APPENDIX AA

Traffic Impact Assessment

Part 4 of 4

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

APPENDIX

AA

Traffic Impact Assessment

Appendix AM Construction traffic variation by road segment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
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Road ID	X2-X1
Road name	Barwon Highway (31A)
Road section	Ch. 0.0 to Ch. 0.8

Peak veh/day across construction	65
Peak impact month	May-26
Length of peak period	1

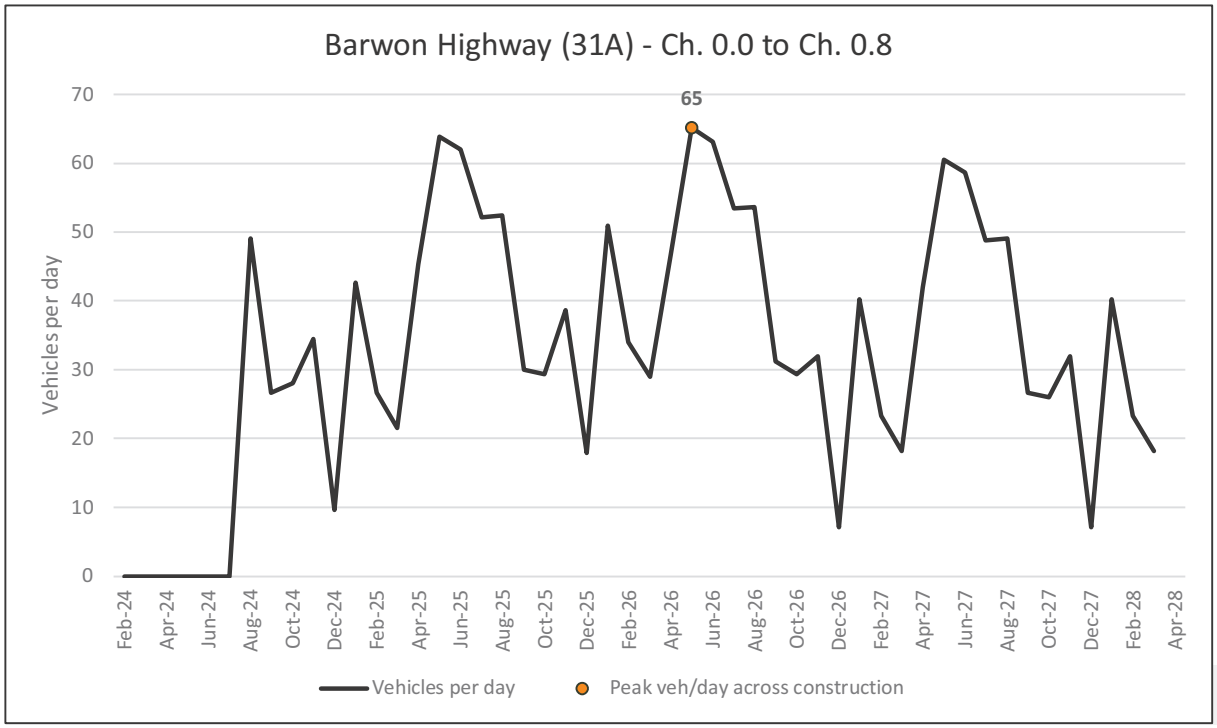
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	49	27	28	34	10

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
43	27	22	45	64	62	52	52	30	29	39	18

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
51	34	29	47	65	63	53	54	31	29	32	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
40	23	18	42	61	59	49	49	27	26	32	7

Jan-28	Feb-28	Mar-28
40	23	18



Road ID	X1-X3
Road name	Barwon Highway (31A)
Road section	Ch. 0.8 to Ch. 2.0

Peak veh/day across construction	65
Peak impact month	May-26
Length of peak period	1

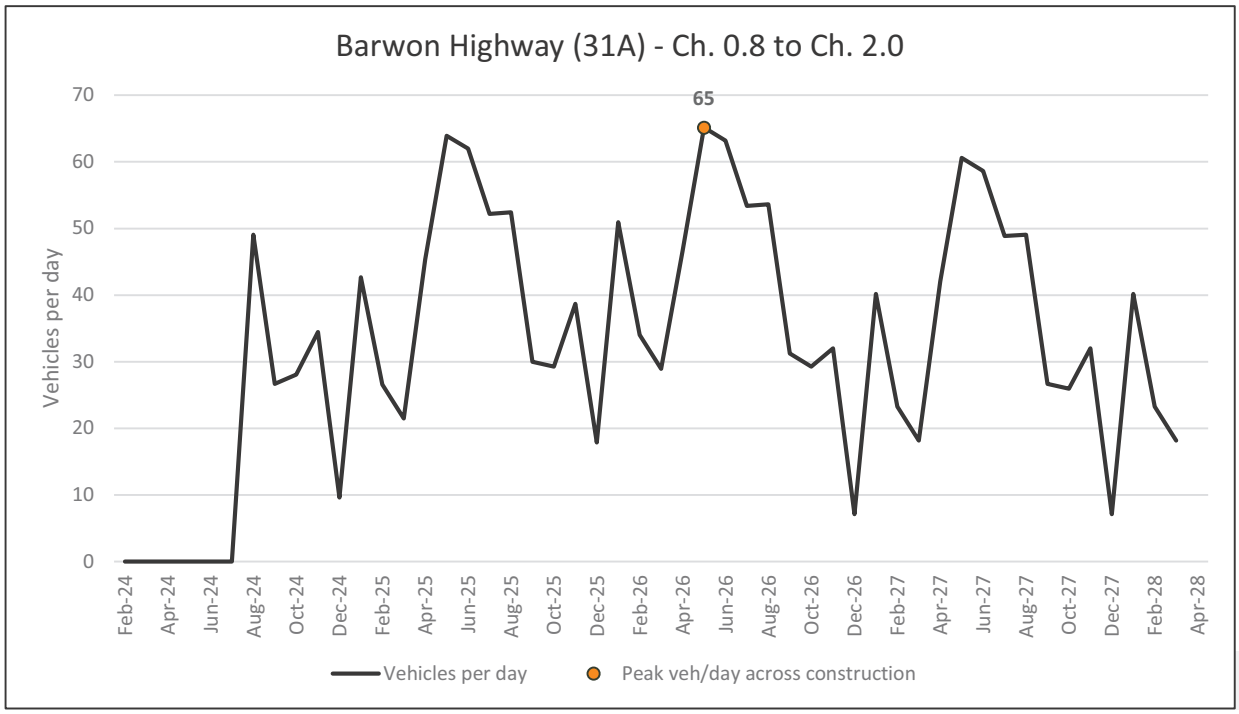
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	49	27	28	34	10

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
43	27	22	45	64	62	52	52	30	29	39	18

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
51	34	29	47	65	63	53	54	31	29	32	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
40	23	18	42	61	59	49	49	27	26	32	7

Jan-28	Feb-28	Mar-28
40	23	18



Road ID	X3-X151
Road name	Barwon Highway (31A)
Road section	Ch. 2.0 to Ch. 45.9

Peak veh/day across construction	61
Peak impact month	May-25
Length of peak period	3

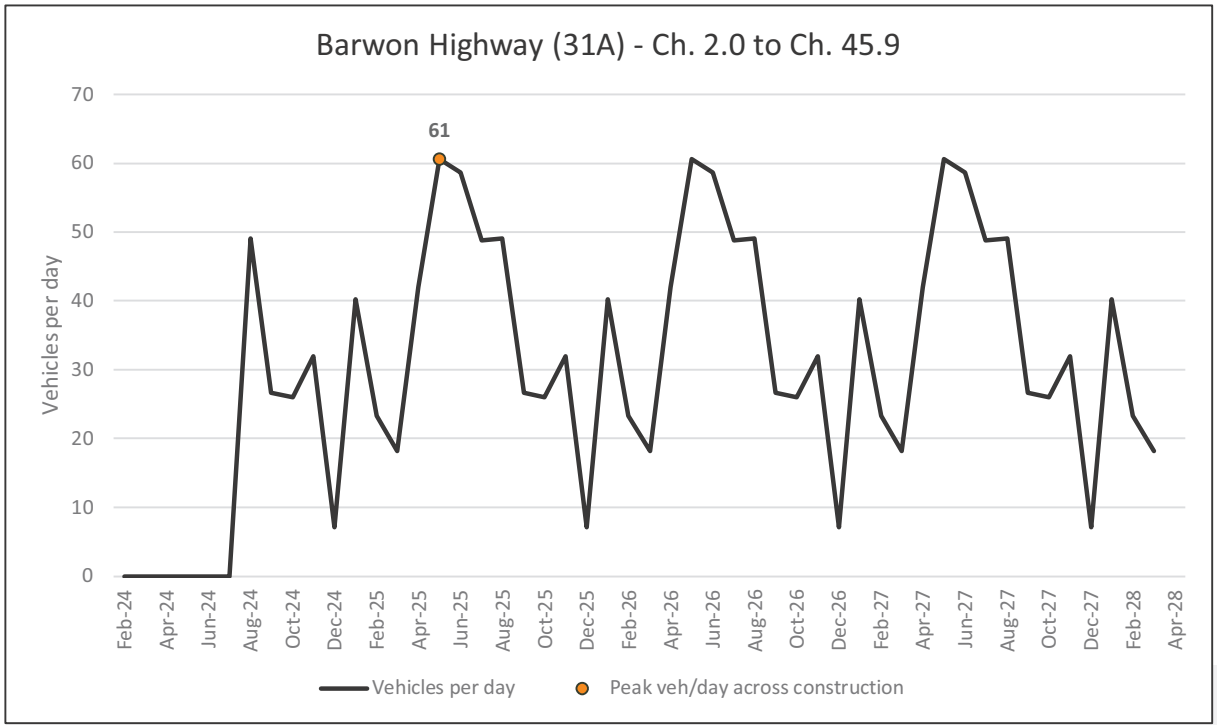
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	49	27	26	32	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
40	23	18	42	61	59	49	49	27	26	32	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
40	23	18	42	61	59	49	49	27	26	32	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
40	23	18	42	61	59	49	49	27	26	32	7

Jan-28	Feb-28	Mar-28
40	23	18



Road ID	X151-M2
Road name	Barwon Highway (31A)
Road section	Ch. 45.9 to Ch. 88.0

Peak veh/day across construction	56
Peak impact month	May-25
Length of peak period	3

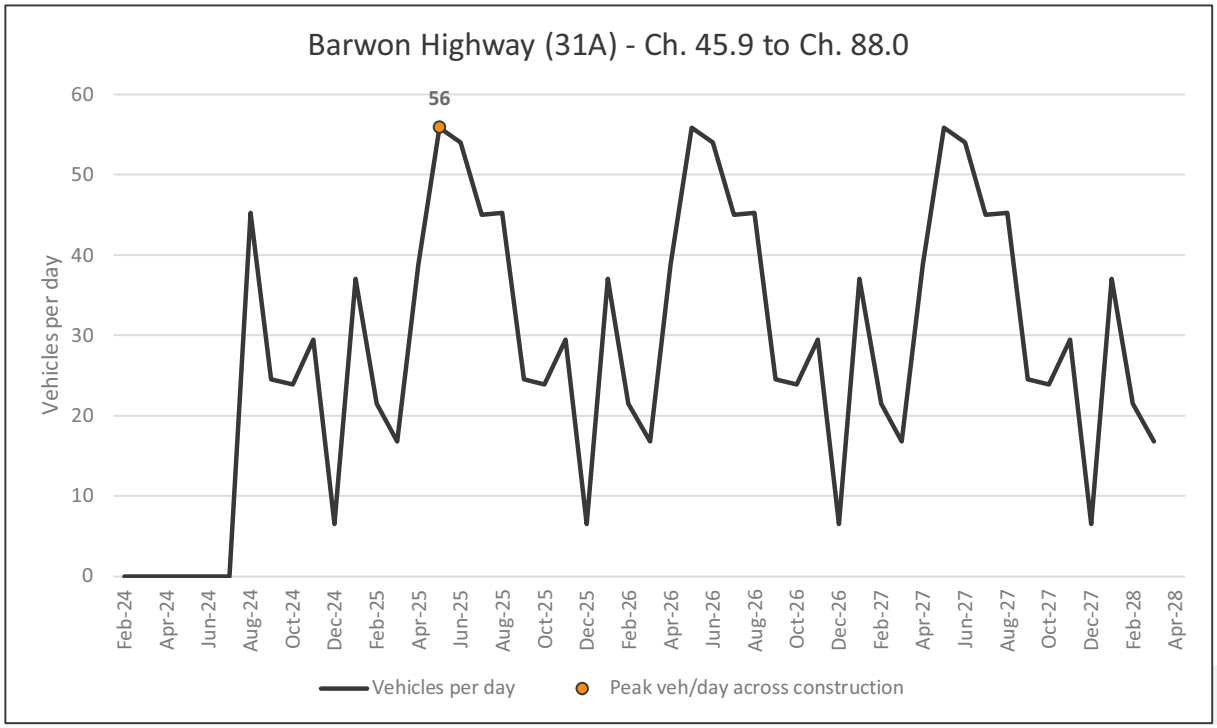
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	45	25	24	30	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
37	21	17	39	56	54	45	45	25	24	30	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
37	21	17	39	56	54	45	45	25	24	30	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
37	21	17	39	56	54	45	45	25	24	30	7

Jan-28	Feb-28	Mar-28
37	21	17



Road ID	M2-X150
Road name	Barwon Highway (31B)
Road section	Ch. 0.0 to Ch. 1.6

Peak veh/day across construction	56
Peak impact month	May-25
Length of peak period	3

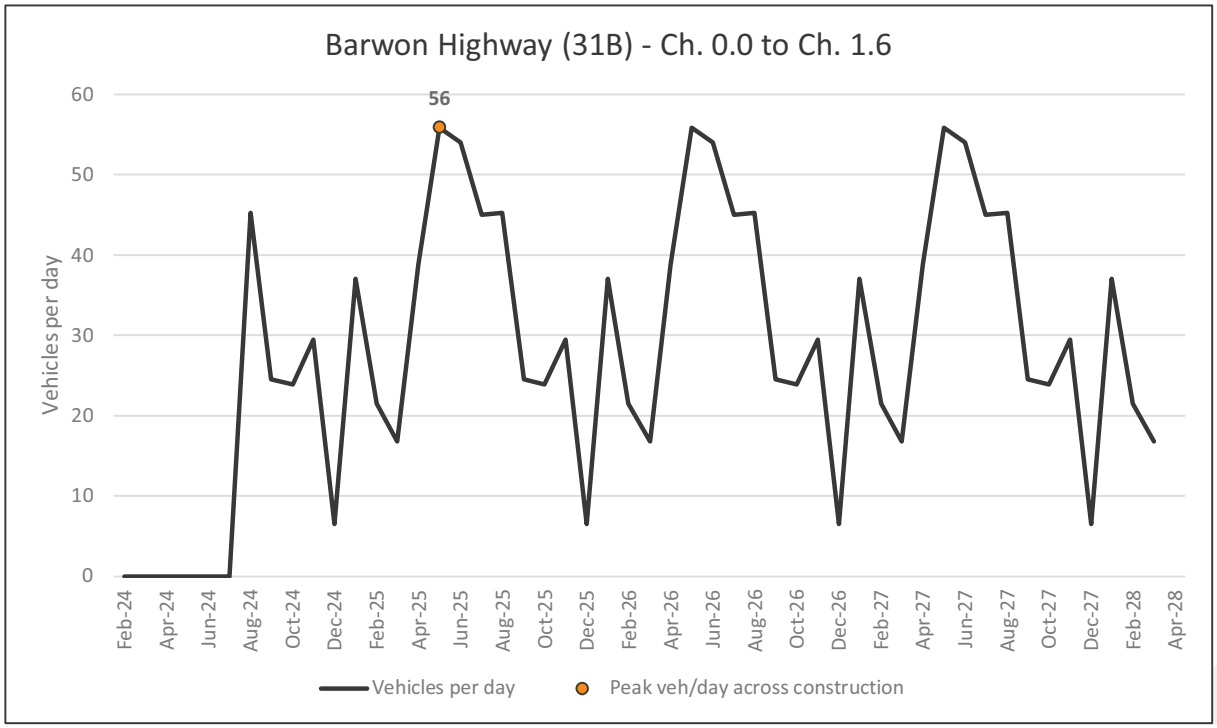
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	45	25	24	30	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
37	21	17	39	56	54	45	45	25	24	30	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
37	21	17	39	56	54	45	45	25	24	30	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
37	21	17	39	56	54	45	45	25	24	30	7

Jan-28	Feb-28	Mar-28
37	21	17



Road ID	X150-X148
Road name	Barwon Highway (31B)
Road section	Ch. 1.6 to Ch. 66.8

Peak veh/day across construction	52
Peak impact month	May-25
Length of peak period	3

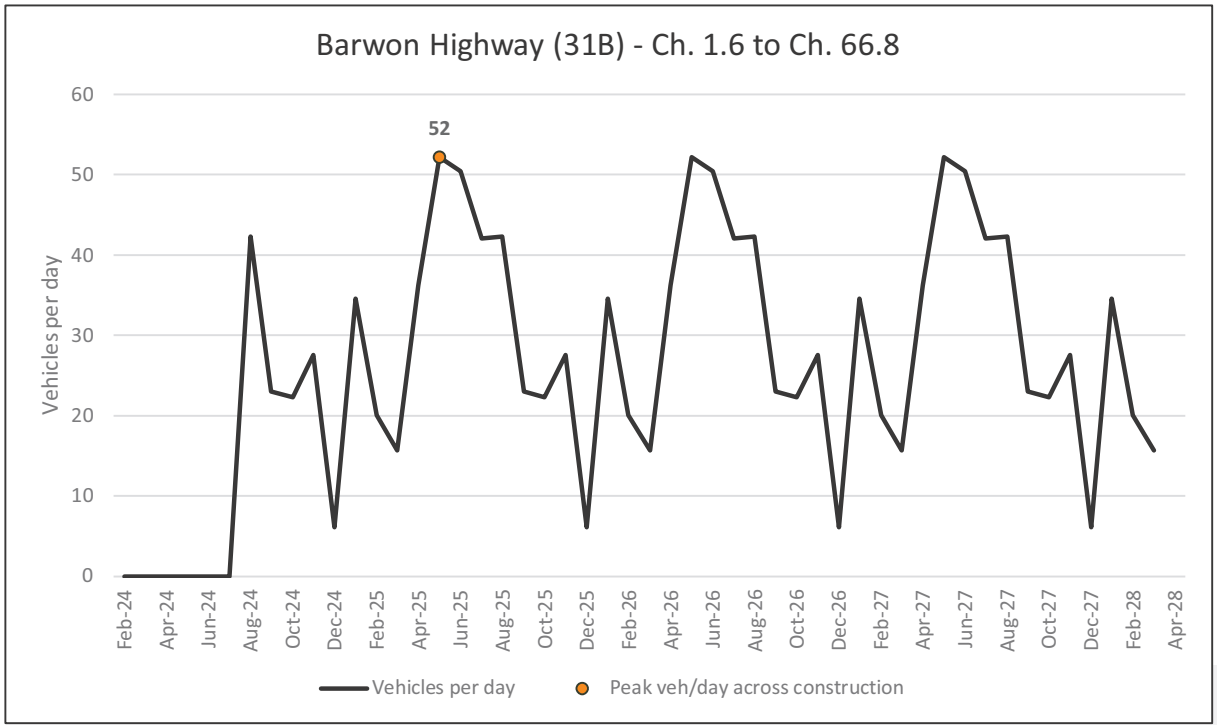
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	42	23	22	28	6

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
35	20	16	36	52	51	42	42	23	22	28	6

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
35	20	16	36	52	51	42	42	23	22	28	6

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
35	20	16	36	52	51	42	42	23	22	28	6

Jan-28	Feb-28	Mar-28
35	20	16



Road ID	X149-X148
Road name	Carnarvon Highway (24A)
Road section	Ch. 40.5 to Ch. 73.5

Peak veh/day across construction	52
Peak impact month	May-25
Length of peak period	3

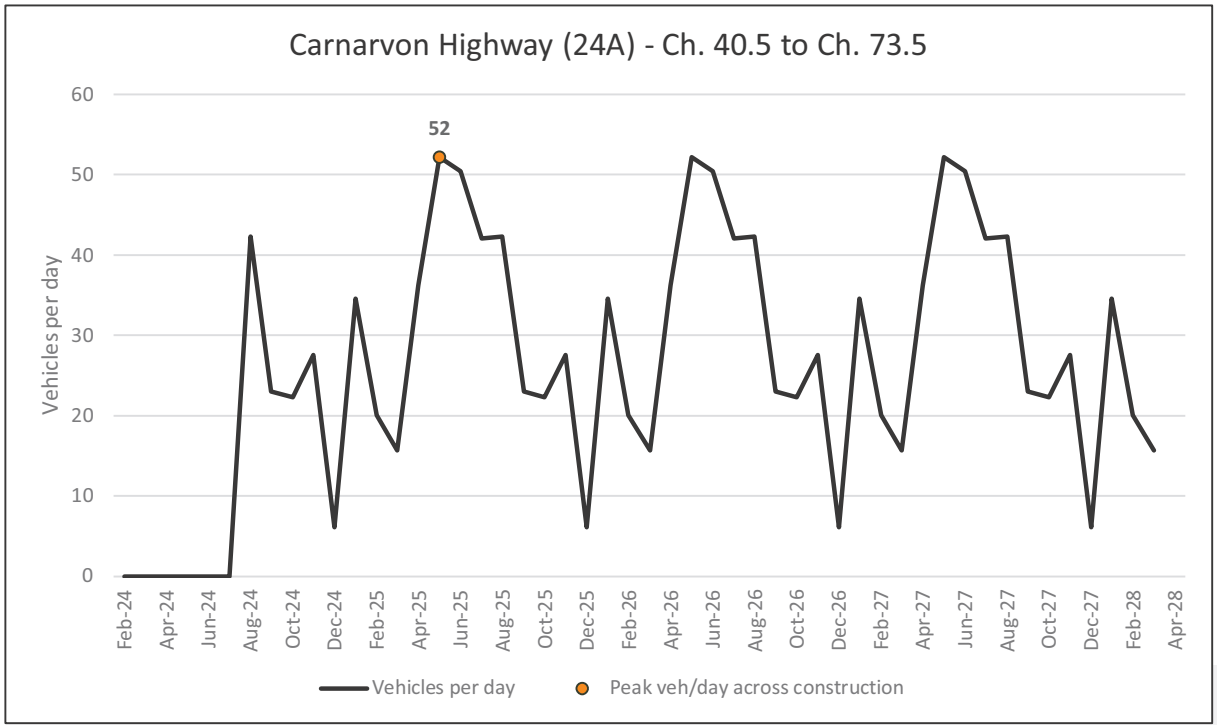
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	42	23	22	28	6

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
35	20	16	36	52	51	42	42	23	22	28	6

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
35	20	16	36	52	51	42	42	23	22	28	6

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
35	20	16	36	52	51	42	42	23	22	28	6

Jan-28	Feb-28	Mar-28
35	20	16



Road ID	M1-X73
Road name	Charlton Connection Road (320)
Road section	Ch. 0.0 to Ch. 1.6

Peak veh/day across construction	4
Peak impact month	Nov-26
Length of peak period	7

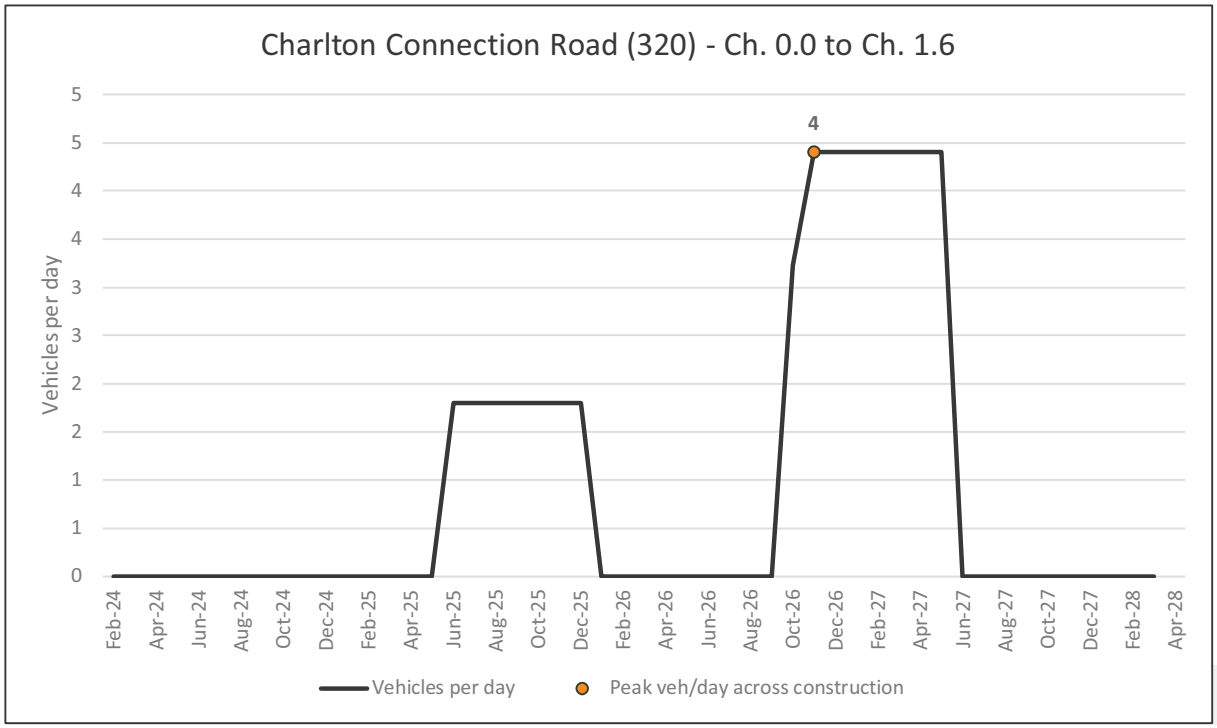
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	2	2	2	2	2	2	2

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	3	4	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
4	4	4	4	4	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X5-X10
Road name	Cunningham Highway (17C)
Road section	Ch. 94.4 to Ch. 96.2

Peak veh/day across construction	51
Peak impact month	Sep-24
Length of peak period	6

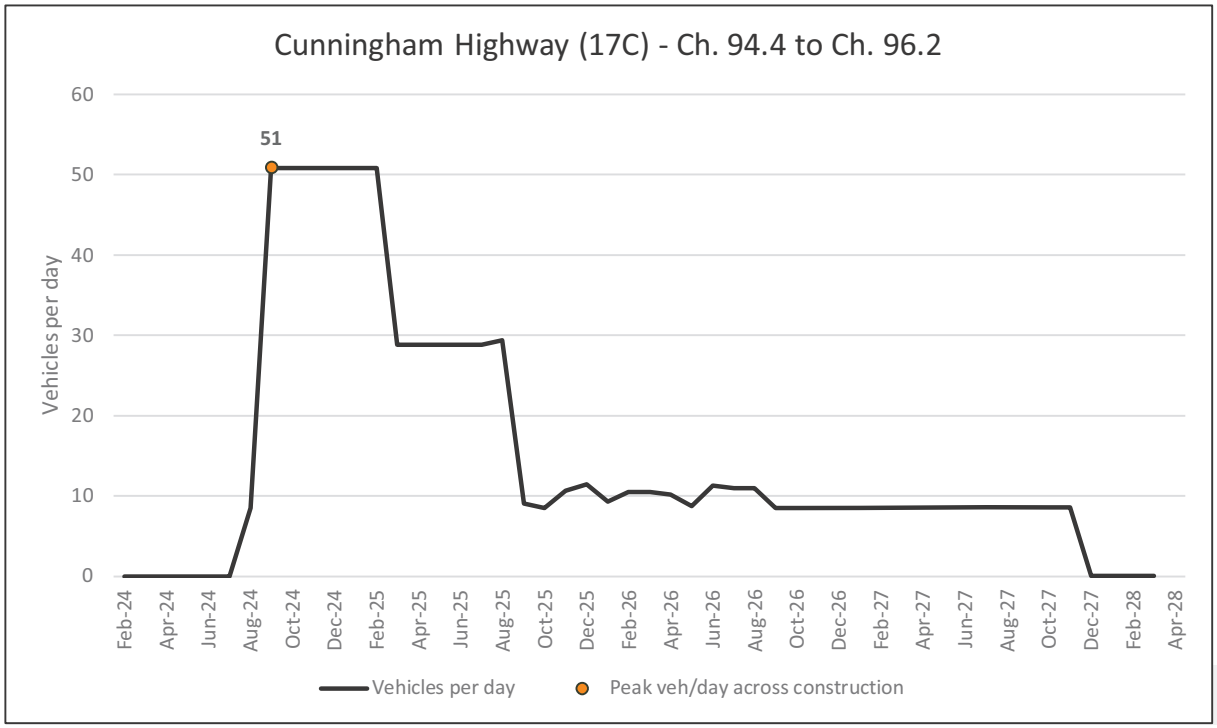
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	8	51	51	51	51

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
51	51	29	29	29	29	29	29	9	8	11	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	10	10	10	9	11	11	11	8	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	9	9	9	9	9	9	9	9	9	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X10-X9
Road name	Cunningham Highway (17C)
Road section	Ch. 96.2 to Ch. 97.5

Peak veh/day across construction	233
Peak impact month	Apr-27
Length of peak period	1

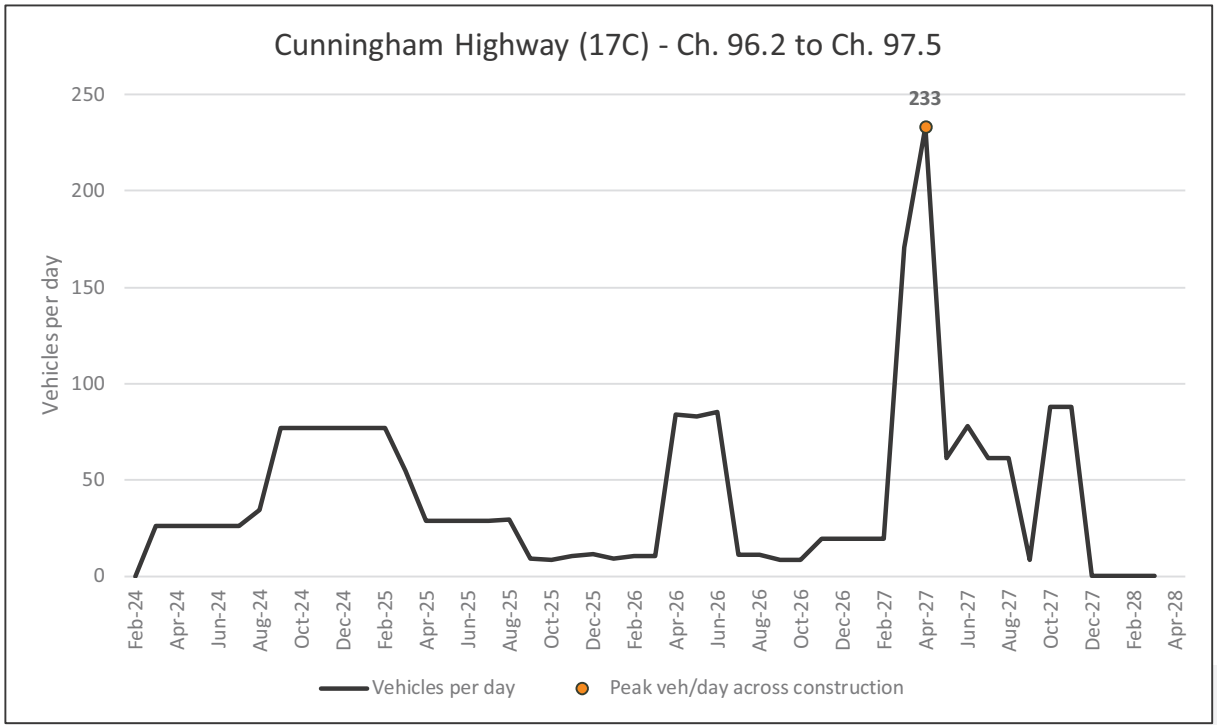
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	26	26	26	26	26	35	77	77	77	77

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
77	77	55	29	29	29	29	29	9	8	11	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	10	10	84	83	85	11	11	8	8	19	19

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
19	19	171	233	61	78	61	61	9	88	88	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X9-X15
Road name	Cunningham Highway (17C)
Road section	Ch. 97.5 to Ch. 105.7

Peak veh/day across construction	574
Peak impact month	Nov-24
Length of peak period	1

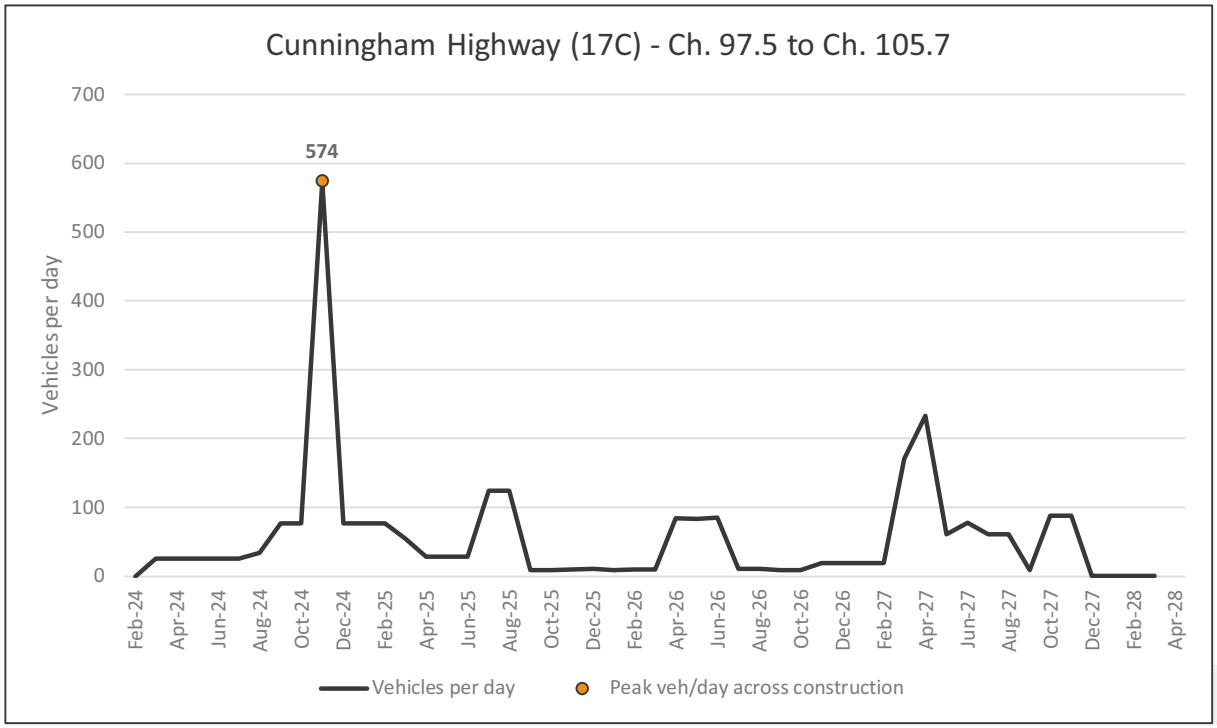
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	26	26	26	26	26	35	77	77	574	77

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
77	77	55	29	29	29	124	124	9	8	11	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	10	10	84	83	85	11	11	8	8	19	19

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
19	19	171	233	61	78	61	61	9	88	88	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X15-X8
Road name	Cunningham Highway (17C)
Road section	Ch. 105.7 to Ch. 107.4

Peak veh/day across construction	472
Peak impact month	Nov-24
Length of peak period	1

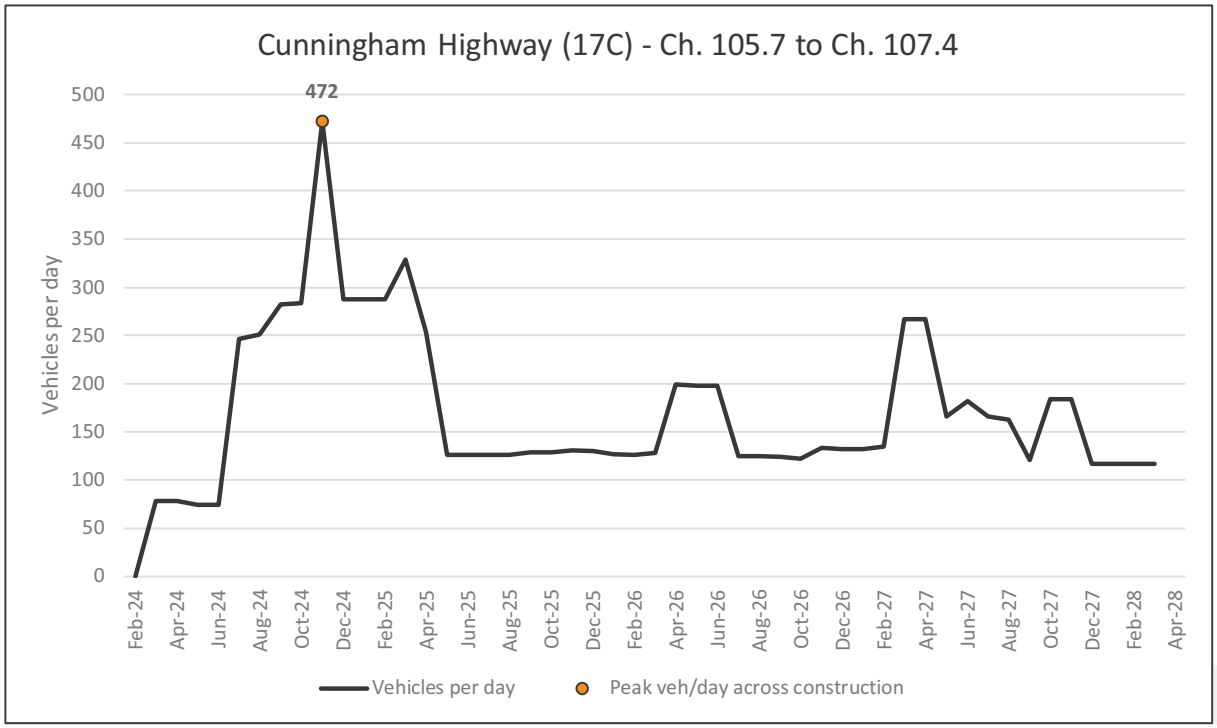
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	78	78	75	75	246	251	282	283	472	287

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
287	288	328	254	126	126	126	126	129	129	131	130

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
127	126	128	200	198	198	125	125	124	122	133	132

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
132	135	267	267	166	182	166	163	121	183	183	116

Jan-28	Feb-28	Mar-28
116	116	116



Road ID	X8-M12
Road name	Cunningham Highway (17C)
Road section	Ch. 107.4 to Ch. 107.6

Peak veh/day across construction	458
Peak impact month	Nov-24
Length of peak period	1

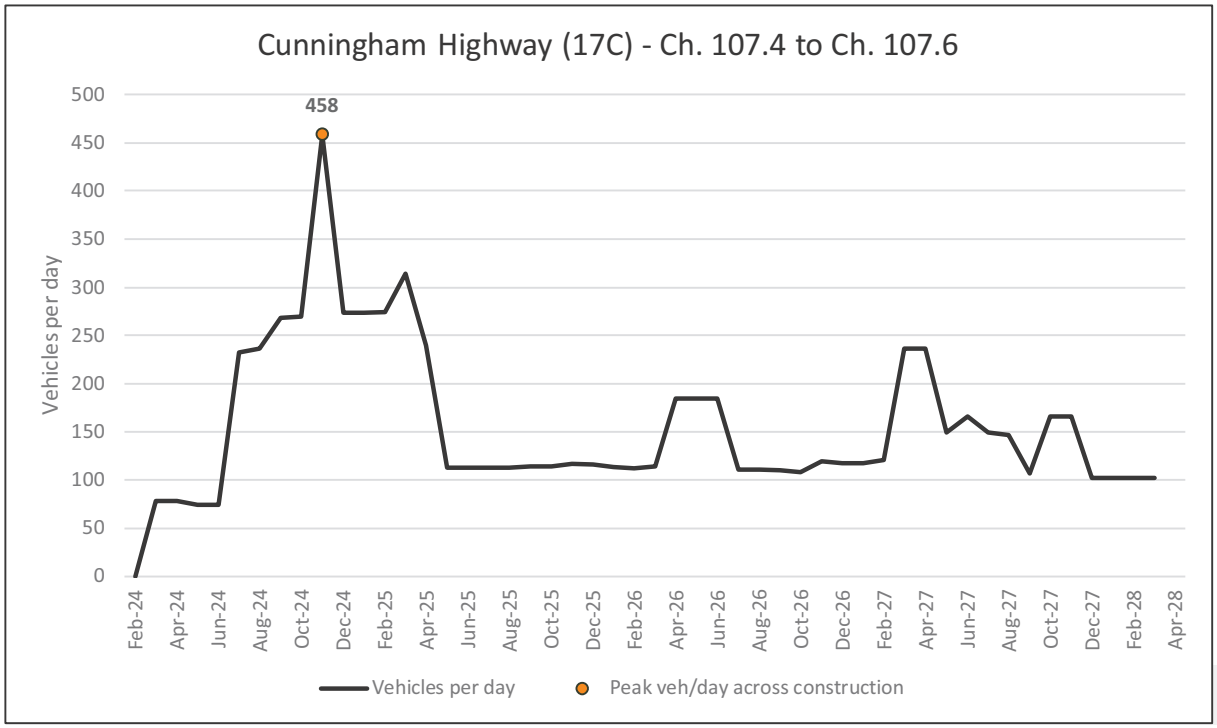
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	78	78	75	75	232	237	268	269	458	273

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
273	274	314	240	112	112	112	112	115	115	117	116

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
113	112	114	184	184	184	111	111	110	108	119	118

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
118	121	237	237	149	166	149	146	107	166	166	102

Jan-28	Feb-28	Mar-28
102	102	102



Road ID	M12-E2
Road name	Cunningham Highway (17D)
Road section	Ch. 0.0 to Ch. 2

Peak veh/day across construction	458
Peak impact month	Nov-24
Length of peak period	1

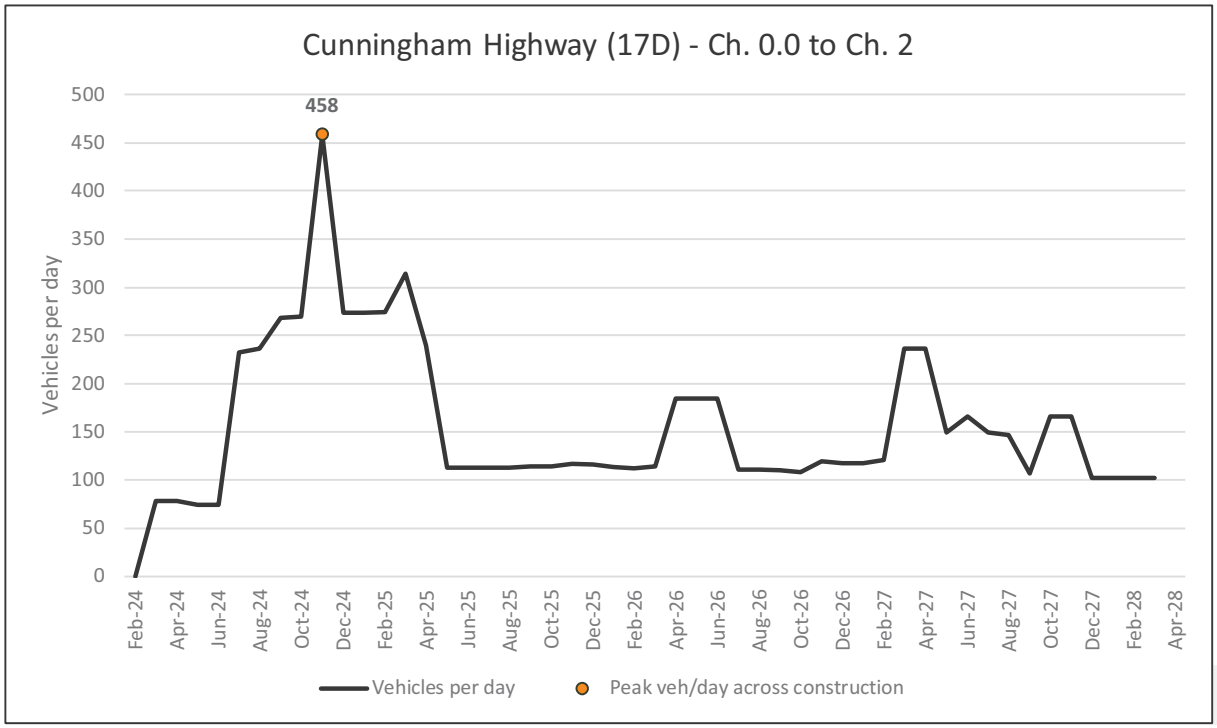
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	78	78	75	75	232	237	268	269	458	273

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
273	274	314	240	112	112	112	112	115	115	117	116

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
113	112	114	184	184	184	111	111	110	108	119	118

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
118	121	237	237	149	166	149	146	107	166	166	102

Jan-28	Feb-28	Mar-28
102	102	102



Road ID	E2-X4
Road name	Cunningham Highway (17D)
Road section	Ch. 2.0 to Ch. 3.9

Peak veh/day across construction	458
Peak impact month	Nov-24
Length of peak period	1

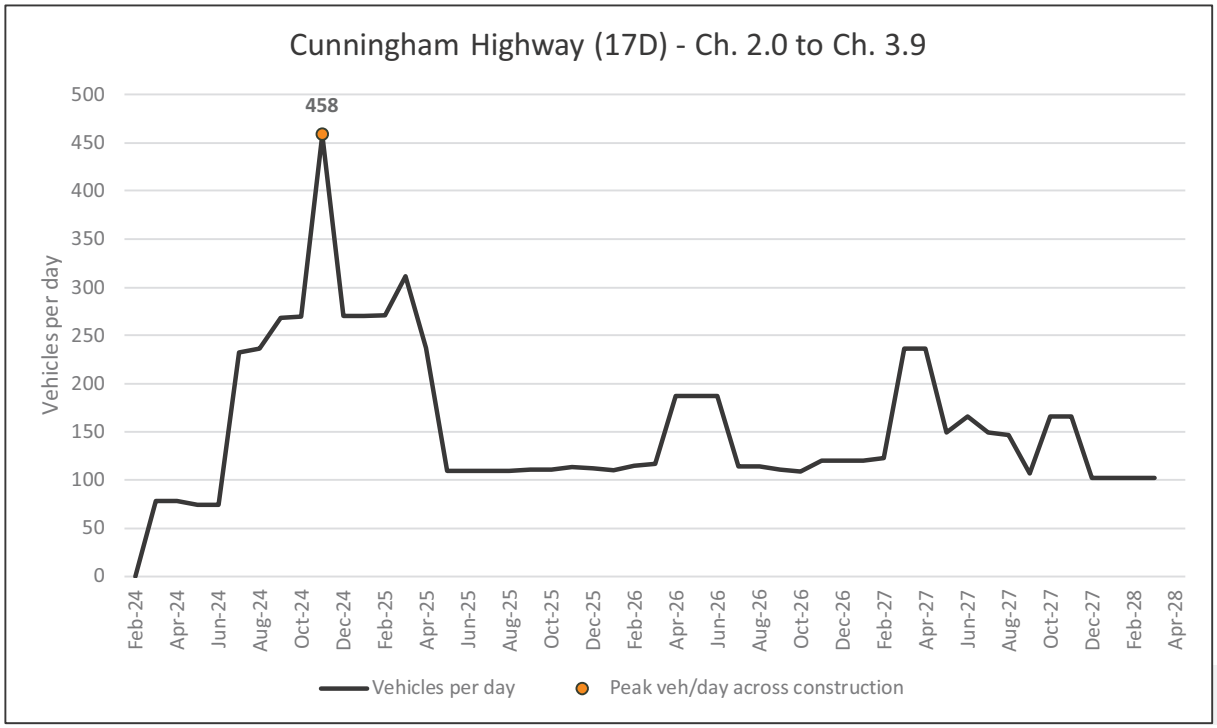
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	78	78	75	75	232	237	268	269	458	271

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
271	271	312	237	110	110	110	110	111	111	113	112

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
110	115	117	187	187	187	113	113	111	109	120	120

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
120	123	237	237	149	166	149	146	107	166	166	102

Jan-28	Feb-28	Mar-28
102	102	102



Road ID	X4-X6
Road name	Cunningham Highway (17D)
Road section	Ch. 3.9 to Ch. 10.2

Peak veh/day across construction	300
Peak impact month	Mar-25
Length of peak period	1

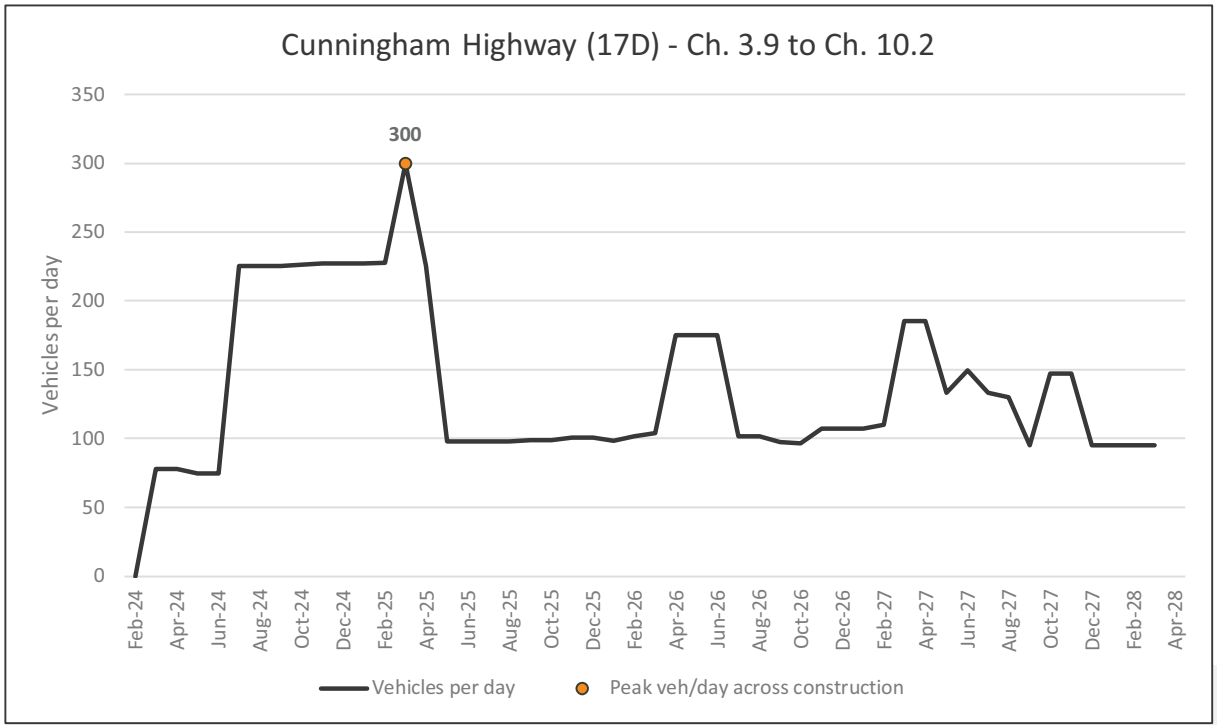
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	78	78	75	75	225	225	225	226	227	227

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
227	228	300	225	98	98	98	98	99	99	101	100

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
98	102	104	175	175	175	102	102	98	96	107	107

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
107	110	186	186	133	150	133	130	95	147	147	95

Jan-28	Feb-28	Mar-28
95	95	95



Road ID	X6-X14
Road name	Cunningham Highway (17D)
Road section	Ch. 10.2 to Ch. 13.9

Peak veh/day across construction	285
Peak impact month	Mar-25
Length of peak period	1

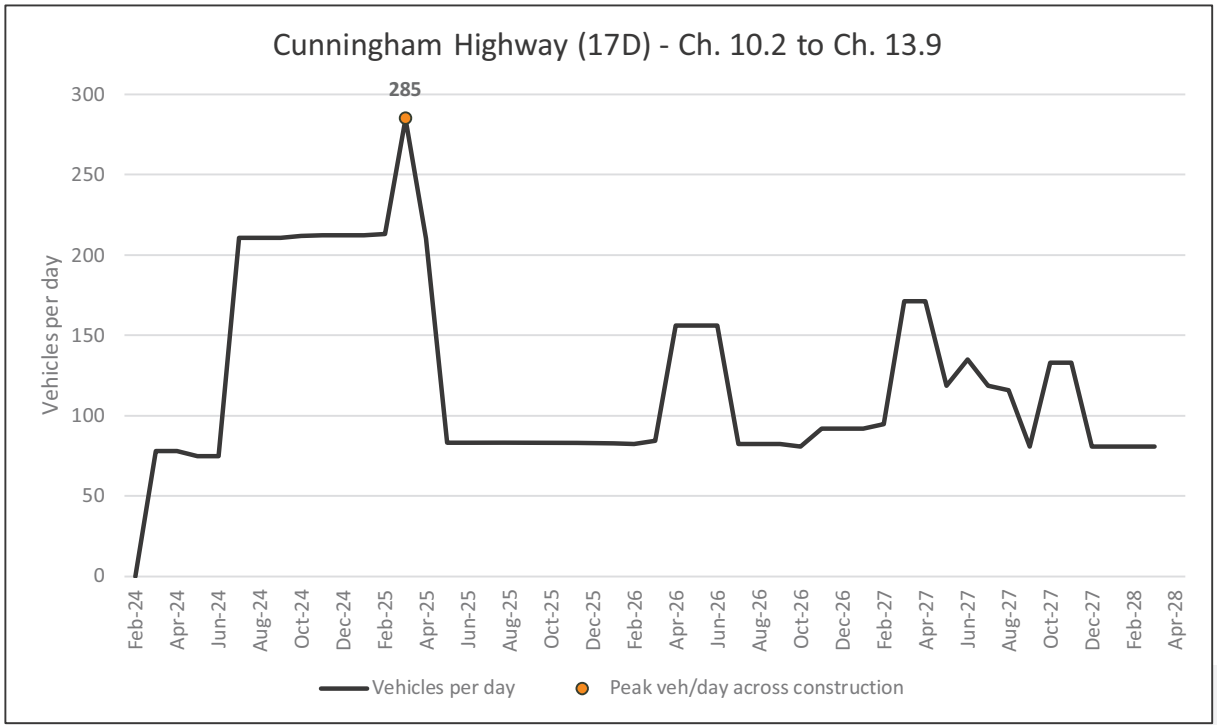
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	78	78	75	75	211	211	211	212	213	213

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
213	213	285	211	83	83	83	83	83	83	83	83

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
83	82	84	156	156	156	82	82	82	81	92	92

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
92	95	171	171	119	135	119	116	81	133	133	81

Jan-28	Feb-28	Mar-28
81	81	81



Road ID	X14-X18
Road name	Cunningham Highway (17D)
Road section	Ch. 13.9 to Ch. 18.5

Peak veh/day across construction	281
Peak impact month	Mar-25
Length of peak period	1

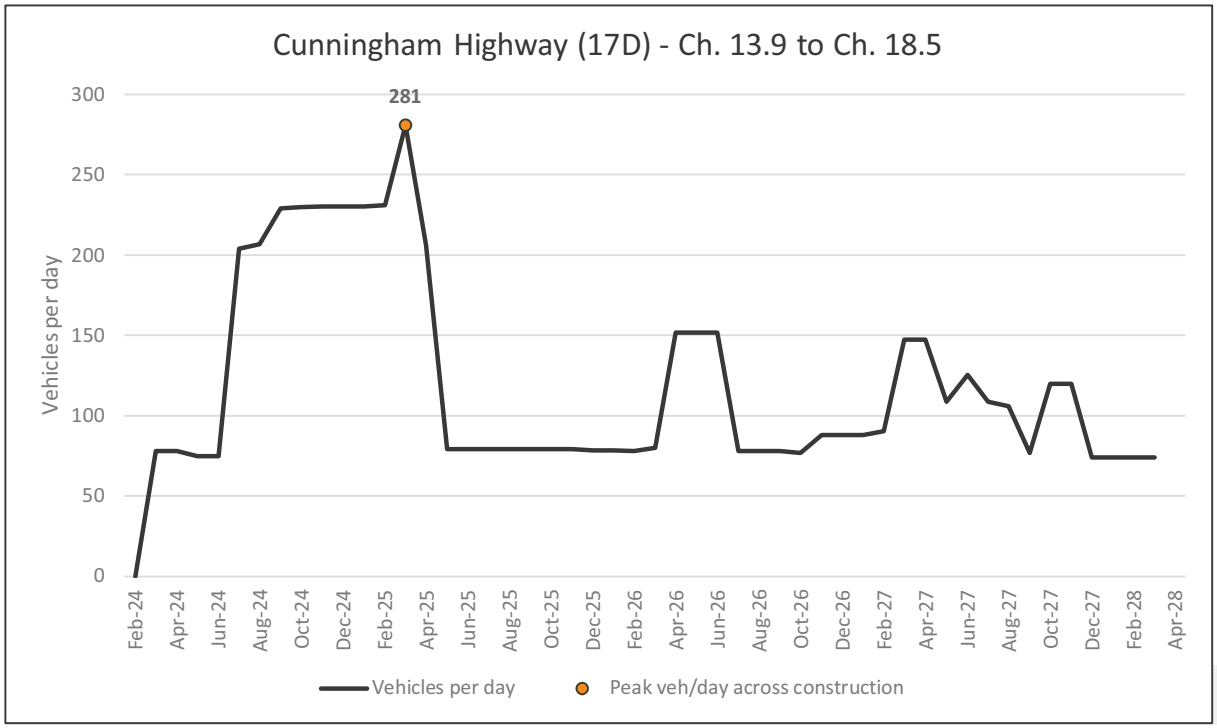
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	78	78	75	75	204	207	229	230	231	231

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
231	231	281	206	79	79	79	79	79	79	79	78

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	78	80	152	152	152	78	78	78	77	88	88

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
88	91	147	147	109	125	109	106	77	120	120	74

Jan-28	Feb-28	Mar-28
74	74	74



Road ID	X18-X16
Road name	Cunningham Highway (17D)
Road section	Ch. 18.5 to Ch. 27.1

Peak veh/day across construction	190
Peak impact month	Feb-25
Length of peak period	1

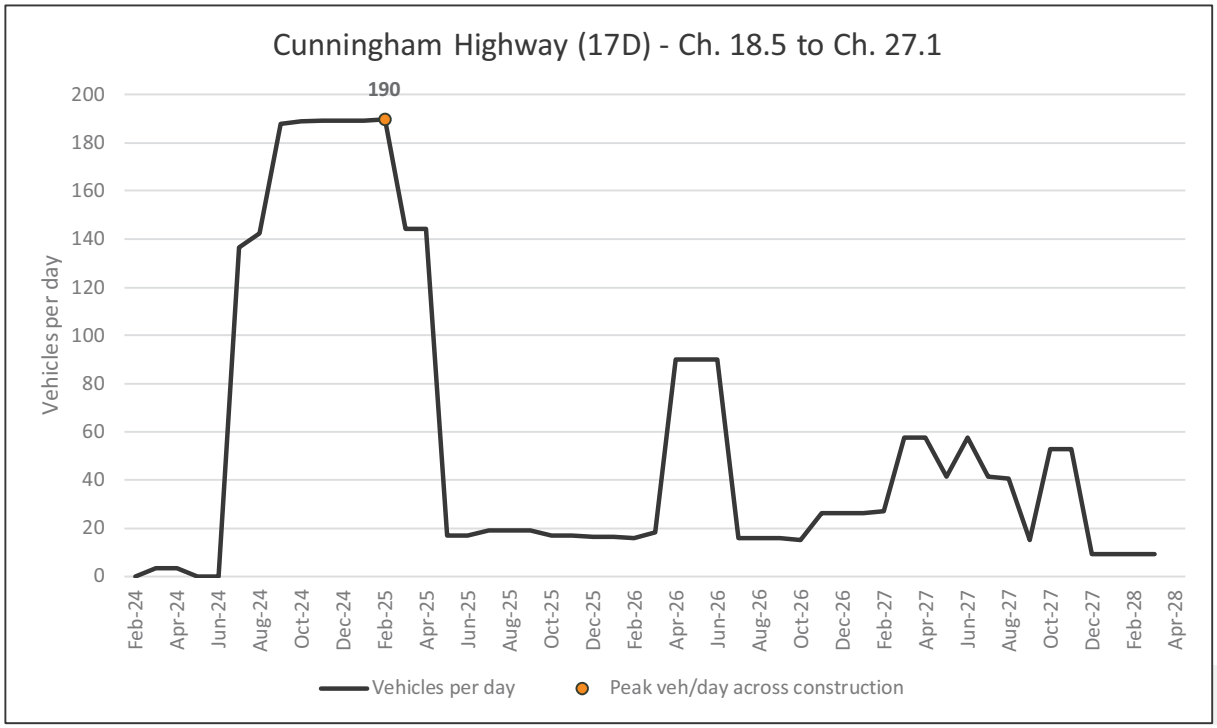
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	136	142	188	189	189	189

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
189	190	144	144	17	17	19	19	19	17	17	16

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
16	16	18	90	90	90	16	16	16	15	26	26

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
26	27	58	58	41	58	41	40	15	53	53	9

Jan-28	Feb-28	Mar-28
9	9	9



Road ID	X16-E26
Road name	Cunningham Highway (17D)
Road section	Ch. 27.1 to Ch. 29.3

Peak veh/day across construction	211
Peak impact month	Sep-24
Length of peak period	1

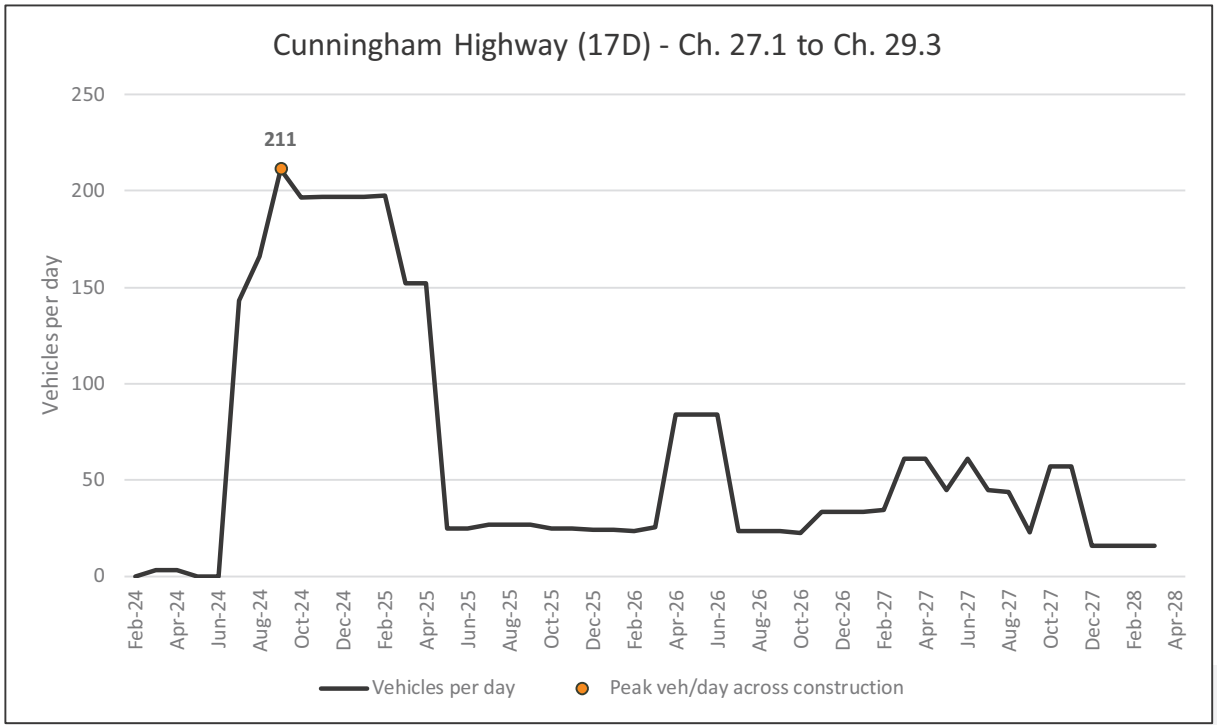
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	143	166	211	197	197	197

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
197	197	152	152	25	25	27	27	27	25	25	24

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
24	23	26	84	84	84	23	23	23	23	34	34

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
34	34	61	61	45	61	45	44	23	57	57	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	E26-X17
Road name	Cunningham Highway (17D)
Road section	Ch. 29.3 to Ch. 34.7

Peak veh/day across construction	191
Peak impact month	Aug-24
Length of peak period	2

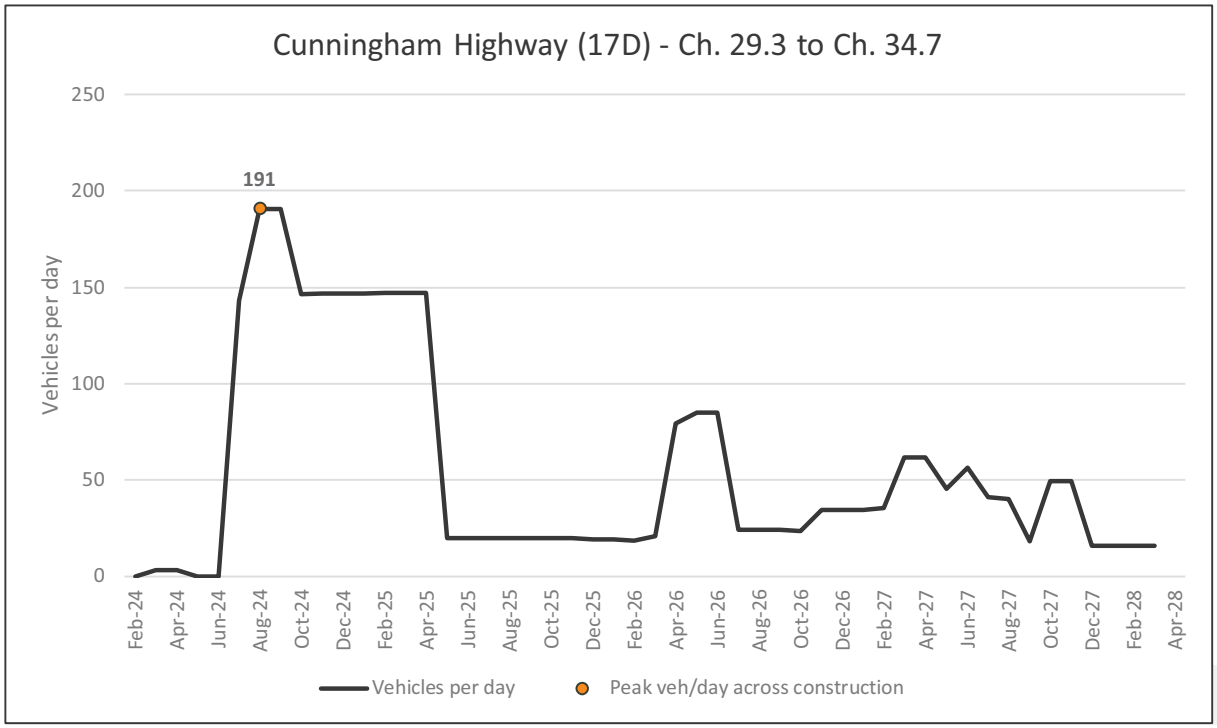
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	143	191	191	146	147	147

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
147	147	147	147	20	20	20	20	20	20	20	19

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
19	19	21	79	85	85	24	24	24	23	34	34

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
34	35	62	62	45	56	41	40	18	49	49	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	X17-X7
Road name	Cunningham Highway (17D)
Road section	Ch. 34.7 to Ch. 39.6

Peak veh/day across construction	191
Peak impact month	Aug-24
Length of peak period	2

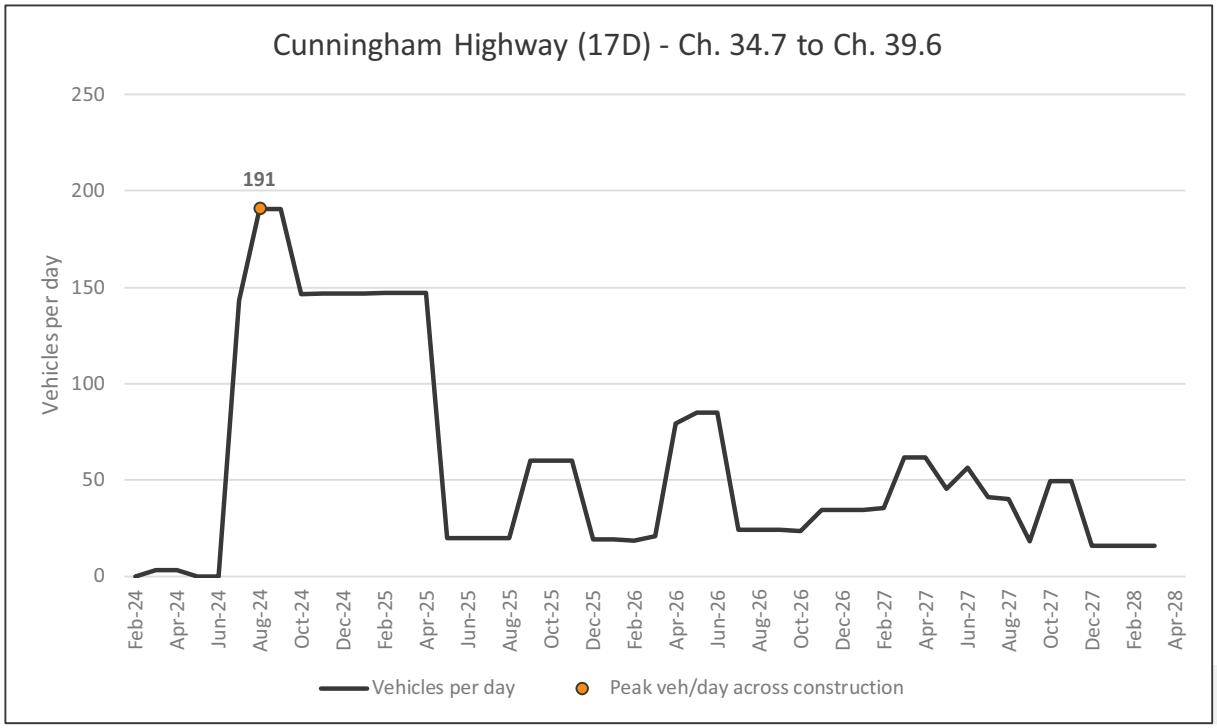
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	143	191	191	146	147	147

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
147	147	147	147	20	20	20	20	60	60	60	19

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
19	19	21	79	85	85	24	24	24	23	34	34

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
34	35	62	62	45	56	41	40	18	49	49	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	X7-X20
Road name	Cunningham Highway (17D)
Road section	Ch. 39.6 to Ch. 40.3

Peak veh/day across construction	220
Peak impact month	Sep-24
Length of peak period	1

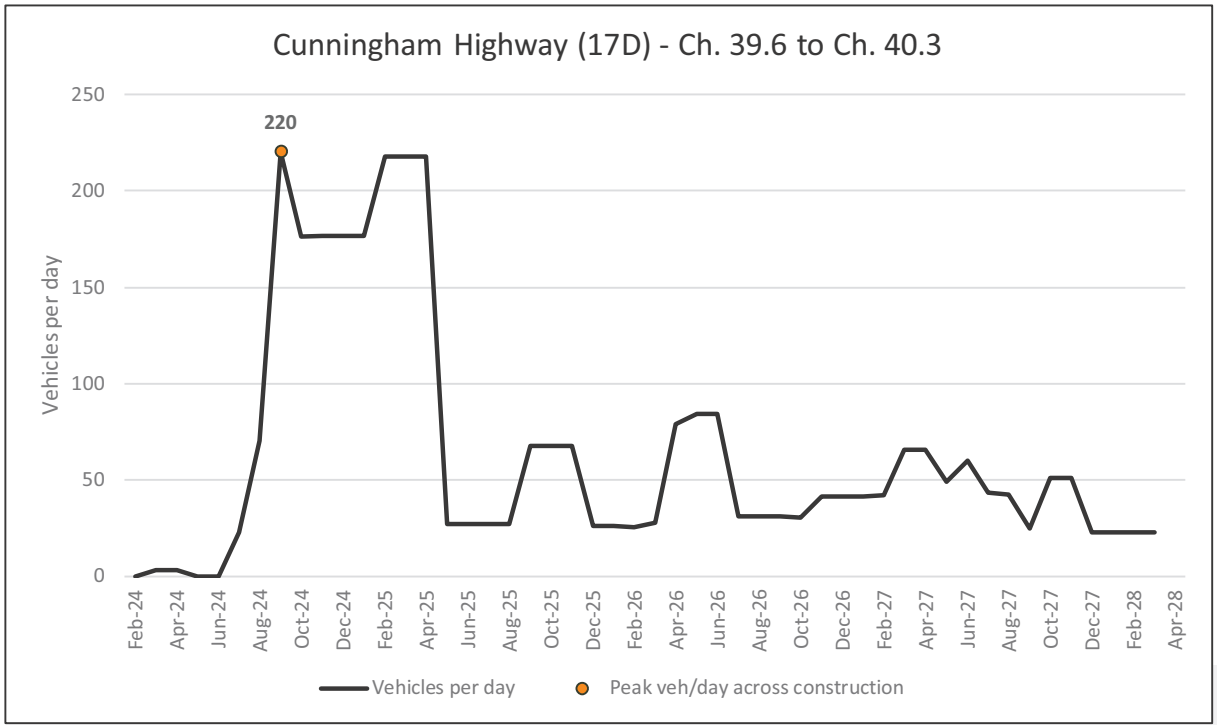
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	23	70	220	176	176	176

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
176	218	218	218	27	27	27	27	68	68	68	26

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
26	26	28	79	85	85	31	31	31	30	41	41

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
41	42	65	65	49	60	43	43	25	51	51	23

Jan-28	Feb-28	Mar-28
23	23	23



Road ID	X20-X21
Road name	Cunningham Highway (17D)
Road section	Ch. 40.3 to Ch. 40.5

Peak veh/day across construction	84
Peak impact month	May-26
Length of peak period	2

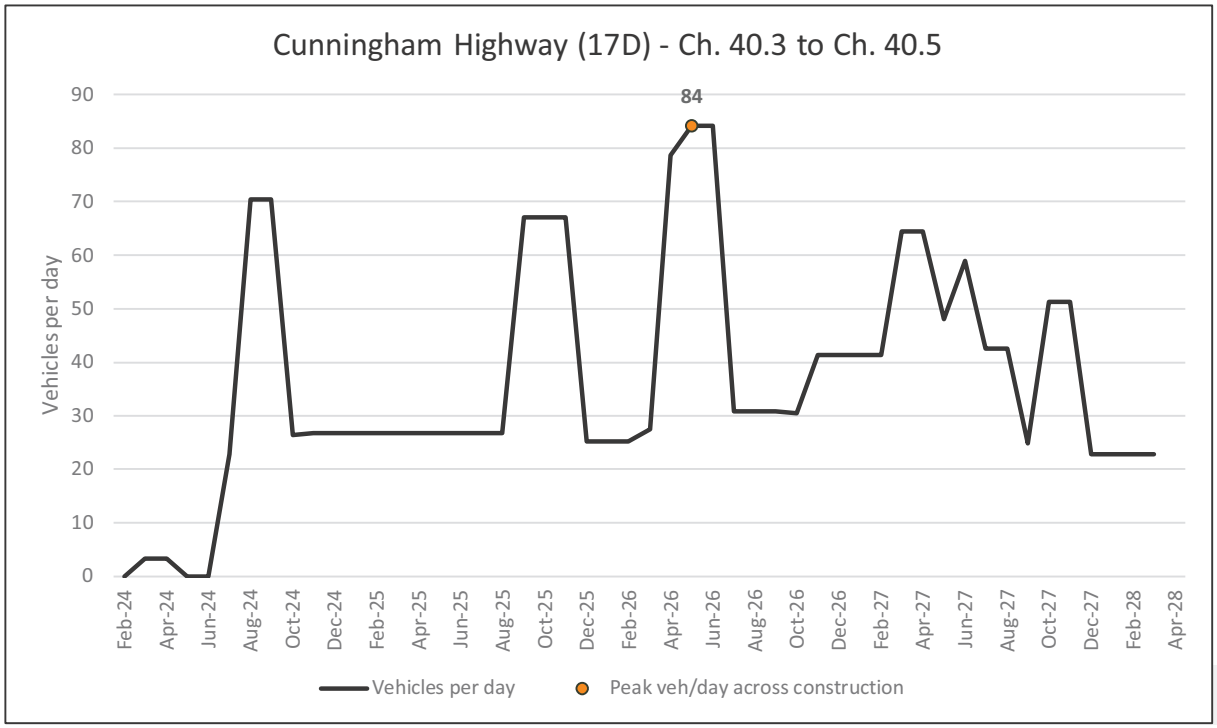
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	23	70	70	26	27	27

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
27	27	27	27	27	27	27	27	67	67	67	25

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
25	25	27	79	84	84	31	31	31	30	41	41

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
41	41	64	64	48	59	42	42	25	51	51	23

Jan-28	Feb-28	Mar-28
23	23	23



Road ID	X21-E32
Road name	Cunningham Highway (17D)
Road section	Ch. 40.5 to Ch. 43.9

Peak veh/day across construction	107
Peak impact month	Sep-25
Length of peak period	3

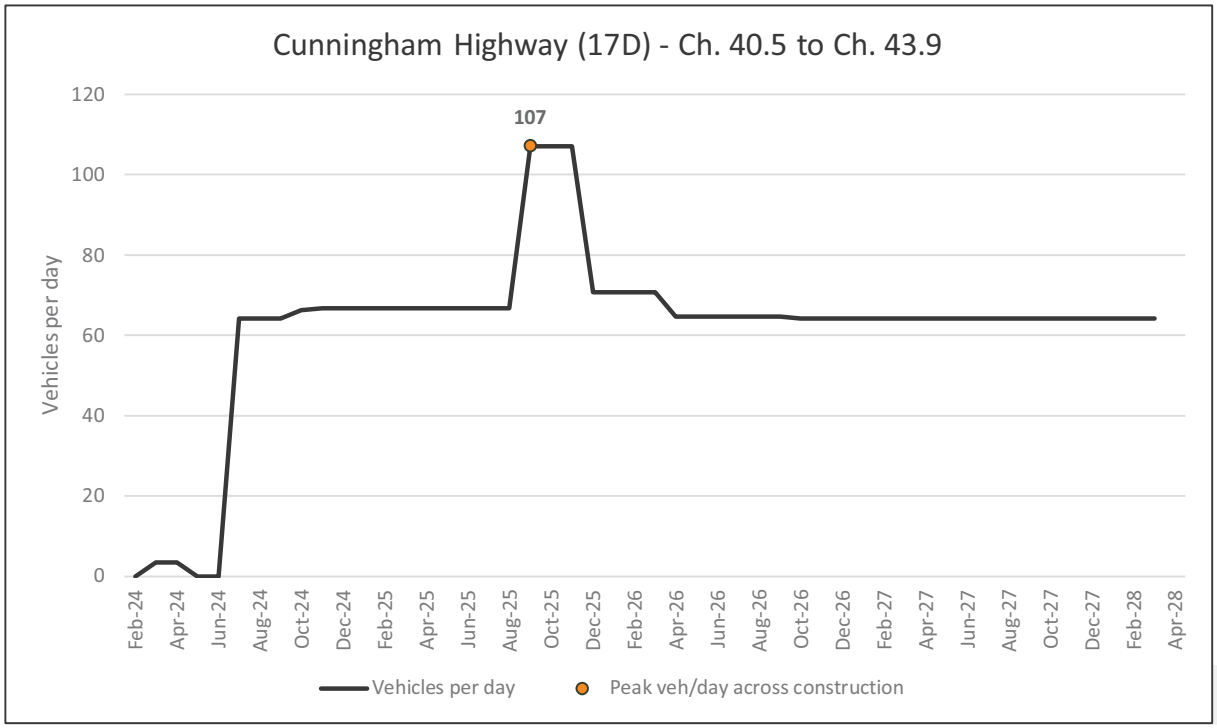
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	64	64	64	66	67	67

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
67	67	67	67	67	67	67	67	107	107	107	71

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
71	71	71	65	65	65	65	65	65	64	64	64

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
64	64	64	64	64	64	64	64	64	64	64	64

Jan-28	Feb-28	Mar-28
64	64	64



Road ID	E32-X19
Road name	Cunningham Highway (17D)
Road section	Ch. 43.9 to Ch. 46.3

Peak veh/day across construction	65
Peak impact month	Sep-25
Length of peak period	3

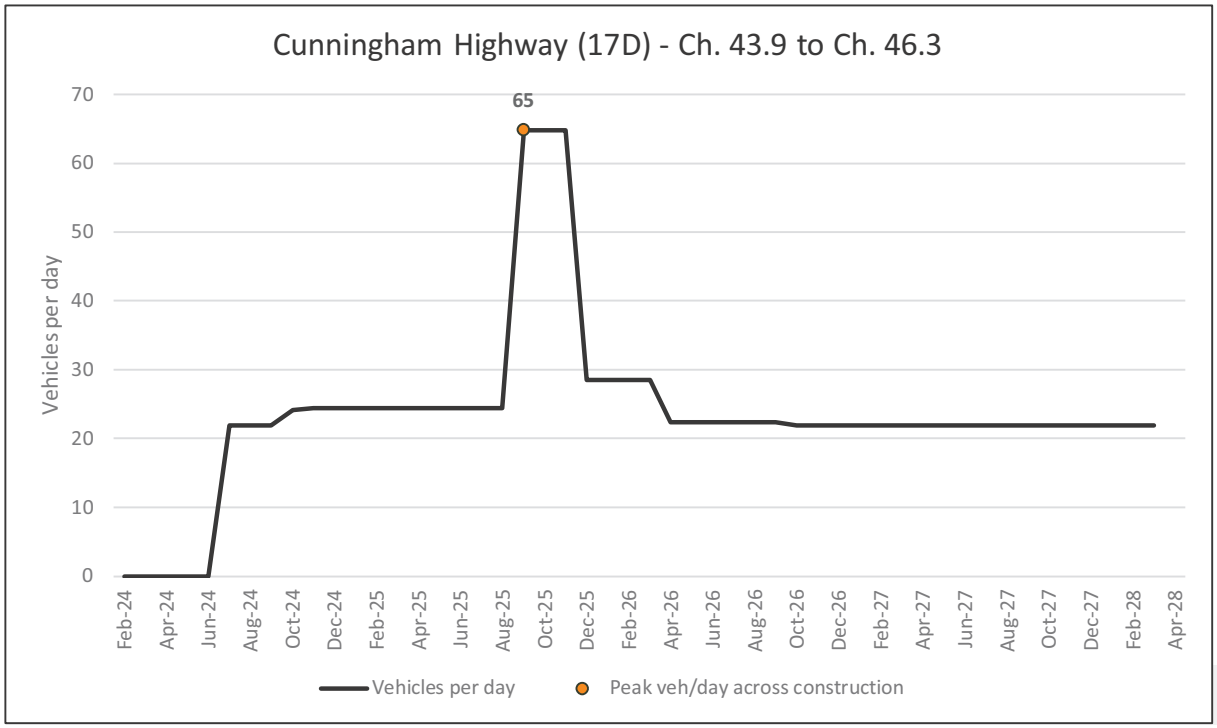
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	22	22	24	24	24

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
24	24	24	24	24	24	24	24	65	65	65	29

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
29	29	29	22	22	22	22	22	22	22	22	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
22	22	22	22	22	22	22	22	22	22	22	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	X19-X13
Road name	Cunningham Highway (17D)
Road section	Ch. 46.3 to Ch. 88.0

Peak veh/day across construction	29
Peak impact month	Dec-25
Length of peak period	4

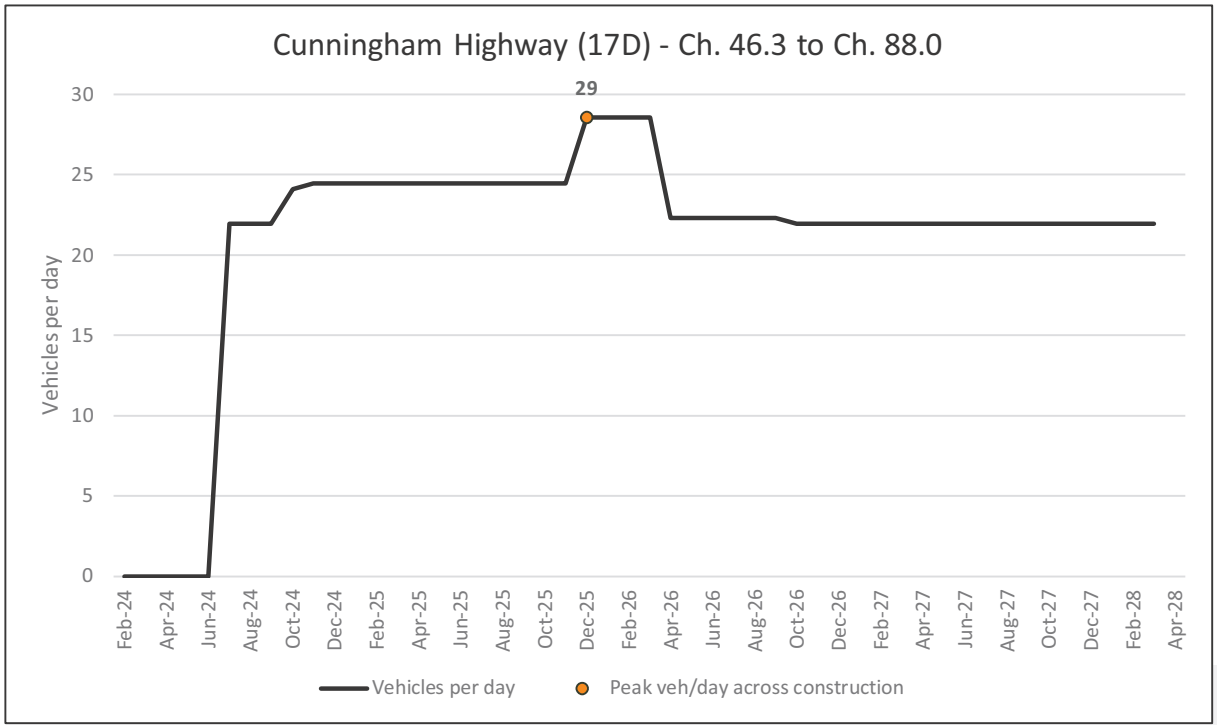
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	22	22	24	24	24

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
24	24	24	24	24	24	24	24	24	24	24	29

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
29	29	29	22	22	22	22	22	22	22	22	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
22	22	22	22	22	22	22	22	22	22	22	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	X13-X152
Road name	Cunningham Highway (17D)
Road section	Ch. 88.0 to Ch. 88.2

Peak veh/day across construction	57
Peak impact month	May-26
Length of peak period	1

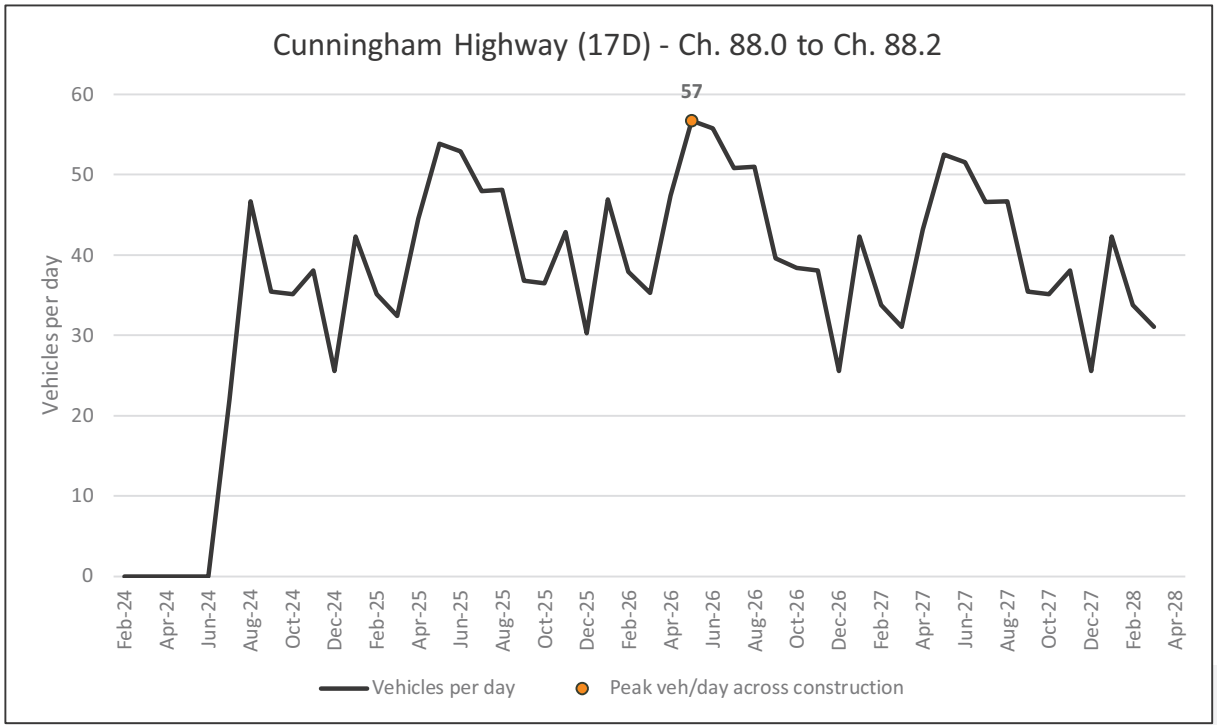
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	47	35	35	38	26

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
42	35	32	45	54	53	48	48	37	36	43	30

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
47	38	35	47	57	56	51	51	40	38	38	26

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
42	34	31	43	53	52	47	47	35	35	38	26

Jan-28	Feb-28	Mar-28
42	34	31



Road ID	X152-X12
Road name	Cunningham Highway (17D)
Road section	Ch. 88.2 to Ch. 90.0

Peak veh/day across construction	27
Peak impact month	Nov-25
Length of peak period	3

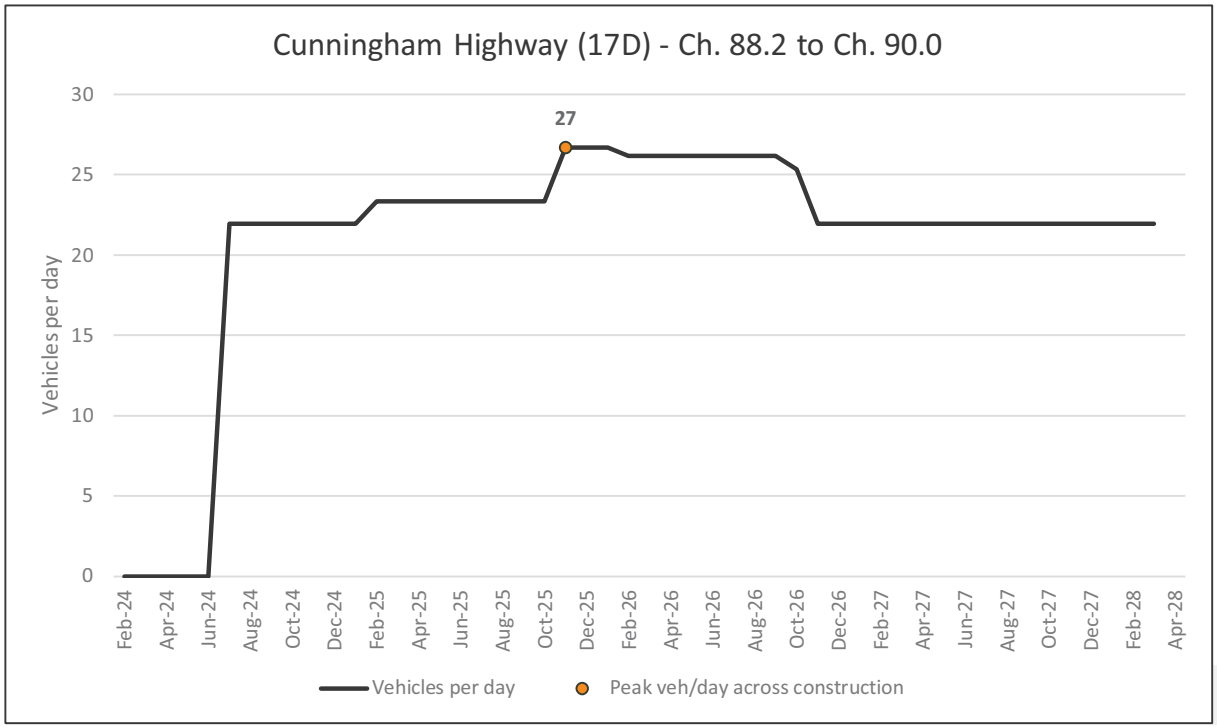
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	22	22	22	22	22

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
22	23	23	23	23	23	23	23	23	23	27	27

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
27	26	26	26	26	26	26	26	26	25	22	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
22	22	22	22	22	22	22	22	22	22	22	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	M9-M10
Road name	Gateway Motorway (N239)
Road section	Ch. 0.0 to Ch. 15

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

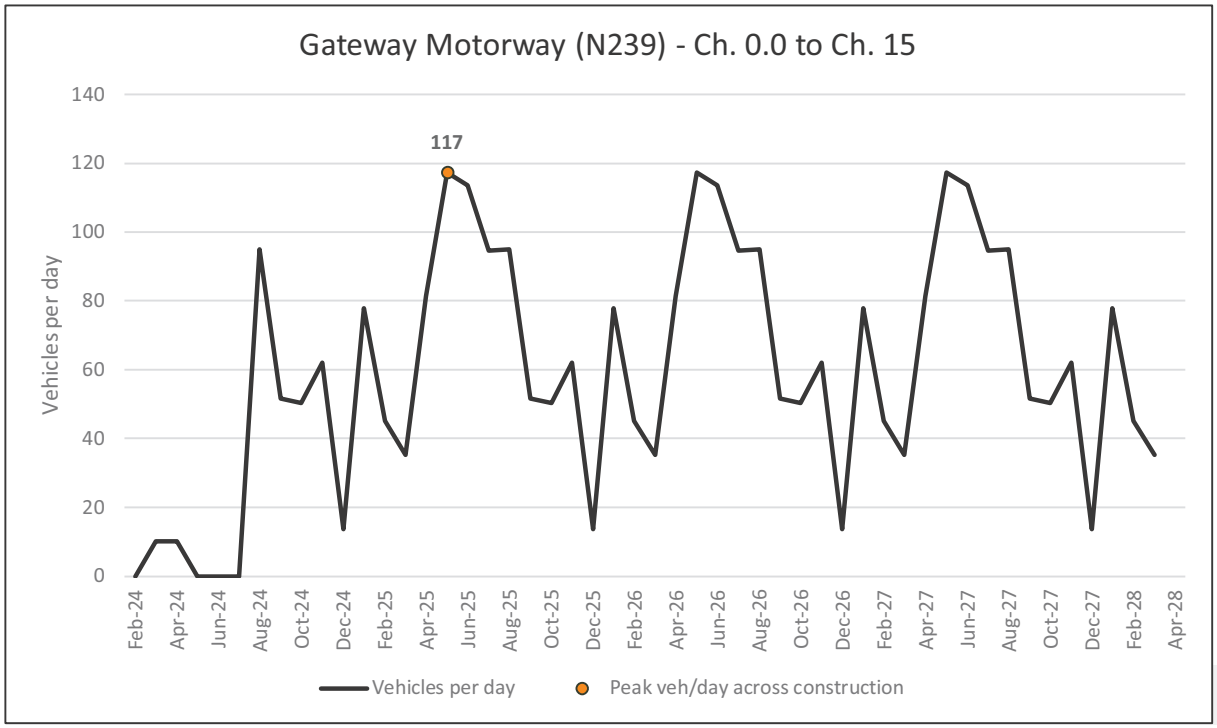
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M8-M9
Road name	Gateway Motorway Extension (N332)
Road section	Ch. 0.0 to Ch. 10

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

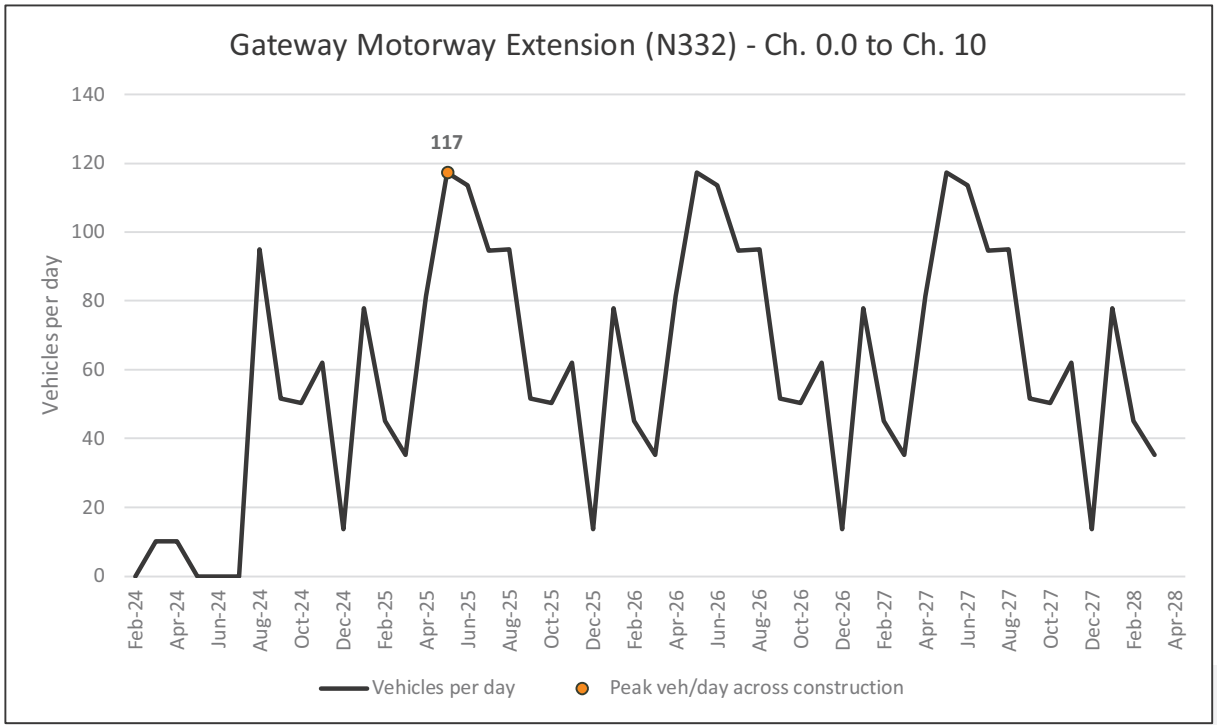
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	X44-X23
Road name	Gore Highway (28A)
Road section	Ch. 0.0 to Ch. 2.2

Peak veh/day across construction	581
Peak impact month	May-25
Length of peak period	1

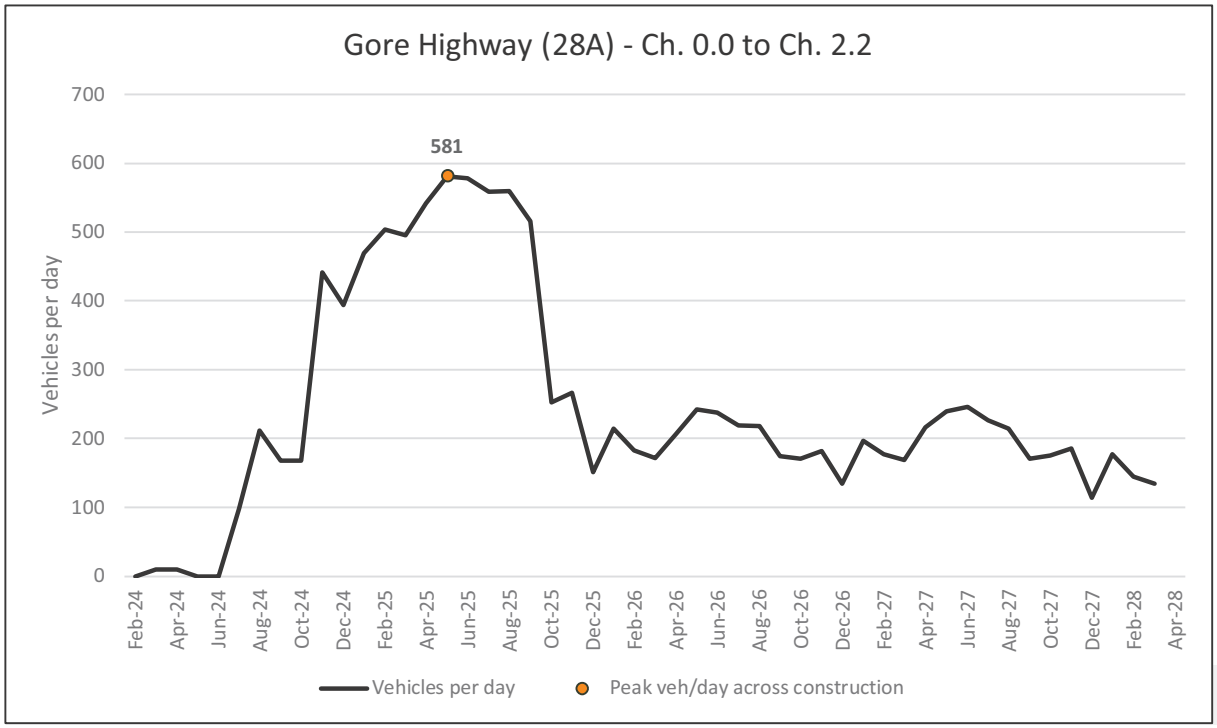
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	98	212	168	168	441	395

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
470	504	496	542	581	578	559	559	516	253	267	152

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
214	183	172	206	242	238	219	218	174	171	182	134

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
197	178	169	216	239	246	227	215	171	175	186	114

Jan-28	Feb-28	Mar-28
178	145	135



Road ID	X23-E94
Road name	Gore Highway (28A)
Road section	Ch. 2.2 to Ch. 5.4

Peak veh/day across construction	995
Peak impact month	Nov-24
Length of peak period	1

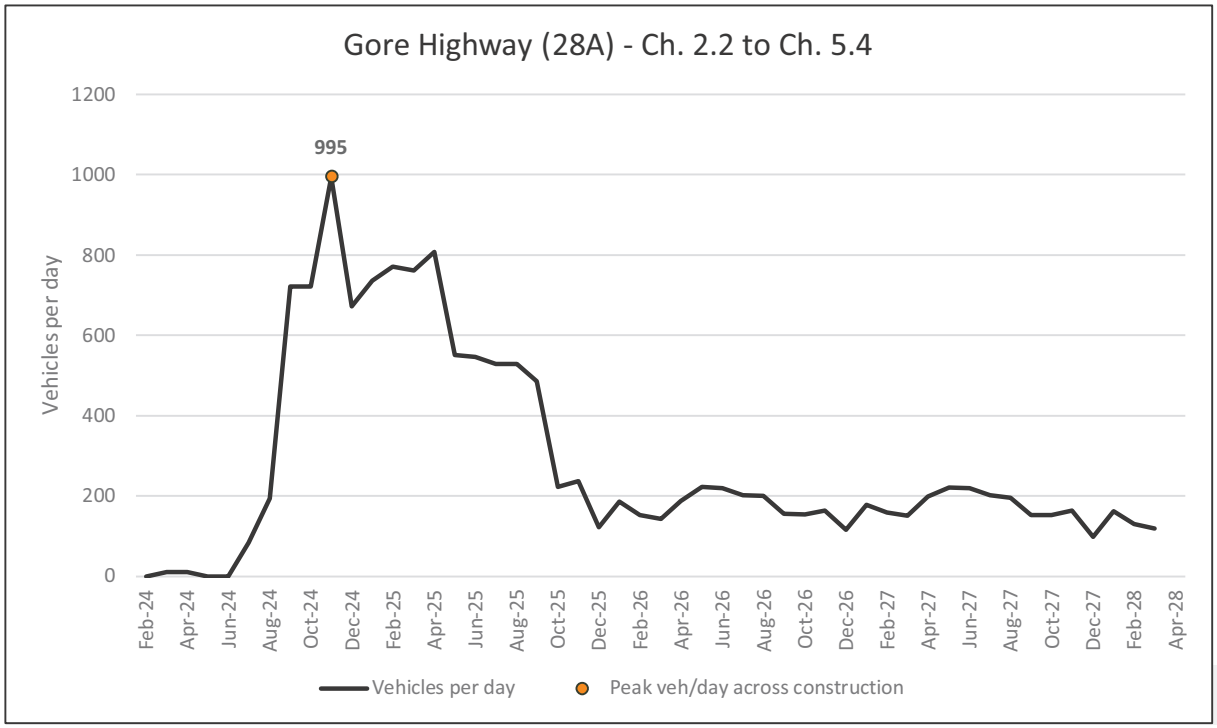
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	84	194	722	722	995	673

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
737	771	763	809	551	547	528	529	485	223	237	123

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
185	153	143	188	223	219	201	200	156	153	164	115

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
178	160	151	198	221	220	201	196	152	153	164	99

Jan-28	Feb-28	Mar-28
163	130	120



Road ID	E94-X24
Road name	Gore Highway (28A)
Road section	Ch. 5.4 to Ch. 6.7

Peak veh/day across construction	981
Peak impact month	Nov-24
Length of peak period	1

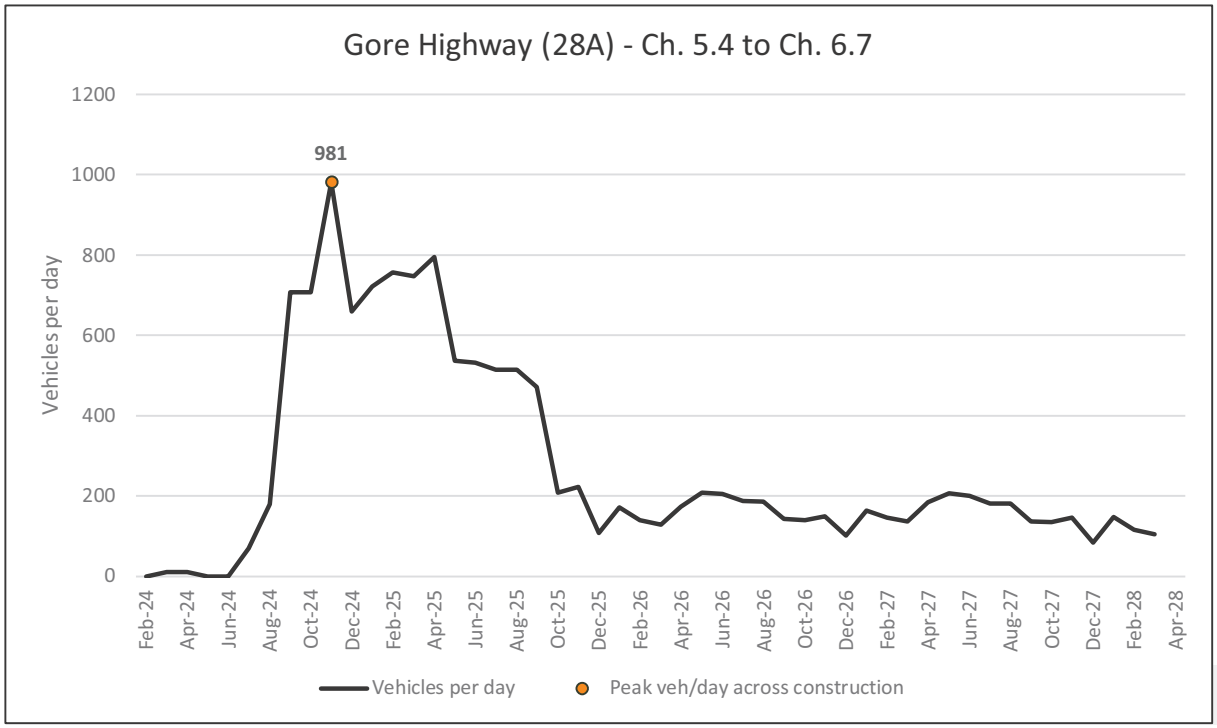
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	70	180	708	708	981	659

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
723	757	749	795	537	533	514	514	471	209	223	108

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
171	139	128	173	209	205	186	186	142	139	150	101

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
164	146	136	184	207	200	181	181	137	136	147	84

Jan-28	Feb-28	Mar-28
148	115	105



Road ID	X24-X26
Road name	Gore Highway (28A)
Road section	Ch. 6.7 to Ch. 7.7

Peak veh/day across construction	974
Peak impact month	Nov-24
Length of peak period	1

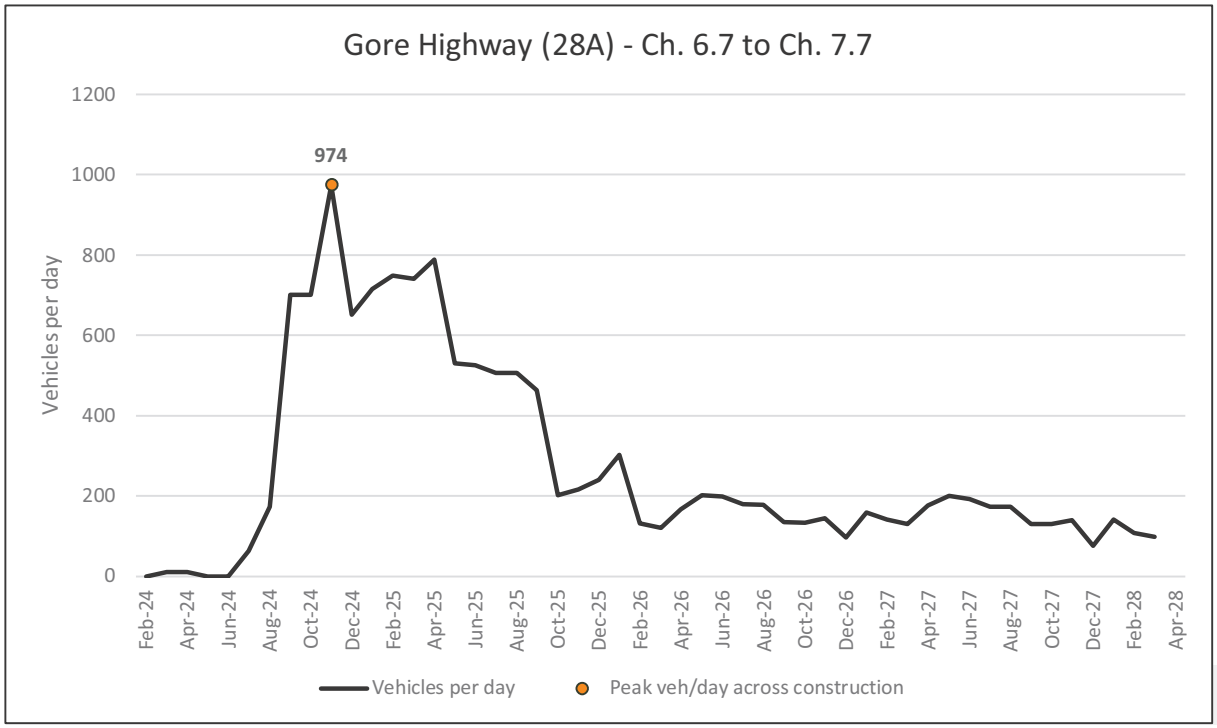
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	63	173	701	701	974	652

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
716	750	742	788	529	526	507	507	464	202	216	240

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
302	132	121	166	202	198	179	179	135	134	144	96

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
159	142	129	177	199	193	174	174	130	129	140	77

Jan-28	Feb-28	Mar-28
141	108	98



Road ID	X26-X32
Road name	Gore Highway (28A)
Road section	Ch. 7.7 to Ch. 11.2

Peak veh/day across construction	956
Peak impact month	Nov-24
Length of peak period	1

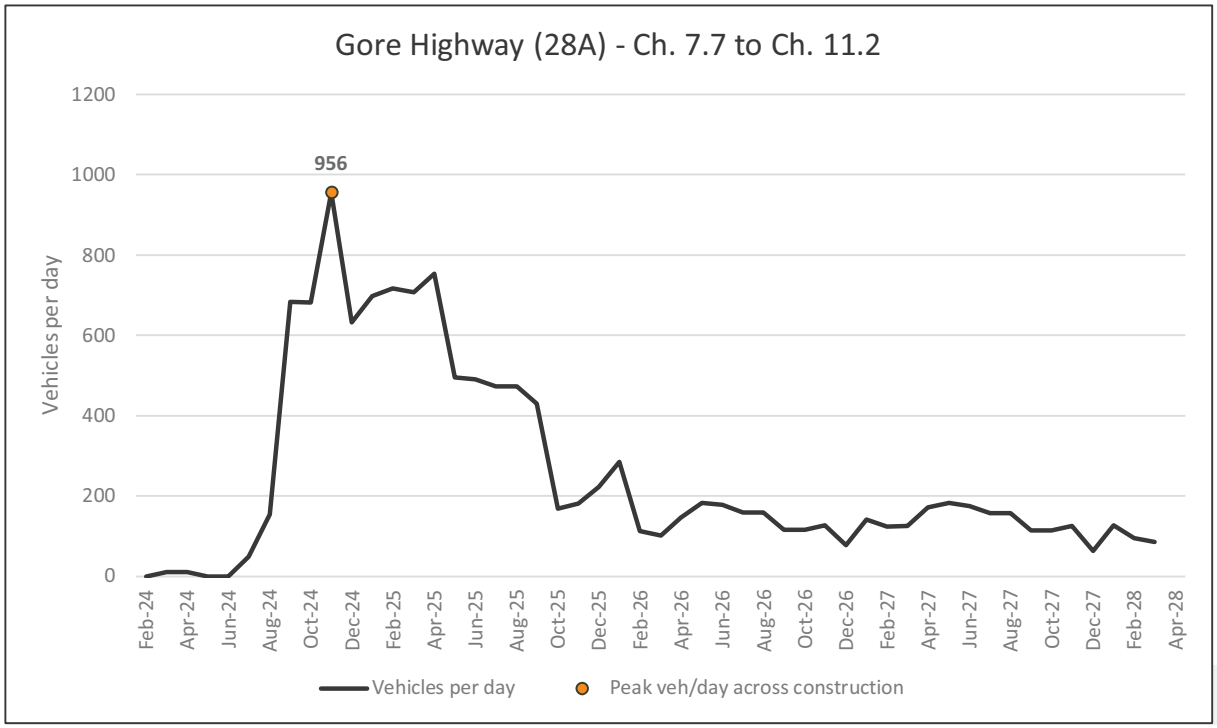
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	48	155	683	683	956	634

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
698	716	707	754	495	492	473	473	430	168	182	222

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
284	112	102	147	182	178	160	159	115	114	126	78

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
141	124	125	172	182	176	157	157	113	114	125	63

Jan-28	Feb-28	Mar-28
127	94	84



Road ID	X32-X35
Road name	Gore Highway (28A)
Road section	Ch. 11.2 to Ch. 15.3

Peak veh/day across construction	949
Peak impact month	Nov-24
Length of peak period	1

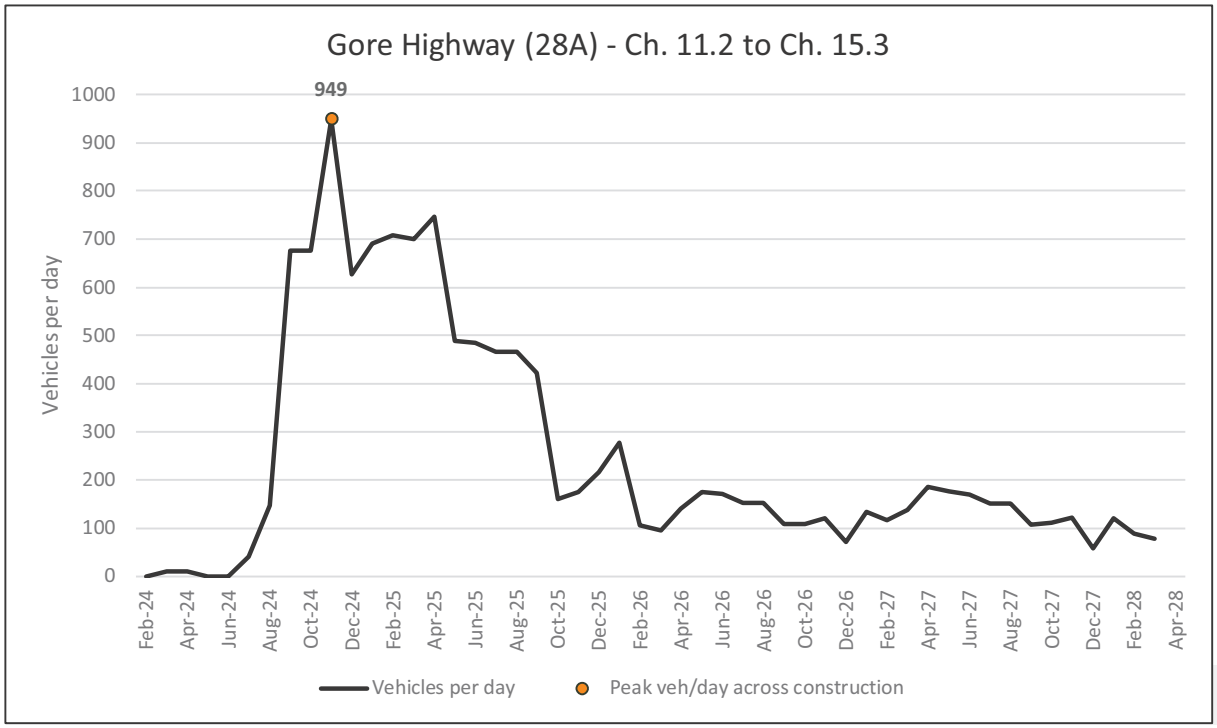
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	41	147	676	675	949	627

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
691	709	700	747	488	484	466	466	423	161	175	215

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
277	105	95	140	175	171	153	152	108	107	119	71

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
134	116	138	185	176	170	151	151	107	111	122	57

Jan-28	Feb-28	Mar-28
121	88	78



Road ID	X35-X41
Road name	Gore Highway (28A)
Road section	Ch. 15.3 to Ch. 17.5

Peak veh/day across construction	677
Peak impact month	Nov-24
Length of peak period	1

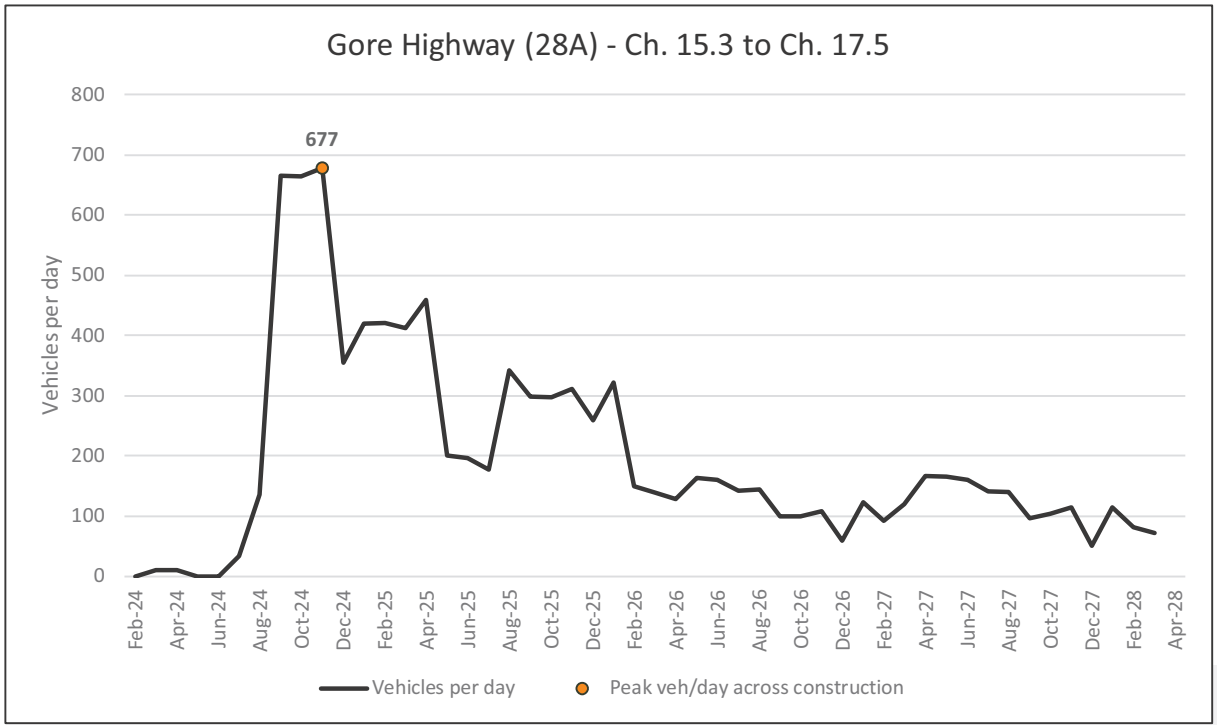
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	34	136	665	664	677	355

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
419	421	412	458	200	196	177	342	299	297	311	259

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
321	149	139	129	164	160	142	144	100	100	108	60

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
123	92	120	167	166	160	141	140	97	104	114	50

Jan-28	Feb-28	Mar-28
115	82	72



Road ID	X41-X36
Road name	Gore Highway (28A)
Road section	Ch. 17.5 to Ch. 19.0

Peak veh/day across construction	670
Peak impact month	Nov-24
Length of peak period	1

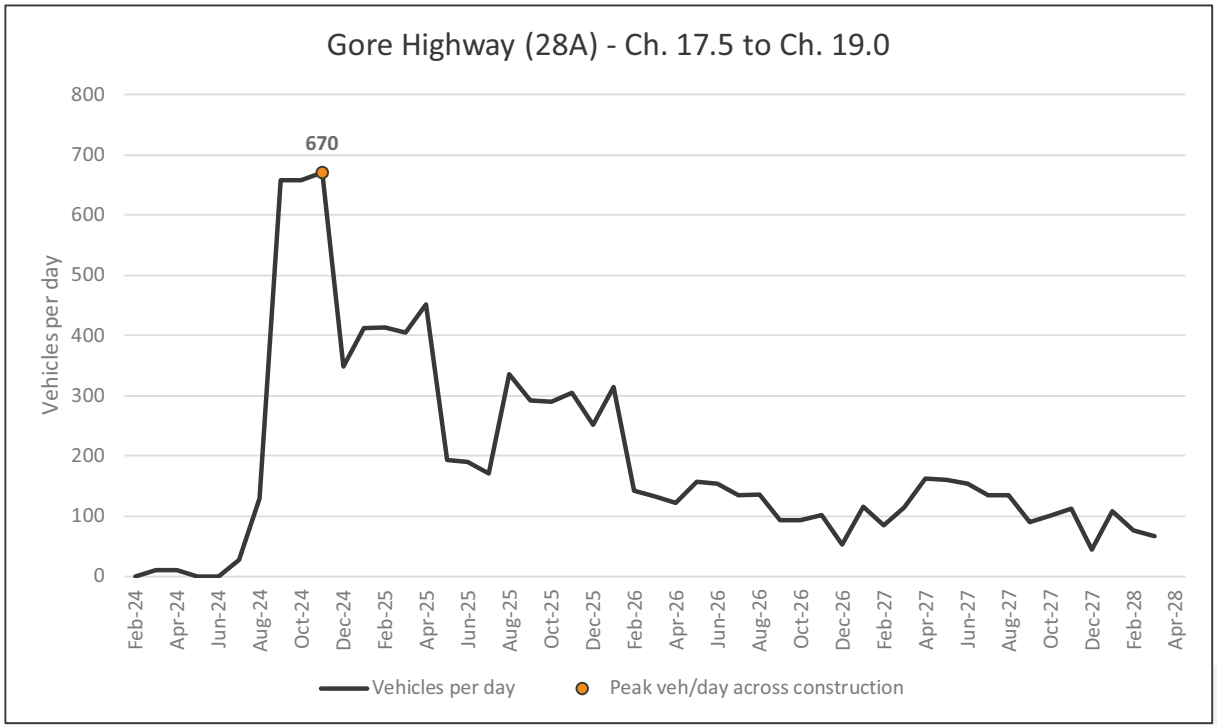
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	27	129	658	657	670	348

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
412	414	405	451	193	189	170	335	292	290	304	252

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
314	142	132	122	157	153	135	136	93	93	101	53

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
116	85	114	162	160	154	135	134	91	101	112	44

Jan-28	Feb-28	Mar-28
109	76	66



Road ID	X36-X40
Road name	Gore Highway (28A)
Road section	Ch. 19.0 to Ch. 20.3

Peak veh/day across construction	663
Peak impact month	Nov-24
Length of peak period	1

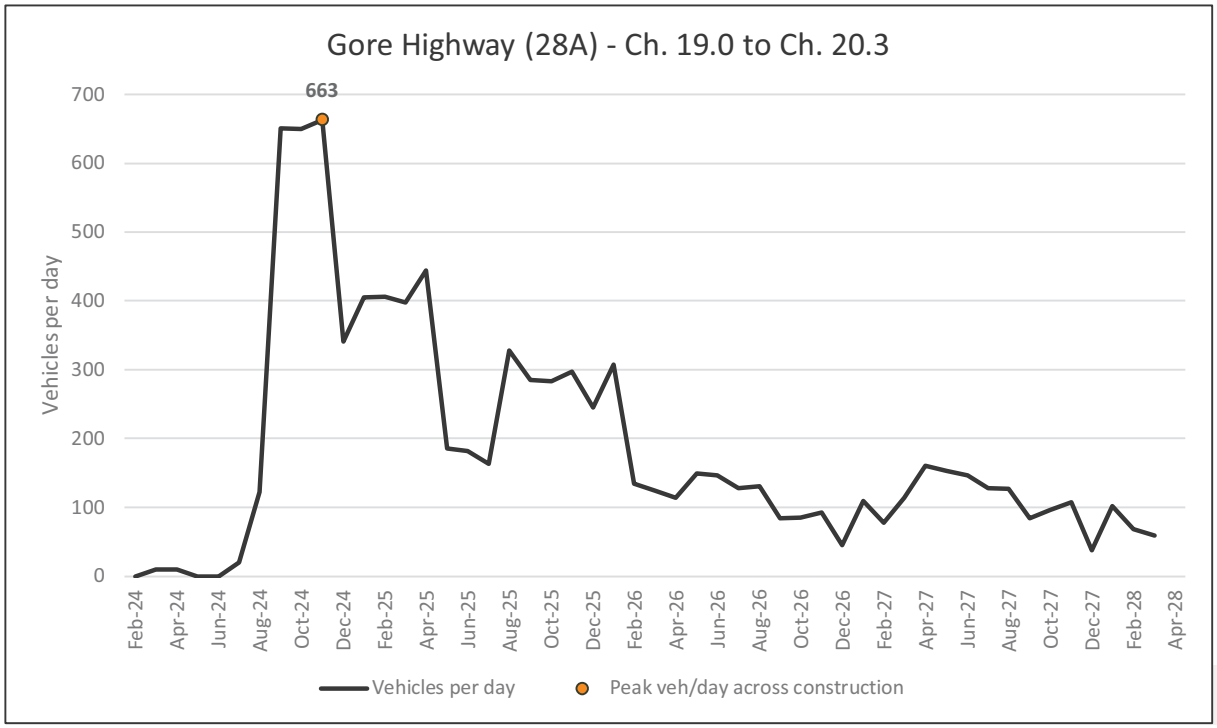
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	20	122	651	650	663	341

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
405	407	398	444	186	182	163	328	285	283	297	245

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
307	135	124	114	149	147	128	130	85	85	93	45

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
109	78	114	161	153	147	128	128	84	96	107	38

Jan-28	Feb-28	Mar-28
102	69	59



Road ID	X40-E89
Road name	Gore Highway (28A)
Road section	Ch. 20.3 to Ch. 21.5

Peak veh/day across construction	656
Peak impact month	Nov-24
Length of peak period	1

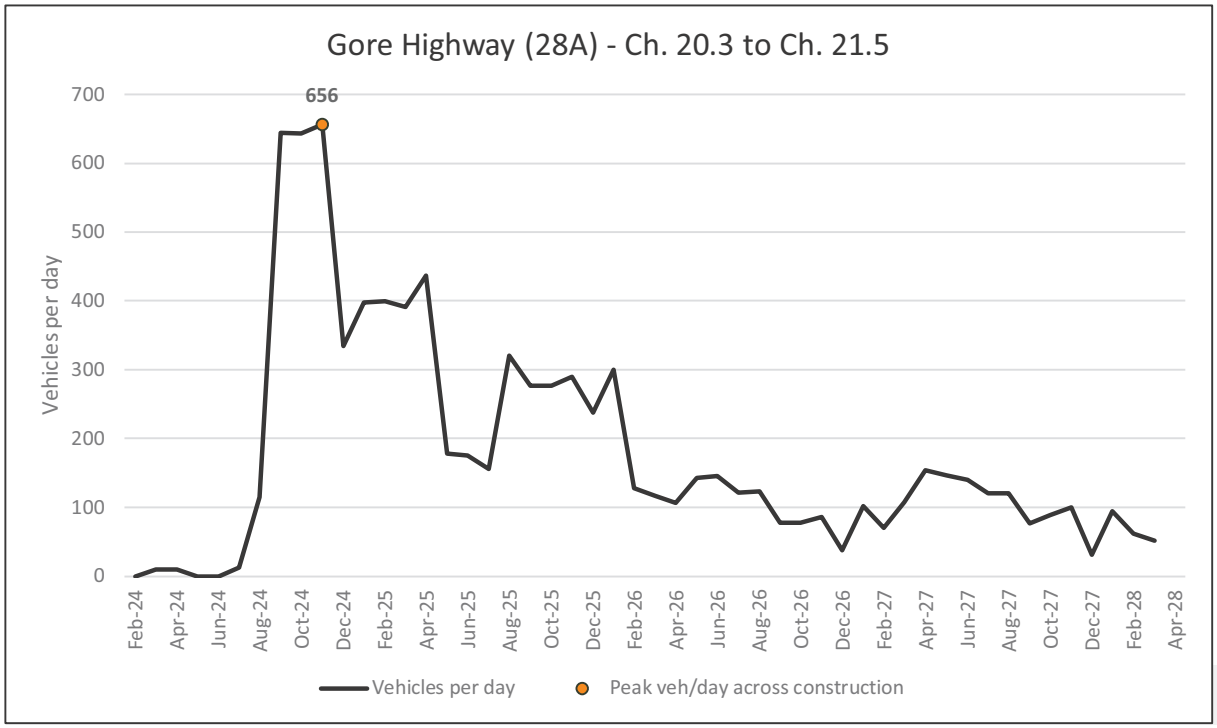
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	13	115	644	643	656	334

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
398	399	391	437	179	175	156	321	278	276	290	238

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
300	128	117	107	142	146	121	123	78	78	86	38

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
102	71	107	154	146	140	121	121	77	89	100	31

Jan-28	Feb-28	Mar-28
95	62	52



Road ID	E89-X39
Road name	Gore Highway (28A)
Road section	Ch. 21.5 to Ch. 23.2

Peak veh/day across construction	645
Peak impact month	Nov-24
Length of peak period	1

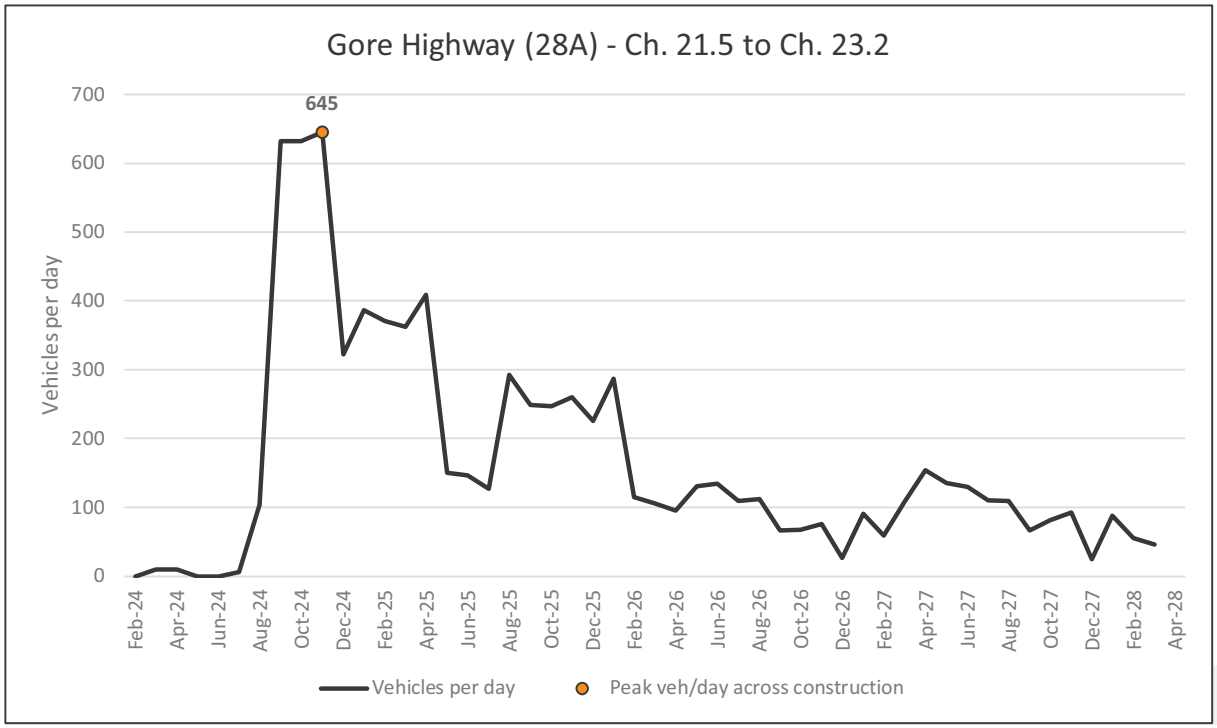
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	6	104	632	632	645	323

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
387	371	362	409	150	146	128	293	249	248	260	225

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
287	115	106	95	131	135	110	112	67	67	75	27

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
91	59	107	154	136	130	111	110	67	82	92	24

Jan-28	Feb-28	Mar-28
88	56	46



Road ID	X39-X43
Road name	Gore Highway (28A)
Road section	Ch. 23.2 to Ch. 25.0

Peak veh/day across construction	370
Peak impact month	Nov-24
Length of peak period	1

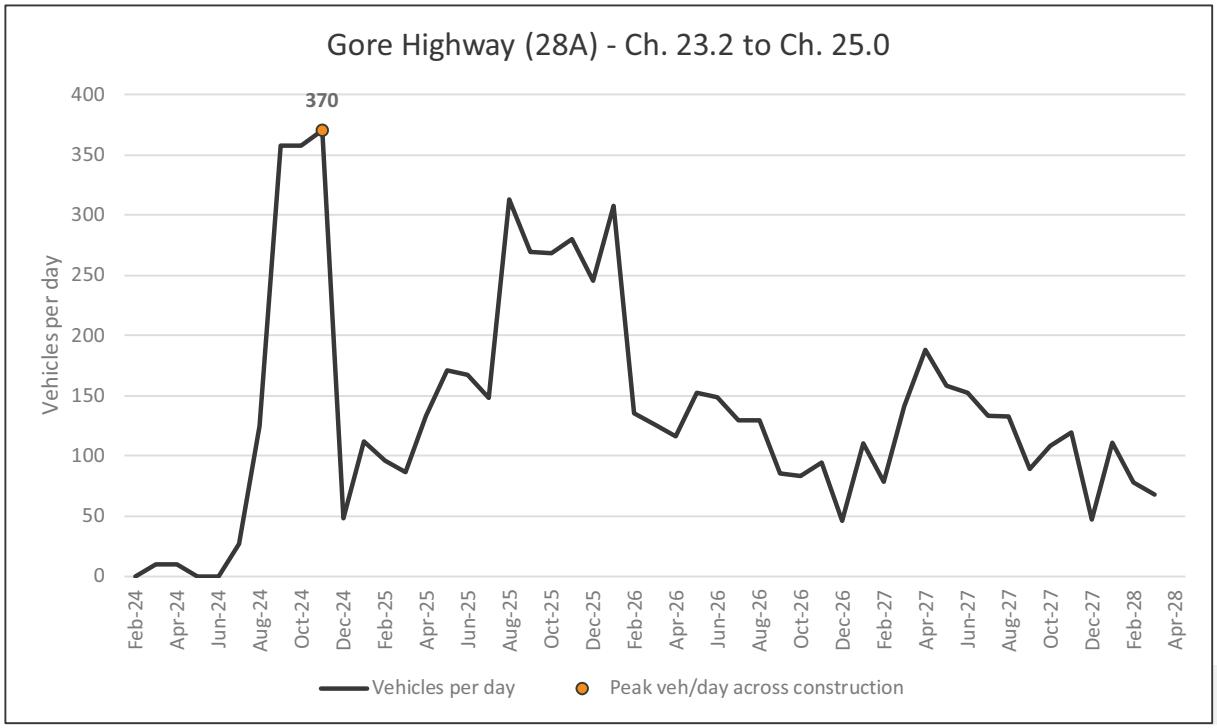
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	27	125	358	357	370	48

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
112	96	87	133	171	167	148	313	270	268	280	245

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
308	136	126	117	152	148	130	129	85	84	94	46

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
110	79	141	188	158	152	133	133	89	108	119	47

Jan-28	Feb-28	Mar-28
111	78	68



Road ID	X43-X45
Road name	Gore Highway (28A)
Road section	Ch. 25.0 to Ch. 30.1

Peak veh/day across construction	1580
Peak impact month	Jan-26
Length of peak period	1

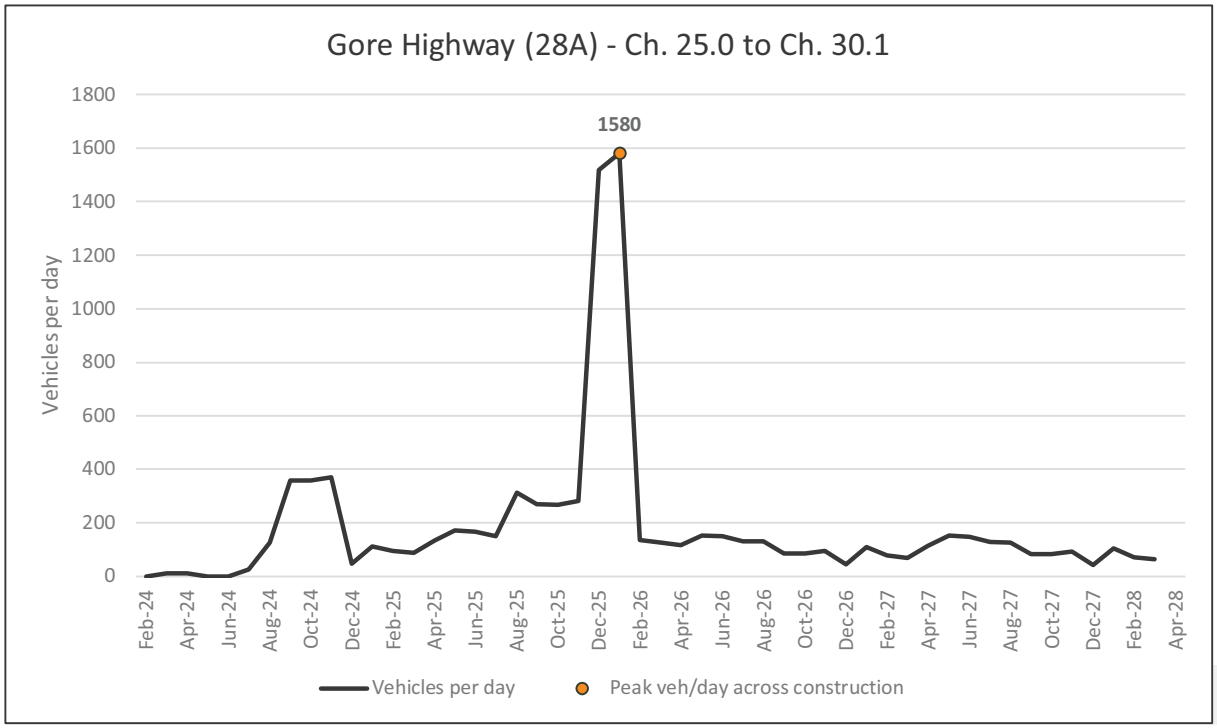
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	27	125	358	357	370	48

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
112	96	87	133	171	167	148	313	270	268	280	1517

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1580	136	126	117	152	148	130	129	85	84	94	46

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
110	79	68	116	152	146	127	126	83	81	92	41

Jan-28	Feb-28	Mar-28
105	72	62



Road ID	X45-X146
Road name	Gore Highway (28A)
Road section	Ch. 30.1 to Ch. 38.7

Peak veh/day across construction	381
Peak impact month	Nov-24
Length of peak period	1

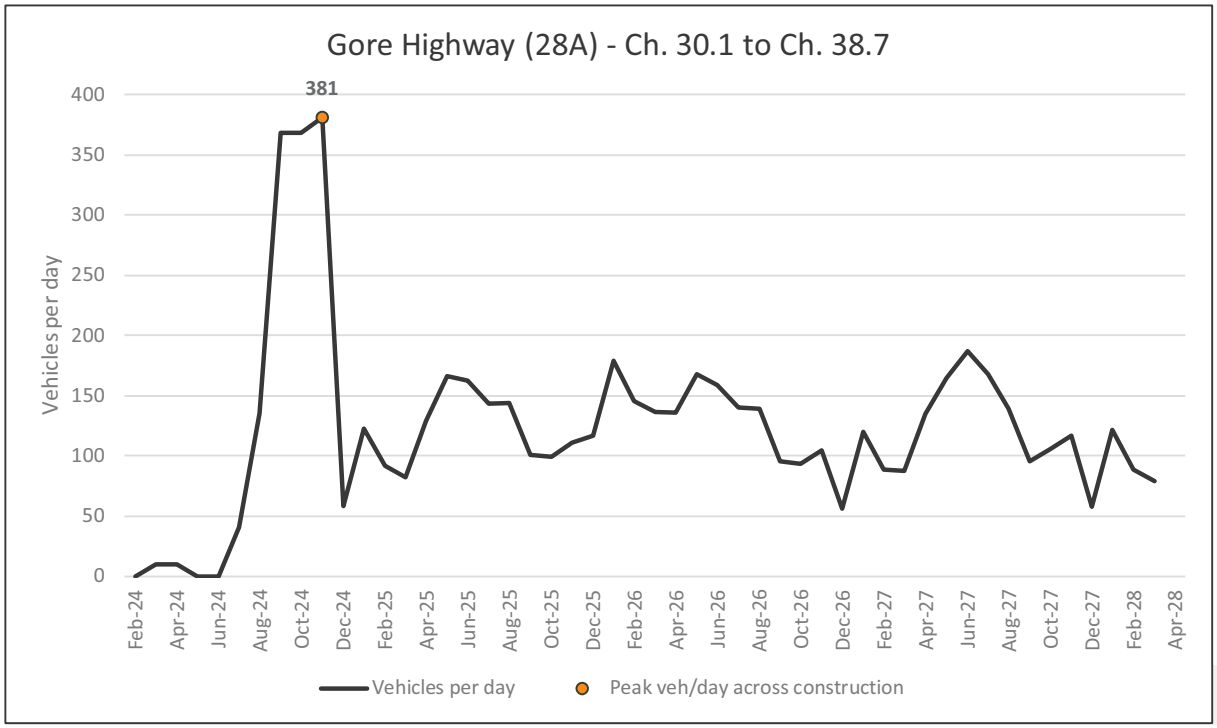
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	41	136	368	368	381	58

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
123	92	82	129	166	162	143	144	101	99	111	117

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
179	146	136	136	168	159	140	139	95	94	104	56

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
120	89	88	135	165	187	168	139	95	105	117	57

Jan-28	Feb-28	Mar-28
121	89	79



Road ID	X146-X47
Road name	Gore Highway (28A)
Road section	Ch. 38.7 to Ch. 41.1

Peak veh/day across construction	381
Peak impact month	Nov-24
Length of peak period	1

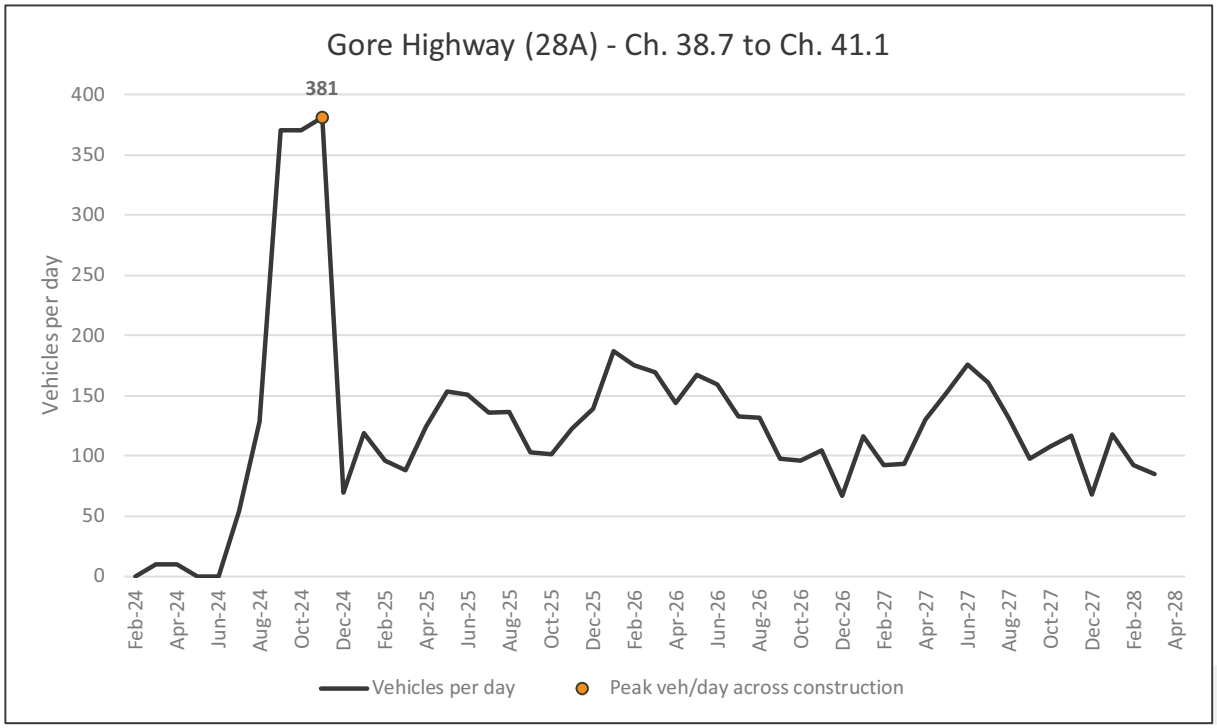
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	54	128	371	370	381	69

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
119	96	88	124	154	151	136	137	103	102	123	139

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
187	175	169	143	167	159	133	132	97	96	104	67

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
116	92	94	130	152	176	161	131	98	108	117	68

Jan-28	Feb-28	Mar-28
118	92	85



Road ID	X47-X28
Road name	Gore Highway (28A)
Road section	Ch. 41.1 to Ch. 41.7

Peak veh/day across construction	381
Peak impact month	Nov-24
Length of peak period	1

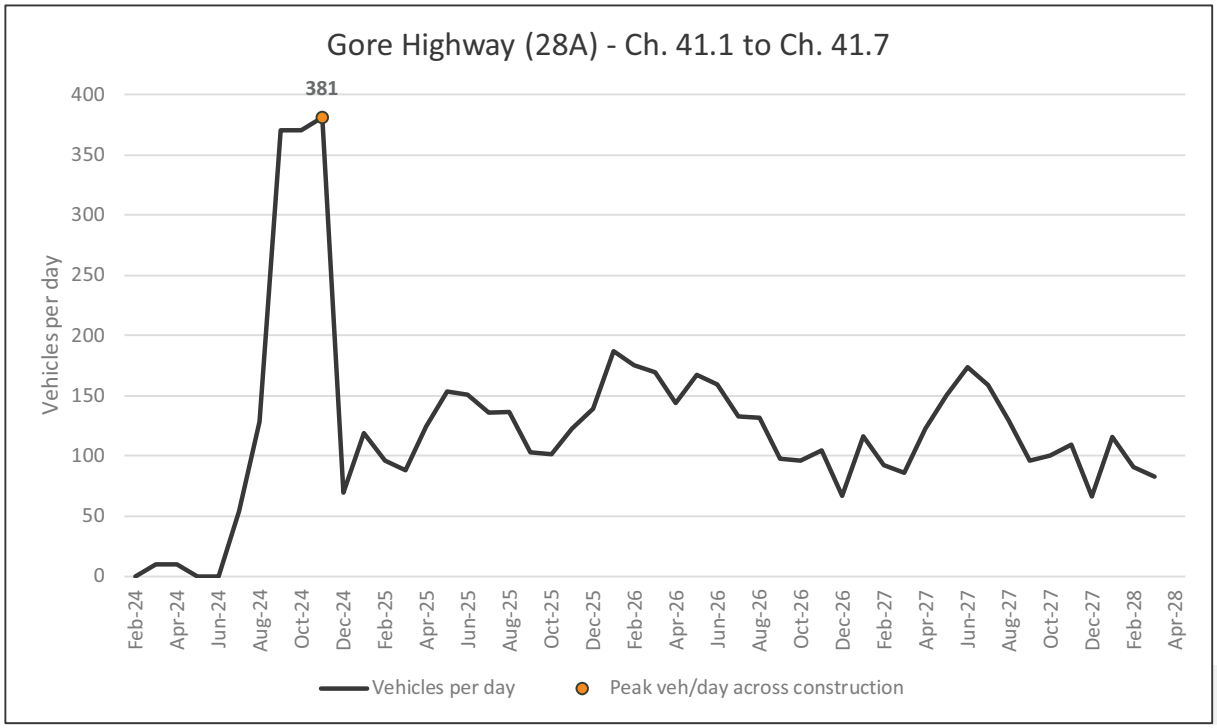
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	54	128	371	370	381	69

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
119	96	88	124	154	151	136	137	103	102	123	139

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
187	175	169	143	167	159	133	132	97	96	104	67

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
116	92	86	122	150	174	159	130	96	100	109	66

Jan-28	Feb-28	Mar-28
116	91	83



Road ID	X28-E56
Road name	Gore Highway (28A)
Road section	Ch. 41.7 to Ch. 43.2

Peak veh/day across construction	434
Peak impact month	Aug-25
Length of peak period	1

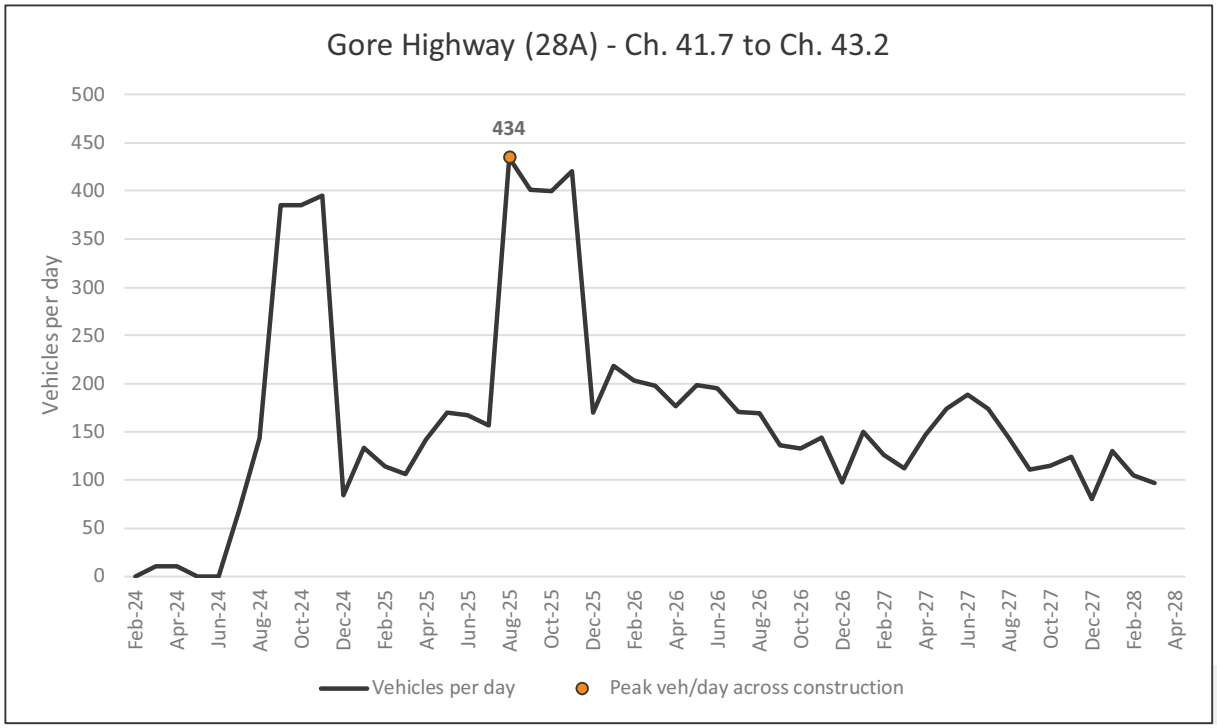
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	68	143	385	385	396	84

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
134	114	106	142	170	167	157	434	401	400	420	170

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
218	203	197	176	199	195	171	170	136	133	144	98

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
150	126	112	147	174	188	174	144	111	115	124	80

Jan-28	Feb-28	Mar-28
130	105	97



Road ID	E56-X30
Road name	Gore Highway (28A)
Road section	Ch. 43.2 to Ch. 44.7

Peak veh/day across construction	442
Peak impact month	Aug-25
Length of peak period	1

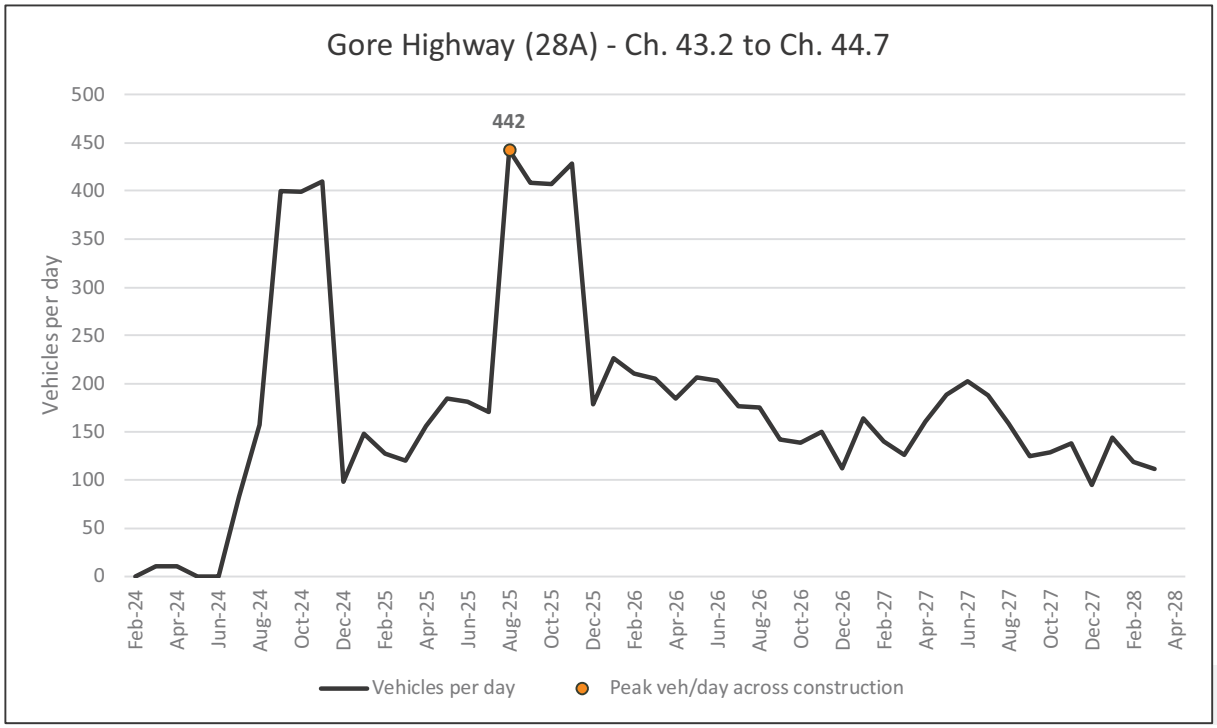
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	83	157	399	399	410	98

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
148	128	120	156	184	181	171	442	408	407	428	178

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
226	211	205	184	207	203	177	175	142	139	150	112

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
164	140	126	161	188	203	188	158	125	129	138	95

Jan-28	Feb-28	Mar-28
144	119	111



Road ID	X30-X33
Road name	Gore Highway (28A)
Road section	Ch. 44.7 to Ch. 47.6

Peak veh/day across construction	456
Peak impact month	Aug-25
Length of peak period	1

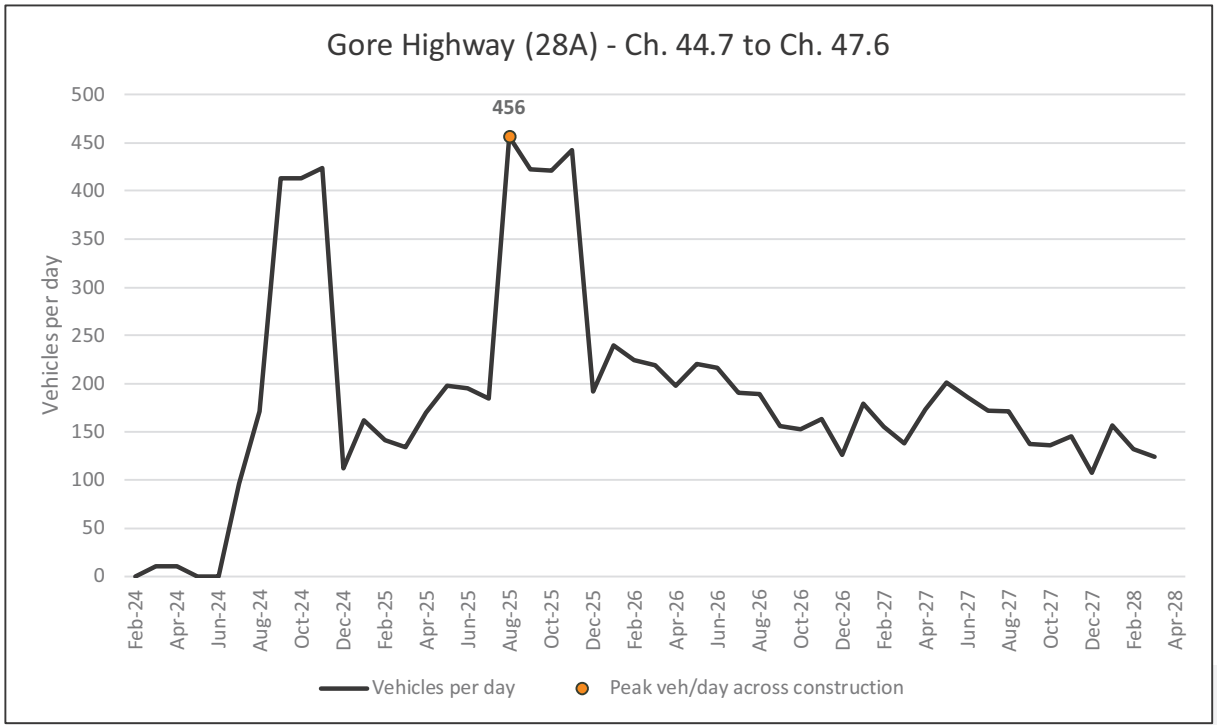
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	96	171	413	413	424	112

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
162	141	134	170	198	195	184	456	422	421	442	192

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
240	224	219	198	220	217	190	189	155	152	164	126

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
179	155	139	173	201	186	172	171	137	136	145	107

Jan-28	Feb-28	Mar-28
157	131	124



Road ID	X33-X38
Road name	Gore Highway (28A)
Road section	Ch. 47.6 to Ch. 52.2

Peak veh/day across construction	470
Peak impact month	Aug-25
Length of peak period	1

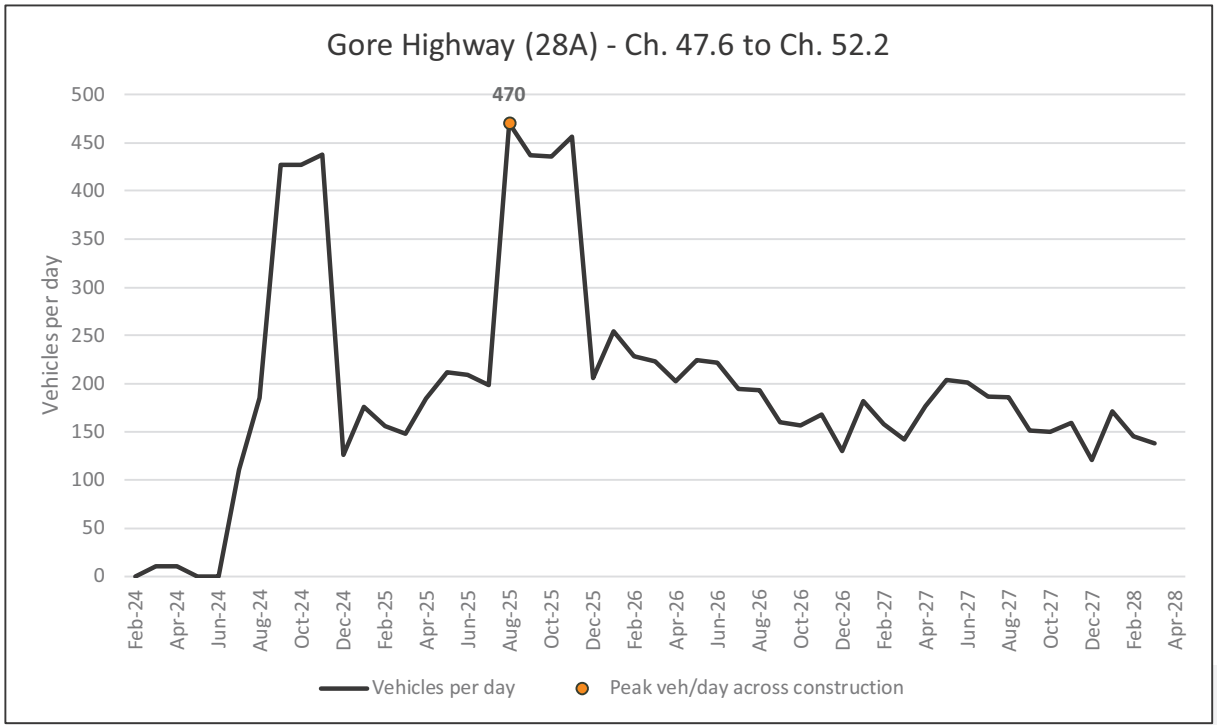
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	110	185	427	427	438	126

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
176	156	148	184	212	209	199	470	436	435	456	206

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
254	229	223	202	225	221	195	193	160	157	168	130

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
182	158	142	177	204	201	186	185	151	150	159	121

Jan-28	Feb-28	Mar-28
171	145	138



Road ID	X38-X34
Road name	Gore Highway (28A)
Road section	Ch. 52.2 to Ch. 53.3

Peak veh/day across construction	480
Peak impact month	Aug-25
Length of peak period	1

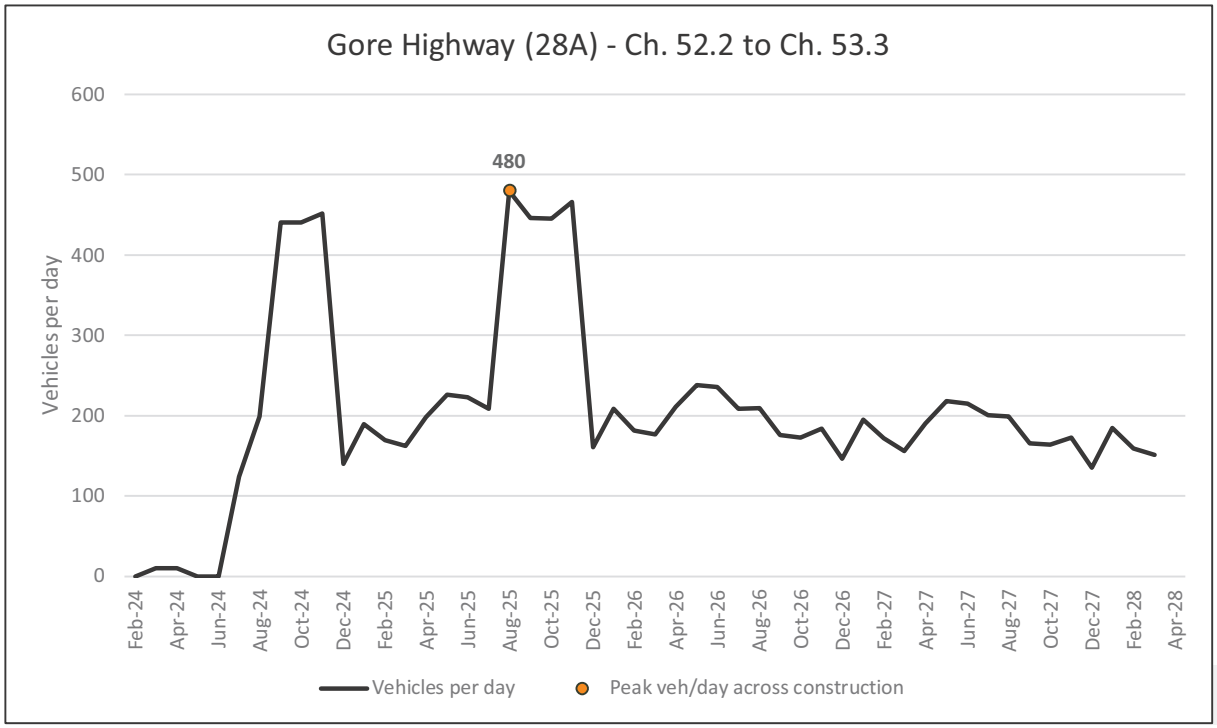
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	124	199	441	441	451	140

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
190	170	162	198	226	223	208	480	446	445	466	161

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
209	182	177	211	239	235	209	210	176	173	184	146

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
195	172	156	190	218	215	200	199	165	164	173	135

Jan-28	Feb-28	Mar-28
185	159	152



Road ID	X34-X37
Road name	Gore Highway (28A)
Road section	Ch. 53.3 to Ch. 60.8

Peak veh/day across construction	495
Peak impact month	Aug-25
Length of peak period	1

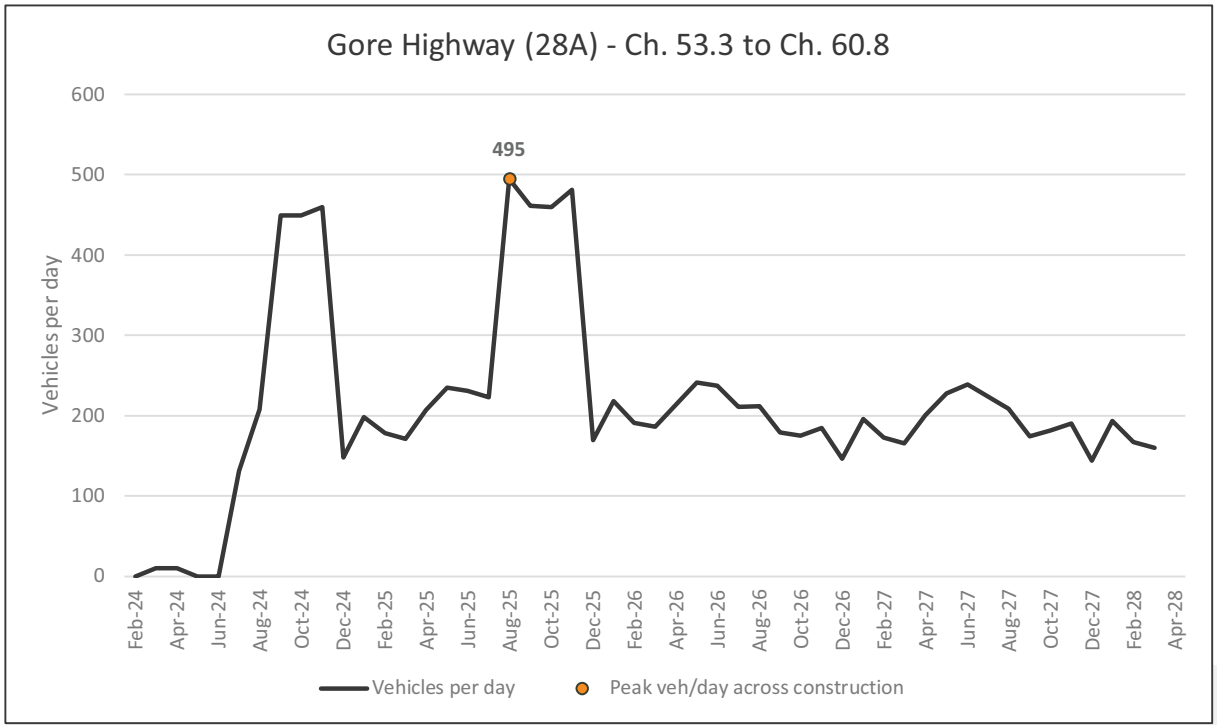
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	131	207	449	449	460	148

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
198	178	171	207	235	232	223	495	461	460	481	170

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
218	191	186	213	241	238	211	212	179	175	184	147

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
196	172	165	200	228	239	224	209	175	181	191	143

Jan-28	Feb-28	Mar-28
193	168	160



Road ID	X37-X27
Road name	Gore Highway (28A)
Road section	Ch. 60.8 to Ch. 63.0

Peak veh/day across construction	231
Peak impact month	Jun-27
Length of peak period	1

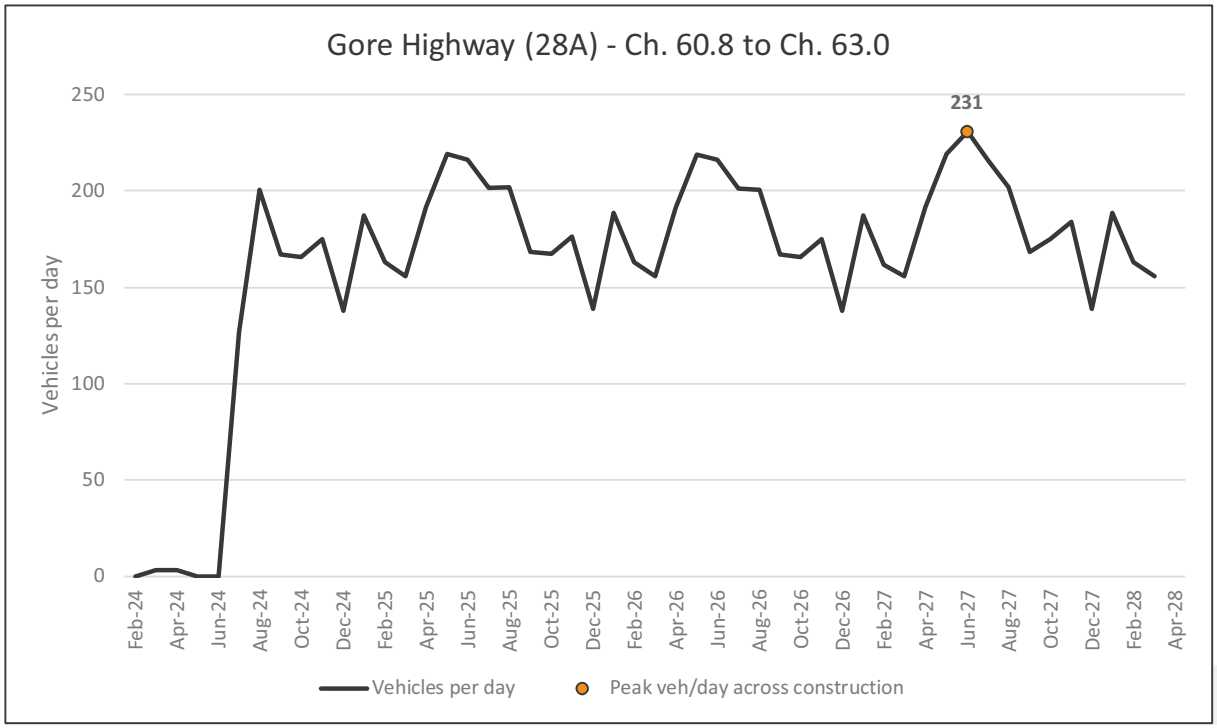
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	127	201	167	166	175	138

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
187	163	155	191	219	216	202	202	168	167	176	139

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
189	163	155	191	219	216	201	201	167	166	175	138

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
187	162	155	191	219	231	216	202	168	175	184	139

Jan-28	Feb-28	Mar-28
189	163	155



Road ID	X27-X48
Road name	Gore Highway (28B)
Road section	Ch. 0.0 to Ch. 0.7

Peak veh/day across construction	336
Peak impact month	Jun-27
Length of peak period	1

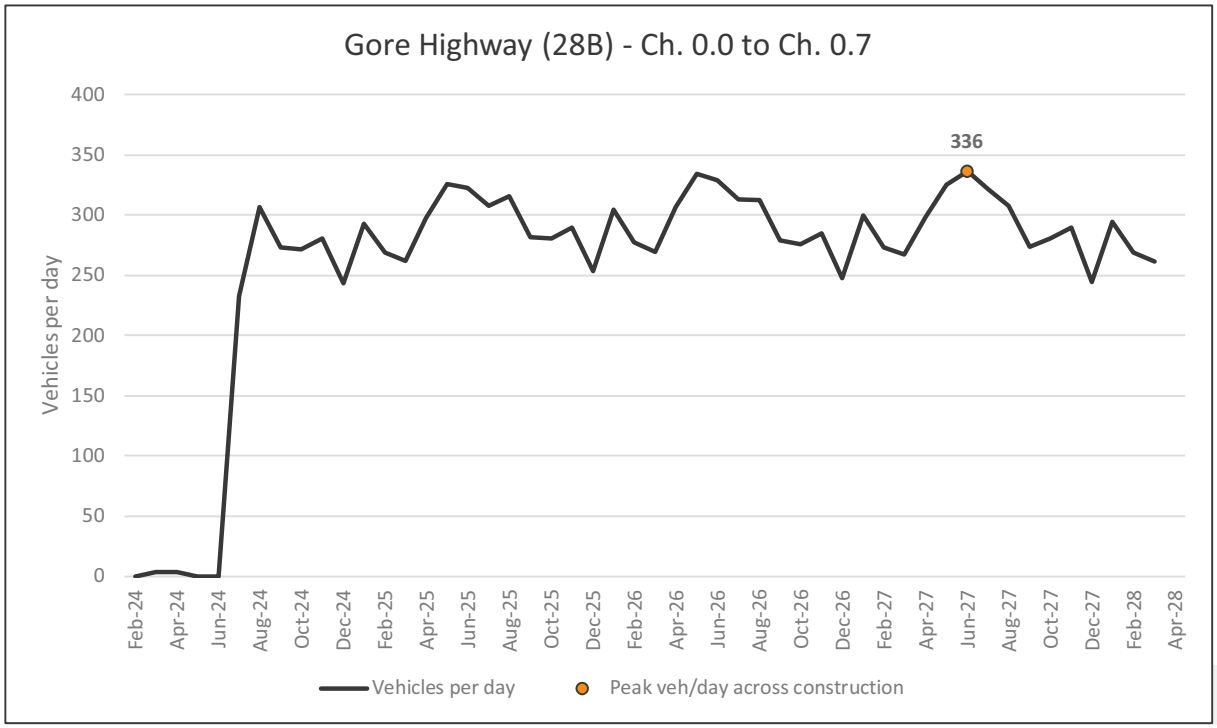
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	233	306	273	272	281	243

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
293	269	262	298	326	323	308	315	282	280	290	253

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
304	277	270	306	334	329	313	313	279	276	285	247

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
300	273	267	298	325	336	322	308	274	281	290	245

Jan-28	Feb-28	Mar-28
294	269	261



Road ID	X48-X29
Road name	Gore Highway (28B)
Road section	Ch. 0.7 to Ch. 0.8

Peak veh/day across construction	336
Peak impact month	Jun-27
Length of peak period	1

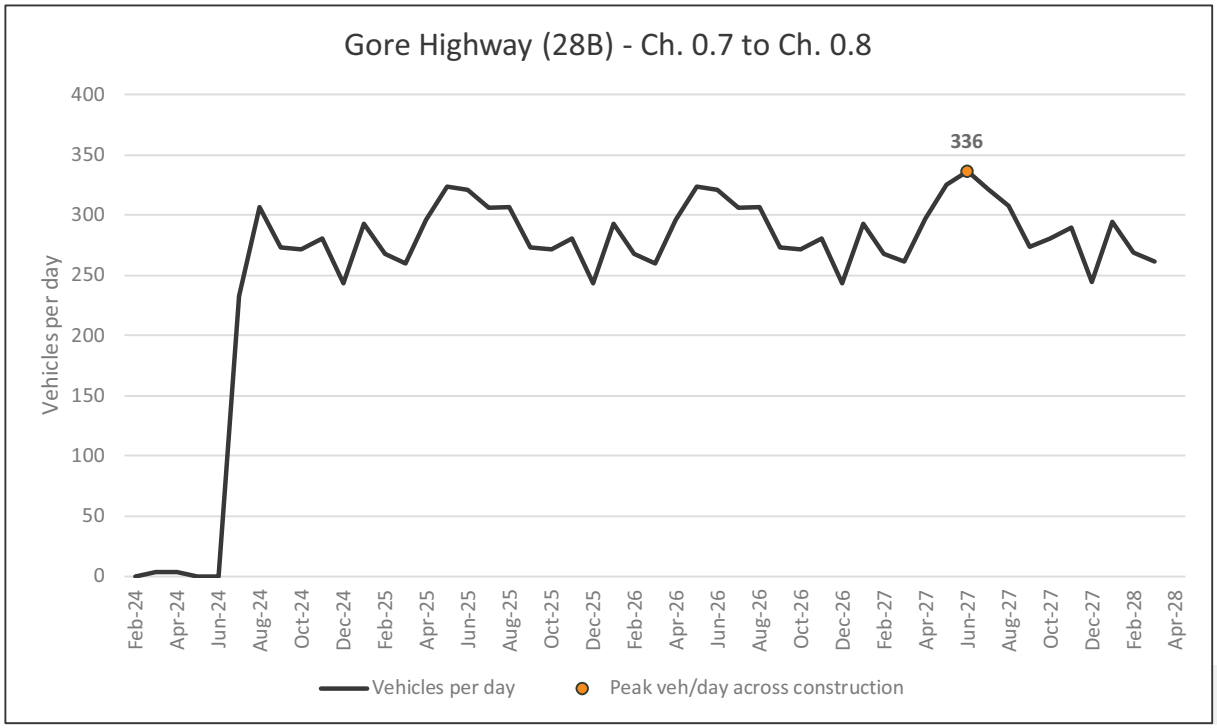
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	233	306	273	272	281	243

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
293	268	260	296	324	321	306	306	273	272	281	243

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
293	268	260	296	324	321	306	306	273	272	281	243

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
293	268	261	297	325	336	322	308	274	281	290	245

Jan-28	Feb-28	Mar-28
294	269	261



Road ID	X29-X42
Road name	Gore Highway (28B)
Road section	Ch. 0.8 to Ch. 1.4

Peak veh/day across construction	336
Peak impact month	Jun-27
Length of peak period	1

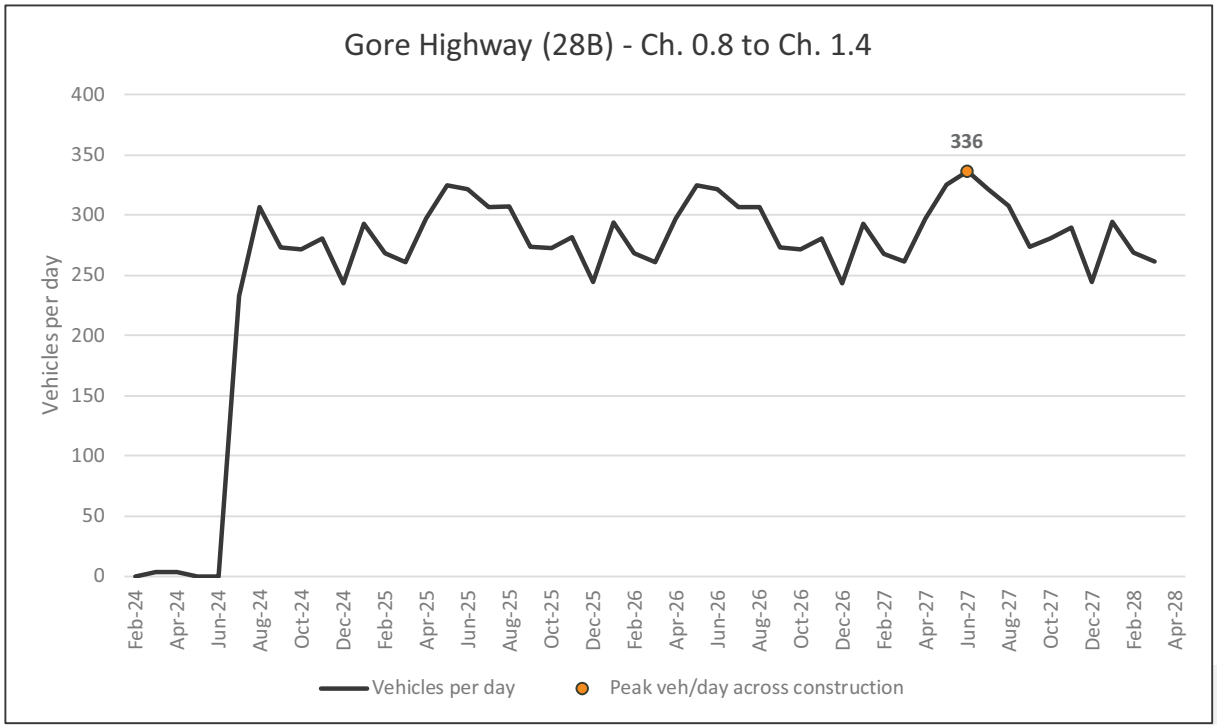
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	233	306	273	272	281	243

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
293	268	261	297	325	322	307	307	274	273	282	244

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
294	268	261	297	325	322	307	306	273	272	281	243

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
293	268	261	297	325	336	322	308	274	281	290	245

Jan-28	Feb-28	Mar-28
294	269	261



Road ID	X42-X46
Road name	Gore Highway (28B)
Road section	Ch. 1.4 to Ch. 3.0

Peak veh/day across construction	363
Peak impact month	Jun-27
Length of peak period	1

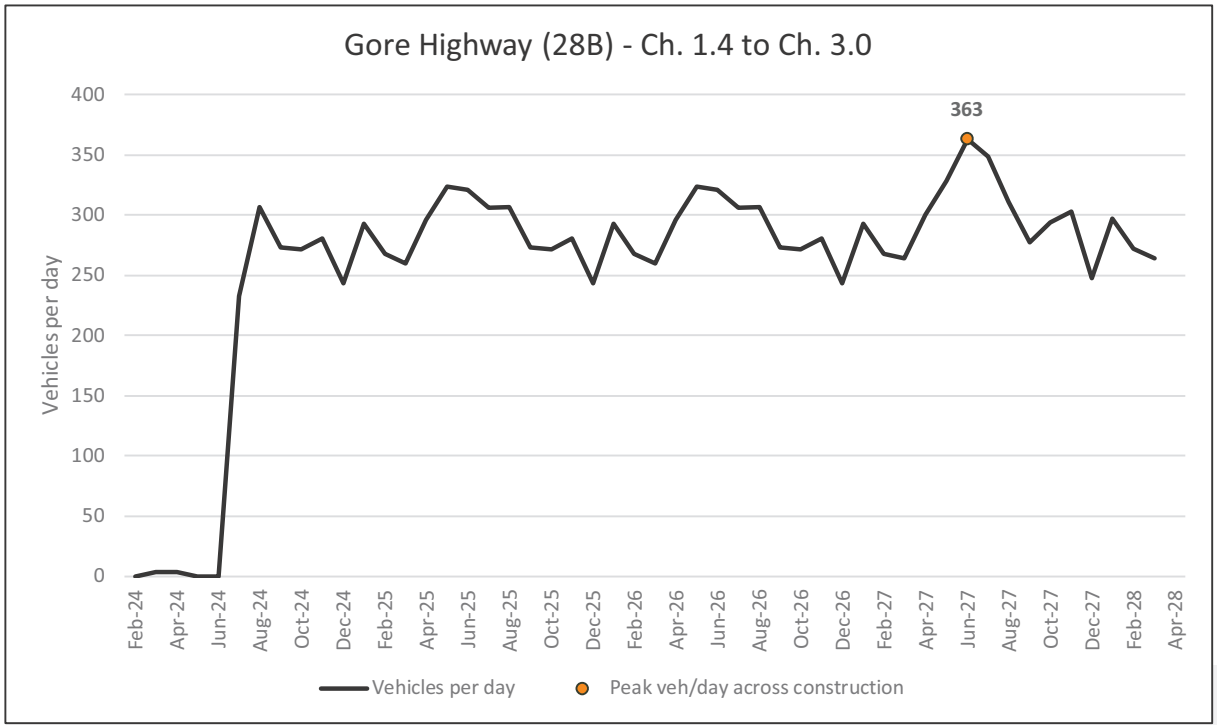
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	233	306	273	272	281	243

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
293	268	260	296	324	321	306	306	273	272	281	243

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
293	268	260	296	324	321	306	306	273	272	281	243

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
293	268	264	300	328	363	348	311	277	294	303	248

Jan-28	Feb-28	Mar-28
297	272	264



Road ID	X46-X25
Road name	Gore Highway (28B)
Road section	Ch. 3.0 to Ch. 13.0

Peak veh/day across construction	131
Peak impact month	Jun-27
Length of peak period	1

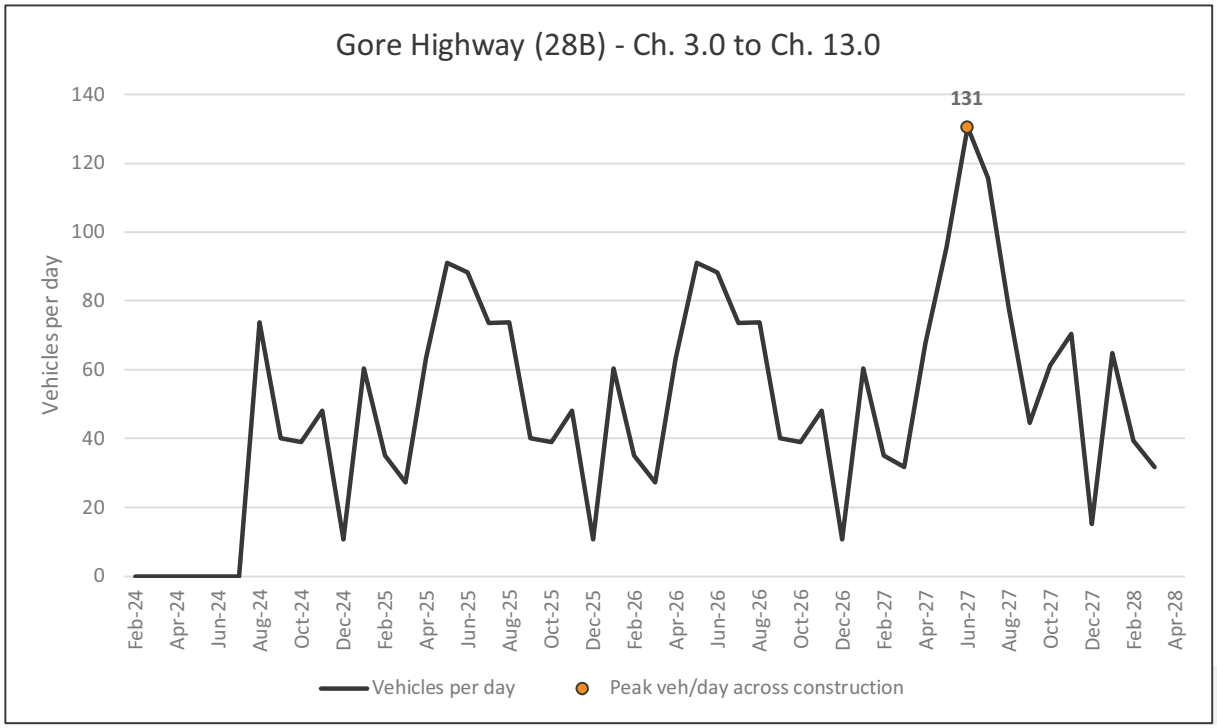
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	74	40	39	48	11

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
60	35	27	63	91	88	74	74	40	39	48	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
60	35	27	63	91	88	74	74	40	39	48	11

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
60	35	32	68	96	131	116	78	45	61	70	15

Jan-28	Feb-28	Mar-28
65	39	32



Road ID	X25-M3
Road name	Gore Highway (28B)
Road section	Ch. 13.0 to Ch. 121.6

Peak veh/day across construction	91
Peak impact month	May-25
Length of peak period	3

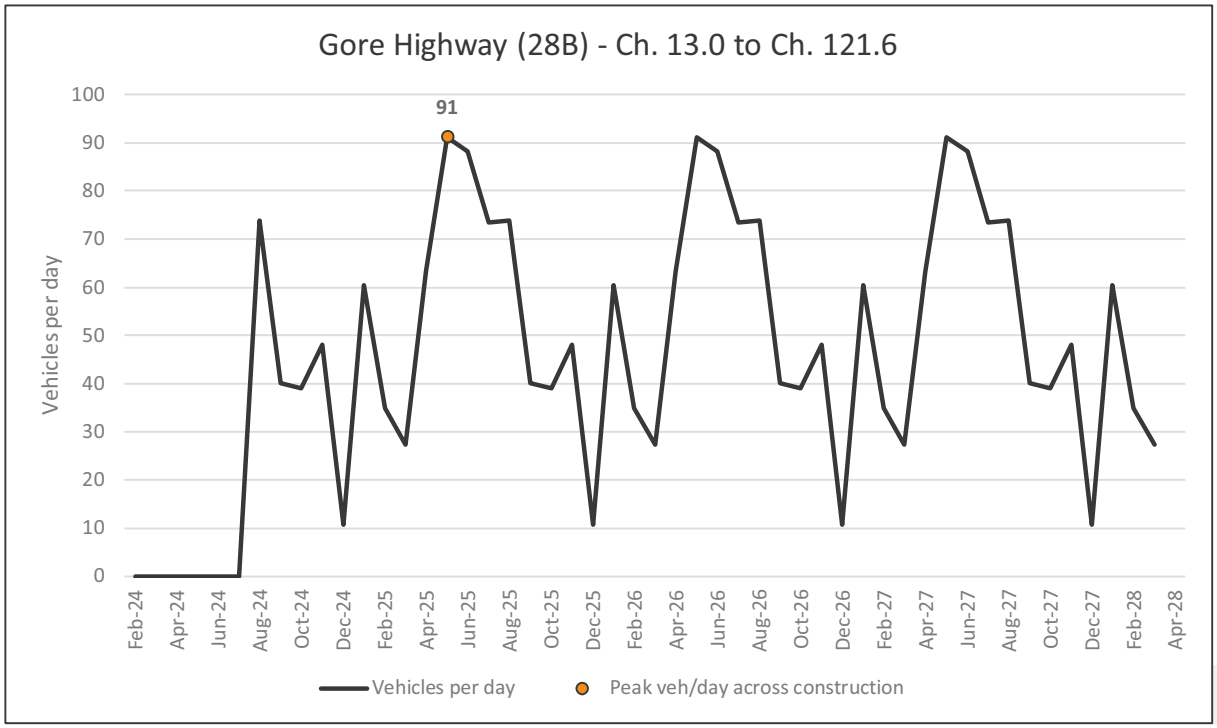
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	74	40	39	48	11

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
60	35	27	63	91	88	74	74	40	39	48	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
60	35	27	63	91	88	74	74	40	39	48	11

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
60	35	27	63	91	88	74	74	40	39	48	11

Jan-28	Feb-28	Mar-28
60	35	27



Road ID	M7-M22
Road name	Ipswich Motorway (17A)
Road section	Ch. 0.0 to Ch. 3.7

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

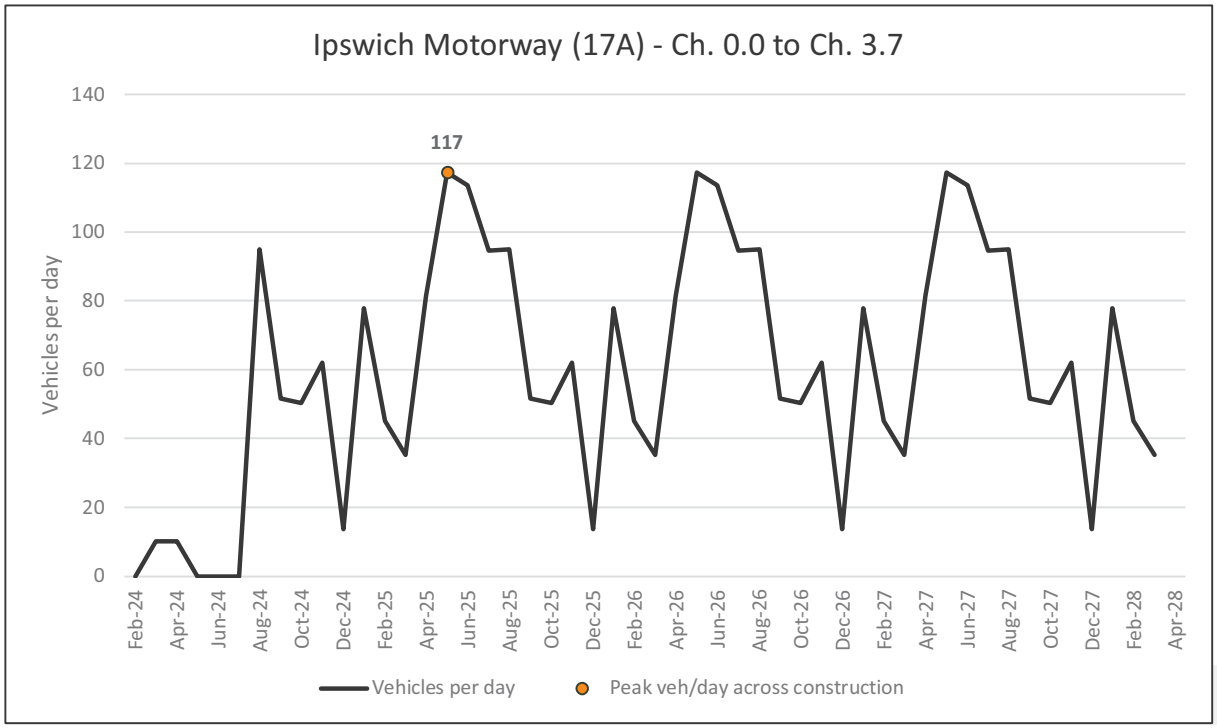
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M22-M21
Road name	Ipswich Motorway (17A)
Road section	Ch. 3.7 to Ch. 6.4

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

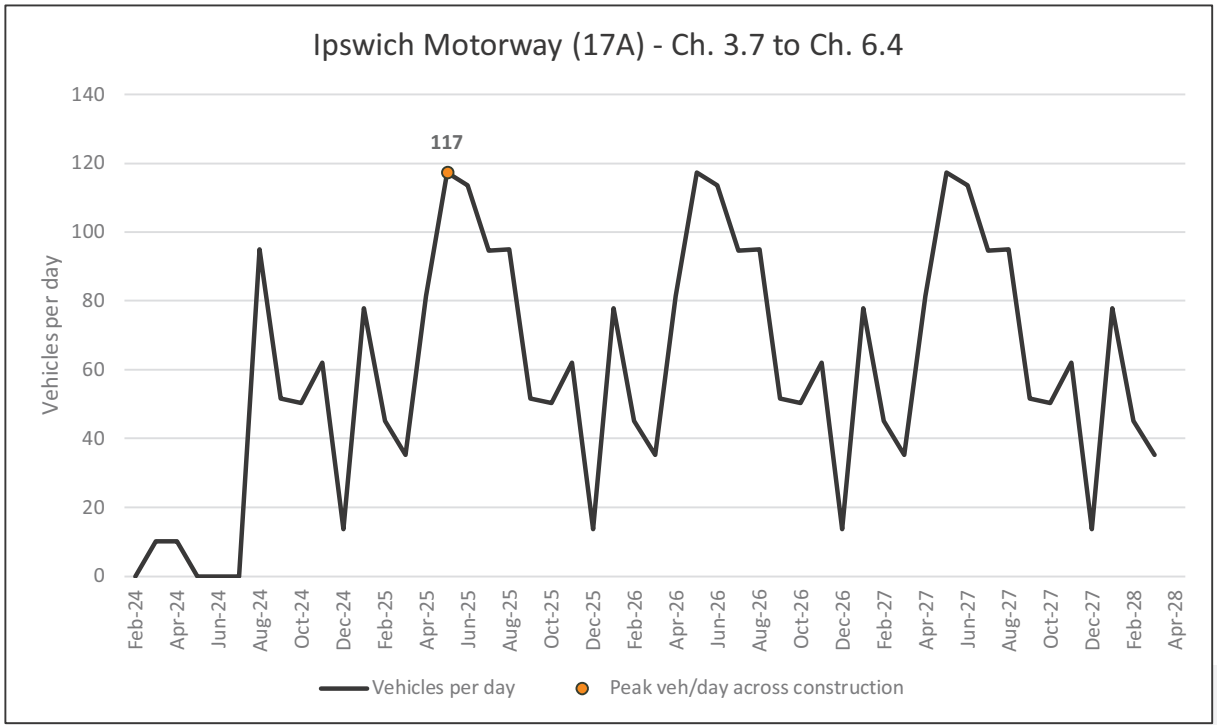
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M21-M6
Road name	Ipswich Motorway (17A)
Road section	Ch. 6.4 to Ch. 8.3

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

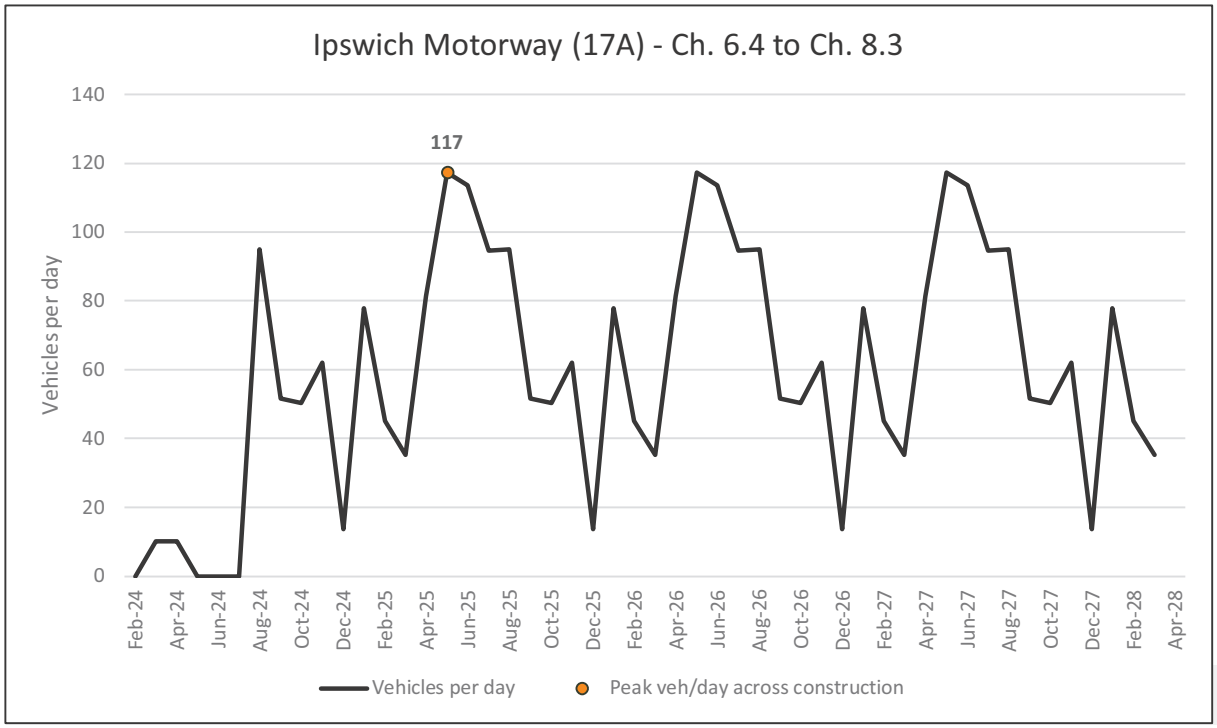
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M3-X2
Road name	Leichhardt Highway (26C)
Road section	Ch. 205.2 to Ch. 220.1

Peak veh/day across construction	91
Peak impact month	May-25
Length of peak period	3

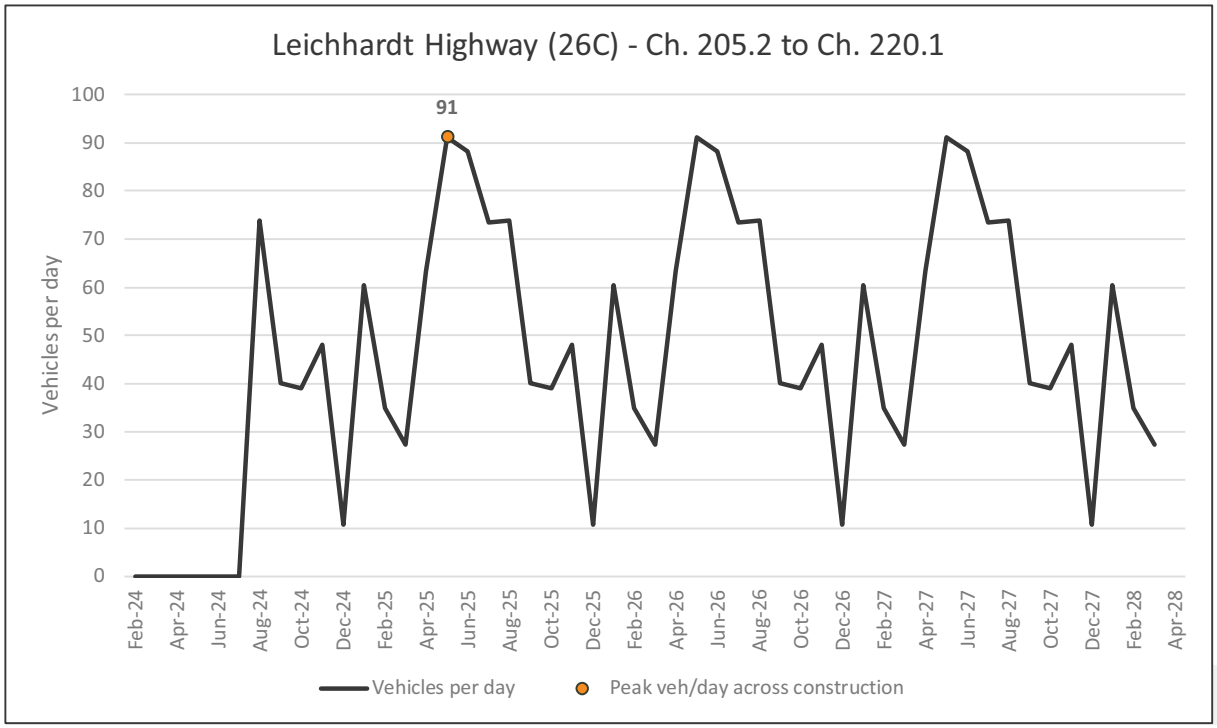
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	74	40	39	48	11

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
60	35	27	63	91	88	74	74	40	39	48	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
60	35	27	63	91	88	74	74	40	39	48	11

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
60	35	27	63	91	88	74	74	40	39	48	11

Jan-28	Feb-28	Mar-28
60	35	27



Road ID	X2-X53
Road name	Leichhardt Highway (26C)
Road section	Ch. 220.1 to Ch. 222.4

Peak veh/day across construction	35
Peak impact month	May-26
Length of peak period	1

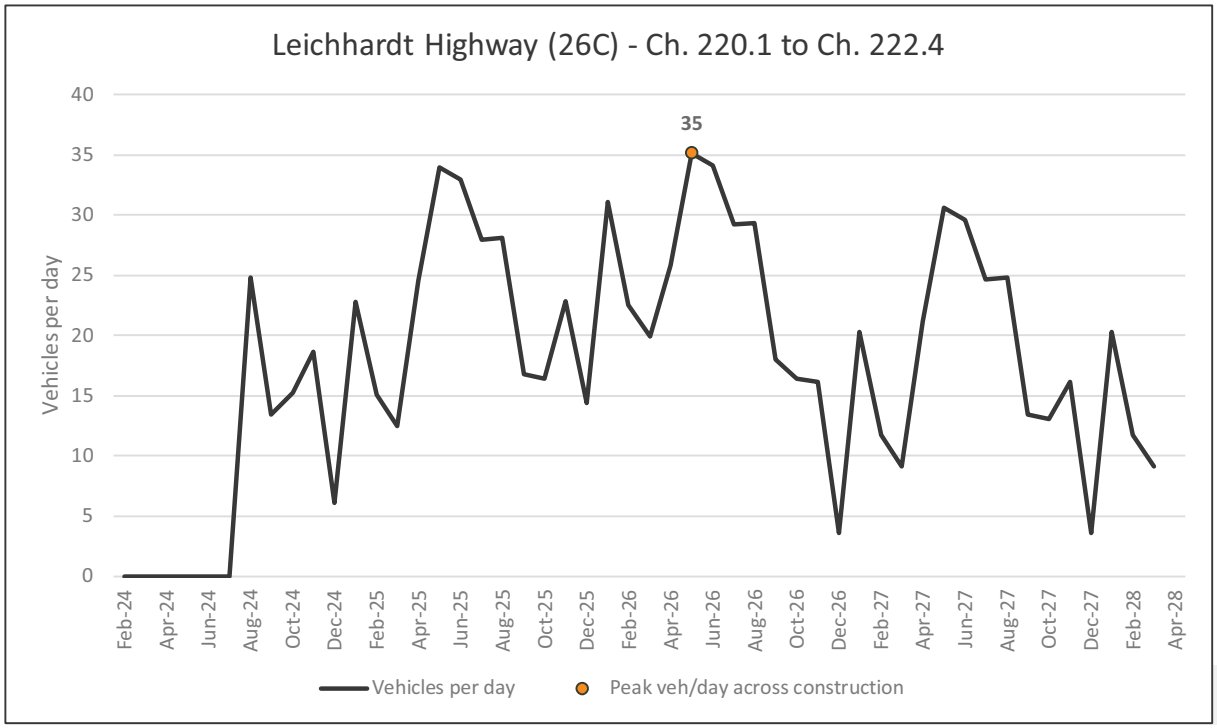
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	25	13	15	19	6

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
23	15	12	25	34	33	28	28	17	16	23	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
31	23	20	26	35	34	29	29	18	16	16	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	12	9	21	31	30	25	25	13	13	16	4

Jan-28	Feb-28	Mar-28
20	12	9



Road ID	X53-X13
Road name	Leichhardt Highway (26C)
Road section	Ch. 222.4 to Ch. 224.1

Peak veh/day across construction	35
Peak impact month	May-26
Length of peak period	1

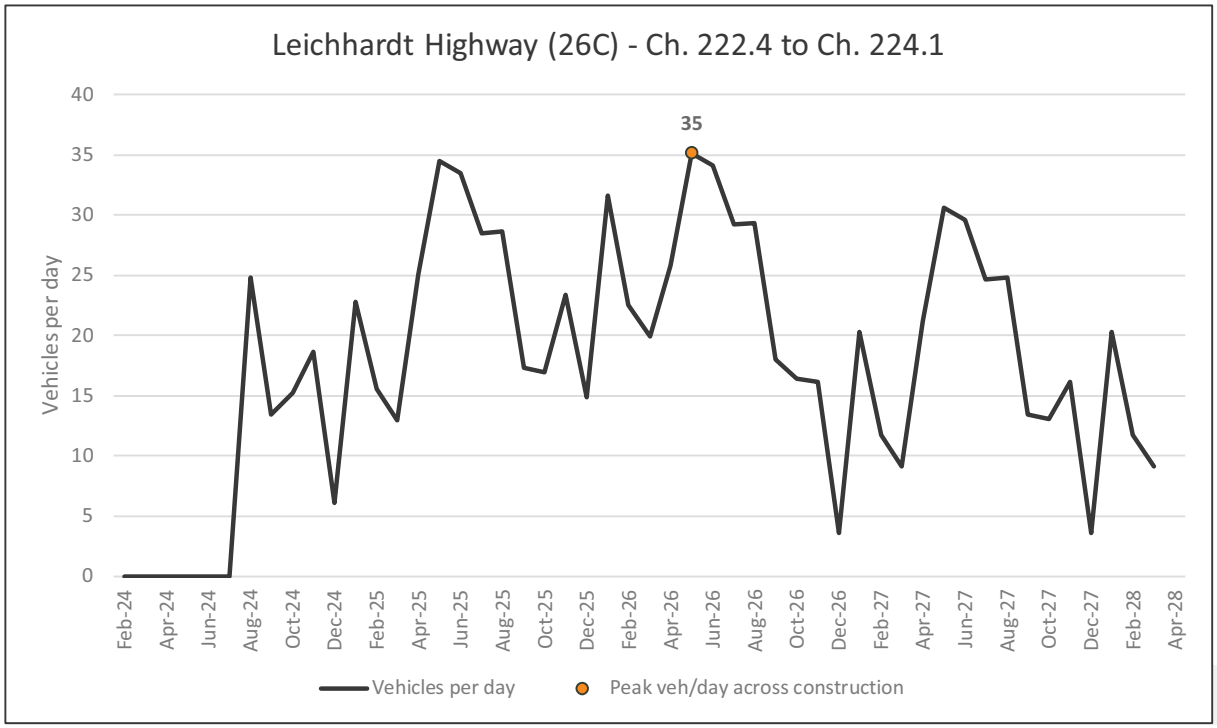
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	25	13	15	19	6

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
23	16	13	25	34	33	28	29	17	17	23	15

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
32	23	20	26	35	34	29	29	18	16	16	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	12	9	21	31	30	25	25	13	13	16	4

Jan-28	Feb-28	Mar-28
20	12	9



Road ID	M7-M8
Road name	Logan Motorway (210A)
Road section	Ch. 0.0 to Ch. 14.5

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

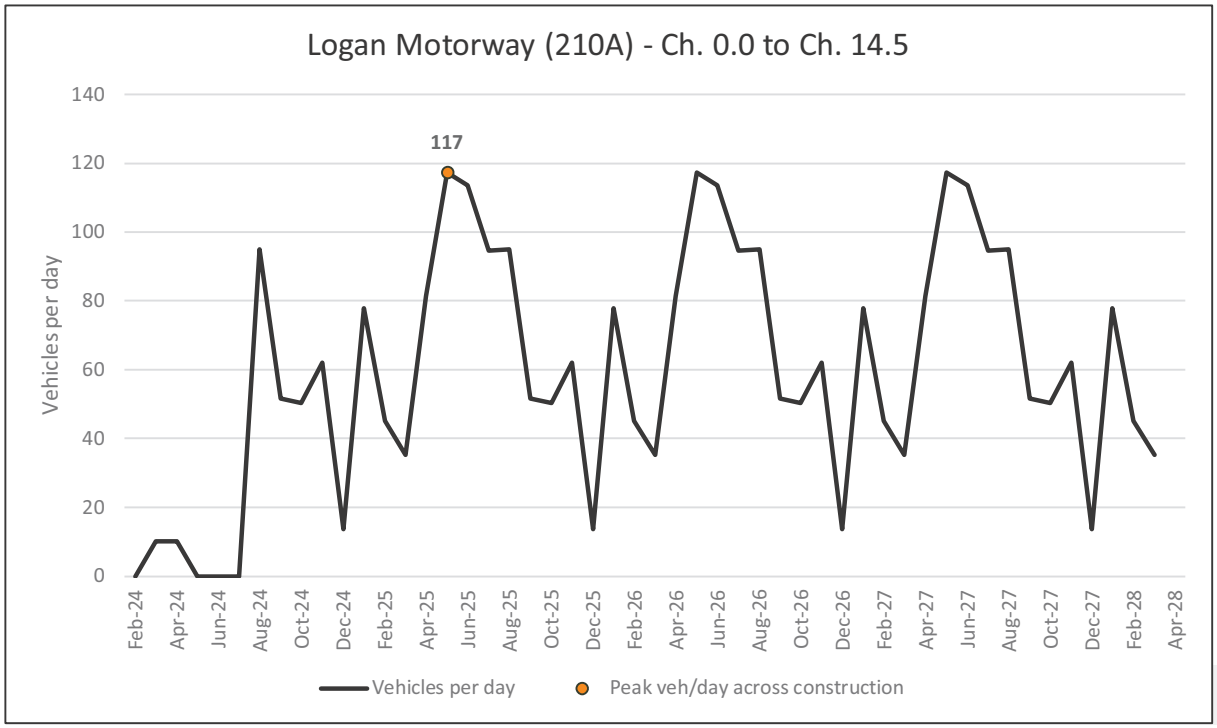
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	X37-X63
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 0.0 to Ch. 2.5

Peak veh/day across construction	305
Peak impact month	Nov-25
Length of peak period	1

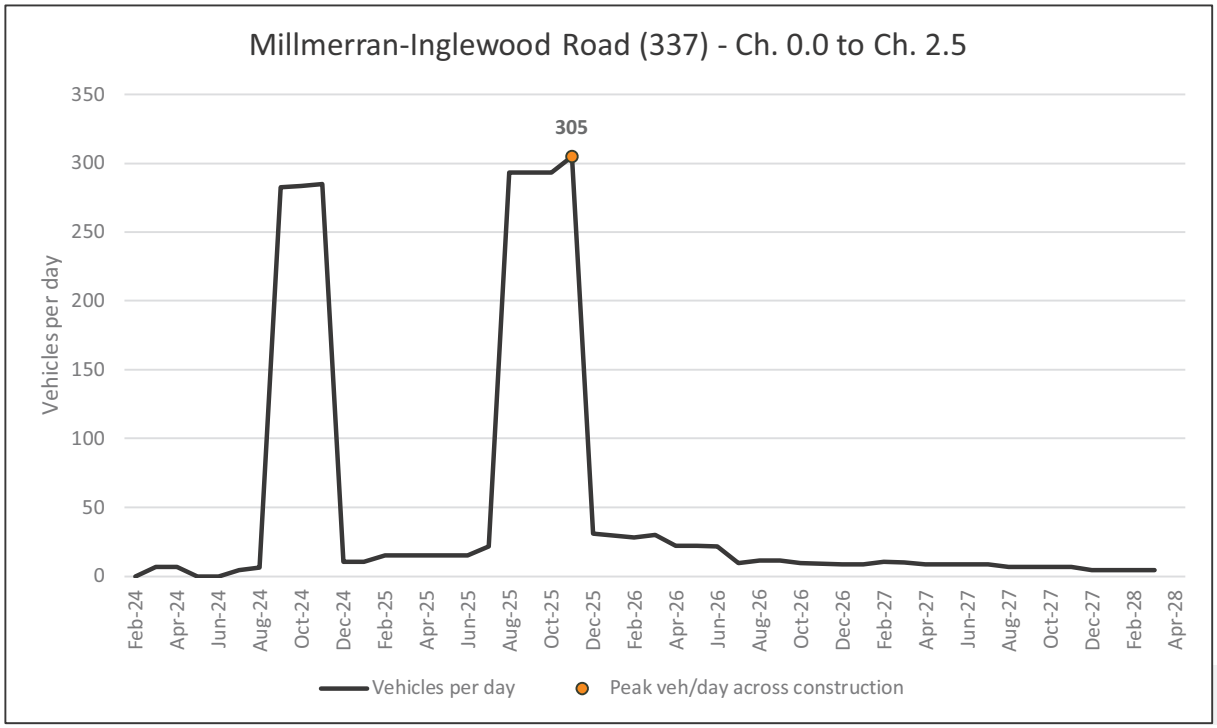
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	5	7	283	284	285	11

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
11	15	15	15	15	15	22	293	293	293	305	31

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
29	28	30	22	22	22	10	12	12	10	9	9

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	10	10	9	8	8	8	7	7	7	7	5

Jan-28	Feb-28	Mar-28
5	5	5



Road ID	X63-X55
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 2.5 to Ch. 3.5

Peak veh/day across construction	340
Peak impact month	Nov-25
Length of peak period	1

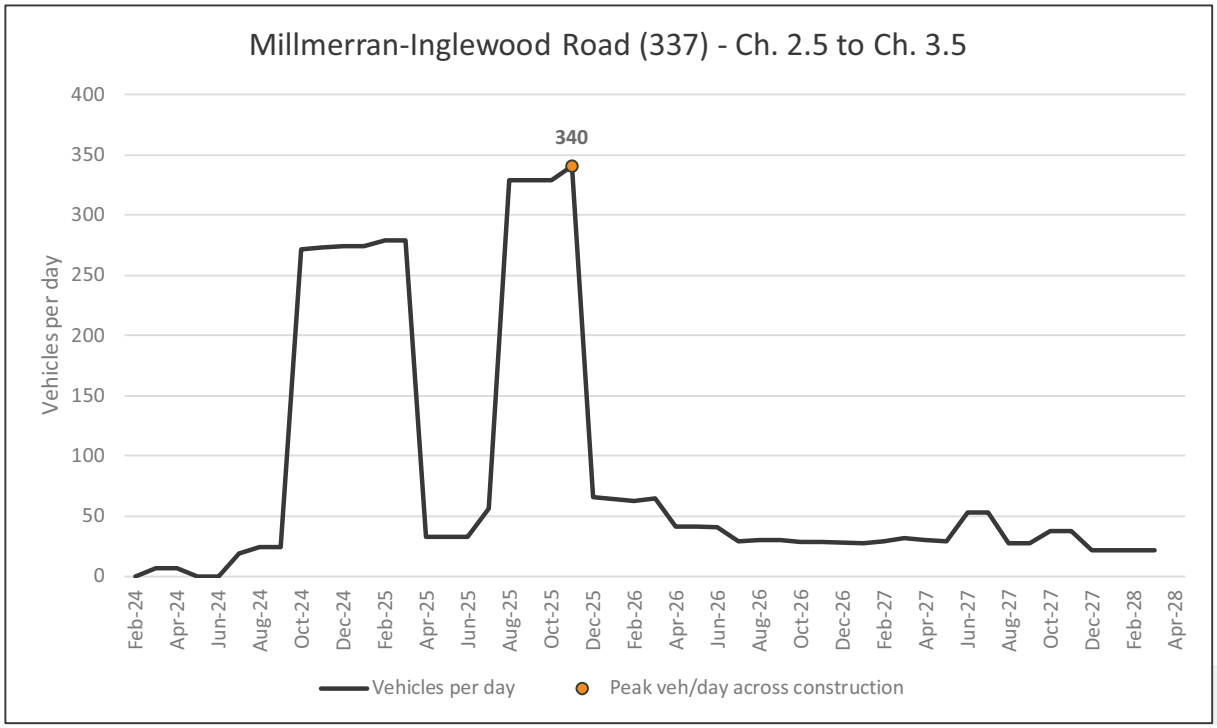
	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
	0	7	7	0	0	19	24	24	271	273	274

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
274	279	279	33	33	33	56	329	329	329	340	66

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
64	62	64	41	41	41	29	30	30	28	28	28

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
27	29	32	30	29	53	53	27	27	37	37	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	X55-X60
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 3.5 to Ch. 6.2

Peak veh/day across construction	423
Peak impact month	Nov-25
Length of peak period	1

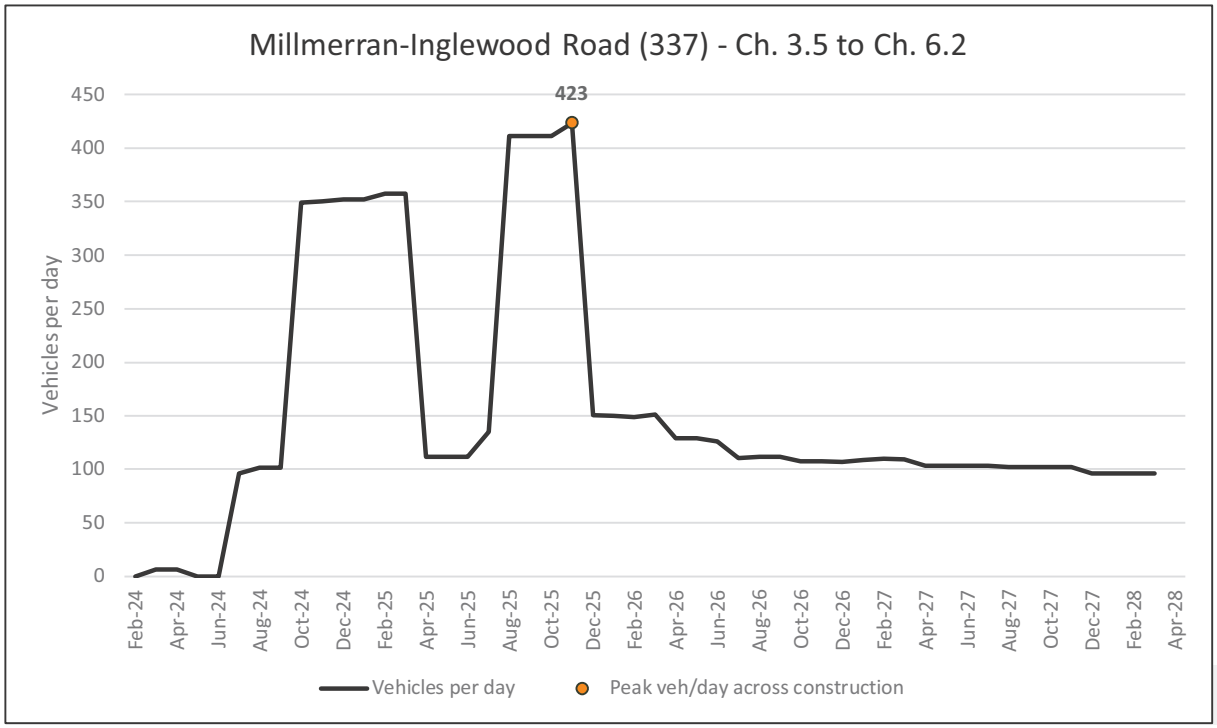
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	96	102	102	349	350	352

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
352	358	358	111	111	111	135	412	412	412	423	150

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
150	149	151	129	129	126	110	112	112	107	107	107

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
109	110	109	103	103	103	103	102	102	102	102	96

Jan-28	Feb-28	Mar-28
96	96	96



Road ID	X60-X56
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 6.2 to Ch. 9.0

Peak veh/day across construction	416
Peak impact month	Nov-25
Length of peak period	1

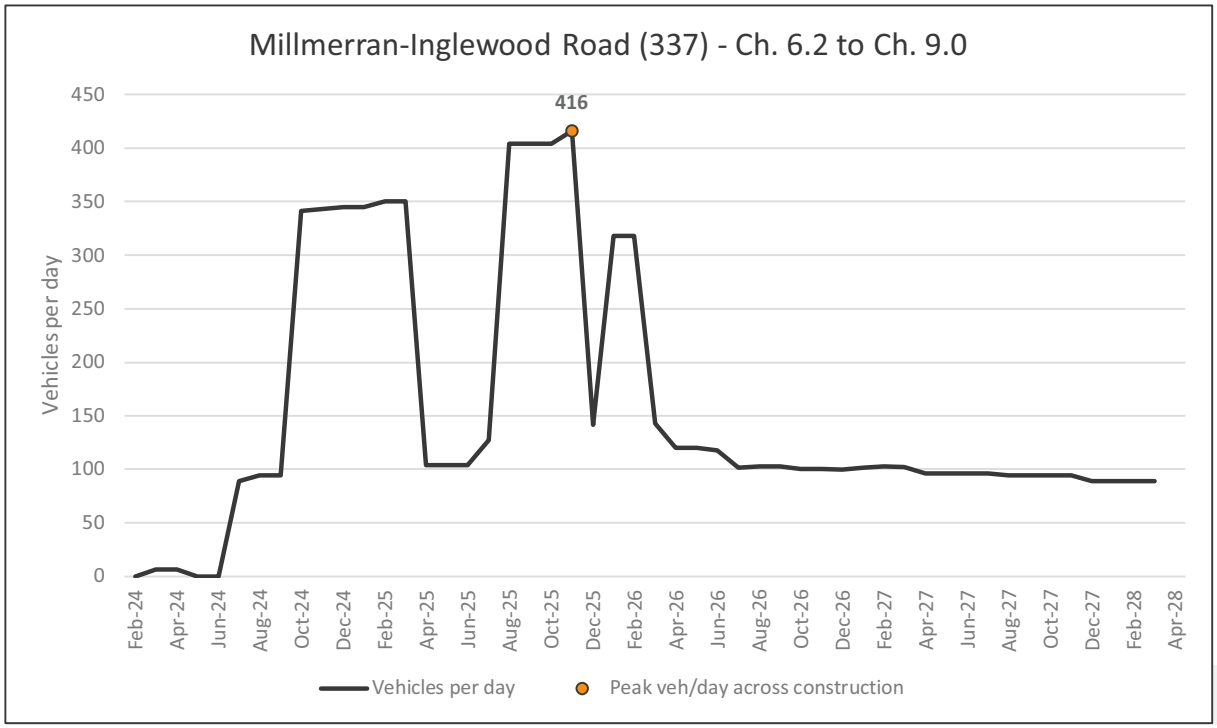
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	89	94	94	341	343	345

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
345	350	350	104	104	104	127	404	404	404	416	142

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
318	317	143	120	120	117	101	103	103	100	100	99

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
102	102	102	96	96	96	96	94	94	94	94	89

Jan-28	Feb-28	Mar-28
89	89	89



Road ID	X56-X62
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 9.0 to Ch. 13.1

Peak veh/day across construction	400
Peak impact month	Nov-25
Length of peak period	1

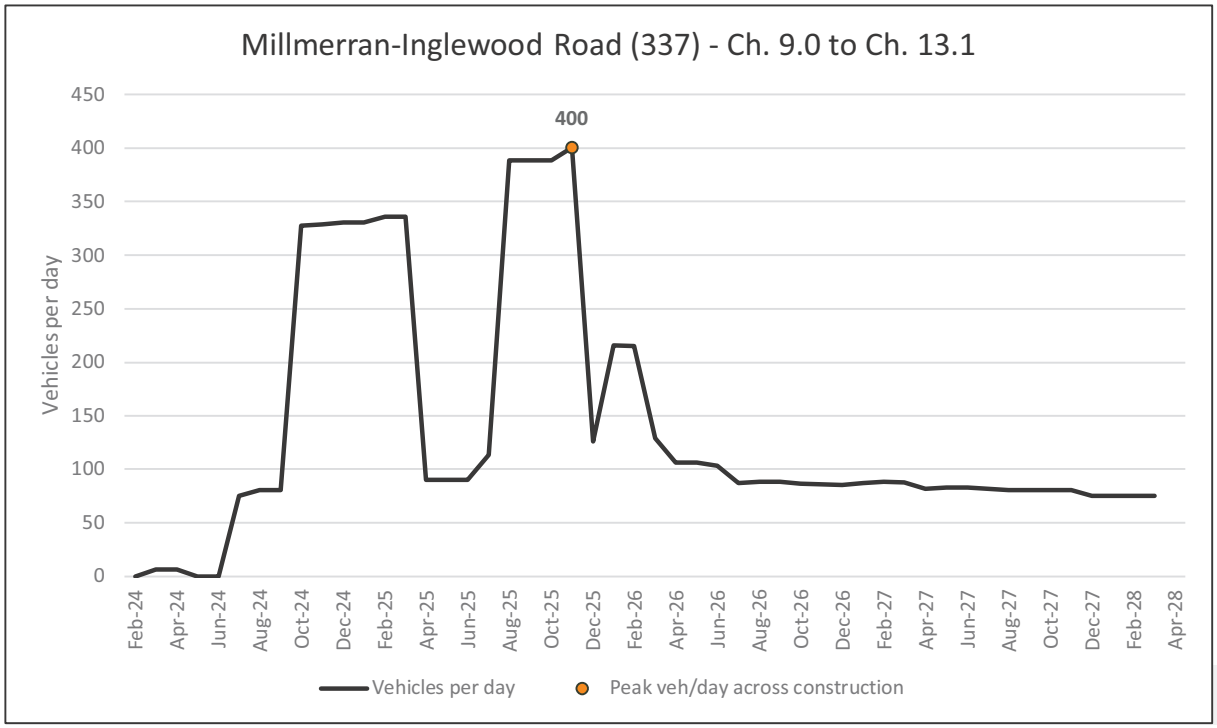
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	75	80	80	327	329	331

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
331	336	336	90	90	90	113	389	389	389	400	126

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
216	215	129	106	106	103	87	89	89	86	86	85

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
87	88	88	82	83	83	82	80	80	80	80	75

Jan-28	Feb-28	Mar-28
75	75	75



Road ID	X62-X54
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 13.1 to Ch. 14.0

Peak veh/day across construction	396
Peak impact month	Aug-25
Length of peak period	1

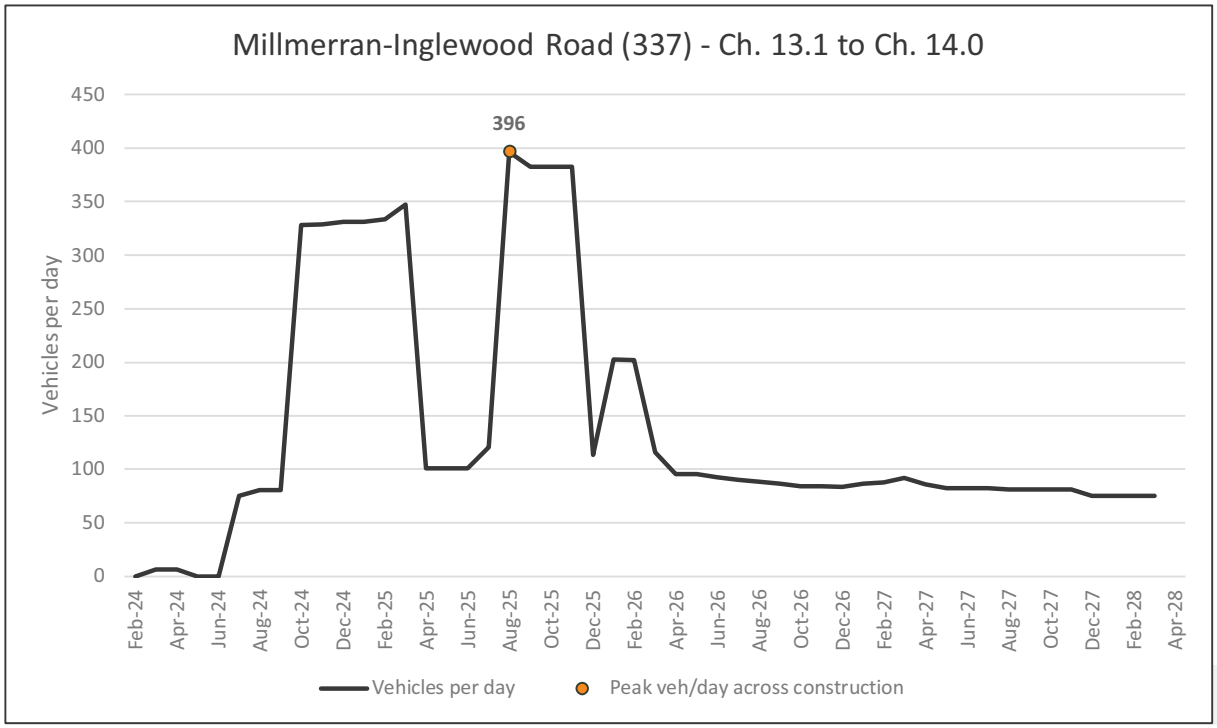
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	75	81	81	328	329	331

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
331	334	347	101	101	101	121	396	383	383	383	113

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
203	202	116	95	95	93	90	88	87	84	84	84

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
87	88	92	86	82	82	82	81	81	81	81	75

Jan-28	Feb-28	Mar-28
75	75	75



Road ID	X54-X59
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 14.0 to Ch. 17.3

Peak veh/day across construction	365
Peak impact month	Aug-25
Length of peak period	1

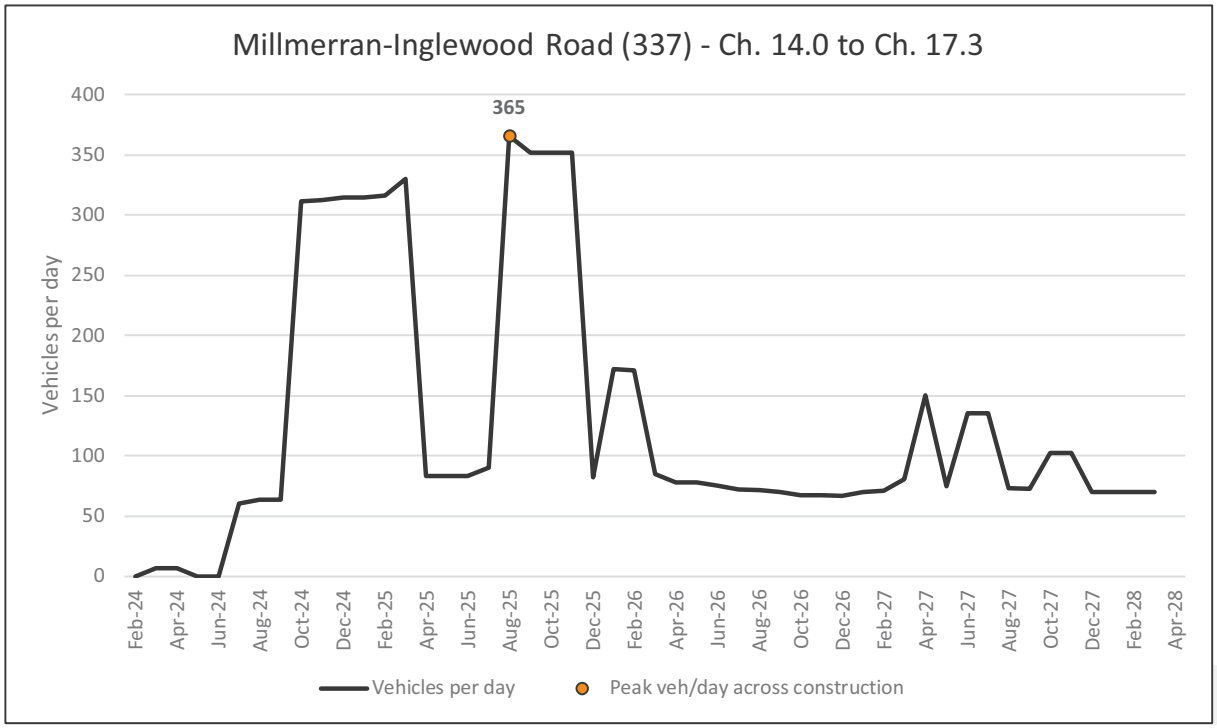
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	61	64	64	311	312	314

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
314	316	330	83	83	83	90	365	352	352	352	82

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
172	171	85	78	78	75	72	71	70	67	67	67

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
70	71	81	150	75	136	136	73	73	103	103	70

Jan-28	Feb-28	Mar-28
70	70	70



Road ID	X59-E47
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 17.3 to Ch. 18.1

Peak veh/day across construction	463
Peak impact month	Jan-26
Length of peak period	1

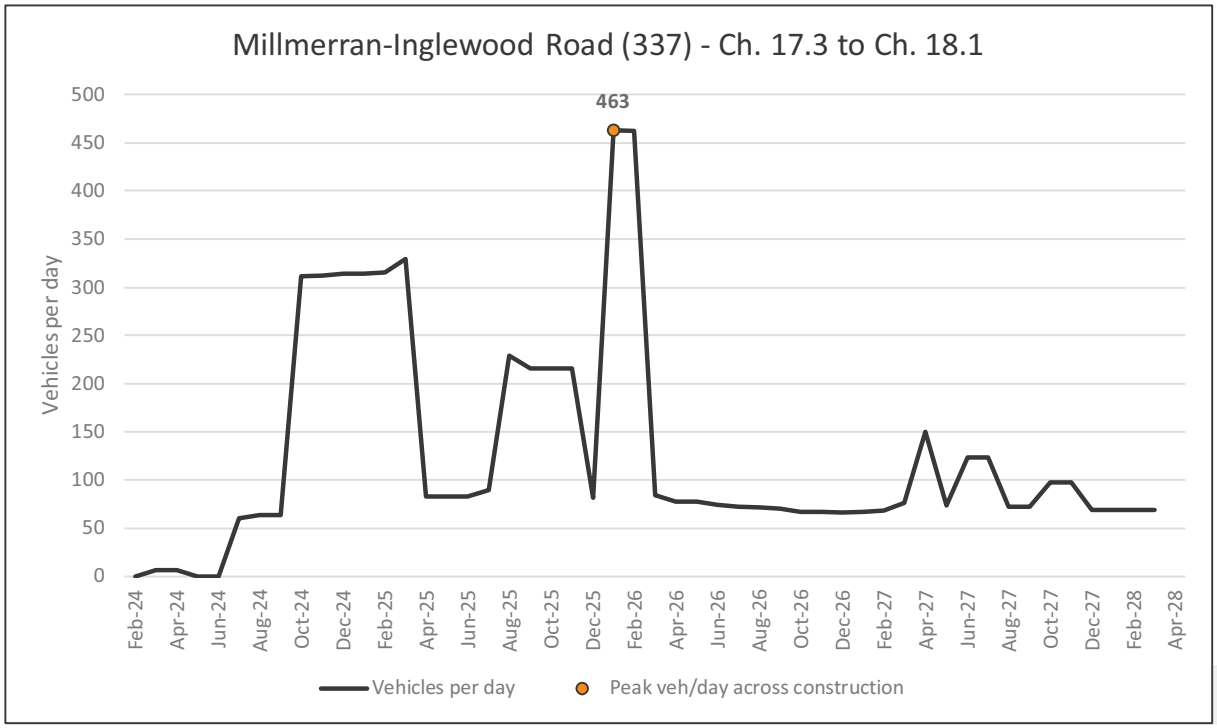
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	61	64	64	311	312	314

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
314	315	329	83	83	83	89	229	216	216	216	82

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
463	462	84	77	77	75	72	71	70	67	67	67

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
67	68	76	149	74	123	123	72	72	98	98	69

Jan-28	Feb-28	Mar-28
69	69	69



Road ID	E47-X61
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 18.1 to Ch. 21.8

Peak veh/day across construction	456
Peak impact month	Jan-26
Length of peak period	1

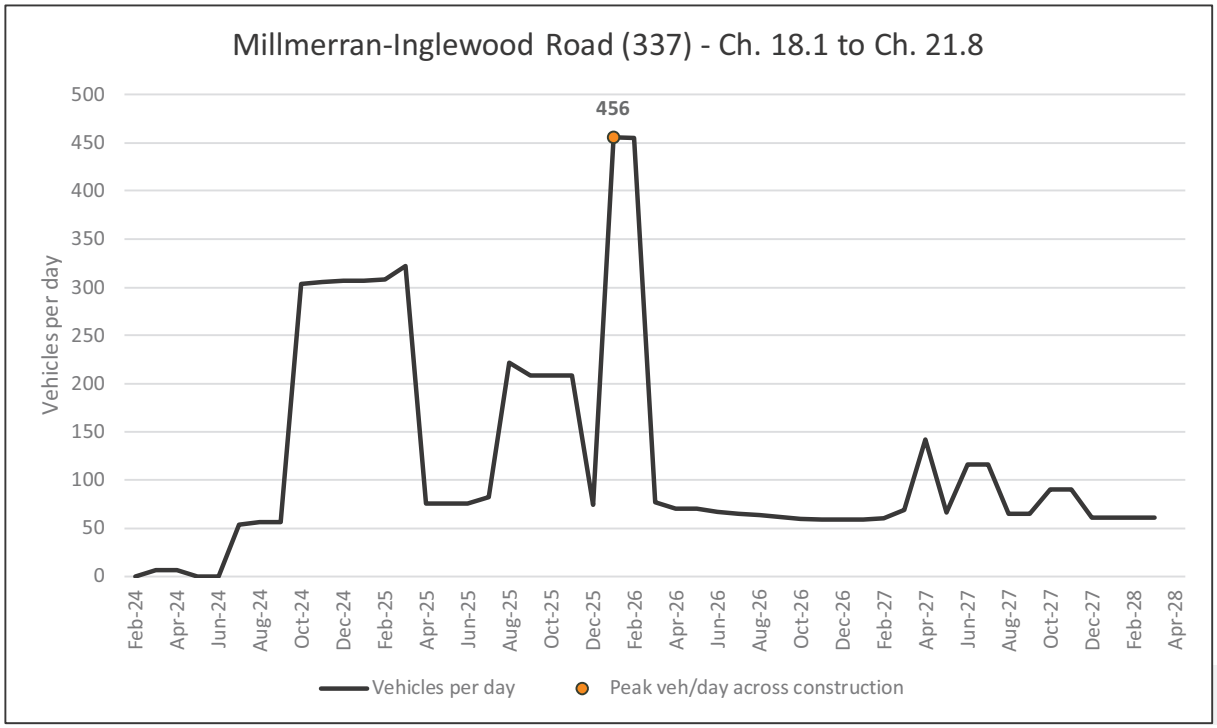
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	53	56	56	304	305	307

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
307	308	322	75	75	75	82	222	208	208	208	74

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
456	455	77	70	70	67	64	63	62	59	59	59

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
59	61	69	142	66	116	116	65	64	91	91	61

Jan-28	Feb-28	Mar-28
61	61	61



Road ID	X61-X64
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 21.8 to Ch. 28.0

Peak veh/day across construction	343
Peak impact month	Jan-26
Length of peak period	1

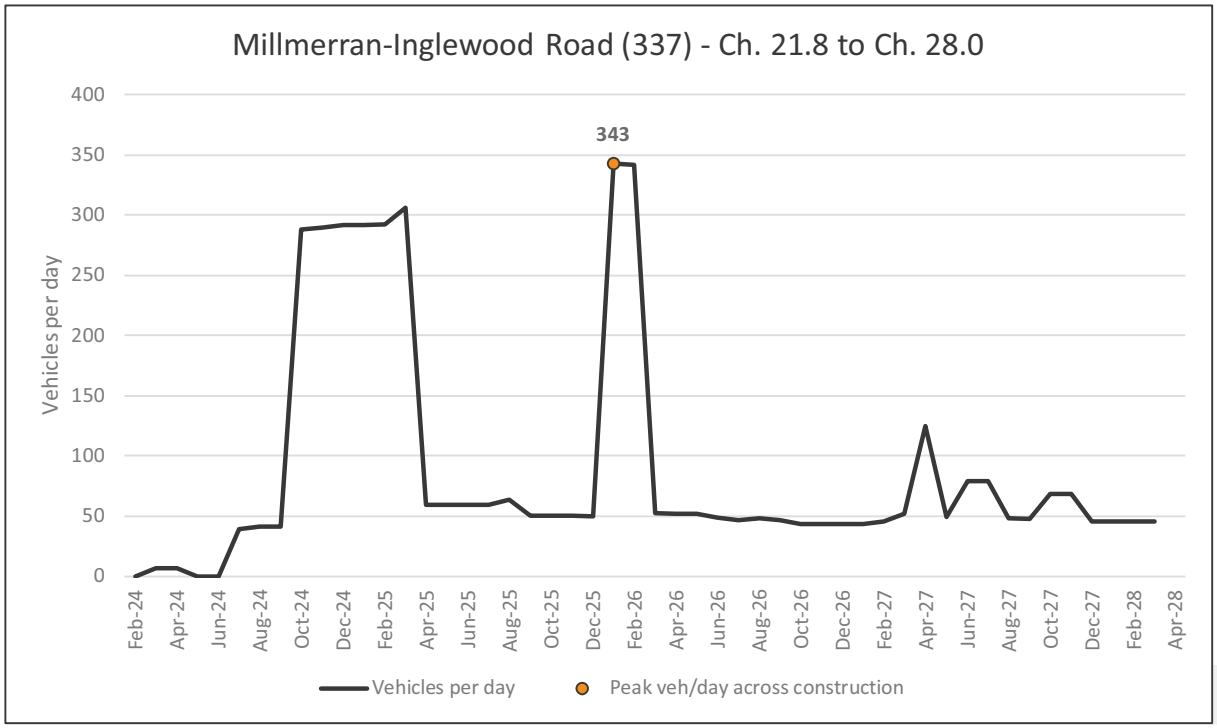
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	39	41	41	288	290	291

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
291	292	306	60	60	60	60	64	50	50	50	50

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
343	342	52	52	52	49	46	48	46	44	44	43

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
44	45	52	125	49	79	79	48	48	69	69	46

Jan-28	Feb-28	Mar-28
46	46	46



Road ID	X64-E45
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 28.0 to Ch. 33.0

Peak veh/day across construction	328
Peak impact month	Jan-26
Length of peak period	1

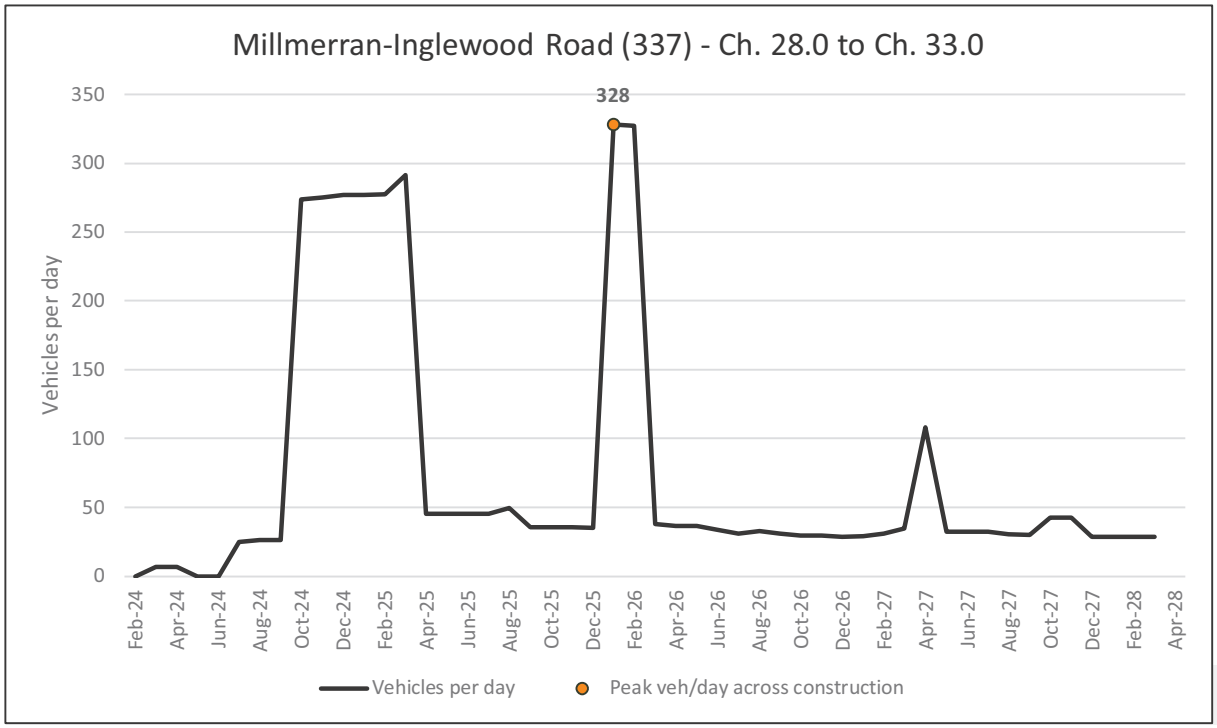
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	25	27	27	274	275	277

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
277	278	291	45	45	45	45	49	36	36	36	35

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
328	327	38	36	36	34	31	33	31	29	29	29

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
29	31	35	108	32	32	32	31	30	43	43	29

Jan-28	Feb-28	Mar-28
29	29	29



Road ID	E45-E44
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 33.0 to Ch. 35.6

Peak veh/day across construction	309
Peak impact month	Jan-26
Length of peak period	1

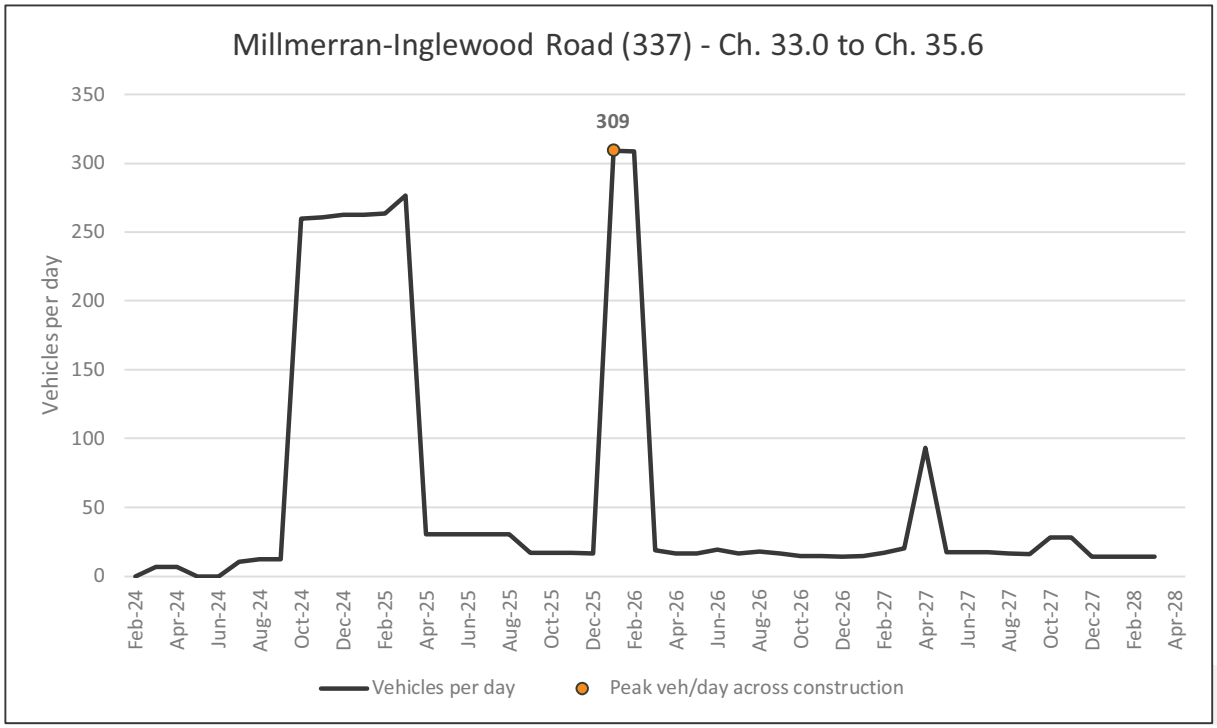
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	10	12	12	259	261	263

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
263	263	277	31	31	31	31	31	17	17	17	16

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
309	309	19	16	16	19	17	18	17	15	15	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
15	17	20	94	18	18	18	16	16	28	28	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E44-X57
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 35.6 to Ch. 37.7

Peak veh/day across construction	254
Peak impact month	Feb-25
Length of peak period	2

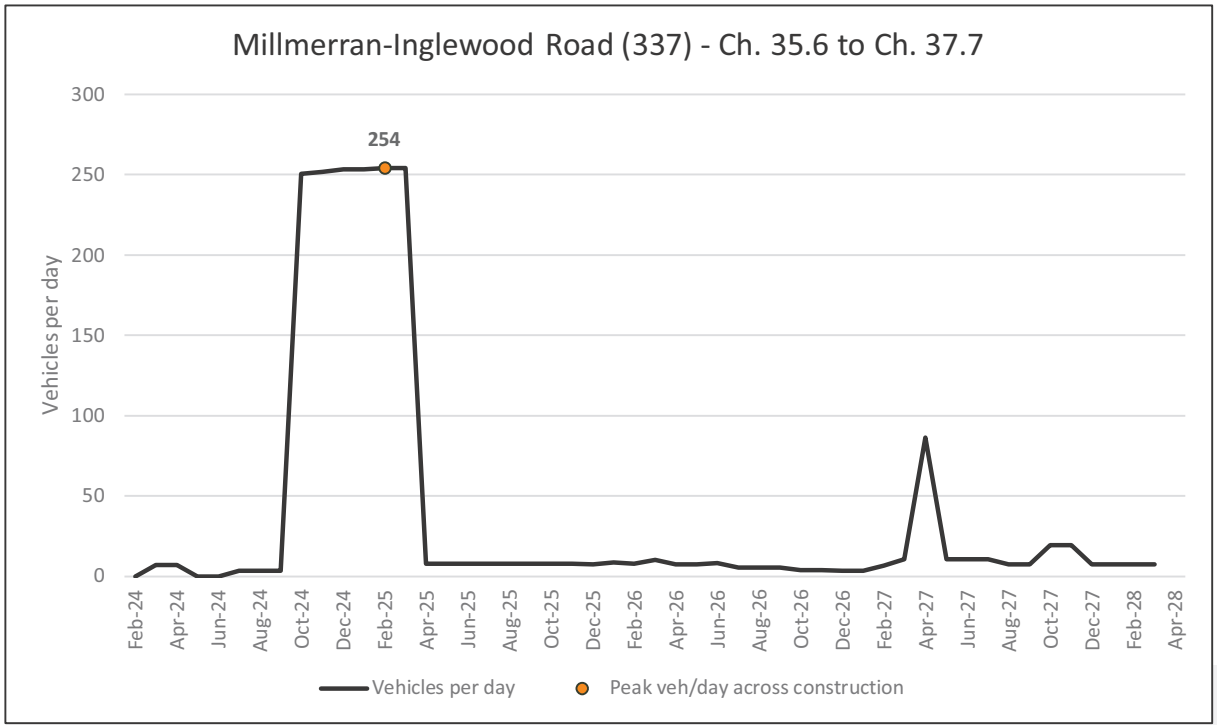
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	3	3	3	251	252	254

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
254	254	254	8	8	8	8	8	8	8	8	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	8	10	8	8	8	6	6	6	4	4	3

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
3	6	10	86	10	10	10	8	7	19	19	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X57-E43
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 37.7 to Ch. 39.8

Peak veh/day across construction	294
Peak impact month	Mar-25
Length of peak period	1

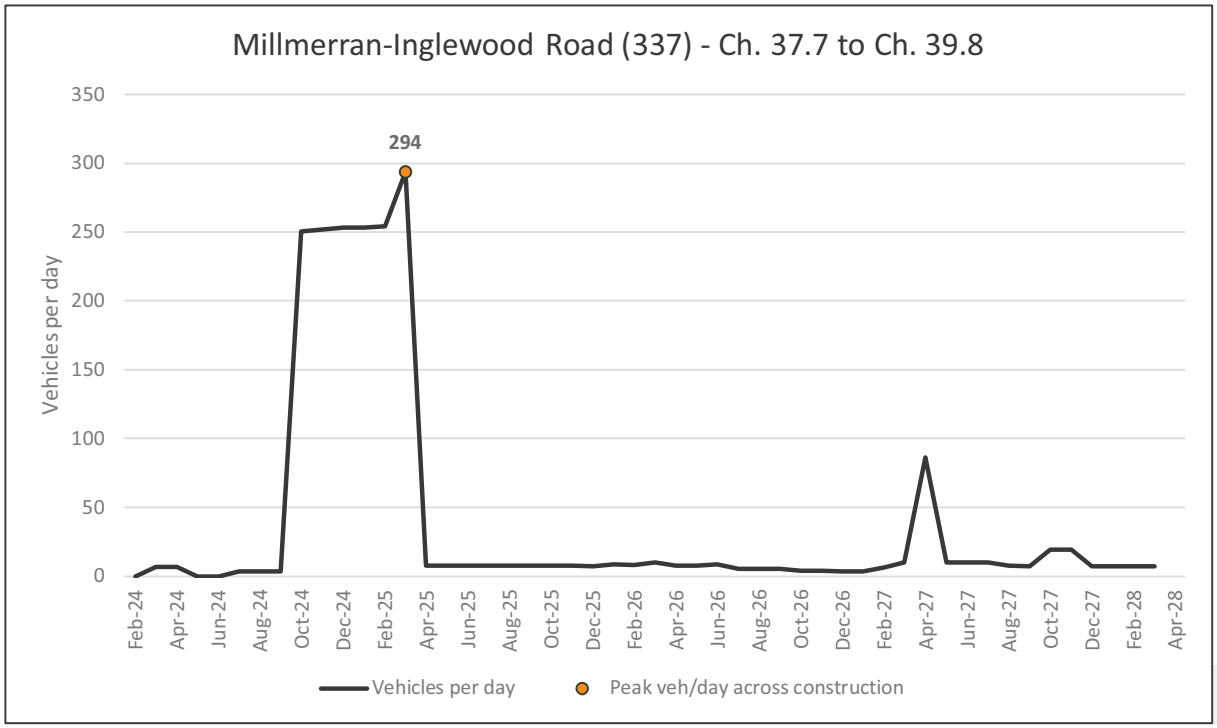
	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
	0	7	7	0	0	3	3	3	251	252	254

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
254	254	294	8	8	8	8	8	8	8	8	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	8	10	8	8	8	6	6	6	4	4	3

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
3	6	10	86	10	10	10	8	7	19	19	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E43-E83
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 39.8 to Ch. 41.9

Peak veh/day across construction	307
Peak impact month	Mar-25
Length of peak period	1

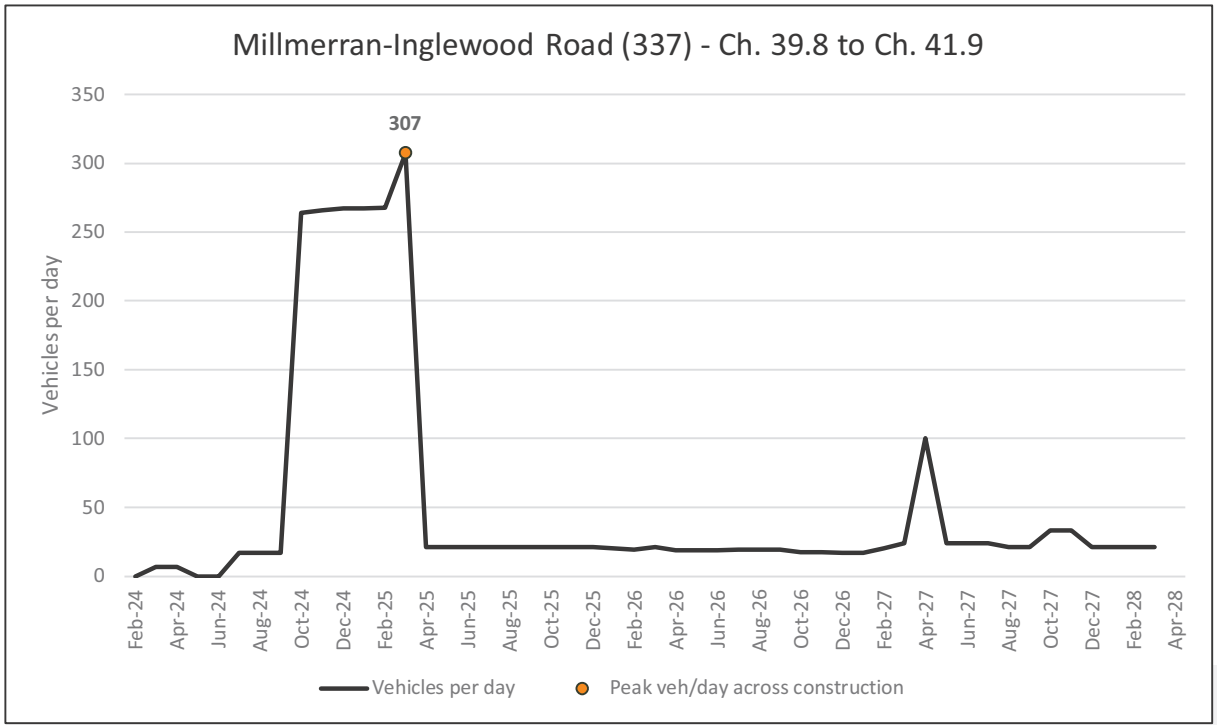
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	17	17	17	264	266	267

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
267	268	307	22	22	22	22	22	22	22	22	21

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
20	19	22	19	19	19	19	19	19	18	18	17

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
17	20	24	100	24	24	24	21	21	33	33	21

Jan-28	Feb-28	Mar-28
21	21	21



Road ID	E83-E42
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 41.9 to Ch. 45.9

Peak veh/day across construction	82
Peak impact month	Mar-25
Length of peak period	1

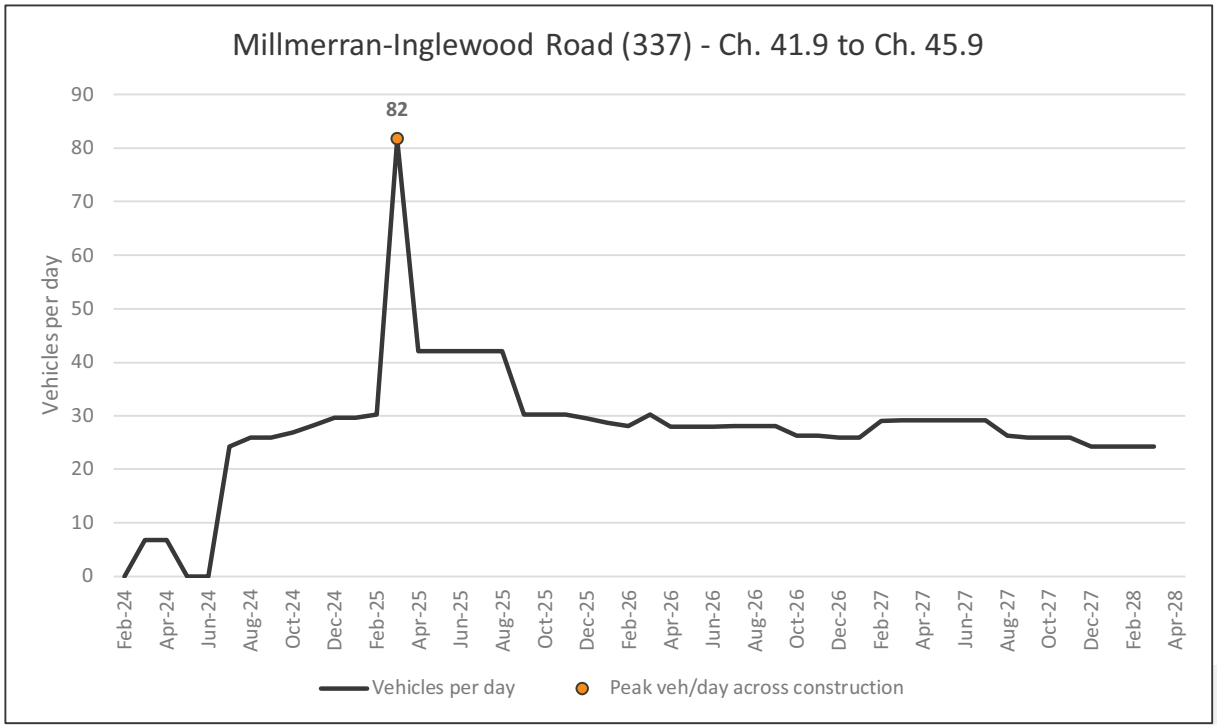
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	24	26	26	27	28	30

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
30	30	82	42	42	42	42	42	30	30	30	30

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
29	28	30	28	28	28	28	28	28	26	26	26

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
26	29	29	29	29	29	29	26	26	26	26	24

Jan-28	Feb-28	Mar-28
24	24	24



Road ID	E42-E118
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 45.9 to Ch. 47.6

Peak veh/day across construction	89
Peak impact month	Mar-25
Length of peak period	1

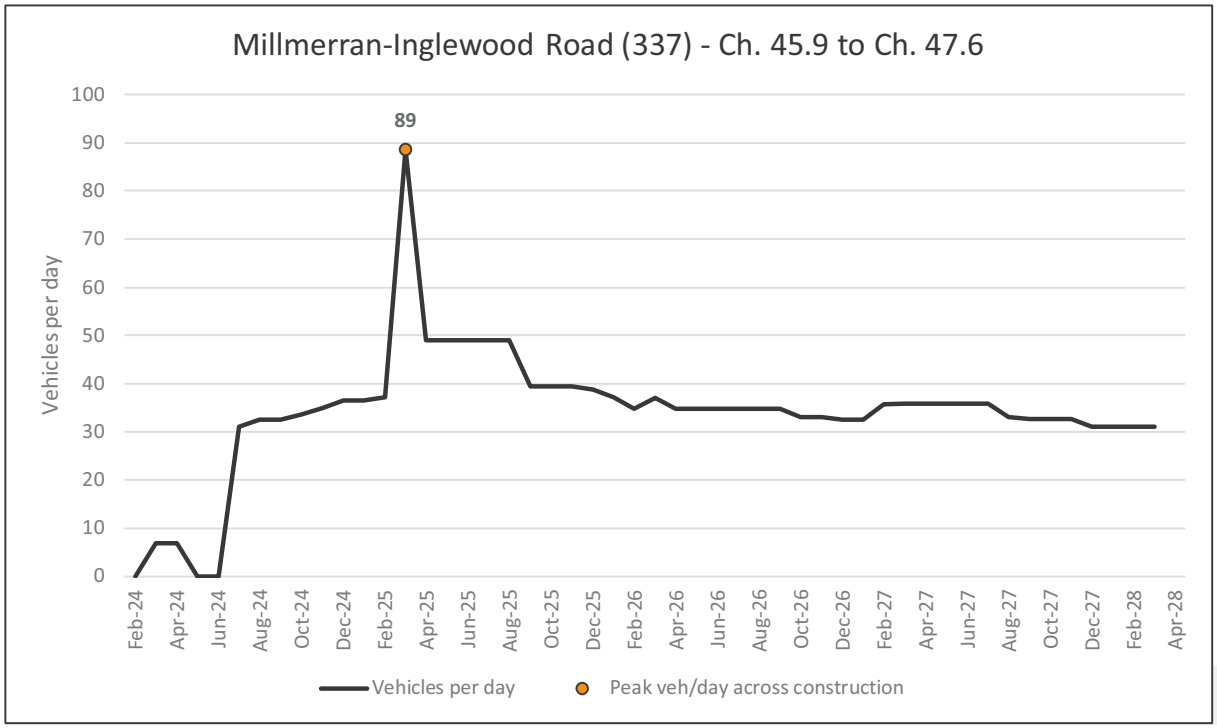
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	31	33	33	34	35	37

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
37	37	89	49	49	49	49	49	39	39	39	39

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
37	35	37	35	35	35	35	35	35	33	33	33

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
33	36	36	36	36	36	36	33	33	33	33	31

Jan-28	Feb-28	Mar-28
31	31	31



Road ID	E118-X66
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 47.6 to Ch. 53.3

Peak veh/day across construction	118
Peak impact month	Jun-25
Length of peak period	2

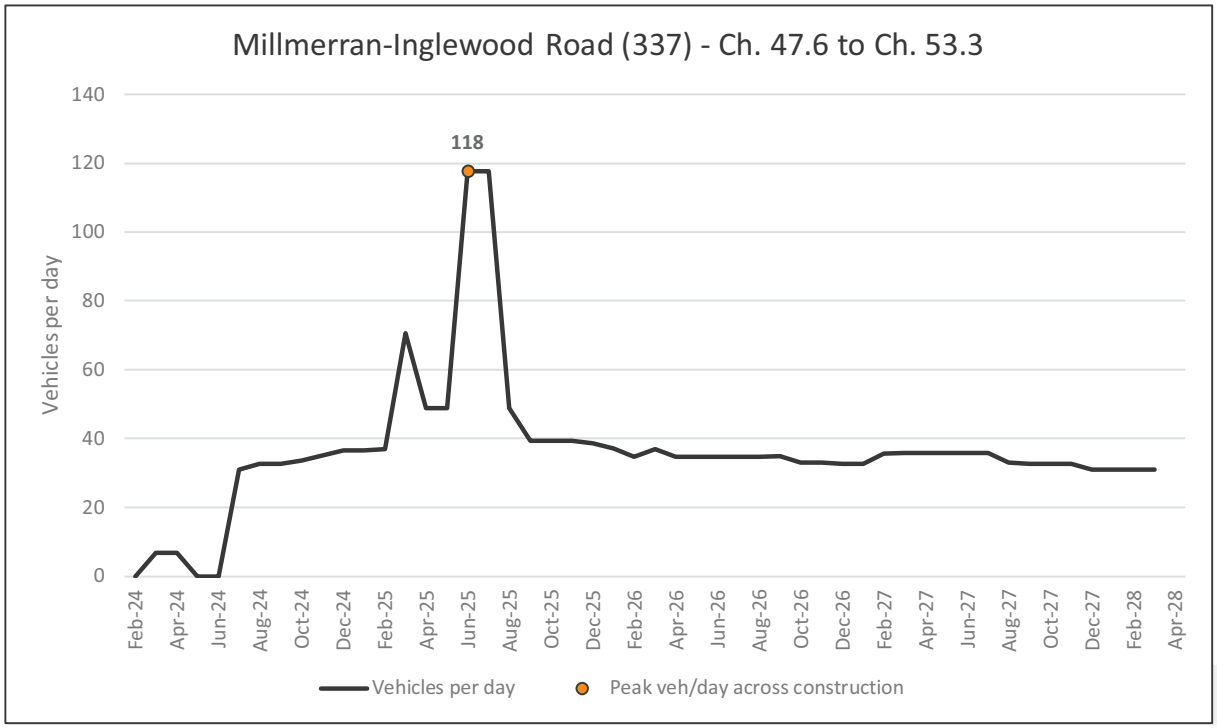
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	31	33	33	34	35	37

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
37	37	71	49	49	118	118	49	39	39	39	39

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
37	35	37	35	35	35	35	35	35	33	33	33

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
33	36	36	36	36	36	36	33	33	33	33	31

Jan-28	Feb-28	Mar-28
31	31	31



Road ID	X66-X58
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 53.3 to Ch. 55.7

Peak veh/day across construction	135
Peak impact month	Jun-25
Length of peak period	2

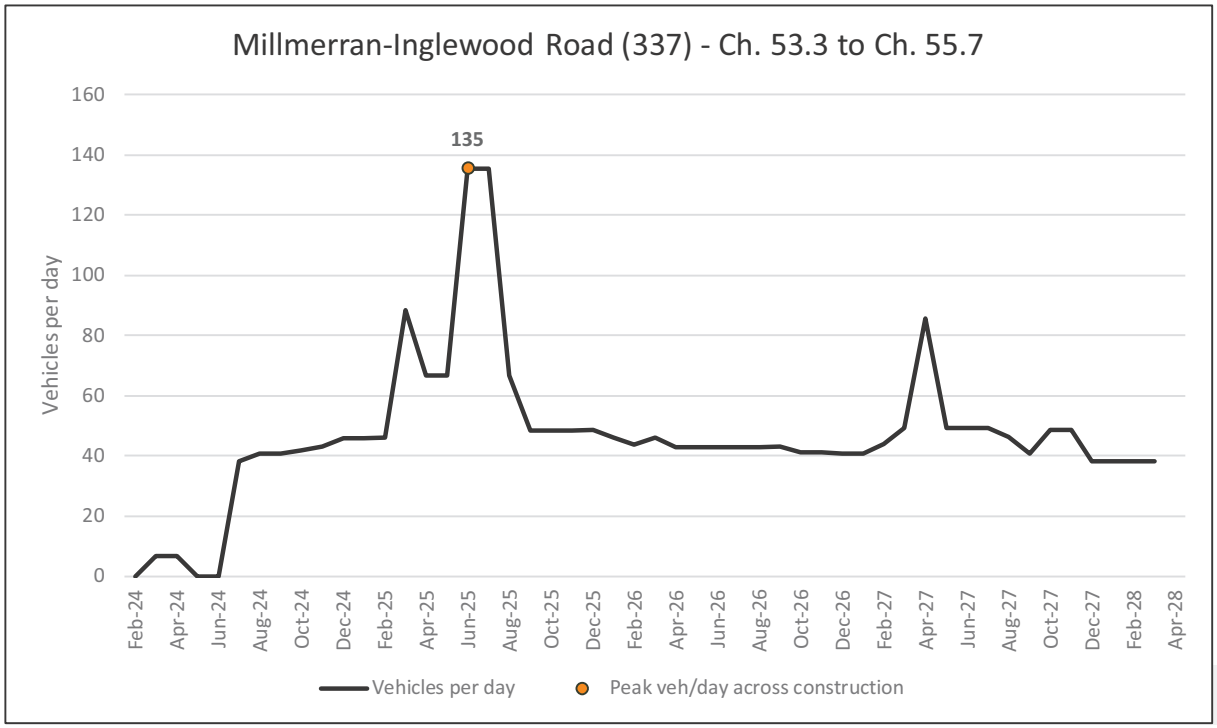
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	38	41	41	42	43	46

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
46	46	88	67	67	135	135	67	49	49	49	49

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
46	44	46	43	43	43	43	43	43	41	41	41

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
41	44	49	86	49	49	49	46	41	49	49	38

Jan-28	Feb-28	Mar-28
38	38	38



Road ID	X58-E33
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 55.7 to Ch. 56.6

Peak veh/day across construction	86
Peak impact month	Apr-27
Length of peak period	1

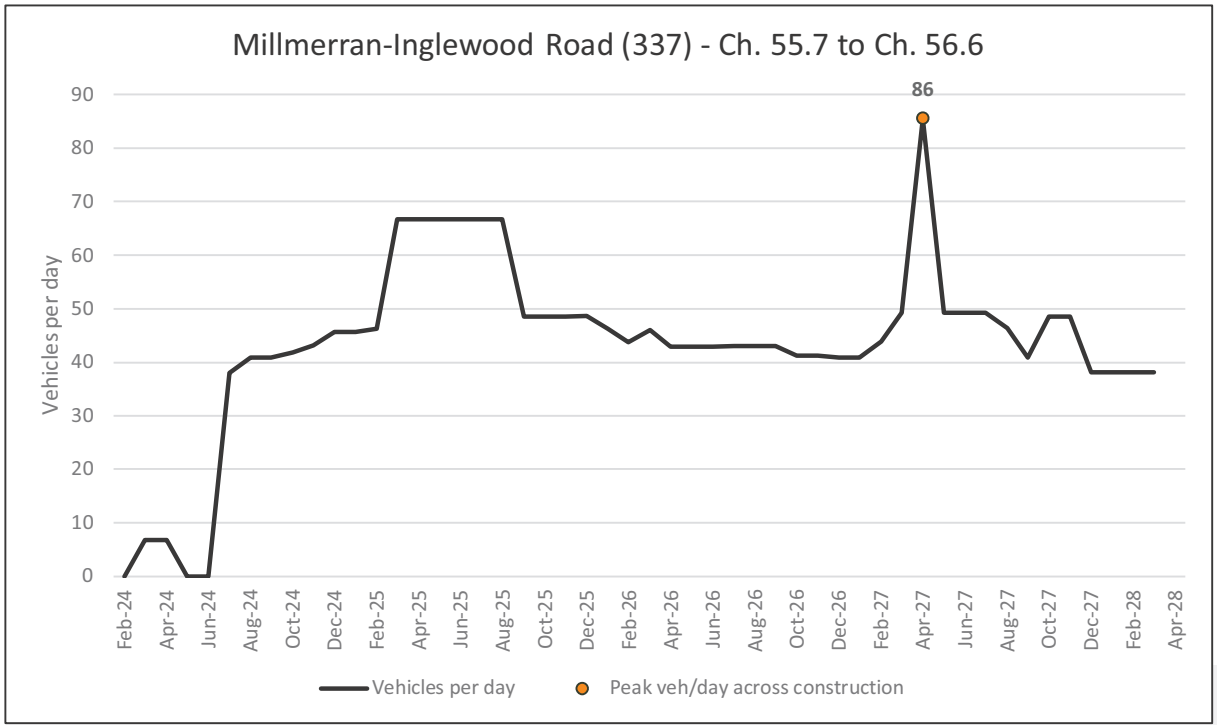
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	38	41	41	42	43	46

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
46	46	67	67	67	67	67	67	49	49	49	49

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
46	44	46	43	43	43	43	43	43	41	41	41

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
41	44	49	86	49	49	49	46	41	49	49	38

Jan-28	Feb-28	Mar-28
38	38	38



Road ID	E33-E81
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 56.6 to Ch. 59.2

Peak veh/day across construction	215
Peak impact month	Mar-25
Length of peak period	1

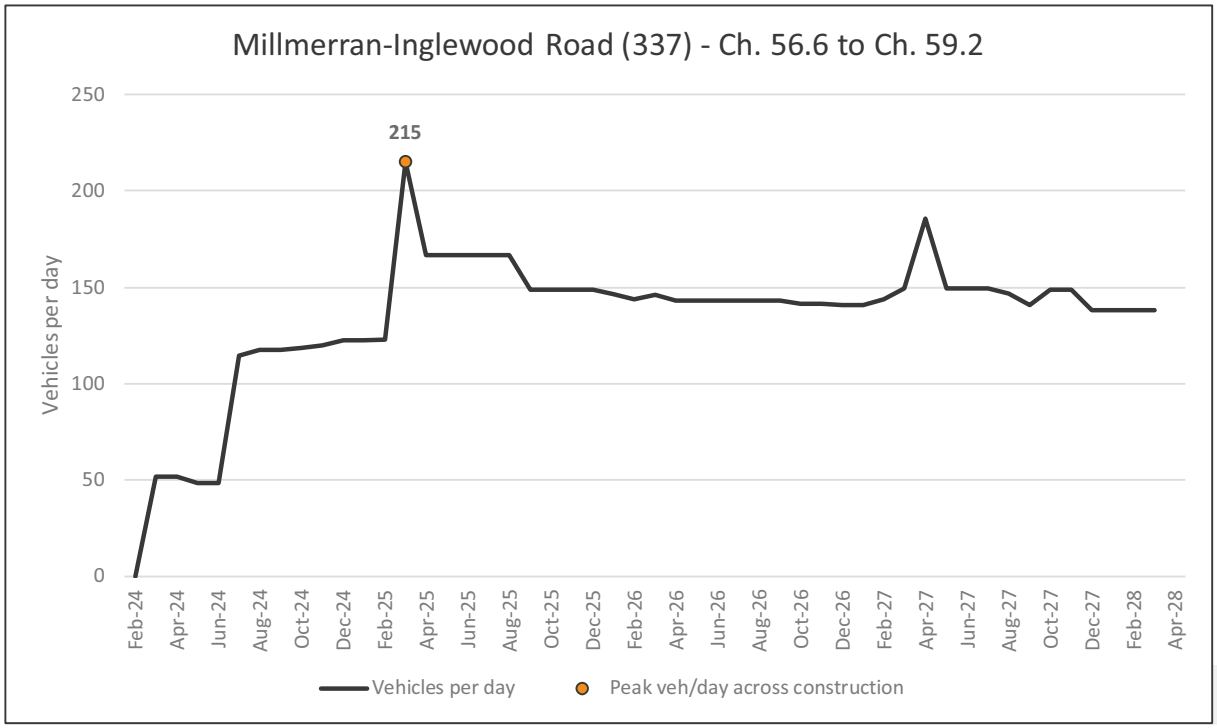
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	52	52	48	48	115	117	117	118	120	122

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
122	123	215	167	167	167	167	167	149	149	149	149

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
146	144	146	143	143	143	143	143	143	141	141	141

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
141	144	149	186	149	149	149	147	141	149	149	138

Jan-28	Feb-28	Mar-28
138	138	138



Road ID	E81-E103
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 59.2 to Ch. 61.0

Peak veh/day across construction	215
Peak impact month	Mar-25
Length of peak period	1

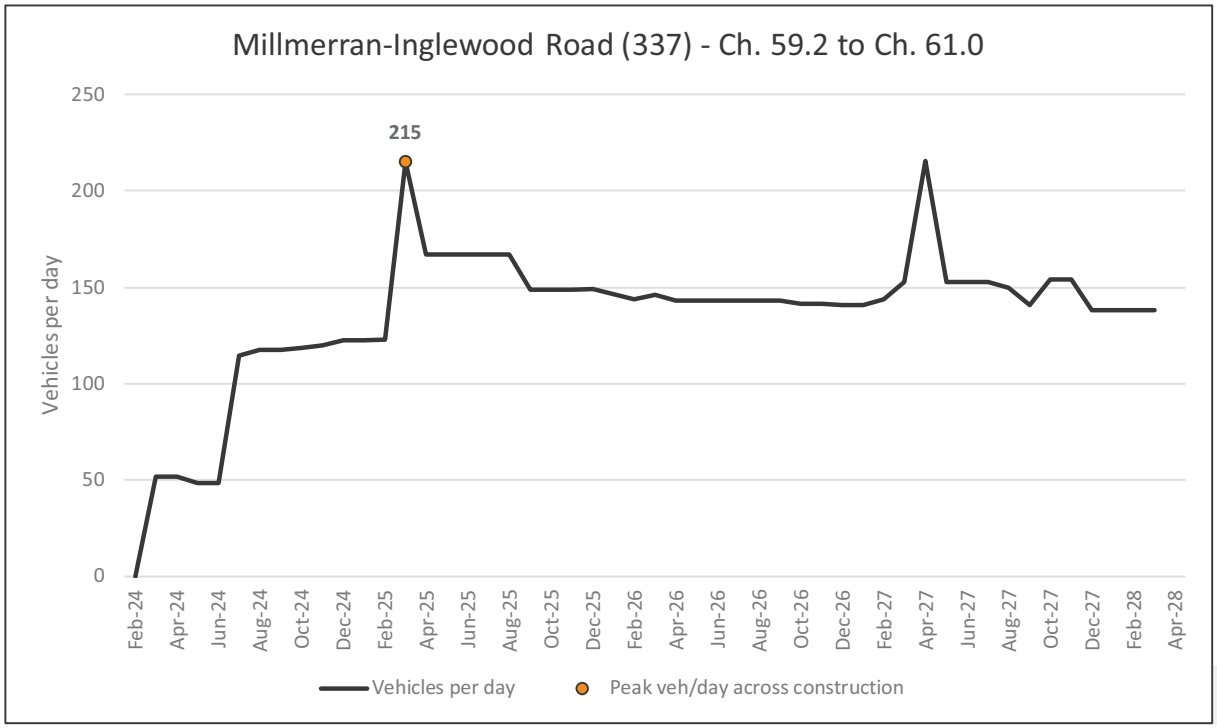
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	52	52	48	48	115	117	117	118	120	122

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
122	123	215	167	167	167	167	167	149	149	149	149

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
146	144	146	143	143	143	143	143	143	141	141	141

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
141	144	153	215	153	153	153	150	141	154	154	138

Jan-28	Feb-28	Mar-28
138	138	138



Road ID	E103-X65
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 61.0 to Ch. 65.7

Peak veh/day across construction	328
Peak impact month	Mar-25
Length of peak period	1

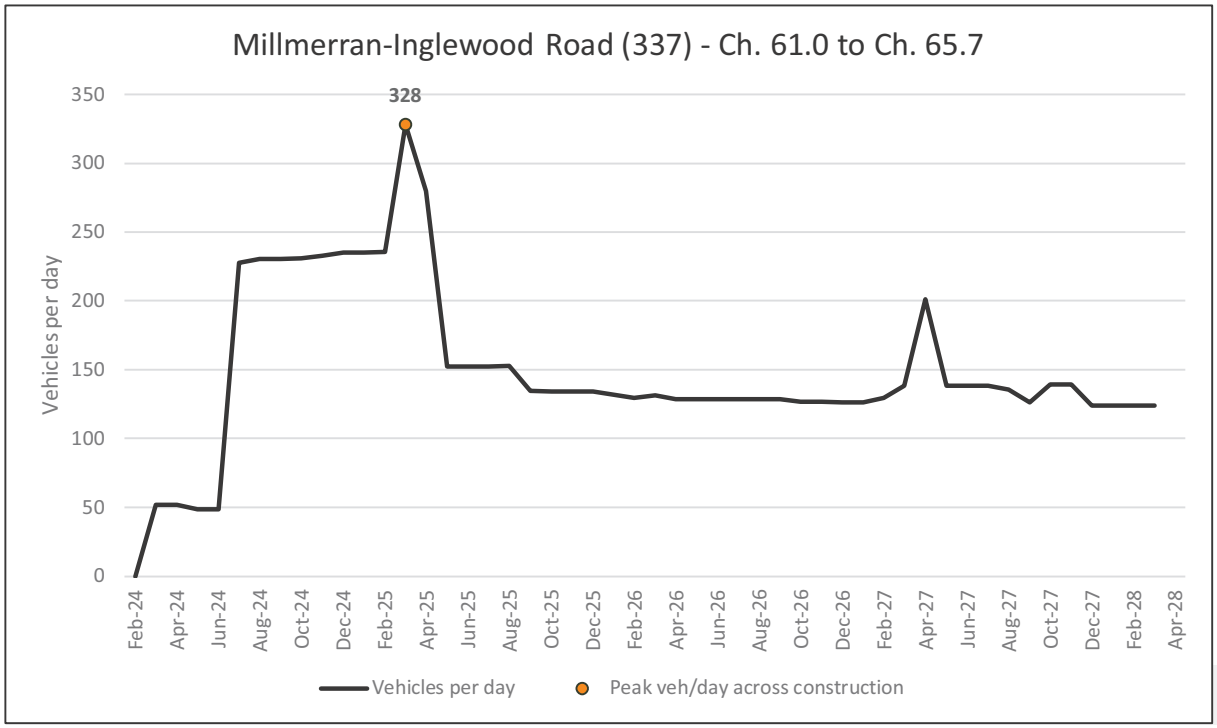
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	52	52	48	48	228	230	230	231	233	235

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
235	236	328	280	152	152	152	153	135	134	134	135

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
132	130	132	129	129	129	129	129	129	127	127	127

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
127	130	138	201	138	138	138	136	127	140	140	124

Jan-28	Feb-28	Mar-28
124	124	124



Road ID	X65-X15
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 65.7 to Ch. 68.7

Peak veh/day across construction	547
Peak impact month	Nov-24
Length of peak period	1

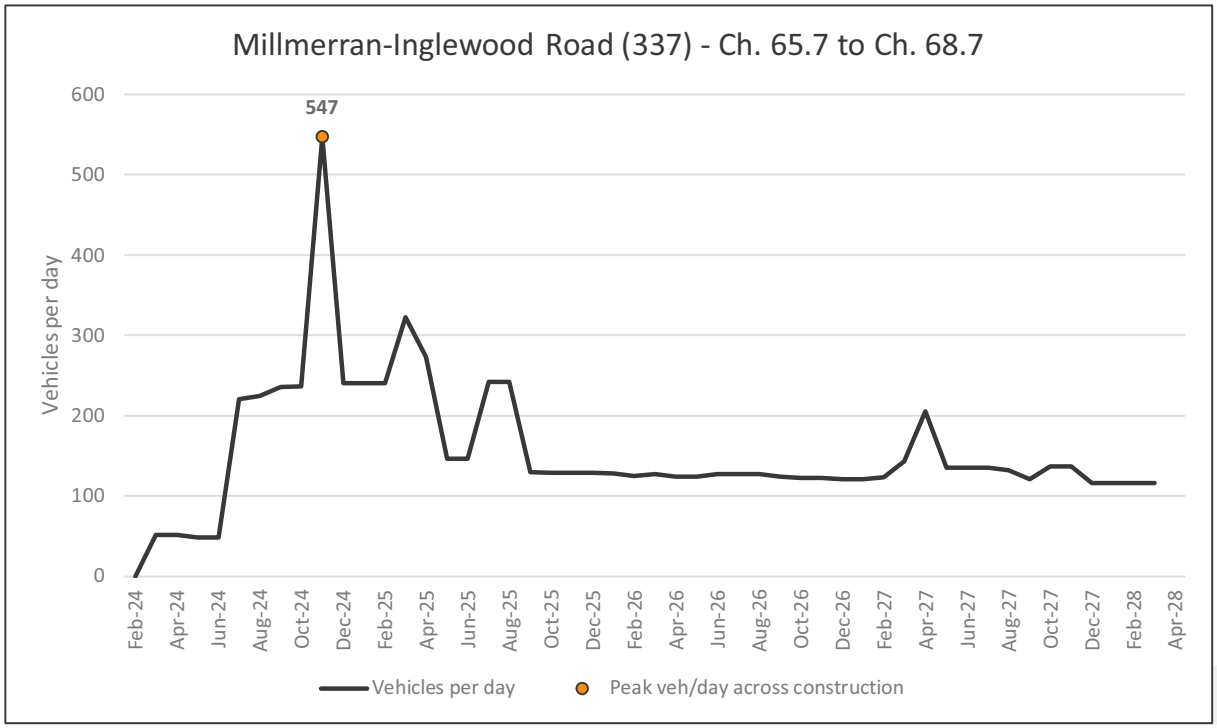
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	52	52	48	48	220	224	235	236	547	240

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
240	241	322	274	147	147	242	242	129	129	129	129

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
128	125	127	124	124	127	127	127	124	122	122	121

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
121	124	143	205	135	135	135	132	121	137	137	117

Jan-28	Feb-28	Mar-28
117	117	117



Road ID	X38-E86
Road name	Millmerran-Leyburn Road (335)
Road section	Ch. 0.0 to Ch. 2.0

Peak veh/day across construction	76
Peak impact month	Feb-26
Length of peak period	2

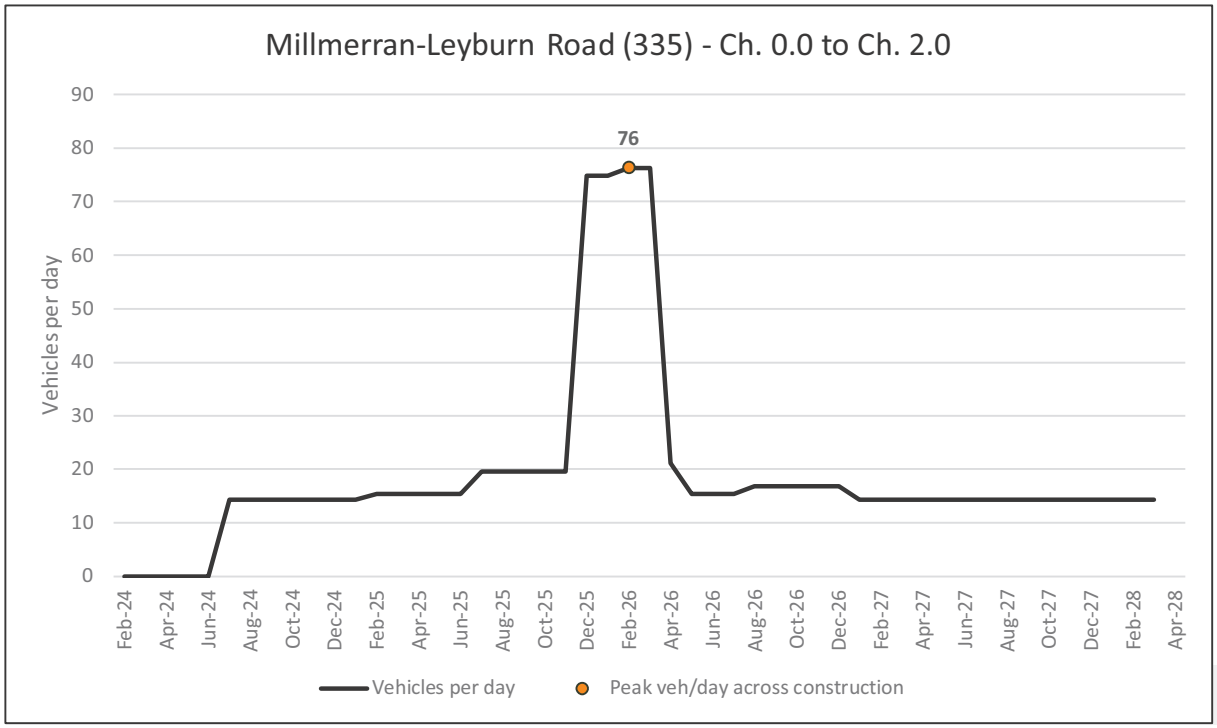
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	15	15	15	15	15	20	20	20	20	20	75

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
75	76	76	21	15	15	15	17	17	17	17	17

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	14	14	14	14	14	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E86-E54
Road name	Millmerran-Leyburn Road (335)
Road section	Ch. 2.0 to Ch. 2.2

Peak veh/day across construction	61
Peak impact month	Feb-26
Length of peak period	2

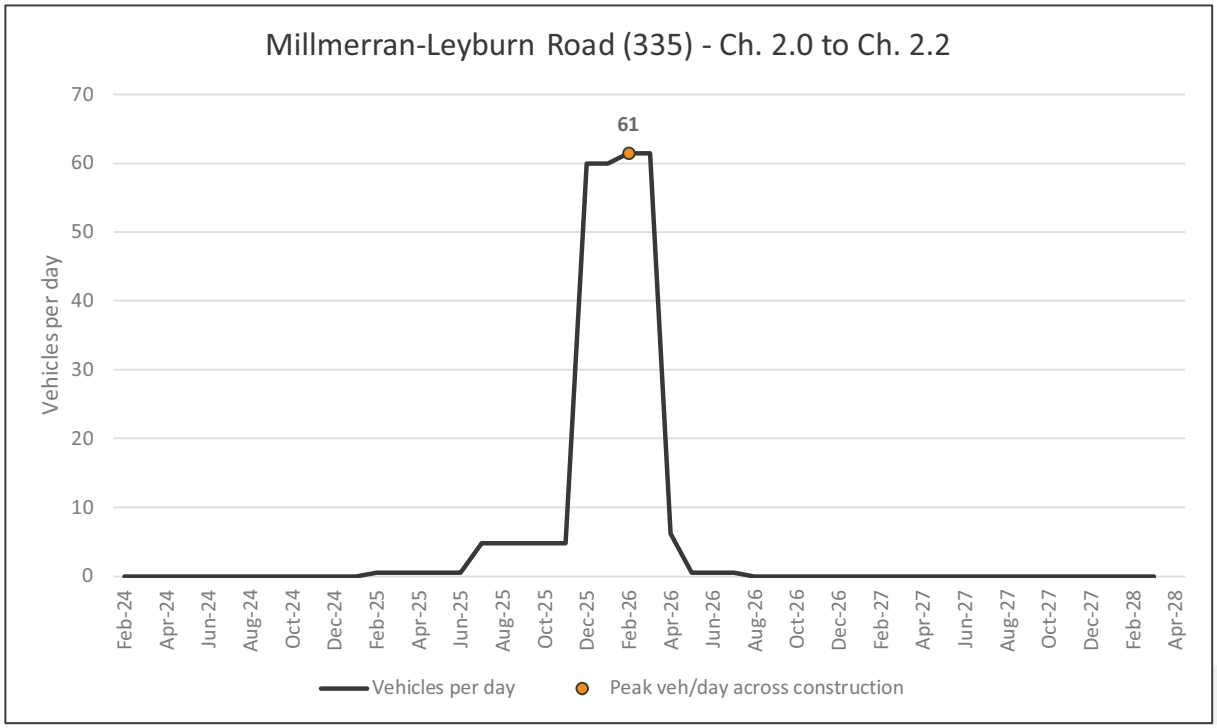
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	1	1	1	1	1	5	5	5	5	5	60

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
60	61	61	6	1	1	1	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	M11-E122
Road name	Port Drive (NA24)
Road section	Ch. 0.0 to Ch. 5.0

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

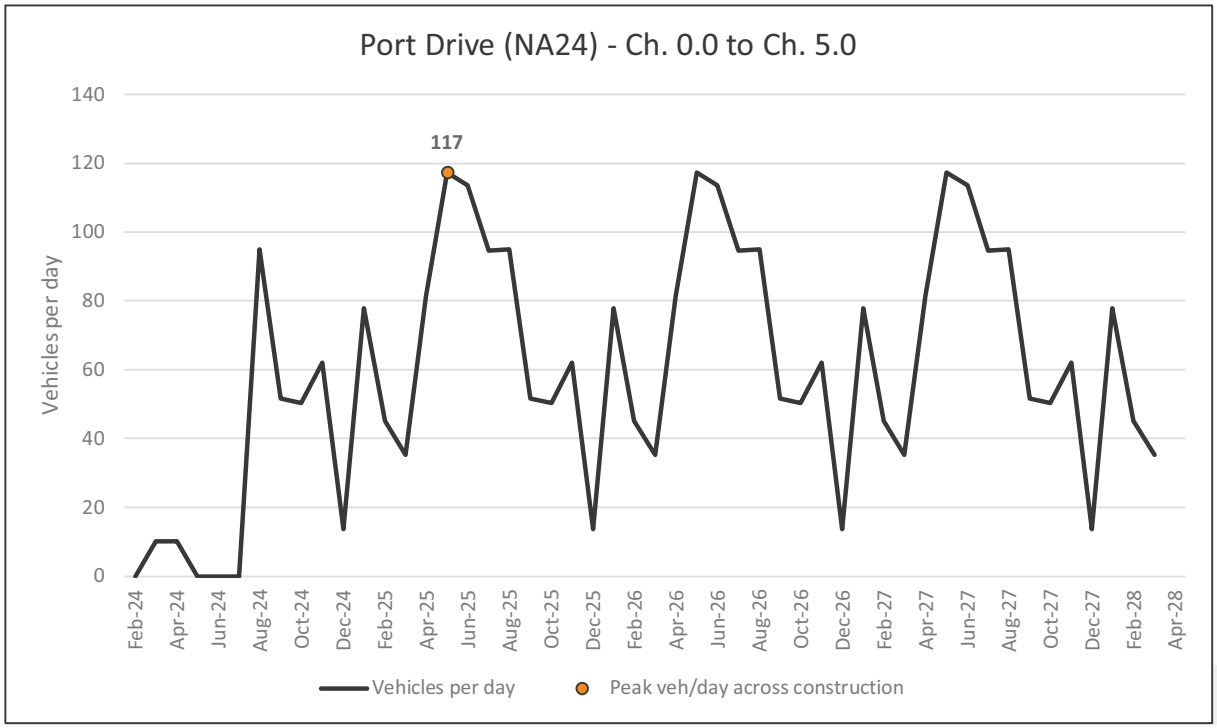
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M10-M11
Road name	Port of Brisbane Motorway (U27)
Road section	Ch. 0.0 to Ch. 6.0

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

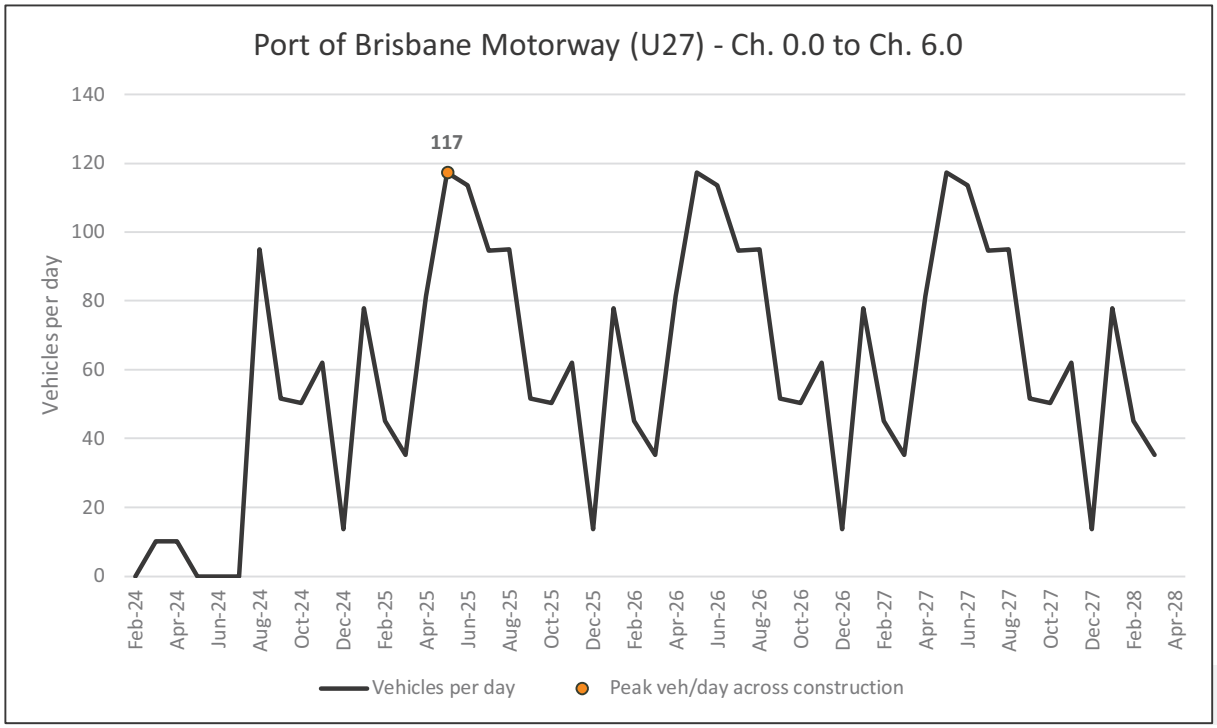
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	X17-X70
Road name	Texas-Yelarbon Road (2322)
Road section	Ch. 53.3 to Ch. 54.6

Peak veh/day across construction	40
Peak impact month	Sep-25
Length of peak period	3

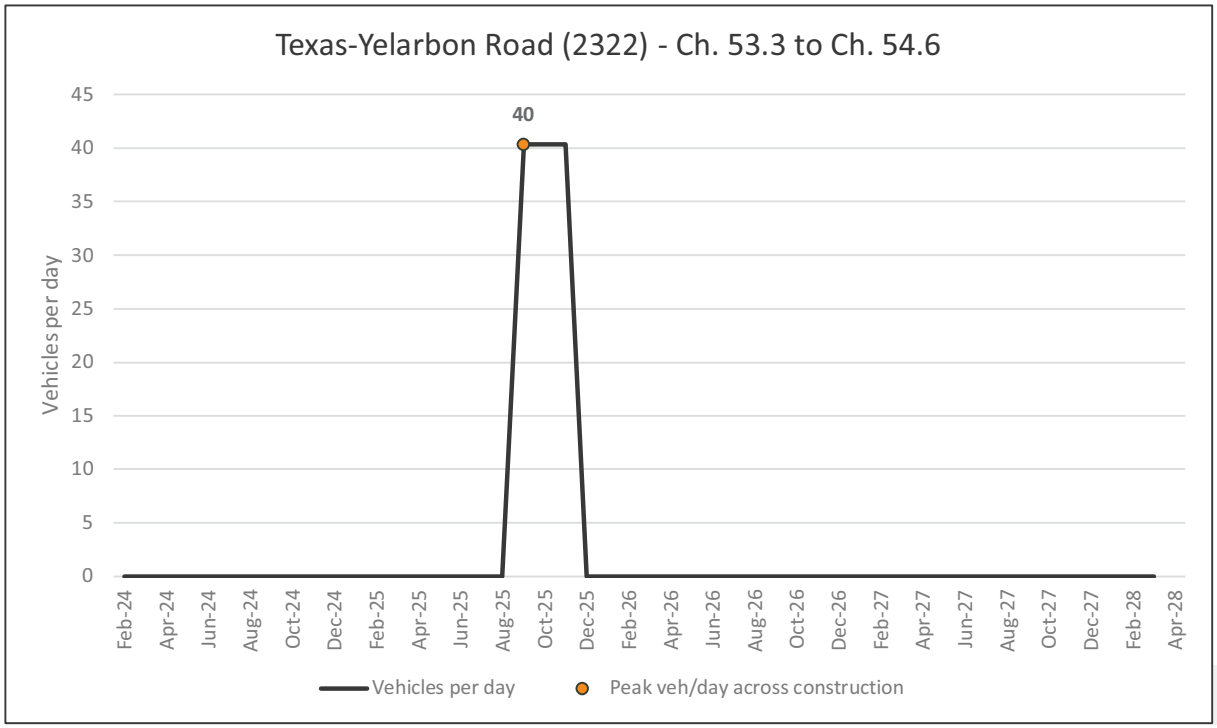
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	40	40	40	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X22-X44
Road name	Toowoomba-Athol Road (316)
Road section	Ch. 2.1 to Ch. 16.8

Peak veh/day across construction	99
Peak impact month	May-25
Length of peak period	15

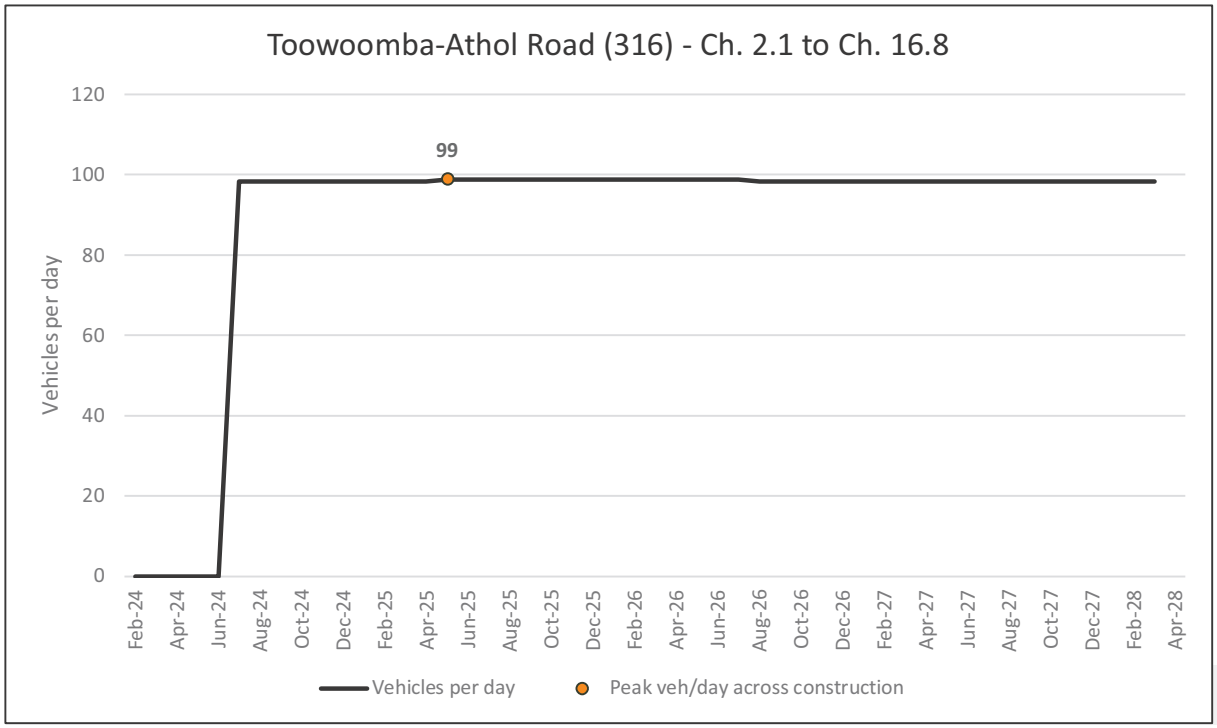
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	98	98	98	98	98	98

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
98	98	98	98	99	99	99	99	99	99	99	99

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
99	99	99	99	99	99	99	98	98	98	98	98

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
98	98	98	98	98	98	98	98	98	98	98	98

Jan-28	Feb-28	Mar-28
98	98	98



Road ID	X74-X73
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 2.0 to Ch. 6.0

Peak veh/day across construction	15
Peak impact month	Nov-25
Length of peak period	1

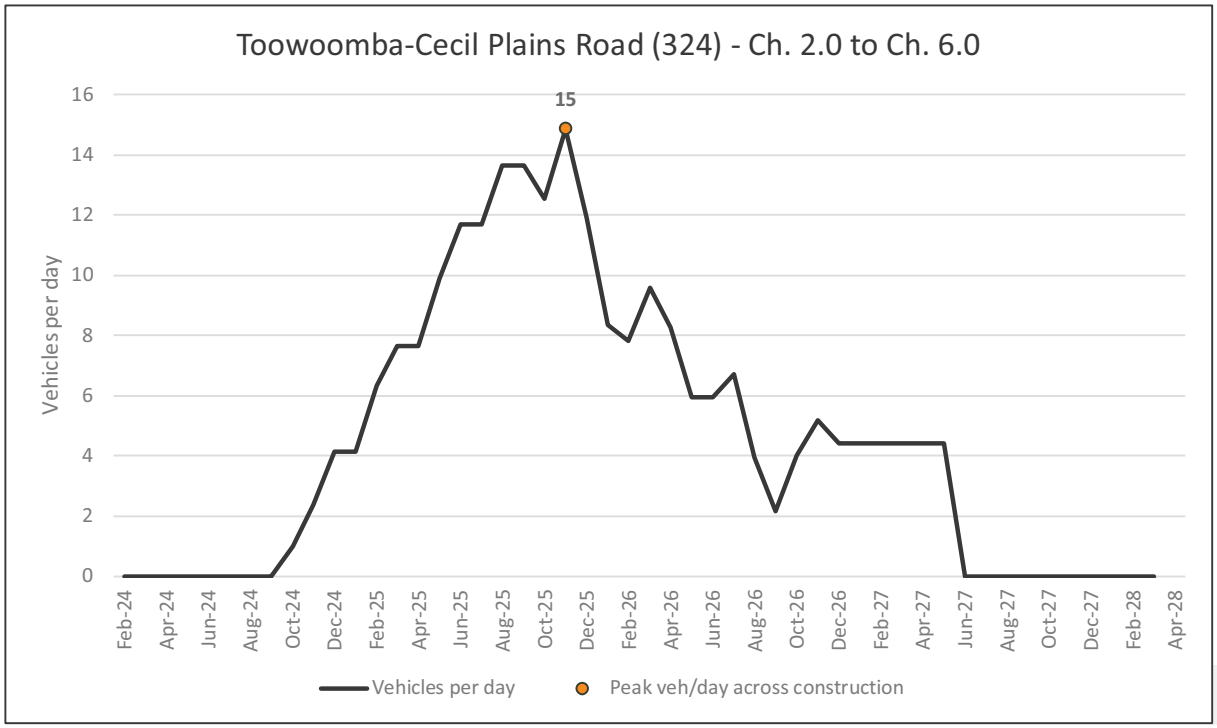
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	1	2	4

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
4	6	8	8	10	12	12	14	14	13	15	12

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
8	8	10	8	6	6	7	4	2	4	5	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
4	4	4	4	4	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X73-E29
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 6.0 to Ch. 6.4

Peak veh/day across construction	13
Peak impact month	Nov-25
Length of peak period	1

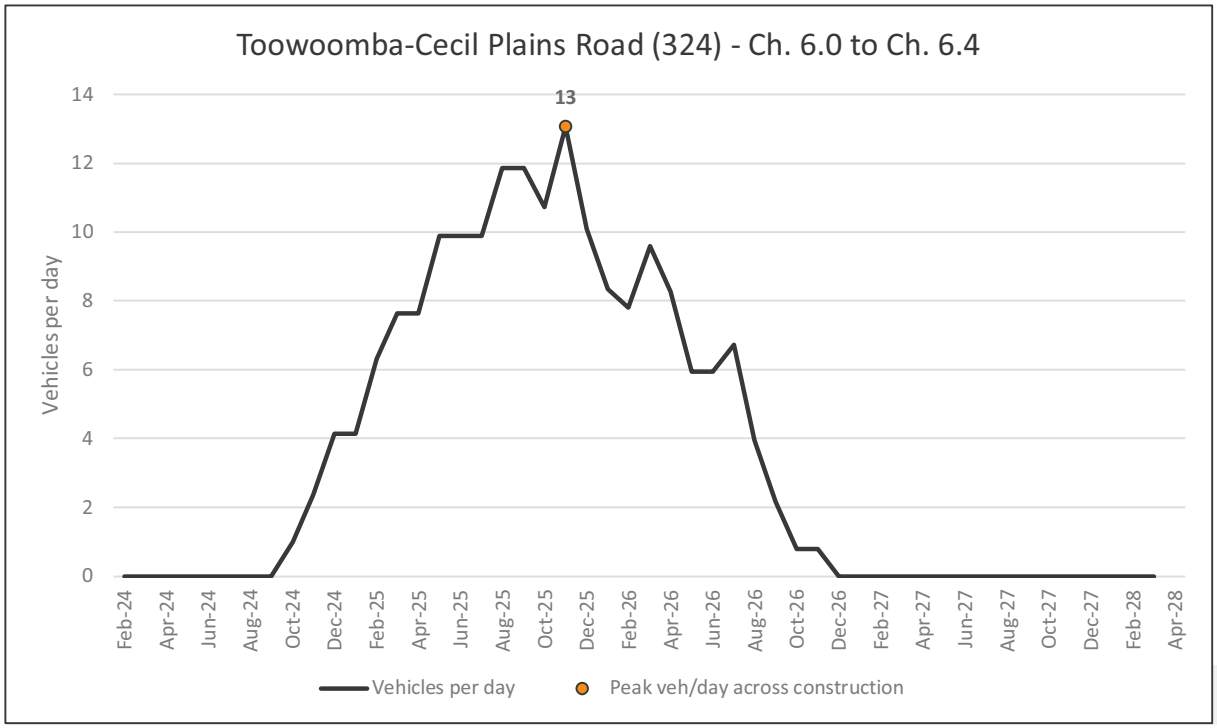
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	1	2	4

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
4	6	8	8	10	10	10	12	12	11	13	10

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
8	8	10	8	6	6	7	4	2	1	1	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E29-X78
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 6.4 to Ch. 8.3

Peak veh/day across construction	31
Peak impact month	Nov-25
Length of peak period	1

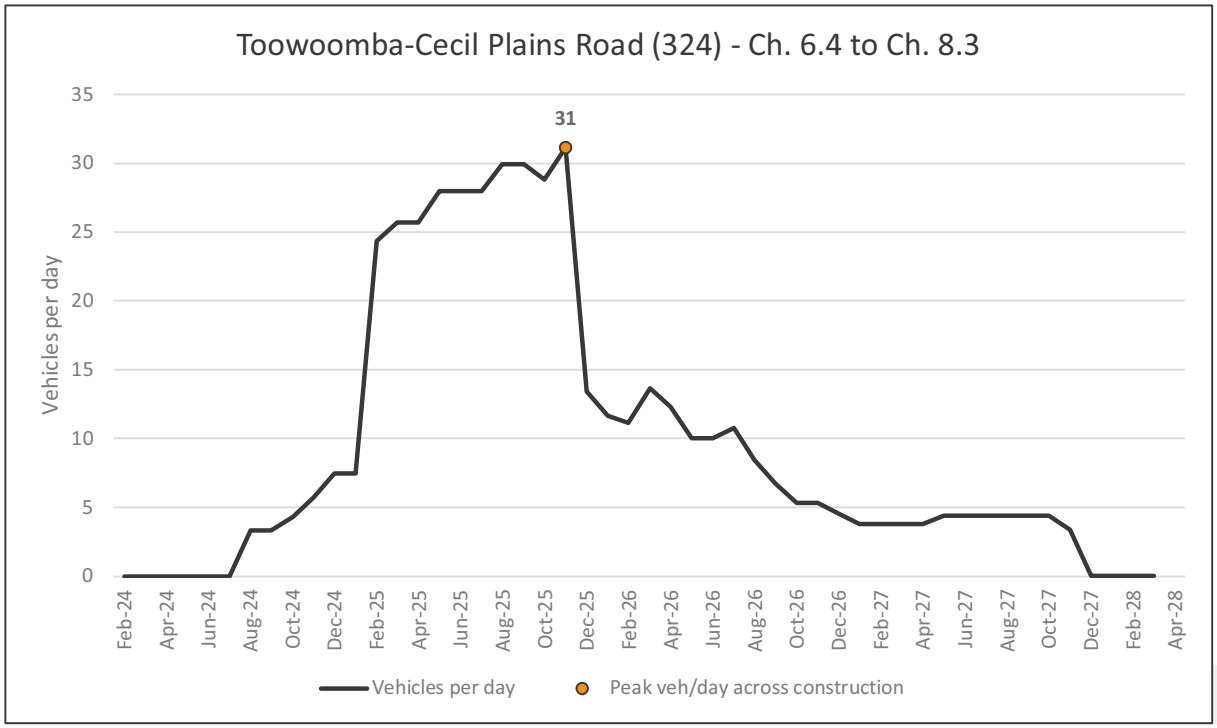
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	3	3	4	6	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	24	26	26	28	28	28	30	30	29	31	13

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
12	11	14	12	10	10	11	8	7	5	5	5

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
4	4	4	4	4	4	4	4	4	4	3	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X78-X75
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 8.3 to Ch. 9.2

Peak veh/day across construction	85
Peak impact month	Jun-27
Length of peak period	1

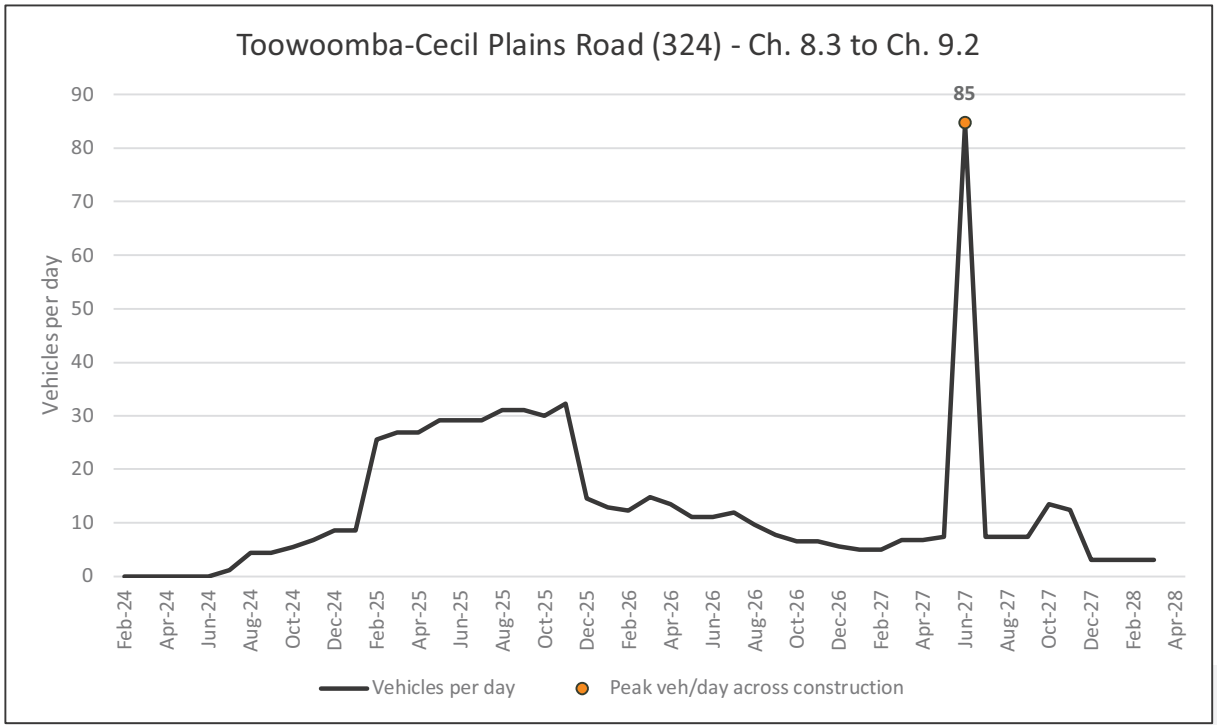
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	1	4	4	5	7	9

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
9	26	27	27	29	29	29	31	31	30	32	15

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
13	12	15	13	11	11	12	10	8	6	6	6

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
5	5	7	7	7	85	7	7	7	14	12	3

Jan-28	Feb-28	Mar-28
3	3	3



Road ID	X75-E115
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 9.2 to Ch. 10.0

Peak veh/day across construction	77
Peak impact month	Nov-25
Length of peak period	1

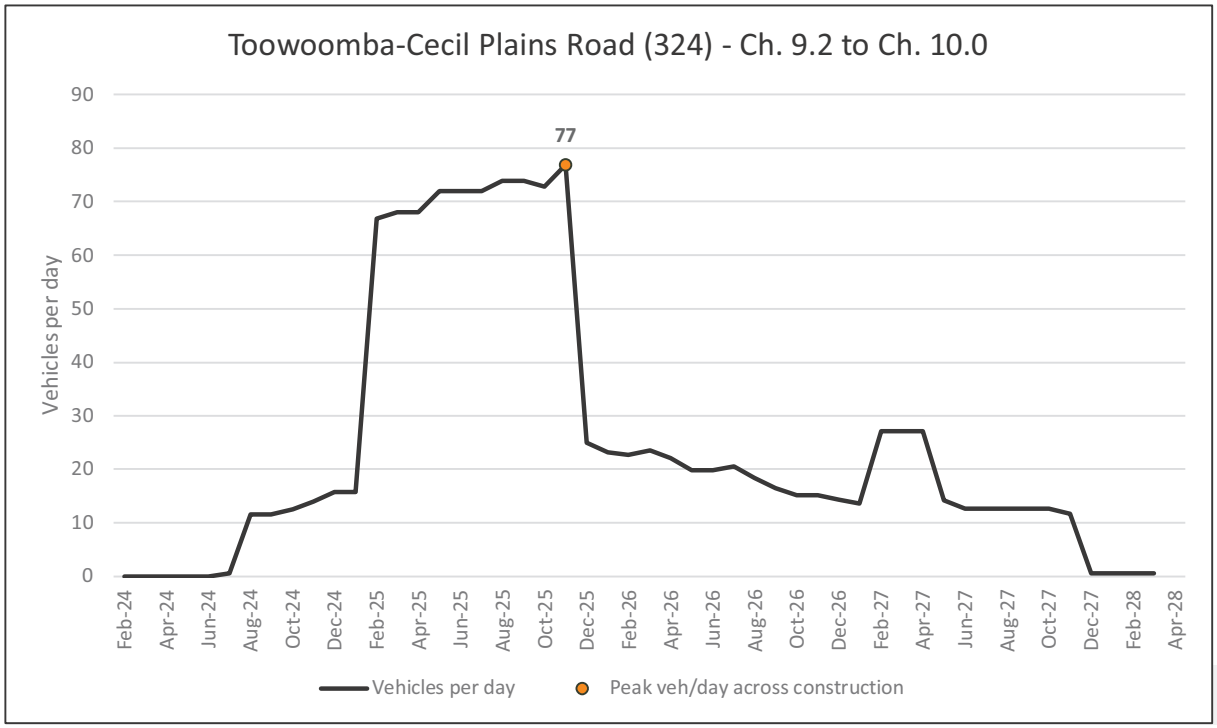
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	1	12	12	13	14	16

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
16	67	68	68	72	72	72	74	74	73	77	25

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
23	23	23	22	20	20	21	18	16	15	15	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	27	27	27	14	13	13	13	13	13	12	1

Jan-28	Feb-28	Mar-28
1	1	1



Road ID	E115-X144
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 10.0 to Ch. 10.1

Peak veh/day across construction	98
Peak impact month	Nov-25
Length of peak period	1

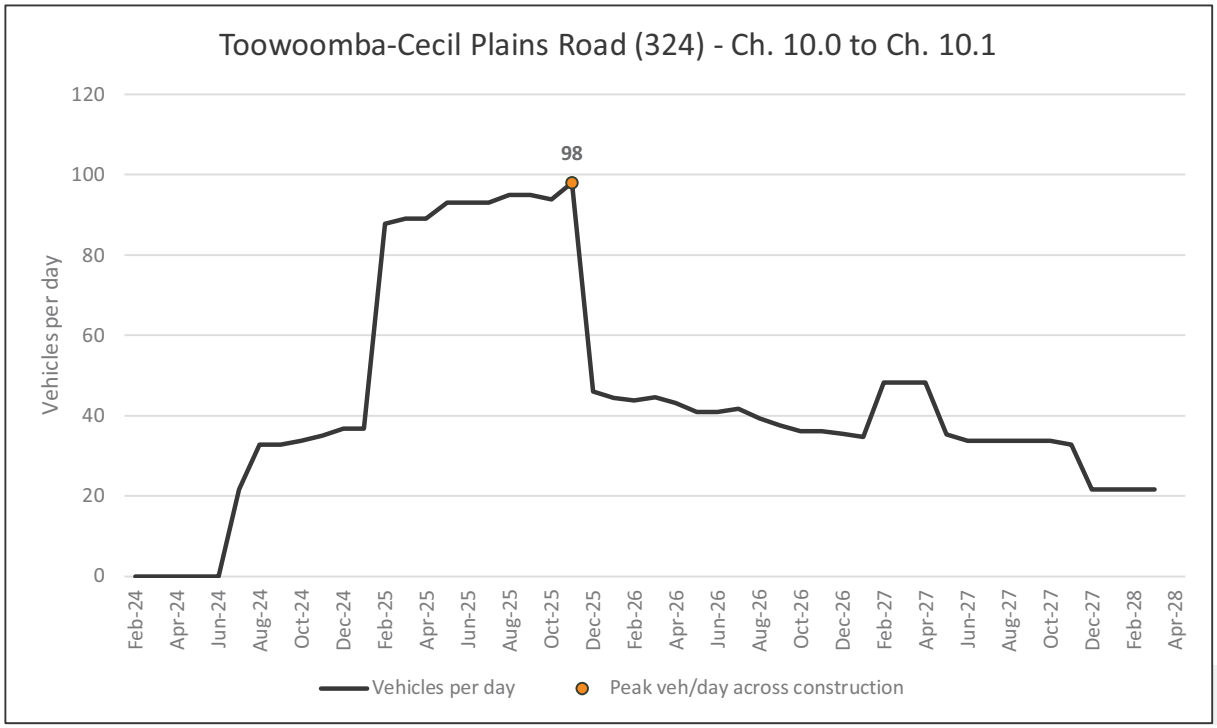
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	33	33	34	35	37

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
37	88	89	89	93	93	93	95	95	94	98	46

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
44	44	45	43	41	41	42	39	38	36	36	35

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
35	48	48	48	35	34	34	34	34	34	33	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	X144-X76
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 10.1 to Ch. 10.3

Peak veh/day across construction	159
Peak impact month	Nov-25
Length of peak period	1

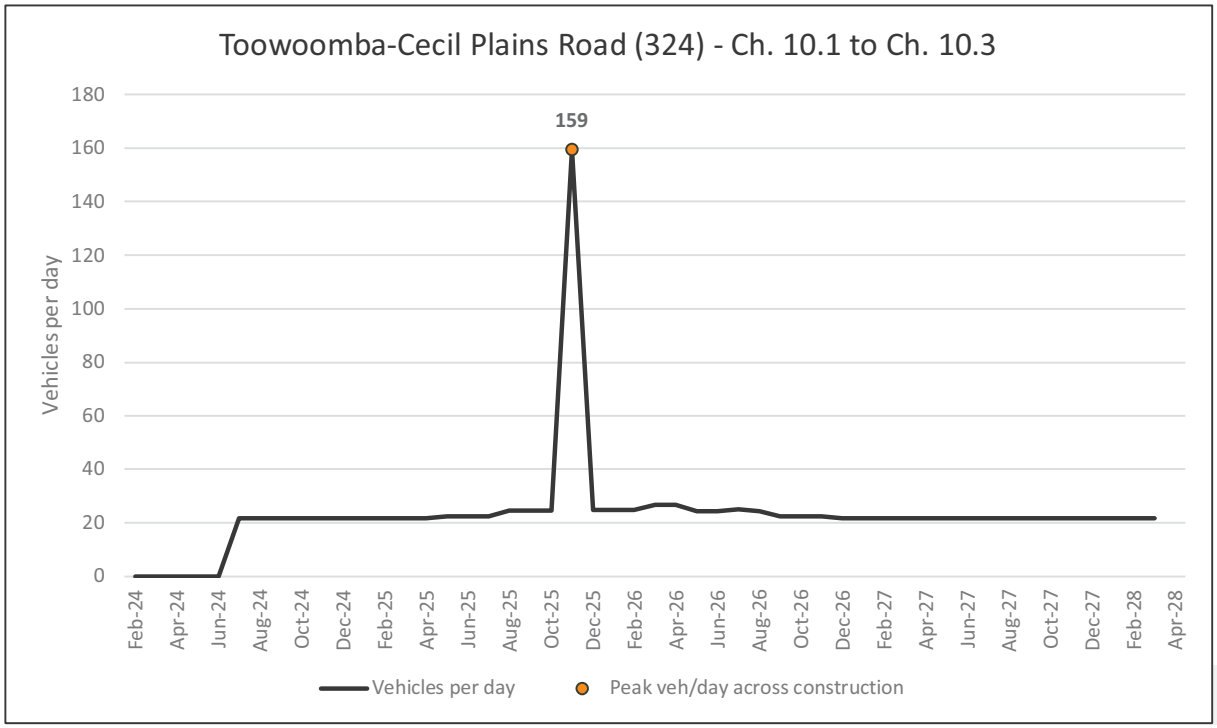
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	22	22	22	22	22

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
22	22	22	22	23	23	23	24	24	24	159	25

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
25	25	27	27	24	24	25	24	22	22	22	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
22	22	22	22	22	22	22	22	22	22	22	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	X76-X71
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 10.3 to Ch. 12.1

Peak veh/day across construction	160
Peak impact month	Nov-25
Length of peak period	1

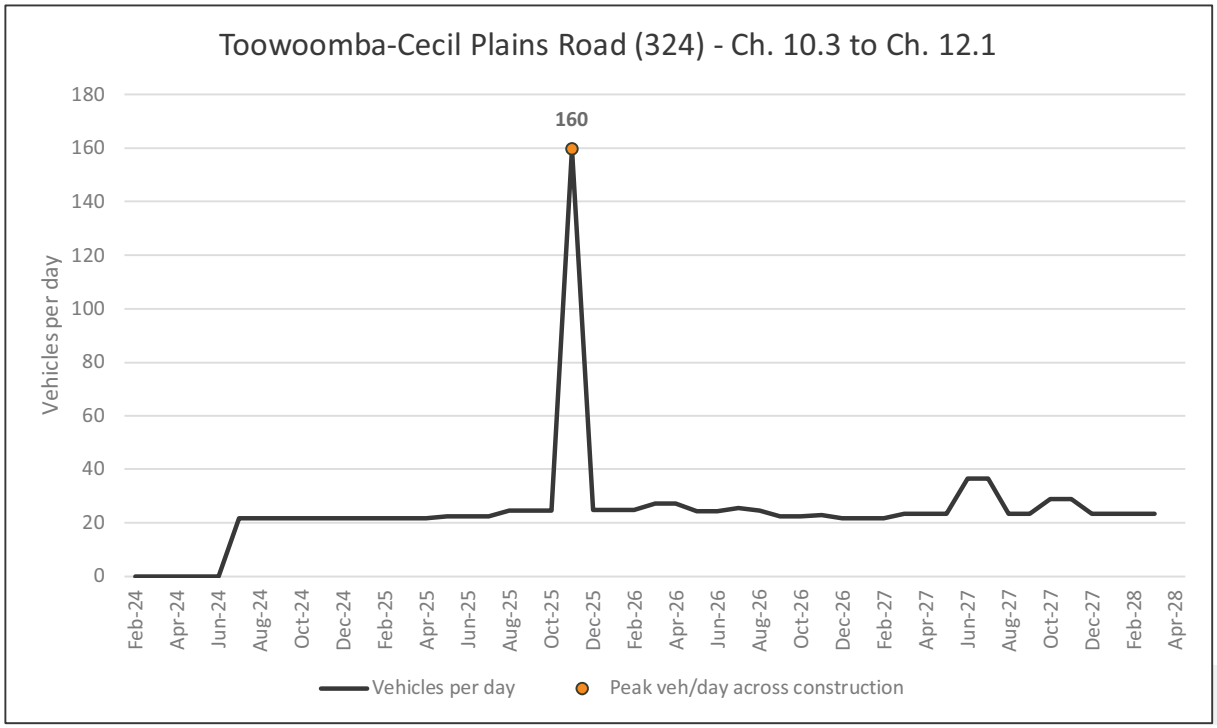
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	22	22	22	22	22

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
22	22	22	22	23	23	23	24	24	24	160	25

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
25	25	27	27	24	24	25	25	22	22	23	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
22	22	23	23	23	36	36	23	23	29	29	23

Jan-28	Feb-28	Mar-28
23	23	23



Road ID	X71-X72
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 12.1 to Ch. 14.5

Peak veh/day across construction	254
Peak impact month	Dec-25
Length of peak period	2

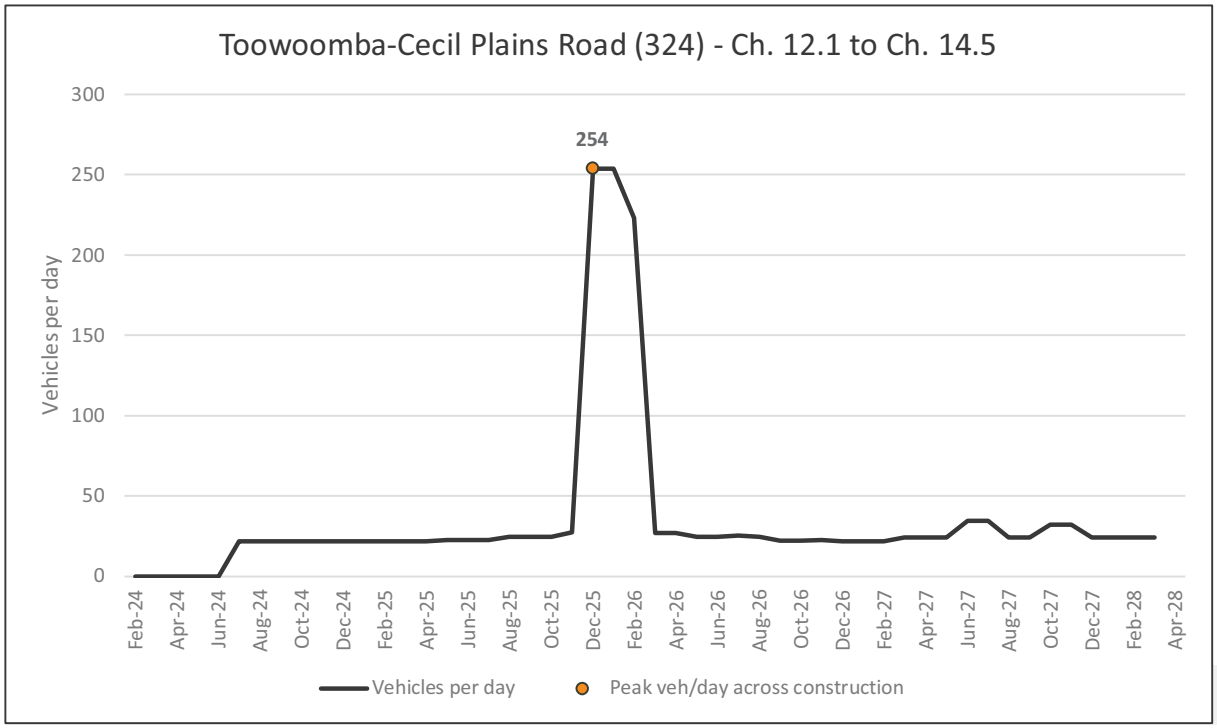
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	22	22	22	22	22

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
22	22	22	22	23	23	23	24	24	24	27	254

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
254	223	27	27	24	24	25	25	22	22	23	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
22	22	24	24	24	35	35	24	24	32	32	24

Jan-28	Feb-28	Mar-28
24	24	24



Road ID	X72-X77
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 14.5 to Ch. 16.3

Peak veh/day across construction	279
Peak impact month	Dec-25
Length of peak period	2

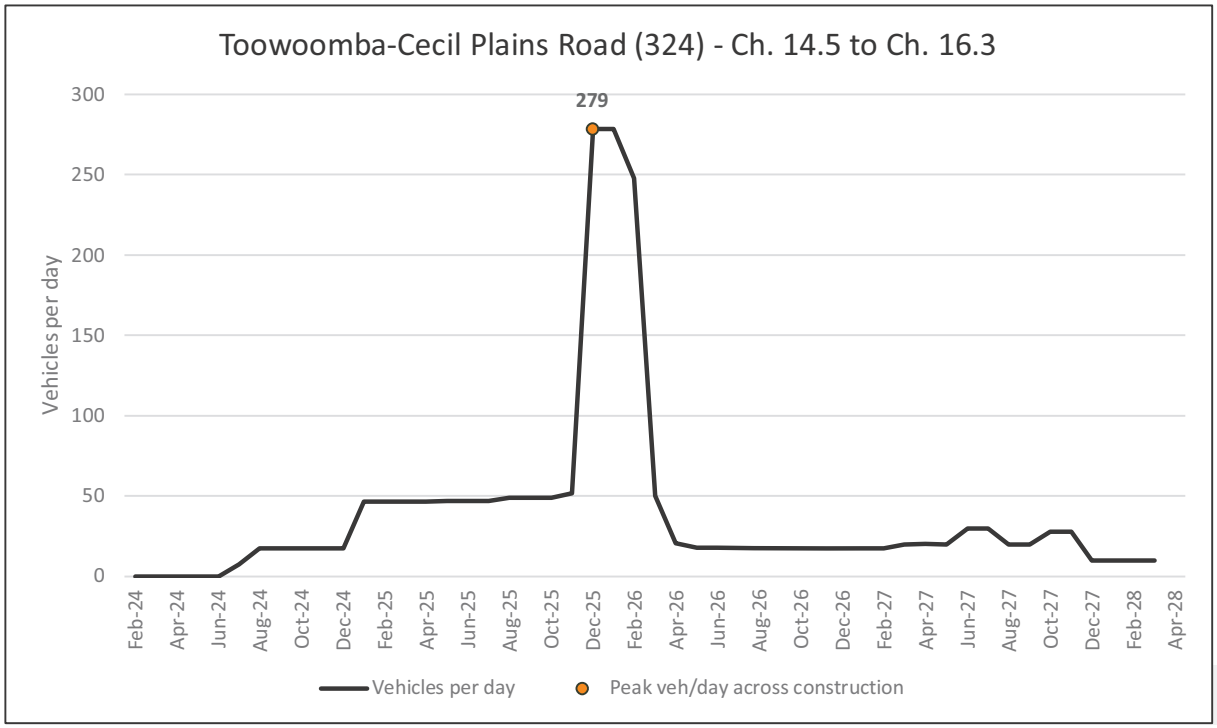
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	17	17	17	17	17

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
46	46	46	46	47	47	47	49	49	49	52	279

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
279	248	50	21	18	18	18	17	17	17	17	17

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
17	17	20	20	20	30	30	20	20	28	28	10

Jan-28	Feb-28	Mar-28
10	10	10



Road ID	M1-E116
Road name	Toowoomba Connection Road (315)
Road section	Ch. 26.3 to Ch. 26.9

Peak veh/day across construction	4
Peak impact month	Nov-26
Length of peak period	7

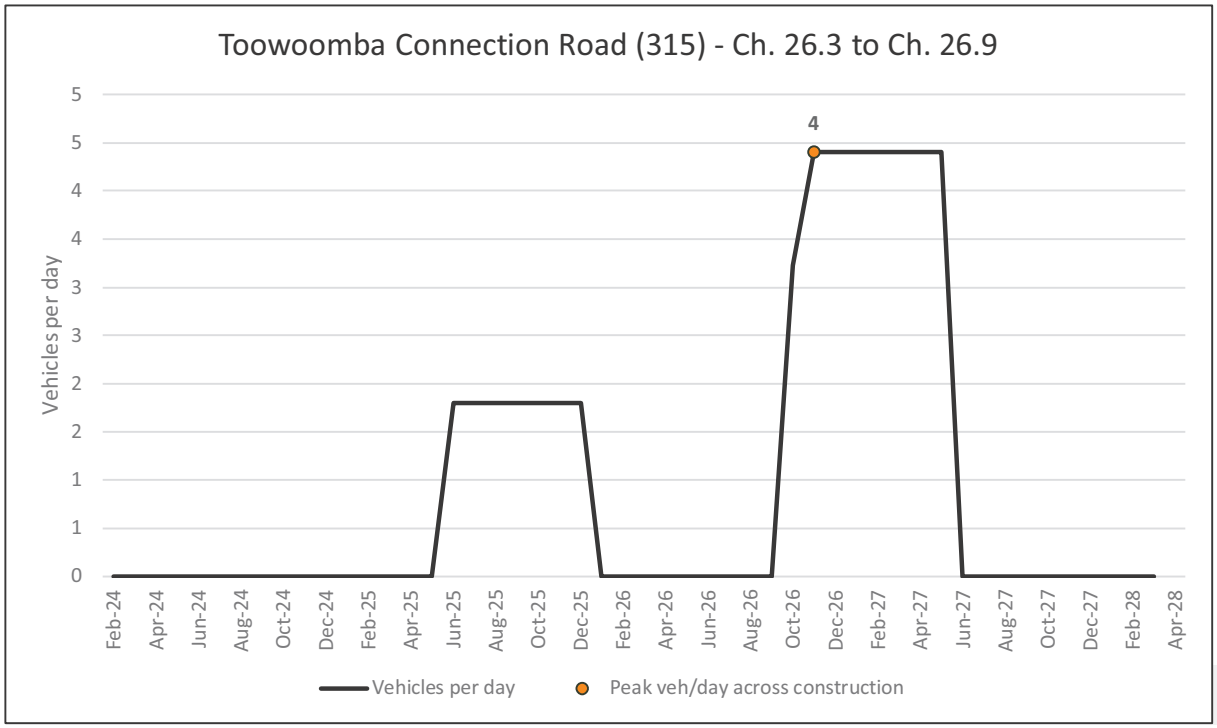
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	2	2	2	2	2	2	2

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	3	4	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
4	4	4	4	4	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E116-X143
Road name	Toowoomba Connection Road (315)
Road section	Ch. 26.9 to Ch. 27.1

Peak veh/day across construction	47
Peak impact month	Nov-26
Length of peak period	7

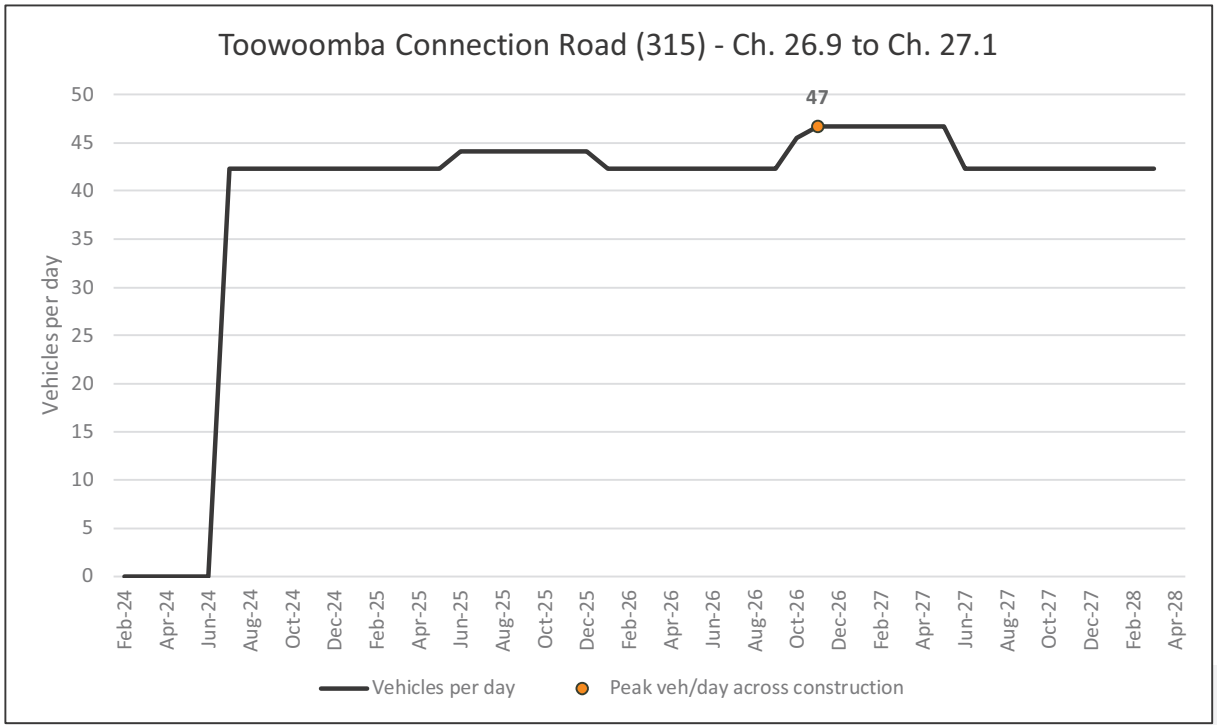
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	42	42	42	42	42	42

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
42	42	42	42	42	44	44	44	44	44	44	44

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
42	42	42	42	42	42	42	42	42	46	47	47

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
47	47	47	47	47	42	42	42	42	42	42	42

Jan-28	Feb-28	Mar-28
42	42	42



Road ID	M5-M4
Road name	Toowoomba Bypass (319A)
Road section	Ch. 0.0 to Ch. 26.8

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

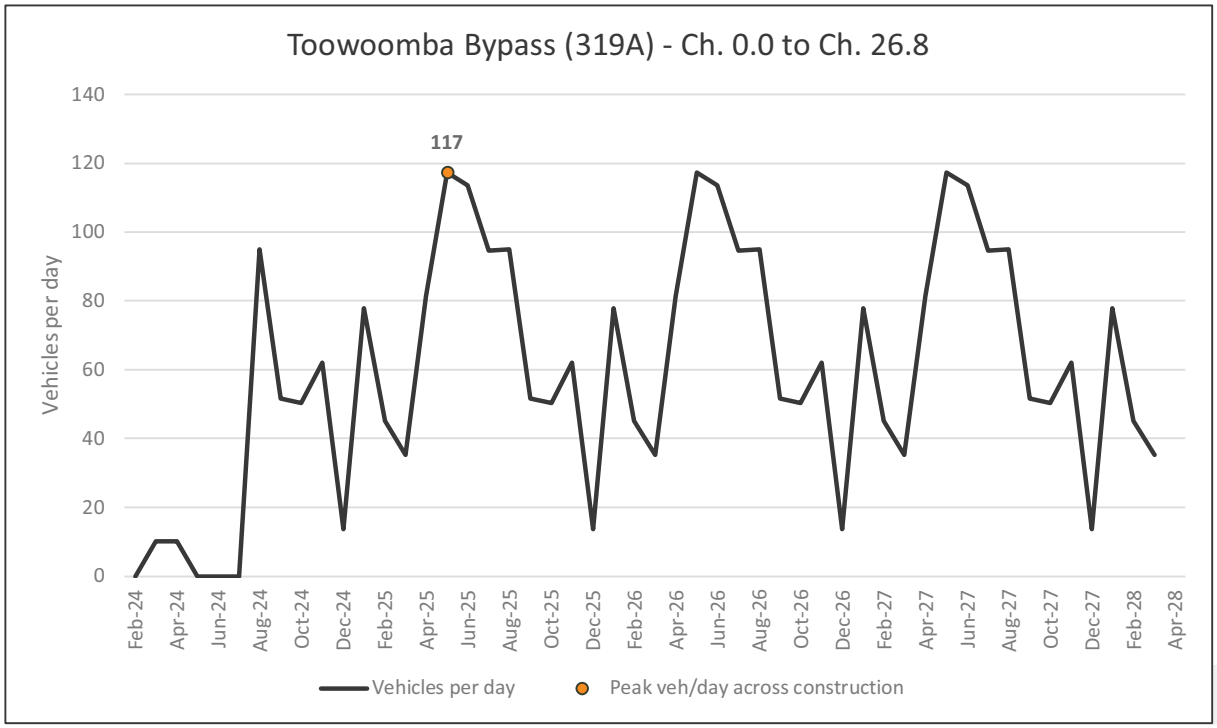
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M4-J5
Road name	Toowoomba Bypass (319B)
Road section	Ch. 0.0 to Ch. 0.6

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

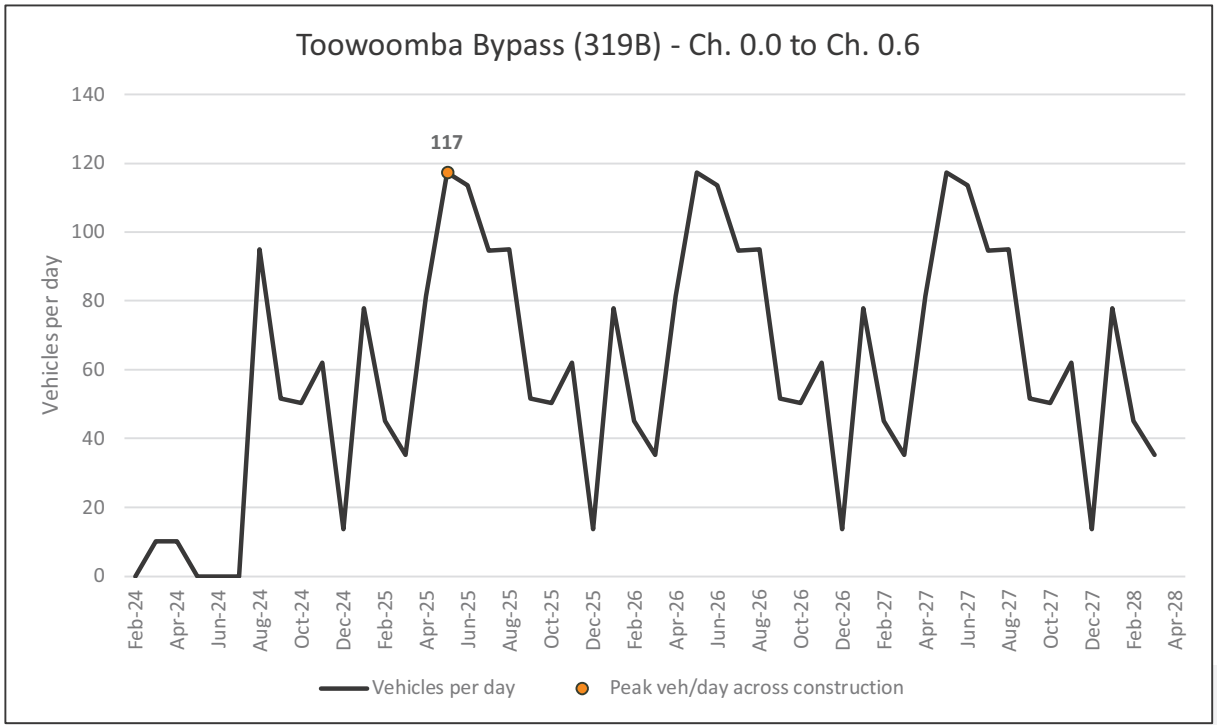
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	J5-J3
Road name	Toowoomba Bypass (319B)
Road section	Ch. 0.6 to Ch. 3.2

Peak veh/day across construction	412
Peak impact month	May-25
Length of peak period	1

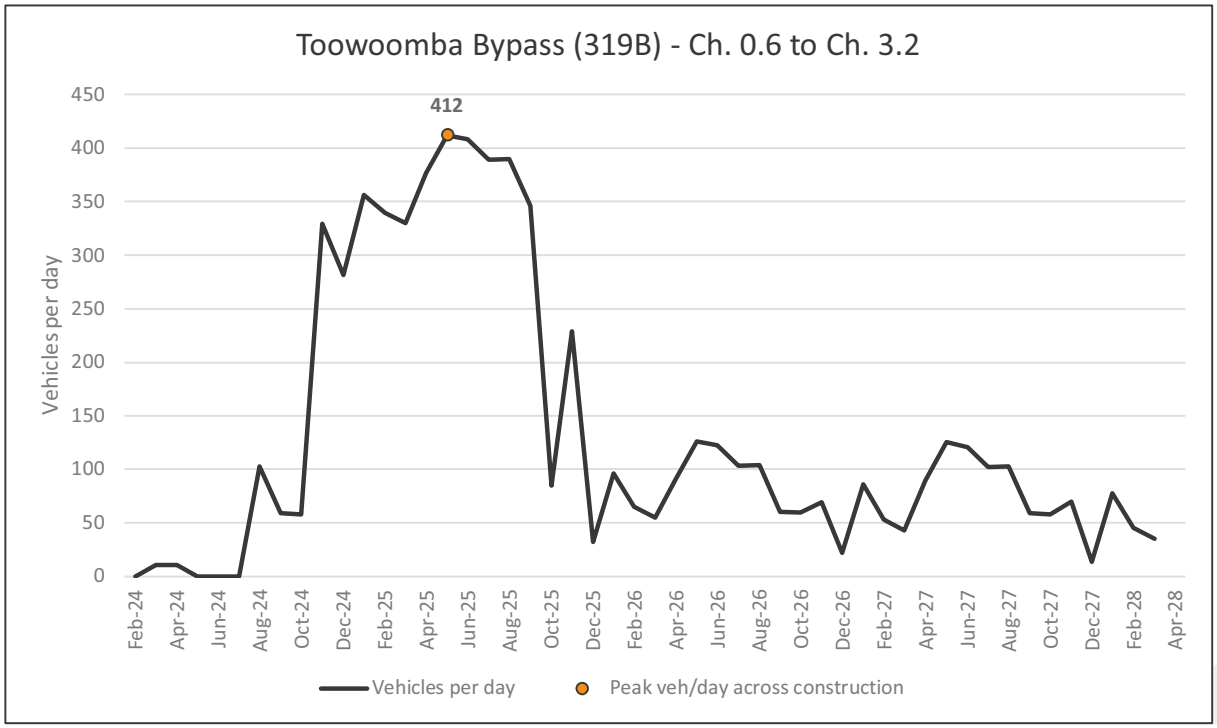
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	102	59	58	330	281

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
356	340	330	376	412	408	389	390	346	85	229	32

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
96	65	55	90	126	122	104	104	61	59	69	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
86	53	42	90	126	121	102	102	59	58	69	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	J3-J4
Road name	Toowoomba Bypass (319B)
Road section	Ch. 3.2 to Ch. 4.1

Peak veh/day across construction	412
Peak impact month	May-25
Length of peak period	1

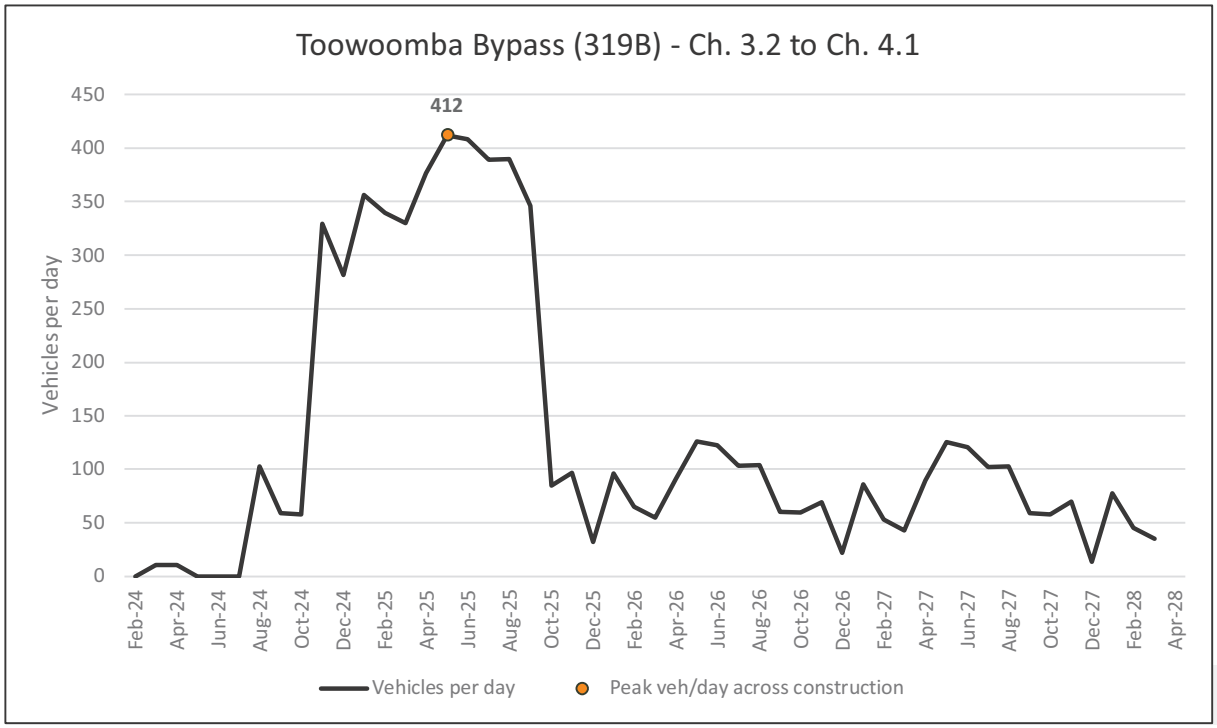
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	102	59	58	330	281

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
356	340	330	376	412	408	389	390	346	85	96	32

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
96	65	55	90	126	122	104	104	61	59	69	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
86	53	42	90	126	121	102	102	59	58	69	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	J4-X44
Road name	Toowoomba Bypass (319B)
Road section	Ch. 4.1 to Ch. 13

Peak veh/day across construction	483
Peak impact month	May-25
Length of peak period	1

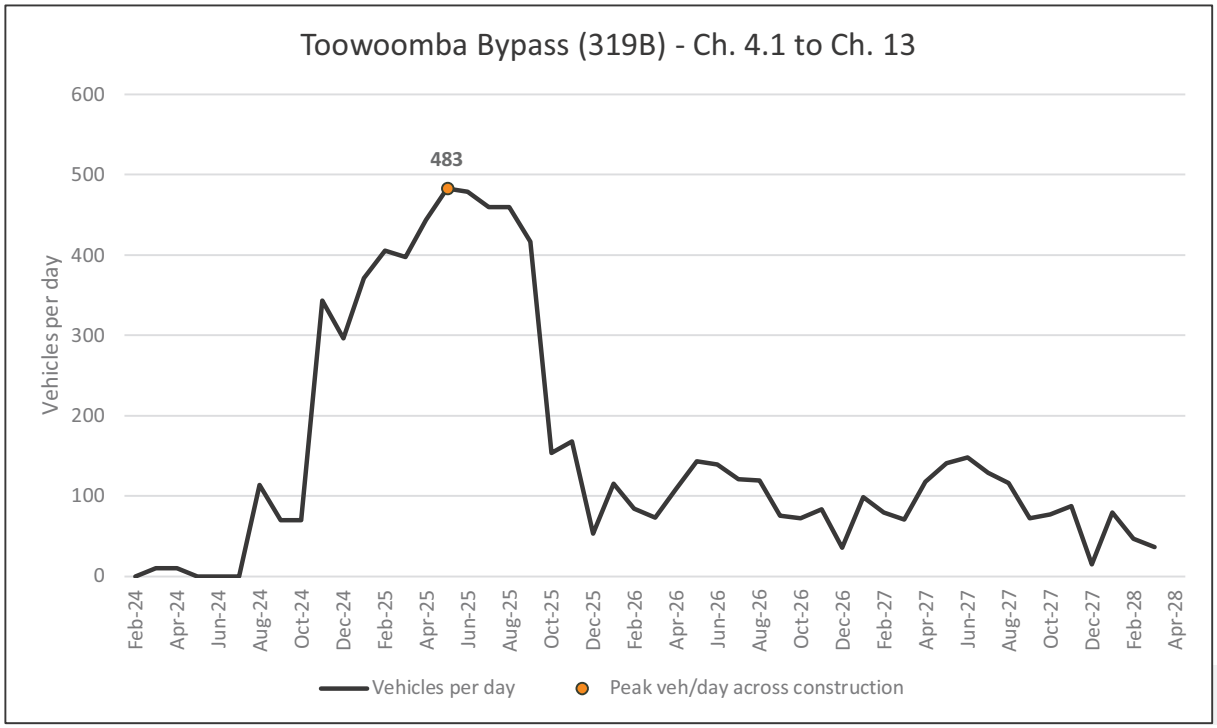
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	113	70	70	343	297

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
371	406	397	444	483	479	460	460	417	154	168	53

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
115	84	73	107	143	139	121	119	76	73	83	35

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
99	79	71	118	141	148	129	116	73	77	87	16

Jan-28	Feb-28	Mar-28
80	47	37



Road ID	J5-X141
Road name	Toowoomba Bypass Off-ramp (319B)
Road section	Toowoomba Bypass to Warrego Highway

Peak veh/day across construction	295
Peak impact month	Feb-25
Length of peak period	8

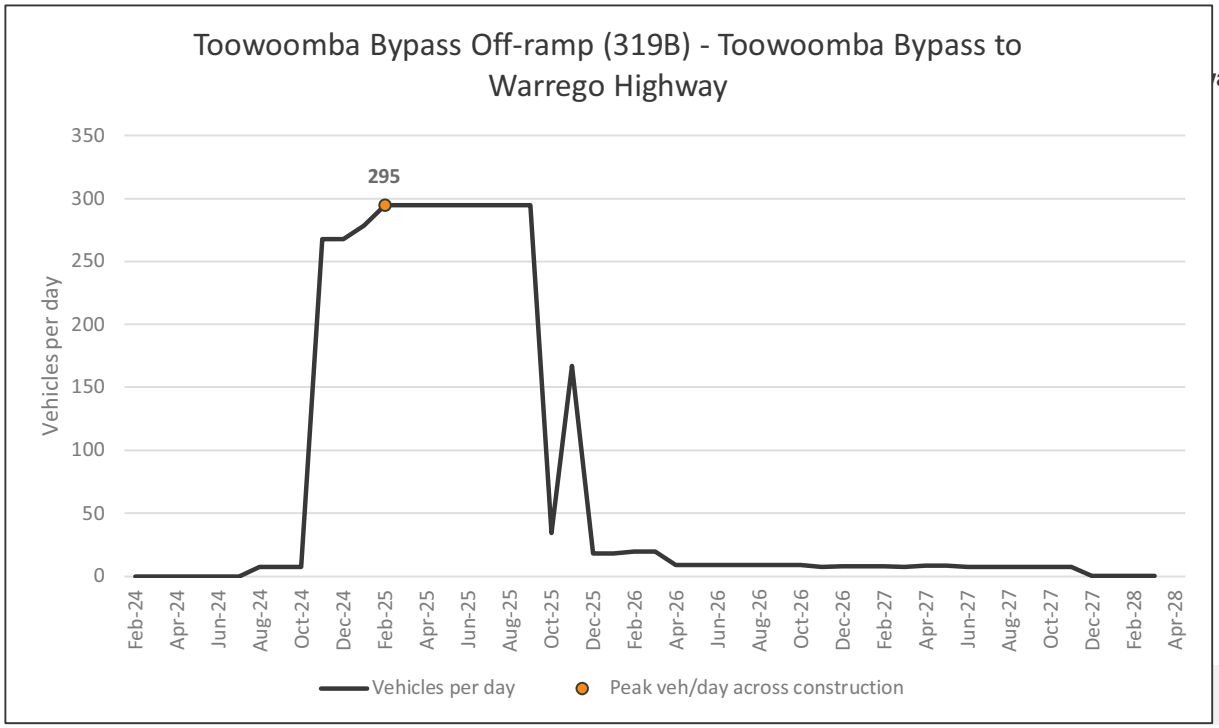
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	7	7	7	268	268

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
278	295	295	295	295	295	295	295	295	34	167	18

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
18	20	20	9	9	9	9	9	9	9	7	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	7	8	8	7	7	7	7	7	7	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X143-J5
Road name	Toowoomba Bypass On-ramp (319B)
Road section	Warrego Highway to Toowoomba Bypass

Peak veh/day across construction	295
Peak impact month	Feb-25
Length of peak period	8

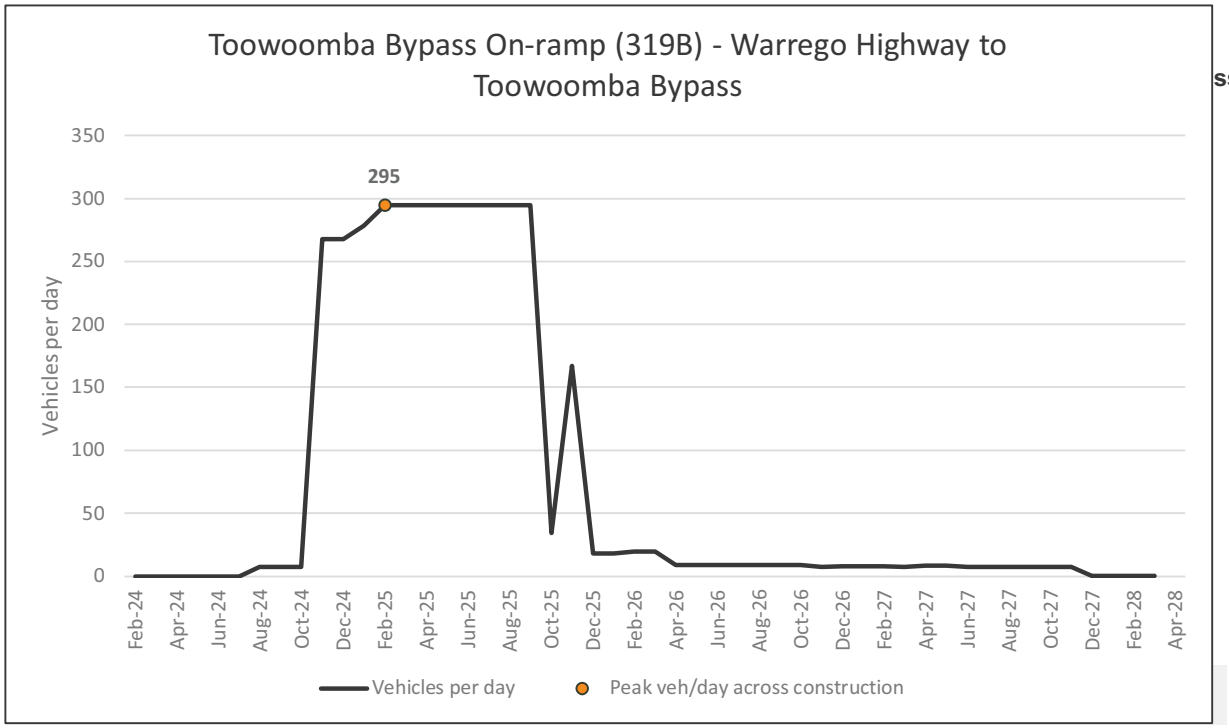
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	7	7	7	268	268

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
278	295	295	295	295	295	295	295	295	34	167	18

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
18	20	20	9	9	9	9	9	9	9	7	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	7	8	8	7	7	7	7	7	7	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	J3-X144
Road name	Toowoomba Bypass Off-ramp (319B)
Road section	Toowoomba Bypass to Toowoomba Cecil Plains Road

Peak veh/day across construction	133
Peak impact month	Nov-25
Length of peak period	1

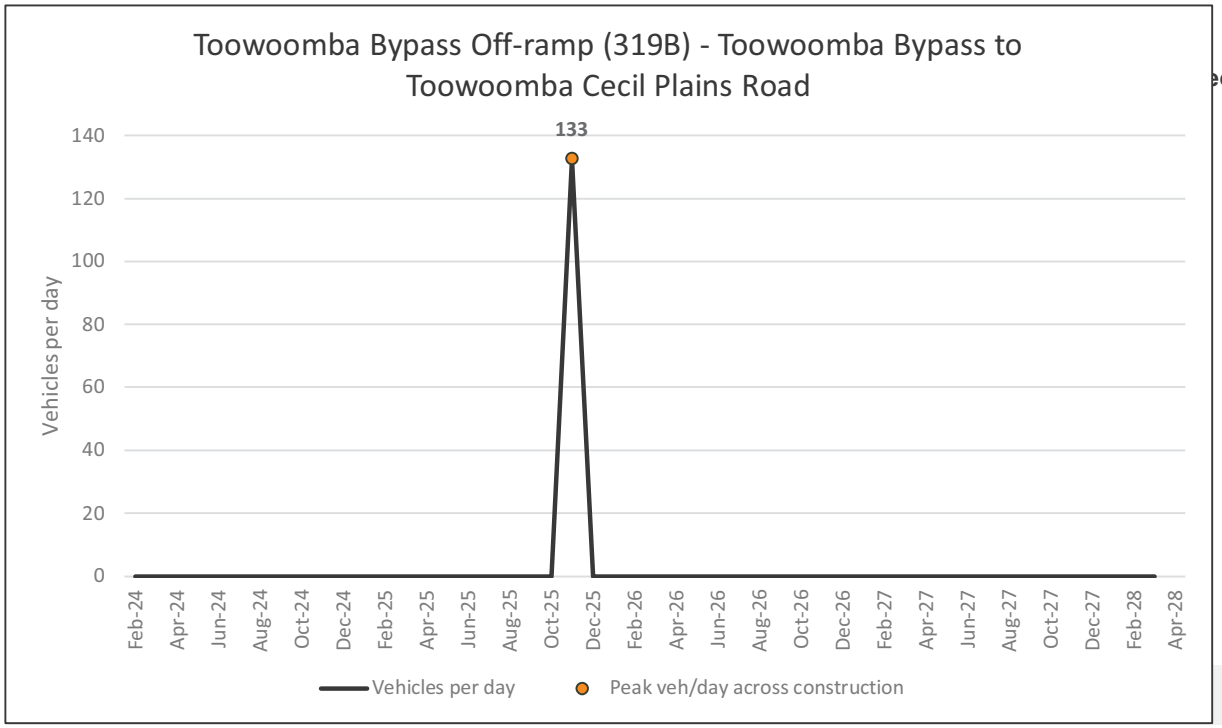
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	133	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X76-J3
Road name	Toowoomba Bypass On-ramp (319B)
Road section	Toowoomba Cecil Plains Road to Toowoomba Bypass

Peak veh/day across construction	133
Peak impact month	Nov-25
Length of peak period	1

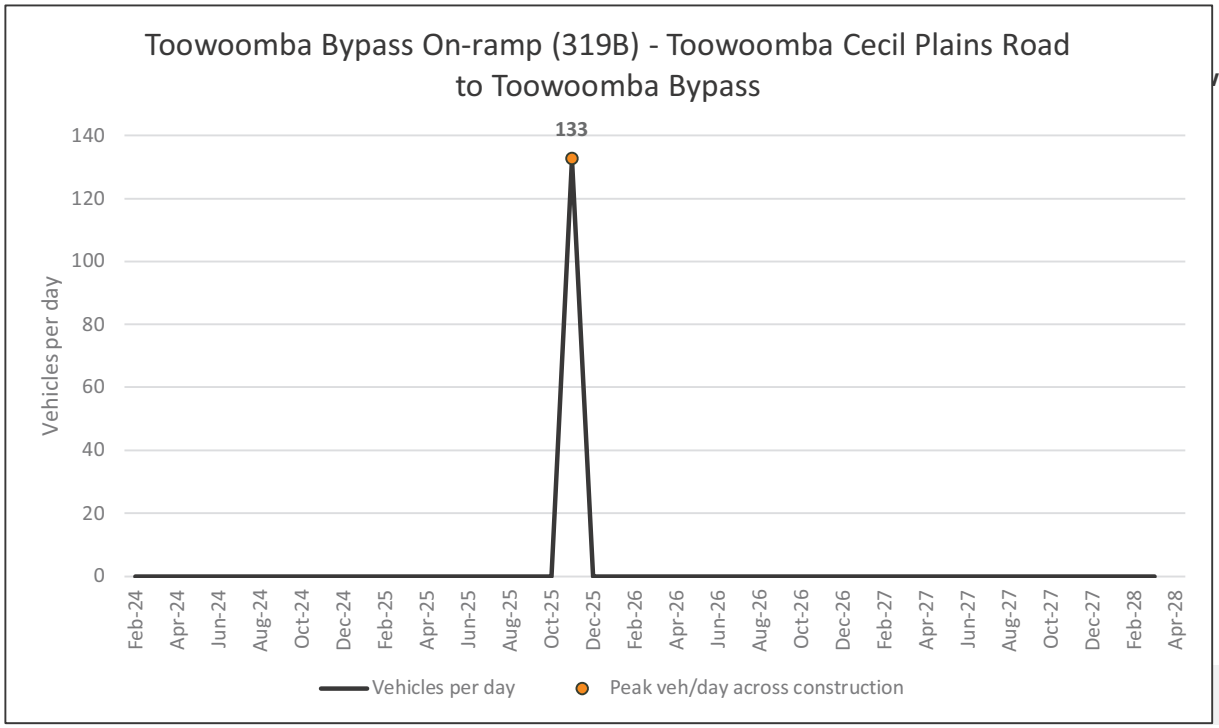
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	133	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	J4-X76
Road name	Toowoomba Bypass Off-ramp (319B)
Road section	Toowoomba Bypass to Toowoomba Cecil Plains Road

Peak veh/day across construction	70
Peak impact month	Nov-25
Length of peak period	1

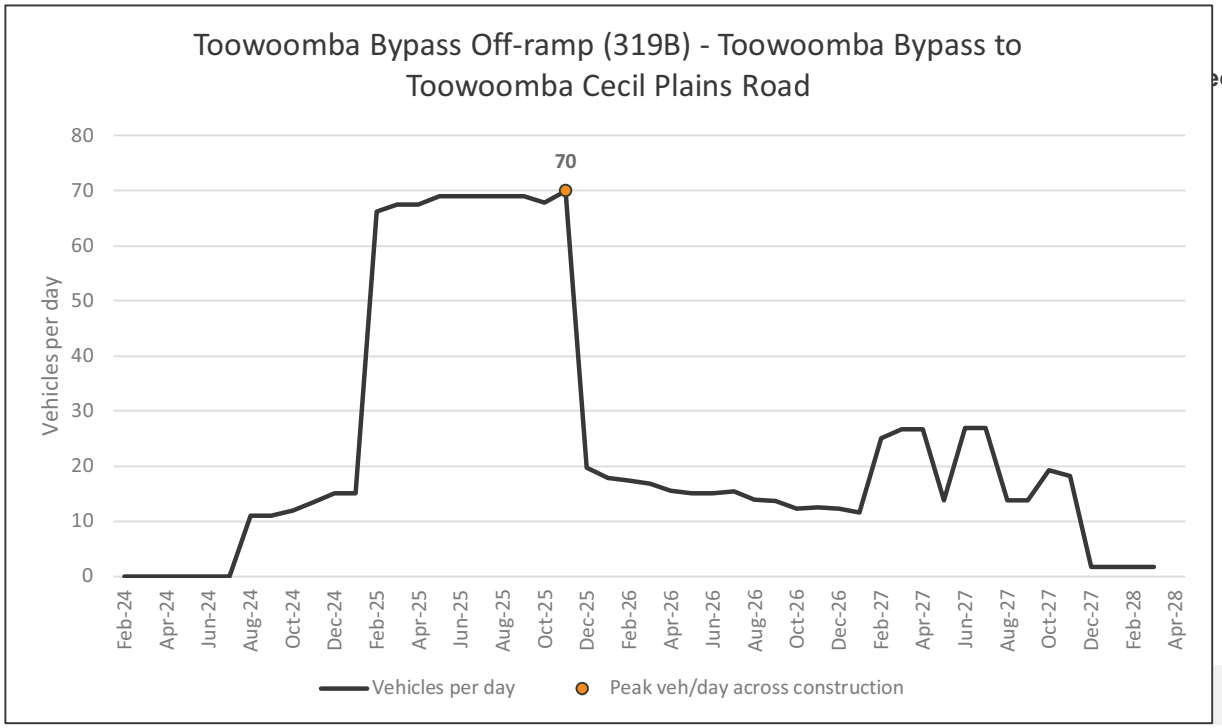
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	11	11	12	13	15

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
15	66	68	68	69	69	69	69	69	68	70	20

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
18	17	17	16	15	15	15	14	14	12	12	12

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
11	25	27	27	14	27	27	14	14	19	18	2

Jan-28	Feb-28	Mar-28
2	2	2



Road ID	X144-J4
Road name	Toowoomba Bypass On-ramp (319B)
Road section	Toowoomba Cecil Plains Road to Toowoomba Bypass

Peak veh/day across construction	72
Peak impact month	Nov-25
Length of peak period	1

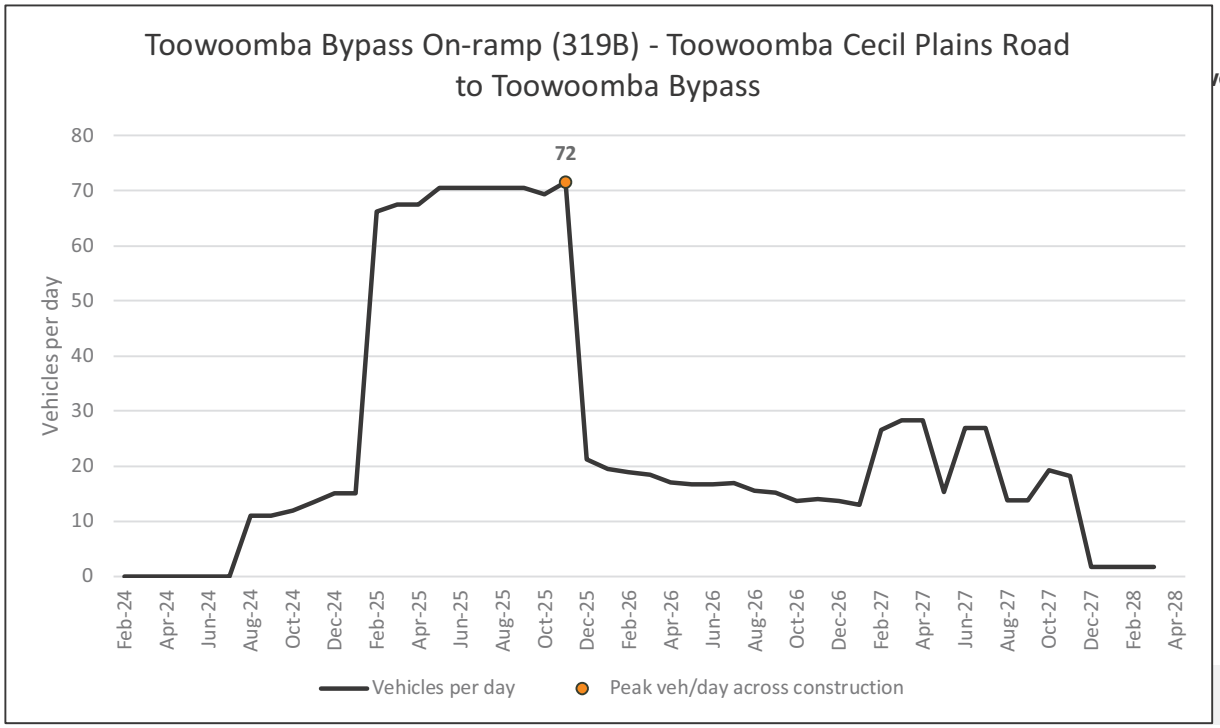
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	11	11	12	13	15

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
15	66	68	68	71	71	71	71	71	69	72	21

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
20	19	18	17	17	17	17	16	15	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
13	27	28	28	15	27	27	14	14	19	18	2

Jan-28	Feb-28	Mar-28
2	2	2



Road ID	M6-M20
Road name	Warrego Highway (18A)
Road section	Ch. 0.0 to Ch. 7.2

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

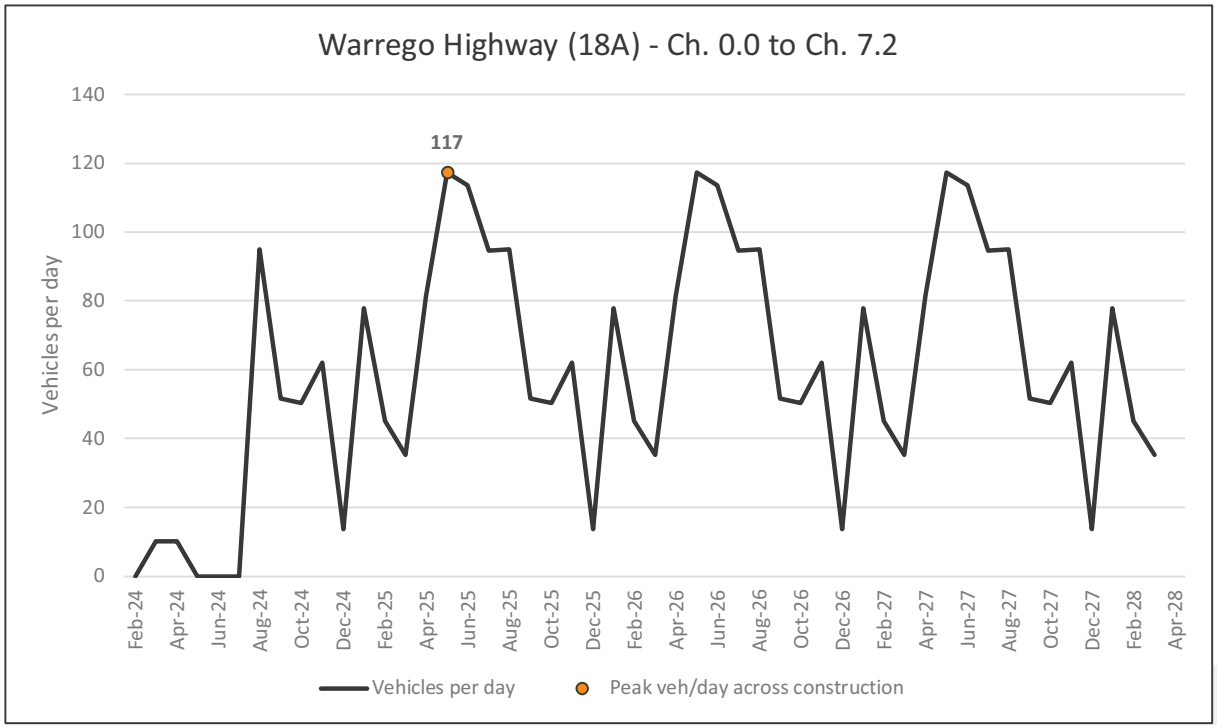
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M20-M19
Road name	Warrego Highway (18A)
Road section	Ch. 7.2 to Ch. 15.1

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

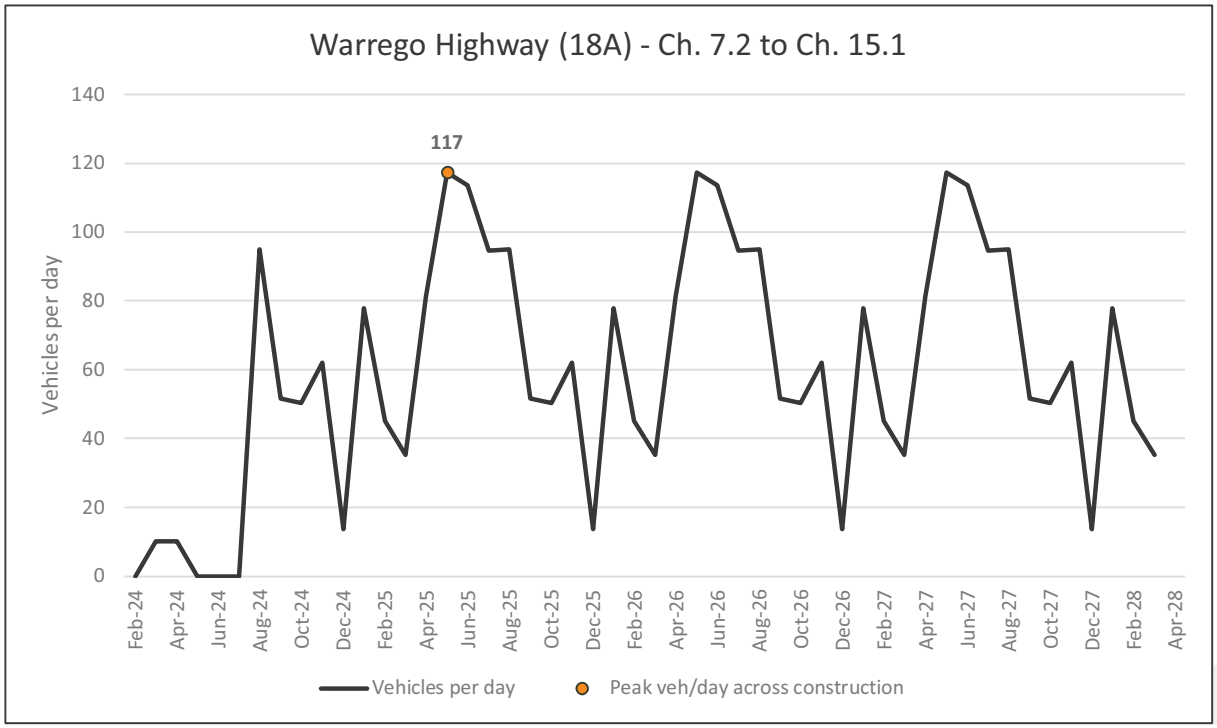
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M19-M18
Road name	Warrego Highway (18A)
Road section	Ch. 15.1 to Ch. 18.9

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

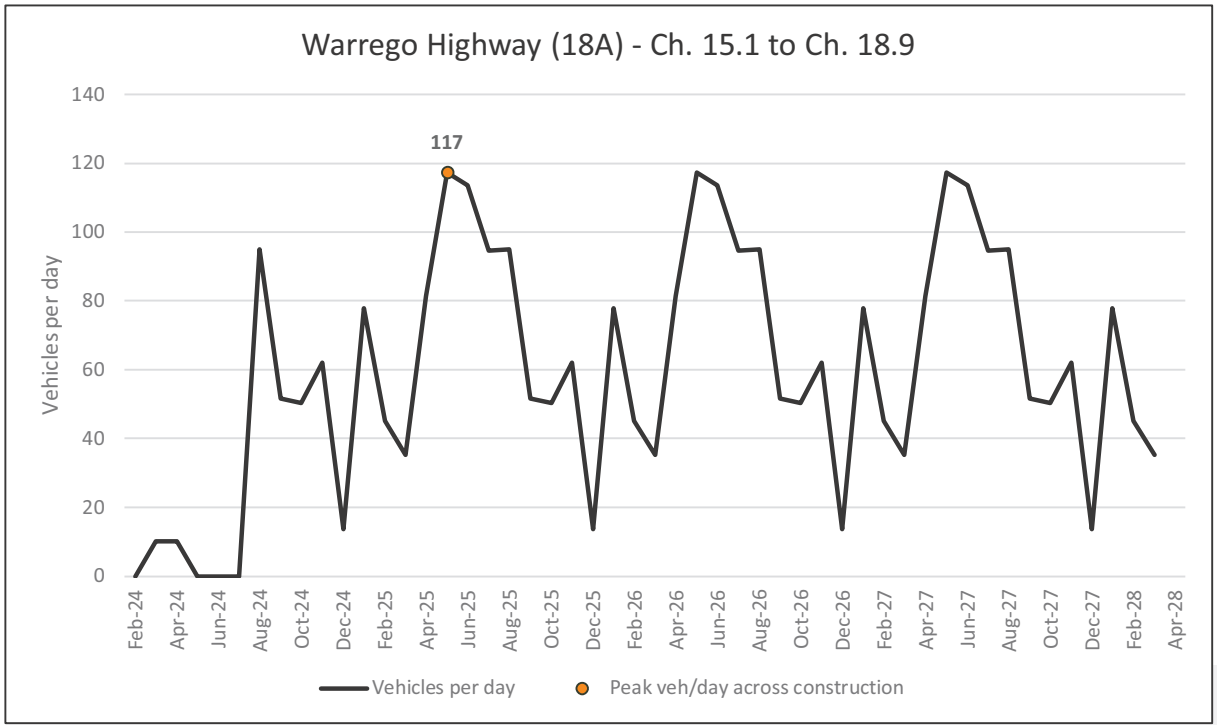
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M18-M17
Road name	Warrego Highway (18A)
Road section	Ch. 18.9 to Ch. 28.9

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

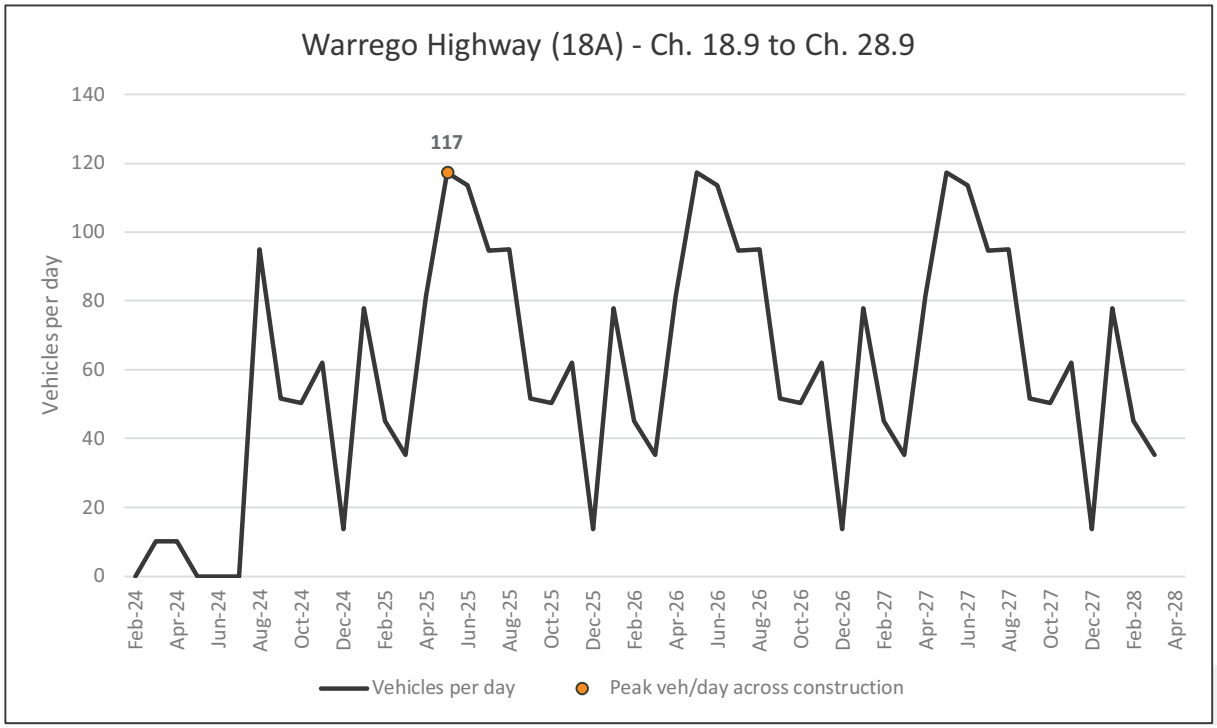
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M17-M16
Road name	Warrego Highway (18A)
Road section	Ch. 28.9 to Ch. 36.6

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

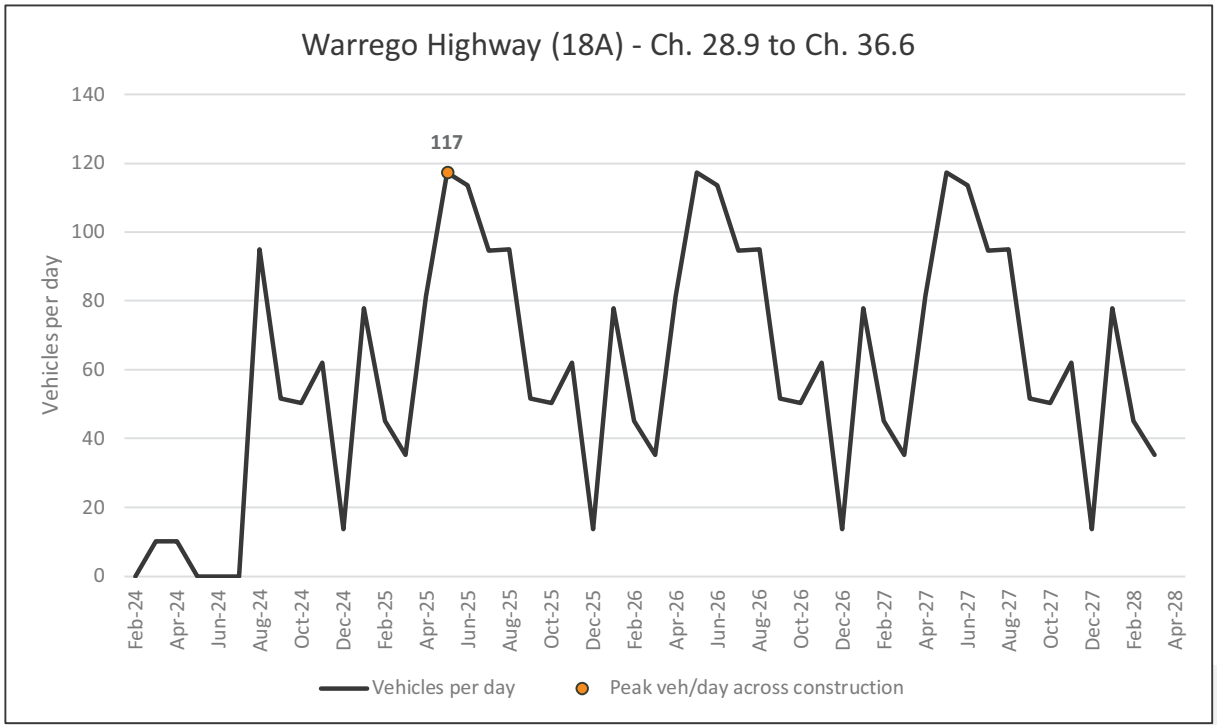
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M16-M15
Road name	Warrego Highway (18A)
Road section	Ch. 36.6 to Ch. 55.5

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

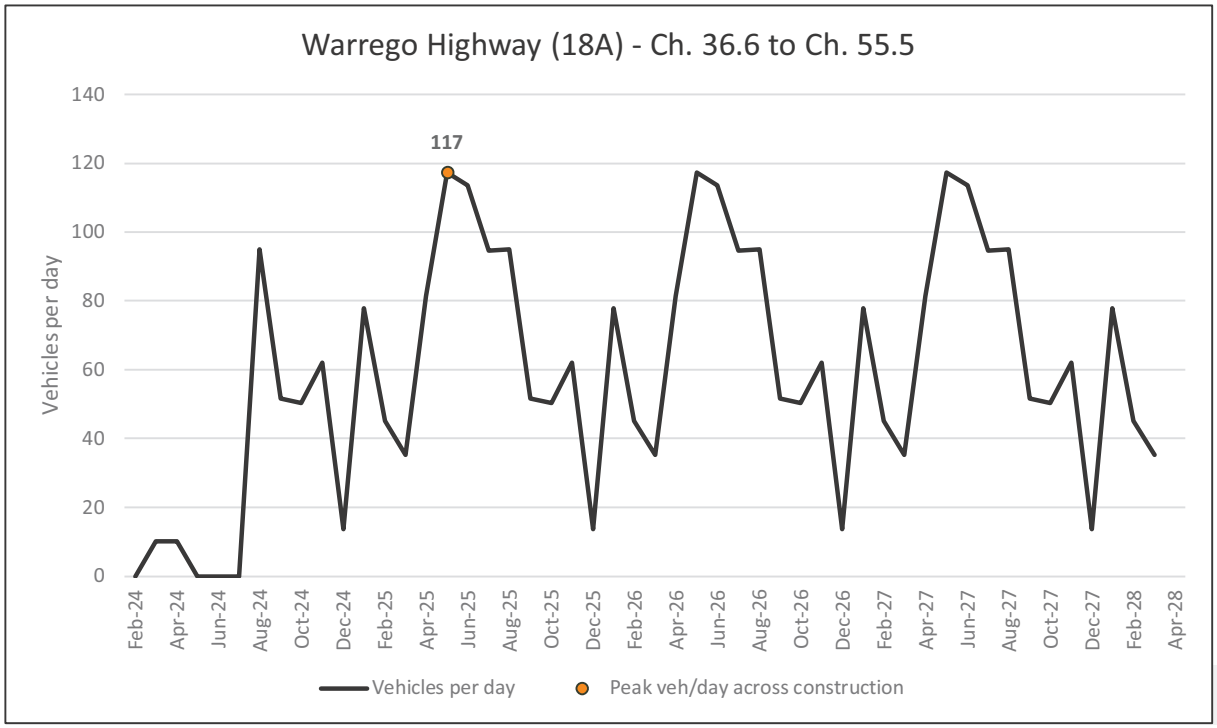
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M15-M14
Road name	Warrego Highway (18A)
Road section	Ch. 55.5 to 75.4

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

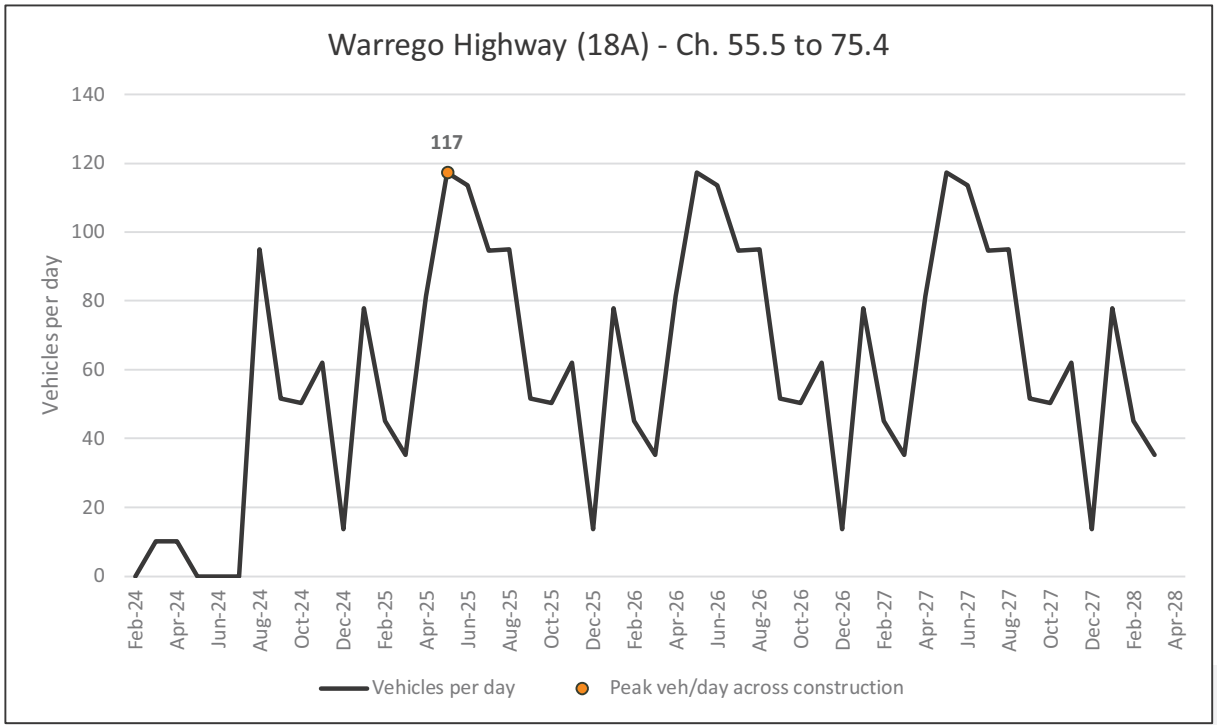
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M14-M5
Road name	Warrego Highway (18A)
Road section	Ch. 75.4 to Ch. 79.6

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

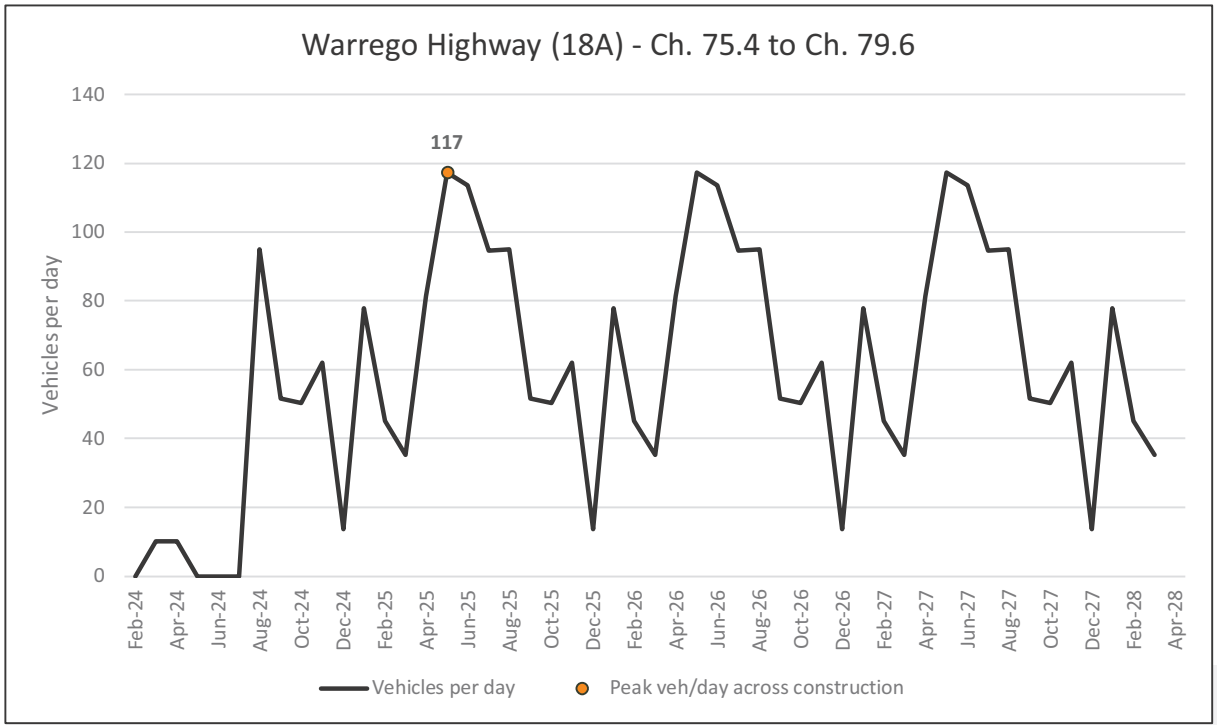
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	X143-X141
Road name	Warrego Highway (18B)
Road section	Ch. 0.0 to Ch. 0.4

Peak veh/day across construction	47
Peak impact month	Nov-26
Length of peak period	7

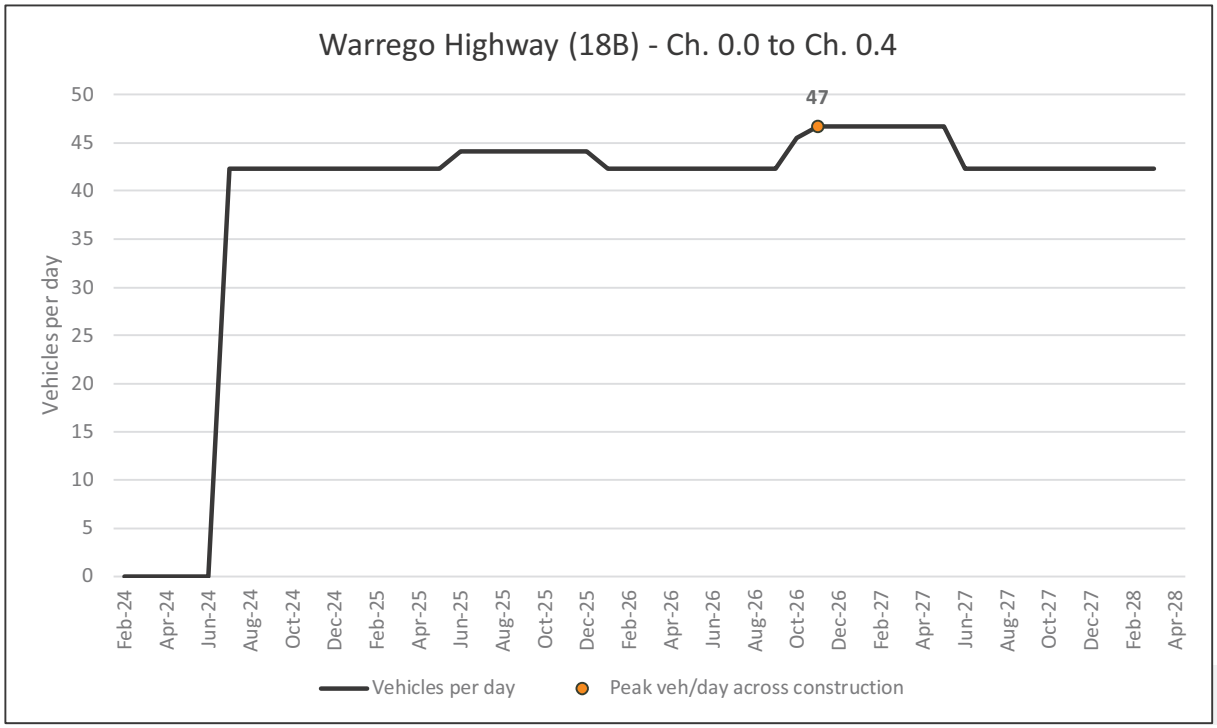
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	42	42	42	42	42	42

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
42	42	42	42	42	44	44	44	44	44	44	44

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
42	42	42	42	42	42	42	42	42	46	47	47

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
47	47	47	47	47	42	42	42	42	42	42	42

Jan-28	Feb-28	Mar-28
42	42	42



Road ID	X141-X82
Road name	Warrego Highway (18B)
Road section	Ch. 0.4 to Ch. 1.5

Peak veh/day across construction	339
Peak impact month	Jun-25
Length of peak period	4

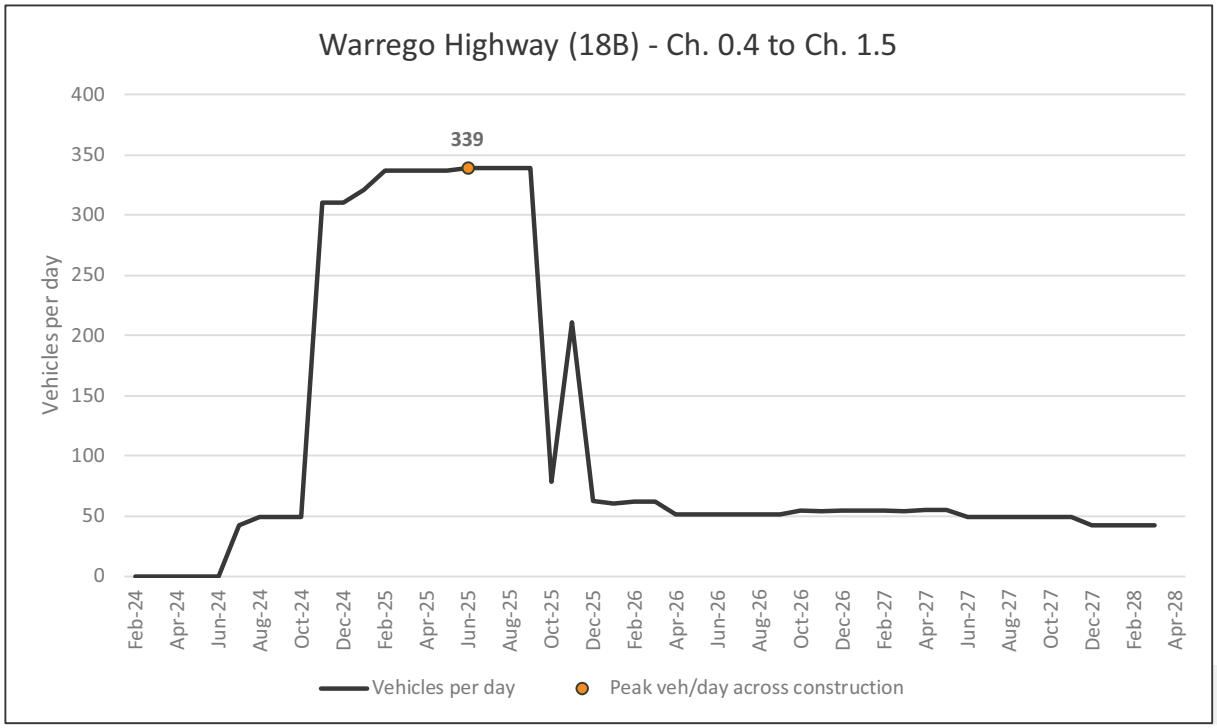
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	42	50	50	50	310	310

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
321	337	337	337	337	339	339	339	339	78	211	62

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
60	62	62	51	51	51	51	51	51	54	54	54

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
54	54	54	55	55	50	50	50	50	50	50	42

Jan-28	Feb-28	Mar-28
42	42	42



Road ID	X82-X81
Road name	Warrego Highway (18B)
Road section	Ch. 1.5 to Ch. 2.4

Peak veh/day across construction	292
Peak impact month	Jun-25
Length of peak period	4

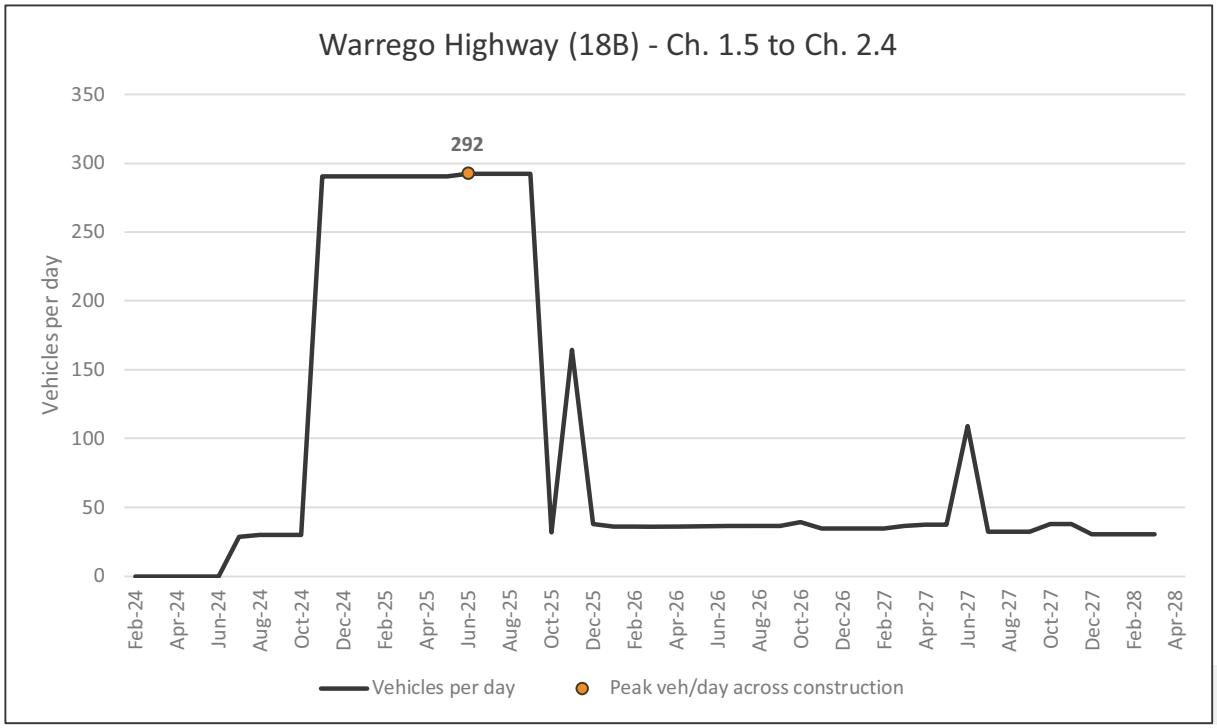
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	29	30	30	30	291	291

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
291	291	291	291	291	292	292	292	292	32	165	38

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
36	36	36	36	36	36	36	36	36	40	35	35

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
35	35	37	37	37	109	32	32	32	38	38	31

Jan-28	Feb-28	Mar-28
31	31	31



Road ID	X81-X79
Road name	Warrego Highway (18B)
Road section	Ch. 2.4 to Ch. 4.5

Peak veh/day across construction	277
Peak impact month	Jun-25
Length of peak period	4

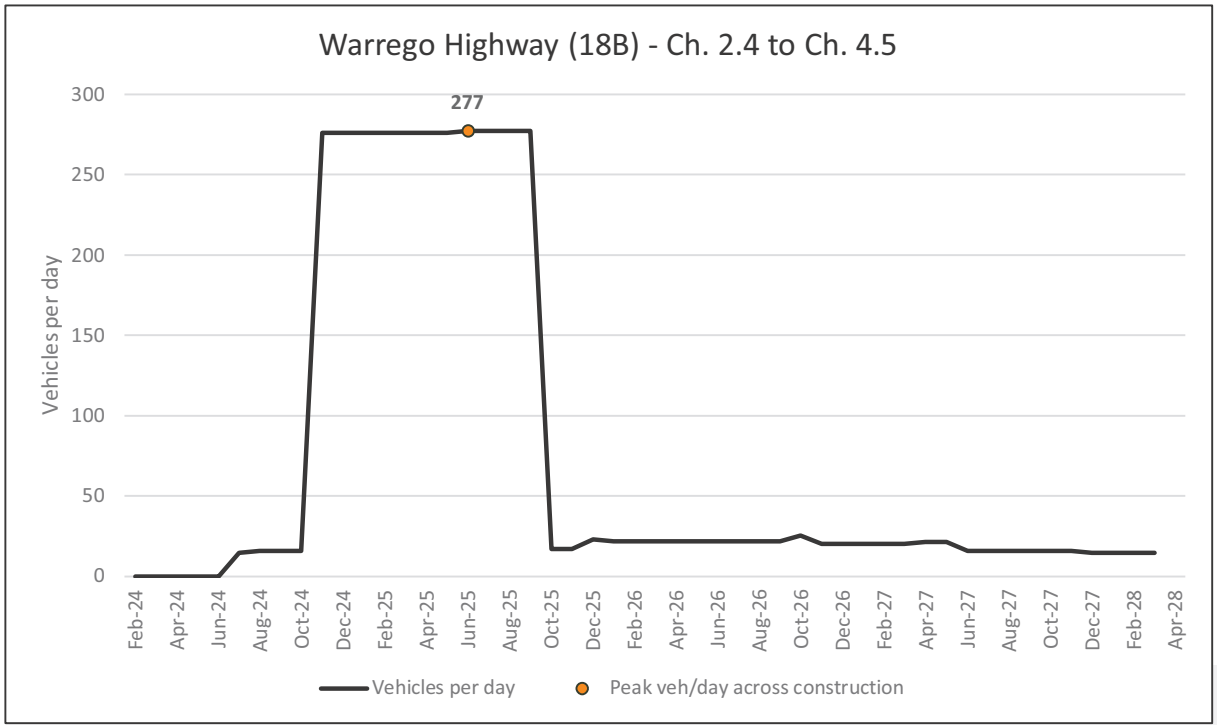
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	16	16	16	276	276

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
276	276	276	276	276	277	277	277	277	17	17	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
22	22	22	22	22	22	22	22	22	25	20	20

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	20	20	21	21	16	16	16	16	16	16	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X79-E114
Road name	Warrego Highway (18B)
Road section	Ch. 4.5 to Ch. 5.0

Peak veh/day across construction	277
Peak impact month	Jun-25
Length of peak period	4

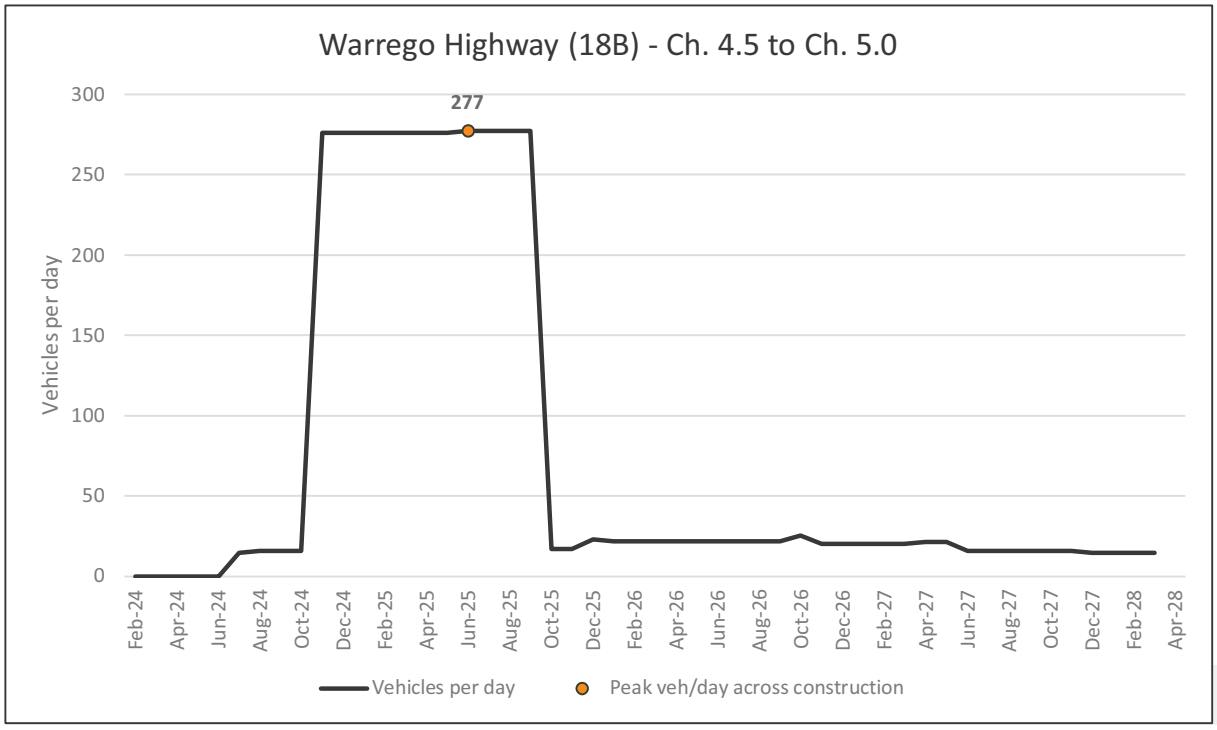
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	16	16	16	276	276

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
276	276	276	276	276	277	277	277	277	17	17	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
22	22	22	22	22	22	22	22	22	25	20	20

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	20	20	21	21	16	16	16	16	16	16	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E114-E69
Road name	Warrego Highway (18B)
Road section	Ch. 5.0 to Ch. 5.3

Peak veh/day across construction	277
Peak impact month	Jun-25
Length of peak period	4

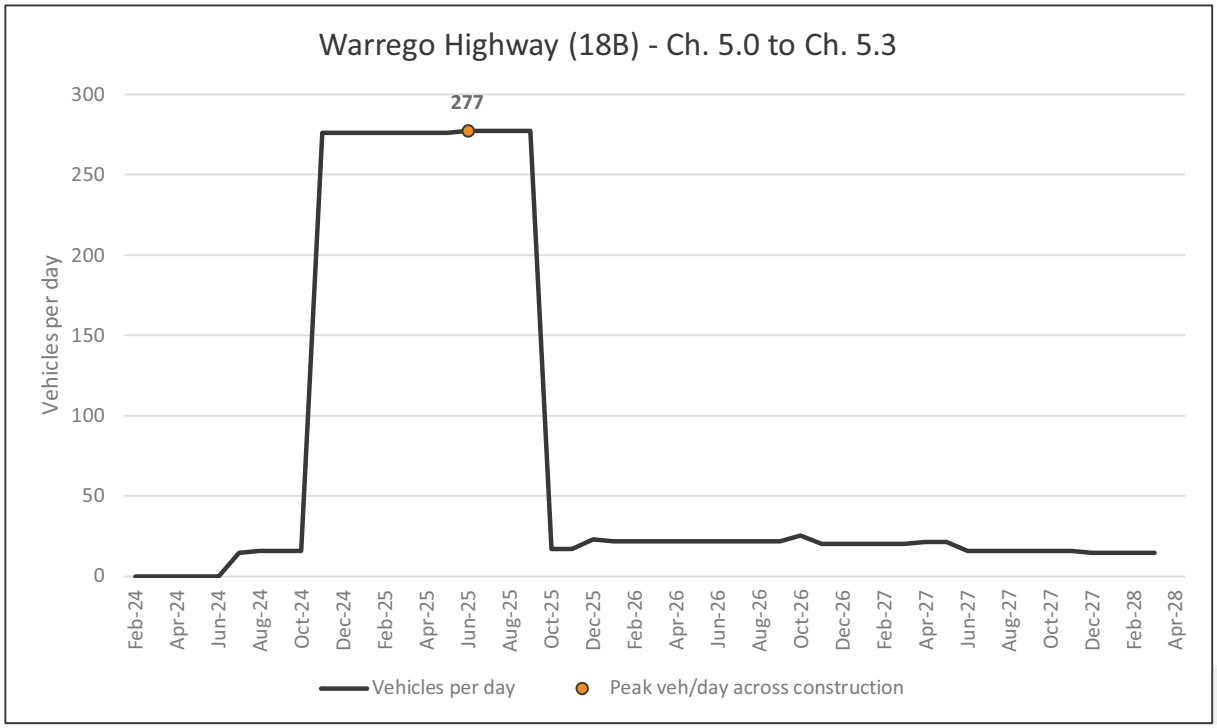
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	16	16	16	276	276

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
276	276	276	276	276	277	277	277	277	17	17	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
22	22	22	22	22	22	22	22	22	25	20	20

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	20	20	21	21	16	16	16	16	16	16	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E69-M13
Road name	Warrego Highway (18B)
Road section	Ch. 5.3 to Ch. 6.2

Peak veh/day across construction	277
Peak impact month	Jun-25
Length of peak period	4

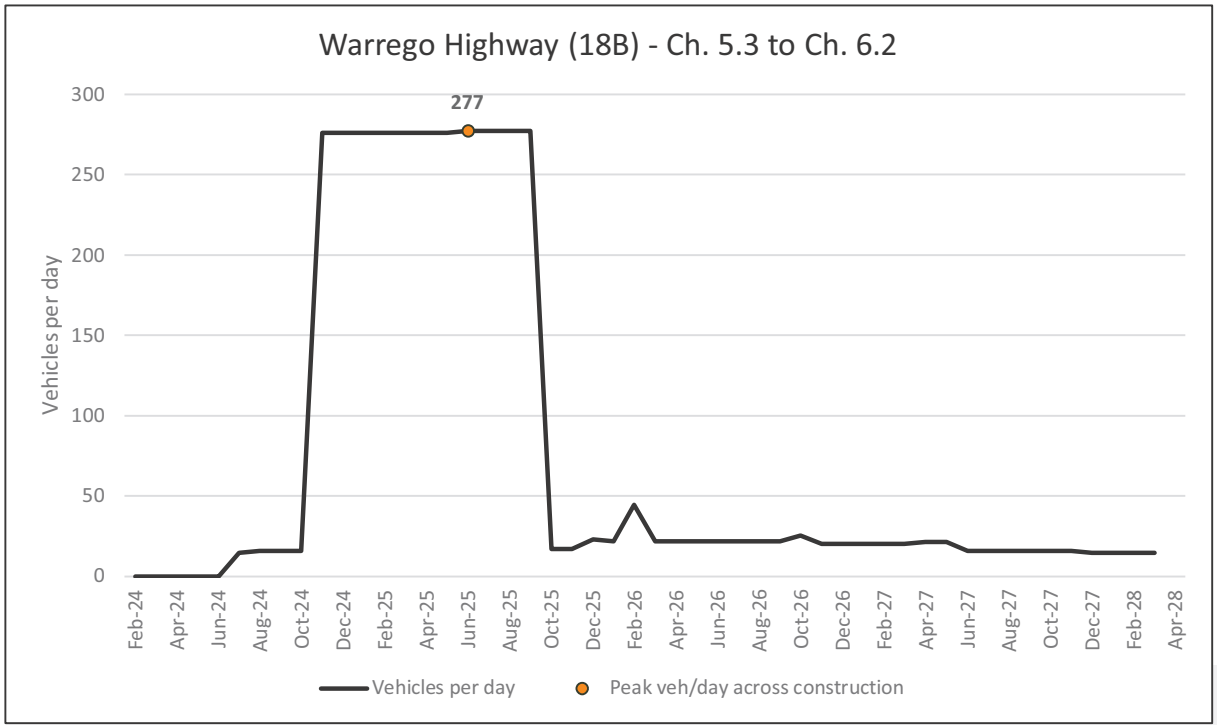
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	16	16	16	276	276

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
276	276	276	276	276	277	277	277	277	17	17	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
22	45	22	22	22	22	22	22	22	25	20	20

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	20	20	21	21	16	16	16	16	16	16	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	M13-X87
Road name	Warrego Highway Off-ramp (18B)
Road section	Warrego Highway to Kingsthorpe Overpass

Peak veh/day across construction	277
Peak impact month	Jun-25
Length of peak period	4

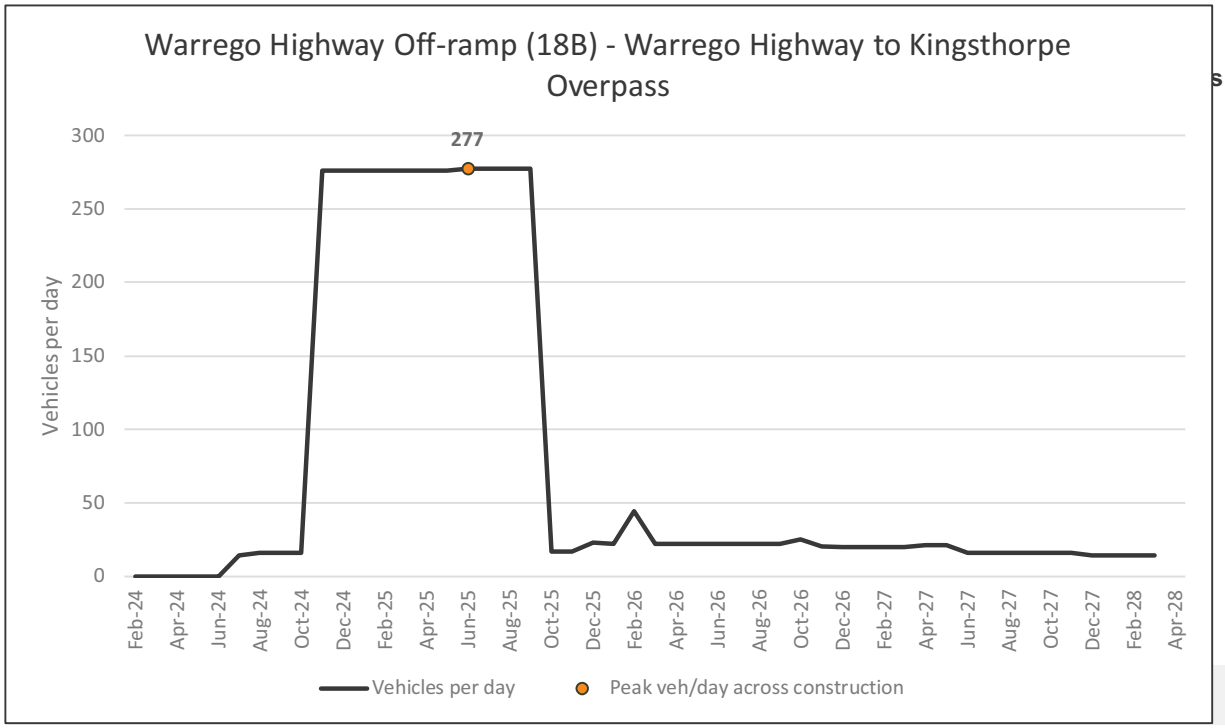
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	16	16	16	276	276

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
276	276	276	276	276	277	277	277	277	17	17	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
22	45	22	22	22	22	22	22	22	25	20	20

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	20	20	21	21	16	16	16	16	16	16	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X90-X12
Road name	Newell Highway
Road section	River Road to QLD/NSW Border

Peak veh/day across construction	23
Peak impact month	Sep-24
Length of peak period	1

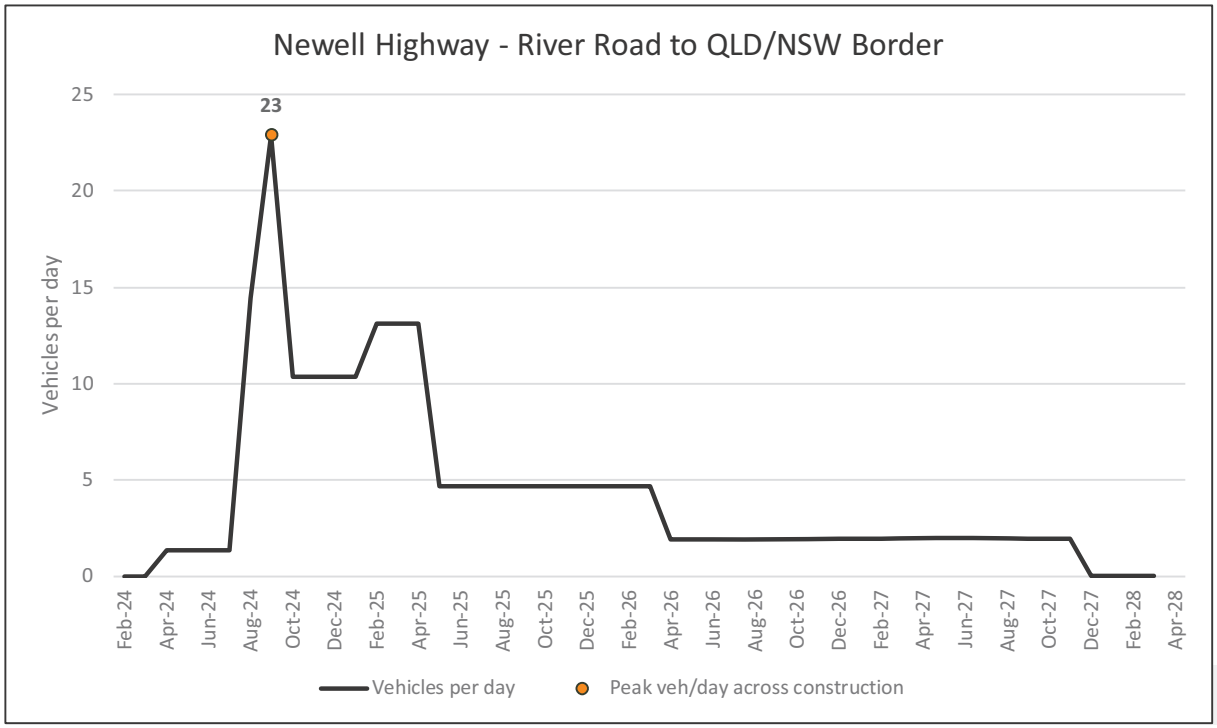
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	1	1	1	1	14	23	10	10	10

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
10	13	13	13	5	5	5	5	5	5	5	5

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
5	5	5	2	2	2	2	2	2	2	2	2

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
2	2	2	2	2	2	2	2	2	2	2	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X149-E125
Road name	Noondoo Thallon Road
Road section	Graincorp Thallon to Carnarvon Highway

Peak veh/day across construction	52
Peak impact month	May-25
Length of peak period	3

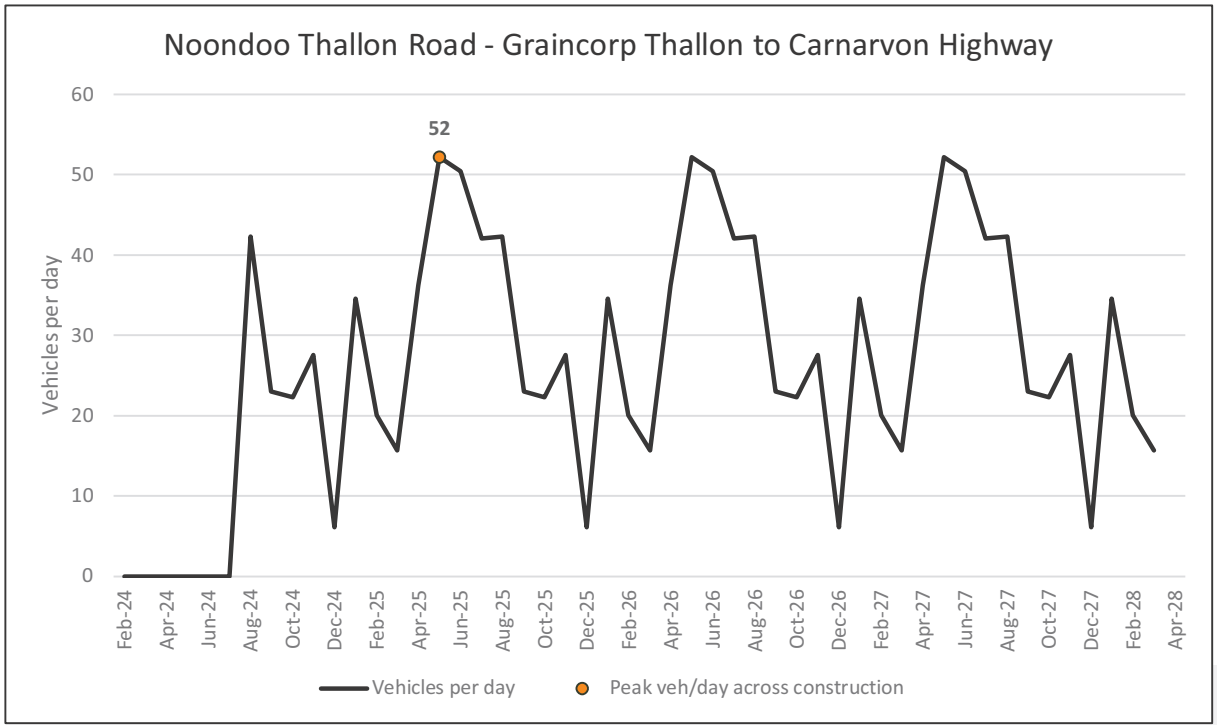
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	42	23	22	28	6

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
35	20	16	36	52	51	42	42	23	22	28	6

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
35	20	16	36	52	51	42	42	23	22	28	6

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
35	20	16	36	52	51	42	42	23	22	28	6

Jan-28	Feb-28	Mar-28
35	20	16



Road ID	E121-X105
Road name	Boodle Street
Road section	Holcim Concrete Goondiwindi to Hunt Street

Peak veh/day across construction	1
Peak impact month	Feb-25
Length of peak period	12

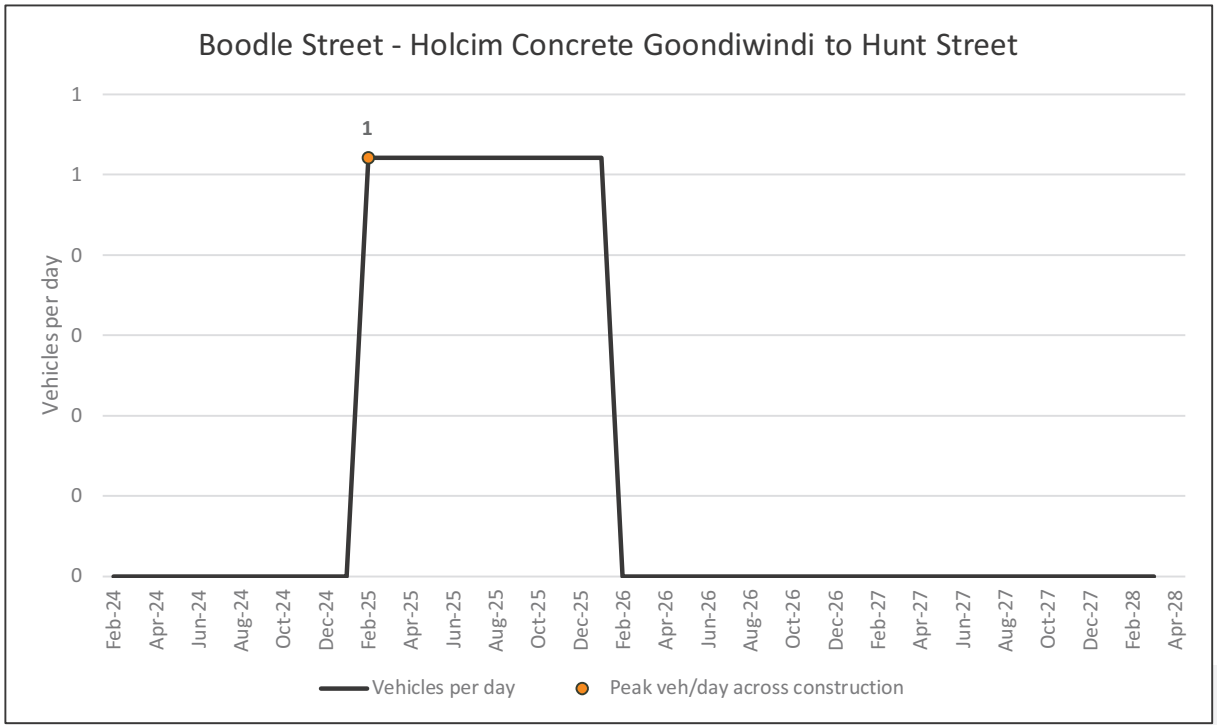
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X4-E40
Road name	Bybera Road
Road section	Cunningham Highway to B2G-LDN060.4

Peak veh/day across construction	231
Peak impact month	Nov-24
Length of peak period	1

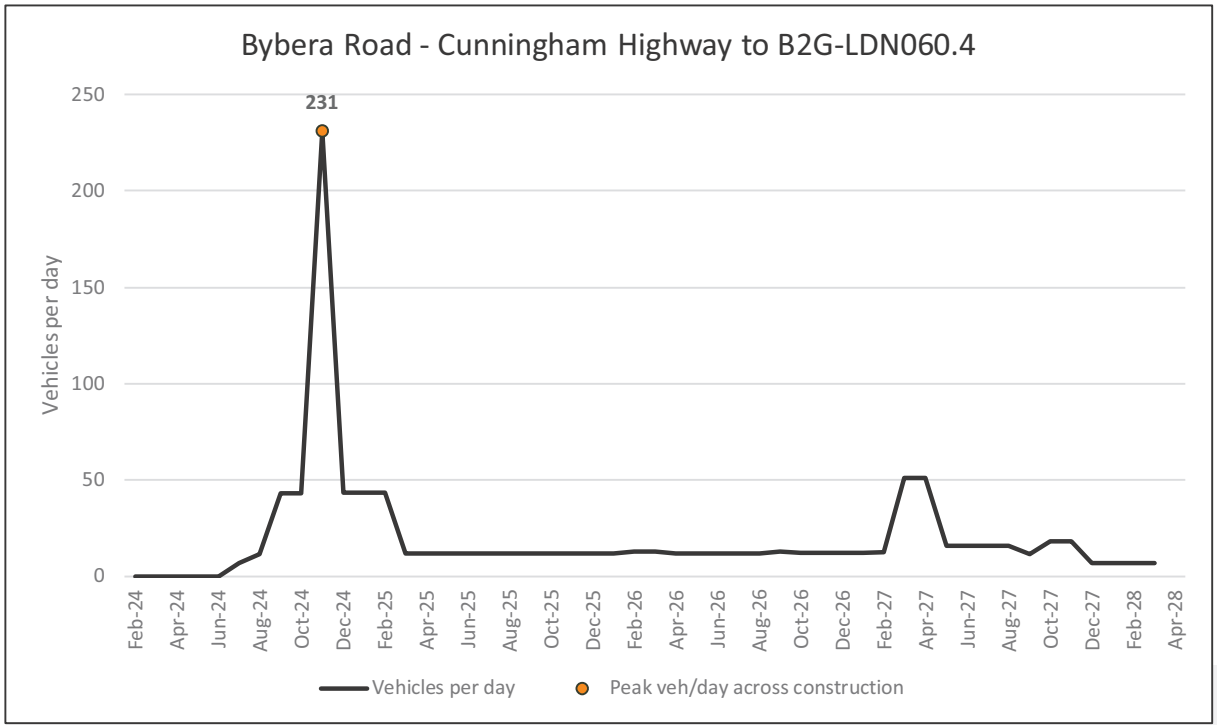
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	11	43	43	231	43

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
43	43	12	12	12	12	12	12	12	12	12	12

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
12	13	13	12	12	12	12	12	13	12	12	12

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
12	13	51	51	16	16	16	16	11	18	18	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E40-E98
Road name	Bybera Road
Road section	B2G-LDN060.4 to Earthworks Area 2A

Peak veh/day across construction	188
Peak impact month	Nov-24
Length of peak period	1

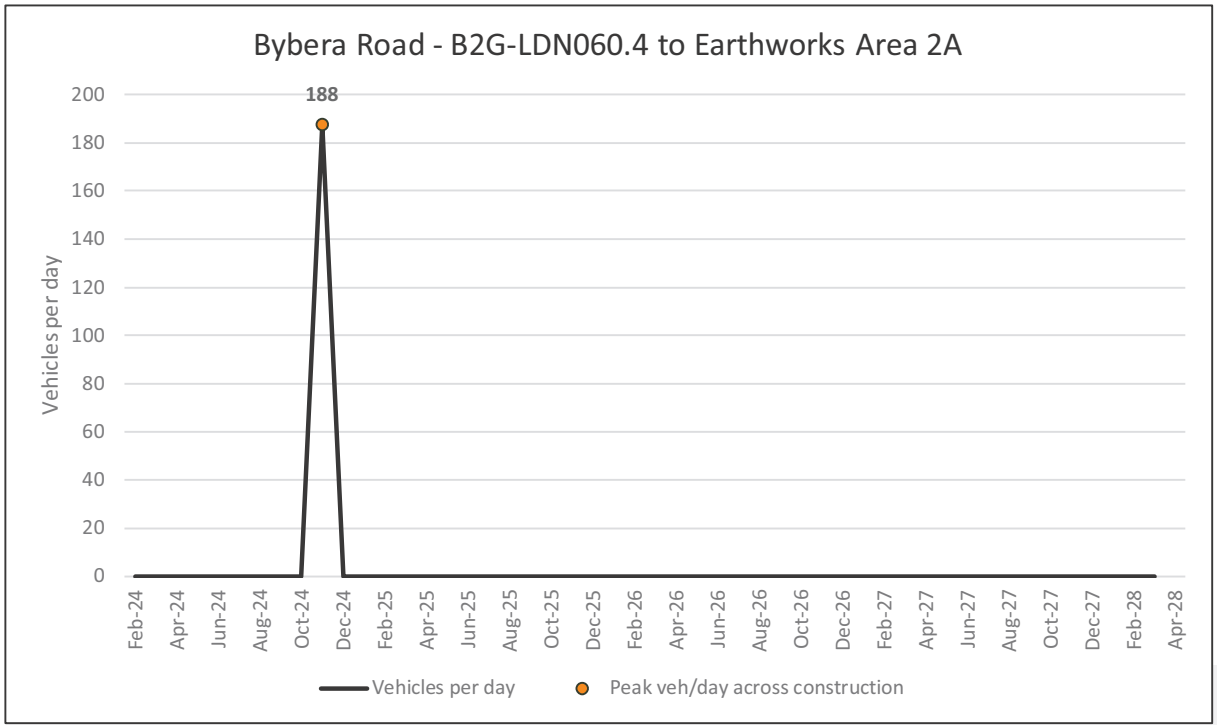
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	188	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X103-X109
Road name	Cemetery Road
Road section	Access Track to Mooroobie Lane

Peak veh/day across construction	40
Peak impact month	Sep-25
Length of peak period	3

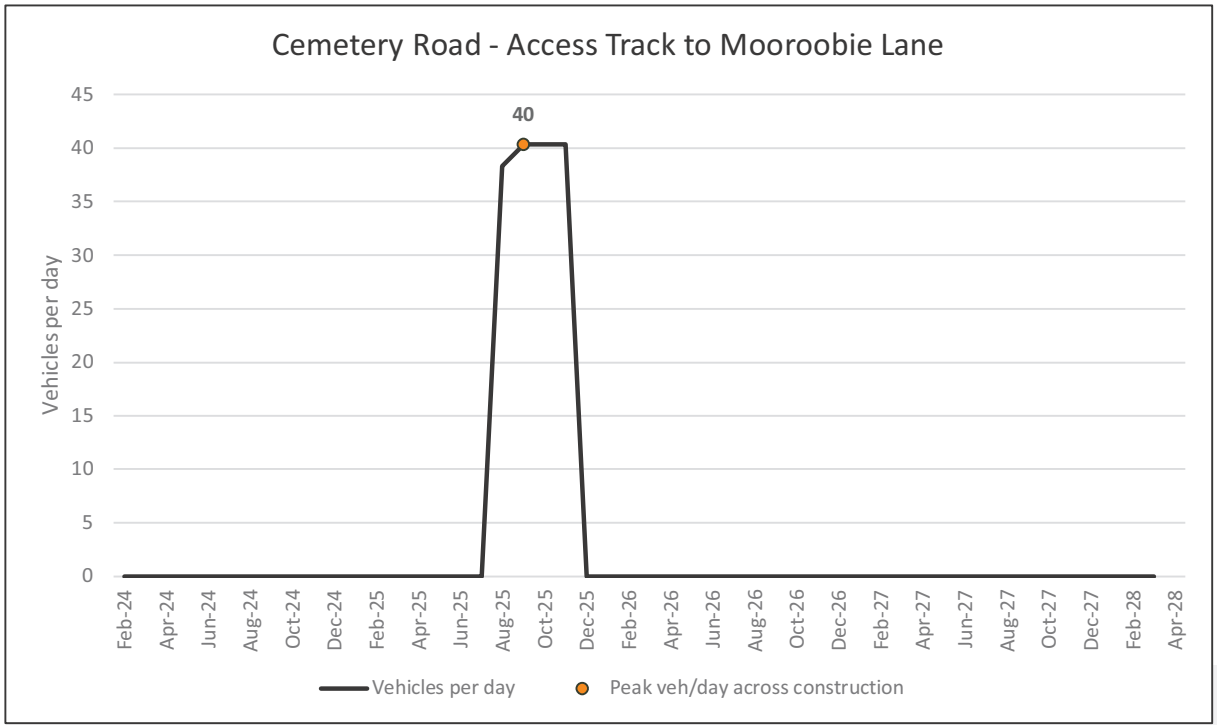
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	38	40	40	40	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X152-E123
Road name	Cemetery Road
Road section	Cunningham Highway to Graincorp Goondiwindi

Peak veh/day across construction	31
Peak impact month	May-25
Length of peak period	3

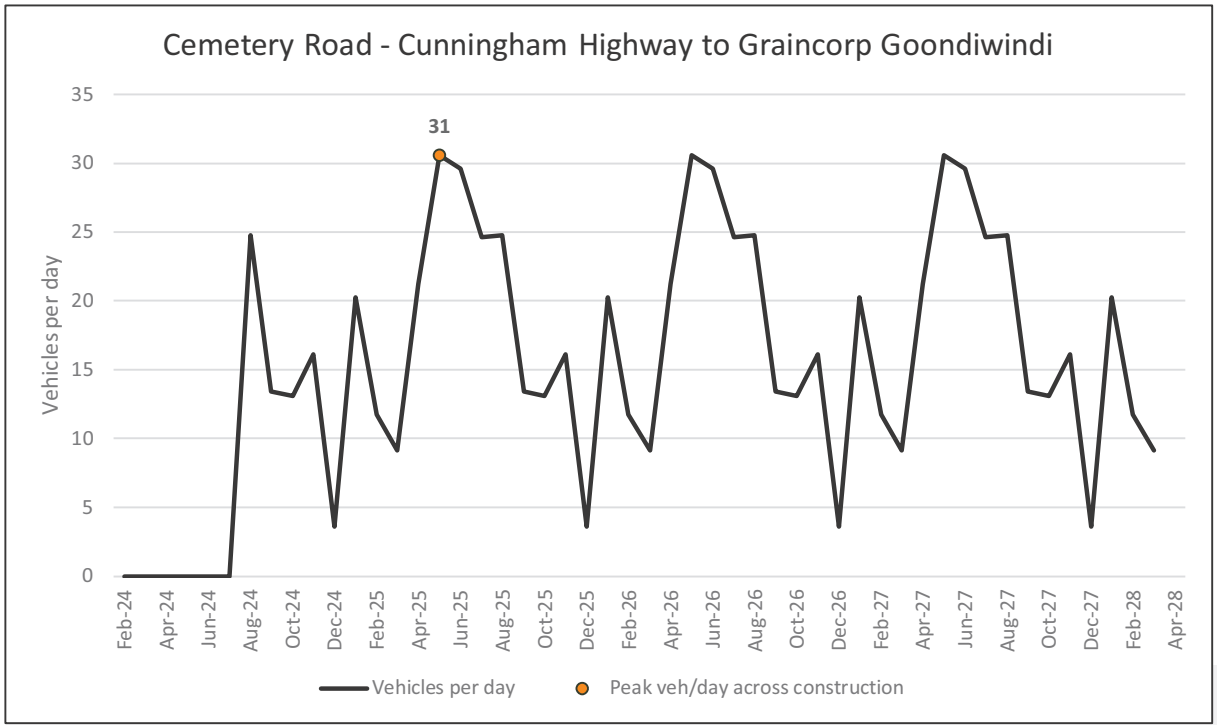
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	25	13	13	16	4

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
20	12	9	21	31	30	25	25	13	13	16	4

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
20	12	9	21	31	30	25	25	13	13	16	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	12	9	21	31	30	25	25	13	13	16	4

Jan-28	Feb-28	Mar-28
20	12	9



Road ID	E27-X104
Road name	Coolmunda Dam Access
Road section	Inglewood Legacy Bore/Coolmunda Dam to Coolmunda

Peak veh/day across construction	51
Peak impact month	Sep-24
Length of peak period	6

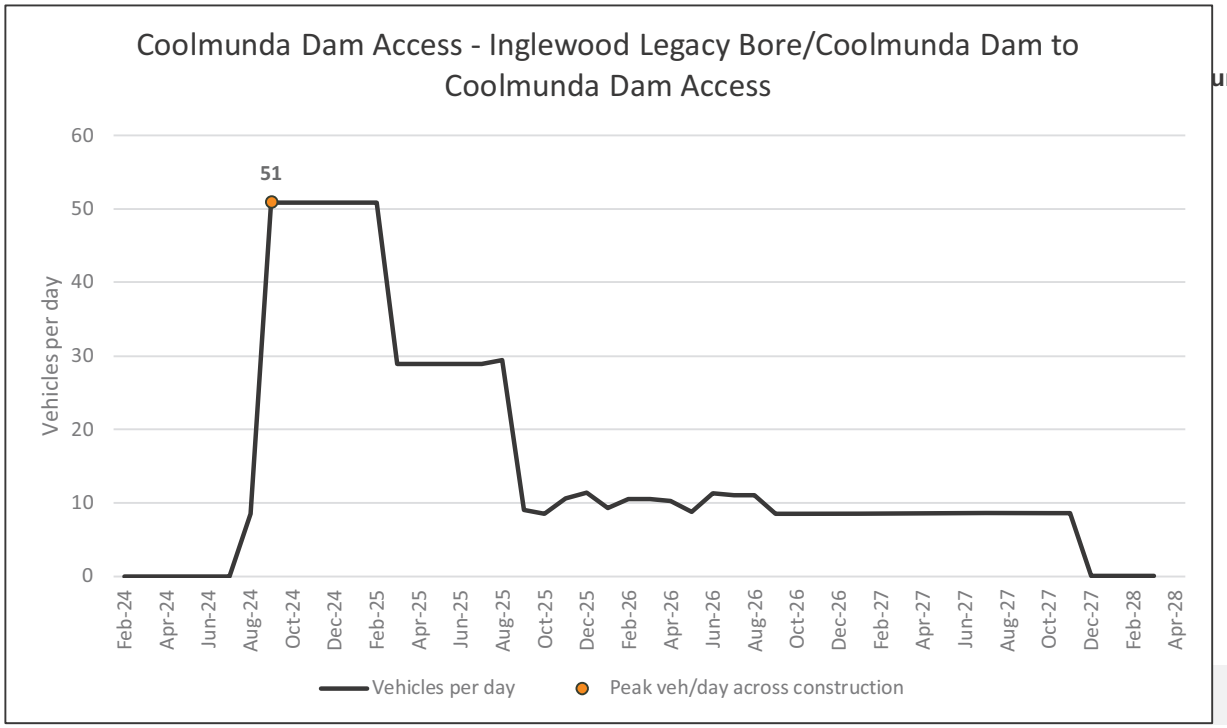
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	8	51	51	51	51

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
51	51	29	29	29	29	29	29	9	8	11	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	10	10	10	9	11	11	11	8	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	9	9	9	9	9	9	9	9	9	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X104-X5
Road name	Coolmunda Dam Access
Road section	Coolmunda Dam Access to Cunningham Highway

Peak veh/day across construction	51
Peak impact month	Sep-24
Length of peak period	6

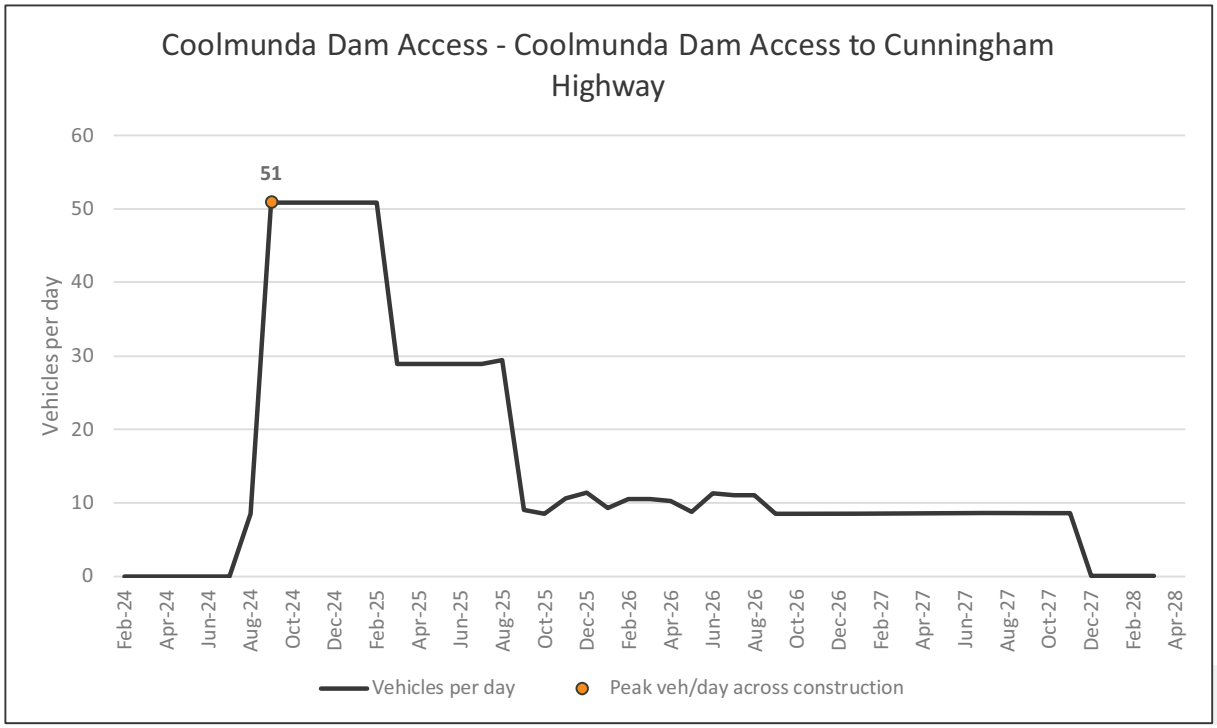
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	8	51	51	51	51

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
51	51	29	29	29	29	29	29	9	8	11	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	10	10	10	9	11	11	11	8	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	9	9	9	9	9	9	9	9	9	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E38-E39
Road name	Cremascos Road
Road section	B2G-LDN052.8 to B2G-LDN055.4

Peak veh/day across construction	19
Peak impact month	Jul-26
Length of peak period	2

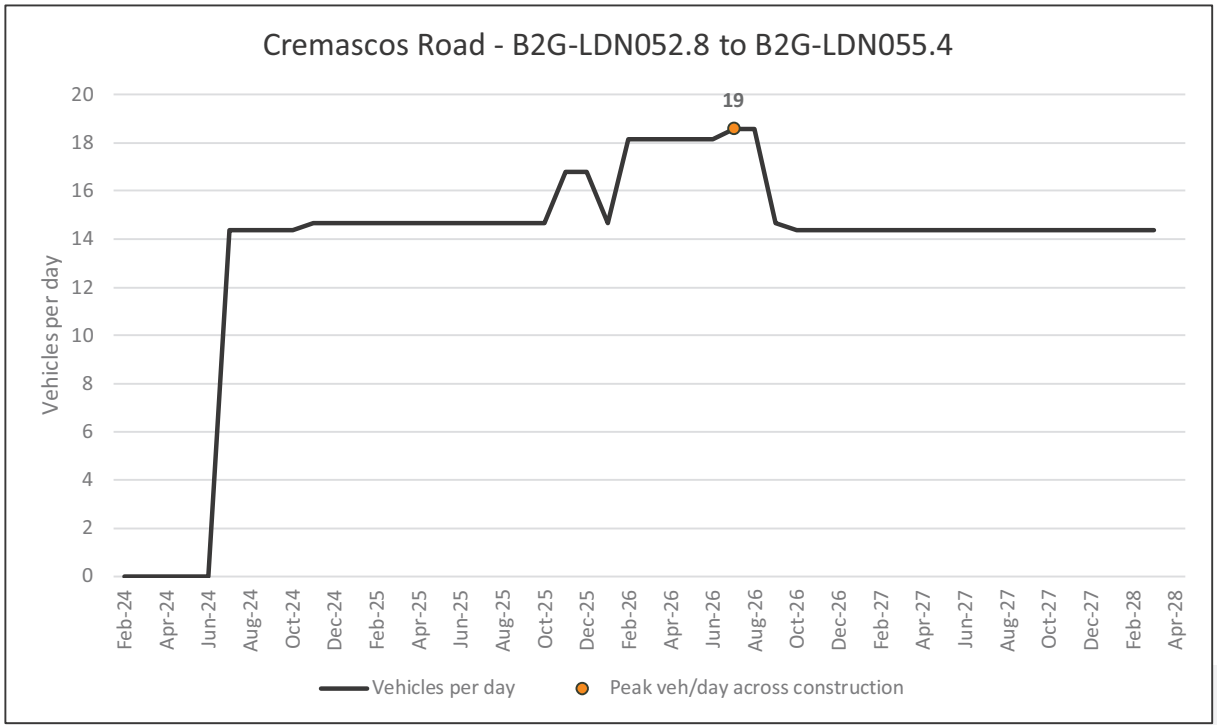
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	15	15

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
15	15	15	15	15	15	15	15	15	15	17	17

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
15	18	18	18	18	18	19	19	15	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	14	14	14	14	14	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E39-E78
Road name	Cremascos Road
Road section	B2G-LDN055.4 to B2G-LDN054.2

Peak veh/day across construction	17
Peak impact month	Nov-25
Length of peak period	2

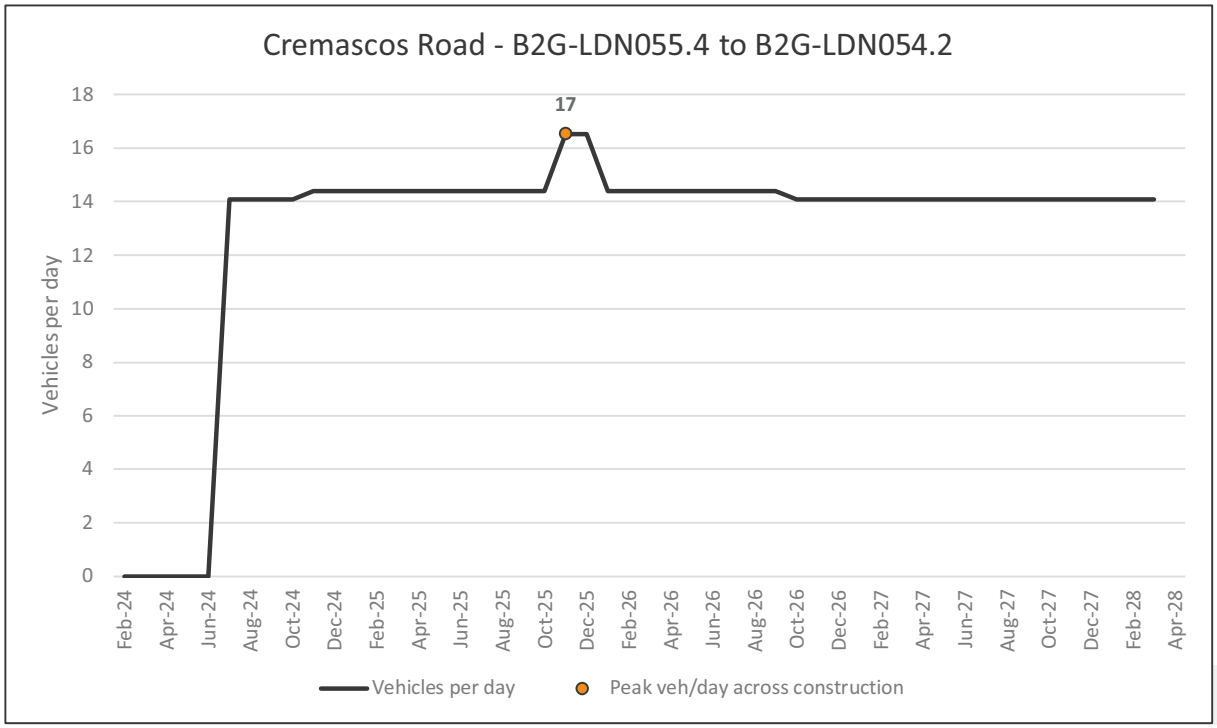
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	14	14	14	17	17

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	14	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	14	14	14	14	14	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X6-E38
Road name	Cremascos Road
Road section	Cunningham Highway to B2G-LDN052.8

Peak veh/day across construction	20
Peak impact month	Feb-26
Length of peak period	4

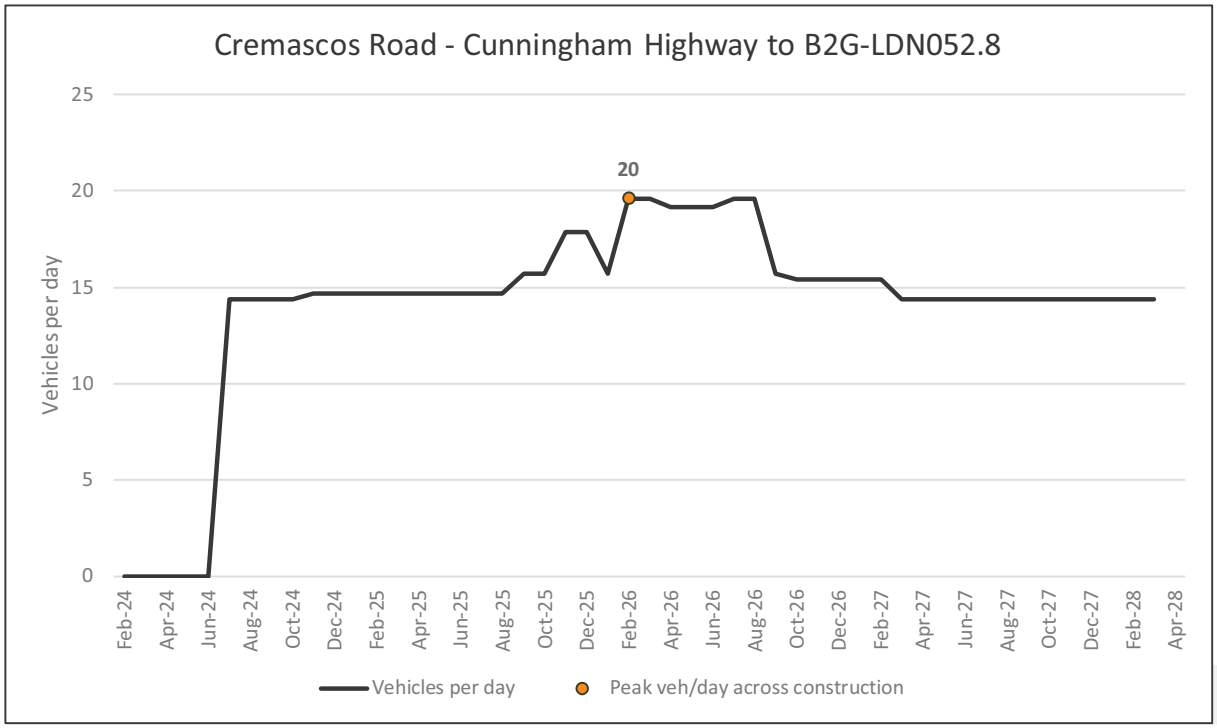
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	15	15

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
15	15	15	15	15	15	15	15	16	16	18	18

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
16	20	20	19	19	19	20	20	16	15	15	15

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
15	15	14	14	14	14	14	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X7-E74
Road name	East Sawmill Road
Road section	Cunningham Highway to B2G-LDN030.0

Peak veh/day across construction	325
Peak impact month	Feb-25
Length of peak period	3

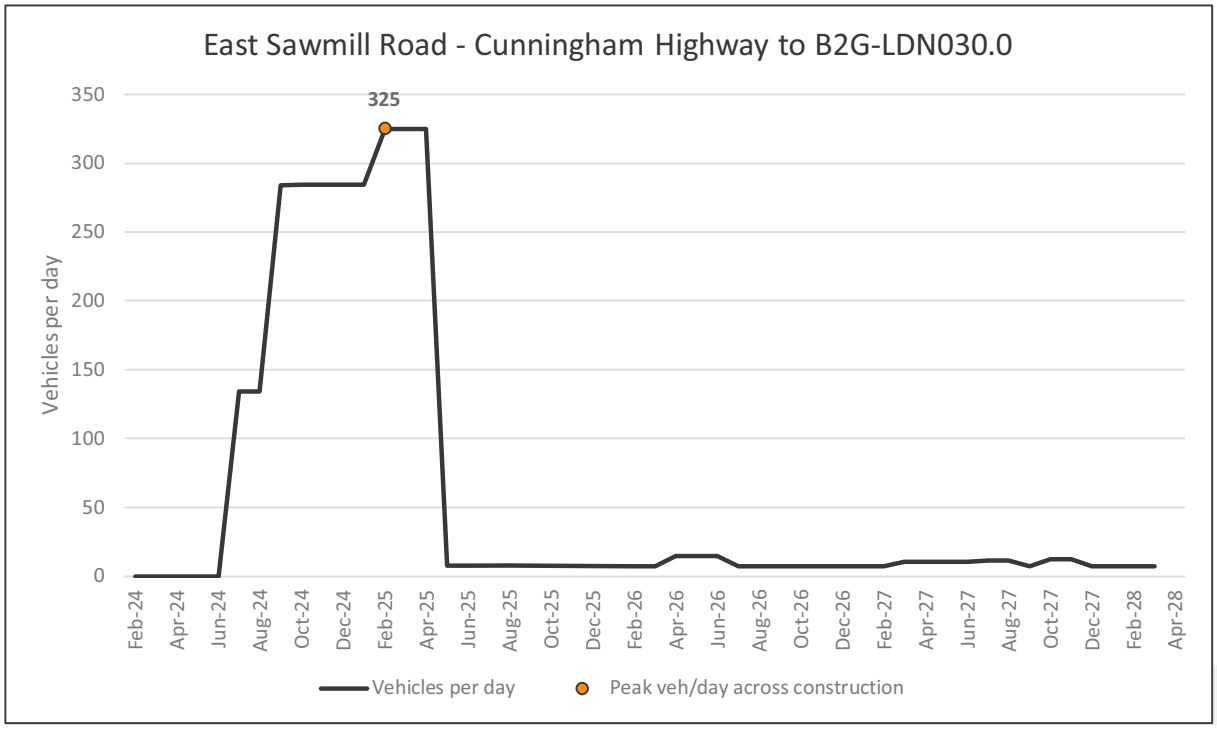
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	134	134	284	284	284	284

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
284	325	325	325	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	15	15	15	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	10	10	10	10	12	12	7	12	12	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X8-E79
Road name	Elizabeth Street
Road section	Cunningham Highway to B2G-LDN065.8

Peak veh/day across construction	30
Peak impact month	Mar-27
Length of peak period	2

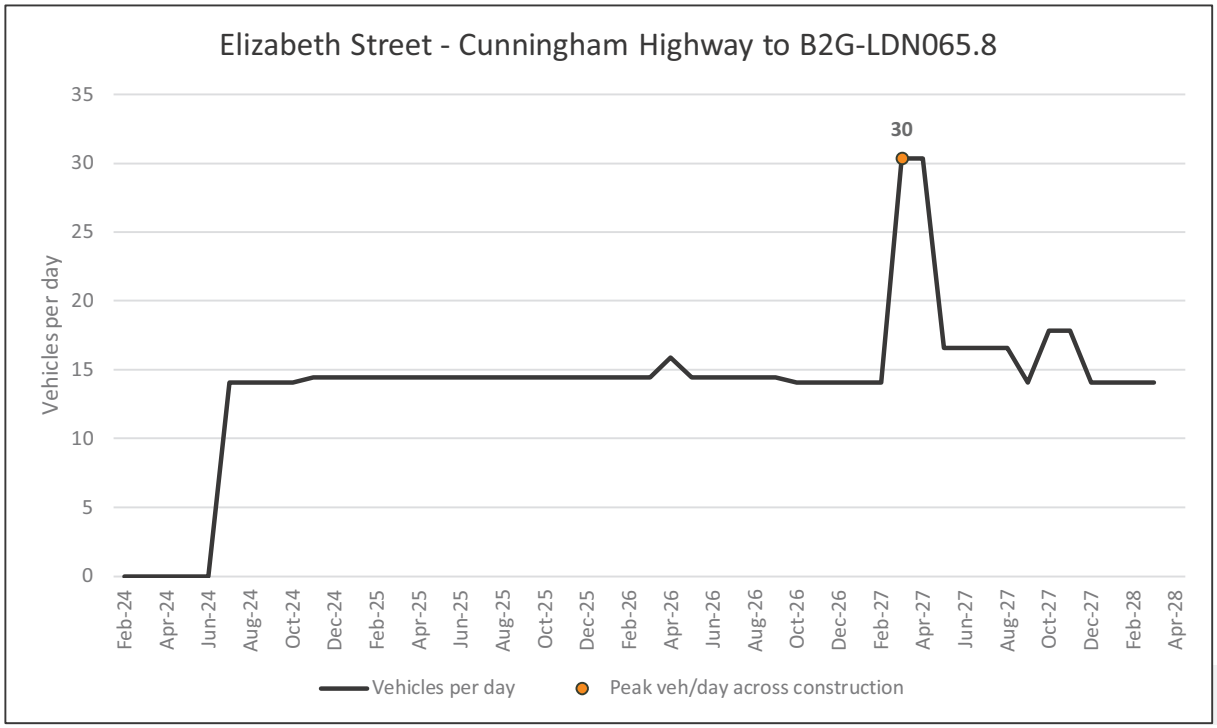
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	14	14	14	14	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	16	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	30	30	17	17	17	17	14	18	18	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X106-E36
Road name	Eukabilla Road
Road section	Kildonan Road to NS2B-LDN033.2

Peak veh/day across construction	41
Peak impact month	Jun-27
Length of peak period	1

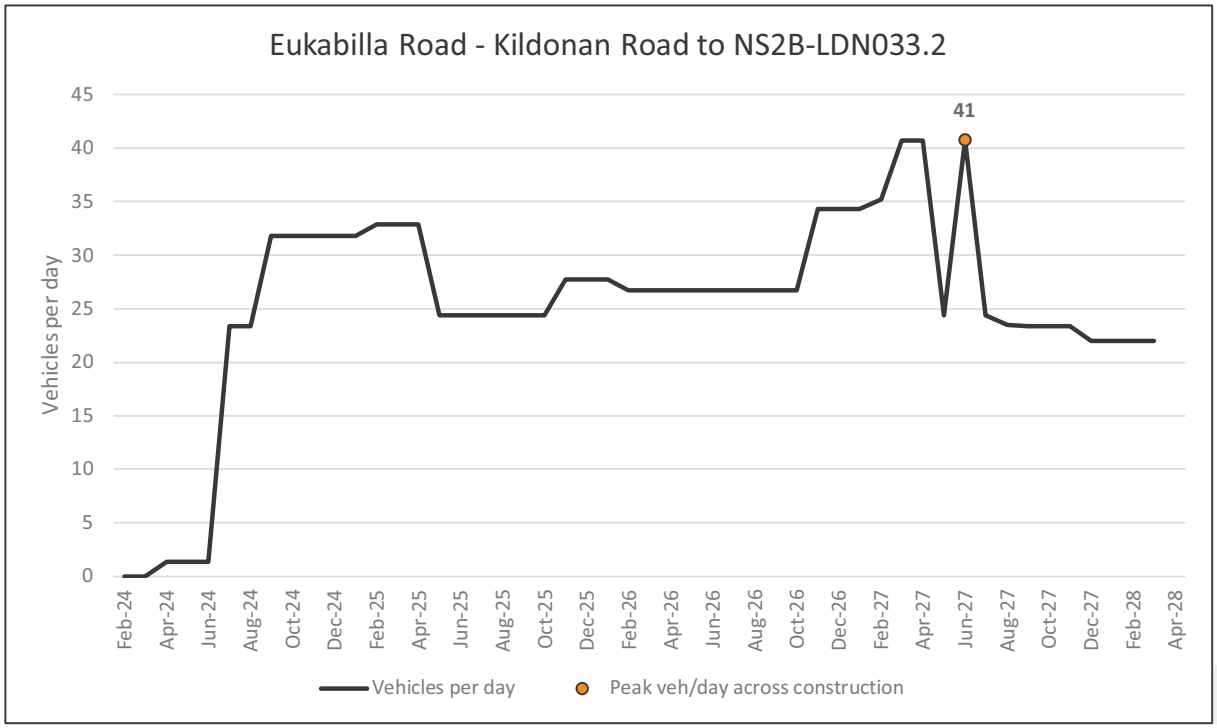
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	1	1	1	23	23	32	32	32	32

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
32	33	33	33	24	24	24	24	24	24	28	28

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
28	27	27	27	27	27	27	27	27	27	34	34

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
34	35	41	41	24	41	24	23	23	23	23	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	E36-E71
Road name	Eukabilla Road
Road section	NS2B-LDN033.2 to NS2B-LDN035.6

Peak veh/day across construction	24
Peak impact month	Jun-27
Length of peak period	1

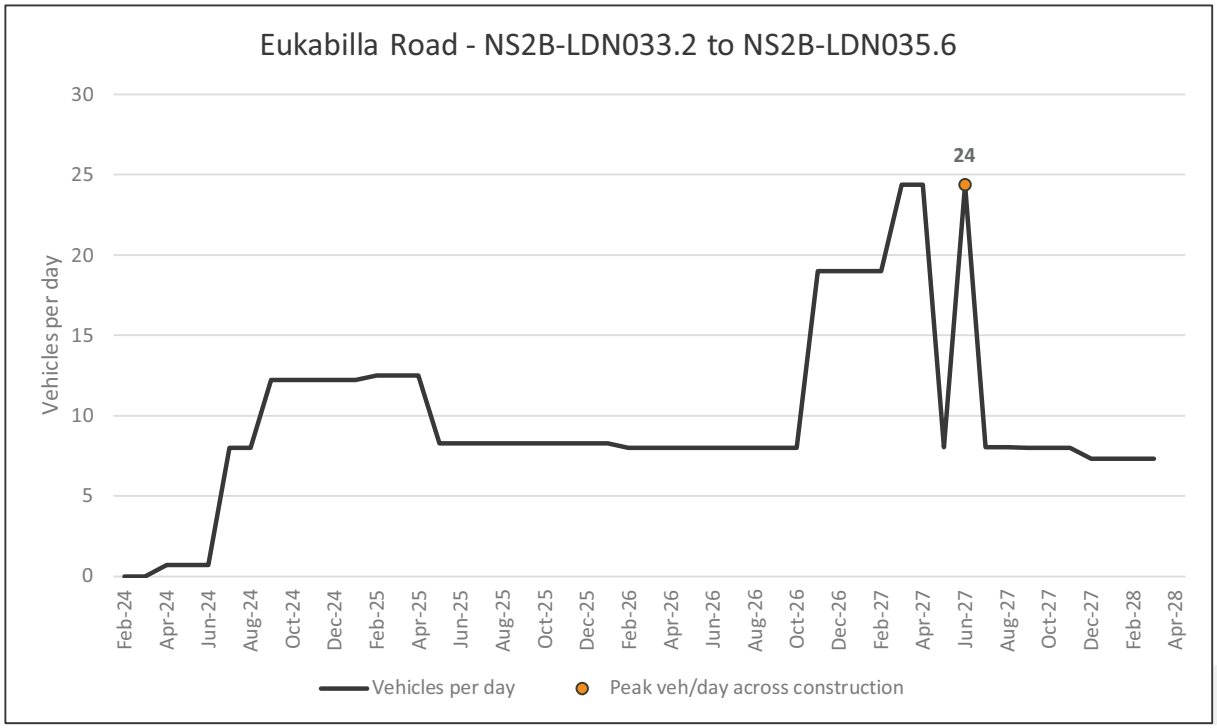
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	1	1	1	8	8	12	12	12	12

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
12	12	12	12	8	8	8	8	8	8	8	8

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
8	8	8	8	8	8	8	8	8	8	19	19

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
19	19	24	24	8	24	8	8	8	8	8	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X9-E13
Road name	Fosters Road
Road section	Cunningham Highway to Borrow Site #9 (Fosters Road)

Peak veh/day across construction	497
Peak impact month	Nov-24
Length of peak period	1

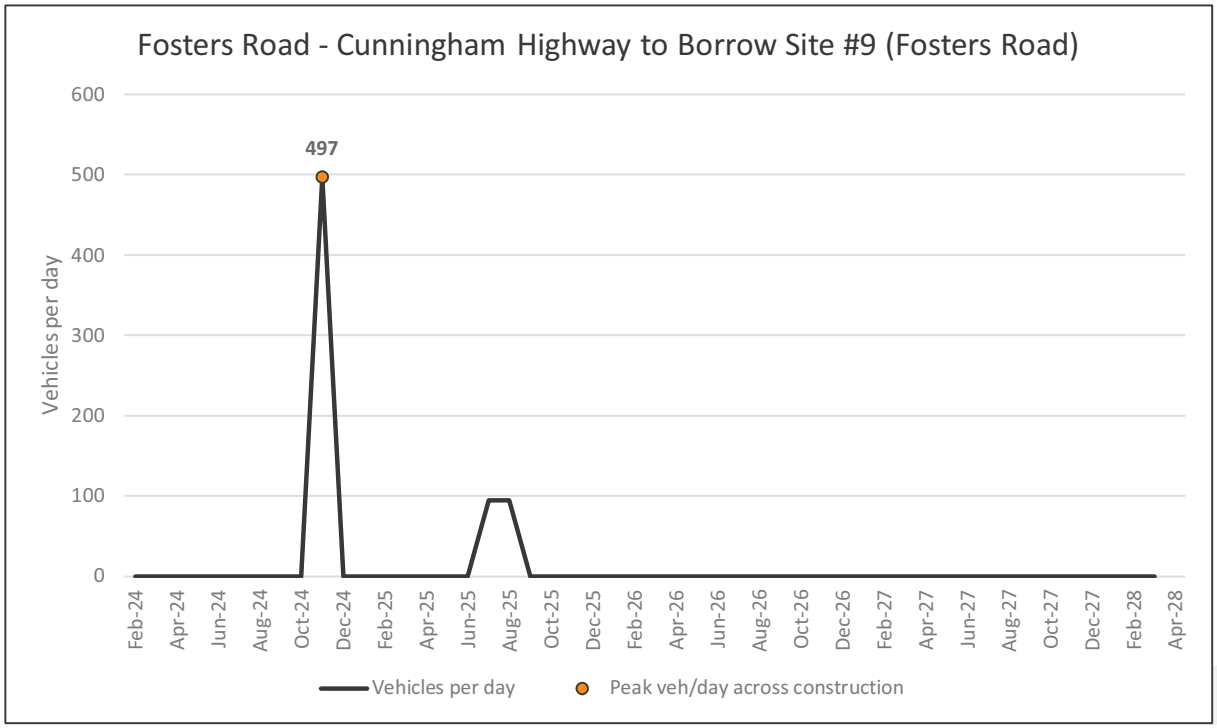
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	497	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	95	95	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E104-X115
Road name	Georges Lane
Road section	B2G-LDN000.9 to Yelarbon Kurumbul Road

Peak veh/day across construction	10
Peak impact month	Oct-27
Length of peak period	2

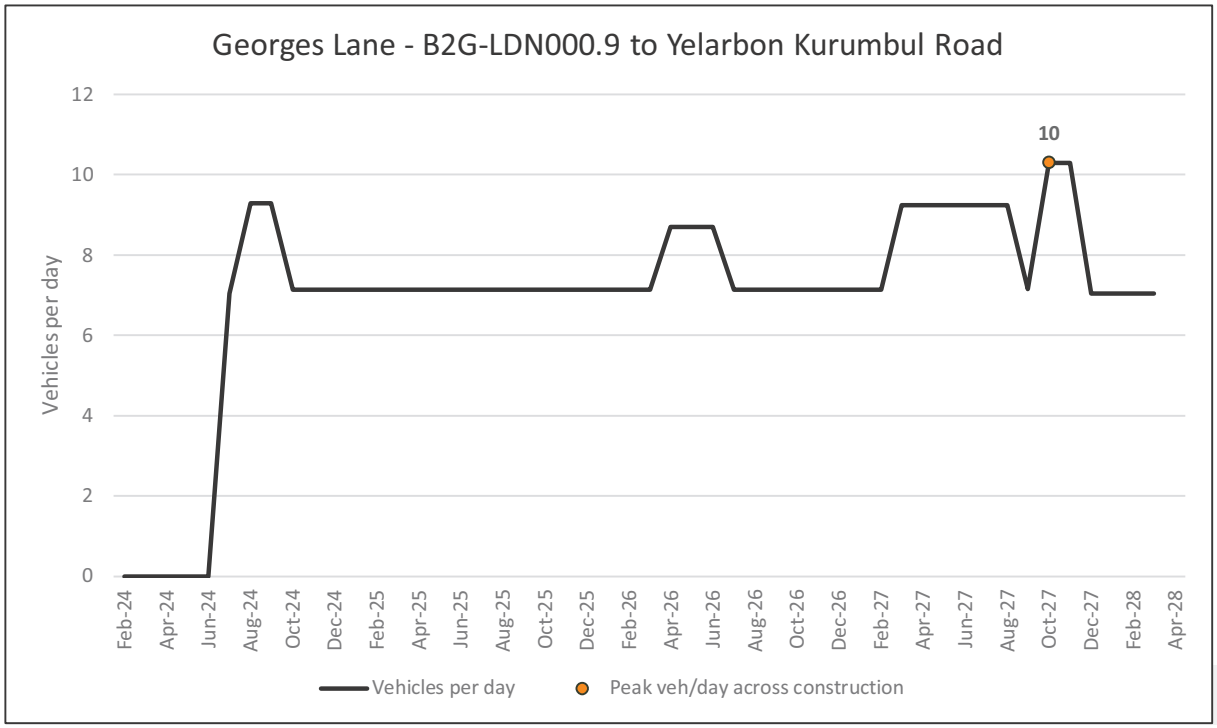
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	9	9	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	9	9	9	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	9	9	9	9	9	9	7	10	10	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X58-X111
Road name	Grays Road
Road section	Millmerran-Inglewood Road to Mosquito Creek Road

Peak veh/day across construction	69
Peak impact month	Jun-25
Length of peak period	2

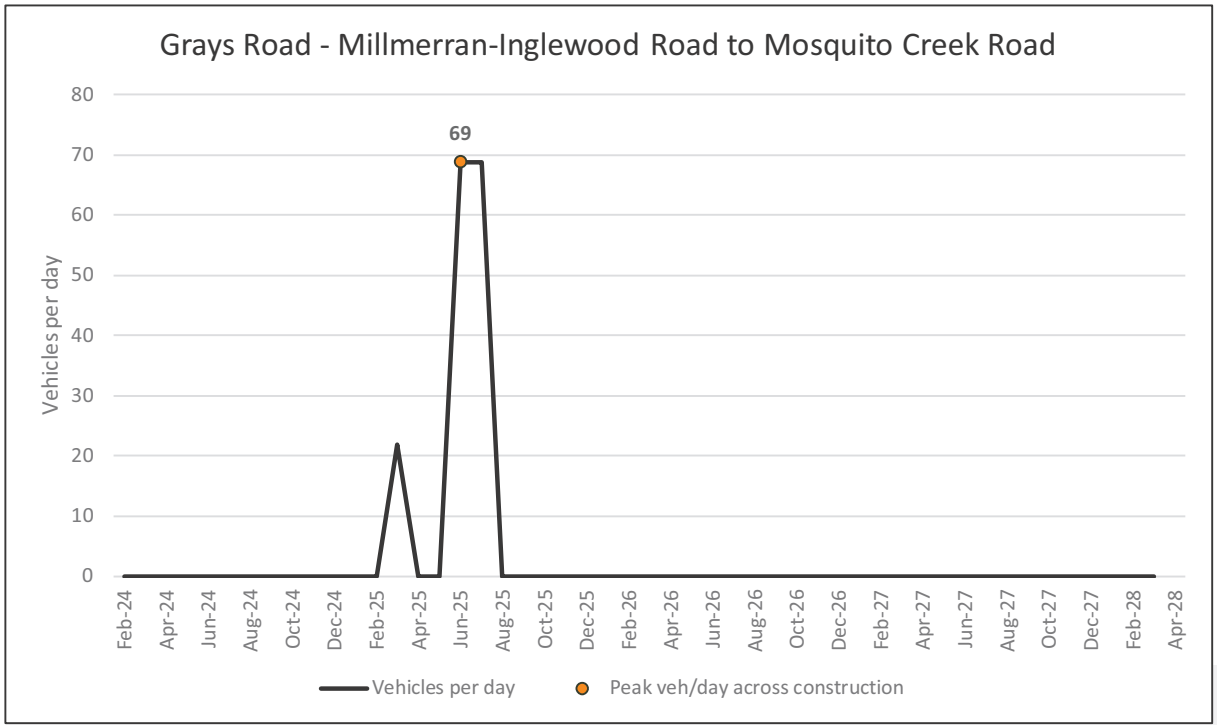
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	22	0	0	69	69	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X53-X105
Road name	Hunt Street
Road section	Leichhardt Highway to Boodle Street

Peak veh/day across construction	1
Peak impact month	Feb-25
Length of peak period	12

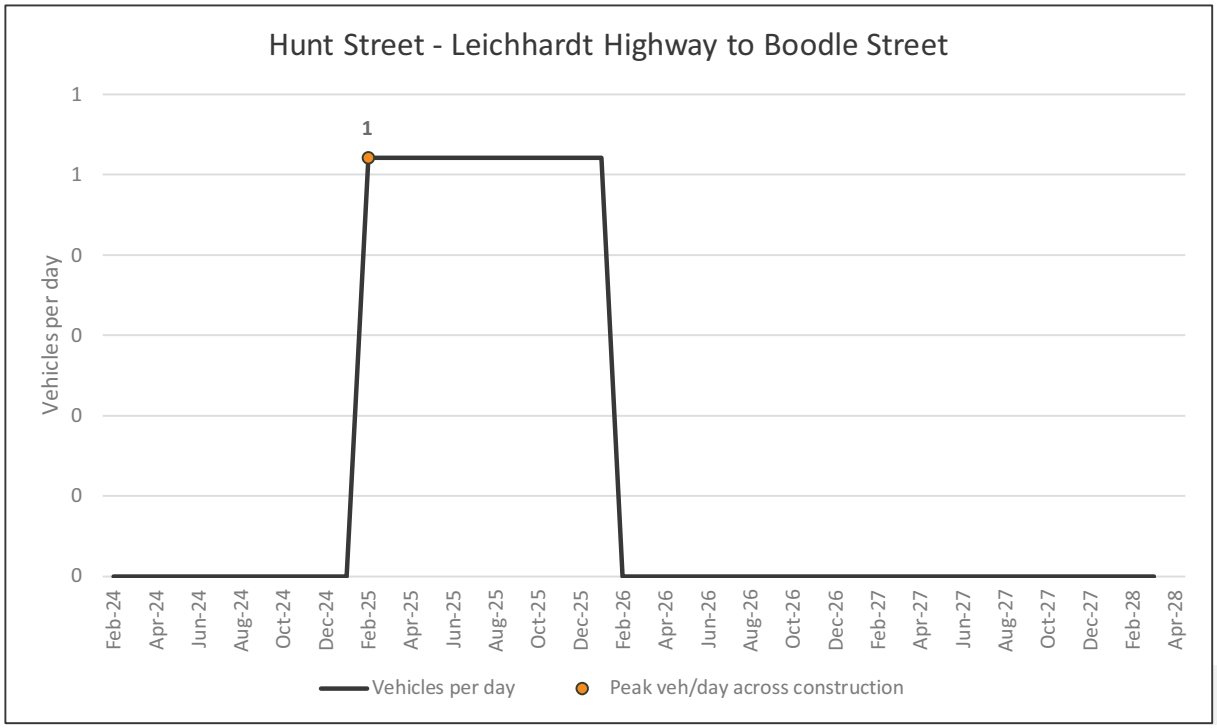
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X106-E35
Road name	Kildonan Road
Road section	Eukabilla Road to NS2B-LDN031.0

Peak veh/day across construction	18
Peak impact month	Jun-27
Length of peak period	1

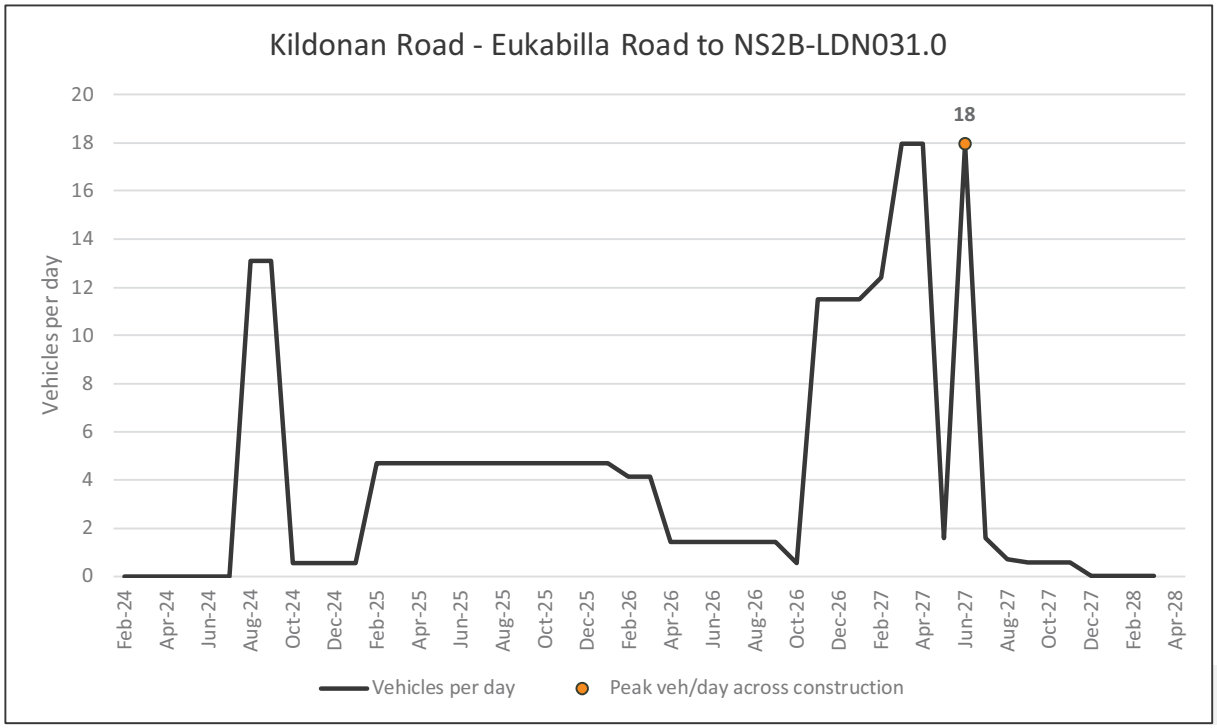
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	13	13	1	1	1

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
1	5	5	5	5	5	5	5	5	5	5	5

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
5	4	4	1	1	1	1	1	1	1	12	12

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
12	12	18	18	2	18	2	1	1	1	1	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E35-X107
Road name	Kildonan Road
Road section	NS2B-LDN031.0 to South Kurumbul Road

Peak veh/day across construction	194
Peak impact month	Feb-25
Length of peak period	3

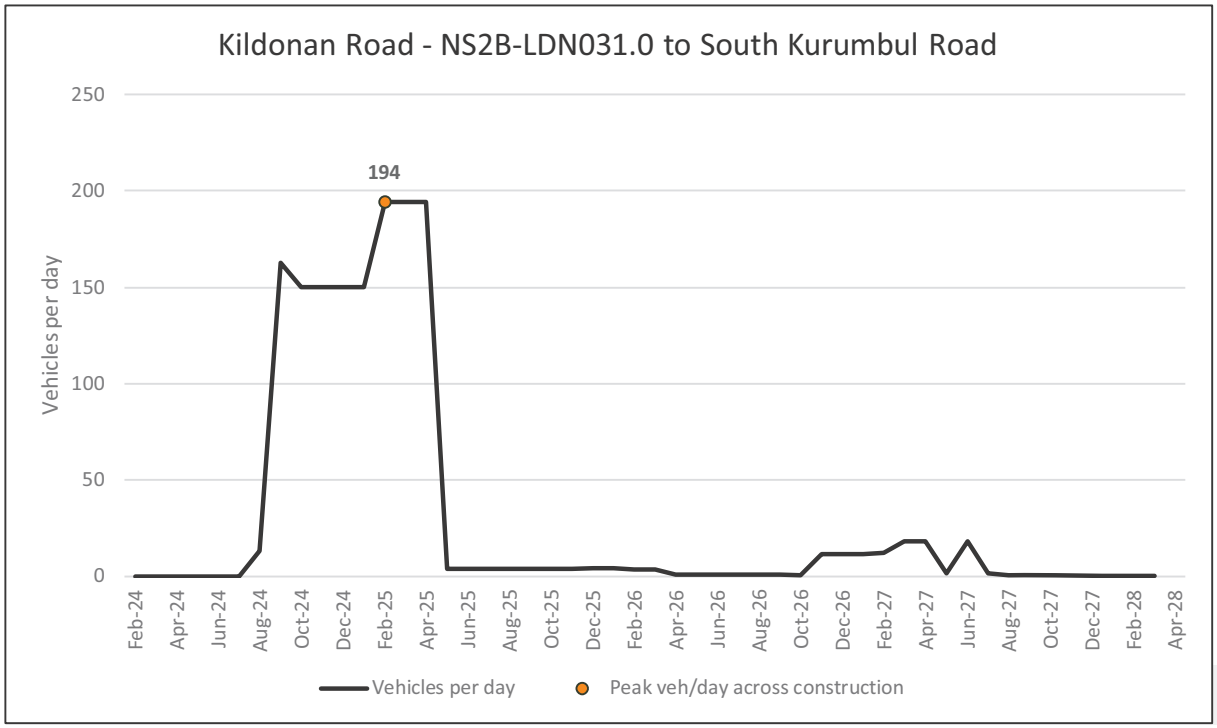
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	13	163	150	150	150

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
150	194	194	194	4	4	4	4	4	4	4	4

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
4	4	4	1	1	1	1	1	1	1	12	12

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
12	12	18	18	2	18	2	1	1	1	1	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X107-X20
Road name	Kildonan Road
Road section	South Kurumbul Road to Cunningham Highway

Peak veh/day across construction	191
Peak impact month	Feb-25
Length of peak period	3

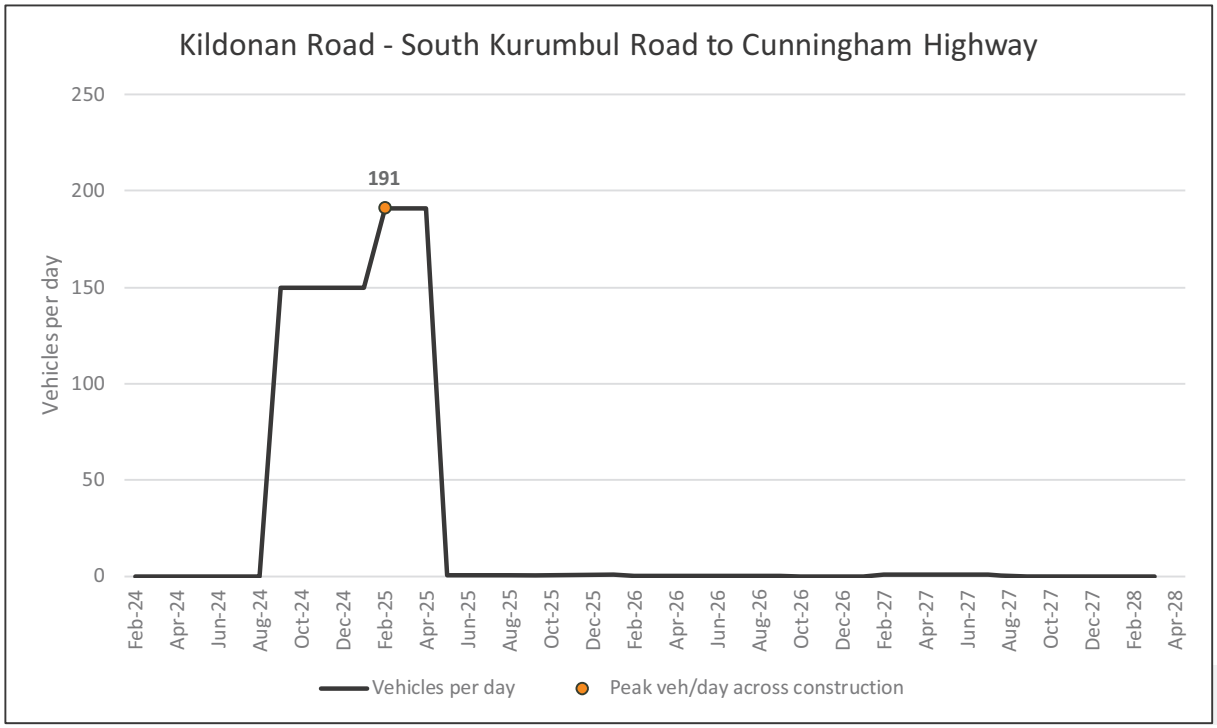
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	150	150	150	150

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
150	191	191	191	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	1	1	1	1	1	1	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X12-X106
Road name	Kildonan Road
Road section	Cunningham Highway to Eukabilla Road

Peak veh/day across construction	45
Peak impact month	Sep-24
Length of peak period	1

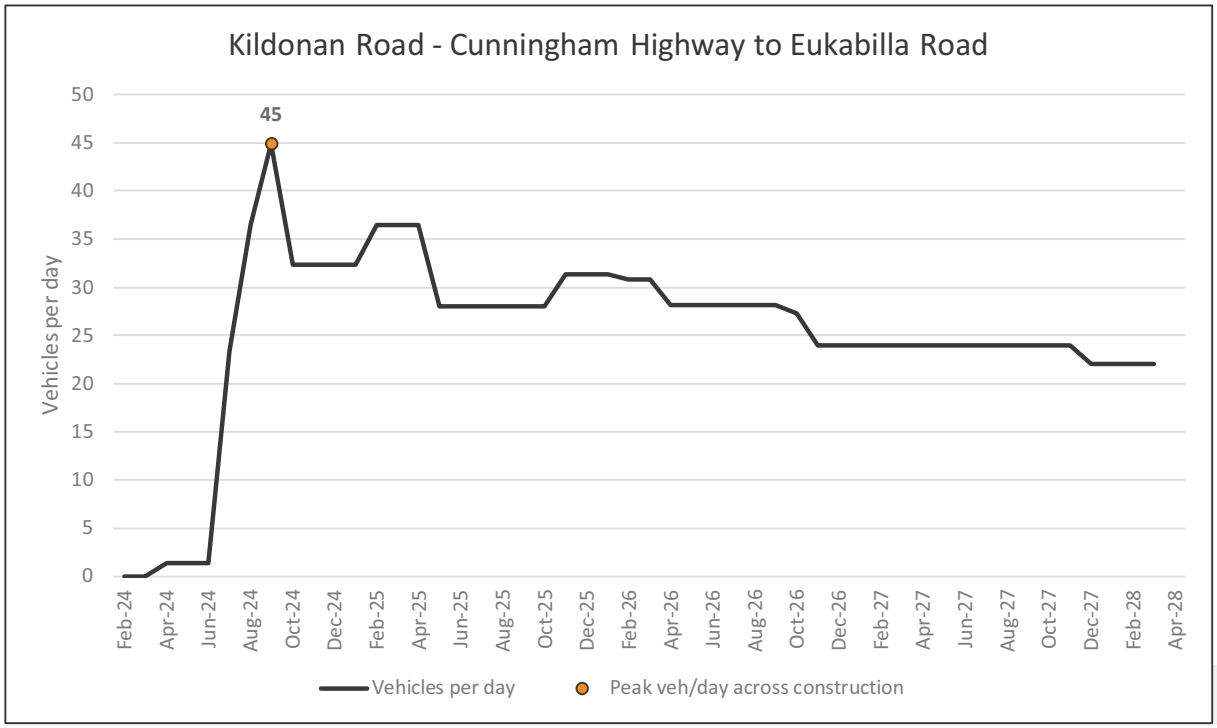
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	1	1	1	23	36	45	32	32	32

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
32	36	36	36	28	28	28	28	28	28	31	31

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
31	31	31	28	28	28	28	28	28	27	24	24

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
24	24	24	24	24	24	24	24	24	24	24	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	E77-X108
Road name	McDougalls Road
Road section	B2G-LDN049.8 to McDougalls Road

Peak veh/day across construction	32
Peak impact month	Nov-24
Length of peak period	4

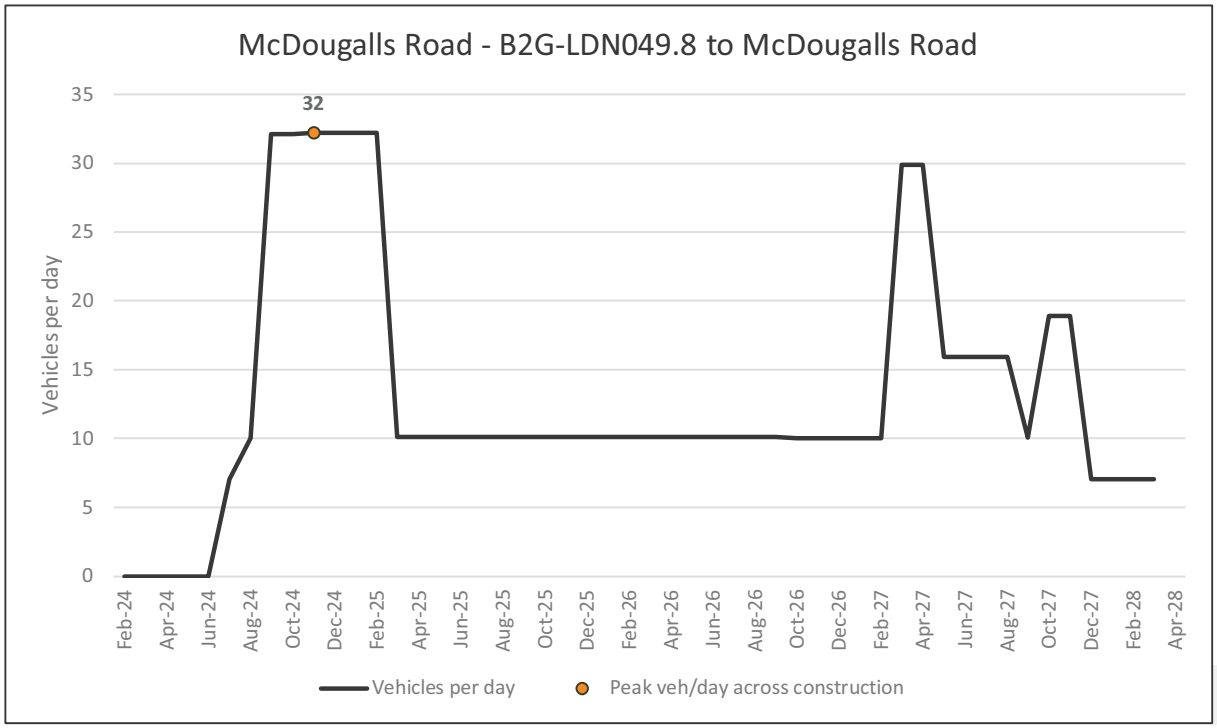
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	10	32	32	32	32

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
32	32	10	10	10	10	10	10	10	10	10	10

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
10	10	10	10	10	10	10	10	10	10	10	10

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
10	10	30	30	16	16	16	16	10	19	19	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X108-X14
Road name	McDougalls Road
Road section	McDougalls Road to Cunningham Highway

Peak veh/day across construction	32
Peak impact month	Nov-24
Length of peak period	4

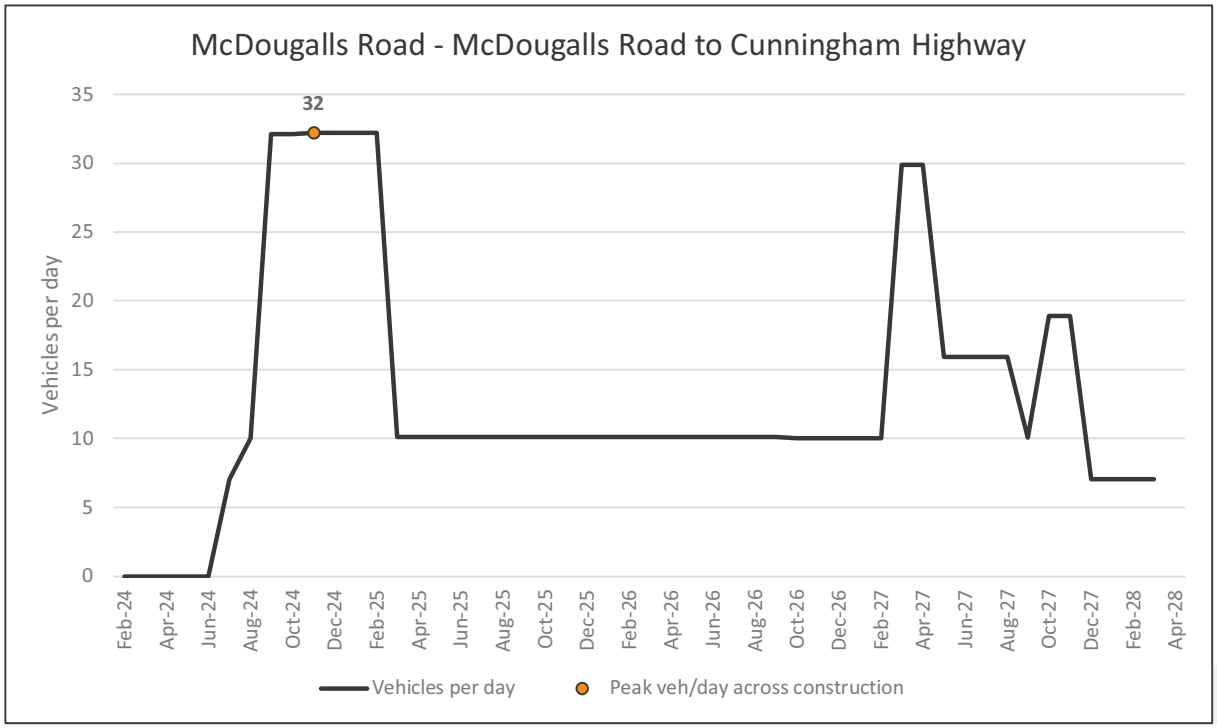
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	10	32	32	32	32

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
32	32	10	10	10	10	10	10	10	10	10	10

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
10	10	10	10	10	10	10	10	10	10	10	10

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
10	10	30	30	16	16	16	16	10	19	19	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X109-E10
Road name	Mooroobie Lane
Road section	Cemetery Road to Borrow Site #2 (Mooroobie Lane)

Peak veh/day across construction	40
Peak impact month	Sep-25
Length of peak period	3

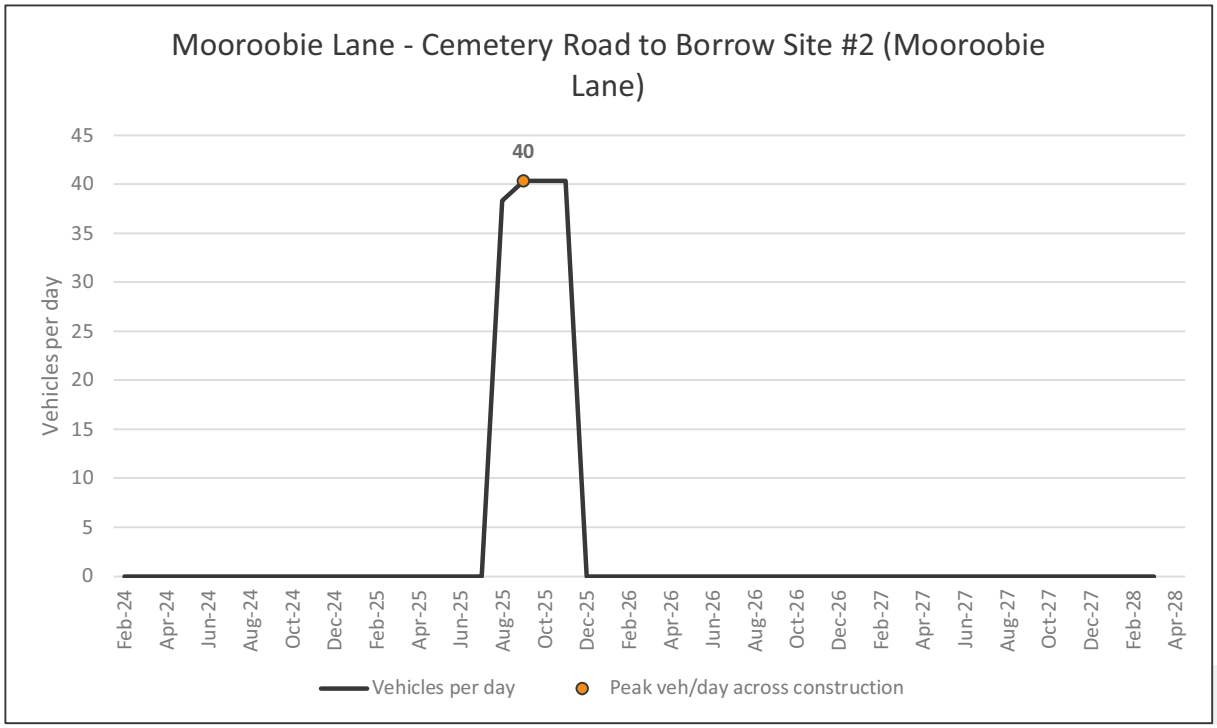
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	38	40	40	40	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E10-X110
Road name	Mooroobie Lane
Road section	Borrow Site #2 (Mooroobie Lane) to Mooroobie Lane

Peak veh/day across construction	81
Peak impact month	Sep-25
Length of peak period	3

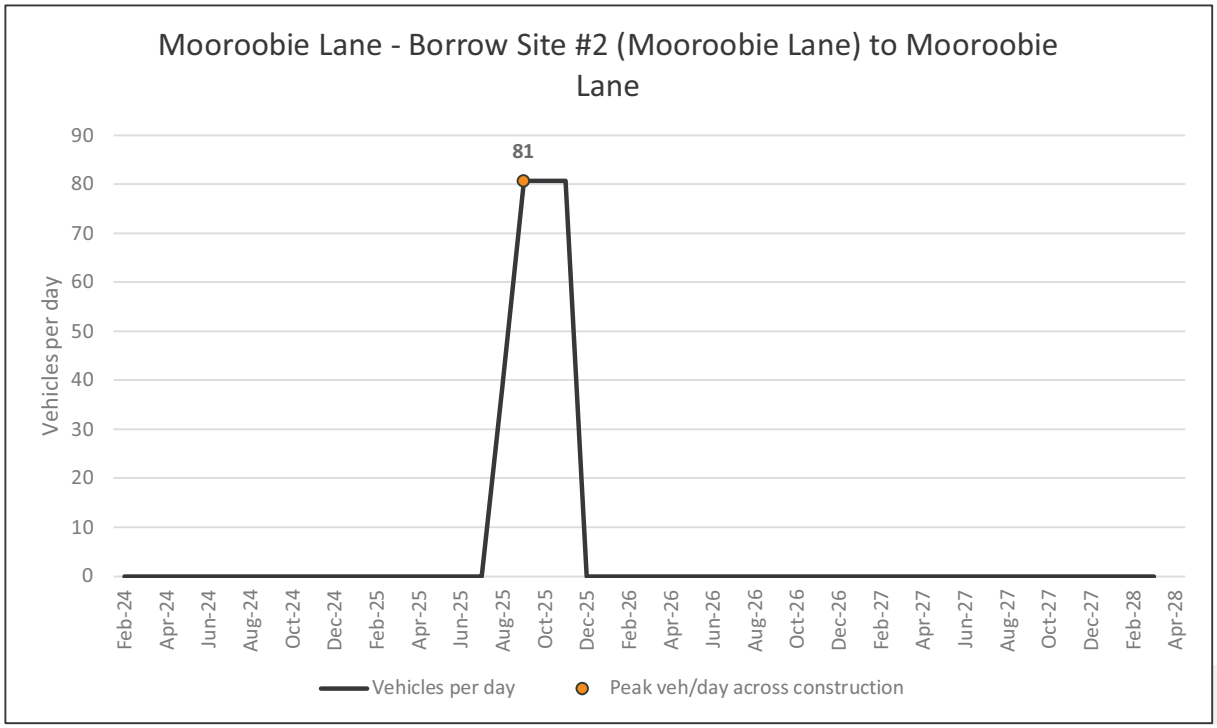
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	38	81	81	81	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X110-X113
Road name	Mooroobie Lane
Road section	Mooroobie Lane to Wondalli Kurumbul Road

Peak veh/day across construction	81
Peak impact month	Sep-25
Length of peak period	3

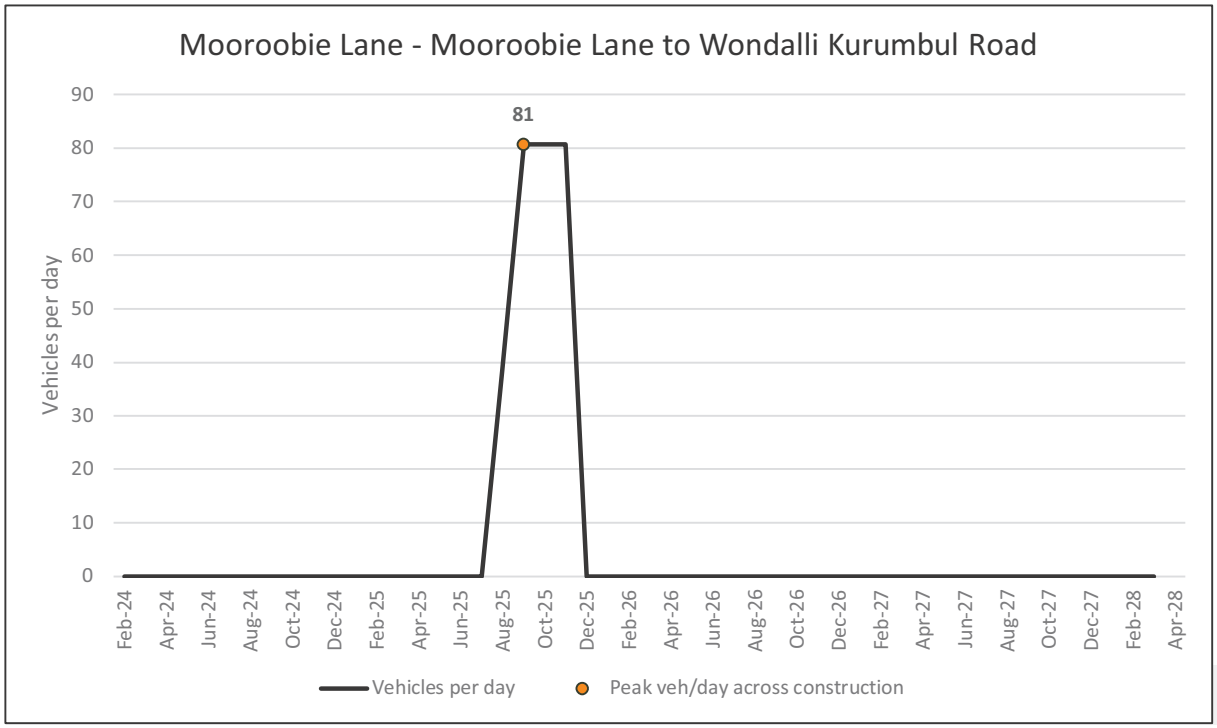
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	38	81	81	81	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E14-X111
Road name	Mosquito Creek Road
Road section	Borrow Site #10 (Mosquito Road) to Grays Road

Peak veh/day across construction	69
Peak impact month	Jun-25
Length of peak period	2

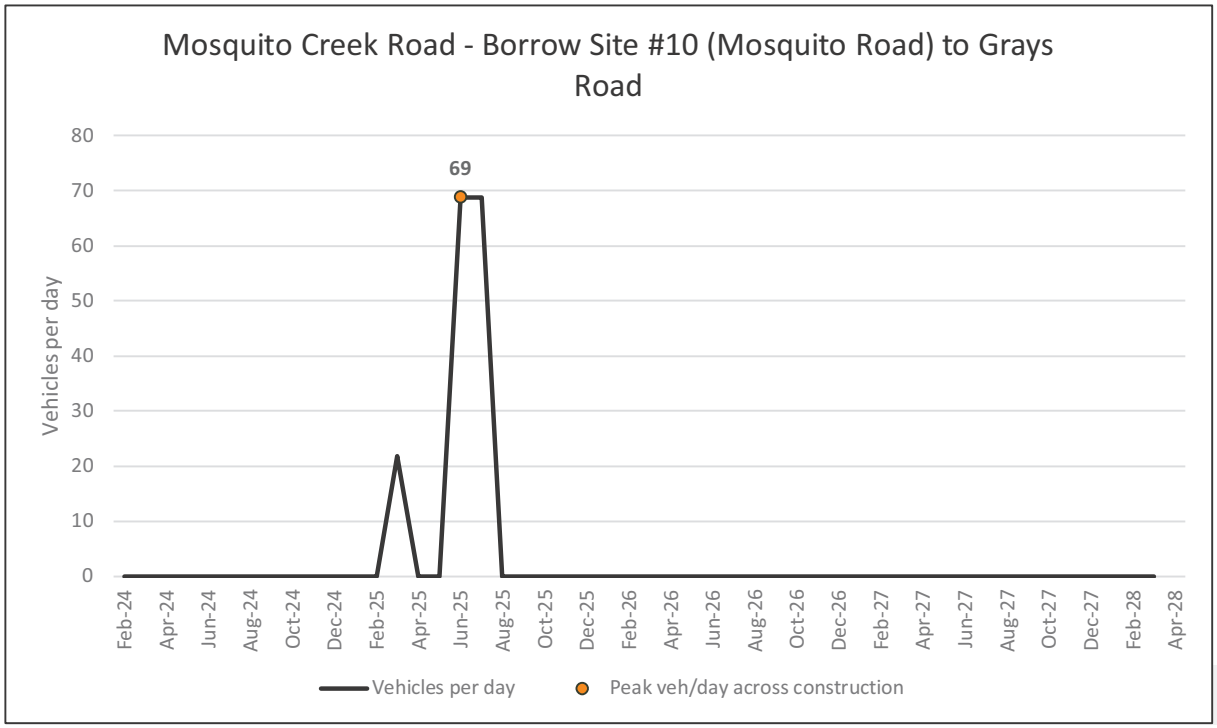
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	22	0	0	69	69	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X114-E73
Road name	Queen Street South
Road section	Yelarbon Kurumbul Road to B2G-LDN016.0

Peak veh/day across construction	29
Peak impact month	Aug-24
Length of peak period	2

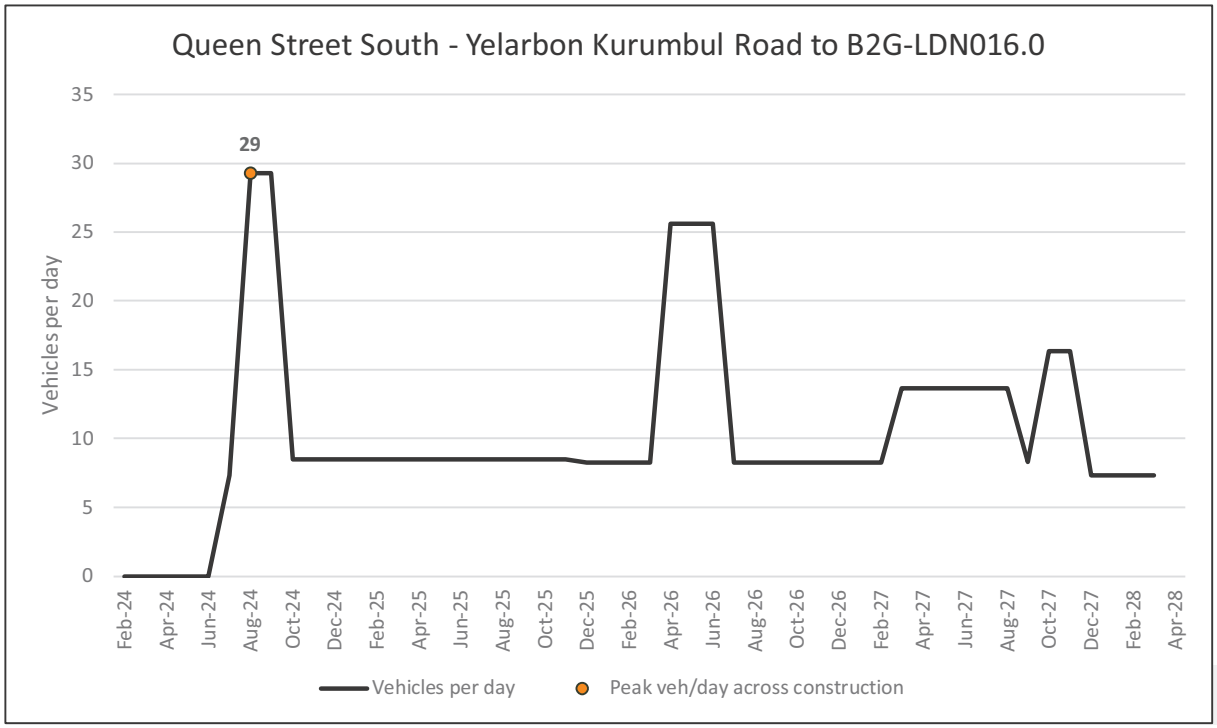
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	29	29	8	8	8

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
8	8	8	8	8	8	8	8	8	8	8	8

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
8	8	8	26	26	26	8	8	8	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	14	14	14	14	14	14	8	16	16	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X150-E126
Road name	Silo Street
Road section	Barwon Highway to Graincorp Talwood

Peak veh/day across construction	4
Peak impact month	May-25
Length of peak period	3

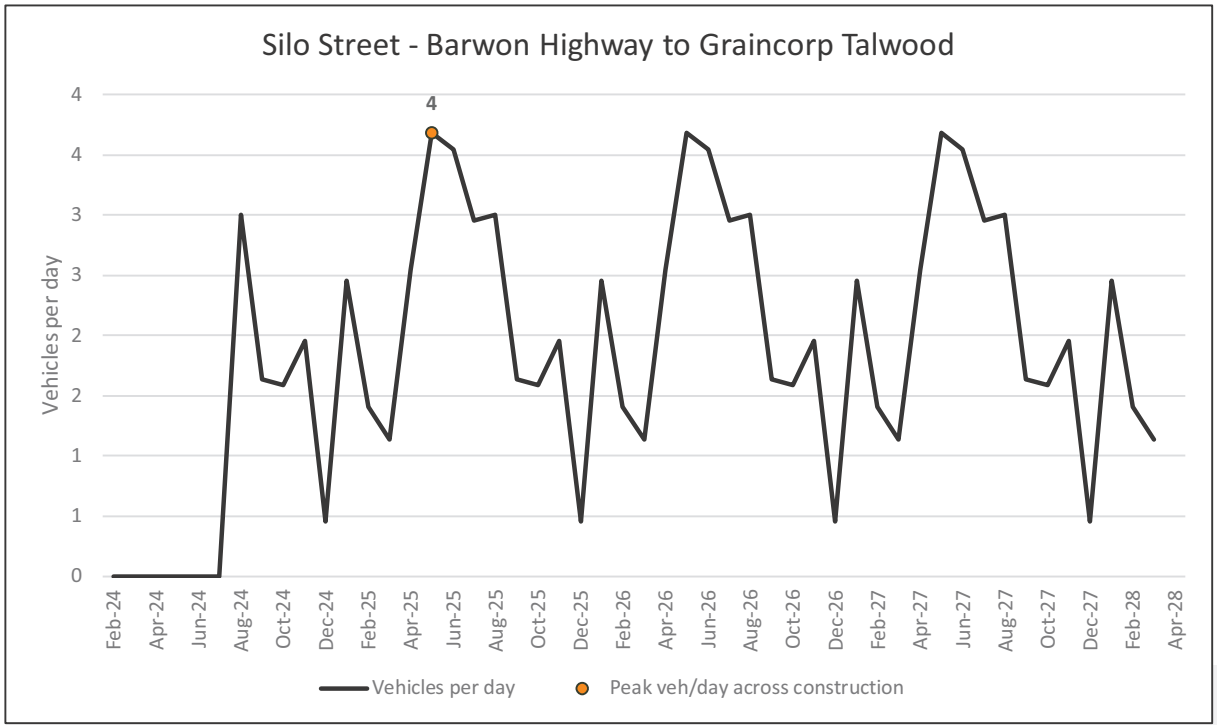
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	3	2	2	2	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
2	1	1	3	4	4	3	3	2	2	2	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
2	1	1	3	4	4	3	3	2	2	2	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
2	1	1	3	4	4	3	3	2	2	2	0

Jan-28	Feb-28	Mar-28
2	1	1



Road ID	X107-X115
Road name	South Kurumbul Road
Road section	Kildonan Road to Yelarbon Kurumbul Road

Peak veh/day across construction	17
Peak impact month	Jun-27
Length of peak period	1

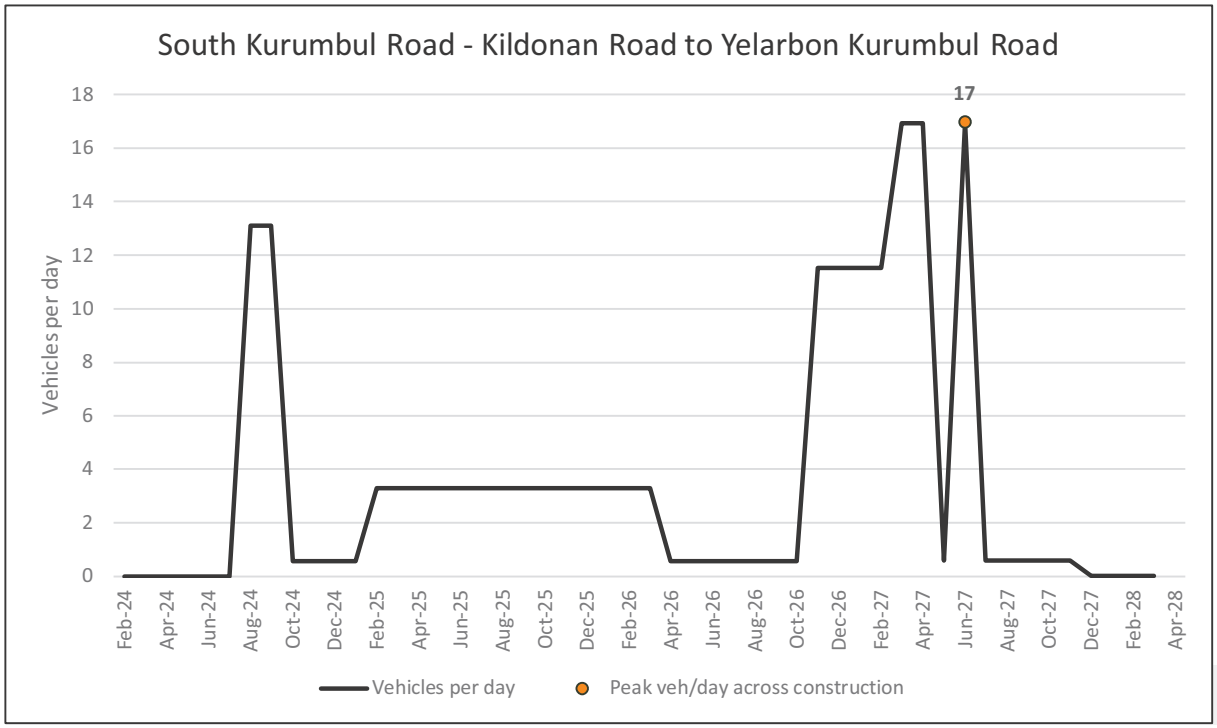
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	13	13	1	1	1

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
1	3	3	3	3	3	3	3	3	3	3	3

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
3	3	3	1	1	1	1	1	1	1	12	12

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
12	12	17	17	1	17	1	1	1	1	1	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E124-X151
Road name	South Toobeah Road
Road section	Graincorp Toobeah to Barwon Highway

Peak veh/day across construction	5
Peak impact month	May-25
Length of peak period	3

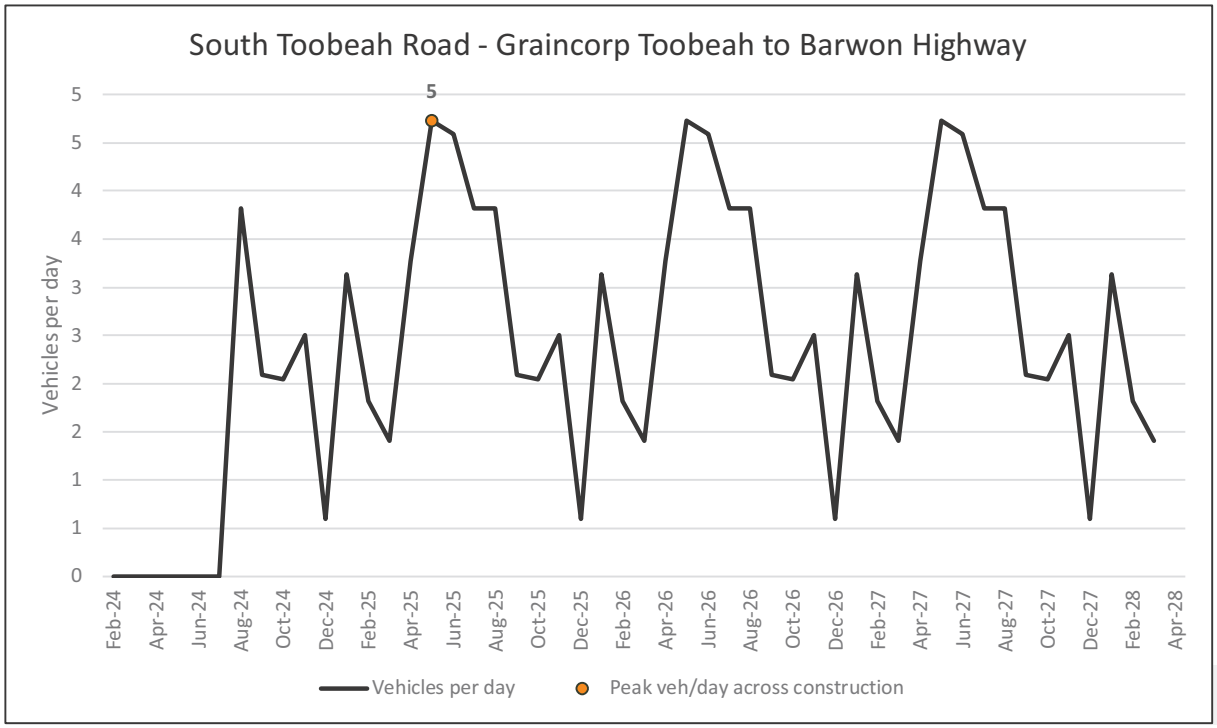
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	4	2	2	3	1

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
3	2	1	3	5	5	4	4	2	2	3	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
3	2	1	3	5	5	4	4	2	2	3	1

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
3	2	1	3	5	5	4	4	2	2	3	1

Jan-28	Feb-28	Mar-28
3	2	1



Road ID	X16-E75
Road name	Springborg Road
Road section	Cunningham highway to B2G-LDN037.6

Peak veh/day across construction	24
Peak impact month	Aug-24
Length of peak period	2

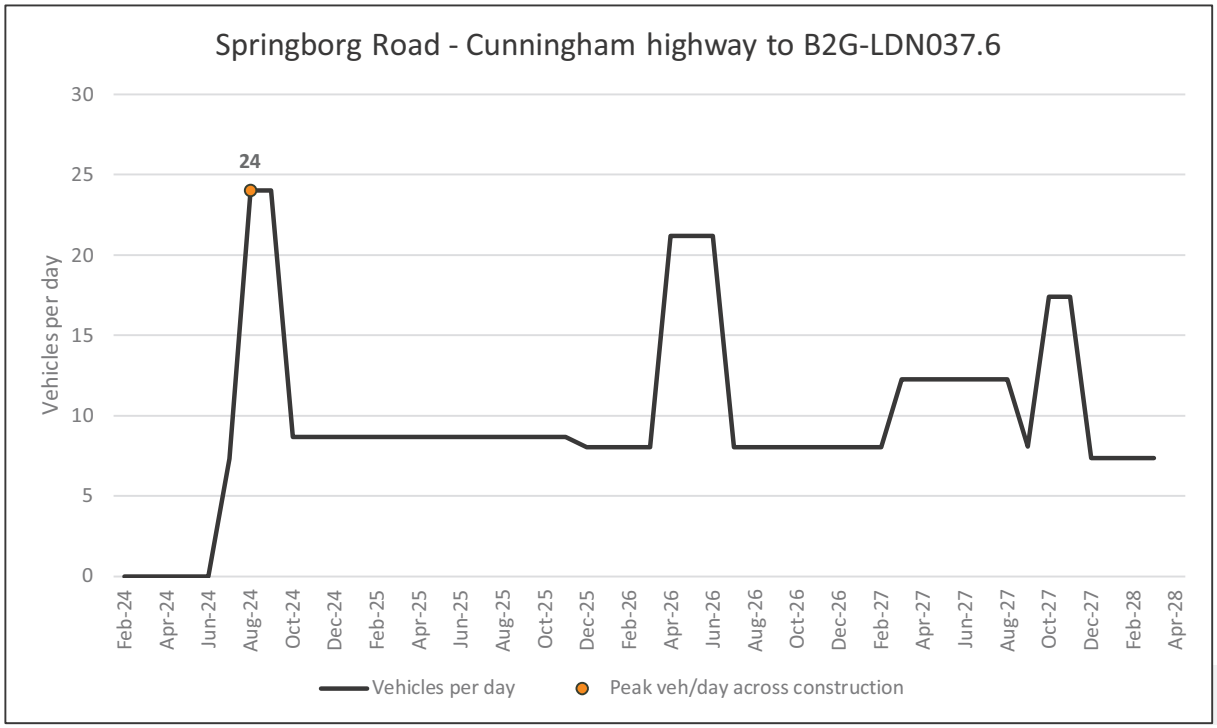
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	24	24	9	9	9

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
9	9	9	9	9	9	9	9	9	9	9	8

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
8	8	8	21	21	21	8	8	8	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	12	12	12	12	12	12	8	17	17	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E74-X112
Road name	Suttons Road
Road section	B2G-LDN030.0 to Access Track (Off Suttons Road)

Peak veh/day across construction	190
Peak impact month	Feb-25
Length of peak period	3

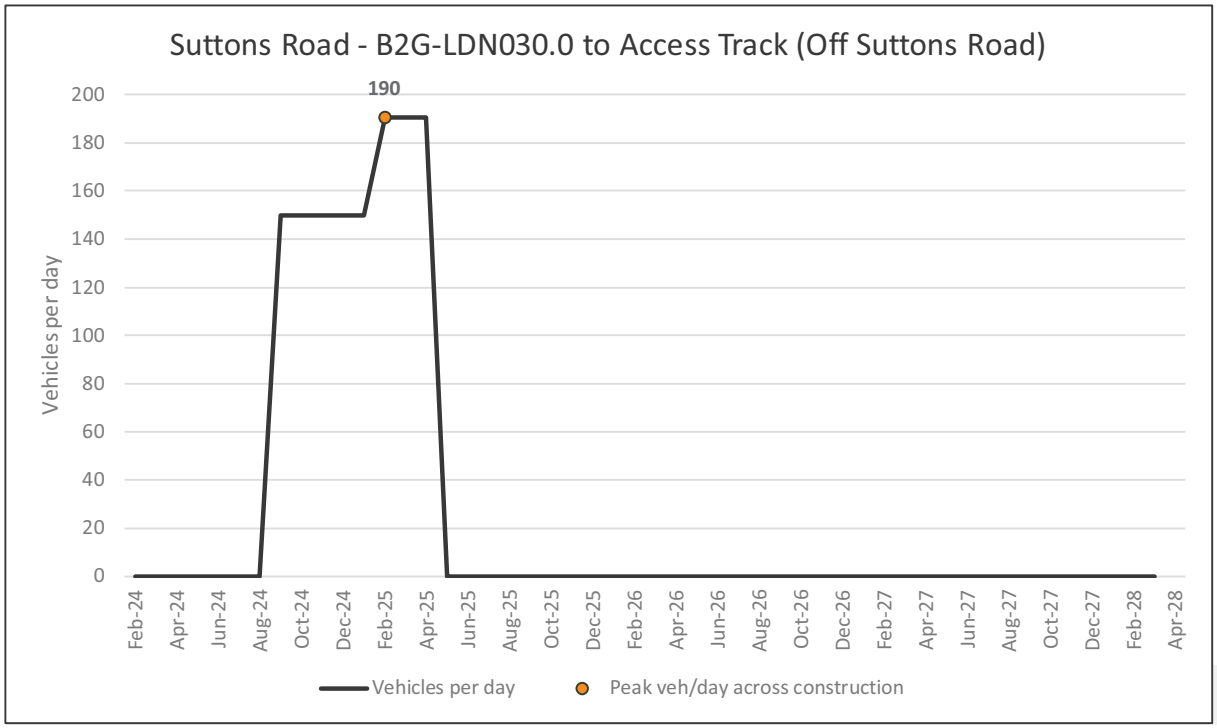
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	150	150	150	150

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
150	190	190	190	0	0	0	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E80-E41
Road name	Thornton Road
Road section	B2G-LDN069.0 to B2G-LDN067.6

Peak veh/day across construction	19
Peak impact month	Nov-24
Length of peak period	4

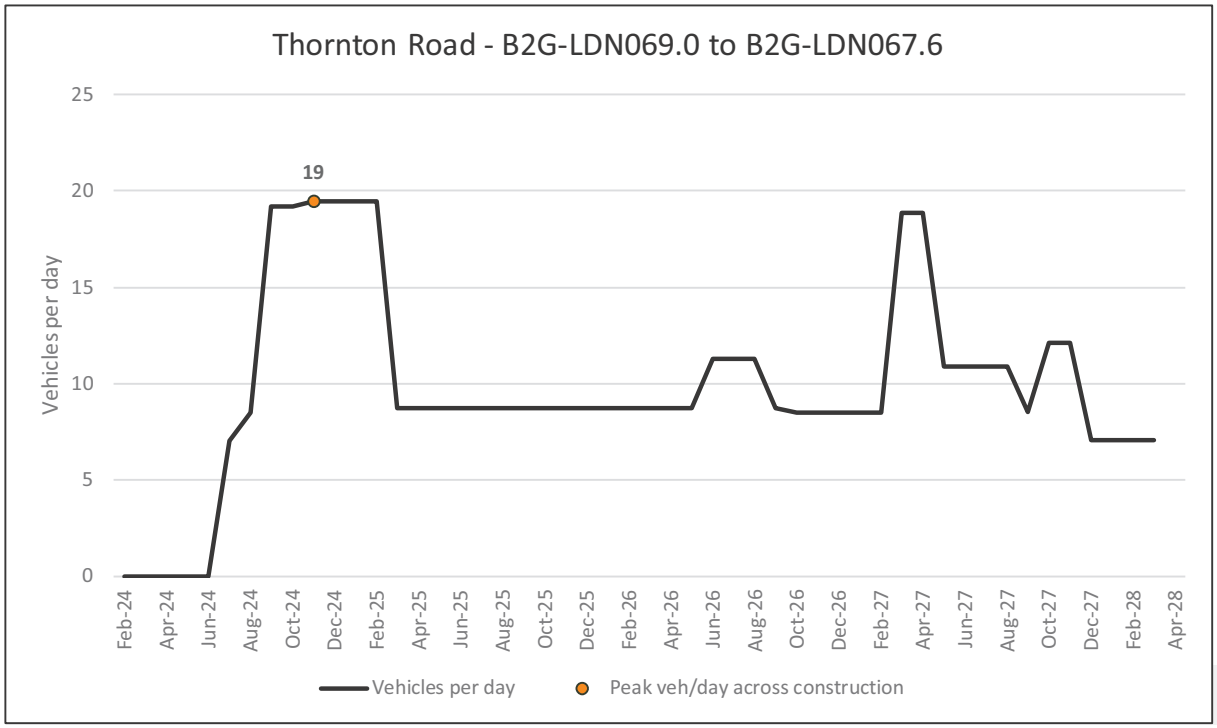
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	8	19	19	19	19

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
19	19	9	9	9	9	9	9	9	9	9	9

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	9	9	9	9	11	11	11	9	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	19	19	11	11	11	11	9	12	12	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E41-X65
Road name	Thornton Road
Road section	B2G-LDN067.6 to Millmerran-Inglewood Road

Peak veh/day across construction	329
Peak impact month	Nov-24
Length of peak period	1

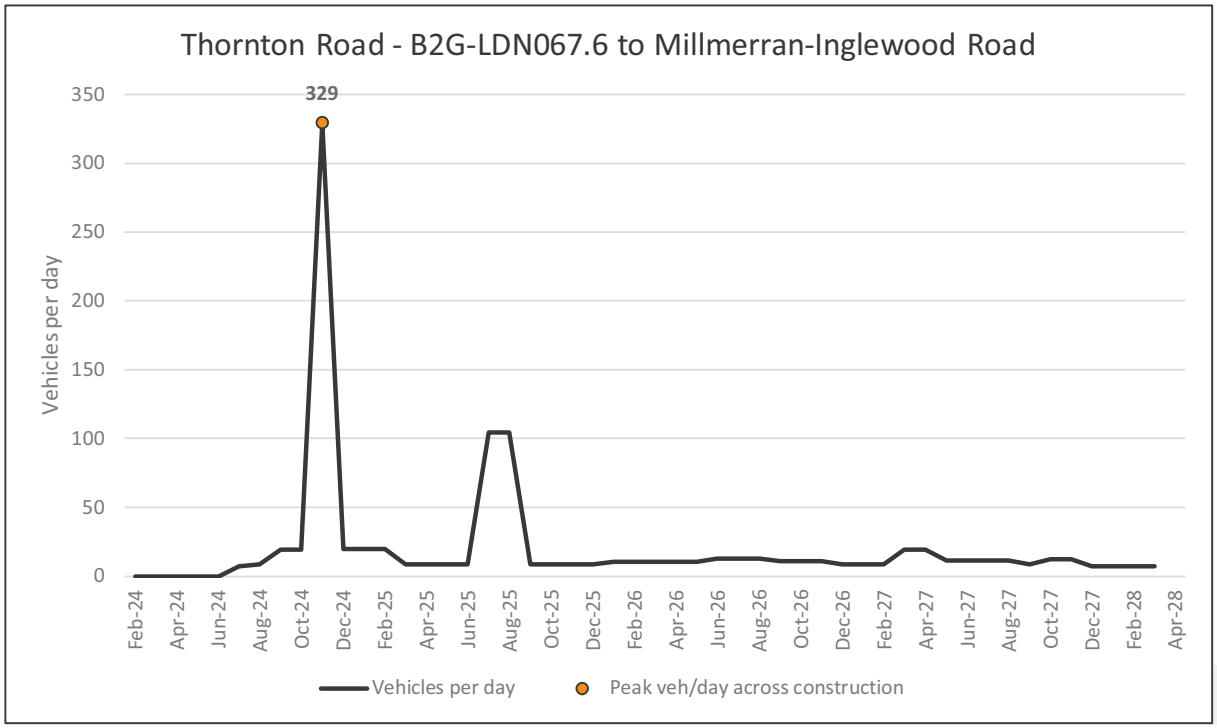
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	9	19	19	329	20

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
20	20	9	9	9	9	104	104	9	9	9	9

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
11	11	11	11	11	13	13	13	11	11	11	9

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
9	9	19	19	11	11	11	11	9	12	12	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E1-X3
Road name	Town Common Road
Road section	Boral Concrete Goondiwindi to Barwon Highway

Peak veh/day across construction	11
Peak impact month	Dec-25
Length of peak period	4

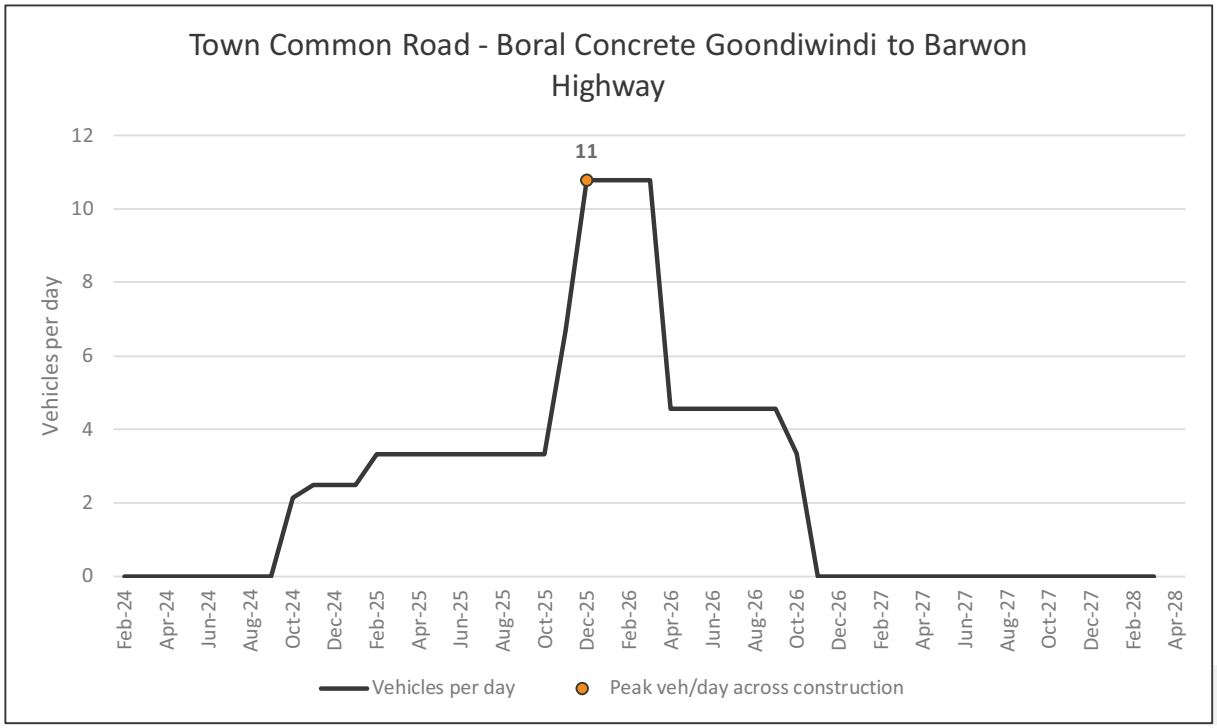
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	2	2	2

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
2	3	3	3	3	3	3	3	3	3	7	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
11	11	11	5	5	5	5	5	5	3	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E76-X18
Road name	Whetstone Access
Road section	B2G-LDN044.5 to Cunningham Highway

Peak veh/day across construction	158
Peak impact month	Mar-25
Length of peak period	1

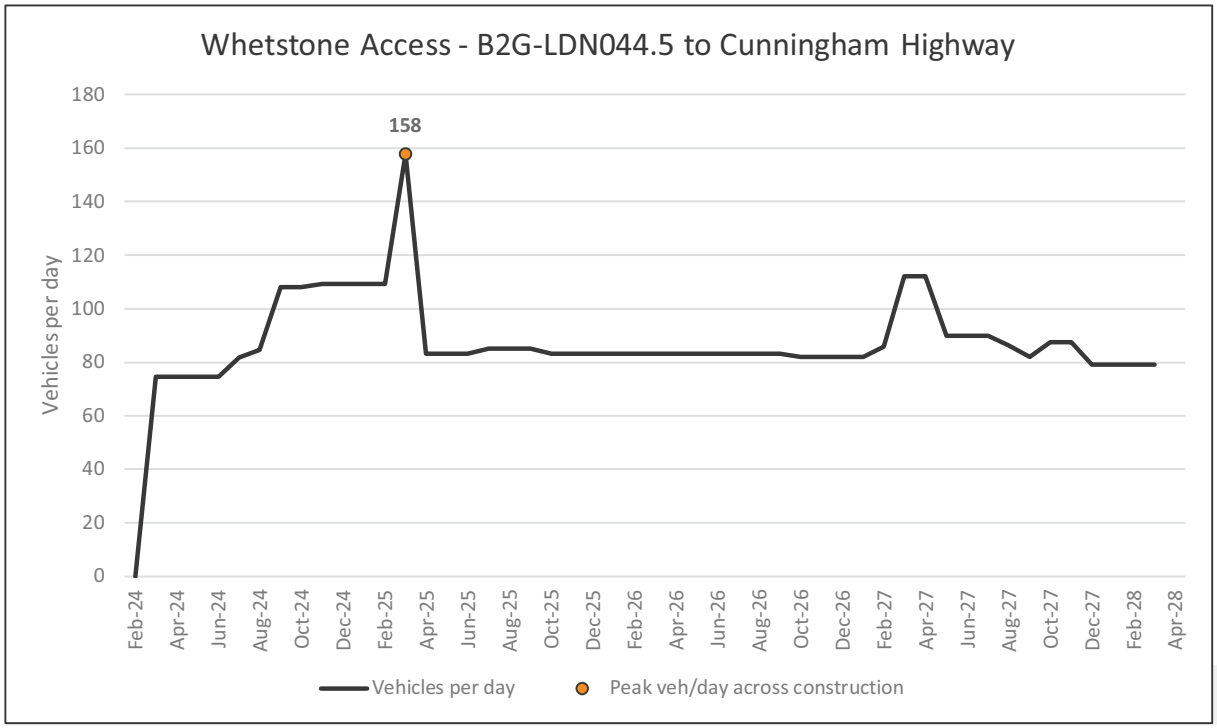
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	75	75	75	75	82	85	108	108	109	109

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
109	109	158	83	83	83	85	85	85	83	83	83

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
83	83	83	83	83	83	83	83	83	82	82	82

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
82	86	112	112	90	90	90	86	82	87	87	79

Jan-28	Feb-28	Mar-28
79	79	79



Road ID	X116-X113
Road name	Wondalli Kurumbul Road
Road section	Yelarbon Kurumbul Road to Mooroobie Lane

Peak veh/day across construction	81
Peak impact month	Sep-25
Length of peak period	3

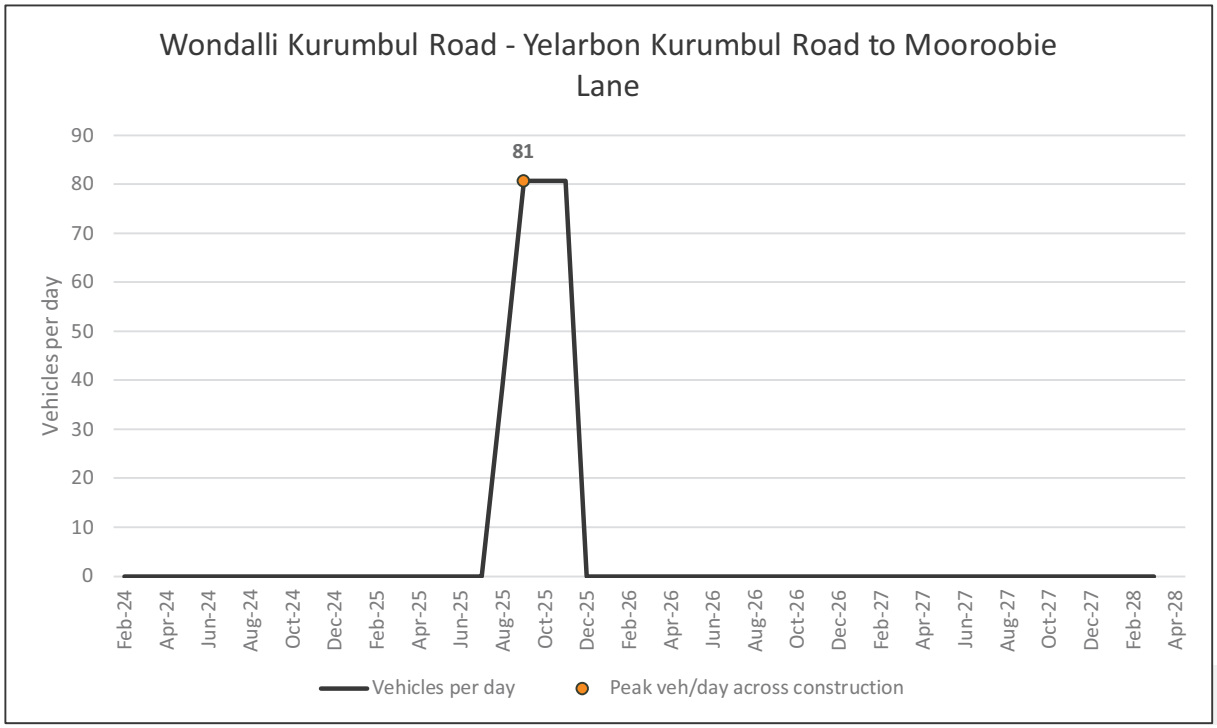
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	38	81	81	81	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X66-E82
Road name	Wongavale Yugilbar Road
Road section	Millmerran-Inglewood Road to B2G-LDN081.0

Peak veh/day across construction	50
Peak impact month	Apr-27
Length of peak period	1

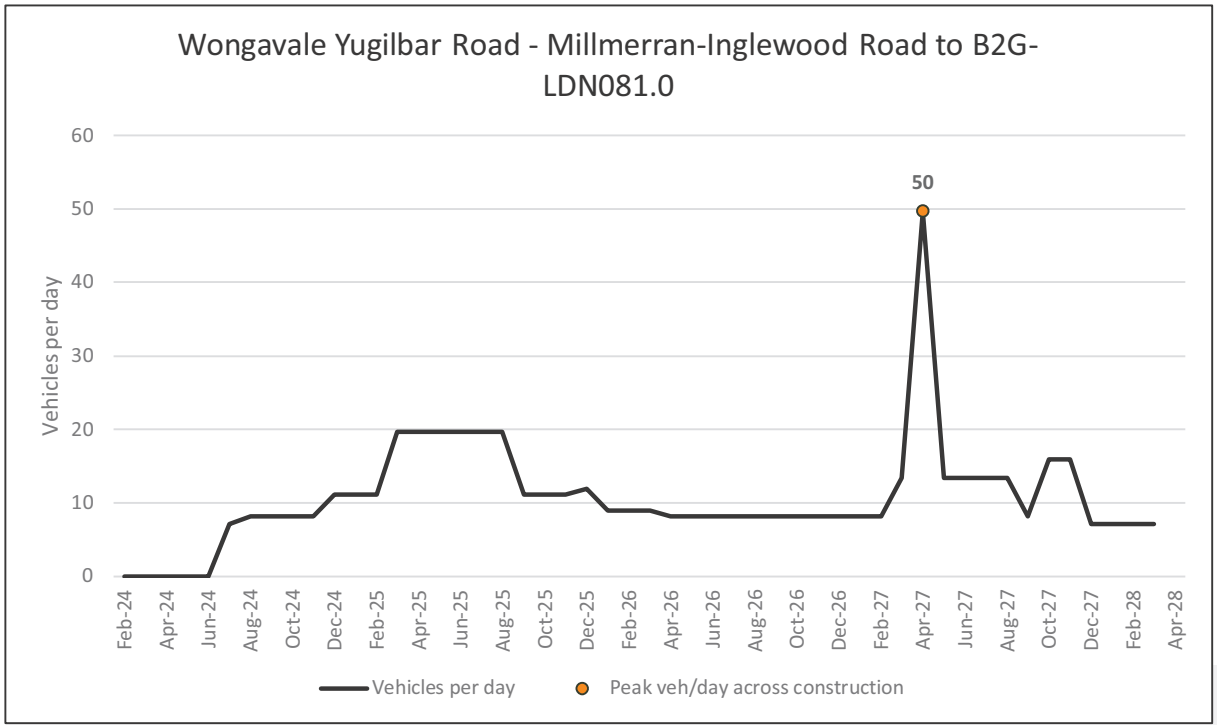
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	8	8	8	8	11

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
11	11	20	20	20	20	20	20	11	11	11	12

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	9	9	8	8	8	8	8	8	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	13	50	13	13	13	13	8	16	16	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X19-E11
Road name	Woodcocks Road
Road section	Cunningham Highway to Borrow Site #4 (Woodstocks F

Peak veh/day across construction	40
Peak impact month	Sep-25
Length of peak period	3

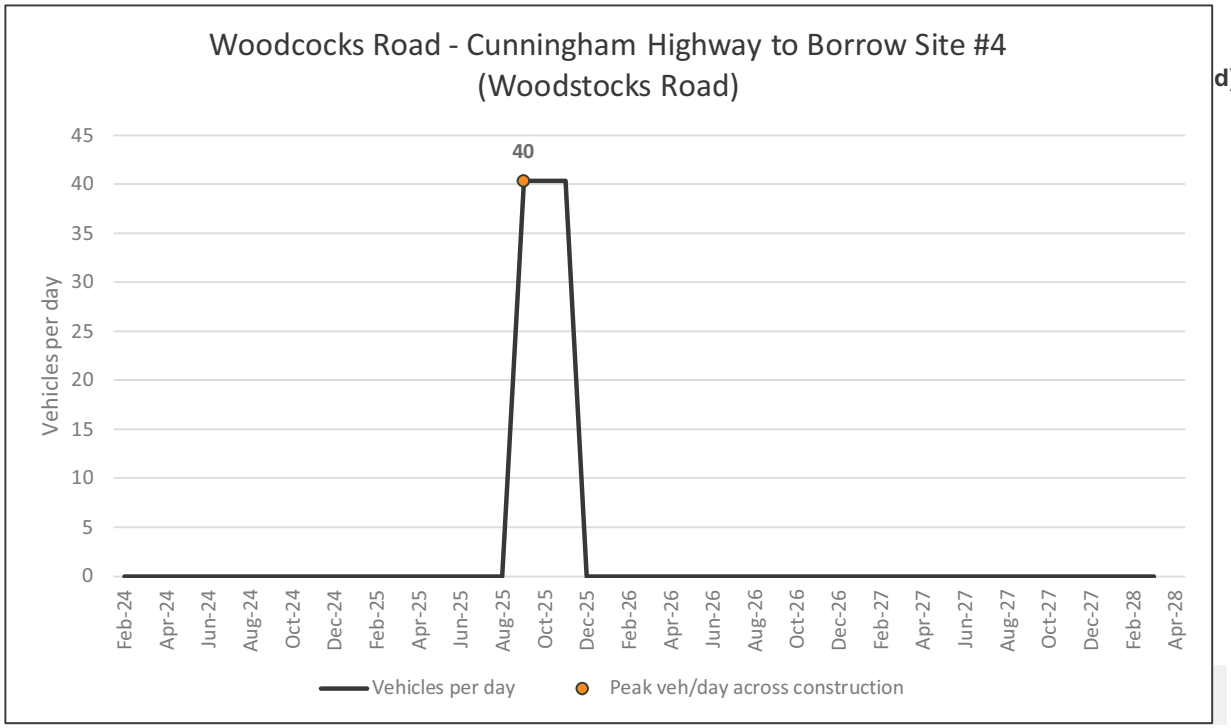
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	40	40	40	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X115-E72
Road name	Yelarbon Kurumbul Road
Road section	South Kurumbul Road to B2G-LDN006.3

Peak veh/day across construction	26
Peak impact month	Jun-27
Length of peak period	1

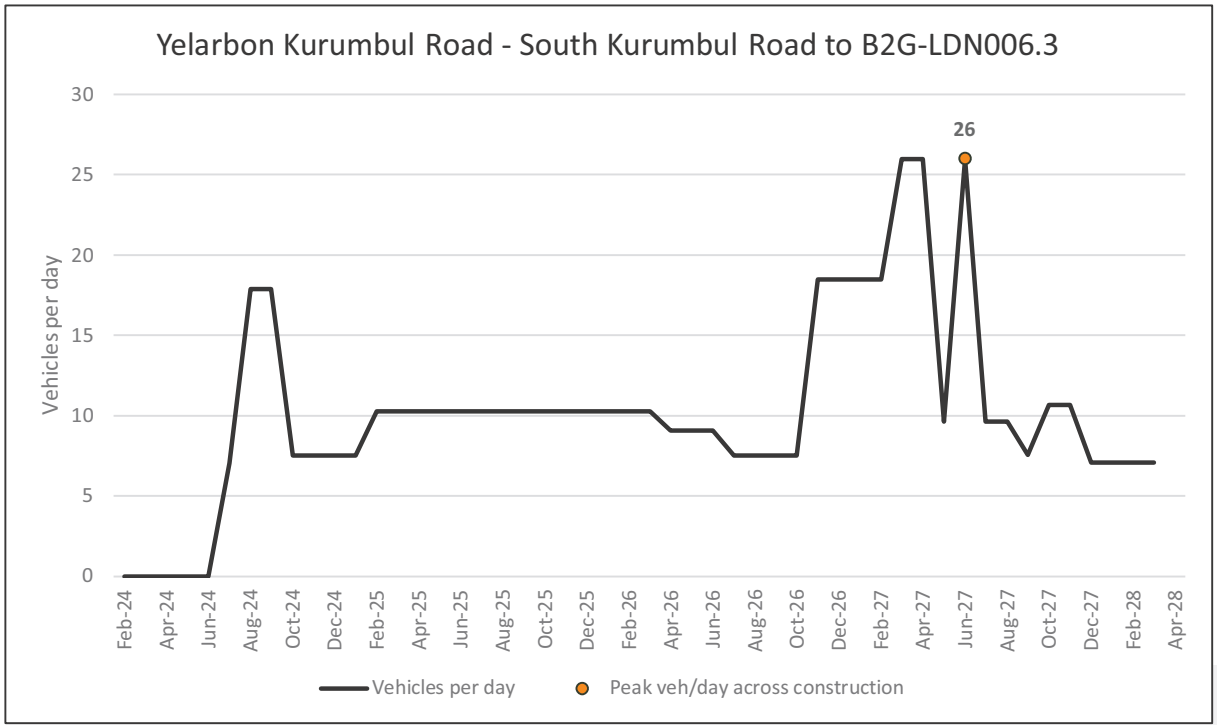
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	18	18	8	8	8

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
8	10	10	10	10	10	10	10	10	10	10	10

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
10	10	10	9	9	9	8	8	8	8	18	18

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
18	18	26	26	10	26	10	10	8	11	11	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E72-X116
Road name	Yelarbon Kurumbul Road
Road section	B2G-LDN006.3 to Wondalli Kurumbul Road

Peak veh/day across construction	95
Peak impact month	Sep-25
Length of peak period	3

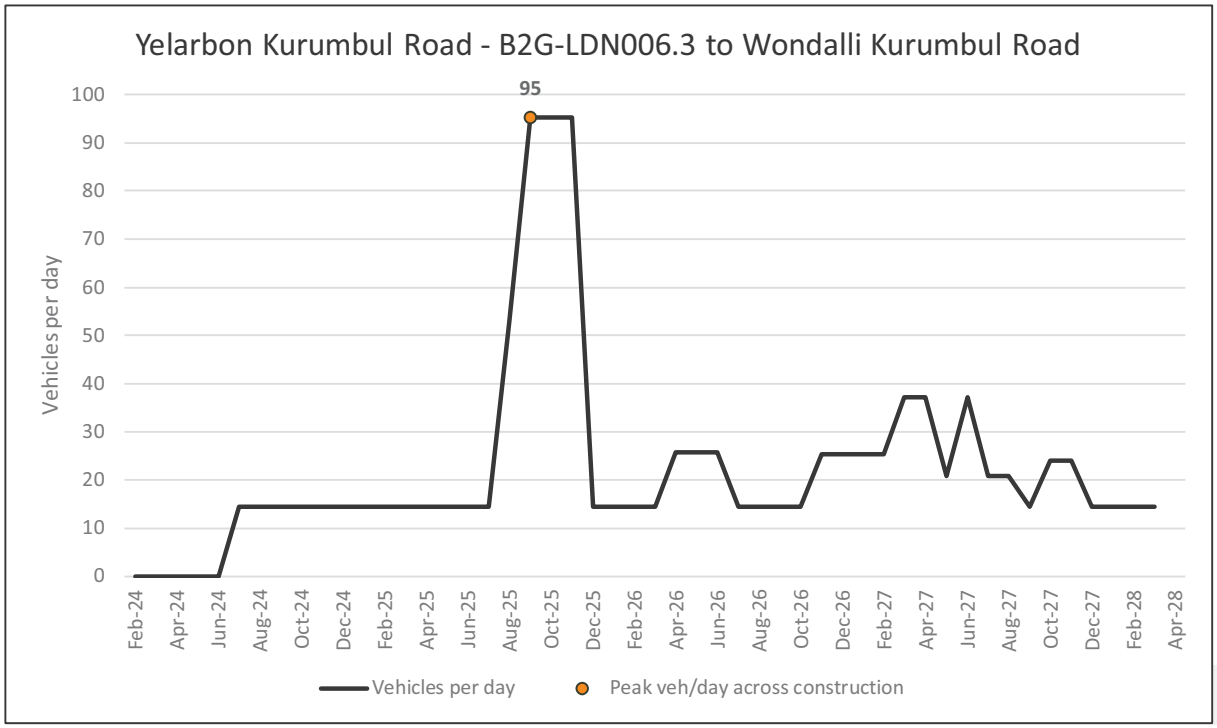
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	53	95	95	95	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	26	26	26	14	14	14	14	25	25

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
25	25	37	37	21	37	21	21	14	24	24	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X116-X114
Road name	Yelarbon Kurumbul Road
Road section	Wondalli Kurumbul Road to Yelarbon Kurumbul Road

Peak veh/day across construction	37
Peak impact month	Jun-27
Length of peak period	1

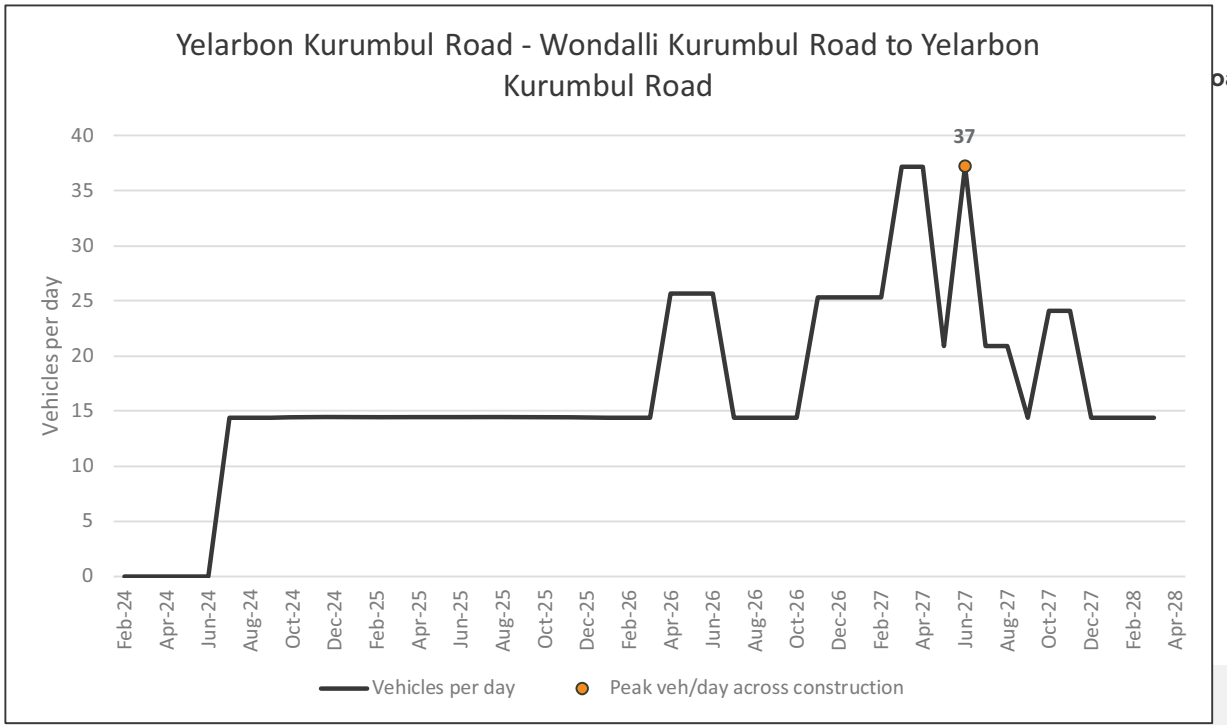
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	14	14	14	14	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	26	26	26	14	14	14	14	25	25

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
25	25	37	37	21	37	21	21	14	24	24	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X114-E105
Road name	Yelarbon Kurumbul Road
Road section	Yelarbon Kurumbul Road to B2G-LDN020.3

Peak veh/day across construction	51
Peak impact month	Apr-26
Length of peak period	3

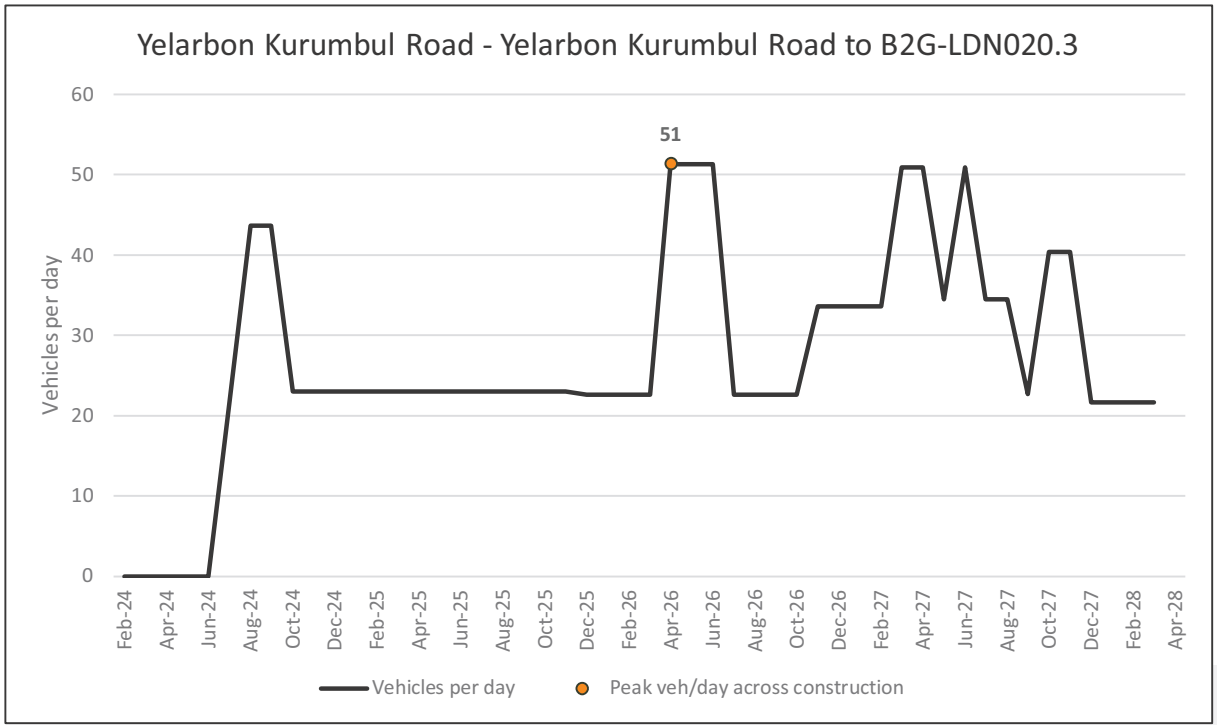
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	44	44	23	23	23

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
23	23	23	23	23	23	23	23	23	23	23	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
23	23	23	51	51	51	23	23	23	23	34	34

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
34	34	51	51	35	51	35	35	23	40	40	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	E105-E37
Road name	Yelarbon Kurumbul Road
Road section	B2G-LDN020.3 to B2G-LDN025.9

Peak veh/day across construction	78
Peak impact month	Apr-26
Length of peak period	3

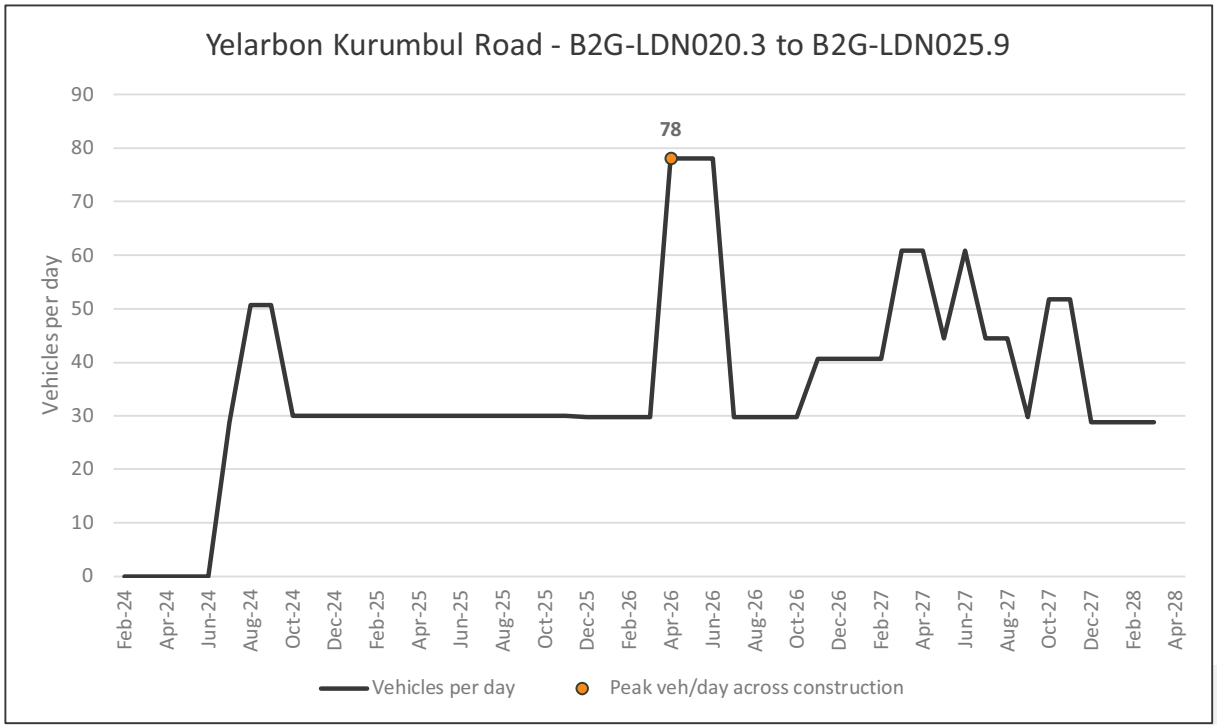
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	29	51	51	30	30	30

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
30	30	30	30	30	30	30	30	30	30	30	30

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
30	30	30	78	78	78	30	30	30	30	41	41

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
41	41	61	61	44	61	44	44	30	52	52	29

Jan-28	Feb-28	Mar-28
29	29	29



Road ID	E37-X21
Road name	Yelarbon Kurumbul Road
Road section	B2G-LDN025.9 to Cunningham Highway

Peak veh/day across construction	128
Peak impact month	Sep-25
Length of peak period	3

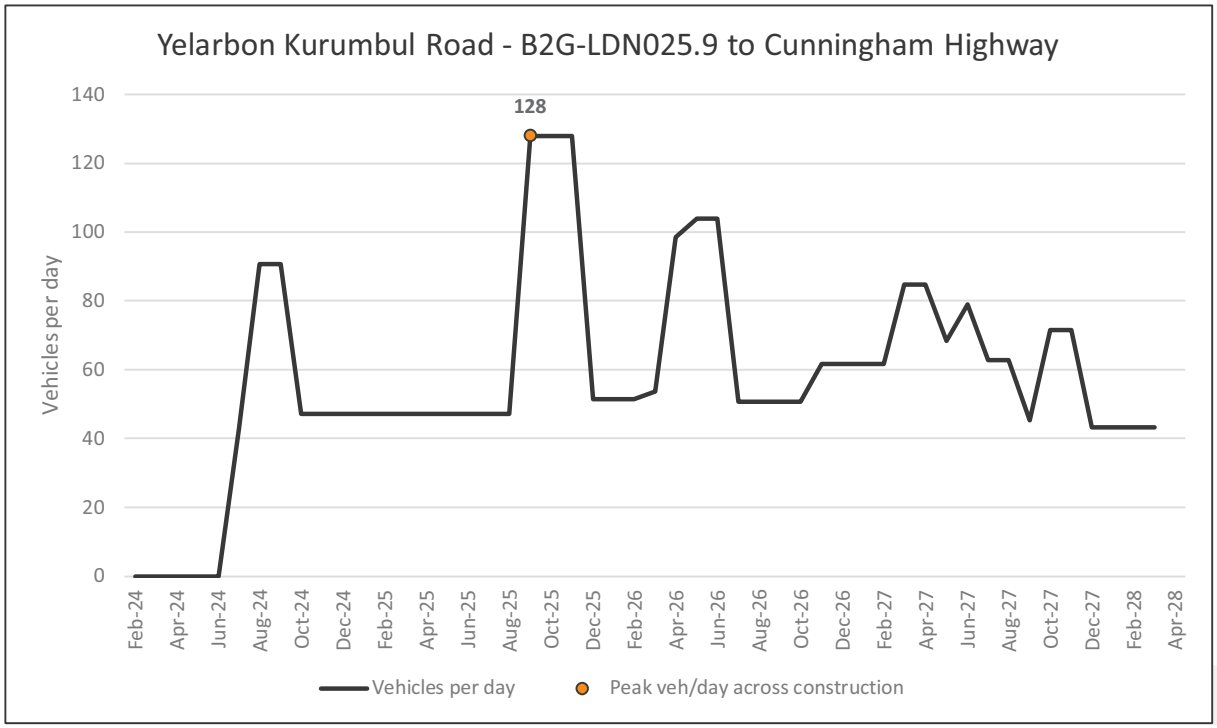
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	43	91	91	47	47	47

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
47	47	47	47	47	47	47	47	128	128	128	51

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
51	51	54	99	104	104	51	51	51	51	62	62

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
62	62	85	85	68	79	63	63	45	72	72	43

Jan-28	Feb-28	Mar-28
43	43	43



Road ID	X121-E25
Road name	Boggabilla Weir Access
Road section	River Road to Boggabilla Weir

Peak veh/day across construction	23
Peak impact month	Sep-24
Length of peak period	1

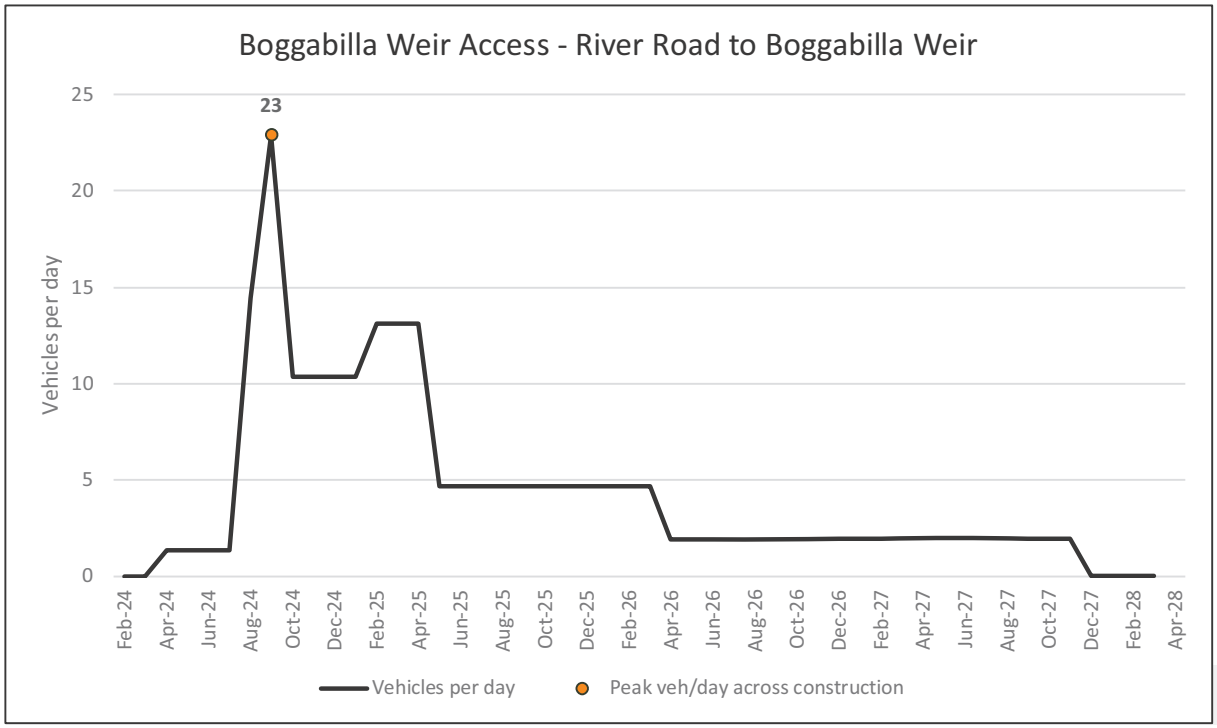
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	1	1	1	1	14	23	10	10	10

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
10	13	13	13	5	5	5	5	5	5	5	5

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
5	5	5	2	2	2	2	2	2	2	2	2

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
2	2	2	2	2	2	2	2	2	2	2	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X90-X121
Road name	River Road
Road section	Newell Highway to Boggabilla Weir Access

Peak veh/day across construction	23
Peak impact month	Sep-24
Length of peak period	1

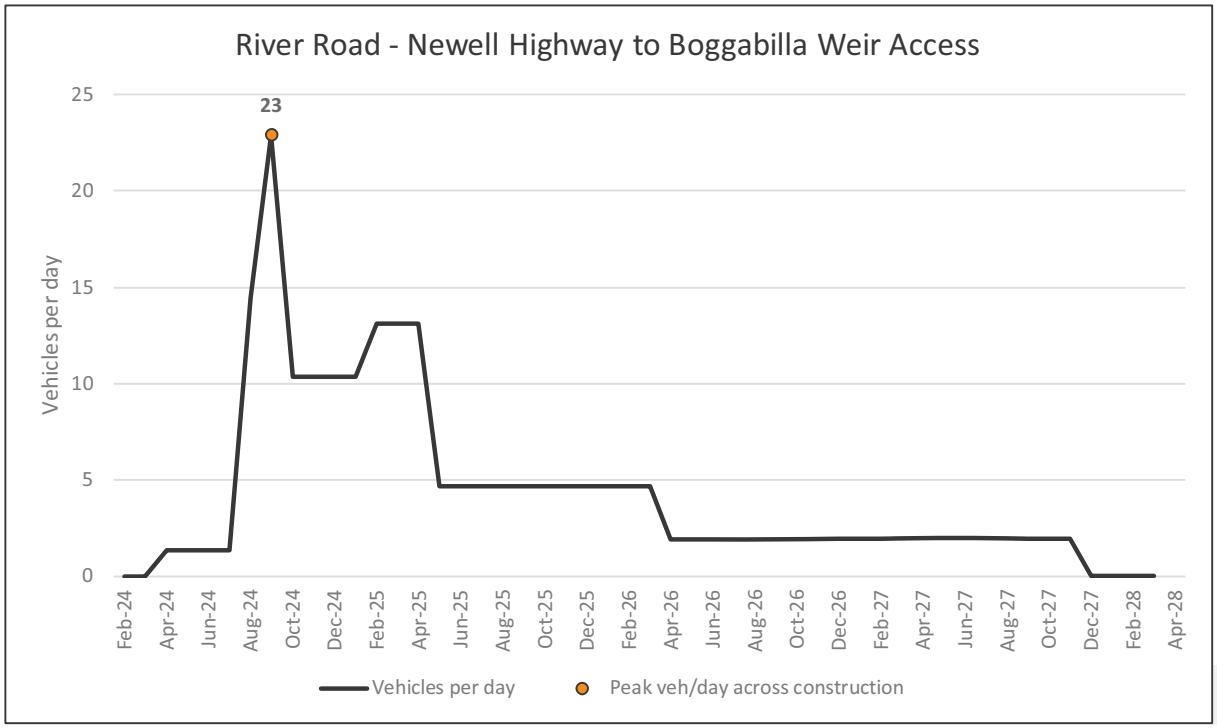
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	1	1	1	1	14	23	10	10	10

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
10	13	13	13	5	5	5	5	5	5	5	5

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
5	5	5	2	2	2	2	2	2	2	2	2

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
2	2	2	2	2	2	2	2	2	2	2	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X128-E19
Road name	Alderley Street
Road section	Greenwattle Street to Toowoomba Workfoce Origin 2

Peak veh/day across construction	1
Peak impact month	Jul-24
Length of peak period	45

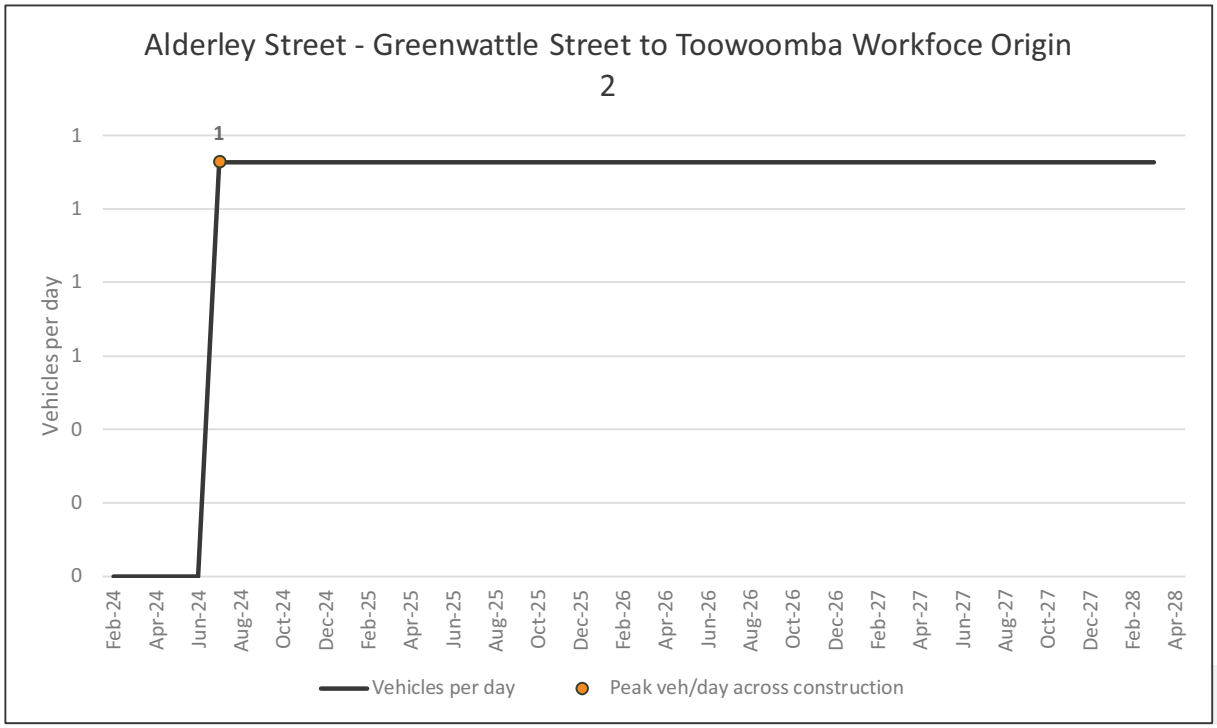
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	1	1	1	1	1	1

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
1	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	1	1	1	1	1

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
1	1	1	1	1	1	1	1	1	1	1	1

Jan-28	Feb-28	Mar-28
1	1	1



Road ID	E19-X22
Road name	Alderley Street
Road section	Toowoomba Workforce Origin B to Toowoomba-Athol F

Peak veh/day across construction	98
Peak impact month	Jul-24
Length of peak period	45

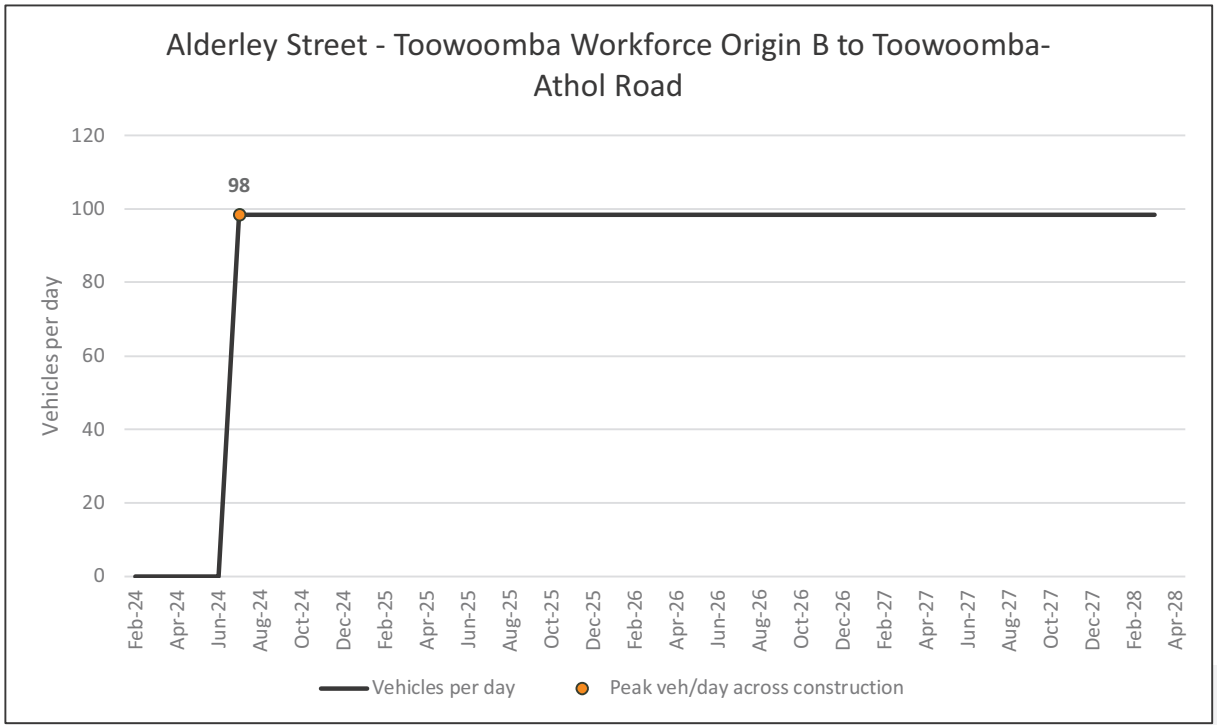
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	98	98	98	98	98	98

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
98	98	98	98	98	98	98	98	98	98	98	98

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
98	98	98	98	98	98	98	98	98	98	98	98

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
98	98	98	98	98	98	98	98	98	98	98	98

Jan-28	Feb-28	Mar-28
98	98	98



Road ID	X22-X122
Road name	Alderley Street
Road section	Toowoomba-Athol Road to Condamine Street

Peak veh/day across construction	1
Peak impact month	May-25
Length of peak period	15

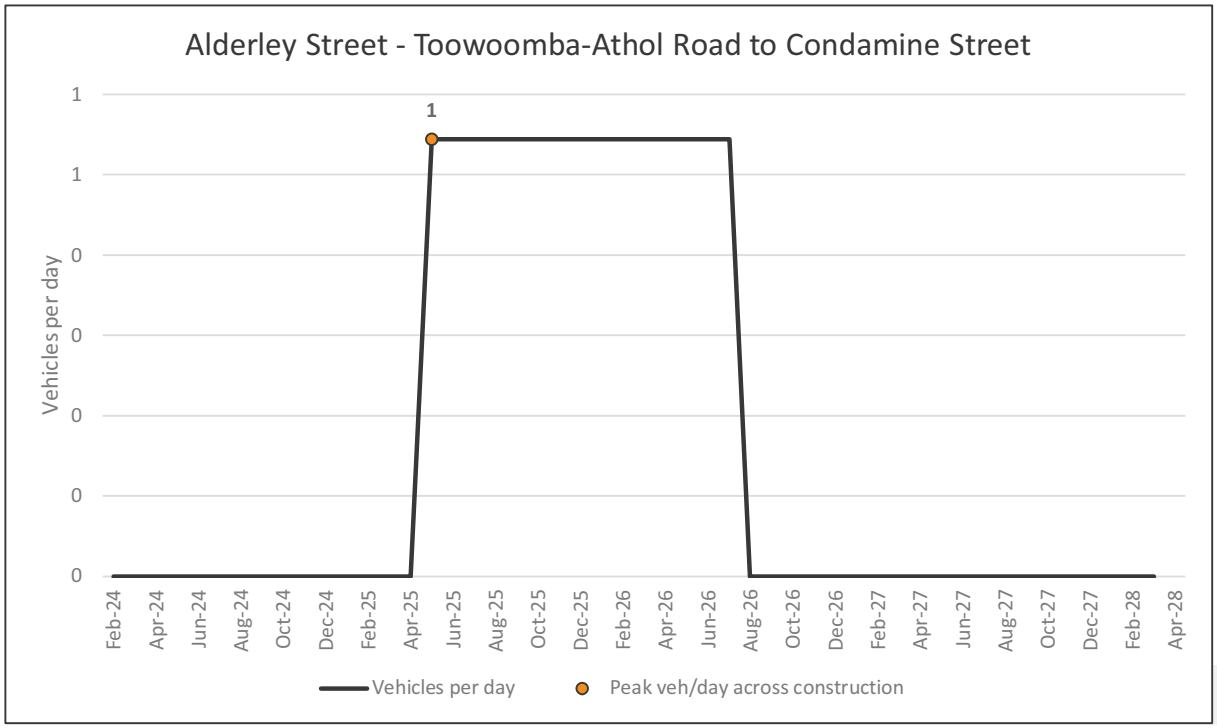
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E112-E64
Road name	Athol School Road
Road section	B2G-LDN187.8 to B2G-LDN188.2

Peak veh/day across construction	576
Peak impact month	Sep-24
Length of peak period	3

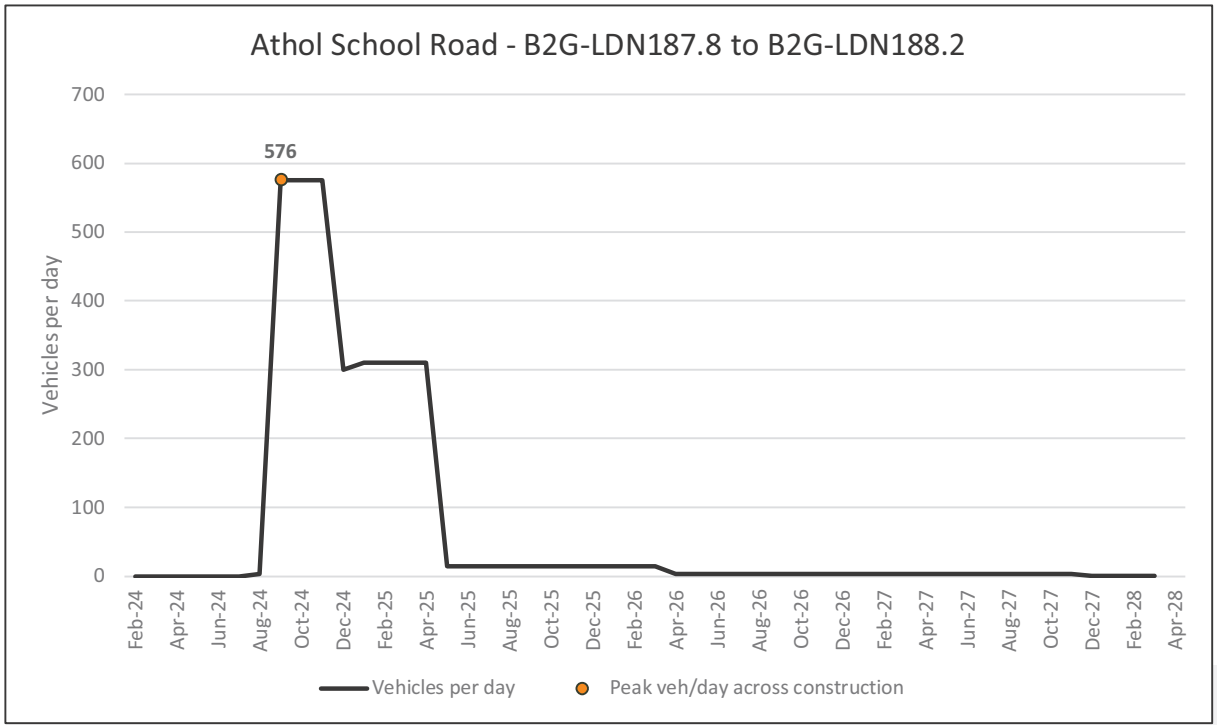
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	4	576	576	576	300

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
310	310	310	310	15	15	15	15	15	15	15	15

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
15	15	15	4	4	4	4	4	4	4	4	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
4	4	4	4	4	4	4	4	4	4	4	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E64-X23
Road name	Athol School Road
Road section	B2G-LDN188.2 to Gore Highway

Peak veh/day across construction	590
Peak impact month	Sep-24
Length of peak period	3

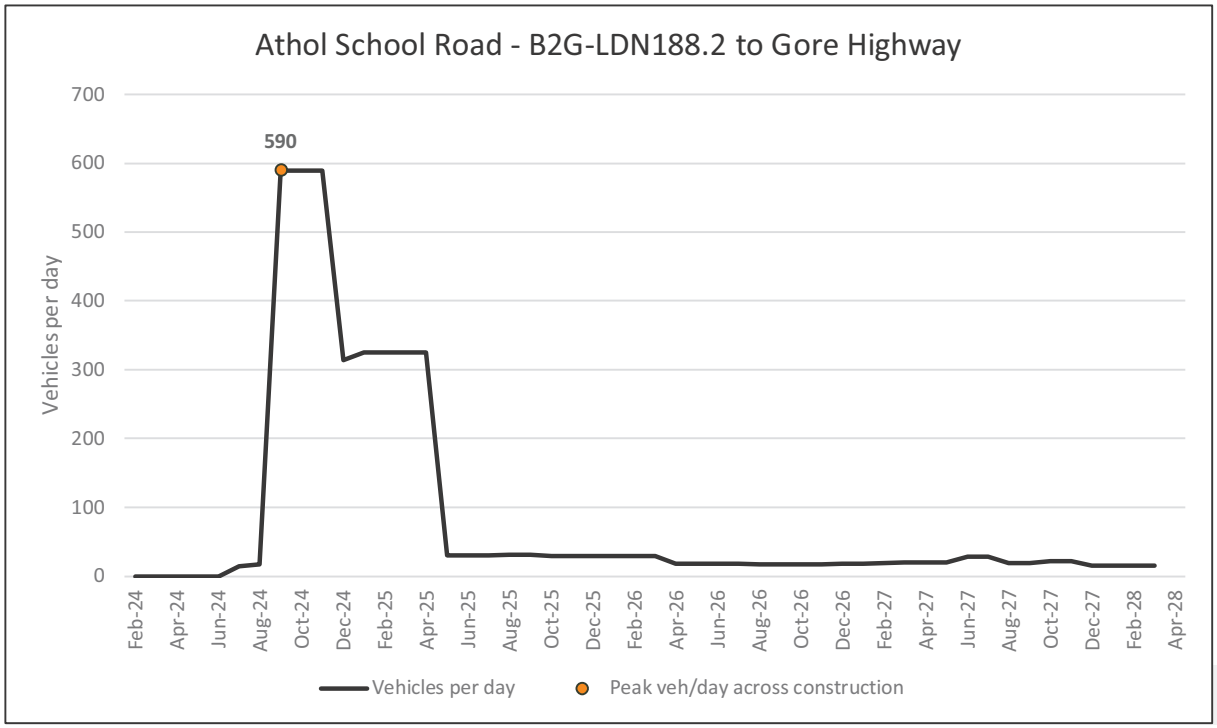
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	18	590	590	590	314

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
325	325	325	325	31	31	31	31	31	30	30	30

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
30	30	30	19	19	19	19	18	18	18	18	19

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
19	19	20	20	20	28	28	19	19	22	22	15

Jan-28	Feb-28	Mar-28
15	15	15



Road ID	X24-E63
Road name	Biddeston Southbrook Road
Road section	Gore Highway to B2G-LDN183.8

Peak veh/day across construction	146
Peak impact month	Dec-25
Length of peak period	2

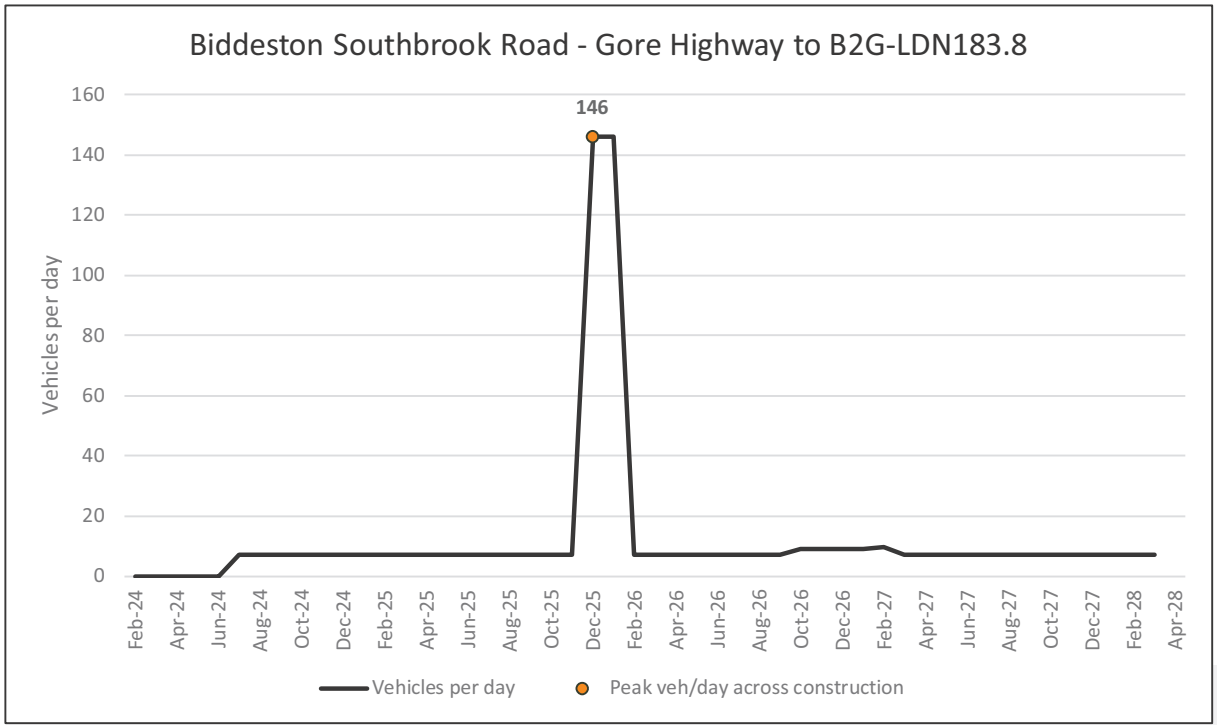
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	146

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
146	7	7	7	7	7	7	7	7	9	9	9

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
9	10	7	7	7	7	7	7	7	7	7	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X25-E22
Road name	Blackwell Road
Road section	Gore Highway to Millmerran Quarry

Peak veh/day across construction	42
Peak impact month	Jun-27
Length of peak period	2

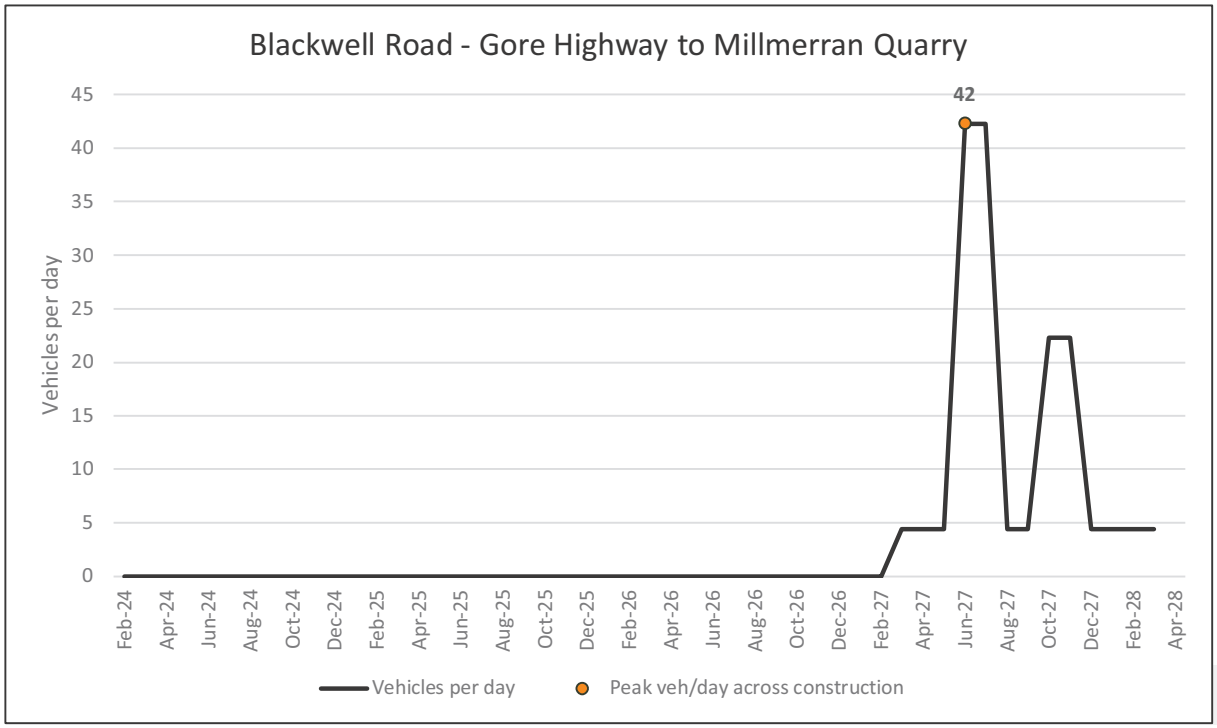
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	4	4	4	42	42	4	4	22	22	4

Jan-28	Feb-28	Mar-28
4	4	4



Road ID	E22-E85
Road name	Blackwell Road
Road section	Millmerran Quarry to B2G-LDN120.2

Peak veh/day across construction	87
Peak impact month	Apr-27
Length of peak period	1

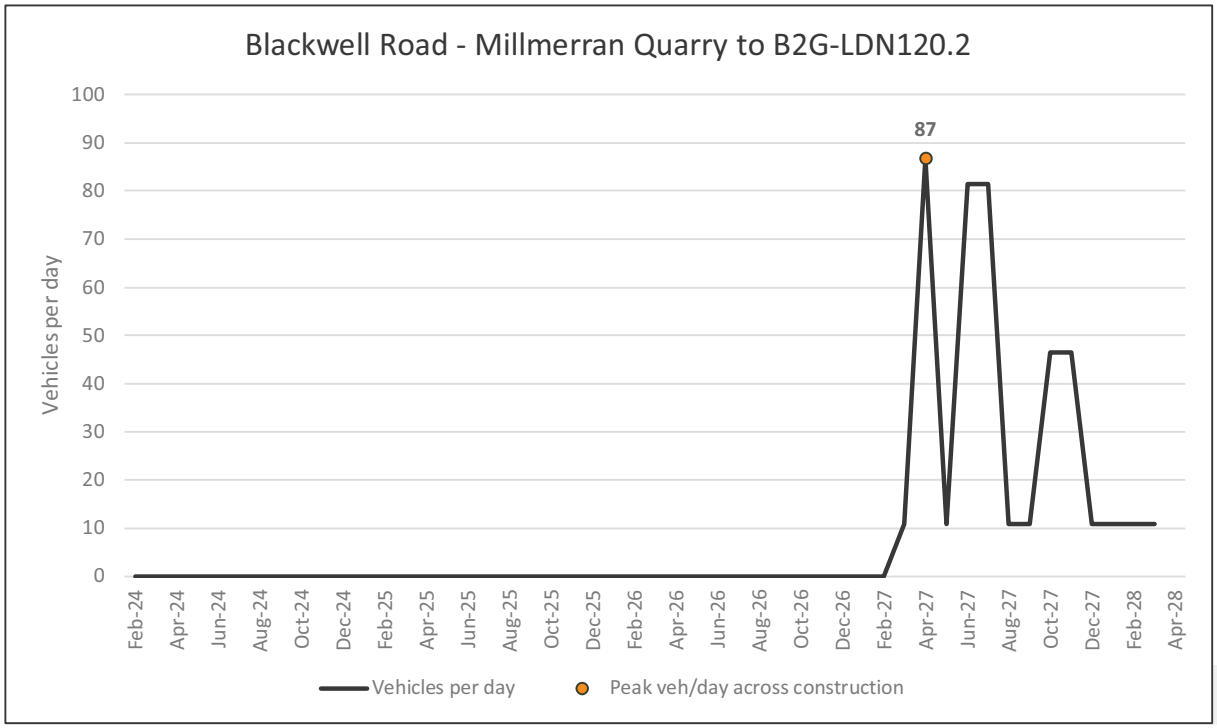
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	11	87	11	81	81	11	11	46	46	11

Jan-28	Feb-28	Mar-28
11	11	11



Road ID	E85-X54
Road name	Blackwell Road
Road section	B2G-LDN120.2 to Millmerran-Inglewood Road

Peak veh/day across construction	105
Peak impact month	Apr-27
Length of peak period	1

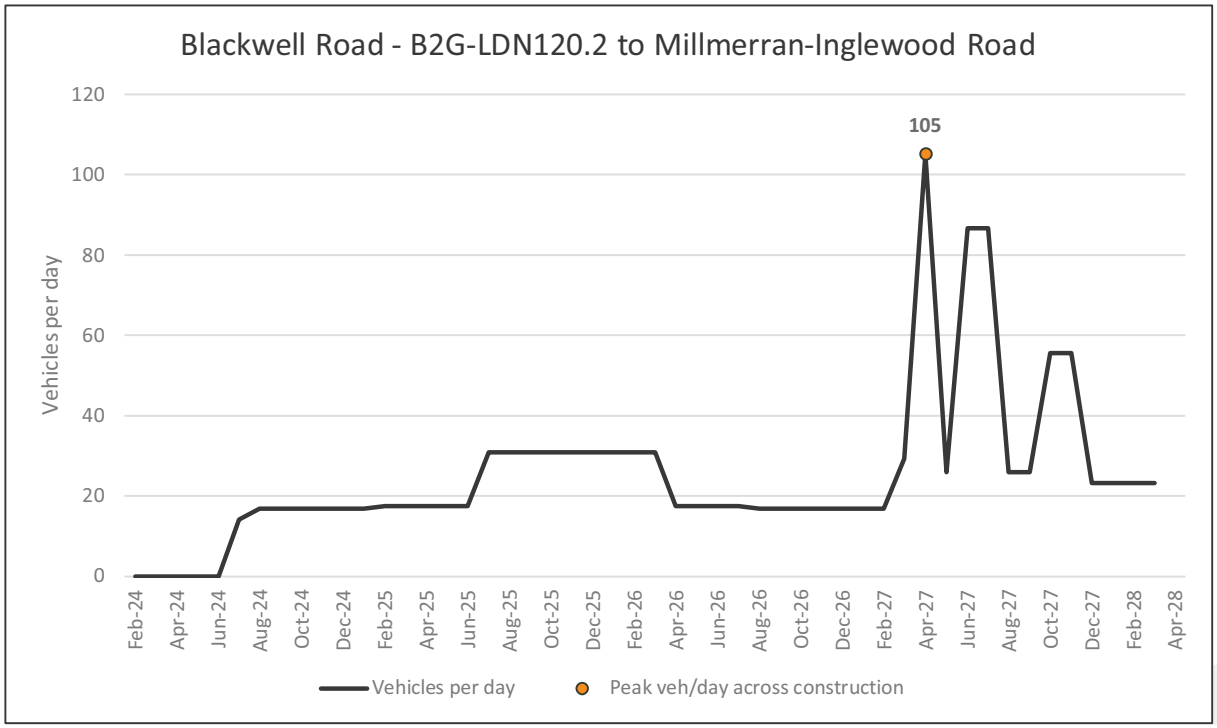
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	17	17	17	17	17

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
17	17	17	17	17	17	31	31	31	31	31	31

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
31	31	31	17	17	17	17	17	17	17	17	17

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
17	17	29	105	26	87	87	26	26	56	56	23

Jan-28	Feb-28	Mar-28
23	23	23



Road ID	X135-E3
Road name	Bligh Street
Road section	Six Mile Road to Boral Concrete Milmerran

Peak veh/day across construction	12
Peak impact month	Jan-26
Length of peak period	1

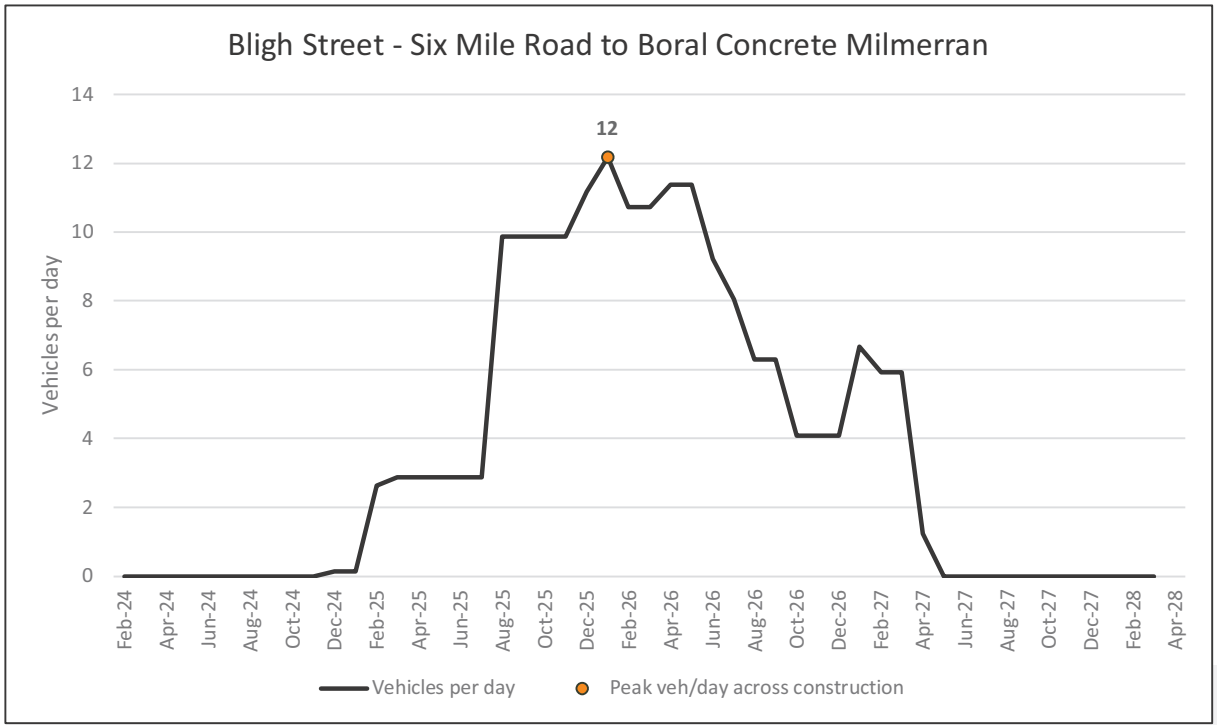
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	3	3	3	3	3	3	10	10	10	10	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
12	11	11	11	11	9	8	6	6	4	4	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	6	6	1	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X72-J1
Road name	Brimblecombe Road
Road section	Toowoomba-Cecil Plains Road to Brimblecombe Road

Peak veh/day across construction	56
Peak impact month	Mar-26
Length of peak period	1

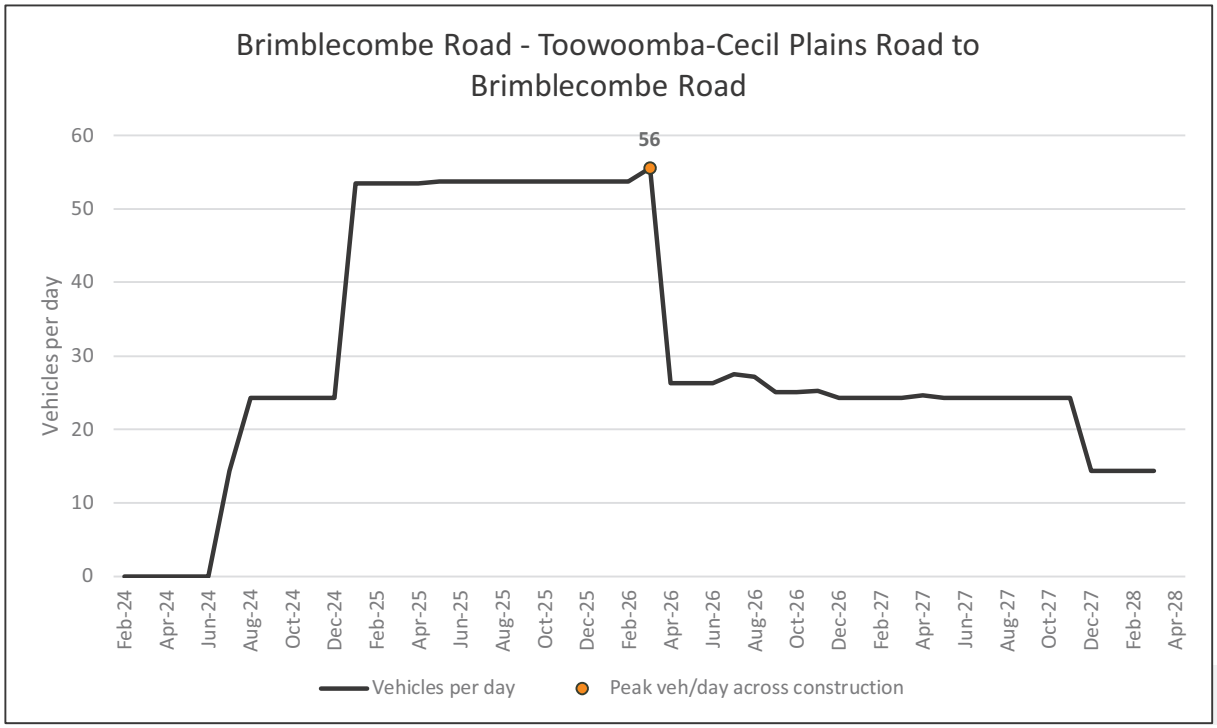
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	24	24	24	24	24

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
53	53	53	53	54	54	54	54	54	54	54	54

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
54	54	56	26	26	26	27	27	25	25	25	24

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
24	24	24	25	24	24	24	24	24	24	24	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	J1-E31
Road name	Brimblecombe Road
Road section	Brimblecombe Road to WL 194467R

Peak veh/day across construction	39
Peak impact month	Jan-25
Length of peak period	15

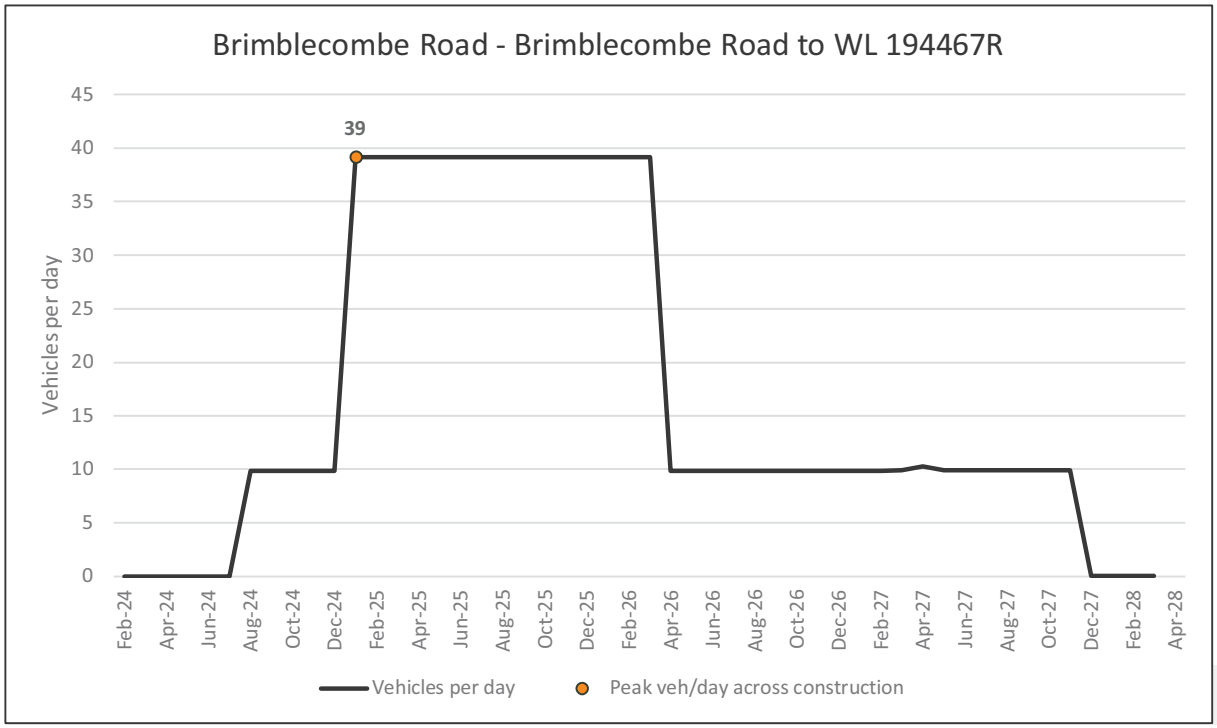
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	10	10	10	10	10

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
39	39	39	39	39	39	39	39	39	39	39	39

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
39	39	39	10	10	10	10	10	10	10	10	10

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
10	10	10	10	10	10	10	10	10	10	10	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E93-X26
Road name	Bushy Lane
Road section	B2G-LDN183.0 to Gore Highway

Peak veh/day across construction	35
Peak impact month	Mar-25
Length of peak period	9

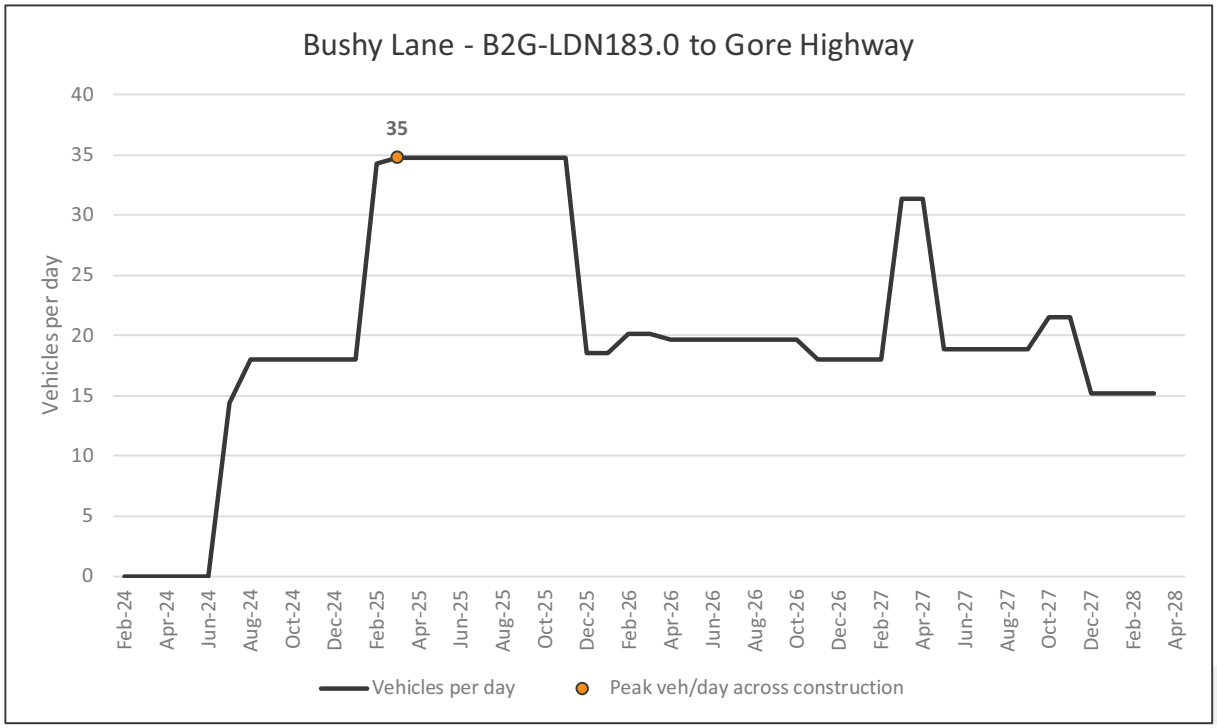
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	18	18	18	18	18

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
18	34	35	35	35	35	35	35	35	35	35	19

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
19	20	20	20	20	20	20	20	20	20	18	18

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
18	18	31	31	19	19	19	19	19	21	21	15

Jan-28	Feb-28	Mar-28
15	15	15



Road ID	X55-X123
Road name	Campbell Street
Road section	Millmerran-Inglewood Road to Saleyards Road

Peak veh/day across construction	132
Peak impact month	Jun-27
Length of peak period	2

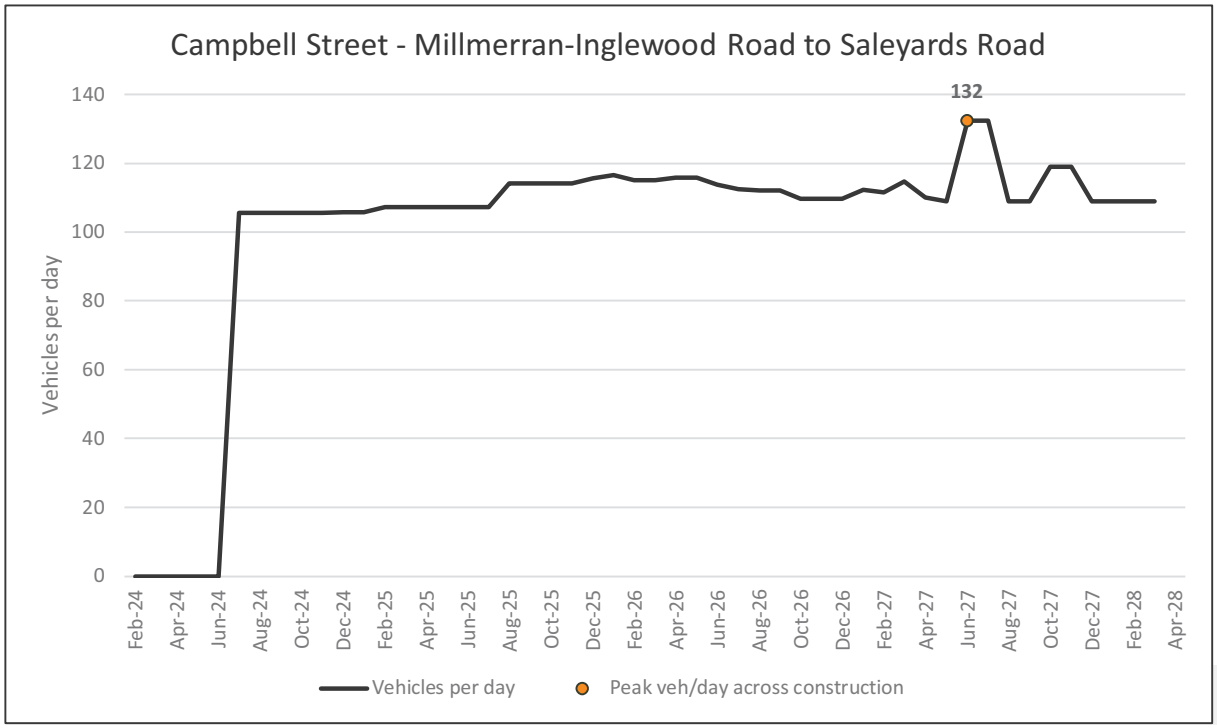
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	106	106	106	106	106	106

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
106	107	107	107	107	107	107	114	114	114	114	116

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
117	115	115	116	116	114	113	112	112	110	110	110

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
112	112	115	110	109	132	132	109	109	119	119	109

Jan-28	Feb-28	Mar-28
109	109	109



Road ID	X123-X27
Road name	Campbell Street
Road section	Saleyards Road to Gore Highway

Peak veh/day across construction	116
Peak impact month	Jan-26
Length of peak period	1

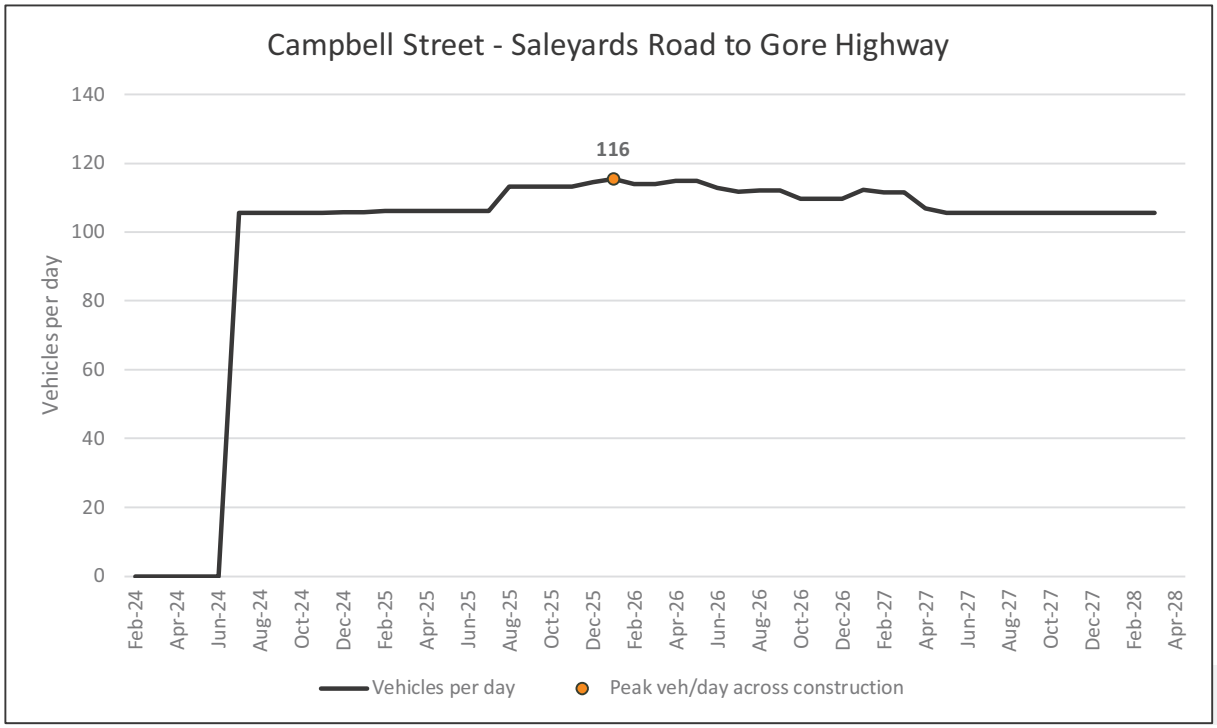
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	106	106	106	106	106	106

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
106	106	106	106	106	106	106	113	113	113	113	115

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
116	114	114	115	115	113	112	112	112	110	110	110

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
112	112	112	107	106	106	106	106	106	106	106	106

Jan-28	Feb-28	Mar-28
106	106	106



Road ID	X79-E70
Road name	Chamberlain Road
Road section	Warrego Highway to B2G-LDN204.2

Peak veh/day across construction	11
Peak impact month	Apr-27
Length of peak period	2

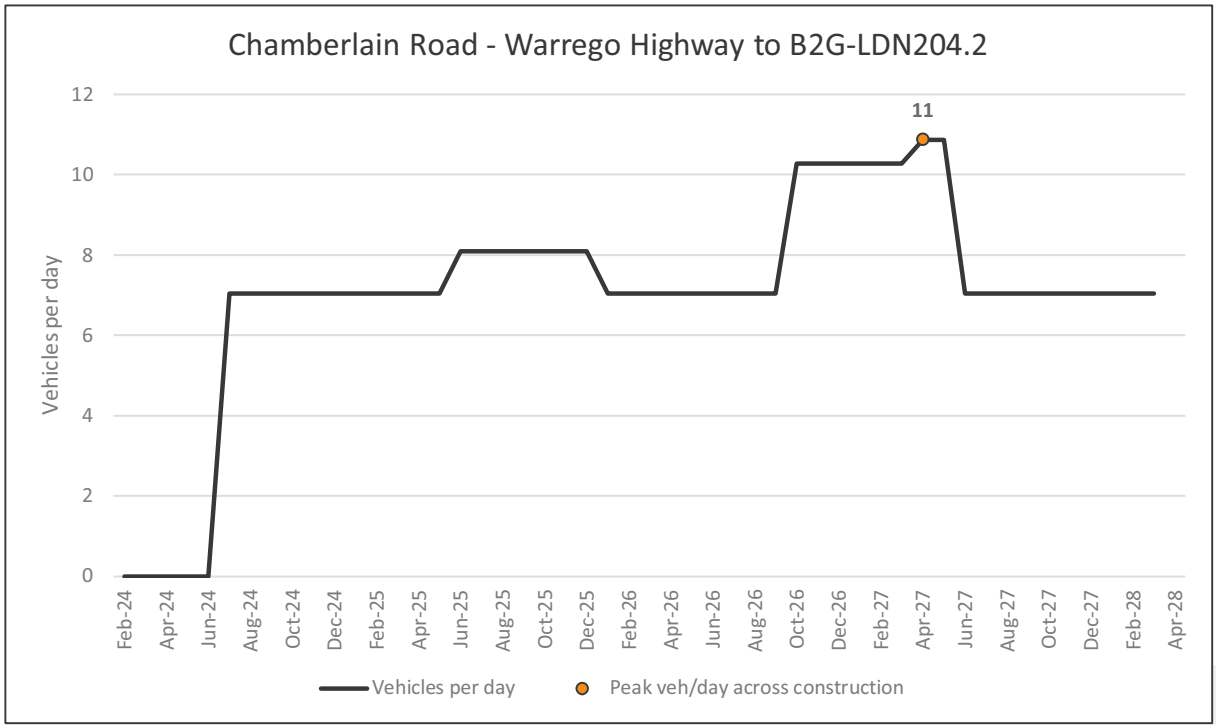
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	8	8	8	8	8	8	8

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	7	7	7	7	7	7	10	10	10

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
10	10	10	11	11	7	7	7	7	7	7	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X124-X56
Road name	Commodore Peak Road
Road section	Scragg Road to Millmerran-Inglewood Road

Peak veh/day across construction	103
Peak impact month	Jan-26
Length of peak period	2

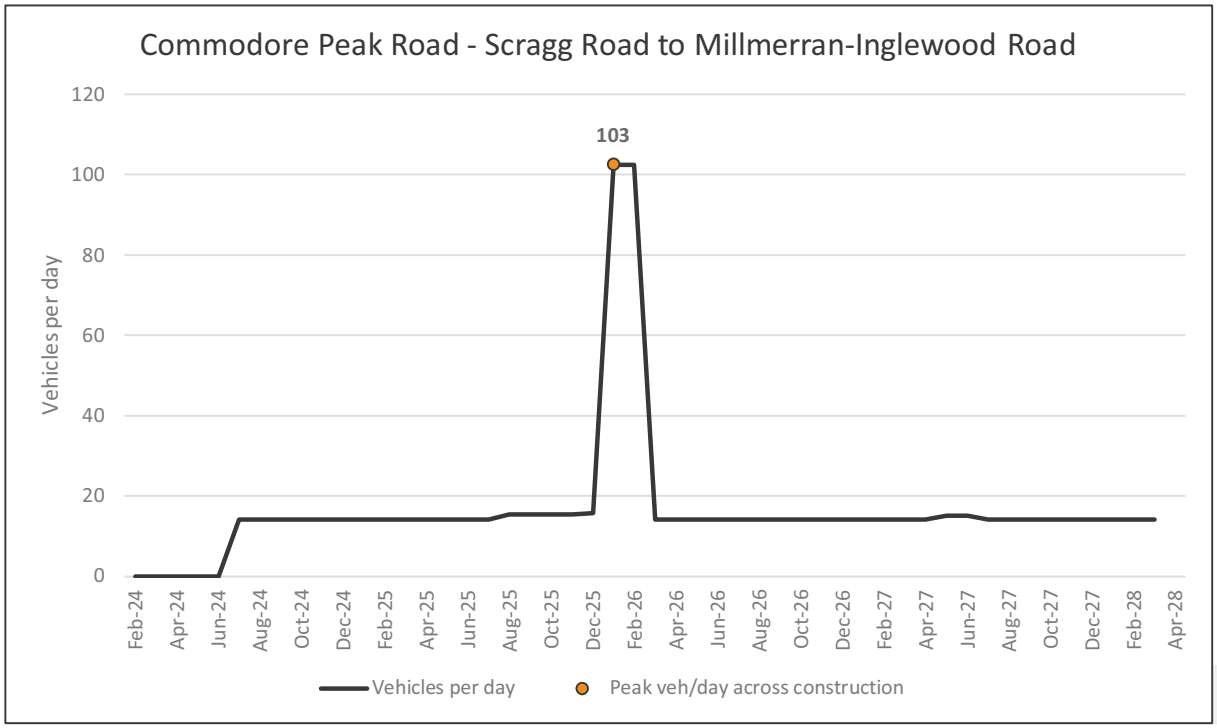
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	15	15	15	15	16

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
103	103	14	14	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	14	14	15	15	14	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X122-E7
Road name	Condamine Street
Road section	Alderley Street to Hanson Concrete Supplier

Peak veh/day across construction	1
Peak impact month	May-25
Length of peak period	15

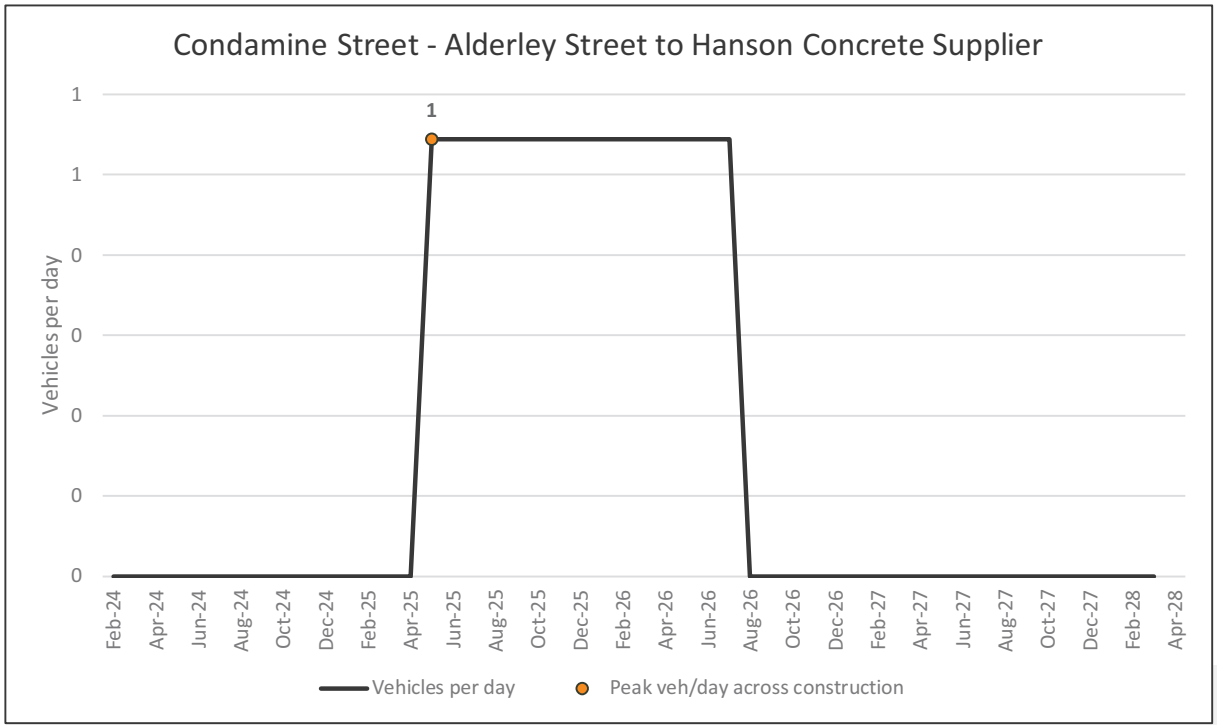
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X139-E59
Road name	Desmonds Lane
Road section	Yarranlea Road to B2G-LDN163.3

Peak veh/day across construction	12
Peak impact month	May-26
Length of peak period	1

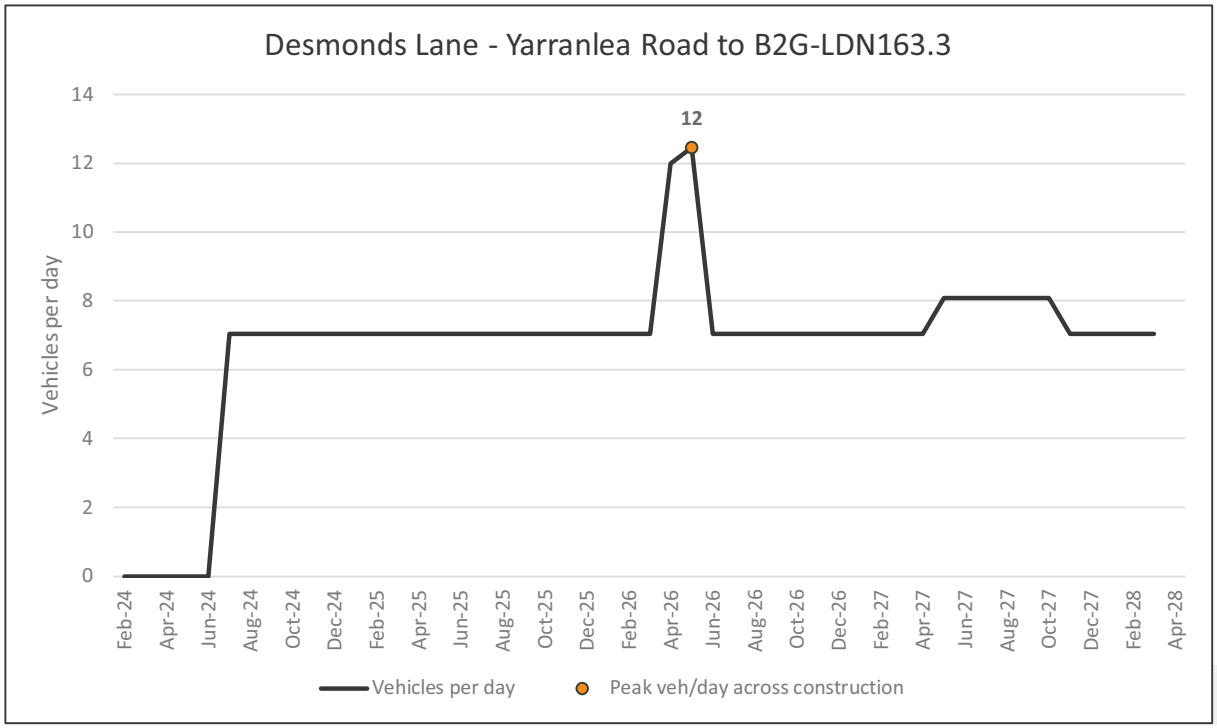
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	12	12	7	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	7	7	8	8	8	8	8	8	7	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E4-E111
Road name	Dieckmann Road
Road section	Precast Concrete Facility and Concrete Batch Plant Nor

Peak veh/day across construction	42
Peak impact month	Mar-26
Length of peak period	1

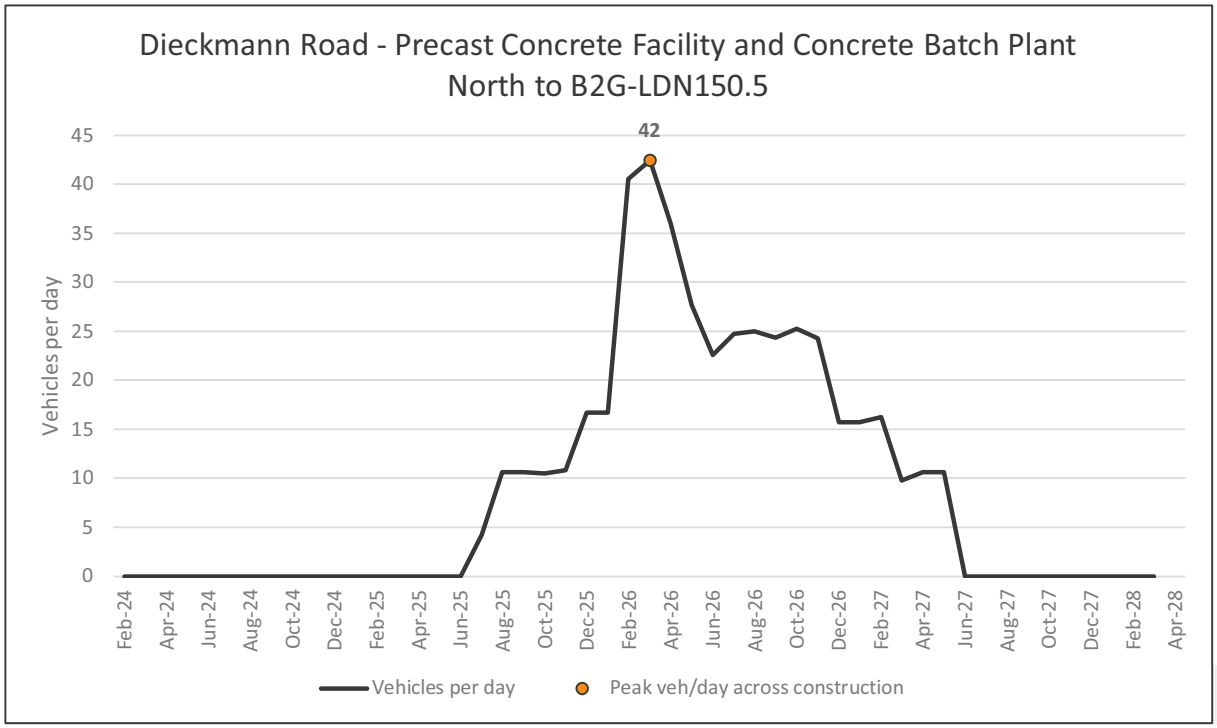
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	4	11	11	10	11	17

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
17	41	42	36	28	23	25	25	24	25	24	16

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
16	16	10	11	11	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E111-X28
Road name	Dieckmann Road
Road section	B2G-LDN150.5 to Gore Highway

Peak veh/day across construction	300
Peak impact month	Nov-25
Length of peak period	1

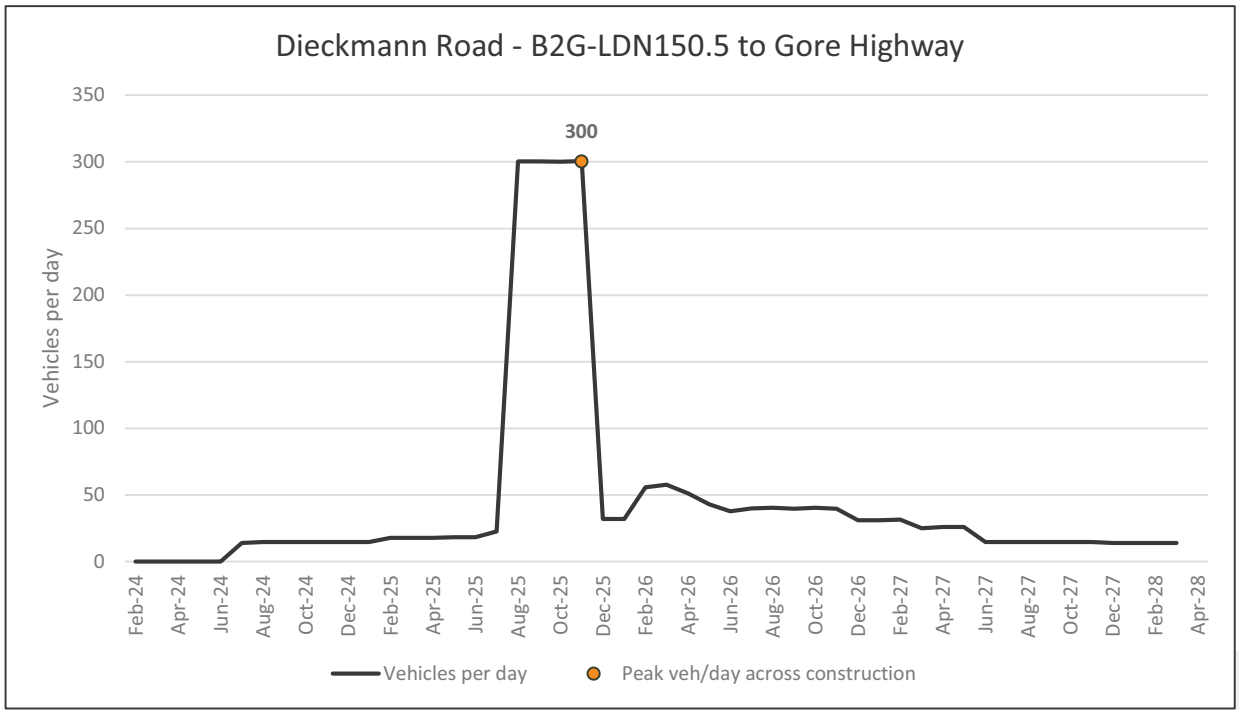
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	15	15	15	15	15

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
15	18	18	18	18	18	23	300	300	300	300	32

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
32	56	58	51	43	38	40	40	40	41	40	31

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
31	32	25	26	26	15	15	15	15	15	15	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X147-E113
Road name	Draper Road
Road section	Steger Road to B2G-FBW206.9

Peak veh/day across construction	14
Peak impact month	Jul-24
Length of peak period	45

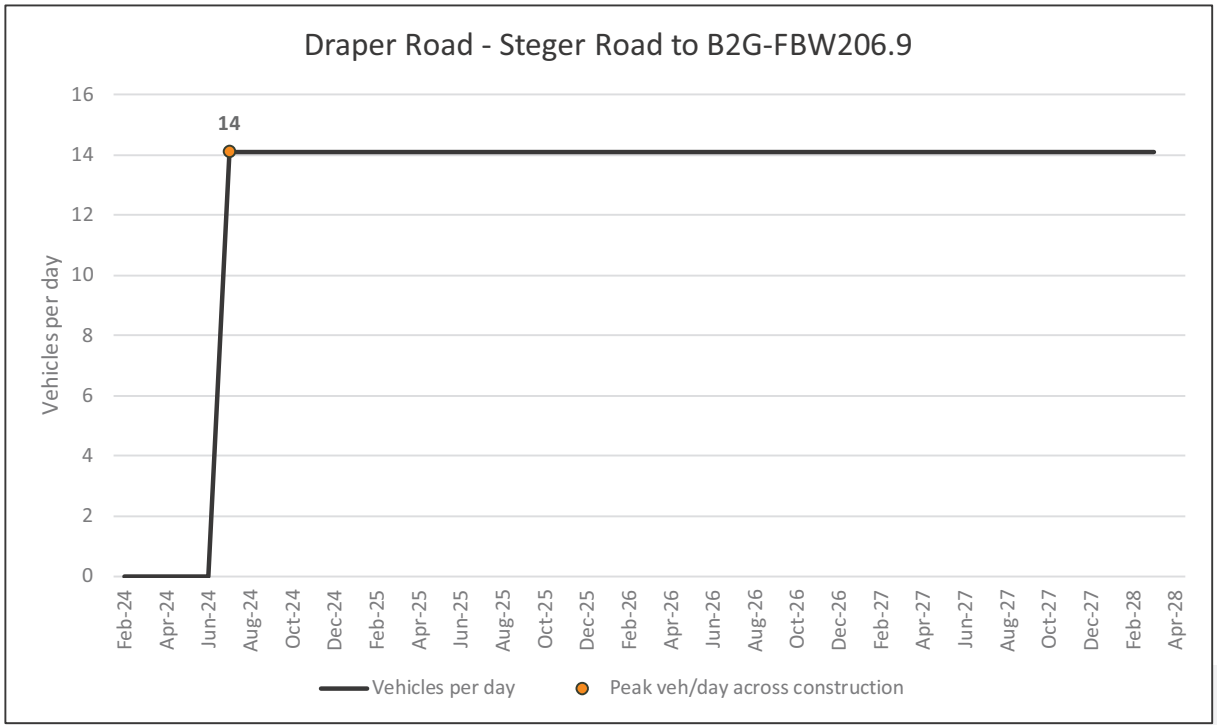
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	14	14	14	14	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	14	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	14	14	14	14	14	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X137-X125
Road name	Drayton Wellcamp Road
Road section	Wellcamp Westbrook Road to Access Track

Peak veh/day across construction	80
Peak impact month	Jun-27
Length of peak period	1

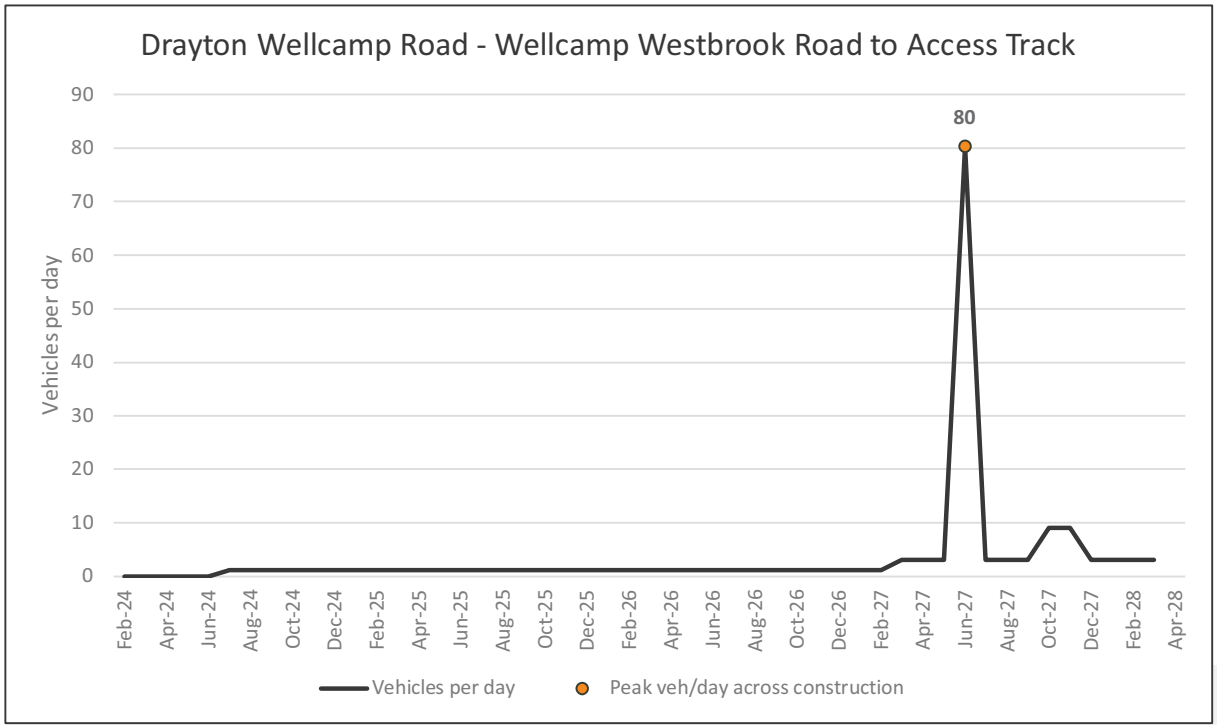
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	1	1	1	1	1	1

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
1	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	1	1	1	1	1

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
1	1	3	3	3	80	3	3	3	9	9	3

Jan-28	Feb-28	Mar-28
3	3	3



Road ID	X125-X128
Road name	Drayton Wellcamp Road
Road section	Access Track to Greenwattle Street

Peak veh/day across construction	1
Peak impact month	Jul-24
Length of peak period	45

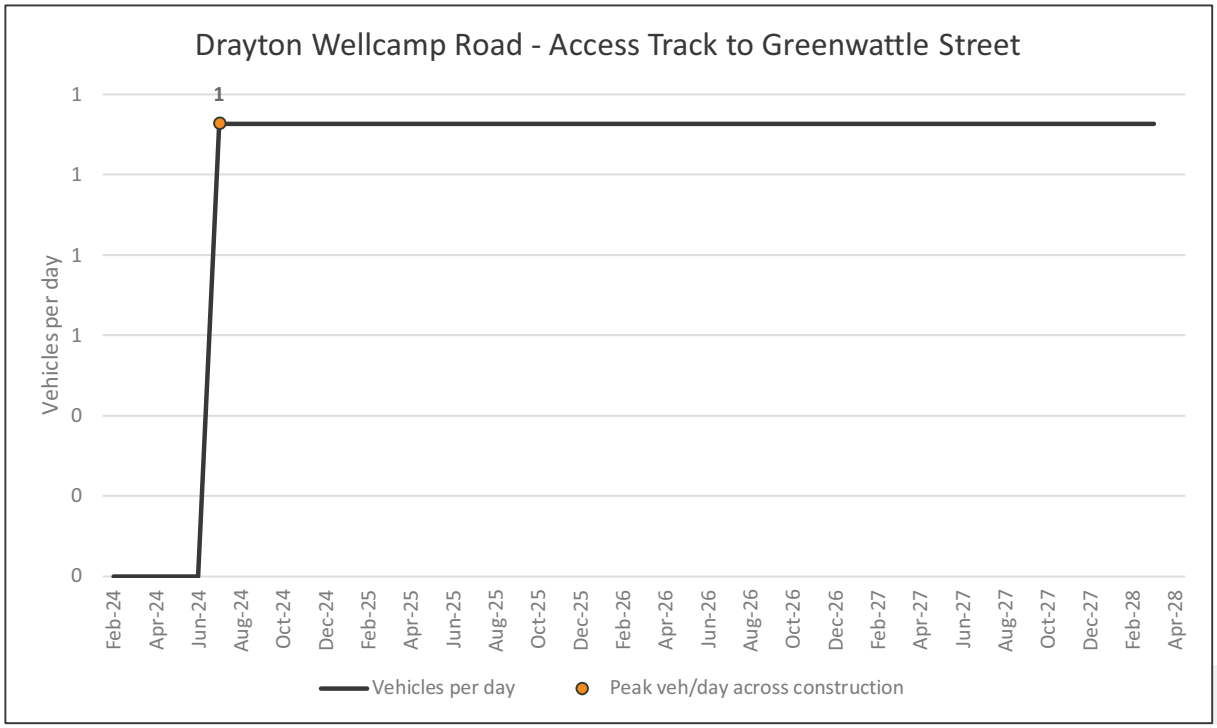
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	1	1	1	1	1	1

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
1	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	1	1	1	1	1

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
1	1	1	1	1	1	1	1	1	1	1	1

Jan-28	Feb-28	Mar-28
1	1	1



Road ID	X29-X138
Road name	Florence Street
Road section	Gore Highway to West Street

Peak veh/day across construction	1
Peak impact month	Feb-25
Length of peak period	18

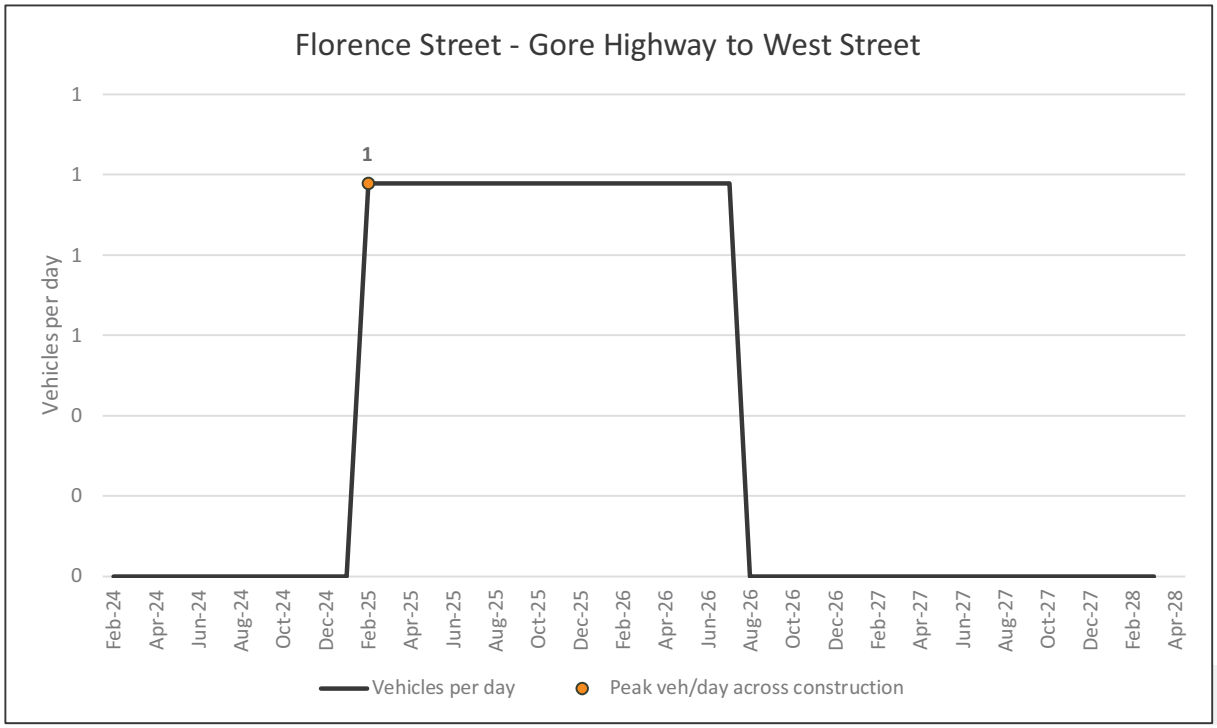
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X126-X57
Road name	Forestry Road
Road section	Access Track to Millmerran-Inglewood Road

Peak veh/day across construction	69
Peak impact month	Jun-25
Length of peak period	2

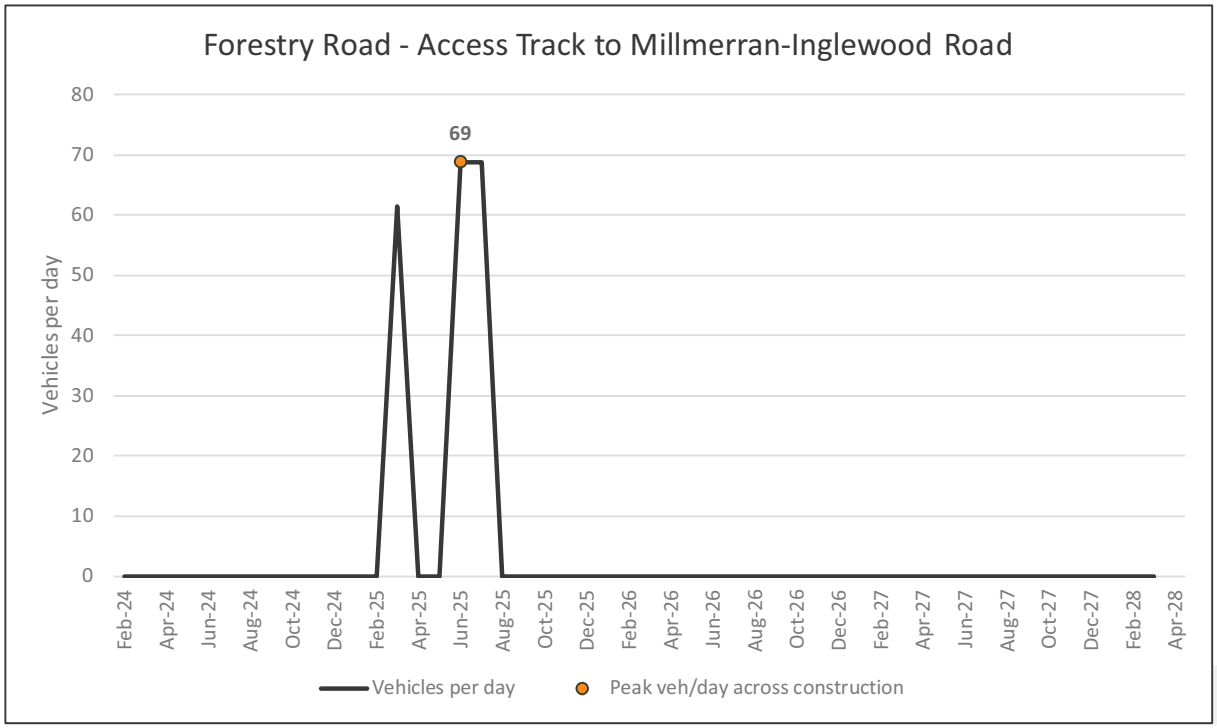
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	61	0	0	69	69	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X57-E119
Road name	Forestry Road
Road section	Millmerran-Inglewood Road to Earthworks Area 3B

Peak veh/day across construction	69
Peak impact month	Jun-25
Length of peak period	2

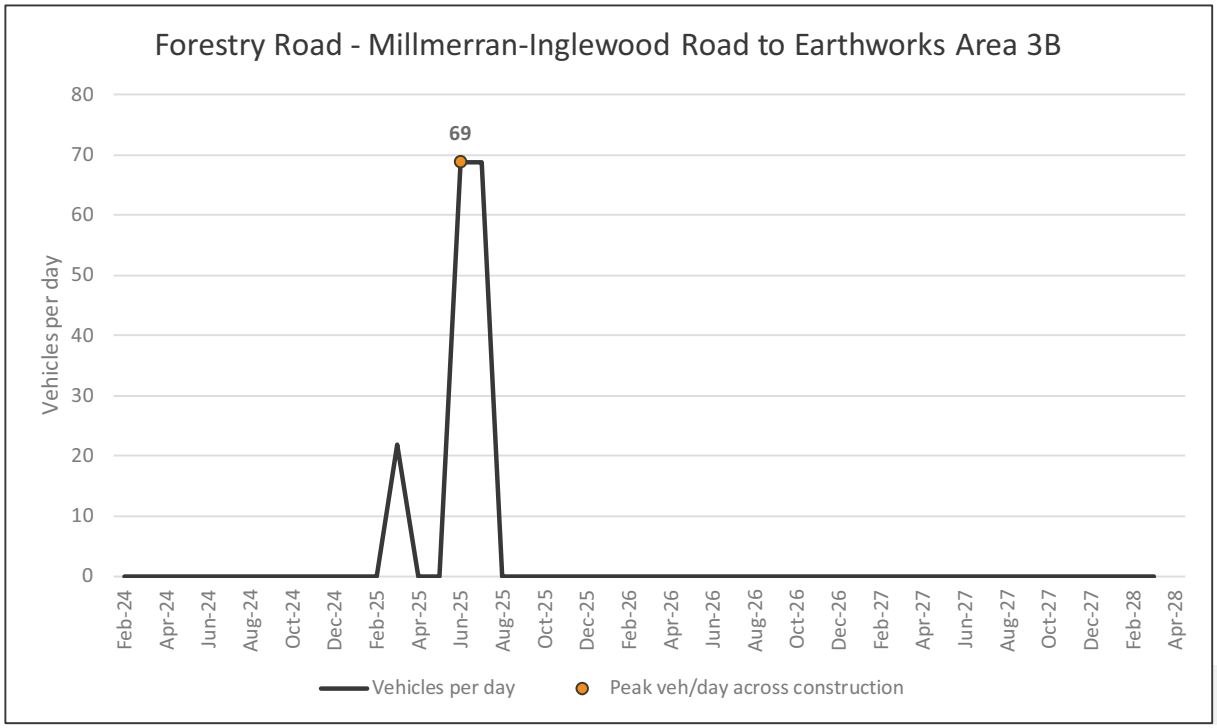
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	22	0	0	69	69	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E87-X30
Road name	Fysh Road
Road section	B2G-LDN147.1 to Gore Highway

Peak veh/day across construction	44
Peak impact month	Jun-27
Length of peak period	2

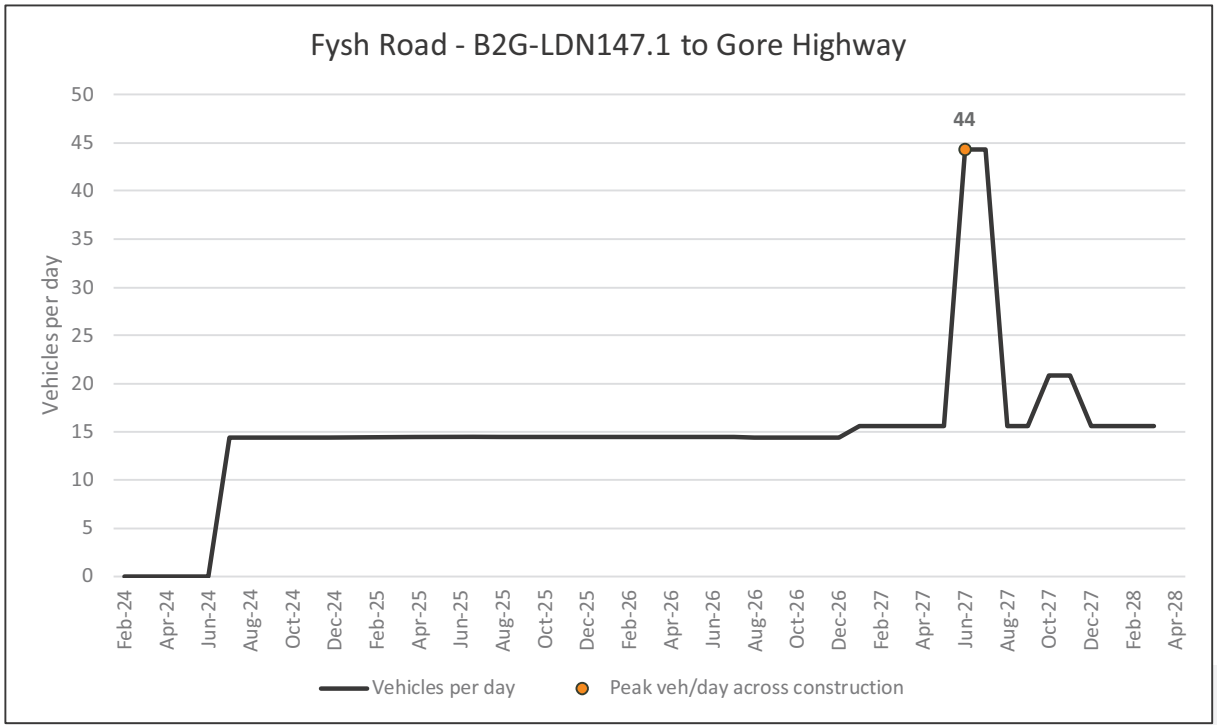
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	14	14	14	14	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	14	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
16	16	16	16	16	44	44	16	16	21	21	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	X39-X127
Road name	Gap Road
Road section	Gore Highway to Grevillea Street

Peak veh/day across construction	7
Peak impact month	Jun-26
Length of peak period	1

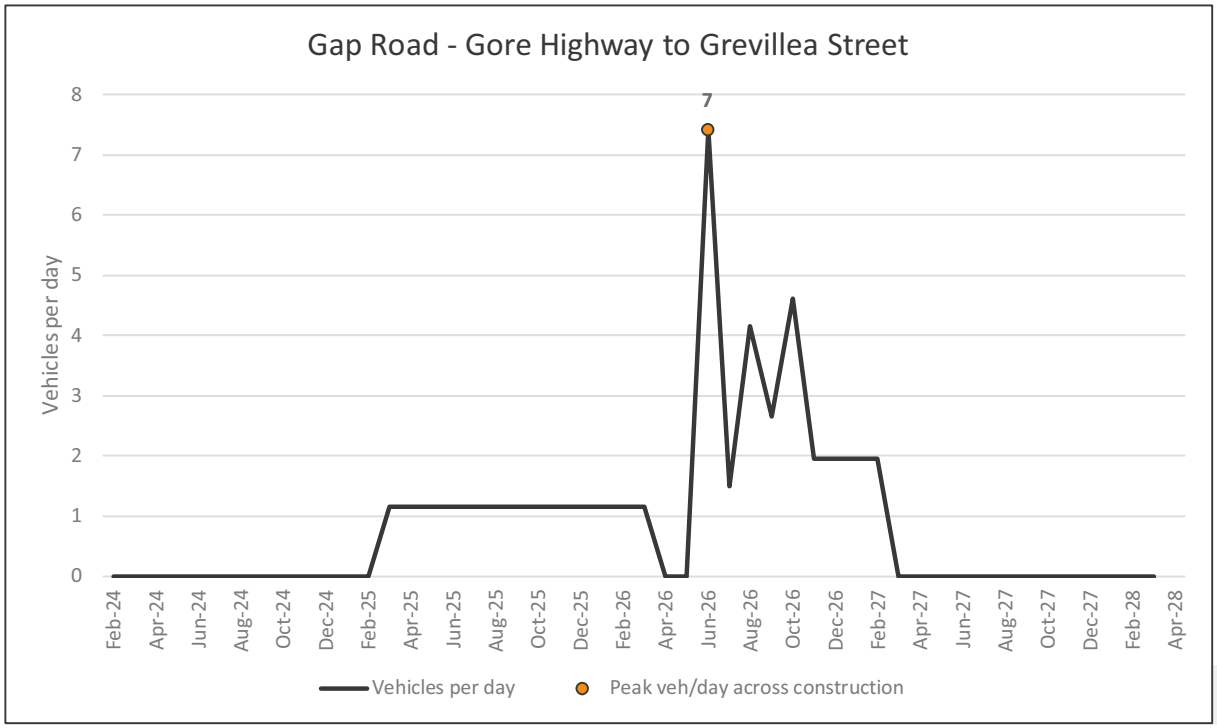
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	0	0	7	1	4	3	5	2	2

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
2	2	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E92-X145
Road name	Geitz Road
Road section	B2G-LDN179.0 to Linthorpe Valley Road

Peak veh/day across construction	28
Peak impact month	Mar-27
Length of peak period	2

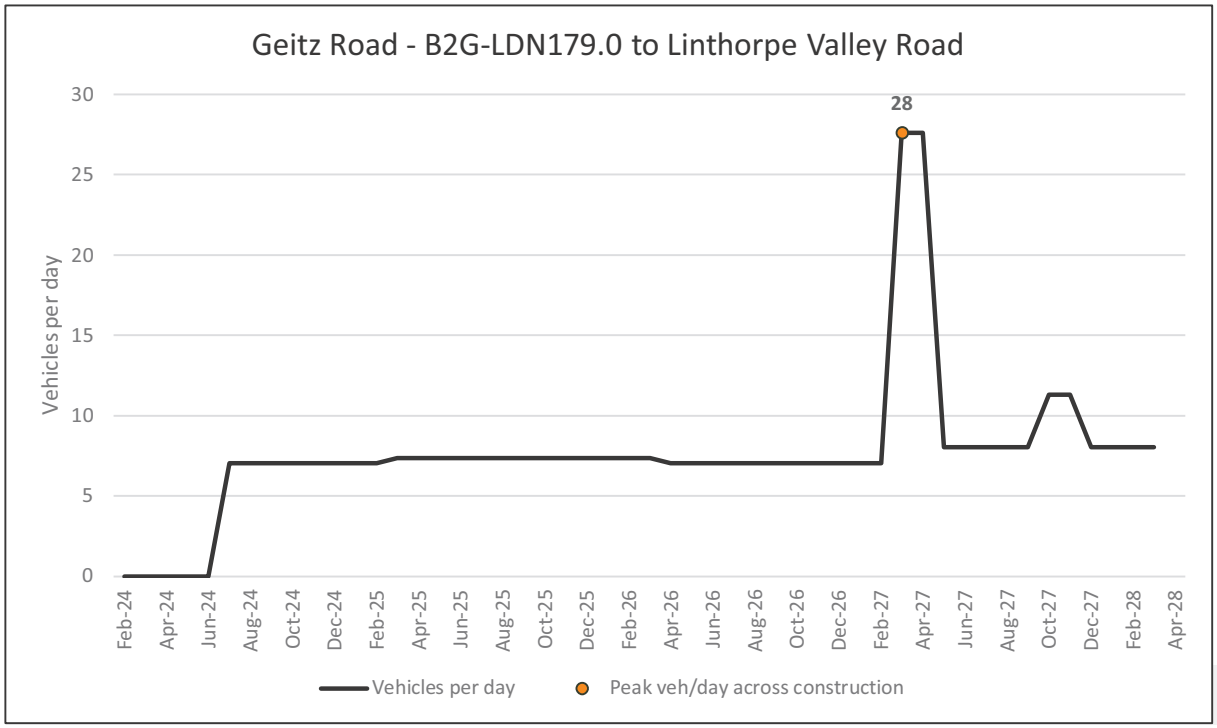
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	7	7	7	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	28	28	8	8	8	8	8	11	11	8

Jan-28	Feb-28	Mar-28
8	8	8



Road ID	E55-X33
Road name	Gilgai Lane
Road section	B2G-LDN144.6 to Gore Highway

Peak veh/day across construction	26
Peak impact month	Mar-27
Length of peak period	3

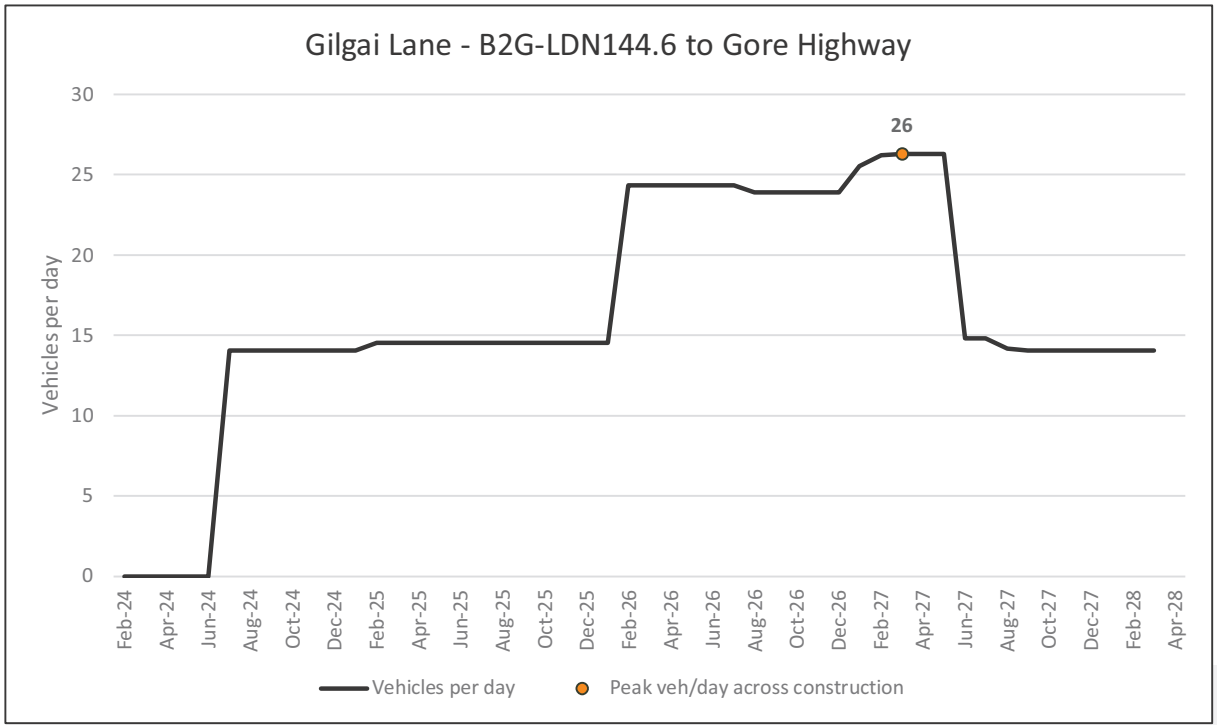
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	15	15	15	15	15	15	15	15	15	15	15

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
15	24	24	24	24	24	24	24	24	24	24	24

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
26	26	26	26	26	15	15	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E5-X127
Road name	Grevillea Street
Road section	Boral Concrete Pittsworth to Gap Road

Peak veh/day across construction	7
Peak impact month	Jun-26
Length of peak period	1

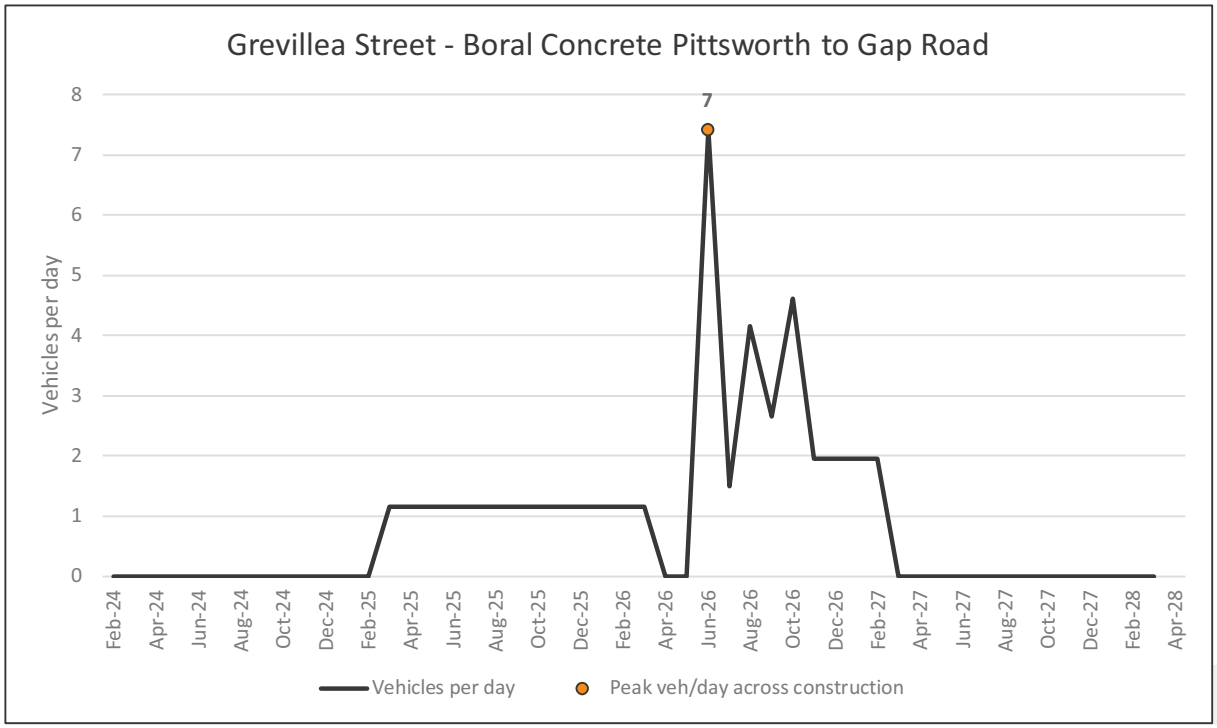
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	0	0	7	1	4	3	5	2	2

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
2	2	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E53-X34
Road name	Hall Road
Road section	B2G-LDN139.0 to Gore Highway

Peak veh/day across construction	26
Peak impact month	Mar-26
Length of peak period	1

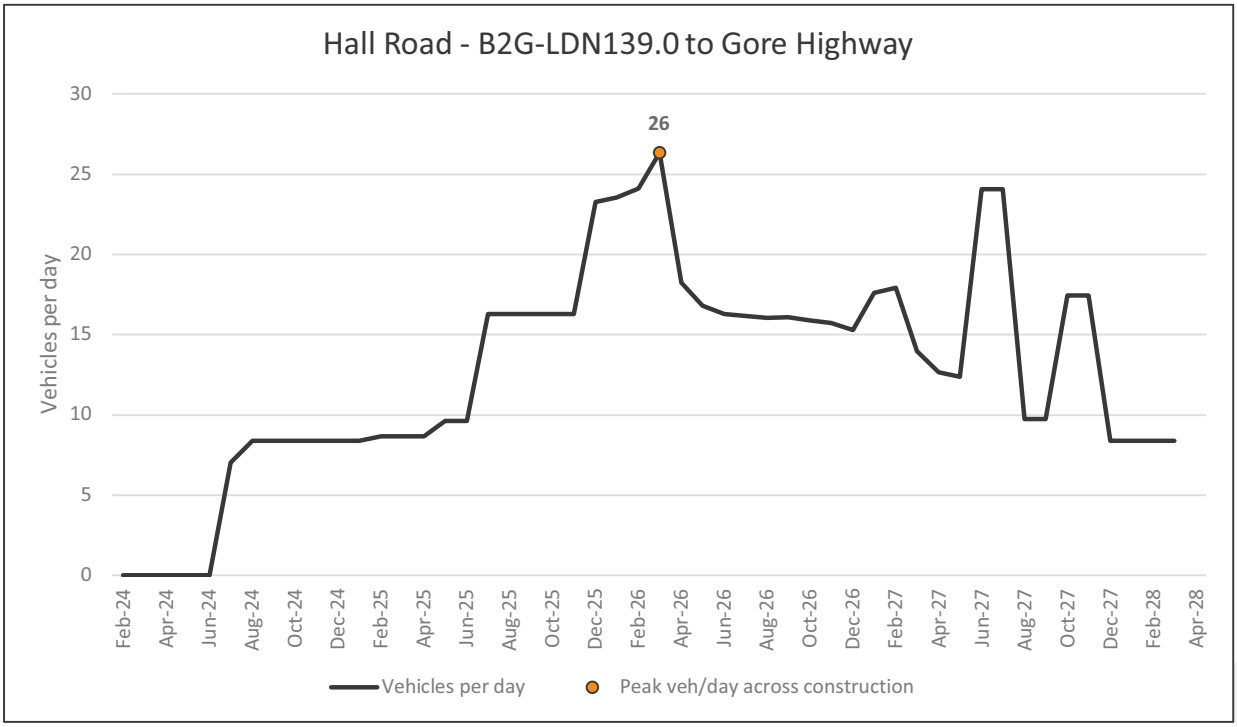
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	8	8	8	8	8

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
8	9	9	9	10	10	16	16	16	16	16	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
24	24	26	18	17	16	16	16	16	16	16	15

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
18	18	14	13	12	24	24	10	10	17	17	8

Jan-28	Feb-28	Mar-28
8	8	8



Road ID	E17-E48
Road name	Heckendorf Road
Road section	Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0

Peak veh/day across construction	292
Peak impact month	Jan-26
Length of peak period	2

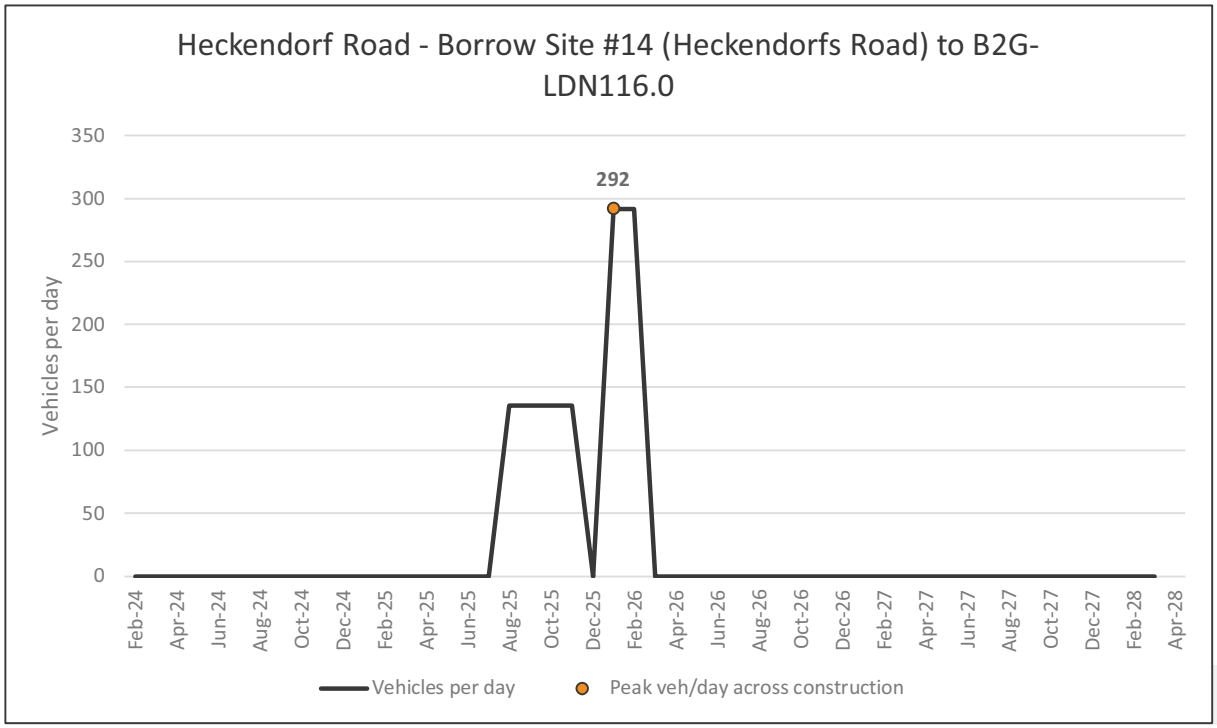
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	136	136	136	136	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
292	292	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E48-X59
Road name	Heckendorf Road
Road section	B2G-LDN116.0 to Millmerran-Inglewood Road

Peak veh/day across construction	292
Peak impact month	Jan-26
Length of peak period	2

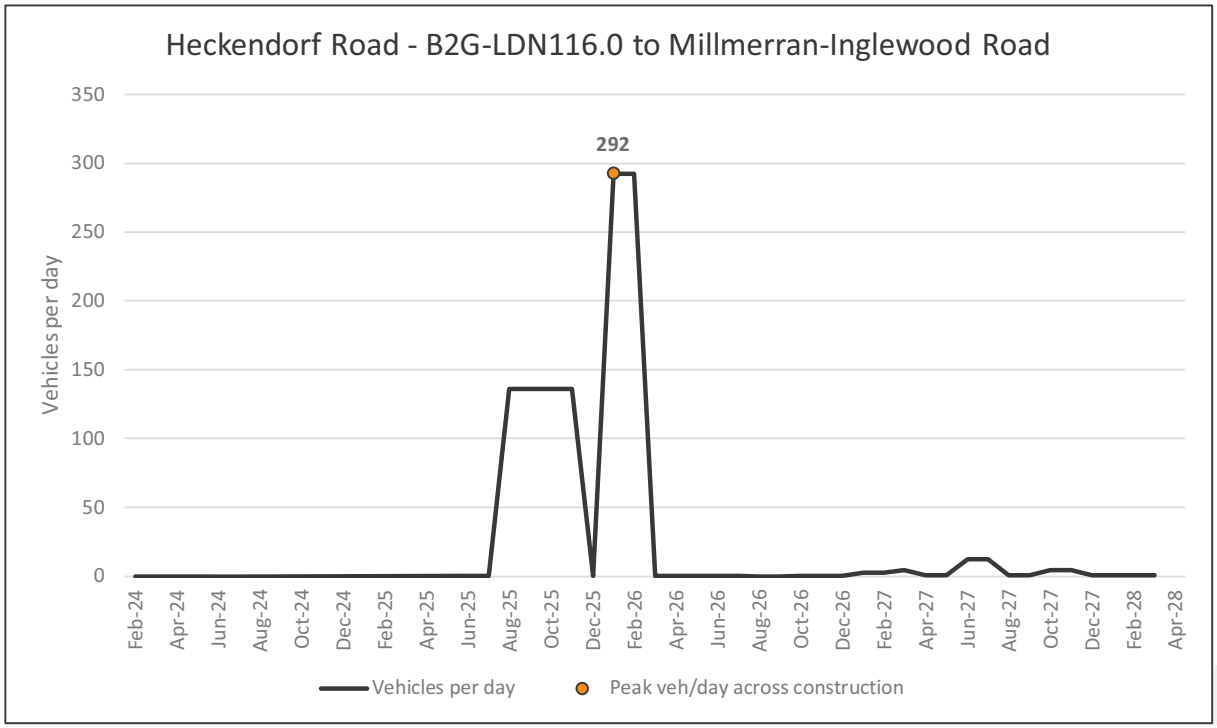
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	1	1	1	1	1	1	136	136	136	136	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
292	292	1	1	1	1	1	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
3	3	5	1	1	12	12	1	1	5	5	1

Jan-28	Feb-28	Mar-28
1	1	1



Road ID	X125-E24
Road name	Holcim Australia Toowoomba Access
Road section	Drayton Wellcamp Road to Holcim Australia Toowoomb

Peak veh/day across construction	79
Peak impact month	Jun-27
Length of peak period	1

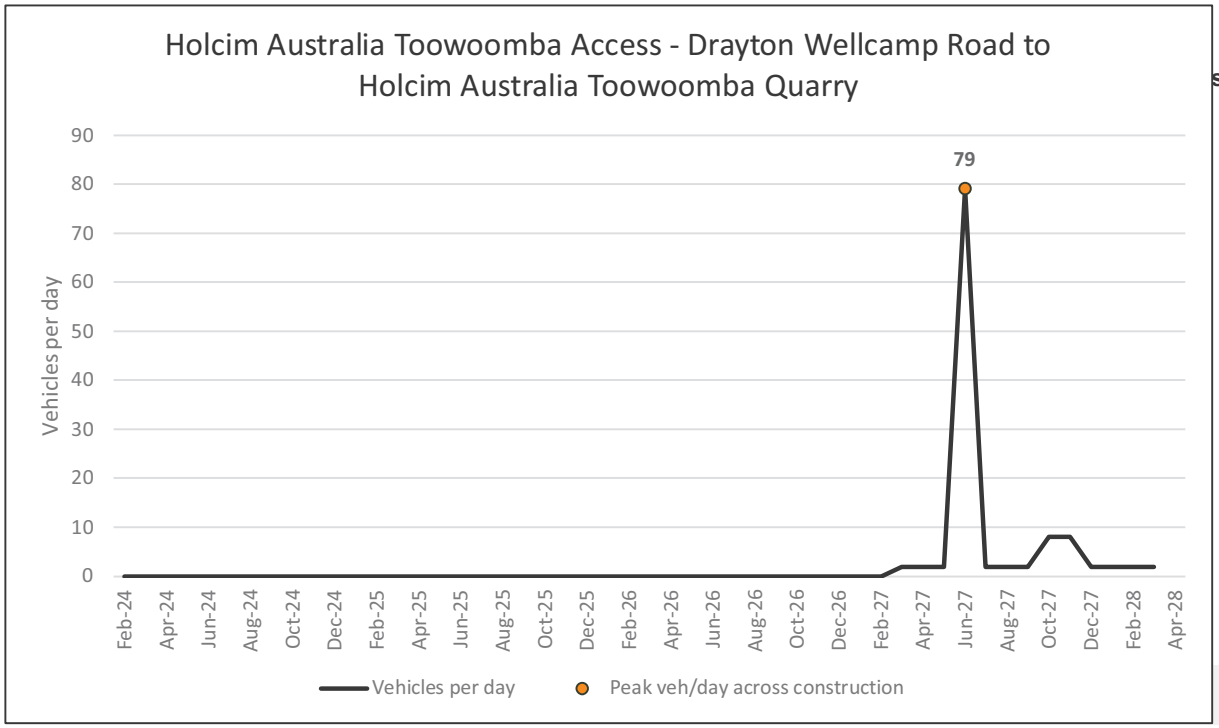
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	2	2	2	79	2	2	2	8	8	2

Jan-28	Feb-28	Mar-28
2	2	2



Road ID	X132-E108
Road name	Kahler Road
Road section	Murlaggan Road to B2G-LDN165.6

Peak veh/day across construction	11
Peak impact month	Mar-27
Length of peak period	2

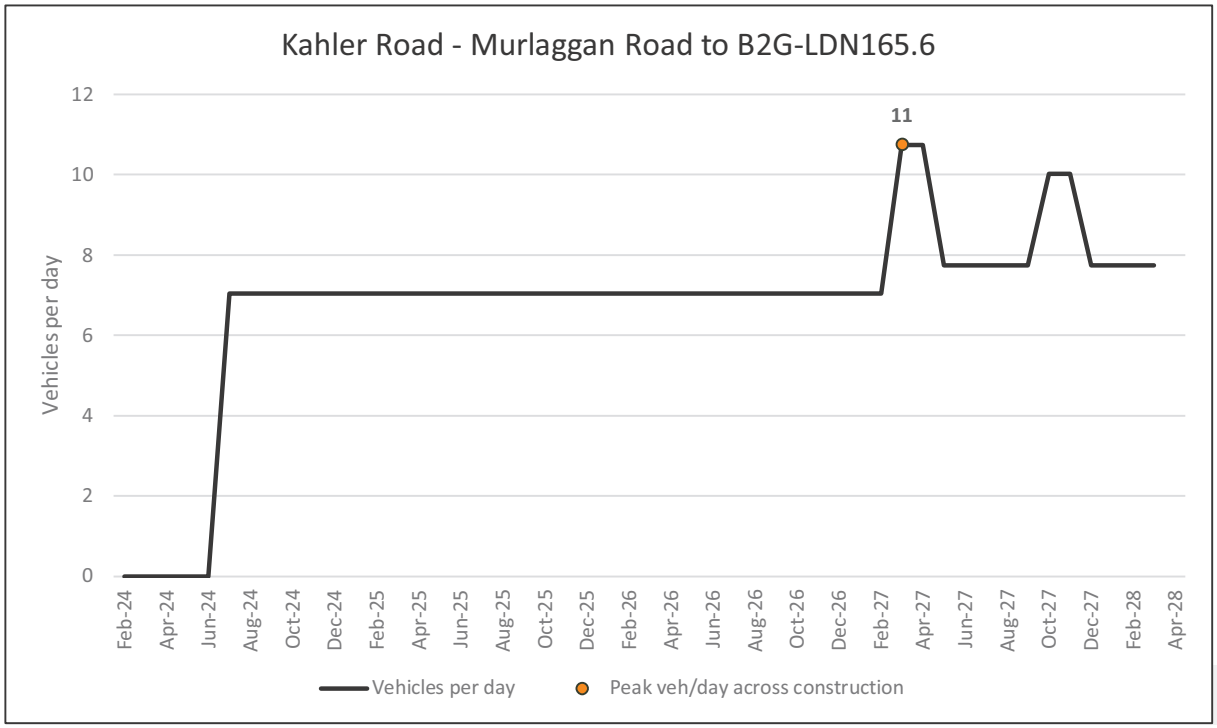
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	7	7	7	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	11	11	8	8	8	8	8	10	10	8

Jan-28	Feb-28	Mar-28
8	8	8



Road ID	X87-X86
Road name	Kingsthorpe Haden Overpass
Road section	Warrego Highway Off-ramp to Kingsthorpe Haden Road

Peak veh/day across construction	277
Peak impact month	Jun-25
Length of peak period	4

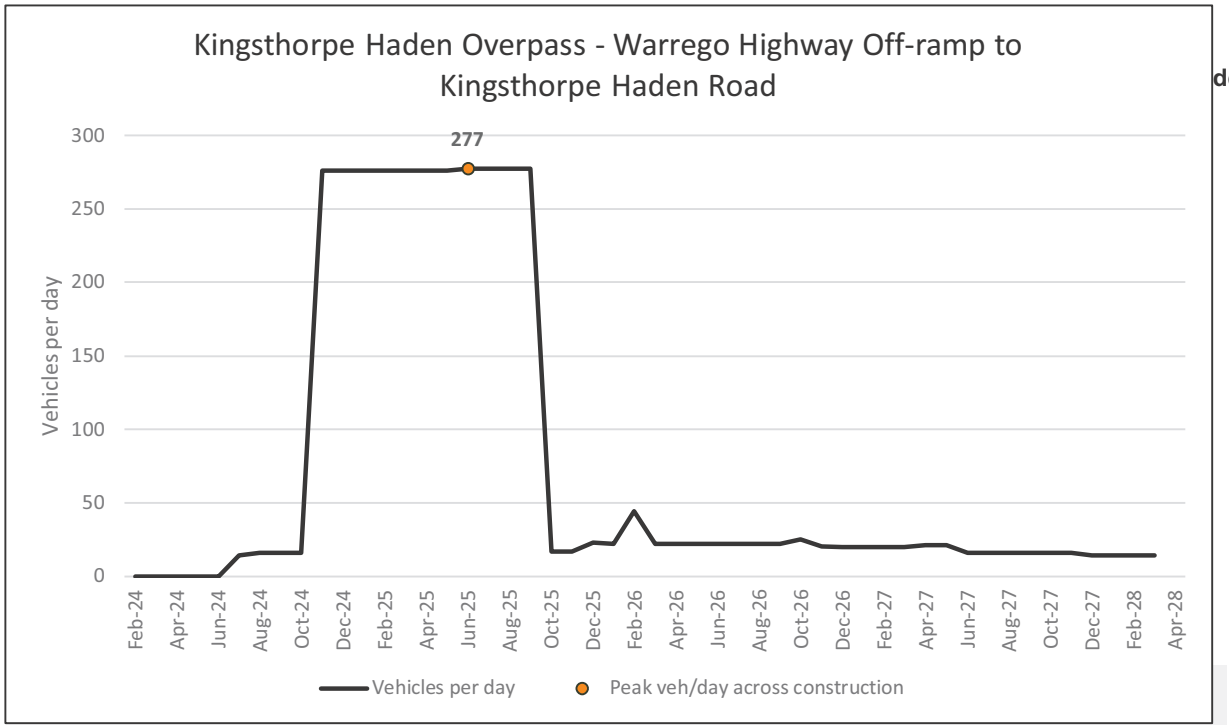
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	16	16	16	276	276

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
276	276	276	276	276	277	277	277	277	17	17	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
22	45	22	22	22	22	22	22	22	25	20	20

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	20	20	21	21	16	16	16	16	16	16	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X86-M13
Road name	Kingsthorpe Haden Road
Road section	Kingsthorpe Haden Overpass to Warrego Highway

Peak veh/day across construction	277
Peak impact month	Jun-25
Length of peak period	4

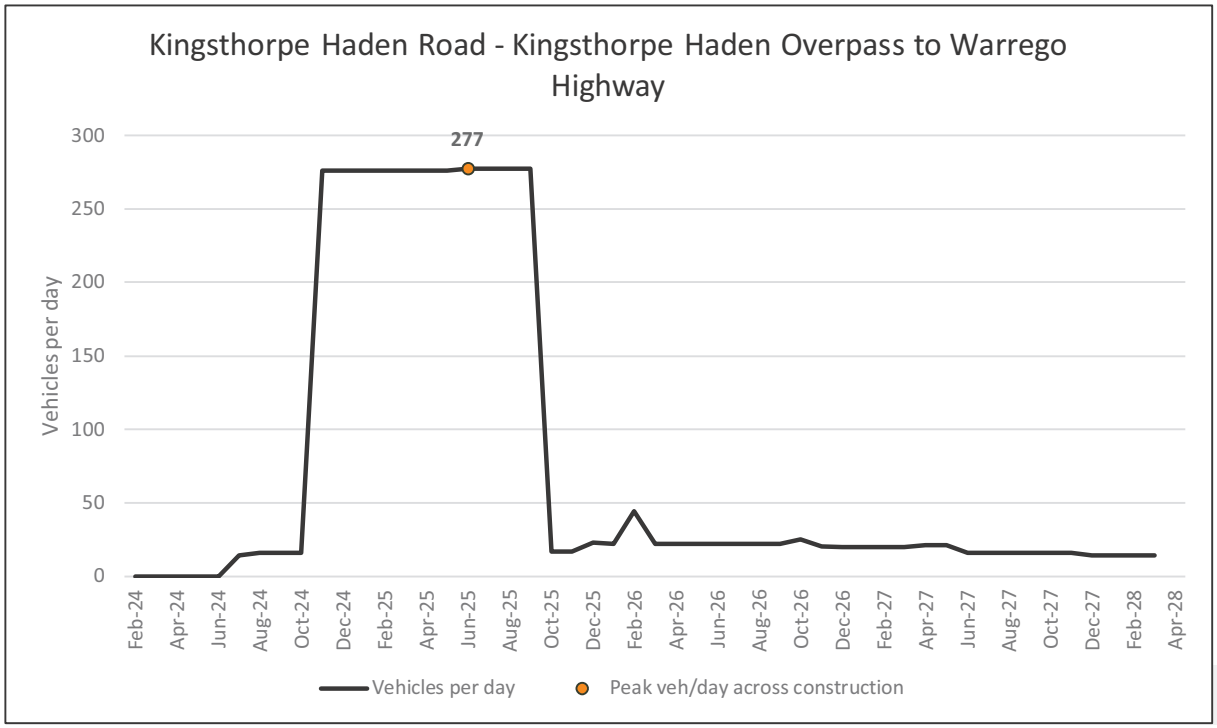
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	16	16	16	276	276

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
276	276	276	276	276	277	277	277	277	17	17	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
22	45	22	22	22	22	22	22	22	25	20	20

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	20	20	21	21	16	16	16	16	16	16	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E16-X129
Road name	Kooroongarra Road
Road section	Borrow Site #13 (Kooroongarra Road) to Millwood Road

Peak veh/day across construction	136
Peak impact month	Aug-25
Length of peak period	4

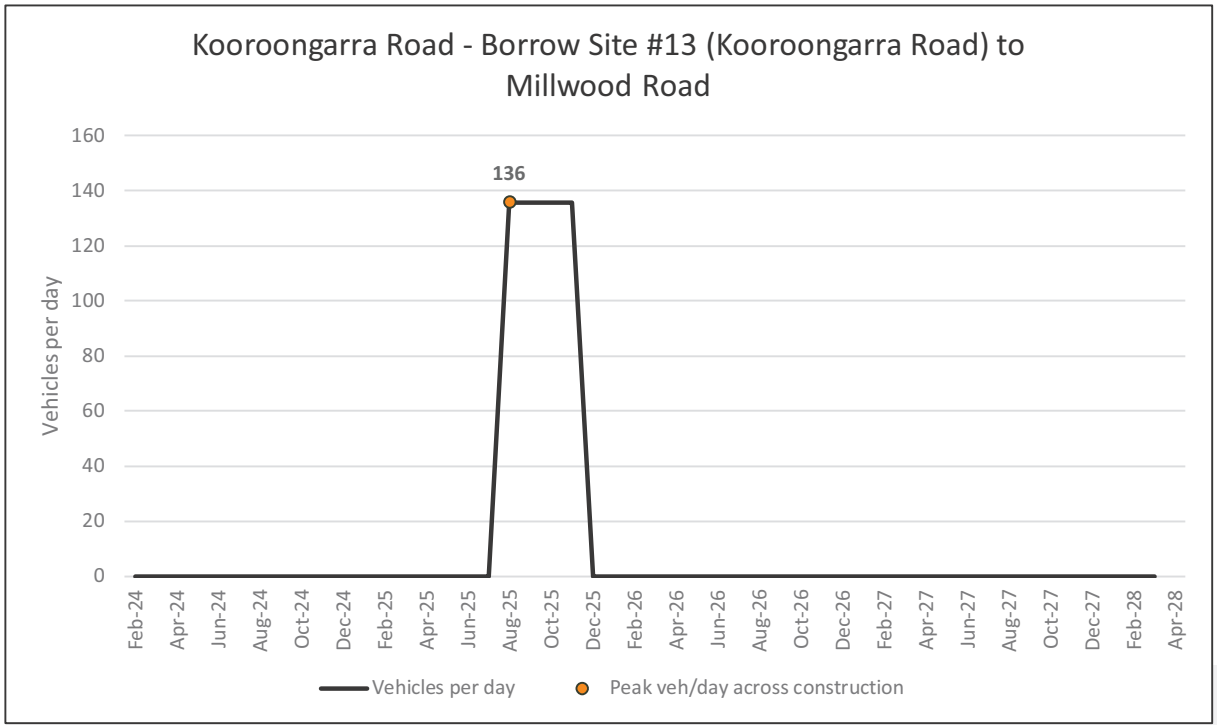
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	136	136	136	136	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X60-E100
Road name	Kooroongarra Road
Road section	Millmerran-Inglewood Road to Commodore Mine

Peak veh/day across construction	177
Peak impact month	Jan-26
Length of peak period	2

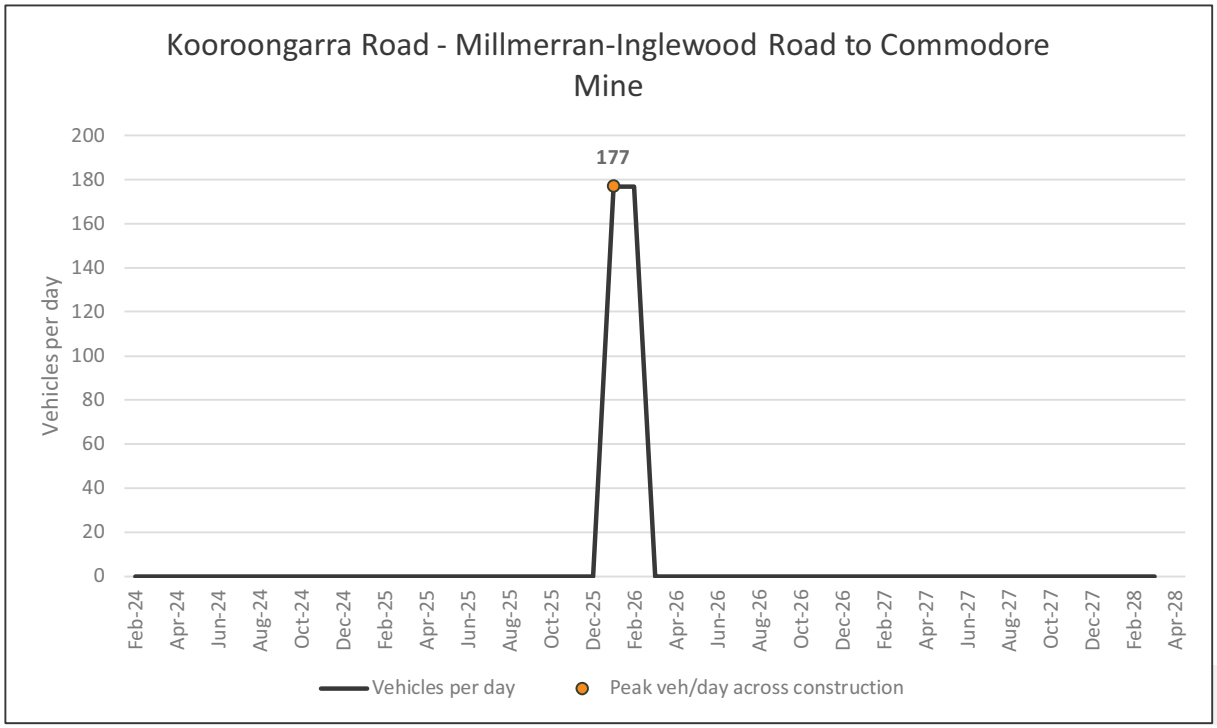
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
177	177	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X81-X130
Road name	Leesons Road
Road section	Warrego Highway to Steger Road

Peak veh/day across construction	148
Peak impact month	Nov-25
Length of peak period	1

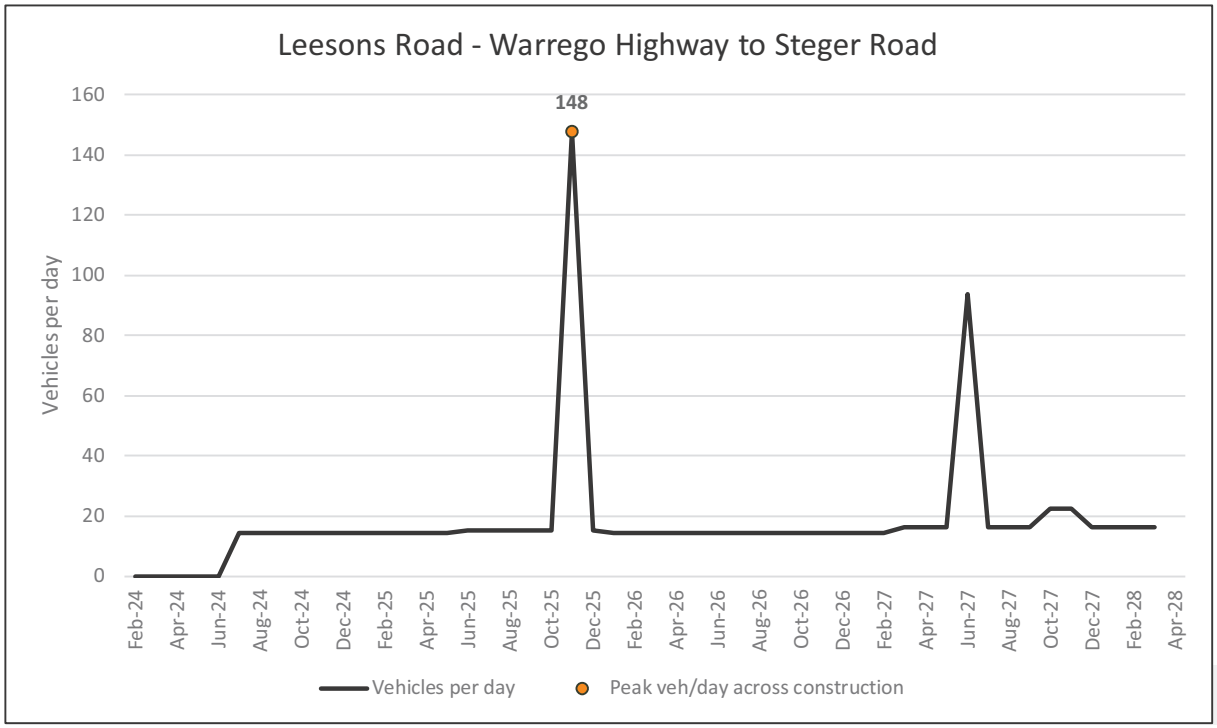
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	15	15	15	15	15	148	15

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	14	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	16	16	16	94	16	16	16	22	22	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	X130-E96
Road name	Leesons Road
Road section	Steger Road to B2G-LDN206.3

Peak veh/day across construction	154
Peak impact month	Nov-25
Length of peak period	1

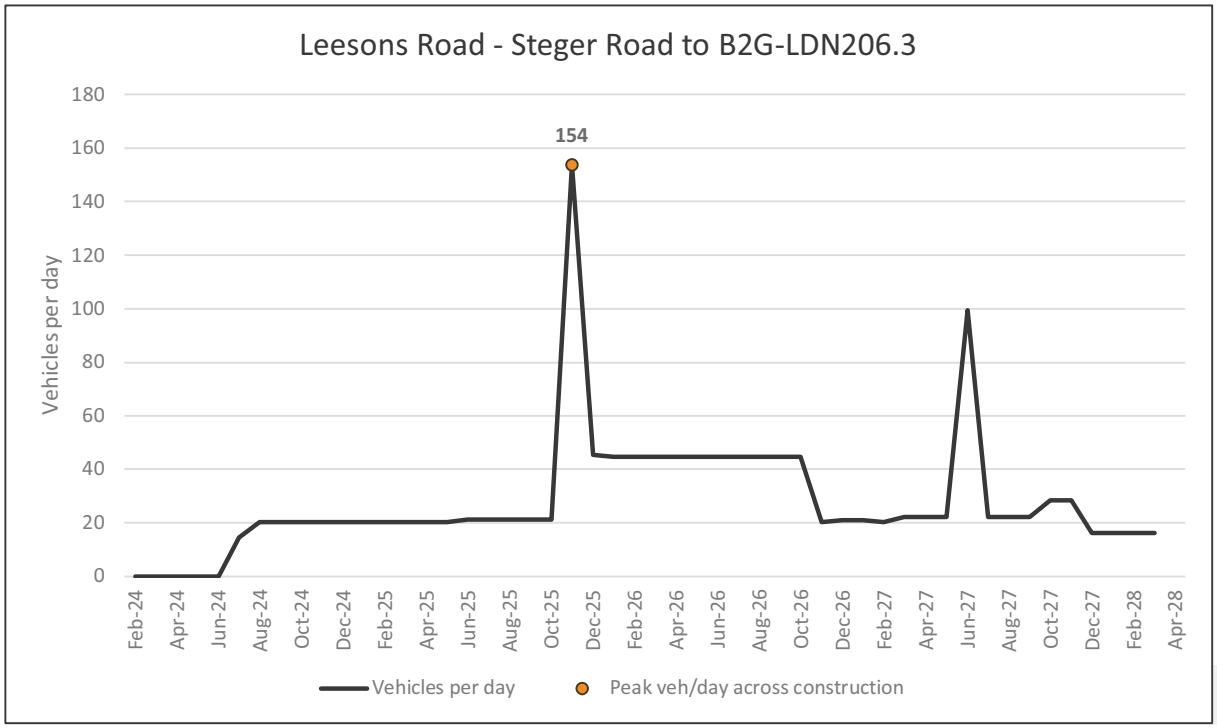
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	20	20	20	20	20

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
20	20	20	20	20	21	21	21	21	21	154	45

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
45	45	45	45	45	45	45	45	45	45	20	21

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
21	20	22	22	22	100	22	22	22	28	28	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	X35-E62
Road name	Linthorpe Road
Road section	Gore Highway to B2G-LDN175.5

Peak veh/day across construction	453
Peak impact month	Aug-25
Length of peak period	2

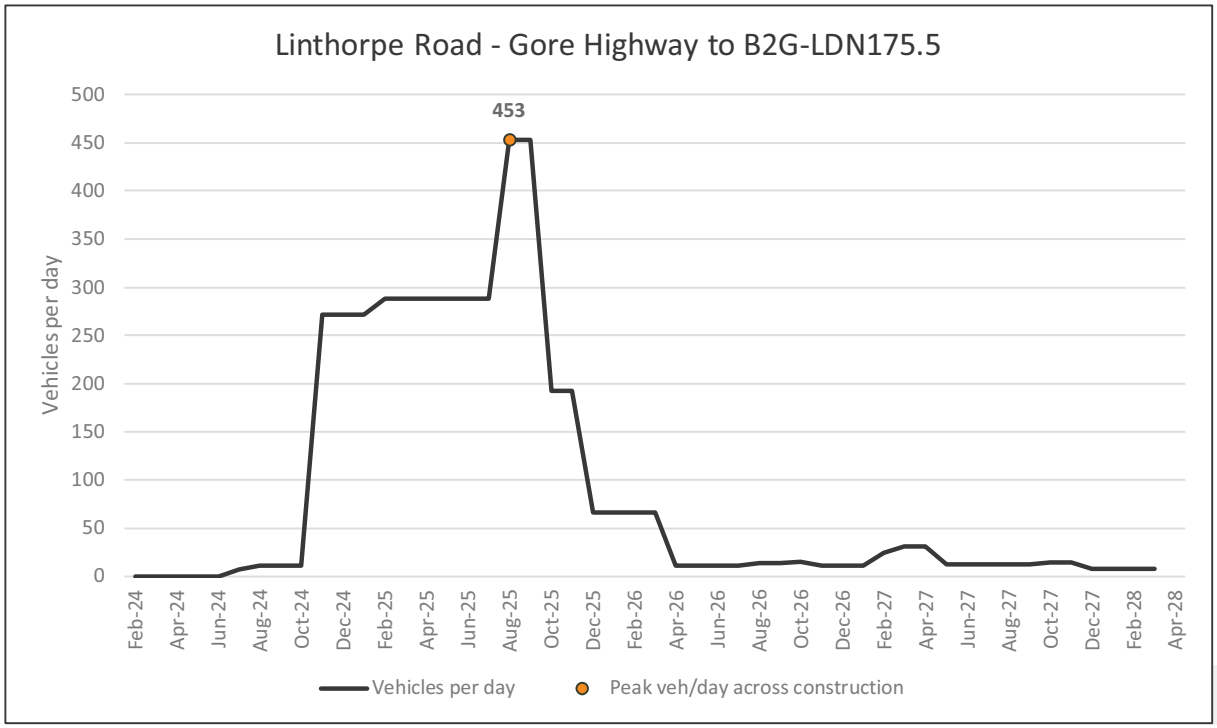
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	11	11	11	271	271

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
271	288	288	288	288	288	288	453	453	192	192	66

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
66	66	66	11	11	11	11	14	14	15	11	11

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
11	25	31	31	12	12	12	12	12	14	14	8

Jan-28	Feb-28	Mar-28
8	8	8



Road ID	X145-X32
Road name	Linthorpe Valley Road
Road section	Geitz Road to Gore Highway

Peak veh/day across construction	28
Peak impact month	Mar-27
Length of peak period	2

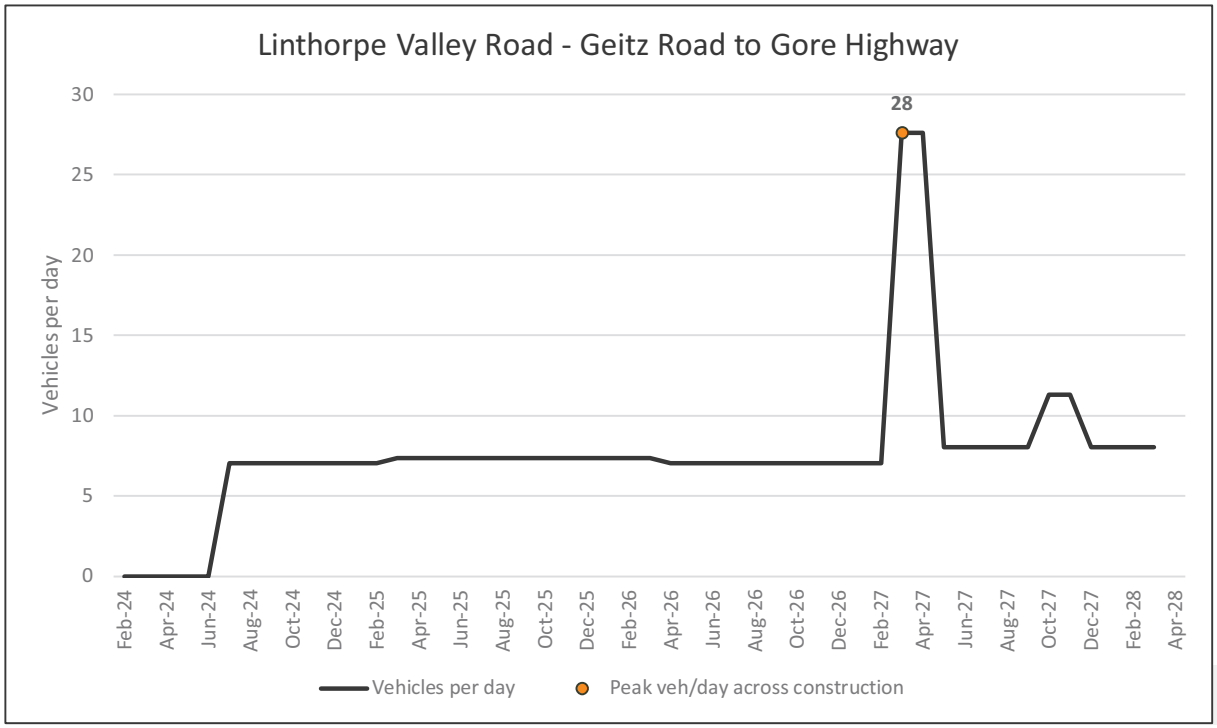
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	7	7	7	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	28	28	8	8	8	8	8	11	11	8

Jan-28	Feb-28	Mar-28
8	8	8



Road ID	X36-E90
Road name	Lochaber Road
Road section	Gore Highway to B2G-LDN172.0

Peak veh/day across construction	14
Peak impact month	Mar-27
Length of peak period	2

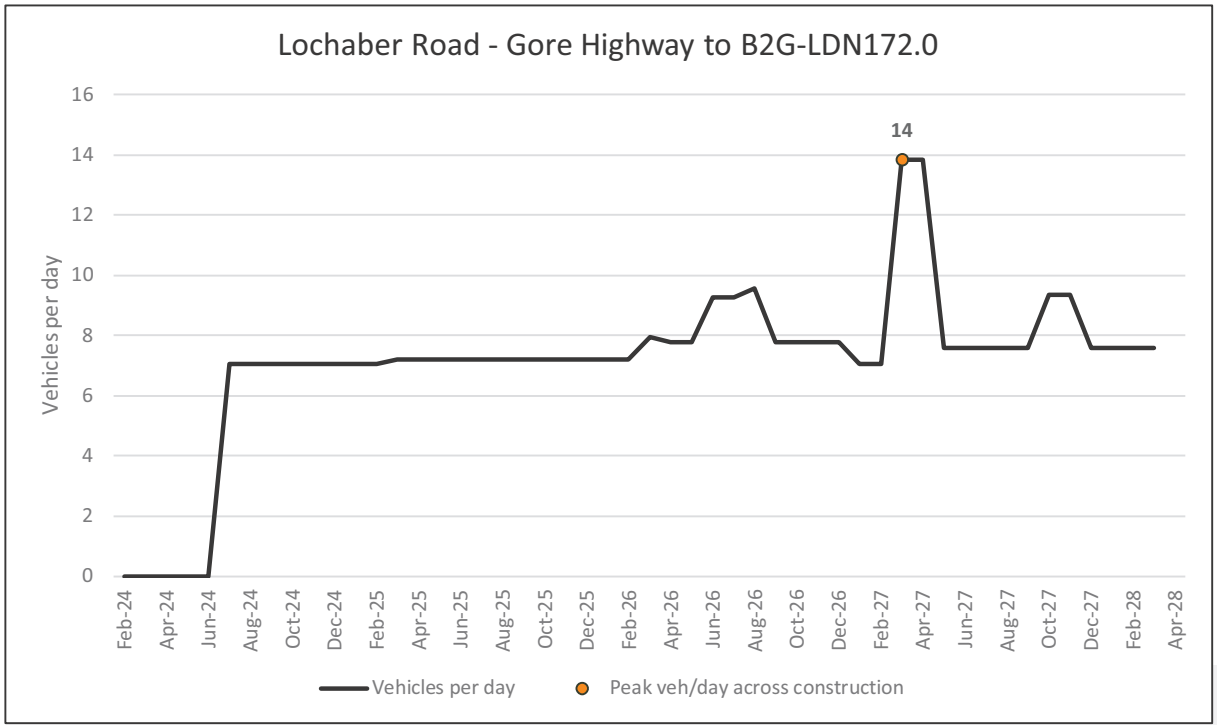
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	8	8	8	9	9	10	8	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	14	14	8	8	8	8	8	9	9	8

Jan-28	Feb-28	Mar-28
8	8	8



Road ID	E90-E61
Road name	Lochaber Road
Road section	B2G-LDN172.0 to B2G-LDN172.6

Peak veh/day across construction	9
Peak impact month	Aug-26
Length of peak period	1

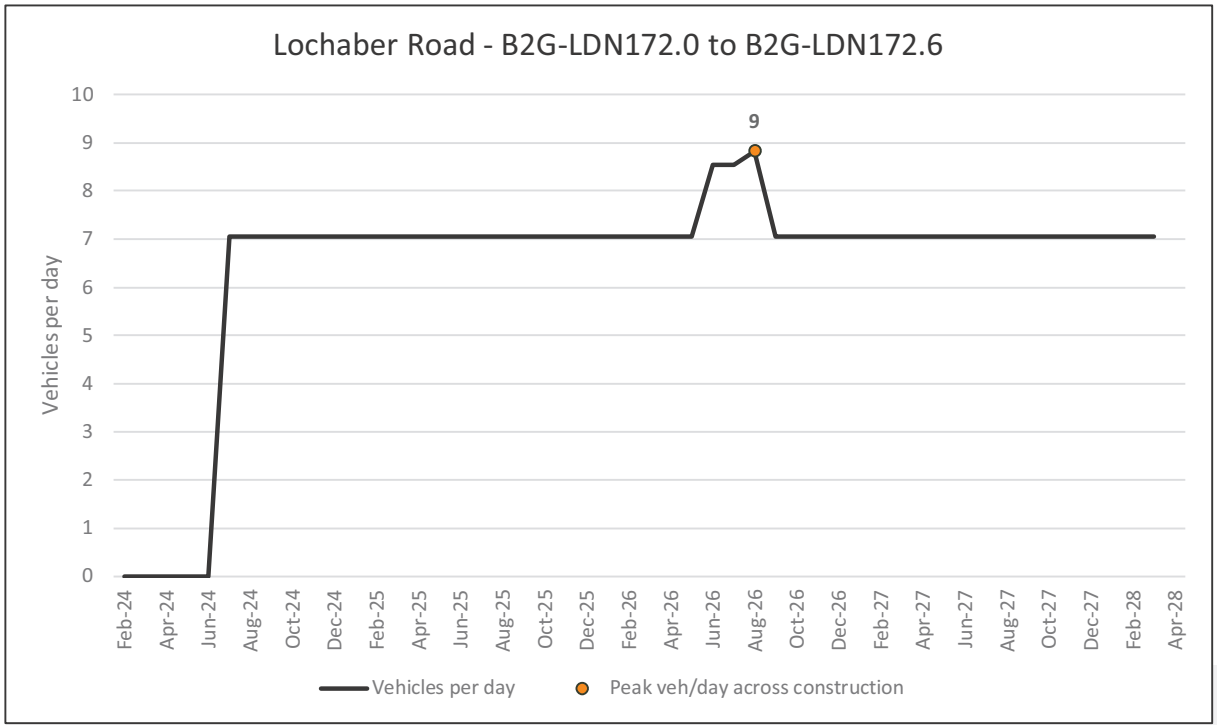
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	7	7	9	9	9	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	7	7	7	7	7	7	7	7	7	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E20-X74
Road name	McDougall Street
Road section	Humes Precast Toowoomba to Toowoomba-Cecil Plain

Peak veh/day across construction	15
Peak impact month	Nov-25
Length of peak period	1

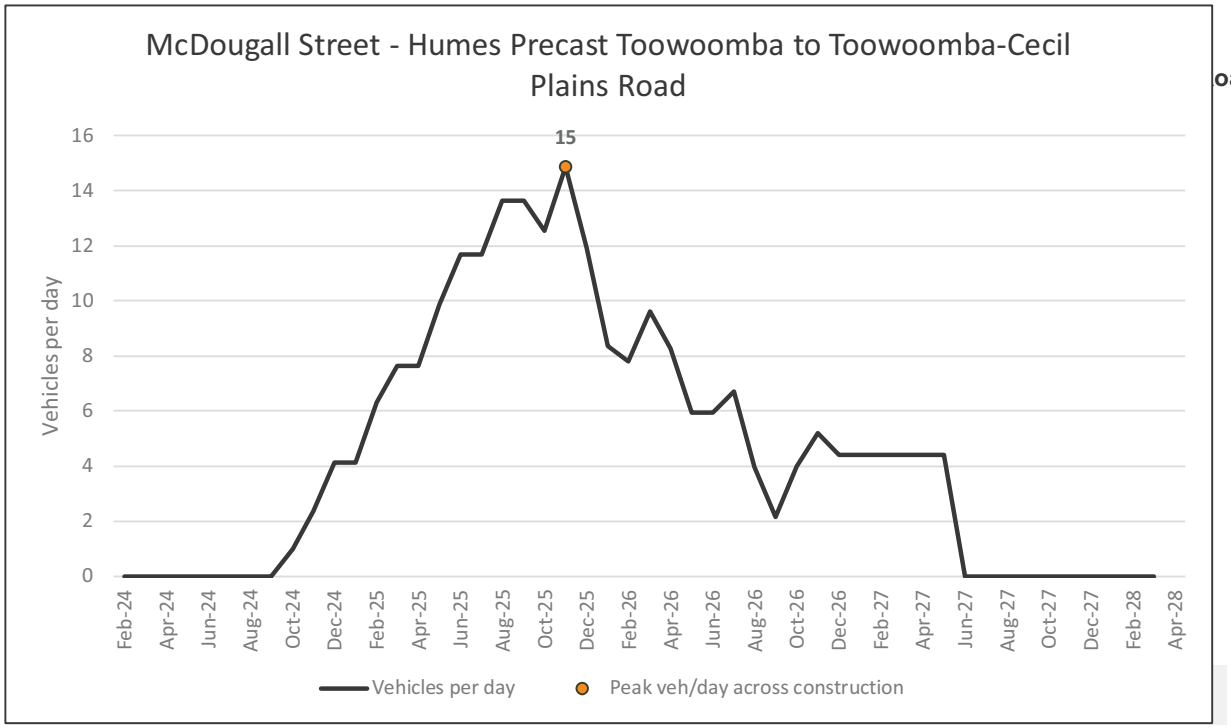
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	1	2	4

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
4	6	8	8	10	12	12	14	14	13	15	12

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
8	8	10	8	6	6	7	4	2	4	5	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
4	4	4	4	4	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X61-E84
Road name	Millwood Road
Road section	Millmerran-Inglewood Road to B2G-LDN112.1

Peak veh/day across construction	158
Peak impact month	Aug-25
Length of peak period	4

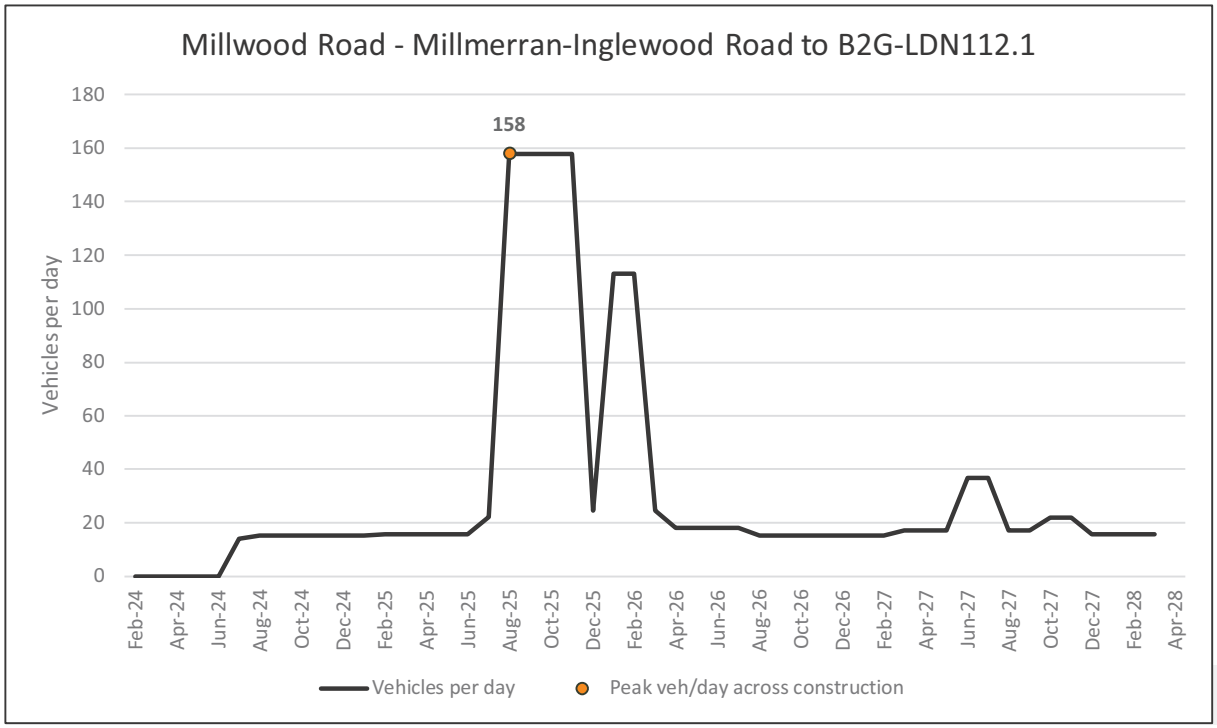
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	15	15	15	15	15

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
15	16	16	16	16	16	22	158	158	158	158	25

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
113	113	25	18	18	18	18	15	15	15	15	15

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
15	15	17	17	17	37	37	17	17	22	22	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	E84-X131
Road name	Millwood Road
Road section	B2G-LDN112.1 to Millwood Road

Peak veh/day across construction	136
Peak impact month	Aug-25
Length of peak period	4

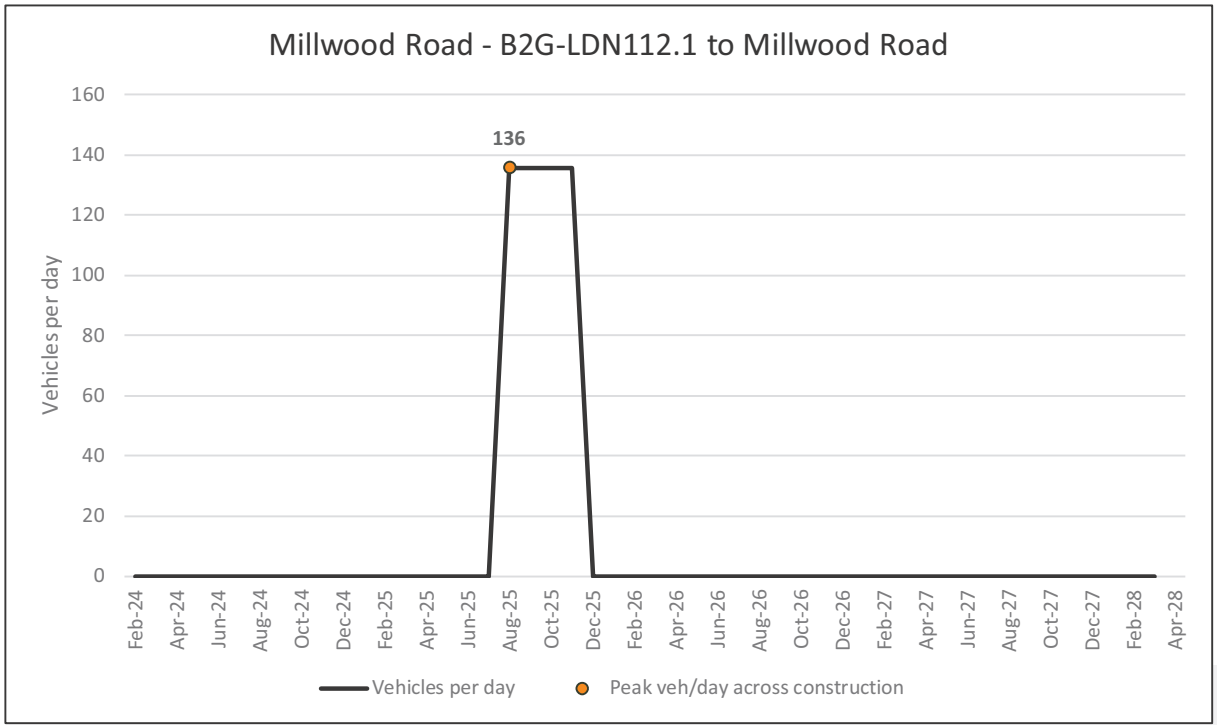
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	136	136	136	136	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X131-X129
Road name	Millwood Road
Road section	Millwood Road to Kooroongarra Road

Peak veh/day across construction	136
Peak impact month	Aug-25
Length of peak period	4

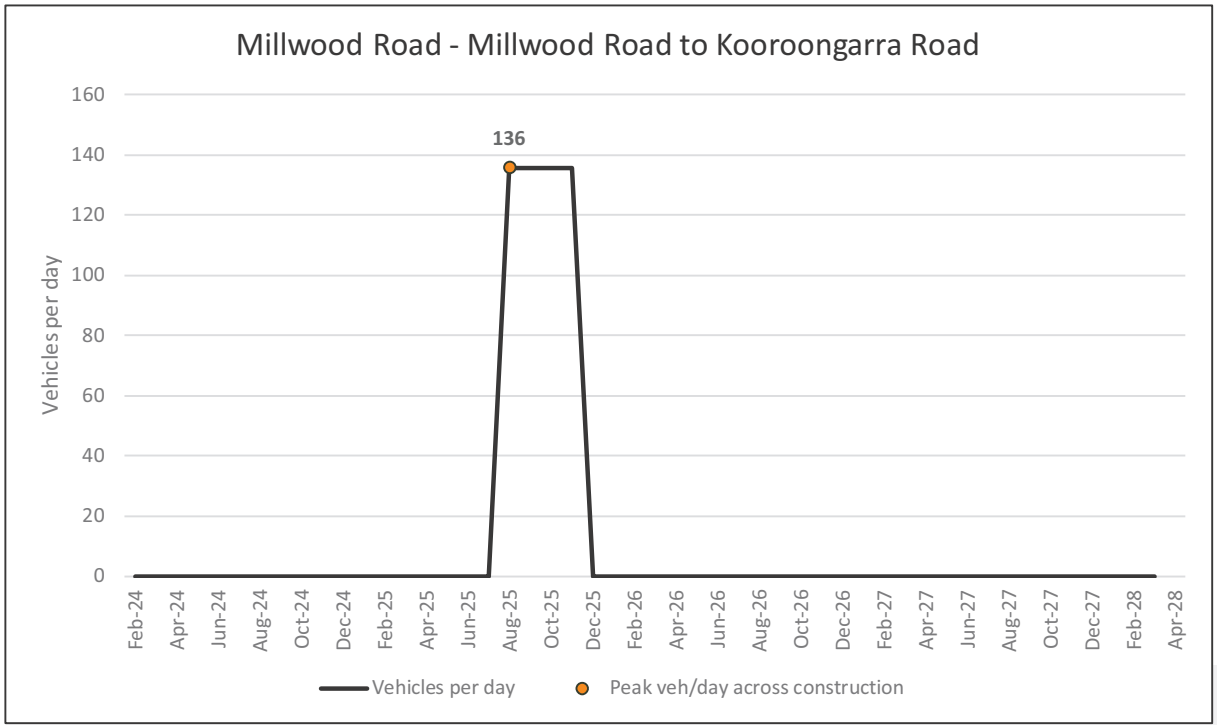
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	136	136	136	136	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X62-E28
Road name	Moffatt Reserve Road
Road section	Millmerran-Inglewood Road to Millmerran Power Statio

Peak veh/day across construction	71
Peak impact month	Jul-25
Length of peak period	2

Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	11	11	11	11	11

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
11	14	28	28	28	28	71	71	58	58	69	69

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
69	69	69	27	27	27	14	15	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
13	13	15	15	12	12	11	11	11	11	11	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E88-X132
Road name	Murlaggan Road
Road section	B2G-LDN164.3 to Kahler Road

Peak veh/day across construction	310
Peak impact month	Mar-25
Length of peak period	2

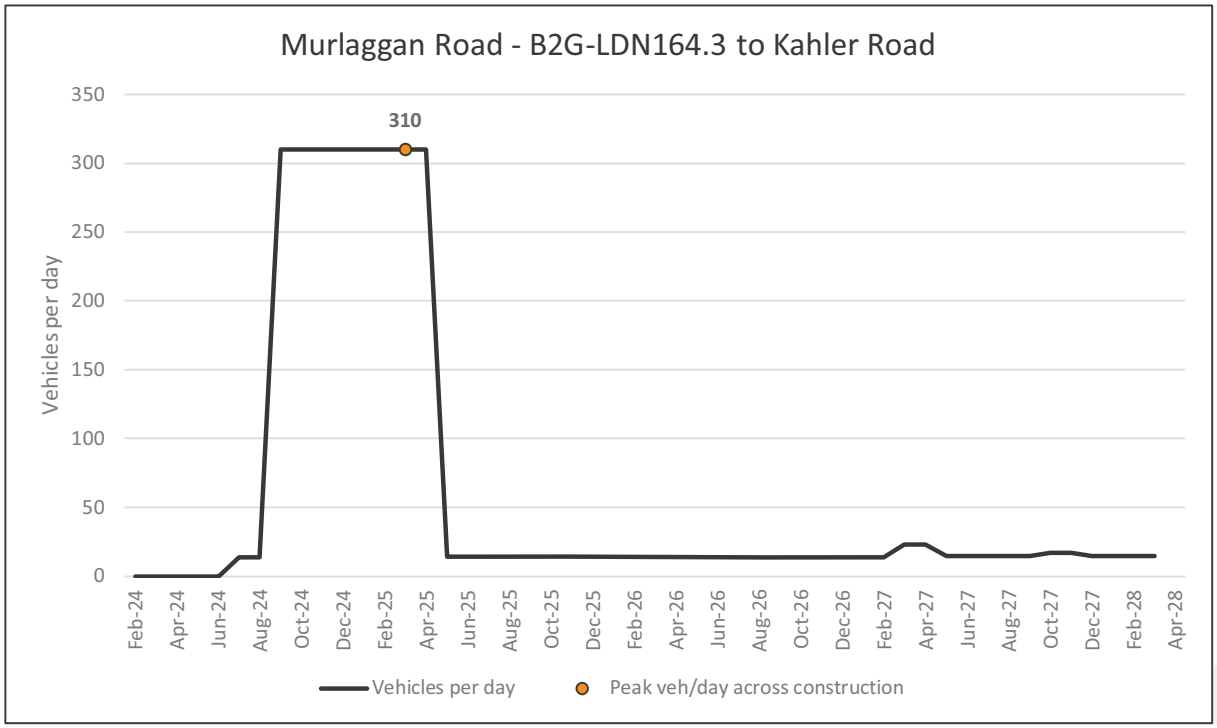
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	310	310	310	310

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
310	310	310	310	14	14	14	14	14	14	14	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	14	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	23	23	15	15	15	15	15	17	17	15

Jan-28	Feb-28	Mar-28
15	15	15



Road ID	X132-X39
Road name	Murlaggan Road
Road section	Kahler Road to Gore Highway

Peak veh/day across construction	317
Peak impact month	Mar-25
Length of peak period	2

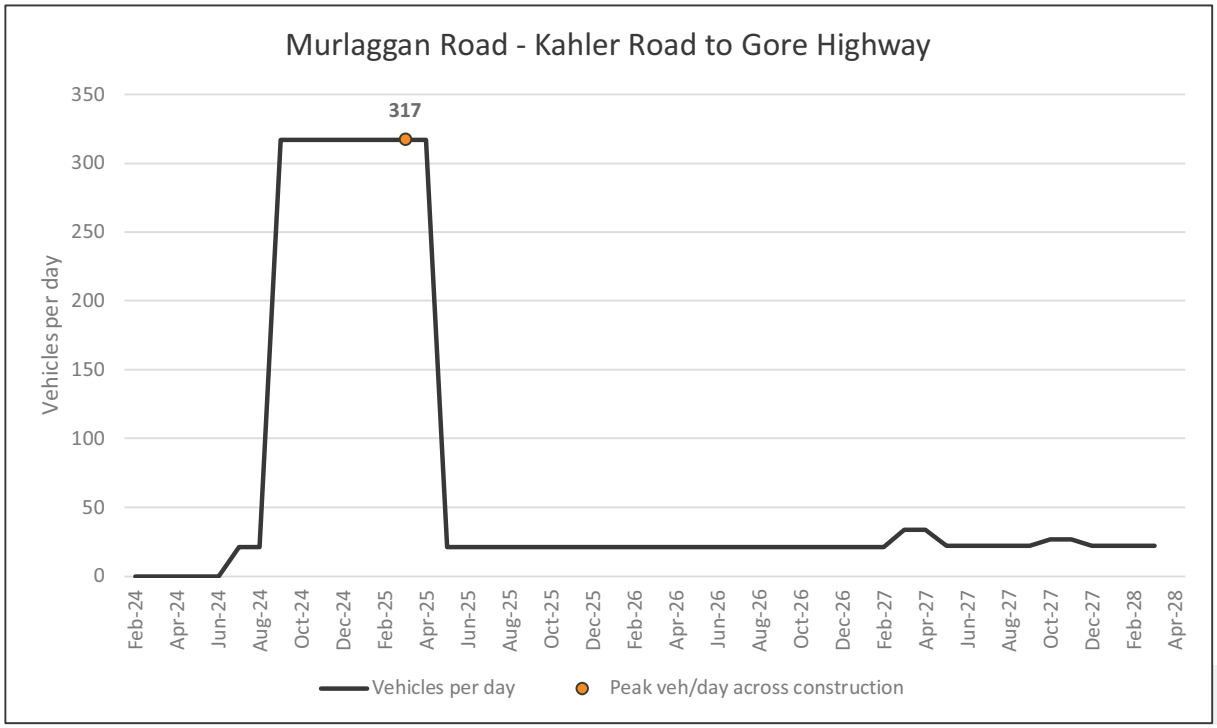
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	21	21	317	317	317	317

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
317	317	317	317	21	21	21	21	21	21	21	21

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
21	21	21	21	21	21	21	21	21	21	21	21

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
21	21	34	34	22	22	22	22	22	27	27	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	X40-E60
Road name	Oakey-Pittsworth Road
Road section	Gore Highway to B2G-LDN171.0

Peak veh/day across construction	13
Peak impact month	Jun-26
Length of peak period	1

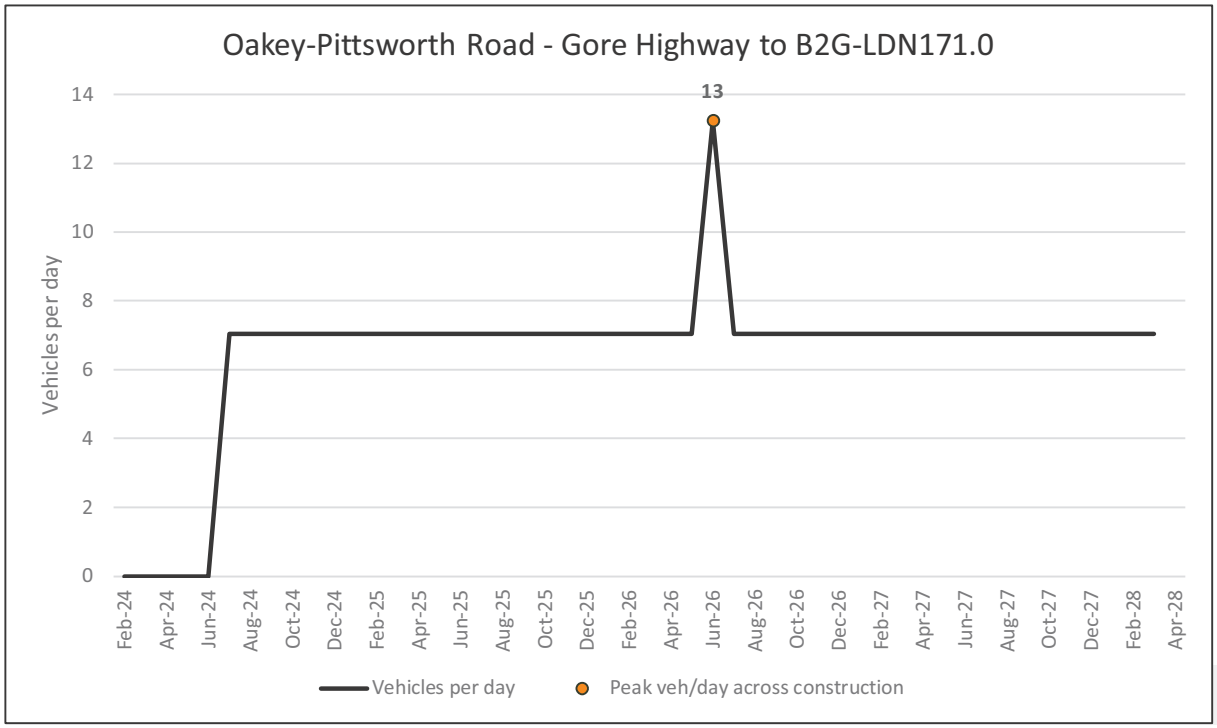
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	7	7	13	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	7	7	7	7	7	7	7	7	7	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X75-X82
Road name	O'Mara Road
Road section	Toowoomba-Cecil Plains Road to Warrego Highway

Peak veh/day across construction	87
Peak impact month	Jun-27
Length of peak period	1

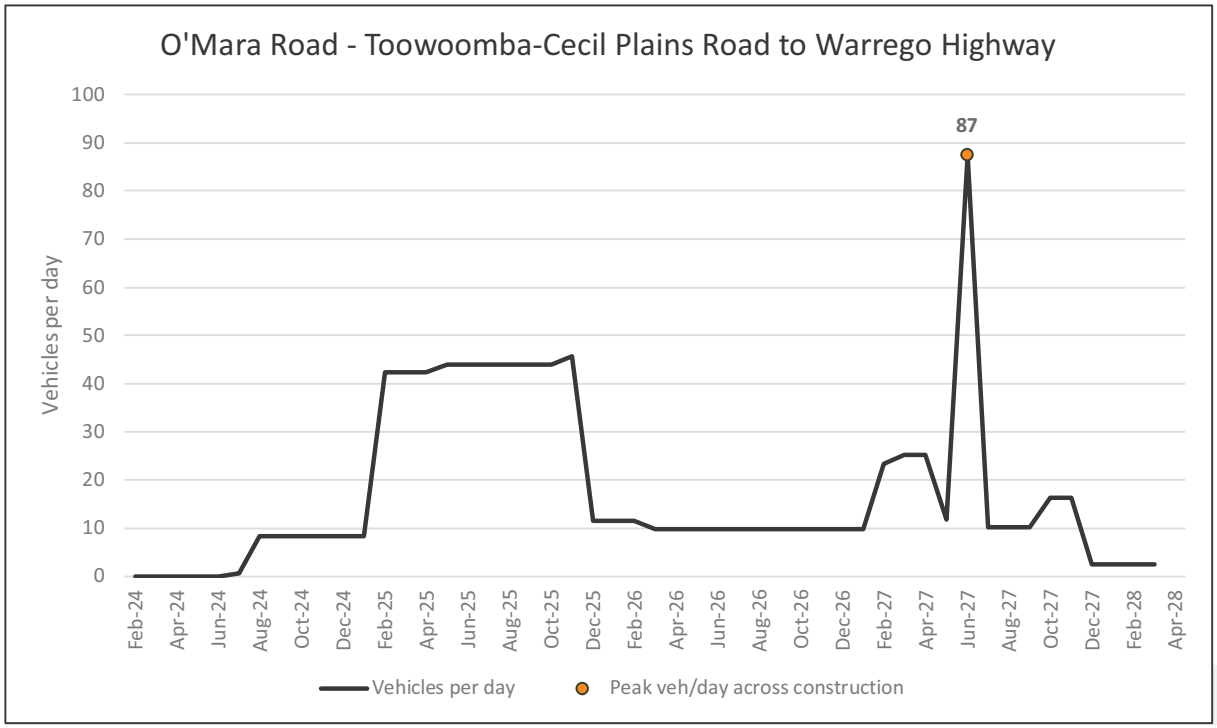
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	1	8	8	8	8	8

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
8	42	42	42	44	44	44	44	44	44	46	12

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
12	12	10	10	10	10	10	10	10	10	10	10

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
10	23	25	25	12	87	10	10	10	16	16	2

Jan-28	Feb-28	Mar-28
2	2	2



Road ID	E110-E51
Road name	Owens Scrub Road
Road section	B2G-LDN129.5 to B2G-LDN128.2

Peak veh/day across construction	30
Peak impact month	Jun-27
Length of peak period	2

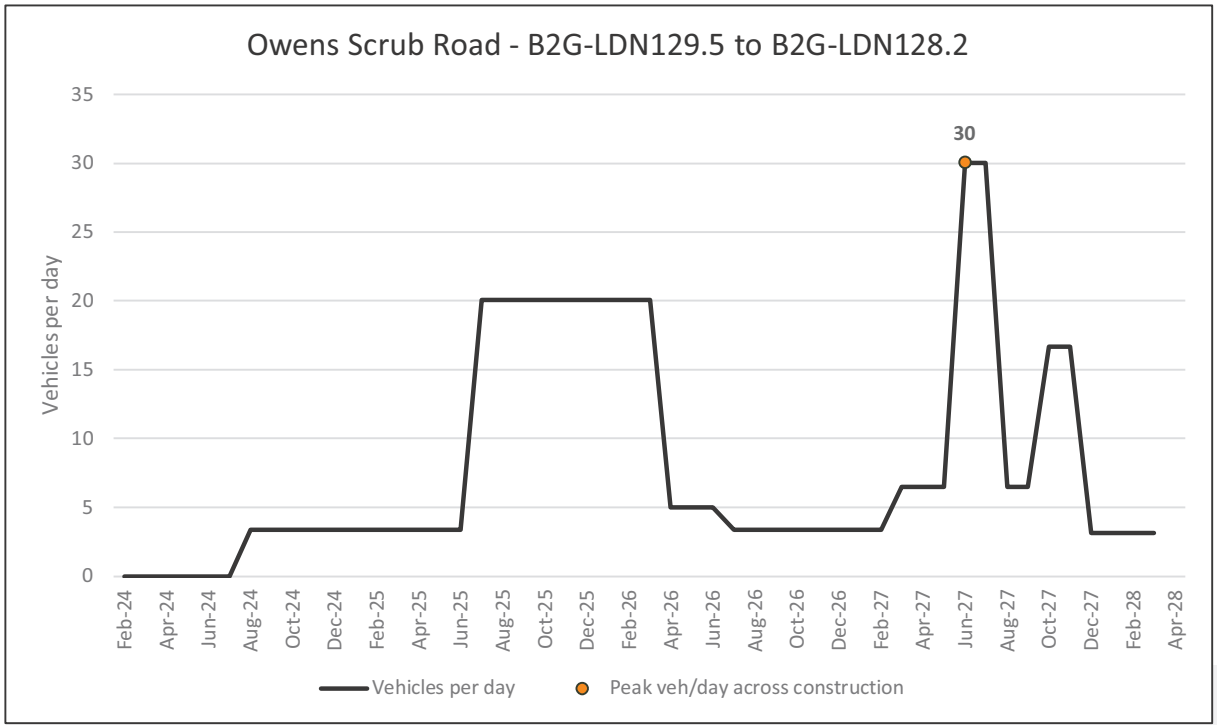
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	3	3	3	3	3

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
3	3	3	3	3	3	20	20	20	20	20	20

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
20	20	20	5	5	5	3	3	3	3	3	3

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
3	3	7	7	7	30	30	7	7	17	17	3

Jan-28	Feb-28	Mar-28
3	3	3



Road ID	E51-E52
Road name	Owens Scrub Road
Road section	B2G-LDN128.2 to B2G-LDN130.0

Peak veh/day across construction	279
Peak impact month	Sep-24
Length of peak period	3

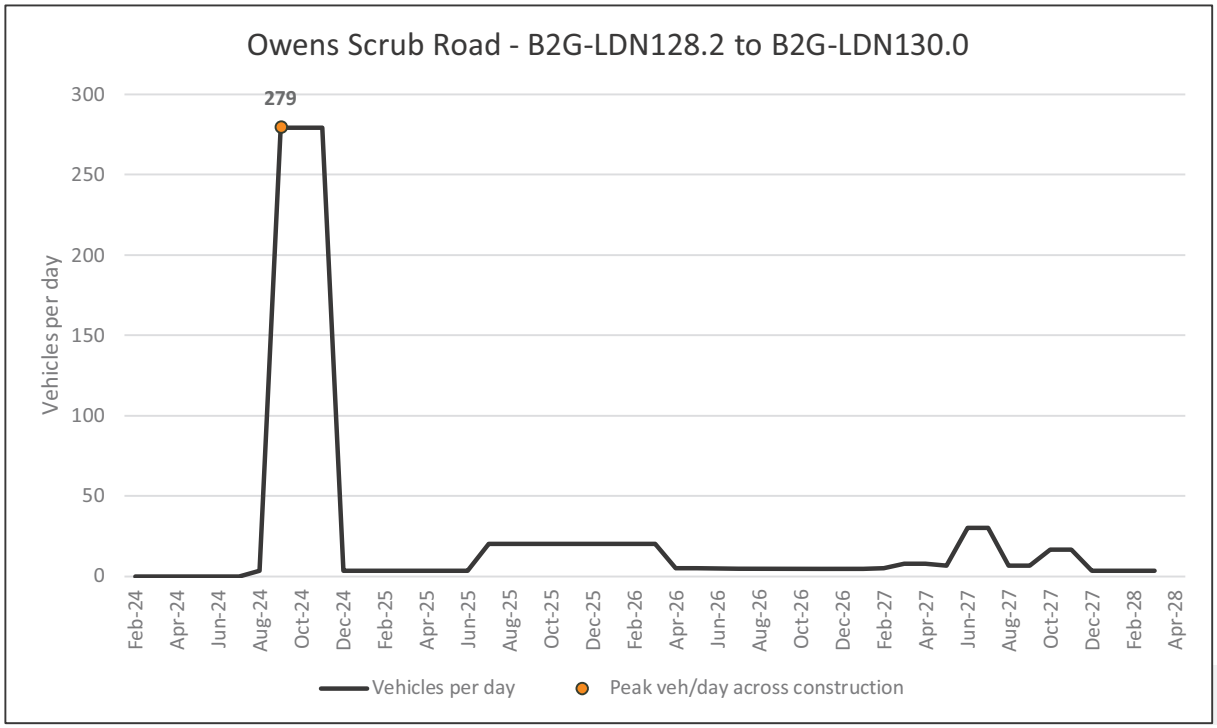
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	3	279	279	279	3

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
3	3	3	3	3	3	20	20	20	20	20	20

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
20	20	20	5	5	5	5	5	5	5	5	5

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
5	5	8	8	7	30	30	7	7	17	17	3

Jan-28	Feb-28	Mar-28
3	3	3



Road ID	E52-X63
Road name	Owens Scrub Road
Road section	B2G-LDN130.0 to Millmerran-Inglewood Road

Peak veh/day across construction	540
Peak impact month	Oct-24
Length of peak period	2

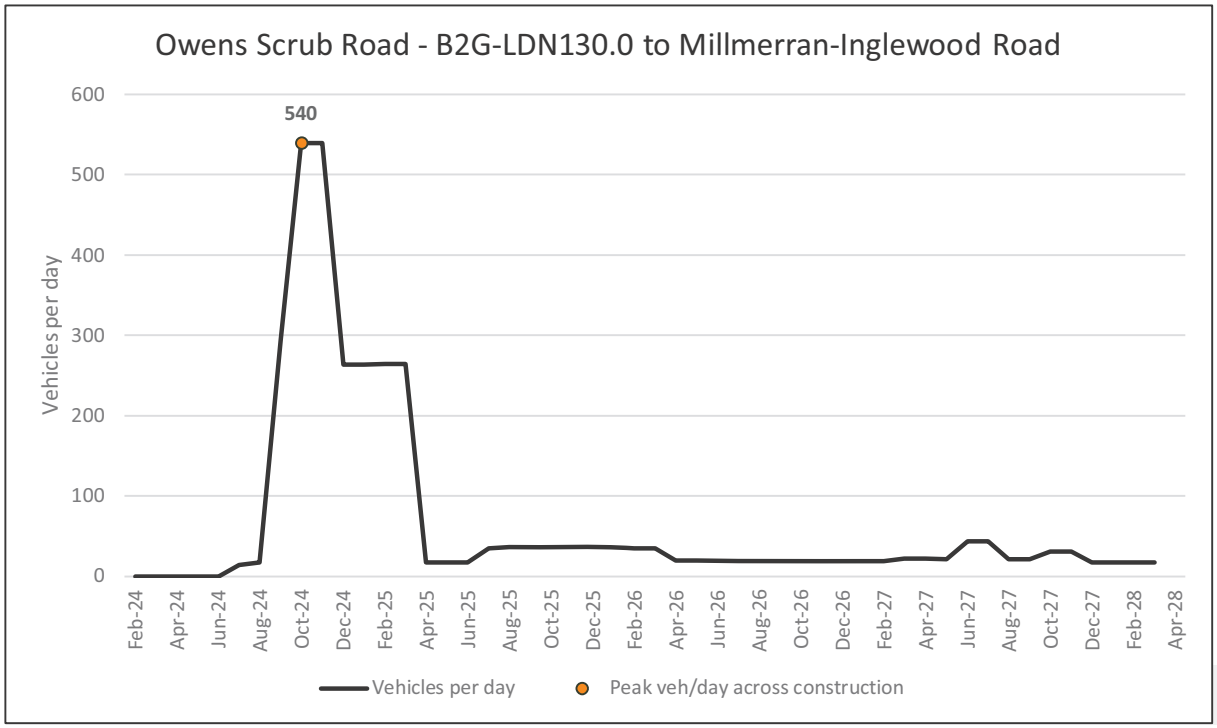
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	17	293	540	540	264

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
264	264	264	18	18	18	34	36	36	36	36	37

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
37	34	34	19	19	19	19	19	19	19	19	19

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
19	19	22	22	21	44	44	21	21	31	31	17

Jan-28	Feb-28	Mar-28
17	17	17



Road ID	X41-E91
Road name	Paint Mine Road
Road section	Gore Highway to B2G-LDN173.5

Peak veh/day across construction	12
Peak impact month	Oct-27
Length of peak period	2

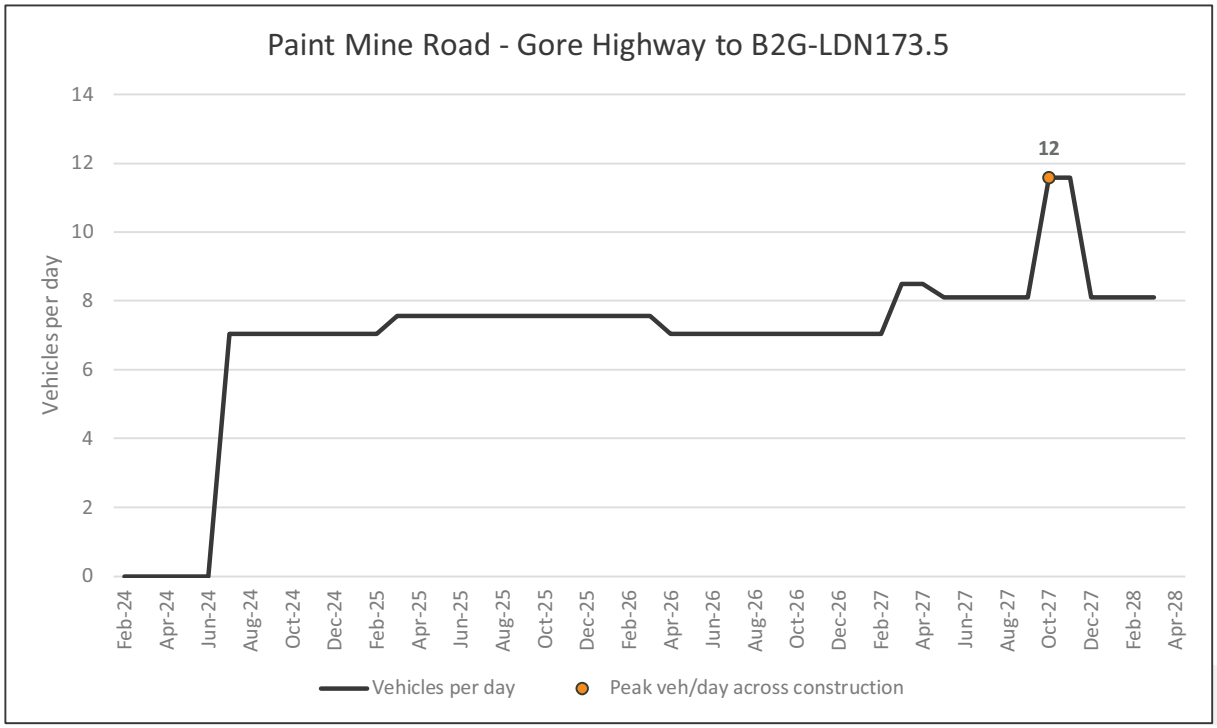
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	8	8	8	8	8	8	8	8	8	8

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
8	8	8	7	7	7	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	9	9	8	8	8	8	8	12	12	8

Jan-28	Feb-28	Mar-28
8	8	8



Road ID	X64-E46
Road name	Paton Road
Road section	Millmerran-Inglewood Road to B2G-LDN104.5

Peak veh/day across construction	47
Peak impact month	Jun-27
Length of peak period	2

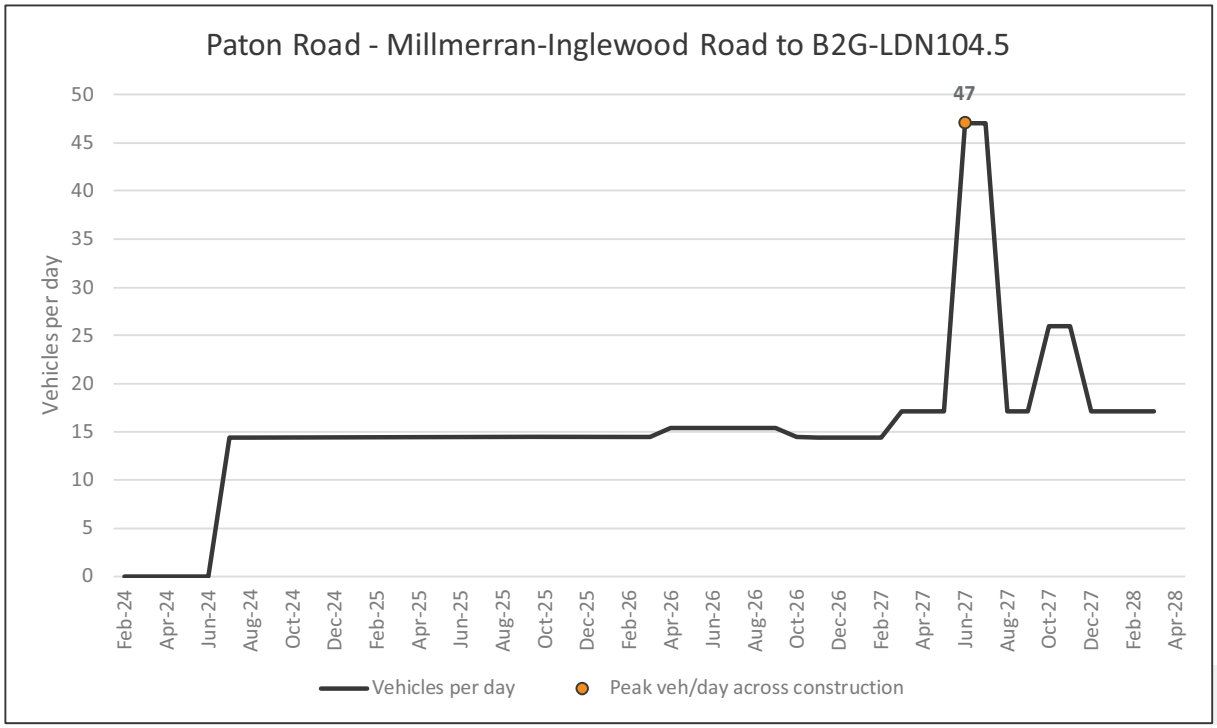
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	15	15	15	15	15	15	15	15	15	15	15

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
15	15	15	15	15	15	15	15	15	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	17	17	17	47	47	17	17	26	26	17

Jan-28	Feb-28	Mar-28
17	17	17



Road ID	X136-E23
Road name	Quarry Road Access
Road section	Tummaville Road to Quarry

Peak veh/day across construction	164
Peak impact month	Aug-25
Length of peak period	4

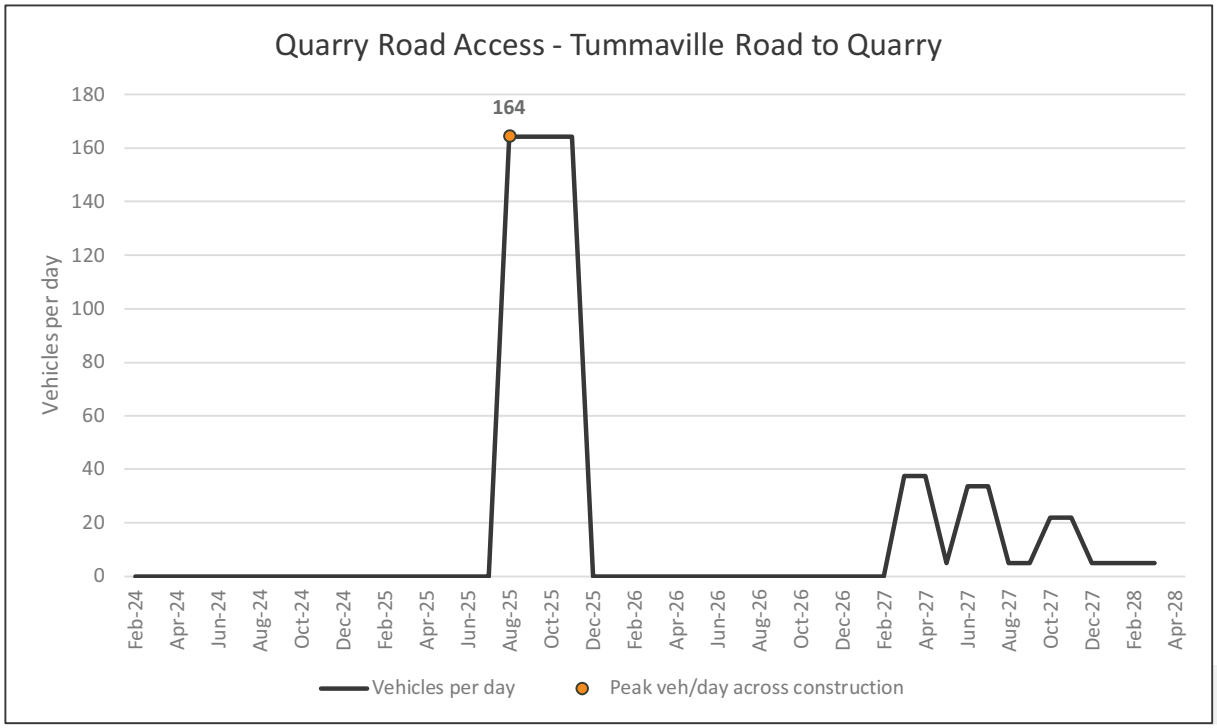
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	164	164	164	164	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	38	38	5	34	34	5	5	22	22	5

Jan-28	Feb-28	Mar-28
5	5	5



Road ID	X123-X42
Road name	Saleyards Road
Road section	Campbell Street to Gore Highway

Peak veh/day across construction	27
Peak impact month	Jun-27
Length of peak period	2

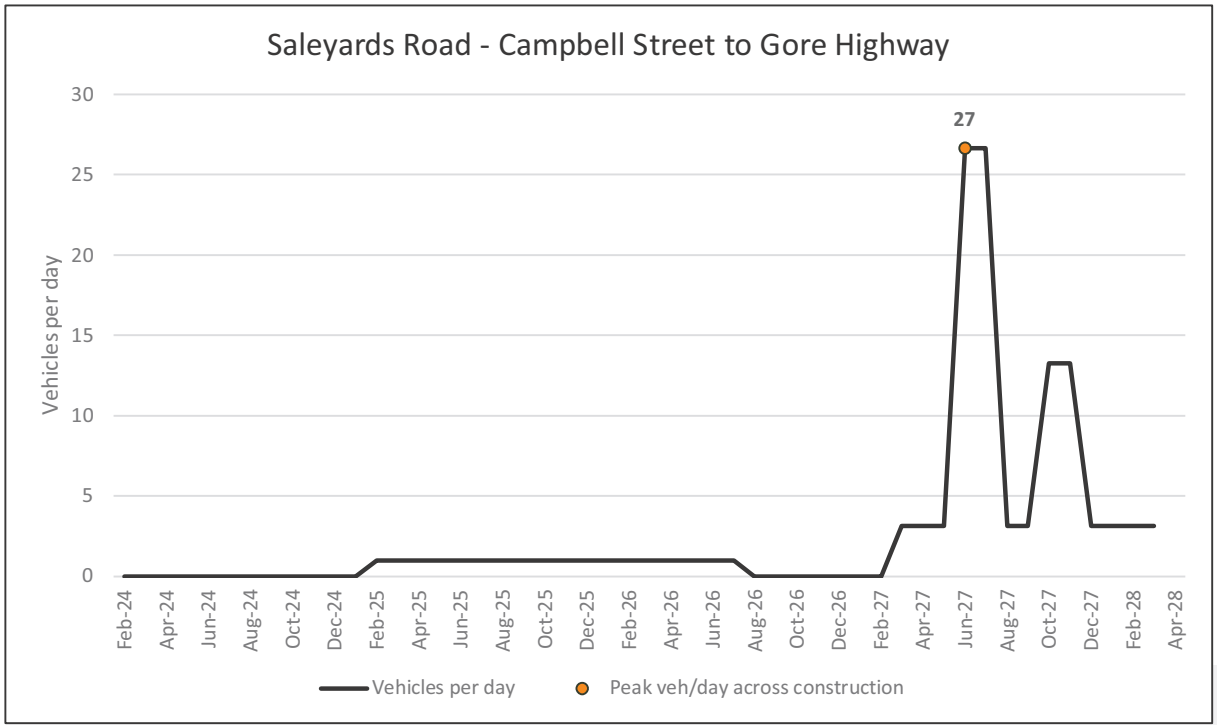
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	3	3	3	27	27	3	3	13	13	3

Jan-28	Feb-28	Mar-28
3	3	3



Road ID	X60-E50
Road name	Schwarten Road
Road section	Millmerran-Inglewood Road to B2G-LDN126.9

Peak veh/day across construction	9
Peak impact month	Dec-25
Length of peak period	4

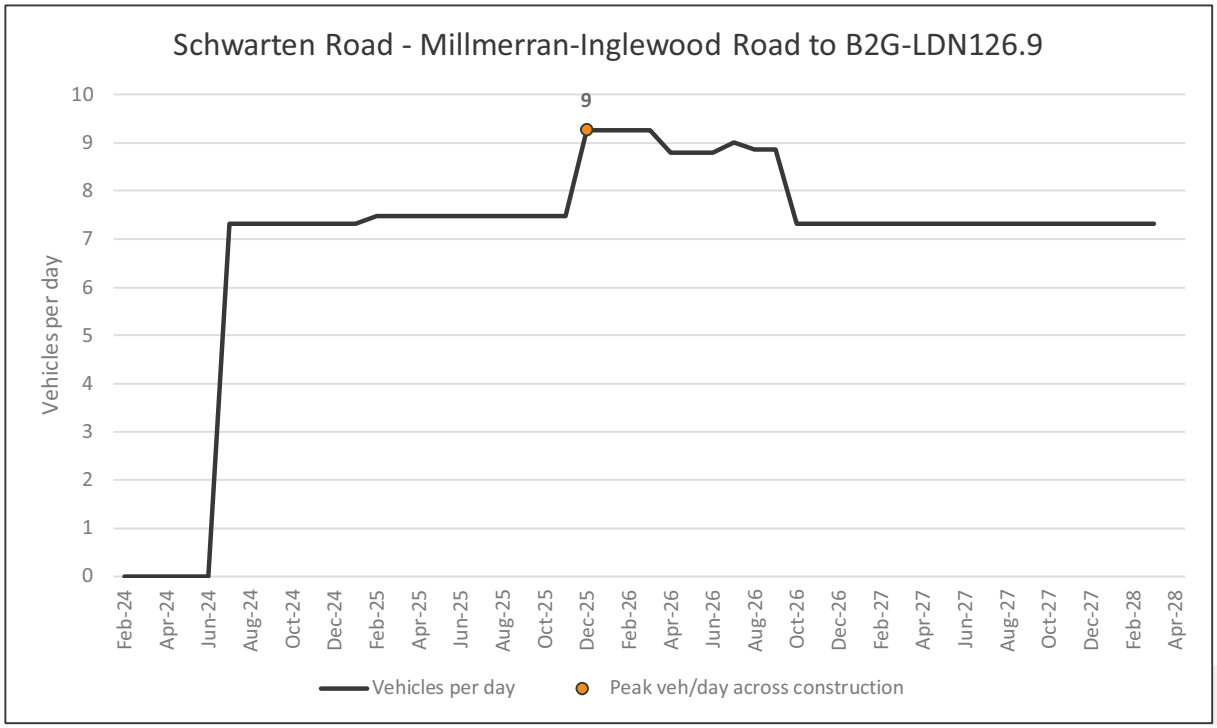
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	9

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	9	9	9	9	9	9	9	9	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	7	7	7	7	7	7	7	7	7	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X124-E109
Road name	Scragg Road
Road section	Commodore Peak Road to B2G-LDN123.6

Peak veh/day across construction	103
Peak impact month	Jan-26
Length of peak period	2

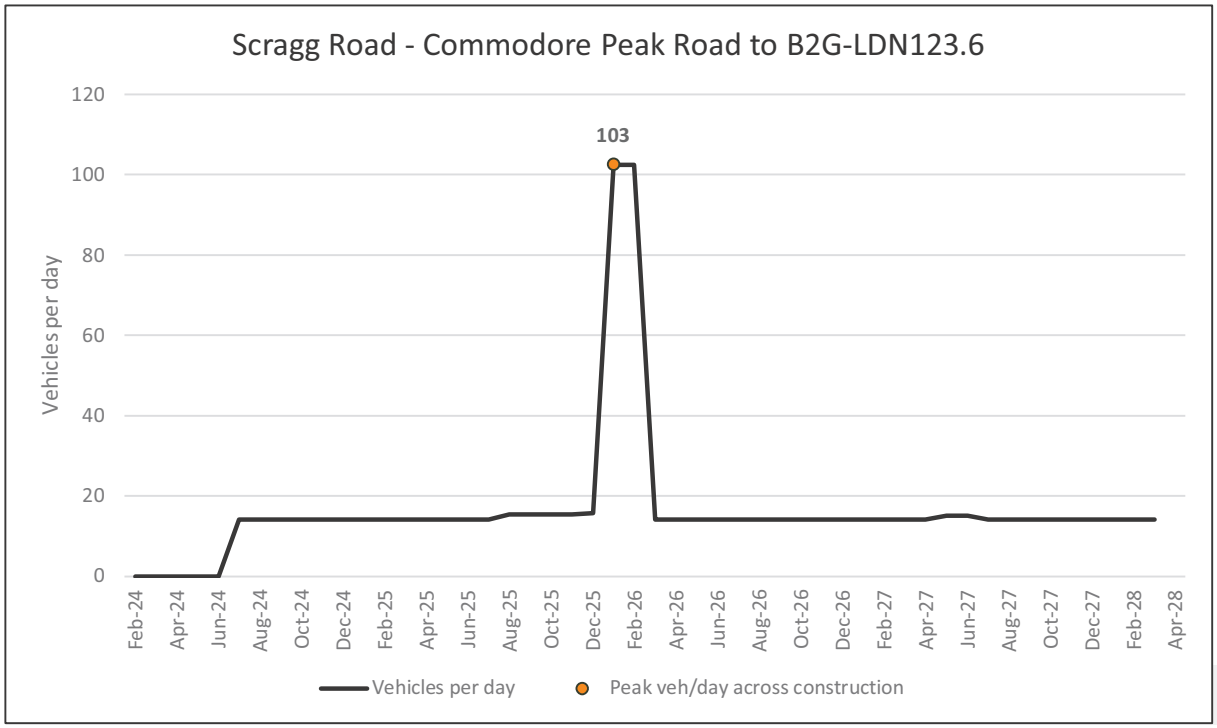
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	15	15	15	15	16

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
103	103	14	14	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	14	14	15	15	14	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E109-E49
Road name	Scragg Road
Road section	B2G-LDN123.6 to B2G-LDN123.8

Peak veh/day across construction	2
Peak impact month	Dec-25
Length of peak period	1

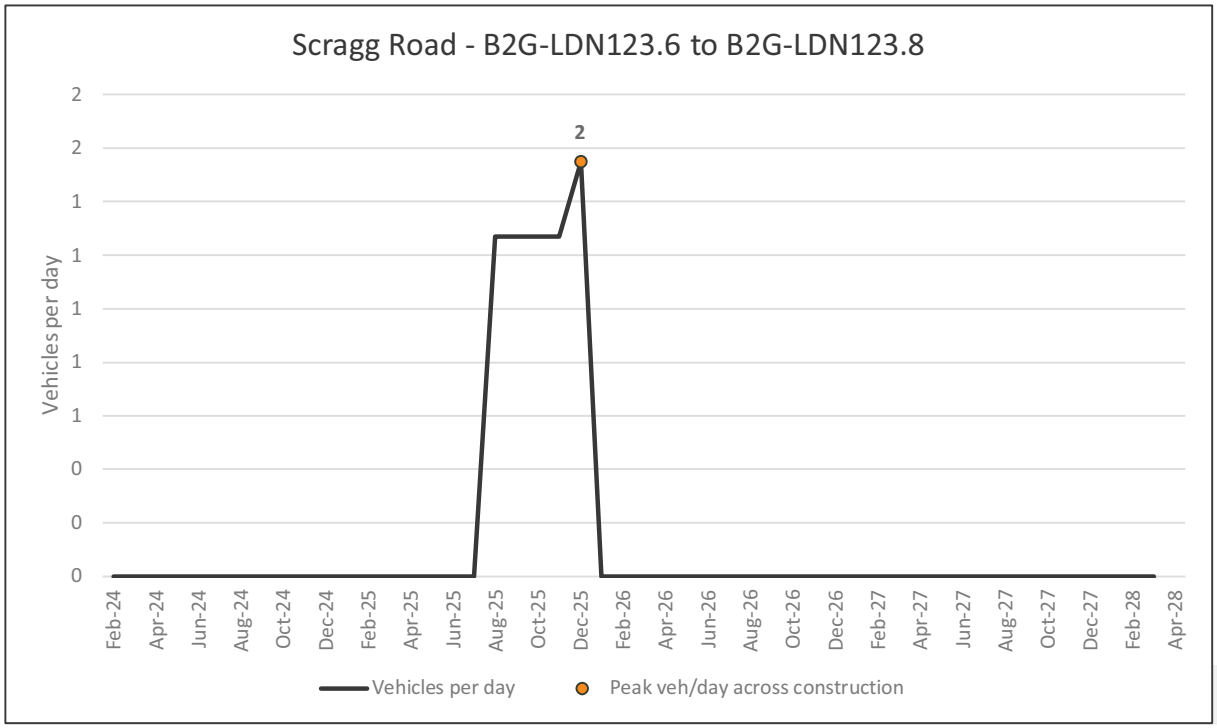
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	1	1	1	1	2

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E102-X43
Road name	Scrubby Road
Road section	Bland Quarry Pittsworth to Gore Highway

Peak veh/day across construction	1550
Peak impact month	Dec-25
Length of peak period	2

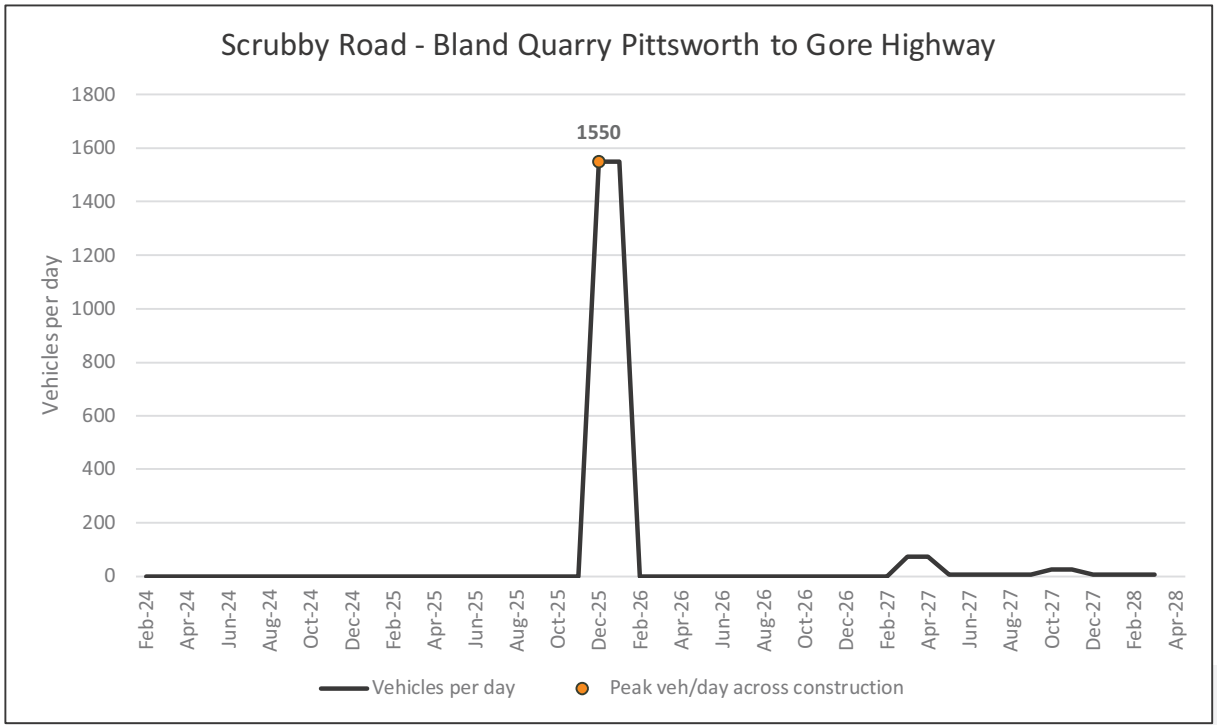
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	0	1550

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1550	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	73	73	6	6	6	6	6	27	27	6

Jan-28	Feb-28	Mar-28
6	6	6



Road ID	X82-E30
Road name	Steger Road
Road section	Warrego Highway to New Hope Recycled Water Pipeline

Peak veh/day across construction	95
Peak impact month	Nov-25
Length of peak period	1

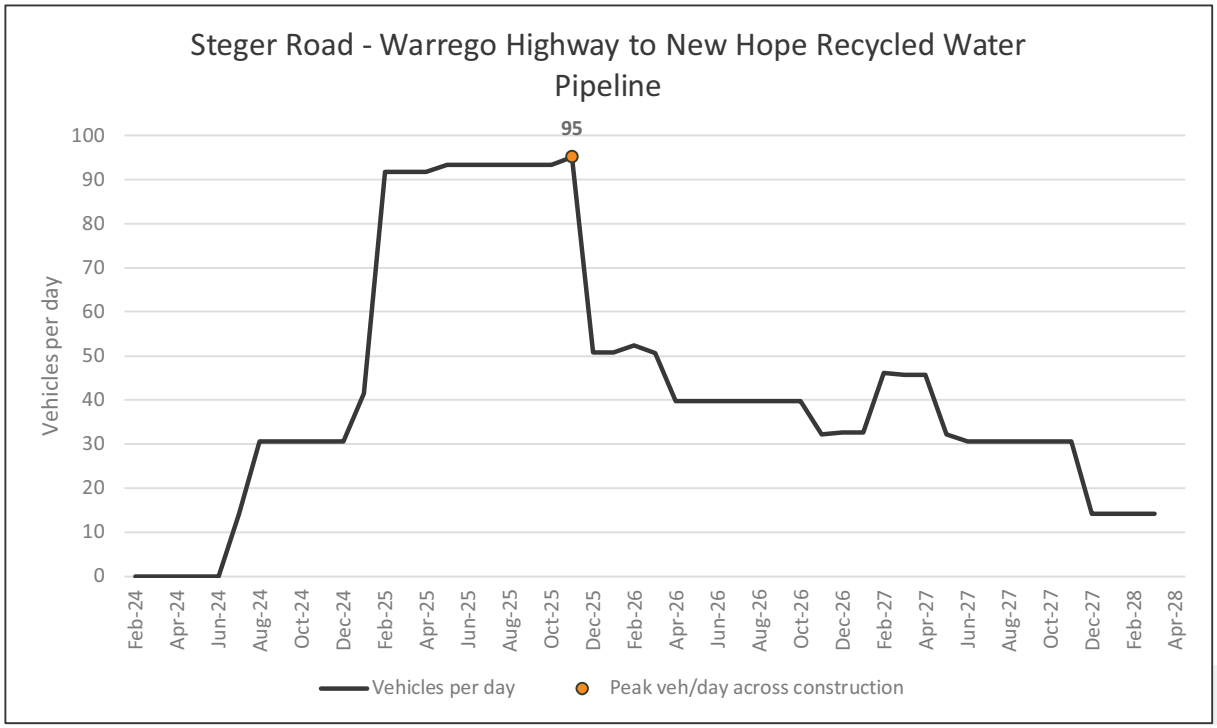
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	31	31	31	31	31

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
41	92	92	92	93	93	93	93	93	93	95	51

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
51	52	51	40	40	40	40	40	40	40	32	33

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
33	46	46	46	32	31	31	31	31	31	31	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E30-X147
Road name	Steger Road
Road section	New Hope Recycled Water Pipeline to Draper Road

Peak veh/day across construction	44
Peak impact month	Dec-25
Length of peak period	11

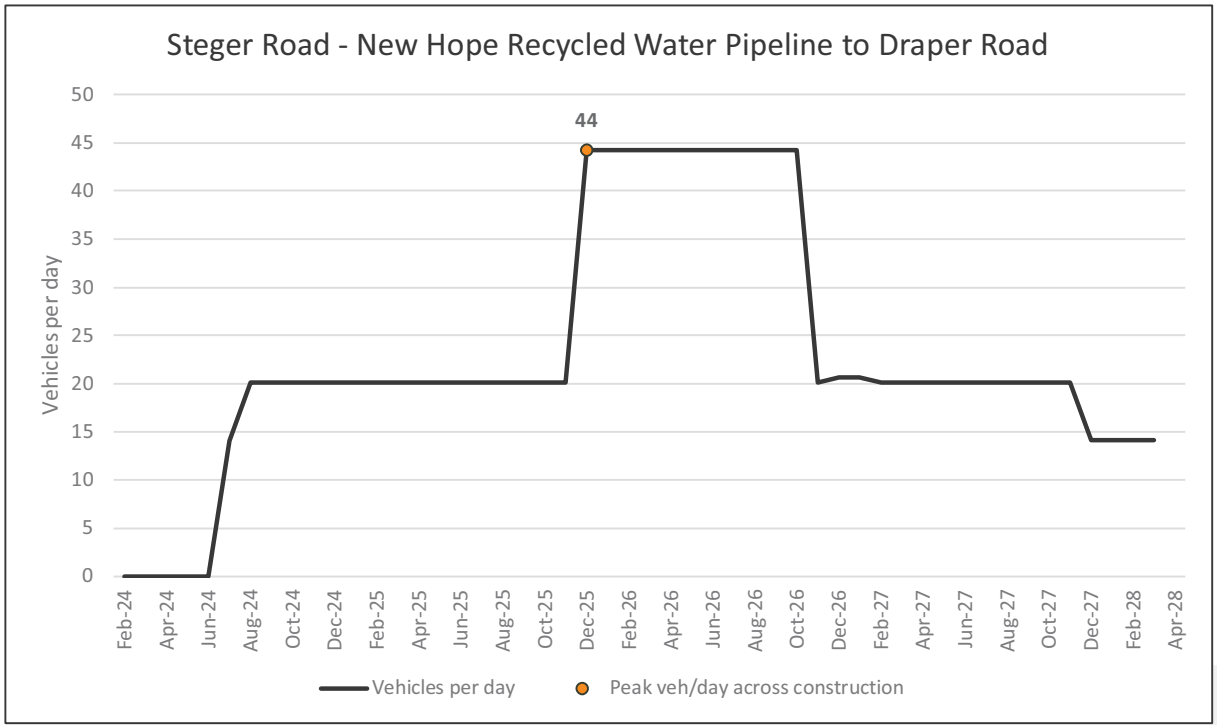
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	20	20	20	20	20

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
20	20	20	20	20	20	20	20	20	20	20	44

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
44	44	44	44	44	44	44	44	44	44	20	21

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
21	20	20	20	20	20	20	20	20	20	20	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X147-X130
Road name	Steger Road
Road section	Draper Road to Leesons Road

Peak veh/day across construction	30
Peak impact month	Dec-25
Length of peak period	11

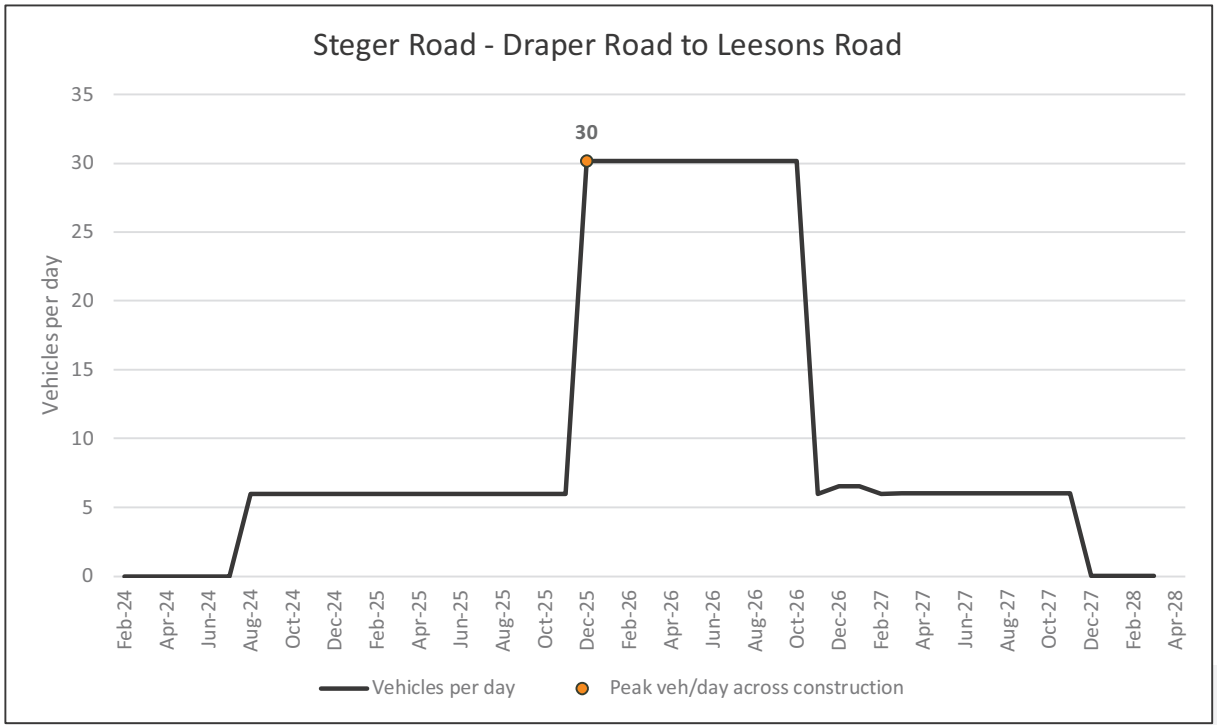
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	6	6	6	6	6

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
6	6	6	6	6	6	6	6	6	6	6	30

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
30	30	30	30	30	30	30	30	30	30	6	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	6	6	6	6	6	6	6	6	6	6	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X136-X45
Road name	Tummaville Road
Road section	Access Track to Gore Highway

Peak veh/day across construction	164
Peak impact month	Aug-25
Length of peak period	4

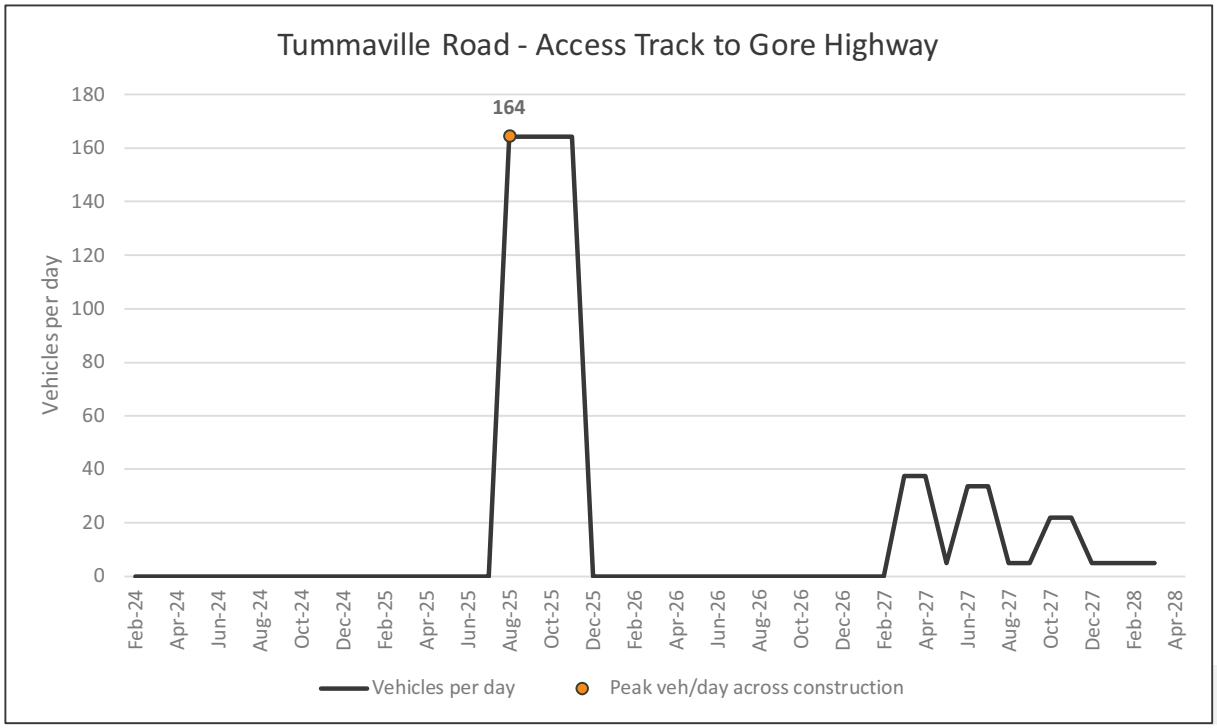
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	164	164	164	164	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	38	38	5	34	34	5	5	22	22	5

Jan-28	Feb-28	Mar-28
5	5	5



Road ID	X46-E34
Road name	Turallin Road
Road section	Gore Highway to Millmerran Construction Camp

Peak veh/day across construction	233
Peak impact month	Jul-24
Length of peak period	45

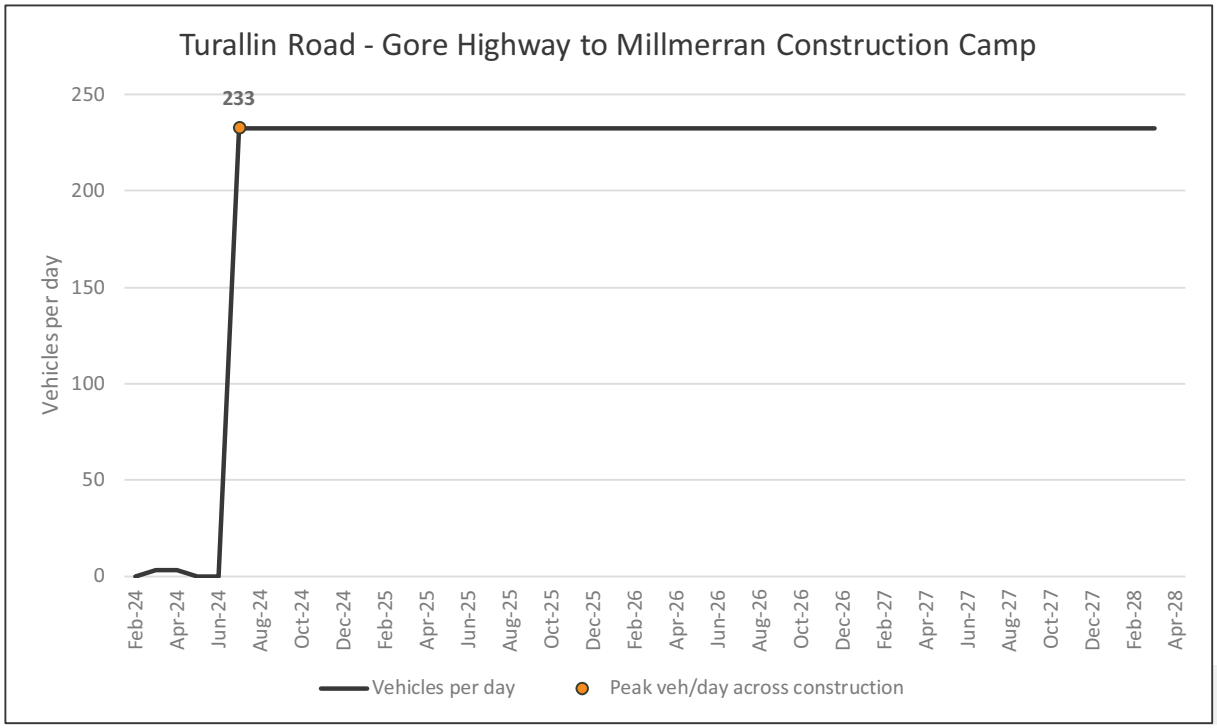
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	233	233	233	233	233	233

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
233	233	233	233	233	233	233	233	233	233	233	233

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
233	233	233	233	233	233	233	233	233	233	233	233

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
233	233	233	233	233	233	233	233	233	233	233	233

Jan-28	Feb-28	Mar-28
233	233	233



Road ID	E127-E57
Road name	Ware Street
Road section	Graincorp Brookstead to B2G-LDN153.1

Peak veh/day across construction	26
Peak impact month	May-25
Length of peak period	3

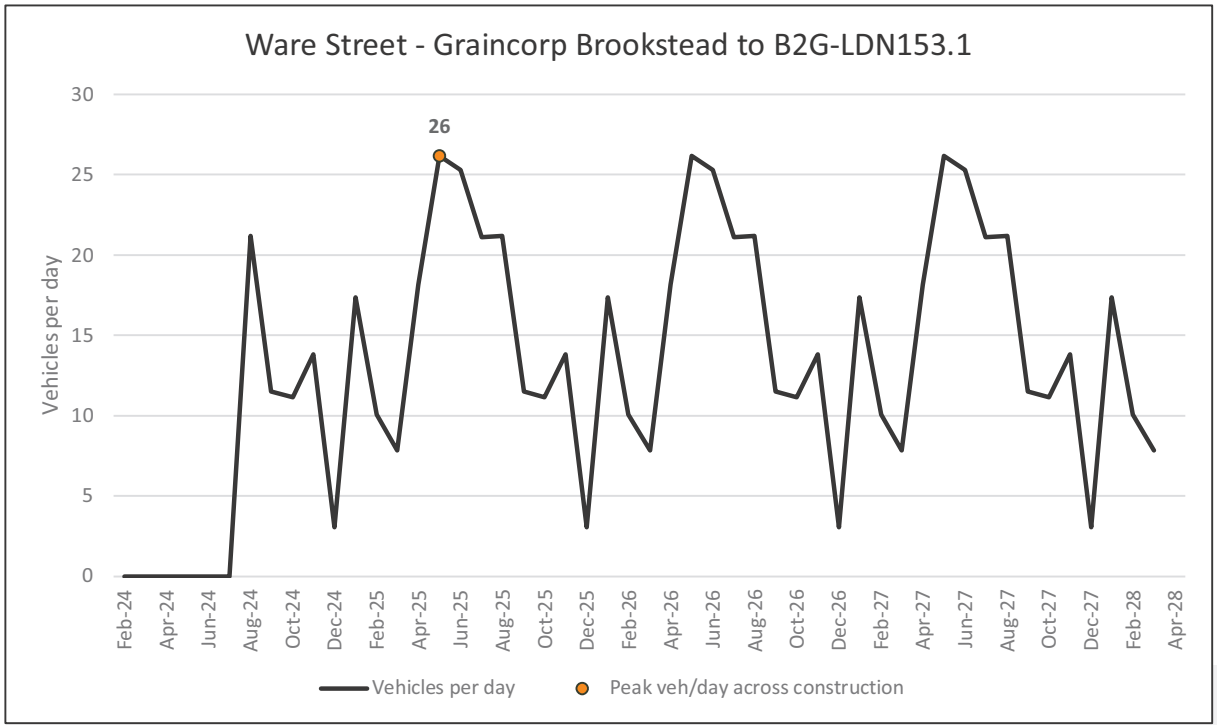
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	21	12	11	14	3

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
17	10	8	18	26	25	21	21	12	11	14	3

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
17	10	8	18	26	25	21	21	12	11	14	3

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
17	10	8	18	26	25	21	21	12	11	14	3

Jan-28	Feb-28	Mar-28
17	10	8



Road ID	E57-X146
Road name	Ware Street
Road section	B2G-LDN153.1 to Gore Highway

Peak veh/day across construction	52
Peak impact month	May-26
Length of peak period	1

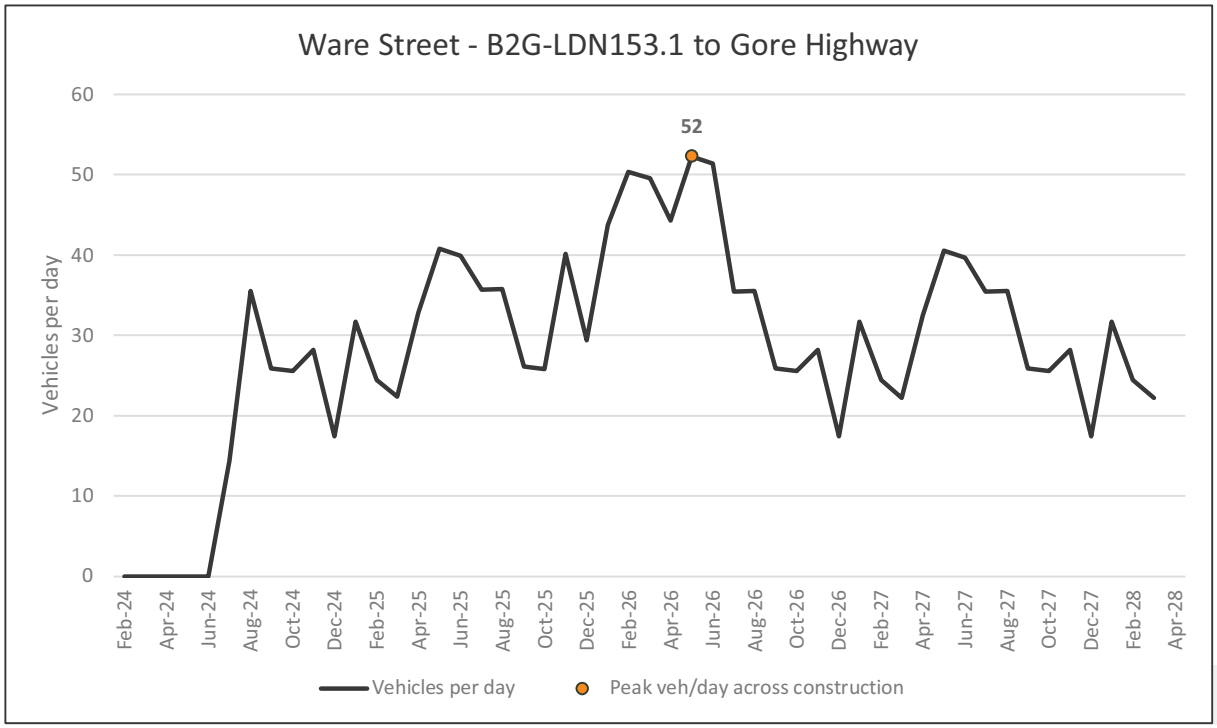
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	36	26	26	28	17

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
32	24	22	33	41	40	36	36	26	26	40	29

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
44	50	50	44	52	51	35	36	26	26	28	17

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
32	24	22	33	41	40	35	36	26	26	28	17

Jan-28	Feb-28	Mar-28
32	24	22



Road ID	X47-E107
Road name	Ware Street
Road section	Gore Highway to B2G-LDN150.9

Peak veh/day across construction	8
Peak impact month	Mar-27
Length of peak period	2

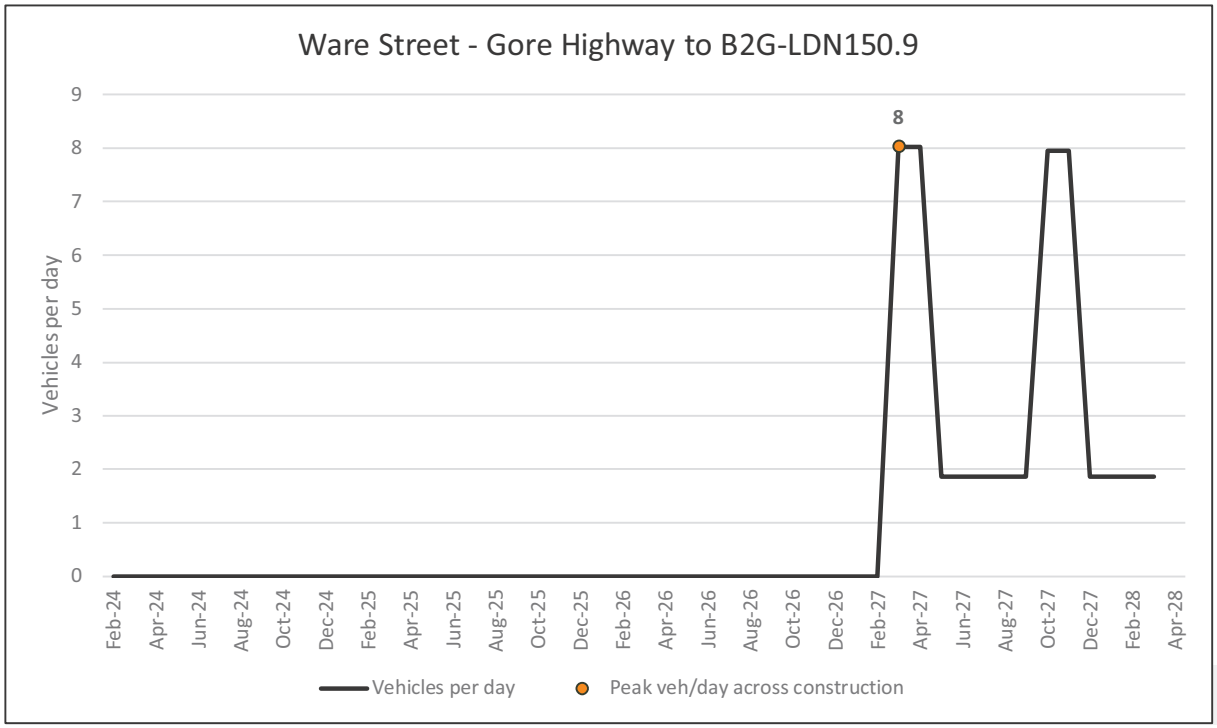
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	8	8	2	2	2	2	2	8	8	2

Jan-28	Feb-28	Mar-28
2	2	2



Road ID	X137-X78
Road name	Wellcamp Westbrook Road
Road section	Drayton Wellcamp Road to Toowoomba-Cecil Plains Rc

Peak veh/day across construction	80
Peak impact month	Jun-27
Length of peak period	1

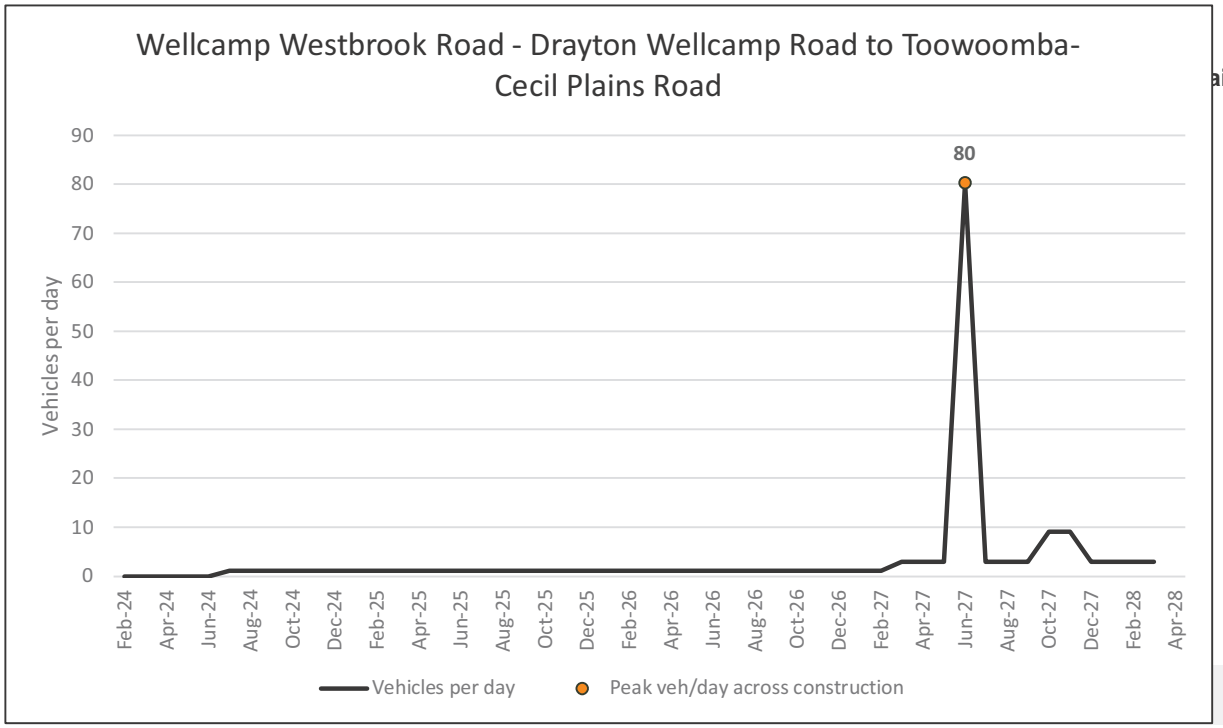
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	1	1	1	1	1	1

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
1	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	1	1	1	1	1

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
1	1	3	3	3	80	3	3	3	9	9	3

Jan-28	Feb-28	Mar-28
3	3	3



Road ID	X48-X138
Road name	West Street
Road section	Gore Highway to Florence Street

Peak veh/day across construction	11
Peak impact month	Jan-26
Length of peak period	1

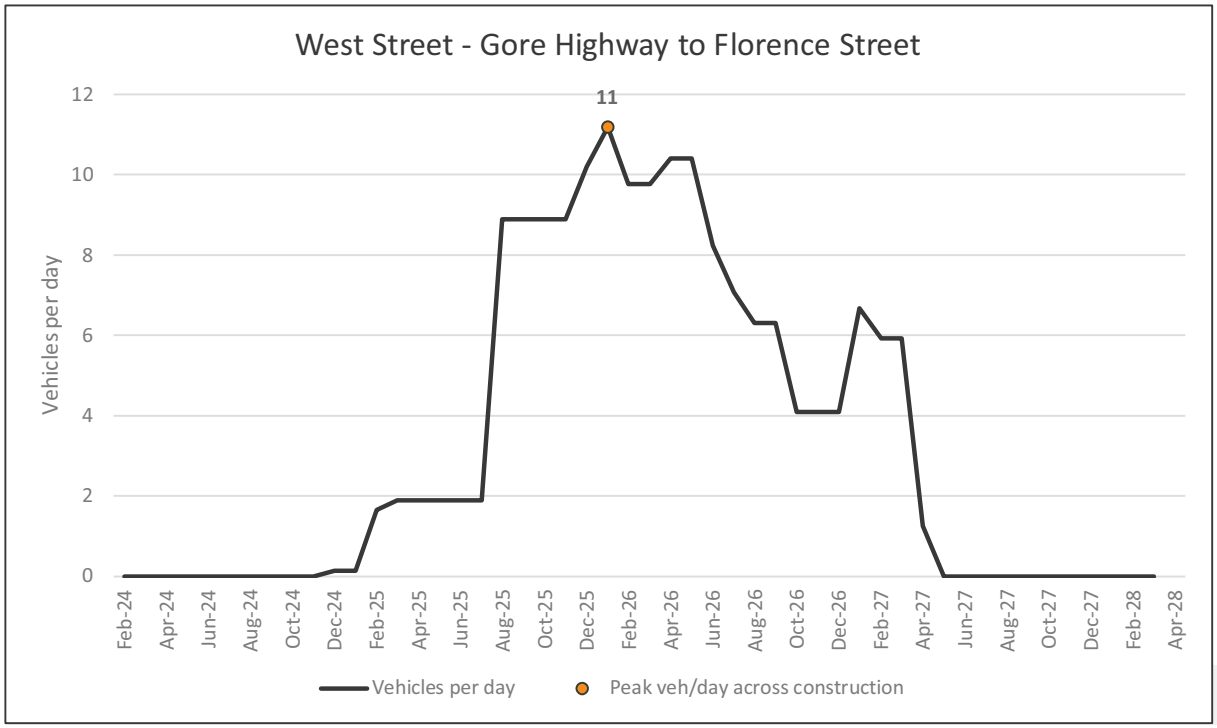
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	2	2	2	2	2	2	9	9	9	9	10

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
11	10	10	10	10	8	7	6	6	4	4	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	6	6	1	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X138-X135
Road name	West Street
Road section	Florence Street to Six Mile Road

Peak veh/day across construction	12
Peak impact month	Jan-26
Length of peak period	1

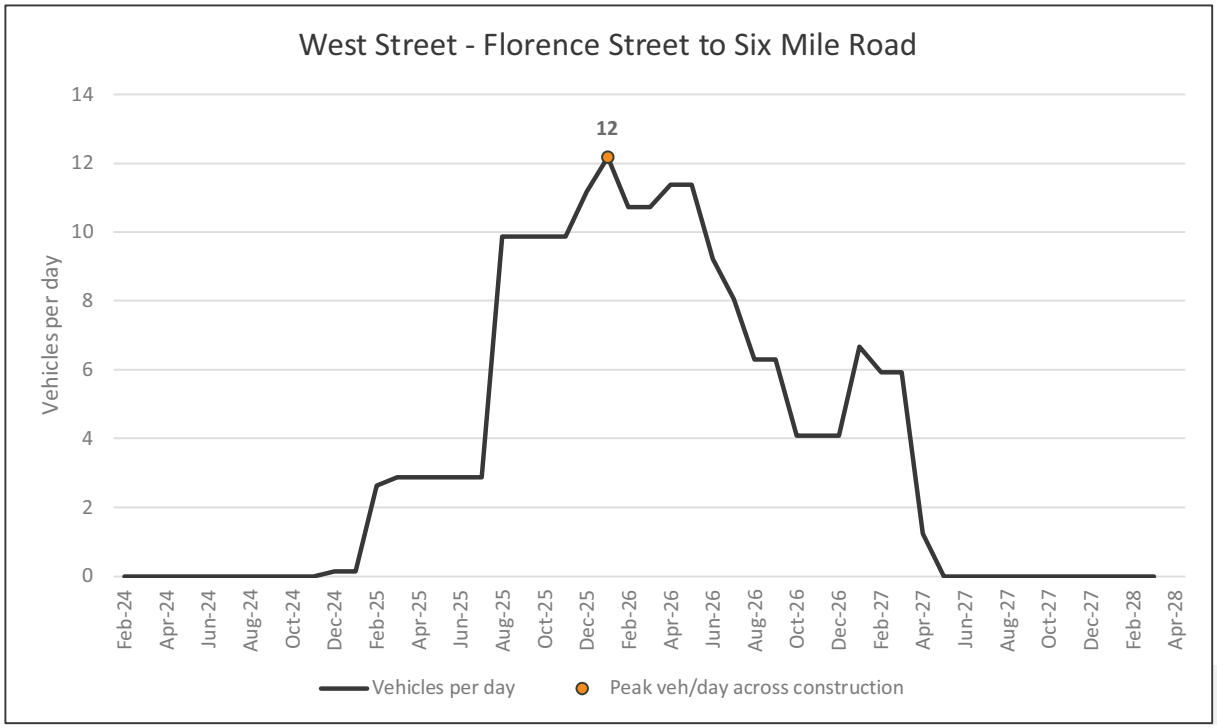
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	3	3	3	3	3	3	10	10	10	10	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
12	11	11	11	11	9	8	6	6	4	4	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	6	6	1	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X45-E58
Road name	Yarranlea Road
Road section	Gore Highway to B2G-LDN161.0

Peak veh/day across construction	1429
Peak impact month	Dec-25
Length of peak period	2

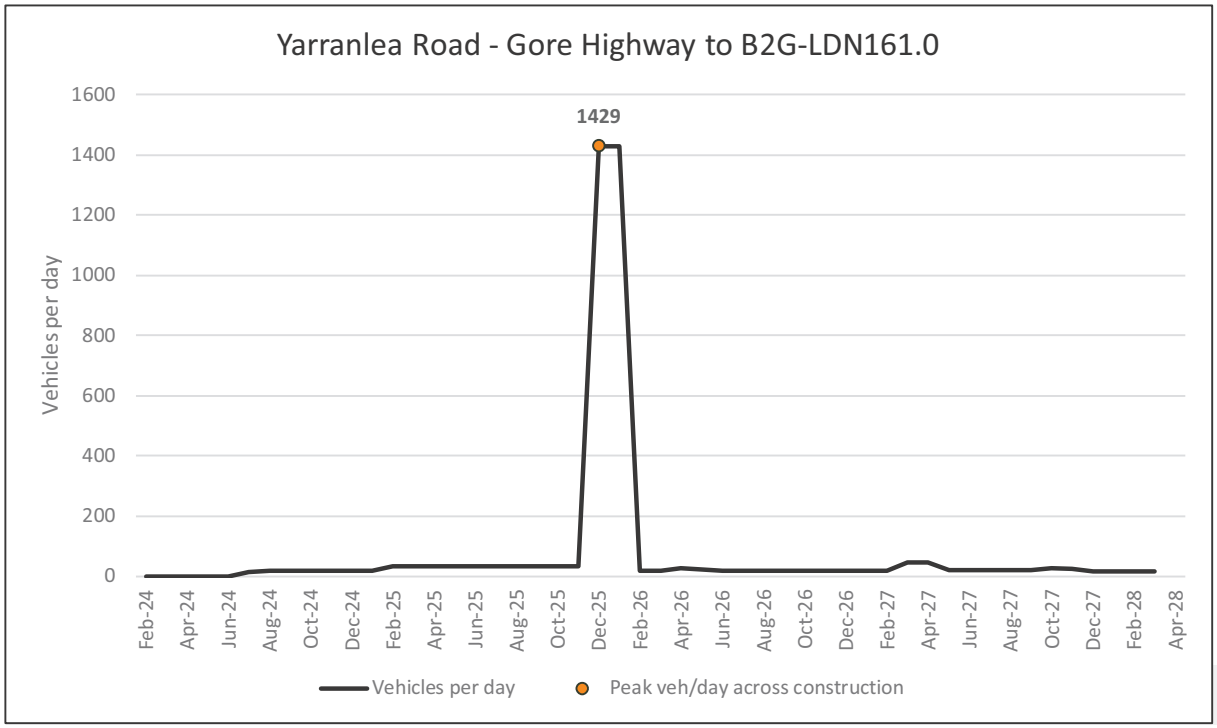
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	18	18	18	18	18

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
18	32	33	33	33	33	33	33	33	33	33	1429

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1429	18	18	27	23	18	18	18	18	18	18	18

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
18	18	46	46	21	21	21	21	21	26	25	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	E58-X139
Road name	Yarranlea Road
Road section	B2G-LDN161.0 to Desmonds Lane

Peak veh/day across construction	12
Peak impact month	May-26
Length of peak period	1

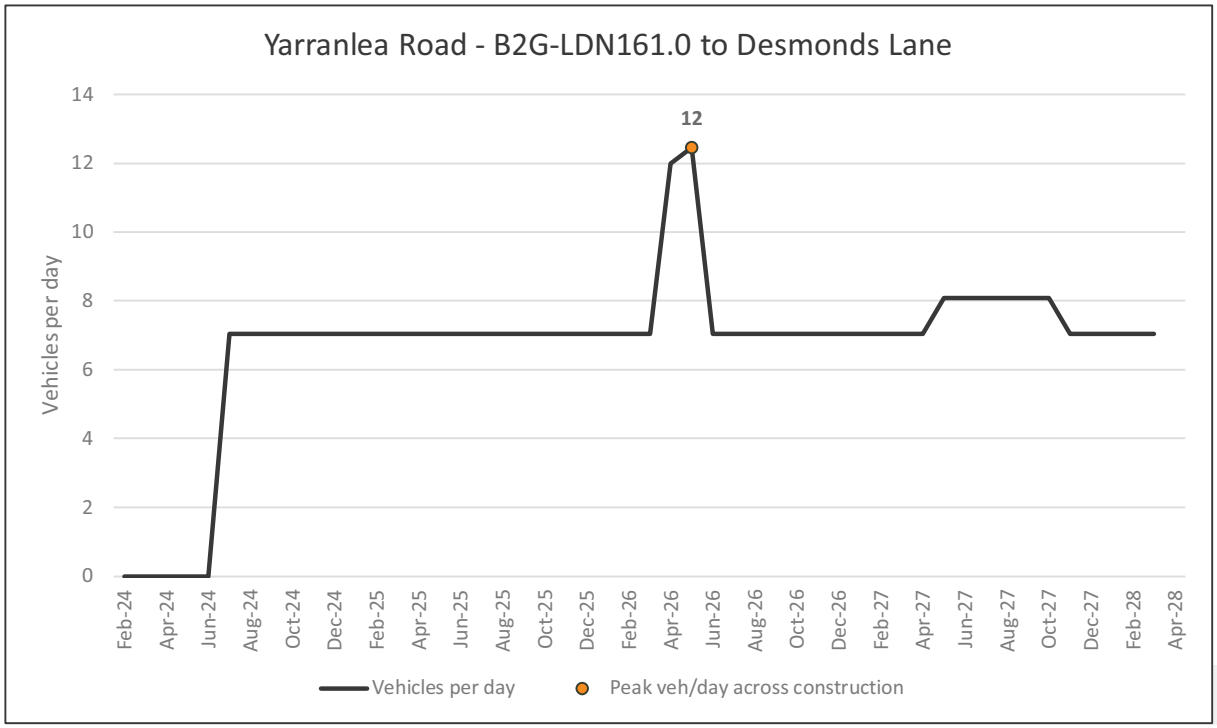
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	12	12	7	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	7	7	8	8	8	8	8	8	7	7

Jan-28	Feb-28	Mar-28
7	7	7



APPENDIX

AA

Traffic Impact Assessment

Appendix AN Intersection road safety assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Intersection Information

Intersection ID	X1
Intersection Name	Barwon Highway / Barwon Highway
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	38%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	CHL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	160.5389397

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	5.9	6.1	0
LOS	B	B	A
95% Back of Queue (m)	12.2	14.1	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Barwon Highway / Barwon Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient to meet minimum requirements. Turn lanes not warranted to accommodate existing peak hour traffic demands. Existing intersection from adjacent approach and rear end crashes are considered to be rare even though no crashes are reported.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Barwon Highway / Barwon Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demand, as existing turn lanes are sufficient to accommodate the increase in project traffic. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood changed to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes, as well as rear end crashes along the higher turn radius left turn slip lane (CHL).	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Barwon Highway / Barwon Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Barwon Highway / Barwon Highway**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Barwon Highway / Barwon Highway**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X2
Intersection Name	Barwon Highway / Leichhardt Highway
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	300%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	AUL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	CHR(s)	CHR(s)	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	160.5389397

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	4	4	0
LOS	A	B	B
95% Back of Queue (m)	5.4	5.9	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Barwon Highway / Leichhardt Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes warranted in order to accommodate existing peak hour traffic demands. Refer to TIA report Section 5.4.3.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Barwon Highway / Leichhardt Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn warrant analyses indicate the requirement for implementing turn lanes to accommodate peak hour traffic volumes. Crash types such as rear end crashes and opposing turn crashes my be exacerbated as a result of the Project. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. However, sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Barwon Highway / Leichhardt Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Possible change to existing turn lane treatment type required. CHR(s) to be upgraded to CHR treatments and BAL to be upgraded to AUL(s). Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Barwon Highway / Leichhardt Highway**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn warrant analyses indicate the requirement for implementing turn lanes to accommodate peak hour traffic volumes. Crash types such as rear end crashes and opposing turn crashes my be exacerbated as a result of the Project. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. However, sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Barwon Highway / Leichhardt Highway**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Possible change to existing turn lane treatment type required. CHR(s) to be upgraded to CHR treatments and BAL to be upgraded to AUL(s).	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X3
Intersection Name	Barwon Highway / Town Common Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	100%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.401146

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	1.1	1.2	0
LOS	A	A	B
95% Back of Queue (m)	0.9	0.9	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	1	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Intersection Name: **Barwon Highway / Town Common Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes warranted in order to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2	One entering roadway crash recorded in last 5 years. Crash happened during daylight and clear condition.	Existing	Unlikely - Once every five or ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Barwon Highway / Town Common Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn warrant analyses indicate the requirement for implementing turn lanes to accommodate peak hour traffic volumes. Crash types such as rear end crashes and opposing turn crashes my be exacerbated as a result of the Project. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. However, sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Increase in Project related traffic volumes may increase risk of entering roadway crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Barwon Highway / Town Common Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Turn lanes would be required to accommodate peak hour turn movement volumes. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2	Specific requirements for any upgrade or improved safety measures to be assessed during detail design and traffic management plan. Road safety audits to be carried out at design stage and post-construction stage where such upgrade works are required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Barwon Highway / Town Common Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Barwon Highway / Town Common Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	**X4**
Intersection Name	Cunningham Highway / Bybera Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2024	-
Peak Impact Year - 5% Volume Comparison	1900%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	AUL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	AUR		
Right Turn Treatment Requirement	BAR	CHR(s)	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4195324

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.5	1.9	0
LOS	A	B	B
95% Back of Queue (m)	0.2	2.4	0

OSOM Movement?	PP31

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Cunningham Highway / Bybera Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands, however the existing geometry allows for a AUL and AUR treatments. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / Bybera Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands and existing AUL turn treatments are considered sufficient. The intersection lane configuration requires upgrade to accommodate a CHR(s) turn treatment. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Cunningham Highway / Bybera Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Cunningham Highway / Bybera Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Bybera Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X5
Intersection Name	Cunningham Highway / Coolmunda Dam Access
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	500%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4099981

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.5	1.2	0
LOS	A	B	B
95% Back of Queue (m)	0.1	0.4	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Cunningham Highway / Coolmunda Dam Access**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. However the existing geometry allows for a CHR treatment. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / Coolmunda Dam Access**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands however, the existing CHR turn treatment is considered sufficient. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Coolmunda Dam Access**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Coolmunda Dam Access**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
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8				

Intersection Name: **Cunningham Highway / Coolmunda Dam Access**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	**X6**
Intersection Name	Cunningham Highway / Cremascos Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	700%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	AUL(s)		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4195324

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.9	1.3	0
LOS	B	B	B
95% Back of Queue (m)	0.2	0.4	0

OSOM Movement?	PP32

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Cunningham Highway / Cremascos Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands, however the existing geometry allows for a AUL(s) and CHR. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / Cremascos Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands and existing AUL(s) and CHR turn treatments are considered sufficient. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Cunningham Highway / Cremascos Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Cunningham Highway / Cremascos Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Cremascos Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X7
Intersection Name	Cunningham Highway / East Sawmill Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	1600%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	160.5538333

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.2	2.6	0
LOS	A	A	B
95% Back of Queue (m)	0.1	1.6	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Cunningham Highway / East Sawmill Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / East Sawmill Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / East Sawmill Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / East Sawmill Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / East Sawmill Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	**X8**
Intersection Name	Cunningham Highway / Elizabeth Street
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	800%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	50
Sight Distance Requirement (m)	131.0422142

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.3	0.5	0
LOS	A	A	B
95% Back of Queue (m)	0.1	0.8	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	1	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**1**	**0**

Intersection Name: **Cunningham Highway / Elizabeth Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	Existing sight lines considered sufficient. A CHR and BAL lane configuration is required on Albert Street to accommodate existing peak hour traffic demands. The existing geometry allows for a BAL and BAR treatments with a two-way carriageway and divided median. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2	Recent 5-year crash data indicated that there was 1 crash of DCA Code 8 which included a crash between a vehicle leaving a parking bay and another vehicle travelling straight. The crash resulted in medical treatment.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / Elizabeth Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. A CHR would be required on Albert Street within the median strip to accommodate the Project peak hour traffic demands. All other existing turn treatments are considered sufficient. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient capacity, delay and LOS would be available, as such no impact on vehicle queueing and delay anticipated. Likelihood of crashes might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	The additional Project related traffic might increase the risk of crashes on vehicles leaving the respective parking bays. Likelihood is anticipated to increase to moderate with hospitalisation as consequence.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Elizabeth Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2	Possible realignment of parking bays to 90-degree with road alignment may enhance observable sight lines of parked vehicles where parked vehicle driver would be able to observe and view approaching vehicles. Alternatively, provision of "rear in only" signage would be required to enhance sight lines when leaving bays. Likelihood of crashes are anticipated to reduce to unlikely.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Elizabeth Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Elizabeth Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X9
Intersection Name	Cunningham Highway / Fosters Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2024	-
Peak Impact Year - 5% Volume Comparison	4200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4268884

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.3	4.4	0
LOS	A	B	B
95% Back of Queue (m)	0.1	2.7	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Cunningham Highway / Fosters Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / Fosters Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Fosters Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Fosters Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Fosters Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X10
Intersection Name	Cunningham Highway / Inglewood Quarry Access Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	1900%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	AUL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	AUR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4121772

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.6	2.7	0
LOS	B	B	A
95% Back of Queue (m)	0.3	2	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Cunningham Highway / Inglewood Quarry Access Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. However the existing geometry allows for a AUL and AUR treatment. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / Inglewood Quarry Access Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands however, the existing AUL and AUR turn treatments are considered sufficient. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Inglewood Quarry Access Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Inglewood Quarry Access Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Inglewood Quarry Access Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X12
Intersection Name	Cunningham Highway / Kildonan Road
Road Authority	TMR
Intersection Type	Roundabout

	B2G	Cumulative
Peak Impact Year (B2G)	2024	-
Peak Impact Year - 5% Volume Comparison	200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	Roundabout		
Left Turn Treatment Requirement	0	0	-
Existing Right Turn Treatment	Roundabout		
Right Turn Treatment Requirement	0	0	-

Major Road Posted Speed Limit	80
Sight Distance Requirement (m)	226.0867784

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	8.1	8.4	0
LOS	B	B	B
95% Back of Queue (m)	9.1	9.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	1
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	1	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	1	0	0
20 - Out-of-control on curve	0	3	0	0
21 - Other	0	0	0	0
Total	**0**	**4**	**1**	**1**

Intersection Name: **Cunningham Highway / Kildonan Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	Four off path on curve crashes, on south, north and west approaches. Required hospitalisation.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	One rear end crash on the south approach resulting in medical treatment. Existing sight lines considered sufficient. Turn lanes not warranted.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
3	One intersection from adjacent approach crash resulting in a minor injury in wet weather. Existing sight lines considered sufficient. Turn lanes not warranted.	Existing	Unlikely - Once every five or ten years	Minor	Low
4	Roundabout infrastructure provides adequate accommodation for traffic flows. Some queueing experienced, may have a rare likelihood of rear end crashes.	Proactive	Rare - Less than once every ten years	Moderate	Low
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / Kildonan Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	There is no impact expected on existing single vehicle crashes as such crashes are considered to occur due to human behaviour.	Unlikely - Once every five or ten years	Major	Medium
2	There is no impact expected on existing single vehicle crashes as such crashes are considered to occur due to human behaviour.	Unlikely - Once every five or ten years	Major	Medium
3	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
4	Queueing increases slightly with increased traffic flow. Roundabout infrastructure provides adequate accommodation for traffic flows. Rear end crash likelihood still rare.	Rare - Less than once every ten years	Moderate	Low
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Kildonan Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No mitigation measures required.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation measures required.	Unlikely - Once every five or ten years	Major	Medium
3	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
4	No mitigation measures required.	Rare - Less than once every ten years	Moderate	Low
5				
6				
7				
8				

Intersection Name: Cunningham Highway / Kildonan Road

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1				
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Kildonan Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1				
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X13
Intersection Name	Cunningham Highway / Leichhardt Highway
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2025
Peak Impact Year - 5% Volume Comparison	300%	100%

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	CHL		
Left Turn Treatment Requirement	AUL(s)	AUL(s)	AUL(s)
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	CHR	CHR	BAR

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	226.092931

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	4.4	4.4	4.5
LOS	B	C	C
95% Back of Queue (m)	7.4	8	8.2

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	1	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	1	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**2**	**0**	**0**

Intersection Name: **Cunningham Highway / Leichhardt Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2	One opposing vehicle turning crash during daylight and clear conditions in last 5 years, resulting in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
3	One off carriageway on curve crash recorded during daylight and wet conditions in last 5 years, resulting in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / Leichhardt Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Increase in Project related traffic volumes may increase risk of vehicle turning crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3	Increase in Project related traffic volumes may increase risk of off carriageway on curve crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Leichhardt Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2	Specific requirements for any upgrade or improved safety measures to be assessed during detail design and traffic management plan. Road safety audits to be carried out at design stage and post-construction stage where such upgrade works are required.	Rare - Less than once every ten years	Major	Medium
3	Specific requirements for any upgrade or improved safety measures to be assessed during detail design and traffic management plan. Road safety audits to be carried out at design stage and post-construction stage where such upgrade works are required.	Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Leichhardt Highway**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Leichhardt Highway**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No action required, as risk score has not changed from the without development level.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X14
Intersection Name	Cunningham Highway / McDougalls Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	300%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.401146

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.3	0.8	0
LOS	A	B	B
95% Back of Queue (m)	0.1	0.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Cunningham Highway / McDougalls Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / McDougalls Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Existing minor approach road is gravel and unformed which may cause gravel spill over onto main road as well as dust build up which may impact visibility. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / McDougalls Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. Formalising minor road approach to a paved standard for at least the first 10m as per Austroads Guide to Road Design Part 4, Figure 7.4 with minimum width of 6-8m. Final details regarding kerb turnouts, kerb to kerb widths, entry and exit tapers line marking etc. to be determined during detail design. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Cunningham Highway / McDougalls Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / McDougalls Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X15
Intersection Name	Cunningham Highway / Millmerran-Inglewood Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2024	-
Peak Impact Year - 5% Volume Comparison	2800%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	CHL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	80
Sight Distance Requirement (m)	226.1072903

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	2.5	4.9	0
LOS	A	B	B
95% Back of Queue (m)	0.8	5.6	0

OSOM Movement?	PP30

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	1
Total	**0**	**0**	**0**	**1**

Intersection Name: **Cunningham Highway / Millmerran-Inglewood Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	Existing sight lines considered sufficient. The existing geometry allows for a CHL and CHR configuration. Although, no turn lane treatments are required to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2	Recent 5-year crash data indicated that there was 1 crash of DCA Code 21 which included a single vehicle crash going off path on straight. The crash resulted in a minor injury.	Existing	Unlikely - Once every five or ten years	Minor	Low
3					
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / Millmerran-Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments are required based on Project peak hour traffic demands which include a CHR(s) configuration. The existing CHL and CHR geometry is considered sufficient. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	There is no impact expected on existing single vehicle crashes as such crashes are considered to occur due to human behaviour.	Unlikely - Once every five or ten years	Minor	Low
3				
4				
5				
6				
7				

Intersection Name: **Cunningham Highway / Millmerran-Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation measures required.	Unlikely - Once every five or ten years	Minor	Low
3				
4				
5				
6				

Intersection Name: **Cunningham Highway / Millmerran-Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Millmerran-Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X16
Intersection Name	Cunningham Highway / Springborg Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2024	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4563206

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.3	0.9	0
LOS	A	B	F
95% Back of Queue (m)	0.1	0.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Cunningham Highway / Springborg Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / Springborg Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Springborg Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Springborg Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Springborg Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X17
Intersection Name	Cunningham Highway / Texas-Yelarbon Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	CHR(s)		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.401146

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	1.6	2	0
LOS	A	B	E
95% Back of Queue (m)	0.3	0.5	0

OSOM Movement?	PP17

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Cunningham Highway / Texas-Yelarbon Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. The existing geometry allows for a CHR(s) and BAL lane treatment. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / Texas-Yelarbon Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. The existing BAL and CHR9s) turn lane provisions are considered sufficient. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Cunningham Highway / Texas-Yelarbon Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path might be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Cunningham Highway / Texas-Yelarbon Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Texas-Yelarbon Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X18
Intersection Name	Cunningham Highway / Whetstone Access Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	3900%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.401146

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.3	2.7	0
LOS	A	B	D
95% Back of Queue (m)	0.1	2.1	0

OSOM Movement?	PP33

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Cunningham Highway / Whetstone Access Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / Whetstone Access Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Cunningham Highway / Whetstone Access Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path might be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Cunningham Highway / Whetstone Access Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Whetstone Access Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X19
Intersection Name	Cunningham Highway / Woodcocks Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4195324

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.3	1	0
LOS	A	B	B
95% Back of Queue (m)	0.1	0.5	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Cunningham Highway / Woodcocks Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / Woodcocks Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Existing minor approach road is gravel which may cause gravel spill over onto main road as well as dust build up which may impact visibility. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Woodcocks Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. Formalising minor road approach to a paved standard for at least the first 10m as per Austroads Guide to Road Design Part 4, Figure 7.4 with minimum width of 6-8m. Final details regarding kerb turnouts, kerb to kerb widths, entry and exit tapers line marking etc. to be determined during detail design. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Woodcocks Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Woodcocks Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X20
Intersection Name	Cunningham Highway / Yelarbon Keetah Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	100%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	160.5389397

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	3.4	3.6	0
LOS	A	A	B
95% Back of Queue (m)	0.2	0.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Cunningham Highway / Yelarbon Keetah Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / Yelarbon Keetah Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements..	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Cunningham Highway / Yelarbon Keetah Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Cunningham Highway / Yelarbon Keetah Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Yelarbon Keetah Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X21
Intersection Name	Cunningham Highway / Yelarbon Kurumbul Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	2200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	160.5389397

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.9	3.1	0
LOS	A	B	A
95% Back of Queue (m)	0.3	1.1	0

OSOM Movement?	PP34

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Cunningham Highway / Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Cunningham Highway / Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Cunningham Highway / Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cunningham Highway / Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X22
Intersection Name	Gore Highway / Alderley Street
Road Authority	TMR
Intersection Type	Signalised

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	51%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	Signalised		
Left Turn Treatment Requirement	0	0	-
Existing Right Turn Treatment	Signalised		
Right Turn Treatment Requirement	0	0	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	160.5463855

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	25.4	25.2	0
LOS	D	E	B
95% Back of Queue (m)	98.1	98.1	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	2	2
4 - Rear-end	0	0	1	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**3**	**2**

Intersection Name: **Gore Highway / Alderley Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	Opposing vehicle turning crashes during daylight and clear conditions. 4 crashes in last 4 years. Medical treatment and minor injury.	Existing	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
2	Rear-end crashes during daylight and clear conditions. Only 1 crash in last 5 years. Medical treatment required.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
3	Queue spill back likely to occur within existing situation based on SIDRA modelling. Refer to TIA Report. This may lead to an existing risk of rear end crashes at the intersection.	Existing	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
4	The intersection allows for an unsignalized left turn stand up or slip lane. This allows for higher entry speeds with a risk of right or left turn rear end and intersection from adjacent approach crashes.	Proactive	Unlikely - Once every five or ten years	Major	Medium
5	Intersection has insufficient line marking which may impact driver behaviour and have a risk on vehicles from one direction crashes.	Proactive	Unlikely - Once every five or ten years	Moderate	Medium
6	Filter right turns are currently allowed for which may lead to a risk in opposing vehicle turning crashes. The SIDRA modelling indicates this intersection is well above capacity, which will the length of queues and the chance of queue spill back occurring.	Proactive	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
7					
8					

Intersection Name: **Gore Highway / Alderley Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Increase in Project related traffic volumes may increase risk of opposing vehicle turning crashes.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
2	Increase in Project related traffic volumes may increase risk of rear end crashes.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
3	Increase in Project related traffic volumes will increase the length of queues and the chance of queue spill back occurring. Refer to TIA report Section 5.4.5. This may lead to an increased risk of rear end crashes at the intersection.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
4	The existing unsignalized left turn stand up or slip lane (s) of the intersection may exacerbate the risk of right or left turn rear end and intersection from adjacent approach crashes as a result of the Project and increased volumes. The probability of vehicle to vehicle conflict would increase with increased traffic volume and subsequently also the likelihood.	Moderate - Once or more per year (but less than once per week)	Major	Medium
5	Insufficient line marking with increase in Project related traffic volumes may increase risk of vehicles from one direction crashes.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
6	Existing phasing with filter right turns may lead to a risk in opposing vehicle turning crashes as a result of the Project.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
7				
8				

Intersection Name: **Gore Highway / Alderley Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Specific requirements for any upgrade or improved safety measures to be assessed during detail design and traffic management plan. Road safety audits to be carried out at design stage and post-construction stage where such upgrade works are required.	Rare - Less than once every ten years	Moderate	Low
2	Specific requirements for any upgrade or improved safety measures to be assessed during detail design and traffic management plan. Road safety audits to be carried out at design stage and post-construction stage where such upgrade works are required.	Rare - Less than once every ten years	Moderate	Low
3	Specific requirements for any upgrade or improved safety measures to be assessed during detail design and traffic management plan. Road safety audits to be carried out at design stage and post-construction stage where such upgrade works are required.	Rare - Less than once every ten years	Moderate	Low
4	Upgrade intersection to allow for a signalised stand up left turn lane in line with TMR Safety Policy, 2018. Specific requirements to be determined and updated during detail design. Road safety audits to be carried out at design stage and post-construction stage where such upgrade works are required.	Rare - Less than once every ten years	Major	Medium
5	Update existing line marking to adequately demarcate travel lanes and required longitudinal lines. Line marking to consist of cold applied plastic as per TMR Safety Policy, 2018. Specific requirements to be determined and updated during detail design. Road safety audits to be carried out at design stage and post-construction stage where such upgrade works are required.	Rare - Less than once every ten years	Moderate	Low
6	Filtered right turn phase to be replaced by leading right or diamond phasing arrangement to provide sufficient green time for each movement to operate safely. Specific requirements for any upgrade or improved safety measures to be assessed during detail design and traffic management plan. Road safety audits to be carried out at design stage and post-construction stage where such upgrade works are required.	Unlikely - Once every five or ten years	Moderate	Medium
7				
8				

Intersection Name: **Gore Highway / Alderley Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Alderley Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X23
Intersection Name	Gore Highway / Athol School Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2024	-
Peak Impact Year - 5% Volume Comparison	4800%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	AUL		
Left Turn Treatment Requirement	BAL	AUL or CHL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	CHR(s)	CHR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4808575

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.5	3.6	0
LOS	C	E	A
95% Back of Queue (m)	0.7	15	0

OSOM Movement?	PP9

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Athol School Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Existing turn lanes (AUL, CHR) sufficient to accommodate background traffic requirements as delays do not exceed 45s for critical right turn movements. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Athol School Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Existing turn lanes (AUL, CHR) sufficient to accommodate Project traffic requirements (AUL or CHL, CHR). Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Athol School Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path might be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Gore Highway / Athol School Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Athol School Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X24
Intersection Name	Gore Highway / Biddeston Southbrook Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	1200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	AUL(s)	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4857659

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.3	1.1	0
LOS	B	C	C
95% Back of Queue (m)	0.3	1.9	0

OSOM Movement?	PP10

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	1	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Intersection Name: **Gore Highway / Biddeston Southbrook Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2	One single vehicle crash was recorded which occurred during darkness where the vehicle hit an animal which resulted in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Biddeston Southbrook Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments are required based on Project peak hour traffic demands to implement a CHL / AUL. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Proposed Project is not expected to have an impact on such single vehicle crashes.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Biddeston Southbrook Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Turn lanes would be required to accommodate peak hour turn movement volumes. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation measures required for such single vehicle crashes.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Biddeston Southbrook Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Biddeston Southbrook Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X25
Intersection Name	Gore Highway / Blackwell Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4931293

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.2	0.7	0
LOS	A	C	B
95% Back of Queue (m)	0.1	0.4	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Blackwell Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report. The minor road approach has a tight horizontal alignment with no sharp curve chevron signage, advance speed warning signage or other warning or management signage.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Blackwell Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements. In addition the sharp curve and no provision of warning signage may increase the risk of run-off road on curve crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Blackwell Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Possible change to existing turn lane treatment type required. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. In addition, sharp curve and speed limit signage around the horizontal curve on the minor approach road, as well as enhanced priority control signage would be required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Gore Highway / Blackwell Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Blackwell Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
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7				
8				

Intersection Information

Intersection ID	X26
Intersection Name	Gore Highway / Bushy Lane
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: CHR SE: BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4496303

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.4	0.6	0
LOS	B	C	B
95% Back of Queue (m)	0.5	1.1	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	1	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**1**	**0**

Intersection Name: **Gore Highway / Bushy Lane**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2	One opposing vehicle turning crash was recorded. The rear end crash consisted of a multi-vehicle crash during clear daylight hours and included medical treatment.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Bushy Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments are required based on Project peak hour traffic demands to implement a CHR. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Opposing turning left-through crashes may be exacerbated as a result of the Project due to increase in traffic volume through the intersection and increase in headway gaps required for heavy vehicles. Likelihood is anticipated to increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Bushy Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Turn lanes would be required to accommodate peak hour turn movement volumes. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2	Heavy vehicle truck turning signage would be required in combination with possible temporary speed reduction signage through the intersection for the duration of construction. This may enhance decision and reaction times for vehicles to identify larger gaps in the traffic stream as speeds would be lower. This will be determined and finalised during construction stage as per contractor required risk assessments when preparing appropriate Traffic Management Plans (TMP's) and Traffic Guidance Schemes (TGS's, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Bushy Lane**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Bushy Lane**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X27
Intersection Name	Gore Highway / Campbell Street
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	883%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	160.5463855

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	4.5	5	0
LOS	A	A	B
95% Back of Queue (m)	1.8	3.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	1	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Intersection Name: **Gore Highway / Campbell Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2	One rear end crash was recorded. The rear end crash consisted of a multi-vehicle crash during clear daylight hours and included hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Campbell Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments are required based on Project peak hour traffic demands to implement a CHR(s). Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Existing lane configuration is sufficient to accommodate additional Project traffic.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Rear end crashes may be exacerbated as a result of the Project due to increase in mass and kinetic energy through the intersection. Likelihood is anticipated to increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Campbell Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Turn lanes would be required to accommodate peak hour turn movement volumes. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2	Heavy vehicle truck turning signage would be required in combination with possible temporary speed reduction signage through the intersection for the duration of construction. The provision of a CHR(s) turn lane might also mitigate for rear end crashes. This will be determined and finalised during construction stage as per contractor required risk assessments when preparing appropriate Traffic Management Plans (TMP's) and Traffic Guidance Schemes (TGS's, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Campbell Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Campbell Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X29
Intersection Name	Gore Highway / Florence Street
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	234%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	160.5463855

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.8	0.6	0
LOS	A	A	B
95% Back of Queue (m)	0.8	0.9	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Florence Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Florence Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments are required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. it is required to upgrade the existing BAR to a CHR(s) configuration. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Florence Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Turn lanes would be required to accommodate peak hour turn movement volumes. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Florence Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Florence Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X28
Intersection Name	Gore Highway / Dieckmann Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	2400%	2400%

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	AUL(s)	AUL(s)
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	BAR

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4195324

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.1	2	2
LOS	A	B	B
95% Back of Queue (m)	0.1	2.1	2.1

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Dieckmann Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not required to accommodate existing background traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Dieckmann Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. The existing BAR lane provision is considered sufficient, however a AUL(s) would be required. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Dieckmann Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Dieckmann Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. The existing BAR lane provision is considered sufficient, however a AUL(s) would be required. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Dieckmann Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No action required, as risk score has not changed from the without development level. However, at design stage and post-construction stage road safety audits are to be carried out as per standard design process to understand if any road upgrade works are required such as formalising minor road approach to a paved standard for at least the first 10m as per Austroads Guide to Road Design Part 4, Figure 7.4 with minimum width of 6-8m. Final details regarding kerb turnouts, kerb to kerb widths, entry and exit tapers line marking etc. to be determined during detail design.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	**X30**
Intersection Name	Gore Highway / Fysh Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	300%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	CHR(s)	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.437924

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.3	0.6	0
LOS	A	A	A
95% Back of Queue (m)	0.3	0.7	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Fysh Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not required to accommodate existing background traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Fysh Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. The existing BAL lane provision is considered sufficient, however a CHR would be required. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Fysh Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Fysh Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Fysh Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
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7				
8				

Intersection Information

Intersection ID	X32
Intersection Name	Gore Highway / Linthorpe Valley Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	300%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	CHR(s)	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.5115413

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.2	0.4	0
LOS	B	B	C
95% Back of Queue (m)	0.4	0.7	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Linthorpe Valley Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not required to accommodate existing background traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Linthorpe Valley Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments are required based on Project peak hour traffic demands AUL(s) and CHR. The existing CHL and CHR lane provision is considered sufficient. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Linthorpe Valley Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Linthorpe Valley Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Linthorpe Valley Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X33
Intersection Name	Gore Highway / Gilgai Lane
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	800%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	CHR(s)	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4195324

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.2	0.5	0
LOS	B	B	D
95% Back of Queue (m)	0.2	0.7	0

OSOM Movement?	PP20

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	1	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**1**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Gilgai Lane**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other turn movement crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not required to accommodate existing background traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2	One rear end crash was recorded. The rear end crash consisted of a multi-vehicle crash during clear daylight hours and resulted in a fatality.	Existing	Unlikely - Once every five or ten years	Extreme	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Gilgai Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. The existing BAL lane provision is considered sufficient, however a CHR(s) would be required. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Rear end crashes may be exacerbated as a result of the Project due to increase in mass and kinetic energy through the intersection. Likelihood is anticipated to increase to moderate.	Moderate - Once or more per year (but less than once per week)	Extreme	High
3				
4				
5				
6				
7				

Intersection Name: **Gore Highway / Gilgai Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path might be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2	Heavy vehicle truck turning signage would be required in combination with possible temporary speed reduction signage through the intersection for the duration of construction. The provision of a CHR(s) turn lane might also mitigate for rear end crashes. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage.	Unlikely - Once every five or ten years	Extreme	Medium
3				
4				
5				
6				
7				

Intersection Name: **Gore Highway / Gilgai Lane**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Gilgai Lane**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X34
Intersection Name	Gore Highway / Hall Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	300%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	CHL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.437924

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.3	0.4	0
LOS	A	B	B
95% Back of Queue (m)	0.1	0.5	0

OSOM Movement?	PP22

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Hall Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. The existing geometry allows for a CHL and BAR lane treatment. The intersection requires a BAL and CHR(s) to accommodate existing background traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Hall Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. The existing CHL turn lane provision is considered sufficient, however a CHR would be required. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Gore Highway / Hall Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path might be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Gore Highway / Hall Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Hall Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X35
Intersection Name	Gore Highway / Linthorpe Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	2400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	AUL(s)	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	CHR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.3974693

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.5	2.1	0
LOS	B	C	A
95% Back of Queue (m)	0.7	5.1	0

OSOM Movement?	PP11

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Linthorpe Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. The existing geometry allows for a BAL and BAR lane treatment which is sufficient to accommodate existing background traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Linthorpe Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments upgrade required based on Project peak hour traffic demands AUL(s) and CHR. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Gore Highway / Linthorpe Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Gore Highway / Linthorpe Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Linthorpe Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X36
Intersection Name	Gore Highway / Lochaber Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	CHL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4195324

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.9	0.9	0
LOS	A	A	C
95% Back of Queue (m)	1	1.1	0

OSOM Movement?	PP12

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Lochaber Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not required to accommodate existing background traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Lochaber Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands AUL(s) and CHR. The existing CHL and CHR lane provision is considered sufficient. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Gore Highway / Lochaber Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path might be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Gore Highway / Lochaber Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Lochaber Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X37
Intersection Name	Gore Highway / Millmerran-Inglewood Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	371%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	CHL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	80
Sight Distance Requirement (m)	226.094982

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	3	4.2	0
LOS	B	C	B
95% Back of Queue (m)	1.3	3.9	0

OSOM Movement?	PP23

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Millmerran-Inglewood Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Millmerran-Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Millmerran-Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Millmerran-Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Millmerran-Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X38
Intersection Name	Gore Highway / Millmerran-Leyburn Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	600%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	AUR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4195324

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.6	1.3	0
LOS	B	B	A
95% Back of Queue (m)	0.3	1	0

OSOM Movement?	PP21

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Millmerran-Leyburn Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not required to accommodate existing background traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Millmerran-Leyburn Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. The existing BAL lane provision is considered sufficient, however a CHR(s) would be required. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Gore Highway / Millmerran-Leyburn Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path might be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Gore Highway / Millmerran-Leyburn Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Millmerran-Leyburn Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X39
Intersection Name	Gore Highway / Murlaggan Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	2500%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	CHL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	NW: BAR SE: CHR(s)	NW: CHR(s) SE: CHR(s)	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4121772

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	3.6	5	0
LOS	C	D	A
95% Back of Queue (m)	1.9	5.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Murlaggan Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Background traffic demands do not require left turn lanes, however require a CHR(s). The intersection allows for CHL and CHR turn treatments which are sufficient for background peak volumes. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Murlaggan Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. The Project requires a BAL and CHR turn treatment. The existing turn lane configurations are sufficient. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Murlaggan Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Murlaggan Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Murlaggan Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	**X40**
Intersection Name	Gore Highway / Oakey-Pittsworth Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	55%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	CHL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	CHR(s)	CHR(s)	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4747224

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	2.4	2.3	0
LOS	B	B	A
95% Back of Queue (m)	2.2	2.4	0

OSOM Movement?	PP13

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	1	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Intersection Name: **Gore Highway / Oakey-Pittsworth Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	Existing sight lines considered sufficient. Background traffic demands do not require left turn lanes, however require a CHR(s). The intersection allows for CHL and CHR turn treatments which are sufficient for background peak volumes. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2	One intersection from adjacent approach crash was recorded. The crash consisted of a multi-vehicle crash during clear daylight hours and resulted in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Oakey-Pittsworth Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. The existing CHL and CHR lane provision is considered sufficient as the Project requires a BAL and CHR treatment. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Opposing turning left-through crashes may be exacerbated as a result of the Project due to increase in traffic volume through the intersection and increase in headway gaps required for heavy vehicles. Likelihood is anticipated to increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				

Intersection Name: **Gore Highway / Oakey-Pittsworth Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path might be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2	Heavy vehicle truck turning signage would be required in combination with possible temporary speed reduction signage through the intersection for the duration of construction. This may enhance decision and reaction times for vehicles to identify larger gaps in the traffic stream as speeds would be lower. This will be determined and finalised during construction stage as per contractor required risk assessments when preparing appropriate Traffic Management Plans (TMP's) and Traffic Guidance Schemes (TGS's, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements.	Unlikely - Once every five or ten years	Extreme	Medium
3				
4				
5				
6				

Intersection Name: **Gore Highway / Oakey-Pittsworth Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Oakey-Pittsworth Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X41
Intersection Name	Gore Highway / Paint Mine Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	300%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4002706

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.1	0.2	0
LOS	A	A	A
95% Back of Queue (m)	0.1	0.2	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	1	0
Total	**0**	**0**	**1**	**0**

Intersection Name: **Gore Highway / Paint Mine Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2	One DCA code 500 other crash type relating to overtaking was recorded. The rear end crash consisted of a multi-vehicle crash during clear daylight hours and included medical treatment.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Paint Mine Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments are required based on Project peak hour traffic demands to implement a CHR(s). Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Existing lane configuration is sufficient to accommodate additional Project traffic.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Such other crash types may be exacerbated as a result of the Project due to increase traffic volume, increased time spent following behind heavy vehicles and increased mass and kinetic energy through the intersection. Likelihood is anticipated to increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Paint Mine Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Turn lanes would be required to accommodate peak hour turn movement volumes. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2	Heavy vehicle truck turning signage would be required in combination with possible temporary speed reduction signage through the intersection for the duration of construction. Formalising minor road approach to a paved standard for at least the first 10m as per Austroads Guide to Road Design Part 4, Figure 7.4 with minimum width of 6-8m. Final details regarding kerb turnouts, kerb to kerb widths, entry and exit tapers line marking etc. to be determined during detail design. This should also include adequate longitudinal solid line marking indicating no passing or overtaking opportunities through the intersection. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Paint Mine Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Paint Mine Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X42
Intersection Name	Gore Highway / Saleyards Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	300%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	160.5538333

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	1	0.9	0
LOS	A	A	B
95% Back of Queue (m)	0.7	1.2	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Saleyards Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Saleyards Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments are required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. it is required to upgrade the existing BAR to a CHR(s) configuration. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Saleyards Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Turn lanes would be required to accommodate peak hour turn movement volumes. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Saleyards Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Saleyards Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X43
Intersection Name	Gore Highway / Scrubby Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	11800%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	CHR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.437924

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.6	6.3	0
LOS	B	C	B
95% Back of Queue (m)	0.5	16.2	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Scrubby Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Scrubby Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. The intersection requires a AUL(s) and CHR turn treatment to accommodate the Project traffic. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Scrubby Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Scrubby Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Scrubby Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X45
Intersection Name	Gore Highway / Tummaville Road / Yarranlea Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	11800%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: CHR SE: BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4195324

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	1.2	5.8	0
LOS	B	C	B
95% Back of Queue (m)	0.4	8.7	0

OSOM Movement?	PP14

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	1	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**1**	**0**

Intersection Name: **Gore Highway / Tummaville Road / Yarranlea Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other turn movement crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not required to accommodate existing background traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2	One off carriageway on straight was recorded. The rear end crash consisted of a single-vehicle crash during clear daylight hours and resulted in medical treatment.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Tummaville Road / Yarranlea Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. The intersection requires a AUL(s) and CHR turn treatment to accommodate the Project traffic. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Proposed Project is not expected to have an impact on such single vehicle crashes.	Unlikely - Once every five or ten years	Moderate	Medium
3				
4				
5				
6				
7				

Intersection Name: **Gore Highway / Tummaville Road / Yarranlea Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path might be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation measures required for such single vehicle crashes.	Unlikely - Once every five or ten years	Moderate	Medium
5				
6				
7				
8				

Intersection Name: **Gore Highway / Tummaville Road / Yarranlea Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Tummaville Road / Yarranlea Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X46
Intersection Name	Gore Highway / Turallin Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2028	-
Peak Impact Year - 5% Volume Comparison	2340%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4453603

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	1.3	3.9	0
LOS	A	A	B
95% Back of Queue (m)	0.6	4.7	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Turallin Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Turallin Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Turallin Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Turallin Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Turallin Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X47
Intersection Name	Gore Highway / Ware Street (S)
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	100%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	AUR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.3919547

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.4	0.5	0
LOS	B	B	B
95% Back of Queue (m)	0.4	0.4	0

OSOM Movement?	PP16

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Ware Street (S)**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Ware Street (S)**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Ware Street (S)**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Ware Street (S)**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Ware Street (S)**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X48
Intersection Name	Gore Highway / West Street
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	234%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	103.736818

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.3	0.3	0
LOS	A	A	C
95% Back of Queue (m)	0.3	0.5	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / West Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / West Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments are required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. it is required to upgrade the existing BAR to a CHR(s) configuration. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / West Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Turn lanes would be required to accommodate peak hour turn movement volumes. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / West Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / West Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X53
Intersection Name	Leichhardt Highway / Hunt Street
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2025
Peak Impact Year - 5% Volume Comparison	100%	200%

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	AUL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	NW: BAL SE: BAL
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	NW: BAR SE: BAR

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	226.0826772

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.4	0.4	0.6
LOS	A	B	B
95% Back of Queue (m)	0.1	0.2	0.3

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Leichhardt Highway / Hunt Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient to meet minimum requirements. Turn lanes not warranted to accommodate existing peak hour traffic demands. Existing intersection from adjacent approach and rear end crashes are considered to be rare even though no crashes are reported.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Leichhardt Highway / Hunt Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Existing turn lanes which are evident at the intersection (AUL and CHR) would be sufficient to accommodate the increase in project traffic. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to high speed environment.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Leichhardt Highway / Hunt Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Leichhardt Highway / Hunt Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Existing turn lanes which are evident at the intersection (AUL and CHR) would be sufficient to accommodate the increase in project traffic. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to high speed environment.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Leichhardt Highway / Hunt Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No action required, as risk score has not changed from the without development level.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X54
Intersection Name	Millmerran-Inglewood Road / Blackwell Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	800%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.401146

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.5	2	0
LOS	A	B	B
95% Back of Queue (m)	0.1	0.6	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Millmerran-Inglewood Road / Blackwell Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Millmerran-Inglewood Road / Blackwell Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Blackwell Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Blackwell Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Blackwell Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X55
Intersection Name	Millmerran-Inglewood Road / Campbell Street
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	4500%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	CHL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	AUR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	226.094982

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	5.4	5.6	0
LOS	A	A	B
95% Back of Queue (m)	2.4	3.4	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Millmerran-Inglewood Road / Campbell Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Millmerran-Inglewood Road / Campbell Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Existing lane configuration is sufficient to accommodate additional Project traffic.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Campbell Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Campbell Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Campbell Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X56
Intersection Name	Millmerran-Inglewood Road / Commodore Peak Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	900%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4747224

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.4	1.6	0
LOS	A	B	B
95% Back of Queue (m)	0	1.1	0

OSOM Movement?	PP26

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Millmerran-Inglewood Road / Commodore Peak Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Millmerran-Inglewood Road / Commodore Peak Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood of crashes might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Millmerran-Inglewood Road / Commodore Peak Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting OSOM vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Millmerran-Inglewood Road / Commodore Peak Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Commodore Peak Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X57
Intersection Name	Millmerran-Inglewood Road / Forestry Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.437924

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.5	1.4	0
LOS	A	B	B
95% Back of Queue (m)	0	0.4	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Millmerran-Inglewood Road / Forestry Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Millmerran-Inglewood Road / Forestry Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Existing minor approach road is gravel and unformed which may cause gravel spill over onto main road as well as dust build up which may impact visibility. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Forestry Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. Formalising minor road approach to a paved standard for at least the first 10m as per Austroads Guide to Road Design Part 4, Figure 7.4 with minimum width of 6-8m. Final details regarding kerb turnouts, kerb to kerb widths, entry and exit tapers line marking etc. to be determined during detail design. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Millmerran-Inglewood Road / Forestry Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Forestry Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X58
Intersection Name	Millmerran-Inglewood Road / Grays Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	600%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4195324

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.8	2.2	0
LOS	A	B	B
95% Back of Queue (m)	0	0.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Millmerran-Inglewood Road / Grays Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Millmerran-Inglewood Road / Grays Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Grays Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Grays Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Grays Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X59
Intersection Name	Millmerran-Inglewood Road / Heckendorf Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	2500%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4563206

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.9	4.6	0
LOS	A	C	A
95% Back of Queue (m)	0.1	1.8	0

OSOM Movement?	PP27

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Millmerran-Inglewood Road / Heckendorf Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Millmerran-Inglewood Road / Heckendorf Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood of crashes might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Millmerran-Inglewood Road / Heckendorf Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting OSOM vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Millmerran-Inglewood Road / Heckendorf Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Heckendorf Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X60
Intersection Name	Millmerran-Inglewood Road / Kooroongarra Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	1500%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.437924

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.9	2.7	0
LOS	A	B	A
95% Back of Queue (m)	0.1	1.6	0

OSOM Movement?	PP25

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Millmerran-Inglewood Road / Kooroongarra Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Millmerran-Inglewood Road / Kooroongarra Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood of crashes might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Millmerran-Inglewood Road / Kooroongarra Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting OSOM vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Millmerran-Inglewood Road / Kooroongarra Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Kooroongarra Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X61
Intersection Name	Millmerran-Inglewood Road / Millwood Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	1200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.401146

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	2.7	5.2	0
LOS	A	B	C
95% Back of Queue (m)	0.1	1.1	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Millmerran-Inglewood Road / Millwood Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Millmerran-Inglewood Road / Millwood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Millwood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Millwood Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Millwood Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X62
Intersection Name	Millmerran-Inglewood Road / Moffatt Reserve Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	AUL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.401146

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	2.1	2.4	0
LOS	A	B	B
95% Back of Queue (m)	0.6	0.9	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Millmerran-Inglewood Road / Moffatt Reserve Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Millmerran-Inglewood Road / Moffatt Reserve Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Moffatt Reserve Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Moffatt Reserve Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Moffatt Reserve Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X63
Intersection Name	Millmerran-Inglewood Road / Owens Scrub Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2024	-
Peak Impact Year - 5% Volume Comparison	2300%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	80
Sight Distance Requirement (m)	226.1319171

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	5.2	7.4	0
LOS	A	B	B
95% Back of Queue (m)	0.9	3.4	0

OSOM Movement?	PP24

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Millmerran-Inglewood Road / Owens Scrub Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2	There is no advanced speed reduction / warning signage with chevron signs around the sharp horizontal curve of the minor approach road.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Millmerran-Inglewood Road / Owens Scrub Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Existing lane configuration is sufficient to accommodate additional Project traffic.Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood of crashes might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	The additional Project traffic may lead to run-off road on curve crashes where existing warning and guidance signage is not available.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				

Intersection Name: **Millmerran-Inglewood Road / Owens Scrub Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting OSOM vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2	Provision of sharp curve chevron signage in combination with horizontal curve speed restriction signage would be required to mitigate for heavy vehicle roll-over and subsequent run off-road on curve crashes.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				

Intersection Name: **Millmerran-Inglewood Road / Owens Scrub Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Owens Scrub Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	**X64**
Intersection Name	Millmerran-Inglewood Road / Paton Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	800%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.437924

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.5	1.8	0
LOS	B	B	D
95% Back of Queue (m)	0.1	0.4	0

OSOM Movement?	PP28

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Millmerran-Inglewood Road / Paton Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Millmerran-Inglewood Road / Paton Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Existing minor approach road is gravel and unformed which may cause gravel spill over onto main road as well as dust build up which may impact visibility. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate. Likelihood of crashes might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Millmerran-Inglewood Road / Paton Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. Formalising minor road approach to a paved standard for at least the first 10m as per Austroads Guide to Road Design Part 4, Figure 7.4 with minimum width of 6-8m. Final details regarding kerb turnouts, kerb to kerb widths, entry and exit tapers line marking etc. to be determined during detail design. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required. All conflict points impacting OSOM vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Millmerran-Inglewood Road / Paton Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Paton Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X65
Intersection Name	Millmerran-Inglewood Road / Thornton Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2024	-
Peak Impact Year - 5% Volume Comparison	2700%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4072742

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	1.2	4.5	0
LOS	A	B	E
95% Back of Queue (m)	0	1.7	0

OSOM Movement?	PP29

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Millmerran-Inglewood Road / Thornton Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Millmerran-Inglewood Road / Thornton Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Thornton Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path might be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Millmerran-Inglewood Road / Thornton Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Thornton Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X66
Intersection Name	Millmerran-Inglewood Road / Wongavale Yugilbar Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.437924

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	1.7	2.6	0
LOS	A	B	D
95% Back of Queue (m)	0.1	0.6	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Millmerran-Inglewood Road / Wongavale Yugilbar Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Millmerran-Inglewood Road / Wongavale Yugilbar Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Wongavale Yugilbar Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Wongavale Yugilbar Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millmerran-Inglewood Road / Wongavale Yugilbar Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	**X70**
Intersection Name	Texas-Yelarbon Road / Access Track
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.401146

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	1	2.5	0
LOS	A	A	D
95% Back of Queue (m)	0	0.2	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Texas-Yelarbon Road / Access Track**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Texas-Yelarbon Road / Access Track**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Existing minor approach road is an unformed gravel road which may cause gravel spill over onto main road as well as dust build up which may impact visibility. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Texas-Yelarbon Road / Access Track**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. Formalising minor road approach to a paved standard for at least the first 10m as per Austroads Guide to Road Design Part 4, Figure 7.4 with minimum width of 6-8m. Final details regarding kerb turnouts, kerb to kerb widths, entry and exit tapers line marking etc. to be determined during detail design. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Texas-Yelarbon Road / Access Track**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Texas-Yelarbon Road / Access Track**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X71
Intersection Name	Toowoomba-Cecil Plains Road / Airport Quarry Wellcamp Access Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	2000%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	CHR(s)	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4972204

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.8	1.9	0
LOS	B	B	B
95% Back of Queue (m)	1.3	3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Toowoomba-Cecil Plains Road / Airport Quarry Wellcamp Access Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Toowoomba-Cecil Plains Road / Airport Quarry Wellcamp Access Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Airport Quarry Wellcamp Access Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Airport Quarry Wellcamp Access Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Airport Quarry Wellcamp Access Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X72
Intersection Name	Toowoomba-Cecil Plains Road / Brimblecombe Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	700%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	CHR(s)	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4563206

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.4	0.8	0
LOS	A	B	B
95% Back of Queue (m)	0.7	0.8	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Toowoomba-Cecil Plains Road / Brimblecombe Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Toowoomba-Cecil Plains Road / Brimblecombe Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Brimblecombe Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No action required, as risk score has not changed from the without development level. However, at design stage and post-construction stage road safety audits are to be carried out as per standard design process to understand if any road upgrade works are required such as removing/relocating conflict points impacting vehicle turn paths. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Toowoomba-Cecil Plains Road / Brimblecombe Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Brimblecombe Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X73
Intersection Name	Toowoomba-Cecil Plains Road / Charlton Connection Road
Road Authority	TMR
Intersection Type	Roundabout

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	Roundabout		
Left Turn Treatment Requirement	0	0	-
Existing Right Turn Treatment	Roundabout		
Right Turn Treatment Requirement	0	0	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	160.5740592

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	8.9	9	0
LOS	B	B	B
95% Back of Queue (m)	41	41.7	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Toowoomba-Cecil Plains Road / Charlton Connection Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands	Proactive	Rare - Less than once every ten years	Major	Medium
2	Roundabout infrastructure provides adequate accommodation for traffic flows. Some queueing experienced, may have a rare likelihood of rear end crashes.	Proactive	Rare - Less than once every ten years	Moderate	Low
3					
4					
5					
6					
7					
8					

Intersection Name: **Toowoomba-Cecil Plains Road / Charlton Connection Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Project traffic increases flow through intersection, and increases queue lengths. Longer queues may result in rear end crashes.	Unlikely - Once every five or ten years	Moderate	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Charlton Connection Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	No mitigation required, queues are able to be accommodated within existing infrastructure.	Unlikely - Once every five or ten years	Moderate	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Charlton Connection Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Charlton Connection Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X74
Intersection Name	Toowoomba-Cecil Plains Road / McDougall Street
Road Authority	TMR
Intersection Type	Signalised

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	8%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	Signalised		
Left Turn Treatment Requirement	0	0	-
Existing Right Turn Treatment	Signalised		
Right Turn Treatment Requirement	0	0	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	160.5579719

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	29.2	29.3	0
LOS	D	D	F
95% Back of Queue (m)	108.8	108.8	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	1	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	1	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**2**	**0**	**0**

Intersection Name: **Toowoomba-Cecil Plains Road / McDougall Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	Queue spill back likely to occur based on SIDRA modelling. Refer to TIA Report. This may lead to an existing risk of rear end crashes at the intersection.	Proactive	Unlikely - Once every five or ten years	Moderate	Medium
2	The intersection allows for an unsignalized left turn stand up or slip lane. This allows for higher entry speeds with a risk of right or left turn rear end and intersection from adjacent approach crashes.	Proactive	Unlikely - Once every five or ten years	Moderate	Medium
3	Intersection has insufficient line marking which may impact driver behaviour and have a risk on vehicles from one direction crashes.	Proactive	Unlikely - Once every five or ten years	Moderate	Medium
4	Opposing through and through movements from side roads during daylight and clear conditions. Only 1 crash in last 5 years.	Existing	Unlikely - Once every five or ten years	Major	Medium
5	Opposing through and right movements from side roads during daylight and clear conditions. Only 1 crash in last 5 years.	Existing	Unlikely - Once every five or ten years	Major	Medium
6	Filter right turns are currently allowed for which may lead to a risk in opposing vehicle turning crashes.	Proactive	Unlikely - Once every five or ten years	Major	Medium
7					
8					

Intersection Name: **Toowoomba-Cecil Plains Road / McDougall Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Queue spill back likely to increase slightly based on SIDRA modelling. Refer to TIA Report Section 5.4.5. This may lead to an increased risk of rear end crashes at the intersection.	Unlikely - Once every five or ten years	Moderate	Medium
2	The existing unsignalized left turn stand up or slip lane (s) of the intersection may exacerbate the risk of right or left turn rear end and intersection from adjacent approach crashes as a result of the Project and increased volumes. The probability of vehicle to vehicle conflict would increase with increased traffic volume and subsequently also the likelihood.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3	Insufficient line marking with increase in Project related traffic volumes may increase risk of vehicles from one direction crashes.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
4	No change anticipated as through movement vehicles at the intersection will not increase as a result of the project nor will Project vehicles travel straight across the intersection. No change to crash type or severity anticipated as a result of the Project for such single vehicle crashes.	Unlikely - Once every five or ten years	Major	Medium
5	No change anticipated as right turn movement from side roads will not increase as a result of the project nor will Project vehicles travel straight across the intersection. No change to crash type or severity anticipated as a result of the Project for such single vehicle crashes.	Unlikely - Once every five or ten years	Major	Medium
6	Existing phasing with filter right turns may lead to a risk in opposing vehicle turning crashes as a result of the Project.	Moderate - Once or more per year (but less than once per week)	Major	Medium
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / McDougall Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Specific requirements for any upgrade or improved safety measures to be assessed during detail design and traffic management plan. Road safety audits to be carried out at design stage and post-construction stage where such upgrade works are required.	Unlikely - Once every five or ten years	Moderate	Medium
2	Upgrade intersection to allow for a signalised stand up left turn lane in line with TMR Safety Policy, 2018. Specific requirements to be determined and updated during detail design. Road safety audits to be carried out at design stage and post-construction stage where such upgrade works are required.	Rare - Less than once every ten years	Moderate	Low
3	Update existing line marking to adequately demarcate travel lanes and required longitudinal lines. Line marking to consist of cold applied plastic as per TMR Safety Policy, 2018. Specific requirements to be determined and updated during detail design. Road safety audits to be carried out at design stage and post-construction stage where such upgrade works are required.	Rare - Less than once every ten years	Moderate	Low
4	No action required, as risk score has not changed from the without development level.	Unlikely - Once every five or ten years	Major	Medium
5	No mitigation measures required for Project.	Unlikely - Once every five or ten years	Major	Medium
6	Filtered right turn phase to be replaced by leading right or diamond phasing arrangement to provide sufficient green time for each movement to operate safely. Specific requirements for any upgrade or improved safety measures to be assessed during detail design and traffic management plan. Road safety audits to be carried out at design stage and post-construction stage where such upgrade works are required.	Rare - Less than once every ten years	Moderate	Low
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / McDougall Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / McDougall Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X75
Intersection Name	Toowoomba-Cecil Plains Road / Omara Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	700%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	AUL or CHL	AUL or CHL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	CHR	CHR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	262.1846938

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	7.8	8.2	0
LOS	C	D	E
95% Back of Queue (m)	32.9	36.4	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Toowoomba-Cecil Plains Road / Omara Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered insufficient to meet minimum requirements. Turn lanes warranted in order to accommodate exiting peak hour traffic demands.	Proactive	Unlikely - Once every five or ten years	Major	Medium
2	Intersection spacing of 100m between subject intersection and Toowoomba Cecil Plains Road / Acton Vale Stud Road. Eastbound vehicles slowing to turn right into Acton Vale Stud Road may interact negatively with vehicles turning left from Omara Road, with a risk of opposing vehicle turning and rear-end crashes.	Proactive	Unlikely - Once every five or ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Toowoomba-Cecil Plains Road / Omara Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Existing sight lines considered insufficient to meet minimum requirements. Crash types such as rear end crashes and opposing turn crashes my be exacerbated as a result of the Project. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. However, sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Crash types such as opposing vehicle turning and rear-end crashes and opposing turn crashes my be exacerbated as a result of the Project.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Omara Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Sight line enhancements required to meet minimum requirements of Safe Intersection Sight Distances (SISD) and Marginal Gap Acceptance Sight Distances (MGSD) where a minimum of 5 seconds of MGSD should be available. The extent and specifications of upgrade works to enhance sight lines should be captured during the detail design stage and should be appropriately suited to the most conservative design vehicle expected to use the intersection (driver eye height and object height requirements). Regular vegetation clearance and maintenance of the verge should also be carried out once upgrade works are complete.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Additional investigation required to reduce risk of closely spaced intersections. Specific requirements to be determined and updated during detail design. Road safety audits to be carried out at design stage and post-construction stage where such upgrade works are required.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Omara Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Omara Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X76
Intersection Name	Toowoomba-Cecil Plains Road / Toowoomba Bypass NB Ramps
Road Authority	TMR
Intersection Type	Signalised

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	150%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	Signalised		
Left Turn Treatment Requirement	0	0	-
Existing Right Turn Treatment	Signalised		
Right Turn Treatment Requirement	0	0	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	226.1072903

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	10.1	10.2	0
LOS	D	D	A
95% Back of Queue (m)	22	23.7	0

OSOM Movement?	PP8

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	1	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Intersection Name: **Toowoomba-Cecil Plains Road / Toowoomba Bypass NB Ramps**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	Single vehicle off path on curve hit object. Required hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Toowoomba-Cecil Plains Road / Toowoomba Bypass NB Ramps**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	There is no impact expected on existing single vehicle crashes as such crashes are considered to occur due to human behaviour.	Unlikely - Once every five or ten years	Major	Medium
2	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required due to signalised intersection form and based on Project peak hour traffic demands. SIDRA analysis results indicate sufficient level of service and minimal delay and queueing. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Toowoomba Bypass NB Ramps**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
2	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Toowoomba Bypass NB Ramps**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Toowoomba Bypass NB Ramps**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X77
Intersection Name	Toowoomba-Cecil Plains Road / Access Track
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	2000%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.401146

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.4	2.8	0
LOS	A	B	A
95% Back of Queue (m)	0.1	2.5	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	1	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Intersection Name: **Toowoomba-Cecil Plains Road / Access Track**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	Single vehicle off path on curve hit object. Required hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Toowoomba-Cecil Plains Road / Access Track**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	There is no impact expected on existing single vehicle crashes as such crashes are considered to occur due to human behaviour.	Unlikely - Once every five or ten years	Major	Medium
2	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				

Intersection Name: **Toowoomba-Cecil Plains Road / Access Track**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No mitigation measures required.	Unlikely - Once every five or ten years	Major	Medium
2	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path might be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				

Intersection Name: **Toowoomba-Cecil Plains Road / Access Track**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Access Track**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X78
Intersection Name	Toowoomba-Cecil Plains Road / Wellcamp Westbrook Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	700%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.5483807

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	4.4	4.7	0
LOS	B	B	B
95% Back of Queue (m)	5.8	5.8	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Toowoomba-Cecil Plains Road / Wellcamp Westbrook Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Toowoomba-Cecil Plains Road / Wellcamp Westbrook Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Wellcamp Westbrook Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Wellcamp Westbrook Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba-Cecil Plains Road / Wellcamp Westbrook Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X79
Intersection Name	Warrego Highway / Chamberlain Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	AUL(s)	-
Existing Right Turn Treatment	Not permitted		
Right Turn Treatment Requirement	0	0	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	226.1565576

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0	0.1	0
LOS	A	B	B
95% Back of Queue (m)	0	0.2	0

OSOM Movement?	PP4

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	1	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Intersection Name: **Warrego Highway / Chamberlain Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	One intersection from adjacent approach crash occurred between multiple vehicles in 2016 at dusk resulting in a hospitalisation on the other side of the Warrego Highway, at Jannushs Road. This intersection has been modified to remove access between Jannushs Road and Chamberlain Road, removing the risk of this type of crash occurring again.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	Existing sight lines considered sufficient. No right turn permitted, left permitted but no treatment currently provided. Turn lanes not warranted for traffic flows. Vehicles slowing down to turn left into Chamberlain Road, may have an impact on vehicle travelling straight on the Warrego Highway and cause rear-end type crashes.	Proactive	Unlikely - Once every five or ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Warrego Highway / Chamberlain Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	This intersection has been modified to remove access between Jannushs Road and Chamberlain Road, removing the risk of this type of crash occurring again. Intersection form Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Project traffic may exacerbate the likelihood of rear-end crashes. Turn lane treatment of AUL(s) warranted for traffic flow.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				

Intersection Name: **Warrego Highway / Chamberlain Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path might be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2	Provide AUL(s) turn treatment. Specific requirements to be determined and updated during detail design. Road safety audits to be carried out at design stage and post-construction stage where such upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				

Intersection Name: **Warrego Highway / Chamberlain Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Warrego Highway / Chamberlain Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X81
Intersection Name	Warrego Highway / Leesons Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	1200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	BAR	CHR	-

Major Road Posted Speed Limit	80
Sight Distance Requirement (m)	226.094982

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.1	0.4	0
LOS	C	C	A
95% Back of Queue (m)	0.3	2.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	2	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**2**	**0**

Intersection Name: **Warrego Highway / Leesons Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	Two single vehicle off path on curve hit object. Required medical treatment.	Existing	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
2	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Warrego Highway / Leesons Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	There is no impact expected on existing single vehicle crashes as such crashes are considered to occur due to human behaviour.	Unlikely - Once every five or ten years	Moderate	Medium
2	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Warrego Highway / Leesons Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No mitigation measures required.	Unlikely - Once every five or ten years	Moderate	Medium
2	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Warrego Highway / Leesons Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Warrego Highway / Leesons Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X82
Intersection Name	Warrego Highway / Omara Road
Road Authority	TMR
Intersection Type	Signalised

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	100%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	Signalised		
Left Turn Treatment Requirement	0	0	-
Existing Right Turn Treatment	Signalised		
Right Turn Treatment Requirement	0	0	-

Major Road Posted Speed Limit	80
Sight Distance Requirement (m)	192.2322327

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	18.8	18.8	0
LOS	C	C	A
95% Back of Queue (m)	50.8	50.8	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Warrego Highway / Omara Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Warrego Highway / Omara Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Warrego Highway / Omara Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Warrego Highway / Omara Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Warrego Highway / Omara Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	**X86**
Intersection Name	Kingsthorpe Haden Road / Kingsthorpe Overpass
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	2200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	160.5687352

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	6.5	6.7	0
LOS	A	A	B
95% Back of Queue (m)	5.7	7.2	0

OSOM Movement?	PP2

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Kingsthorpe Haden Road / Kingsthorpe Overpass**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Kingsthorpe Haden Road / Kingsthorpe Overpass**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Kingsthorpe Haden Road / Kingsthorpe Overpass**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path might be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Kingsthorpe Haden Road / Kingsthorpe Overpass**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Kingsthorpe Haden Road / Kingsthorpe Overpass**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X87
Intersection Name	Warrego Highway Off-ramp / Kingsthorpe Overpass
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	2200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	Roundabout		
Left Turn Treatment Requirement	0	0	-
Existing Right Turn Treatment	Roundabout		
Right Turn Treatment Requirement	0	0	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	#DIV/0!

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	9.8	9	0
LOS	B	B	A
95% Back of Queue (m)	3.5	4.7	0

OSOM Movement?	PP1

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Warrego Highway Off-ramp / Kingsthorpe Overpass**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Warrego Highway Off-ramp / Kingsthorpe Overpass**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Warrego Highway Off-ramp / Kingsthorpe Overpass**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Sight line enhancements required to meet minimum requirements of Safe Intersection Sight Distances (SISD) and Marginal Gap Acceptance Sight Distances (MGSD) where a minimum of 5 seconds of MGSD should be available. The extent and specifications of upgrade works to enhance sight lines should be captured during the detail design stage and should be appropriately suited to the most conservative design vehicle expected to use the intersection (driver eye height and object height requirements). Regular vegetation clearance and maintenance of the verge should also be carried out once upgrade works are complete. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path might be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Warrego Highway Off-ramp / Kingsthorpe Overpass**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Warrego Highway Off-ramp / Kingsthorpe Overpass**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	**X90**
Intersection Name	Newell Highway / River Road
Road Authority	TfNSW
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	200%	300%

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	BAL
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	BAR

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.401146

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	6.3	6.3	6.4
LOS	A	A	B
95% Back of Queue (m)	8	8.1	8.1

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Newell Highway / River Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report. The minor road approach has a tight horizontal alignment with no sharp curve chevron signage, advance speed warning signage or other warning or management signage.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Newell Highway / River Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements. In addition the sharp curve and no provision of warning signage may increase the risk of run-off road on curve crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Newell Highway / River Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No action required, as risk score has not changed from the without development level. Refer report for project-wide mitigation measures to be applied. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. In addition, sharp curve and speed limit signage around the horizontal curve on the minor approach road, as well as enhanced priority control signage would be required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Newell Highway / River Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements. In addition the sharp curve and no provision of warning signage may increase the risk of run-off road on curve crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Newell Highway / River Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No action required, as risk score has not changed from the without development level.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X103
Intersection Name	Cemetery Road / Access Track
Road Authority	GRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	70
Sight Distance Requirement (m)	344.5245138

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	8.1	8.9	0
LOS	A	B	A
95% Back of Queue (m)	0.3	0.4	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Cemetery Road / Access Track**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report. Both approaches to the intersection consist of unpaved and unformed gravel roads with no signage.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Cemetery Road / Access Track**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements given the straight and relatively level alignments. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow, as such no impact on vehicle queueing and delay anticipated. The existing unpaved and unformed approaches of the intersection together with the T-formation of the intersection and no warning or advisory signage might exacerbate the likelihood of adjacent approach crashes, opposing vehicle turning crashes, run off road crashes and rear end crashes. This might be the result of heavy vehicle volumes travelling on surfaces where there are no skid resistance, sufficient lighting, advisory signage or traffic guidance measures.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Cemetery Road / Access Track**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No action required, as risk score has not changed from the without development level. Refer report for project-wide mitigation measures to be applied. It is proposed to provide a suitable formed and graded gravel road consisting of a suitable width and crossfall to accommodate the required heavy vehicle volumes. Regular maintenance and grading would be required as well as dust suppression for the duration of construction activities. Priority control signage would be required on the minor approach to the 90-degree intersection along with advanced waning signs indicating intersection ahead as well as speed limit signage. Priority control signage would be required on the minor approach to the 90-degree intersection along with advanced waning signs indicating intersection ahead as well as speed limit signage.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Cemetery Road / Access Track**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Cemetery Road / Access Track**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X104
Intersection Name	Coolmunda Dam Access / Coolmunda Dam Access
Road Authority	GRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	500%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	80
Sight Distance Requirement (m)	226.119602

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	3.3	4.7	0
LOS	A	A	A
95% Back of Queue (m)	0.1	0.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Coolmunda Dam Access / Coolmunda Dam Access**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines from the south is considered insufficient due to the horizontal alignment and vertical grade of Coolmunda Access. There is speed enforcement signage of 40km/h evident however available sight distance from the south would still be insufficient. considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Coolmunda Dam Access / Coolmunda Dam Access**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Available sight distance from the south would still be insufficient. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements and insufficient sight distances.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Coolmunda Dam Access / Coolmunda Dam Access**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to enhance sight lines, in addition it is proposed to implement advance warning signage along Coolmunda Access south approach road indicating intersection ahead. Possible change to existing turn lane treatment type required. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Coolmunda Dam Access / Coolmunda Dam Access**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Coolmunda Dam Access / Coolmunda Dam Access**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X105
Intersection Name	Hunt Street / Boodle Street
Road Authority	GRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2024
Peak Impact Year - 5% Volume Comparison	100%	200%

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	BAL
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	BAR

Major Road Posted Speed Limit	50
Sight Distance Requirement (m)	131.0422142

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	3.7	4.4	4.9
LOS	A	A	A
95% Back of Queue (m)	0	0.1	0.1

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Hunt Street / Boodle Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Hunt Street / Boodle Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Hunt Street / Boodle Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No action required, as risk score has not changed from the without development level.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Hunt Street / Boodle Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Hunt Street / Boodle Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No action required, as risk score has not changed from the without development level.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X106
Intersection Name	Kildonan Road / Eukabilla Road
Road Authority	GRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	1100%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.437924

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.2	0.8	0
LOS	A	A	B
95% Back of Queue (m)	0	0.4	0

OSOM Movement?	PP35

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Kildonan Road / Eukabilla Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Kildonan Road / Eukabilla Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Larger turn paths of OSOM vehicles may increase likelihood of intersection from adjacent approach and other crash types. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Kildonan Road / Eukabilla Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Sight line enhancements required to meet minimum requirements of Safe Intersection Sight Distances (SISD) and Marginal Gap Acceptance Sight Distances (MGSD) where a minimum of 5 seconds of MGSD should be available. The extent and specifications of upgrade works to enhance sight lines should be captured during the detail design stage and should be appropriately suited to the most conservative design vehicle expected to use the intersection (driver eye height and object height requirements). Regular vegetation clearance and maintenance of the verge should also be carried out once upgrade works are complete. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path might be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Kildonan Road / Eukabilla Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Kildonan Road / Eukabilla Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X107
Intersection Name	Kildonan Road / South Kurumbul Road
Road Authority	GRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.437924

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.4	0.6	0
LOS	B	B	B
95% Back of Queue (m)	0.2	0.2	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Kildonan Road / South Kurumbul Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Kildonan Road / South Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. right turn requires a CHR(s) treatment. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Kildonan Road / South Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Turn lanes would be required to accommodate peak hour turn movement volumes. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Kildonan Road / South Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Kildonan Road / South Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X108
Intersection Name	McDougalls Road / Access Track
Road Authority	GRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	300%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	344.5245138

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	6.1	5.6	0
LOS	A	A	B
95% Back of Queue (m)	0	0.2	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **McDougalls Road / Access Track**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient from the minor gravel track, however sight distance on McDougalls Road around the horizontal curvature is considered insufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2	Existing horizontal alignment has a sharp curvature with a posted speed of 100km/h and gravel road surface. No advance warning signage or chevron or sharp curve guidance signage evident at intersection.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **McDougalls Road / Access Track**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Existing sight lines considered sufficient from the minor gravel track, however sight distance on McDougalls Road around the horizontal curvature is considered insufficient. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Existing roads are gravel which may cause dust build up impacting visibility even where the existing sight distance along the horizontal curvature is considered insufficient. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	The combination of a sharp horizontal curve and fast operational speed would increase side friction and possible truck rollover thresholds. This may lead to increase run off road and opposing vehicle turning crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **McDougalls Road / Access Track**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. Formalising all intersection approaches to a standard gravel road with suitable widths and crossfalls which are to be determined during detail design. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2	Advanced speed reduction signage required. This will be based on design speed considered around the horizontal curvature of Yelarbon Kurumbul Road. In addition sharp curve chevron signage would be required.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				

Intersection Name: **McDougalls Road / Access Track**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **McDougalls Road / Access Track**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X109
Intersection Name	Mooroobie Lane / Cemetery Road
Road Authority	GRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	344.4918344

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	7	7.6	0
LOS	A	A	B
95% Back of Queue (m)	0.3	0.5	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Mooroobie Lane / Cemetery Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report. Both approaches to the intersection consist of unpaved and unformed gravel roads with no signage.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Mooroobie Lane / Cemetery Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements given the straight and relatively level alignments. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow, as such no impact on vehicle queueing and delay anticipated. The existing unpaved and unformed approaches of the intersection together with the T-formation of the intersection and no warning or advisory signage might exacerbate the likelihood of adjacent approach crashes, opposing vehicle turning crashes, run off road crashes and rear end crashes. This might be the result of heavy vehicle volumes travelling on surfaces where there are no skid resistance, sufficient lighting, advisory signage or traffic guidance measures.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Mooroobie Lane / Cemetery Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. TMP should reflect updated construction duration estimates and final peak hour volumes. it is proposed to provide a suitable formed and graded gravel road consisting of a suitable width and crossfall to accommodate the required heavy vehicle volumes. Regular maintenance and grading would be required as well as dust suppression for the duration of construction activities. Priority control signage would be required on both approaches to the 90-degree intersection along with advanced waning signs indicating intersection ahead as well as speed limit signage.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Mooroobie Lane / Cemetery Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Mooroobie Lane / Cemetery Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X110
Intersection Name	Mooroobie Lane / Mooroobie Lane
Road Authority	GRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	700%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	344.6553527

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	6.6	8.7	0
LOS	A	A	B
95% Back of Queue (m)	0	0.4	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Mooroobie Lane / Mooroobie Lane**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Mooroobie Lane / Mooroobie Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Mooroobie Lane / Mooroobie Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Possible change to existing turn lane treatment type required. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Mooroobie Lane / Mooroobie Lane**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Mooroobie Lane / Mooroobie Lane**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X111
Intersection Name	Mosquito Creek Road / Grays Road
Road Authority	GRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	600%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	344.5572053

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	5.2	9.2	0
LOS	A	B	B
95% Back of Queue (m)	0	0.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Mosquito Creek Road / Grays Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Mosquito Creek Road is currently an unformed gravel road. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Mosquito Creek Road / Grays Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Existing Mosquito Creek Road is gravel and unformed which may cause gravel spill over onto Grays Road as well as dust build up which may impact visibility. Vehicles turning from the gravel road surface onto Grays Road might loose control due to insufficient skid resistance when making higher speed turn movements. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes, vehicle run off road and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Mosquito Creek Road / Grays Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. Formalising both approaches of Mosquito Creek Road to a paved standard for at least the first 10m as per Austroads Guide to Road Design Part 4, Figure 7.4 with minimum width of 6-8m. Final details regarding kerb turnouts, kerb to kerb widths, entry and exit tapers line marking etc. to be determined during detail design. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required. it is also proposed to implement priority control signage on the Grays Road approach.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Mosquito Creek Road / Grays Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Mosquito Creek Road / Grays Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X112
Intersection Name	Suttons Road / Access Track
Road Authority	GRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	1600%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	344.5245138

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	3.7	6.2	0
LOS	A	A	A
95% Back of Queue (m)	0	0.8	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Suttons Road / Access Track**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report. Both approaches along the main road to the intersection consist of unpaved road surface and the minor road is an unformed gravel track with no signage.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Suttons Road / Access Track**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements given the straight and relatively level alignments. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow, as such no impact on vehicle queueing and delay anticipated. The existing unpaved and unformed approaches of the intersection might exacerbate the likelihood of adjacent approach crashes, opposing vehicle turning crashes, run off road crashes and rear end crashes. This might be the result of heavy vehicle volumes travelling on surfaces where there are no skid resistance, sufficient lighting, advisory signage or traffic guidance measures.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Suttons Road / Access Track**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Possible change to existing turn lane treatment type required. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required. It is proposed to provide a suitable formed and graded gravel road consisting of a suitable width and crossfall to accommodate the required heavy vehicle volumes on all approaches to the intersection. Regular maintenance and grading would be required as well as dust suppression for the duration of construction activities. Priority control signage would be required on the minor road along with advanced waning signs indicating intersection ahead as well as speed limit signage.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Suttons Road / Access Track**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Suttons Road / Access Track**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X113
Intersection Name	Wondalli Kurumbul Road / Mooroobie Lane
Road Authority	GRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	700%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	344.5572053

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	6.2	8.4	0
LOS	A	B	D
95% Back of Queue (m)	0.1	0.4	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Wondalli Kurumbul Road / Mooroobie Lane**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report. Both approaches to the intersection consists of an unpaved and unformed gravel roads with no signage.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Wondalli Kurumbul Road / Mooroobie Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements given the straight and relatively level alignments. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow, as such no impact on vehicle queueing and delay anticipated. The existing unpaved and unformed approaches of the intersection might exacerbate the likelihood of adjacent approach crashes, opposing vehicle turning crashes, run off road crashes and rear end crashes. This might be the result of heavy vehicle volumes travelling on surfaces where there are no skid resistance, sufficient lighting, advisory signage or traffic guidance measures.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Wondalli Kurumbul Road / Mooroobie Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. it is proposed to provide a suitable formed and graded gravel road consisting of a suitable width and crossfall to accommodate the required heavy vehicle volumes on all approaches to the intersection. Regular maintenance and grading would be required as well as dust suppression for the duration of construction activities. Priority control signage would be required on the minor road along with advanced waning signs indicating intersection ahead as well as speed limit signage.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Wondalli Kurumbul Road / Mooroobie Lane**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Wondalli Kurumbul Road / Mooroobie Lane**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X114
Intersection Name	Yelarbon Kurumbul Road / Queen Street South
Road Authority	GRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2024	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4195324

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	3.5	4	0
LOS	A	B	A
95% Back of Queue (m)	0	0.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Yelarbon Kurumbul Road / Queen Street South**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Yelarbon Kurumbul Road / Queen Street South**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Existing minor approach road is gravel which may cause gravel spill over onto main road as well as dust build up which may impact visibility. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Yelarbon Kurumbul Road / Queen Street South**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Yelarbon Kurumbul Road / Queen Street South**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Yelarbon Kurumbul Road / Queen Street South**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X115
Intersection Name	Yelarbon Kurumbul Road / South Kurumbul Road
Road Authority	GRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.401146

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	5.2	5.2	0
LOS	B	B	B
95% Back of Queue (m)	0.1	0.2	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Yelarbon Kurumbul Road / South Kurumbul Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2	Existing horizontal alignment has a sharp curvature with a posted speed of 100km/h. No advance warning signage or chevron or sharp curve guidance signage evident at intersection.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Yelarbon Kurumbul Road / South Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Existing minor approach road is gravel which may cause gravel spill over onto main road as well as dust build up which may impact visibility. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	The combination of a sharp horizontal curve and fast operational speed would increase side friction and possible truck rollover thresholds. This may lead to increase run off road and opposing vehicle turning crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Yelarbon Kurumbul Road / South Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. Formalising minor road approach to a paved standard for at least the first 10m as per Austroads Guide to Road Design Part 4, Figure 7.4 with minimum width of 6-8m. Final details regarding kerb turnouts, kerb to kerb widths, entry and exit tapers line marking etc. to be determined during detail design. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2	Advanced speed reduction signage required. This will be based on design speed considered around the horizontal curvature of Yelarbon Kurumbul Road. In addition sharp curve chevron signage would be required.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				

Intersection Name: **Yelarbon Kurumbul Road / South Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Yelarbon Kurumbul Road / South Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X116
Intersection Name	Yelarbon Kurumbul Road / Wondalli Kurumbul Road
Road Authority	GRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	700%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.401146

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	3.4	5.3	0
LOS	A	B	C
95% Back of Queue (m)	0	0.4	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Yelarbon Kurumbul Road / Wondalli Kurumbul Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Yelarbon Kurumbul Road / Wondalli Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Existing minor approach road is gravel which may cause gravel spill over onto main road as well as dust build up which may impact visibility. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Yelarbon Kurumbul Road / Wondalli Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. Formalising minor road approach to a paved standard for at least the first 10m as per Austroads Guide to Road Design Part 4, Figure 7.4 with minimum width of 6-8m. Final details regarding kerb turnouts, kerb to kerb widths, entry and exit tapers line marking etc. to be determined during detail design. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Yelarbon Kurumbul Road / Wondalli Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Yelarbon Kurumbul Road / Wondalli Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X121
Intersection Name	River Road / River Road
Road Authority	MPSC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	200%	500%

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	BAL
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	BAR

Major Road Posted Speed Limit	50
Sight Distance Requirement (m)	131.0367454

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	4.4	5.3	5.8
LOS	A	A	A
95% Back of Queue (m)	0	0.1	0.3

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **River Road / River Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **River Road / River Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **River Road / River Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **River Road / River Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **River Road / River Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No action required, as risk score has not changed from the without development level.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X122
Intersection Name	Alderley Street / Condamine Street
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	100%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	AUL(s)	AUL(s)	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	CHR	CHR	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	160.6508436

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	1.2	1.3	0
LOS	C	D	A
95% Back of Queue (m)	10.2	10.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Alderley Street / Condamine Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient.	Proactive	Rare - Less than once every ten years	Major	Medium
2	Excessive queuing at adjacent level crossing could result in a rear end collision by road vehicles not aware of level crossing status.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Alderley Street / Condamine Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Increased volumes due to Project peak hour traffic demands may increase queueing at adjacent level crossing, therefore increasing the risk of rear end collision by road vehicles not aware of level crossing status.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Alderley Street / Condamine Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Sight line enhancements required to meet minimum requirements of Safe Intersection Sight Distances (SISD) and Marginal Gap Acceptance Sight Distances (MGSD) where a minimum of 5 seconds of MGSD should be available. The extent and specifications of upgrade works to enhance sight lines should be captured during the detail design stage and should be appropriately suited to the most conservative design vehicle expected to use the intersection (driver eye height and object height requirements). Regular vegetation clearance and maintenance of the verge should also be carried out once upgrade works are complete.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Where excessive queuing considered possible advanced warning lights may be used to provide additional warning distance. The extent and specifications of upgrade works to enhance sight lines should be captured during the detail design stage and should be appropriately suited to the most conservative design vehicle expected to use the intersection (driver eye height and object height requirements).	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Alderley Street / Condamine Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Alderley Street / Condamine Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X123
Intersection Name	Campbell Street / Saleyards Road
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	300%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	160.5463855

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	1	1	0
LOS	A	A	F
95% Back of Queue (m)	0.8	0.9	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Campbell Street / Saleyards Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes warranted in order to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Campbell Street / Saleyards Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn warrant analyses indicate the requirement for implementing turn lanes to accommodate peak hour traffic volumes. Crash types such as rear end crashes, intersection from adjacent approaches and opposing turn crashes my be exacerbated as a result of the Project. turn lane analyses indicate an upgrade from BAR to BAR(s), however the existing BAL would be sufficient. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Campbell Street / Saleyards Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Turn lanes would be required to accommodate peak hour turn movement volumes. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Campbell Street / Saleyards Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Campbell Street / Saleyards Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X124
Intersection Name	Commodore Peak Road / Scragg Road
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	800%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4110457

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	3.7	6.4	0
LOS	A	B	B
95% Back of Queue (m)	0	0.6	0

OSOM Movement?	PP26

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Commodore Peak Road / Scragg Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Commodore Peak Road / Scragg Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Possible impact on roadside infrastructure due to swept path requirements (refer to swept path drawings in the TIA report). Scragg Road is an unformed gravel road closely spaced to the existing paved road intersection. This may create gravel spill over onto the existing paved road and close spacing to the existing intersection may increase the risk of queue spill back onto Millmerran Inglewood Road, should the rare likelihood occur that two construction vehicles need to enter at the same time. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Commodore Peak Road / Scragg Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. Formalising minor road approach to a paved standard for at least the first 10m as per Austroads Guide to Road Design Part 4, Figure 7.4 with minimum width of 6-8m. Final details regarding kerb turnouts, kerb to kerb widths, entry and exit tapers line marking etc. to be determined during detail design. All conflict points impacting vehicle turn path (if any) to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required. Scragg Road will need to be sufficiently spaced from Millmerran Inglewood Road intersection to allow for sufficient queue storage. This will be determined and designed for during detail design stages in line with relevant design guidelines and criteria.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				

Intersection Name: **Commodore Peak Road / Scragg Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Commodore Peak Road / Scragg Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X125
Intersection Name	Drayton Wellcamp Road / Boundary Street South
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	700%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	AUL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	80
Sight Distance Requirement (m)	226.1812118

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.3	0.8	0
LOS	C	C	B
95% Back of Queue (m)	0.1	1.8	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	1	0	1
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**1**

Intersection Name: **Drayton Wellcamp Road / Boundary Street South**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	Two intersection from adjacent approach crashes recorded at intersection.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Existing turn lanes provided as AUL and CHR, warranted as BAL and BAR. Existing sight lines considered sufficient.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Drayton Wellcamp Road / Boundary Street South**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Project traffic can be accommodated within current turn treatment.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Drayton Wellcamp Road / Boundary Street South**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigations required.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Drayton Wellcamp Road / Boundary Street South**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Drayton Wellcamp Road / Boundary Street South**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X126
Intersection Name	Forestry Road / Access Track
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	600%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	344.5245138

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	3.7	5.7	0
LOS	A	A	A
95% Back of Queue (m)	0	0.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Forestry Road / Access Track**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Forestry Road / Access Track**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Forestry Road / Access Track**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Forestry Road / Access Track**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Forestry Road / Access Track**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X127
Intersection Name	Gap Road / Grevillea Street
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	100%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	160.5463855

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	1.8	1.8	0
LOS	A	A	A
95% Back of Queue (m)	1.1	1.2	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gap Road / Grevillea Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gap Road / Grevillea Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gap Road / Grevillea Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gap Road / Grevillea Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gap Road / Grevillea Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X128
Intersection Name	Greenwattle Street / Alderley Street
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2028	-
Peak Impact Year - 5% Volume Comparison	100%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	AUL(s)	AUL(s)	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	CHR	CHR	-

Major Road Posted Speed Limit	70
Sight Distance Requirement (m)	192.271848

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	566.9	571.1	0
LOS	F	F	B
95% Back of Queue (m)	3015.4	3034.7	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Greenwattle Street / Alderley Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. AUL(s) and CHR turn lanes are warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2	Existing intersection is over capacity and has unsafe levels of delay for existing peak hour traffic demands. Risk of angle crashes is high for vehicles performing right turn manoeuvres from Alderley Street.	Proactive	Moderate - Once or more per year (but less than once per week)	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Greenwattle Street / Alderley Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands, as the existing warranted turn treatments are sufficient to accommodate Project peak hour traffic demands. Refer to TIA Report Section 5.4.3 for turn lane warrant analyses. Insufficient absorption capacity would be available to enter major stream of flow from side road, therefore additional vehicle queuing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Additional project traffic will exacerbate existing safety issues at intersection. Likelihood might change to likely.	Likely - Once or more per week - Once or more per week	Major	High
3				
4				
5				
6				
7				
8				

Intersection Name: **Greenwattle Street / Alderley Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2	Recommend signalisation of the intersection as high delay and queueing issues are driven by right turn movement from Alderley Street and into Alderley Street. The treatment will be determined and finalised during construction stage as per contractor required assessments when preparing the Traffic Management Plan.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Greenwattle Street / Alderley Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Greenwattle Street / Alderley Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X129
Intersection Name	Kooroongarra Road / Millwood Road
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	1200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4563206

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	4	7.5	0
LOS	A	B	A
95% Back of Queue (m)	0.1	0.7	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Kooroongarra Road / Millwood Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Kooroongarra Road / Millwood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Kooroongarra Road / Millwood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Kooroongarra Road / Millwood Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Kooroongarra Road / Millwood Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X130
Intersection Name	Leesons Road / Steger Road
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	80
Sight Distance Requirement (m)	300.4766803

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	7.9	7.6	0
LOS	A	A	A
95% Back of Queue (m)	2.1	2.2	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Leesons Road / Steger Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Leesons Road / Steger Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Leesons Road / Steger Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Leesons Road / Steger Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Leesons Road / Steger Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X131
Intersection Name	Millwood Road / Millwood Road
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	1200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	344.589909

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	5.1	9.3	0
LOS	A	B	D
95% Back of Queue (m)	0	0.6	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Millwood Road / Millwood Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Millwood Road / Millwood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millwood Road / Millwood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millwood Road / Millwood Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Millwood Road / Millwood Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X132
Intersection Name	Murlaggan Road / Kahler Road
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	344.8519752

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	1.7	2	0
LOS	A	A	C
95% Back of Queue (m)	0.1	0.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Murlaggan Road / Kahler Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Murlaggan Road / Kahler Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Murlaggan Road / Kahler Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Murlaggan Road / Kahler Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Murlaggan Road / Kahler Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X135
Intersection Name	Six Mile Road / Bligh Street
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	160.5463855

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	4.8	6.7	0
LOS	A	A	B
95% Back of Queue (m)	0	0.1	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Six Mile Road / Bligh Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Six Mile Road / Bligh Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Six Mile Road / Bligh Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Six Mile Road / Bligh Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Six Mile Road / Bligh Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X136
Intersection Name	Tummaville Road / Quarry Road Access
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	1400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.4195324

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	2.4	7.8	0
LOS	A	B	B
95% Back of Queue (m)	0	0.7	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Tummaville Road / Quarry Road Access**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Tummaville Road / Quarry Road Access**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Tummaville Road / Quarry Road Access**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Tummaville Road / Quarry Road Access**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Tummaville Road / Quarry Road Access**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X137
Intersection Name	Wellcamp Westbrook Road / Drayton Wellcamp Road
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	700%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	CHR(s)	CHR(s)	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	160.5579719

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	6.5	6.7	0
LOS	A	B	B
95% Back of Queue (m)	7.7	8.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	1	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Intersection Name: **Wellcamp Westbrook Road / Drayton Wellcamp Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	One opposing vehicle turning crash. Required hospitalisation. Turn lane for right turn movement warranted to accommodate existing peak hour traffic demands.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	No intersection from adjacent approach. Existing sight lines considered sufficient. The existing geometry allows for a BAL lane treatment. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Wellcamp Westbrook Road / Drayton Wellcamp Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Project peak hour traffic demand requires an upgrade for right turn treatment. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Project peak hour traffic demand requires an upgrade to left turn treatment. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Wellcamp Westbrook Road / Drayton Wellcamp Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Wellcamp Westbrook Road / Drayton Wellcamp Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Wellcamp Westbrook Road / Drayton Wellcamp Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X138
Intersection Name	West Street / Florence Street
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	100%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	50
Sight Distance Requirement (m)	131.0422142

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	4.8	4.8	0
LOS	A	A	A
95% Back of Queue (m)	0.4	0.5	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **West Street / Florence Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **West Street / Florence Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **West Street / Florence Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **West Street / Florence Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **West Street / Florence Street**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X139
Intersection Name	Yarranlea Road / Desmonds Lane
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	400%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.437924

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	3.8	5	0
LOS	A	A	A
95% Back of Queue (m)	0.1	0.2	0

OSOM Movement?	PP15

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Yarranlea Road / Desmonds Lane**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Yarranlea Road / Desmonds Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Yarranlea Road / Desmonds Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Yarranlea Road / Desmonds Lane**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Yarranlea Road / Desmonds Lane**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X141
Intersection Name	Warrego Highway / Toowoomba Bypass NB Ramps
Road Authority	TMR
Intersection Type	Signalised

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	2500%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	Signalised		
Left Turn Treatment Requirement	0	0	-
Existing Right Turn Treatment	Signalised		
Right Turn Treatment Requirement	0	0	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	226.1055727

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	11.1	11.5	0
LOS	C	C	A
95% Back of Queue (m)	43.5	48.7	0

OSOM Movement?	PP5

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	1	1	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**1**	**0**

Intersection Name: **Warrego Highway / Toowoomba Bypass NB Ramps**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	Two rear end crashes. One required hospitalisation and one resulted in medical treatment.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Warrego Highway / Toowoomba Bypass NB Ramps**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Project peak hour traffic demands increase the risk of rear end crashes occur due to more traffic. Likelihood stays at moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required due to signalised intersection form and based on Project peak hour traffic demands. SIDRA analysis results indicate sufficient level of service and minimal delay and queueing. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				

Intersection Name: **Warrego Highway / Toowoomba Bypass NB Ramps**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No mitigation measures required due to intersection having sufficient capacity, with queues and delays reasonably accommodated within existing form.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting OSOM vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				

Intersection Name: **Warrego Highway / Toowoomba Bypass NB Ramps**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Warrego Highway / Toowoomba Bypass NB Ramps**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X143
Intersection Name	Warrego Highway / Toowoomba Bypass SB Ramps
Road Authority	TMR
Intersection Type	Signalised

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	833%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	Signalised		
Left Turn Treatment Requirement	0	0	-
Existing Right Turn Treatment	Signalised		
Right Turn Treatment Requirement	0	0	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	226.1055727

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	23.6	23.8	0
LOS	D	D	A
95% Back of Queue (m)	91.6	91.6	0

OSOM Movement?	PP6

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	1	0	1
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**1**

Intersection Name: **Warrego Highway / Toowoomba Bypass SB Ramps**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	Two rear end crashes. One required hospitalisation and one resulted in minor injury.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Warrego Highway / Toowoomba Bypass SB Ramps**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Project peak hour traffic demands increase the risk of rear end crashes occur due to more traffic. Likelihood stays at moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required due to signalised intersection form and based on Project peak hour traffic demands. SIDRA analysis results indicate sufficient level of service and minimal delay and queueing. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				

Intersection Name: **Warrego Highway / Toowoomba Bypass SB Ramps**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No mitigation measures required due to intersection having sufficient capacity, with queues and delays reasonably accommodated within existing form. New intersection form recently upgraded.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting OSOM vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				

Intersection Name: **Warrego Highway / Toowoomba Bypass SB Ramps**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Warrego Highway / Toowoomba Bypass SB Ramps**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X144
Intersection Name	Toowoomba Cecil Plains Road / Toowoomba Bypass
Road Authority	TMR
Intersection Type	Signalised

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	200%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	Signalised		
Left Turn Treatment Requirement	0	0	-
Existing Right Turn Treatment	Signalised		
Right Turn Treatment Requirement	0	0	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	226.168883

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	10.3	11.8	0
LOS	C	C	B
95% Back of Queue (m)	21.5	24	0

OSOM Movement?	PP7

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Toowoomba Cecil Plains Road / Toowoomba Bypass**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Toowoomba Cecil Plains Road / Toowoomba Bypass**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required due to signalised intersection form and based on Project peak hour traffic demands. SIDRA analysis results indicate sufficient level of service and minimal delay and queueing. All conflict points impacting vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				

Intersection Name: **Toowoomba Cecil Plains Road / Toowoomba Bypass**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required. All conflict points impacting OSOM vehicle turn path to be relocated / removed. Further road widening of kerb turnouts or carriageway of minor road to accommodate vehicle swept path would be required. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5m wide and 25m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				

Intersection Name: **Toowoomba Cecil Plains Road / Toowoomba Bypass**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Toowoomba Cecil Plains Road / Toowoomba Bypass**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X145
Intersection Name	Linthorpe Valley Road / Geitz Road
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	300%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.3974693

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	6.9	7.7	0
LOS	A	A	C
95% Back of Queue (m)	0.1	0.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Linthorpe Valley Road / Geitz Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Linthorpe Valley Road / Geitz Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Linthorpe Valley Road / Geitz Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Linthorpe Valley Road / Geitz Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Linthorpe Valley Road / Geitz Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X146
Intersection Name	Gore Highway / Ware Street (N)
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	700%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	AUL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	NW: CHR(s) SE: CHR(s)	NW: CHR(s) SE: CHR(s)	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.3919547

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	1.2	1.5	0
LOS	B	C	B
95% Back of Queue (m)	0.9	1.6	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Gore Highway / Ware Street (N)**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Background traffic demands require BAL and CHR(s) turn treatments. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Gore Highway / Ware Street (N)**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. This includes providing AUL(s) and CHR turn treatments. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Ware Street (N)**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Ware Street (N)**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Gore Highway / Ware Street (N)**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X147
Intersection Name	Steger Road / Draper Road
Road Authority	TRC
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	300%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	60
Sight Distance Requirement (m)	178.4600648

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	4.3	4.4	0
LOS	A	B	C
95% Back of Queue (m)	3.5	3.6	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Steger Road / Draper Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands. Refer to TIA report.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Steger Road / Draper Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. This includes providing AUL(s) and CHR(s) turn treatments. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to heavy vehicle turn movements.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Steger Road / Draper Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Turn lanes would be required to accommodate peak hour turn movement volumes. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan (TMP) from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable.TMP should reflect updated construction duration estimates and final peak hour volumes. Road safety audits to be carried out at design stage and post-construction stage where such road upgrade works are required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Steger Road / Draper Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Steger Road / Draper Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X148
Intersection Name	Carnarvon Highway / Barwon Highway
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	500%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	CHL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.3827647

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	4.6	5.8	0
LOS	A	B	B
95% Back of Queue (m)	0.5	0.8	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Carnarvon Highway / Barwon Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Carnarvon Highway / Barwon Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Carnarvon Highway / Barwon Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Carnarvon Highway / Barwon Highway**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Carnarvon Highway / Barwon Highway**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X149
Intersection Name	Carnarvon Highway / Noondoo Thallon Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	500%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	160.5389397

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	4.2	4.9	0
LOS	A	A	B
95% Back of Queue (m)	0.4	0.5	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	1	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Intersection Name: **Carnarvon Highway / Noondoo Thallon Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	Single vehicle off path on straight hit object. Required hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection Name: **Carnarvon Highway / Noondoo Thallon Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Development construction traffic not expected to impact existing single vehicle crashes. No change to risk.	Unlikely - Once every five or ten years	Major	Medium
2	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection Name: **Carnarvon Highway / Noondoo Thallon Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	No mitigations required.	Unlikely - Once every five or ten years	Major	Medium
2	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				

Intersection Name: **Carnarvon Highway / Noondoo Thallon Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Carnarvon Highway / Noondoo Thallon Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X150
Intersection Name	Barwon Highway / Silo Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	250%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	-		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	-		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	300.401146

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	2.5	2.2	0
LOS	A	A	B
95% Back of Queue (m)	0.3	0.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection Name: **Barwon Highway / Silo Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection Name: **Barwon Highway / Silo Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Barwon Highway / Silo Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Barwon Highway / Silo Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Name: **Barwon Highway / Silo Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X151
Intersection Name	Barwon Highway / South Toobeah Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	100%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	NW: BAL SE: BAL	NW: BAL SE: BAL	-
Existing Right Turn Treatment	BAR		
Right Turn Treatment Requirement	NW: BAR SE: BAR	NW: BAR SE: BAR	-

Major Road Posted Speed Limit	100
Sight Distance Requirement (m)	226.119602

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	2	1.9	0
LOS	A	A	C
95% Back of Queue (m)	0.2	0.3	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection: **Barwon Highway / South Toobeah Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient. Turn lanes not warranted to accommodate existing peak hour traffic demands.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Intersection: **Barwon Highway / South Toobeah Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments not required based on Project peak hour traffic demands. Refer to TIA report Section 5.4.3 for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection: **Barwon Highway / South Toobeah Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Intersection: **Barwon Highway / South Toobeah Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection: **Barwon Highway / South Toobeah Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection Information

Intersection ID	X152
Intersection Name	Cunningham Highway / Cemetery Road
Road Authority	TMR
Intersection Type	Priority

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	300%	-

Turn Warrants	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Existing Left Turn Treatment	BAL		
Left Turn Treatment Requirement	BAL	BAL	-
Existing Right Turn Treatment	CHR		
Right Turn Treatment Requirement	BAR	BAR	-

Major Road Posted Speed Limit	80
Sight Distance Requirement (m)	226.094982

SIDRA Results	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Average Intersection Delay (s)	0.3	0.5	0
LOS	A	B	B
95% Back of Queue (m)	0.3	0.6	0

OSOM Movement?	-

Crashes over 5 years (1 July 2016 - 31 June 2021)	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Intersection: **Cunningham Highway / Cemetery Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing / Proactive)	Likelihood	Consequence	Risk Score
1	No intersection from adjacent approach or other crashes recorded at intersection. Existing sight lines considered sufficient to meet minimum requirements. Turn lanes not warranted to accommodate existing peak hour traffic demands. Existing intersection from adjacent approach and rear end crashes are considered to be rare even though no crashes are reported.	Proactive	Rare - Less than once every ten years	Major	Medium
2	Excessive queuing at adjacent level crossing could result in a rear end collision by road vehicles not aware of level crossing status.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Intersection: **Cunningham Highway / Cemetery Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Sufficient sight distance would prevail to meet minimum design requirements. Turn treatments required based on Project peak hour traffic demands. Existing turn lanes which are evident at the intersection (CHR) would be sufficient to accommodate the increase in project traffic. Refer to TIA report for turn lane warrant analyses. Sufficient absorption capacity would be available to enter major stream of flow from side road, as such no impact on vehicle queueing and delay anticipated. Likelihood might change to moderate with the potential increase in intersection from adjacent approach crashes, opposing vehicle turning crashes and rear end crashes due to high speed environment.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Increased volumes due to Project peak hour traffic demands may increase queueing at adjacent level crossing, therefore increasing the risk of rear end collision by road vehicles not aware of level crossing status.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection: **Cunningham Highway / Cemetery Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines. Requirements for turn lane treatments to be finalised during detail design stage as well as updated during the construction stage. As per the earlier assessments, it is important that the routes are reviewed in the preparation of a Traffic Management Plan from a physical and safety perspective prior to the commencement of construction activities to ensure they are suitable. This should reflect updated construction duration estimates and final peak hour volumes. Not providing turn lanes may require additional mitigations such as adequate truck turn signage to be installed on approaches to intersection for duration of construction. Potential speed reduction (-10km/h) through intersection and advisory signage as required.	Unlikely - Once every five or ten years	Major	Medium
2	Where excessive queuing considered possible advanced warning lights may be used to provide additional warning distance. The extent and specifications of upgrade works to enhance sight lines should be captured during the detail design stage and should be appropriately suited to the most conservative design vehicle expected to use the intersection (driver eye height and object height requirements).	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				
8				

Intersection: **Cunningham Highway / Cemetery Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Intersection: **Cunningham Highway / Cemetery Road**

Risk Assessment: Peak Impact Year - With Inland Rail (Cumulative) Development Traffic and Mitigation Measures

Risk No.	Mitigation Measures	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

APPENDIX

AA

Traffic Impact Assessment

Appendix AO Road links road safety assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Road Link Information

Link ID	X148-X149
Road Name	Carnavon Highway (24A)
Road Section	Ch. 40.5 to Ch. 73.5
Road Authority	TMR
Road Length (m)	33000

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	54.64%	54.64%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	191	295	295
Heavy Vehicle %	32.98%	51.16%	51.16%
Bi-gazettal Peak Hour Volume (veh/hr)	21	30	30

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	0.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	5	7	7
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	1
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**1**

Road Name and Section: **Carnavon Highway (24A), Ch. 40.5 to Ch. 73.5**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	One single vehicle crash occurred during daylight conditions. Vehicle went off path to the right of carriageway and hit an object. Crash resulted in minor injury.	Existing	Unlikely - Once every five or ten years	Minor	Low
2	Existing high speed environment with no median or centreline treatment. Casualty crash risks are higher on undivided roads, with no median for head-on crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
3	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Carnavon Highway (24A), Ch. 40.5 to Ch. 73.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. Likelihood and consequence to remain unchanged.	Unlikely - Once every five or ten years	Minor	Low
2	Additional traffic along the segment may increase the risk of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Carnavon Highway (24A), Ch. 40.5 to Ch. 73.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No mitigation required as part of the Project to mitigate for such existing single vehicle crashes.	Unlikely - Once every five or ten years	Minor	Low
2	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
3	No mitigation required.	Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				

Road Name and Section: **Carnavon Highway (24A), Ch. 40.5 to Ch. 73.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Carnavon Highway (24A), Ch. 40.5 to Ch. 73.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X148-X150
Road Name	Barwon Highway (31B)
Road Section	Ch. 1.6 to Ch. 66.8
Road Authority	TMR
Road Length (m)	65200

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	43.30%	43.30%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	241	345	345
Heavy Vehicle %	25.73%	45.81%	45.81%
Bi-gazettal Peak Hour Volume (veh/hr)	23	31	31

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.25
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	4	6	6
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	1	0	0
Total	**0**	**1**	**0**	**0**

Road Name and Section: **Barwon Highway (31B), Ch. 1.6 to Ch. 66.8**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	One multi-vehicle side swipe crash occurred during daylight conditions which resulted in hospitalisation. Existing crash may be due to narrow carriageway and no available road shoulders to allow for safe lateral movement.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	Existing high speed environment with no median or centreline treatment. Casualty crash risks are higher on undivided roads, with no median for head-on crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
3	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Barwon Highway (31B), Ch. 1.6 to Ch. 66.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Additional traffic along the segment may increase the risk of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Barwon Highway (31B), Ch. 1.6 to Ch. 66.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Minor	Low
2	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
3	No mitigation required.	Rare - Less than once every ten years	Major	Medium
4				
5				
6				

Road Name and Section: **Barwon Highway (31B), Ch. 1.6 to Ch. 66.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Barwon Highway (31B), Ch. 1.6 to Ch. 66.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X150-M2
Road Name	Barwon Highway (31B)
Road Section	Ch. 0.0 to Ch. 1.6
Road Authority	TMR
Road Length (m)	1600

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	46.36%	46.36%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	241	353	353
Heavy Vehicle %	25.73%	46.82%	46.82%
Bi-gazettal Peak Hour Volume (veh/hr)	23	32	32

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.3
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	5	7	7
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Barwon Highway (31B), Ch. 0.0 to Ch. 1.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Existing high speed environment with no median or centreline treatment. Casualty crash risks are higher on undivided roads, with no median for head-on crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Barwon Highway (31B), Ch. 0.0 to Ch. 1.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic along the segment may increase the risk of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Barwon Highway (31B), Ch. 0.0 to Ch. 1.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Barwon Highway (31B), Ch. 0.0 to Ch. 1.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Barwon Highway (31B), Ch. 0.0 to Ch. 1.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	M2-X151
Road Name	Barwon Highway (31A)
Road Section	Ch. 45.9 to Ch. 88.0
Road Authority	TMR
Road Length (m)	42100

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	16.80%	16.80%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	665	777	777
Heavy Vehicle %	25.71%	35.60%	35.60%
Bi-gazettal Peak Hour Volume (veh/hr)	57	67	67

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	11	13	13
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	1	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Road Name and Section: **Barwon Highway (31A), Ch. 45.9 to Ch. 88.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Existing high speed environment with no median or centreline treatment. Casualty crash risks are higher on undivided roads, with no median for head-on crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One off carriageway on straight crash recorded which consisted of a single vehicle crash during clear daylight conditions.	Existing	Unlikely - Once every five or ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Barwon Highway (31A), Ch. 45.9 to Ch. 88.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic along the segment may increase the risk of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. Likelihood and consequence to remain unchanged.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Barwon Highway (31A), Ch. 45.9 to Ch. 88.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required as part of the Project to mitigate for such existing single vehicle crashes.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Barwon Highway (31A), Ch. 45.9 to Ch. 88.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Barwon Highway (31A), Ch. 45.9 to Ch. 88.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X151-X3
Road Name	Barwon Highway (31A)
Road Section	Ch. 2.0 to Ch. 45.9
Road Authority	TMR
Road Length (m)	43900

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	18.22%	18.22%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	665	786	786
Heavy Vehicle %	25.71%	36.32%	36.32%
Bi-gazettal Peak Hour Volume (veh/hr)	57	67	67

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	12	14	14
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	1	0	1
16 - Off carriageway on straight, hit object	1	3	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	1	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**2**	**4**	**0**	**1**

Road Name and Section: **Barwon Highway (31A), Ch. 2.0 to Ch. 45.9**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Two off carriageway on straight crashes resulting in one hospitalisation and one minor injury. Hospitalisation occurred in clear, dark conditions where vehicle went off path to the right. Minor injury occurred in clear, day light with vehicle went off path to the left of carriageway.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Existing high speed environment with no median or centreline treatment. Casualty crash risks are higher on undivided roads, with no median for head-on crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
3	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
4	Single vehicle off carriageway on straight hit object crash resulting in fatality. Crash occurred in clear, night time conditions with no lighting, travelling left off carriageway. Existing road condition may have contributed to crash.	Existing	Unlikely - Once every five or ten years	Extreme	Medium
5	Two single vehicle off carriageway on straight hit object crashes resulting in hospitalisation. Crashes occurred in clear conditions with no lighting travelling right off rural carriageway. One occurred in day time and one at night. Existing road condition and driveway visibility may have contributed to crash.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
5	Single vehicle off carriageway on straight hit object crash resulting in hospitalisation. Crash occurred in clear, night time conditions with no lighting travelling left off carriageway.	Existing	Unlikely - Once every five or ten years	Major	Medium
7	One off carriageway on curve hit object crash resulting in a fatality. Crash occurred in clear daylight conditions.	Existing	Unlikely - Once every five or ten years	Extreme	Medium
8					

Road Name and Section: **Barwon Highway (31A), Ch. 2.0 to Ch. 45.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment in vicinity of crash locations is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Additional traffic along the segment may increase the risk of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
4	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. Likelihood and consequence to remain unchanged.	Unlikely - Once every five or ten years	Extreme	Medium
5	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. Likelihood and consequence to remain unchanged.	Moderate - Once or more per year (but less than once per week)	Major	Medium
6	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. Likelihood and consequence to remain unchanged.	Unlikely - Once every five or ten years	Major	Medium
7	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment in vicinity of crash locations is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
8				

Road Name and Section: **Barwon Highway (31A), Ch. 2.0 to Ch. 45.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
3		Rare - Less than once every ten years	Major	Medium
4		Unlikely - Once every five or ten years	Extreme	Medium
5		Moderate - Once or more per year (but less than once per week)	Major	Medium
6		Unlikely - Once every five or ten years	Major	Medium
7		Unlikely - Once every five or ten years	Major	Medium
8				

Road Name and Section: **Barwon Highway (31A), Ch. 2.0 to Ch. 45.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Barwon Highway (31A), Ch. 2.0 to Ch. 45.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X3-X1
Road Name	Barwon Highway (31A)
Road Section	Ch. 0.8 to Ch. 2.0
Road Authority	TMR
Road Length (m)	1200

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	6.20%	6.20%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2101	2232	2232
Heavy Vehicle %	22.72%	27.45%	27.45%
Bi-gazettal Peak Hour Volume (veh/hr)	162	173	173

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	23	25	25
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Barwon Highway (31A), Ch. 0.8 to Ch. 2.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Existing high speed environment with no median or centreline treatment. Casualty crash risks are higher on undivided roads, with no median for head-on crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Barwon Highway (31A), Ch. 0.8 to Ch. 2.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic along the segment may increase the risk of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Barwon Highway (31A), Ch. 0.8 to Ch. 2.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Barwon Highway (31A), Ch. 0.8 to Ch. 2.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Barwon Highway (31A), Ch. 0.8 to Ch. 2.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X1-X2
Road Name	Barwon Highway (31A)
Road Section	Ch. 0.0 to Ch. 0.8
Road Authority	TMR
Road Length (m)	800

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	6.20%	6.20%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2101	2232	2232
Heavy Vehicle %	22.72%	27.45%	27.45%
Bi-gazettal Peak Hour Volume (veh/hr)	162	173	173

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	60
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	17	18	18
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Barwon Highway (31A), Ch. 0.0 to Ch. 0.8**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Existing high speed environment with no median or centreline treatment. Casualty crash risks are higher on undivided roads, with no median for head-on crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Barwon Highway (31A), Ch. 0.0 to Ch. 0.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic along the segment may increase the risk of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Barwon Highway (31A), Ch. 0.0 to Ch. 0.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Barwon Highway (31A), Ch. 0.0 to Ch. 0.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Barwon Highway (31A), Ch. 0.0 to Ch. 0.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X2-M3
Road Name	Leichhardt Highway (26C)
Road Section	Ch. 205.2 to Ch. 220.1
Road Authority	TMR
Road Length (m)	14900

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	7.15%	7.15%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2552	2735	2735
Heavy Vehicle %	36.96%	41.47%	41.47%
Bi-gazettal Peak Hour Volume (veh/hr)	193	208	208

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	2

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	370	398	398
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	1	0
16 - Off carriageway on straight, hit object	0	1	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**1**	**0**

Road Name and Section: **Leichhardt Highway (26C), Ch. 205.2 to Ch. 220.1**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	One off carriageway on straight crash recorded which consisted of a single vehicle crash during clear daylight conditions.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
2	Existing high speed environment with no median or centreline treatment. Casualty crash risks are higher on undivided roads, with no median for head-on crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
3	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
4	One off carriageway on straight crash and hitting an object recorded which consisted of a single vehicle crash during darkness and night conditions resulting in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
5					
6					
7					
8					

Road Name and Section: **Leichhardt Highway (26C), Ch. 205.2 to Ch. 220.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. Likelihood and consequence to remain unchanged.	Unlikely - Once every five or ten years	Moderate	Medium
2	Additional traffic along the segment may increase the risk of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
4	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. Likelihood and consequence to remain unchanged.	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Leichhardt Highway (26C), Ch. 205.2 to Ch. 220.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No mitigation required as part of the Project to mitigate for such existing single vehicle crashes.	Unlikely - Once every five or ten years	Moderate	Medium
2	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
3	No mitigation required.	Rare - Less than once every ten years	Major	Medium
4	No mitigation required as part of the Project to mitigate for such existing single vehicle crashes.	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				

Road Name and Section: **Leichhardt Highway (26C), Ch. 205.2 to Ch. 220.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Leichhardt Highway (26C), Ch. 205.2 to Ch. 220.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X105-X53
Road Name	Hunt Street
Road Section	Leichhardt Highway to Boodle Street
Road Authority	GRC
Road Length (m)	500

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	5.21%	203.22%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	20	21	61
Heavy Vehicle %	20.00%	24.38%	75.45%
Bi-gazettal Peak Hour Volume (veh/hr)	1	2	5

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	60
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.00	0.00
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Hunt Street, Leichhardt Highway to Boodle Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with narrow carriageway and median. This may lead to single vehicle and two vehicle crashes. There is currently no road-side shoulder available and as such, run-off road crash risk is increased on roads with shoulder widths less than 1 m.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Hunt Street, Leichhardt Highway to Boodle Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic along the segment may increase the risk of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Hunt Street, Leichhardt Highway to Boodle Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Hunt Street, Leichhardt Highway to Boodle Street**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic along the segment may increase the risk of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Hunt Street, Leichhardt Highway to Boodle Street**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X105-E121
Road Name	Boodle Street
Road Section	Holcim Concrete Goondiwindi to Hunt Street
Road Authority	GRC
Road Length (m)	400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	5.21%	203.22%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	20	21	61
Heavy Vehicle %	20.00%	24.38%	75.45%
Bi-gazettal Peak Hour Volume (veh/hr)	1	2	5

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	50
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.00	0.00
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Boodle Street, Holcim Concrete Goondiwindi to Hunt Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with narrow carriageway and median. This may lead to single vehicle and two vehicle crashes. There is currently no road-side shoulder available and as such, run-off road crash risk is increased on roads with shoulder widths less than 1 m.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Boodle Street, Holcim Concrete Goondiwindi to Hunt Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic along the segment may increase the risk of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Boodle Street, Holcim Concrete Goondiwindi to Hunt Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Boodle Street, Holcim Concrete Goondiwindi to Hunt Street**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic along the segment may increase the risk of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Boodle Street, Holcim Concrete Goondiwindi to Hunt Street**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E123-X152
Road Name	Cemetery Road
Road Section	Cunningham Highway to Graincorp Goondiwindi
Road Authority	GRC
Road Length (m)	400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	44.44%	44.44%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	138	199	199
Heavy Vehicle %	15.00%	43.76%	43.76%
Bi-gazettal Peak Hour Volume (veh/hr)	10	15	15

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	50
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Cemetery Road, Cunningham Highway to Graincorp Goondiwindi**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with narrow carriageway. This may lead to single vehicle and two vehicle crashes. There is currently no road-side shoulder available and as such, run-off road crash risk is increased on roads with shoulder widths less than 1 m.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Cemetery Road, Cunningham Highway to Graincorp Goondiwindi**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic along the segment may increase the risk of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cemetery Road, Cunningham Highway to Graincorp Goondiwindi**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Cemetery Road, Cunningham Highway to Graincorp Goondiwindi**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cemetery Road, Cunningham Highway to Graincorp Goondiwindi**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
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8				

Road Link Information

Link ID	X121-X90
Road Name	River Road
Road Section	Newell Highway to Boggabilla Weir Access
Road Authority	MPSC
Road Length (m)	4100

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2025
Peak Impact Year - 5% Volume Comparison	188.92%	450.03%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	24	70	133
Heavy Vehicle %	20.00%	72.64%	85.67%
Bi-gazettal Peak Hour Volume (veh/hr)	2	6	11

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.00	0.00
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **River Road, Newell Highway to Boggabilla Weir Access**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with narrow carriageway. This may lead to single vehicle and two vehicle crashes. There is currently no road-side shoulder available and carriageway width is narrow <6 m and as such, run-off road crash risk is increased on roads with shoulder widths less than 1 m.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
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8					

Road Name and Section: **River Road, Newell Highway to Boggabilla Weir Access**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **River Road, Newell Highway to Boggabilla Weir Access**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **River Road, Newell Highway to Boggabilla Weir Access**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **River Road, Newell Highway to Boggabilla Weir Access**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
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7				
8				

Road Link Information

Link ID	E25-X121
Road Name	Boggabilla Weir Access
Road Section	River Road to Boggabilla Weir
Road Authority	MPSC
Road Length (m)	2700

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2025
Peak Impact Year - 5% Volume Comparison	188.92%	450.03%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	24	70	133
Heavy Vehicle %	20.00%	72.64%	85.67%
Bi-gazettal Peak Hour Volume (veh/hr)	2	6	11

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	50
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Boggabilla Weir Access, River Road to Boggabilla Weir**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Boggabilla Weir Access, River Road to Boggabilla Weir**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Boggabilla Weir Access, River Road to Boggabilla Weir**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Boggabilla Weir Access, River Road to Boggabilla Weir**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Boggabilla Weir Access, River Road to Boggabilla Weir**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E10-X109
Road Name	Mooroobie Lane
Road Section	Cemetery Road to Borrow Site #2 (Mooroobie Lane)
Road Authority	TRC
Road Length (m)	7100

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	199.81%	199.81%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	40	121	121
Heavy Vehicle %	17.00%	72.06%	72.06%
Bi-gazettal Peak Hour Volume (veh/hr)	3	10	10

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.03	0.03
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Mooroobie Lane, Cemetery Road to Borrow Site #2 (Mooroobie Lane)**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Mooroobie Lane, Cemetery Road to Borrow Site #2 (Mooroobie Lane)**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Mooroobie Lane, Cemetery Road to Borrow Site #2 (Mooroobie Lane)**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Mooroobie Lane, Cemetery Road to Borrow Site #2 (Mooroobie Lane)**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Mooroobie Lane, Cemetery Road to Borrow Site #2 (Mooroobie Lane)**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X110-E10
Road Name	Mooroobie Lane
Road Section	Borrow Site #2 (Mooroobie Lane) to Mooroobie Lane
Road Authority	TRC
Road Length (m)	1000

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	399.63%	399.63%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	40	202	202
Heavy Vehicle %	17.00%	83.20%	83.20%
Bi-gazettal Peak Hour Volume (veh/hr)	3	17	17

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.05	0.05
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Mooroobie Lane, Borrow Site #2 (Mooroobie Lane) to Mooroobie Lane**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Mooroobie Lane, Borrow Site #2 (Mooroobie Lane) to Mooroobie Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Mooroobie Lane, Borrow Site #2 (Mooroobie Lane) to Mooroobie Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Mooroobie Lane, Borrow Site #2 (Mooroobie Lane) to Mooroobie Lane**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Mooroobie Lane, Borrow Site #2 (Mooroobie Lane) to Mooroobie Lane**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X113-X110
Road Name	Mooroobie Lane
Road Section	Mooroobie Lane to Wondalli Kurumbul Road
Road Authority	TRC
Road Length (m)	12800

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	399.63%	399.63%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	40	202	202
Heavy Vehicle %	17.00%	83.20%	83.20%
Bi-gazettal Peak Hour Volume (veh/hr)	3	17	17

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.05	0.05
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Mooroobie Lane, Mooroobie Lane to Wondalli Kurumbul Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
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7					
8					

Road Name and Section: **Mooroobie Lane, Mooroobie Lane to Wondalli Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
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8				

Road Name and Section: **Mooroobie Lane, Mooroobie Lane to Wondalli Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Mooroobie Lane, Mooroobie Lane to Wondalli Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Name and Section: **Mooroobie Lane, Mooroobie Lane to Wondalli Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
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8				

Road Link Information

Link ID	X113-X116
Road Name	Wondalli Kurumbul Road
Road Section	Yelarbon Kurumbul Road to Mooroobie Lane
Road Authority	GRC
Road Length (m)	5800

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	499.58%	499.58%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	32	194	194
Heavy Vehicle %	9.35%	84.16%	84.16%
Bi-gazettal Peak Hour Volume (veh/hr)	3	16	16

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.04	0.04
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Wondalli Kurumbul Road, Yelarbon Kurumbul Road to Mooroobie Lane**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Wondalli Kurumbul Road, Yelarbon Kurumbul Road to Mooroobie Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Wondalli Kurumbul Road, Yelarbon Kurumbul Road to Mooroobie Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Wondalli Kurumbul Road, Yelarbon Kurumbul Road to Mooroobie Lane**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
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8				

Road Name and Section: **Wondalli Kurumbul Road, Yelarbon Kurumbul Road to Mooroobie Lane**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
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6				
7				
8				

Road Link Information

Link ID	X116-E72
Road Name	Yelarbon Kurumbul Road
Road Section	B2G-LDN006.3 to Wondalli Kurumbul Road
Road Authority	GRC
Road Length (m)	900

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	251.82%	251.82%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	76	266	266
Heavy Vehicle %	14.50%	42.62%	42.62%
Bi-gazettal Peak Hour Volume (veh/hr)	6	28	34

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Yelarbon Kurumbul Road, B2G-LDN006.3 to Wondalli Kurumbul Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with narrow carriageway. This may lead to single vehicle and two vehicle crashes. There is currently no road-side shoulder available and carriageway width is narrow <6 m and as such, run-off road crash risk is increased on roads with shoulder widths less than 1 m.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Yelarbon Kurumbul Road, B2G-LDN006.3 to Wondalli Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Yelarbon Kurumbul Road, B2G-LDN006.3 to Wondalli Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Yelarbon Kurumbul Road, B2G-LDN006.3 to Wondalli Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
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Road Name and Section: **Yelarbon Kurumbul Road, B2G-LDN006.3 to Wondalli Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E72-X115
Road Name	Yelarbon Kurumbul Road
Road Section	South Kurumbul Road to B2G-LDN006.3
Road Authority	GRC
Road Length (m)	400

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	68.78%	68.78%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	76	128	128
Heavy Vehicle %	14.50%	24.47%	24.47%
Bi-gazettal Peak Hour Volume (veh/hr)	7	14	17

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Yelarbon Kurumbul Road, South Kurumbul Road to B2G-LDN006.3**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with narrow carriageway. This may lead to single vehicle and two vehicle crashes. There is currently no road-side shoulder available and carriageway width is narrow <6 m and as such, run-off road crash risk is increased on roads with shoulder widths less than 1 m.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Yelarbon Kurumbul Road, South Kurumbul Road to B2G-LDN006.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Yelarbon Kurumbul Road, South Kurumbul Road to B2G-LDN006.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Yelarbon Kurumbul Road, South Kurumbul Road to B2G-LDN006.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Yelarbon Kurumbul Road, South Kurumbul Road to B2G-LDN006.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X115-E104
Road Name	Georges Lane
Road Section	B2G-LDN000.9 to Yelarbon Kurumbul Road
Road Authority	GRC
Road Length (m)	3200

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	119.48%	119.48%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	17	38	38
Heavy Vehicle %	43.20%	13.27%	13.27%
Bi-gazettal Peak Hour Volume (veh/hr)	2	6	9

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Georges Lane, B2G-LDN000.9 to Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Georges Lane, B2G-LDN000.9 to Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Georges Lane, B2G-LDN000.9 to Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Georges Lane, B2G-LDN000.9 to Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Georges Lane, B2G-LDN000.9 to Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X115-X107
Road Name	South Kurumbul Road
Road Section	Kildonan Road to Yelarbon Kurumbul Road
Road Authority	GRC
Road Length (m)	3500

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	46.06%	46.06%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	74	108	108
Heavy Vehicle %	38.00%	56.53%	56.53%
Bi-gazettal Peak Hour Volume (veh/hr)	7	10	10

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **South Kurumbul Road, Kildonan Road to Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with narrow carriageway. This may lead to single vehicle and two vehicle crashes. There is currently no road-side shoulder available and carriageway width is narrow <6 m and as such, run-off road crash risk is increased on roads with shoulder widths less than 1 m.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **South Kurumbul Road, Kildonan Road to Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **South Kurumbul Road, Kildonan Road to Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **South Kurumbul Road, Kildonan Road to Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
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6				
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8				

Road Name and Section: **South Kurumbul Road, Kildonan Road to Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E71-E36
Road Name	Eukabilla Road
Road Section	NS2B-LDN033.2 to NS2B-LDN035.6
Road Authority	GRC
Road Length (m)	2500

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	194.47%	194.47%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	25	74	74
Heavy Vehicle %	26.30%	28.10%	28.10%
Bi-gazettal Peak Hour Volume (veh/hr)	2	9	12

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Eukabilla Road, NS2B-LDN033.2 to NS2B-LDN035.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Eukabilla Road, NS2B-LDN033.2 to NS2B-LDN035.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Eukabilla Road, NS2B-LDN033.2 to NS2B-LDN035.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. If no sealing is warranted, road should be designed and formalised to a suitable gravel road standard. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Eukabilla Road, NS2B-LDN033.2 to NS2B-LDN035.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Eukabilla Road, NS2B-LDN033.2 to NS2B-LDN035.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X107-E35
Road Name	Kildonan Road
Road Section	NS2B-LDN031.0 to South Kurumbul Road
Road Authority	GRC
Road Length (m)	9800

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	19.13%	19.13%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2032	2420	2420
Heavy Vehicle %	10.24%	24.11%	24.11%
Bi-gazettal Peak Hour Volume (veh/hr)	174	207	207

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.07	0.07
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	1	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Road Name and Section: **Kildonan Road, NS2B-LDN031.0 to South Kurumbul Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with narrow carriageway. This may lead to single vehicle and two vehicle crashes. There is currently no road-side shoulder available and carriageway width is narrow <6 m and as such, run-off road crash risk is increased on roads with shoulder widths less than 1 m.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One out of control on straight single vehicle crash occurred during night conditions which resulted in a vehicle overturning and hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Kildonan Road, NS2B-LDN031.0 to South Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. Likelihood and consequence to remain unchanged.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Kildonan Road, NS2B-LDN031.0 to South Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required as part of the Project to mitigate for such existing single vehicle crashes.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				

Road Name and Section: **Kildonan Road, NS2B-LDN031.0 to South Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Kildonan Road, NS2B-LDN031.0 to South Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X107-X20
Road Name	Kildonan Road
Road Section	South Kurumbul Road to Cunningham Highway
Road Authority	GRC
Road Length (m)	26600

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	35.31%	35.31%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1082	1464	1464
Heavy Vehicle %	10.24%	23.91%	23.91%
Bi-gazettal Peak Hour Volume (veh/hr)	91	123	123

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.07	0.07
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	1	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	1	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**1**	**0**

Road Name and Section: **Kildonan Road, South Kurumbul Road to Cunningham Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with narrow carriageway. This may lead to single vehicle and two vehicle crashes. There is currently no road-side shoulder available and carriageway width is narrow <6 m and as such, run-off road crash risk is increased on roads with shoulder widths less than 1 m.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One out of control on straight single vehicle crash occurred during daylight conditions which resulted in a vehicle hitting an object. The crash resulted in medical treatment.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4	One off carriageway on curve crash occurred during daylight hours with fog conditions where visibility was obscured. Crash included a single vehicle which overturned on curve and required hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
5					
6					
7					
8					

Road Name and Section: **Kildonan Road, South Kurumbul Road to Cunningham Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. Likelihood and consequence to remain unchanged.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
4	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. However as no line marking is evident to provide guidance such crashes during conditions where visibility is obscured (fog), such crashes may increase in likelihood as a result of the Project. Likelihood is considered to increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Kildonan Road, South Kurumbul Road to Cunningham Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required as part of the Project to mitigate for such existing single vehicle crashes.	Unlikely - Once every five or ten years	Moderate	Medium
4	It is proposed that line marking and delineation be provided on such narrow roads however, It is recommended that requirements for line marking and road delineation be finalised during detail design	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				

Road Name and Section: **Kildonan Road, South Kurumbul Road to Cunningham Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Kildonan Road, South Kurumbul Road to Cunningham Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X114-X116
Road Name	Yelarbon Kurumbul Road
Road Section	Wondalli Kurumbul Road to Yelarbon Kurumbul Road
Road Authority	GRC
Road Length (m)	8700

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	98.52%	98.52%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	76	150	150
Heavy Vehicle %	14.50%	19.61%	19.61%
Bi-gazettal Peak Hour Volume (veh/hr)	7	19	25

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.04	0.04
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Yelarbon Kurumbul Road, Wondalli Kurumbul Road to Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Yelarbon Kurumbul Road, Wondalli Kurumbul Road to Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Yelarbon Kurumbul Road, Wondalli Kurumbul Road to Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. If no sealing is warranted, road should be designed and formalised to a suitable gravel road standard. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Yelarbon Kurumbul Road, Wondalli Kurumbul Road to Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Name and Section: **Yelarbon Kurumbul Road, Wondalli Kurumbul Road to Yelarbon Kurumbul Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Link Information

Link ID	E105-X114
Road Name	Yelarbon Kurumbul Road
Road Section	Yelarbon Kurumbul Road to B2G-LDN020.3
Road Authority	GRC
Road Length (m)	4600

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	135.78%	135.78%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	76	178	178
Heavy Vehicle %	14.50%	18.30%	18.30%
Bi-gazettal Peak Hour Volume (veh/hr)	7	24	33

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.05	0.05
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Yelarbon Kurumbul Road, Yelarbon Kurumbul Road to B2G-LDN020.3**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Yelarbon Kurumbul Road, Yelarbon Kurumbul Road to B2G-LDN020.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Yelarbon Kurumbul Road, Yelarbon Kurumbul Road to B2G-LDN020.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. If no sealing is warranted, road should be designed and formalised to a suitable gravel road standard. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Yelarbon Kurumbul Road, Yelarbon Kurumbul Road to B2G-LDN020.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Name and Section: **Yelarbon Kurumbul Road, Yelarbon Kurumbul Road to B2G-LDN020.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Link Information

Link ID	E73-X114
Road Name	Queen Street South
Road Section	Yelarbon Kurumbul to B2G-LDN016.0
Road Authority	GRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	998.73%	998.73%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	6	64	64
Heavy Vehicle %	25.00%	33.61%	33.61%
Bi-gazettal Peak Hour Volume (veh/hr)	0	8	11

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Queen Street South, Yelarbon Kurumbul to B2G-LDN016.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
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5					
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7					
8					

Road Name and Section: **Queen Street South, Yelarbon Kurumbul to B2G-LDN016.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Queen Street South, Yelarbon Kurumbul to B2G-LDN016.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. If no sealing is warranted, road should be designed and formalised to a suitable gravel road standard. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Queen Street South, Yelarbon Kurumbul to B2G-LDN016.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
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5				
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Road Name and Section: **Queen Street South, Yelarbon Kurumbul to B2G-LDN016.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Link Information

Link ID	E37-E105
Road Name	Yelarbon Kurumbul Road
Road Section	B2G-LDN020.3 to B2G-LDN025.9
Road Authority	GRC
Road Length (m)	5500

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	238.96%	238.96%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	65	221	221
Heavy Vehicle %	14.50%	21.87%	21.87%
Bi-gazettal Peak Hour Volume (veh/hr)	5	29	41

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.07	0.07
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Yelarbon Kurumbul Road, B2G-LDN020.3 to B2G-LDN025.9**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Yelarbon Kurumbul Road, B2G-LDN020.3 to B2G-LDN025.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
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Road Name and Section: **Yelarbon Kurumbul Road, B2G-LDN020.3 to B2G-LDN025.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. If no sealing is warranted, road should be designed and formalised to a suitable gravel road standard. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Yelarbon Kurumbul Road, B2G-LDN020.3 to B2G-LDN025.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
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Road Name and Section: **Yelarbon Kurumbul Road, B2G-LDN020.3 to B2G-LDN025.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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Road Link Information

Link ID	X21-E37
Road Name	Yelarbon Kurumbul Road
Road Section	B2G-LDN025.9 to Cunningham Highway
Road Authority	GRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	392.07%	392.07%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	65	321	321
Heavy Vehicle %	14.50%	24.48%	24.48%
Bi-gazettal Peak Hour Volume (veh/hr)	5	44	61

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.03	0.03
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Yelarbon Kurumbul Road, B2G-LDN025.9 to Cunningham Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with narrow carriageway. This may lead to single vehicle and two vehicle crashes. There is currently no road-side shoulder available and carriageway width is narrow <6 m and as such, run-off road crash risk is increased on roads with shoulder widths less than 1 m.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Yelarbon Kurumbul Road, B2G-LDN025.9 to Cunningham Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Yelarbon Kurumbul Road, B2G-LDN025.9 to Cunningham Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Yelarbon Kurumbul Road, B2G-LDN025.9 to Cunningham Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Yelarbon Kurumbul Road, B2G-LDN025.9 to Cunningham Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E32-X21
Road Name	Cunningham Highway (17D)
Road Section	Ch. 40.5 to Ch. 43.9
Road Authority	TMR
Road Length (m)	3400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	14.74%	14.89%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1454	1668	1670
Heavy Vehicle %	48.67%	32.54%	32.61%
Bi-gazettal Peak Hour Volume (veh/hr)	104	148	175

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	41	71	71
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	1	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Road Name and Section: **Cunningham Highway (17D), Ch. 40.5 to Ch. 43.9**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with dashed line marking. Casualty crash risks are higher on undivided roads, with no median for head-on crashes, although traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle crash consisting of off path on straight which overturned, resulting in hospitalisation. The crash occurred during clear conditions at dusk. Vehicle lost control on straight.	Existing	Unlikely - Once every five or ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Cunningham Highway (17D), Ch. 40.5 to Ch. 43.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on passing opportunities on roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate, although the relatively flat and level alignment of the road allows for good passing sight distances.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. Likelihood and consequence to remain unchanged.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 40.5 to Ch. 43.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required as part of the Project to mitigate for such existing single vehicle crashes.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				

Road Name and Section: **Cunningham Highway (17D), Ch. 40.5 to Ch. 43.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on passing opportunities on roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate, although the relatively flat and level alignment of the road allows for good passing sight distances.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. Likelihood and consequence to remain unchanged.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 40.5 to Ch. 43.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required as part of the Project to mitigate for such existing single vehicle crashes.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Link Information

Link ID	X19-E32
Road Name	Cunningham Highway (17D)
Road Section	Ch. 43.9 to Ch. 46.3
Road Authority	TMR
Road Length (m)	2400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	8.92%	9.07%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1454	1583	1586
Heavy Vehicle %	48.67%	46.37%	43.55%
Bi-gazettal Peak Hour Volume (veh/hr)	104	123	132

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	30	33	33
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	1	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	1	0
21 - Other	0	0	0	0
Total	**0**	**1**	**1**	**0**

Road Name and Section: **Cunningham Highway (17D), Ch. 43.9 to Ch. 46.3**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with dashed line marking. Casualty crash risks are higher on undivided roads, with no median for head-on crashes, although traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle crash consisting of out of control on curve, resulting in medical treatment. The crash occurred during clear daylight conditions.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4	One multi-vehicle rear end crash occurred during clear daylight conditions which resulted in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
5					
6					
7					
8					

Road Name and Section: **Cunningham Highway (17D), Ch. 43.9 to Ch. 46.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on passing opportunities on roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate, although the relatively flat and level alignment of the road allows for good passing sight distances.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. Likelihood and consequence to remain unchanged.	Unlikely - Once every five or ten years	Moderate	Medium
4	Additional mass and energy of Project traffic on the road network may increase the likelihood of such existing rear end crashes. Likelihood is anticipated to increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 43.9 to Ch. 46.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required as part of the Project to mitigate for such existing single vehicle crashes.	Unlikely - Once every five or ten years	Moderate	Medium
4	Maintain adequate driver fatigue management plans. Provision of adequate vehicle and driver safety features and requirements including safe vehicle systems and driver training. Vehicles proposed to be equipped with but not limited to: Ctrack Quantum IVMS tracking, which pings every 20 seconds and has an overspeed buzzer in the cabin ABS braking systems Lane departure warning Collision avoidance systems Blackvue WIFI dash cams 4 Camera in cab cctv system. This is on the rear of the truck and trailer, passenger and drivers' side blind spots. Reversing Squawkers Safe car following distance to be maintained.	Unlikely - Once every five or ten years	Major	Medium
5				
6				

Road Name and Section: **Cunningham Highway (17D), Ch. 43.9 to Ch. 46.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on passing opportunities on roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate, although the relatively flat and level alignment of the road allows for good passing sight distances.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. Likelihood and consequence to remain unchanged.	Unlikely - Once every five or ten years	Moderate	Medium
4	Additional mass and energy of Project traffic on the road network may increase the likelihood of such existing rear end crashes. Likelihood is anticipated to increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 43.9 to Ch. 46.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required as part of the Project to mitigate for such existing single vehicle crashes.	Unlikely - Once every five or ten years	Moderate	Medium
4	Maintain adequate driver fatigue management plans. Provision of adequate vehicle and driver safety features and requirements including safe vehicle systems and driver training. Vehicles proposed to be equipped with but not limited to: Ctrack Quantum IVMS tracking, which pings every 20 seconds and has an overspeed buzzer in the cabin ABS braking systems Lane departure warning Collision avoidance systems Blackvue WIFI dash cams 4 Camera in cab cctv system. This is on the rear of the truck and trailer, passenger and drivers' side blind spots. Reversing Squawkers Safe car following distance to be maintained.	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				

Road Link Information

Link ID	E11-X19
Road Name	Woodcocks Road
Road Section	Cunningham Highway to Borrow Site #4 (Woodstocks Road)
Road Authority	GRC
Road Length (m)	3900

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	385.74%	385.74%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	21	102	102
Heavy Vehicle %	20.00%	85.79%	85.79%
Bi-gazettal Peak Hour Volume (veh/hr)	1	8	8

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Woodcocks Road, Cunningham Highway to Borrow Site #4 (Woodstocks Road)**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed gravel road with narrow widths and no median. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Woodcocks Road, Cunningham Highway to Borrow Site #4 (Woodstocks Road)**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk of crashes on gravel roads where dust build up impact visibility, loose gravel limit available traction, higher speeds and side friction around curves limit vehicle control. Additional traffic might also impact road condition such as gravel loss. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Woodcocks Road, Cunningham Highway to Borrow Site #4 (Woodstocks Road)**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. If no sealing is warranted, road should be designed and formalised to a suitable gravel road standard. Regular road grading maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Woodcocks Road, Cunningham Highway to Borrow Site #4 (Woodstocks Road)**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Woodcocks Road, Cunningham Highway to Borrow Site #4 (Woodstocks Road)**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E74-X7
Road Name	East Sawmill Road
Road Section	Cunningham Highway to B2G-LDN030.0
Road Authority	GRC
Road Length (m)	3500

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	1269.70%	1269.70%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	51	702	702
Heavy Vehicle %	11.37%	83.77%	83.77%
Bi-gazettal Peak Hour Volume (veh/hr)	4	61	64

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.17	0.17
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **East Sawmill Road, Cunningham Highway to B2G-LDN030.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed gravel road with narrow widths and no median. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	Short section of road link is paved with narrow carriageway and no line marking. The short paved section traverses around a horizontal curve where no speed limit signage is evident. This may have a risk of off carriageway on curve crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **East Sawmill Road, Cunningham Highway to B2G-LDN030.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk of crashes on gravel roads where dust build up impact visibility, loose gravel limit available traction, higher speeds and side friction around curves limit vehicle control. Additional traffic might also impact road condition such as gravel loss. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Additional Project traffic and heavy vehicle configuration may impact on roll over threshold around sharp horizontal curves where no speed or chevron warning signage is available. This may increase risk of off carriageway on curve crashes.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **East Sawmill Road, Cunningham Highway to B2G-LDN030.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. If no sealing is warranted, road should be designed and formalised to a suitable gravel road standard. Regular road grading maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	Requirement to provide speed warning and chevron signage to be determined during detail design in line with MUTCD Part 2 criteria.	Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				

Road Name and Section: **East Sawmill Road, Cunningham Highway to B2G-LDN030.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **East Sawmill Road, Cunningham Highway to B2G-LDN030.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X112-E74
Road Name	Suttons Road
Road Section	B2G-LDN030.0 to Access Track (Off Suttons Road)
Road Authority	GRC
Road Length (m)	3400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	3670.59%	3670.59%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	10	391	391
Heavy Vehicle %	67.33%	99.35%	99.35%
Bi-gazettal Peak Hour Volume (veh/hr)	1	32	32

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	80
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.10	0.10
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Suttons Road, B2G-LDN030.0 to Access Track (Off Suttons Road)**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed gravel road with narrow widths and no median. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	The gravel road section traverses around a few sharp horizontal curves where no speed limit or traffic guidance signage is evident. This may have a risk of off carriageway on curve crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Suttons Road, B2G-LDN030.0 to Access Track (Off Suttons Road)**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk of crashes on gravel roads where dust build up impact visibility, loose gravel limit available traction, higher speeds and side friction around curves limit vehicle control. Additional traffic might also impact road condition such as gravel loss. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Additional Project traffic and heavy vehicle configuration may impact on roll over threshold around sharp horizontal curves where no speed or chevron warning signage is available. This may increase risk of off carriageway on curve crashes.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Suttons Road, B2G-LDN030.0 to Access Track (Off Suttons Road)**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. If no sealing is warranted, road should be designed and formalised to a suitable gravel road standard. Regular road grading maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	Requirement to provide speed warning and chevron signage to be determined during detail design in line with MUTCD Part 2 criteria.	Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				

Road Name and Section: **Suttons Road, B2G-LDN030.0 to Access Track (Off Suttons Road)**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Suttons Road, B2G-LDN030.0 to Access Track (Off Suttons Road)**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X7-X17
Road Name	Cunningham Highway (17D)
Road Section	Ch. 34.7 to Ch. 39.6
Road Authority	TMR
Road Length (m)	4900

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	26.23%	26.23%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1454	1835	1835
Heavy Vehicle %	48.67%	54.55%	54.55%
Bi-gazettal Peak Hour Volume (veh/hr)	103	141	147

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	2

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	60	87	87
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Cunningham Highway (17D), Ch. 34.7 to Ch. 39.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with dashed line marking. Casualty crash risks are higher on undivided roads, with no median for head-on crashes, although traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Cunningham Highway (17D), Ch. 34.7 to Ch. 39.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on passing opportunities on roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle activity on sealed formed roads may increase the likelihood of crashes due to increased traffic volumes, lower vehicle speeds and increased percent time spent following. Likelihood might change to moderate, although the relatively flat and level alignment of the road allows for good passing sight distances.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 34.7 to Ch. 39.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5 m wide and 25 m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Cunningham Highway (17D), Ch. 34.7 to Ch. 39.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 34.7 to Ch. 39.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X70-X17
Road Name	Texas-Yelarbon Road (2322)
Road Section	Ch. 53.3 to Ch. 54.6
Road Authority	TMR
Road Length (m)	1300

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	27.64%	27.64%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	292	373	373
Heavy Vehicle %	23.76%	42.80%	42.80%
Bi-gazettal Peak Hour Volume (veh/hr)	22	28	28

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	3	4	4
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Texas-Yelarbon Road (2322), Ch. 53.3 to Ch. 54.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with dashed and solid barrier line marking. Casualty crash risks are higher on undivided roads, with no median for head-on crashes, although traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Texas-Yelarbon Road (2322), Ch. 53.3 to Ch. 54.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on passing opportunities on roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate, although the relatively flat and level alignment of the road allows for good passing sight distances with no-passing zones adequately line marked.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Texas-Yelarbon Road (2322), Ch. 53.3 to Ch. 54.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Texas-Yelarbon Road (2322), Ch. 53.3 to Ch. 54.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Texas-Yelarbon Road (2322), Ch. 53.3 to Ch. 54.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X17-E26
Road Name	Cunningham Highway (17D)
Road Section	Ch. 29.3 to Ch. 34.7
Road Authority	TMR
Road Length (m)	5400

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	26.23%	26.23%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1454	1835	1835
Heavy Vehicle %	48.67%	54.55%	54.55%
Bi-gazettal Peak Hour Volume (veh/hr)	103	141	147

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	2

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	66	96	96
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Cunningham Highway (17D), Ch. 29.3 to Ch. 34.7**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with dashed and solid barrier line marking. Casualty crash risks are higher on undivided roads, with no median for head-on crashes, although traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Cunningham Highway (17D), Ch. 29.3 to Ch. 34.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on passing opportunities on roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate, although the relatively flat and level alignment of the road allows for good passing sight distances with no-passing zones adequately line marked.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 29.3 to Ch. 34.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Cunningham Highway (17D), Ch. 29.3 to Ch. 34.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 29.3 to Ch. 34.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E26-X16
Road Name	Cunningham Highway (17D)
Road Section	Ch. 27.1 to Ch. 29.3
Road Authority	TMR
Road Length (m)	2200

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	29.07%	29.07%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1454	1876	1876
Heavy Vehicle %	48.67%	55.64%	55.64%
Bi-gazettal Peak Hour Volume (veh/hr)	103	144	150

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	2

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	26	39	39
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	1	1	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**1**	**0**

Road Name and Section: **Cunningham Highway (17D), Ch. 27.1 to Ch. 29.3**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with dashed and solid barrier line marking. Casualty crash risks are higher on undivided roads, with no median for head-on crashes, although traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One off carriageway on straight crash, hitting a parked vehicle, occurred during darkness and non lighted conditions. Crash consisted of a single vehicle crash resulting in medical treatment. The existing narrow shoulder and dark conditions with low visibility may have led to the crash occurrence.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4	One off carriageway on straight hitting an object crash occurred during clear daylight conditions. Crash consisted of a single vehicle crash resulting in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
5					
6					
7					
8					

Road Name and Section: **Cunningham Highway (17D), Ch. 27.1 to Ch. 29.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on passing opportunities on roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate, although the relatively flat and level alignment of the road allows for good passing sight distances with no-passing zones adequately line marked.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes, however might change the likelihood should vehicles park in the narrow roadside shoulder while wider heavy vehicles due to the Project traverse the road network. Likelihood might change to unlikely.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
4	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. Likelihood and consequence to remain unchanged.	Unlikely - Once every five or ten years	Major	Medium
5				
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Road Name and Section: **Cunningham Highway (17D), Ch. 27.1 to Ch. 29.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	Standard mitigation measures relating to Safe Vehicle Specifications, Fatigue Management, etc. as described in the TIA Report Section 5 would manage the likelihood of risk impact as a result of the Project.	Unlikely - Once every five or ten years	Moderate	Medium
4	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				

Road Name and Section: **Cunningham Highway (17D), Ch. 27.1 to Ch. 29.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
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Road Name and Section: **Cunningham Highway (17D), Ch. 27.1 to Ch. 29.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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Road Link Information

Link ID	E75-X16
Road Name	Springborg Road
Road Section	Cunningham Highway to B2G-LDN037.6
Road Authority	GRC
Road Length (m)	2300

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	520.82%	520.82%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	9	57	57
Heavy Vehicle %	18.50%	27.19%	27.19%
Bi-gazettal Peak Hour Volume (veh/hr)	1	8	11

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Springborg Road, Cunningham Highway to B2G-LDN037.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed gravel road with narrow widths and no median. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
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8					

Road Name and Section: **Springborg Road, Cunningham Highway to B2G-LDN037.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk of crashes on gravel roads where dust build up impact visibility, loose gravel limit available traction, higher speeds and side friction around curves limit vehicle control. Additional traffic might also impact road condition such as gravel loss. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Springborg Road, Cunningham Highway to B2G-LDN037.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. If no sealing is warranted, road should be designed and formalised to a suitable gravel road standard. Regular road grading maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Springborg Road, Cunningham Highway to B2G-LDN037.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Springborg Road, Cunningham Highway to B2G-LDN037.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
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5				
6				
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Road Link Information

Link ID	X16-X18
Road Name	Cunningham Highway (17D)
Road Section	Ch. 18.5 to Ch. 27.1
Road Authority	TMR
Road Length (m)	8600

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	26.10%	26.10%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1454	1833	1833
Heavy Vehicle %	48.67%	57.71%	57.71%
Bi-gazettal Peak Hour Volume (veh/hr)	104	138	141

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	2

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	105	146	146
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Cunningham Highway (17D), Ch. 18.5 to Ch. 27.1**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with dashed and solid barrier line marking. Casualty crash risks are higher on undivided roads, with no median for head-on crashes, although traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Cunningham Highway (17D), Ch. 18.5 to Ch. 27.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on passing opportunities on roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate, although the relatively flat and level alignment of the road allows for good passing sight distances with no-passing zones adequately line marked.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 18.5 to Ch. 27.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Cunningham Highway (17D), Ch. 18.5 to Ch. 27.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 18.5 to Ch. 27.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X18-E76
Road Name	Whetstone Access
Road Section	B2G-LDN044.5 to Cunningham Highway
Road Authority	GRC
Road Length (m)	1000

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	1299.19%	1299.19%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	24	340	340
Heavy Vehicle %	27.50%	4.10%	4.10%
Bi-gazettal Peak Hour Volume (veh/hr)	2	81	134

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.13	0.13
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Whetstone Access, B2G-LDN044.5 to Cunningham Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed gravel road with narrow widths and no median. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Whetstone Access, B2G-LDN044.5 to Cunningham Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk of crashes on gravel roads where dust build up impact visibility, loose gravel limit available traction, higher speeds and side friction around curves limit vehicle control. Additional traffic might also impact road condition such as gravel loss. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Whetstone Access, B2G-LDN044.5 to Cunningham Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. If no sealing is warranted, road should be designed and formalised to a suitable gravel road standard. Regular road grading maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Whetstone Access, B2G-LDN044.5 to Cunningham Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Whetstone Access, B2G-LDN044.5 to Cunningham Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X14-X18
Road Name	Cunningham Highway (17D)
Road Section	Ch. 13.9 to Ch. 18.5
Road Authority	TMR
Road Length (m)	4600

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	38.65%	38.65%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1454	2016	2016
Heavy Vehicle %	48.67%	38.78%	38.78%
Bi-gazettal Peak Hour Volume (veh/hr)	104	201	251

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	57	82	82
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	1	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**1**	**0**

Road Name and Section: **Cunningham Highway (17D), Ch. 13.9 to Ch. 18.5**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with dashed line marking. Casualty crash risks are higher on undivided roads, with no median for head-on crashes, although traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One overtaking same direction crash occurred during darkness and wet conditions. Crash resulted in rear end of vehicle exiting from private access driveway while southbound vehicle was overtaking. Medical treatment as consequence.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4	There is an existing level crossing on the Cunningham Highway. There is no crash history at the crossing in the 2016-2021 period, and the background traffic volume is 681 veh/day/direction in the peak impact year. Sight distances are suffiicent.	Proactive	Unlikely - Once every five or ten years	Major	Medium
5					
6					
7					
8					

Road Name and Section: **Cunningham Highway (17D), Ch. 13.9 to Ch. 18.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on passing opportunities on roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate, although the relatively flat and level alignment of the road allows for good passing sight distances.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Additional mass and energy of Project traffic on the road network may increase the likelihood of such existing crashes during conditions where visibility is low and where private driveways intersect with the main road. Likelihood is anticipated to increase to moderate.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
3	The Cunningham Highway level crossing will be used by IR trains accsesing the proposed Whestone Material Distribution Centre. The construction traffic increases volumes on this road from 681 veh/day/direction to 912 veh/day/direction (38.2 % increase) in the peak impact year. It is expected that only trains relating to the IR construction will use this crossing due to its proximity to Whetstone (end of the line).	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 13.9 to Ch. 18.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	During detailed design, when the proposed traffic volumes are confirmed, an ALCAM may be recommended to be undertaken in order to determine whether the existing passive level crossing treatment is sufficient for the increased traffic volumes. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements.	Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				

Road Name and Section: **Cunningham Highway (17D), Ch. 13.9 to Ch. 18.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 13.9 to Ch. 18.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
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Road Link Information

Link ID	X14-X108
Road Name	McDougalls Road
Road Section	McDougalls Road to Cunningham Highway
Road Authority	GRC
Road Length (m)	1800

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	668.45%	668.45%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	10	74	74
Heavy Vehicle %	22.50%	36.50%	36.50%
Bi-gazettal Peak Hour Volume (veh/hr)	1	9	12

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **McDougalls Road, McDougalls Road to Cunningham Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **McDougalls Road, McDougalls Road to Cunningham Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **McDougalls Road, McDougalls Road to Cunningham Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. If no sealing is warranted, road should be designed and formalised to a suitable gravel road standard. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standard design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **McDougalls Road, McDougalls Road to Cunningham Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **McDougalls Road, McDougalls Road to Cunningham Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X14-X6
Road Name	Cunningham Highway (17D)
Road Section	Ch. 10.2 to Ch. 13.9
Road Authority	TMR
Road Length (m)	3700

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	39.22%	39.22%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1454	2024	2024
Heavy Vehicle %	48.67%	38.32%	38.32%
Bi-gazettal Peak Hour Volume (veh/hr)	104	204	258

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	45	64	64
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	1	0	0
19 - Off carriageway on curve, hit object	1	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	1	0
Total	**1**	**1**	**1**	**0**

Road Name and Section: **Cunningham Highway (17D), Ch. 10.2 to Ch. 13.9**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with dashed line marking. Casualty crash risks are higher on undivided roads, with no median for head-on crashes, although traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle crash as a result of temporary object on carriageway. Crash resulted in medical treatment.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4	One single vehicle crash as a result of off carriageway on bend and hitting an object which resulted in a fatality. Crash occurred during clear daylight conditions.	Existing	Unlikely - Once every five or ten years	Extreme	Medium
5	One off path on left bend single vehicle crash during clear daylight which resulted in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
6					
7					
8					

Road Name and Section: **Cunningham Highway (17D), Ch. 10.2 to Ch. 13.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on passing opportunities on roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle activity on narrow roads may increase the likelihood of crashes. Likelihood might change to moderate, although the relatively flat and level alignment of the road allows for good passing sight distances.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
4	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Extreme	Medium
5	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Extreme	Medium
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 10.2 to Ch. 13.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
4	No mitigation required.	Unlikely - Once every five or ten years	Extreme	Medium
5	No mitigation required.	Unlikely - Once every five or ten years	Extreme	Medium
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 10.2 to Ch. 13.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 10.2 to Ch. 13.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E38-X6
Road Name	Cremascos Road
Road Section	Cunningham Highway to B2G-LDN052.8
Road Authority	GRC
Road Length (m)	1800

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	31.67%	31.67%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	124	163	163
Heavy Vehicle %	34.00%	26.66%	26.66%
Bi-gazettal Peak Hour Volume (veh/hr)	9	18	24

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Cremascos Road, Cunningham Highway to B2G-LDN052.8**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with narrow carriageway and no median. This may lead to single vehicle and two vehicle crashes. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. Run-off road crash risk is increased on narrow roads with less than 6 m width.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Cremascos Road, Cunningham Highway to B2G-LDN052.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle activity on narrow roads may increase the likelihood of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cremascos Road, Cunningham Highway to B2G-LDN052.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5 m wide and 25 m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				

Road Name and Section: **Cremascos Road, Cunningham Highway to B2G-LDN052.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cremascos Road, Cunningham Highway to B2G-LDN052.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E39-E38
Road Name	Cremascos Road
Road Section	B2G-LDN052.8 to B2G-LDN055.4
Road Authority	GRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	29.99%	29.99%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	124	161	161
Heavy Vehicle %	34.00%	26.37%	26.37%
Bi-gazettal Peak Hour Volume (veh/hr)	9	18	24

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Cremascos Road, B2G-LDN052.8 to B2G-LDN055.4**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with narrow carriageway and median. This may lead to single vehicle and two vehicle crashes. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. Run-off road crash risk is increased on narrow roads with less than 6 m width.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Cremascos Road, B2G-LDN052.8 to B2G-LDN055.4**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle activity on narrow roads may increase the likelihood of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cremascos Road, B2G-LDN052.8 to B2G-LDN055.4**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5 m wide and 25 m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				

Road Name and Section: **Cremascos Road, B2G-LDN052.8 to B2G-LDN055.4**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cremascos Road, B2G-LDN052.8 to B2G-LDN055.4**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E78-E39
Road Name	Cremascos Road
Road Section	B2G-LDN055.4 to B2G-LDN054.2
Road Authority	GRC
Road Length (m)	600

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	26.70%	26.70%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	124	157	157
Heavy Vehicle %	34.00%	26.74%	26.74%
Bi-gazettal Peak Hour Volume (veh/hr)	9	18	24

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Cremascos Road, B2G-LDN055.4 to B2G-LDN054.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with narrow carriageway and median. This may lead to single vehicle and two vehicle crashes. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. Run-off road crash risk is increased on narrow roads with less than 6 m width.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Cremascos Road, B2G-LDN055.4 to B2G-LDN054.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle activity on narrow roads may increase the likelihood of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cremascos Road, B2G-LDN055.4 to B2G-LDN054.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5 m wide and 25 m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				

Road Name and Section: **Cremascos Road, B2G-LDN055.4 to B2G-LDN054.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cremascos Road, B2G-LDN055.4 to B2G-LDN054.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X6-X4
Road Name	Cunningham Highway (17D)
Road Section	Ch. 3.9 to Ch. 10.2
Road Authority	TMR
Road Length (m)	6300

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	41.24%	41.24%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1454	2053	2053
Heavy Vehicle %	48.67%	37.50%	37.50%
Bi-gazettal Peak Hour Volume (veh/hr)	104	213	272

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	77	111	111
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	1	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	1	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	1	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**3**	**0**

Road Name and Section: **Cunningham Highway (17D), Ch. 3.9 to Ch. 10.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with dashed line marking. Casualty crash risks are higher on undivided roads, with no median for head-on crashes, although traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle crash as a result of off carriageway on bend which resulted in medical treatment. Crash occurred during clear conditions at dawn/dusk.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4	One multiple vehicle crash as a result of same direction right turn side swipe likely as a result of a vehicle turning into the existing unformed side access road while a through vehicle continues straight. Crash resulted in medical treatment.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
5	One single vehicle out of control on straight crash during dawn/dusk which resulted in medical treatment as vehicle overturned.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
6					
7					
8					

Road Name and Section: **Cunningham Highway (17D), Ch. 3.9 to Ch. 10.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on passing opportunities on roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle activity on narrow roads may increase the likelihood of crashes. Likelihood might change to moderate, although the relatively flat and level alignment of the road allows for good passing sight distances.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
4	Project traffic may have an impact on such crash types where vehicles turn into and out of side road accesses and project traffic continues straight. Additional mass of heavy vehicles require additional reaction and deceleration times. Likelihood is expected to increase.	Moderate - Once or more per year (but less than once per week)	Major	Medium
5	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 3.9 to Ch. 10.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
4	Standard mitigation measures relating to vehicle safety features, following headway compliance and fatigue and other Management Plans. Refer to TIA Report Section 5.	Unlikely - Once every five or ten years	Moderate	Medium
5	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
6				
7				

Road Name and Section: **Cunningham Highway (17D), Ch. 3.9 to Ch. 10.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 3.9 to Ch. 10.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	**E40-X4**
Road Name	**Bybera Road**
Road Section	**Cunningham Highway to B2G-LDN060.4**
Road Authority	GRC
Road Length (m)	3500

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	528.09%	528.09%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	88	550	550
Heavy Vehicle %	7.71%	73.31%	73.31%
Bi-gazettal Peak Hour Volume (veh/hr)	6	48	51

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.05	0.03	0.03
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Bybera Road, Cunningham Highway to B2G-LDN060.4**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with narrow carriageway and median. This may lead to single vehicle and two vehicle crashes. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. Run-off road crash risk is increased on narrow roads with less than 6 m width.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Bybera Road, Cunningham Highway to B2G-LDN060.4**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle activity on narrow roads may increase the likelihood of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Bybera Road, Cunningham Highway to B2G-LDN060.4**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3. Use pilot vehicle and police escorts to warn opposing vehicles where loads are greater than 3.5 m wide and 25 m long. Additional pilot/escort and/or police escorts are required as per section 6.3 of the Guideline for Excess Dimension Vehicles in Queensland or the Critical Areas and Roads in Queensland for Vehicles/Combinations Requiring Pilot/Escort map, or a police permit when accompanying an oversize vehicle or combination. Travel outside of peak times, perhaps in the evenings or early mornings to avoid other vehicular conflict. All other safety aspects treating OSOM movements to be in accordance with the Guideline for Excess Dimension Vehicles in Queensland.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				

Road Name and Section: **Bybera Road, Cunningham Highway to B2G-LDN060.4**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Bybera Road, Cunningham Highway to B2G-LDN060.4**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E98-E40
Road Name	Bybera Road
Road Section	B2G-LDN060.4 to Earthworks Area 2A
Road Authority	GRC
Road Length (m)	100

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	438.47%	438.47%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	86	461	461
Heavy Vehicle %	7.71%	84.42%	84.42%
Bi-gazettal Peak Hour Volume (veh/hr)	6	38	38

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.05	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Bybera Road, B2G-LDN060.4 to Earthworks Area 2A**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with narrow carriageway and median. This may lead to single vehicle and two vehicle crashes. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. Run-off road crash risk is increased on narrow roads with less than 6 m width.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Bybera Road, B2G-LDN060.4 to Earthworks Area 2A**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Bybera Road, B2G-LDN060.4 to Earthworks Area 2A**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Bybera Road, B2G-LDN060.4 to Earthworks Area 2A**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Bybera Road, B2G-LDN060.4 to Earthworks Area 2A**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X4-E2
Road Name	Cunningham Highway (17D)
Road Section	Ch. 2.0 to Ch. 3.9
Road Authority	TMR
Road Length (m)	1900

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	63.05%	63.05%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1454	2370	2370
Heavy Vehicle %	48.67%	47.20%	47.20%
Bi-gazettal Peak Hour Volume (veh/hr)	103	230	279

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	24	44	44
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Cunningham Highway (17D), Ch. 2.0 to Ch. 3.9**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with dashed line marking. Casualty crash risks are higher on undivided roads, with no median for head-on crashes, although traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Cunningham Highway (17D), Ch. 2.0 to Ch. 3.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on passing opportunities on roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle activity on narrow roads may increase the likelihood of crashes. Likelihood might change to moderate, although the relatively flat and level alignment of the road allows for good passing sight distances.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 2.0 to Ch. 3.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Cunningham Highway (17D), Ch. 2.0 to Ch. 3.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 2.0 to Ch. 3.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E2-M12
Road Name	Cunningham Highway (17D)
Road Section	Ch. 0.0 to Ch. 2
Road Authority	TMR
Road Length (m)	2000

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	63.05%	63.05%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1454	2370	2370
Heavy Vehicle %	48.67%	47.20%	47.20%
Bi-gazettal Peak Hour Volume (veh/hr)	103	230	280

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	80
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	18	32	32
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	1	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**1**	**0**

Road Name and Section: **Cunningham Highway (17D), Ch. 0.0 to Ch. 2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with dashed line marking. Casualty crash risks are higher on undivided roads, with no median for head-on crashes, although traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle out of control on straight crash during dawn/dusk and raining conditions which resulted in medical treatment as vehicle hit an object.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Cunningham Highway (17D), Ch. 0.0 to Ch. 2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on passing opportunities on roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle activity on narrow roads may increase the likelihood of crashes. Likelihood might change to moderate, although the relatively flat and level alignment of the road allows for good passing sight distances.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed and existing crashes attributed to rainy conditions. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 0.0 to Ch. 2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
4				
5				
6				
7				

Road Name and Section: **Cunningham Highway (17D), Ch. 0.0 to Ch. 2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 0.0 to Ch. 2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	**M12-X8**
Road Name	**Cunningham Highway (17C)**
Road Section	**Ch. 107.4 to Ch. 107.6**
Road Authority	TMR
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	37.48%	37.48%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2445	3362	3362
Heavy Vehicle %	51.74%	49.82%	49.82%
Bi-gazettal Peak Hour Volume (veh/hr)	190	316	366

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	50
Lane Width (m)	4
Shoulder Width (m)	4

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	17	35	35
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Cunningham Highway (17C), Ch. 107.4 to Ch. 107.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with wide median strip. On-street parking is evident and allowed for which may have a risk on on-street parking related crashes. Multiple driveways obtain direct access from road link which has a risk of driveway exit related crashes. Inglewood State School would generate pedestrian volumes walking along the link and crossing and numerous locations which may have an impact on pedestrian crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Cunningham Highway (17C), Ch. 107.4 to Ch. 107.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on parking and driveway exit related crashes as well as pedestrian related crashes, although adequate walkways and crossing locations are provided for. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17C), Ch. 107.4 to Ch. 107.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
3				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17C), Ch. 107.4 to Ch. 107.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17C), Ch. 107.4 to Ch. 107.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E79-X8
Road Name	Elizabeth Street
Road Section	Cunningham Highway to B2G-LDN065.8
Road Authority	GRC
Road Length (m)	3700

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	128.40%	128.40%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	47	108	108
Heavy Vehicle %	18.50%	17.12%	17.12%
Bi-gazettal Peak Hour Volume (veh/hr)	4	15	21

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	NO DATA
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Elizabeth Street, Cunningham Highway to B2G-LDN065.8**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road and unformed gravel road to the north in the direction of E79. On-street parking is evident and allowed for which may have a risk on on-street parking related crashes. Multiple driveways obtain direct access from road link which has a risk of driveway exit related crashes. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. Risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Elizabeth Street, Cunningham Highway to B2G-LDN065.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on parking and driveway exit related crashes as well as pedestrian related crashes, although adequate walkways and crossing locations are provided for. Additional traffic will increase the risk on narrow gravel roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Elizabeth Street, Cunningham Highway to B2G-LDN065.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Elizabeth Street, Cunningham Highway to B2G-LDN065.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Elizabeth Street, Cunningham Highway to B2G-LDN065.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X8-X15
Road Name	Cunningham Highway (17C)
Road Section	Ch. 105.7 to Ch. 107.4
Road Authority	TMR
Road Length (m)	1700

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	52.66%	52.66%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1794	2738	2738
Heavy Vehicle %	44.95%	43.53%	43.53%
Bi-gazettal Peak Hour Volume (veh/hr)	134	269	324

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	80
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	28	45	45
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Cunningham Highway (17C), Ch. 105.7 to Ch. 107.4**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a combination of a wide median strip in Inglewood and undivided carriageway outside of town. On-street parking is evident and allowed for in town which may have a risk on on-street parking related crashes. Multiple driveways obtain direct access from road link which has a risk of driveway exit related crashes. Casualty crash risks are higher on undivided roads outside of town, with no median for head-on crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Cunningham Highway (17C), Ch. 105.7 to Ch. 107.4**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on parking and driveway exit related crashes as well as pedestrian related crashes, although adequate walkways and crossing locations are provided for in town. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17C), Ch. 105.7 to Ch. 107.4**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17C), Ch. 105.7 to Ch. 107.4**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17C), Ch. 105.7 to Ch. 107.4**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X15-X65
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 65.7 to Ch. 68.7
Road Authority	TMR
Road Length (m)	3000

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	247.81%	247.81%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	442	1536	1536
Heavy Vehicle %	33.04%	42.34%	42.34%
Bi-gazettal Peak Hour Volume (veh/hr)	33	173	222

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	12	48	48
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 65.7 to Ch. 68.7**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with an 8 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 65.7 to Ch. 68.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 65.7 to Ch. 68.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 65.7 to Ch. 68.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
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8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 65.7 to Ch. 68.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X65-E41
Road Name	Thornton Road
Road Section	B2G-LDN067.6 to Millmerran - Inglewood Road
Road Authority	GRC
Road Length (m)	1600

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	3135.46%	3135.46%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	21	680	680
Heavy Vehicle %	5.26%	86.39%	86.39%
Bi-gazettal Peak Hour Volume (veh/hr)	2	59	62

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1.8

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.17	0.17
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Thornton Road, B2G-LDN067.6 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Thornton Road, B2G-LDN067.6 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Thornton Road, B2G-LDN067.6 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Thornton Road, B2G-LDN067.6 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Thornton Road, B2G-LDN067.6 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E103-X65
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 61.0 to Ch. 65.7
Road Authority	TMR
Road Length (m)	4700

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	148.65%	148.65%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	442	1098	1098
Heavy Vehicle %	33.04%	20.81%	20.81%
Bi-gazettal Peak Hour Volume (veh/hr)	33	159	230

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	20	48	48
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	1	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**1**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 61.0 to Ch. 65.7**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with an 8 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle out of control on straight crash hitting an object during dry and clear daylight which resulted in medical treatment.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 61.0 to Ch. 65.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 61.0 to Ch. 65.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 61.0 to Ch. 65.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 61.0 to Ch. 65.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E103-E81
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Road Length (m)	1800

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	97.52%	97.52%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	442	872	872
Heavy Vehicle %	33.04%	17.24%	17.24%
Bi-gazettal Peak Hour Volume (veh/hr)	33	146	223

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	8	16	16
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 59.2 to Ch. 61.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with an 8 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 59.2 to Ch. 61.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 59.2 to Ch. 61.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 59.2 to Ch. 61.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 59.2 to Ch. 61.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E81-E33
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 56.6 to Ch. 59.2
Road Authority	TMR
Road Length (m)	2600

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	97.47%	97.47%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	442	872	872
Heavy Vehicle %	33.04%	17.24%	17.24%
Bi-gazettal Peak Hour Volume (veh/hr)	33	146	223

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	11	21	21
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 56.6 to Ch. 59.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with an 8 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
6					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 56.6 to Ch. 59.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 56.6 to Ch. 59.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 56.6 to Ch. 59.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 56.6 to Ch. 59.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E33-X58
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 55.7 to Ch. 56.6
Road Authority	TMR
Road Length (m)	900

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	38.73%	38.73%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	442	613	613
Heavy Vehicle %	33.04%	25.36%	25.36%
Bi-gazettal Peak Hour Volume (veh/hr)	36	64	79

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	4	10	10
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 55.7 to Ch. 56.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with an 8 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
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7					
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 55.7 to Ch. 56.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 55.7 to Ch. 56.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 55.7 to Ch. 56.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
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6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 55.7 to Ch. 56.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X111-X58
Road Name	Grays Road
Road Section	Millmerran - Inglewood Road to Mosquito Creek Road
Road Authority	GRC
Road Length (m)	5100

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	447.33%	447.33%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	31	168	168
Heavy Vehicle %	8.14%	85.40%	85.40%
Bi-gazettal Peak Hour Volume (veh/hr)	2	14	14

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Grays Road, Millmerran - Inglewood Road to Mosquito Creek Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Grays Road, Millmerran - Inglewood Road to Mosquito Creek Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Grays Road, Millmerran - Inglewood Road to Mosquito Creek Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Grays Road, Millmerran - Inglewood Road to Mosquito Creek Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Grays Road, Millmerran - Inglewood Road to Mosquito Creek Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X111-E14
Road Name	Mosquito Creek Road
Road Section	Borrow Site #10 (Mosquito Road) to Grays Road
Road Authority	GRC
Road Length (m)	4000

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	442.21%	442.21%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	31	169	169
Heavy Vehicle %	13.00%	84.87%	84.87%
Bi-gazettal Peak Hour Volume (veh/hr)	2	14	14

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.04	0.04
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Mosquito Creek Road, Borrow Site #10 (Mosquito Road) to Grays Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Mosquito Creek Road, Borrow Site #10 (Mosquito Road) to Grays Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Mosquito Creek Road, Borrow Site #10 (Mosquito Road) to Grays Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Mosquito Creek Road, Borrow Site #10 (Mosquito Road) to Grays Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Mosquito Creek Road, Borrow Site #10 (Mosquito Road) to Grays Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X58-X66
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 53.3 to Ch. 55.7
Road Authority	TMR
Road Length (m)	2400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	61.30%	61.39%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	442	712	713
Heavy Vehicle %	33.04%	32.49%	32.52%
Bi-gazettal Peak Hour Volume (veh/hr)	33	71	85

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	10	26	26
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 53.3 to Ch. 55.7**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with an 8 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 53.3 to Ch. 55.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 53.3 to Ch. 55.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 53.3 to Ch. 55.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 53.3 to Ch. 55.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E82-X66
Road Name	Wongavale Yugilbar Road
Road Section	Millmerran - Inglewood Road to B2G-LDN081.0
Road Authority	GRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	465.88%	465.88%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	21	121	121
Heavy Vehicle %	20.00%	45.13%	45.13%
Bi-gazettal Peak Hour Volume (veh/hr)	2	13	16

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.03	0.03
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Wongavale Yugilbar Road, Millmerran - Inglewood Road to B2G-LDN081.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Wongavale Yugilbar Road, Millmerran - Inglewood Road to B2G-LDN081.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Wongavale Yugilbar Road, Millmerran - Inglewood Road to B2G-LDN081.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Wongavale Yugilbar Road, Millmerran - Inglewood Road to B2G-LDN081.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Wongavale Yugilbar Road, Millmerran - Inglewood Road to B2G-LDN081.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X66-E118
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 47.6 to Ch. 53.3
Road Authority	TMR
Road Length (m)	5700

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	53.31%	53.40%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	442	677	677
Heavy Vehicle %	33.04%	33.94%	33.97%
Bi-gazettal Peak Hour Volume (veh/hr)	33	65	77

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	23	53	53
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 47.6 to Ch. 53.3**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with an 8 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 47.6 to Ch. 53.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 47.6 to Ch. 53.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 47.6 to Ch. 53.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 47.6 to Ch. 53.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
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5				
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Road Link Information

Link ID	E118-E42
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 45.9 to Ch. 47.6
Road Authority	TMR
Road Length (m)	1700

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	40.13%	40.13%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	442	619	619
Heavy Vehicle %	33.04%	29.43%	29.43%
Bi-gazettal Peak Hour Volume (veh/hr)	33	60	72

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	7	15	15
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 45.9 to Ch. 47.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with an 8 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 45.9 to Ch. 47.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 45.9 to Ch. 47.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 45.9 to Ch. 47.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 45.9 to Ch. 47.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E83-E42
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 41.9 to Ch. 45.9
Road Authority	TMR
Road Length (m)	4000

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	37.00%	37.00%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	442	605	605
Heavy Vehicle %	33.04%	32.69%	32.69%
Bi-gazettal Peak Hour Volume (veh/hr)	33	56	65

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	16	32	32
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	1	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**1**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 41.9 to Ch. 45.9**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with an 8 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One hit animal crash which occurred during darkness resulting in medical treatment.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 41.9 to Ch. 45.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic are not expected to have an impact on such existing single vehicle crashes, however crashes with animals may increase as Project related traffic increase. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 41.9 to Ch. 45.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 regarding standard mitigation measures which will be implemented relating to vehicle safety features, driver training and other management plans for the duration of construction.	Unlikely - Once every five or ten years	Moderate	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 41.9 to Ch. 45.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 41.9 to Ch. 45.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E83-E43
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 39.8 to Ch. 41.9
Road Authority	TMR
Road Length (m)	2100

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	139.22%	139.22%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	442	1056	1056
Heavy Vehicle %	33.04%	62.34%	62.34%
Bi-gazettal Peak Hour Volume (veh/hr)	33	91	96

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	9	25	25
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 39.8 to Ch. 41.9**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with an 8 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 39.8 to Ch. 41.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 39.8 to Ch. 41.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 39.8 to Ch. 41.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 39.8 to Ch. 41.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E43-X57
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 37.7 to Ch. 39.8
Road Authority	TMR
Road Length (m)	2100

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	74.12%	74.12%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	792	1380	1380
Heavy Vehicle %	26.02%	57.87%	57.87%
Bi-gazettal Peak Hour Volume (veh/hr)	70	119	119

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	17	30	30
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 37.7 to Ch. 39.8**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with an 8 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 37.7 to Ch. 39.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 37.7 to Ch. 39.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 37.7 to Ch. 39.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 37.7 to Ch. 39.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Link Information

Link ID	X57-X126
Road Name	Forestry Road
Road Section	Unnamed Road to Millmerran - Inglewood Road
Road Authority	TRC
Road Length (m)	1300

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	5969.08%	5969.08%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2	140	140
Heavy Vehicle %	0.00%	98.11%	98.11%
Bi-gazettal Peak Hour Volume (veh/hr)	0	12	12

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.03	0.03
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Forestry Road, Unnamed Road to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Forestry Road, Unnamed Road to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Forestry Road, Unnamed Road to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Forestry Road, Unnamed Road to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Name and Section: **Forestry Road, Unnamed Road to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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Road Link Information

Link ID	E119-X57
Road Name	Forestry Road
Road Section	Millmerran - Inglewood Road to Earthworks Area 3B
Road Authority	TRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	5969.08%	5969.08%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2	140	140
Heavy Vehicle %	0.00%	98.11%	98.11%
Bi-gazettal Peak Hour Volume (veh/hr)	0	12	12

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.03	0.03
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Forestry Road, Millmerran - Inglewood Road to Earthworks Area 3B**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
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Road Name and Section: **Forestry Road, Millmerran - Inglewood Road to Earthworks Area 3B**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Forestry Road, Millmerran - Inglewood Road to Earthworks Area 3B**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Forestry Road, Millmerran - Inglewood Road to Earthworks Area 3B**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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Road Name and Section: **Forestry Road, Millmerran - Inglewood Road to Earthworks Area 3B**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
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Road Link Information

Link ID	X57-E44
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 35.6 to Ch. 37.7
Road Authority	TMR
Road Length (m)	2100

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	64.12%	64.12%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	792	1300	1300
Heavy Vehicle %	26.02%	55.27%	55.27%
Bi-gazettal Peak Hour Volume (veh/hr)	70	112	112

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	17	28	28
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 35.6 to Ch. 37.7**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with an 8 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 35.6 to Ch. 37.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 35.6 to Ch. 37.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 35.6 to Ch. 37.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 35.6 to Ch. 37.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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Road Link Information

Link ID	E44-E45
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 33.0 to Ch. 35.6
Road Authority	TMR
Road Length (m)	2600

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	78.08%	78.36%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	792	1411	1413
Heavy Vehicle %	26.02%	53.38%	55.10%
Bi-gazettal Peak Hour Volume (veh/hr)	70	125	128

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4.5
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	20	37	37
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 33.0 to Ch. 35.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with an 9 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 33.0 to Ch. 35.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 33.0 to Ch. 35.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 33.0 to Ch. 35.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 33.0 to Ch. 35.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
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7				
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Road Link Information

Link ID	**E45-X64**
Road Name	**Millmerran-Inglewood Road (337)**
Road Section	**Ch. 28.0 to Ch. 33.0**
Road Authority	TMR
Road Length (m)	5000

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	82.81%	83.08%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	792	1449	1451
Heavy Vehicle %	26.02%	46.51%	49.69%
Bi-gazettal Peak Hour Volume (veh/hr)	70	134	143

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.8
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	41	75	75
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 28.0 to Ch. 33.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with an 8 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 28.0 to Ch. 33.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 28.0 to Ch. 33.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 28.0 to Ch. 33.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 28.0 to Ch. 33.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
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Road Link Information

Link ID	**E46-X64**
Road Name	**Paton Road**
Road Section	**Millmerran - Inglewood Road to B2G-LDN104.5**
Road Authority	TRC
Road Length (m)	1200

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	398.18%	398.18%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	24	118	118
Heavy Vehicle %	73.43%	36.61%	36.61%
Bi-gazettal Peak Hour Volume (veh/hr)	2	16	22

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.03	0.03
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Paton Road, Millmerran - Inglewood Road to B2G-LDN104.5**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Paton Road, Millmerran - Inglewood Road to B2G-LDN104.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Paton Road, Millmerran - Inglewood Road to B2G-LDN104.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
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4				
5				
6				
7				
8				

Road Name and Section: **Paton Road, Millmerran - Inglewood Road to B2G-LDN104.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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Road Name and Section: **Paton Road, Millmerran - Inglewood Road to B2G-LDN104.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X64-X61
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 21.8 to Ch. 28.0
Road Authority	TMR
Road Length (m)	6200

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	86.47%	86.74%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	792	1478	1480
Heavy Vehicle %	26.02%	41.59%	45.09%
Bi-gazettal Peak Hour Volume (veh/hr)	70	142	157

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	5
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	50	95	95
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 21.8 to Ch. 28.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 21.8 to Ch. 28.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 21.8 to Ch. 28.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
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8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 21.8 to Ch. 28.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 21.8 to Ch. 28.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
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Road Link Information

Link ID	E84-X61
Road Name	Millwood Road
Road Section	Millmerran - Inglewood Road to B2G-LDN112.1
Road Authority	TRC
Road Length (m)	1100

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	749.13%	749.13%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	42	358	358
Heavy Vehicle %	19.67%	58.07%	58.07%
Bi-gazettal Peak Hour Volume (veh/hr)	4	36	42

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millwood Road, Millmerran - Inglewood Road to B2G-LDN112.1**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway and poor pavement condition by visual observations. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
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6					
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Road Name and Section: **Millwood Road, Millmerran - Inglewood Road to B2G-LDN112.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millwood Road, Millmerran - Inglewood Road to B2G-LDN112.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millwood Road, Millmerran - Inglewood Road to B2G-LDN112.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
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5				
6				
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Road Name and Section: **Millwood Road, Millmerran - Inglewood Road to B2G-LDN112.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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6				
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Road Link Information

Link ID	X131-E84
Road Name	Millwood Road
Road Section	B2G-LDN112.1 to Millwood Road
Road Authority	TRC
Road Length (m)	5800

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	643.40%	643.40%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	42	313	313
Heavy Vehicle %	19.67%	89.61%	89.61%
Bi-gazettal Peak Hour Volume (veh/hr)	4	26	26

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millwood Road, B2G-LDN112.1 to Millwood Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway and poor pavement condition by visual observations. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millwood Road, B2G-LDN112.1 to Millwood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millwood Road, B2G-LDN112.1 to Millwood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millwood Road, B2G-LDN112.1 to Millwood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millwood Road, B2G-LDN112.1 to Millwood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X129-X131
Road Name	Millwood Road
Road Section	Millwood Road to Kooroongarra Road
Road Authority	TRC
Road Length (m)	700

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	5887.14%	5887.14%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	5	276	276
Heavy Vehicle %	5.00%	97.55%	97.55%
Bi-gazettal Peak Hour Volume (veh/hr)	0	23	23

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.07	0.07
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millwood Road, Millwood Road to Kooroongarra Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millwood Road, Millwood Road to Kooroongarra Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Millwood Road, Millwood Road to Kooroongarra Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Millwood Road, Millwood Road to Kooroongarra Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Name and Section: **Millwood Road, Millwood Road to Kooroongarra Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Link Information

Link ID	X129-E16
Road Name	Kooroongarra Road
Road Section	Borrow Site #13 (Kooroongarra Road) to Millwood Road
Road Authority	TRC
Road Length (m)	900

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	318.22%	318.22%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	85	356	356
Heavy Vehicle %	23.78%	82.46%	82.46%
Bi-gazettal Peak Hour Volume (veh/hr)	8	30	30

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Kooroongarra Road, Borrow Site #13 (Kooroongarra Road) to Millwood Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
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Road Name and Section: **Kooroongarra Road, Borrow Site #13 (Kooroongarra Road) to Millwood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
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Road Name and Section: **Kooroongarra Road, Borrow Site #13 (Kooroongarra Road) to Millwood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
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Road Name and Section: **Kooroongarra Road, Borrow Site #13 (Kooroongarra Road) to Millwood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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Road Name and Section: **Kooroongarra Road, Borrow Site #13 (Kooroongarra Road) to Millwood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Link Information

Link ID	X61-E47
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 18.1 to Ch. 21.8
Road Authority	TMR
Road Length (m)	3700

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	114.99%	115.26%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	792	1704	1706
Heavy Vehicle %	26.02%	43.21%	46.57%
Bi-gazettal Peak Hour Volume (veh/hr)	70	167	187

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	5
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	-	-
Follower Density (follower/km/ln)	30	64	64
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 18.1 to Ch. 21.8**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
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6					
7					
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 18.1 to Ch. 21.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 18.1 to Ch. 21.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 18.1 to Ch. 21.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 18.1 to Ch. 21.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
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Road Link Information

Link ID	E47-X59
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 17.3 to Ch. 18.1
Road Authority	TMR
Road Length (m)	800

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	116.84%	117.11%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	792	1718	1720
Heavy Vehicle %	26.02%	41.55%	44.85%
Bi-gazettal Peak Hour Volume (veh/hr)	70	171	194

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	5
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	-	-
Follower Density (follower/km/ln)	7	15	15
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 17.3 to Ch. 18.1**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 17.3 to Ch. 18.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 17.3 to Ch. 18.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 17.3 to Ch. 18.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 17.3 to Ch. 18.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
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6				
7				
8				

Road Link Information

Link ID	X59-E48
Road Name	Heckendorf Road
Road Section	B2G-LDN116.0 to Millmerran - Inglewood Road
Road Authority	TRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	1118.72%	1118.72%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	52	637	637
Heavy Vehicle %	23.79%	94.18%	94.18%
Bi-gazettal Peak Hour Volume (veh/hr)	5	53	53

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.03	0.03
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Heckendorf Road, B2G-LDN116.0 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Heckendorf Road, B2G-LDN116.0 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Heckendorf Road, B2G-LDN116.0 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Heckendorf Road, B2G-LDN116.0 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Heckendorf Road, B2G-LDN116.0 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
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Road Link Information

Link ID	E48-E17
Road Name	Heckendorf Road
Road Section	Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0
Road Authority	TRC
Road Length (m)	1400

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	1116.27%	1116.27%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	52	636	636
Heavy Vehicle %	23.79%	94.17%	94.17%
Bi-gazettal Peak Hour Volume (veh/hr)	5	53	53

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.03	0.03
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Heckendorf Road, Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
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4					
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8					

Road Name and Section: **Heckendorf Road, Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
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Road Name and Section: **Heckendorf Road, Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Heckendorf Road, Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Name and Section: **Heckendorf Road, Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Link Information

Link ID	X59-X54
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 14.0 to Ch. 17.3
Road Authority	TMR
Road Length (m)	3300

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	92.22%	92.49%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	792	1523	1525
Heavy Vehicle %	26.02%	36.55%	39.66%
Bi-gazettal Peak Hour Volume (veh/hr)	70	154	178

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	5
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	-	-
Follower Density (follower/km/ln)	47	52	52
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 14.0 to Ch. 17.3**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 14.0 to Ch. 17.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 14.0 to Ch. 17.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 14.0 to Ch. 17.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 14.0 to Ch. 17.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
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7				
8				

Road Link Information

Link ID	X54-E85
Road Name	Blackwell Road
Road Section	B2G-LDN120.2 to Millmerran - Inglewood Road
Road Authority	TRC
Road Length (m)	1800

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	1722.43%	1722.43%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	12	222	222
Heavy Vehicle %	5.66%	50.37%	50.37%
Bi-gazettal Peak Hour Volume (veh/hr)	1	24	30

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.06	0.06
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Blackwell Road, B2G-LDN120.2 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Blackwell Road, B2G-LDN120.2 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Blackwell Road, B2G-LDN120.2 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Blackwell Road, B2G-LDN120.2 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Blackwell Road, B2G-LDN120.2 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X54-X62
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 13.1 to Ch. 14.0
Road Authority	TMR
Road Length (m)	900

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	100.02%	100.29%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	792	1585	1587
Heavy Vehicle %	26.02%	34.86%	37.61%
Bi-gazettal Peak Hour Volume (veh/hr)	70	165	195

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	0.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	8	15	15
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 13.1 to Ch. 14.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 13.1 to Ch. 14.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 13.1 to Ch. 14.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 13.1 to Ch. 14.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 13.1 to Ch. 14.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X62-E28
Road Name	Moffatt Reserve Road
Road Section	Millmerran - Inglewood Road to Millmerran Power Station
Road Authority	TRC
Road Length (m)	5300

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	61.87%	61.87%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	230	372	372
Heavy Vehicle %	30.00%	57.23%	57.23%
Bi-gazettal Peak Hour Volume (veh/hr)	20	32	32

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	-	-
Follower Density (follower/km/ln)	12	20	20
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	1	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	1	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**1**	**0**

Road Name and Section: **Moffatt Reserve Road, Millmerran - Inglewood Road to Millmerran Power Station**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One hit animal crash which occurred during darkness resulting in medical treatment.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4	One single vehicle crash as a result of off carriageway on bend which resulted in hospitalisation. Crash occurred during clear daylight conditions.	Existing	Unlikely - Once every five or ten years	Major	Medium
5					
6					
7					
8					

Road Name and Section: **Moffatt Reserve Road, Millmerran - Inglewood Road to Millmerran Power Station**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic are not expected to have an impact on such existing single vehicle crashes, however crashes with animals may increase as Project related traffic increase. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
4	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Moffatt Reserve Road, Millmerran - Inglewood Road to Millmerran Power Station**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 regarding standard mitigation measures which will be implemented relating to vehicle safety features, driver training and other management plans for the duration of construction.	Unlikely - Once every five or ten years	Moderate	Medium
4	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Moffatt Reserve Road, Millmerran - Inglewood Road to Millmerran Power Station**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Moffatt Reserve Road, Millmerran - Inglewood Road to Millmerran Power Station**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
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8				

Road Link Information

Link ID	X62-X56
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 9.0 to Ch. 13.1
Road Authority	TMR
Road Length (m)	4100

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	101.08%	101.35%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	792	1593	1596
Heavy Vehicle %	26.02%	35.07%	37.83%
Bi-gazettal Peak Hour Volume (veh/hr)	70	166	196

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	33	67	67
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	1	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 9.0 to Ch. 13.1**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle crash as a result of off carriageway on bend in dark conditions which resulted in vehicle overturning. The crash severity was hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 9.0 to Ch. 13.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 9.0 to Ch. 13.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 9.0 to Ch. 13.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / on-street parking lanes and increase vehicle time spent following with overtaking related crashes. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 9.0 to Ch. 13.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Link Information

Link ID	X56-X124
Road Name	Commodore Peak Road
Road Section	Scragg Road to Millmerran - Inglewood Road
Road Authority	TRC
Road Length (m)	100

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	574.41%	574.41%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	36	241	241
Heavy Vehicle %	8.39%	47.35%	47.35%
Bi-gazettal Peak Hour Volume (veh/hr)	3	26	32

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Commodore Peak Road, Scragg Road to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Refer to TIA Report Appendix AN Intersection road safety assessment for assessment of intersection spacing and associated formalisation of X124. Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Commodore Peak Road, Scragg Road to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Commodore Peak Road, Scragg Road to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Commodore Peak Road, Scragg Road to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Commodore Peak Road, Scragg Road to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E109-X124
Road Name	Scragg Road
Road Section	Commodore Peak Road to B2G-LDN123.6
Road Authority	TRC
Road Length (m)	100

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	1025.45%	1025.45%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	20	225	225
Heavy Vehicle %	20.00%	47.99%	47.99%
Bi-gazettal Peak Hour Volume (veh/hr)	2	25	31

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.19	0.05	0.05
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Scragg Road, Commodore Peak Road to B2G-LDN123.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Scragg Road, Commodore Peak Road to B2G-LDN123.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Scragg Road, Commodore Peak Road to B2G-LDN123.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Scragg Road, Commodore Peak Road to B2G-LDN123.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Scragg Road, Commodore Peak Road to B2G-LDN123.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E49-E109
Road Name	Scragg Road
Road Section	B2G-LDN123.6 to B2G-LDN123.8
Road Authority	TRC
Road Length (m)	100

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	15.49%	15.49%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	20	23	23
Heavy Vehicle %	20.00%	31.00%	31.00%
Bi-gazettal Peak Hour Volume (veh/hr)	2	2	2

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.12	0.00	0.00
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Scragg Road, B2G-LDN123.6 to B2G-LDN123.8**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Scragg Road, B2G-LDN123.6 to B2G-LDN123.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Scragg Road, B2G-LDN123.6 to B2G-LDN123.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Scragg Road, B2G-LDN123.6 to B2G-LDN123.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Scragg Road, B2G-LDN123.6 to B2G-LDN123.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X56-X60
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 6.2 to Ch. 9.0
Road Authority	TMR
Road Length (m)	2800

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	104.95%	105.23%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	792	1624	1626
Heavy Vehicle %	26.02%	32.99%	35.29%
Bi-gazettal Peak Hour Volume (veh/hr)	70	175	210

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	23	47	47
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 6.2 to Ch. 9.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 9 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 6.2 to Ch. 9.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 6.2 to Ch. 9.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 6.2 to Ch. 9.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 6.2 to Ch. 9.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
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Road Link Information

Link ID	E50-X60
Road Name	Schwarten Road
Road Section	Millmerran - Inglewood Road to B2G-LDN126.9
Road Authority	TRC
Road Length (m)	500

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	297.92%	297.92%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	6	25	25
Heavy Vehicle %	0.00%	3.66%	3.66%
Bi-gazettal Peak Hour Volume (veh/hr)	1	5	8

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.12	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Schwarten Road, Millmerran - Inglewood Road to B2G-LDN126.9**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Schwarten Road, Millmerran - Inglewood Road to B2G-LDN126.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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8				

Road Name and Section: **Schwarten Road, Millmerran - Inglewood Road to B2G-LDN126.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Schwarten Road, Millmerran - Inglewood Road to B2G-LDN126.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
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8				

Road Name and Section: **Schwarten Road, Millmerran - Inglewood Road to B2G-LDN126.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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Road Link Information

Link ID	X60-X55
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 3.5 to Ch. 6.2
Road Authority	TMR
Road Length (m)	2700

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	106.84%	107.11%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	792	1639	1641
Heavy Vehicle %	26.02%	32.08%	34.14%
Bi-gazettal Peak Hour Volume (veh/hr)	70	179	217

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	0.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	23	47	74
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 3.5 to Ch. 6.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 7 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
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4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 3.5 to Ch. 6.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 3.5 to Ch. 6.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 3.5 to Ch. 6.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 3.5 to Ch. 6.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
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Road Link Information

Link ID	X55-X63
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 2.5 to Ch. 3.5
Road Authority	TMR
Road Length (m)	1000

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	66.00%	66.21%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1032	1712	1715
Heavy Vehicle %	31.94%	52.46%	52.52%
Bi-gazettal Peak Hour Volume (veh/hr)	84	147	153

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	11	20	20
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 2.5 to Ch. 3.5**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 7 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
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6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 2.5 to Ch. 3.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 2.5 to Ch. 3.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 2.5 to Ch. 3.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
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6				
7				
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Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 2.5 to Ch. 3.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X63-E52
Road Name	Owens Scrub Road
Road Section	B2G-LDN130.0 to Millmerran - Inglewood Road
Road Authority	TRC
Road Length (m)	2200

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	157.10%	157.10%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	687	1766	1766
Heavy Vehicle %	13.32%	60.06%	60.06%
Bi-gazettal Peak Hour Volume (veh/hr)	54	150	156

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.07	0.07
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Owens Scrub Road, B2G-LDN130.0 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Owens Scrub Road, B2G-LDN130.0 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Owens Scrub Road, B2G-LDN130.0 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Owens Scrub Road, B2G-LDN130.0 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Owens Scrub Road, B2G-LDN130.0 to Millmerran - Inglewood Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X63-X37
Road Name	Millmerran-Inglewood Road (337)
Road Section	Ch. 0.0 to Ch. 2.5
Road Authority	TMR
Road Length (m)	2500

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	59.09%	59.30%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1032	1641	1643
Heavy Vehicle %	31.94%	56.50%	56.56%
Bi-gazettal Peak Hour Volume (veh/hr)	84	135	135

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1.2

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	28	44	44
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 0.0 to Ch. 2.5**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 7 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 0.0 to Ch. 2.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 0.0 to Ch. 2.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 0.0 to Ch. 2.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran-Inglewood Road (337), Ch. 0.0 to Ch. 2.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X27-X37
Road Name	Gore Highway (28A)
Road Section	Ch. 60.8 to Ch. 63.0
Road Authority	TMR
Road Length (m)	2200

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	11.83%	11.83%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3901	4362	4362
Heavy Vehicle %	28.98%	23.25%	23.25%
Bi-gazettal Peak Hour Volume (veh/hr)	297	388	441

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	74	111	111
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	1	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 60.8 to Ch. 63.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with 10 m wide carriageway. On-street parking is evident and allowed for which may have a risk on on-street parking related crashes. Multiple driveways obtain direct access from road link which has a risk of driveway exit related crashes. Various commercial and residential uses along the road link would generate pedestrian volumes walking and crossing at numerous locations which may have an impact on pedestrian crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One multi-vehicle angle crash in dry daytime conditions resulting in a hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 60.8 to Ch. 63.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on parking and driveway exit related crashes as well as pedestrian related crashes, although adequate walkways and crossing locations are provided for. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic likely to exacerbate crash type. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 60.8 to Ch. 63.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 60.8 to Ch. 63.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 60.8 to Ch. 63.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X27-X123
Road Name	Campbell Street
Road Section	Saleyards Road to Gore Highway
Road Authority	TRC
Road Length (m)	1100

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	9.90%	9.90%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2335	2566	2566
Heavy Vehicle %	9.51%	7.00%	7.00%
Bi-gazettal Peak Hour Volume (veh/hr)	196	259	303

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	60
Lane Width (m)	9.5
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	-	-
Follower Density (follower/km/ln)	30	43	43
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Campbell Street, Saleyards Road to Gore Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with 19 m wide carriageway. On-street parking is evident and allowed for which may have a risk on on-street parking related crashes. Multiple driveways obtain direct access from road link which has a risk of driveway exit related crashes. Various commercial and residential uses along the road link would generate pedestrian volumes walking and crossing at numerous locations which may have an impact on pedestrian crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Campbell Street, Saleyards Road to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on parking and driveway exit related crashes as well as pedestrian related crashes, although adequate walkways and crossing locations are provided for. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Campbell Street, Saleyards Road to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Campbell Street, Saleyards Road to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Campbell Street, Saleyards Road to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X123-X55
Road Name	Campbell Street
Road Section	Millmerran - Inglewood Road to Saleyards Road
Road Authority	TRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	19.16%	19.16%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1381	1646	1646
Heavy Vehicle %	15.36%	9.86%	9.86%
Bi-gazettal Peak Hour Volume (veh/hr)	117	183	227

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	60
Lane Width (m)	4.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	2	23	23
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Campbell Street, Millmerran - Inglewood Road to Saleyards Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with 9 m wide carriageway. Road link is only a short section around a horizontal curve, however approach sight distances are considered sufficient and horizontal alignment radius sufficient for the implemented posted speed and design speed.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Campbell Street, Millmerran - Inglewood Road to Saleyards Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic is not expected to increase the risk on crashes on this short road link. Likelihood to remain rare.	Rare - Less than once every ten years	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Campbell Street, Millmerran - Inglewood Road to Saleyards Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Campbell Street, Millmerran - Inglewood Road to Saleyards Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Campbell Street, Millmerran - Inglewood Road to Saleyards Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X42-X123
Road Name	Saleyards Road
Road Section	Campbell Street to Gore Highway
Road Authority	TRC
Road Length (m)	2500

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	13.85%	13.85%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	385	438	438
Heavy Vehicle %	30.00%	36.44%	36.44%
Bi-gazettal Peak Hour Volume (veh/hr)	34	38	38

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	60
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.19	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Saleyards Road, Campbell Street to Gore Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with 19 m wide carriageway. On-street parking is evident and allowed for which may have a risk on on-street parking related crashes. Multiple driveways obtain direct access from road link which has a risk of driveway exit related crashes. Various commercial and residential uses along the road link would generate pedestrian volumes walking and crossing at numerous locations which may have an impact on pedestrian crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Saleyards Road, Campbell Street to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on parking and driveway exit related crashes as well as pedestrian related crashes, although adequate walkways and crossing locations are provided for. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Saleyards Road, Campbell Street to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Saleyards Road, Campbell Street to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Saleyards Road, Campbell Street to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X48-X27
Road Name	Gore Highway (28B)
Road Section	Ch. 0.0 to Ch. 0.7
Road Authority	TMR
Road Length (m)	700

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	31.10%	31.10%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2163	2836	2836
Heavy Vehicle %	38.38%	19.57%	19.57%
Bi-gazettal Peak Hour Volume (veh/hr)	169	322	419

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.8
Shoulder Width (m)	2.8

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	14	36	36
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Gore Highway (28B), Ch. 0.0 to Ch. 0.7**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with wide median strip. On-street parking is evident and allowed for which may have a risk on on-street parking related crashes. Multiple driveways obtain direct access from road link which has a risk of driveway exit related crashes. Millmerran State School and Millmerran Indoor Centre would generate pedestrian volumes walking along the link and crossing at numerous locations which may have an impact on pedestrian crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28B), Ch. 0.0 to Ch. 0.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on parking and driveway exit related crashes as well as pedestrian related crashes, although adequate walkways and crossing locations are provided for. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 0.0 to Ch. 0.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 0.0 to Ch. 0.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 0.0 to Ch. 0.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X29-X48
Road Name	Gore Highway (28B)
Road Section	Ch. 0.7 to Ch. 0.8
Road Authority	TMR
Road Length (m)	100

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	31.10%	31.10%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2163	2836	2836
Heavy Vehicle %	38.38%	19.57%	19.57%
Bi-gazettal Peak Hour Volume (veh/hr)	169	322	419

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.8
Shoulder Width (m)	2.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	3	8	8
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Gore Highway (28B), Ch. 0.7 to Ch. 0.8**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with 13 m wide carriageway. On-street parking is evident and allowed for which may have a risk on on-street parking related crashes. Multiple driveways obtain direct access from road link which has a risk of driveway exit related crashes. Various commercial and residential uses along the road link would generate pedestrian volumes walking and crossing at numerous locations which may have an impact on pedestrian crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28B), Ch. 0.7 to Ch. 0.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on parking and driveway exit related crashes as well as pedestrian related crashes, although adequate walkways and crossing locations are provided for. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 0.7 to Ch. 0.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 0.7 to Ch. 0.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 0.7 to Ch. 0.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X42-X29
Road Name	Gore Highway (28B)
Road Section	Ch. 0.8 to Ch. 1.4
Road Authority	TMR
Road Length (m)	600

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	31.10%	31.10%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2163	2836	2836
Heavy Vehicle %	38.38%	19.57%	19.57%
Bi-gazettal Peak Hour Volume (veh/hr)	169	322	419

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	110
Lane Width (m)	3.8
Shoulder Width (m)	2

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	13	33	33
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Gore Highway (28B), Ch. 0.8 to Ch. 1.4**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 8 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28B), Ch. 0.8 to Ch. 1.4**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 0.8 to Ch. 1.4**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 0.8 to Ch. 1.4**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 0.8 to Ch. 1.4**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X138-X48
Road Name	West Street
Road Section	Gore Highway to Florence Street
Road Authority	TRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	20.88%	20.88%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	107	130	130
Heavy Vehicle %	45.88%	55.85%	55.85%
Bi-gazettal Peak Hour Volume (veh/hr)	8	10	10

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	50
Lane Width (m)	11
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	0	0	0
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **West Street, Gore Highway to Florence Street**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with 24 m wide carriageway with central median. On-street parking is evident and allowed for which may have a risk on on-street parking related crashes. Multiple driveways obtain direct access from road link which has a risk of driveway exit related crashes. Various commercial and residential uses along the road link would generate pedestrian volumes walking and crossing at numerous locations which may have an impact on pedestrian crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **West Street, Gore Highway to Florence Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on parking and driveway exit related crashes as well as pedestrian related crashes, although adequate walkways and crossing locations are provided for. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **West Street, Gore Highway to Florence Street**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **West Street, Gore Highway to Florence Street**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **West Street, Gore Highway to Florence Street**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X135-X138
Road Name	West Street
Road Section	Florence Street to Six Mile Road
Road Authority	TRC
Road Length (m)	1600

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	81.56%	81.56%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	30	54	54
Heavy Vehicle %	16.00%	55.09%	55.09%
Bi-gazettal Peak Hour Volume (veh/hr)	2	4	4

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	50
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.00	0.00
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **West Street, Florence Street to Six Mile Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment consist of two sections being an urban mid-block section and rural tow-way road. the section consist of a formed sealed road with a 16 m wide urban mid-block section and 8 m wide rural carriageway with no line markings. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **West Street, Florence Street to Six Mile Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, roads with no line marking or road shoulder and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **West Street, Florence Street to Six Mile Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **West Street, Florence Street to Six Mile Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **West Street, Florence Street to Six Mile Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E3-X135
Road Name	Bligh Street
Road Section	Six Mile Road to Boral Concrete Milmerran
Road Authority	TRC
Road Length (m)	700

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	81.56%	81.56%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	30	54	54
Heavy Vehicle %	16.00%	55.09%	55.09%
Bi-gazettal Peak Hour Volume (veh/hr)	2	4	4

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.00	0.00
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Bligh Street, Six Mile Road to Boral Concrete Milmerran**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Bligh Street, Six Mile Road to Boral Concrete Milmerran**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Bligh Street, Six Mile Road to Boral Concrete Milmerran**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Bligh Street, Six Mile Road to Boral Concrete Milmerran**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Bligh Street, Six Mile Road to Boral Concrete Milmerran**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X46-X42
Road Name	Gore Highway (28B)
Road Section	Ch. 1.4 to Ch. 3.0
Road Authority	TMR
Road Length (m)	1600

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	33.56%	33.56%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2163	2889	2889
Heavy Vehicle %	38.38%	20.42%	20.42%
Bi-gazettal Peak Hour Volume (veh/hr)	169	326	423

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	110
Lane Width (m)	3.4
Shoulder Width (m)	1.2

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	32	81	81
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Gore Highway (28B), Ch. 1.4 to Ch. 3.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 8 m wide carriageway. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28B), Ch. 1.4 to Ch. 3.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 1.4 to Ch. 3.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 1.4 to Ch. 3.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 1.4 to Ch. 3.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E34-X46
Road Name	Turallin Road
Road Section	Gore Highway to Millmerran Construction Camp
Road Authority	TRC
Road Length (m)	5600

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	140.10%	140.10%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	332	797	797
Heavy Vehicle %	16.80%	1.39%	1.39%
Bi-gazettal Peak Hour Volume (veh/hr)	25	161	258

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.06	0.06
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	1	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Road Name and Section: **Turallin Road, Gore Highway to Millmerran Construction Camp**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One head on crash occurred during daylight and raining conditions. Crash resulted in hospitalisation and likely as a result of narrow carriageway in combination with minimal skid resistance during rainy conditions.	Existing	Unlikely - Once every five or ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Turallin Road, Gore Highway to Millmerran Construction Camp**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Additional Project generated traffic volume may have in impact on the increase on likelihood of such existing crashes on the road link. Slower moving heavy vehicles may increase overtaking and as such increase in probability of head on crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Turallin Road, Gore Highway to Millmerran Construction Camp**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS and other management plans and vehicle safety feature requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Turallin Road, Gore Highway to Millmerran Construction Camp**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Turallin Road, Gore Highway to Millmerran Construction Camp**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X25-X46
Road Name	Gore Highway (28B)
Road Section	Ch. 3.0 to Ch. 13.0
Road Authority	TMR
Road Length (m)	10000

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	12.07%	12.07%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2163	2424	2424
Heavy Vehicle %	38.38%	45.44%	45.44%
Bi-gazettal Peak Hour Volume (veh/hr)	169	191	191

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	110
Lane Width (m)	3
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	213	241	241
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	1	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	1	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	1	1	0
Total	**0**	**3**	**1**	**0**

Road Name and Section: **Gore Highway (28B), Ch. 3.0 to Ch. 13.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 6 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle out of control on straight crash hitting an object during darkness / night which resulted in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
4	One single vehicle off path on curve which resulted in vehicle overturning and hospitalisation. Crash occurred in darkness with no light.	Existing	Unlikely - Once every five or ten years	Major	Medium
5	One single vehicle out of control on straight crash and overturning during clear and dry daylight which resulted in medical treatment	Existing	Unlikely - Once every five or ten years	Moderate	Medium
6	One single vehicle hitting a temporary object on road during darkness which resulted in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
7					
8					

Road Name and Section: **Gore Highway (28B), Ch. 3.0 to Ch. 13.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
4	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
5	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
6	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 3.0 to Ch. 13.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
5	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
6	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 3.0 to Ch. 13.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 3.0 to Ch. 13.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X37-X34
Road Name	Gore Highway (28A)
Road Section	Ch. 53.3 to Ch. 60.8
Road Authority	TMR
Road Length (m)	7500

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	25.38%	25.44%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3901	4891	4893
Heavy Vehicle %	28.98%	30.49%	30.51%
Bi-gazettal Peak Hour Volume (veh/hr)	279	414	467

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	252	430	430
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	1	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	1	0	0
Total	**1**	**1**	**0**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 53.3 to Ch. 60.8**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	Multi-vehicle head-on crash in opposite directions of travel which resulted in a fatality. Crash occurred during clear daylight on a straight section of road where sufficient sight distance prevails. Likely cause may be inadequate visibility / overtaking from closely spaced headway.	Existing	Unlikely - Once every five or ten years	Extreme	Medium
4	One single vehicle off path on straight which resulted in vehicle overturning and hospitalisation. Crash occurred in darkness.	Existing	Unlikely - Once every five or ten years	Major	Medium
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 53.3 to Ch. 60.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicles will also have an impact. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic may increase such crash types where additional heavy vehicle volumes on the road may increase the need for overtaking. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Extreme	High
4	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 53.3 to Ch. 60.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding contractor required management plans, night and day-time TGS, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction. WCLT warrant not met.	Unlikely - Once every five or ten years	Moderate	Medium
4	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
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8				

Road Name and Section: **Gore Highway (28A), Ch. 53.3 to Ch. 60.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicles will also have an impact. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic may increase such crash types where additional heavy vehicle volumes on the road may increase the need for overtaking. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Extreme	High
4	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
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Road Name and Section: **Gore Highway (28A), Ch. 53.3 to Ch. 60.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding contractor required management plans, night and day-time TGS, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction. WCLT warrant not met.	Unlikely - Once every five or ten years	Moderate	Medium
4	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
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8				

Road Link Information

Link ID	X34-E53
Road Name	Hall Road
Road Section	B2G-LDN139.0 to Gore Highway
Road Authority	TRC
Road Length (m)	2600

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	1193.27%	1193.27%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	4	52	52
Heavy Vehicle %	56.67%	29.23%	29.23%
Bi-gazettal Peak Hour Volume (veh/hr)	0	7	10

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Hall Road, B2G-LDN139.0 to Gore Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Hall Road, B2G-LDN139.0 to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / approaching lanes and increase vehicle time spent following with overtaking related crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Hall Road, B2G-LDN139.0 to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Hall Road, B2G-LDN139.0 to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / approaching lanes and increase vehicle time spent following with overtaking related crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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8				

Road Name and Section: **Hall Road, B2G-LDN139.0 to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
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Road Link Information

Link ID	X34-X38
Road Name	Gore Highway (28A)
Road Section	Ch. 52.2 to Ch. 53.3
Road Authority	TMR
Road Length (m)	1100

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	24.61%	24.66%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3901	4861	4863
Heavy Vehicle %	28.98%	30.76%	30.79%
Bi-gazettal Peak Hour Volume (veh/hr)	279	409	459

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	38	64	64
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	1	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 52.2 to Ch. 53.3**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle off path on curve which resulted in vehicle overturning and hospitalisation. Crash occurred in darkness.	Existing	Unlikely - Once every five or ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 52.2 to Ch. 53.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicles will also have an impact. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 52.2 to Ch. 53.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 52.2 to Ch. 53.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicles will also have an impact. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 52.2 to Ch. 53.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Link Information

Link ID	E86-X38
Road Name	Millmerran - Leyburn Road (335)
Road Section	Ch. 0.0 to Ch. 2.0
Road Authority	TMR
Road Length (m)	2000

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	44.62%	44.62%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	342	495	495
Heavy Vehicle %	23.16%	28.86%	28.86%
Bi-gazettal Peak Hour Volume (veh/hr)	28	46	52

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	3
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran - Leyburn Road (335), Ch. 0.0 to Ch. 2.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran - Leyburn Road (335), Ch. 0.0 to Ch. 2.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / approaching lanes and increase vehicle time spent following with overtaking related crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran - Leyburn Road (335), Ch. 0.0 to Ch. 2.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran - Leyburn Road (335), Ch. 0.0 to Ch. 2.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / approaching lanes and increase vehicle time spent following with overtaking related crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran - Leyburn Road (335), Ch. 0.0 to Ch. 2.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E54-E86
Road Name	Millmerran - Leyburn Road (335)
Road Section	Ch. 2.0 to Ch. 2.2
Road Authority	TMR
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	35.94%	35.94%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	342	465	465
Heavy Vehicle %	23.16%	42.61%	42.61%
Bi-gazettal Peak Hour Volume (veh/hr)	28	38	38

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	3
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Millmerran - Leyburn Road (335), Ch. 2.0 to Ch. 2.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Millmerran - Leyburn Road (335), Ch. 2.0 to Ch. 2.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM movements would also impact on safety as slow speeds and wide loads may encroach the road verge / approaching lanes and increase vehicle time spent following with overtaking related crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran - Leyburn Road (335), Ch. 2.0 to Ch. 2.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran - Leyburn Road (335), Ch. 2.0 to Ch. 2.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Millmerran - Leyburn Road (335), Ch. 2.0 to Ch. 2.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X38-X33
Road Name	Gore Highway (28A)
Road Section	Ch. 47.6 to Ch. 52.2
Road Authority	TMR
Road Length (m)	4600

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	24.10%	24.16%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3901	4841	4843
Heavy Vehicle %	28.98%	31.88%	31.91%
Bi-gazettal Peak Hour Volume (veh/hr)	279	401	446

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	151	245	245
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	1	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	1	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	1	0	0
Total	**0**	**3**	**0**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 47.6 to Ch. 52.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle hitting a temporary object on road during daylight and raining conditions which resulted in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
4	One single vehicle out of control on straight crash and hitting an object during daylight and raining conditions which resulted in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 47.6 to Ch. 52.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicles will also have an impact. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
4	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 47.6 to Ch. 52.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 47.6 to Ch. 52.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicles will also have an impact. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
4	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 47.6 to Ch. 52.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				
8				

Road Link Information

Link ID	X33-X30
Road Name	Gore Highway (28A)
Road Section	Ch. 44.7 to Ch. 47.6
Road Authority	TMR
Road Length (m)	2900

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	23.38%	23.43%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3901	4813	4815
Heavy Vehicle %	28.98%	32.95%	32.98%
Bi-gazettal Peak Hour Volume (veh/hr)	279	393	431

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	95	150	150
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	1
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	1	0	0
16 - Off carriageway on straight, hit object	0	1	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**2**	**0**	**1**

Road Name and Section: **Gore Highway (28A), Ch. 44.7 to Ch. 47.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle off path on straight while making a left turn during clear daylight conditions.	Existing	Unlikely - Once every five or ten years	Major	Medium
4	One single vehicle out of control on straight crash and hitting an object during darkness which resulted in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
5	One vehicle leaving driveway onto main road crash during dusk conditions which resulted in minor injury.	Existing	Unlikely - Once every five or ten years	Minor	Low
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 44.7 to Ch. 47.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicles will also have an impact. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes.	Unlikely - Once every five or ten years	Major	Medium
4	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
5	Project traffic may increase such crash types at side road driveways where vehicles would enter the major road due to increase in traffic volume. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Minor	Medium
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 44.7 to Ch. 47.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
5	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Minor	Low
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 44.7 to Ch. 47.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicles will also have an impact. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes.	Unlikely - Once every five or ten years	Major	Medium
4	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
5	Project traffic may increase such crash types at side road driveways where vehicles would enter the major road due to increase in traffic volume. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Minor	Medium
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 44.7 to Ch. 47.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
5	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Minor	Low
6				
7				
8				

Road Link Information

Link ID	X30-E87
Road Name	Fysh Road
Road Section	B2G-LDN147.1 to Gore Highway
Road Authority	TRC
Road Length (m)	100

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	92.92%	92.92%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	95	184	184
Heavy Vehicle %	19.96%	24.63%	24.63%
Bi-gazettal Peak Hour Volume (veh/hr)	7	21	26

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Fysh Road, B2G-LDN147.1 to Gore Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Fysh Road, B2G-LDN147.1 to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Fysh Road, B2G-LDN147.1 to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Fysh Road, B2G-LDN147.1 to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Fysh Road, B2G-LDN147.1 to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X30-E56
Road Name	Gore Highway (28A)
Road Section	Ch. 43.2 to Ch. 44.7
Road Authority	TMR
Road Length (m)	1500

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	22.67%	22.73%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3901	4785	4788
Heavy Vehicle %	28.98%	34.11%	34.14%
Bi-gazettal Peak Hour Volume (veh/hr)	279	385	417

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	51	78	78
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 43.2 to Ch. 44.7**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 43.2 to Ch. 44.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicles will also have an impact. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 43.2 to Ch. 44.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 43.2 to Ch. 44.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicles will also have an impact. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 43.2 to Ch. 44.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E56-X28
Road Name	Gore Highway (28A)
Road Section	Ch. 41.7 to Ch. 43.2
Road Authority	TMR
Road Length (m)	1500

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	22.27%	22.32%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3901	4770	4772
Heavy Vehicle %	28.98%	35.51%	35.54%
Bi-gazettal Peak Hour Volume (veh/hr)	279	378	404

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	0.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	49	72	72
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	1	0	0
Total	**0**	**1**	**0**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 41.7 to Ch. 43.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 8 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One vehicle crash causing hospitalisation as the result of being struck by an external load. Incident occurred in clear, night time conditions with no lighting.	Existing	Unlikely - Once every five or ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 41.7 to Ch. 43.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicles will also have an impact. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 41.7 to Ch. 43.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 41.7 to Ch. 43.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicles will also have an impact. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 41.7 to Ch. 43.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Link Information

Link ID	X28-E111
Road Name	Dieckmann Road
Road Section	B2G-LDN150.5 to Gore Highway
Road Authority	TRC
Road Length (m)	400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	2500.23%	2500.23%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	24	627	627
Heavy Vehicle %	20.00%	75.78%	75.78%
Bi-gazettal Peak Hour Volume (veh/hr)	2	58	64

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.16	0.16
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Dieckmann Road, B2G-LDN150.5 to Gore Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Dieckmann Road, B2G-LDN150.5 to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Dieckmann Road, B2G-LDN150.5 to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Dieckmann Road, B2G-LDN150.5 to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Dieckmann Road, B2G-LDN150.5 to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E111-E4
Road Name	Dieckmann Road
Road Section	Precast Concrete Facility and Concrete Batch Plant North to B2G-LDN150.5
Road Authority	TRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	386.56%	386.56%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	24	117	117
Heavy Vehicle %	20.00%	85.64%	85.64%
Bi-gazettal Peak Hour Volume (veh/hr)	2	10	10

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.03	0.03
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Dieckmann Road, Precast Concrete Facility and Concrete Batch Plant North to B2G-LDN150.5**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Dieckmann Road, Precast Concrete Facility and Concrete Batch Plant North to B2G-LDN150.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Dieckmann Road, Precast Concrete Facility and Concrete Batch Plant North to B2G-LDN150.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Dieckmann Road, Precast Concrete Facility and Concrete Batch Plant North to B2G-LDN150.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Dieckmann Road, Precast Concrete Facility and Concrete Batch Plant North to B2G-LDN150.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X28-X47
Road Name	Gore Highway (28A)
Road Section	Ch. 41.1 to Ch. 41.7
Road Authority	TMR
Road Length (m)	600

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	19.53%	19.53%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3901	4663	4663
Heavy Vehicle %	28.98%	35.88%	35.88%
Bi-gazettal Peak Hour Volume (veh/hr)	270	354	375

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	19	26	26
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	1	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 41.1 to Ch. 41.7**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	Single out of control on curve crash resulting in hospitalisation. Crash occurred on clear, night time conditions with no lighting.	Existing	Unlikely - Once every five or ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 41.1 to Ch. 41.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic is not expected to exacerbate the existing occurrence of such single vehicle crashes. Likelihood and consequence to remain unchanged.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 41.1 to Ch. 41.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 41.1 to Ch. 41.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 41.1 to Ch. 41.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E107-X47
Road Name	Ware Street
Road Section	Gore Highway to B2G-LDN150.9
Road Authority	TRC
Road Length (m)	100

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	11.10%	11.10%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	145	161	161
Heavy Vehicle %	22.10%	30.63%	30.63%
Bi-gazettal Peak Hour Volume (veh/hr)	11	12	12

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.00	0.00
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Ware Street, Gore Highway to B2G-LDN150.9**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Refer to TIA Report Appendix AN Intersection road safety assessment for assessment of intersection spacing and associated formalisation of E107. Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Ware Street, Gore Highway to B2G-LDN150.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Ware Street, Gore Highway to B2G-LDN150.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Ware Street, Gore Highway to B2G-LDN150.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Ware Street, Gore Highway to B2G-LDN150.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X47-X146
Road Name	Gore Highway (28A)
Road Section	Ch. 38.7 to Ch. 41.1
Road Authority	TMR
Road Length (m)	2400

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	19.53%	19.53%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3901	4663	4663
Heavy Vehicle %	28.98%	35.88%	35.88%
Bi-gazettal Peak Hour Volume (veh/hr)	270	354	375

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	78	110	110
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	1	2	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**2**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 38.7 to Ch. 41.1**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle off path on curve which resulted in vehicle overturning with hospitalisation as consequence. Crash occurred in darkness conditions	Existing	Unlikely - Once every five or ten years	Major	Medium
4	One single vehicle off path on curve which resulted in vehicle overturning with medical treatment as consequence. Crash occurred in clear daylight conditions	Existing	Unlikely - Once every five or ten years	Moderate	Medium
5	One single vehicle off path on curve which resulted in vehicle overturning with medical treatment as consequence. Crash occurred in clear daylight conditions	Existing	Unlikely - Once every five or ten years	Moderate	Medium
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 38.7 to Ch. 41.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
4	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
5	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 38.7 to Ch. 41.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
5	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 38.7 to Ch. 41.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 38.7 to Ch. 41.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X146-E57
Road Name	Ware Street (N)
Road Section	B2G-LDN153.1 to Gore Highway
Road Authority	TRC
Road Length (m)	100

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	33.04%	33.04%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	317	421	421
Heavy Vehicle %	21.77%	26.22%	26.22%
Bi-gazettal Peak Hour Volume (veh/hr)	23	38	44

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4.5
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	0	1	1
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Ware Street (N), B2G-LDN153.1 to Gore Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway (9 m) with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Ware Street (N), B2G-LDN153.1 to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Ware Street (N), B2G-LDN153.1 to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Ware Street (N), B2G-LDN153.1 to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Ware Street (N), B2G-LDN153.1 to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E57-E127
Road Name	Ware Street
Road Section	Graincorp Brookstead to B2G-LDN153.1
Road Authority	TRC
Road Length (m)	1100

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	16.54%	16.54%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	317	369	369
Heavy Vehicle %	21.77%	34.81%	34.81%
Bi-gazettal Peak Hour Volume (veh/hr)	23	27	27

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	2.5
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	3	3	3
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Ware Street, Graincorp Brookstead to B2G-LDN153.1**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway (5 m) with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Ware Street, Graincorp Brookstead to B2G-LDN153.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Ware Street, Graincorp Brookstead to B2G-LDN153.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Ware Street, Graincorp Brookstead to B2G-LDN153.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Ware Street, Graincorp Brookstead to B2G-LDN153.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X146-X45
Road Name	Gore Highway (28A)
Road Section	Ch. 30.1 to Ch. 38.7
Road Authority	TMR
Road Length (m)	8600

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	19.53%	19.53%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3901	4663	4663
Heavy Vehicle %	28.98%	37.75%	37.75%
Bi-gazettal Peak Hour Volume (veh/hr)	270	349	363

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	278	378	378
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	1	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	1	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	1	0	0
18 - Off carriageway on curve	0	0	1	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**3**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 30.1 to Ch. 38.7**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle off path on straight during darkness which resulted in medical treatment.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4	One single vehicle off path on straight which resulted in vehicle overturning with hospitalisation as consequence. Crash occurred in darkness conditions	Existing	Unlikely - Once every five or ten years	Major	Medium
5	One single vehicle off path on curve which resulted in vehicle overturning with medical treatment as consequence. Crash occurred in darkness conditions	Existing	Unlikely - Once every five or ten years	Moderate	Medium
6	Multi-vehicle head-on crash in opposite directions of travel which resulted in a medical treatment. Crash occurred during daylight on a straight section of road where sufficient sight distance prevails. Likely cause may be inadequate visibility / vehicle overtaking from a position behind the vehicle where visibility is obscured.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 30.1 to Ch. 38.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
4	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
5	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
6	Project traffic may increase such crash types where additional heavy vehicle volumes on the road may increase the need for overtaking. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 30.1 to Ch. 38.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
4	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
5	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
6	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding contractor required management plans, night and day-time TGS, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction. WCLT warrant not met.	Unlikely - Once every five or ten years	Moderate	Medium
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 30.1 to Ch. 38.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 30.1 to Ch. 38.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E58-X45
Road Name	Yarranlea Road
Road Section	Gore Highway to B2G-LDN161.0
Road Authority	TRC
Road Length (m)	3400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	2063.00%	2063.00%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	139	2996	2996
Heavy Vehicle %	25.64%	91.55%	91.55%
Bi-gazettal Peak Hour Volume (veh/hr)	10	254	260

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.15	0.15
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Yarranlea Road, Gore Highway to B2G-LDN161.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes.` Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
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Road Name and Section: **Yarranlea Road, Gore Highway to B2G-LDN161.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
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8				

Road Name and Section: **Yarranlea Road, Gore Highway to B2G-LDN161.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
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4				
5				
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8				

Road Name and Section: **Yarranlea Road, Gore Highway to B2G-LDN161.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Name and Section: **Yarranlea Road, Gore Highway to B2G-LDN161.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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8				

Road Link Information

Link ID	X139-E58
Road Name	Yarranlea Road
Road Section	B2G-LDN161.0 to Desmonds Lane
Road Authority	TRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	17.98%	17.98%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	139	163	163
Heavy Vehicle %	25.64%	23.27%	23.27%
Bi-gazettal Peak Hour Volume (veh/hr)	10	15	18

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Yarranlea Road, B2G-LDN161.0 to Desmonds Lane**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Yarranlea Road, B2G-LDN161.0 to Desmonds Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Yarranlea Road, B2G-LDN161.0 to Desmonds Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Yarranlea Road, B2G-LDN161.0 to Desmonds Lane**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
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8				

Road Name and Section: **Yarranlea Road, B2G-LDN161.0 to Desmonds Lane**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E59-X139
Road Name	Desmonds Lane
Road Section	Yarranlea Road to B2G-LDN163.3
Road Authority	TRC
Road Length (m)	2900

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	129.75%	129.75%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	19	44	44
Heavy Vehicle %	2.65%	7.77%	7.77%
Bi-gazettal Peak Hour Volume (veh/hr)	1	6	9

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Desmonds Lane, Yarranlea Road to B2G-LDN163.3**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Desmonds Lane, Yarranlea Road to B2G-LDN163.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Desmonds Lane, Yarranlea Road to B2G-LDN163.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Desmonds Lane, Yarranlea Road to B2G-LDN163.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Desmonds Lane, Yarranlea Road to B2G-LDN163.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X45-X43
Road Name	Gore Highway (28A)
Road Section	Ch. 25.0 to Ch. 30.1
Road Authority	TMR
Road Length (m)	5100

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	80.98%	81.04%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3901	7060	7062
Heavy Vehicle %	28.98%	61.13%	61.14%
Bi-gazettal Peak Hour Volume (veh/hr)	288	560	569

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	175	354	354
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	1	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	1	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**1**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 25.0 to Ch. 30.1**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle off path on curve which resulted in vehicle overturning with medical treatment as consequence. Crash occurred in darkness conditions	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4	Multi-vehicle rear-end crash in the same direction of travel resulting from a vehicle decelerating and needing to turn left into side road and other vehicle traversing straight. Crash occurred during dry and clear daylight conditions. Crash may be the result of inadequate following distance.	Existing	Unlikely - Once every five or ten years	Major	Medium
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 25.0 to Ch. 30.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
4	Project traffic may increase such crash types at side road intersections where separate turn lanes are not provided (low volume roads). Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 25.0 to Ch. 30.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
4	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 25.0 to Ch. 30.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
4	Project traffic may increase such crash types at side road intersections where separate turn lanes are not provided (low volume roads). Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 25.0 to Ch. 30.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
4	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				
8				

Road Link Information

Link ID	X43-E102
Road Name	Scrubby Road
Road Section	Bland Quarry Pittsworth to Gore Highway
Road Authority	TRC
Road Length (m)	2000

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	864.45%	864.45%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	359	3458	3458
Heavy Vehicle %	39.11%	94.27%	94.27%
Bi-gazettal Peak Hour Volume (veh/hr)	27	285	285

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.22	0.22
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Scrubby Road, Bland Quarry Pittsworth to Gore Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Scrubby Road, Bland Quarry Pittsworth to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Scrubby Road, Bland Quarry Pittsworth to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Scrubby Road, Bland Quarry Pittsworth to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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Road Name and Section: **Scrubby Road, Bland Quarry Pittsworth to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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Road Link Information

Link ID	X43-X39
Road Name	Gore Highway (28A)
Road Section	Ch. 23.2 to Ch. 25.0
Road Authority	TMR
Road Length (m)	1800

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	18.99%	18.99%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3901	4642	4642
Heavy Vehicle %	28.98%	39.44%	39.44%
Bi-gazettal Peak Hour Volume (veh/hr)	270	341	350

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.3
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	59	77	77
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 23.2 to Ch. 25.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 8 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 23.2 to Ch. 25.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 23.2 to Ch. 25.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 23.2 to Ch. 25.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
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Road Name and Section: **Gore Highway (28A), Ch. 23.2 to Ch. 25.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X39-X132
Road Name	Murlaggan Road
Road Section	Kahler Road to Gore Highway
Road Authority	TRC
Road Length (m)	2900

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	123.61%	123.61%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	513	1147	1147
Heavy Vehicle %	6.33%	48.83%	48.83%
Bi-gazettal Peak Hour Volume (veh/hr)	37	98	107

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.22	0.22
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Murlaggan Road, Kahler Road to Gore Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unsealed road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Murlaggan Road, Kahler Road to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Murlaggan Road, Kahler Road to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Murlaggan Road, Kahler Road to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
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Road Name and Section: **Murlaggan Road, Kahler Road to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
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6				
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8				

Road Link Information

Link ID	X132-E88
Road Name	Murlaggan Road
Road Section	B2G-LDN164.3 to Kahler Road
Road Authority	TRC
Road Length (m)	1300

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	120.86%	120.86%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	513	1133	1133
Heavy Vehicle %	6.33%	52.33%	52.33%
Bi-gazettal Peak Hour Volume (veh/hr)	37	94	100

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.37	0.37
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Murlaggan Road, B2G-LDN164.3 to Kahler Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unsealed road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Murlaggan Road, B2G-LDN164.3 to Kahler Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Murlaggan Road, B2G-LDN164.3 to Kahler Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Murlaggan Road, B2G-LDN164.3 to Kahler Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
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6				
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Road Name and Section: **Murlaggan Road, B2G-LDN164.3 to Kahler Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E108-X132
Road Name	Kahler Road
Road Section	Murlaggan Road to B2G-LDN165.6
Road Authority	TRC
Road Length (m)	400

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	133.33%	133.33%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	16	38	38
Heavy Vehicle %	3.00%	6.06%	6.06%
Bi-gazettal Peak Hour Volume (veh/hr)	1	6	9

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Kahler Road, Murlaggan Road to B2G-LDN165.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unsealed road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Kahler Road, Murlaggan Road to B2G-LDN165.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Kahler Road, Murlaggan Road to B2G-LDN165.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Kahler Road, Murlaggan Road to B2G-LDN165.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Kahler Road, Murlaggan Road to B2G-LDN165.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X39-E89
Road Name	Gore Highway (28A)
Road Section	Ch. 21.5 to Ch. 23.2
Road Authority	TMR
Road Length (m)	1700

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	33.08%	33.08%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3901	5191	5191
Heavy Vehicle %	28.98%	49.91%	49.91%
Bi-gazettal Peak Hour Volume (veh/hr)	270	378	378

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	54	77	77
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 21.5 to Ch. 23.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 9 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 21.5 to Ch. 23.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 21.5 to Ch. 23.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 21.5 to Ch. 23.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 21.5 to Ch. 23.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E89-X40
Road Name	Gore Highway (28A)
Road Section	Ch. 20.3 to Ch. 21.5
Road Authority	TMR
Road Length (m)	1200

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	33.65%	33.65%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3901	5214	5214
Heavy Vehicle %	28.98%	48.34%	48.34%
Bi-gazettal Peak Hour Volume (veh/hr)	270	383	386

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	40	57	57
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 20.3 to Ch. 21.5**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 9 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 20.3 to Ch. 21.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 20.3 to Ch. 21.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 20.3 to Ch. 21.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 20.3 to Ch. 21.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X40-X36
Road Name	Gore Highway (28A)
Road Section	Ch. 19.0 to Ch. 20.3
Road Authority	TMR
Road Length (m)	1300

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	17.80%	17.80%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	7455	8782	8782
Heavy Vehicle %	22.03%	34.15%	34.15%
Bi-gazettal Peak Hour Volume (veh/hr)	506	623	629

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	81	99	99
LOS	A	B	B
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	1
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**1**

Road Name and Section: **Gore Highway (28A), Ch. 19.0 to Ch. 20.3**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 9 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does meets the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, no overtaking barrier line marking is provided and existing crashes negligible to warrant WCLT.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One intersection from adjacent approach crash involving a through-left movement crash. Crash occurred during clear daylight conditions and consisted of a minor injury.	Existing	Unlikely - Once every five or ten years	Minor	Low
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 19.0 to Ch. 20.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic may exacerbate such existing crashes at the crash location due to an increase in vehicle volume. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Minor	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 19.0 to Ch. 20.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Rare - Less than once every ten years	Minor	Low
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 19.0 to Ch. 20.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 19.0 to Ch. 20.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X41-X36
Road Name	Gore Highway (28A)
Road Section	Ch. 17.5 to Ch. 19.0
Road Authority	TMR
Road Length (m)	1500

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	17.99%	17.99%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	7455	8796	8796
Heavy Vehicle %	22.03%	33.36%	33.36%
Bi-gazettal Peak Hour Volume (veh/hr)	506	627	636

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	90	110	110
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 17.5 to Ch. 19.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 9 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does meets the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, no overtaking barrier line marking is provided and existing crashes negligible to warrant WCLT.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 17.5 to Ch. 19.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 17.5 to Ch. 19.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 17.5 to Ch. 19.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 17.5 to Ch. 19.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E91-X41
Road Name	Paint Mine Road
Road Section	Gore Highway to B2G-LDN173.5
Road Authority	TRC
Road Length (m)	100

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	38.10%	38.10%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	61	84	84
Heavy Vehicle %	12.50%	11.65%	11.65%
Bi-gazettal Peak Hour Volume (veh/hr)	5	9	12

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Paint Mine Road, Gore Highway to B2G-LDN173.5**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unsealed road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Paint Mine Road, Gore Highway to B2G-LDN173.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Paint Mine Road, Gore Highway to B2G-LDN173.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS and OSOM movement requirements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Paint Mine Road, Gore Highway to B2G-LDN173.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Paint Mine Road, Gore Highway to B2G-LDN173.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X41-X35
Road Name	Gore Highway (28A)
Road Section	Ch. 15.3 to Ch. 17.5
Road Authority	TMR
Road Length (m)	2200

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	18.18%	18.18%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	7455	8810	8810
Heavy Vehicle %	22.03%	32.66%	32.66%
Bi-gazettal Peak Hour Volume (veh/hr)	506	631	643

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	135	166	166
LOS	A	B	B
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	1	1	0
2 - Head-on	0	0	1	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	1	0	1
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**2**	**2**	**1**

Road Name and Section: **Gore Highway (28A), Ch. 15.3 to Ch. 17.5**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 9 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, no overtaking barrier line marking is provided and existing crashes negligible to warrant WCLT.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	Multi-vehicle rear-end crash in the same direction of travel resulting from a vehicle decelerating and needing to turn left into side road and other vehicle traversing straight. Crash occurred during dry and clear daylight conditions. Crash may be the result of inadequate following distance.	Existing	Unlikely - Once every five or ten years	Minor	Low
4	Two (2) Multi-vehicle (opposing vehicles turning) crashes which occurred in clear daylight conditions. Crash resulted in hospitalisation and included an opposing through-right crash. Existing sight distances are considered sufficient along the road link to observe approaching vehicles before making turn movements.	Existing	Unlikely - Once every five or ten years	Major	Medium
5	Multi-vehicle head-on crash in opposite directions of travel which resulted in medical treatment. Crash occurred during clear daylight on a straight section of road where sufficient sight distance prevails. Likely cause may be inadequate visibility / driver confusion when overtaking.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
6	Two (2) Multi-vehicle rear-end crash in the same direction of travel resulting from a vehicle decelerating and needing to turn left into left turn slip lane and other vehicle traversing straight. Crash occurred during dry and clear daylight conditions. Crash may be the result of inadequate following distance.	Existing	Unlikely - Once every five or ten years	Major	Medium
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 15.3 to Ch. 17.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic may increase such crash types at side road intersections where separate left turn lanes are not provided (low volume roads). Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Minor	Medium
4	Project traffic may increase such crash types at side road intersections where light vehicles may take gaps in the traffic stream at less than required headway gap acceptance standards (driver behaviour). Crashes may increase to moderate likelihood.	Moderate - Once or more per year (but less than once per week)	Major	Medium
5	Project traffic may increase such crash types where additional heavy vehicle volumes on the road may increase the need for overtaking. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
6	Project traffic may increase such crash types at side road intersections where separate left turn lanes are not provided (low volume roads). Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 15.3 to Ch. 17.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Minor	Low
4	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium
5	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding contractor required management plans, night and day-time TGS, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction. WCLT warrant not met.	Unlikely - Once every five or ten years	Moderate	Medium
6	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 15.3 to Ch. 17.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
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8				

Road Name and Section: **Gore Highway (28A), Ch. 15.3 to Ch. 17.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
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8				

Road Link Information

Link ID	E62-X35
Road Name	Linthorpe Road
Road Section	Gore Highway to B2G-LDN175.5
Road Authority	TRC
Road Length (m)	400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	2358.03%	2358.03%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	38	944	944
Heavy Vehicle %	12.93%	89.49%	89.49%
Bi-gazettal Peak Hour Volume (veh/hr)	3	81	84

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.02	-	-
Follower Density (follower/km/ln)	0	4	4
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Linthorpe Road, Gore Highway to B2G-LDN175.5**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with dashed line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Linthorpe Road, Gore Highway to B2G-LDN175.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Linthorpe Road, Gore Highway to B2G-LDN175.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Linthorpe Road, Gore Highway to B2G-LDN175.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Linthorpe Road, Gore Highway to B2G-LDN175.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X35-X32
Road Name	Gore Highway (28A)
Road Section	Ch. 11.2 to Ch. 15.3
Road Authority	TMR
Road Length (m)	4100

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	25.46%	25.46%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	7455	9353	9353
Heavy Vehicle %	22.03%	36.34%	36.34%
Bi-gazettal Peak Hour Volume (veh/hr)	506	679	694

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	259	342	342
LOS	A	B	B
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	1	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	1
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	1	0	0	0
21 - Other	0	0	0	0
Total	**2**	**0**	**0**	**1**

Road Name and Section: **Gore Highway (28A), Ch. 11.2 to Ch. 15.3**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 9 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle out of control on curve crash resulting in vehicle overturning and fatality. Crash occurred during darkness with possibility of cause being driver behaviour / fatigue.	Existing	Unlikely - Once every five or ten years	Extreme	Medium
4	Multi-vehicle head-on crash in opposite directions of travel which resulted in a fatality. Crash occurred during clear daylight on a straight section of road where sufficient sight distance prevails with solid barrier line marking. Likely cause may be inadequate visibility / opposing traffic lane encroachment.	Existing	Unlikely - Once every five or ten years	Extreme	Medium
5	One hit animal crash which occurred during darkness resulting in minor injury.	Existing	Unlikely - Once every five or ten years	Minor	Low
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 11.2 to Ch. 15.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Extreme	Medium
4	Project traffic may increase such crash types where additional heavy vehicle volumes on the road may increase the need for overtaking. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Extreme	High
5	Project traffic are not expected to have an impact on such existing single vehicle crashes, however crashes with animals may increase as Project related traffic increase. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Minor	Medium
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 11.2 to Ch. 15.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Extreme	Medium
4	WCLT is proposed to be implemented along this section of road due to the high risk rating and existing crash severity increase being High. In addition standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding contractor required management plans, night and day-time TGS, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction. WCLT warrant not met.	Unlikely - Once every five or ten years	Extreme	Medium
5	No mitigation required.	Unlikely - Once every five or ten years	Minor	Low
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 11.2 to Ch. 15.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 11.2 to Ch. 15.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X32-X145
Road Name	Linthorpe Valley Road
Road Section	Geitz Road to Gore Highway
Road Authority	TRC
Road Length (m)	2800

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	44.94%	44.94%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	123	178	178
Heavy Vehicle %	26.42%	29.76%	29.76%
Bi-gazettal Peak Hour Volume (veh/hr)	9	17	20

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Linthorpe Valley Road, Geitz Road to Gore Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Linthorpe Valley Road, Geitz Road to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Linthorpe Valley Road, Geitz Road to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Linthorpe Valley Road, Geitz Road to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Linthorpe Valley Road, Geitz Road to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X145-E92
Road Name	Geitz Road
Road Section	B2G-LDN179.0 to Linthorpe Valley Road
Road Authority	TRC
Road Length (m)	2200

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	97.56%	97.56%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	57	112	112
Heavy Vehicle %	13.90%	27.29%	27.29%
Bi-gazettal Peak Hour Volume (veh/hr)	4	12	15

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Geitz Road, B2G-LDN179.0 to Linthorpe Valley Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Geitz Road, B2G-LDN179.0 to Linthorpe Valley Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Geitz Road, B2G-LDN179.0 to Linthorpe Valley Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Geitz Road, B2G-LDN179.0 to Linthorpe Valley Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Geitz Road, B2G-LDN179.0 to Linthorpe Valley Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X32-X26
Road Name	Gore Highway (28A)
Road Section	Ch. 7.7 to Ch. 11.2
Road Authority	TMR
Road Length (m)	3500

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	25.65%	25.65%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	7455	9367	9367
Heavy Vehicle %	22.03%	35.71%	35.71%
Bi-gazettal Peak Hour Volume (veh/hr)	506	683	701

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	214	282	282
LOS	A	B	B
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	1	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 7.7 to Ch. 11.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 9 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, no overtaking barrier line marking is provided and existing crashes negligible to warrant WCLT.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	Multi-vehicle head-on crash in opposite directions of travel which resulted in hospitalisation. Crash occurred during clear daylight on a straight section of road where sufficient sight distance prevails with solid barrier line marking. Likely cause may be inadequate visibility / opposing traffic lane encroachment.	Existing	Unlikely - Once every five or ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 7.7 to Ch. 11.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic may increase such crash types where additional heavy vehicle volumes on the road may increase the need for overtaking. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 7.7 to Ch. 11.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding contractor required management plans, night and day-time TGS, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction. WCLT warrant not met.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 7.7 to Ch. 11.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 7.7 to Ch. 11.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X26-E93
Road Name	Bushy Lane
Road Section	B2G-LDN183.0 to Gore Highway
Road Authority	TRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	56.47%	56.47%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	123	193	193
Heavy Vehicle %	4.24%	14.43%	14.43%
Bi-gazettal Peak Hour Volume (veh/hr)	9	20	26

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.04	0.04
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Bushy Lane, B2G-LDN183.0 to Gore Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unsealed road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Bushy Lane, B2G-LDN183.0 to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Bushy Lane, B2G-LDN183.0 to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Bushy Lane, B2G-LDN183.0 to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Bushy Lane, B2G-LDN183.0 to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X26-X24
Road Name	Gore Highway (28A)
Road Section	Ch. 6.7 to Ch. 7.7
Road Authority	TMR
Road Length (m)	1000

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	26.13%	26.13%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	7455	9403	9403
Heavy Vehicle %	22.03%	34.62%	34.62%
Bi-gazettal Peak Hour Volume (veh/hr)	506	692	716

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	67	89	89
LOS	A	B	B
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	1	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**1**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 6.7 to Ch. 7.7**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 9 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, no overtaking barrier line marking is provided and existing crashes negligible to warrant WCLT.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One multi-vehicle angle crash in dry daytime conditions resulting in medical treatment.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 6.7 to Ch. 7.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic likely to exacerbate crash type.Crashes may increase to moderate likelihood.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 6.7 to Ch. 7.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Moderate	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 6.7 to Ch. 7.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 6.7 to Ch. 7.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E63-X24
Road Name	Biddeston Southbrook Road
Road Section	Gore Highway to B2G-LDN183.8
Road Authority	TRC
Road Length (m)	300

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	128.60%	128.60%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	227	519	519
Heavy Vehicle %	8.78%	50.50%	50.50%
Bi-gazettal Peak Hour Volume (veh/hr)	16	43	46

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.03	0.03
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Biddeston Southbrook Road, Gore Highway to B2G-LDN183.8**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Biddeston Southbrook Road, Gore Highway to B2G-LDN183.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Biddeston Southbrook Road, Gore Highway to B2G-LDN183.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Biddeston Southbrook Road, Gore Highway to B2G-LDN183.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Biddeston Southbrook Road, Gore Highway to B2G-LDN183.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X24-E94
Road Name	Gore Highway (28A)
Road Section	Ch. 5.4 to Ch. 6.7
Road Authority	TMR
Road Length (m)	1300

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	26.32%	26.32%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	7455	9417	9417
Heavy Vehicle %	22.03%	34.10%	34.10%
Bi-gazettal Peak Hour Volume (veh/hr)	506	696	723

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	75	100	100
LOS	A	B	B
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 5.4 to Ch. 6.7**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 9 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, no overtaking barrier line marking is provided and existing crashes negligible to warrant WCLT.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 5.4 to Ch. 6.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 5.4 to Ch. 6.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 5.4 to Ch. 6.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 5.4 to Ch. 6.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X23-E64
Road Name	Athol School Road
Road Section	B2G-LDN188.2 to Gore Highway
Road Authority	TRC
Road Length (m)	1000

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	374.46%	374.46%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	315	1495	1495
Heavy Vehicle %	12.52%	75.01%	75.01%
Bi-gazettal Peak Hour Volume (veh/hr)	21	126	131

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.09	0.09
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Athol School Road, B2G-LDN188.2 to Gore Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway with no line marking and no shoulders. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road does not have a road shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Athol School Road, B2G-LDN188.2 to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Athol School Road, B2G-LDN188.2 to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Athol School Road, B2G-LDN188.2 to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Athol School Road, B2G-LDN188.2 to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E94-X23
Road Name	Gore Highway (28A)
Road Section	Ch. 2.2 to Ch. 5.4
Road Authority	TMR
Road Length (m)	3200

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	26.70%	26.70%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	7455	9445	9445
Heavy Vehicle %	22.03%	33.14%	33.14%
Bi-gazettal Peak Hour Volume (veh/hr)	506	704	737

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	200	268	268
LOS	A	B	B
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	1	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**1**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 2.2 to Ch. 5.4**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 9 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, no overtaking barrier line marking is provided and existing crashes negligible to warrant WCLT.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	Multi-vehicle rear-end crash in the same direction of travel during darkness resulting from queueing at portable traffic lights during construction work. Crash may be the result of inadequate visibility duirng night time to observe vehicle queueing.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 2.2 to Ch. 5.4**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to impact such crash types at the given location as a result of completed road works.	Unlikely - Once every five or ten years	Moderate	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 2.2 to Ch. 5.4**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 2.2 to Ch. 5.4**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 2.2 to Ch. 5.4**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X23-X44
Road Name	Gore Highway (28A)
Road Section	Ch. 0.0 to Ch. 2.2
Road Authority	TMR
Road Length (m)	2200

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	15.60%	15.60%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	7455	8618	8618
Heavy Vehicle %	22.03%	26.02%	26.02%
Bi-gazettal Peak Hour Volume (veh/hr)	524	659	697

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	3

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	139	165	165
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Gore Highway (28A), Ch. 0.0 to Ch. 2.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 14 m wide carriageway on the mainline section and a 10 m wide carriageway on the single lane overpass section. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, wire rope median fencing is provided along the main section of road.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Gore Highway (28A), Ch. 0.0 to Ch. 2.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 0.0 to Ch. 2.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 0.0 to Ch. 2.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28A), Ch. 0.0 to Ch. 2.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X44-J4
Road Name	Toowoomba Second Range Crossing (319B)
Road Section	Ch. 4.1 to Ch. 13
Road Authority	Transurban
Road Length (m)	9000

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	27.43%	27.43%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3518	4483	4483
Heavy Vehicle %	57.18%	65.80%	65.80%
Bi-gazettal Peak Hour Volume (veh/hr)	257	337	337

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	3.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	-	-
Follower Density (follower/km/ln)	359	449	449
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	1	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**1**	**0**

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 4.1 to Ch. 13**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 14 m wide carriageway on the mainline section. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, wire rope median fencing as well as WCLT are provided along the road link. The road link also provides for emergency stopping bays.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	Multi-vehicle rear-end crash in the same direction of travel during clear daylight conditions. Crash may be the result of inadequate follower headway with combination of slow reaction times and front vehicle braking / decelerating.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 4.1 to Ch. 13**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic may increase such crash types due to slower speed heavy vehicles, increased percent time spent following, increase in increase in closely spaced follower headway. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 4.1 to Ch. 13**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Moderate	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 4.1 to Ch. 13**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 4.1 to Ch. 13**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	J4-J3
Road Name	Toowoomba Second Range Crossing (319B)
Road Section	Ch. 3.2 to Ch. 4.1
Road Authority	Transurban
Road Length (m)	900

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	23.43%	23.43%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3518	4342	4342
Heavy Vehicle %	57.18%	64.76%	64.76%
Bi-gazettal Peak Hour Volume (veh/hr)	257	325	325

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1.6

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	-	-
Follower Density (follower/km/ln)	34	42	42
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 3.2 to Ch. 4.1**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway on the mainline section. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, WCLT are provided along the road link.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 3.2 to Ch. 4.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 3.2 to Ch. 4.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 3.2 to Ch. 4.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 3.2 to Ch. 4.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X71-X76
Road Name	Toowoomba-Cecil Plains Road (324)
Road Section	Ch. 10.3 to Ch. 12.1
Road Authority	TMR
Road Length (m)	1800

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	5.64%	5.64%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	5670	5990	5990
Heavy Vehicle %	17.00%	19.35%	19.35%
Bi-gazettal Peak Hour Volume (veh/hr)	437	473	482

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	2

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	83	89	89
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	1	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**1**	**0**

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 10.3 to Ch. 12.1**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 9 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and asociated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, no overtaking barrier line marking is provided and Existing crashes negligable to warrant WCLT.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	Multi-vehicle rear-end crash in the same direction of travel resulting from a vehicle decelerating and other vehicle traversing straight. Crash occurred during dry and clear daylight conditions and resulted in medical treatment. Crash may be the result of inadequate following distance / slow driver reaction times due to fatigue / driver not observing decelerating vehicle.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 10.3 to Ch. 12.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic may increase such crash types at side road intersections where separate turn lanes are not provided (low volume roads). Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 10.3 to Ch. 12.1**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required to adress current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implimented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Moderate	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 10.3 to Ch. 12.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 10.3 to Ch. 12.1**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X72-X71
Road Name	Toowoomba-Cecil Plains Road (324)
Road Section	Ch. 12.1 to Ch. 14.5
Road Authority	TMR
Road Length (m)	2400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	8.96%	8.96%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	5670	6179	6179
Heavy Vehicle %	17.00%	21.86%	21.86%
Bi-gazettal Peak Hour Volume (veh/hr)	437	489	497

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	115	128	128
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	1	1	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	1	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	1	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**3**	**1**	**0**

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 12.1 to Ch. 14.5**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 8 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and asociated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, overtaking opportunities are managed by longtitudinal line marking and Existing crashes negligable to warrant WCLT.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle out of control on curve crash resulting in vehicle hitting an object with hospitalisation. Crash occurred during dawn/dusk with possibility of cause being driver behaviour / fatigue/ speeding.	Existing	Unlikely - Once every five or ten years	Major	Medium
4	Multi-vehicle head-on crash in opposite directions of travel which resulted in hospitalisation. Crash occurred during dusk/dawn on a straight section of road where sufficient sight distance prevails with passing opportunity. Likely cause may be inadequate visibility / opposing traffic lane encroachment.	Existing	Unlikely - Once every five or ten years	Major	Medium
5	Multi-vehicle head-on crash in opposite directions of travel which resulted in medical treatment. Crash occurred during clear daylight on a straight section of road where sufficient sight distance prevails with passing opportunity. Likely cause may be inadequate visibility / opposing traffic lane encroachment.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
6	Multi-vehicle rear-end crash in the same direction of travel resulting from a vehicle decelerating and needing to turn right into side road and other vehicle traversing straight. Crash occurred during dry and clear daylight conditions. Crash may be the result of inadequate following distance / slow driver reaction times due to fatigue / driver not observing stopped vehicle.	Existing	Unlikely - Once every five or ten years	Major	Medium
7					

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 12.1 to Ch. 14.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
4	Project traffic may increase such crash types where additional heavy vehicle volumes on the road may increase the need for overtaking. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
5	Project traffic may increase such crash types where additional heavy vehicle volumes on the road may increase the need for overtaking. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
6	Project traffic may increase such crash types at side road intersections where separate left turn lanes are not provided (low volume roads). Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
7				
8				

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 12.1 to Ch. 14.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4	No mitigations required, however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding contractor required management plans, night and day-time TGS, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium
5	No mitigations required, however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding contractor required management plans, night and day-time TGS, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Moderate	Medium
6	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium
7				
8				

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 12.1 to Ch. 14.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 12.1 to Ch. 14.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	J1-X72
Road Name	Brimblecombe Road
Road Section	Toowoomba - Cecil Plains Road to Brimblecombe Road
Road Authority	TRC
Road Length (m)	2100

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	86.01%	86.01%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	129	240	240
Heavy Vehicle %	26.86%	29.18%	29.18%
Bi-gazettal Peak Hour Volume (veh/hr)	14	29	35

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Brimblecombe Road, Toowoomba - Cecil Plains Road to Brimblecombe Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unsealed road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Brimblecombe Road, Toowoomba - Cecil Plains Road to Brimblecombe Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Brimblecombe Road, Toowoomba - Cecil Plains Road to Brimblecombe Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Brimblecombe Road, Toowoomba - Cecil Plains Road to Brimblecombe Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Brimblecombe Road, Toowoomba - Cecil Plains Road to Brimblecombe Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E31-J1
Road Name	Brimblecombe Road
Road Section	Brimblecombe Road to WL 194467R
Road Authority	TRC
Road Length (m)	600

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	58.62%	58.62%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	133	212	212
Heavy Vehicle %	26.86%	48.91%	48.91%
Bi-gazettal Peak Hour Volume (veh/hr)	14	20	20

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Brimblecombe Road, Brimblecombe Road to WL 194467R**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unsealed road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Brimblecombe Road, Brimblecombe Road to WL 194467R**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
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7				
8				

Road Name and Section: **Brimblecombe Road, Brimblecombe Road to WL 194467R**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Brimblecombe Road, Brimblecombe Road to WL 194467R**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Brimblecombe Road, Brimblecombe Road to WL 194467R**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X77-X72
Road Name	Toowoomba-Cecil Plains Road (324)
Road Section	Ch. 14.5 to Ch. 16.3
Road Authority	TMR
Road Length (m)	1800

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	20.68%	20.68%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2693	3250	3250
Heavy Vehicle %	19.11%	28.08%	28.08%
Bi-gazettal Peak Hour Volume (veh/hr)	284	334	336

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.3
Shoulder Width (m)	0.8

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	67	77	77
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	2	1	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**2**	**1**	**0**

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 14.5 to Ch. 16.3**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 8 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, overtaking opportunities are managed by longitudinal line marking and Existing crashes negligible to warrant WCLT.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	Three single vehicle off carriageway on straight crashes. Two crashes resulting in vehicle hitting an object with hospitalisation as consequences. One crash resulting in medical treatment as consequence. Crashed both occurred during darkness with possibility of cause being driver behaviour / fatigue/ speeding.	Existing	Unlikely - Once every five or ten years	Major	Medium
4					
5					
6					
7					

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 14.5 to Ch. 16.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
4	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 14.5 to Ch. 16.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
4	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
5				
6				
7				
8				

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 14.5 to Ch. 16.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 14.5 to Ch. 16.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X75-X78
Road Name	Toowoomba-Cecil Plains Road (324)
Road Section	Ch. 8.3 to Ch. 9.2
Road Authority	TMR
Road Length (m)	900

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	5.02%	5.02%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3377	3546	3546
Heavy Vehicle %	19.72%	23.76%	23.76%
Bi-gazettal Peak Hour Volume (veh/hr)	299	313	313

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	29	31	31
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	1	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 8.3 to Ch. 9.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 7 m wide carriageway and no shoulder shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has no shoulder which may have an impact on available vehicle recovery area and asociated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One Multi-vehicle (opposing vehicles turning) crashes which occurred in clear daylight conditions. Crash resulted in hospitalisation and included an opposing through-right crash. Existing sight distances are considered sufficient along the road link to observe approaching vehicles before making turn movements.	Existing	Unlikely - Once every five or ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 8.3 to Ch. 9.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic may increase such crash types at side road intersections where light vehicles may take gaps in the traffic stream at less than required headway gap acceptance standards (driver behaviour). Crashes may increase to moderate likelihood.	Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 8.3 to Ch. 9.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 8.3 to Ch. 9.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba-Cecil Plains Road (324), Ch. 8.3 to Ch. 9.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X78-X137
Road Name	Wellcamp Westbrook Road
Road Section	Drayton Wellcamp Road to Toowoomba - Cecil Plains Road
Road Authority	TRC
Road Length (m)	900

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	9.32%	9.32%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1723	1883	1883
Heavy Vehicle %	24.00%	31.25%	31.25%
Bi-gazettal Peak Hour Volume (veh/hr)	149	162	162

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	13	14	14
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Wellcamp Westbrook Road, Drayton Wellcamp Road to Toowoomba - Cecil Plains Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 7 m wide carriageway and no shoulder shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has no shoulder which may have an impact on available vehicle recovery area and asociated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Wellcamp Westbrook Road, Drayton Wellcamp Road to Toowoomba - Cecil Plains Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Wellcamp Westbrook Road, Drayton Wellcamp Road to Toowoomba - Cecil Plains Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Wellcamp Westbrook Road, Drayton Wellcamp Road to Toowoomba - Cecil Plains Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Wellcamp Westbrook Road, Drayton Wellcamp Road to Toowoomba - Cecil Plains Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	J5-M4
Road Name	Toowoomba Second Range Crossing (319B)
Road Section	Ch. 0.0 to Ch. 0.6
Road Authority	Transurban
Road Length (m)	600

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2026
Peak Impact Year - 5% Volume Comparison	6.67%	25.63%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3518	3753	4420
Heavy Vehicle %	57.18%	59.65%	54.73%
Bi-gazettal Peak Hour Volume (veh/hr)	257	276	385

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	24	25	24
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 0.0 to Ch. 0.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway on the mainline section. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, WCLT are provided along the road link including guardrails along both sides of the roadside shoulder.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 0.0 to Ch. 0.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 0.0 to Ch. 0.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 0.0 to Ch. 0.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 0.0 to Ch. 0.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
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Road Link Information

Link ID	**J5-X141**
Road Name	**Toowoomba Second Range Crossing Off-Ramp**
Road Section	**Ch. 0 to Ch. 0.6**
Road Authority	Transurban
Road Length (m)	600

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	23.26%	23.26%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1267	1561	1561
Heavy Vehicle %	57.18%	65.82%	65.82%
Bi-gazettal Peak Hour Volume (veh/hr)	97	122	97

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.16	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	FAIL	FAIL - No intersections along road section	FAIL - No intersections along road section

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Toowoomba Second Range Crossing Off-Ramp, Ch. 0 to Ch. 0.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed off ramp with a 10 m wide carriageway. Horizontal and vertical alignment is considered appropriate for the design speed and guardrails are provided along both sides of the roadside shoulder including wide shoulder for vehicle recovery. Sufficient approach sight distance is considered available to observe intersection at end of off-ramp. No existing safety issues identified.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Road Name and Section: **Toowoomba Second Range Crossing Off-Ramp, Ch. 0 to Ch. 0.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic is not expected to significantly worsen existing safety conditions. OSOM vehicle will have an impact due to larger and heavier loads being transported which may encroach onto the shoulder and associated road side infrastructure. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing Off-Ramp, Ch. 0 to Ch. 0.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing Off-Ramp, Ch. 0 to Ch. 0.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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Road Name and Section: **Toowoomba Second Range Crossing Off-Ramp, Ch. 0 to Ch. 0.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Link Information

Link ID	**E30-X82**
Road Name	**Steger Road**
Road Section	**Warrego Highway to New Hope Recycled Water Pipeline**
Road Authority	TRC
Road Length (m)	1400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	10.82%	10.82%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1757	1948	1948
Heavy Vehicle %	21.35%	23.71%	23.71%
Bi-gazettal Peak Hour Volume (veh/hr)	138	160	166

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1.2

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.12	-	-
Follower Density (follower/km/ln)	28	31	31
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Steger Road, Warrego Highway to New Hope Recycled Water Pipeline**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 8 m wide carriageway and no shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Steger Road, Warrego Highway to New Hope Recycled Water Pipeline**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Steger Road, Warrego Highway to New Hope Recycled Water Pipeline**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Steger Road, Warrego Highway to New Hope Recycled Water Pipeline**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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Road Name and Section: **Steger Road, Warrego Highway to New Hope Recycled Water Pipeline**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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Road Link Information

Link ID	X147-E30
Road Name	Steger Road
Road Section	New Hope Recycled Water Pipeline to Draper Road
Road Authority	TRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	5.04%	5.04%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1757	1846	1846
Heavy Vehicle %	21.35%	21.56%	21.56%
Bi-gazettal Peak Hour Volume (veh/hr)	138	152	157

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1.2

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Steger Road, New Hope Recycled Water Pipeline to Draper Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway and no shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Steger Road, New Hope Recycled Water Pipeline to Draper Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Steger Road, New Hope Recycled Water Pipeline to Draper Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Steger Road, New Hope Recycled Water Pipeline to Draper Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
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6				
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8				

Road Name and Section: **Steger Road, New Hope Recycled Water Pipeline to Draper Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
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Road Link Information

Link ID	E113-X147
Road Name	Draper Road
Road Section	Steger Road to B2G-FBW206.9
Road Authority	TRC
Road Length (m)	1100

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	52.63%	52.63%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	54	82	82
Heavy Vehicle %	8.50%	5.36%	5.36%
Bi-gazettal Peak Hour Volume (veh/hr)	4	12	18

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	60
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	-	-
Follower Density (follower/km/ln)	1	1	1
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Draper Road, Steger Road to B2G-FBW206.9**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway and no shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Draper Road, Steger Road to B2G-FBW206.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Draper Road, Steger Road to B2G-FBW206.9**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Draper Road, Steger Road to B2G-FBW206.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Draper Road, Steger Road to B2G-FBW206.9**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X130-X81
Road Name	Leesons Road
Road Section	Warrego Highway to Steger Road
Road Authority	TRC
Road Length (m)	1300

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	336.77%	336.77%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	88	383	383
Heavy Vehicle %	10.91%	50.68%	50.68%
Bi-gazettal Peak Hour Volume (veh/hr)	7	37	43

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.02	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Leesons Road, Warrego Highway to Steger Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway and no shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Leesons Road, Warrego Highway to Steger Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Leesons Road, Warrego Highway to Steger Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Leesons Road, Warrego Highway to Steger Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Leesons Road, Warrego Highway to Steger Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E96-X130
Road Name	Leesons Road
Road Section	Steger Road to B2G-LDN206.3
Road Authority	TRC
Road Length (m)	1400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	350.47%	350.47%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	88	395	395
Heavy Vehicle %	10.91%	51.83%	51.83%
Bi-gazettal Peak Hour Volume (veh/hr)	7	38	44

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.02	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	1	0
21 - Other	0	0	0	0
Total	**0**	**0**	**1**	**0**

Road Name and Section: **Leesons Road, Steger Road to B2G-LDN206.3**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a narrow carriageway and no shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle out of control on curve crash resulting in vehicle hitting an object with medical treatment as consequence. Crash occurred during clear daylight conditions. Possibility of cause being driver behaviour / fatigue/ speeding.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Leesons Road, Steger Road to B2G-LDN206.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Leesons Road, Steger Road to B2G-LDN206.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Minor Injury	
4				
5				
6				
7				
8				

Road Name and Section: **Leesons Road, Steger Road to B2G-LDN206.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Leesons Road, Steger Road to B2G-LDN206.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E70-X79
Road Name	Chamberlain Road
Road Section	Warrego Highway to B2G-LDN204.2
Road Authority	TRC
Road Length (m)	1200

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	101.34%	101.34%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	21	43	43
Heavy Vehicle %	20.00%	13.96%	13.96%
Bi-gazettal Peak Hour Volume (veh/hr)	2	6	9

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Chamberlain Road, Warrego Highway to B2G-LDN204.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Chamberlain Road, Warrego Highway to B2G-LDN204.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Chamberlain Road, Warrego Highway to B2G-LDN204.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Chamberlain Road, Warrego Highway to B2G-LDN204.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Chamberlain Road, Warrego Highway to B2G-LDN204.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X86-M13
Road Name	Kingsthorpe Haden Road
Road Section	Kingsthorpe Haden Overpass to Warrego Highway
Road Authority	TRC
Road Length (m)	400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	13.56%	13.56%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2045	2322	2322
Heavy Vehicle %	7.13%	17.90%	17.90%
Bi-gazettal Peak Hour Volume (veh/hr)	166	192	218

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.05	-	-
Follower Density (follower/km/ln)	16	19	19
LOS	A	A	A
Gap Acceptance Appropriate?	FAIL	FAIL - No intersections along road section	FAIL - No intersections along road section

OSOM Movements?	0

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	1	0	1
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**1**

Road Name and Section: **Kingsthorpe Haden Road, Kingsthorpe Haden Overpass to Warrego Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 7 m wide carriageway and no shoulder. Two sideswipe crashes recorded in the last five years. One crash resulted in hospitalisation and the other resulted in minor injury. Both crashes happened during clear daylight conditions. The road has a narrow shoulder, which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Kingsthorpe Haden Road, Kingsthorpe Haden Overpass to Warrego Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Kingsthorpe Haden Road, Kingsthorpe Haden Overpass to Warrego Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Kingsthorpe Haden Road, Kingsthorpe Haden Overpass to Warrego Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Kingsthorpe Haden Road, Kingsthorpe Haden Overpass to Warrego Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X87-X86
Road Name	Kingsthorpe Overpass
Road Section	Warrego Highway Off Ramp to Kingsthorpe Haden Road
Road Authority	TRC
Road Length (m)	600

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	12.80%	12.80%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2165	2443	2443
Heavy Vehicle %	7.13%	17.82%	17.82%
Bi-gazettal Peak Hour Volume (veh/hr)	167	193	219

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	60
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.05	-	-
Follower Density (follower/km/ln)	23	27	27
LOS	A	A	A
Gap Acceptance Appropriate?	FAIL	FAIL - No intersections along road section	FAIL - No intersections along road section

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Kingsthorpe Overpass, Warrego Highway Off Ramp to Kingsthorpe Haden Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 9 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Kingsthorpe Overpass, Warrego Highway Off Ramp to Kingsthorpe Haden Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Kingsthorpe Overpass, Warrego Highway Off Ramp to Kingsthorpe Haden Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Kingsthorpe Overpass, Warrego Highway Off Ramp to Kingsthorpe Haden Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Kingsthorpe Overpass, Warrego Highway Off Ramp to Kingsthorpe Haden Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	**M4-M5**
Road Name	**Toowoomba Second Range Crossing (319A)**
Road Section	**Ch. 0.0 to Ch. 26.8**
Road Authority	Transurban
Road Length (m)	26900

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2026
Peak Impact Year - 5% Volume Comparison	6.67%	25.63%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3518	3753	4420
Heavy Vehicle %	57.18%	59.65%	54.73%
Bi-gazettal Peak Hour Volume (veh/hr)	257	276	385

Number of Lanes	4
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	7
Shoulder Width (m)	2

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	1	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	2	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	1	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**4**	**0**	**0**

Road Name and Section: **Toowoomba Second Range Crossing (319A), Ch. 0.0 to Ch. 26.8**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a variation of carriageway width, designed to standards. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, WCLT and median barriers are provided along the road link including guardrails along both sides of the roadside shoulder. Multiple lanes per direction might increase the risk on side swipe, rear end or overtaking same direction crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle out of control on straight crash resulting in vehicle hitting an object with hospitalisation as consequence. Crash occurred during dawn/dusk with possibility of cause being driver behaviour / fatigue/ speeding.	Existing	Unlikely - Once every five or ten years	Major	Medium
4	Multi-vehicle head-on crash in opposite directions of travel which resulted in hospitalisation. Crash occurred during clear daylight on a curved section of road where a motorcycle collided with a car. Likely cause may be travelling on wrong side of road as a median barrier is provided.	Existing	Unlikely - Once every five or ten years	Major	Medium
5	Multi-vehicle rear-end crash in the same direction of travel resulting from a vehicle decelerating and other vehicle traversing straight. Crash occurred during dry and clear daylight conditions. Crash may be the result of inadequate following distance / slow driver reaction times due to fatigue / driver not observing stopped vehicle.	Existing	Unlikely - Once every five or ten years	Major	Medium
6	Multi-vehicle rear-end crash in the same direction of travel resulting from a vehicle decelerating and other vehicle traversing straight. Crash occurred during dry and clear daylight conditions. Crash may be the result of inadequate following distance / slow driver reaction times due to fatigue / driver not observing stopped vehicle.	Existing	Unlikely - Once every five or ten years	Major	Medium
7					
8					

Road Name and Section: **Toowoomba Second Range Crossing (319A), Ch. 0.0 to Ch. 26.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic is not expected to have an impact of worsening of existing safety conditions. However, likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
4	Project traffic may increase such crash types where additional heavy vehicle volumes on the road may increase the need for overtaking. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
5	Project traffic may increase such crash types at side road intersections where separate left turn lanes are not provided (low volume roads). Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
6	Project traffic may increase such crash types at side road intersections where separate left turn lanes are not provided (low volume roads). Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing (319A), Ch. 0.0 to Ch. 26.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4	No mitigations required, however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding contractor required management plans, night and day-time TGS, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium
5	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium
6	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing (319A), Ch. 0.0 to Ch. 26.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic is not expected to have an impact of worsening of existing safety conditions. However, likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
4	Project traffic may increase such crash types where additional heavy vehicle volumes on the road may increase the need for overtaking. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
5	Project traffic may increase such crash types at side road intersections where separate left turn lanes are not provided (low volume roads). Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
6	Project traffic may increase such crash types at side road intersections where separate left turn lanes are not provided (low volume roads). Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing (319A), Ch. 0.0 to Ch. 26.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4	No mitigations required, however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding contractor required management plans, night and day-time TGS, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium
5	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium
6	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium
7				
8				

Road Link Information

Link ID	X44-X22
Road Name	Toowoomba - Athol Road (316)
Road Section	Ch. 2.1 to Ch. 16.8
Road Authority	TMR
Road Length (m)	14700

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	5.31%	5.31%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3725	3923	3923
Heavy Vehicle %	11.87%	11.33%	11.33%
Bi-gazettal Peak Hour Volume (veh/hr)	322	377	415

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	2

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	574	605	605
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	2	3	0
2 - Head-on	0	1	0	0
3 - Opposing vehicle turning	0	2	1	0
4 - Rear-end	0	3	3	1
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	1	1	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	2	1	0
20 - Out-of-control on curve	0	0	2	0
21 - Other	0	1	1	0
Total	**0**	**12**	**12**	**1**

Road Name and Section: **Toowoomba - Athol Road (316), Ch. 2.1 to Ch. 16.8**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a variation of carriageway width, designed to standards with the average being 9 m wide. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	Five (5) Multi-vehicle (intersecting from adjacent approach) crashes have occurred on the road link. The crashes included 3 medical treatment and 2 hospitalisation. Existing sight distances are considered sufficient along the road link to observe approaching vehicles before making turn movements.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
4	One multi-vehicle head-on crash in opposite directions of travel which resulted in hospitalisation. Crash occurred during clear daylight on a straight section of road where sufficient sight distance prevails with solid barrier line marking. Likely cause may be inadequate visibility / opposing traffic lane encroachment.	Existing	Unlikely - Once every five or ten years	Major	Medium
5	Three (3) Multi-vehicle (opposing vehicles turning) crashes have occurred on the road link. The crashes included 1 medical treatment and 2 hospitalisation. Existing sight distances are considered sufficient along the road link to observe approaching vehicles before making turn movements.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
6	Seven (7) rear end crashes occurred on the road link mainly as a result of numerous driveways accessing the road link and vehicles slowing down / stopping to access the driveways and through movement vehicles colliding with stopped vehicles. This mainly occurs along one lane per direction sections.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
7	Two (2) single vehicle out of control on straight crashes resulting in vehicle hitting an object with hospitalisation and medical treatment as consequence. Possibility of cause being driver behaviour / fatigue/ speeding.	Existing	Unlikely - Once every five or ten years	Major	Medium
8	Two (2) single vehicle out of control on curve crashes resulting in hospitalisation and medical treatment as consequence. Possibility of cause being driver behaviour / fatigue/ speeding.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
9	Three (3) single vehicle off carriageway on curve crashes resulting in vehicle hitting an object with hospitalisation and medical treatment as consequence. Possibility of cause being driver behaviour / fatigue/ speeding.	Existing	Unlikely - Once every five or ten years	Major	Medium
10	Two (2) other related crashes such as vehicle leaving driveway with hospitalisation and medical treatment as result.	Existing	Unlikely - Once every five or ten years	Major	Medium

Road Name and Section: **Toowoomba - Athol Road (316), Ch. 2.1 to Ch. 16.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic is not expected to have an impact of worsening of existing safety conditions. However, likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic may increase such crash types at side road intersections where light vehicles may take gaps in the traffic stream at less than required headway gap acceptance standards (driver behaviour). Crashes may increase to likely.	Likely - Once or more per week	Major	High
4	Project traffic may increase such crash types where additional heavy vehicle volumes on the road may increase the need for overtaking. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
5	Project traffic may increase such crash types at side road intersections where light vehicles may take gaps in the traffic stream at less than required headway gap acceptance standards (driver behaviour). Crashes may increase to likely.	Likely - Once or more per week	Major	High
6	Rear-end crashes may be exacerbated as a result of the Project due to slower moving vehicles requiring longer stopping distances and faster reaction times when travelling behind light vehicles wanting to enter driveways / accesses. Likelihood may increase to likely.	Likely - Once or more per week	Major	High
7	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
8	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
9	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
10	Such crashes may be exacerbated as a result of the Project due to slower moving vehicles requiring longer stopping distances and faster reaction times when vehicles leave driveways at less than required gap acceptance standards (5 seconds). Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium

Road Name and Section: **Toowoomba - Athol Road (316), Ch. 2.1 to Ch. 16.8**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Moderate - Once or more per year (but less than once per week)	Major	Medium
4	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding contractor required management plans, night and day-time TGS, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction. WCLT warrant not met.	Unlikely - Once every five or ten years	Major	Medium
5	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Moderate - Once or more per year (but less than once per week)	Major	Medium
6	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Moderate - Once or more per year (but less than once per week)	Major	Medium
7	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
8	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
9	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
10	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium

Road Name and Section: **Toowoomba - Athol Road (316), Ch. 2.1 to Ch. 16.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				
9				
10				

Road Name and Section: **Toowoomba - Athol Road (316), Ch. 2.1 to Ch. 16.8**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				
9				
10				

Road Link Information

Link ID	X10-X5
Road Name	Cunningham Highway (17C)
Road Section	Ch. 94.4 to Ch. 96.2
Road Authority	TMR
Road Length (m)	1800

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	5.67%	5.67%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1794	1895	1895
Heavy Vehicle %	44.95%	48.32%	48.32%
Bi-gazettal Peak Hour Volume (veh/hr)	133	142	142

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	29	31	31
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Cunningham Highway (17C), Ch. 94.4 to Ch. 96.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Cunningham Highway (17C), Ch. 94.4 to Ch. 96.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17C), Ch. 94.4 to Ch. 96.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17C), Ch. 94.4 to Ch. 96.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17C), Ch. 94.4 to Ch. 96.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X9-X10
Road Name	Cunningham Highway (17C)
Road Section	Ch. 96.2 to Ch. 97.5
Road Authority	TMR
Road Length (m)	1300

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	25.98%	25.98%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1794	2260	2260
Heavy Vehicle %	44.95%	57.32%	57.32%
Bi-gazettal Peak Hour Volume (veh/hr)	138	176	176

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	21	28	28
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	1
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**1**

Road Name and Section: **Cunningham Highway (17C), Ch. 96.2 to Ch. 97.5**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle out of control on straight crash hitting an object resulting in minor injury as consequence. Crash occurred during clear daylight conditions with possibility of cause being driver behaviour / fatigue/ speeding.	Existing	Unlikely - Once every five or ten years	Minor	Low
4					
5					
6					
7					
8					

Road Name and Section: **Cunningham Highway (17C), Ch. 96.2 to Ch. 97.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horisontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Minor	Low
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17C), Ch. 96.2 to Ch. 97.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Minor	Low
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17C), Ch. 96.2 to Ch. 97.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17C), Ch. 96.2 to Ch. 97.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X15-X9
Road Name	Cunningham Highway (17C)
Road Section	Ch. 97.5 to Ch. 105.7
Road Authority	TMR
Road Length (m)	8200

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	64.01%	64.01%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1794	2942	2942
Heavy Vehicle %	44.95%	68.30%	68.30%
Bi-gazettal Peak Hour Volume (veh/hr)	133	229	229

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	0.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	133	232	232
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	1	1
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	1	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**1**	**1**

Road Name and Section: **Cunningham Highway (17C), Ch. 97.5 to Ch. 105.7**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 10 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	Multi-vehicle rear-end crash in the same direction of travel resulting from a vehicle decelerating and other vehicle traversing straight. Crash ocurred during dry and clear daylight conditions and resulted in hospitalisation. Crash may be the result of inadequate following distance / slow driver reaction times due to fatigue / driver not observing decelerating vehicle.	Existing	Unlikely - Once every five or ten years	Major	Medium
4	One multi-vehicle head-on crash in opposite directions of travel which resulted in medical treatment. Crash ocurred during clear daylight on a curved section of road where a motorcycle collided with a car. Likeliy cause may be travelling on wrong side of road as a median barrier is provided.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
5	One multi-vehicle head-on crash in opposite directions of travel which resulted in minor injury. Crash ocurred during clear daylight conditions.	Existing	Unlikely - Once every five or ten years	Minor	Low
6					
7					
8					

Road Name and Section: **Cunningham Highway (17C), Ch. 97.5 to Ch. 105.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic may increase such crash types at side road intersections where separate left turn lanes are not provided (low volume roads). Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
4	Project traffic may increase such crash types where additional heavy vehicle volumes on the road may increase the need for overtaking. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
5	Project traffic may increase such crash types where additional heavy vehicle volumes on the road may increase the need for overtaking. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Minor	Medium
6				
7				
8				

Road Name and Section: **Cunningham Highway (17C), Ch. 97.5 to Ch. 105.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required to adress current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implimented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium
4	No mitigations required, however standard mitigation measures as indicated in the TIA Report Section 5 will be implimented regarding contractor required management plans, night and day-time TGS, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Major	Medium
5	No mitigations required, however standard mitigation measures as indicated in the TIA Report Section 5 will be implimented regarding contractor required management plans, night and day-time TGS, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Minor	Low
6				
7				
8				

Road Name and Section: **Cunningham Highway (17C), Ch. 97.5 to Ch. 105.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17C), Ch. 97.5 to Ch. 105.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X20-X7
Road Name	Cunningham Highway (17D)
Road Section	Ch. 39.6 to Ch. 40.3
Road Authority	TMR
Road Length (m)	700

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	30.29%	30.29%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1454	1894	1894
Heavy Vehicle %	48.67%	53.13%	53.13%
Bi-gazettal Peak Hour Volume (veh/hr)	103	149	157

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	2

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	8	12	12
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Cunningham Highway (17D), Ch. 39.6 to Ch. 40.3**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 11 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Cunningham Highway (17D), Ch. 39.6 to Ch. 40.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 39.6 to Ch. 40.3**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 39.6 to Ch. 40.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 39.6 to Ch. 40.3**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X21-X20
Road Name	Cunningham Highway (17D)
Road Section	Ch. 40.3 to Ch. 40.5
Road Authority	TMR
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	11.58%	11.73%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1454	1622	1624
Heavy Vehicle %	48.67%	44.90%	44.98%
Bi-gazettal Peak Hour Volume (veh/hr)	105	127	136

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	3	3	3
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Cunningham Highway (17D), Ch. 40.3 to Ch. 40.5**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 9 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Cunningham Highway (17D), Ch. 40.3 to Ch. 40.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 40.3 to Ch. 40.5**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 40.3 to Ch. 40.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Cunningham Highway (17D), Ch. 40.3 to Ch. 40.5**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	**E125-X149**
Road Name	**Noondoo Thallon Road (3514)**
Road Section	**Ch. 0.0 to Ch. 0.4**
Road Authority	BSC
Road Length (m)	400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	136.00%	136.00%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	77	181	181
Heavy Vehicle %	29.58%	61.64%	61.64%
Bi-gazettal Peak Hour Volume (veh/hr)	10	18	18

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	50
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Noondoo Thallon Road (3514), Ch. 0.0 to Ch. 0.4**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 7 m wide carriageway and no shoulder. Casualty crash risks are higher on narrow roads. This may lead to single vehicle and two vehicle crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Noondoo Thallon Road (3514), Ch. 0.0 to Ch. 0.4**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Noondoo Thallon Road (3514), Ch. 0.0 to Ch. 0.4**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements. Requirements for road upgrades of the existing unformed gravel road to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Noondoo Thallon Road (3514), Ch. 0.0 to Ch. 0.4**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Noondoo Thallon Road (3514), Ch. 0.0 to Ch. 0.4**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X109-X103
Road Name	Cemetery Road
Road Section	Unnamed Road to Mooroobie Lane
Road Authority	GRC
Road Length (m)	1400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	31.72%	31.72%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	255	335	335
Heavy Vehicle %	15.00%	35.26%	35.26%
Bi-gazettal Peak Hour Volume (veh/hr)	22	29	29

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	50
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.04	0.05	0.05
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Cemetery Road, Unnamed Road to Mooroobie Lane**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Cemetery Road, Unnamed Road to Mooroobie Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Cemetery Road, Unnamed Road to Mooroobie Lane**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standarad design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
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Road Name and Section: **Cemetery Road, Unnamed Road to Mooroobie Lane**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Name and Section: **Cemetery Road, Unnamed Road to Mooroobie Lane**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Link Information

Link ID	X104-E27
Road Name	Coolmunda Dam Access
Road Section	Inglewood Legacy Bore/Coolmunda Dam to Coolmunda Dam Access
Road Authority	GRC
Road Length (m)	700

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	130.83%	130.83%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	78	179	179
Heavy Vehicle %	25.00%	69.47%	69.47%
Bi-gazettal Peak Hour Volume (veh/hr)	6	14	14

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	80
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Coolmunda Dam Access, Inglewood Legacy Bore/Coolmunda Dam to Coolmunda Dam Access**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 7 m wide carriageway and no shoulder. Casualty crash risks are higher on narrow roads. This may lead to single vehicle and two vehicle crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
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Road Name and Section: **Coolmunda Dam Access, Inglewood Legacy Bore/Coolmunda Dam to Coolmunda Dam Access**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
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Road Name and Section: **Coolmunda Dam Access, Inglewood Legacy Bore/Coolmunda Dam to Coolmunda Dam Access**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Coolmunda Dam Access, Inglewood Legacy Bore/Coolmunda Dam to Coolmunda Dam Access**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Name and Section: **Coolmunda Dam Access, Inglewood Legacy Bore/Coolmunda Dam to Coolmunda Dam Access**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
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Road Link Information

Link ID	X5-X104
Road Name	Coolmunda Dam Access
Road Section	Coolmunda Dam Access to Cunningham Highway
Road Authority	GRC
Road Length (m)	3600

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	130.83%	130.83%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	78	179	179
Heavy Vehicle %	25.00%	69.47%	69.47%
Bi-gazettal Peak Hour Volume (veh/hr)	6	14	14

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	80
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Coolmunda Dam Access, Coolmunda Dam Access to Cunningham Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 7 m wide carriageway and no shoulder. Casualty crash risks are higher on narrow roads. This may lead to single vehicle and two vehicle crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	There is an existing level crossing on the Coolmunda Dam Access Road. There is no crash history at the crossing in the 2016-2021 period, and the background traffic volume is 37 veh/day/direction in the peak impact year. Sight distances may not be sufficient in periods of limited visibility.	Proactive	Unlikely - Once every five or ten years	Major	Medium
4					
5					
6					
7					
8					

Road Name and Section: **Coolmunda Dam Access, Coolmunda Dam Access to Cunningham Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	The Coolmunda Dam Access Road level crossing is proposed to be used by water trucks accessing the nearby dam. The construction traffic increases volumes on this road from 37 veh/day/direction to 88 veh/day/direction (136.6 % increase) in the peak impact year.	Unlikely - Once every five or ten years	Major	Medium
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5				
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7				
8				

Road Name and Section: **Coolmunda Dam Access, Coolmunda Dam Access to Cunningham Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	During detailed design, when the proposed traffic volumes are confirmed, an ALCAM may be recommended to be undertaken in order to determine whether the existing passive level crossing treatment is sufficient for the increased traffic volumes. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements.	Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				
8				

Road Name and Section: **Coolmunda Dam Access, Coolmunda Dam Access to Cunningham Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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Road Name and Section: **Coolmunda Dam Access, Coolmunda Dam Access to Cunningham Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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4				
5				
6				
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Road Link Information

Link ID	E36-X106
Road Name	Eukabilla Road
Road Section	Kildonan Road to NS2B-LDN033.2
Road Authority	GRC
Road Length (m)	100

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	324.73%	324.73%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	25	107	107
Heavy Vehicle %	26.30%	16.61%	16.61%
Bi-gazettal Peak Hour Volume (veh/hr)	2	18	27

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Eukabilla Road, Kildonan Road to NS2B-LDN033.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
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6					
7					
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Road Name and Section: **Eukabilla Road, Kildonan Road to NS2B-LDN033.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Eukabilla Road, Kildonan Road to NS2B-LDN033.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standarad design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Eukabilla Road, Kildonan Road to NS2B-LDN033.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
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5				
6				
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Road Name and Section: **Eukabilla Road, Kildonan Road to NS2B-LDN033.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
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Road Link Information

Link ID	E13-X9
Road Name	Fosters Road
Road Section	Cunningham Highway to Borrow Site #9 (Fosters Road)
Road Authority	GRC
Road Length (m)	5200

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	3050.90%	3050.90%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	33	1027	1027
Heavy Vehicle %	6.02%	97.25%	97.25%
Bi-gazettal Peak Hour Volume (veh/hr)	2	85	85

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	50
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.05	0.05
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Fosters Road, Cunningham Highway to Borrow Site #9 (Fosters Road)**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 7 m wide carriageway and no shoulder. Casualty crash risks are higher on narrow roads. This may lead to single vehicle and two vehicle crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Fosters Road, Cunningham Highway to Borrow Site #9 (Fosters Road)**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Fosters Road, Cunningham Highway to Borrow Site #9 (Fosters Road)**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Fosters Road, Cunningham Highway to Borrow Site #9 (Fosters Road)**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
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6				
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8				

Road Name and Section: **Fosters Road, Cunningham Highway to Borrow Site #9 (Fosters Road)**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
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Road Link Information

Link ID	X108-E77
Road Name	McDougalls Road
Road Section	B2G-LDN049.8 to McDougalls Road
Road Authority	GRC
Road Length (m)	500

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	668.45%	668.45%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	10	74	74
Heavy Vehicle %	22.50%	36.50%	36.50%
Bi-gazettal Peak Hour Volume (veh/hr)	1	9	12

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **McDougalls Road, B2G-LDN049.8 to McDougalls Road**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **McDougalls Road, B2G-LDN049.8 to McDougalls Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **McDougalls Road, B2G-LDN049.8 to McDougalls Road**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standarad design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **McDougalls Road, B2G-LDN049.8 to McDougalls Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **McDougalls Road, B2G-LDN049.8 to McDougalls Road**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	**E126-X150**
Road Name	**Silo Street**
Road Section	**Barwon Highway to Graincorp Talwood**
Road Authority	GRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	6.14%	6.14%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	120	127	127
Heavy Vehicle %	24.94%	28.70%	28.70%
Bi-gazettal Peak Hour Volume (veh/hr)	11	12	12

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	50
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Silo Street, Barwon Highway to Graincorp Talwood**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 7 m wide carriageway and no shoulder. Casualty crash risks are higher on narrow roads. This may lead to single vehicle and two vehicle crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Silo Street, Barwon Highway to Graincorp Talwood**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Silo Street, Barwon Highway to Graincorp Talwood**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Silo Street, Barwon Highway to Graincorp Talwood**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Silo Street, Barwon Highway to Graincorp Talwood**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X151-E124
Road Name	South Toobeah Road
Road Section	Graincorp Toobeah to Barwon Highway
Road Authority	GRC
Road Length (m)	700

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	10.87%	10.87%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	87	96	96
Heavy Vehicle %	28.80%	36.03%	36.03%
Bi-gazettal Peak Hour Volume (veh/hr)	7	8	8

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.00	0.00
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **South Toobeah Road, Graincorp Toobeah to Barwon Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 8 m wide carriageway and no shoulder. Casualty crash risks are higher on narrow roads. This may lead to single vehicle and two vehicle crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **South Toobeah Road, Graincorp Toobeah to Barwon Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **South Toobeah Road, Graincorp Toobeah to Barwon Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **South Toobeah Road, Graincorp Toobeah to Barwon Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **South Toobeah Road, Graincorp Toobeah to Barwon Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E41-E80
Road Name	Thornton Road
Road Section	B2G-LDN069.0 to B2G-LDN067.6
Road Authority	GRC
Road Length (m)	300

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	185.21%	185.21%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	21	60	60
Heavy Vehicle %	5.26%	20.22%	20.22%
Bi-gazettal Peak Hour Volume (veh/hr)	2	8	11

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Thornton Road, B2G-LDN069.0 to B2G-LDN067.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Thornton Road, B2G-LDN069.0 to B2G-LDN067.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Thornton Road, B2G-LDN069.0 to B2G-LDN067.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standarad design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Thornton Road, B2G-LDN069.0 to B2G-LDN067.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Thornton Road, B2G-LDN069.0 to B2G-LDN067.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X3-E1
Road Name	Town Common Road
Road Section	Boral Concrete Goondiwindi to Barwon Highway
Road Authority	GRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	6.04%	6.04%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	357	379	379
Heavy Vehicle %	29.00%	33.07%	33.07%
Bi-gazettal Peak Hour Volume (veh/hr)	30	32	32

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	50
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Town Common Road, Boral Concrete Goondiwindi to Barwon Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 8 m wide carriageway and no shoulder. Casualty crash risks are higher on narrow roads. This may lead to single vehicle and two vehicle crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Town Common Road, Boral Concrete Goondiwindi to Barwon Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Town Common Road, Boral Concrete Goondiwindi to Barwon Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Town Common Road, Boral Concrete Goondiwindi to Barwon Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Town Common Road, Boral Concrete Goondiwindi to Barwon Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E64-E112
Road Name	Athol School Road
Road Section	B2G-LDN187.8 to B2G-LDN188.2
Road Authority	TRC
Road Length (m)	400

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	365.34%	365.34%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	315	1466	1466
Heavy Vehicle %	12.52%	84.00%	84.00%
Bi-gazettal Peak Hour Volume (veh/hr)	21	117	117

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.09	0.09
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Athol School Road, B2G-LDN187.8 to B2G-LDN188.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 8 m wide carriageway and no shoulder. Casualty crash risks are higher on narrow roads. This may lead to single vehicle and two vehicle crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Athol School Road, B2G-LDN187.8 to B2G-LDN188.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Athol School Road, B2G-LDN187.8 to B2G-LDN188.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Athol School Road, B2G-LDN187.8 to B2G-LDN188.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Athol School Road, B2G-LDN187.8 to B2G-LDN188.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E22-X25
Road Name	Blackwell Road
Road Section	Gore Highway to Millmerran Quarry
Road Authority	TRC
Road Length (m)	1200

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	182.71%	182.71%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	46	131	131
Heavy Vehicle %	2.58%	67.99%	67.99%
Bi-gazettal Peak Hour Volume (veh/hr)	4	11	11

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.03	0.03
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Blackwell Road, Gore Highway to Millmerran Quarry**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Blackwell Road, Gore Highway to Millmerran Quarry**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Blackwell Road, Gore Highway to Millmerran Quarry**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standarad design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Blackwell Road, Gore Highway to Millmerran Quarry**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Blackwell Road, Gore Highway to Millmerran Quarry**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E85-E22
Road Name	Blackwell Road
Road Section	Millmerran Quarry to B2G-LDN120.2
Road Authority	TRC
Road Length (m)	6200

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	374.71%	374.71%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	46	220	220
Heavy Vehicle %	2.58%	81.24%	81.24%
Bi-gazettal Peak Hour Volume (veh/hr)	4	18	18

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.05	0.05
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Blackwell Road, Millmerran Quarry to B2G-LDN120.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Blackwell Road, Millmerran Quarry to B2G-LDN120.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Blackwell Road, Millmerran Quarry to B2G-LDN120.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standarad design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Blackwell Road, Millmerran Quarry to B2G-LDN120.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Blackwell Road, Millmerran Quarry to B2G-LDN120.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X33-E55
Road Name	Gilgai Lane
Road Section	B2G-LDN144.6 to Gore Highway
Road Authority	TRC
Road Length (m)	900

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	150.55%	150.55%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	35	88	88
Heavy Vehicle %	34.00%	15.53%	15.53%
Bi-gazettal Peak Hour Volume (veh/hr)	3	13	19

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.03	0.03
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Gilgai Lane, B2G-LDN144.6 to Gore Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Gilgai Lane, B2G-LDN144.6 to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gilgai Lane, B2G-LDN144.6 to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standarad design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Gilgai Lane, B2G-LDN144.6 to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gilgai Lane, B2G-LDN144.6 to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E24-X125
Road Name	Holcim Australia Toowoomba Access
Road Section	Drayton Wellcamp Road to Holcim Australia Toowoomba Quarry
Road Authority	TRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	563.03%	563.03%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	28	186	186
Heavy Vehicle %	20.00%	89.14%	89.14%
Bi-gazettal Peak Hour Volume (veh/hr)	2	16	16

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	40
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.01	0.01
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Holcim Australia Toowoomba Access, Drayton Wellcamp Road to Holcim Australia Toowoomba Quarry**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 7.5 m wide carriageway and no shoulder. Casualty crash risks are higher on narrow roads. This may lead to single vehicle and two vehicle crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Holcim Australia Toowoomba Access, Drayton Wellcamp Road to Holcim Australia Toowoomba Quarry**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Holcim Australia Toowoomba Access, Drayton Wellcamp Road to Holcim Australia Toowoomba Quarry**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Holcim Australia Toowoomba Access, Drayton Wellcamp Road to Holcim Australia Toowoomba Quarry**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Holcim Australia Toowoomba Access, Drayton Wellcamp Road to Holcim Australia Toowoomba Quarry**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E100-X60
Road Name	Kooroongarra Road
Road Section	Millmerran - Inglewood Road to Commodore Mine
Road Authority	TRC
Road Length (m)	1500

	B2G	Cumulative
Peak Impact Year (B2G)	2026	2026
Peak Impact Year - 5% Volume Comparison	8533.21%	8533.21%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	4	358	358
Heavy Vehicle %	11.11%	99.55%	99.55%
Bi-gazettal Peak Hour Volume (veh/hr)	0	30	30

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.09	0.09
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Kooroongarra Road, Millmerran - Inglewood Road to Commodore Mine**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Kooroongarra Road, Millmerran - Inglewood Road to Commodore Mine**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
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7				
8				

Road Name and Section: **Kooroongarra Road, Millmerran - Inglewood Road to Commodore Mine**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standarad design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Kooroongarra Road, Millmerran - Inglewood Road to Commodore Mine**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Kooroongarra Road, Millmerran - Inglewood Road to Commodore Mine**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	**E90-X36**
Road Name	**Lochaber Road**
Road Section	**Gore Highway to B2G-LDN172.0**
Road Authority	TRC
Road Length (m)	100

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	6.15%	6.15%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	450	477	477
Heavy Vehicle %	6.25%	6.75%	6.75%
Bi-gazettal Peak Hour Volume (veh/hr)	34	39	42

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	5.5
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	-	-
Follower Density (follower/km/ln)	0	0	0
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Lochaber Road, Gore Highway to B2G-LDN172.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 11 m wide carriageway and no shoulder. Casualty crash risks are higher on narrow roads. This may lead to single vehicle and two vehicle crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Lochaber Road, Gore Highway to B2G-LDN172.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Lochaber Road, Gore Highway to B2G-LDN172.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Lochaber Road, Gore Highway to B2G-LDN172.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
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Road Name and Section: **Lochaber Road, Gore Highway to B2G-LDN172.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E51-E110
Road Name	Owens Scrub Road
Road Section	B2G-LDN129.5 to B2G-LDN128.2
Road Authority	TRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2027	2027
Peak Impact Year - 5% Volume Comparison	8.75%	8.75%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	687	747	747
Heavy Vehicle %	13.32%	19.60%	19.60%
Bi-gazettal Peak Hour Volume (veh/hr)	61	66	66

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.02	0.02
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Owens Scrub Road, B2G-LDN129.5 to B2G-LDN128.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 8 m wide carriageway and no shoulder. Casualty crash risks are higher on narrow roads. This may lead to single vehicle and two vehicle crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Owens Scrub Road, B2G-LDN129.5 to B2G-LDN128.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Owens Scrub Road, B2G-LDN129.5 to B2G-LDN128.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Owens Scrub Road, B2G-LDN129.5 to B2G-LDN128.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Owens Scrub Road, B2G-LDN129.5 to B2G-LDN128.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E52-E51
Road Name	Owens Scrub Road
Road Section	B2G-LDN128.2 to B2G-LDN130.0
Road Authority	TRC
Road Length (m)	200

	B2G	Cumulative
Peak Impact Year (B2G)	2024	2024
Peak Impact Year - 5% Volume Comparison	81.32%	81.32%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	687	1246	1246
Heavy Vehicle %	13.32%	52.39%	52.39%
Bi-gazettal Peak Hour Volume (veh/hr)	54	101	101

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.04	0.04
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Owens Scrub Road, B2G-LDN128.2 to B2G-LDN130.0**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 8 m wide carriageway and no shoulder. Casualty crash risks are higher on narrow roads. This may lead to single vehicle and two vehicle crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Owens Scrub Road, B2G-LDN128.2 to B2G-LDN130.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. OSOM vehicle will also have an impact due to larger and heavier loads being transported which may encroach opposing direction and road verge. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Owens Scrub Road, B2G-LDN128.2 to B2G-LDN130.0**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Owens Scrub Road, B2G-LDN128.2 to B2G-LDN130.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Owens Scrub Road, B2G-LDN128.2 to B2G-LDN130.0**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	E23-X136
Road Name	Quarry Road Access
Road Section	Tummaville Road to Quarry Road Quarry
Road Authority	TRC
Road Length (m)	1800

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	8029.13%	8029.13%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	4	333	333
Heavy Vehicle %	37.50%	99.37%	99.37%
Bi-gazettal Peak Hour Volume (veh/hr)	0	28	28

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	50
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.08	0.08
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Quarry Road Access, Tummaville Road to Quarry Road Quarry**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is an unformed gravel road with narrow widths and no median. Unformed roads may have vegetation encroachment, and poor drainage. This may lead to single vehicle and two vehicle crashes. Unsealed roads have a risk of loose material, poor surface conditions, dust and drainage issues which may contribute to crashes. The risk of fatal and serious injury run-off road and head-on crashes increases with traffic volume.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Quarry Road Access, Tummaville Road to Quarry Road Quarry**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Quarry Road Access, Tummaville Road to Quarry Road Quarry**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Assessment of the traffic volume required to determine if sealing the road and/or shoulders is required. Potential treatments of line marking delineation or edge lines should be considered during road safety audit on detailed design. Regular maintenance and vegetation clearance to be carried out to maintain adequate sight lines and maintain clear zones. Requirements for road upgrades such as, grading and gravel standarad design, sealing, installation of drainage infrastructure, clear zone creation, to be finalised during detailed design stage as well as updated during the construction stage and as per contract required risk assessments when preparing appropriate TMP and TGS documents, also in accordance with the Manual of Uniform Traffic Control Devices: Part 3 – Works on Roads' and TMR's specification "MRTS02 – Provision for traffic" requirements. This should reflect updated construction duration estimates and final peak hour volumes. Possible TMP mitigations may include speed reductions and advisory signage, and should be placed as per MUTCD Part 3.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Name and Section: **Quarry Road Access, Tummaville Road to Quarry Road Quarry**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Quarry Road Access, Tummaville Road to Quarry Road Quarry**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X45-X136
Road Name	Tummaville Road
Road Section	Unnamed Road to Gore Highway
Road Authority	TRC
Road Length (m)	2400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	137.77%	137.77%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	239	567	567
Heavy Vehicle %	20.78%	70.85%	70.85%
Bi-gazettal Peak Hour Volume (veh/hr)	17	44	44

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	-
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.03	0.03
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Tummaville Road, Unnamed Road to Gore Highway**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 8 m wide carriageway and no shoulder. Casualty crash risks are higher on narrow roads. This may lead to single vehicle and two vehicle crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Tummaville Road, Unnamed Road to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Tummaville Road, Unnamed Road to Gore Highway**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Tummaville Road, Unnamed Road to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Tummaville Road, Unnamed Road to Gore Highway**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X76-J3
Road Name	Toowoomba Second Range Crossing On-Ramp
Road Section	Ch. 3.7 to Ch. 3.2
Road Authority	Transurban
Road Length (m)	600

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	10.47%	10.47%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1267	1399	1399
Heavy Vehicle %	57.18%	61.55%	61.55%
Bi-gazettal Peak Hour Volume (veh/hr)	97	108	97

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.13	0.13
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	FAIL	FAIL - No intersections along road section	FAIL - No intersections along road section

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Toowoomba Second Range Crossing On-Ramp, Ch. 3.7 to Ch. 3.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 8 m wide carriageway and no shoulder. Casualty crash risks are higher on narrow roads. This may lead to single vehicle and two vehicle crashes. Traffic volume likely not to meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. However, no intersections are available along the link. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Toowoomba Second Range Crossing On-Ramp, Ch. 3.7 to Ch. 3.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing On-Ramp, Ch. 3.7 to Ch. 3.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements.	Rare - Less than once every ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing On-Ramp, Ch. 3.7 to Ch. 3.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing On-Ramp, Ch. 3.7 to Ch. 3.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	J3-J5
Road Name	Toowoomba Second Range Crossing (319B)
Road Section	Ch. 0.6 to Ch. 3.2
Road Authority	Transurban
Road Length (m)	2700

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	23.43%	23.43%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3518	4342	4342
Heavy Vehicle %	57.18%	64.76%	64.76%
Bi-gazettal Peak Hour Volume (veh/hr)	257	325	325

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	3.5
Shoulder Width (m)	3.15

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	106	129	129
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 0.6 to Ch. 3.2**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a variation of carriageway width, designed to standards. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd, however, WCLT and median barriers are provided along the road link including guardrails along both sides of the roadside shoulder. Multiple lanes per direction might increase the risk on side swipe, rear end or overtaking same direction crashes.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3					
4					
5					
6					
7					
8					

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 0.6 to Ch. 3.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic is not expected to have an impact of worsening of existing safety conditions. However, likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 0.6 to Ch. 3.2**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 0.6 to Ch. 3.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing (319B), Ch. 0.6 to Ch. 3.2**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	**J4-X76**
Road Name	**Toowoomba Second Range Crossing Off-Ramp**
Road Section	**Ch. 4.1 to Ch. 3.7**
Road Authority	Transurban
Road Length (m)	400

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	5.52%	5.52%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1267	1337	1337
Heavy Vehicle %	57.18%	59.60%	59.60%
Bi-gazettal Peak Hour Volume (veh/hr)	97	103	97

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	0.13	0.13
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	FAIL	FAIL - No intersections along road section	FAIL - No intersections along road section

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Road Name and Section: **Toowoomba Second Range Crossing Off-Ramp, Ch. 4.1 to Ch. 3.7**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed off ramp with a 10 m wide carriageway. Horizontal and vertical alignment is considered appropriate for the design speed and guardrails are provided along both sides of the roadside shoulder including wide shoulder for vehicle recovery. Sufficient approach sight distance is considered available to observe intersection at end of off-ramp. No existing safety issues identified.	Proactive	Rare - Less than once every ten years	Major	Medium
2					
3					
4					
5					
6					
7					
8					

Road Name and Section: **Toowoomba Second Range Crossing Off-Ramp, Ch. 4.1 to Ch. 3.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic is not expected to significantly worsen existing safety conditions. OSOM vehicle will have an impact due to larger and heavier loads being transported which may encroach onto the shoulder and associated road side infrastructure. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing Off-Ramp, Ch. 4.1 to Ch. 3.7**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP, TGS requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing Off-Ramp, Ch. 4.1 to Ch. 3.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Toowoomba Second Range Crossing Off-Ramp, Ch. 4.1 to Ch. 3.7**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Link Information

Link ID	X25-M3
Road Name	Gore Highway (28B)
Road Section	Ch. 13.0 to Ch. 121.6
Road Authority	TMR
Road Length (m)	108600

	B2G	Cumulative
Peak Impact Year (B2G)	2025	2025
Peak Impact Year - 5% Volume Comparison	8.43%	8.43%

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2163	2345	2345
Heavy Vehicle %	38.38%	43.55%	43.55%
Bi-gazettal Peak Hour Volume (veh/hr)	167	182	182

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	1.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	33	36	36
LOS	A	A	A
Gap Acceptance Appropriate?	PASS	PASS	PASS

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	1	0	0	0
3 - Opposing vehicle turning	0	1	0	0
4 - Rear-end	0	0	2	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	1	1	0
16 - Off carriageway on straight, hit object	1	9	0	0
17 - Out-of-control on straight	0	3	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	1	1	1	0
20 - Out-of-control on curve	0	0	1	0
21 - Other	0	0	0	1

Road Name and Section: **Gore Highway (28B), Ch. 13.0 to Ch. 121.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactiv	Likelihood	Consequence	Risk Score
1	Segment is a formed sealed road with a 6 m wide carriageway and narrow shoulder. Casualty crash risks are higher on undivided roads, with no median for head-on crashes. The road has a narrow shoulder which may have an impact on available vehicle recovery area and associated rear end crashes and off carriageway crashes. Traffic volume does not meet the TMR warrants for Wide Centre Line Treatment (WCLT) of 4,000 vpd.	Proactive	Rare - Less than once every ten years	Major	Medium
2	All accesses and intersections along the section would have sufficient gap acceptance to turn into or across the main road to maintain a 5 second headway gap acceptance. Refer to TIA Report Section 5 for details. Existing risk likelihood is considered rare.	Proactive	Rare - Less than once every ten years	Major	Medium
3	One single vehicle off carriageway on straight crash hitting an object in clear, dry conditions during darkness / night which resulted in hospitalisation.	Existing	Unlikely - Once every five or ten	Major	Medium
4	One single vehicle off carriageway on straight crash hitting an object in clear, dry conditions during darkness / night which resulted in hospitalisation.	Existing	Unlikely - Once every five or ten	Major	Medium
5	One single vehicle off path on curve crash resulting in vehicle hitting an object with fatality as consequence. Crash occurred in clear daylight conditions.	Existing	Unlikely - Once every five or ten	Extreme	Medium
6	One single vehicle off carriageway on straight crash and hitting an object in clear, dry conditions during darkness which resulted in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
7	One vehicle struck by external load of another vehicle, resulting in minor injury. Crash occurred during clear daylight conditions.	Existing	Unlikely - Once every five or ten	Minor	Low
8	Multi-vehicle rear-end crash in the same direction of travel requiring medical treatment resulting from a vehicle decelerating and needing to turn left into side road and other vehicle traversing straight. Crash occurred during dry and clear daylight conditions. Crash may be the result of inadequate following distance.	Existing	Unlikely - Once every five or ten years	Moderate	Medium
9	Multi-vehicle (opposing vehicles turning) crash which occurred in clear daylight conditions. Crash resulted in hospitalisation and included an opposing through-right crash. Existing sight distances are considered sufficient along the road link to observe approaching vehicles before making turn movements.	Existing	Unlikely - Once every five or ten years	Major	Medium
10	One single vehicle out of control on straight crash and overturning during clear dawn/dusk conditions which resulted in hospitalisation.	Existing	Unlikely - Once every five or ten	Major	Medium
11	One single vehicle out of control on straight crash and overturning during clear daylight which resulted in hospitalisation.	Existing	Unlikely - Once every five or ten	Major	Medium
12	One single vehicle out of control on straight crash and overturning during clear, wet conditions in darkness which resulted in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
13	Three single vehicle off path on straight crashes during clear, dry conditions in daylight which resulted in hospitalisation. Two vehicles travelled left off of carriageway with one travelling right off the road, all hitting object.	Existing	Moderate - Once or more per year (but less than once	Major	Medium
14	One single vehicle travelling right off carriageway on straight crash and overturning during clear, dry conditions during daytime which resulted in hospitalisation.	Existing	Unlikely - Once every five or ten years	Major	Medium
15	Multi-vehicle rear-end crash in the same direction of travel requiring medical treatment resulting from a vehicle decelerating and needing to turn into side road and other vehicle traversing straight. Crash occurred during dry and clear daylight conditions. Crash may be the result of inadequate following distance.	Existing	Unlikely - Once every five or ten years	Moderate	Medium

Road Name and Section: **Gore Highway (28B), Ch. 13.0 to Ch. 121.6**

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
16	Multi-vehicle head-on crash on straight during clear, wet conditions in darkness resulting in fatality.	Existing	Unlikely - Once every five or ten years	Extreme	Medium
17	One single vehicle off path on straight crash during clear, wet conditions in darkness which resulted in hospitalisation. Vehicle travelled left off of carriageway hitting object.	Existing	Unlikely - Once every five or ten years	Major	Medium
18	One single vehicle out of control on curve crash in clear, wet conditions during daytime resulting in overturned vehicle. Crash required medical	Existing	Unlikely - Once every	Moderate	Medium
19	Two single vehicle off path on straight crashes during clear, dry conditions which resulted in hospitalisation. Vehicles travelled left off of carriageway hitting object. One crash occurred in daylight and the other in darkness.	Existing	Moderate - Once or more per year (but less than once	Major	Medium
20	Two single off carriageway on curve crashes in clear, dry daylight conditions hitting object. One crash resulted in hospitalisation and one required medical treatment.	Existing	Moderate - Once or more per year (but	Major	Medium
21	One single vehicle off path on straight crash during clear, dry conditions in darkness which required medical treatment. Vehicle travelled left off of carriageway overturning.	Existing	Unlikely - Once every five or ten	Moderate	Medium
22	One single vehicle off path on straight crash during clear, dry conditions in daytime which resulted in fatality. Vehicle travelled right off of carriageway hitting object.	Existing	Unlikely - Once every five or ten	Extreme	Medium
23	One single vehicle off path on straight crash during clear, dry conditions in daytime which resulted in hospitalisation. Vehicle travelled right off of carriageway hitting object.	Existing	Unlikely - Once every five or ten	Major	Medium

Road Name and Section: **Gore Highway (28B), Ch. 13.0 to Ch. 121.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Additional traffic will increase the risk on narrow roads, and is likely to have an impact on the surface condition of the road, increasing the possibility of crashes. Likelihood might change to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Sufficient gap acceptance will prevail even with the impact of the Project. Likelihood is considered to remain rare.	Rare - Less than once every ten years	Major	Medium
3	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
4	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
5	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Extreme	Medium
6	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
7	Project traffic is not expected to exacerbate such crash types. However, construction traffic may carry loads with unusual dimensions and as such adequate safety measures will need to be adhered to regarding operating	Unlikely - Once every five or ten years	Minor	Low
8	Project traffic may increase such crash types at side road intersections where separate left turn lanes are not provided (low volume roads). Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium
9	Project traffic may increase such crash types at side road intersections where light vehicles may take gaps in the traffic stream at less than required headway gap acceptance standards (driver behaviour). Crashes may increase to moderate likelihood.	Moderate - Once or more per year (but less than once per week)	Major	Medium
10	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
11	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
12	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road in proximity to crash location is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
13	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road in proximity to crash location is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Moderate - Once or more per year (but less than once per week)	Major	Medium
14	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road in proximity to crash location is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium
15	Project traffic may increase such crash types at side road intersections where separate left turn lanes are not provided (low volume roads). Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Moderate	Medium

Road Name and Section: **Gore Highway (28B), Ch. 13.0 to Ch. 121.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
16	Project traffic may increase such crash types where additional heavy vehicle volumes on the road may increase the need for overtaking. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Extreme	High
17	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road in proximity to crash location is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Moderate - Once or more per year (but less than once per week)	Major	Medium
18	Project traffic not expected to exacerbate such single vehicle crashes. . No change in severity or likelihood expected.	Unlikely - Once every five or ten	Moderate	Medium
19	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road in proximity to crash location is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Moderate - Once or more per year (but less than once per week)	Major	Medium
20	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Moderate - Once or more per year (but less than	Major	Medium
21	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Moderate	Medium
22	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Extreme	Medium
23	Project traffic not expected to exacerbate such single vehicle crashes. Existing horizontal alignment of road is appropriate to accommodate required design speed. No change in severity or likelihood expected.	Unlikely - Once every five or ten years	Major	Medium

Road Name and Section: **Gore Highway (28B), Ch. 13.0 to Ch. 121.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure upgrade related mitigation measures required. Refer to TIA Report Section 5 for standard mitigation measures relating to maintaining of clear zones, sight lines and contractor specific TMP requirements and OSOM movements to be implemented for the duration of construction works.	Unlikely - Once every five or ten years	Major	Medium
2	No mitigation required.	Rare - Less than once every ten years	Major	Medium
3	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
4	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
5	No mitigation required.	Unlikely - Once every five or ten years	Extreme	Medium
6	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
7	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety	Unlikely - Once every five or ten years	Minor	Low
8	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Moderate	Medium
9	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Moderate	Medium
10	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
11	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
12	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
13	No mitigation required.	Moderate - Once or more per year (but less than once per week)	Major	Medium
14	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium
15	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented regarding management plans, measures, vehicle safety specifications, safe following distances etc. for the contractor to adhere to for the duration of construction.	Unlikely - Once every five or ten years	Moderate	Medium

Road Name and Section: **Gore Highway (28B), Ch. 13.0 to Ch. 121.6**

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
16	No mitigation required to address current crash type however standard mitigation measures as indicated in the TIA Report Section 5 will be implemented. The TMP will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP.	Unlikely - Once every five or ten years	Extreme	Medium
17	No mitigation required.	Moderate - Once or more per year (but less than once per week)	Major	Medium
18	No mitigation required.	Unlikely - Once every five or ten	Moderate	Medium
19	No mitigation required.	Moderate - Once or more per year (but less than once per week)	Major	Medium
20	No mitigation required.	Moderate - Once or more per year (but less than	Major	Medium
21	No mitigation required.	Unlikely - Once every five or ten years	Moderate	Medium
22	No mitigation required.	Unlikely - Once every five or ten years	Extreme	Medium
23	No mitigation required.	Unlikely - Once every five or ten years	Major	Medium

Road Name and Section: **Gore Highway (28B), Ch. 13.0 to Ch. 121.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

Road Name and Section: **Gore Highway (28B), Ch. 13.0 to Ch. 121.6**

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	Cumulative Assessment identified B2G as worst case. Refer to B2G Risk assessment.			
2				
3				
4				
5				
6				
7				
8				

APPENDIX

AA

Traffic Impact Assessment

Appendix AP Road-rail interface road safety assessment—construction

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Road Link Information

Link ID	X5-X104
Road Name	Coolmunda Dam Access
Road Section	Coolmunda Dam Access to Cunningham Highway
Road Authority	GRC
Level Crossing ID	Coolmunda Dam Access Road

	B2G	Cumulative
Peak Impact Year (B2G)	2024	-
Peak Impact Year - 5% Volume Comparison	130.83%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	78	102	-
Heavy Vehicle %	25.00%	69.47%	-
Bi-gazettal Peak Hour Volume (veh/hr)	6	8	-

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	60
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Coolmunda Dam Access, Coolmunda Dam Access to Cunningham Highway **Level Crossing ID: Coolmunda Dam Access Road**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient.	Existing	Proactive	Rare - Less than once every ten years	Major	Medium
2	No existing crashes recorded at the level crossing in the last 5 years indicating a low crash probability.	Existing	Existing	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes may be exacerbated by the Project at the existing passive level crossing which will include low levels of construction vehicles. Sufficient sight and stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Likelihood of crashes may increase as a result of the Project due to increased volumes and exposure. Likelihood may increase to moderate.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
3					
4					
5					
6					

Coolmunda Dam Access, Coolmunda Dam Access to Cunningham Highway **Level Crossing ID: Coolmunda Dam Access Road**

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The existing passive crossing will remain open for the duration of construction. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP.	Rare - Less than once every ten years	Major	Medium
2		Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes may be exacerbated by the Project at the existing passive level crossing which will include construction vehicles and 2 daily IR train movements, however sufficient sight and stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Likelihood of crashes may increase as a result of the Project due to increased volumes and exposure. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				

Coolmunda Dam Access, Coolmunda Dam Access to Cunningham Highway **Level Crossing ID: Coolmunda Dam Access Road**

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The existing passive crossing will remain open for the duration of construction. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP.	Rare - Less than once every ten years	Major	Medium
2		Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Link Information

Link ID	X122-X22
Road Name	Alderley Street
Road Section	Toowoomba - Athol Road to Condamine Street
Road Authority	TRC
Level Crossing ID	Alderley Street_Toowoomba

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	0.01%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	12845	1	-
Heavy Vehicle %	23.40%	23.41%	-
Bi-gazettal Peak Hour Volume (veh/hr)	1309	0	-

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	50
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	FAIL	FAIL - <5%, therefore no assessment required	-

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at active control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient.	Existing	Proactive	Rare - Less than once every ten years	Major	Medium
2	No existing crashes recorded at the level crossing in the last 5 years indicating a low crash probability.	Existing	Exisitng	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Alderley Street, Toowoomba - Athol Road to Condamine Street **Level Crossing ID: Alderley Street_Toowoomba**

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes may be exacerbated by the Project at the existing active level crossing which will include very low construction vehicle volumes. Sufficient sight and stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Likelihood of crashes may increase as a result of the Project due to increased volumes and exposure. Likelihood may increase to moderate.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
3					
4					
5					
6					

Alderley Street, Toowoomba - Athol Road to Condamine Street **Level Crossing ID: Alderley Street_Toowoomba**

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed active crossing will remain open for the duration of construction. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP.	Rare - Less than once every ten years	Major	Medium
2		Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Alderley Street, Toowoomba - Athol Road to Condamine Street **Level Crossing ID: Alderley Street_Toowoomba**

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes may be exacerbated by the Project at the existing active level crossing which will include construction vehicles and 2 daily IR train movements, however sufficient sight and stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Likelihood of crashes may increase as a result of the Project due to increased volumes and exposure. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium Risk
4				
5				
6				
7				

Alderley Street, Toowoomba - Athol Road to Condamine Street **Level Crossing ID: Alderley Street_Toowoomba**

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed active crossing will remain open for the duration of construction. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP.	Rare - Less than once every ten years	Major	Medium
2		Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Link Information

Link ID	**X14-X18**
Road Name	Cunningham Highway (17D)
Road Section	Ch. 13.9 to Ch. 18.5
Road Authority	TMR
Level Crossing ID	Cunnigham Highway_Wheststone

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	21.53%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	1454	313	-
Heavy Vehicle %	48.67%	59.51%	-
Bi-gazettal Peak Hour Volume (veh/hr)	104	26	-

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	80
Lane Width (m)	3.5
Shoulder Width (m)	1

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	52	72	-
LOS	57	A	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	1	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**1**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at active control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The exsiitng available sight distance as well as stacking distance is considered sufficient.	Existing	Proactive	Rare - Less than once every ten years	Major	Medium
2	No existing crashes recorded at the level crossing in the last 5 years indicating a low crash probability.	Existing	Exisitng	Rare - Less than once every ten years	Major	Medium
3	The existing exposure of the active control crossing with OSOM vehicles is considered minimal and such vehicles may have traversed through the level crossing on an ad-hoc basis with permit approvals obtained in the past. However no crashes are recorded at the crossing.	Existing	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes may be exacerbated by the Project at the existing active level crossing which will include construction vehicles and 2 daily IR train movements, however sufficient sight and stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Likelihood of crashes may increase as a result of the Project due to increased volumes and exposure. Likelihood may increase to moderate.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
3	Slow moving OSOM vehicles can result in vehicles still traversing the level crossing after the allocated warning time has expired / required passive control gap clearance time is insufficient which may have an impact on crashes with railway train.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed active crossing will remain open for the duration of construction. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP.	Rare - Less than once every ten years	Major	Medium
2		Rare - Less than once every ten years	Major	Medium
3		Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes may be exacerbated by the Project at the existing active level crossing which will include construction vehicles and 2 daily IR train movements, however sufficient sight and stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Likelihood of crashes may increase as a result of the Project due to increased volumes and exposure. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium Risk
3	Slow moving OSOM vehicles can result in vehicles still traversing the level crossing after the allocated warning time has expired / required passive control gap clearance time is insufficient which may have an impact on crashes with railway train.	Moderate - Once or more per year (but less than once per week)	Major	Medium Risk
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed active crossing will remain open for the duration of construction.No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP.	Rare - Less than once every ten years	Major	Medium
2		Rare - Less than once every ten years	Major	Medium
3		Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	E103-E81
Road Name	Millmerran - Inglewood Road (337)
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-24-P2

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	64.92%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	442	287	-
Heavy Vehicle %	33.04%	60.25%	-
Bi-gazettal Peak Hour Volume (veh/hr)	36	50	-

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	19	13	-
LOS	8	A	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along a formed paved road. Level crossings consist of 310-24-P2. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	No impact on construction stage as crossing will be a new crossing to be designed according to required standards.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
2					
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details.	Rare - Less than once every ten years	Major	Medium
2				
3				
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	No impact on construction stage as crossing will be a new crossing to be designed according to required standards.	Moderate - Once or more per year (but less than once per week)	Major	Medium Risk
2				
3				
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No impact on construction stage as crossing will be a new crossing to be designed according to required standards.	Moderate - Once or more per year (but less than once per week)	Major	Medium Risk
2				
3				
4				
5				
6				
7				

Road Link Information

Link ID	**E86-X38**
Road Name	Millmerran - Leyburn Road (335)
Road Section	Ch. 0.0 to Ch. 2.0
Road Authority	TMR
Level Crossing ID	310-40-E2

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	44.62%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	342	153	-
Heavy Vehicle %	23.16%	45.92%	-
Bi-gazettal Peak Hour Volume (veh/hr)	28	19	-

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.10	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The exsiitng available sight distance as well as stacking distance is considered sufficient.	Existing	Proactive	Rare - Less than once every ten years	Major	Medium
2	No existing crashes recorded at the level crossing in the last 5 years indicating a low crash probability.	Existing	Exisitng	Rare - Less than once every ten years	Major	Medium
3	The existing exposure of the passive control crossing with OSOM vehicles is considered minimal and such vehicles may have traversed through the level crossing on an ad-hoc basis with permit approvals obtained in the past. However no crashes are recorded at the crossing.	Existing	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes may be exacerbated by the Project at the existing passive level crossing, however sufficient sight and stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Likelihood of crashes may increase as a result of the Project due to increased volumes and exposure. Likelihood may increase to moderate.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
3	Slow moving OSOM vehicles can result in vehicles still traversing the level crossing after the allocated warning time has expired / required passive control gap clearance time is insufficient which may have an impact on crashes with railway train.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be an active control crossing. However the crossing will be temporarily closed during the construction stage to upgrade the crossing to the required standards of AS1742.7. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details.	Rare - Less than once every ten years	Major	Medium
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Major	Medium
3	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes may be exacerbated by the Project at the existing passive level crossing, however sufficient sight and stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Likelihood of crashes may increase as a result of the Project. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium Risk
3	Slow moving OSOM vehicles can result in vehicles still traversing the level crossing after the allocated warning time has expired / required passive control gap clearance time is insufficient which may have an impact on crashes with railway train.	Moderate - Once or more per year (but less than once per week)	Major	Medium Risk
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be an active control crossing. However the crossing will be temporarily closed during the construction stage to upgrade the crossing to the required standards of AS1742.7. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details.	Rare - Less than once every ten years	Major	Medium
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Major	Medium
3	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**X107-E35**
Road Name	Kildonan Road
Road Section	NS2B-LDN031.0 to South Kurumbul Road
Road Authority	GRC
Level Crossing ID	270-12-P1

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	19.13%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	2032	389	-
Heavy Vehicle %	10.24%	24.11%	-
Bi-gazettal Peak Hour Volume (veh/hr)	174	32	-

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.05	0.05	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	1	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**1**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along a formed paved road. Level crossings consist of 270-12-P1. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
2						
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	No impact on construction stage as crossing will be a new crossing to be designed according to required standards.	Proposed	Moderate - Once or more per year (but less than once per week)	Not significant	Low
2					
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP.Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. refer to traffic report for details.	Rare - Less than once every ten years	Not significant	Low
2				
3				
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	No impact on construction stage as crossing will be a new crossing to be designed according to required standards.	Rare - Less than once every ten years	Not significant	Low
2				
3				
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	No impact on construction stage as crossing will be a new crossing to be designed according to required standards.	Rare - Less than once every ten years	Not significant	Low
2				
3				
4				
5				
6				
7				

Road Link Information

Link ID	**X115-X107**
Road Name	South Kurumbul Road
Road Section	Kildonan Road to Yelarbon Kurumbul Road
Road Authority	GRC
Level Crossing ID	310-4-E2

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	46.06%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	74	34	-
Heavy Vehicle %	38.00%	56.53%	-
Bi-gazettal Peak Hour Volume (veh/hr)	7	3	-

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.08	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The exsiitng available sight distance as well as stacking distance is considered sufficient.	Existing	Proactive	Rare - Less than once every ten years	Major	Medium
2	No existing crashes recorded at the level crossing in the last 5 years indicating a low crash probability.	Existing	Exisitng	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes may be exacerbated by the Project at the existing passive level crossing, however sufficient sight and stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Likelihood of crashes may increase as a result of the Project due to increased volumes and exposure. Likelihood may increase to moderate.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be an active control crossing. However the crossing will be temporarily closed during the construction stage to upgrade the crossing to the required standards of AS1742.7. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details.	Rare - Less than once every ten years	Major	Medium
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes may be exacerbated by the Project at the existing passive level crossing, however sufficient sight and stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Likelihood of crashes may increase as a result of the Project. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium Risk
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be an active control crossing. However the crossing will be temporarily closed during the construction stage to upgrade the crossing to the required standards of AS1742.7. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details.	Rare - Less than once every ten years	Major	Medium
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**X114-X116**
Road Name	X114-X116
Road Section	Wondalli Kurumbul Road to Yelarbon Kurumbul Road
Road Authority	GRC
Level Crossing ID	310-8-E0

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	98.52%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	76	74	-
Heavy Vehicle %	14.50%	19.61%	-
Bi-gazettal Peak Hour Volume (veh/hr)	20	12	-

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.01	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient.	Existing	Proactive	Rare - Less than once every ten years	Major	Medium
2	No existing crashes recorded at the level crossing in the last 5 years indicating a low crash probability.	Existing	Exisitng	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes may be exacerbated by the Project at the existing passive level crossing, however sufficient sight and stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Likelihood of crashes may increase as a result of the Project due to increased volumes and exposure. Likelihood may increase to moderate.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be an active control crossing. However the crossing will be temporarily closed during the construction stage to upgrade the crossing to the required standards of AS1742.7. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details.	Rare - Less than once every ten years	Major	Medium
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes may be exacerbated by the Project at the existing passive level crossing, however sufficient sight and stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	Likelihood of crashes may increase as a result of the Project. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium Risk
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be an active control crossing. However the crossing will be temporarily closed during the construction stage to upgrade the crossing to the required standards of AS1742.7. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details.	Rare - Less than once every ten years	Major	Medium
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E37-E105**
Road Name	E37-E105
Road Section	B2G-LDN020.3 to B2G-LDN025.9
Road Authority	GRC
Level Crossing ID	310-10-P1

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	238.96%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	65	156	-
Heavy Vehicle %	14.50%	21.87%	-
Bi-gazettal Peak Hour Volume (veh/hr)	20	25	-

Number of Lanes	
Road Type	Rural property access (unformed gravel track)
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.01	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance is considered sufficient, however stacking distance is insufficient with only 18m of stacking opportunity. Crossing to be proposed as a new crossing thus no existing safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
2						
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes or queue spill over onto the main road related crashes may be exacerbated by the Project at the existing passive level crossing as there is insufficient stacking distance to accommodate larger heavy vehicles. Crash risk may increase to likely, however crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
2					
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be passive control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP.Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details.	Rare - Less than once every ten years	Not significant	Low
2				
3				
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes or queue spill over onto the main road related crashes may be exacerbated by the Project at the existing passive level crossing as there is insufficient stacking distance to accommodate larger heavy vehicles. Crash risk may increase to likely, however crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be passive control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	X112-E74
Road Name	Suttons Road
Road Section	B2G-LDN030.0 to Access Track (Off Suttons Road)
Road Authority	GRC
Level Crossing ID	310-12-E1

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	3670.59%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	10	381	-
Heavy Vehicle %	67.33%	99.35%	-
Bi-gazettal Peak Hour Volume (veh/hr)	1	32	-

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	60
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.00	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance is considered insufficient to meet minimum requirements given the unsealed road and associated horizontal alignment. Exisitng stacking distance is however considered sufficient.	Existing	Proactive	Rare - Less than once every ten years	Major	Medium
2	No existing crashes recorded at the level crossing in the last 5 years indicating a low crash probability.	Existing	Exisitng	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes or collision with trains may be exacerbated by the Project at the existing passive level crossing based on the existing road alignment, unsealed pavement and insufficient sight distance available to approaching vehicles. However sufficient stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes. Due to the existing geometry and sight lines crashes may change to likely.	Existing	Likely - Once or more per week	Major	High
2	Likelihood of crashes may increase as a result of the Project due to increased volumes and exposure. Likelihood may increase to moderate.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be a passive control crossing with formalising of the approach roads to required geometrical standards. The crossing will also be temporarily closed during the construction stage to upgrade the crossing to the required standards of AS1742.7. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details.	Unlikely - Once every five or ten years	Major	Medium
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes or collision with trains may be exacerbated by the Project at the existing passive level crossing based on the existing road alignment, unsealed pavement and insufficient sight distance available to approaching vehicles. However sufficient stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes. Due to the existing geometry and sight lines crashes may change to likely.	Likely - Once or more per week	Major	High
2	Likelihood of crashes may increase as a result of the Project. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium Risk
3				
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be a passive control crossing with formalising of the approach roads to required geometrical standards. The crossing will also be temporarily closed during the construction stage to upgrade the crossing to the required standards of AS1742.7. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details.	Unlikely - Once every five or ten years	Major	Medium
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Link Information

Link ID	E75-X16
Road Name	Springborg Road
Road Section	Cunningham Highway to B2G-LDN037.6
Road Authority	GRC
Level Crossing ID	310-14-E0

	B2G	Cumulative
Peak Impact Year (B2G)	2024	-
Peak Impact Year - 5% Volume Comparison	520.82%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	9	48	-
Heavy Vehicle %	18.50%	88.30%	-
Bi-gazettal Peak Hour Volume (veh/hr)	1	7	-

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.22	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance is considered insufficient to meet minimum requirements given the unsealed road and associated horizontal alignment. Exisitng stacking distance is however considered sufficient.	Existing	Proactive	Rare - Less than once every ten years	Major	Medium
2	No existing crashes recorded at the level crossing in the last 5 years indicating a low crash probability.	Existing	Exisitng	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes or collision with trains may be exacerbated by the Project at the existing passive level crossing based on the existing road alignment, unsealed pavement and insufficient sight distance available to approaching vehicles. However sufficient stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes. Due to the existing geometry and sight lines crashes may change to likely.	Existing	Likely - Once or more per week	Major	High
2	Likelihood of crashes may increase as a result of the Project due to increased volumes and exposure. Likelihood may increase to moderate.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be a passive control crossing with formalising of the approach roads to required geometrical standards. The crossing will also be temporarily closed during the construction stage to upgrade the crossing to the required standards of AS1742.7. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details.	Unlikely - Once every five or ten years	Major	Medium
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes or collision with trains may be exacerbated by the Project at the existing passive level crossing based on the existing road alignment, unsealed pavement and insufficient sight distance available to approaching vehicles. However sufficient stacking distance is available to accommodate for the largest design vehicle 36.5m Road Train. As per AS1742.7 a distance comprising the design vehicle plus a safety factor of 5 m stopped at the intersection without fouling the tracks is required. Stacking of >200m is available. Existing stacking is sufficient which would have no impact on crashes with railway train or vehicle from opposing direction crashes. Due to the existing geometry and sight lines crashes may change to likely.	Likely - Once or more per week	Major	High
2	Likelihood of crashes may increase as a result of the Project. Likelihood may increase to moderate.	Moderate - Once or more per year (but less than once per week)	Major	Medium Risk
3				
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be a passive control crossing with formalising of the approach roads to required geometrical standards. The crossing will also be temporarily closed during the construction stage to upgrade the crossing to the required standards of AS1742.7. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details.	Unlikely - Once every five or ten years	Major	Medium
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Link Information

Link ID	**X18-E76**
Road Name	X18-E76
Road Section	B2G-LDN044.5 to Cunningham Highway
Road Authority	GRC
Level Crossing ID	310-16-P-1a

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	331.22%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	24	80	-
Heavy Vehicle %	27.50%	41.99%	-
Bi-gazettal Peak Hour Volume (veh/hr)	2	10	-

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	50
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.00	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance is considered sufficient, however stacking distance is insufficient with only 18m of stacking opportunity. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
2	There is no existing exposure of OSOM vehicles as the crossing is proposed.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes or queue spill over onto the main road related crashes may be exacerbated by the Project at the existing passive level crossing as there is insufficient stacking distance to accommodate larger heavy vehicles. Crash risk may increase to likely, however crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
3	No impact of the Project OSOM vehicles during the construction stage.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
3	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
3				
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Vehicle queueing related crashes or queue spill over onto the main road related crashes may be exacerbated by the Project at the existing passive level crossing as there is insufficient stacking distance to accommodate larger heavy vehicles. Crash risk may increase to likely, however crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
3	No impact of the Project OSOM vehicles during the construction stage.	Rare - Less than once every ten years	Not significant	Low
3				
4				
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Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
3	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
3				
4				
5				
6				
7				

Road Link Information

Link ID	**E38-X6**
Road Name	E38-X6
Road Section	Cunningham Highway to B2G-LDN052.8
Road Authority	GRC
Level Crossing ID	310-18-P-8

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	31.67%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	124	39	-
Heavy Vehicle %	34.00%	51.37%	-
Bi-gazettal Peak Hour Volume (veh/hr)	9	9	-

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.00	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
2	There is no existing exposure of OSOM vehicles as the crossing is proposed.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
2	No impact of the Project OSOM vehicles during the construction stage.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
2	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
3				
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
2	No impact of the Project OSOM vehicles during the construction stage.	Rare - Less than once every ten years	Not significant	Low
3				
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
2	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
3				
4				
5				
6				
7				

Road Link Information

Link ID	**E79-X8**
Road Name	E79-X8
Road Section	Cunningham Highway to B2G-LDN065.8
Road Authority	GRC
Level Crossing ID	310-21-P-9

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	128.40%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	47	61	-
Heavy Vehicle %	18.50%	65.89%	-
Bi-gazettal Peak Hour Volume (veh/hr)	4	11	-

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	40
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.01	0.69	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	**X65-E41**
Road Name	X65-E41
Road Section	B2G-LDN067.6 to Millmerran - Inglewood Road
Road Authority	GRC
Level Crossing ID	310-22-P-9

	B2G	Cumulative
Peak Impact Year (B2G)	2024	-
Peak Impact Year - 5% Volume Comparison	3135.46%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	21	659	-
Heavy Vehicle %	5.26%	86.39%	-
Bi-gazettal Peak Hour Volume (veh/hr)	2	58	-

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.00	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
2	There is no existing exposure of OSOM vehicles as the crossing is proposed.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
2	No impact of the Project OSOM vehicles during the construction stage.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
2	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
2	No impact of the Project OSOM vehicles during the construction stage.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
2	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	**X111-X58**
Road Name	X111-X58
Road Section	Millmerran - Inglewood Road to Mosquito Creek Road
Road Authority	GRC
Level Crossing ID	310-25-P-3

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	447.33%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	31	138	-
Heavy Vehicle %	8.14%	85.40%	-
Bi-gazettal Peak Hour Volume (veh/hr)	2	11	-

Number of Lanes	2
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.00	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be passive control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be passive control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	**E82-X66**
Road Name	E82-X66
Road Section	Millmerran - Inglewood Road to B2G-LDN081.0
Road Authority	GRC
Level Crossing ID	310-26-P-2

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	465.88%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	21	99	-
Heavy Vehicle %	20.00%	86.53%	-
Bi-gazettal Peak Hour Volume (veh/hr)	2	11	-

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.05	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be passive control. No mitigations required. However standard mitigation measures as indicated in the traffic report will be implemented relating to contractor required TGS's and Traffic Management Plans. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be passive control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	**E83-E42**
Road Name	Unnamed Road
Road Section	Ch. 41.9 to Ch. 45.9
Road Authority	TMR
Level Crossing ID	310-28-P-3

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	37.00%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	442	163	-
Heavy Vehicle %	33.04%	32.69%	-
Bi-gazettal Peak Hour Volume (veh/hr)	20	22	-

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	17	32	-
LOS	16	A	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	1	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**1**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	**E43-X57**
Road Name	Unnamed Road
Road Section	Ch. 37.7 to Ch. 39.8
Road Authority	TMR
Level Crossing ID	310-30-P-2

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	74.12%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	792	587	-
Heavy Vehicle %	26.02%	57.87%	-
Bi-gazettal Peak Hour Volume (veh/hr)	20	49	-

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	34	30	-
LOS	17	A	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be passive control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be passive control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	**E45-X64**
Road Name	Kooroongarra Road
Road Section	Ch. 28.0 to Ch. 33.0
Road Authority	TMR
Level Crossing ID	310-31-P-7

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	82.81%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	792	656	-
Heavy Vehicle %	26.02%	59.89%	-
Bi-gazettal Peak Hour Volume (veh/hr)	20	63	-

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	3.8
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	34	75	-
LOS	41	A	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control.No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	**E46-X64**
Road Name	E46-X64
Road Section	Millmerran - Inglewood Road to B2G-LDN104.5
Road Authority	TRC
Level Crossing ID	310-32-P-4

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	398.18%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	24	94	-
Heavy Vehicle %	73.43%	94.99%	-
Bi-gazettal Peak Hour Volume (veh/hr)	2	14	-

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.23	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control.No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	**X64-X61**
Road Name	Nicol Creek Road
Road Section	Ch. 21.8 to Ch. 28.0
Road Authority	TMR
Level Crossing ID	310-33-P-1

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	86.47%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	792	685	-
Heavy Vehicle %	26.02%	60.69%	-
Bi-gazettal Peak Hour Volume (veh/hr)	70	72	-

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	5
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	34	126	-
LOS	50	A	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	**X131-E84**
Road Name	X131-E84
Road Section	B2G-LDN112.1 to Millwood Road
Road Authority	TRC
Level Crossing ID	310-34-P-1

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	643.40%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	42	271	-
Heavy Vehicle %	19.67%	89.61%	-
Bi-gazettal Peak Hour Volume (veh/hr)	4	23	-

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.00	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	**X54-E85**
Road Name	X54-E85
Road Section	B2G-LDN120.2 to Millmerran - Inglewood Road
Road Authority	TRC
Level Crossing ID	310-36-P-1

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	1722.43%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	12	210	-
Heavy Vehicle %	5.66%	50.37%	-
Bi-gazettal Peak Hour Volume (veh/hr)	1	23	-

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.00	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	**X30-E87**
Road Name	X30-E87
Road Section	B2G-LDN147.1 to Gore Highway
Road Authority	TRC
Level Crossing ID	310-40-E-0a

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	92.92%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	95	89	-
Heavy Vehicle %	19.96%	24.63%	-
Bi-gazettal Peak Hour Volume (veh/hr)	7	13	-

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.00	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed, however there is currently no road traversing across the level crossing.	Existing	Proactive	Rare - Less than once every ten years	Not significant	Low
2	No existing crashes recorded at the level crossing in the last 5 years in addition to the location of the level having no dedicated road across.	Existing	Exisitng	Rare - Less than once every ten years	Not significant	Low
3	The existing exposure of the passive control crossing with OSOM vehicles is considered minimal and such vehicles would not have been able to cross the level crossing given the location.	Existing	Proactive	Rare - Less than once every ten years	Not significant	Low
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The location of the crossing is proposed to be shifted along with road re-alignment works. As such the existing crossing will be closed for the duration of construction works while the new crossing is implemented. As such no impact of the Project on the safety conditions of the existing level crossing is expected.	Existing	Rare - Less than once every ten years	Not significant	Low
2	No impact on the existing level crossing as a result of the Project and associated works.	Existing	Rare - Less than once every ten years	Not significant	Low
3	No impact on the existing level crossing as a result of the Project OSOM vehicles and associated works.	Existing	Rare - Less than once every ten years	Not significant	Low
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be an active control crossing with a new location and road re-alignment works to the required standards of AS1742.7 and road design guidelines. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details. No mitigation measures are required for the existing crossing location.	Rare - Less than once every ten years	Not significant	Low
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Not significant	Low
3	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	The location of the crossing is proposed to be shifted along with road re-alignment works. As such the existing crossing will be closed for the duration of construction works while the new crossing is implemented. As such no impact of the Project on the safety conditions of the existing level crossing is expected.	Rare - Less than once every ten years	Not significant	Low
2	No impact on the existing level crossing as a result of the Project and associated works.	Rare - Less than once every ten years	Not significant	Medium Risk
3	No impact on the existing level crossing as a result of the Project OSOM vehicles and associated works.	Rare - Less than once every ten years	Not significant	Medium Risk
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be an active control crossing with a new location and road re-alignment works to the required standards of AS1742.7 and road design guidelines. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details. No mitigation measures are required for the existing crossing location.	Rare - Less than once every ten years	Not significant	Low
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Not significant	Low
3	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	**E56-X28**
Road Name	Gore Highway (28A)
Road Section	Ch. 41.7 to Ch. 43.2
Road Authority	TMR
Level Crossing ID	310-43-E3

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	22.27%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	3901	869	-
Heavy Vehicle %	28.98%	35.51%	-
Bi-gazettal Peak Hour Volume (veh/hr)	20	99	-

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	110
Lane Width (m)	3.5
Shoulder Width (m)	0.5

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	141	72	-
LOS	49	A	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	1	0	0
Total	**0**	**1**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed, however the exisitng level crossing will not be used during construction period as a new level crossing will be created along with road re-alignment.	Existing	Proactive	Rare - Less than once every ten years	Not significant	Low
2	No existing crashes recorded at the level crossing in the last 5 years.	Existing	Exisitng	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The location of the crossing is proposed to be shifted along with road re-alignment works. As such the existing crossing will be closed for the duration of construction works while the new crossing is implemented. As such no impact of the Project on the safety conditions of the existing level crossing is expected.	Existing	Rare - Less than once every ten years	Not significant	Low
2	No impact on the existing level crossing as a result of the Project and associated works.	Existing	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be an active control crossing with a new location and road re-alignment works to the required standards of AS1742.7 and road design guidelines. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details. No mitigation measures are required for the existing crossing location.	Rare - Less than once every ten years	Not significant	Low
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	The location of the crossing is proposed to be shifted along with road re-alignment works. As such the existing crossing will be closed for the duration of construction works while the new crossing is implemented. As such no impact of the Project on the safety conditions of the existing level crossing is expected.	Rare - Less than once every ten years	Not significant	Low
2	No impact on the existing level crossing as a result of the Project and associated works.	Rare - Less than once every ten years	Not significant	Medium Risk
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be an active control crossing with a new location and road re-alignment works to the required standards of AS1742.7 and road design guidelines. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details. No mitigation measures are required for the existing crossing location.	Rare - Less than once every ten years	Not significant	Low
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	**E57-E127**
Road Name	Brookstead Scrubby Road
Road Section	Graincorp Brookstead to B2G-LDN153.1
Road Authority	TRC
Level Crossing ID	310-43-P-8a

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	16.54%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	317	52	-
Heavy Vehicle %	21.77%	34.81%	-
Bi-gazettal Peak Hour Volume (veh/hr)	23	4	-

Number of Lanes	2
Road Type	Sealed - Dashed
Posted Speed Limit	100
Lane Width (m)	2.5
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	12	3	-
LOS	3	A	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed, however the exisitng crossing will be temporarily closed during construction while a new active control crossing is implimented.	Existing	Proactive	Rare - Less than once every ten years	Not significant	Low
2	No existing crashes recorded at the level crossing in the last 5 years.	Existing	Exisitng	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The location of the crossing is proposed to be shifted along with active control upgrade works. As such the existing crossing will be closed for the duration of construction works while the new crossing is implemented. As such no impact of the Project on the safety conditions of the existing level crossing is expected.	Existing	Rare - Less than once every ten years	Not significant	Low
2	No impact on the existing level crossing as a result of the Project and associated works.	Existing	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be an active control crossing with a new location and road re-alignment works to the required standards of AS1742.7 and road design guidelines. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details. No mitigation measures are required for the existing crossing location.	Rare - Less than once every ten years	Not significant	Low
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Not significant	Low
3				
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	The location of the crossing is proposed to be shifted along with road re-alignment works. As such the existing crossing will be closed for the duration of construction works while the new crossing is implemented. As such no impact of the Project on the safety conditions of the existing level crossing is expected.	Rare - Less than once every ten years	Not significant	Low
2	No impact on the existing level crossing as a result of the Project and associated works.	Rare - Less than once every ten years	Not significant	Medium Risk
3				
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be an active control crossing with a new location and road re-alignment works to the required standards of AS1742.7 and road design guidelines. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details. No mitigation measures are required for the existing crossing location.	Rare - Less than once every ten years	Not significant	Low
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Not significant	Low
3				
4				
5				
6				
7				

Road Link Information

Link ID	**E59-X139**
Road Name	Longhurst Road
Road Section	Yarranlea Road to B2G-LDN163.3
Road Authority	TRC
Level Crossing ID	310-45-E-1

	B2G	Cumulative
Peak Impact Year (B2G)	2026	-
Peak Impact Year - 5% Volume Comparison	129.75%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	19	25	-
Heavy Vehicle %	2.65%	60.08%	-
Bi-gazettal Peak Hour Volume (veh/hr)	20	5	-

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.01	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed, however there is currently minimal traffic volumes expected as a result of the unpaved gravel road traversing across the level crossing.	Existing	Proactive	Rare - Less than once every ten years	Not significant	Low
2	No existing crashes recorded at the level crossing in the last 5 years.	Existing	Exisitng	Rare - Less than once every ten years	Not significant	Low
3	The existing exposure of the passive control crossing with OSOM vehicles is considered minimal and such vehicles would not have been able to cross the level crossing given the location.	Existing	Proactive	Rare - Less than once every ten years	Not significant	Low
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The location of the crossing is proposed to be shifted along with active control upgrade works. As such the existing crossing will be closed for the duration of construction works while the new crossing is implemented. As such no impact of the Project on the safety conditions of the existing level crossing is expected.	Existing	Rare - Less than once every ten years	Not significant	Low
2	No impact on the existing level crossing as a result of the Project and associated works.	Existing	Rare - Less than once every ten years	Not significant	Low
3	No impact on the existing level crossing as a result of the Project OSOM vehicles and associated works.	Existing	Rare - Less than once every ten years	Not significant	Low
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be an active control crossing with a new location to the required standards of AS1742.7 and road design guidelines. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details. No mitigation measures are required for the existing crossing location.	Rare - Less than once every ten years	Not significant	Low
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Not significant	Low
3	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	The location of the crossing is proposed to be shifted along with active control upgrade works. As such the existing crossing will be closed for the duration of construction works while the new crossing is implemented. As such no impact of the Project on the safety conditions of the existing level crossing is expected.	Rare - Less than once every ten years	Not significant	Low
2	No impact on the existing level crossing as a result of the Project and associated works.	Rare - Less than once every ten years	Not significant	Medium Risk
3	No impact on the existing level crossing as a result of the Project OSOM vehicles and associated works.	Rare - Less than once every ten years	Not significant	Medium Risk
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed upgraded treatment of the crossing will be an active control crossing with a new location to the required standards of AS1742.7 and road design guidelines. The upgraded crossing will allow for sufficient safety features. In addition, road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report for details. No mitigation measures are required for the existing crossing location.	Rare - Less than once every ten years	Not significant	Low
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Not significant	Low
3	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	Tip Road
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-48-P-1

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	64.92%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	442	287	-
Heavy Vehicle %	33.04%	60.25%	-
Bi-gazettal Peak Hour Volume (veh/hr)	36	50	-

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	-	-	-
Follower Density (follower/km/ln)	19	13	-
LOS	8	A	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Road Link Information

Link ID	**X32-X145**
Road Name	Linthorpe Valley Road
Road Section	Geitz Road to Gore Highway
Road Authority	TRC
Level Crossing ID	310-50-P-11

	B2G	Cumulative
Peak Impact Year (B2G)	2027	-
Peak Impact Year - 5% Volume Comparison	44.94%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	123	55	-
Heavy Vehicle %	26.42%	29.76%	-
Bi-gazettal Peak Hour Volume (veh/hr)	9	8	-

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.17	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control.No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Property Damage	
4				
5				
6				
7				

Road Link Information

Link ID	E96-X130
Road Name	Leesons Road
Road Section	Steger Road to B2G-LDN206.3
Road Authority	TRC
Level Crossing ID	310-50-P-11

	B2G	Cumulative
Peak Impact Year (B2G)	2025	-
Peak Impact Year - 5% Volume Comparison	350.47%	-

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
Bi-gazettal Daily Volumes (veh/day)	88	307	-
Heavy Vehicle %	10.91%	81.87%	-
Bi-gazettal Peak Hour Volume (veh/hr)	7	31	-

Number of Lanes	2
Road Type	Sealed - No line markings
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Peak Impact Year - Without Development	Peak Impact Year - With B2G Development	Peak Impact Year - With Cumulative Development
V/C Ratio	0.00	0.09	-
Follower Density (follower/km/ln)	-	-	-
LOS	-	-	-
Gap Acceptance Appropriate?	PASS	PASS	-

OSOM Movements?	No

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	1	0
21 - Other	0	0	0	0
Total	**0**	**0**	**1**	**0**

Construction Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient. Crossing to be proposed as a new crossing thus no exisitng safety risks are anticipated.	Proposed	Proactive	Rare - Less than once every ten years	Not significant	Low
3						
4						
5						
6						
7						

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Proposed	Rare - Less than once every ten years	Not significant	Low
3					
4					
5					
6					
7					

Construction Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic

Risk No.	Risk Item & Description	Likelihood	Consequence	Risk Score
1	Crossing is proposed as a new crossing with no impact from the Project on existing safety.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

Construction Stage

Risk Assessment: Peak Impact Year - With Inland Rail Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The proposed treatment of the crossing will be active control. No infrastructure mitigation measures required. The Traffic Management Plan (TMP) will also be developed prior to the commencement of construction with mitigation measures included to supplement the EMP. Road safety audits will also be required to be undertaken based on the design and based on as-constructed conditions. Refer to traffic report Section 5.9.3 for details.	Rare - Less than once every ten years	Not significant	Low
4				
5				
6				
7				

APPENDIX

AA

Traffic Impact Assessment

Appendix AQ Road-rail interface road safety assessment—operation

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
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INLAND RAIL

Road Link Information

Link ID	**E103-E81**
Road Name	Millmerran - Inglewood Road (337)
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-24-P2

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	36	52	-
PM Bi-gazettal Volumes (veh/hr)	36	52	-
Closure time			101

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	1	1	-
Maximum vehicles queued per closure (per direction)	2	2	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage
Risk Assessment: Peak Impact Year - Without Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along a formed paved road. Level crossings consist of 310-24-P2. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage
Risk Assessment: Peak Impact Year - With B2G Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	No impact on existing road crash data as a result of the Project.	Proposed	Rare - Less than once every ten years	Not Significant	Low
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage
Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The level crossing will be designed to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.. Refer to traffic report for details.	Rare - Less than once every ten years	Not Significant	Low
2		Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	Millmerran - Inglewood Road (337)
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-40-E2

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	28	52	-
PM Bi-gazettal Volumes (veh/hr)	31	63	-
Closure time			91

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0	2	-
Maximum vehicles queued per closure (per direction)	2	2	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient and vehicle queueing minimal.	Existing	Proactive	Rare - Less than once every ten years	Major	Medium
2	Level crossing is located in a rural area without any advanced warning signage which may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Existing	Existing	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 26m B-Double. Additional queueing might have an impact on increase in rear end crashes. However, sufficient queue storage is available on the approach road and offset off adjacent intersections. Queueing throughout the analyses years will be minimal.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Existing	Rare - Less than once every ten years	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The level crossing will be designed to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation. Refer to traffic report for details.	Rare - Less than once every ten years	Major	Medium
2		Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	Millmerran - Inglewood Road (337)
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	270-12-P1

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	192	52	-
PM Bi-gazettal Volumes (veh/hr)	178	262	-
Closure time			97

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0	8	-
Maximum vehicles queued per closure (per direction)	7	7	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along a formed paved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	No impact on existing road crash data as a result of the Project.	Proposed	Rare - Less than once every ten years	Not Significant	Low
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The level crossing will be designed to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation. Refer to traffic report for details.	Rare - Less than once every ten years	Not Significant	Low
2		Unlikely - Once every five or ten years	Major	Medium
3				
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	Millmerran - Inglewood Road (337)
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-4-E2

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	7	52	-
PM Bi-gazettal Volumes (veh/hr)	6	10	-
Closure time			101

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.2	0.2	-
Maximum vehicles queued per closure (per direction)	2	2	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. Insufficient sighting distance from level crossing of approaching trains due to road curvature, vegetation, etc as the minimum sighting distances are not considered to be achieved.	Existing	Proactive	Unlikely - Once every five or ten years	Major	Medium
2	Level crossing is located in a rural area without any advanced warning signage which may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Existing	Existing	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m B-Double. Additional queueing in combination with obstructed sight lines might have an impact on increase in rear end crashes. However, sufficient queue storage is available on the approach road and offset from adjacent intersections. Queueing throughout the analyses years will be minimal.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Existing	Rare - Less than once every ten years	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The level crossing will be designed to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation. Refer to traffic report for details.	Unlikely - Once every five or ten years	Major	Medium
2		Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	Unnamed Road
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	GRC
Level Crossing ID	310-7-E1

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	20	52	-
PM Bi-gazettal Volumes (veh/hr)	20	20	-
Closure time			174

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	1.0	1.0	-
Maximum vehicles queued per closure (per direction)	2	2	-
Available storage length (m)	42m	42m	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance as well as stacking distance is considered sufficient and vehicle queueing minimal.	Existing	Proactive	Rare - Less than once every ten years	Major	Medium
2	Level crossing is located in a rural area without any advanced warning signage which may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Existing	Existing	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	It is also proposed to implement a left turn slip lane to allow for additional queue storage. All necessary safety conditions will be adhered to.	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign The level crossing will be designed to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	Unnamed Road
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-10-P1

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	20	52	-
PM Bi-gazettal Volumes (veh/hr)	20	20	-
Closure time			78

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.4	0.4	-
Maximum vehicles queued per closure (per direction)	2	2	-
Available storage length (m)	23m	23m	23m

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of passive control along an unpaved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 19 Semi-trailer. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal, sufficient queue storage is available on the approach road and offset from adjacent intersection which may also increase likelihood of crashes with through movement vehicles on main road.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	It is also proposed to implement a left turn slip lane to allow for additional queue storage. All necessary safety conditions will be adhered to.	Unlikely - Once every five or ten years	Major	Medium
2	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	Millmerran - Inglewood Road (337)
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-12-E1

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	1	52	-
PM Bi-gazettal Volumes (veh/hr)	1	1	-
Closure time			78

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.0	0.0	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance is considered insufficient to meet minimum requirements given the unsealed road and associated horizontal alignment. Existing stacking distance is however considered sufficient.	Existing	Proactive	Unlikely - Once every five or ten years	Major	Medium
2	No existing crashes recorded at the level crossing in the last 5 years indicating a low crash probability.	Existing	Existing	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The proposed upgraded road geometry as part of the Project in combination with minimal queueing would enhance existing sight line constraints. The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
3					
4					
5					
6					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The level crossing will be designed to the required standards of AS1742 as well as upgrade or road alignment to standard (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for potential induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2	Standard mitigation measures in combination with the temporary closure to upgrade the crossing would reduce the likelihood and exposure.	Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	Millmerran - Inglewood Road (337)
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-14-E0

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	1	52	-
PM Bi-gazettal Volumes (veh/hr)	1	1	-
Closure time			78

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.0	0.0	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance is considered insufficient to meet minimum requirements given the unsealed road and associated horizontal alignment. Existing stacking distance is however considered sufficient.	Existing	Proactive	Unlikely - Once every five or ten years	Major	Medium
2	No existing crashes recorded at the level crossing in the last 5 years indicating a low crash probability.	Existing	Existing	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The proposed upgraded road geometry as part of the Project in combination with minimal queueing would enhance existing sight line constraints. The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
3					
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The level crossing will be designed to the required standards of AS1742 as well as upgrade or road alignment to standard (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for potential induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Rare - Less than once every ten years	Major	Medium
3				
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	E103-E81
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-16-P-1a

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	2	52	-
PM Bi-gazettal Volumes (veh/hr)	2	2	-
Closure time			104

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.0	0.0	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along an unpaved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
3					
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	E103-E81
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-18-P-8

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	9	52	-
PM Bi-gazettal Volumes (veh/hr)	9	10	-
Closure time			133

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.2	0.2	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along an unpaved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
3					
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	E103-E81
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-21-P-9

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	4	52	-
PM Bi-gazettal Volumes (veh/hr)	4	4	-
Closure time			101

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.0	0.0	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along an unpaved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic (Trains)

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	E103-E81
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-22-P-9

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	2	52	-
PM Bi-gazettal Volumes (veh/hr)	2	2	-
Closure time			101

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.0	0.0	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along an unpaved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	E103-E81
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-25-P-3

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	3	52	-
PM Bi-gazettal Volumes (veh/hr)	3	4	-
Closure time			78

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.0	0.0	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	50m	50m	Sufficient storage available

OSOM Movements?	Yes

	DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1	1 - Intersection, from adjacent approaches	0	0	0	0
2	2 - Head-on	0	0	0	0
3	3 - Opposing vehicle turning	0	0	0	0
4	4 - Rear-end	0	0	0	0
5	5 - Lane change	0	0	0	0
6	6 - Parallel lanes, turning	0	0	0	0
7	7 - U-turn	0	0	0	0
8	8 - Entering roadway	0	0	0	0
9	9 - Overtaking, same direction	0	0	0	0
10	10 - Hit parked vehicle	0	0	0	0
11	11 - Hit railway train	0	0	0	0
12	12 - Pedestrian	0	0	0	0
13	13 - Permanent obstruction on carriageway	0	0	0	0
14	14 - Hit animal	0	0	0	0
15	15 - Off carriageway on straight	0	0	0	0
16	16 - Off carriageway on straight, hit object	0	0	0	0
17	17 - Out-of-control on straight	0	0	0	0
18	18 - Off carriageway on curve	0	0	0	0
19	19 - Off carriageway on curve, hit object	0	0	0	0
20	20 - Out-of-control on curve	0	0	0	0
21	21 - Other	0	0	0	0
	Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of passive control along an unpaved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as passive control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	E103-E81
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-26-P-2

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	2	52	-
PM Bi-gazettal Volumes (veh/hr)	2	3	-
Closure time			78

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.0	0.0	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	52m	52m	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of passive control along an unpaved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as passive control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	Unnamed Road
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-28-P-3

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	20	52	-
PM Bi-gazettal Volumes (veh/hr)	20	20	-
Closure time			182

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	1.0	1.0	-
Maximum vehicles queued per closure (per direction)	2	2	-
Available storage length (m)	42m	42m	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along an unpaved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				

Road Link Information

Link ID	E103-E81
Road Name	Unnamed Road
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-30-P-2

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	20	52	-
PM Bi-gazettal Volumes (veh/hr)	20	20	-
Closure time			81

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.4	0.4	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	45m	45m	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along an unpaved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
		Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	E103-E81
Road Name	Kooroongarra Road
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-31-P-7

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	20	52	-
PM Bi-gazettal Volumes (veh/hr)	20	20	-
Closure time			91

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.4	0.4	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	56m	56m	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along an unpaved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	E103-E81
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-32-P-4

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	2	52	-
PM Bi-gazettal Volumes (veh/hr)	2	2	-
Closure time			91

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.0	0.0	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along an unpaved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	Nicol Creek Road
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-33-P-1

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	20	52	-
PM Bi-gazettal Volumes (veh/hr)	20	20	-
Closure time			91

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.6	0.6	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along an unpaved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	E103-E81
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-34-P-1

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	20	52	-
PM Bi-gazettal Volumes (veh/hr)	20	20	-
Closure time			91

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.6	0.6	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along a paved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 26m B-Double. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	E103-E81
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-36-P-1

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	1	52	-
PM Bi-gazettal Volumes (veh/hr)	1	1	-
Closure time			91

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.0	0.0	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along an unpaved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	E103-E81
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-42-E-0a

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	7	52	-
PM Bi-gazettal Volumes (veh/hr)	7	11	-
Closure time			91

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.2	0.2	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	160m	160m	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed, however there is currently no road traversing across the level crossing.	Existing	Proactive	Rare - Less than once every ten years	Property Damage	Low Risk
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location as the existing crossing does not intersect with the cross road.	Existing	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The crossing will be relocated with a new road interface and as active control. The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 36.5m Road Train. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	Elsden Road
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-43-E-3

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	20	52	-
PM Bi-gazettal Volumes (veh/hr)	20	20	-
Closure time			91

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.6	0.6	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	39m	39m	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed, however the existing sight lines are considered sufficient with sufficient queue storage.	Existing	Proactive	Unlikely - Once every five or ten years	Major	Medium
2	Existing road has a passive level crossing with no advance warning signage, although vehicle queueing is considered minimal the probability of crashes are still evident. Especially during night time or when visibility is obstructed. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Existing	Proactive	Unlikely - Once every five or ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The location of the crossing is proposed to be shifted along with road re-alignment works. The crossing will be relocated with a new road interface and as active control. The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 26m B-Double. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Unlikely - Once every five or ten years	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	E103-E81
Road Name	Brookstead Scrubby Road
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-43-P-8a

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	10	52	-
PM Bi-gazettal Volumes (veh/hr)	25	25	-
Closure time			91

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.7	0.7	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	120m	120m	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along a paved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
3						
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 26m B-Double. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
3					
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
3				
4				
5				
6				
7				

Road Link Information

Link ID	**E59-X139**
Road Name	Longhurst Road
Road Section	Yarranlea Road to B2G-LDN163.3
Road Authority	TRC
Level Crossing ID	310-45-E-1

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	20	52	-
PM Bi-gazettal Volumes (veh/hr)	20	20	-
Closure time			91

Number of Lanes	
Road Type	Unsealed
Posted Speed Limit	100
Lane Width (m)	0
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	0.00	0.01	-
Total vehicles queued per closure	0.6	0.6	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Queuing at passive control level crossing may result in rear end collision by road vehicles not aware of level crossing status or where sight lines are obstructed. The existing available sight distance is considered sufficient to meet minimum requirements given the horizontal alignment. Existing stacking distance is also considered sufficient.	Existing	Proactive	Unlikely - Once every five or ten years	Major	Medium
2	No existing crashes recorded at the level crossing in the last 5 years indicating a low crash probability.	Existing	Existing	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The proposed upgraded road geometry as part of the Project in combination with minimal queueing would enhance existing sight line constraints. The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 26m B-Double. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Existing	Moderate - Once or more per year (but less than once per week)	Major	Medium
3					
4					
5					
6					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The level crossing will be designed to the required standards of AS1742 as well as upgrade or road alignment to standard (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for potential induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Rare - Less than once every ten years	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	Tip Road
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-48-P-1

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	22	52	-
PM Bi-gazettal Volumes (veh/hr)	52	76	-
Closure time			91

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	1.2	2.0	-
Maximum vehicles queued per closure (per direction)	1	2	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along a paved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 26m B-Double. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	Linthorpe Valley Road
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-50-P-11

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	9	52	-
PM Bi-gazettal Volumes (veh/hr)	9	14	-
Closure time			101

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.2	0.4	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along a paved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 26m B-Double. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

Road Link Information

Link ID	**E103-E81**
Road Name	Leesons Road
Road Section	Ch. 59.2 to Ch. 61.0
Road Authority	TMR
Level Crossing ID	310-57-P-4

	Opening	Future
Analyses Years	2028	2040
Peak Impact Year - 5% Volume Comparison		-

	Year 2028	Year 2040	Total wait time per closure (seconds)
AM Bi-gazettal Volumes (veh/hr)	6	52	-
PM Bi-gazettal Volumes (veh/hr)	7	8	-
Closure time			91

Number of Lanes	2
Road Type	Sealed - Continuous
Posted Speed Limit	100
Lane Width (m)	4
Shoulder Width (m)	0

	Year 2028	Year 2040	
V/C Ratio	-	-	-
Total vehicles queued per closure	0.2	0.2	-
Maximum vehicles queued per closure (per direction)	1	1	-
Available storage length (m)	200m+	200m+	Sufficient storage available

OSOM Movements?	Yes

DCA Code Group	Fatal	Hospitalisation	Medical treatment	Minor injury
1 - Intersection, from adjacent approaches	0	0	0	0
2 - Head-on	0	0	0	0
3 - Opposing vehicle turning	0	0	0	0
4 - Rear-end	0	0	0	0
5 - Lane change	0	0	0	0
6 - Parallel lanes, turning	0	0	0	0
7 - U-turn	0	0	0	0
8 - Entering roadway	0	0	0	0
9 - Overtaking, same direction	0	0	0	0
10 - Hit parked vehicle	0	0	0	0
11 - Hit railway train	0	0	0	0
12 - Pedestrian	0	0	0	0
13 - Permanent obstruction on carriageway	0	0	0	0
14 - Hit animal	0	0	0	0
15 - Off carriageway on straight	0	0	0	0
16 - Off carriageway on straight, hit object	0	0	0	0
17 - Out-of-control on straight	0	0	0	0
18 - Off carriageway on curve	0	0	0	0
19 - Off carriageway on curve, hit object	0	0	0	0
20 - Out-of-control on curve	0	0	0	0
21 - Other	0	0	0	0
Total	**0**	**0**	**0**	**0**

Operational Stage

Risk Assessment: Peak Impact Year - Without Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Risk Type (Existing/Proactive)	Likelihood	Consequence	Risk Score
1	Road along level crossing will consist of active control along a paved road. Crossing to be proposed as a new crossing thus no existing safety conditions / impacts identified with respect to crashes.	Proposed	Proactive	Rare - Less than once every ten years	Not Significant	Low
2	Existing road is free-flow without any control points, vehicle conflict locations at the given location apart from the existing safety conditions identified through the road link analyses.	Proposed	Proactive	Rare - Less than once every ten years	Major	Medium
4						
5						
6						
7						

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic

Risk No.	Risk Item & Description	Crossing Type (Proposed/Existing)	Likelihood	Consequence	Risk Score
1	The additional Project traffic (trains) traversing through the level crossing may increase wait times and subsequent vehicle queueing. The design vehicle is considered to be a 26m B-Double. Additional queueing might have an impact on increase in rear end crashes. Queueing throughout the analyses years will be minimal and sufficient queue storage is available on the approach road and offset from adjacent intersection.	Existing	Unlikely - Once every five or ten years	Major	Medium
2	The introduction of a level crossing might exacerbate the existing safety conditions as a control / conflict point will be introduced to the public road. This may lead to rear end or train collision crashes should drivers be unaware of the new crossing and not expecting stationary queued vehicles on the road. However, sufficient approach sight distance is considered to be available to drivers to observe the crossing and sufficient queue storage is available to contain the expected queued vehicles. Level crossing is located in a rural area. The omission of any advanced warning signage may have an impact on rear end crashes of vehicles queued at level crossing and crashes with railway train or railway infrastructure.	Proposed	Moderate - Once or more per year (but less than once per week)	Major	Medium
4					
5					
6					
7					

Operational Stage

Risk Assessment: Peak Impact Year - With B2G Development Traffic and Mitigation Measures

Risk No.	Impact on Crash Risk Item	Likelihood	Consequence	Risk Score
1	The absolute minimum treatment required at any railway crossing where there is provision for motor vehicles to cross the railway shall be the RX-1 or RX-2 assembly comprising the railway crossing position sign R6-25, and the GIVE WAY or STOP sign. The level crossing will be designed as active control to the required standards of AS1742 as well as the road infrastructure (Austroads Guidelines) with all warning and vehicle guidance signage implemented. Carry out updated vehicle queueing and delay assessments of new level crossings during detailed design stage to account for induced traffic demands, ALCAM assessments to be carried out during detailed design of all public road level crossings based on proposed designs, road safety audits to be carried out at design stage and post-construction stage where such level crossings are proposed. Continuous monitoring and evaluation required with incident mitigation for the entire duration of operation.	Unlikely - Once every five or ten years	Major	Medium
2		Moderate - Once or more per year (but less than once per week)	Major	Medium
4				
5				
6				
7				

APPENDIX

AA

Traffic Impact Assessment

Appendix AR Access turn warrants assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

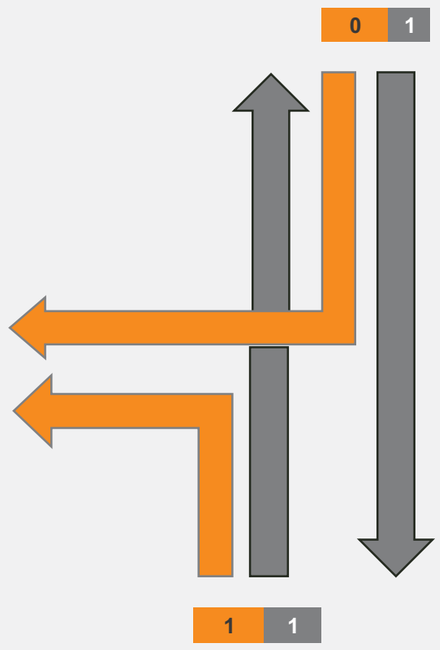
Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

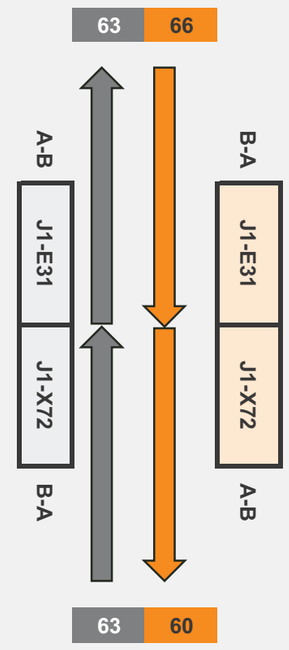
Laydown Area ID	J1	Speed	100
Laydown Area Name	Junction 1	Road Name	Brimblecombe Road

Peak Impact Month	Jul-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	63	0
Left	66	0
With Development Traffic		
Right	64	0
Left	67	1

Graph Terminolgy

Legend

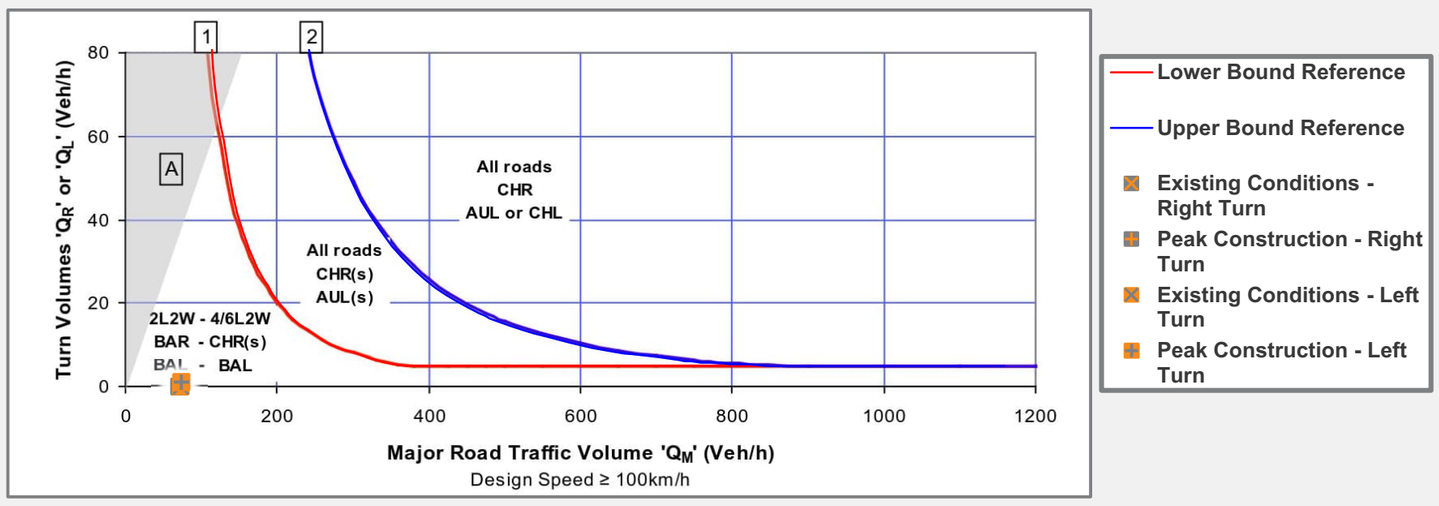
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	63	0
Left	66	0
With Development Traffic		
Right	64	0
Left	67	1

Graphing

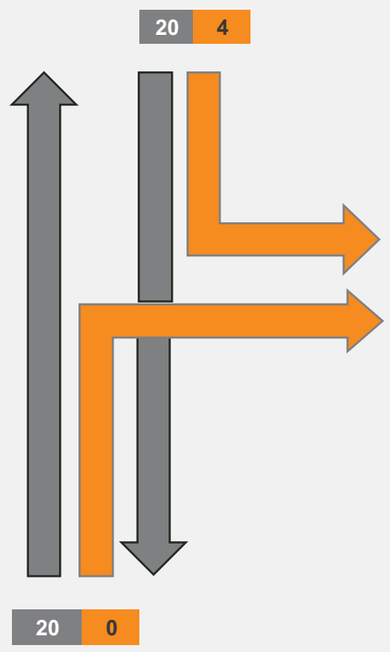
Design Speed ≥ 100 km/h



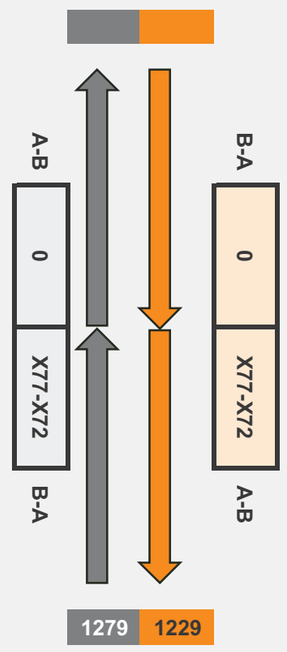
Laydown Area ID	J6	Speed	100
Laydown Area Name	Junction 6	Road Name	Toowoomba Cecil Plains Road

Peak Impact Month	Nov-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,229	0
Left	1,279	0
With Development Traffic		
Right	1,200	0
Left	1,200	4

Graph Terminolgy

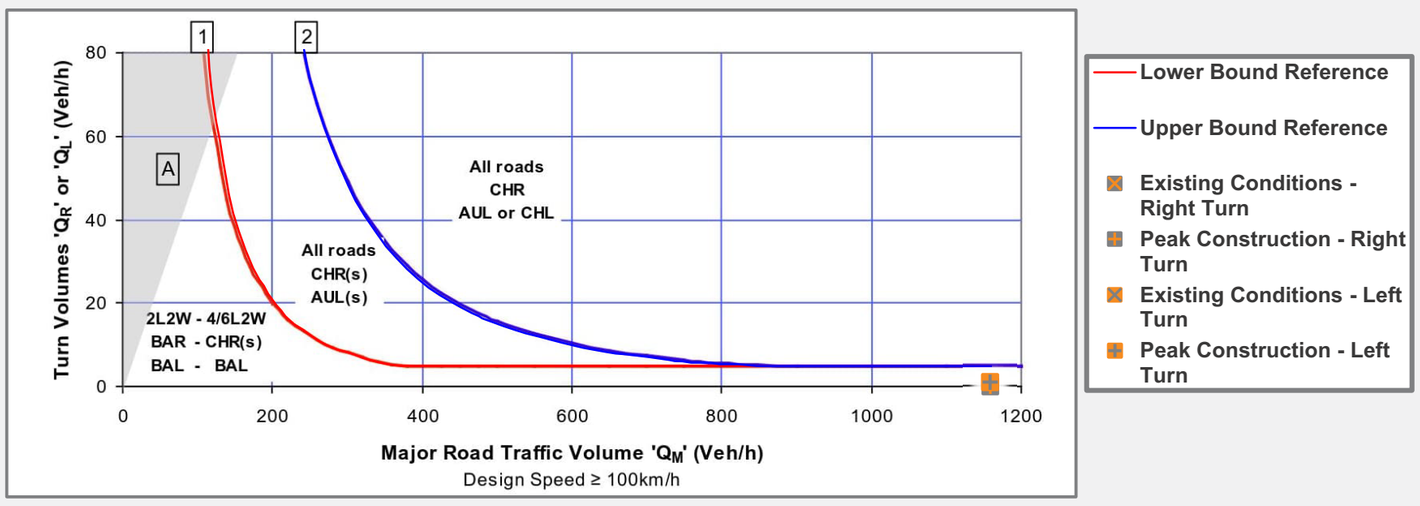
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,229	0
Left	1,279	0
With Development Traffic		
Right	1,249	0
Left	1,299	4

Graphing

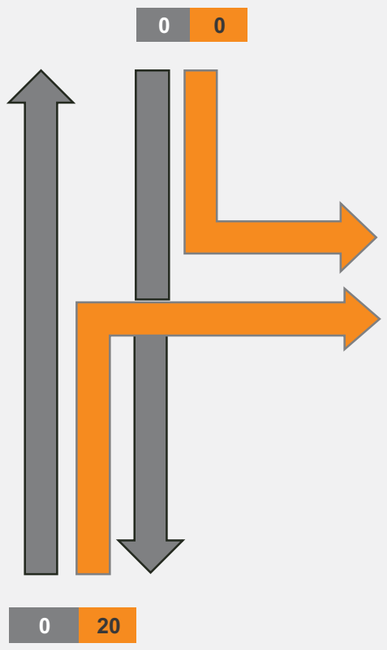
Design Speed ≥ 100 km/h



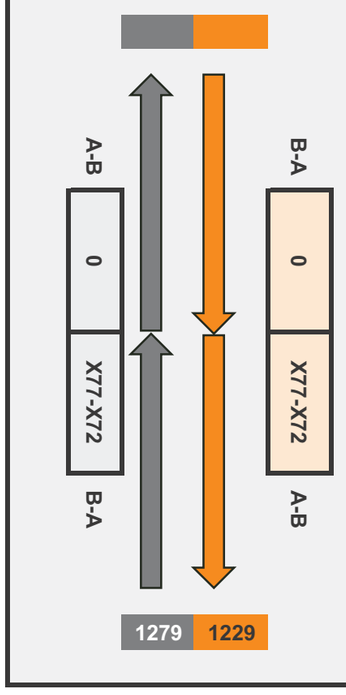
Laydown Area ID	X77	Speed	100
Laydown Area Name	B2G-LDN197.0	Road Name	Toowoomba Cecil Plains Road

Peak Impact Month	Dec-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,229	0
Left	1,279	0
With Development Traffic		
Right	1,200	20
Left	1,200	0

Graph Terminolgy

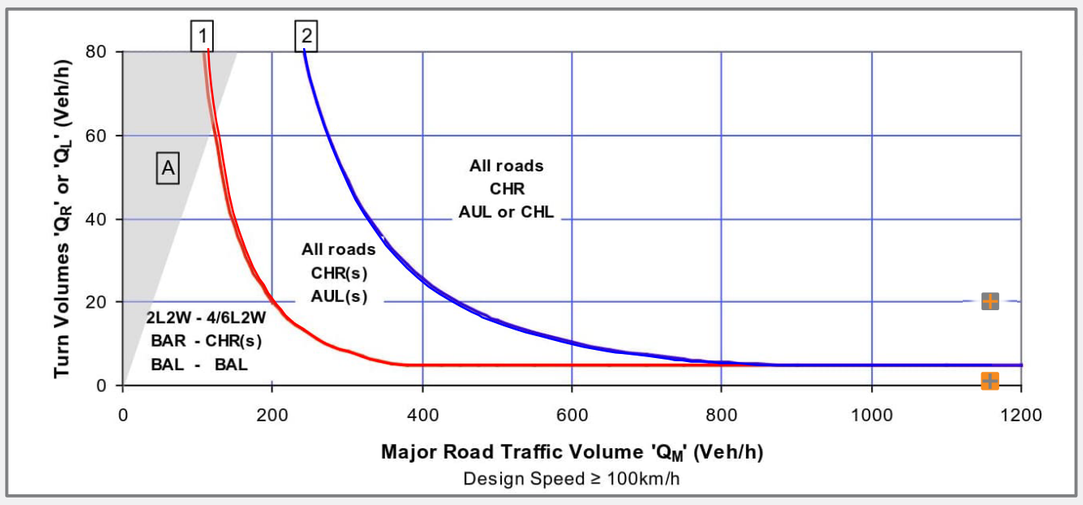
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	CHR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,229	0
Left	1,279	0
With Development Traffic		
Right	1,229	20
Left	1,279	0

Graphing

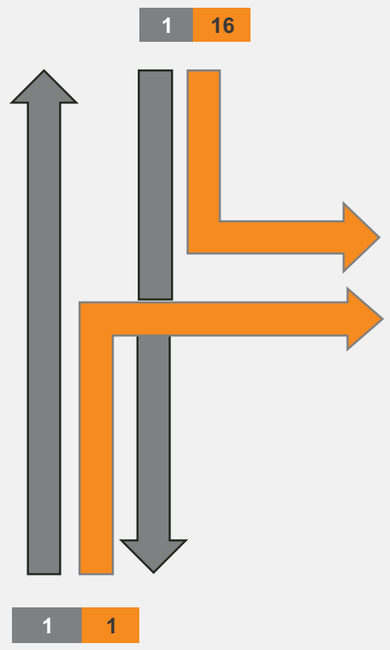
Design Speed ≥ 100 km/h



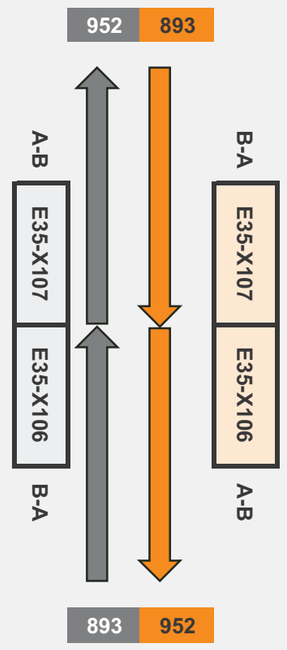
Laydown Area ID	E35	Speed	100
Laydown Area Name	NS2B-LDN031.0	Road Name	Kildonan Road

Peak Impact Month	Feb-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	952	0
Left	952	0
With Development Traffic		
Right	953	1
Left	953	16

Graph Terminolgy

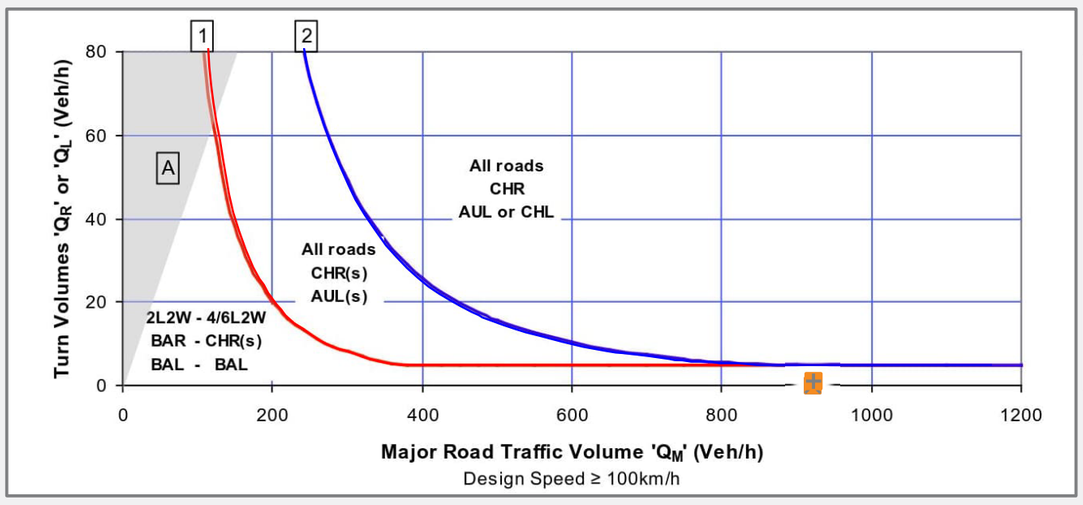
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	AUL or CHL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	952	0
Left	952	0
With Development Traffic		
Right	953	1
Left	953	16

Graphing

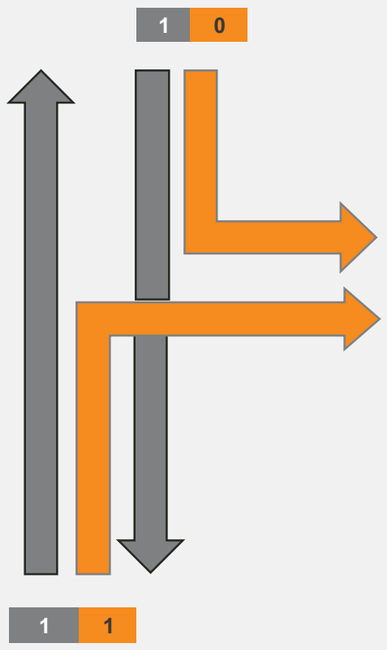
Design Speed ≥ 100 km/h



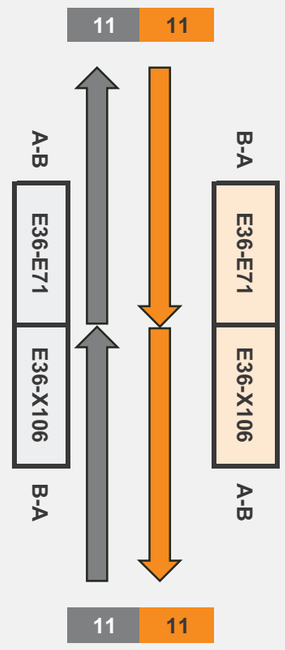
Laydown Area ID	E36	Speed	70
Laydown Area Name	NS2B-LDN033.2	Road Name	Eukabilla Road

Peak Impact Month	Feb-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	11	0
Left	11	0
With Development Traffic		
Right	12	1
Left	12	0

Graph Terminolgy

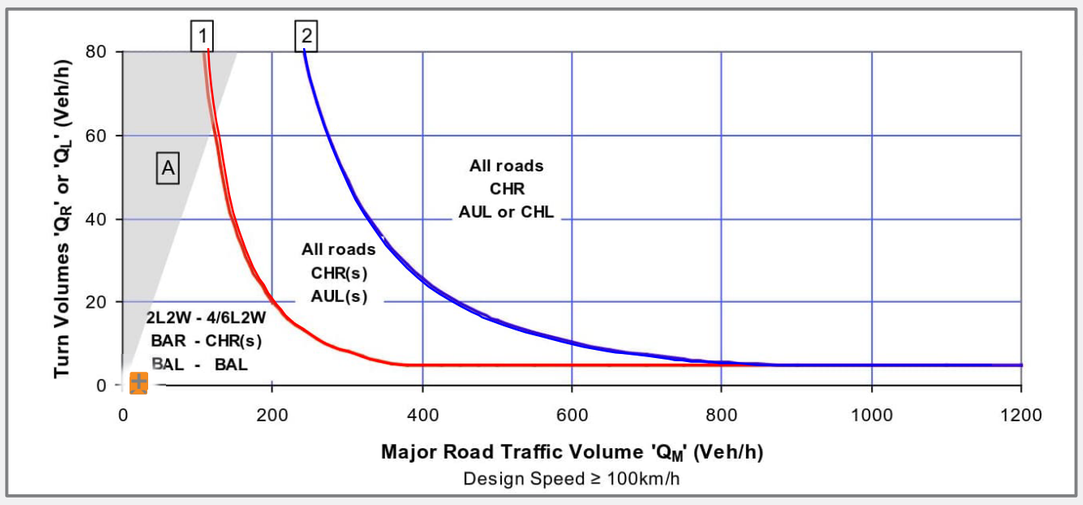
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	11	0
Left	11	0
With Development Traffic		
Right	12	1
Left	12	0

Graphing

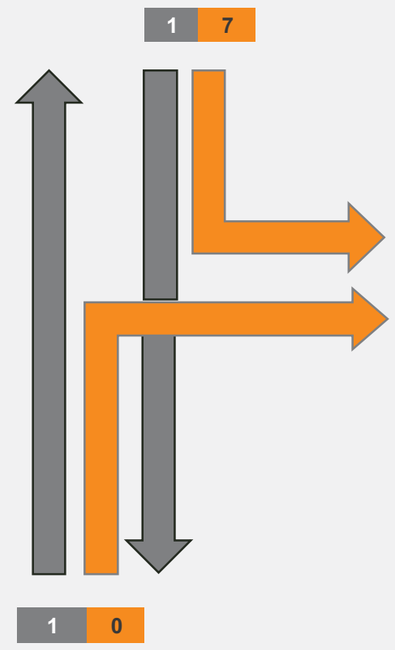
Design Speed ≥ 100 km/h



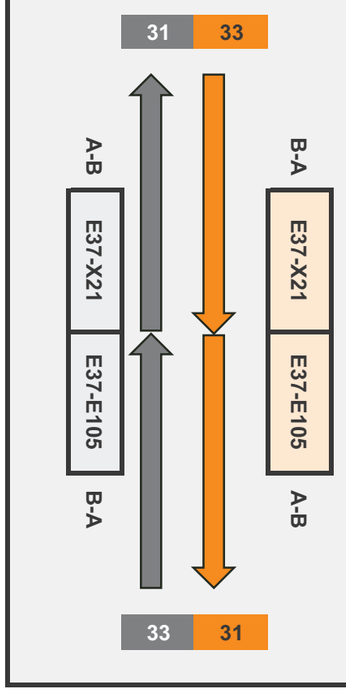
Laydown Area ID	E37	Speed	70
Laydown Area Name	B2G-LDN025.9	Road Name	Yelarbon Kurumbul Road

Peak Impact Month	Sep-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	33	0
Left	33	0
With Development Traffic		
Right	34	0
Left	34	7

Graph Terminolgy

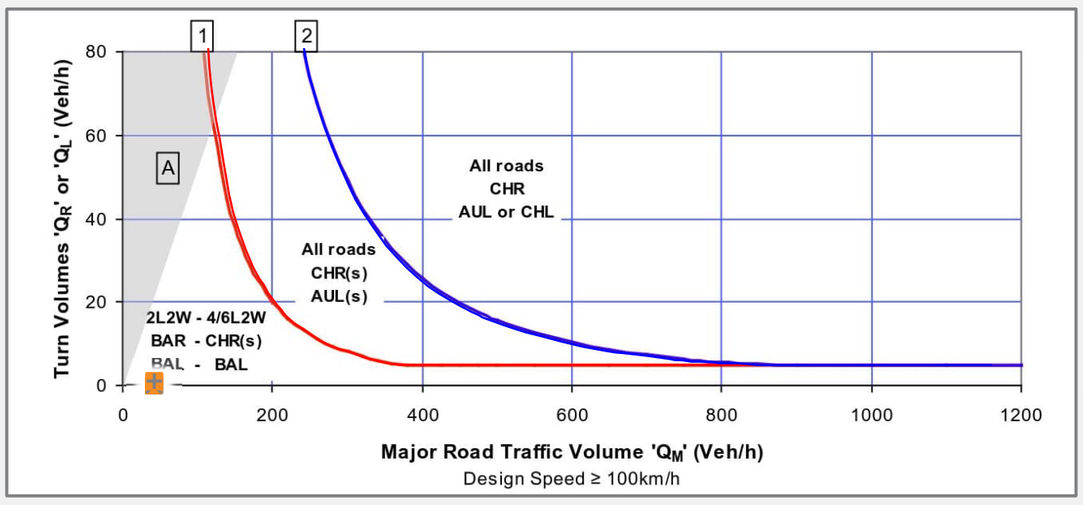
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	33	0
Left	33	0
With Development Traffic		
Right	34	0
Left	34	7

Graphing

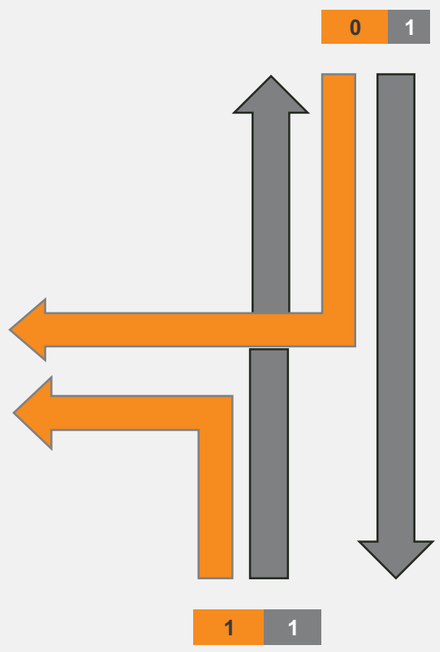
Design Speed ≥ 100 km/h



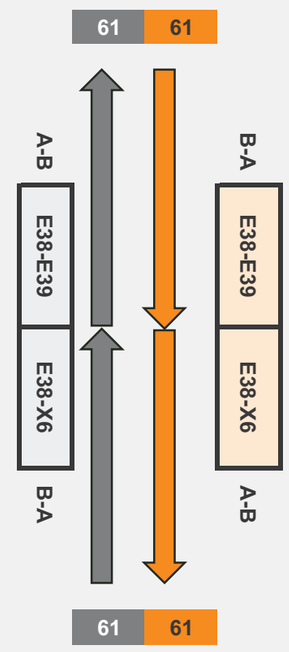
Laydown Area ID	E38	Speed	100
Laydown Area Name	B2G-LDN052.8	Road Name	Cremascos Road

Peak Impact Month	Feb-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	61	0
Left	61	0
With Development Traffic		
Right	62	0
Left	62	1

Graph Terminolgy

Legend

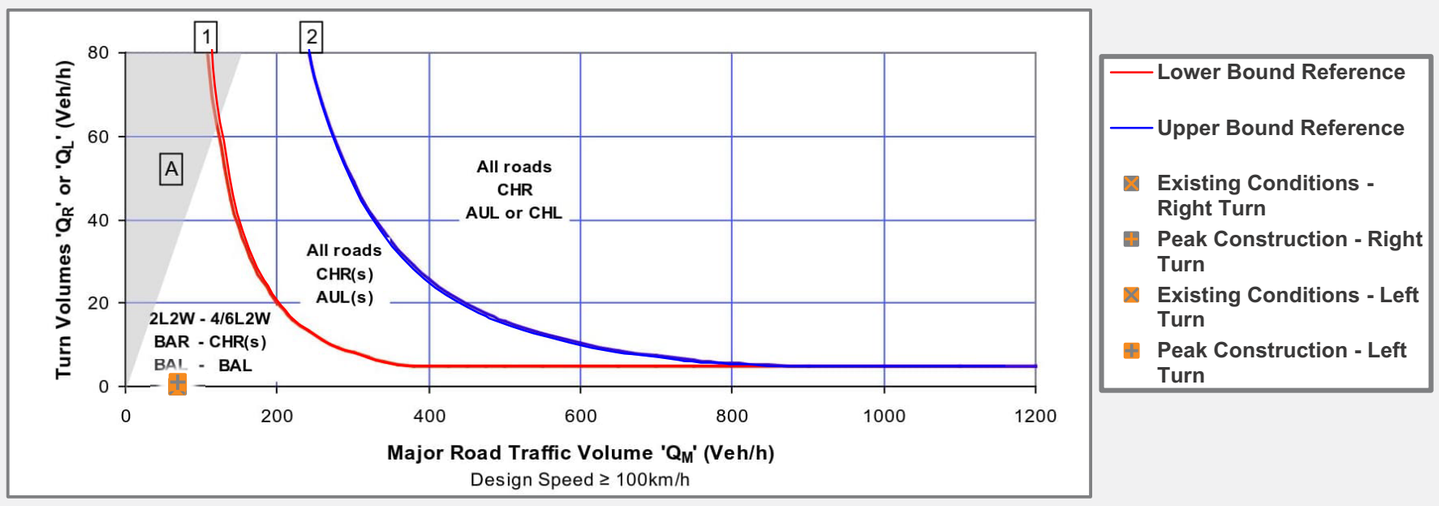
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	61	0
Left	61	0
With Development Traffic		
Right	62	0
Left	62	1

Graphing

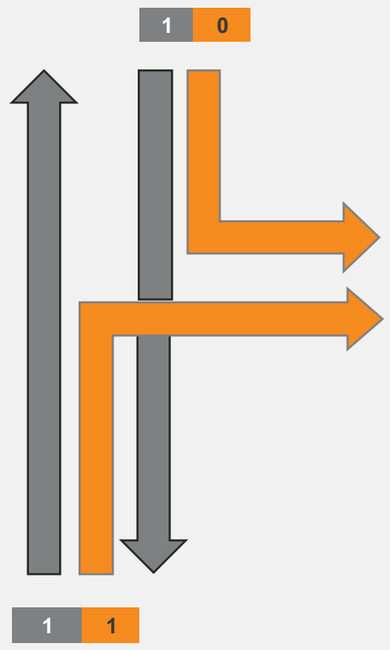
Design Speed ≥ 100 km/h



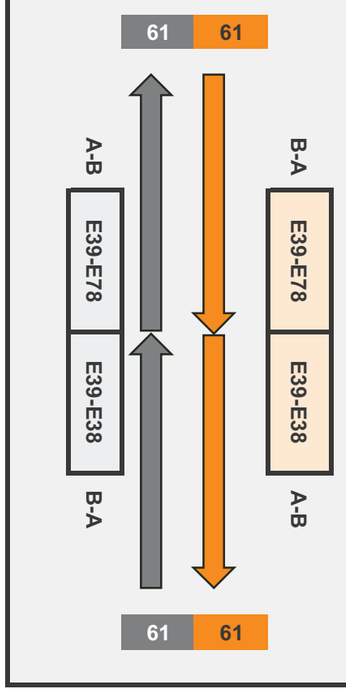
Laydown Area ID	E39	Speed	100
Laydown Area Name	B2G-LDN055.4	Road Name	Cremascos Road

Peak Impact Month	Jul-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	61	0
Left	61	0
With Development Traffic		
Right	62	1
Left	62	0

Graph Terminolgy

Legend

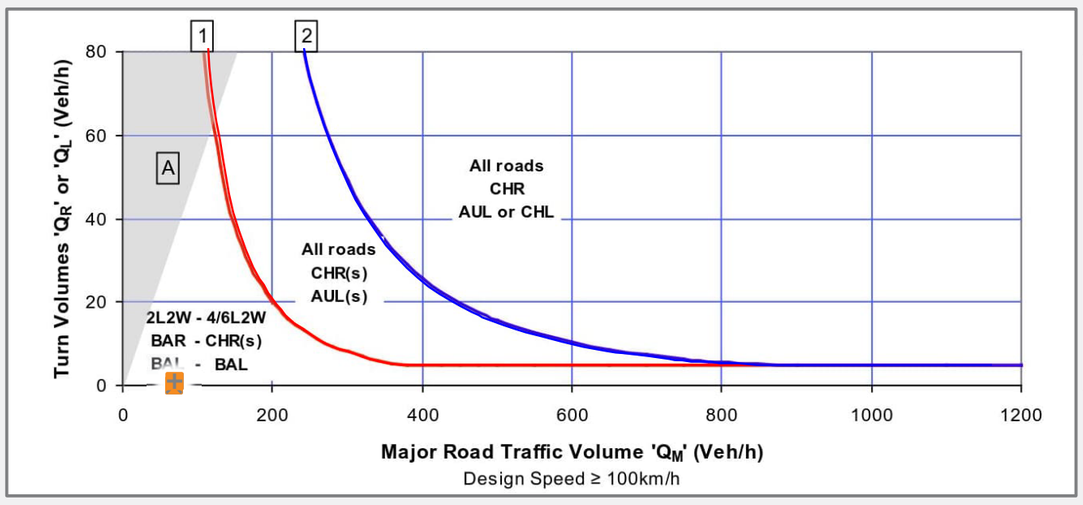
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	61	0
Left	61	0
With Development Traffic		
Right	62	1
Left	62	0

Graphing

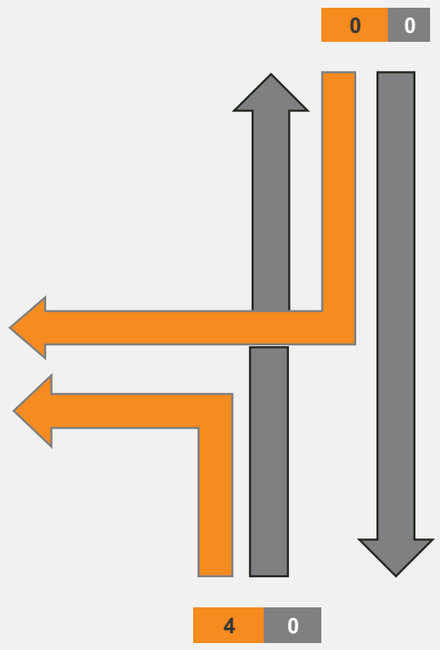
Design Speed ≥ 100 km/h



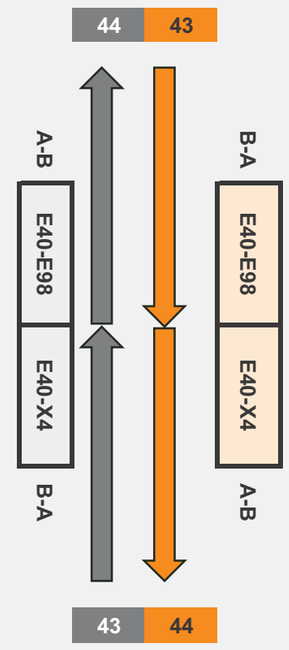
Laydown Area ID	E40	Speed	100
Laydown Area Name	B2G-LDN060.4	Road Name	Bybera Road

Peak Impact Month	Mar-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	44	0
Left	44	0
With Development Traffic		
Right	44	0
Left	44	4

Graph Terminolgy

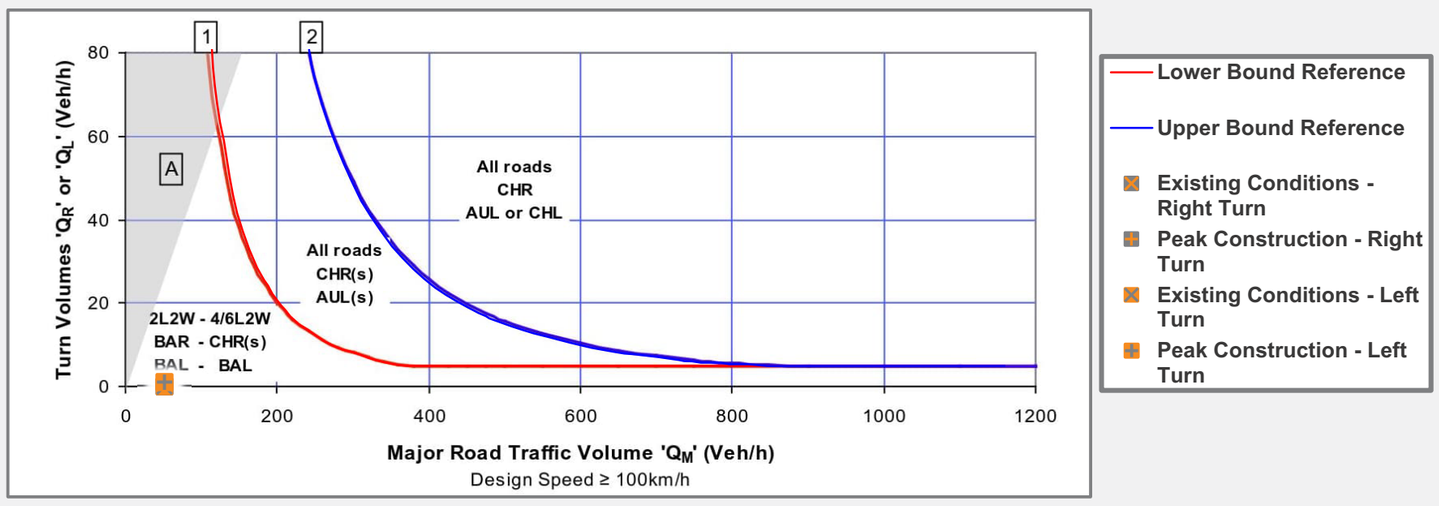
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	44	0
Left	44	0
With Development Traffic		
Right	44	0
Left	44	4

Graphing

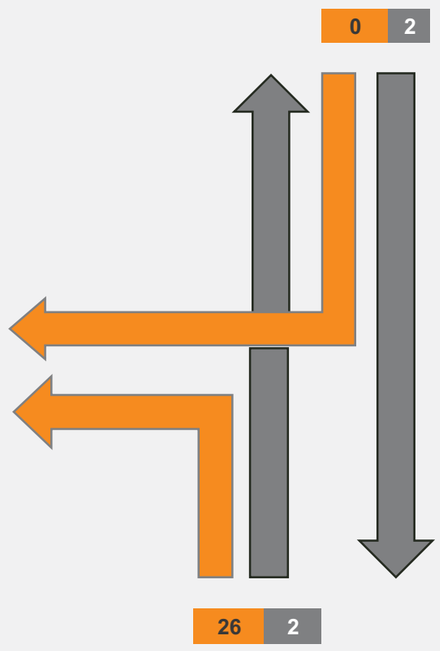
Design Speed ≥ 100 km/h



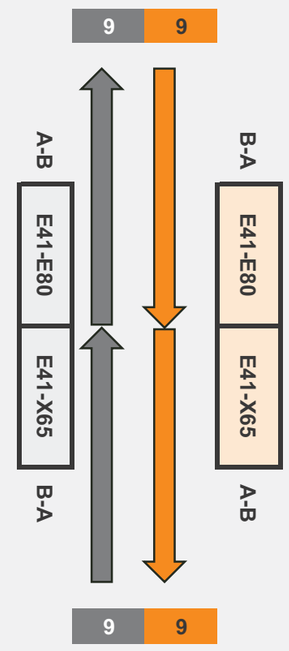
Laydown Area ID	E41	Speed	100
Laydown Area Name	B2G-LDN067.6	Road Name	Thornton Road

Peak Impact Month	Nov-24
Peak Impact Year	2024

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	0
Left	9	0
With Development Traffic		
Right	11	0
Left	11	26

Graph Terminolgy

Legend

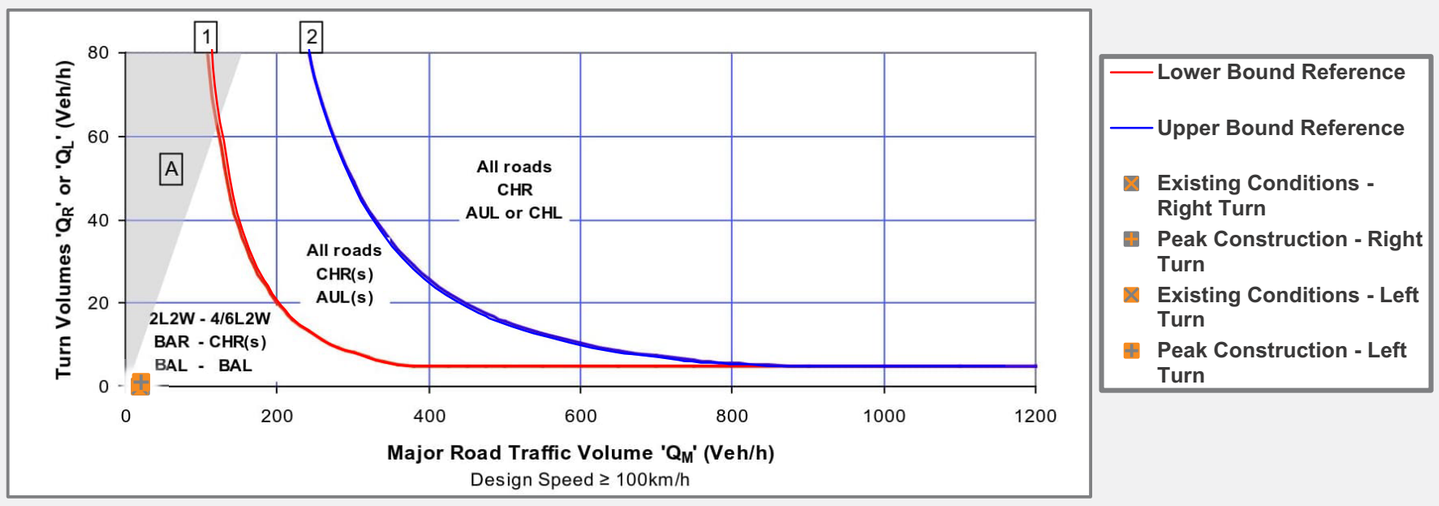
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	0
Left	9	0
With Development Traffic		
Right	11	0
Left	11	26

Graphing

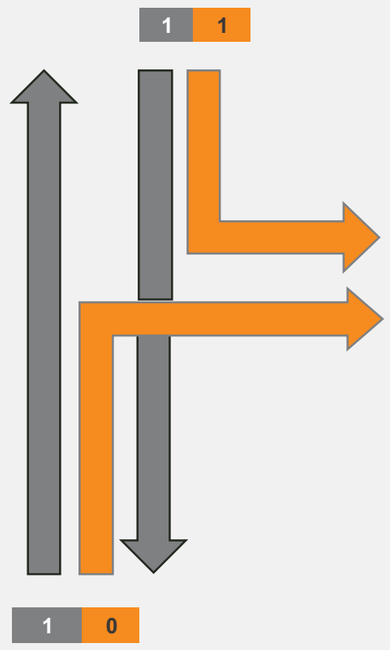
Design Speed ≥ 100 km/h



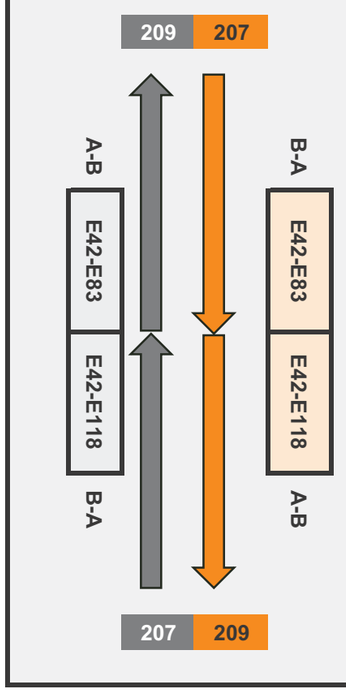
Laydown Area ID	E42	Speed	100
Laydown Area Name	B2G-LDN088.0	Road Name	Millmerran - Inglewood Road

Peak Impact Month	Jan-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	209	0
Left	209	0
With Development Traffic		
Right	210	0
Left	210	1

Graph Terminolgy

Legend

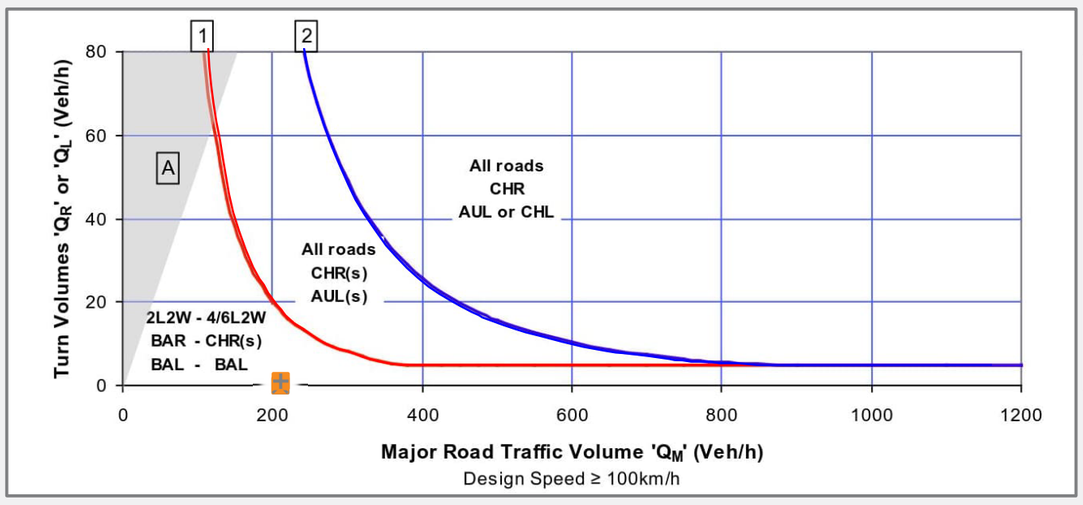
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	209	0
Left	209	0
With Development Traffic		
Right	210	0
Left	210	1

Graphing

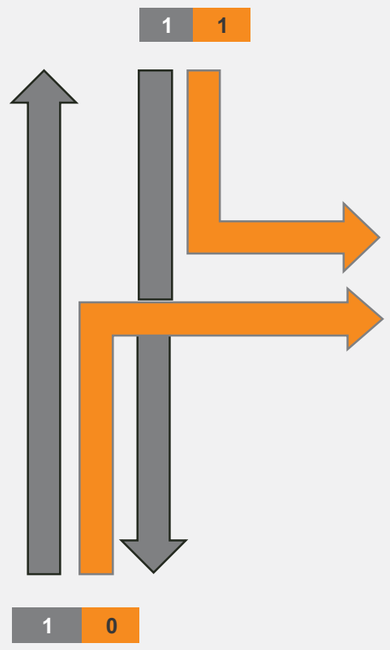
Design Speed ≥ 100 km/h



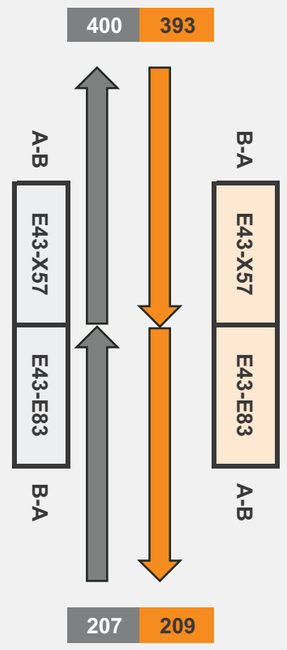
Laydown Area ID	E43	Speed	100
Laydown Area Name	B2G-LDN093.8	Road Name	Millmerran - Inglewood Road

Peak Impact Month	Jun-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	393	0
Left	400	0
With Development Traffic		
Right	394	0
Left	401	1

Graph Terminolgy

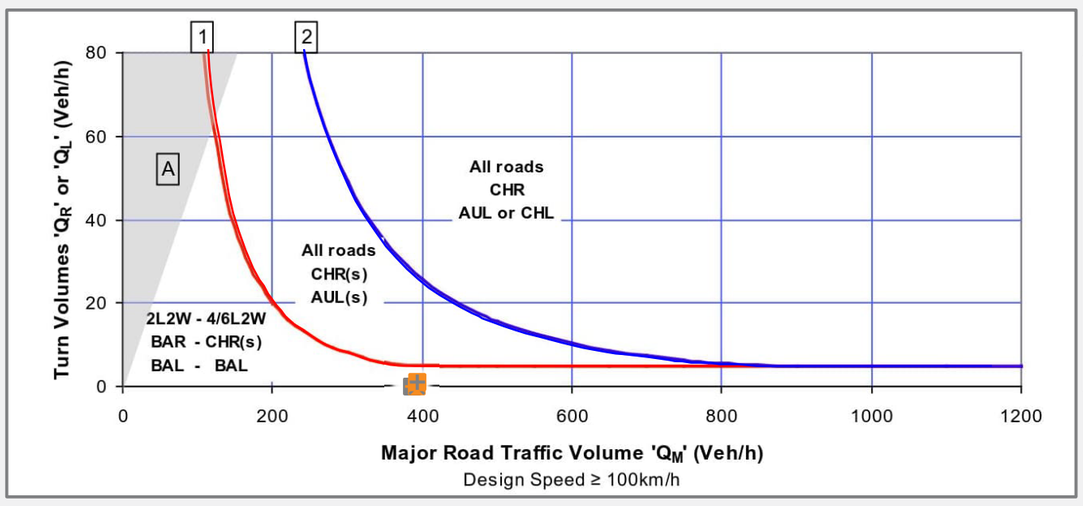
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	393	0
Left	400	0
With Development Traffic		
Right	394	0
Left	401	1

Graphing

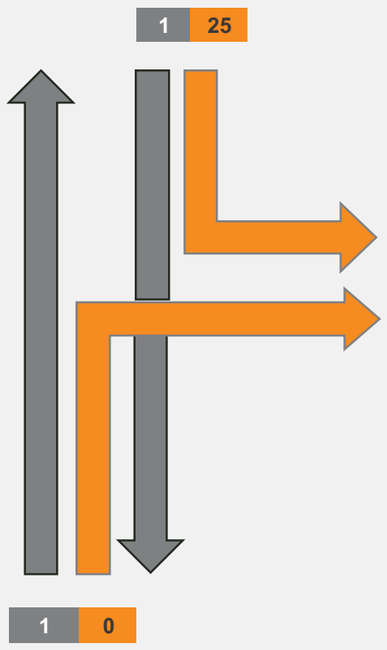
Design Speed ≥ 100 km/h



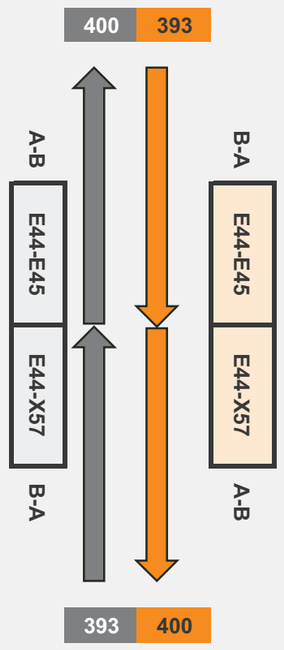
Laydown Area ID	E44	Speed	100
Laydown Area Name	B2G-LDN098.0	Road Name	Millmerran - Inglewood Road

Peak Impact Month	Jan-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	400	0
Left	400	0
With Development Traffic		
Right	401	0
Left	401	25

Graph Terminolgy

Legend

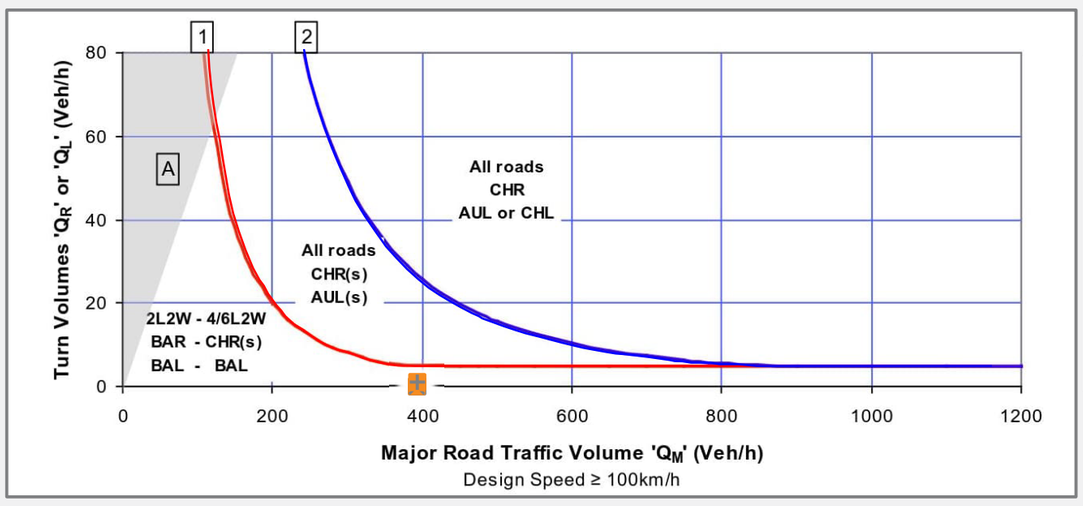
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	400	0
Left	400	0
With Development Traffic		
Right	401	0
Left	401	25

Graphing

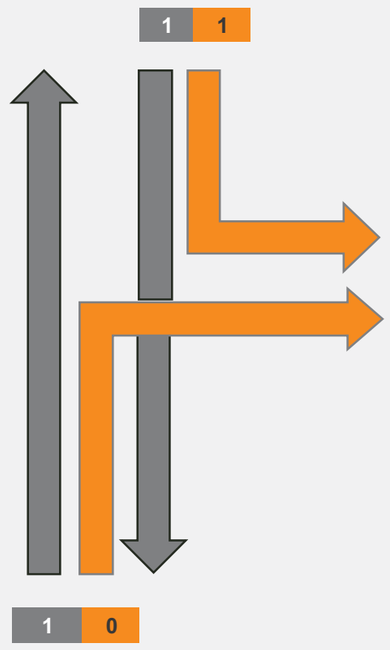
Design Speed ≥ 100 km/h



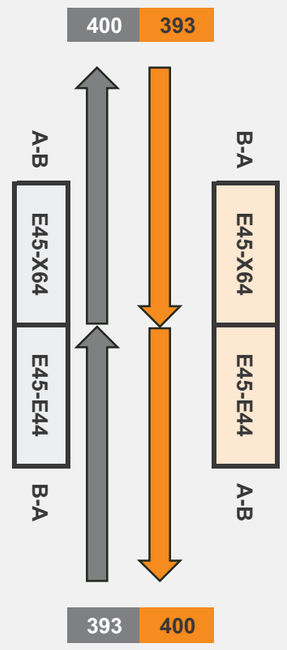
Laydown Area ID	E45	Speed	100
Laydown Area Name	B2G-LDN100.6	Road Name	Millmerran - Inglewood Road

Peak Impact Month	Apr-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	400	0
Left	400	0
With Development Traffic		
Right	401	0
Left	401	1

Graph Terminolgy

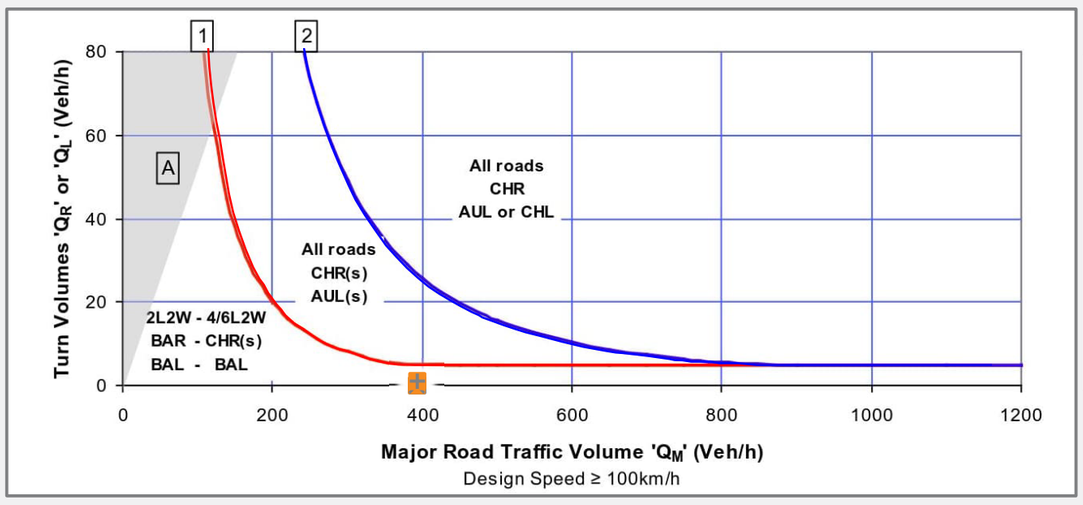
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	400	0
Left	400	0
With Development Traffic		
Right	401	0
Left	401	1

Graphing

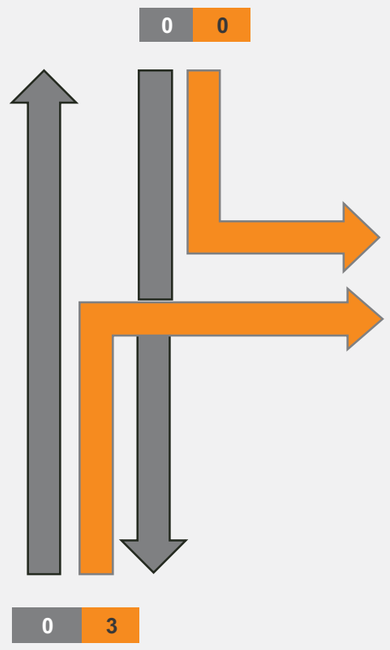
Design Speed ≥ 100 km/h



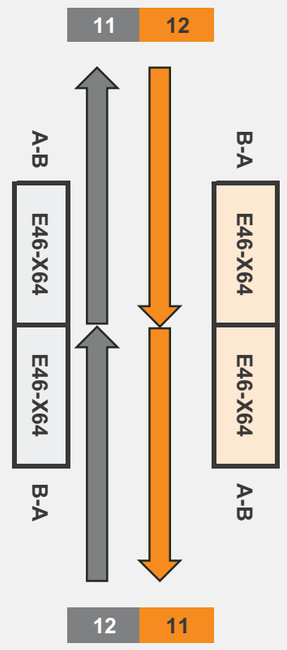
Laydown Area ID	E46	Speed	100
Laydown Area Name	B2G-LDN104.5	Road Name	Paton Road

Peak Impact Month	Jun-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	12	0
Left	12	0
With Development Traffic		
Right	12	3
Left	12	0

Graph Terminolgy

Legend

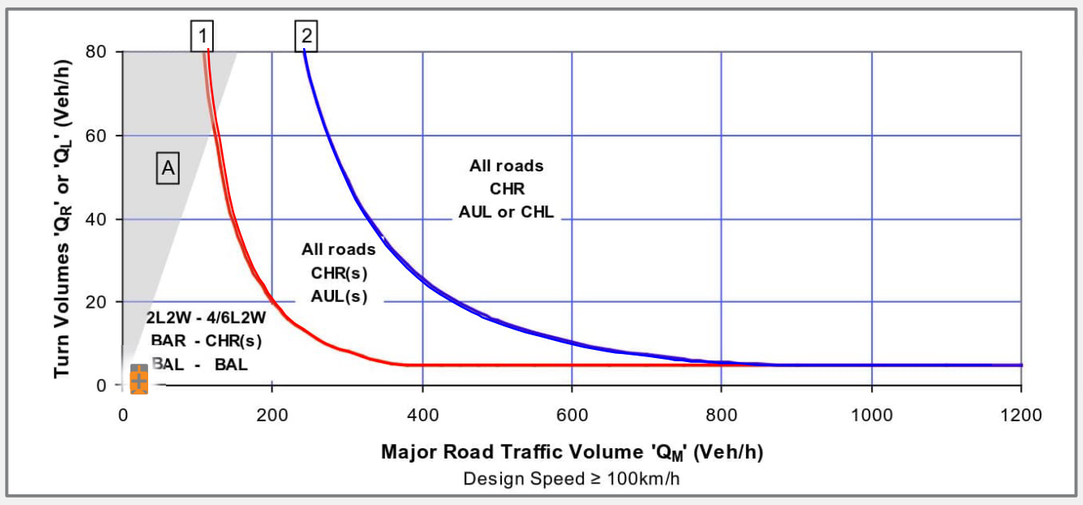
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	12	0
Left	12	0
With Development Traffic		
Right	12	3
Left	12	0

Graphing

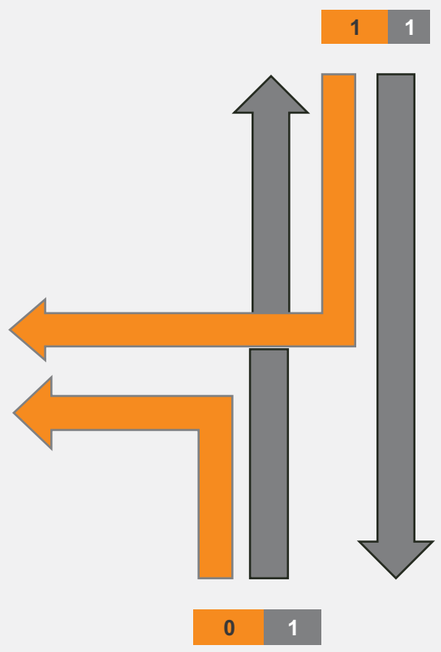
Design Speed ≥ 100 km/h



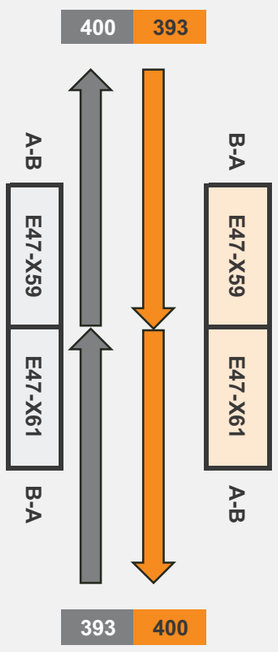
Laydown Area ID	E47	Speed	100
Laydown Area Name	B2G-LDN115.6	Road Name	Millmerran - Inglewood Road

Peak Impact Month	Jan-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	400	0
Left	400	0
With Development Traffic		
Right	401	1
Left	401	0

Graph Terminolgy

Legend

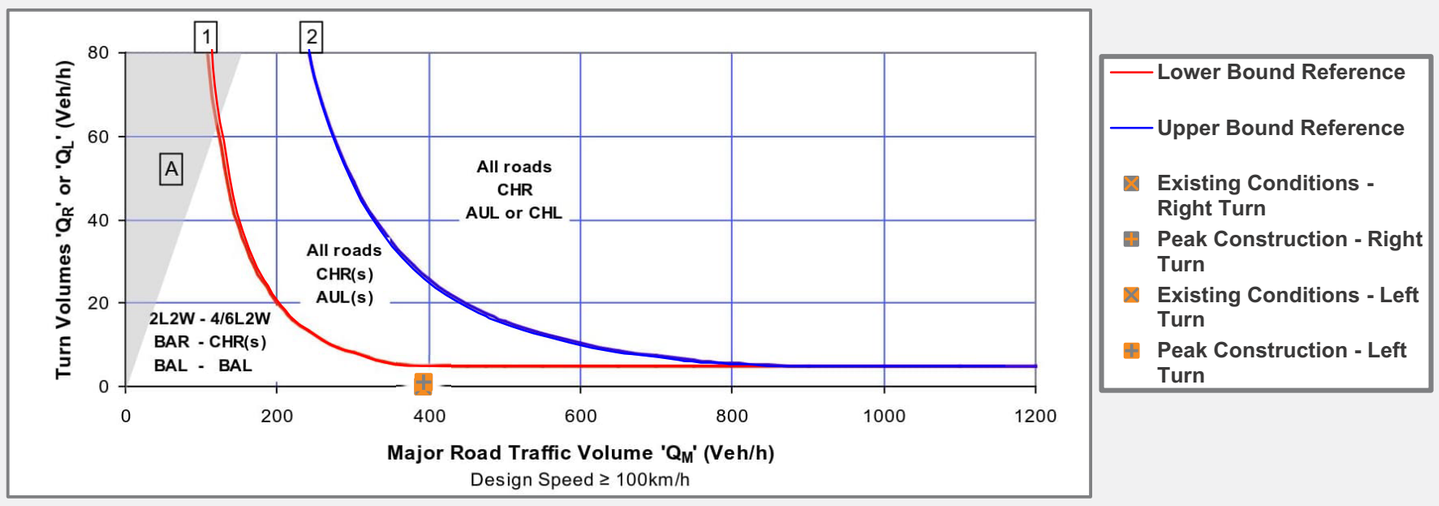
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	400	0
Left	400	0
With Development Traffic		
Right	401	1
Left	401	0

Graphing

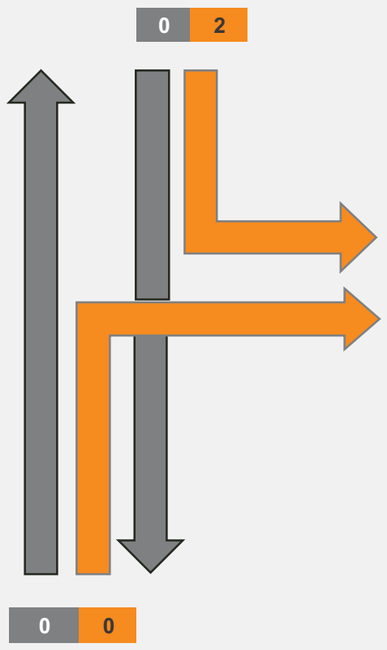
Design Speed ≥ 100 km/h



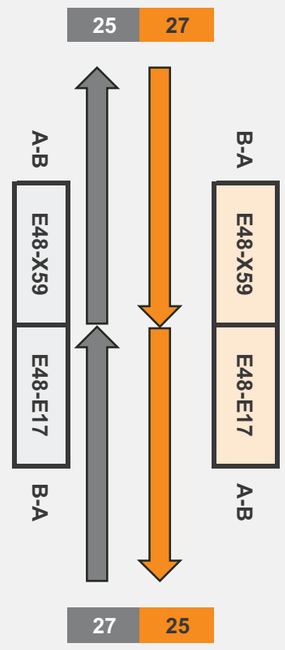
Laydown Area ID	E48	Speed	100
Laydown Area Name	B2G-LDN116.0	Road Name	Heckendorf Road

Peak Impact Month	Jun-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	27	0
Left	27	0
With Development Traffic		
Right	27	0
Left	27	2

Graph Terminolgy

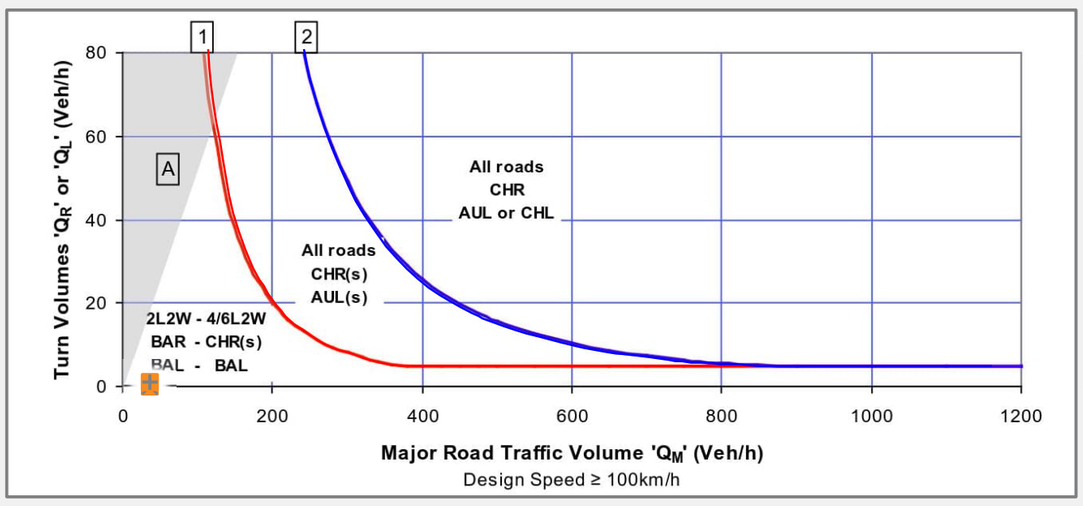
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	27	0
Left	27	0
With Development Traffic		
Right	27	0
Left	27	2

Graphing

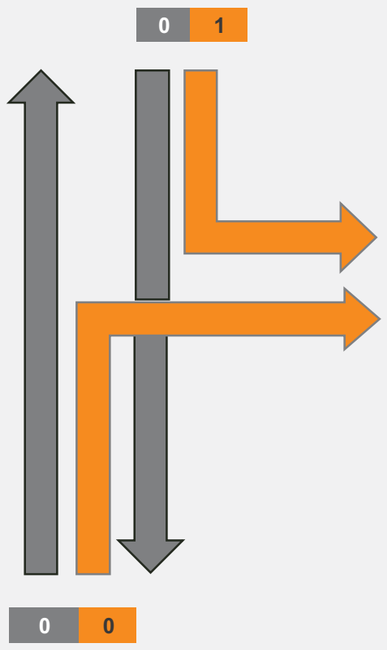
Design Speed ≥ 100 km/h



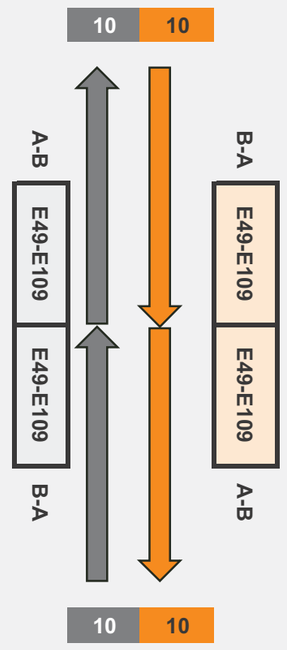
Laydown Area ID	E49	Speed	100
Laydown Area Name	B2G-LDN123.8	Road Name	Scragg Road

Peak Impact Month	Dec-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	0
Left	10	0
With Development Traffic		
Right	10	0
Left	10	1

Graph Terminolgy

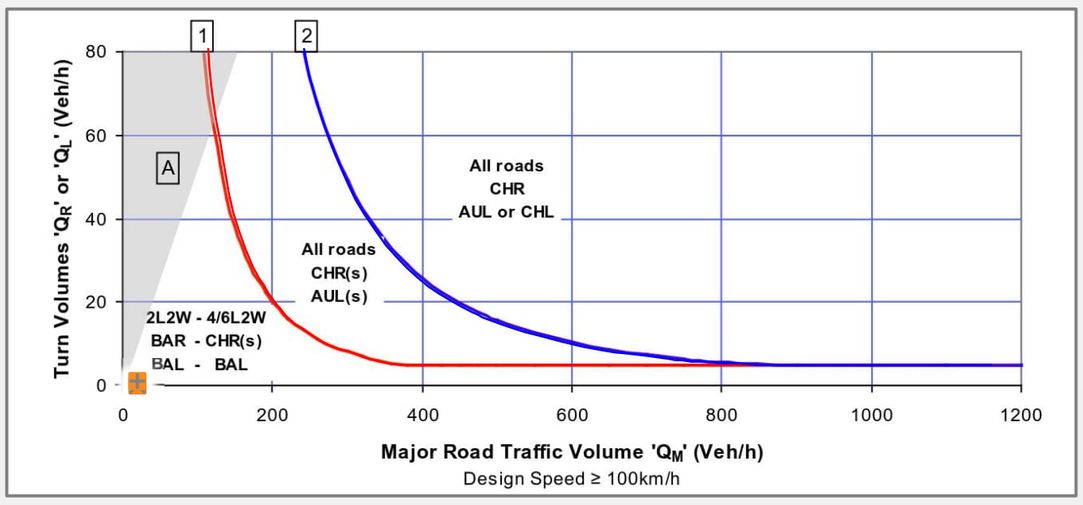
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	0
Left	10	0
With Development Traffic		
Right	10	0
Left	10	1

Graphing

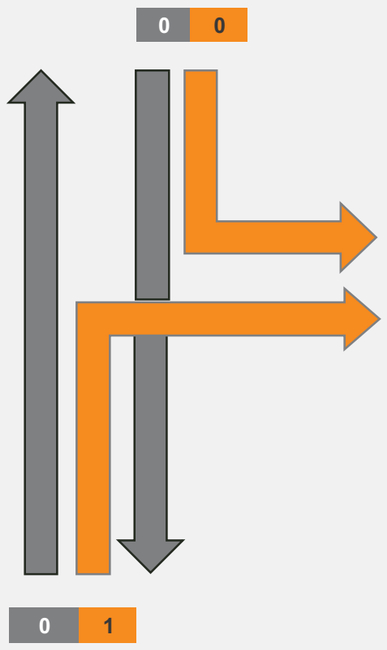
Design Speed ≥ 100 km/h



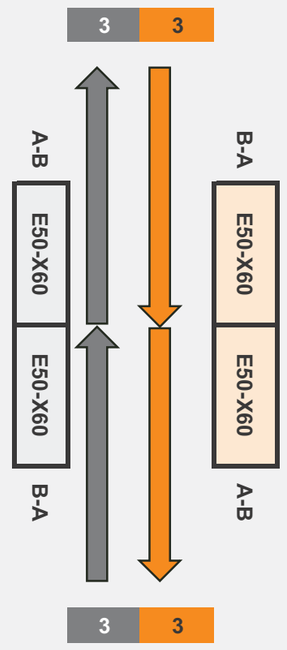
Laydown Area ID	E50	Speed	100
Laydown Area Name	B2G-LDN126.9	Road Name	Schwarten Road

Peak Impact Month	Dec-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	0
Left	3	0
With Development Traffic		
Right	3	1
Left	3	0

Graph Terminolgy

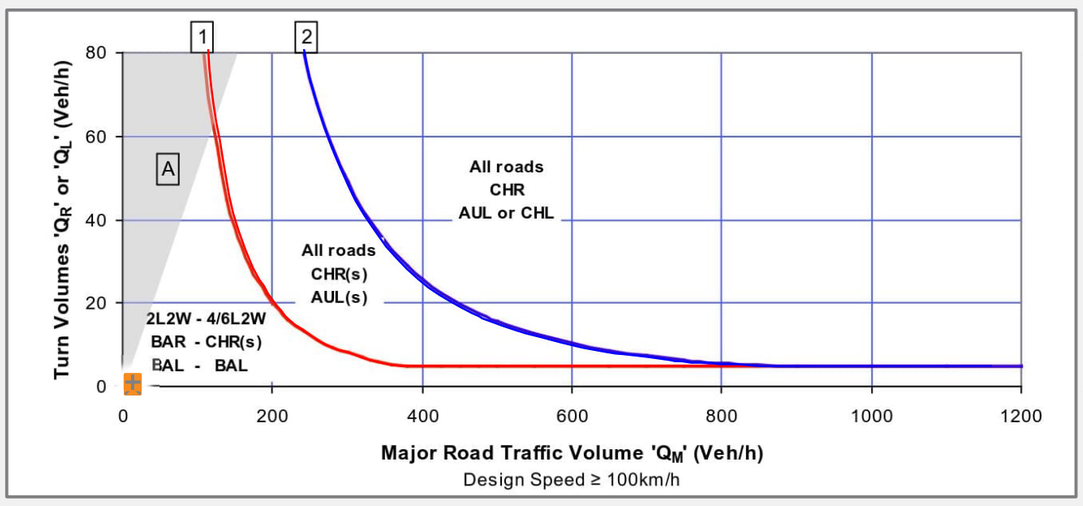
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	0
Left	3	0
With Development Traffic		
Right	3	1
Left	3	0

Graphing

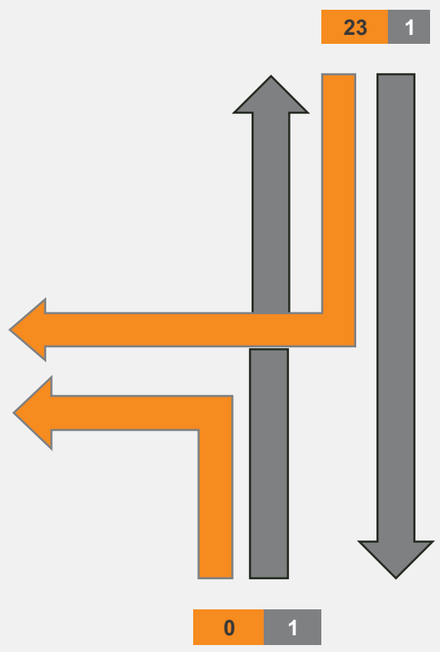
Design Speed ≥ 100 km/h



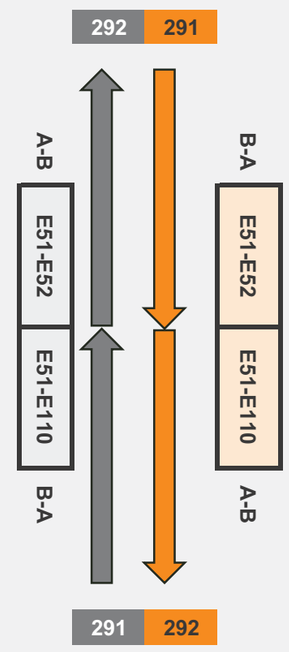
Laydown Area ID	E51	Speed	100
Laydown Area Name	B2G-LDN128.2	Road Name	Owens Scrub Road

Peak Impact Month	Sep-24
Peak Impact Year	2024

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	292	0
Left	292	0
With Development Traffic		
Right	293	23
Left	293	0

Graph Terminolgy

Legend

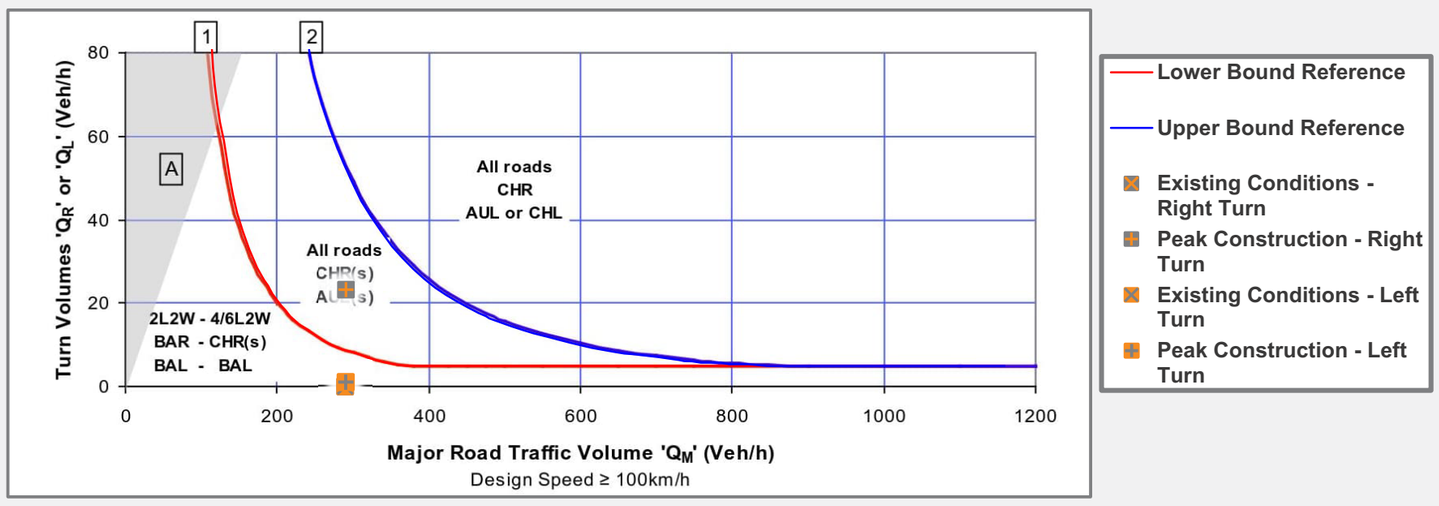
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	CHR(s)
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	292	0
Left	292	0
With Development Traffic		
Right	293	23
Left	293	0

Graphing

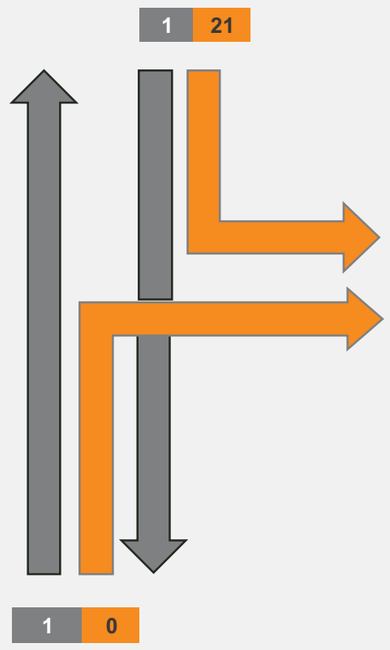
Design Speed ≥ 100 km/h



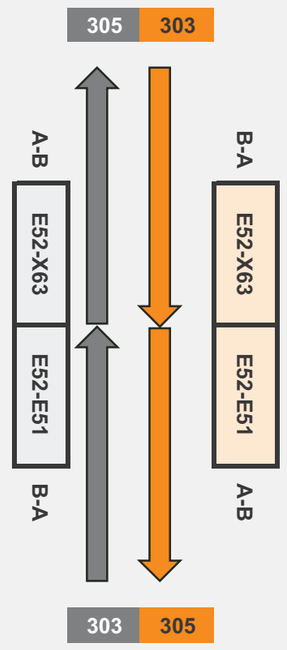
Laydown Area ID	E52	Speed	100
Laydown Area Name	B2G-LDN130.0	Road Name	Owens Scrub Road

Peak Impact Month	Feb-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	305	0
Left	305	0
With Development Traffic		
Right	306	0
Left	306	21

Graph Terminolgy

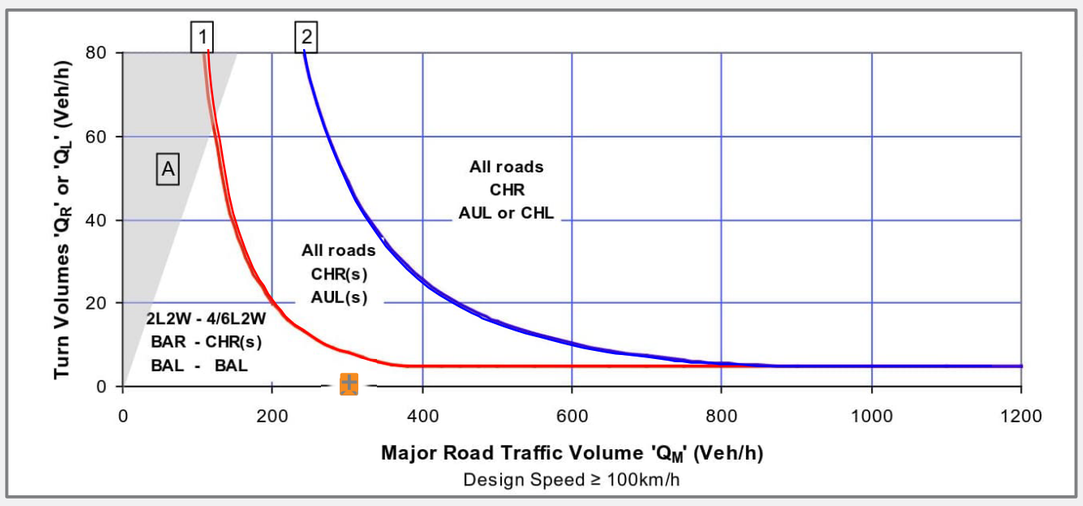
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	305	0
Left	305	0
With Development Traffic		
Right	306	0
Left	306	21

Graphing

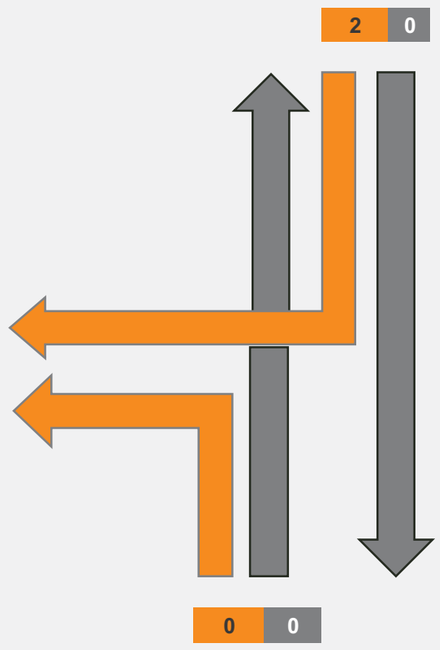
Design Speed ≥ 100 km/h



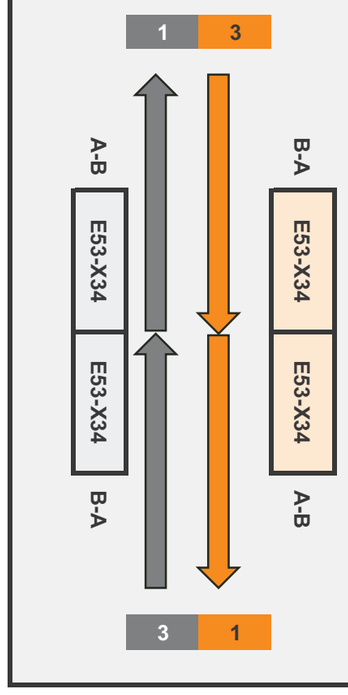
Laydown Area ID	E53	Speed	100
Laydown Area Name	B2G-LDN139.0	Road Name	Hall Road

Peak Impact Month	Jun-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	0
Left	3	0
With Development Traffic		
Right	3	2
Left	3	0

Graph Terminolgy

Legend

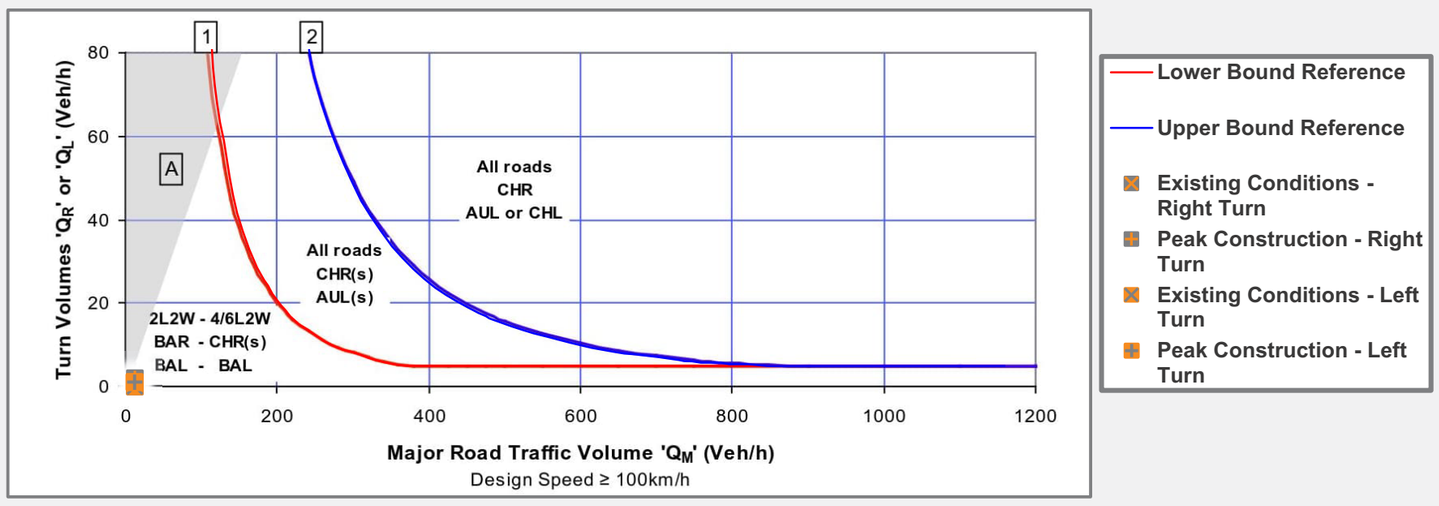
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	0
Left	3	0
With Development Traffic		
Right	3	2
Left	3	0

Graphing

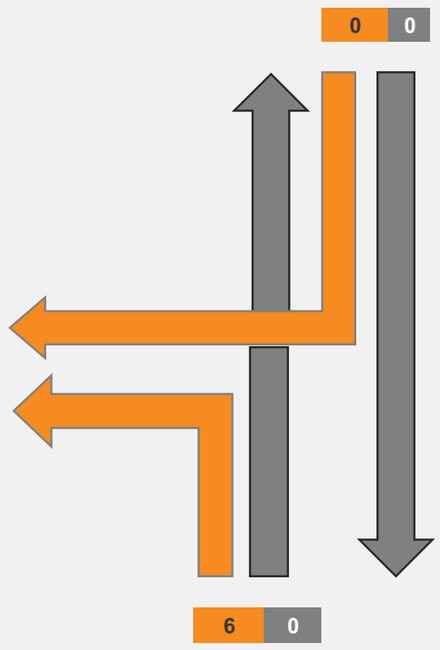
Design Speed ≥ 100 km/h



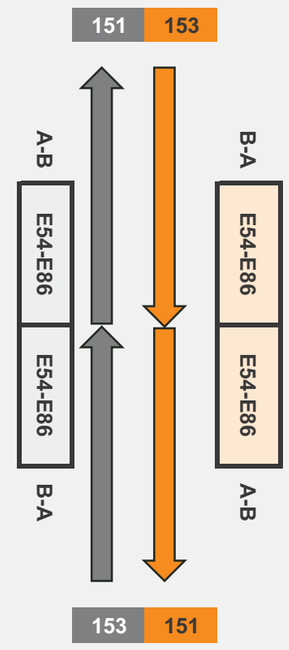
Laydown Area ID	E54	Speed	100
Laydown Area Name	B2G-LDN141.3	Road Name	Millmerran - Leyburn Road

Peak Impact Month	Feb-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	153	0
Left	153	0
With Development Traffic		
Right	153	0
Left	153	6

Graph Terminolgy

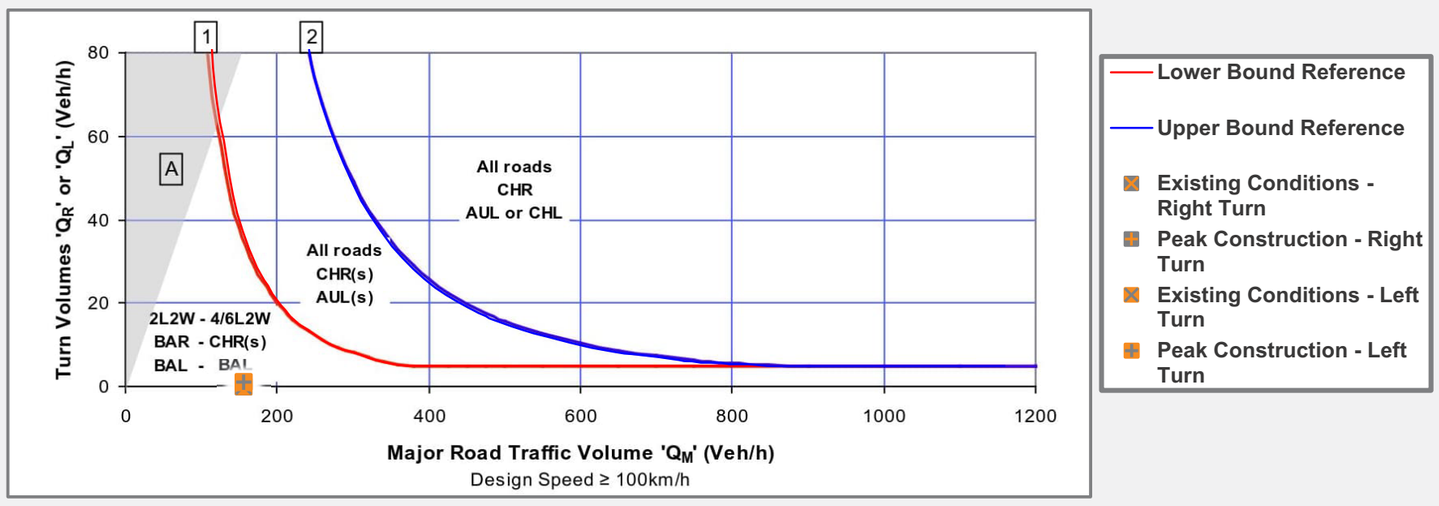
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	153	0
Left	153	0
With Development Traffic		
Right	153	0
Left	153	6

Graphing

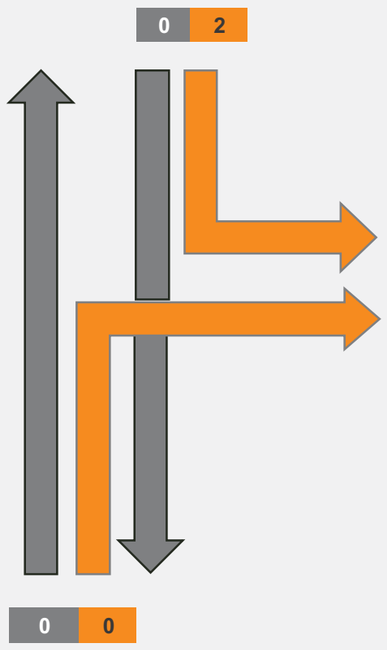
Design Speed ≥ 100 km/h



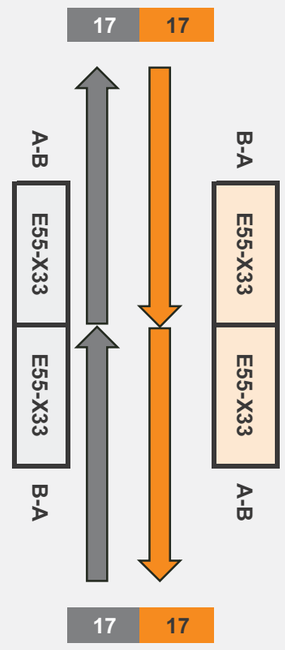
Laydown Area ID	E55	Speed	100
Laydown Area Name	B2G-LDN144.6	Road Name	Gilgai Lane

Peak Impact Month	Mar-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	17	0
Left	17	0
With Development Traffic		
Right	17	0
Left	17	2

Graph Terminolgy

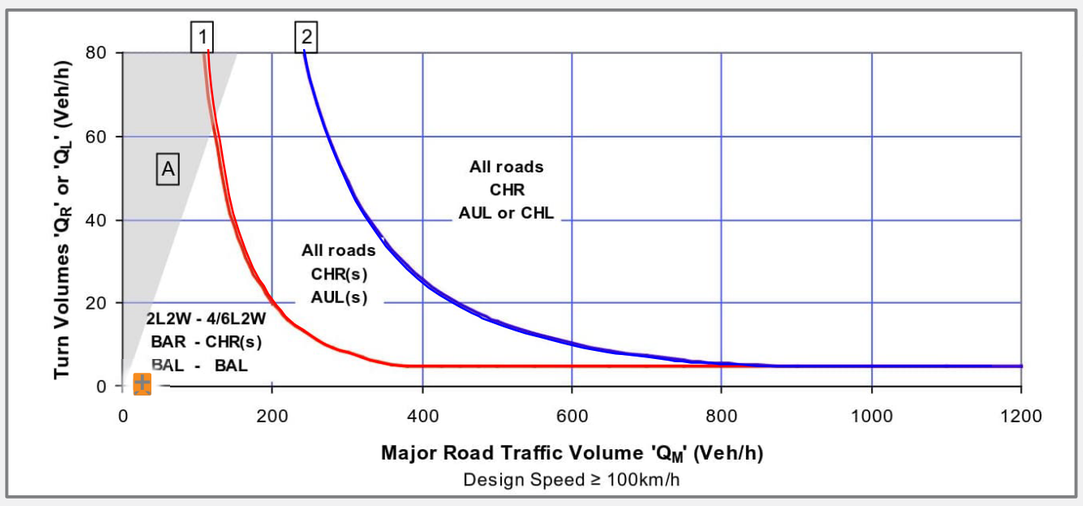
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	17	0
Left	17	0
With Development Traffic		
Right	17	0
Left	17	2

Graphing

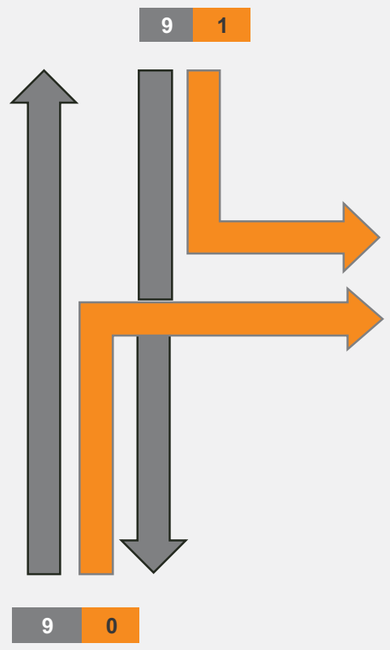
Design Speed ≥ 100 km/h



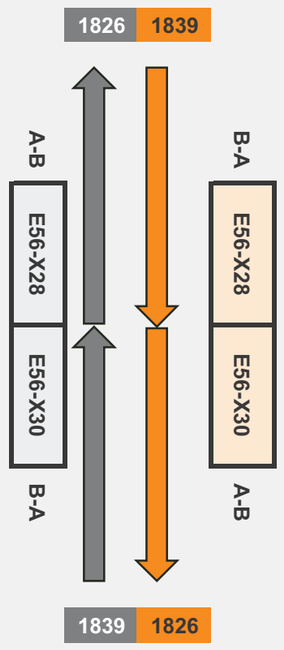
Laydown Area ID	E56	Speed	100
Laydown Area Name	B2G-LDN149.0	Road Name	Gore Highway

Peak Impact Month	Jul-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,839	0
Left	1,839	0
With Development Traffic		
Right	1,200	0
Left	1,200	1

Graph Terminolgy

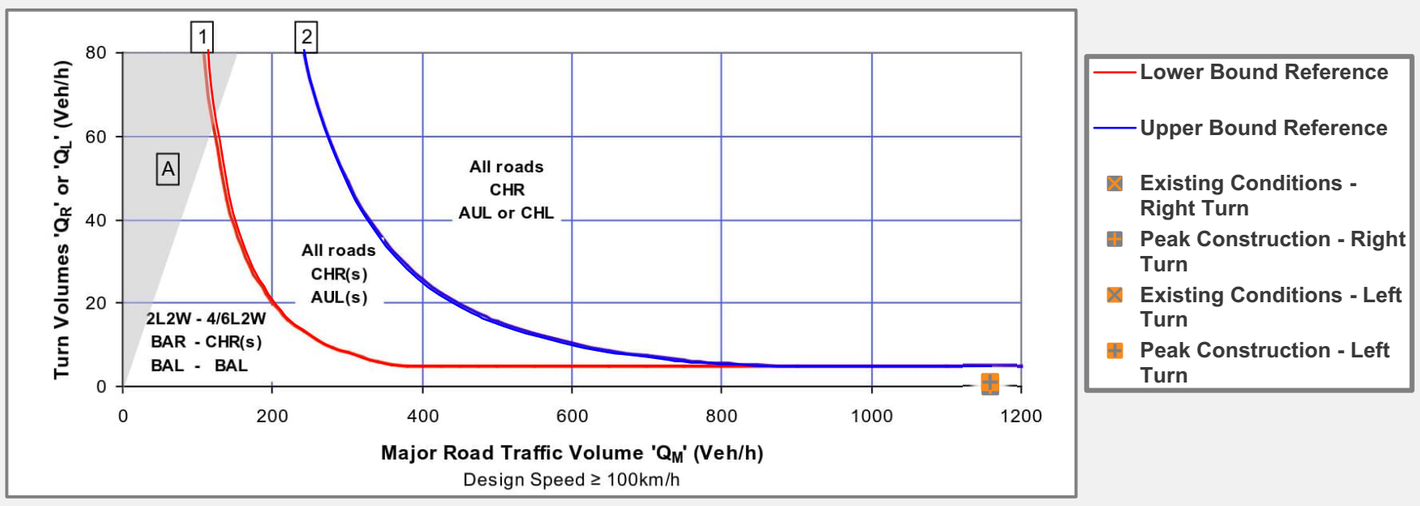
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,839	0
Left	1,839	0
With Development Traffic		
Right	1,848	0
Left	1,848	1

Graphing

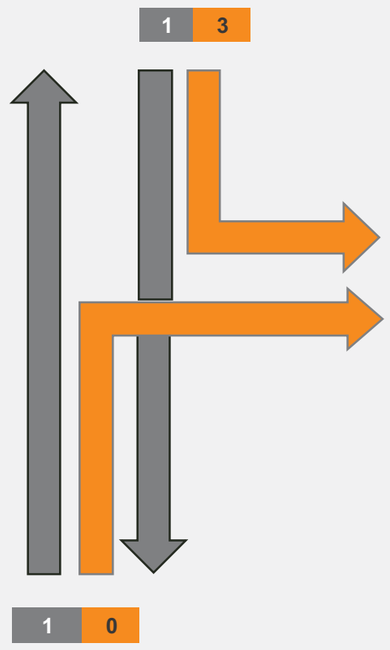
Design Speed ≥ 100 km/h



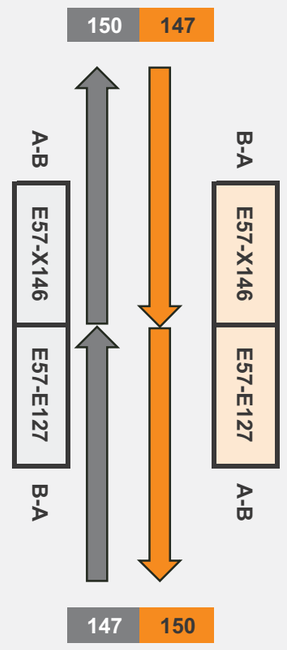
Laydown Area ID	E57	Speed	60
Laydown Area Name	B2G-LDN153.1	Road Name	Ware Street

Peak Impact Month	Mar-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	150	0
Left	150	0
With Development Traffic		
Right	151	0
Left	151	3

Graph Terminolgy

Legend

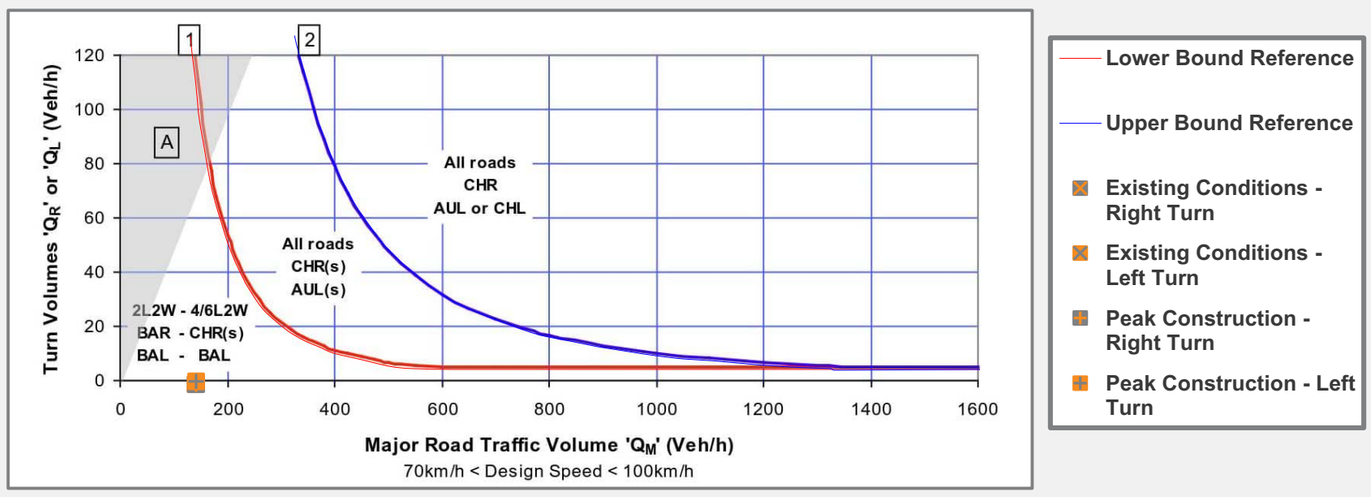
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	150	0
Left	150	0
With Development Traffic		
Right	151	0
Left	151	3

Graphing

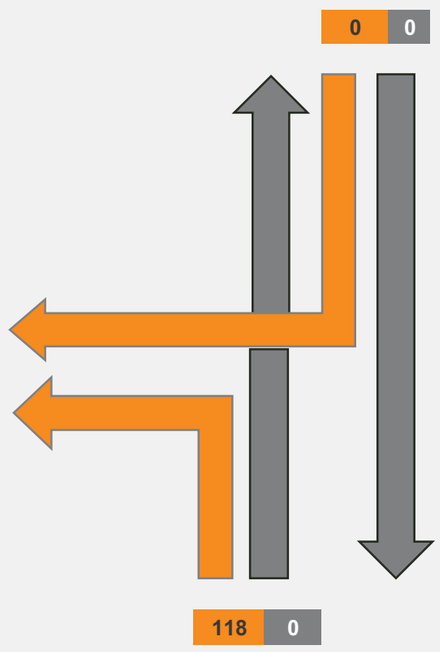
50 km/h < Design Speed < 100 km/h



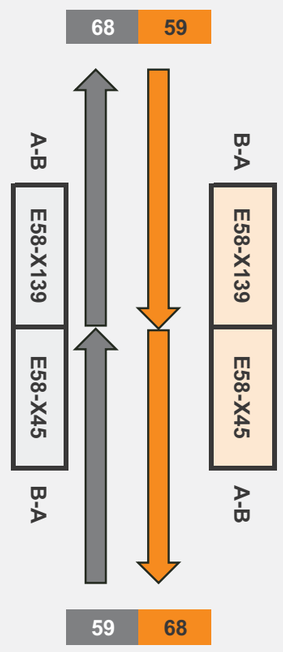
Laydown Area ID	E58	Speed	100
Laydown Area Name	B2G-LDN161.0	Road Name	Yarranlea Road

Peak Impact Month	Dec-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	68	0
Left	68	0
With Development Traffic		
Right	68	0
Left	68	80

Graph Terminolgy

Legend

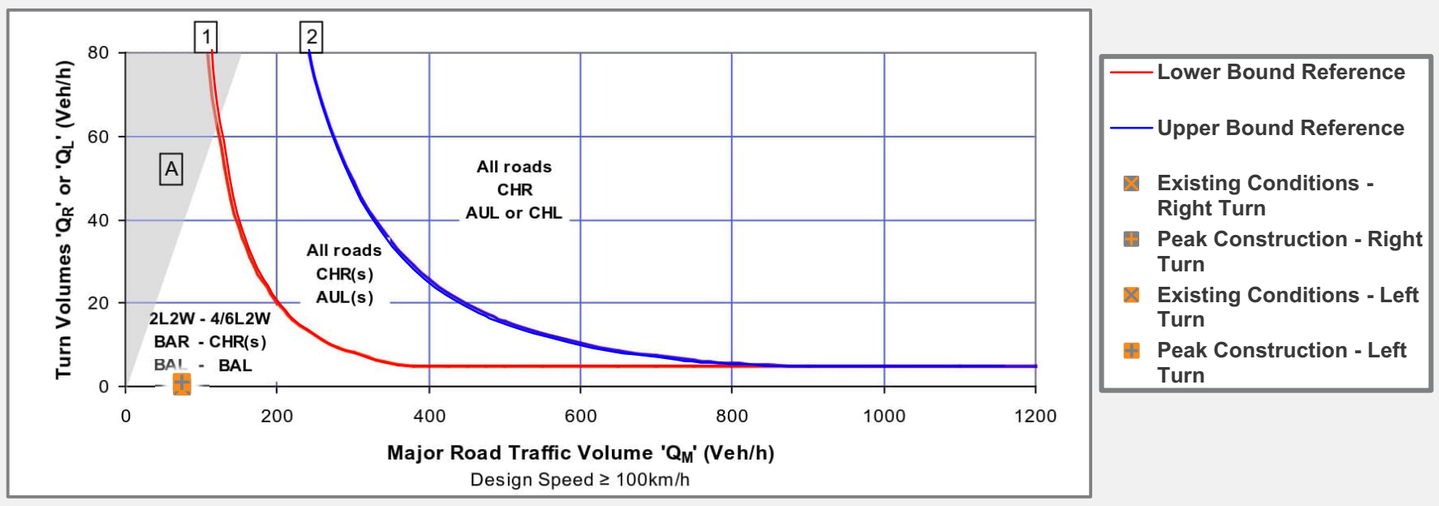
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	68	0
Left	68	0
With Development Traffic		
Right	68	0
Left	68	118

Graphing

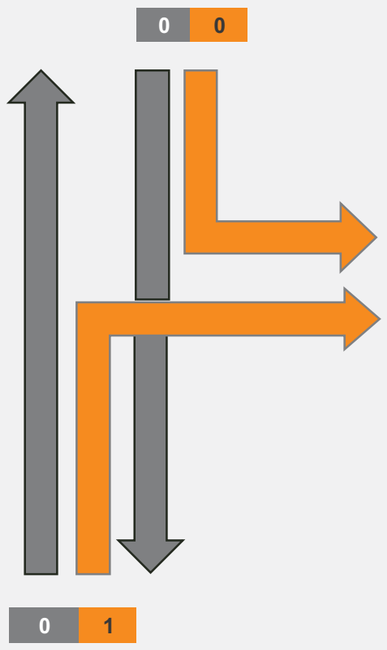
Design Speed ≥ 100 km/h



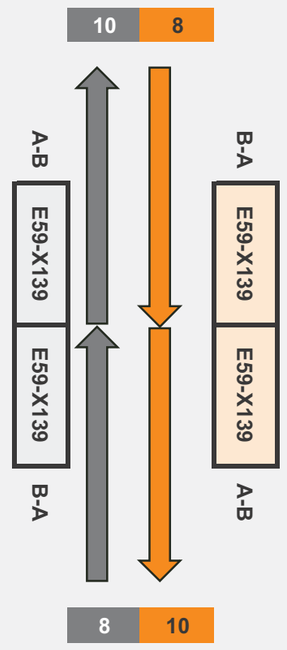
Laydown Area ID	E59	Speed	100
Laydown Area Name	B2G-LDN163.3	Road Name	Roche Road

Peak Impact Month	May-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	0
Left	10	0
With Development Traffic		
Right	10	1
Left	10	0

Graph Terminolgy

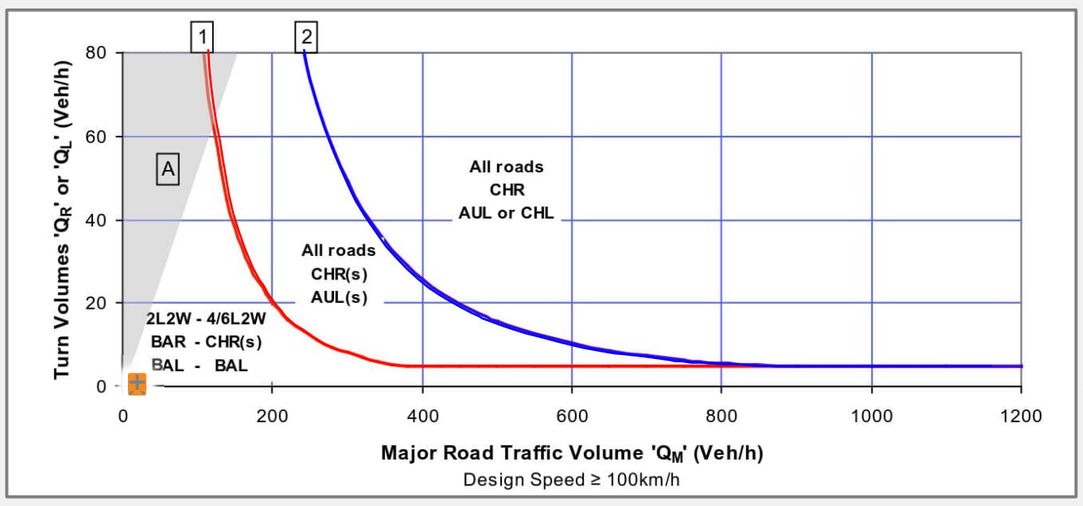
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	0
Left	10	0
With Development Traffic		
Right	10	1
Left	10	0

Graphing

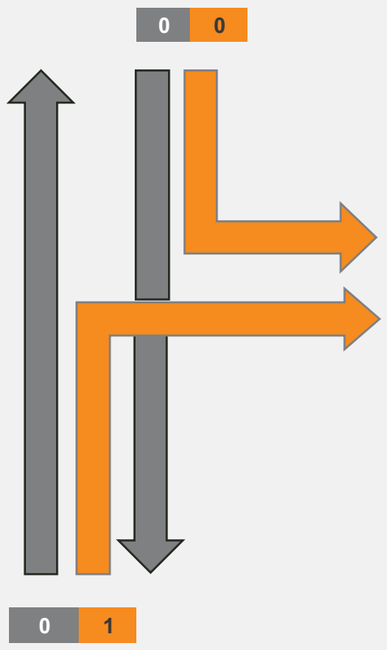
Design Speed ≥ 100 km/h



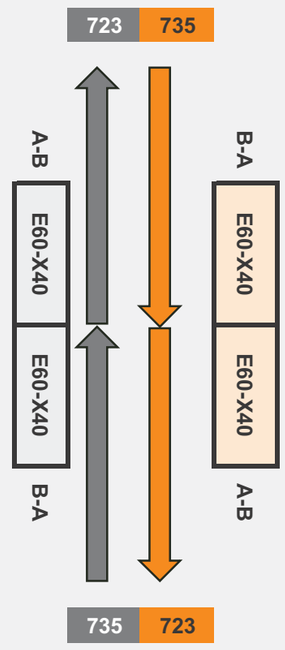
Laydown Area ID	E60	Speed	100
Laydown Area Name	B2G-LDN171.0	Road Name	Oakey - Pittsworth Road

Peak Impact Month	Jun-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	735	0
Left	735	0
With Development Traffic		
Right	735	1
Left	735	0

Graph Terminolgy

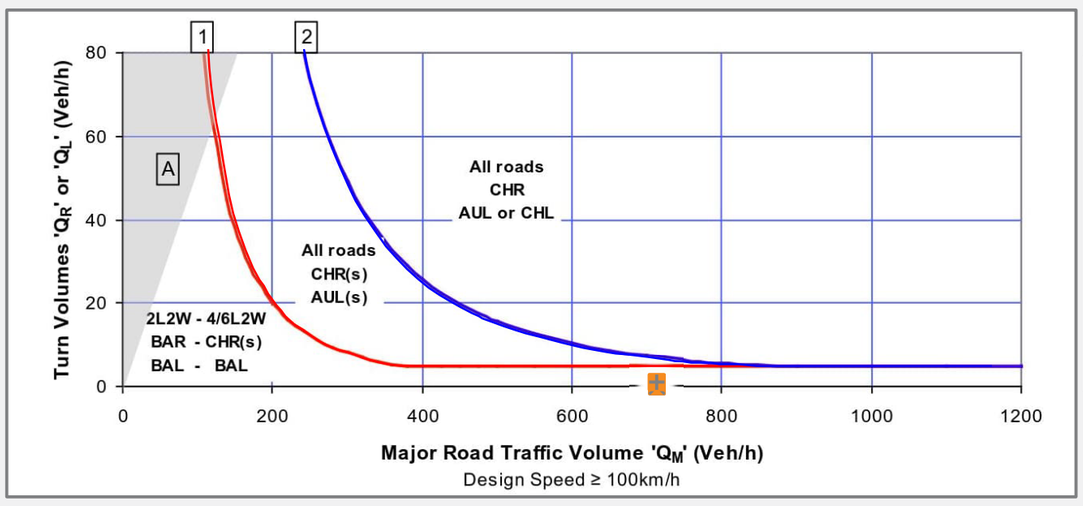
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	735	0
Left	735	0
With Development Traffic		
Right	735	1
Left	735	0

Graphing

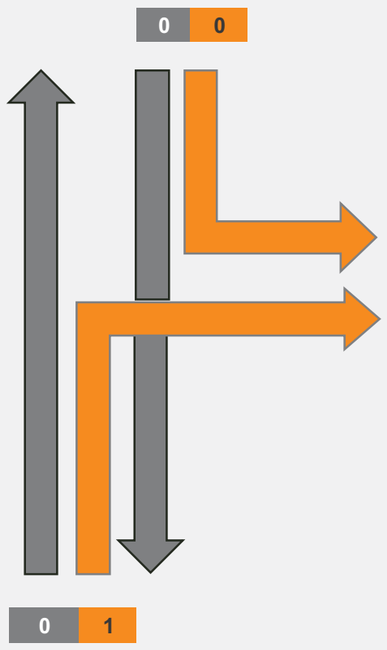
Design Speed ≥ 100 km/h



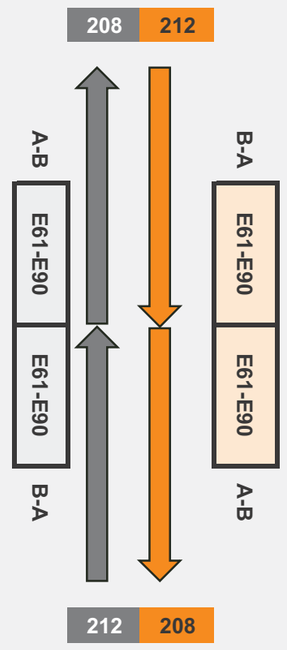
Laydown Area ID	E61	Speed	100
Laydown Area Name	B2G-LDN172.6	Road Name	Lochaber Road

Peak Impact Month	Aug-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	212	0
Left	212	0
With Development Traffic		
Right	212	1
Left	212	0

Graph Terminolgy

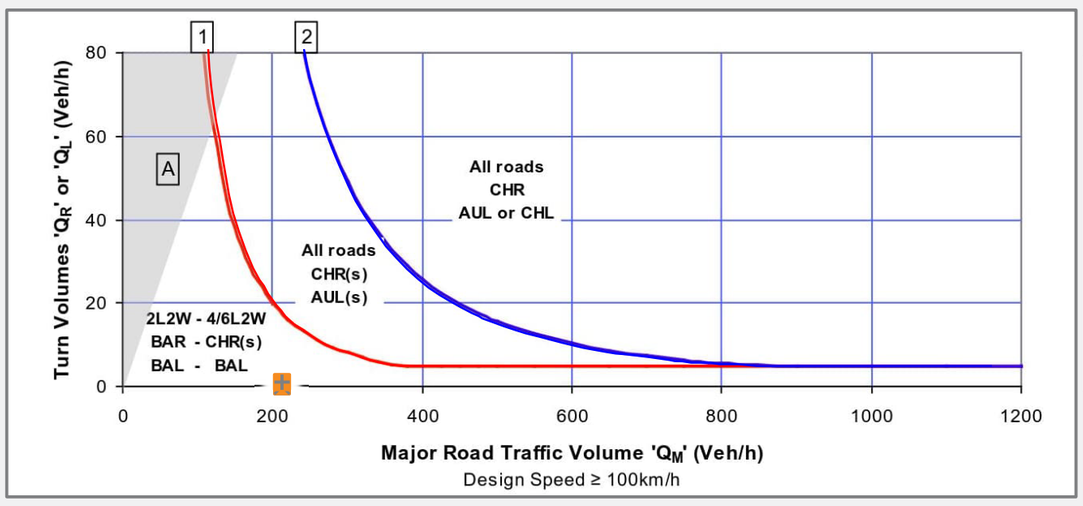
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	212	0
Left	212	0
With Development Traffic		
Right	212	1
Left	212	0

Graphing

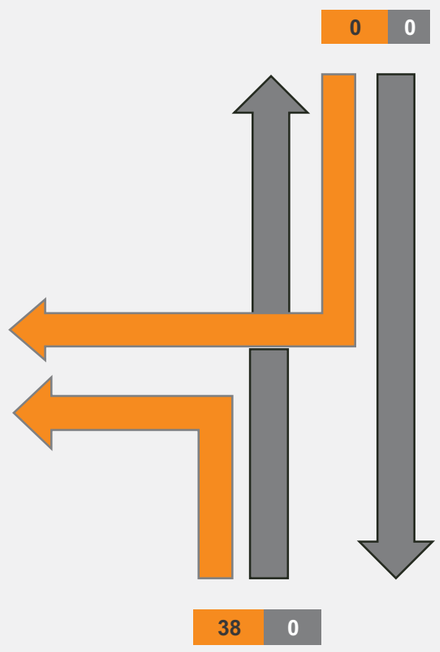
Design Speed ≥ 100 km/h



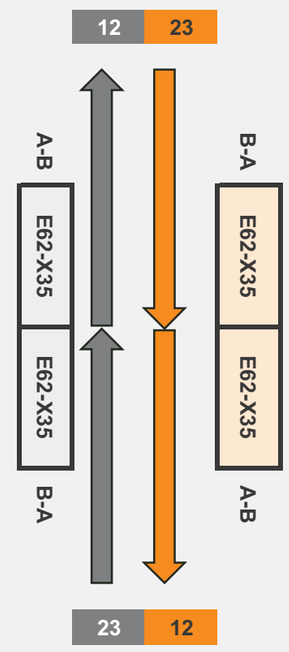
Laydown Area ID	E62	Speed	100
Laydown Area Name	B2G-LDN175.5	Road Name	Linthorpe Road

Peak Impact Month	Aug-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	23	0
Left	23	0
With Development Traffic		
Right	23	0
Left	23	38

Graph Terminolgy

Legend

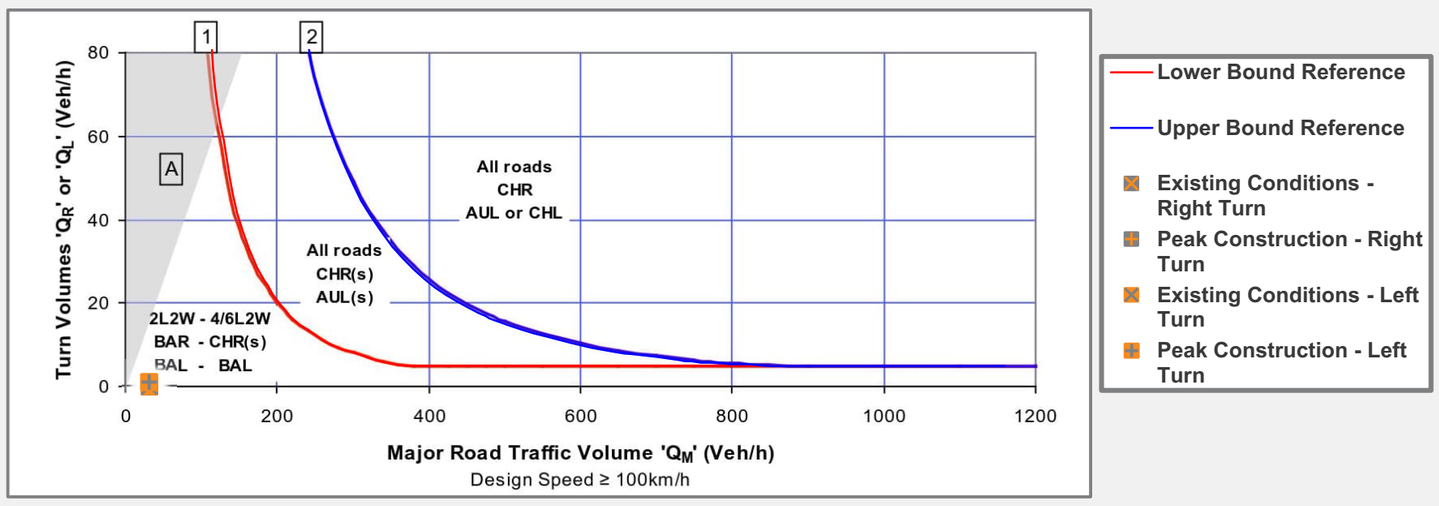
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	23	0
Left	23	0
With Development Traffic		
Right	23	0
Left	23	38

Graphing

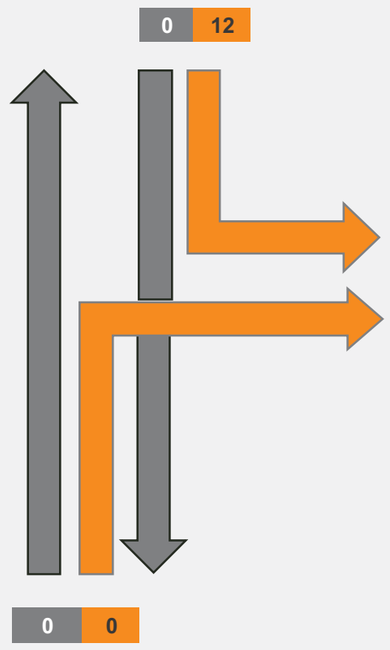
Design Speed ≥ 100 km/h



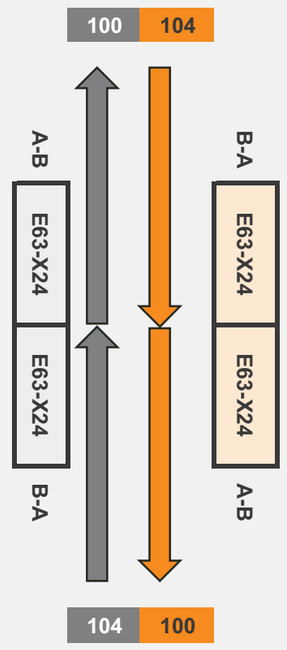
Laydown Area ID	E63	Speed	100
Laydown Area Name	B2G-LDN183.8	Road Name	Biddeston Southbrook Road

Peak Impact Month	Dec-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	104	0
Left	104	0
With Development Traffic		
Right	104	0
Left	104	12

Graph Terminolgy

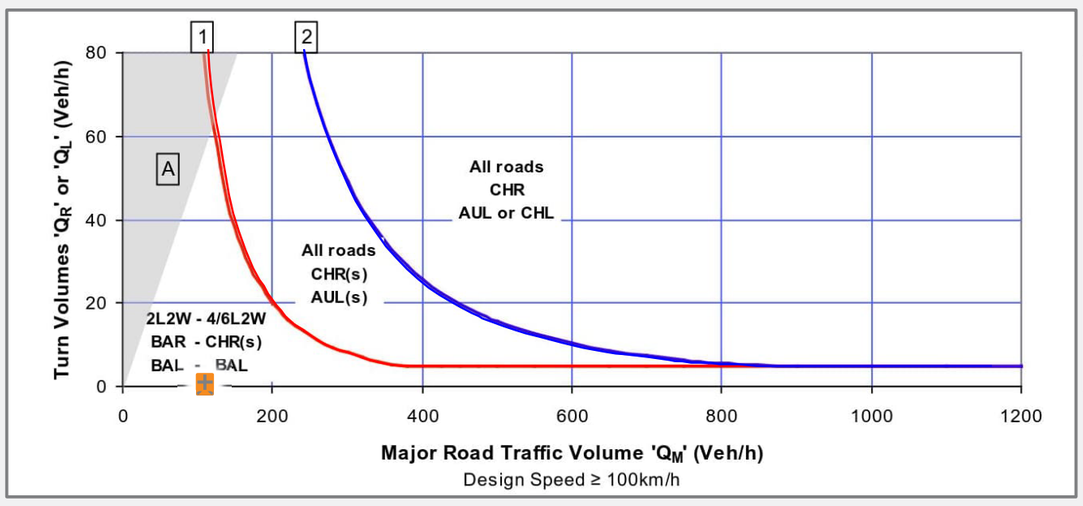
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	104	0
Left	104	0
With Development Traffic		
Right	104	0
Left	104	12

Graphing

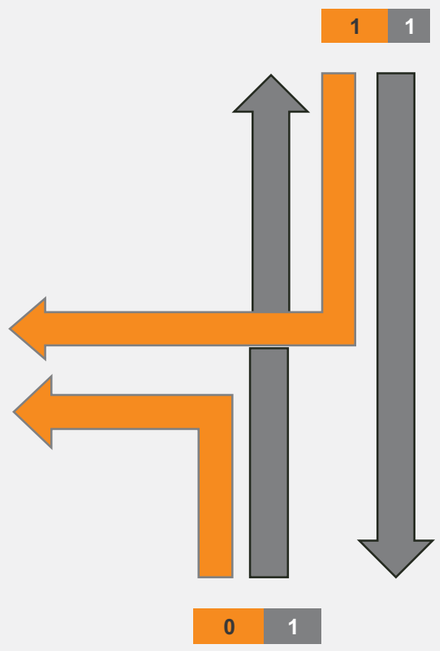
Design Speed ≥ 100 km/h



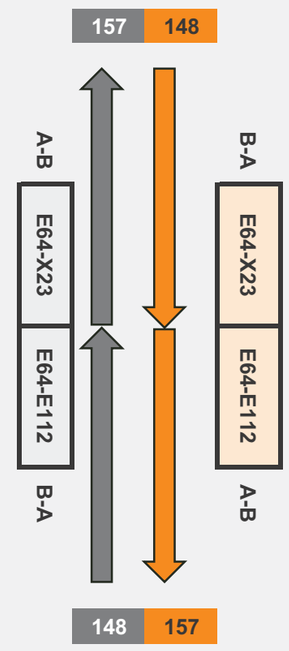
Laydown Area ID	E64	Speed	100
Laydown Area Name	B2G-LDN188.2	Road Name	Athol School Road

Peak Impact Month	Jun-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	157	0
Left	157	0
With Development Traffic		
Right	158	1
Left	158	0

Graph Terminolgy

Legend

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

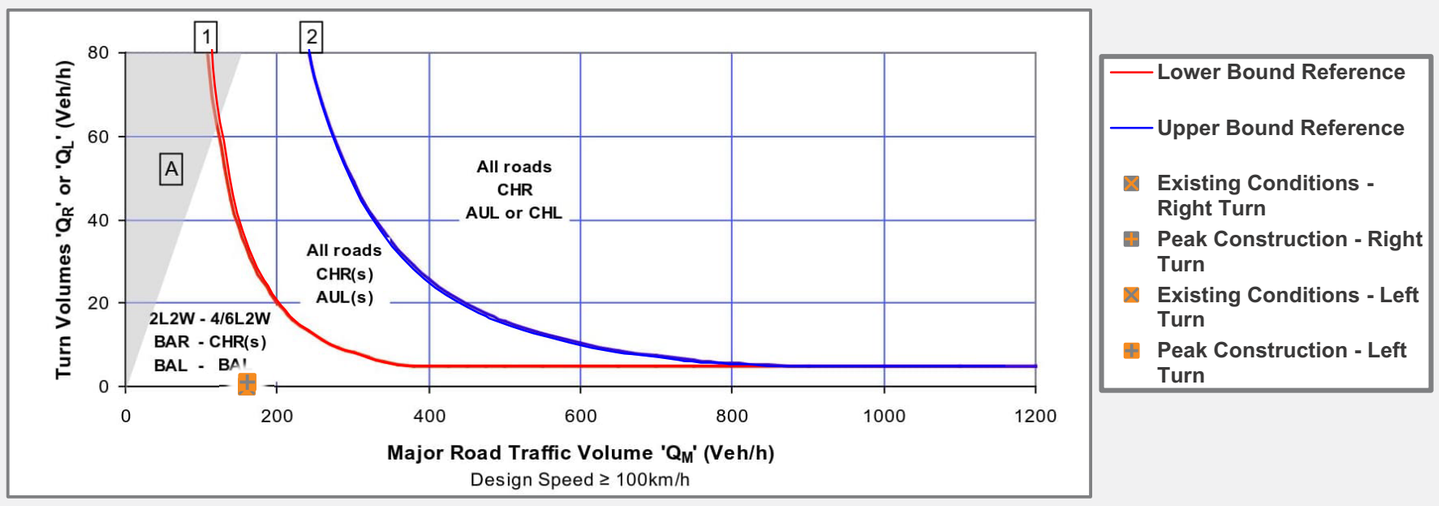
Turn Warrant Requirements

Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	157	0
Left	157	0
With Development Traffic		
Right	158	1
Left	158	0

Graphing

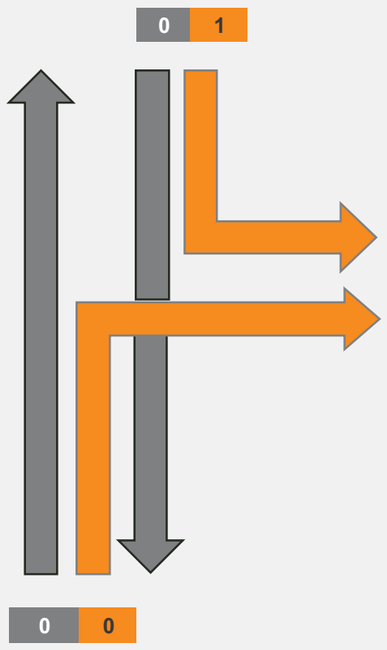
Design Speed ≥ 100 km/h



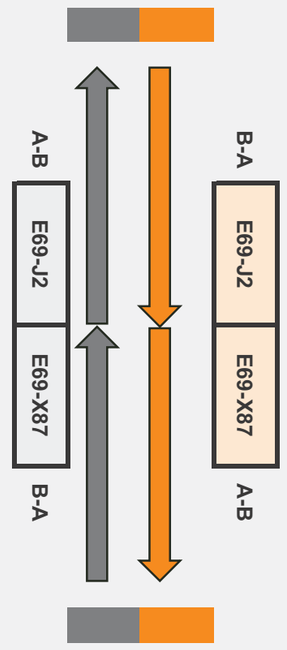
Laydown Area ID	E69	Speed	100
Laydown Area Name	B2G-LDN203.0	Road Name	Warrego Highway

Peak Impact Month	Feb-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	0	0
Left	0	0
With Development Traffic		
Right	0	0
Left	0	1

Graph Terminolgy

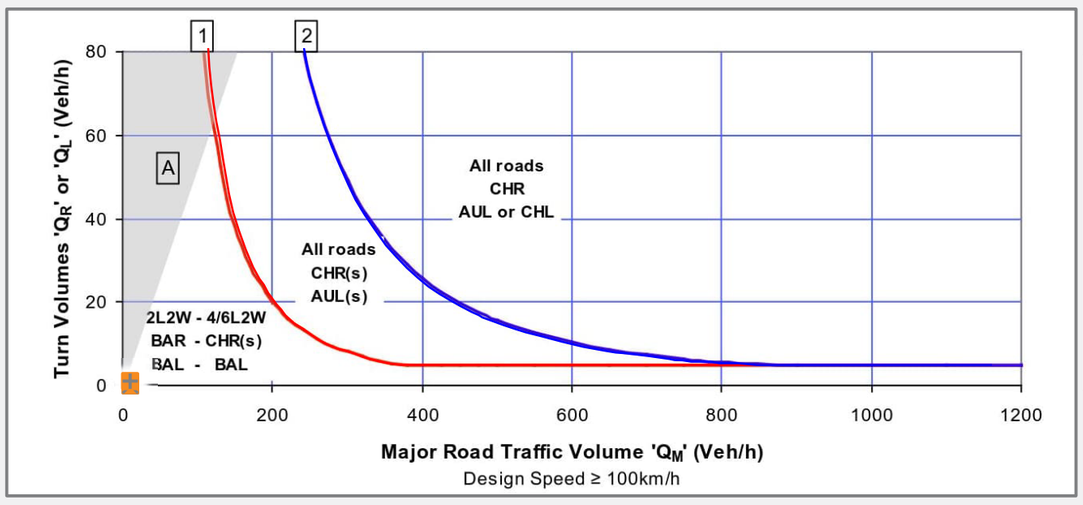
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	#DIV/0!

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	0	0
Left	0	0
With Development Traffic		
Right	0	0
Left	0	1

Graphing

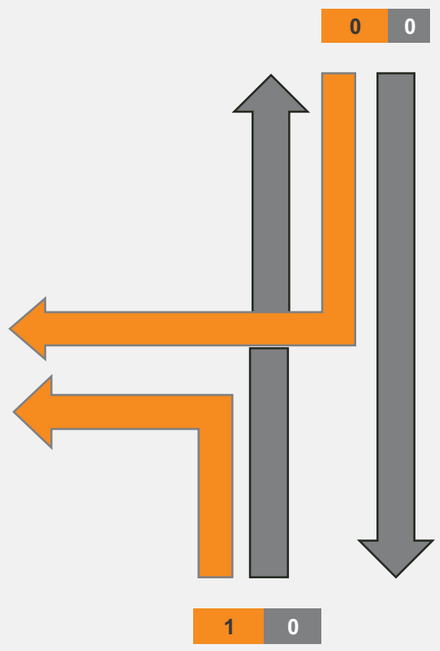
Design Speed ≥ 100 km/h



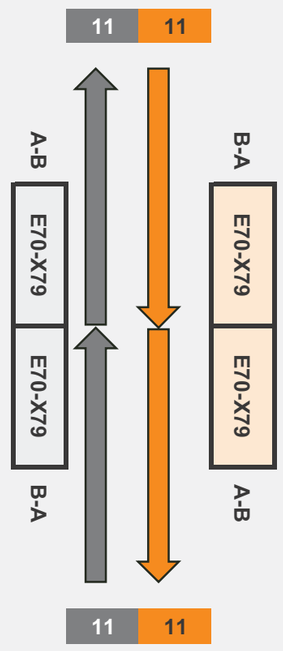
Laydown Area ID	E70	Speed	100
Laydown Area Name	B2G-LDN204.2	Road Name	Chamberlain Road

Peak Impact Month	Apr-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	11	0
Left	11	0
With Development Traffic		
Right	11	0
Left	11	1

Graph Terminolgy

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

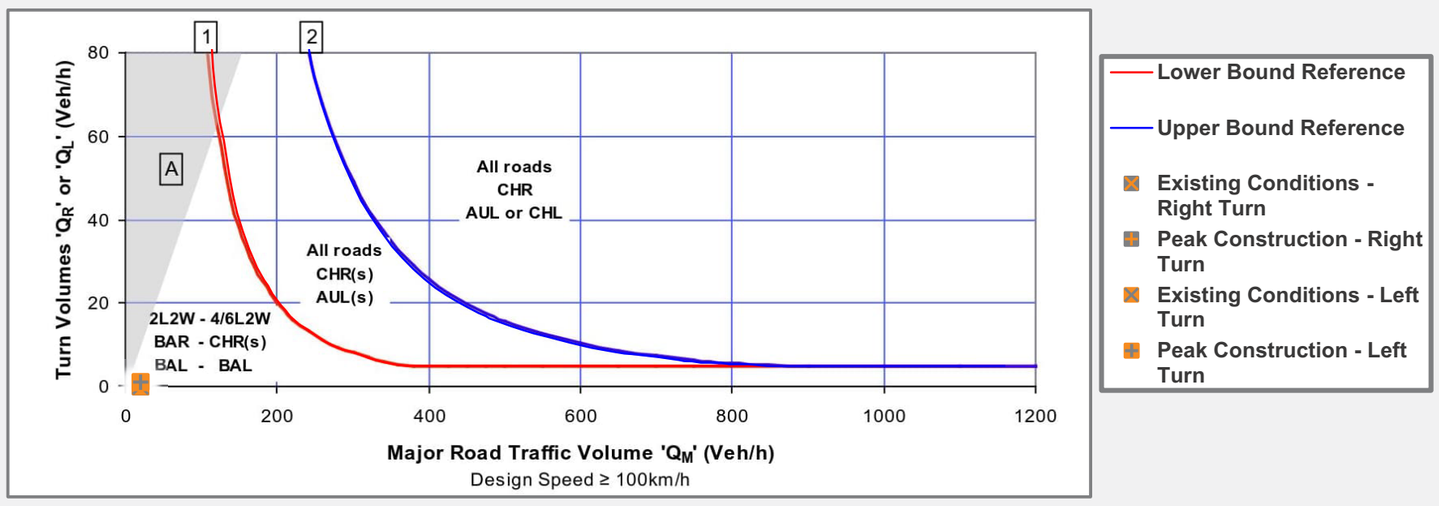
Turn Warrant Requirements

Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	11	0
Left	11	0
With Development Traffic		
Right	11	0
Left	11	1

Graphing

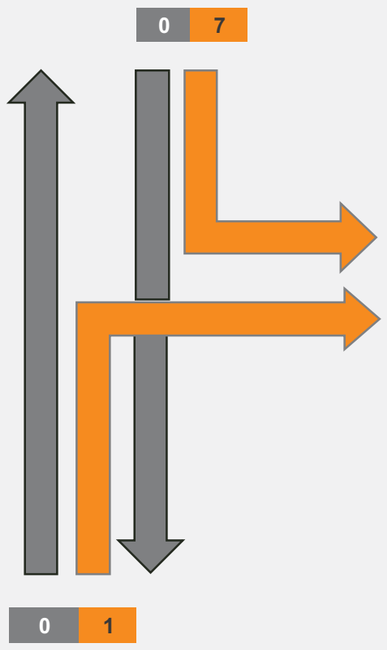
Design Speed ≥ 100 km/h



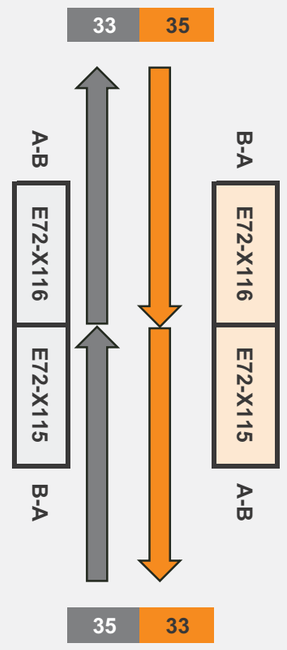
Laydown Area ID	E72	Speed	70
Laydown Area Name	B2G-LDN006.3	Road Name	Yelarbon Kurumbul Road

Peak Impact Month	Sep-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	35	0
Left	35	0
With Development Traffic		
Right	35	1
Left	35	7

Graph Terminolgy

Legend

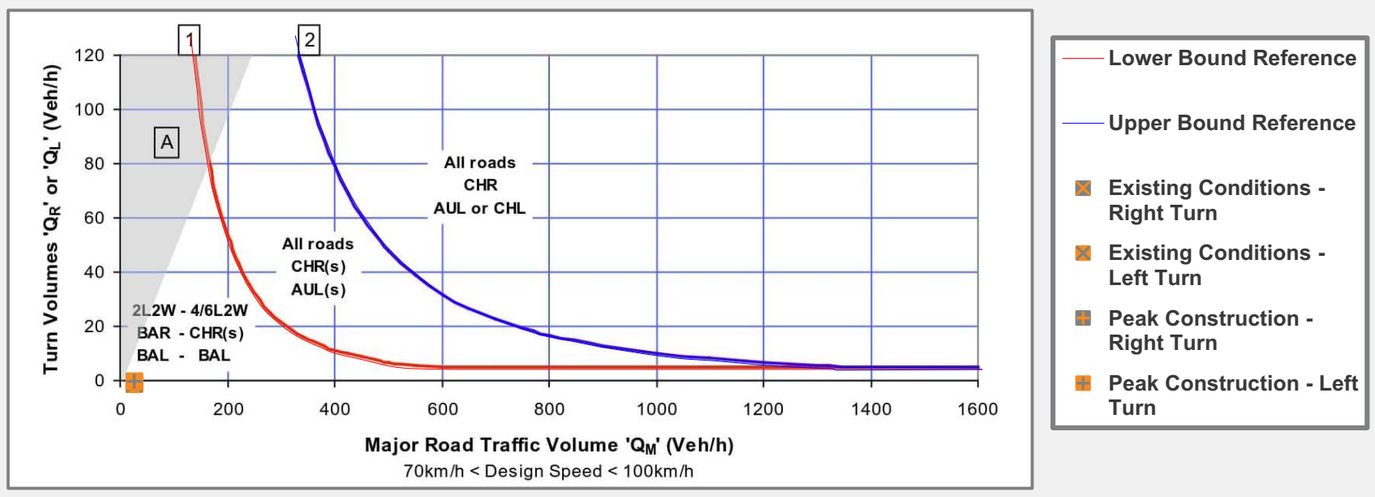
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	35	0
Left	35	0
With Development Traffic		
Right	35	1
Left	35	7

Graphing

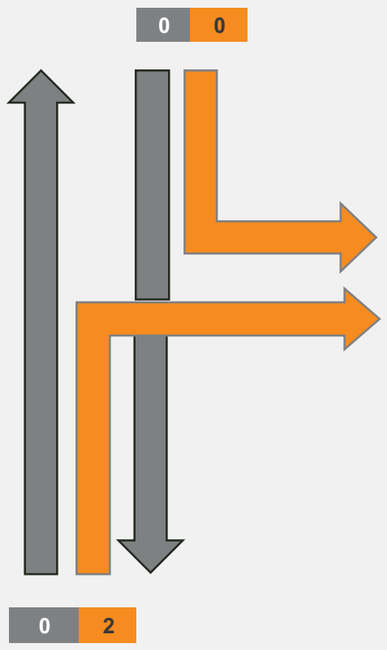
50 km/h < Design Speed < 100 km/h



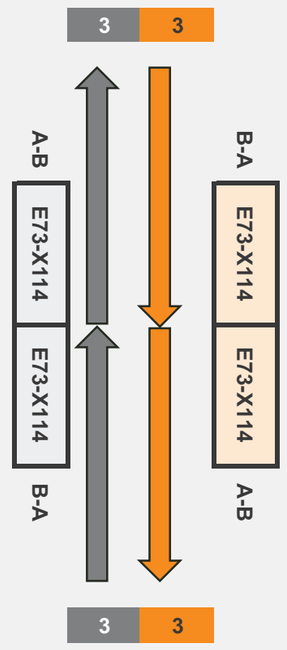
Laydown Area ID	E73	Speed	100
Laydown Area Name	B2G-LDN016.0	Road Name	Queen Street South

Peak Impact Month	Aug-24
Peak Impact Year	2024

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	0
Left	3	0
With Development Traffic		
Right	3	2
Left	3	0

Graph Terminolgy

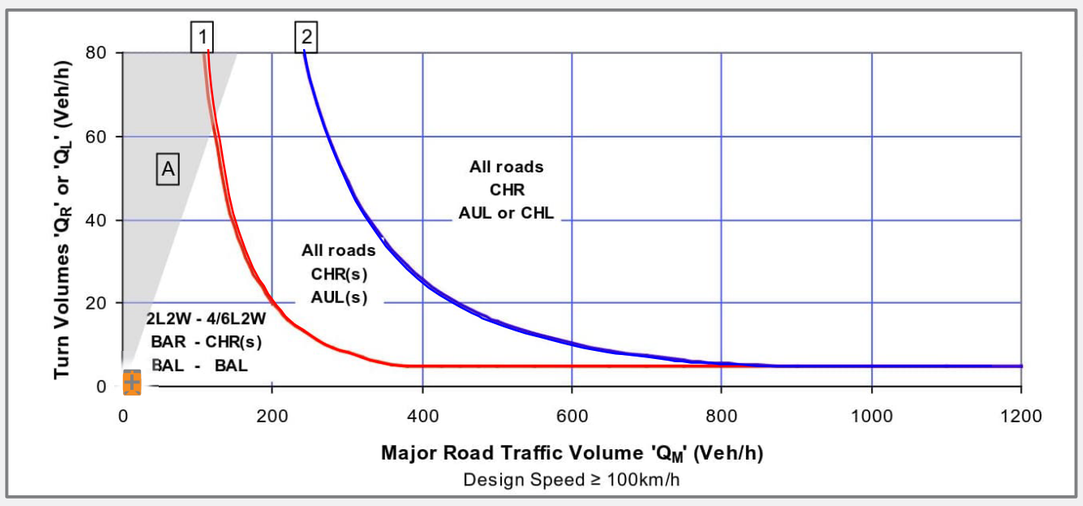
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	0
Left	3	0
With Development Traffic		
Right	3	2
Left	3	0

Graphing

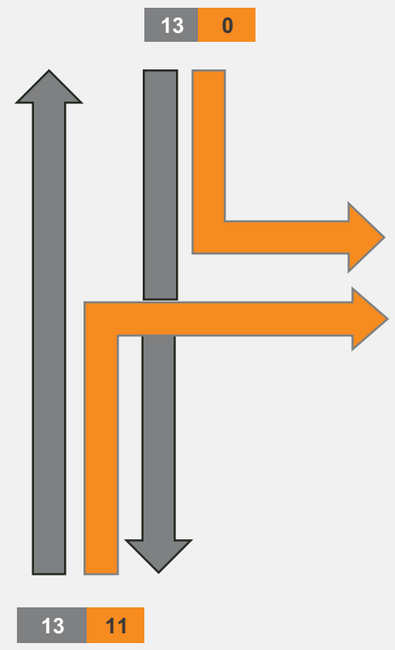
Design Speed ≥ 100 km/h



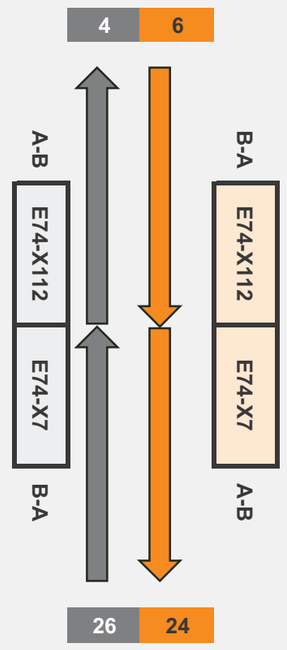
Laydown Area ID	E74	Speed	70
Laydown Area Name	B2G-LDN030.0	Road Name	Suttons Road

Peak Impact Month	Oct-24
Peak Impact Year	2024

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	24	0
Left	26	0
With Development Traffic		
Right	37	11
Left	39	0

Graph Terminolgy

Legend

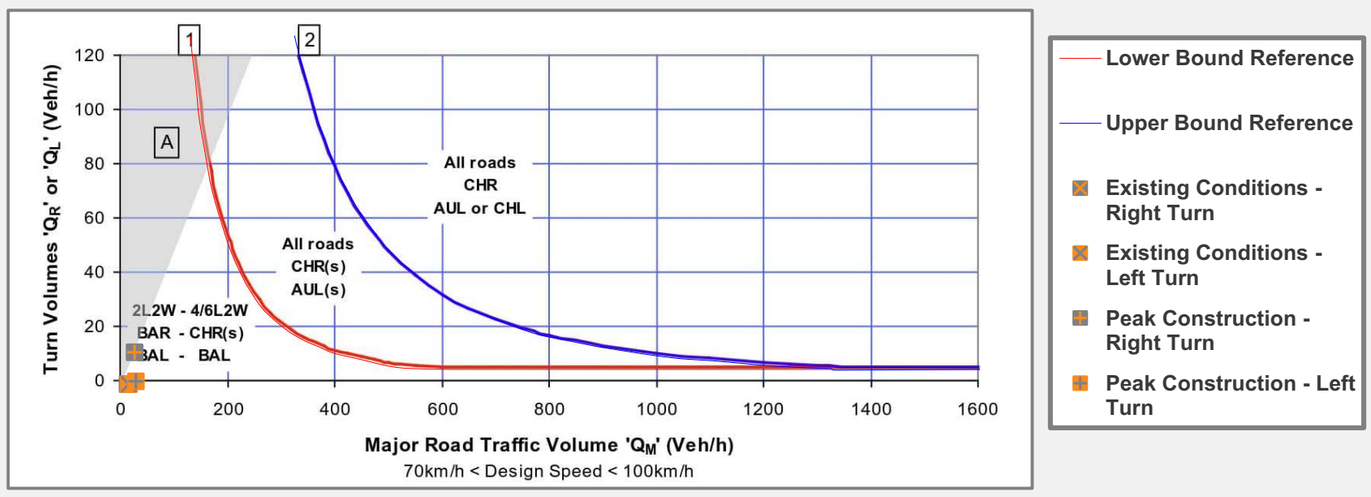
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	24	0
Left	26	0
With Development Traffic		
Right	37	11
Left	39	0

Graphing

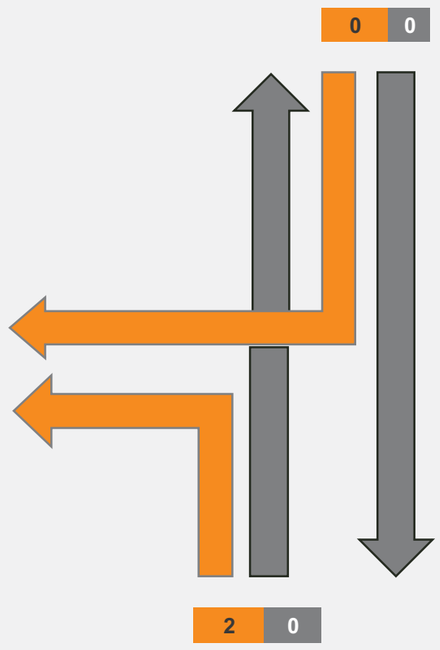
50 km/h < Design Speed < 100 km/h



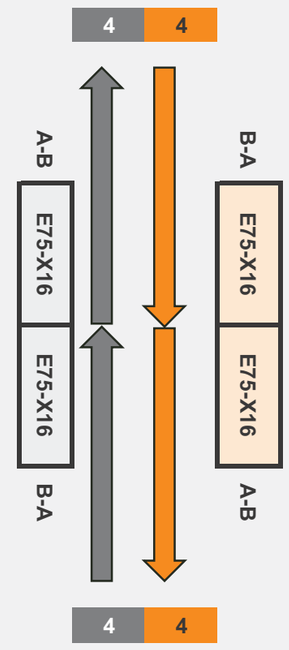
Laydown Area ID	E75	Speed	70
Laydown Area Name	B2G-LDN037.6	Road Name	Springborg Road

Peak Impact Month	Aug-24
Peak Impact Year	2024

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	4	0
Left	4	0
With Development Traffic		
Right	4	0
Left	4	2

Graph Terminolgy

Legend

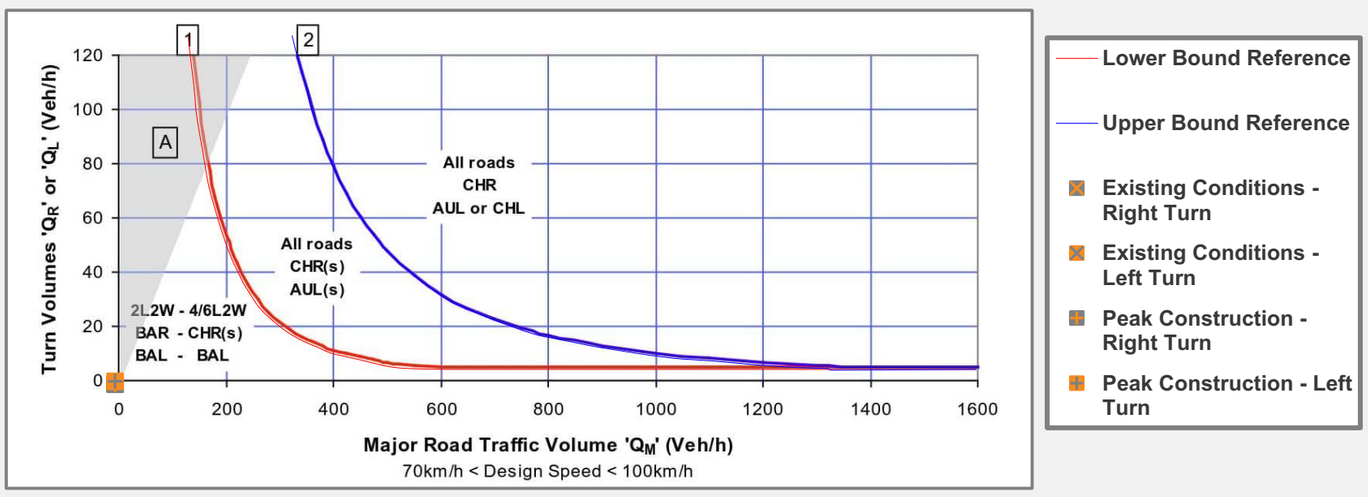
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	4	0
Left	4	0
With Development Traffic		
Right	4	0
Left	4	2

Graphing

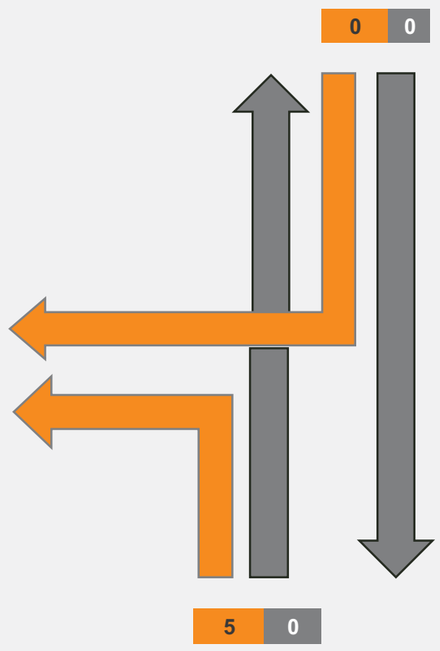
50 km/h < Design Speed < 100 km/h



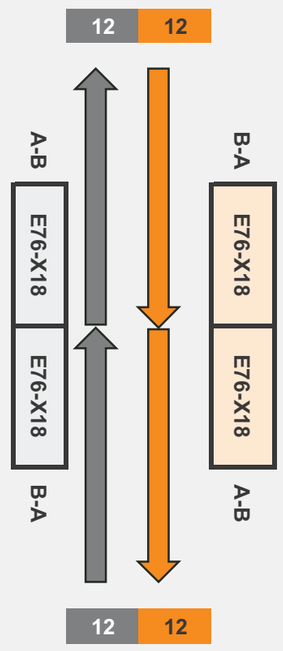
Laydown Area ID	E76	Speed	100
Laydown Area Name	B2G-LDN044.5	Road Name	Whetstone Access

Peak Impact Month	Mar-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	12	0
Left	12	0
With Development Traffic		
Right	12	0
Left	12	5

Graph Terminolgy

Legend

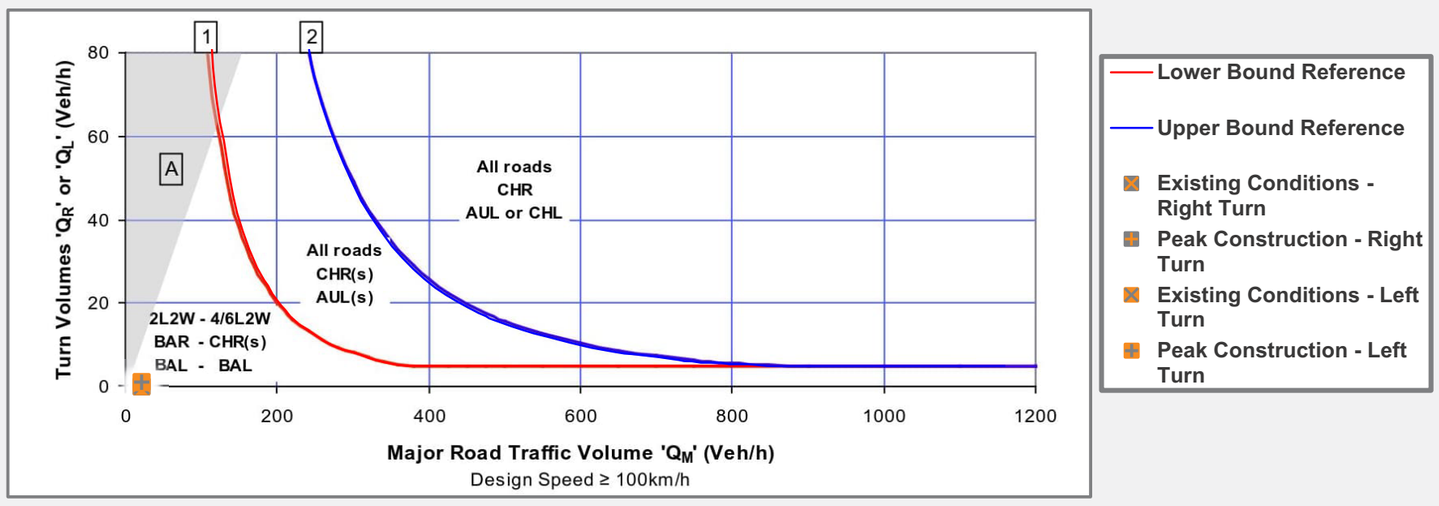
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	12	0
Left	12	0
With Development Traffic		
Right	12	0
Left	12	5

Graphing

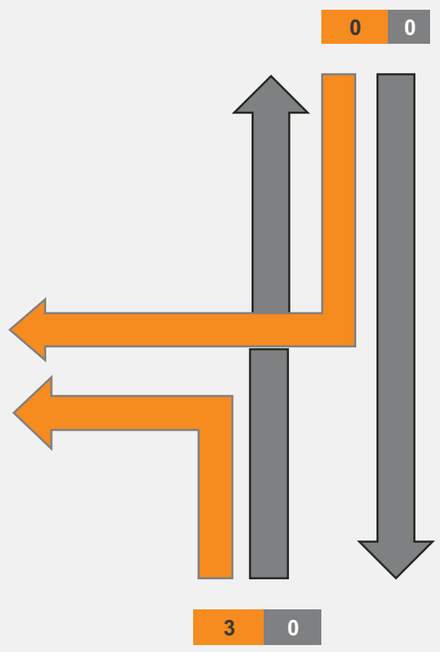
Design Speed ≥ 100 km/h



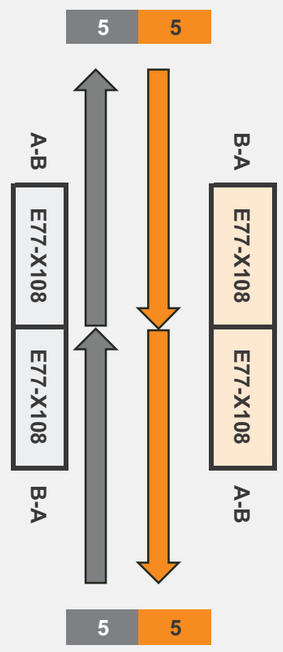
Laydown Area ID	E77	Speed	100
Laydown Area Name	B2G-LDN049.8	Road Name	McDougalls Road

Peak Impact Month	Nov-24
Peak Impact Year	2024

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	5	0
Left	5	0
With Development Traffic		
Right	5	0
Left	5	3

Graph Terminolgy

Legend

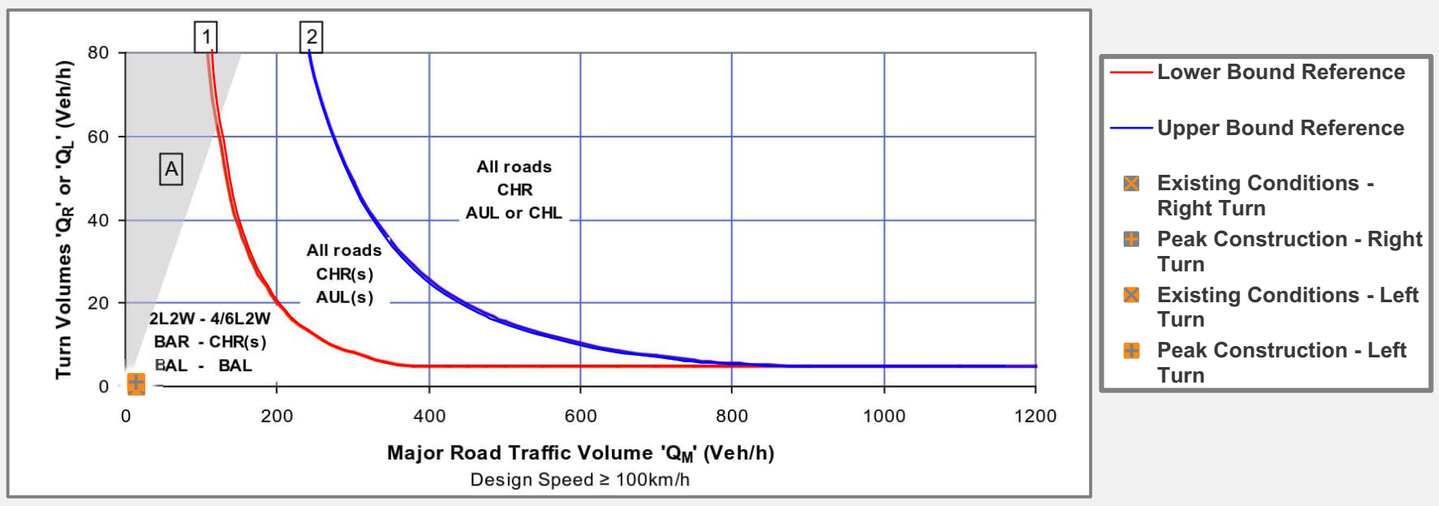
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	5	0
Left	5	0
With Development Traffic		
Right	5	0
Left	5	3

Graphing

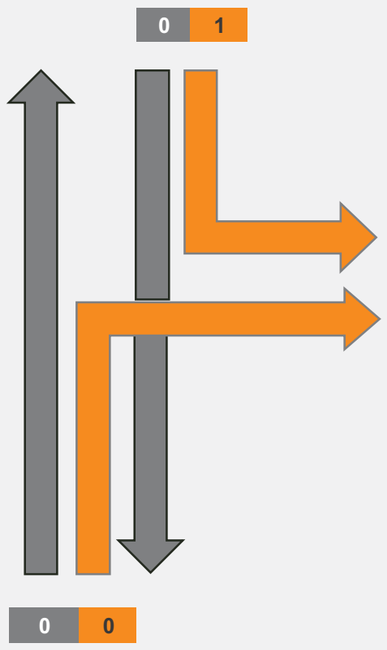
Design Speed ≥ 100 km/h



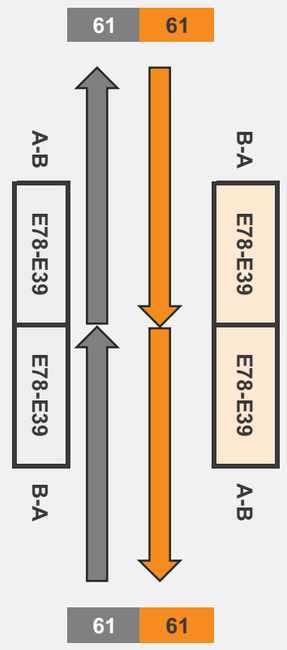
Laydown Area ID	E78	Speed	100
Laydown Area Name	B2G-LDN054.2	Road Name	Cremascos Road

Peak Impact Month	Nov-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	61	0
Left	61	0
With Development Traffic		
Right	61	0
Left	61	1

Graph Terminolgy

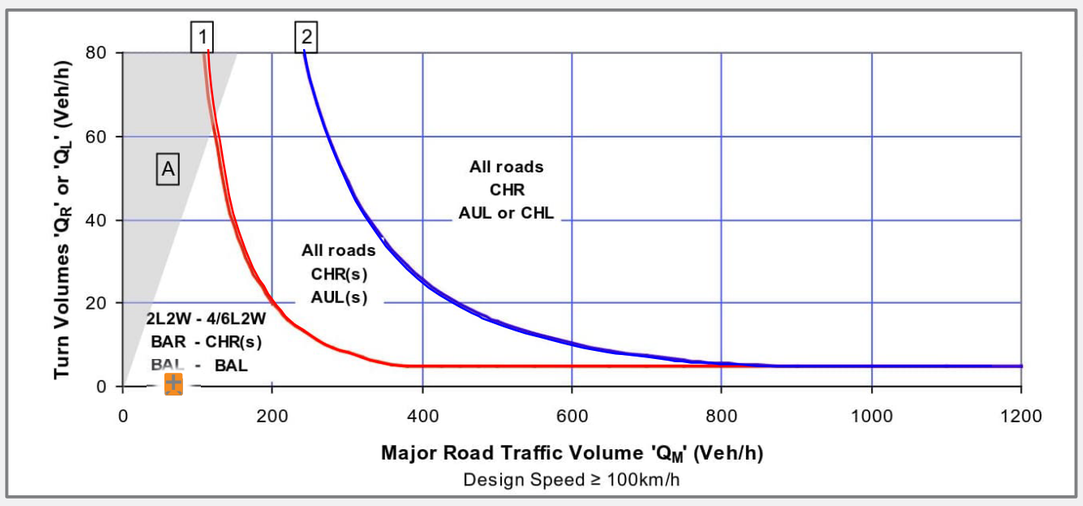
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	61	0
Left	61	0
With Development Traffic		
Right	61	0
Left	61	1

Graphing

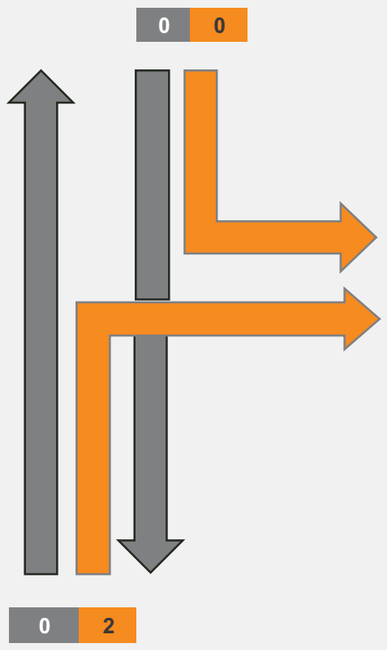
Design Speed ≥ 100 km/h



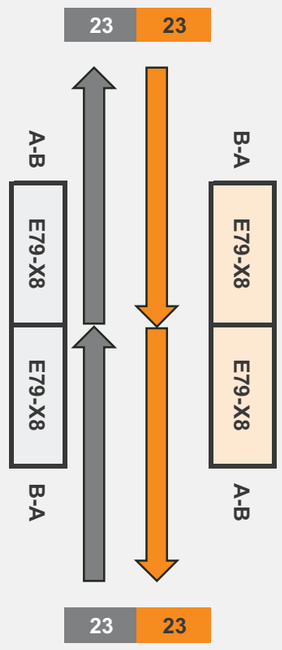
Laydown Area ID	E79	Speed	50
Laydown Area Name	B2G-LDN065.8	Road Name	Lovells Crossing Road

Peak Impact Month	Mar-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	23	0
Left	23	0
With Development Traffic		
Right	23	2
Left	23	0

Graph Terminolgy

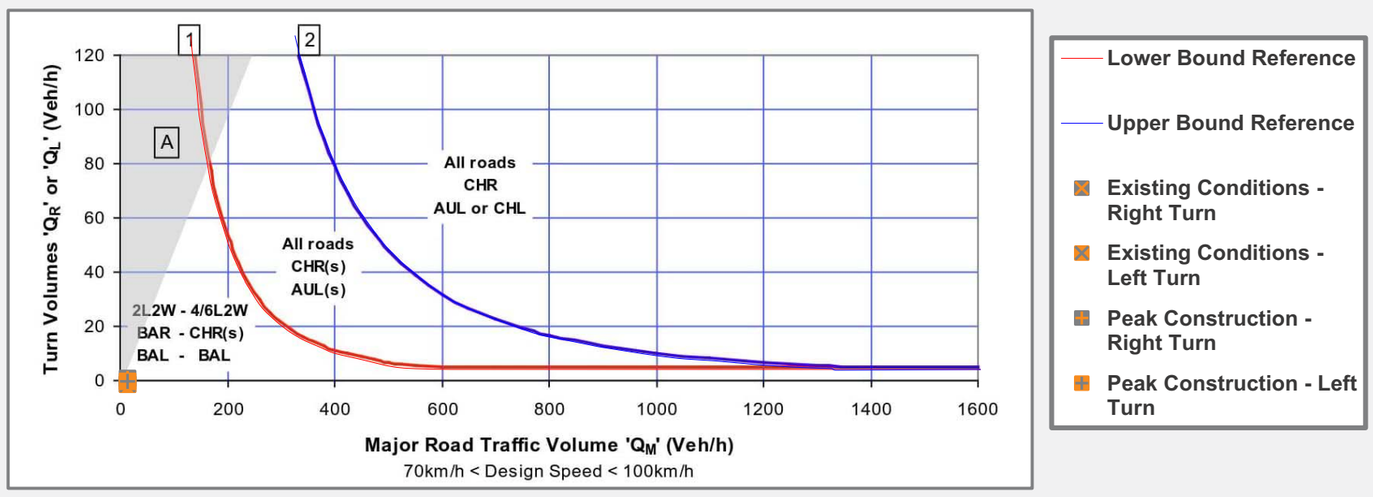
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	23	0
Left	23	0
With Development Traffic		
Right	23	2
Left	23	0

Graphing

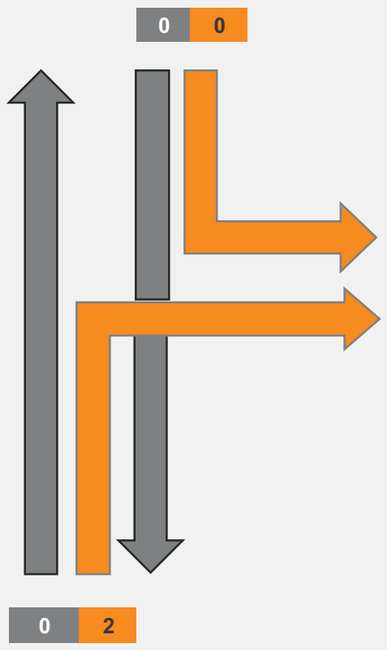
50 km/h < Design Speed < 100 km/h



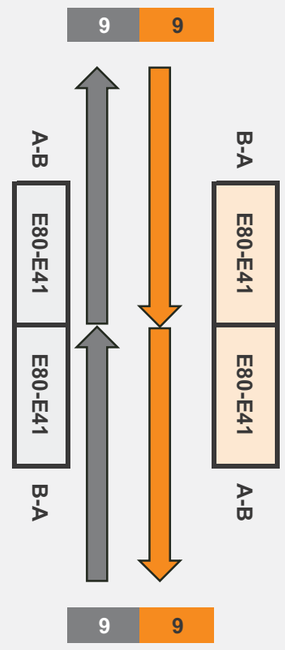
Laydown Area ID	E80	Speed	100
Laydown Area Name	B2G-LDN069.0	Road Name	Thornton Road

Peak Impact Month	Nov-24
Peak Impact Year	2024

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	0
Left	9	0
With Development Traffic		
Right	9	2
Left	9	0

Graph Terminolgy

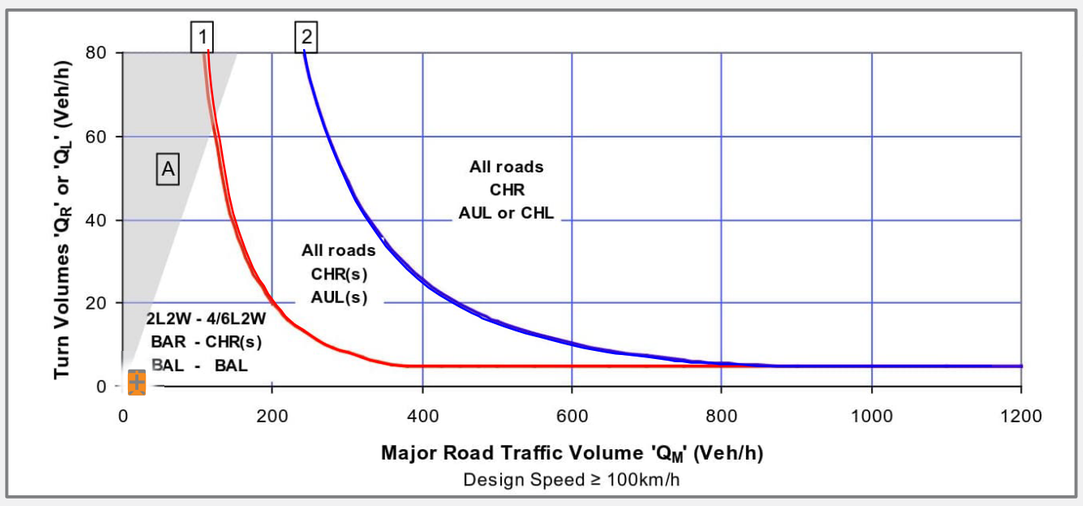
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	0
Left	9	0
With Development Traffic		
Right	9	2
Left	9	0

Graphing

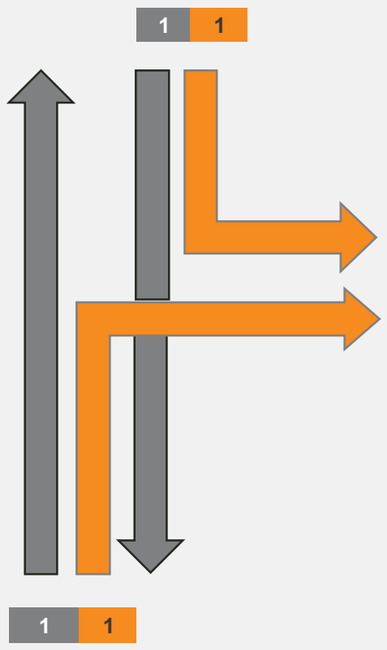
Design Speed ≥ 100 km/h



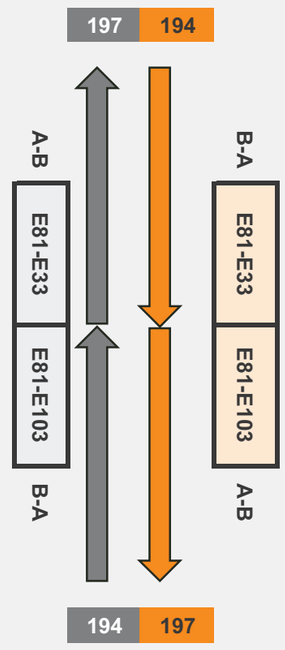
Laydown Area ID	E81	Speed	100
Laydown Area Name	B2G-LDN074.0	Road Name	Millmerran - Inglewood Road

Peak Impact Month	Dec-24
Peak Impact Year	2024

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	197	0
Left	197	0
With Development Traffic		
Right	198	1
Left	198	1

Graph Terminolgy

Legend

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

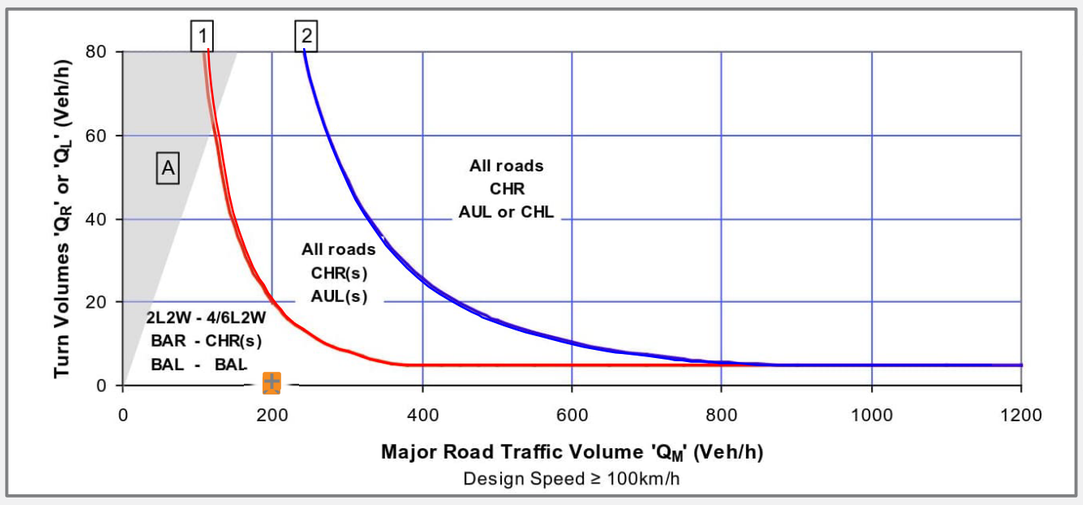
Turn Warrant Requirements

Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	197	0
Left	197	0
With Development Traffic		
Right	198	1
Left	198	1

Graphing

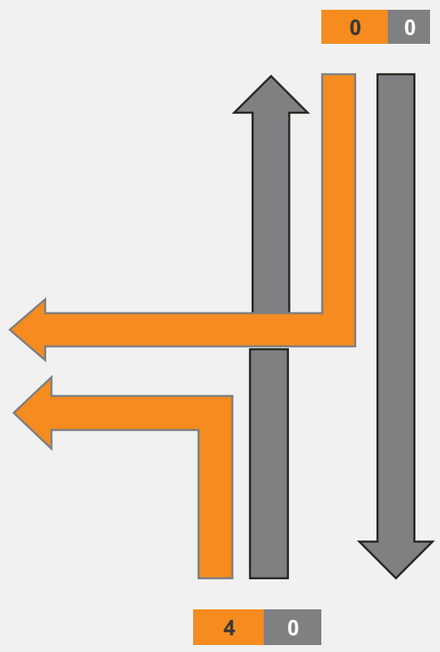
Design Speed ≥ 100 km/h



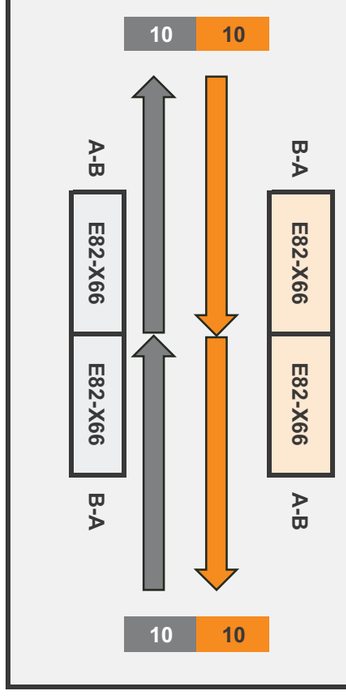
Laydown Area ID	E82	Speed	100
Laydown Area Name	B2G-LDN081.0	Road Name	Wongavale Yugilbar Road

Peak Impact Month	Apr-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	0
Left	10	0
With Development Traffic		
Right	10	0
Left	10	4

Graph Terminolgy

Legend

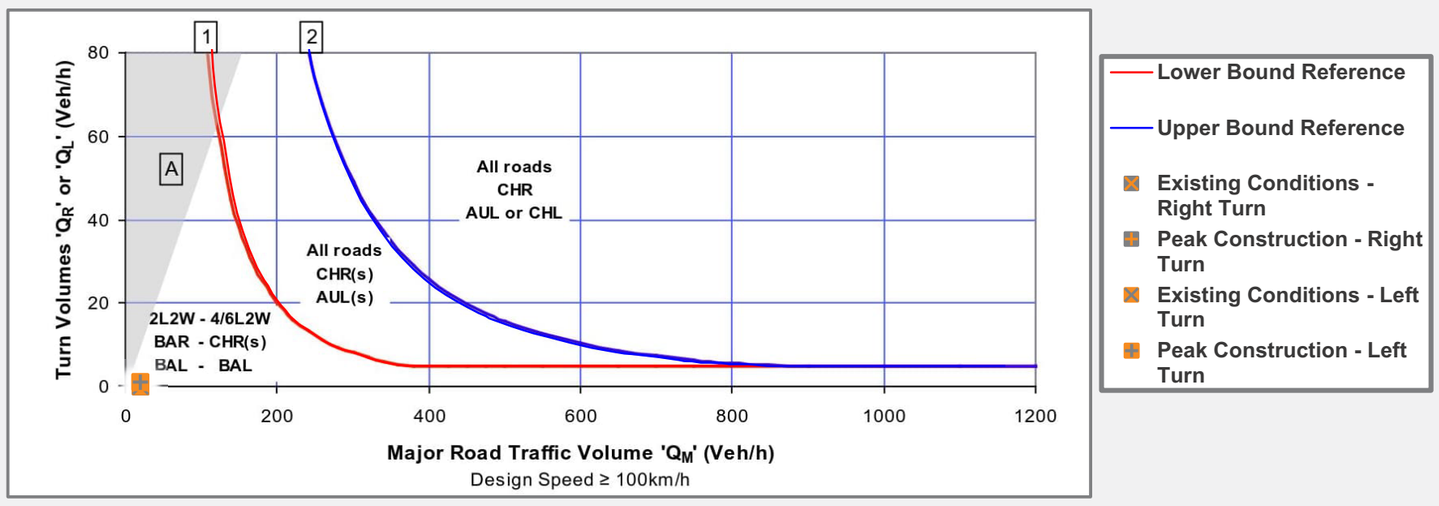
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	0
Left	10	0
With Development Traffic		
Right	10	0
Left	10	4

Graphing

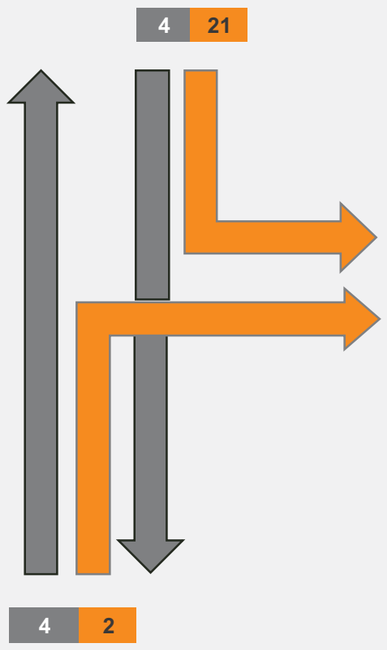
Design Speed ≥ 100 km/h



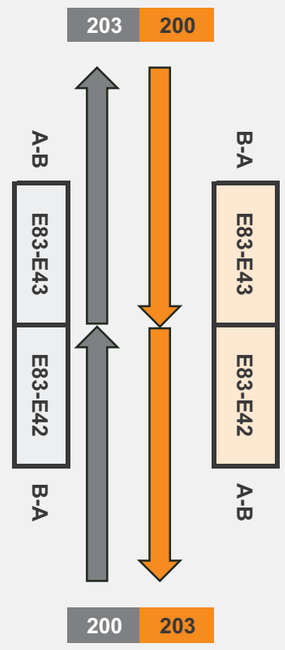
Laydown Area ID	E83	Speed	100
Laydown Area Name	B2G-LDN091.8	Road Name	Millmerran - Inglewood Road

Peak Impact Month	Mar-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	203	0
Left	203	0
With Development Traffic		
Right	207	2
Left	207	21

Graph Terminolgy

Legend

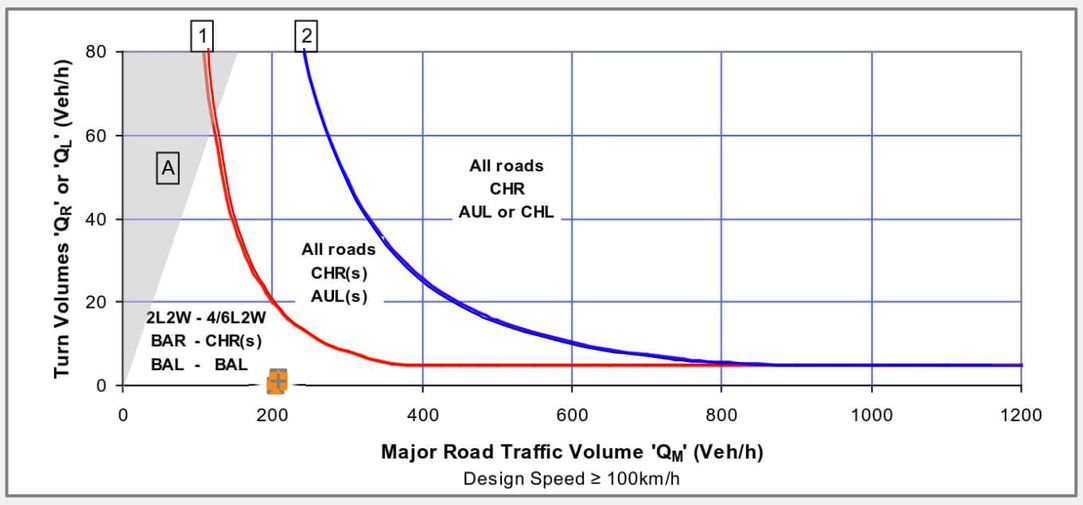
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	203	0
Left	203	0
With Development Traffic		
Right	207	2
Left	207	21

Graphing

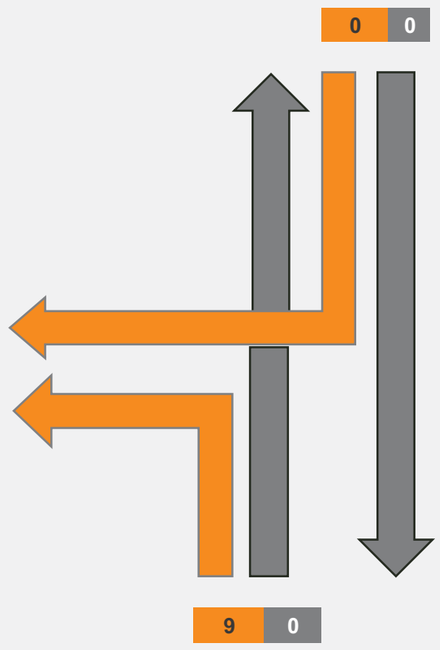
Design Speed ≥ 100 km/h



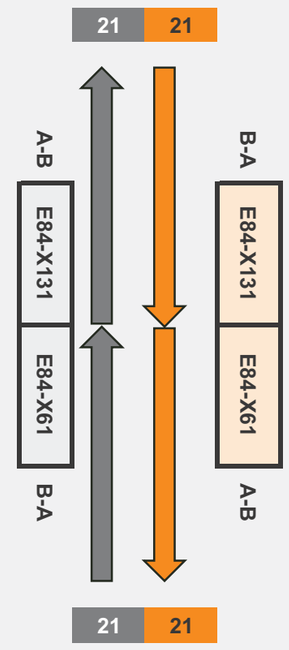
Laydown Area ID	E84	Speed	70
Laydown Area Name	B2G-LDN112.1	Road Name	Millwood Road

Peak Impact Month	Jan-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	21	0
Left	21	0
With Development Traffic		
Right	21	0
Left	21	9

Graph Terminolgy

Legend

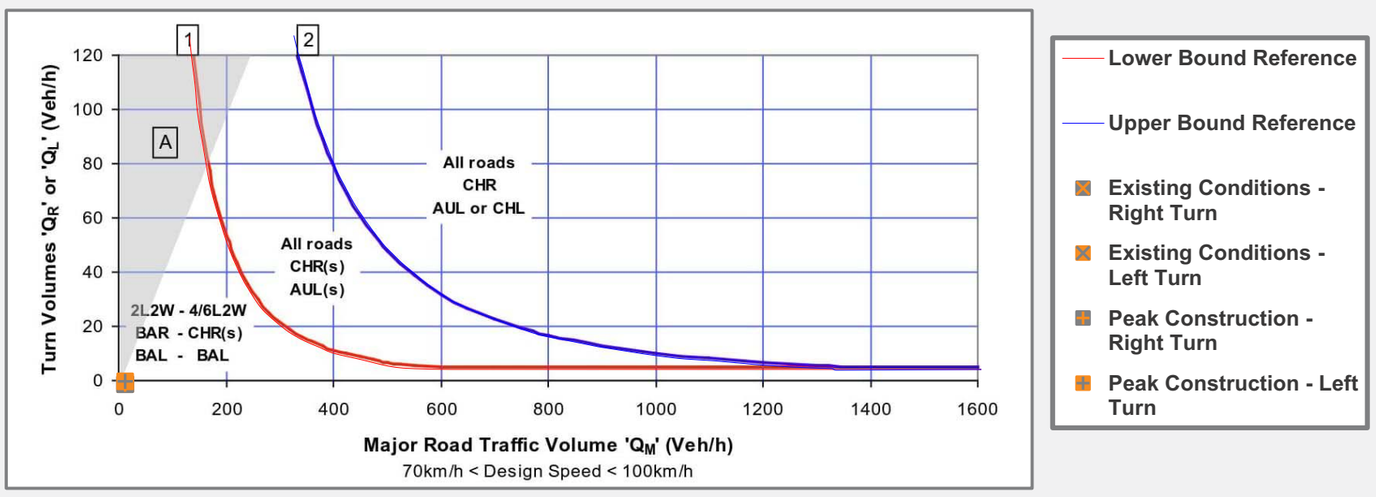
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	21	0
Left	21	0
With Development Traffic		
Right	21	0
Left	21	9

Graphing

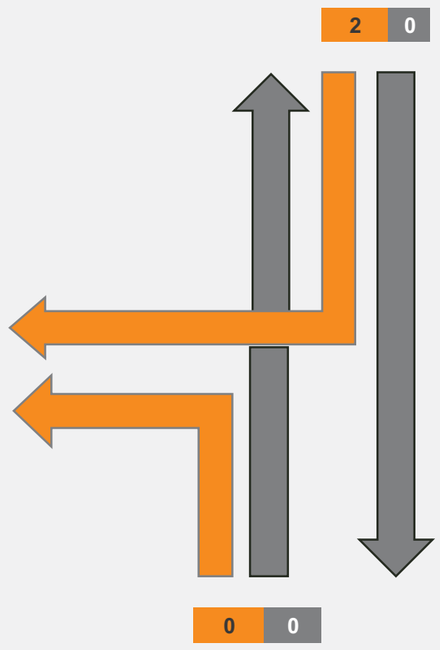
50 km/h < Design Speed < 100 km/h



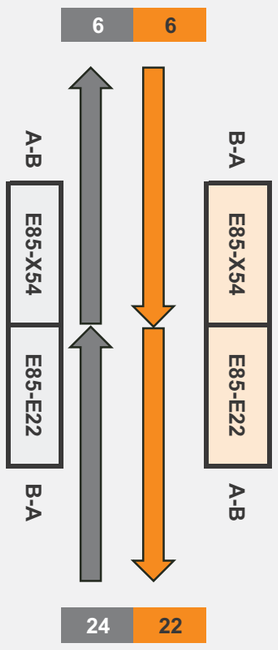
Laydown Area ID	E85	Speed	100
Laydown Area Name	B2G-LDN120.2	Road Name	Blackwell Road

Peak Impact Month	Jul-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	24	0
Left	22	0
With Development Traffic		
Right	24	2
Left	22	0

Graph Terminolgy

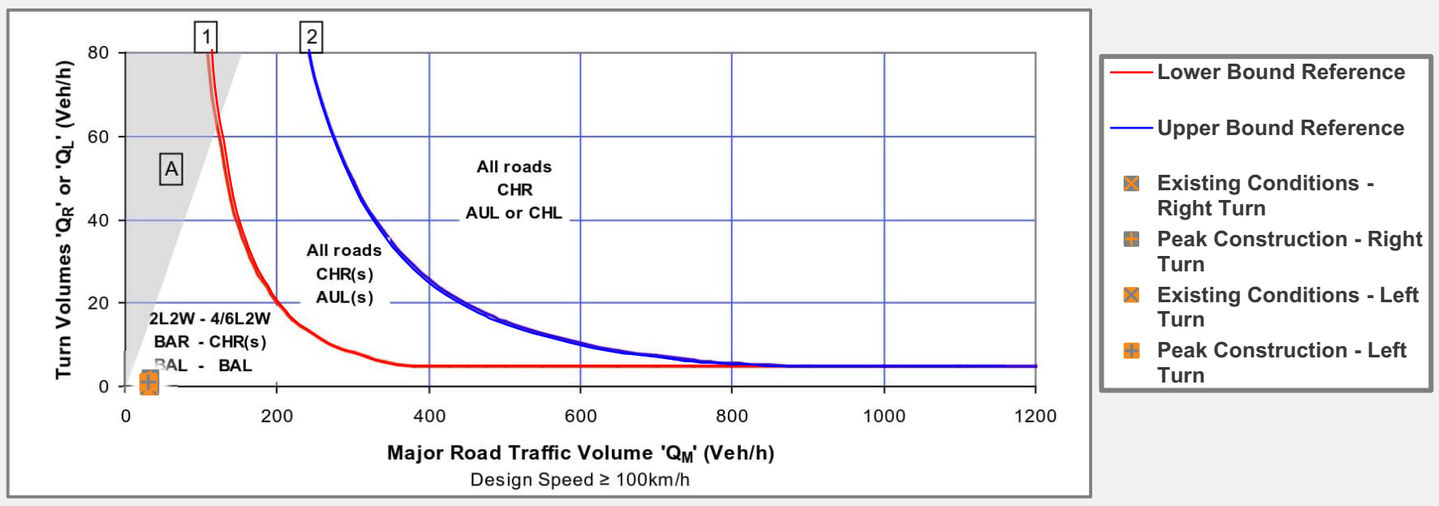
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	24	0
Left	22	0
With Development Traffic		
Right	24	2
Left	22	0

Graphing

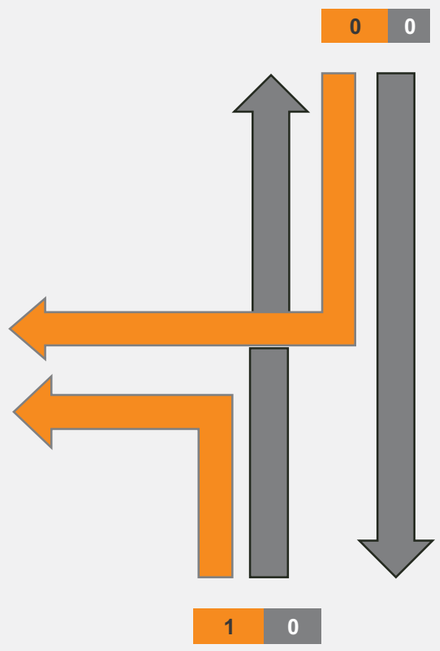
Design Speed ≥ 100 km/h



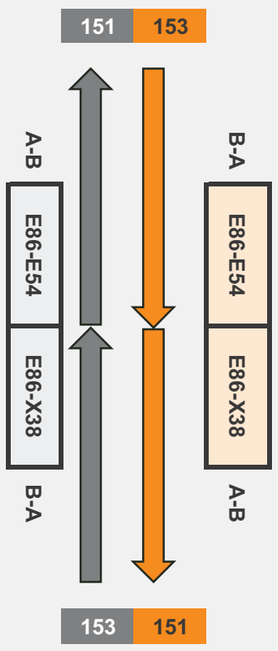
Laydown Area ID	E86	Speed	100
Laydown Area Name	B2G-LDN140.2	Road Name	Millmerran - Leyburn Road

Peak Impact Month	Aug-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	153	0
Left	153	0
With Development Traffic		
Right	153	0
Left	153	1

Graph Terminolgy

Legend

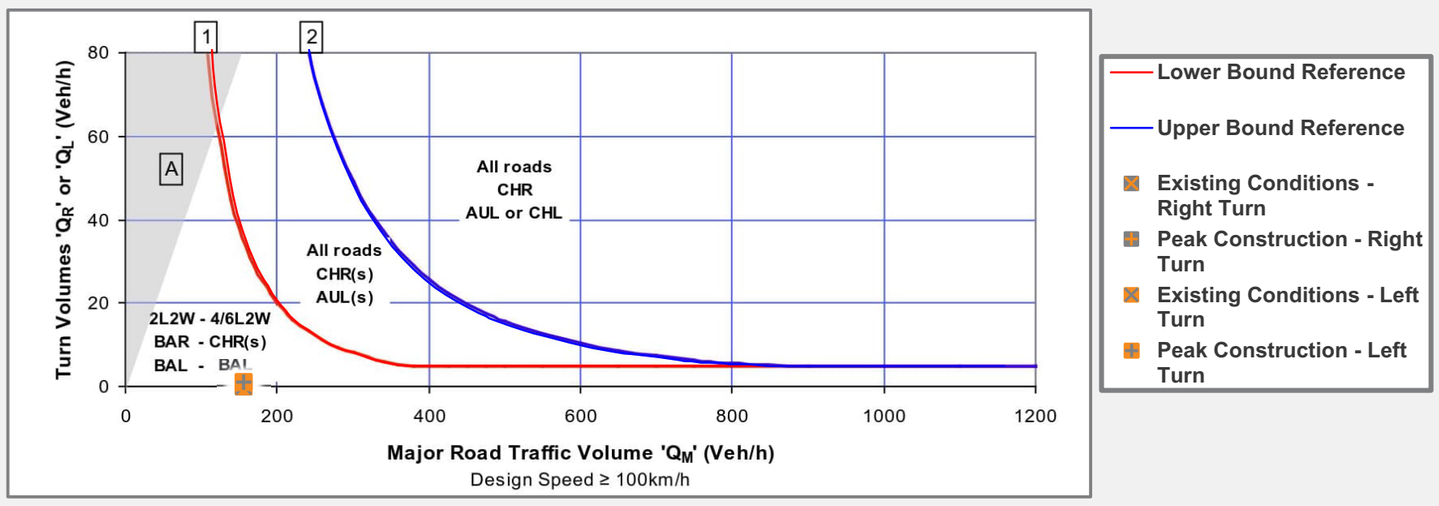
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	153	0
Left	153	0
With Development Traffic		
Right	153	0
Left	153	1

Graphing

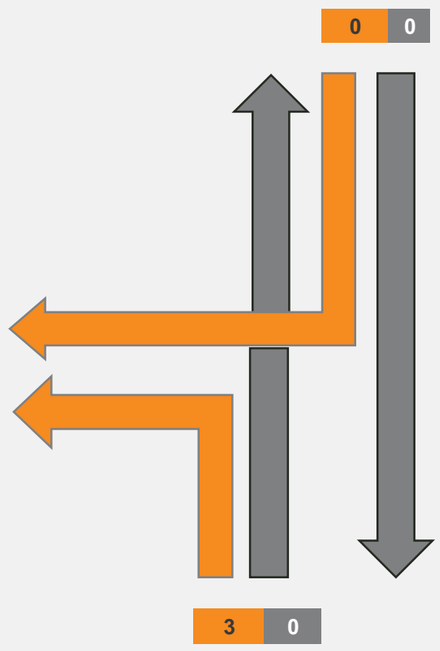
Design Speed ≥ 100 km/h



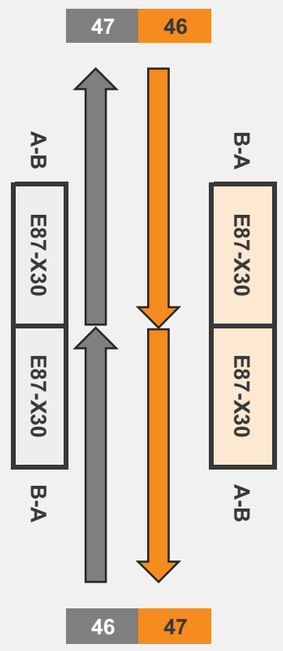
Laydown Area ID	E87	Speed	100
Laydown Area Name	B2G-LDN147.1	Road Name	Fysh Road

Peak Impact Month	Jun-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	47	0
Left	47	0
With Development Traffic		
Right	47	0
Left	47	3

Graph Terminolgy

Legend

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

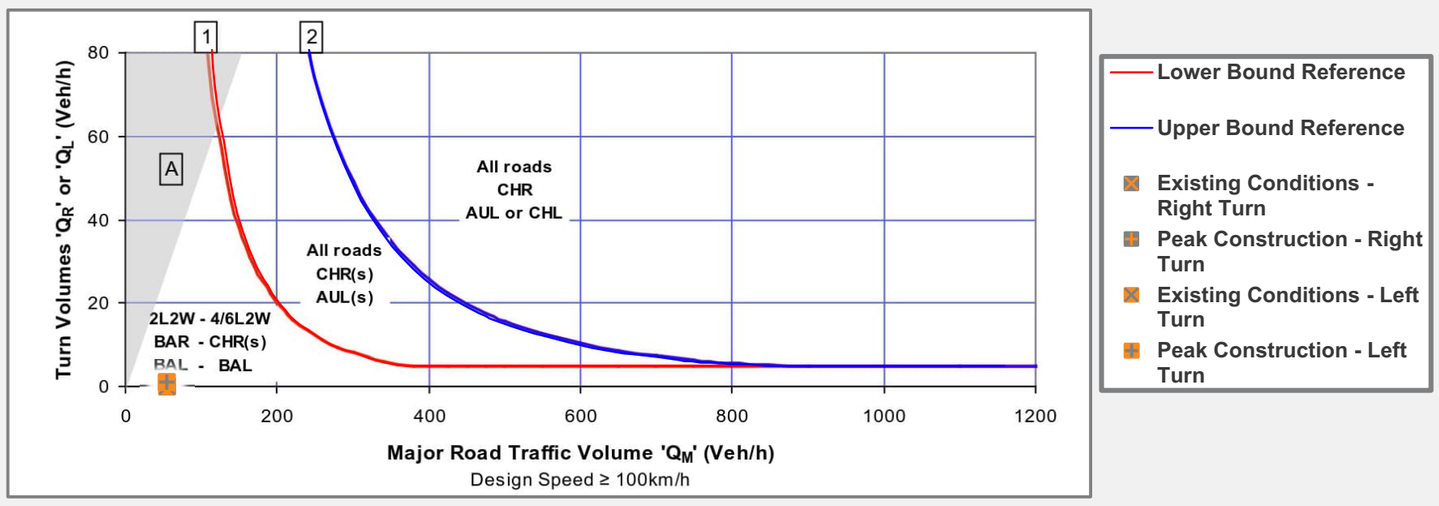
Turn Warrant Requirements

Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	47	0
Left	47	0
With Development Traffic		
Right	47	0
Left	47	3

Graphing

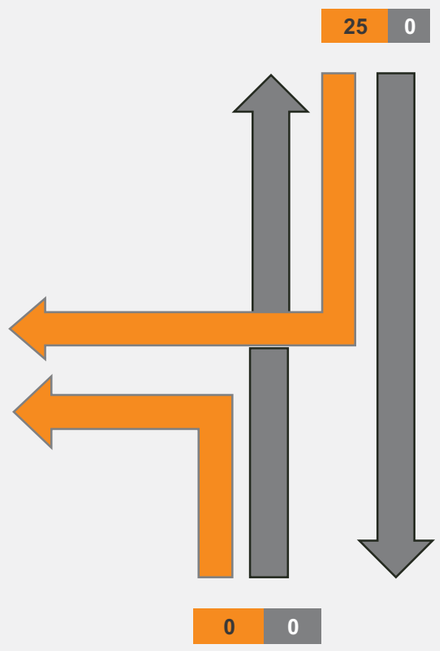
Design Speed ≥ 100 km/h



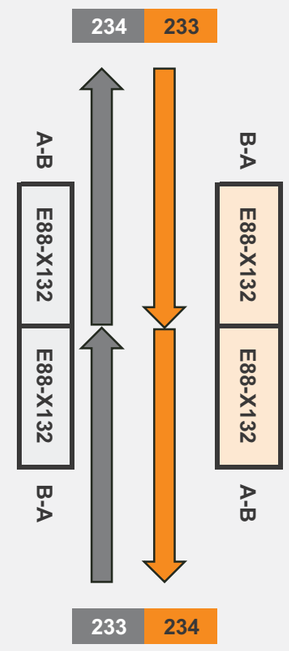
Laydown Area ID	E88	Speed	50
Laydown Area Name	B2G-LDN164.3	Road Name	Murlaggan Road

Peak Impact Month	Mar-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	234	0
Left	234	0
With Development Traffic		
Right	234	25
Left	234	0

Graph Terminolgy

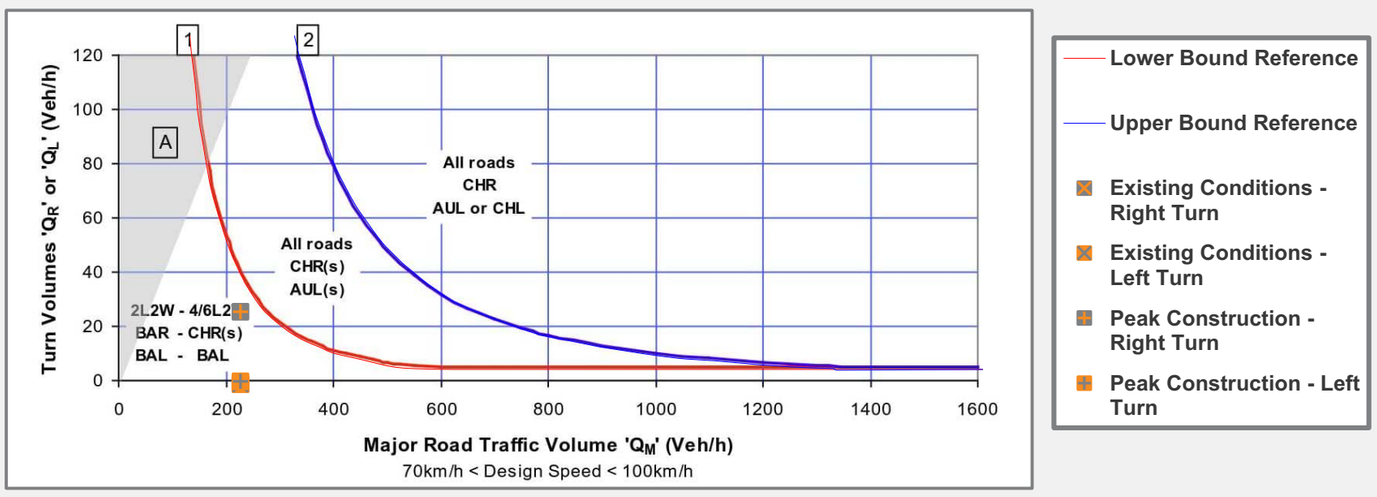
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	234	0
Left	234	0
With Development Traffic		
Right	234	25
Left	234	0

Graphing

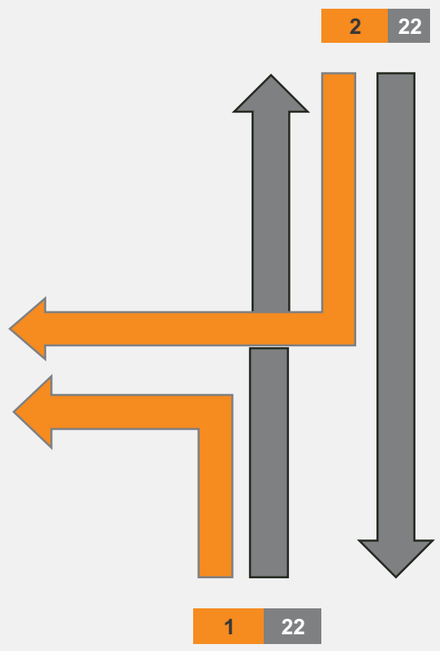
50 km/h < Design Speed < 100 km/h



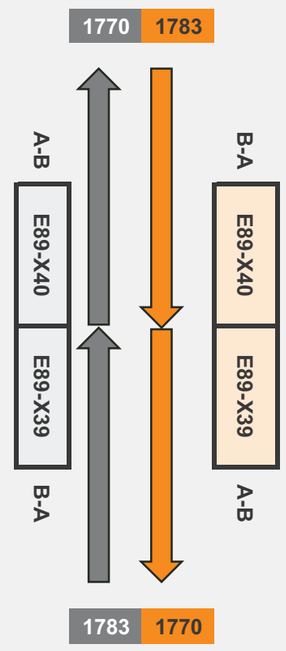
Laydown Area ID	E89	Speed	100
Laydown Area Name	B2G-LDN169.6	Road Name	Gore Highway

Peak Impact Month	Nov-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,783	0
Left	1,783	0
With Development Traffic		
Right	1,200	2
Left	1,200	1

Graph Terminolgy

Legend

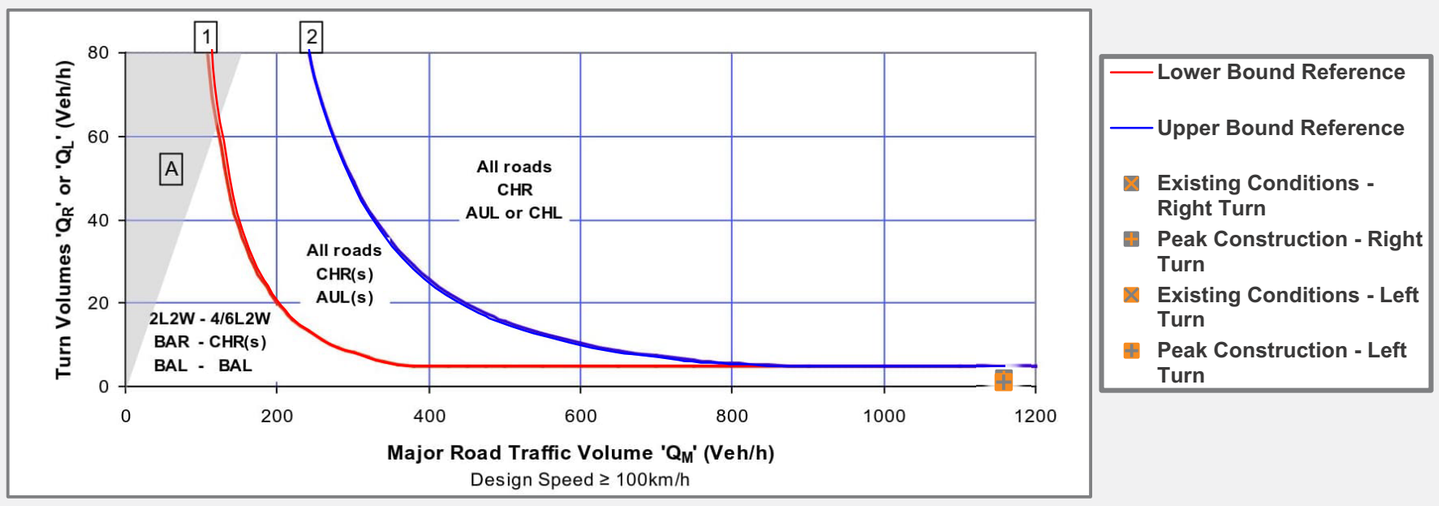
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,783	0
Left	1,783	0
With Development Traffic		
Right	1,805	2
Left	1,805	1

Graphing

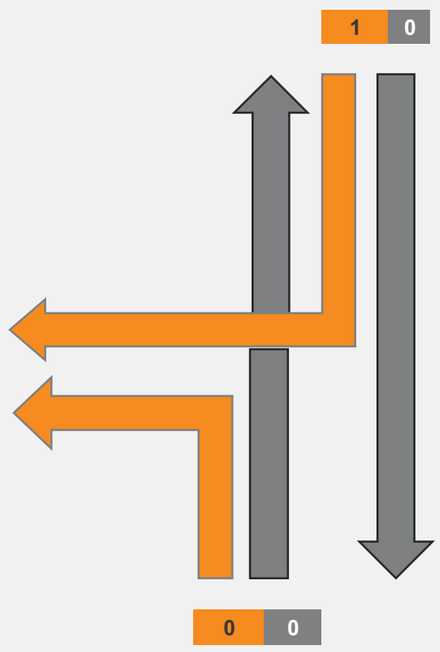
Design Speed ≥ 100 km/h



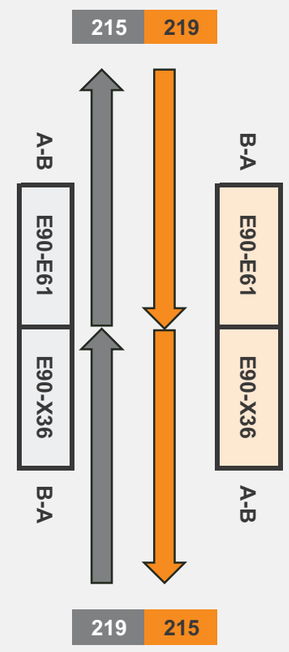
Laydown Area ID	E90	Speed	100
Laydown Area Name	B2G-LDN172.0	Road Name	Lochaber Road

Peak Impact Month	Mar-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	219	0
Left	219	0
With Development Traffic		
Right	219	1
Left	219	0

Graph Terminolgy

Legend

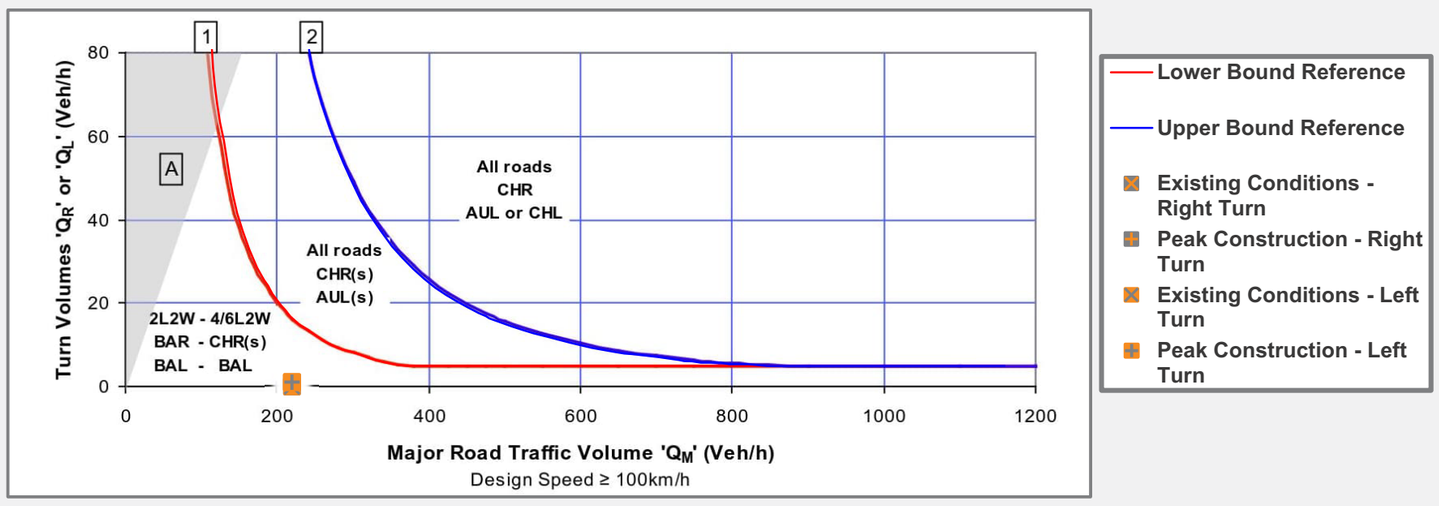
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	219	0
Left	219	0
With Development Traffic		
Right	219	1
Left	219	0

Graphing

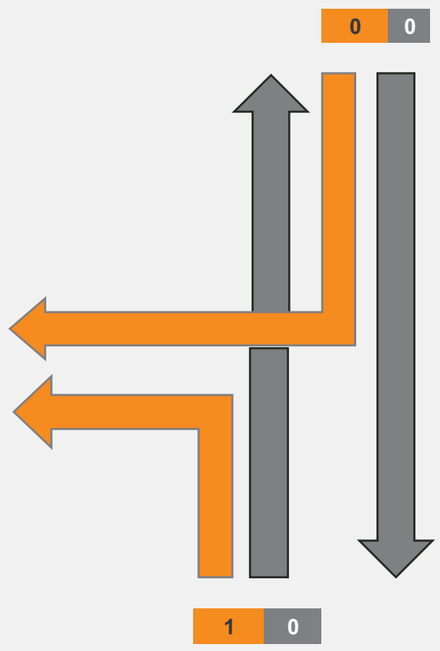
Design Speed ≥ 100 km/h



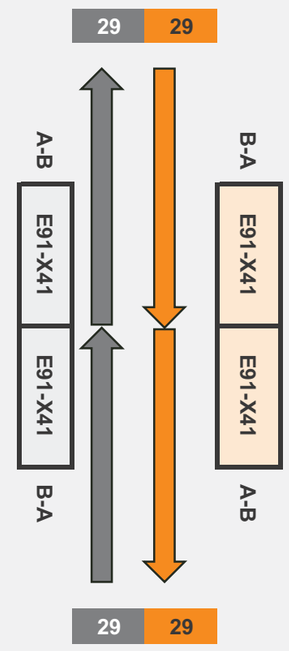
Laydown Area ID	E91	Speed	100
Laydown Area Name	B2G-LDN173.5	Road Name	Paint Mine Road

Peak Impact Month	Oct-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	29	0
Left	29	0
With Development Traffic		
Right	29	0
Left	29	1

Graph Terminolgy

Legend

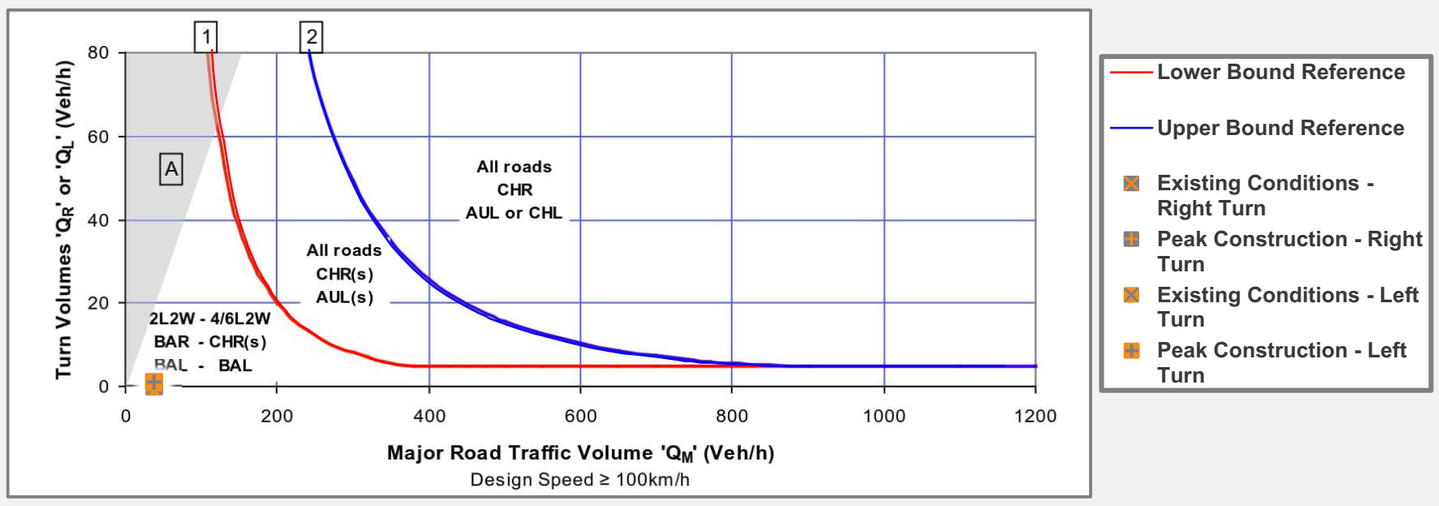
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	29	0
Left	29	0
With Development Traffic		
Right	29	0
Left	29	1

Graphing

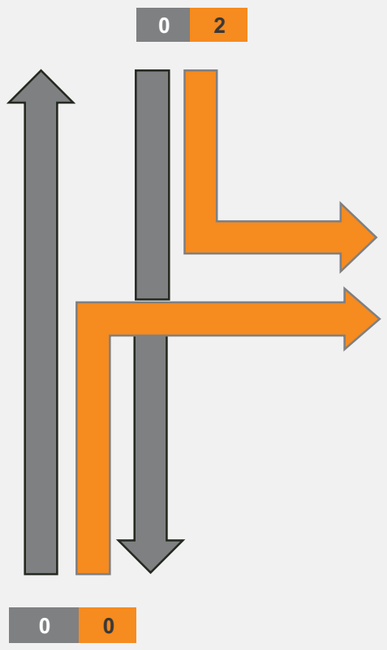
Design Speed ≥ 100 km/h



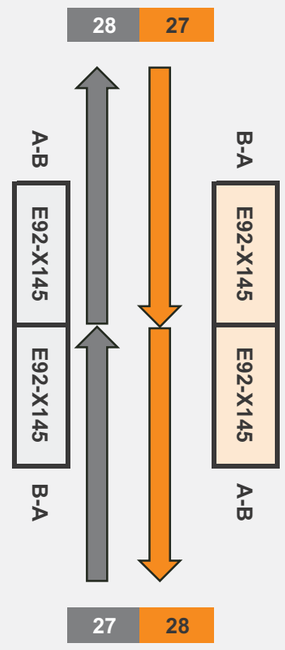
Laydown Area ID	E92	Speed	100
Laydown Area Name	B2G-LDN179.0	Road Name	Geitz Road

Peak Impact Month	Mar-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	28	0
Left	28	0
With Development Traffic		
Right	28	0
Left	28	2

Graph Terminolgy

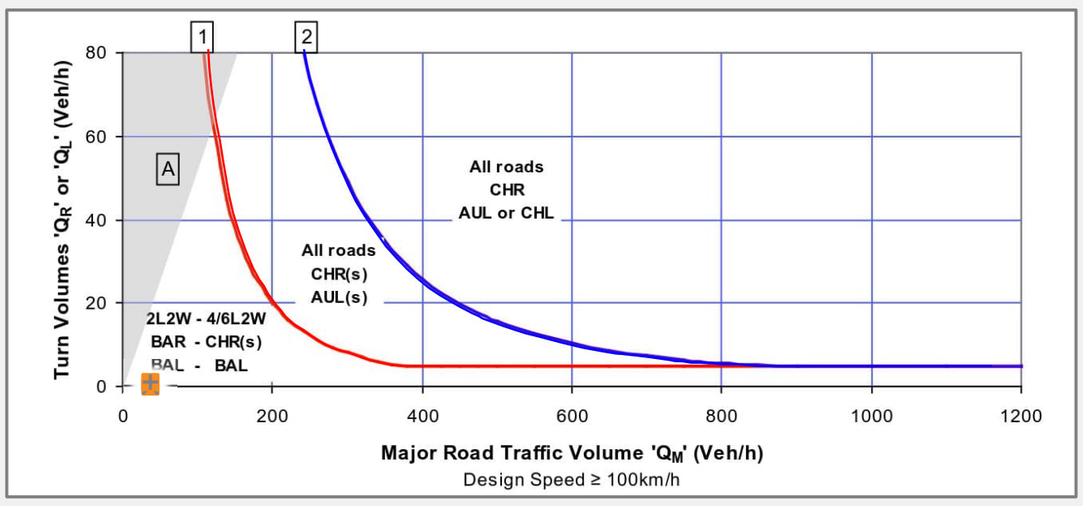
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	28	0
Left	28	0
With Development Traffic		
Right	28	0
Left	28	2

Graphing

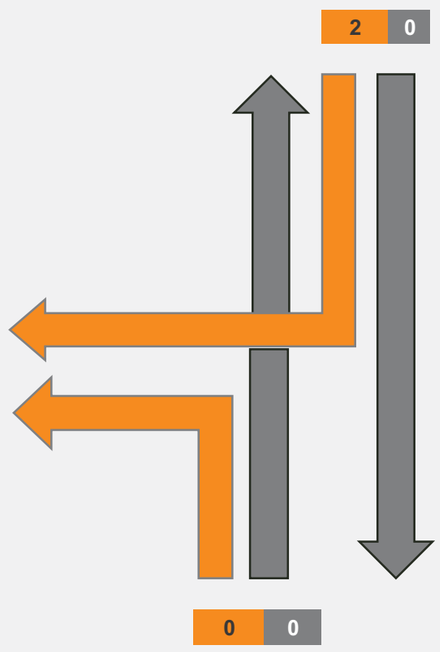
Design Speed ≥ 100 km/h



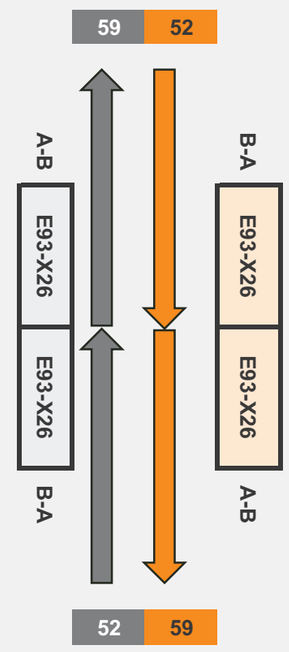
Laydown Area ID	E93	Speed	100
Laydown Area Name	B2G-LDN183.0	Road Name	Bushy Lane

Peak Impact Month	Mar-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	59	0
Left	59	0
With Development Traffic		
Right	59	2
Left	59	0

Graph Terminolgy

Legend

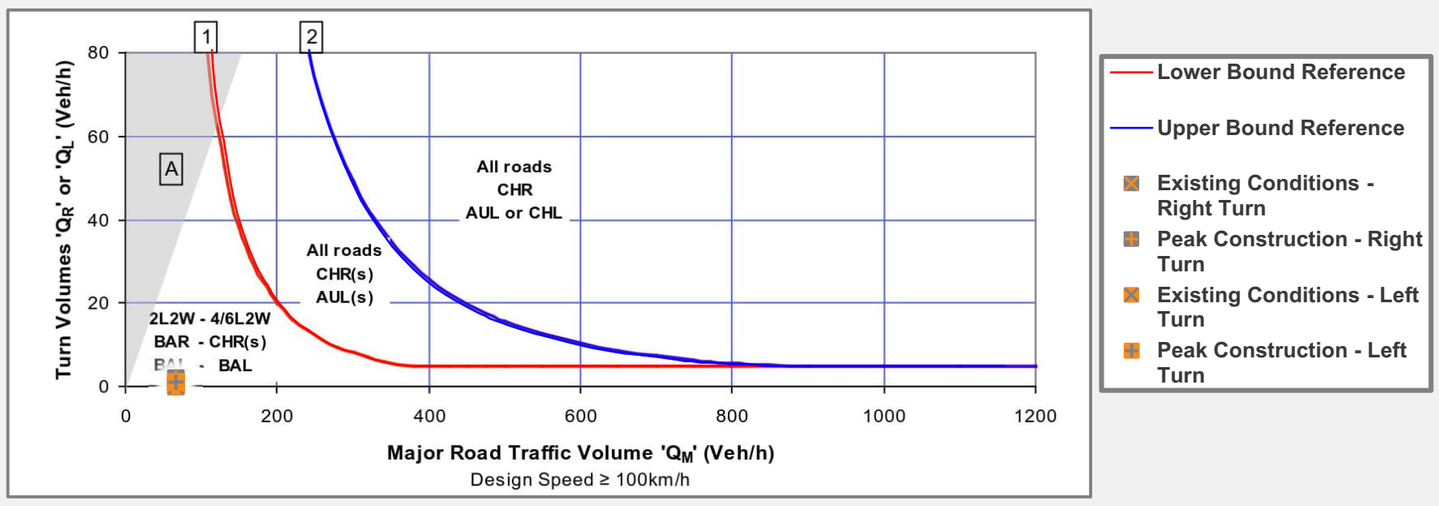
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	59	0
Left	59	0
With Development Traffic		
Right	59	2
Left	59	0

Graphing

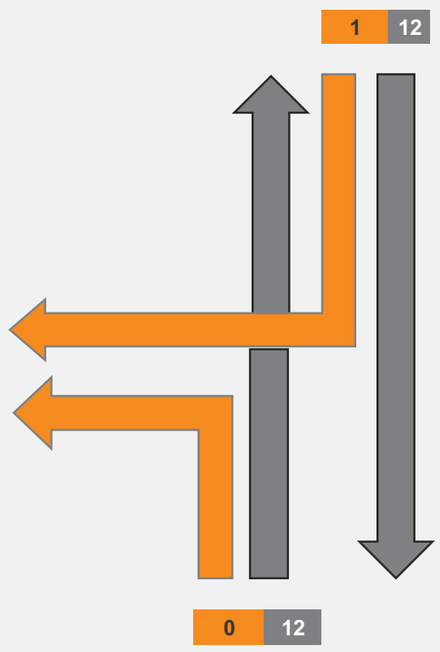
Design Speed ≥ 100 km/h



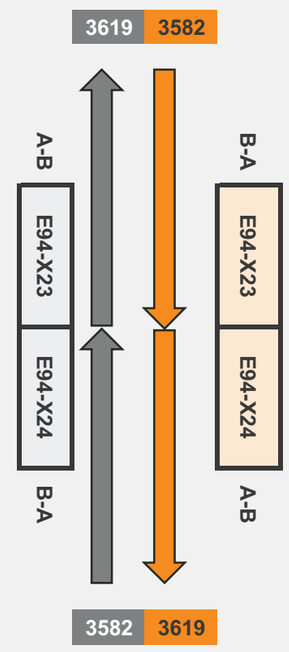
Laydown Area ID	E94	Speed	100
Laydown Area Name	B2G-LDN185.0	Road Name	Gore Highway

Peak Impact Month	Jun-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3,619	0
Left	3,619	0
With Development Traffic		
Right	1,200	1
Left	1,200	0

Graph Terminolgy

Legend

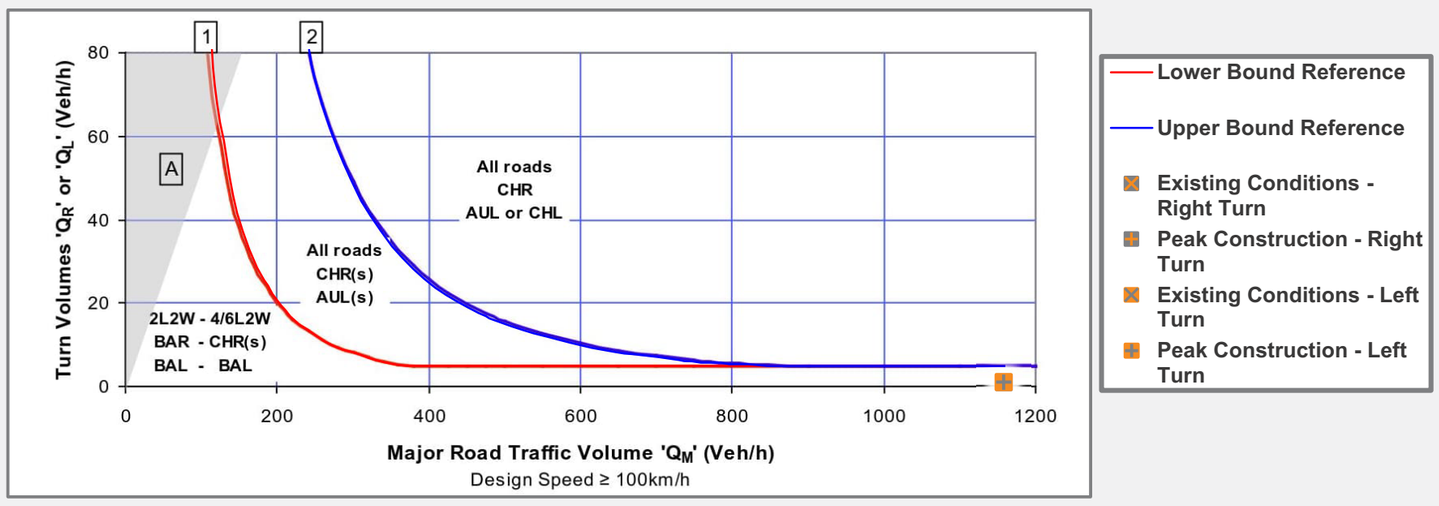
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3,619	0
Left	3,619	0
With Development Traffic		
Right	3,631	1
Left	3,631	0

Graphing

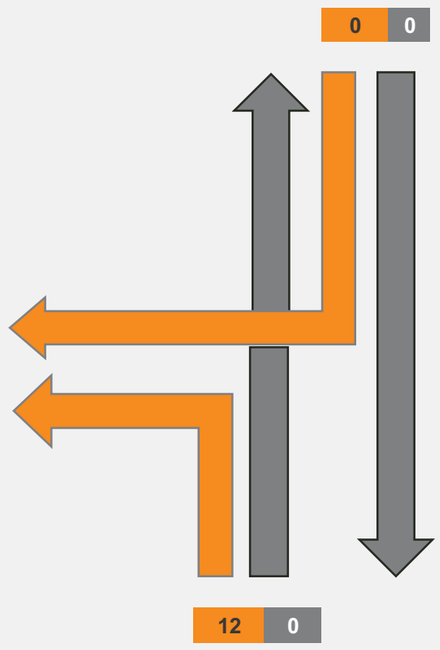
Design Speed ≥ 100 km/h



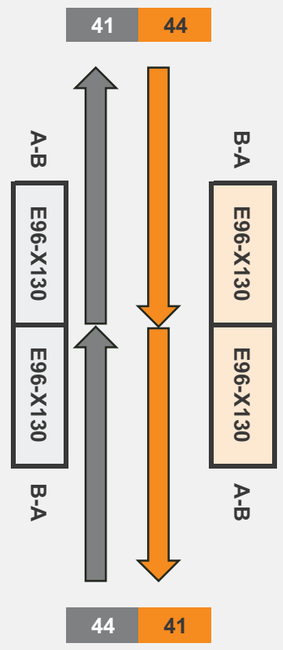
Laydown Area ID	E96	Speed	80
Laydown Area Name	B2G-LDN206.3	Road Name	Leesons Road

Peak Impact Month	Nov-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	44	0
Left	44	0
With Development Traffic		
Right	44	0
Left	44	12

Graph Terminolgy

Legend

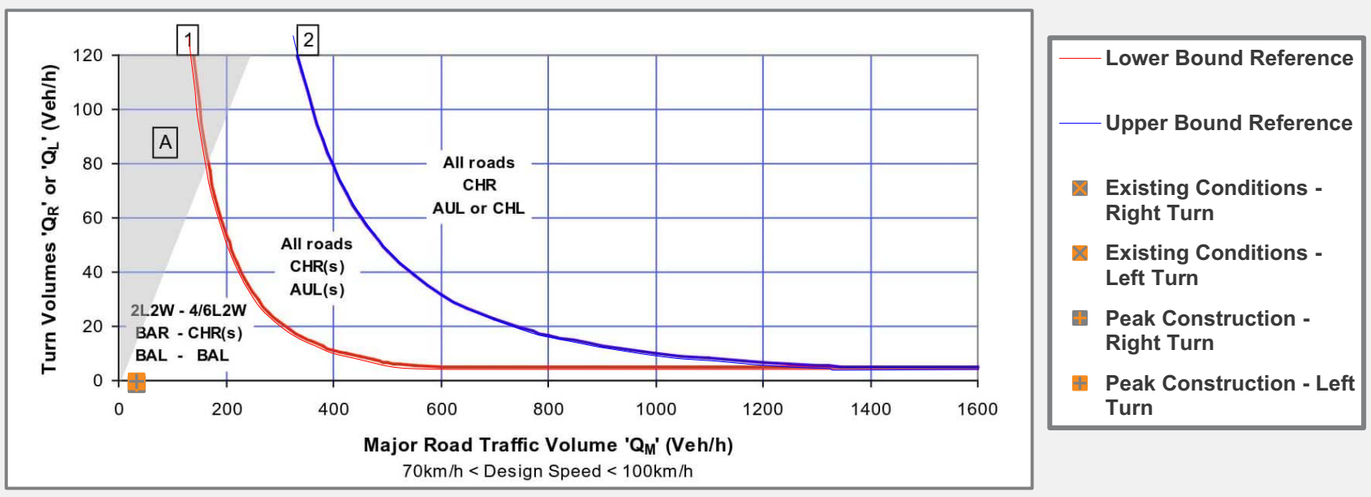
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	44	0
Left	44	0
With Development Traffic		
Right	44	0
Left	44	12

Graphing

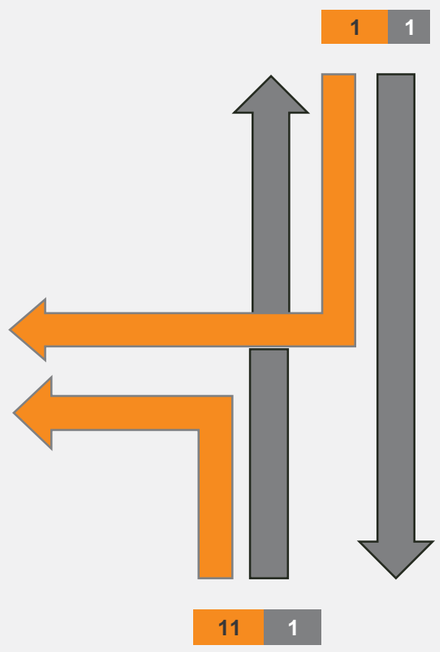
50 km/h < Design Speed < 100 km/h



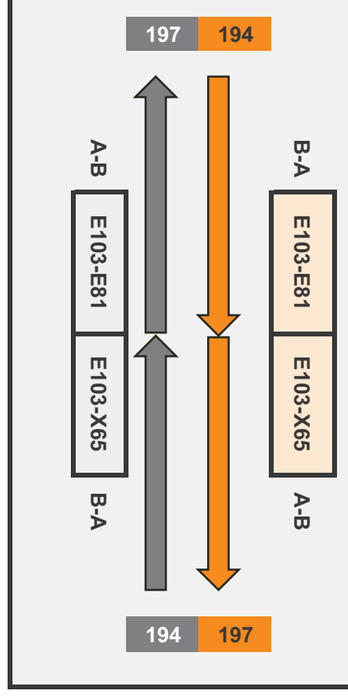
Laydown Area ID	E103	Speed	100
Laydown Area Name	B2G-LDN073.0	Road Name	Millmerran - Inglewood Road

Peak Impact Month	Jul-24
Peak Impact Year	2024

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	197	0
Left	197	0
With Development Traffic		
Right	198	1
Left	198	11

Graph Terminolgy

Legend

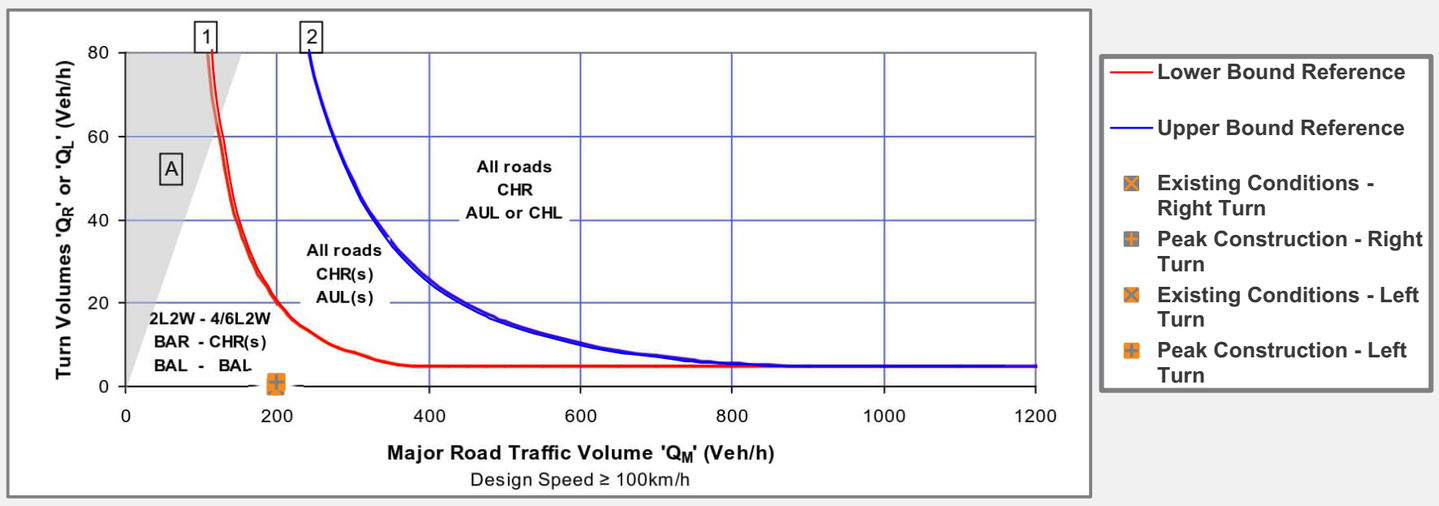
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	197	0
Left	197	0
With Development Traffic		
Right	198	1
Left	198	11

Graphing

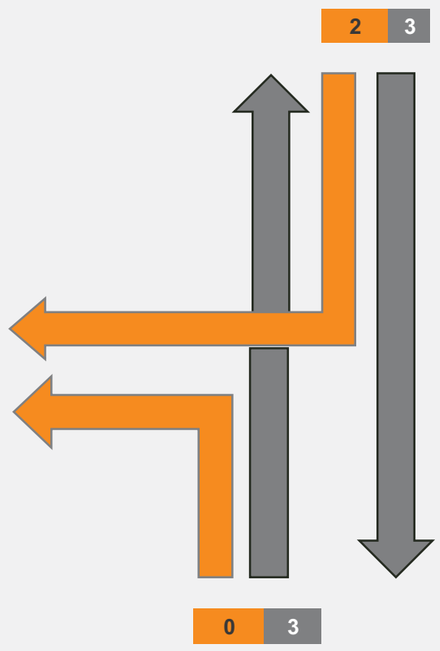
Design Speed ≥ 100 km/h



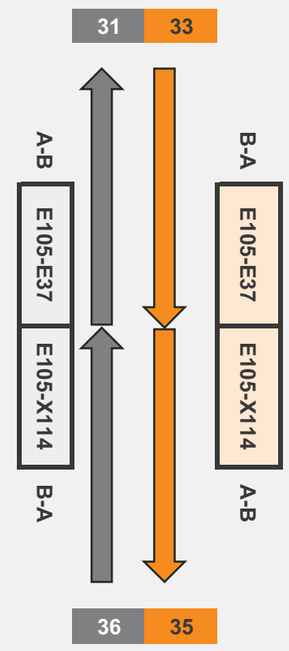
Laydown Area ID	E105	Speed	70
Laydown Area Name	B2G-LDN020.3	Road Name	Yelarbon Kurumbul Road

Peak Impact Month	Apr-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	0
Left	35	0
With Development Traffic		
Right	39	2
Left	38	0

Graph Terminolgy

Legend

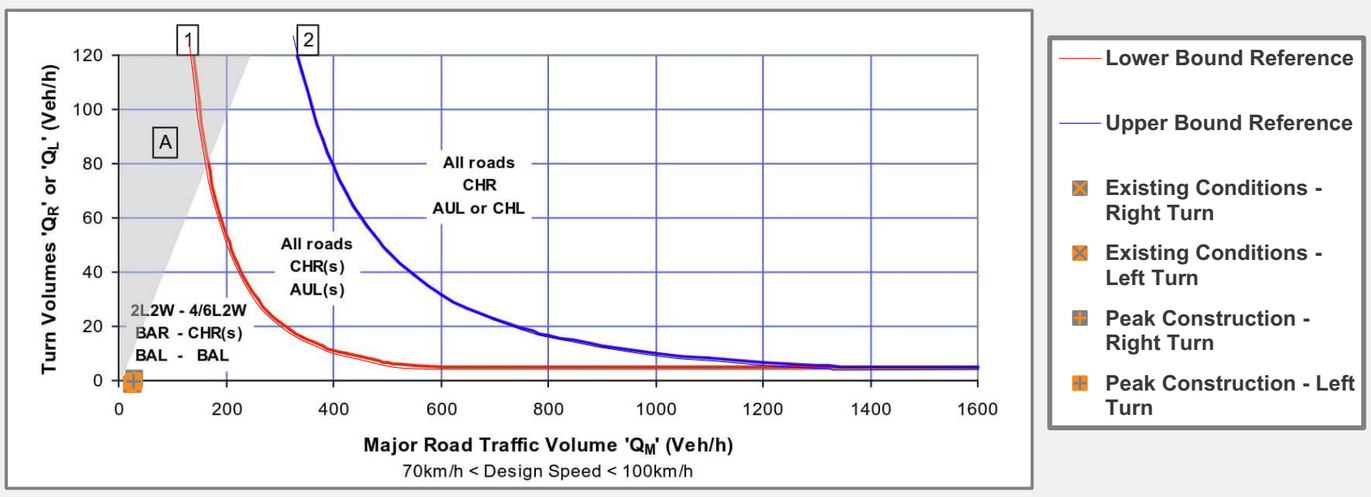
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	0
Left	35	0
With Development Traffic		
Right	39	2
Left	38	0

Graphing

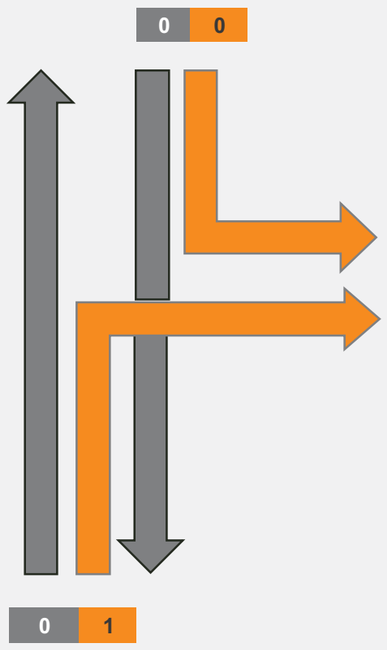
50 km/h < Design Speed < 100 km/h



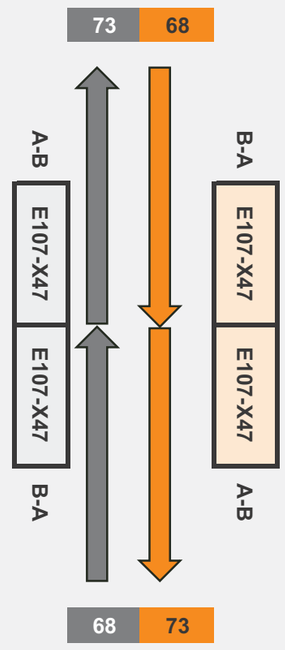
Laydown Area ID	E107	Speed	60
Laydown Area Name	B2G-LDN150.9	Road Name	Ware Street

Peak Impact Month	Mar-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	73	0
Left	73	0
With Development Traffic		
Right	73	1
Left	73	0

Graph Terminolgy

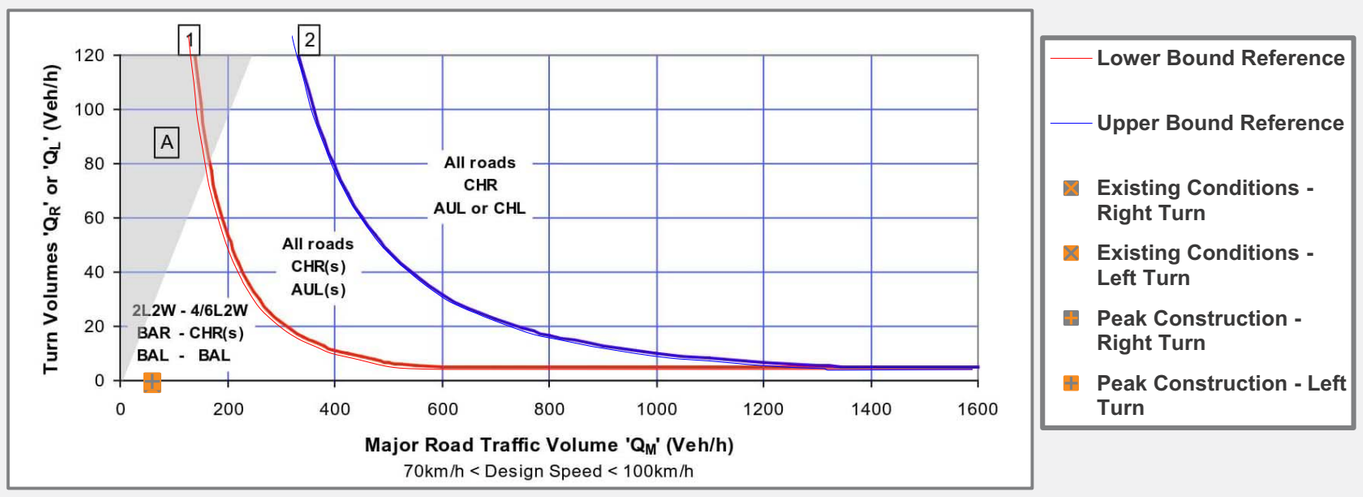
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	73	0
Left	73	0
With Development Traffic		
Right	73	1
Left	73	0

Graphing

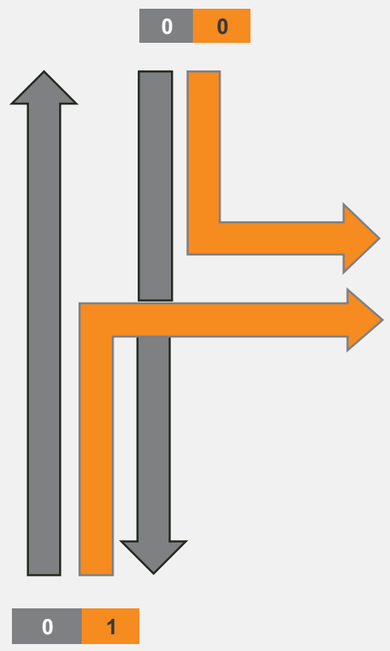
50 km/h < Design Speed < 100 km/h



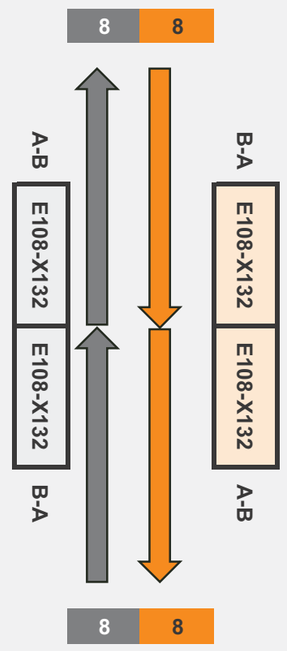
Laydown Area ID	E108	Speed	100
Laydown Area Name	B2G-LDN165.6	Road Name	Kahler Road

Peak Impact Month	Mar-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	8	0
Left	8	0
With Development Traffic		
Right	8	1
Left	8	0

Graph Terminolgy

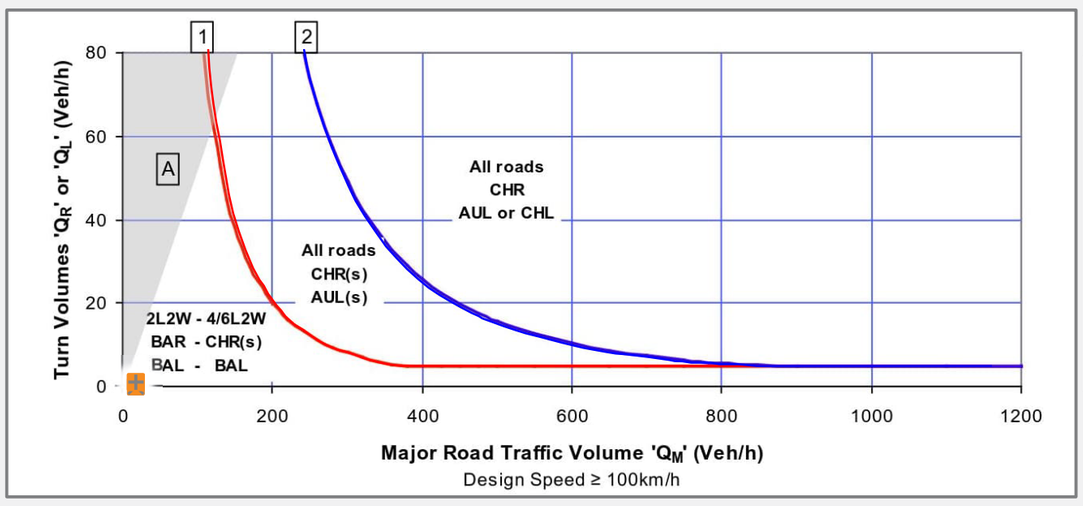
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	8	0
Left	8	0
With Development Traffic		
Right	8	1
Left	8	0

Graphing

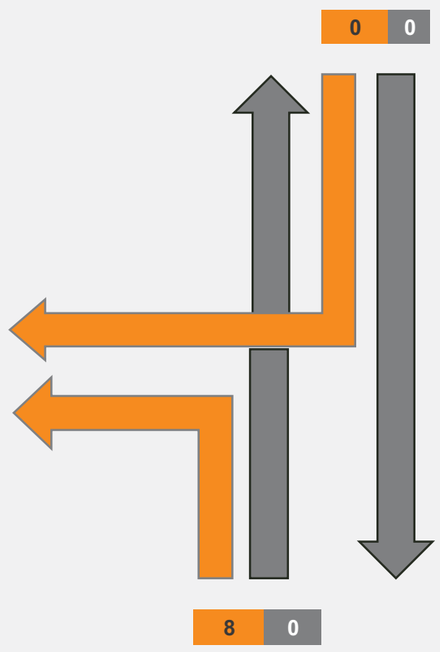
Design Speed ≥ 100 km/h



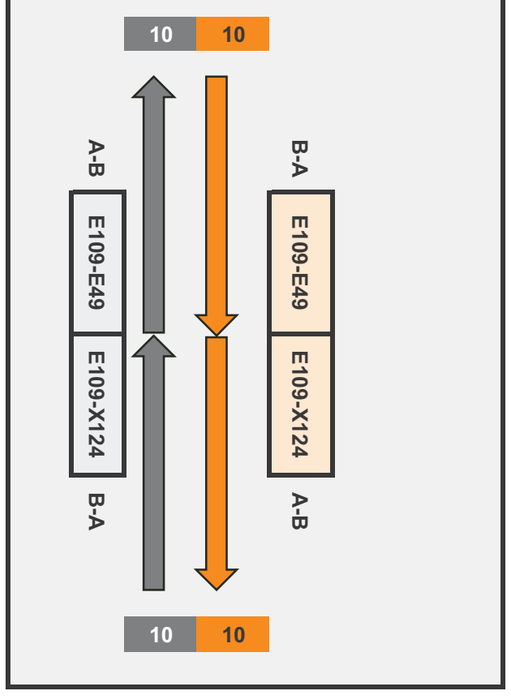
Laydown Area ID	E109	Speed	100
Laydown Area Name	B2G-LDN123.6	Road Name	Scragg Road

Peak Impact Month	Jan-26
Peak Impact Year	2026

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	0
Left	10	0
With Development Traffic		
Right	10	0
Left	10	8

Graph Terminolgy

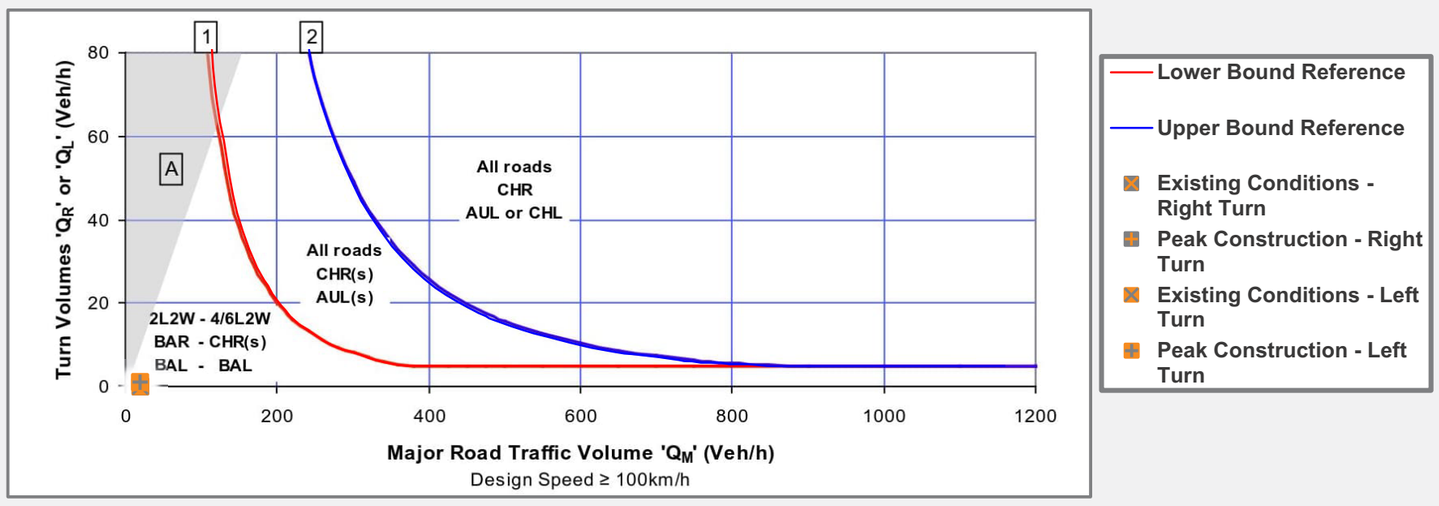
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	0
Left	10	0
With Development Traffic		
Right	10	0
Left	10	8

Graphing

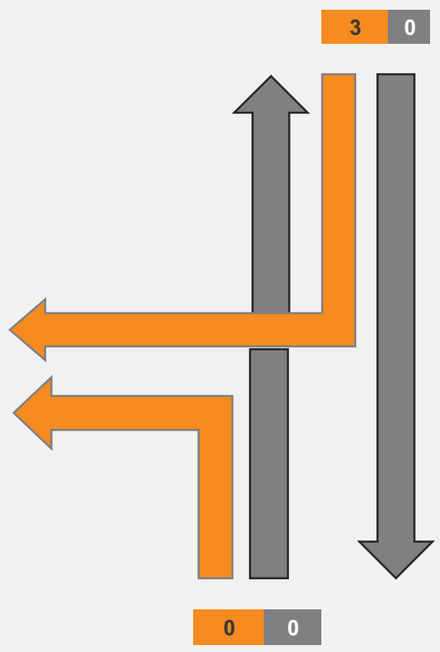
Design Speed ≥ 100 km/h



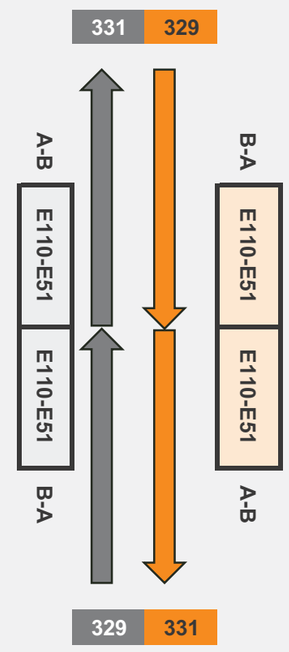
Laydown Area ID	E110	Speed	100
Laydown Area Name	B2G-LDN129.5	Road Name	Owens Scrub Road

Peak Impact Month	Jun-27
Peak Impact Year	2027

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	331	0
Left	331	0
With Development Traffic		
Right	331	3
Left	331	0

Graph Terminolgy

Legend

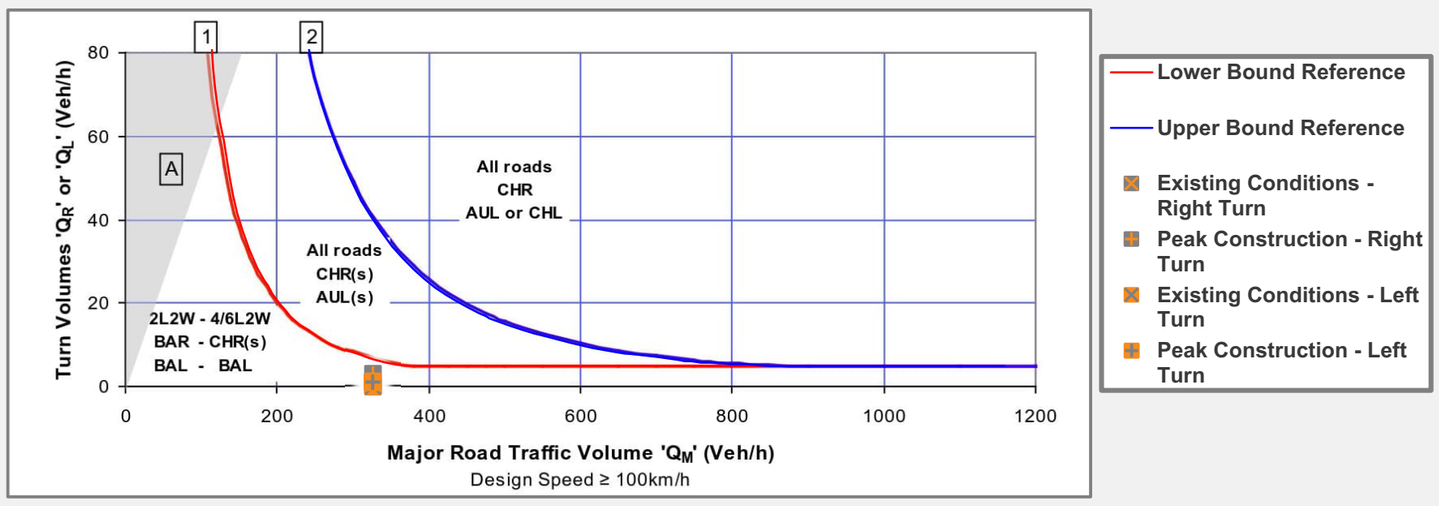
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	331	0
Left	331	0
With Development Traffic		
Right	331	3
Left	331	0

Graphing

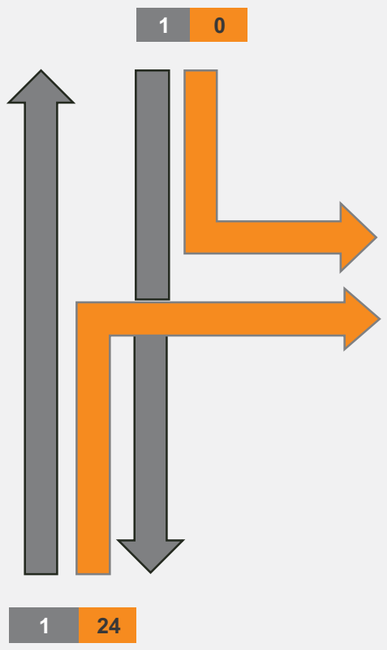
Design Speed ≥ 100 km/h



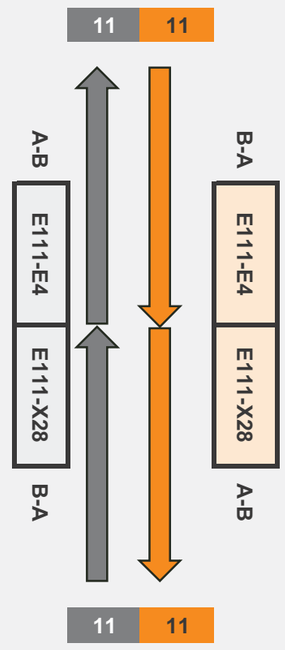
Laydown Area ID	E111	Speed	100
Laydown Area Name	B2G-LDN150.5	Road Name	Dieckmann Road

Peak Impact Month	Aug-25
Peak Impact Year	2025

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	11	0
Left	11	0
With Development Traffic		
Right	12	24
Left	12	0

Graph Terminolgy

Legend

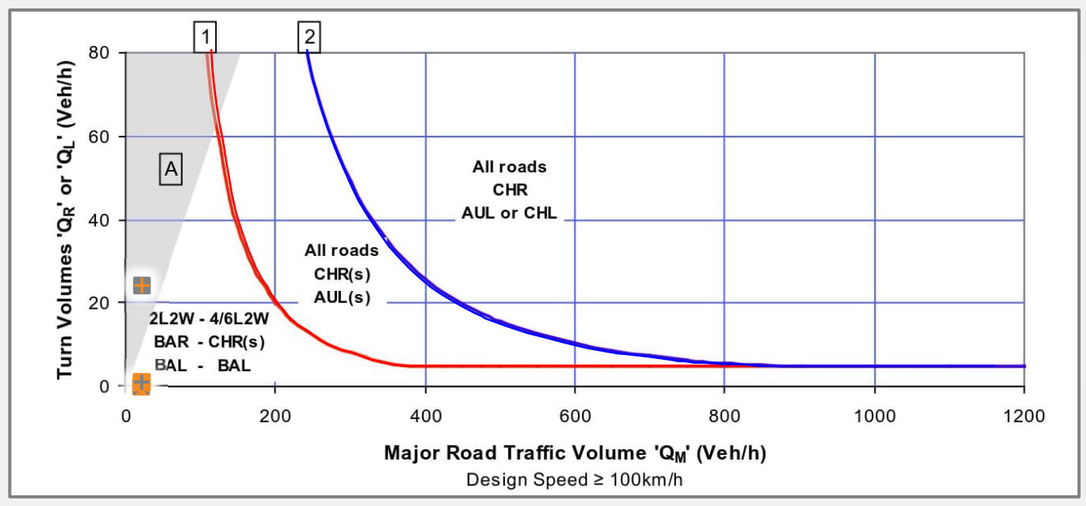
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	BAR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	11	0
Left	11	0
With Development Traffic		
Right	12	24
Left	12	0

Graphing

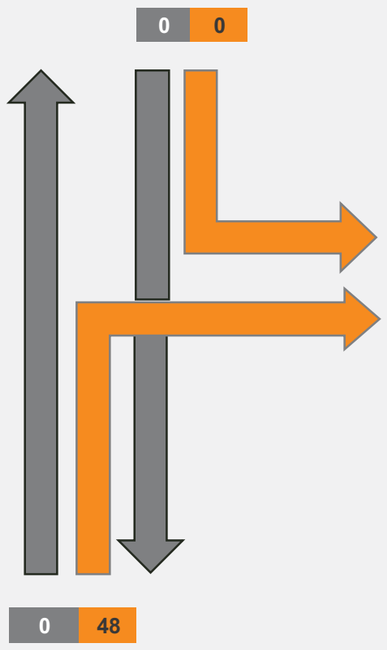
Design Speed ≥ 100 km/h



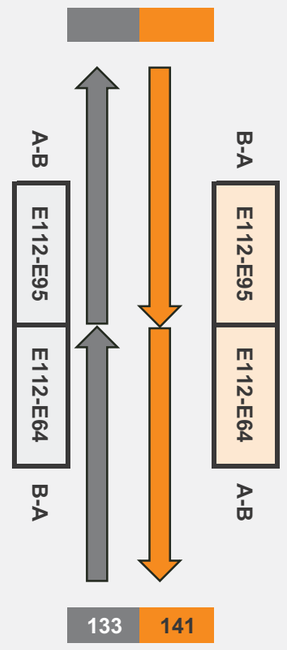
Laydown Area ID	E112	Speed	
Laydown Area Name	B2G-LDN187.8	Road Name	Access Track (Off Athol School Road)

Peak Impact Month	Sep-24
Peak Impact Year	2024

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	141	0
Left	133	0
With Development Traffic		
Right	141	48
Left	133	0

Graph Terminolgy

Legend

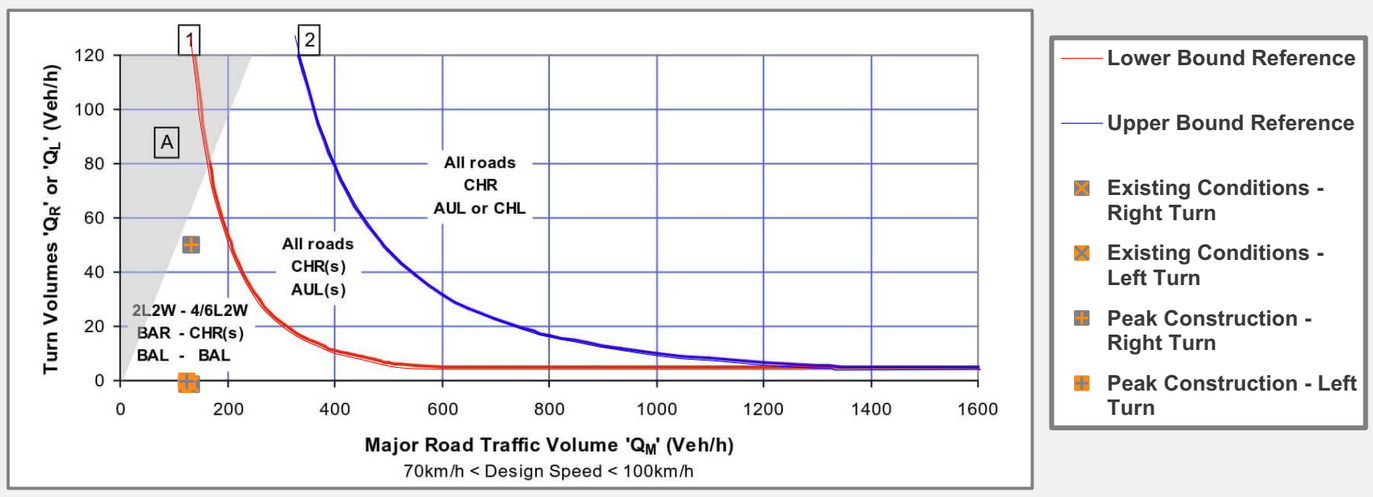
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	CHR(s)
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	141	0
Left	133	0
With Development Traffic		
Right	141	48
Left	133	0

Graphing

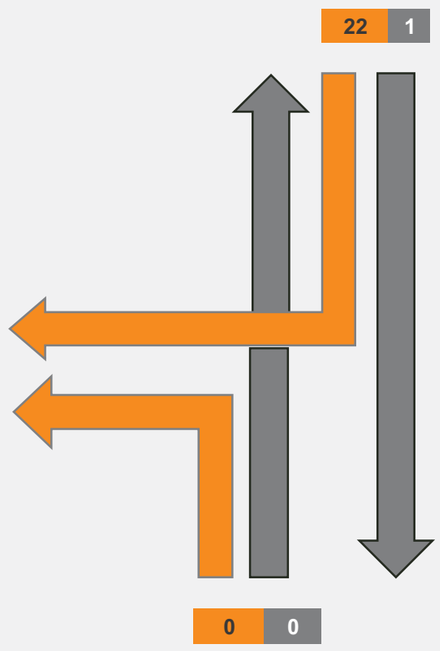
50 km/h < Design Speed < 100 km/h



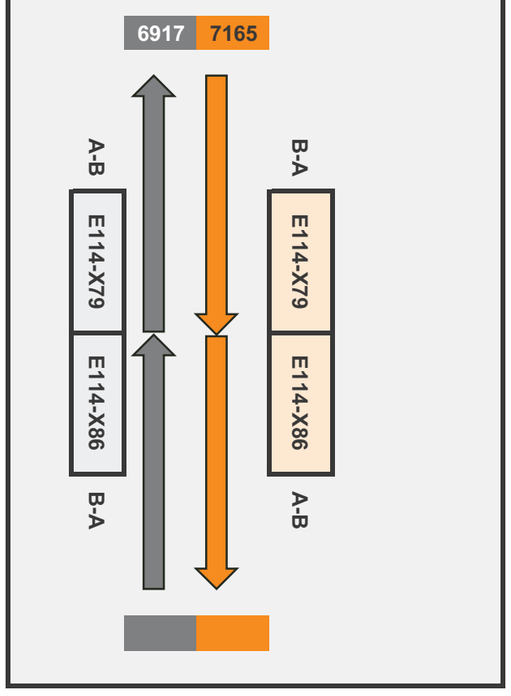
Laydown Area ID	E114	Speed	100
Laydown Area Name	Distribution Centre 2	Road Name	Warrego Highway

Peak Impact Month	Nov-24
Peak Impact Year	2024

Peak Impact Year - Development Traffic Volumes



Peak Impact Year - Without Development Traffic Flows



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6,917	0
Left	7,165	0
With Development Traffic		
Right	1,200	22
Left	1,200	0

Graph Terminolgy

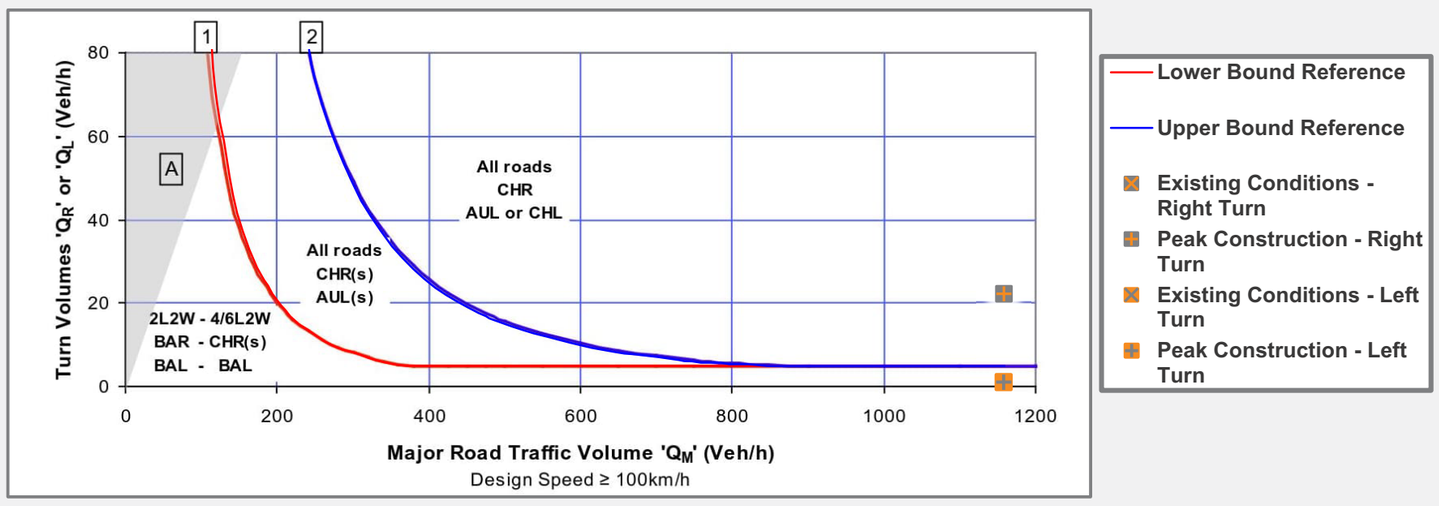
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Without Development Right Turn Warrant	None
Development Right Turn Warrant	CHR
Without Development Left Turn Warrant	None
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6,917	0
Left	7,165	0
With Development Traffic		
Right	6,918	22
Left	7,165	0

Graphing

Design Speed ≥ 100 km/h



APPENDIX

AA

Traffic Impact Assessment

Appendix AS Access sight distance assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Access Point	Major Road	Rt: Driver Reaction Time (s)	Dt: Decision Time (s)	d_car: Car Coefficient of Deceleration	d_truck: Truck Coefficient of Deceleration (d)	V_car: Car Operating Speed (km/h)	V_truck: Truck Operating Speed (km/h)	Longitudinal grade in %	Car SISD (m)	Truck SISD (m)	SISD (m)
LDN073.0	Millmerran-Inglewood Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN031.0	Kildonan Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN147.1	Fysh Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
LDN032.5	Kildonan Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN033.2	Eukabilla Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
LDN035.6	Eukabilla Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
LDN000.9	Georges Ln	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
LDN006.3	Yelarbon Kurumbul Road	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
LDN016.0	Queen Street South	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
LDN020.3	Yelarbon Kurumbul Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
LDN025.9s	Yelarbon Kurumbul Road	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
LDN030.0	Suttons Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
LDN037.6	Springborg Road	2.5	5.5	0.27	0.27	110	100	-4%	345	299	345
LDN044.5	Whetstone Access	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
LDN049.8	McDougalls Road	2.5	5.5	0.27	0.27	110	100	-2%	345	299	345
LDN052.8	Cremascos Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
LDN054.2	Cremascos Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN055.4	Cremascos Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
LDN060.4	Bybera Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
LDN065.8	Lovells Crossing Road	2.5	5.5	0.27	0.27	60	52	0%	144	119	144
LDN067.6	Thornton Road	2.5	5.5	0.27	0.27	110	100	0%	345	299	345
LDN069.0	Thornton Road	2.5	5.5	0.27	0.27	110	100	-2%	345	299	345
LDN074.0	Millmerran Inglewood Road	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
LDN074.0	Millmerran Inglewood Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN081.0	Wongavale Yugilbar Road	2.5	5.5	0.27	0.27	110	100	-2%	345	299	345
LDN088.0	Millmerran Inglewood Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN091.8	Millmerran Inglewood Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN093.8	Millmerran Inglewood Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN098.0	Millmerran Inglewood Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN100.6	Millmerran Inglewood Road	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
LDN104.5	Paton Road	2.5	5.5	0.27	0.27	110	100	0%	345	299	345
LDN112.1	Millwood Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
LDN115.6	Millmerran Inglewood Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
LDN116.0	Heckendorf Road	2.5	5.5	0.36	0.29	110	100	-3%	300	289	300
LDN120.2	Blackwell Road	2.5	5.5	0.27	0.27	110	100	-2%	345	299	345
LDN123.6	Scragg Road	2.5	5.5	0.27	0.27	110	100	0%	344	299	344
LDN123.8	Scragg Road	2.5	5.5	0.27	0.27	110	100	-2%	345	299	345
LDN126.9	Schwartens Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
LDN128.2	Owens Scrub Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN129.5	Owens Scrub Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
LDN130.0	Owens Scrub Road	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
LDN139.0	Hall Road	2.5	5.5	0.27	0.27	110	100	0%	344	299	344
LDN140.2	Millmerran Leyburn Road	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
LDN141.3	Millmerran Leyburn Road	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
LDN144.6	Gilgai Lane	2.5	5.5	0.27	0.27	110	100	0%	345	299	345
LDN143.0	Gilgai Lane	2.5	5.5	0.27	0.27	110	100	0%	345	299	345
LDN149.0	Gore Hwy	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
LDN150.5	Dieckmann Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
LDN150.9	Ware Street	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
LDN152.0	Madelaine Street	2.5	5.5	0.36	0.29	70	60	0%	161	141	161
LDN153.1	Gore Highway	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN161.0	Yarralea Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
LDN163.3	Roche Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
LDN164.3	Murlaggan Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
LDN165.6	Kahler Road	2.5	5.5	0.27	0.27	110	100	-2%	345	299	345
LDN169.6	Gore Highway	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN171.0	Oakey-Pittsworth Road	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
LDN172.0	Gore Highway	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
LDN172.6	Lochaber Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN173.5	Paint Mine Road	2.5	5.5	0.27	0.27	110	100	0%	344	299	344
LDN175.5	Linthorpe Road	2.5	5.5	0.36	0.29	110	100	-4%	301	289	301
LDN179.0	Geitz Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
LDN183.0	Bushy Lane	2.5	5.5	0.27	0.27	110	100	-2%	345	299	345
LDN183.8	Biddeston southbrook Road	2.5	5.5	0.27	0.27	110	100	-3%	345	299	345
LDN185.0	Gore Highway	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN187.8	Athol School Road	2.5	5.5	0.27	0.27	110	100	0%	345	299	345
LDN188.2	Athol School Road	2.5	5.5	0.27	0.27	110	100	0%	345	299	345
LDN192.3	Athol School Road	2.5	5.5	0.27	0.27	110	100	-2%	345	299	345
LDN196.2	Toowoomba Cecil Plains Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN197.0	Toowoomba Cecil Plains Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
LDN198.1	Brimblecombe Road	2.5	5.5	0.27	0.27	110	100	0%	345	299	345
LDN198.7	Brimblecombe Road	2.5	5.5	0.27	0.27	110	100	0%	345	299	345
LDN203.0	Warrego Highway	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
LDN204.2	Chamberlain Road	2.5	5.5	0.27	0.27	110	100	-3%	345	299	345
LDN206.3	Leesons Road	2.5	5.5	0.27	0.27	110	100	-2%	345	299	345
FBW206.9	Draper Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
Distribution Centre 2	Warrego Highway	2.5	5.5	0.27	0.27	110	100	0%	345	299	345

APPENDIX

AA

Traffic Impact Assessment

Appendix AT Intersection turn warrants assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Intersection Code	4B

Time Period	AM

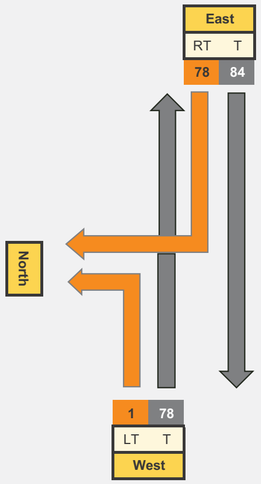
Intersection ID	X1
Intersection Name	Barwon Highway/Barwon Highway

Speed	60			
Existing Treatment	L	CHL	R	CHR

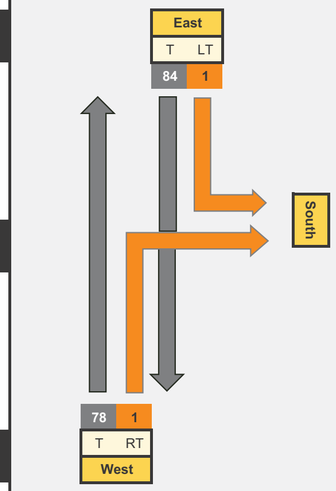
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 1: 1

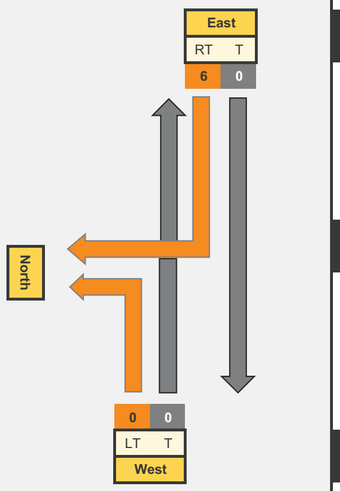
Peak Impact Year - Without Development Traffic



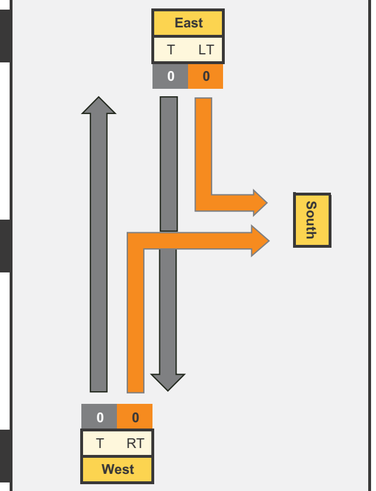
Peak Impact Year - Without Development Traffic



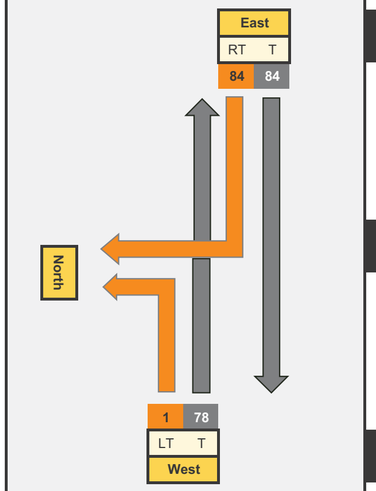
Peak Impact Year - Development Traffic



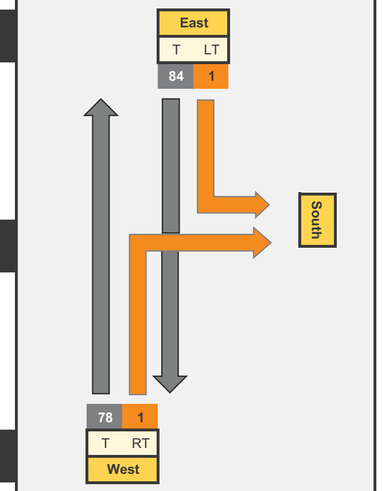
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic

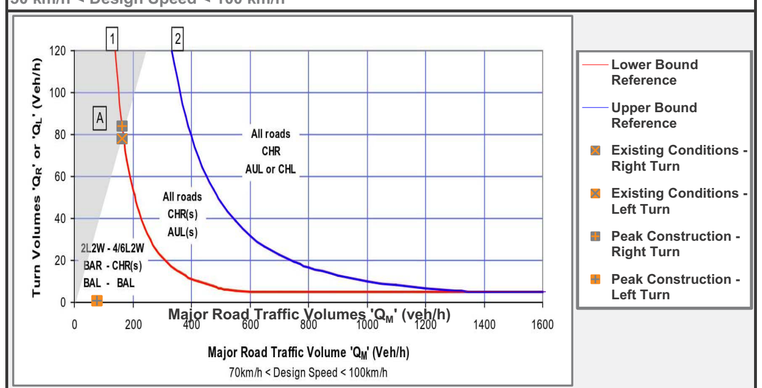


Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	163	78
Left	78	1
With Development Traffic		
Right	163	84
Left	78	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

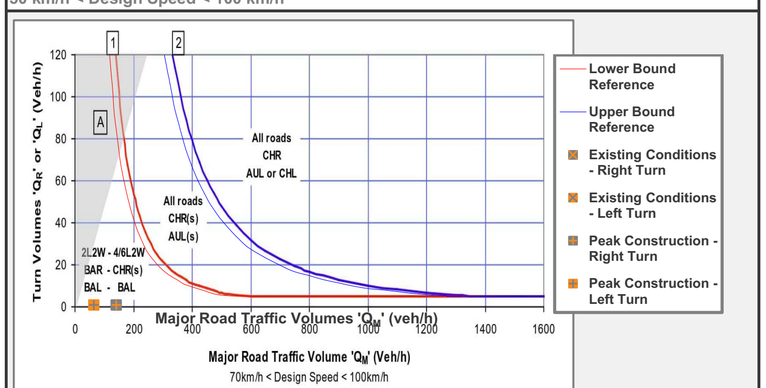
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	163	78
Left	78	1
With Development Traffic		
Right	163	84
Left	78	1

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	163	1
Left	84	1
With Development Traffic		
Right	163	1
Left	84	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	163	1
Left	84	1
With Development Traffic		
Right	163	1
Left	84	1

Intersection Code	4B

Time Period	AM

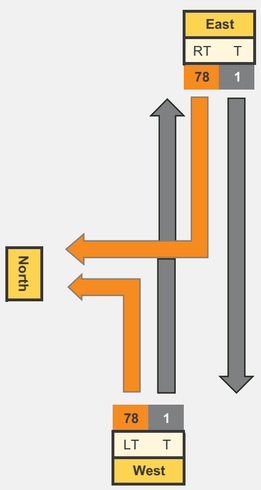
Intersection ID	X1
Intersection Name	Barwon Highway/Barwon Highway

Speed	60			
Existing Treatment	L	CHL	R	CHR

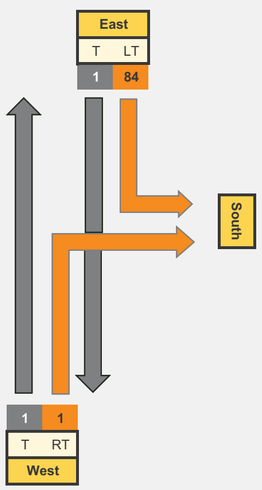
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 2: 2

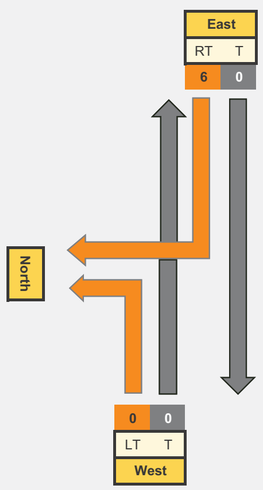
Peak Impact Year - Without Development Traffic



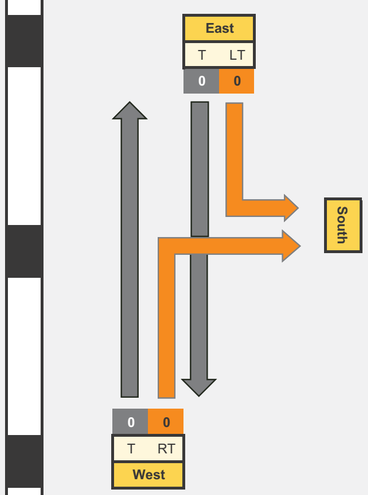
Peak Impact Year - Without Development Traffic



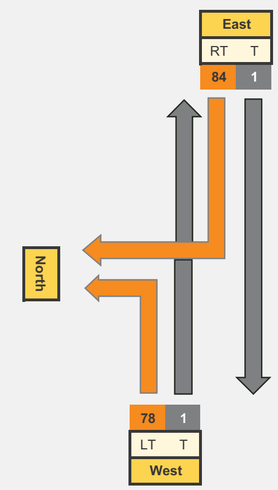
Peak Impact Year - Development Traffic



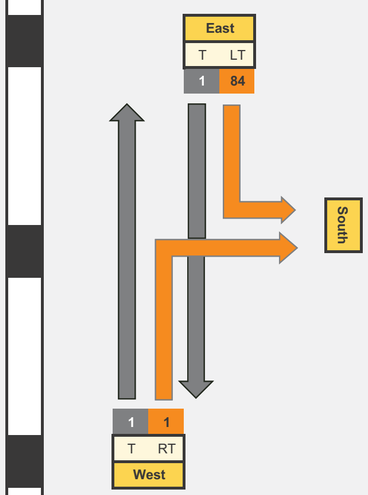
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	80	78
Left	1	78
With Development Traffic		
Right	80	84
Left	1	78

Graph Terminolgy

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

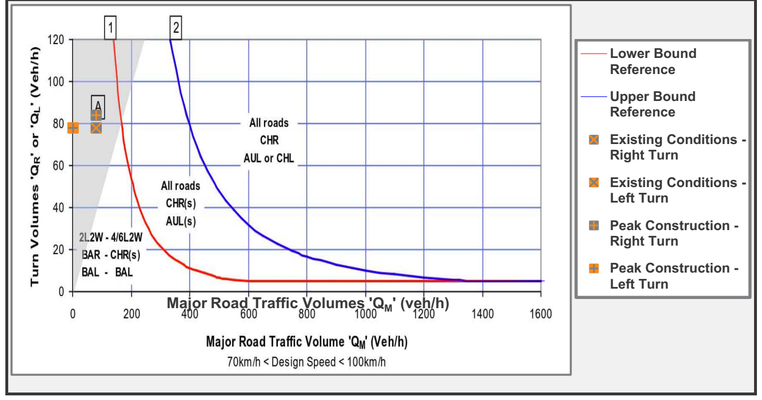
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	80	78
Left	1	78
With Development Traffic		
Right	80	84
Left	1	78

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	86	1
Left	1	84
With Development Traffic		
Right	86	1
Left	1	84

Graph Terminolgy

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

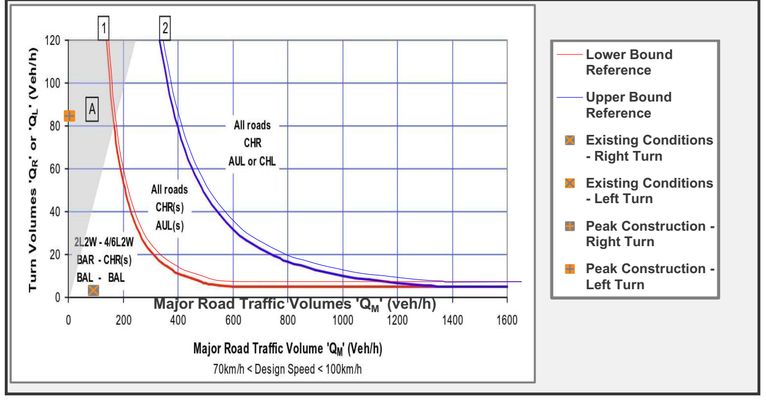
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	86	1
Left	1	84
With Development Traffic		
Right	86	1
Left	1	84

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



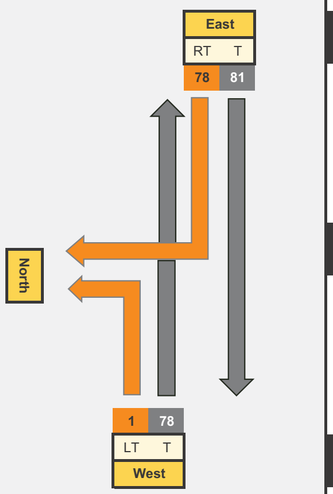
Intersection Code	4B
Intersection ID	X1
Intersection Name	Barwon Highway/Barwon Highway

Time Period	PM
Speed	60
Existing Treatment	L: CHL, R: CHR

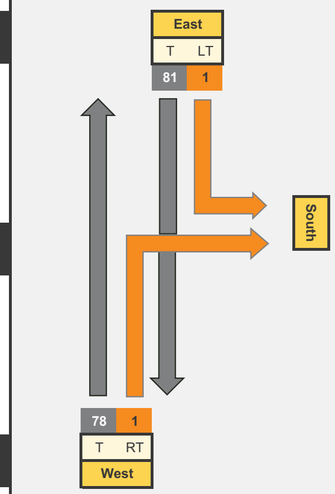
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 1: 1

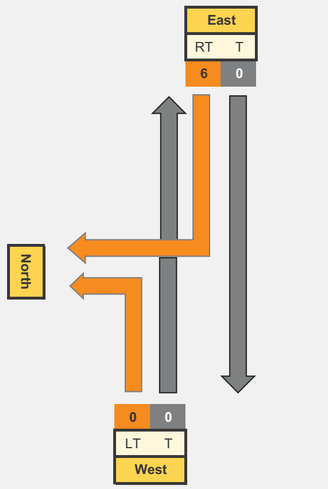
Peak Impact Year - Without Development Traffic



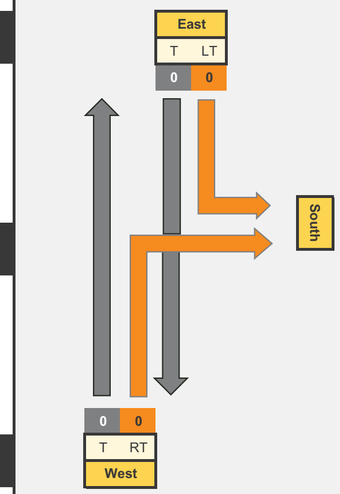
Peak Impact Year - Without Development Traffic



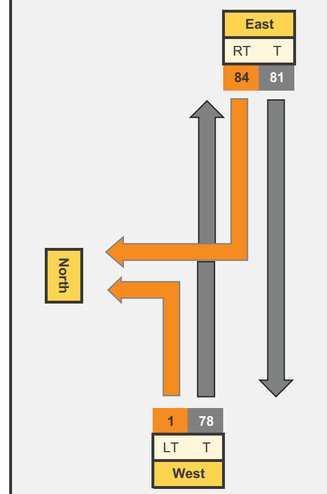
Peak Impact Year - Development Traffic



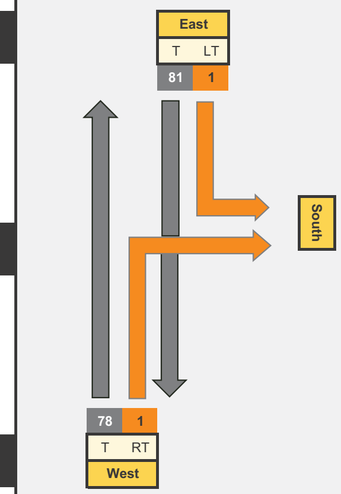
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic

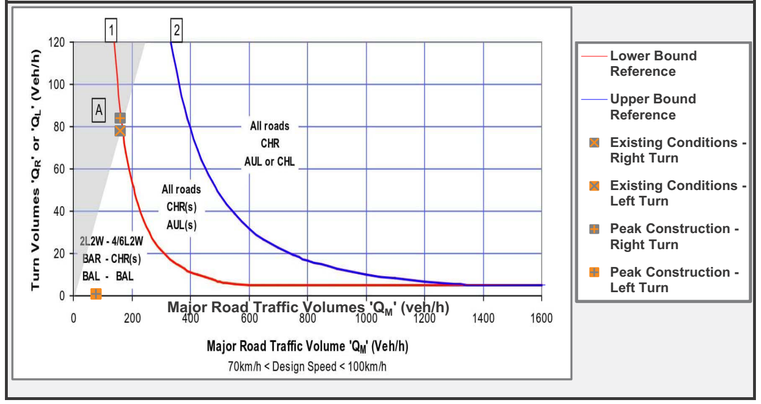


Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	160	78
Left	78	1
With Development Traffic		
Right	160	84
Left	78	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

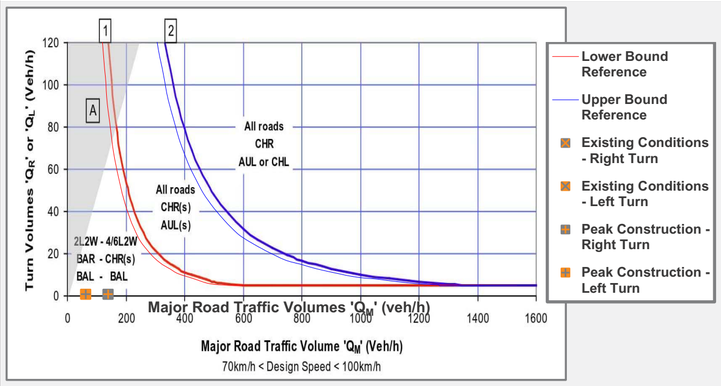
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	160	78
Left	78	1
With Development Traffic		
Right	160	84
Left	78	1

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	160	1
Left	81	1
With Development Traffic		
Right	160	1
Left	81	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	160	1
Left	81	1
With Development Traffic		
Right	160	1
Left	81	1

Intersection Code	4B

Time Period	PM

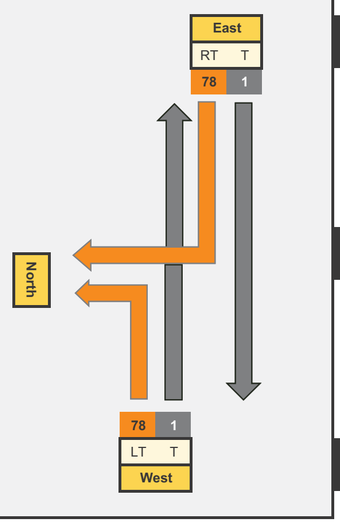
Intersection ID	X1
Intersection Name	Barwon Highway/Barwon Highway

Speed	60			
Existing Treatment	L	CHL	R	CHR

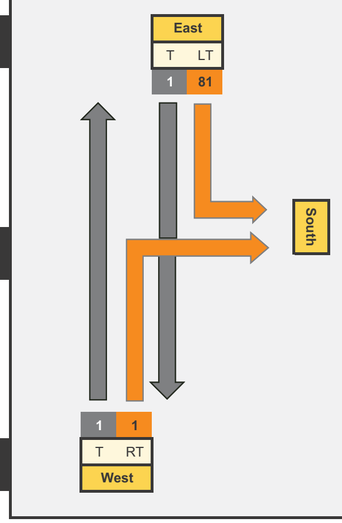
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 2: 2

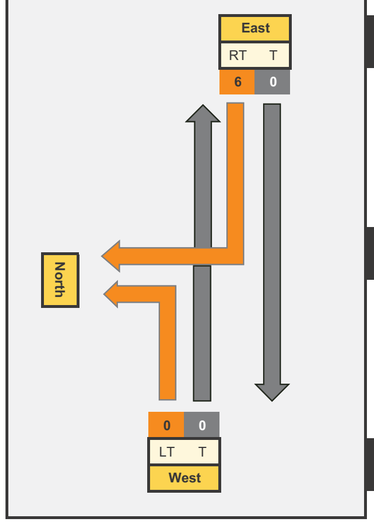
Peak Impact Year - Without Development Traffic



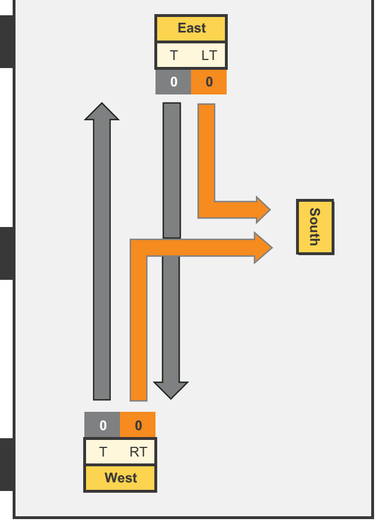
Peak Impact Year - Without Development Traffic



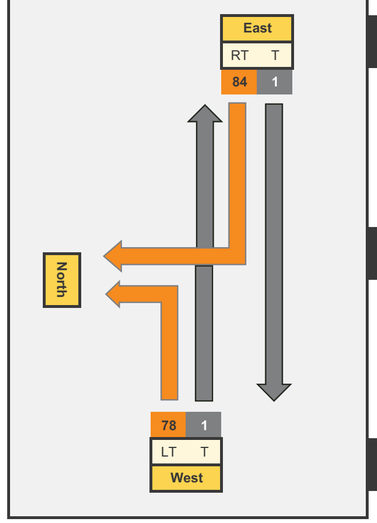
Peak Impact Year - Development Traffic



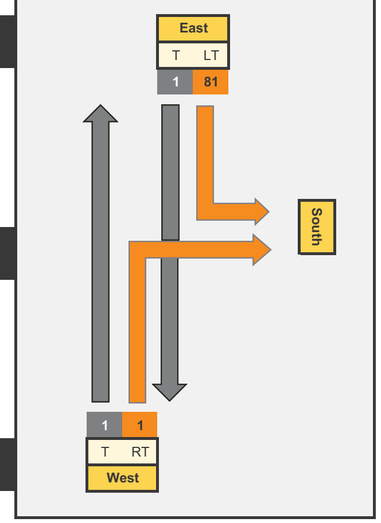
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	80	78
Left	1	78
With Development Traffic		
Right	80	84
Left	1	78

Graph Terminolgy

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

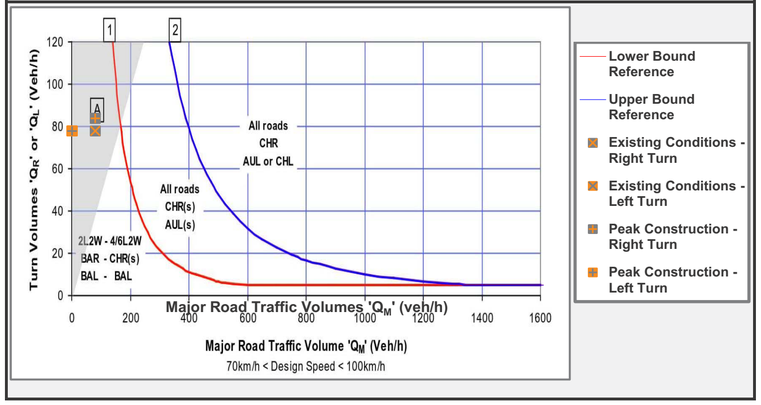
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	80	78
Left	1	78
With Development Traffic		
Right	80	84
Left	1	78

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	83	1
Left	1	81
With Development Traffic		
Right	83	1
Left	1	81

Graph Terminolgy

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

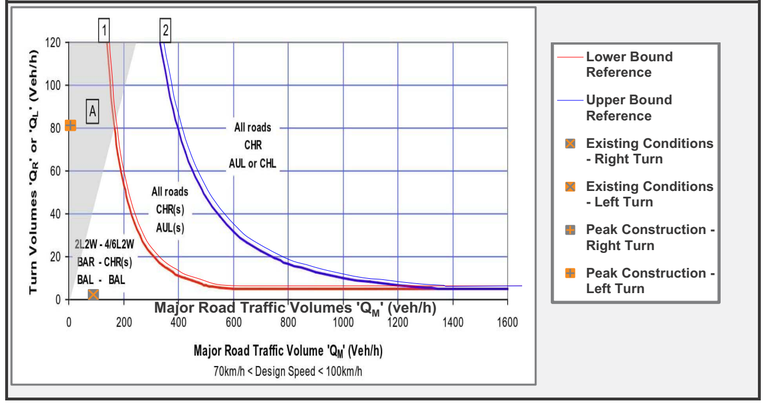
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	83	1
Left	1	81
With Development Traffic		
Right	83	1
Left	1	81

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

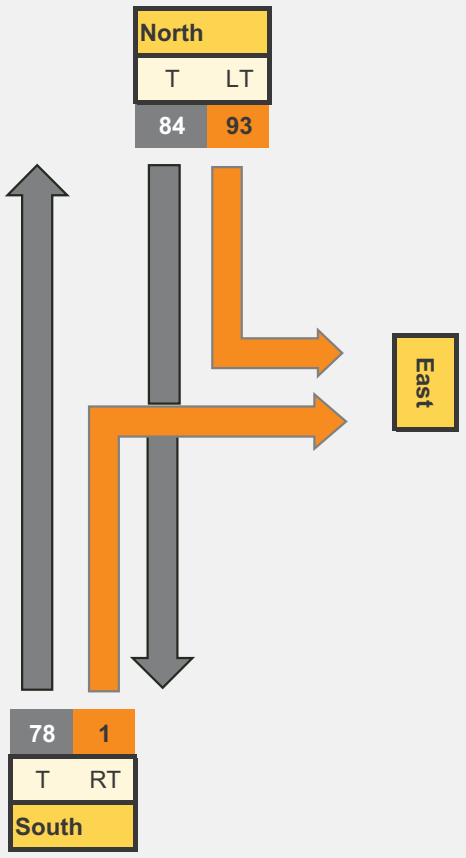
Intersection ID	X2
Intersection Name	Barwon Highway / Leichhardt Highway

Speed	60			
Existing Treatment	L	AUL	R	CHR

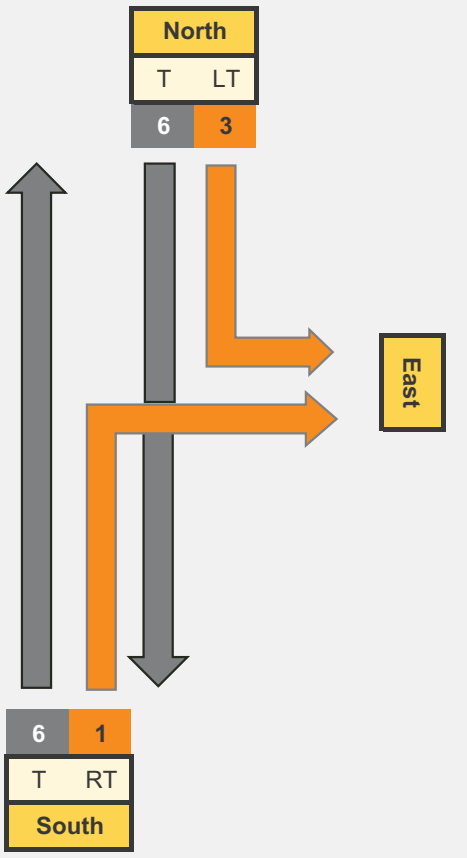
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 1: 1

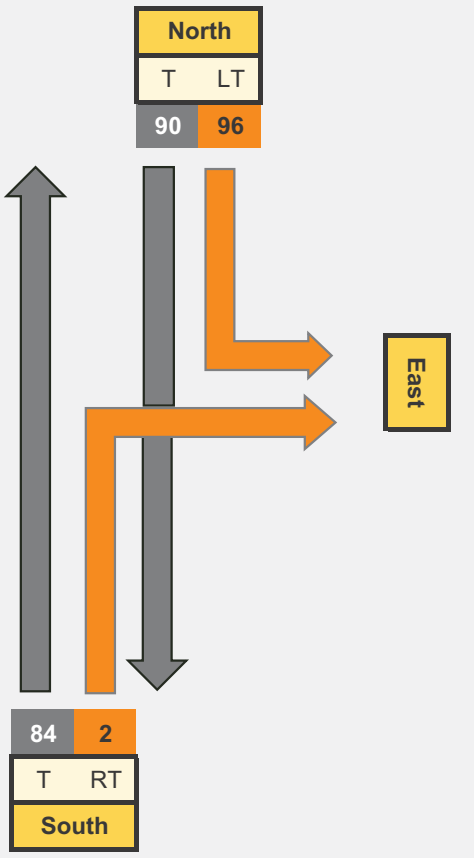
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	255	1
Left	84	93
With Development Traffic		
Right	270	2
Left	90	96

Graph Terminolgy

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

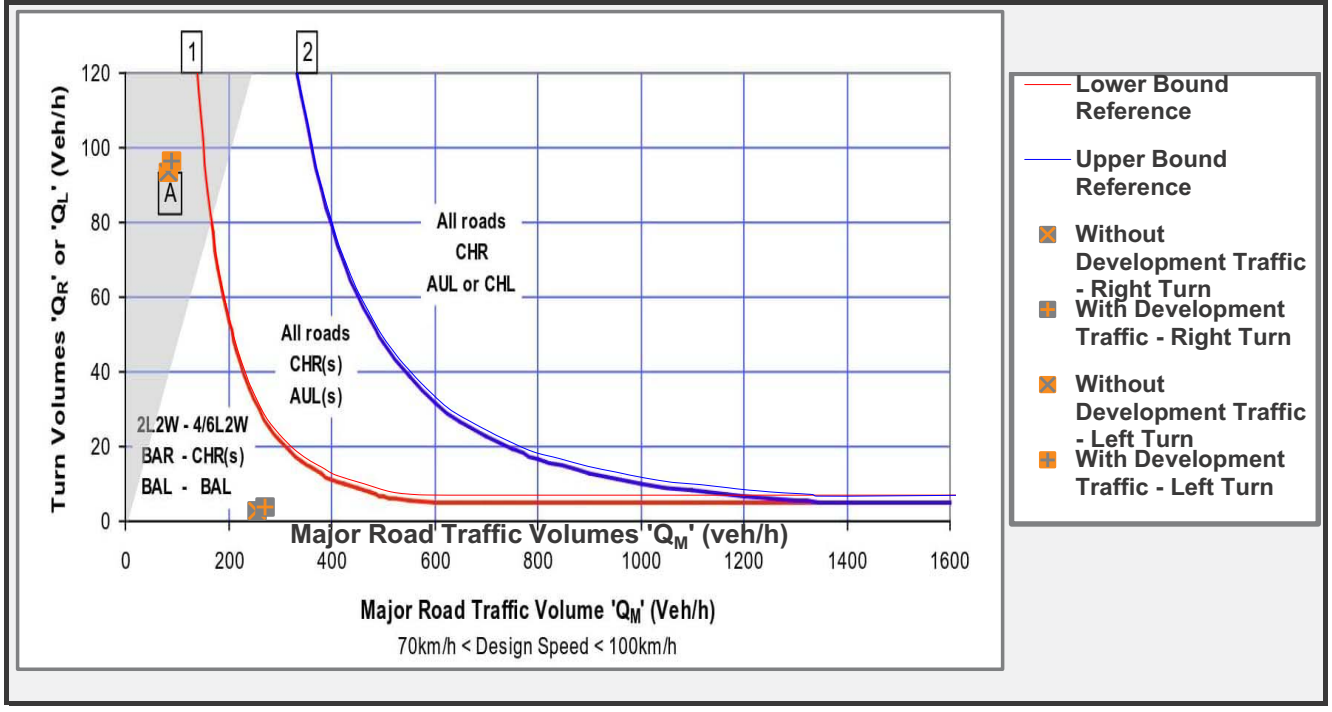
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	255	1
Left	84	93
With Development Traffic		
Right	270	2
Left	90	96

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

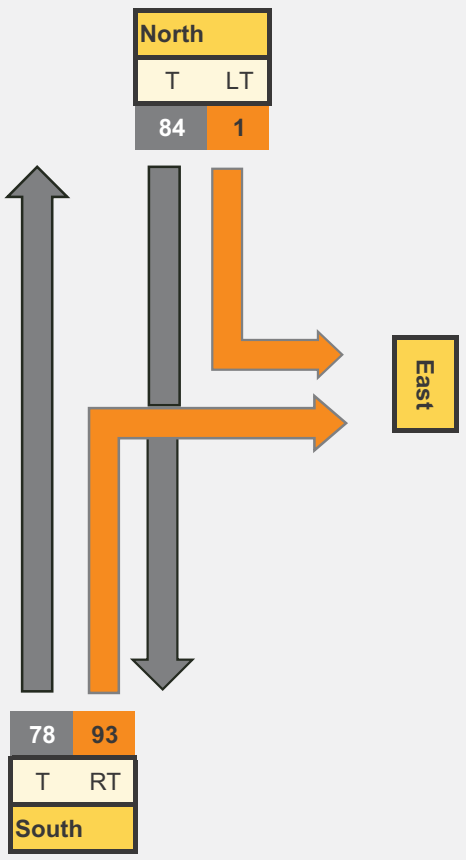
Intersection ID	X2
Intersection Name	Barwon Highway / Leichhardt Highway

Speed	60			
Existing Treatment	L	AUL	R	CHR

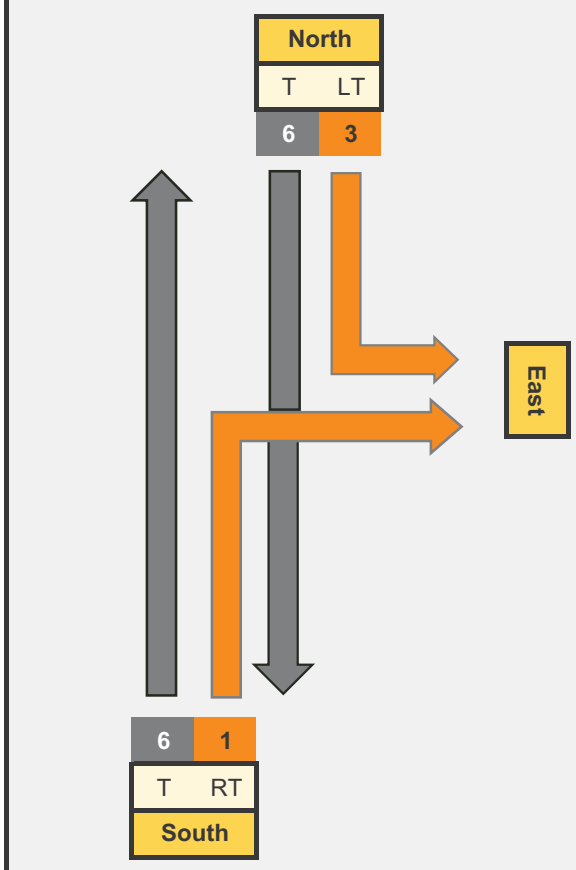
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 2: 2

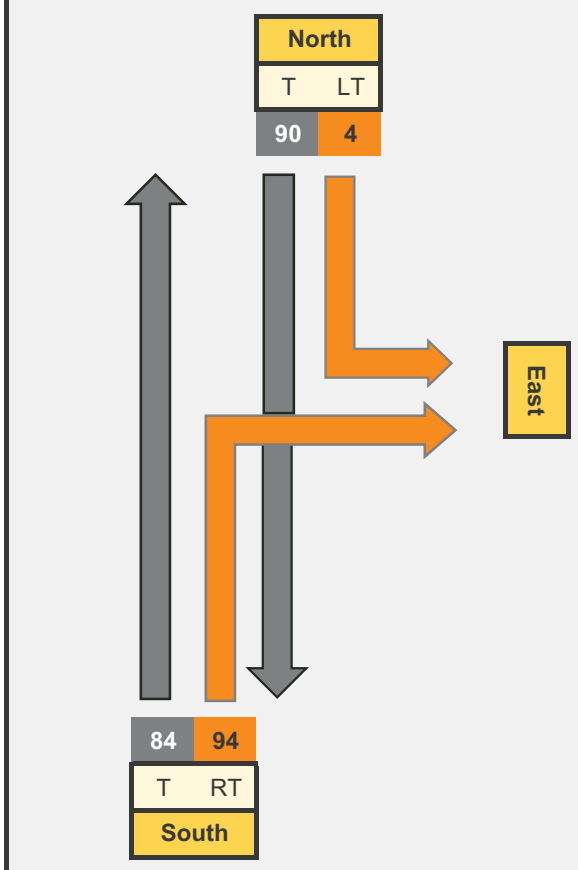
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	163	93
Left	84	1
With Development Traffic		
Right	178	94
Left	90	4

Graph Terminolgy

Legend

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

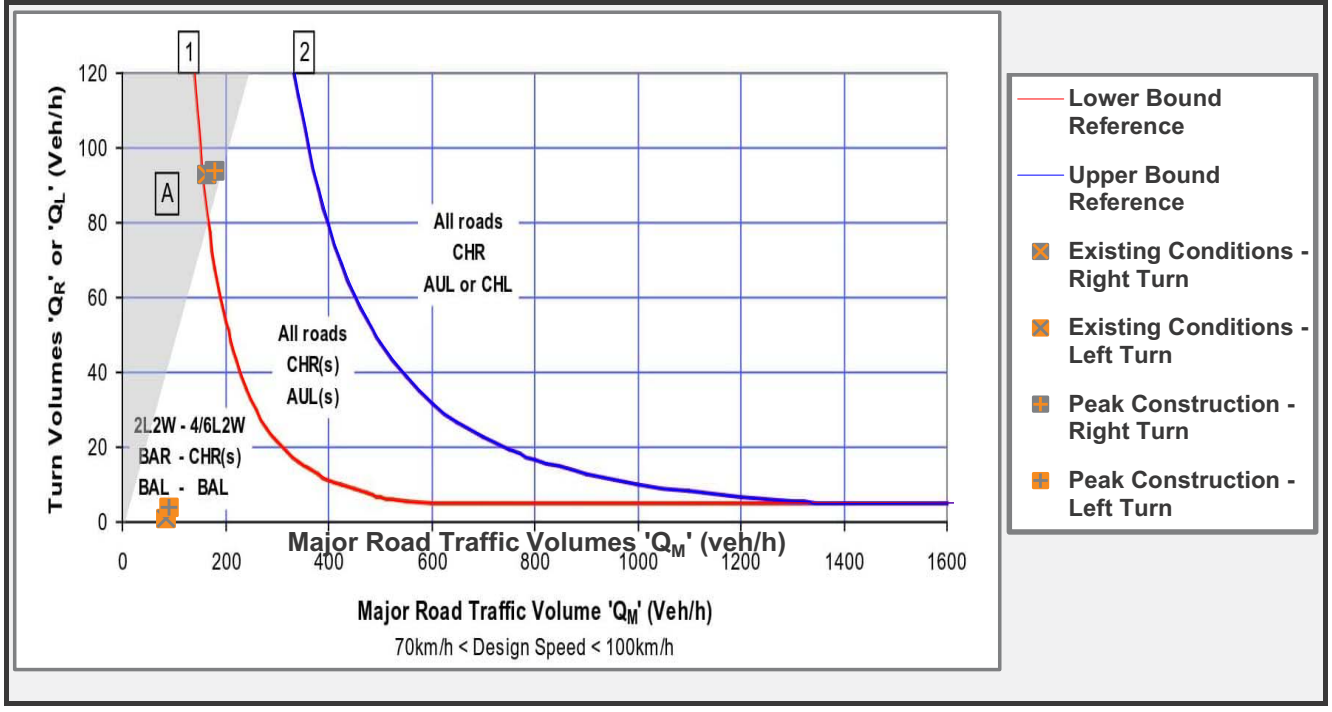
Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	163	93
Left	84	1
With Development Traffic		
Right	178	94
Left	90	4

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

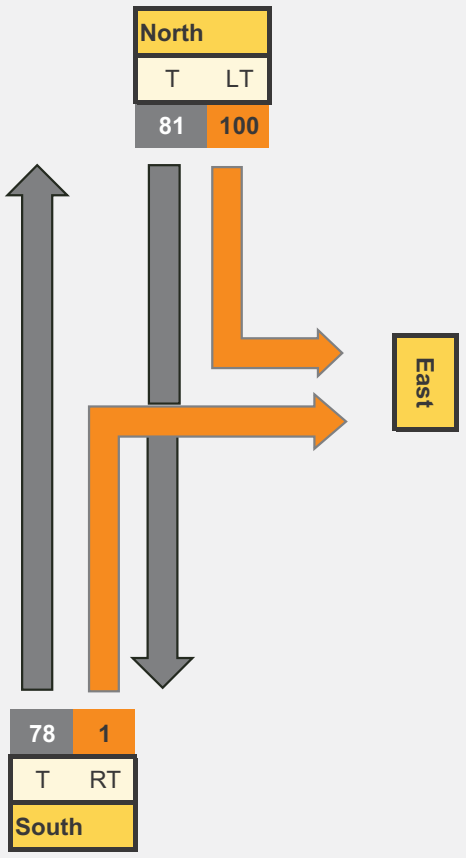
Intersection ID	X2
Intersection Name	Barwon Highway / Leichhardt Highway

Speed	60			
Existing Treatment	L	AUL	R	CHR

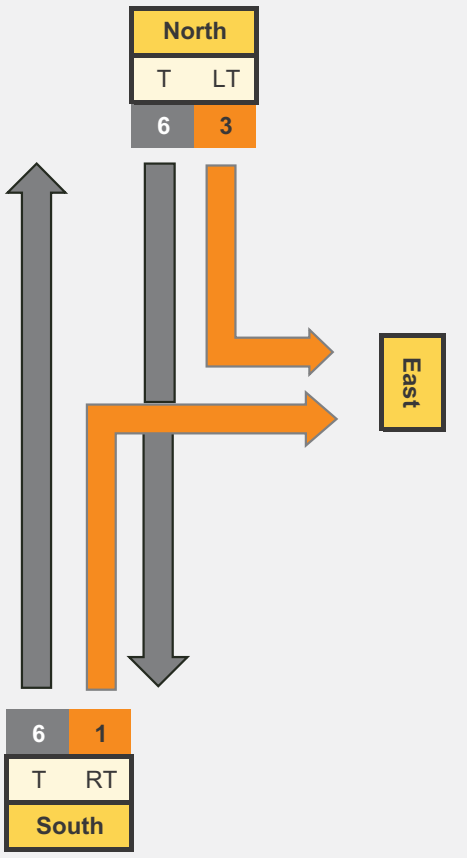
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 1: 1

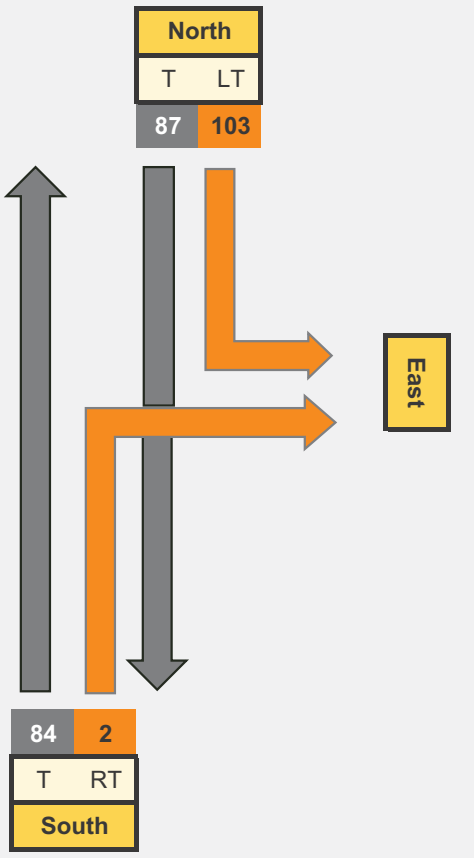
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	259	1
Left	81	100
With Development Traffic		
Right	274	2
Left	87	103

Graph Terminolgy

Legend

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

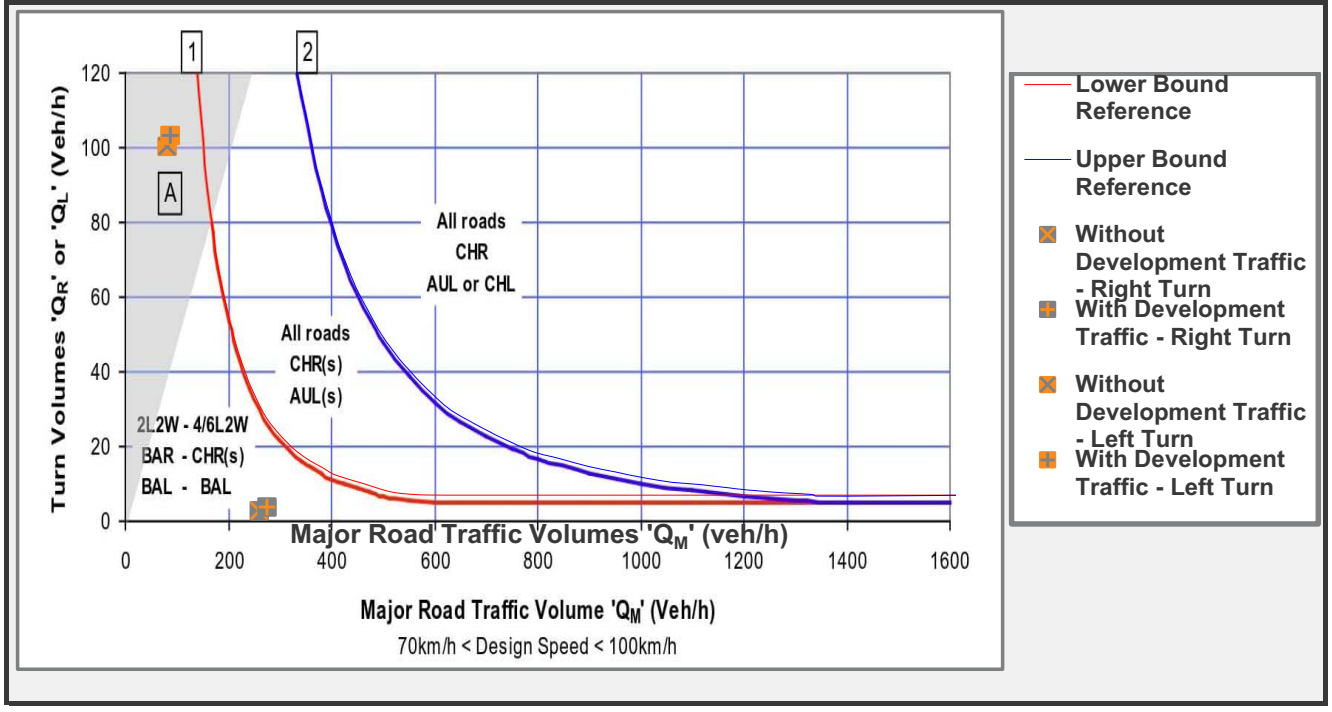
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	259	1
Left	81	100
With Development Traffic		
Right	274	2
Left	87	103

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

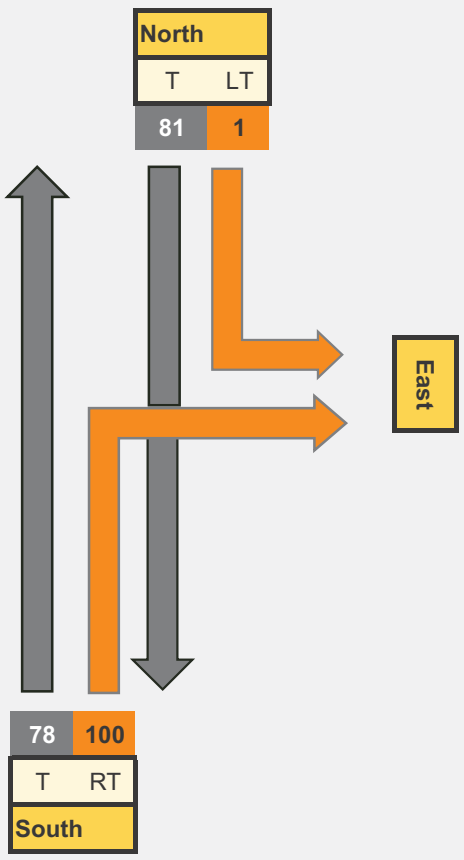
Intersection ID	X2
Intersection Name	Barwon Highway / Leichhardt Highway

Speed	60			
Existing Treatment	L	AUL	R	CHR

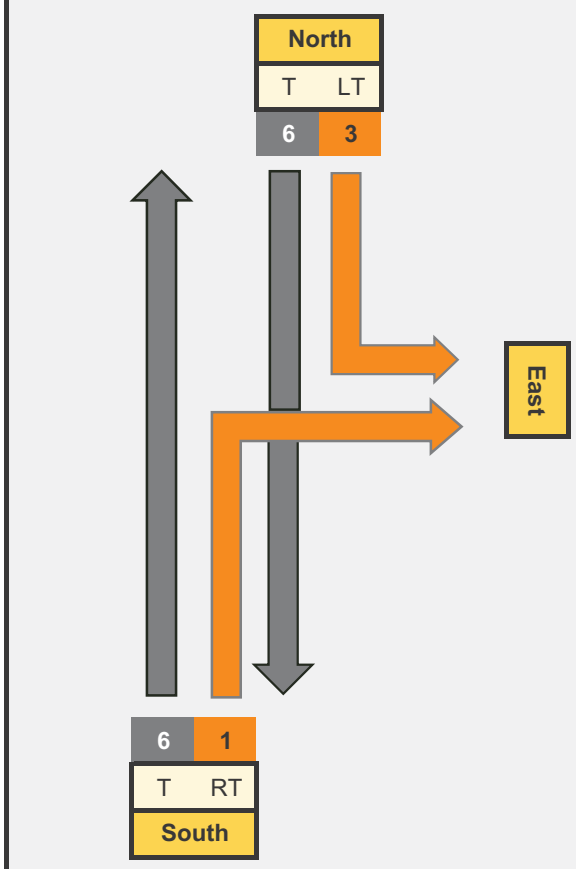
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 2: 2

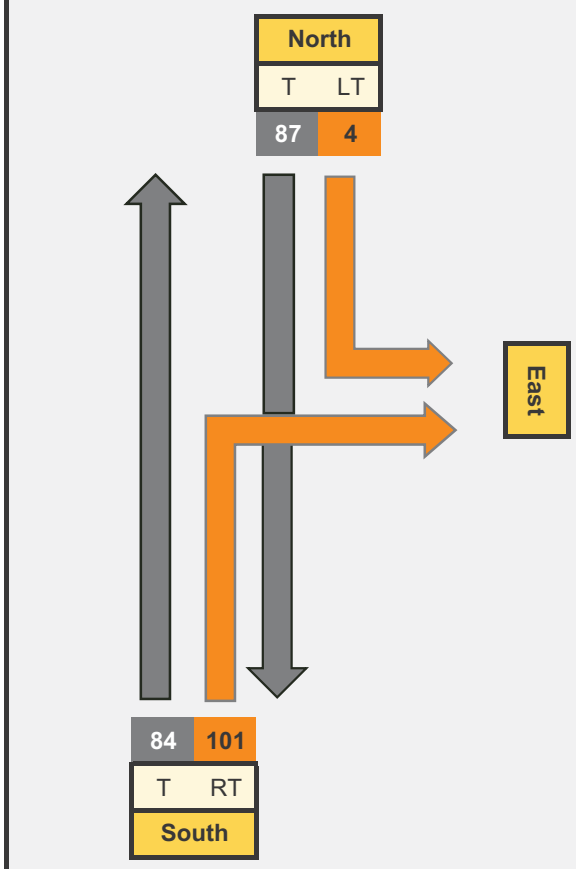
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	160	100
Left	81	1
With Development Traffic		
Right	175	101
Left	87	4

Graph Terminolgy

Legend

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

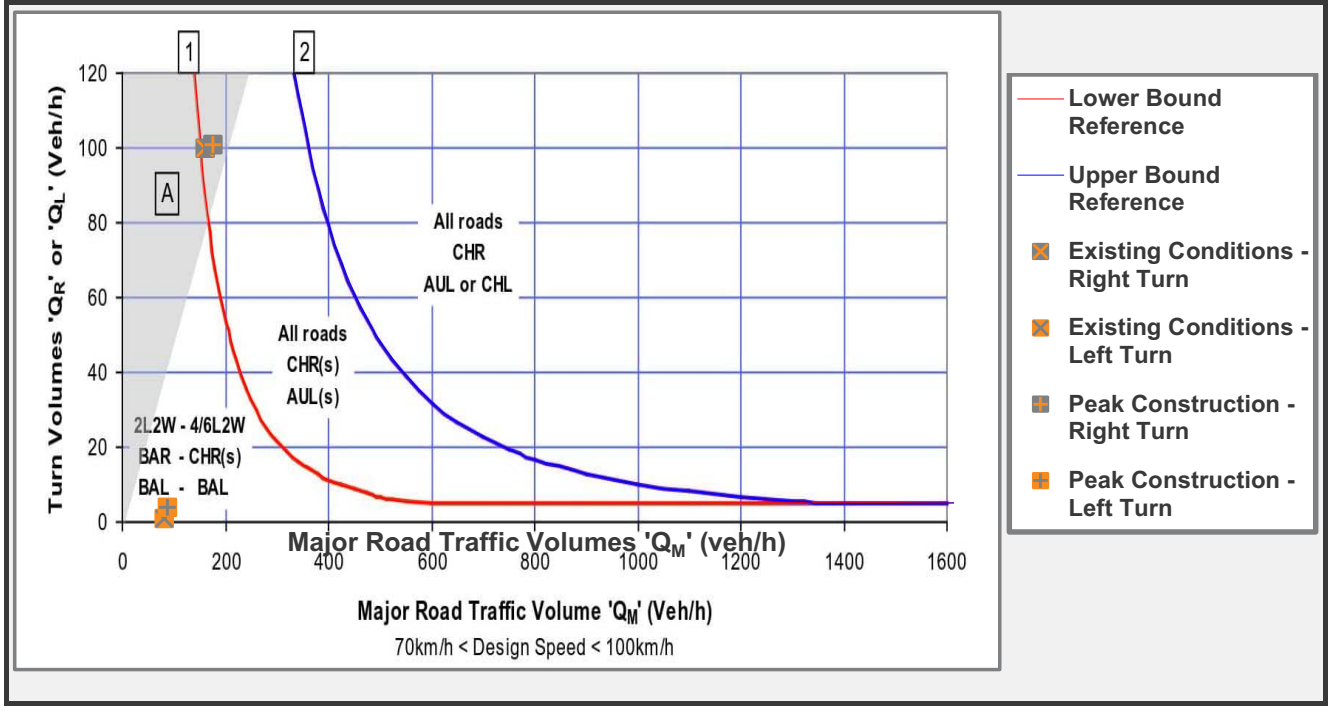
Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	160	100
Left	81	1
With Development Traffic		
Right	175	101
Left	87	4

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3B

Time Period	AM

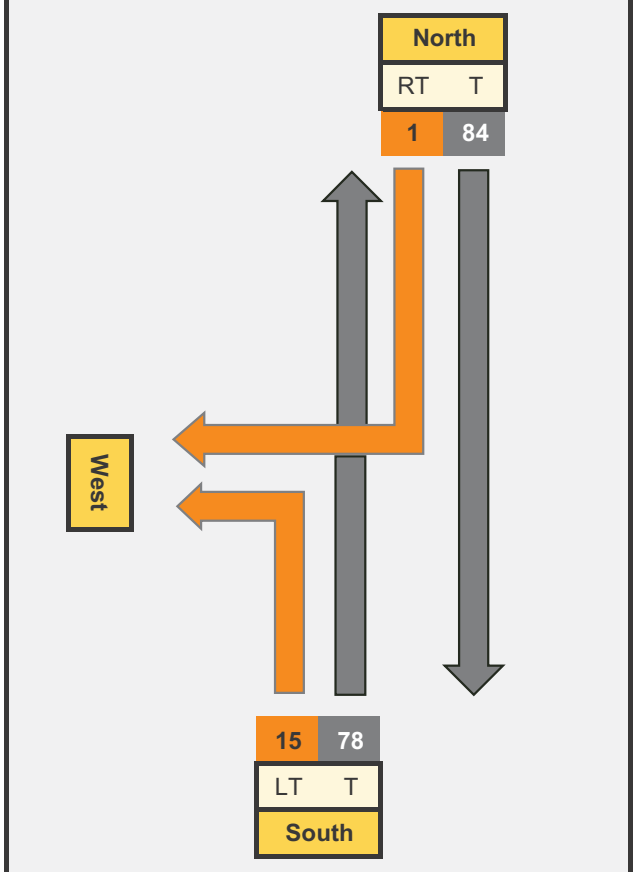
Intersection ID	X3
Intersection Name	Barwon Highway / Town Common Road

Speed	100			
Existing Treatment	L	BAL	R	-

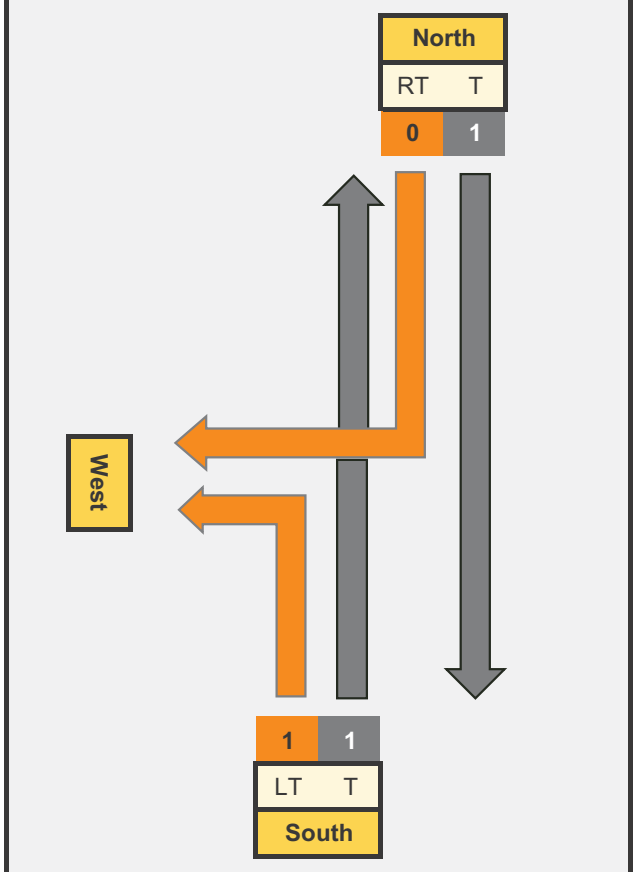
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

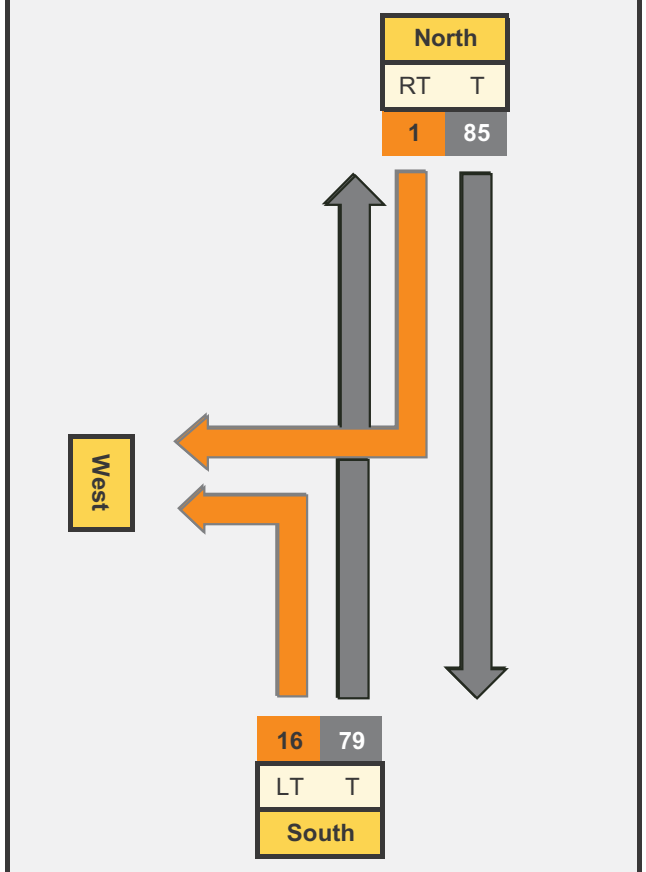
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	177	1
Left	78	15
With Development Traffic		
Right	180	1
Left	79	16

Graph Terminolgy

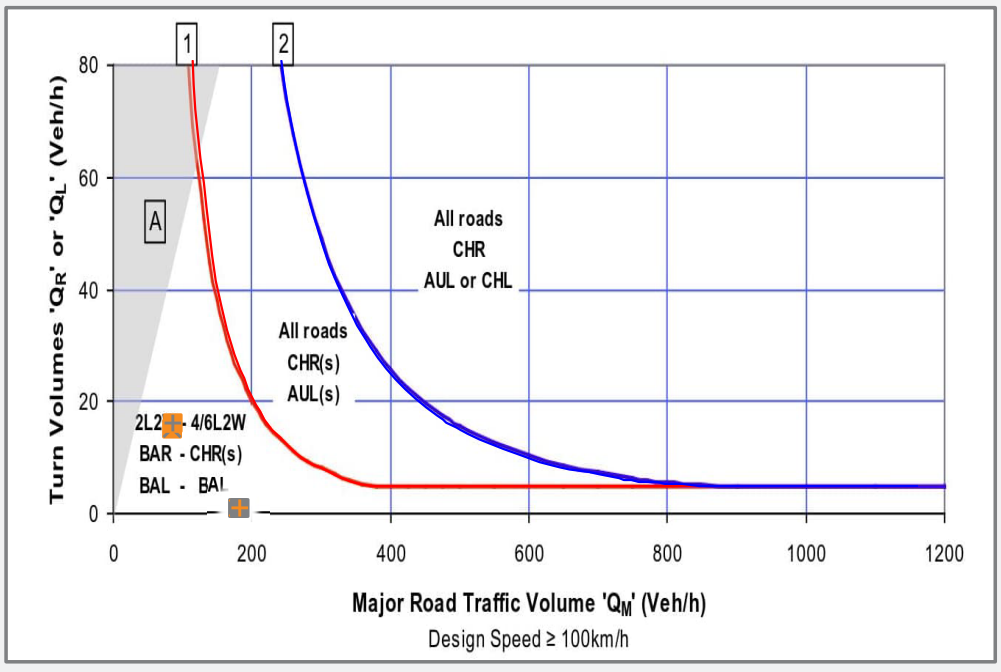
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	177	1
Left	78	15
With Development Traffic		
Right	180	1
Left	79	16

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

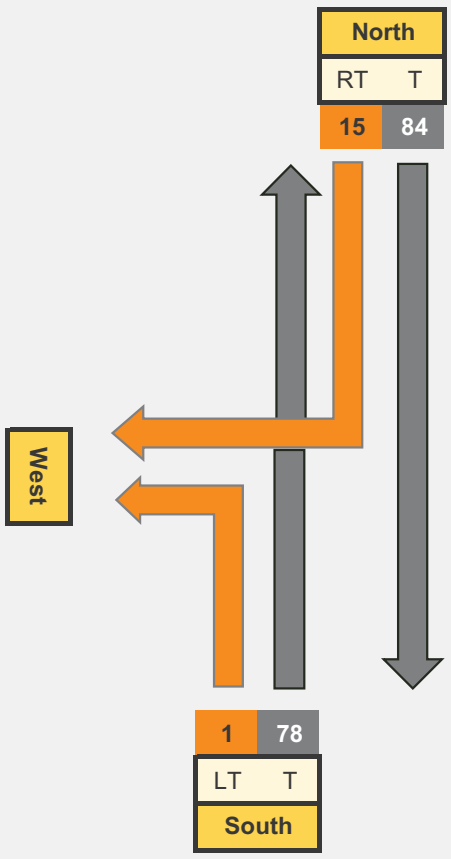
Intersection ID	X3
Intersection Name	Barwon Highway / Town Common Road

Speed	100			
Existing Treatment	L	BAL	R	-

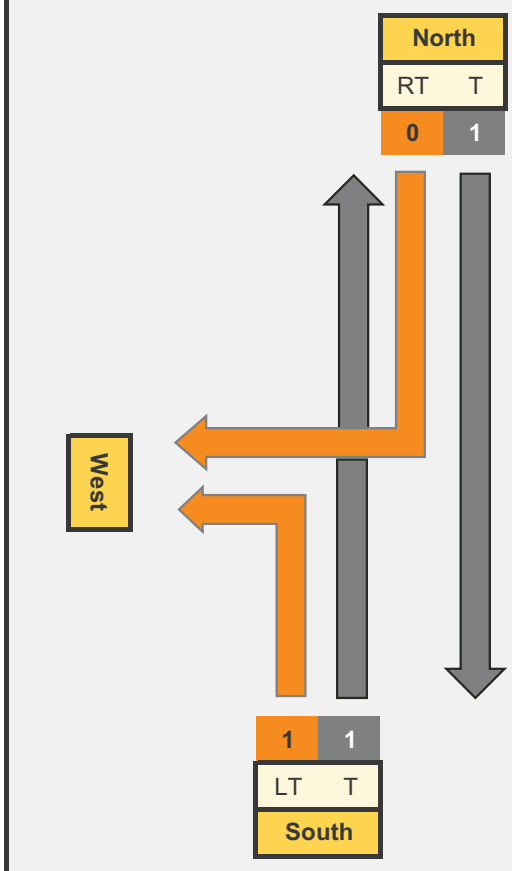
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 2: 2

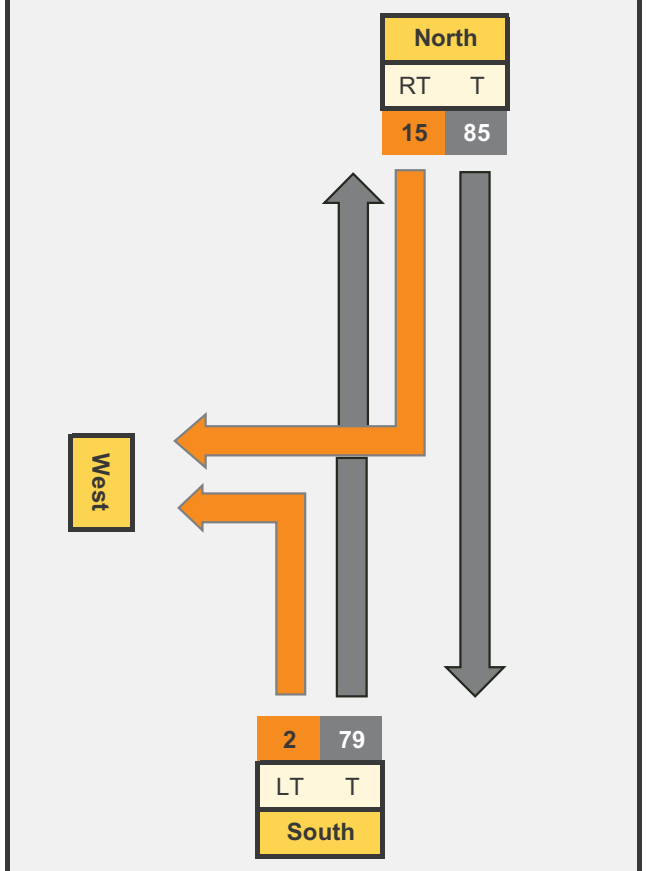
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	163	15
Left	78	1
With Development Traffic		
Right	166	15
Left	79	2

Graph Terminolgy

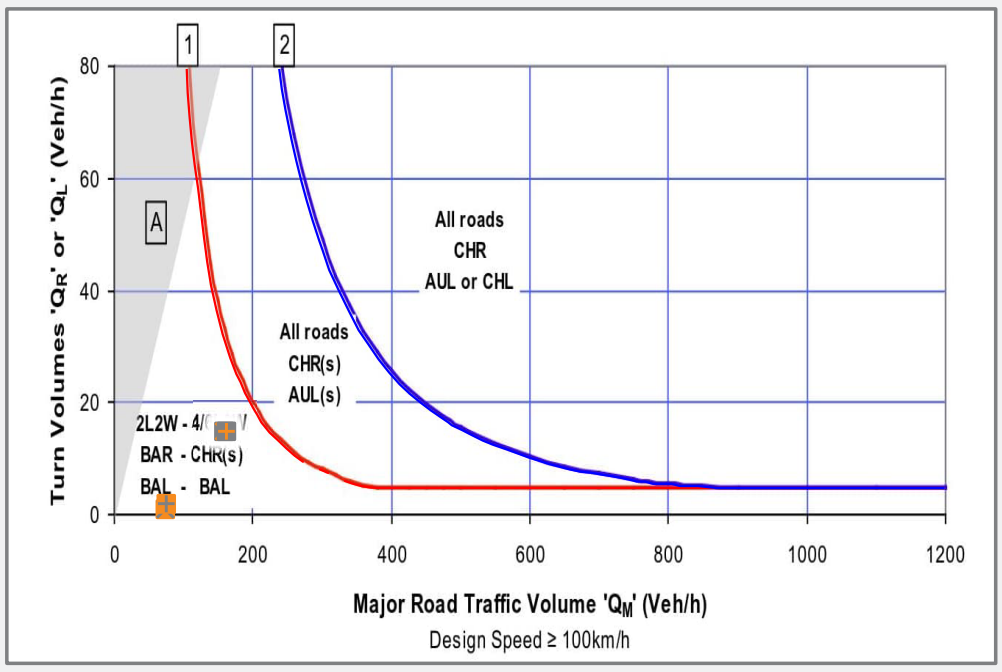
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	163	15
Left	78	1
With Development Traffic		
Right	166	15
Left	79	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

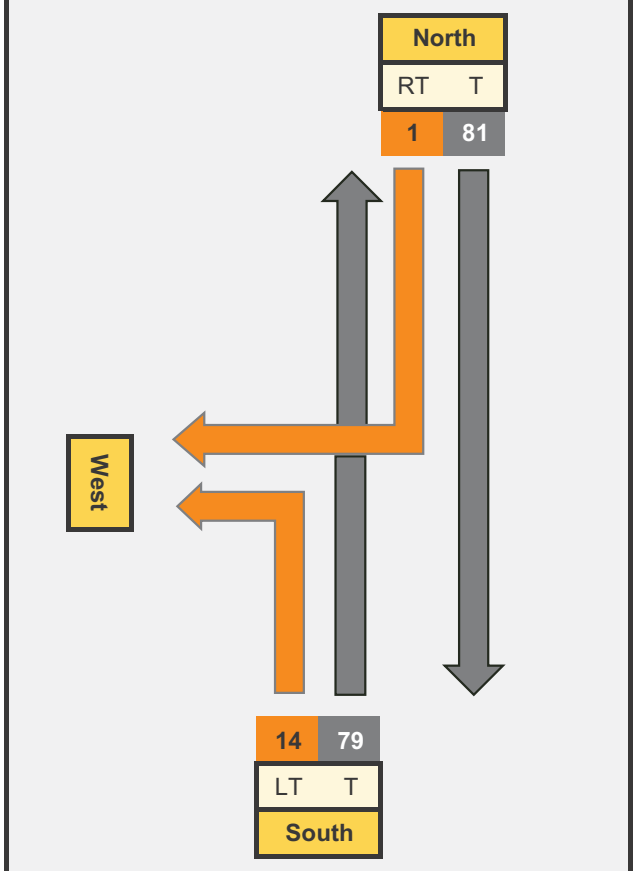
Intersection ID	X3
Intersection Name	Barwon Highway / Town Common Road

Speed	100			
Existing Treatment	L	BAL	R	-

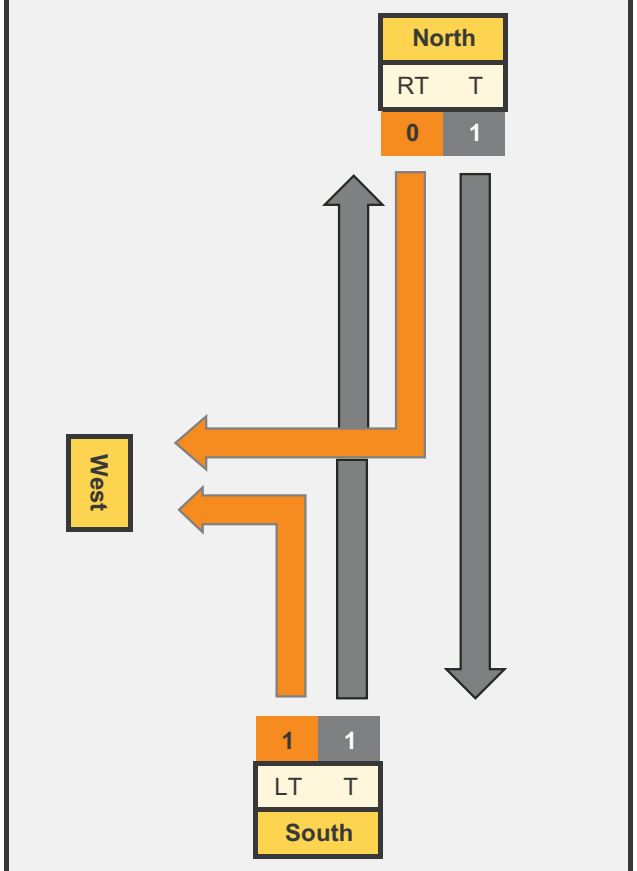
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

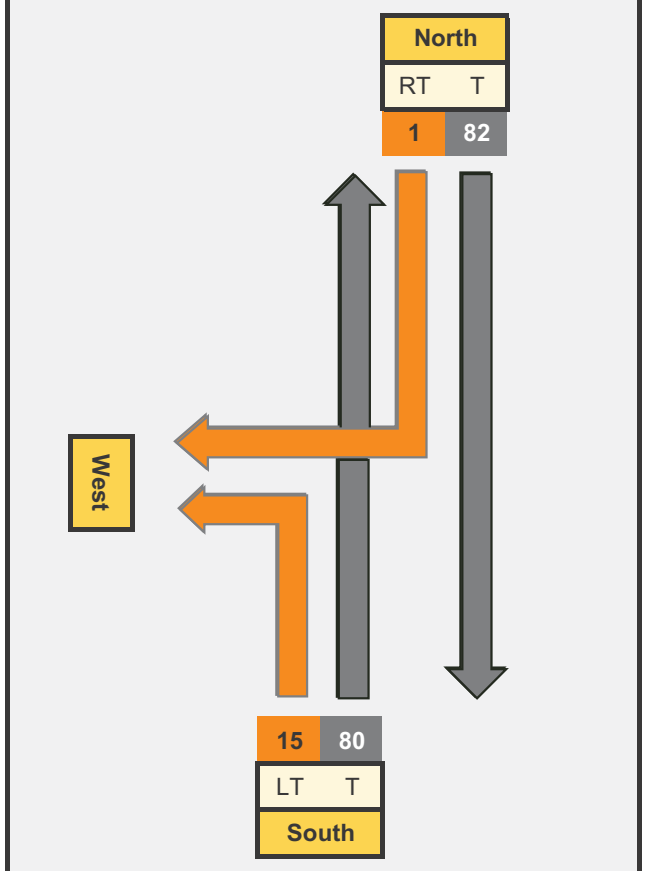
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	174	1
Left	79	14
With Development Traffic		
Right	177	1
Left	80	15

Graph Terminolgy

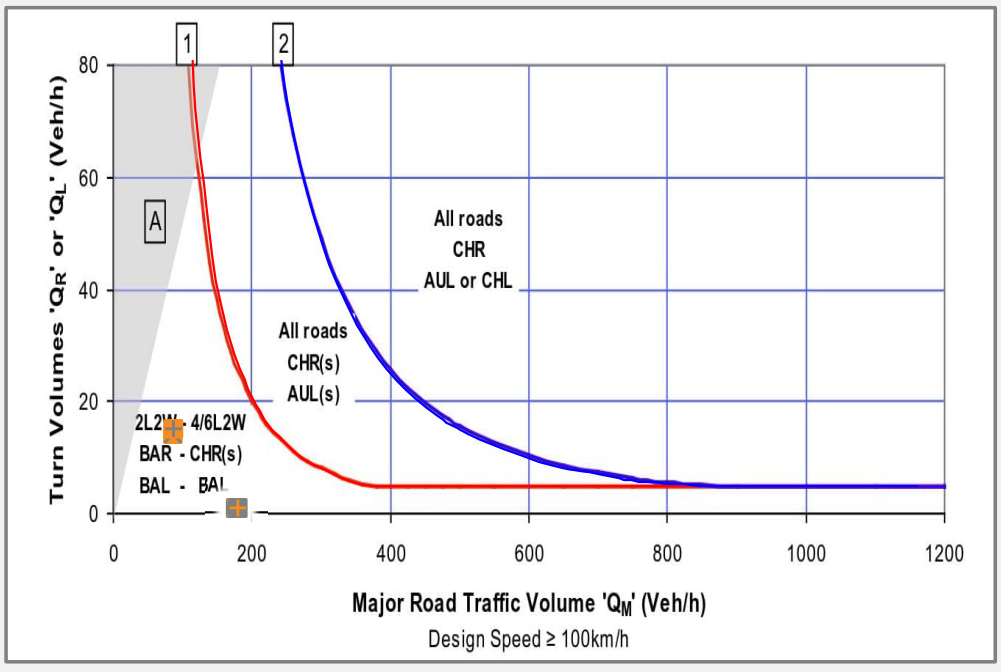
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	174	1
Left	79	14
With Development Traffic		
Right	177	1
Left	80	15

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

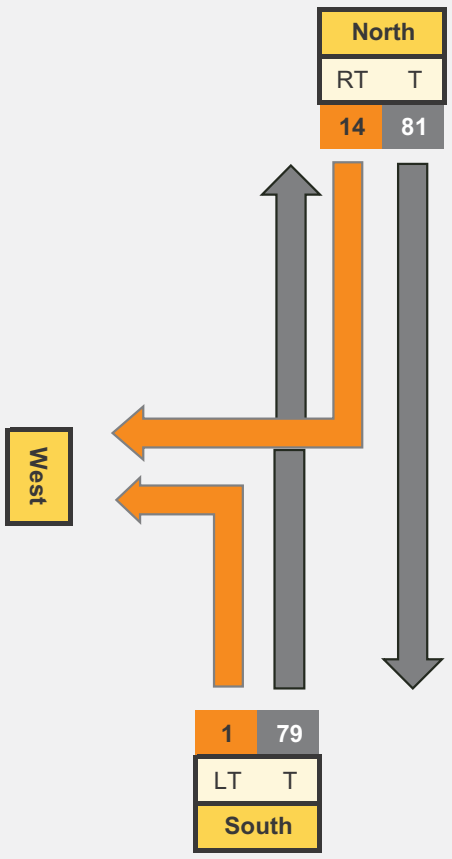
Intersection ID	X3
Intersection Name	Barwon Highway / Town Common Road

Speed	100			
Existing Treatment	L	BAL	R	-

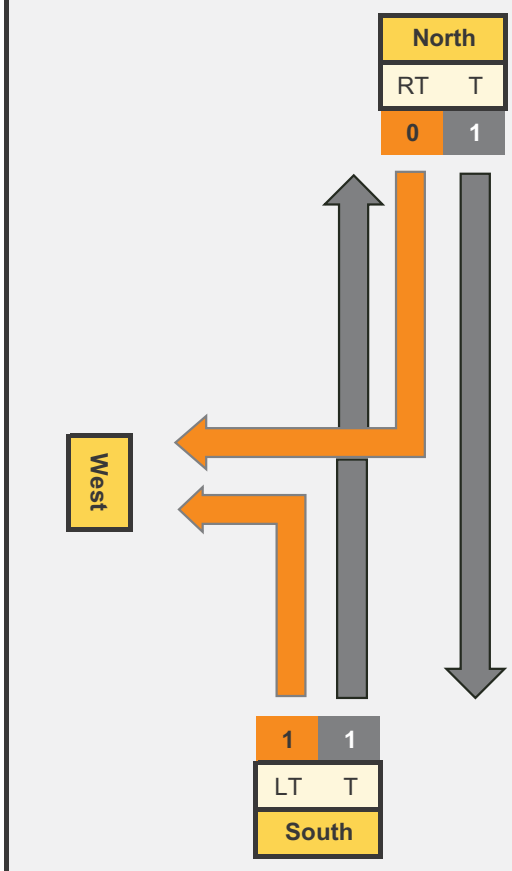
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 2: 2

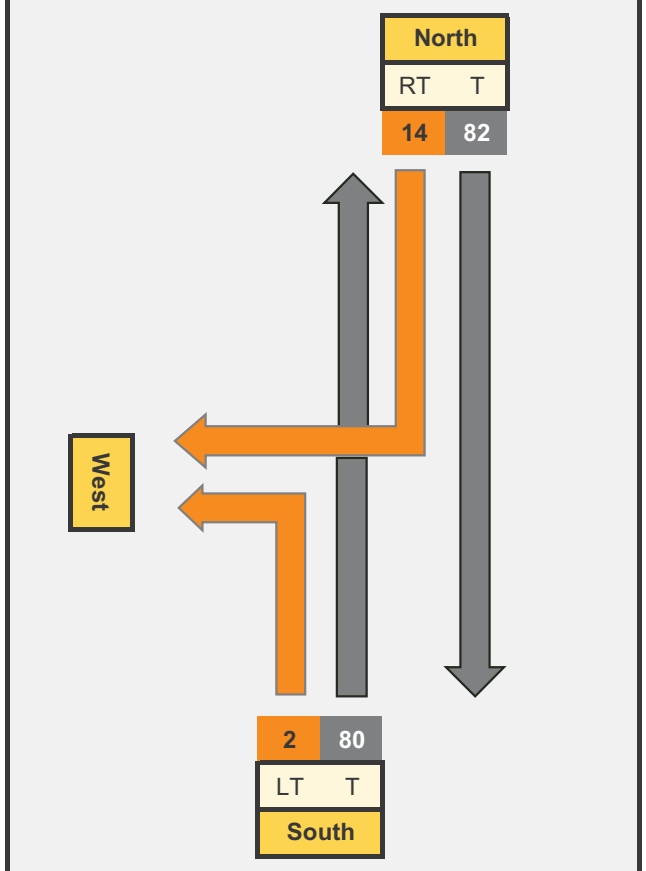
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	161	14
Left	79	1
With Development Traffic		
Right	164	14
Left	80	2

Graph Terminolgy

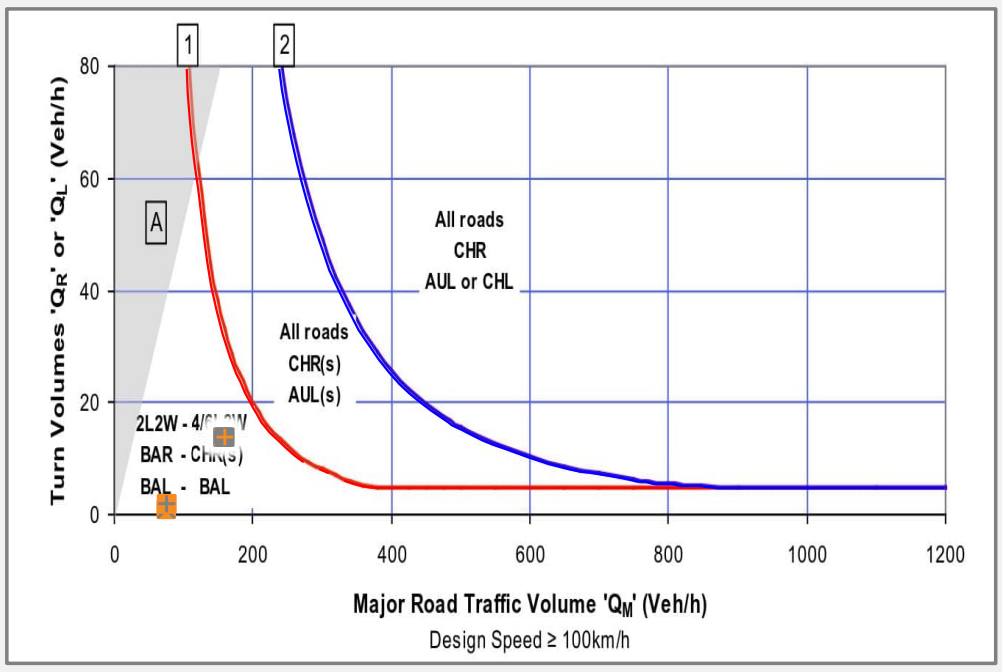
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	161	14
Left	79	1
With Development Traffic		
Right	164	14
Left	80	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

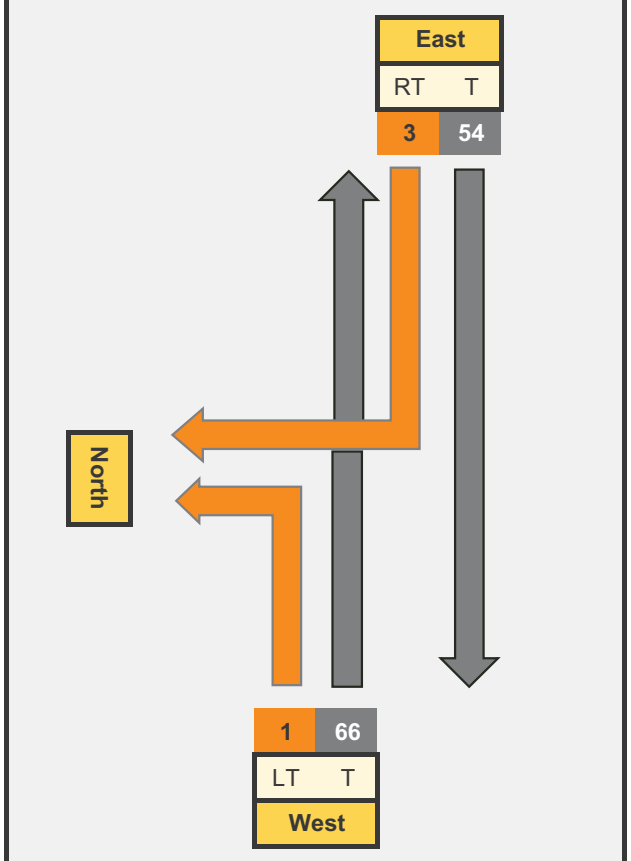
Intersection ID	X4
Intersection Name	Cunningham Highway / Bybera Road

Speed	100			
Existing Treatment	L	AUL	R	AUR

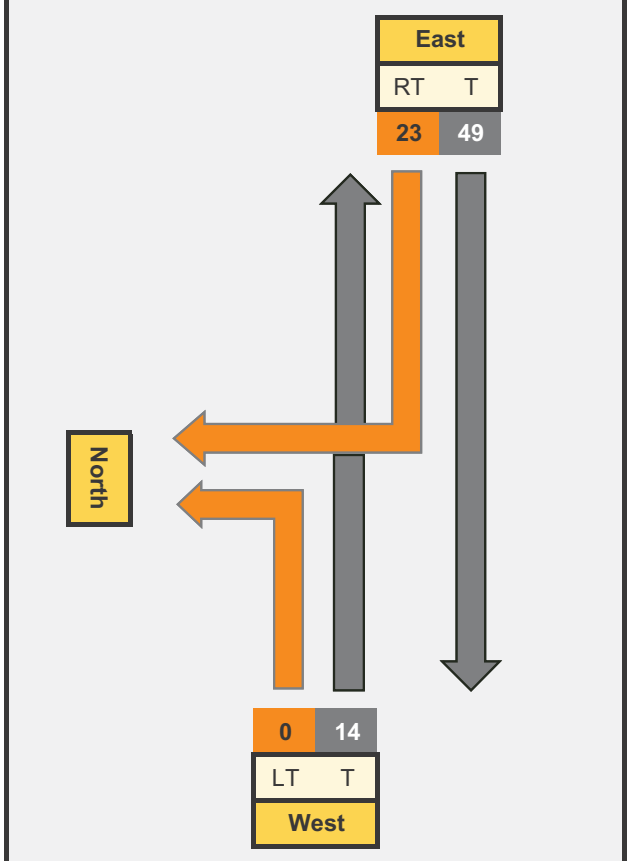
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 1: 1

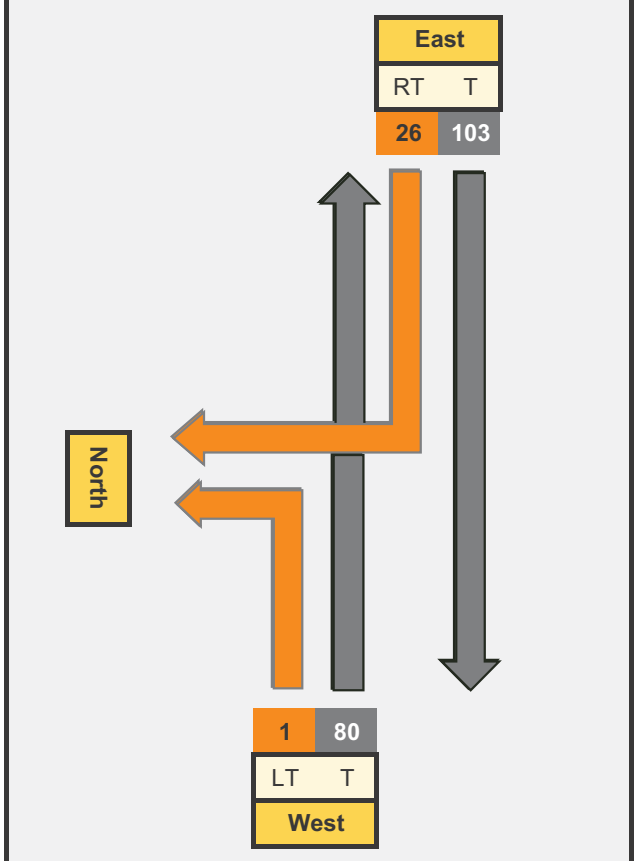
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	121	3
Left	66	1
With Development Traffic		
Right	184	26
Left	80	1

Graph Terminolgy

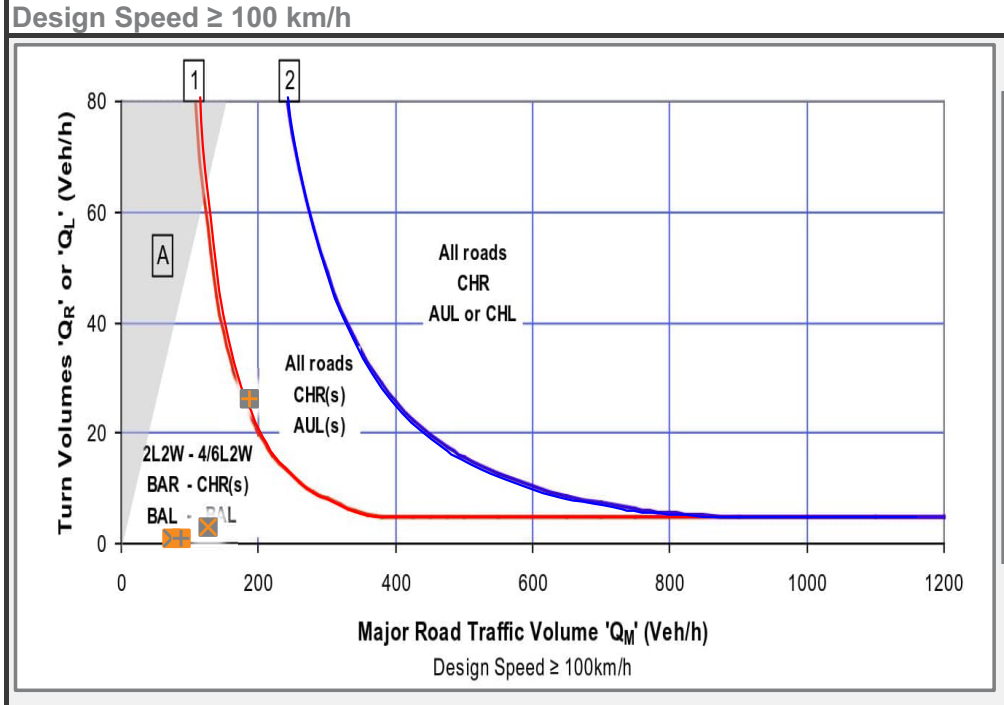
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	121	3
Left	66	1
With Development Traffic		
Right	184	26
Left	80	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

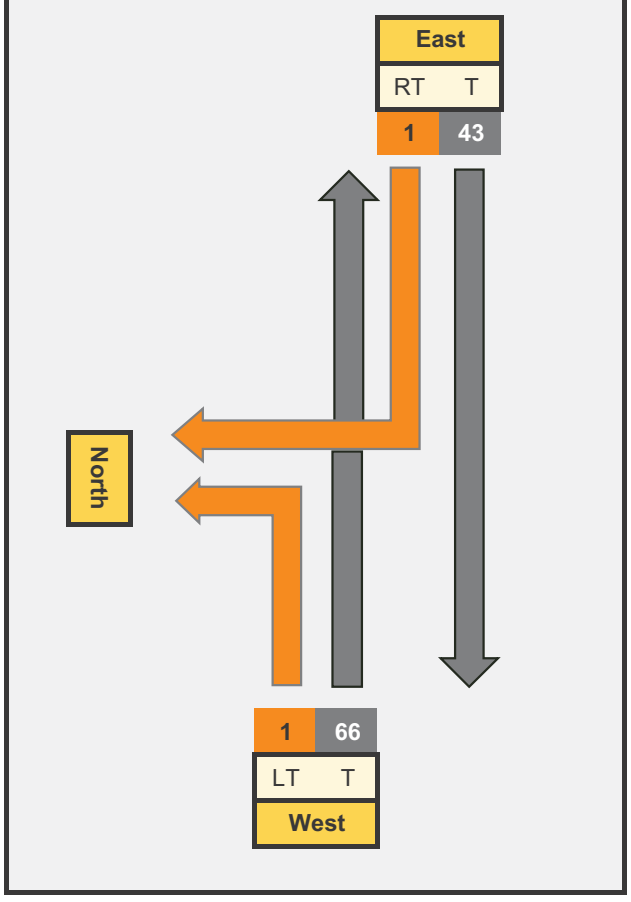
Intersection ID	X4
Intersection Name	Cunningham Highway / Bybera Road

Speed	100			
Existing Treatment	L	AUL	R	AUR

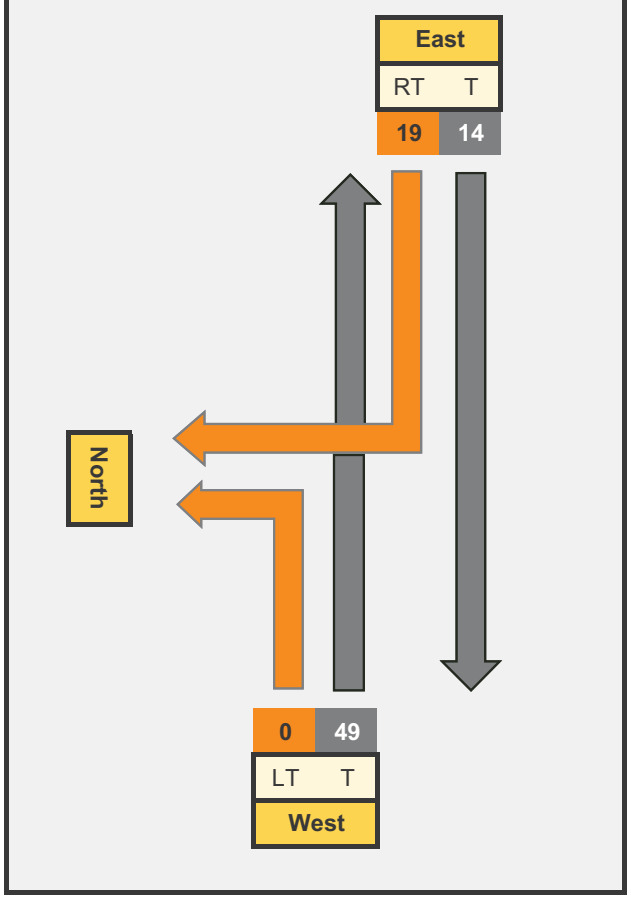
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 1: 1

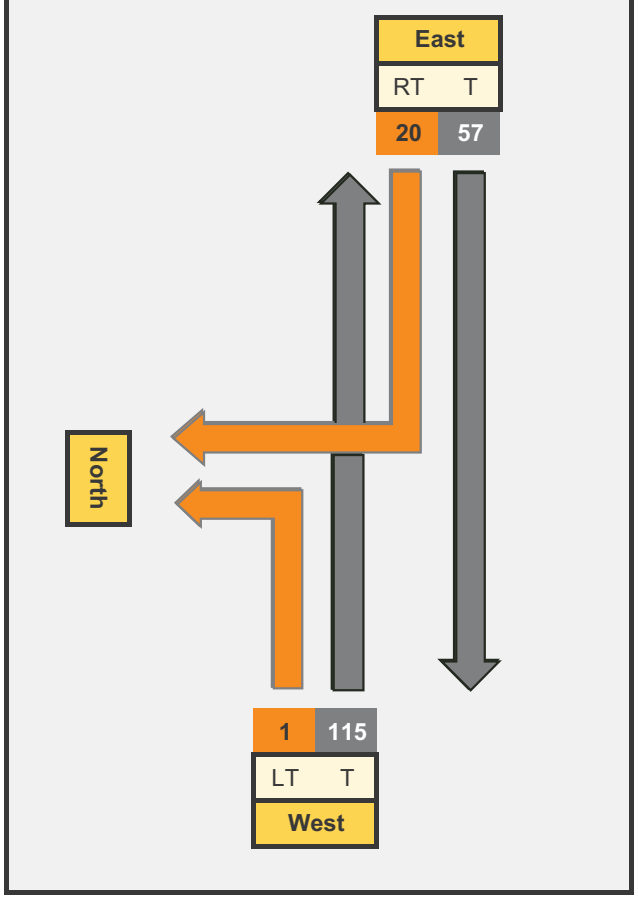
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	110	1
Left	66	1
With Development Traffic		
Right	173	20
Left	115	1

Graph Terminolgy

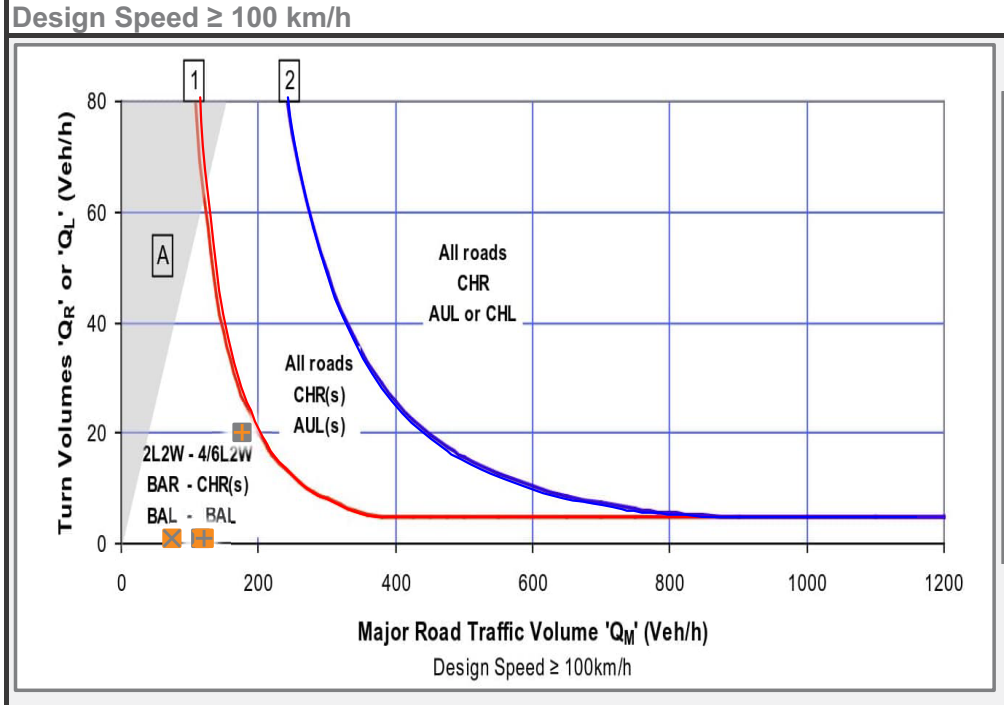
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	110	1
Left	66	1
With Development Traffic		
Right	173	20
Left	115	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

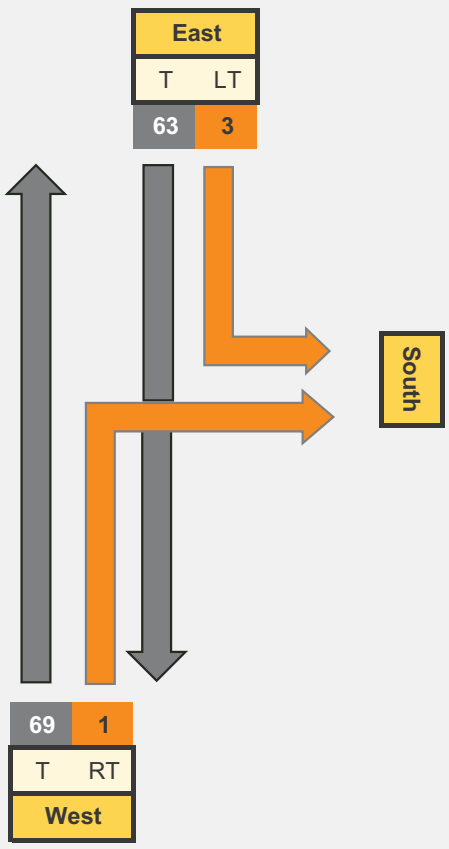
Intersection ID	X5
Intersection Name	Highway/Coolmunda Dam Access

Speed	100			
Existing Treatment	L	BAL	R	CHR

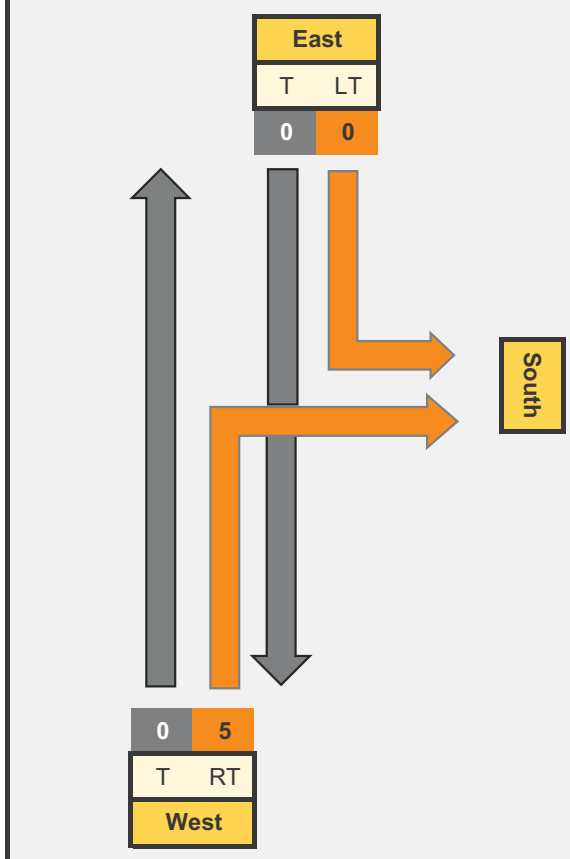
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 1: 1

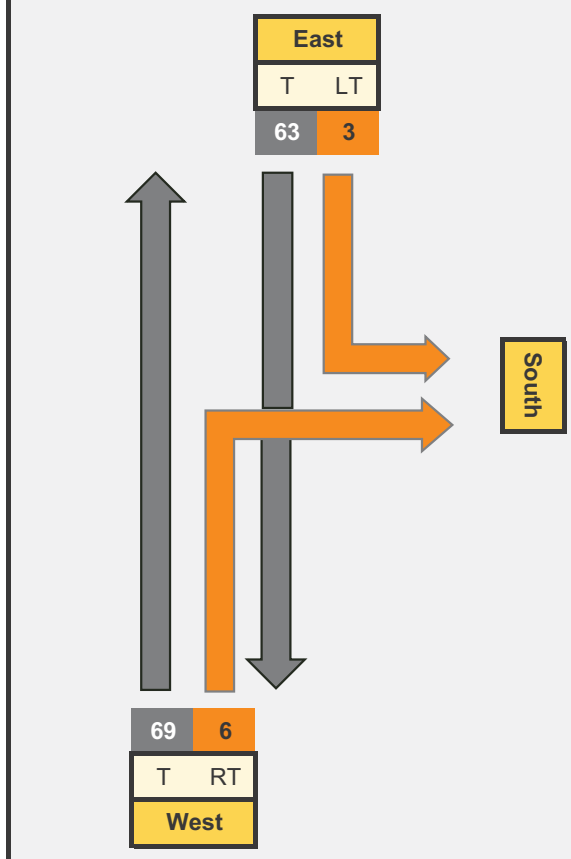
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	135	1
Left	63	3
With Development Traffic		
Right	135	6
Left	63	3

Graph Terminolgy

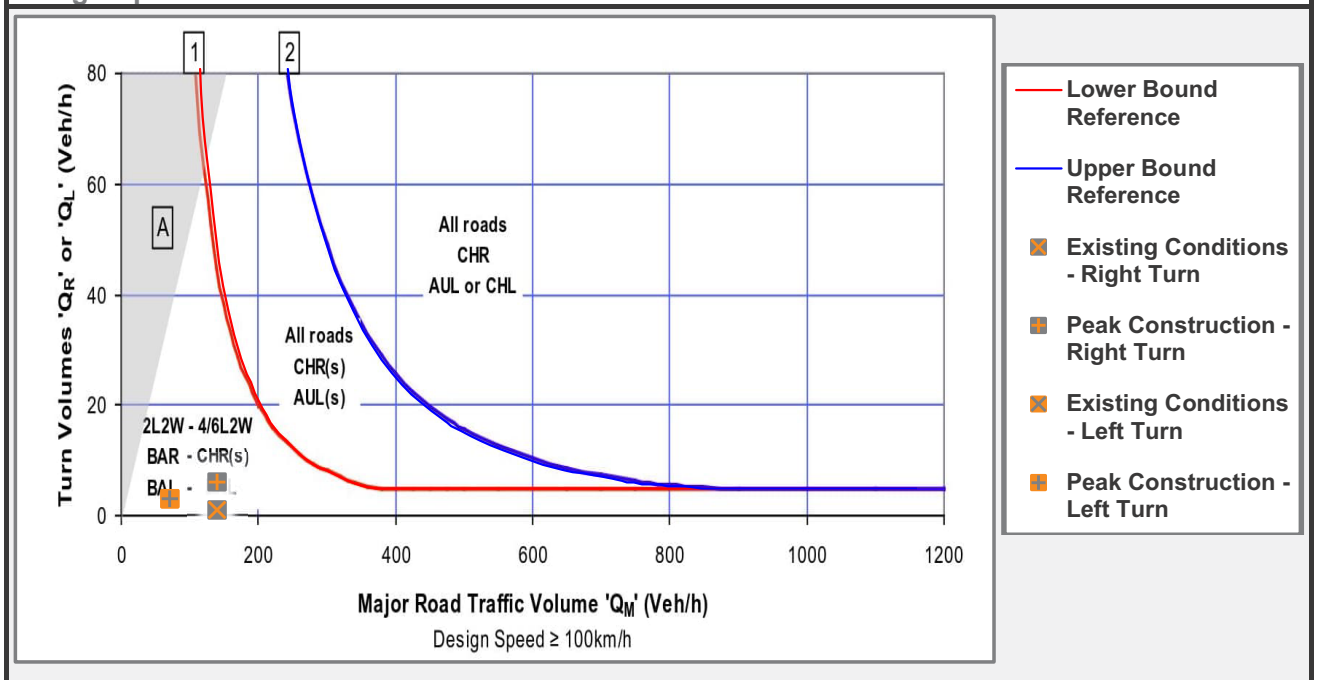
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	135	1
Left	63	3
With Development Traffic		
Right	135	6
Left	63	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

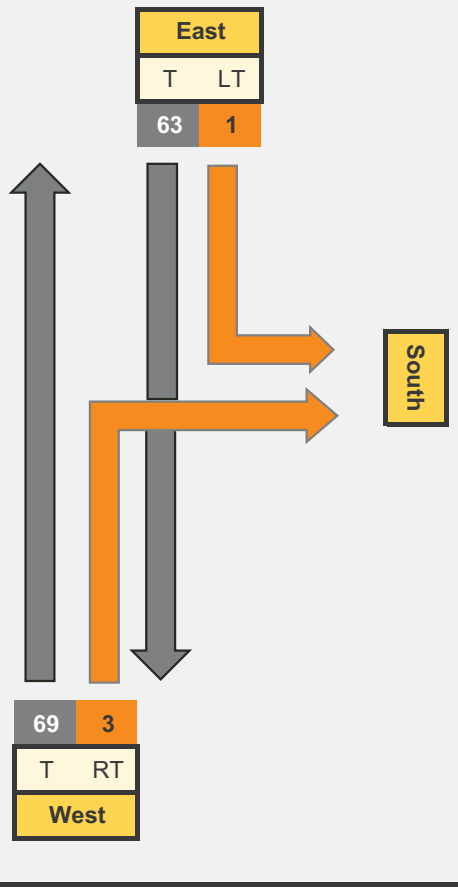
Intersection ID	X5
Intersection Name	Highway/Coolmunda Dam Access

Speed	100			
Existing Treatment	L	BAL	R	CHR

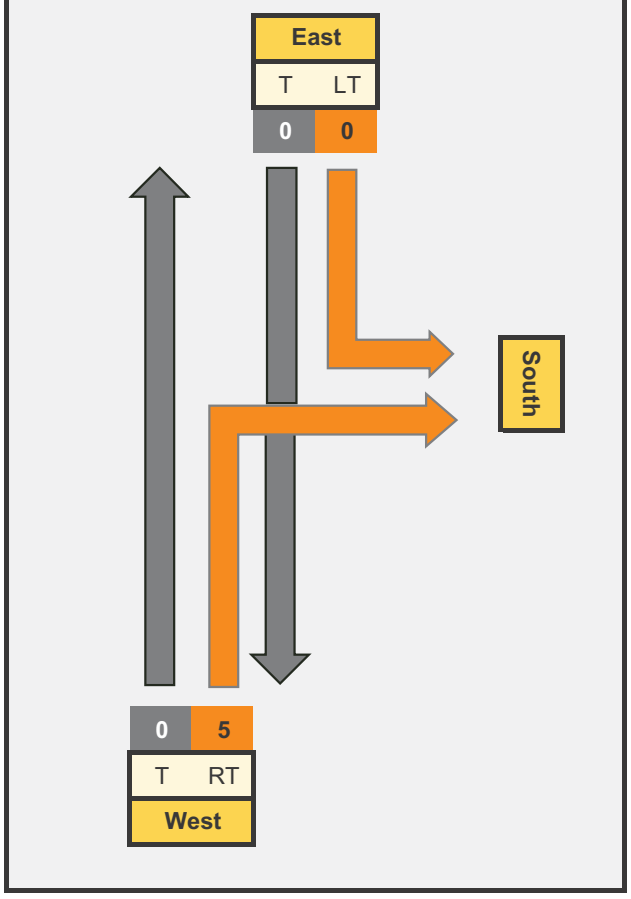
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 2: 2

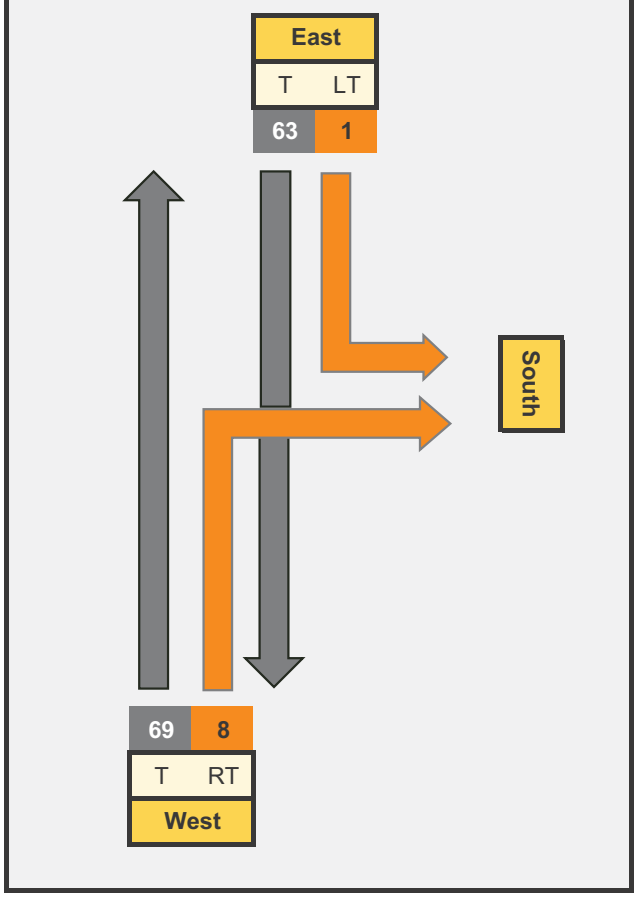
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	133	3
Left	63	1
With Development Traffic		
Right	133	8
Left	63	1

Graph Terminolgy

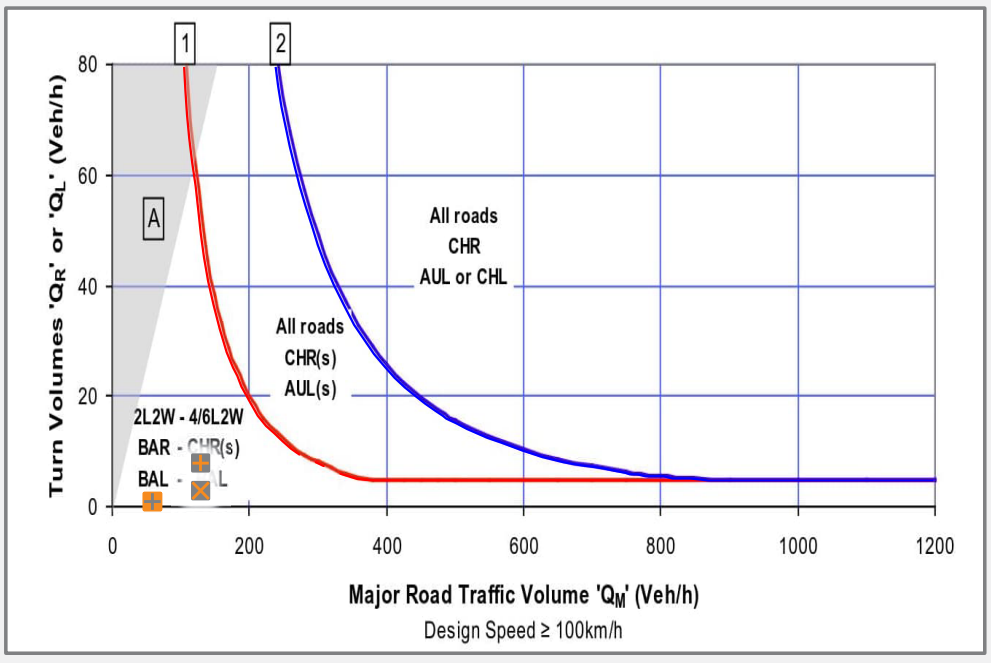
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	133	3
Left	63	1
With Development Traffic		
Right	133	8
Left	63	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

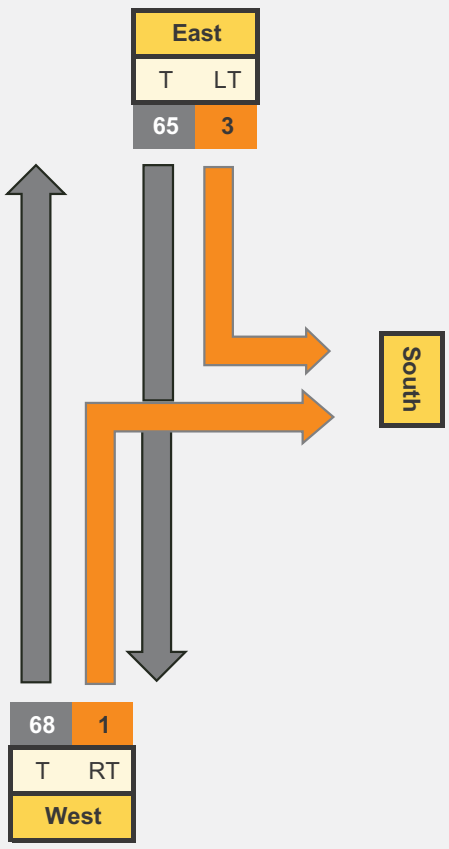
Intersection ID	X5
Intersection Name	Highway/Coolmunda Dam Access

Speed	100			
Existing Treatment	L	BAL	R	CHR

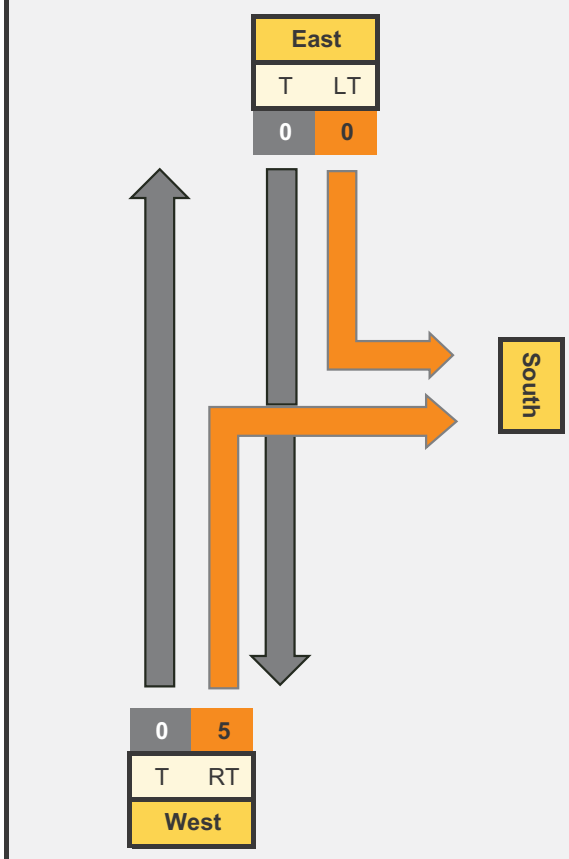
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 1: 1

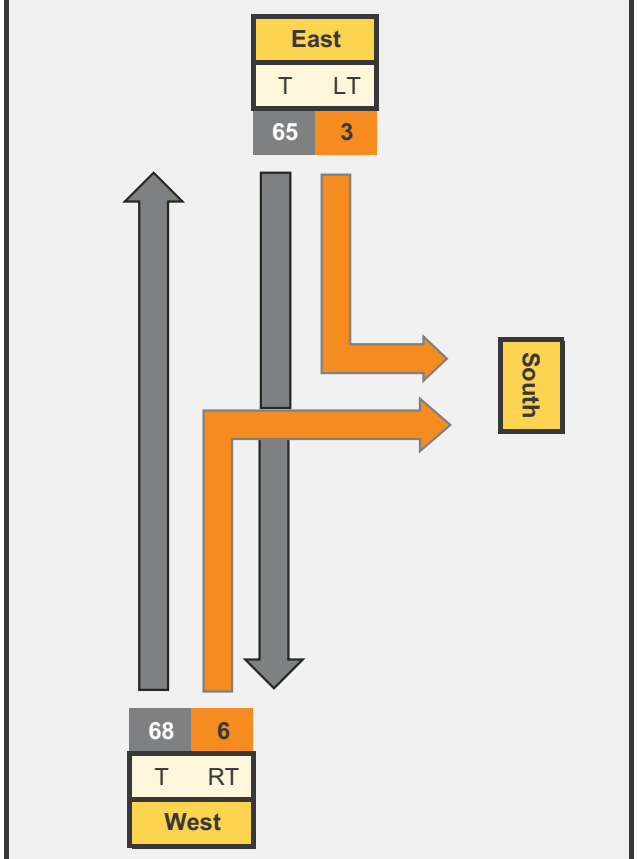
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	136	1
Left	65	3
With Development Traffic		
Right	136	6
Left	65	3

Graph Terminolgy

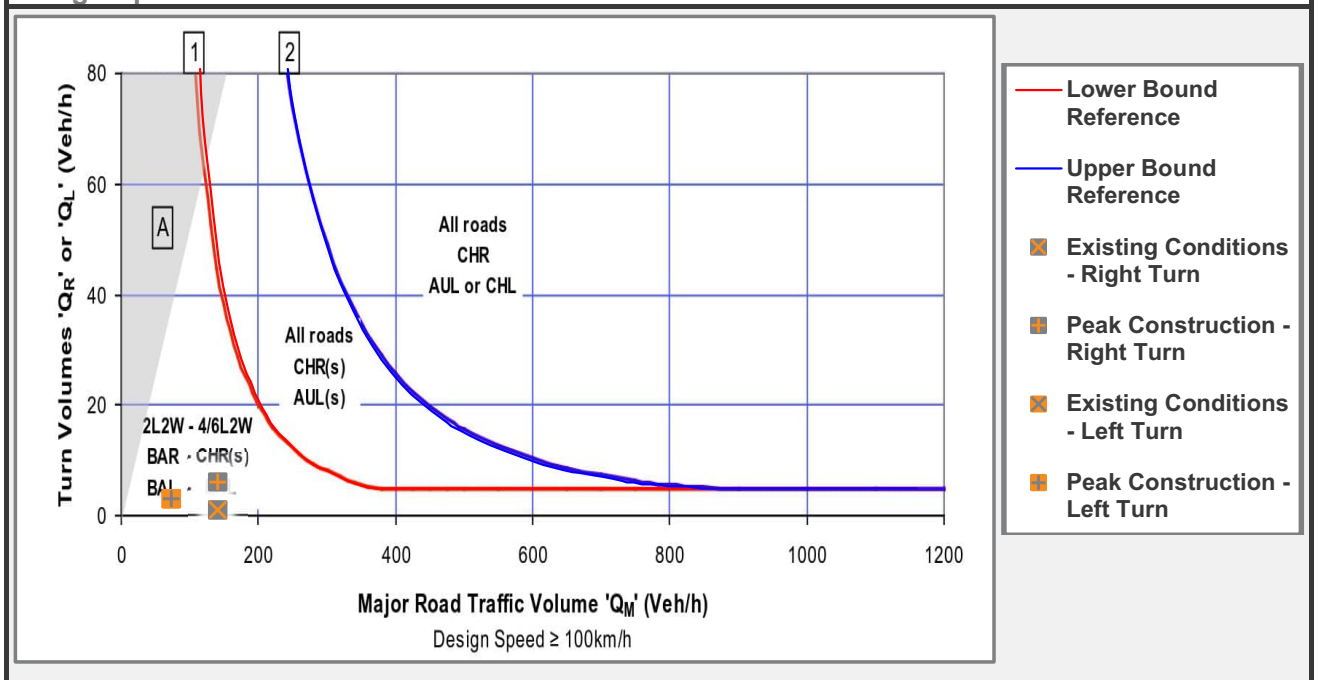
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	136	1
Left	65	3
With Development Traffic		
Right	136	6
Left	65	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

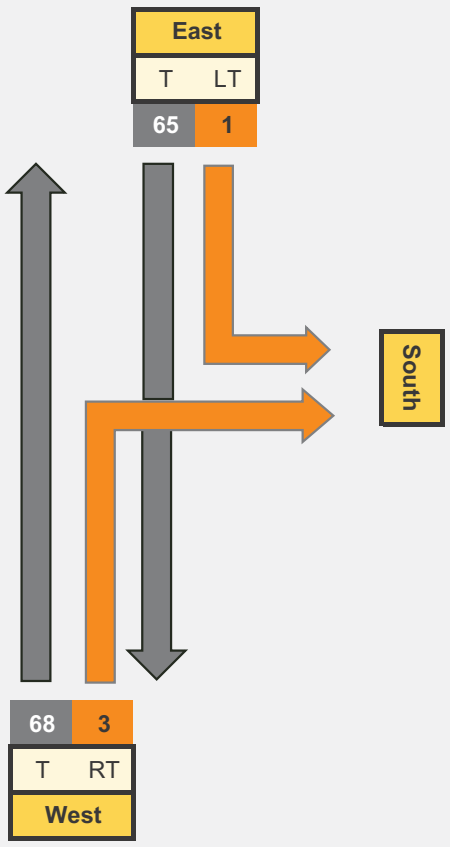
Intersection ID	X5
Intersection Name	Highway/Coolmunda Dam Access

Speed	100			
Existing Treatment	L	BAL	R	CHR

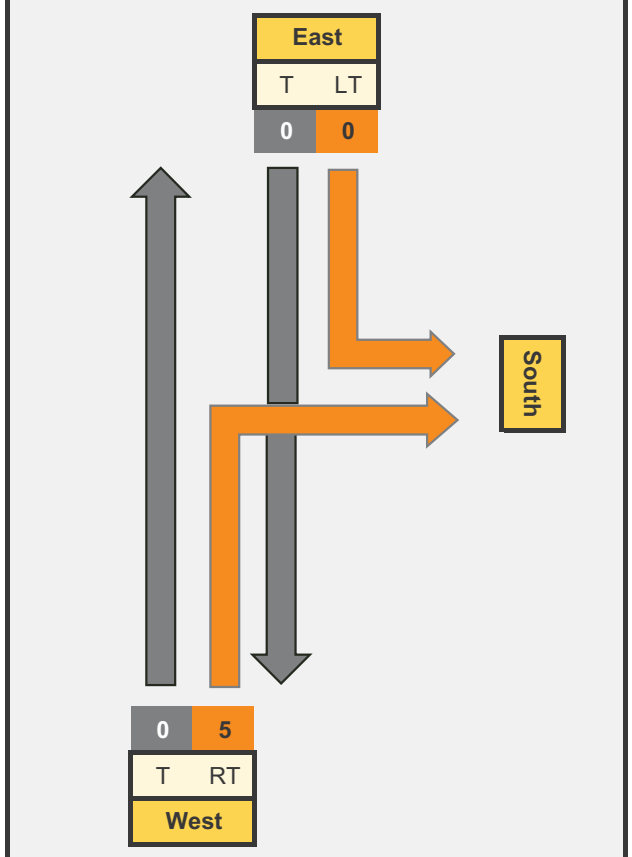
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 2: 2

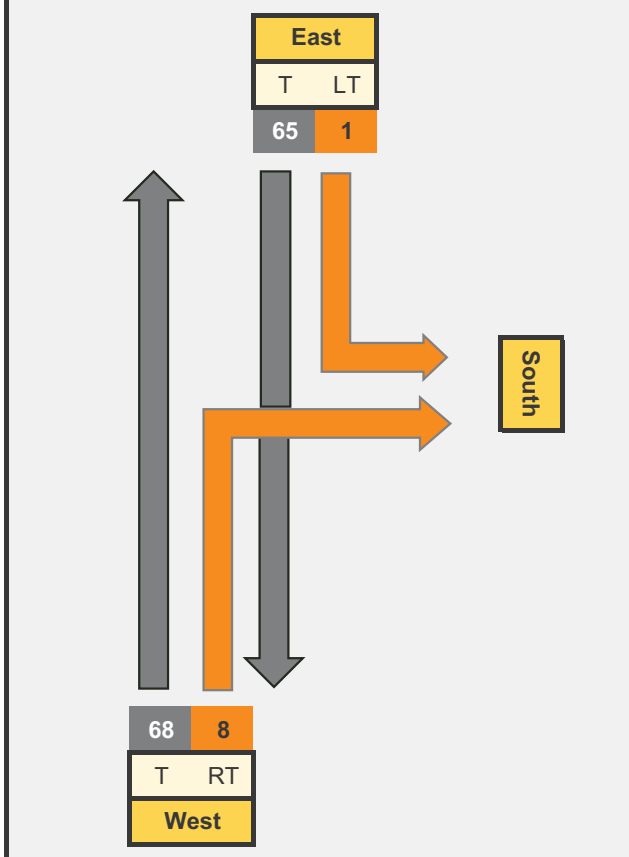
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	134	3
Left	65	1
With Development Traffic		
Right	134	8
Left	65	1

Graph Terminolgy

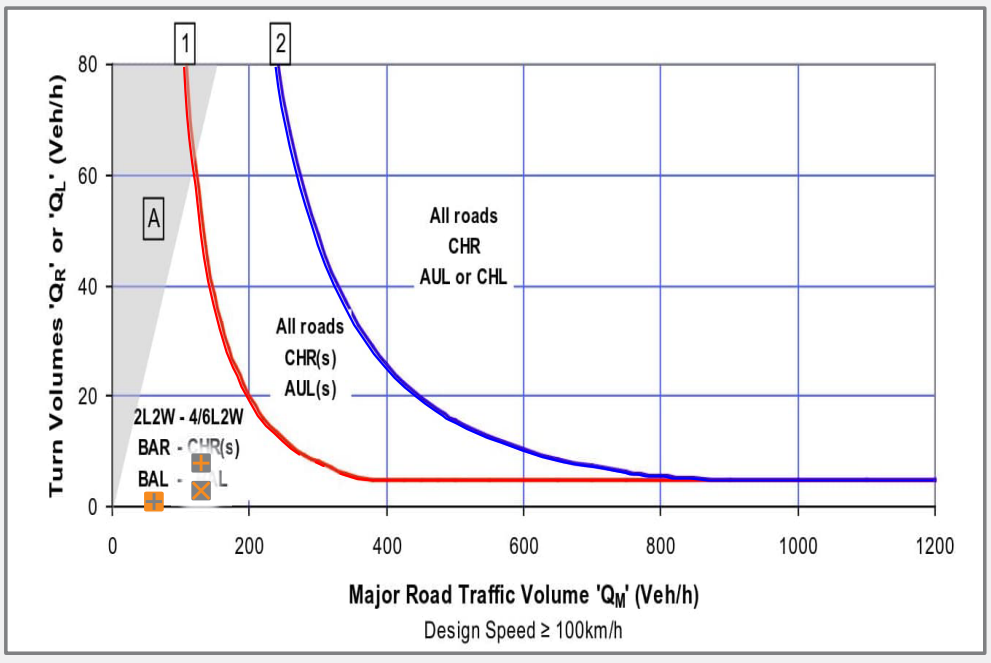
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	134	3
Left	65	1
With Development Traffic		
Right	134	8
Left	65	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

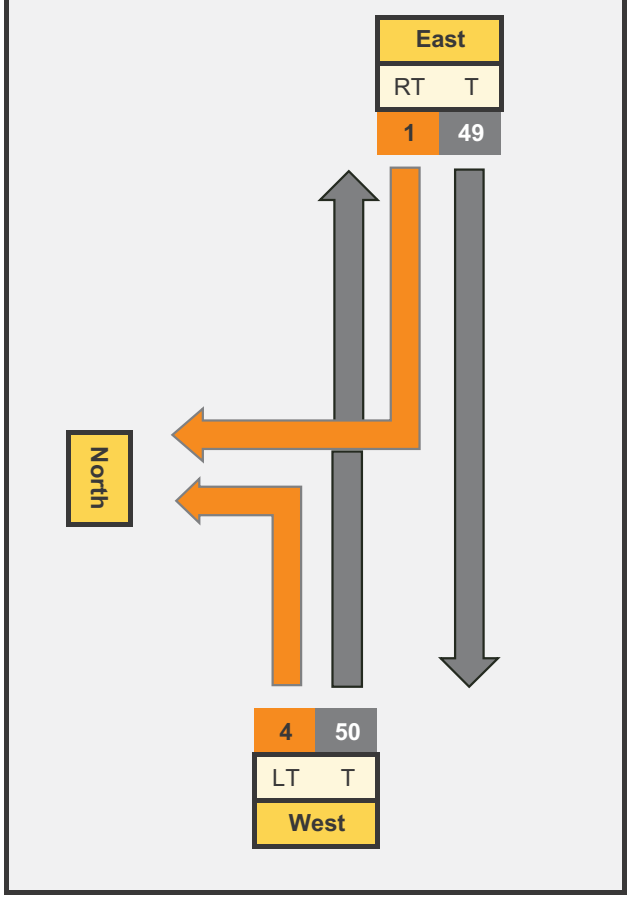
Intersection ID	X6
Intersection Name	Cunningham Highway/Cremascos Road

Speed	100			
Existing Treatment	L	AUL(s)	R	CHR

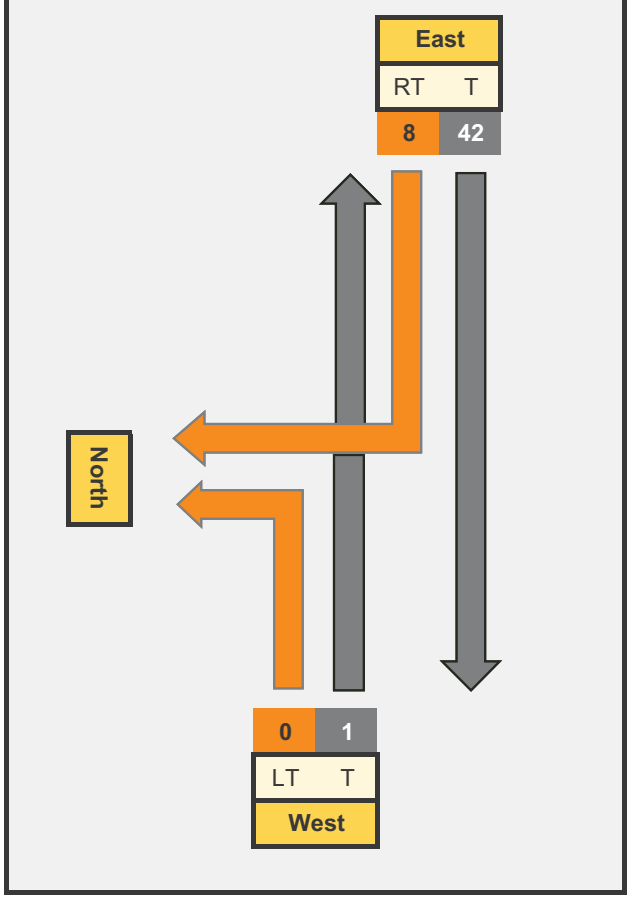
Peak Impact Month	Feb-26
Peak Impact Year	2026

Scenario 1: 1

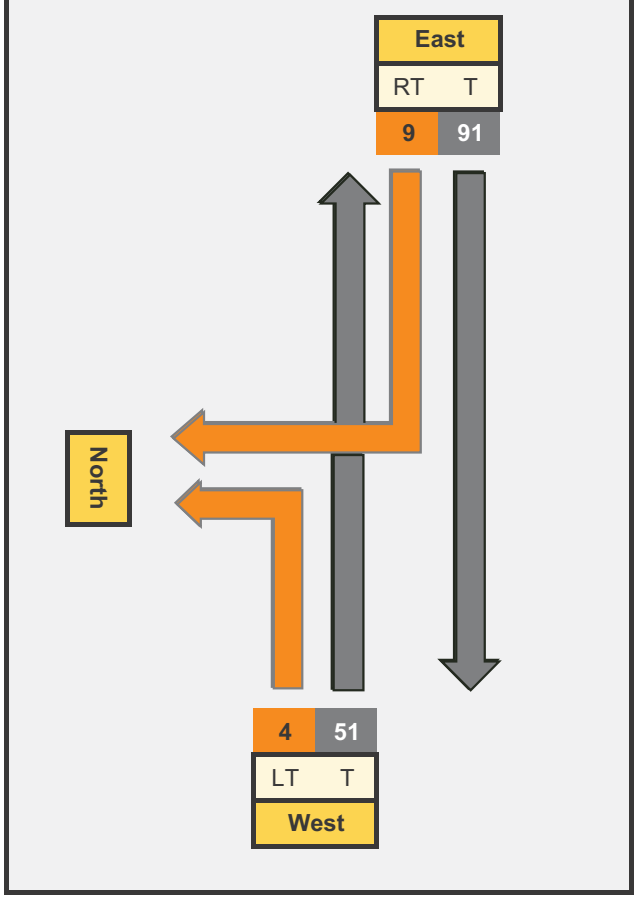
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	103	1
Left	50	4
With Development Traffic		
Right	146	9
Left	51	4

Graph Terminolgy

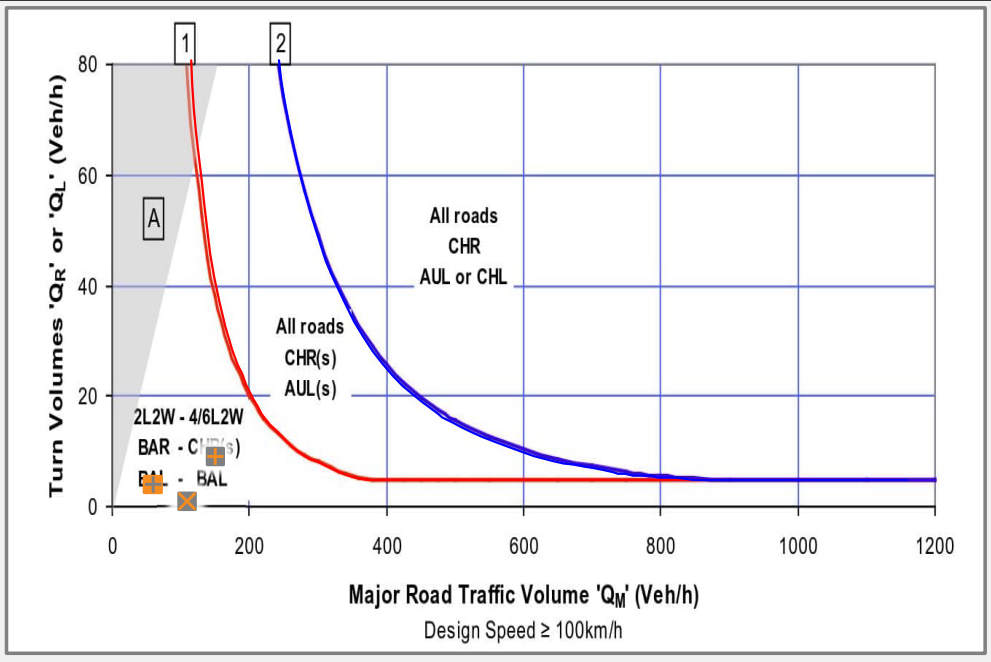
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	103	1
Left	50	4
With Development Traffic		
Right	146	9
Left	51	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

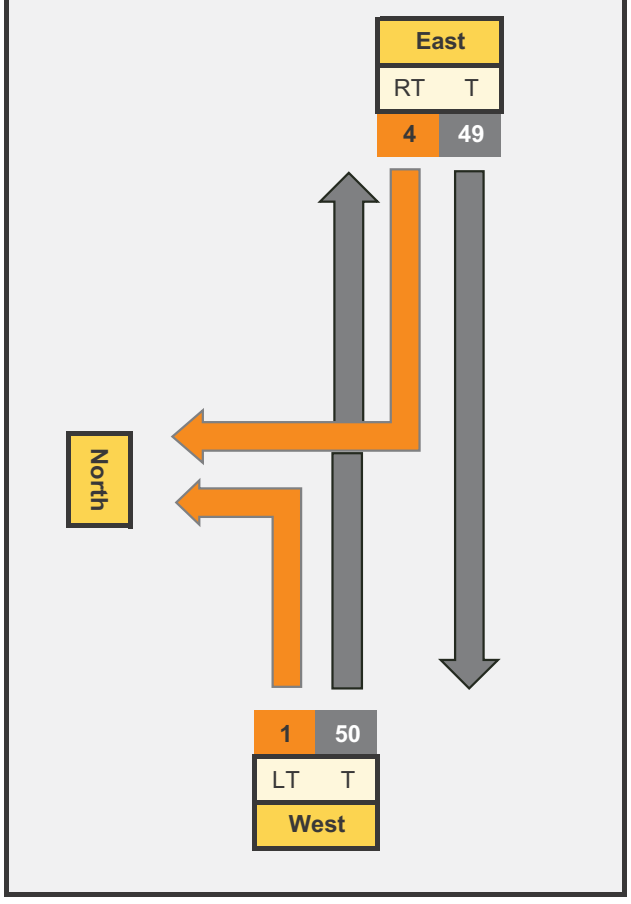
Intersection ID	X6
Intersection Name	Cunningham Highway/Cremascos Road

Speed	100			
Existing Treatment	L	AUL(s)	R	CHR

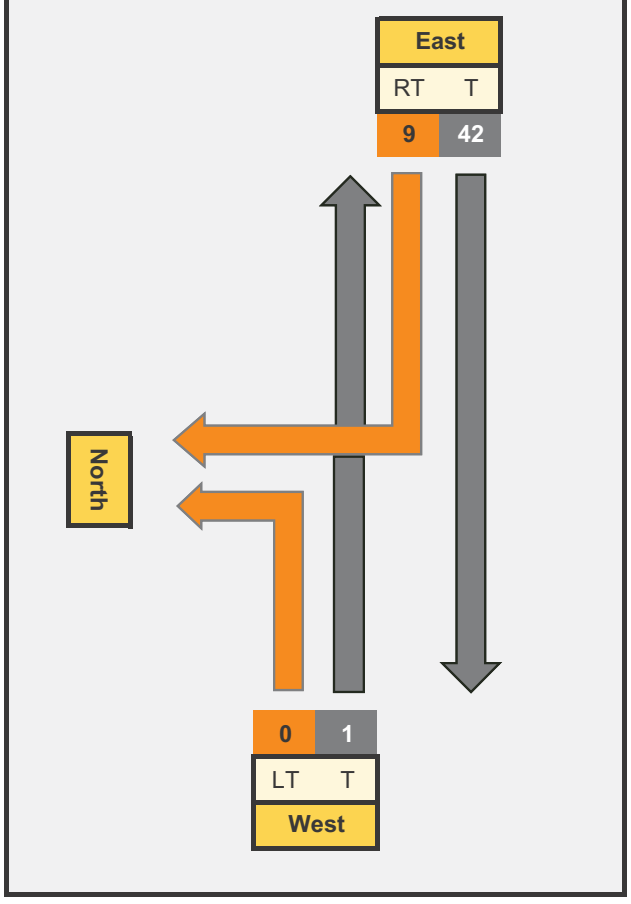
Peak Impact Month	Feb-26
Peak Impact Year	2026

Scenario 2: 2

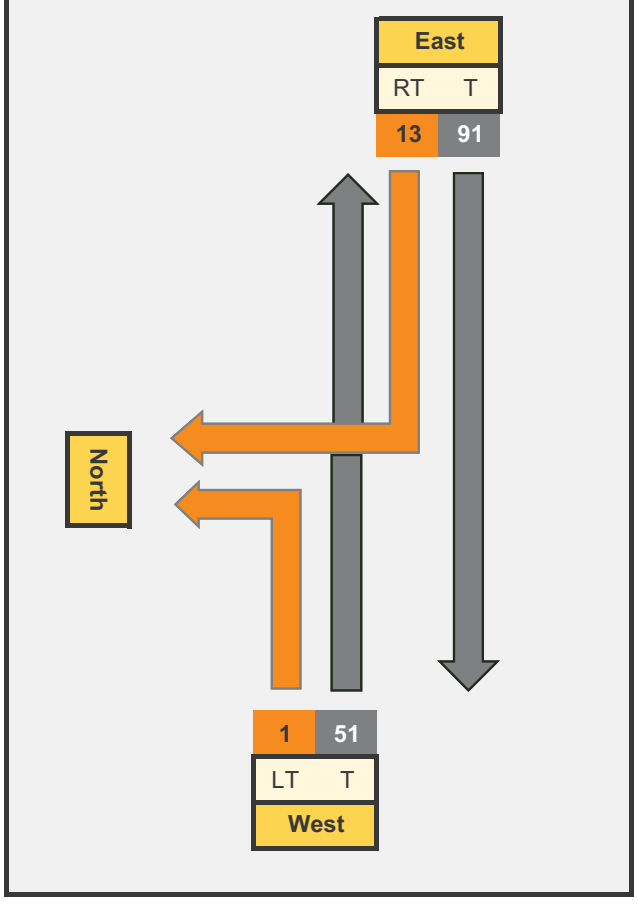
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	4
Left	50	1
With Development Traffic		
Right	143	13
Left	51	1

Graph Terminolgy

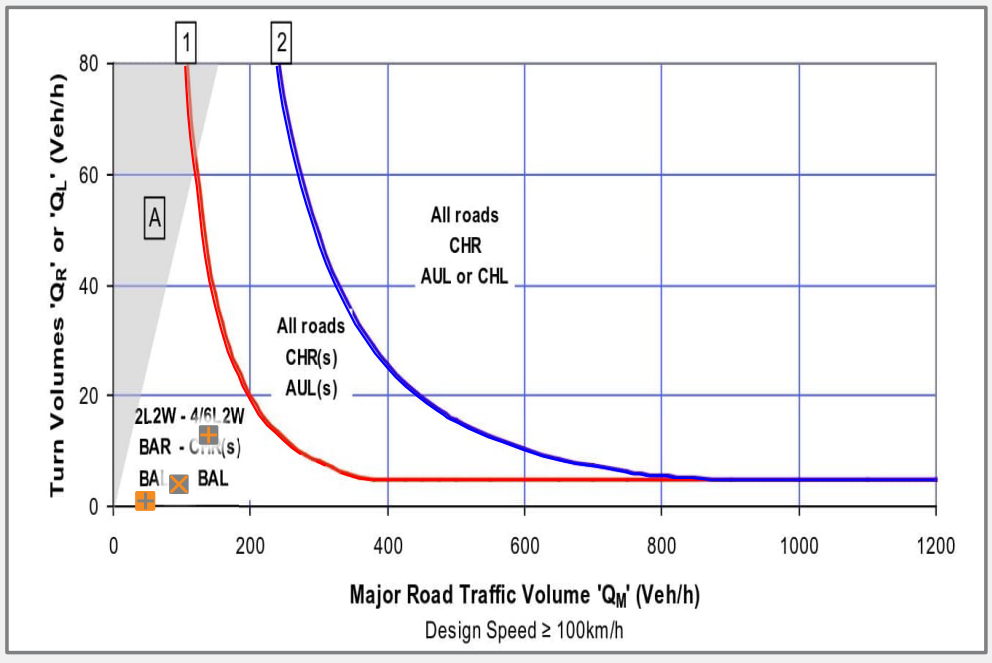
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	4
Left	50	1
With Development Traffic		
Right	143	13
Left	51	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

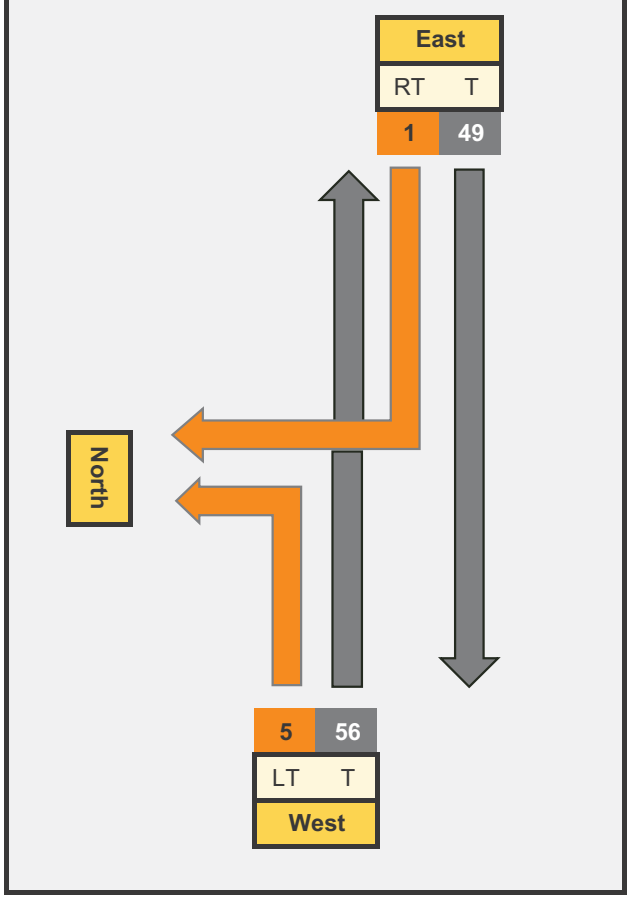
Intersection ID	X6
Intersection Name	Cunningham Highway/Cremascos Road

Speed	100			
Existing Treatment	L	AUL(s)	R	CHR

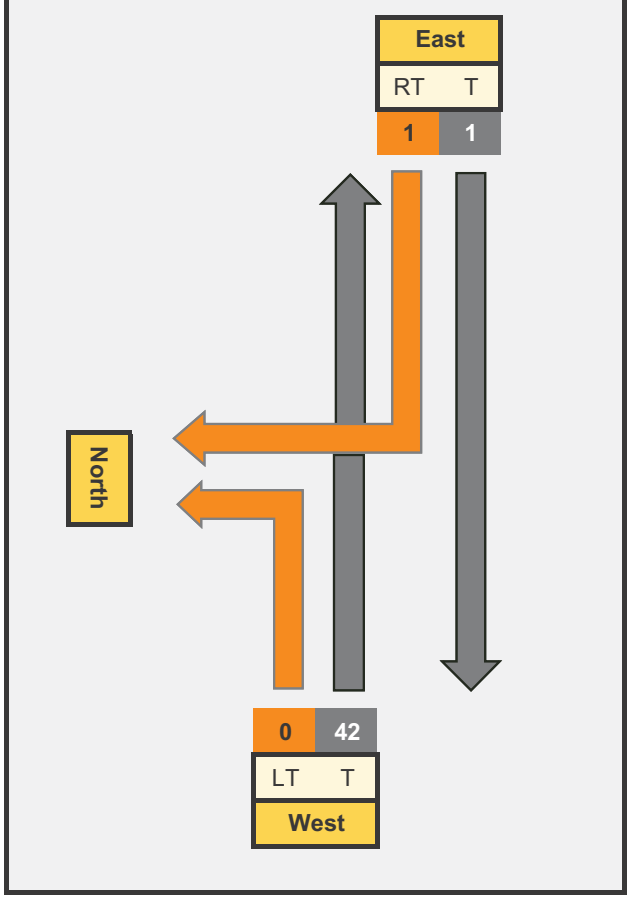
Peak Impact Month	Feb-26
Peak Impact Year	2026

Scenario 1: 1

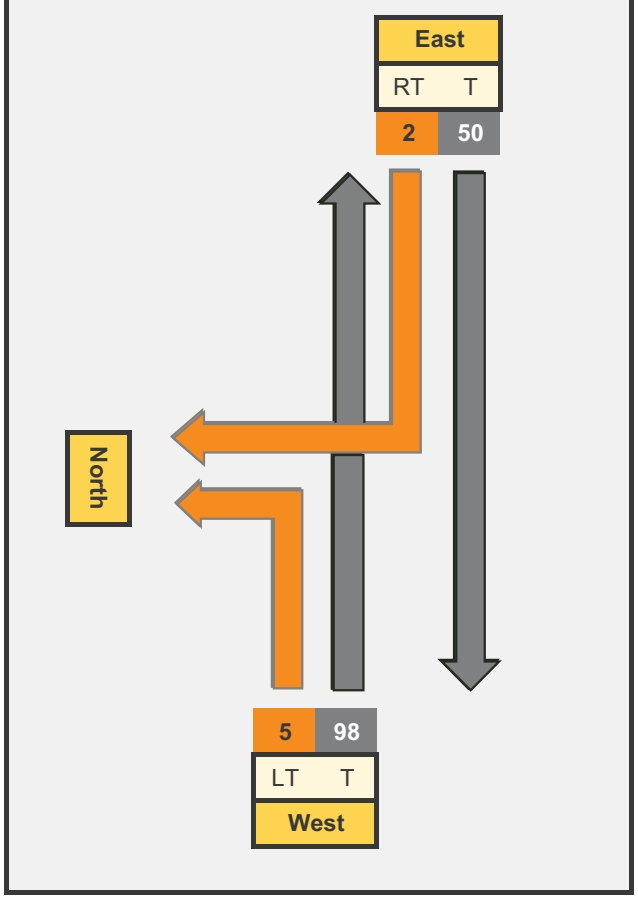
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



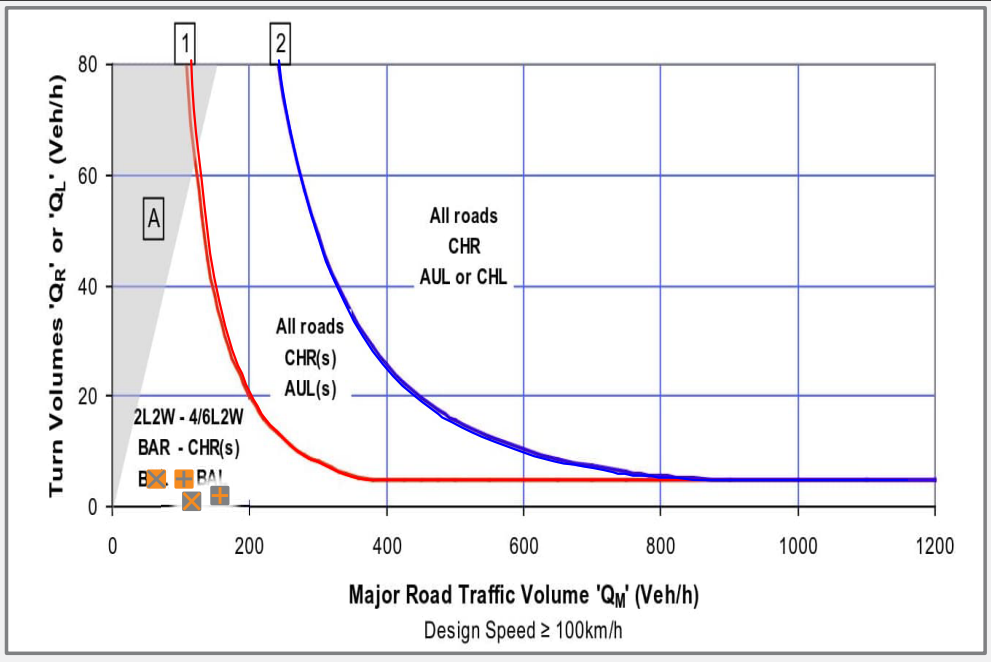
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	110	1
Left	56	5
With Development Traffic		
Right	153	2
Left	98	5

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	110	1
Left	56	5
With Development Traffic		
Right	153	2
Left	98	5

Intersection Code	3C

Time Period	PM

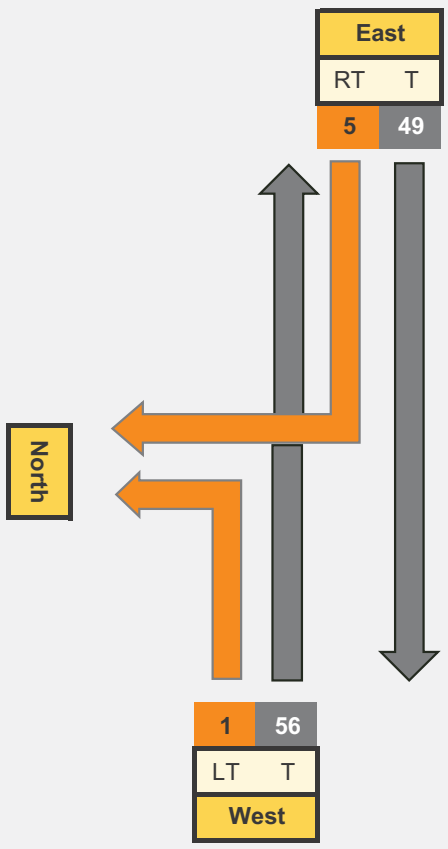
Intersection ID	X6
Intersection Name	Cunningham Highway/Cremascos Road

Speed	100			
Existing Treatment	L	AUL(s)	R	CHR

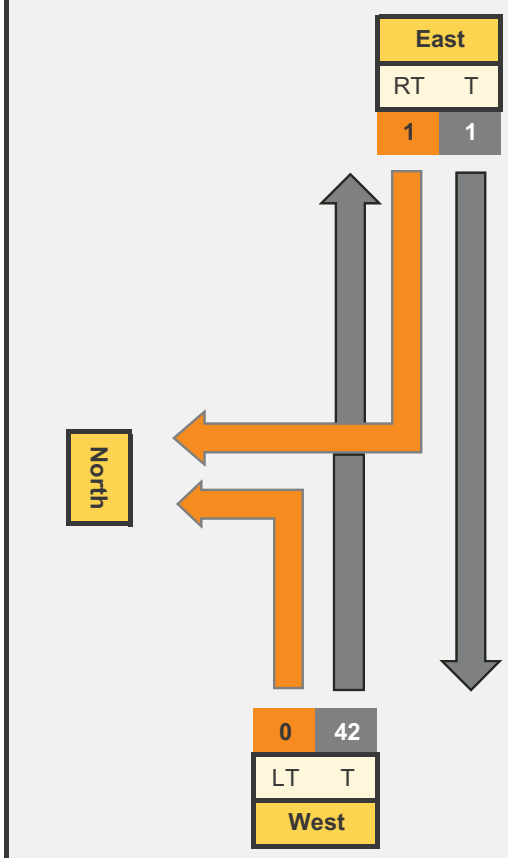
Peak Impact Month	Feb-26
Peak Impact Year	2026

Scenario 2: 2

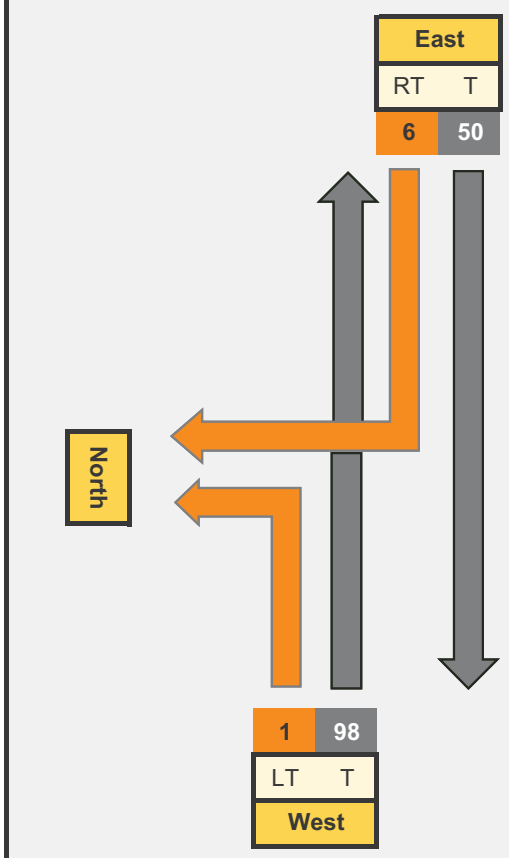
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	106	5
Left	56	1
With Development Traffic		
Right	149	6
Left	98	1

Graph Terminolgy

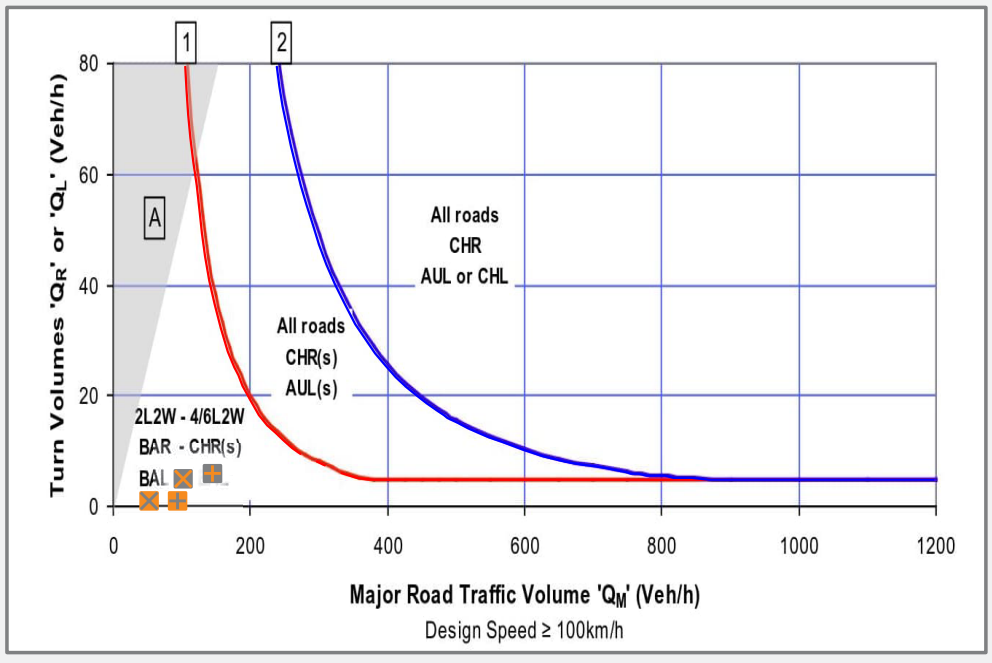
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	106	5
Left	56	1
With Development Traffic		
Right	149	6
Left	98	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

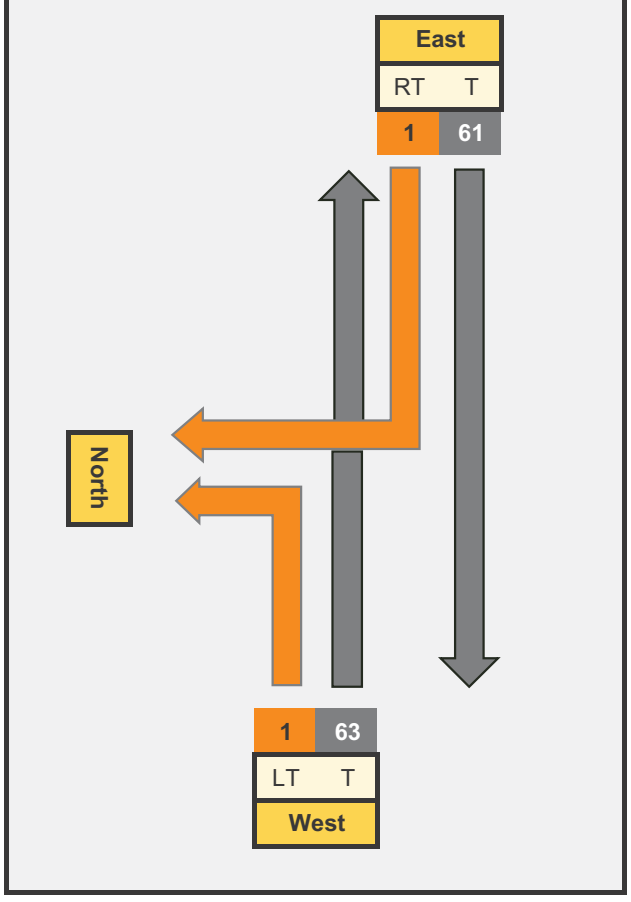
Intersection ID	X7
Intersection Name	Cunningham Highway / East Sawmill Road

Speed	60			
Existing Treatment	L	BAL	R	BAR

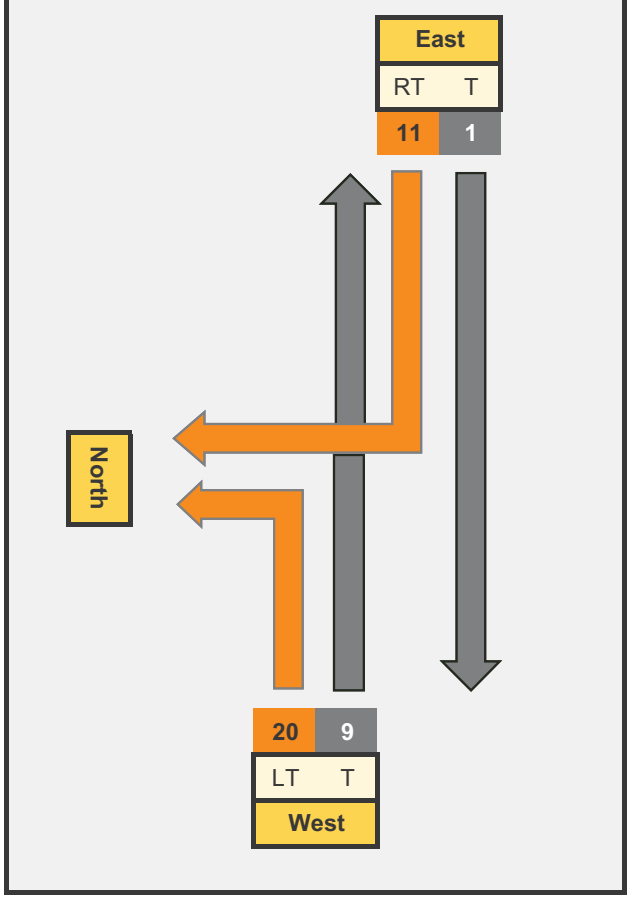
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 1: 1

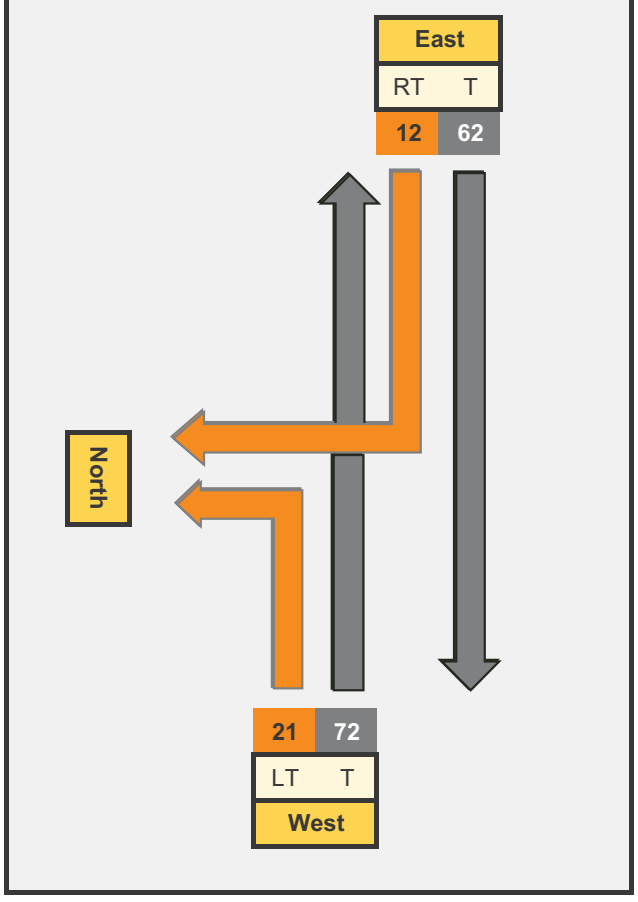
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	125	1
Left	63	1
With Development Traffic		
Right	155	12
Left	72	21

Graph Terminolgy

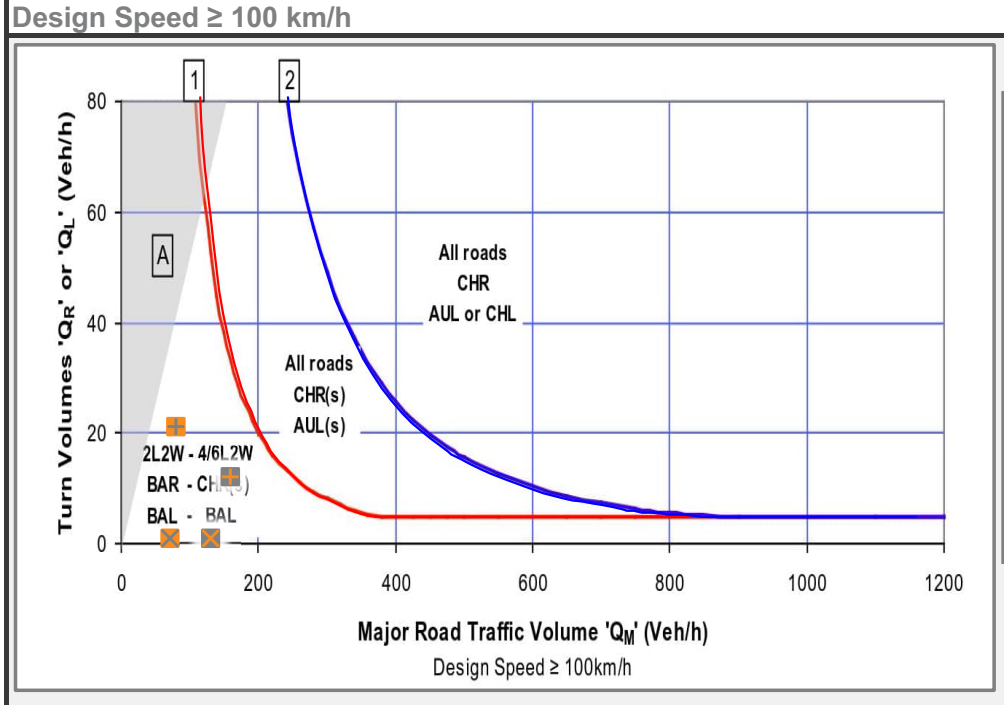
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	125	1
Left	63	1
With Development Traffic		
Right	155	12
Left	72	21

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

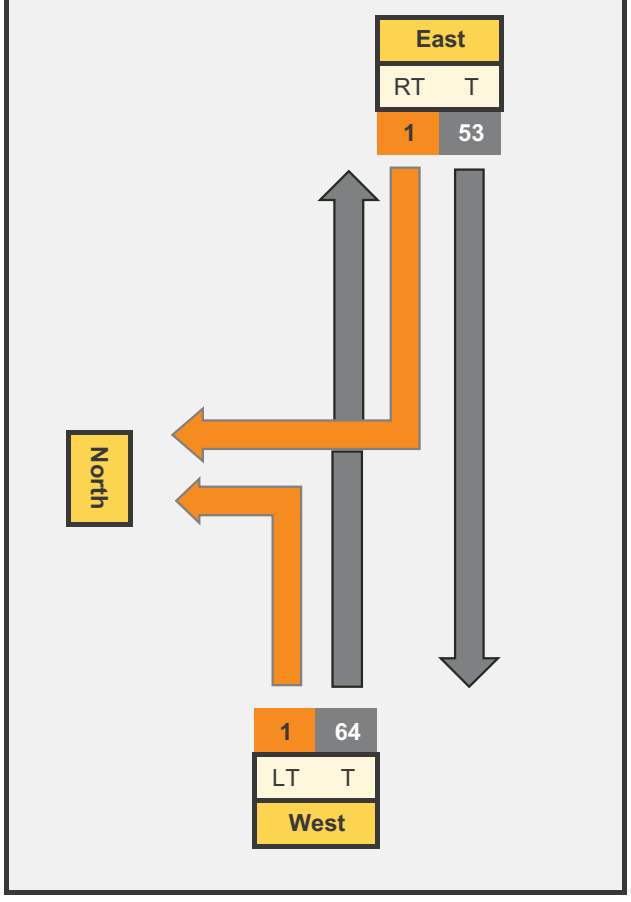
Intersection ID	X7
Intersection Name	Cunningham Highway / East Sawmill Road

Speed	60			
Existing Treatment	L	BAL	R	BAR

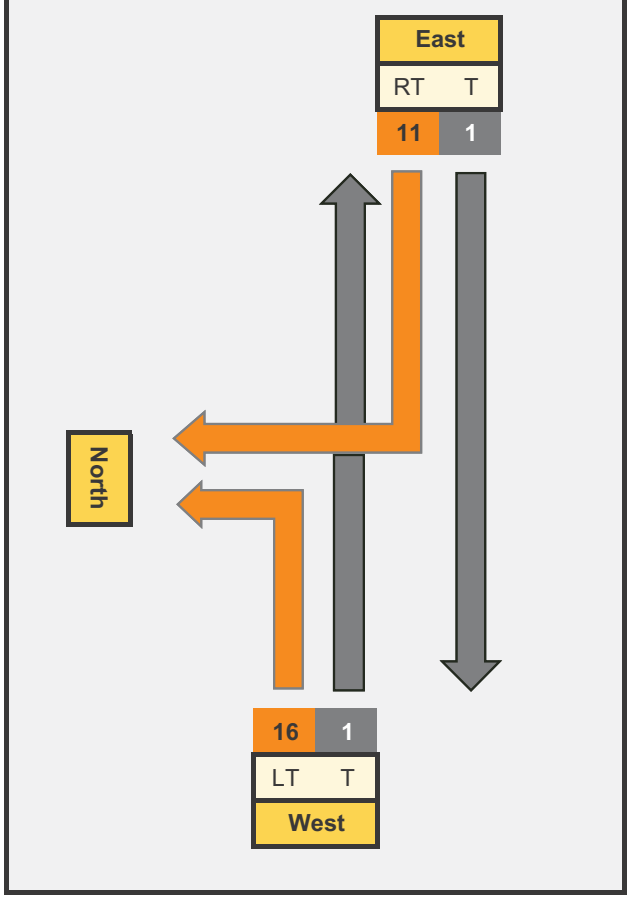
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 1: 1

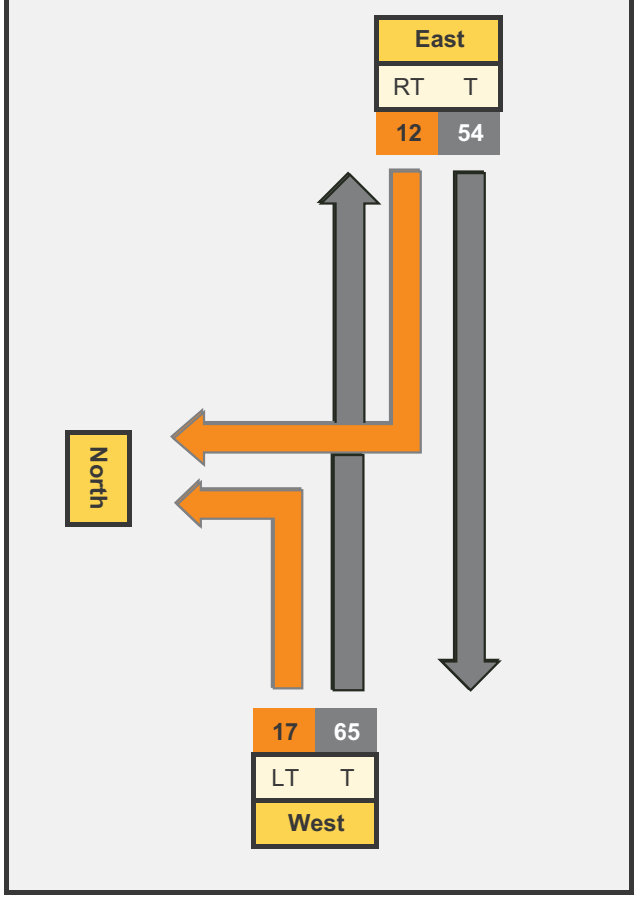
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	118	1
Left	64	1
With Development Traffic		
Right	136	12
Left	65	17

Graph Terminolgy

Legend

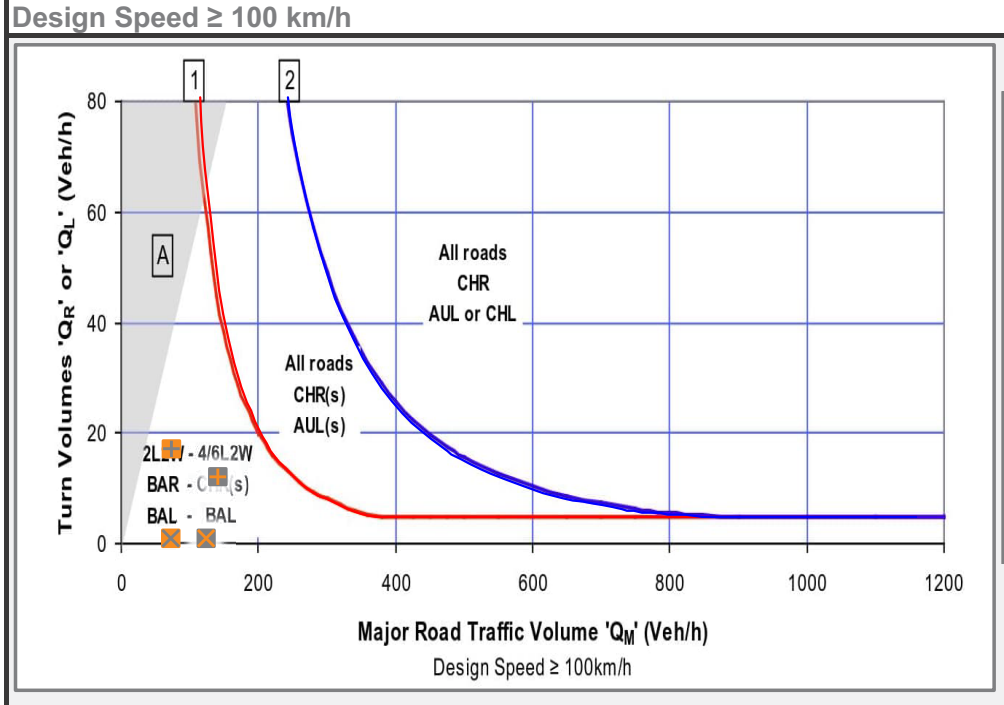
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	118	1
Left	64	1
With Development Traffic		
Right	136	12
Left	65	17

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	4B

Time Period	AM

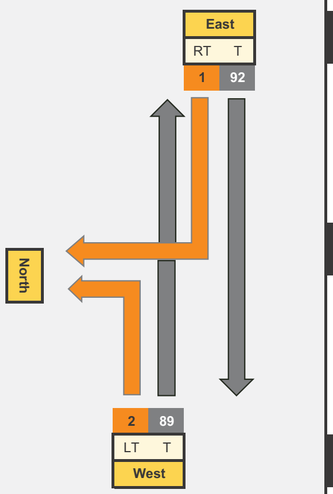
Intersection ID	X8
Intersection Name	Cunningham Highway/Elizabeth Street

Speed	50			
Existing Treatment	L	BAL	R	CHR

Peak Impact Month	Mar-27
Peak Impact Year	2027

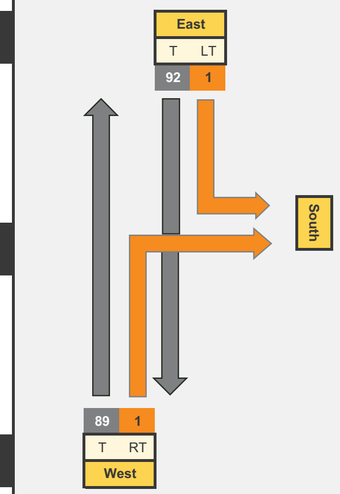
Scenario 1: 1

Peak Impact Year - Without Development Traffic

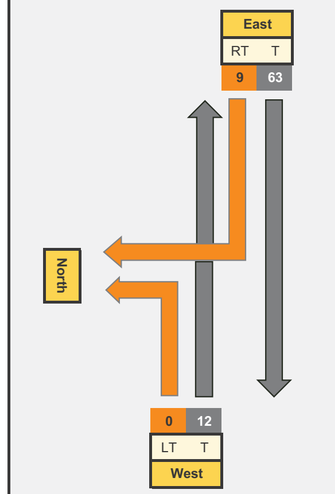


Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	183	1
Left	89	2
With Development Traffic		
Right	258	10
Left	101	2

Peak Impact Year - Without Development Traffic

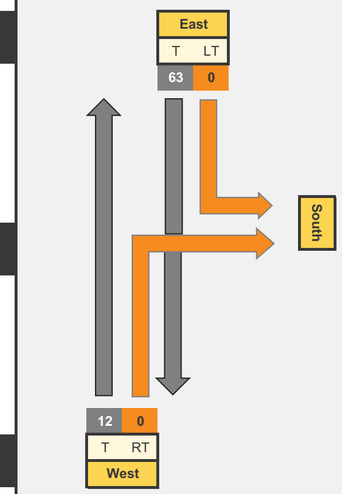


Peak Impact Year - Development Traffic

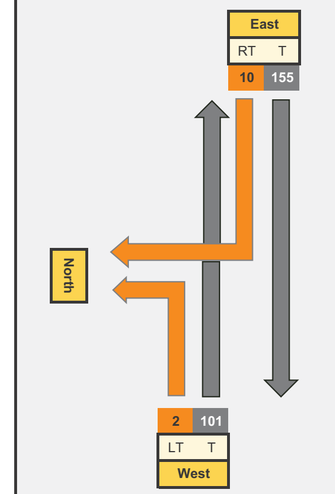


Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	182	1
Left	92	1
With Development Traffic		
Right	257	1
Left	155	1

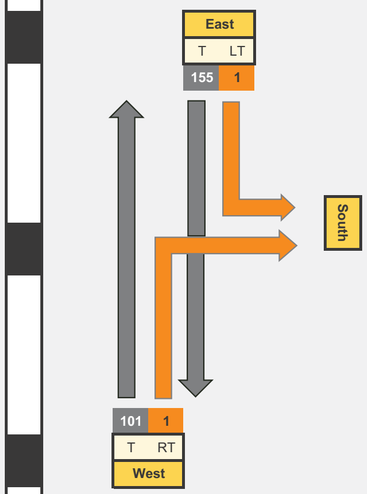
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



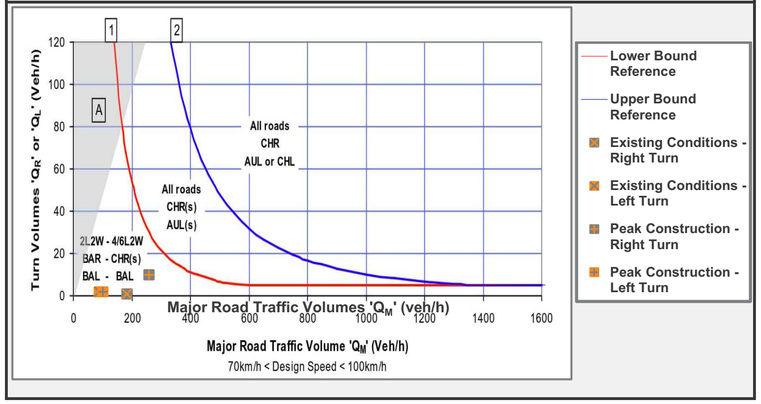
Peak Impact Year - With Development Traffic



Graphing

Design Speed ≥ 100 km/h

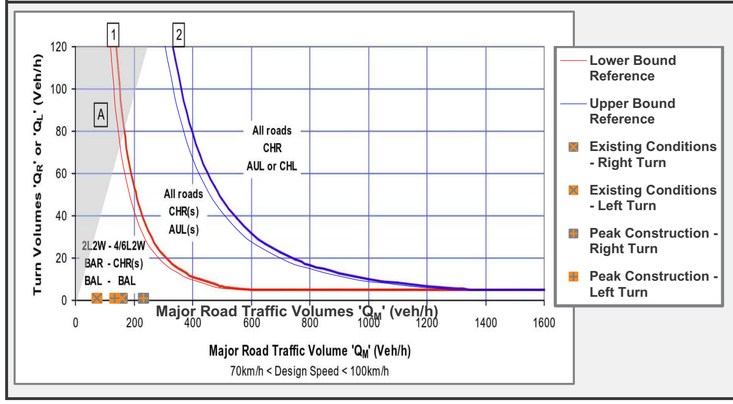
50 km/h < Design Speed < 100 km/h



Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Terminolgy

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

Turn Warrant Requirements

Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	183	1
Left	89	2
With Development Traffic		
Right	258	10
Left	101	2

Graph Terminolgy

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

Turn Warrant Requirements

Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	182	1
Left	92	1
With Development Traffic		
Right	257	1
Left	155	1

Intersection Code	4B

Time Period	AM

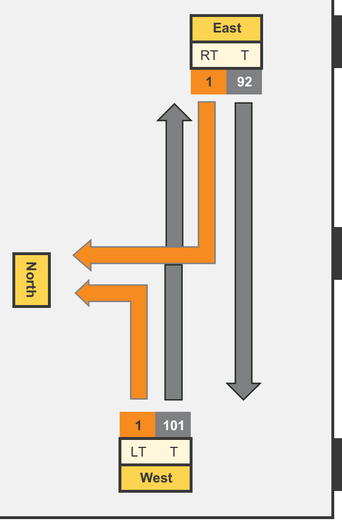
Intersection ID	X8
Intersection Name	Cunningham Highway/Elizabeth Street

Speed	50			
Existing Treatment	L	BAL	R	CHR

Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	194	1
Left	101	1
With Development Traffic		
Right	257	11
Left	101	1

Graph Terminolgy

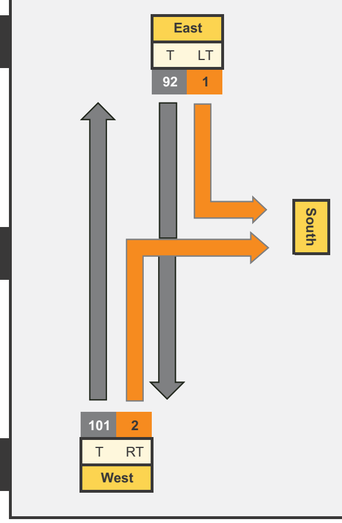
Legend

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	194	1
Left	101	1
With Development Traffic		
Right	257	11
Left	101	1

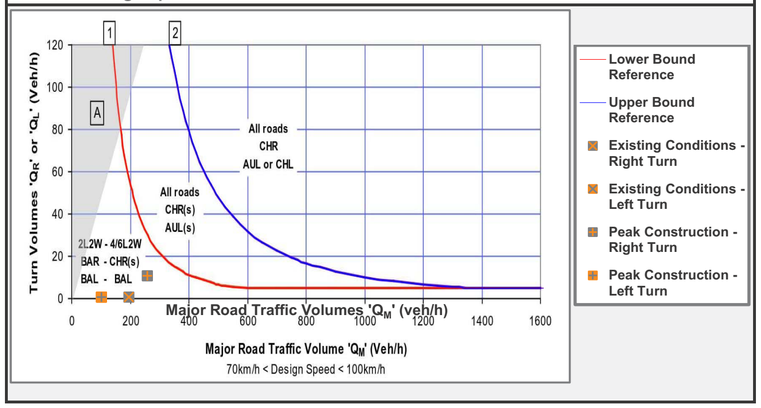
Peak Impact Year - Without Development Traffic



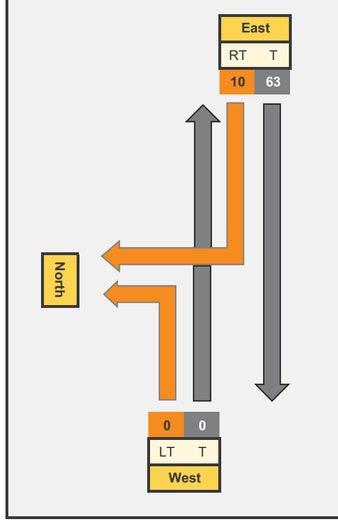
Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	194	2
Left	92	1
With Development Traffic		
Right	257	2
Left	155	1

Graph Terminolgy

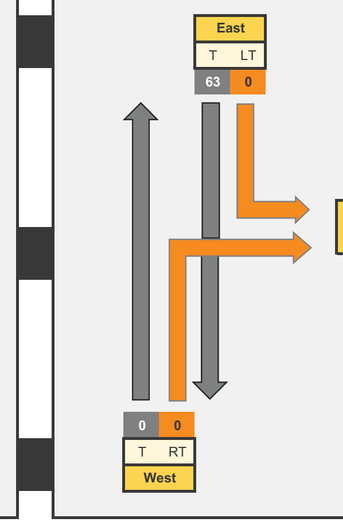
Legend

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	194	2
Left	92	1
With Development Traffic		
Right	257	2
Left	155	1

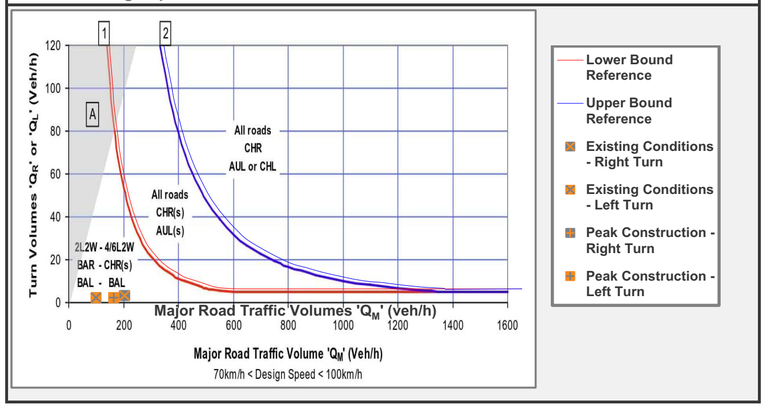
Peak Impact Year - Development Traffic



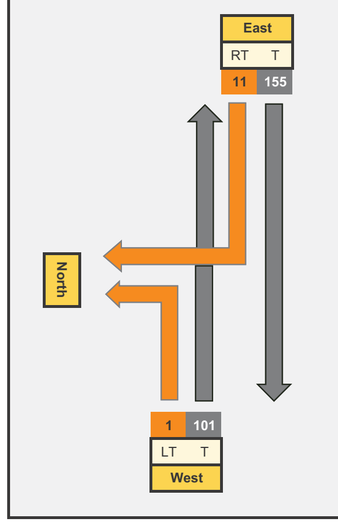
Graphing

Design Speed ≥ 100 km/h

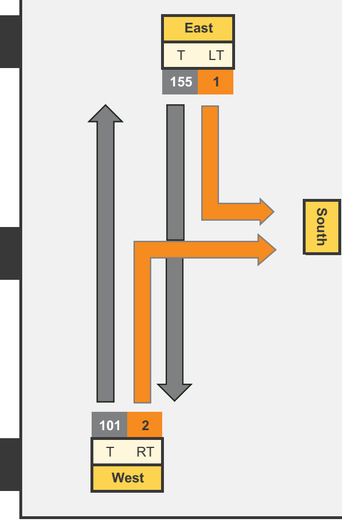
50 km/h < Design Speed < 100 km/h



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Intersection Code	4B

Time Period	PM

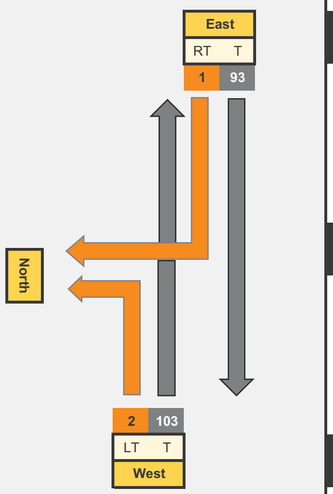
Intersection ID	X8
Intersection Name	Cunningham Highway/Elizabeth Street

Speed	50			
Existing Treatment	L	BAL	R	CHR

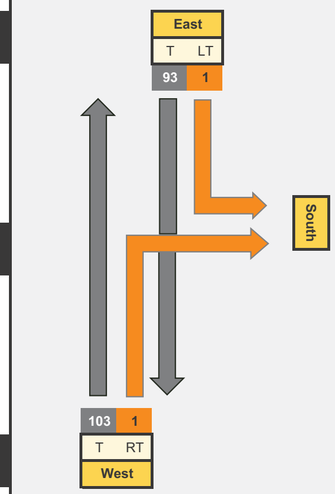
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 1: 1

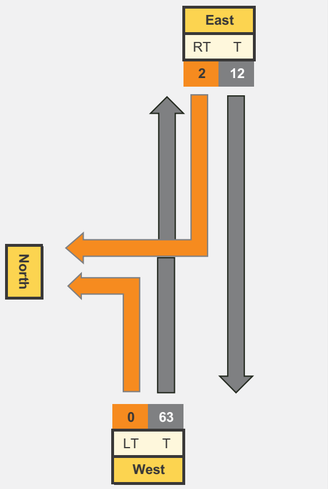
Peak Impact Year - Without Development Traffic



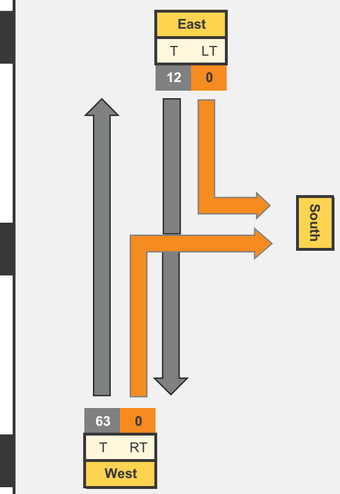
Peak Impact Year - Without Development Traffic



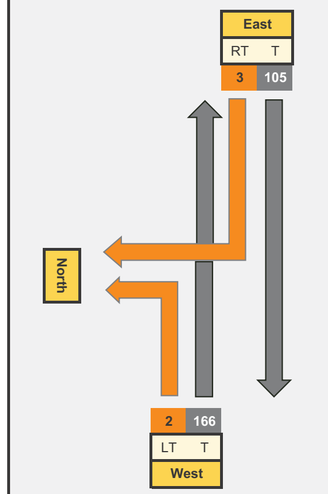
Peak Impact Year - Development Traffic



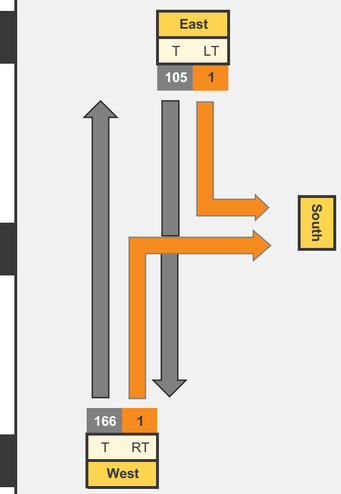
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	198	1
Left	103	2
With Development Traffic		
Right	273	3
Left	166	2

Graph Terminolgy

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

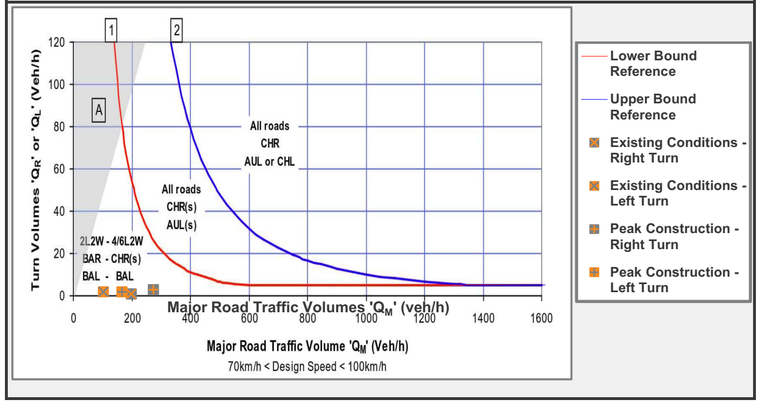
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	198	1
Left	103	2
With Development Traffic		
Right	273	3
Left	166	2

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	197	1
Left	93	1
With Development Traffic		
Right	272	1
Left	105	1

Graph Terminolgy

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

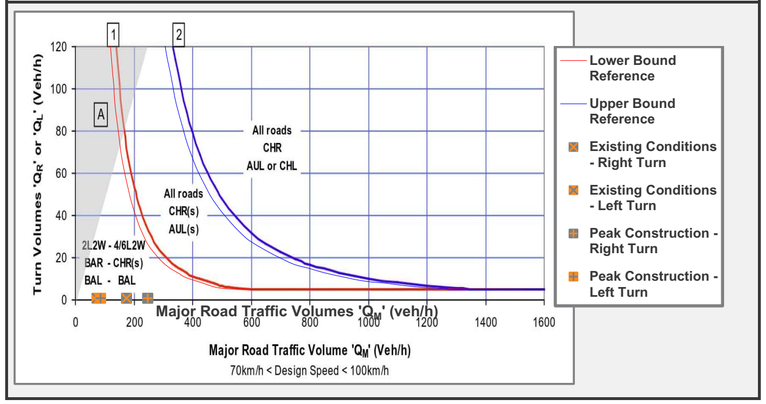
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	197	1
Left	93	1
With Development Traffic		
Right	272	1
Left	105	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	4B

Time Period	PM

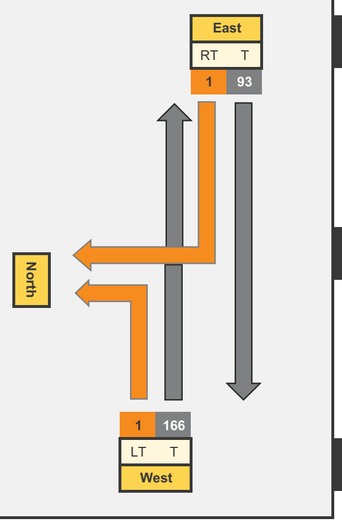
Intersection ID	X8
Intersection Name	Cunningham Highway/Elizabeth Street

Speed	50			
Existing Treatment	L	BAL	R	CHR

Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	260	1
Left	166	1
With Development Traffic		
Right	272	3
Left	166	1

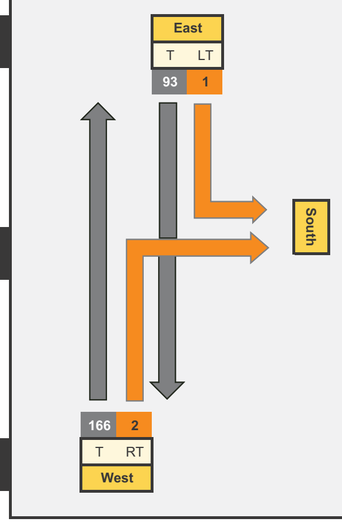
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	260	1
Left	166	1
With Development Traffic		
Right	272	3
Left	166	1

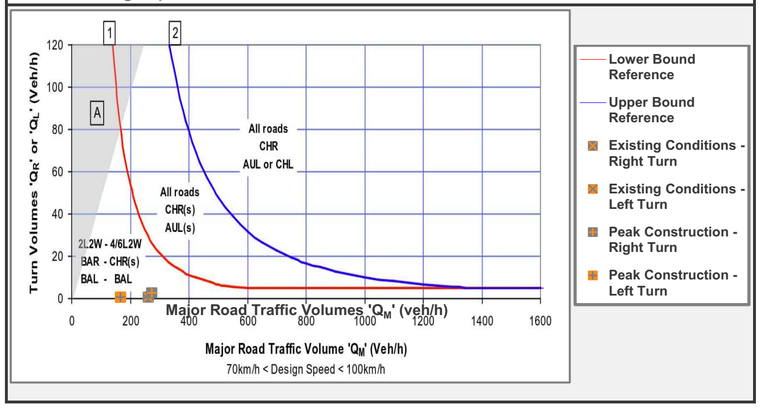
Peak Impact Year - Without Development Traffic



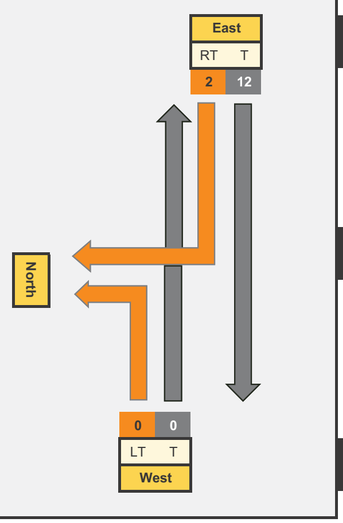
Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	260	2
Left	93	1
With Development Traffic		
Right	272	2
Left	105	1

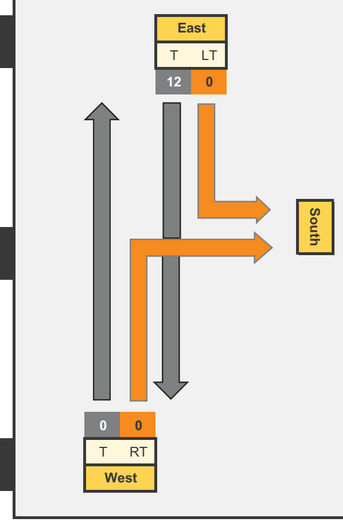
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	260	2
Left	93	1
With Development Traffic		
Right	272	2
Left	105	1

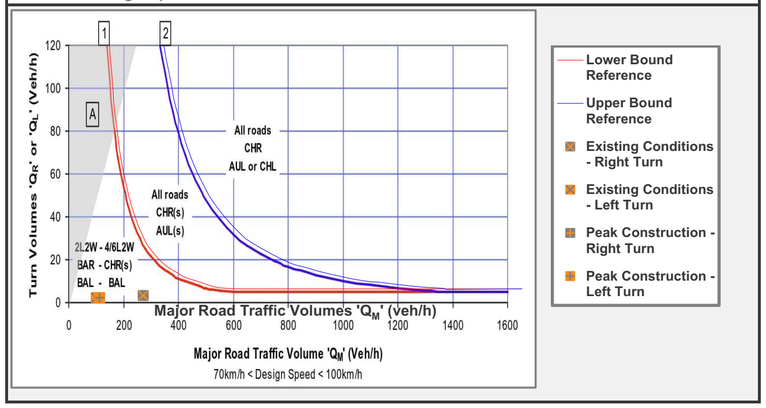
Peak Impact Year - Development Traffic



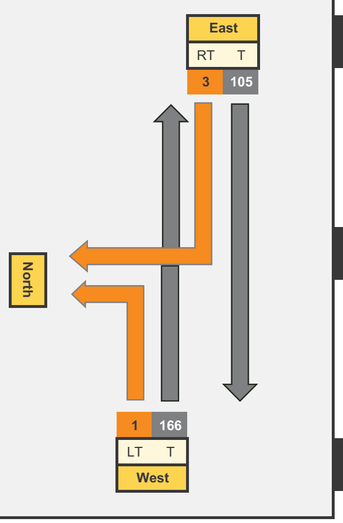
Graphing

Design Speed ≥ 100 km/h

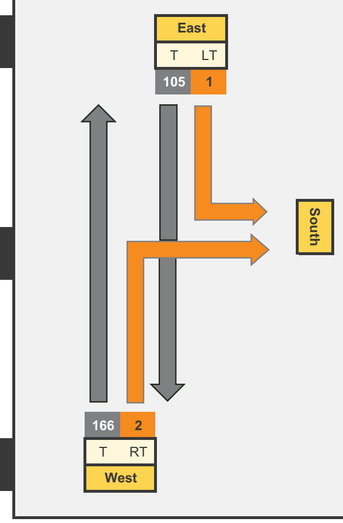
50 km/h < Design Speed < 100 km/h



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Intersection Code	3C

Time Period	AM

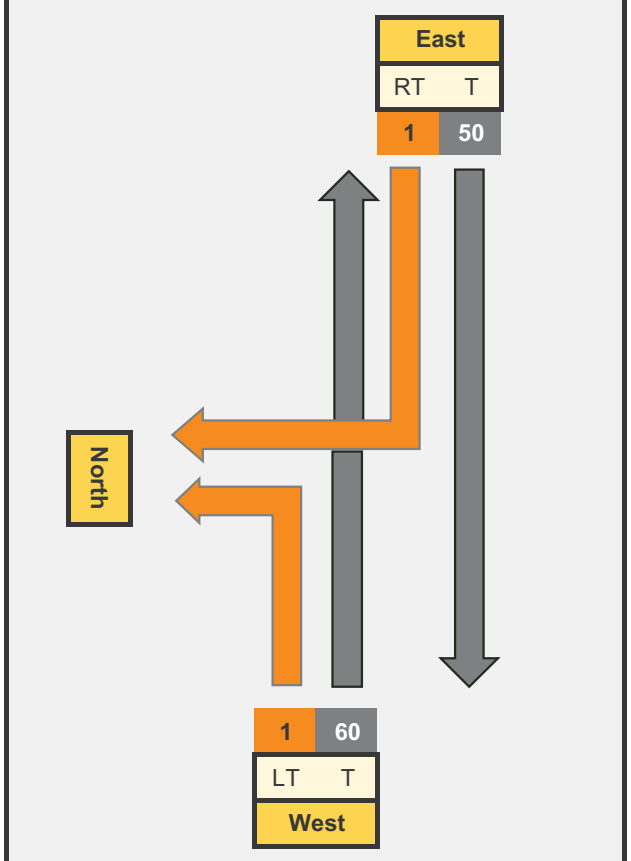
Intersection ID	X9
Intersection Name	Cunningham Highway/Fosters Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

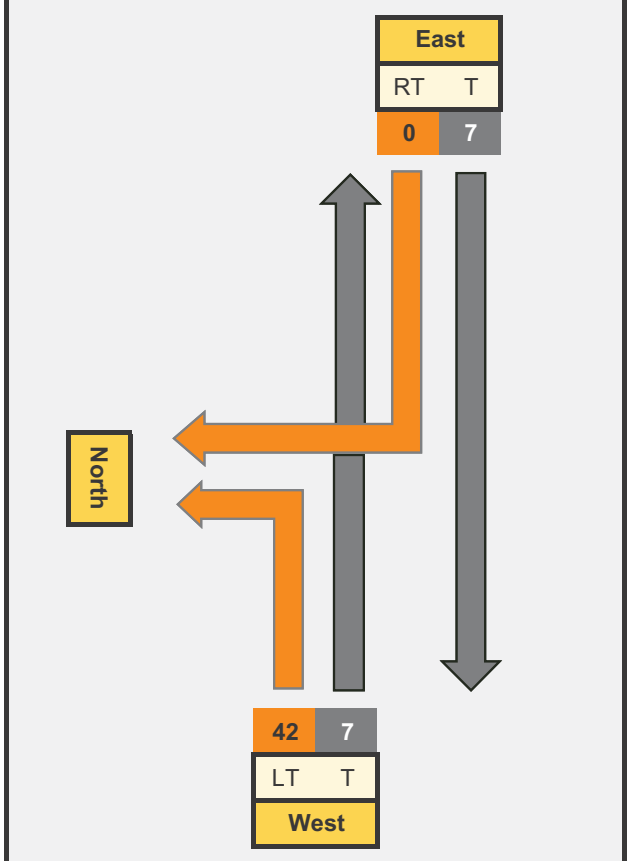
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 1: 1

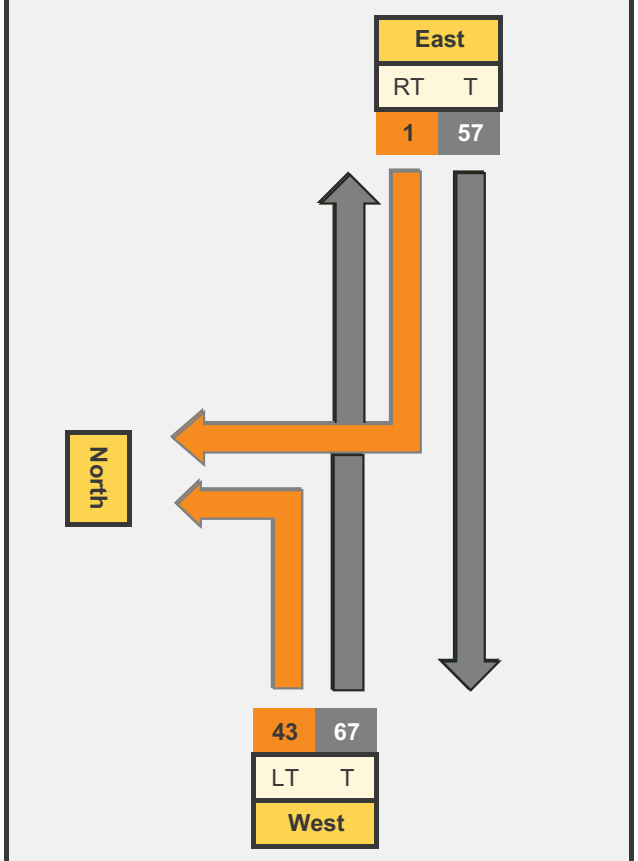
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	111	1
Left	60	1
With Development Traffic		
Right	167	1
Left	67	43

Graph Terminolgy

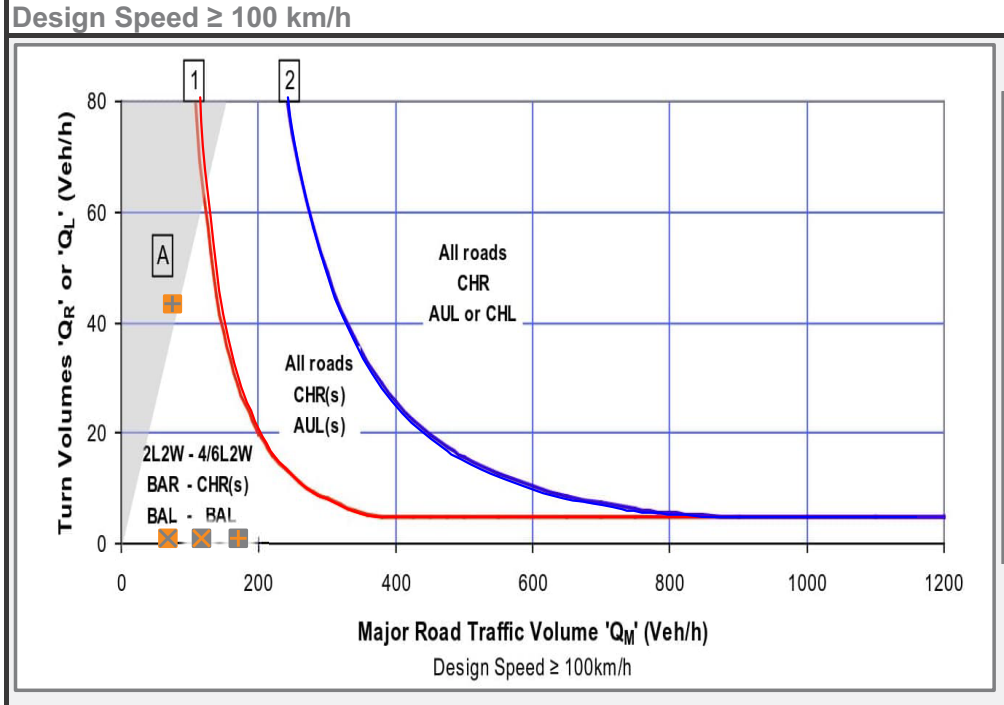
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	111	1
Left	60	1
With Development Traffic		
Right	167	1
Left	67	43

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

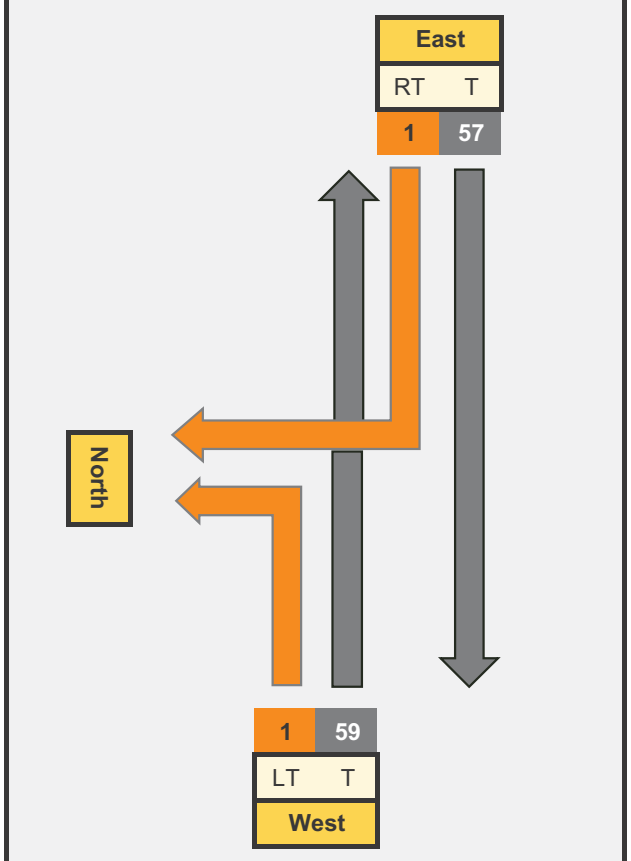
Intersection ID	X9
Intersection Name	Cunningham Highway/Fosters Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

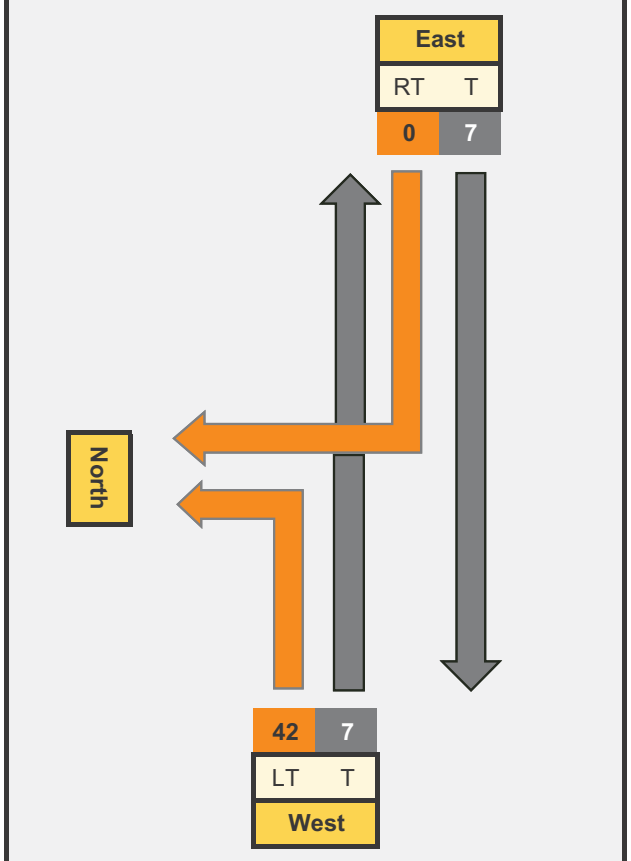
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 1: 1

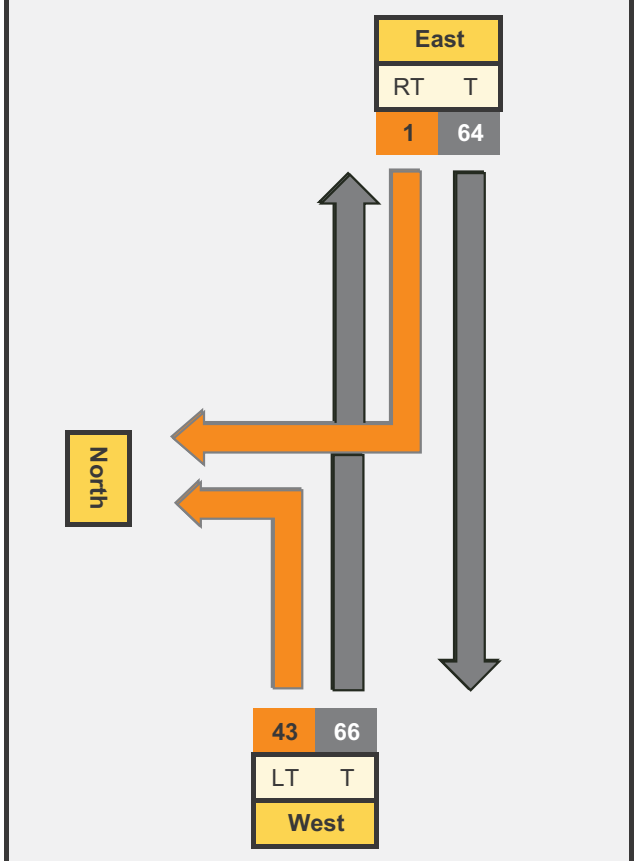
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	117	1
Left	59	1
With Development Traffic		
Right	173	1
Left	66	43

Graph Terminolgy

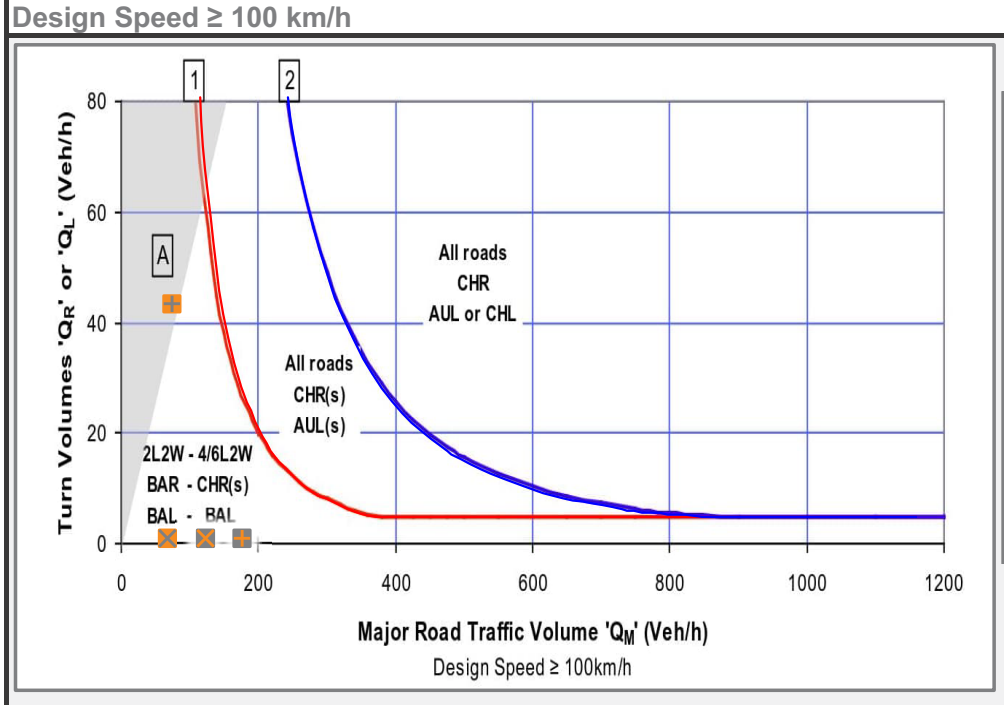
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	117	1
Left	59	1
With Development Traffic		
Right	173	1
Left	66	43

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

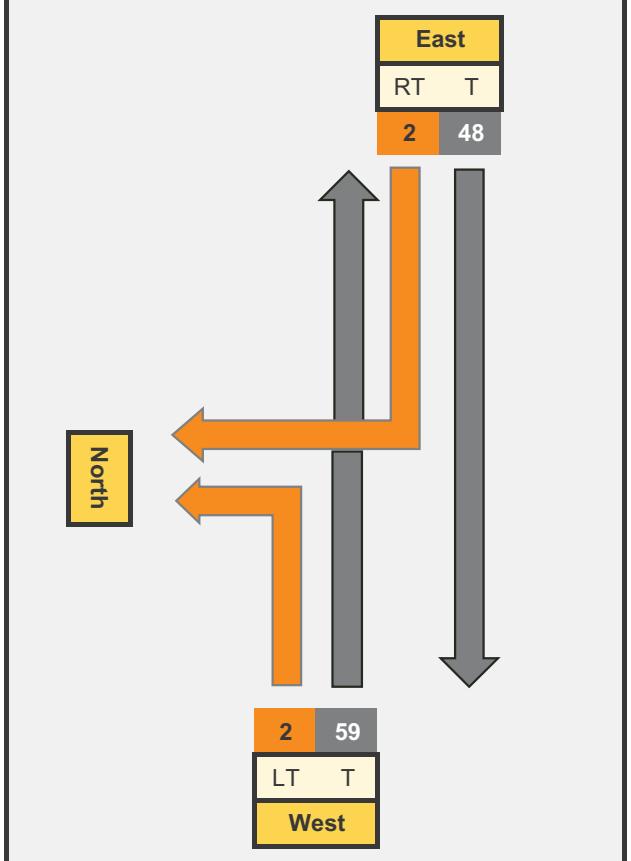
Intersection ID	X10
Intersection Name	Cunningham Highway / Inglewood Quarry Access Road

Speed	100			
Existing Treatment	L	AUL	R	AUR

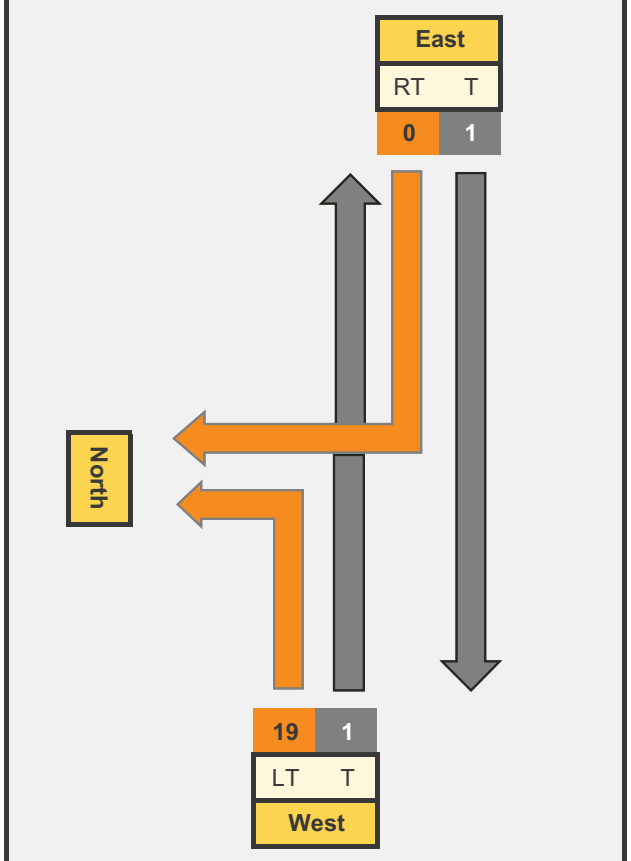
Peak Impact Month	Apr-27
Peak Impact Year	2027

Scenario 1: 1

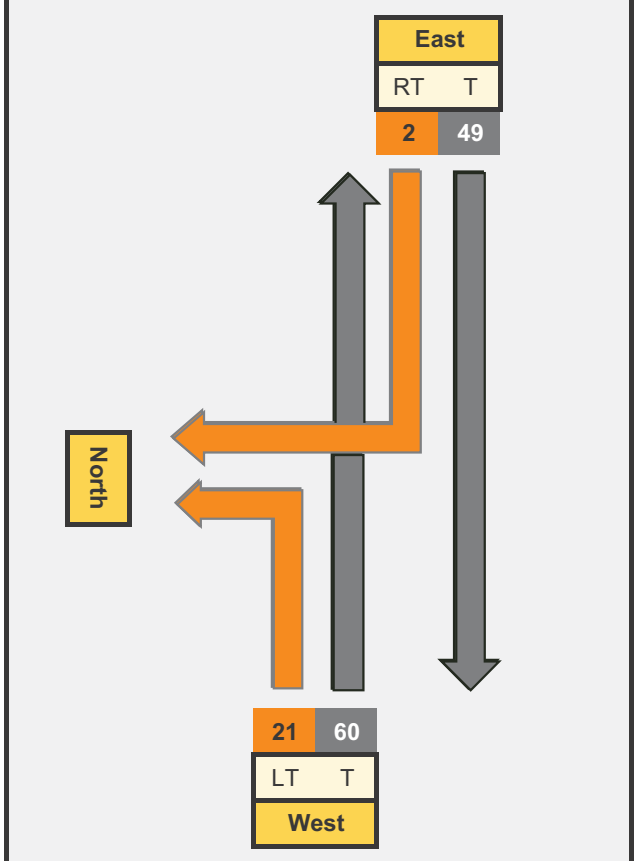
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	109	2
Left	59	2
With Development Traffic		
Right	130	2
Left	60	21

Graph Terminolgy

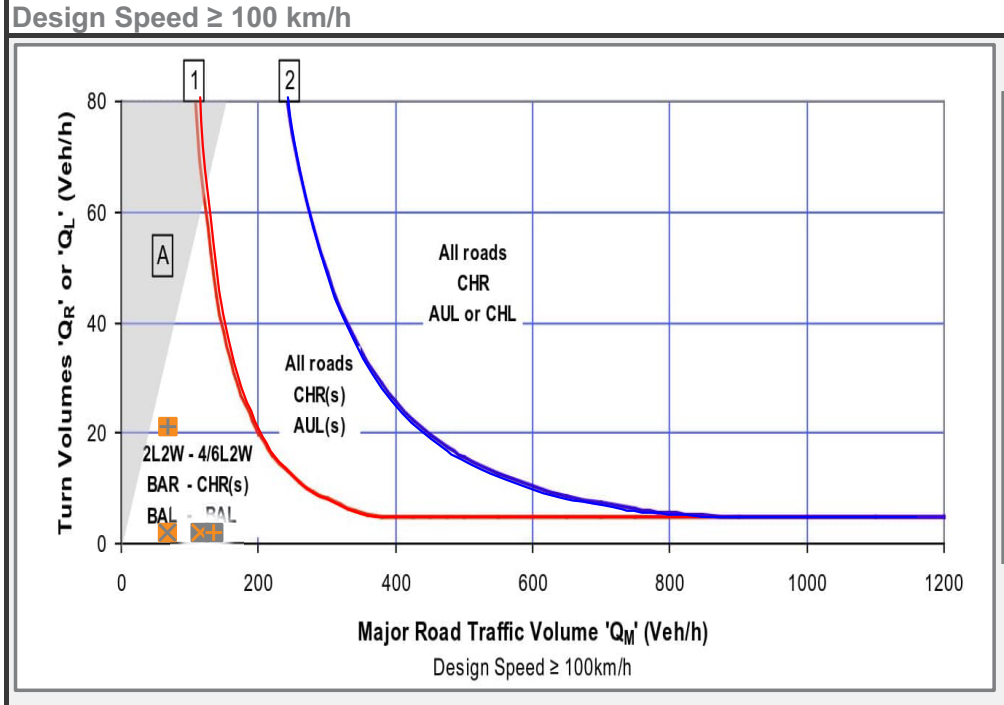
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	109	2
Left	59	2
With Development Traffic		
Right	130	2
Left	60	21

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

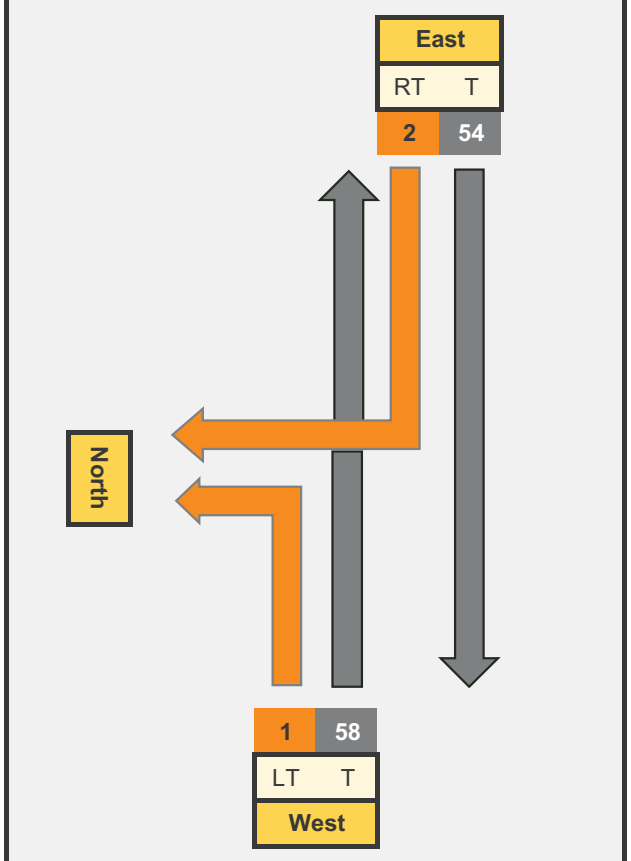
Intersection ID	X10
Intersection Name	Cunningham Highway / Inglewood Quarry Access Road

Speed	100			
Existing Treatment	L	AUL	R	AUR

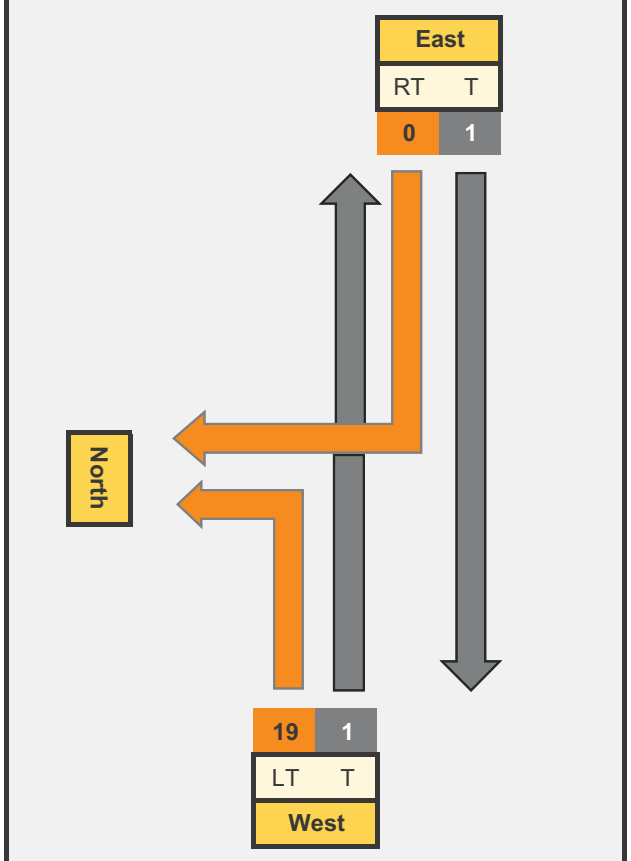
Peak Impact Month	Apr-27
Peak Impact Year	2027

Scenario 1: 1

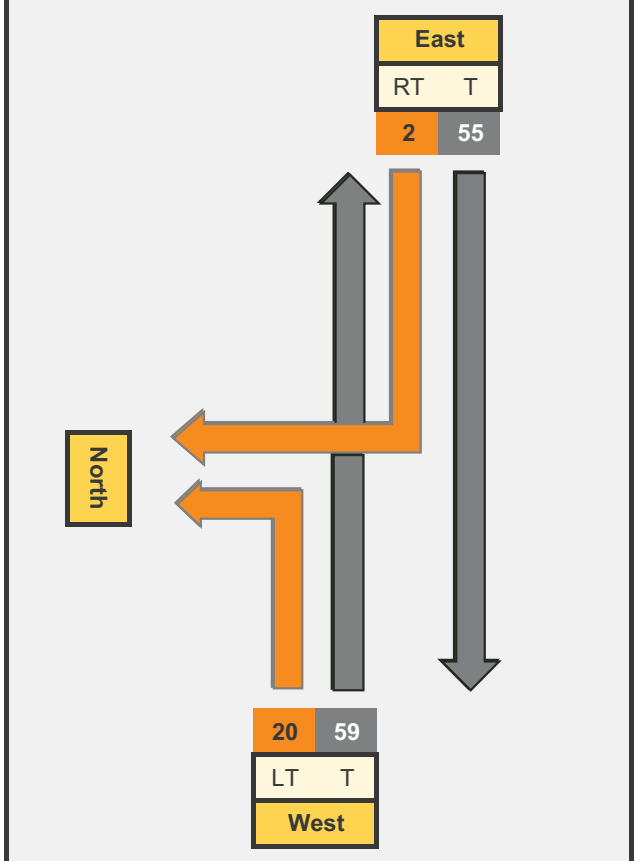
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	113	2
Left	58	1
With Development Traffic		
Right	134	2
Left	59	20

Graph Terminolgy

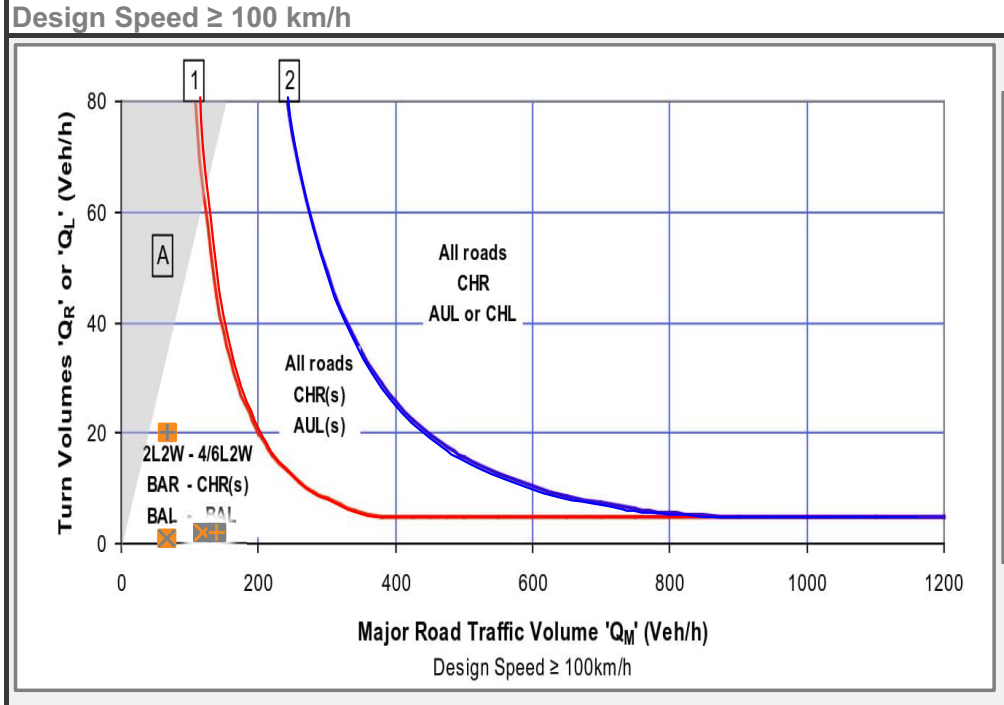
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	113	2
Left	58	1
With Development Traffic		
Right	134	2
Left	59	20

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

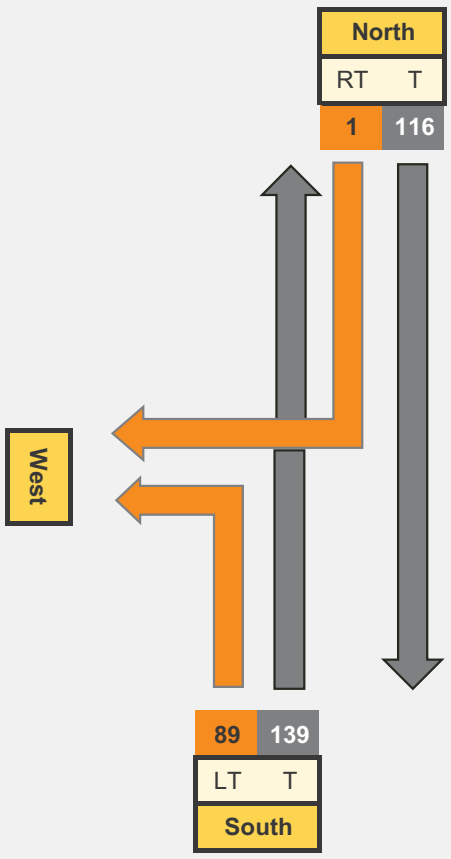
Intersection ID	X13
Intersection Name	Cunningham Highway/Leichhardt Highway

Speed	100			
Existing Treatment	L	CHL	R	CHR

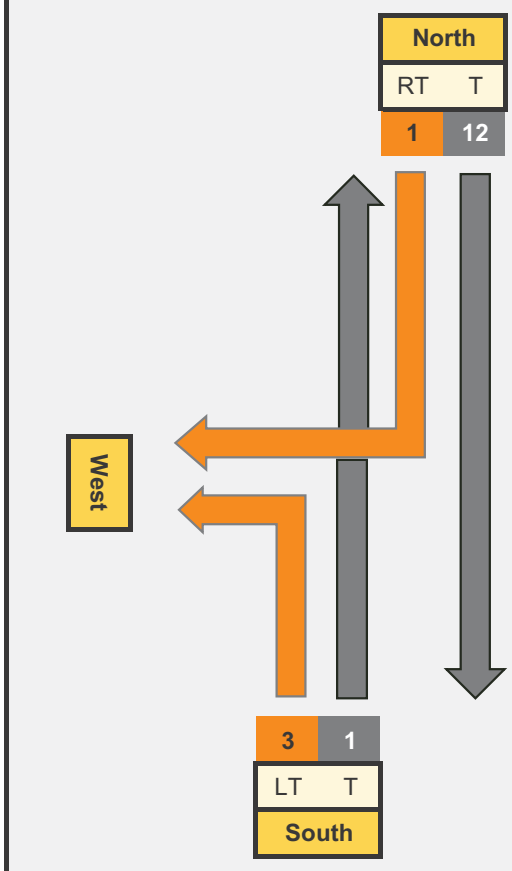
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 1: 1

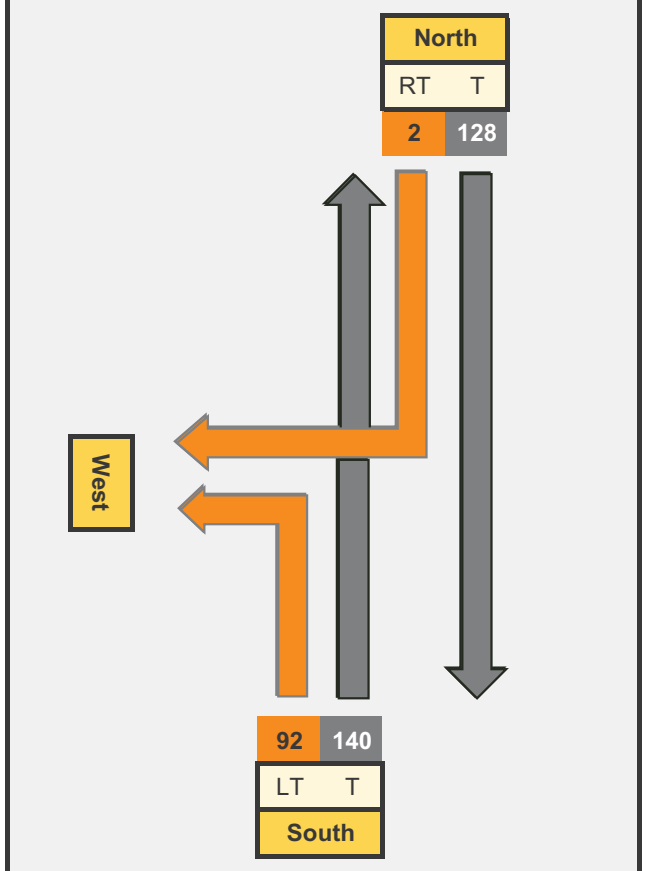
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	344	1
Left	139	80
With Development Traffic		
Right	360	2
Left	140	80

Graph Terminolgy

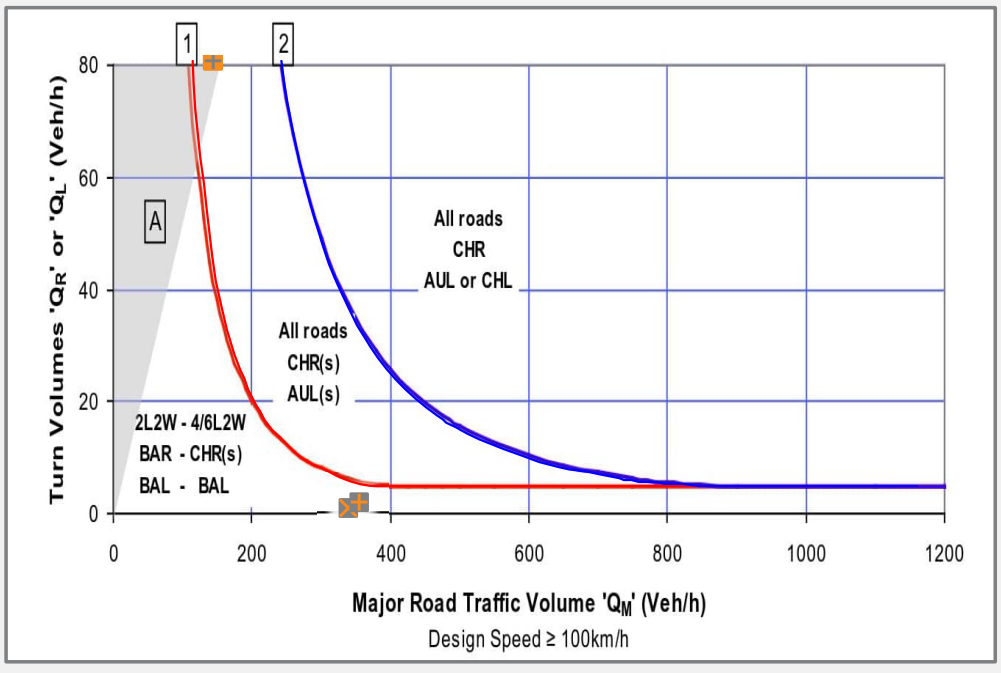
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	344	1
Left	139	89
With Development Traffic		
Right	360	2
Left	140	92

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

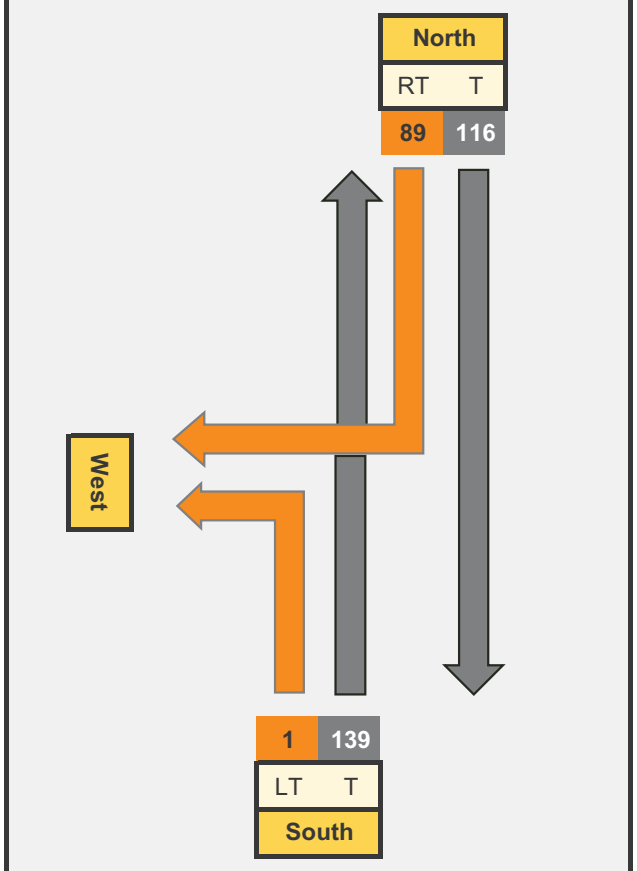
Intersection ID	X13
Intersection Name	Cunningham Highway/Leichhardt Highway

Speed	100			
Existing Treatment	L	CHL	R	CHR

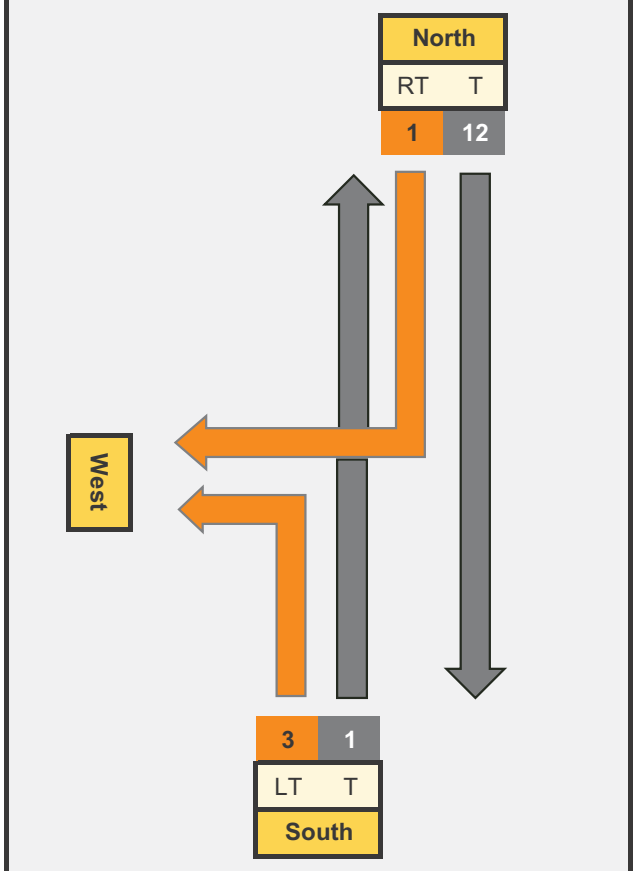
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 2: 2

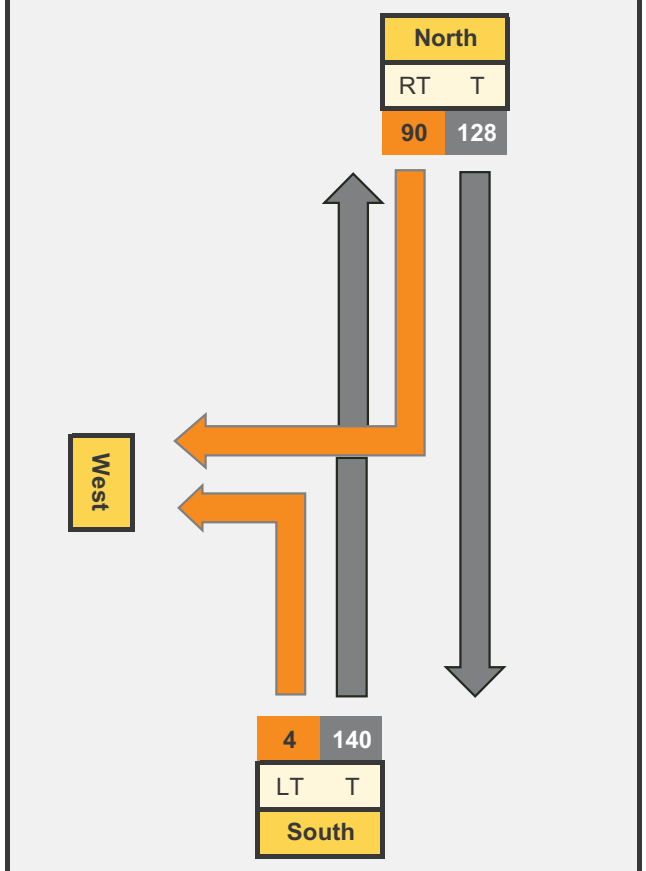
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	256	80
Left	139	1
With Development Traffic		
Right	272	80
Left	140	4

Graph Terminolgy

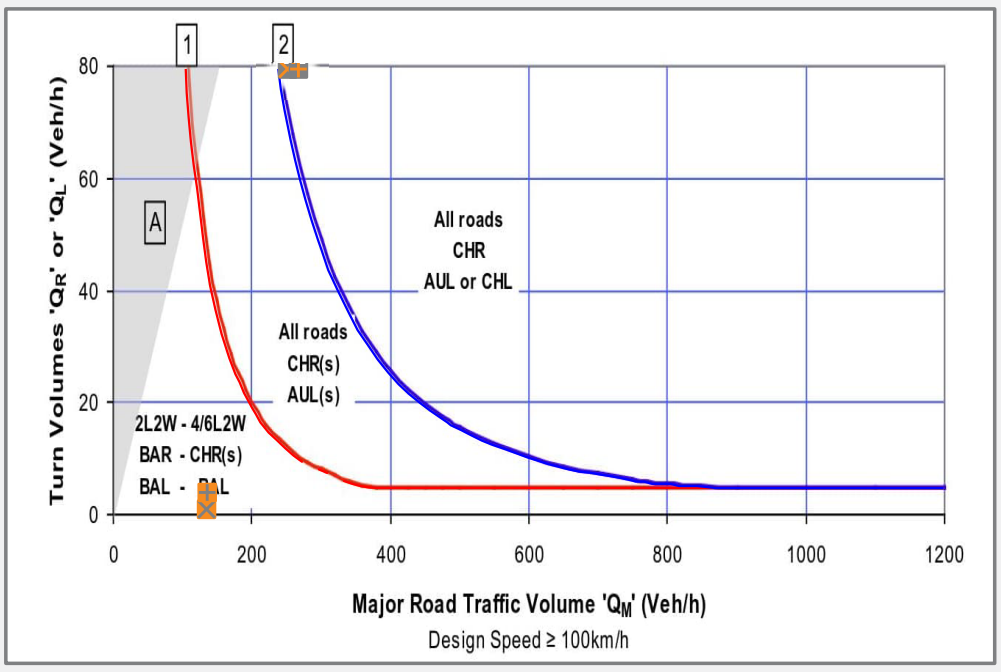
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	256	89
Left	139	1
With Development Traffic		
Right	272	90
Left	140	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

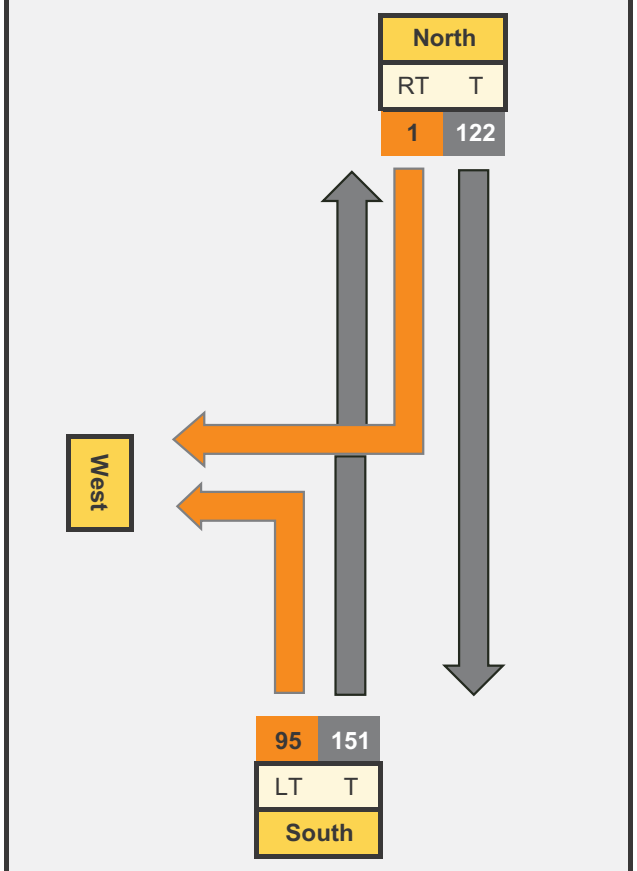
Intersection ID	X13
Intersection Name	Cunningham Highway/Leichhardt Highway

Speed	100			
Existing Treatment	L	CHL	R	CHR

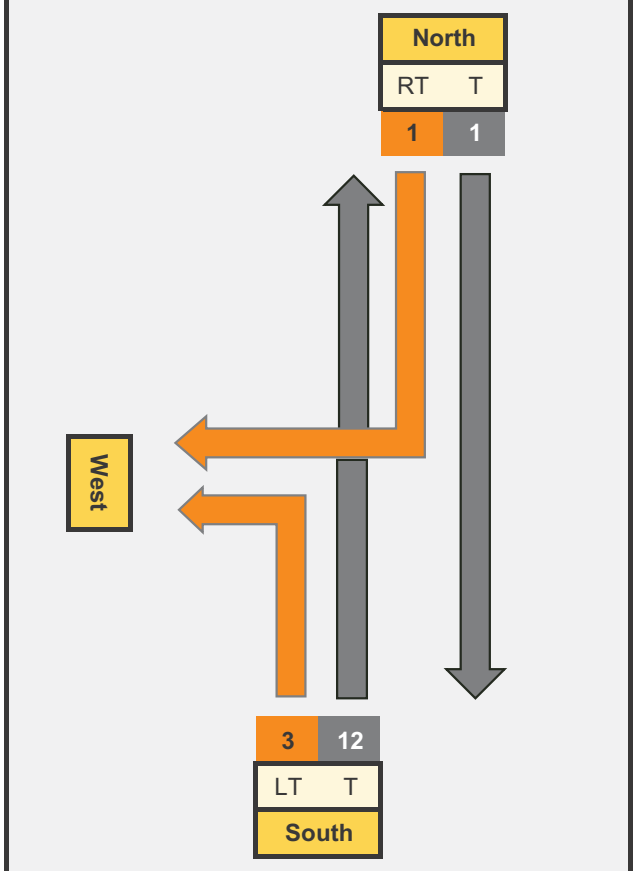
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 1: 1

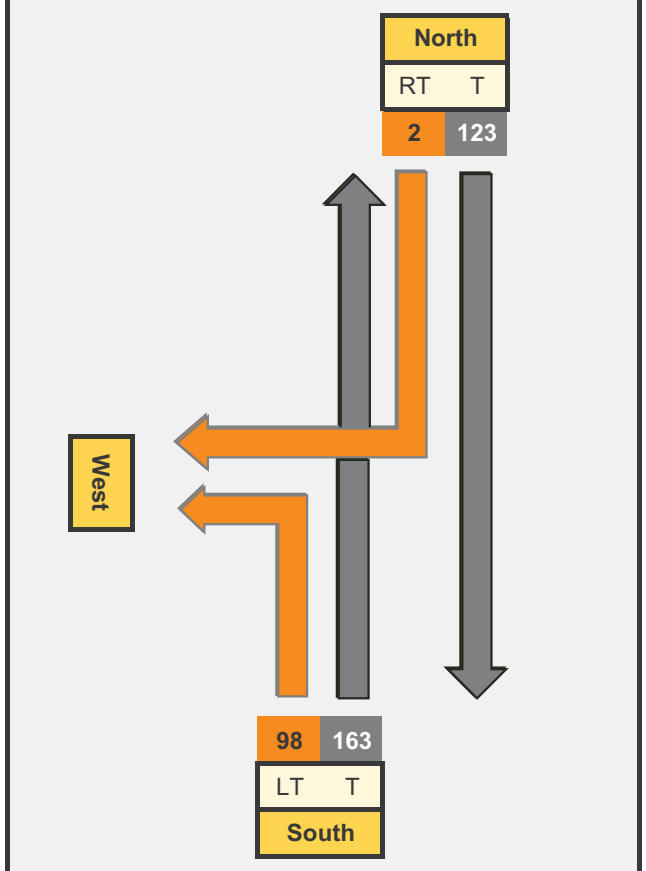
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	368	1
Left	151	80
With Development Traffic		
Right	384	2
Left	163	80

Graph Terminolgy

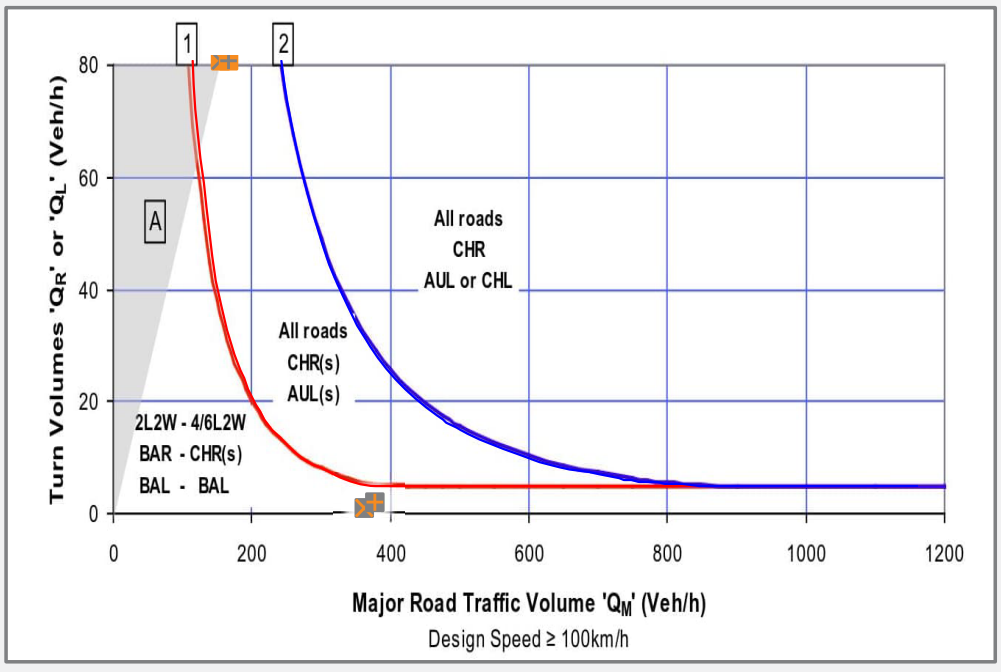
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	368	1
Left	151	95
With Development Traffic		
Right	384	2
Left	163	98

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

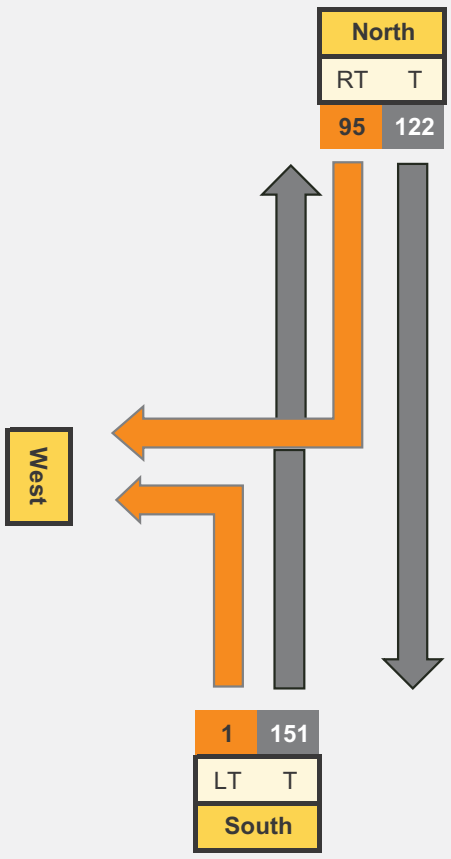
Intersection ID	X13
Intersection Name	Cunningham Highway/Leichhardt Highway

Speed	100			
Existing Treatment	L	CHL	R	CHR

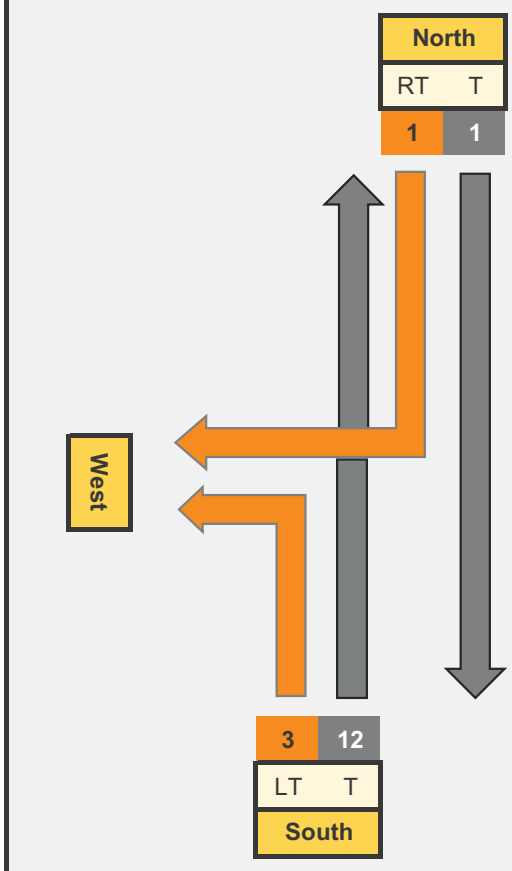
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 2: 2

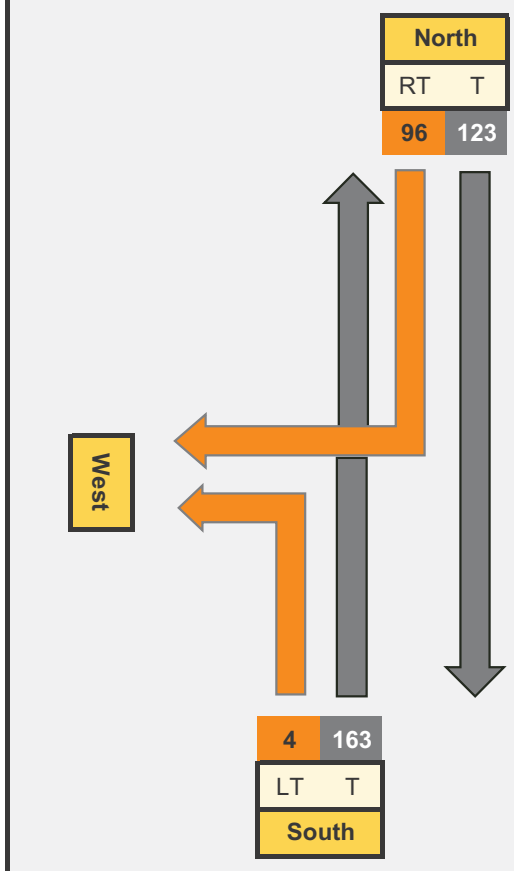
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	274	80
Left	151	1
With Development Traffic		
Right	290	80
Left	163	4

Graph Terminolgy

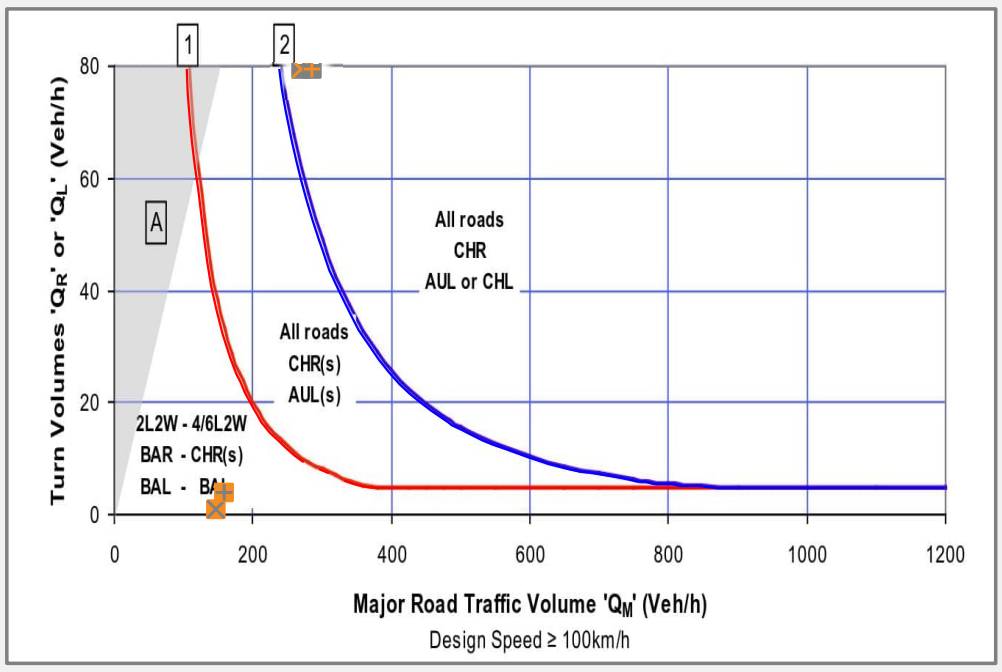
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	274	95
Left	151	1
With Development Traffic		
Right	290	96
Left	163	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

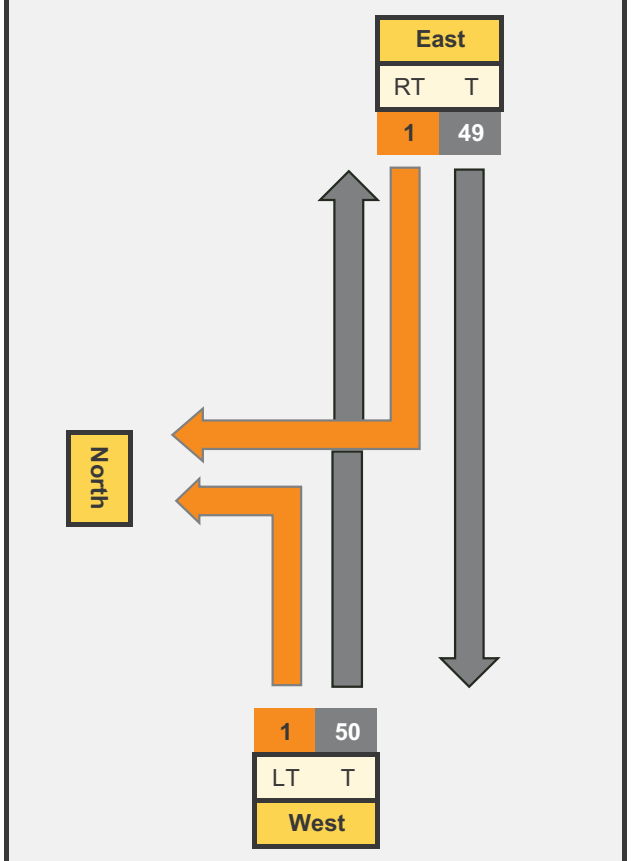
Intersection ID	X14
Intersection Name	Cunningham Highway/McDougalls Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

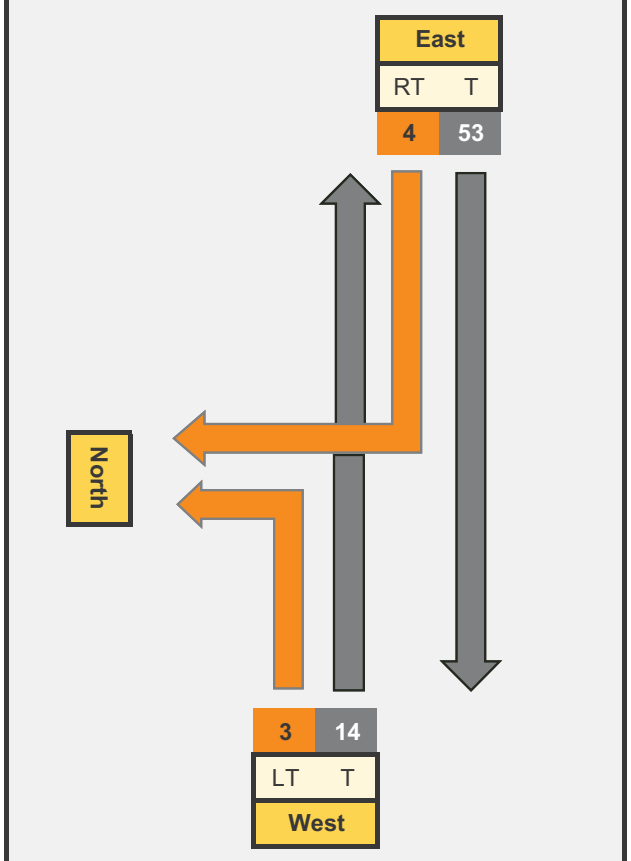
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 1: 1

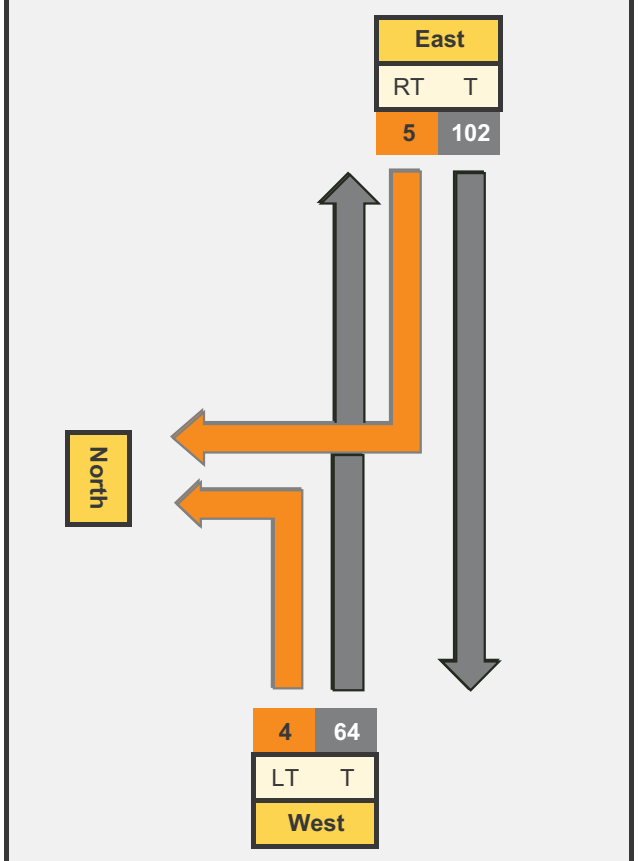
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	1
Left	50	1
With Development Traffic		
Right	170	5
Left	64	4

Graph Terminolgy

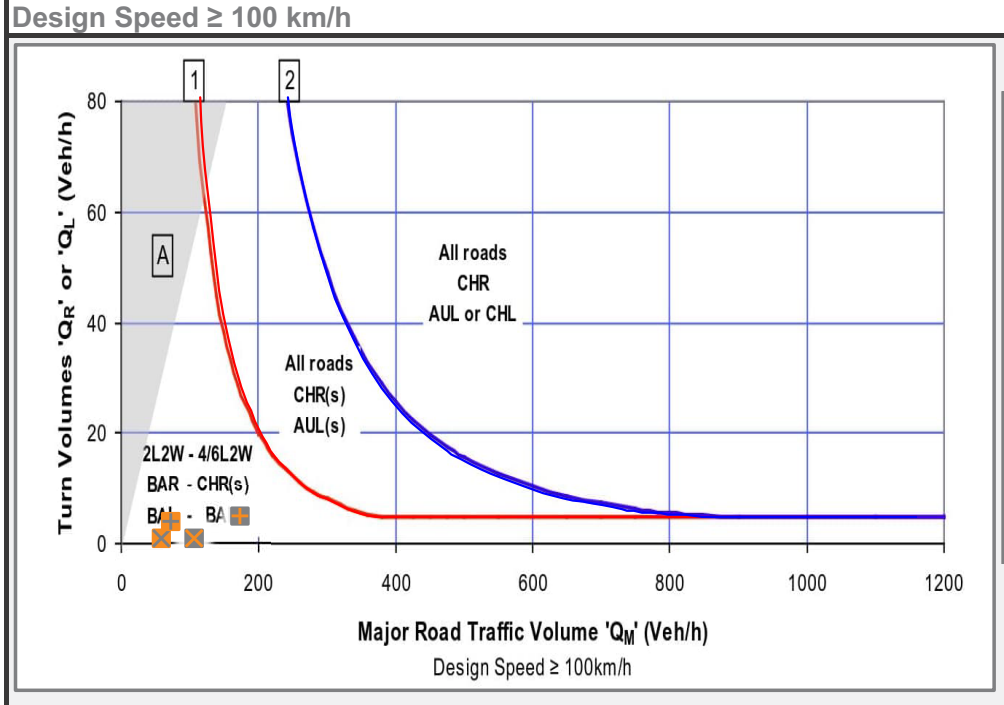
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	1
Left	50	1
With Development Traffic		
Right	170	5
Left	64	4

Graphing

Design Speed ≥ 100 km/h



Design Speed ≥ 100km/h

50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

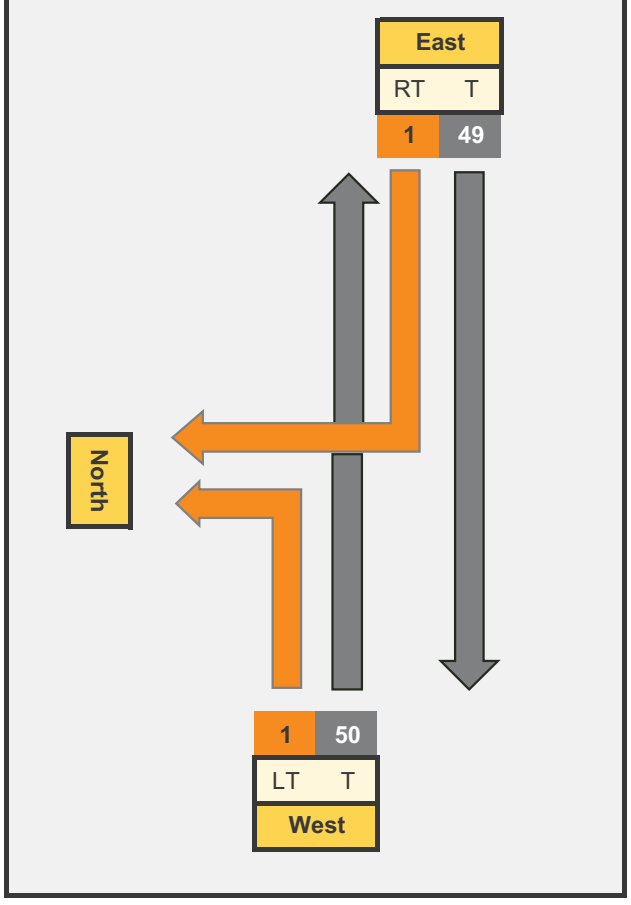
Intersection ID	X14
Intersection Name	Cunningham Highway/McDougalls Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

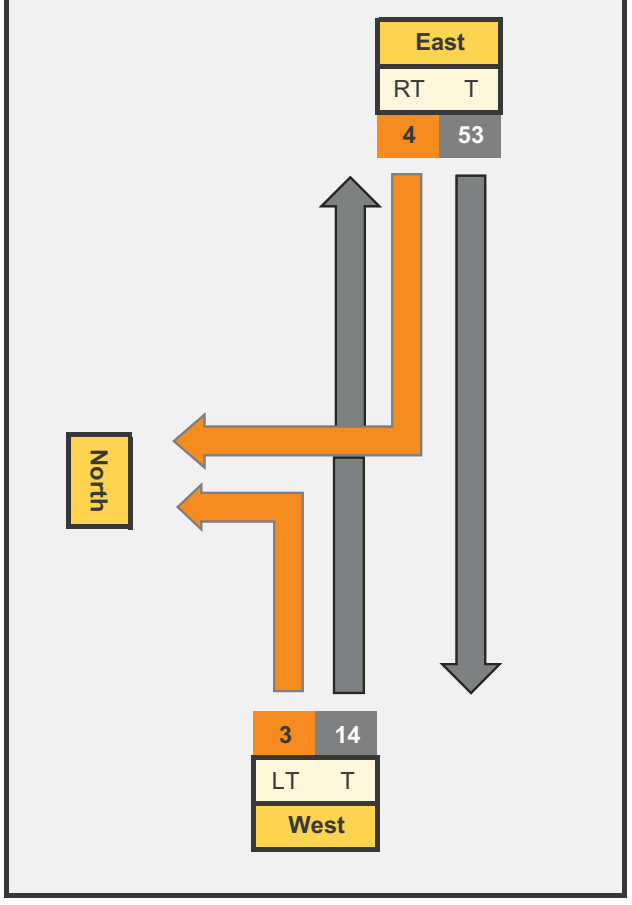
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 2: 2

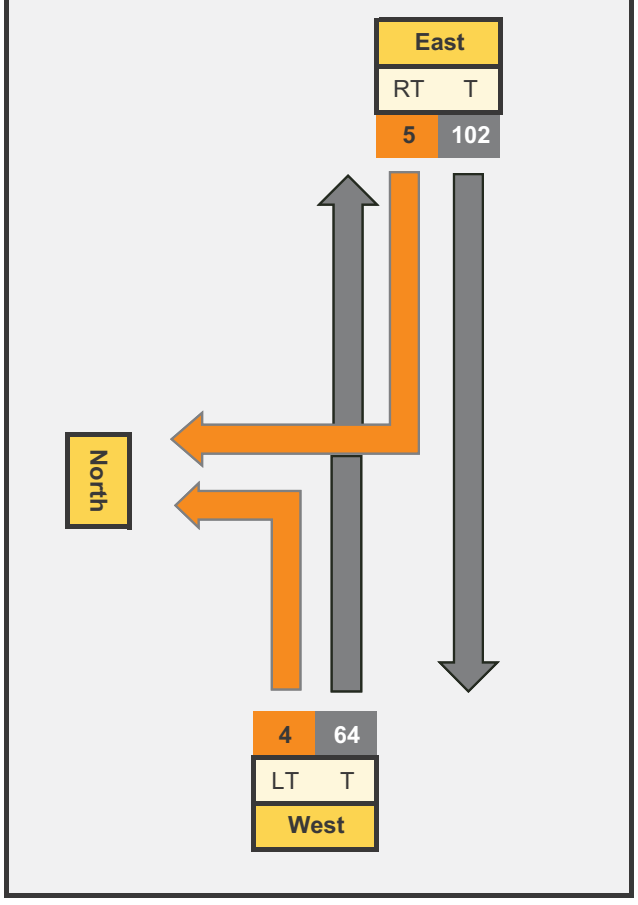
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	1
Left	50	1
With Development Traffic		
Right	170	5
Left	64	4

Graph Terminolgy

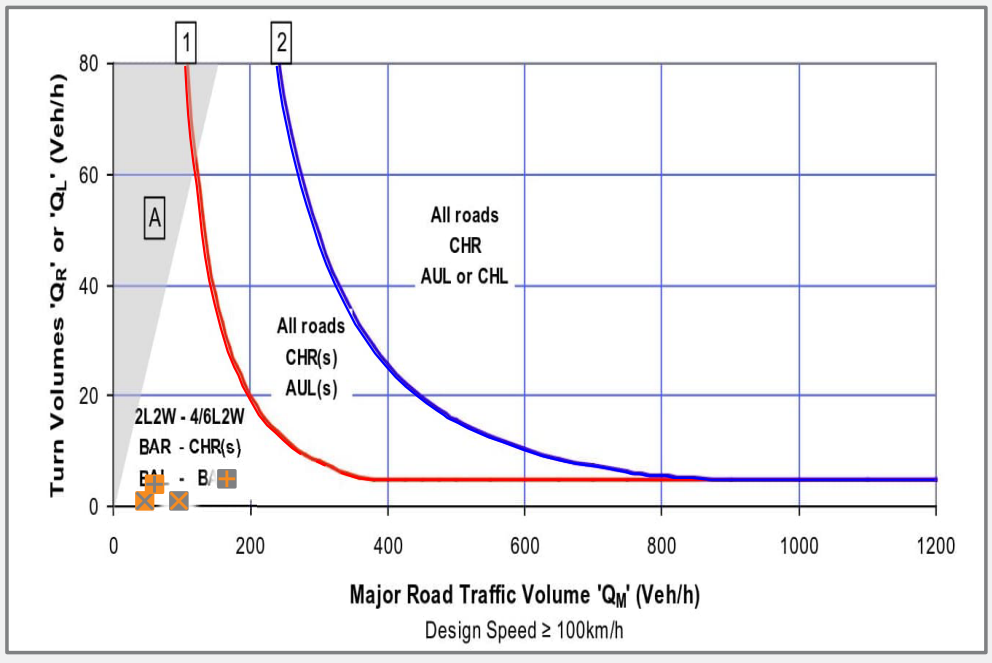
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	1
Left	50	1
With Development Traffic		
Right	170	5
Left	64	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

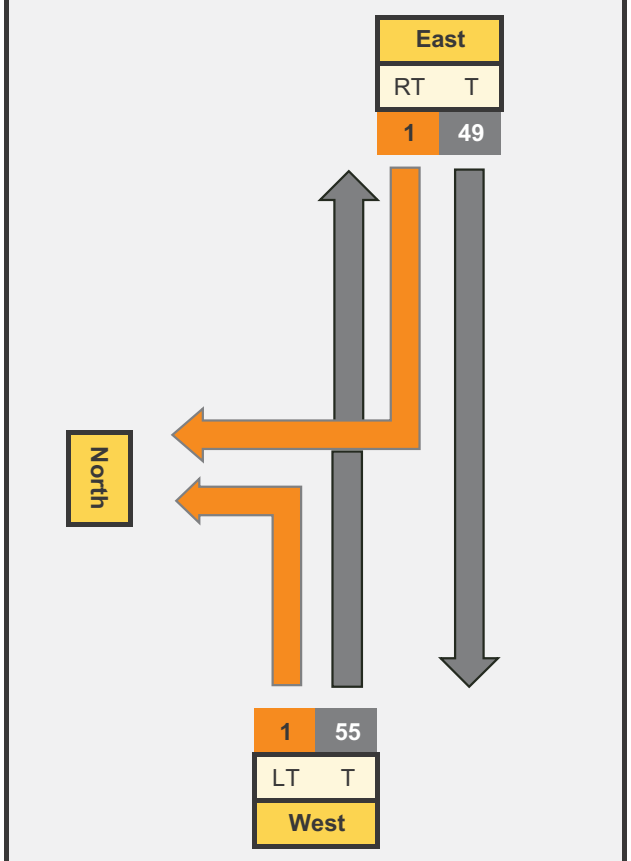
Intersection ID	X14
Intersection Name	Cunningham Highway/McDougalls Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

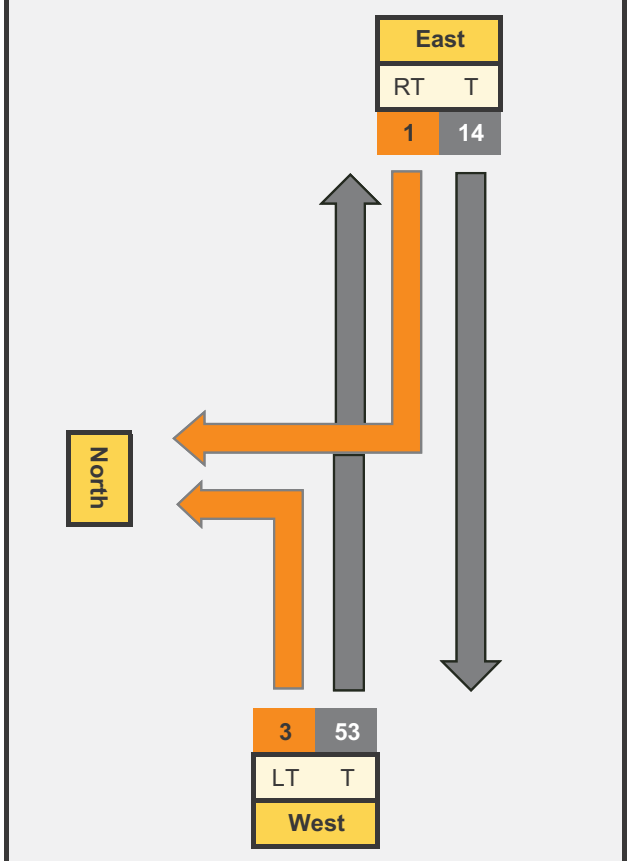
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 1: 1

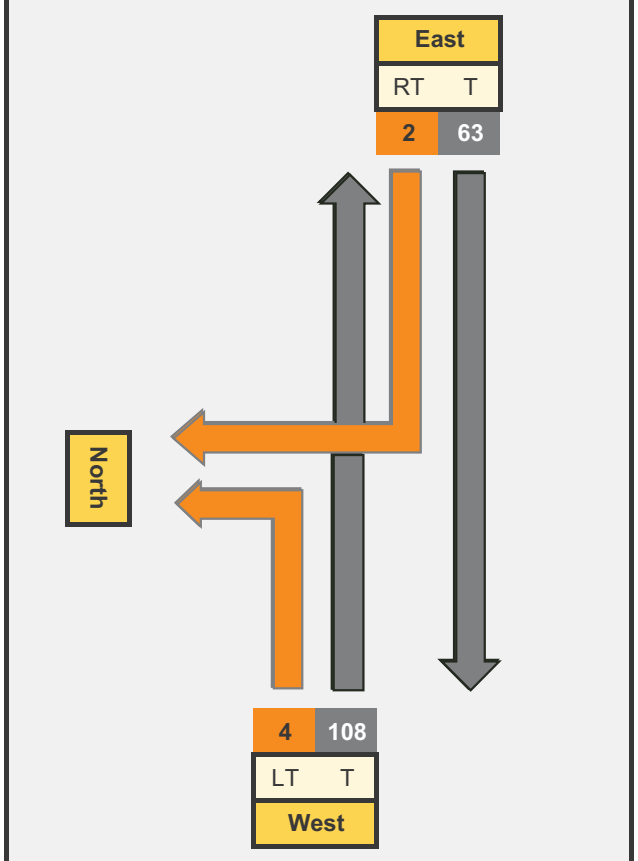
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	105	1
Left	55	1
With Development Traffic		
Right	175	2
Left	108	4

Graph Terminolgy

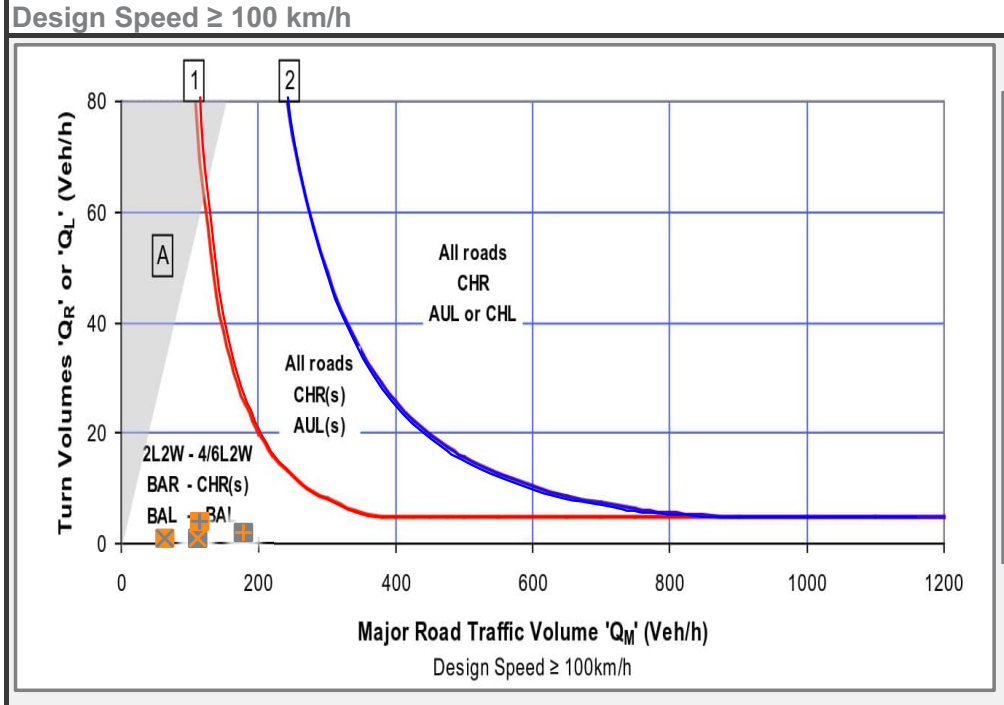
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	105	1
Left	55	1
With Development Traffic		
Right	175	2
Left	108	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

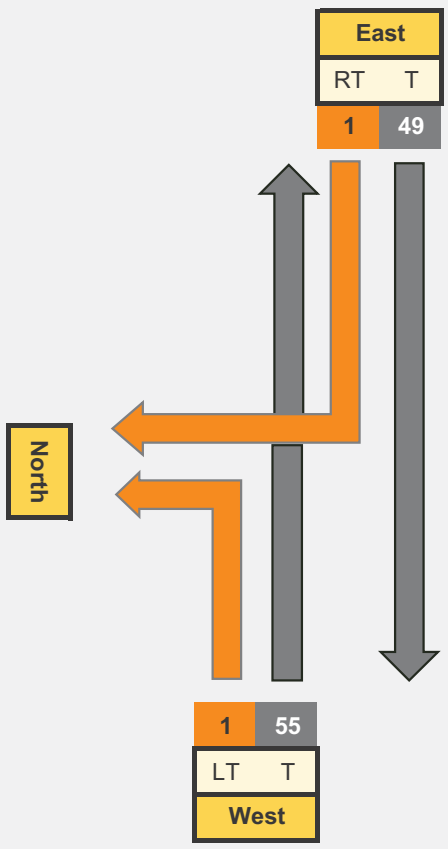
Intersection ID	X14
Intersection Name	Cunningham Highway/McDougalls Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

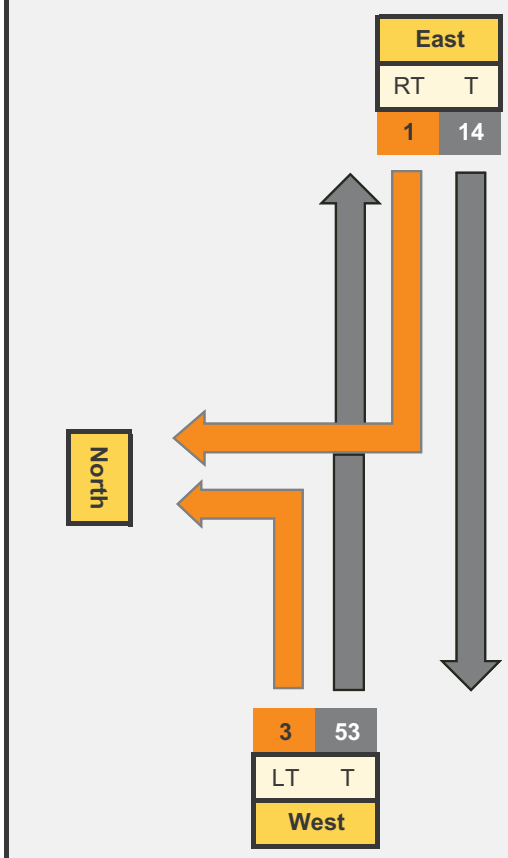
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 2: 2

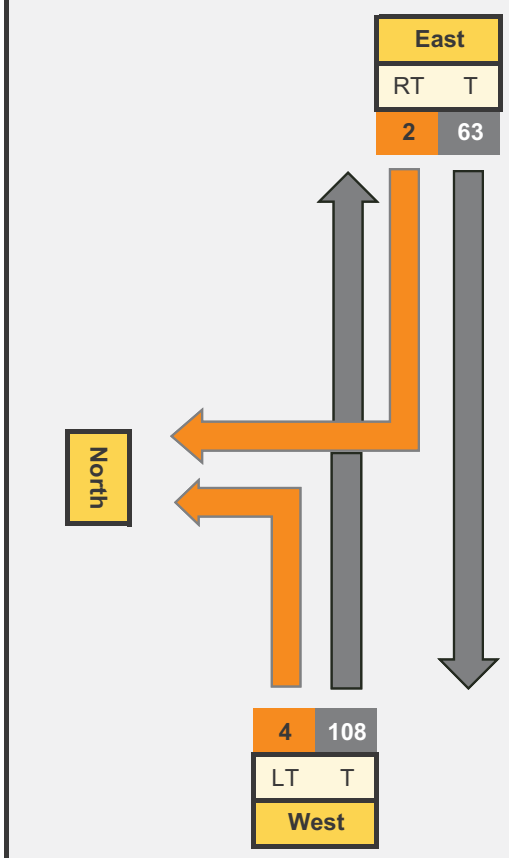
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	105	1
Left	55	1
With Development Traffic		
Right	175	2
Left	108	4

Graph Terminolgy

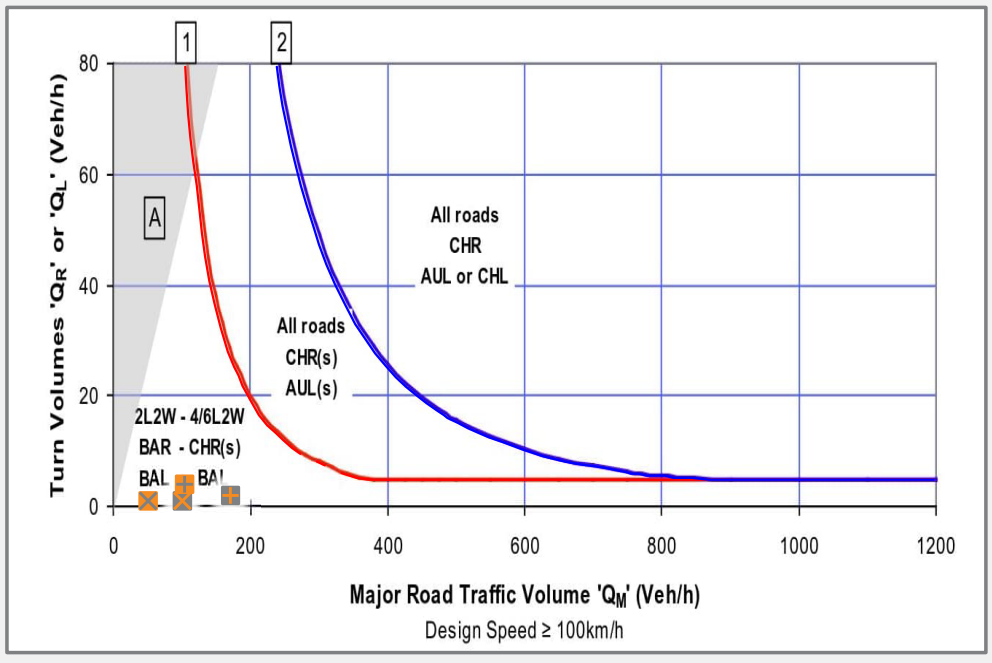
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	105	1
Left	55	1
With Development Traffic		
Right	175	2
Left	108	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

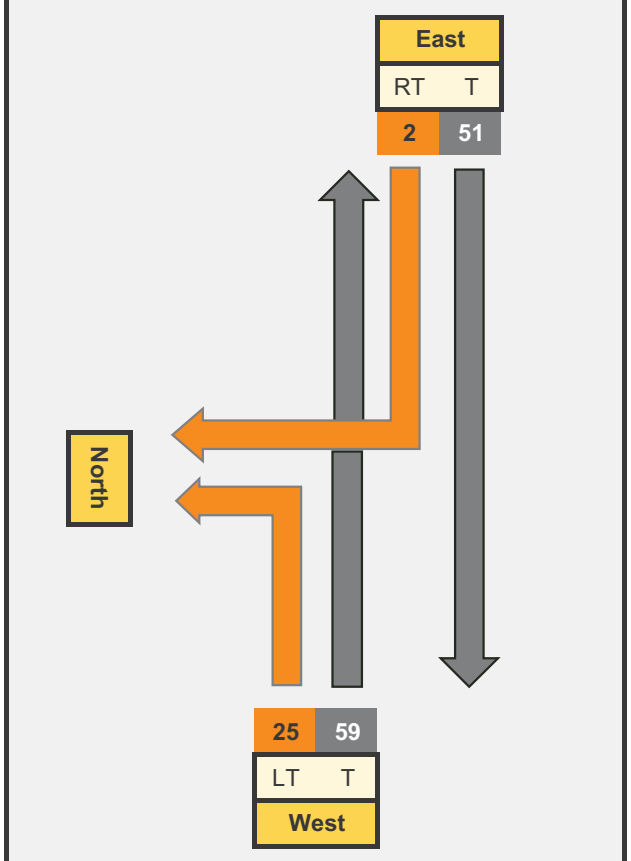
Intersection ID	X15
Intersection Name	Cunningham Highway / Millmerran Inglewood Road

Speed	80			
Existing Treatment	L	CHL	R	CHR

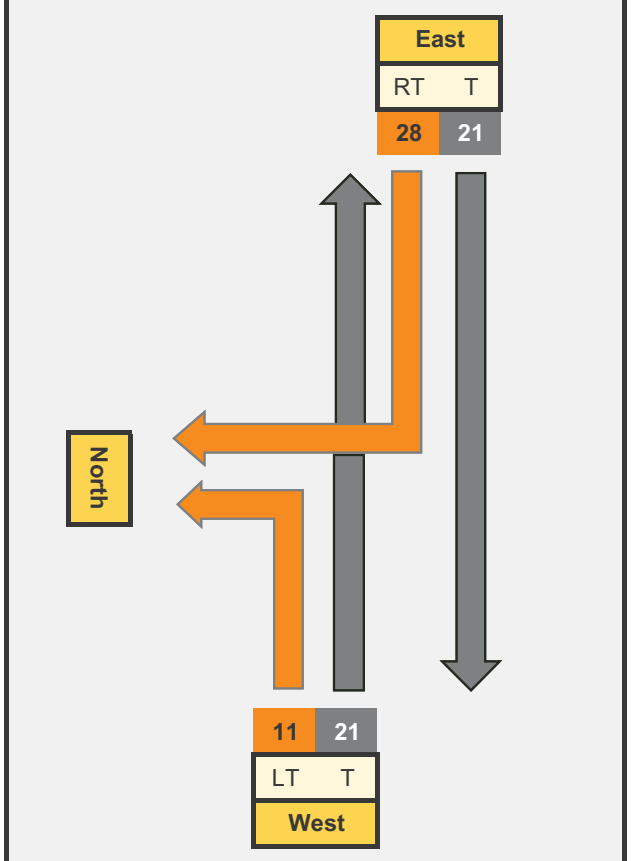
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 1: 1

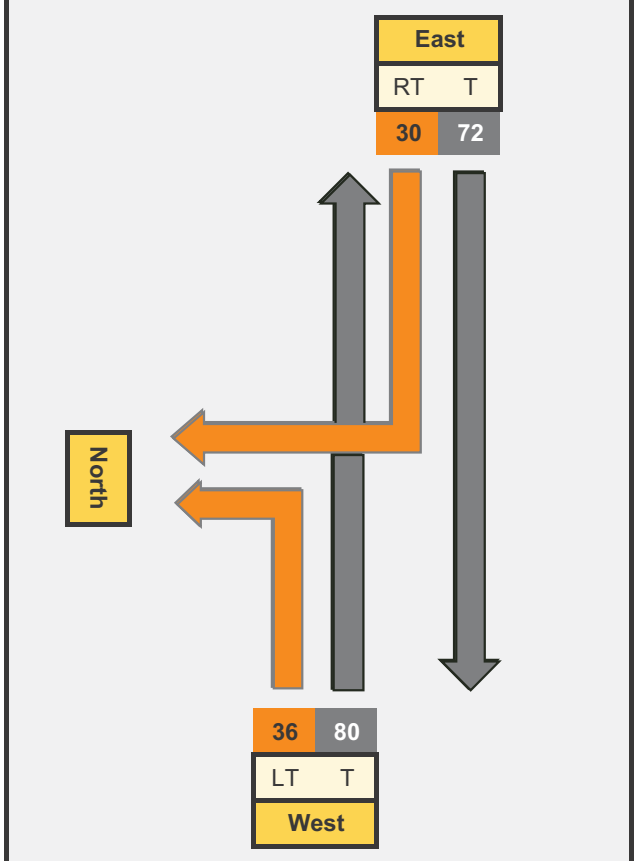
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	135	2
Left	59	25
With Development Traffic		
Right	188	30
Left	80	36

Graph Terminolgy

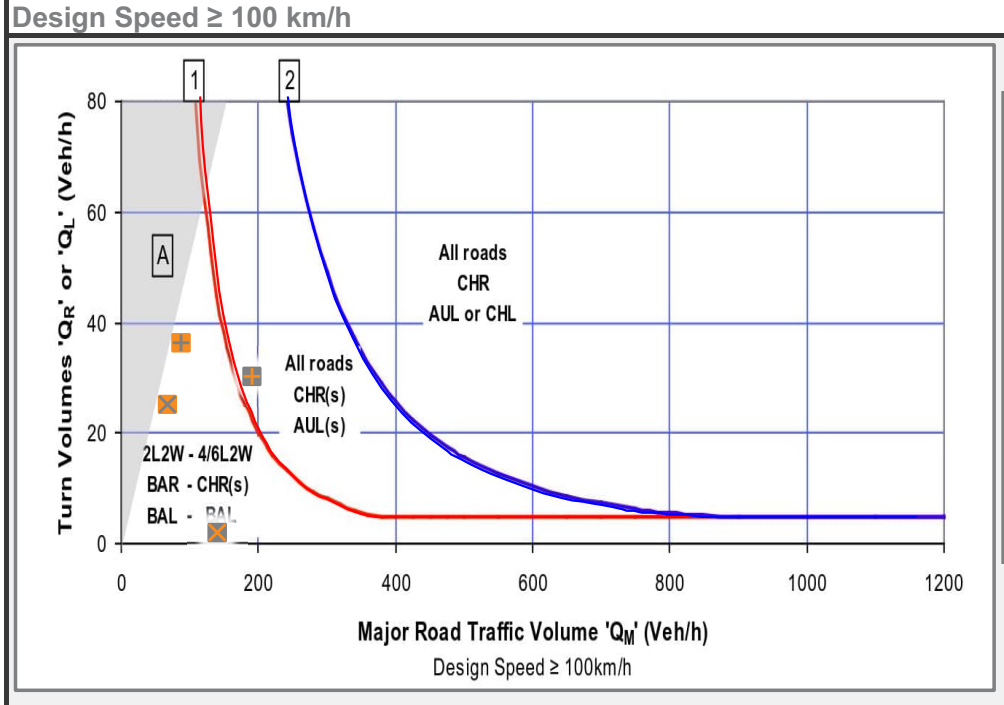
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	135	2
Left	59	25
With Development Traffic		
Right	188	30
Left	80	36

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

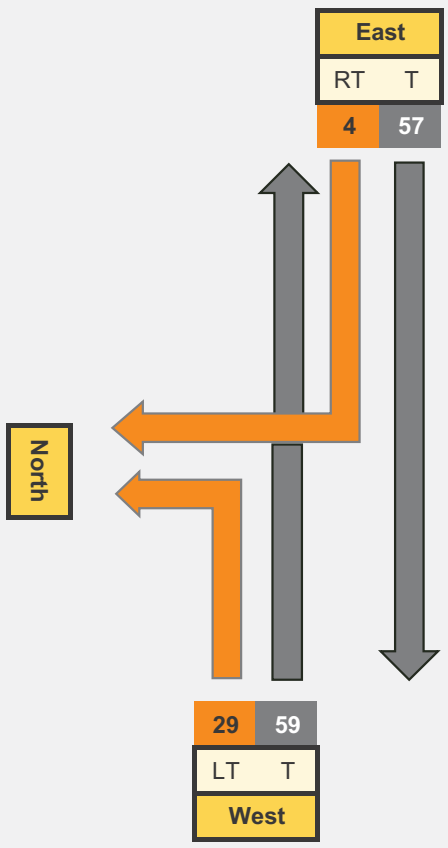
Intersection ID	X15
Intersection Name	Cunningham Highway / Millmerran Inglewood Road

Speed	80			
Existing Treatment	L	CHL	R	CHR

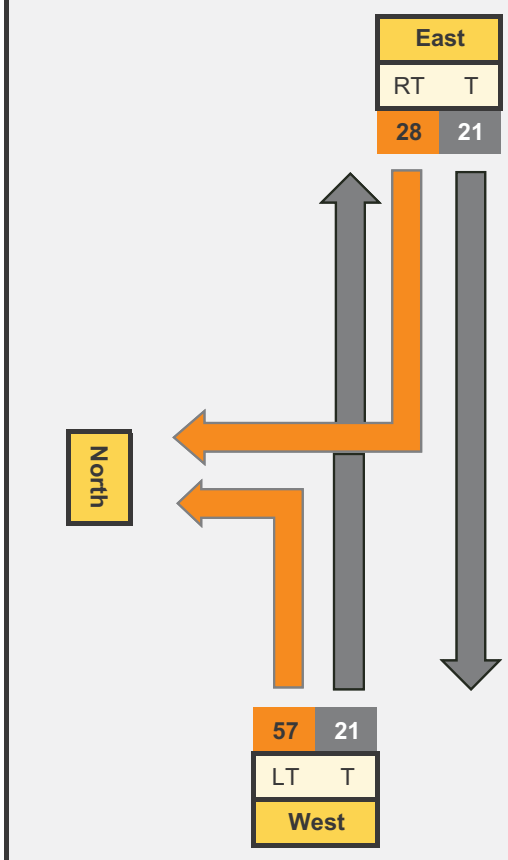
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 1: 1

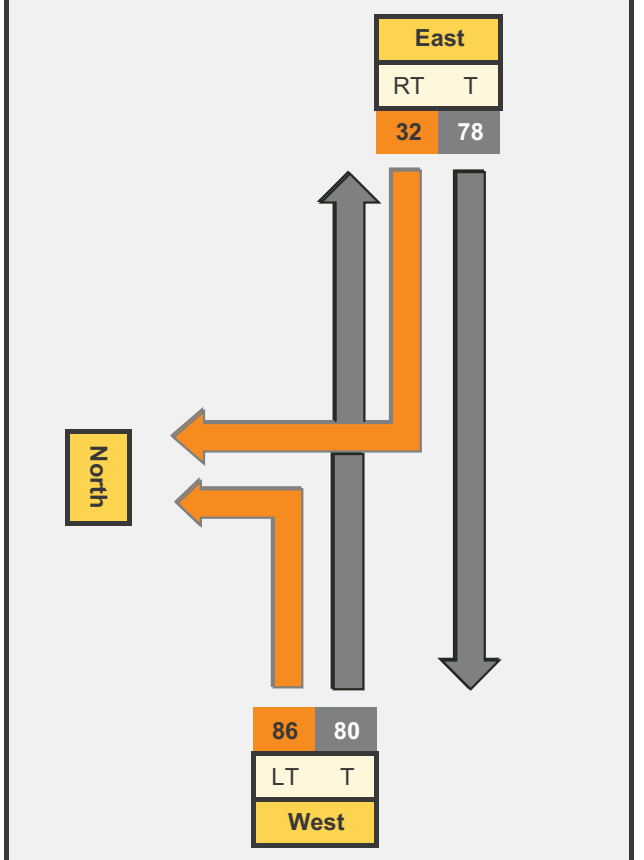
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	145	4
Left	59	29
With Development Traffic		
Right	244	32
Left	80	86

Graph Terminolgy

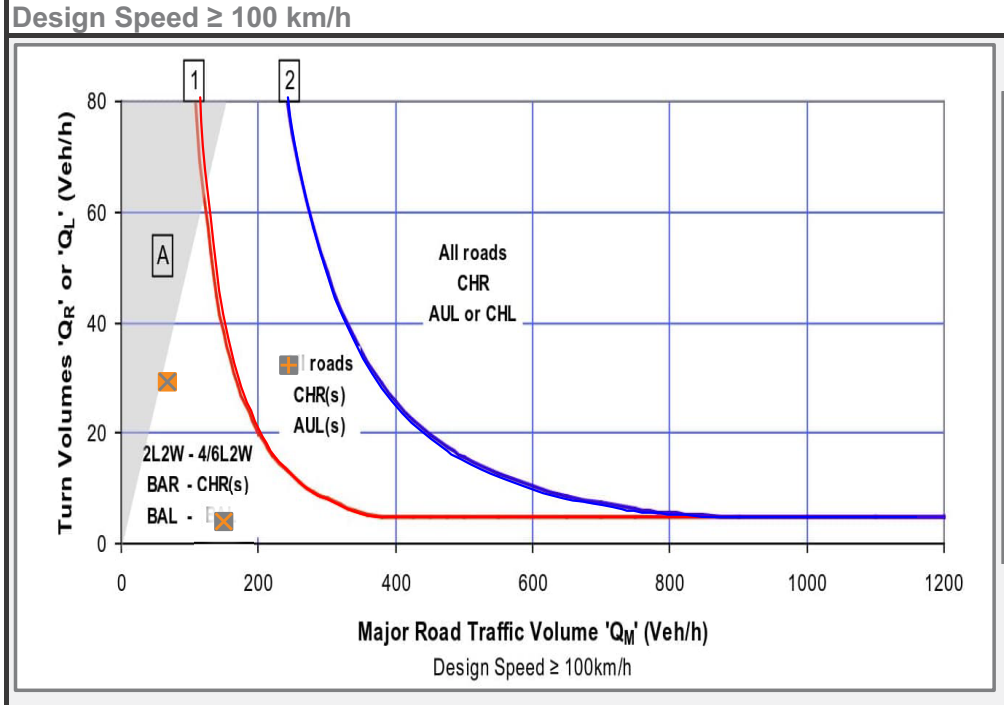
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	145	4
Left	59	29
With Development Traffic		
Right	244	32
Left	80	86

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

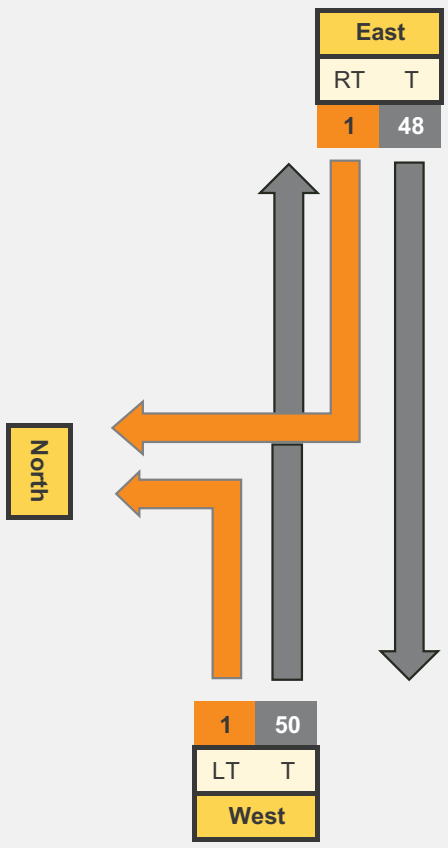
Intersection ID	X16
Intersection Name	Cunningham Highway/Springborg Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

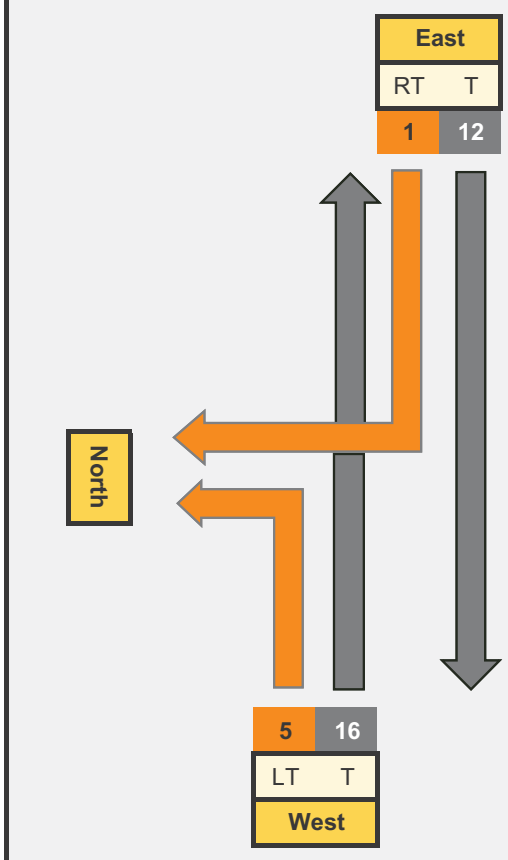
Peak Impact Month	Aug-24
Peak Impact Year	2024

Scenario 1: 1

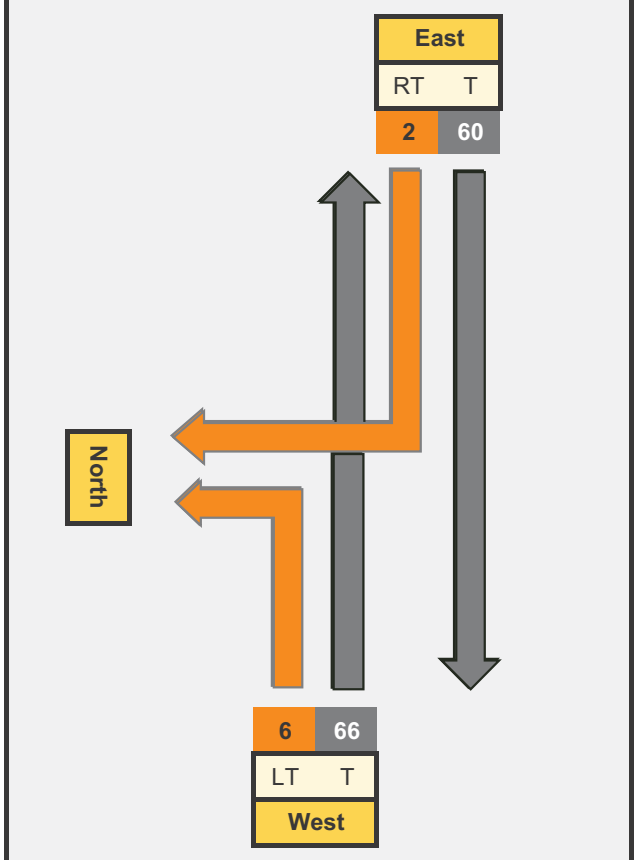
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	99	1
Left	50	1
With Development Traffic		
Right	132	2
Left	66	6

Graph Terminolgy

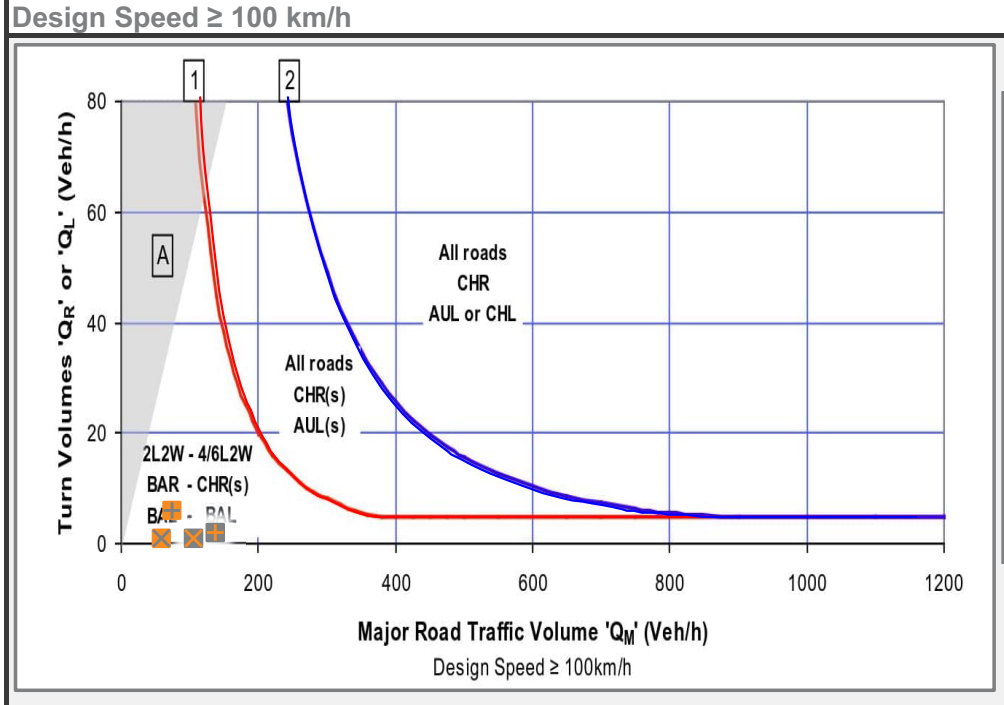
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	99	1
Left	50	1
With Development Traffic		
Right	132	2
Left	66	6

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

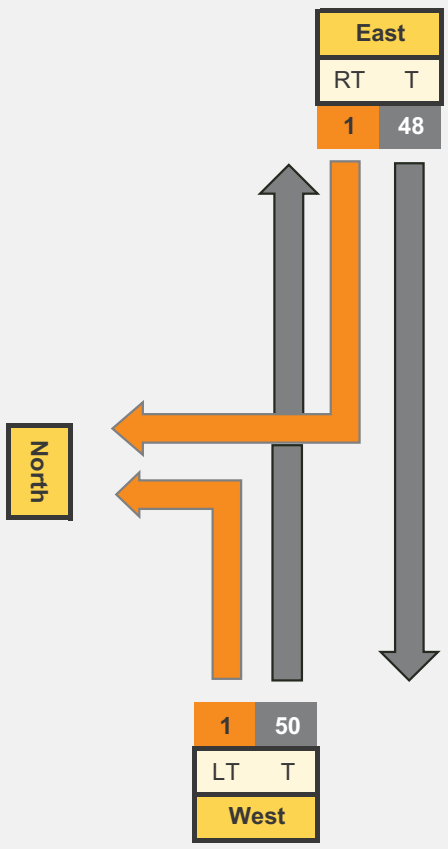
Intersection ID	X16
Intersection Name	Cunningham Highway/Springborg Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

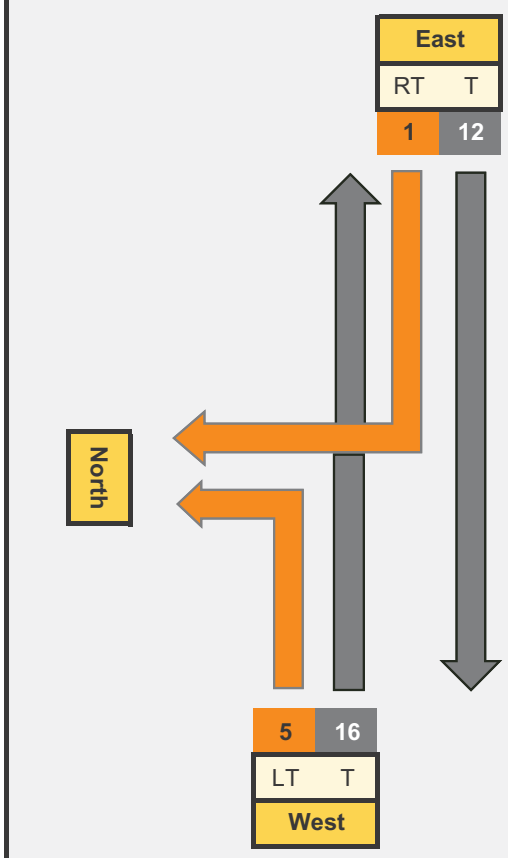
Peak Impact Month	Aug-24
Peak Impact Year	2024

Scenario 2: 2

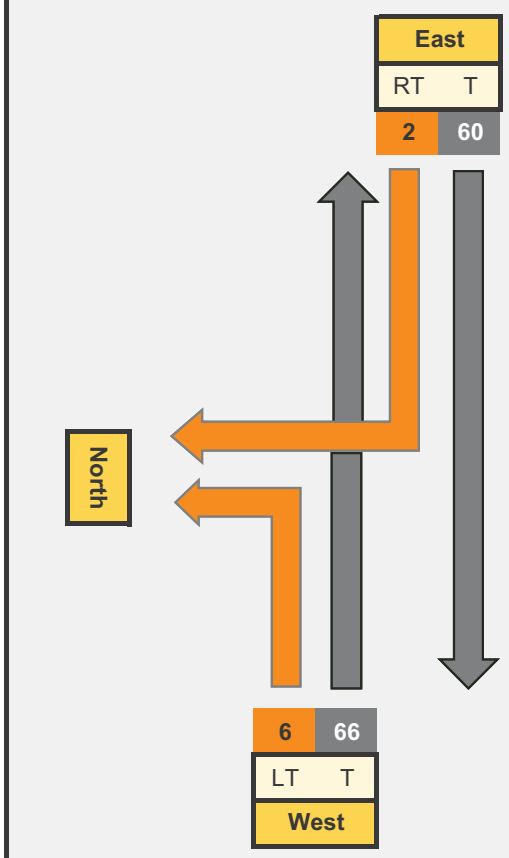
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	99	1
Left	50	1
With Development Traffic		
Right	132	2
Left	66	6

Graph Terminolgy

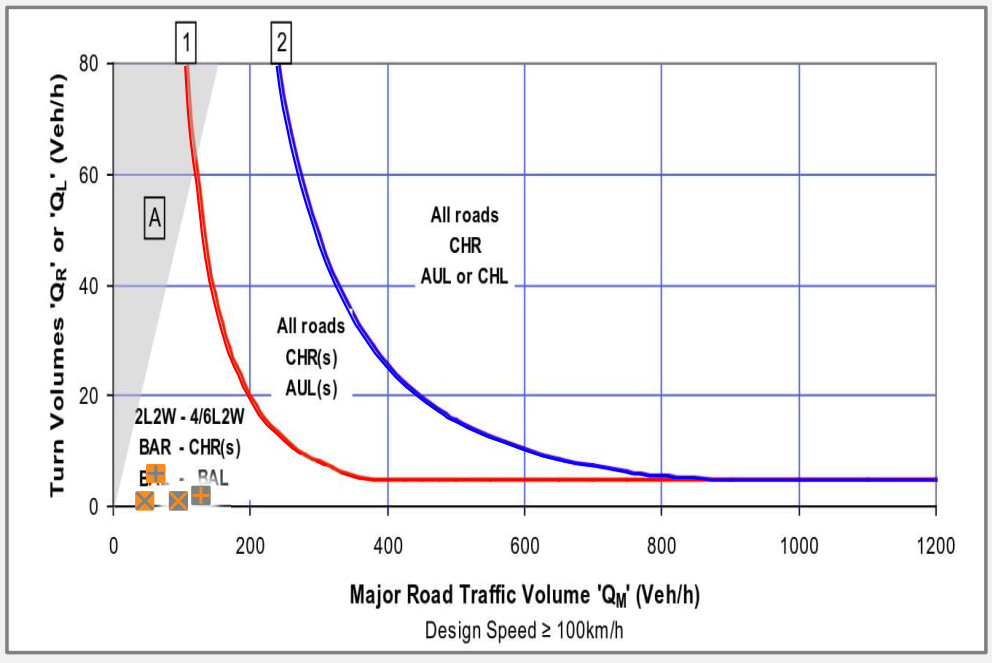
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	99	1
Left	50	1
With Development Traffic		
Right	132	2
Left	66	6

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

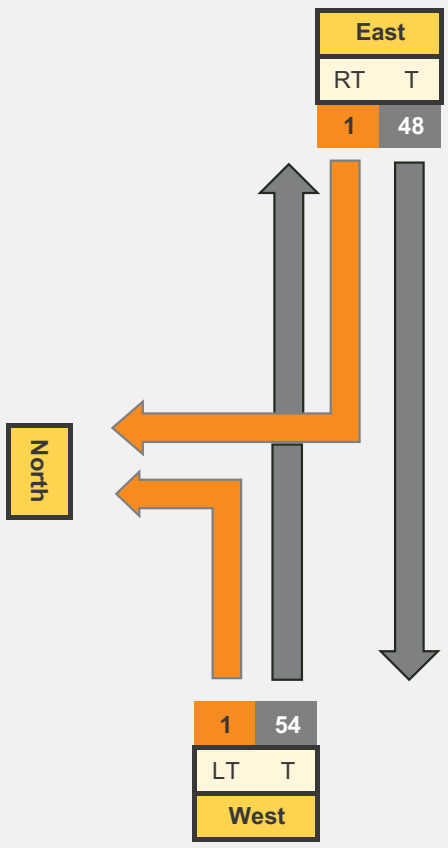
Intersection ID	X16
Intersection Name	Cunningham Highway/Springborg Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

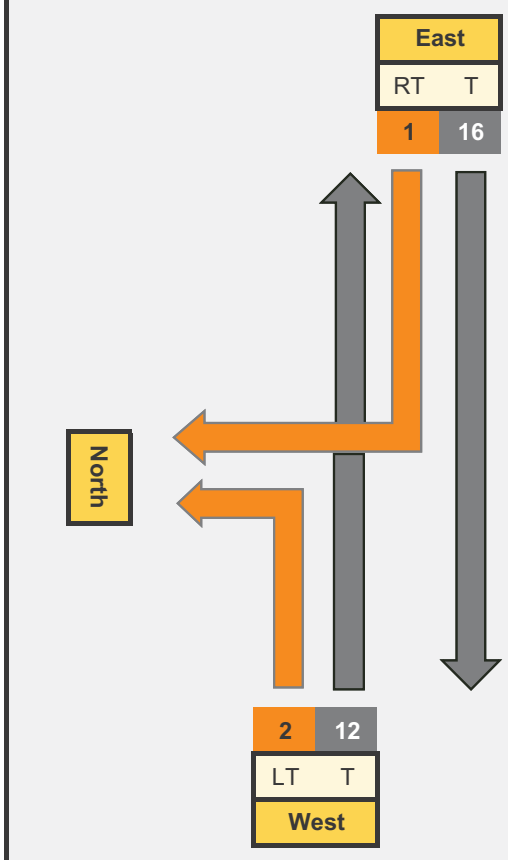
Peak Impact Month	Aug-24
Peak Impact Year	2024

Scenario 1: 1

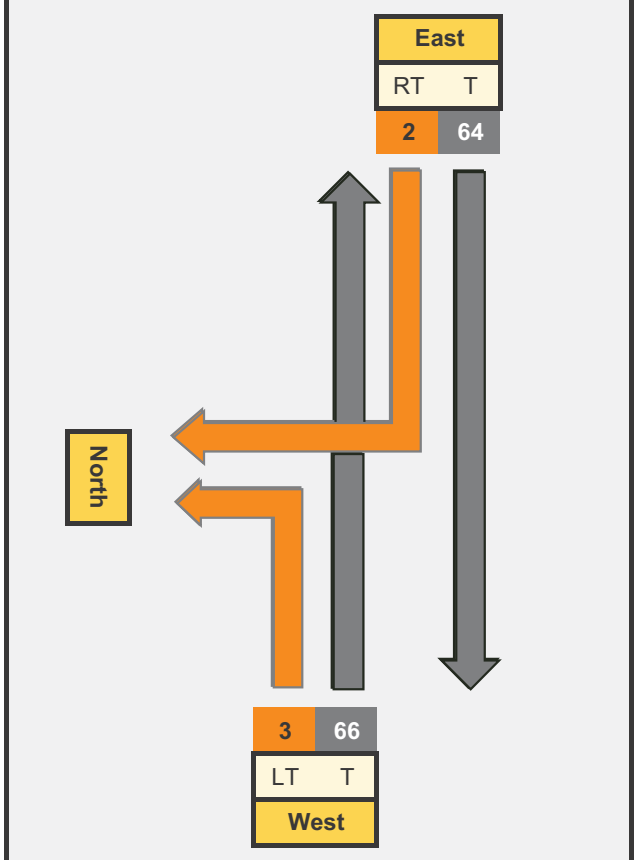
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	103	1
Left	54	1
With Development Traffic		
Right	133	2
Left	66	3

Graph Terminolgy

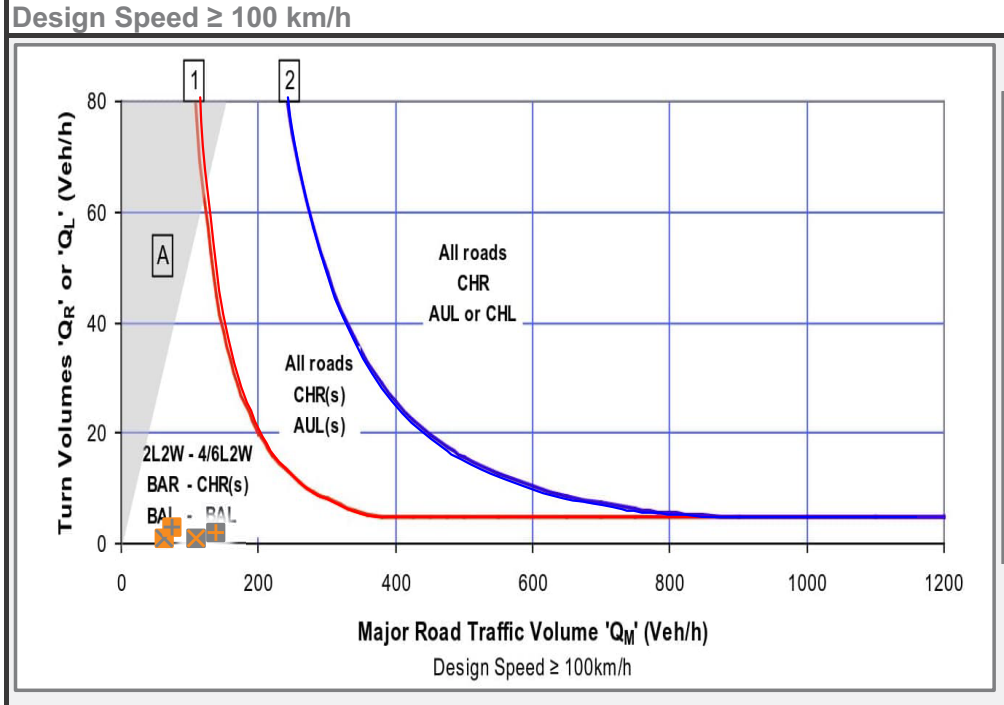
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	103	1
Left	54	1
With Development Traffic		
Right	133	2
Left	66	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

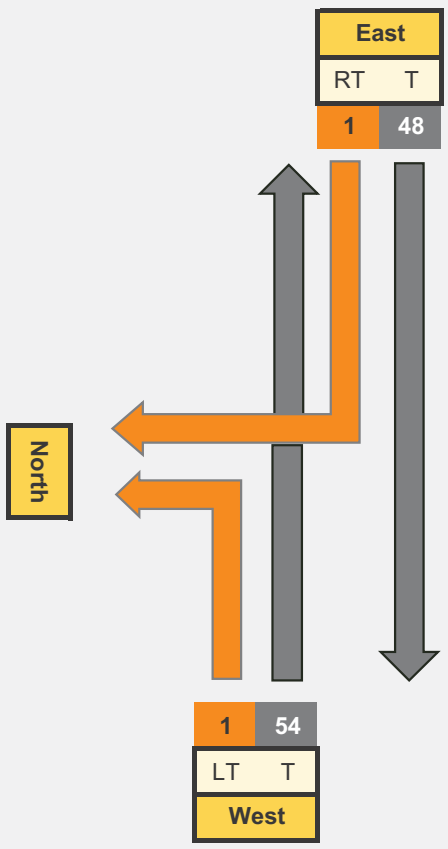
Intersection ID	X16
Intersection Name	Cunningham Highway/Springborg Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

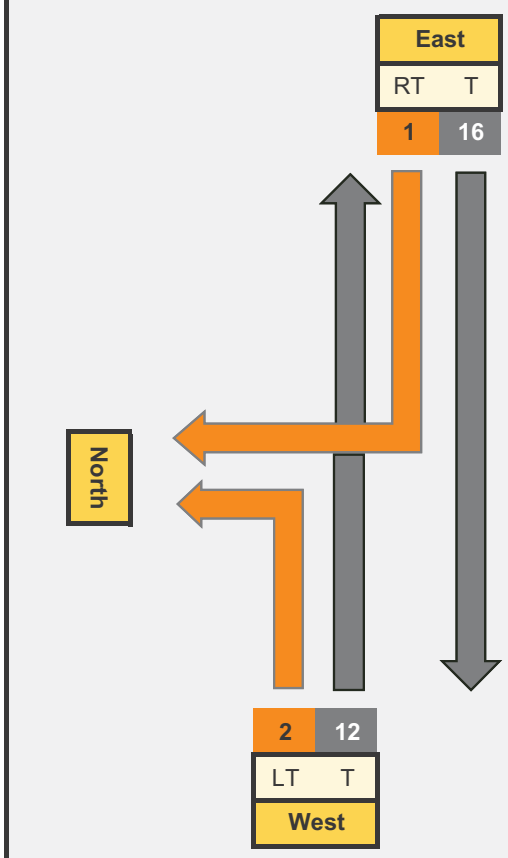
Peak Impact Month	Aug-24
Peak Impact Year	2024

Scenario 2: 2

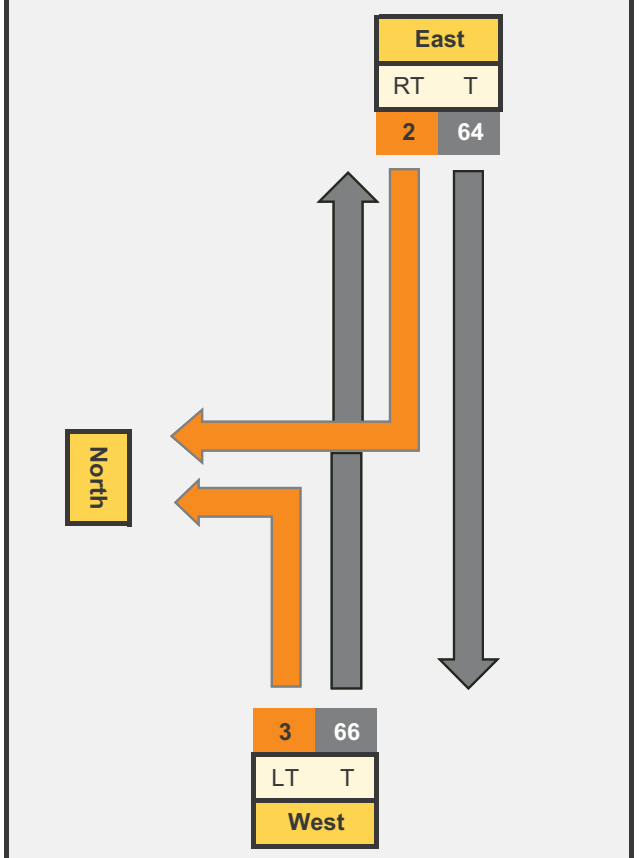
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	103	1
Left	54	1
With Development Traffic		
Right	133	2
Left	66	3

Graph Terminolgy

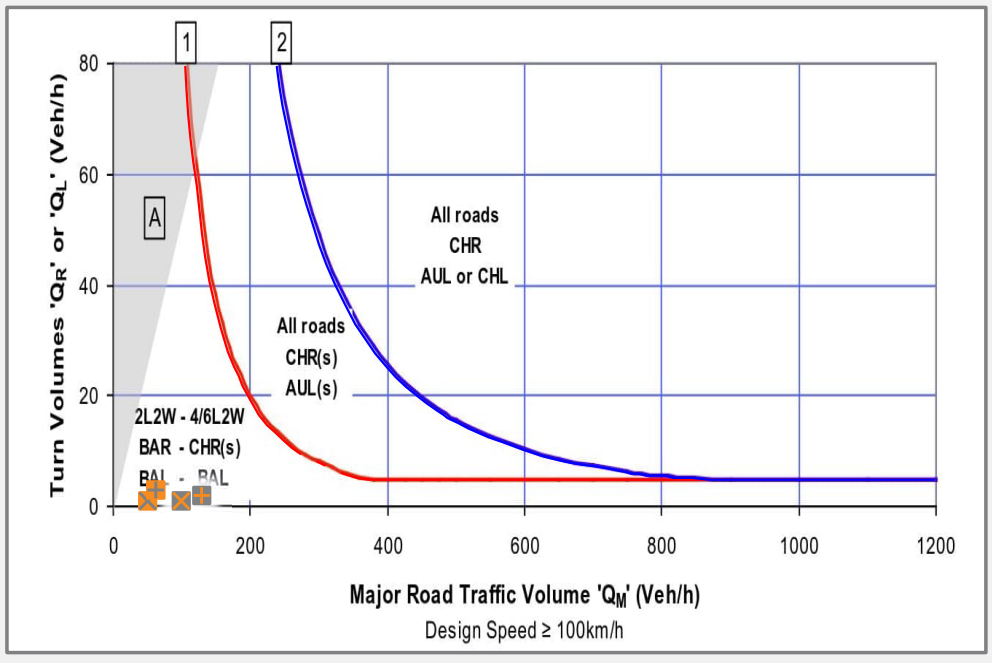
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	103	1
Left	54	1
With Development Traffic		
Right	133	2
Left	66	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

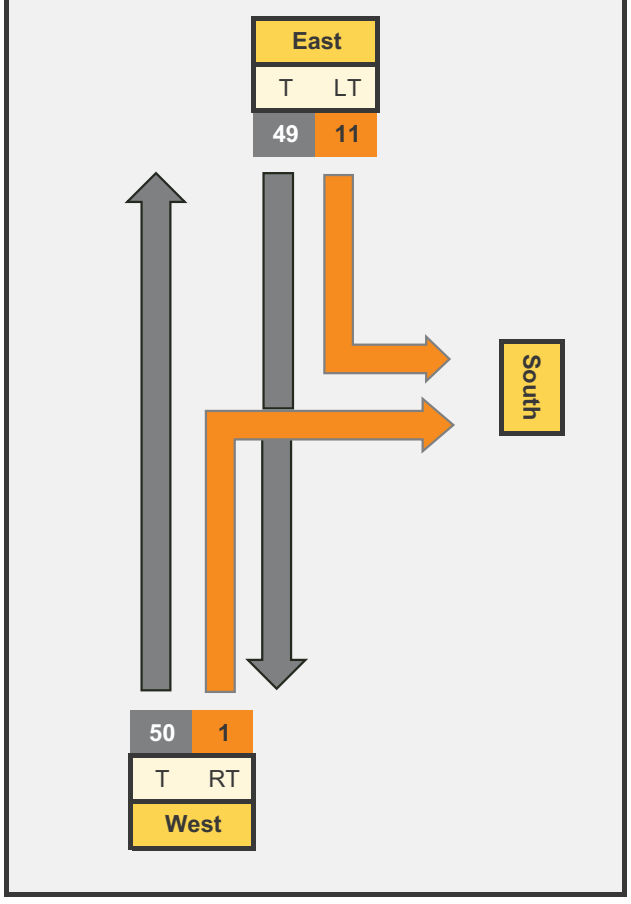
Intersection ID	X17
Intersection Name	Cunningham Highway/Texas-Yelarbon Road

Speed	100			
Existing Treatment	L	BAL	R	CHR(s)

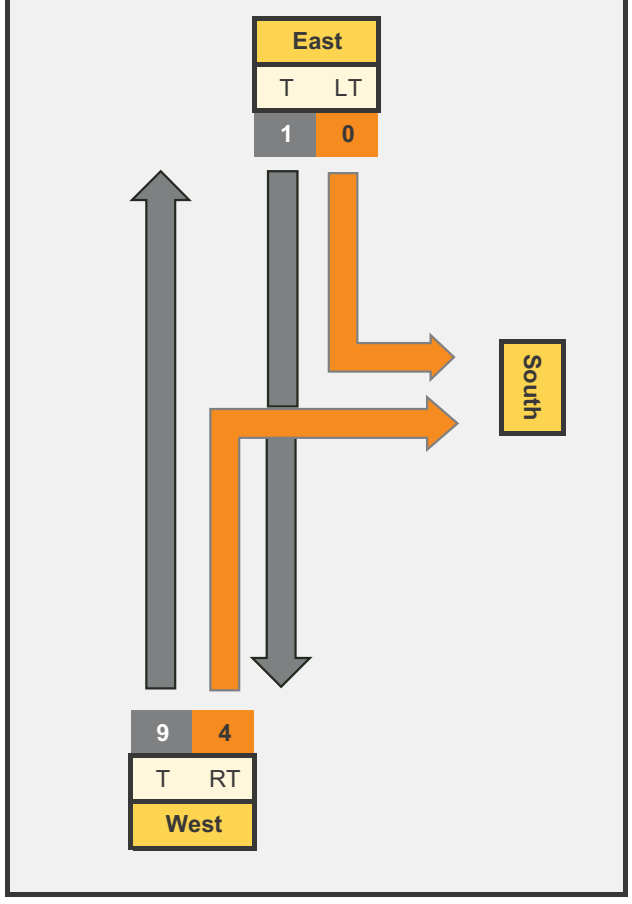
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

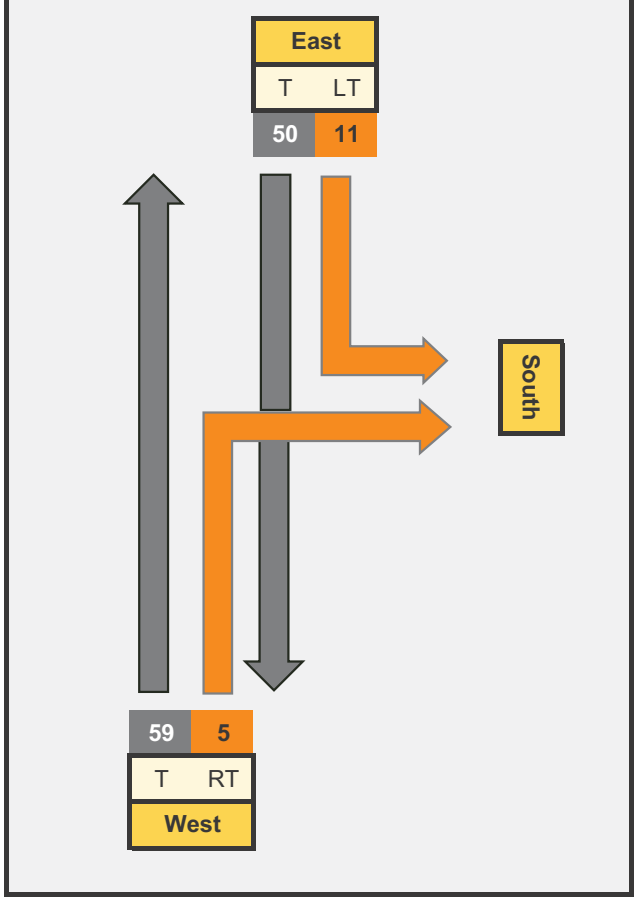
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	110	1
Left	49	11
With Development Traffic		
Right	120	5
Left	50	11

Graph Terminolgy

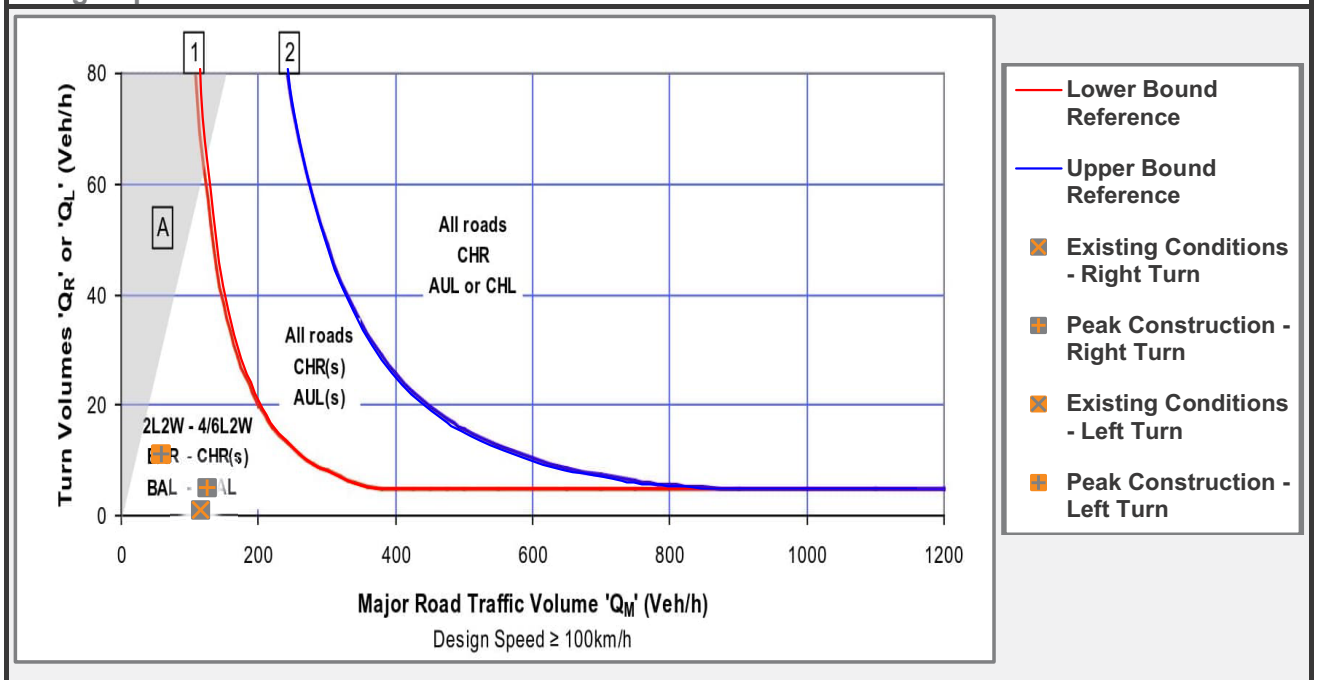
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	110	1
Left	49	11
With Development Traffic		
Right	120	5
Left	50	11

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

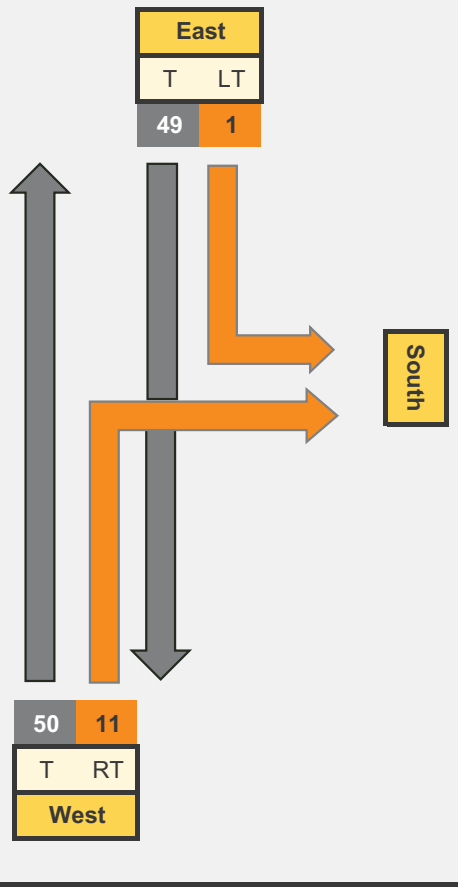
Intersection ID	X17
Intersection Name	Cunningham Highway/Texas-Yelarbon Road

Speed	100			
Existing Treatment	L	BAL	R	CHR(s)

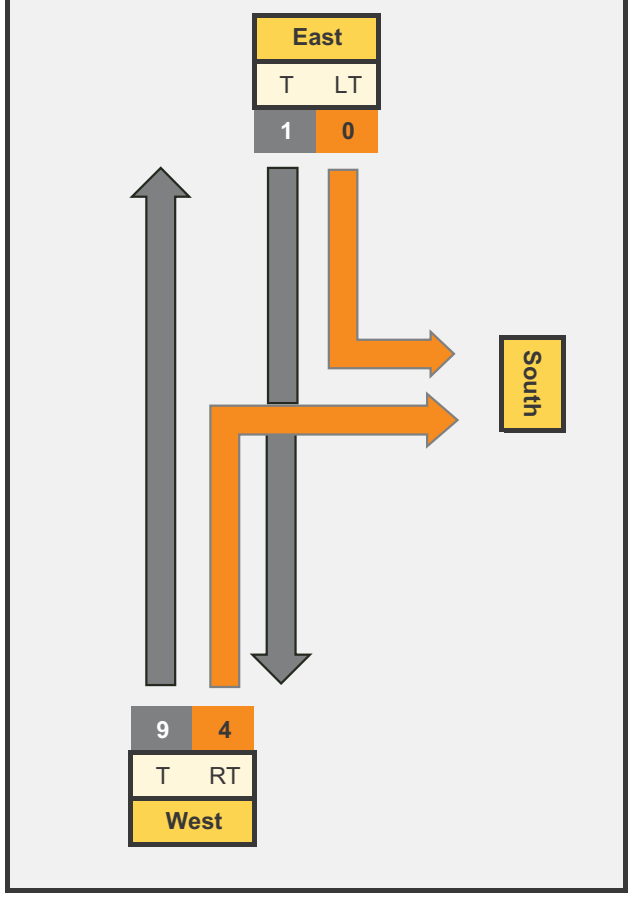
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

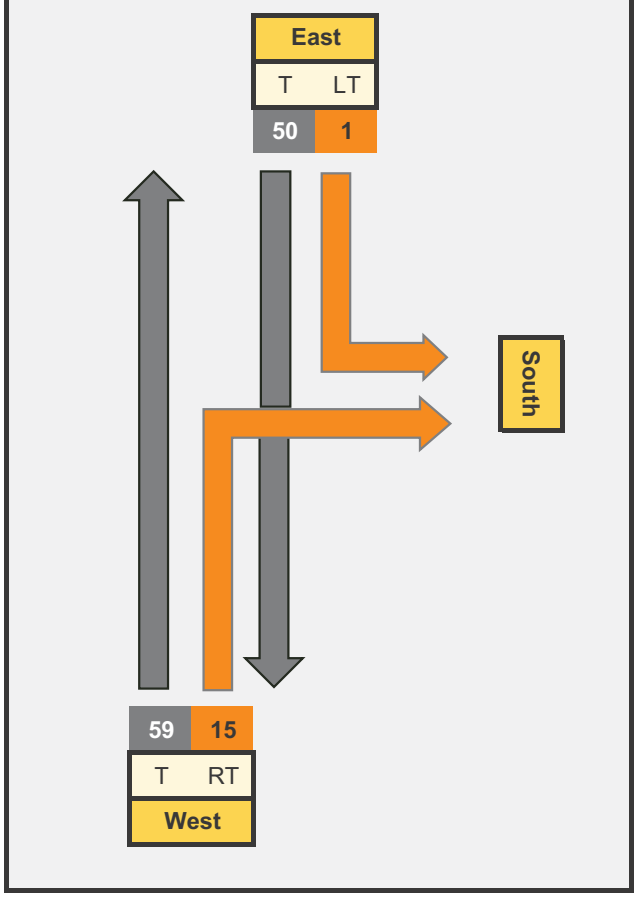
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	11
Left	49	1
With Development Traffic		
Right	110	15
Left	50	1

Graph Terminolgy

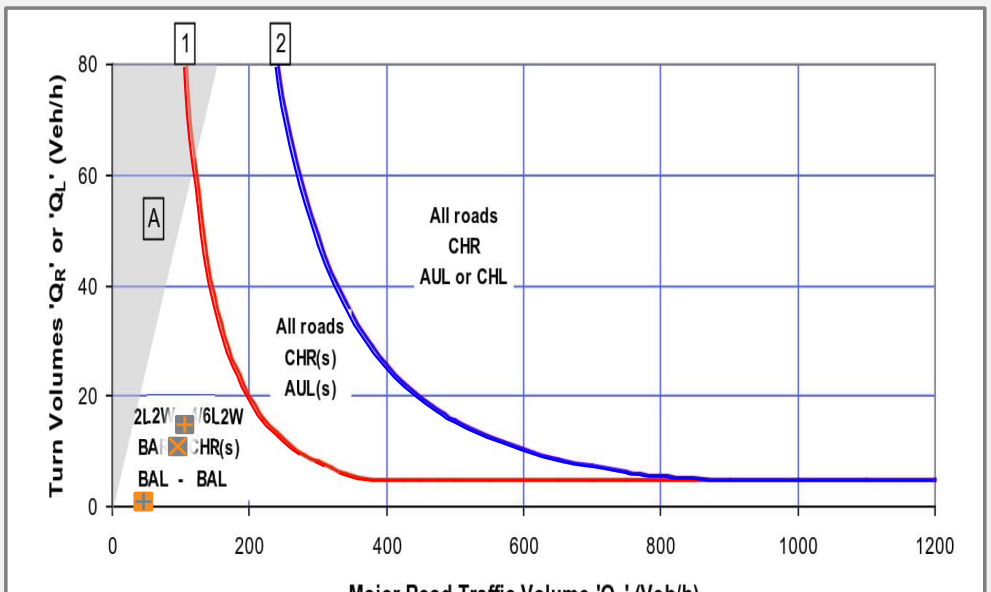
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	11
Left	49	1
With Development Traffic		
Right	110	15
Left	50	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

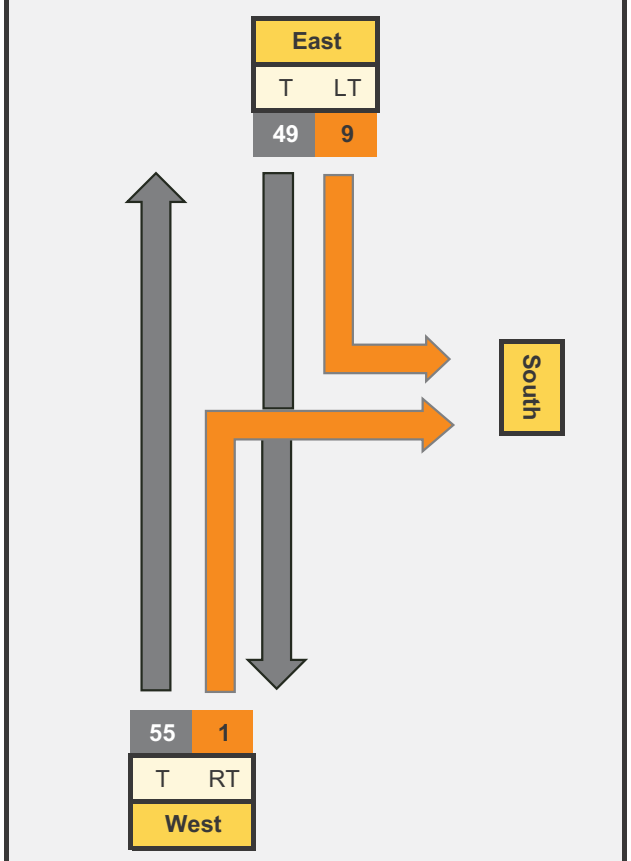
Intersection ID	X17
Intersection Name	Cunningham Highway/Texas-Yelarbon Road

Speed	100			
Existing Treatment	L	BAL	R	CHR(s)

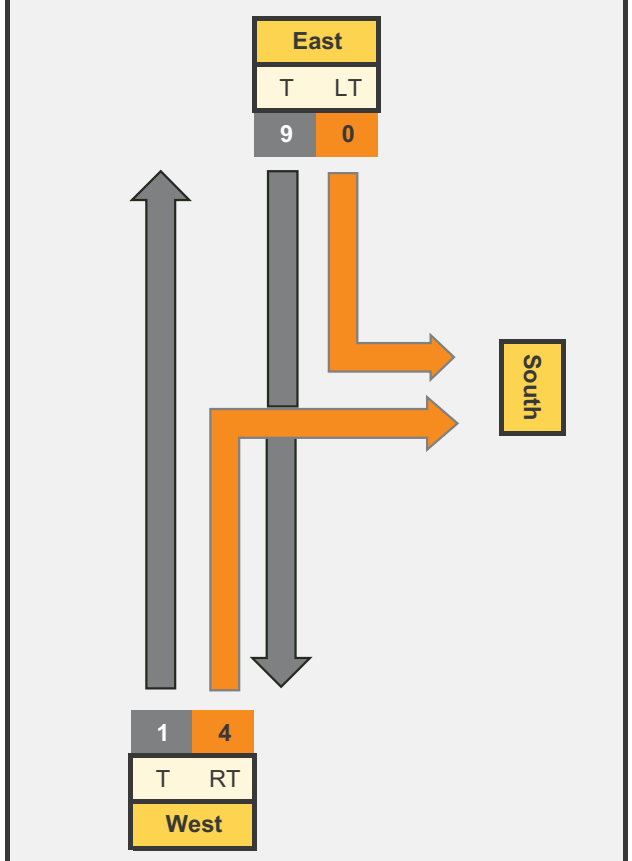
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

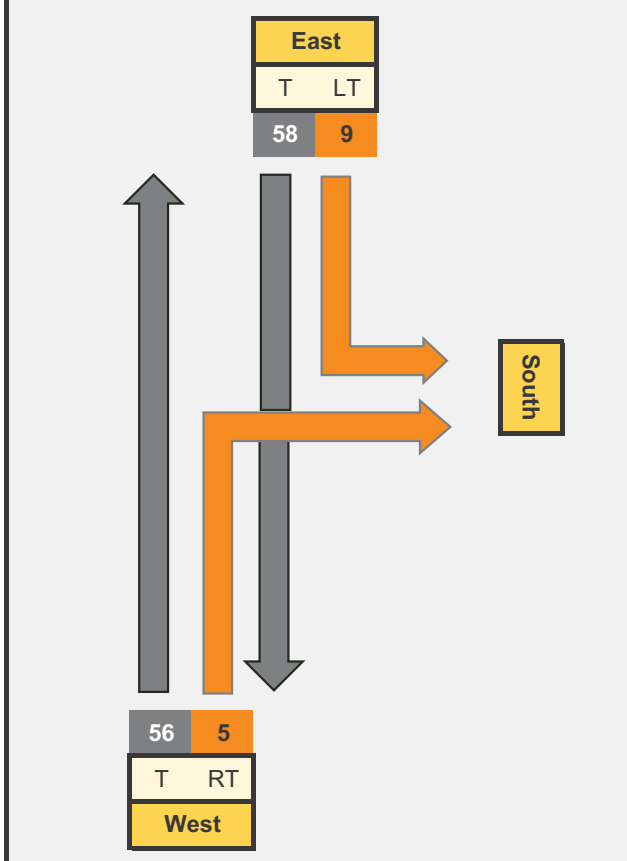
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	113	1
Left	49	9
With Development Traffic		
Right	123	5
Left	58	9

Graph Terminolgy

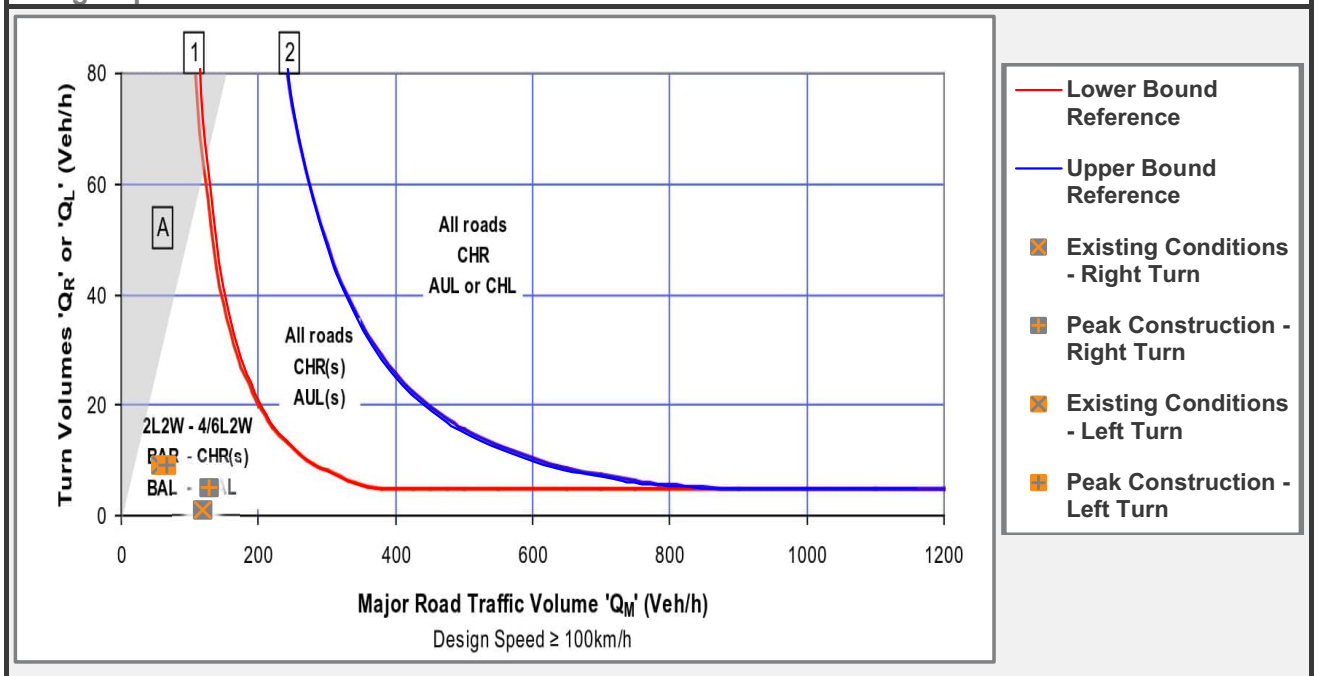
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	113	1
Left	49	9
With Development Traffic		
Right	123	5
Left	58	9

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

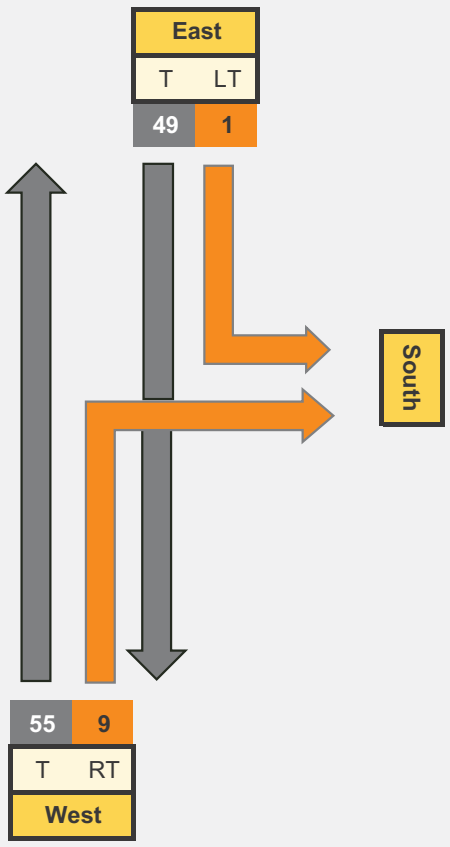
Intersection ID	X17
Intersection Name	Cunningham Highway/Texas-Yelarbon Road

Speed	100			
Existing Treatment	L	BAL	R	CHR(s)

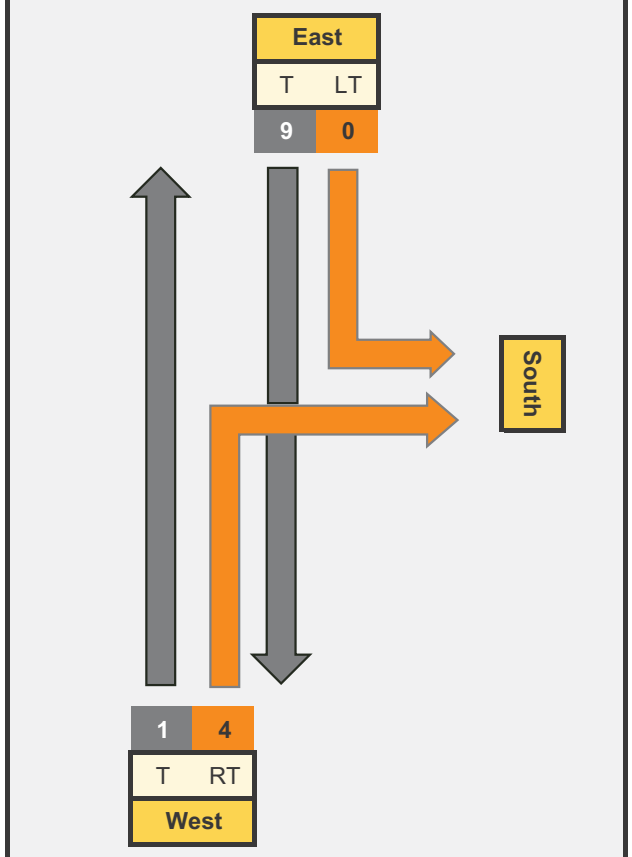
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

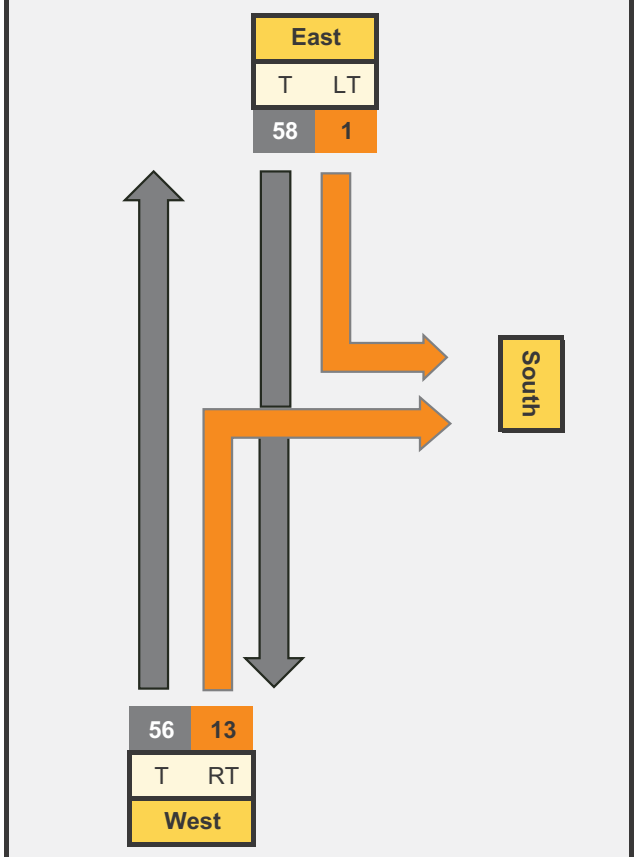
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	105	9
Left	49	1
With Development Traffic		
Right	115	13
Left	58	1

Graph Terminolgy

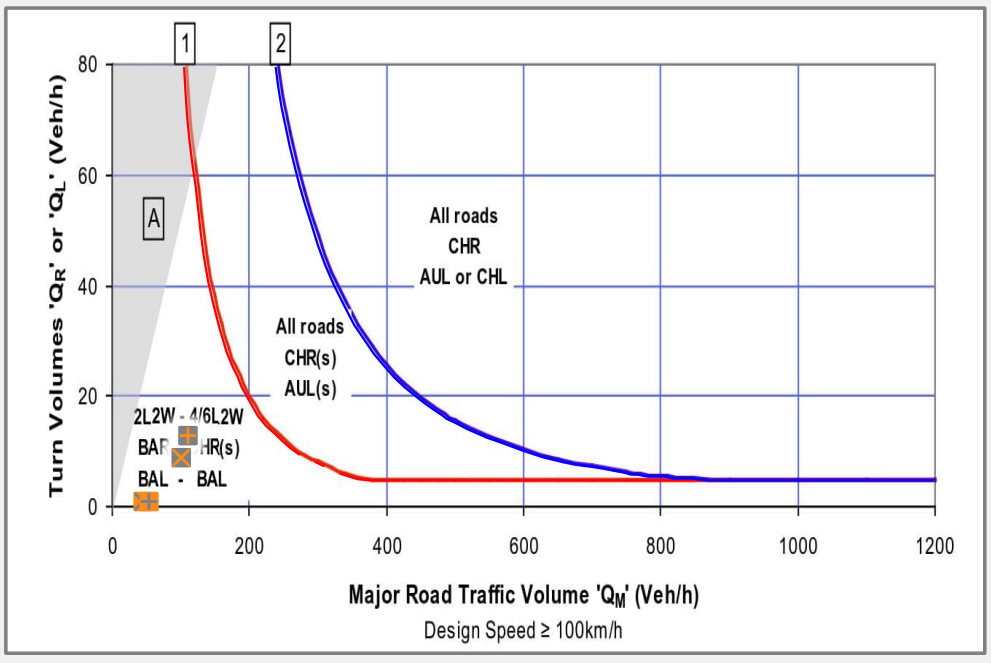
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	105	9
Left	49	1
With Development Traffic		
Right	115	13
Left	58	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

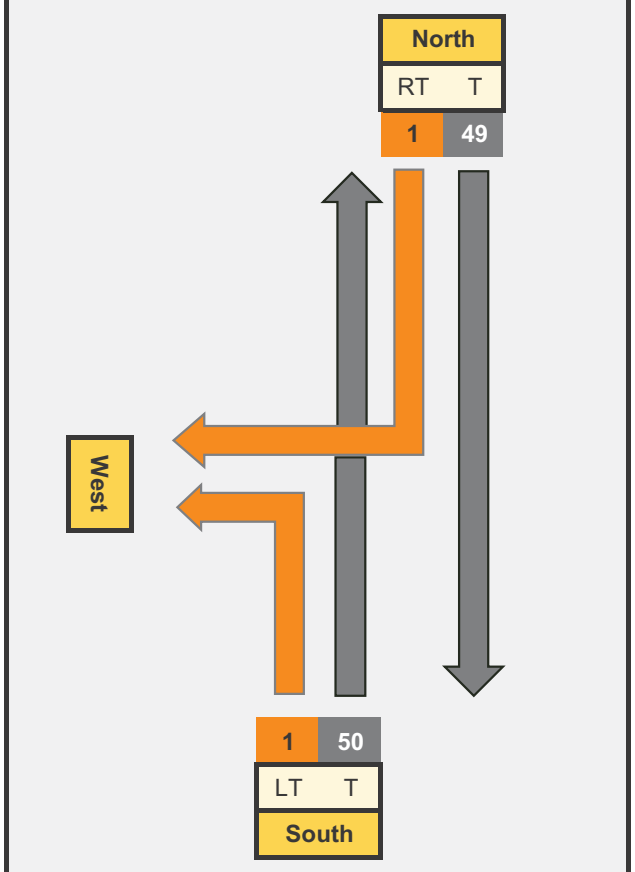
Intersection ID	X18
Intersection Name	Highway/Whetstone Access Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

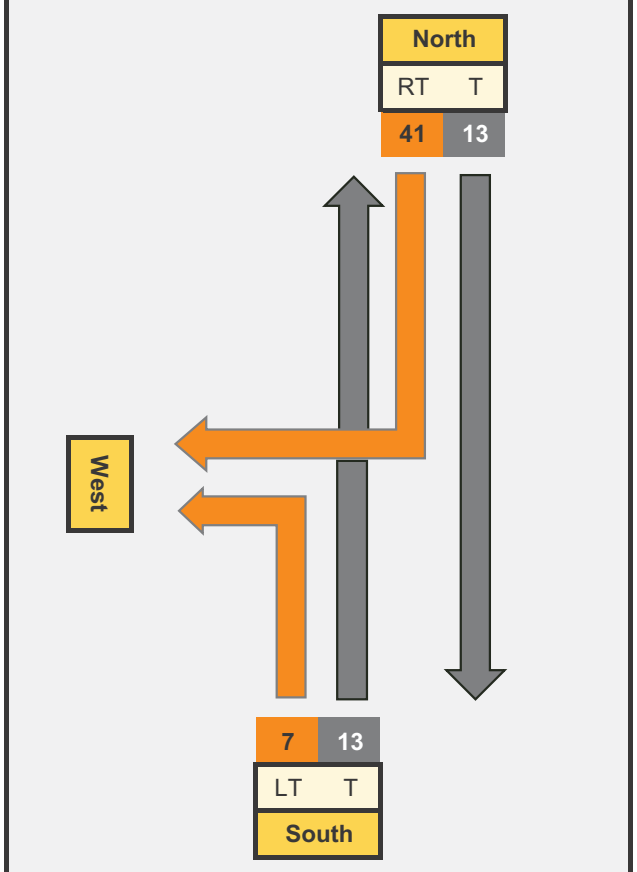
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 1: 1

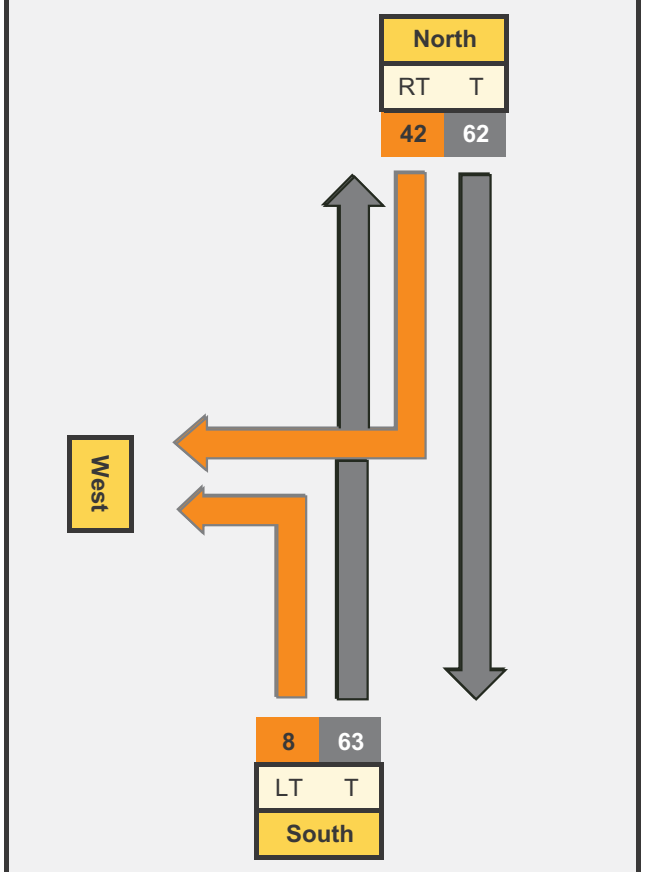
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	1
Left	50	1
With Development Traffic		
Right	133	42
Left	63	8

Graph Terminolgy

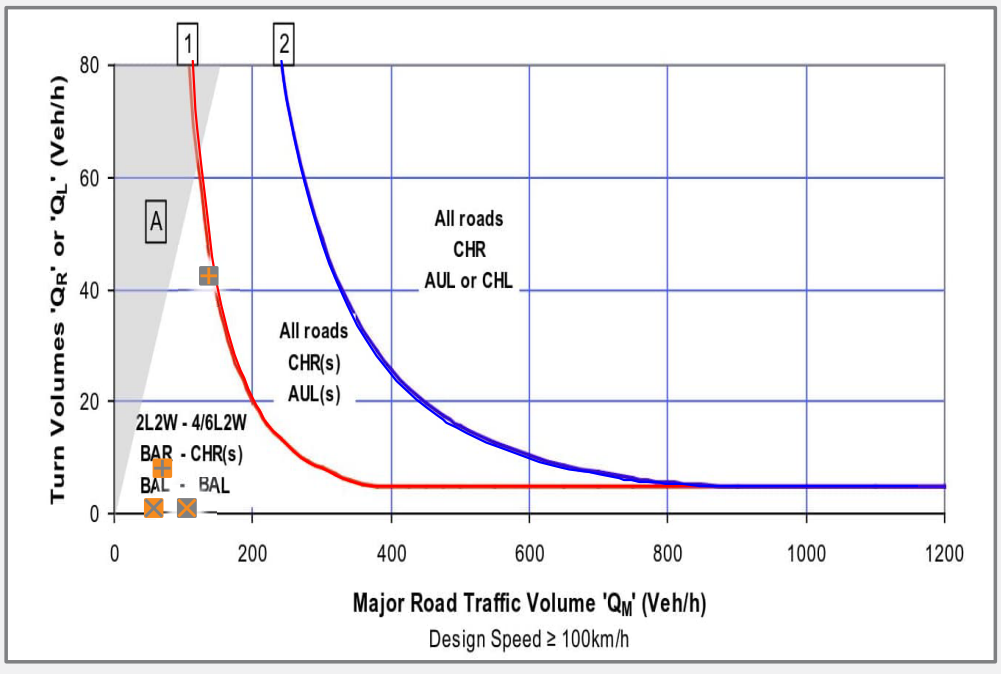
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	1
Left	50	1
With Development Traffic		
Right	133	42
Left	63	8

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

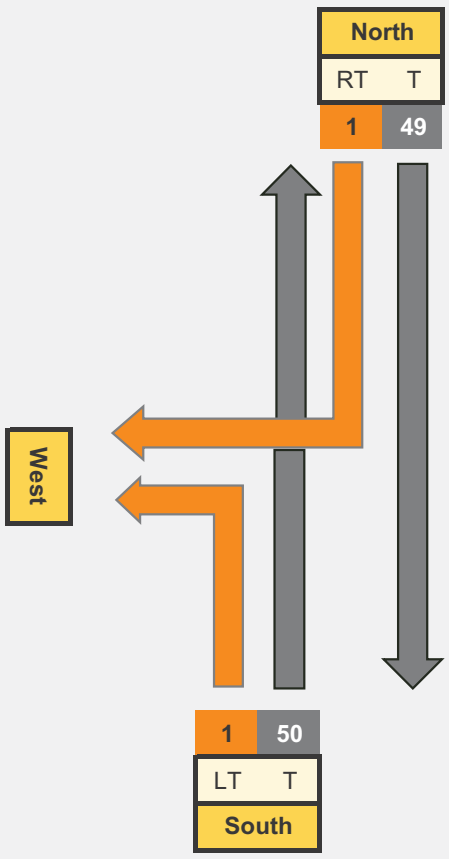
Intersection ID	X18
Intersection Name	Highway/Whetstone Access Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

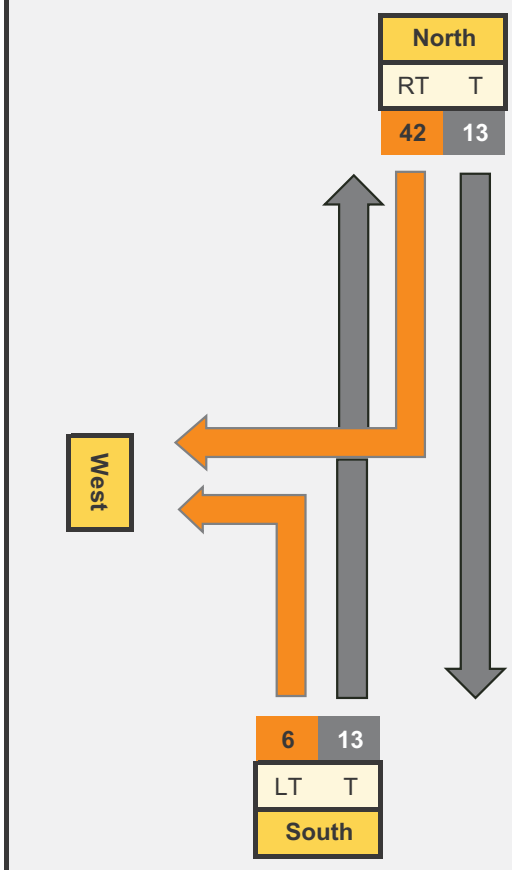
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 2: 2

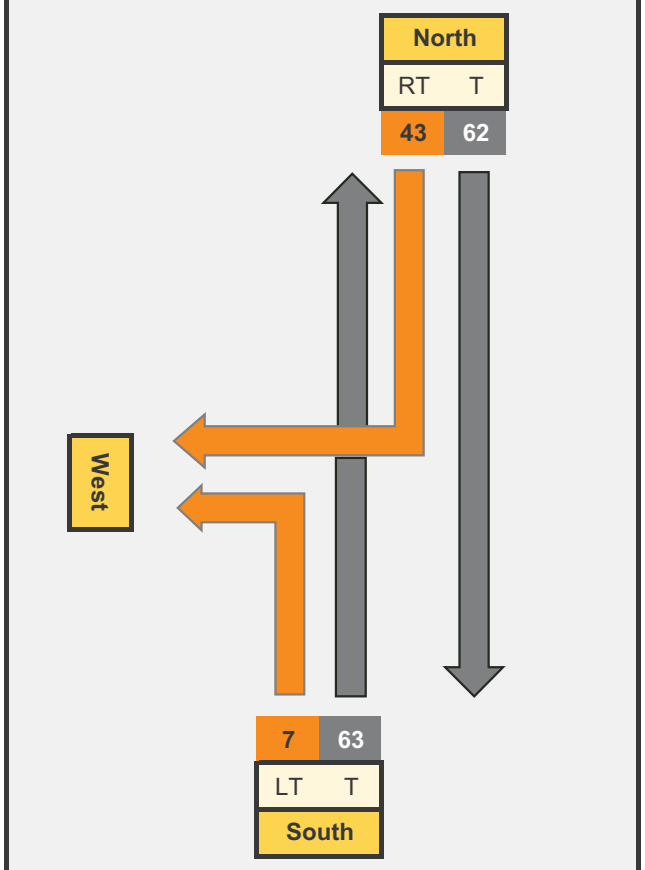
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	1
Left	50	1
With Development Traffic		
Right	132	43
Left	63	7

Graph Terminolgy

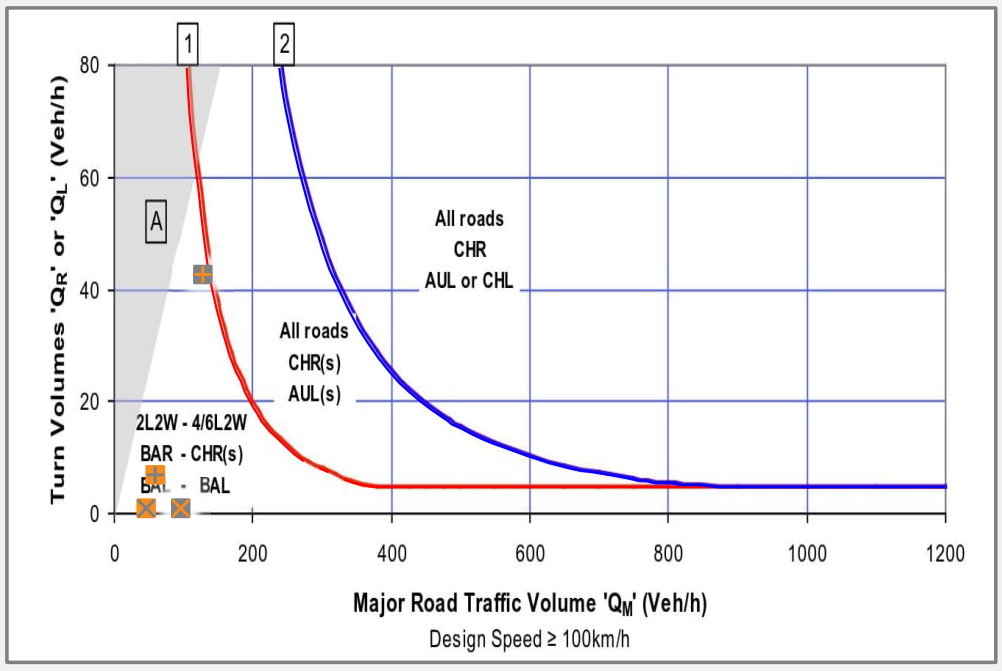
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	1
Left	50	1
With Development Traffic		
Right	132	43
Left	63	7

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

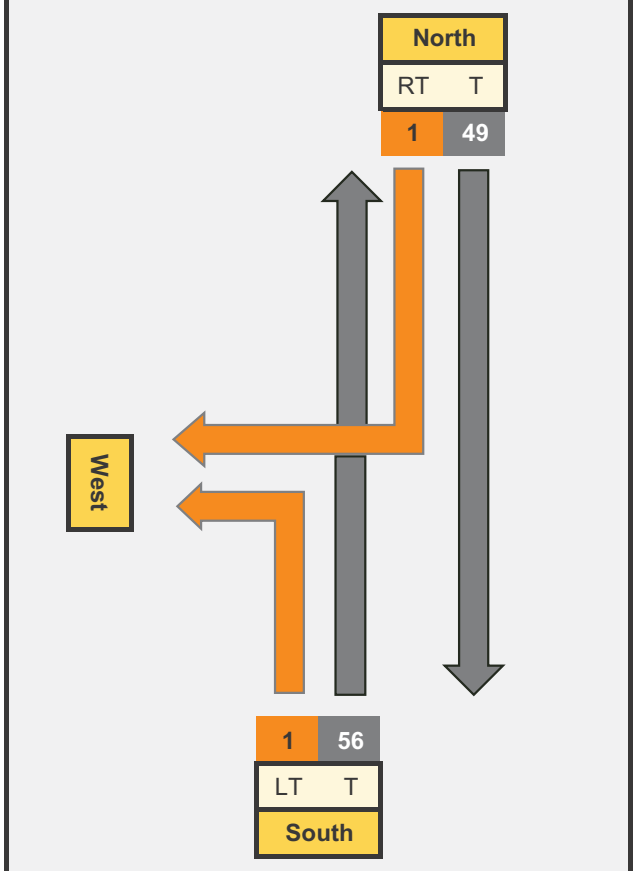
Intersection ID	X18
Intersection Name	Highway/Whetstone Access Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

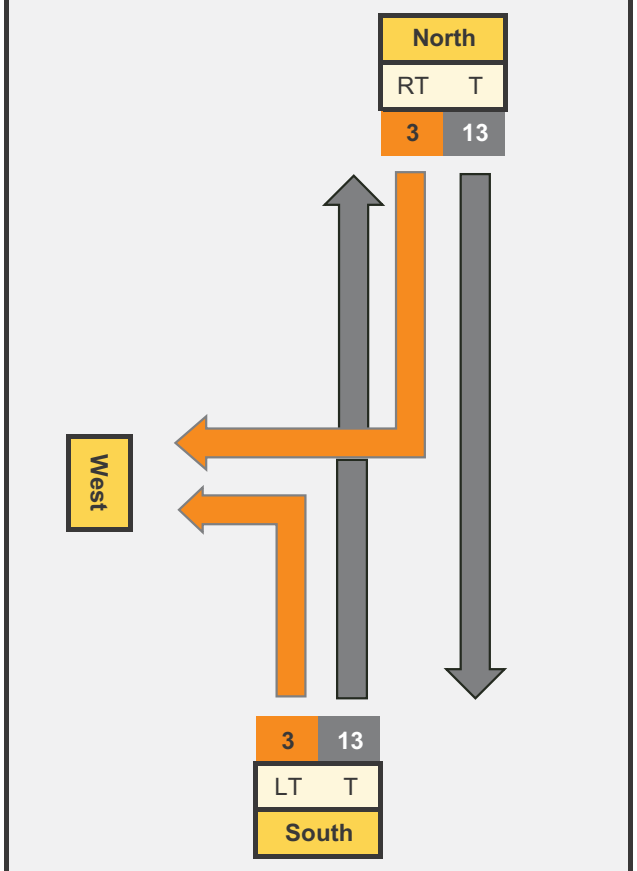
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 1: 1

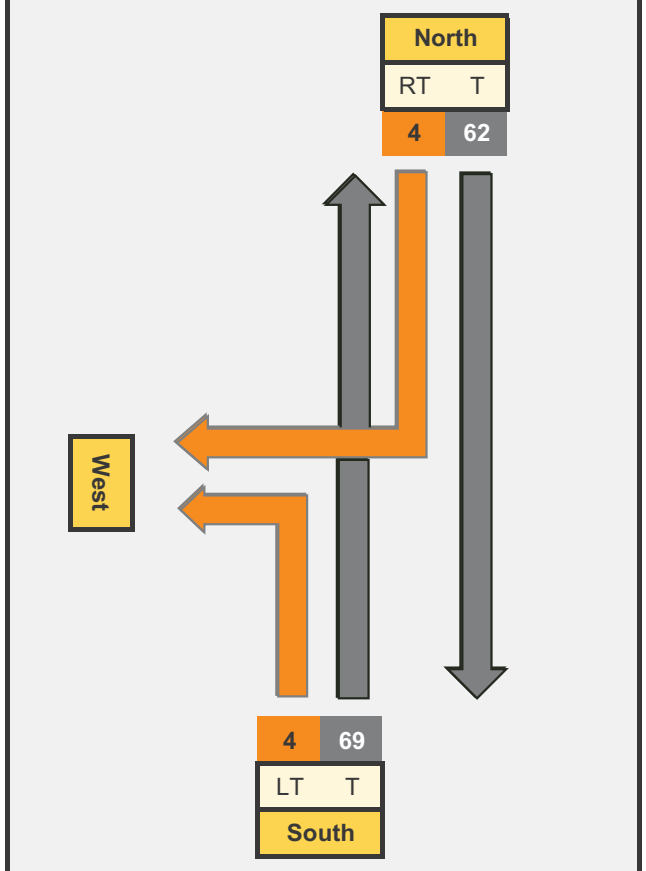
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	106	1
Left	56	1
With Development Traffic		
Right	135	4
Left	69	4

Graph Terminolgy

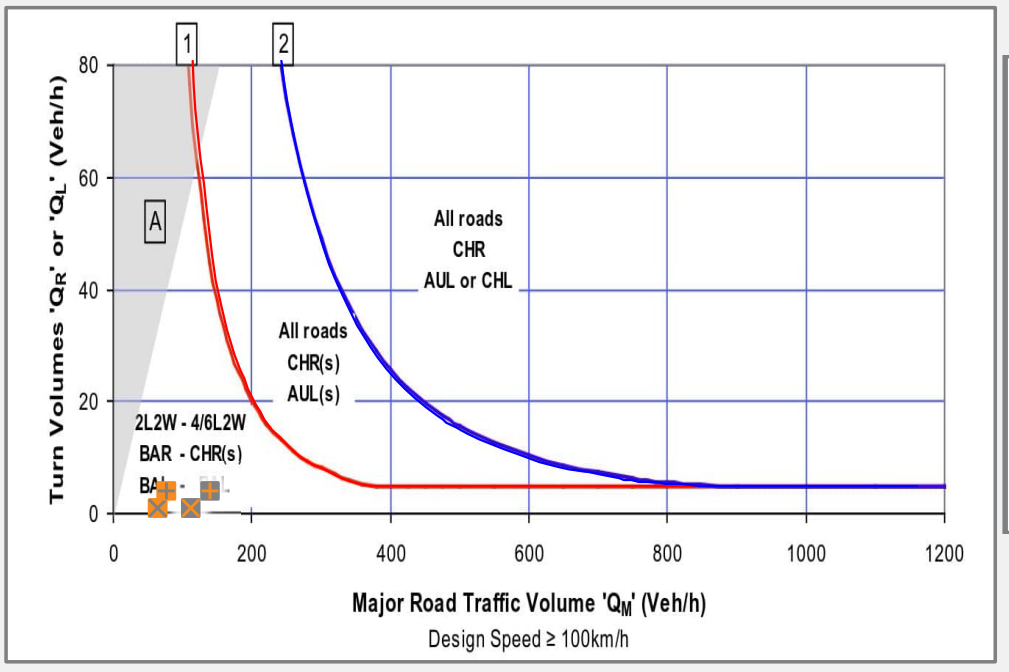
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	106	1
Left	56	1
With Development Traffic		
Right	135	4
Left	69	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

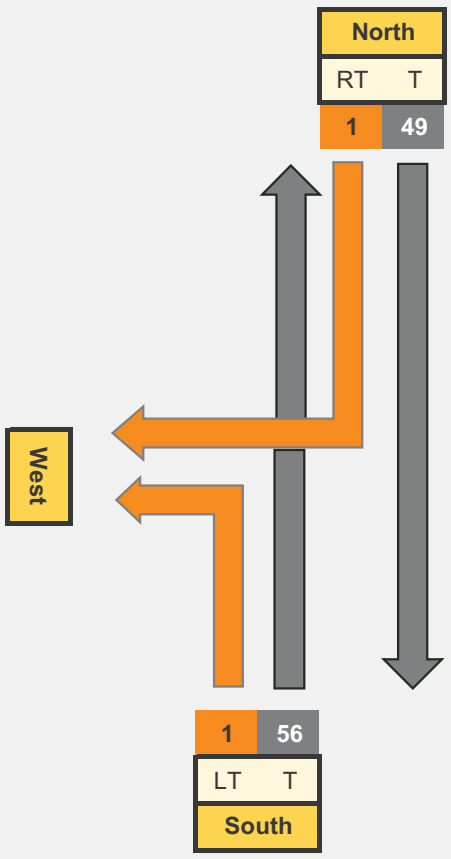
Intersection ID	X18
Intersection Name	Highway/Whetstone Access Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

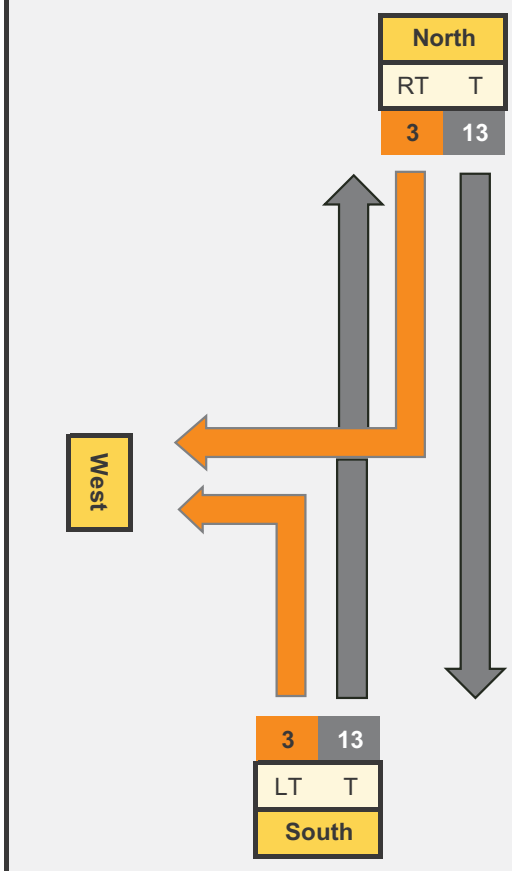
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 2: 2

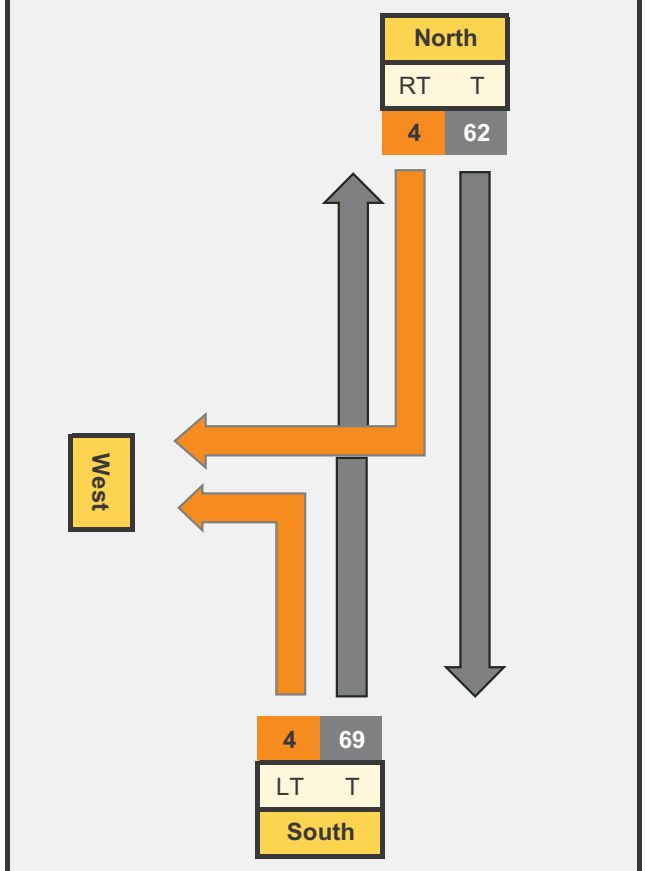
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	106	1
Left	56	1
With Development Traffic		
Right	135	4
Left	69	4

Graph Terminolgy

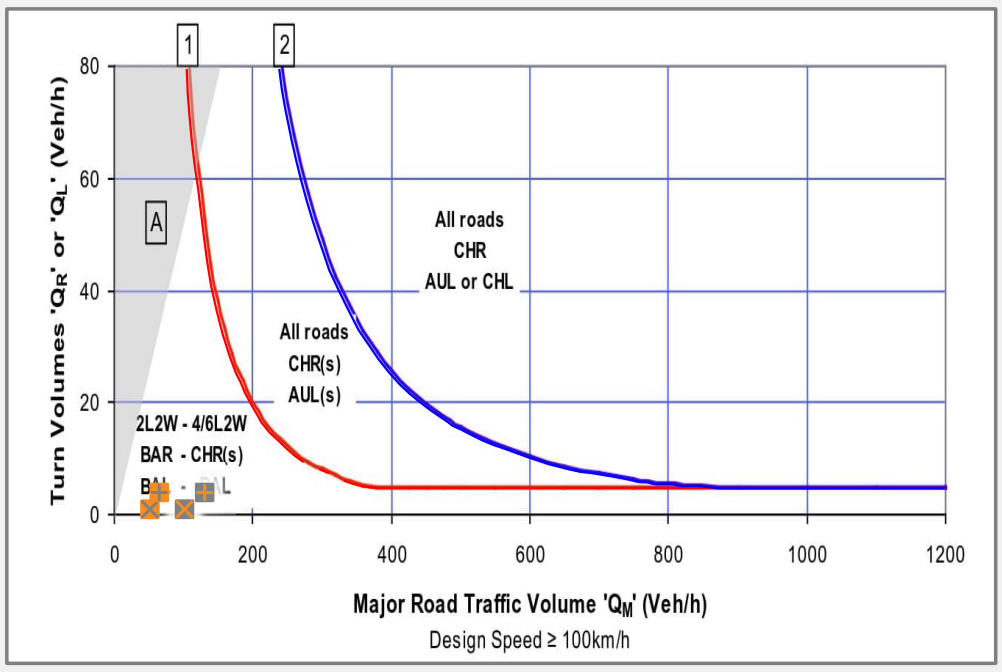
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	106	1
Left	56	1
With Development Traffic		
Right	135	4
Left	69	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

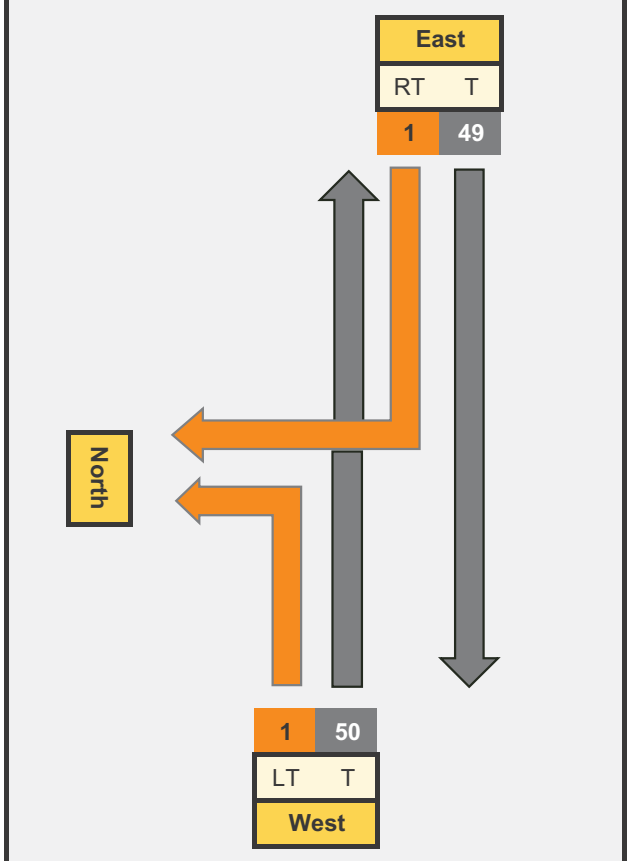
Intersection ID	X19
Intersection Name	Cunningham Highway/Woodcocks Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

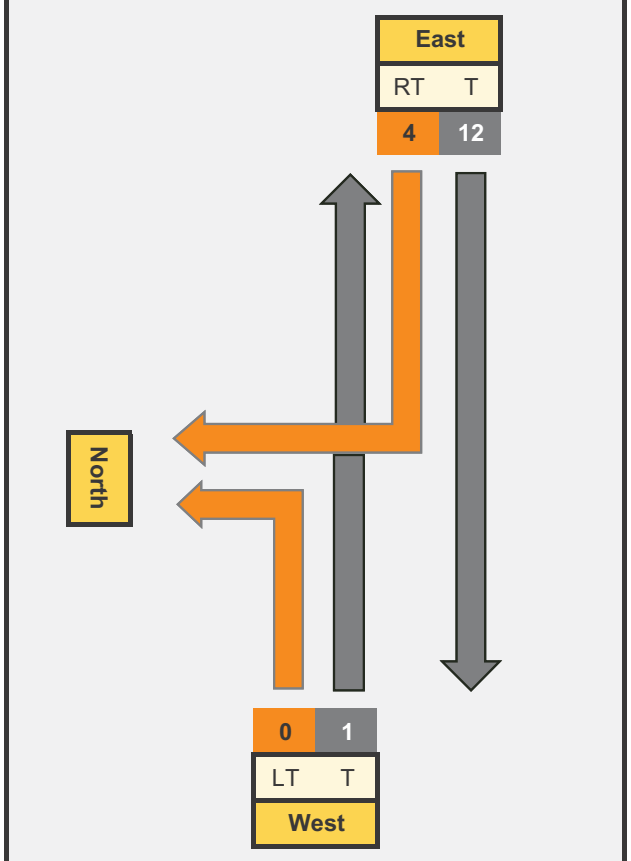
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

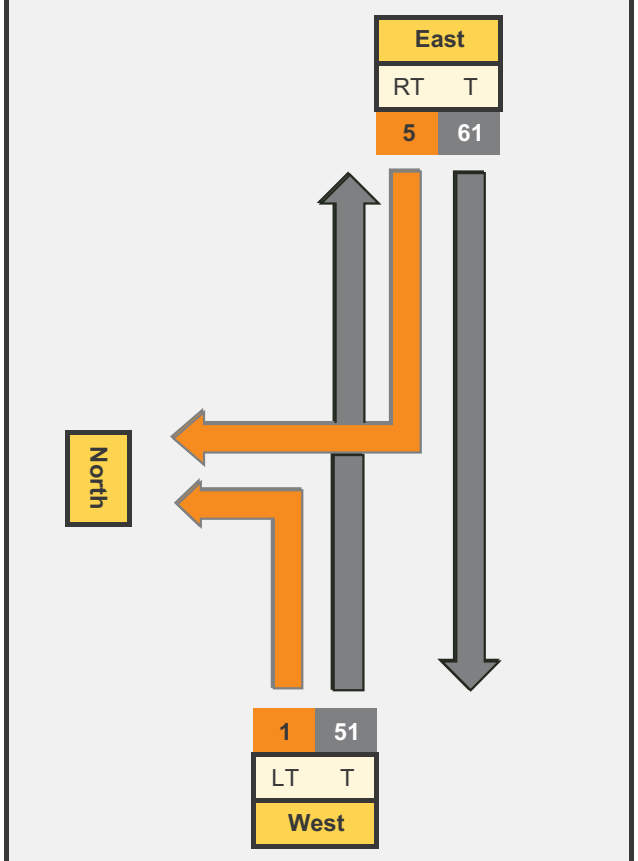
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	1
Left	50	1
With Development Traffic		
Right	113	5
Left	51	1

Graph Terminolgy

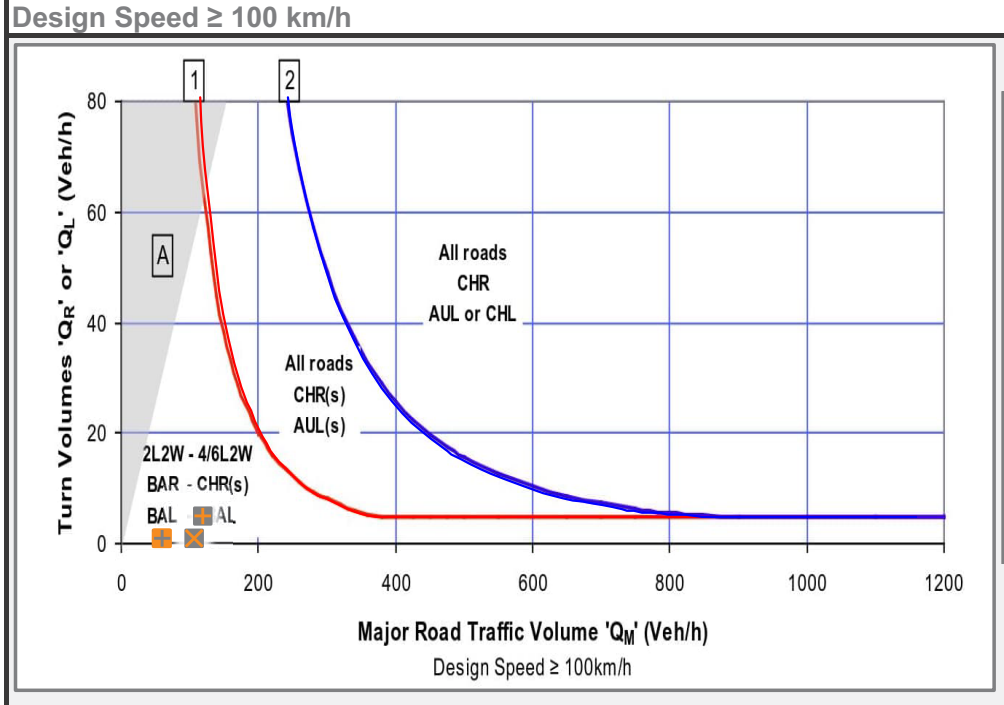
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	1
Left	50	1
With Development Traffic		
Right	113	5
Left	51	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

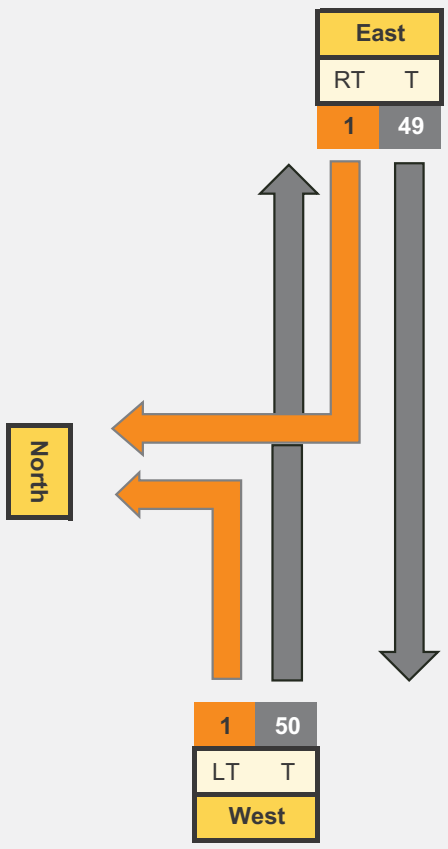
Intersection ID	X19
Intersection Name	Cunningham Highway/Woodcocks Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

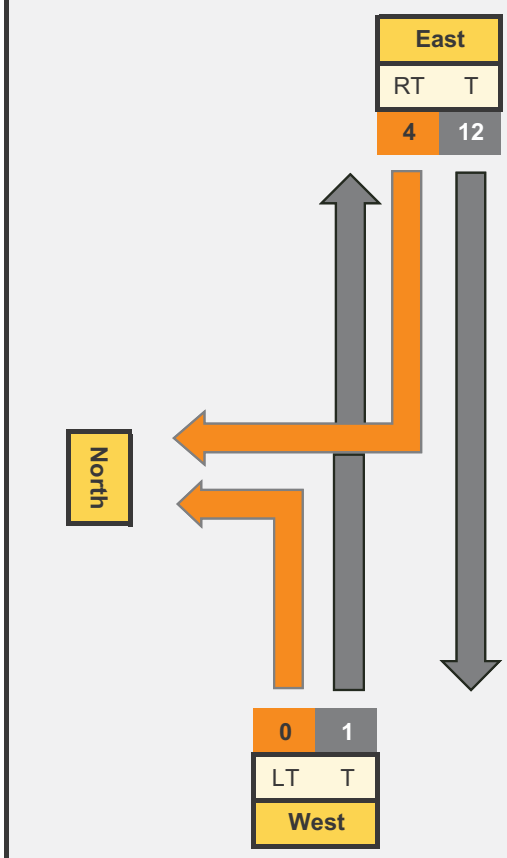
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

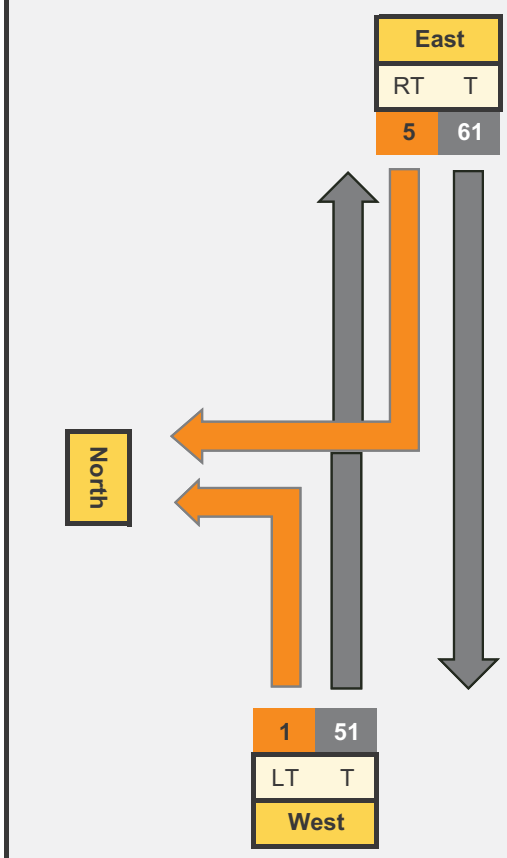
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	1
Left	50	1
With Development Traffic		
Right	113	5
Left	51	1

Graph Terminolgy

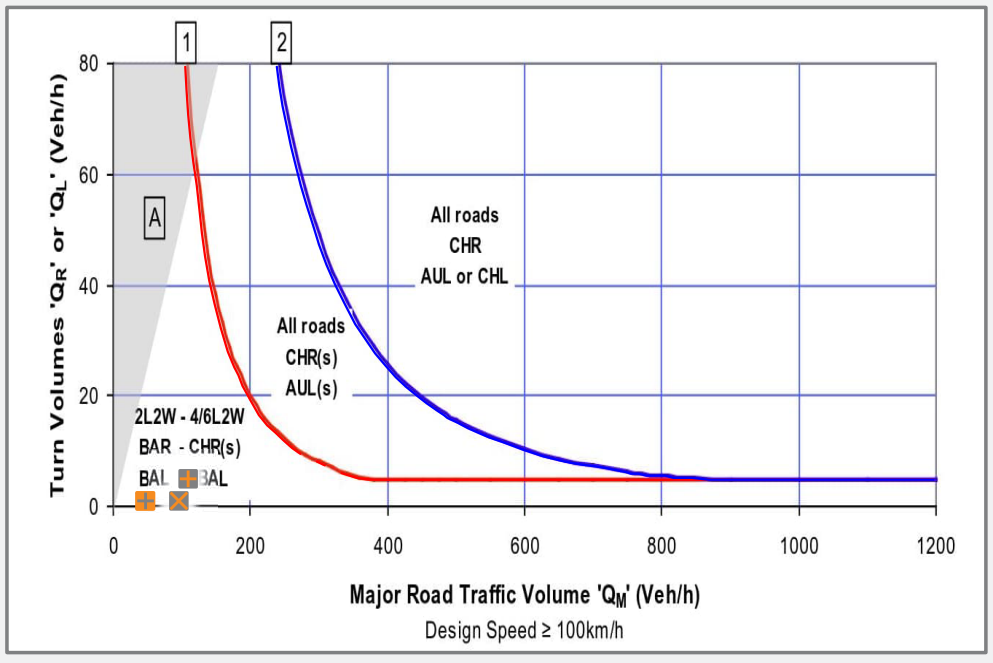
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	100	1
Left	50	1
With Development Traffic		
Right	113	5
Left	51	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

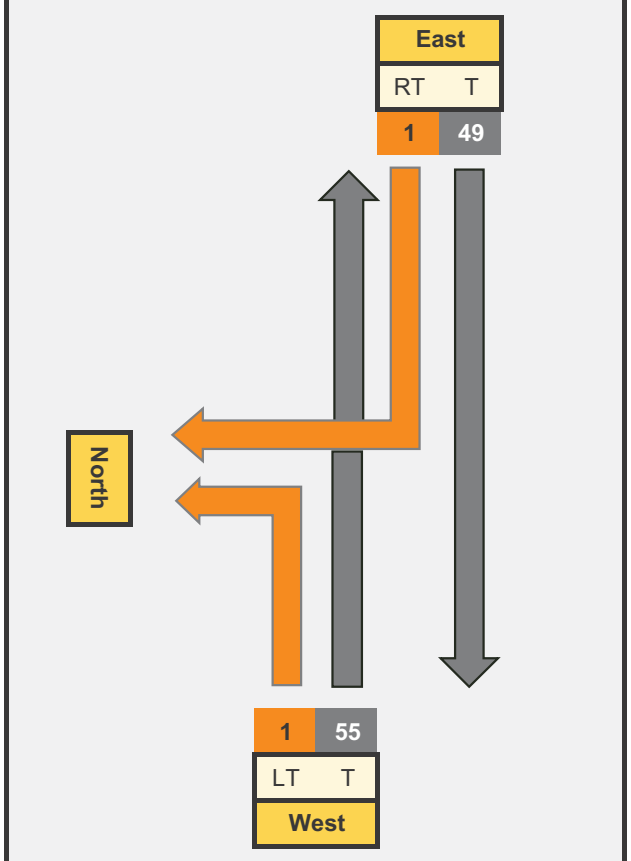
Intersection ID	X19
Intersection Name	Cunningham Highway/Woodcocks Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

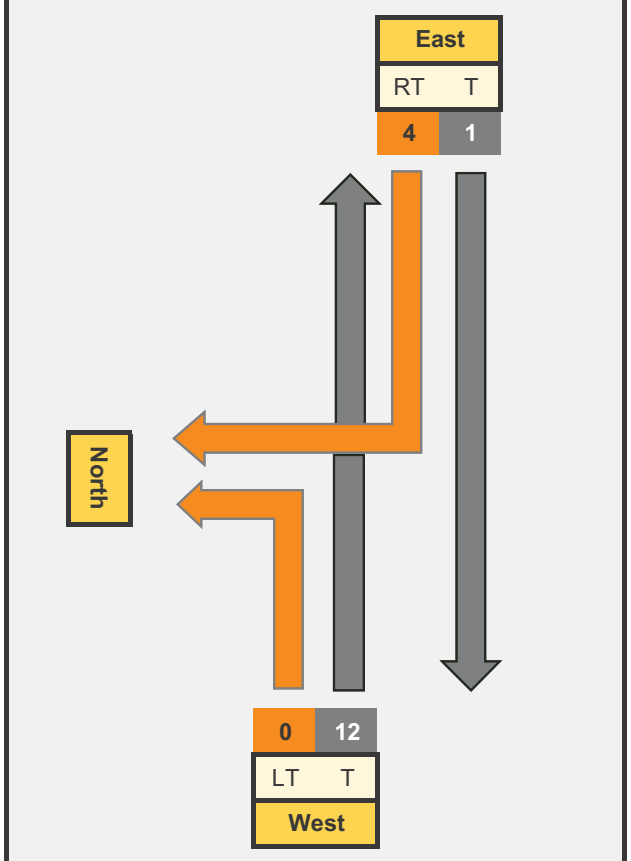
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

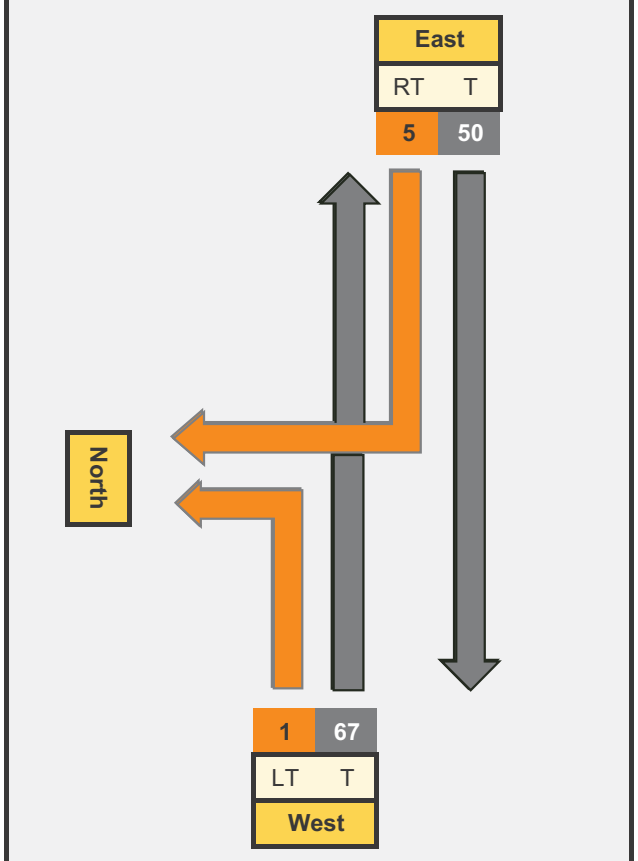
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	105	1
Left	55	1
With Development Traffic		
Right	118	5
Left	67	1

Graph Terminolgy

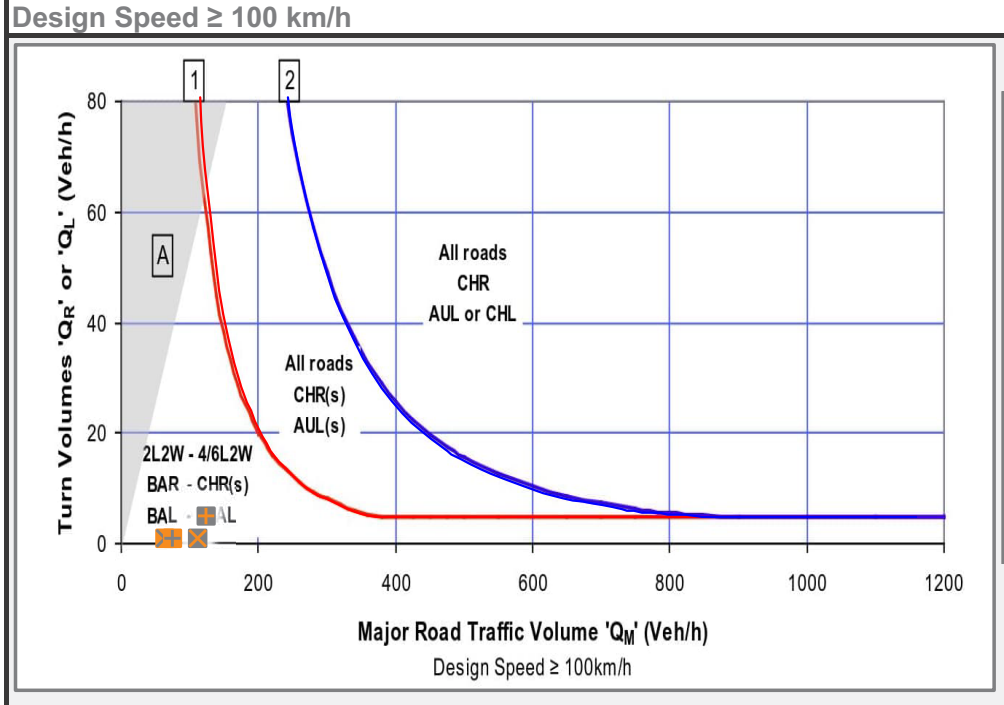
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	105	1
Left	55	1
With Development Traffic		
Right	118	5
Left	67	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

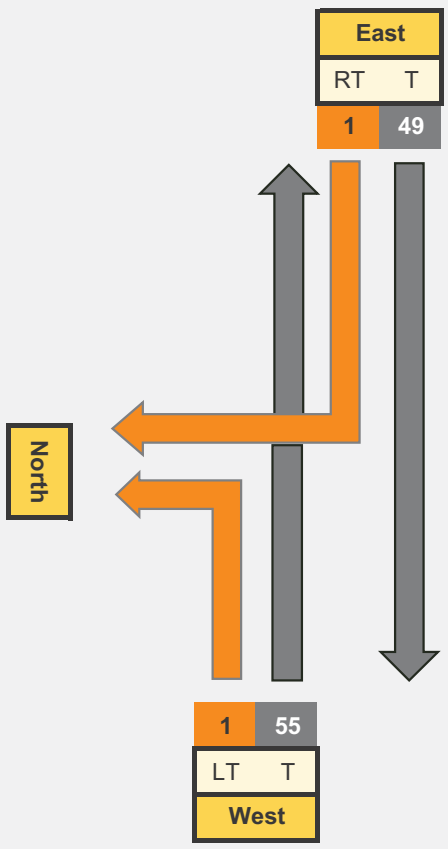
Intersection ID	X19
Intersection Name	Cunningham Highway/Woodcocks Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

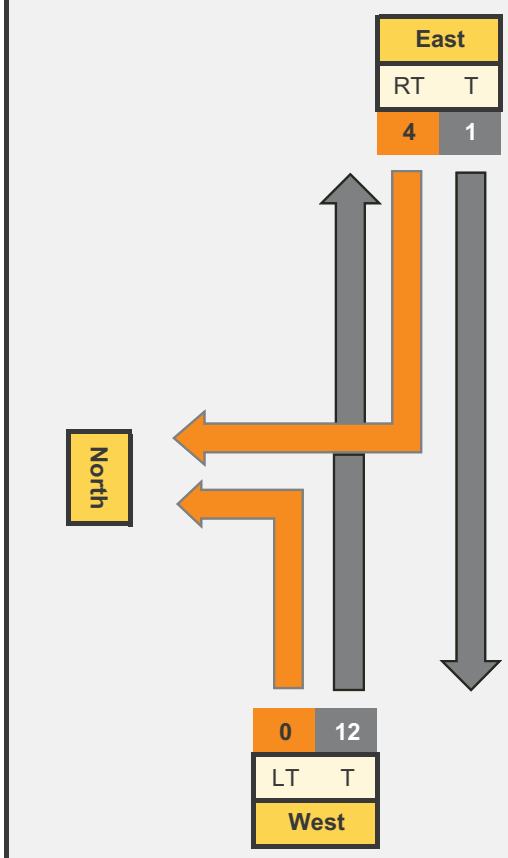
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

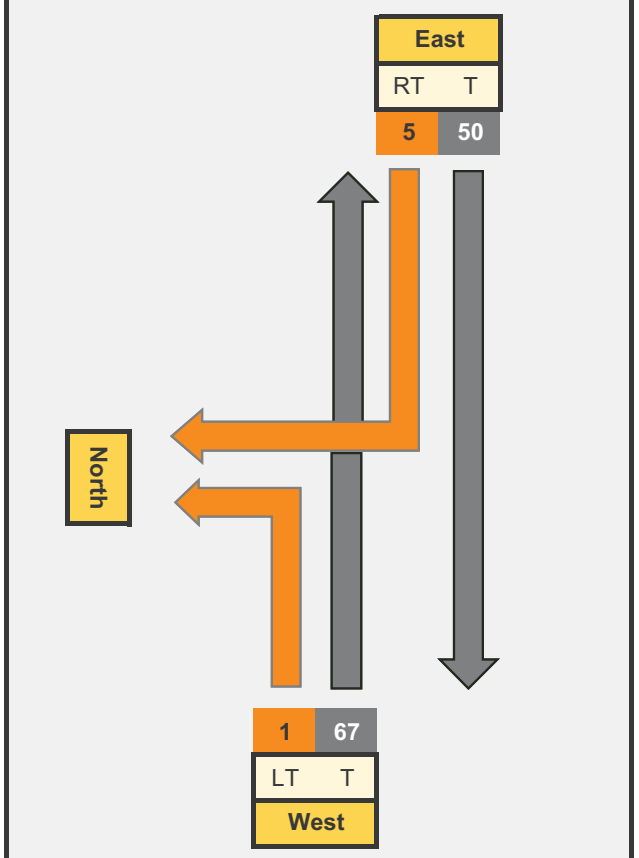
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	105	1
Left	55	1
With Development Traffic		
Right	118	5
Left	67	1

Graph Terminolgy

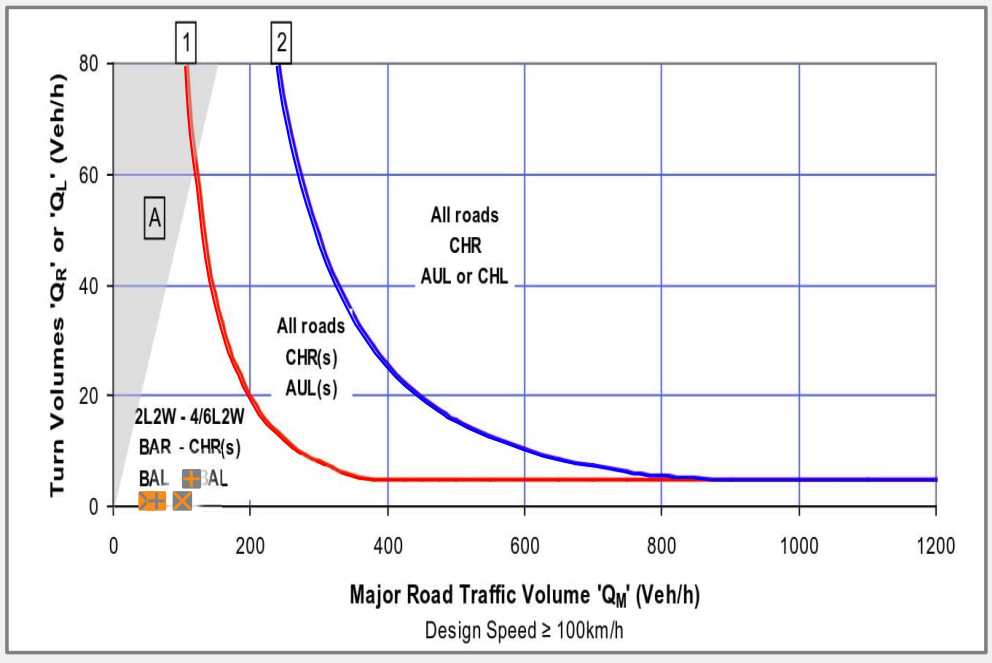
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	105	1
Left	55	1
With Development Traffic		
Right	118	5
Left	67	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

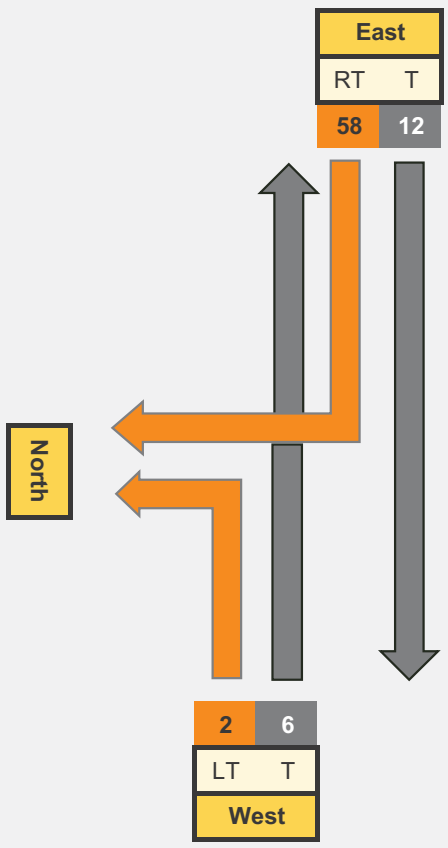
Intersection ID	X20
Intersection Name	Cunningham Highway / Yelarbon Keetah Road

Speed	60			
Existing Treatment	L	BAL	R	BAR

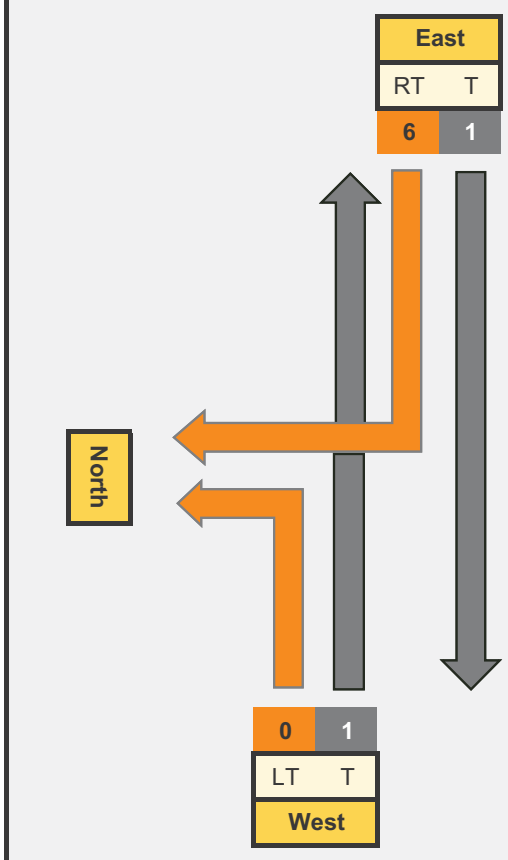
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 1: 1

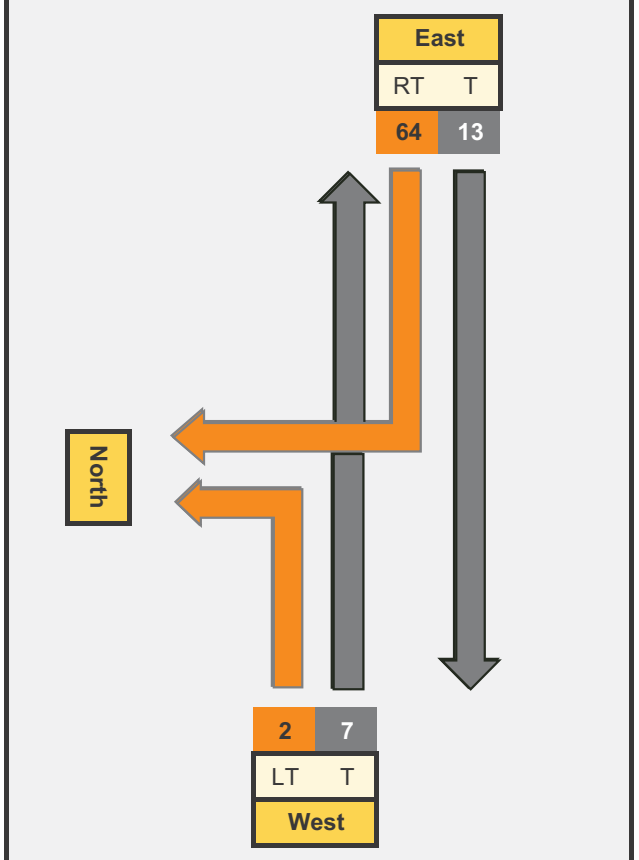
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	20	58
Left	6	2
With Development Traffic		
Right	22	64
Left	7	2

Graph Terminolgy

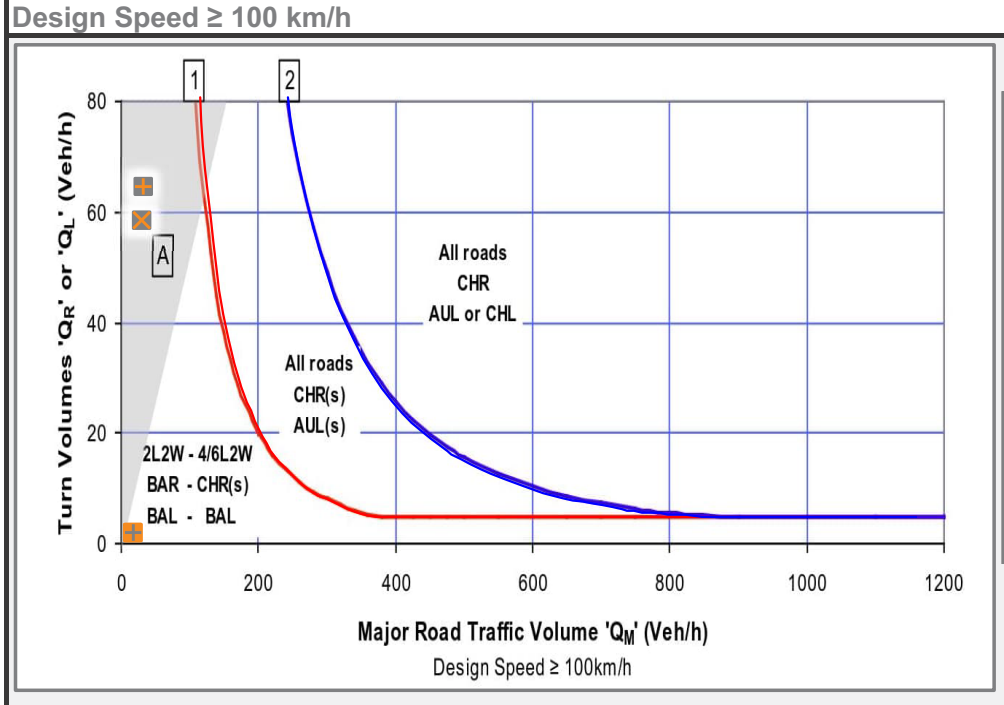
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	20	58
Left	6	2
With Development Traffic		
Right	22	64
Left	7	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

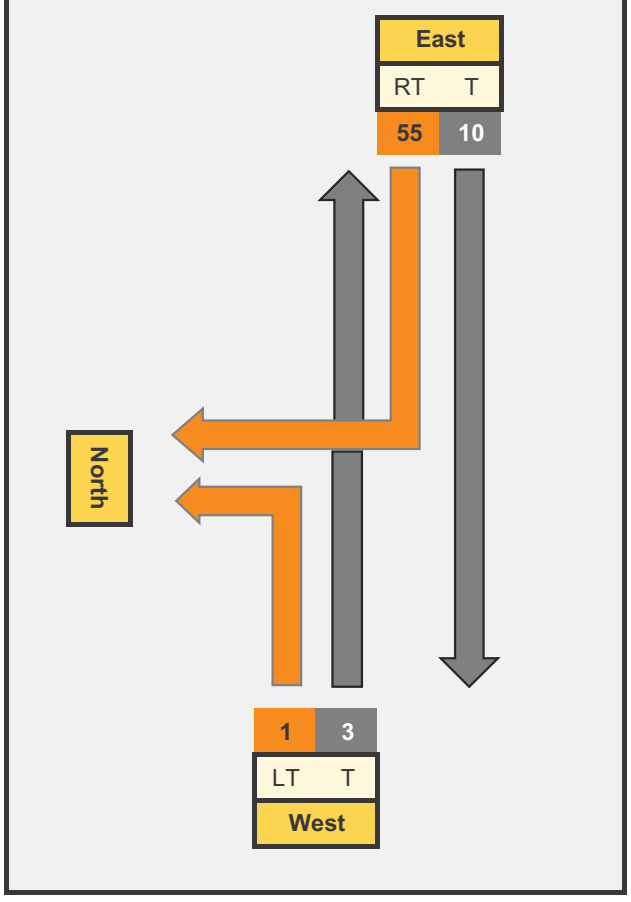
Intersection ID	X20
Intersection Name	Cunningham Highway / Yelarbon Keetah Road

Speed	60			
Existing Treatment	L	BAL	R	BAR

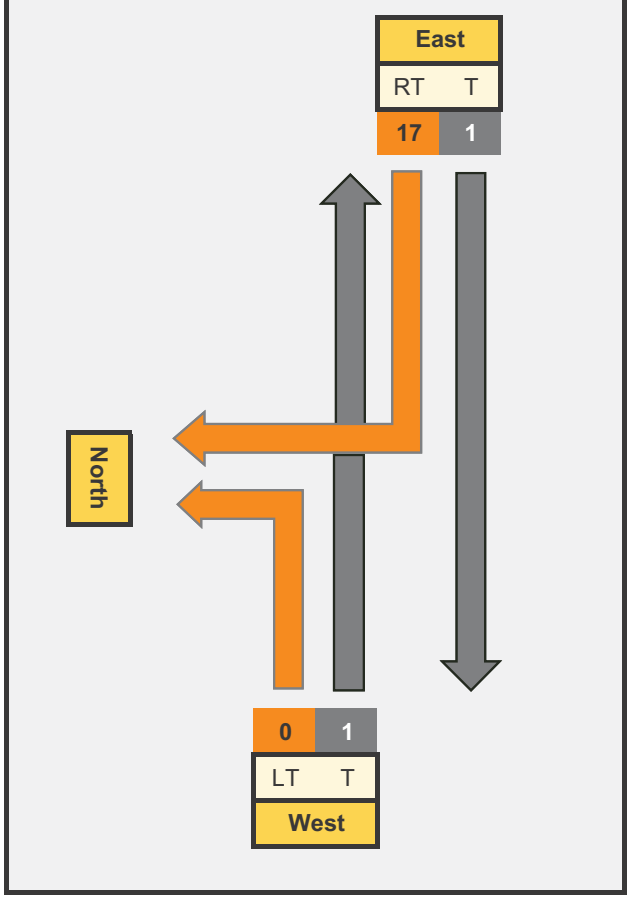
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 1: 1

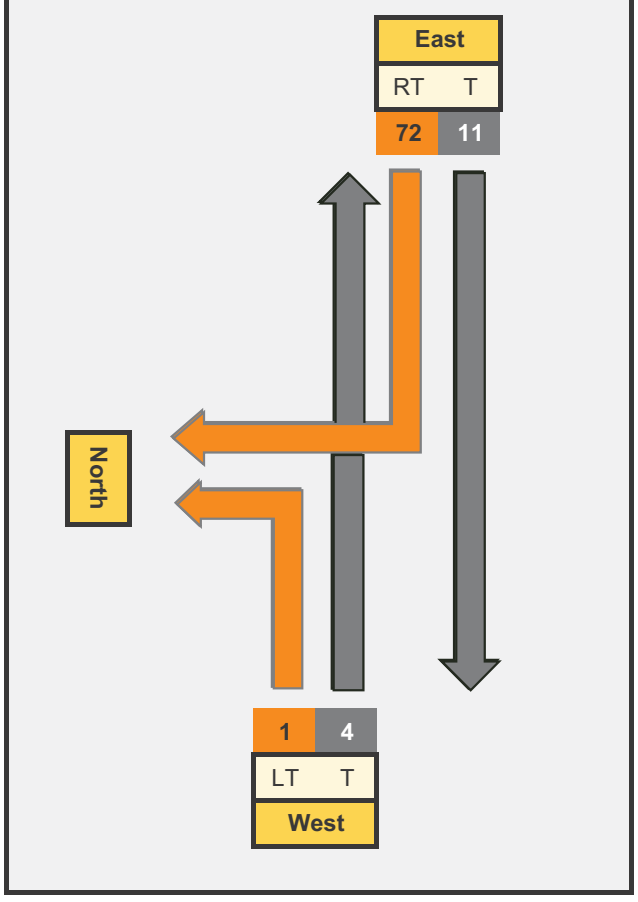
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	14	55
Left	3	1
With Development Traffic		
Right	16	72
Left	4	1

Graph Terminolgy

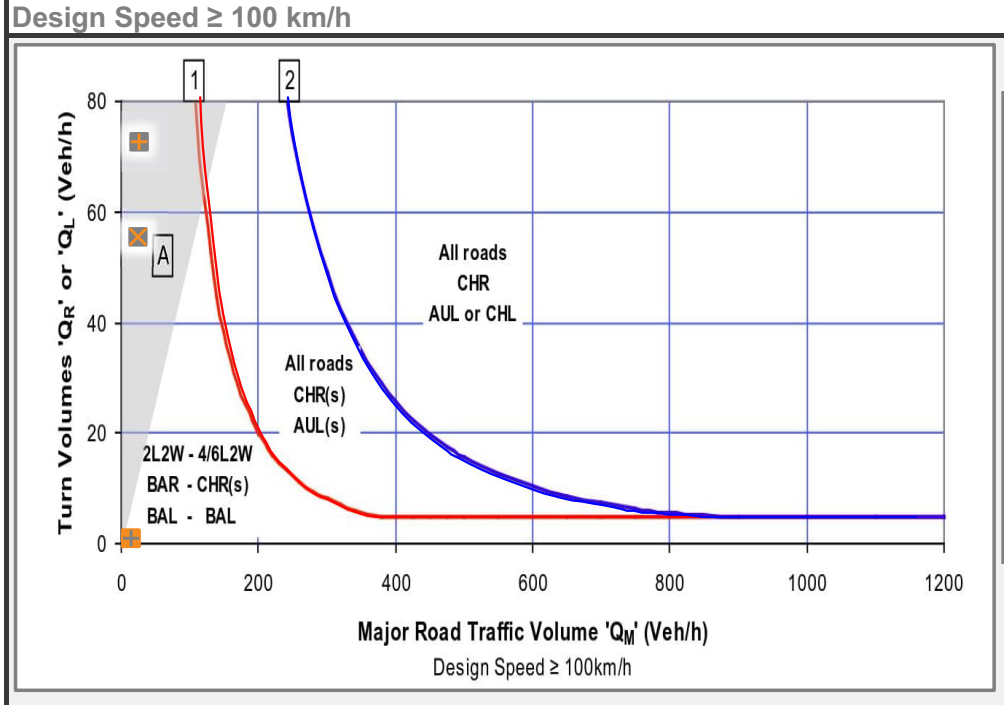
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	14	55
Left	3	1
With Development Traffic		
Right	16	72
Left	4	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

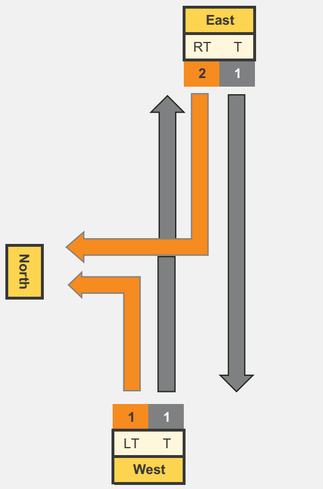
Intersection Code	4B
Intersection ID	X21
Intersection Name	Cunningham Highway / Yelarbon Kurumbul Road

Time Period	AM
Speed	60
Existing Treatment	L: BAL R: BAR

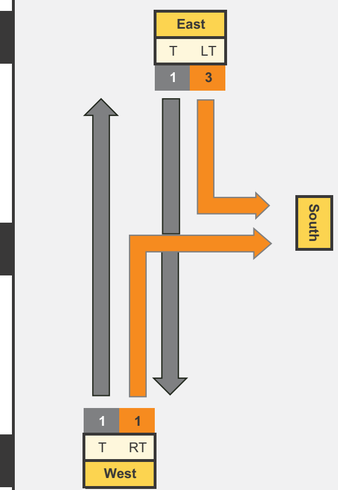
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

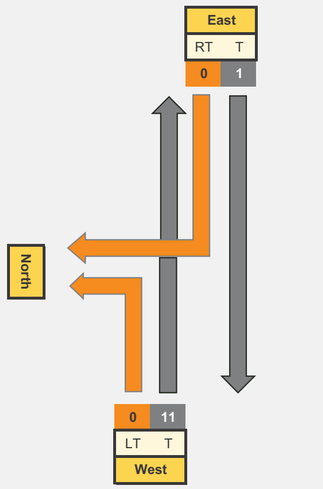
Peak Impact Year - Without Development Traffic



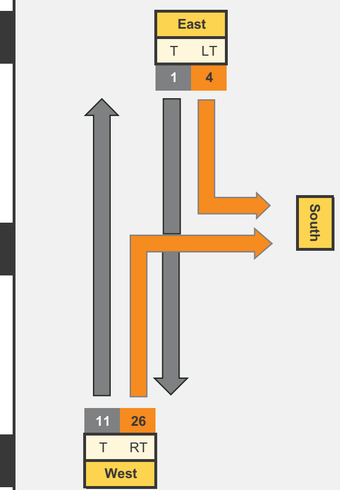
Peak Impact Year - Without Development Traffic



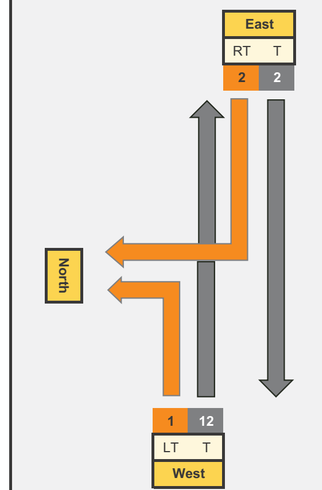
Peak Impact Year - Development Traffic



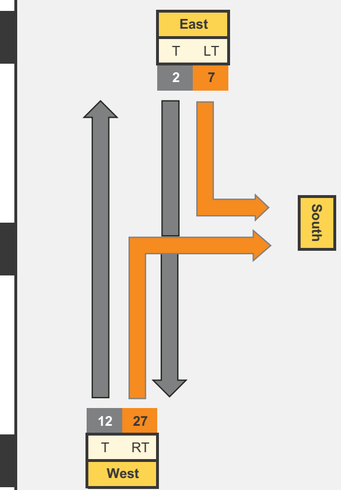
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic

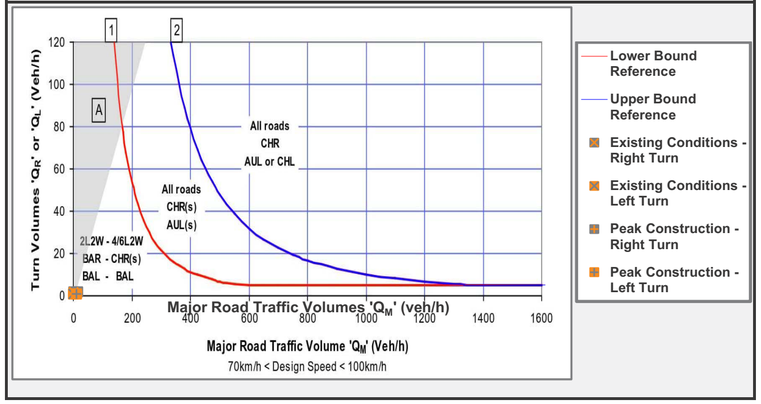


Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	2
Left	1	1
With Development Traffic		
Right	15	2
Left	12	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h

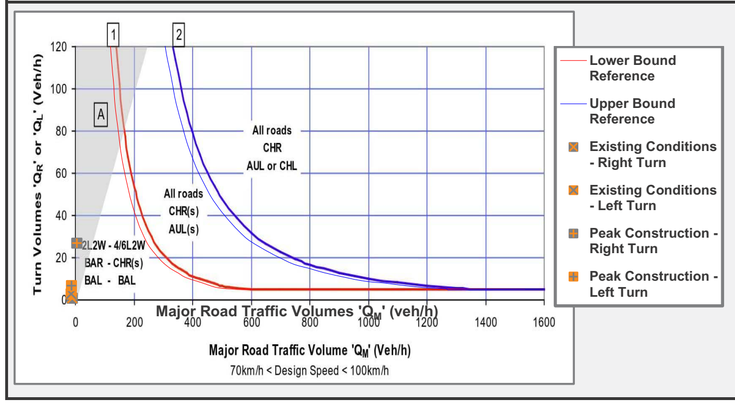


Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	5	1
Left	1	3
With Development Traffic		
Right	21	27
Left	2	7

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Legend

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

Graph Terminolgy

Legend

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

Turn Warrant Requirements

Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Turn Warrant Requirements

Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	2
Left	1	1
With Development Traffic		
Right	15	2
Left	12	1

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	5	1
Left	1	3
With Development Traffic		
Right	21	27
Left	2	7

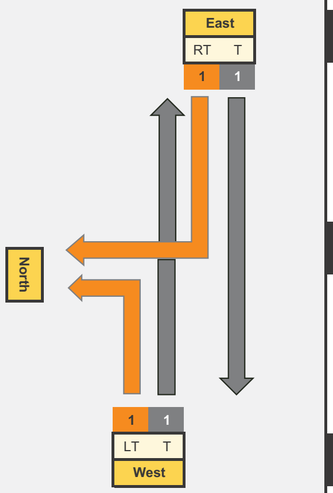
Intersection Code	4B
Intersection ID	X21
Intersection Name	Cunningham Highway / Yelarbon Kurumbul Road

Time Period	PM
Speed	60
Existing Treatment	L: BAL, R: BAR

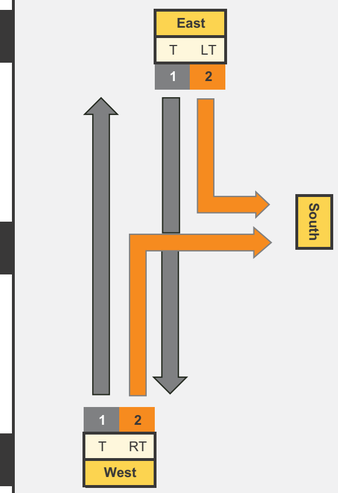
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

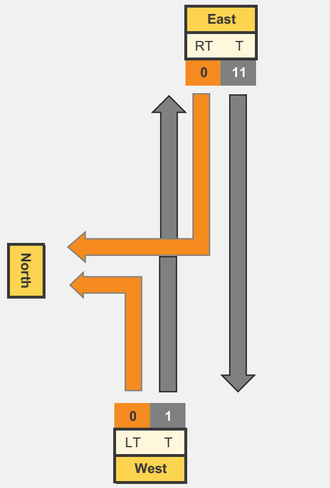
Peak Impact Year - Without Development Traffic



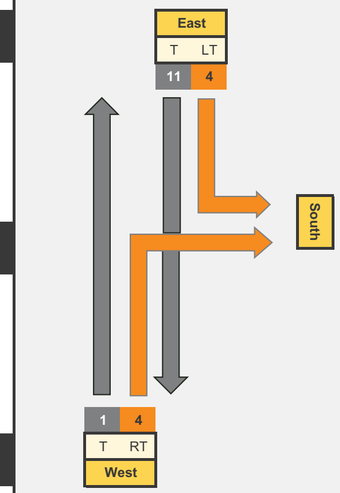
Peak Impact Year - Without Development Traffic



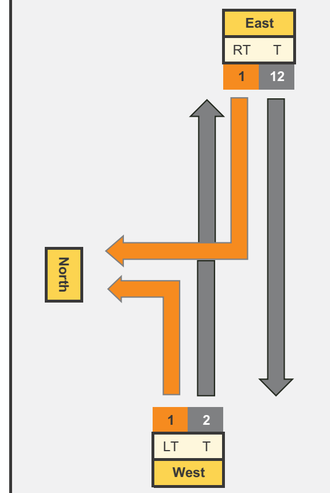
Peak Impact Year - Development Traffic



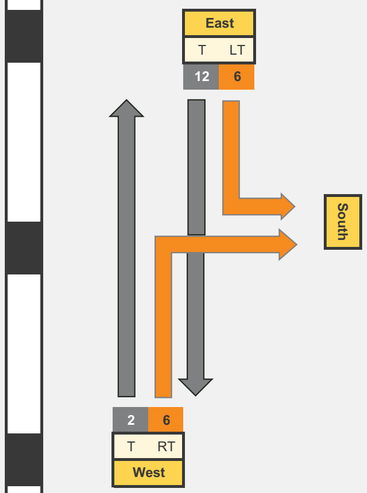
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	15	1
Left	2	1

Graph Terminolgy

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

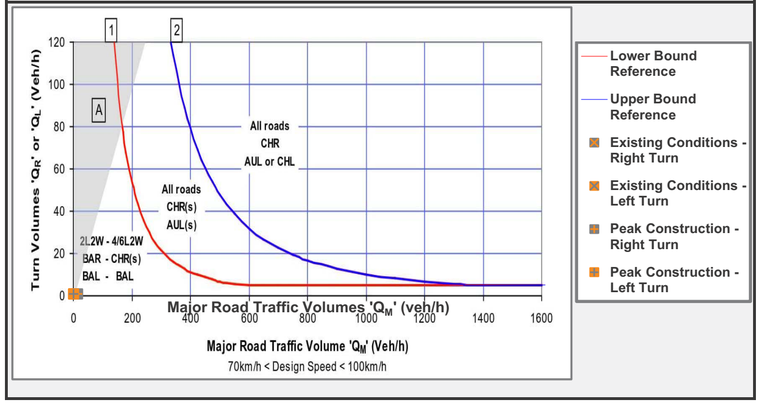
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	15	1
Left	2	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	4	2
Left	1	2
With Development Traffic		
Right	20	6
Left	12	6

Graph Terminolgy

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

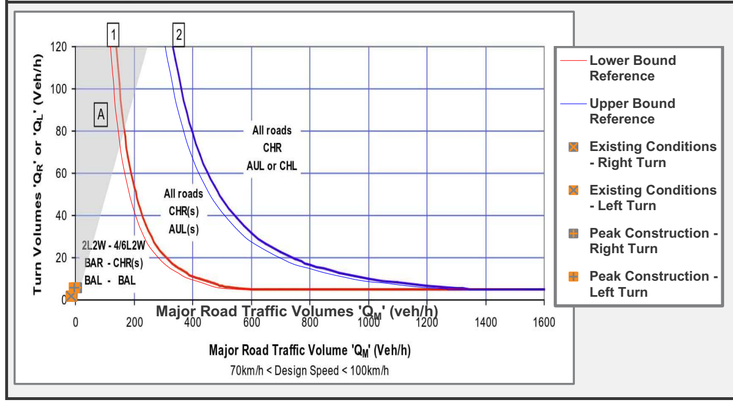
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	4	2
Left	1	2
With Development Traffic		
Right	20	6
Left	12	6

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3C

Time Period	AM

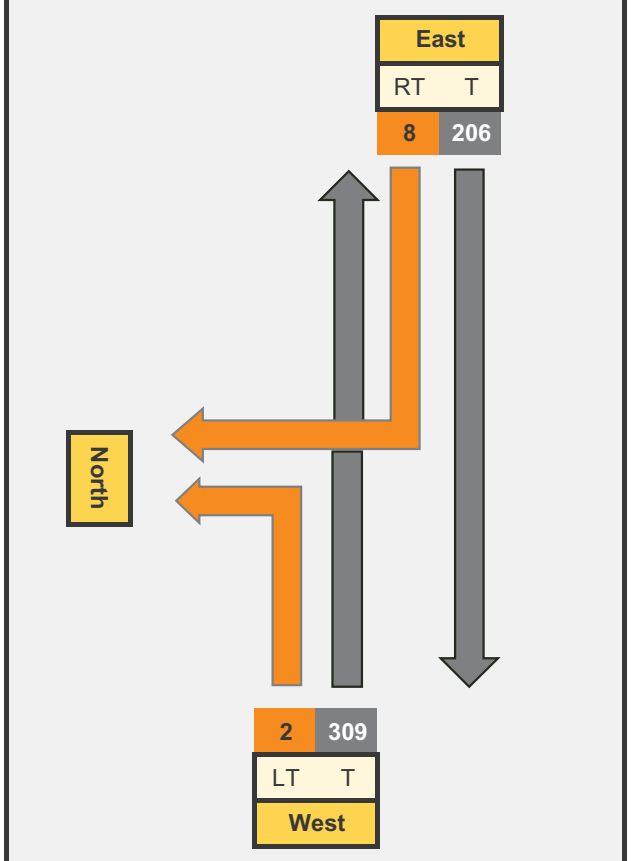
Intersection ID	X23
Intersection Name	Gore Highway / Athol School Road

Speed	100			
Existing Treatment	L	CHL	R	CHR

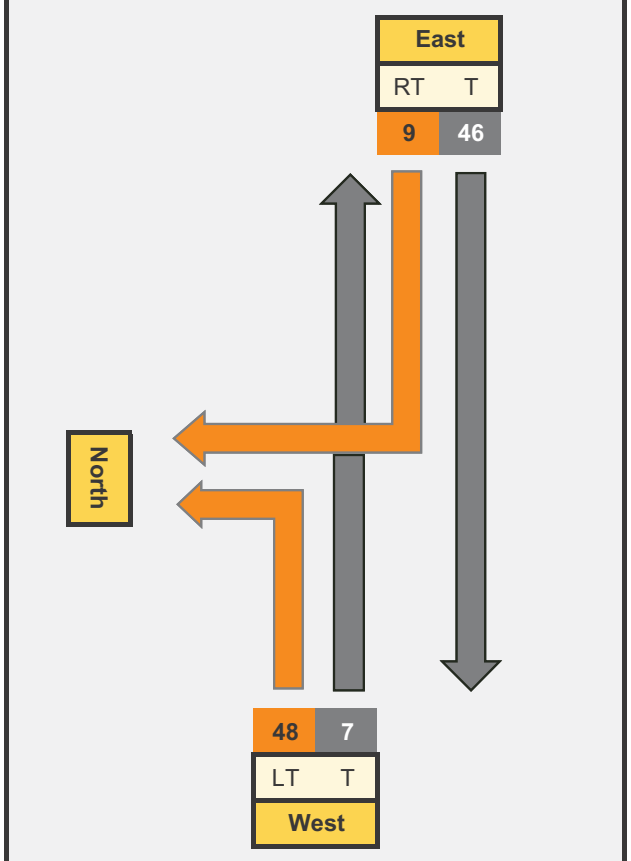
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 1: 1

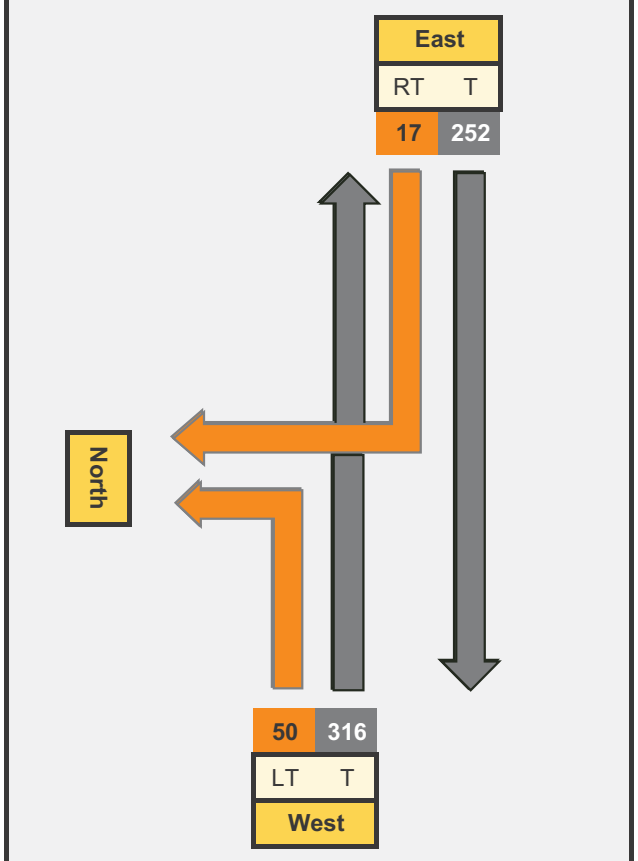
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	517	8
Left	309	2
With Development Traffic		
Right	618	17
Left	316	50

Graph Terminolgy

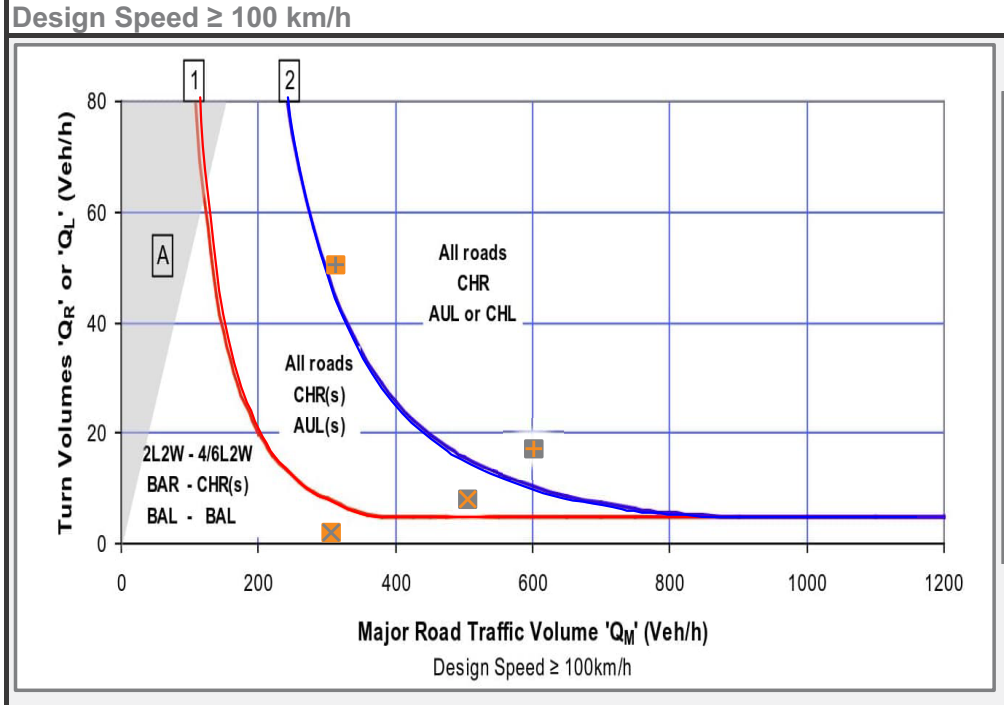
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	AUL or CHL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	517	8
Left	309	2
With Development Traffic		
Right	618	17
Left	316	50

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

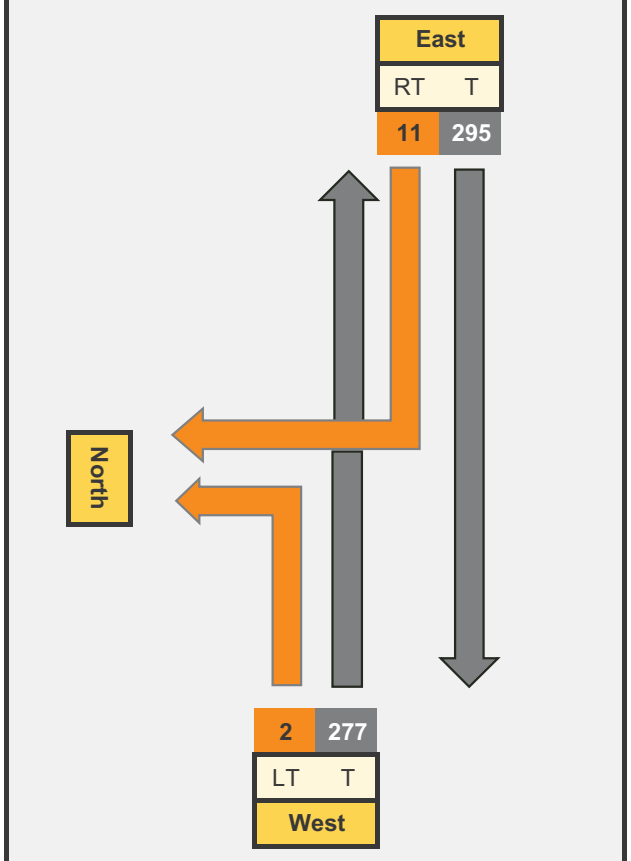
Intersection ID	X23
Intersection Name	Gore Highway / Athol School Road

Speed	100			
Existing Treatment	L	CHL	R	CHR

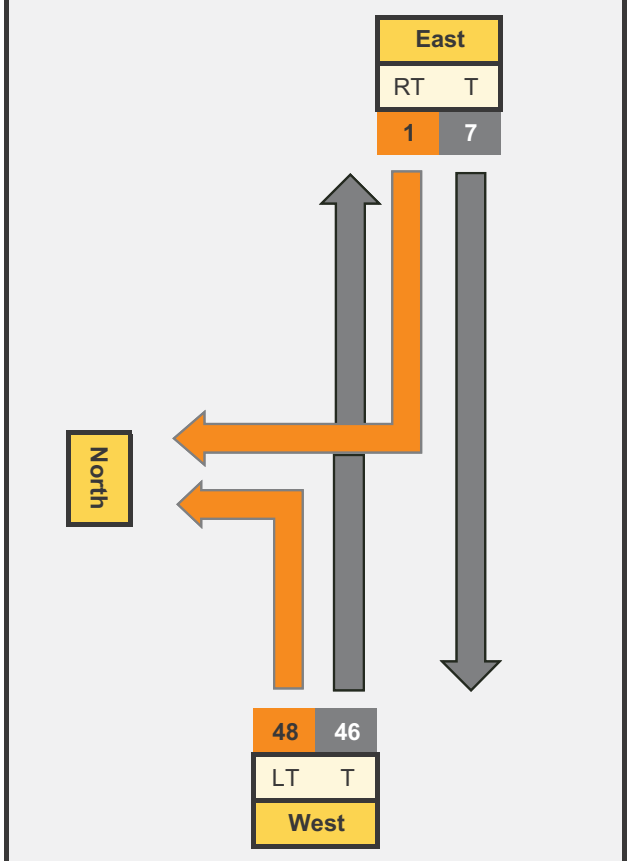
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 1: 1

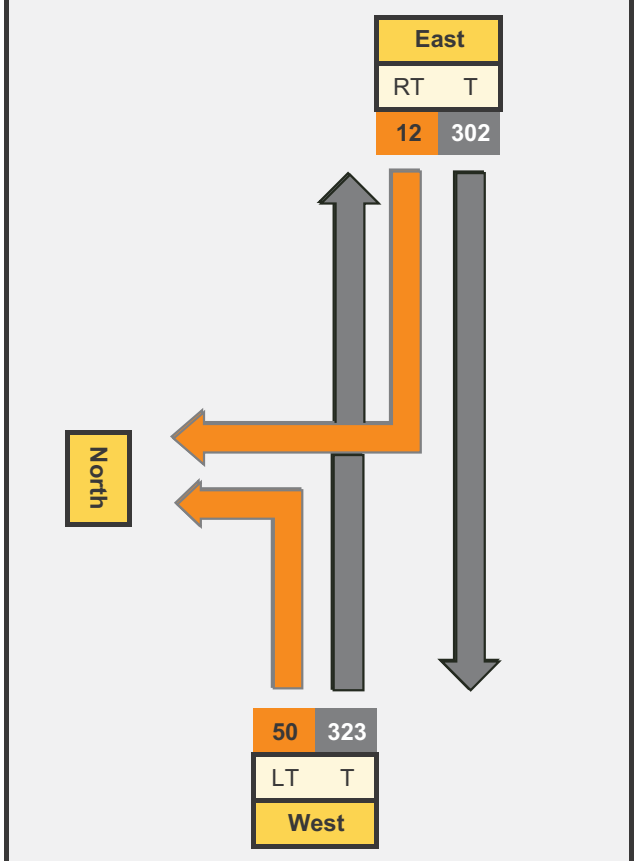
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	574	11
Left	277	2
With Development Traffic		
Right	675	12
Left	323	50

Graph Terminolgy

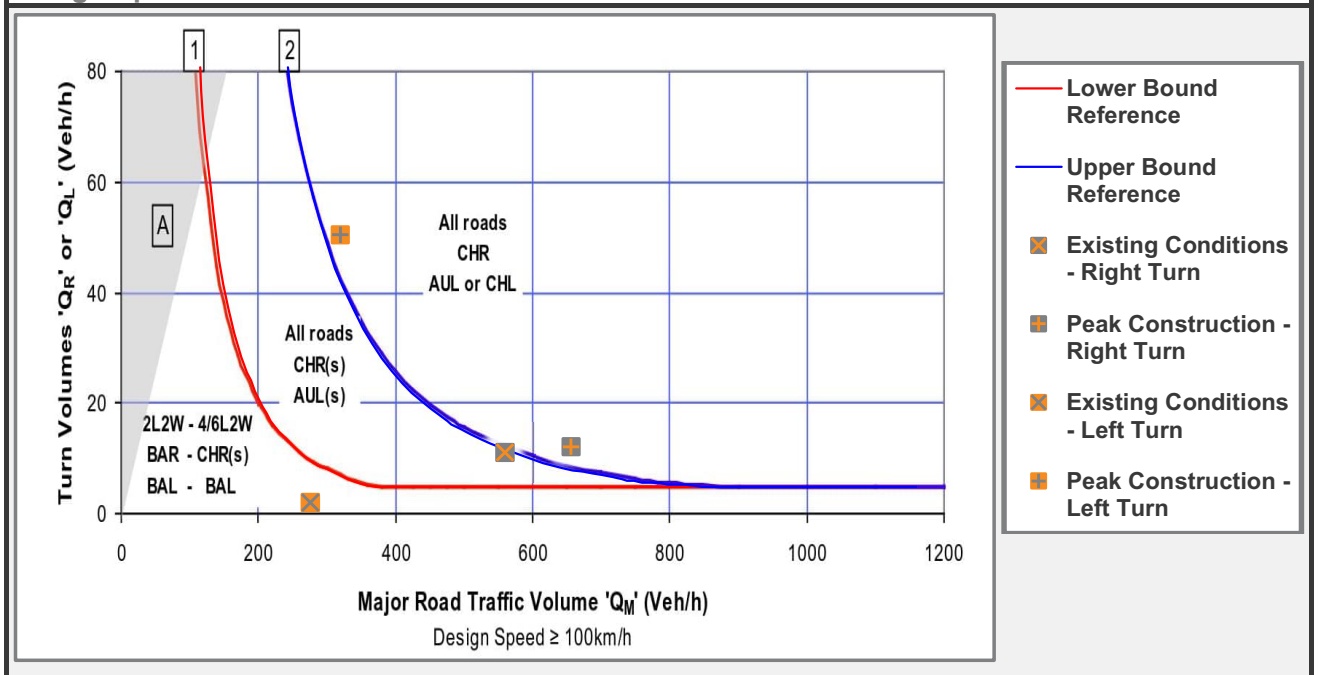
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	AUL or CHL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	574	11
Left	277	2
With Development Traffic		
Right	675	12
Left	323	50

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

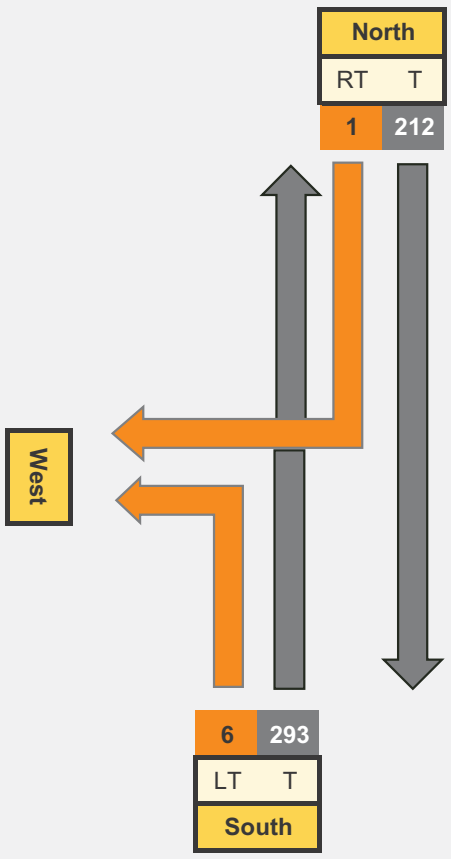
Intersection ID	X24
Intersection Name	Gore Highway / Biddeston Southbrook Road

Speed	100			
Existing Treatment	L	-	R	-

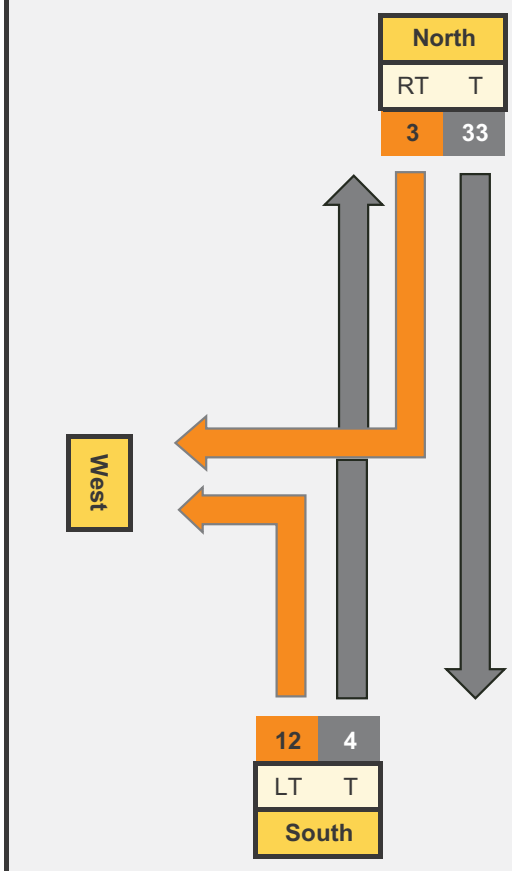
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

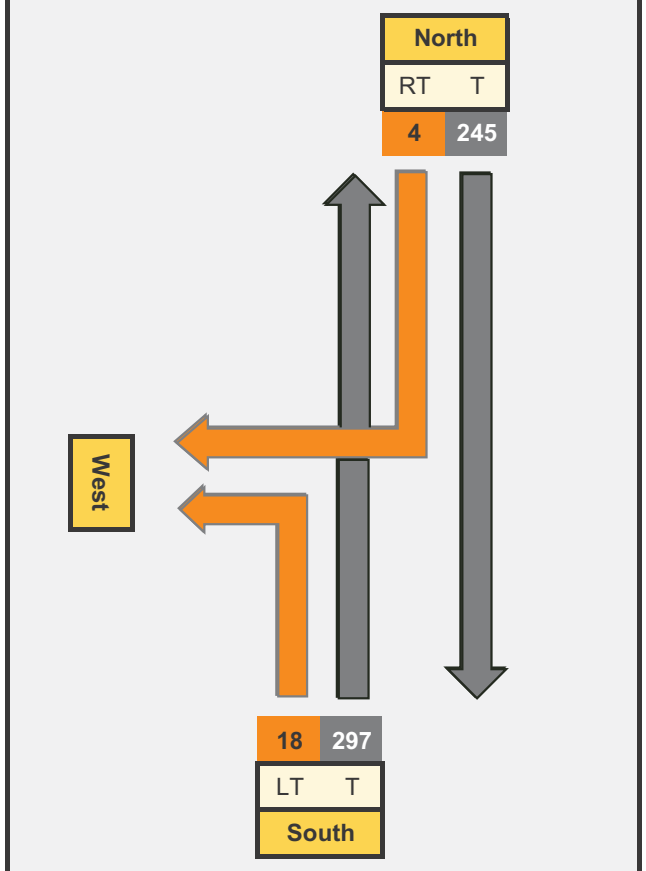
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	511	1
Left	293	6
With Development Traffic		
Right	560	4
Left	297	18

Graph Terminolgy

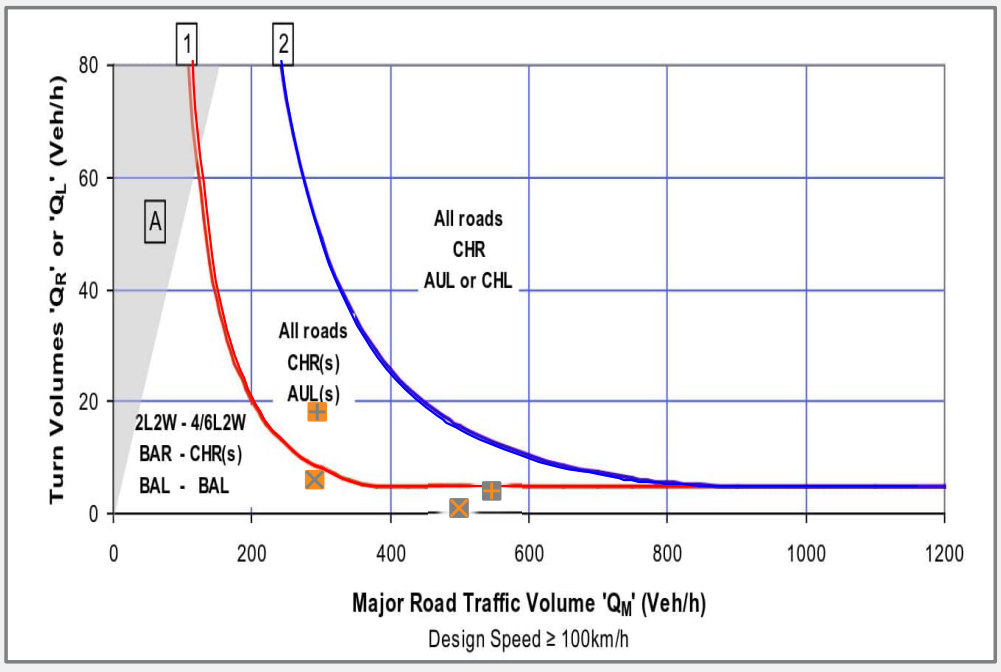
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	511	1
Left	293	6
With Development Traffic		
Right	560	4
Left	297	18

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

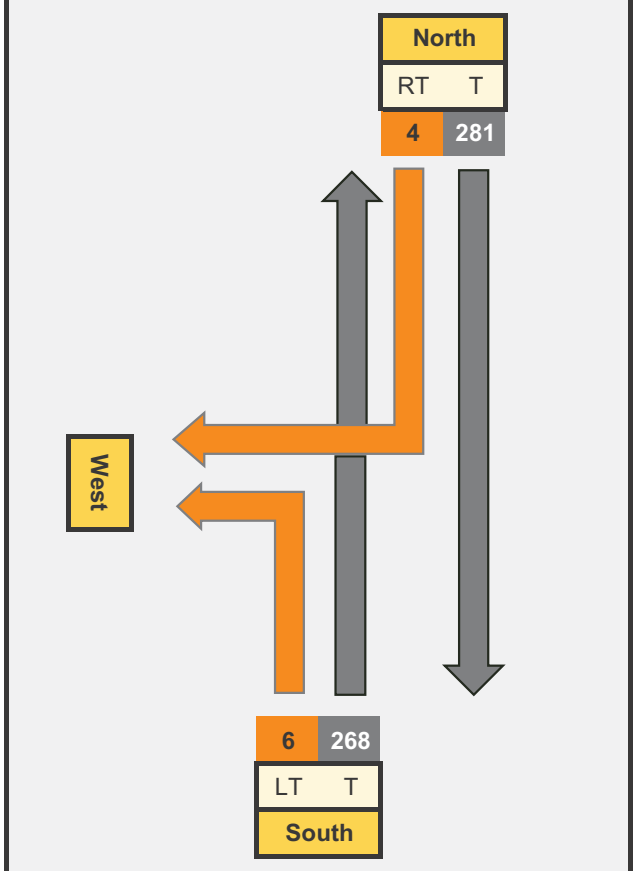
Intersection ID	X24
Intersection Name	Gore Highway / Biddeston Southbrook Road

Speed	100			
Existing Treatment	L	-	R	-

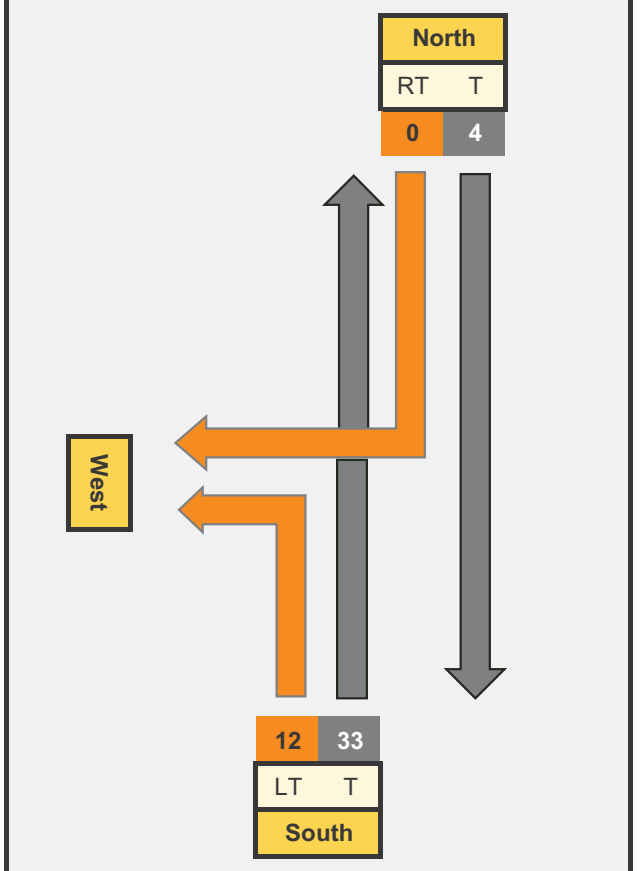
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

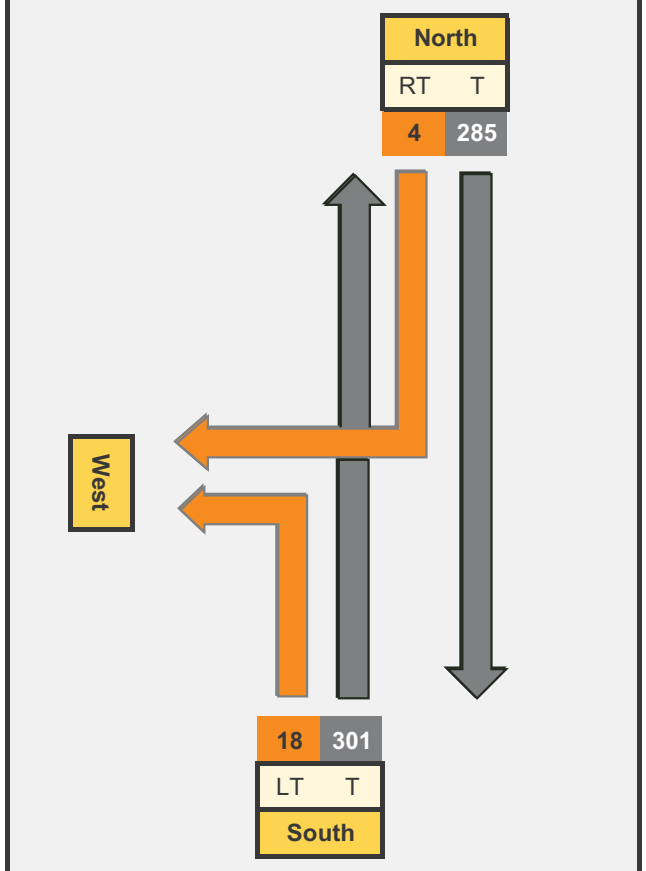
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	555	4
Left	268	6
With Development Traffic		
Right	604	4
Left	301	18

Graph Terminolgy

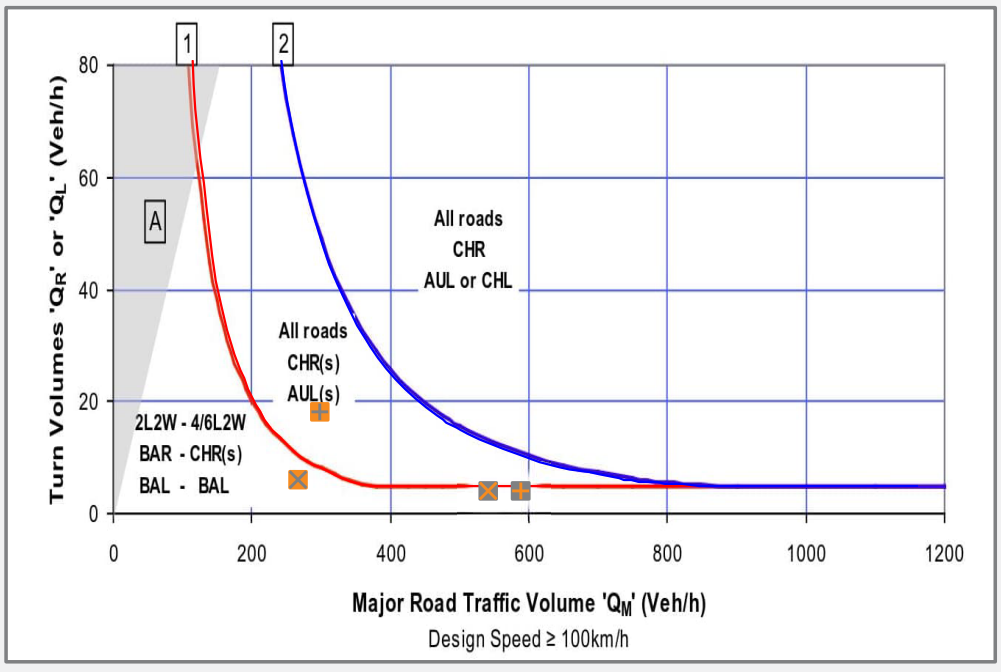
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	555	4
Left	268	6
With Development Traffic		
Right	604	4
Left	301	18

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

Time Period	AM

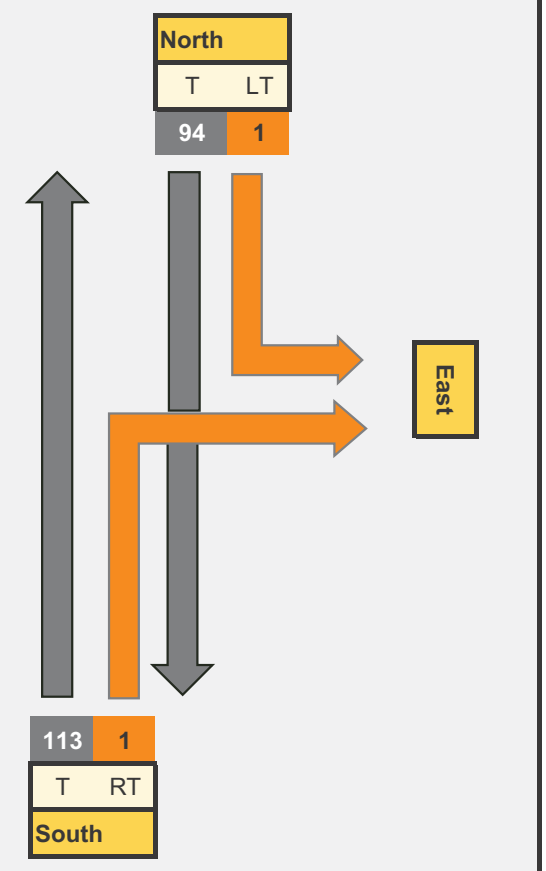
Intersection ID	X25
Intersection Name	Gore Highway / Blackwell Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

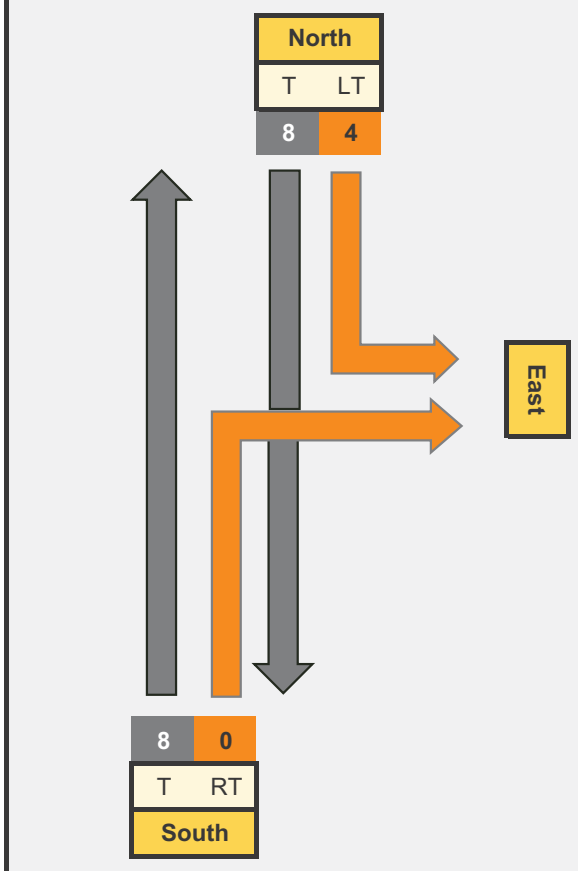
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

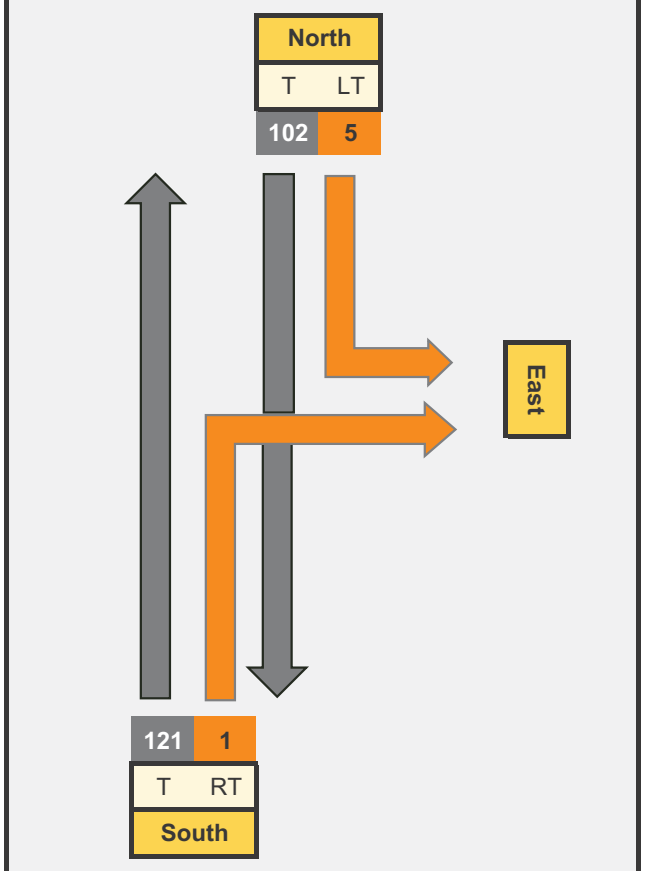
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	208	1
Left	94	1
With Development Traffic		
Right	228	1
Left	102	5

Graph Terminolgy

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

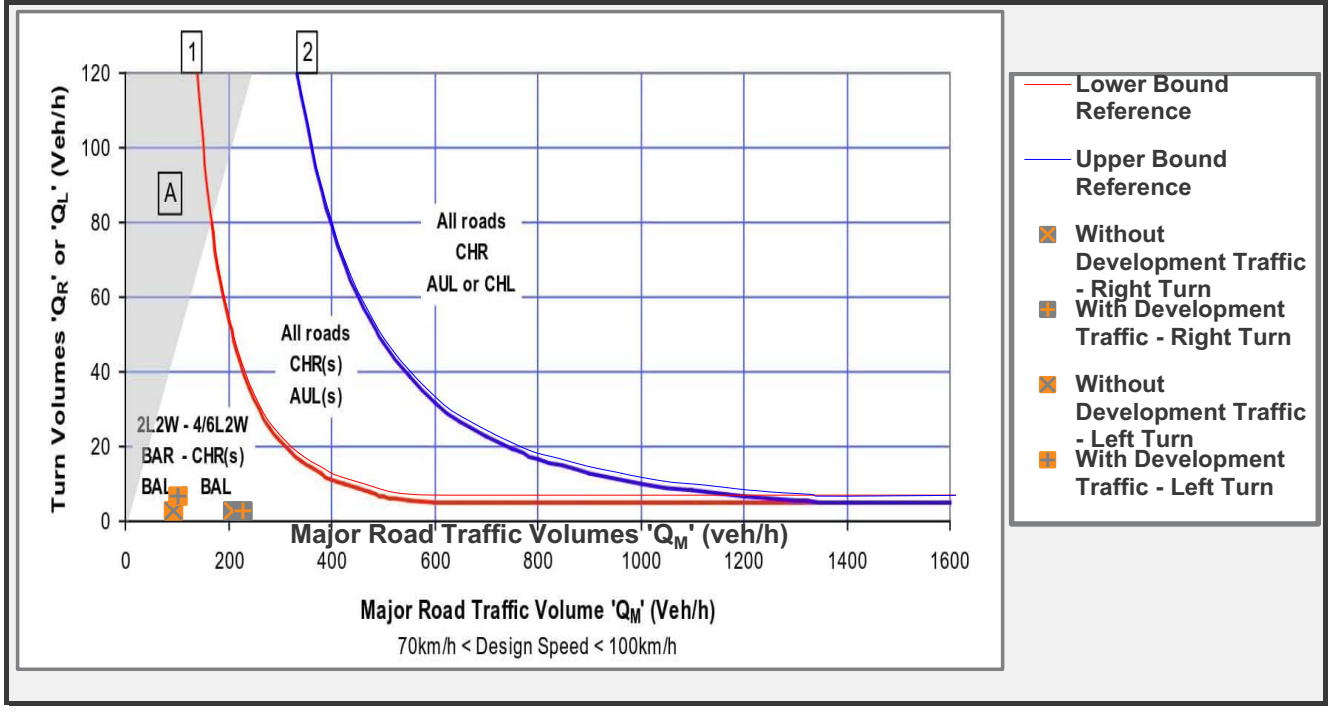
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	208	1
Left	94	1
With Development Traffic		
Right	228	1
Left	102	5

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

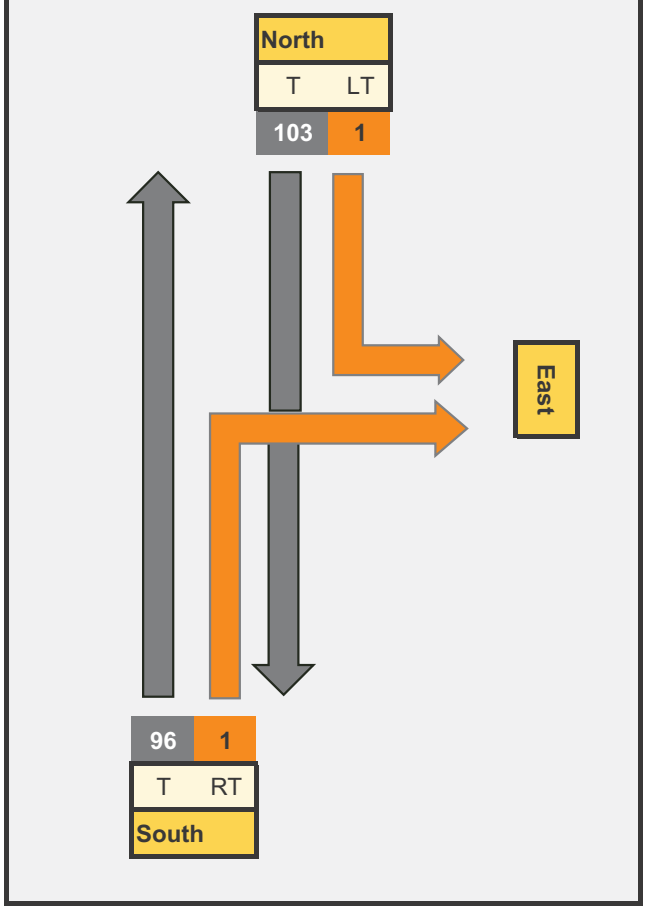
Intersection ID	X25
Intersection Name	Gore Highway / Blackwell Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

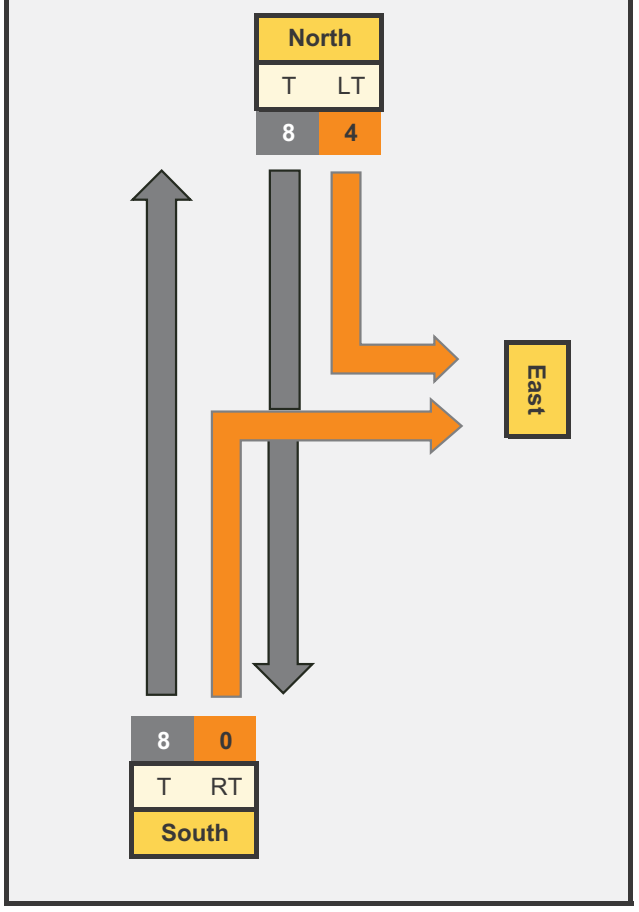
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

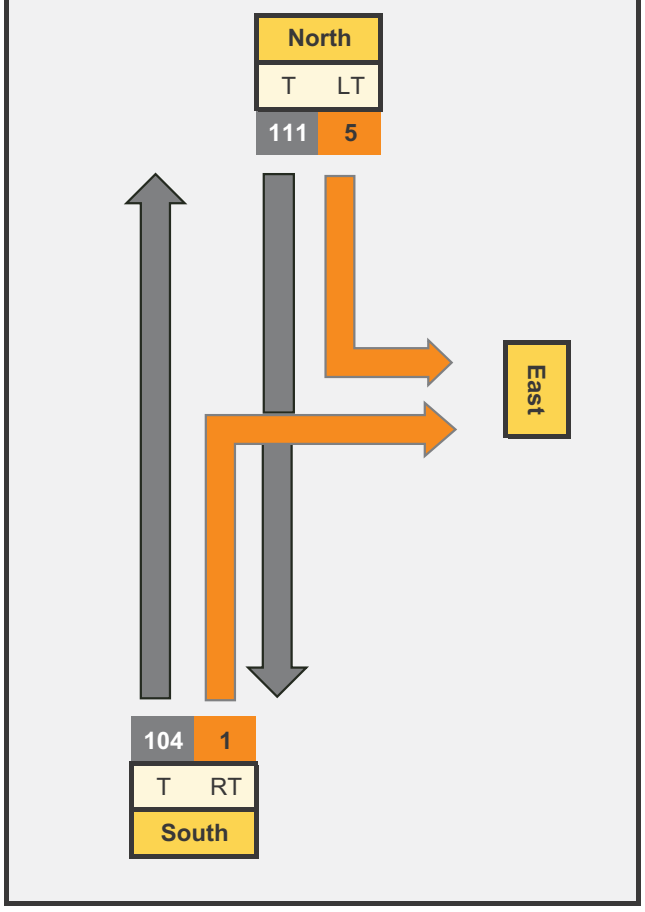
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	200	1
Left	103	1
With Development Traffic		
Right	220	1
Left	111	5

Graph Terminolgy

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

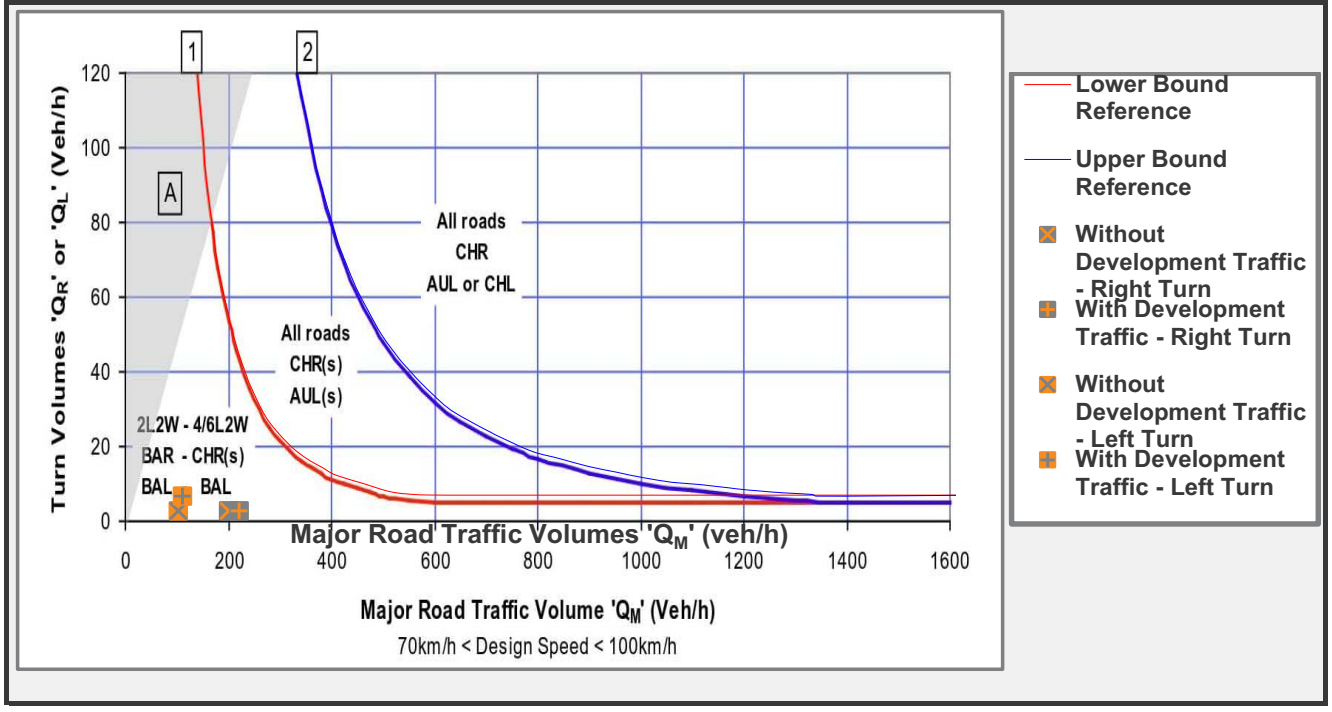
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	200	1
Left	103	1
With Development Traffic		
Right	220	1
Left	111	5

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	4A

Time Period	AM

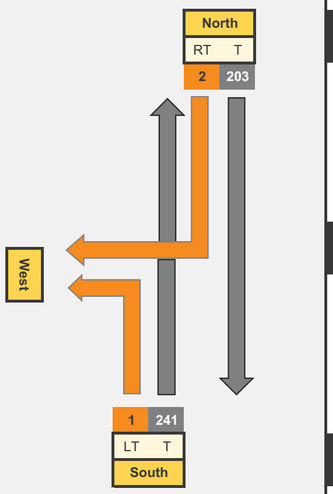
Intersection ID	X26
Intersection Name	Gore Highway / Bushy Lane West

Speed	100			
Existing Treatment	L	BAL	R	BAR

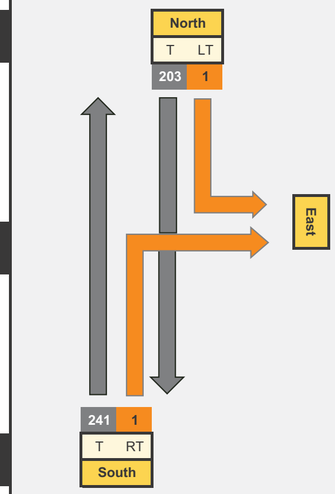
Peak Impact Month	Mar-25
Peak Impact Year	2025

Scenario 1: 1

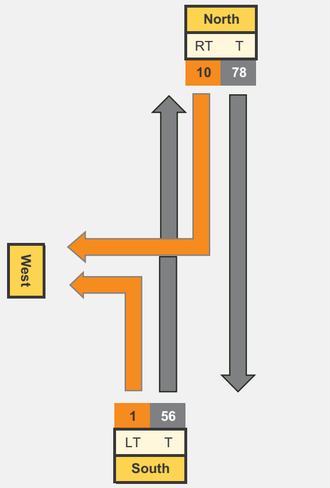
Peak Impact Year - Without Development Traffic



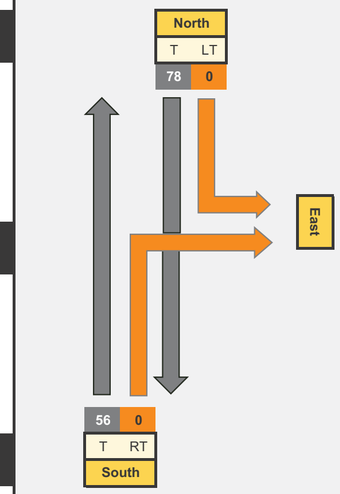
Peak Impact Year - Without Development Traffic



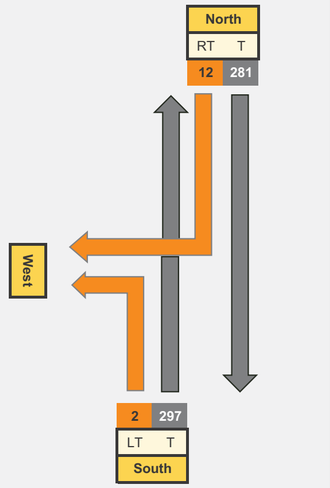
Peak Impact Year - Development Traffic



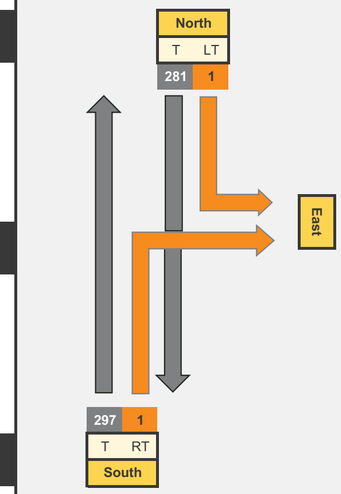
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	445	2
Left	241	1
With Development Traffic		
Right	580	80
Left	297	2

Graph Terminolgy

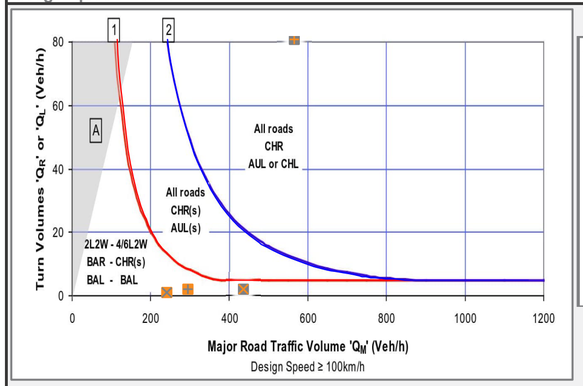
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	445	2
Left	241	1
With Development Traffic		
Right	580	281
Left	297	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	445	1
Left	203	1
With Development Traffic		
Right	579	1
Left	281	1

Graph Terminolgy

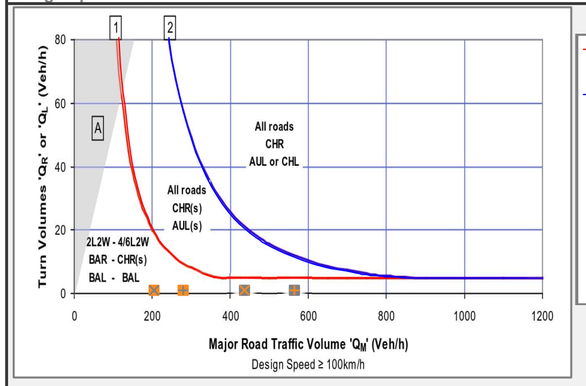
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	445	1
Left	203	1
With Development Traffic		
Right	579	1
Left	281	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	4A

Time Period	PM

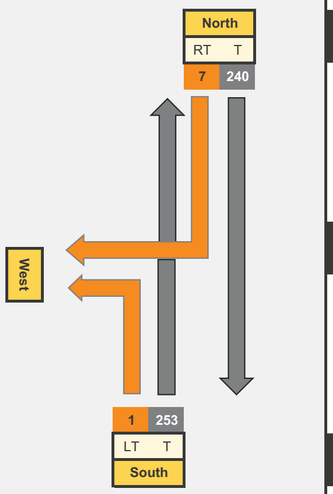
Intersection ID	X26
Intersection Name	Gore Highway / Bushy Lane West

Speed	100			
Existing Treatment	L	BAL	R	BAR

Peak Impact Month	Mar-25
Peak Impact Year	2025

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	494	7
Left	253	1
With Development Traffic		
Right	629	9
Left	331	2

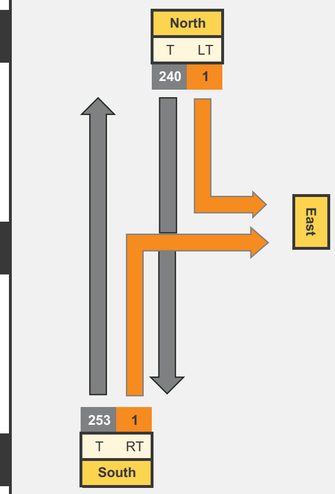
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

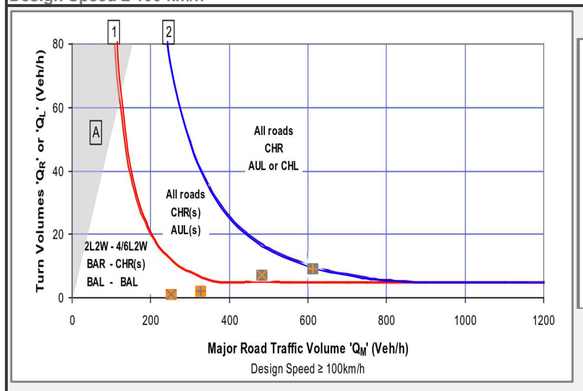
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	494	7
Left	253	1
With Development Traffic		
Right	629	9
Left	331	2

Peak Impact Year - Without Development Traffic



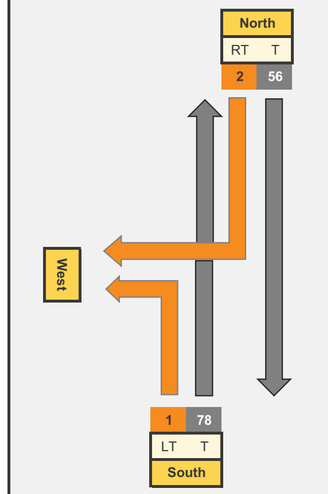
Graphing

Design Speed ≥ 100 km/h

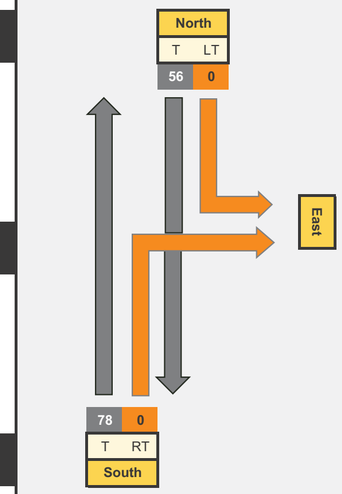


50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	494	1
Left	240	1
With Development Traffic		
Right	628	1
Left	296	1

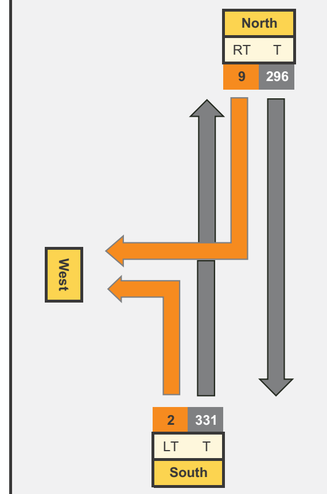
Graph Terminolgy

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

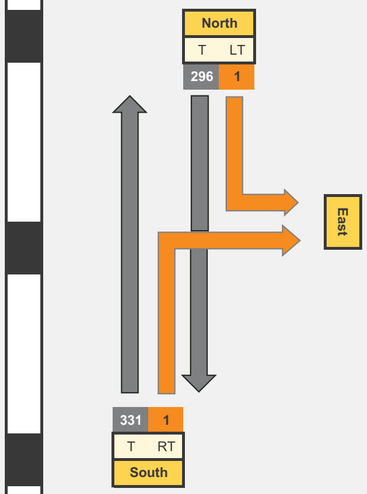
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	494	1
Left	240	1
With Development Traffic		
Right	628	1
Left	296	1

Peak Impact Year - With Development Traffic

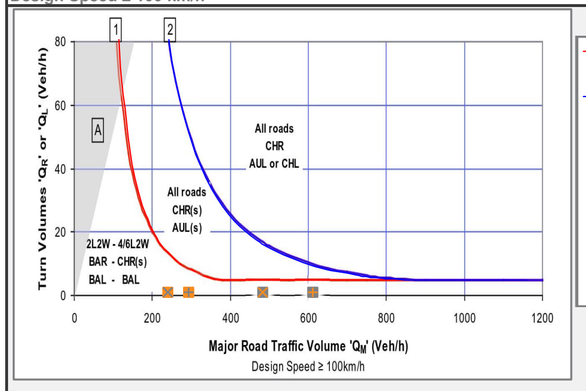


Peak Impact Year - With Development Traffic



Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

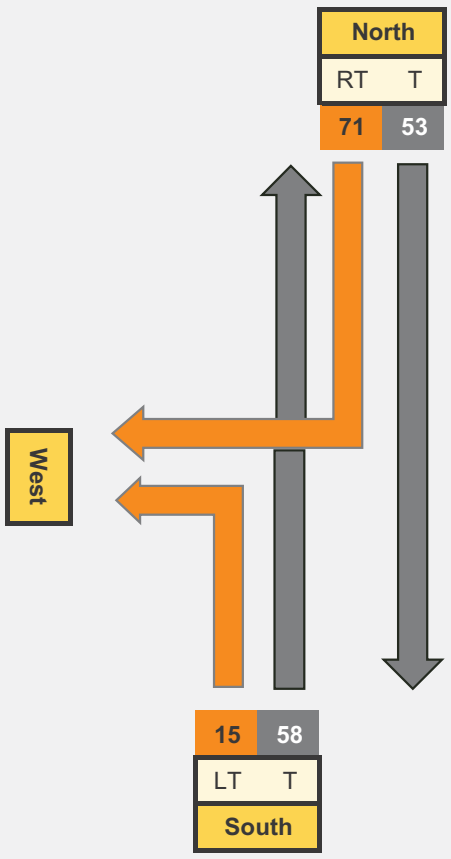
Intersection ID	X27
Intersection Name	Gore Highway / Campbell Street

Speed	60			
Existing Treatment	L	BAL	R	BAR

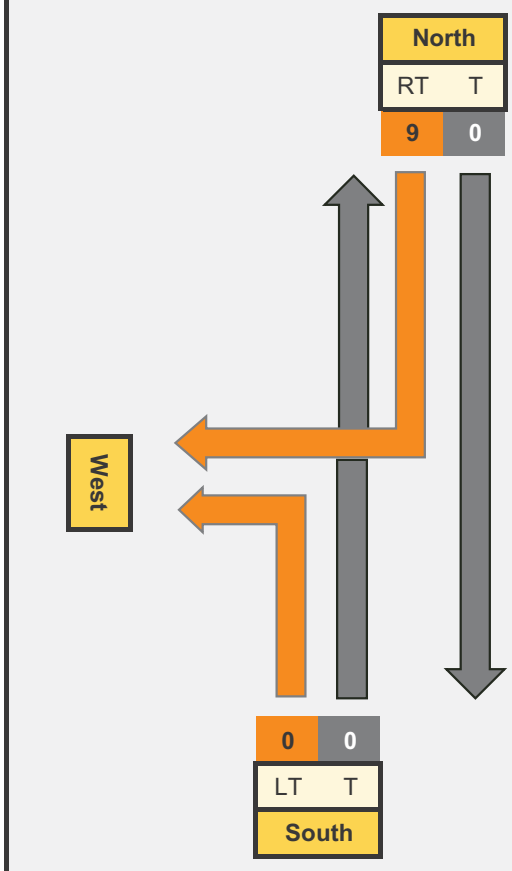
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

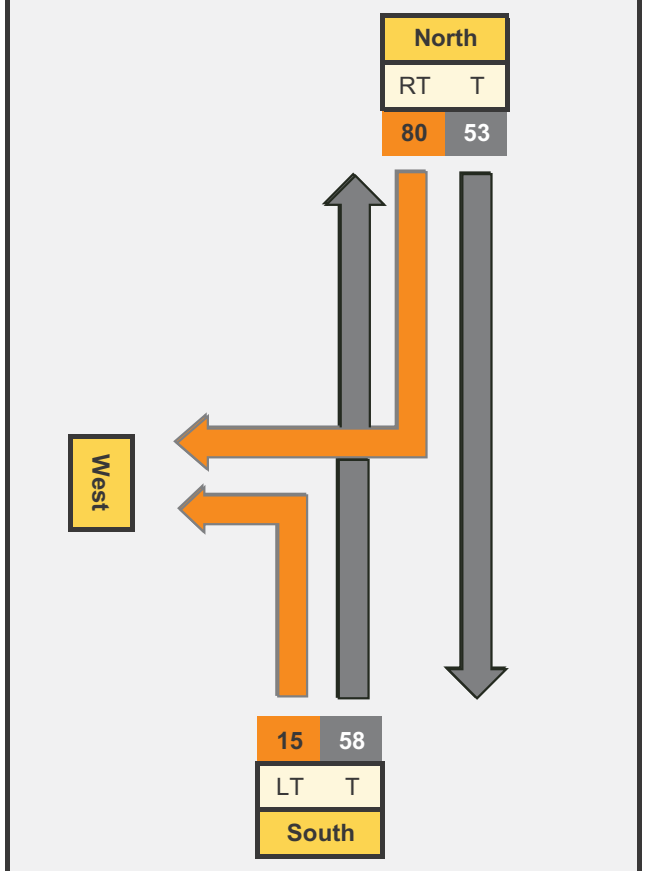
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	126	71
Left	58	15
With Development Traffic		
Right	126	80
Left	58	15

Graph Terminolgy

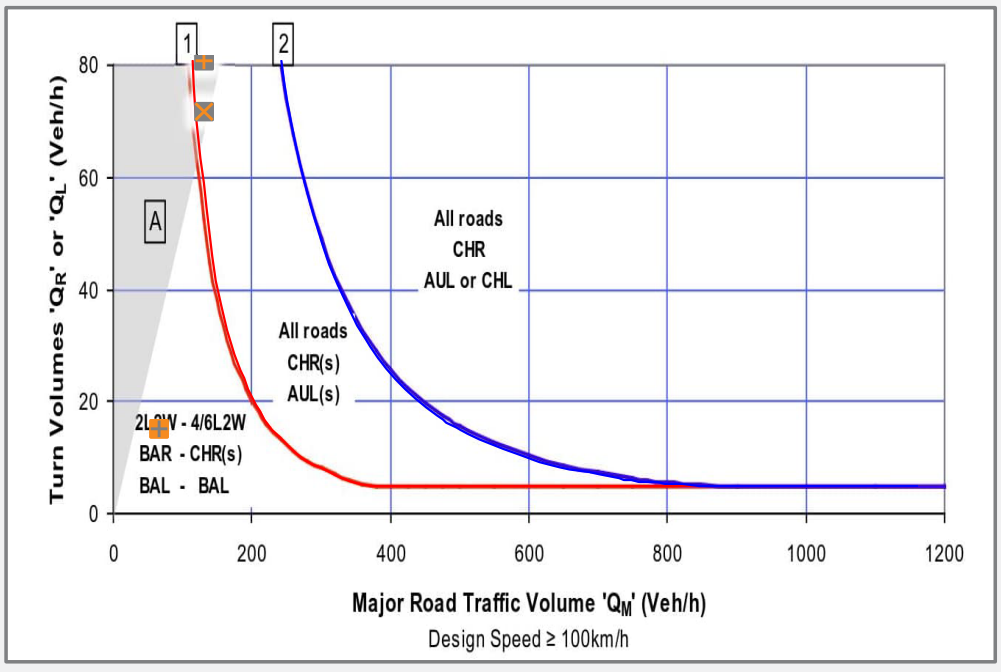
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	126	71
Left	58	15
With Development Traffic		
Right	126	80
Left	58	15

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

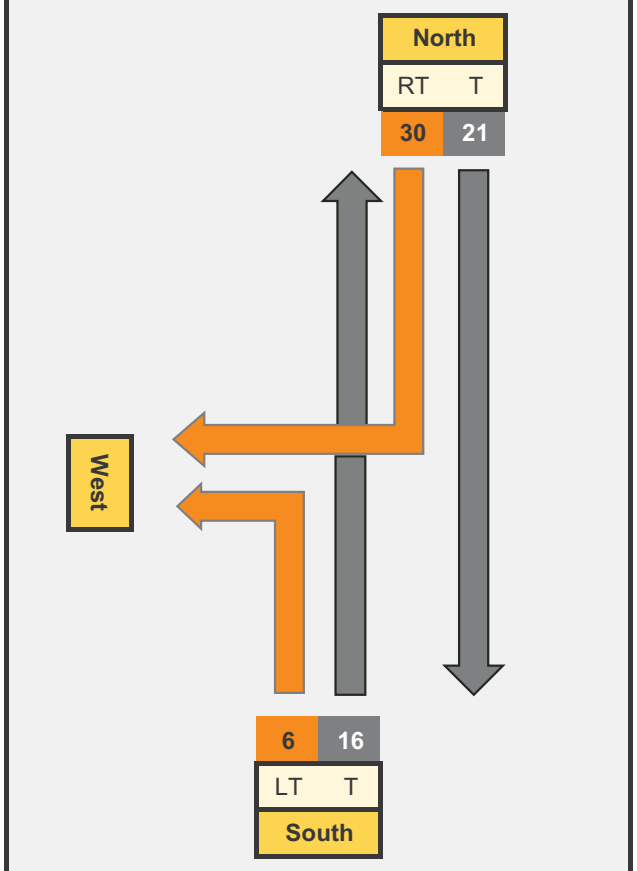
Intersection ID	X27
Intersection Name	Gore Highway / Campbell Street

Speed	60			
Existing Treatment	L	BAL	R	BAR

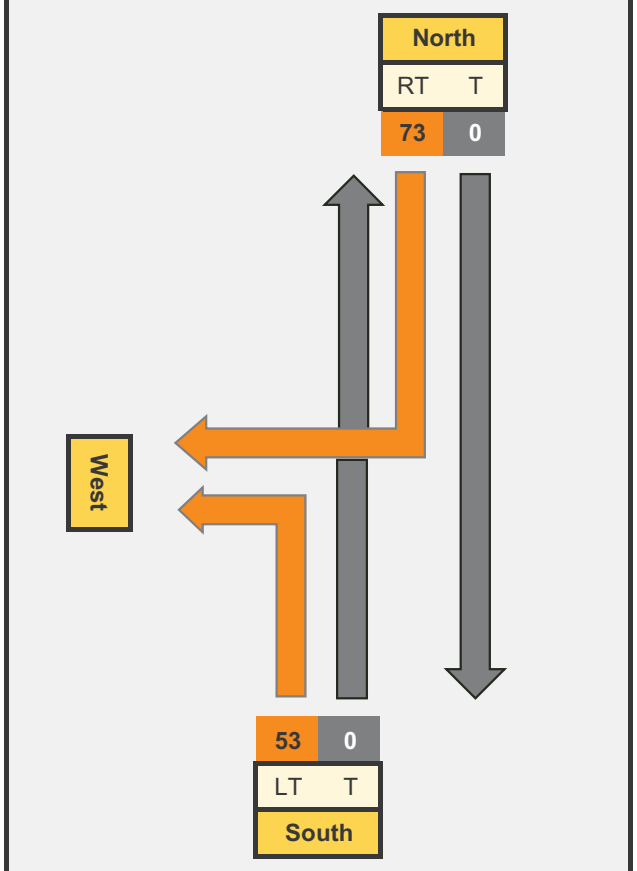
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

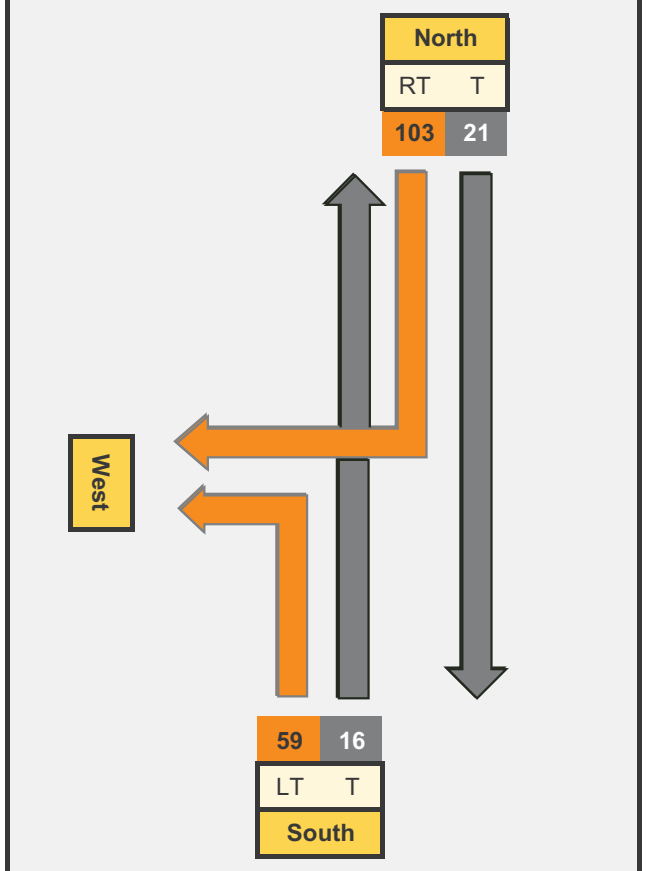
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	43	30
Left	16	6
With Development Traffic		
Right	96	103
Left	16	59

Graph Terminolgy

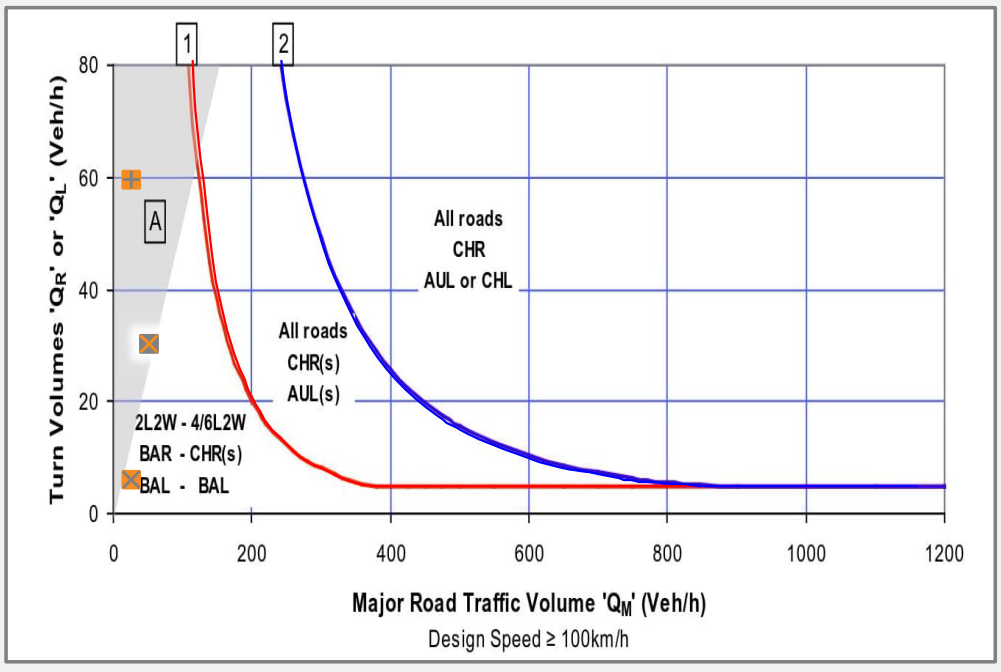
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	43	30
Left	16	6
With Development Traffic		
Right	96	103
Left	16	59

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

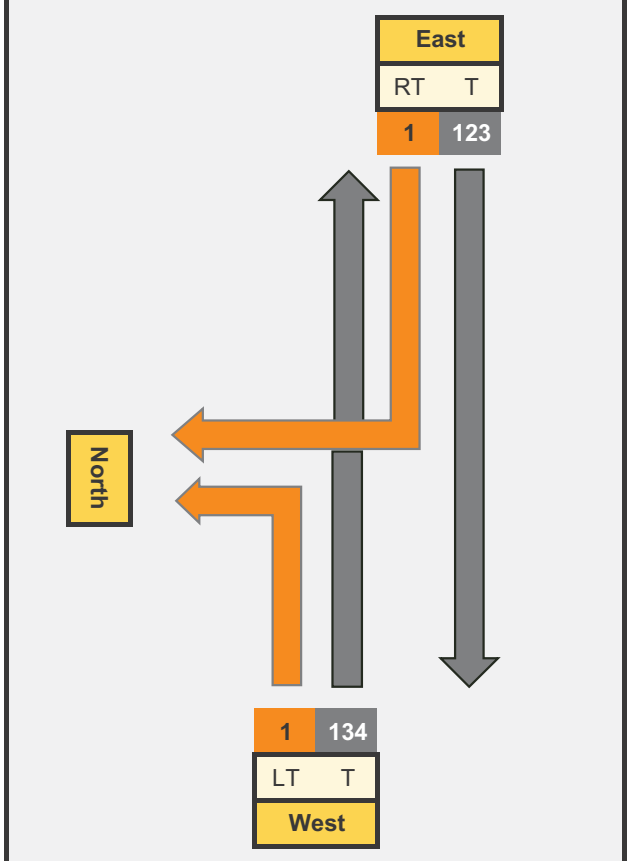
Intersection ID	X28
Intersection Name	Gore Highway/Dieckmann Road

Speed	100			
Existing Treatment	L	-	R	-

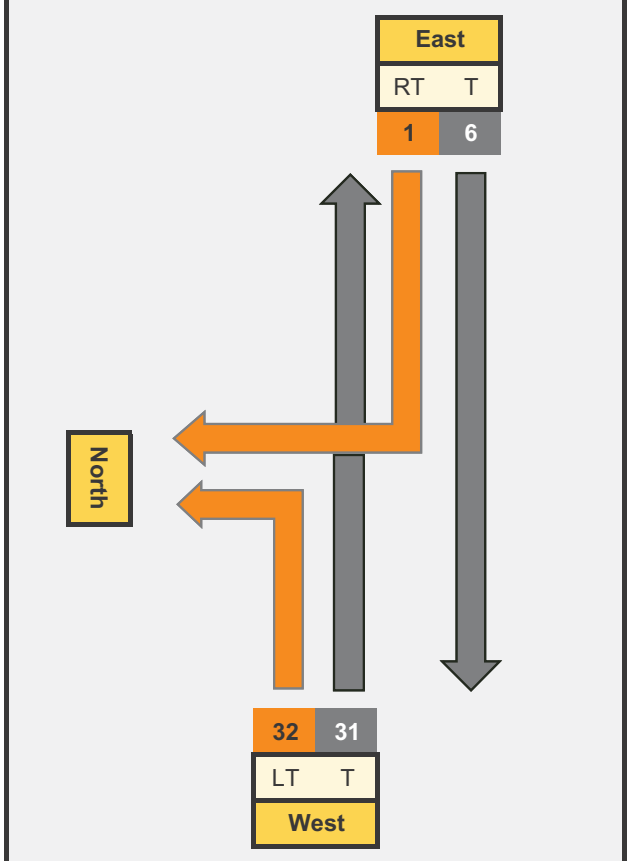
Peak Impact Month	Nov-25
Peak Impact Year	2025

Scenario 1: 1

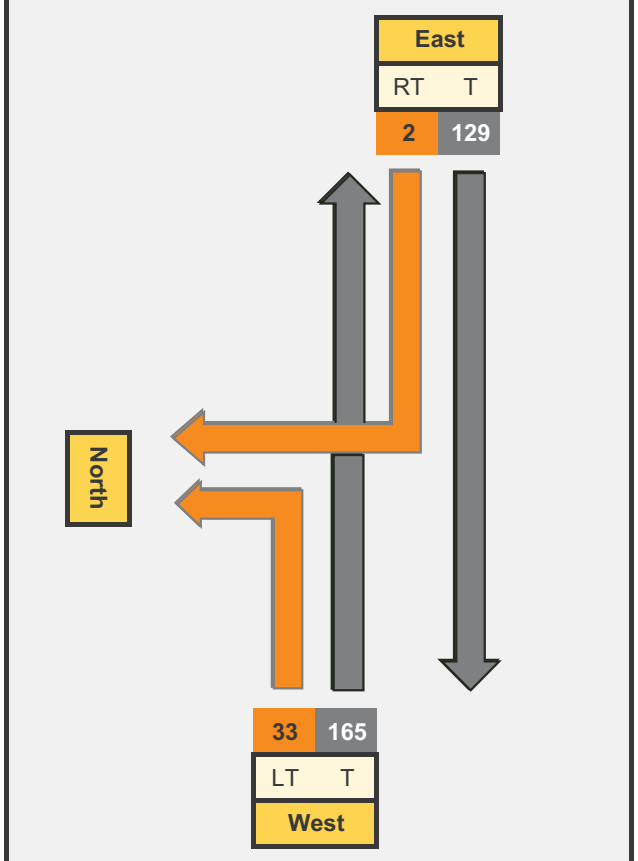
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	258	1
Left	134	1
With Development Traffic		
Right	327	2
Left	165	33

Graph Terminolgy

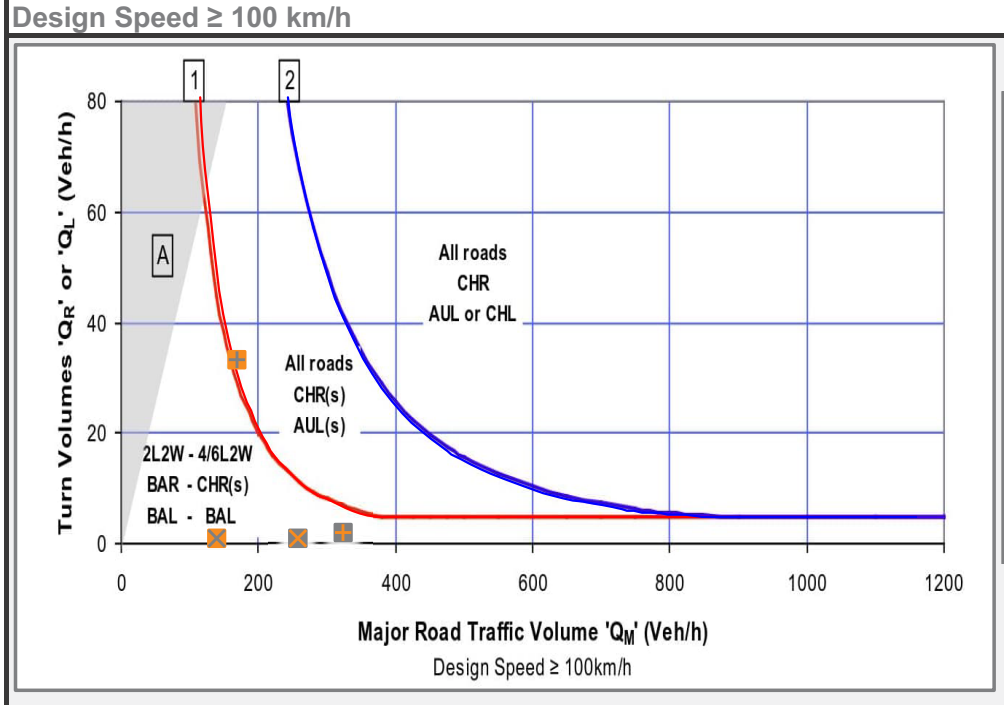
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	258	1
Left	134	1
With Development Traffic		
Right	327	2
Left	165	33

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

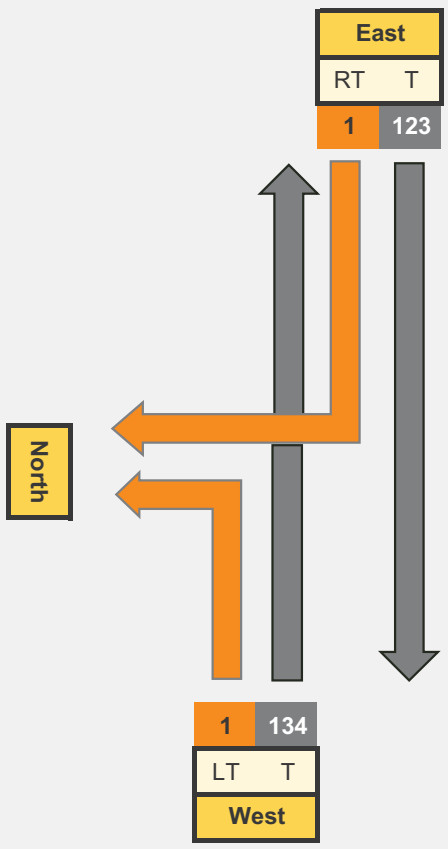
Intersection ID	X28
Intersection Name	Gore Highway/Dieckmann Road

Speed	100			
Existing Treatment	L	-	R	-

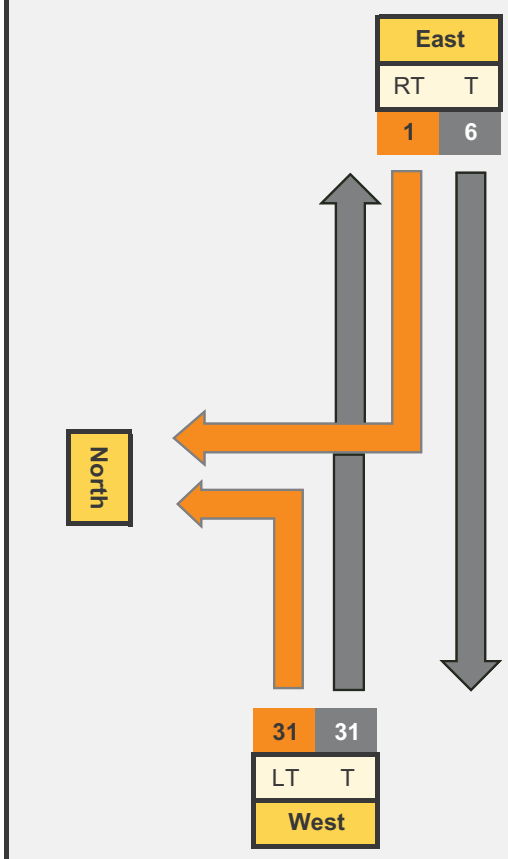
Peak Impact Month	Nov-25
Peak Impact Year	2025

Scenario 2: 2

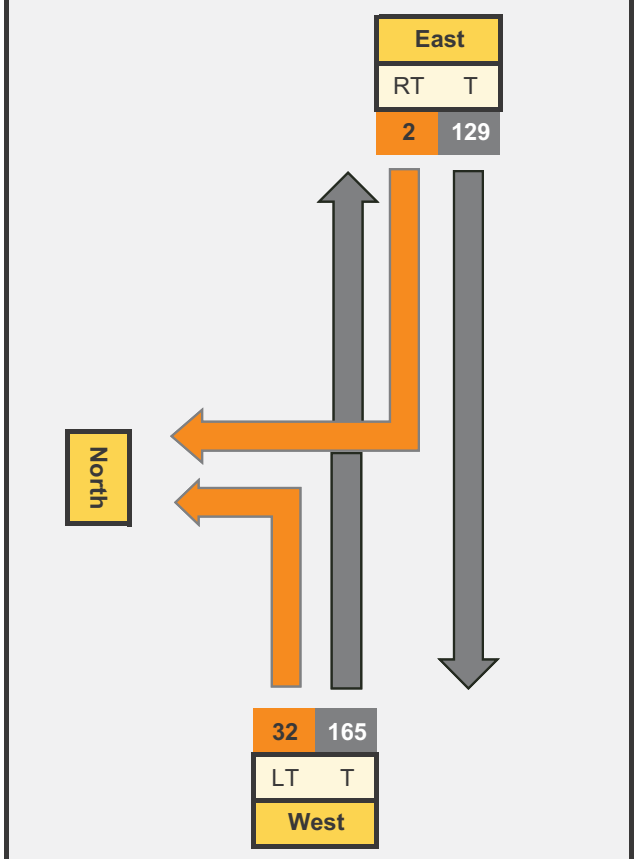
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	258	1
Left	134	1
With Development Traffic		
Right	326	2
Left	165	32

Graph Terminolgy

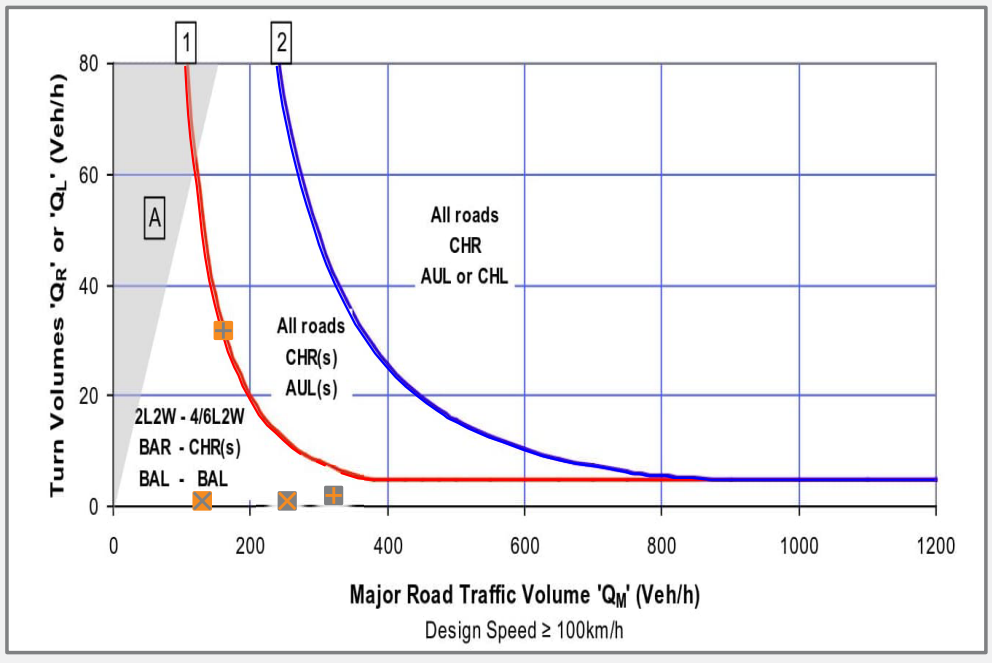
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	258	1
Left	134	1
With Development Traffic		
Right	326	2
Left	165	32

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

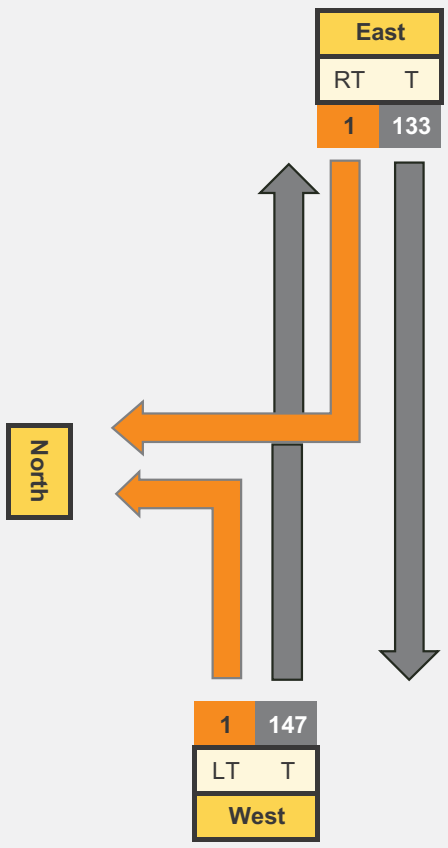
Intersection ID	X28
Intersection Name	Gore Highway/Dieckmann Road

Speed	100			
Existing Treatment	L	-	R	-

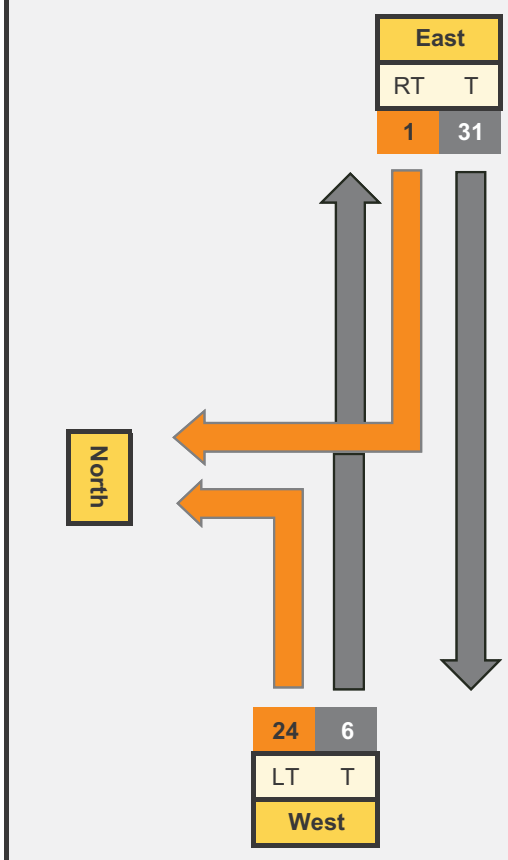
Peak Impact Month	Nov-25
Peak Impact Year	2025

Scenario 1: 1

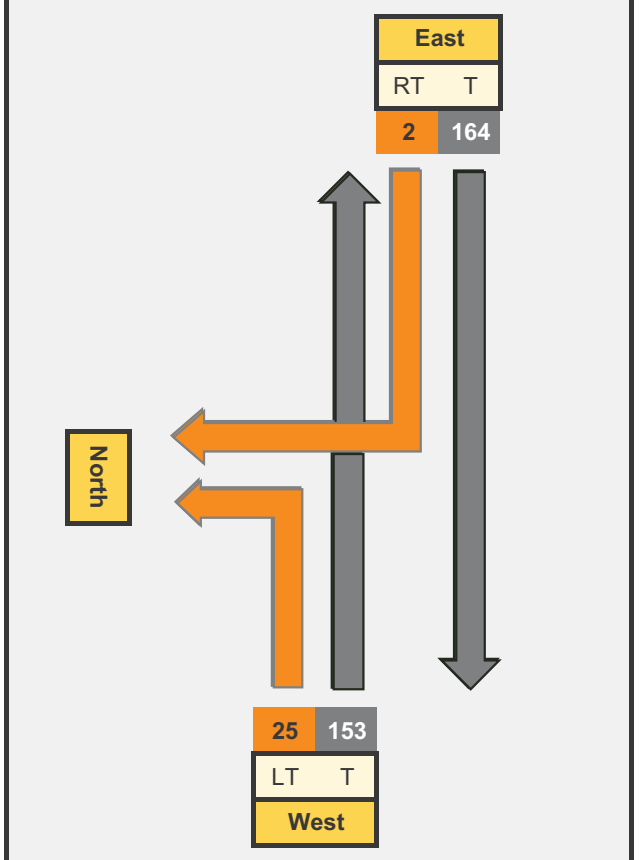
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	281	1
Left	147	1
With Development Traffic		
Right	342	2
Left	153	25

Graph Terminolgy

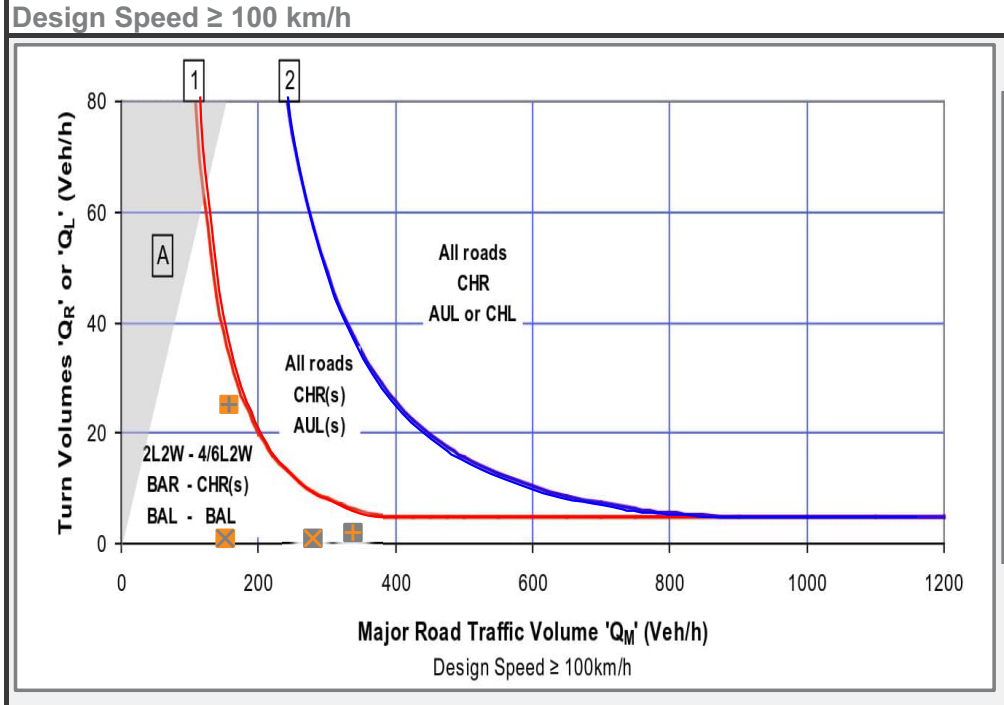
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	281	1
Left	147	1
With Development Traffic		
Right	342	2
Left	153	25

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

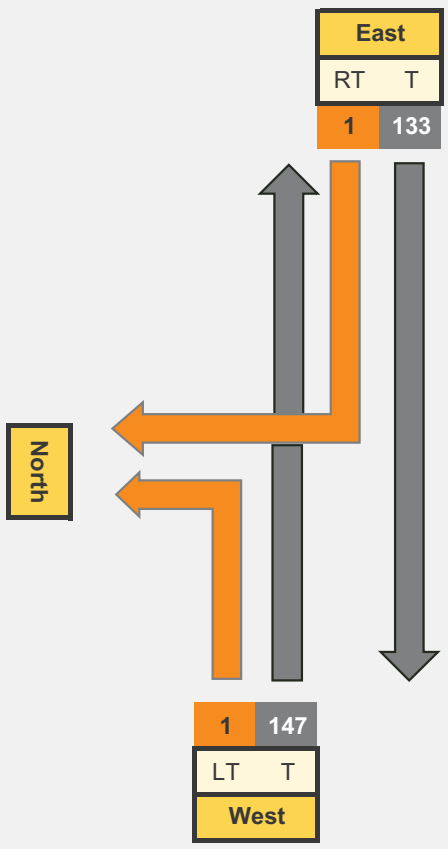
Intersection ID	X28
Intersection Name	Gore Highway/Dieckmann Road

Speed	100			
Existing Treatment	L	-	R	-

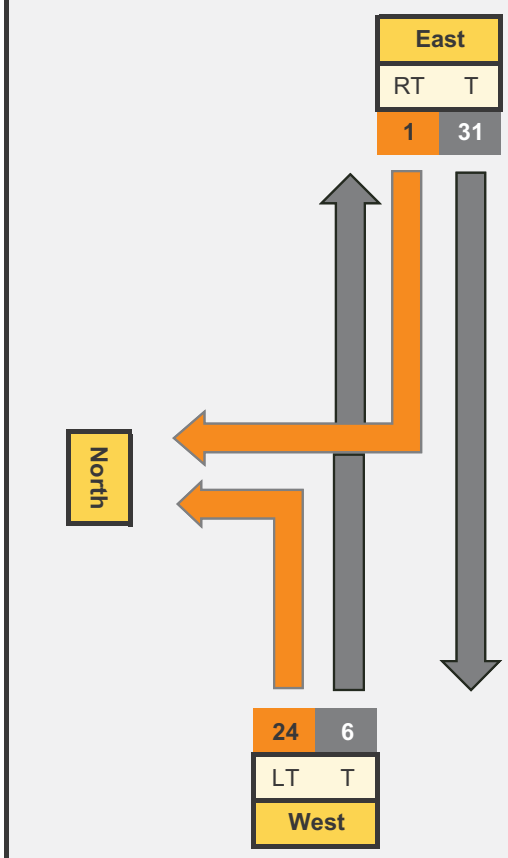
Peak Impact Month	Nov-25
Peak Impact Year	2025

Scenario 2: 2

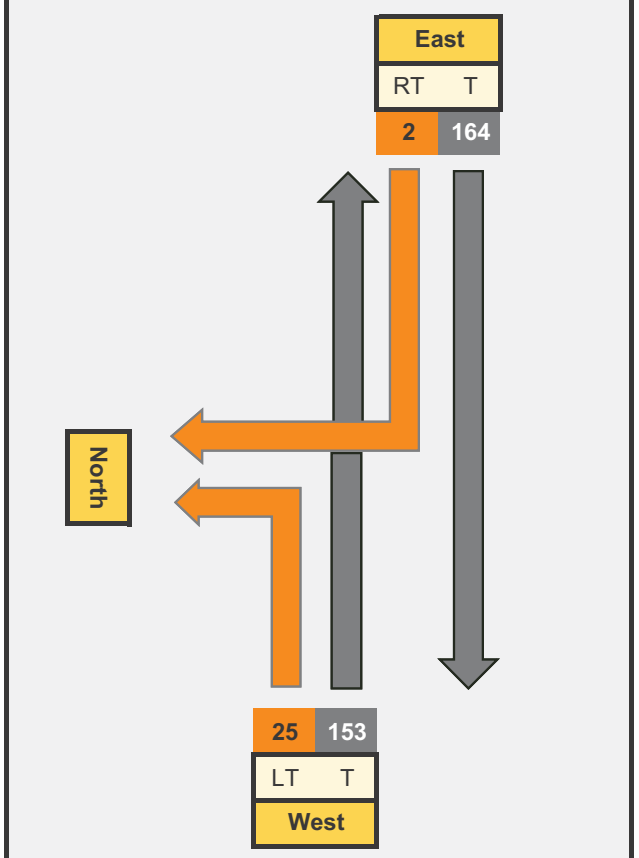
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	281	1
Left	147	1
With Development Traffic		
Right	342	2
Left	153	25

Graph Terminolgy

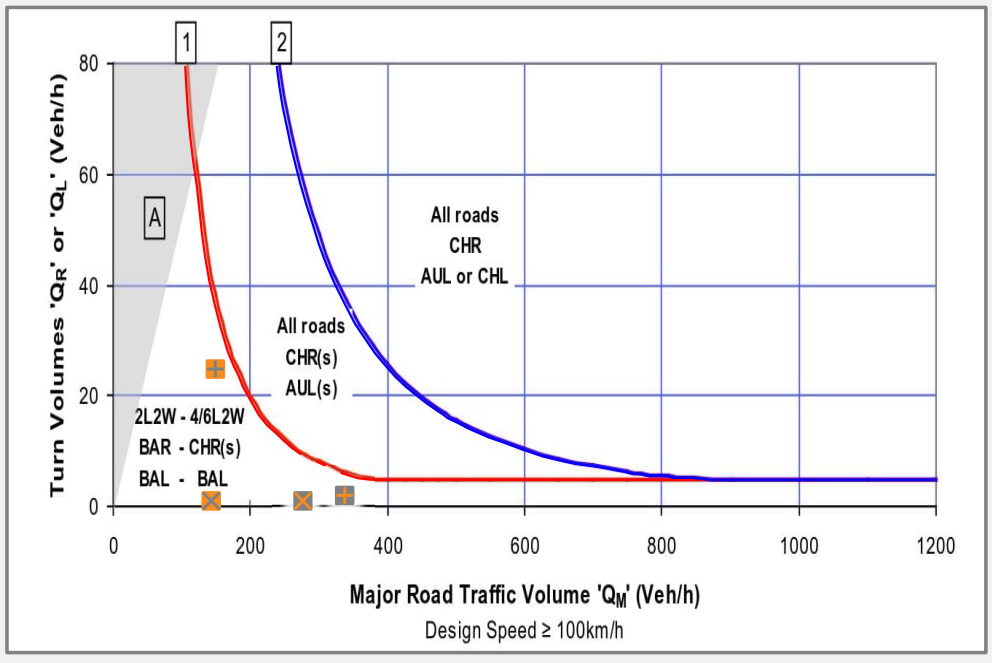
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	281	1
Left	147	1
With Development Traffic		
Right	342	2
Left	153	25

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

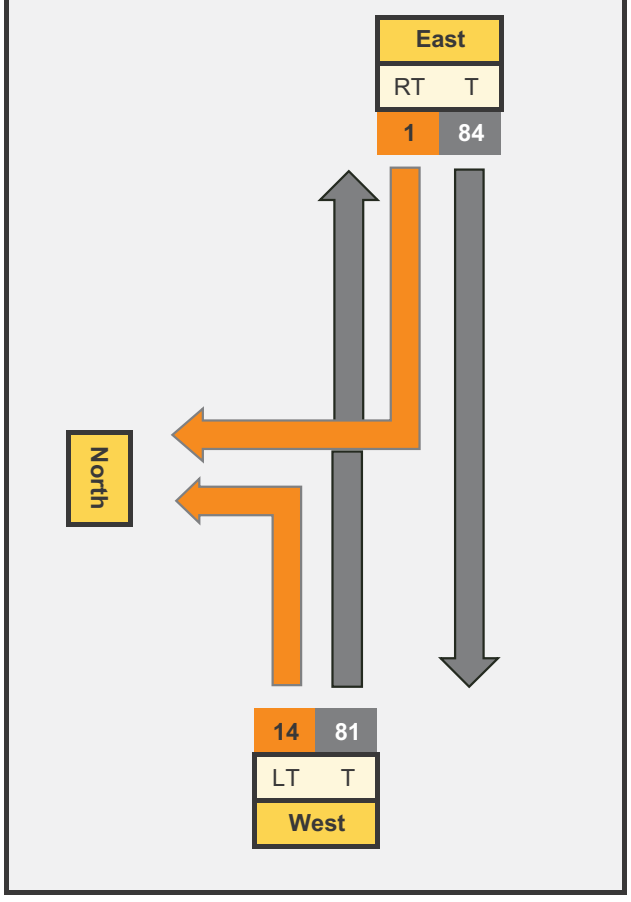
Intersection ID	X29
Intersection Name	Gore Highway/Florence Street

Speed	60			
Existing Treatment	L	BAL	R	BAR

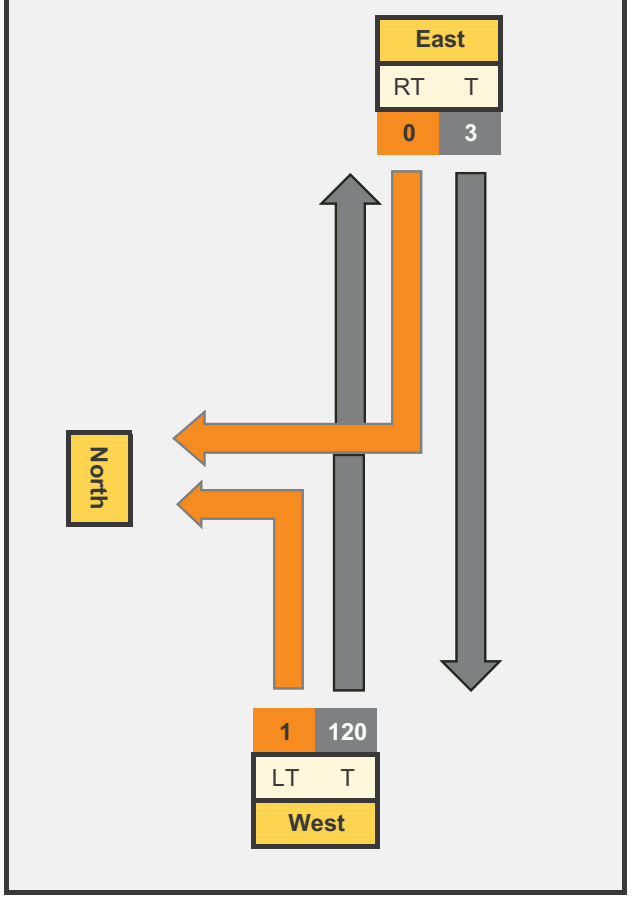
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 1: 1

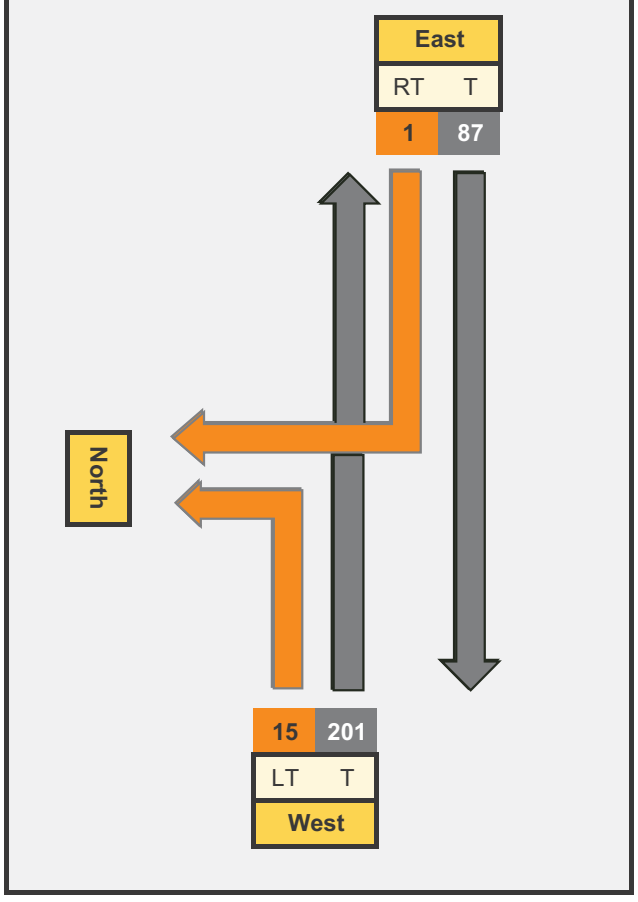
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	179	1
Left	81	14
With Development Traffic		
Right	303	1
Left	201	15

Graph Terminolgy

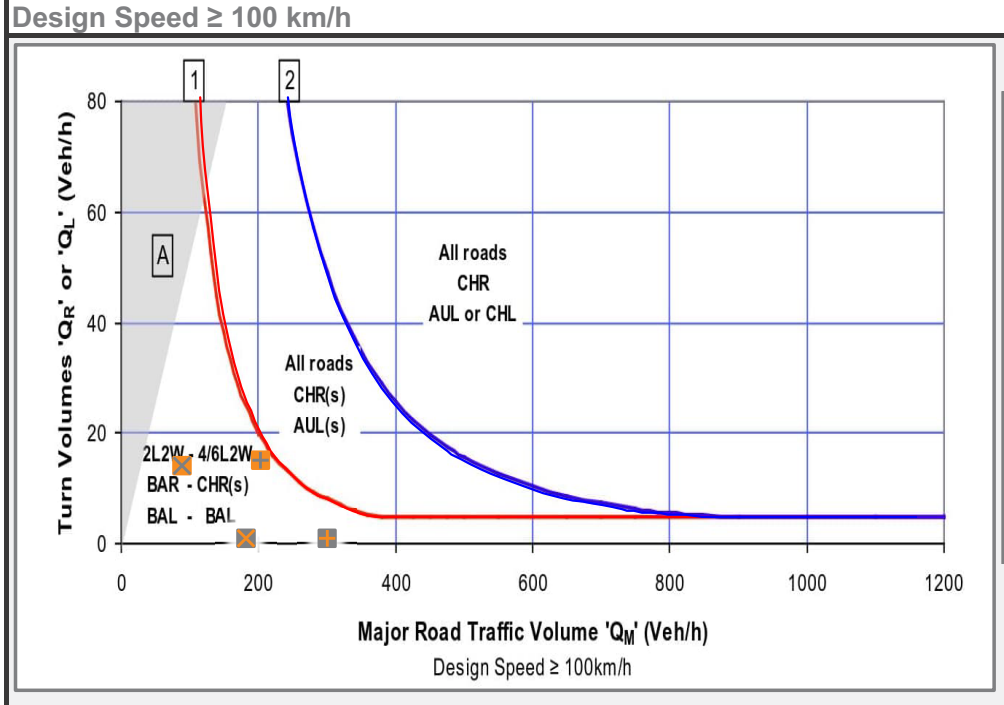
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	179	1
Left	81	14
With Development Traffic		
Right	303	1
Left	201	15

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

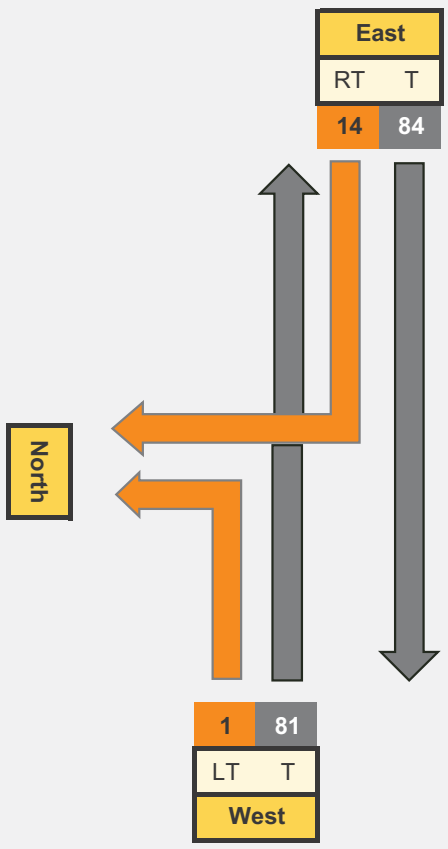
Intersection ID	X29
Intersection Name	Gore Highway/Florence Street

Speed	60			
Existing Treatment	L	BAL	R	BAR

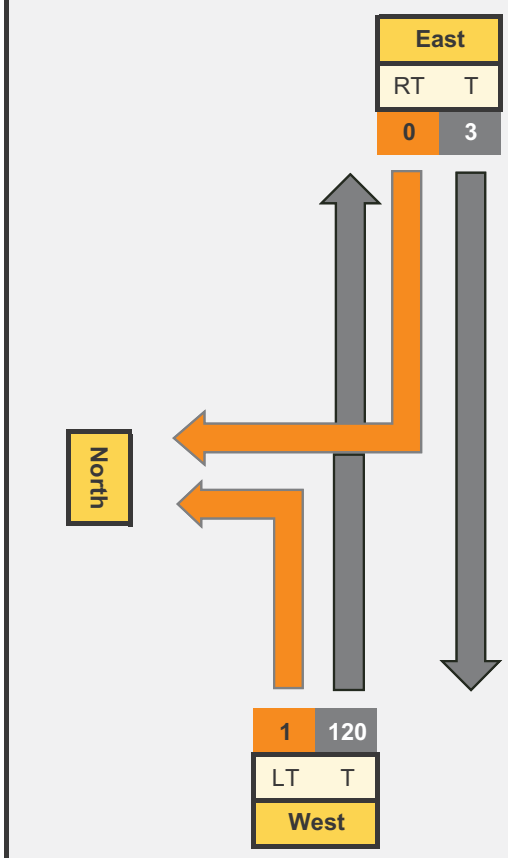
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 2: 2

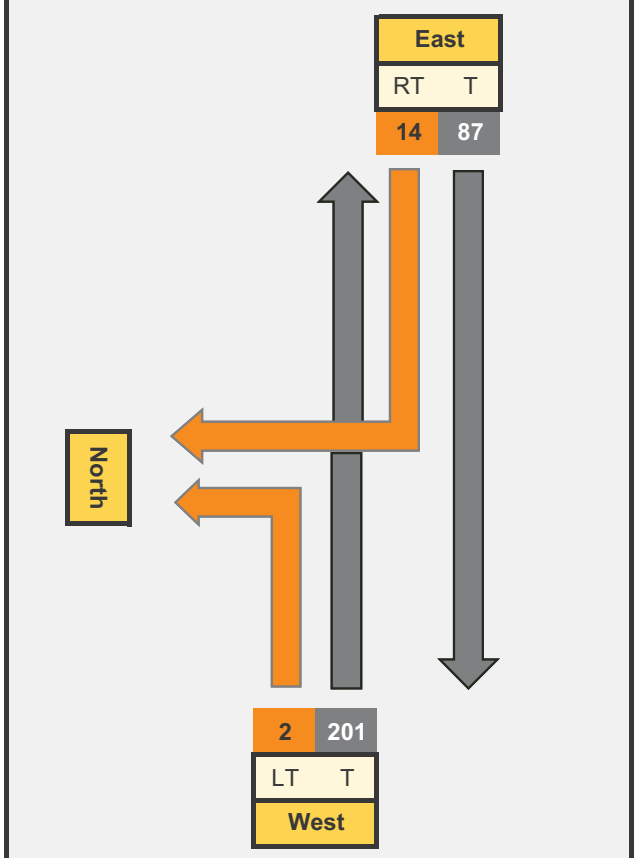
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	166	14
Left	81	1
With Development Traffic		
Right	290	14
Left	201	2

Graph Terminolgy

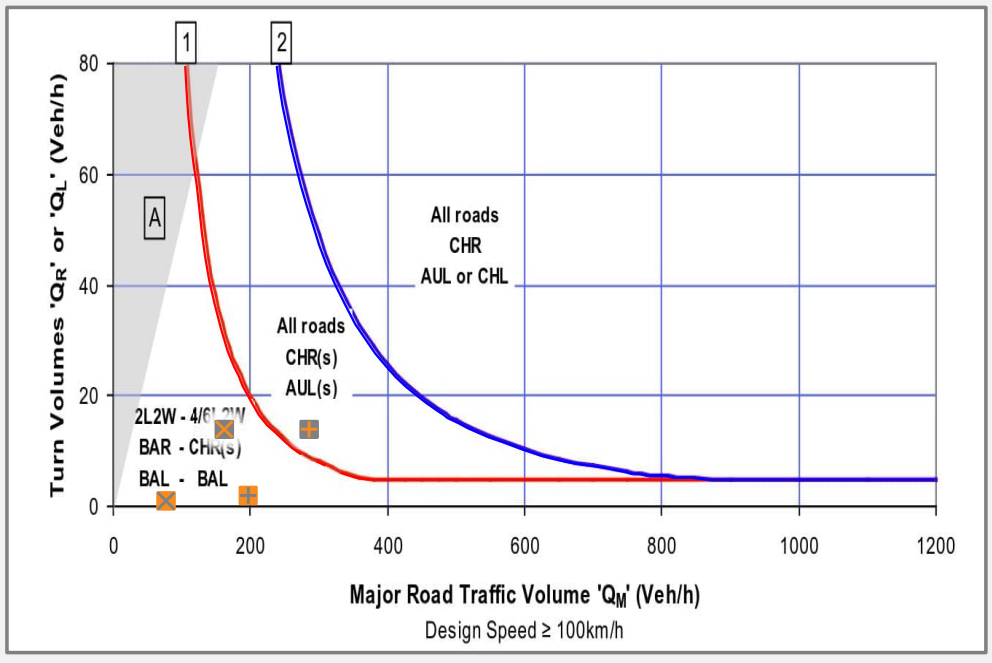
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	166	14
Left	81	1
With Development Traffic		
Right	290	14
Left	201	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

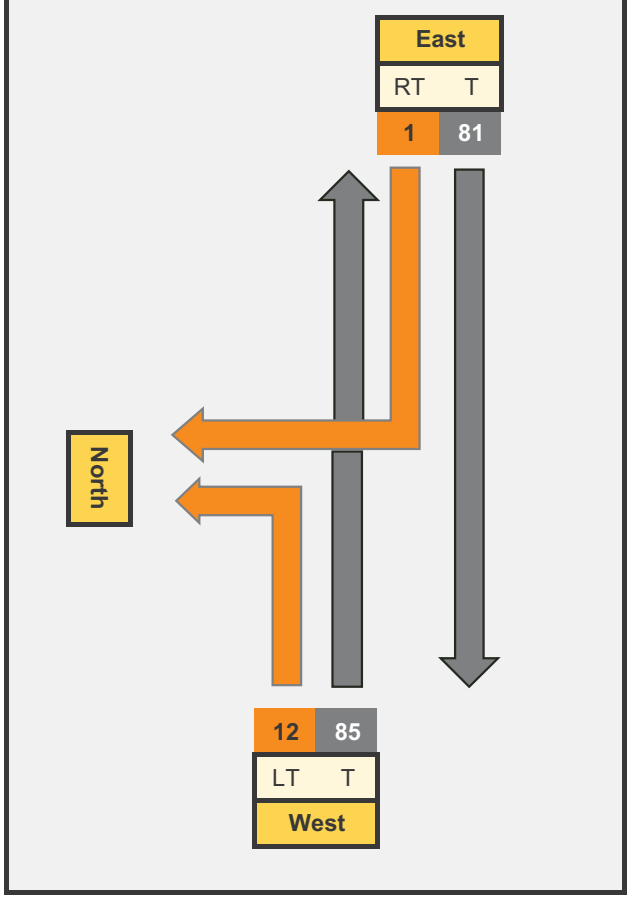
Intersection ID	X29
Intersection Name	Gore Highway/Florence Street

Speed	60			
Existing Treatment	L	BAL	R	BAR

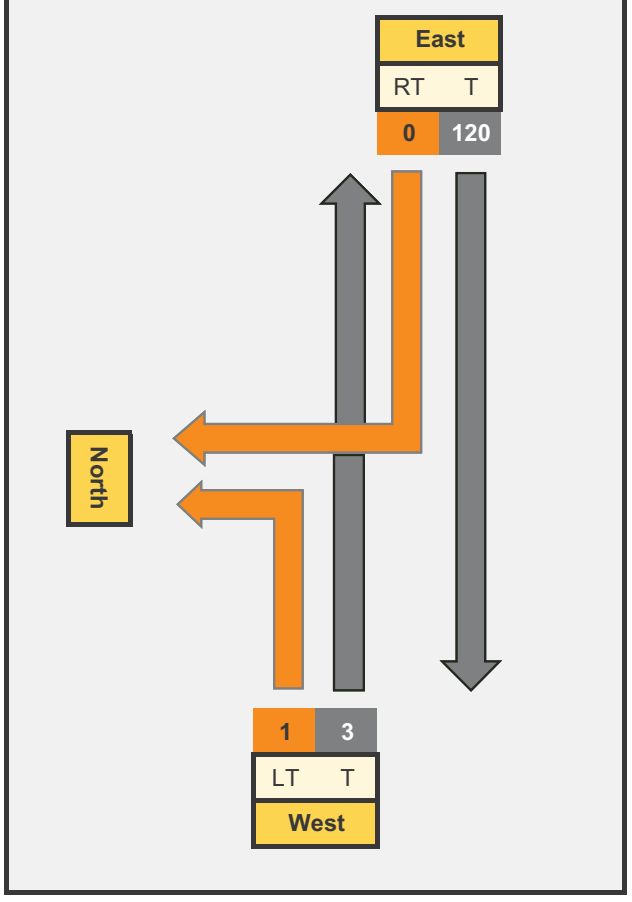
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 1: 1

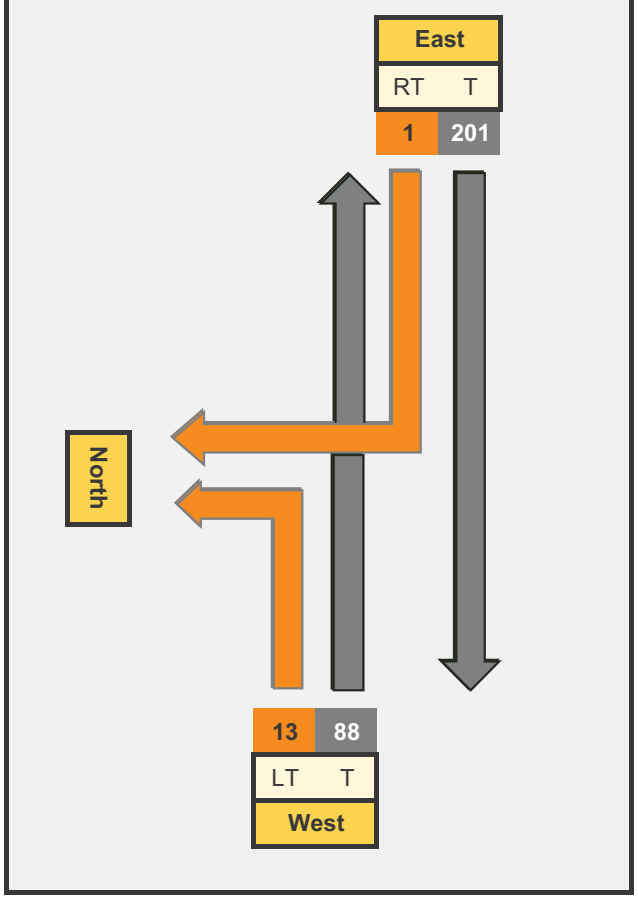
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	178	1
Left	85	12
With Development Traffic		
Right	302	1
Left	88	13

Graph Terminolgy

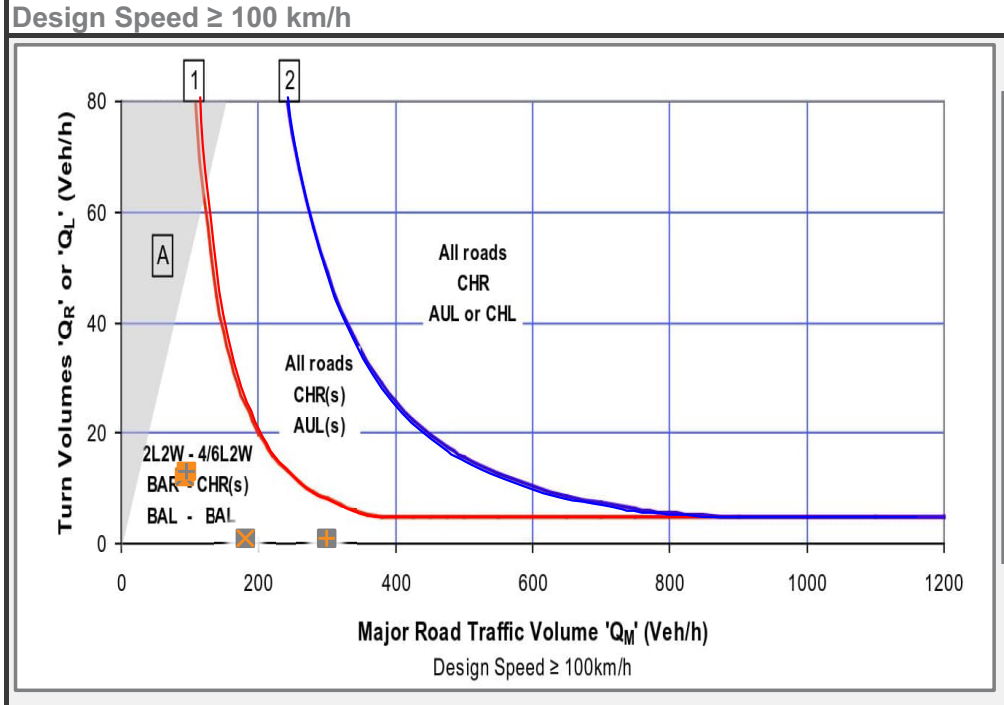
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	178	1
Left	85	12
With Development Traffic		
Right	302	1
Left	88	13

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

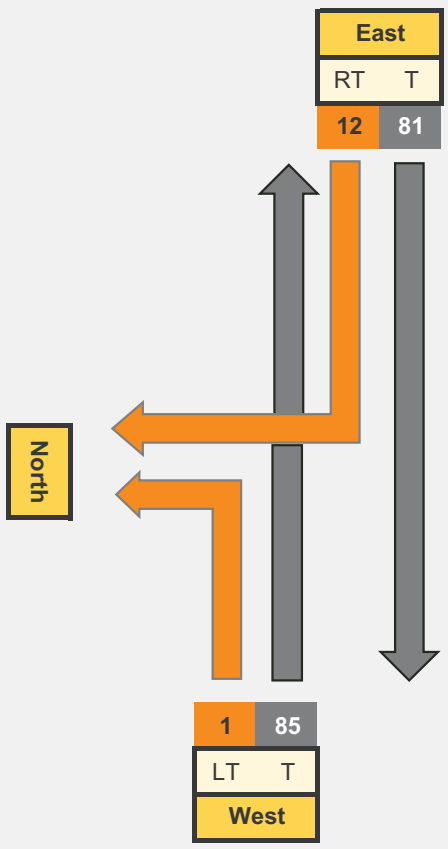
Intersection ID	X29
Intersection Name	Gore Highway/Florence Street

Speed	60			
Existing Treatment	L	BAL	R	BAR

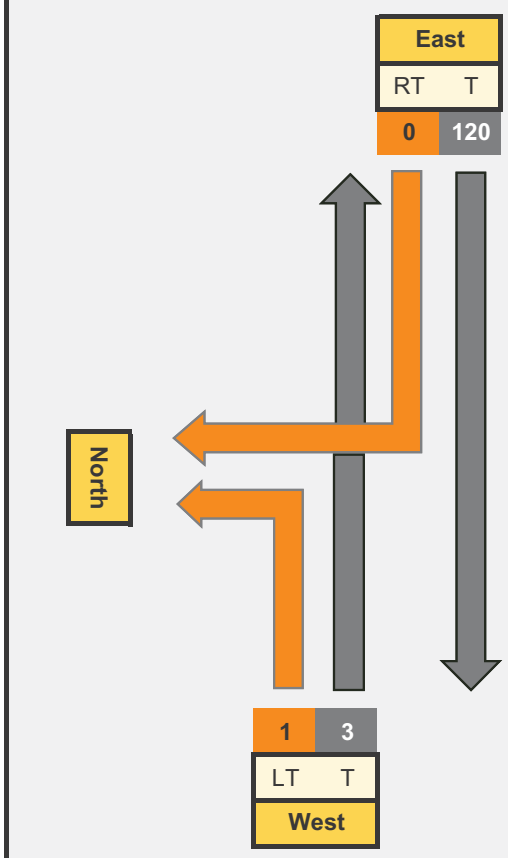
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 2: 2

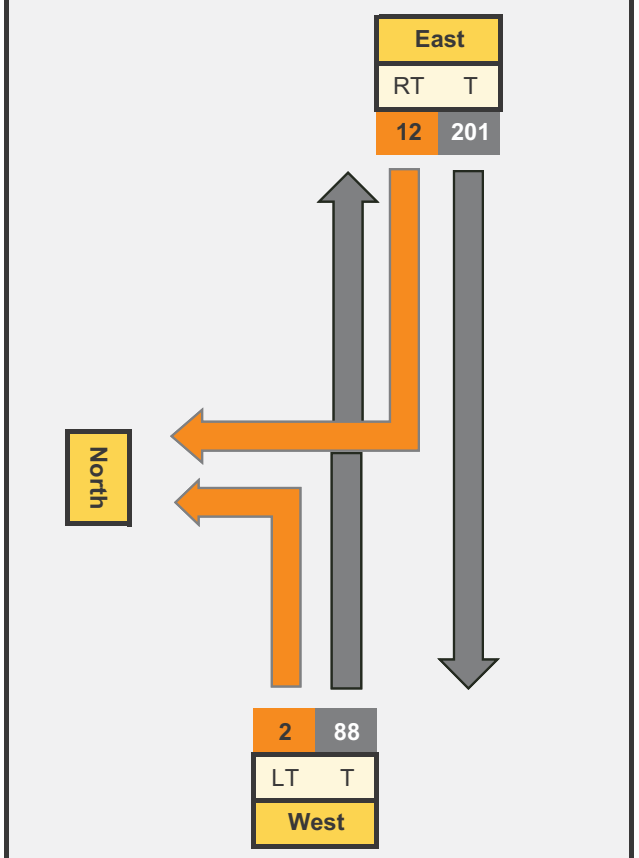
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	167	12
Left	85	1
With Development Traffic		
Right	291	12
Left	88	2

Graph Terminolgy

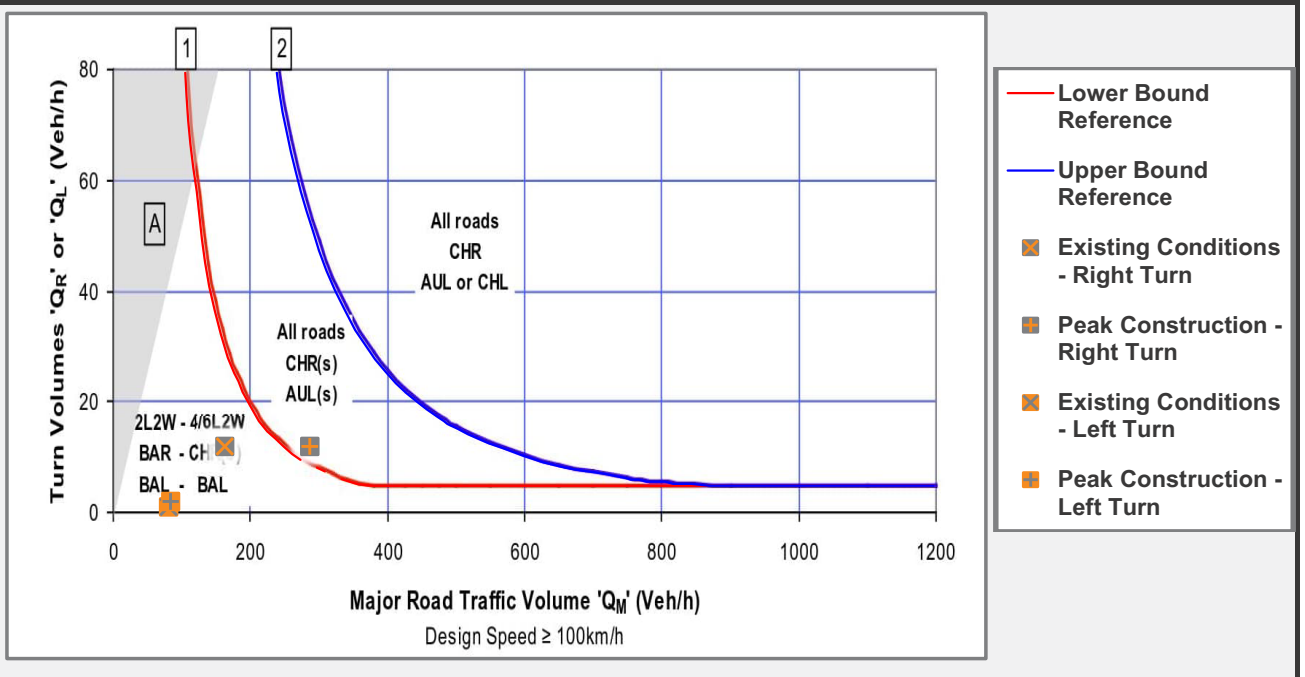
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	167	12
Left	85	1
With Development Traffic		
Right	291	12
Left	88	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

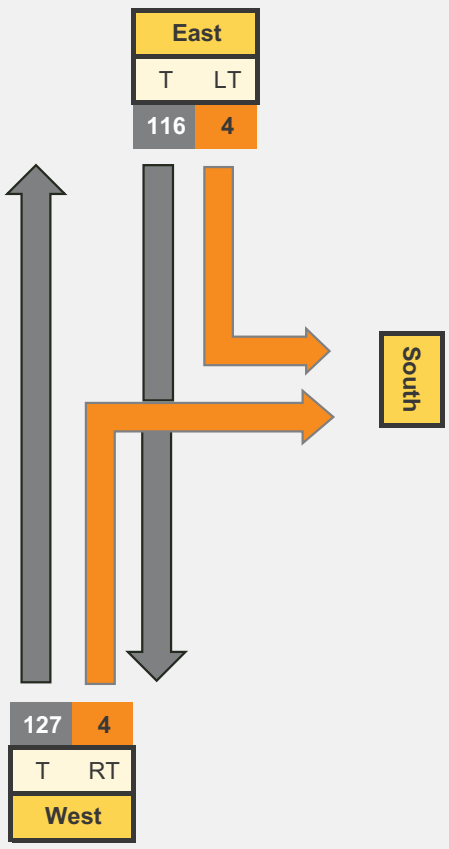
Intersection ID	X30
Intersection Name	Gore Highway/Fysh Road

Speed	100			
Existing Treatment	L	BAL	R	-

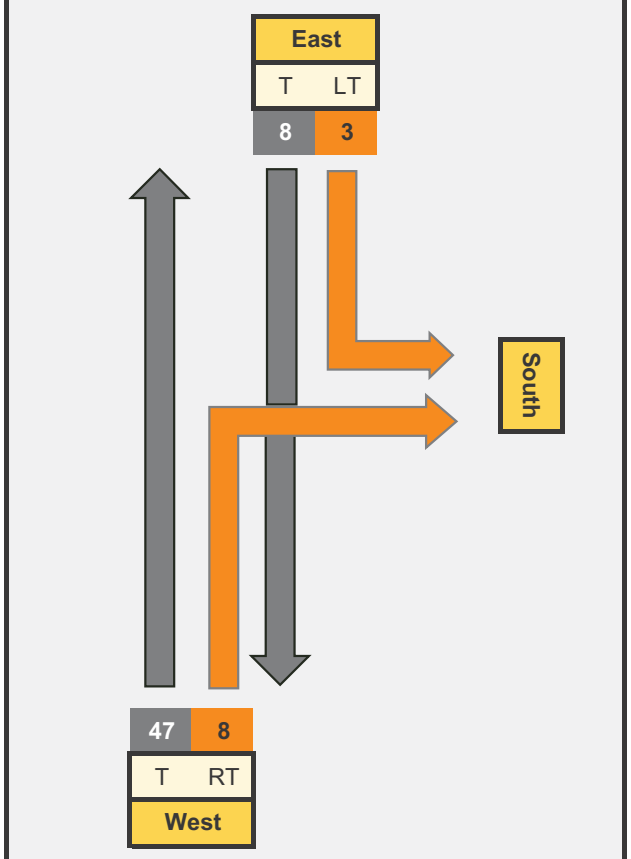
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

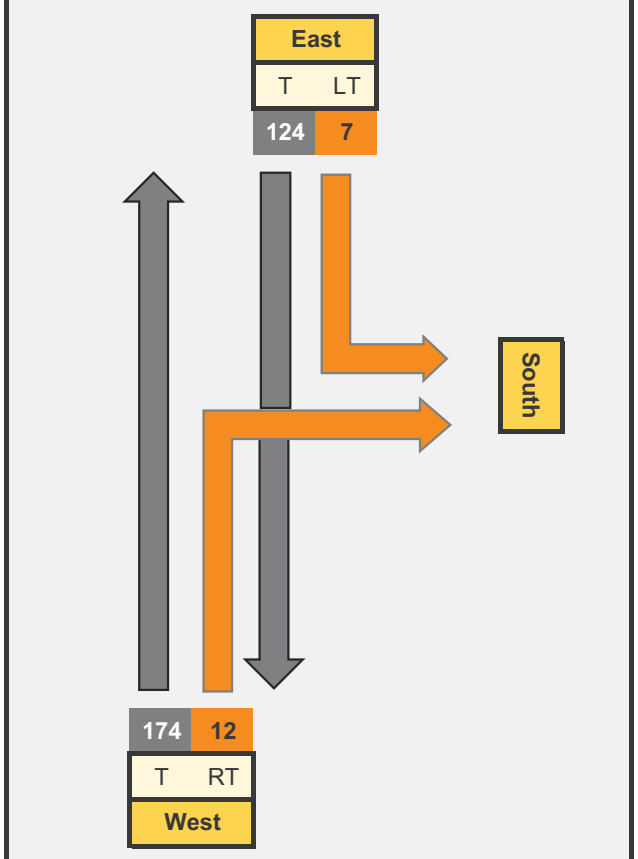
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	247	4
Left	116	4
With Development Traffic		
Right	305	12
Left	124	7

Graph Terminolgy

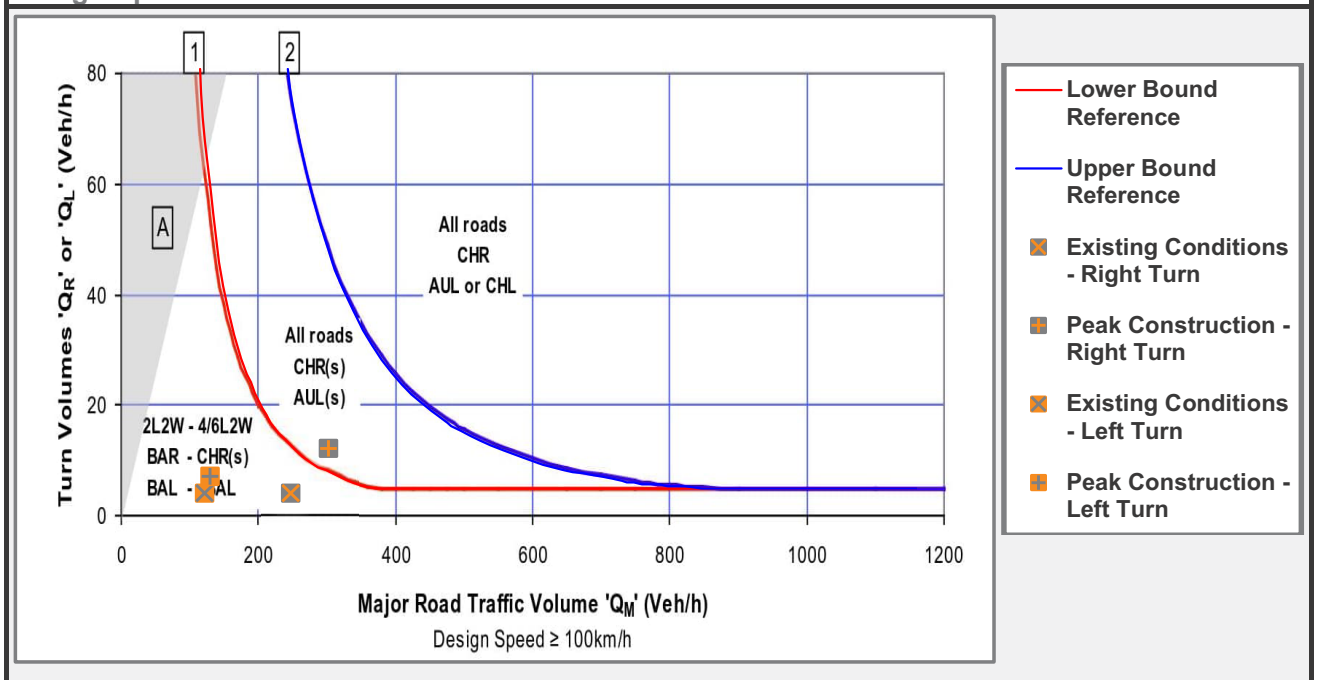
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	247	4
Left	116	4
With Development Traffic		
Right	305	12
Left	124	7

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

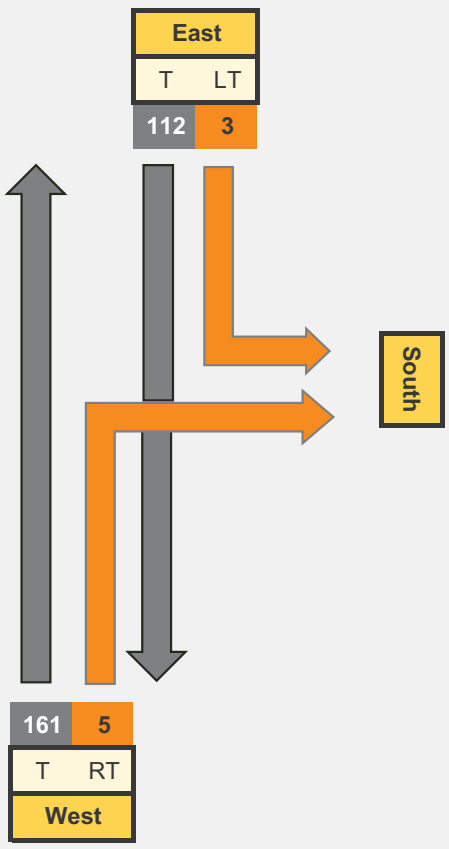
Intersection ID	X30
Intersection Name	Gore Highway/Fysh Road

Speed	100			
Existing Treatment	L	BAL	R	-

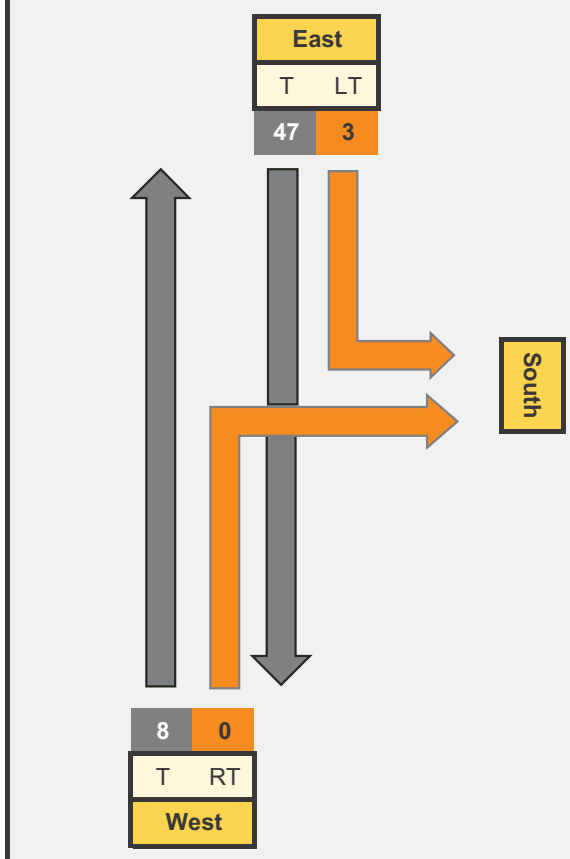
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

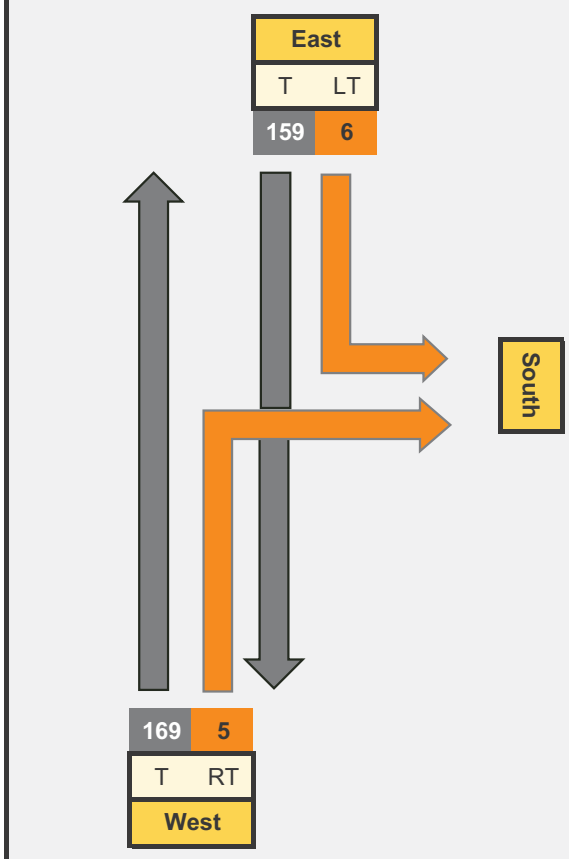
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	276	5
Left	112	3
With Development Traffic		
Right	334	5
Left	159	6

Graph Terminolgy

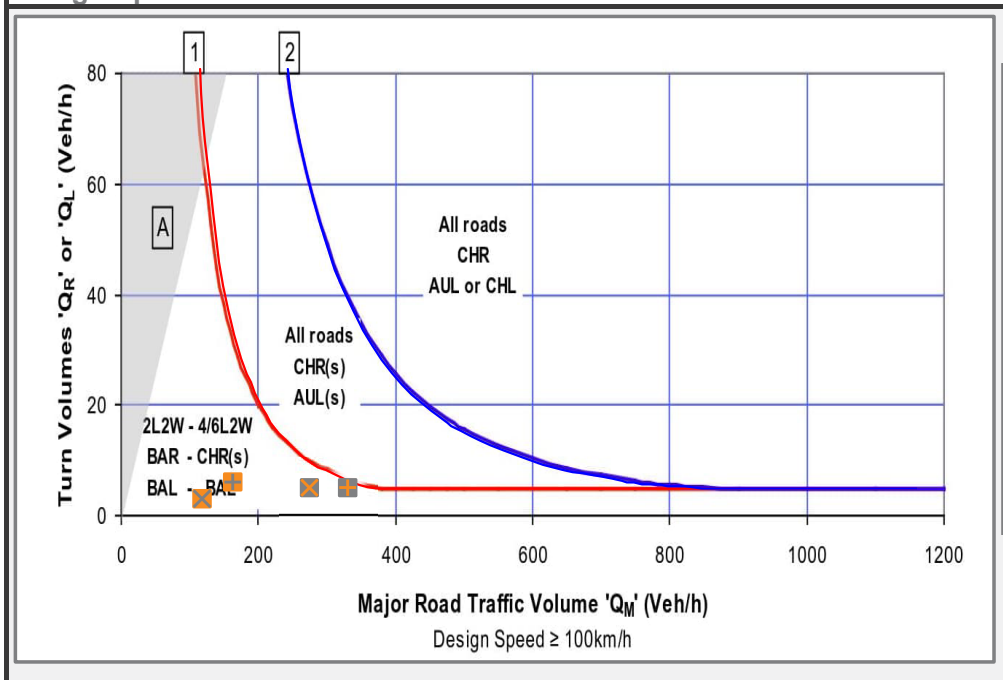
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	276	5
Left	112	3
With Development Traffic		
Right	334	5
Left	159	6

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

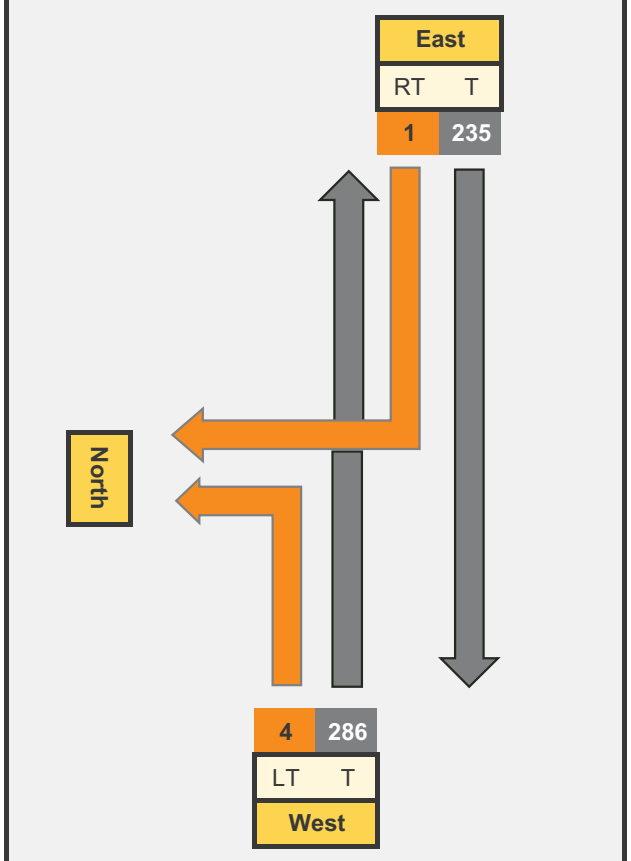
Intersection ID	X32
Intersection Name	Gore Highway / Linthorpe Valley Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

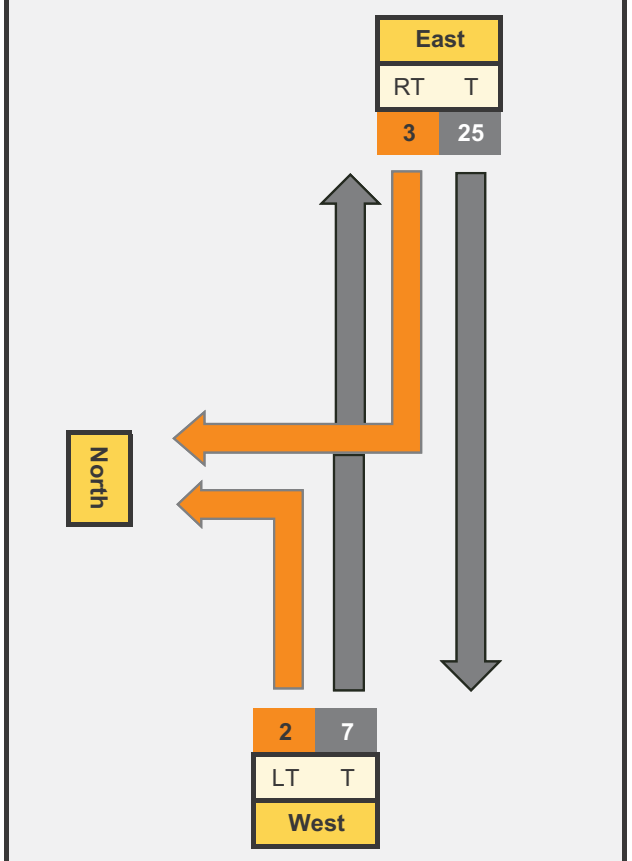
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 1: 1

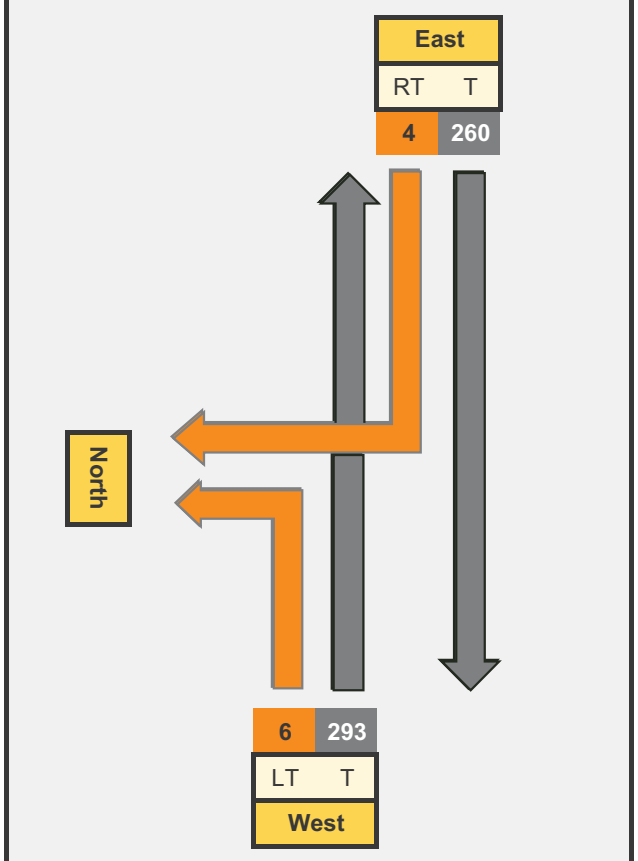
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	525	1
Left	286	4
With Development Traffic		
Right	559	4
Left	293	6

Graph Terminolgy

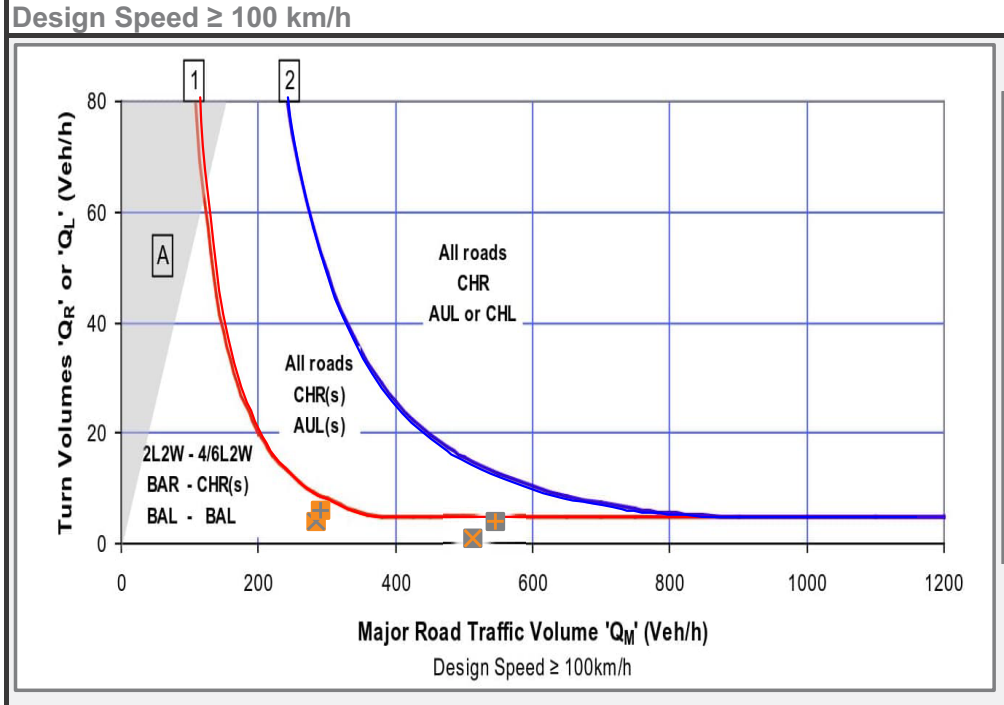
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	525	1
Left	286	4
With Development Traffic		
Right	559	4
Left	293	6

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

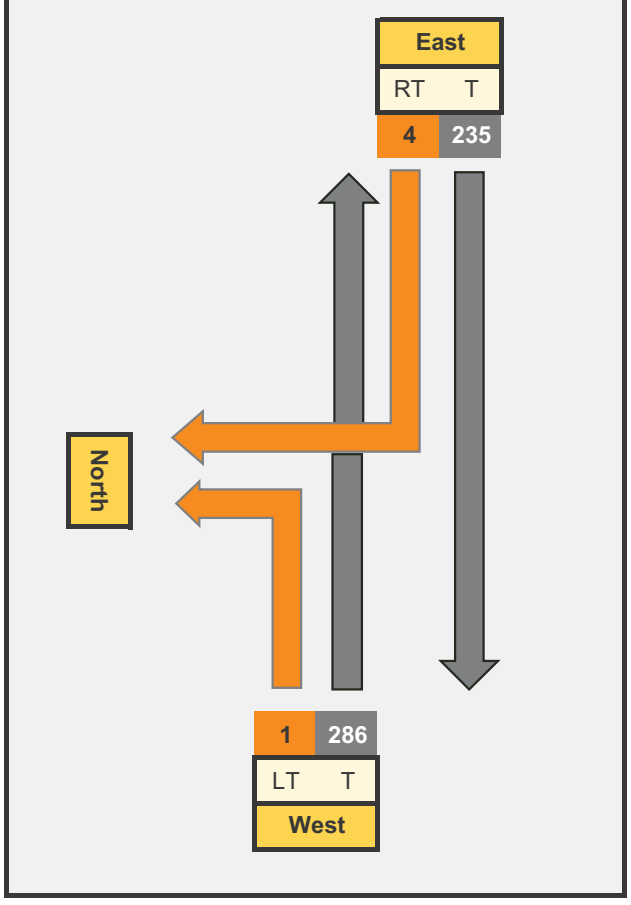
Intersection ID	X32
Intersection Name	Gore Highway / Linthorpe Valley Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

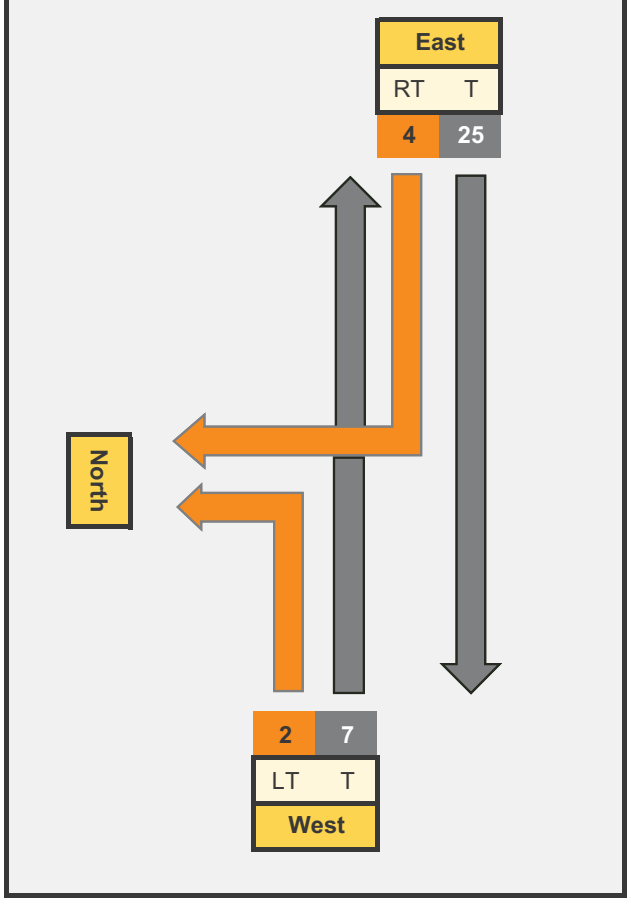
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 2: 2

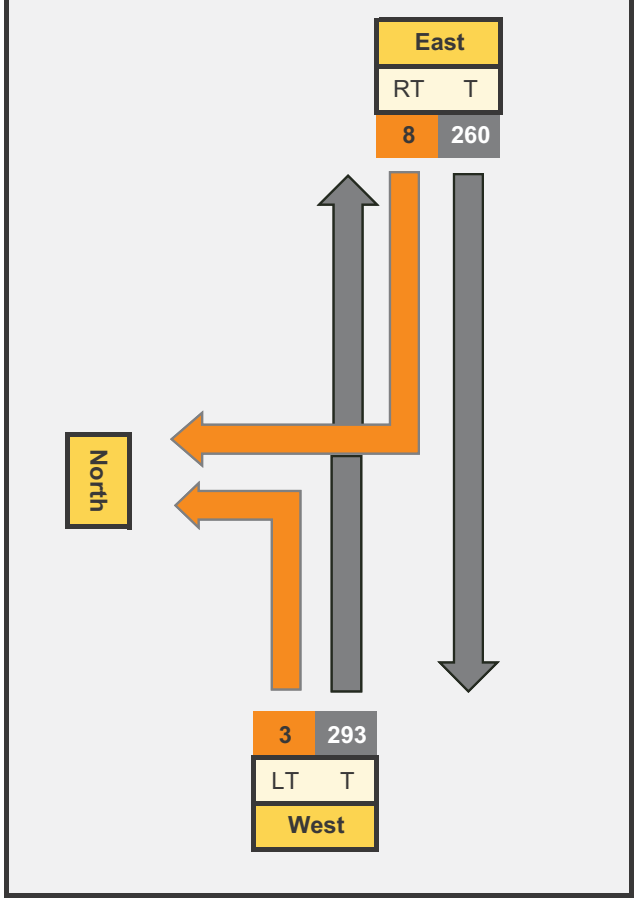
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



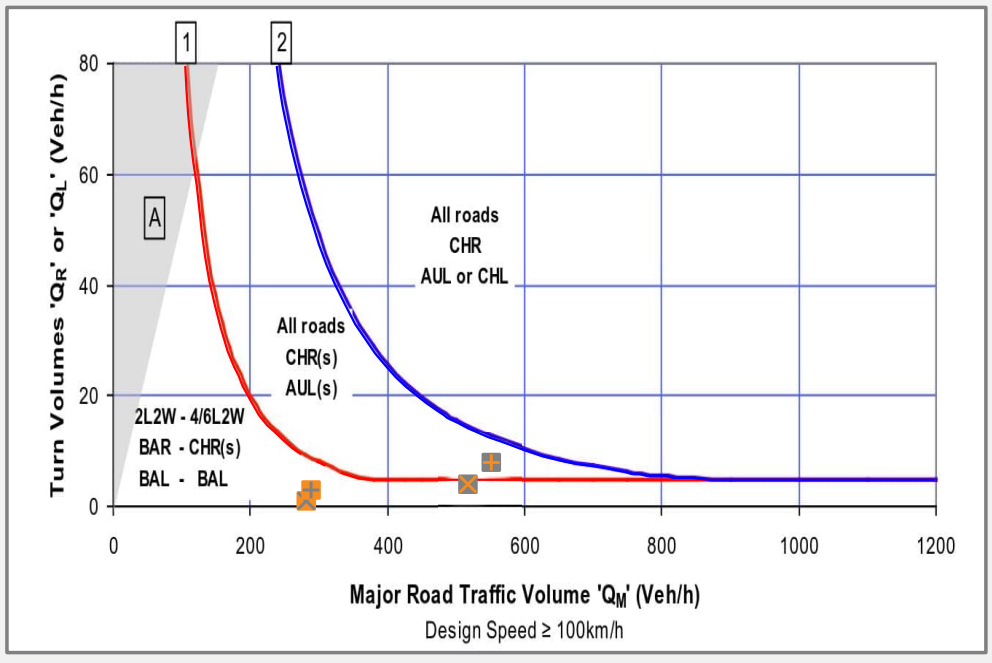
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	522	4
Left	286	1
With Development Traffic		
Right	556	8
Left	293	3

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	522	4
Left	286	1
With Development Traffic		
Right	556	8
Left	293	3

Intersection Code	3C

Time Period	PM

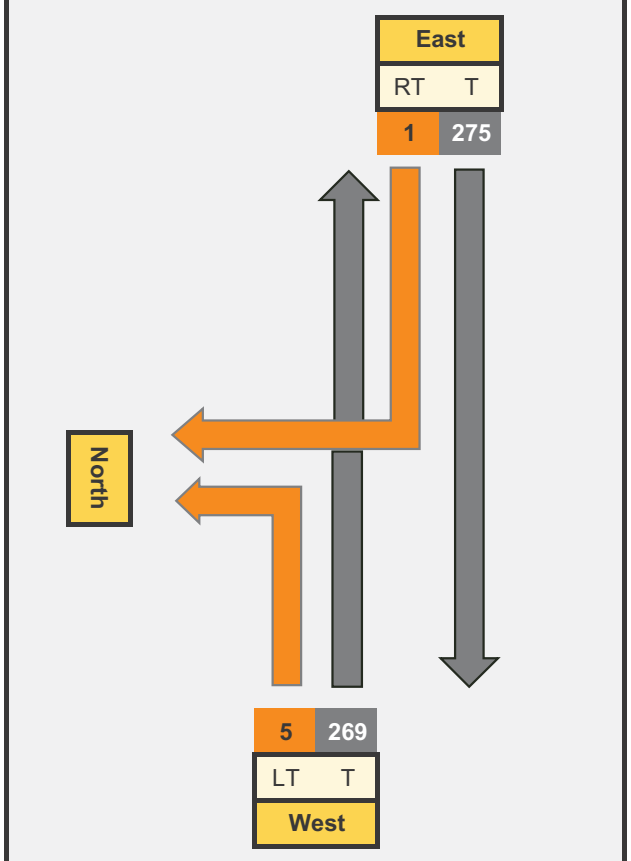
Intersection ID	X32
Intersection Name	Gore Highway / Linthorpe Valley Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

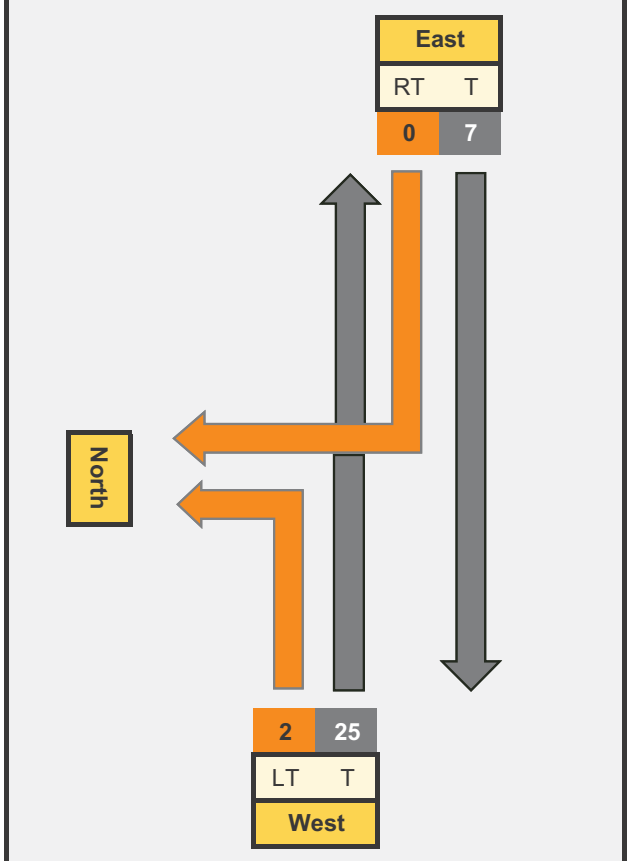
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 1: 1

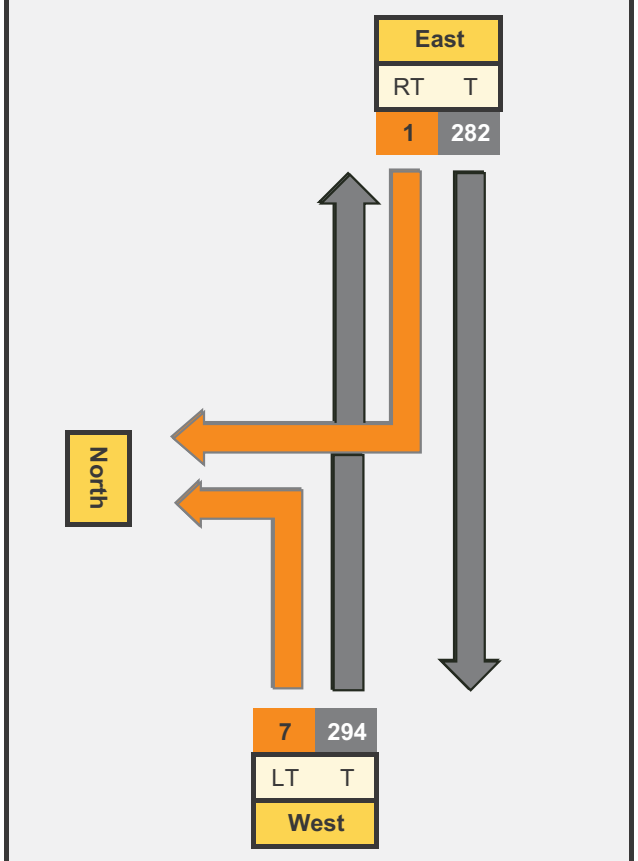
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	549	1
Left	269	5
With Development Traffic		
Right	583	1
Left	294	7

Graph Terminolgy

Legend

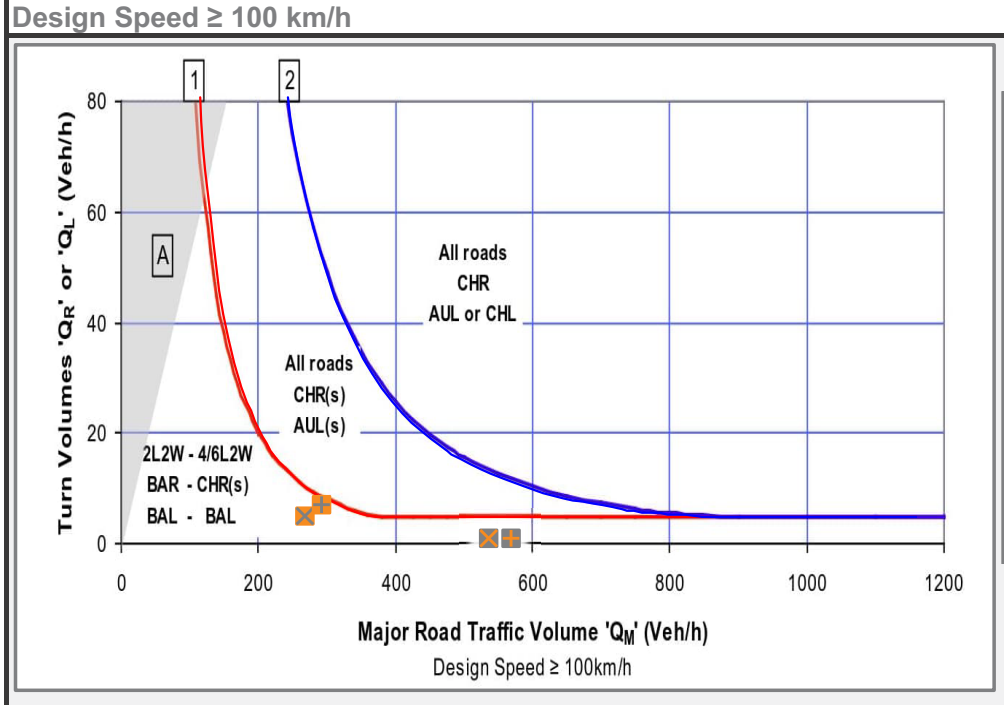
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	549	1
Left	269	5
With Development Traffic		
Right	583	1
Left	294	7

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

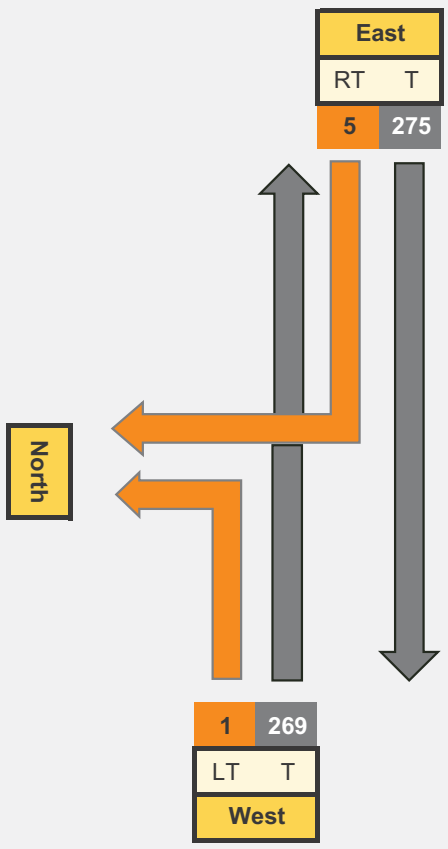
Intersection ID	X32
Intersection Name	Gore Highway / Linthorpe Valley Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

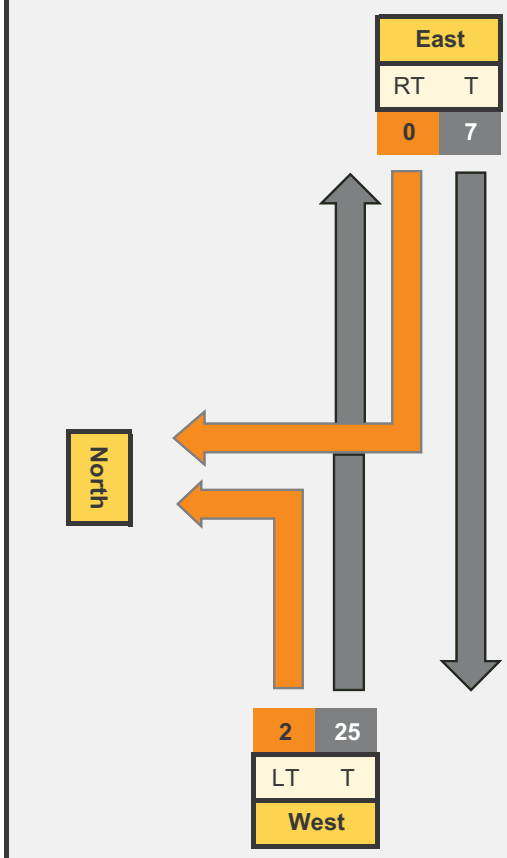
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 2: 2

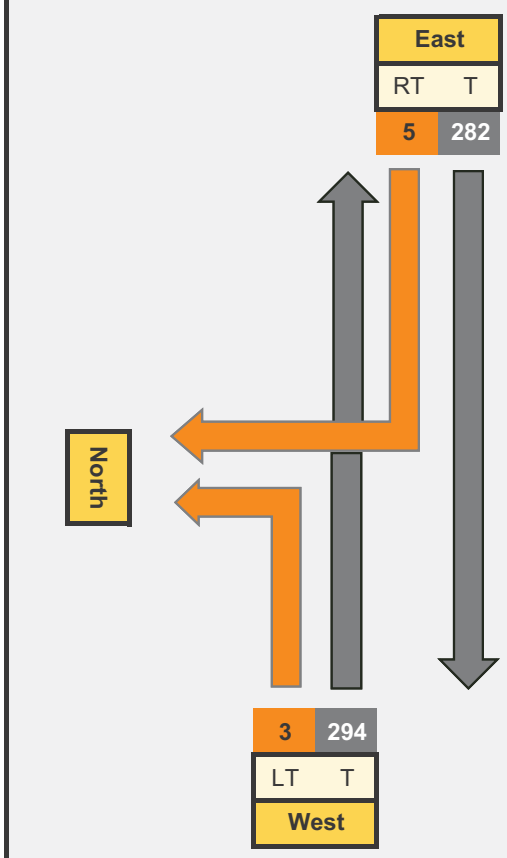
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	545	5
Left	269	1
With Development Traffic		
Right	579	5
Left	294	3

Graph Terminolgy

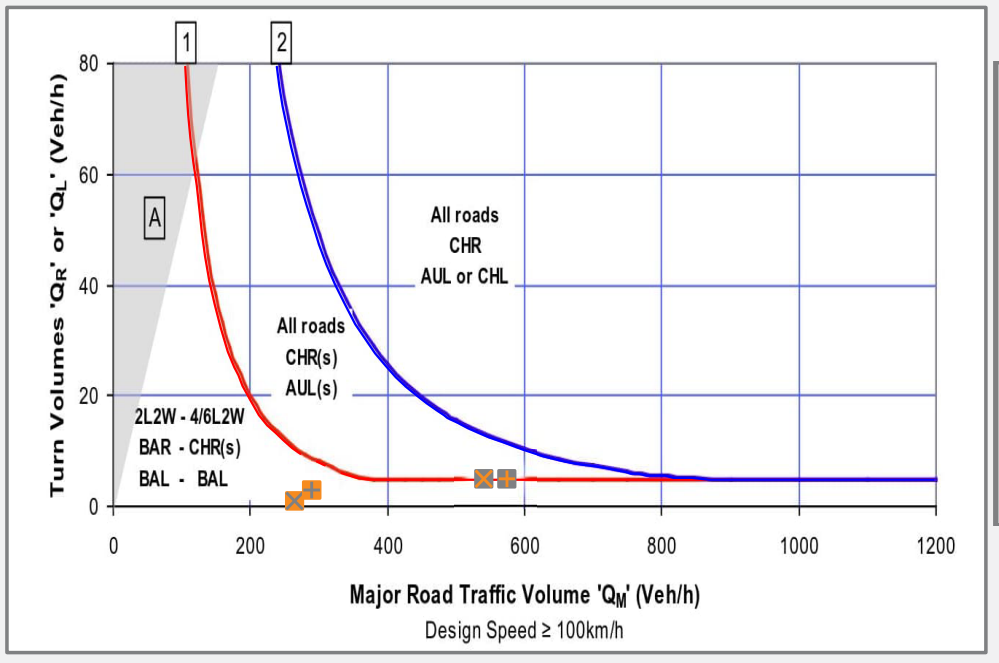
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	545	5
Left	269	1
With Development Traffic		
Right	579	5
Left	294	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

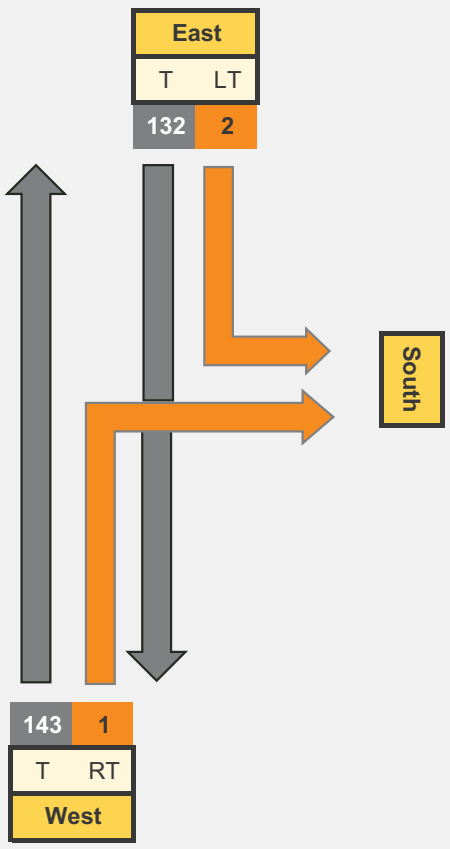
Intersection ID	X33
Intersection Name	Gore Highway/Gilgai Lane

Speed	100			
Existing Treatment	L	-	R	BAR

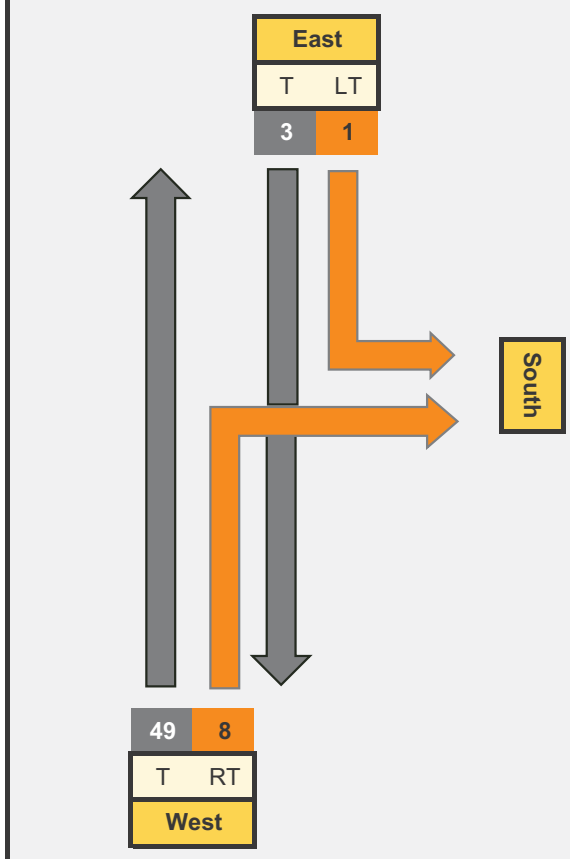
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 1: 1

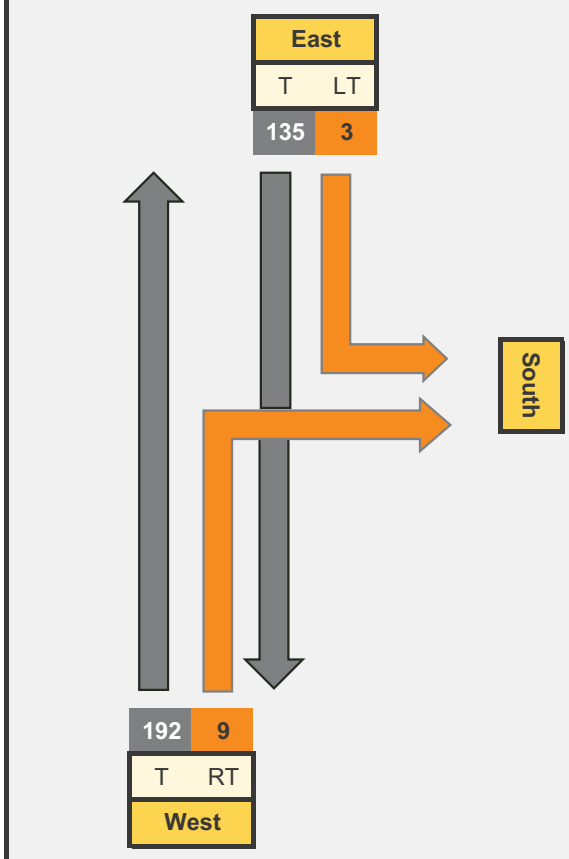
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	277	1
Left	132	2
With Development Traffic		
Right	330	9
Left	135	3

Graph Terminolgy

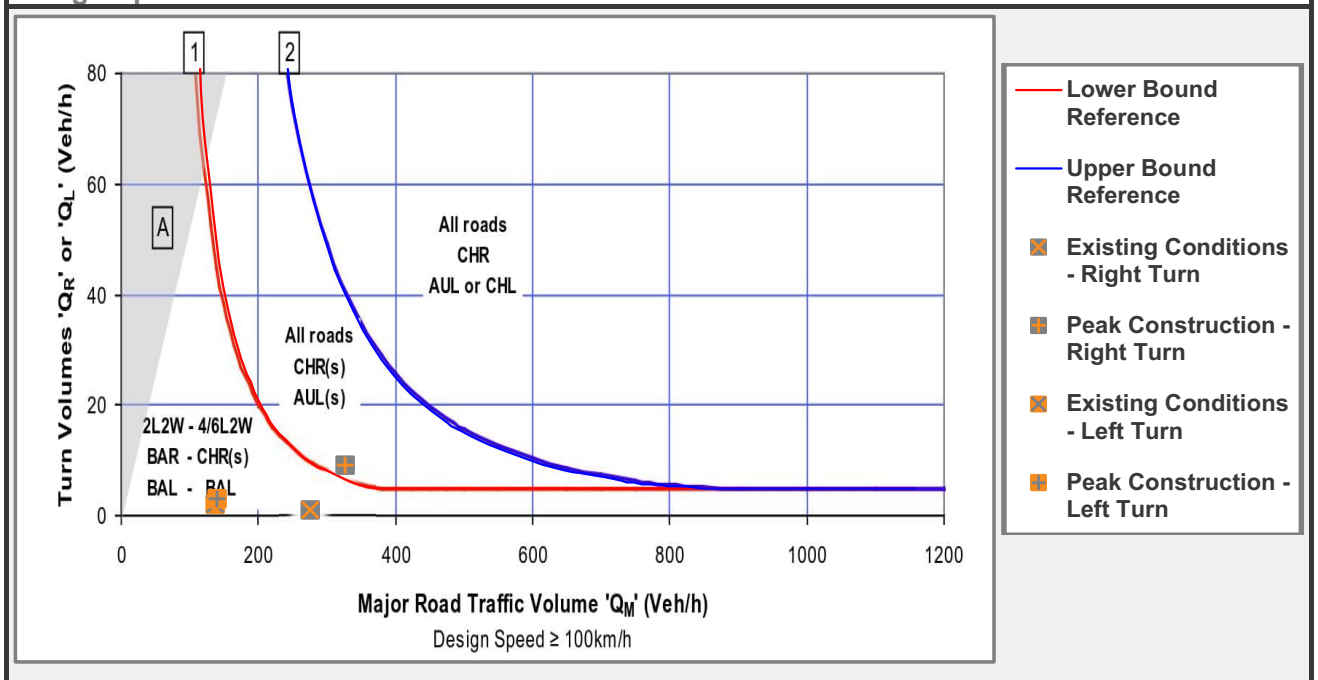
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	277	1
Left	132	2
With Development Traffic		
Right	330	9
Left	135	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

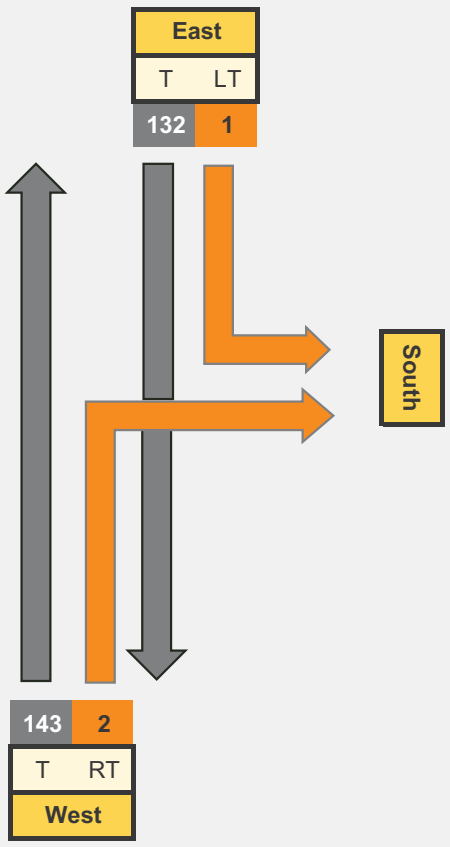
Intersection ID	X33
Intersection Name	Gore Highway/Gilgai Lane

Speed	100			
Existing Treatment	L	-	R	BAR

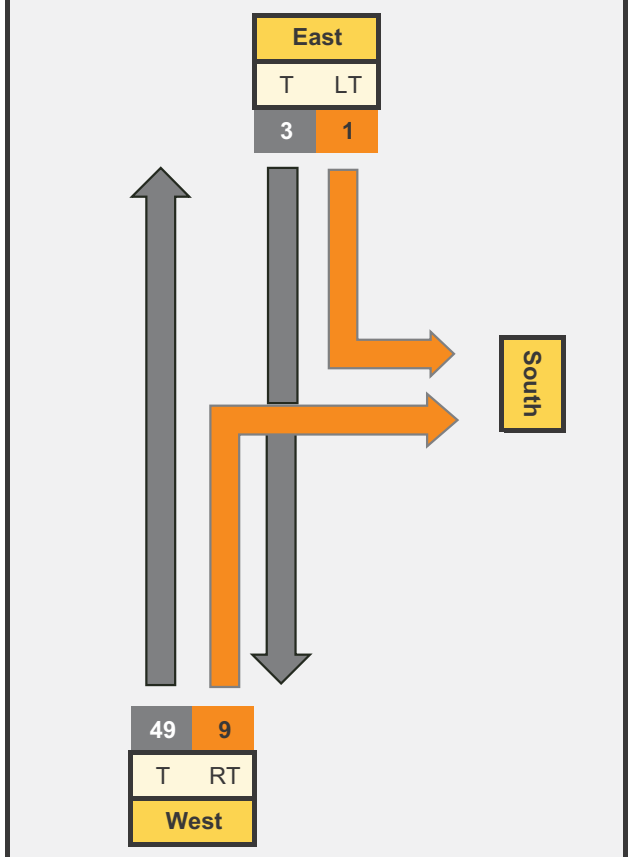
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 2: 2

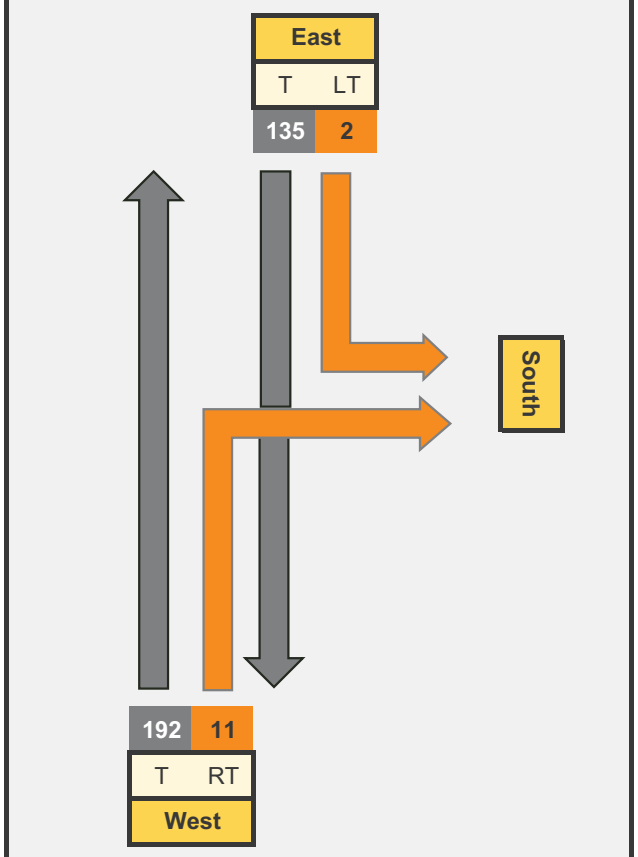
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	276	2
Left	132	1
With Development Traffic		
Right	329	11
Left	135	2

Graph Terminolgy

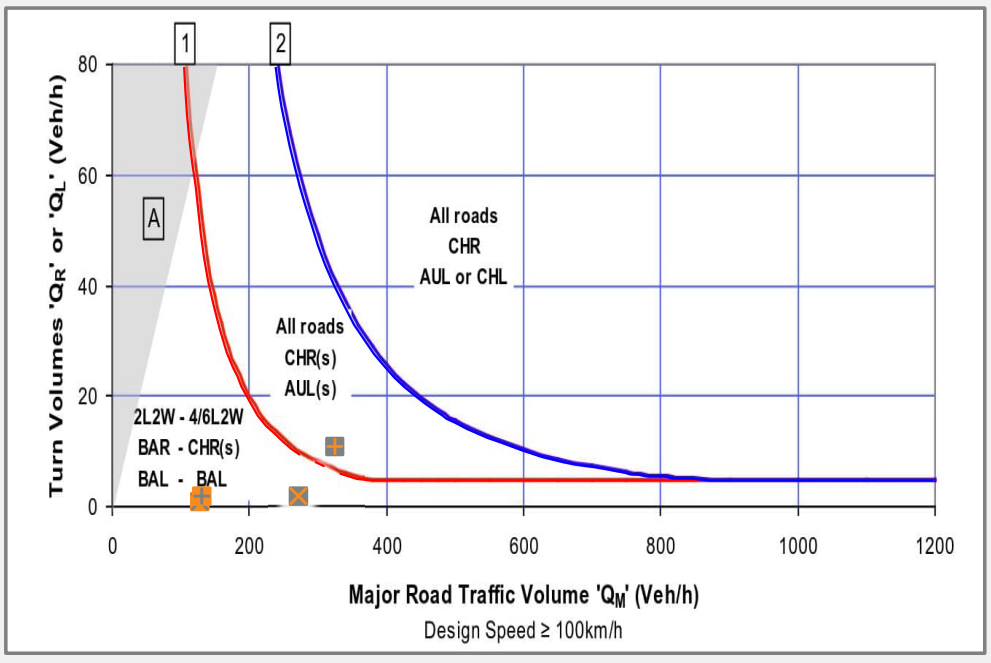
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	276	2
Left	132	1
With Development Traffic		
Right	329	11
Left	135	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

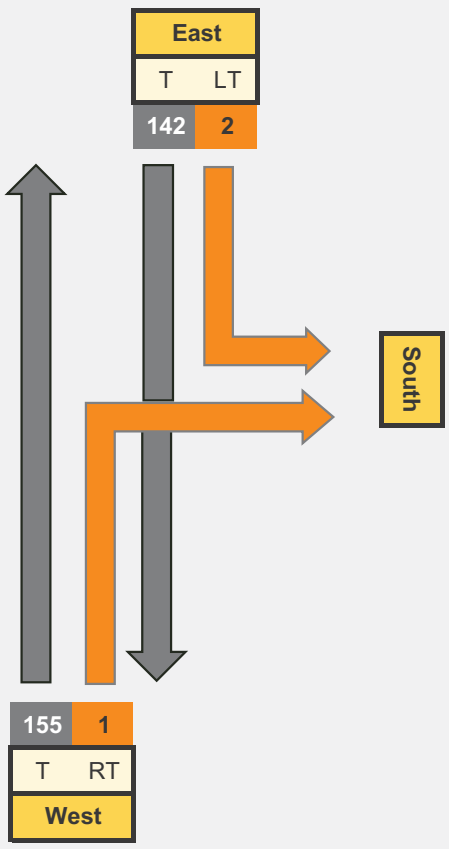
Intersection ID	X33
Intersection Name	Gore Highway/Gilgai Lane

Speed	100			
Existing Treatment	L	-	R	BAR

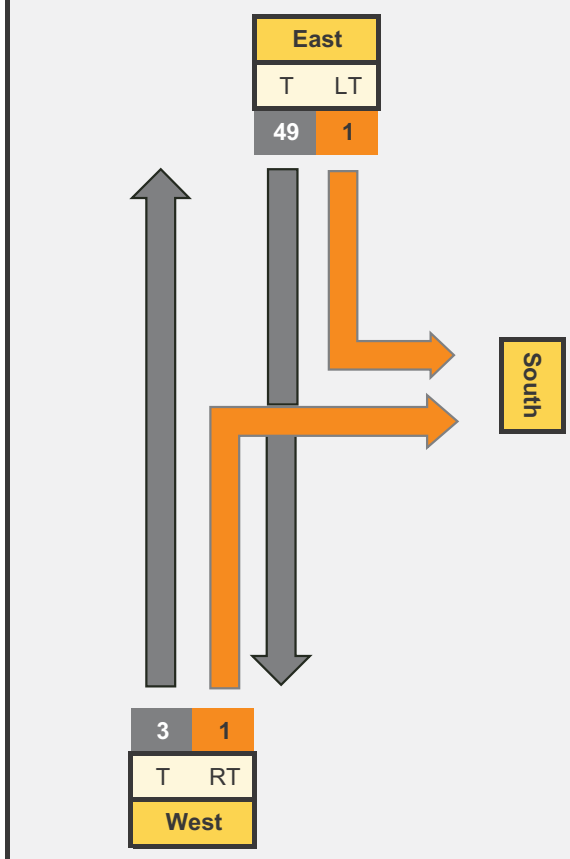
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 1: 1

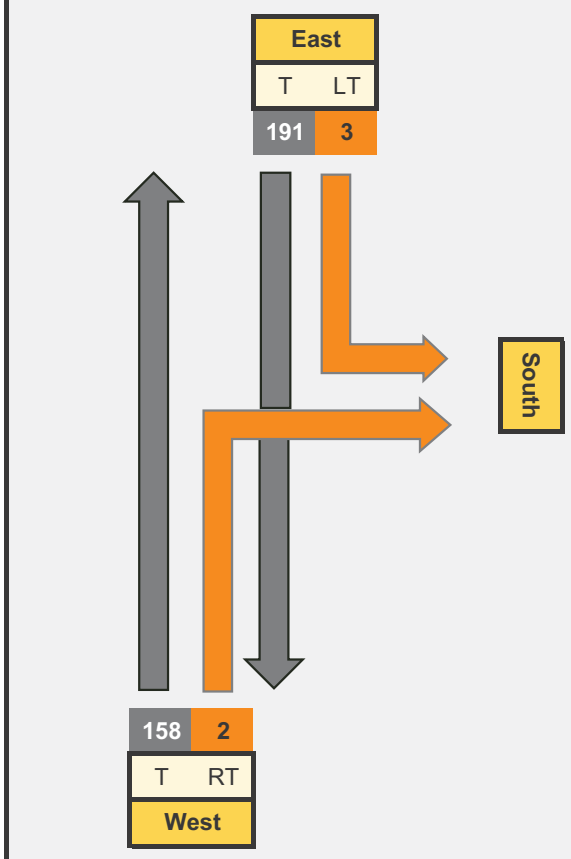
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	299	1
Left	142	2
With Development Traffic		
Right	352	2
Left	191	3

Graph Terminolgy

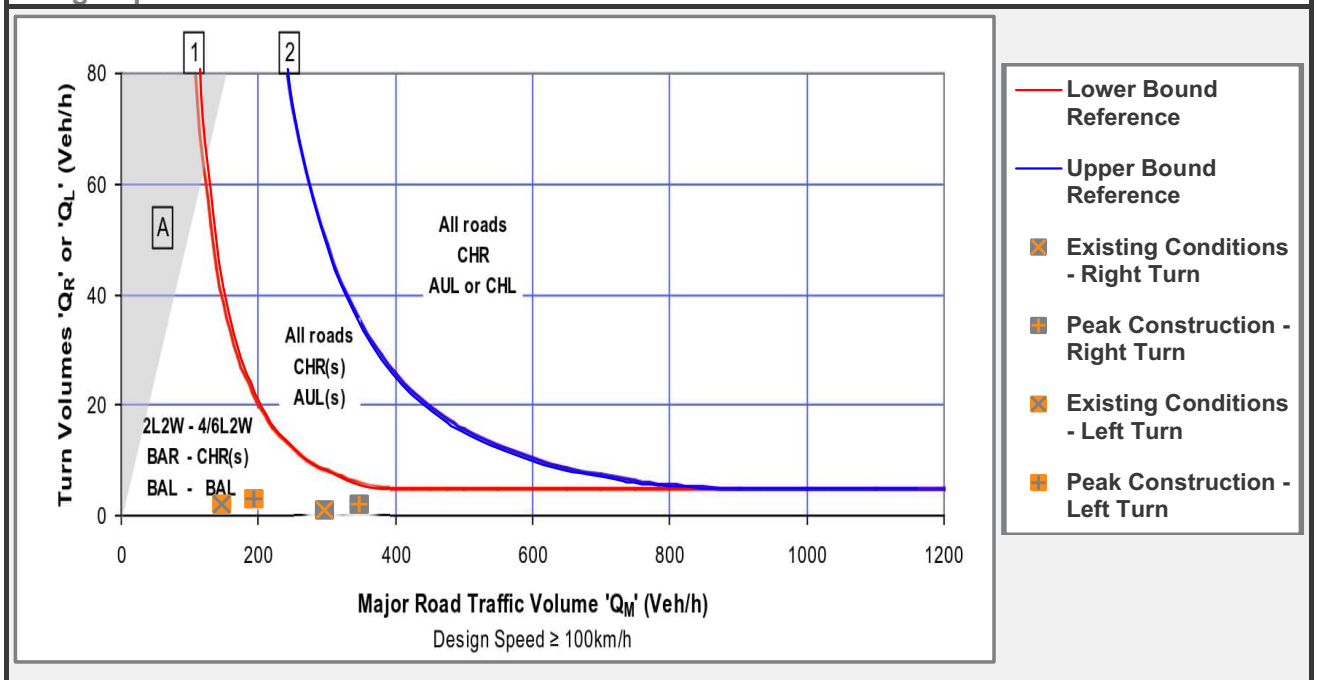
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	299	1
Left	142	2
With Development Traffic		
Right	352	2
Left	191	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

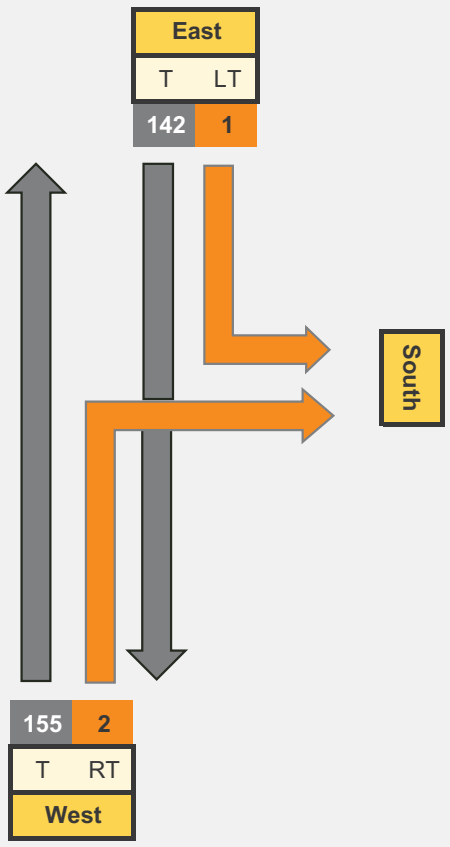
Intersection ID	X33
Intersection Name	Gore Highway/Gilgai Lane

Speed	100			
Existing Treatment	L	-	R	BAR

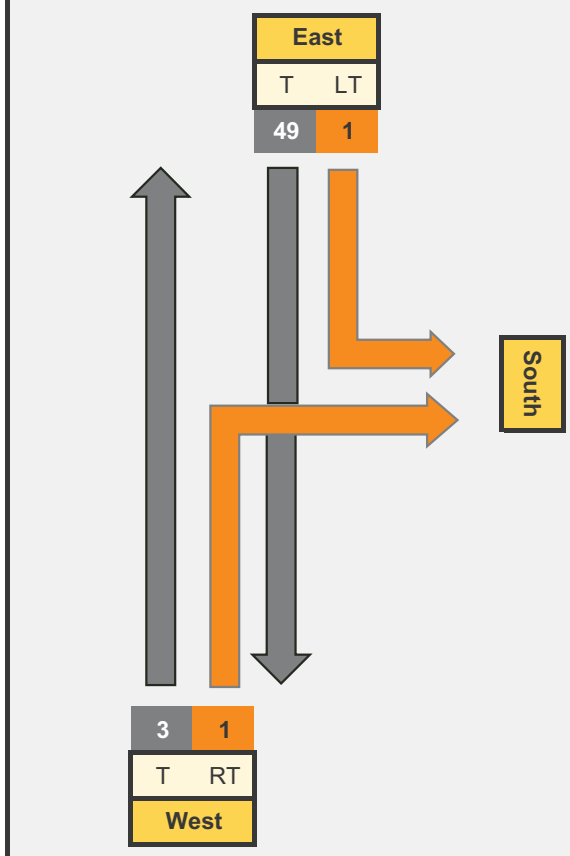
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 2: 2

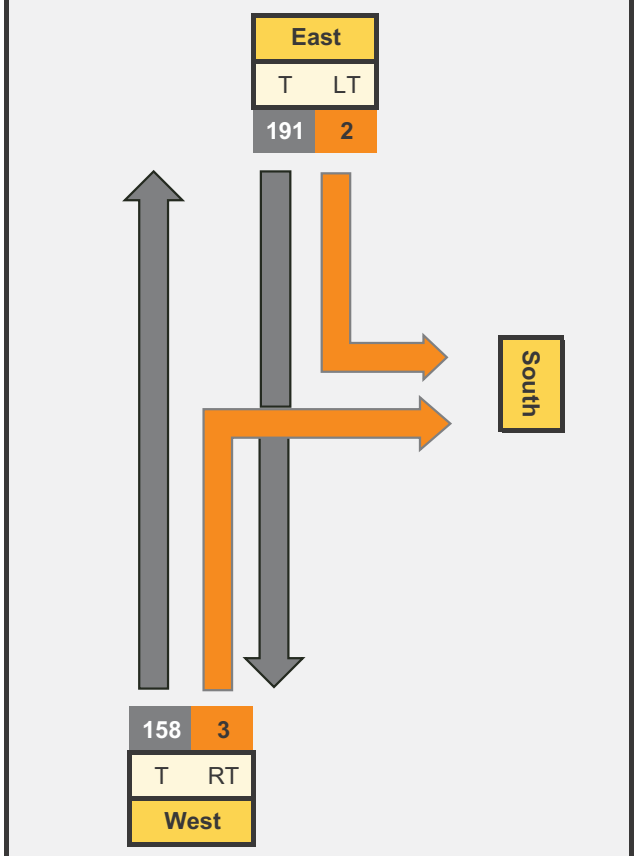
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	298	2
Left	142	1
With Development Traffic		
Right	351	3
Left	191	2

Graph Terminolgy

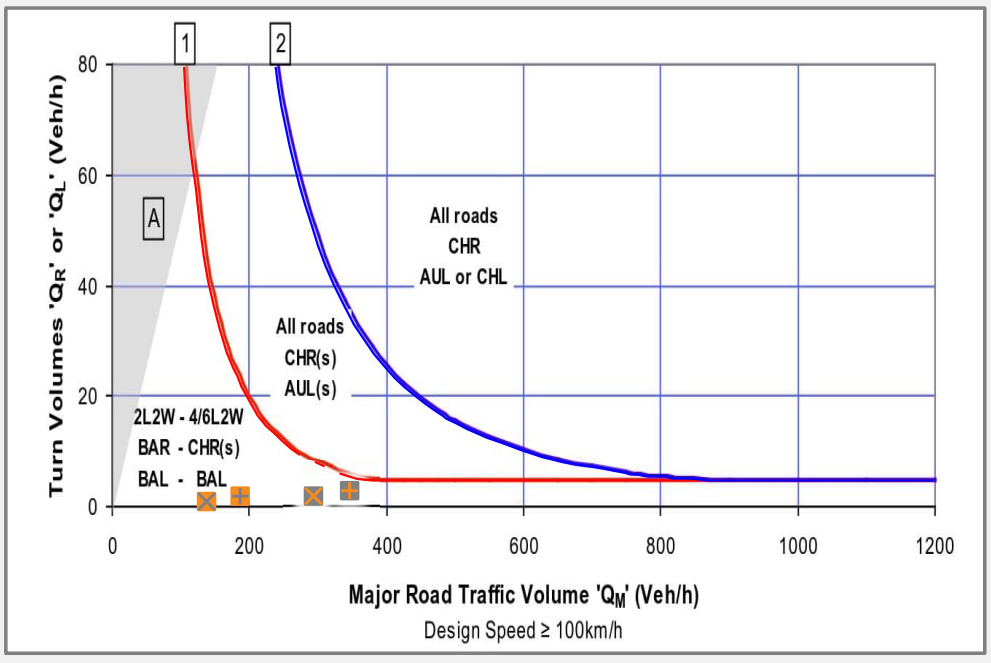
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	298	2
Left	142	1
With Development Traffic		
Right	351	3
Left	191	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

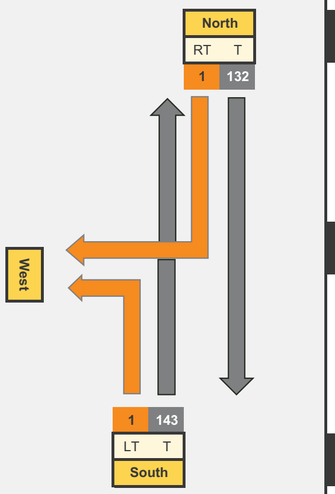
Intersection Code	4A
Intersection ID	X34
Intersection Name	Gore Highway/Hall Road

Time Period	AM
Speed	100
Existing Treatment	L: CHL, R: BAR

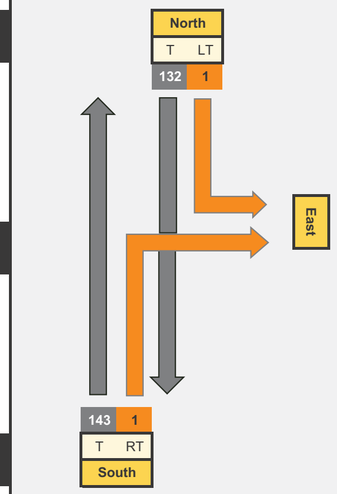
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

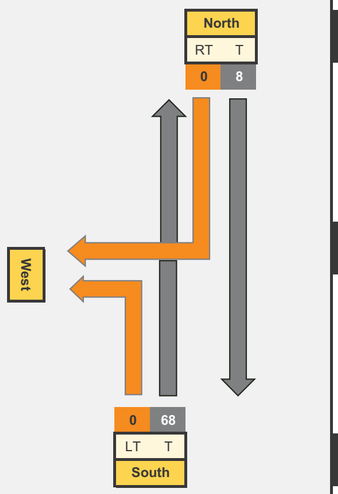
Peak Impact Year - Without Development Traffic



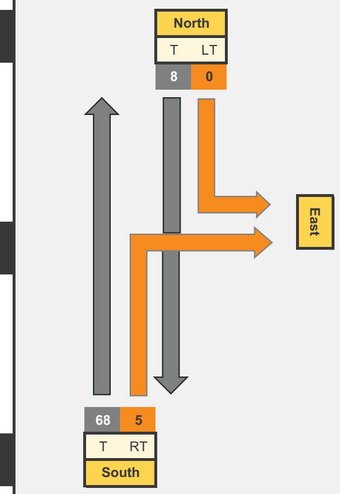
Peak Impact Year - Without Development Traffic



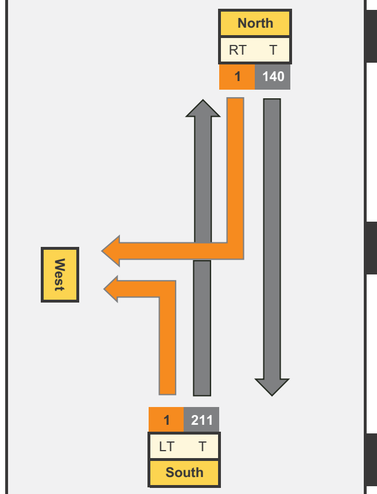
Peak Impact Year - Development Traffic



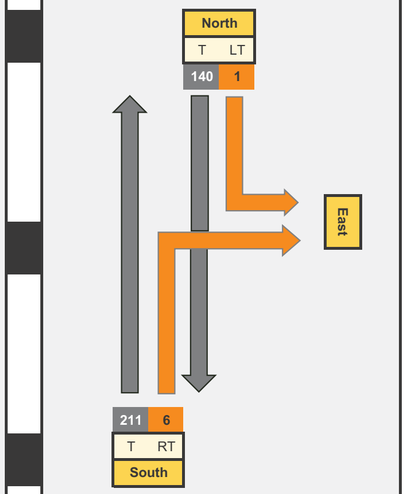
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	276	1
Left	143	1
With Development Traffic		
Right	352	1
Left	211	1

Graph Terminolgy

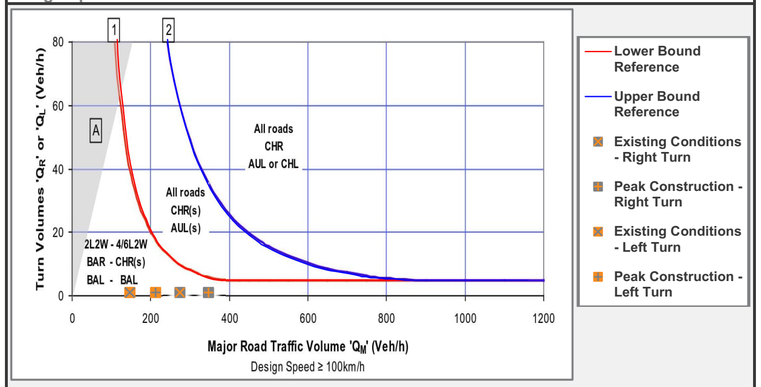
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	276	1
Left	143	1
With Development Traffic		
Right	352	1
Left	211	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	276	1
Left	132	1
With Development Traffic		
Right	352	6
Left	140	1

Graph Terminolgy

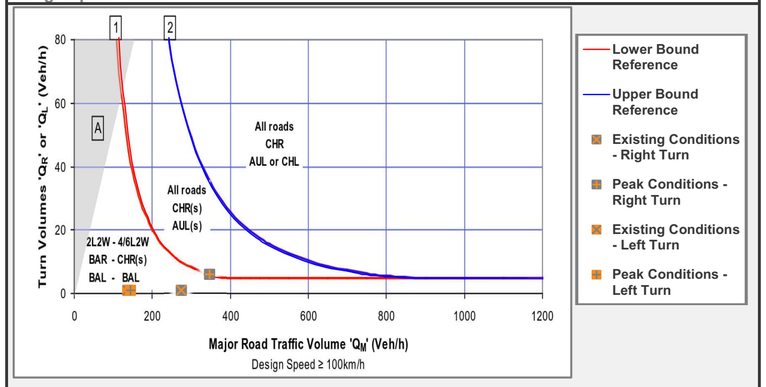
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	276	1
Left	132	1
With Development Traffic		
Right	352	6
Left	140	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	4A

Time Period	AM

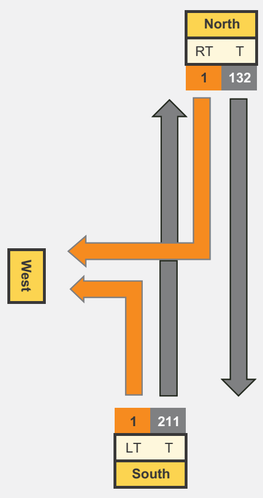
Intersection ID	X34
Intersection Name	Gore Highway/Hall Road

Speed	100			
Existing Treatment	L	CHL	R	BAR

Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	344	1
Left	211	1
With Development Traffic		
Right	352	1
Left	211	1

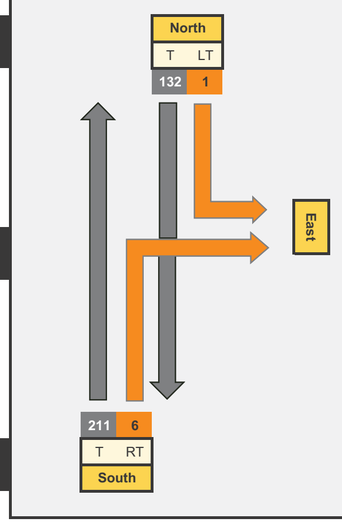
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

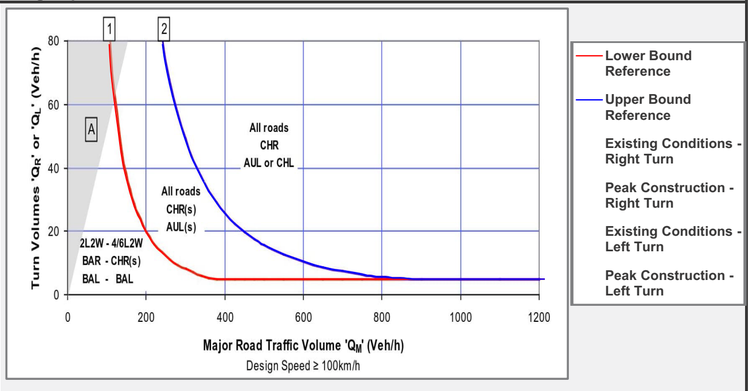
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	344	1
Left	211	1
With Development Traffic		
Right	352	1
Left	211	1

Peak Impact Year - Without Development Traffic



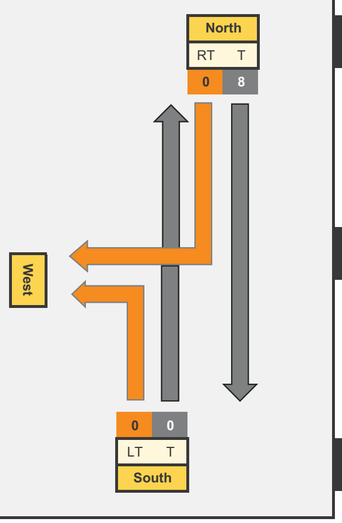
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	344	6
Left	132	1
With Development Traffic		
Right	352	6
Left	140	1

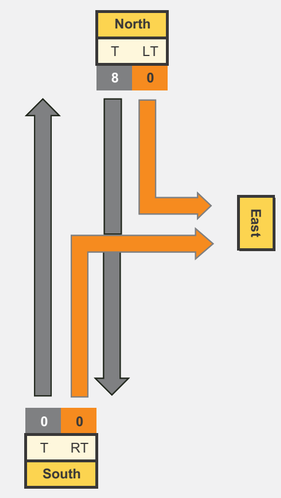
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

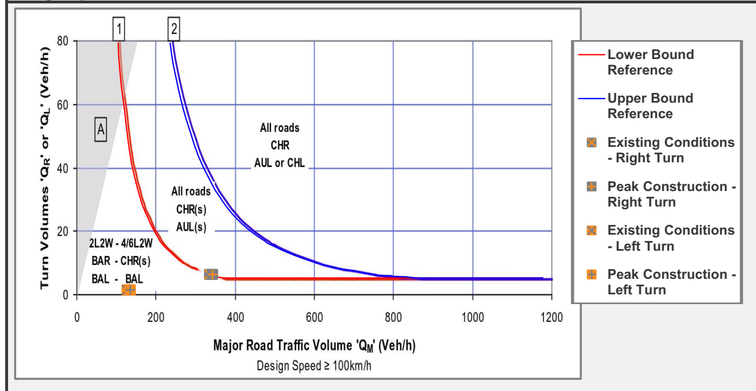
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	344	6
Left	132	1
With Development Traffic		
Right	352	6
Left	140	1

Peak Impact Year - Development Traffic



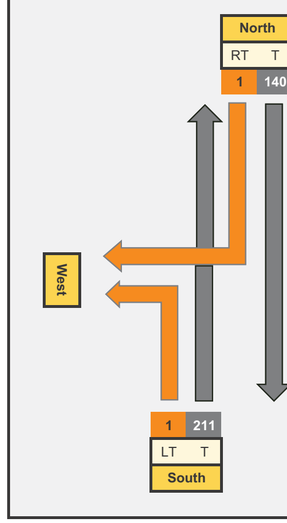
Graphing

Design Speed ≥ 100 km/h

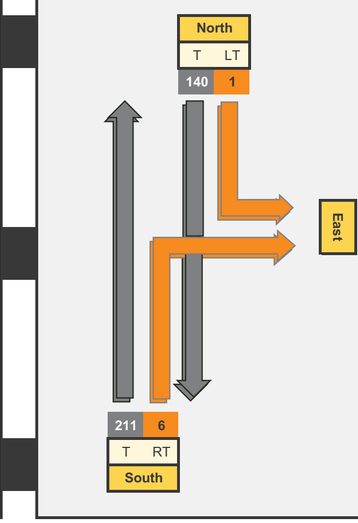


50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



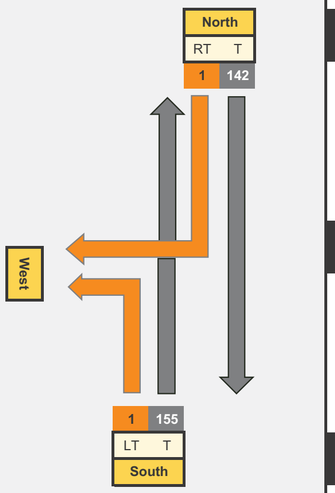
Intersection Code	4A
Intersection ID	X34
Intersection Name	Gore Highway/Hall Road

Time Period	PM
Speed	100
Existing Treatment	L: CHL / R: BAR

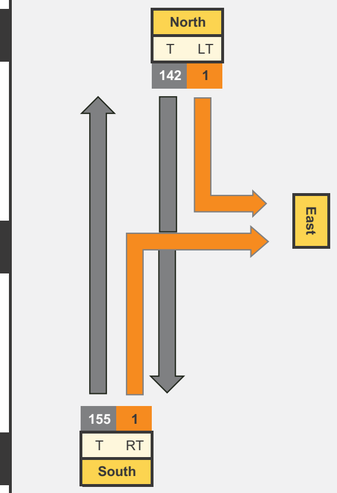
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

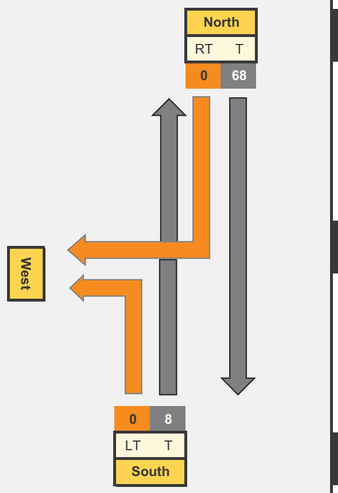
Peak Impact Year - Without Development Traffic



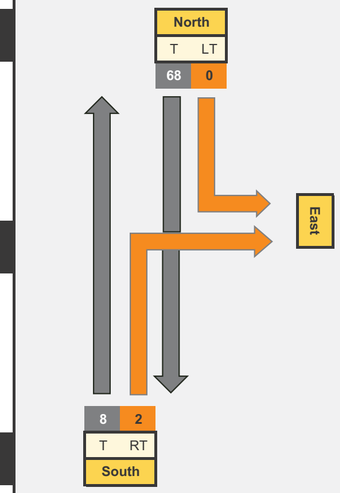
Peak Impact Year - Without Development Traffic



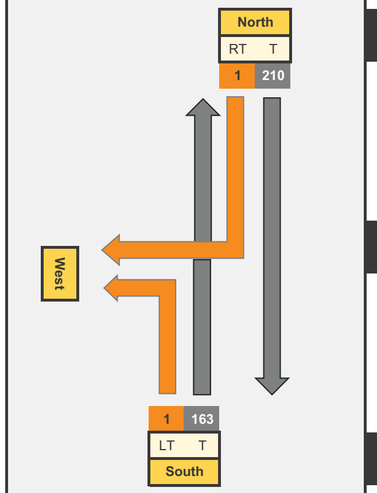
Peak Impact Year - Development Traffic



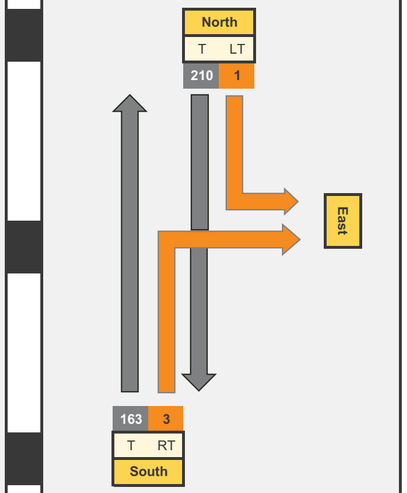
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	298	1
Left	155	1
With Development Traffic		
Right	374	1
Left	163	1

Graph Terminolgy

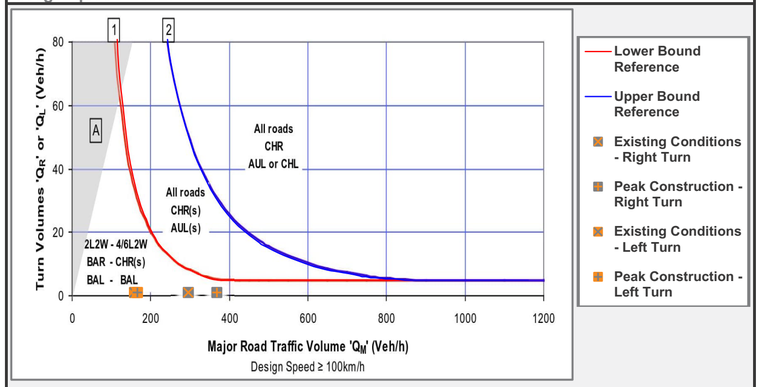
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	298	1
Left	155	1
With Development Traffic		
Right	374	1
Left	163	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	298	1
Left	142	1
With Development Traffic		
Right	374	3
Left	210	1

Graph Terminolgy

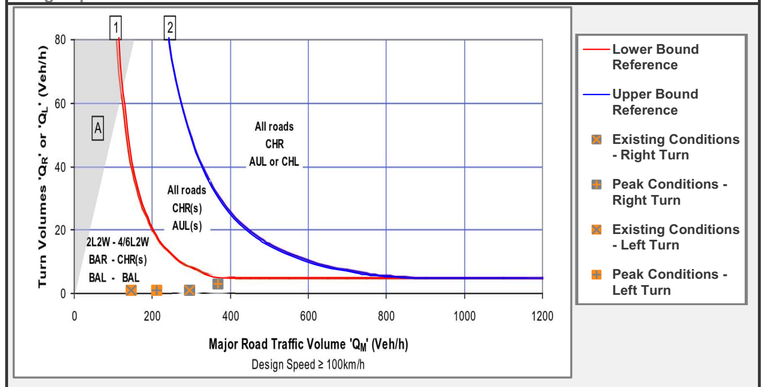
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	298	1
Left	142	1
With Development Traffic		
Right	374	3
Left	210	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

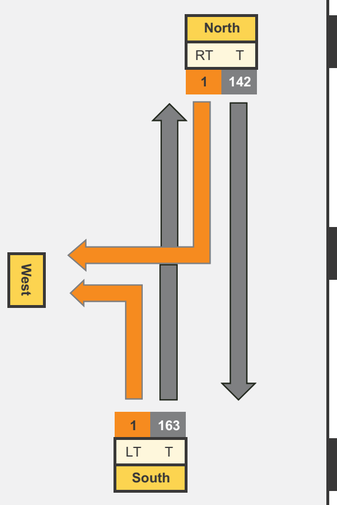
Intersection Code	4A
Intersection ID	X34
Intersection Name	Gore Highway/Hall Road

Time Period	PM
Speed	100
Existing Treatment	L: CHL, R: BAR

Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	306	1
Left	163	1
With Development Traffic		
Right	374	1
Left	163	1

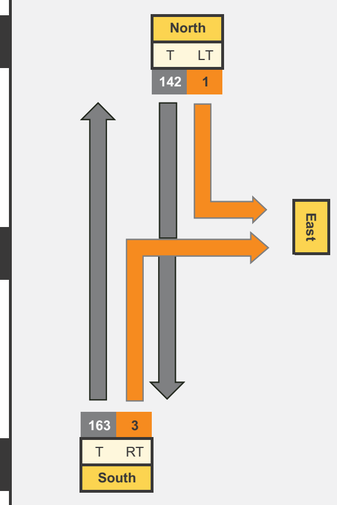
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

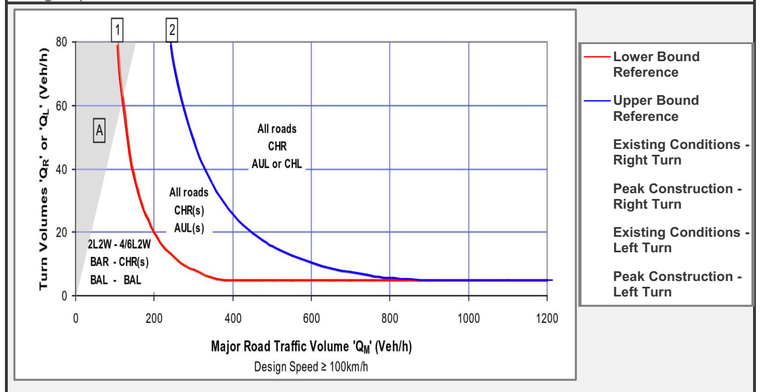
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	306	1
Left	163	1
With Development Traffic		
Right	374	1
Left	163	1

Peak Impact Year - Without Development Traffic



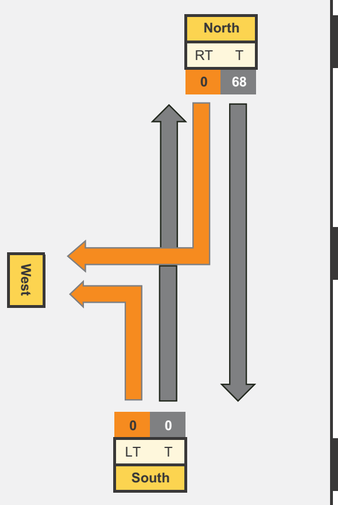
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	306	3
Left	142	1
With Development Traffic		
Right	374	3
Left	210	1

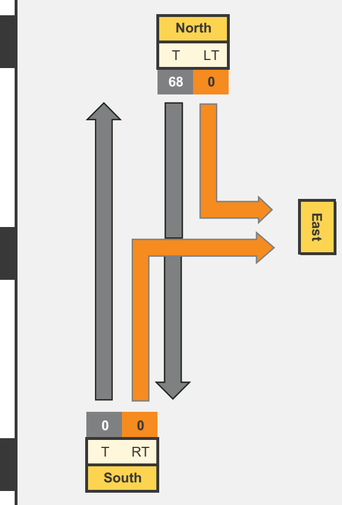
Graph Terminolgy

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

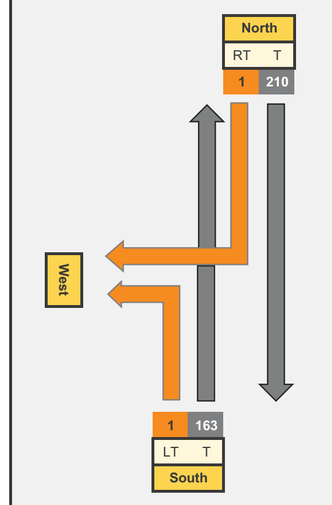
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	306	3
Left	142	1
With Development Traffic		
Right	374	3
Left	210	1

Peak Impact Year - Development Traffic

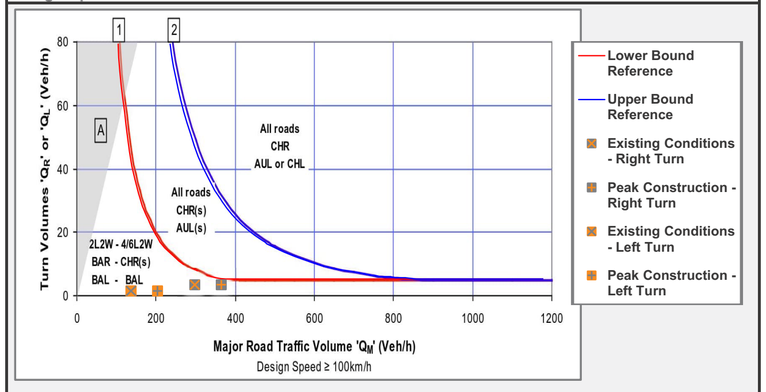


Peak Impact Year - With Development Traffic



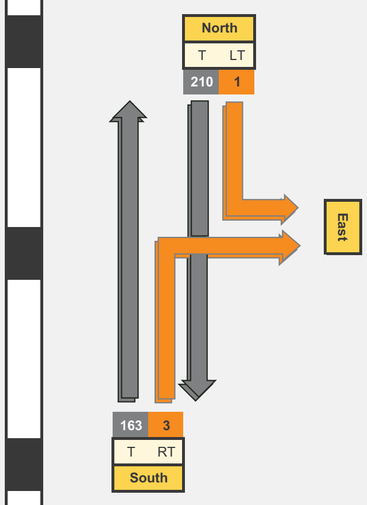
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Intersection Code	3C

Time Period	AM

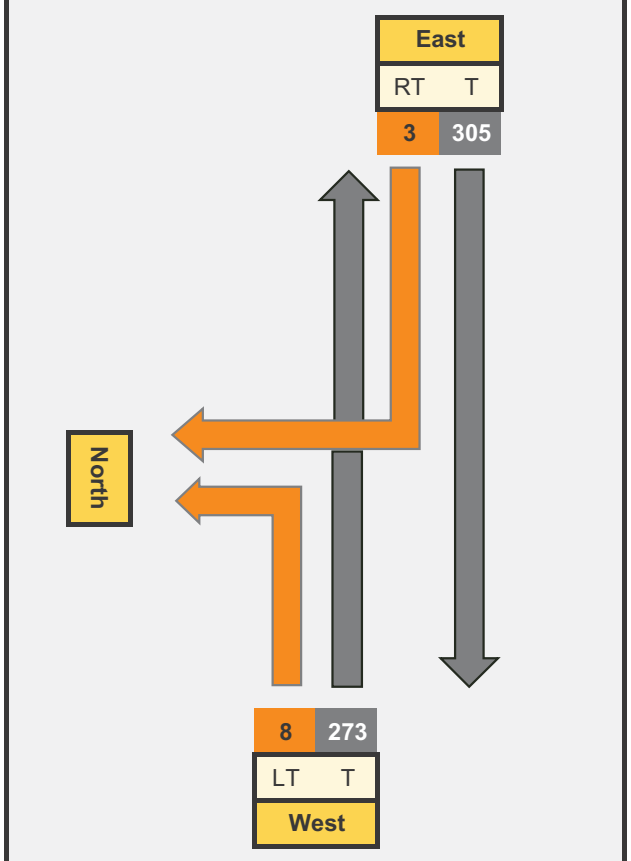
Intersection ID	X35
Intersection Name	Gore Highway / Linthorpe Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

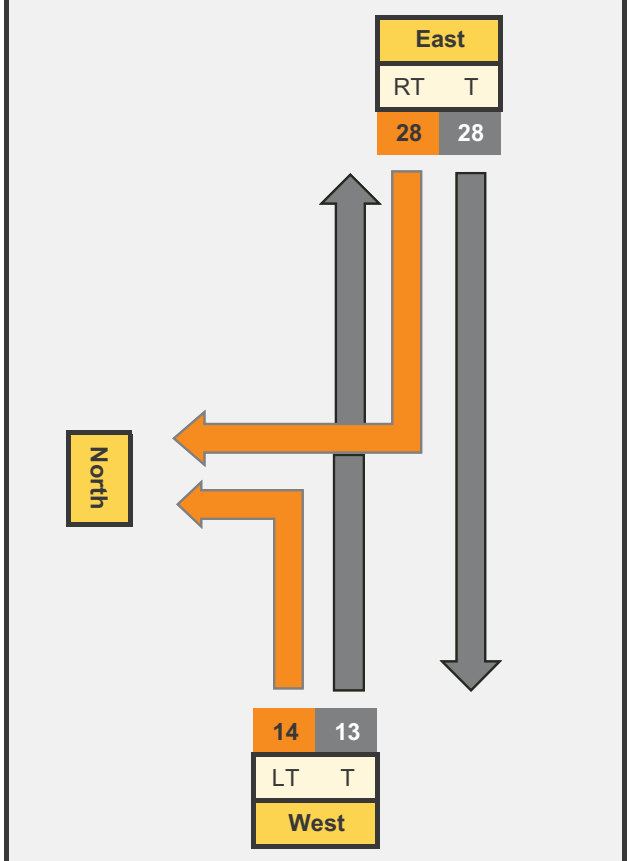
Peak Impact Month	Aug-25
Peak Impact Year	2025

Scenario 1: 1

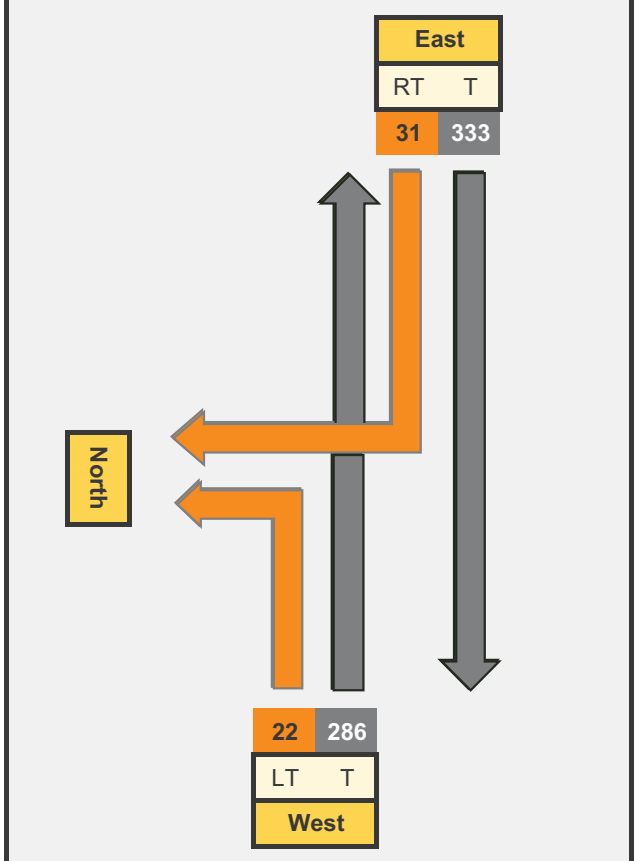
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	586	3
Left	273	8
With Development Traffic		
Right	641	31
Left	286	22

Graph Terminolgy

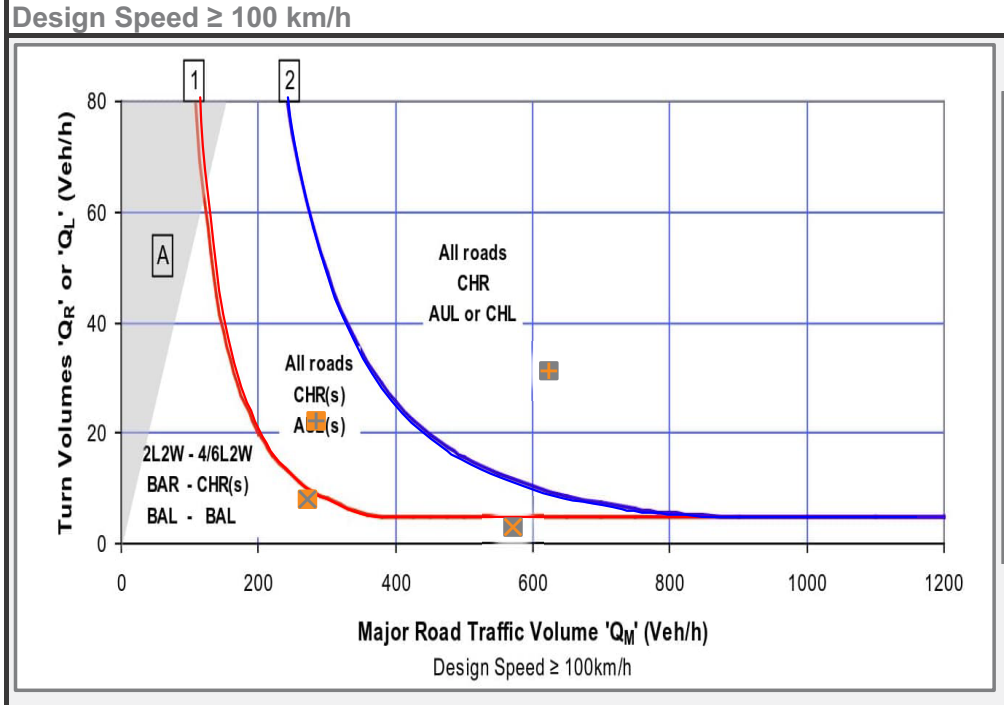
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	586	3
Left	273	8
With Development Traffic		
Right	641	31
Left	286	22

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

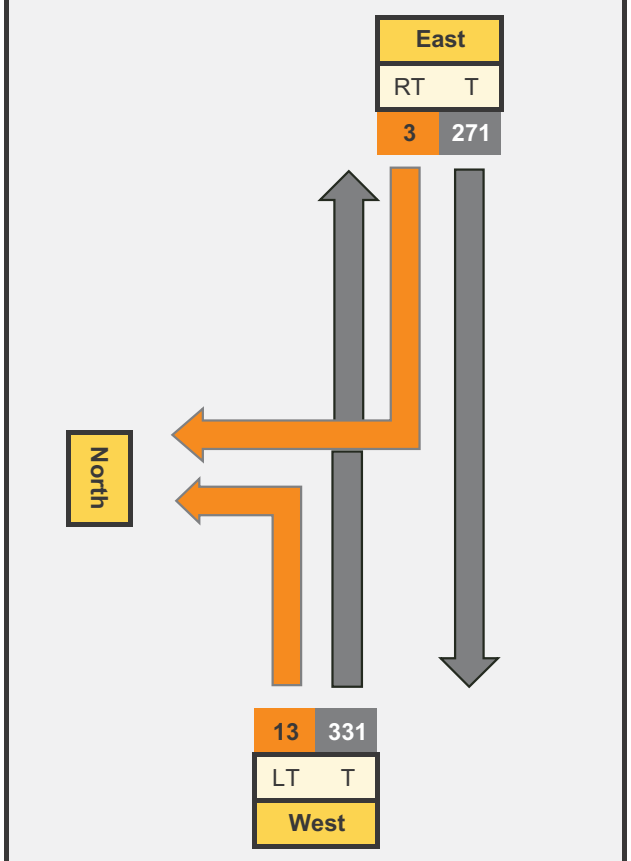
Intersection ID	X35
Intersection Name	Gore Highway / Linthorpe Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

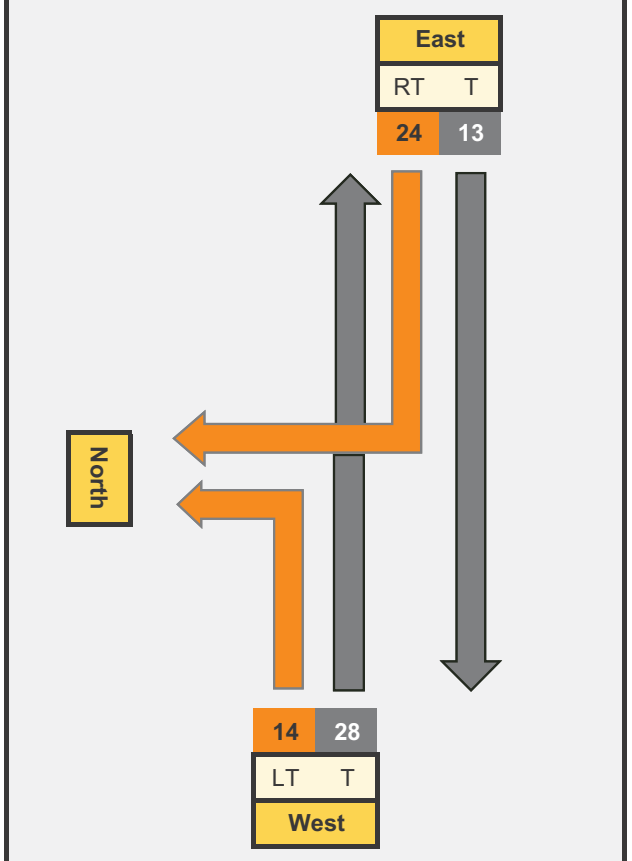
Peak Impact Month	Aug-25
Peak Impact Year	2025

Scenario 1: 1

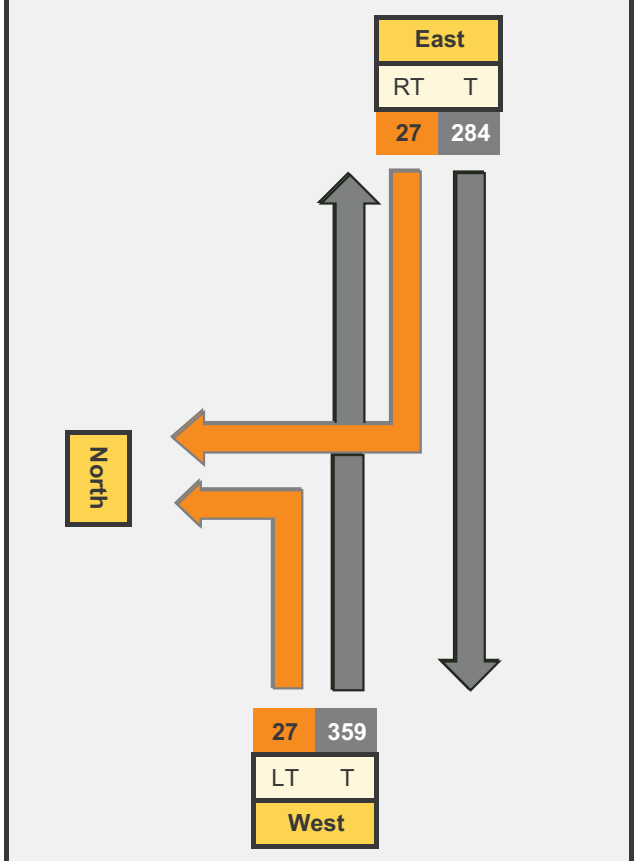
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	615	3
Left	331	13
With Development Traffic		
Right	670	27
Left	359	27

Graph Terminolgy

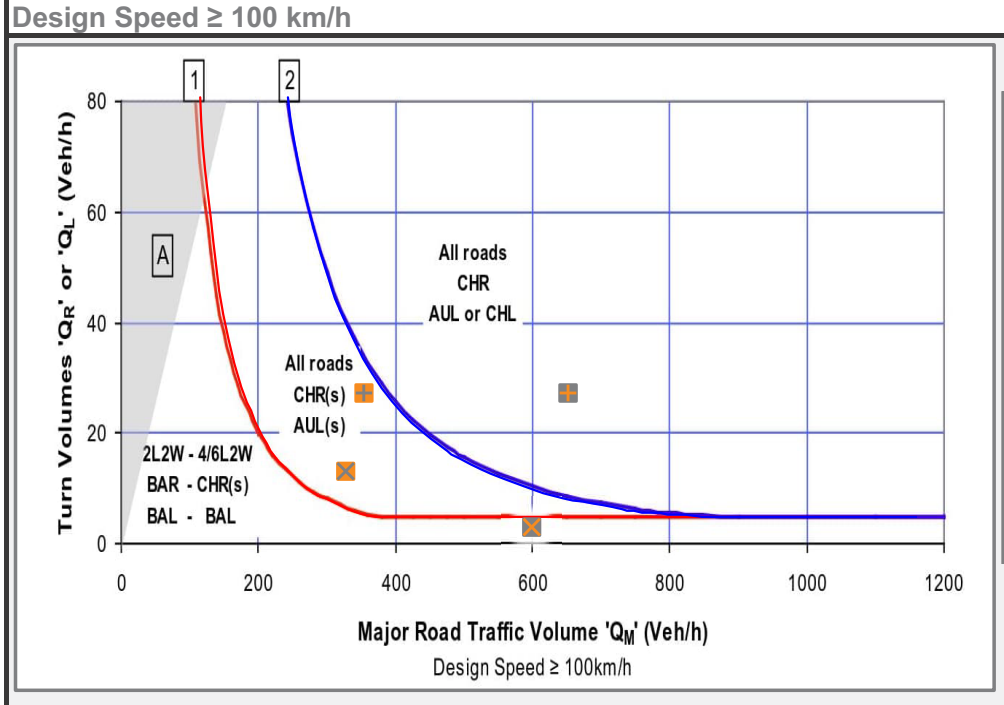
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	615	3
Left	331	13
With Development Traffic		
Right	670	27
Left	359	27

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

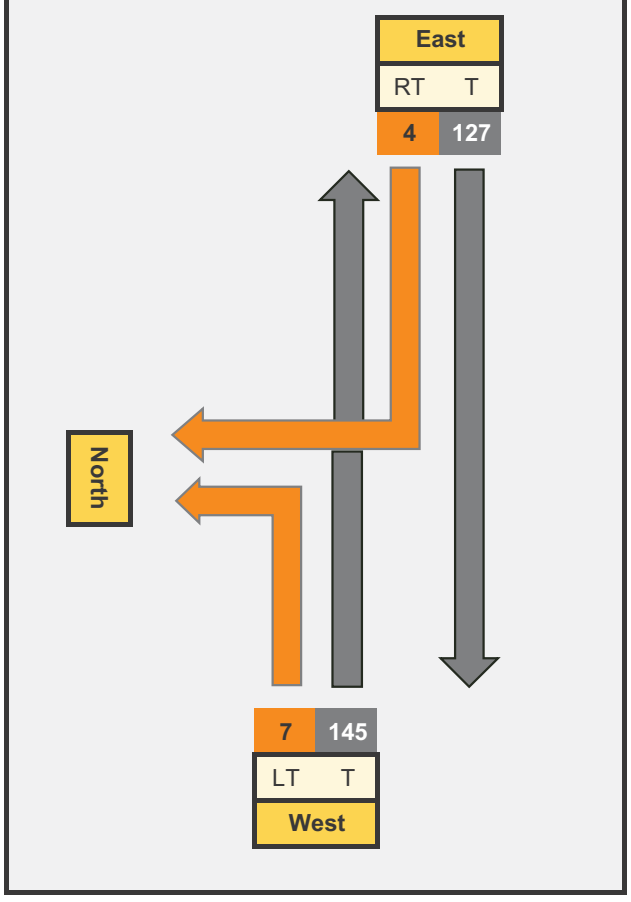
Intersection ID	X36
Intersection Name	Gore Highway / Lochaber Road

Speed	100			
Existing Treatment	L	CHL	R	CHR

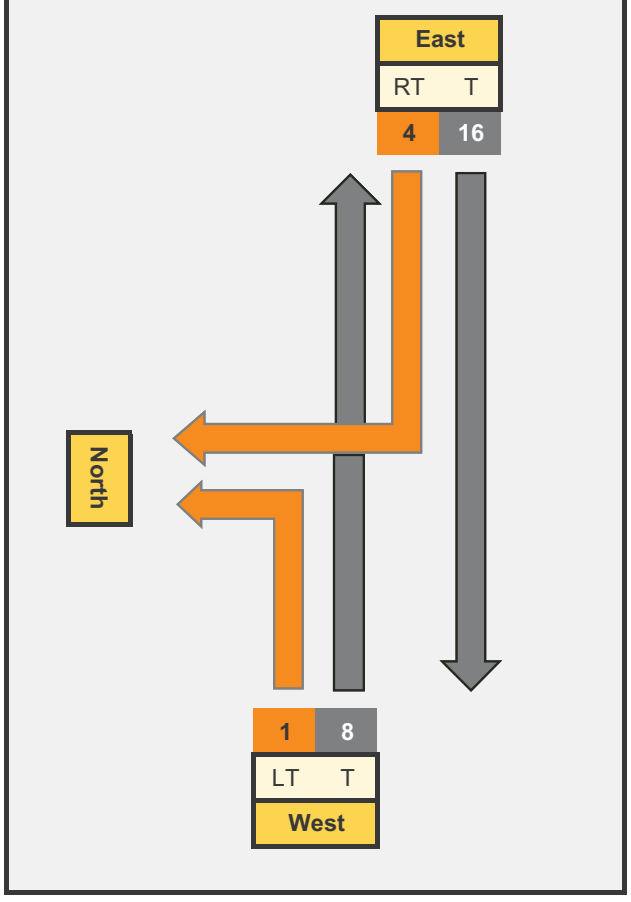
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 1: 1

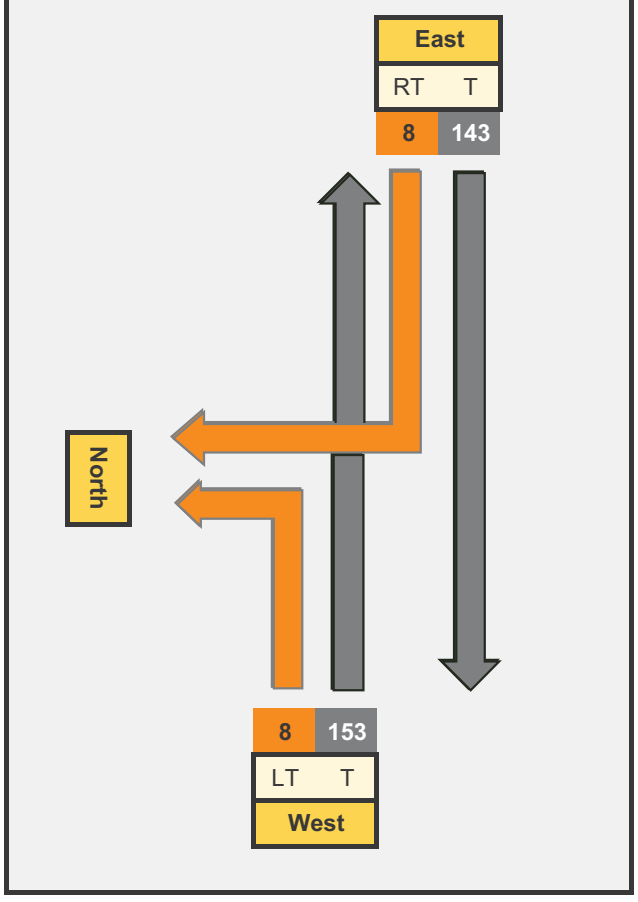
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	279	4
Left	145	7
With Development Traffic		
Right	304	8
Left	153	8

Graph Terminolgy

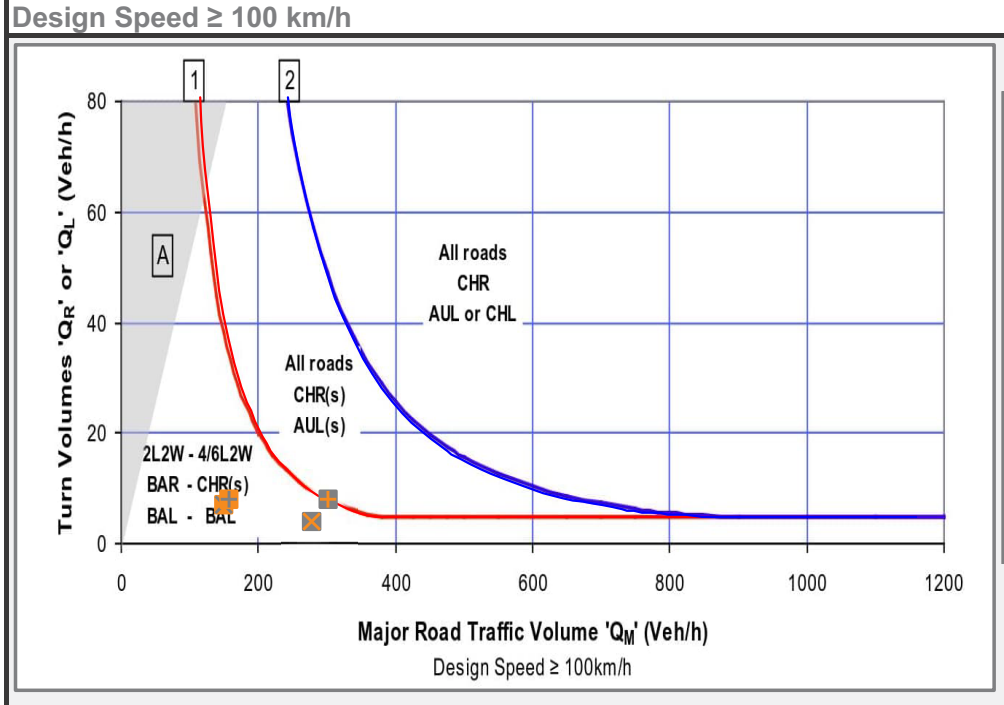
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	279	4
Left	145	7
With Development Traffic		
Right	304	8
Left	153	8

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

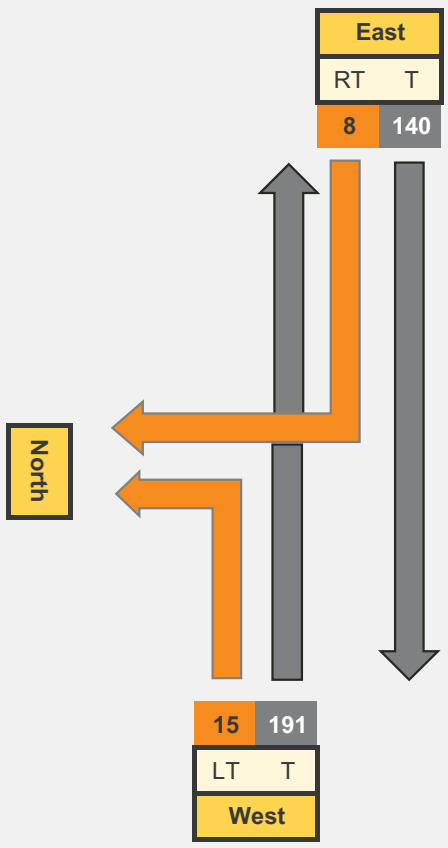
Intersection ID	X36
Intersection Name	Gore Highway / Lochaber Road

Speed	100			
Existing Treatment	L	CHL	R	CHR

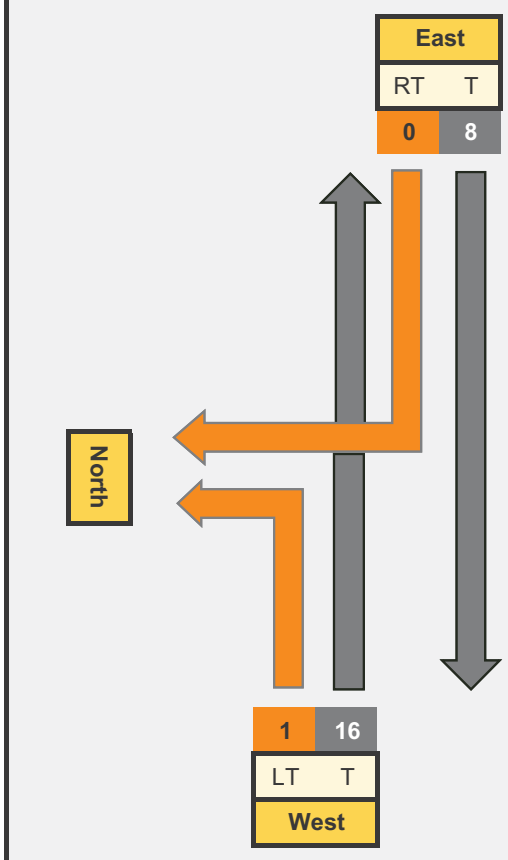
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 1: 1

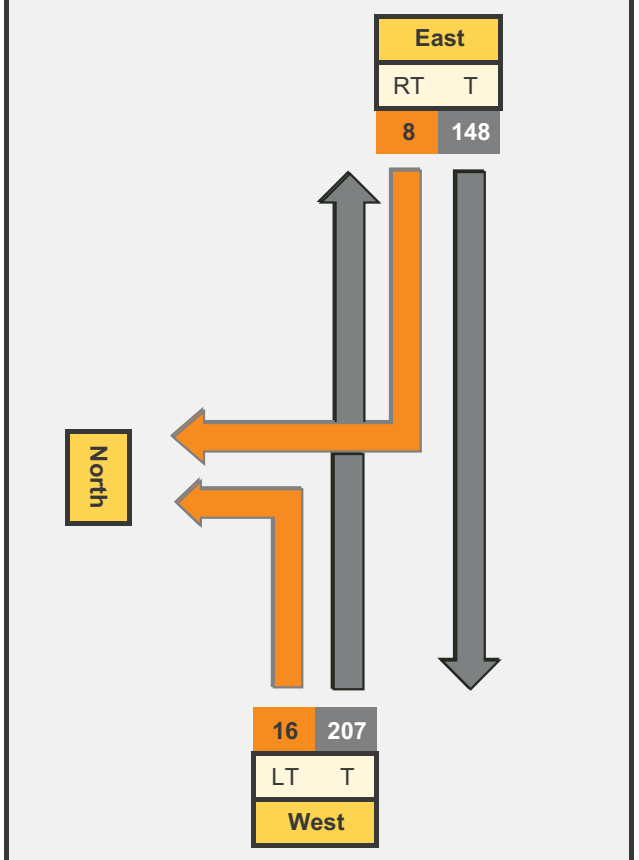
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	346	8
Left	191	15
With Development Traffic		
Right	371	8
Left	207	16

Graph Terminolgy

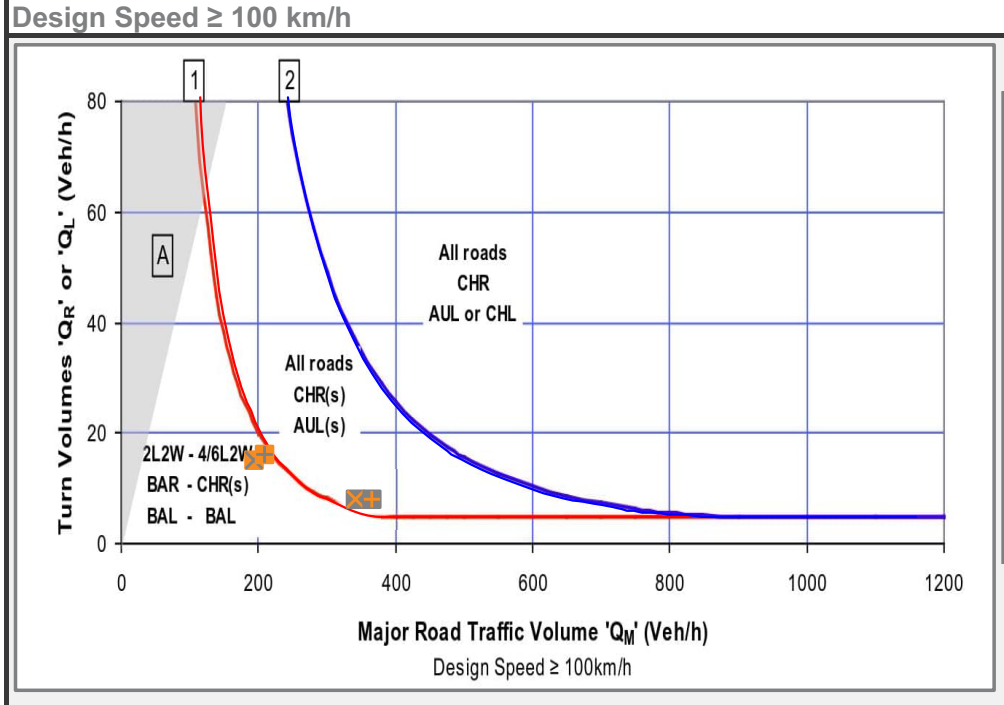
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	346	8
Left	191	15
With Development Traffic		
Right	371	8
Left	207	16

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

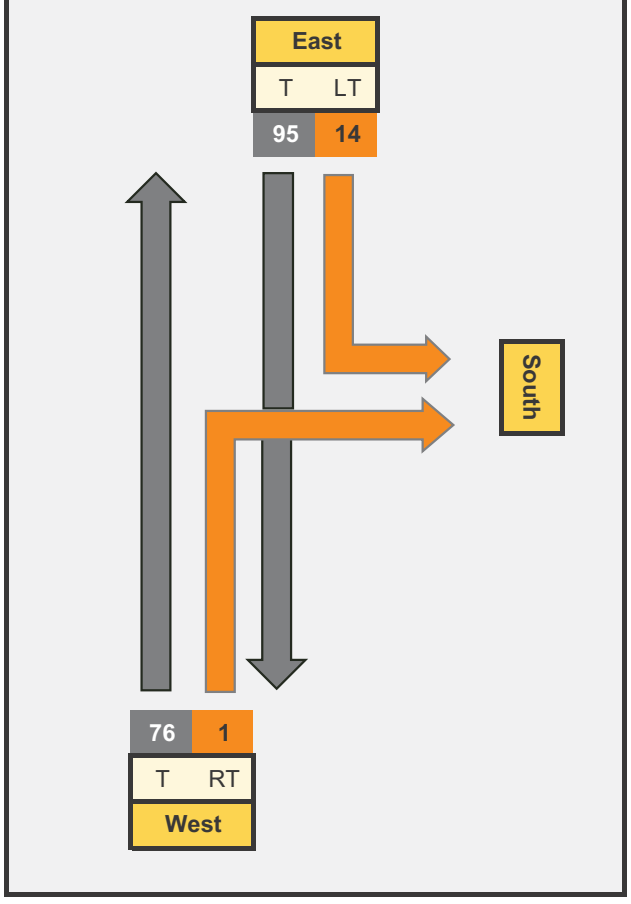
Intersection ID	X37
Intersection Name	Gore Highway / Millmerran Inglewood Road

Speed	80			
Existing Treatment	L	CHL	R	BAR

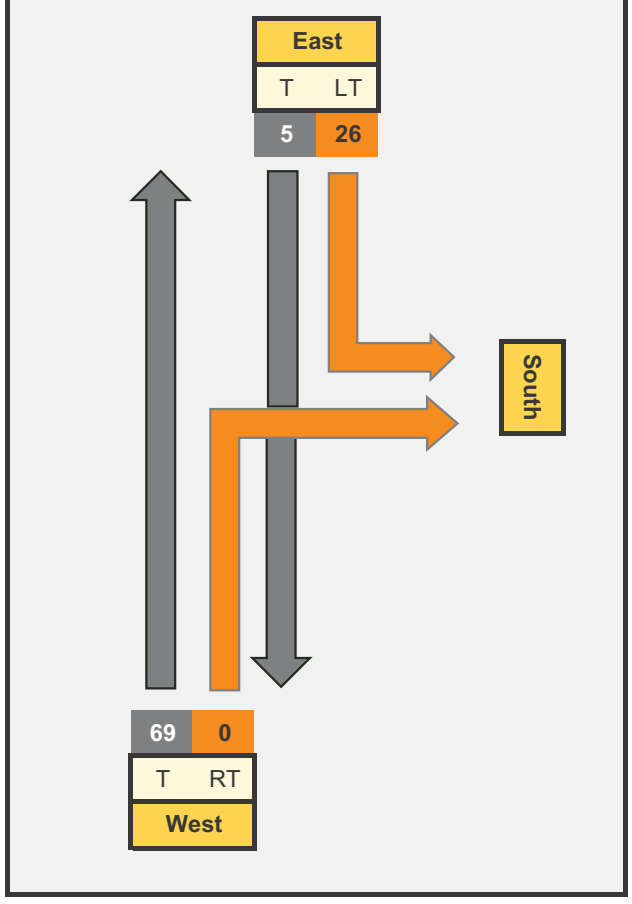
Peak Impact Month	Nov-25
Peak Impact Year	2025

Scenario 1: 1

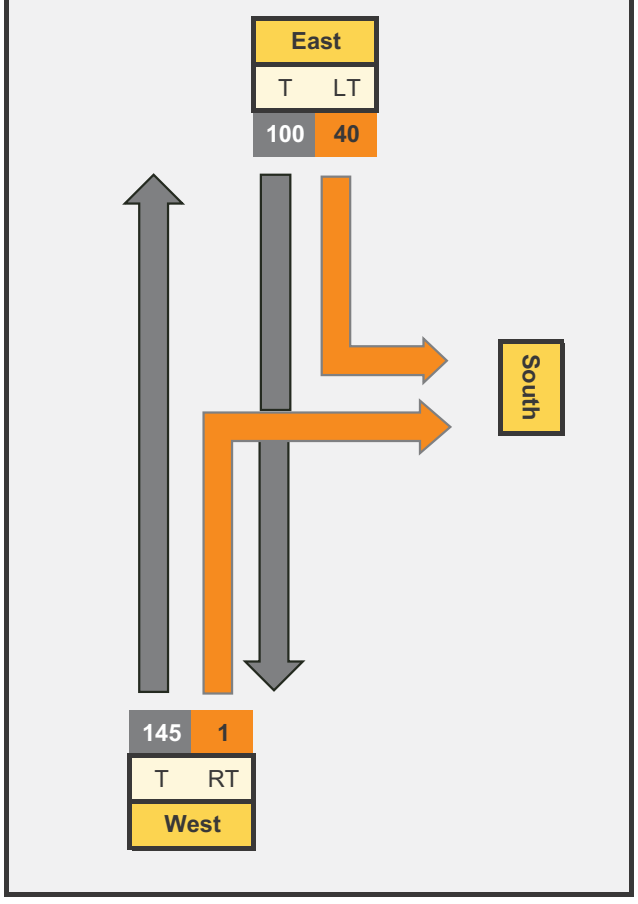
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	185	1
Left	95	14
With Development Traffic		
Right	285	1
Left	100	40

Graph Terminolgy

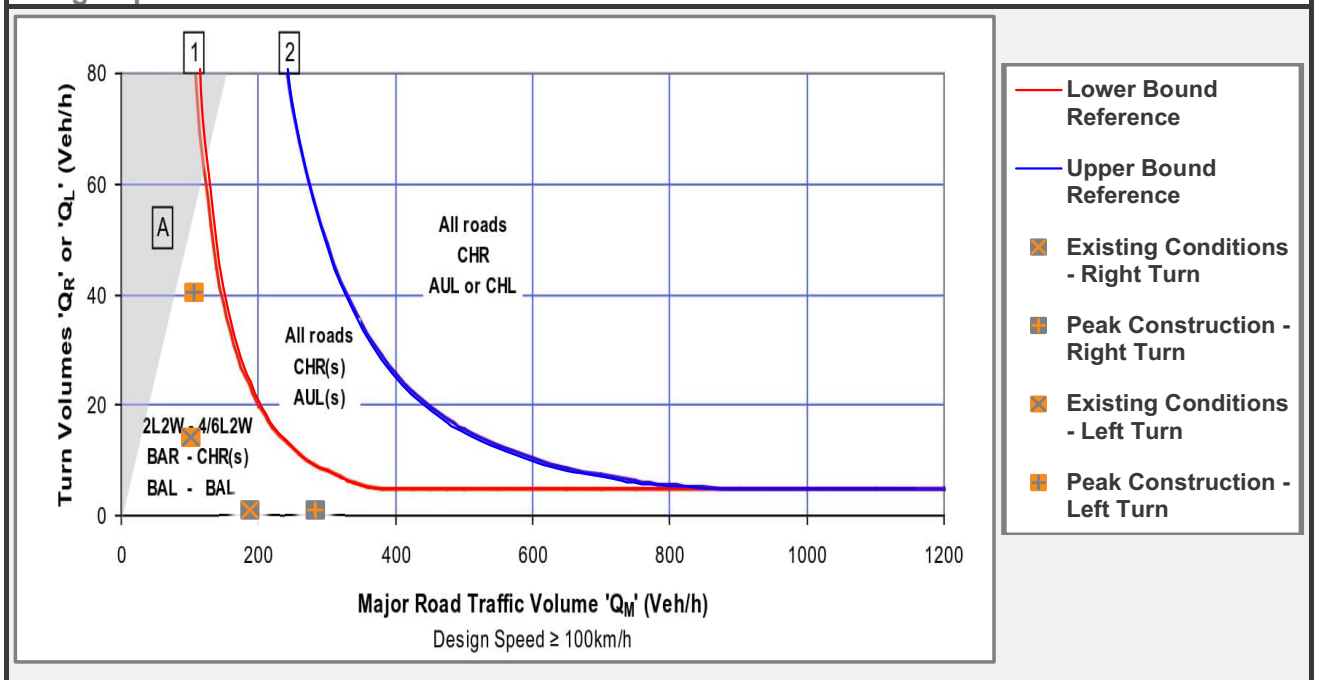
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	185	1
Left	95	14
With Development Traffic		
Right	285	1
Left	100	40

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

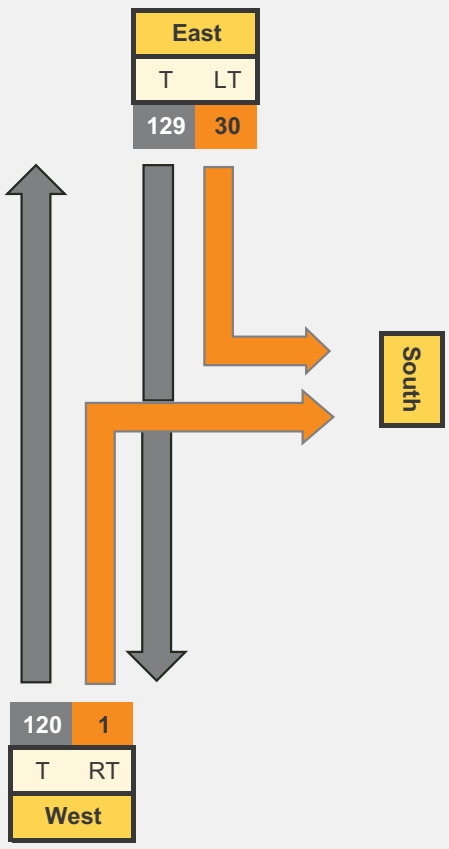
Intersection ID	X37
Intersection Name	Gore Highway / Millmerran Inglewood Road

Speed	80			
Existing Treatment	L	CHL	R	BAR

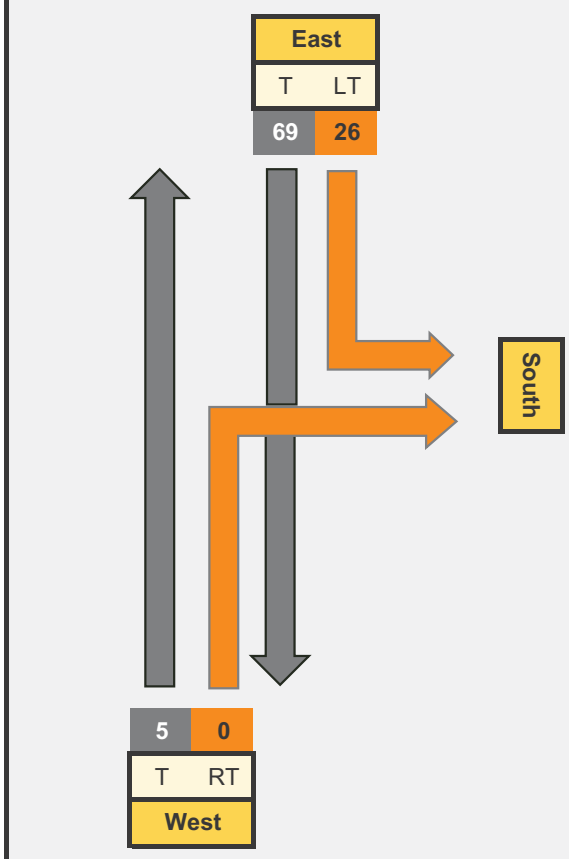
Peak Impact Month	Nov-25
Peak Impact Year	2025

Scenario 1: 1

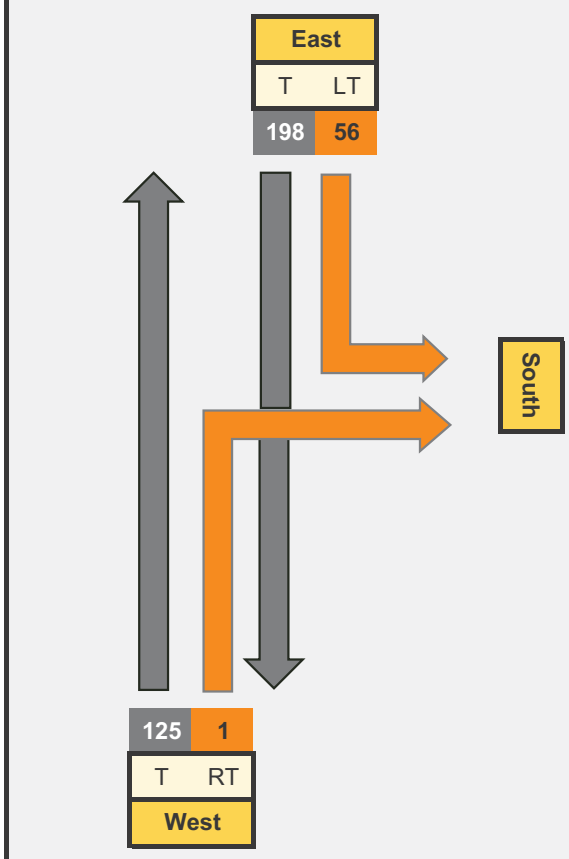
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	279	1
Left	129	30
With Development Traffic		
Right	379	1
Left	198	56

Graph Terminolgy

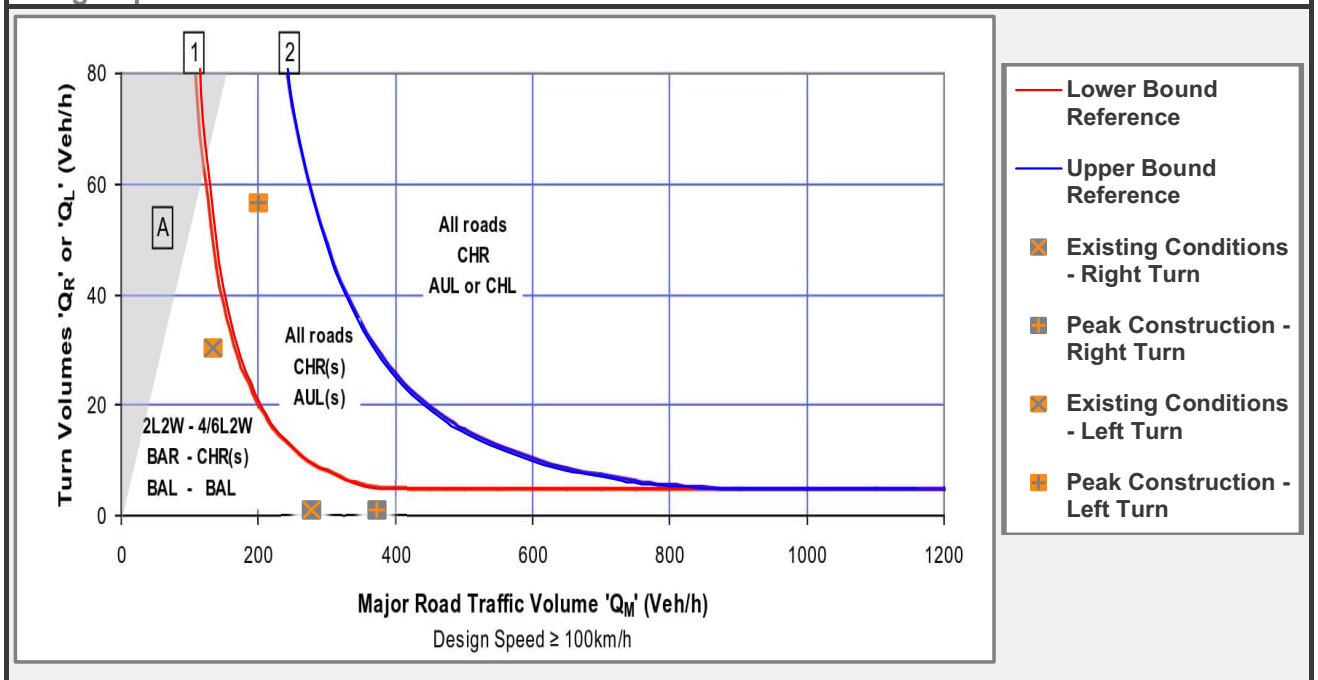
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	279	1
Left	129	30
With Development Traffic		
Right	379	1
Left	198	56

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

Time Period	AM

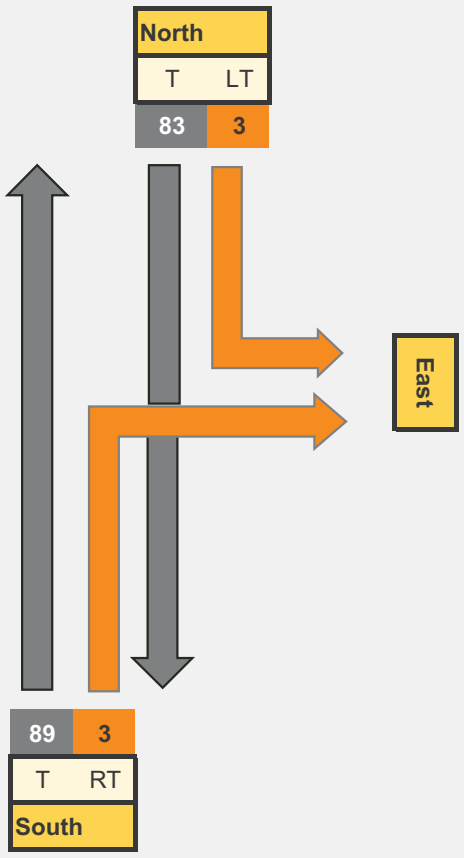
Intersection ID	X38
Intersection Name	Gore Highway / Millmerran Leyburn Road

Speed	100			
Existing Treatment	L	BAL	R	AUR

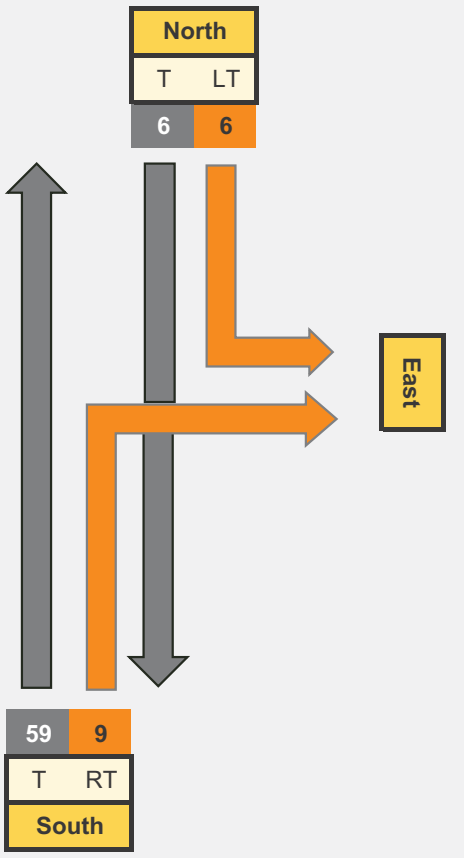
Peak Impact Month	Feb-26
Peak Impact Year	2026

Scenario 1: 1

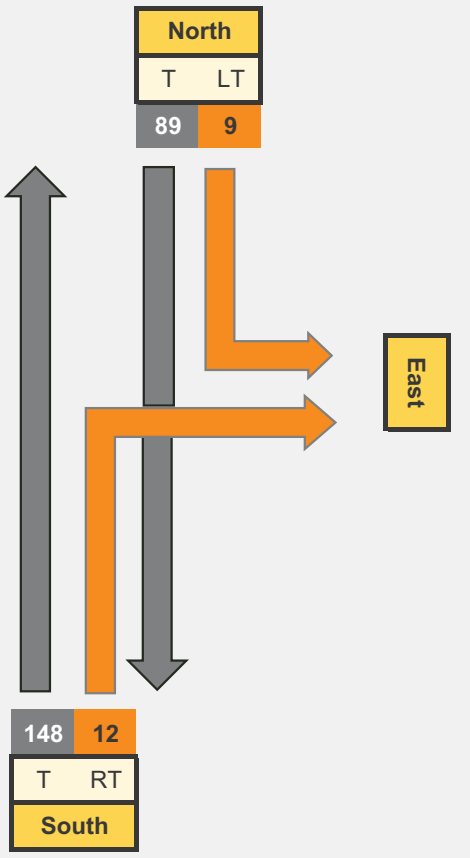
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	175	3
Left	83	3
With Development Traffic		
Right	246	12
Left	89	9

Graph Terminolgy

Legend

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

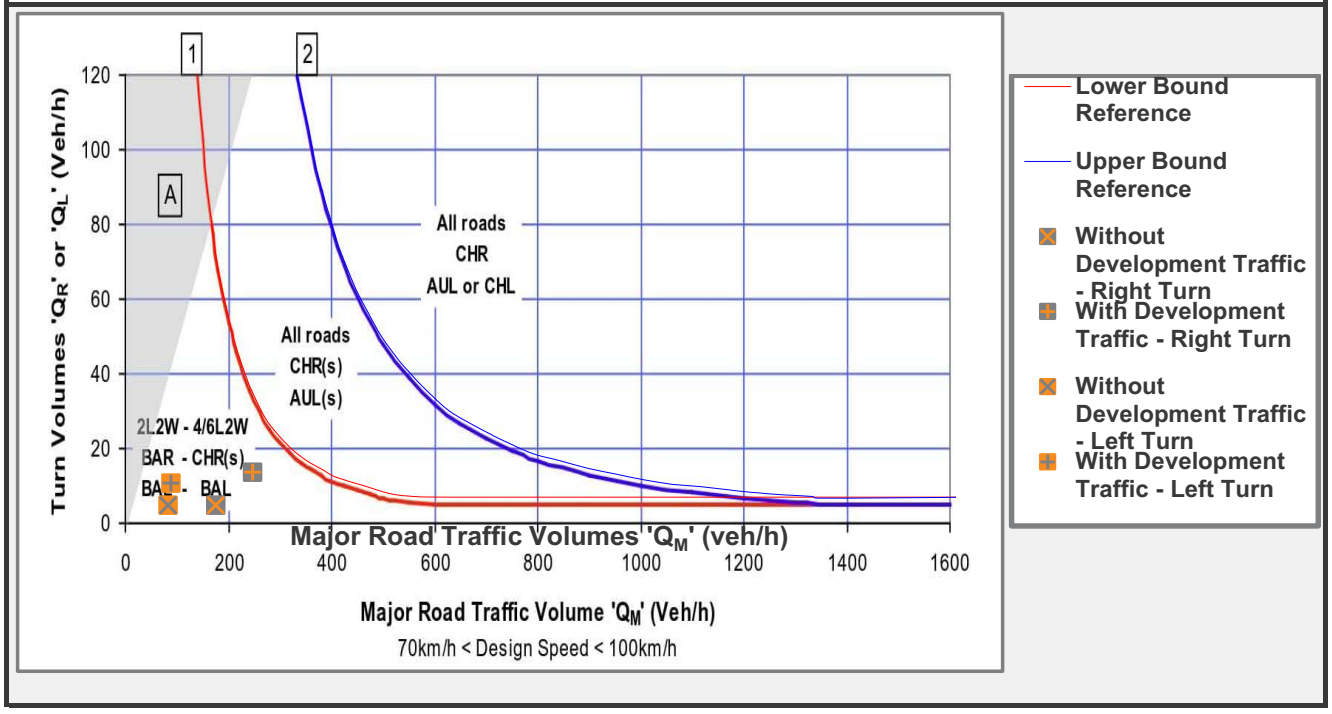
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	175	3
Left	83	3
With Development Traffic		
Right	246	12
Left	89	9

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

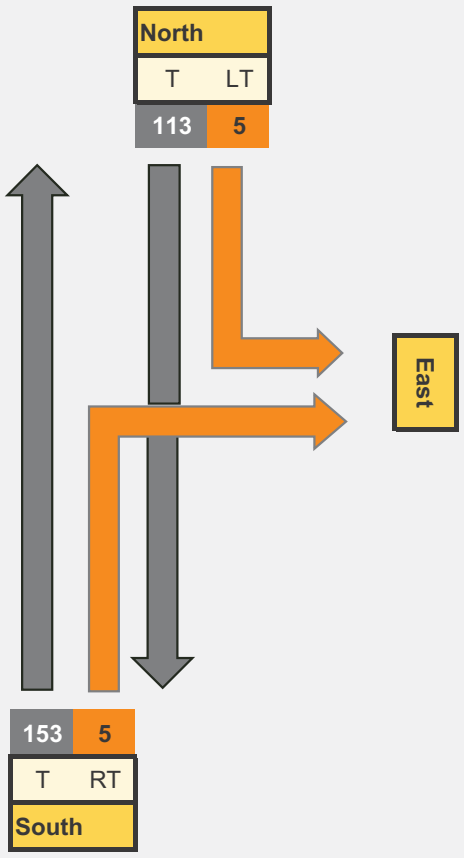
Intersection ID	X38
Intersection Name	Gore Highway / Millmerran Leyburn Road

Speed	100			
Existing Treatment	L	BAL	R	AUR

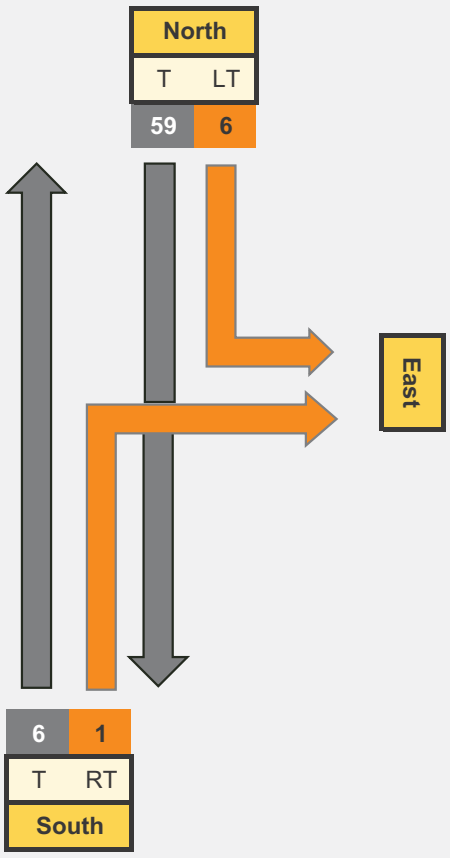
Peak Impact Month	Feb-26
Peak Impact Year	2026

Scenario 1: 1

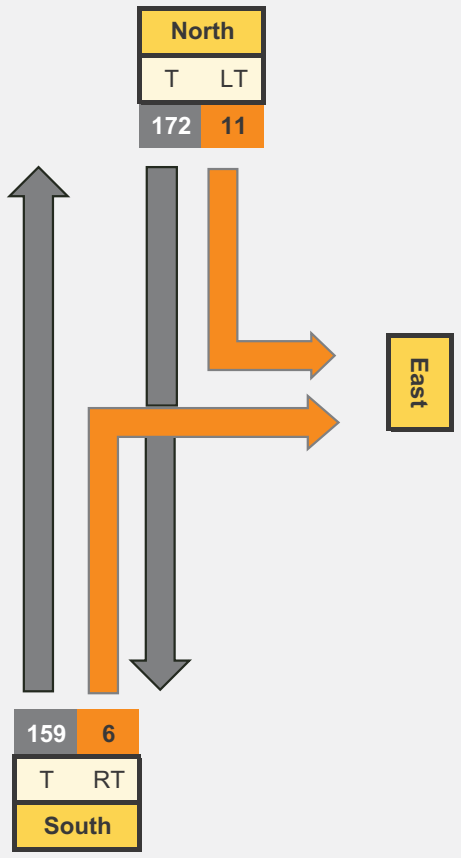
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	271	5
Left	113	5
With Development Traffic		
Right	342	6
Left	172	11

Graph Terminolgy

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

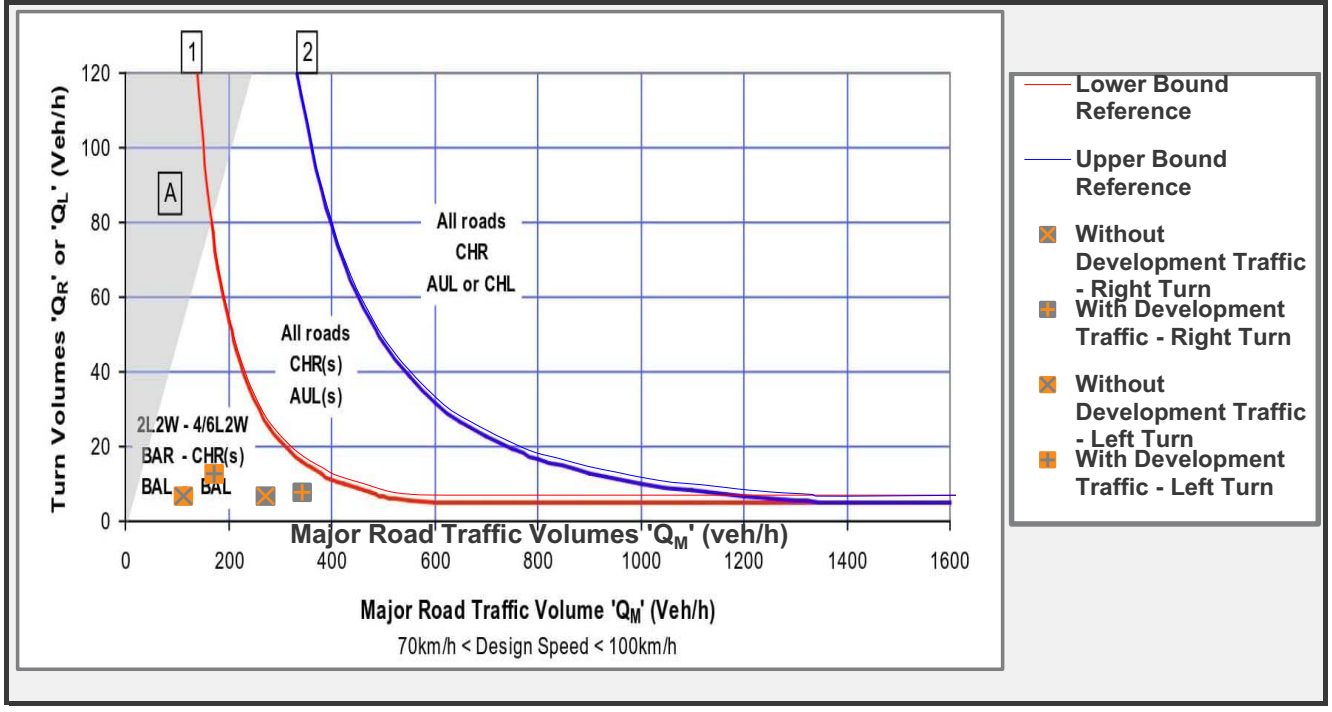
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	271	5
Left	113	5
With Development Traffic		
Right	342	6
Left	172	11

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



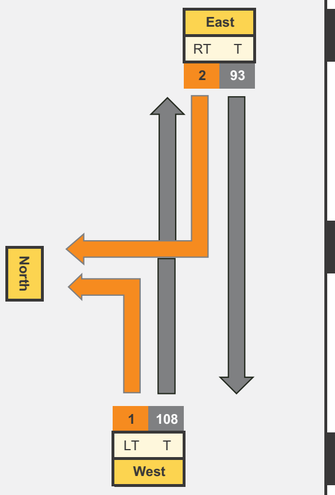
Intersection Code	4B
Intersection ID	X39
Intersection Name	Gore Highway / Murlaggan Road

Time Period	AM
Speed	100
Existing Treatment	L: CHL, R: CHR

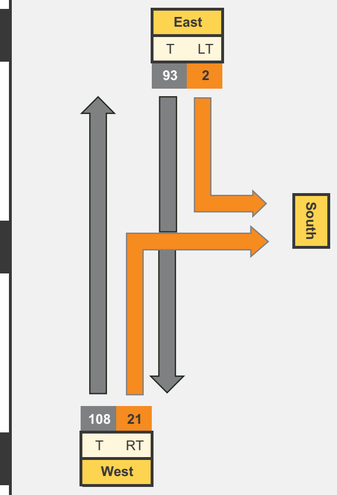
Peak Impact Month	Mar-25
Peak Impact Year	2025

Scenario 1: 1

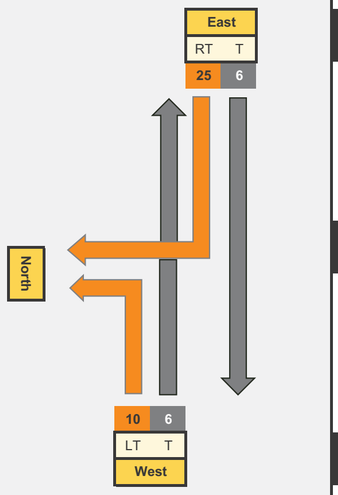
Peak Impact Year - Without Development Traffic



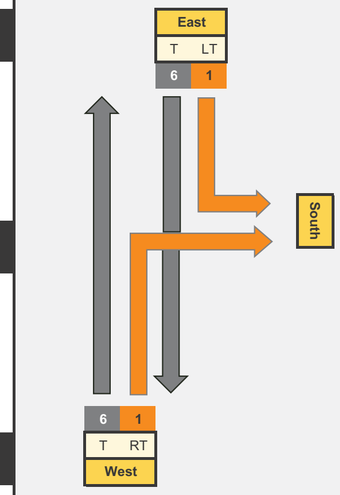
Peak Impact Year - Without Development Traffic



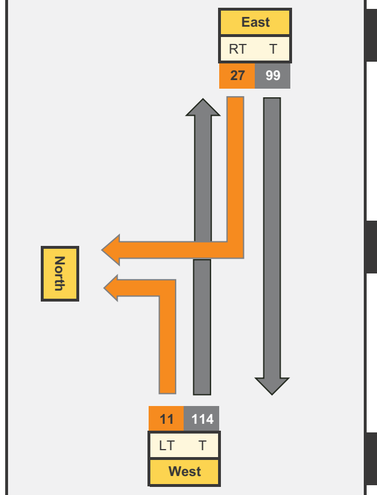
Peak Impact Year - Development Traffic



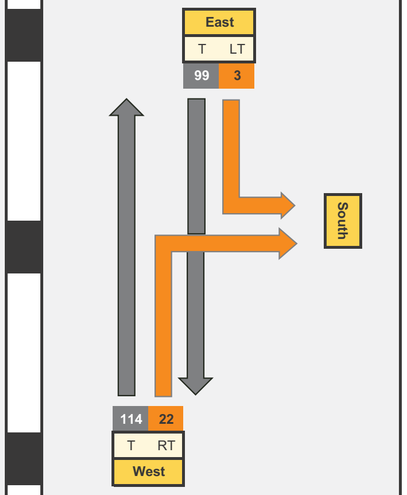
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	202	2
Left	108	1
With Development Traffic		
Right	224	27
Left	114	11

Graph Terminolgy

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

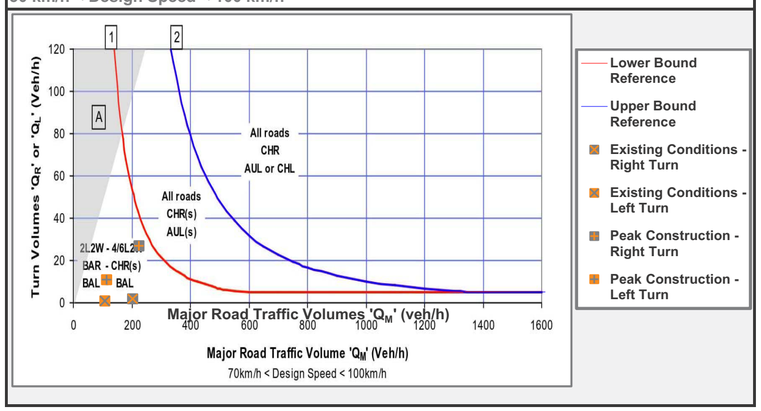
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	202	2
Left	108	1
With Development Traffic		
Right	224	27
Left	114	11

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	203	21
Left	93	2
With Development Traffic		
Right	216	22
Left	99	3

Graph Terminolgy

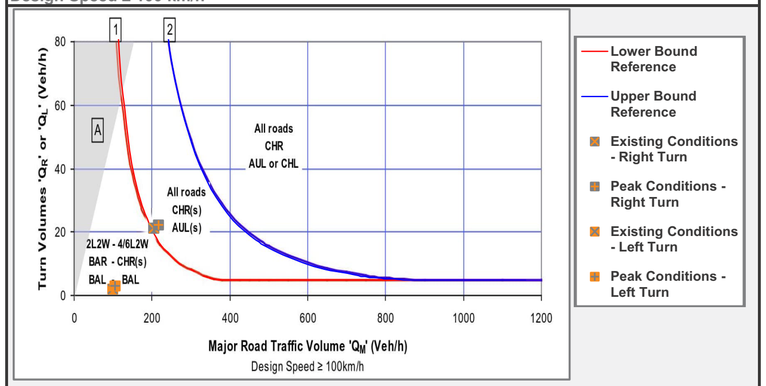
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	203	21
Left	93	2
With Development Traffic		
Right	216	22
Left	99	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

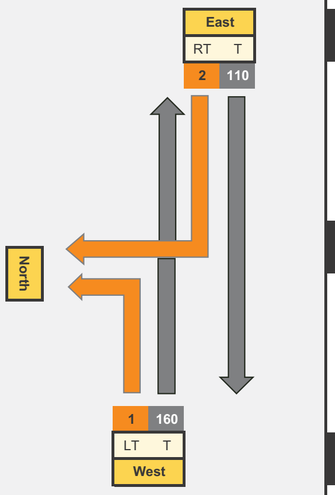
Intersection Code	4B
Intersection ID	X39
Intersection Name	Gore Highway / Murlaggan Road

Time Period	PM
Speed	100
Existing Treatment	L: CHL, R: CHR

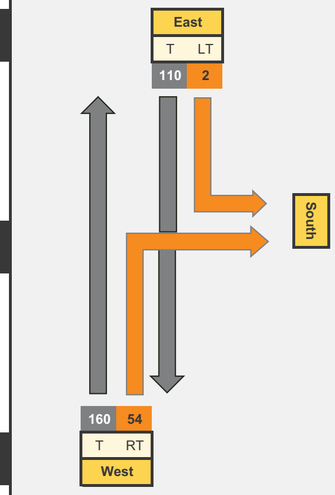
Peak Impact Month	Mar-25
Peak Impact Year	2025

Scenario 1: 1

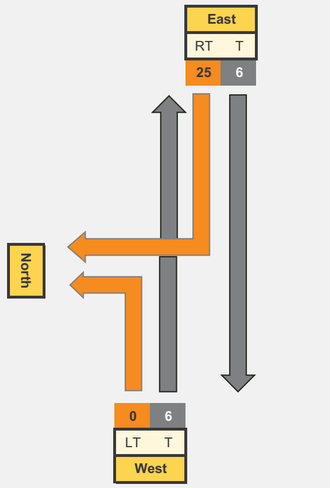
Peak Impact Year - Without Development Traffic



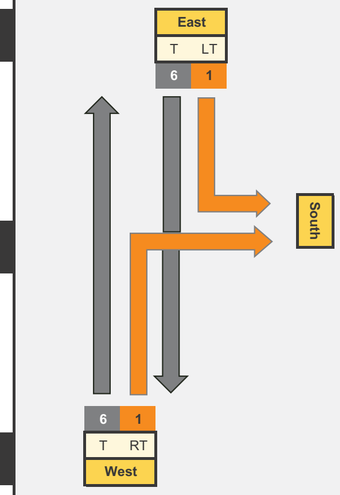
Peak Impact Year - Without Development Traffic



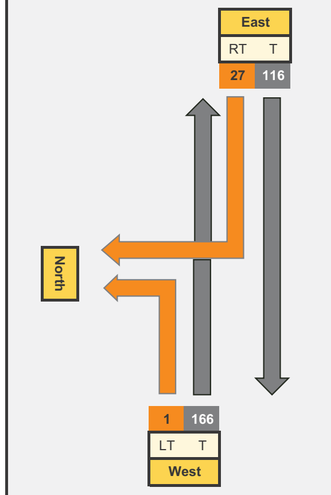
Peak Impact Year - Development Traffic



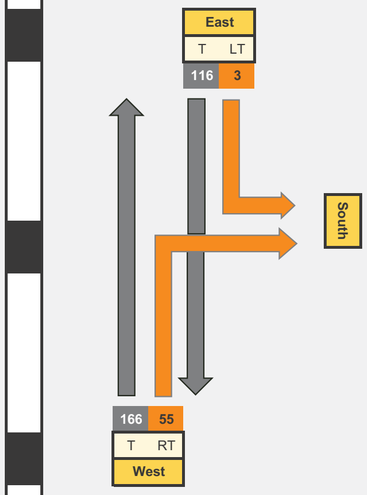
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	271	2
Left	160	1
With Development Traffic		
Right	283	27
Left	166	1

Graph Terminolgy

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

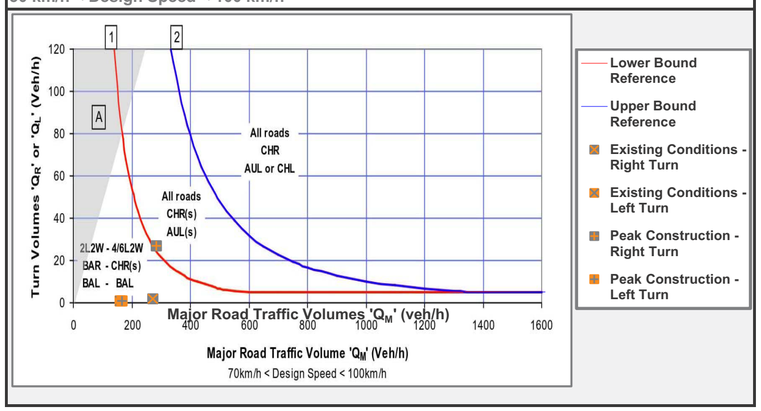
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	271	2
Left	160	1
With Development Traffic		
Right	283	27
Left	166	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	272	54
Left	110	2
With Development Traffic		
Right	285	55
Left	116	3

Graph Terminolgy

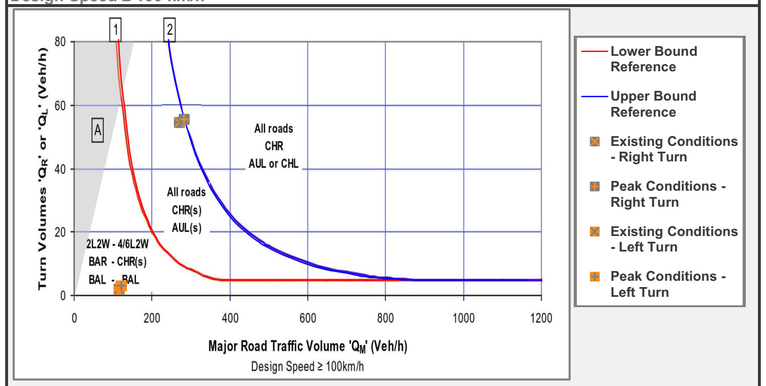
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	272	54
Left	110	2
With Development Traffic		
Right	285	55
Left	116	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

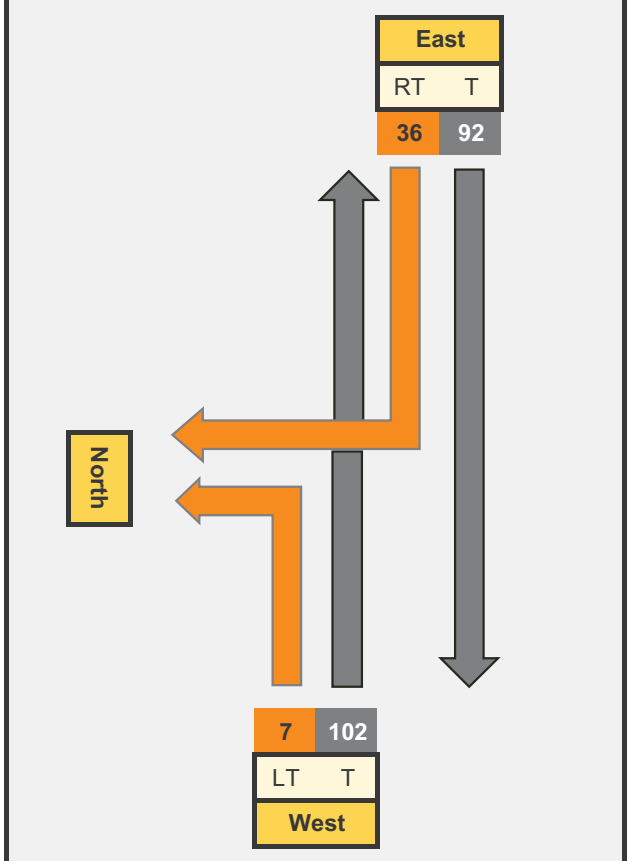
Intersection ID	X40
Intersection Name	Gore Highway / Oakey Pittsworth Road

Speed	100			
Existing Treatment	L	CHL	R	CHR

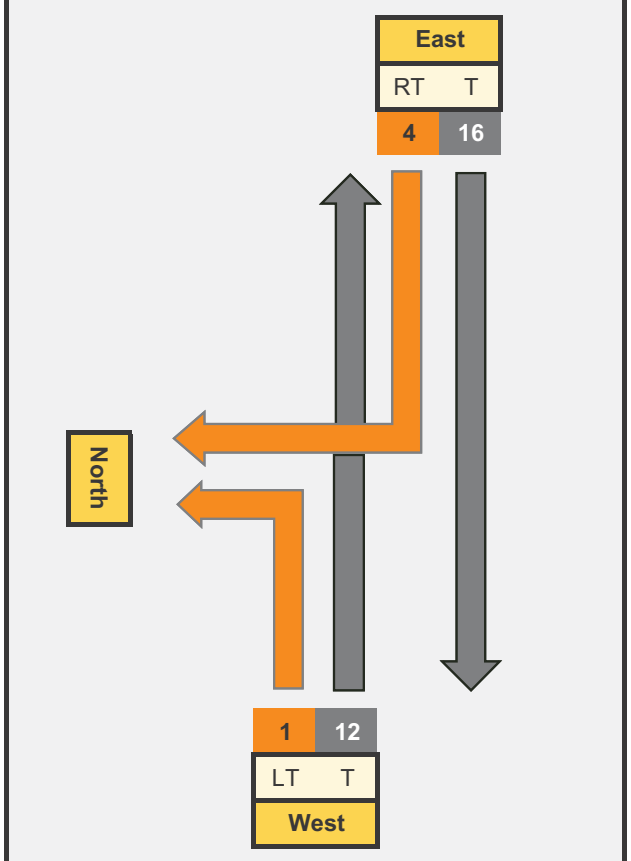
Peak Impact Month	Jun-26
Peak Impact Year	2026

Scenario 1: 1

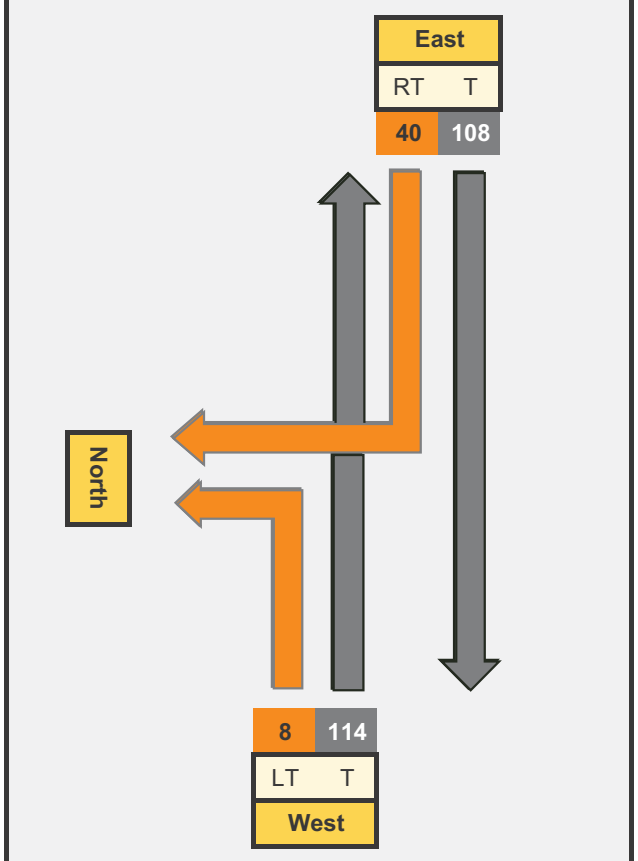
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	201	36
Left	102	7
With Development Traffic		
Right	230	40
Left	114	8

Graph Terminolgy

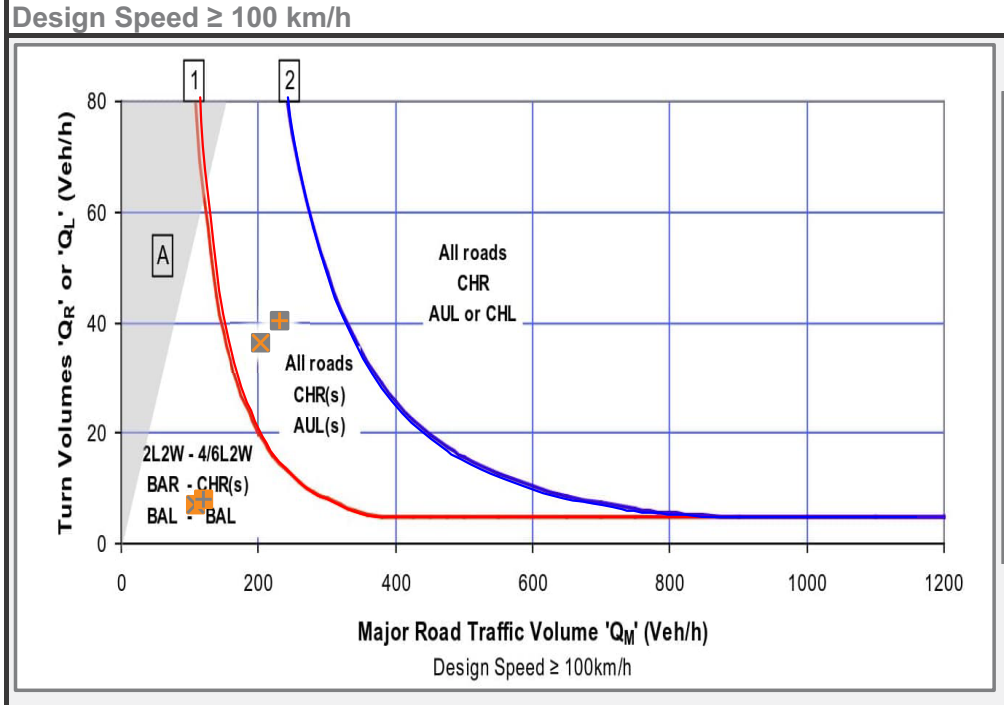
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	201	36
Left	102	7
With Development Traffic		
Right	230	40
Left	114	8

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

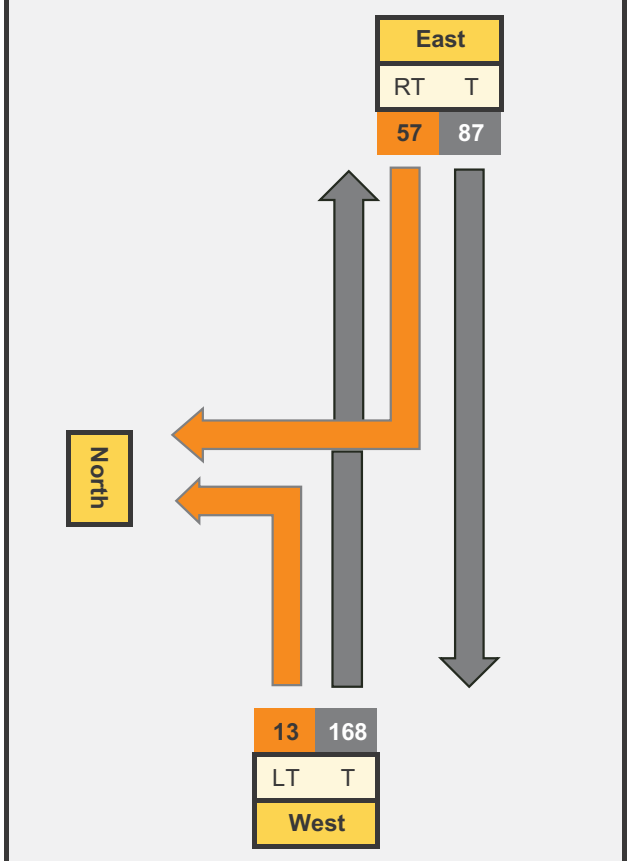
Intersection ID	X40
Intersection Name	Gore Highway / Oakey Pittsworth Road

Speed	100			
Existing Treatment	L	CHL	R	CHR

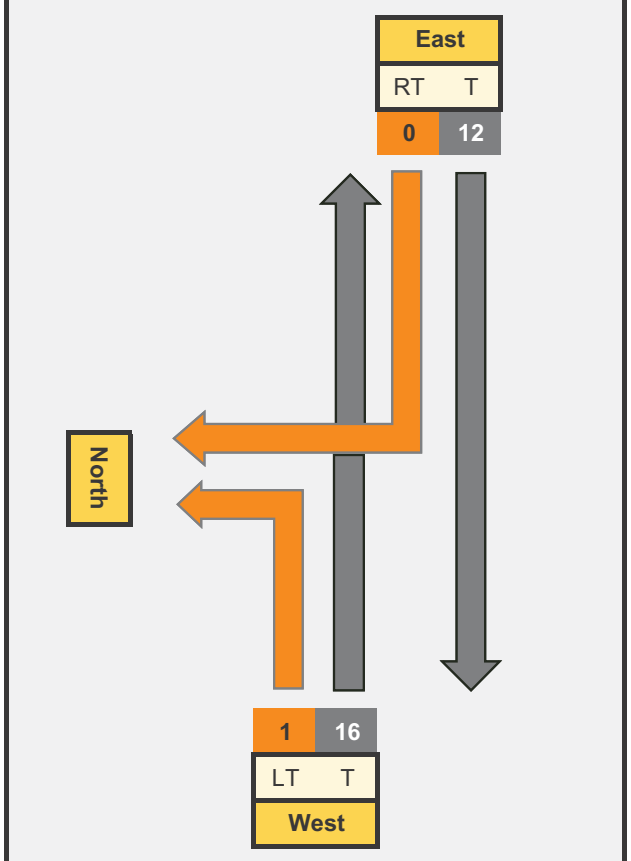
Peak Impact Month	Jun-26
Peak Impact Year	2026

Scenario 1: 1

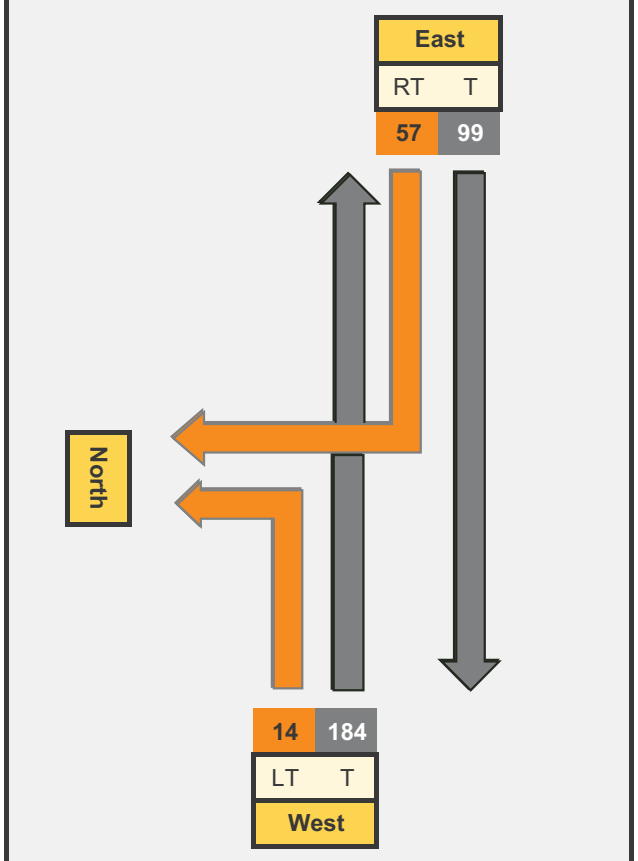
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	268	57
Left	168	13
With Development Traffic		
Right	297	57
Left	184	14

Graph Terminolgy

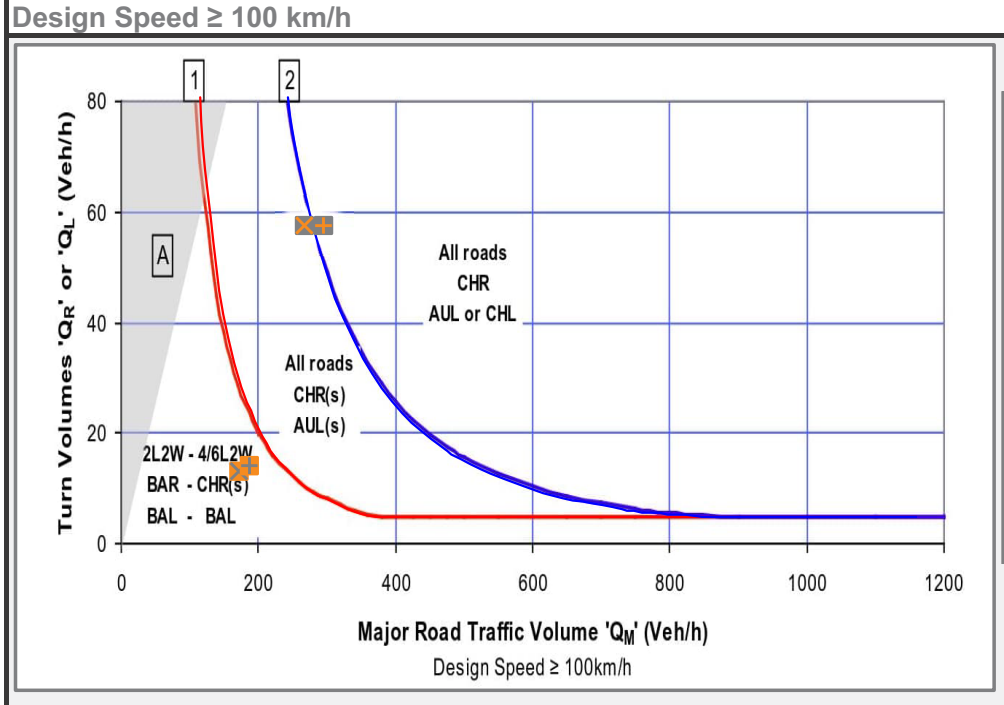
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	268	57
Left	168	13
With Development Traffic		
Right	297	57
Left	184	14

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

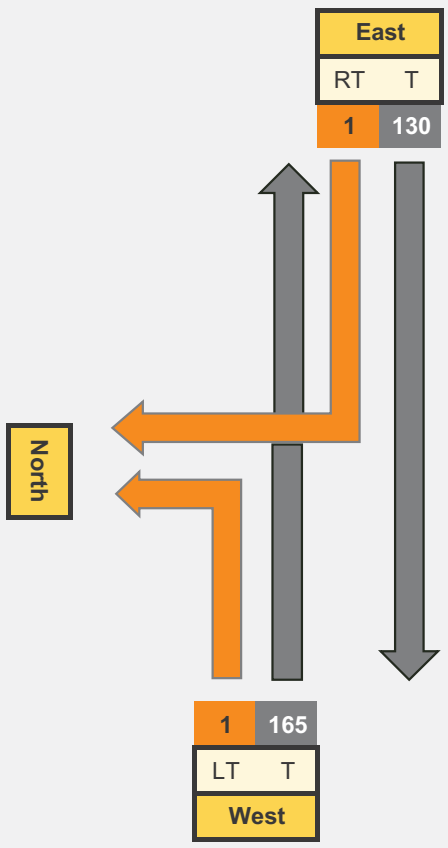
Intersection ID	X41
Intersection Name	Gore Highway / Paint Mine Road

Speed	100			
Existing Treatment	L	-	R	-

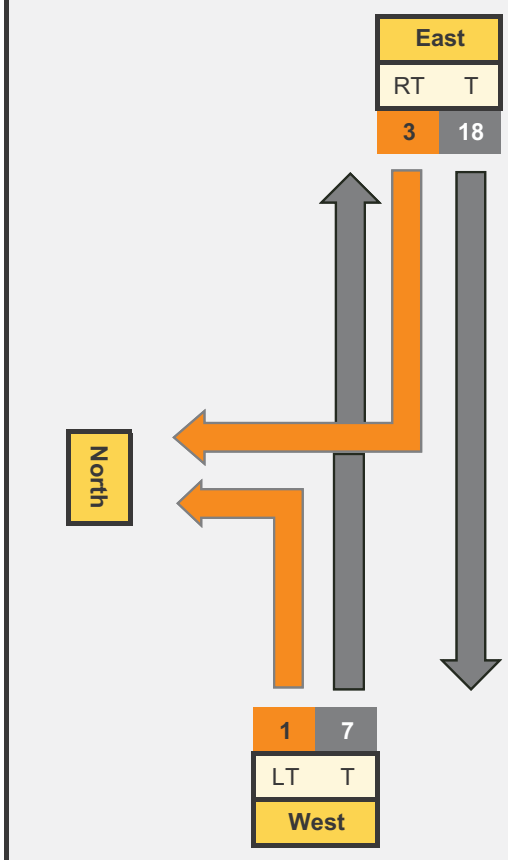
Peak Impact Month	Oct-27
Peak Impact Year	2027

Scenario 1: 1

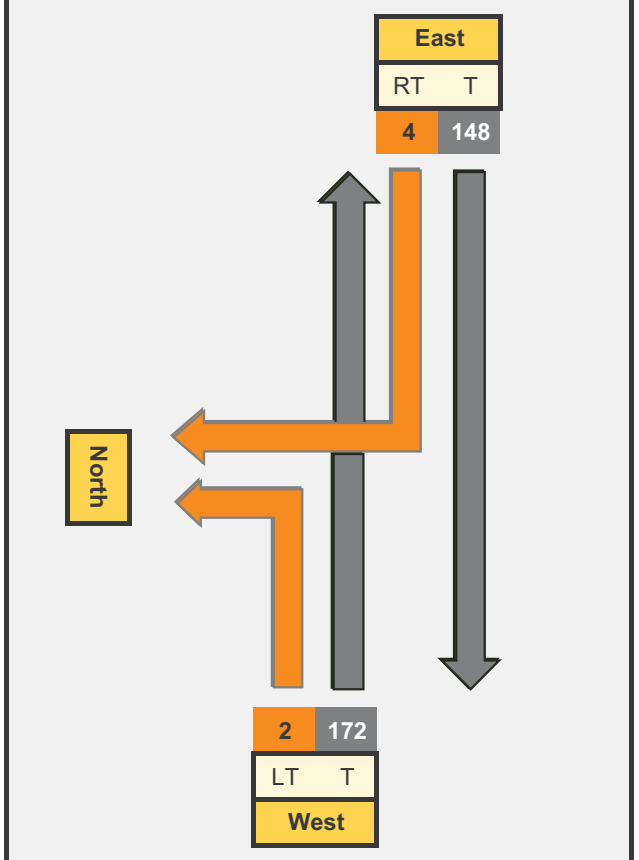
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	296	1
Left	165	1
With Development Traffic		
Right	322	4
Left	172	2

Graph Terminolgy

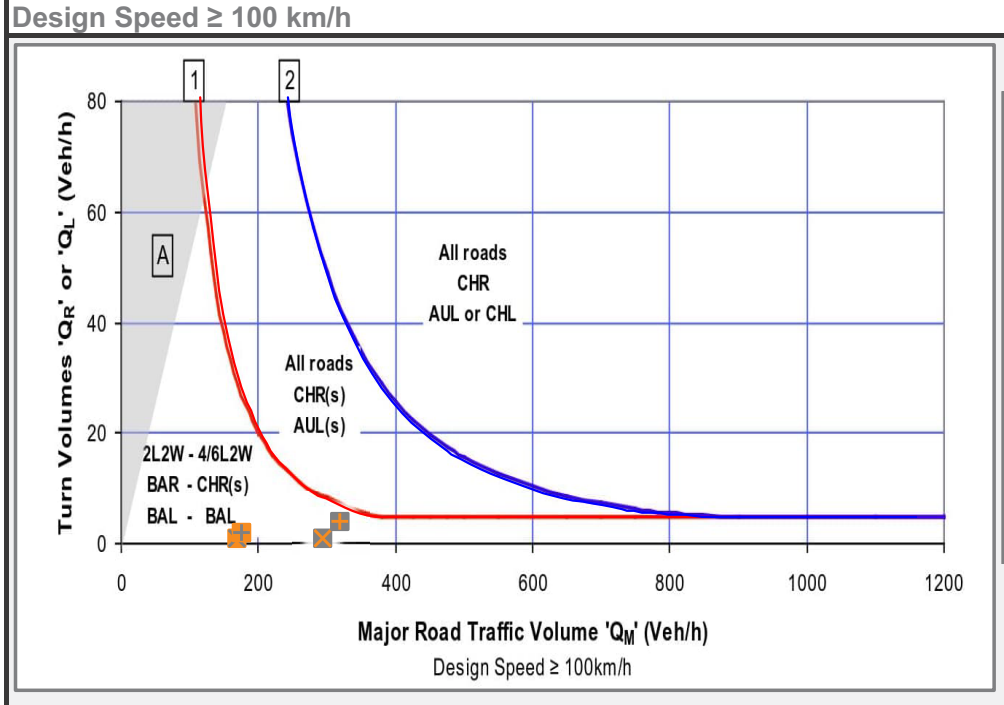
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	296	1
Left	165	1
With Development Traffic		
Right	322	4
Left	172	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

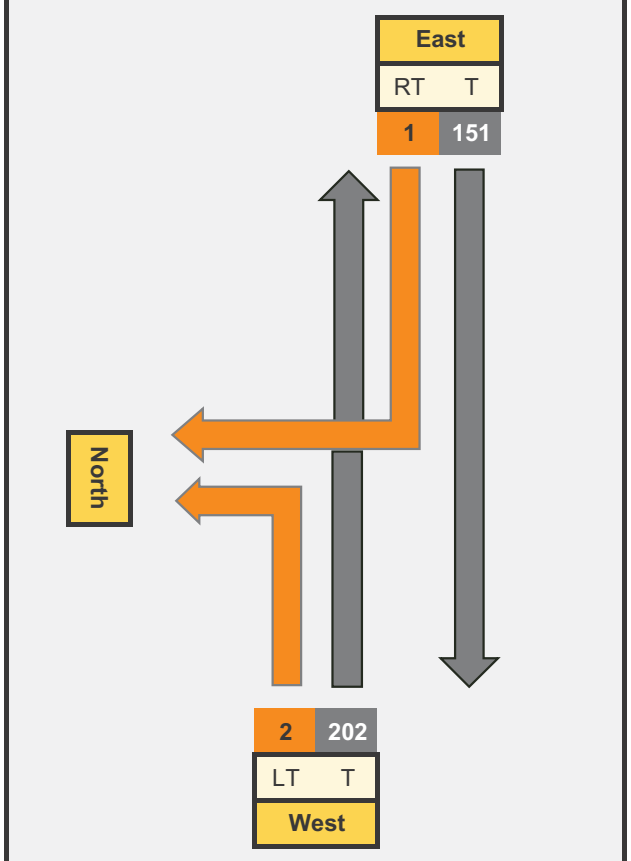
Intersection ID	X41
Intersection Name	Gore Highway / Paint Mine Road

Speed	100			
Existing Treatment	L	-	R	-

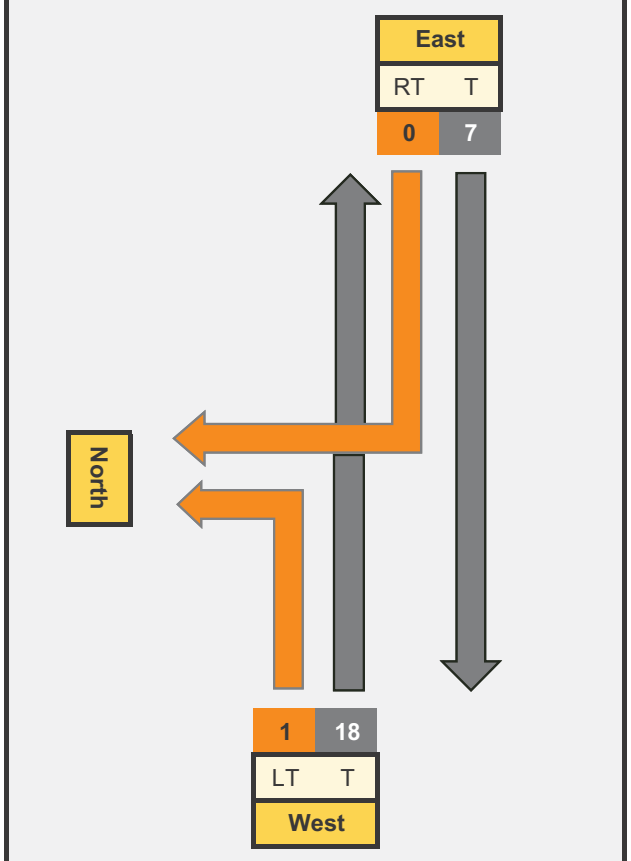
Peak Impact Month	Oct-27
Peak Impact Year	2027

Scenario 1: 1

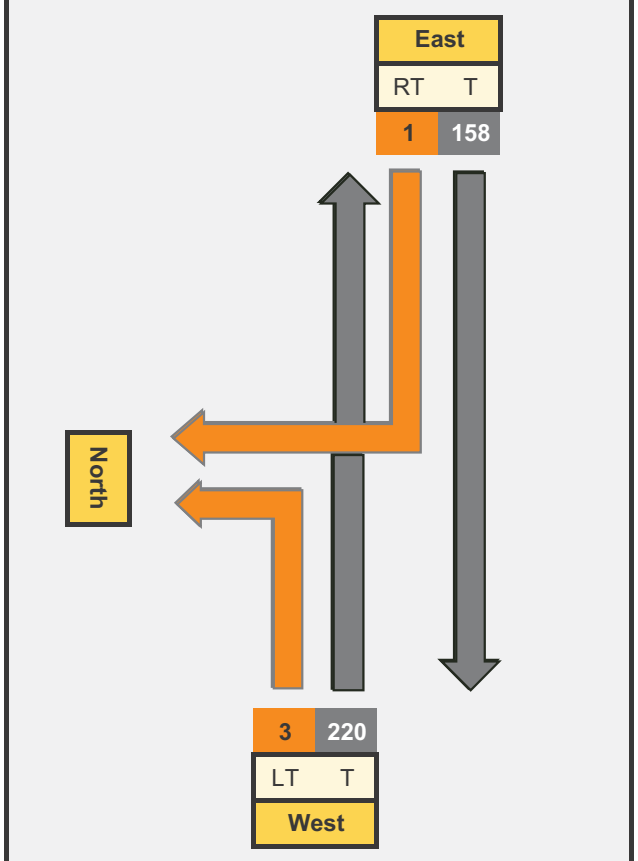
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	355	1
Left	202	2
With Development Traffic		
Right	381	1
Left	220	3

Graph Terminolgy

Legend

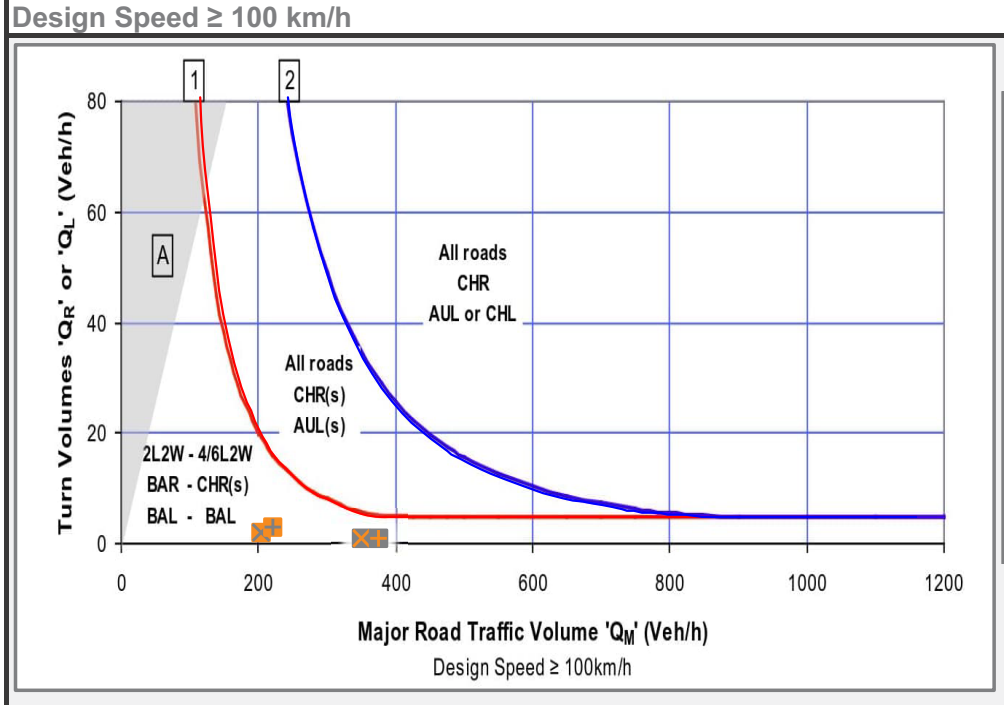
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	355	1
Left	202	2
With Development Traffic		
Right	381	1
Left	220	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

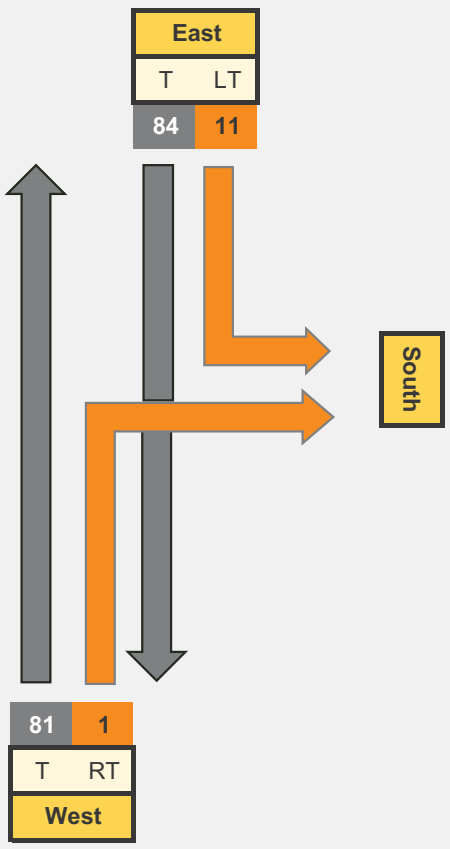
Intersection ID	X42
Intersection Name	Gore Highway/Saleyards Road

Speed	60			
Existing Treatment	L	BAL	R	BAR

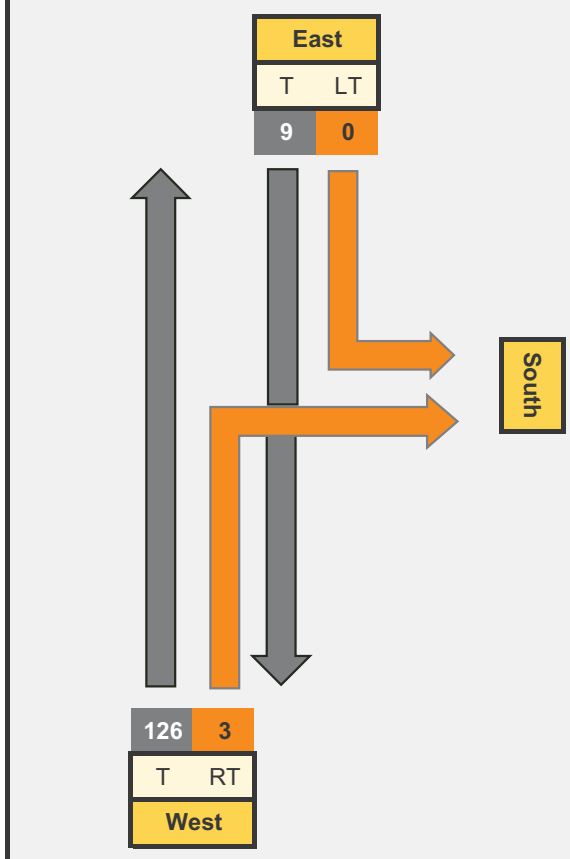
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

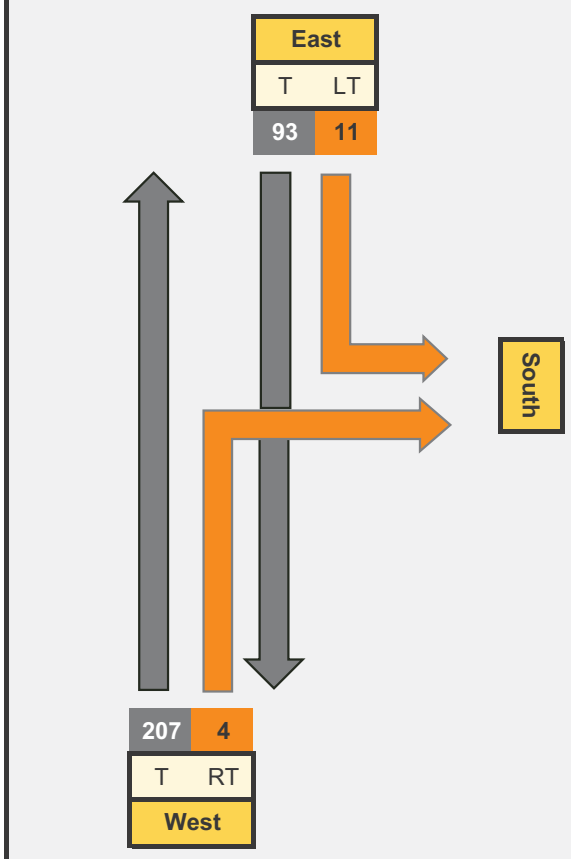
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	176	1
Left	84	11
With Development Traffic		
Right	311	4
Left	93	11

Graph Terminolgy

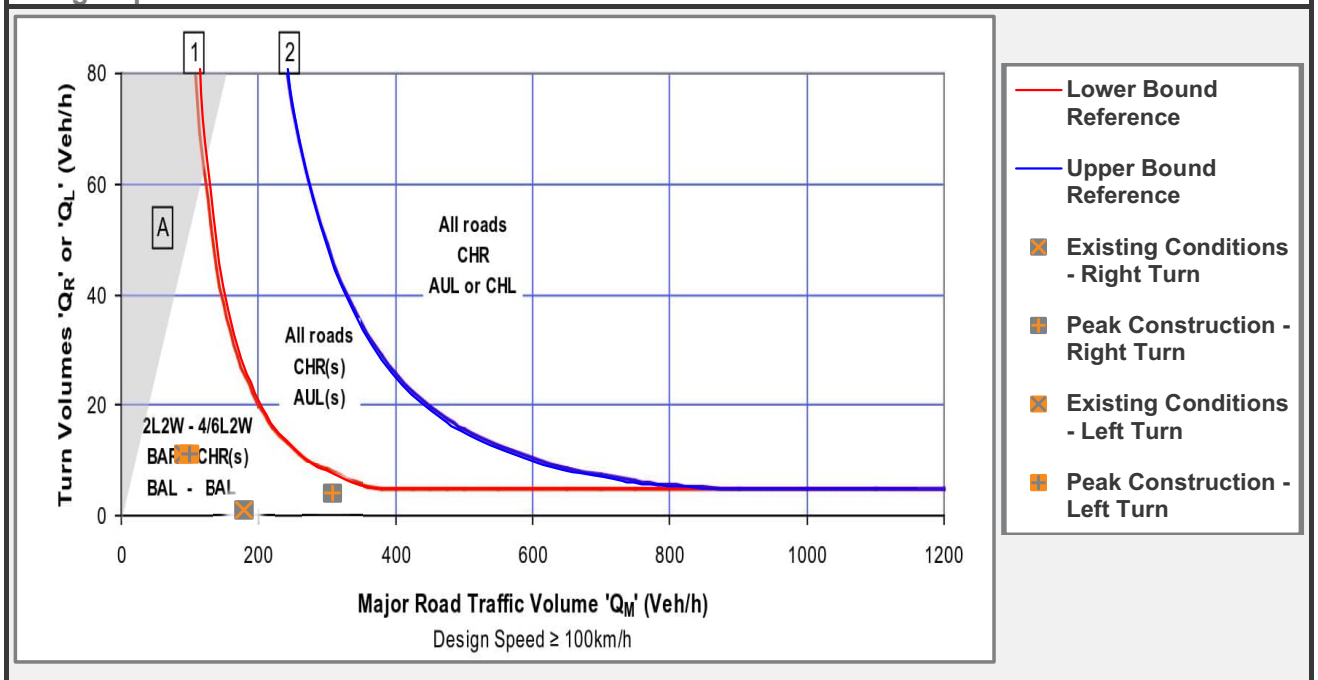
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	176	1
Left	84	11
With Development Traffic		
Right	311	4
Left	93	11

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

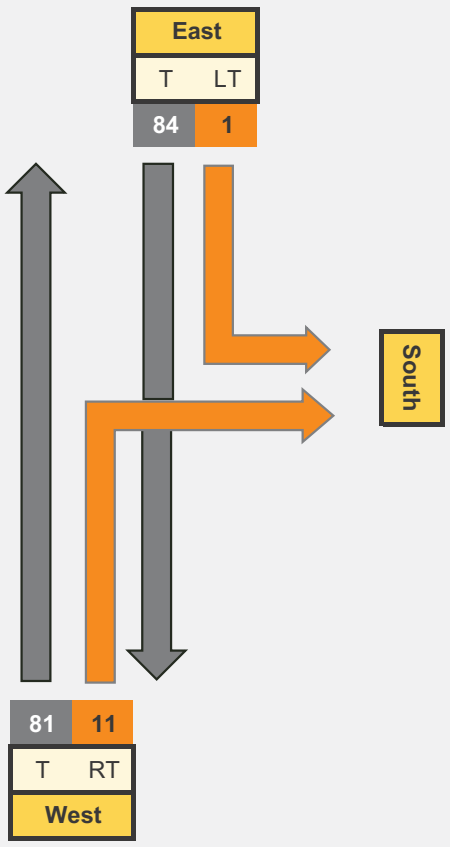
Intersection ID	X42
Intersection Name	Gore Highway/Saleyards Road

Speed	60			
Existing Treatment	L	BAL	R	BAR

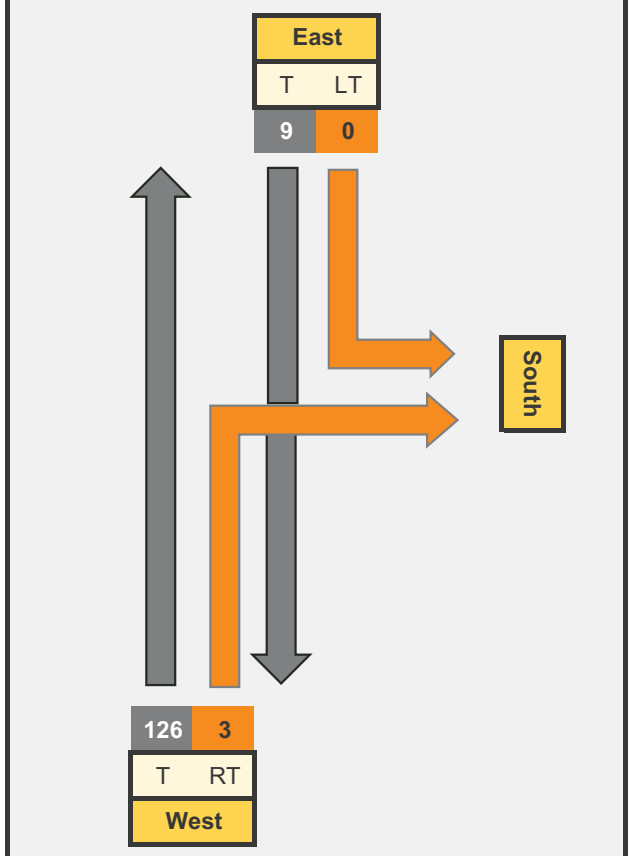
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

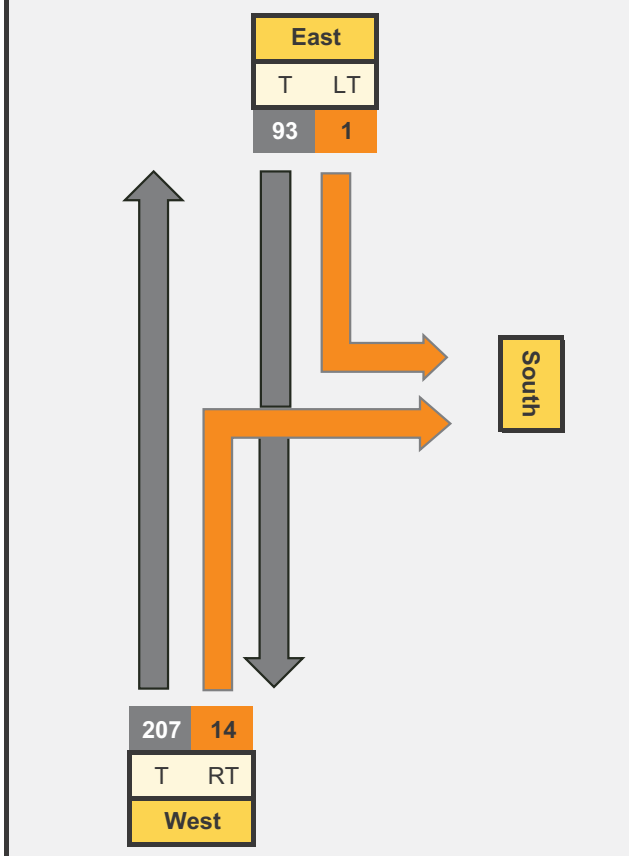
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	166	11
Left	84	1
With Development Traffic		
Right	301	14
Left	93	1

Graph Terminolgy

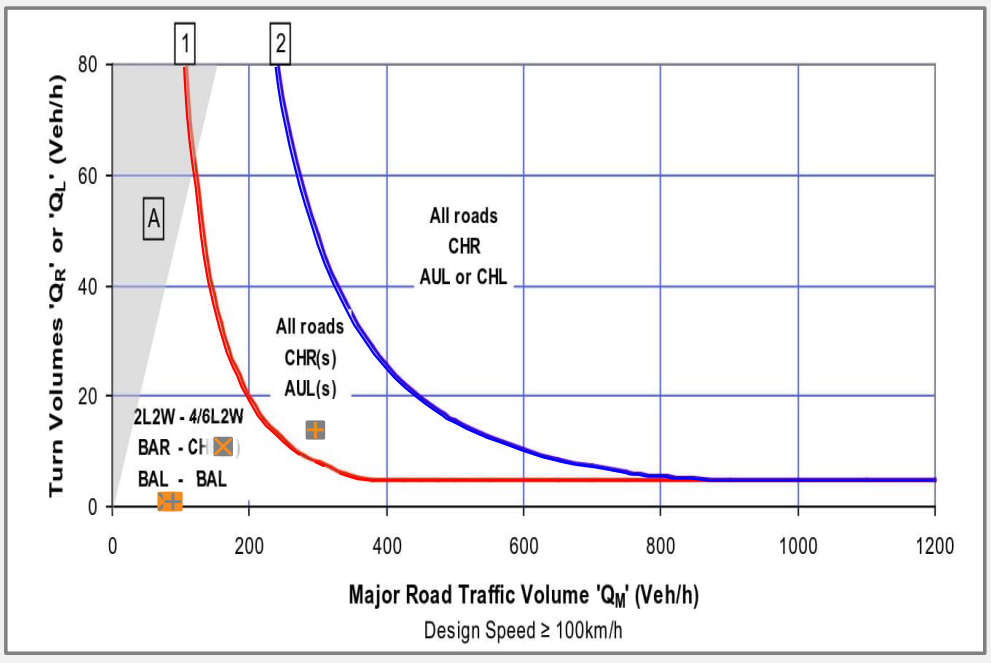
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	166	11
Left	84	1
With Development Traffic		
Right	301	14
Left	93	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

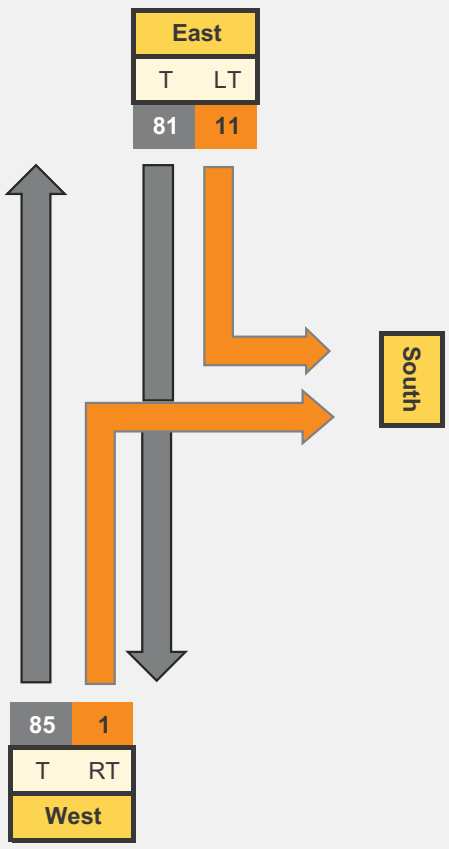
Intersection ID	X42
Intersection Name	Gore Highway/Saleyards Road

Speed	60			
Existing Treatment	L	BAL	R	BAR

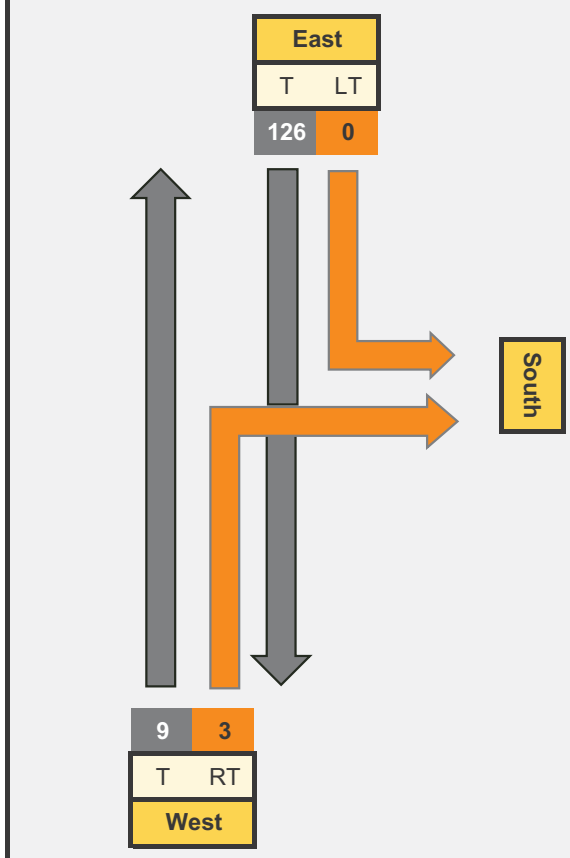
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

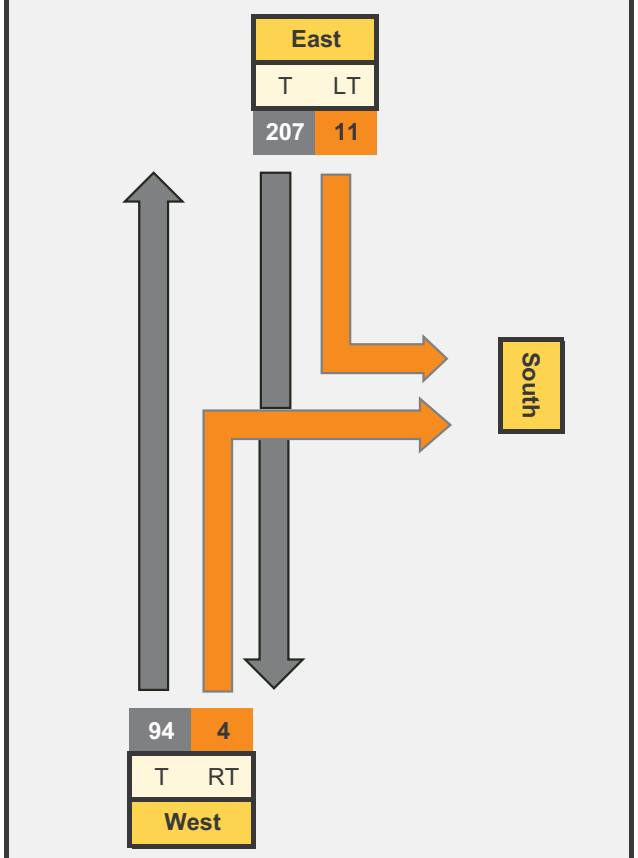
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



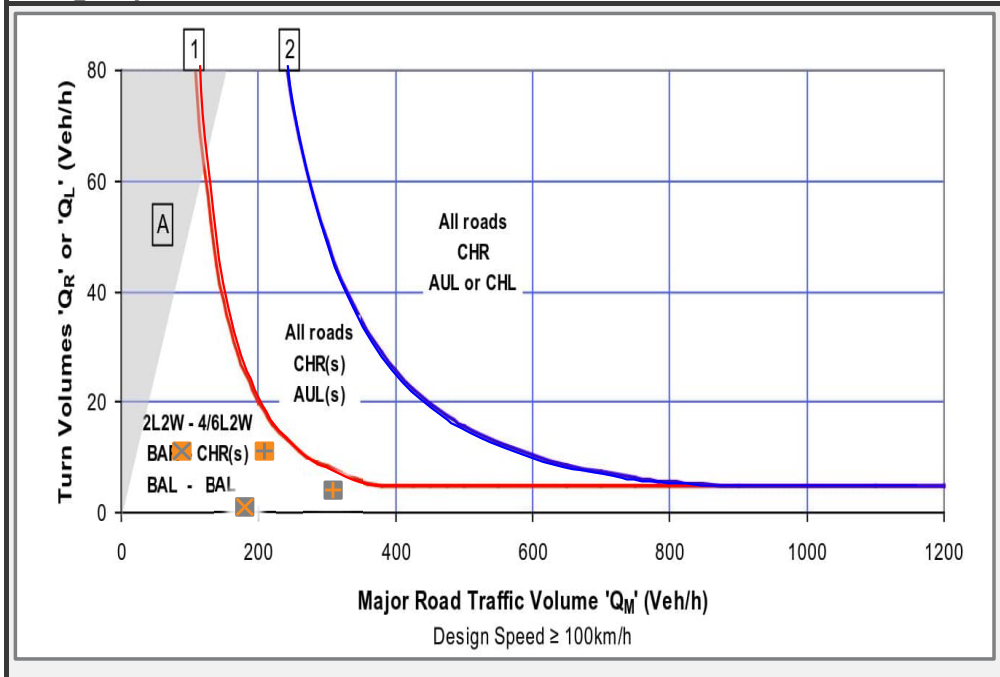
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	177	1
Left	81	11
With Development Traffic		
Right	312	4
Left	207	11

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	177	1
Left	81	11
With Development Traffic		
Right	312	4
Left	207	11

Intersection Code	3D

Time Period	PM

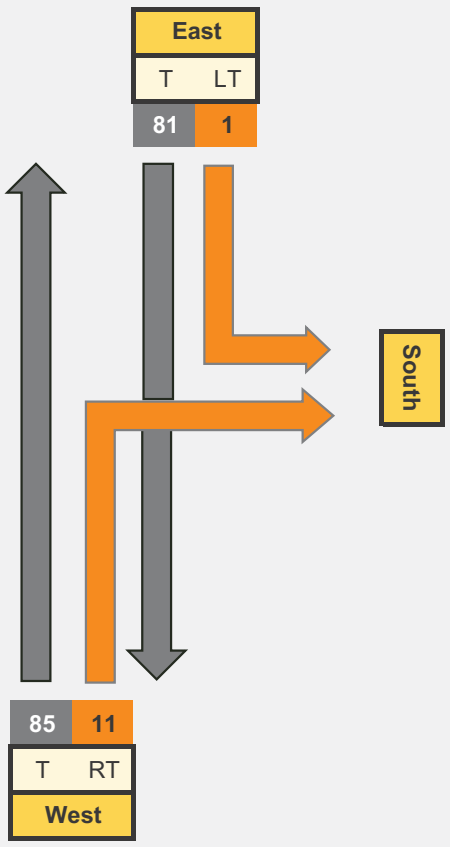
Intersection ID	X42
Intersection Name	Gore Highway/Saleyards Road

Speed	60			
Existing Treatment	L	BAL	R	BAR

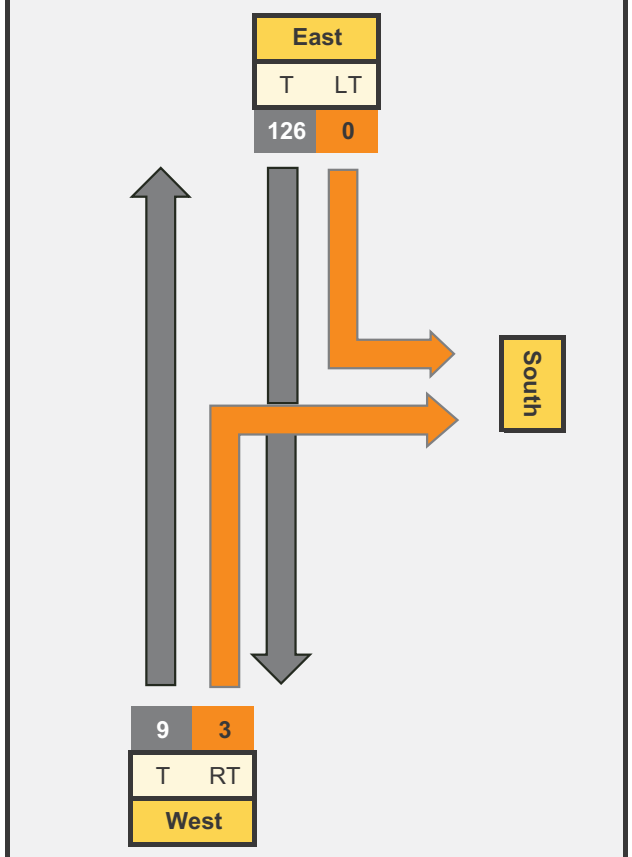
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

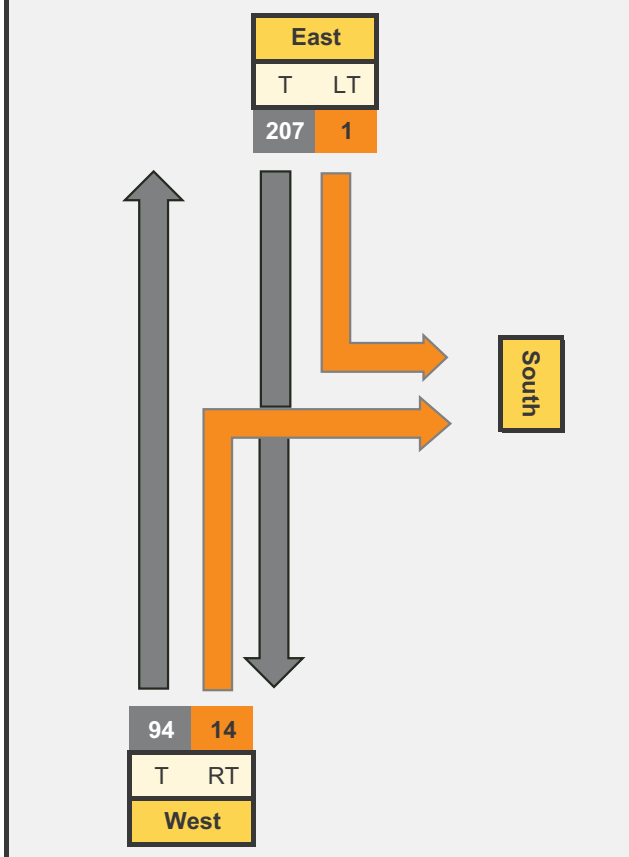
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	167	11
Left	81	1
With Development Traffic		
Right	302	14
Left	207	1

Graph Terminolgy

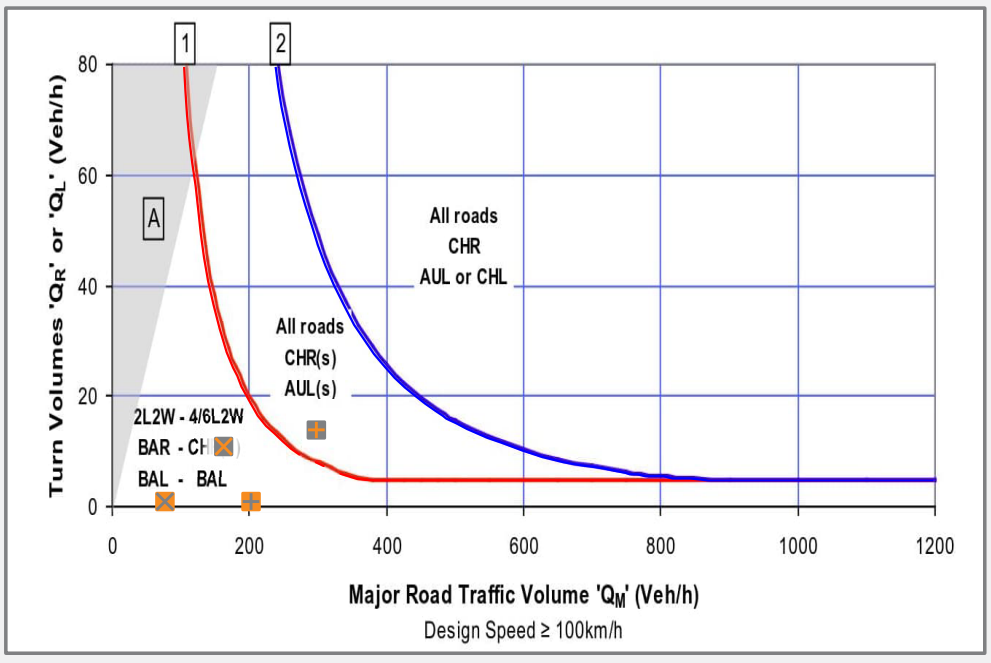
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	167	11
Left	81	1
With Development Traffic		
Right	302	14
Left	207	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

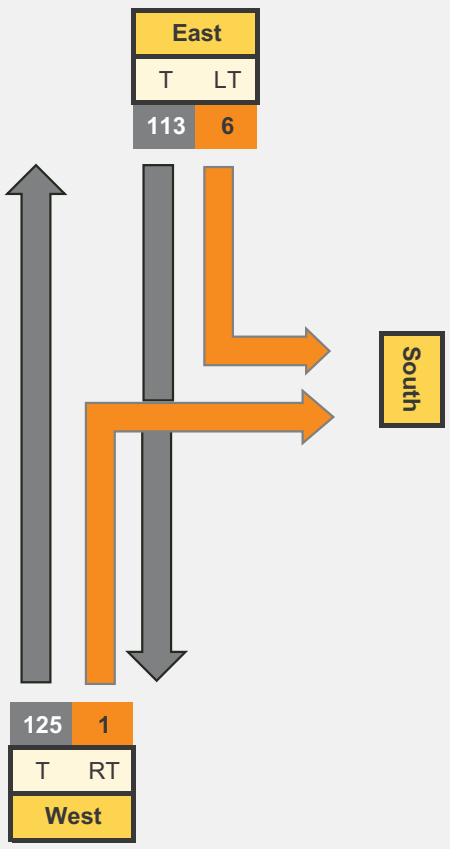
Intersection ID	X43
Intersection Name	Gore Highway / Scrubby Road

Speed	100			
Existing Treatment	L	BAL	R	-

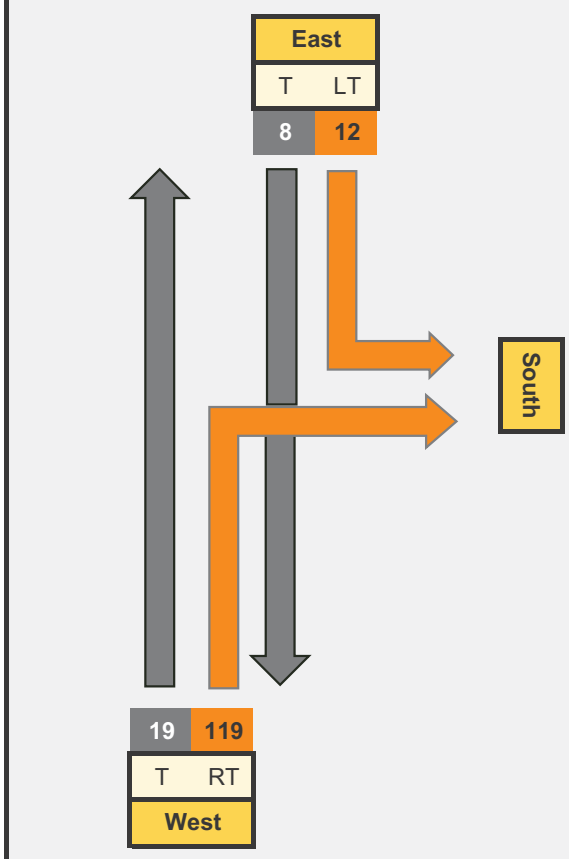
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

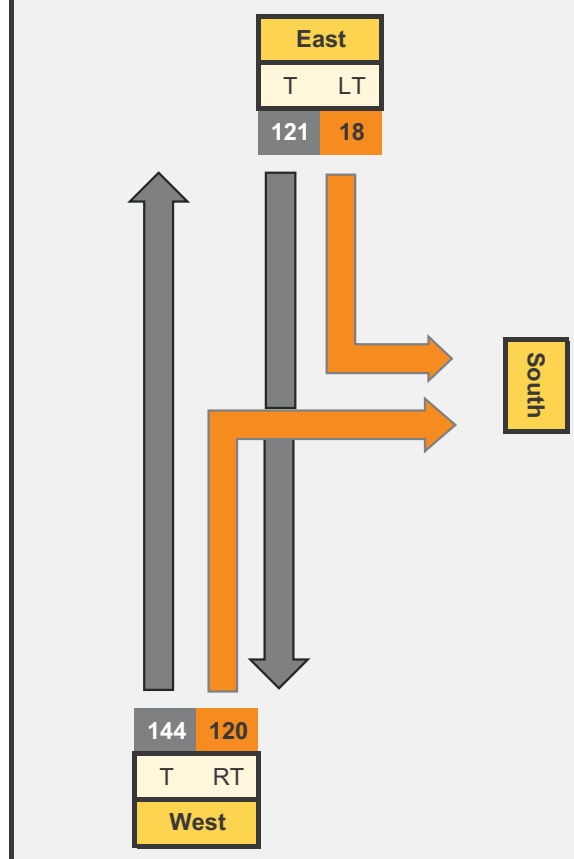
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	244	1
Left	113	6
With Development Traffic		
Right	283	80
Left	121	18

Graph Terminolgy

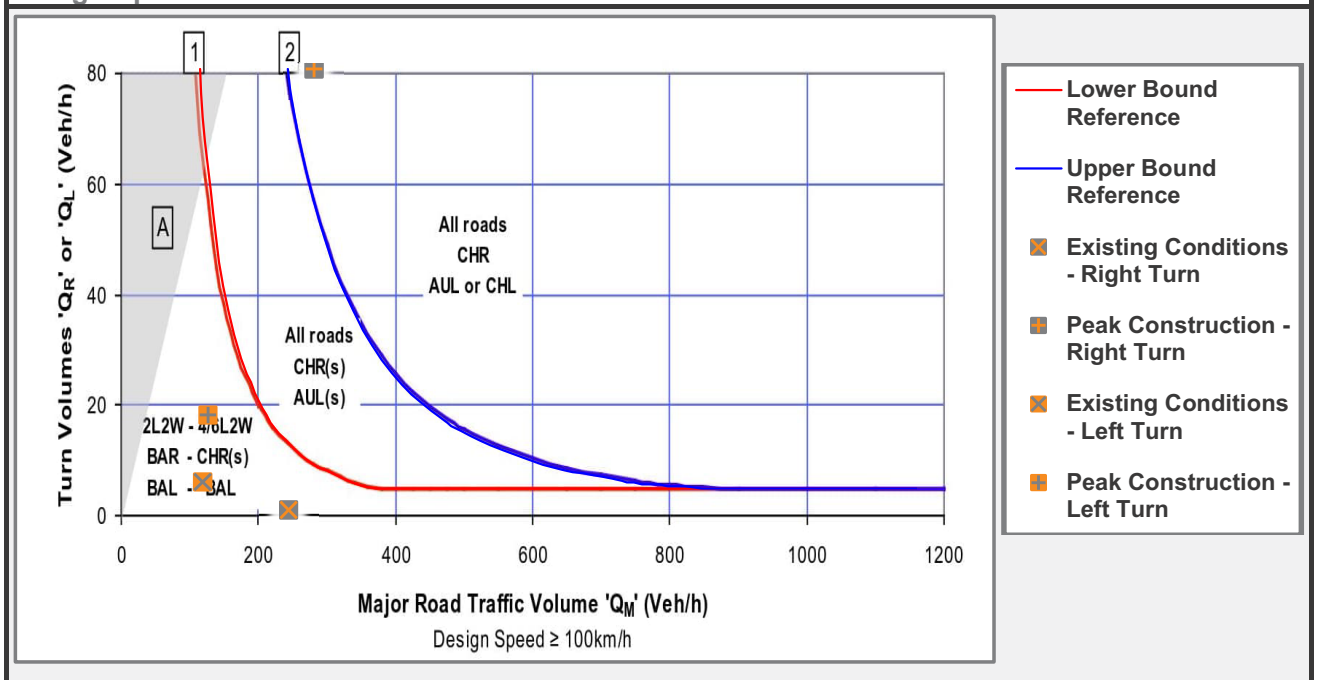
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	244	1
Left	113	6
With Development Traffic		
Right	283	120
Left	121	18

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

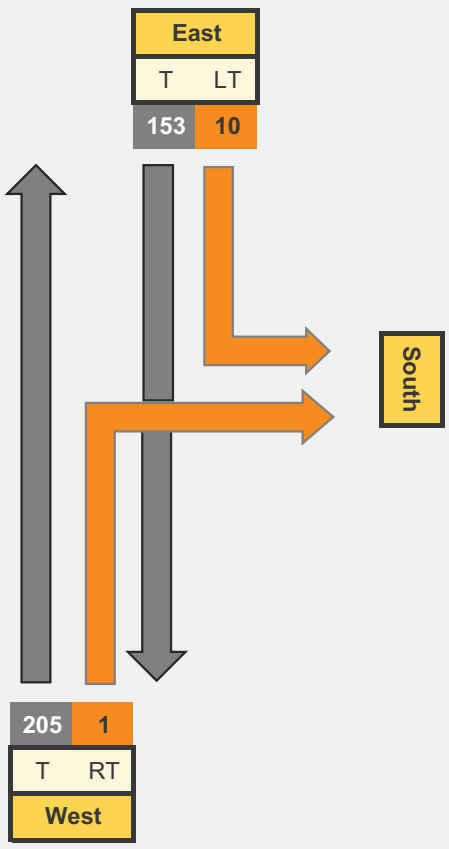
Intersection ID	X43
Intersection Name	Gore Highway / Scrubby Road

Speed	100			
Existing Treatment	L	BAL	R	-

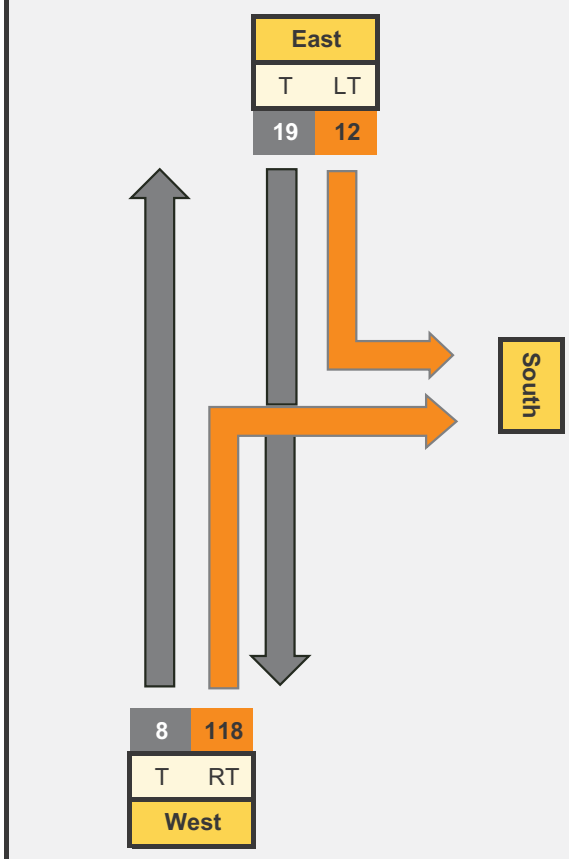
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

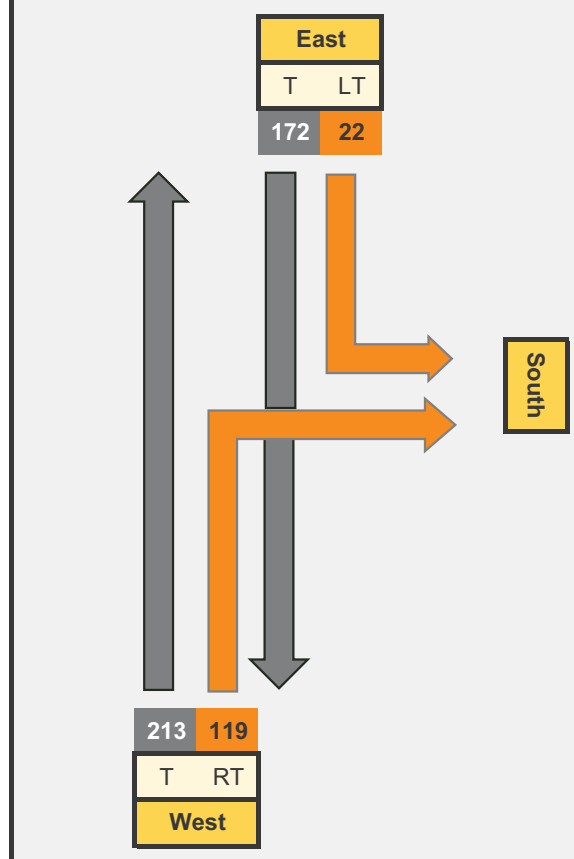
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	368	1
Left	153	10
With Development Traffic		
Right	407	80
Left	172	22

Graph Terminolgy

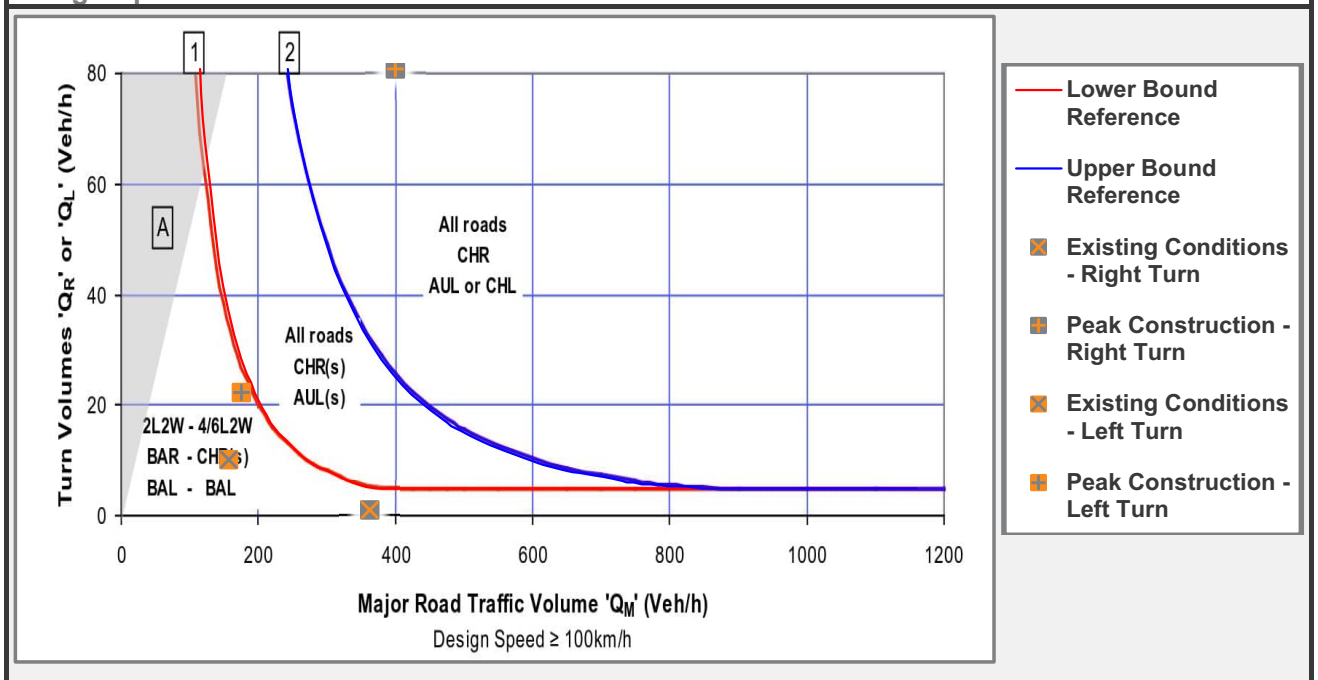
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	368	1
Left	153	10
With Development Traffic		
Right	407	119
Left	172	22

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

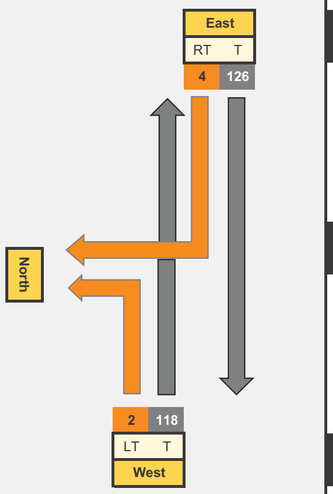
Intersection Code	4B
Intersection ID	X45
Intersection Name	Gore Highway / Tummaville Road / Yarranlea Road

Time Period	AM
Speed	100
Existing Treatment	L: BAL, R: BAR

Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	246	4
Left	118	2
With Development Traffic		
Right	279	80
Left	136	10

Graph Terminolgy

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

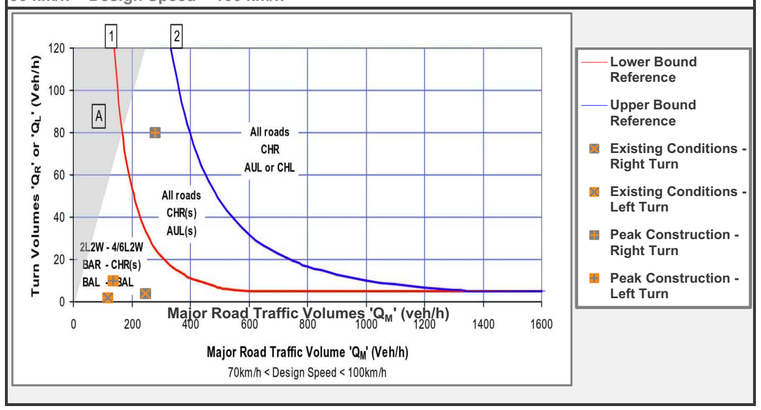
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	246	4
Left	118	2
With Development Traffic		
Right	279	121
Left	136	10

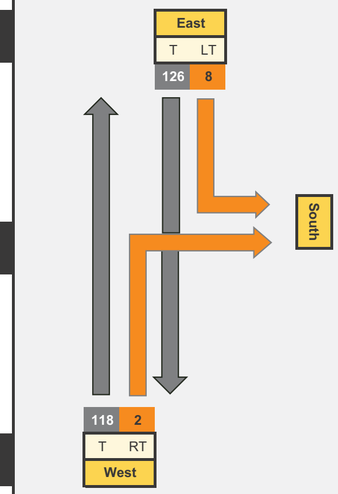
Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	252	2
Left	126	8
With Development Traffic		
Right	277	2
Left	133	8

Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

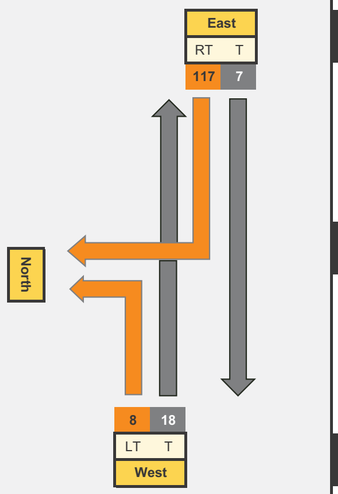
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	252	2
Left	126	8
With Development Traffic		
Right	277	2
Left	133	8

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	246	4
Left	118	2
With Development Traffic		
Right	279	80
Left	136	10

Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

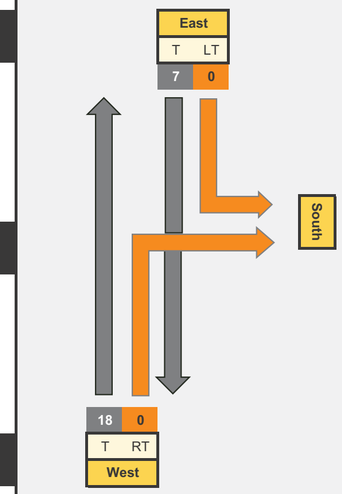
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	246	4
Left	118	2
With Development Traffic		
Right	279	121
Left	136	10

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	252	2
Left	126	8
With Development Traffic		
Right	277	2
Left	133	8

Graph Terminolgy

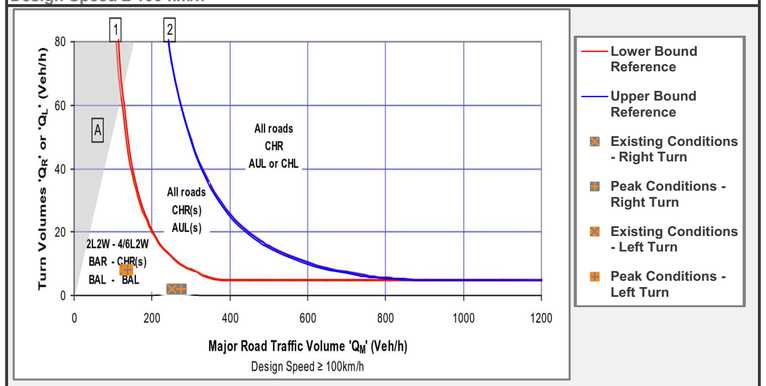
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	252	2
Left	126	8
With Development Traffic		
Right	277	2
Left	133	8

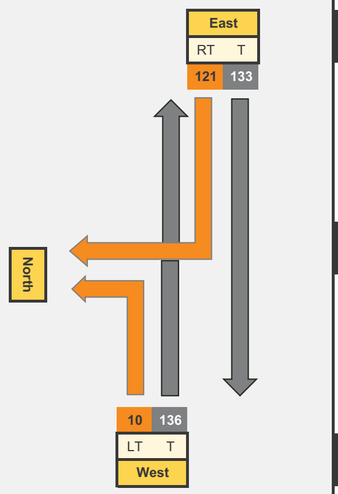
Graphing

Design Speed ≥ 100 km/h

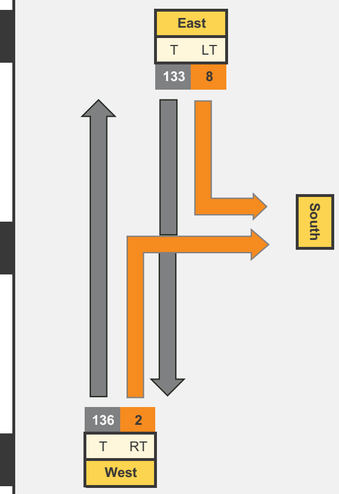


50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



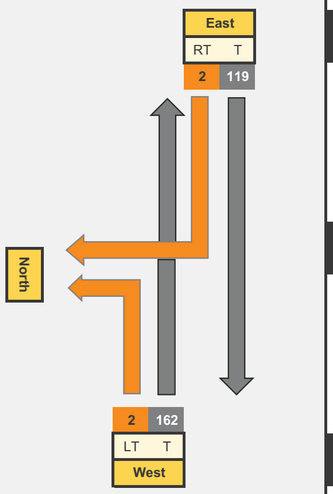
Intersection Code	4B
Intersection ID	X45
Intersection Name	Gore Highway / Tummaville Road / Yarranlea Road

Time Period	PM
Speed	100
Existing Treatment	L: BAL / R: BAR

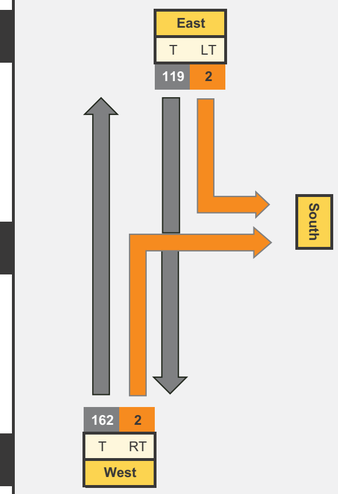
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

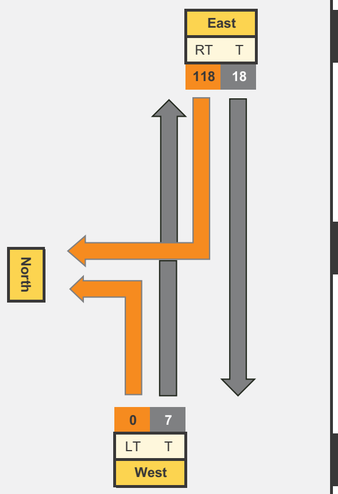
Peak Impact Year - Without Development Traffic



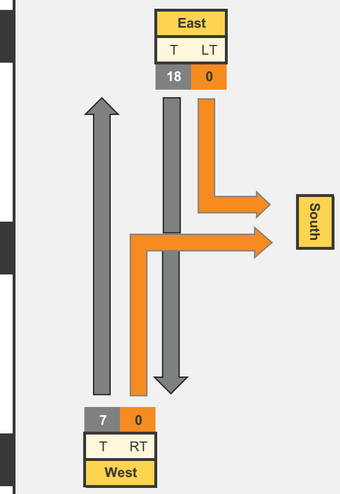
Peak Impact Year - Without Development Traffic



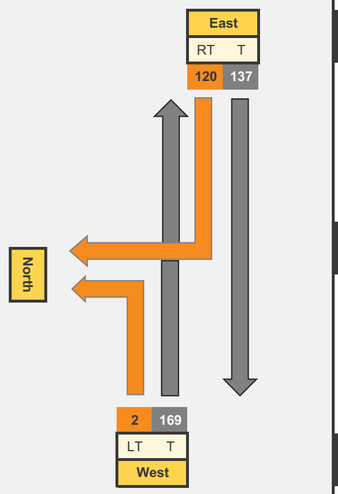
Peak Impact Year - Development Traffic



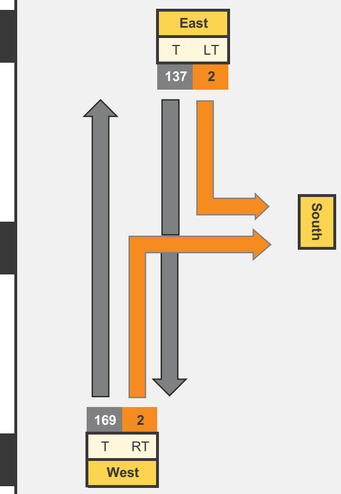
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	283	2
Left	162	2
With Development Traffic		
Right	308	80
Left	169	2

Graph Terminolgy

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

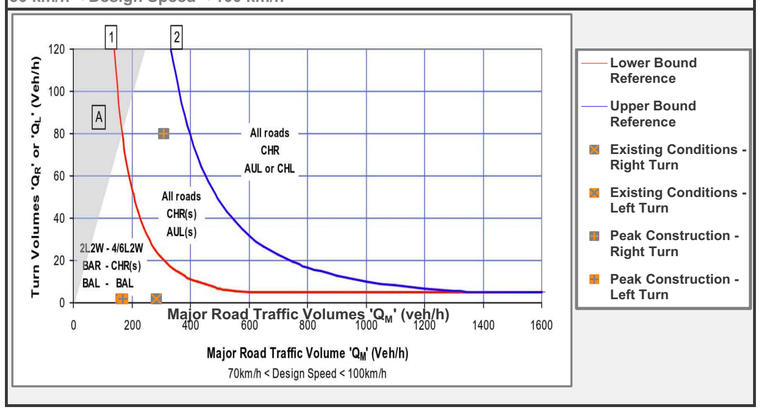
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	283	2
Left	162	2
With Development Traffic		
Right	308	120
Left	169	2

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	283	2
Left	119	2
With Development Traffic		
Right	308	2
Left	137	2

Graph Terminolgy

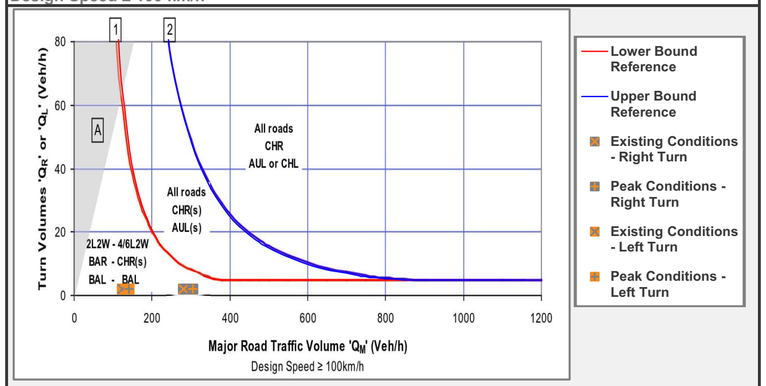
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	283	2
Left	119	2
With Development Traffic		
Right	308	2
Left	137	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

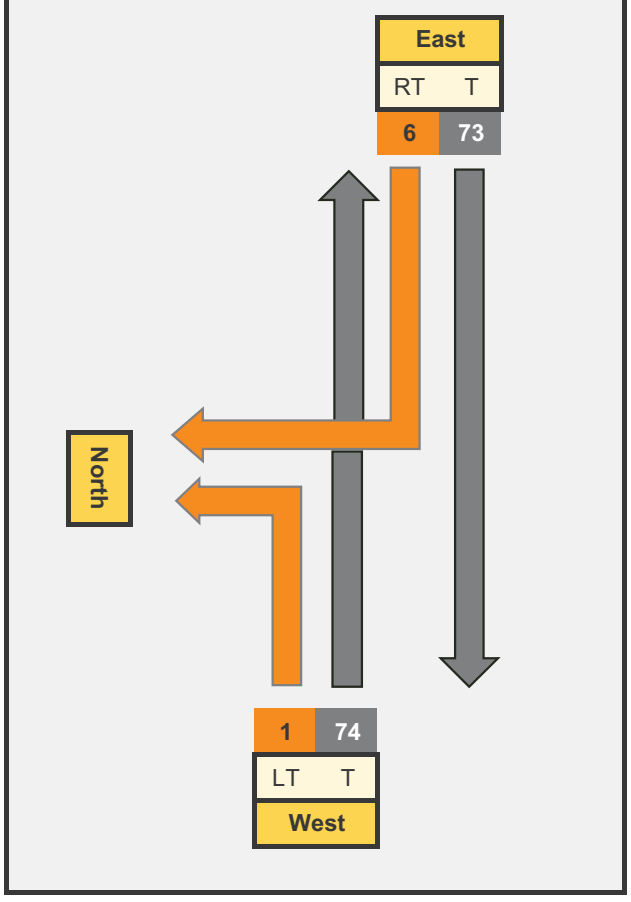
Intersection ID	X46
Intersection Name	Gore Highway / Turallin Road

Speed	100			
Existing Treatment	L	-	R	BAR

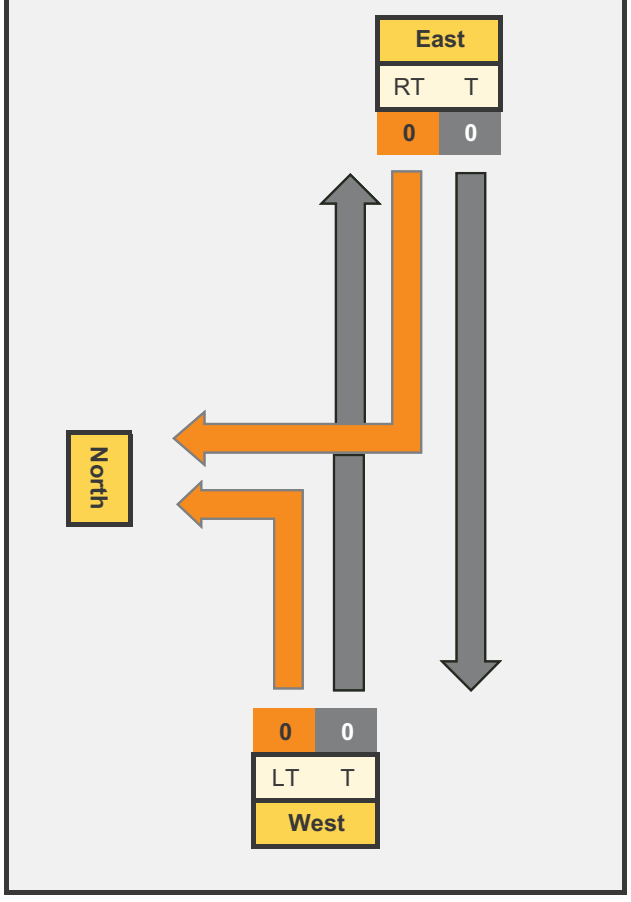
Peak Impact Month	Jul-24
Peak Impact Year	2024

Scenario 1: 1

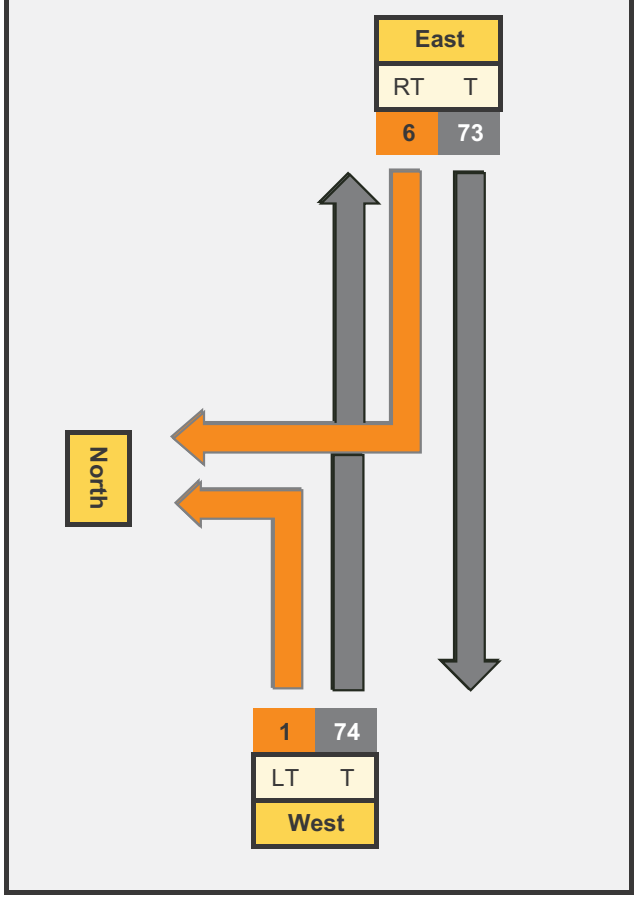
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	148	6
Left	74	1
With Development Traffic		
Right	148	6
Left	74	1

Graph Terminolgy

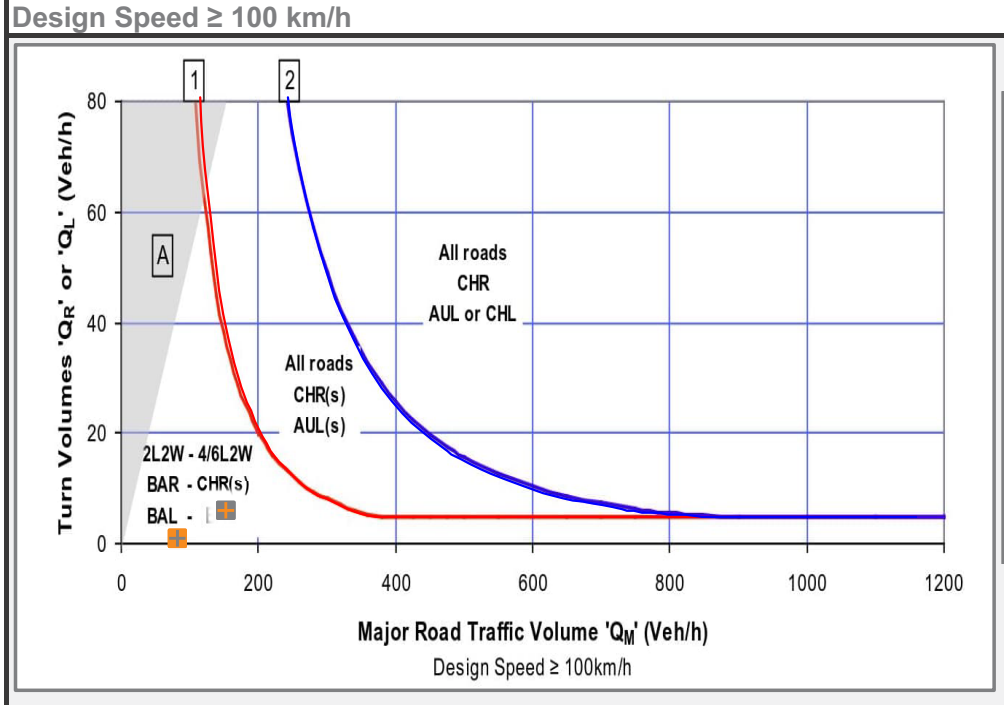
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	148	6
Left	74	1
With Development Traffic		
Right	148	6
Left	74	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

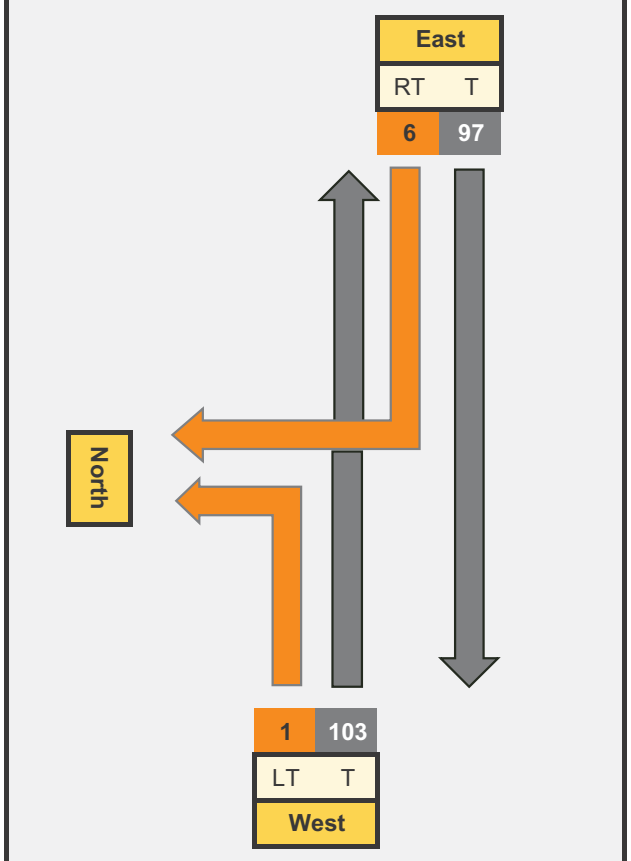
Intersection ID	X46
Intersection Name	Gore Highway / Turallin Road

Speed	100			
Existing Treatment	L	-	R	BAR

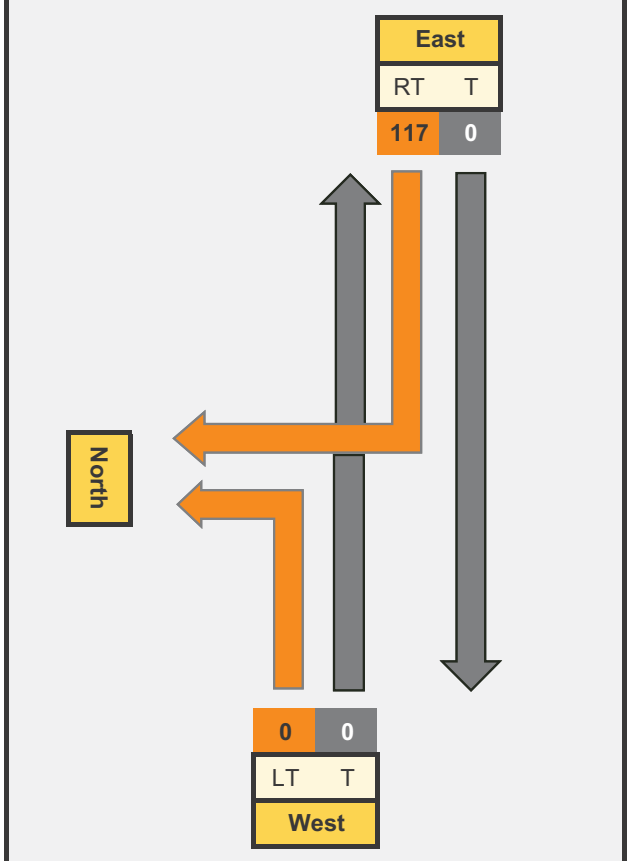
Peak Impact Month	Jul-24
Peak Impact Year	2024

Scenario 1: 1

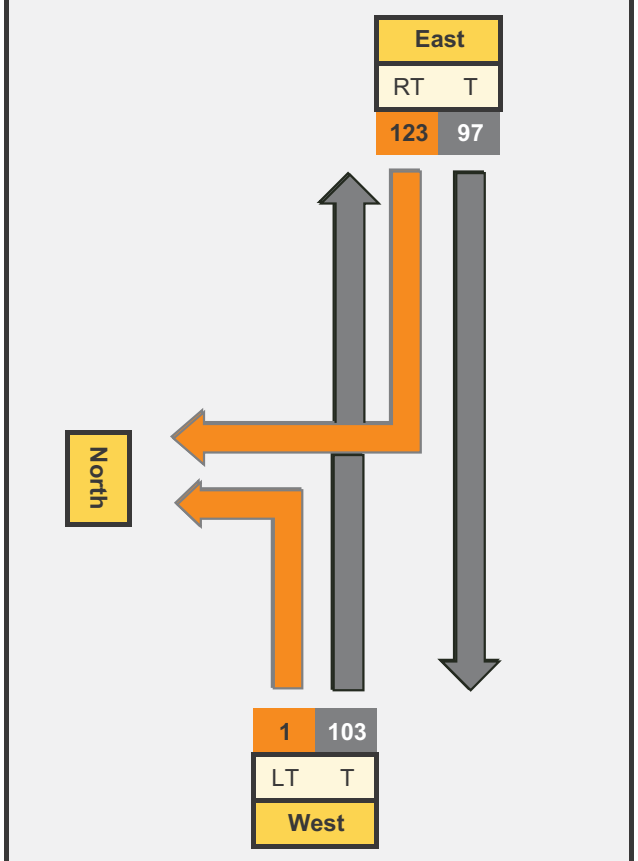
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	201	6
Left	103	1
With Development Traffic		
Right	201	80
Left	103	1

Graph Terminolgy

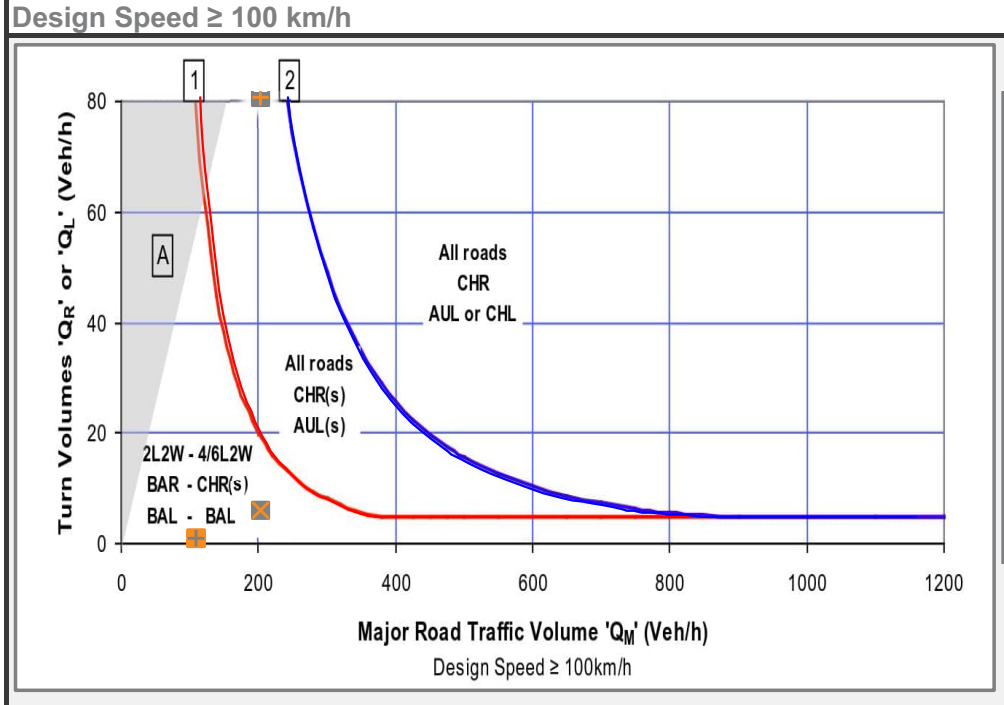
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	201	6
Left	103	1
With Development Traffic		
Right	201	123
Left	103	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

Time Period	AM

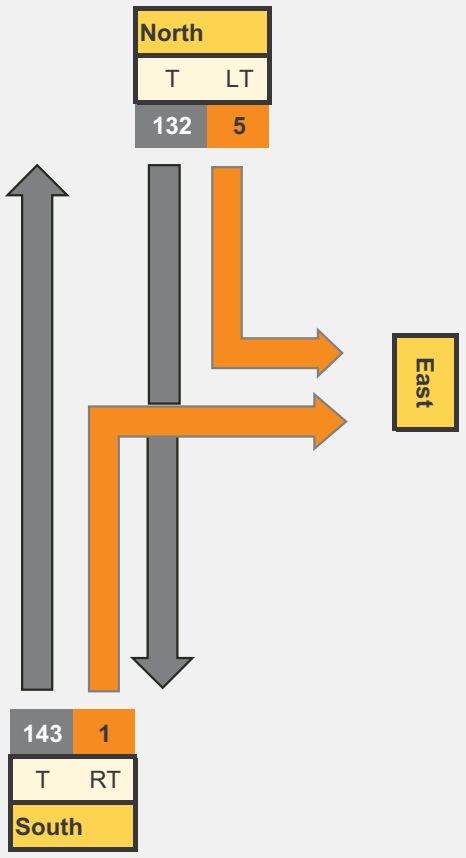
Intersection ID	X47
Intersection Name	Gore Highway/Ware Street

Speed	100			
Existing Treatment	L	BAL	R	AUR

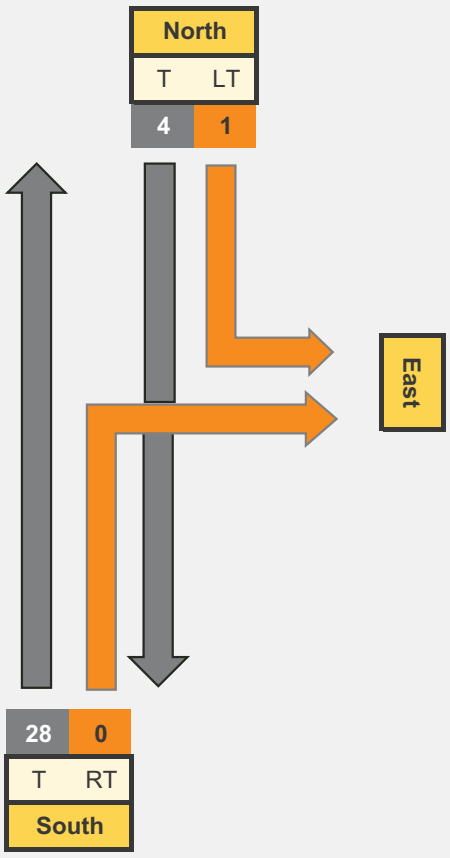
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 1: 1

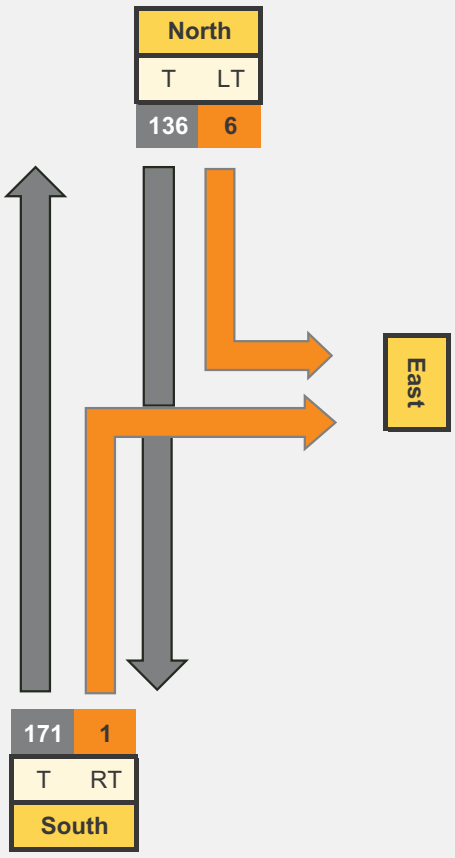
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	280	1
Left	132	5
With Development Traffic		
Right	313	1
Left	136	6

Graph Terminolgy

Legend

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

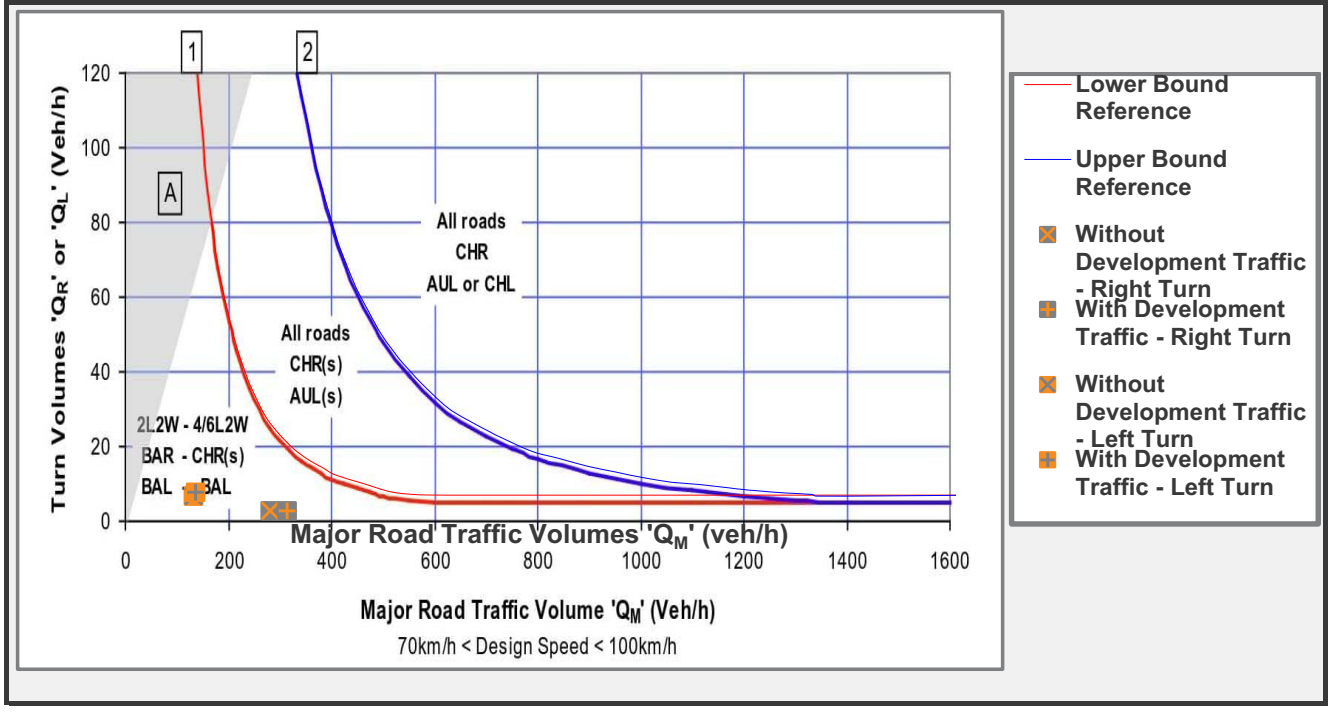
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	280	1
Left	132	5
With Development Traffic		
Right	313	1
Left	136	6

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

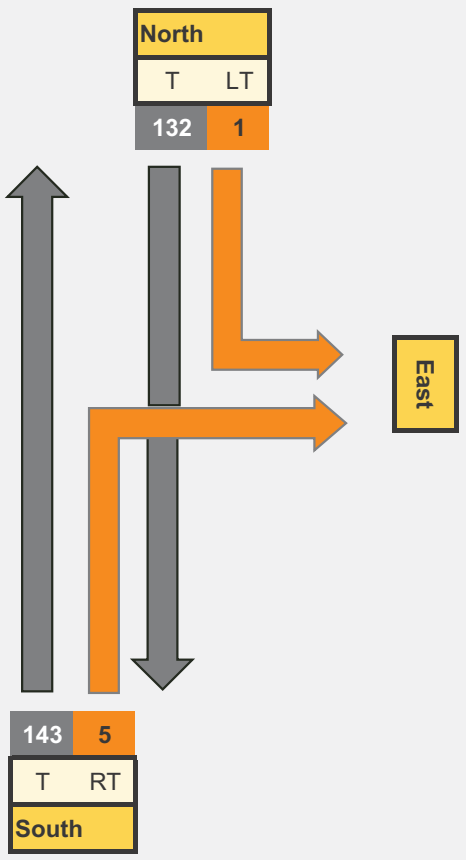
Intersection ID	X47
Intersection Name	Gore Highway/Ware Street

Speed	100			
Existing Treatment	L	BAL	R	AUR

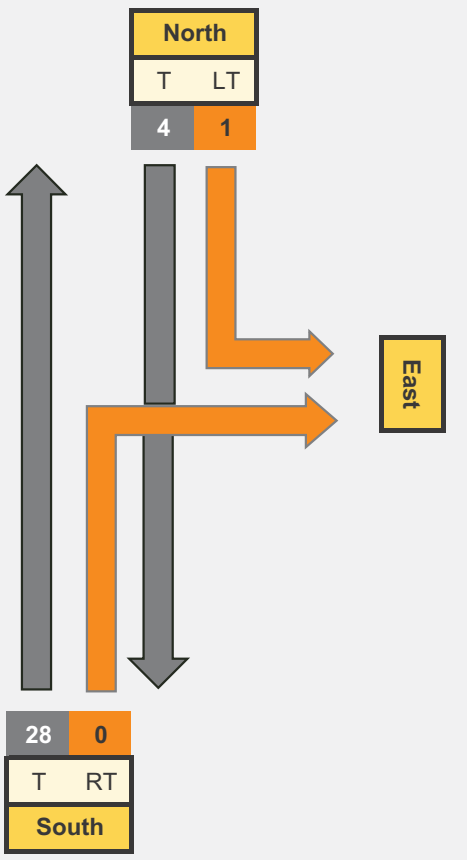
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 2: 2

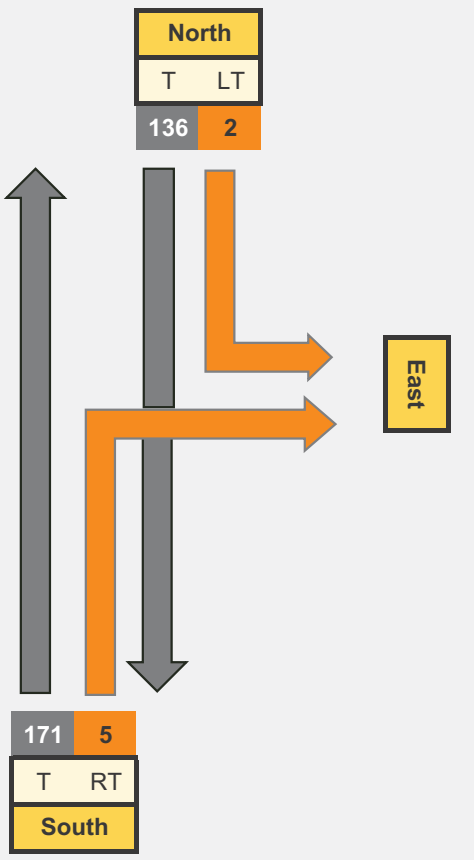
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	276	5
Left	132	1
With Development Traffic		
Right	309	5
Left	136	2

Graph Terminolgy

Legend

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

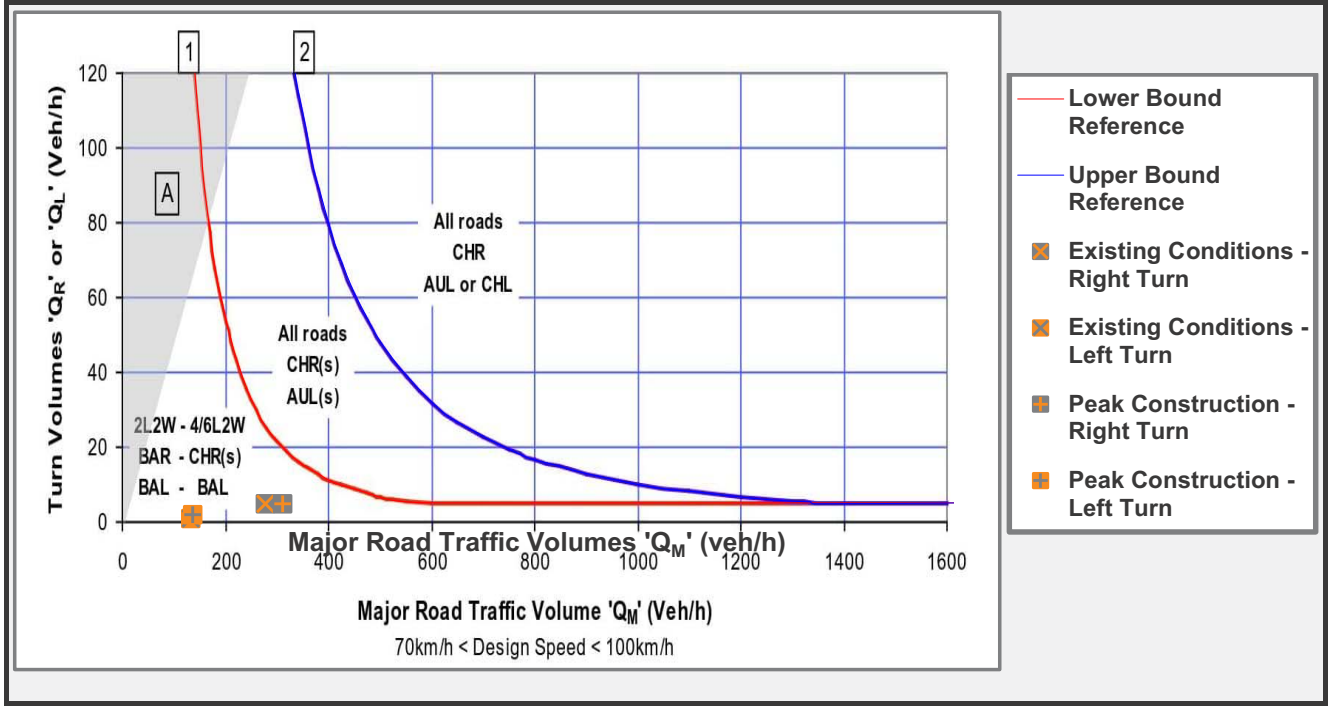
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	276	5
Left	132	1
With Development Traffic		
Right	309	5
Left	136	2

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

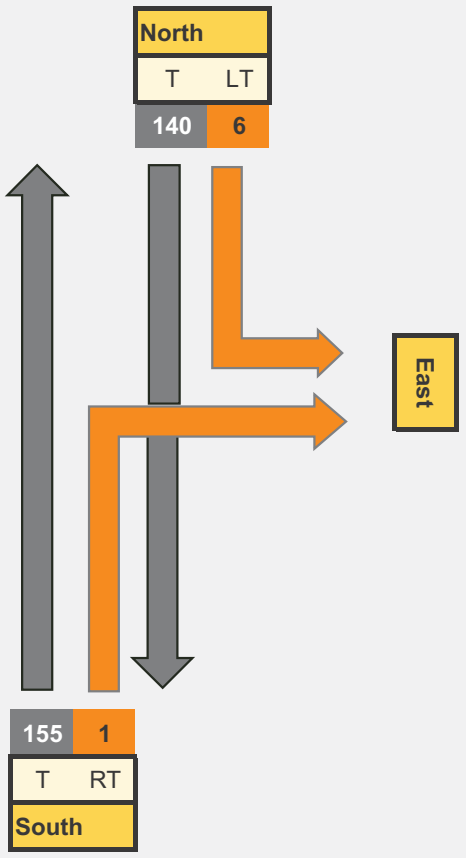
Intersection ID	X47
Intersection Name	Gore Highway/Ware Street

Speed	100			
Existing Treatment	L	BAL	R	AUR

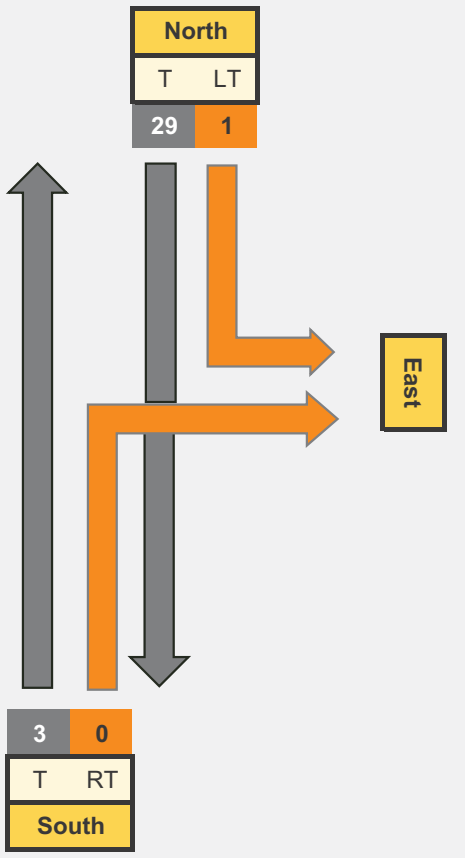
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 1: 1

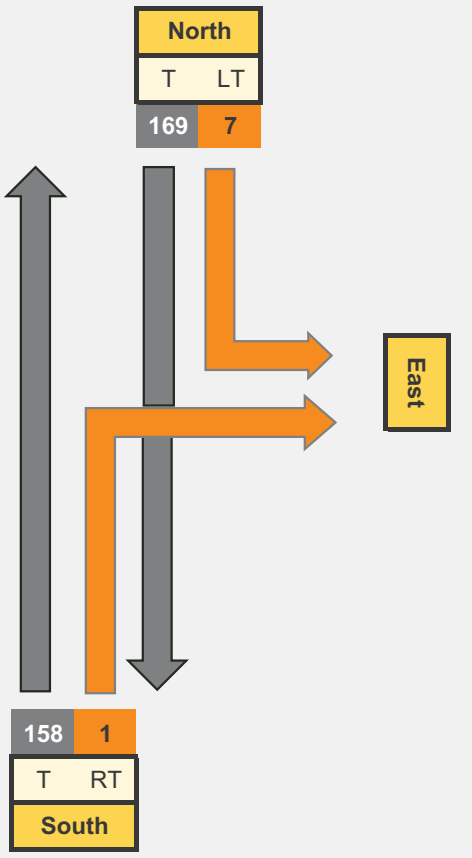
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	301	1
Left	140	6
With Development Traffic		
Right	334	1
Left	169	7

Graph Terminolgy

Legend

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

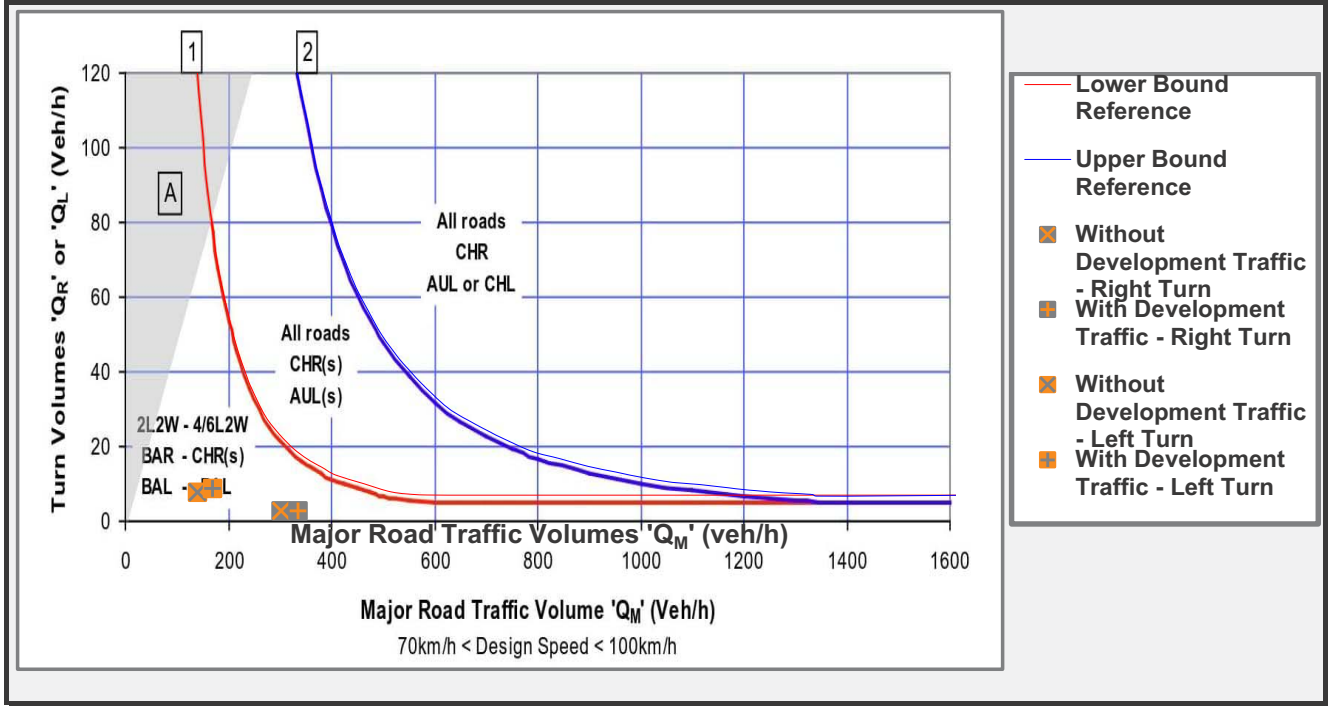
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	301	1
Left	140	6
With Development Traffic		
Right	334	1
Left	169	7

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

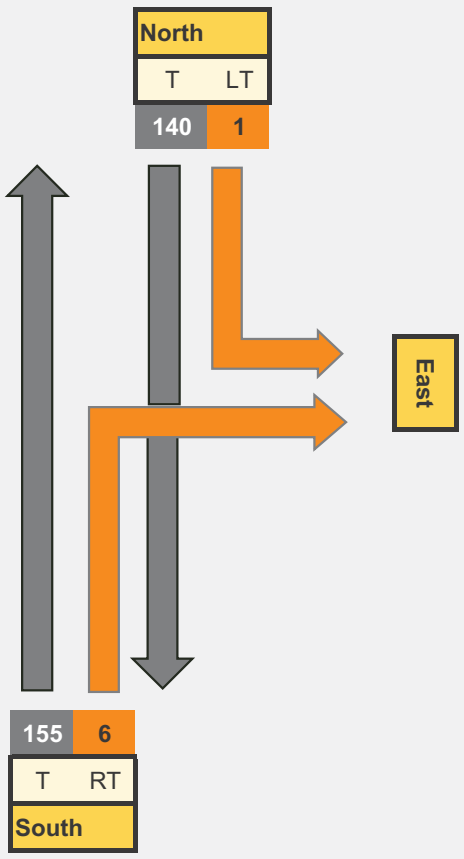
Intersection ID	X47
Intersection Name	Gore Highway/Ware Street

Speed	100			
Existing Treatment	L	BAL	R	AUR

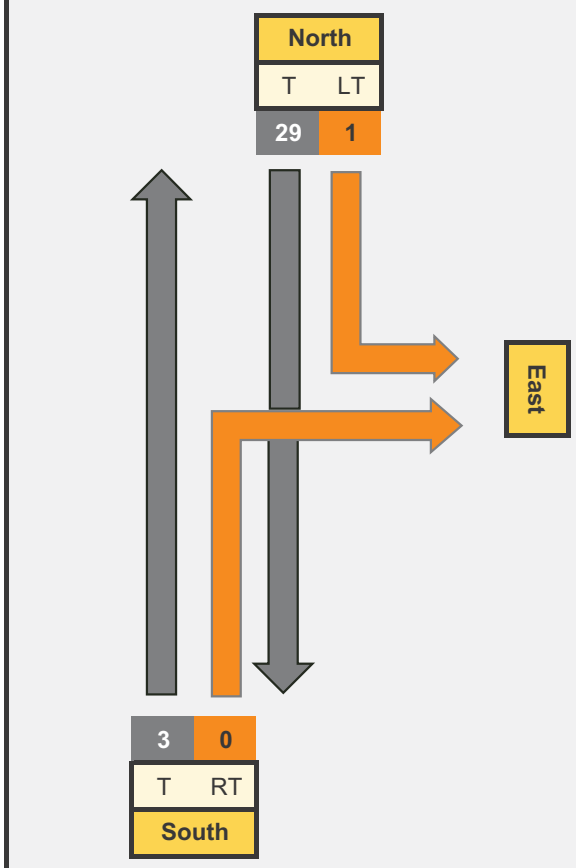
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 2: 2

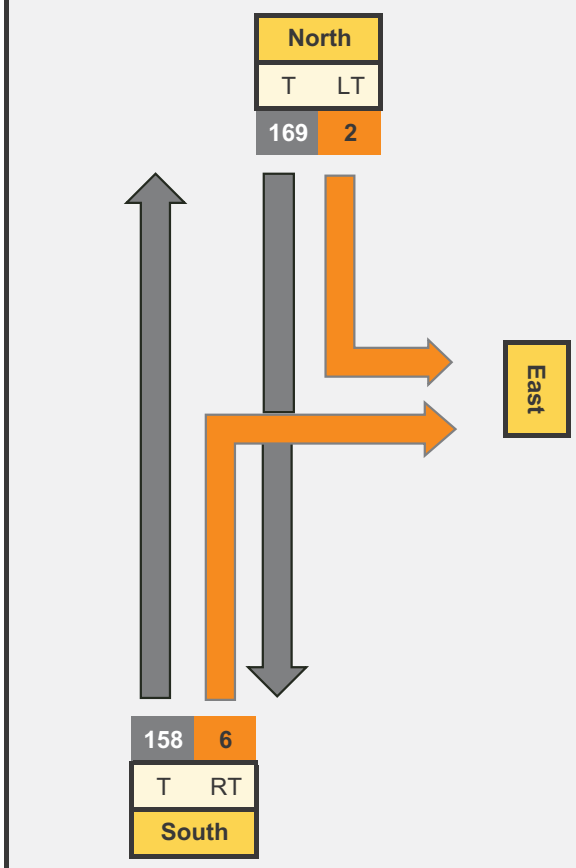
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	296	6
Left	140	1
With Development Traffic		
Right	329	6
Left	169	2

Graph Terminolgy

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

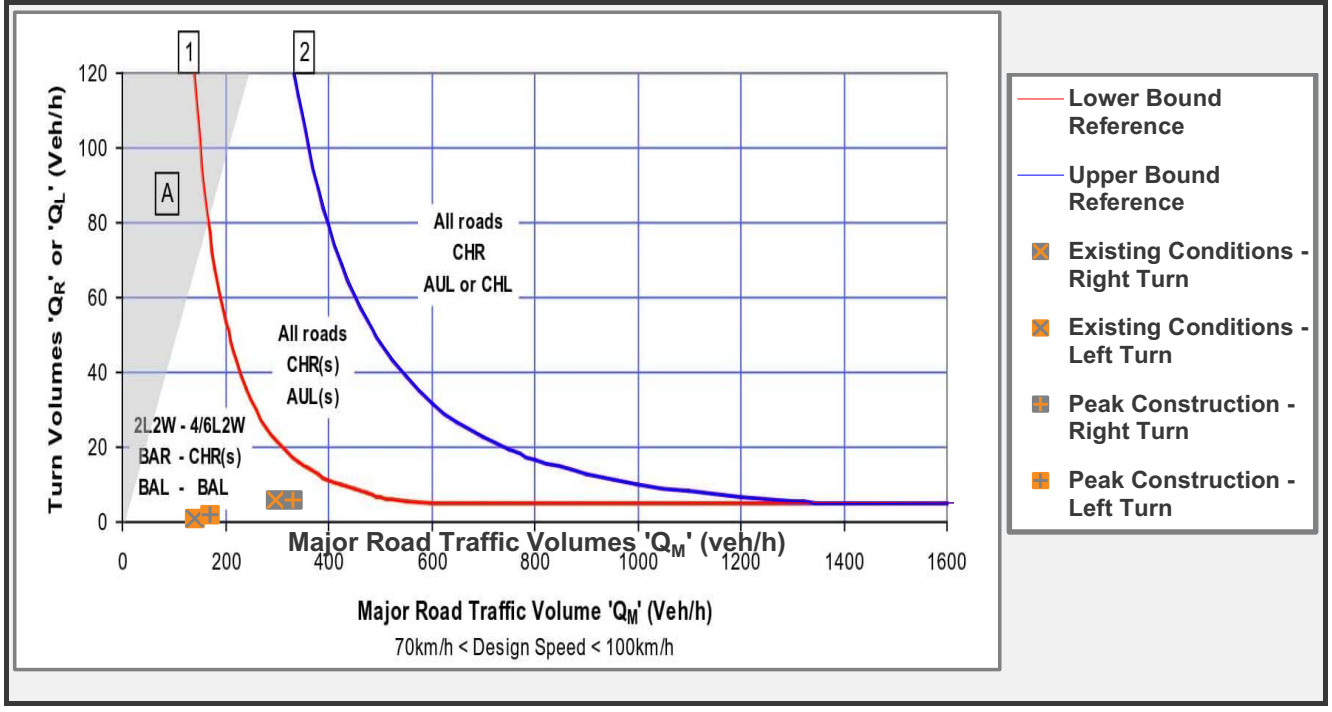
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	296	6
Left	140	1
With Development Traffic		
Right	329	6
Left	169	2

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3C

Time Period	AM

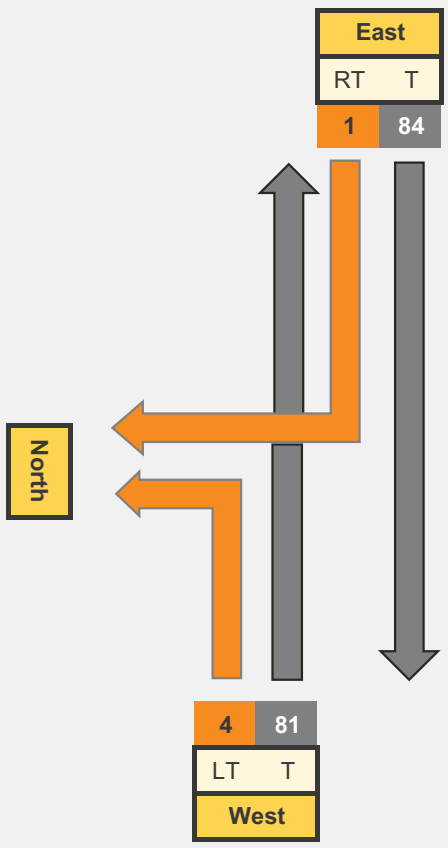
Intersection ID	X48
Intersection Name	Gore Highway/West Street

Speed	60			
Existing Treatment	L	BAL	R	CHR

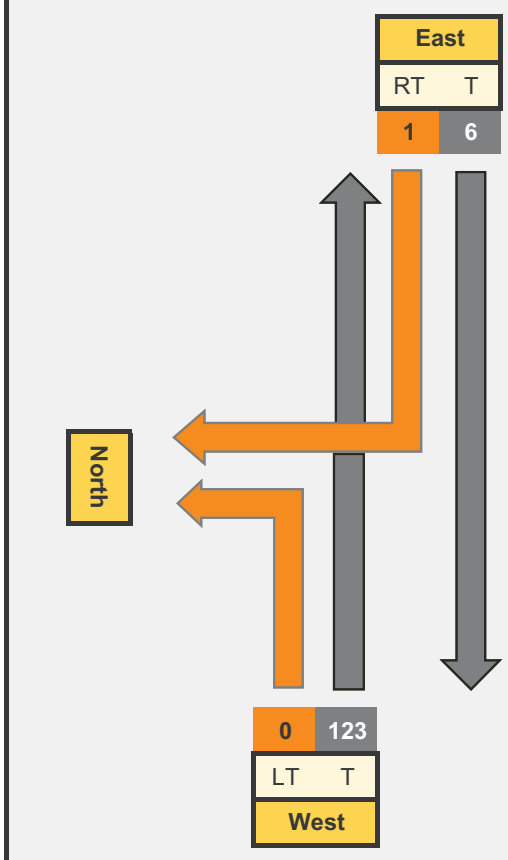
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 1: 1

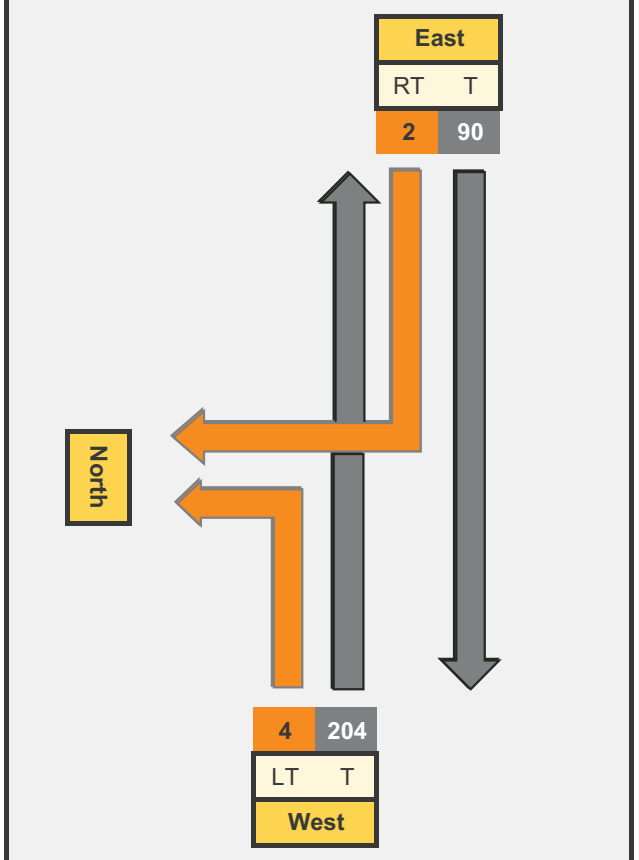
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	169	1
Left	81	4
With Development Traffic		
Right	298	2
Left	204	4

Graph Terminolgy

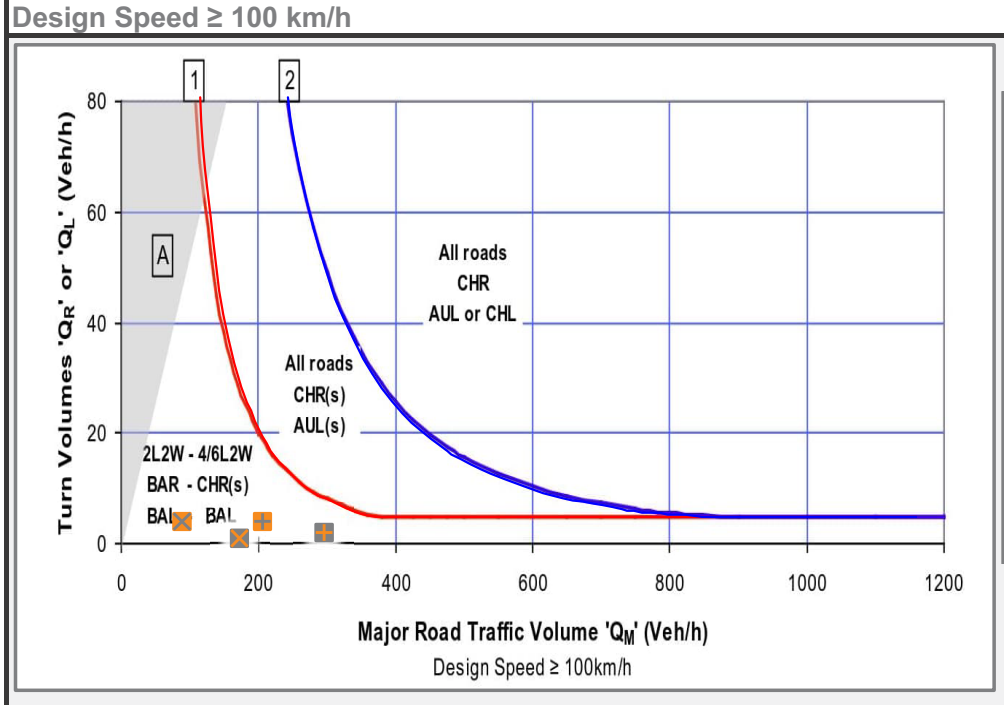
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	169	1
Left	81	4
With Development Traffic		
Right	298	2
Left	204	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

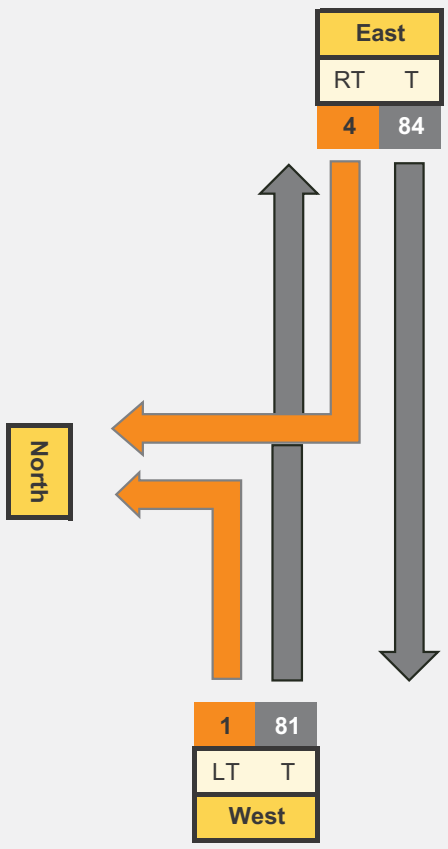
Intersection ID	X48
Intersection Name	Gore Highway/West Street

Speed	60			
Existing Treatment	L	BAL	R	CHR

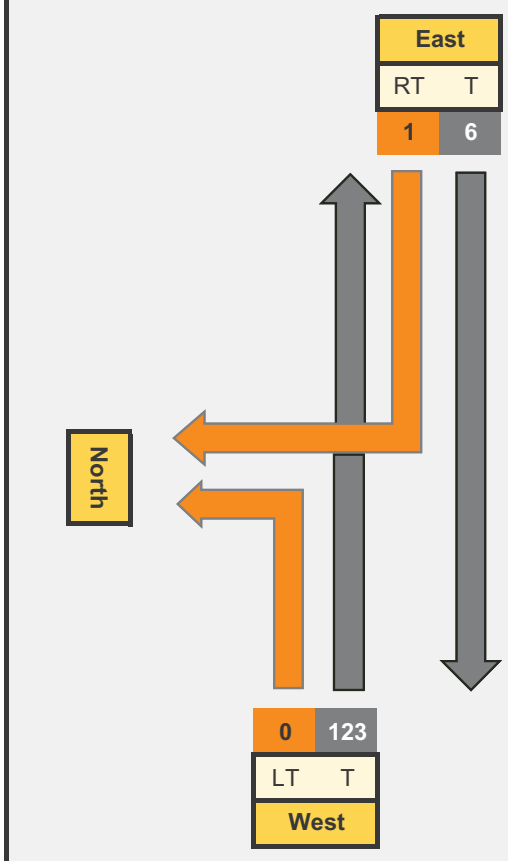
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 2: 2

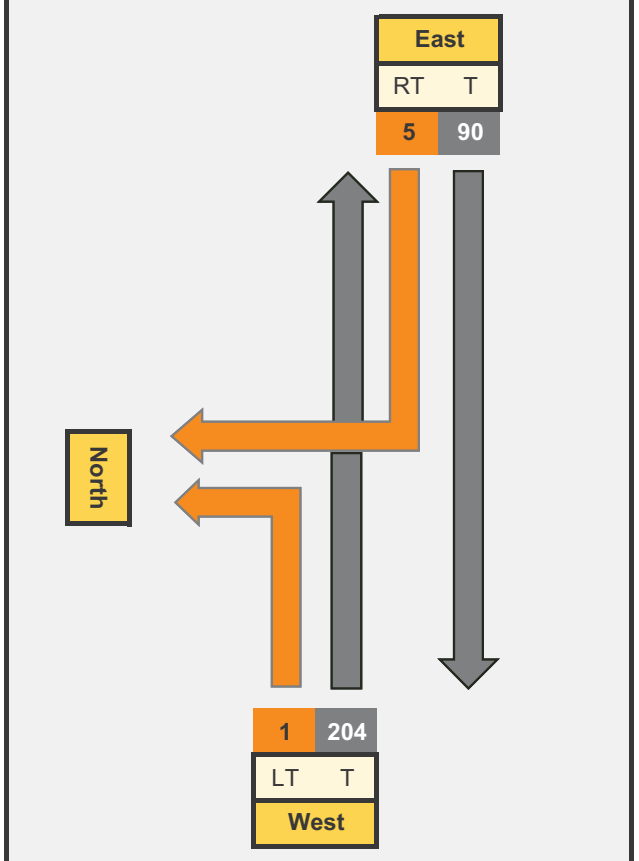
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	166	4
Left	81	1
With Development Traffic		
Right	295	5
Left	204	1

Graph Terminolgy

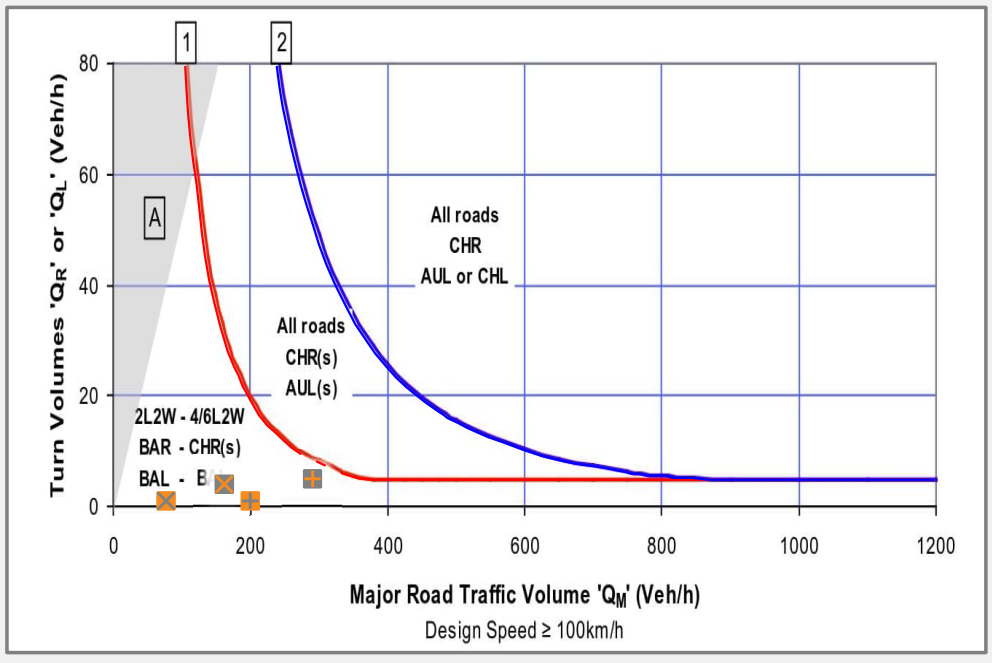
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	166	4
Left	81	1
With Development Traffic		
Right	295	5
Left	204	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

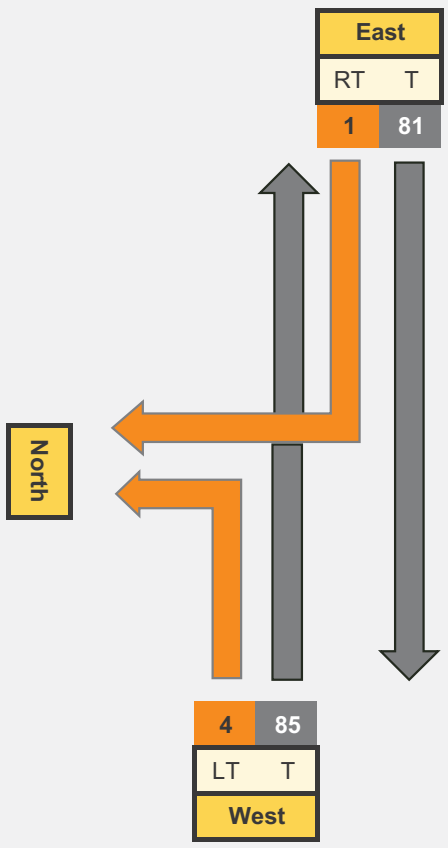
Intersection ID	X48
Intersection Name	Gore Highway/West Street

Speed	60			
Existing Treatment	L	BAL	R	CHR

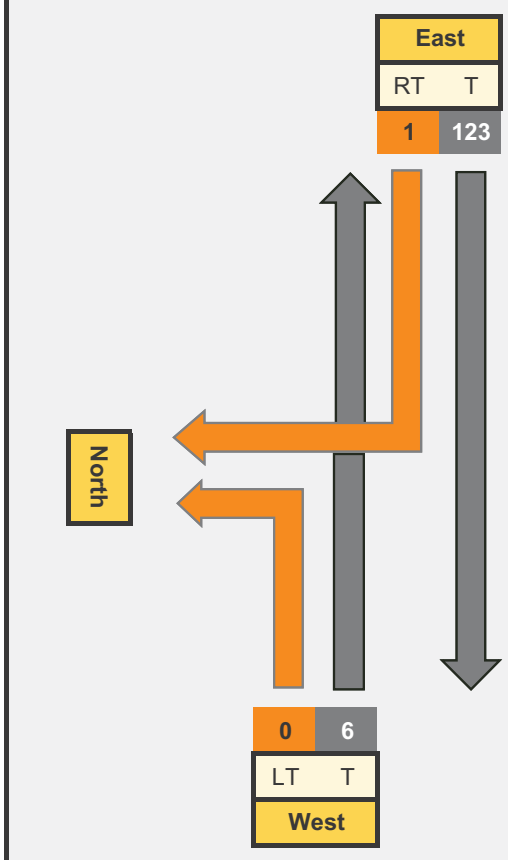
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 1: 1

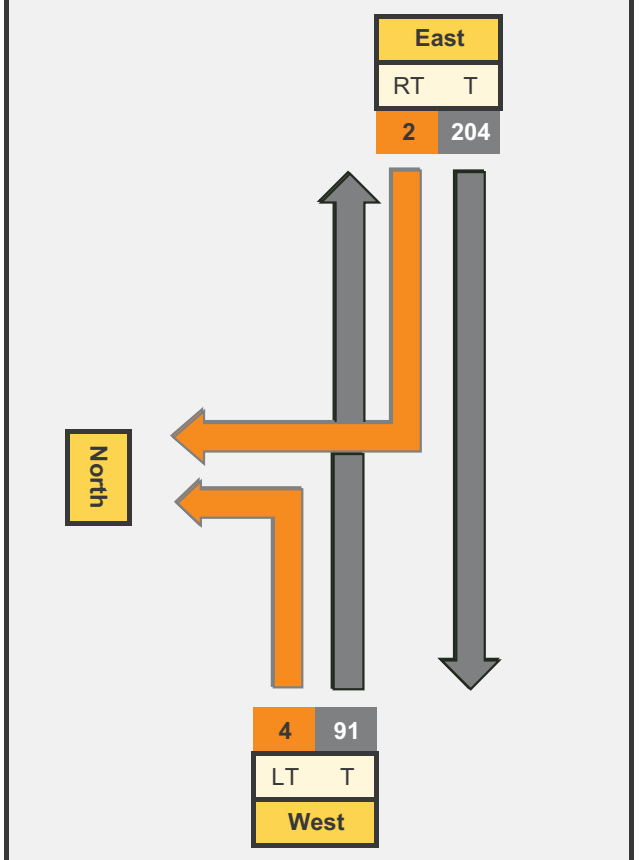
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	170	1
Left	85	4
With Development Traffic		
Right	299	2
Left	91	4

Graph Terminolgy

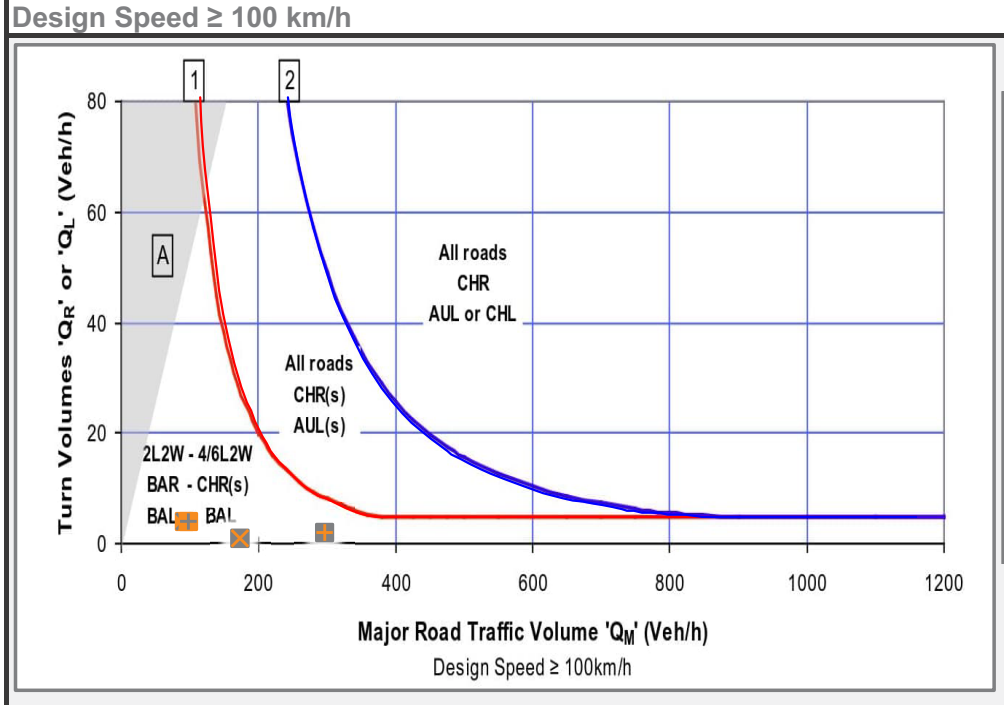
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	170	1
Left	85	4
With Development Traffic		
Right	299	2
Left	91	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

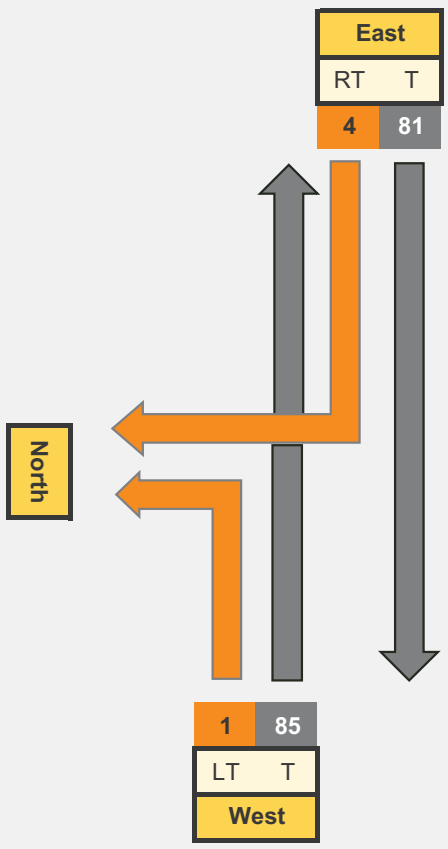
Intersection ID	X48
Intersection Name	Gore Highway/West Street

Speed	60			
Existing Treatment	L	BAL	R	CHR

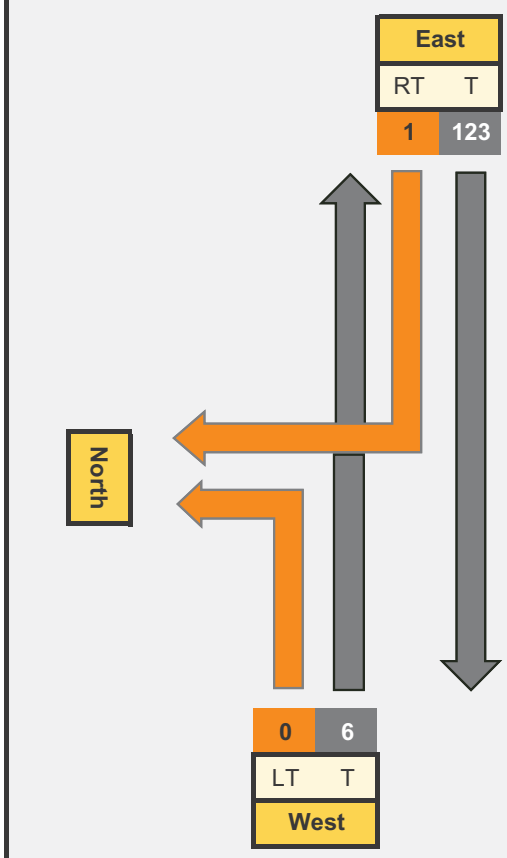
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 2: 2

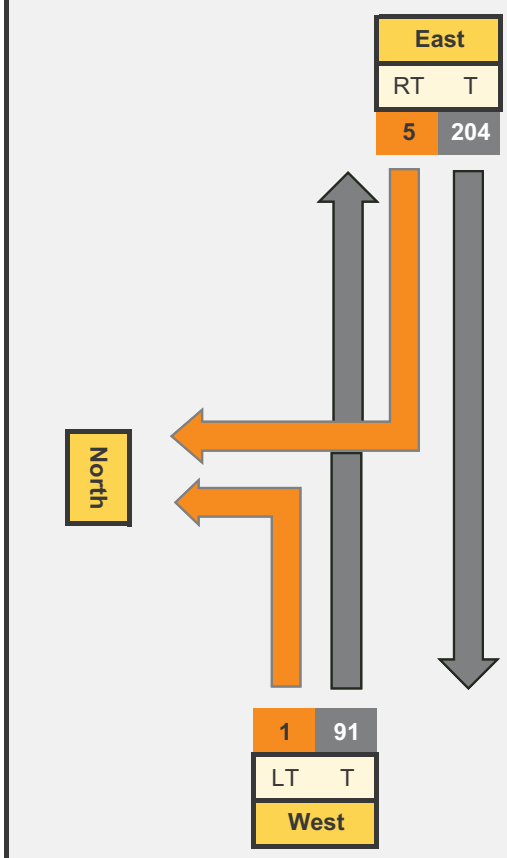
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	167	4
Left	85	1
With Development Traffic		
Right	296	5
Left	91	1

Graph Terminolgy

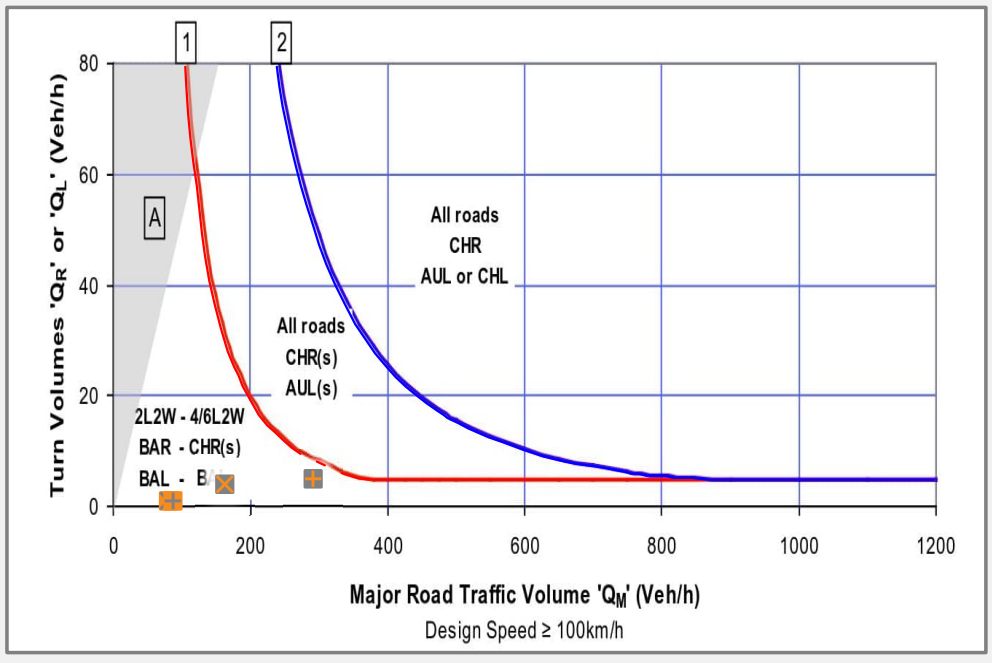
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	167	4
Left	85	1
With Development Traffic		
Right	296	5
Left	91	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

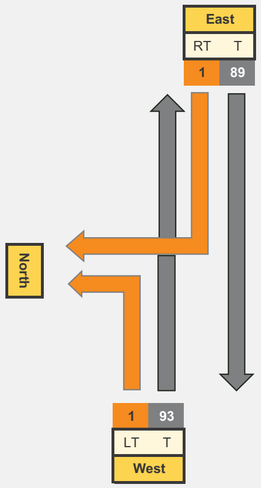
Intersection Code	4B
Intersection ID	X53
Intersection Name	Leichhardt Highway/Hunt Street

Time Period	AM
Speed	100
Existing Treatment	L: AUL, R: CHR

Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	183	1
Left	93	1
With Development Traffic		
Right	187	1
Left	95	1

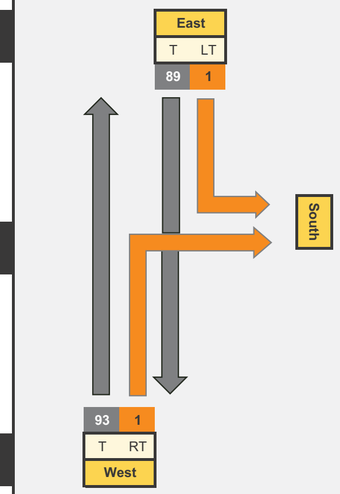
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	183	1
Left	93	1
With Development Traffic		
Right	187	1
Left	95	1

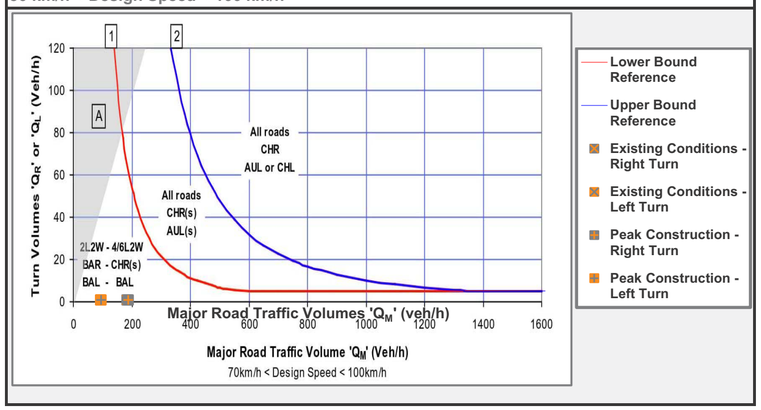
Peak Impact Year - Without Development Traffic



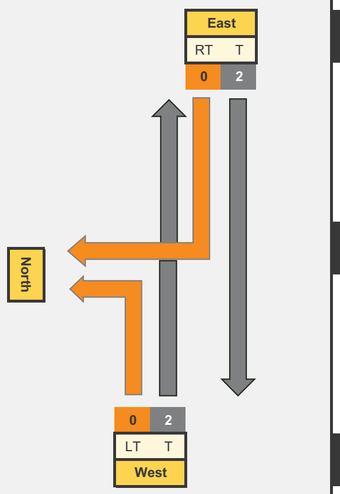
Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	183	1
Left	89	1
With Development Traffic		
Right	188	1
Left	91	2

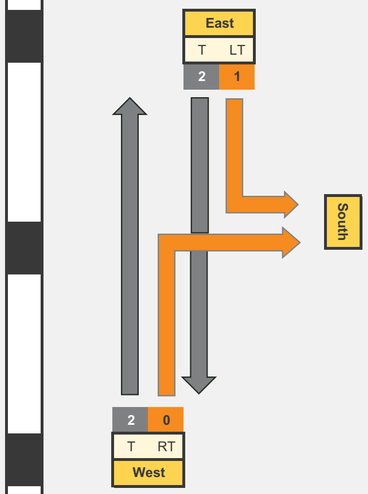
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	183	1
Left	89	1
With Development Traffic		
Right	188	1
Left	91	2

Peak Impact Year - Development Traffic

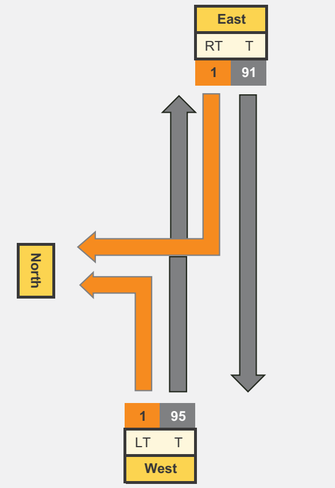


Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	183	1
Left	89	1
With Development Traffic		
Right	188	1
Left	91	2

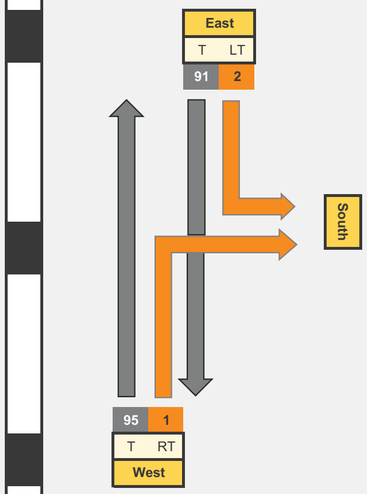
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

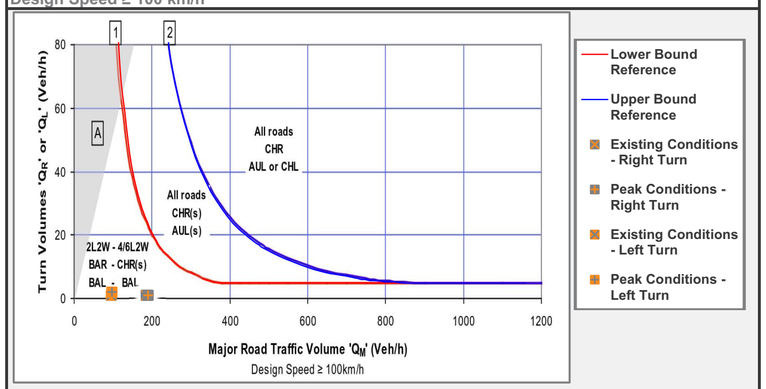
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	183	1
Left	89	1
With Development Traffic		
Right	188	1
Left	91	2

Peak Impact Year - With Development Traffic



Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	4B

Time Period	AM

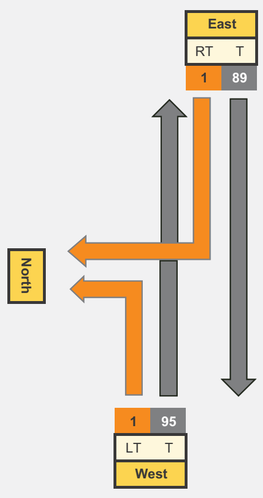
Intersection ID	X53
Intersection Name	Leichhardt Highway/Hunt Street

Speed	100			
Existing Treatment	L	AUL	R	CHR

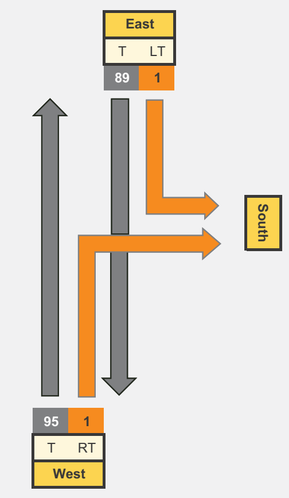
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 2: 2

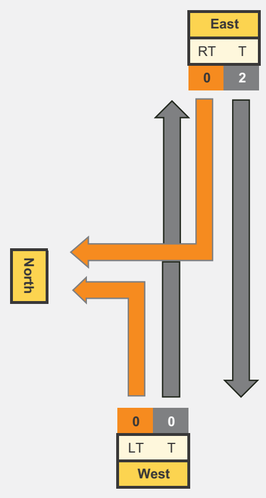
Peak Impact Year - Without Development Traffic



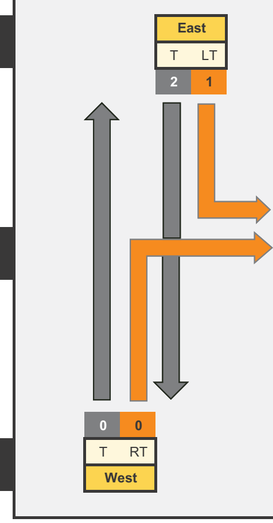
Peak Impact Year - Without Development Traffic



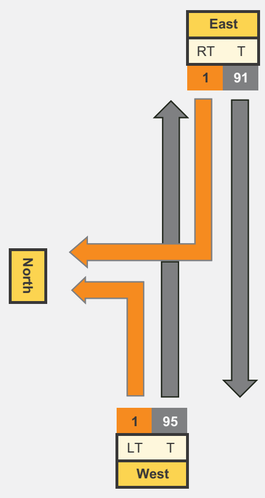
Peak Impact Year - Development Traffic



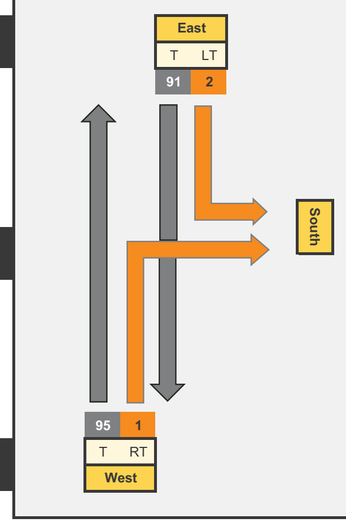
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	185	1
Left	95	1
With Development Traffic		
Right	187	1
Left	95	1

Graph Terminolgy

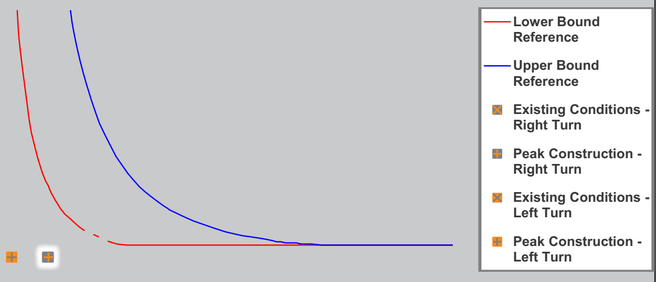
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

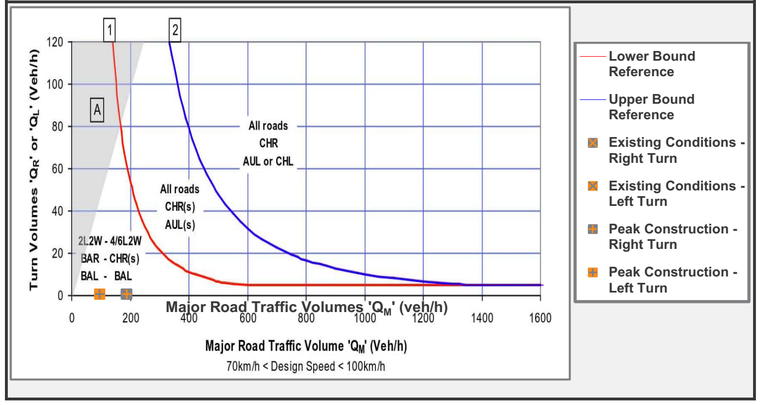
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	185	1
Left	95	1
With Development Traffic		
Right	187	1
Left	95	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	185	1
Left	89	1
With Development Traffic		
Right	188	1
Left	91	2

Graph Terminolgy

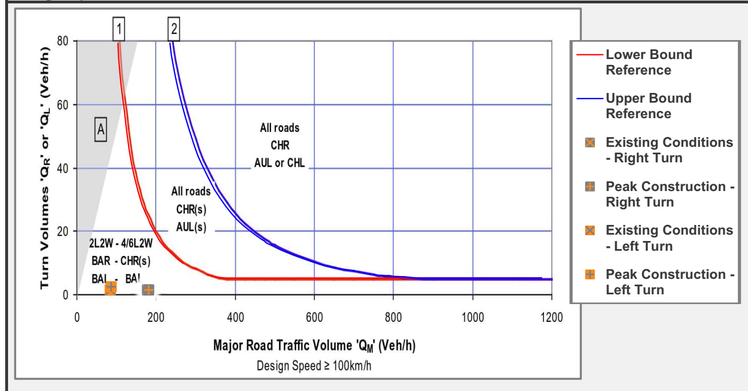
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	185	1
Left	89	1
With Development Traffic		
Right	188	1
Left	91	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

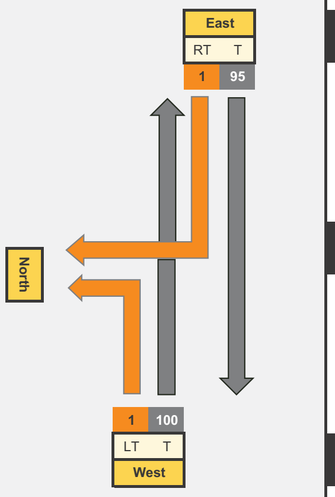
Intersection Code	4B
Intersection ID	X53
Intersection Name	Leichhardt Highway/Hunt Street

Time Period	PM
Speed	100
Existing Treatment	L: AUL, R: CHR

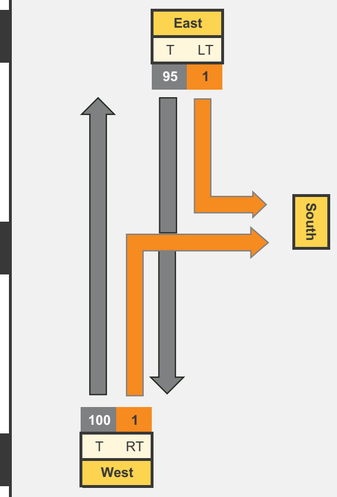
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 1: 1

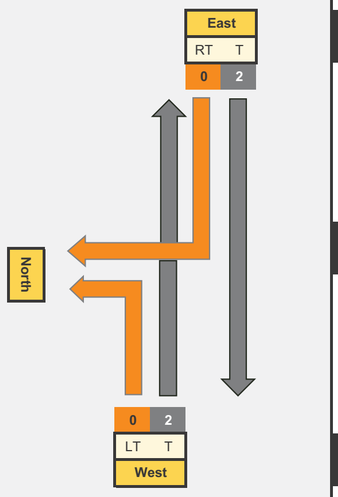
Peak Impact Year - Without Development Traffic



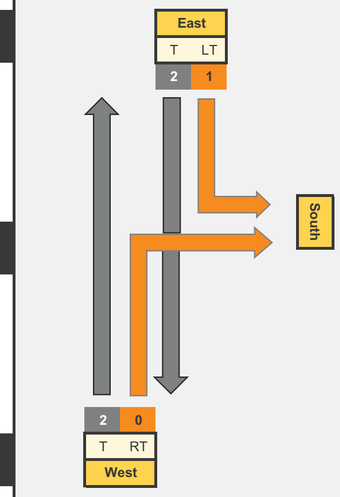
Peak Impact Year - Without Development Traffic



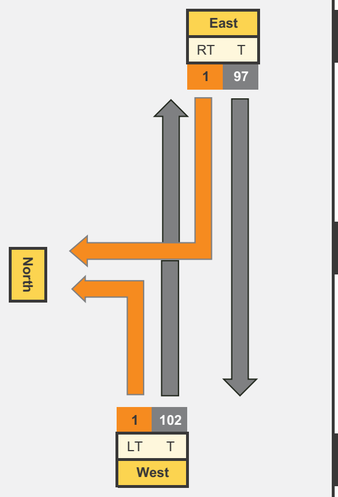
Peak Impact Year - Development Traffic



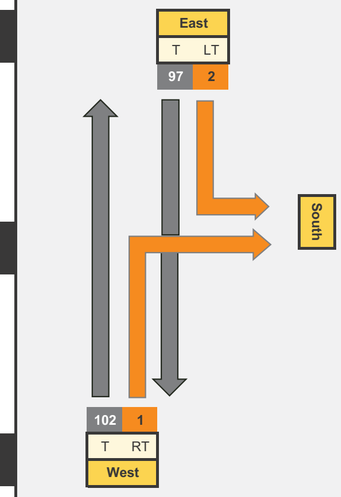
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	196	1
Left	100	1
With Development Traffic		
Right	200	1
Left	102	1

Graph Terminolgy

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

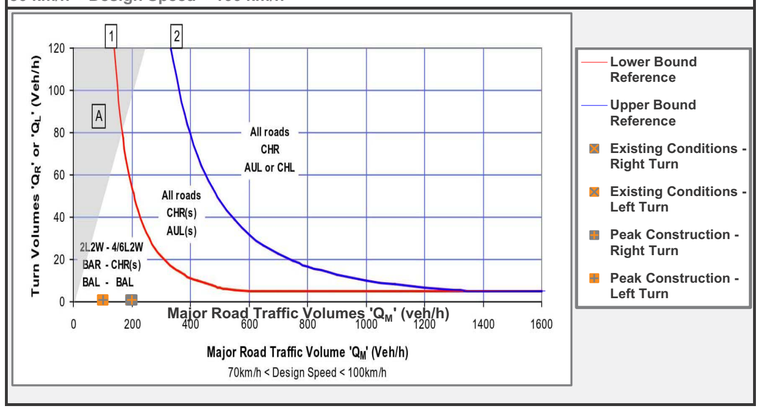
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	196	1
Left	100	1
With Development Traffic		
Right	200	1
Left	102	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	196	1
Left	95	1
With Development Traffic		
Right	201	1
Left	97	2

Graph Terminolgy

Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
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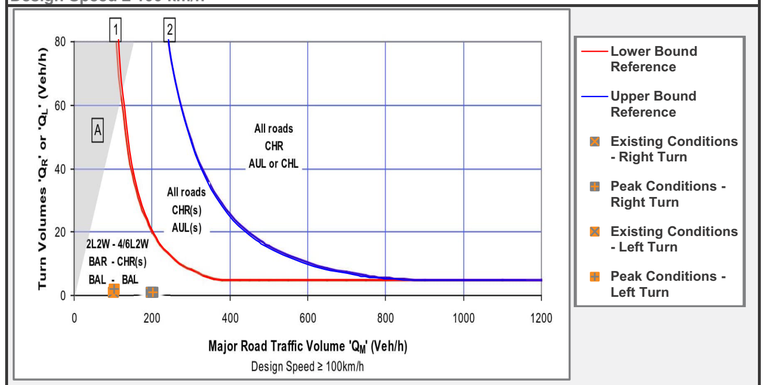
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	196	1
Left	95	1
With Development Traffic		
Right	201	1
Left	97	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	4B

Time Period	PM

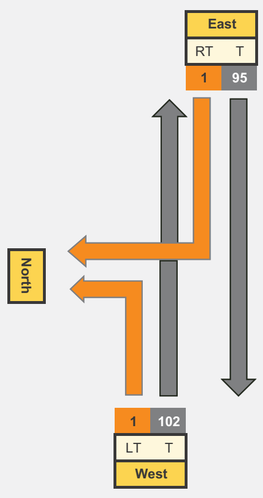
Intersection ID	X53
Intersection Name	Leichhardt Highway/Hunt Street

Speed	100			
Existing Treatment	L	AUL	R	CHR

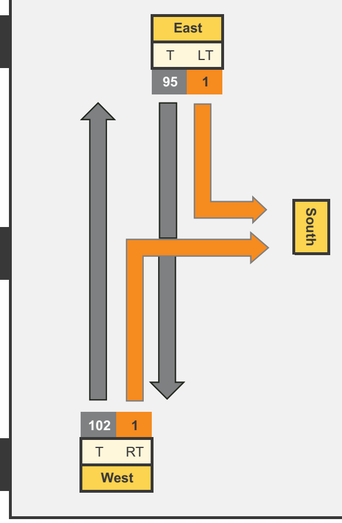
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 2: 2

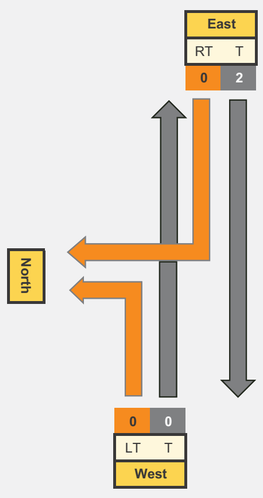
Peak Impact Year - Without Development Traffic



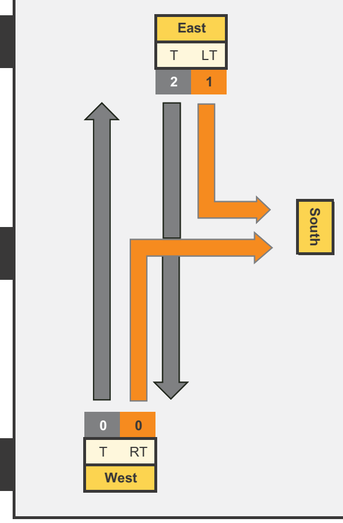
Peak Impact Year - Without Development Traffic



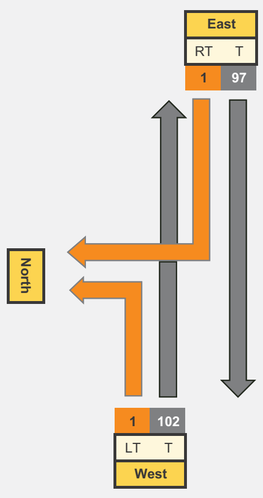
Peak Impact Year - Development Traffic



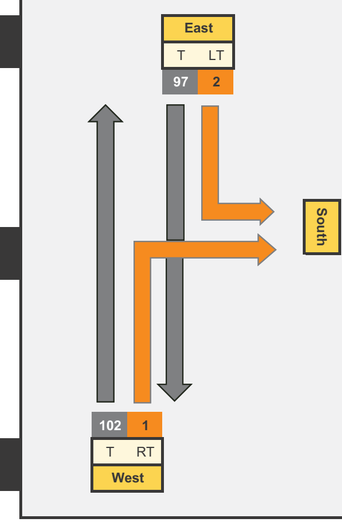
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	198	1
Left	102	1
With Development Traffic		
Right	200	1
Left	102	1

Graph Terminolgy

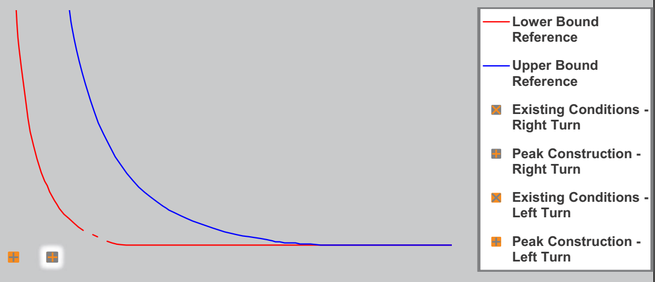
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

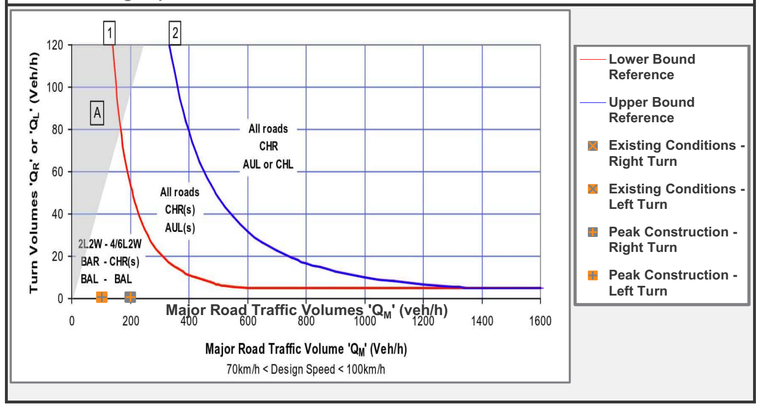
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	198	1
Left	102	1
With Development Traffic		
Right	200	1
Left	102	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	198	1
Left	95	1
With Development Traffic		
Right	201	1
Left	97	2

Graph Terminolgy

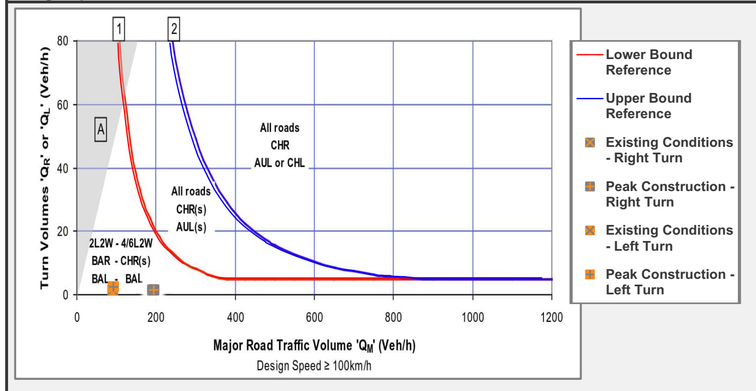
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	198	1
Left	95	1
With Development Traffic		
Right	201	1
Left	97	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

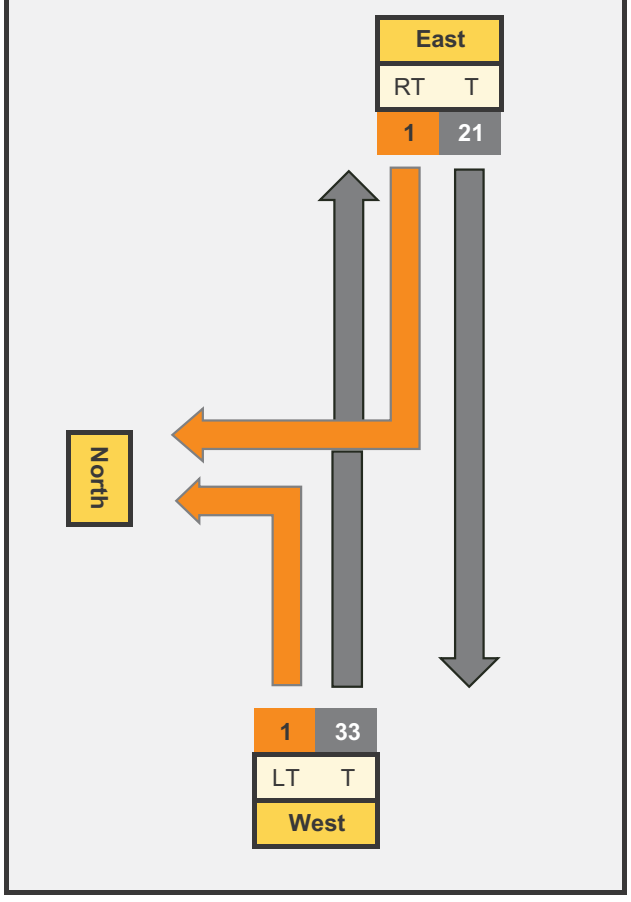
Intersection ID	X54
Intersection Name	Millmerran Inglewood Road / Blackwell Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

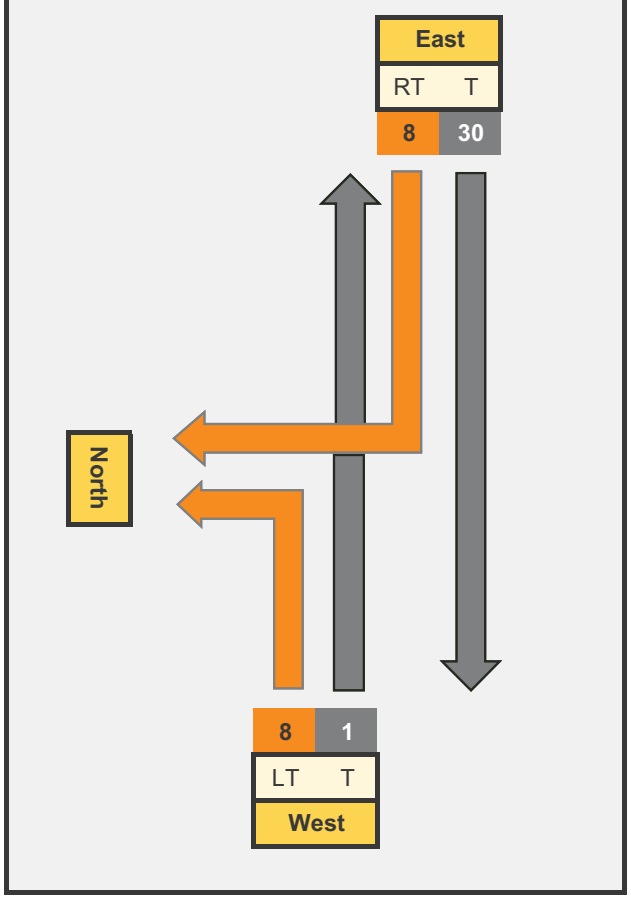
Peak Impact Month	Apr-27
Peak Impact Year	2027

Scenario 1: 1

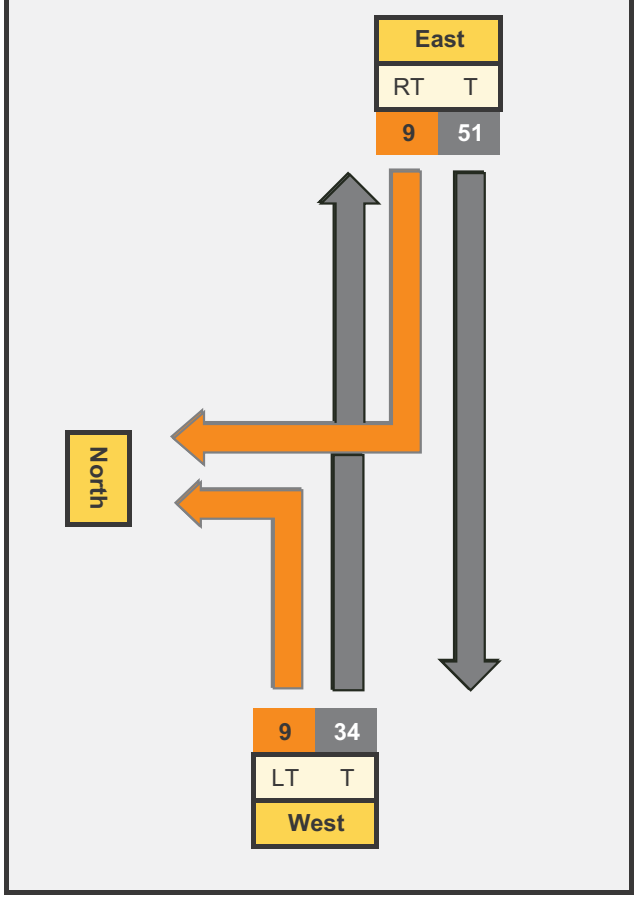
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	55	1
Left	33	1
With Development Traffic		
Right	94	9
Left	34	9

Graph Terminolgy

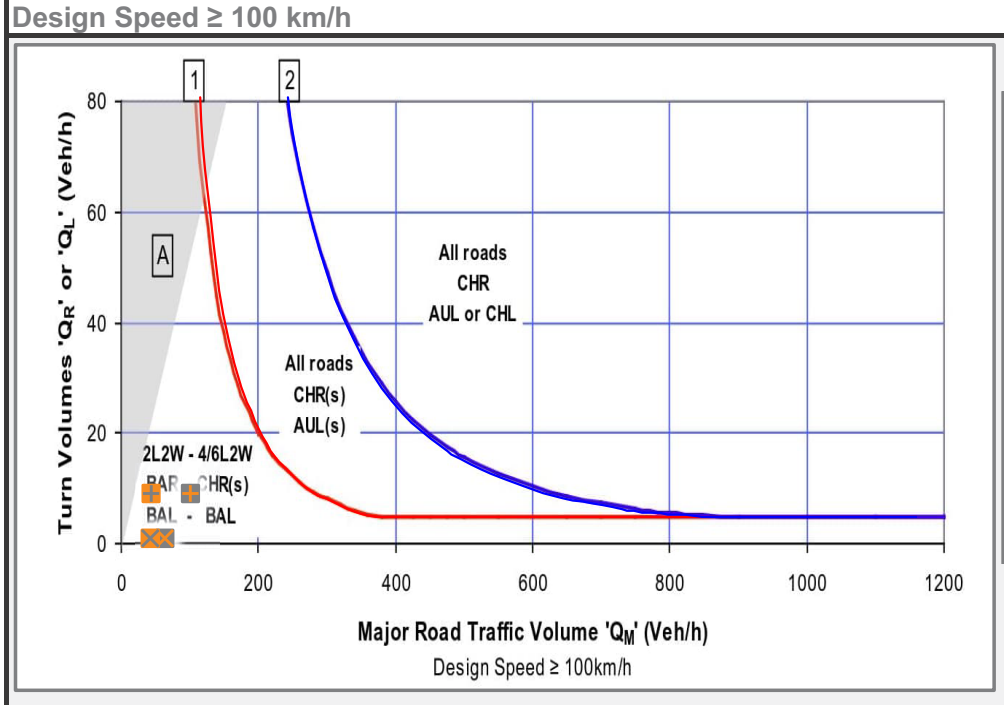
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	55	1
Left	33	1
With Development Traffic		
Right	94	9
Left	34	9

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

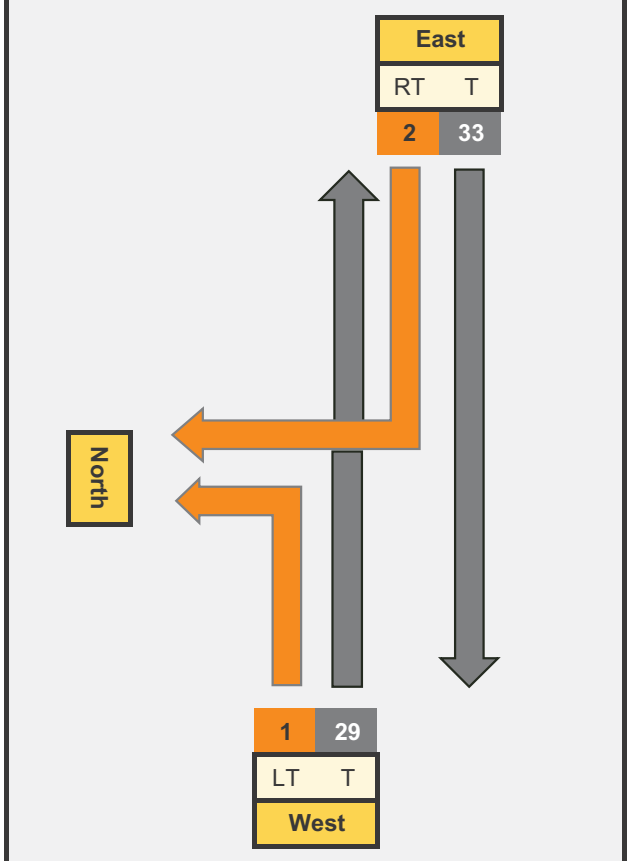
Intersection ID	X54
Intersection Name	Millmerran Inglewood Road / Blackwell Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

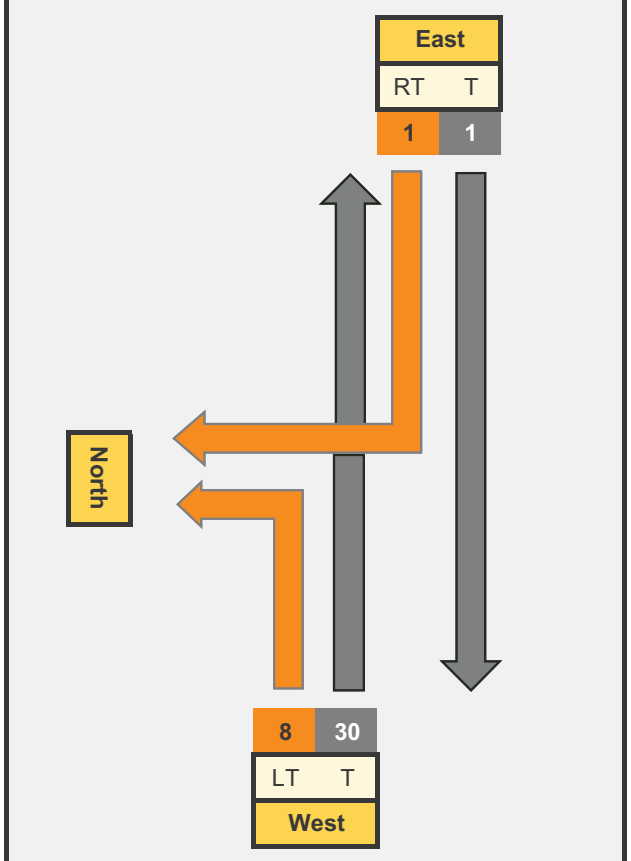
Peak Impact Month	Apr-27
Peak Impact Year	2027

Scenario 1: 1

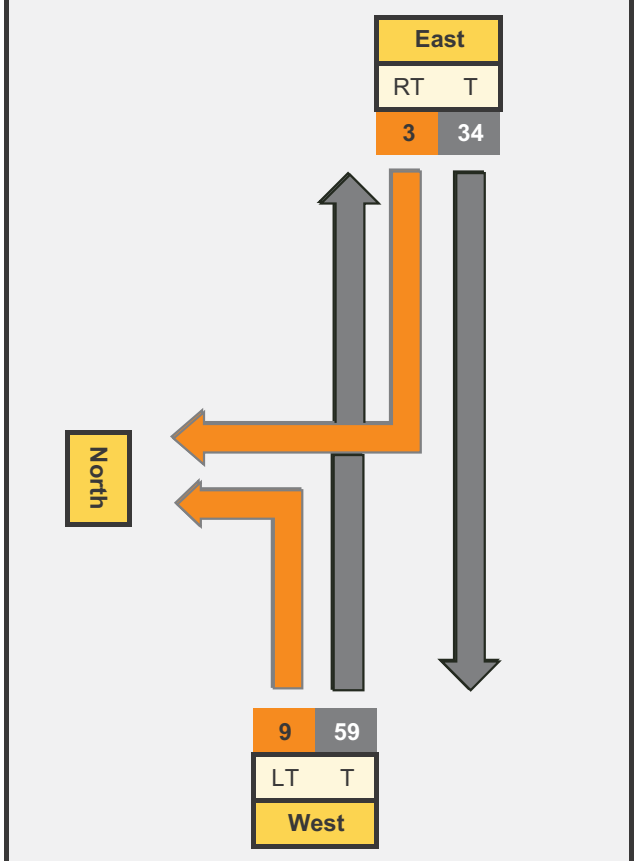
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	63	2
Left	29	1
With Development Traffic		
Right	102	3
Left	59	9

Graph Terminolgy

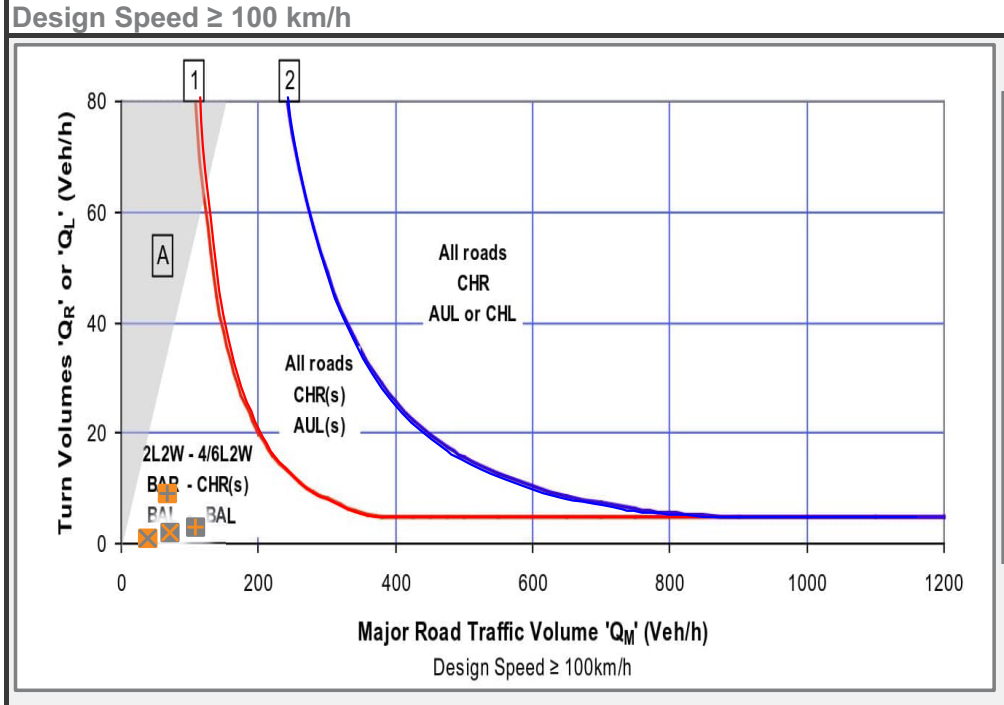
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	63	2
Left	29	1
With Development Traffic		
Right	102	3
Left	59	9

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

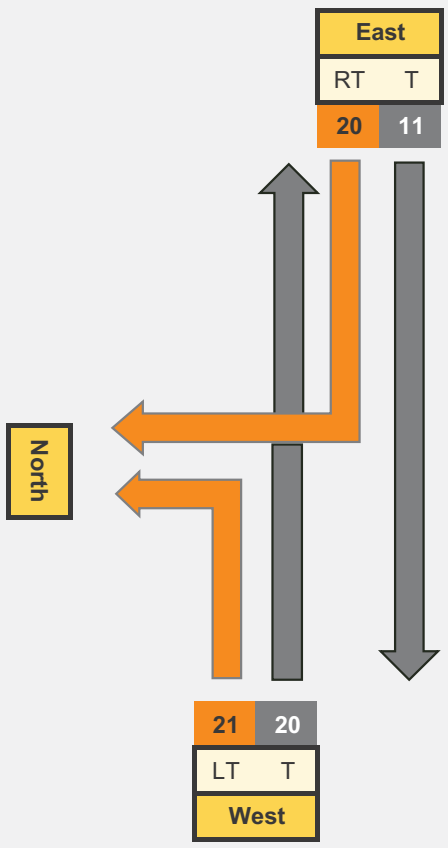
Intersection ID	X55
Intersection Name	Millmerran Inglewood Road / Campbell Street

Speed	60			
Existing Treatment	L	CHL	R	AUR

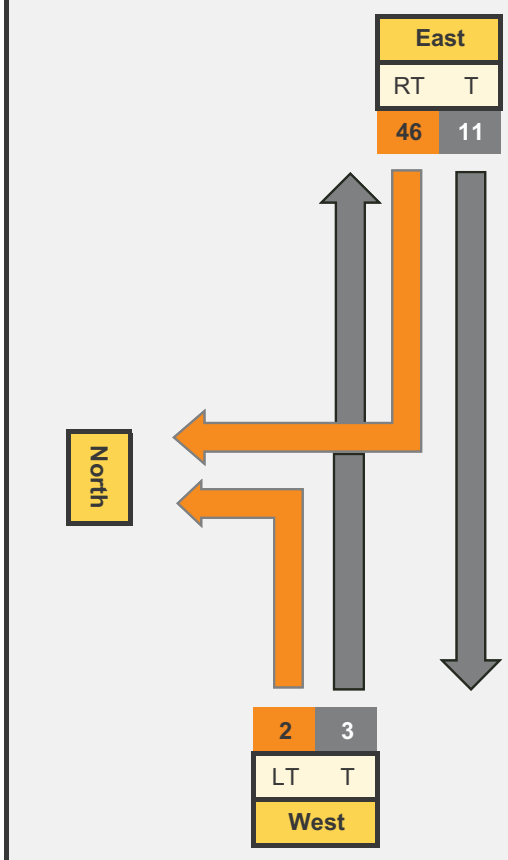
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

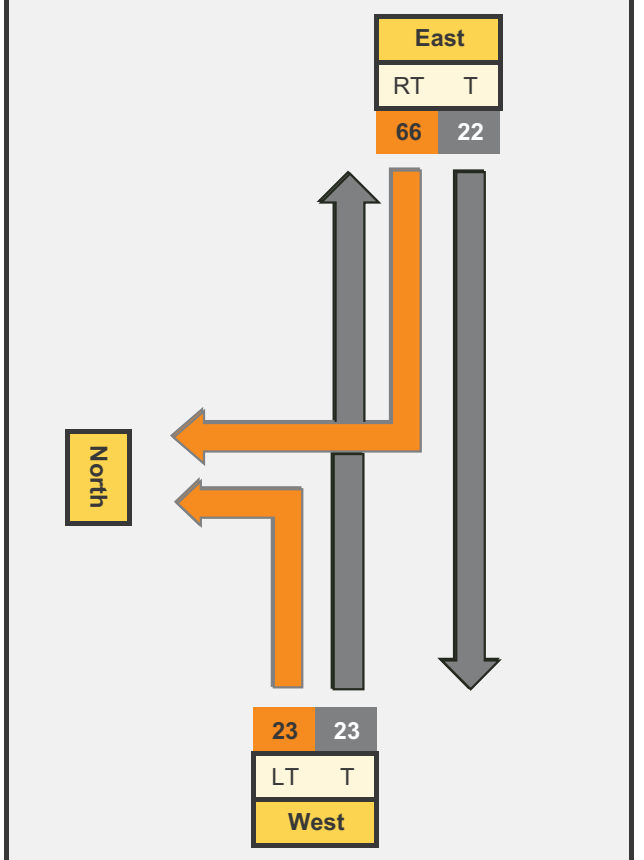
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	52	20
Left	20	21
With Development Traffic		
Right	68	66
Left	23	23

Graph Terminolgy

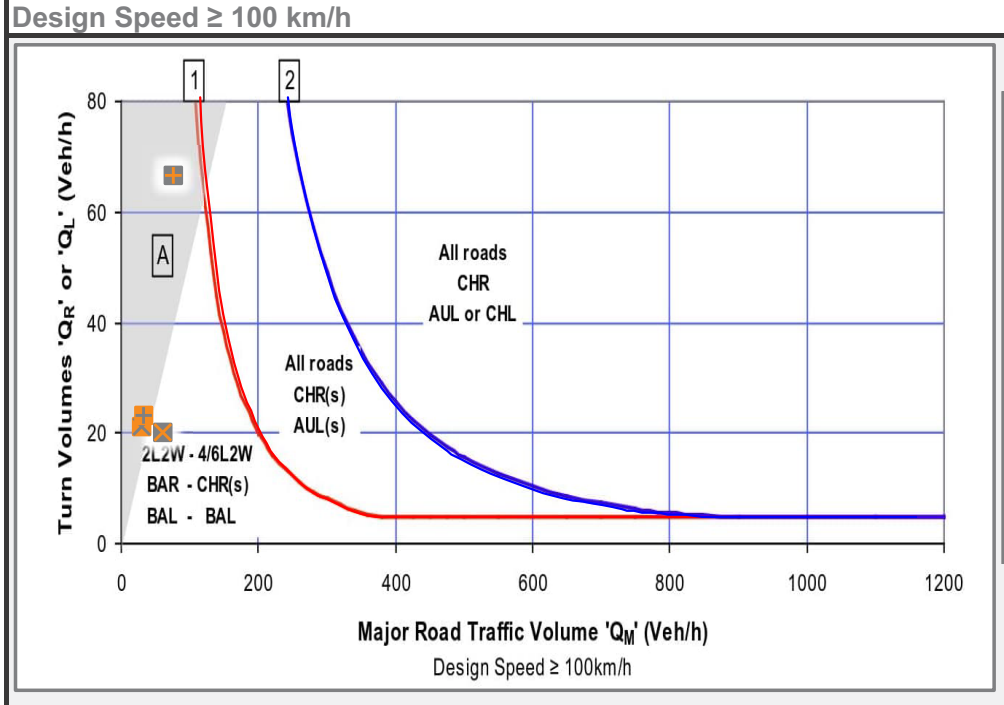
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	52	20
Left	20	21
With Development Traffic		
Right	68	66
Left	23	23

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

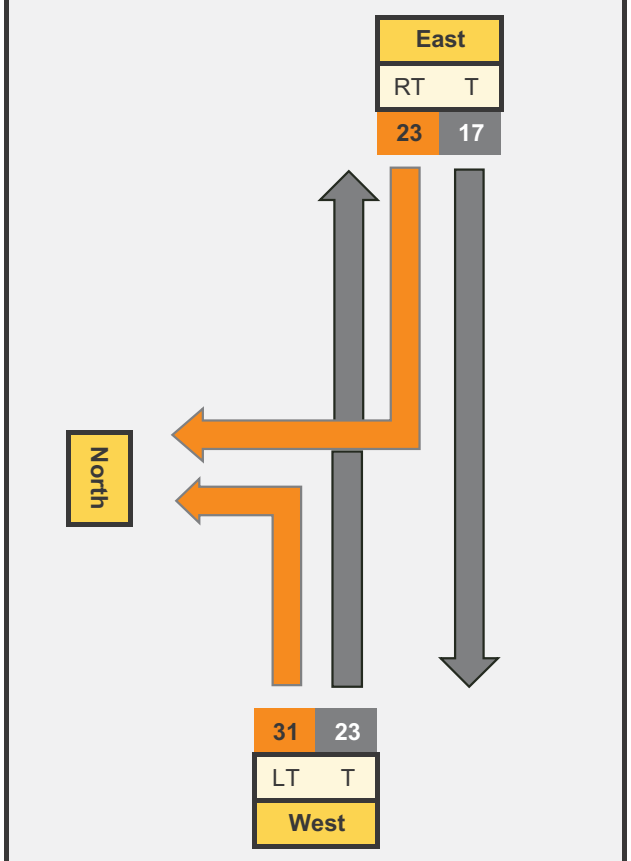
Intersection ID	X55
Intersection Name	Millmerran Inglewood Road / Campbell Street

Speed	60			
Existing Treatment	L	CHL	R	AUR

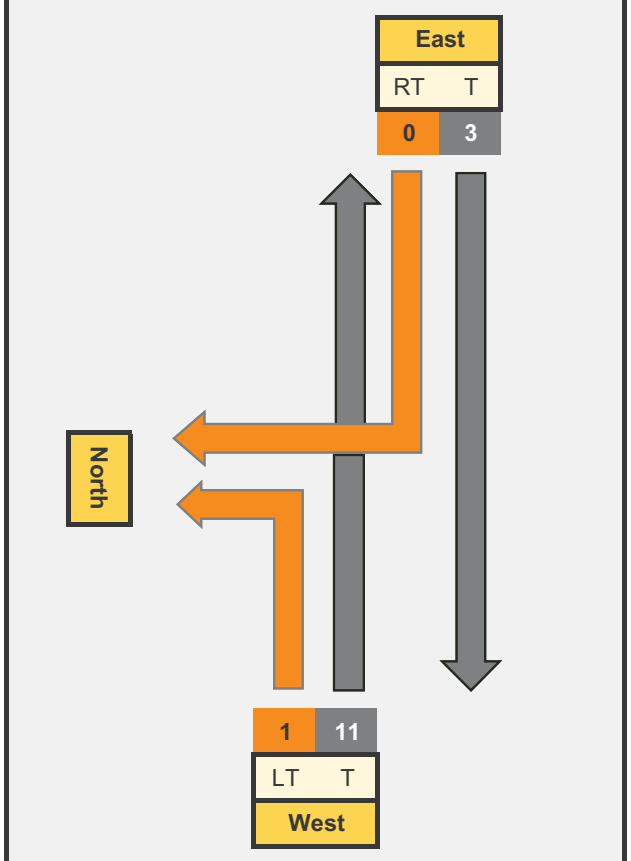
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

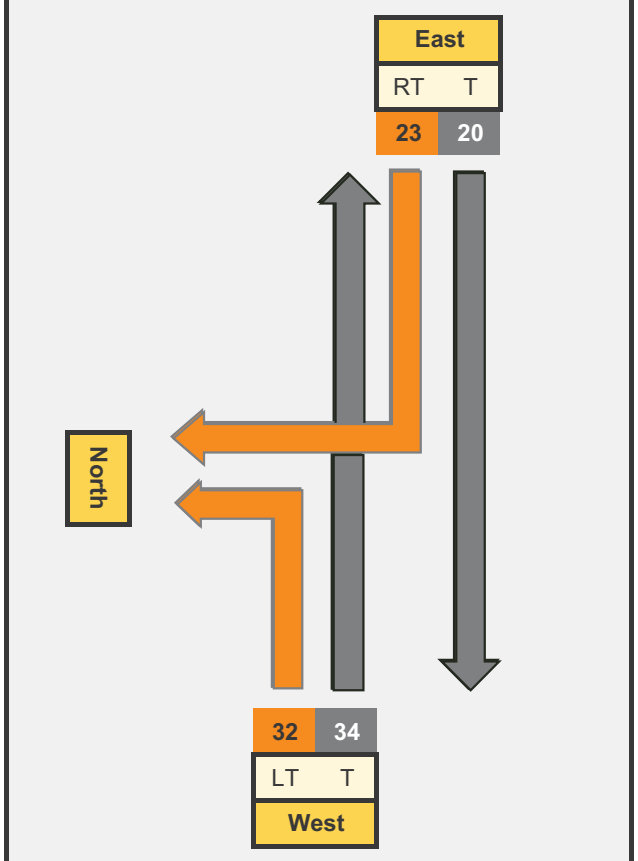
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	71	23
Left	23	31
With Development Traffic		
Right	86	23
Left	34	32

Graph Terminolgy

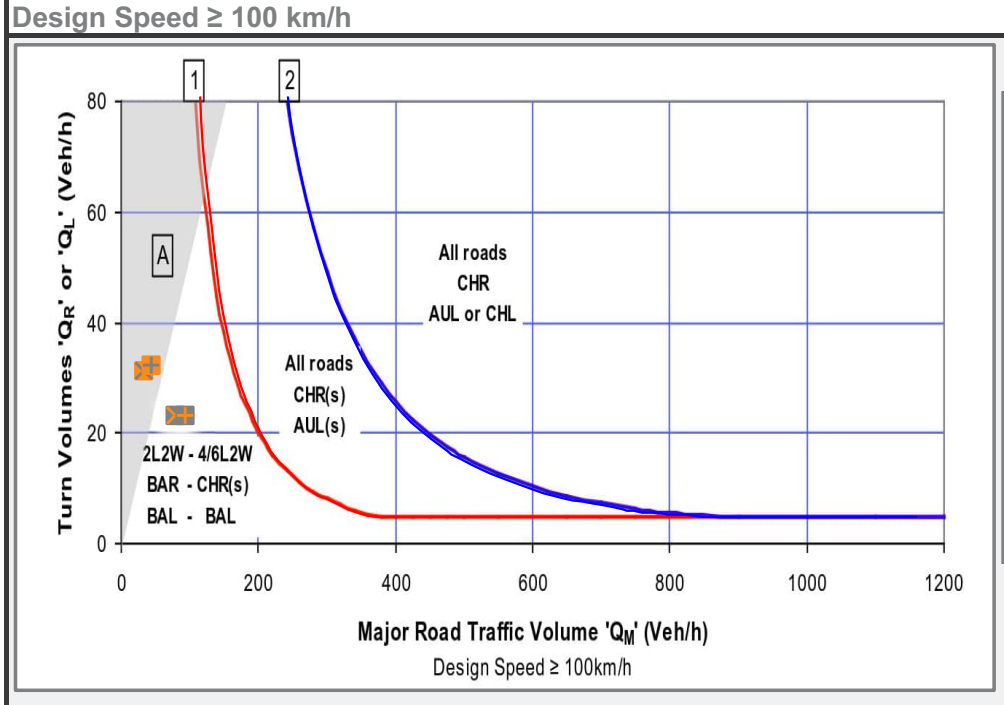
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	71	23
Left	23	31
With Development Traffic		
Right	86	23
Left	34	32

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

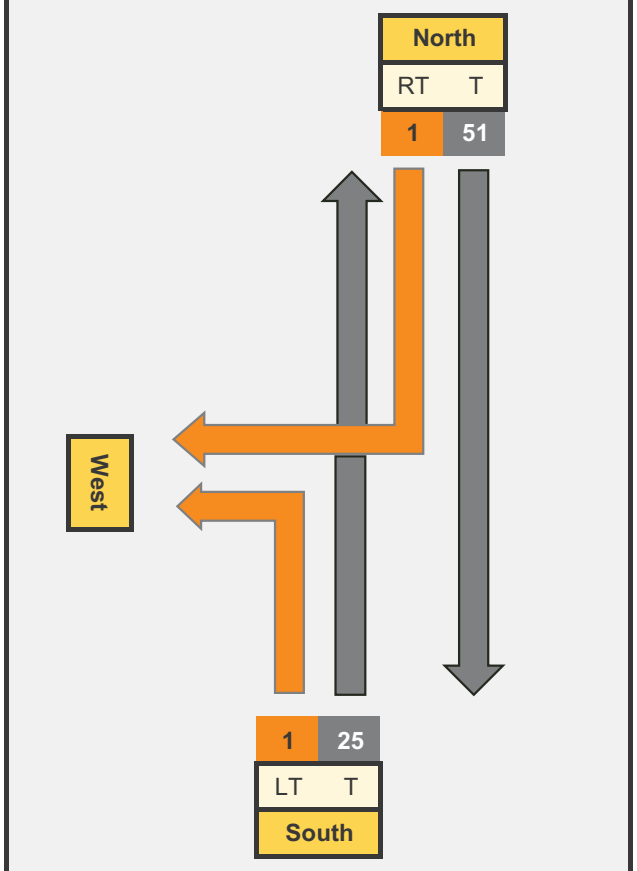
Intersection ID	X56
Intersection Name	Millmerran Inglewood Road / Commodore Peak Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

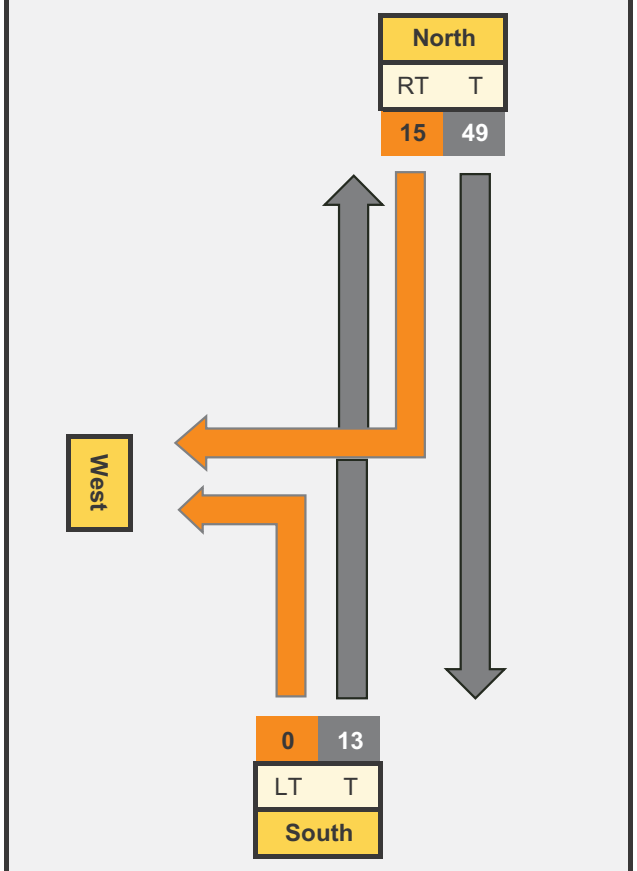
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 1: 1

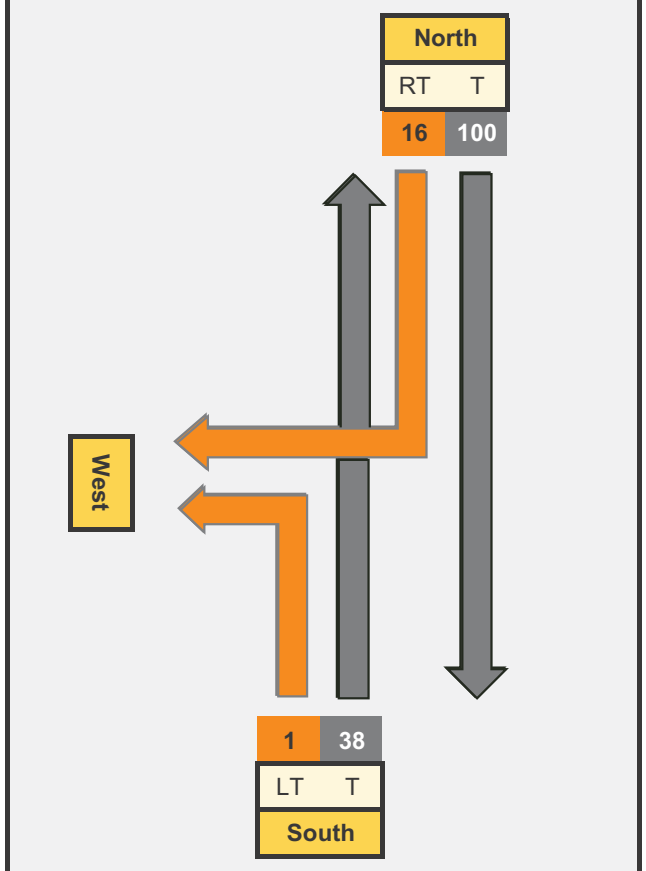
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	77	1
Left	25	1
With Development Traffic		
Right	139	16
Left	38	1

Graph Terminolgy

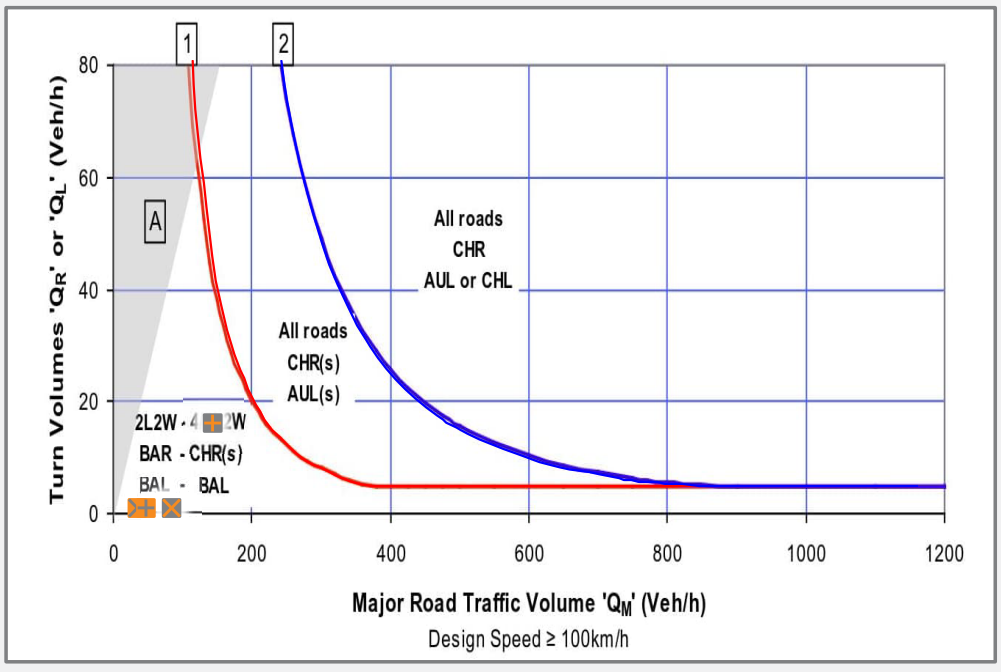
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	77	1
Left	25	1
With Development Traffic		
Right	139	16
Left	38	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

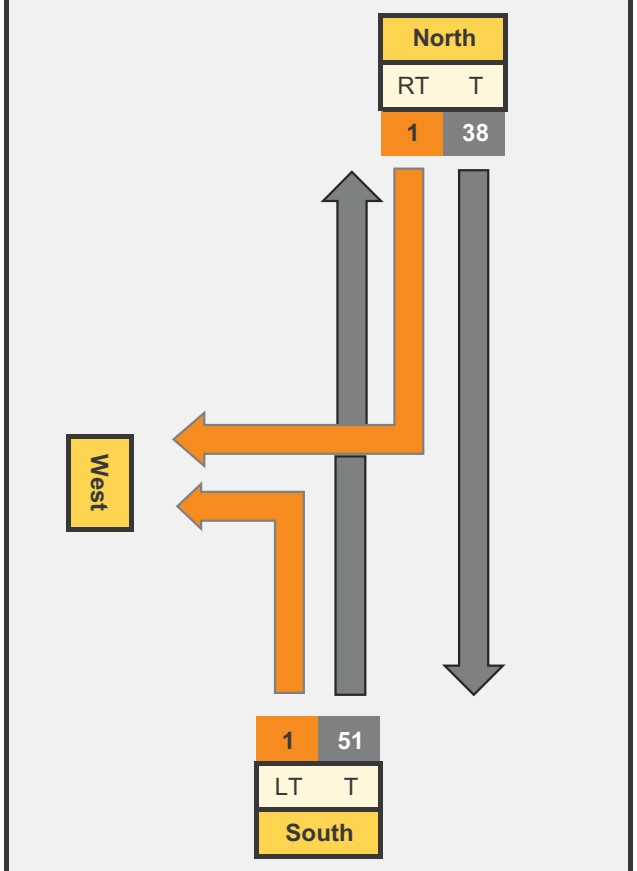
Intersection ID	X56
Intersection Name	Millmerran Inglewood Road / Commodore Peak Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

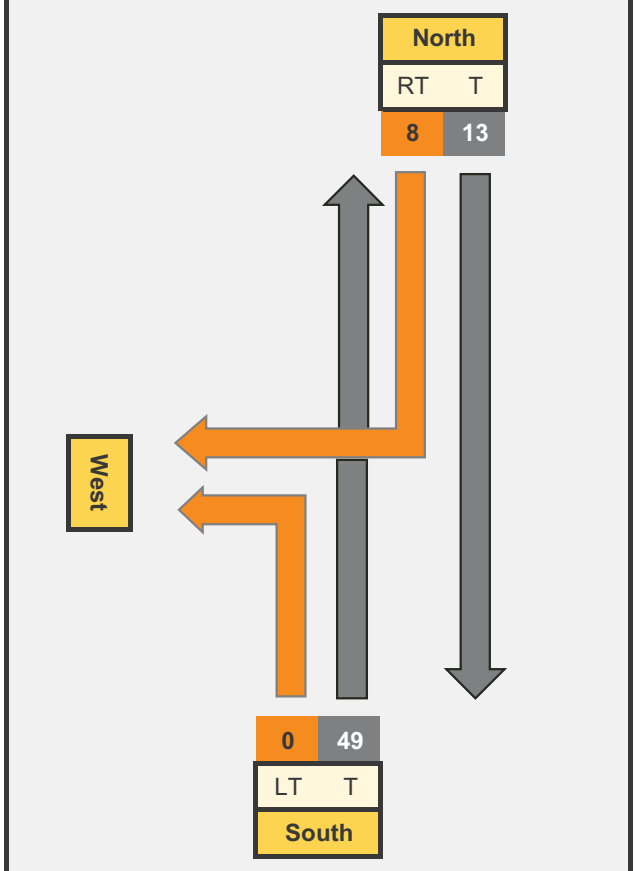
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 1: 1

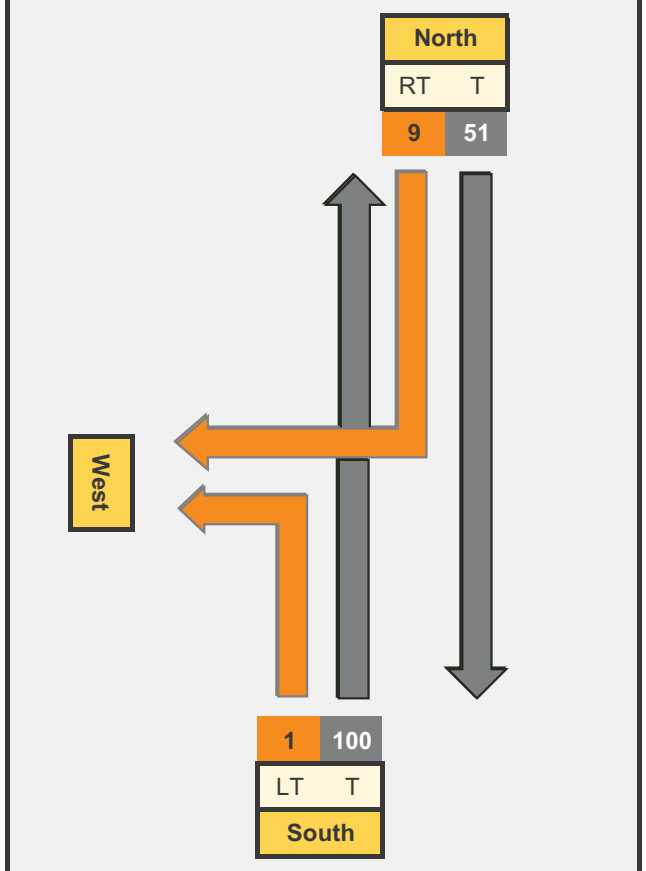
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



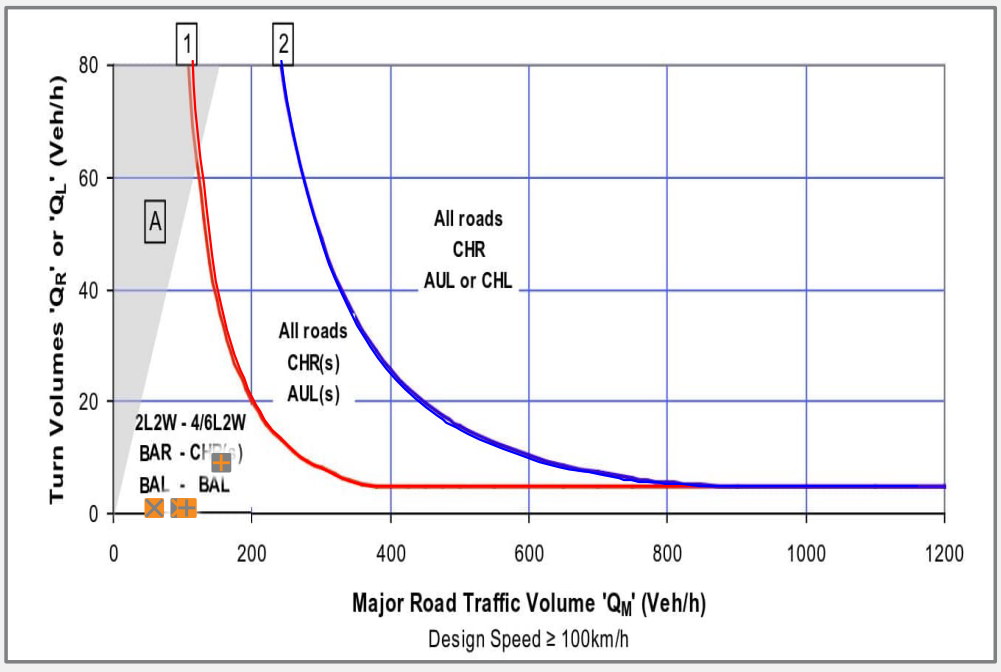
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	90	1
Left	51	1
With Development Traffic		
Right	152	9
Left	100	1

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	90	1
Left	51	1
With Development Traffic		
Right	152	9
Left	100	1

Intersection Code	3B

Time Period	AM

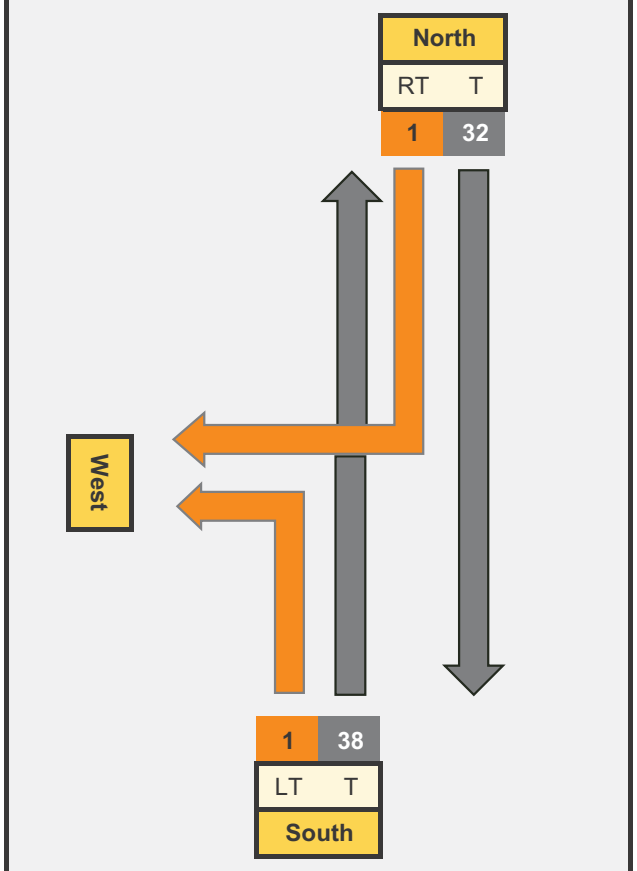
Intersection ID	X57
Intersection Name	Millmerran-Inglewood Road/Forestry Road

Speed	100			
Existing Treatment	L	-	R	-

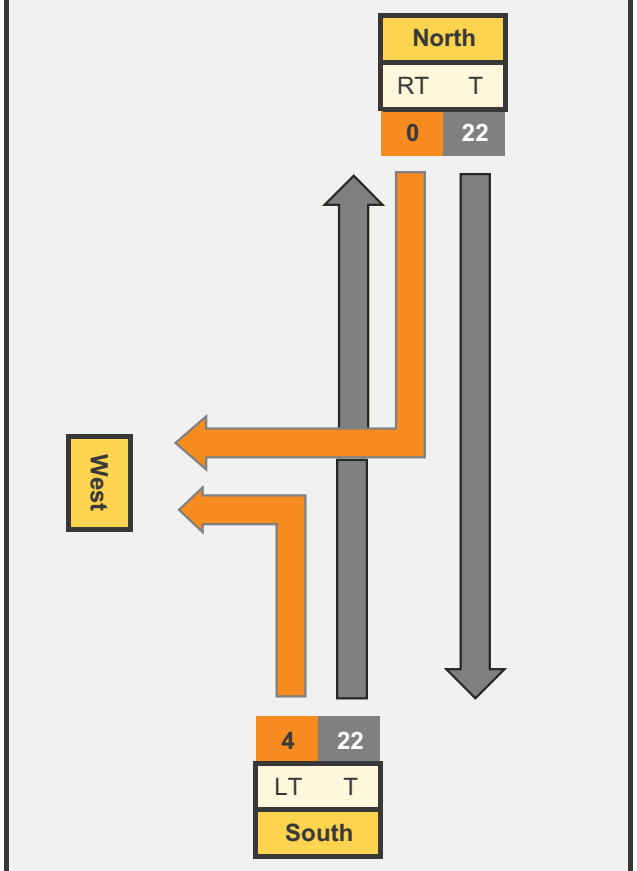
Peak Impact Month	Mar-25
Peak Impact Year	2025

Scenario 1: 1

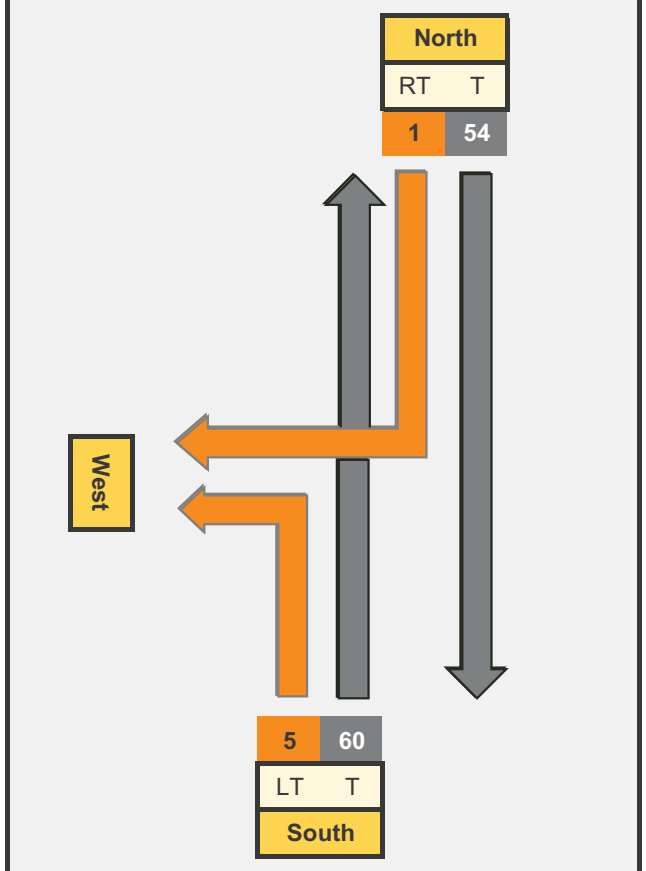
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	71	1
Left	38	1
With Development Traffic		
Right	119	1
Left	60	5

Graph Terminolgy

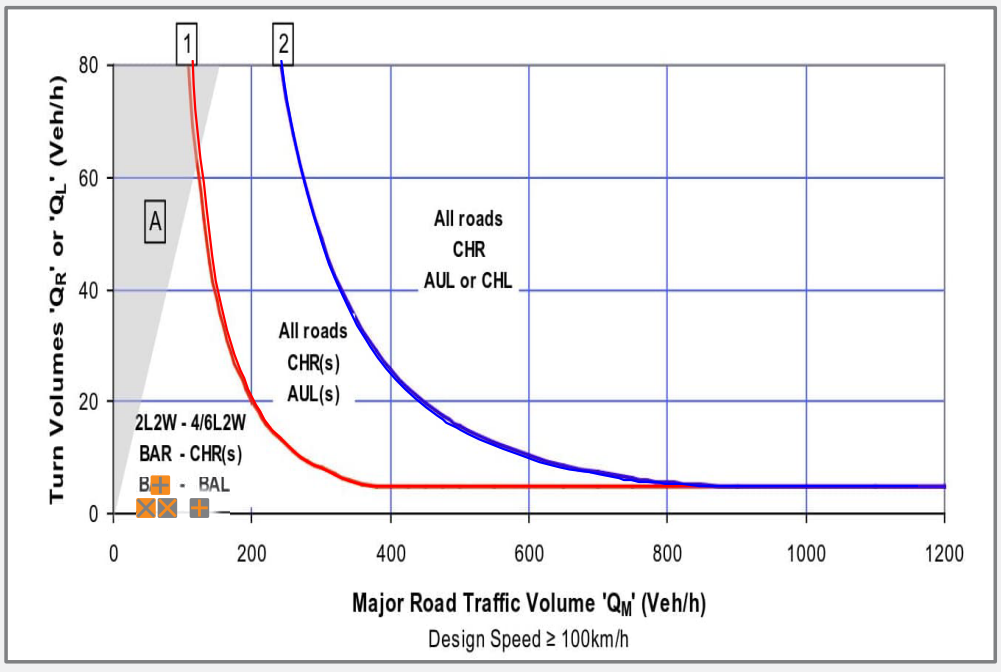
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	71	1
Left	38	1
With Development Traffic		
Right	119	1
Left	60	5

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

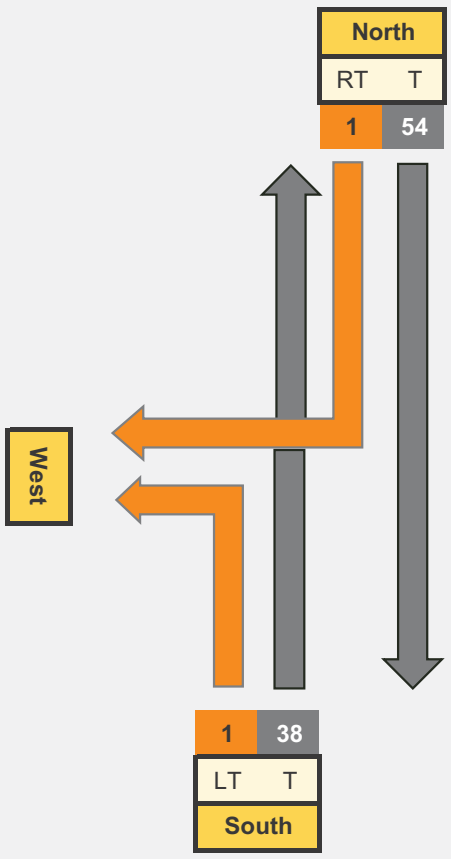
Intersection ID	X57
Intersection Name	Millmerran-Inglewood Road/Forestry Road

Speed	100			
Existing Treatment	L	-	R	-

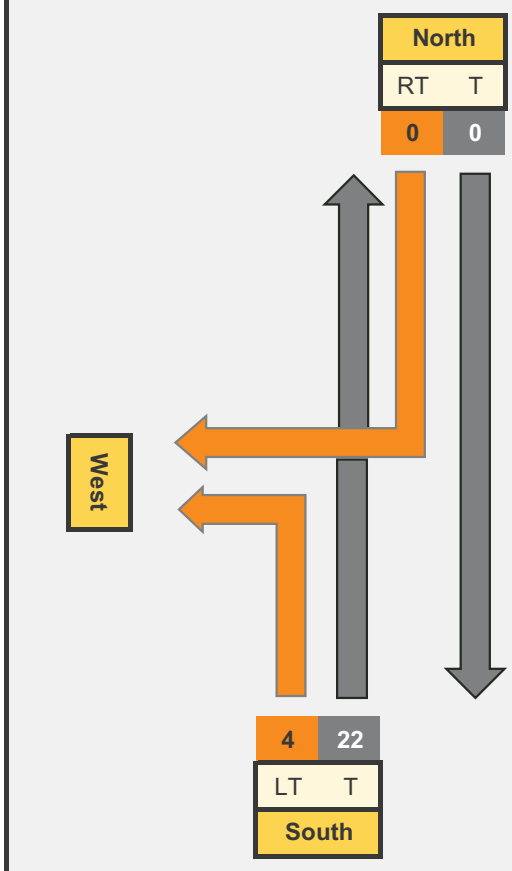
Peak Impact Month	Mar-25
Peak Impact Year	2025

Scenario 2: 2

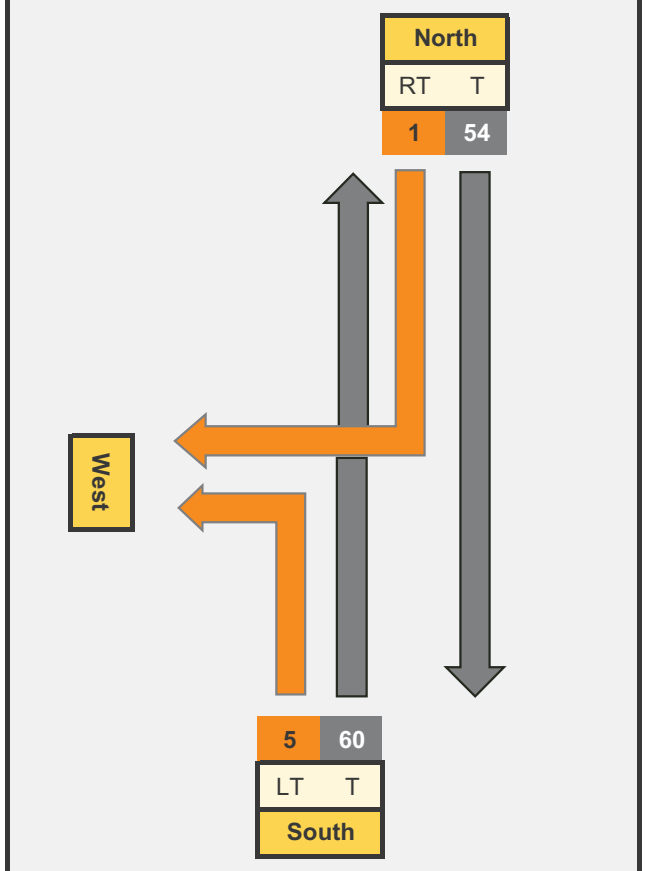
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	93	1
Left	38	1
With Development Traffic		
Right	119	1
Left	60	5

Graph Terminolgy

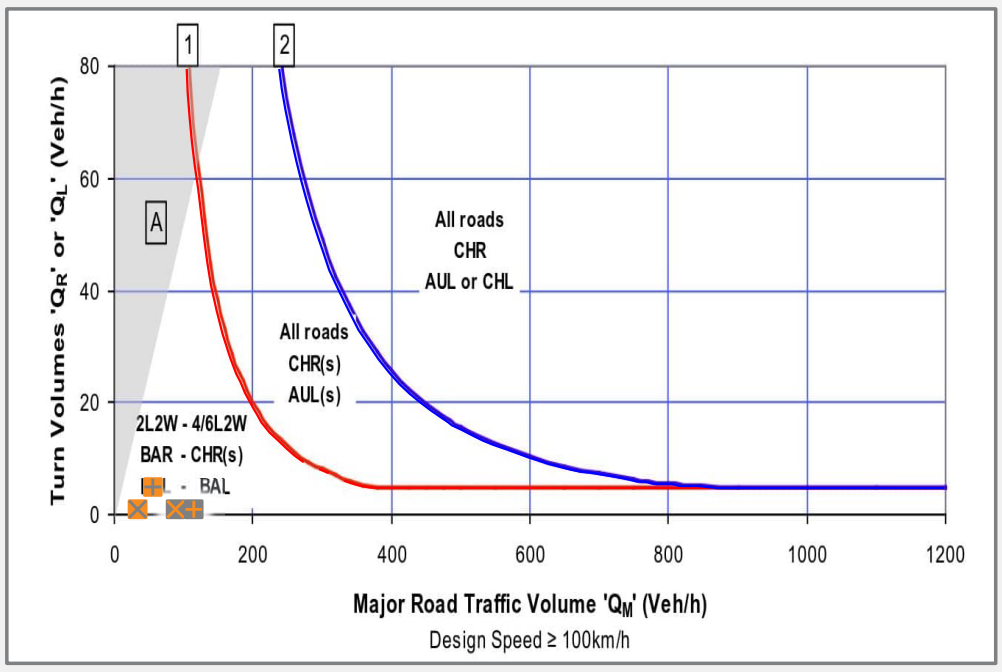
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	93	1
Left	38	1
With Development Traffic		
Right	119	1
Left	60	5

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

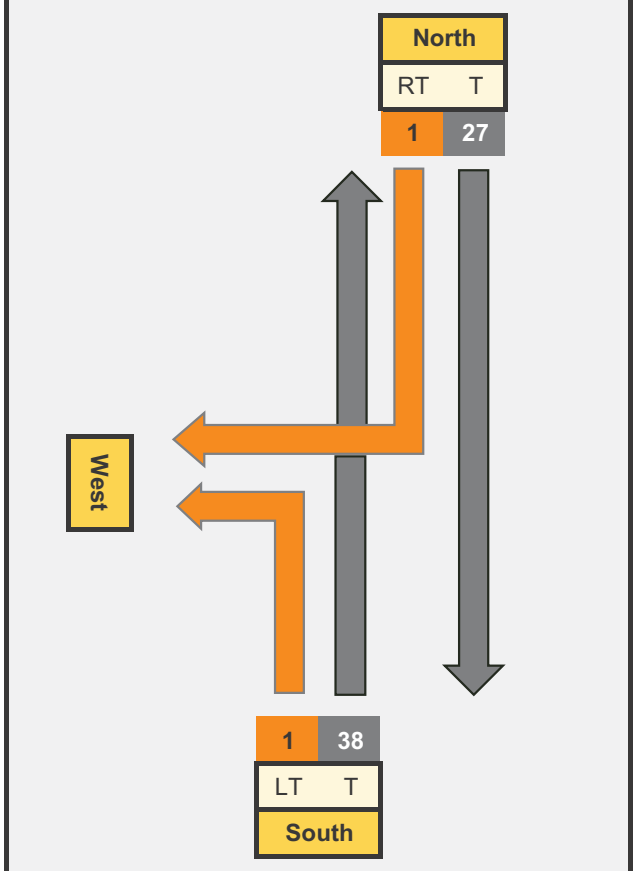
Intersection ID	X57
Intersection Name	Millmerran-Inglewood Road/Forestry Road

Speed	100			
Existing Treatment	L	-	R	-

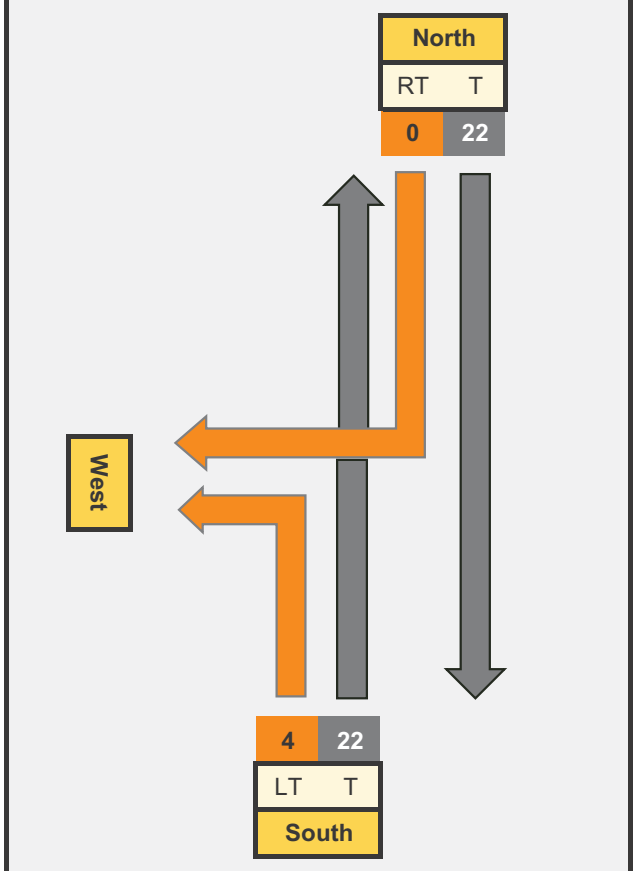
Peak Impact Month	Mar-25
Peak Impact Year	2025

Scenario 1: 1

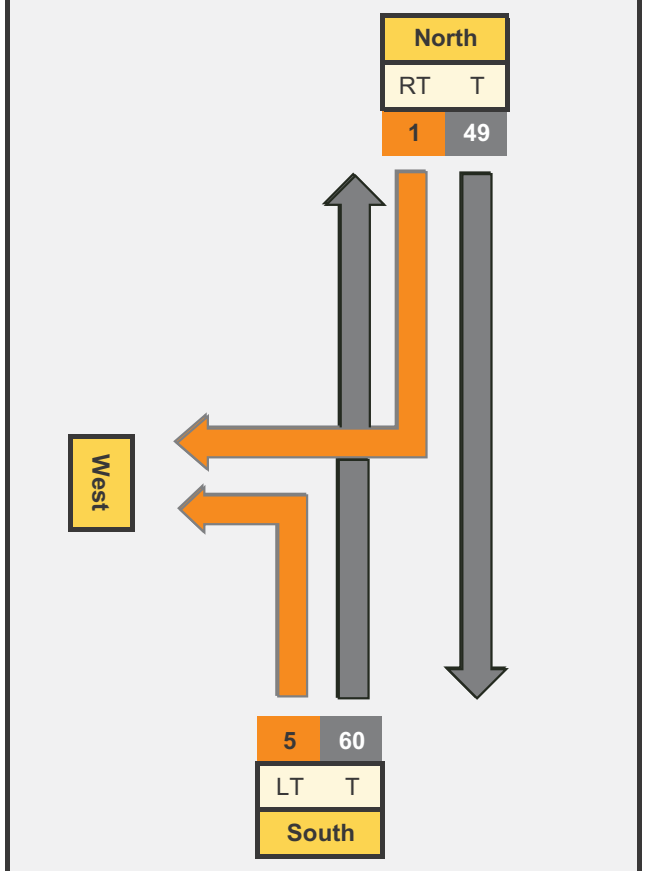
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	66	1
Left	38	1
With Development Traffic		
Right	114	1
Left	60	5

Graph Terminolgy

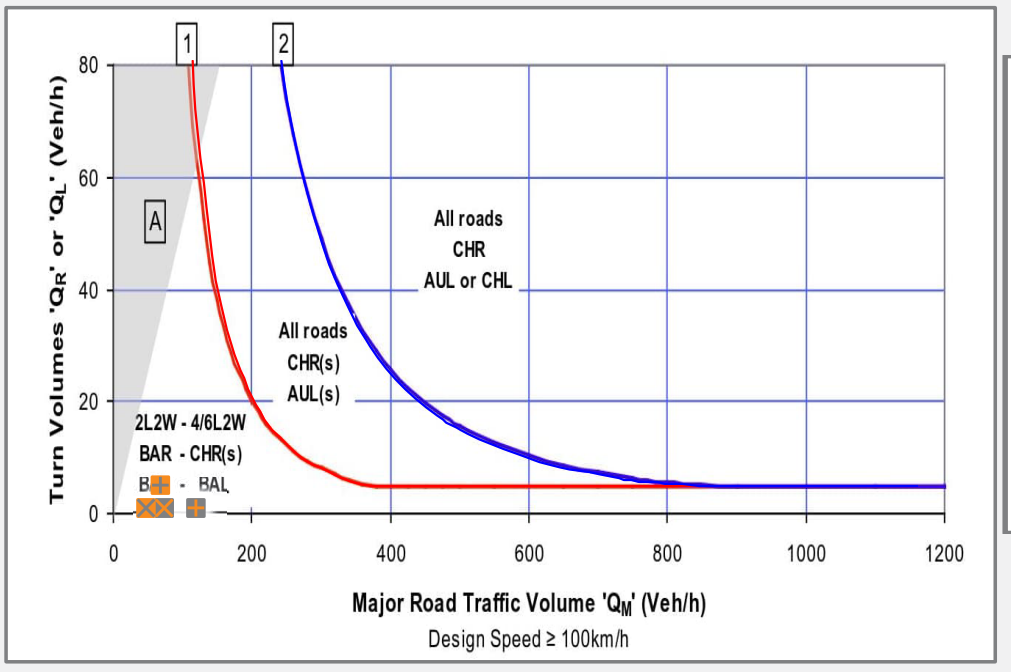
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	66	1
Left	38	1
With Development Traffic		
Right	114	1
Left	60	5

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

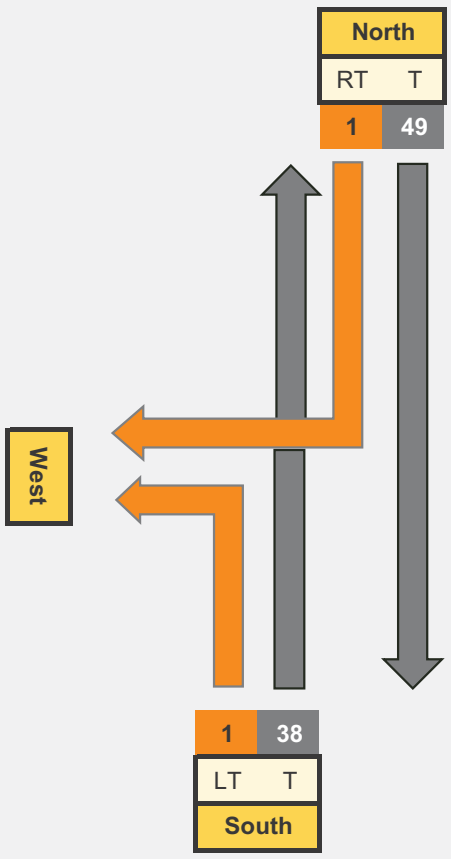
Intersection ID	X57
Intersection Name	Millmerran-Inglewood Road/Forestry Road

Speed	100			
Existing Treatment	L	-	R	-

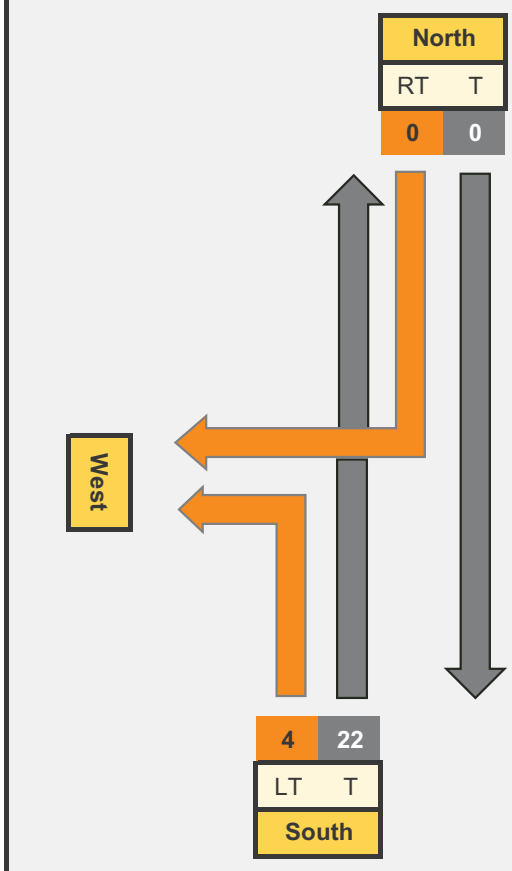
Peak Impact Month	Mar-25
Peak Impact Year	2025

Scenario 2: 2

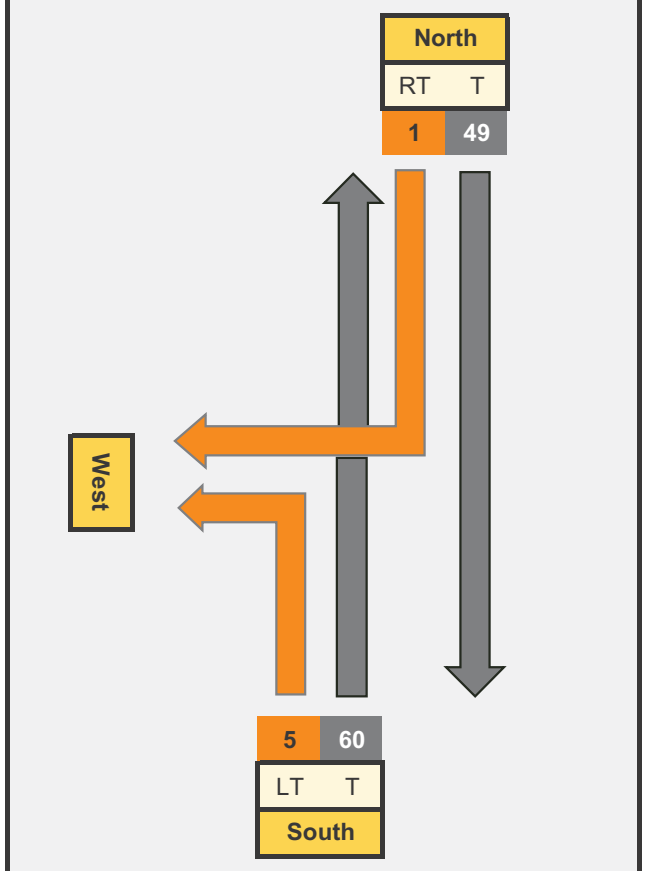
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	88	1
Left	38	1
With Development Traffic		
Right	114	1
Left	60	5

Graph Terminolgy

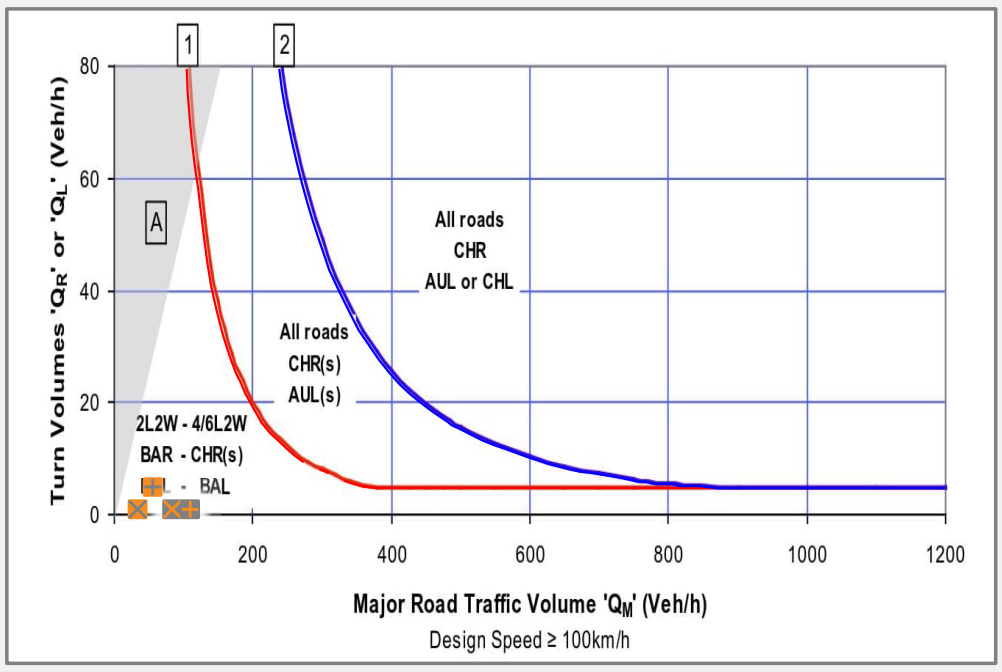
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	88	1
Left	38	1
With Development Traffic		
Right	114	1
Left	60	5

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

Time Period	AM

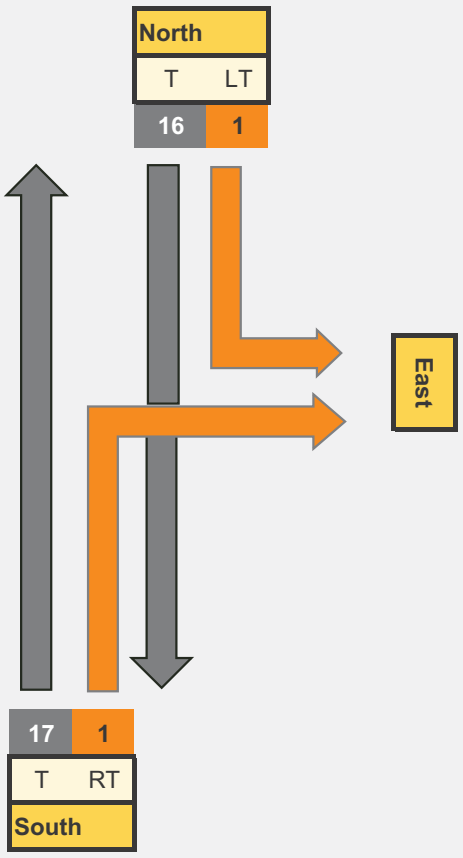
Intersection ID	X58
Intersection Name	Millmerran-Inglewood Road/Grays Road

Speed	100			
Existing Treatment	L	BAL	R	-

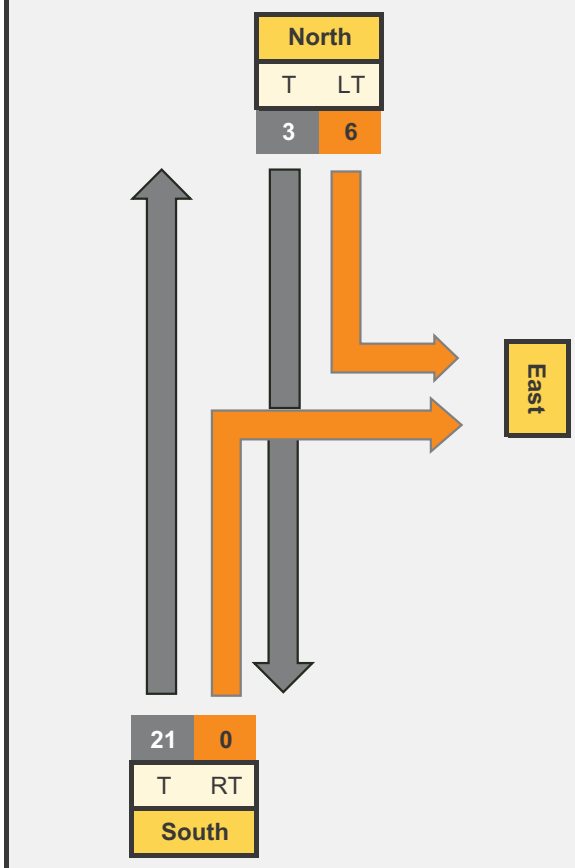
Peak Impact Month	Jun-25
Peak Impact Year	2025

Scenario 1: 1

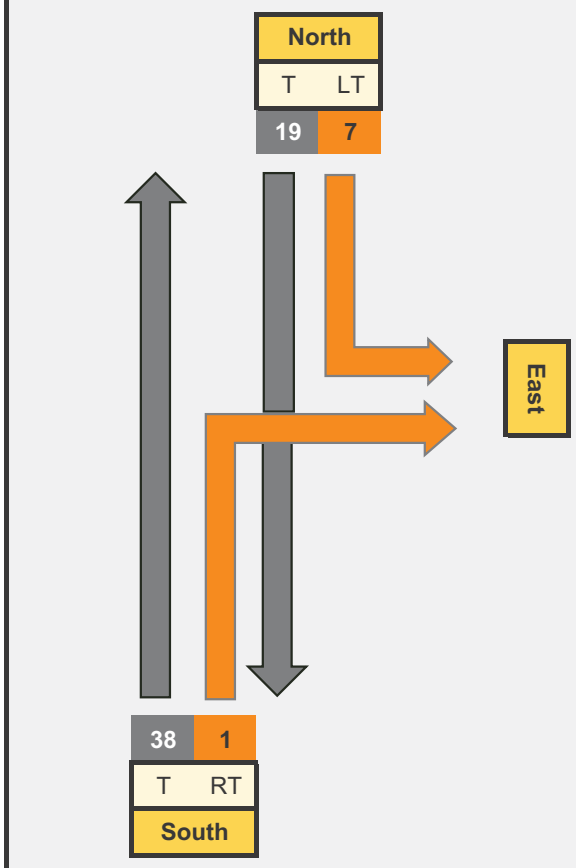
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	34	1
Left	16	1
With Development Traffic		
Right	64	1
Left	19	7

Graph Terminolgy

Legend

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

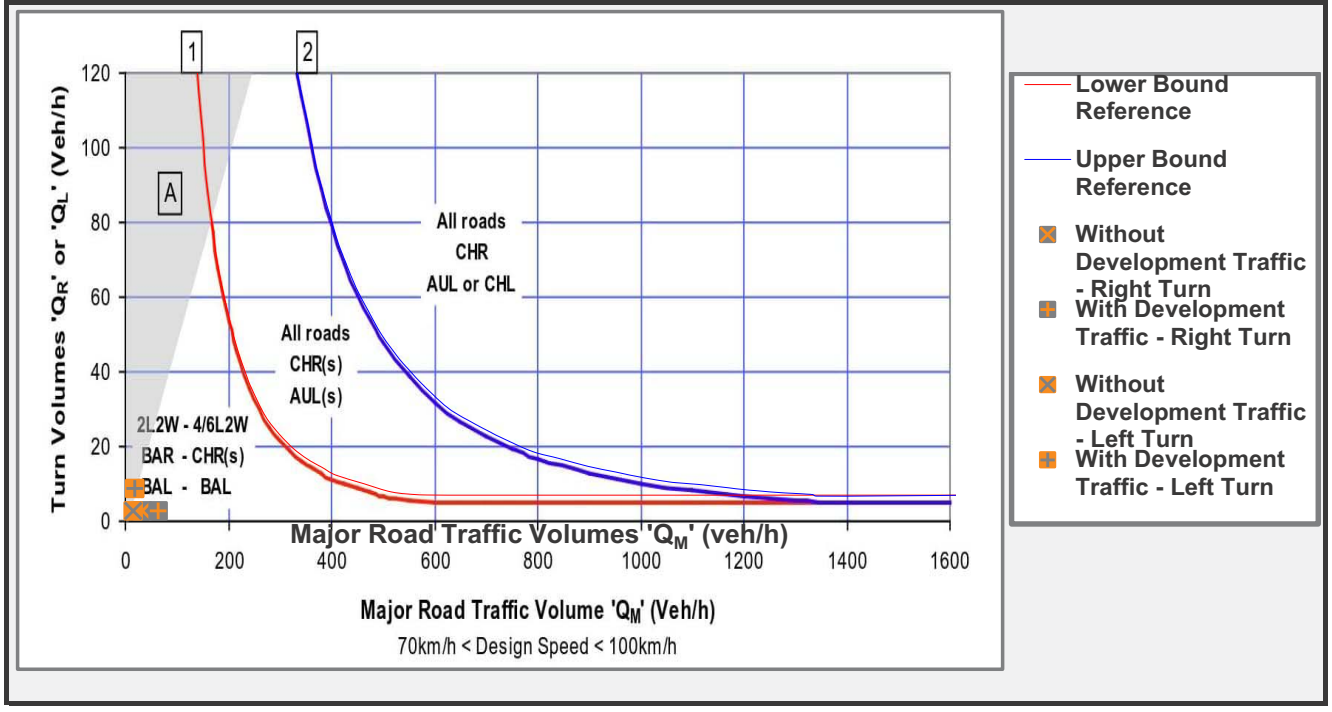
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	34	1
Left	16	1
With Development Traffic		
Right	64	1
Left	19	7

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

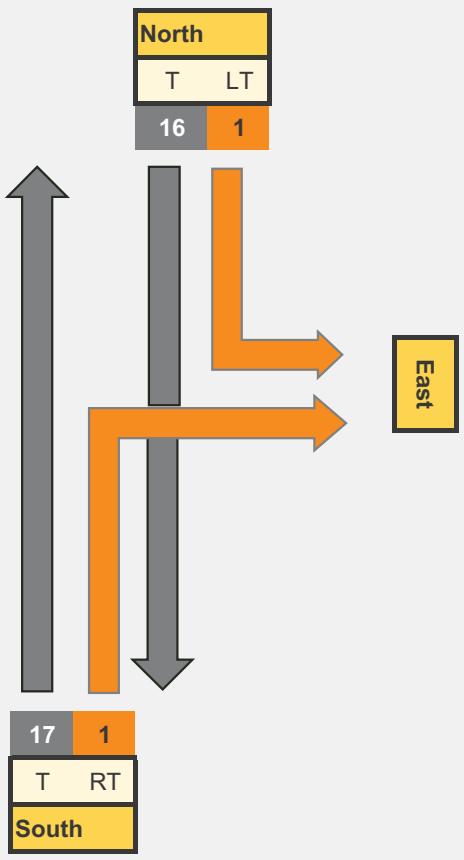
Intersection ID	X58
Intersection Name	Millmerran-Inglewood Road/Grays Road

Speed	100			
Existing Treatment	L	BAL	R	-

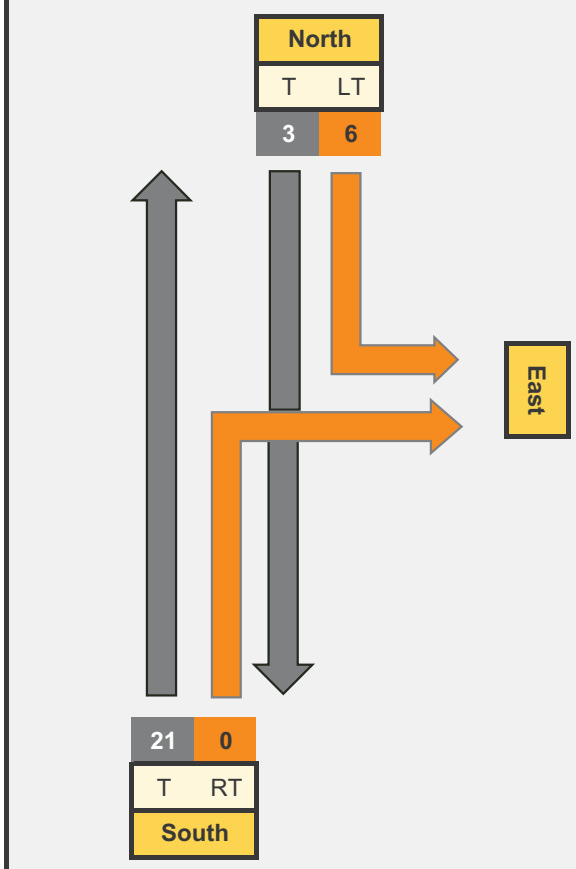
Peak Impact Month	Jun-25
Peak Impact Year	2025

Scenario 2: 2

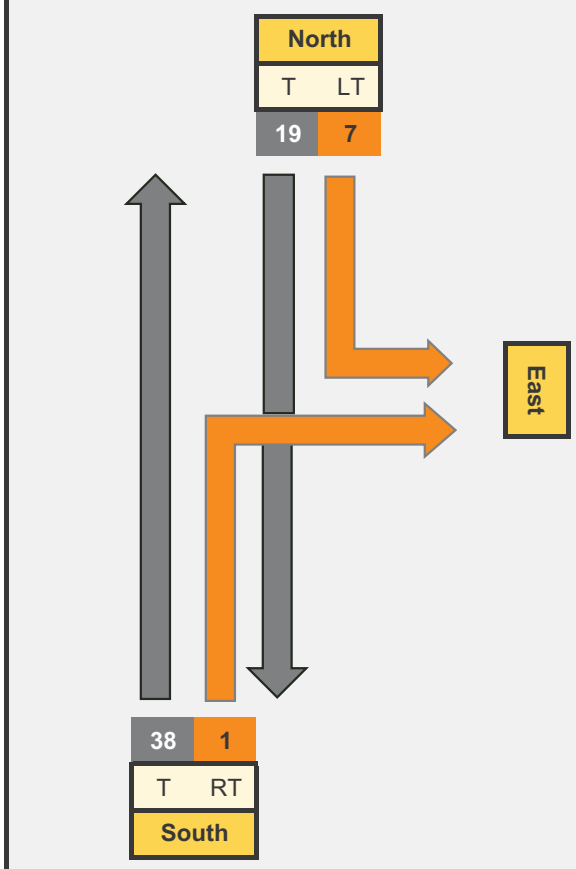
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	34	1
Left	16	1
With Development Traffic		
Right	64	1
Left	19	7

Graph Terminolgy

Legend

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

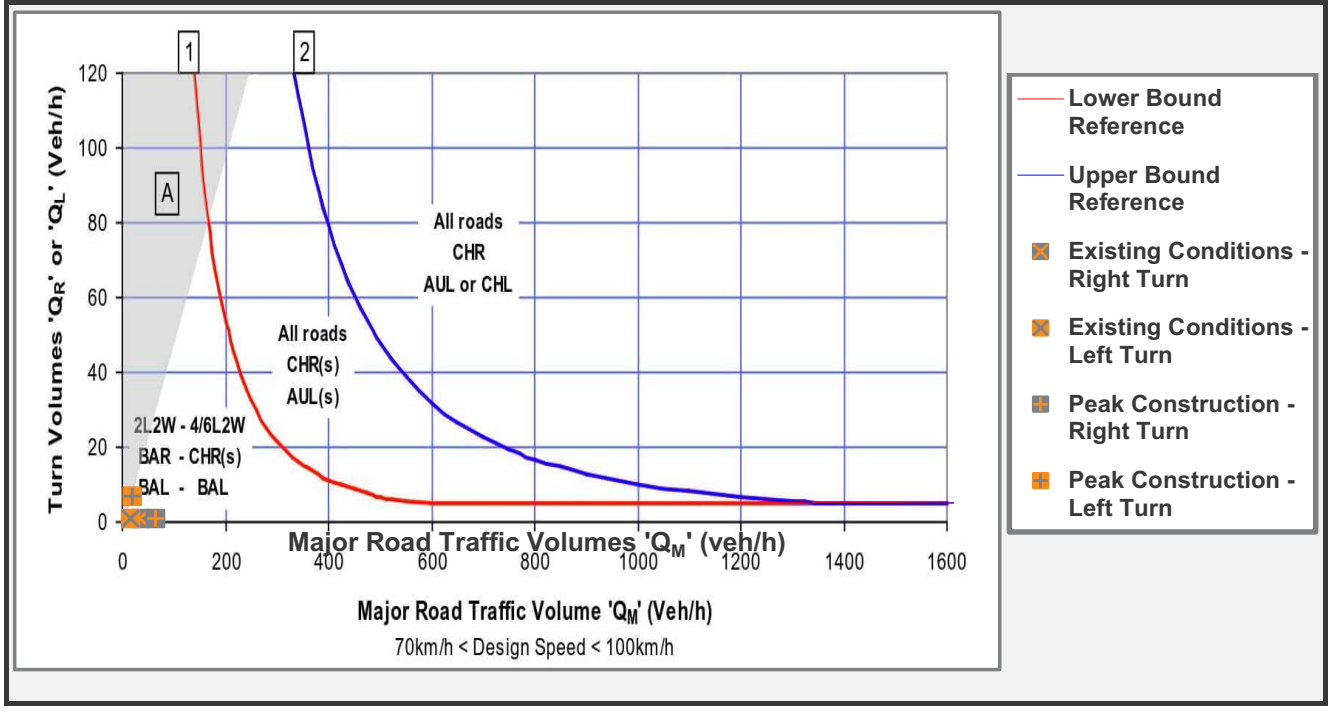
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	34	1
Left	16	1
With Development Traffic		
Right	64	1
Left	19	7

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

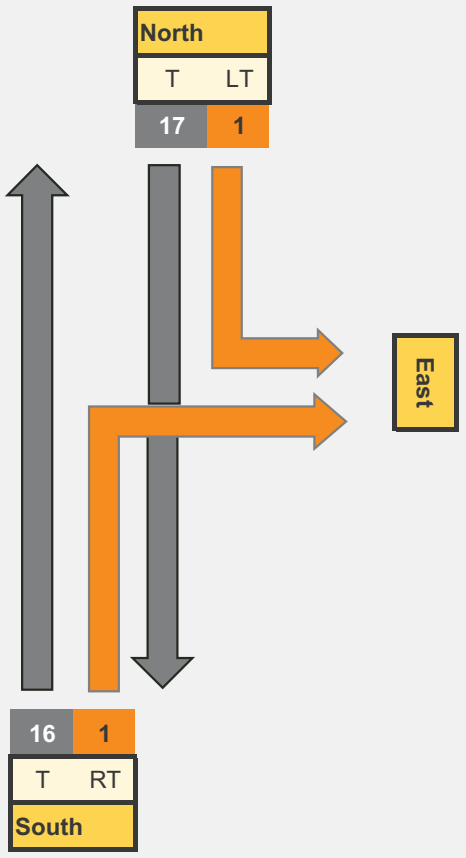
Intersection ID	X58
Intersection Name	Millmerran-Inglewood Road/Grays Road

Speed	100			
Existing Treatment	L	BAL	R	-

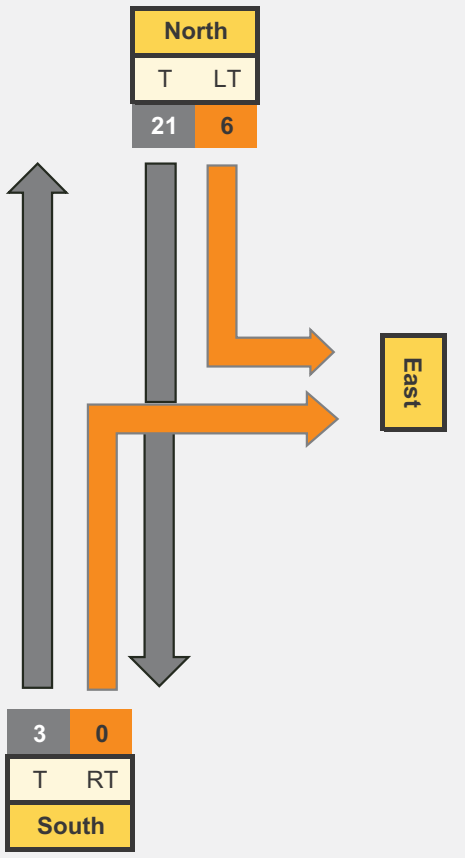
Peak Impact Month	Jun-25
Peak Impact Year	2025

Scenario 1: 1

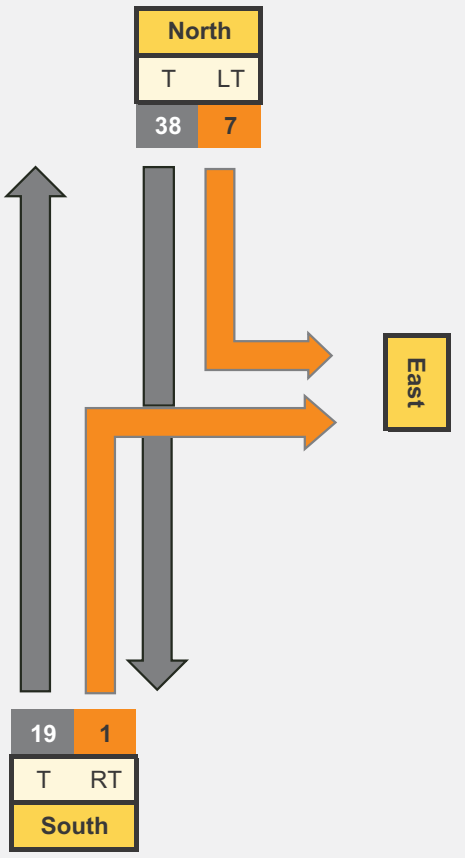
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	34	1
Left	17	1
With Development Traffic		
Right	64	1
Left	38	7

Graph Terminolgy

Legend

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

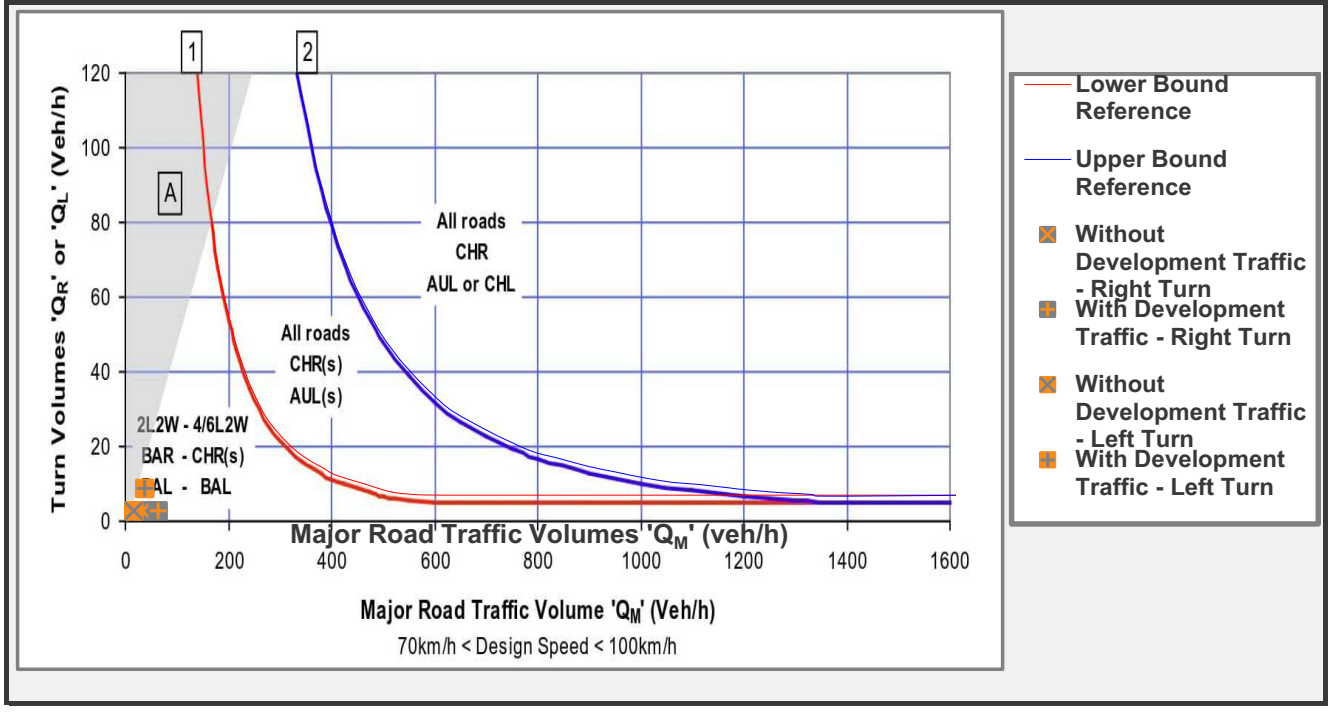
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	34	1
Left	17	1
With Development Traffic		
Right	64	1
Left	38	7

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

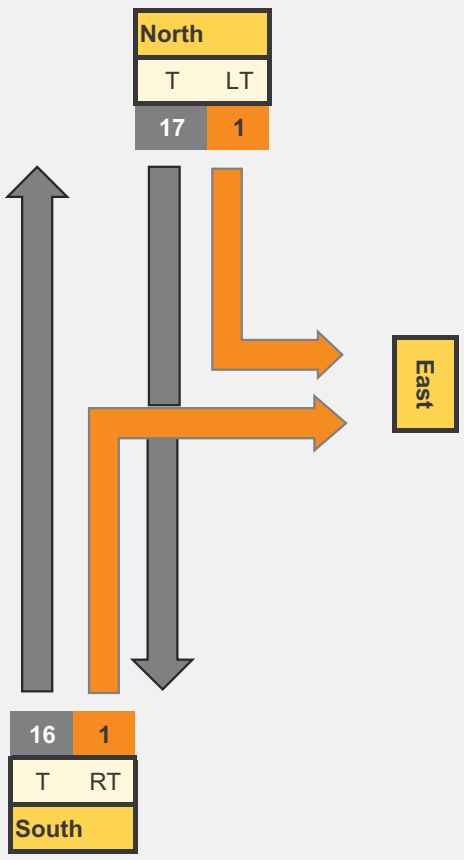
Intersection ID	X58
Intersection Name	Millmerran-Inglewood Road/Grays Road

Speed	100			
Existing Treatment	L	BAL	R	-

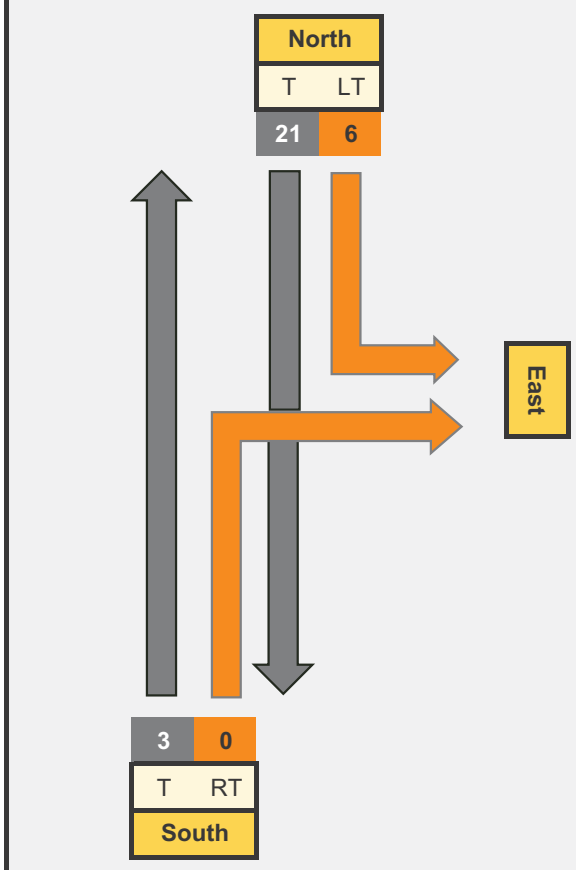
Peak Impact Month	Jun-25
Peak Impact Year	2025

Scenario 2: 2

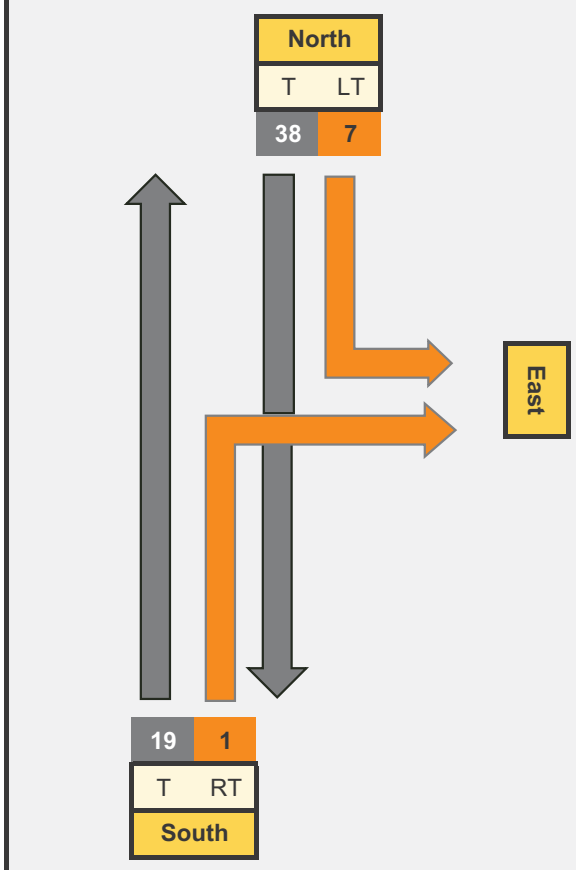
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	34	1
Left	17	1
With Development Traffic		
Right	64	1
Left	38	7

Graph Terminolgy

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

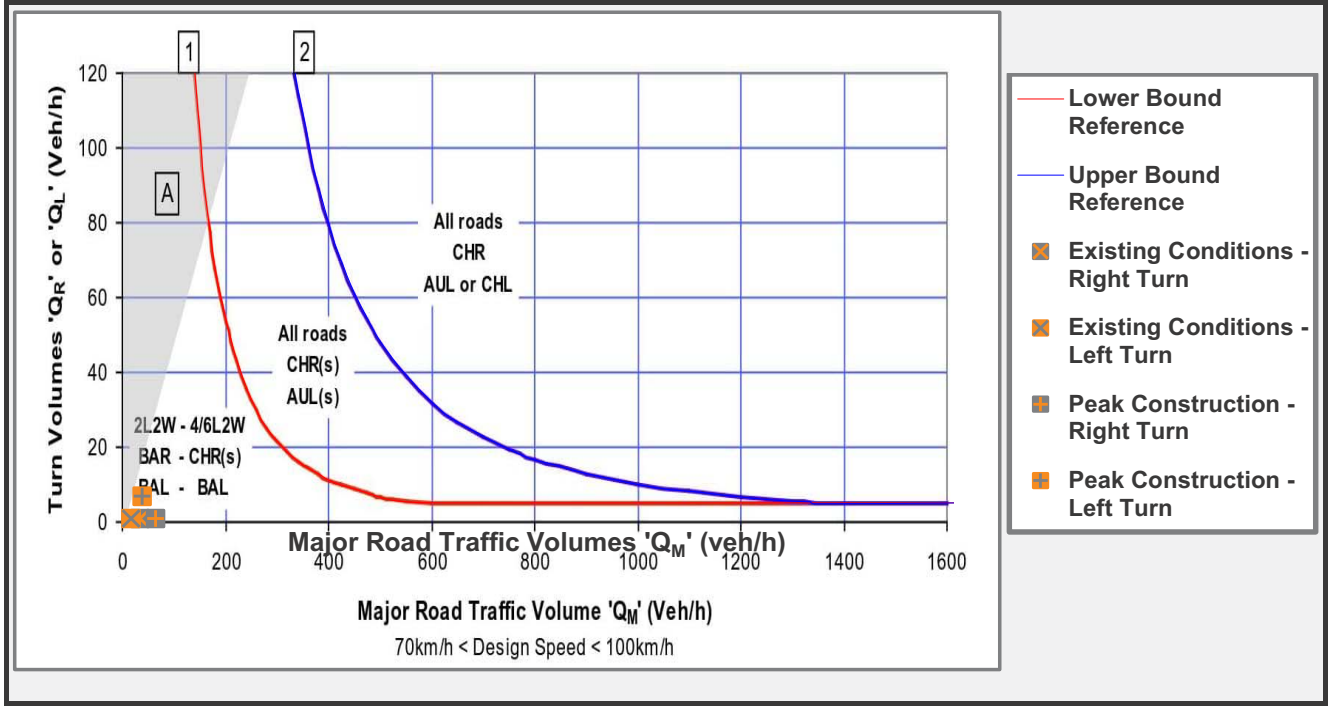
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	34	1
Left	17	1
With Development Traffic		
Right	64	1
Left	38	7

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3C

Time Period	AM

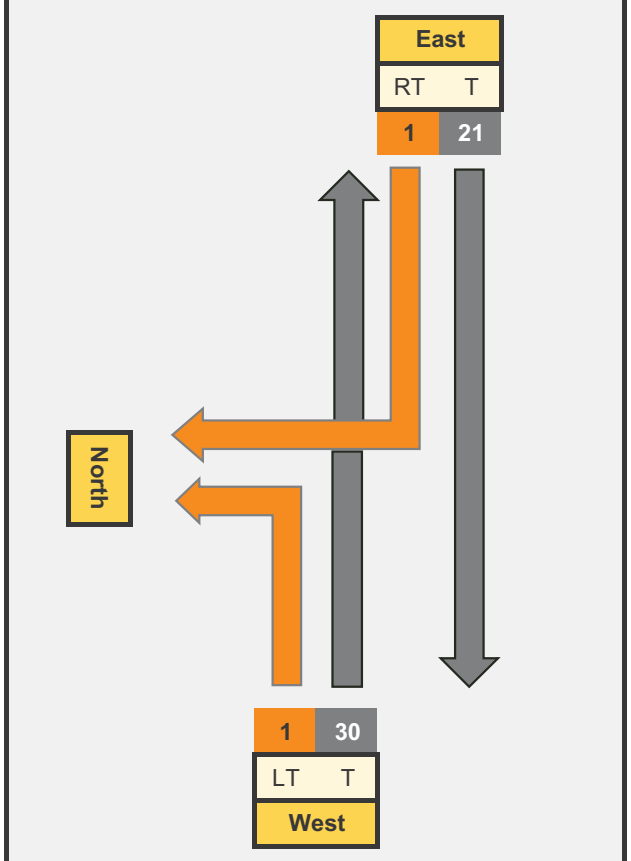
Intersection ID	X59
Intersection Name	Millmerran Inglewood Road / Heckendorf Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

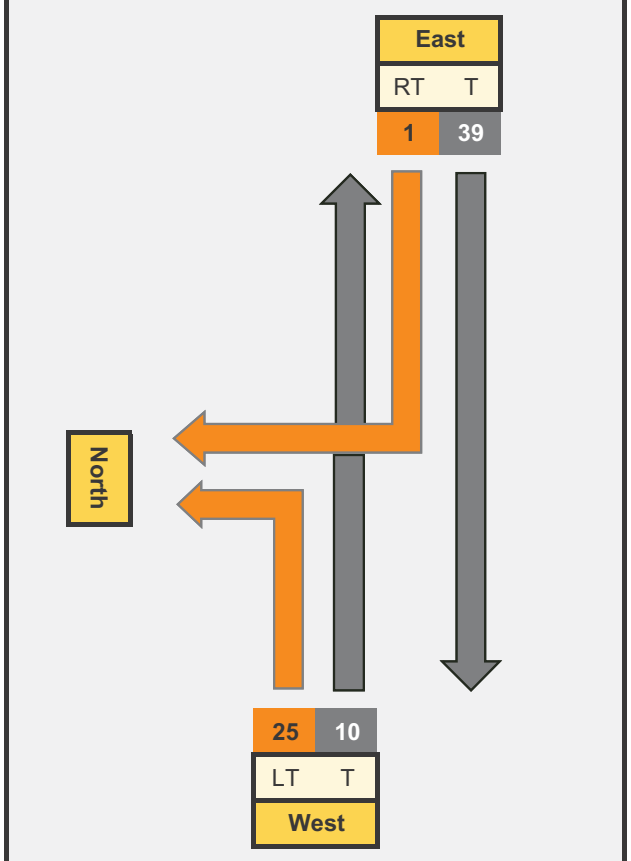
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 1: 1

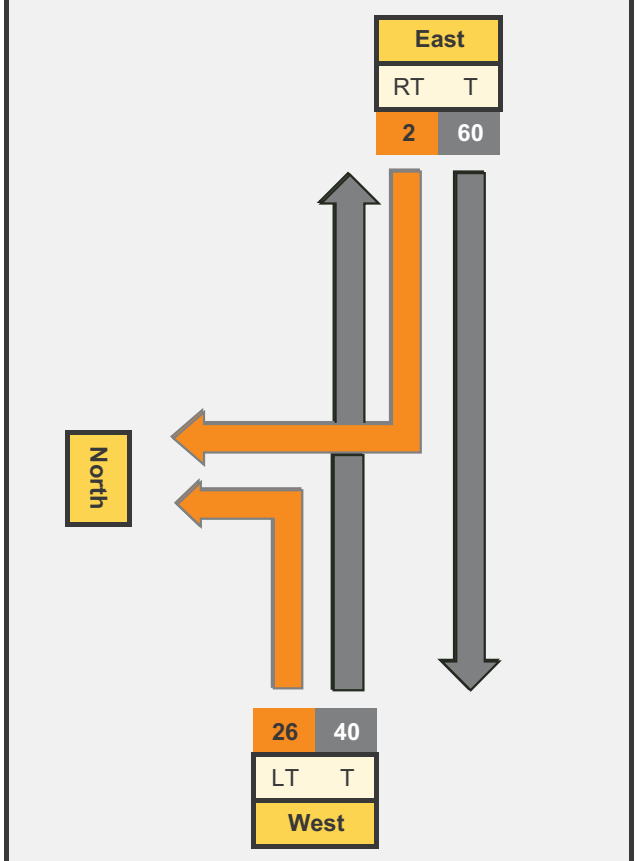
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	52	1
Left	30	1
With Development Traffic		
Right	126	2
Left	40	26

Graph Terminolgy

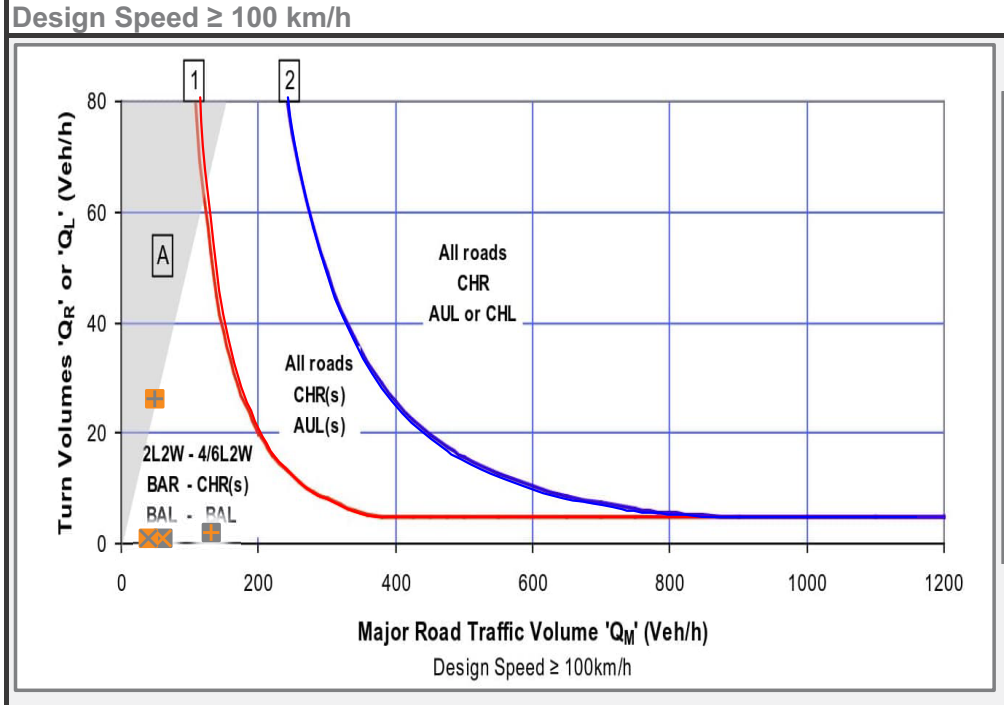
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	52	1
Left	30	1
With Development Traffic		
Right	126	2
Left	40	26

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

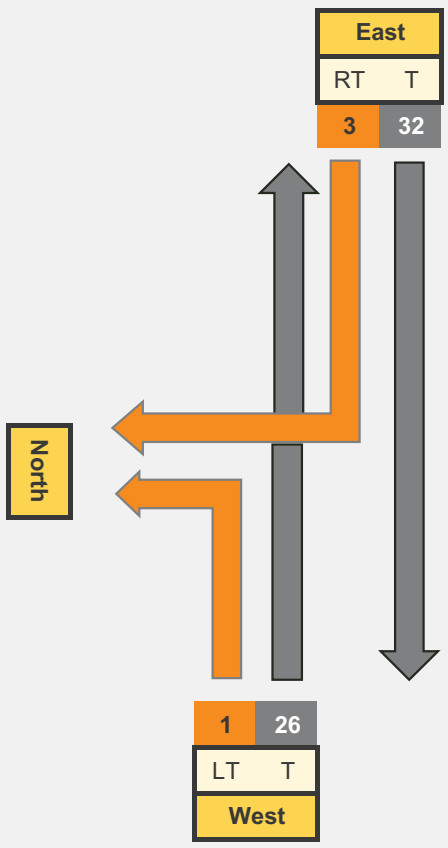
Intersection ID	X59
Intersection Name	Millmerran Inglewood Road / Heckendorf Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

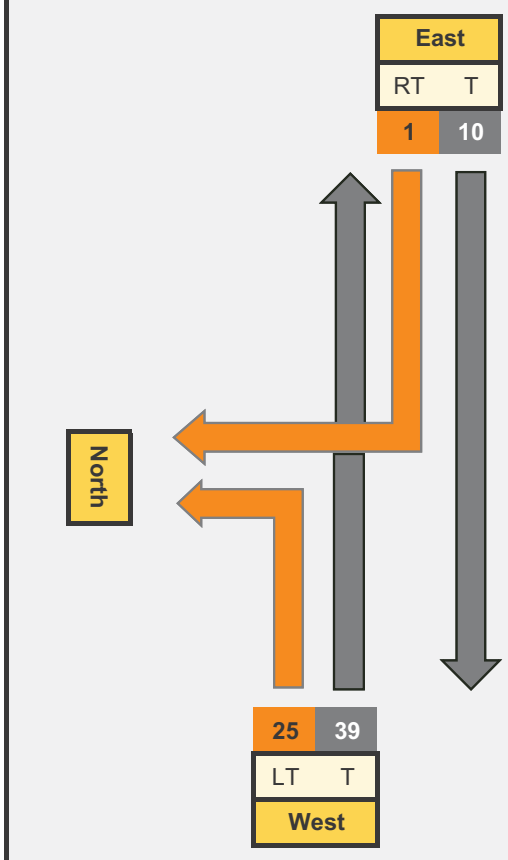
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 1: 1

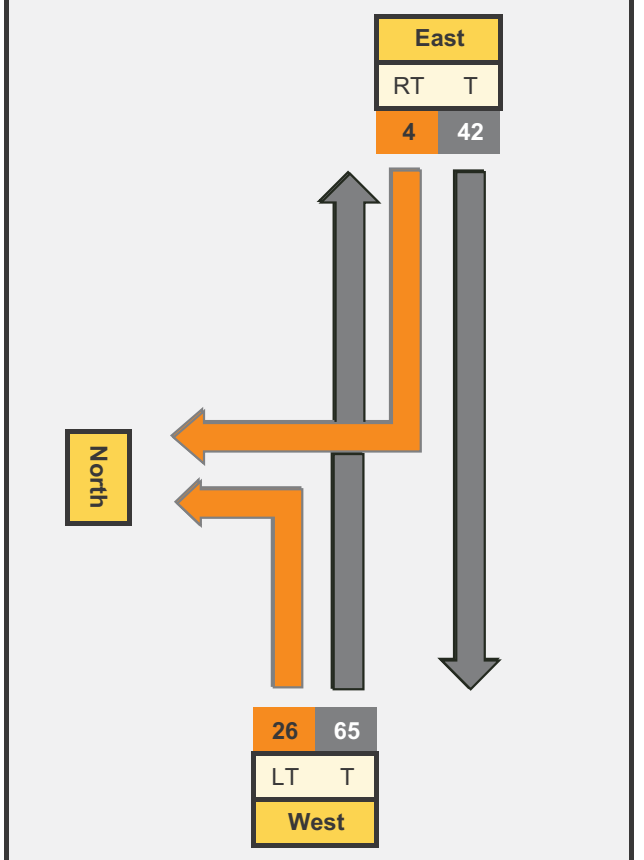
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	59	3
Left	26	1
With Development Traffic		
Right	133	4
Left	65	26

Graph Terminolgy

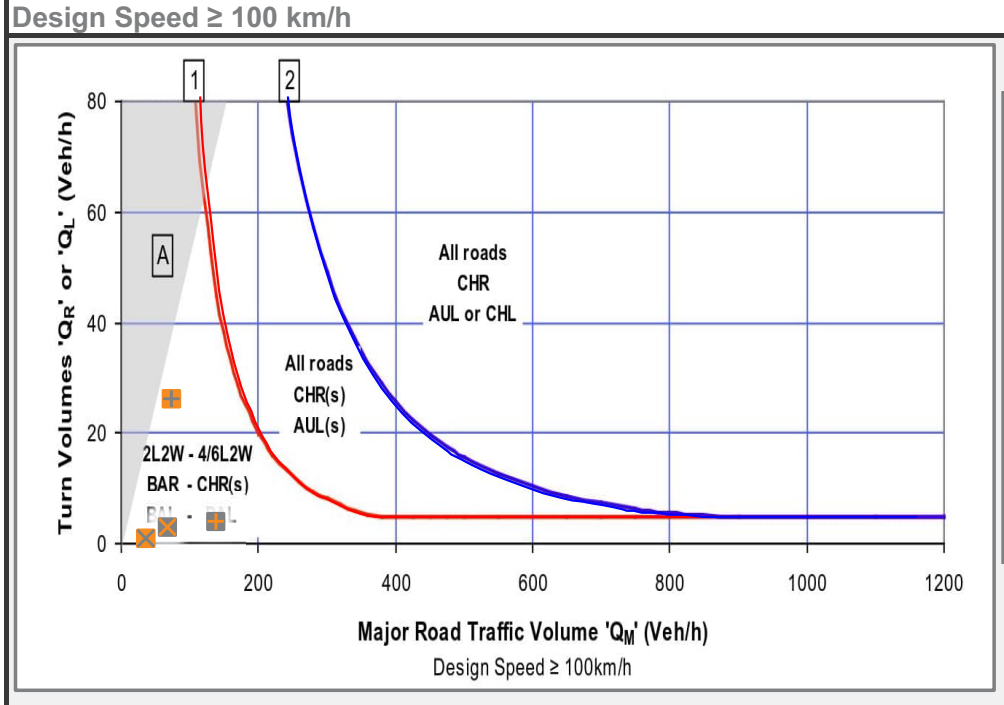
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	59	3
Left	26	1
With Development Traffic		
Right	133	4
Left	65	26

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	4B

Time Period	AM

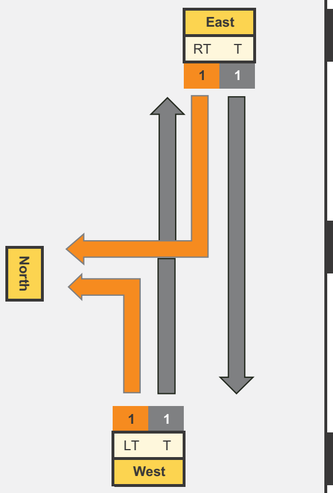
Intersection ID	X60
Intersection Name	Millmerran Inglewood Road / Kooroongarra Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	4	1
Left	1	2

Graph Terminolgy

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

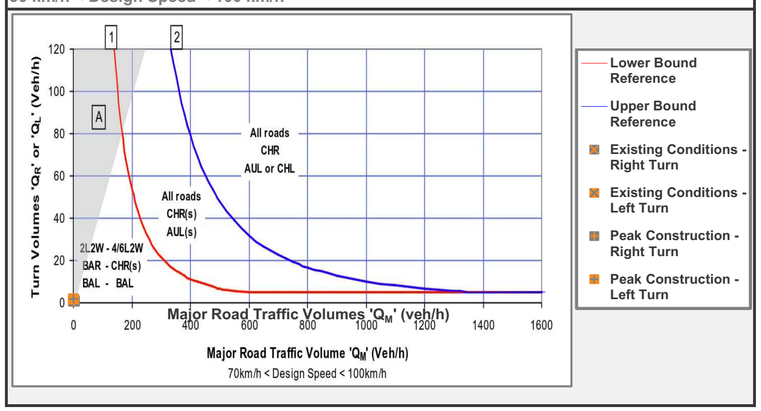
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	4	1
Left	1	2

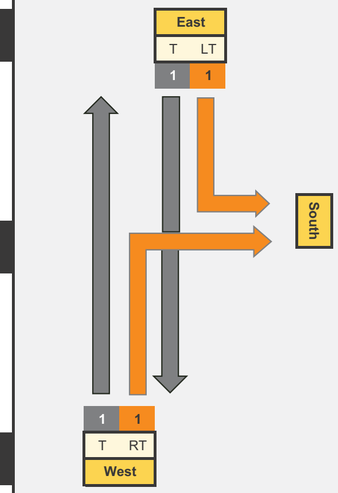
Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	4	1
Left	1	2

Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

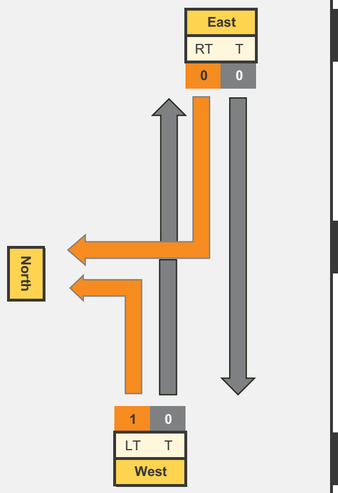
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	4	1
Left	1	2

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	18	2
Left	1	16

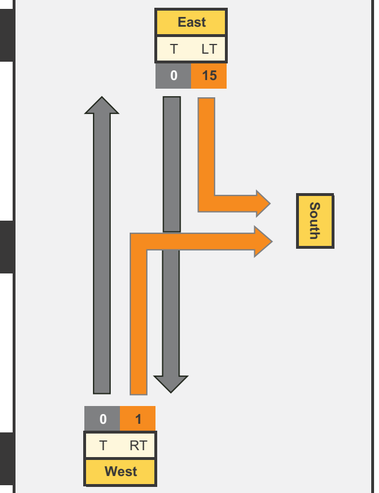
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

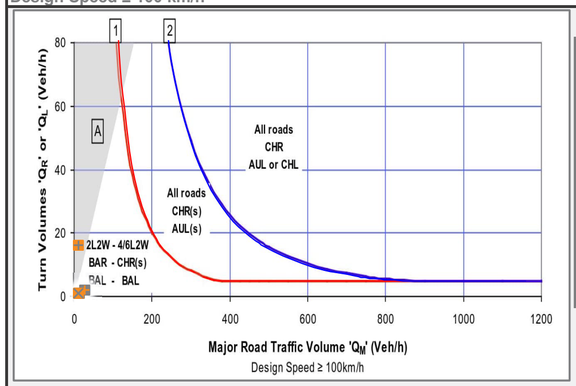
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	18	2
Left	1	16

Peak Impact Year - Development Traffic



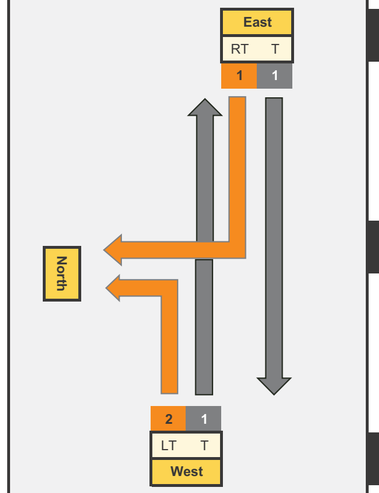
Graphing

Design Speed ≥ 100 km/h

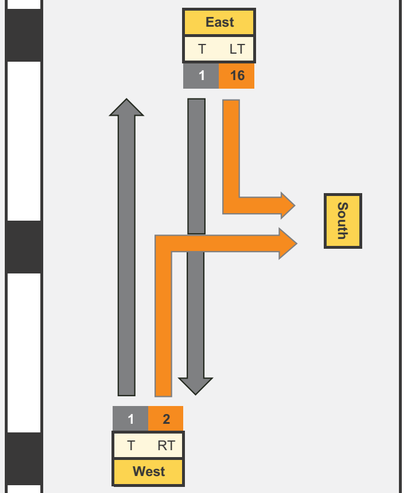


50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Intersection Code	4B

Time Period	PM

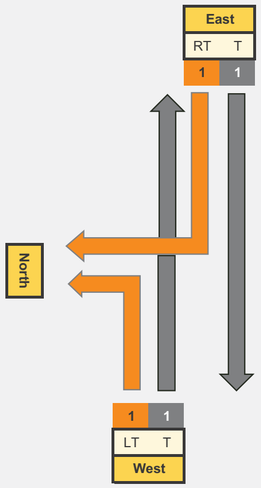
Intersection ID	X60
Intersection Name	Millmerran Inglewood Road / Kooroongarra Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	7	1
Left	1	5

Graph Terminolgy

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

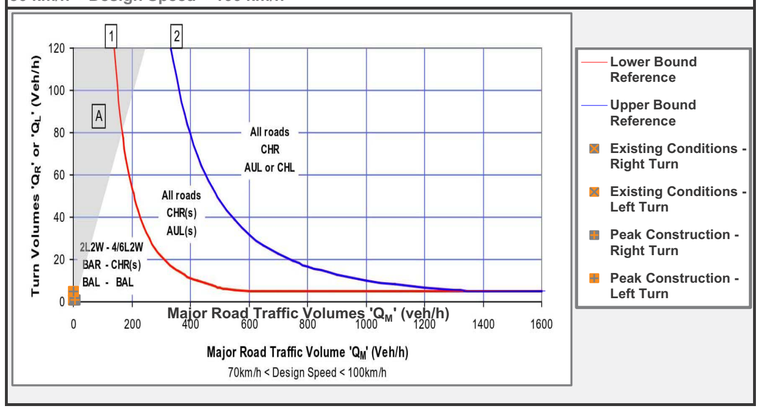
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	7	1
Left	1	5

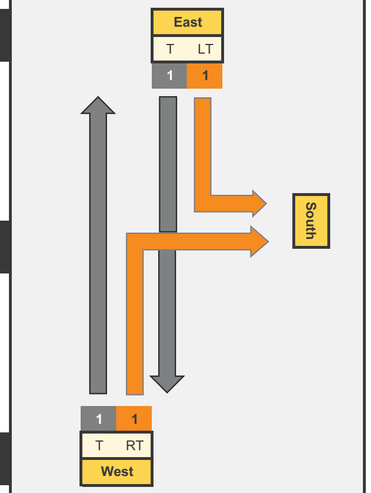
Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	7	1
Left	1	5

Graph Terminolgy

Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
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Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

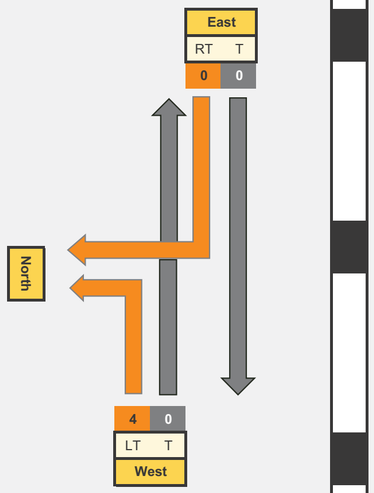
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	7	1
Left	1	5

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	18	2
Left	1	16

Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

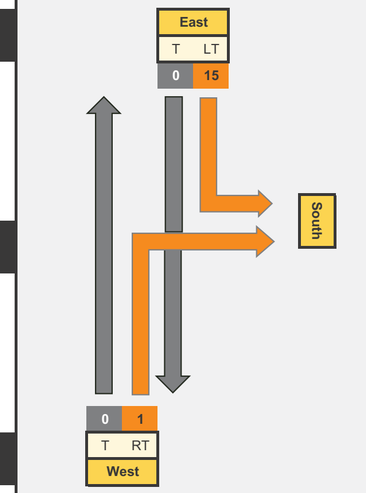
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	18	2
Left	1	16

Graphing

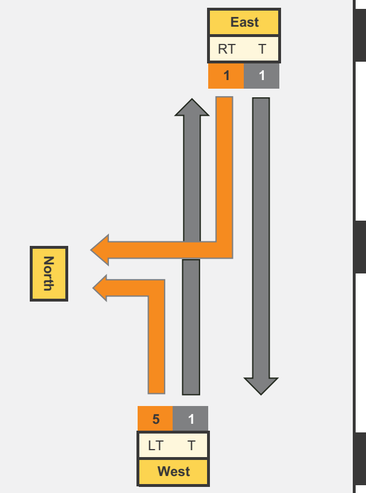
Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h

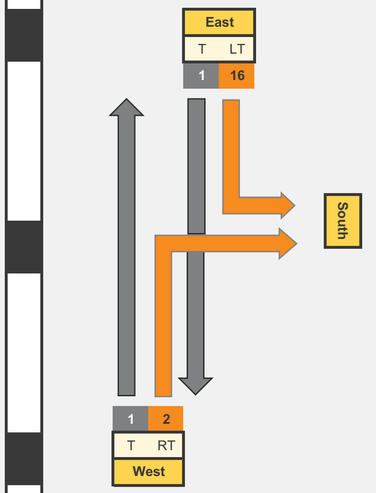
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



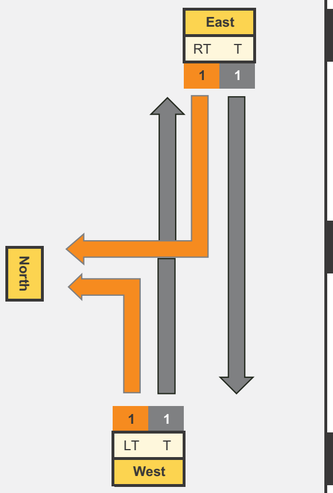
Intersection Code	4B
Intersection ID	X61
Intersection Name	Millmerran Inglewood Road / Millwood Road

Time Period	AM
Speed	100
Existing Treatment	L: BAL, R: BAR

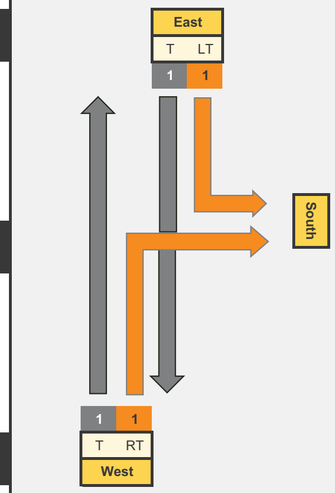
Peak Impact Month	Aug-25
Peak Impact Year	2025

Scenario 1: 1

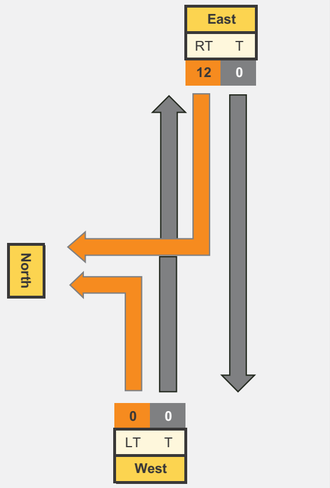
Peak Impact Year - Without Development Traffic



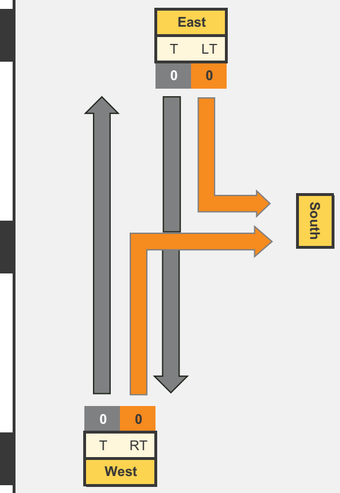
Peak Impact Year - Without Development Traffic



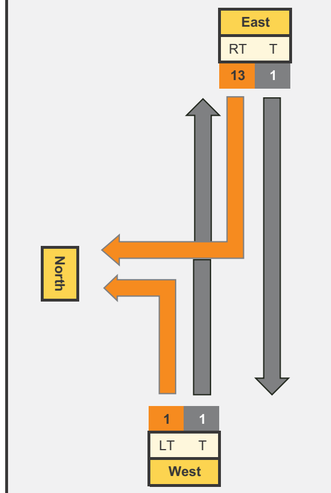
Peak Impact Year - Development Traffic



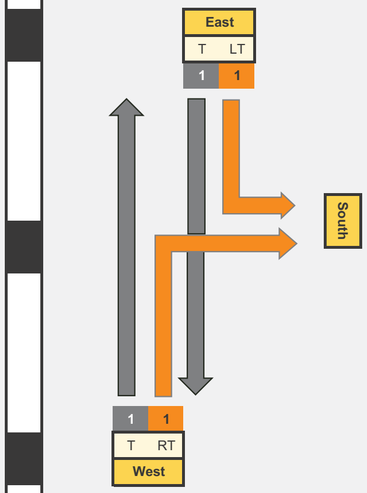
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	13
Left	1	1

Graph Terminolgy

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

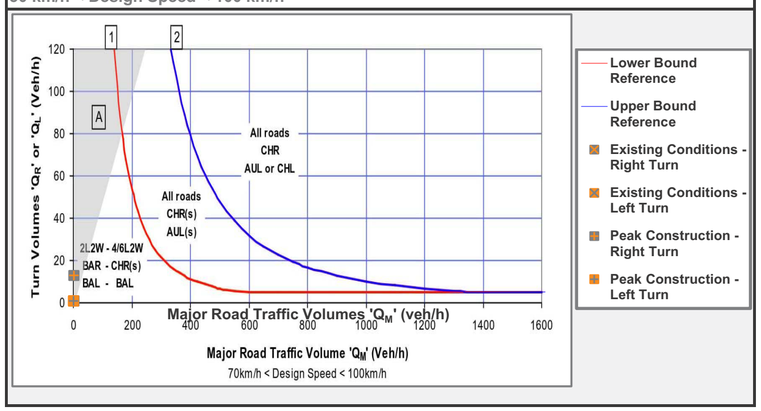
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	13
Left	1	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Graph Terminolgy

Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
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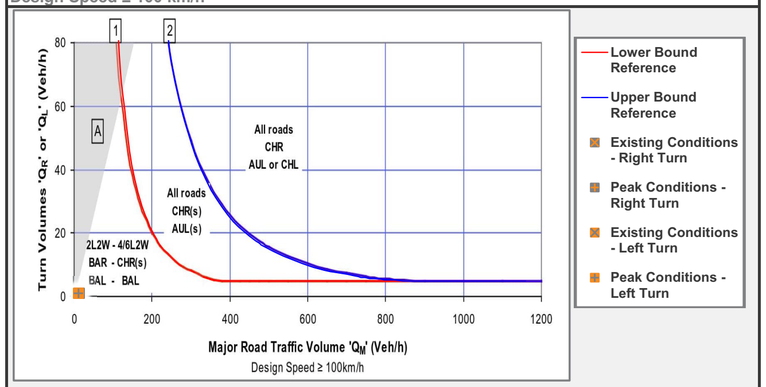
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

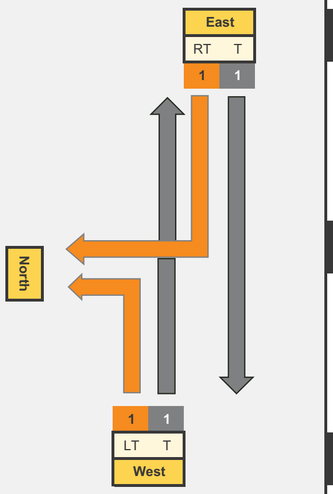
Intersection Code	4B
Intersection ID	X61
Intersection Name	Millmerran Inglewood Road / Millwood Road

Time Period	PM
Speed	100
Existing Treatment	L: BAL R: BAR

Peak Impact Month	Aug-25
Peak Impact Year	2025

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	21
Left	1	1

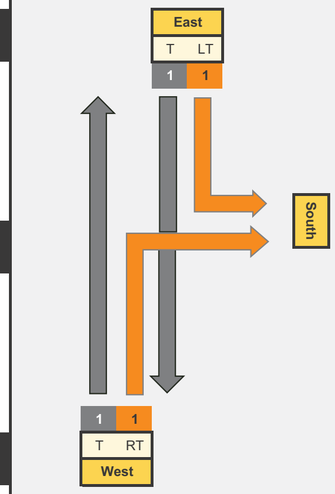
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	21
Left	1	1

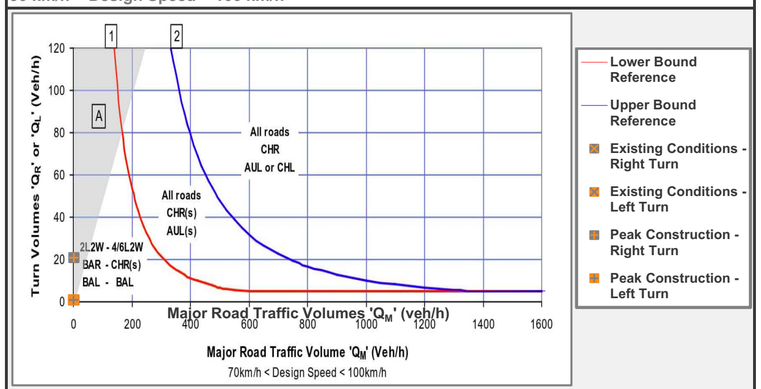
Peak Impact Year - Without Development Traffic



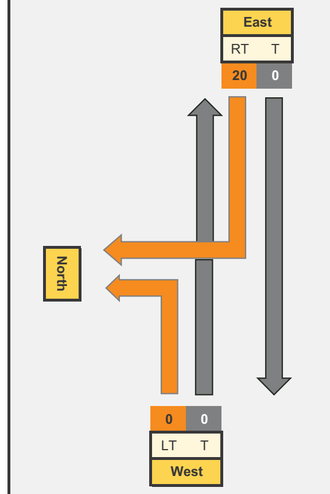
Graphing

Design Speed ≥ 100 km/h

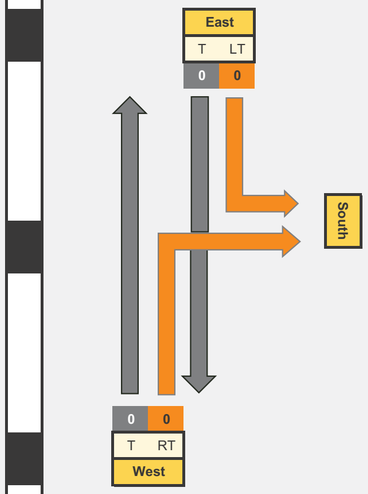
50 km/h < Design Speed < 100 km/h



Peak Impact Year - Development Traffic



Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Graph Terminolgy

Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
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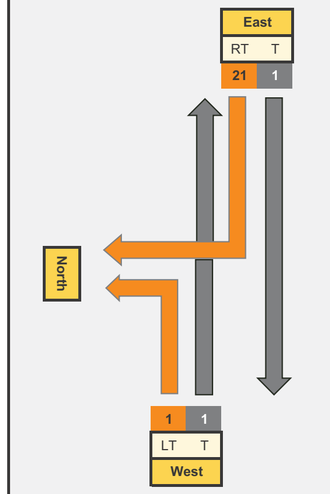
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

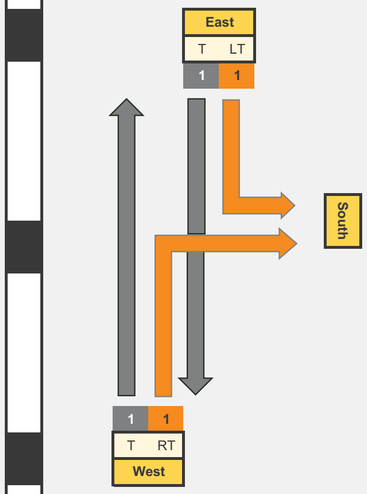
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Peak Impact Year - With Development Traffic

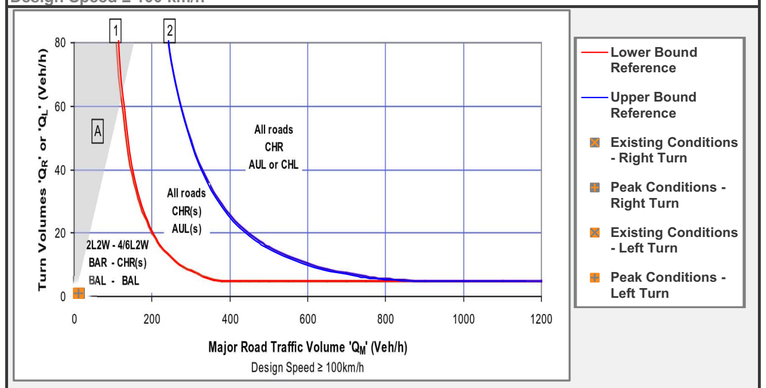


Peak Impact Year - With Development Traffic



Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

Time Period	AM

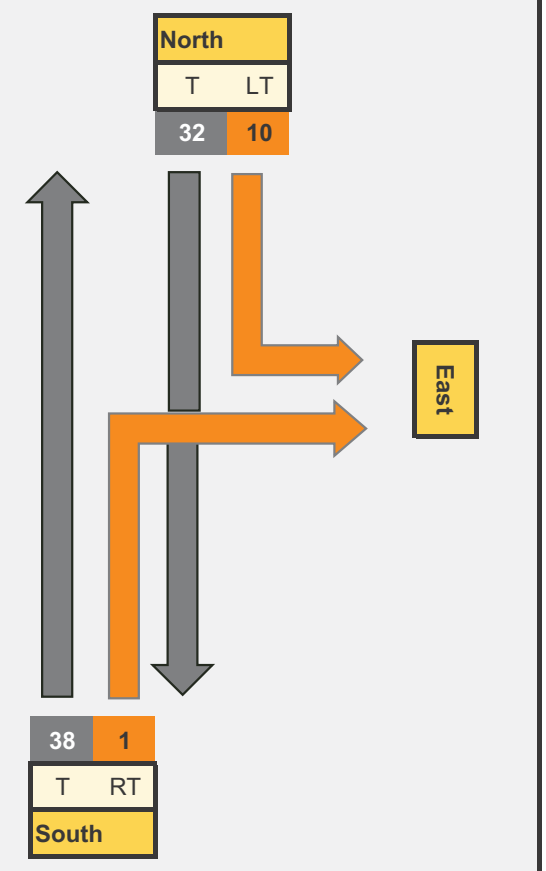
Intersection ID	X62
Intersection Name	Millmerran-Inglewood Road/Moffatt Reserve Road

Speed	100			
Existing Treatment	L	AUL	R	BAR

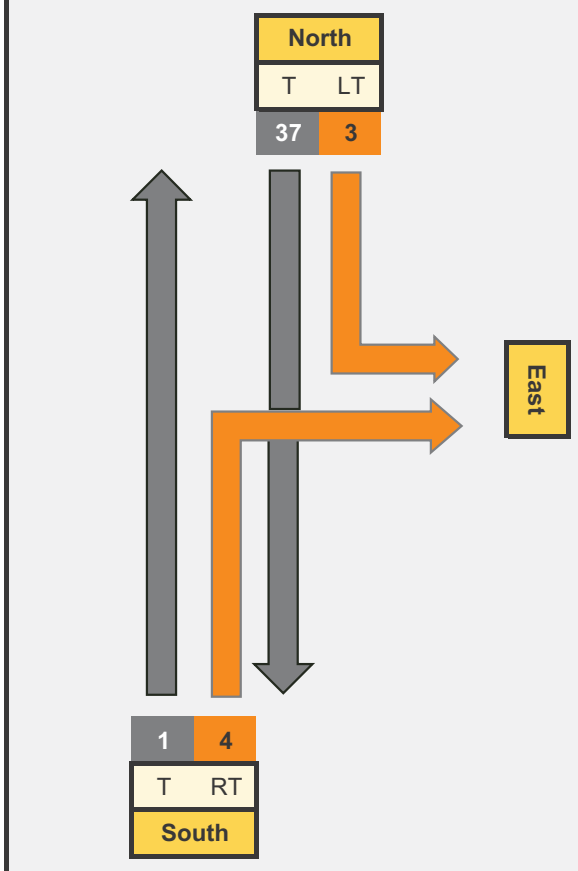
Peak Impact Month	Jul-25
Peak Impact Year	2025

Scenario 1: 1

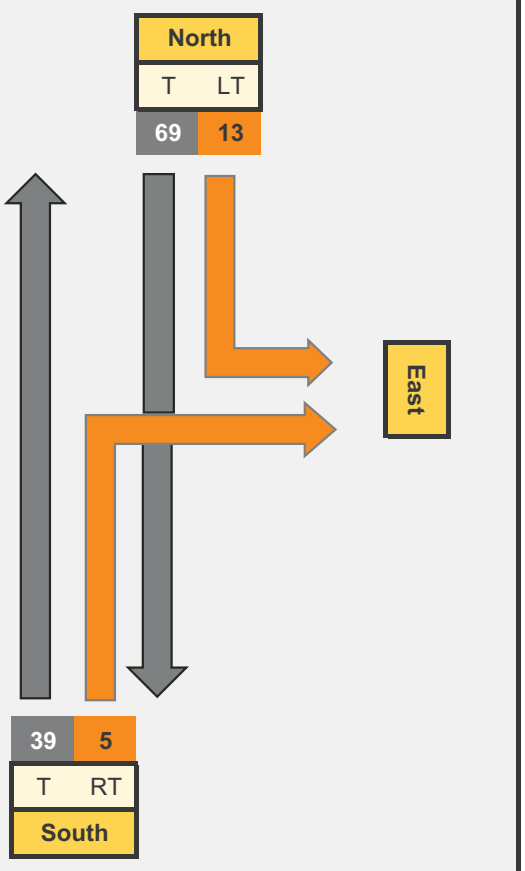
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	80	1
Left	32	10
With Development Traffic		
Right	121	5
Left	69	13

Graph Terminolgy

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

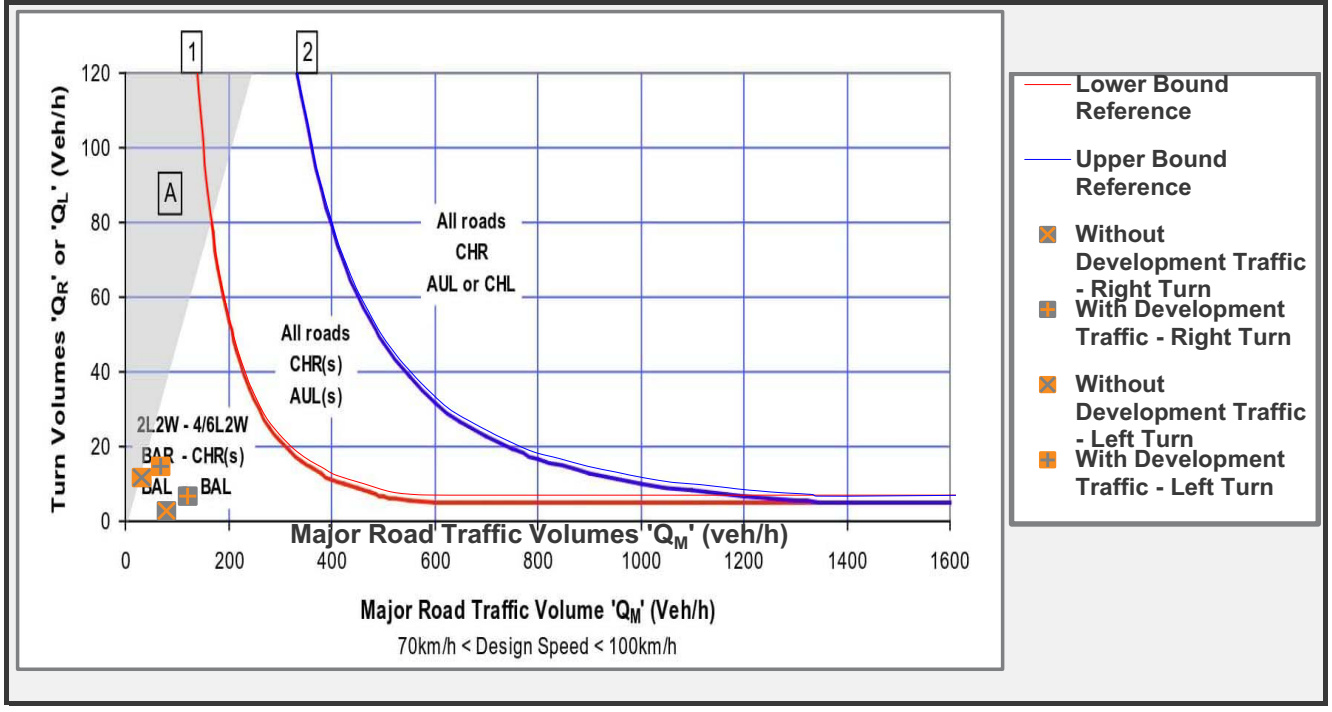
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	80	1
Left	32	10
With Development Traffic		
Right	121	5
Left	69	13

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

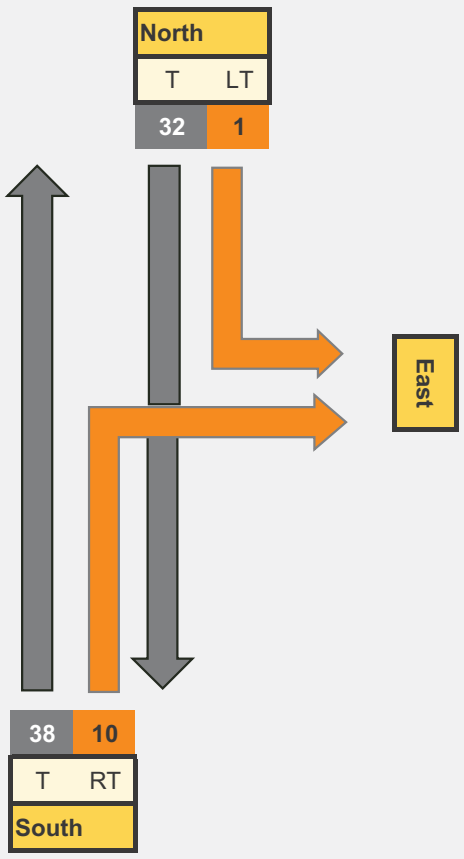
Intersection ID	X62
Intersection Name	Millmerran-Inglewood Road/Moffatt Reserve Road

Speed	100			
Existing Treatment	L	AUL	R	BAR

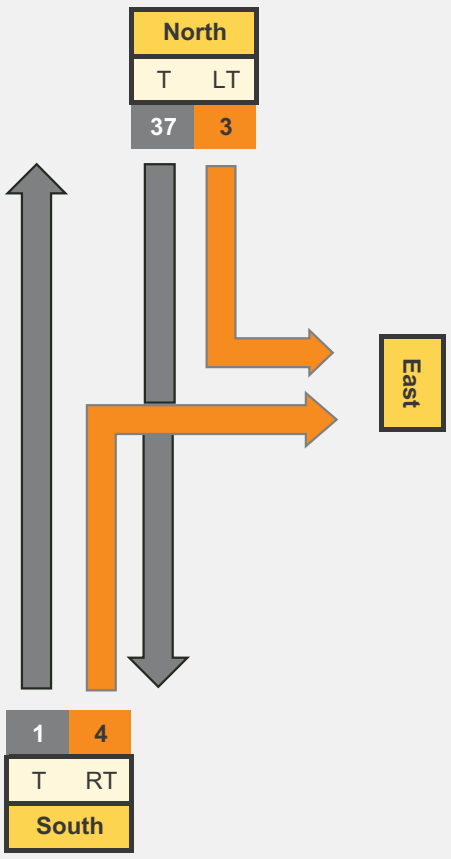
Peak Impact Month	Jul-25
Peak Impact Year	2025

Scenario 2: 2

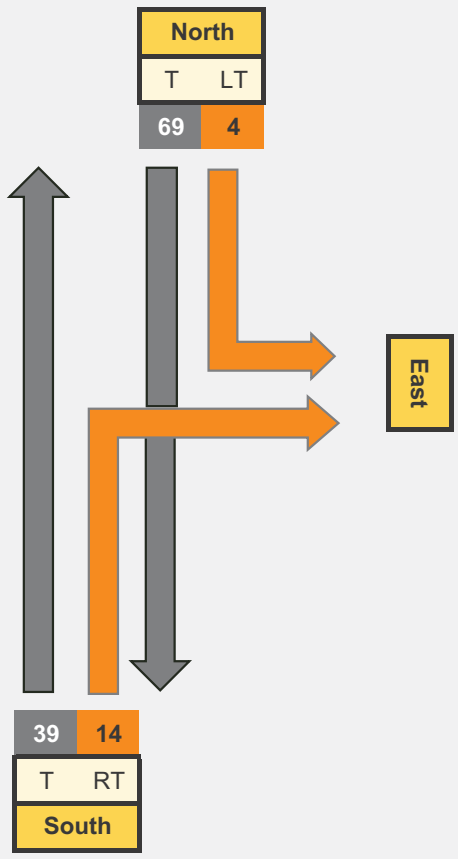
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	71	10
Left	32	1
With Development Traffic		
Right	112	14
Left	69	4

Graph Terminolgy

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

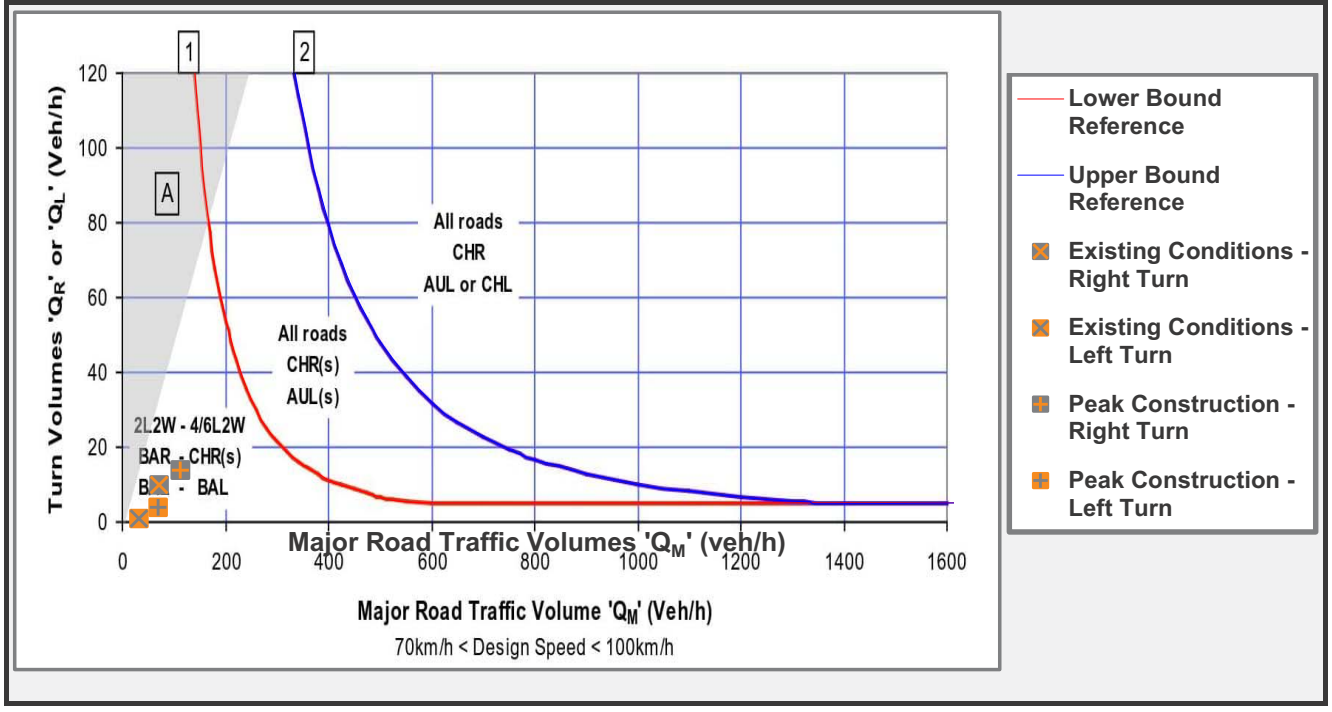
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	71	10
Left	32	1
With Development Traffic		
Right	112	14
Left	69	4

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

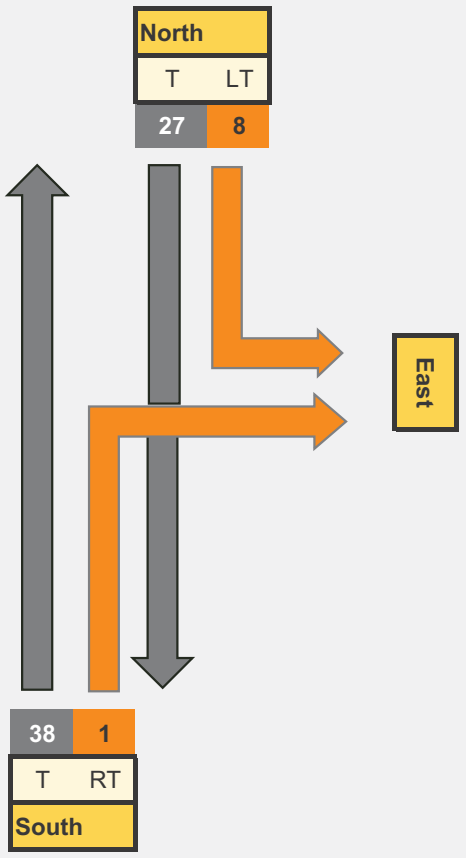
Intersection ID	X62
Intersection Name	Millmerran-Inglewood Road/Moffatt Reserve Road

Speed	100			
Existing Treatment	L	AUL	R	BAR

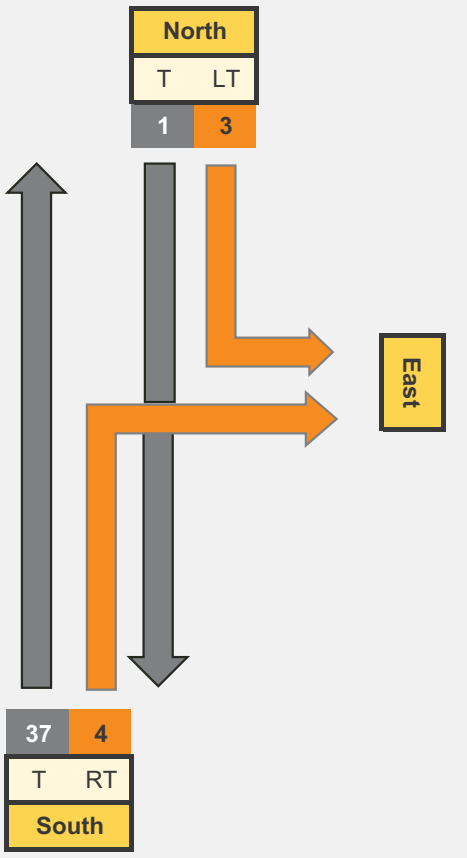
Peak Impact Month	Jul-25
Peak Impact Year	2025

Scenario 1: 1

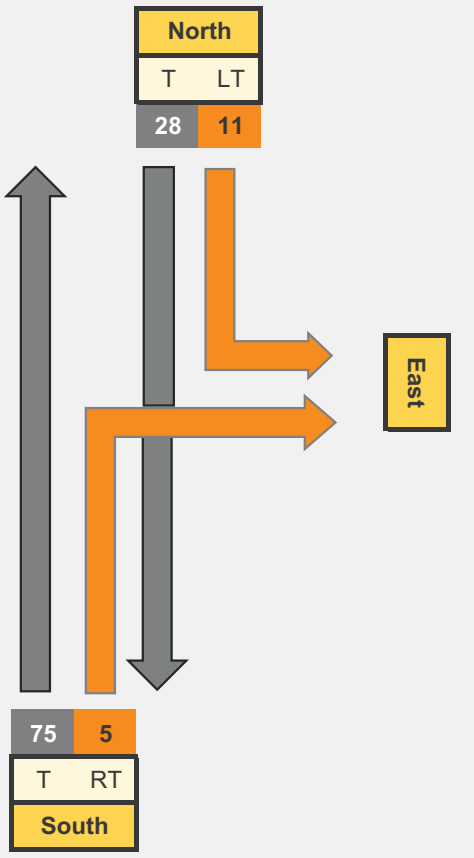
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	73	1
Left	27	8
With Development Traffic		
Right	114	5
Left	28	11

Graph Terminolgy

Legend

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

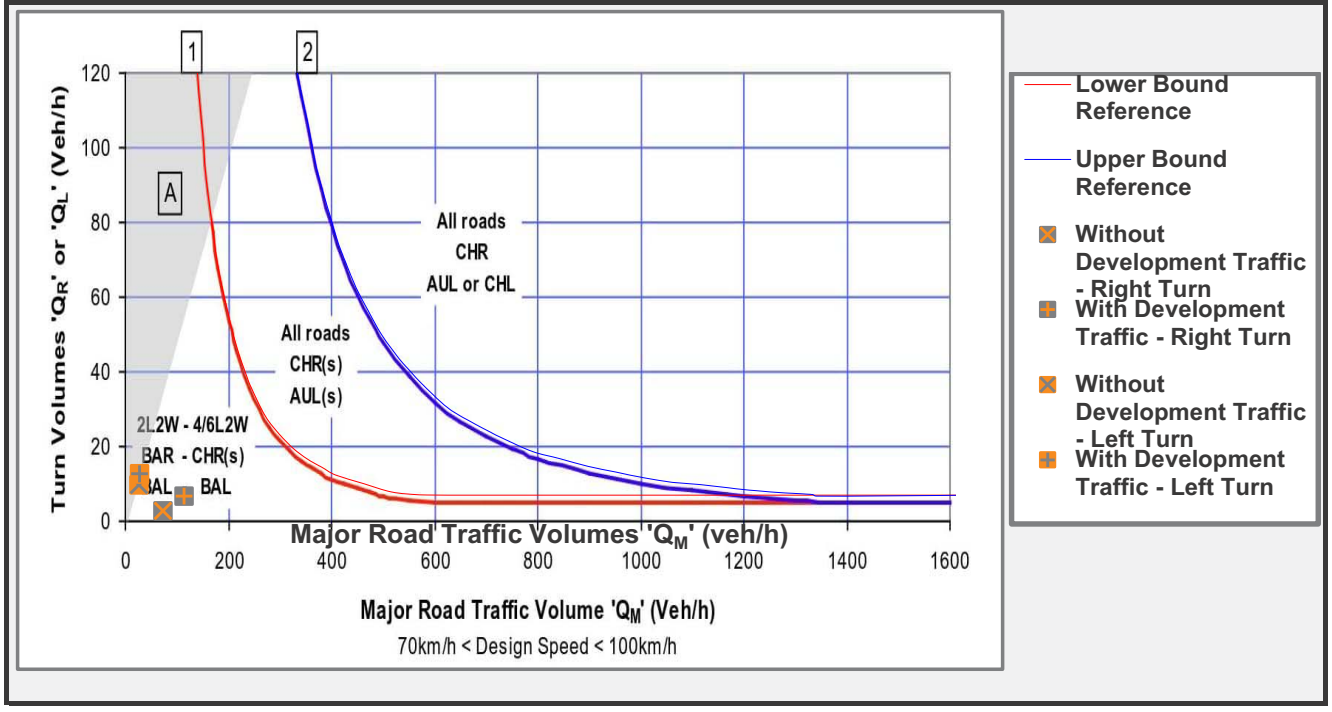
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	73	1
Left	27	8
With Development Traffic		
Right	114	5
Left	28	11

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

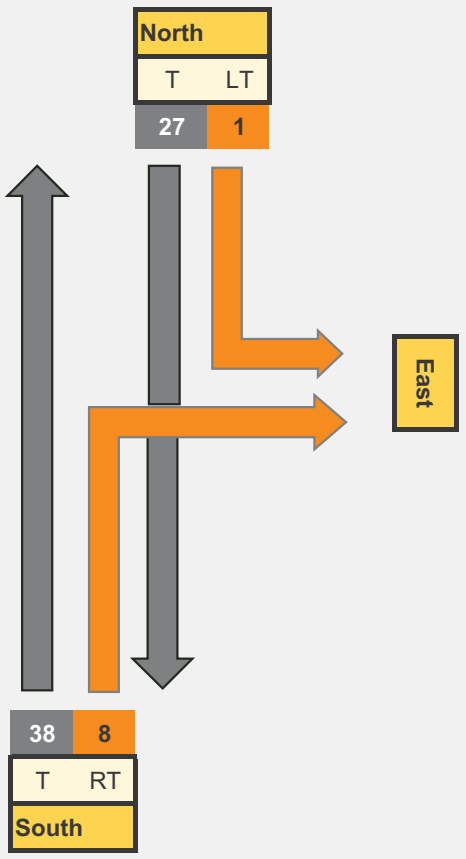
Intersection ID	X62
Intersection Name	Millmerran-Inglewood Road/Moffatt Reserve Road

Speed	100			
Existing Treatment	L	AUL	R	BAR

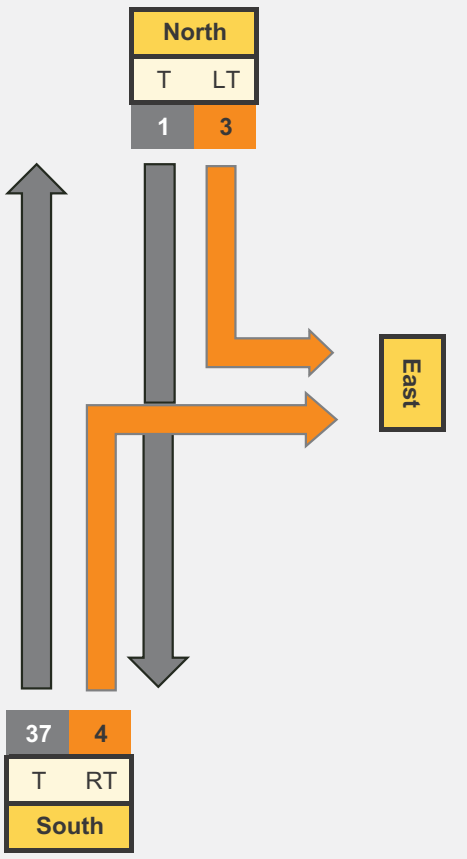
Peak Impact Month	Jul-25
Peak Impact Year	2025

Scenario 2: 2

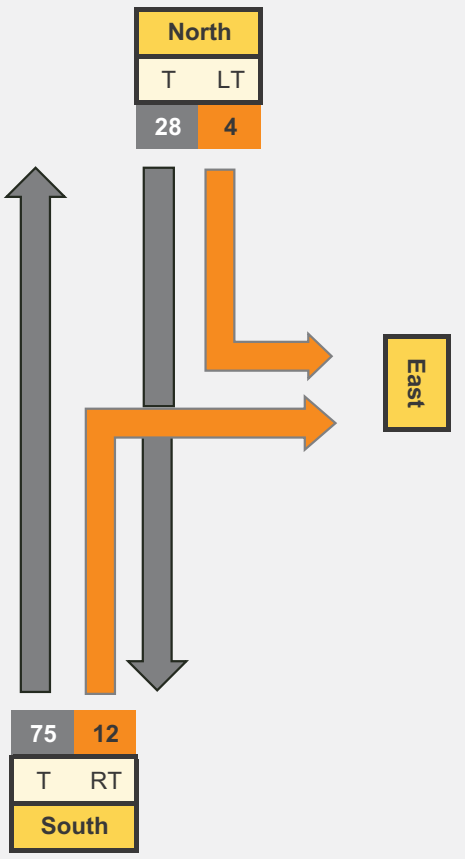
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	66	8
Left	27	1
With Development Traffic		
Right	107	12
Left	28	4

Graph Terminolgy

Legend

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

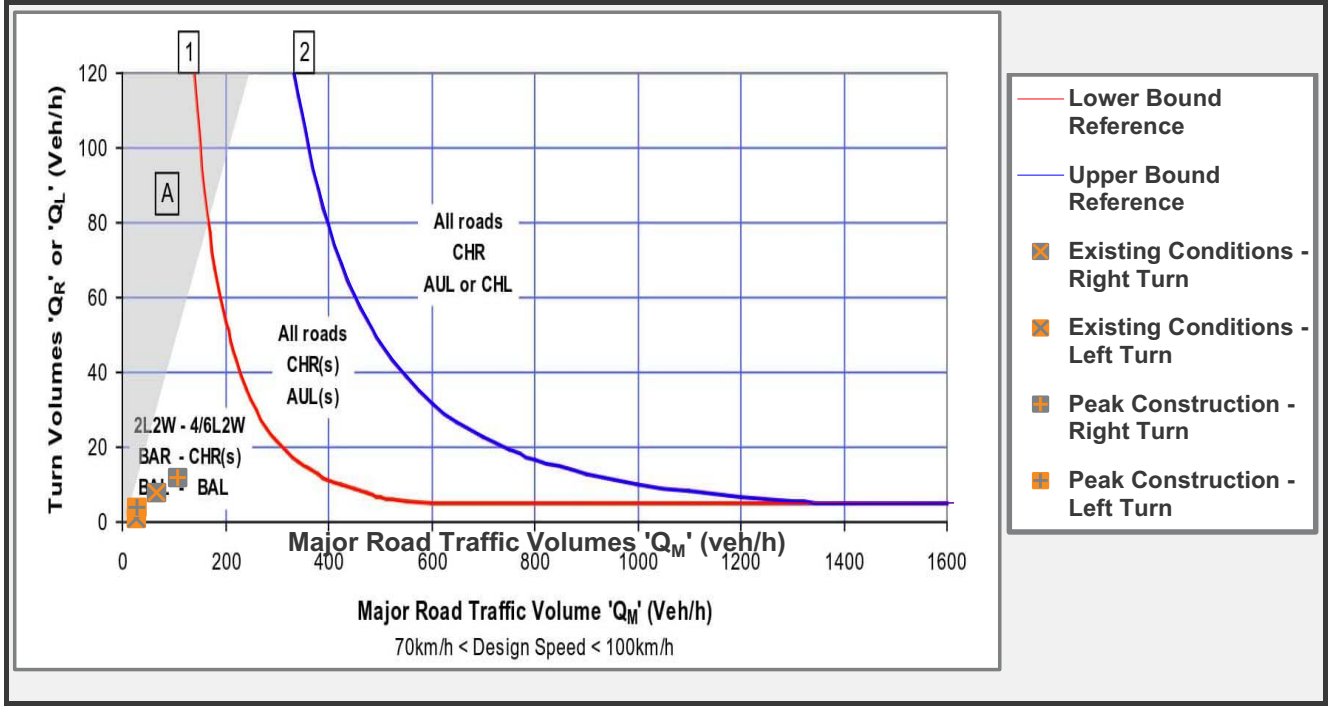
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	66	8
Left	27	1
With Development Traffic		
Right	107	12
Left	28	4

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3D

Time Period	AM

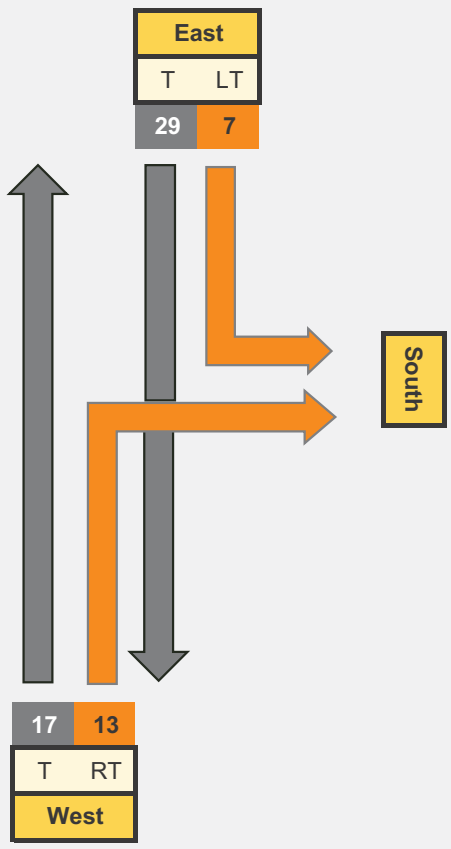
Intersection ID	X63
Intersection Name	Millmerran Inglewood Road / Owens Scrub Road

Speed	80			
Existing Treatment	L	BAL	R	BAR

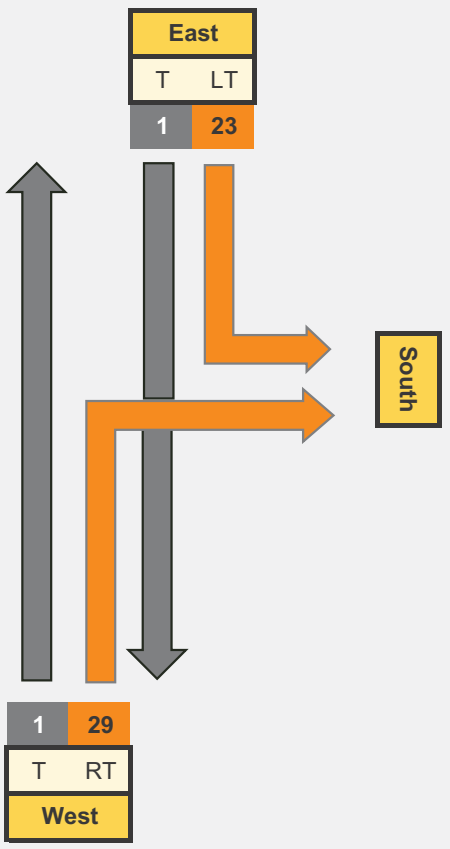
Peak Impact Month	Oct-24
Peak Impact Year	2024

Scenario 1: 1

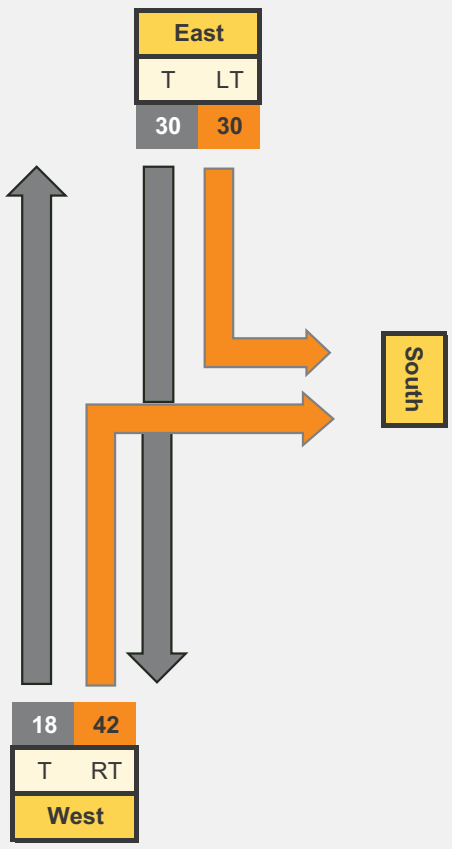
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	53	13
Left	29	7
With Development Traffic		
Right	78	42
Left	30	30

Graph Terminolgy

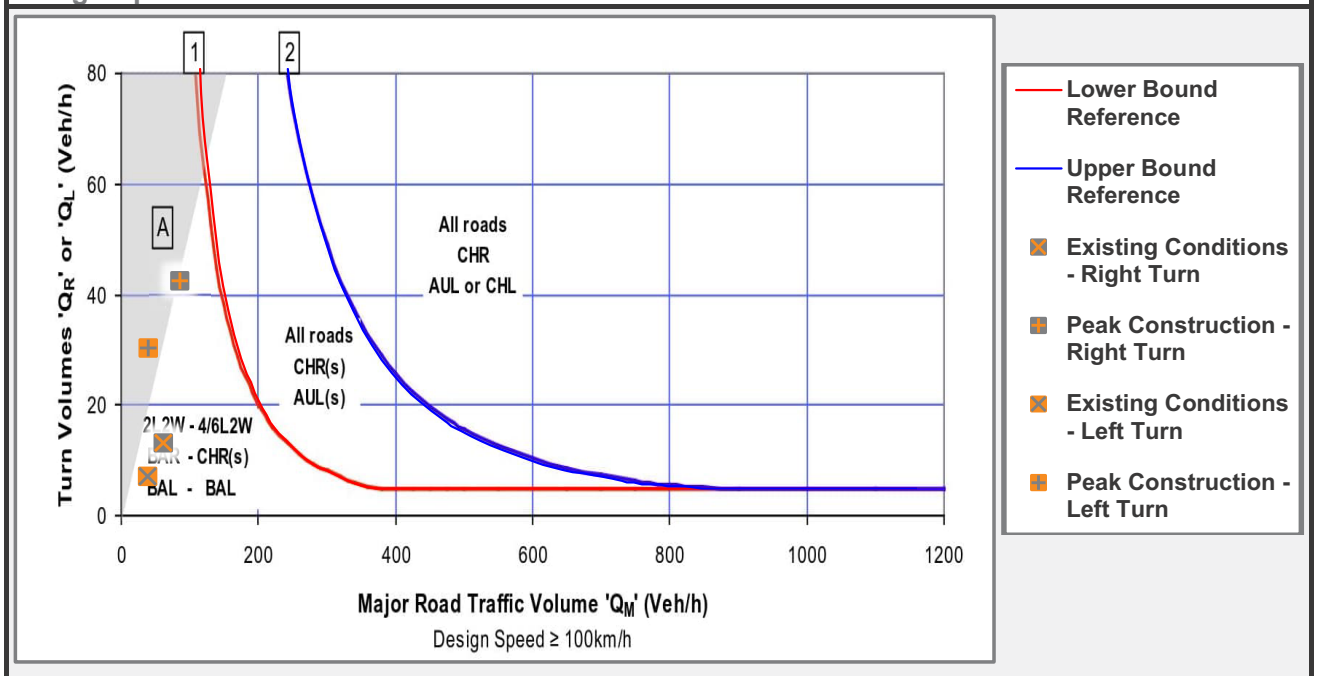
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	53	13
Left	29	7
With Development Traffic		
Right	78	42
Left	30	30

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

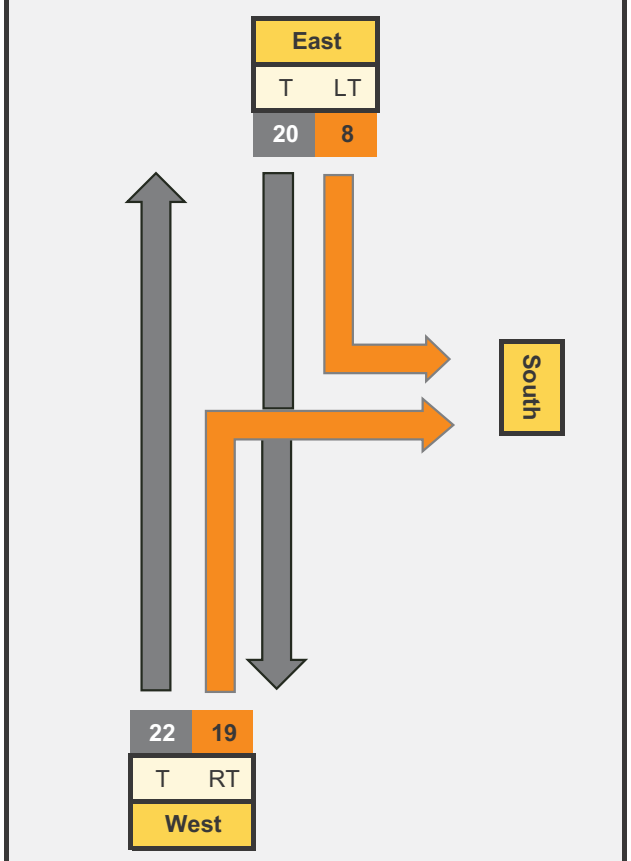
Intersection ID	X63
Intersection Name	Millmerran Inglewood Road / Owens Scrub Road

Speed	80			
Existing Treatment	L	BAL	R	BAR

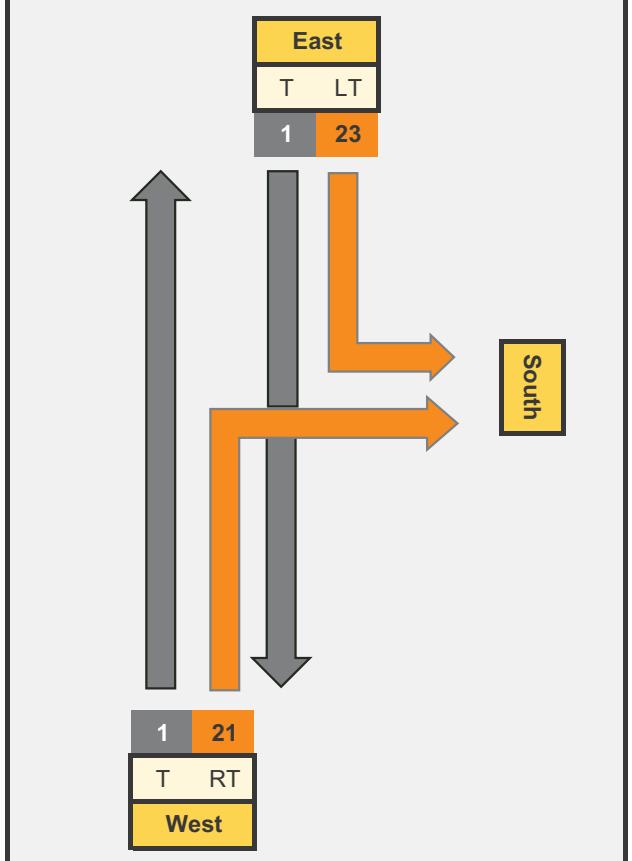
Peak Impact Month	Oct-24
Peak Impact Year	2024

Scenario 1: 1

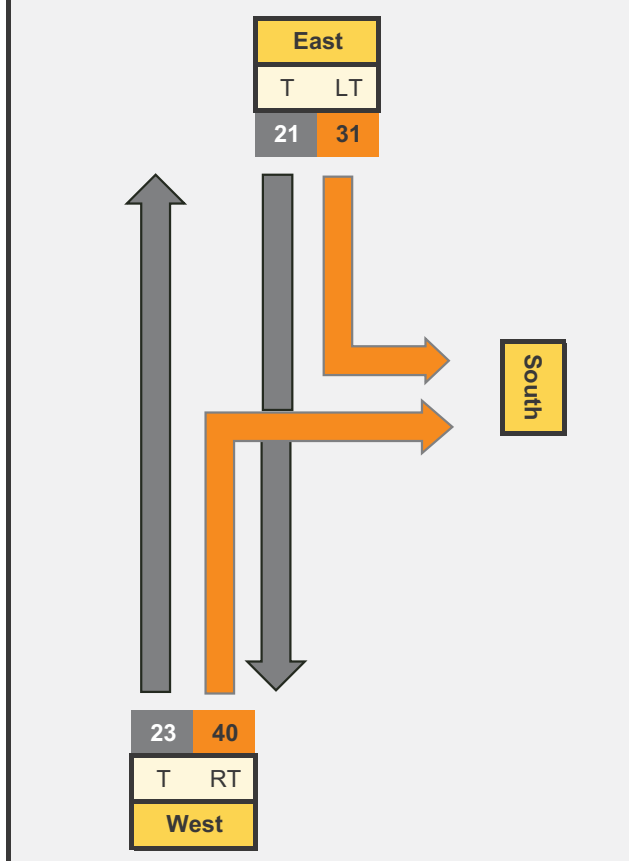
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	50	19
Left	20	8
With Development Traffic		
Right	75	40
Left	21	31

Graph Terminolgy

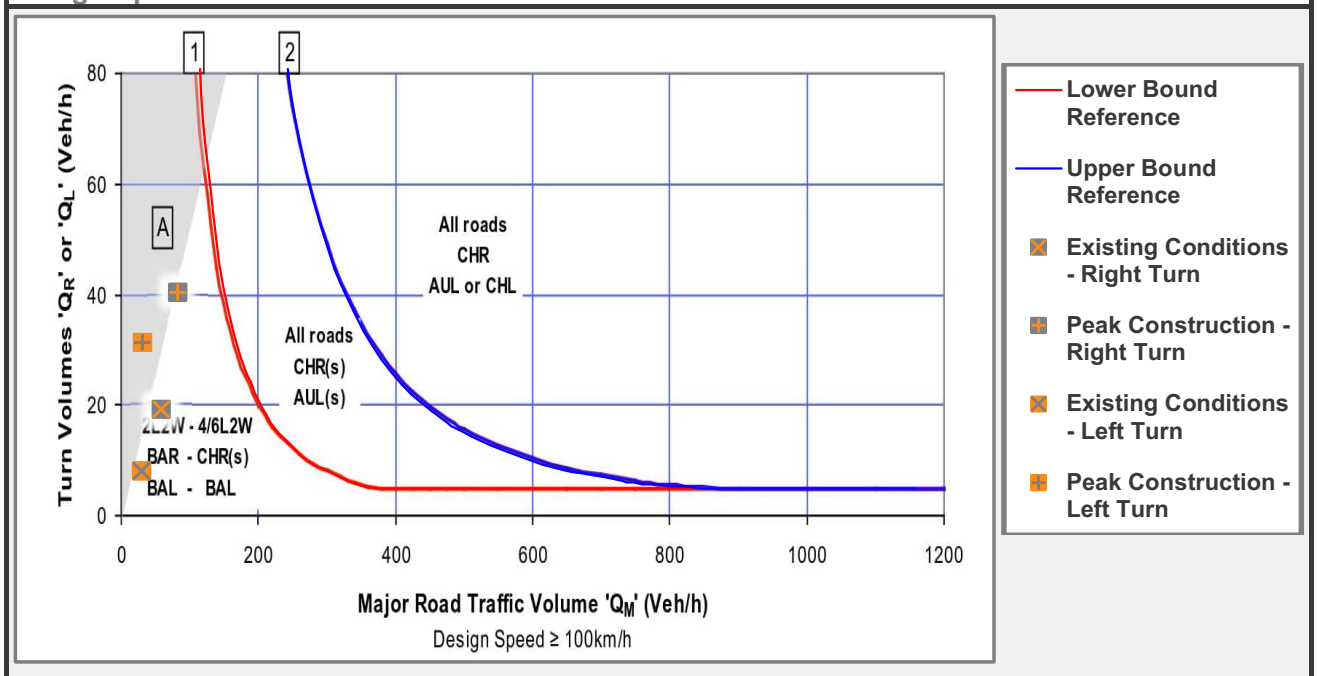
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	50	19
Left	20	8
With Development Traffic		
Right	75	40
Left	21	31

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

Time Period	AM

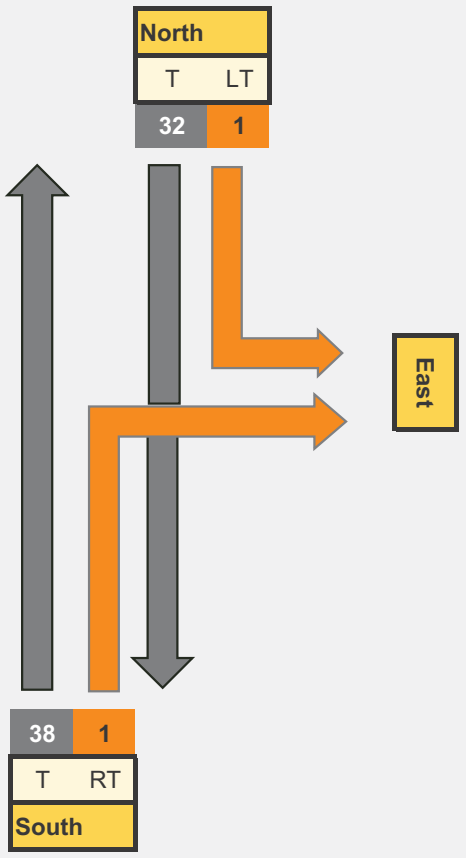
Intersection ID	X64
Intersection Name	Millmerran-Inglewood Road/Paton Road

Speed	100			
Existing Treatment	L	BAL	R	-

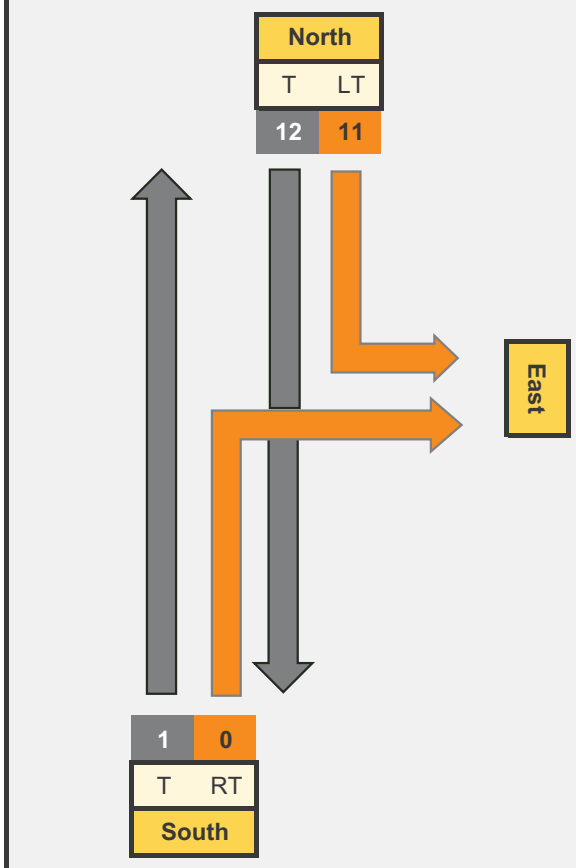
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

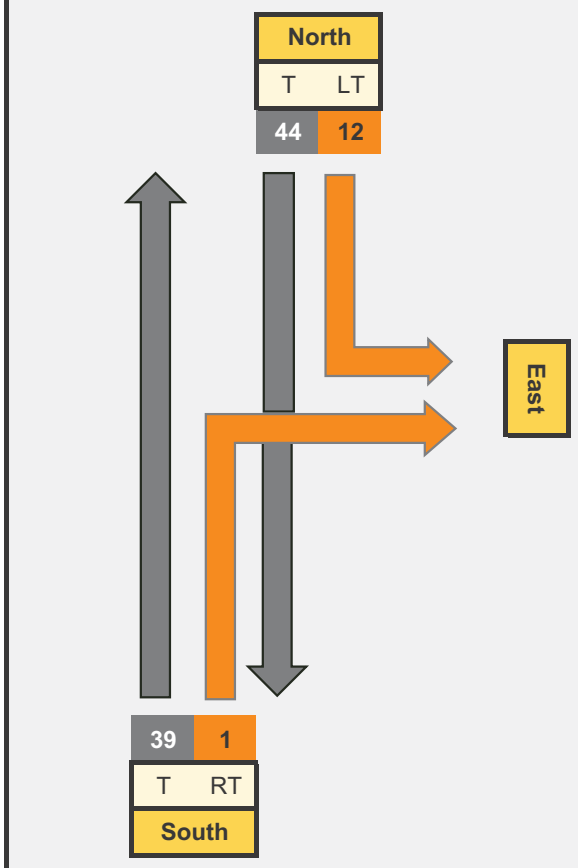
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	71	1
Left	32	1
With Development Traffic		
Right	95	1
Left	44	12

Graph Terminolgy

Legend

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

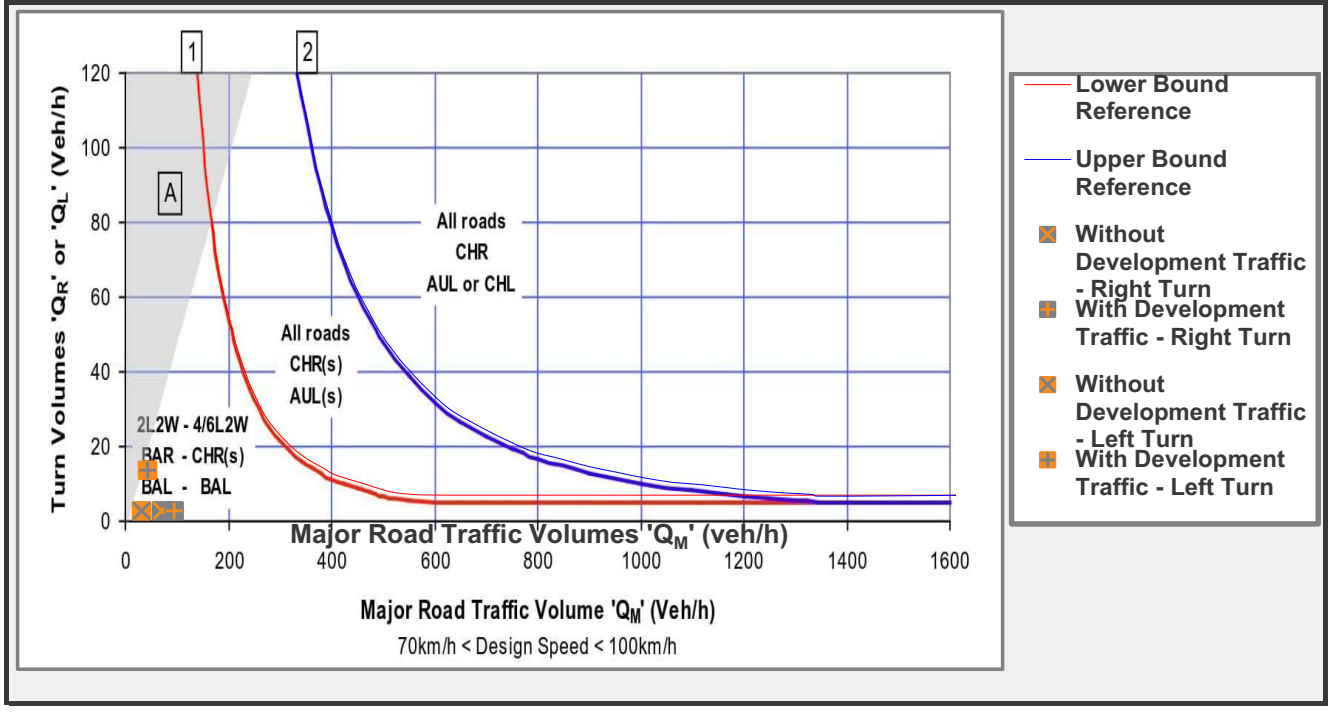
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	71	1
Left	32	1
With Development Traffic		
Right	95	1
Left	44	12

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

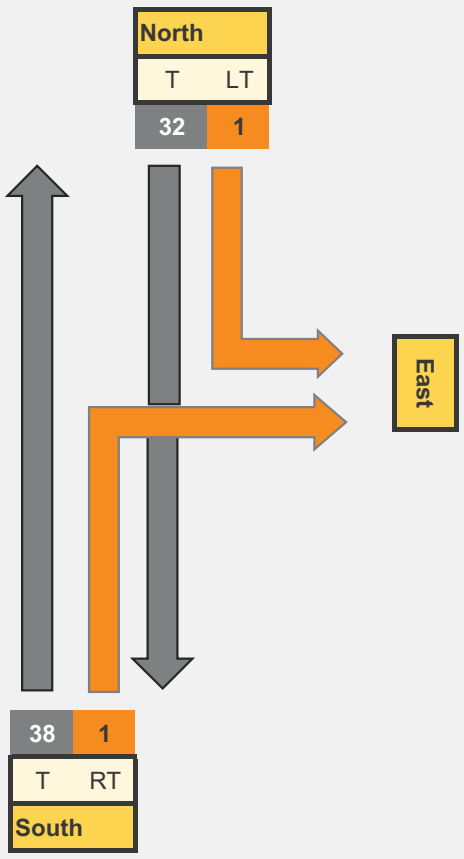
Intersection ID	X64
Intersection Name	Millmerran-Inglewood Road/Paton Road

Speed	100			
Existing Treatment	L	BAL	R	-

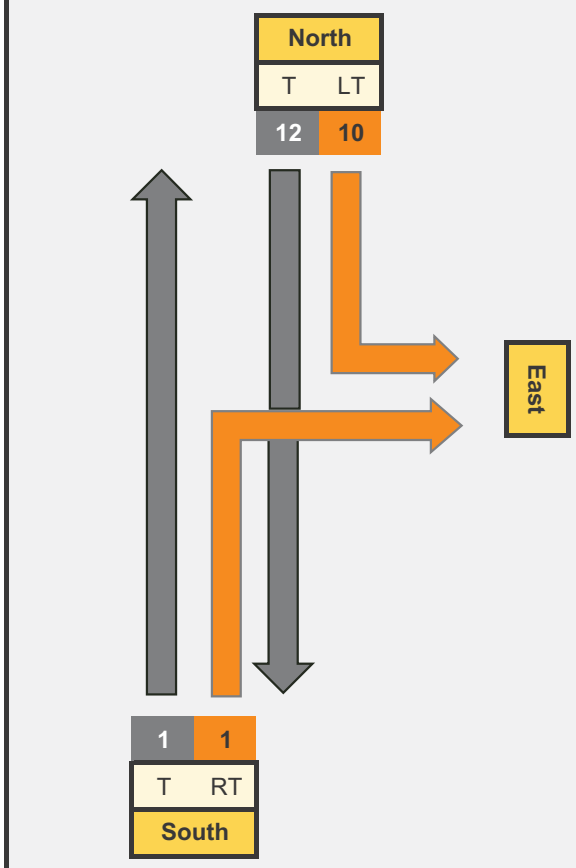
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

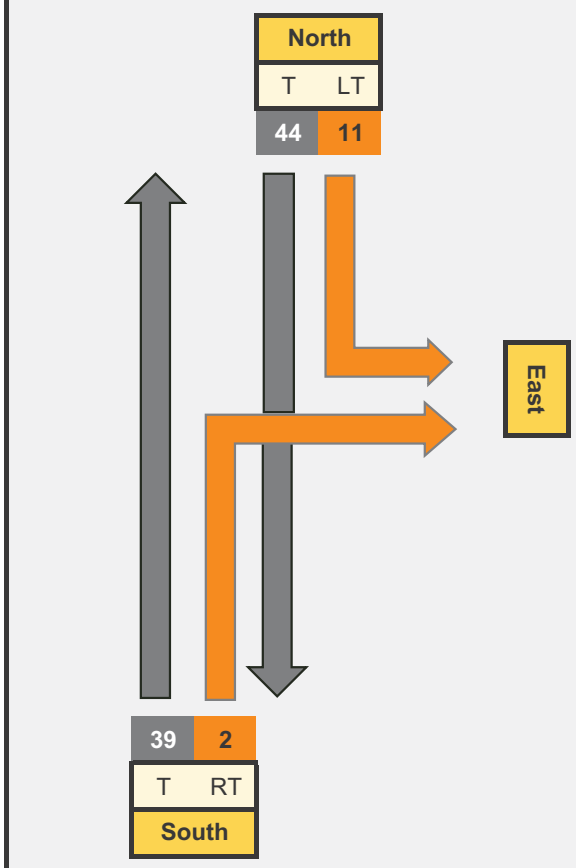
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	71	1
Left	32	1
With Development Traffic		
Right	94	2
Left	44	11

Graph Terminolgy

Legend

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

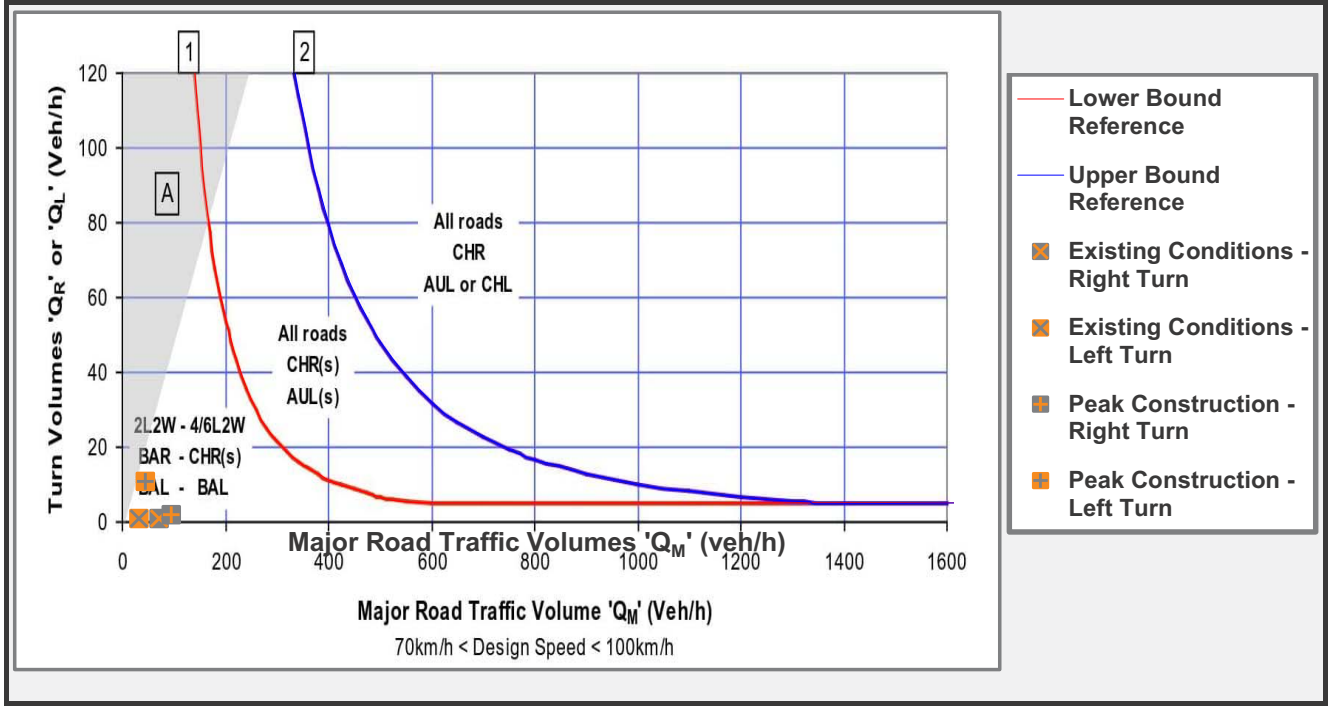
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	71	1
Left	32	1
With Development Traffic		
Right	94	2
Left	44	11

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

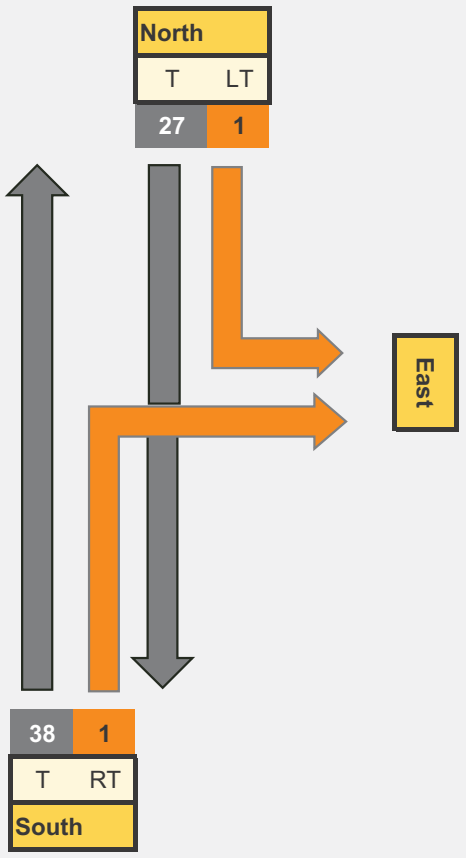
Intersection ID	X64
Intersection Name	Millmerran-Inglewood Road/Paton Road

Speed	100			
Existing Treatment	L	BAL	R	-

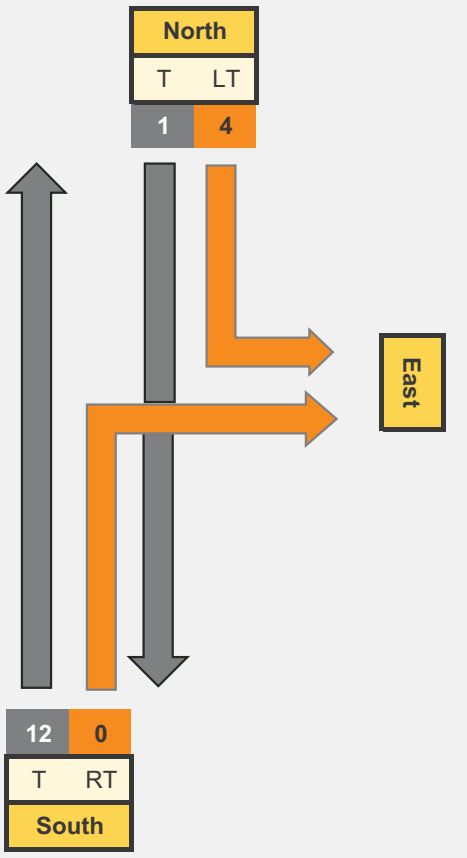
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

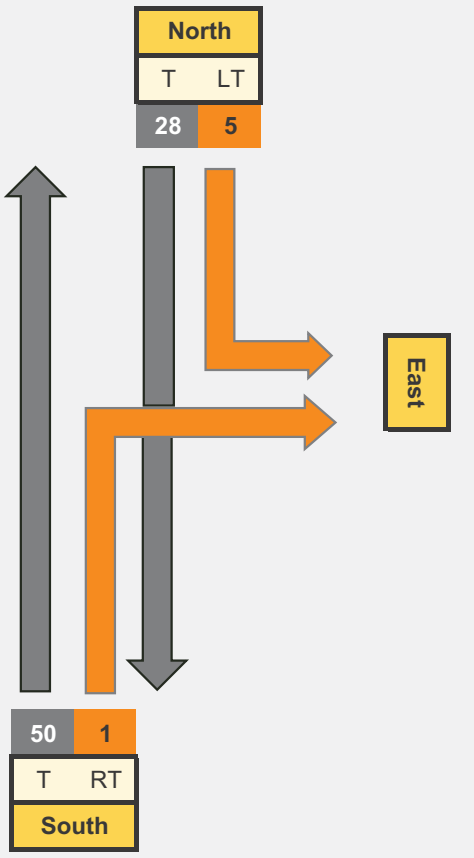
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	66	1
Left	27	1
With Development Traffic		
Right	83	1
Left	28	5

Graph Terminolgy

Legend

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

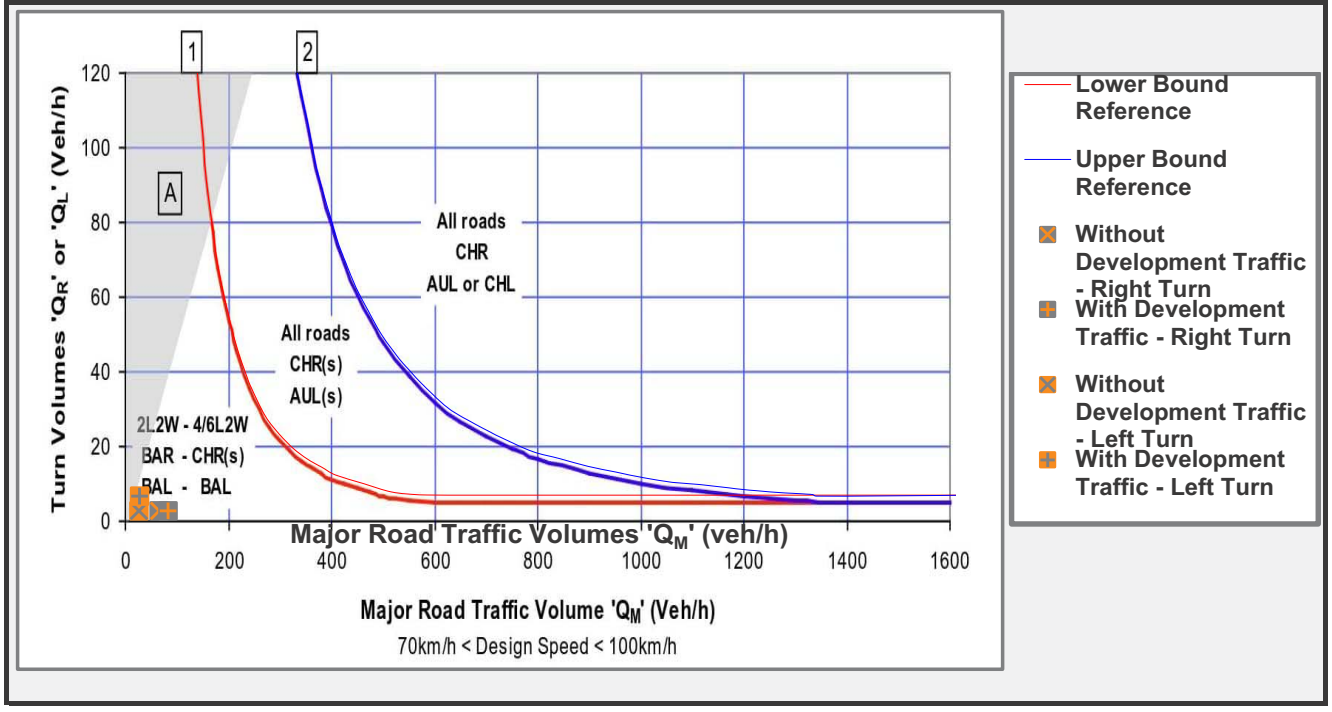
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	66	1
Left	27	1
With Development Traffic		
Right	83	1
Left	28	5

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

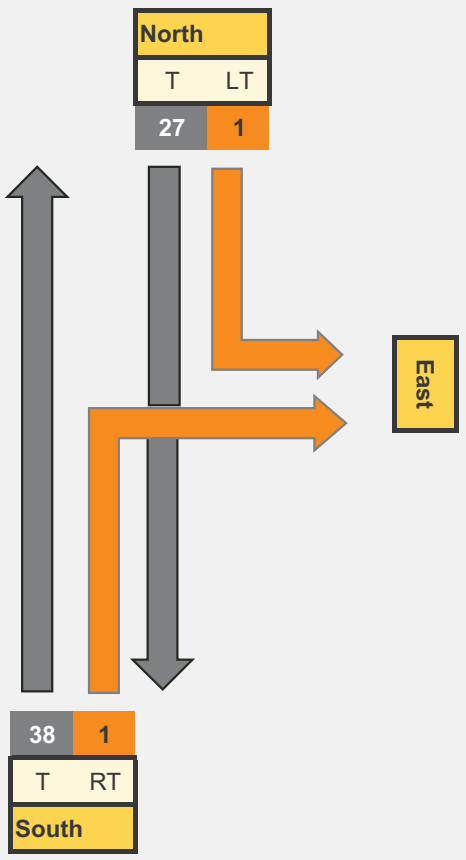
Intersection ID	X64
Intersection Name	Millmerran-Inglewood Road/Paton Road

Speed	100			
Existing Treatment	L	BAL	R	-

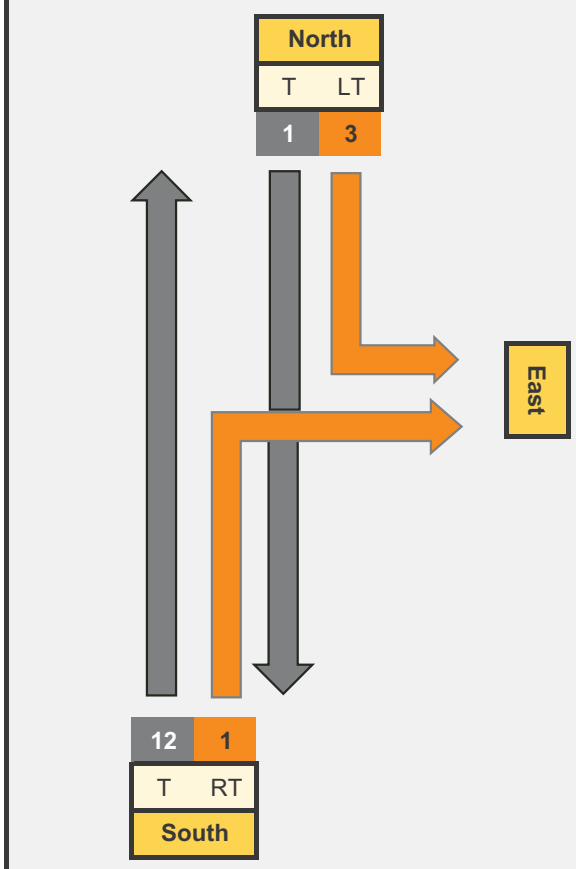
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

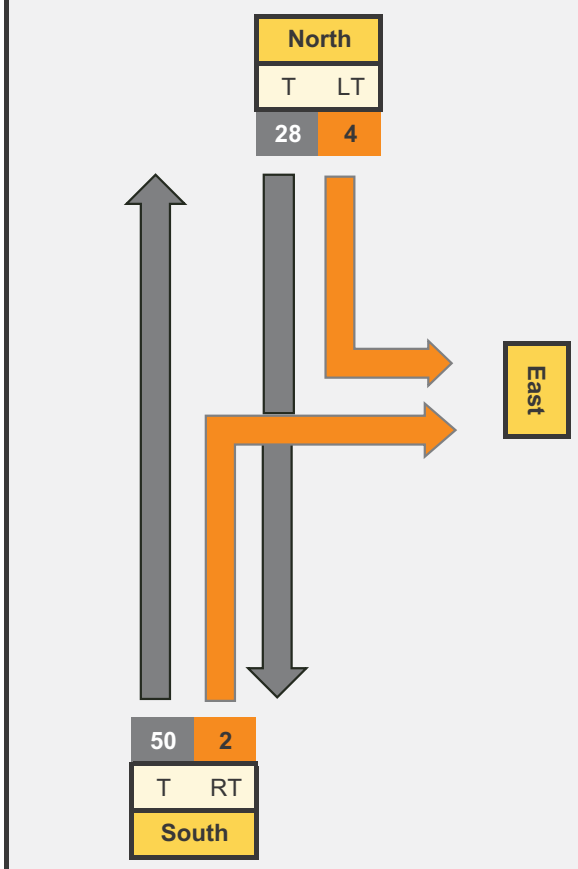
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	66	1
Left	27	1
With Development Traffic		
Right	82	2
Left	28	4

Graph Terminolgy

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

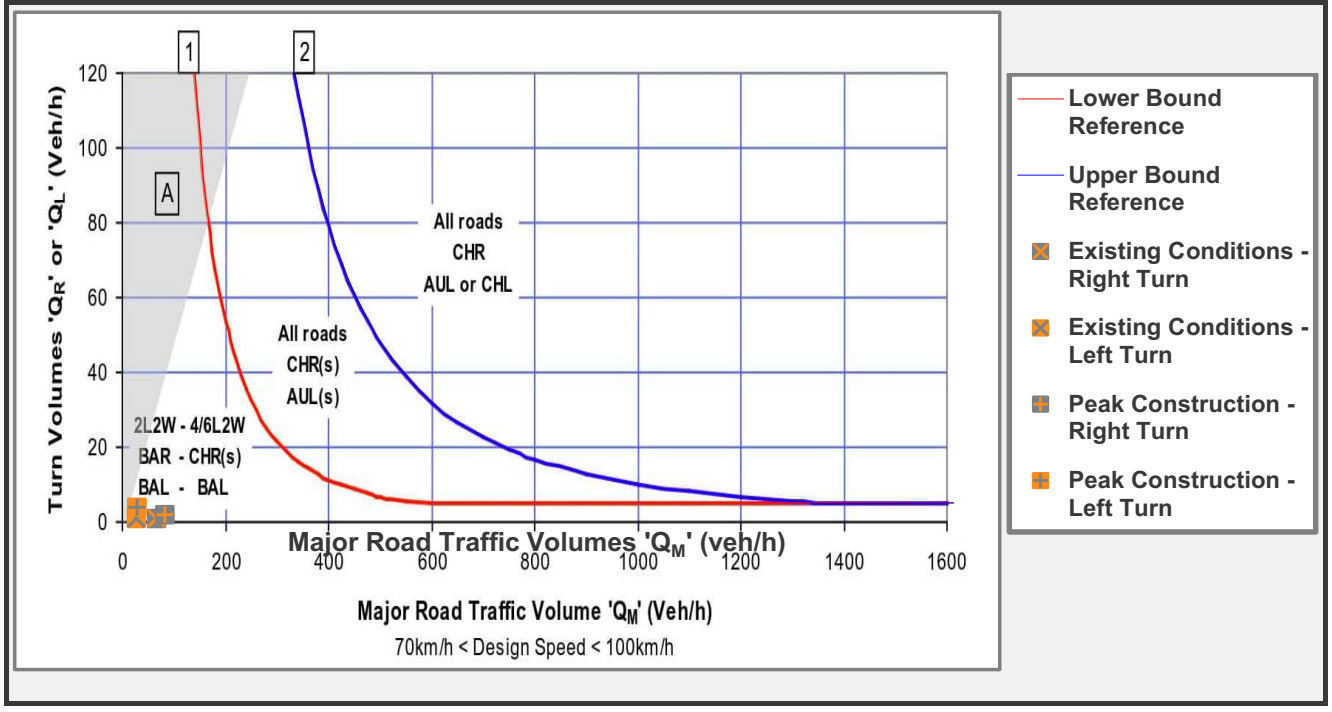
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	66	1
Left	27	1
With Development Traffic		
Right	82	2
Left	28	4

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3B

Time Period	AM

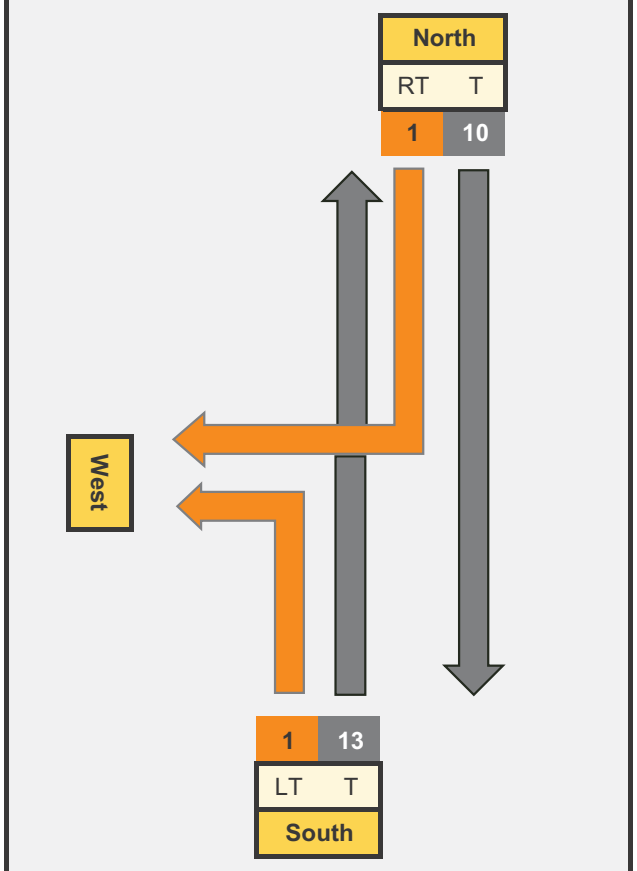
Intersection ID	X65
Intersection Name	Millmerran Inglewood Road / Thornton Road

Speed	100			
Existing Treatment	L	-	R	-

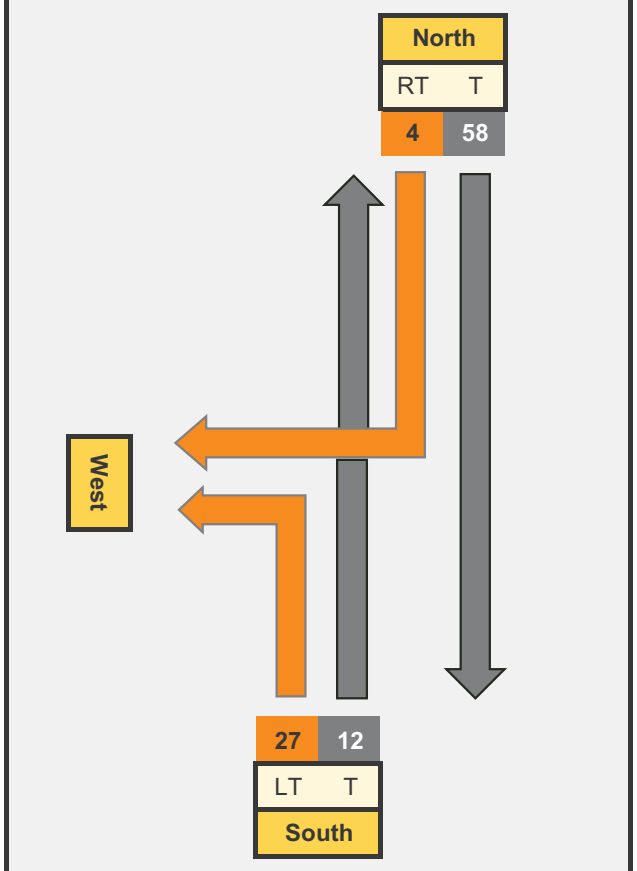
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 1: 1

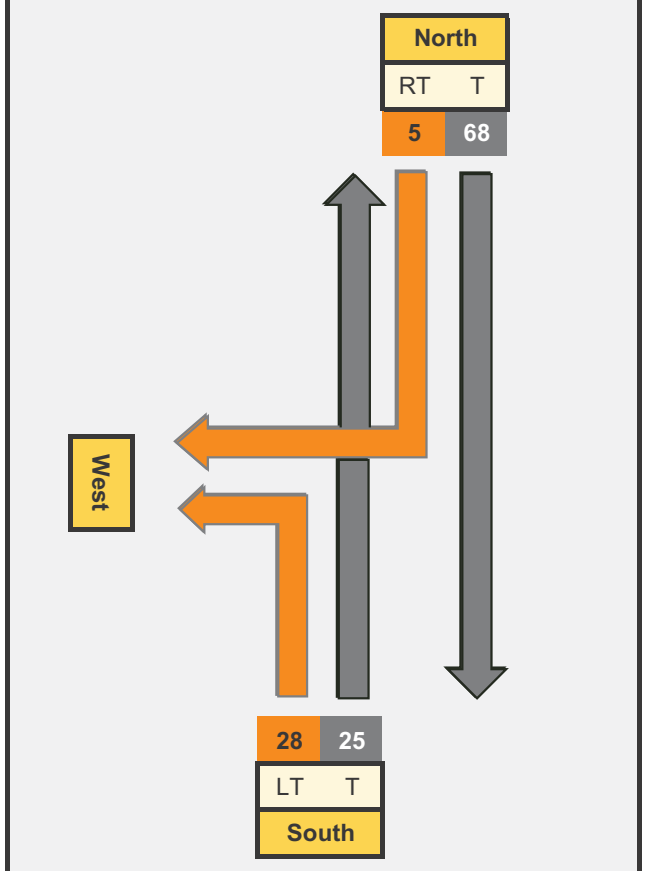
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	24	1
Left	13	1
With Development Traffic		
Right	121	5
Left	25	28

Graph Terminolgy

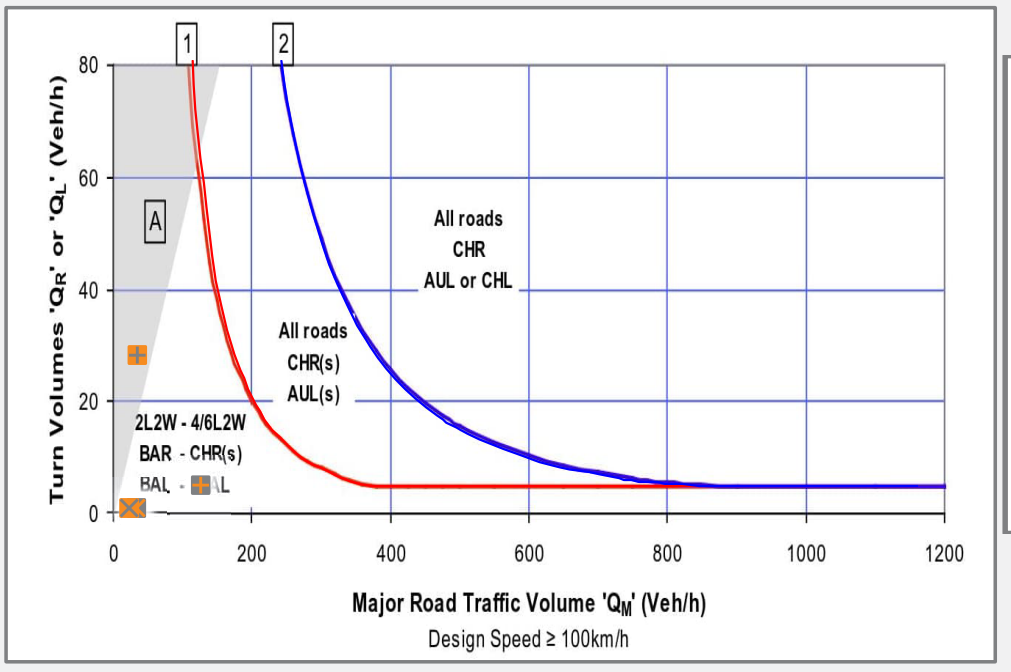
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	24	1
Left	13	1
With Development Traffic		
Right	121	5
Left	25	28

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

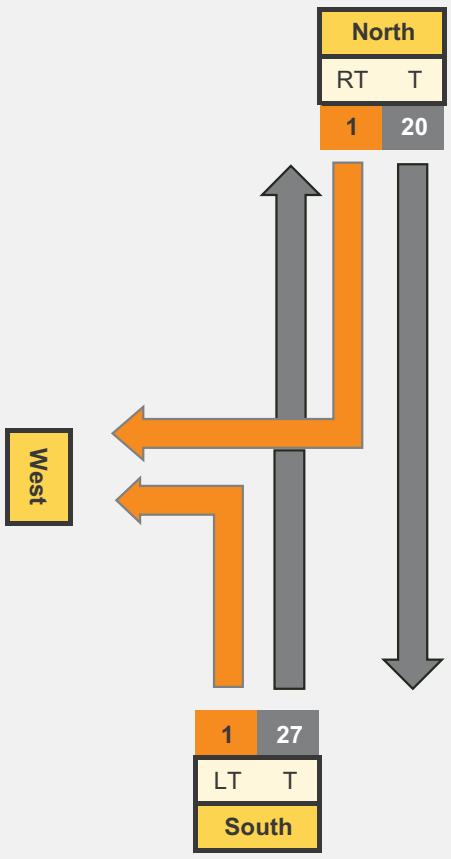
Intersection ID	X65
Intersection Name	Millmerran Inglewood Road / Thornton Road

Speed	100			
Existing Treatment	L	-	R	-

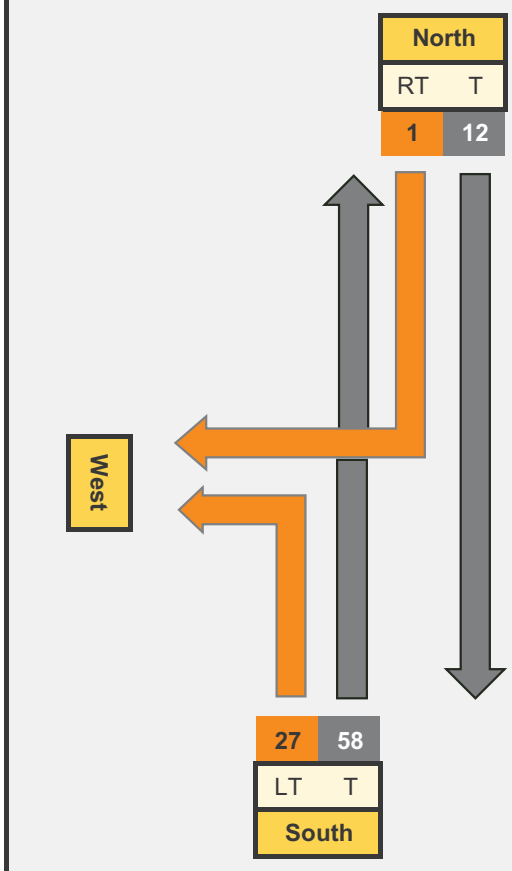
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 1: 1

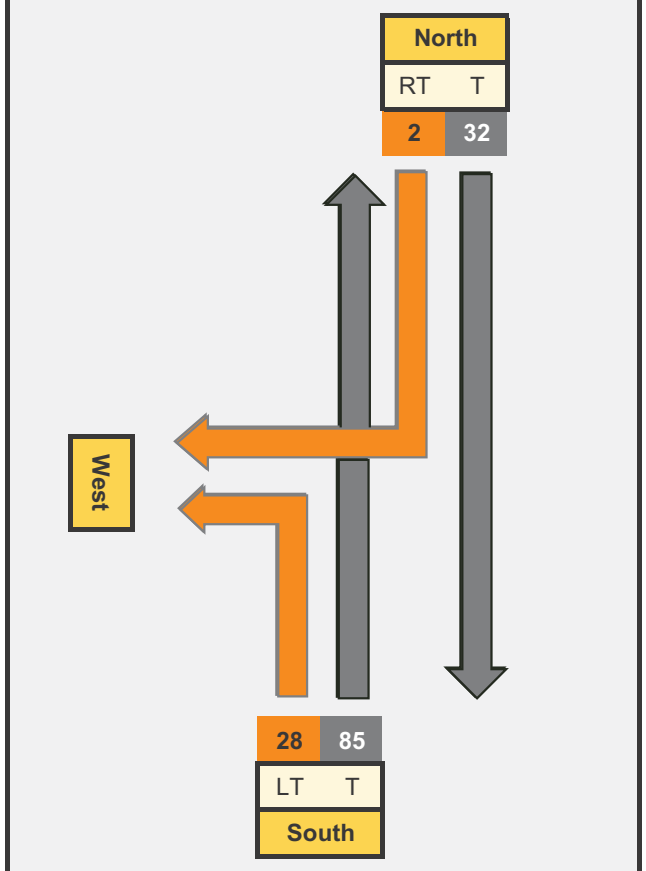
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



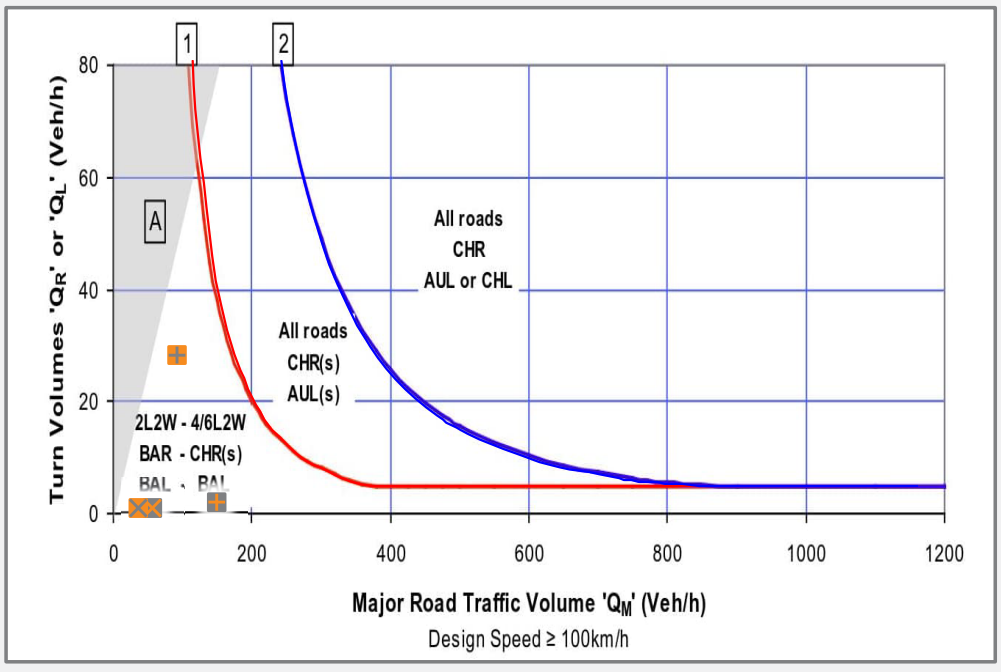
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	48	1
Left	27	1
With Development Traffic		
Right	145	2
Left	85	28

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	48	1
Left	27	1
With Development Traffic		
Right	145	2
Left	85	28

Intersection Code	4A

Time Period	AM

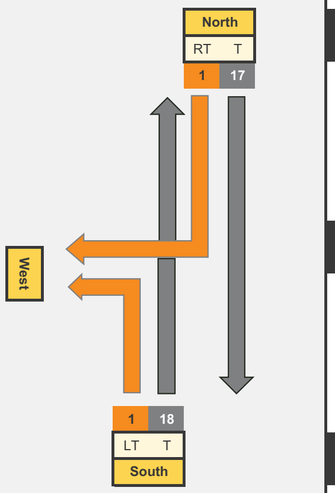
Intersection ID	X66
Intersection Name	Millmerran-Inglewood Road/Wongavale Yugilbar Road

Speed	100			
Existing Treatment	L	-	R	-

Peak Impact Month	Apr-27
Peak Impact Year	2027

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	18	1
With Development Traffic		
Right	53	1
Left	34	1

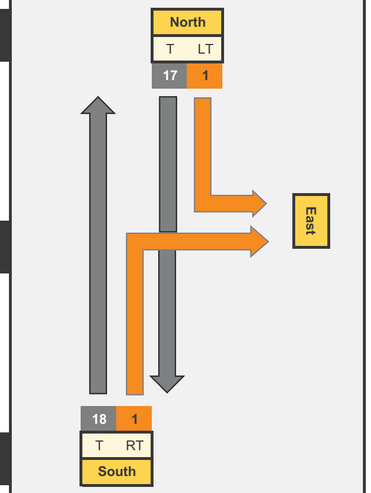
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

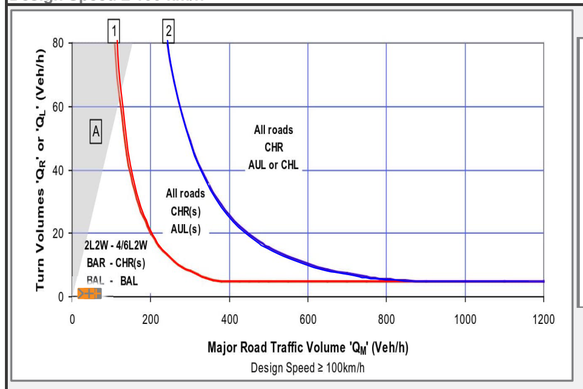
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	18	1
With Development Traffic		
Right	53	1
Left	34	1

Peak Impact Year - Without Development Traffic



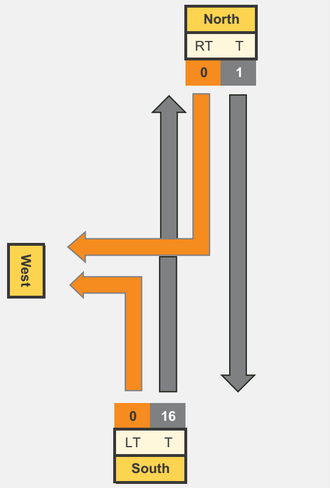
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	17	1
With Development Traffic		
Right	53	8
Left	18	1

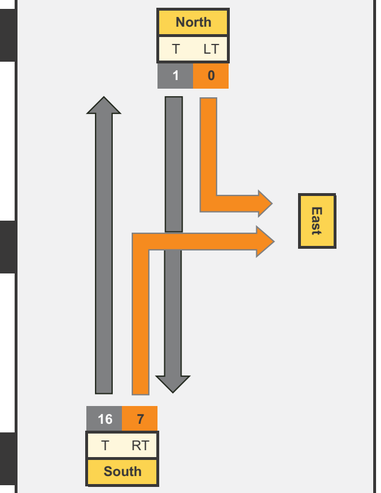
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

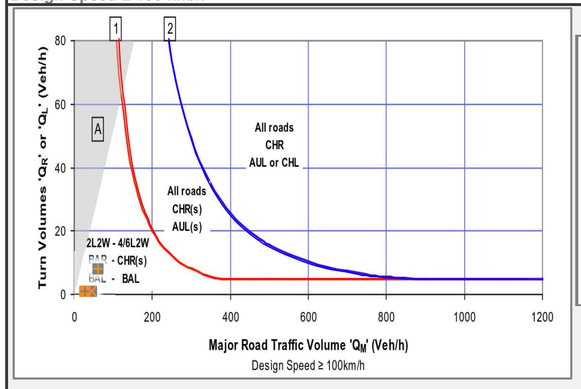
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	17	1
With Development Traffic		
Right	53	1
Left	18	1

Peak Impact Year - Development Traffic



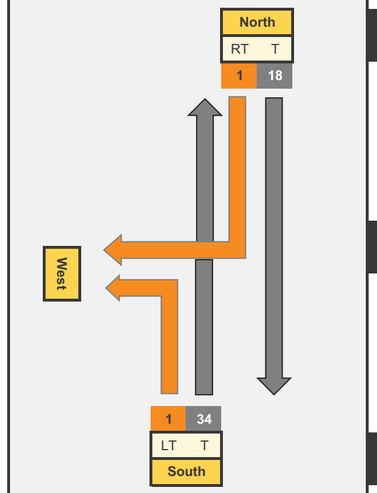
Graphing

Design Speed ≥ 100 km/h

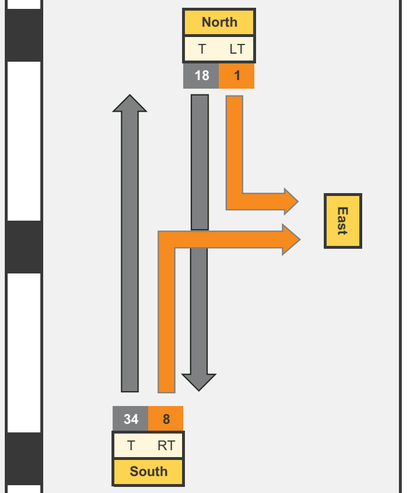


50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



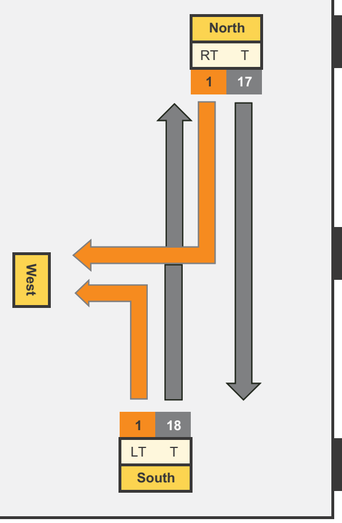
Intersection Code	4A
Intersection ID	X66
Intersection Name	Millmerran-Inglewood Road/Wongavale Yugilbar Road

Time Period	AM
Speed	100
Existing Treatment	L - R -

Peak Impact Month	Apr-27
Peak Impact Year	2027

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	18	1
With Development Traffic		
Right	53	1
Left	34	1

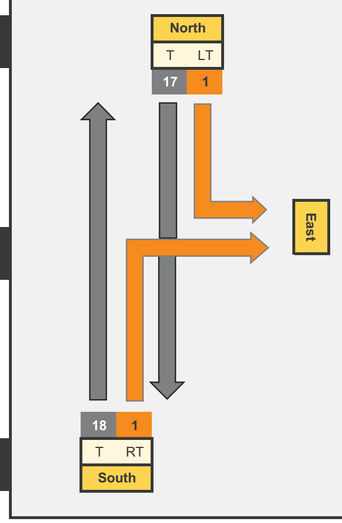
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	18	1
With Development Traffic		
Right	53	1
Left	34	1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	17	1
With Development Traffic		
Right	53	1
Left	18	1

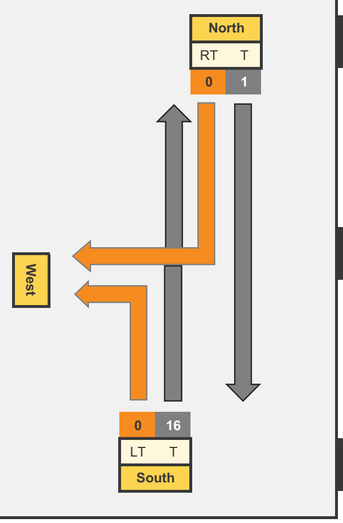
Graph Terminolgy

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

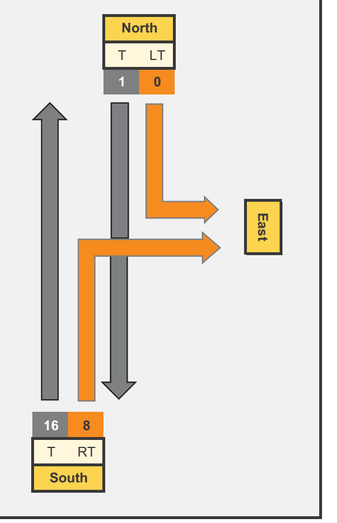
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	17	1
With Development Traffic		
Right	53	1
Left	18	1

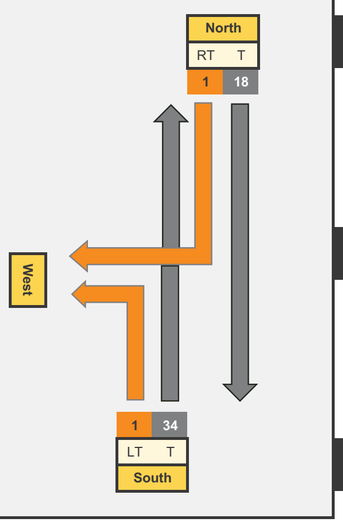
Peak Impact Year - Development Traffic



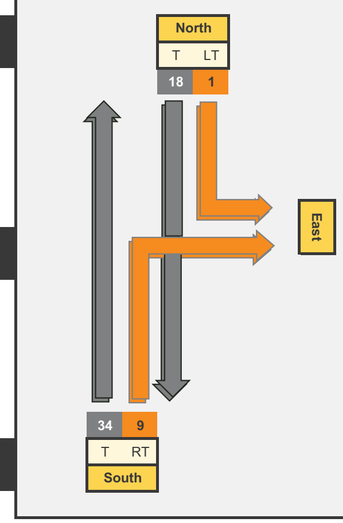
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic

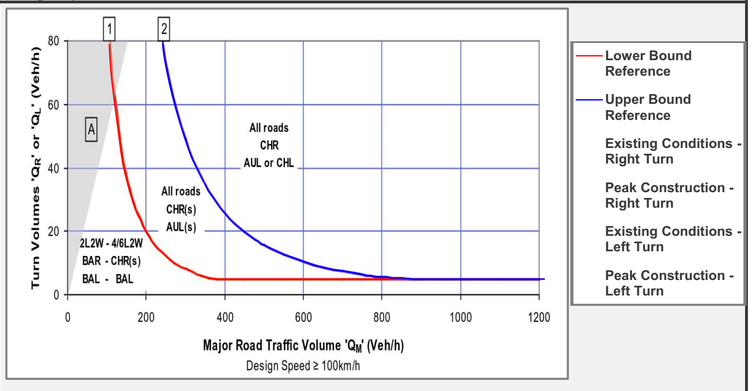


Peak Impact Year - With Development Traffic



Graphing

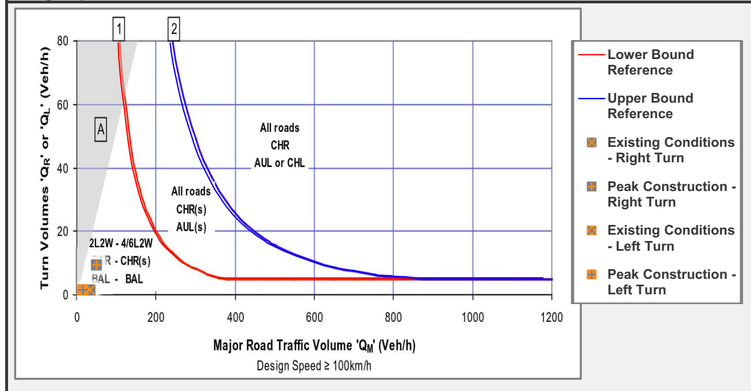
Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	4A

Time Period	PM

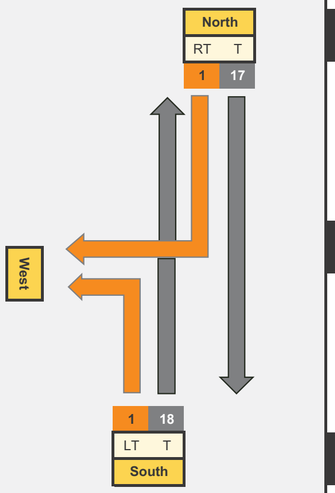
Intersection ID	X66
Intersection Name	Millmerran-Inglewood Road/Wongavale Yugilbar Road

Speed	100			
Existing Treatment	L	-	R	-

Peak Impact Month	Apr-27
Peak Impact Year	2027

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	18	1
With Development Traffic		
Right	53	1
Left	19	1

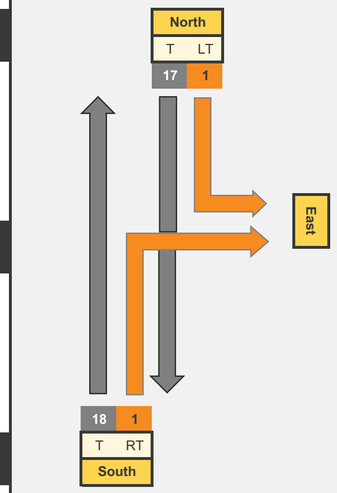
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

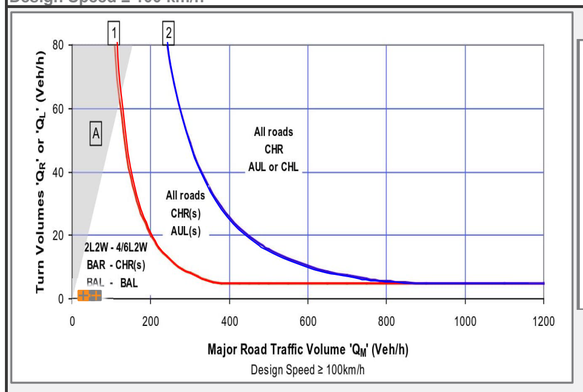
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	18	1
With Development Traffic		
Right	53	1
Left	19	1

Peak Impact Year - Without Development Traffic



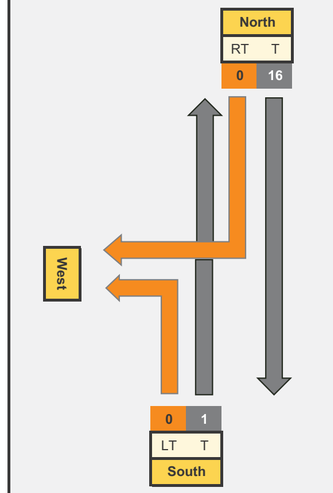
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	17	1
With Development Traffic		
Right	53	5
Left	33	1

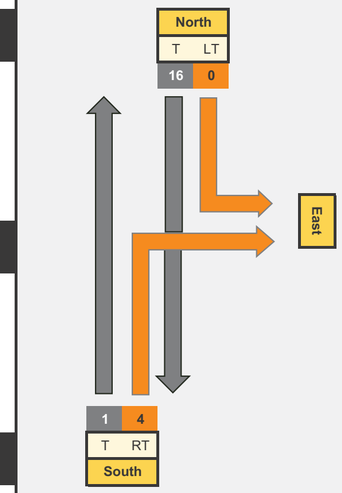
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	17	1
With Development Traffic		
Right	53	5
Left	33	1

Peak Impact Year - Development Traffic

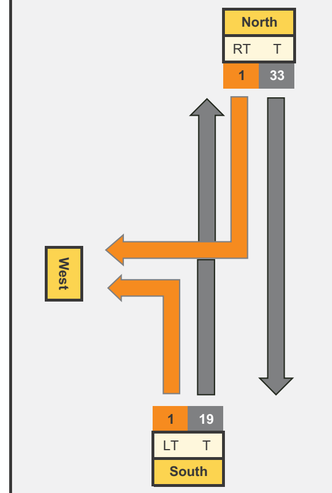


Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	17	1
With Development Traffic		
Right	53	5
Left	33	1

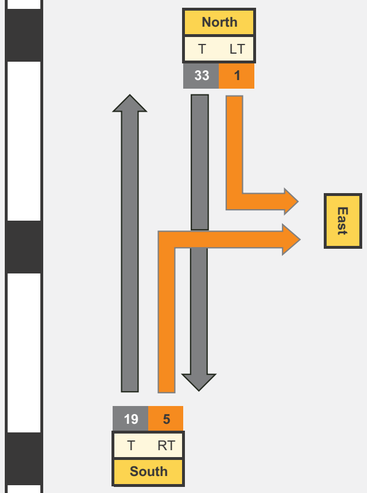
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

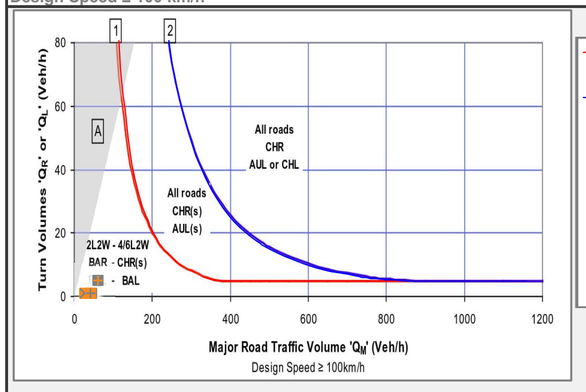
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	17	1
With Development Traffic		
Right	53	5
Left	33	1

Peak Impact Year - With Development Traffic



Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

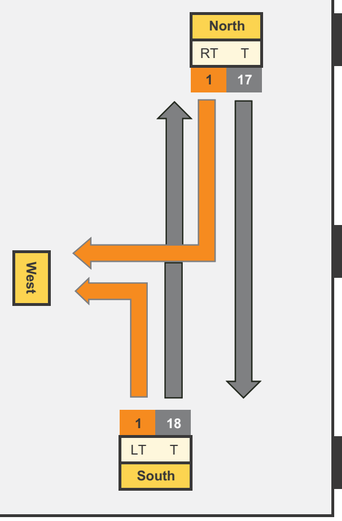
Intersection Code	4A
Intersection ID	X66
Intersection Name	Millmerran-Inglewood Road/Wongavale Yugilbar Road

Time Period	PM
Speed	100
Existing Treatment	L - R -

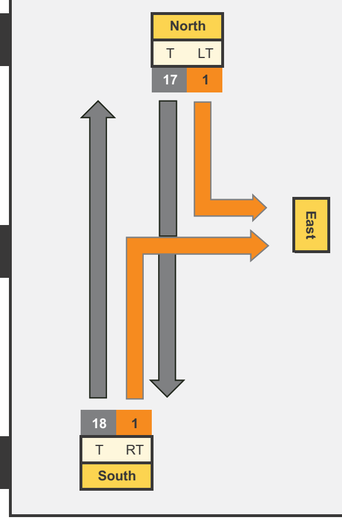
Peak Impact Month	Apr-27
Peak Impact Year	2027

Scenario 2: 2

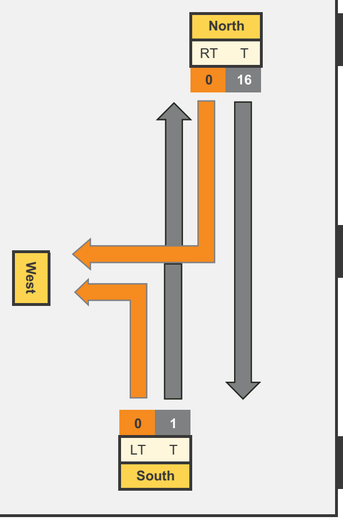
Peak Impact Year - Without Development Traffic



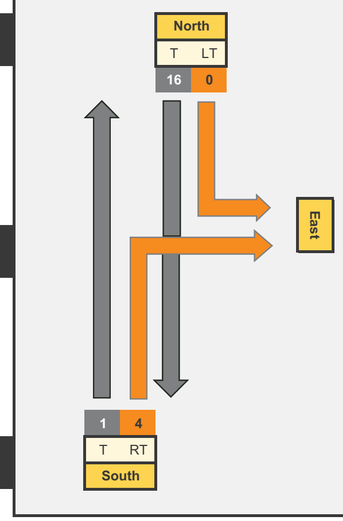
Peak Impact Year - Without Development Traffic



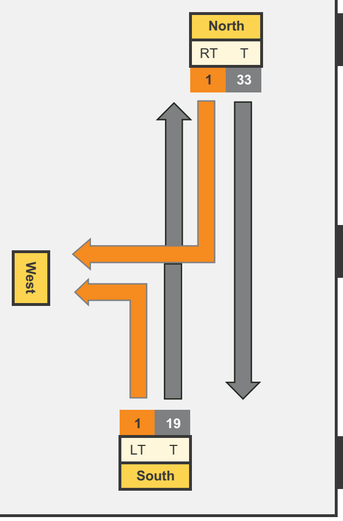
Peak Impact Year - Development Traffic



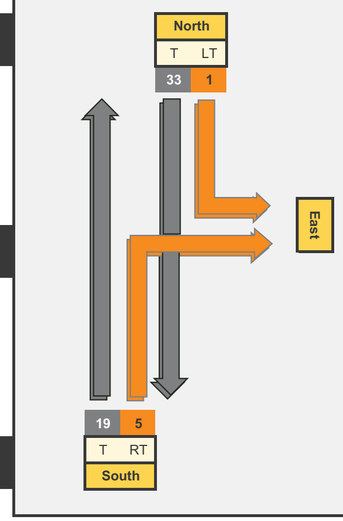
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	18	1
With Development Traffic		
Right	53	1
Left	19	1

Graph Terminolgy

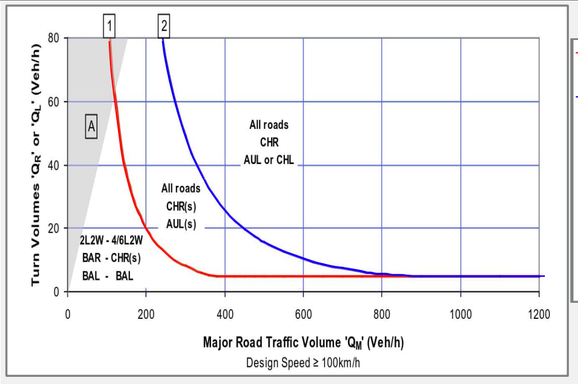
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	18	1
With Development Traffic		
Right	53	1
Left	19	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	17	1
With Development Traffic		
Right	53	5
Left	33	1

Graph Terminolgy

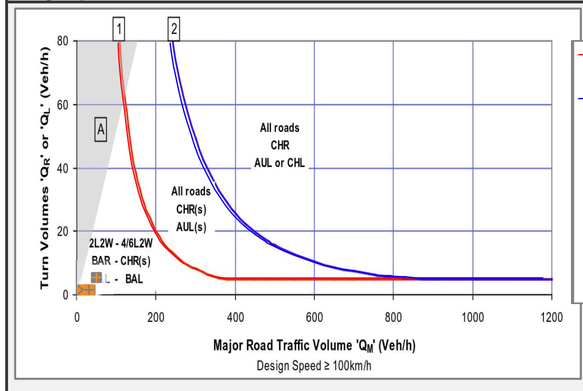
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	36	1
Left	17	1
With Development Traffic		
Right	53	5
Left	33	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

Time Period	AM

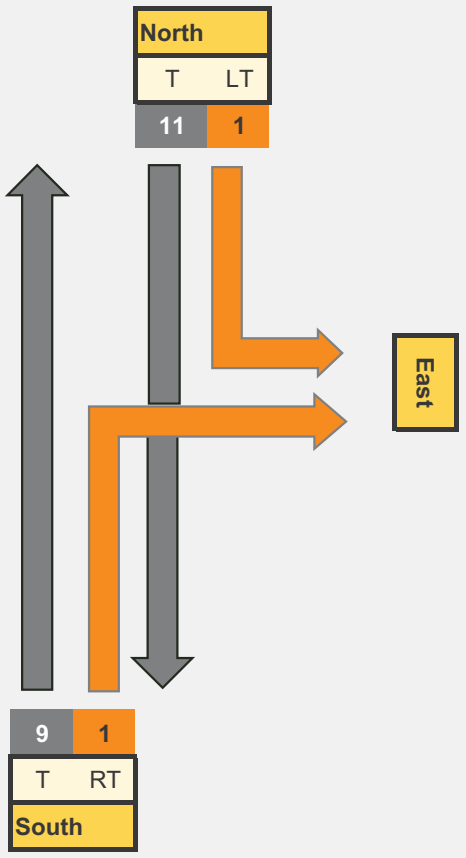
Intersection ID	X70
Intersection Name	Texas-Yelarbon Road/Unnamed Road

Speed	100			
Existing Treatment	L	-	R	-

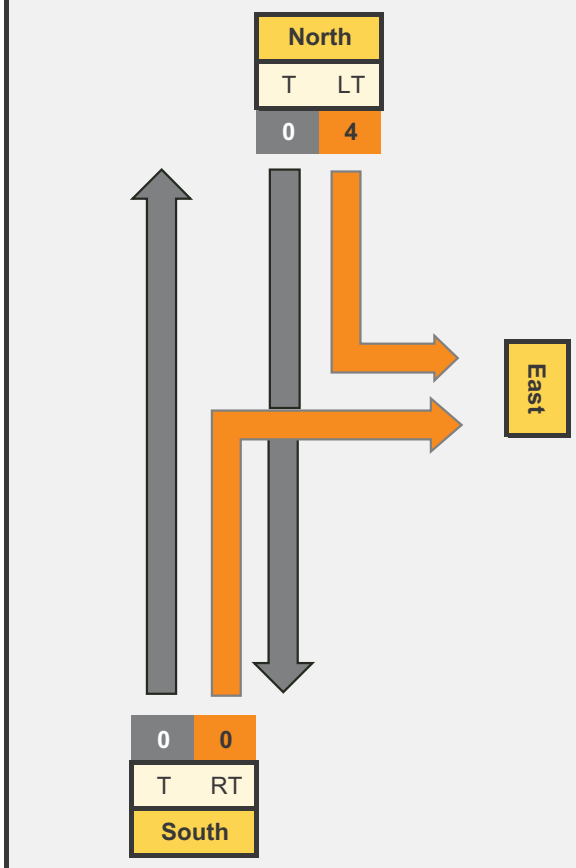
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

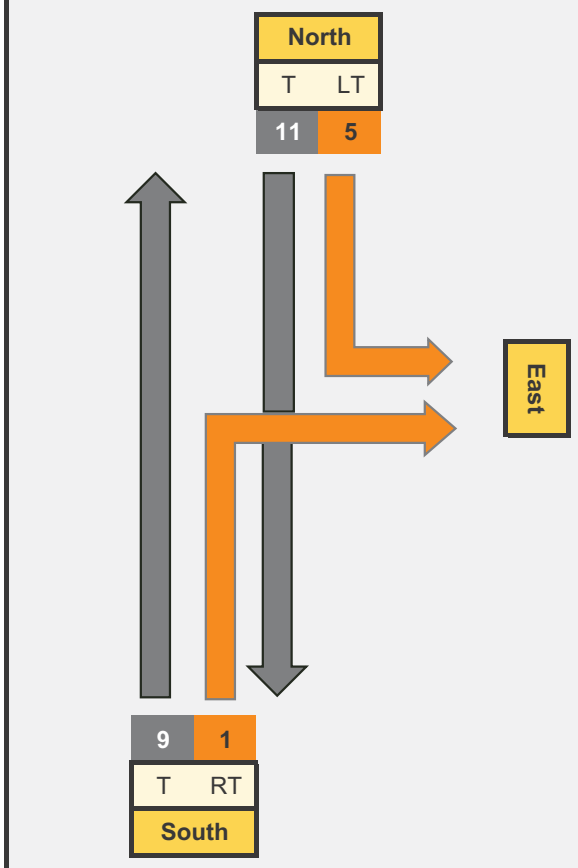
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	21	1
Left	11	1
With Development Traffic		
Right	25	1
Left	11	5

Graph Terminolgy

Legend

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

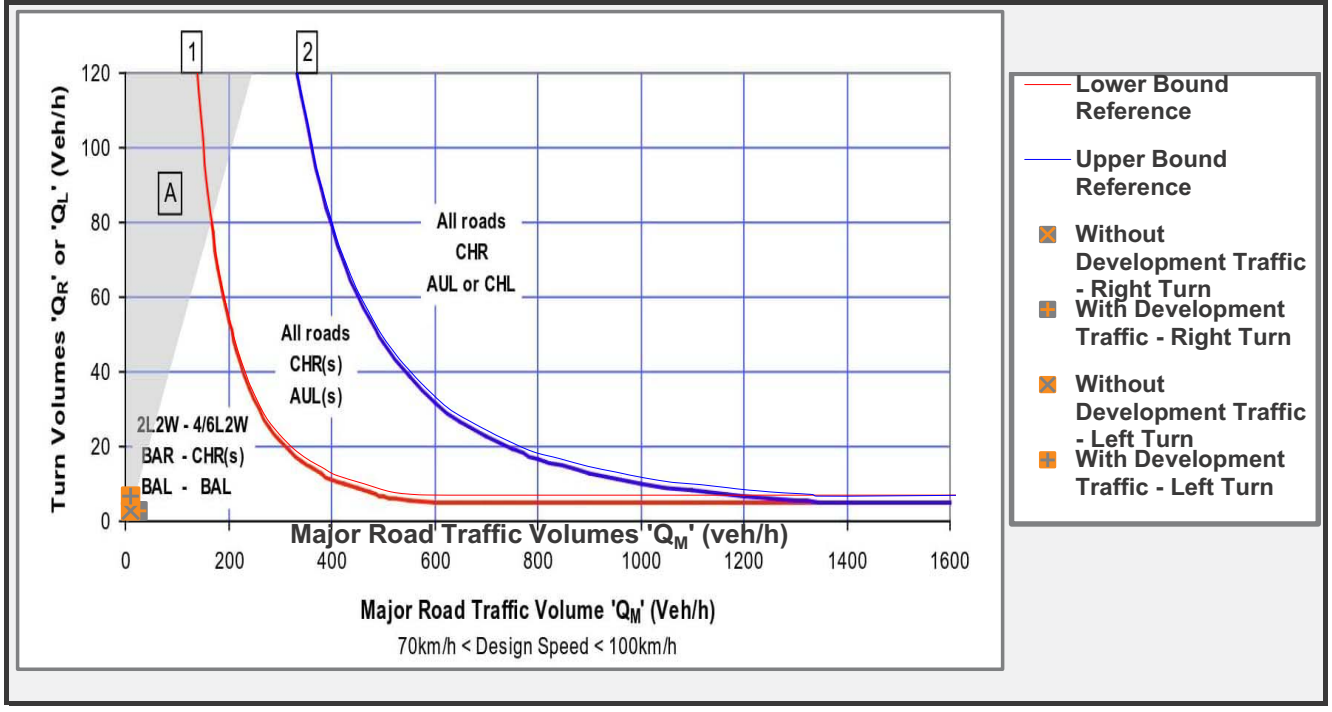
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	21	1
Left	11	1
With Development Traffic		
Right	25	1
Left	11	5

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

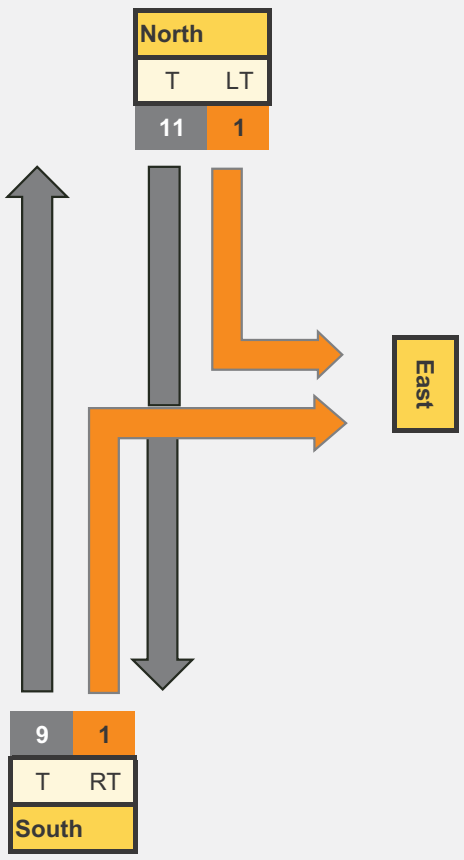
Intersection ID	X70
Intersection Name	Texas-Yelarbon Road/Unnamed Road

Speed	100			
Existing Treatment	L	-	R	-

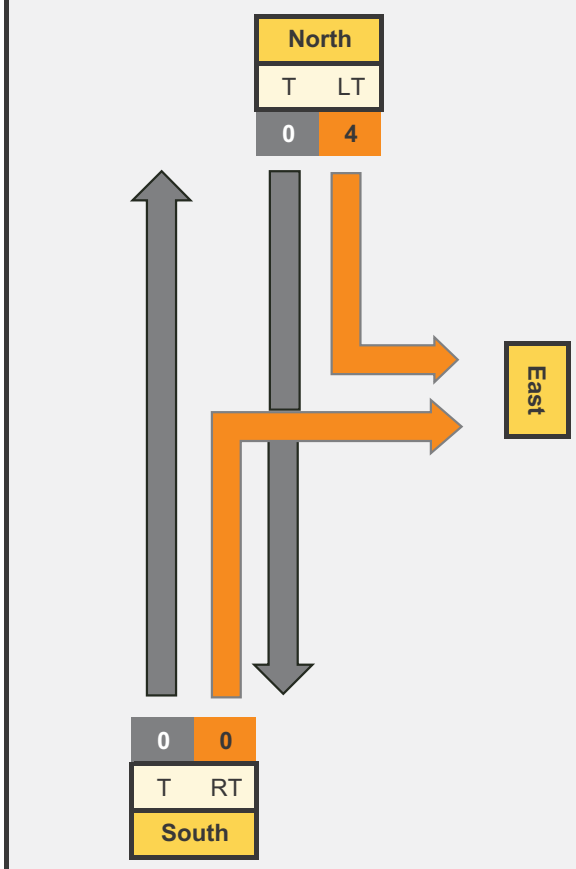
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

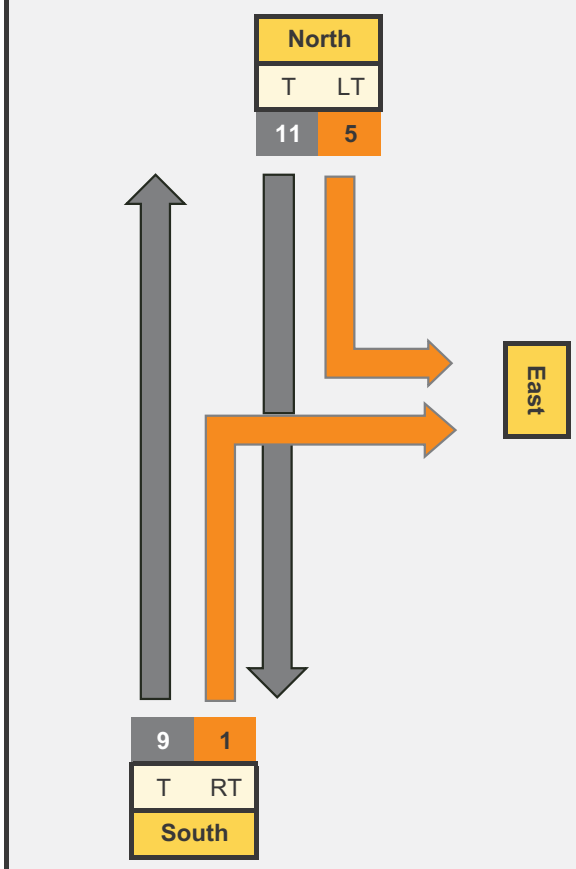
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	21	1
Left	11	1
With Development Traffic		
Right	25	1
Left	11	5

Graph Terminolgy

Legend

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

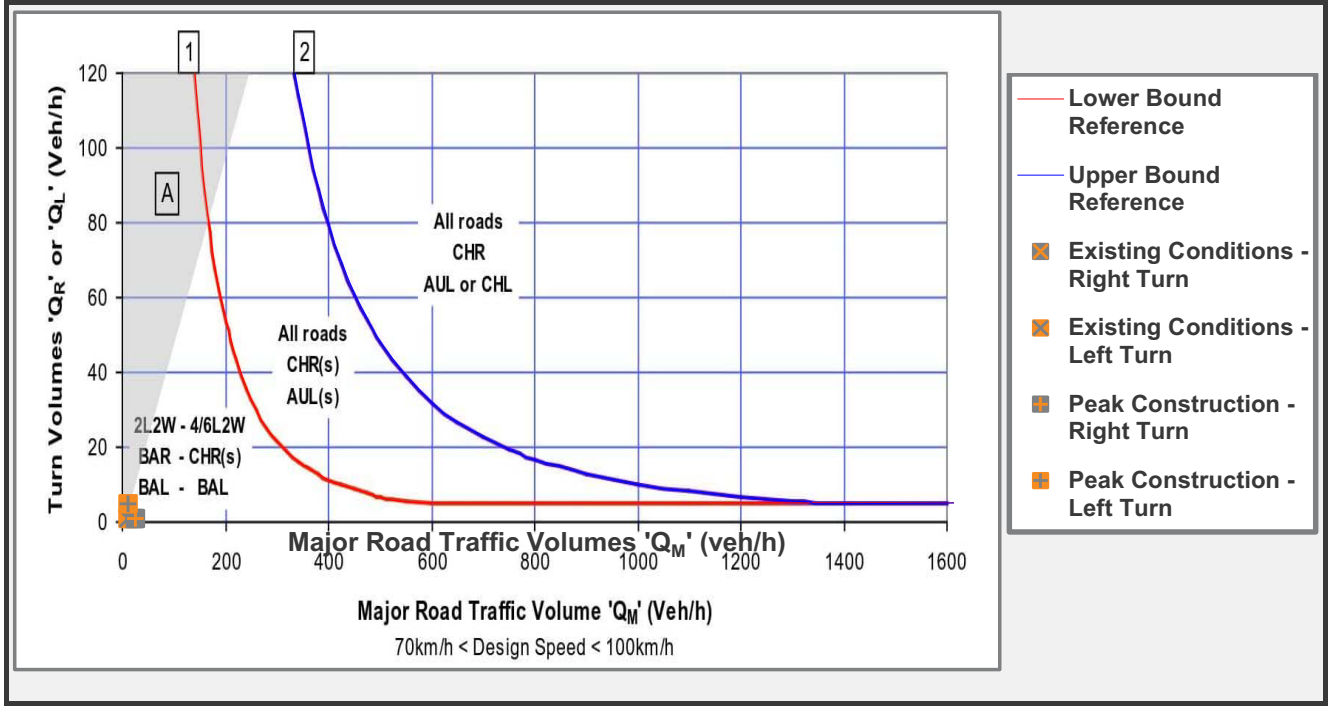
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	21	1
Left	11	1
With Development Traffic		
Right	25	1
Left	11	5

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

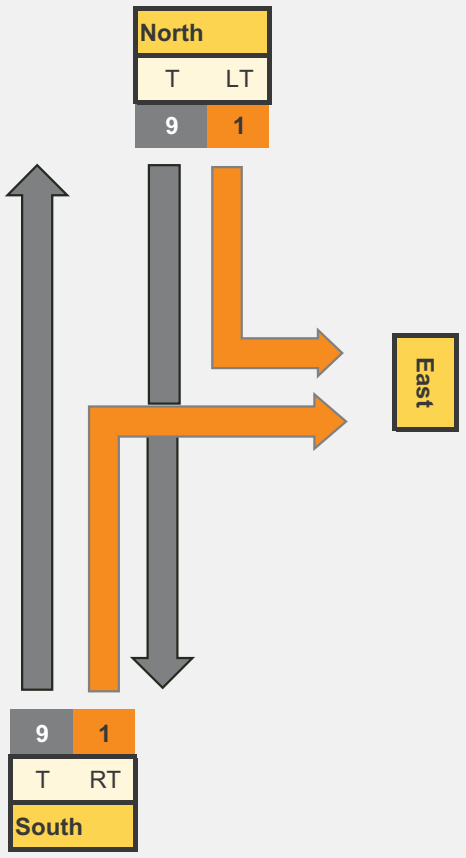
Intersection ID	X70
Intersection Name	Texas-Yelarbon Road/Unnamed Road

Speed	100			
Existing Treatment	L	-	R	-

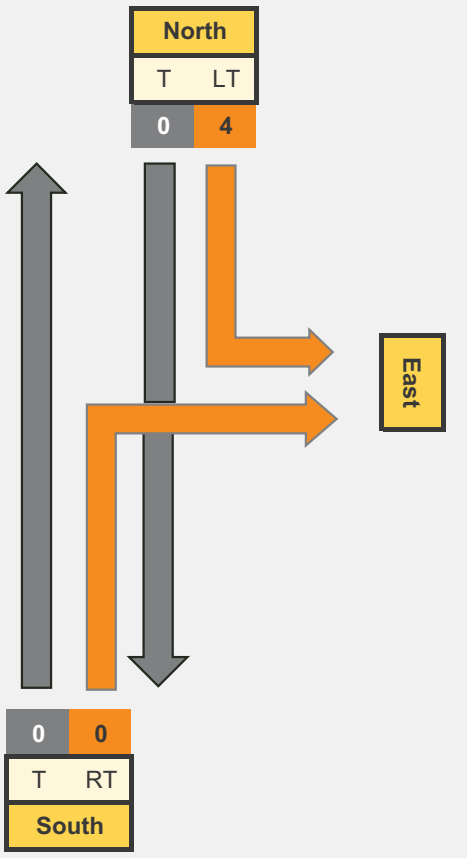
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

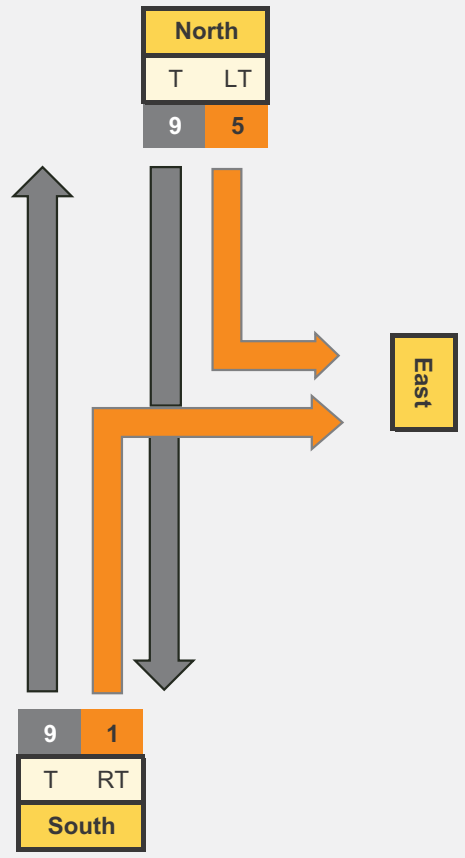
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	19	1
Left	9	1
With Development Traffic		
Right	23	1
Left	9	5

Graph Terminolgy

Legend

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

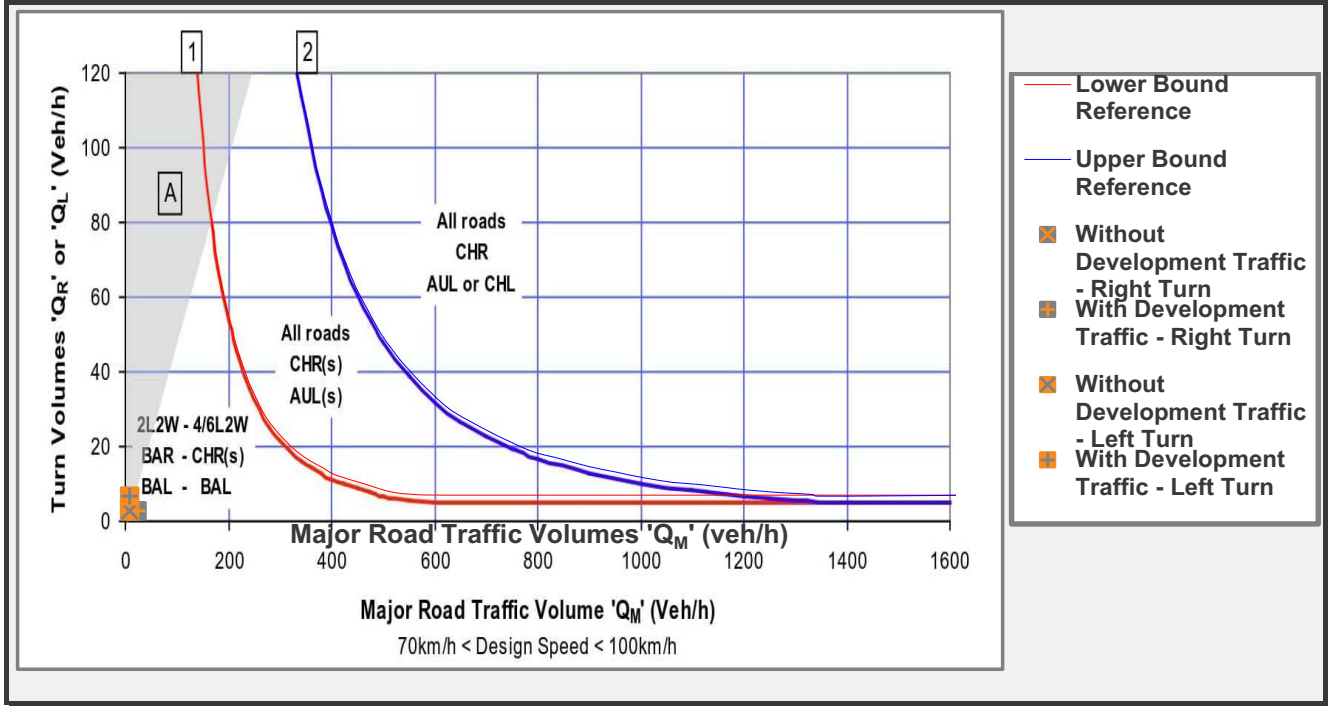
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	19	1
Left	9	1
With Development Traffic		
Right	23	1
Left	9	5

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

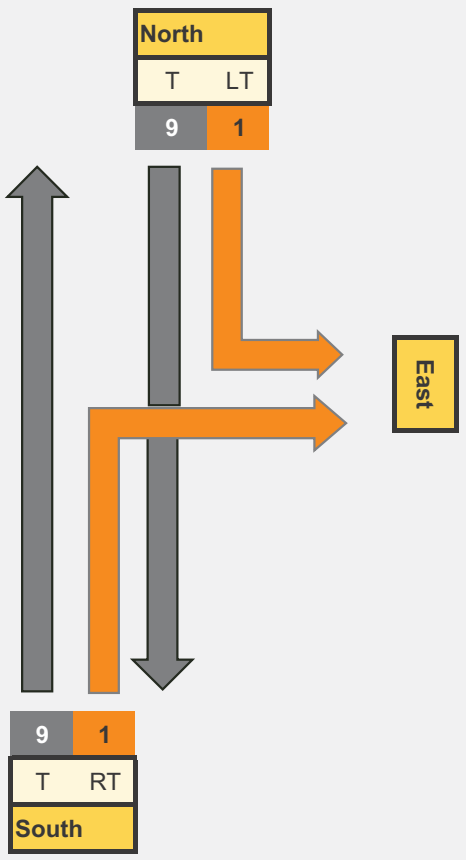
Intersection ID	X70
Intersection Name	Texas-Yelarbon Road/Unnamed Road

Speed	100			
Existing Treatment	L	-	R	-

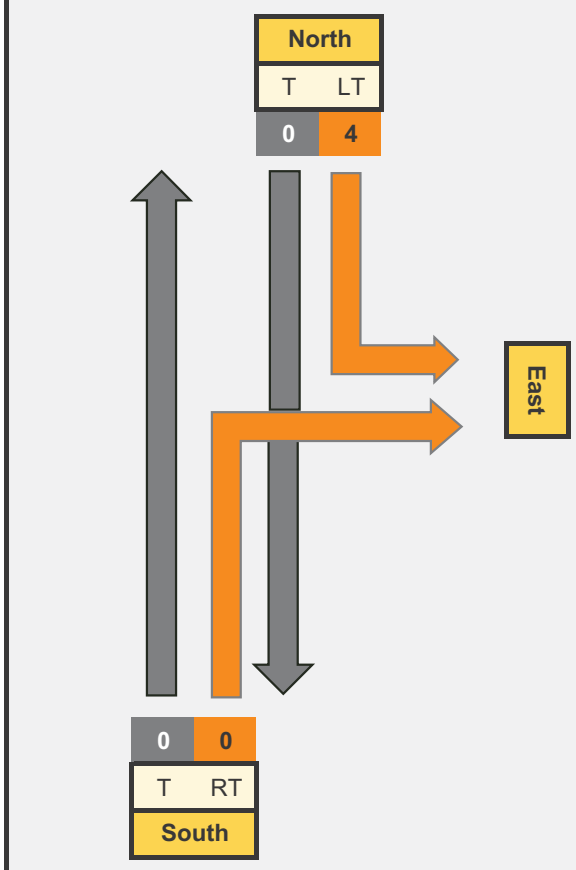
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

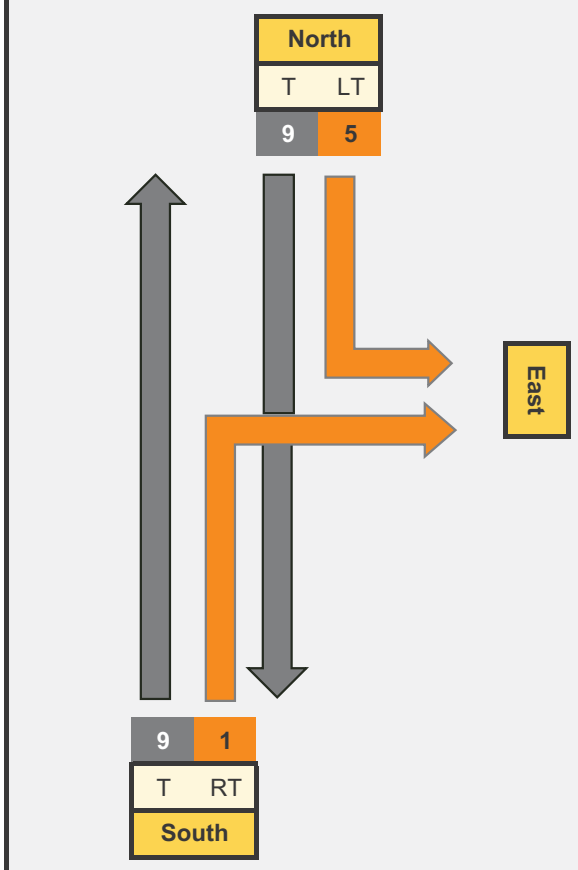
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	19	1
Left	9	1
With Development Traffic		
Right	23	1
Left	9	5

Graph Terminolgy

Legend

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

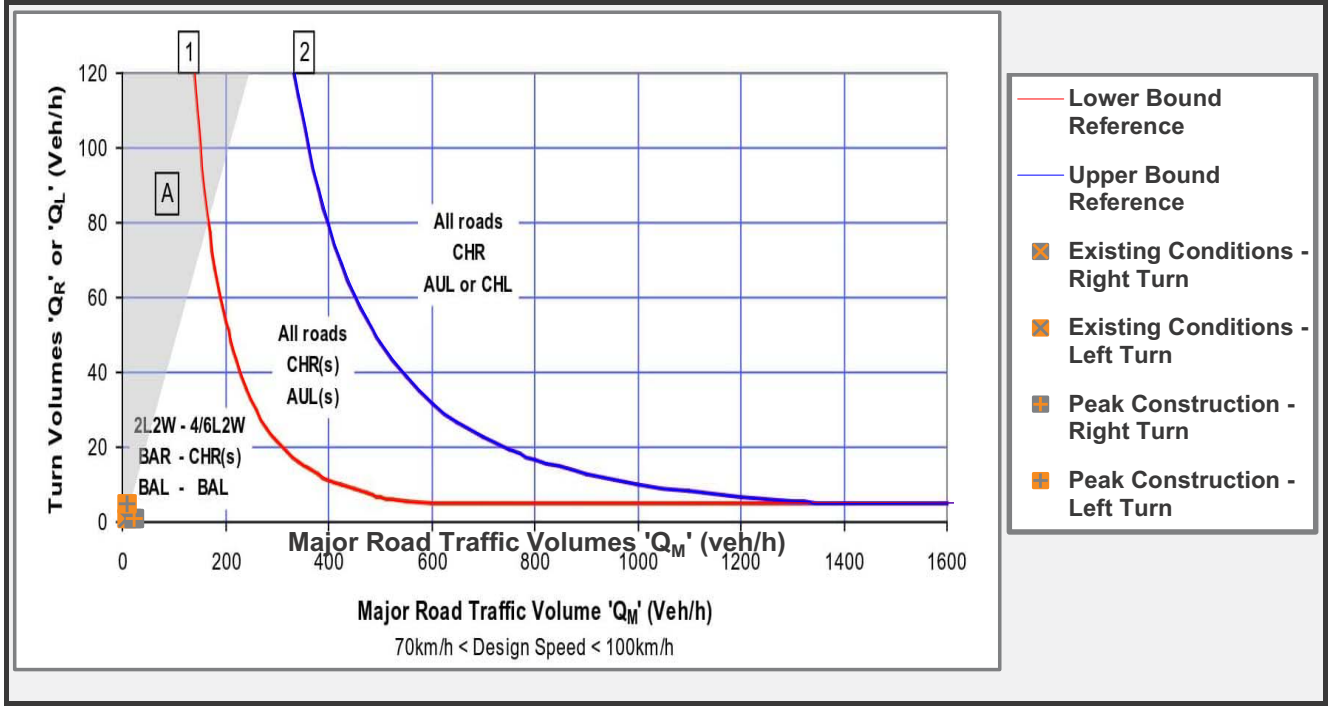
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	19	1
Left	9	1
With Development Traffic		
Right	23	1
Left	9	5

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3D

Time Period	AM

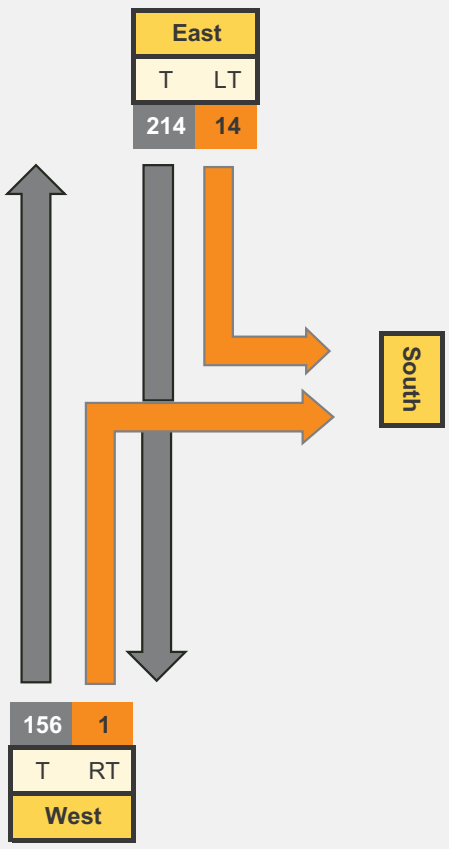
Intersection ID	X71
Intersection Name	Airport Quarry Wellcamp Access Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

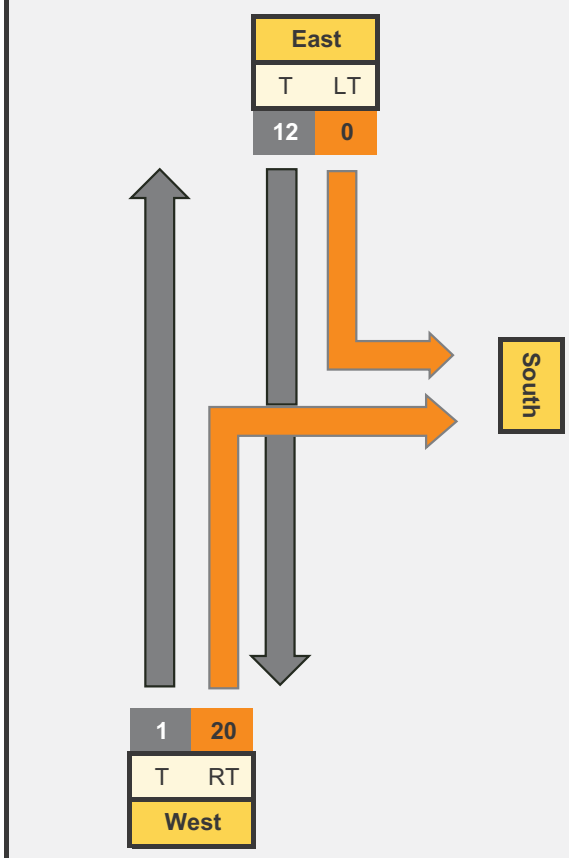
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

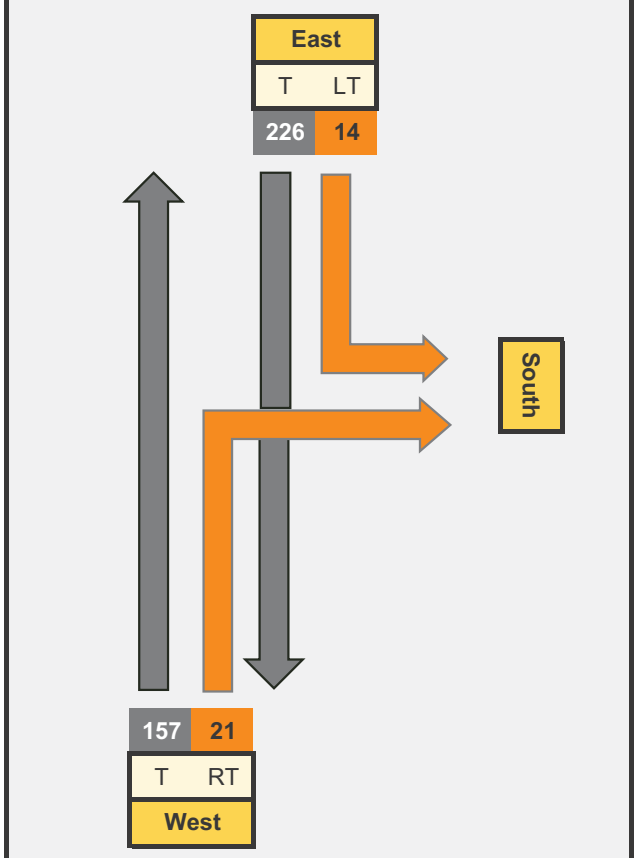
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	384	1
Left	214	14
With Development Traffic		
Right	397	21
Left	226	14

Graph Terminolgy

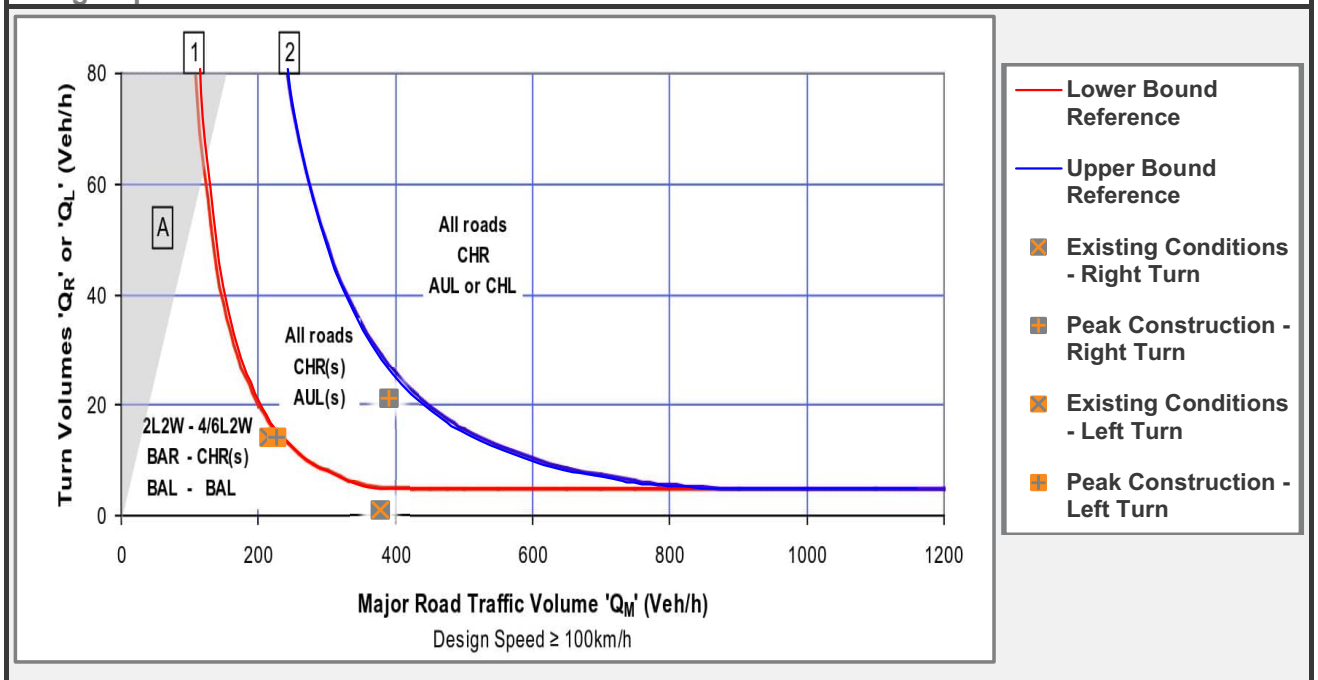
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	384	1
Left	214	14
With Development Traffic		
Right	397	21
Left	226	14

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

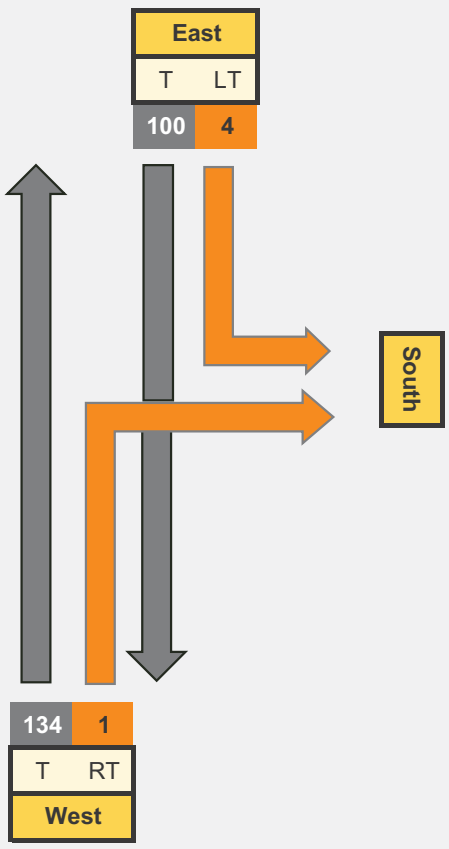
Intersection ID	X71
Intersection Name	Airport Quarry Wellcamp Access Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

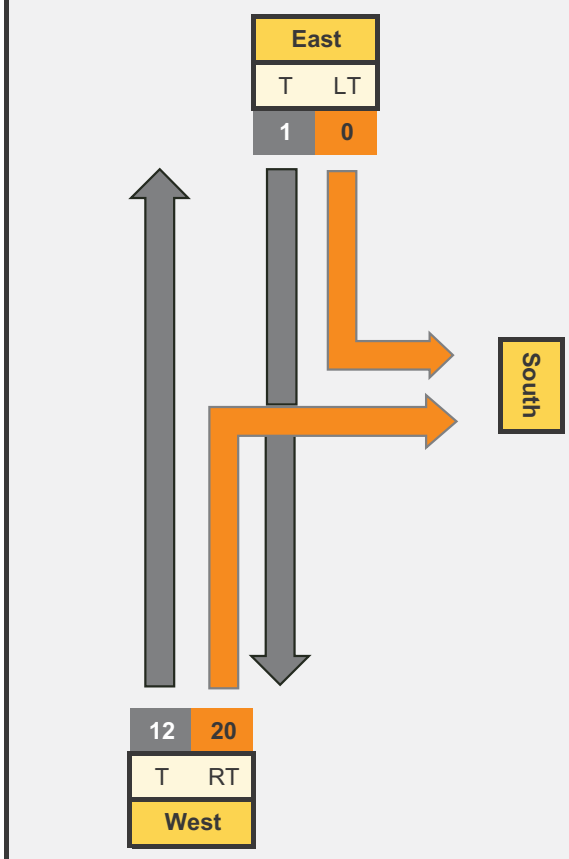
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

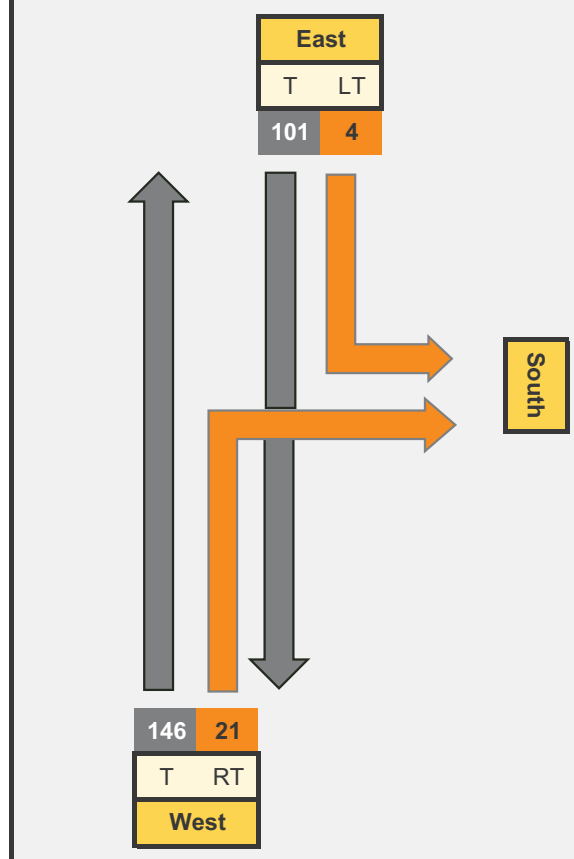
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	238	1
Left	100	4
With Development Traffic		
Right	251	21
Left	101	4

Graph Terminolgy

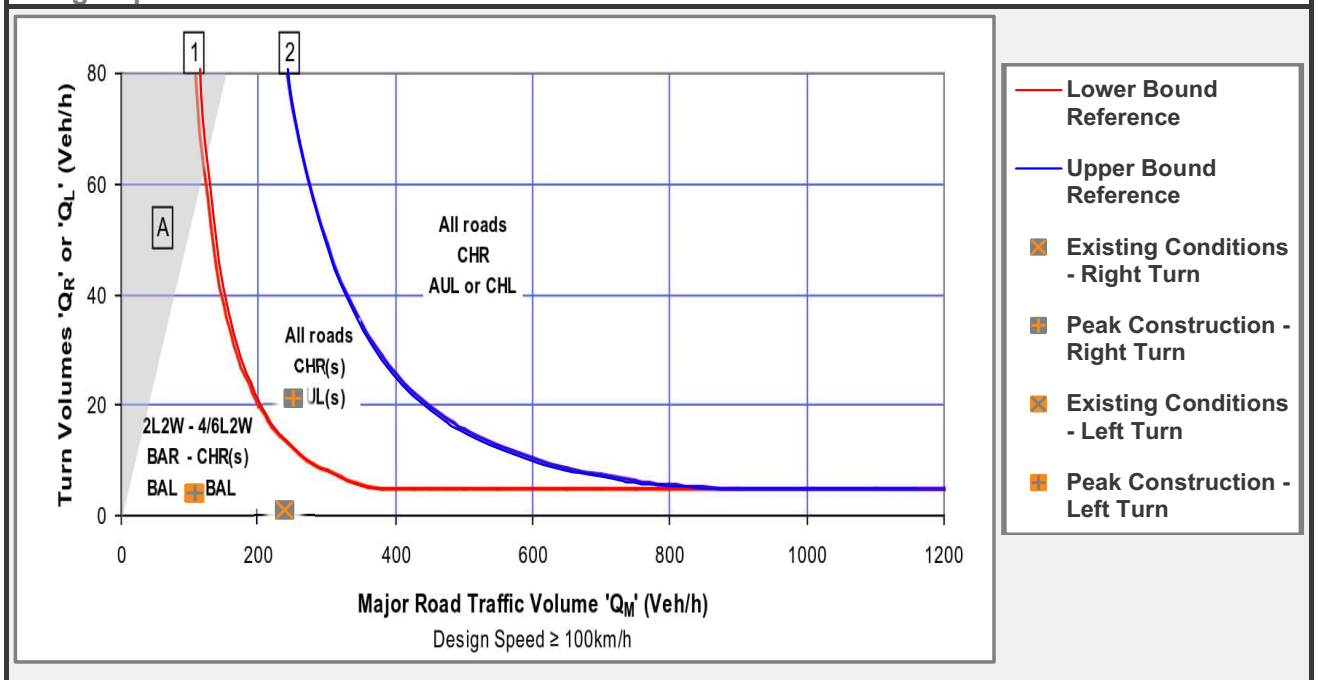
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	238	1
Left	100	4
With Development Traffic		
Right	251	21
Left	101	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

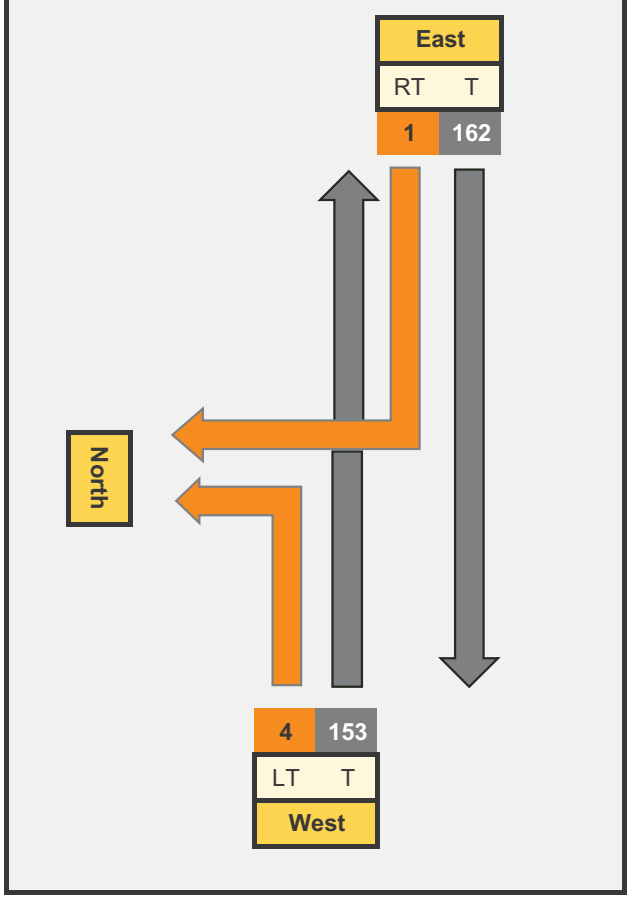
Intersection ID	X72
Intersection Name	Toowoomba-Cecil Plains Road/Brimblecombe Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

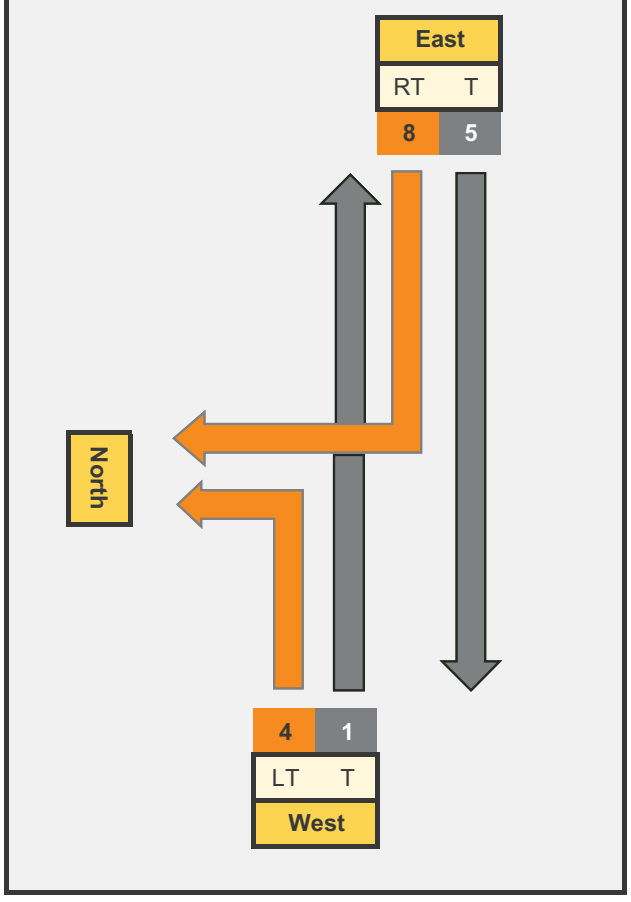
Peak Impact Month	Mar-26
Peak Impact Year	2026

Scenario 1: 1

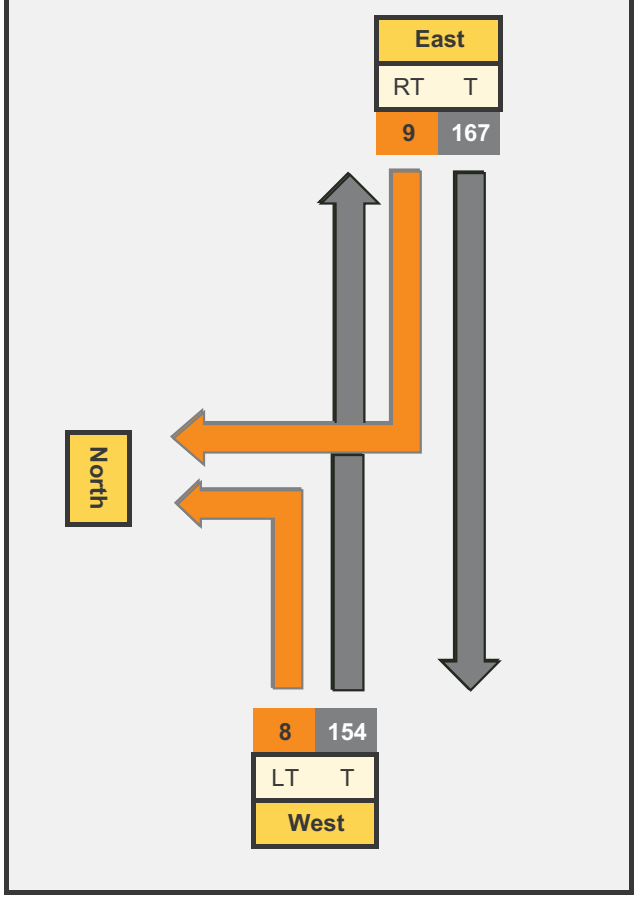
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	319	1
Left	153	4
With Development Traffic		
Right	329	9
Left	154	8

Graph Terminolgy

Legend

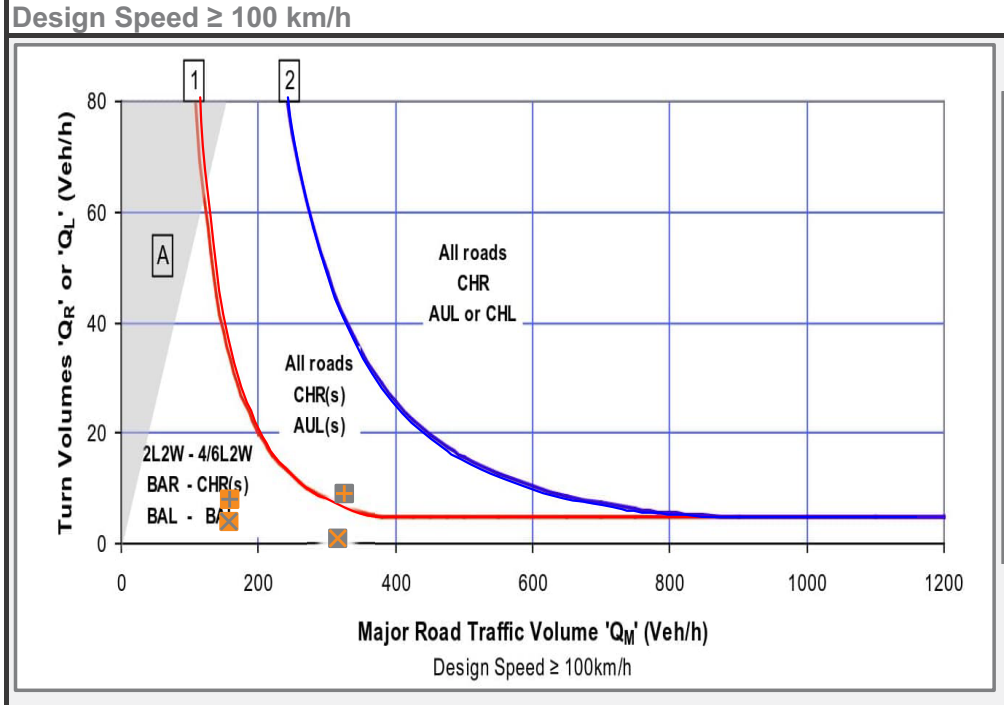
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	319	1
Left	153	4
With Development Traffic		
Right	329	9
Left	154	8

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

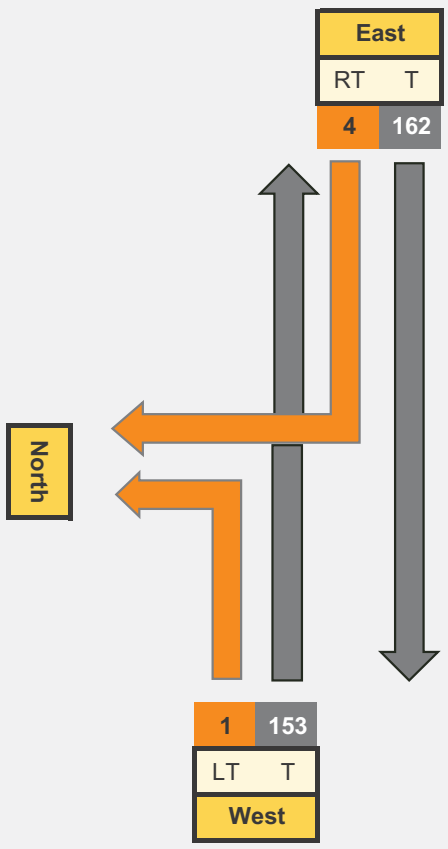
Intersection ID	X72
Intersection Name	Toowoomba-Cecil Plains Road/Brimblecombe Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

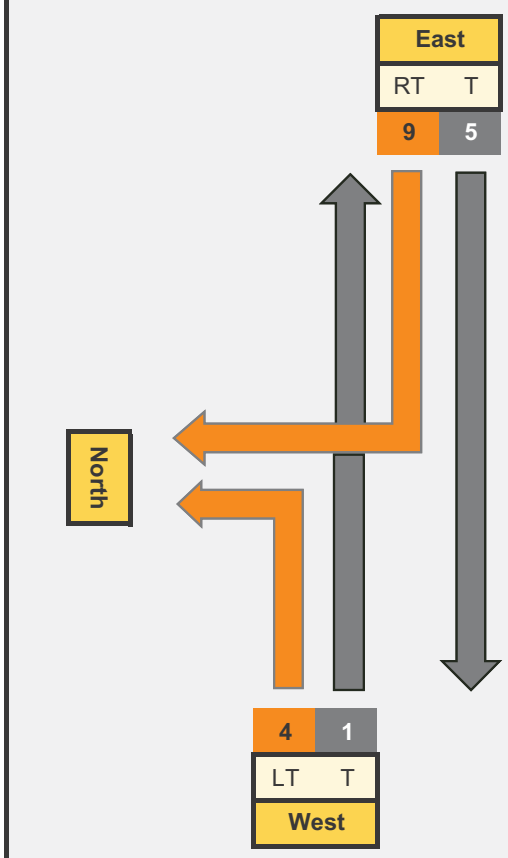
Peak Impact Month	Mar-26
Peak Impact Year	2026

Scenario 2: 2

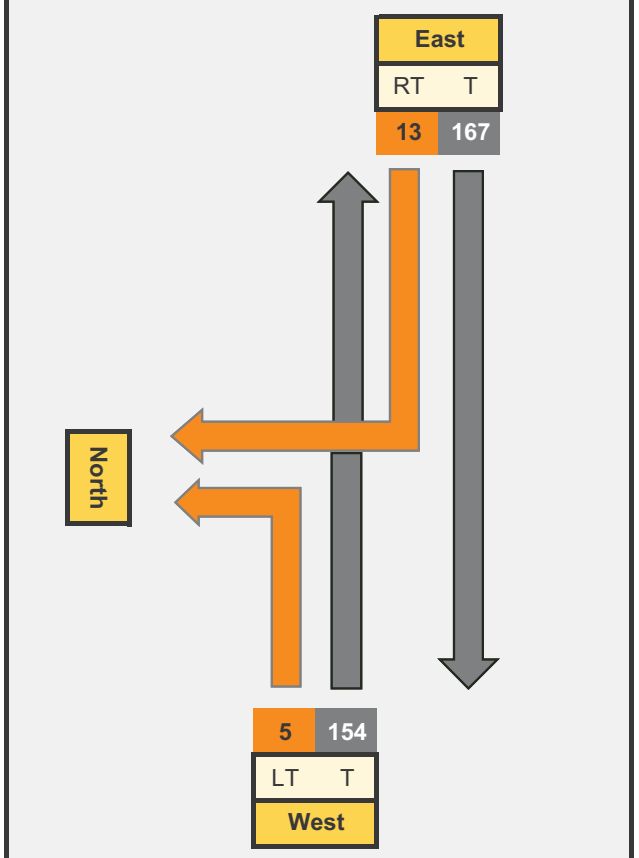
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	316	4
Left	153	1
With Development Traffic		
Right	326	13
Left	154	5

Graph Terminolgy

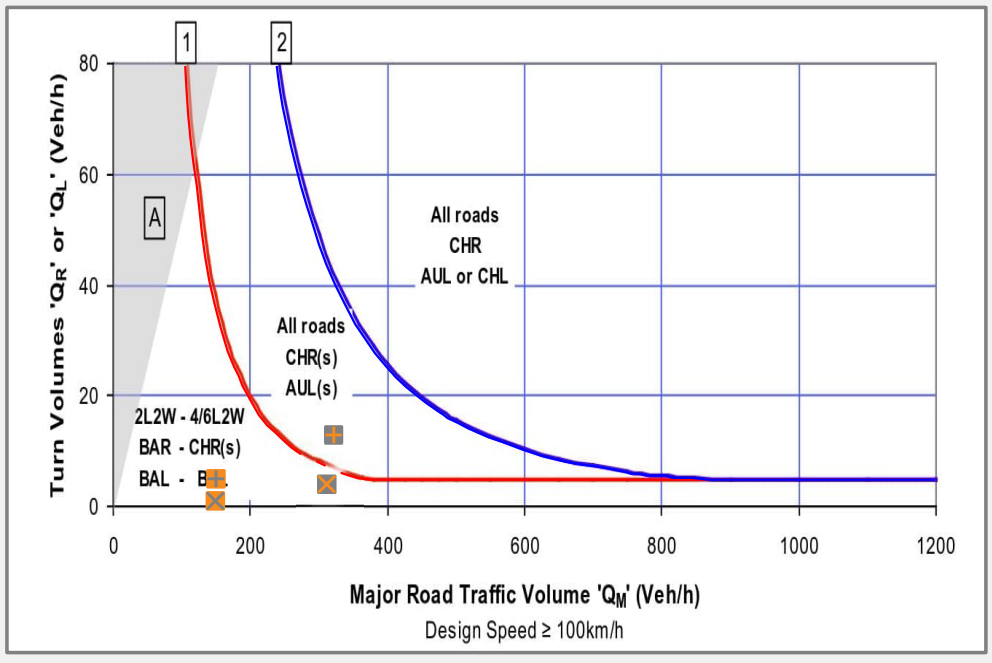
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	316	4
Left	153	1
With Development Traffic		
Right	326	13
Left	154	5

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

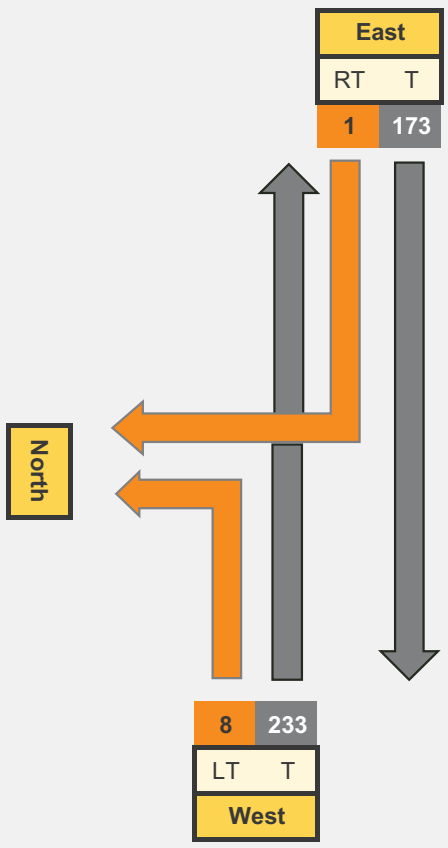
Intersection ID	X72
Intersection Name	Toowoomba-Cecil Plains Road/Brimblecombe Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

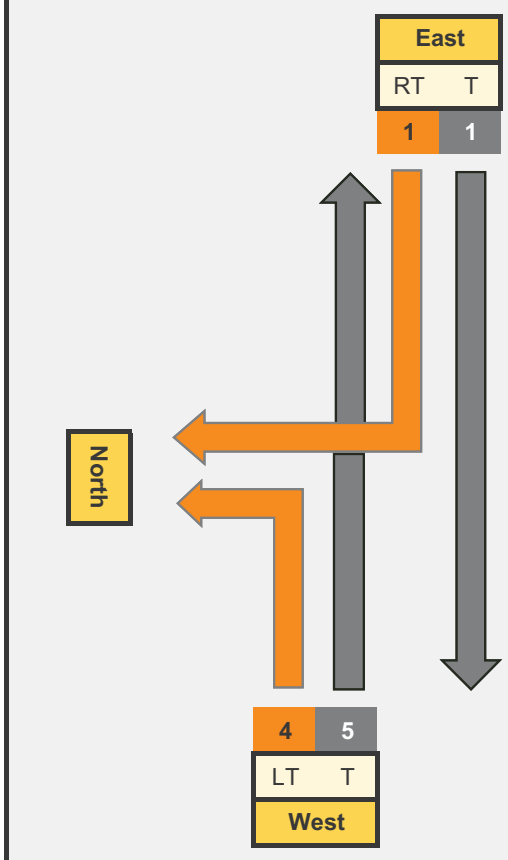
Peak Impact Month	Mar-26
Peak Impact Year	2026

Scenario 1: 1

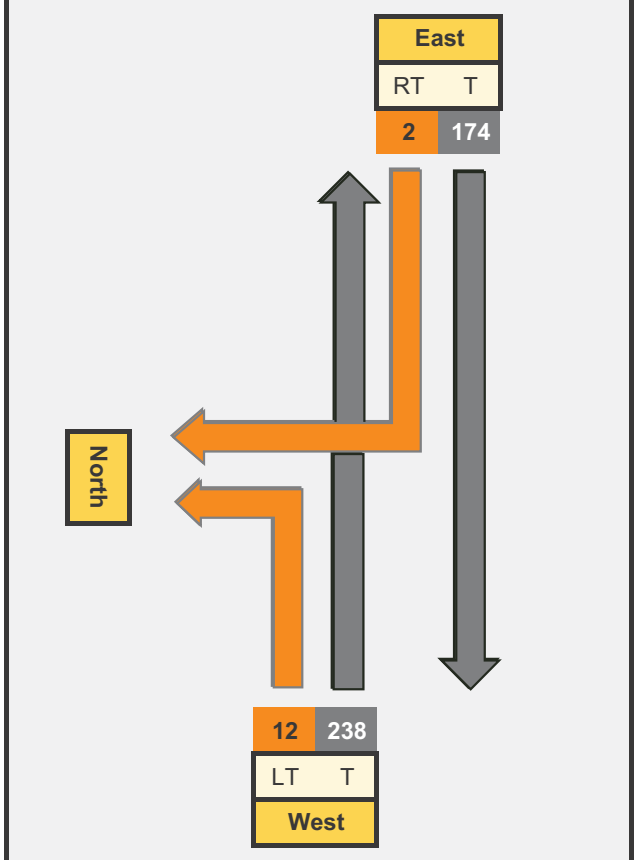
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	414	1
Left	233	8
With Development Traffic		
Right	424	2
Left	238	12

Graph Terminolgy

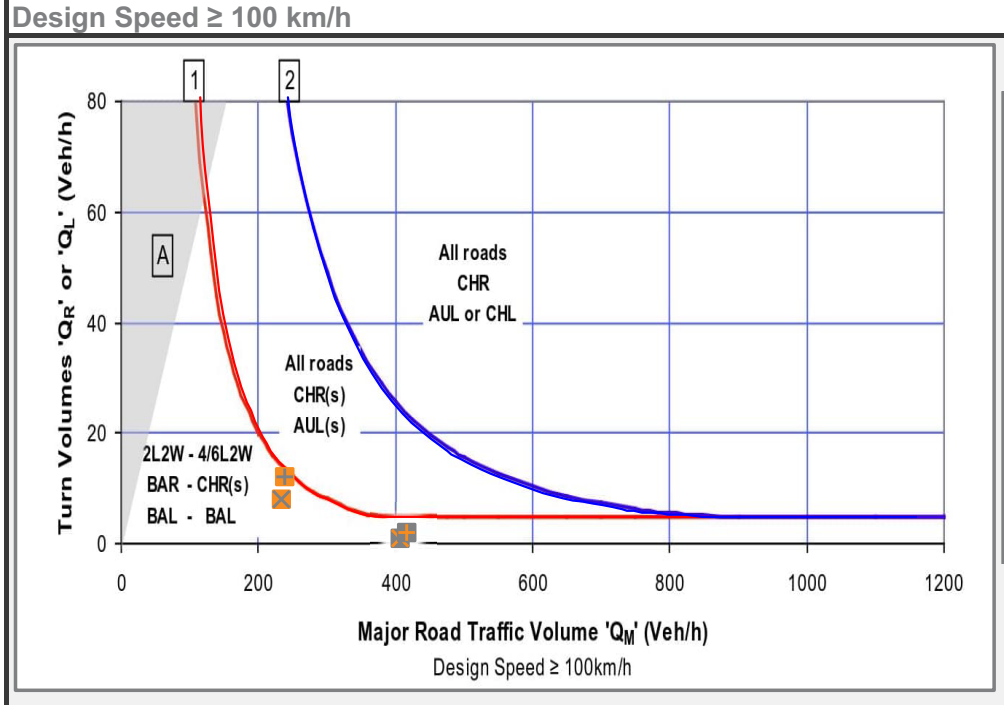
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	414	1
Left	233	8
With Development Traffic		
Right	424	2
Left	238	12

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

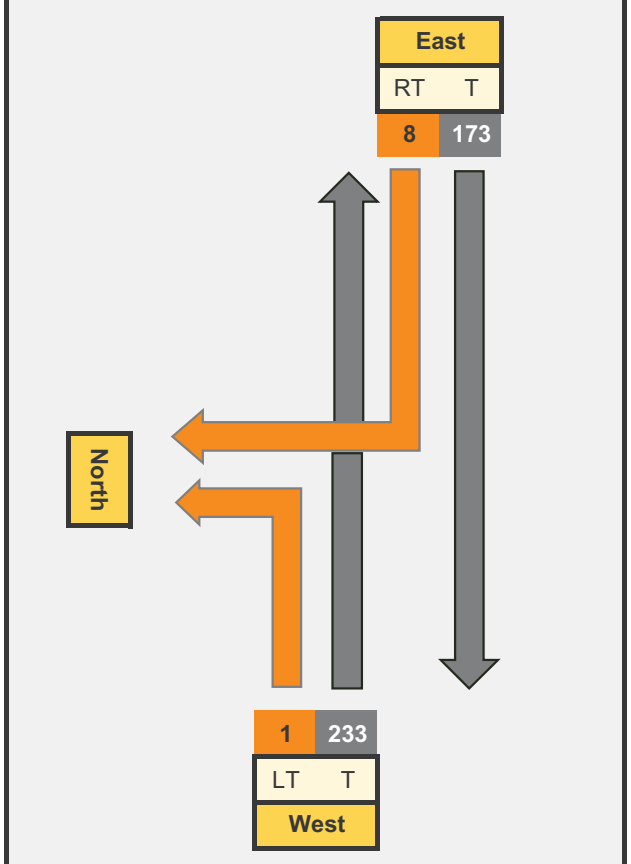
Intersection ID	X72
Intersection Name	Toowoomba-Cecil Plains Road/Brimblecombe Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

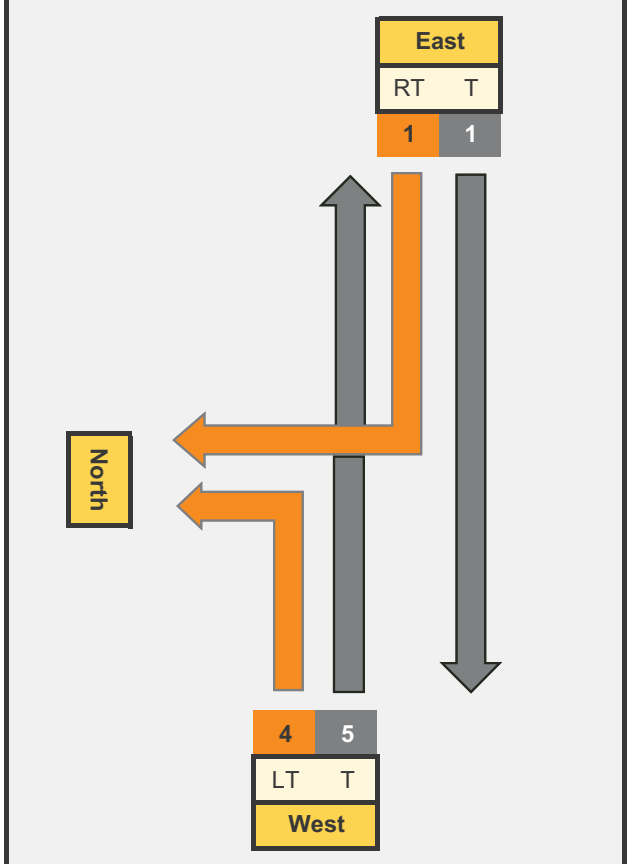
Peak Impact Month	Mar-26
Peak Impact Year	2026

Scenario 2: 2

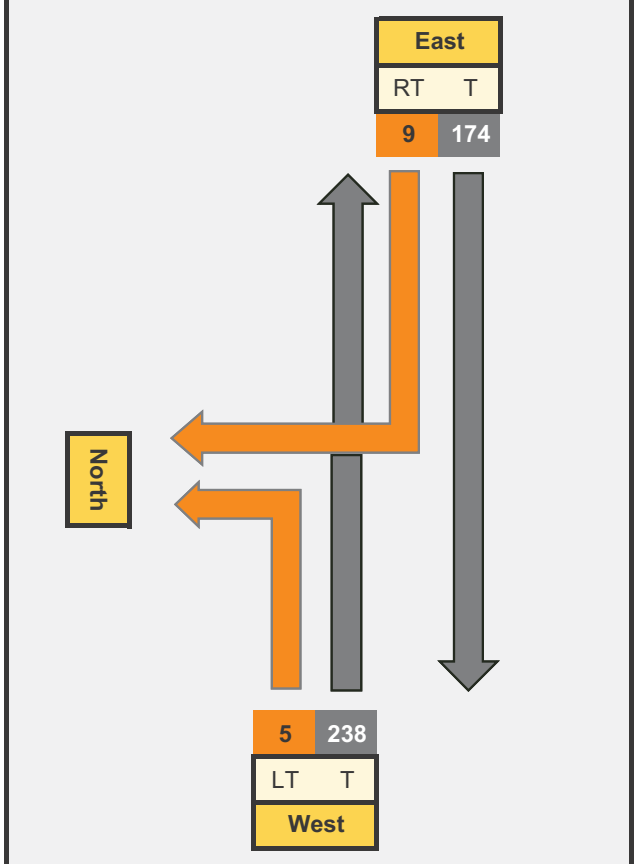
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



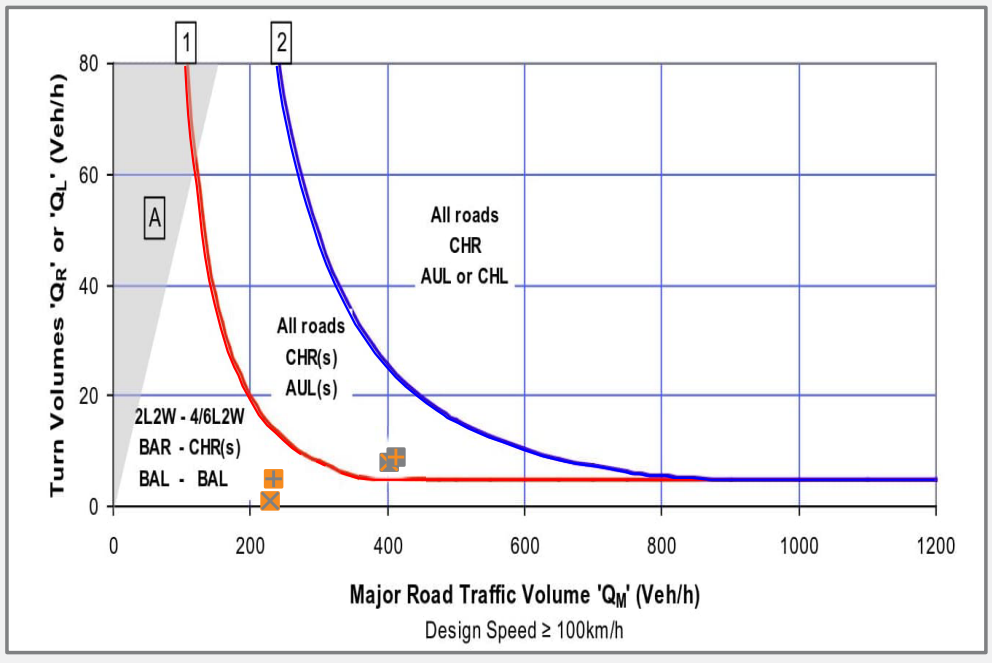
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	407	8
Left	233	1
With Development Traffic		
Right	417	9
Left	238	5

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	407	8
Left	233	1
With Development Traffic		
Right	417	9
Left	238	5

Intersection Code	3C

Time Period	AM

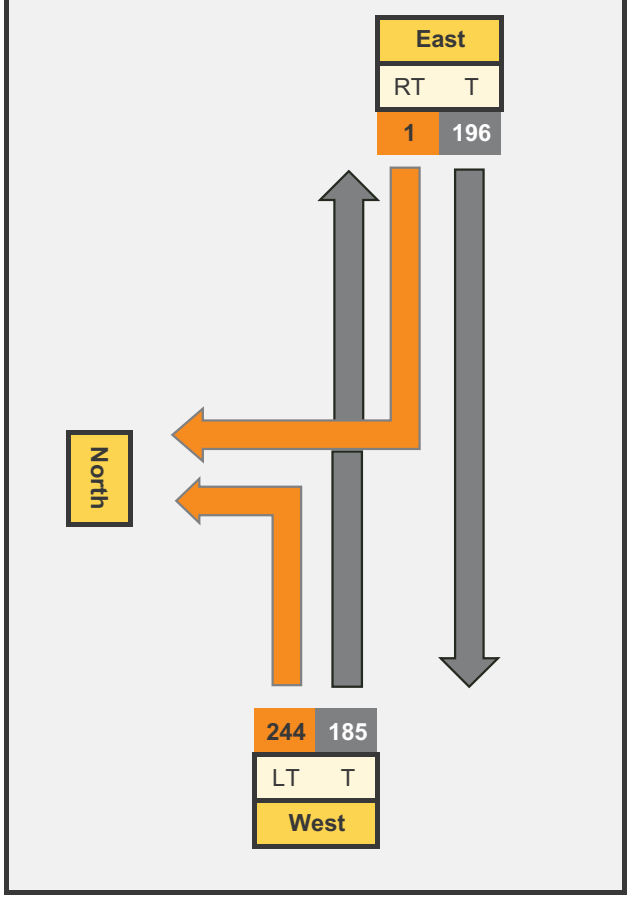
Intersection ID	X75
Intersection Name	Toowoomba-Cecil Plains Road/Omara Road

Speed	100			
Existing Treatment	L	-	R	CHR

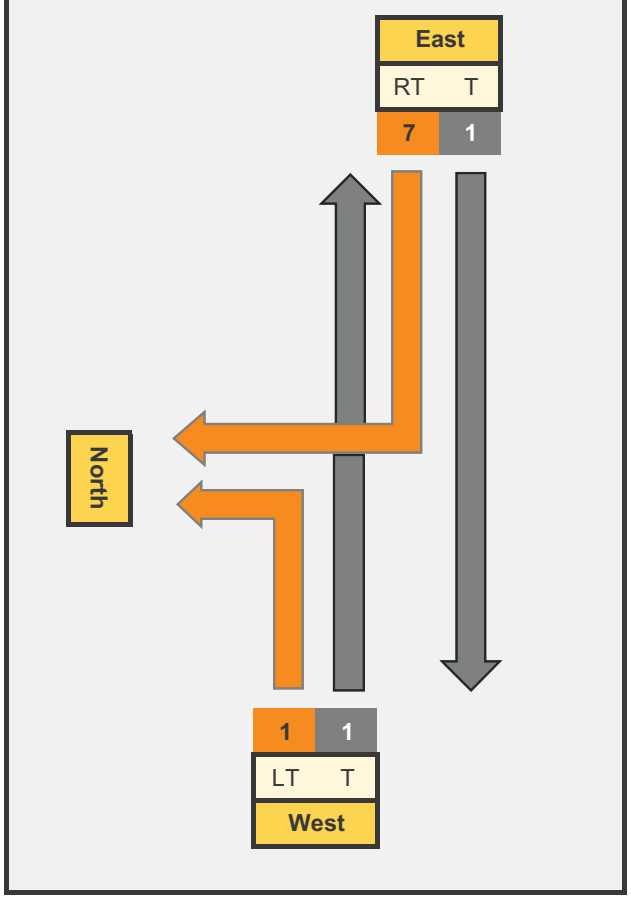
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

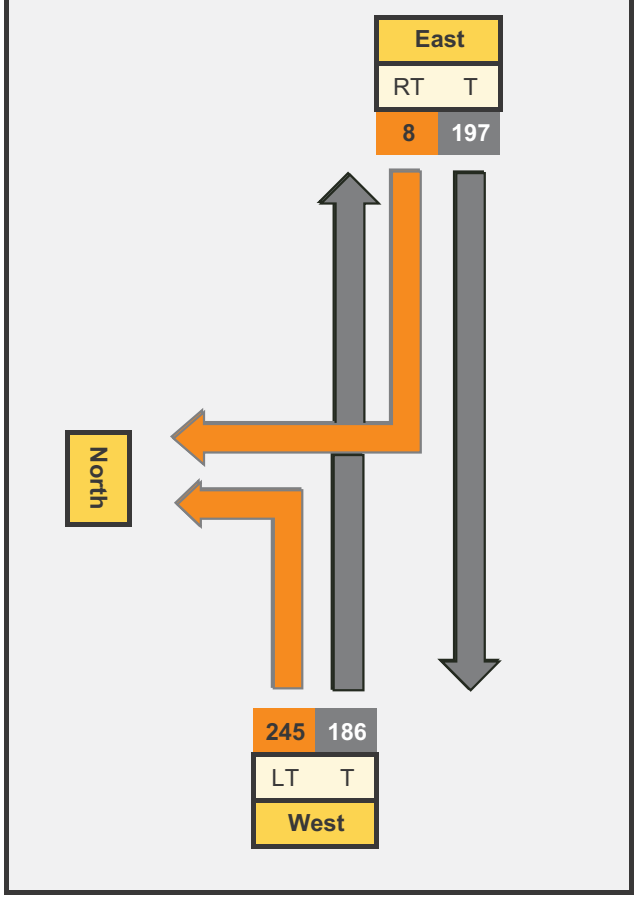
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	625	1
Left	185	80
With Development Traffic		
Right	628	8
Left	186	80

Graph Terminolgy

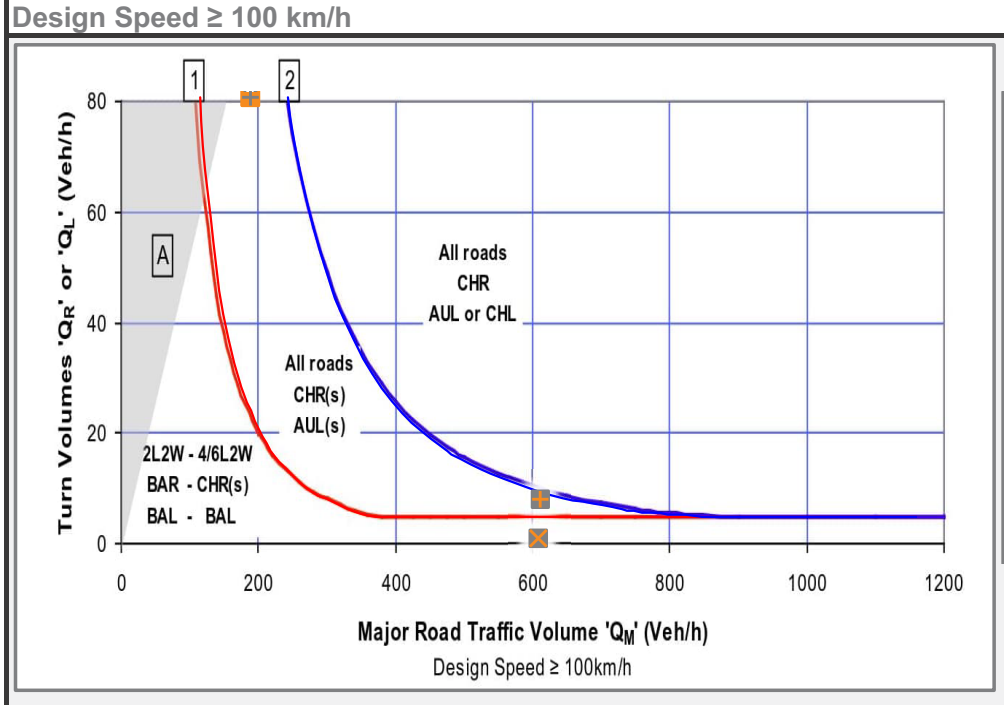
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	AUL or CHL
Development Left Turn Warrant	AUL or CHL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	625	1
Left	185	244
With Development Traffic		
Right	628	8
Left	186	245

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

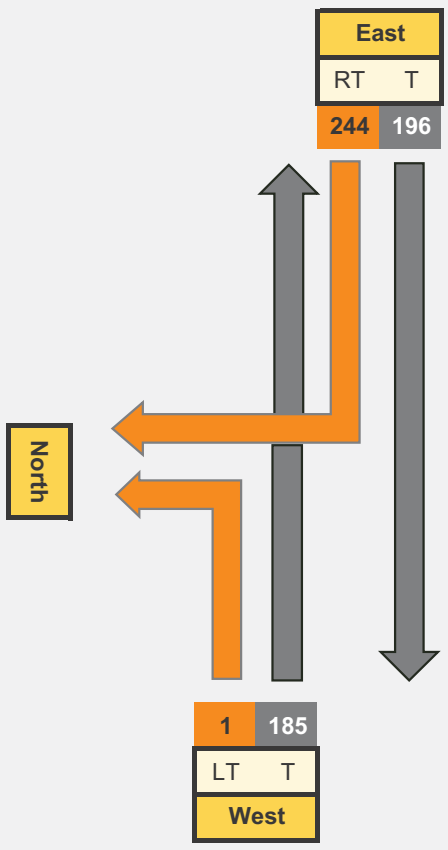
Intersection ID	X75
Intersection Name	Toowoomba-Cecil Plains Road/Omara Road

Speed	100			
Existing Treatment	L	-	R	CHR

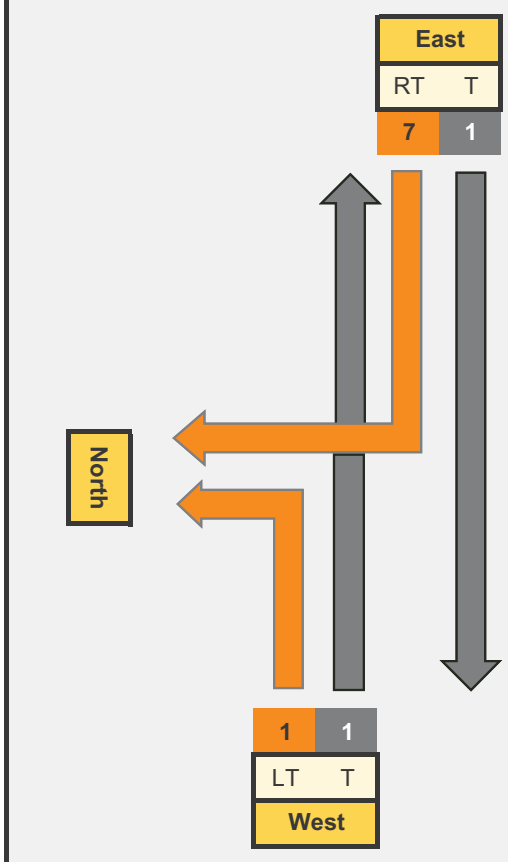
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

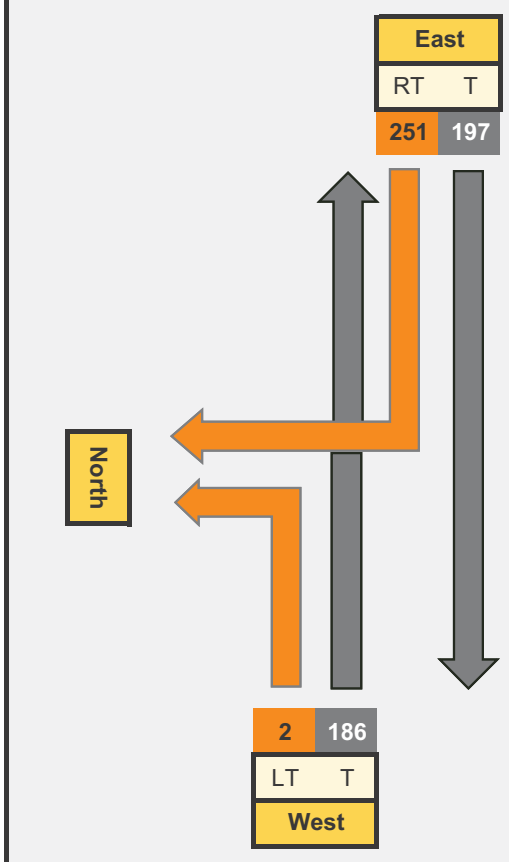
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	382	80
Left	185	1
With Development Traffic		
Right	385	80
Left	186	2

Graph Terminolgy

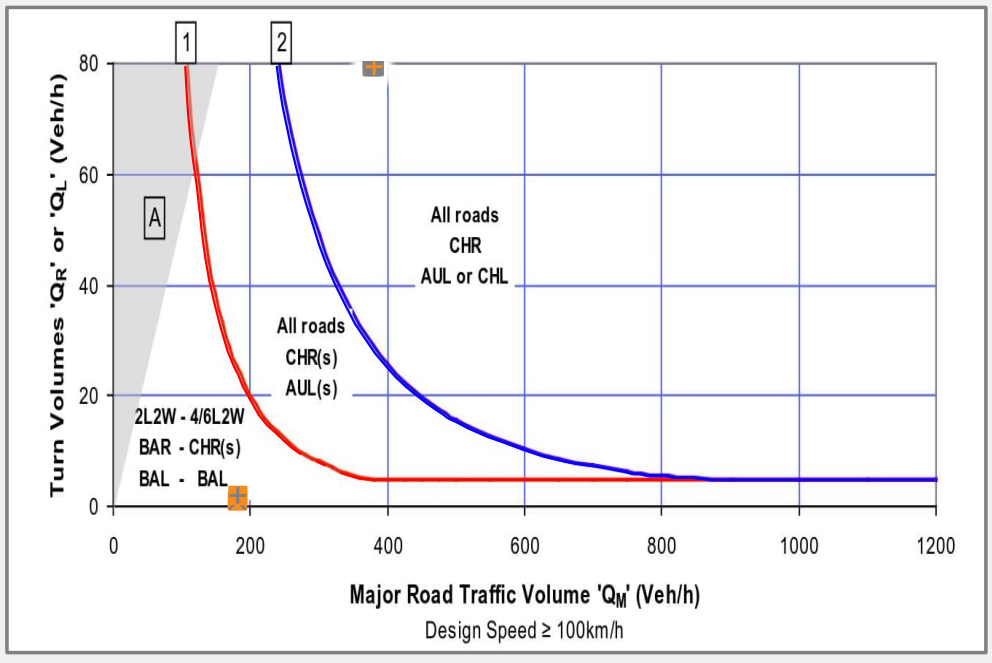
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	382	244
Left	185	1
With Development Traffic		
Right	385	251
Left	186	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

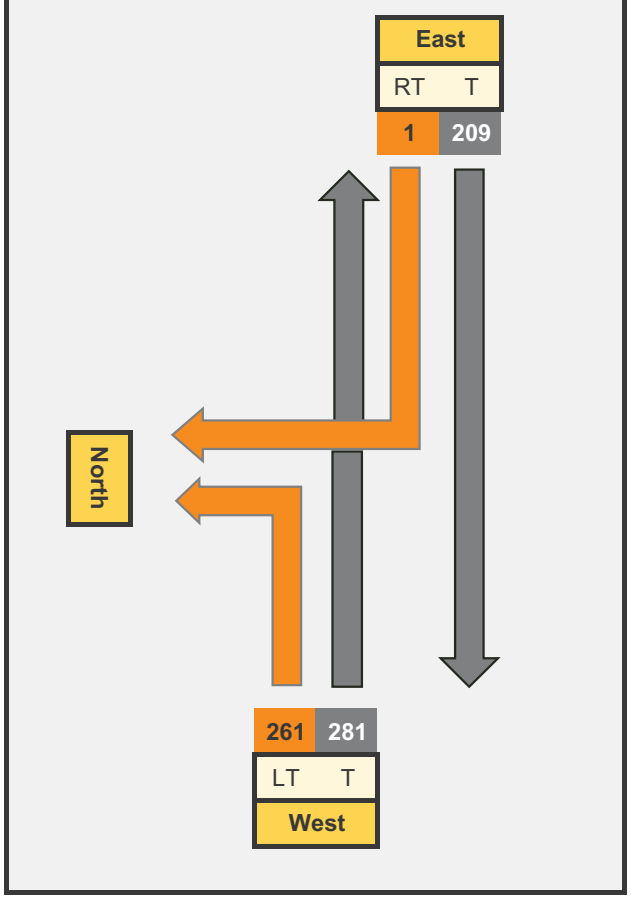
Intersection ID	X75
Intersection Name	Toowoomba-Cecil Plains Road/Omara Road

Speed	100			
Existing Treatment	L	-	R	CHR

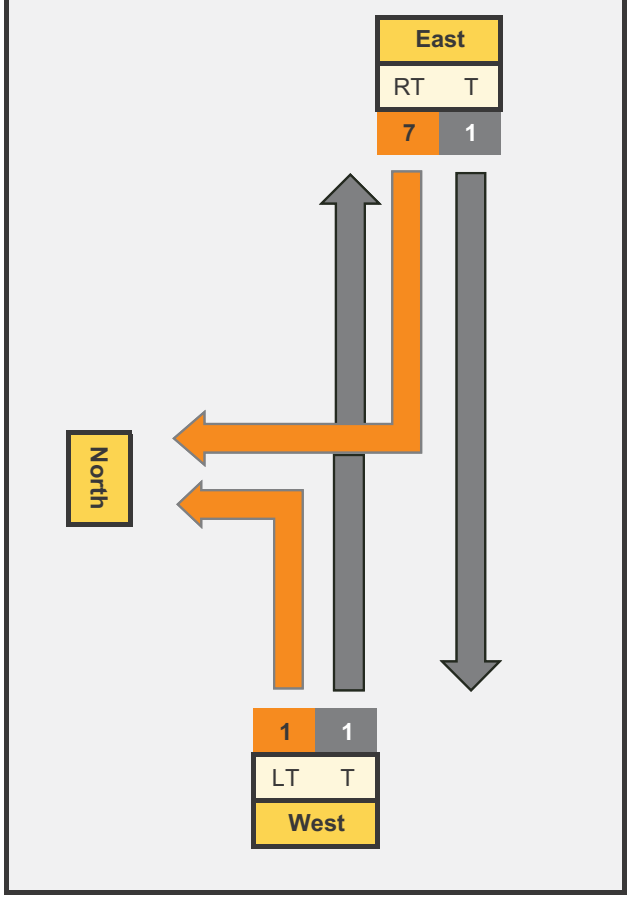
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

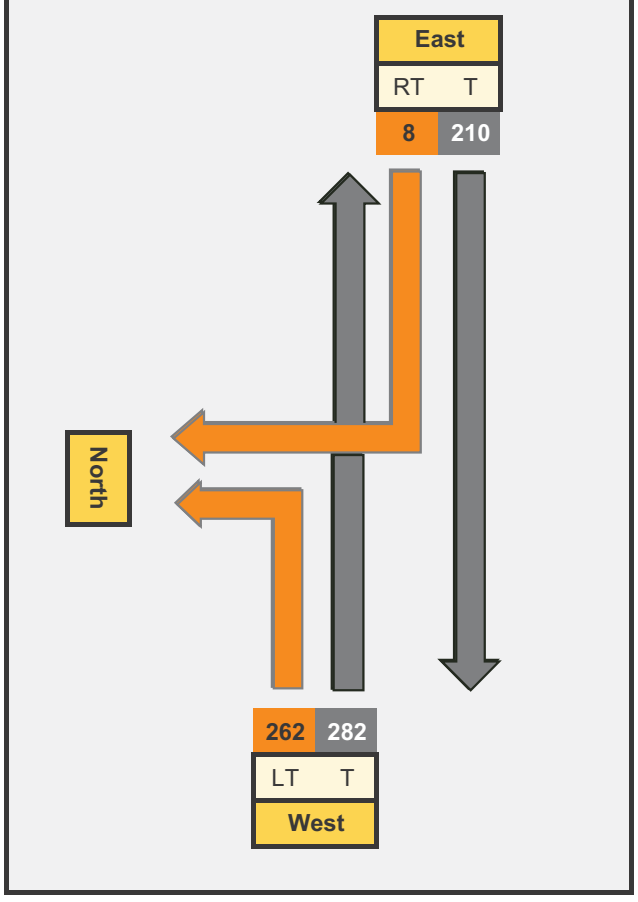
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	751	1
Left	281	80
With Development Traffic		
Right	754	8
Left	282	80

Graph Terminolgy

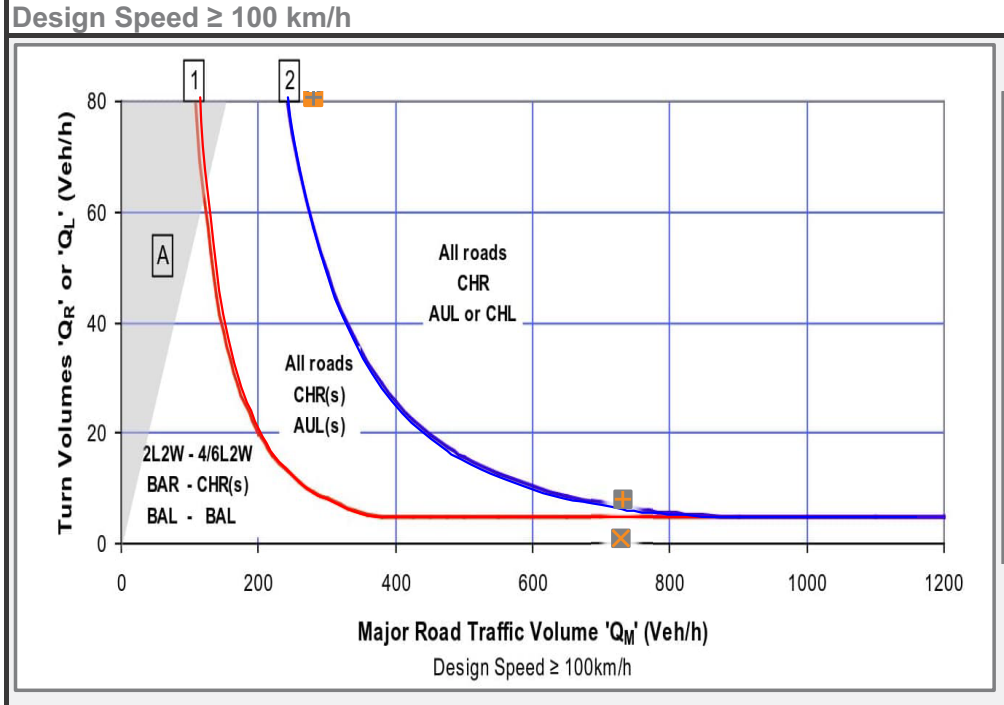
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	AUL or CHL
Development Left Turn Warrant	AUL or CHL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	751	1
Left	281	261
With Development Traffic		
Right	754	8
Left	282	262

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

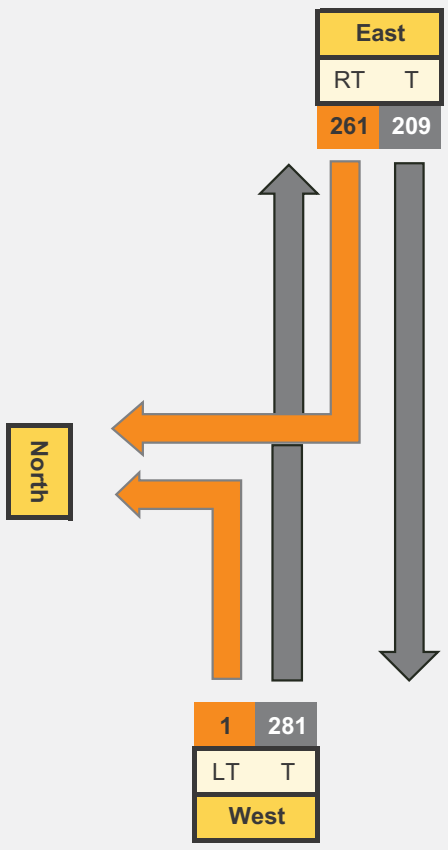
Intersection ID	X75
Intersection Name	Toowoomba-Cecil Plains Road/Omara Road

Speed	100			
Existing Treatment	L	-	R	CHR

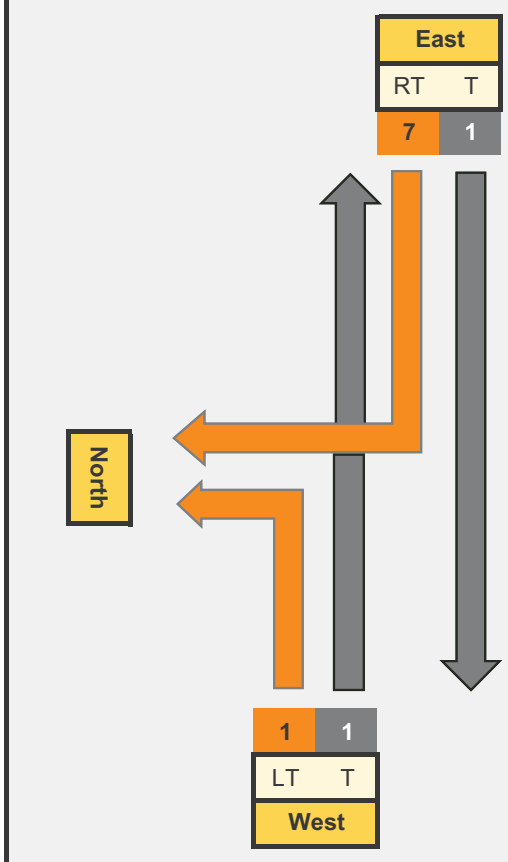
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

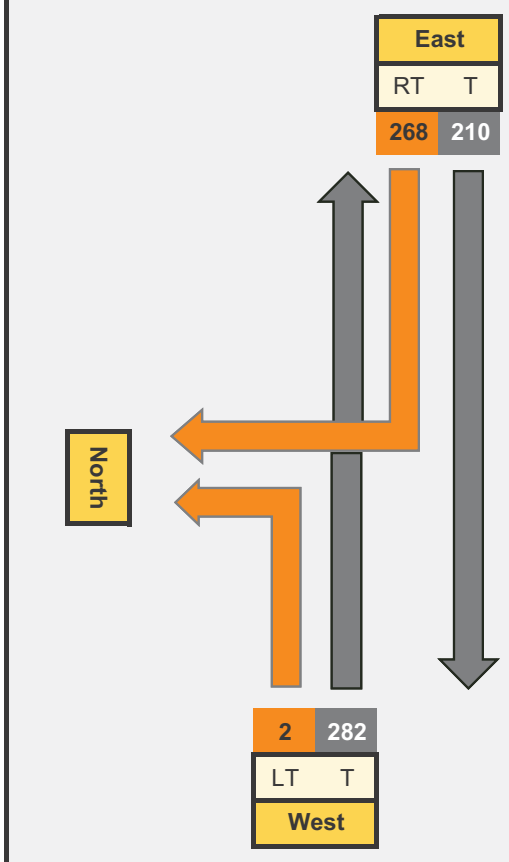
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	491	80
Left	281	1
With Development Traffic		
Right	494	80
Left	282	2

Graph Terminolgy

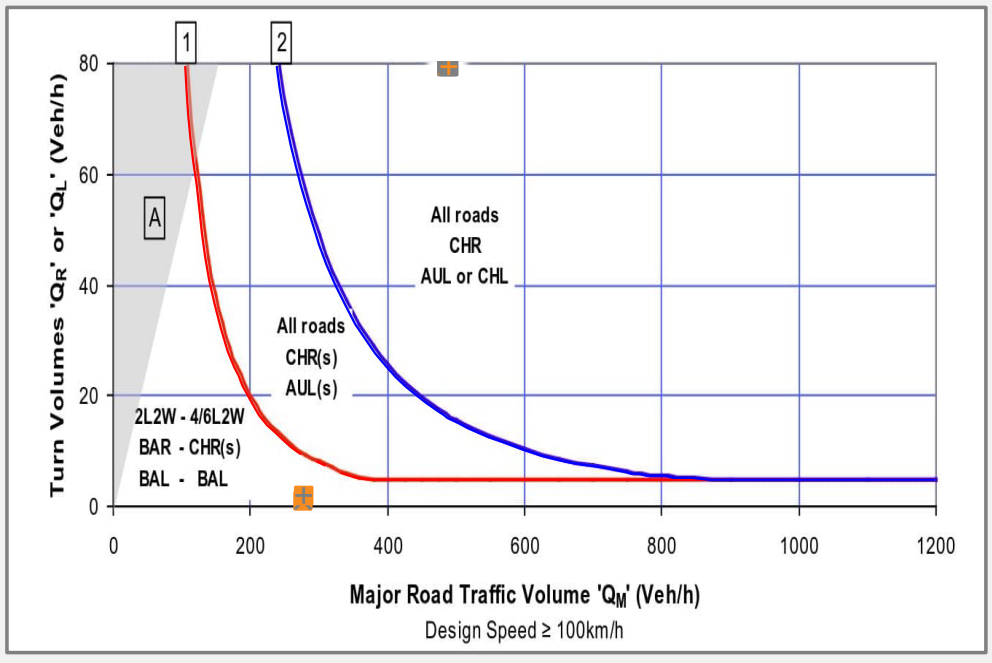
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	491	261
Left	281	1
With Development Traffic		
Right	494	268
Left	282	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

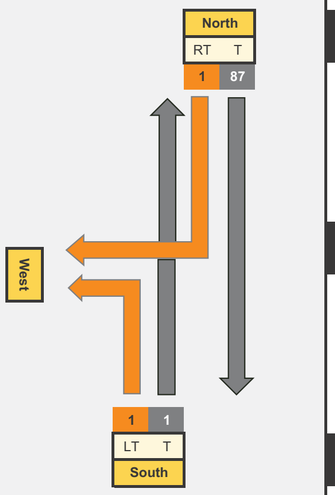
Intersection Code	4A
Intersection ID	X77
Intersection Name	Toowoomba-Cecil Plains Road/Unnamed Road

Time Period	AM
Speed	100
Existing Treatment	L - R -

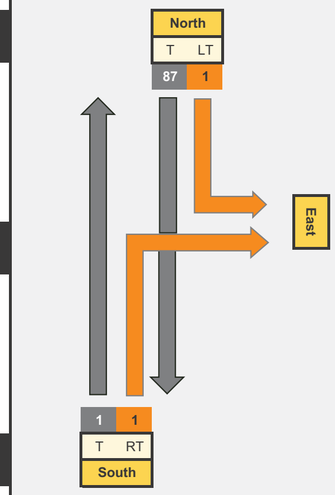
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

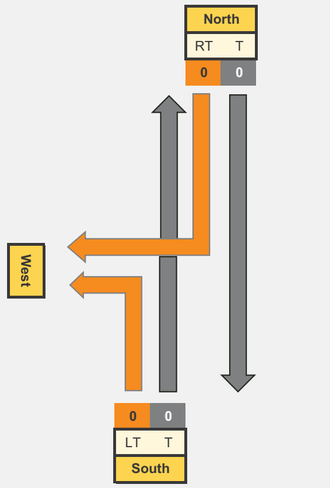
Peak Impact Year - Without Development Traffic



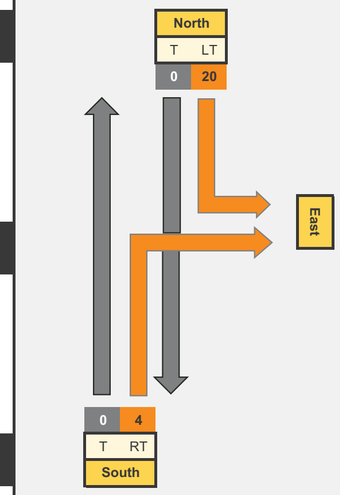
Peak Impact Year - Without Development Traffic



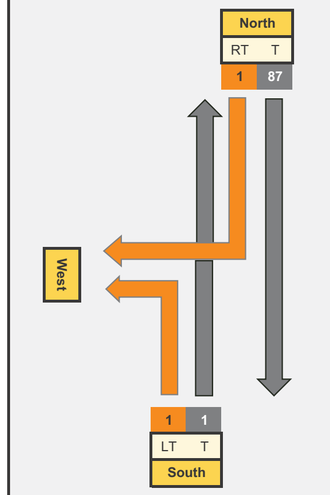
Peak Impact Year - Development Traffic



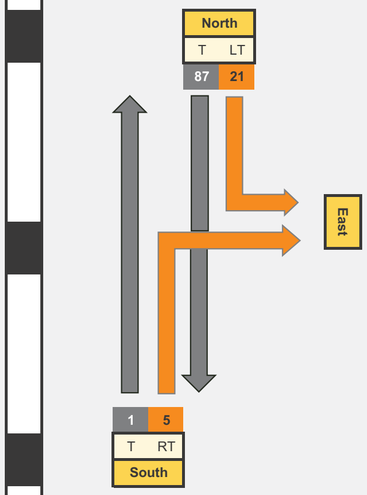
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	89	1
Left	1	1
With Development Traffic		
Right	89	1
Left	1	1

Graph Terminolgy

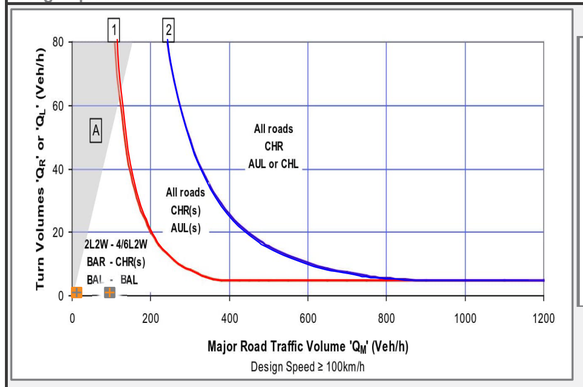
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	89	1
Left	1	1
With Development Traffic		
Right	89	1
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	89	1
Left	87	1
With Development Traffic		
Right	109	5
Left	87	21

Graph Terminolgy

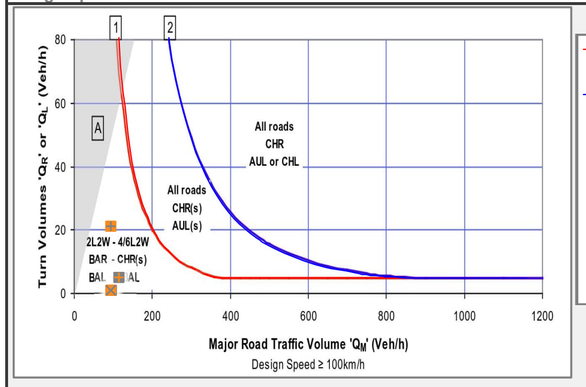
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	89	1
Left	87	1
With Development Traffic		
Right	109	5
Left	87	21

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

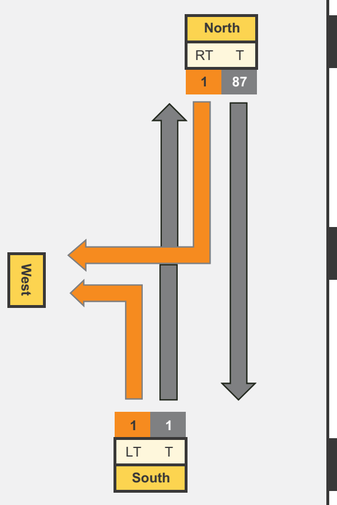
Intersection Code	4A
Intersection ID	X77
Intersection Name	Toowoomba-Cecil Plains Road/Unnamed Road

Time Period	AM
Speed	100
Existing Treatment	L - R -

Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	89	1
Left	1	1
With Development Traffic		
Right	89	1
Left	1	1

Graph Terminolgy

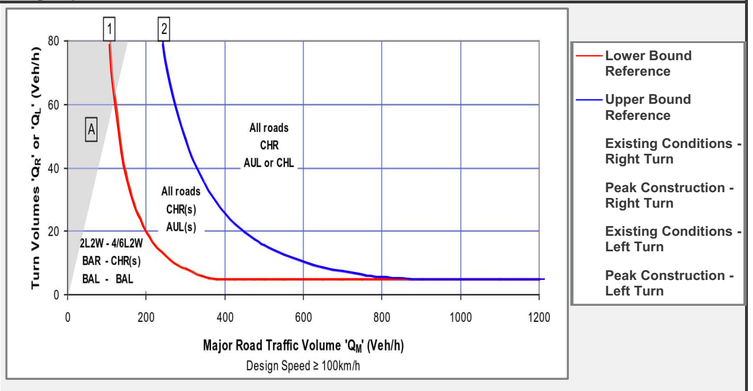
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	89	1
Left	1	1
With Development Traffic		
Right	89	1
Left	1	1

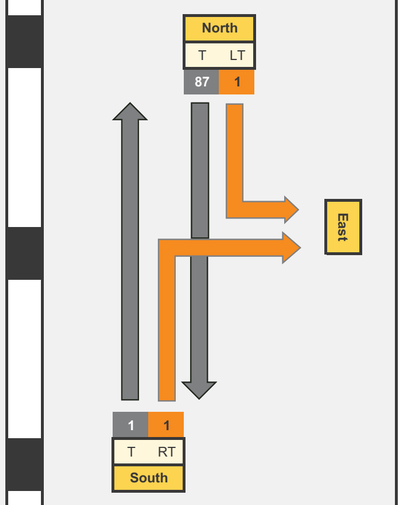
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	89	1
Left	87	1
With Development Traffic		
Right	109	5
Left	87	21

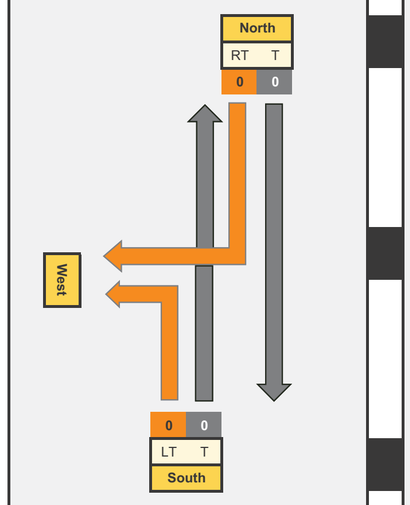
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

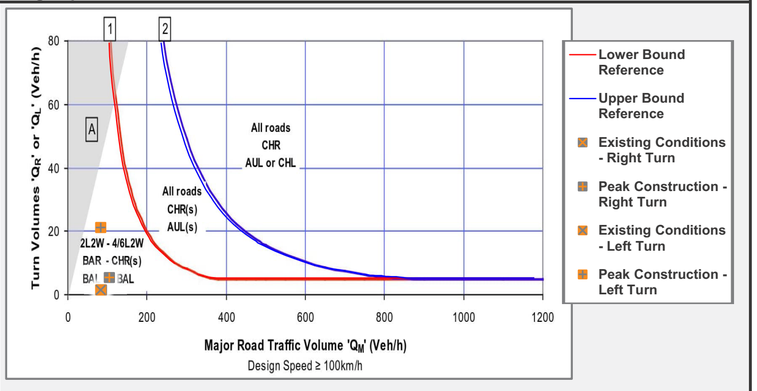
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	89	1
Left	87	1
With Development Traffic		
Right	109	5
Left	87	21

Peak Impact Year - Development Traffic



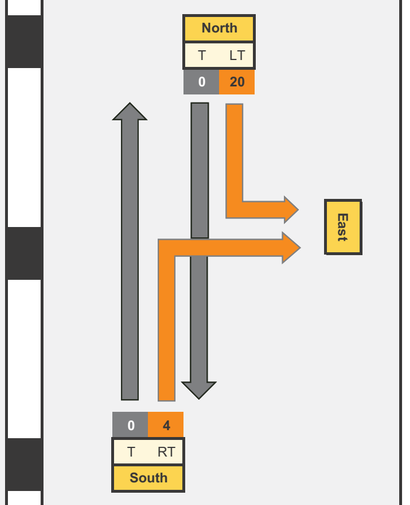
Graphing

Design Speed ≥ 100 km/h

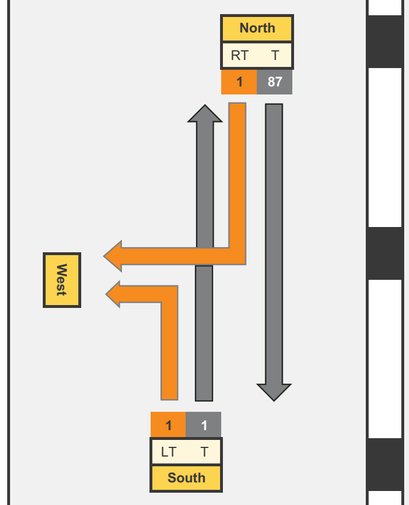


50 km/h < Design Speed < 100 km/h

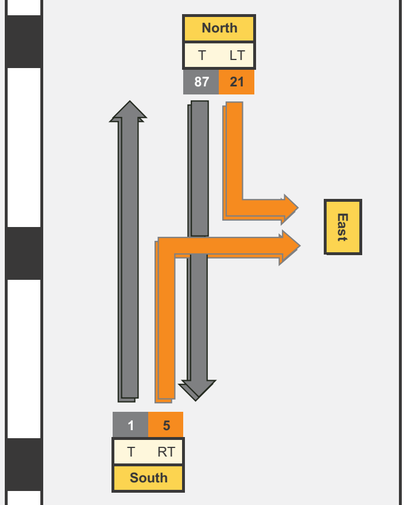
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



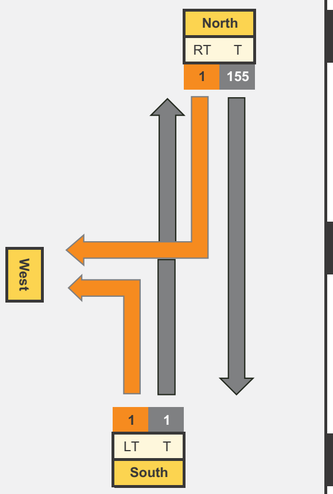
Intersection Code	4A
Intersection ID	X77
Intersection Name	Toowoomba-Cecil Plains Road/Unnamed Road

Time Period	PM
Speed	100
Existing Treatment	L - R -

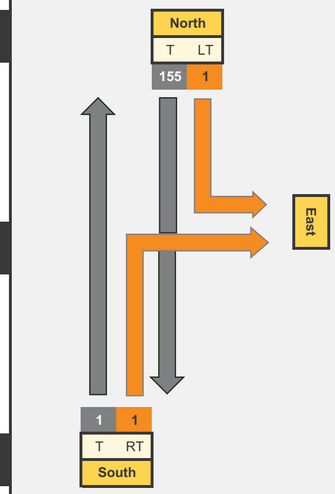
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

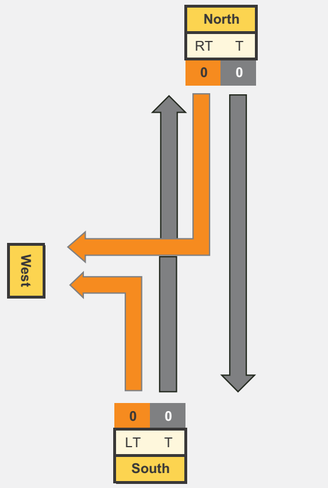
Peak Impact Year - Without Development Traffic



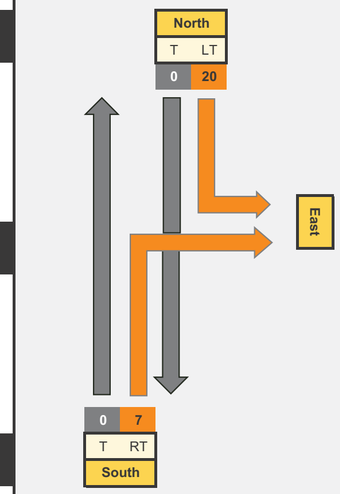
Peak Impact Year - Without Development Traffic



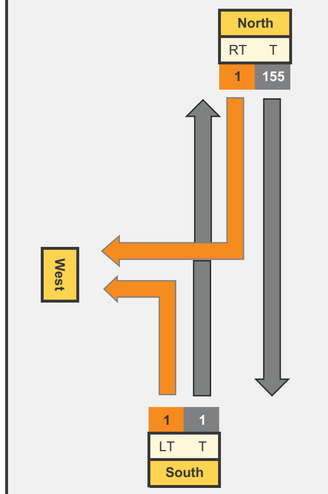
Peak Impact Year - Development Traffic



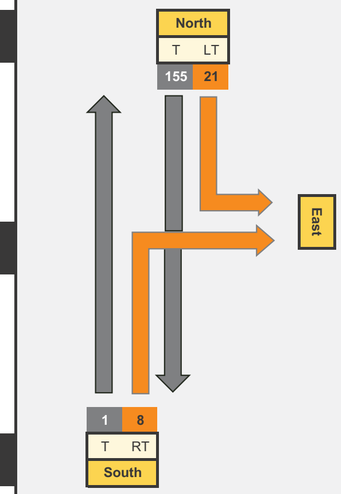
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	157	1
Left	1	1
With Development Traffic		
Right	157	1
Left	1	1

Graph Terminolgy

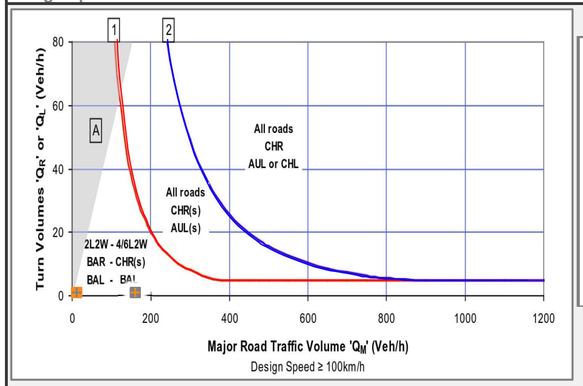
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	157	1
Left	1	1
With Development Traffic		
Right	157	1
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	157	1
Left	155	1
With Development Traffic		
Right	177	8
Left	155	21

Graph Terminolgy

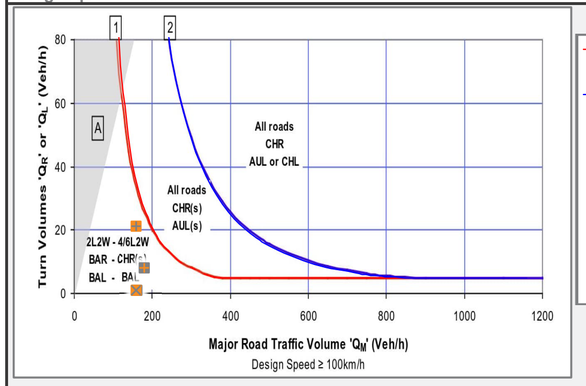
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	157	1
Left	155	1
With Development Traffic		
Right	177	8
Left	155	21

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

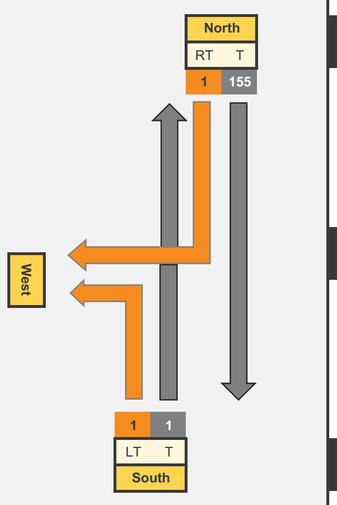
Intersection Code	4A
Intersection ID	X77
Intersection Name	Toowoomba-Cecil Plains Road/Unnamed Road

Time Period	PM
Speed	100
Existing Treatment	L - R -

Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	157	1
Left	1	1
With Development Traffic		
Right	157	1
Left	1	1

Graph Terminolgy

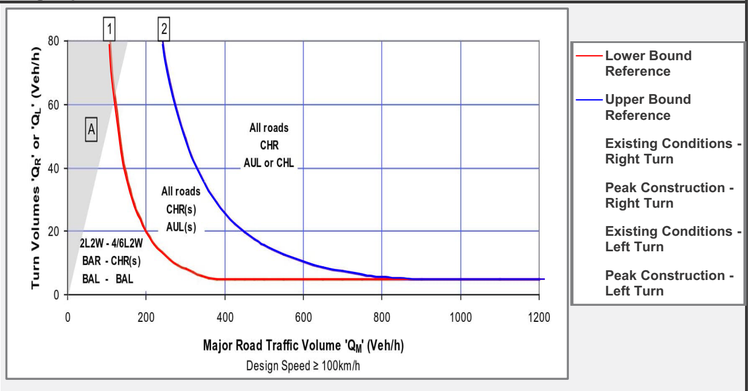
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	157	1
Left	1	1
With Development Traffic		
Right	157	1
Left	1	1

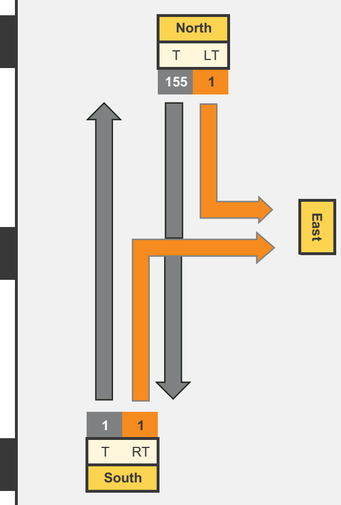
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	157	1
Left	155	1
With Development Traffic		
Right	177	8
Left	155	21

Graph Terminolgy

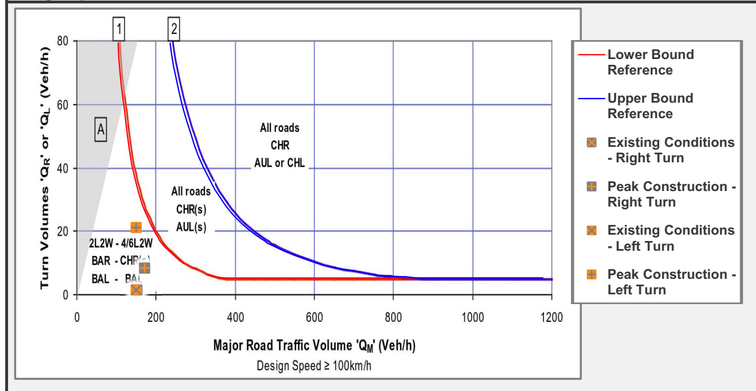
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	157	1
Left	155	1
With Development Traffic		
Right	177	8
Left	155	21

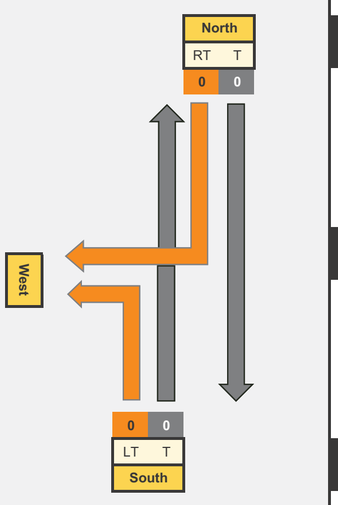
Graphing

Design Speed ≥ 100 km/h

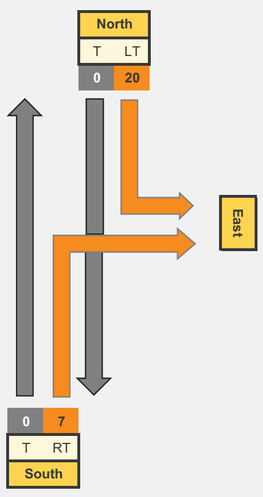


50 km/h < Design Speed < 100 km/h

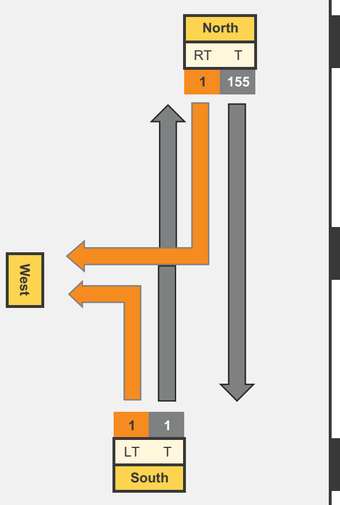
Peak Impact Year - Development Traffic



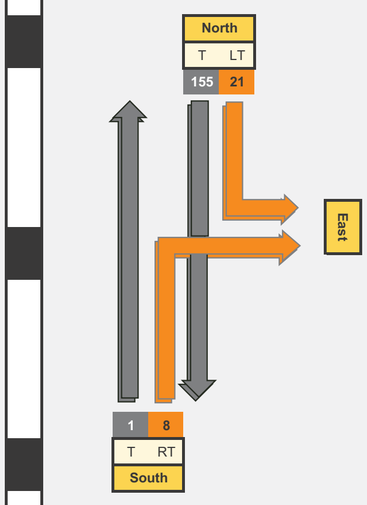
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Intersection Code	4A

Time Period	AM

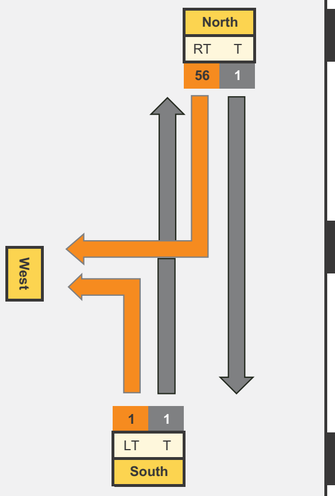
Intersection ID	X78
Intersection Name	Road/Wellcamp Westbrook Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	56
Left	1	1
With Development Traffic		
Right	10	56
Left	1	8

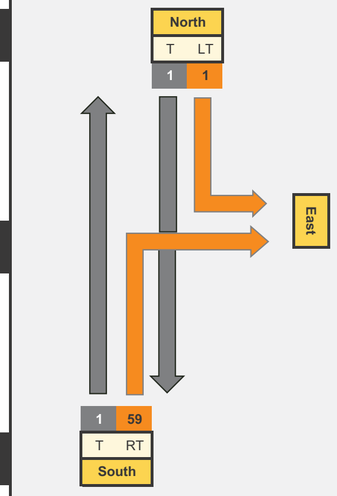
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

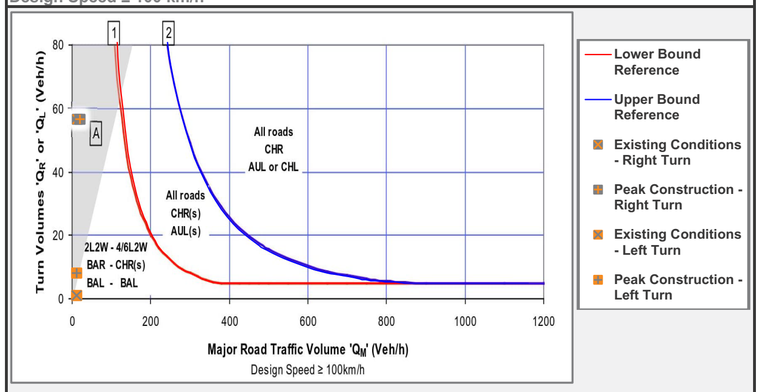
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	56
Left	1	1
With Development Traffic		
Right	10	56
Left	1	8

Peak Impact Year - Without Development Traffic



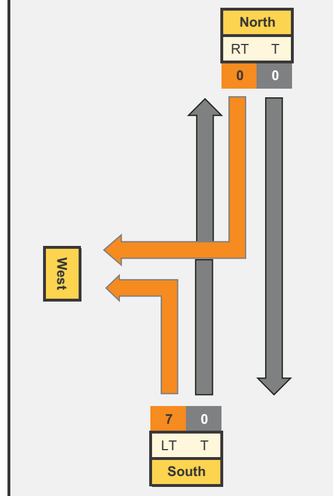
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	59
Left	1	1
With Development Traffic		
Right	3	59
Left	1	1

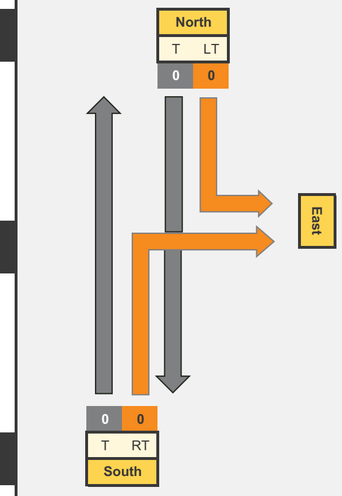
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

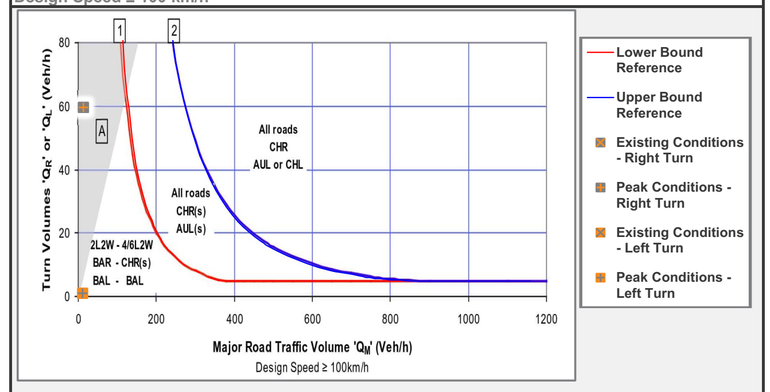
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	59
Left	1	1
With Development Traffic		
Right	3	59
Left	1	1

Peak Impact Year - Development Traffic



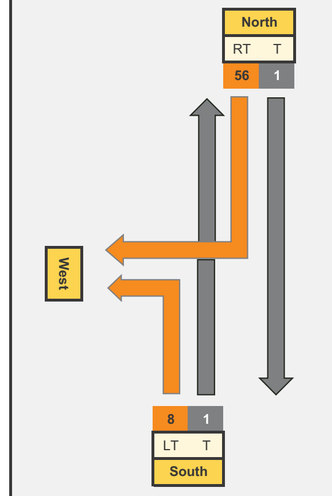
Graphing

Design Speed ≥ 100 km/h

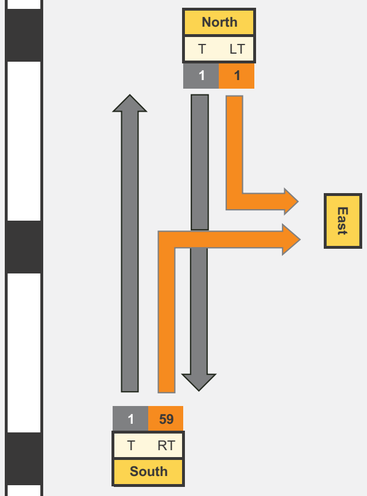


50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



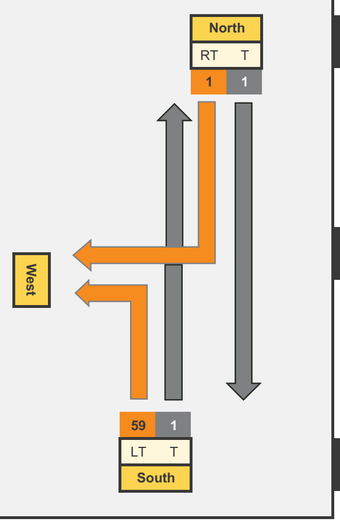
Intersection Code	4A
Intersection ID	X78
Intersection Name	Road/Wellcamp Westbrook Road

Time Period	AM
Speed	100
Existing Treatment	L: BAL, R: BAR

Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	61	1
Left	1	59
With Development Traffic		
Right	68	1
Left	1	66

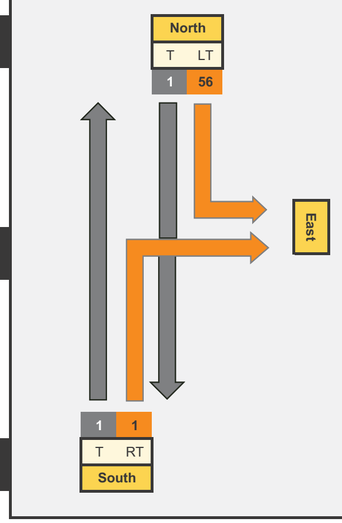
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	61	1
Left	1	59
With Development Traffic		
Right	68	1
Left	1	66

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	58	1
Left	1	56
With Development Traffic		
Right	58	1
Left	1	56

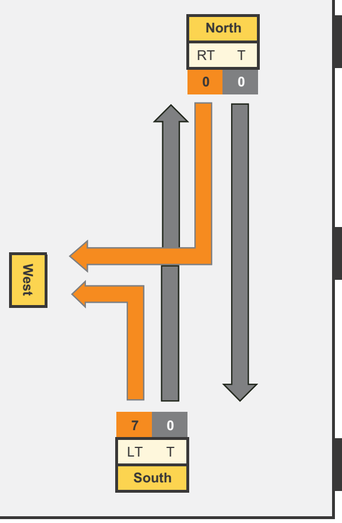
Graph Terminolgy

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

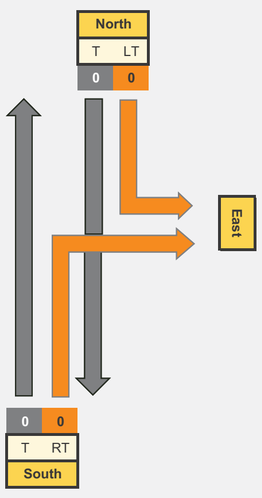
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	58	1
Left	1	56
With Development Traffic		
Right	58	1
Left	1	56

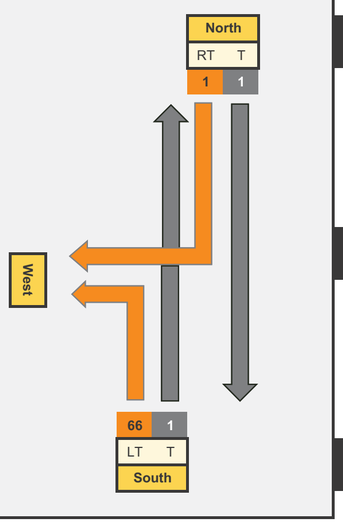
Peak Impact Year - Development Traffic



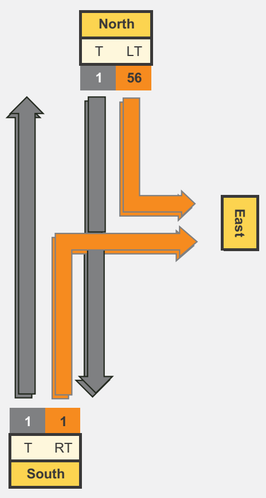
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic

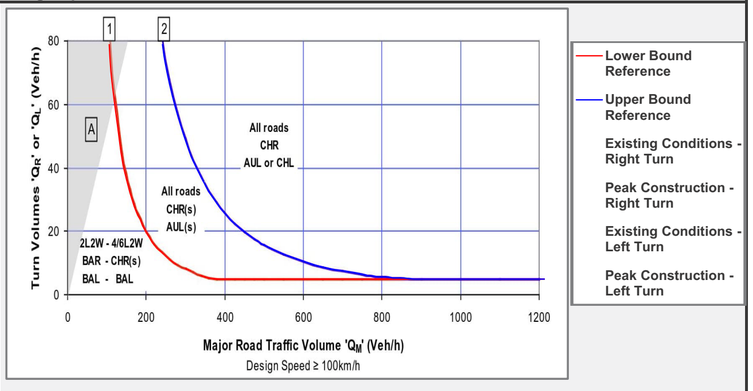


Peak Impact Year - With Development Traffic



Graphing

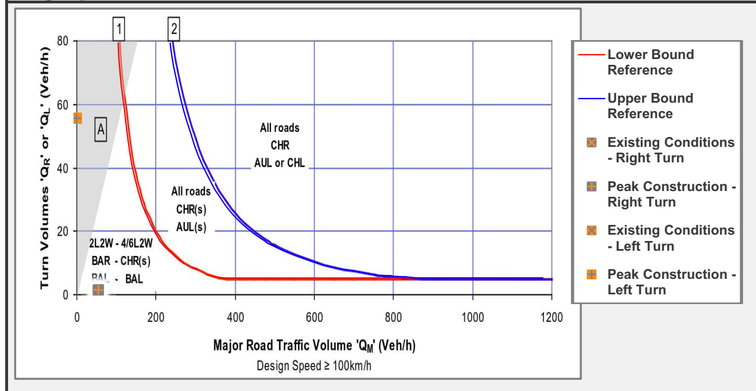
Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	4A

Time Period	PM

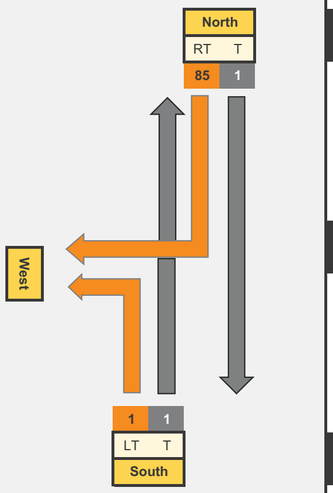
Intersection ID	X78
Intersection Name	Road/Wellcamp Westbrook Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	80
Left	1	1
With Development Traffic		
Right	10	80
Left	1	8

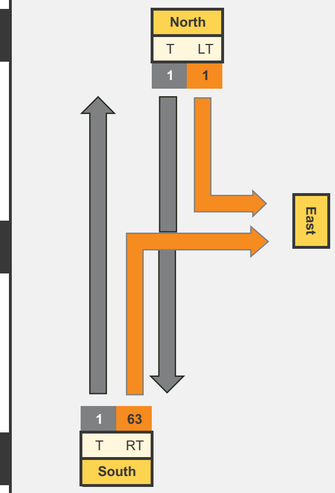
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

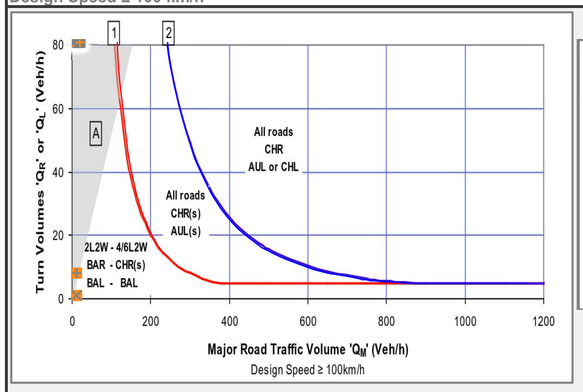
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	85
Left	1	1
With Development Traffic		
Right	10	85
Left	1	1

Peak Impact Year - Without Development Traffic



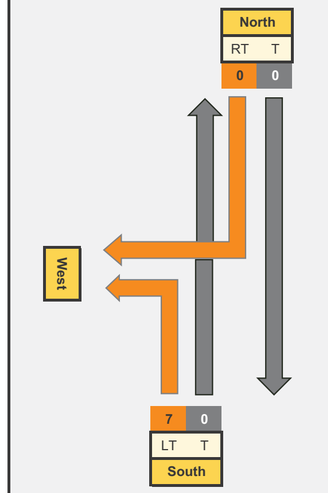
Graphing

Design Speed ≥ 100 km/h

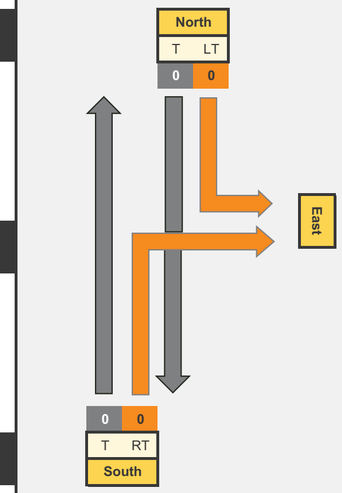


50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	63
Left	1	1
With Development Traffic		
Right	3	63
Left	1	1

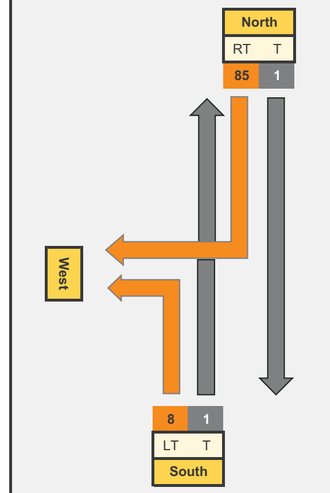
Graph Terminolgy

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

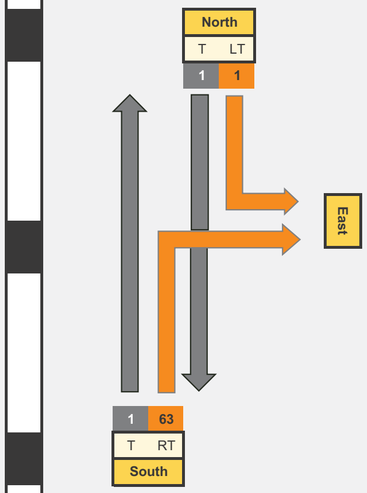
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	63
Left	1	1
With Development Traffic		
Right	3	63
Left	1	1

Peak Impact Year - With Development Traffic

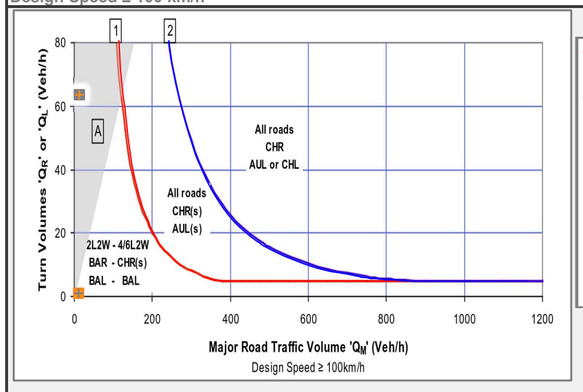


Peak Impact Year - With Development Traffic



Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

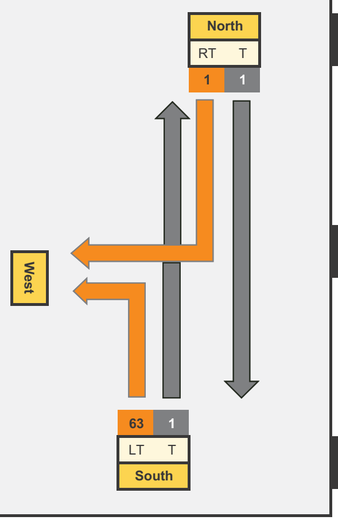
Intersection Code	4A
Intersection ID	X78
Intersection Name	Road/Wellcamp Westbrook Road

Time Period	PM
Speed	100
Existing Treatment	L: BAL / R: BAR

Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	65	1
Left	1	63
With Development Traffic		
Right	72	1
Left	1	70

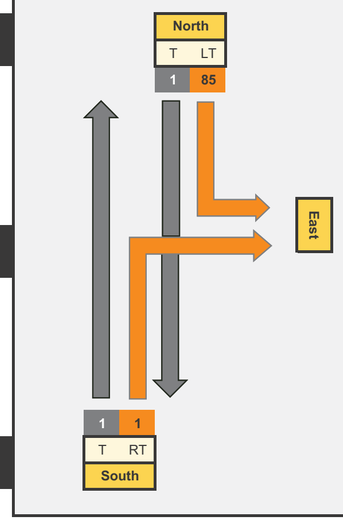
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

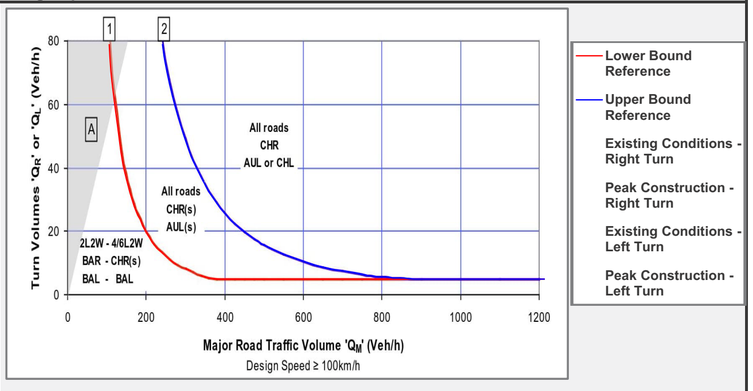
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	65	1
Left	1	63
With Development Traffic		
Right	72	1
Left	1	70

Peak Impact Year - Without Development Traffic



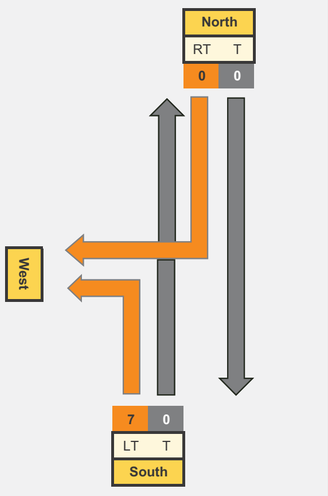
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	87	1
Left	1	80
With Development Traffic		
Right	87	1
Left	1	80

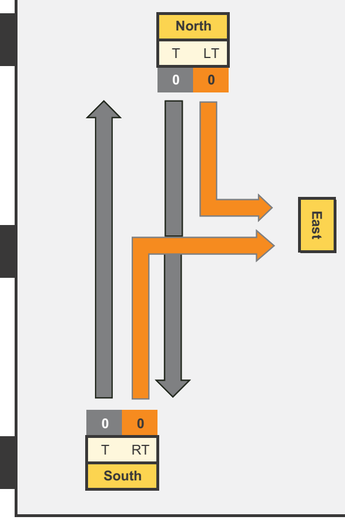
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

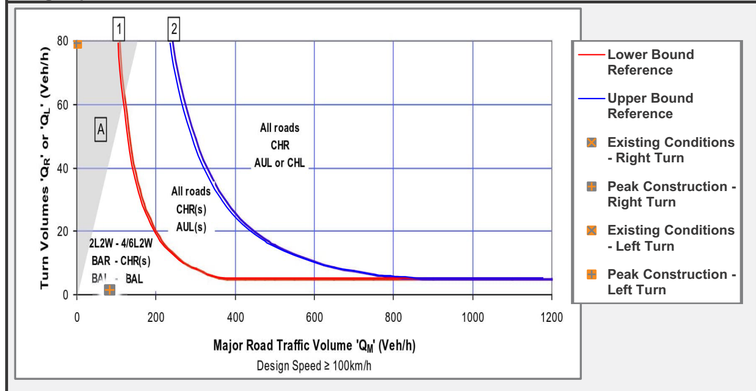
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	87	1
Left	1	85
With Development Traffic		
Right	87	1
Left	1	85

Peak Impact Year - Development Traffic



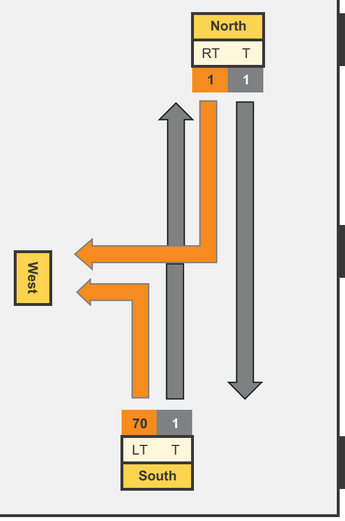
Graphing

Design Speed ≥ 100 km/h

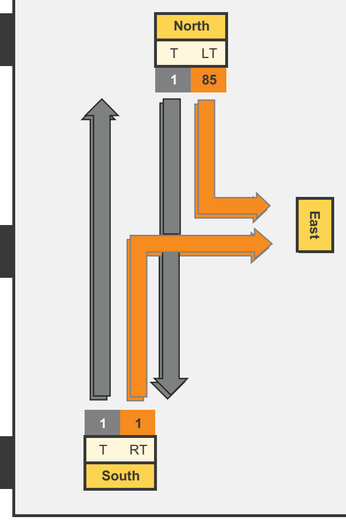


50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Intersection Code	3C

Time Period	AM

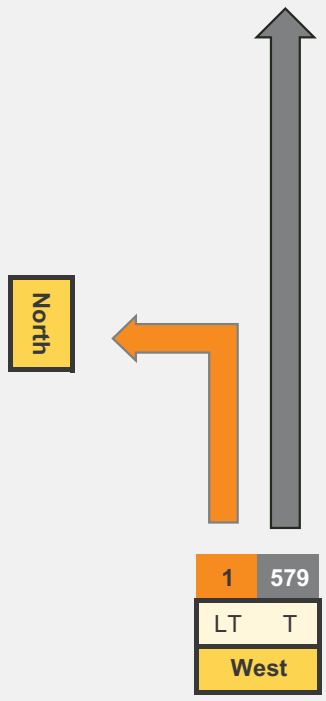
Intersection ID	X79
Intersection Name	Warrego Highway / Chamberlain Road

Speed	100			
Existing Treatment	L	-	R	Not permitted

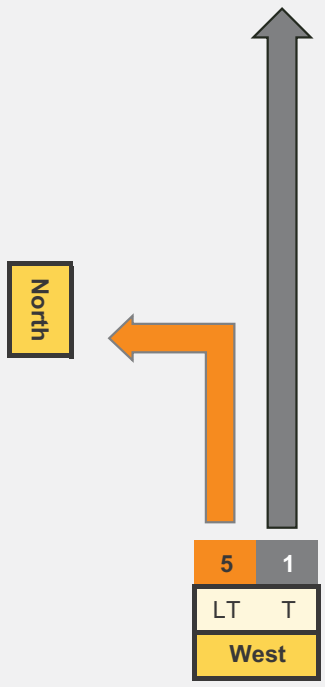
Peak Impact Month	Apr-27
Peak Impact Year	2027

Scenario 1: 1

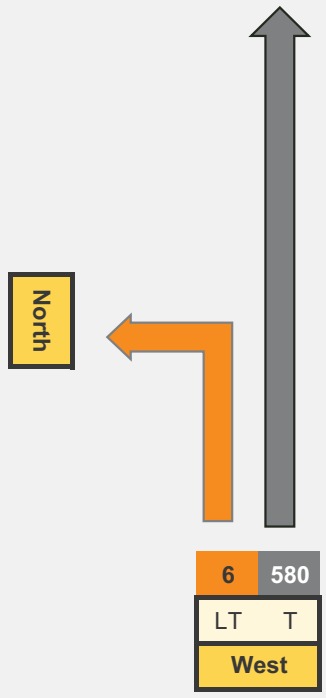
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right		
Left	579	1
With Development Traffic		
Right		
Left	580	6

Graph Terminolgy

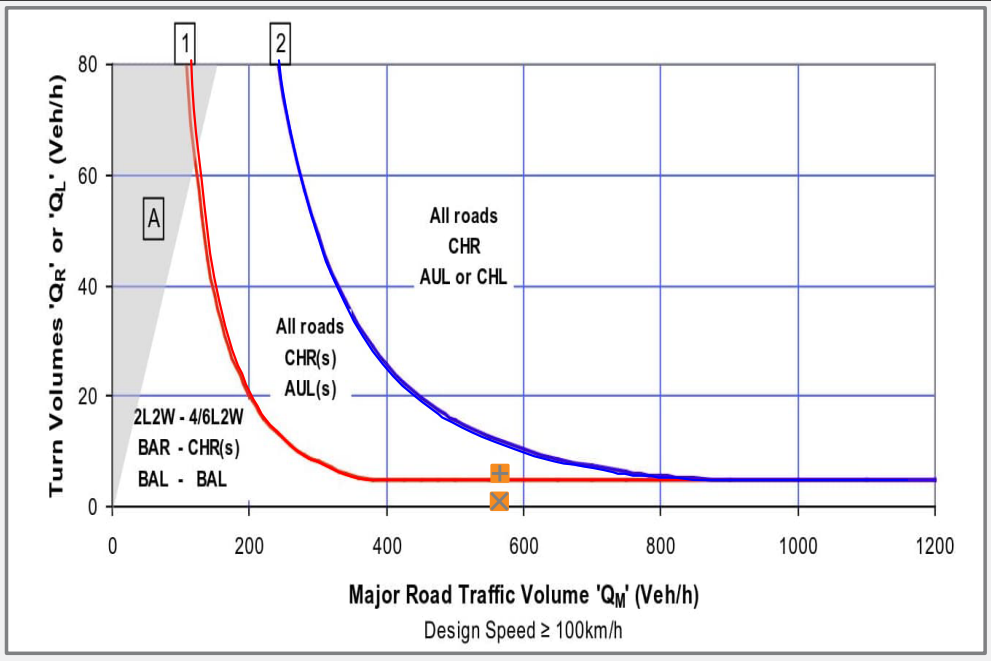
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	
Development Right Turn Warrant	
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right		
Left	579	1
With Development Traffic		
Right		
Left	580	6

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

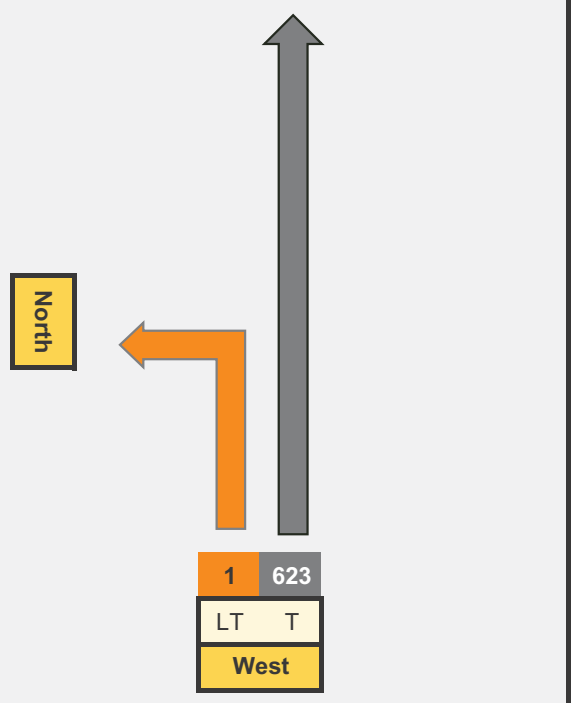
Intersection ID	X79
Intersection Name	Warrego Highway / Chamberlain Road

Speed	100			
Existing Treatment	L	-	R	Not permitted

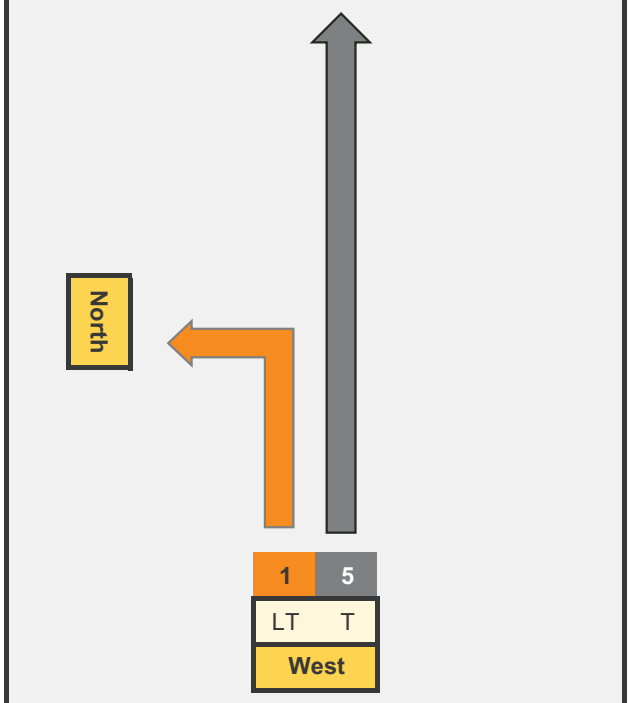
Peak Impact Month	Apr-27
Peak Impact Year	2027

Scenario 1: 1

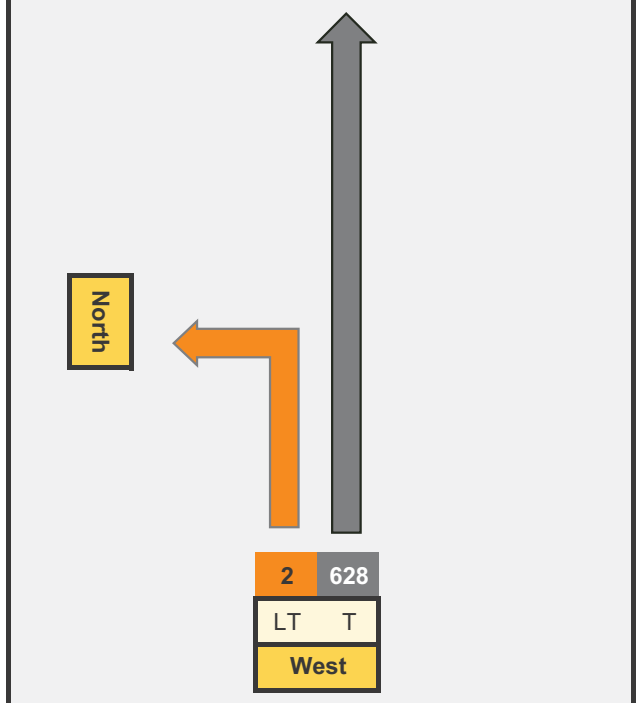
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



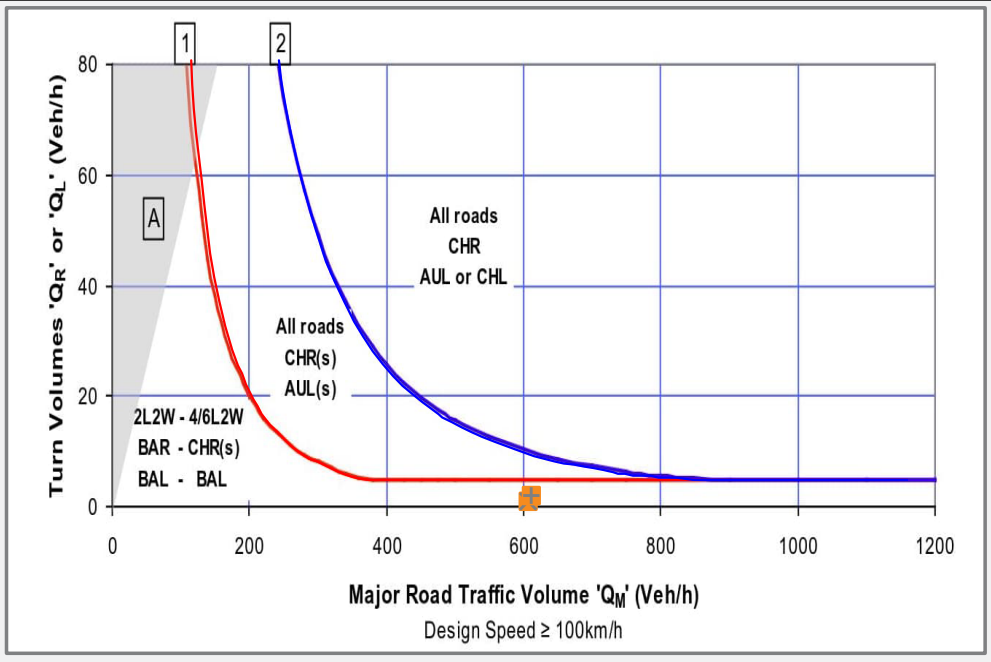
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right		
Left	623	1
With Development Traffic		
Right		
Left	628	2

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right		
Left	623	1
With Development Traffic		
Right		
Left	628	2

Intersection Code	3C

Time Period	AM

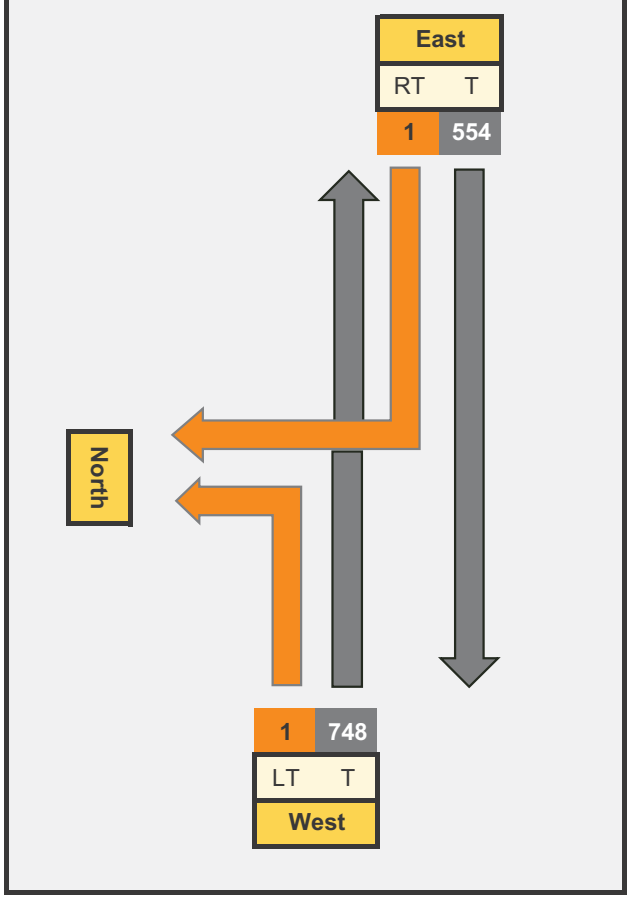
Intersection ID	X81
Intersection Name	Warrego Highway / Leesons Road

Speed	80			
Existing Treatment	L	BAL	R	CHR

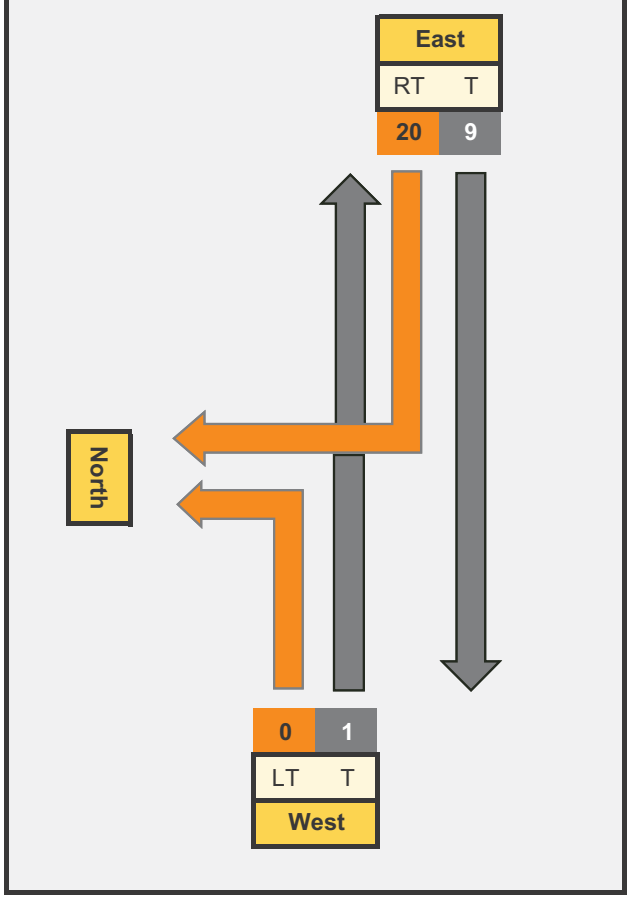
Peak Impact Month	Nov-25
Peak Impact Year	2025

Scenario 1: 1

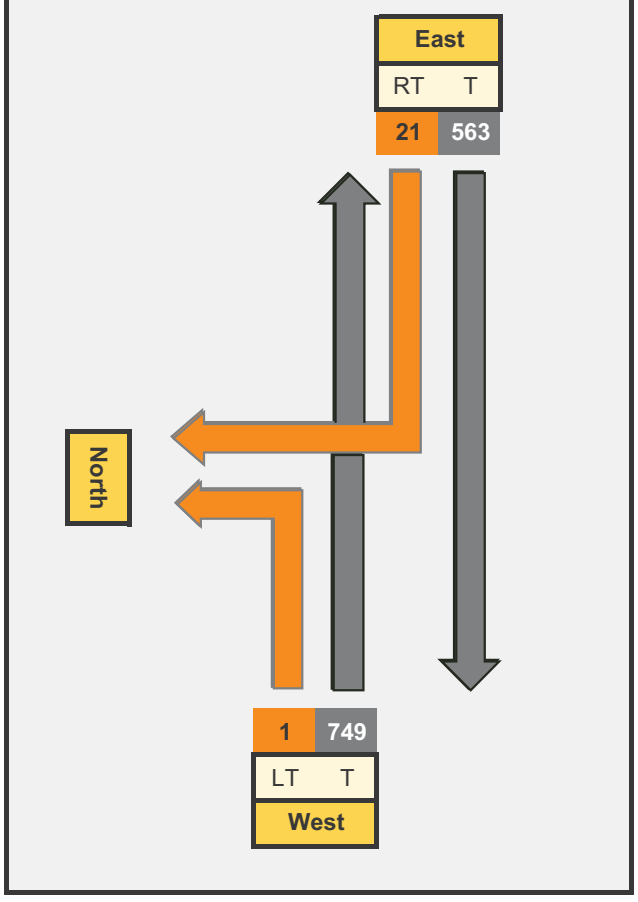
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,303	1
Left	748	1
With Development Traffic		
Right	1,313	21
Left	749	1

Graph Terminolgy

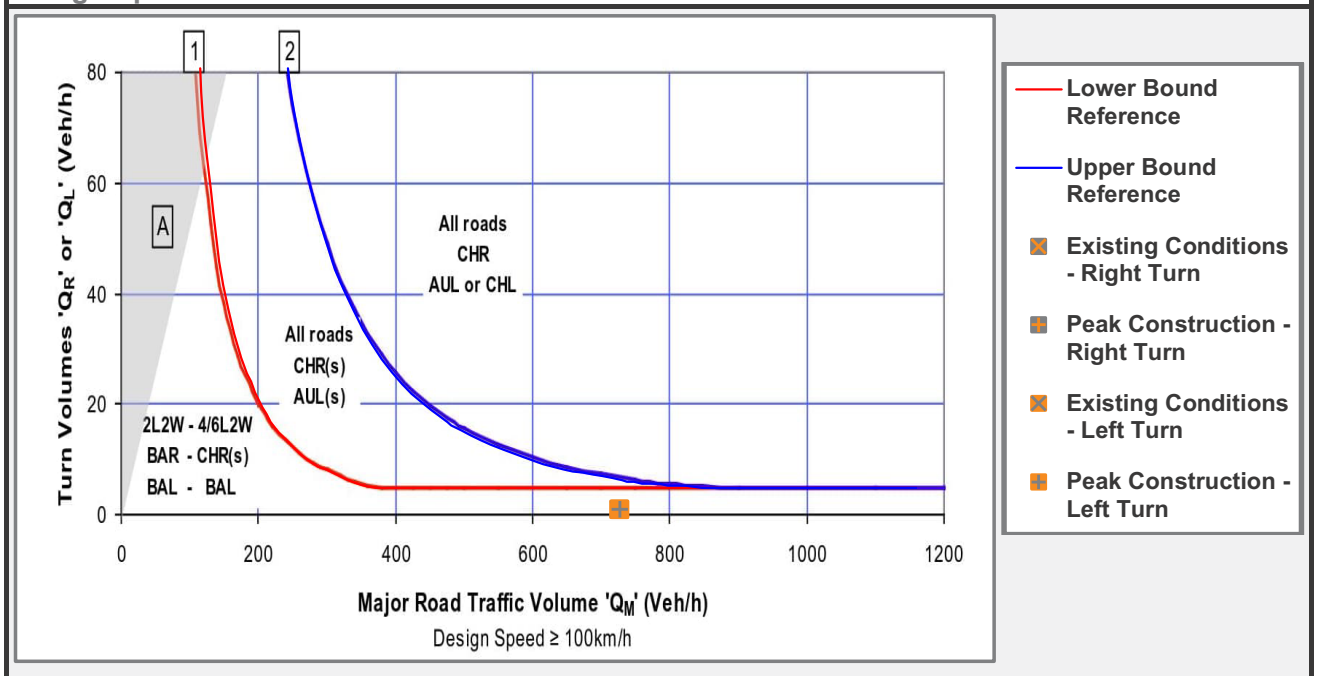
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,303	1
Left	748	1
With Development Traffic		
Right	1,313	21
Left	749	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

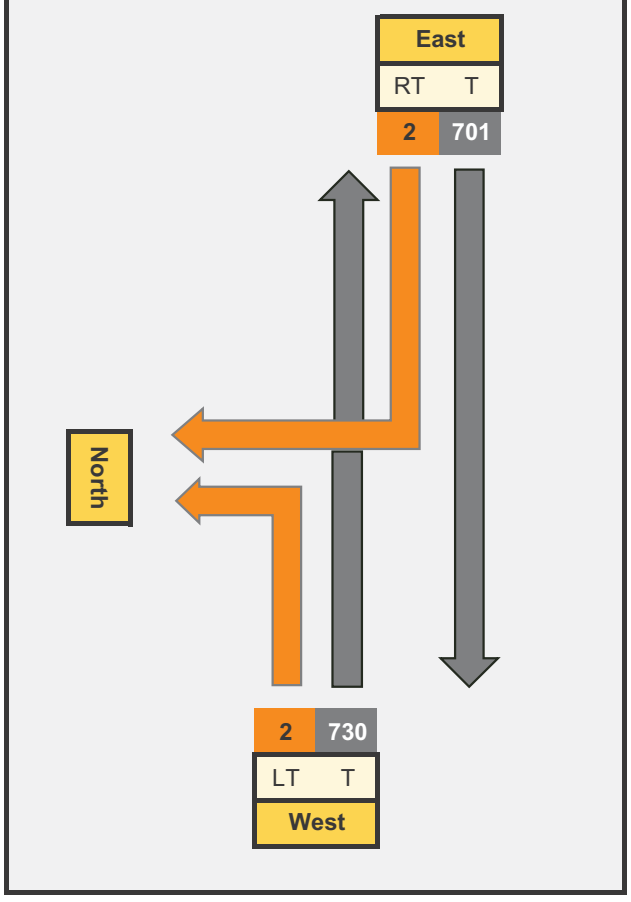
Intersection ID	X81
Intersection Name	Warrego Highway / Leesons Road

Speed	80			
Existing Treatment	L	BAL	R	CHR

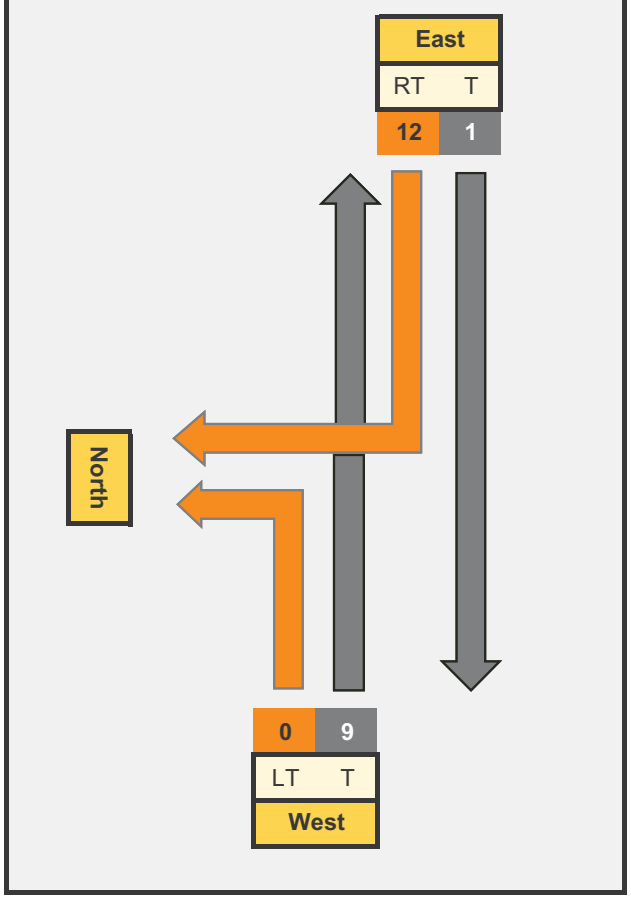
Peak Impact Month	Nov-25
Peak Impact Year	2025

Scenario 1: 1

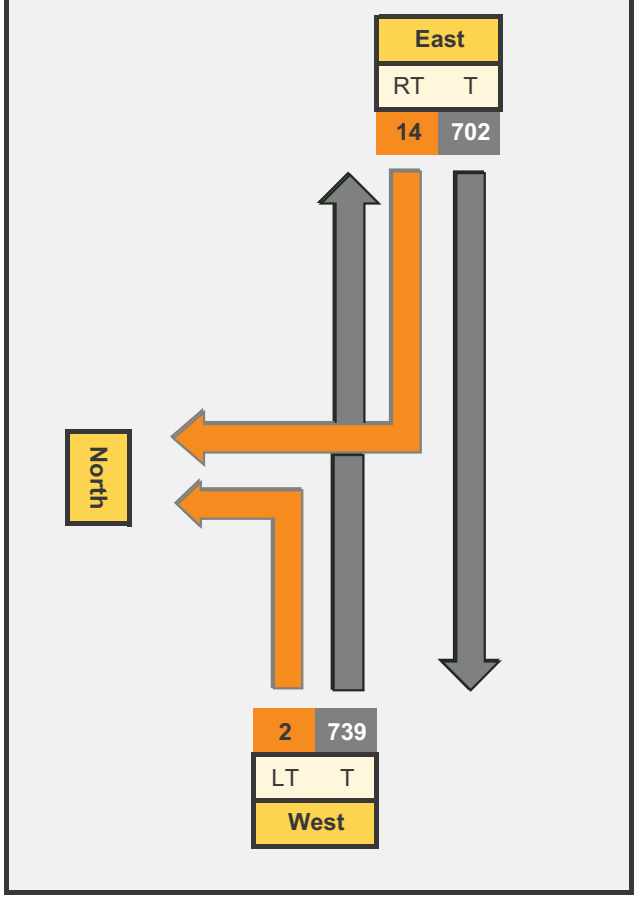
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,433	2
Left	730	2
With Development Traffic		
Right	1,443	14
Left	739	2

Graph Terminolgy

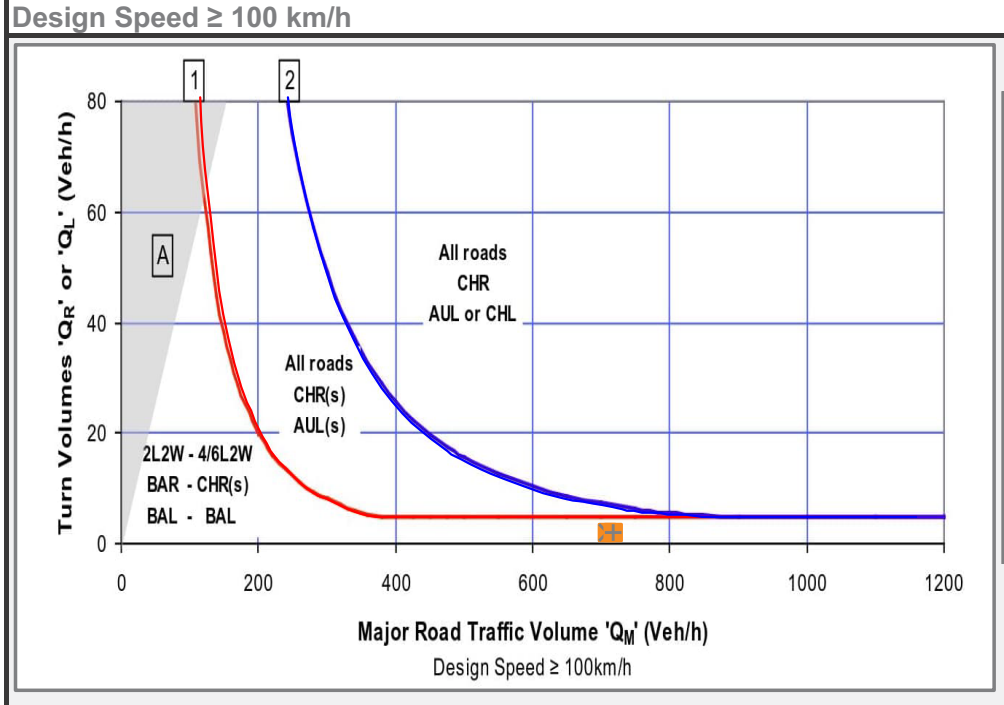
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,433	2
Left	730	2
With Development Traffic		
Right	1,443	14
Left	739	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

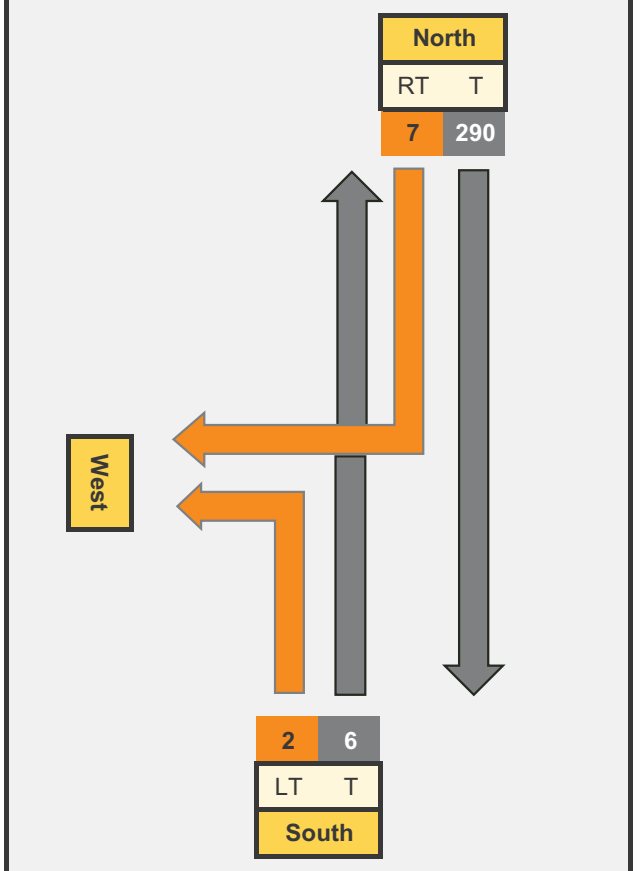
Intersection ID	X86
Intersection Name	Kingsthrope Haden Road / Kingsthorpe Overpass

Speed	60			
Existing Treatment	L	BAL	R	CHR

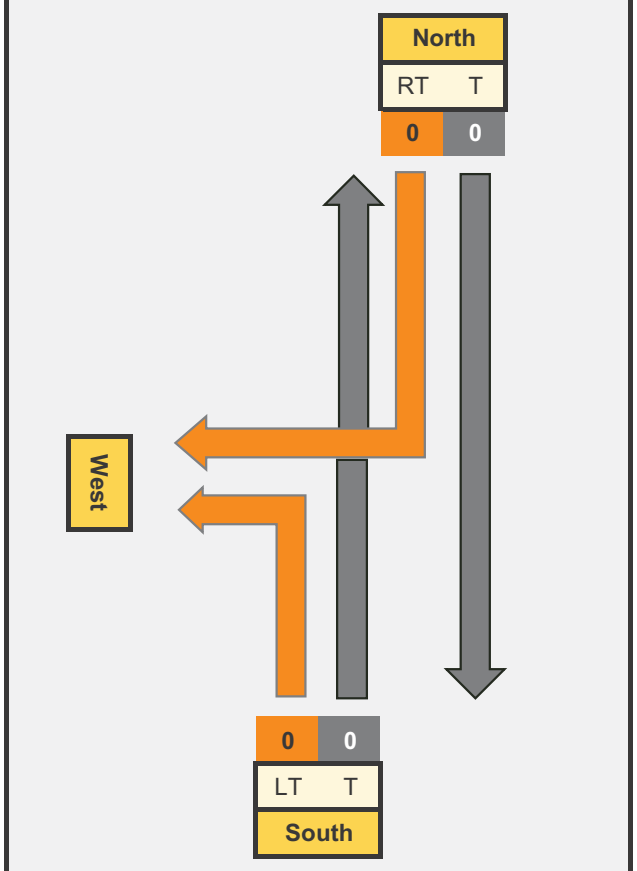
Peak Impact Month	Jun-25
Peak Impact Year	2025

Scenario 1: 1

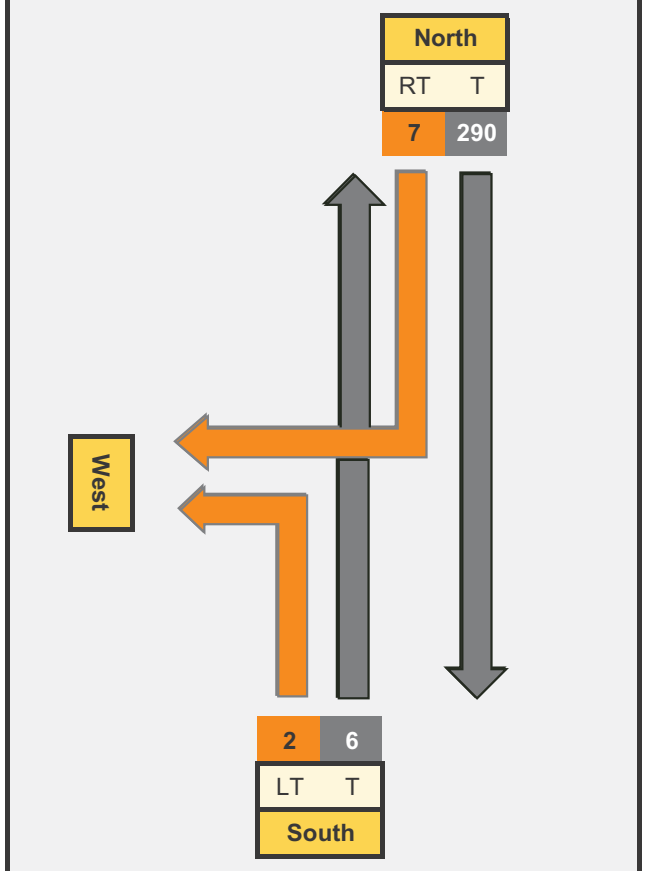
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	298	7
Left	6	2
With Development Traffic		
Right	298	7
Left	6	2

Graph Terminolgy

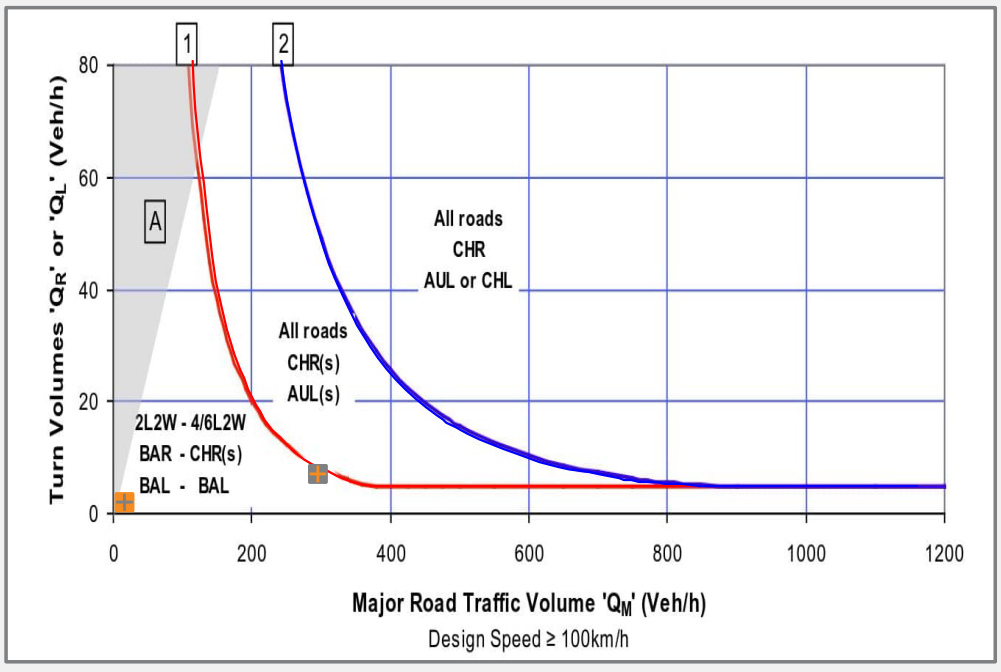
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	298	7
Left	6	2
With Development Traffic		
Right	298	7
Left	6	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

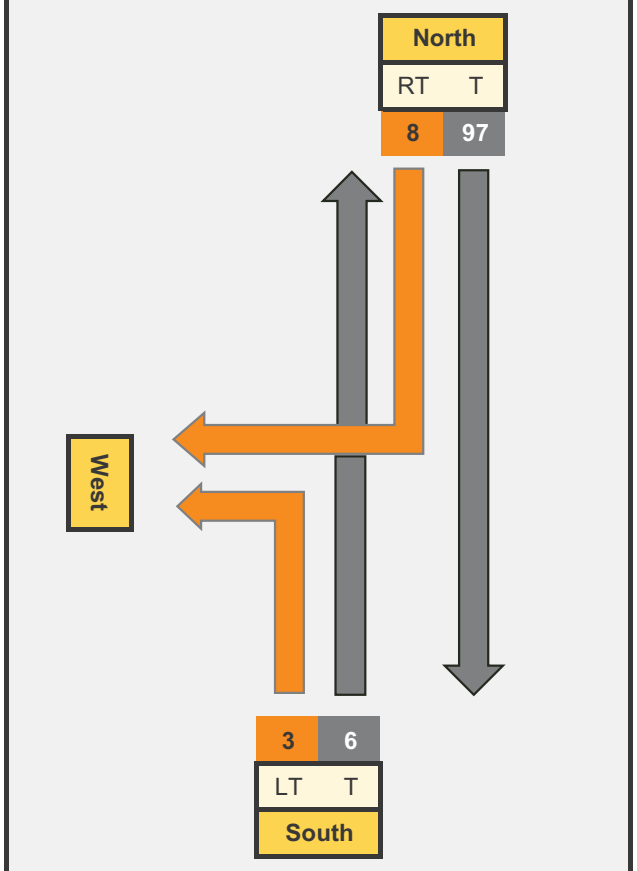
Intersection ID	X86
Intersection Name	Kingsthrope Haden Road / Kingsthorpe Overpass

Speed	60			
Existing Treatment	L	BAL	R	CHR

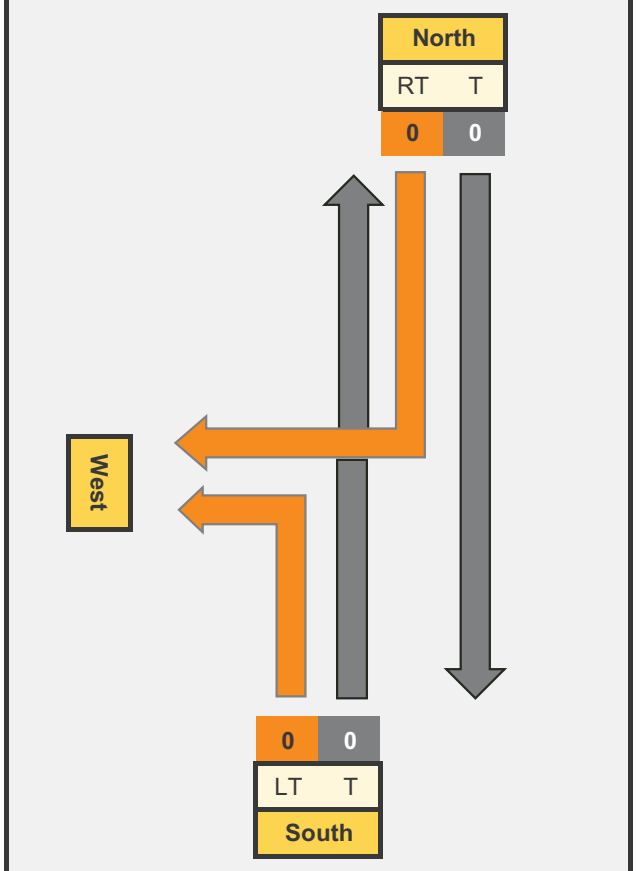
Peak Impact Month	Jun-25
Peak Impact Year	2025

Scenario 1: 1

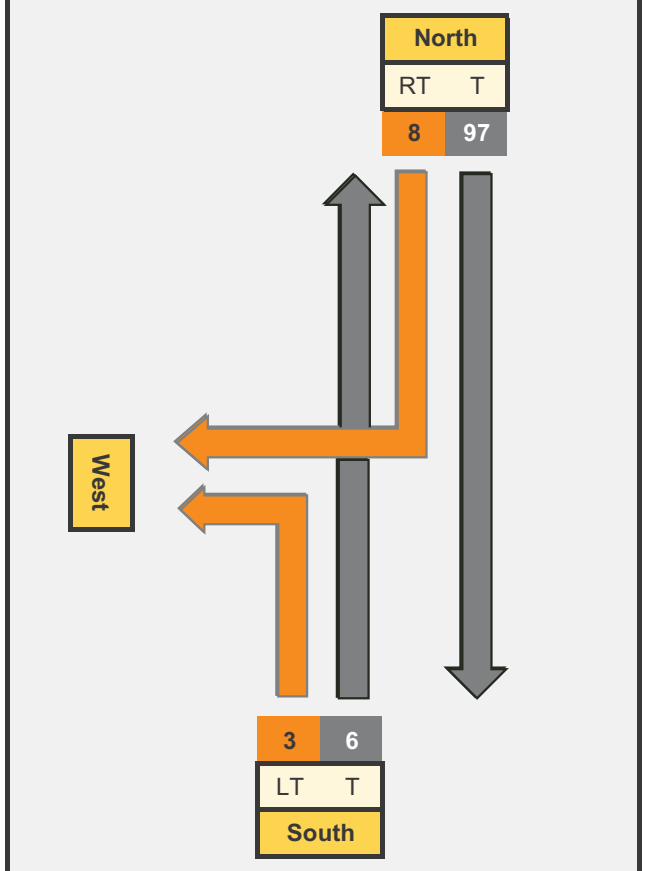
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	106	8
Left	6	3
With Development Traffic		
Right	106	8
Left	6	3

Graph Terminolgy

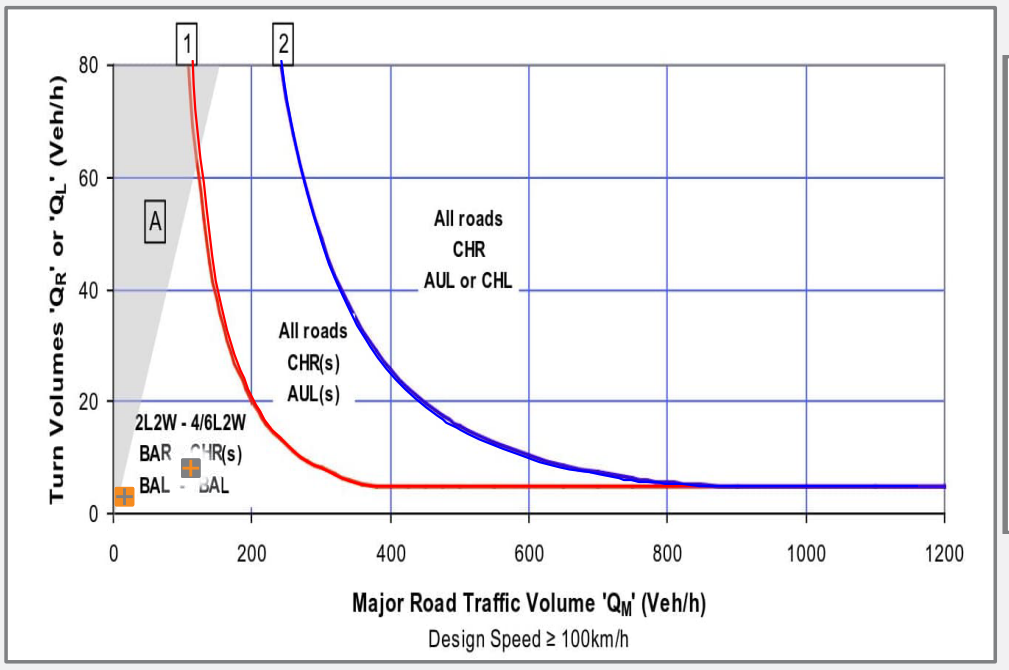
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	106	8
Left	6	3
With Development Traffic		
Right	106	8
Left	6	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

Time Period	AM

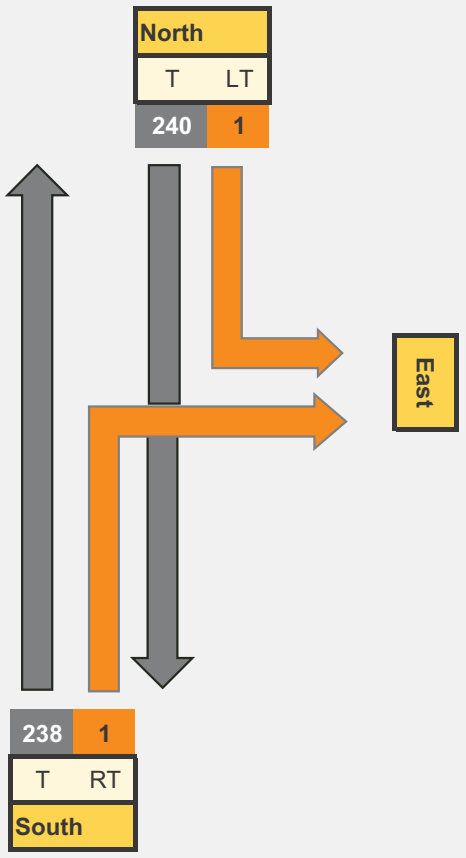
Intersection ID	X90
Intersection Name	Newell Highway/River Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

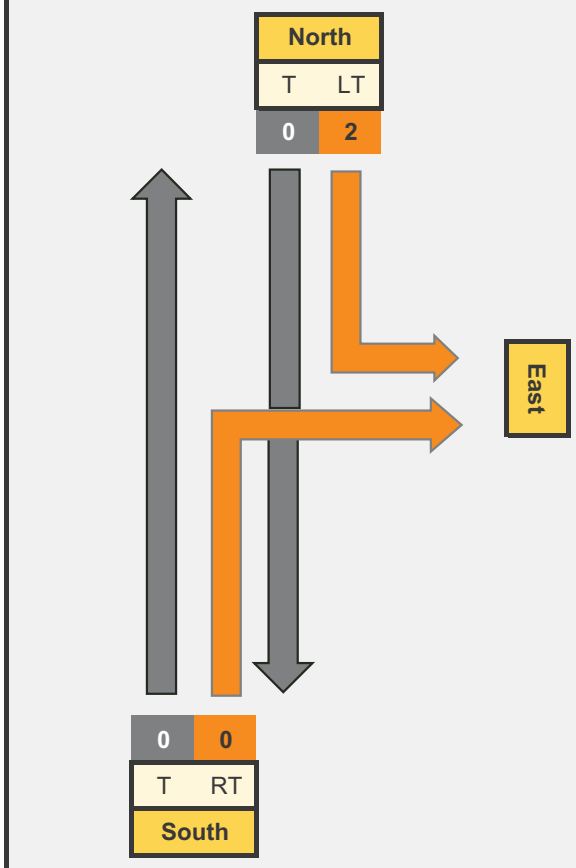
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 1: 1

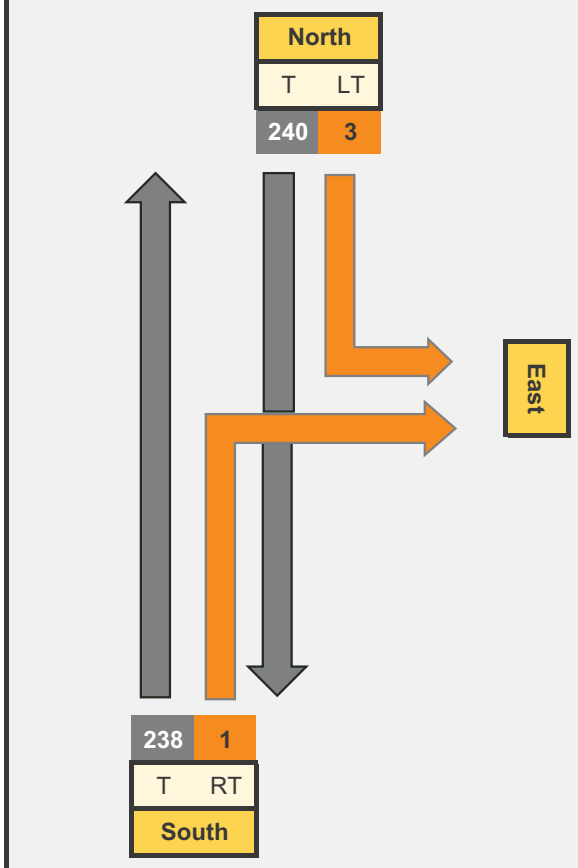
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	479	1
Left	240	1
With Development Traffic		
Right	481	1
Left	240	3

Graph Terminolgy

Legend

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

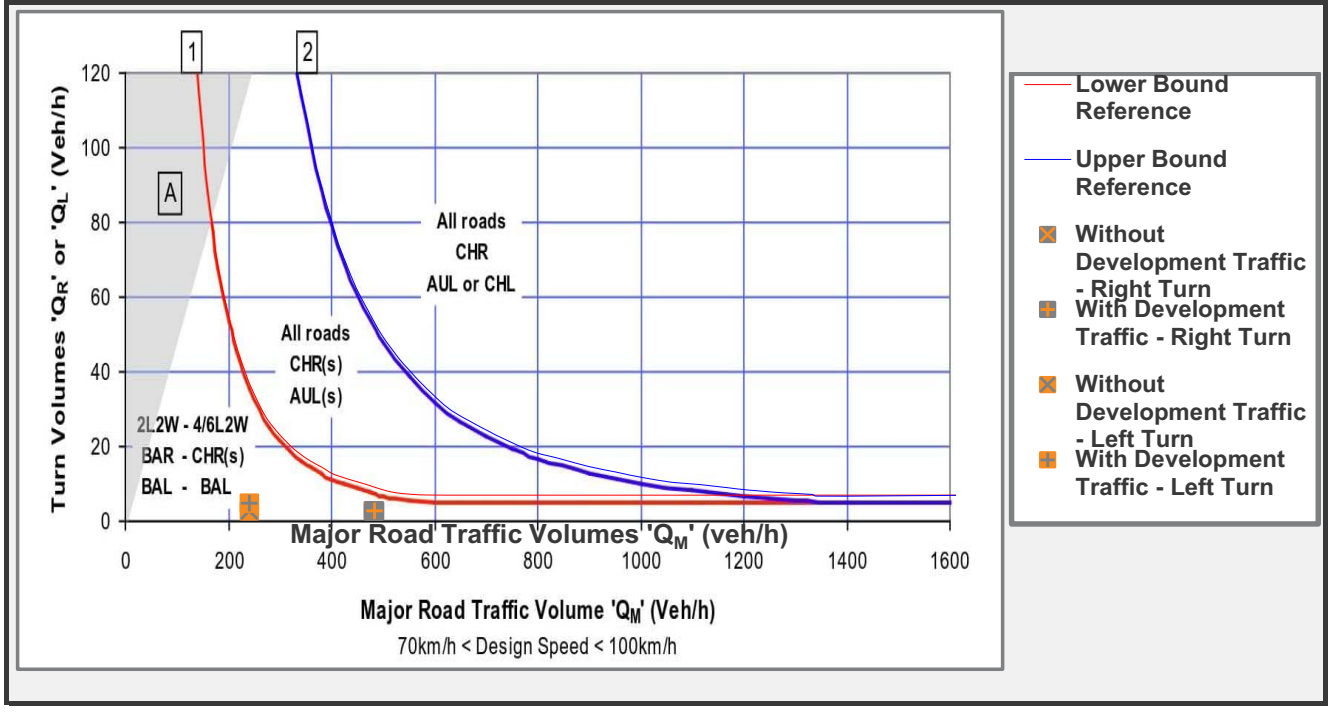
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	479	1
Left	240	1
With Development Traffic		
Right	481	1
Left	240	3

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

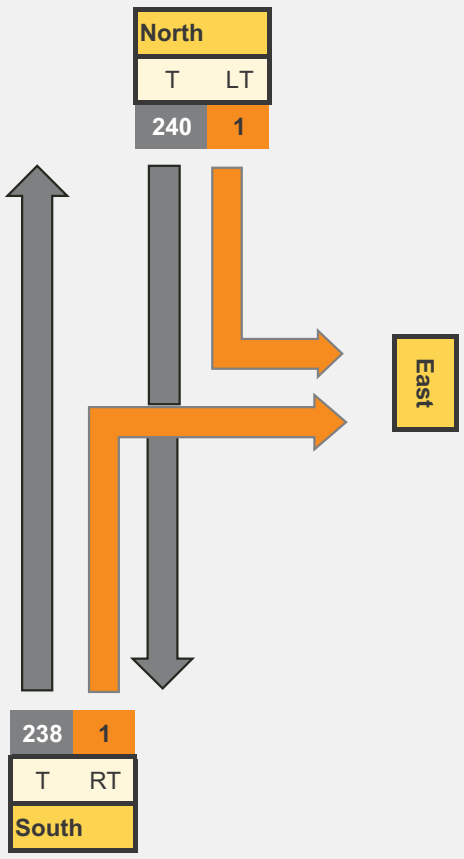
Intersection ID	X90
Intersection Name	Newell Highway/River Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

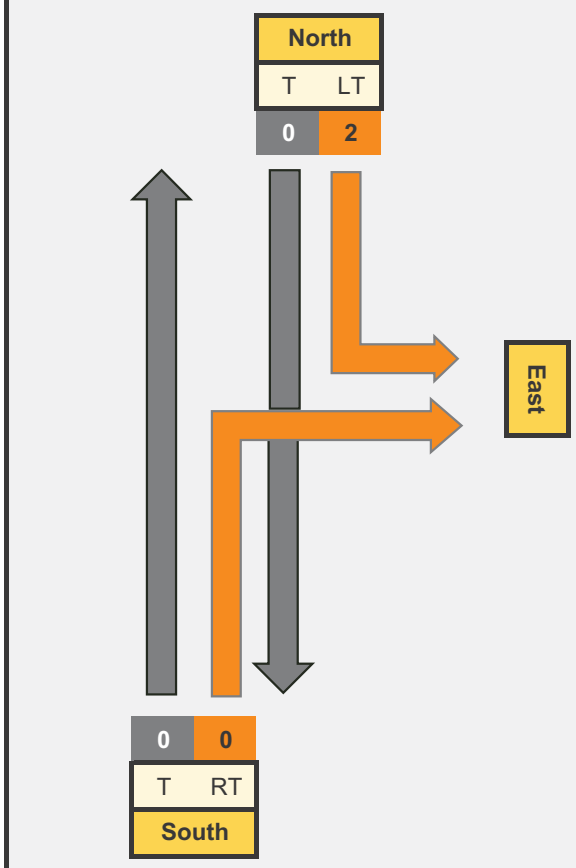
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 2: 2

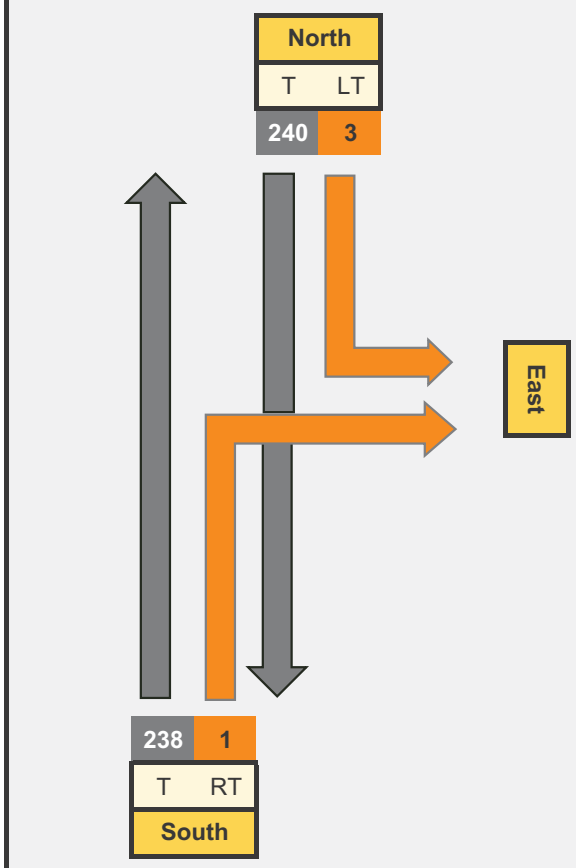
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	479	1
Left	240	1
With Development Traffic		
Right	481	1
Left	240	3

Graph Terminolgy

Legend

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

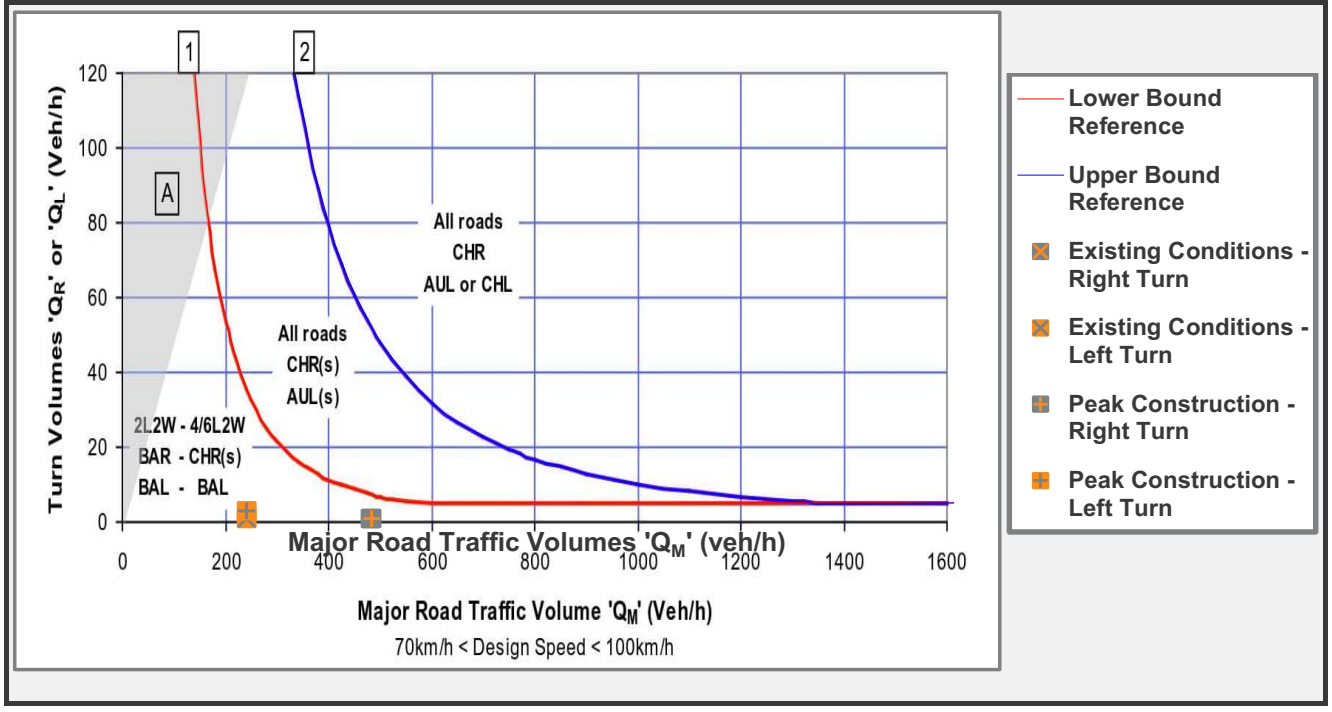
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	479	1
Left	240	1
With Development Traffic		
Right	481	1
Left	240	3

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

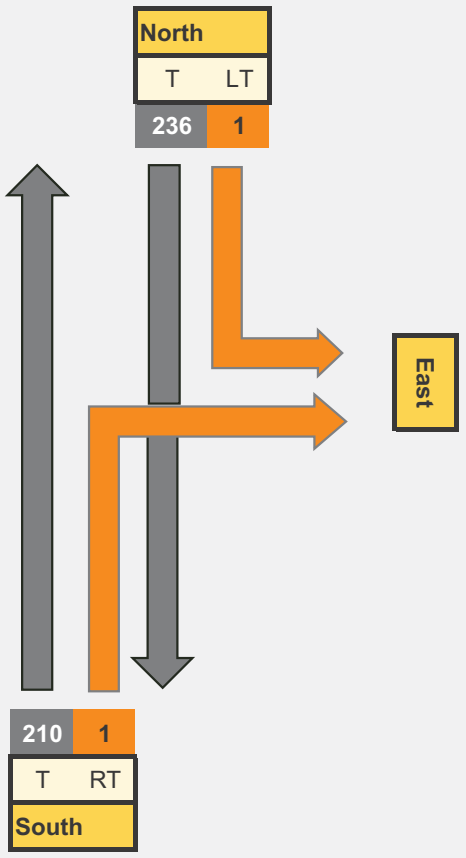
Intersection ID	X90
Intersection Name	Newell Highway/River Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

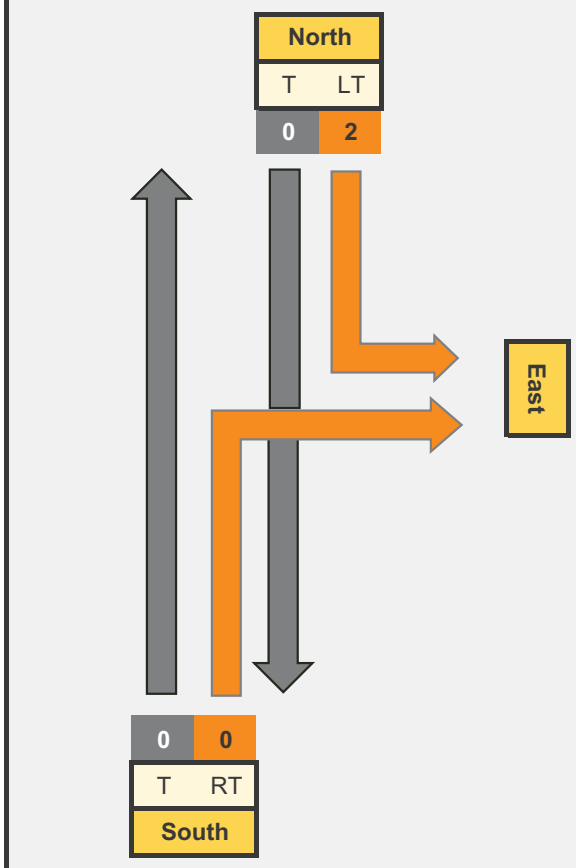
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 1: 1

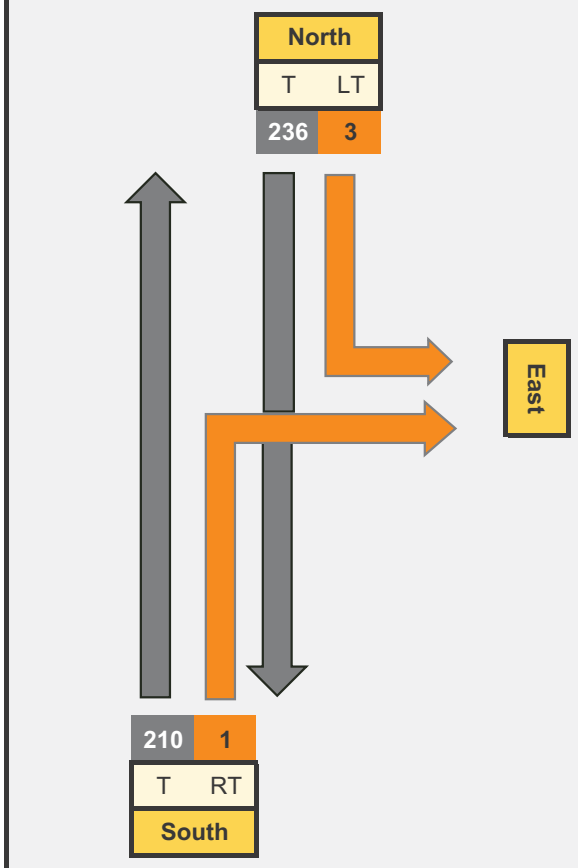
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	447	1
Left	236	1
With Development Traffic		
Right	449	1
Left	236	3

Graph Terminolgy

Legend

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

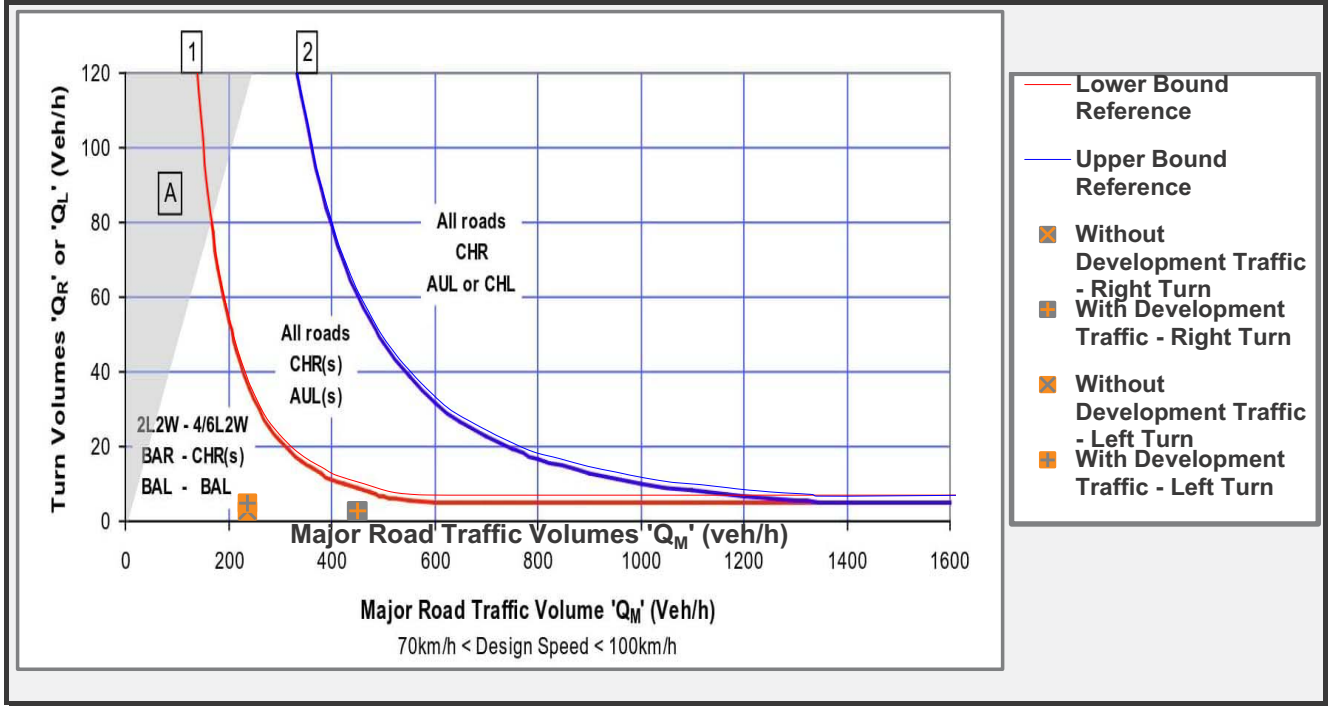
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	447	1
Left	236	1
With Development Traffic		
Right	449	1
Left	236	3

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

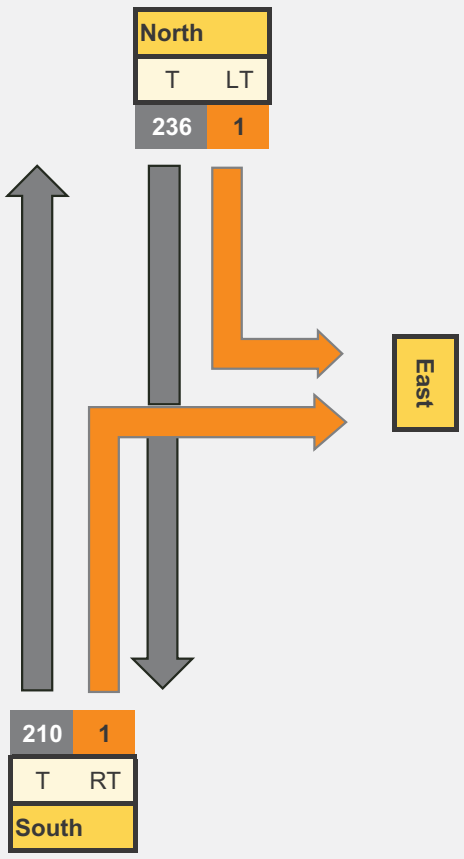
Intersection ID	X90
Intersection Name	Newell Highway/River Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

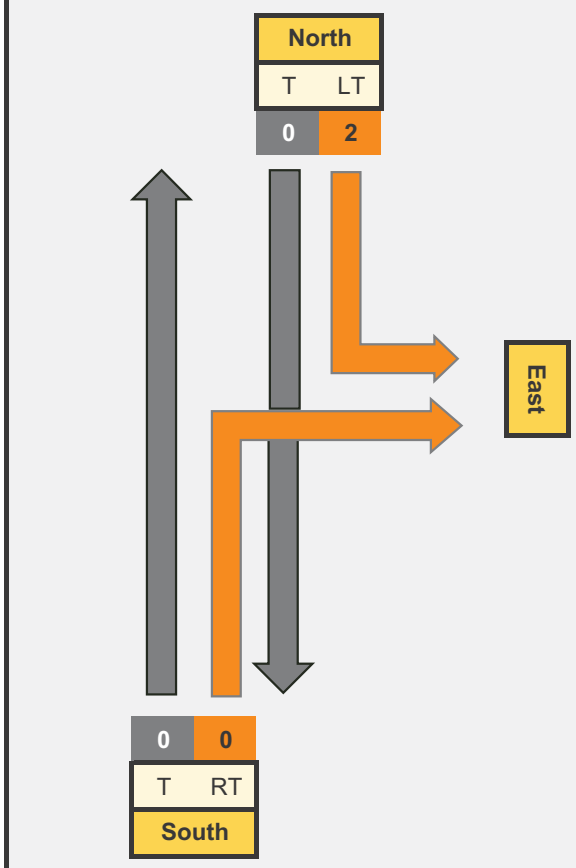
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 2: 2

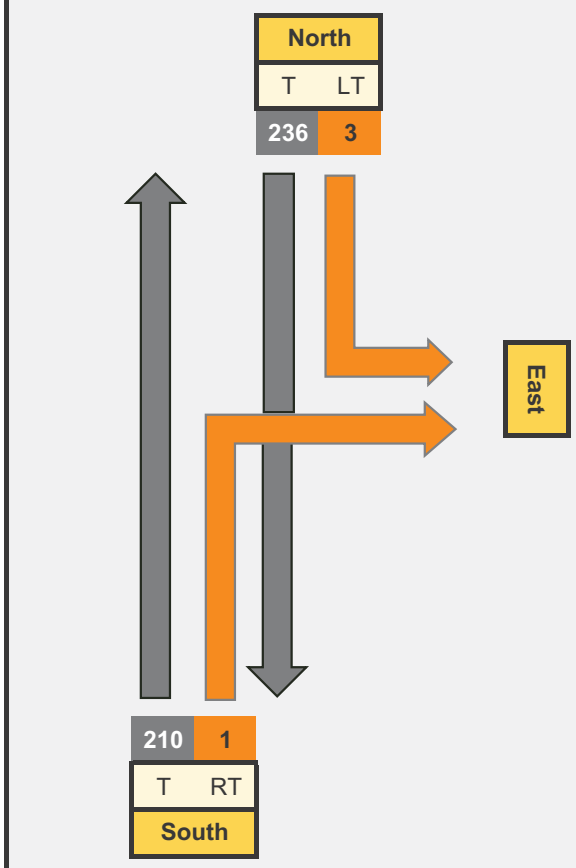
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	447	1
Left	236	1
With Development Traffic		
Right	449	1
Left	236	3

Graph Terminolgy

Legend

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

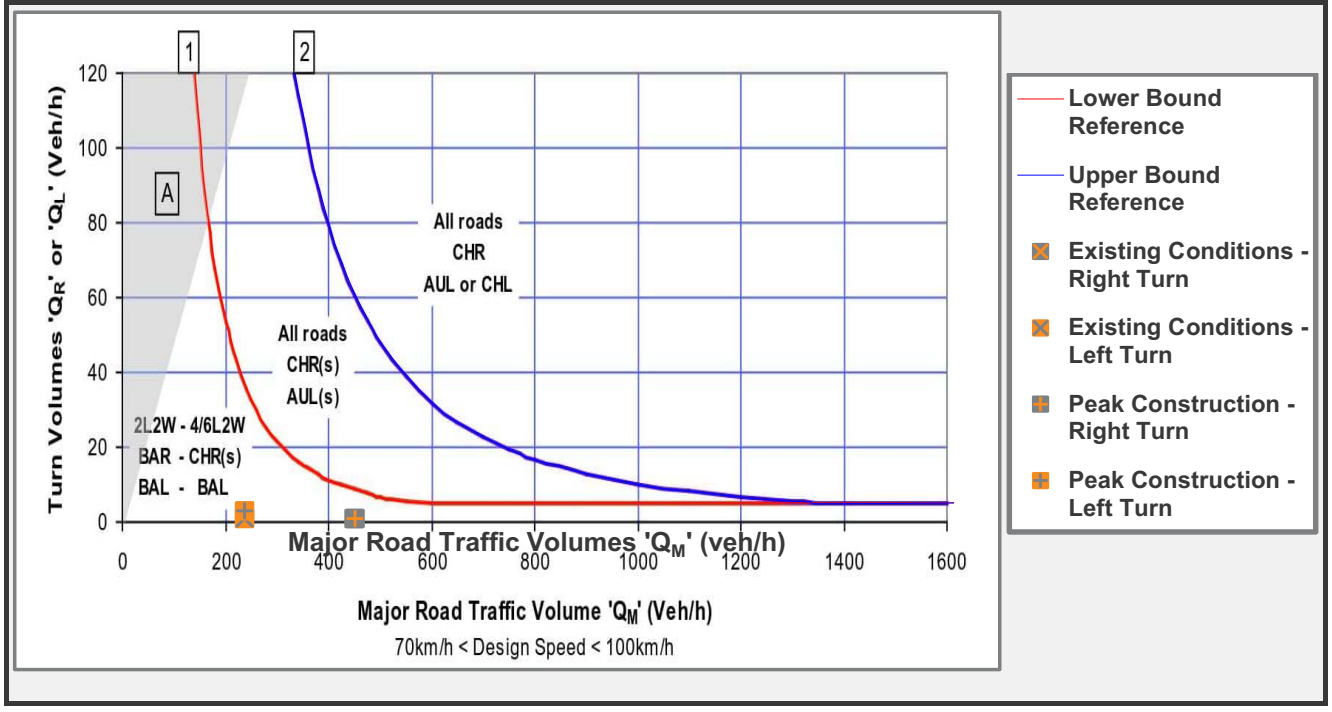
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	447	1
Left	236	1
With Development Traffic		
Right	449	1
Left	236	3

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3C

Time Period	AM

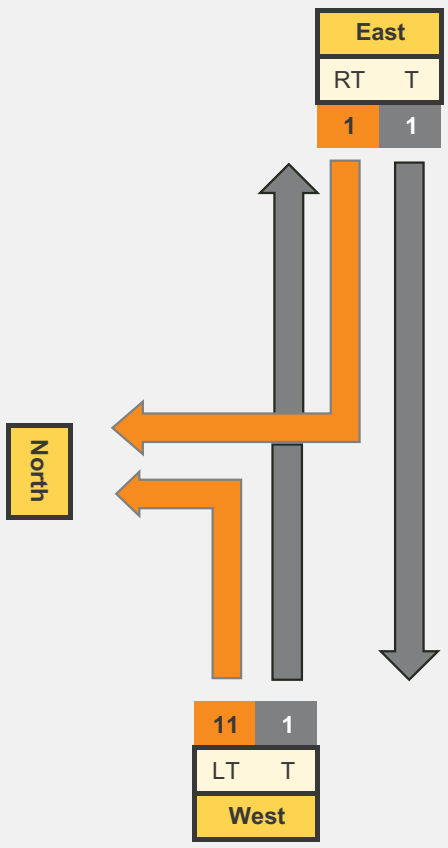
Intersection ID	X103
Intersection Name	Cemetery Road/Unnamed Road

Speed	70			
Existing Treatment	L	-	R	-

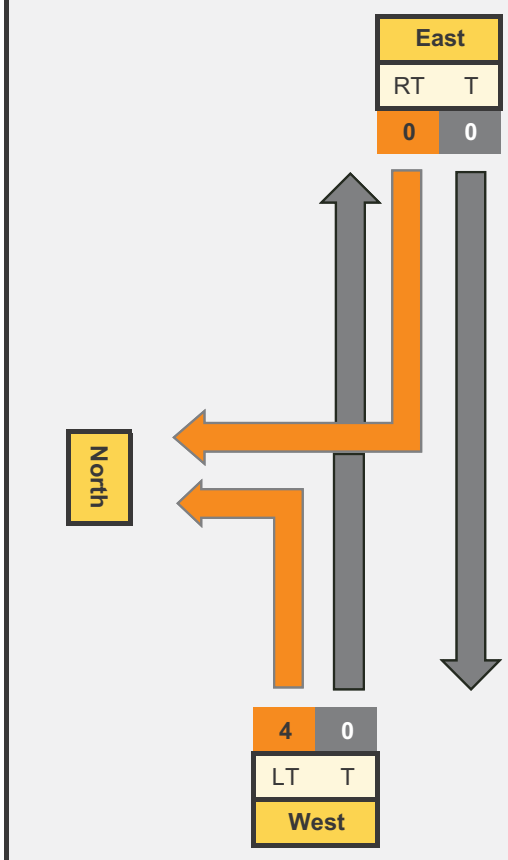
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

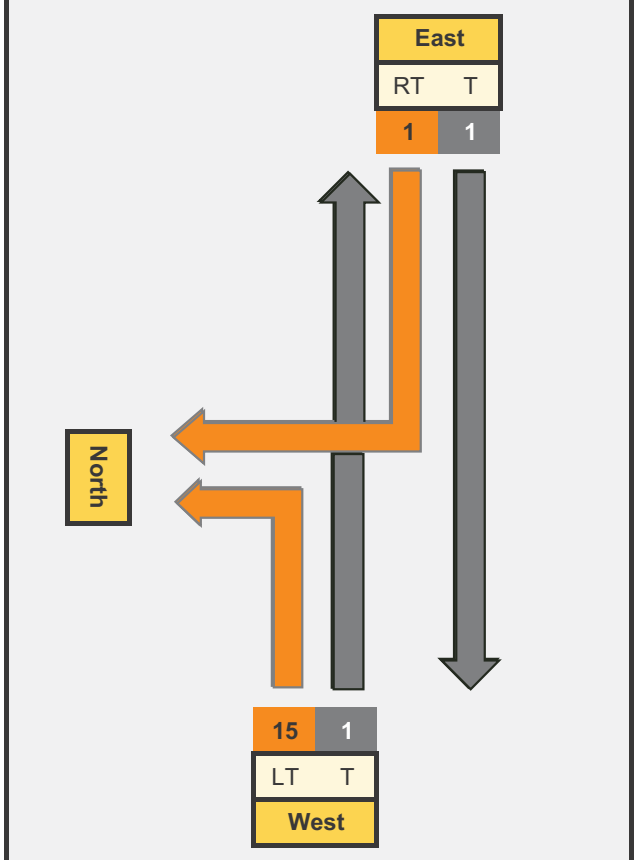
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	13	1
Left	1	11
With Development Traffic		
Right	17	1
Left	1	15

Graph Terminolgy

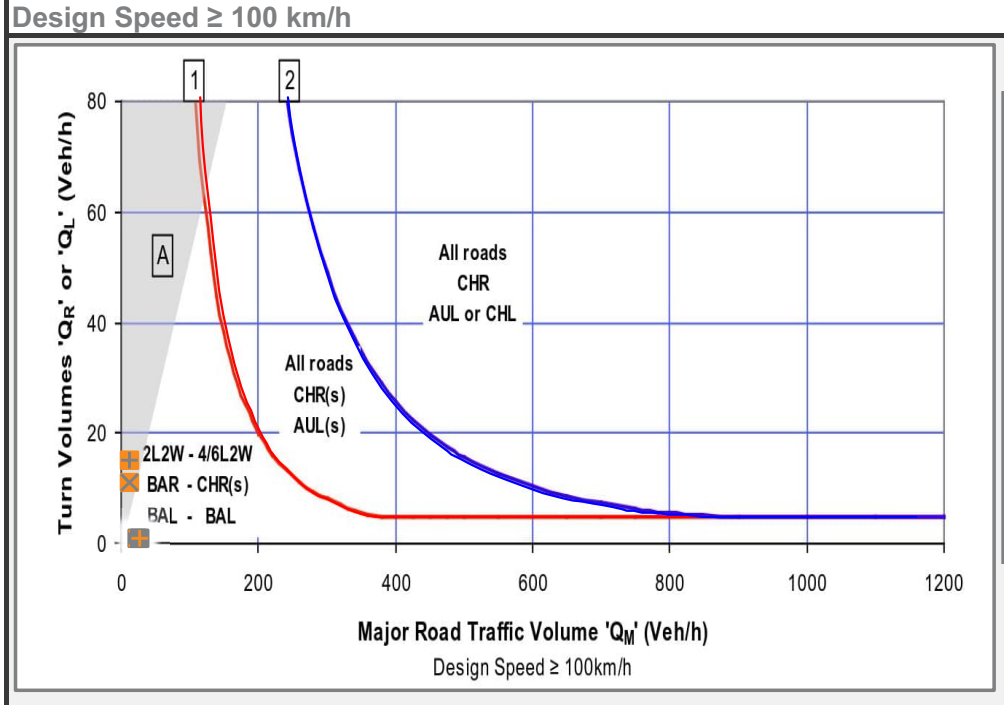
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	13	1
Left	1	11
With Development Traffic		
Right	17	1
Left	1	15

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

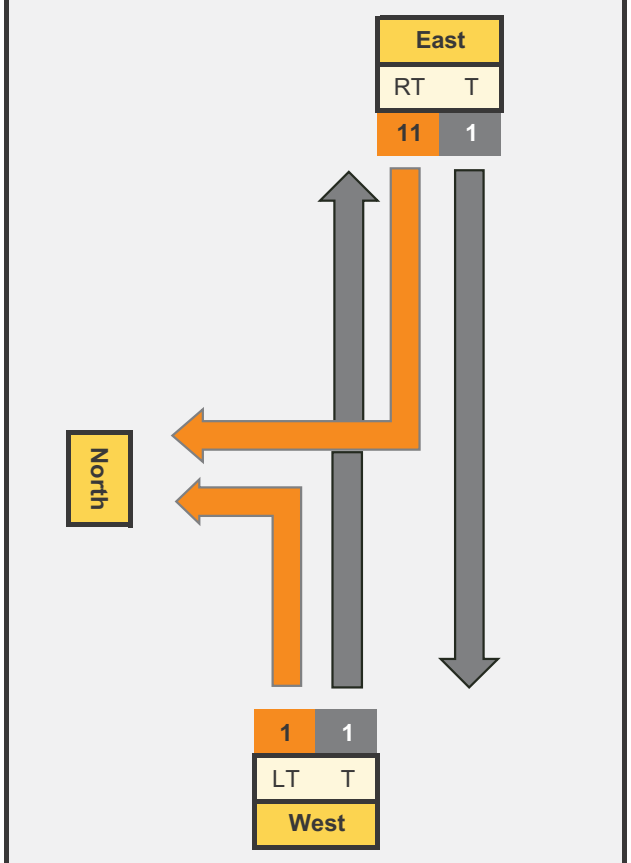
Intersection ID	X103
Intersection Name	Cemetery Road/Unnamed Road

Speed	70			
Existing Treatment	L	-	R	-

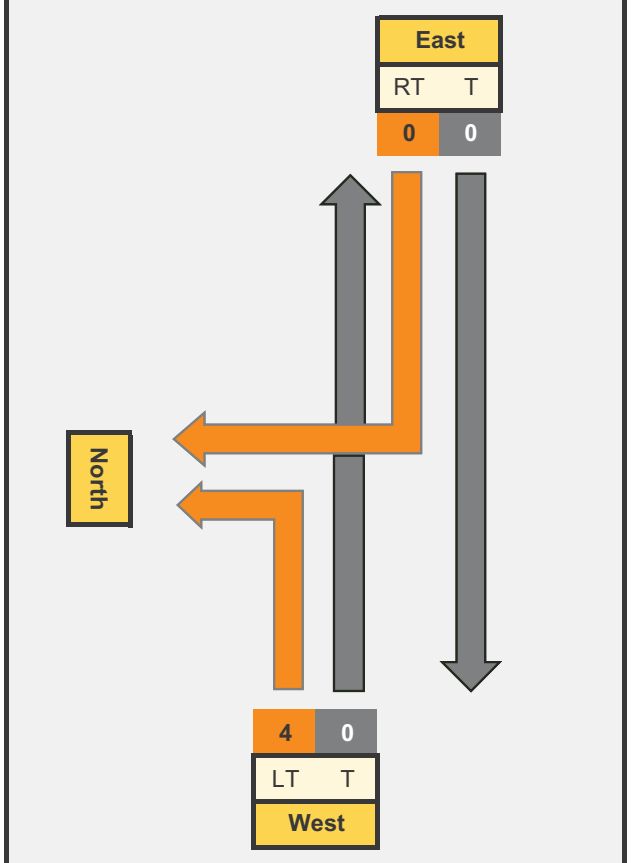
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

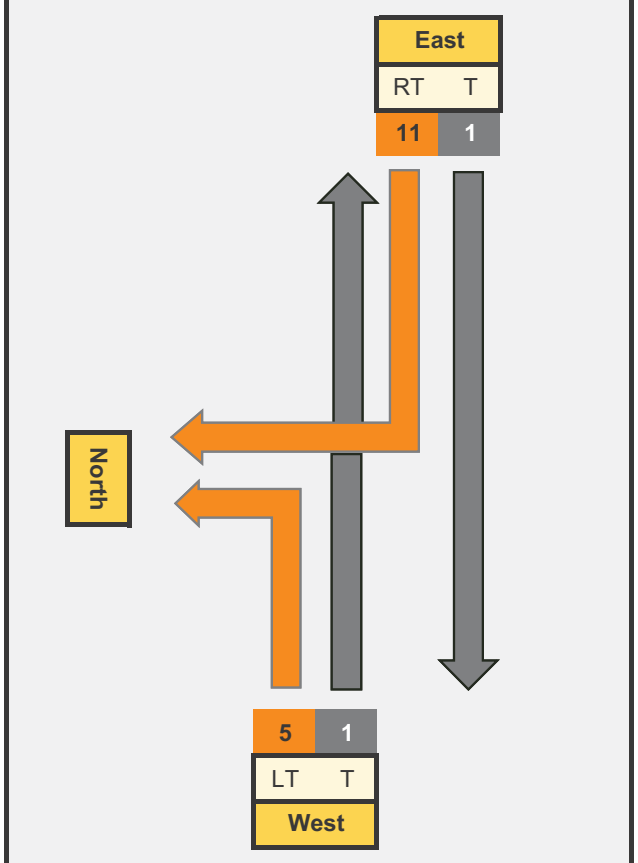
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	11
Left	1	1
With Development Traffic		
Right	7	11
Left	1	5

Graph Terminolgy

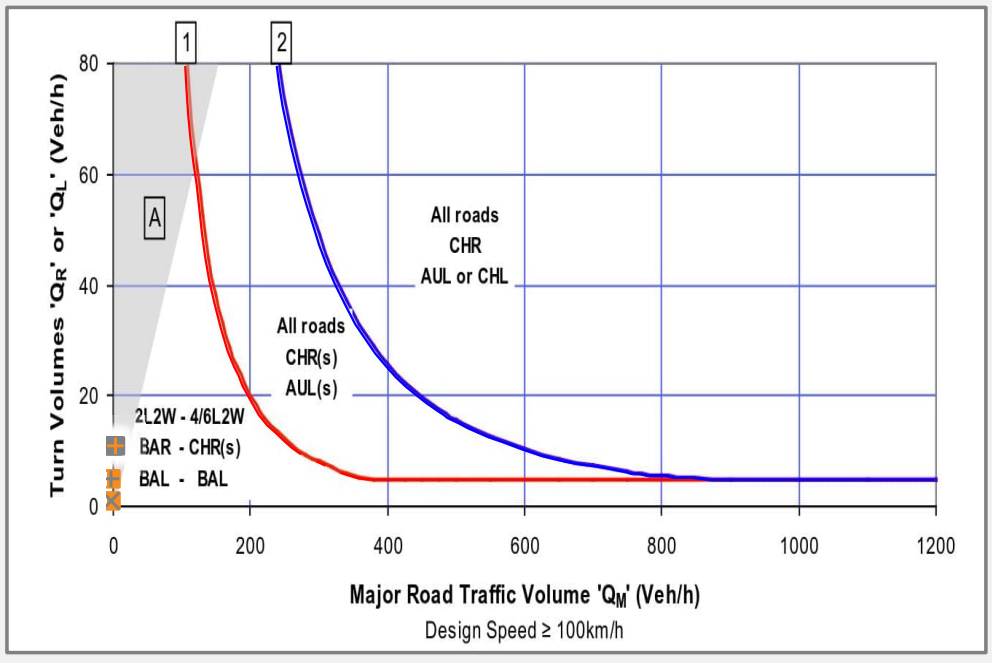
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	11
Left	1	1
With Development Traffic		
Right	7	11
Left	1	5

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

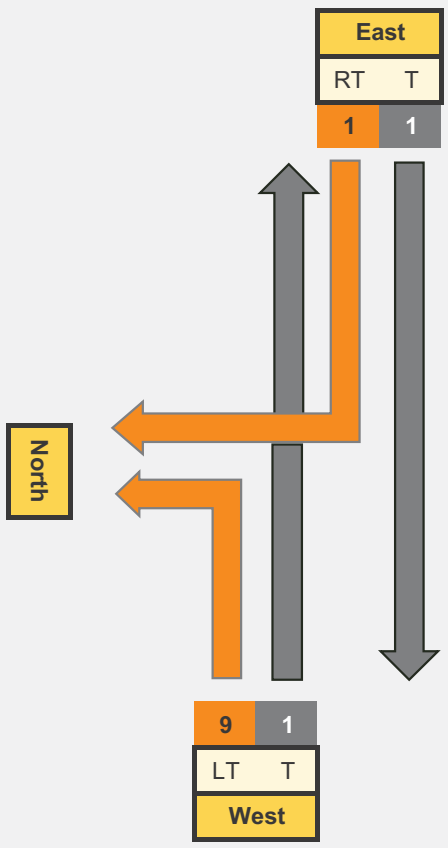
Intersection ID	X103
Intersection Name	Cemetery Road/Unnamed Road

Speed	70			
Existing Treatment	L	-	R	-

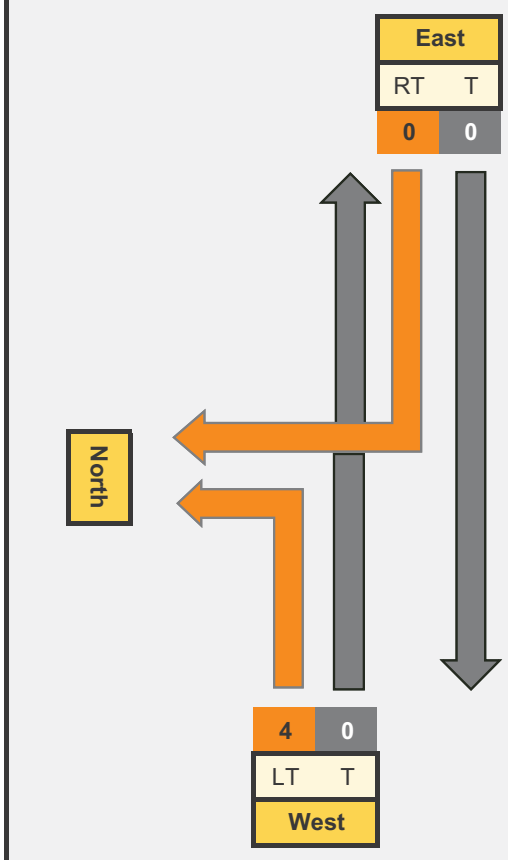
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

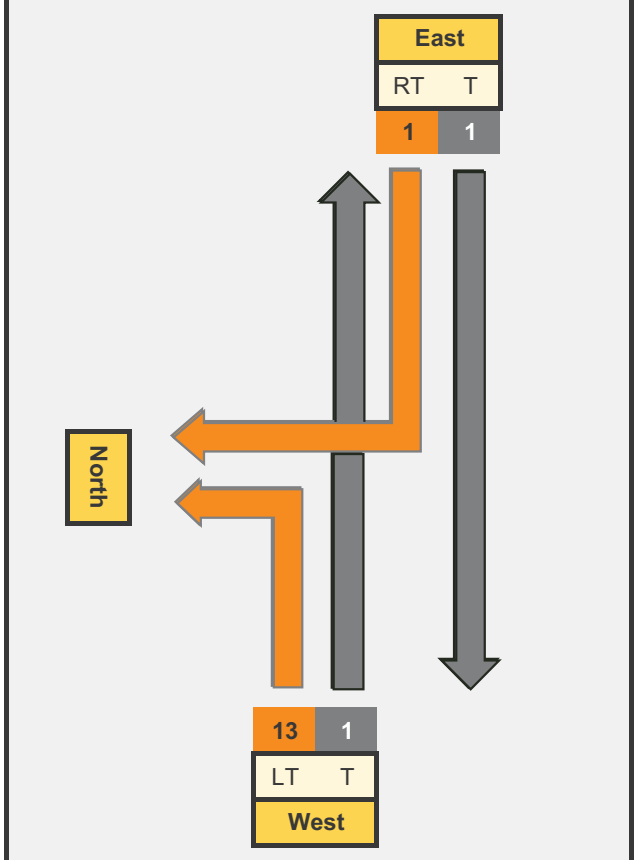
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	11	1
Left	1	9
With Development Traffic		
Right	15	1
Left	1	13

Graph Terminolgy

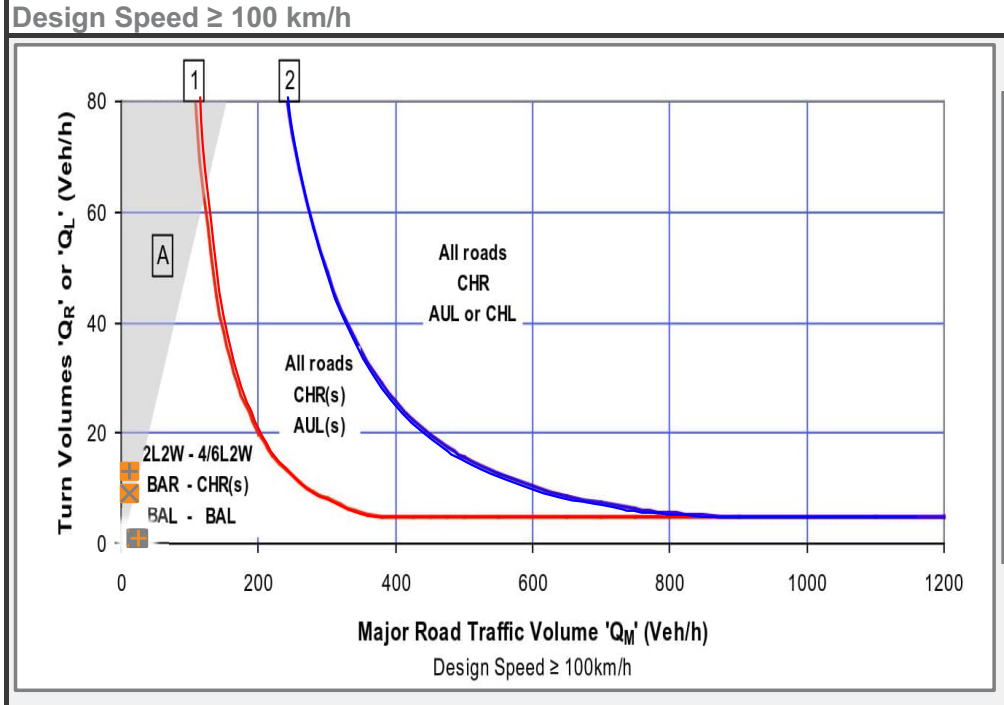
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	11	1
Left	1	9
With Development Traffic		
Right	15	1
Left	1	13

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

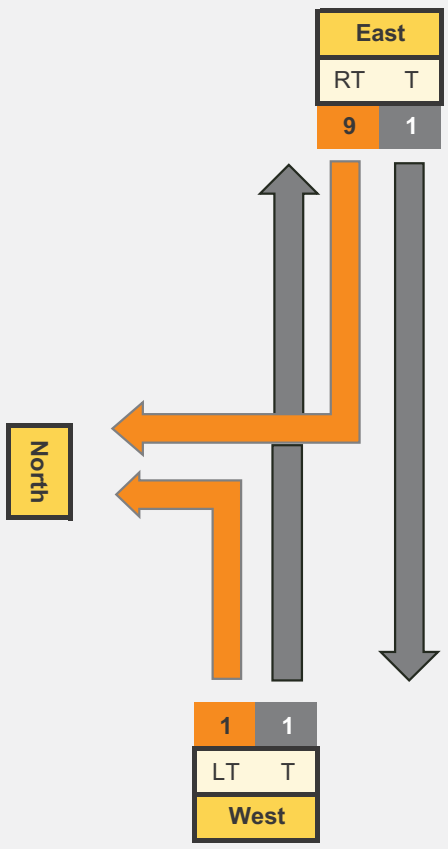
Intersection ID	X103
Intersection Name	Cemetery Road/Unnamed Road

Speed	70			
Existing Treatment	L	-	R	-

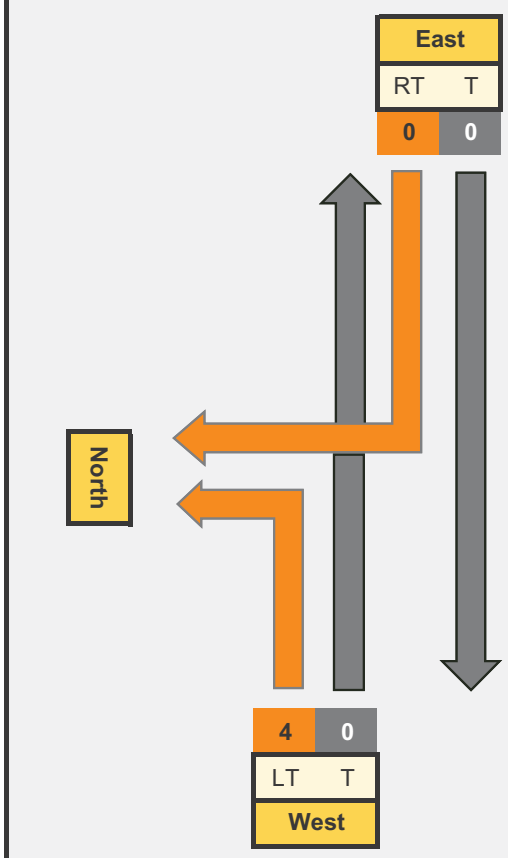
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

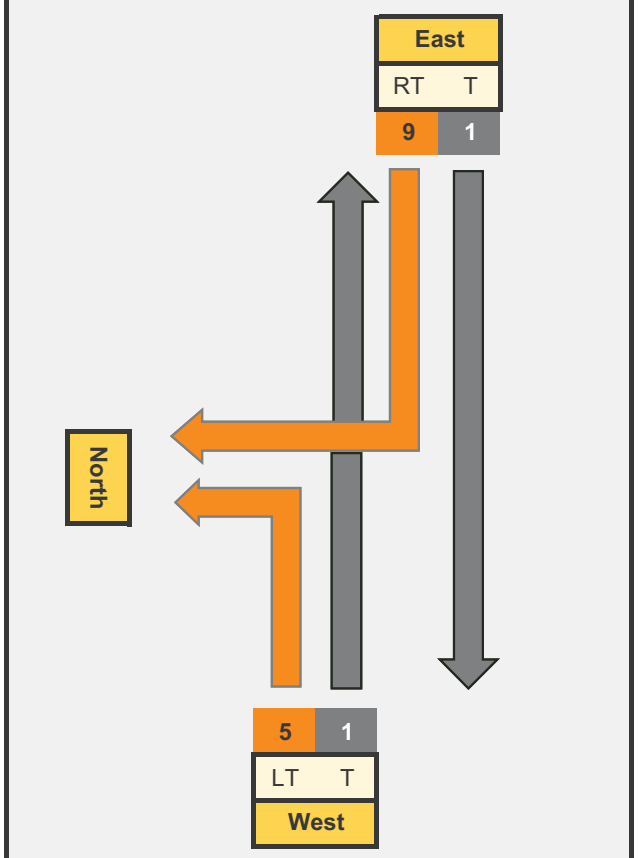
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	9
Left	1	1
With Development Traffic		
Right	7	9
Left	1	5

Graph Terminolgy

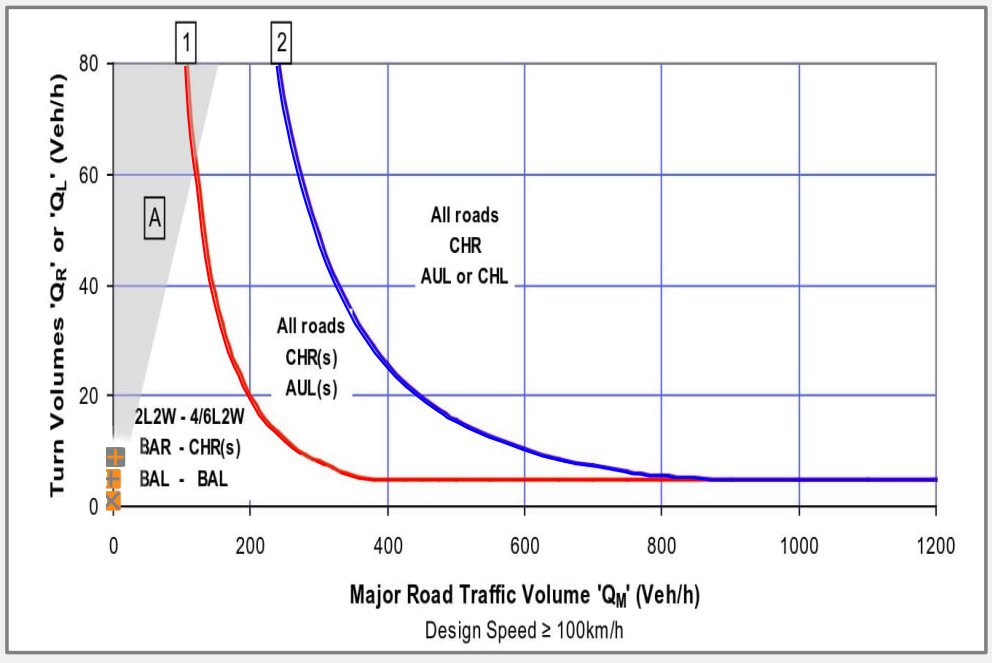
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	9
Left	1	1
With Development Traffic		
Right	7	9
Left	1	5

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

Time Period	AM

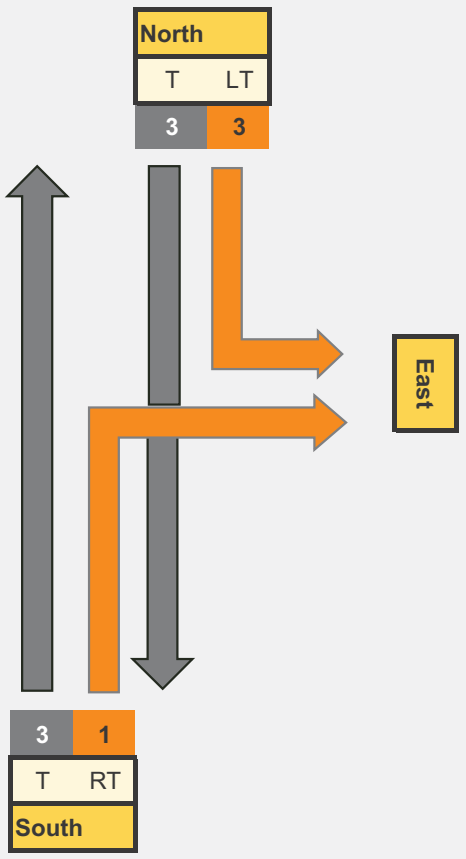
Intersection ID	X104
Intersection Name	Coolmunda Dam Access/Coolmunda Dam Access

Speed	80			
Existing Treatment	L	-	R	-

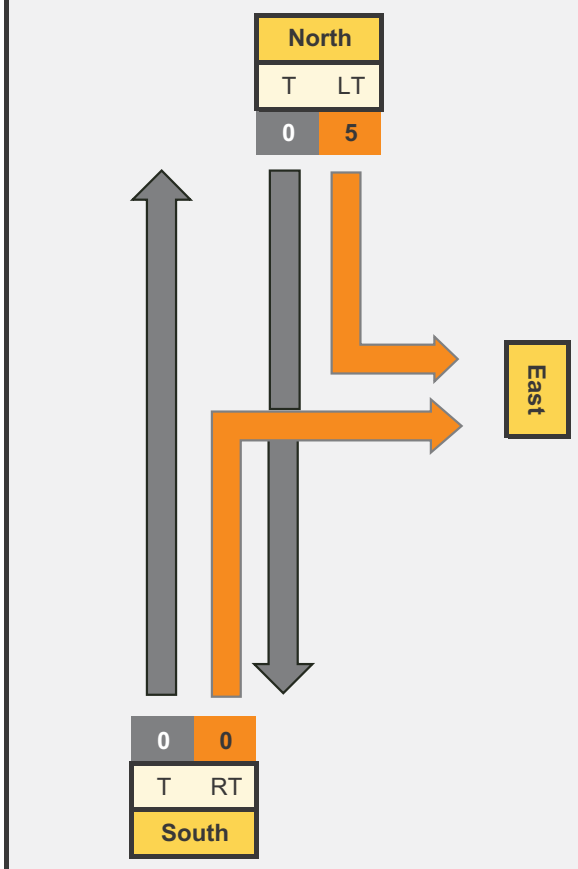
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 1: 1

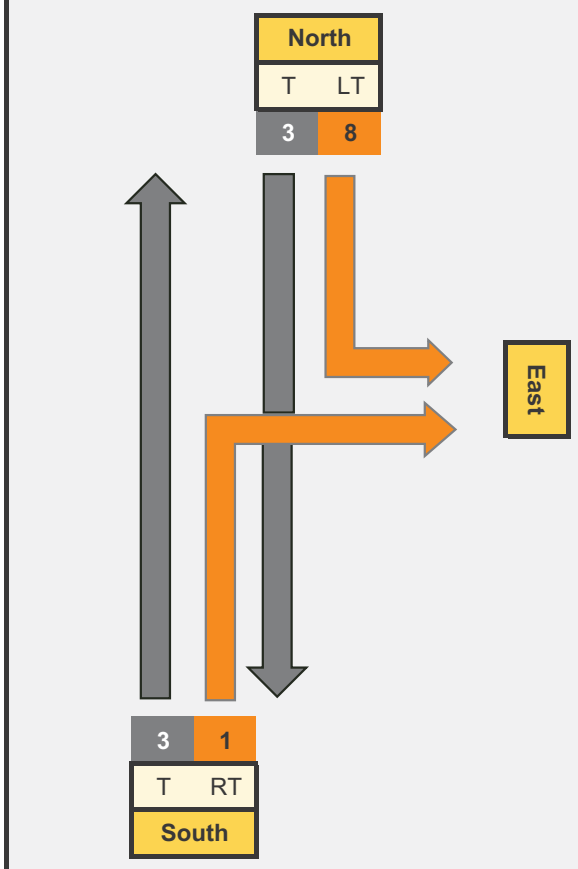
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	3	3
With Development Traffic		
Right	14	1
Left	3	8

Graph Terminolgy

Legend

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

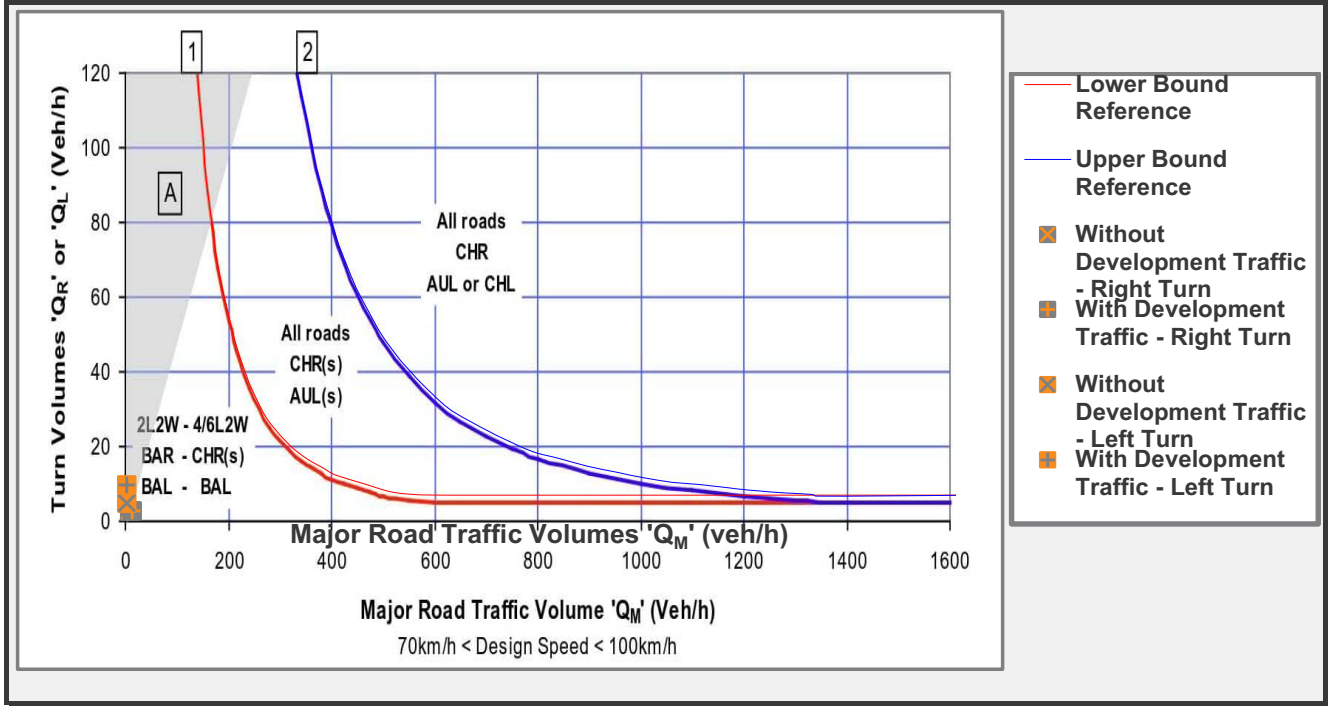
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	3	3
With Development Traffic		
Right	14	1
Left	3	8

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

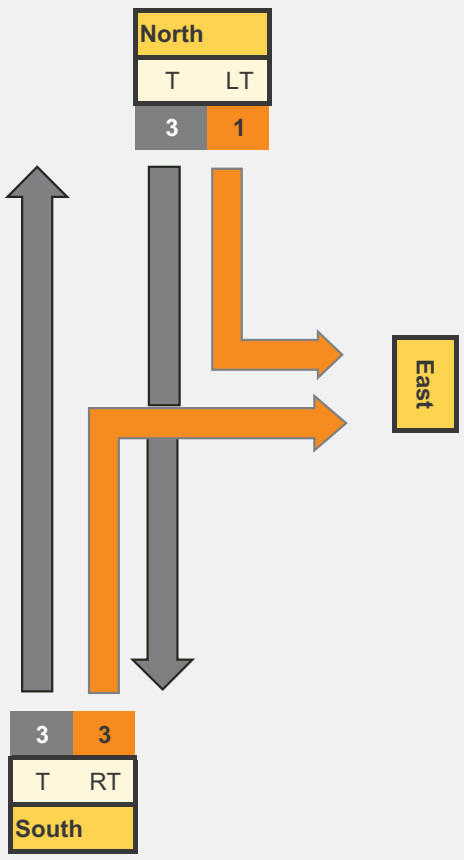
Intersection ID	X104
Intersection Name	Coolmunda Dam Access/Coolmunda Dam Access

Speed	80			
Existing Treatment	L	-	R	-

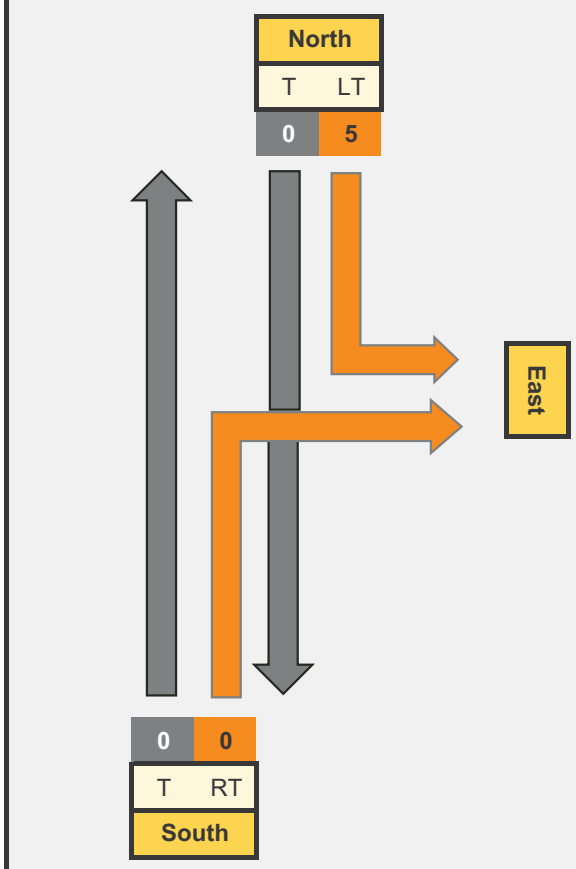
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 2: 2

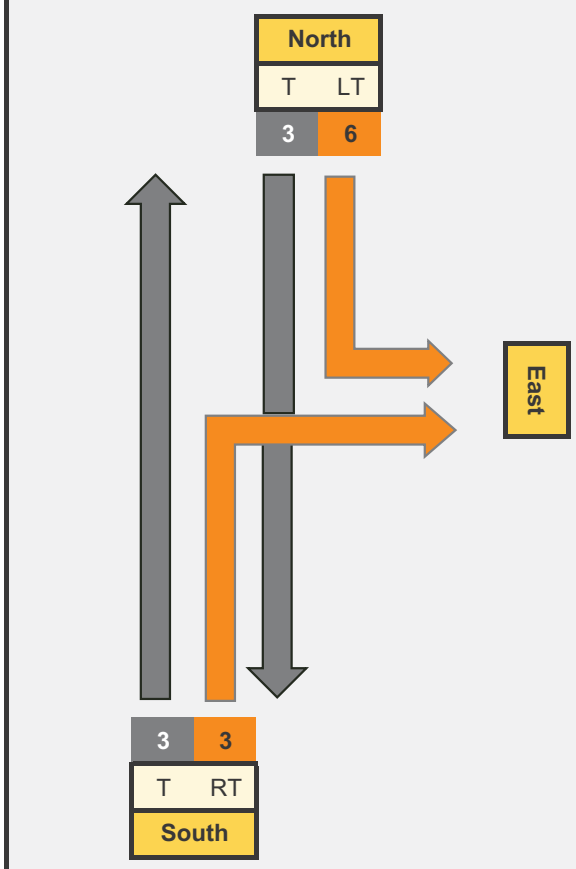
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	7	3
Left	3	1
With Development Traffic		
Right	12	3
Left	3	6

Graph Terminolgy

Legend

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

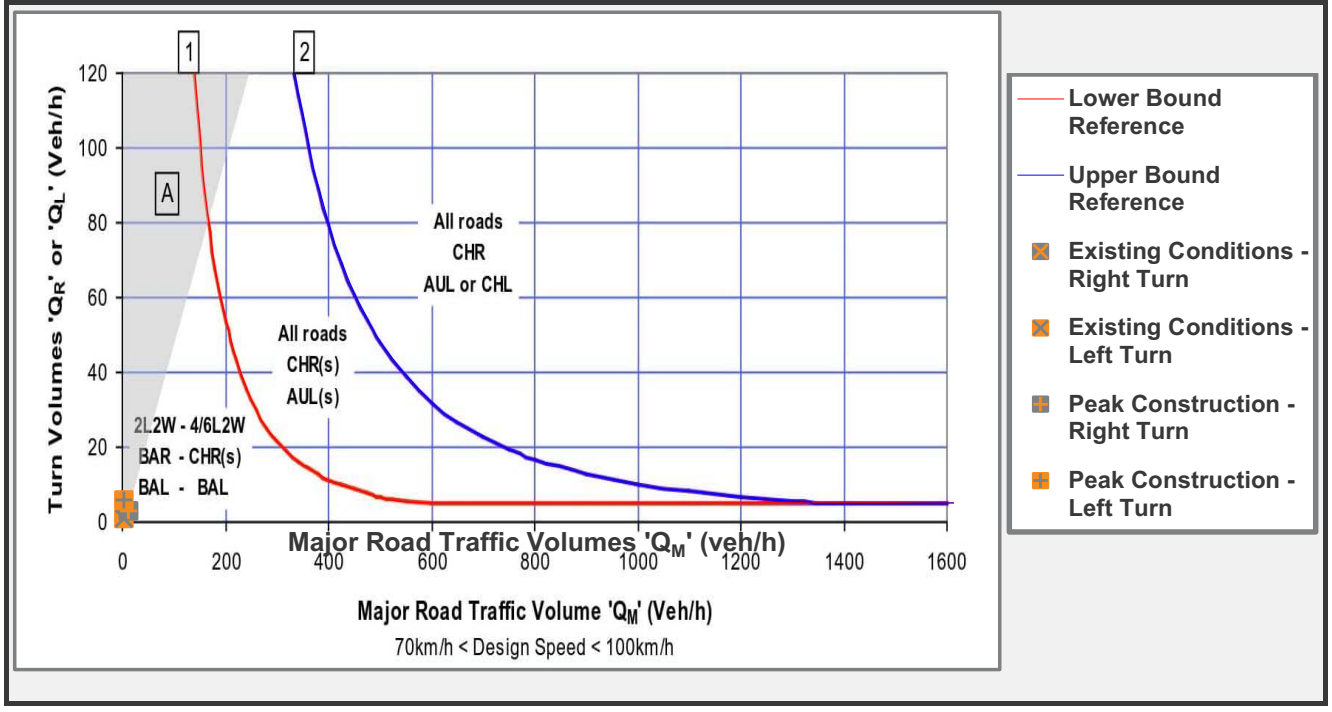
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	7	3
Left	3	1
With Development Traffic		
Right	12	3
Left	3	6

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

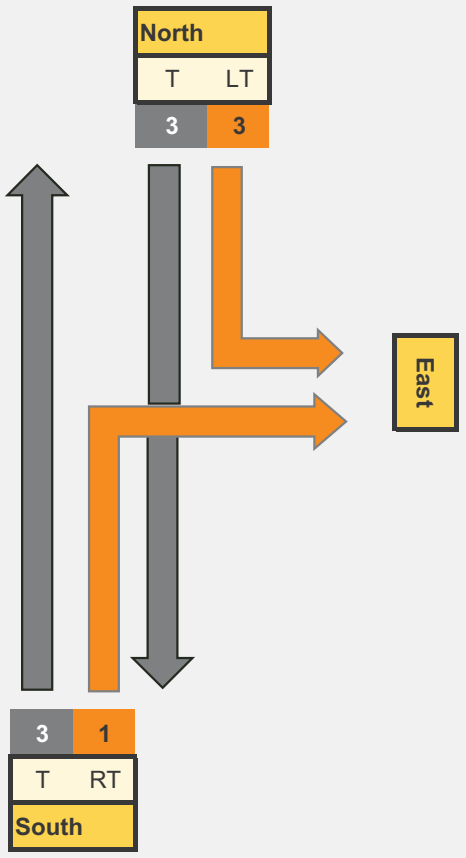
Intersection ID	X104
Intersection Name	Coolmunda Dam Access/Coolmunda Dam Access

Speed	80			
Existing Treatment	L	-	R	-

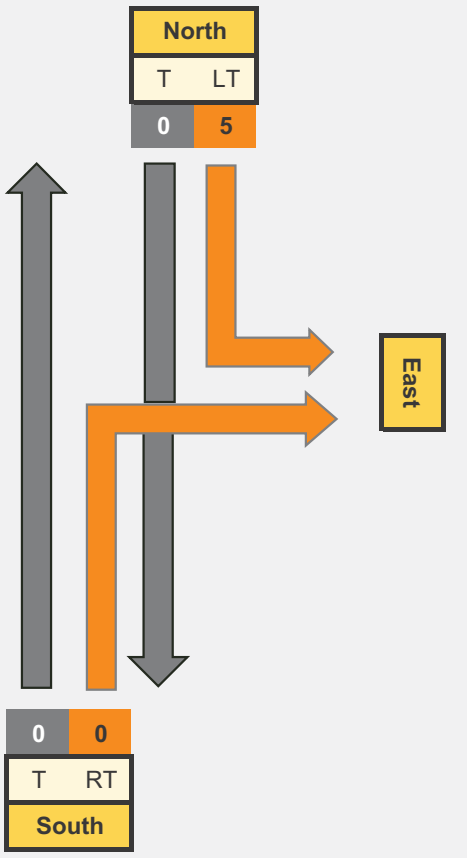
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 1: 1

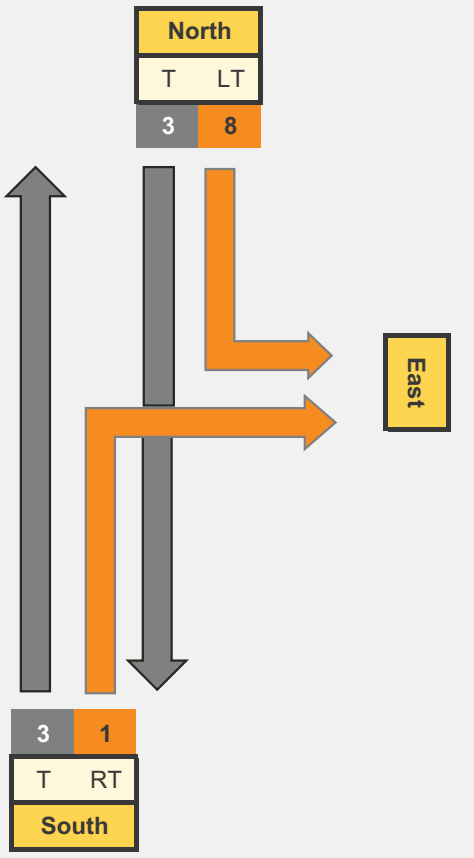
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	3	3
With Development Traffic		
Right	14	1
Left	3	8

Graph Terminolgy

Legend

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

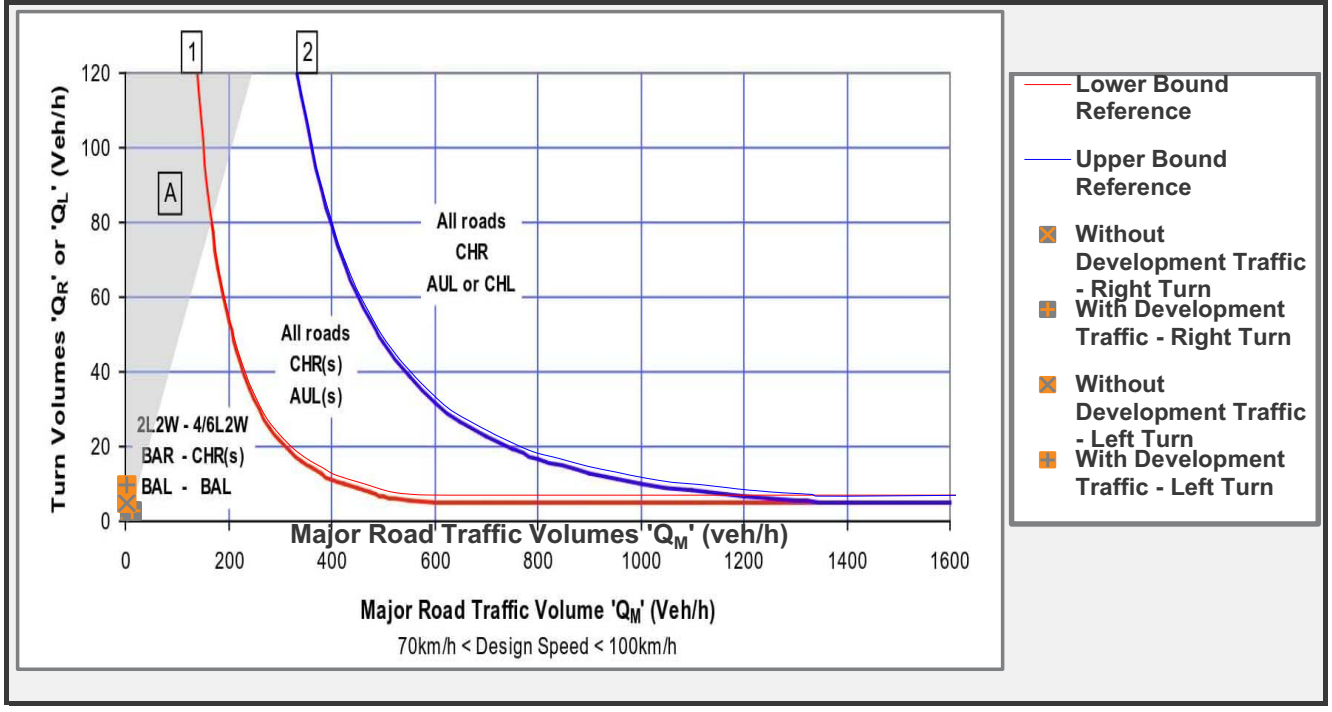
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	3	3
With Development Traffic		
Right	14	1
Left	3	8

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

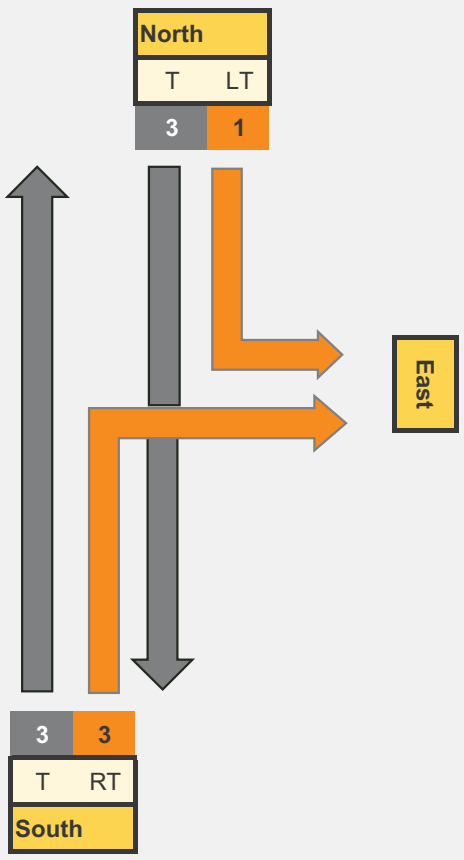
Intersection ID	X104
Intersection Name	Coolmunda Dam Access/Coolmunda Dam Access

Speed	80			
Existing Treatment	L	-	R	-

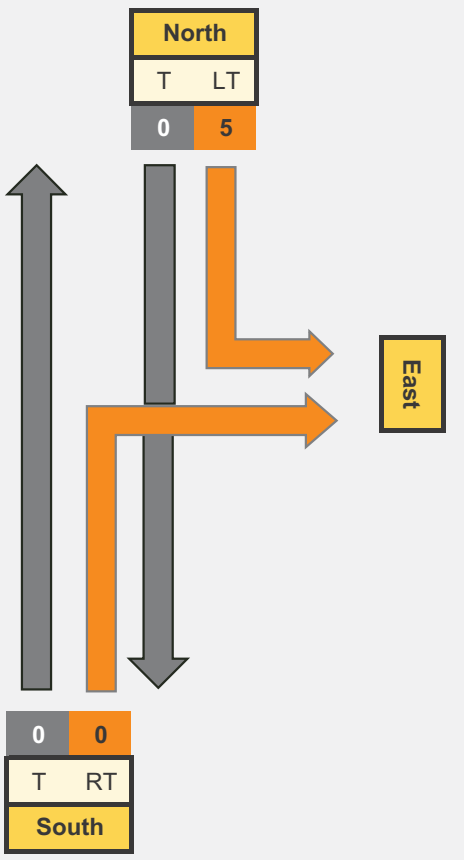
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 2: 2

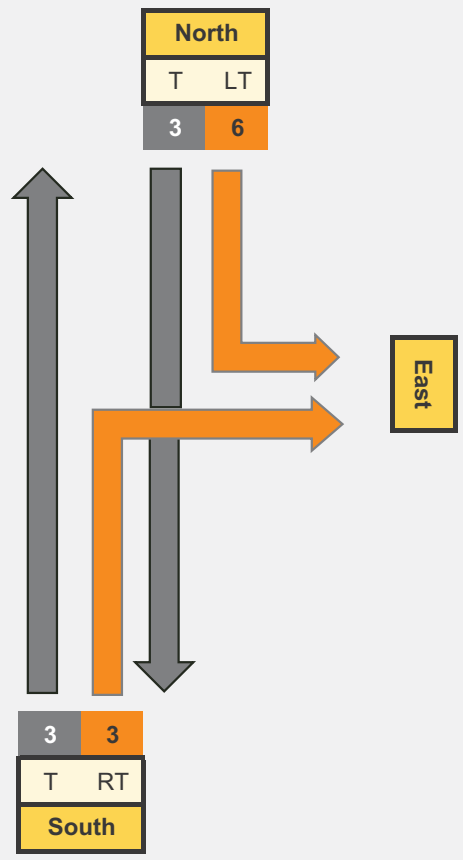
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	7	3
Left	3	1
With Development Traffic		
Right	12	3
Left	3	6

Graph Terminolgy

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

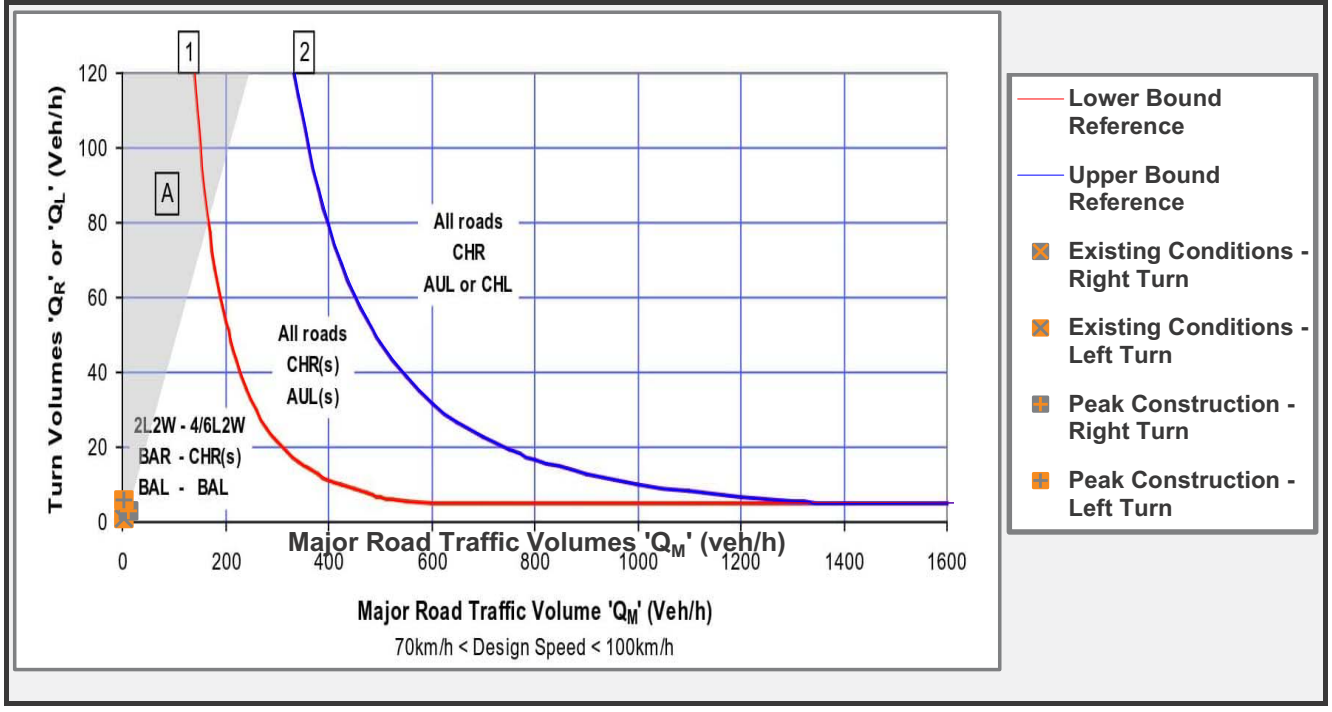
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	7	3
Left	3	1
With Development Traffic		
Right	12	3
Left	3	6

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3D

Time Period	AM

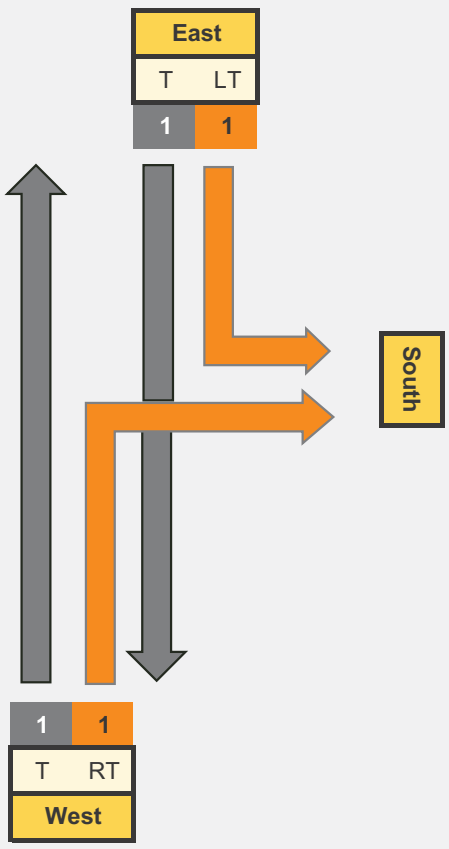
Intersection ID	X105
Intersection Name	Hunt Street/Boodle Street

Speed	50			
Existing Treatment	L	-	R	-

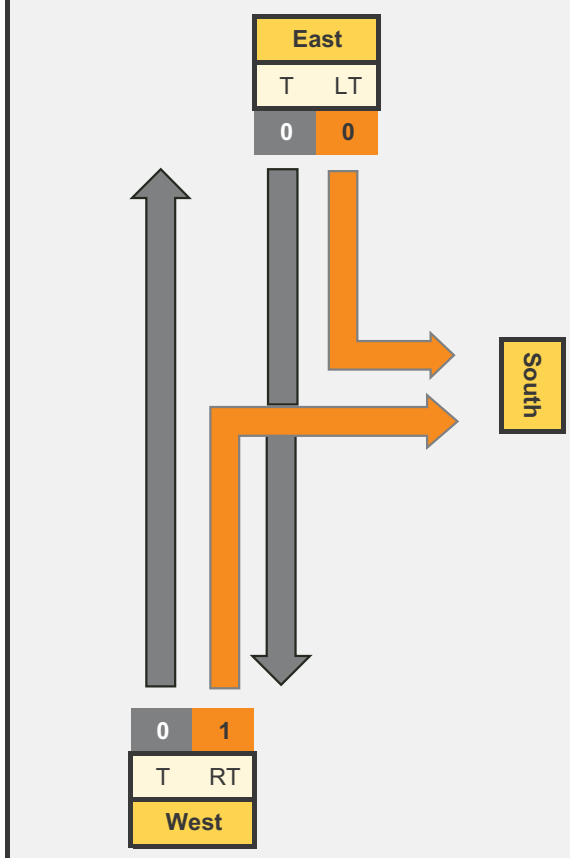
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 1: 1

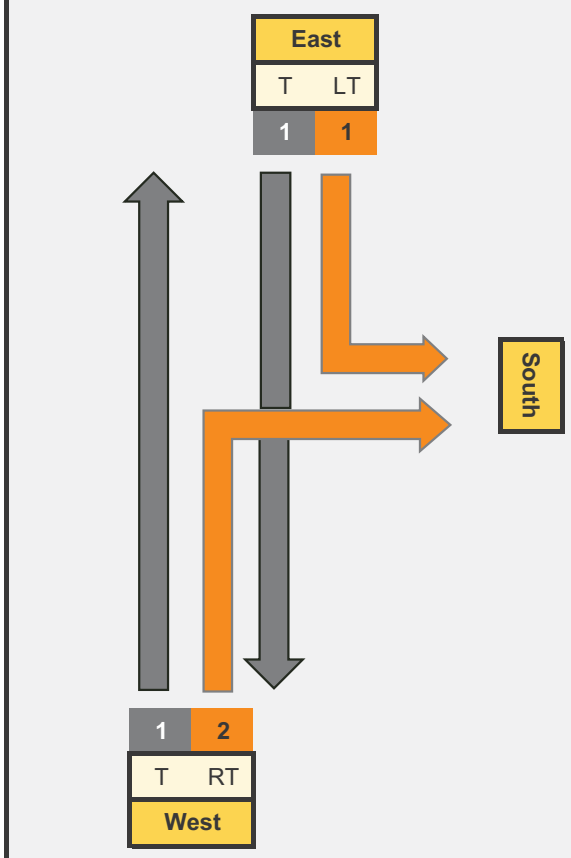
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	2
Left	1	1

Graph Terminolgy

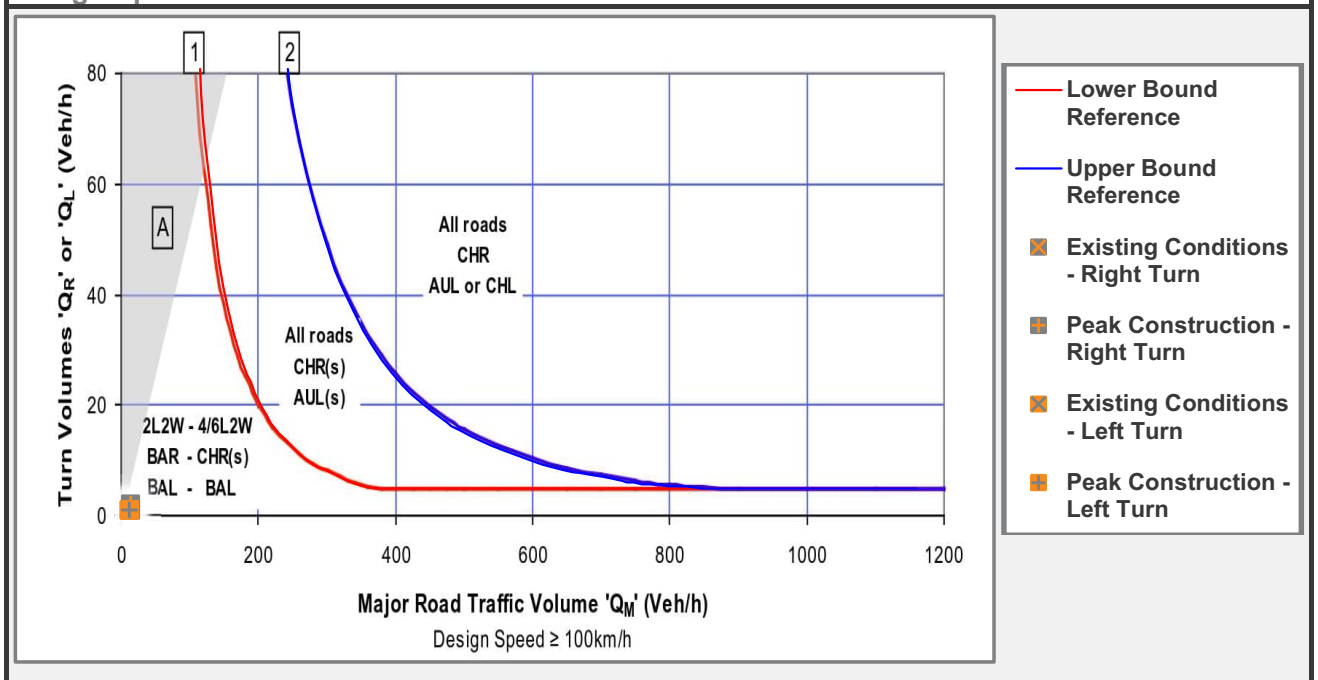
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	2
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

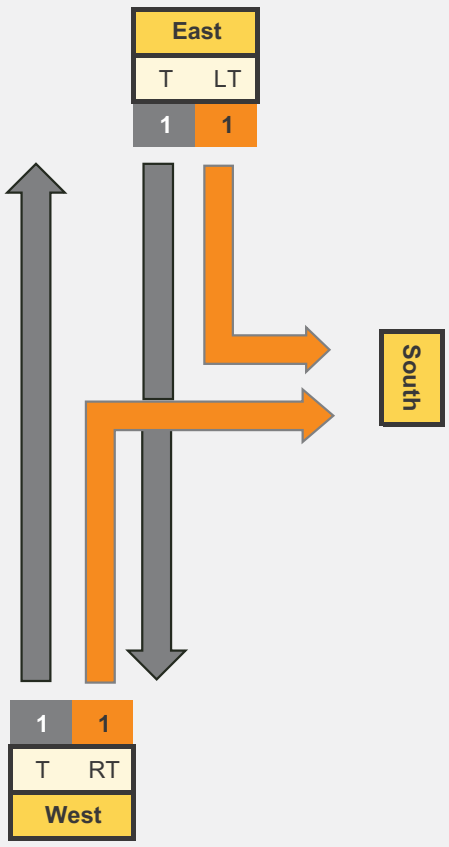
Intersection ID	X105
Intersection Name	Hunt Street/Boodle Street

Speed	50			
Existing Treatment	L	-	R	-

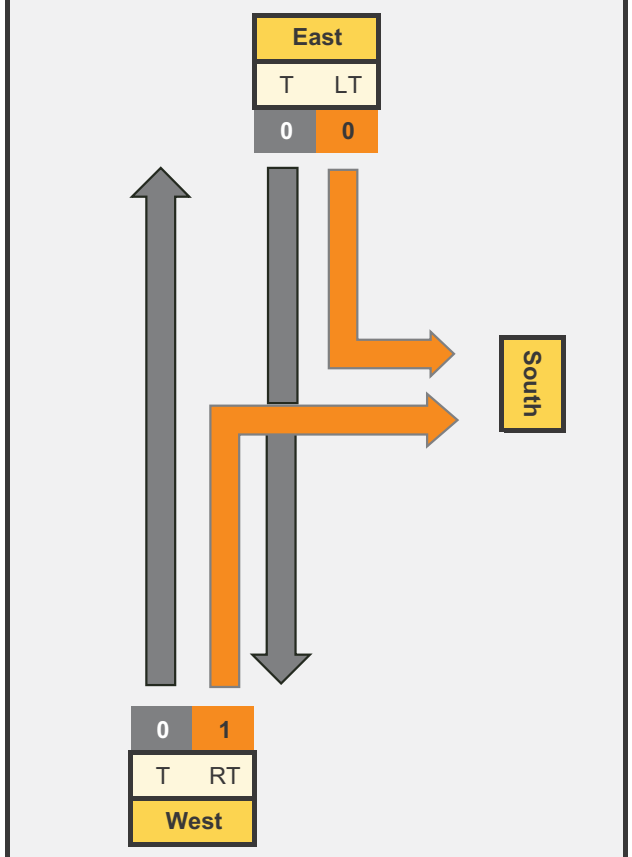
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 2: 2

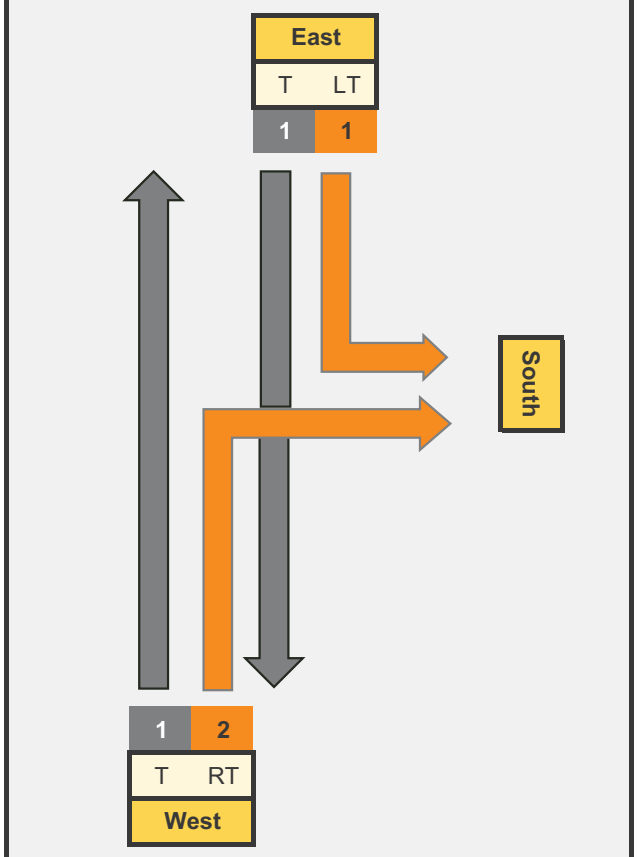
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	2
Left	1	1

Graph Terminolgy

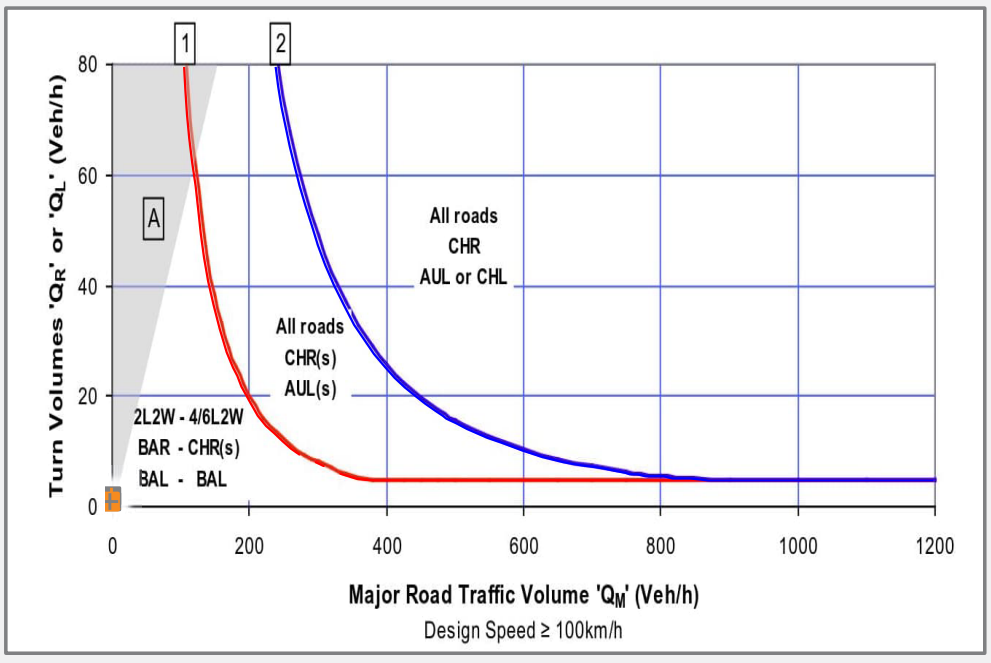
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	2
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

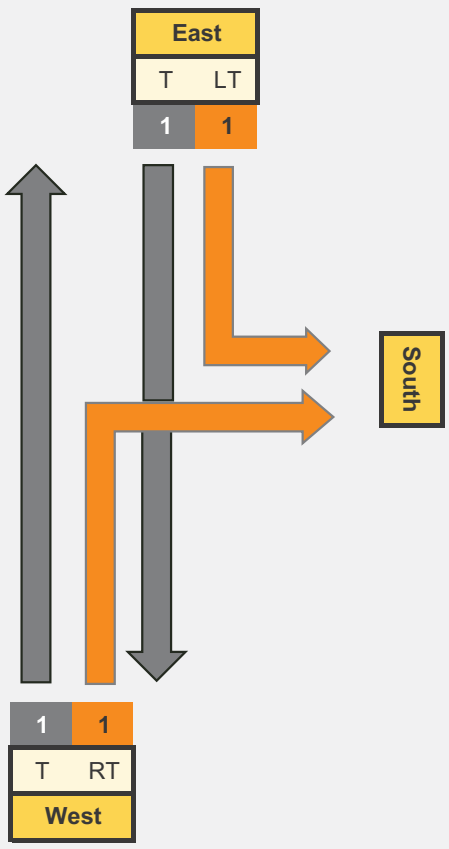
Intersection ID	X105
Intersection Name	Hunt Street/Boodle Street

Speed	50			
Existing Treatment	L	-	R	-

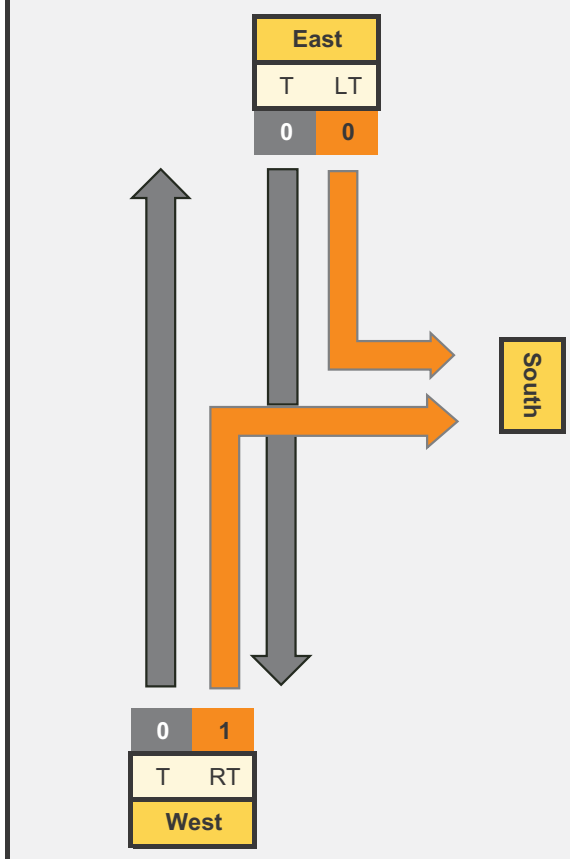
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 1: 1

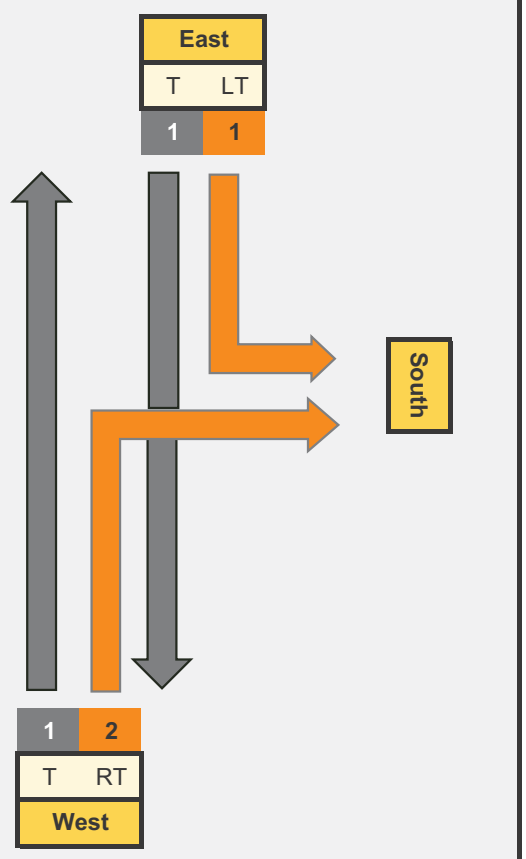
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	2
Left	1	1

Graph Terminolgy

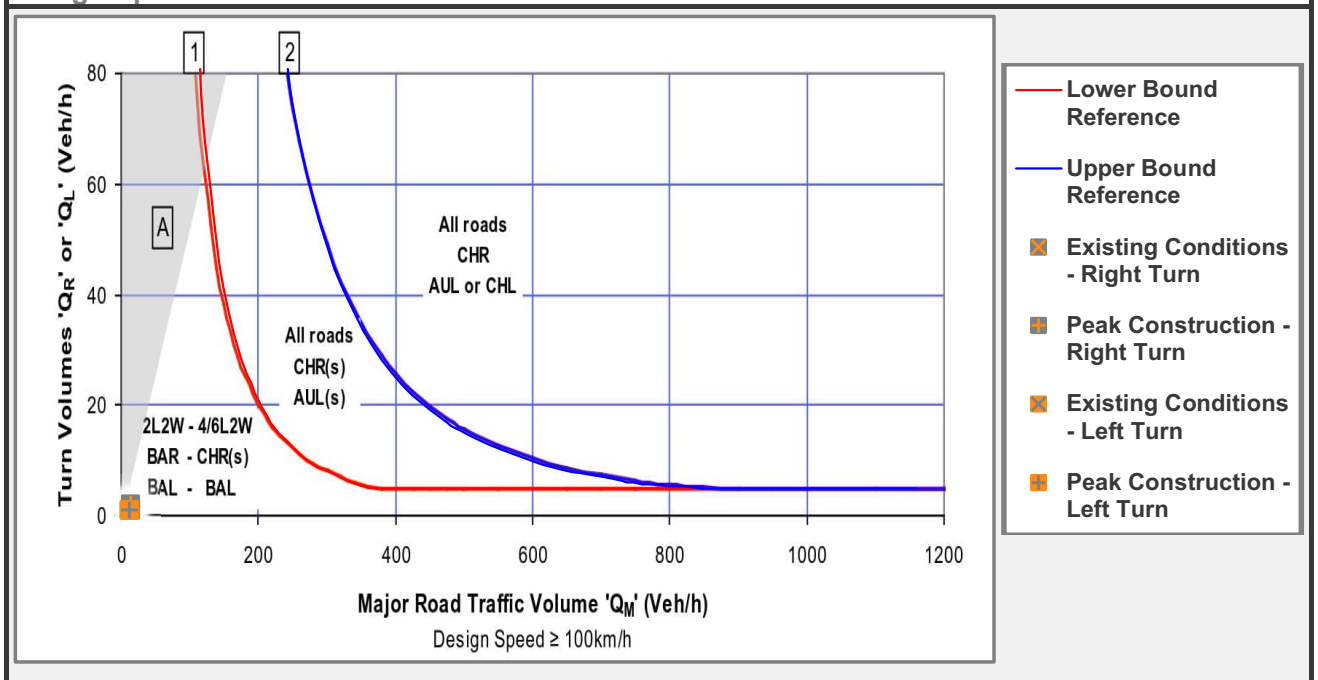
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	2
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

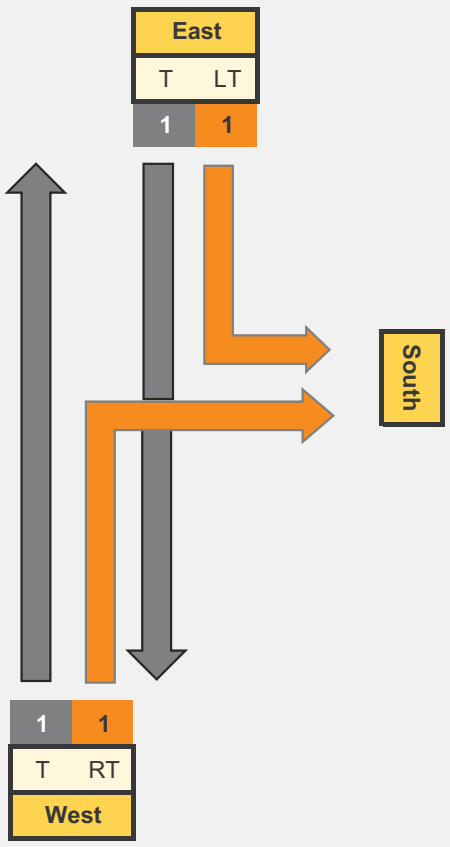
Intersection ID	X105
Intersection Name	Hunt Street/Boodle Street

Speed	50			
Existing Treatment	L	-	R	-

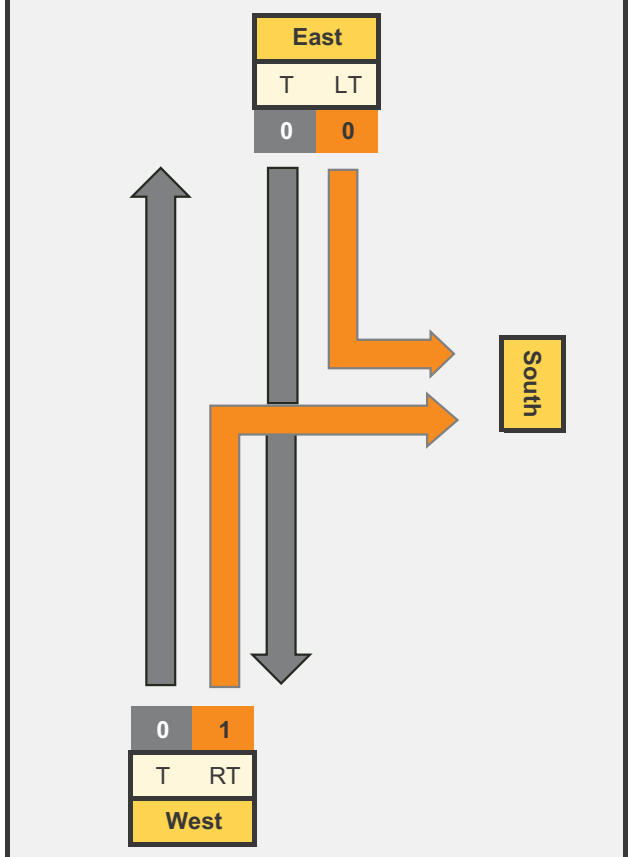
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 2: 2

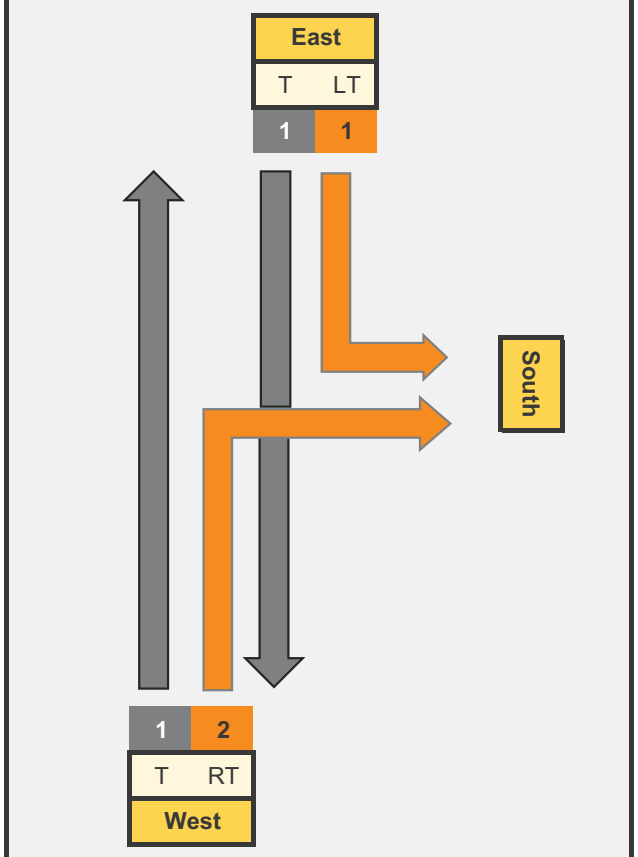
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	2
Left	1	1

Graph Terminolgy

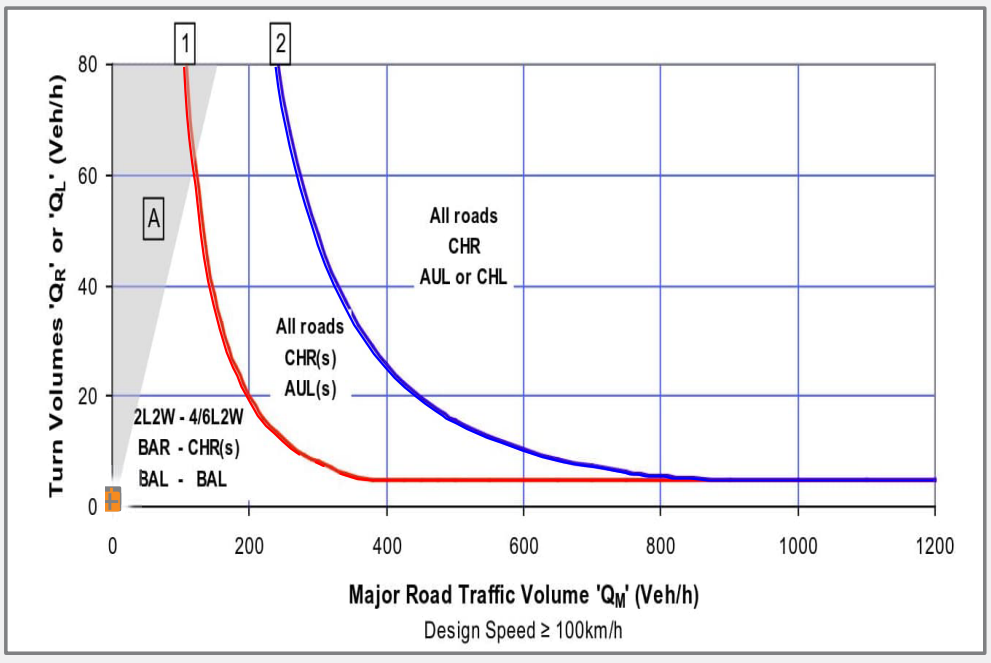
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	2
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

Time Period	AM

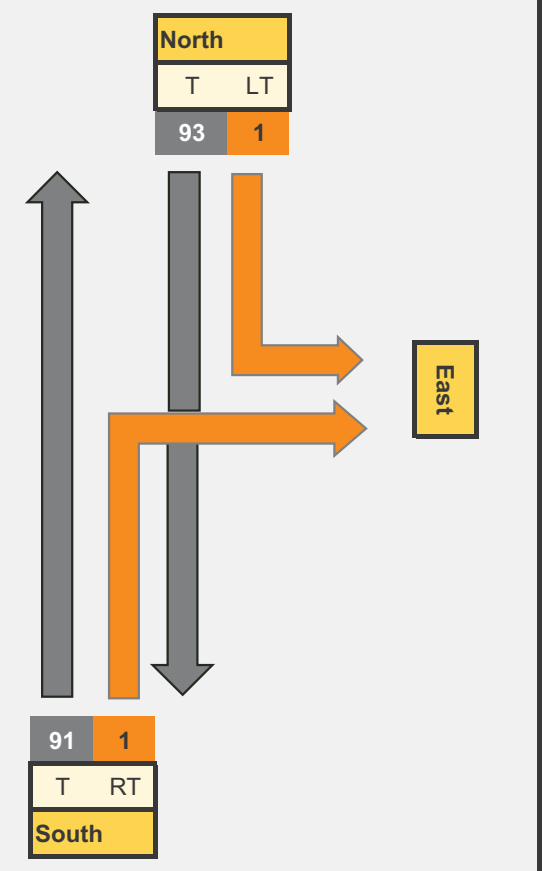
Intersection ID	X106
Intersection Name	Kildonan Road/Eukabilla Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

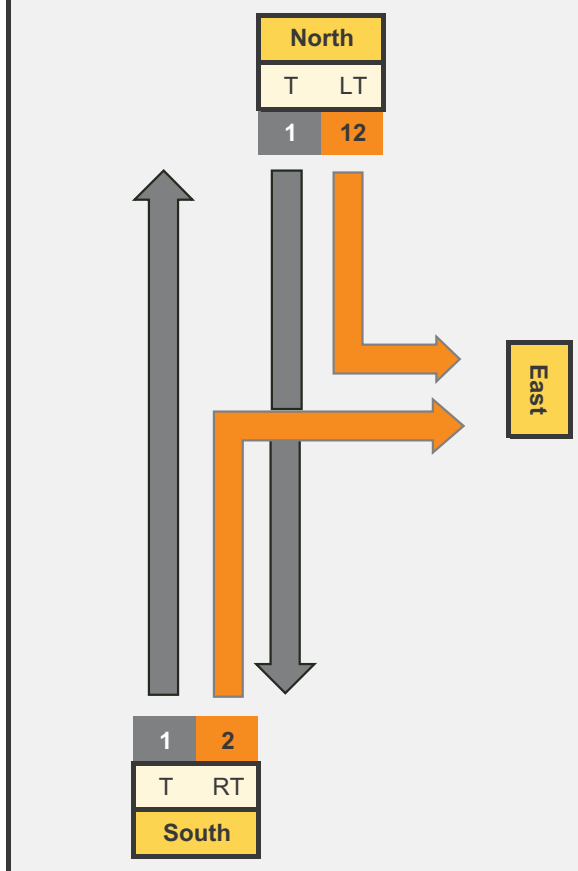
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

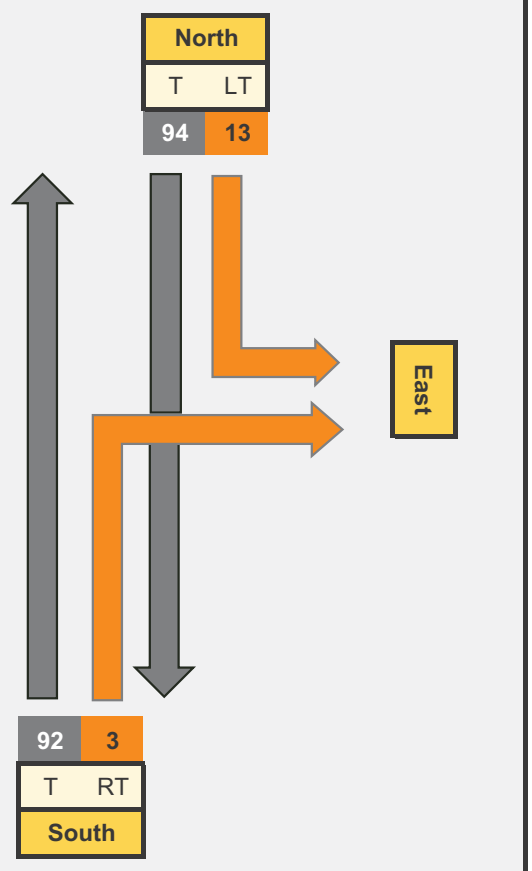
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	185	1
Left	93	1
With Development Traffic		
Right	199	3
Left	94	13

Graph Terminolgy

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

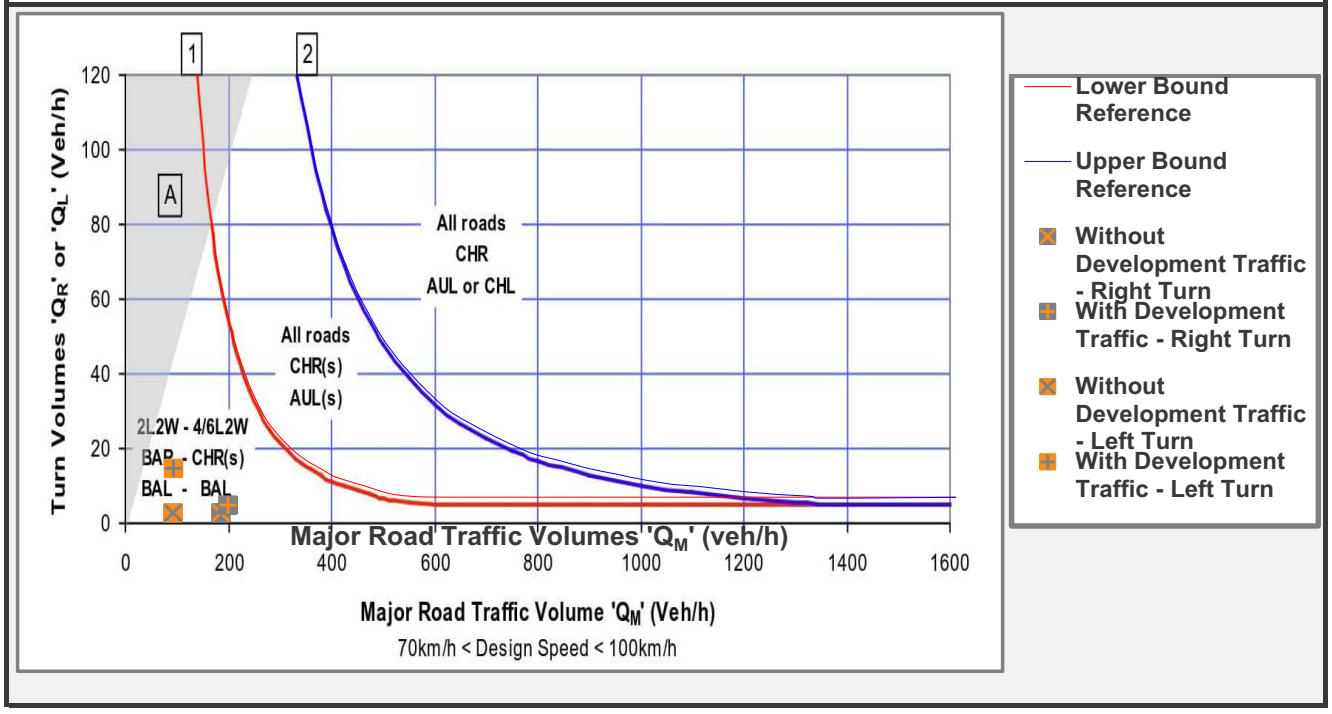
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	185	1
Left	93	1
With Development Traffic		
Right	199	3
Left	94	13

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

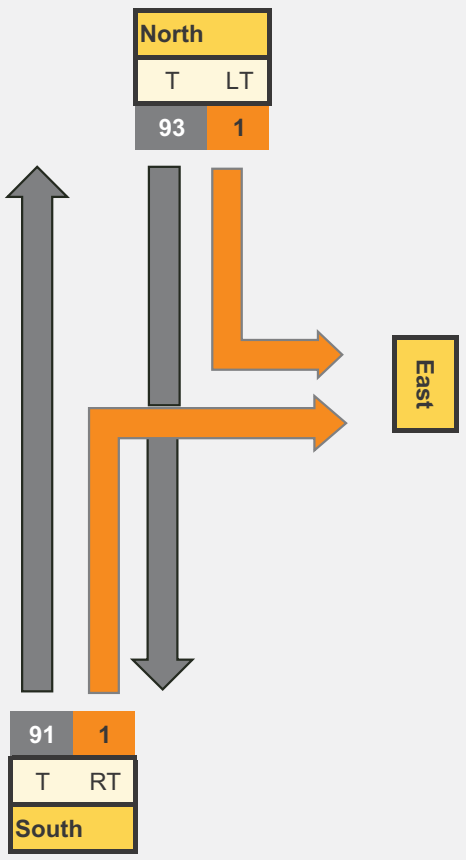
Intersection ID	X106
Intersection Name	Kildonan Road/Eukabilla Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

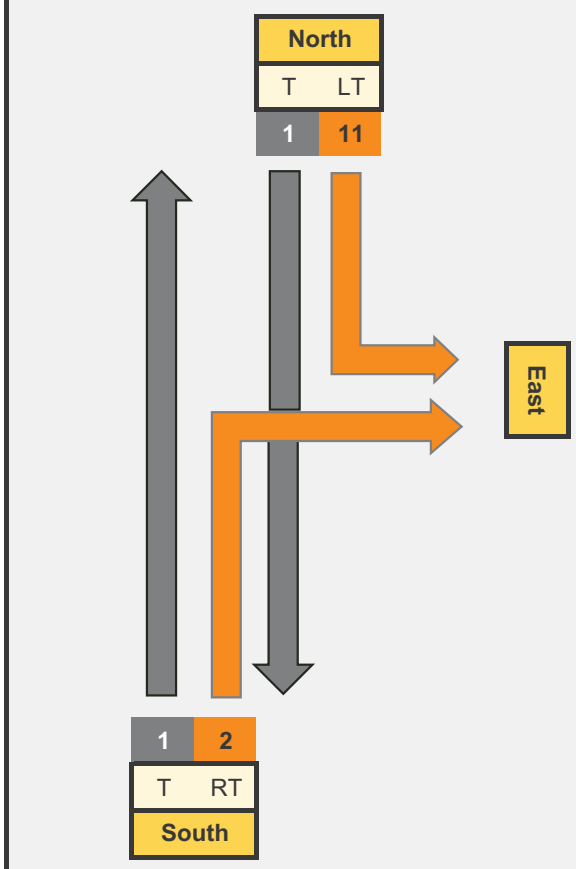
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

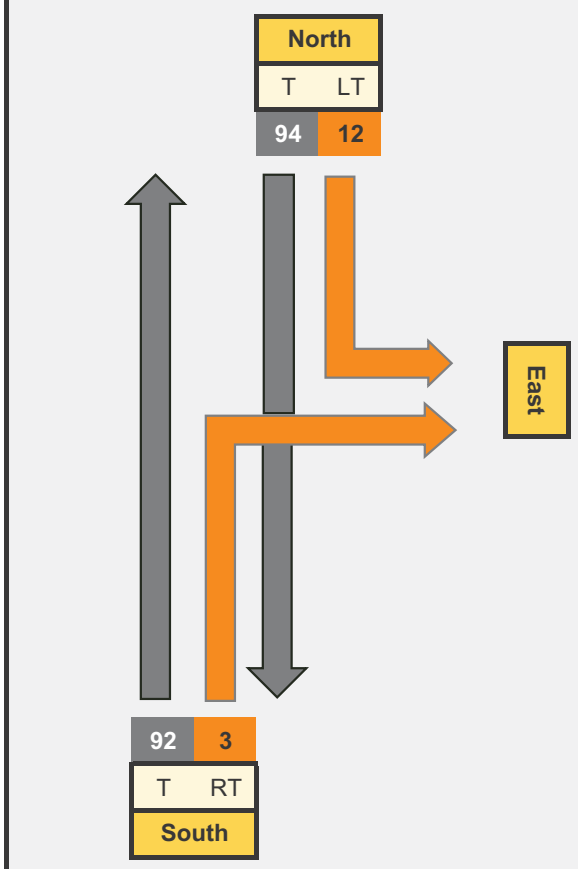
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	185	1
Left	93	1
With Development Traffic		
Right	198	3
Left	94	12

Graph Terminolgy

Legend

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

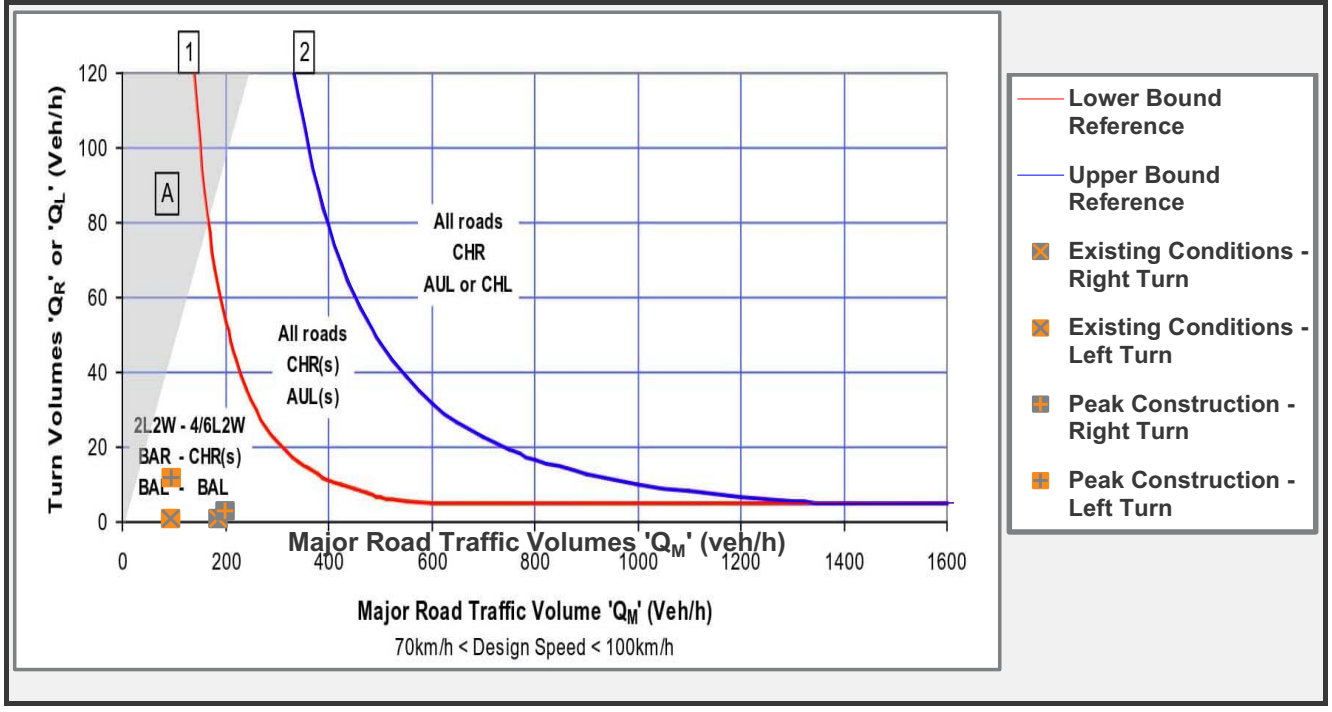
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	185	1
Left	93	1
With Development Traffic		
Right	198	3
Left	94	12

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

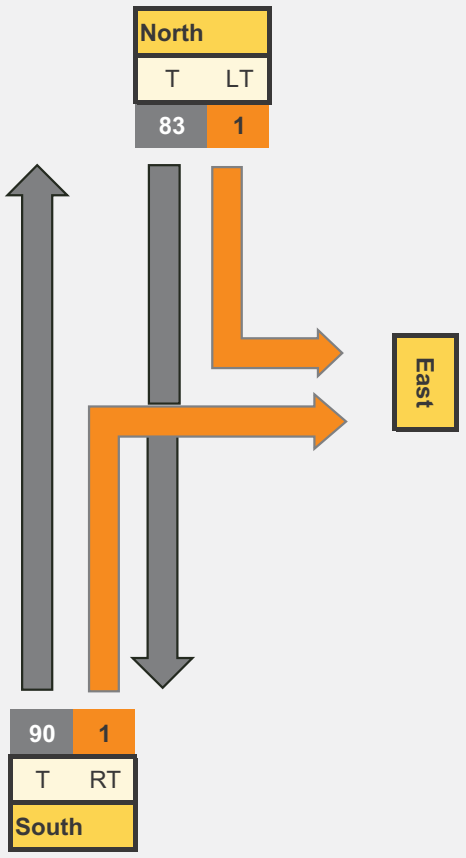
Intersection ID	X106
Intersection Name	Kildonan Road/Eukabilla Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

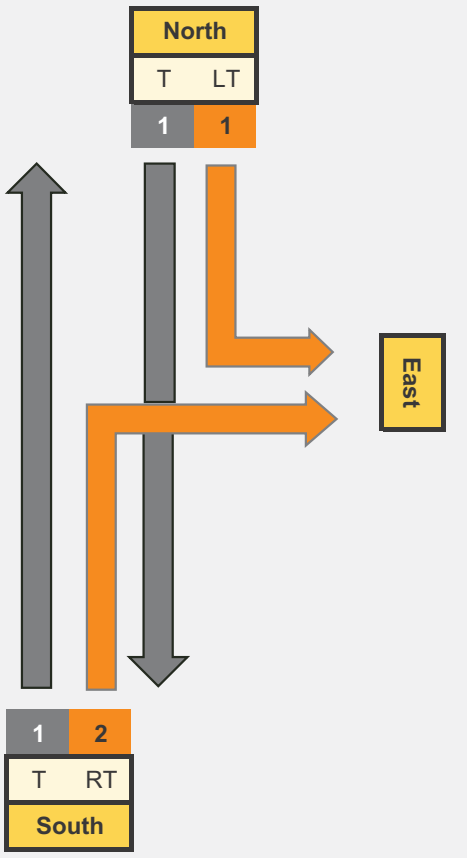
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

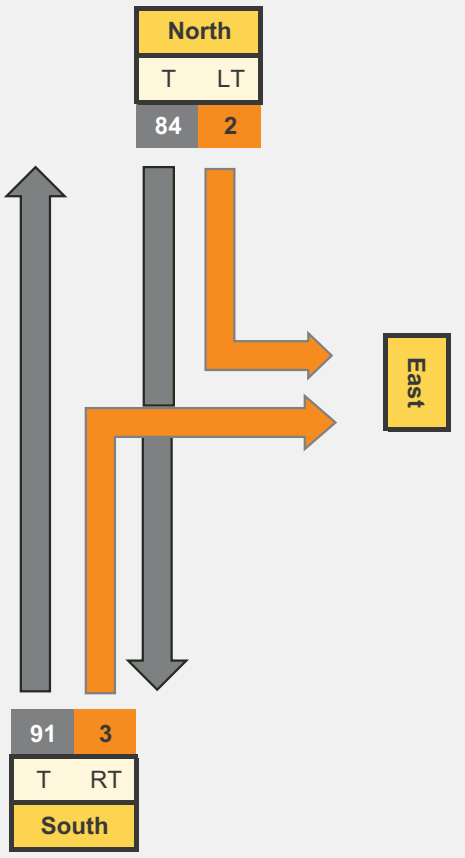
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	174	1
Left	83	1
With Development Traffic		
Right	177	3
Left	84	2

Graph Terminolgy

Legend

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

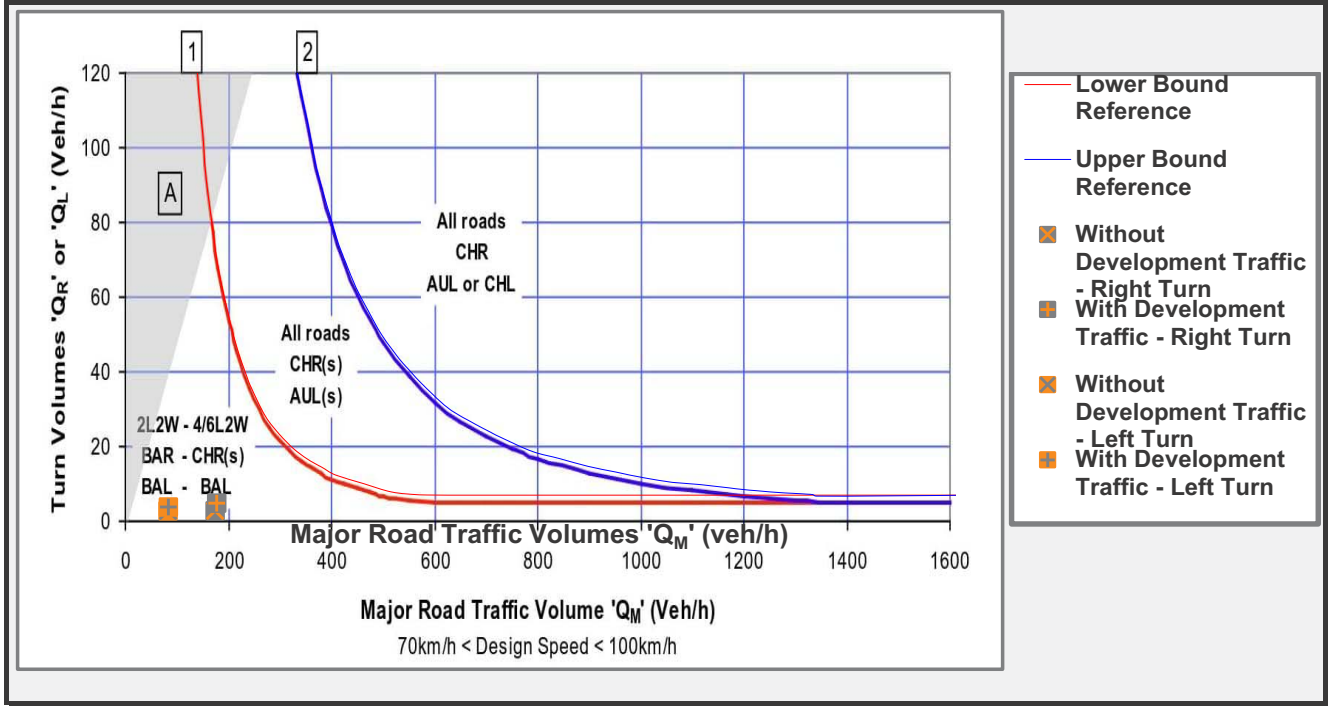
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	174	1
Left	83	1
With Development Traffic		
Right	177	3
Left	84	2

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

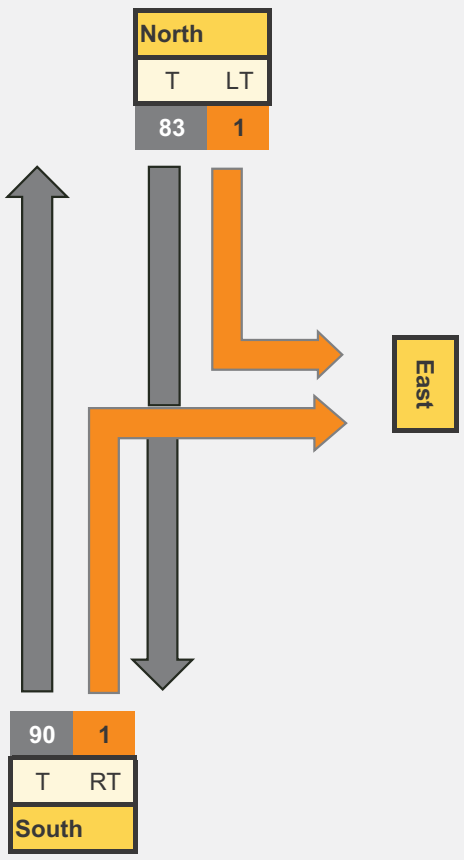
Intersection ID	X106
Intersection Name	Kildonan Road/Eukabilla Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

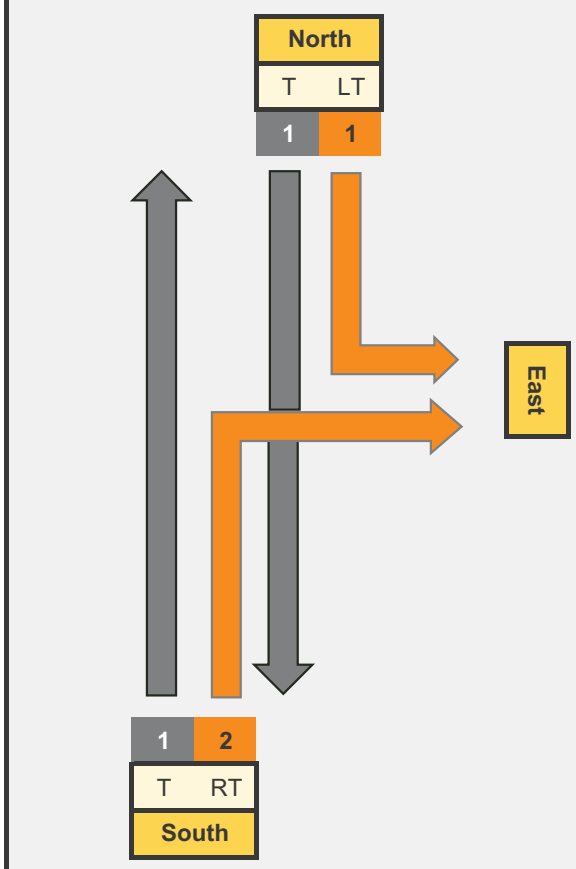
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

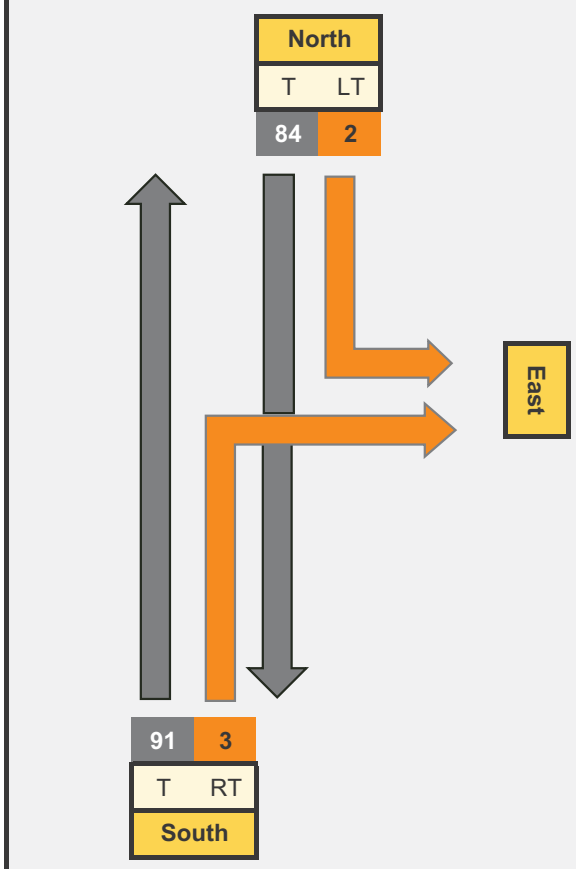
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	174	1
Left	83	1
With Development Traffic		
Right	177	3
Left	84	2

Graph Terminolgy

Legend

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

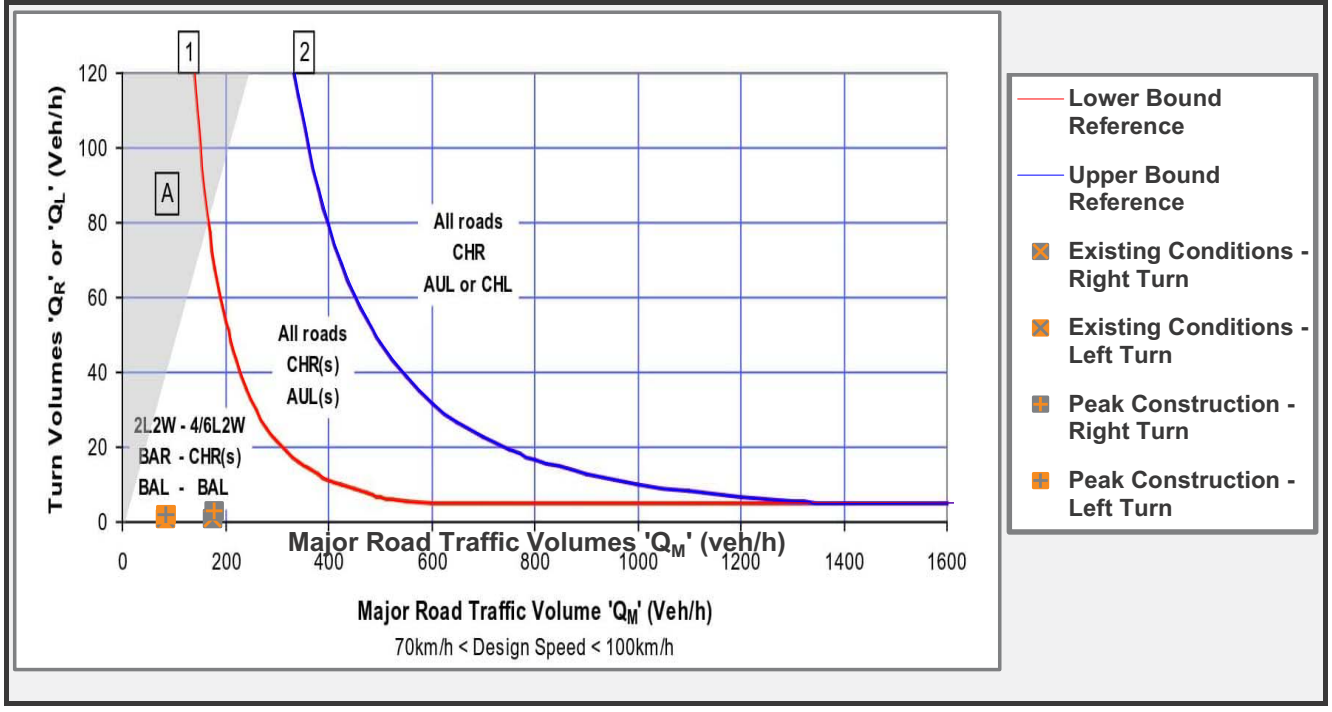
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	174	1
Left	83	1
With Development Traffic		
Right	177	3
Left	84	2

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3C

Time Period	AM

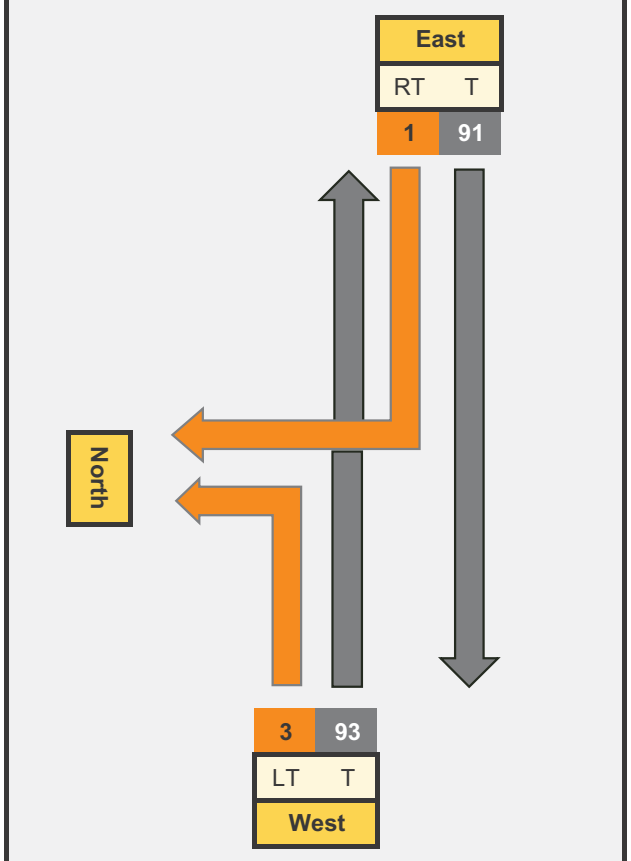
Intersection ID	X107
Intersection Name	Kildonan Road/South Kurumbul Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

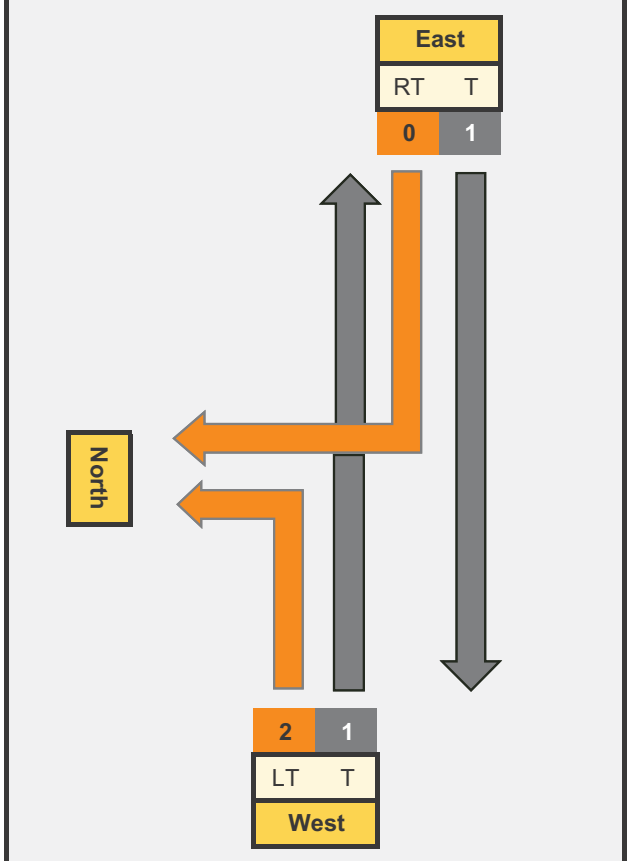
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

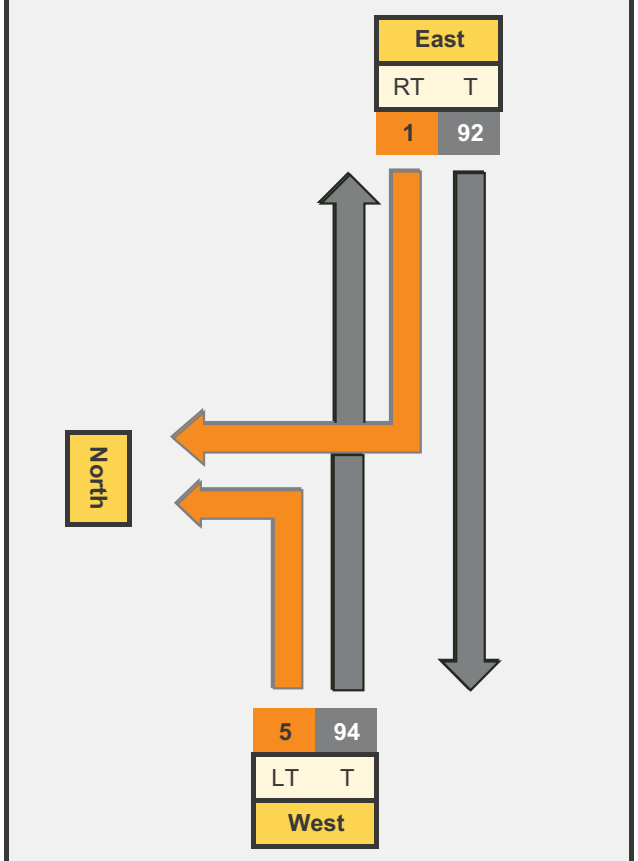
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	187	1
Left	93	3
With Development Traffic		
Right	191	1
Left	94	5

Graph Terminolgy

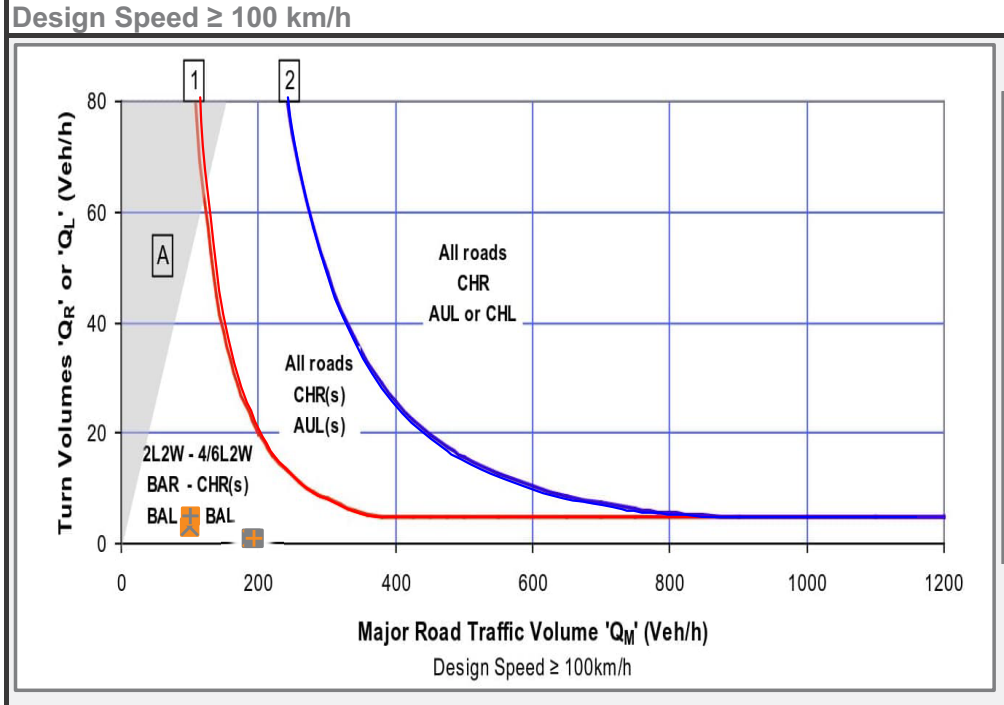
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	187	1
Left	93	3
With Development Traffic		
Right	191	1
Left	94	5

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

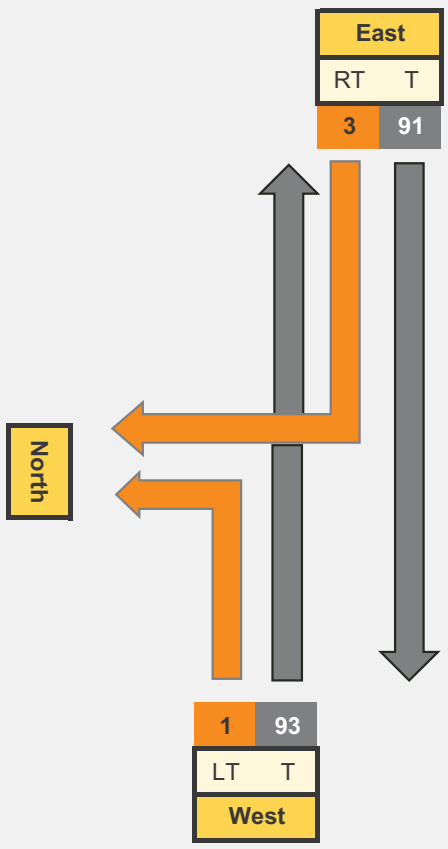
Intersection ID	X107
Intersection Name	Kildonan Road/South Kurumbul Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

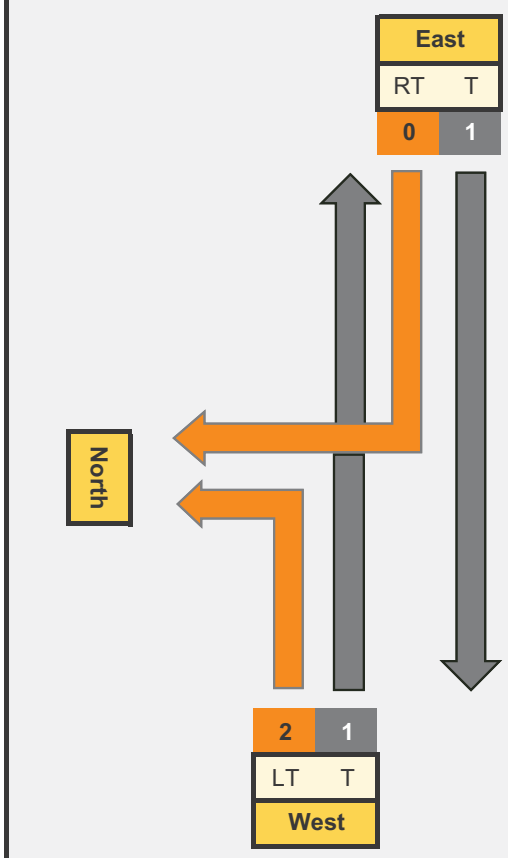
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

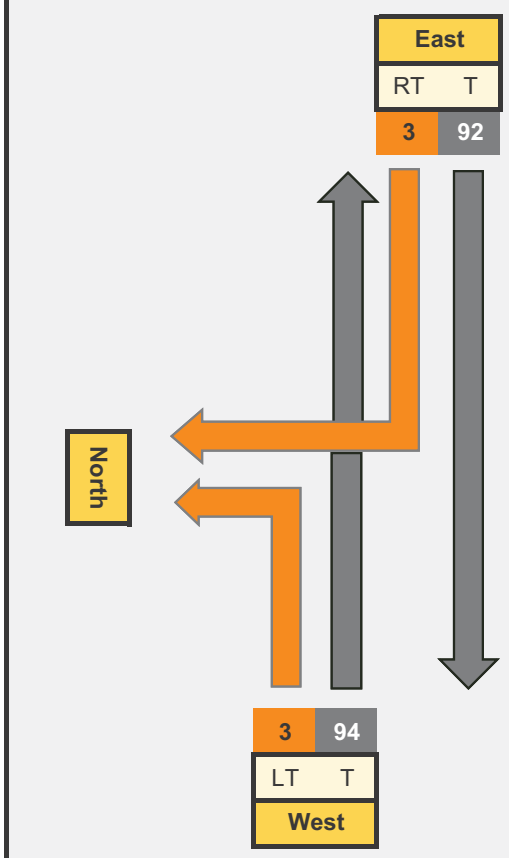
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	185	3
Left	93	1
With Development Traffic		
Right	189	3
Left	94	3

Graph Terminolgy

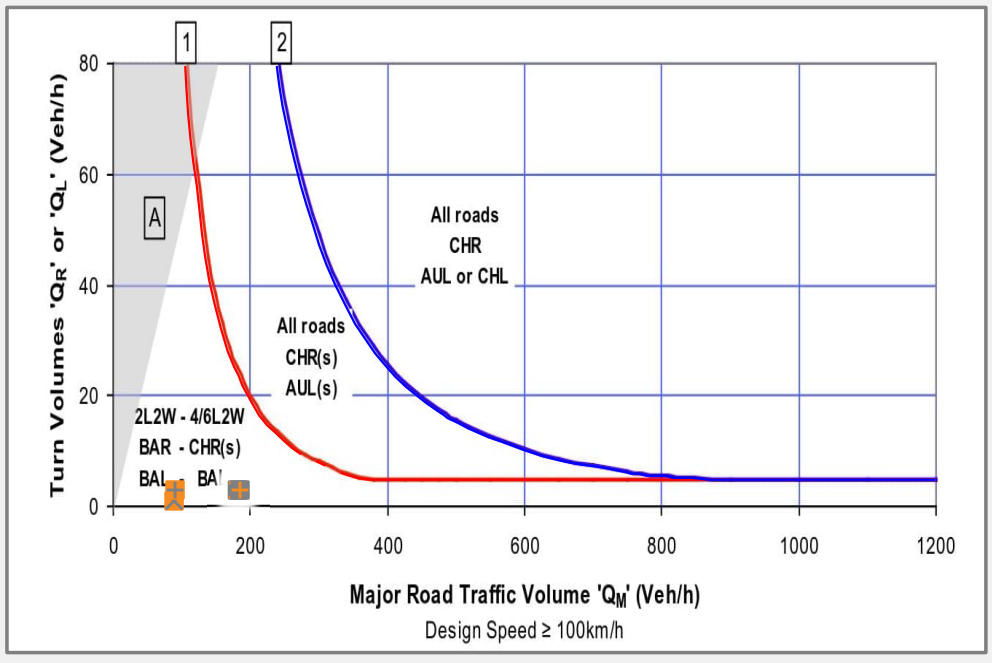
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	185	3
Left	93	1
With Development Traffic		
Right	189	3
Left	94	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

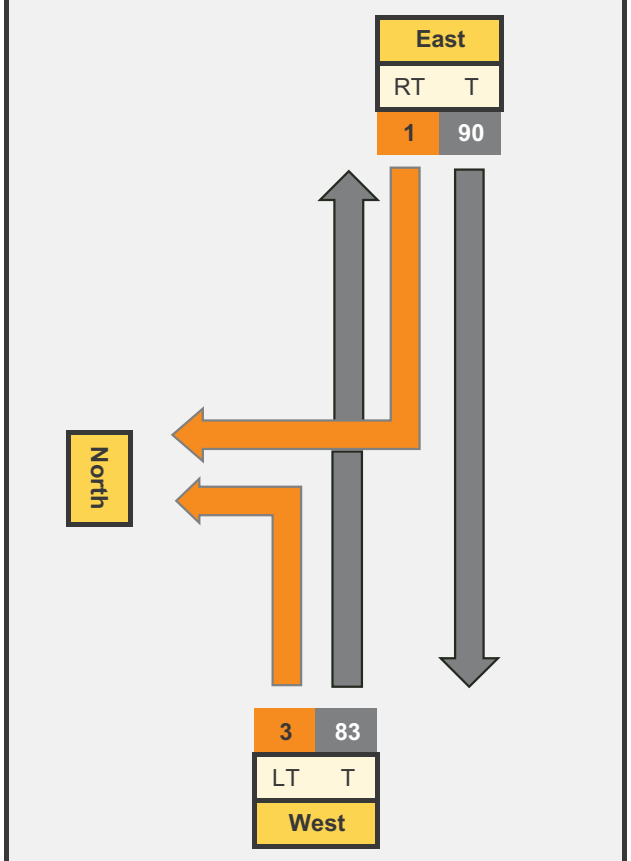
Intersection ID	X107
Intersection Name	Kildonan Road/South Kurumbul Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

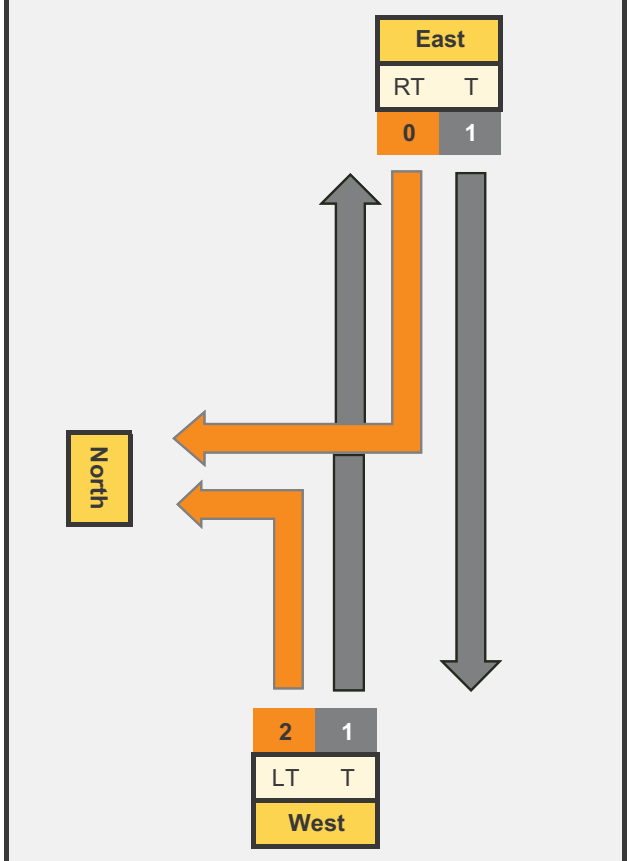
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

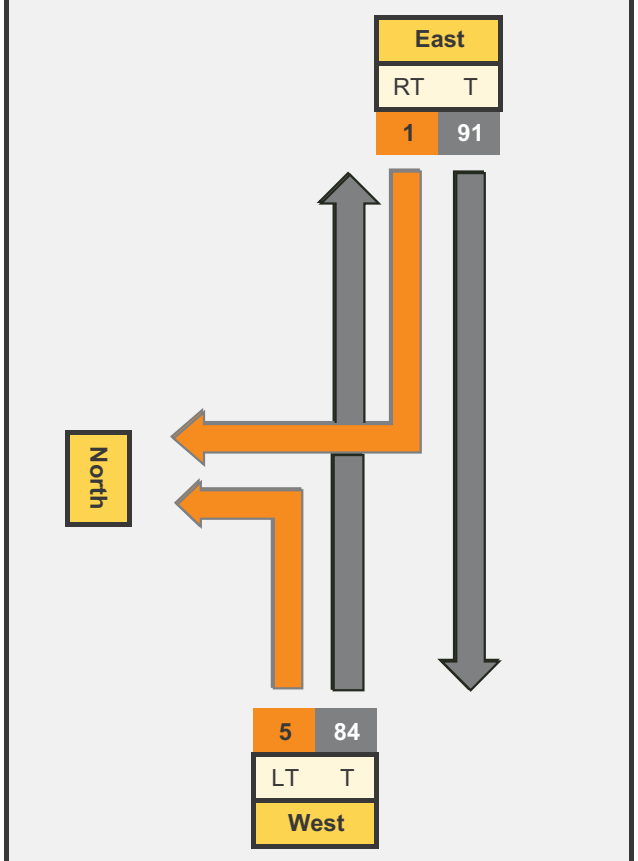
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	176	1
Left	83	3
With Development Traffic		
Right	180	1
Left	84	5

Graph Terminolgy

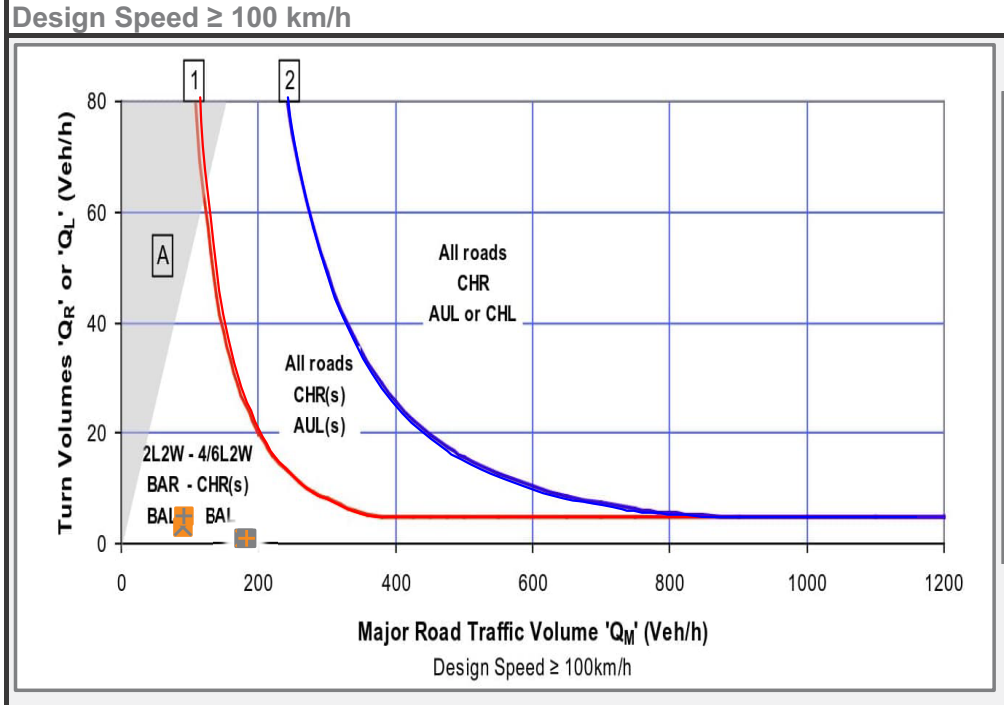
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	176	1
Left	83	3
With Development Traffic		
Right	180	1
Left	84	5

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

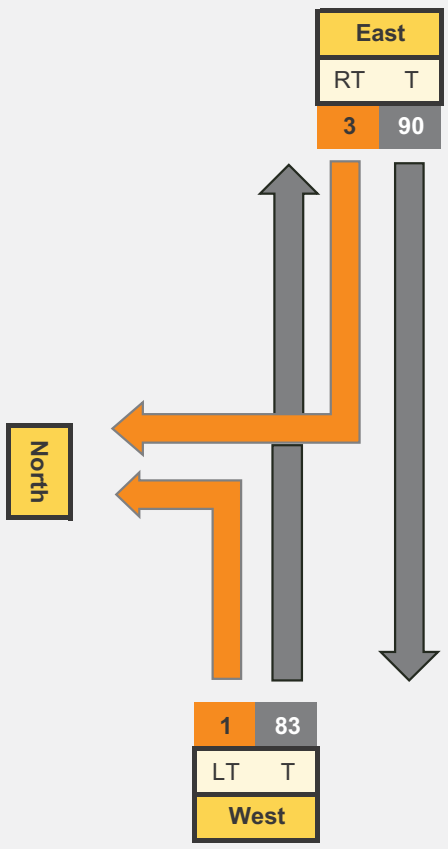
Intersection ID	X107
Intersection Name	Kildonan Road/South Kurumbul Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

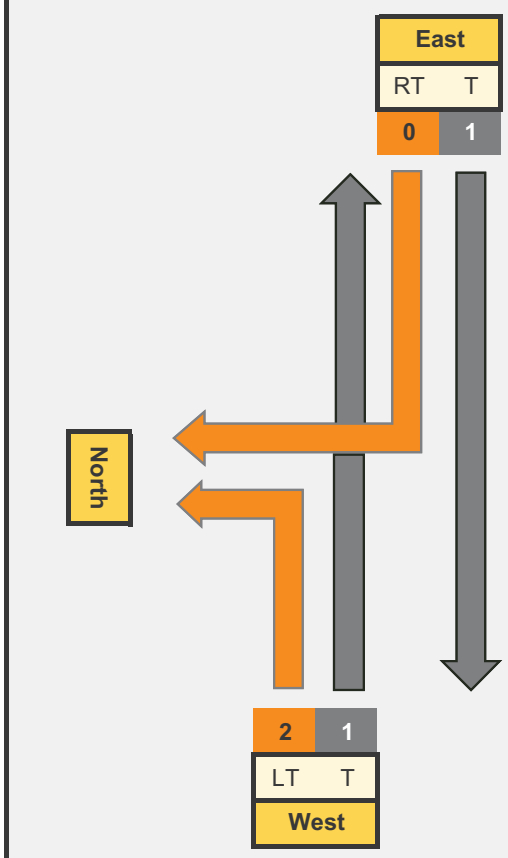
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

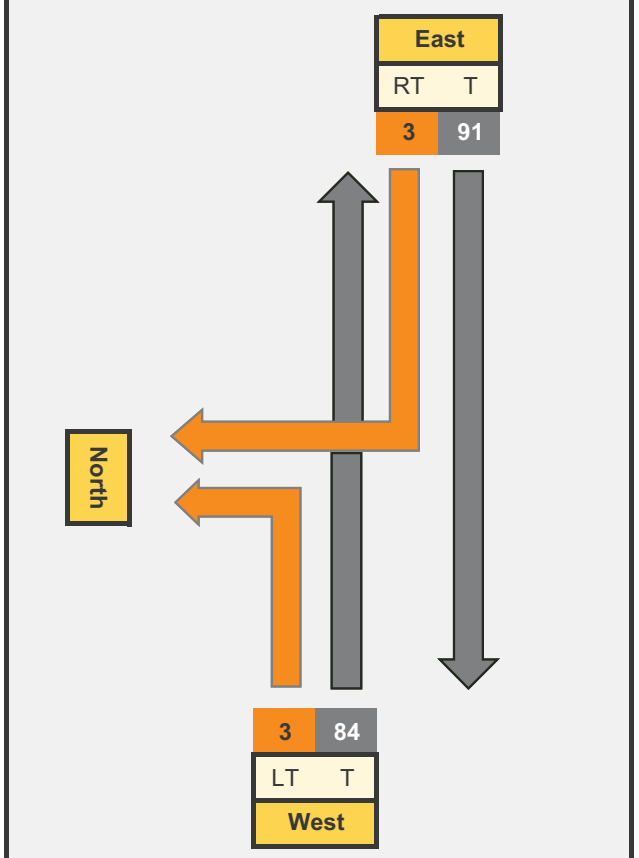
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	174	3
Left	83	1
With Development Traffic		
Right	178	3
Left	84	3

Graph Terminolgy

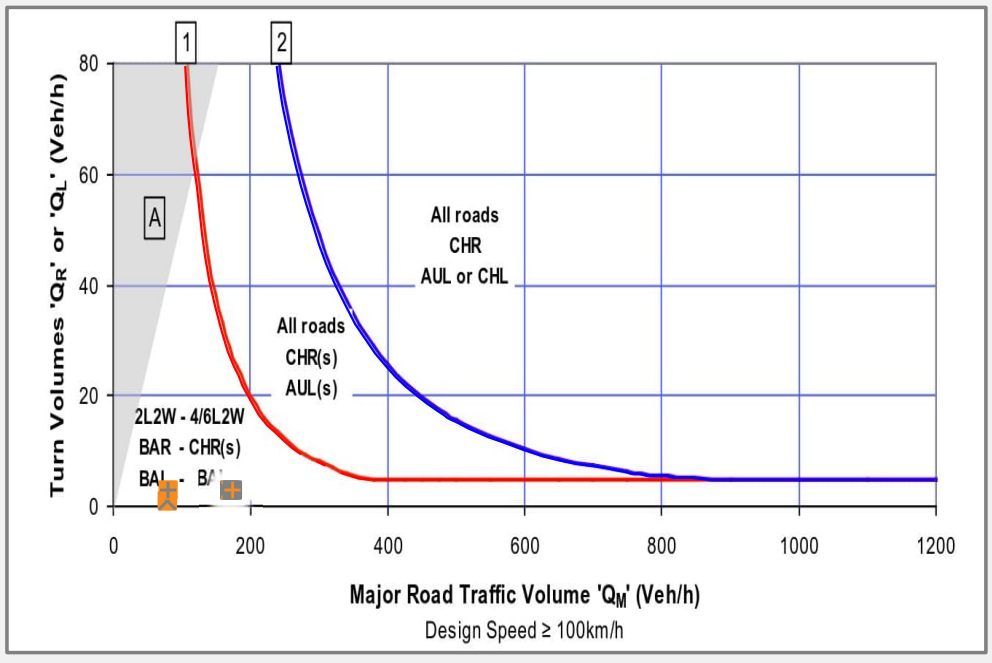
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	174	3
Left	83	1
With Development Traffic		
Right	178	3
Left	84	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

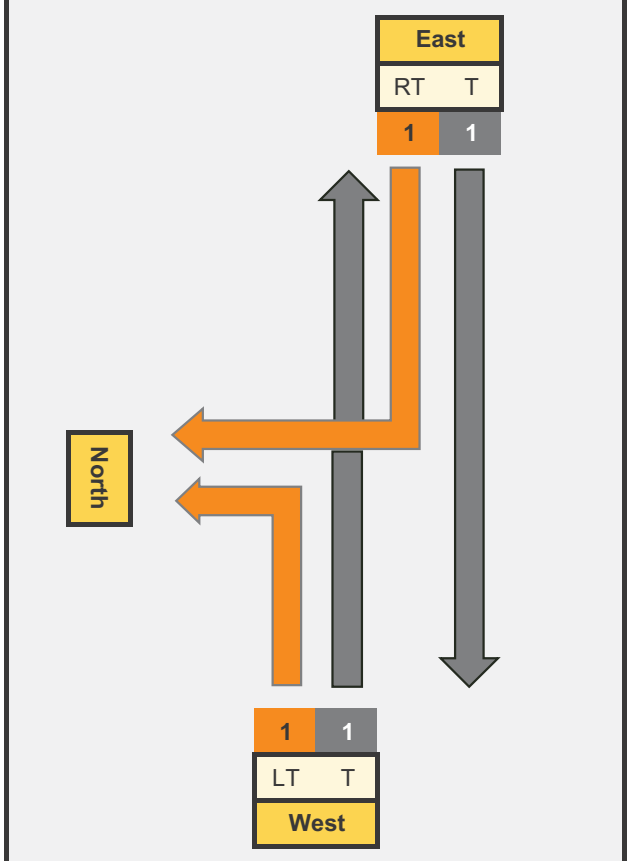
Intersection ID	X108
Intersection Name	Mcdougalls Crossing Road / Unnamed Road

Speed	100			
Existing Treatment	L	-	R	-

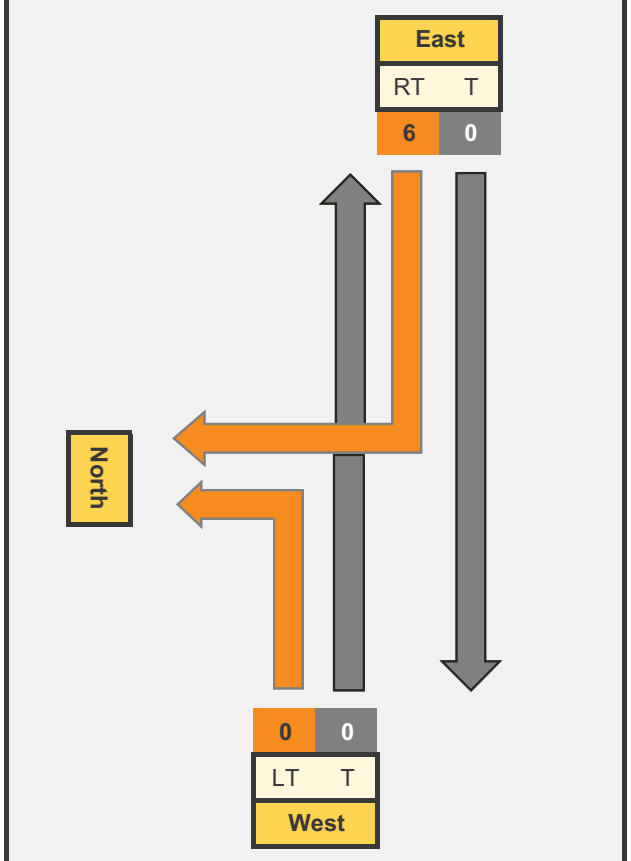
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 1: 1

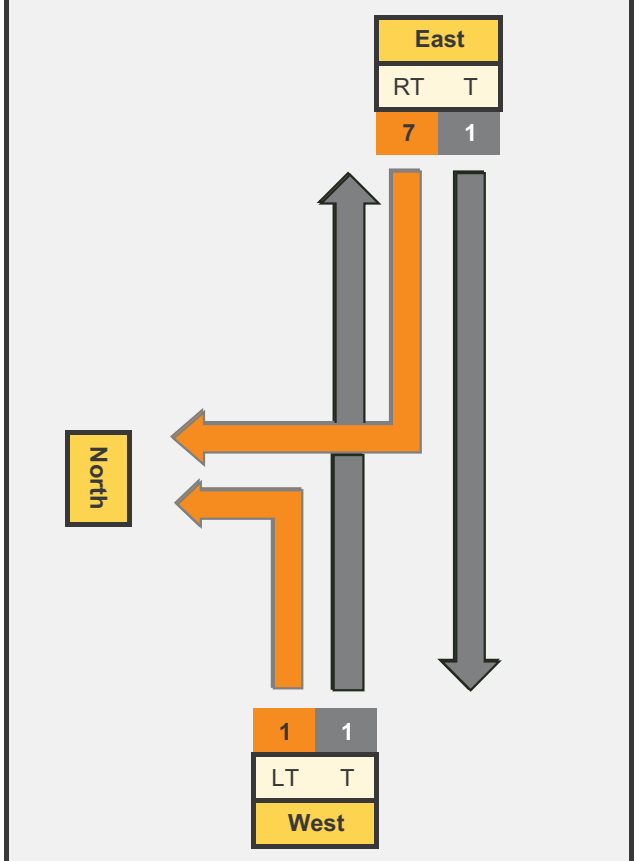
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	7
Left	1	1

Graph Terminolgy

Legend

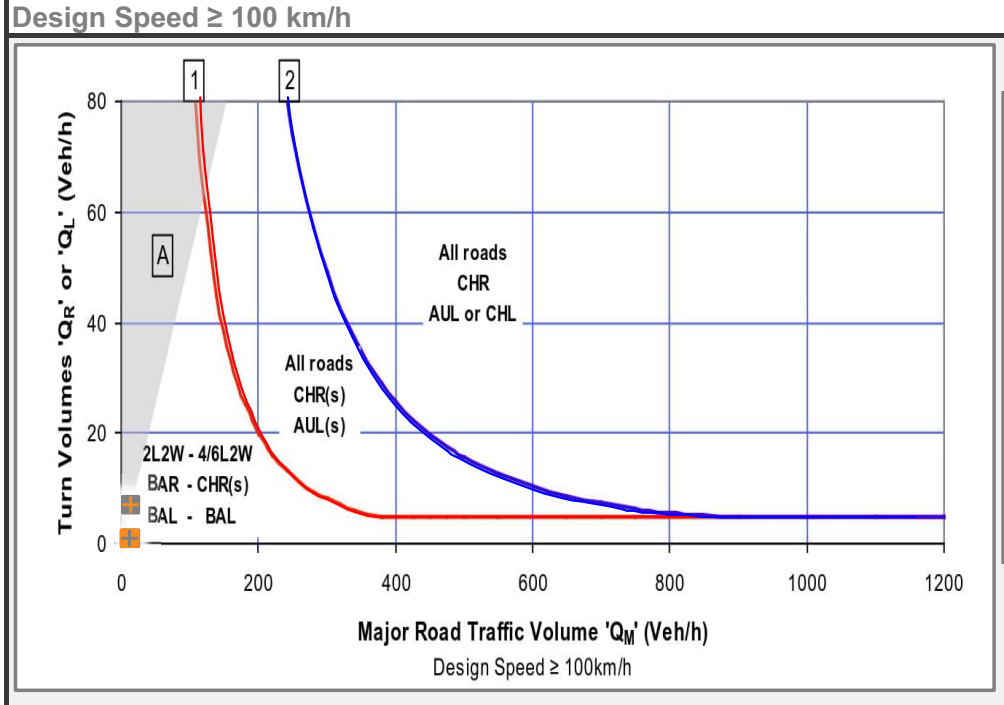
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	7
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

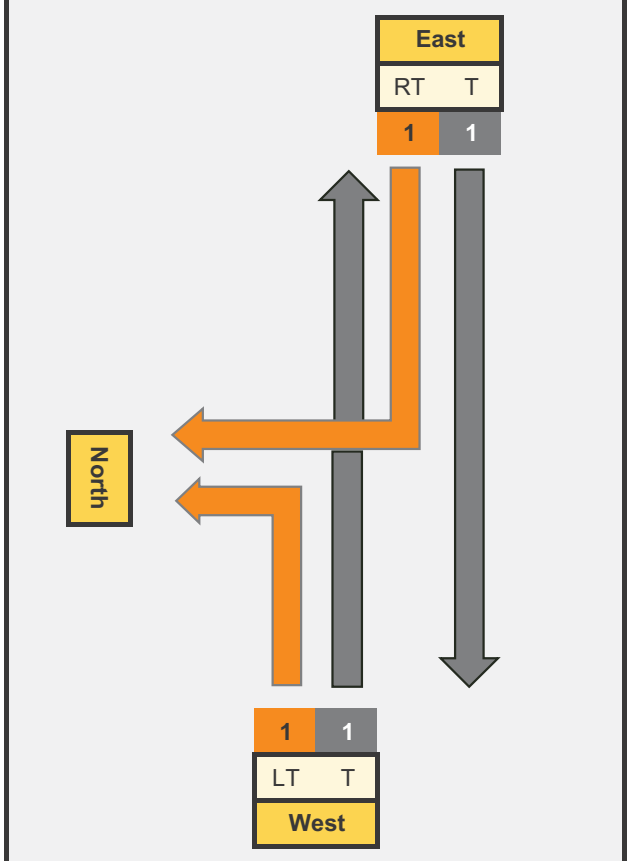
Intersection ID	X108
Intersection Name	Mcdougalls Crossing Road / Unnamed Road

Speed	100			
Existing Treatment	L	-	R	-

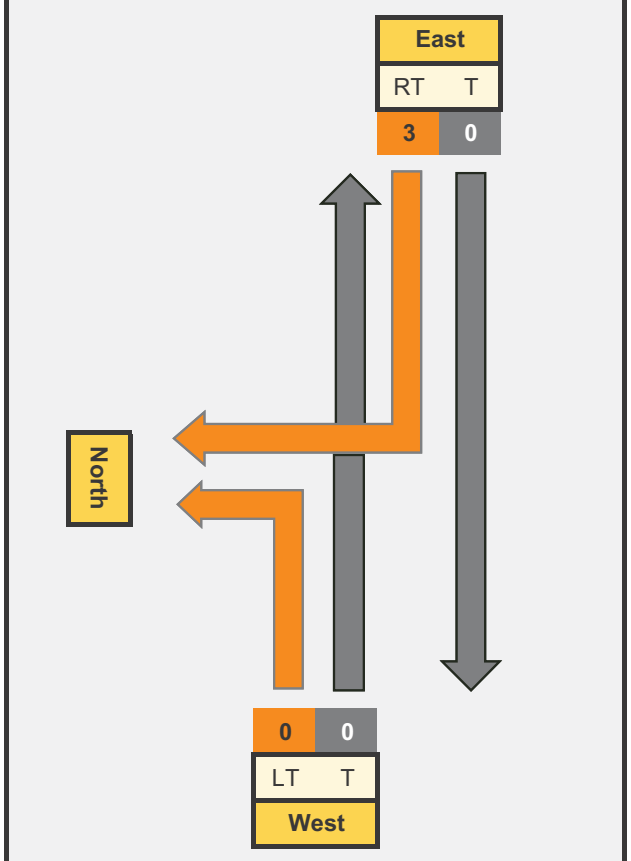
Peak Impact Month	Nov-24
Peak Impact Year	2024

Scenario 1: 1

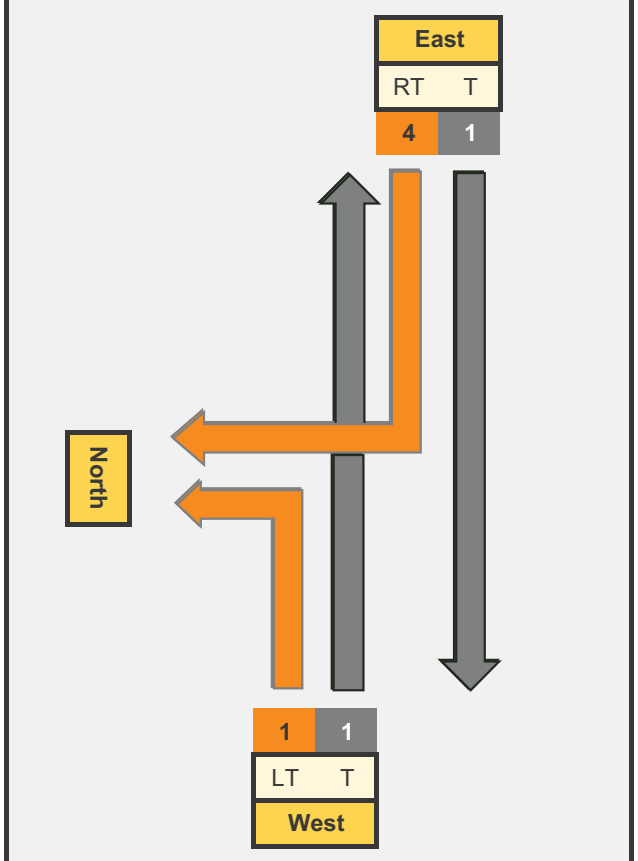
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	4
Left	1	1

Graph Terminolgy

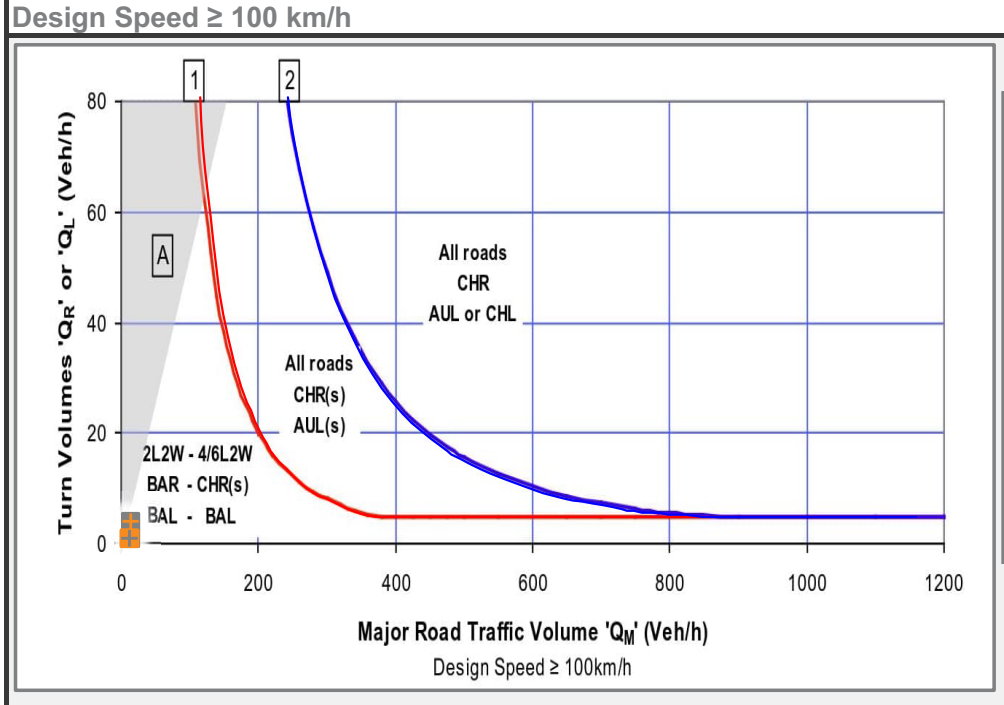
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	4
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

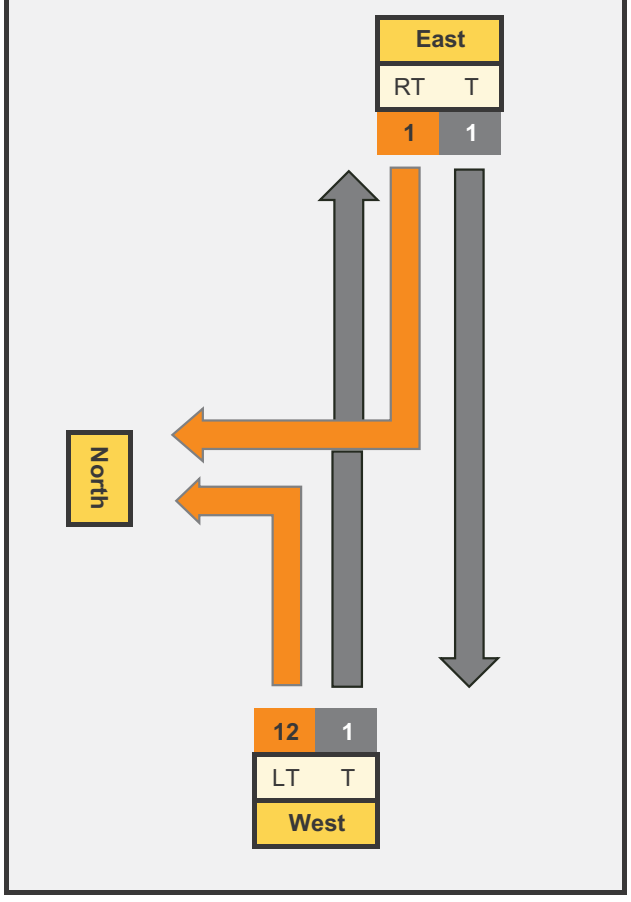
Intersection ID	X109
Intersection Name	Mooroobie Lane/Cemetery Road

Speed	100			
Existing Treatment	L	-	R	BAR

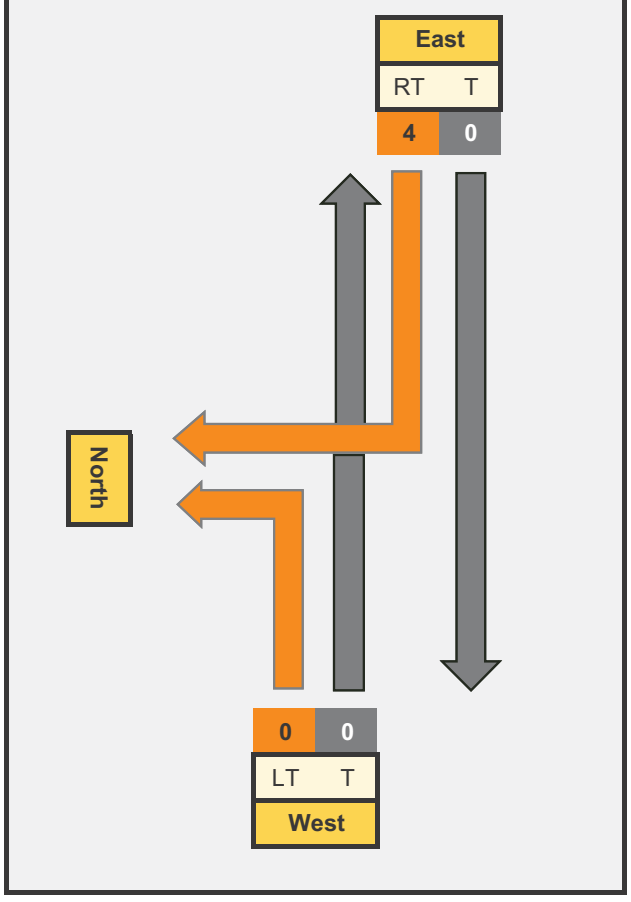
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

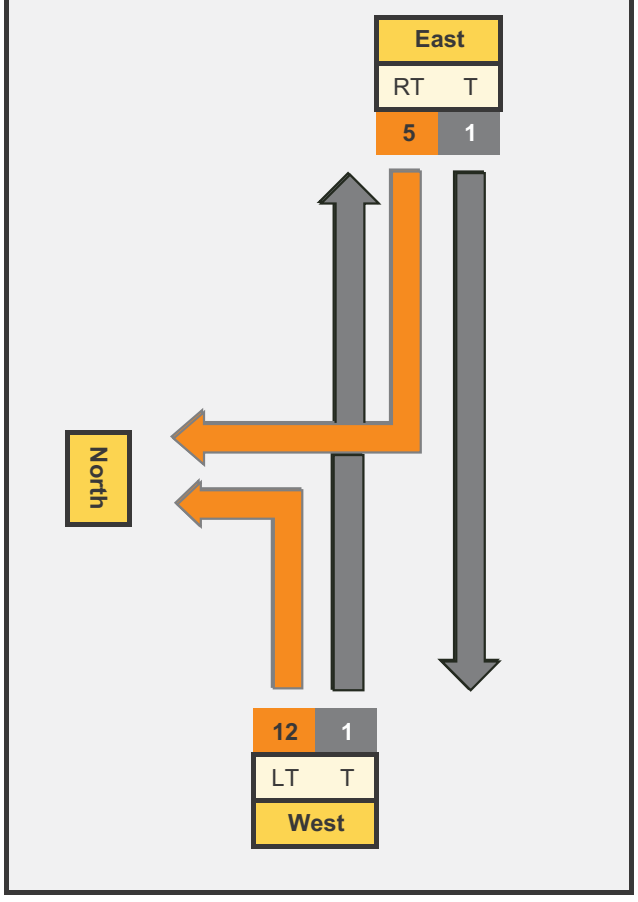
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	14	1
Left	1	12
With Development Traffic		
Right	14	5
Left	1	12

Graph Terminolgy

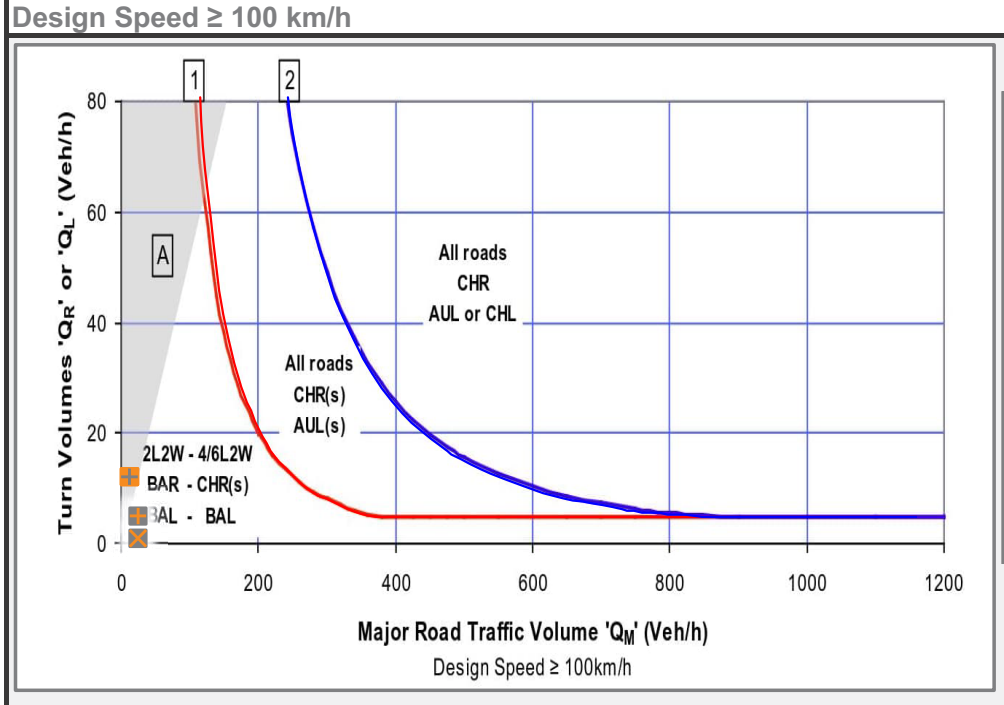
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	14	1
Left	1	12
With Development Traffic		
Right	14	5
Left	1	12

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

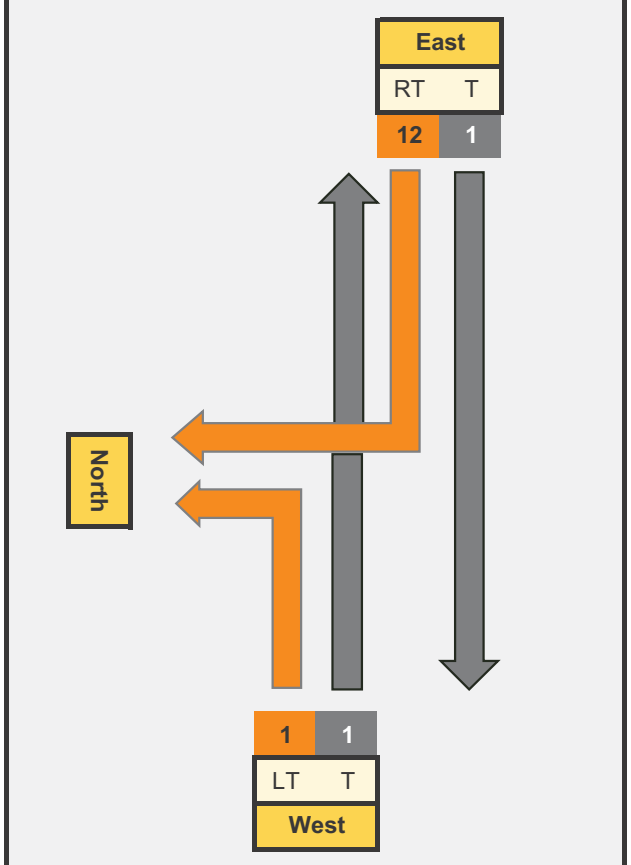
Intersection ID	X109
Intersection Name	Mooroobie Lane/Cemetery Road

Speed	100			
Existing Treatment	L	-	R	BAR

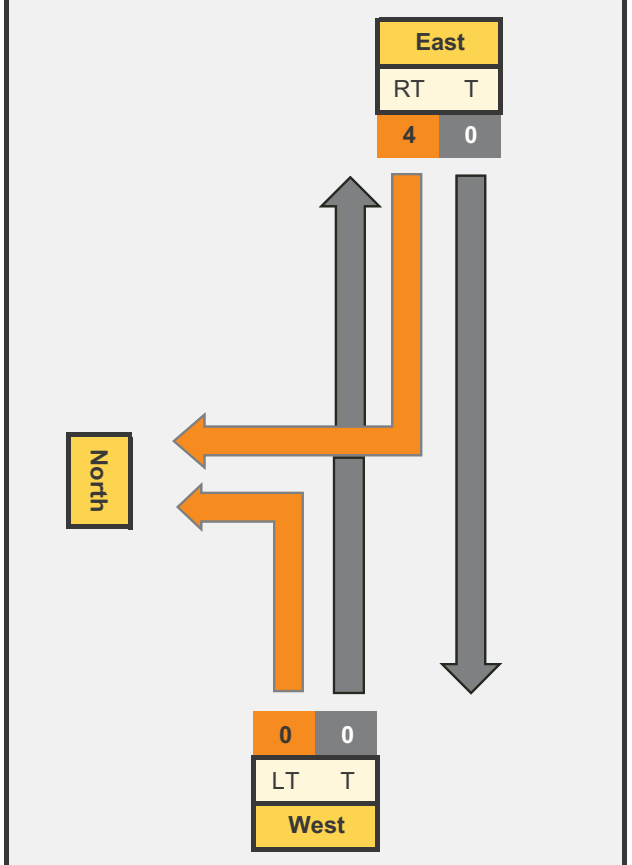
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

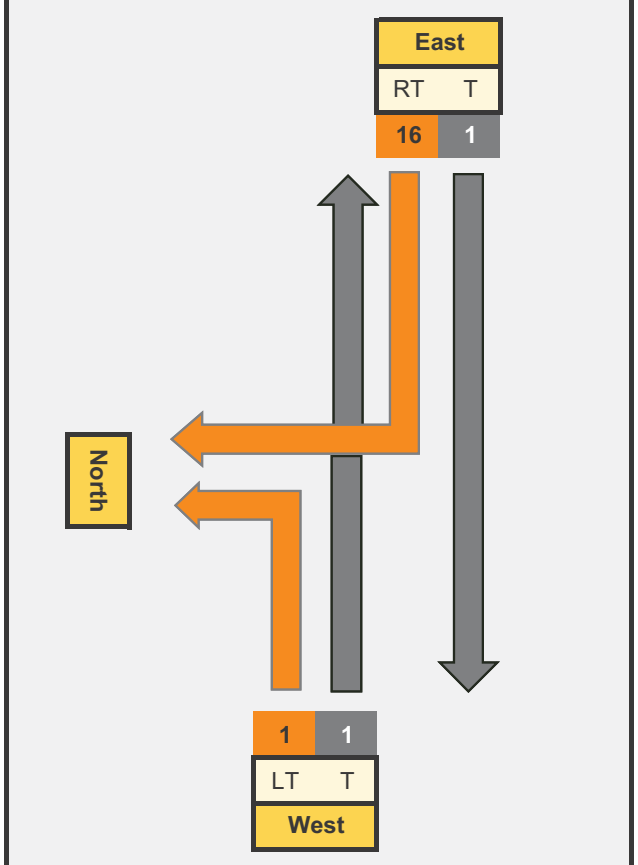
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	12
Left	1	1
With Development Traffic		
Right	3	16
Left	1	1

Graph Terminolgy

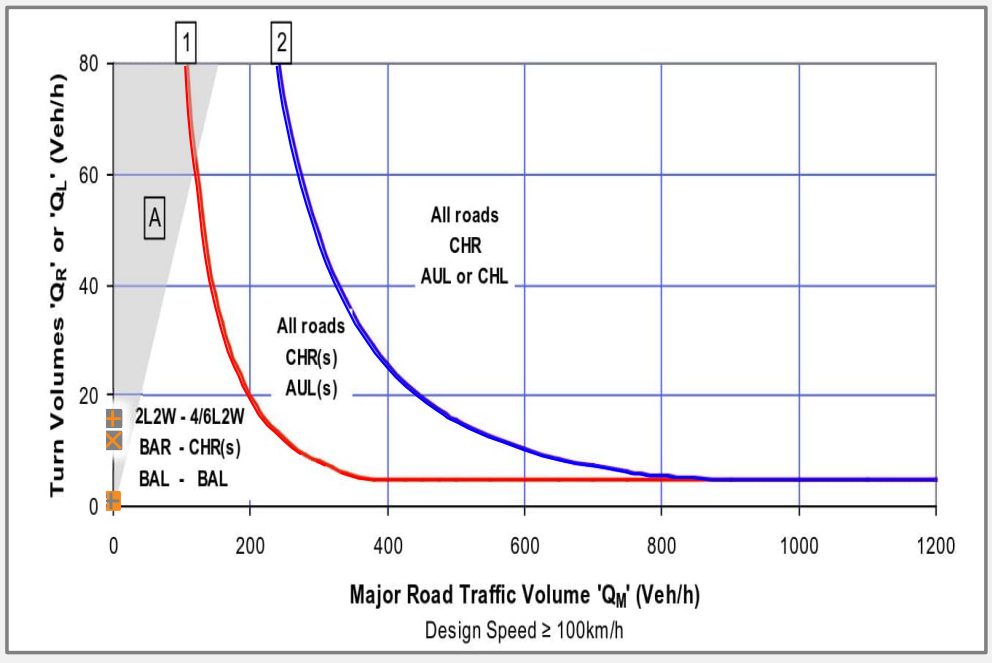
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	12
Left	1	1
With Development Traffic		
Right	3	16
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

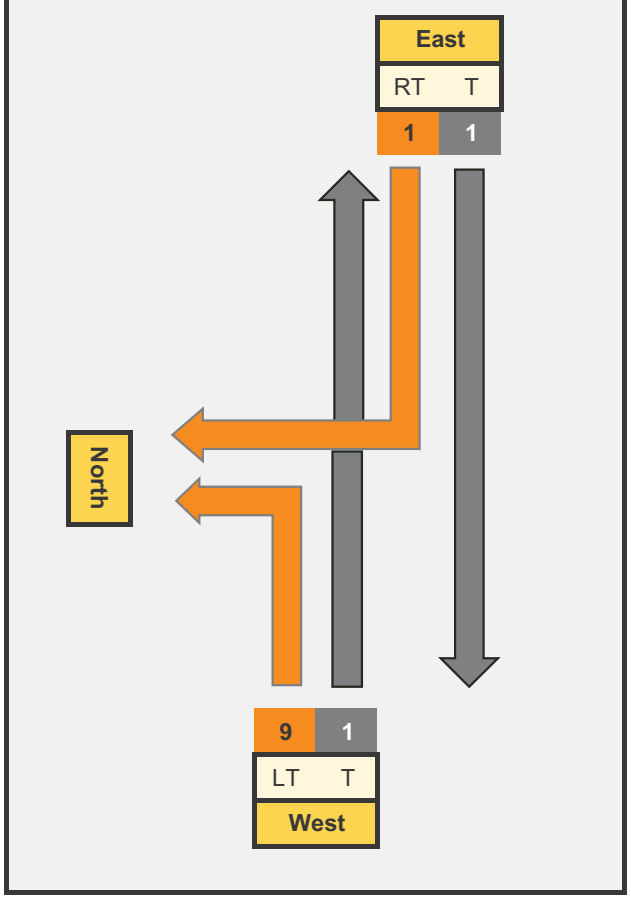
Intersection ID	X109
Intersection Name	Mooroobie Lane/Cemetery Road

Speed	100			
Existing Treatment	L	-	R	BAR

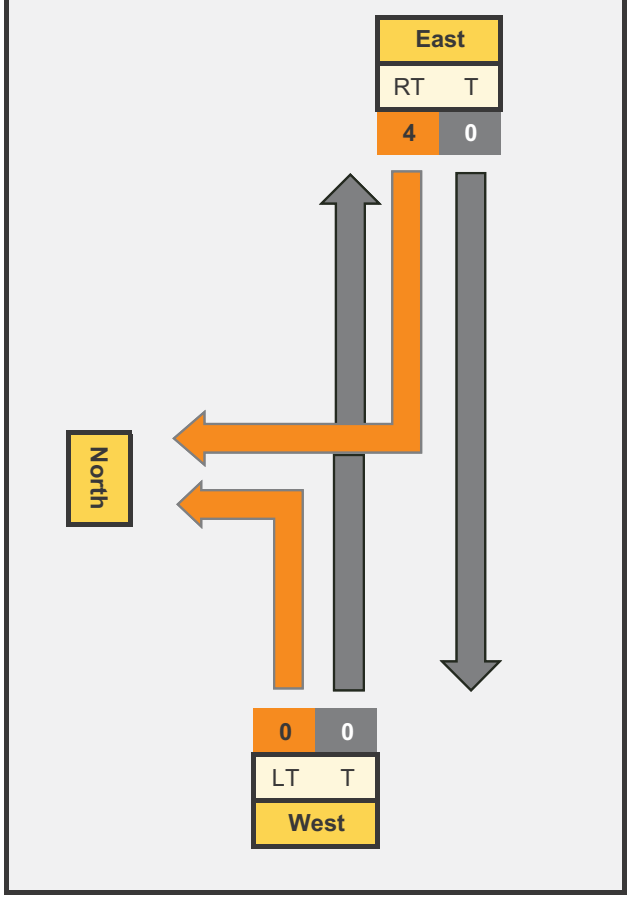
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

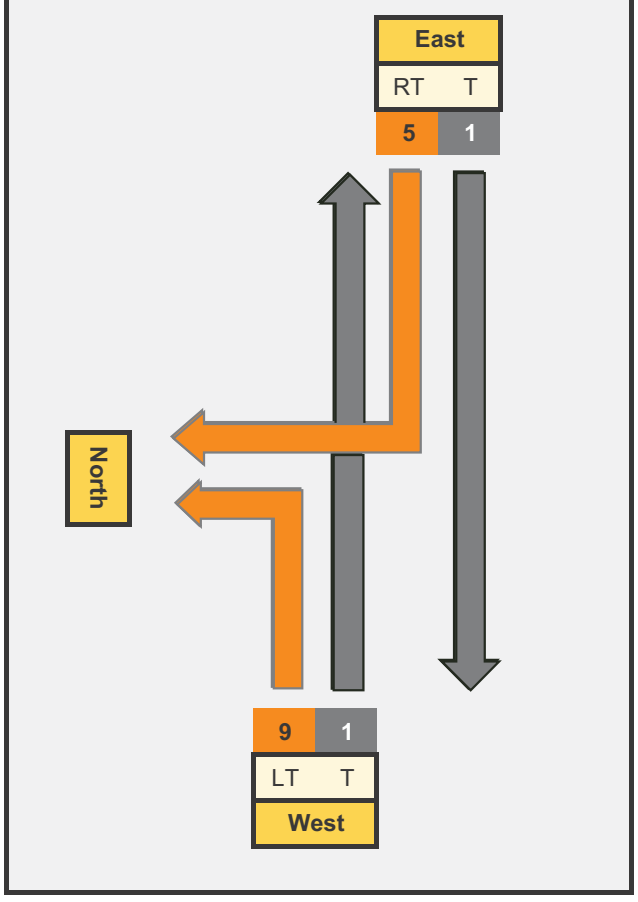
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	11	1
Left	1	9
With Development Traffic		
Right	11	5
Left	1	9

Graph Terminolgy

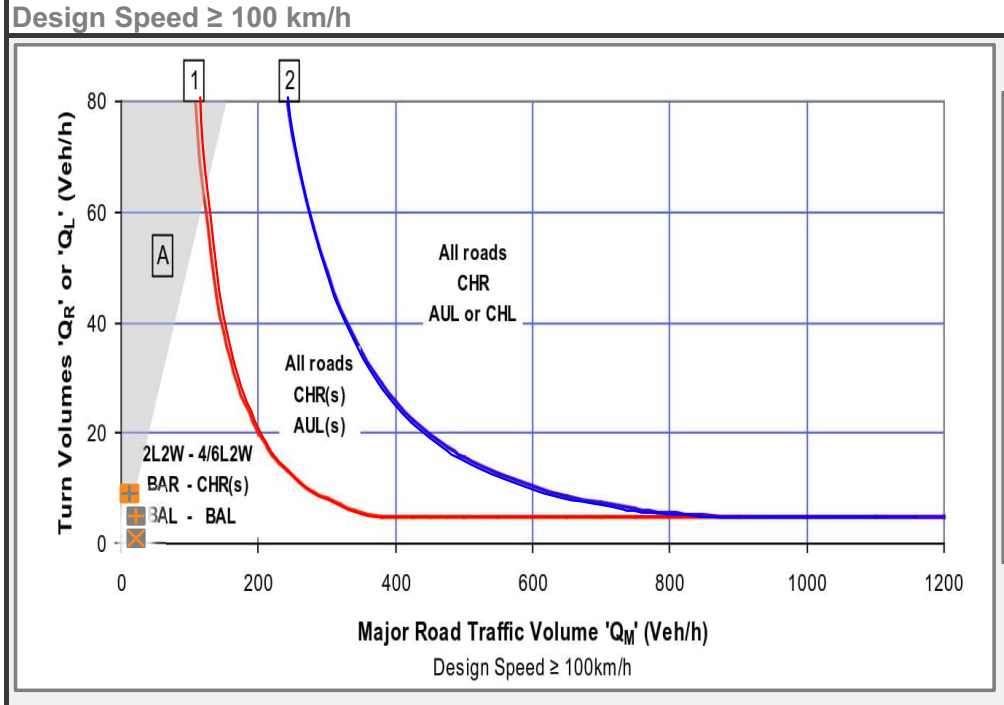
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	11	1
Left	1	9
With Development Traffic		
Right	11	5
Left	1	9

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

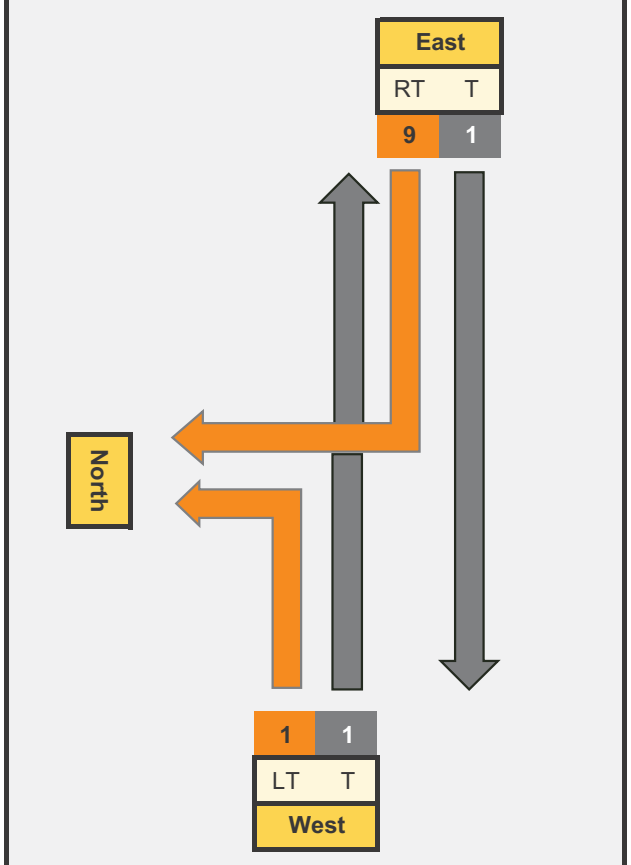
Intersection ID	X109
Intersection Name	Mooroobie Lane/Cemetery Road

Speed	100			
Existing Treatment	L	-	R	BAR

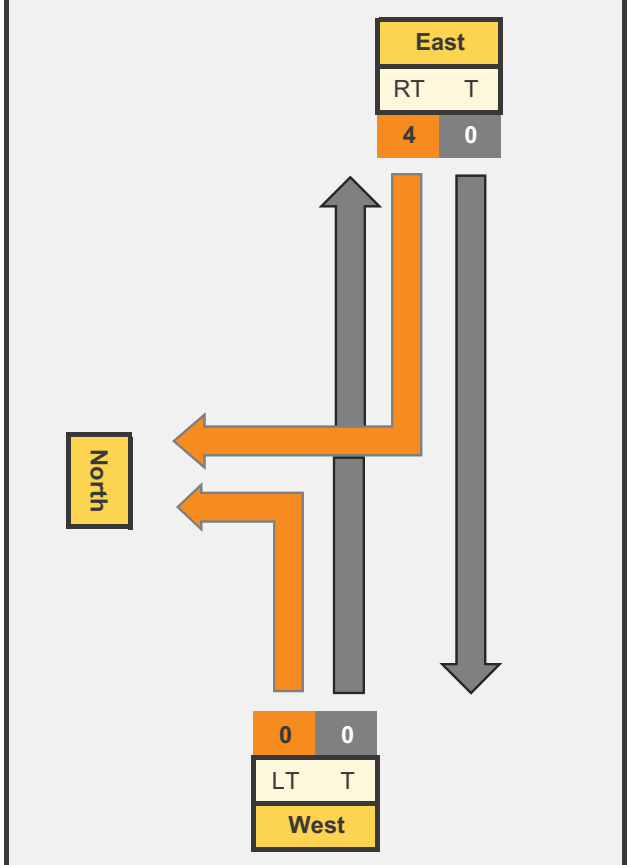
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

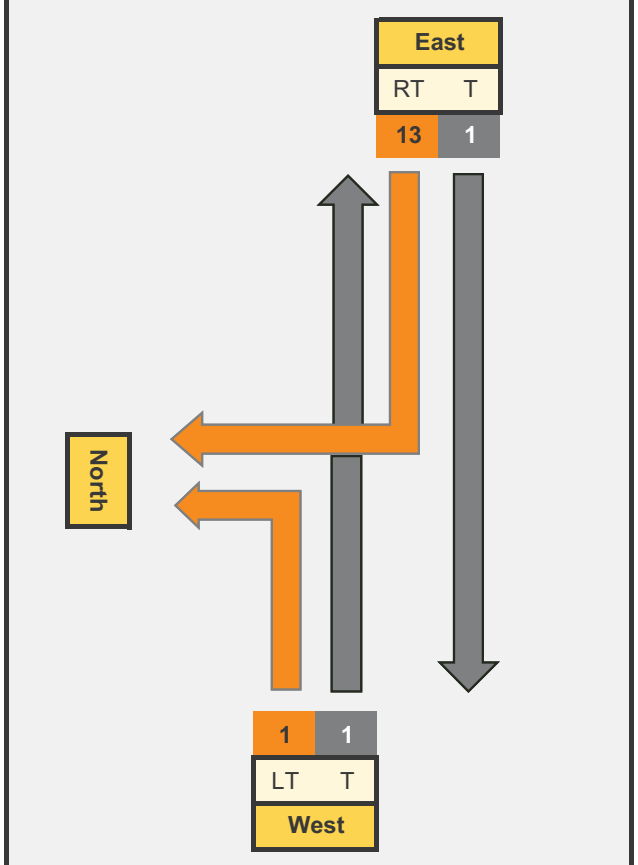
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



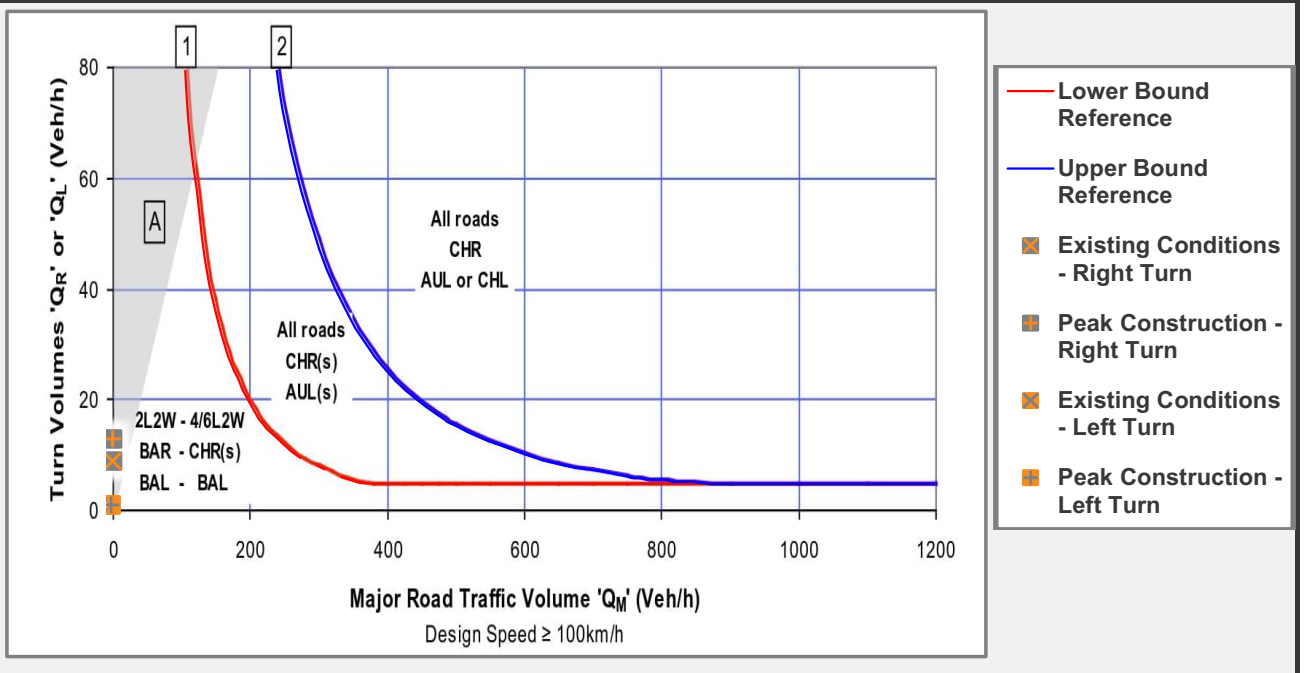
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	9
Left	1	1
With Development Traffic		
Right	3	13
Left	1	1

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	9
Left	1	1
With Development Traffic		
Right	3	13
Left	1	1

Intersection Code	3B

Time Period	AM

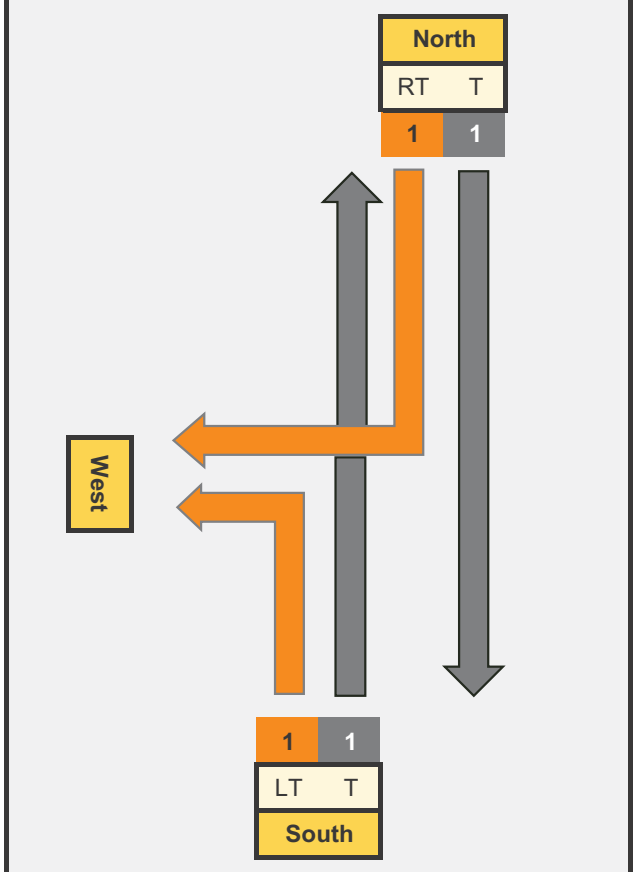
Intersection ID	X110
Intersection Name	Mooroobie Lane/Mooroobie Lane

Speed	100			
Existing Treatment	L	BAL	R	BAR

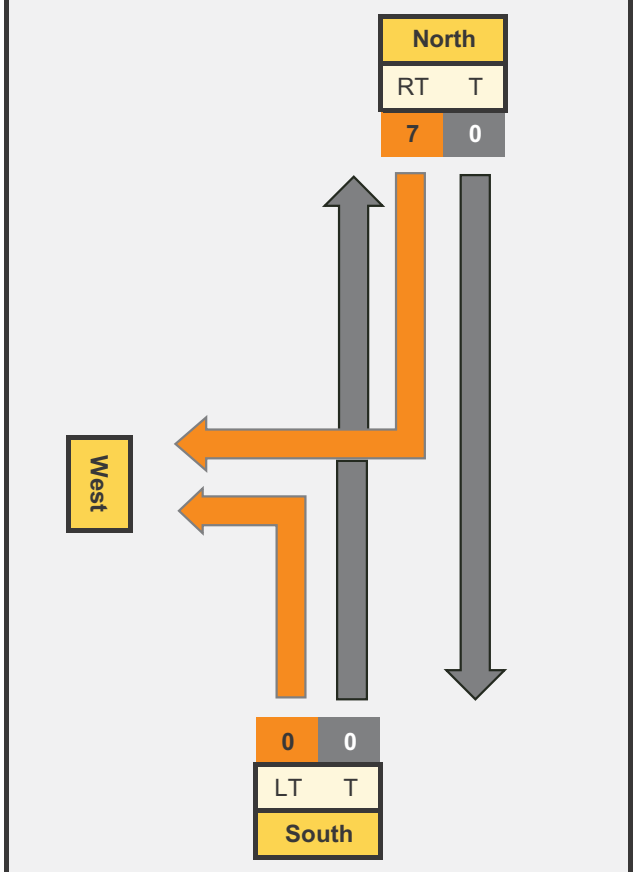
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

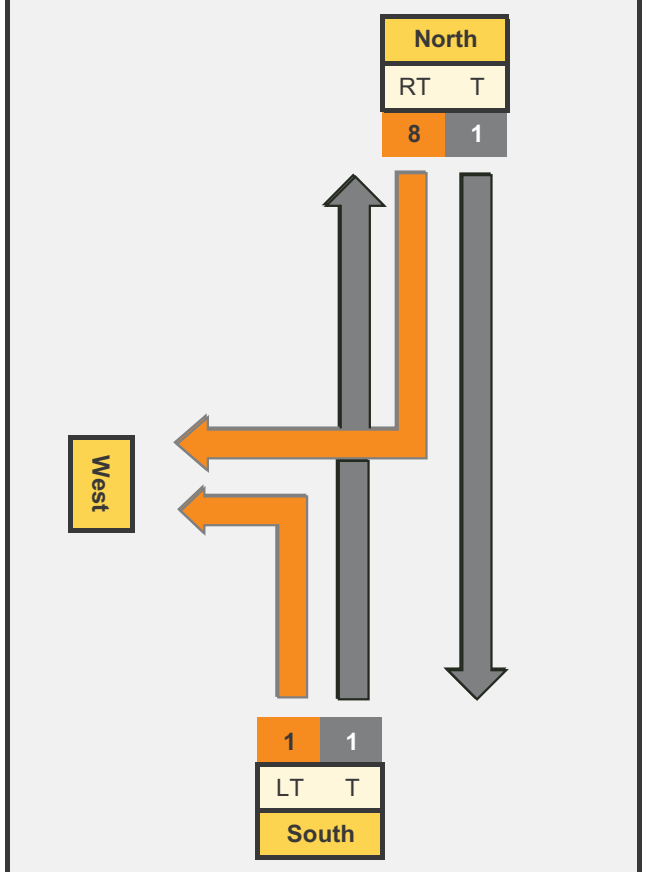
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	8
Left	1	1

Graph Terminolgy

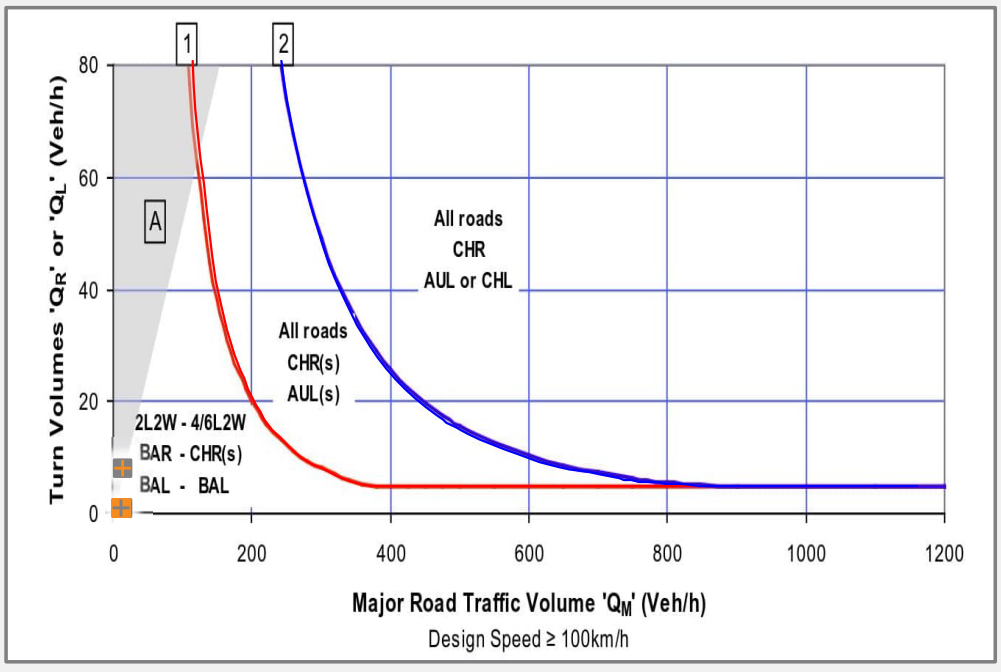
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	8
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

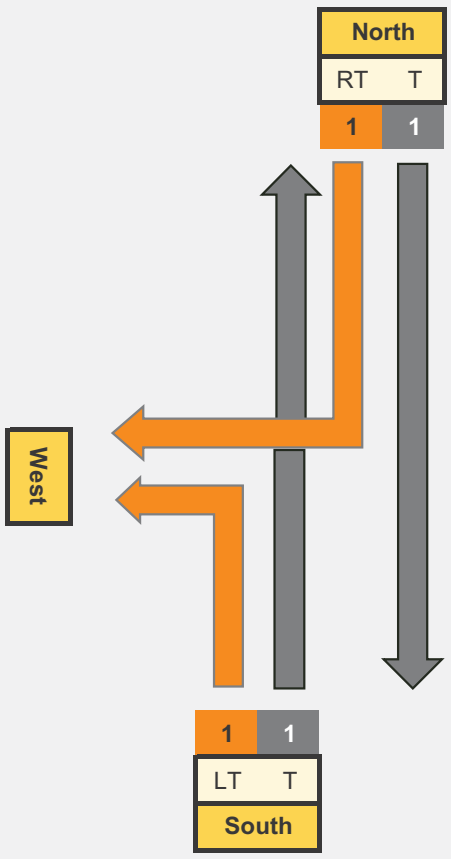
Intersection ID	X110
Intersection Name	Mooroobie Lane/Mooroobie Lane

Speed	100			
Existing Treatment	L	BAL	R	BAR

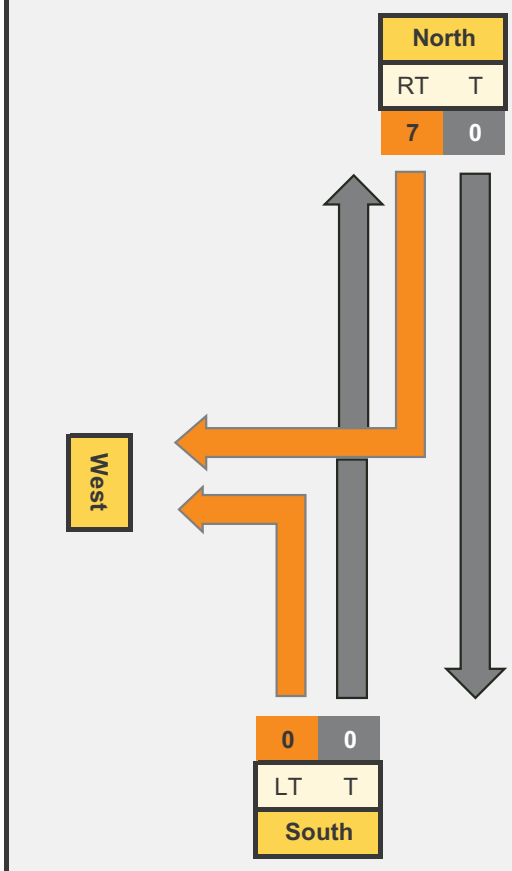
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

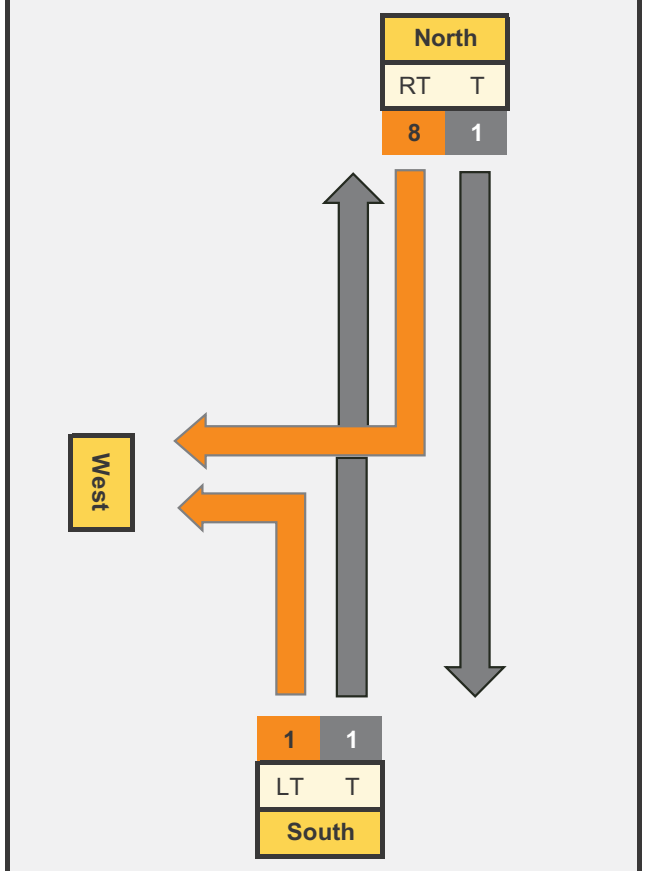
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	8
Left	1	1

Graph Terminolgy

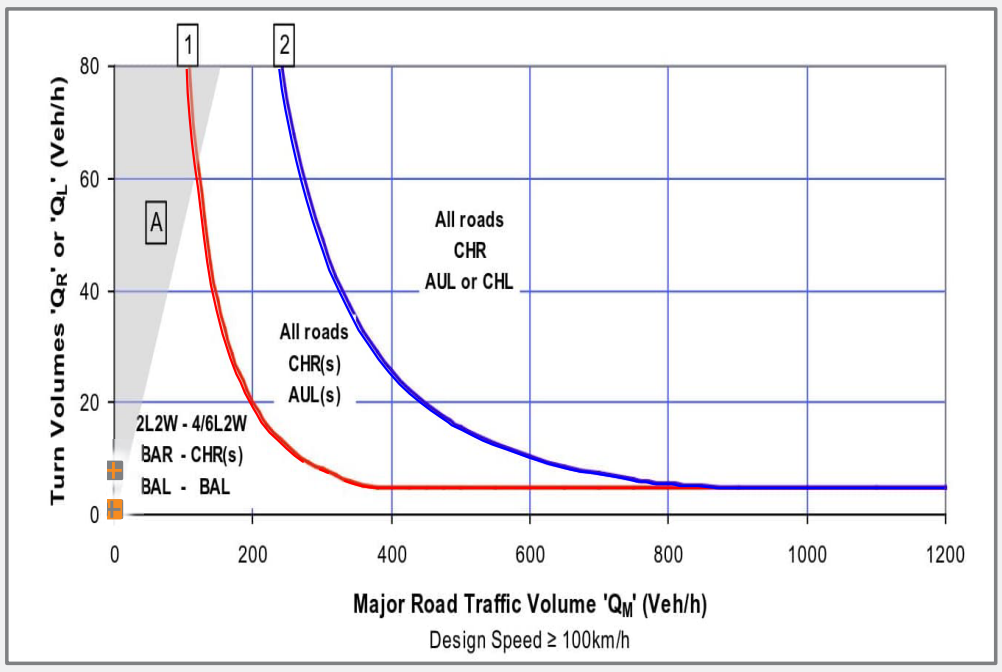
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	8
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

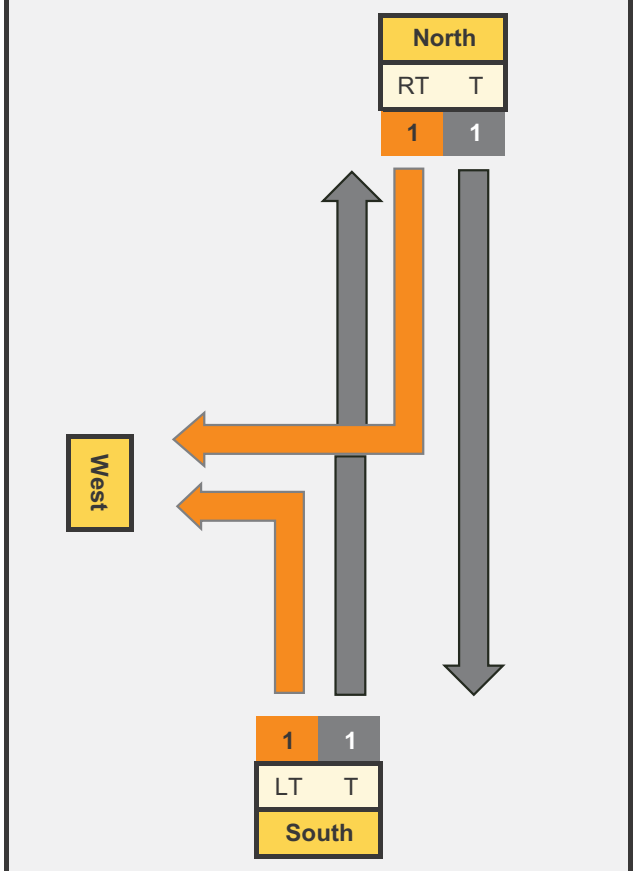
Intersection ID	X110
Intersection Name	Mooroobie Lane/Mooroobie Lane

Speed	100			
Existing Treatment	L	BAL	R	BAR

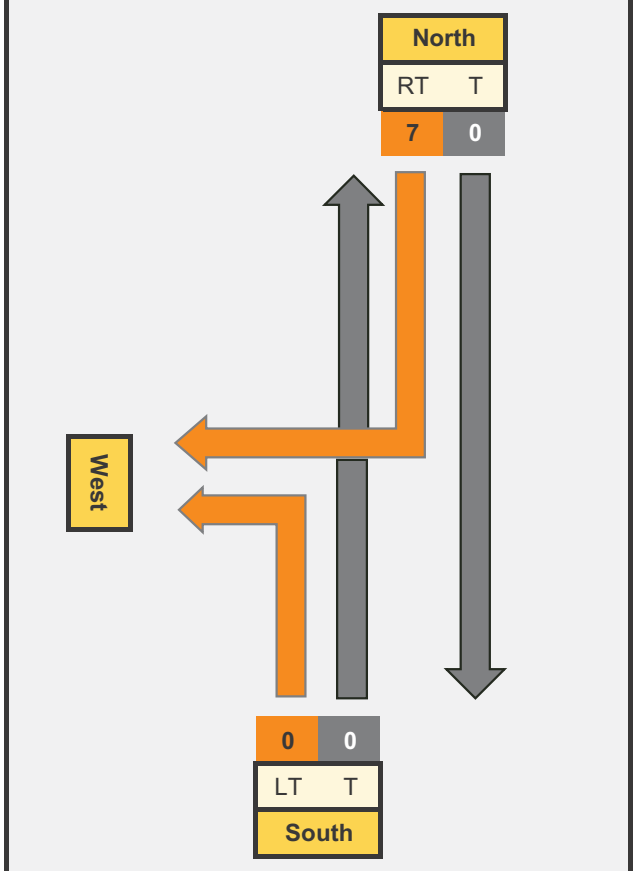
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

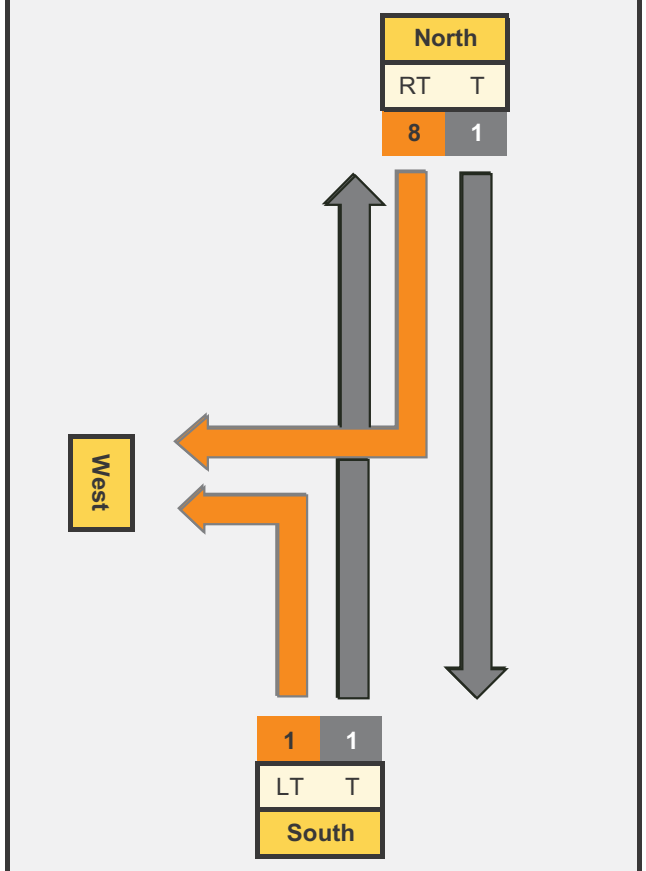
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	8
Left	1	1

Graph Terminolgy

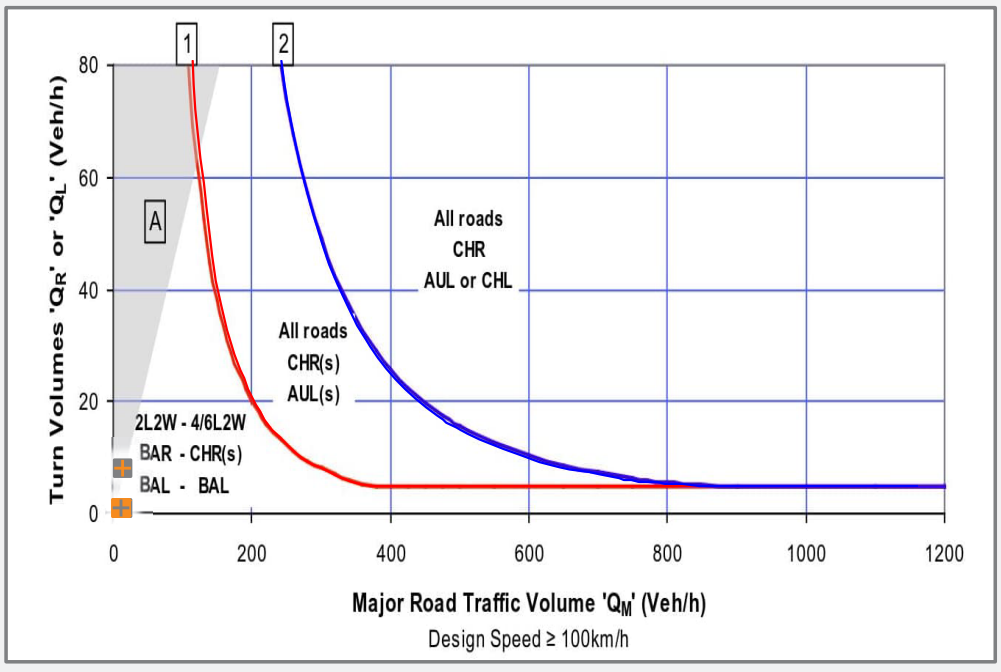
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	8
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

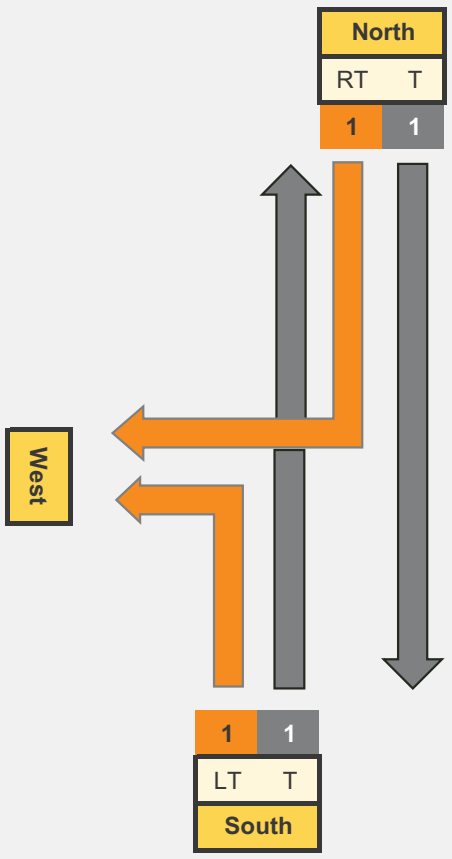
Intersection ID	X110
Intersection Name	Mooroobie Lane/Mooroobie Lane

Speed	100			
Existing Treatment	L	BAL	R	BAR

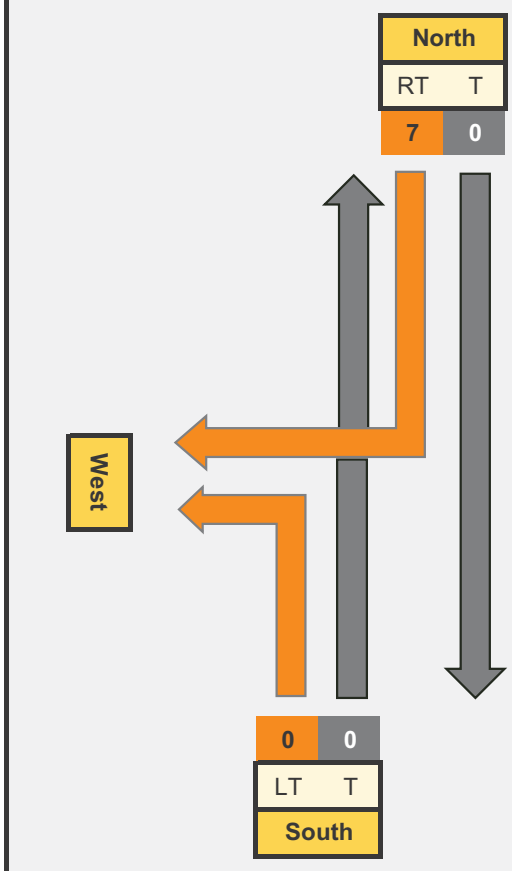
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

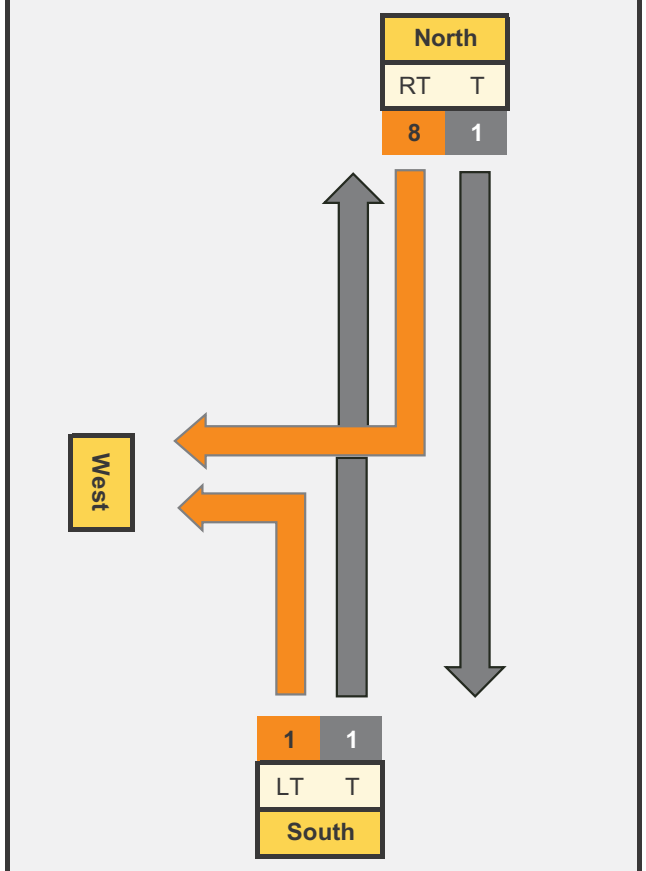
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	8
Left	1	1

Graph Terminolgy

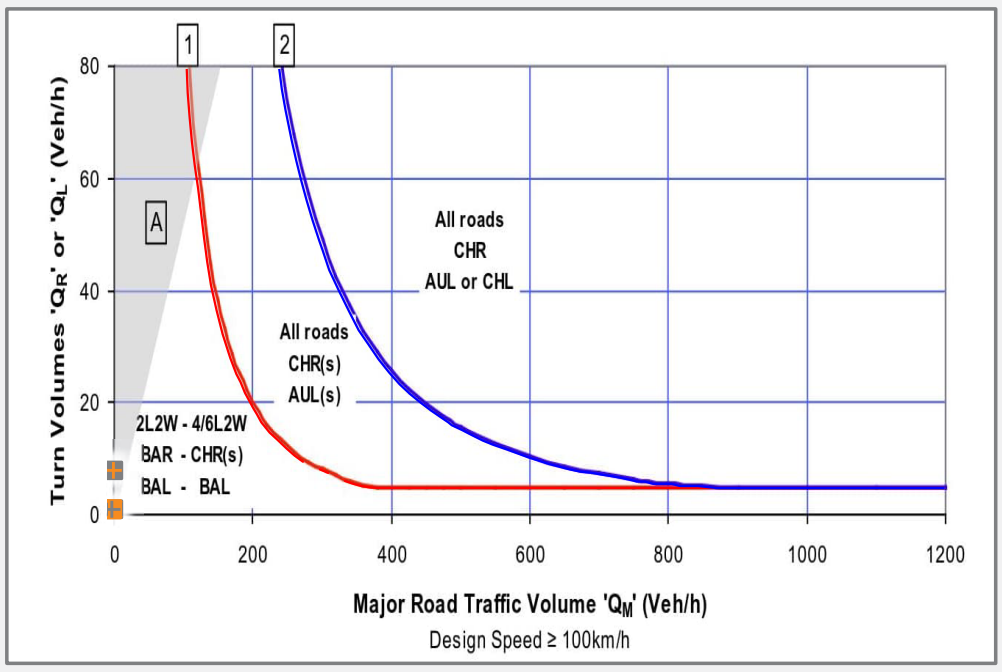
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	8
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

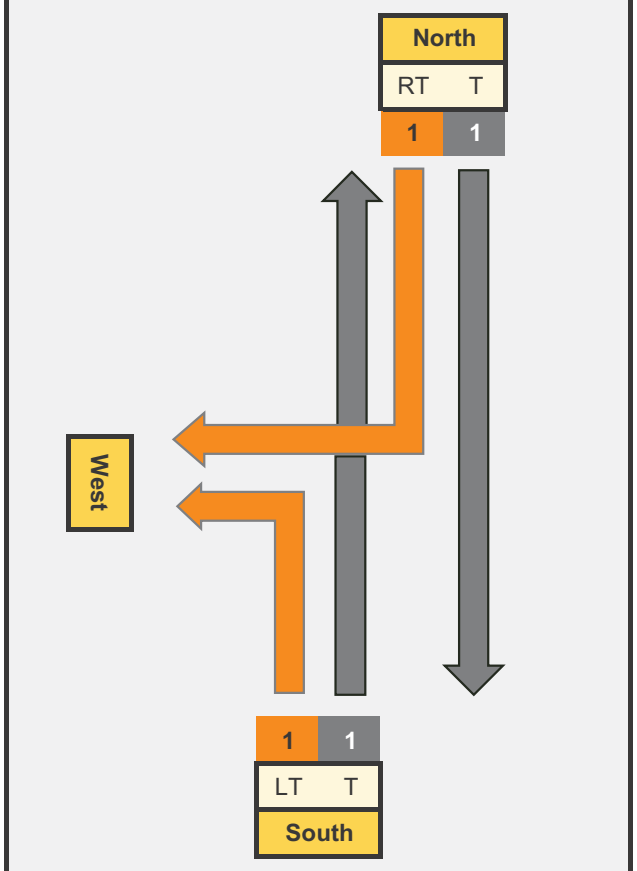
Intersection ID	X111
Intersection Name	Mosquito Creek Road/Grays Road

Speed	100			
Existing Treatment	L	-	R	-

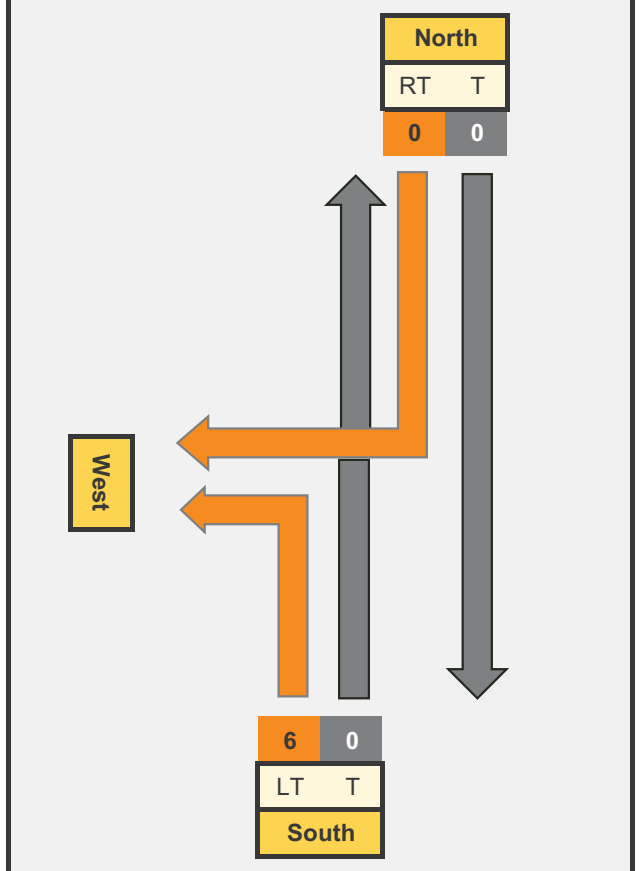
Peak Impact Month	Jun-25
Peak Impact Year	2025

Scenario 1: 1

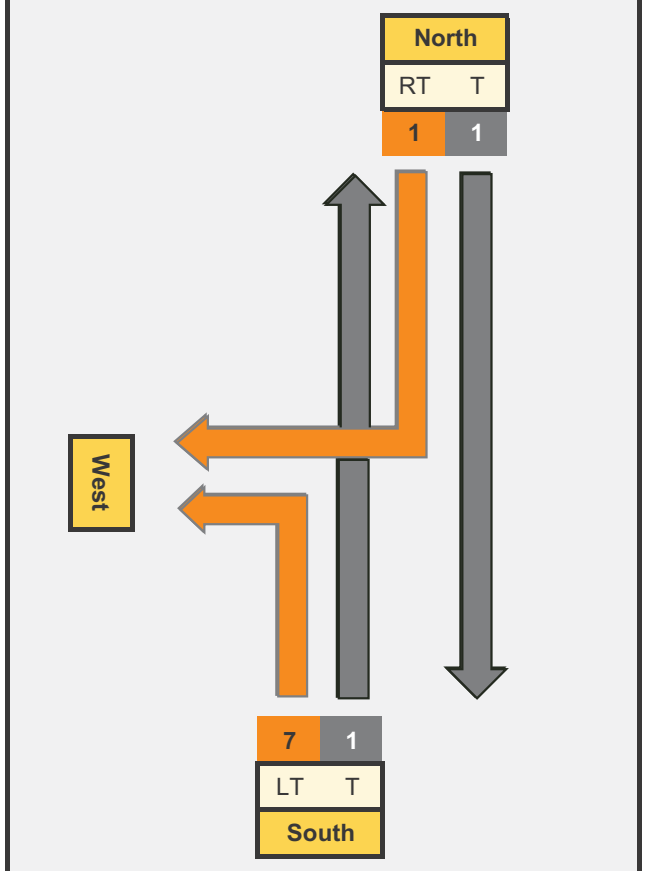
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	9	1
Left	1	7

Graph Terminolgy

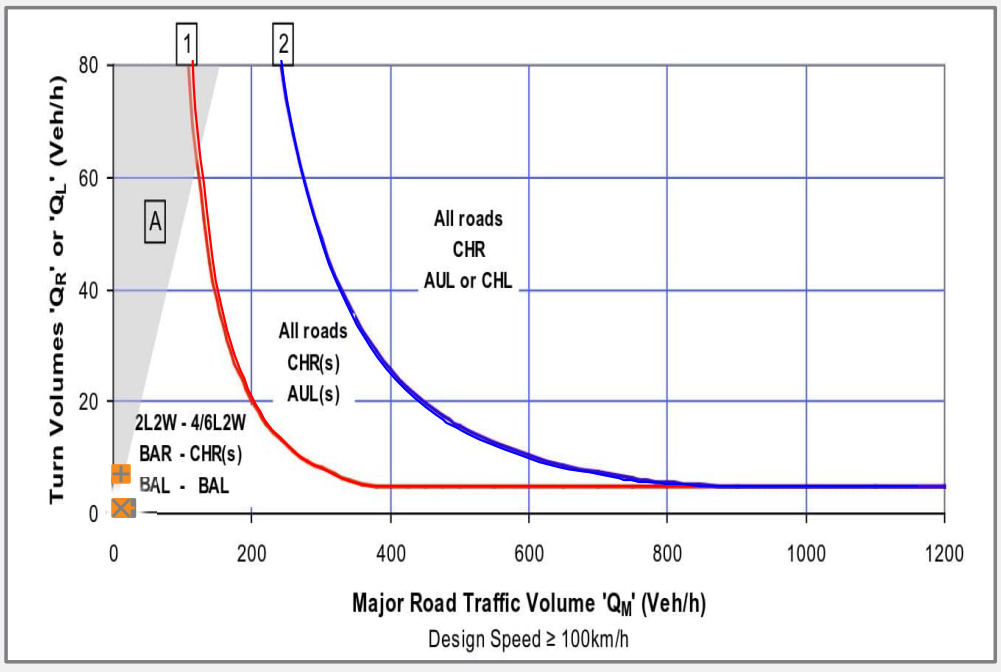
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	9	1
Left	1	7

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

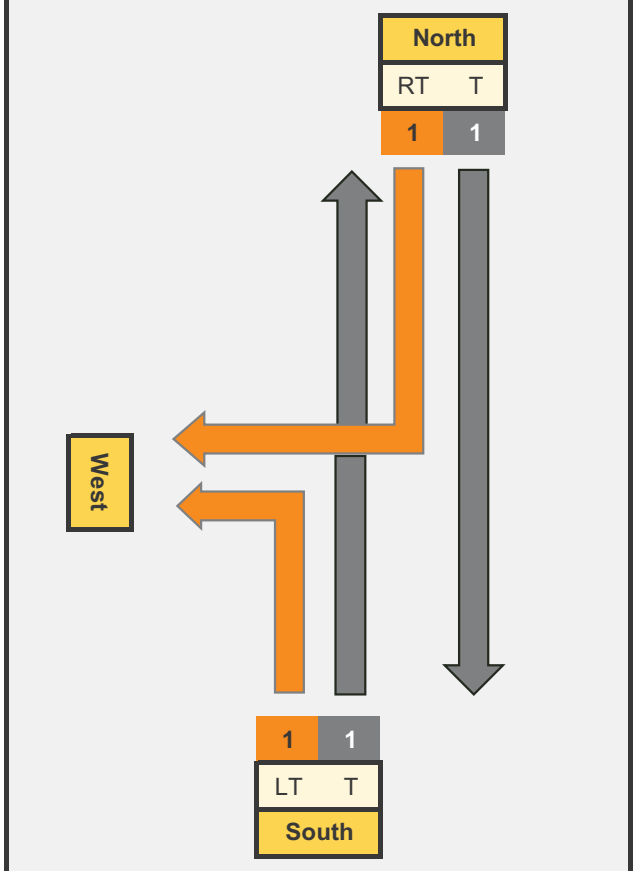
Intersection ID	X111
Intersection Name	Mosquito Creek Road/Grays Road

Speed	100			
Existing Treatment	L	-	R	-

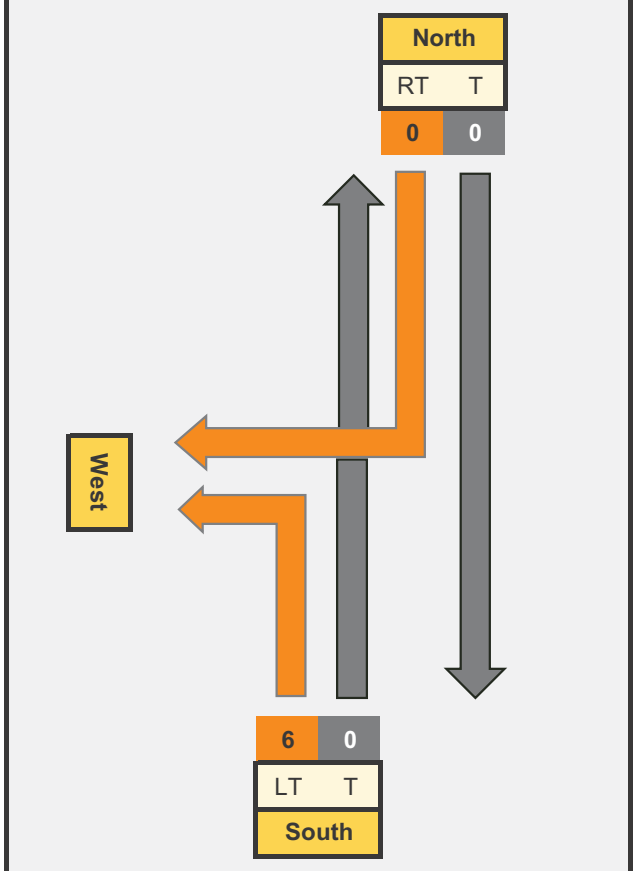
Peak Impact Month	Jun-25
Peak Impact Year	2025

Scenario 2: 2

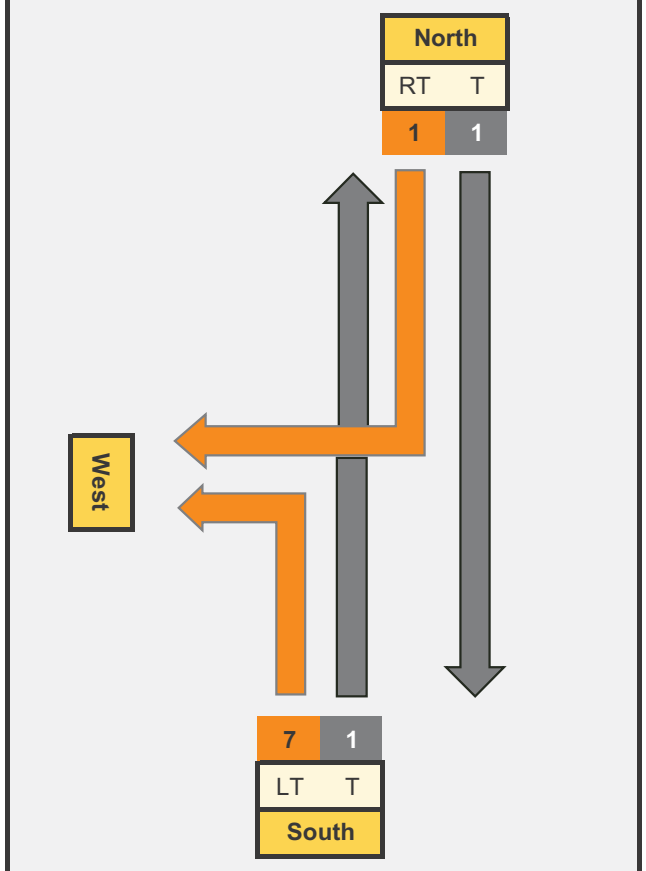
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	9	1
Left	1	7

Graph Terminolgy

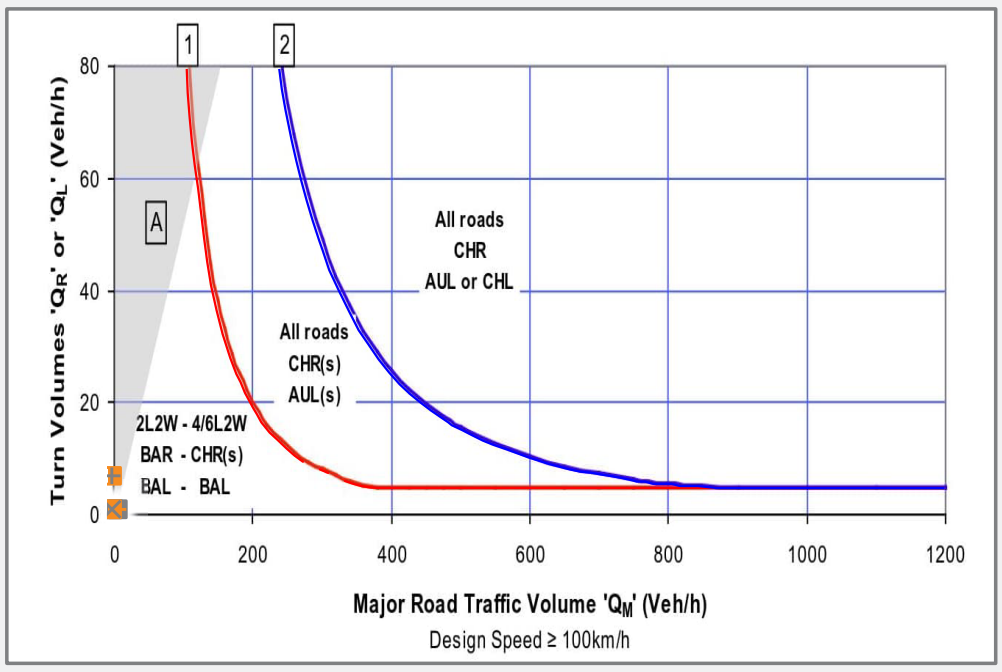
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	9	1
Left	1	7

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

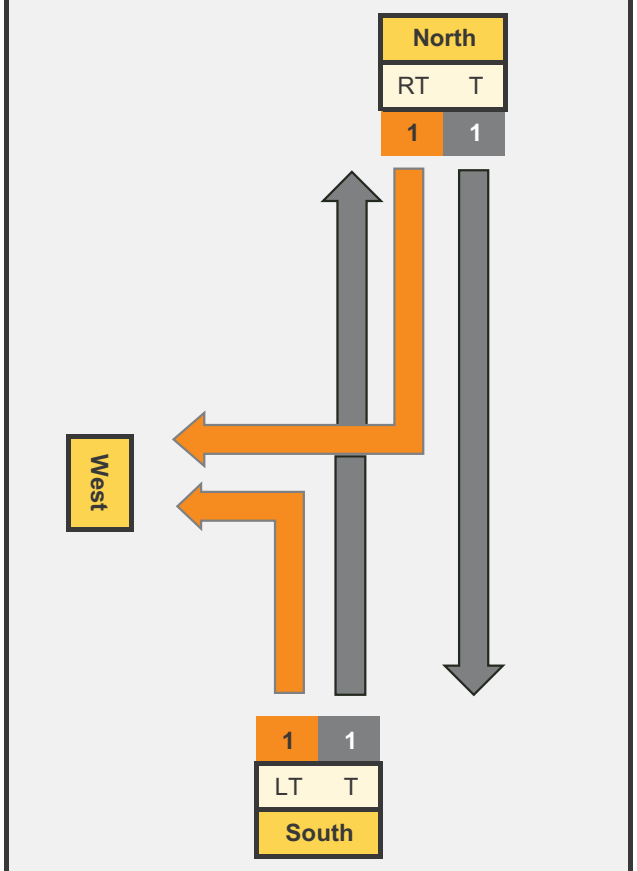
Intersection ID	X111
Intersection Name	Mosquito Creek Road/Grays Road

Speed	100			
Existing Treatment	L	-	R	-

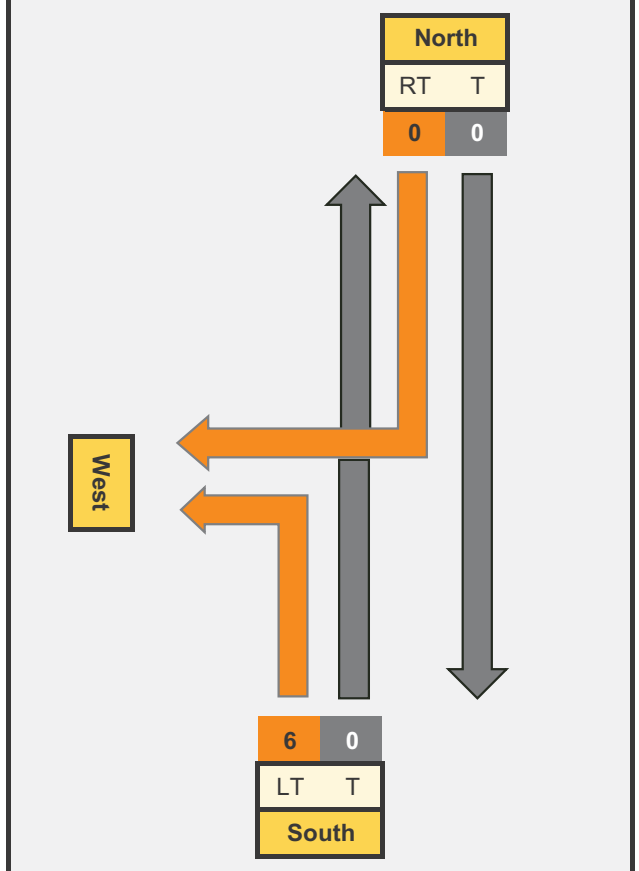
Peak Impact Month	Jun-25
Peak Impact Year	2025

Scenario 1: 1

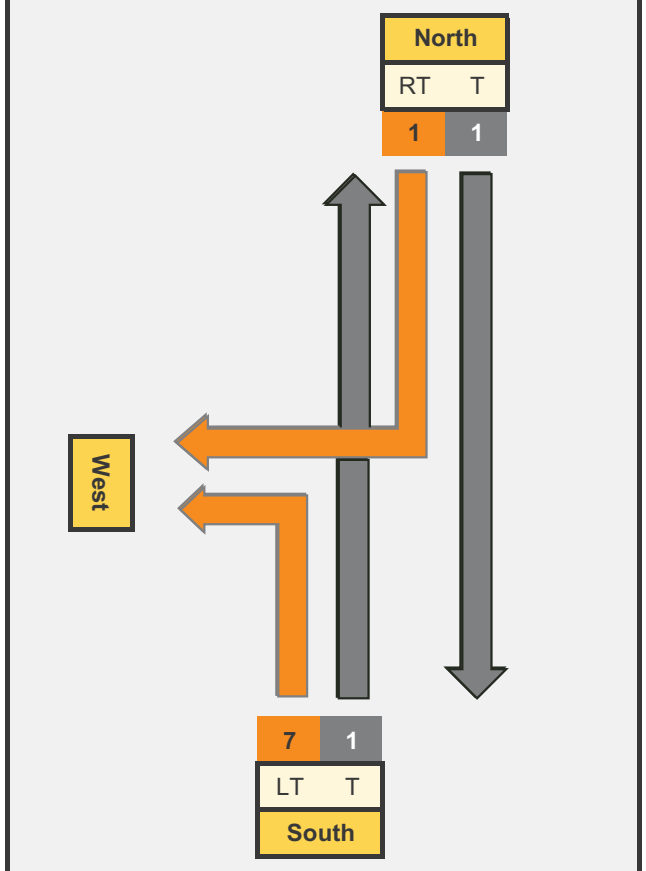
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	9	1
Left	1	7

Graph Terminolgy

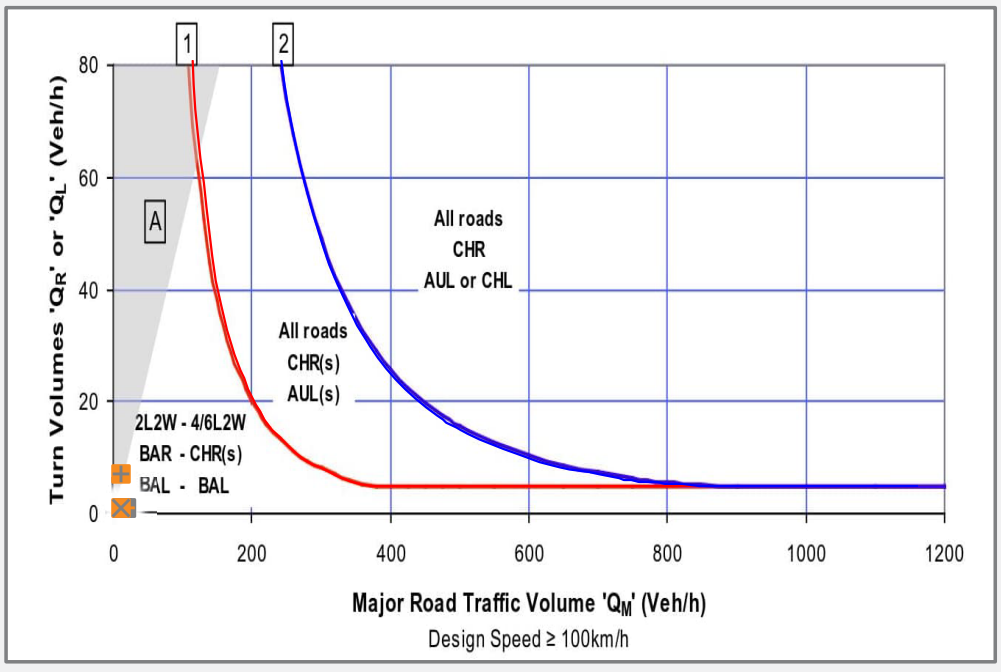
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	9	1
Left	1	7

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

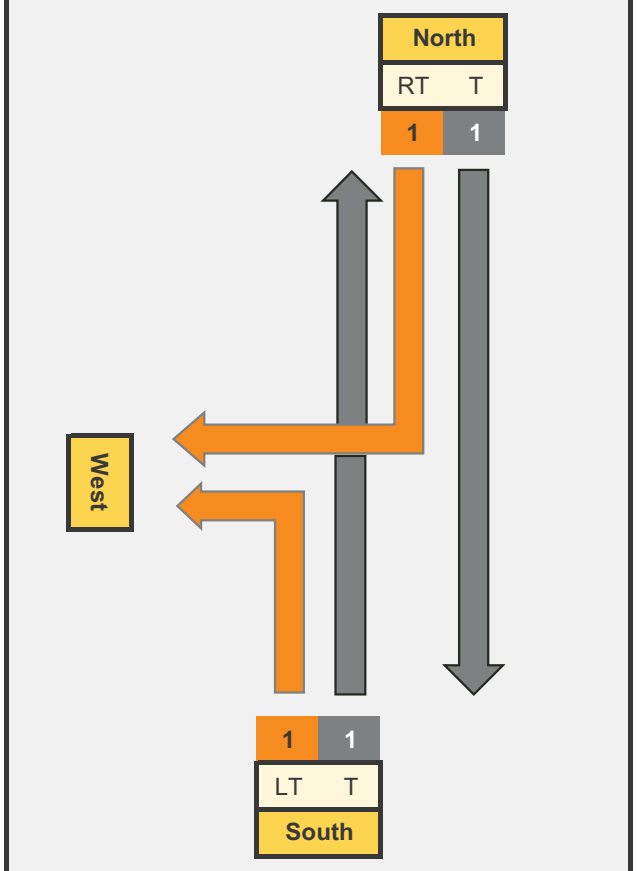
Intersection ID	X111
Intersection Name	Mosquito Creek Road/Grays Road

Speed	100			
Existing Treatment	L	-	R	-

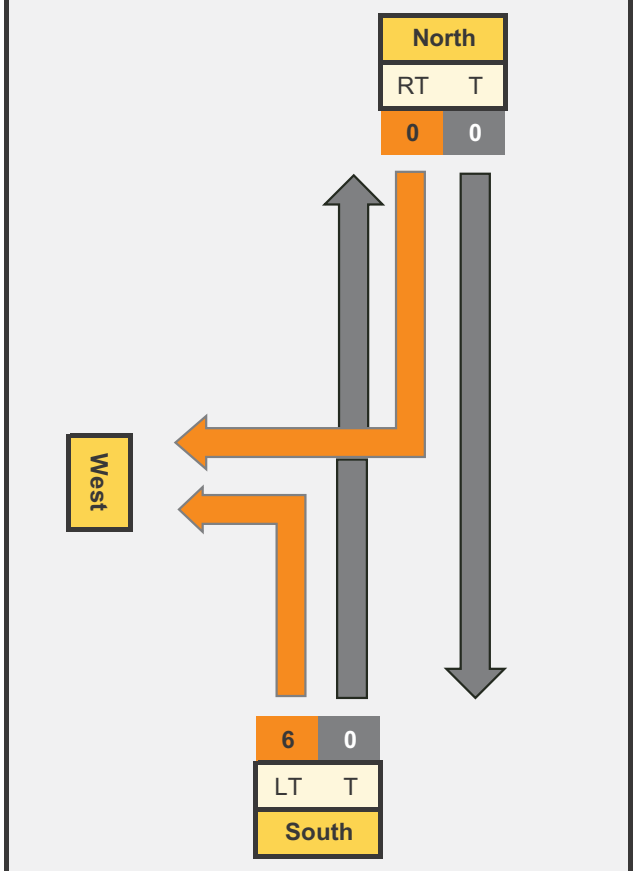
Peak Impact Month	Jun-25
Peak Impact Year	2025

Scenario 2: 2

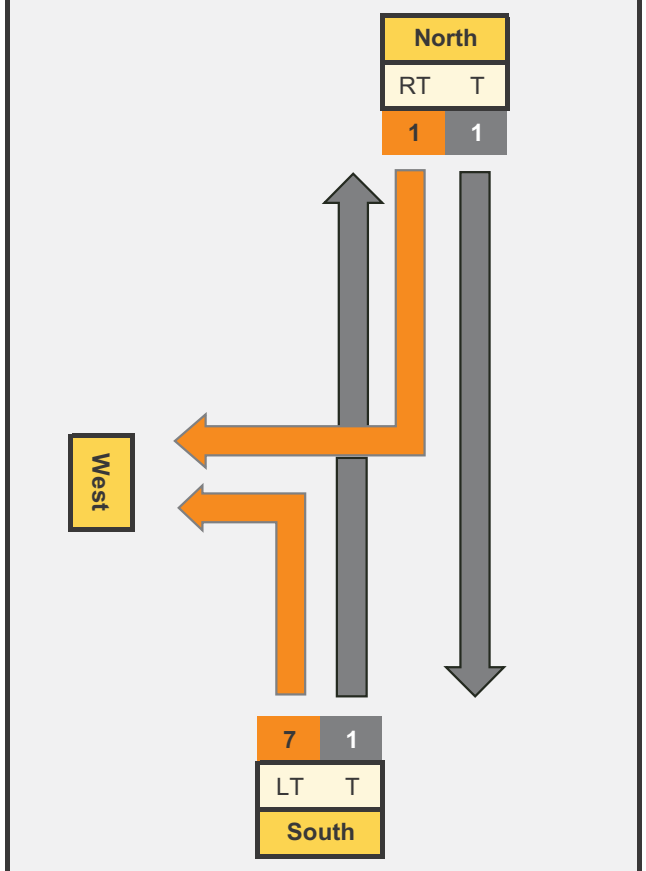
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	9	1
Left	1	7

Graph Terminolgy

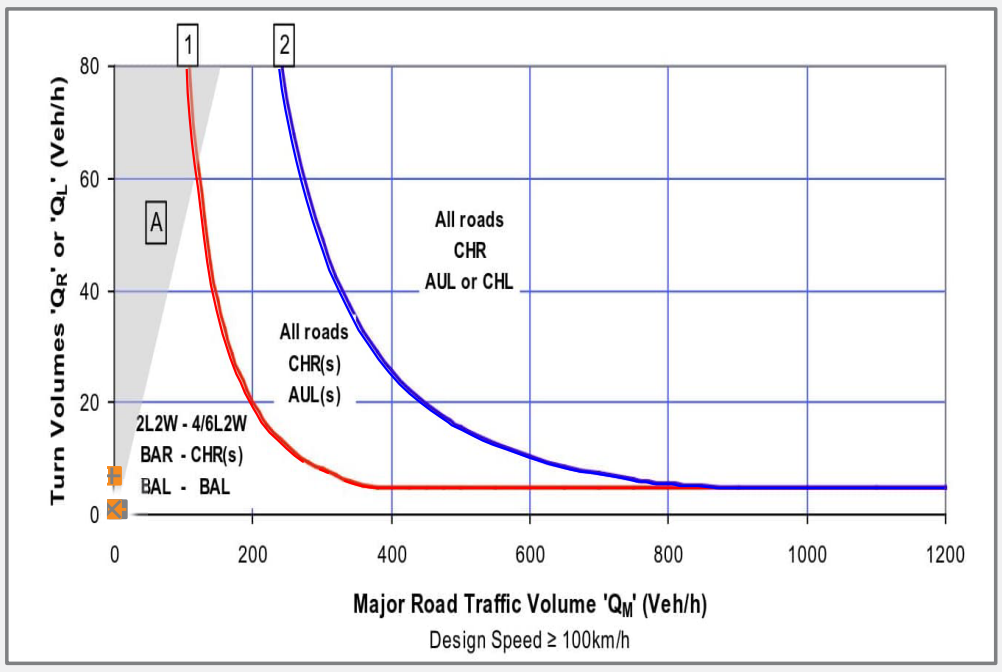
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	9	1
Left	1	7

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

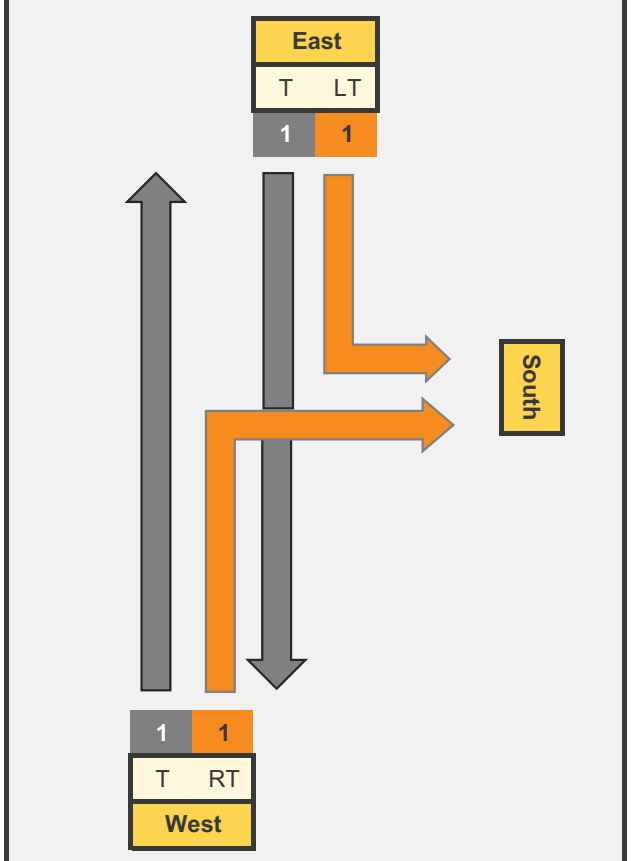
Intersection ID	X112
Intersection Name	Suttons Road/Unnamed Road

Speed	100			
Existing Treatment	L	-	R	-

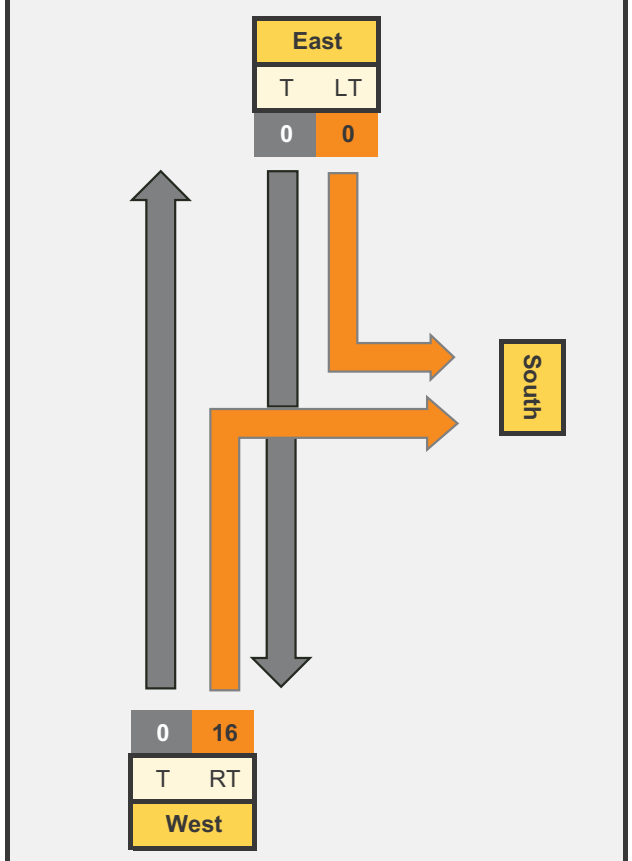
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 1: 1

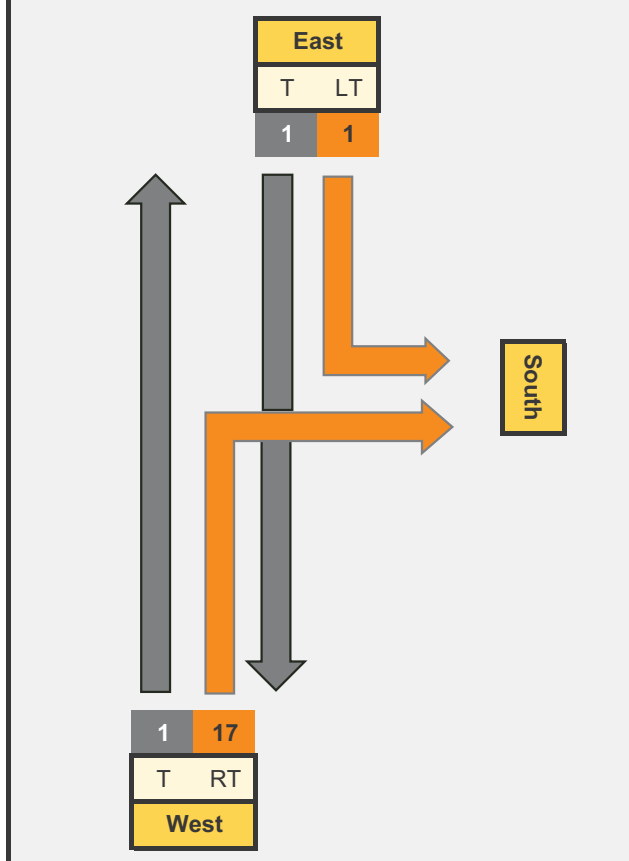
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	17
Left	1	1

Graph Terminolgy

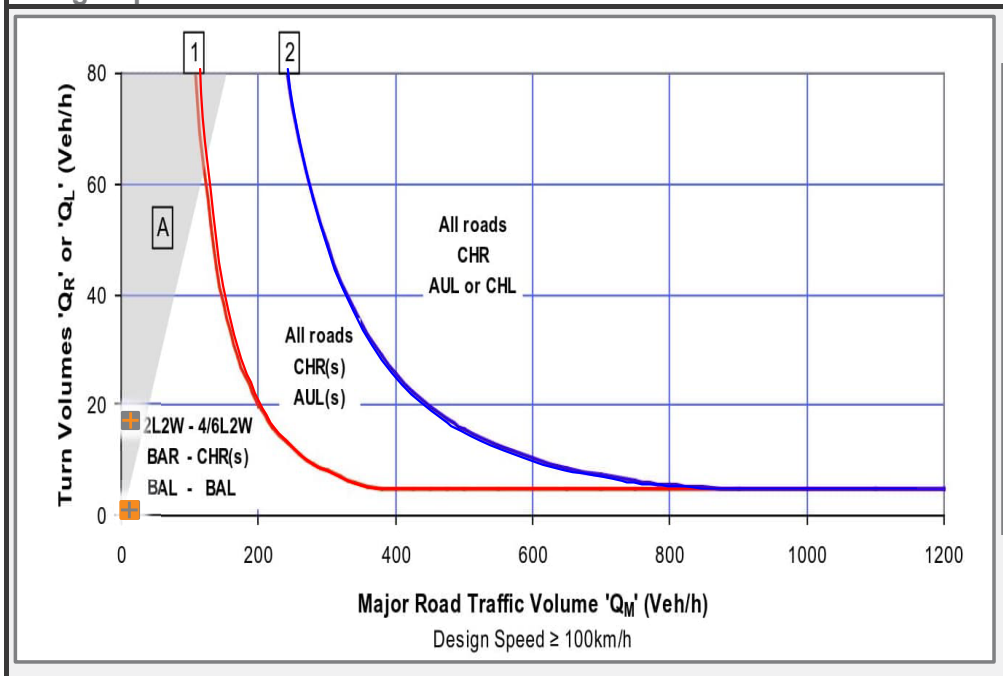
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	17
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

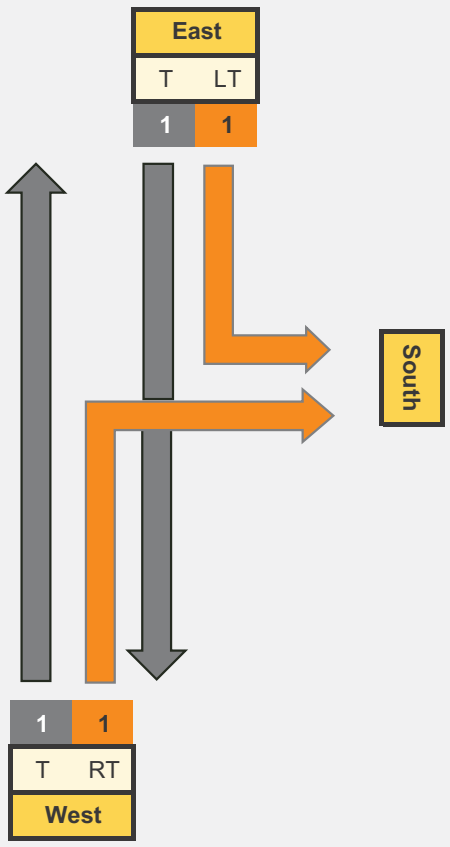
Intersection ID	X112
Intersection Name	Suttons Road/Unnamed Road

Speed	100			
Existing Treatment	L	-	R	-

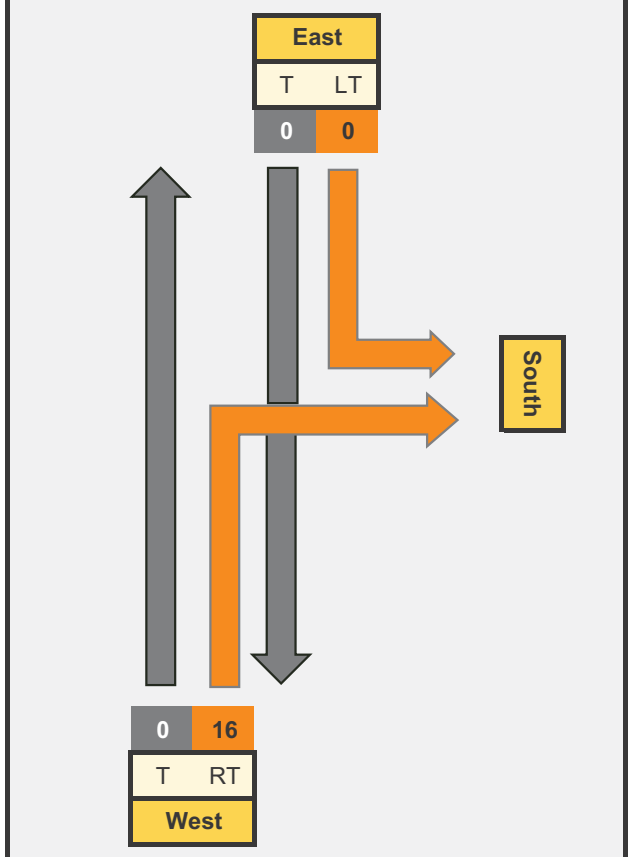
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 2: 2

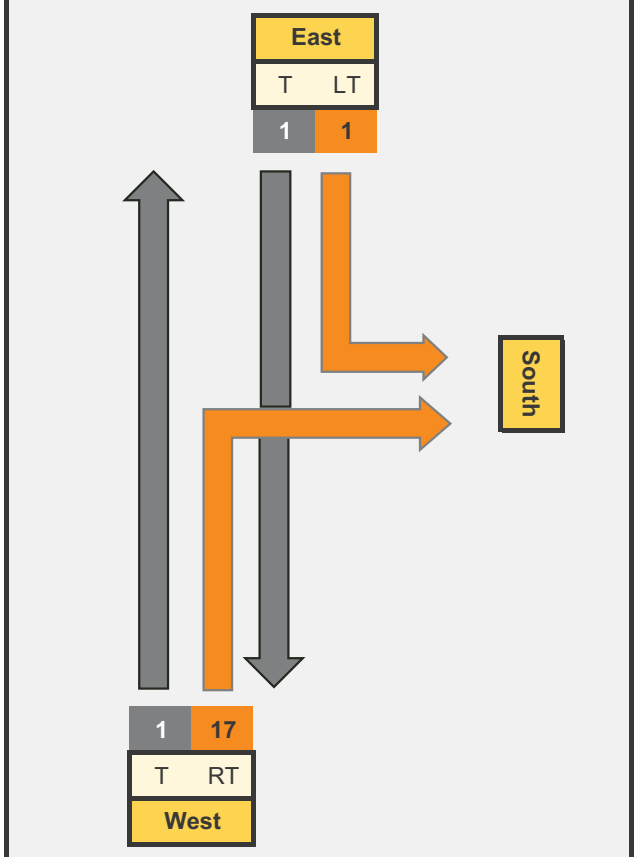
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



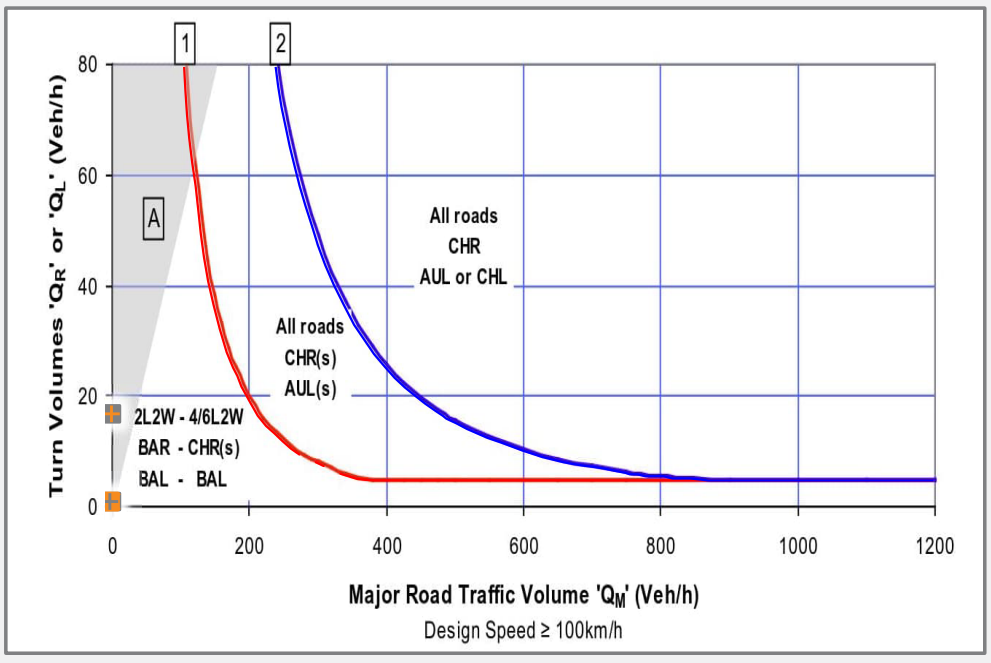
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	17
Left	1	1

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	17
Left	1	1

Intersection Code	3D

Time Period	PM

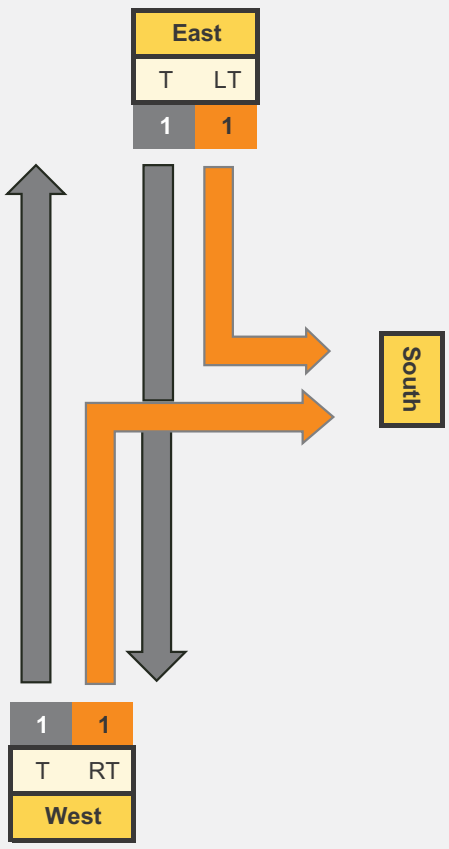
Intersection ID	X112
Intersection Name	Suttons Road/Unnamed Road

Speed	100			
Existing Treatment	L	-	R	-

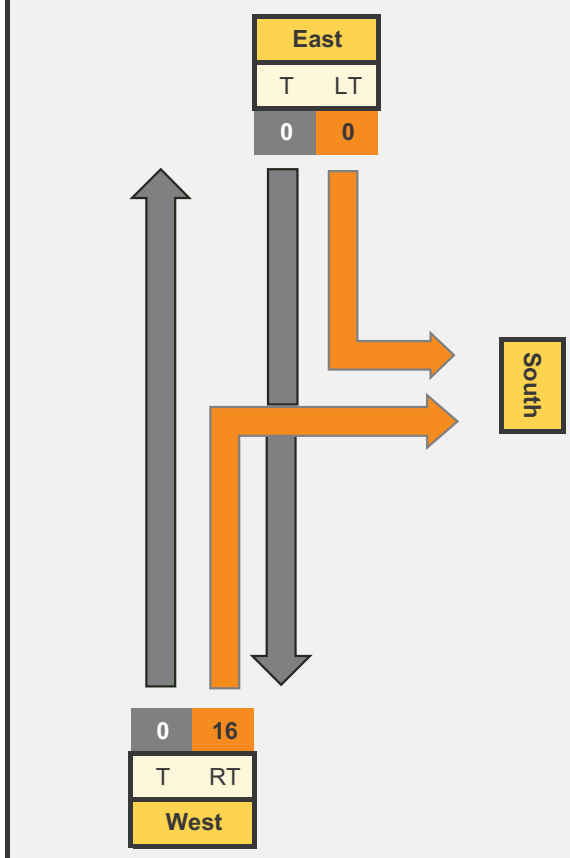
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 1: 1

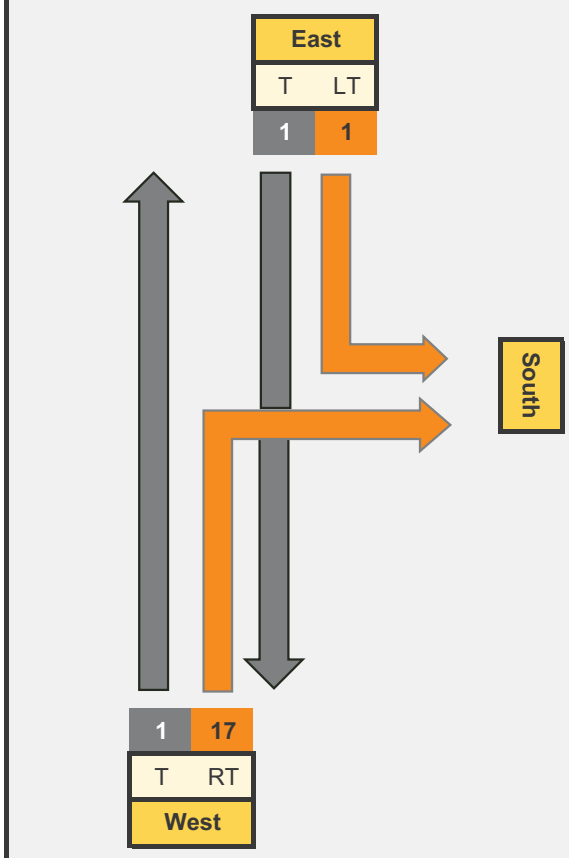
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	17
Left	1	1

Graph Terminolgy

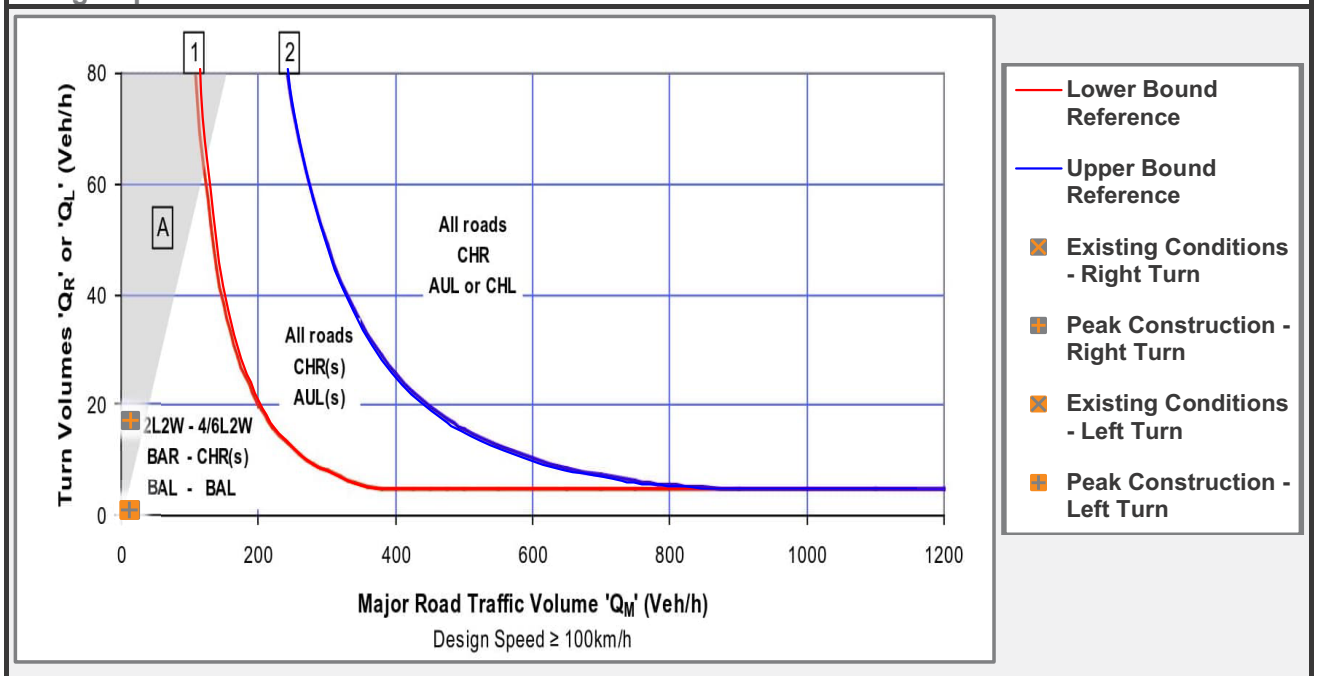
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	17
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

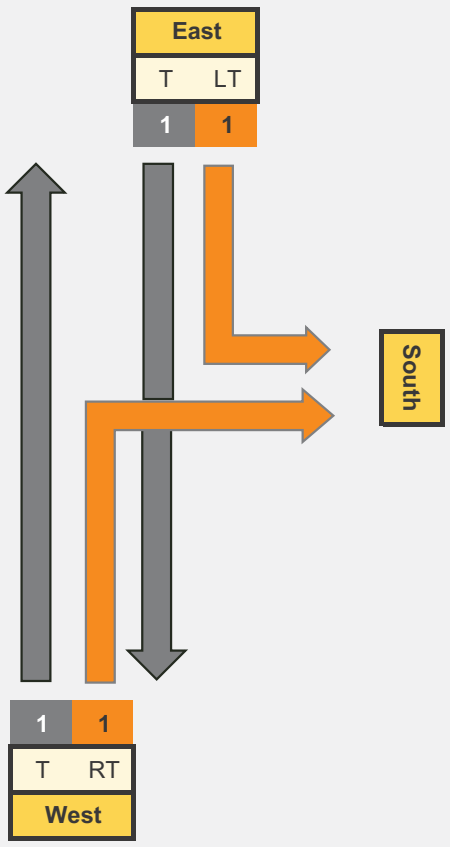
Intersection ID	X112
Intersection Name	Suttons Road/Unnamed Road

Speed	100			
Existing Treatment	L	-	R	-

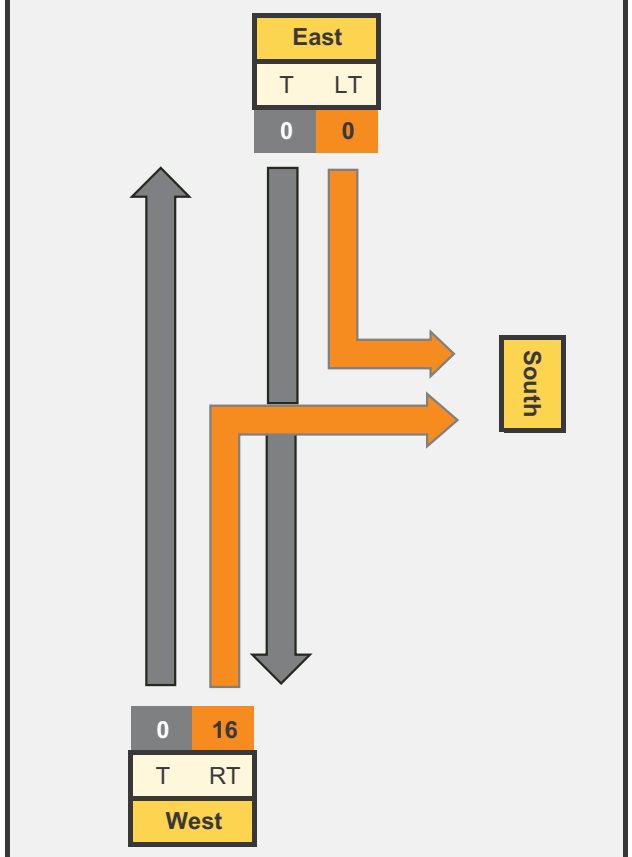
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 2: 2

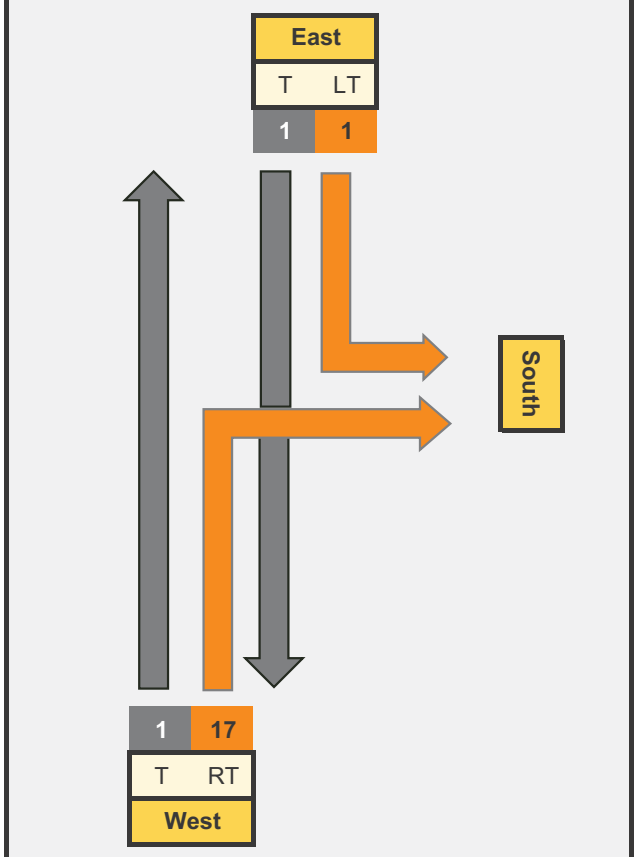
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



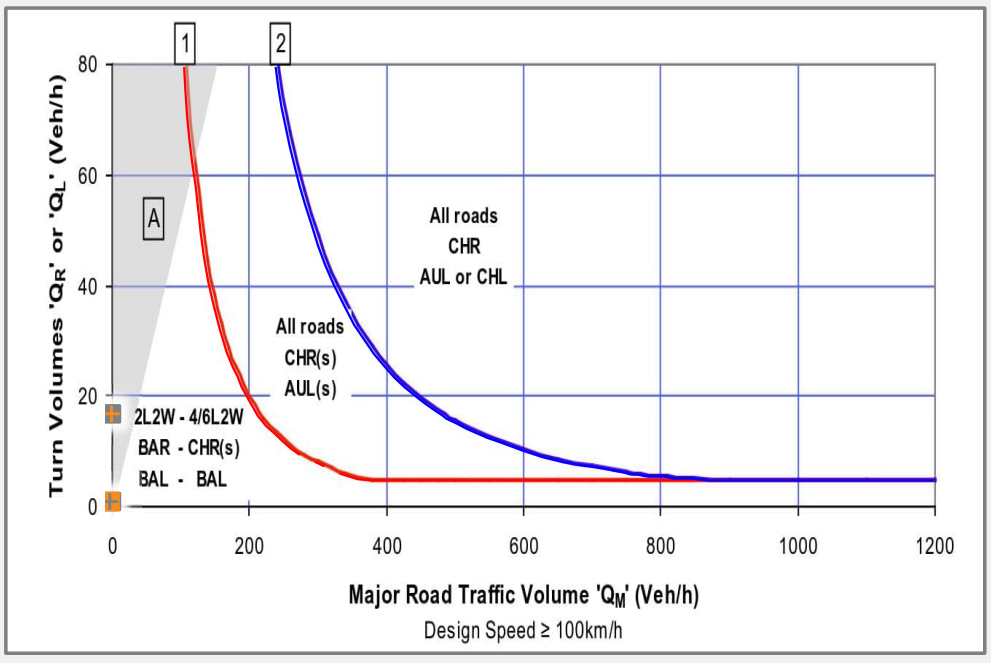
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	17
Left	1	1

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	17
Left	1	1

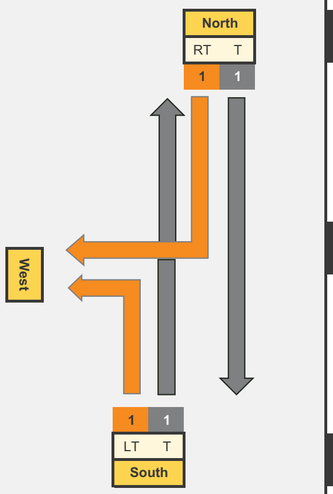
Intersection Code	4A
Intersection ID	X113
Intersection Name	Wondalli Kurumbul Road/Mooroobie Lane

Time Period	AM
Speed	100
Existing Treatment	L: BAL / R: BAR

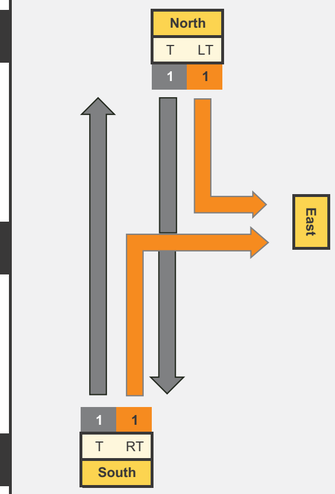
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

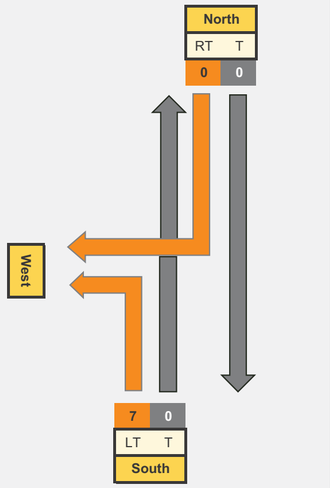
Peak Impact Year - Without Development Traffic



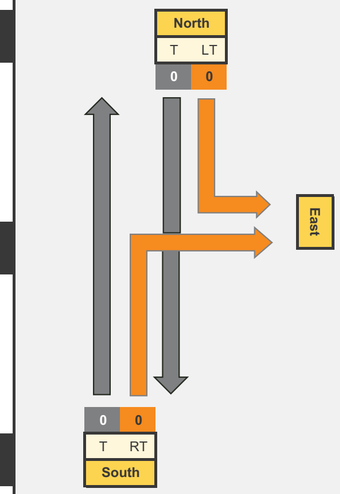
Peak Impact Year - Without Development Traffic



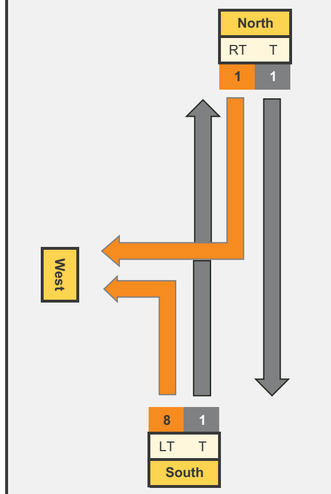
Peak Impact Year - Development Traffic



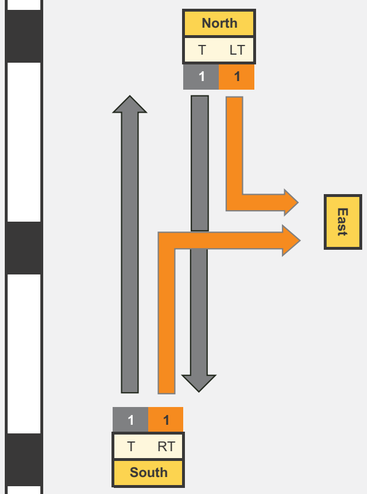
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	10	1
Left	1	8

Graph Terminolgy

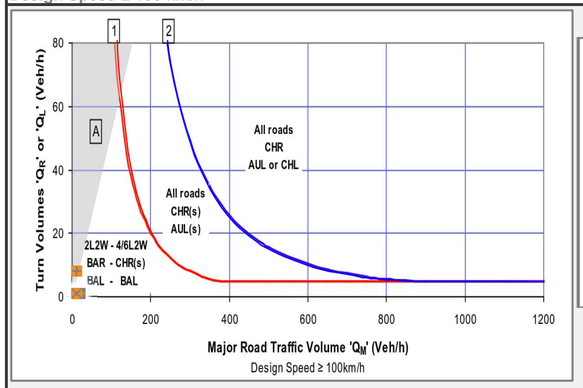
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	10	1
Left	1	8

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Graph Terminolgy

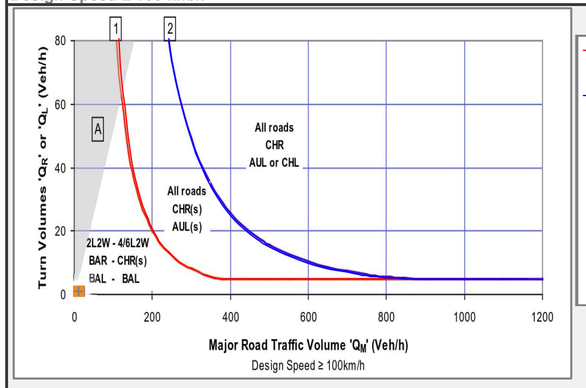
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

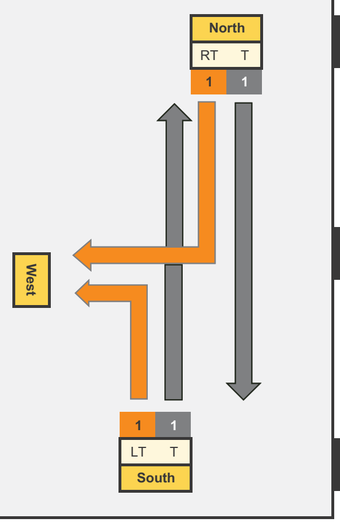
Intersection Code	4A
Intersection ID	X113
Intersection Name	Wondalli Kurumbul Road/Mooroobie Lane

Time Period	AM
Speed	100
Existing Treatment	L: BAL, R: BAR

Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	10	1
Left	1	8

Graph Terminolgy

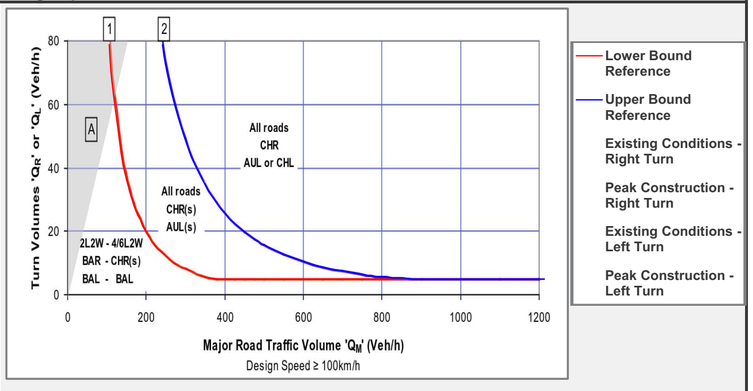
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	10	1
Left	1	8

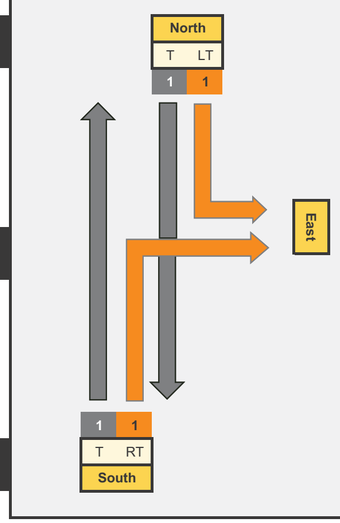
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Graph Terminolgy

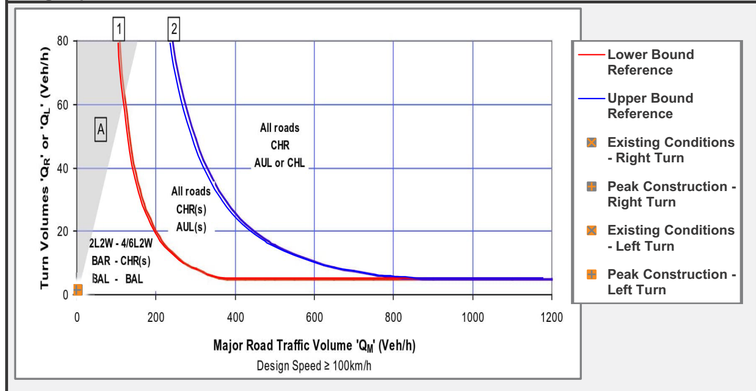
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

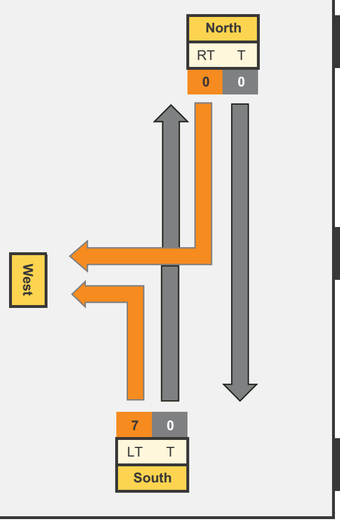
Graphing

Design Speed ≥ 100 km/h

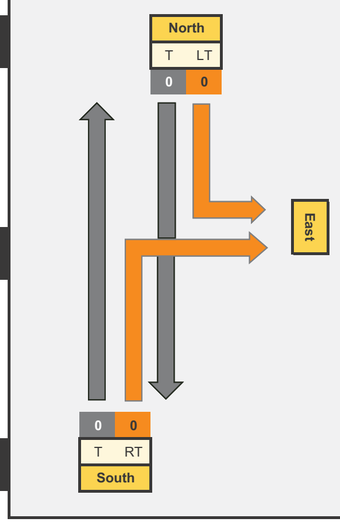


50 km/h < Design Speed < 100 km/h

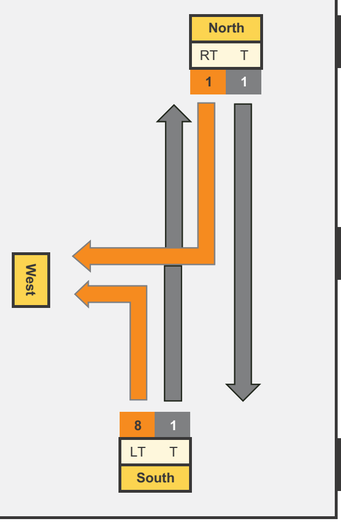
Peak Impact Year - Development Traffic



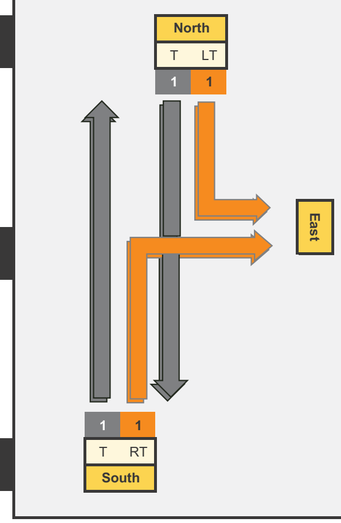
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



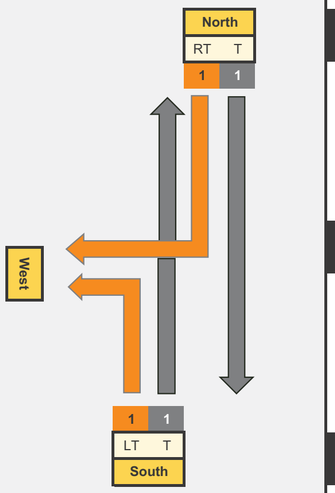
Intersection Code	4A
Intersection ID	X113
Intersection Name	Wondalli Kurumbul Road/Mooroobie Lane

Time Period	PM
Speed	100
Existing Treatment	L BAL R BAR

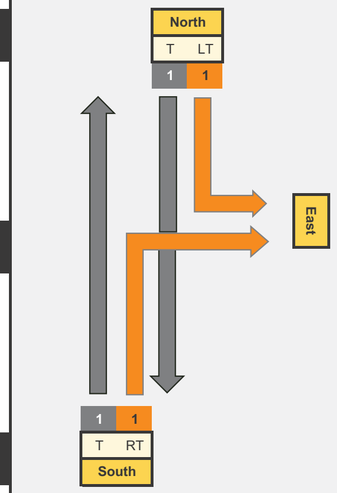
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

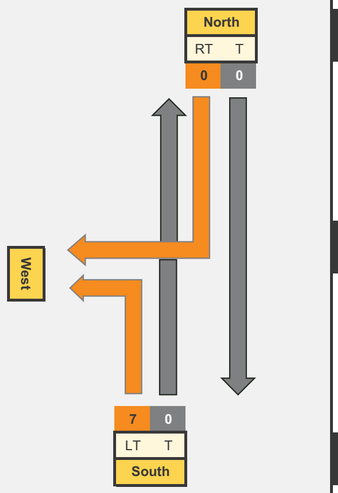
Peak Impact Year - Without Development Traffic



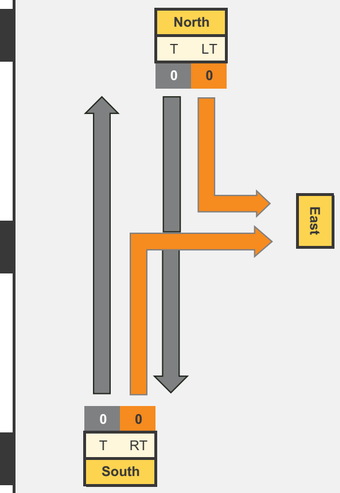
Peak Impact Year - Without Development Traffic



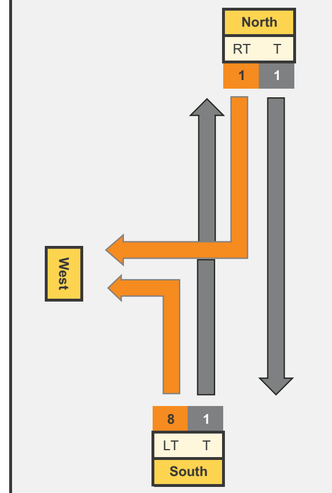
Peak Impact Year - Development Traffic



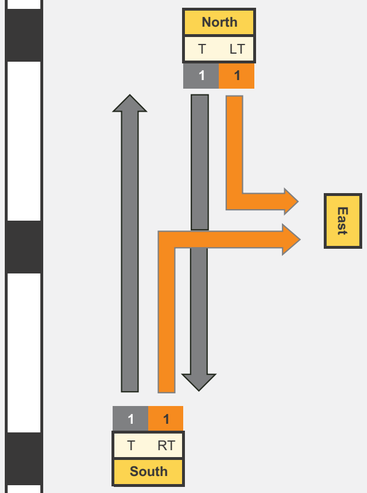
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	10	1
Left	1	8

Graph Terminolgy

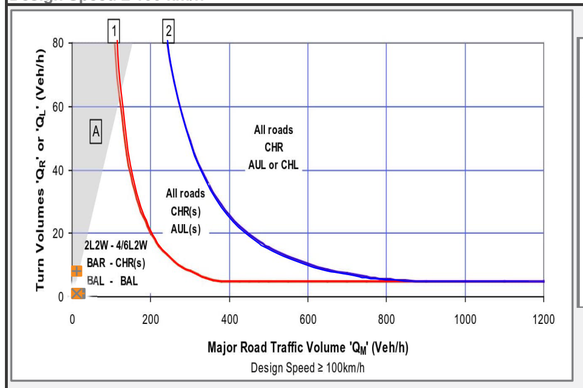
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	10	1
Left	1	8

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Graph Terminolgy

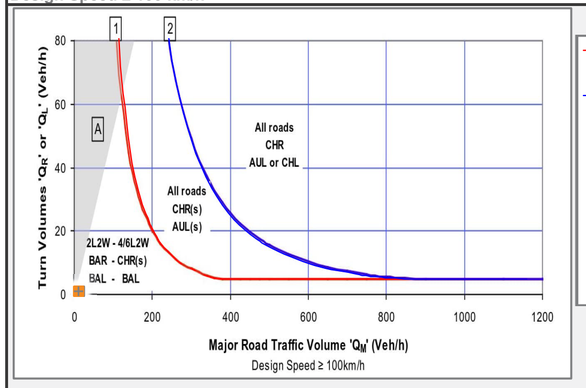
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

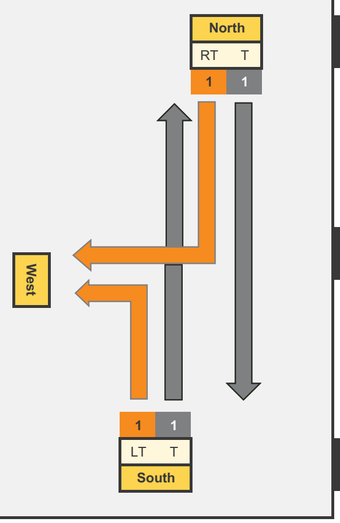
Intersection Code	4A
Intersection ID	X113
Intersection Name	Wondalli Kurumbul Road/Mooroobie Lane

Time Period	PM
Speed	100
Existing Treatment	L: BAL, R: BAR

Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	10	1
Left	1	8

Graph Terminolgy

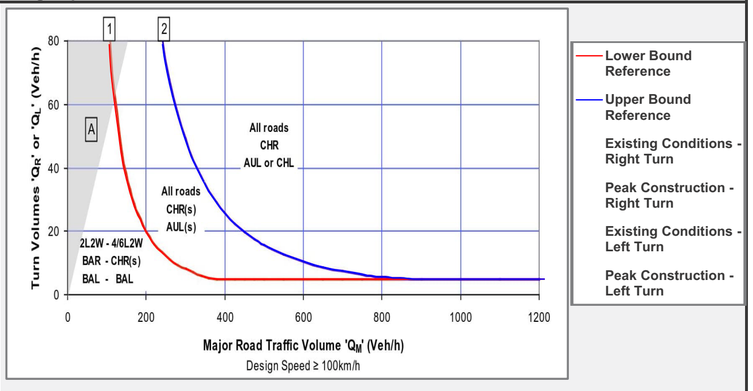
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	10	1
Left	1	8

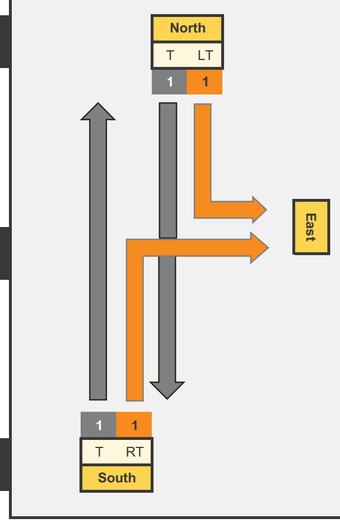
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
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Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Graph Terminolgy

Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
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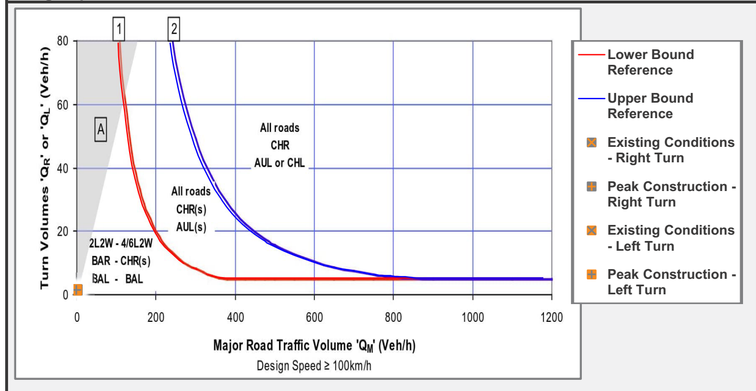
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

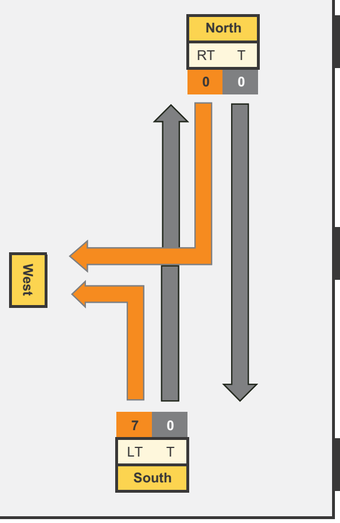
Graphing

Design Speed ≥ 100 km/h

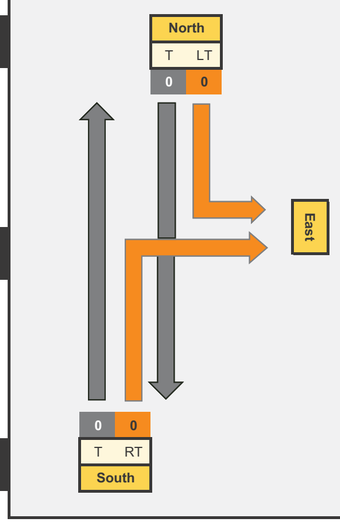


50 km/h < Design Speed < 100 km/h

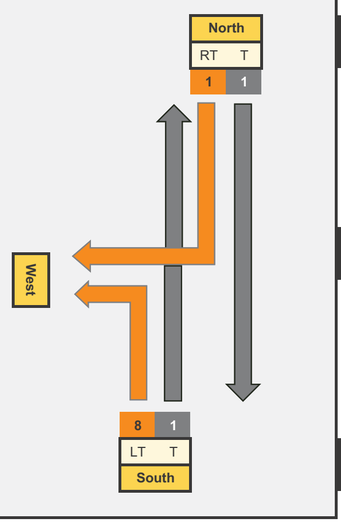
Peak Impact Year - Development Traffic



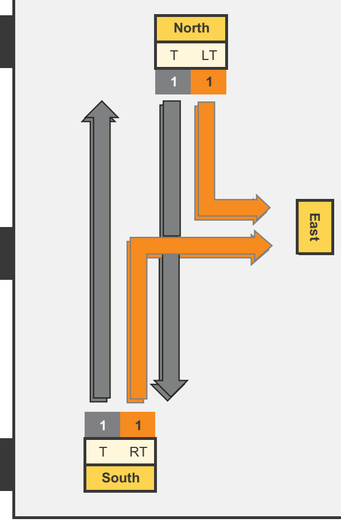
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Intersection Code	3C

Time Period	AM

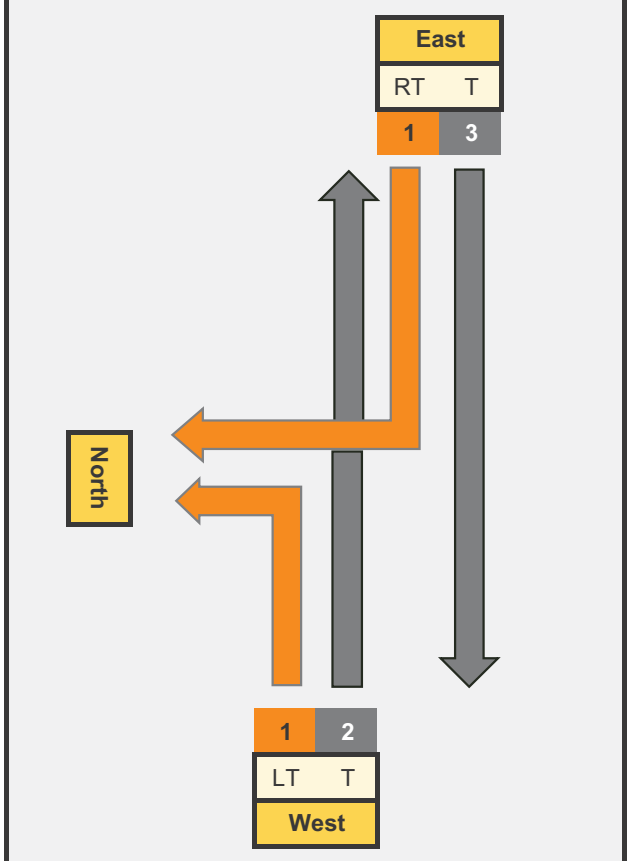
Intersection ID	X114
Intersection Name	Yelarbon Kurumbul Road/Queen Street South

Speed	100			
Existing Treatment	L	-	R	-

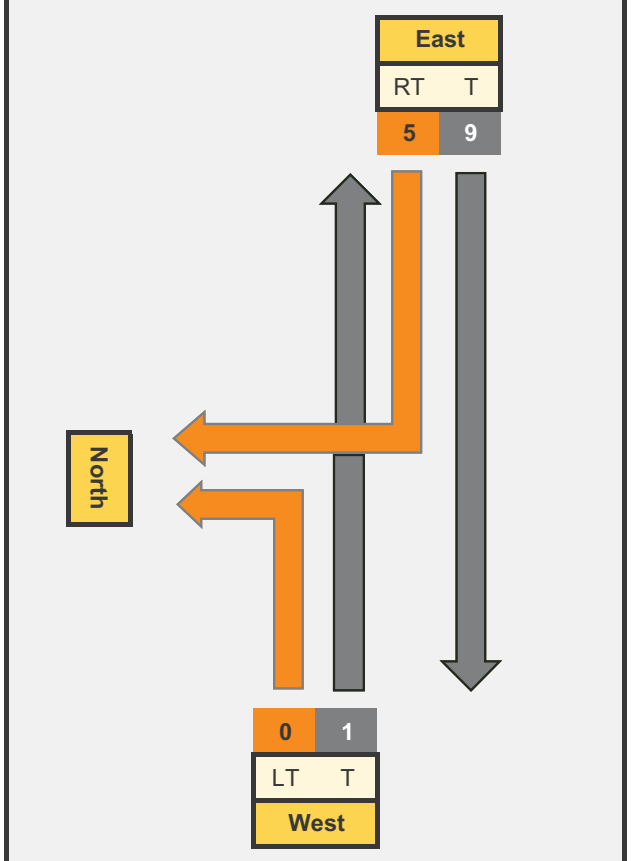
Peak Impact Month	Aug-24
Peak Impact Year	2024

Scenario 1: 1

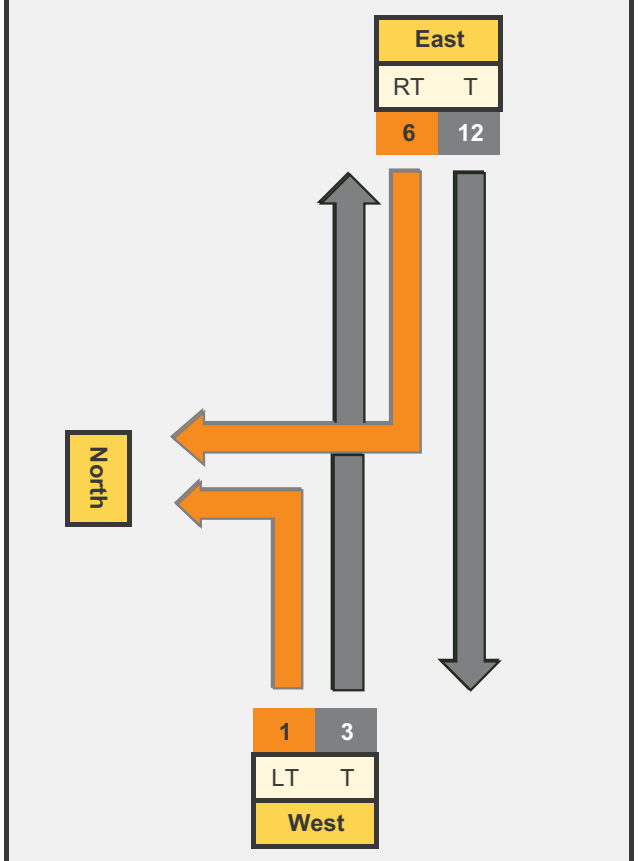
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	16	6
Left	3	1

Graph Terminolgy

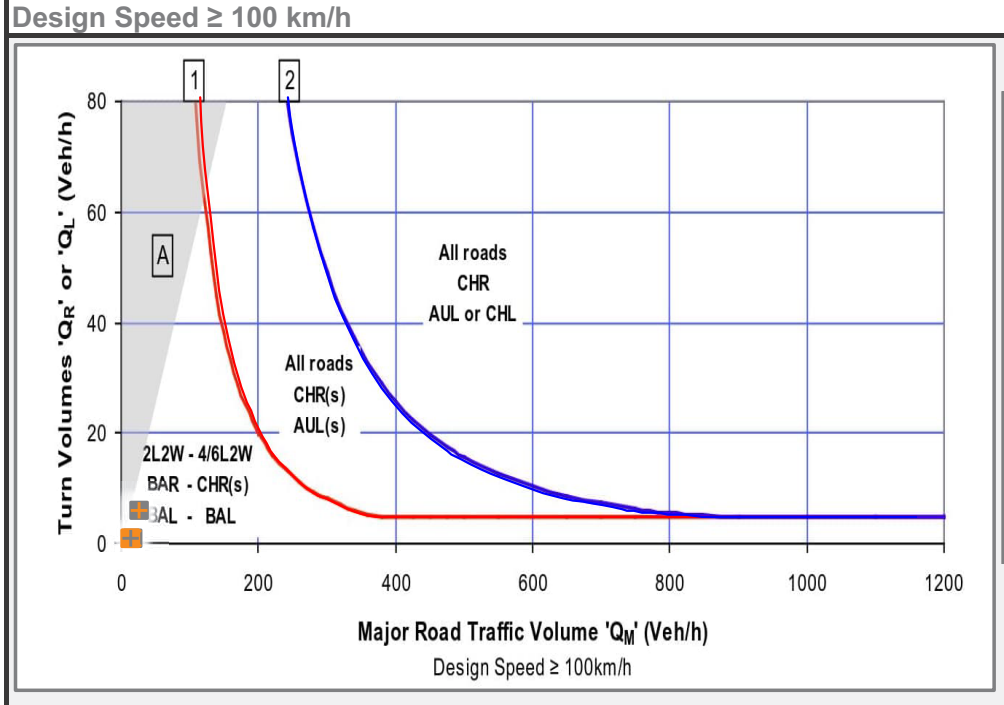
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	16	6
Left	3	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

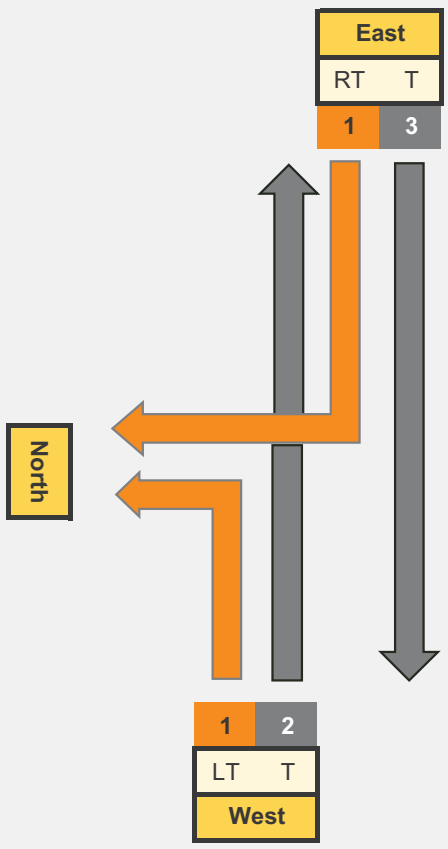
Intersection ID	X114
Intersection Name	Yelarbon Kurumbul Road/Queen Street South

Speed	100			
Existing Treatment	L	-	R	-

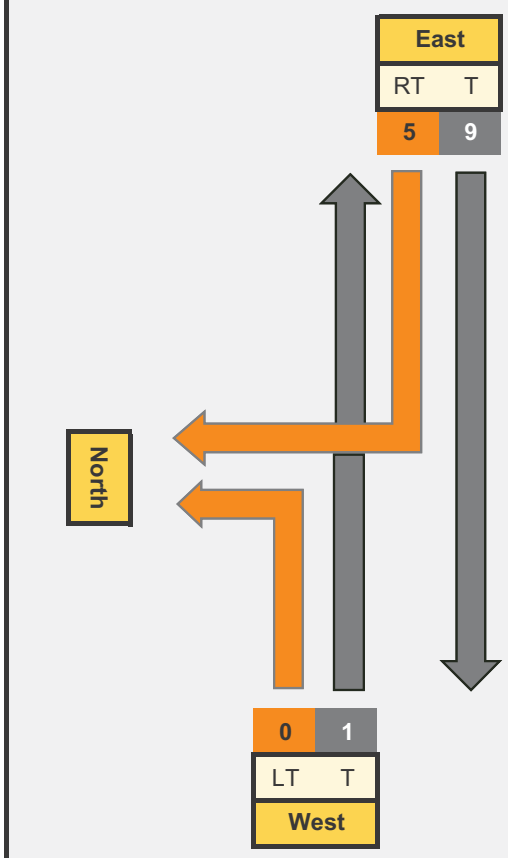
Peak Impact Month	Aug-24
Peak Impact Year	2024

Scenario 2: 2

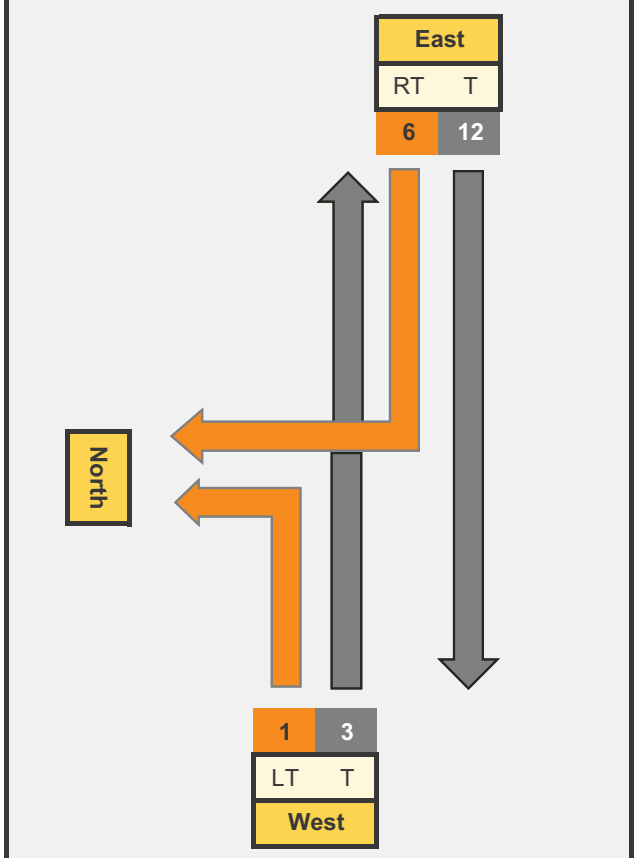
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	16	6
Left	3	1

Graph Terminolgy

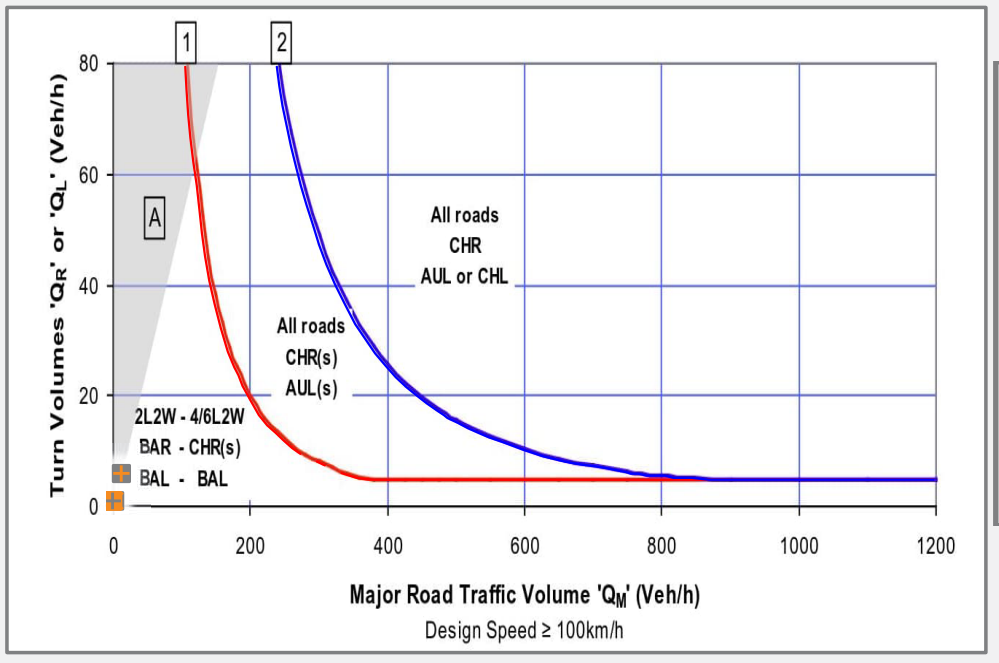
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	16	6
Left	3	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

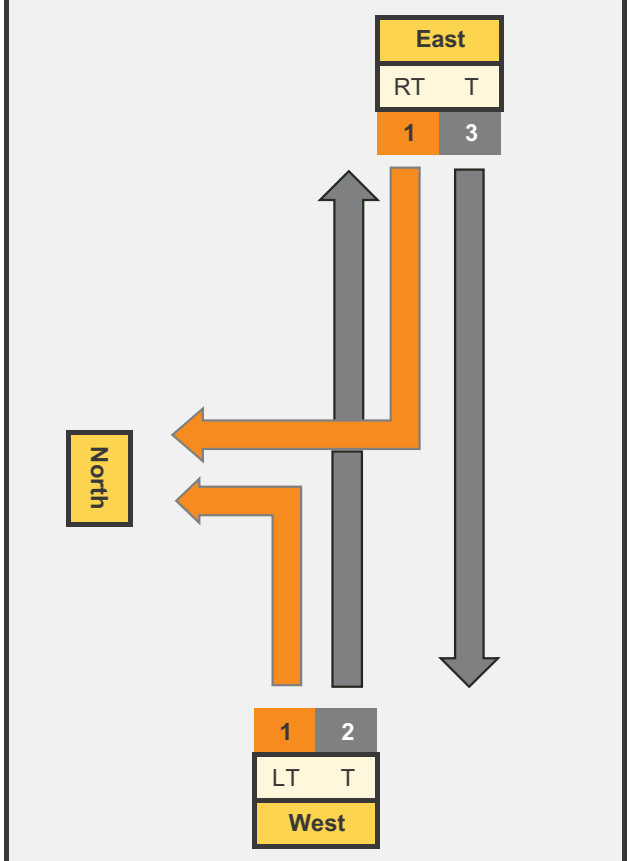
Intersection ID	X114
Intersection Name	Yelarbon Kurumbul Road/Queen Street South

Speed	100			
Existing Treatment	L	-	R	-

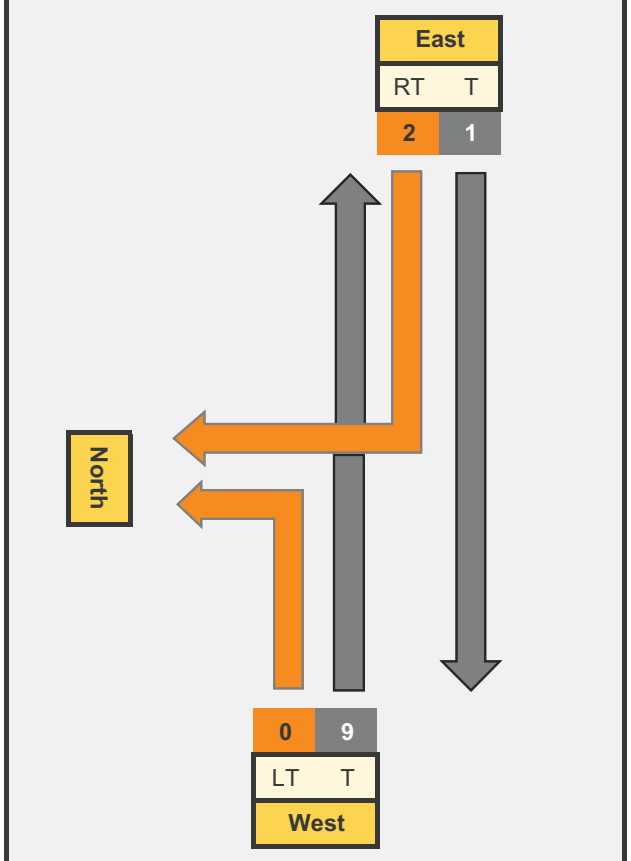
Peak Impact Month	Aug-24
Peak Impact Year	2024

Scenario 1: 1

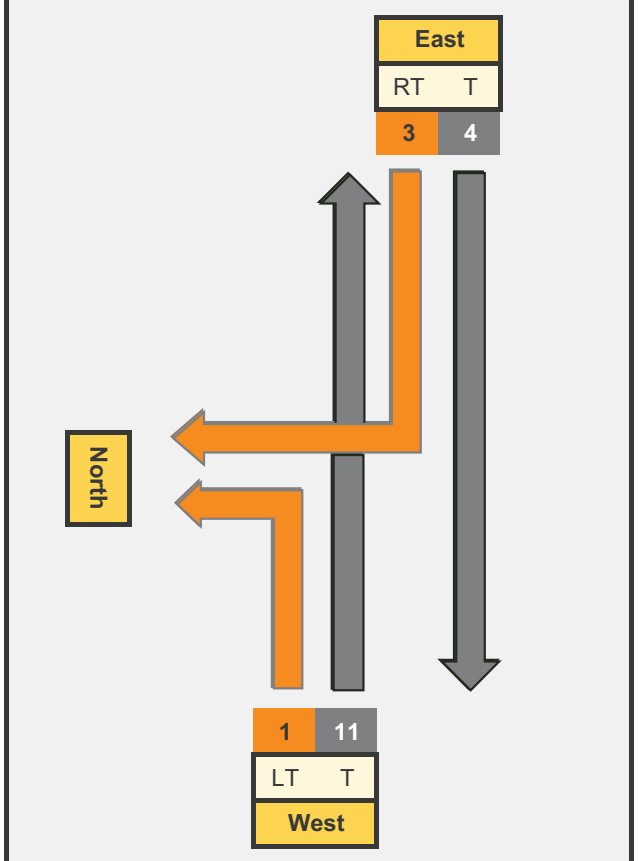
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	16	3
Left	11	1

Graph Terminolgy

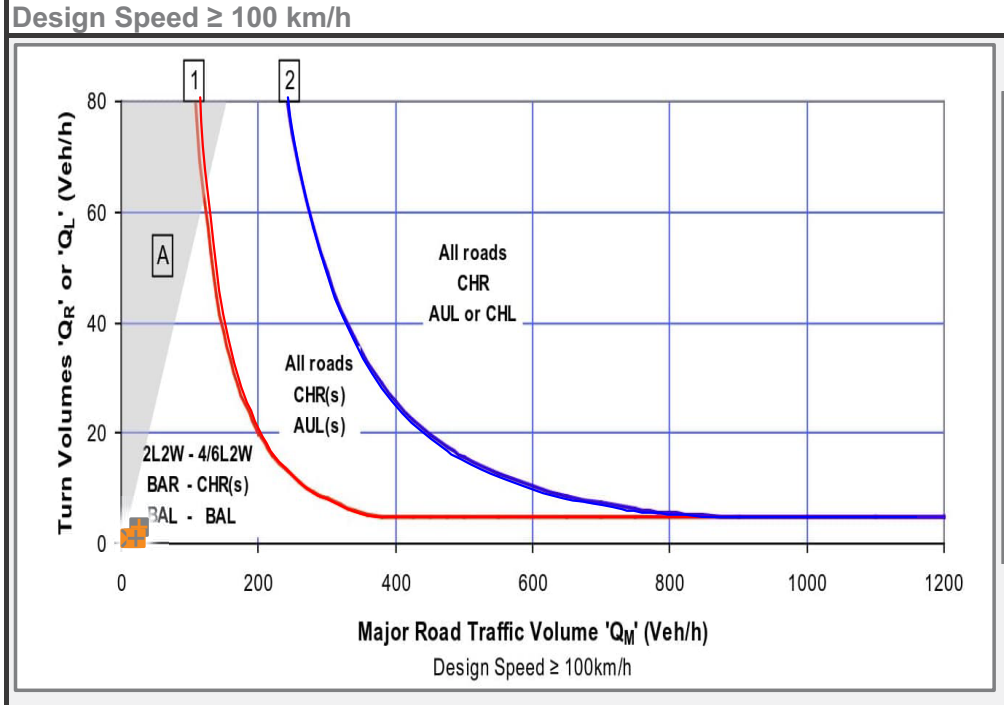
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	16	3
Left	11	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

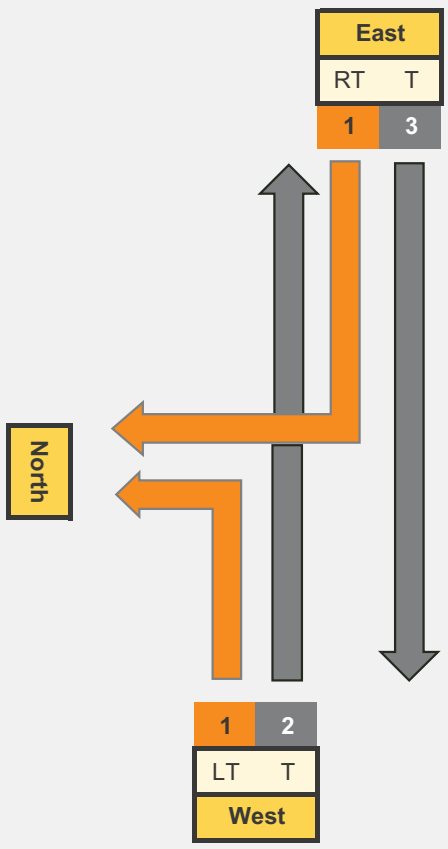
Intersection ID	X114
Intersection Name	Yelarbon Kurumbul Road/Queen Street South

Speed	100			
Existing Treatment	L	-	R	-

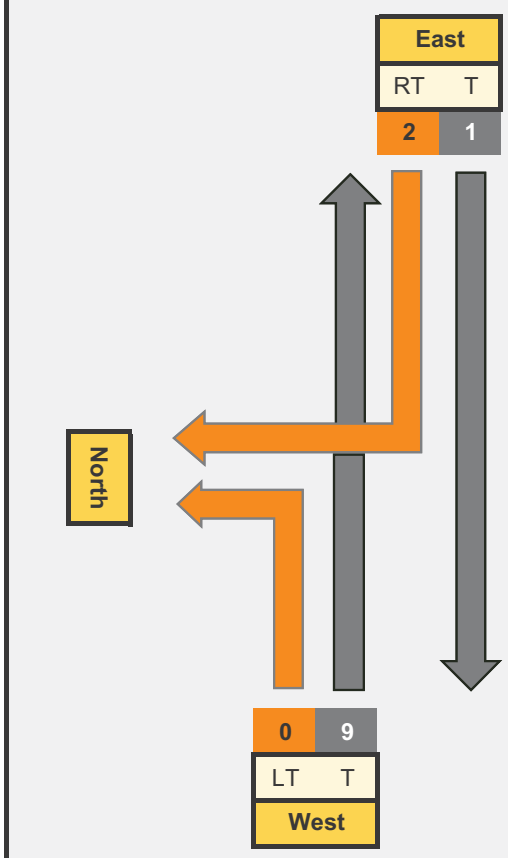
Peak Impact Month	Aug-24
Peak Impact Year	2024

Scenario 2: 2

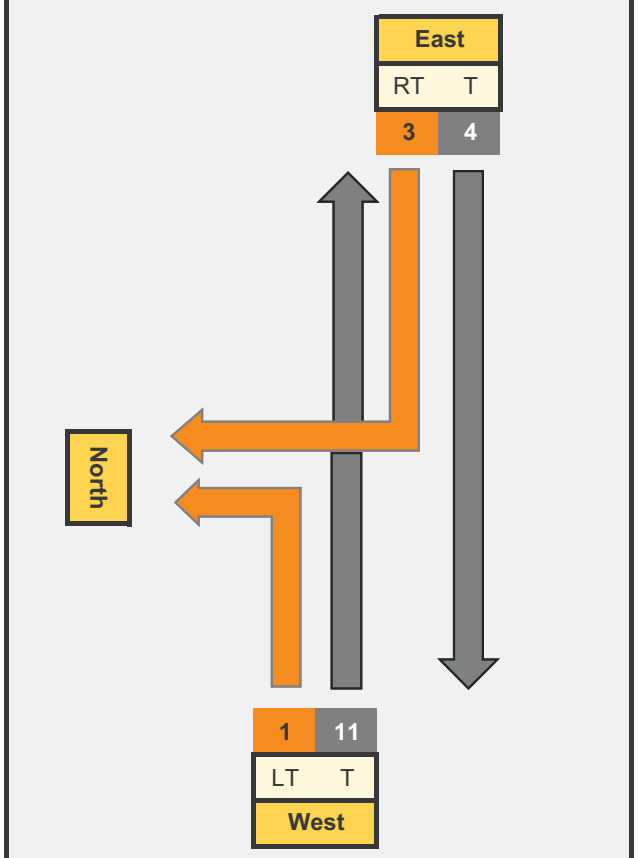
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	16	3
Left	11	1

Graph Terminolgy

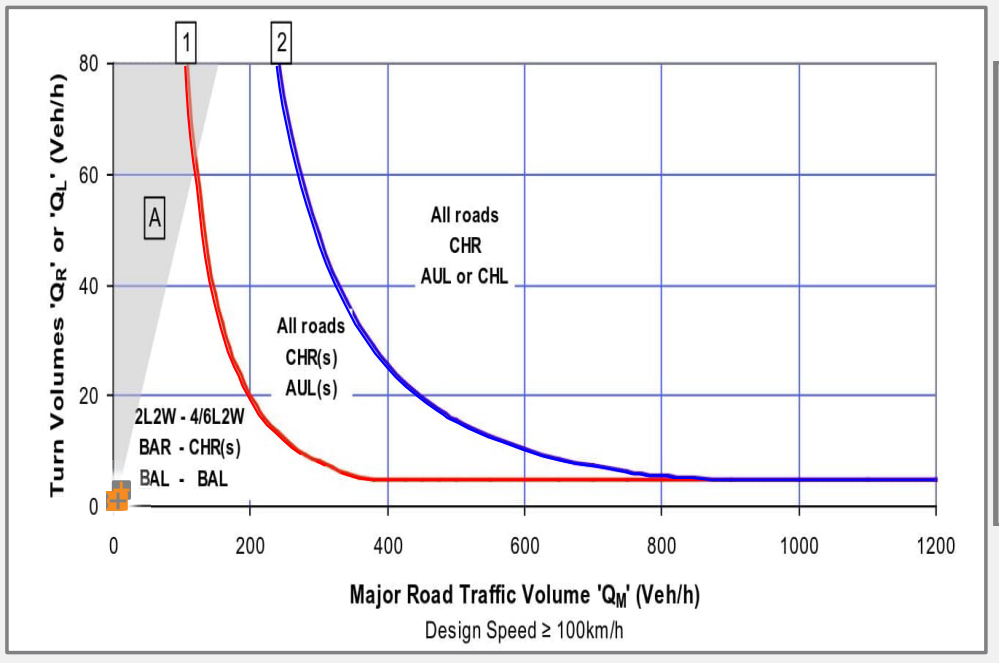
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	16	3
Left	11	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

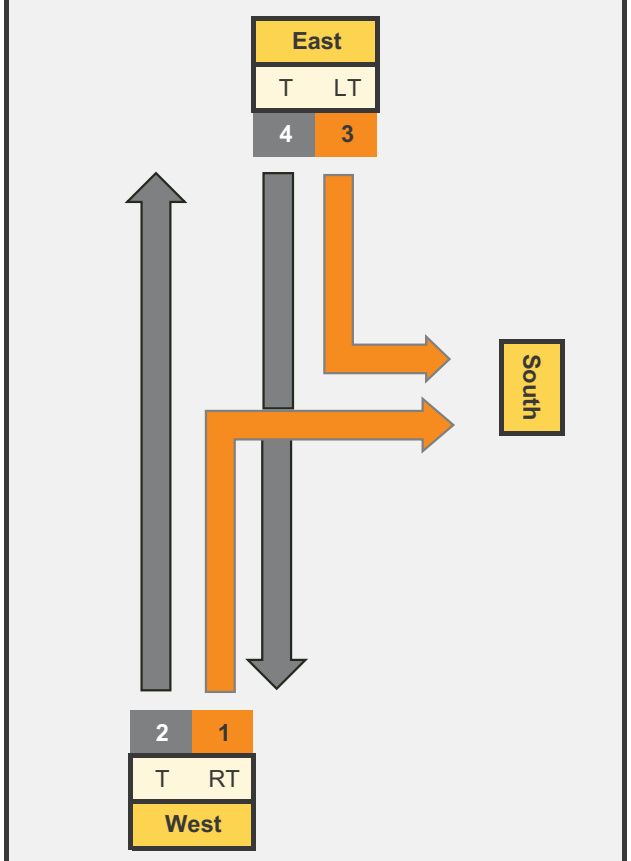
Intersection ID	X115
Intersection Name	Yelarbon Kurumbul Road/South Kurumbul Road

Speed	100			
Existing Treatment	L	-	R	-

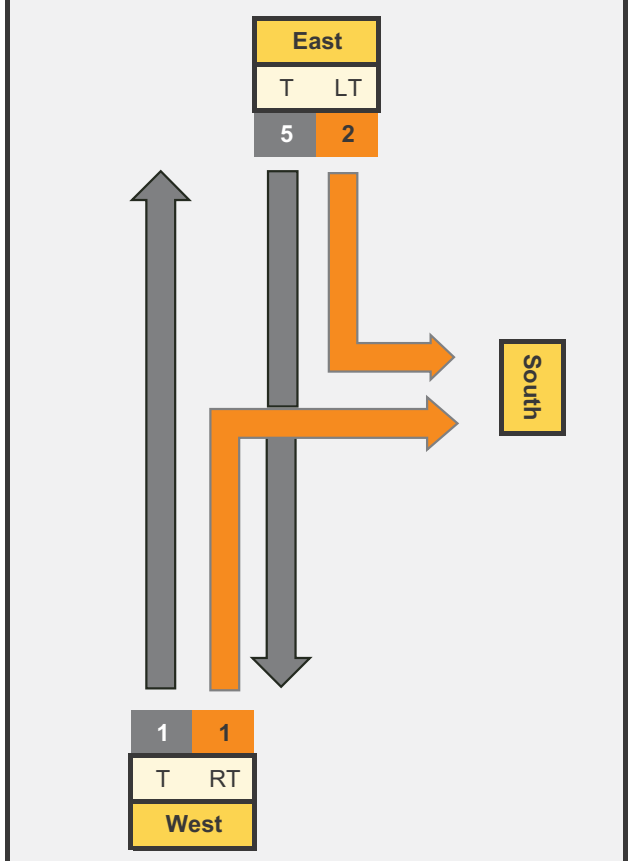
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

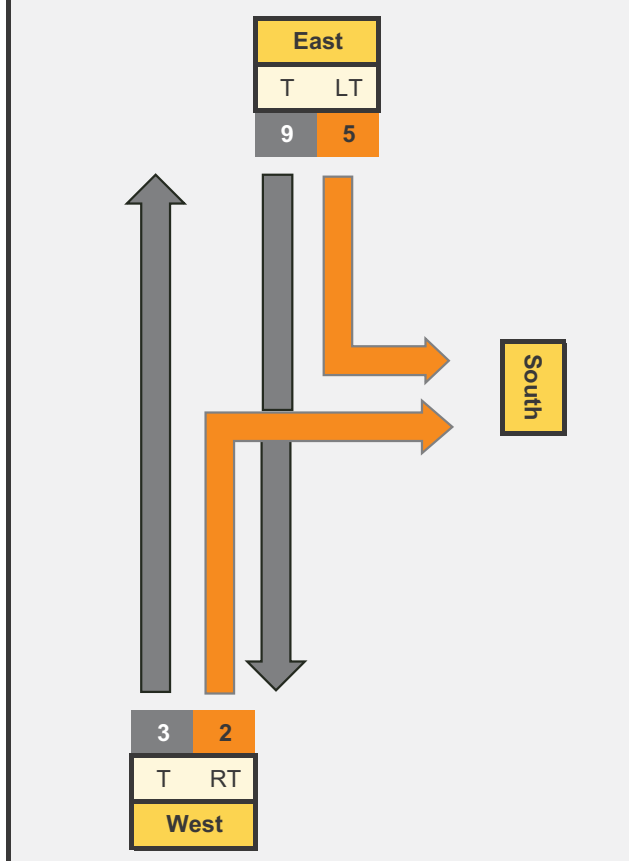
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	3
With Development Traffic		
Right	17	2
Left	9	5

Graph Terminolgy

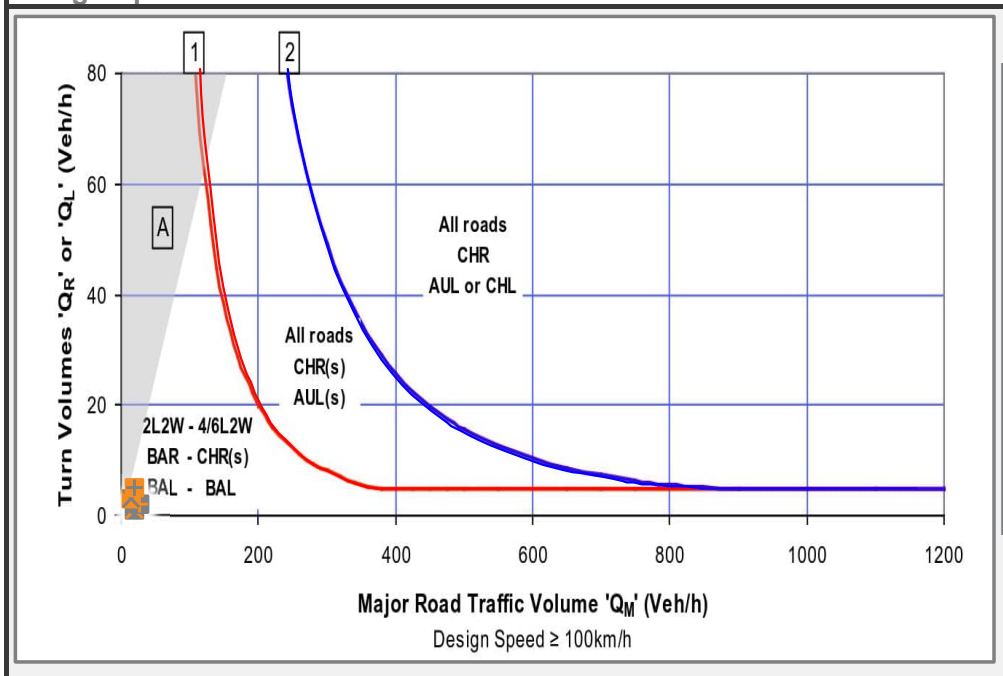
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	3
With Development Traffic		
Right	17	2
Left	9	5

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

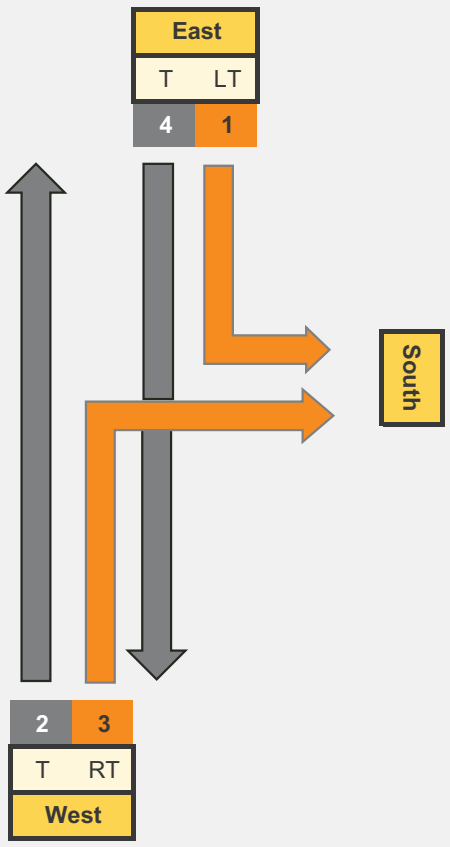
Intersection ID	X115
Intersection Name	Yelarbon Kurumbul Road/South Kurumbul Road

Speed	100			
Existing Treatment	L	-	R	-

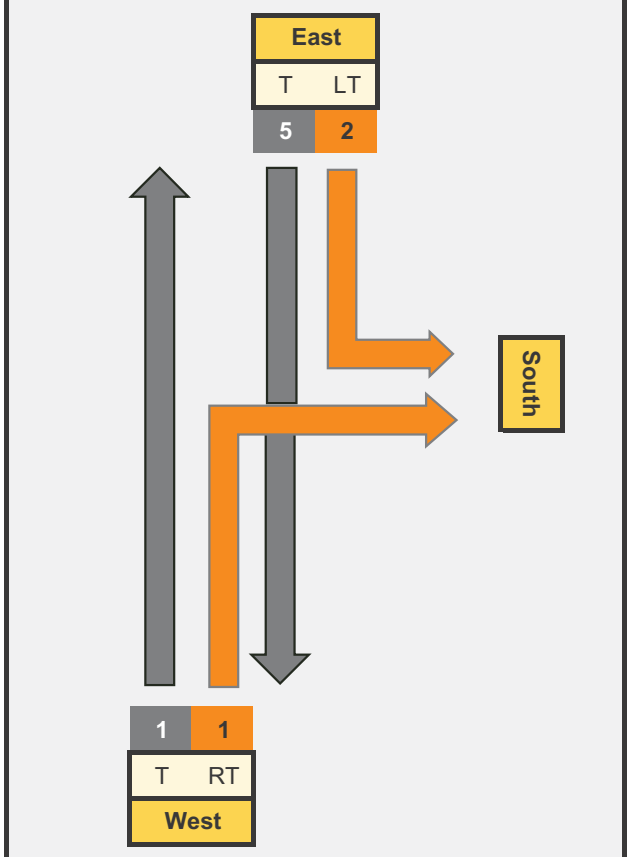
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

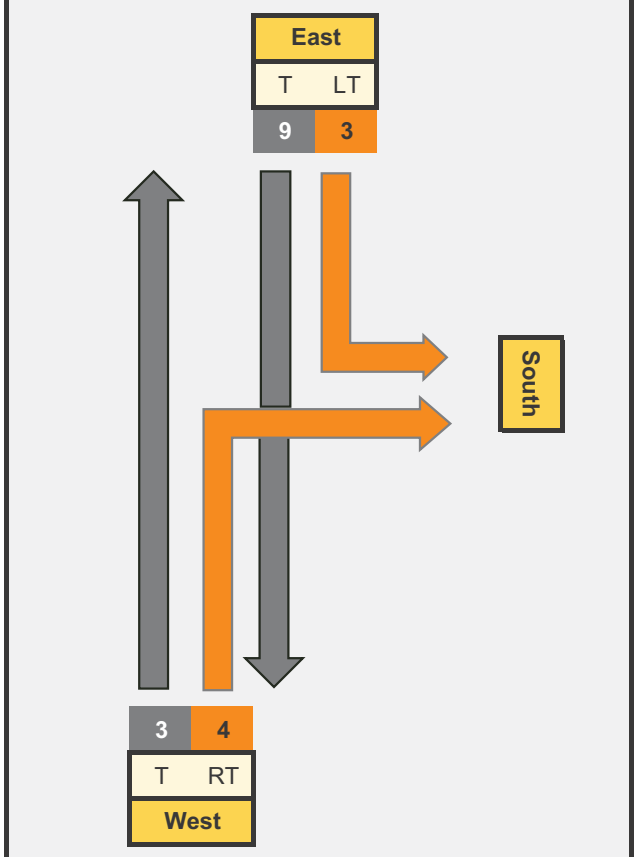
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



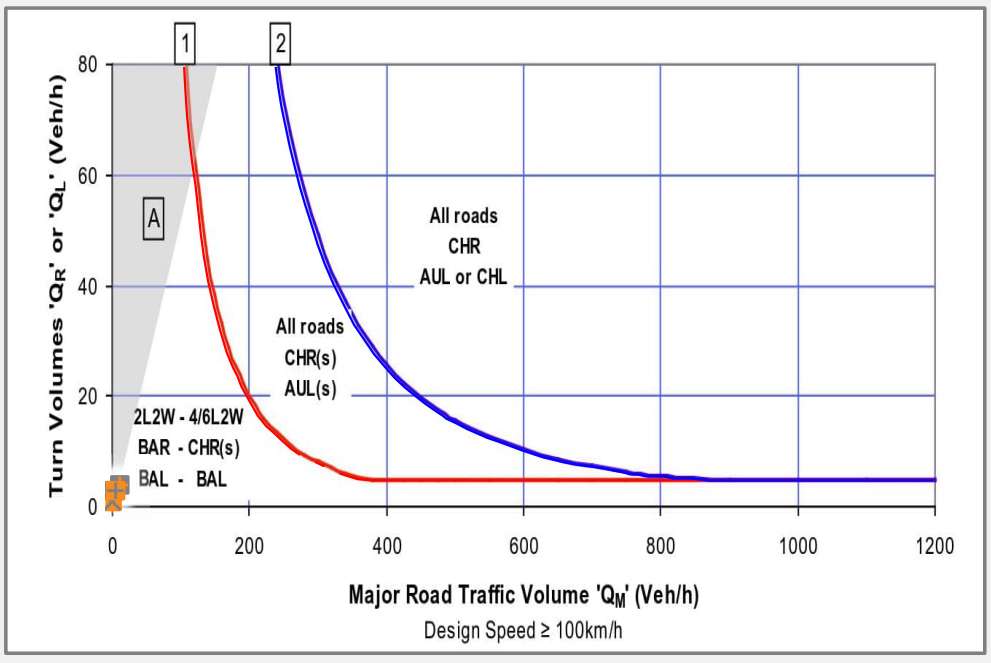
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	7	3
Left	4	1
With Development Traffic		
Right	15	4
Left	9	3

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	7	3
Left	4	1
With Development Traffic		
Right	15	4
Left	9	3

Intersection Code	3D

Time Period	PM

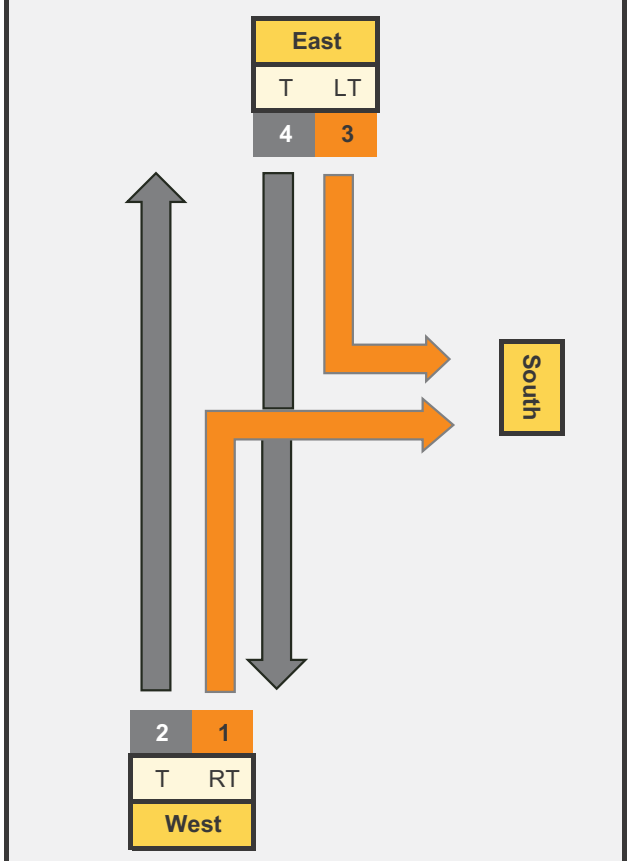
Intersection ID	X115
Intersection Name	Yelarbon Kurumbul Road/South Kurumbul Road

Speed	100			
Existing Treatment	L	-	R	-

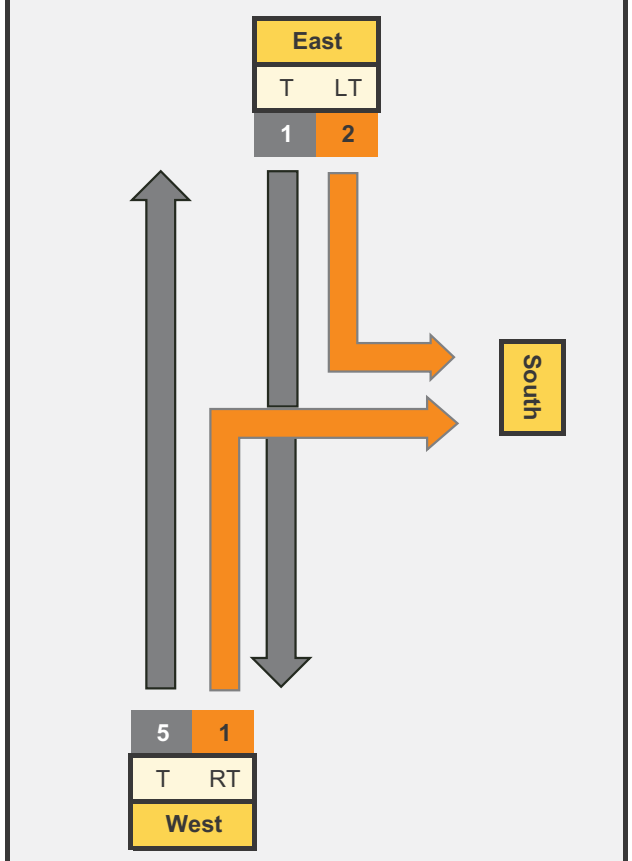
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

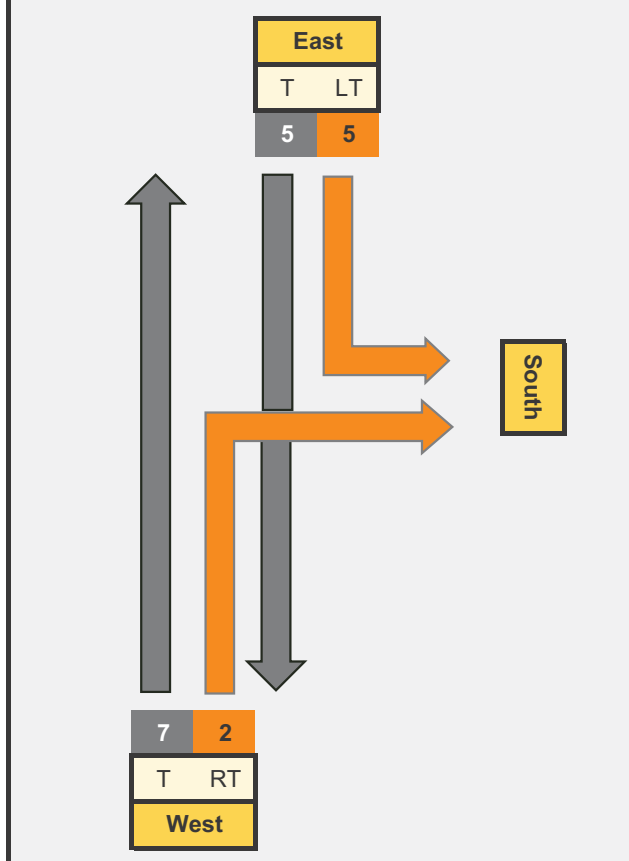
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	3
With Development Traffic		
Right	17	2
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Graph Terminolgy

Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
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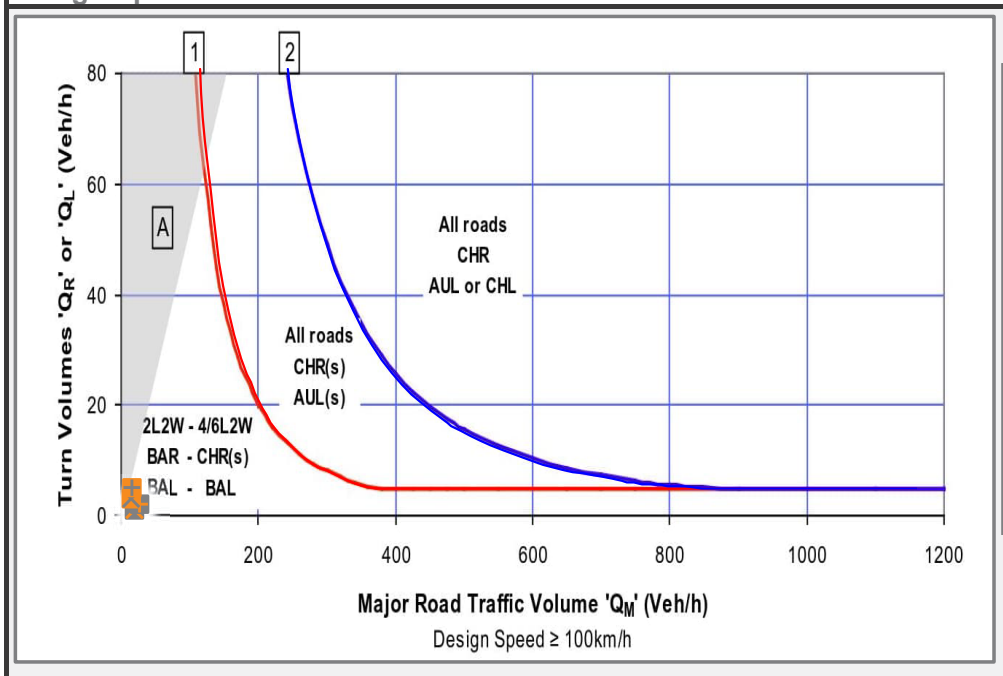
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	3
With Development Traffic		
Right	17	2
Left	5	5

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

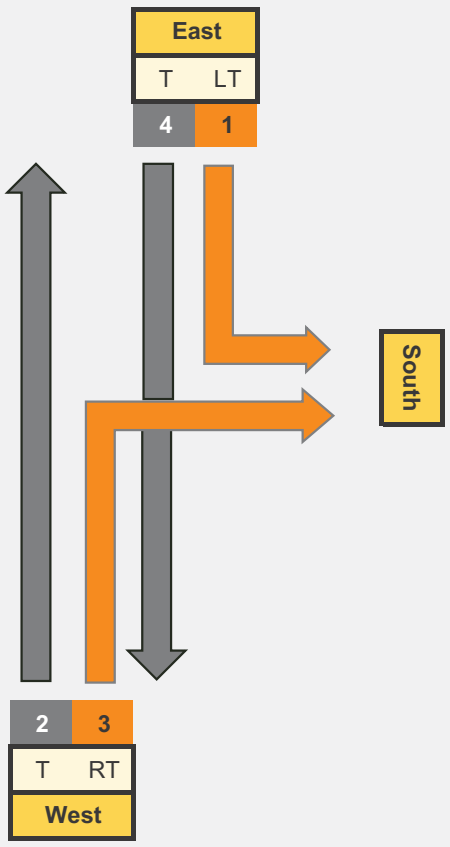
Intersection ID	X115
Intersection Name	Yelarbon Kurumbul Road/South Kurumbul Road

Speed	100			
Existing Treatment	L	-	R	-

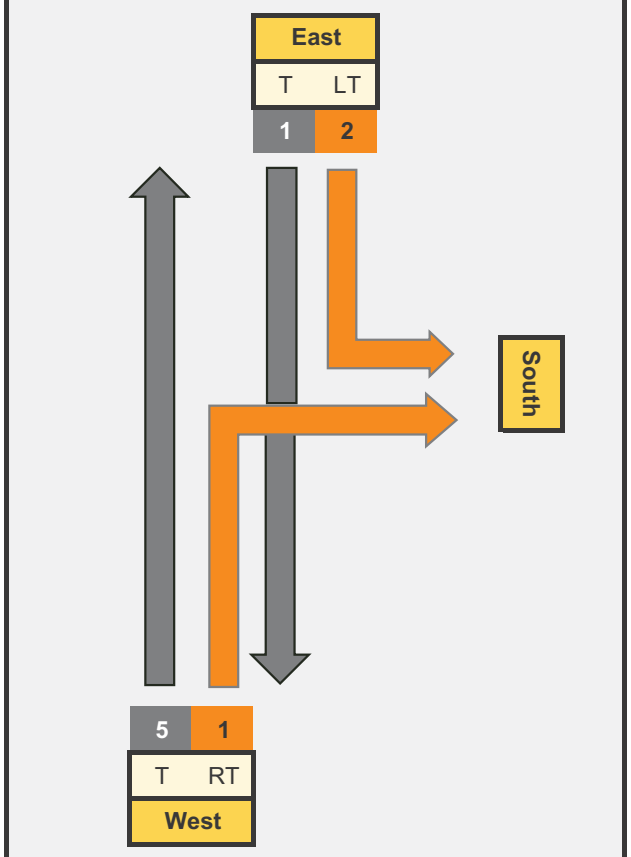
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

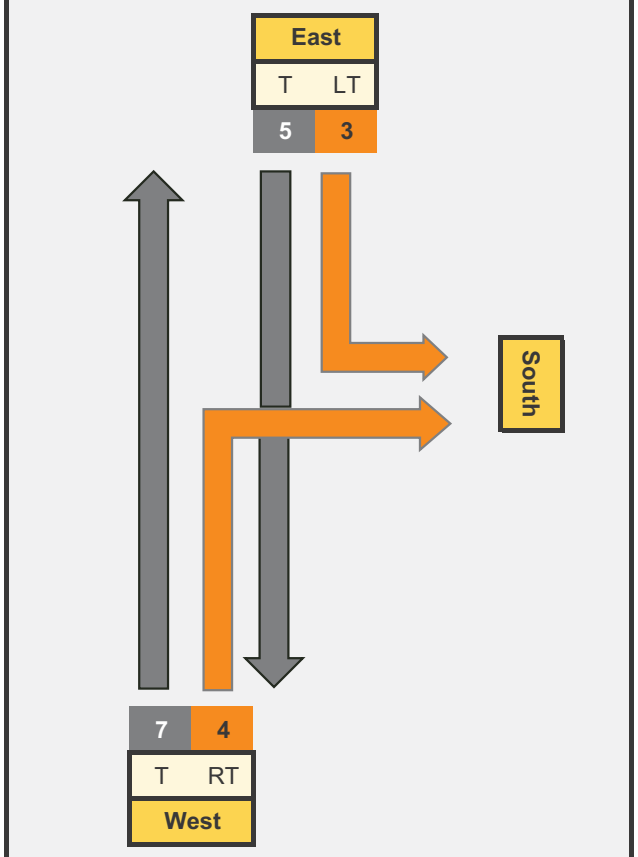
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	7	3
Left	4	1
With Development Traffic		
Right	15	4
Left	5	3

Graph Terminolgy

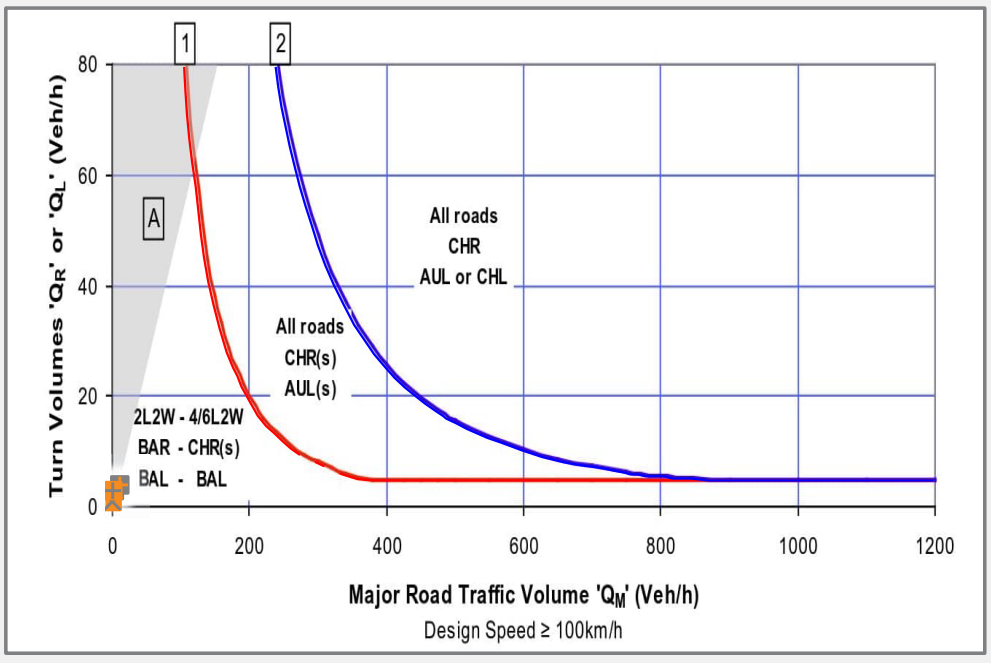
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	7	3
Left	4	1
With Development Traffic		
Right	15	4
Left	5	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

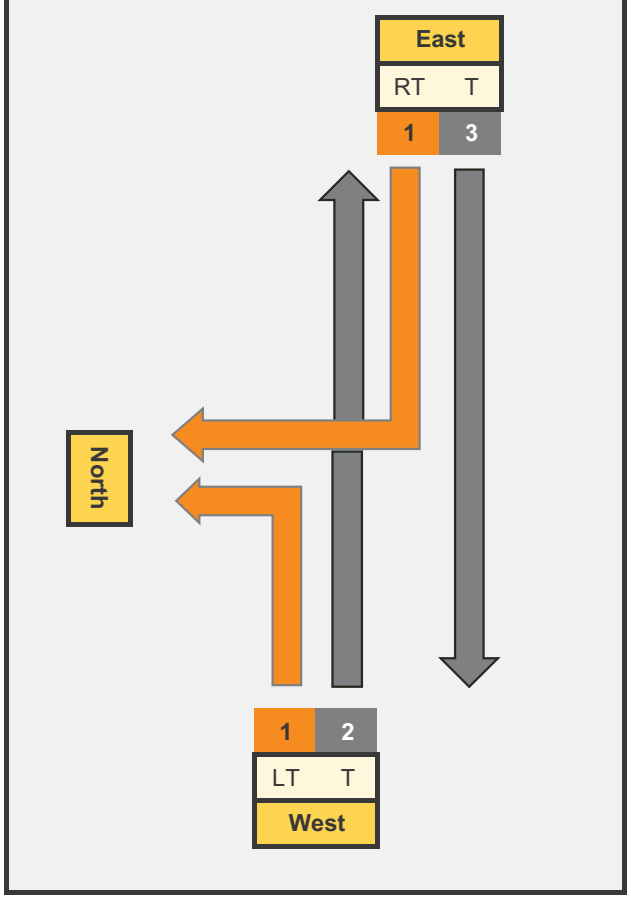
Intersection ID	X116
Intersection Name	Yelarbon Kurumbul Road/Wondalli Kurumbul Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

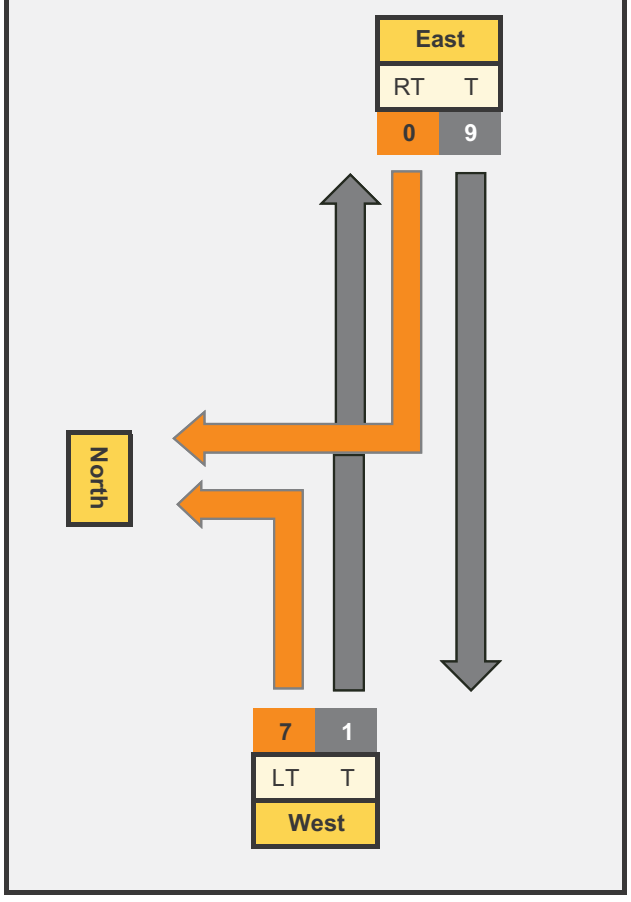
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

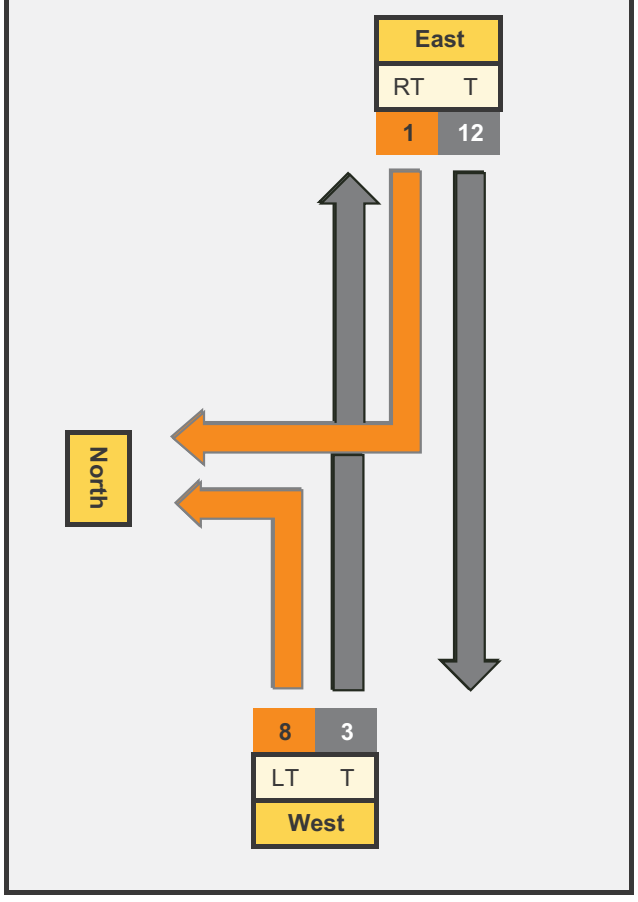
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	23	1
Left	3	8

Graph Terminolgy

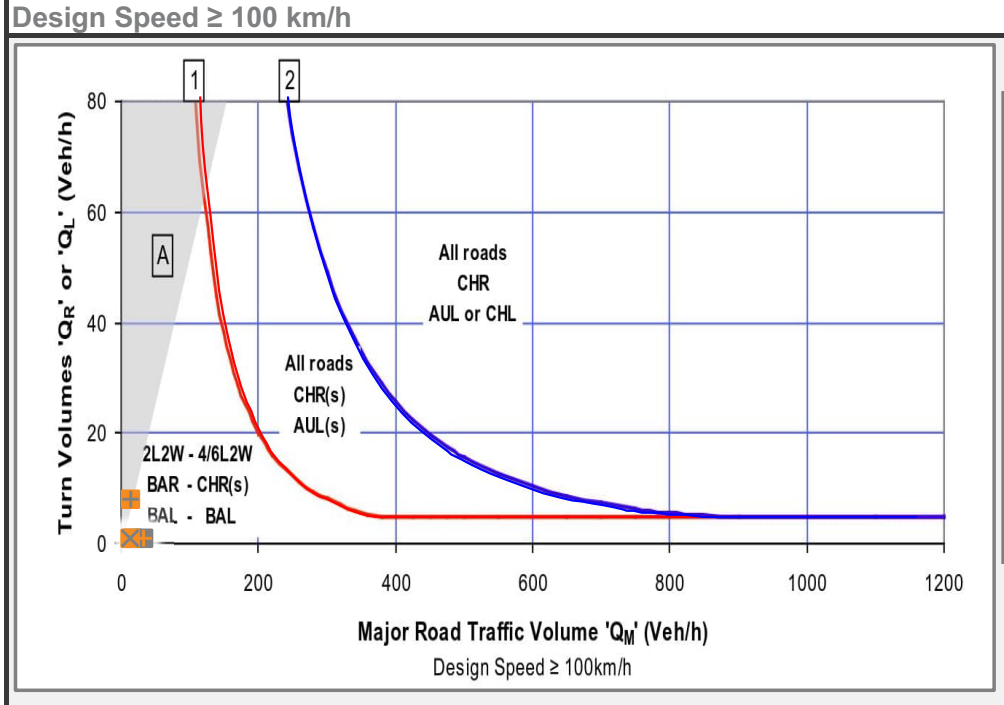
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	23	1
Left	3	8

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

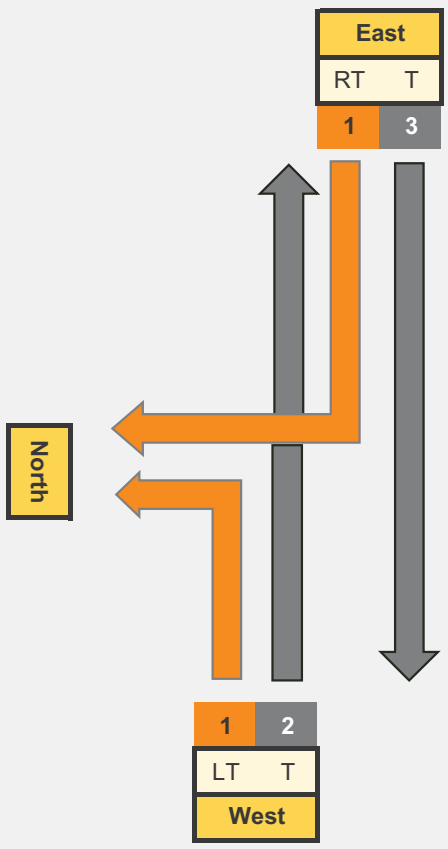
Intersection ID	X116
Intersection Name	Yelarbon Kurumbul Road/Wondalli Kurumbul Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

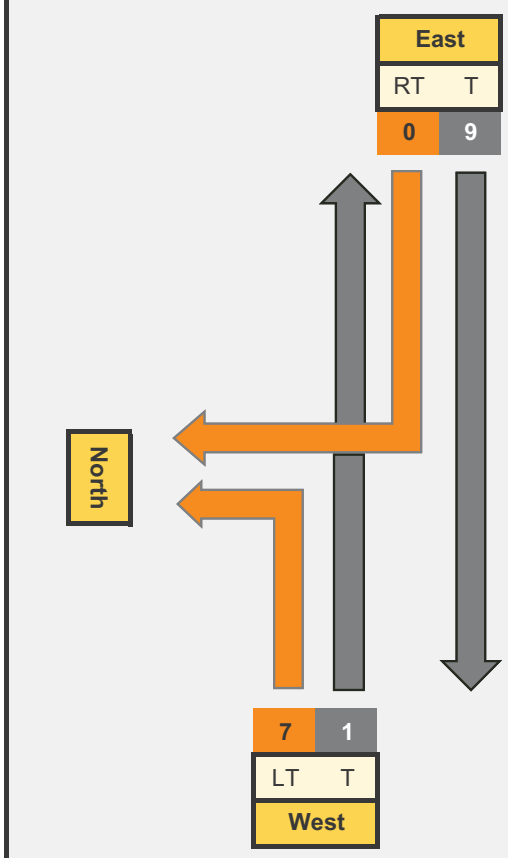
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

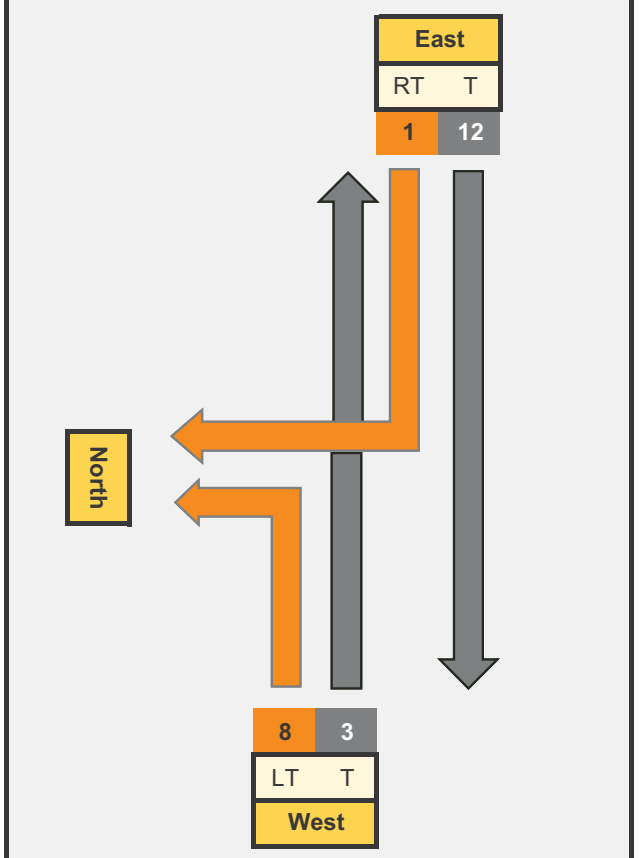
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	23	1
Left	3	8

Graph Terminolgy

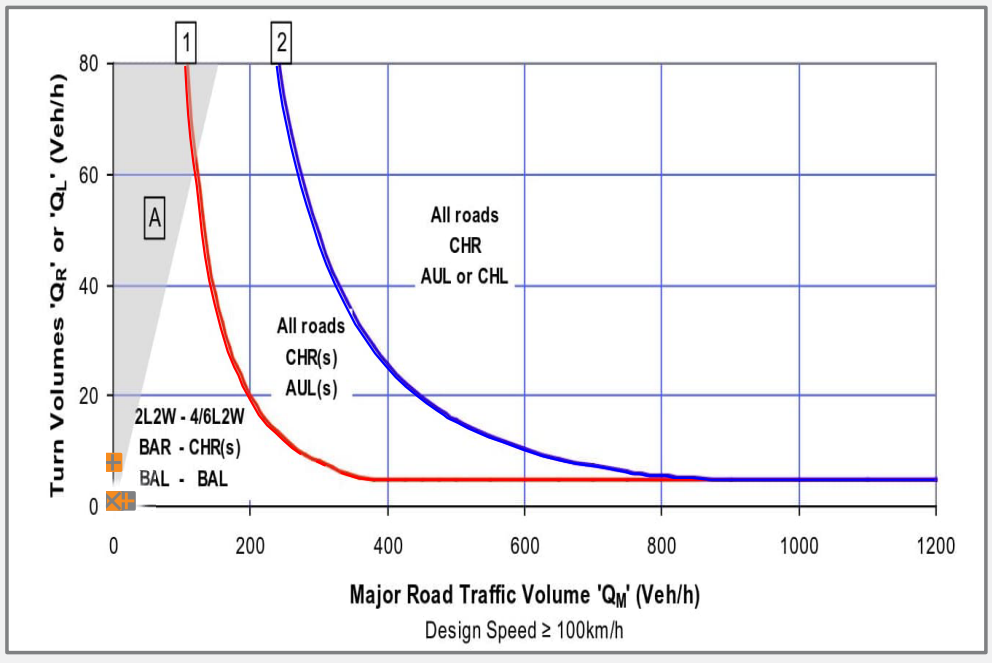
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	23	1
Left	3	8

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

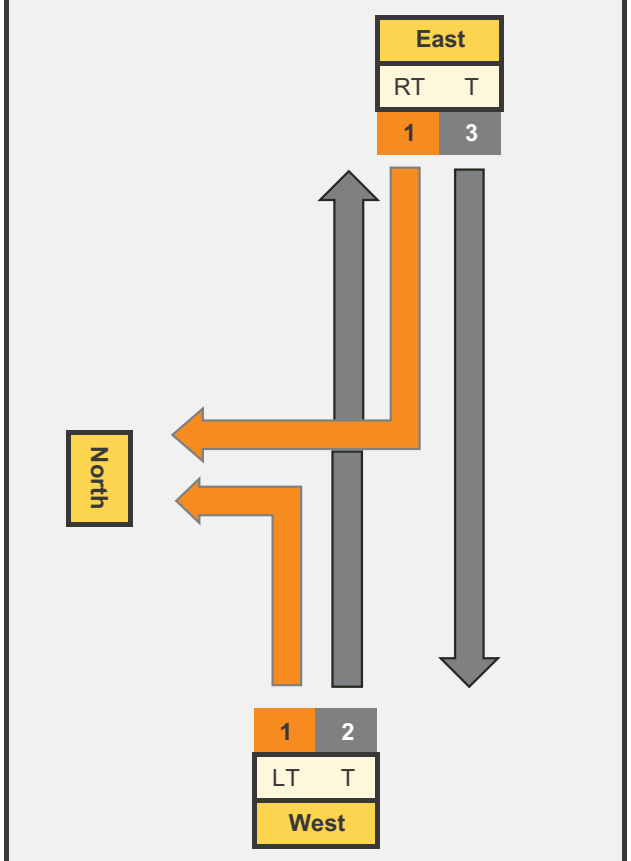
Intersection ID	X116
Intersection Name	Yelarbon Kurumbul Road/Wondalli Kurumbul Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

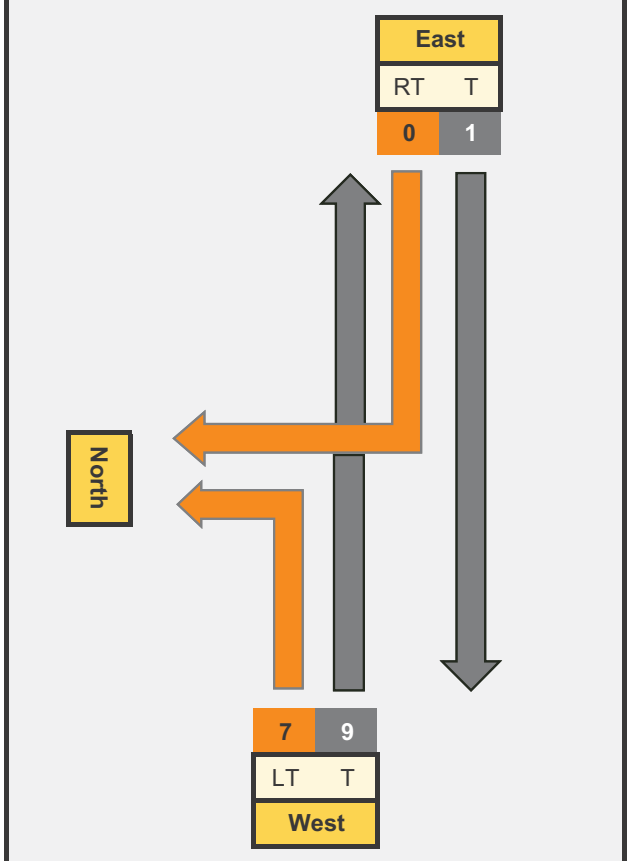
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 1: 1

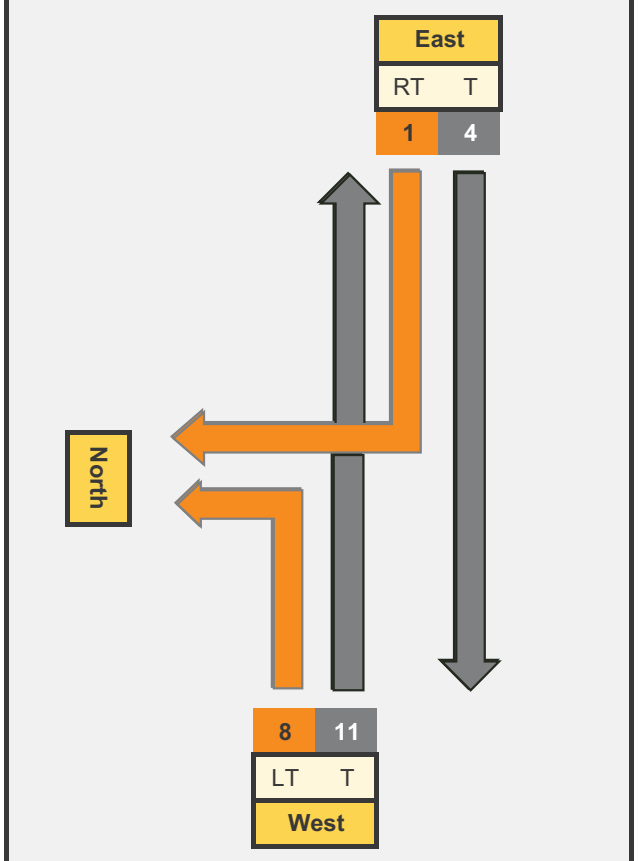
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	23	1
Left	11	8

Graph Terminolgy

Legend

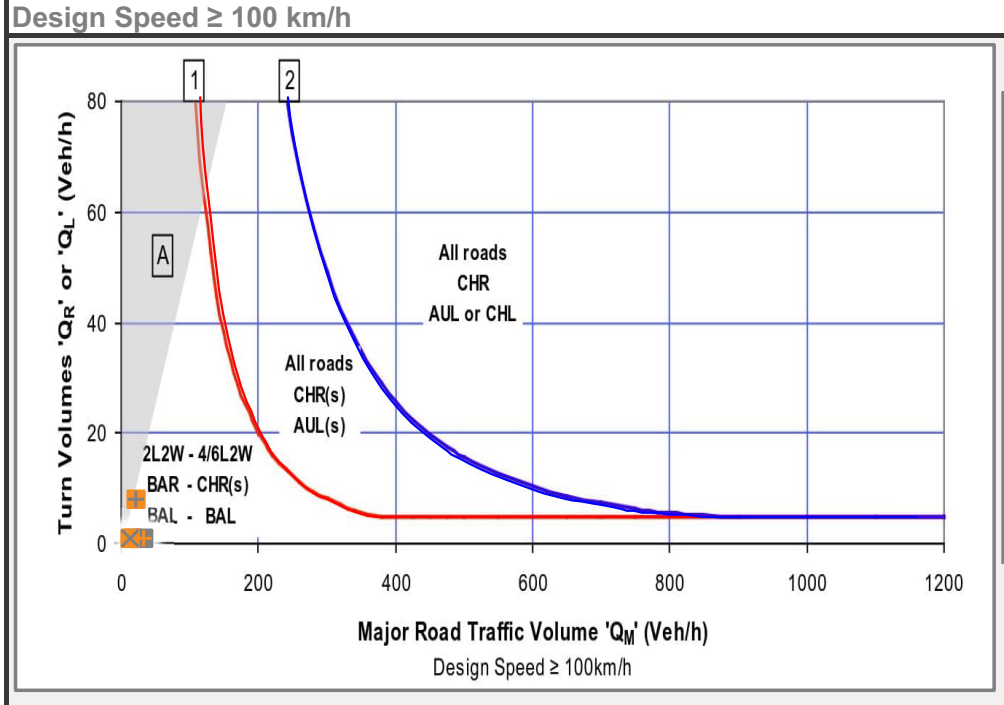
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	23	1
Left	11	8

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

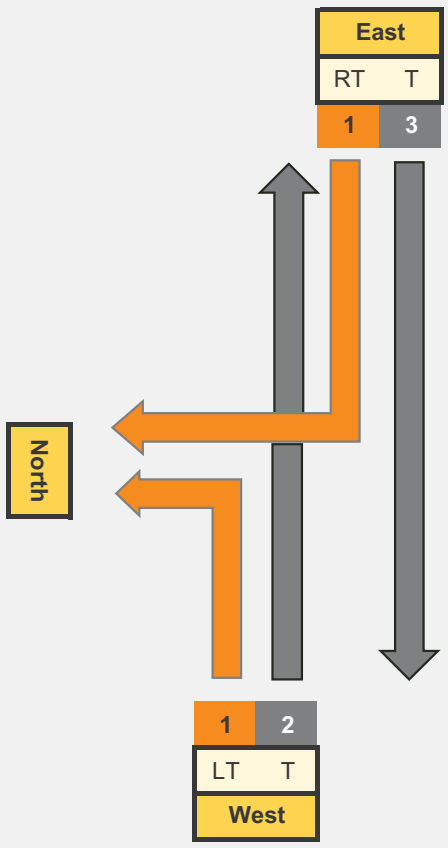
Intersection ID	X116
Intersection Name	Yelarbon Kurumbul Road/Wondalli Kurumbul Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

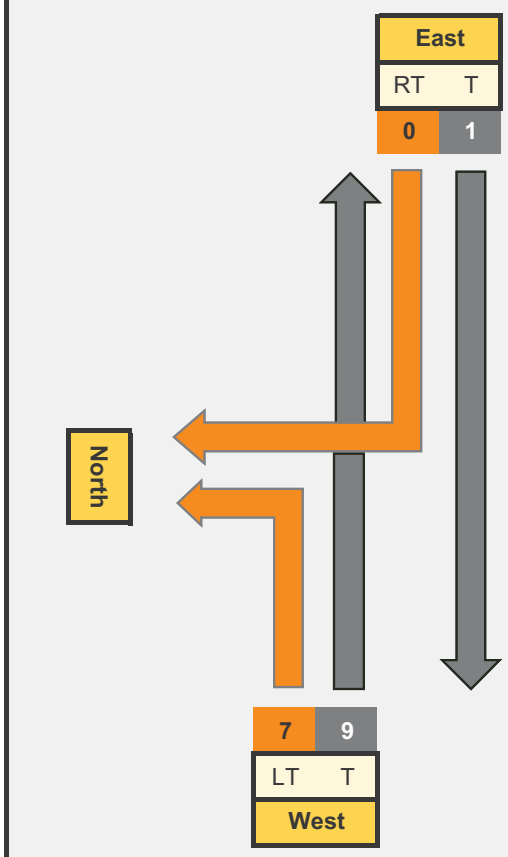
Peak Impact Month	Sep-25
Peak Impact Year	2025

Scenario 2: 2

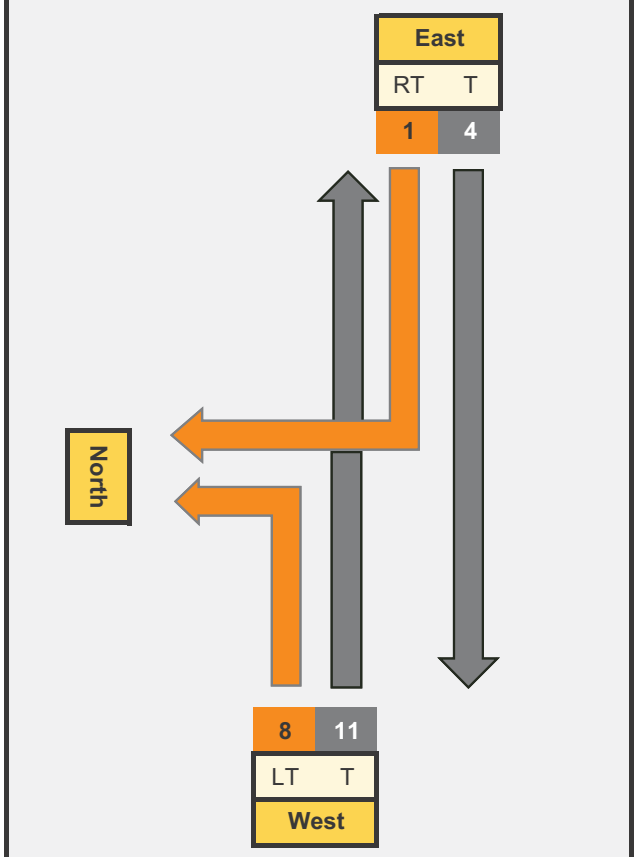
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	23	1
Left	11	8

Graph Terminolgy

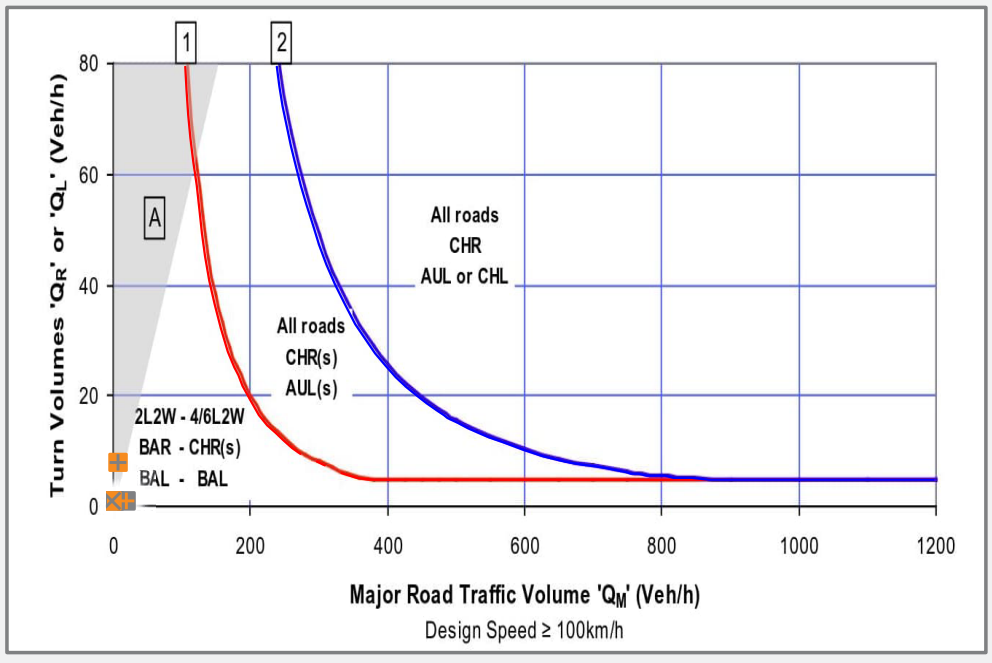
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	2	1
With Development Traffic		
Right	23	1
Left	11	8

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

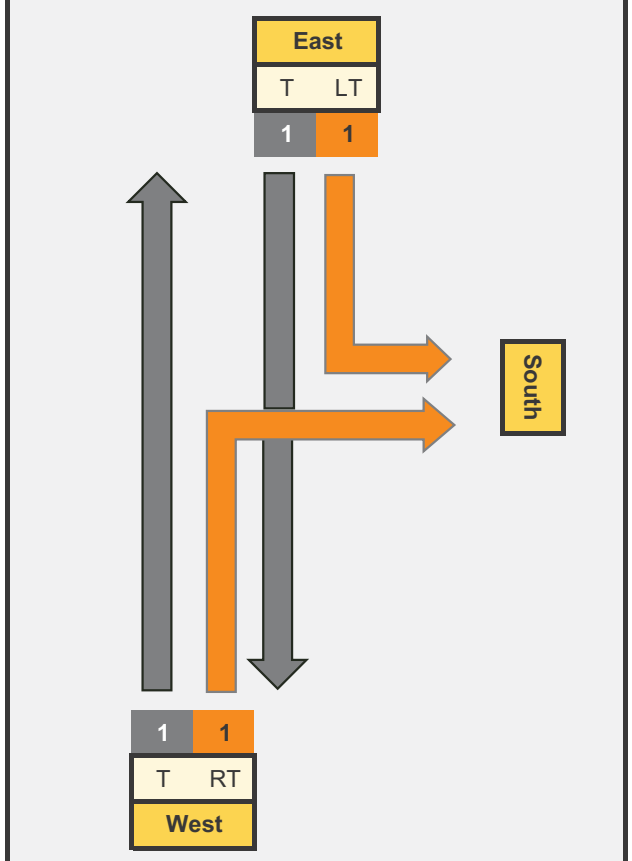
Intersection ID	X121
Intersection Name	River Road/River Road

Speed	50			
Existing Treatment	L	-	R	-

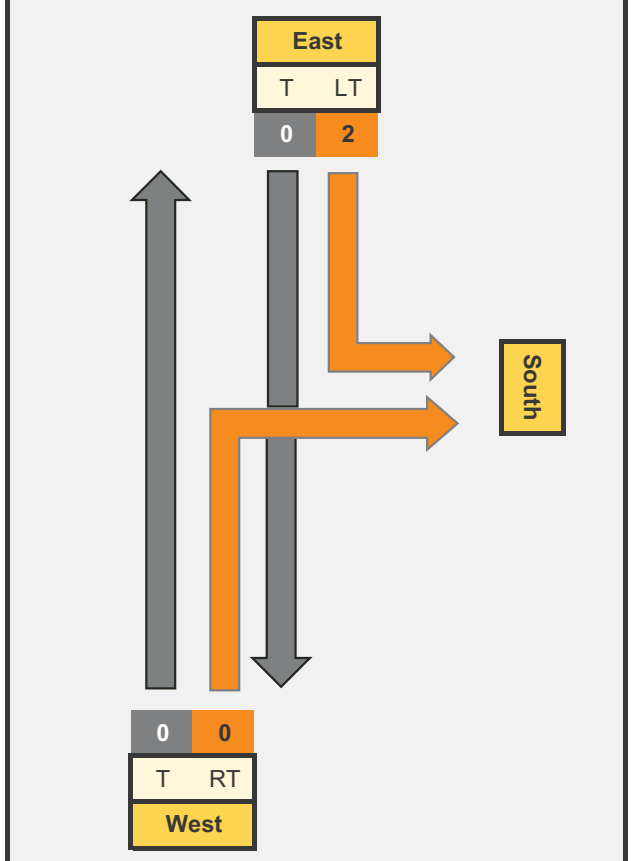
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 1: 1

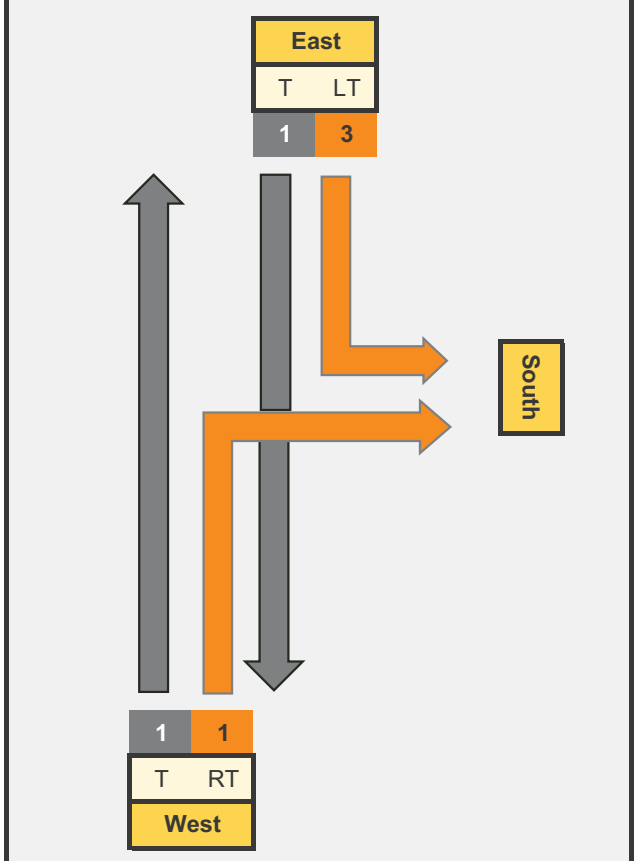
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	5	1
Left	1	3

Graph Terminolgy

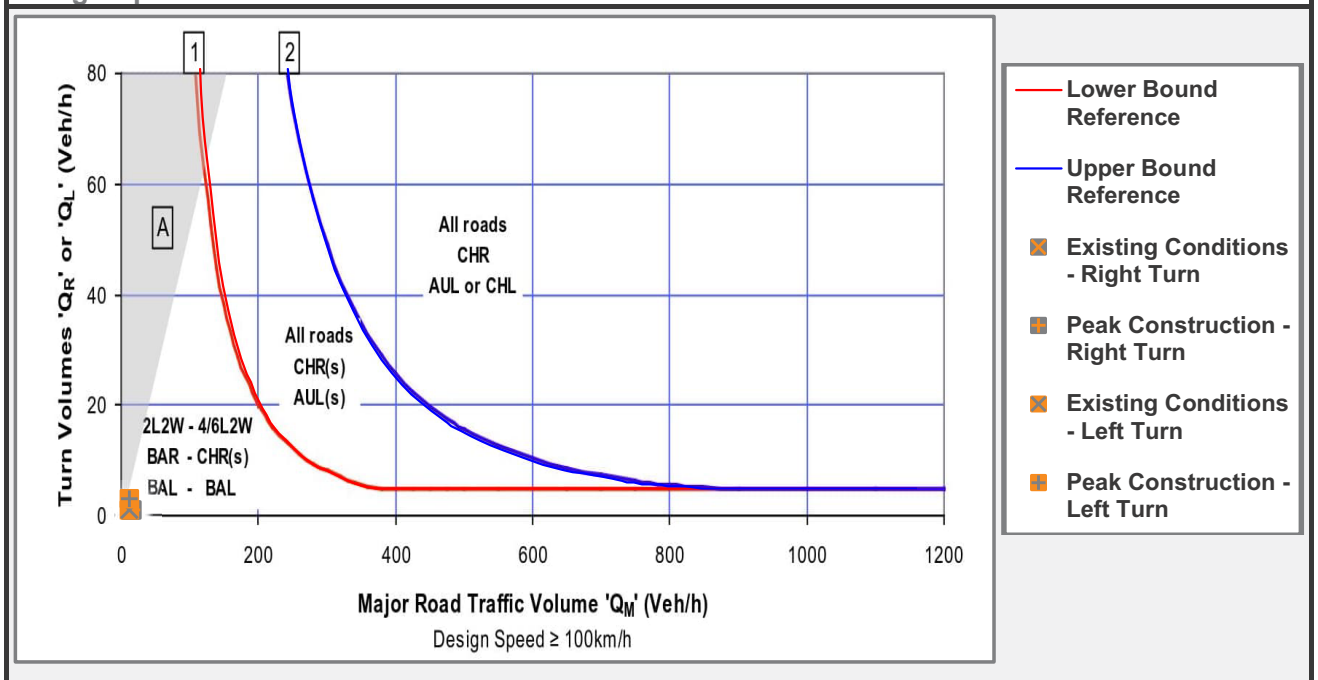
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	5	1
Left	1	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

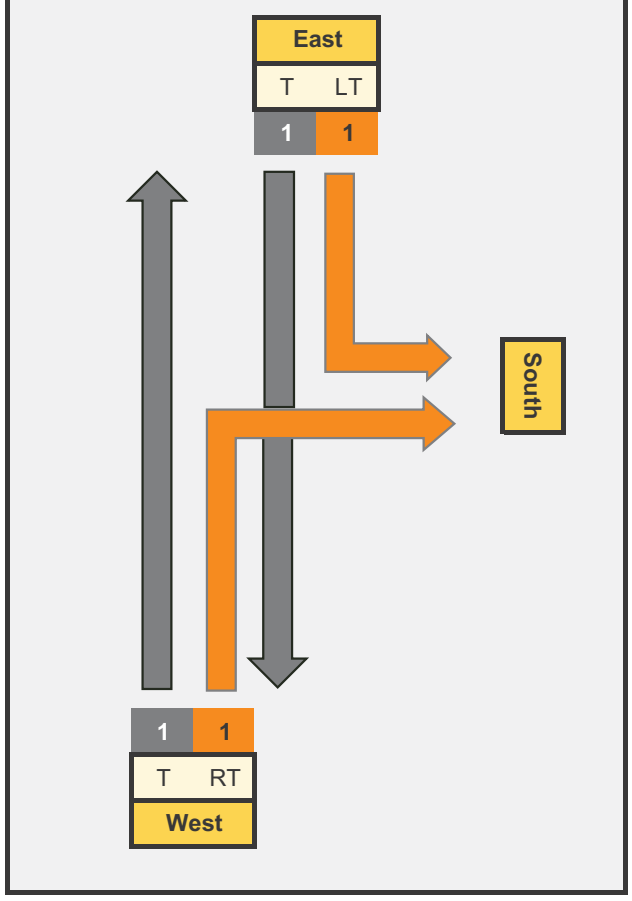
Intersection ID	X121
Intersection Name	River Road/River Road

Speed	50			
Existing Treatment	L	-	R	-

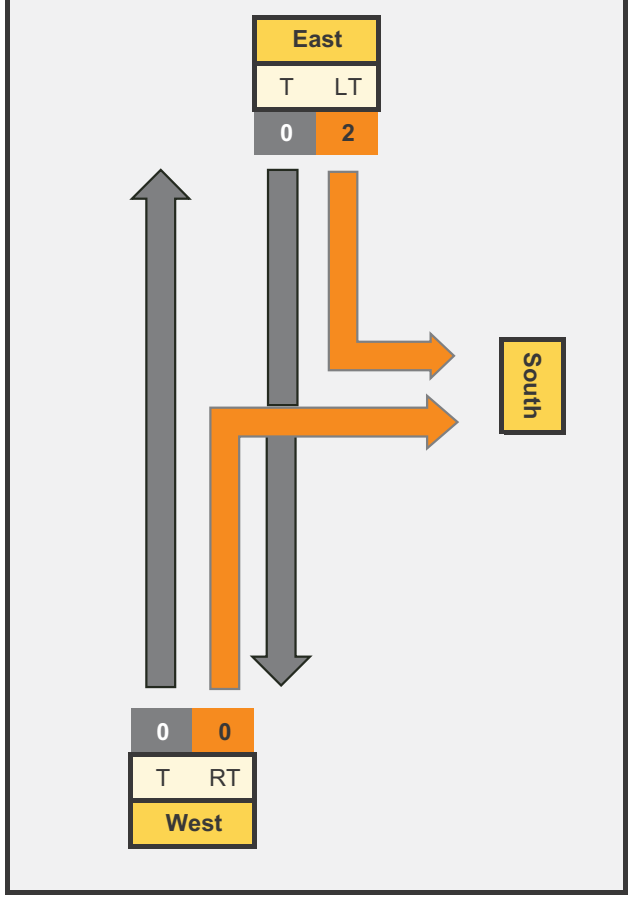
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 2: 2

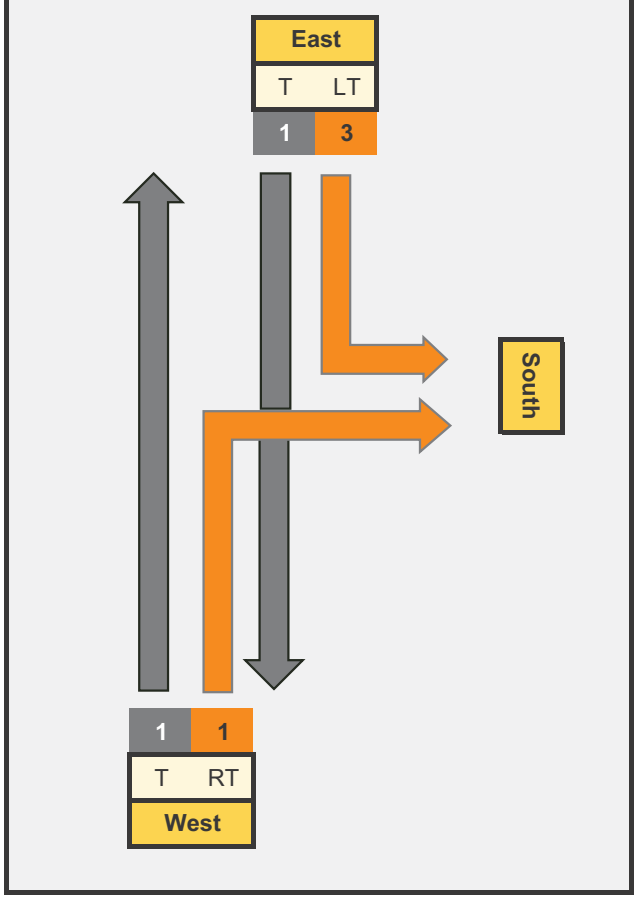
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	5	1
Left	1	3

Graph Terminolgy

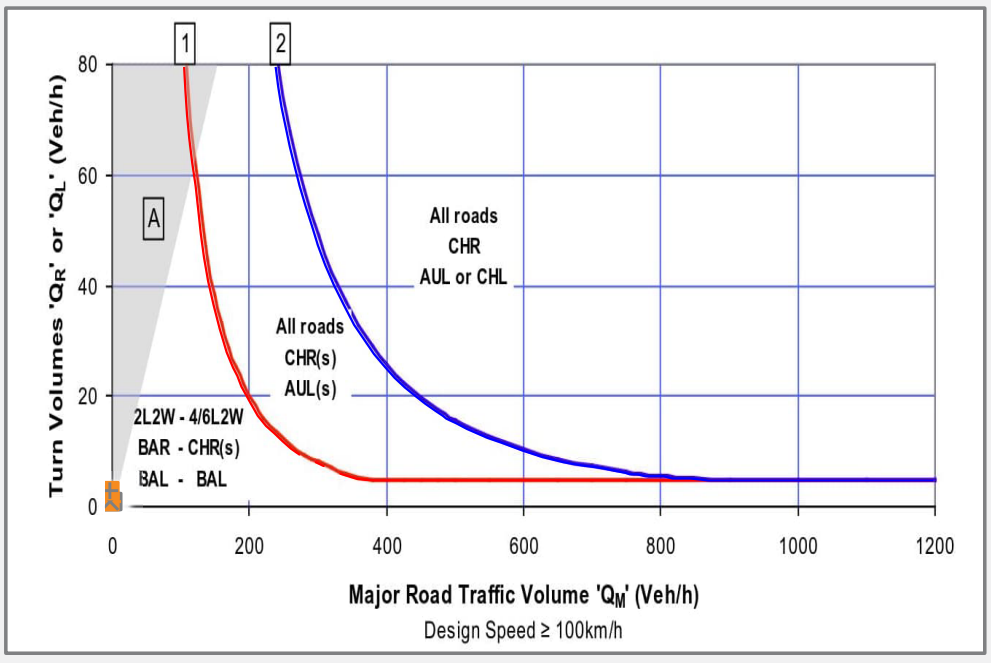
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	5	1
Left	1	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

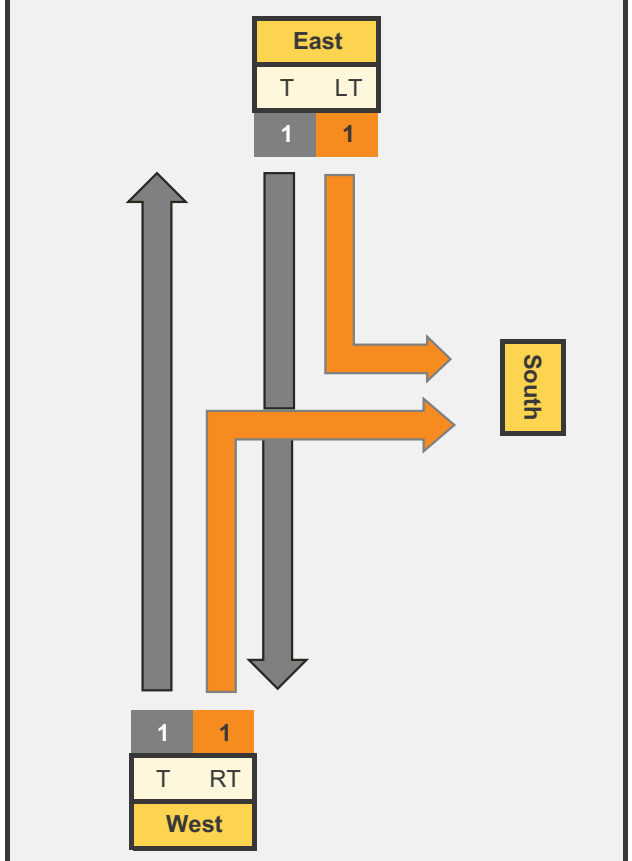
Intersection ID	X121
Intersection Name	River Road/River Road

Speed	50			
Existing Treatment	L	-	R	-

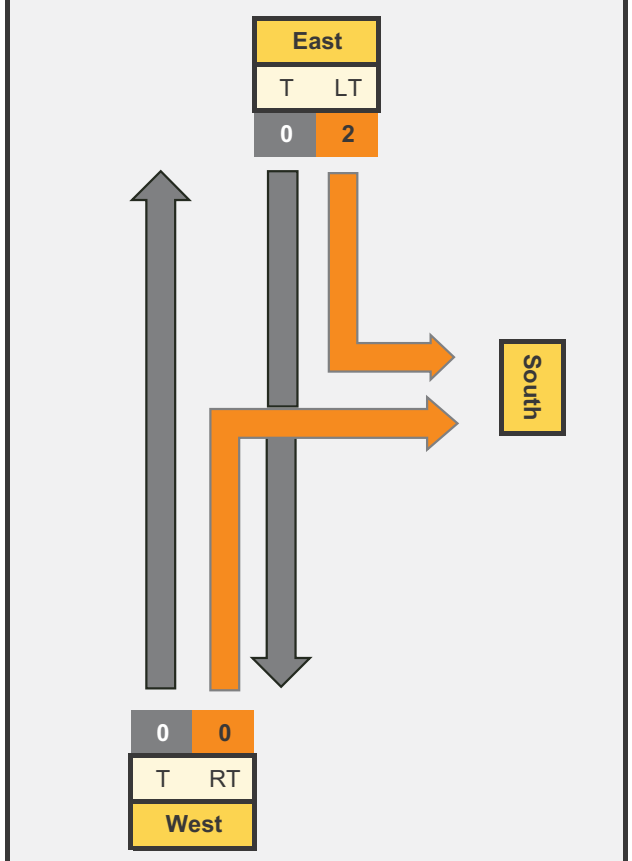
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 1: 1

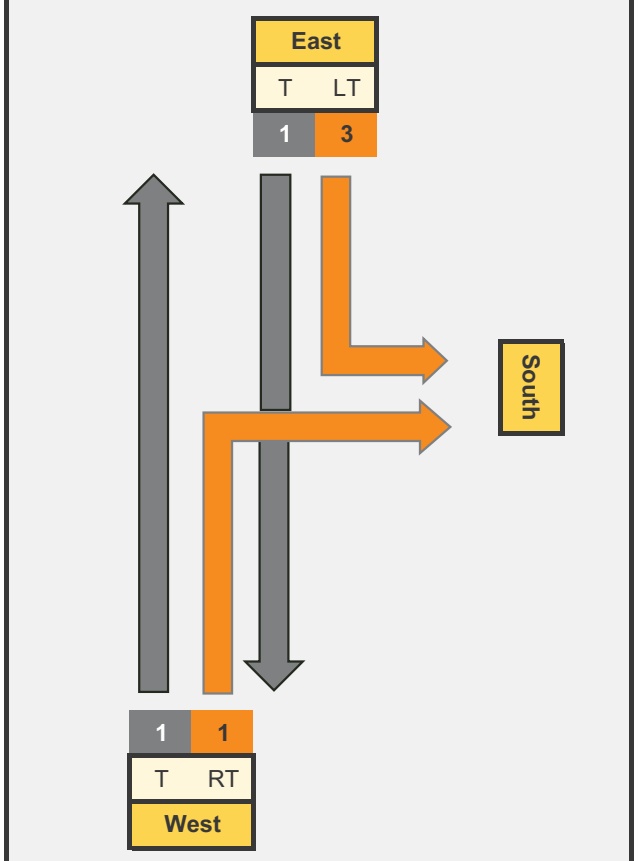
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	5	1
Left	1	3

Graph Terminolgy

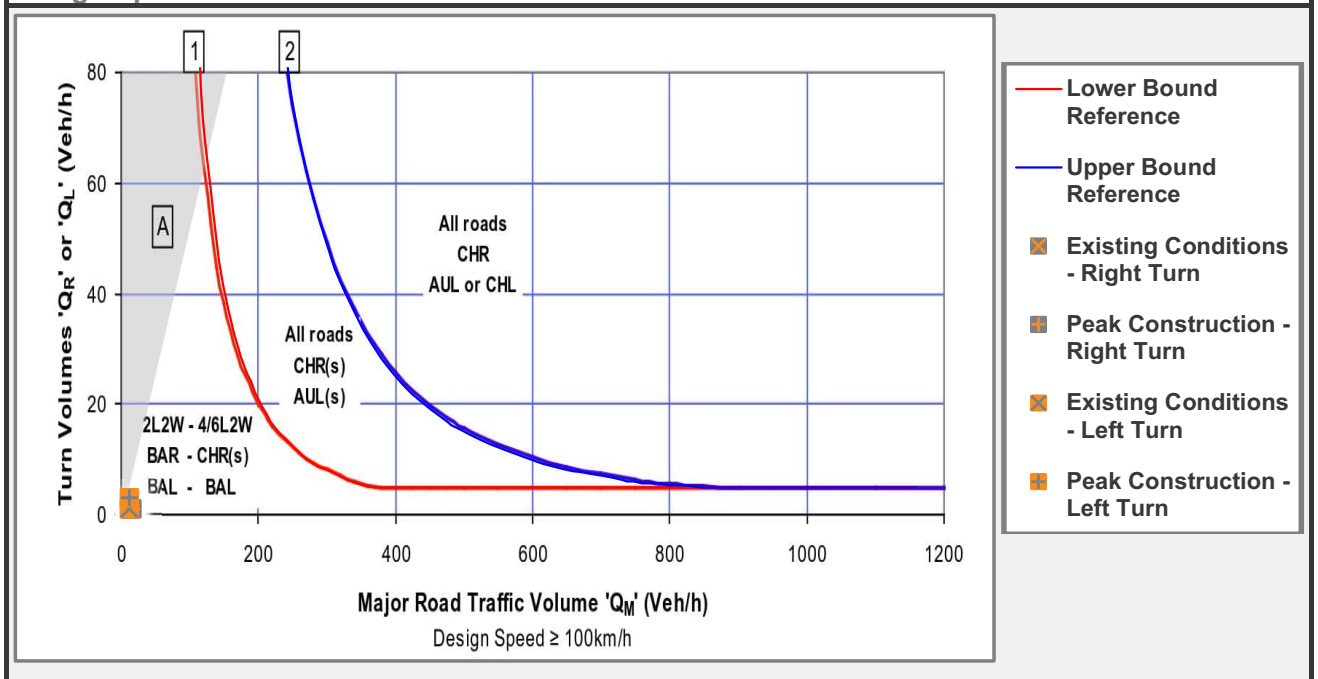
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	5	1
Left	1	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

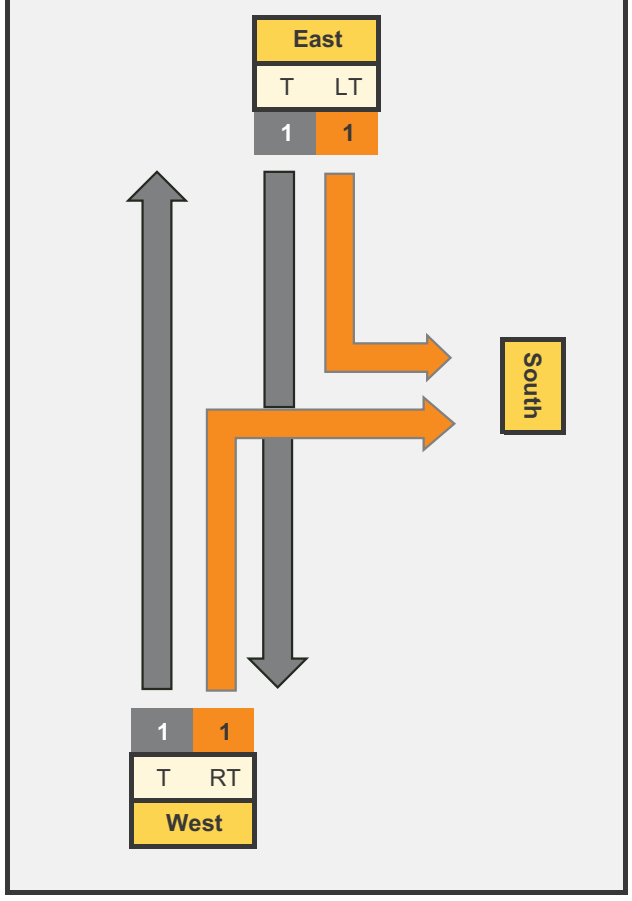
Intersection ID	X121
Intersection Name	River Road/River Road

Speed	50			
Existing Treatment	L	-	R	-

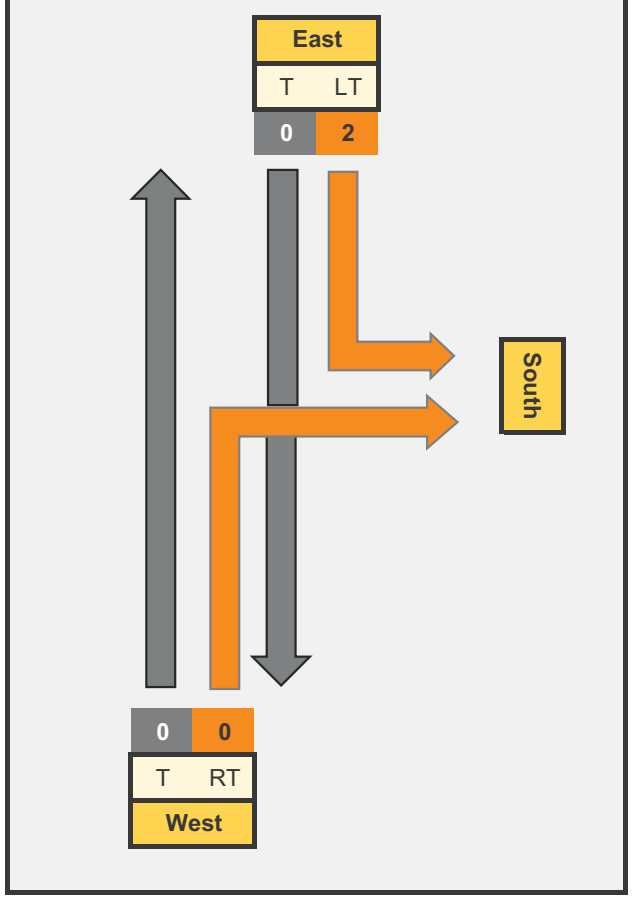
Peak Impact Month	Sep-24
Peak Impact Year	2024

Scenario 2: 2

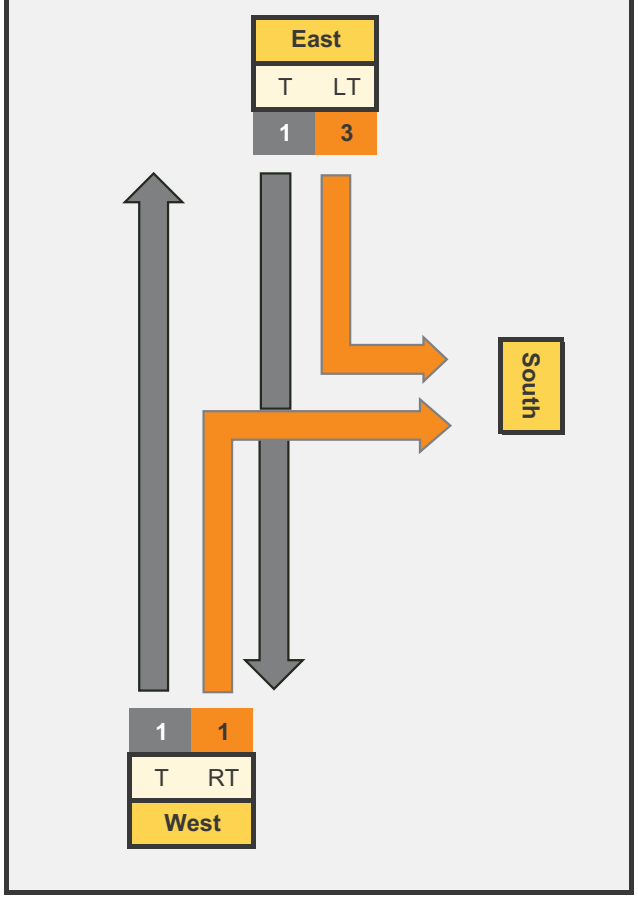
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	5	1
Left	1	3

Graph Terminolgy

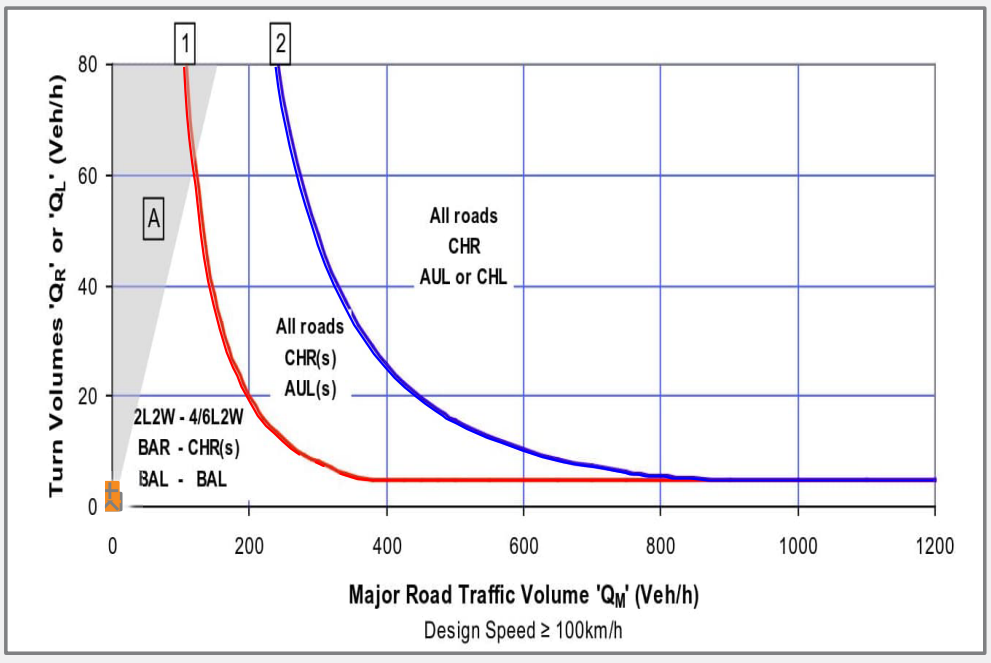
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	5	1
Left	1	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

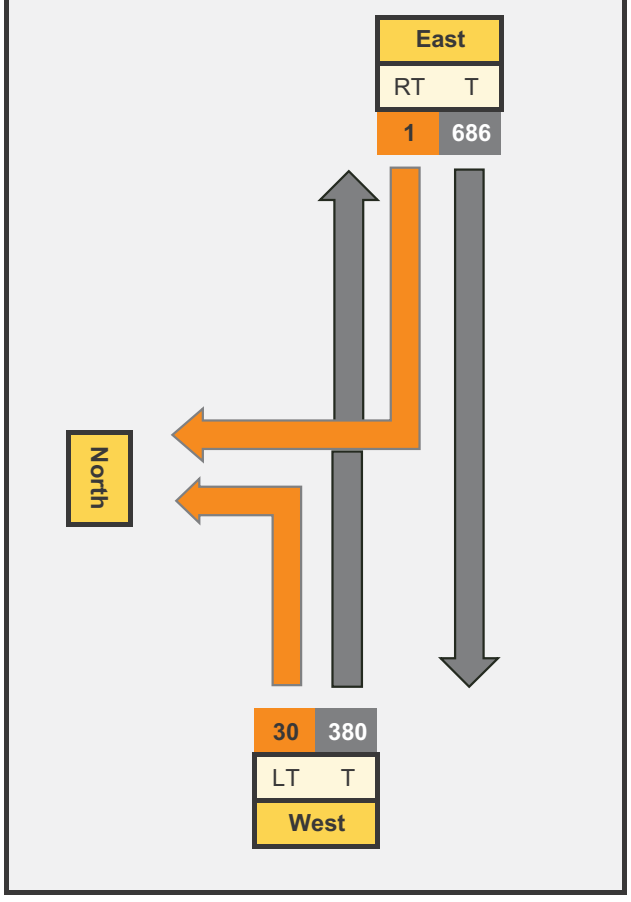
Intersection ID	X122
Intersection Name	Alderley Street/Condamine Street

Speed	60			
Existing Treatment	L	-	R	-

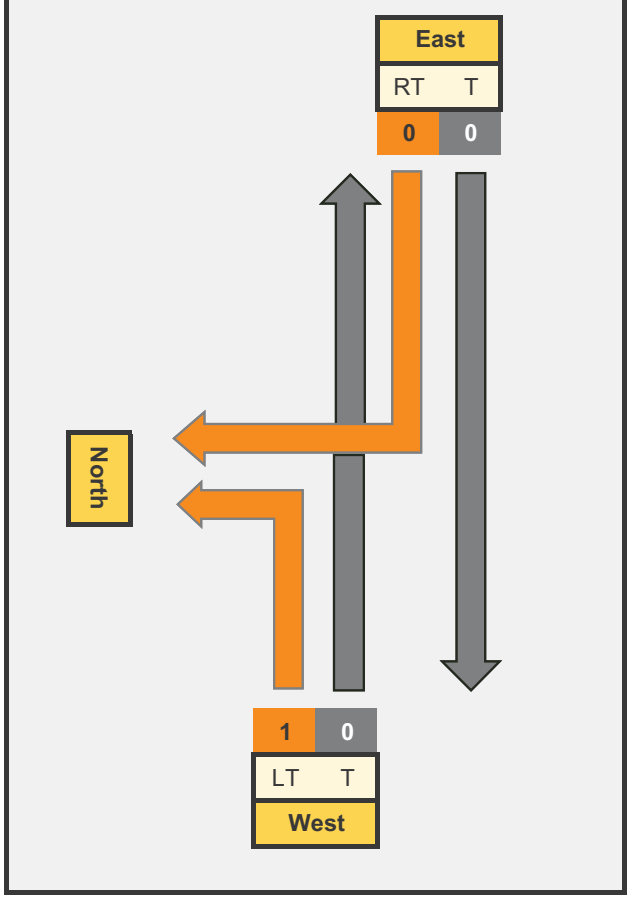
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 1: 1

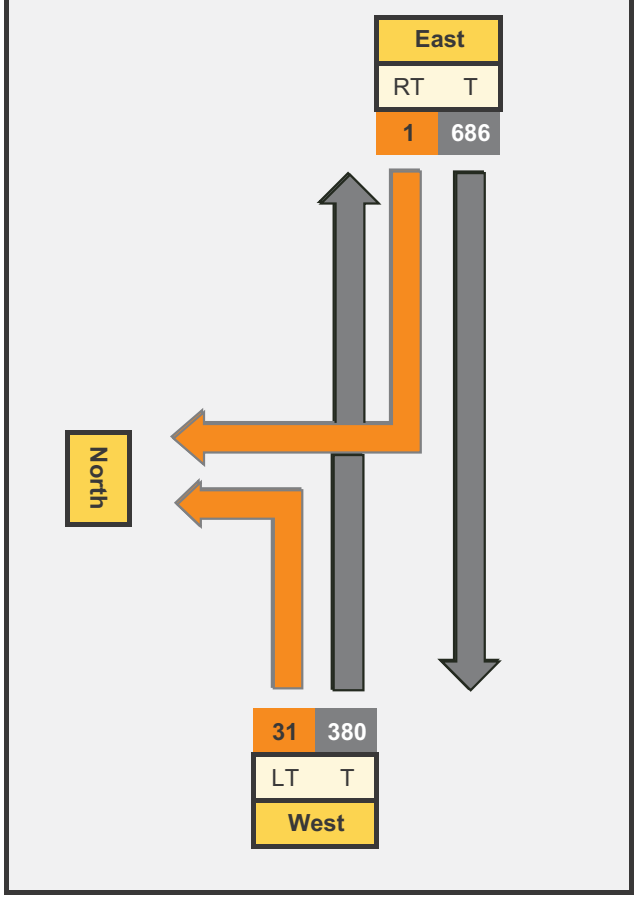
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,096	1
Left	380	30
With Development Traffic		
Right	1,097	1
Left	380	31

Graph Terminolgy

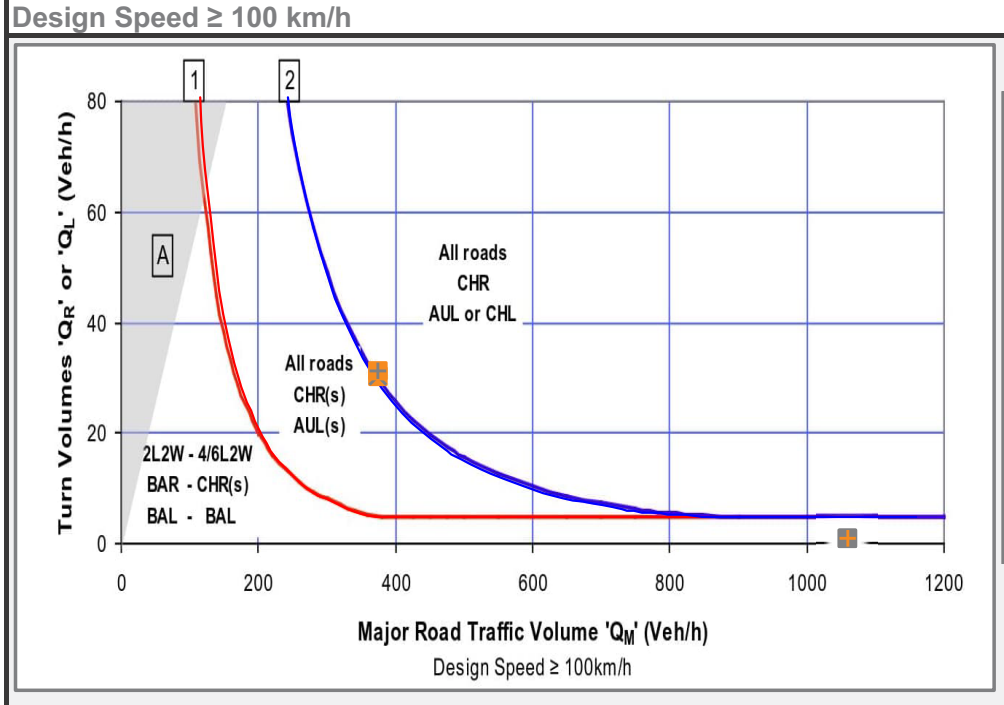
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,096	1
Left	380	30
With Development Traffic		
Right	1,097	1
Left	380	31

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

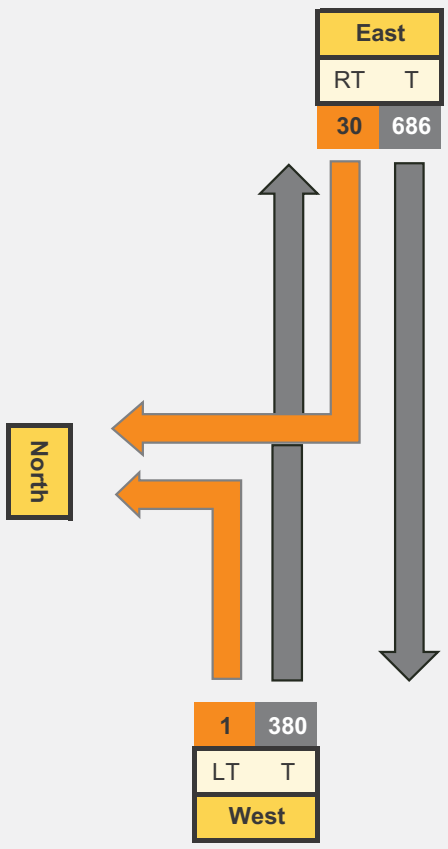
Intersection ID	X122
Intersection Name	Alderley Street/Condamine Street

Speed	60			
Existing Treatment	L	-	R	-

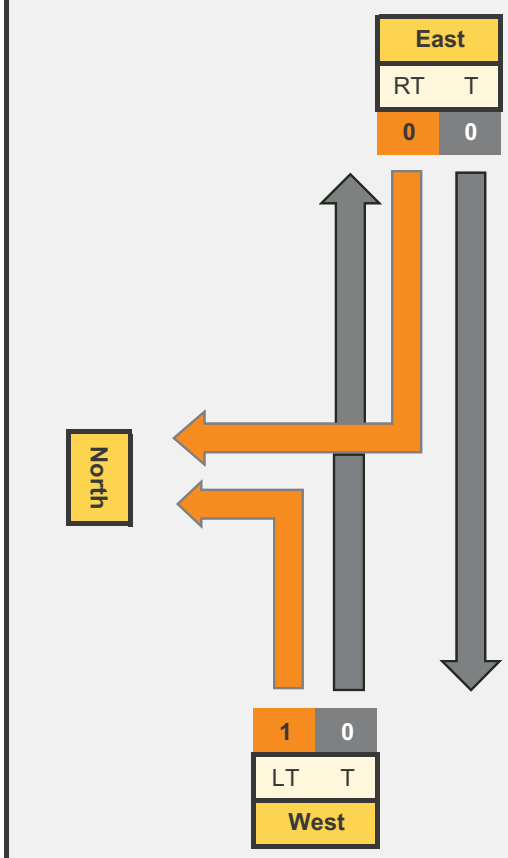
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 2: 2

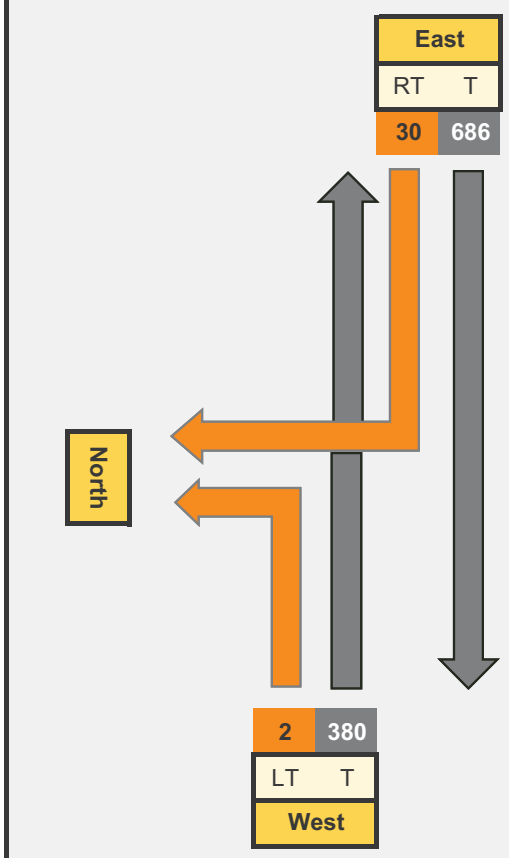
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



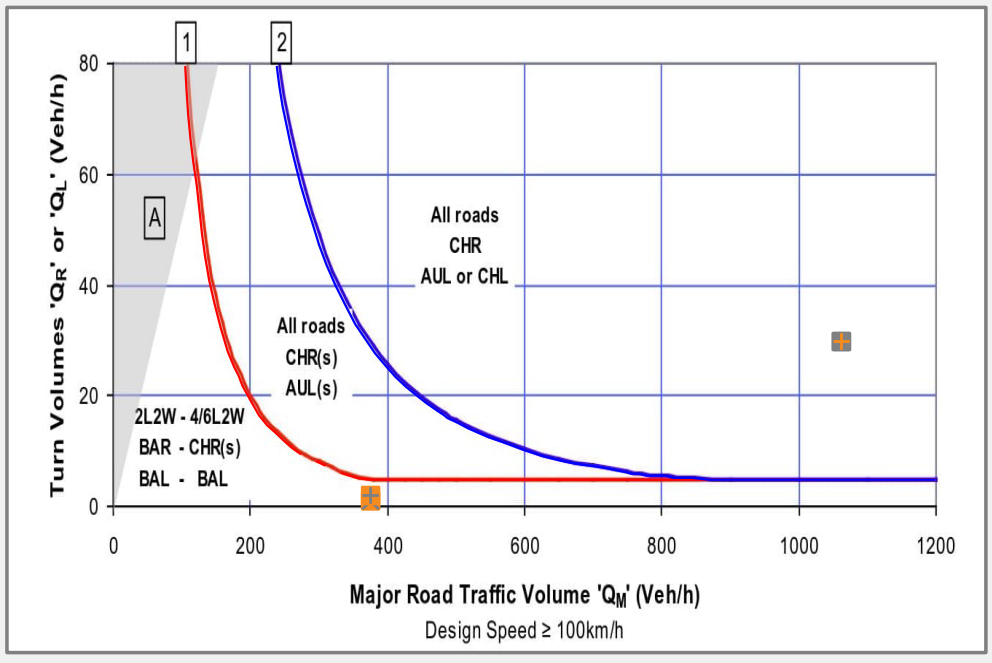
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,067	30
Left	380	1
With Development Traffic		
Right	1,068	30
Left	380	2

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,067	30
Left	380	1
With Development Traffic		
Right	1,068	30
Left	380	2

Intersection Code	3C

Time Period	PM

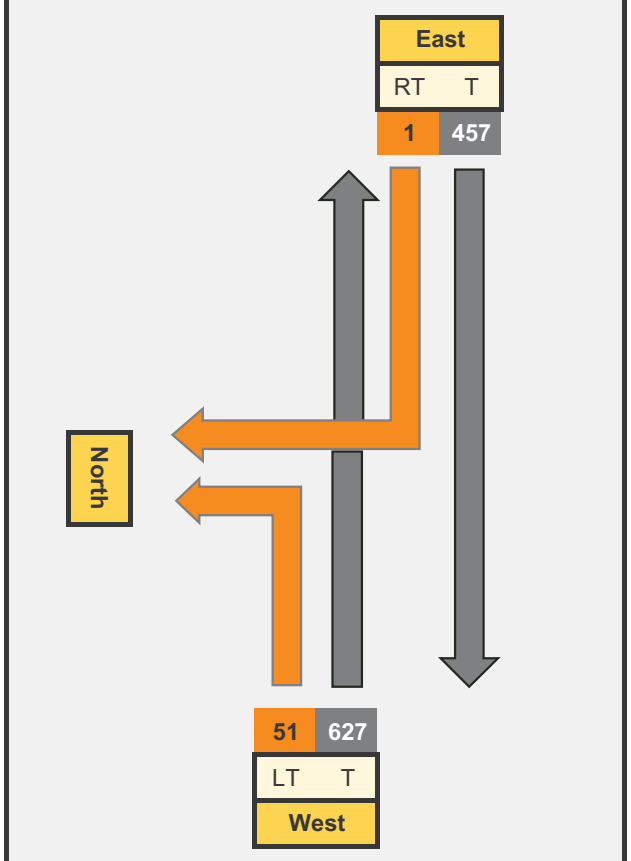
Intersection ID	X122
Intersection Name	Alderley Street/Condamine Street

Speed	60			
Existing Treatment	L	-	R	-

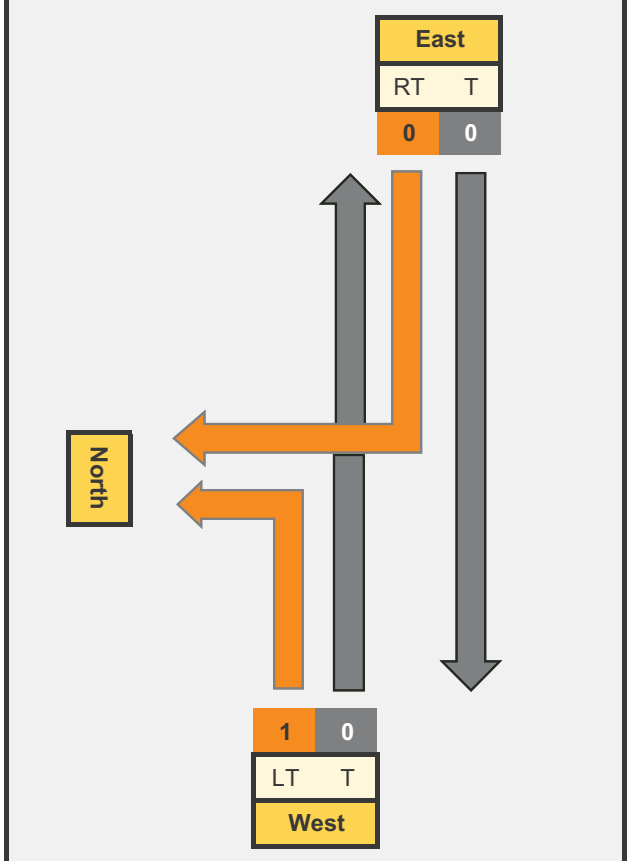
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 1: 1

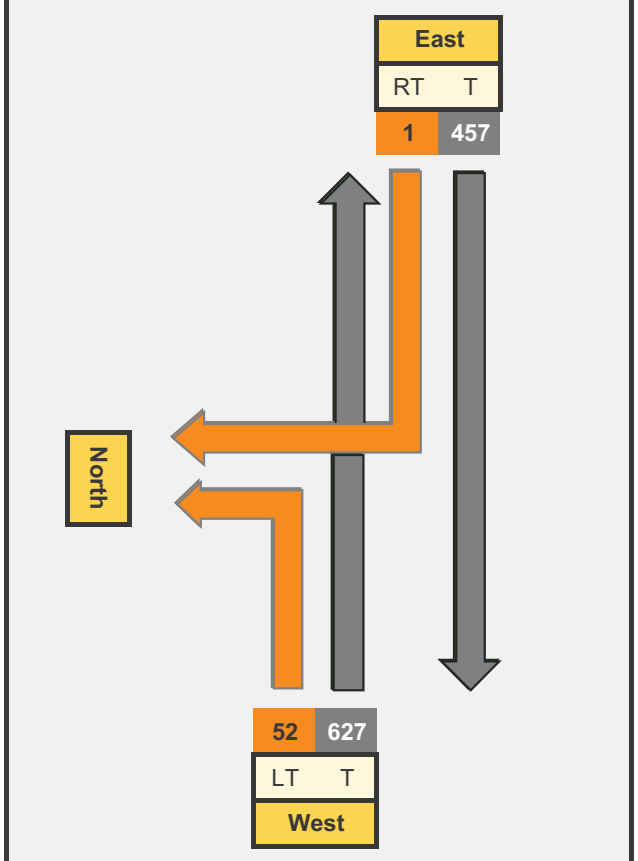
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,135	1
Left	627	51
With Development Traffic		
Right	1,136	1
Left	627	52

Graph Terminolgy

Legend

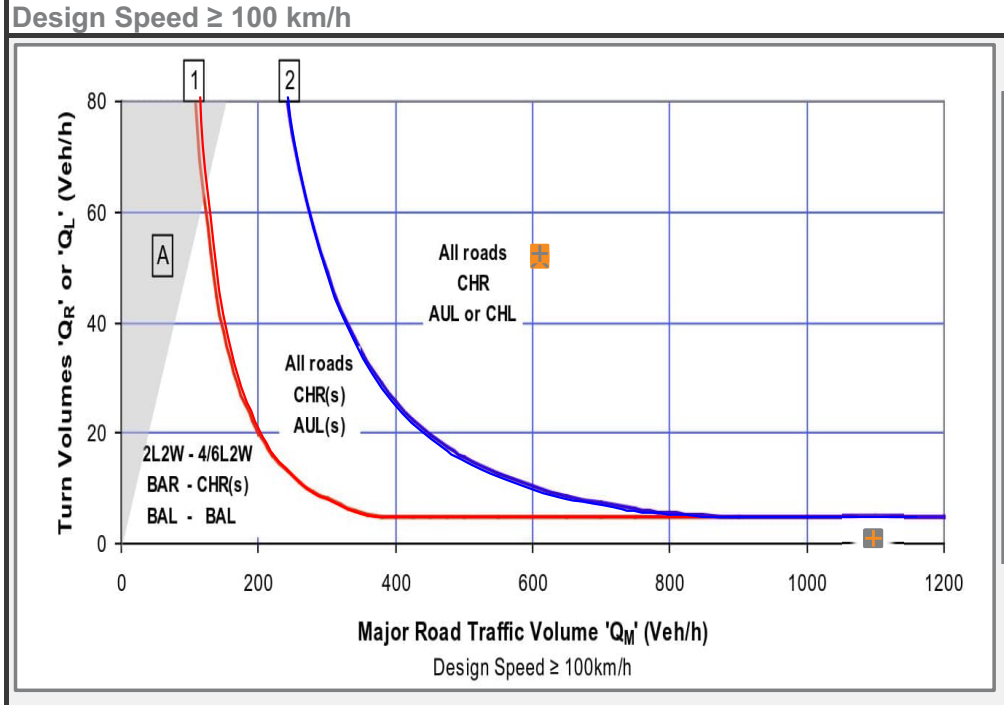
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	AUL or CHL
Development Left Turn Warrant	AUL or CHL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,135	1
Left	627	51
With Development Traffic		
Right	1,136	1
Left	627	52

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

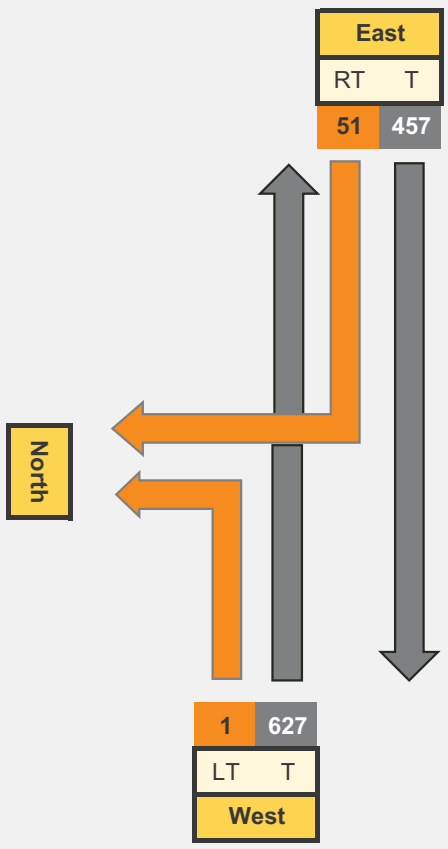
Intersection ID	X122
Intersection Name	Alderley Street/Condamine Street

Speed	60			
Existing Treatment	L	-	R	-

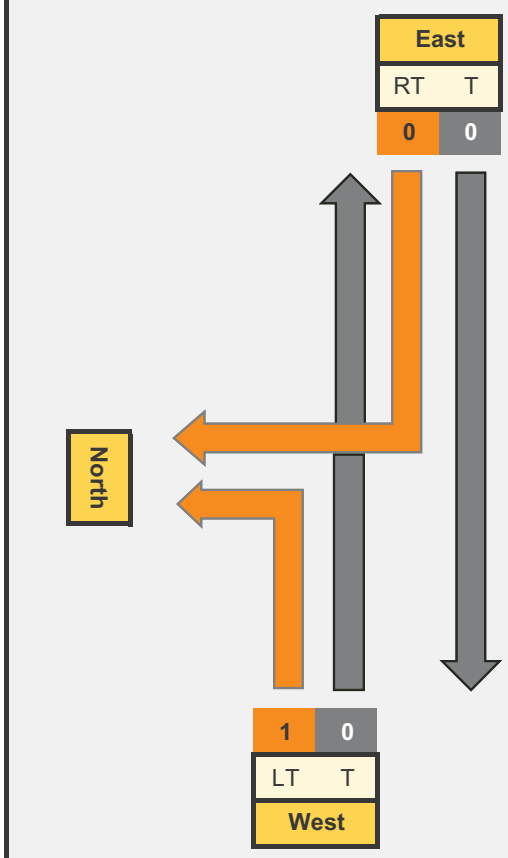
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 2: 2

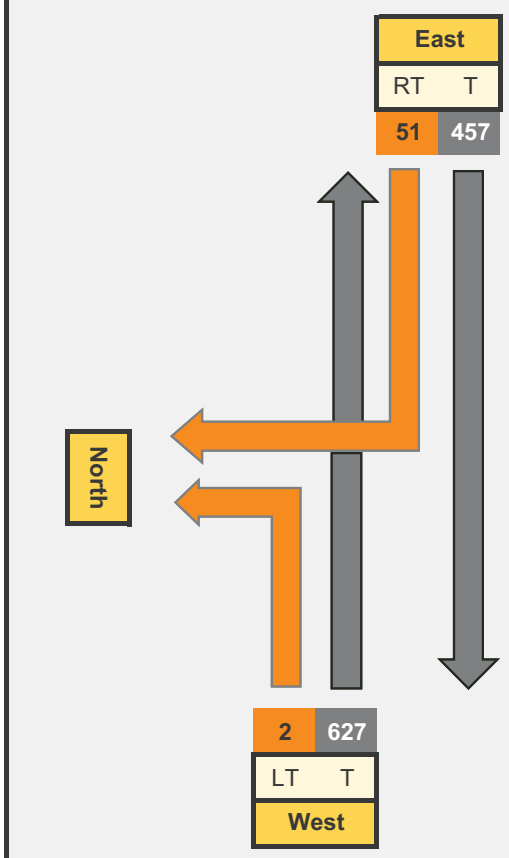
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,085	51
Left	627	1
With Development Traffic		
Right	1,086	51
Left	627	2

Graph Terminolgy

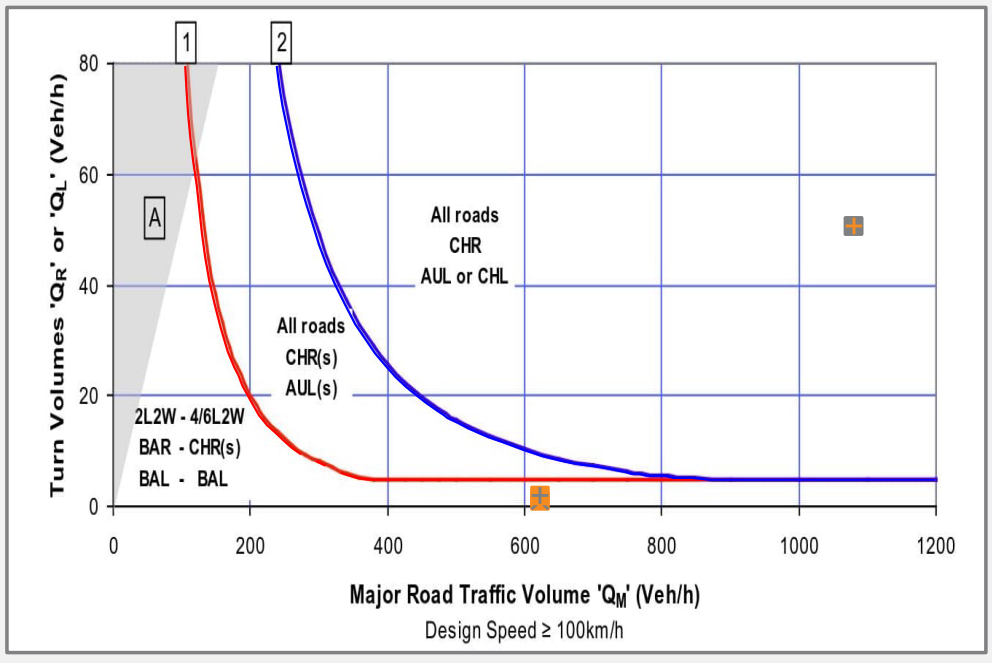
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	1,085	51
Left	627	1
With Development Traffic		
Right	1,086	51
Left	627	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

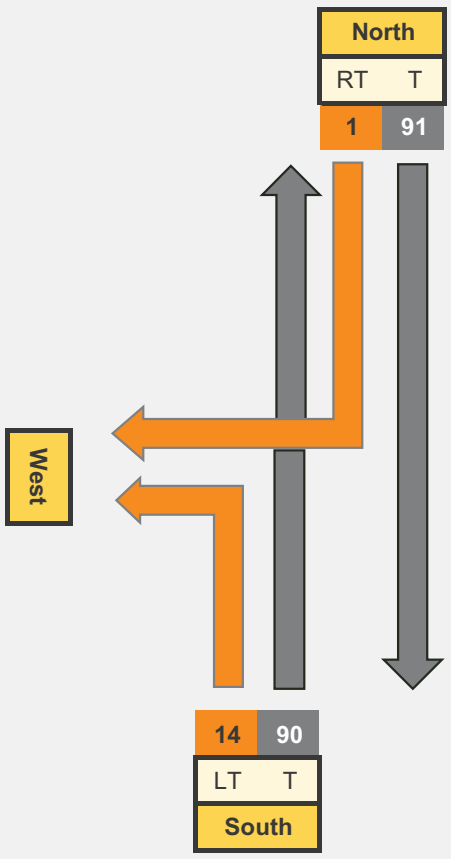
Intersection ID	X123
Intersection Name	Campbell Street/Saleyards Road

Speed	60			
Existing Treatment	L	BAL	R	BAR

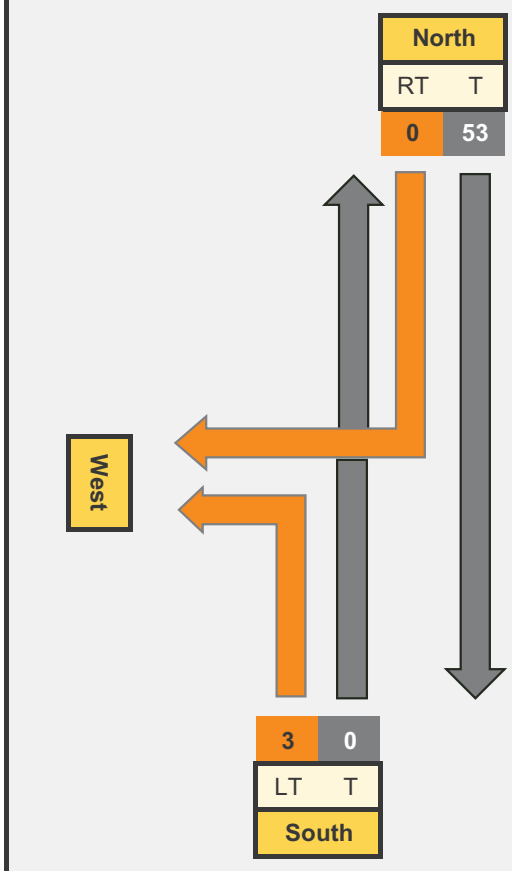
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

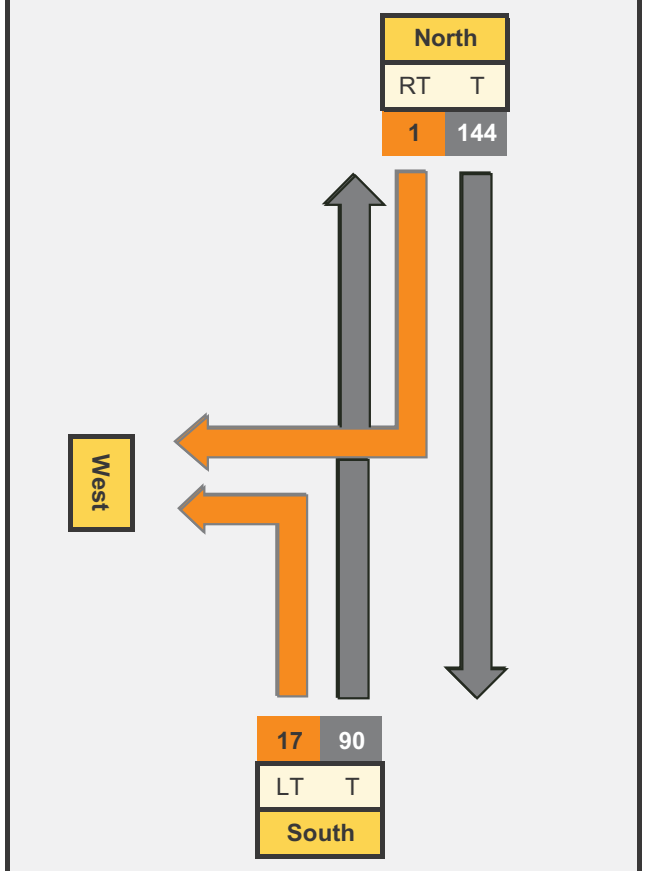
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	195	1
Left	90	14
With Development Traffic		
Right	251	1
Left	90	17

Graph Terminolgy

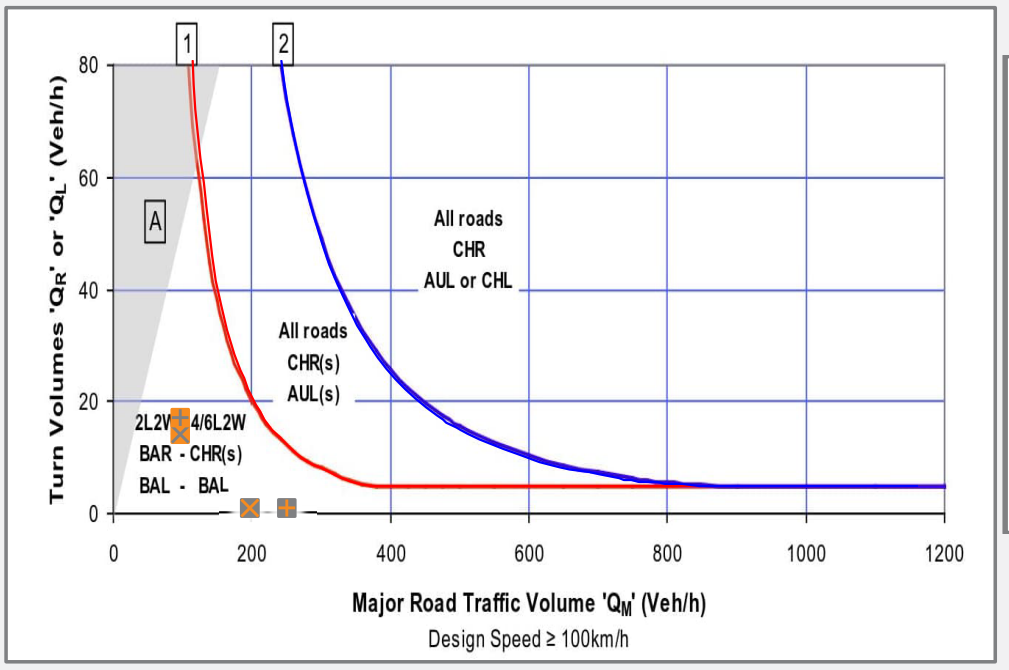
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	195	1
Left	90	14
With Development Traffic		
Right	251	1
Left	90	17

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

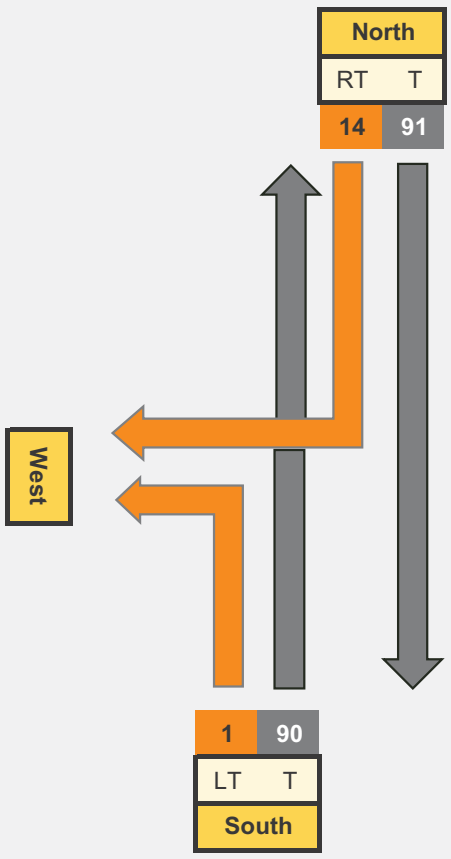
Intersection ID	X123
Intersection Name	Campbell Street/Saleyards Road

Speed	60			
Existing Treatment	L	BAL	R	BAR

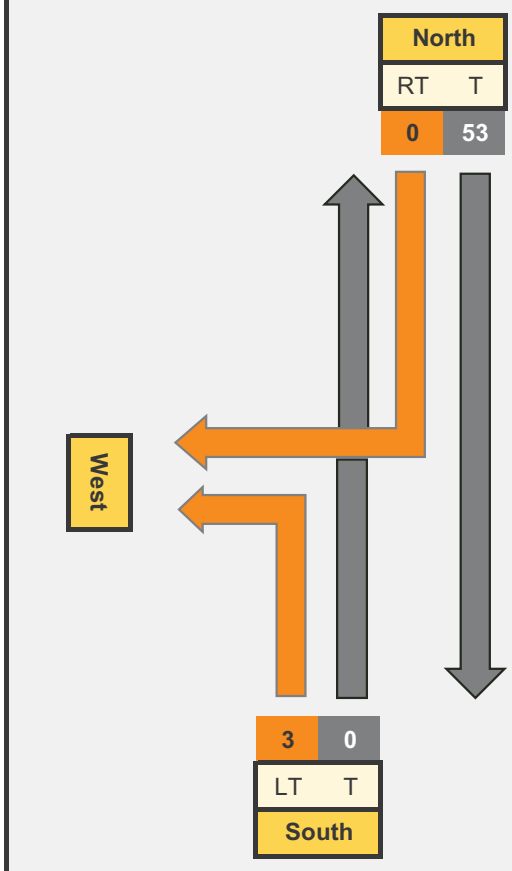
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

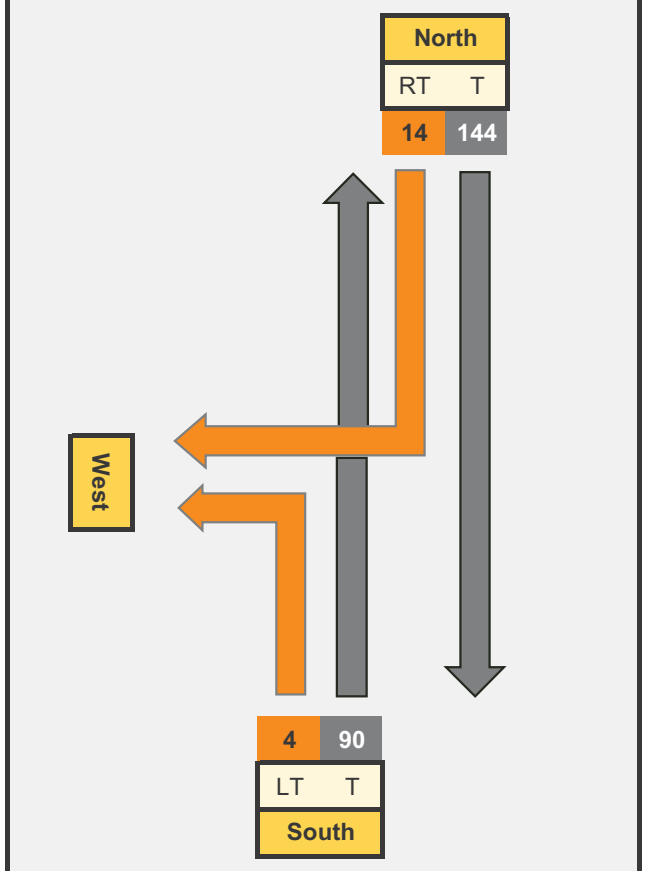
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	182	14
Left	90	1
With Development Traffic		
Right	238	14
Left	90	4

Graph Terminolgy

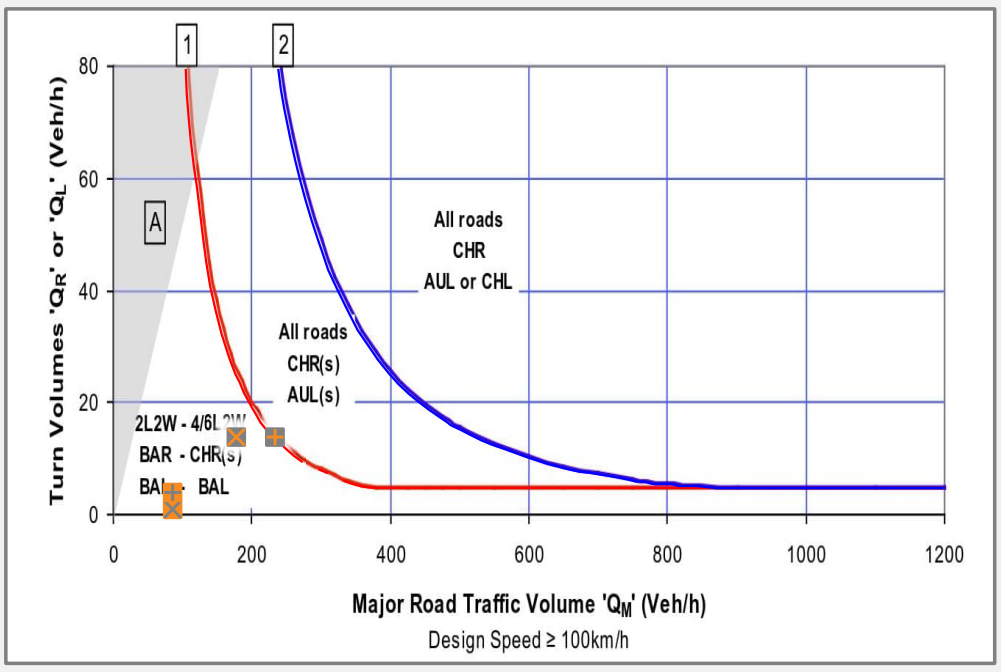
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	182	14
Left	90	1
With Development Traffic		
Right	238	14
Left	90	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

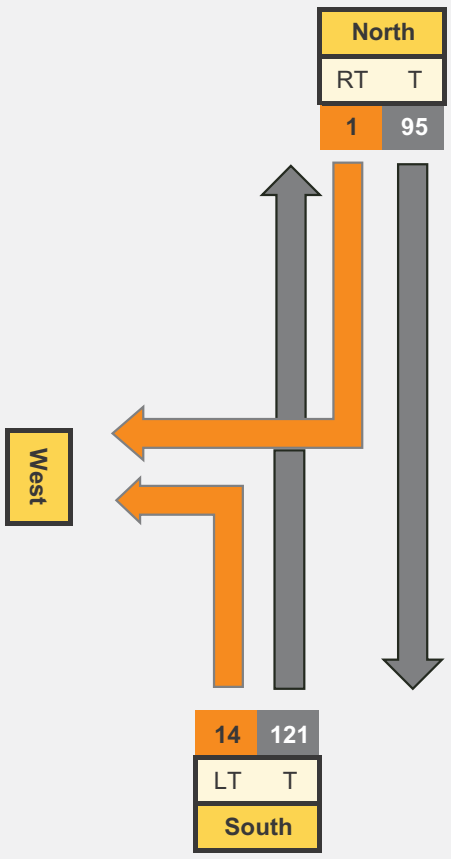
Intersection ID	X123
Intersection Name	Campbell Street/Saleyards Road

Speed	60			
Existing Treatment	L	BAL	R	BAR

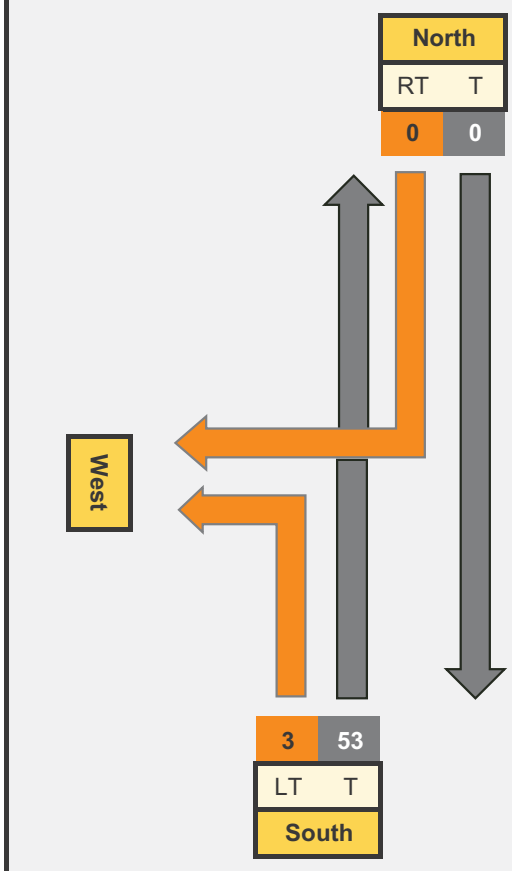
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

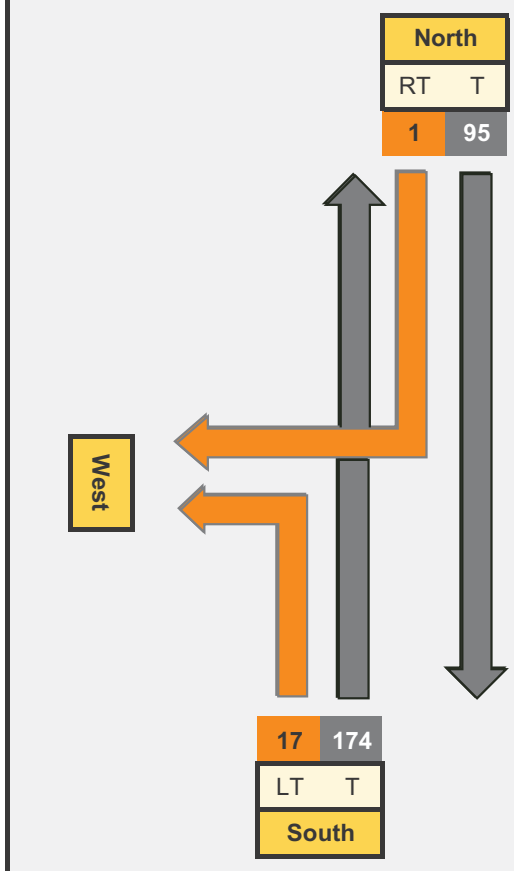
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



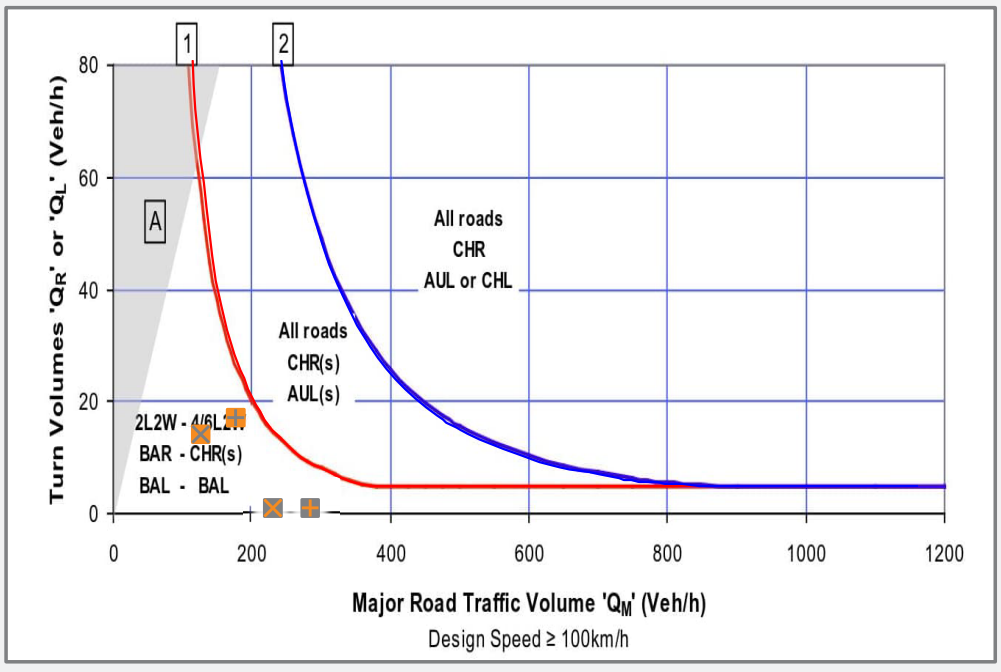
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	230	1
Left	121	14
With Development Traffic		
Right	286	1
Left	174	17

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	230	1
Left	121	14
With Development Traffic		
Right	286	1
Left	174	17

Intersection Code	3B

Time Period	PM

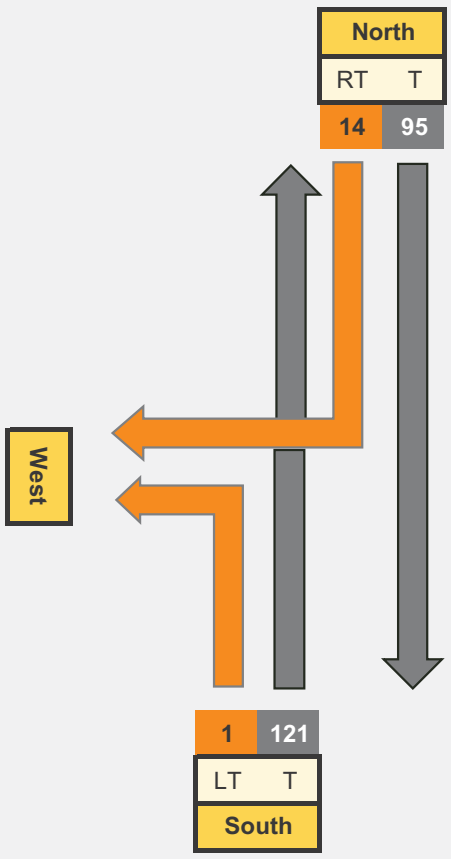
Intersection ID	X123
Intersection Name	Campbell Street/Saleyards Road

Speed	60			
Existing Treatment	L	BAL	R	BAR

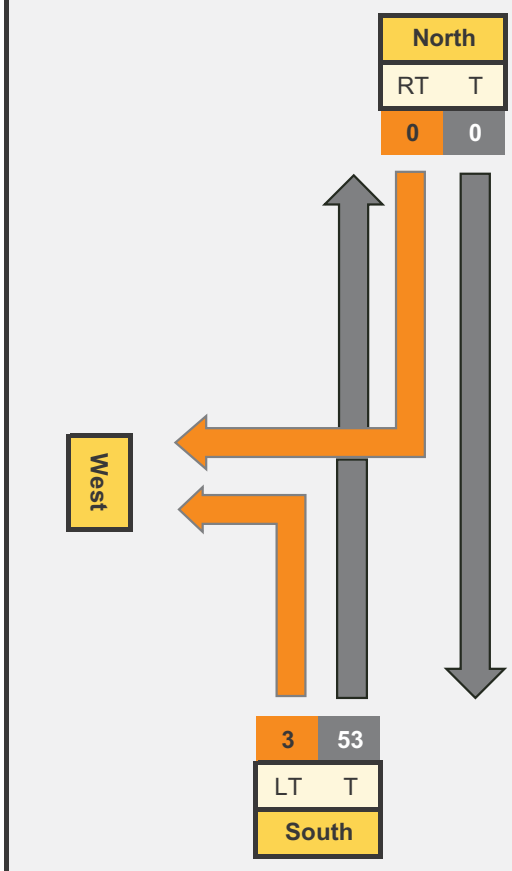
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

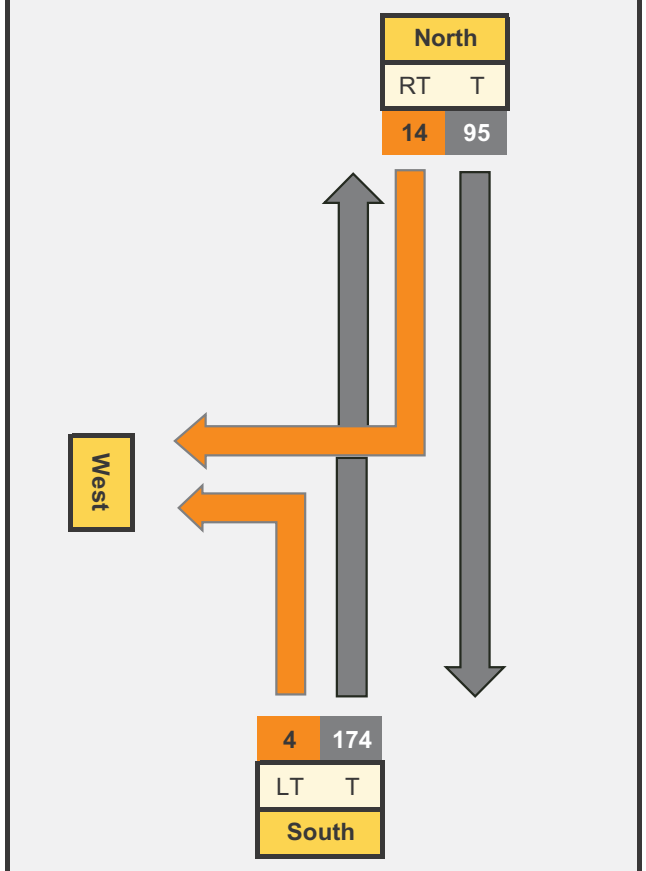
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	217	14
Left	121	1
With Development Traffic		
Right	273	14
Left	174	4

Graph Terminolgy

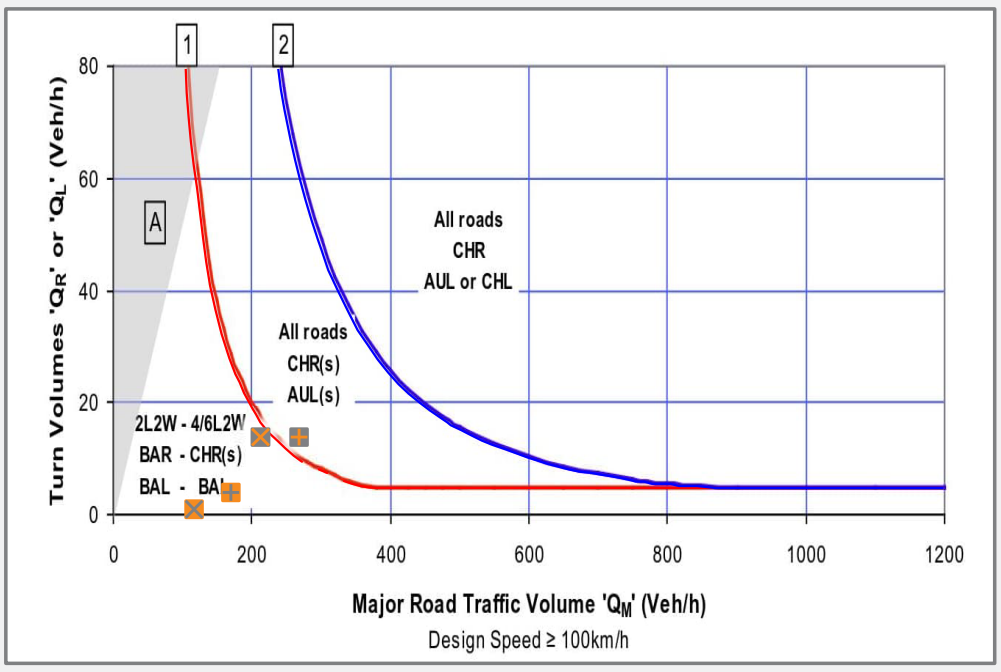
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	217	14
Left	121	1
With Development Traffic		
Right	273	14
Left	174	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

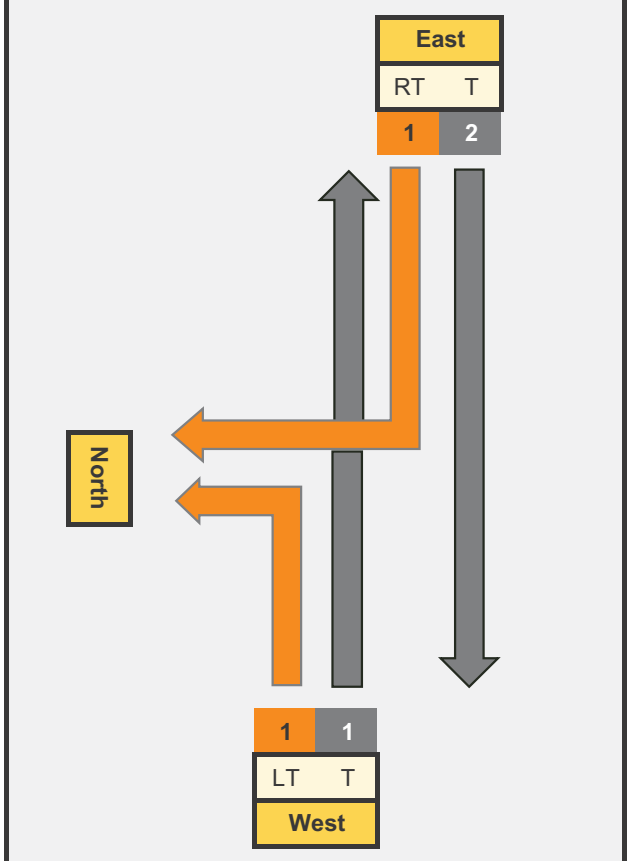
Intersection ID	X124
Intersection Name	Commodore Peak Road/Scragg Road

Speed	100			
Existing Treatment	L	-	R	-

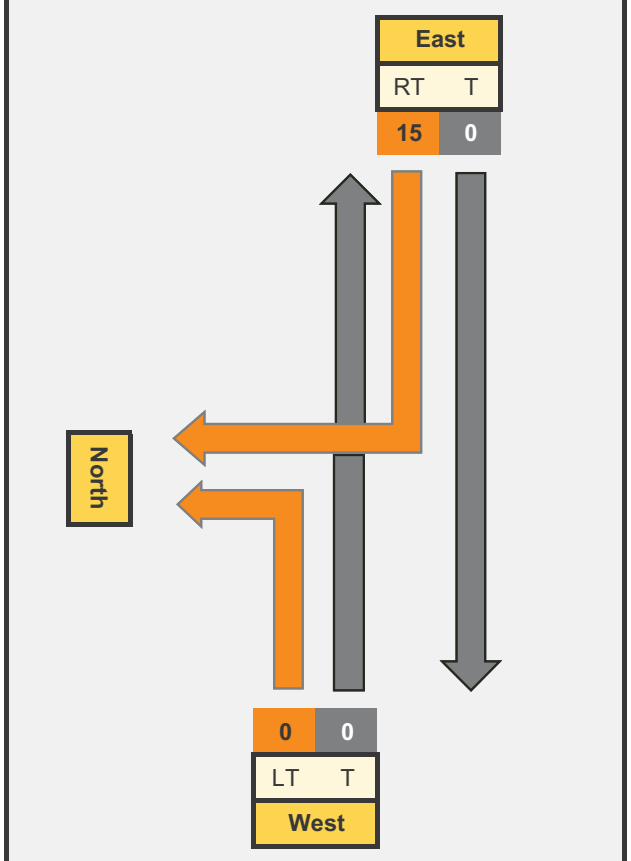
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 1: 1

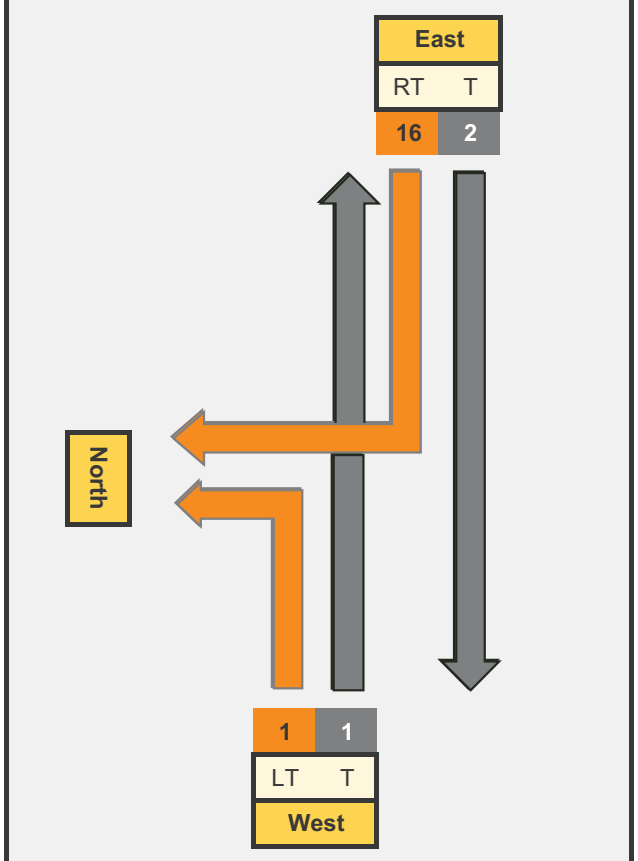
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	4	1
Left	1	1
With Development Traffic		
Right	4	16
Left	1	1

Graph Terminolgy

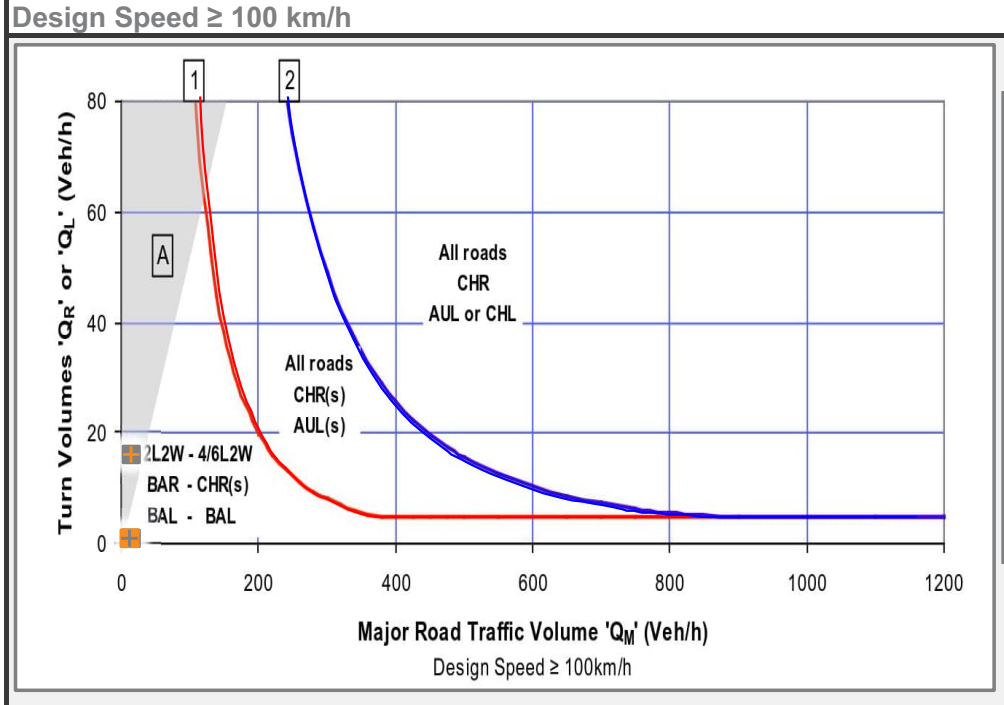
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	4	1
Left	1	1
With Development Traffic		
Right	4	16
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

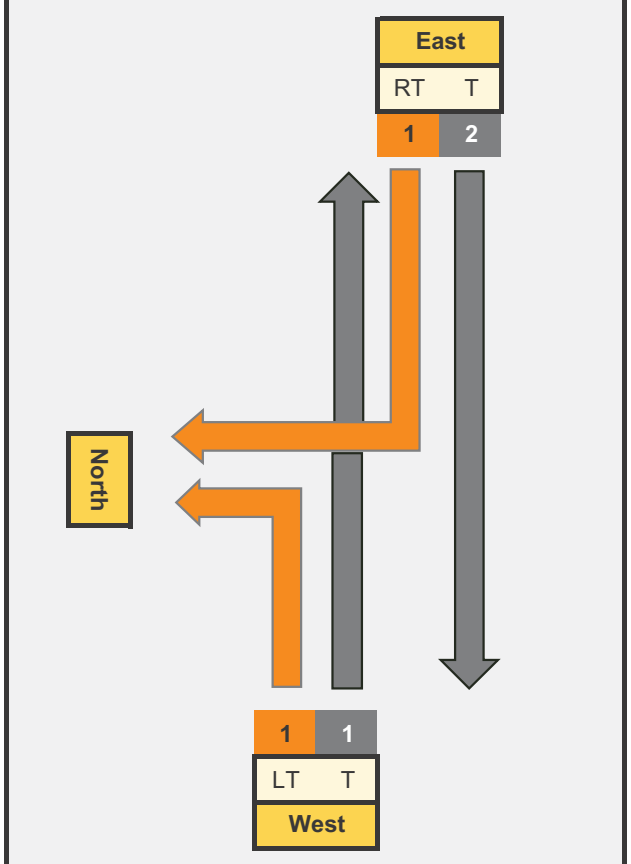
Intersection ID	X124
Intersection Name	Commodore Peak Road/Scragg Road

Speed	100			
Existing Treatment	L	-	R	-

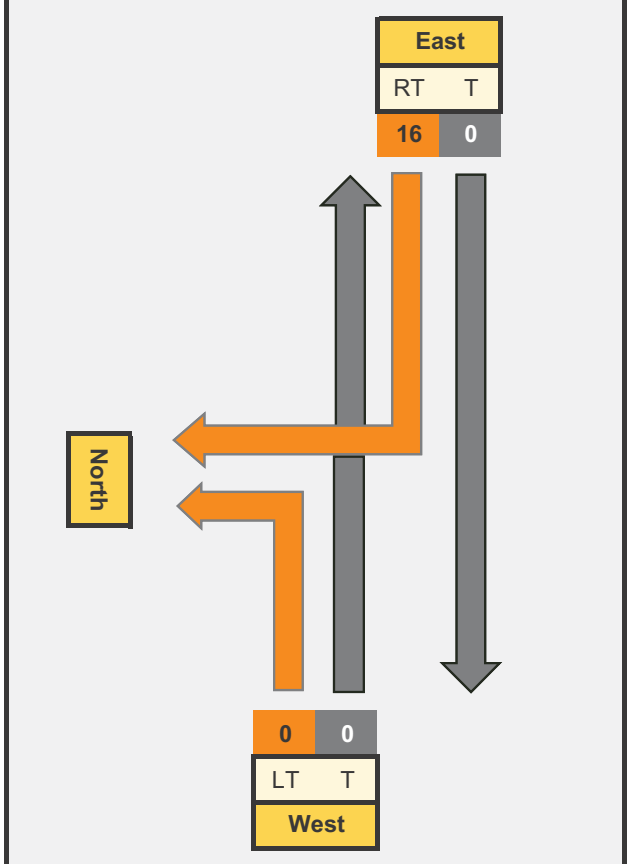
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 2: 2

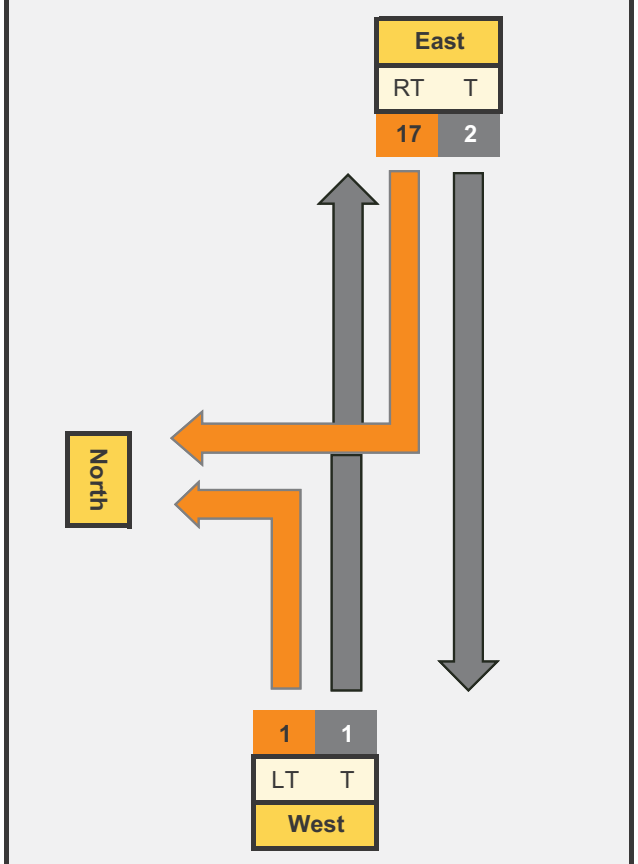
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



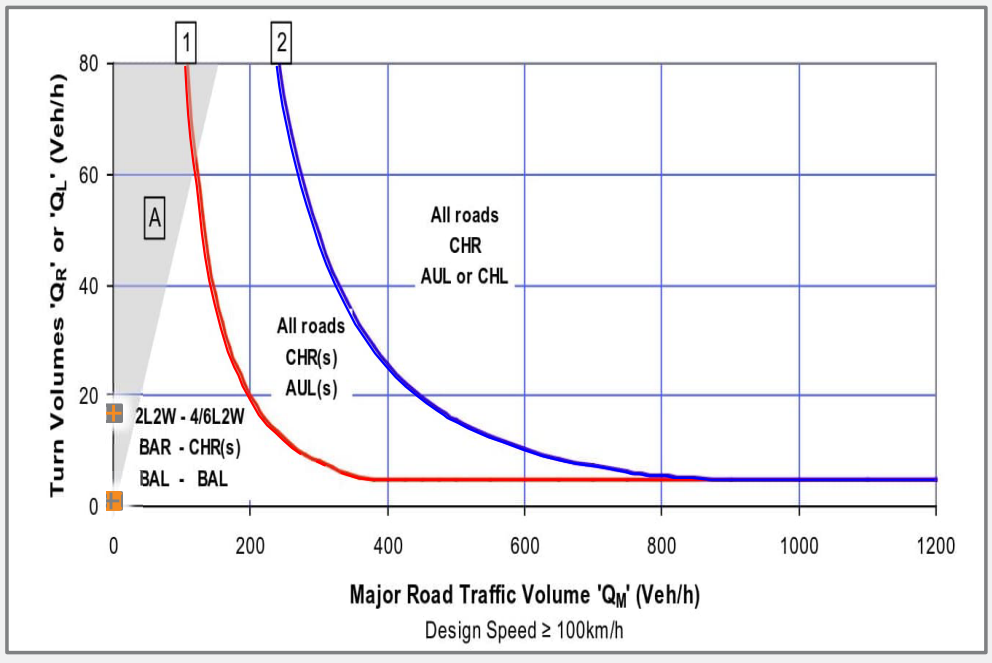
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	4	1
Left	1	1
With Development Traffic		
Right	4	17
Left	1	1

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	4	1
Left	1	1
With Development Traffic		
Right	4	17
Left	1	1

Intersection Code	3C

Time Period	PM

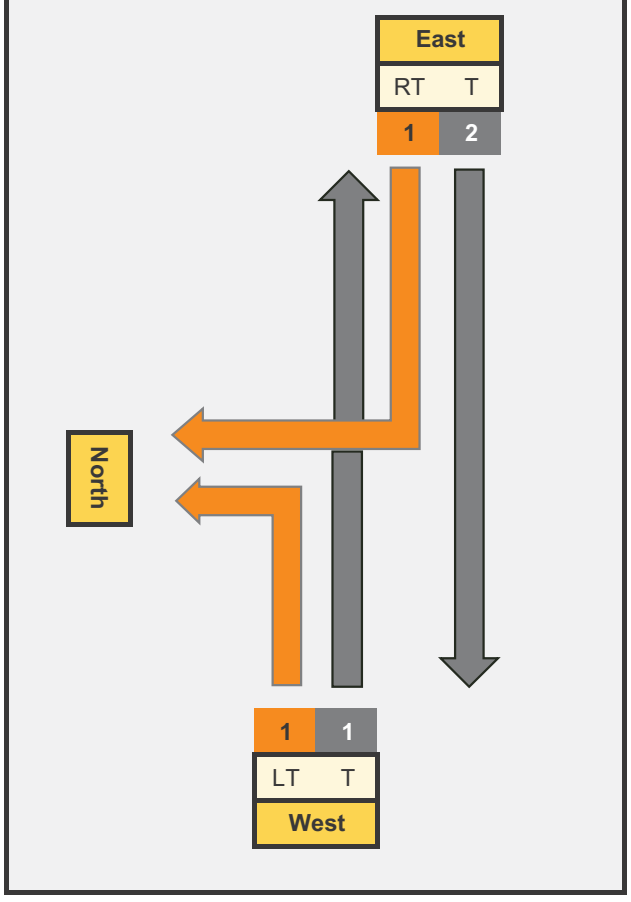
Intersection ID	X124
Intersection Name	Commodore Peak Road/Scragg Road

Speed	100			
Existing Treatment	L	-	R	-

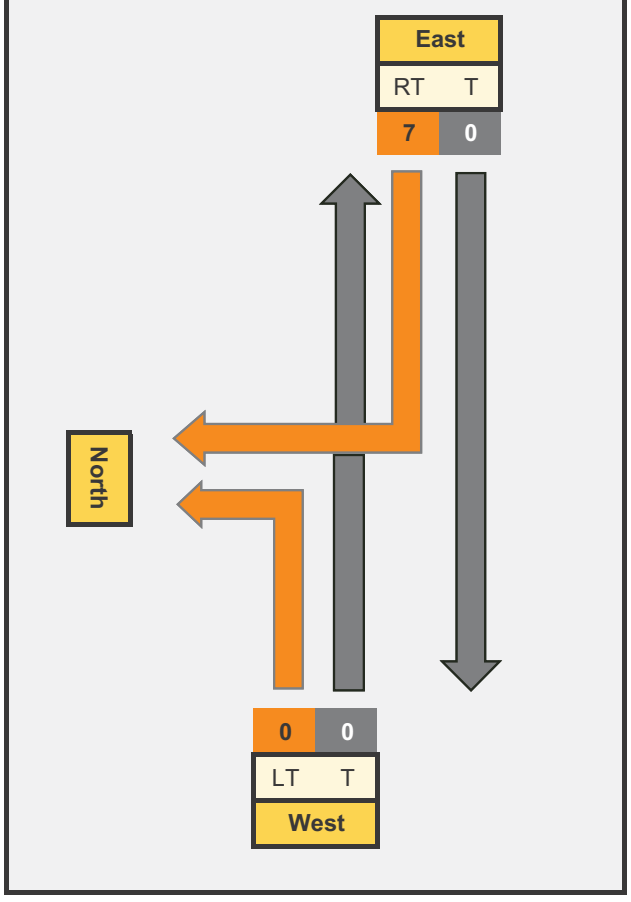
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 1: 1

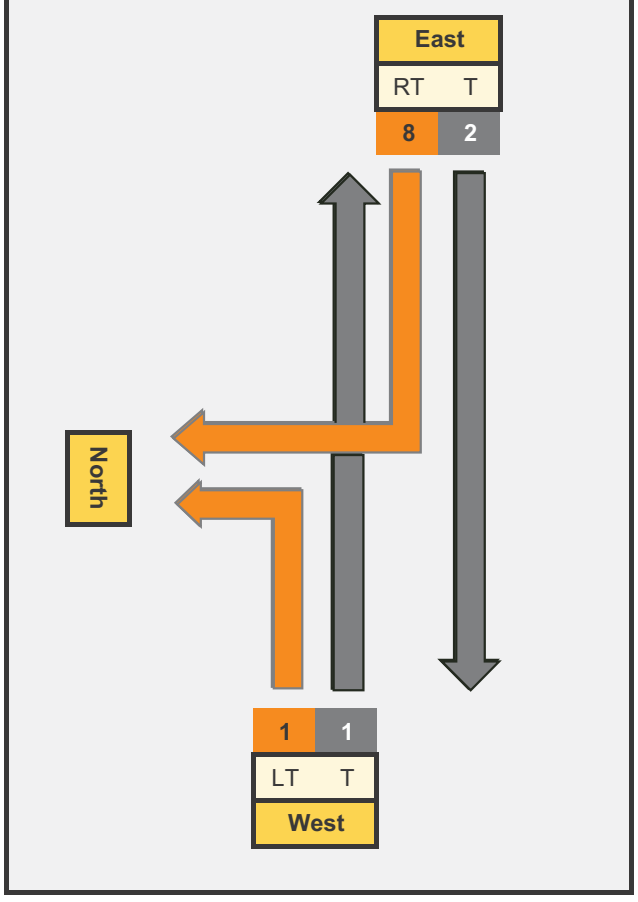
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	4	1
Left	1	1
With Development Traffic		
Right	4	8
Left	1	1

Graph Terminolgy

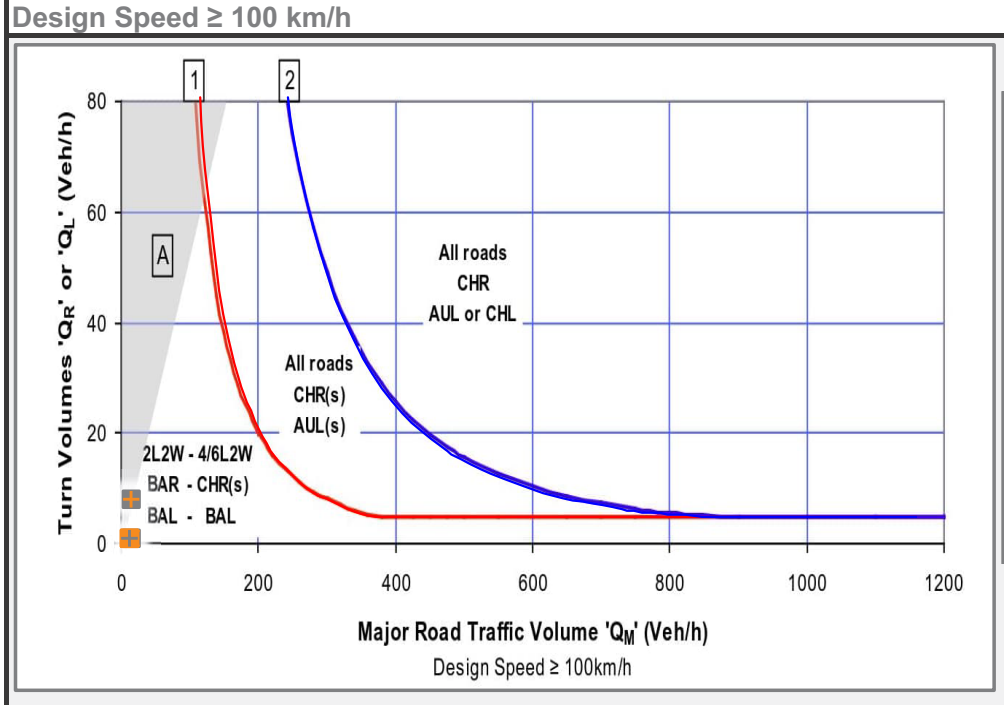
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	4	1
Left	1	1
With Development Traffic		
Right	4	8
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

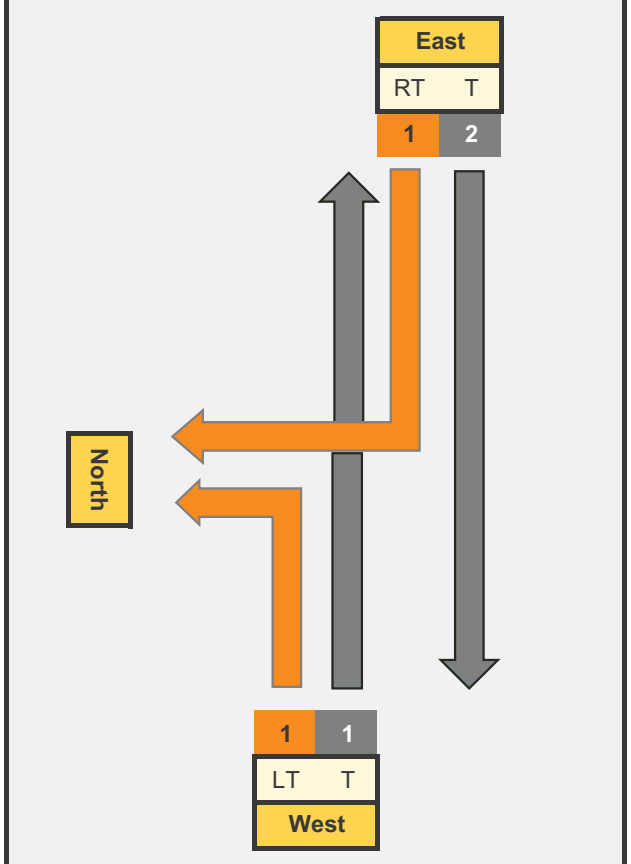
Intersection ID	X124
Intersection Name	Commodore Peak Road/Scragg Road

Speed	100			
Existing Treatment	L	-	R	-

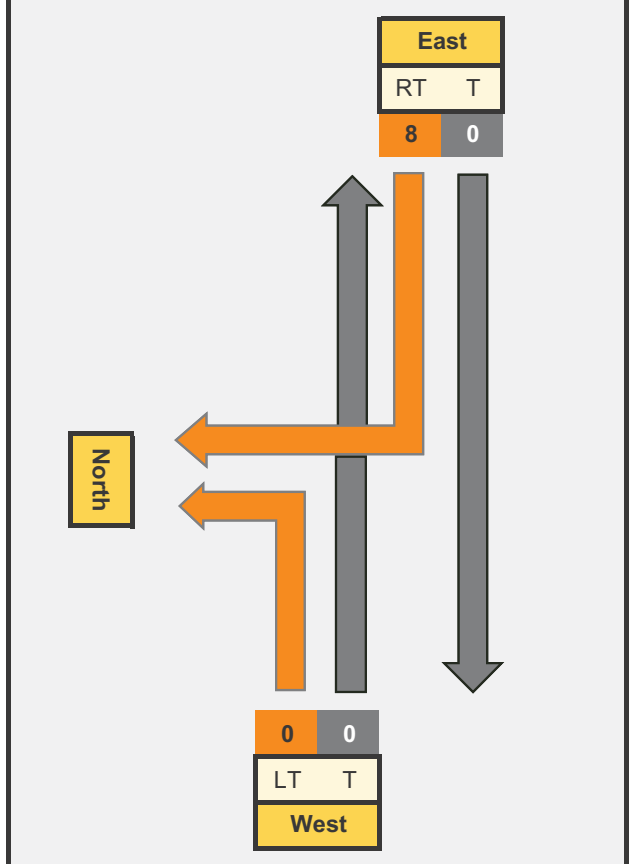
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 2: 2

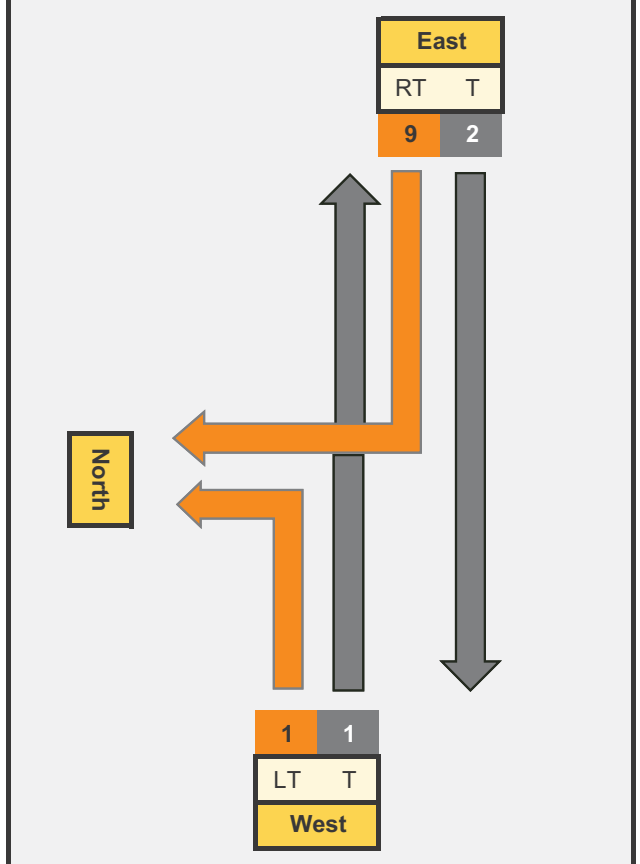
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	4	1
Left	1	1
With Development Traffic		
Right	4	9
Left	1	1

Graph Terminolgy

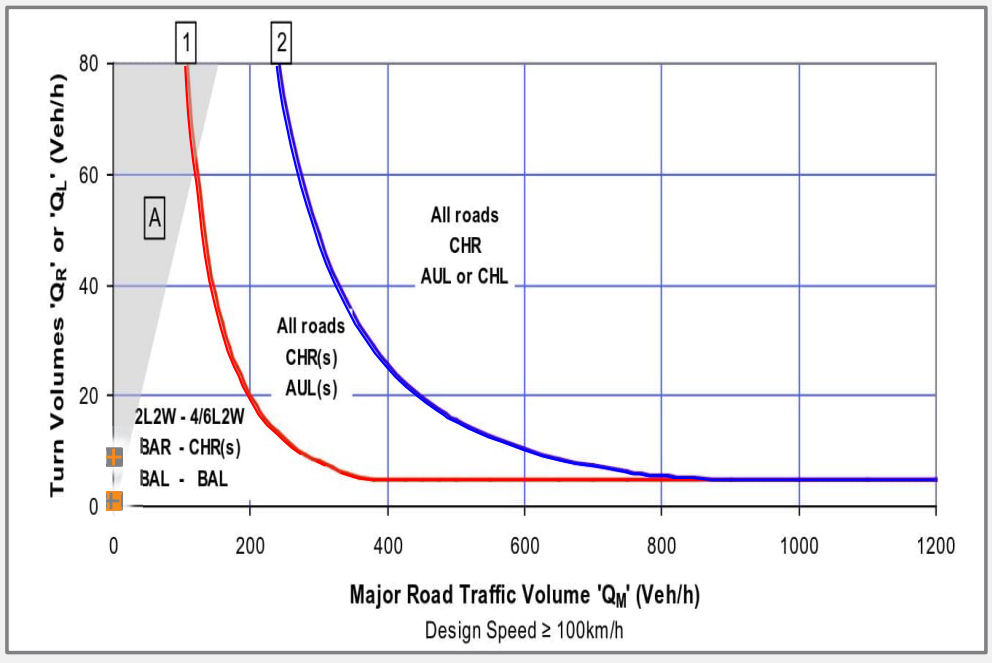
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	4	1
Left	1	1
With Development Traffic		
Right	4	9
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

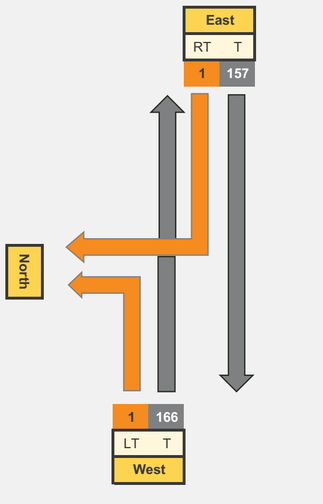
Intersection Code	4B
Intersection ID	X125
Intersection Name	Drayton Wellcamp Road/Unnamed Road

Time Period	AM
Speed	80
Existing Treatment	L: AUL; R: CHR

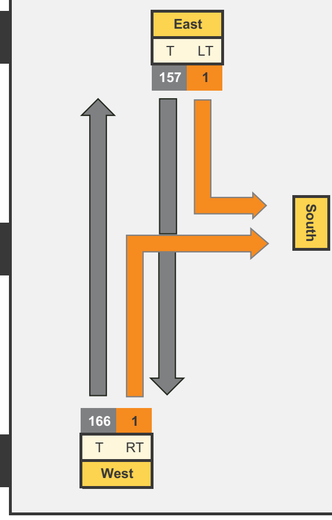
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

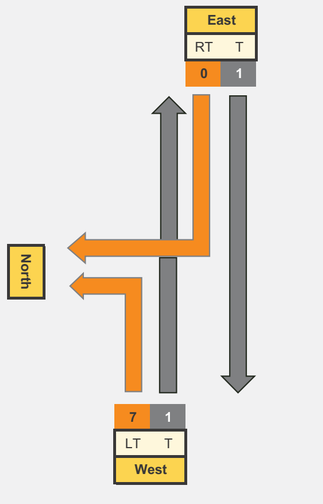
Peak Impact Year - Without Development Traffic



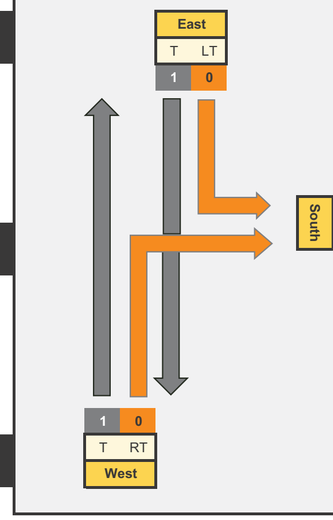
Peak Impact Year - Without Development Traffic



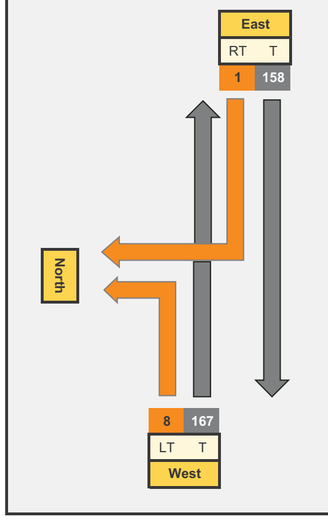
Peak Impact Year - Development Traffic



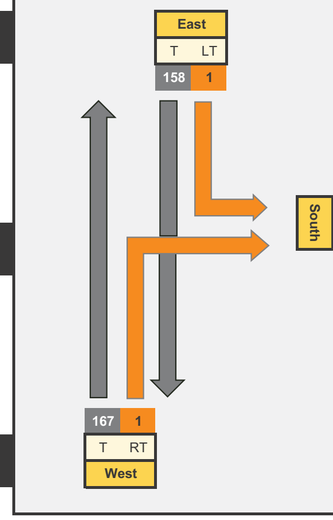
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic

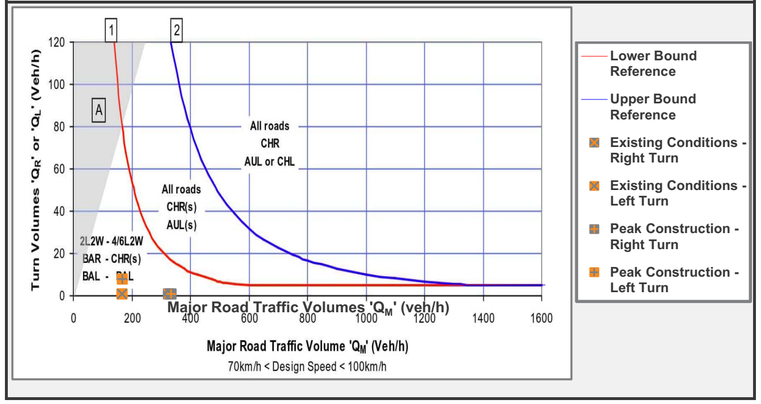


Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	324	1
Left	166	1
With Development Traffic		
Right	333	1
Left	167	8

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

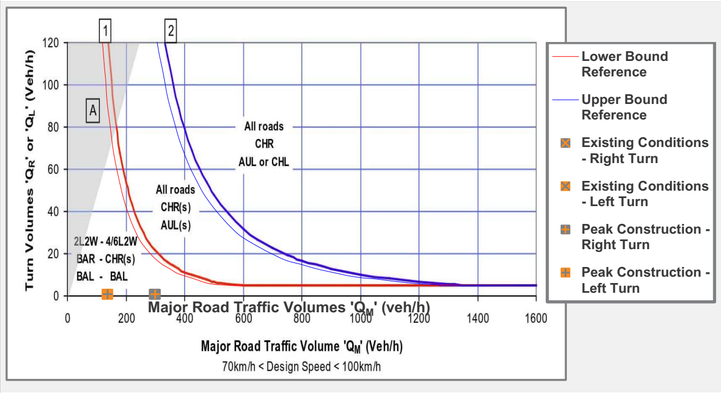
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	324	1
Left	166	1
With Development Traffic		
Right	333	1
Left	167	8

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	324	1
Left	157	1
With Development Traffic		
Right	326	1
Left	158	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	324	1
Left	157	1
With Development Traffic		
Right	326	1
Left	158	1

Intersection Code	4B

Time Period	AM

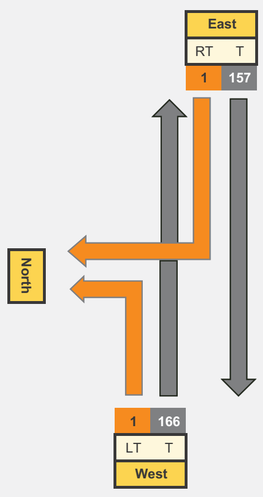
Intersection ID	X125
Intersection Name	Drayton Wellcamp Road/Unnamed Road

Speed	80			
Existing Treatment	L	AUL	R	CHR

Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	324	1
Left	166	1
With Development Traffic		
Right	333	1
Left	167	8

Graph Terminolgy

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

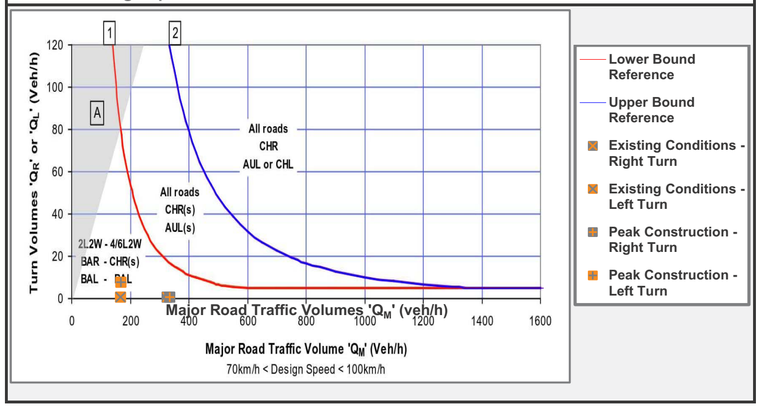
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	324	1
Left	166	1
With Development Traffic		
Right	333	1
Left	167	8

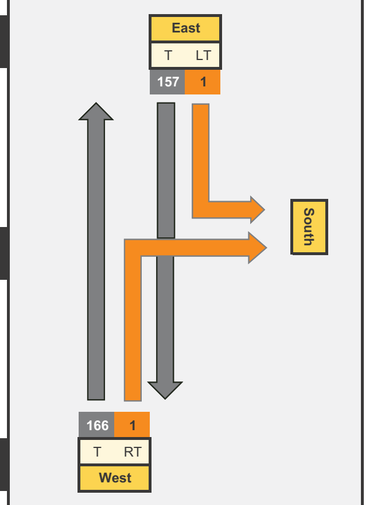
Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	324	1
Left	157	1
With Development Traffic		
Right	326	1
Left	158	1

Graph Terminolgy

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

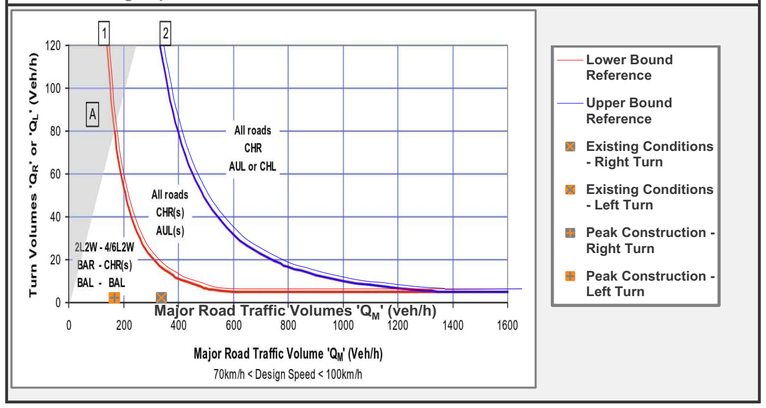
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	324	1
Left	157	1
With Development Traffic		
Right	326	1
Left	158	1

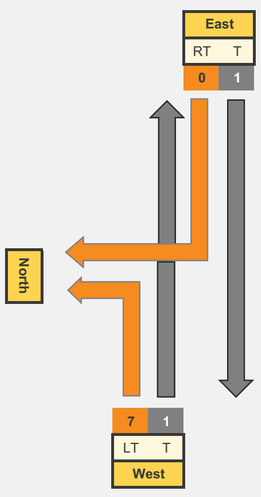
Graphing

Design Speed ≥ 100 km/h

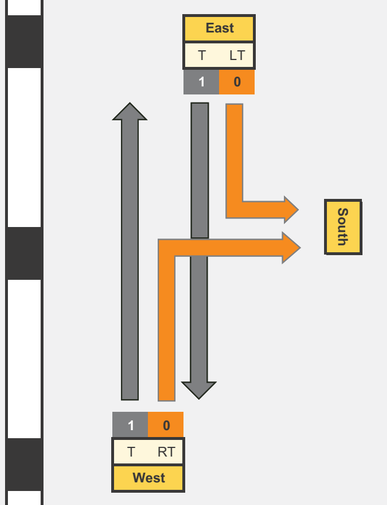
50 km/h < Design Speed < 100 km/h



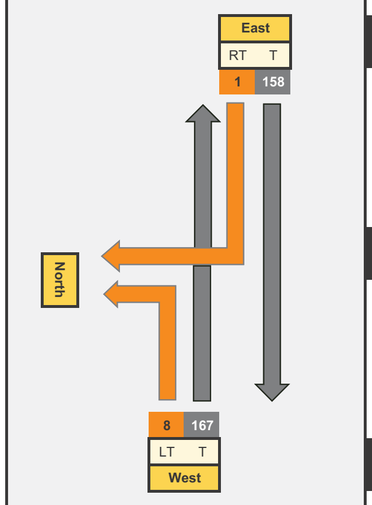
Peak Impact Year - Development Traffic



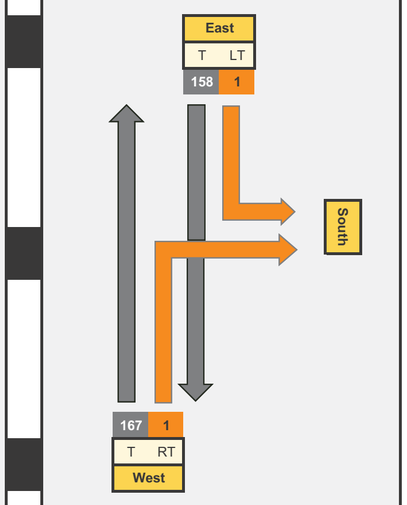
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Intersection Code	4B

Time Period	PM

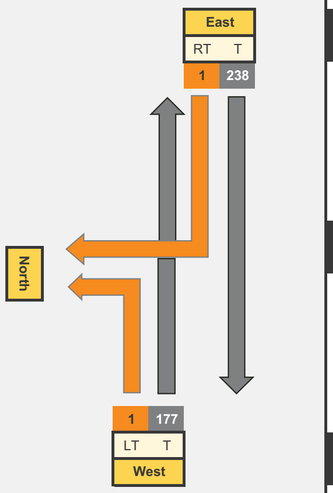
Intersection ID	X125
Intersection Name	Drayton Wellcamp Road/Unnamed Road

Speed	80			
Existing Treatment	L	AUL	R	CHR

Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	416	1
Left	177	1
With Development Traffic		
Right	425	1
Left	178	8

Graph Terminolgy

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

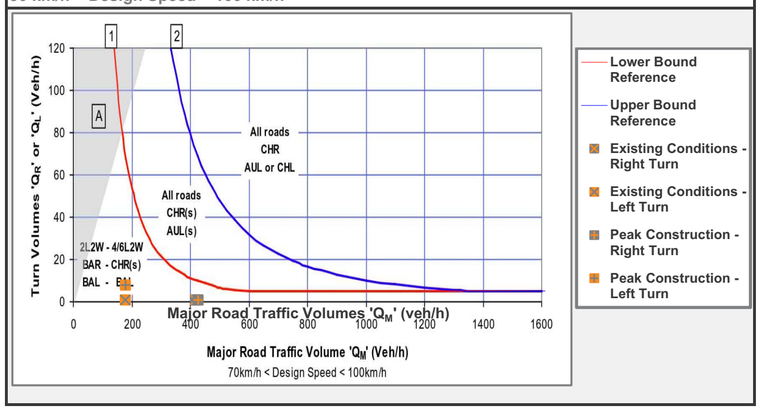
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	416	1
Left	177	1
With Development Traffic		
Right	425	1
Left	178	8

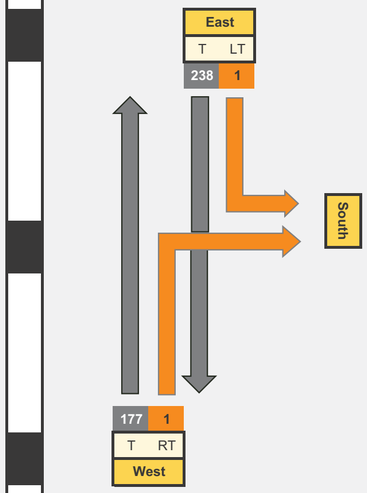
Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	416	1
Left	238	1
With Development Traffic		
Right	418	1
Left	239	1

Graph Terminolgy

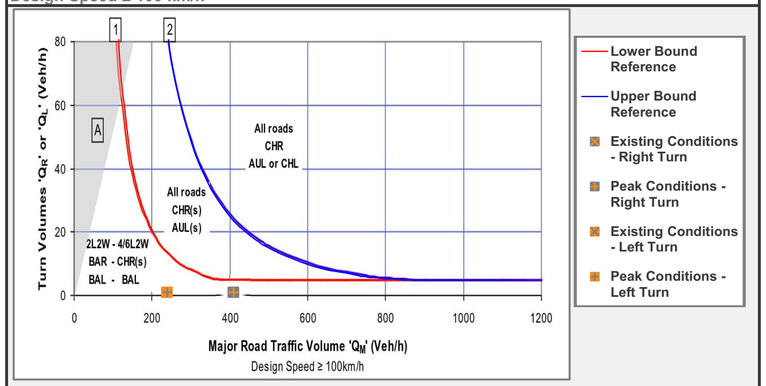
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	416	1
Left	238	1
With Development Traffic		
Right	418	1
Left	239	1

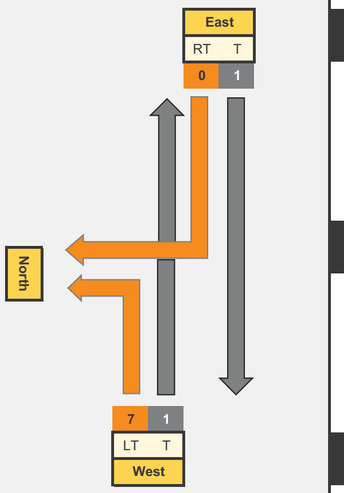
Graphing

Design Speed ≥ 100 km/h

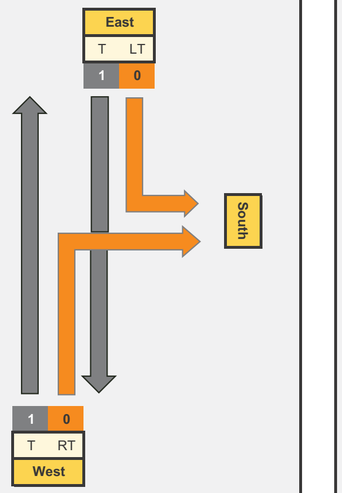


50 km/h < Design Speed < 100 km/h

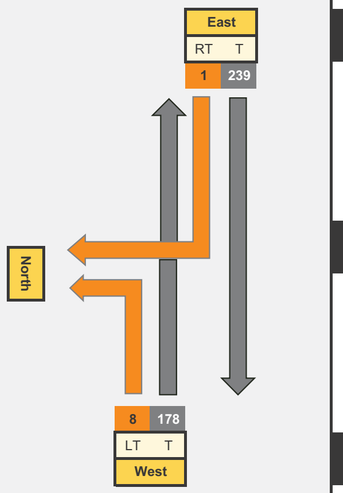
Peak Impact Year - Development Traffic



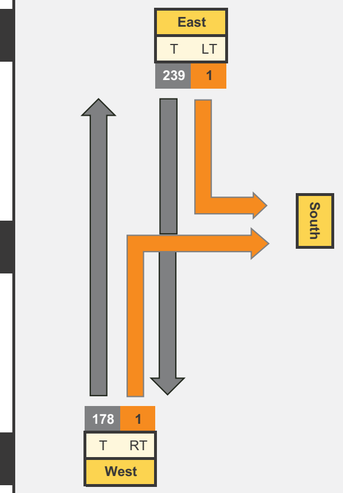
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



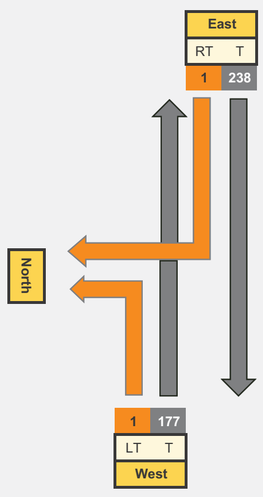
Intersection Code	4B
Intersection ID	X125
Intersection Name	Drayton Wellcamp Road/Unnamed Road

Time Period	PM
Speed	80
Existing Treatment	L: AUL, R: CHR

Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	416	1
Left	177	1
With Development Traffic		
Right	425	1
Left	178	8

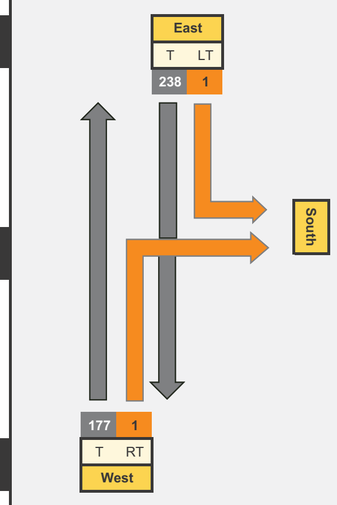
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

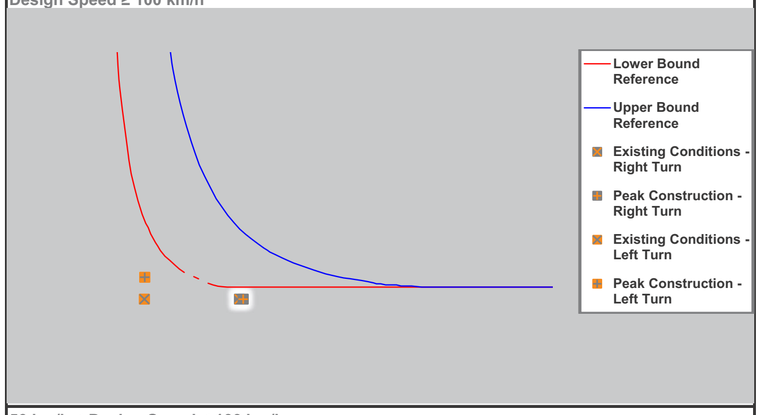
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	416	1
Left	177	1
With Development Traffic		
Right	425	1
Left	178	8

Peak Impact Year - Without Development Traffic

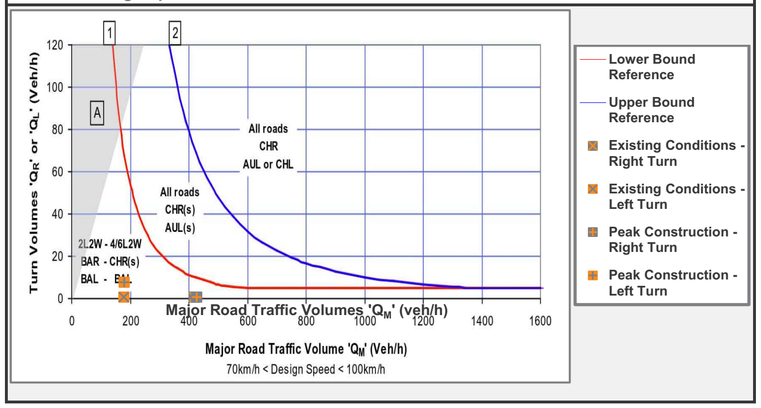


Graphing

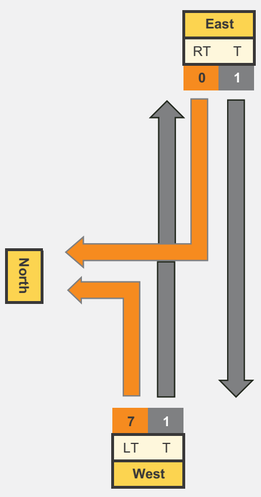
Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h



Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	416	1
Left	238	1
With Development Traffic		
Right	418	1
Left	239	1

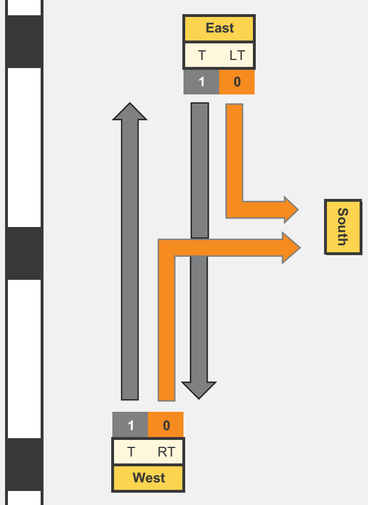
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

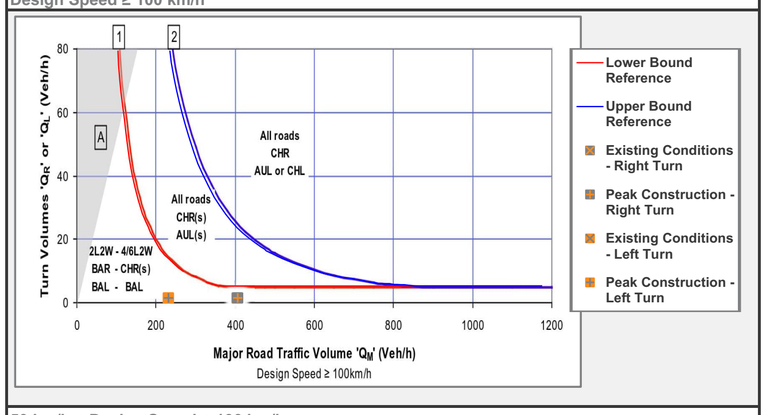
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	416	1
Left	238	1
With Development Traffic		
Right	418	1
Left	239	1

Peak Impact Year - Development Traffic



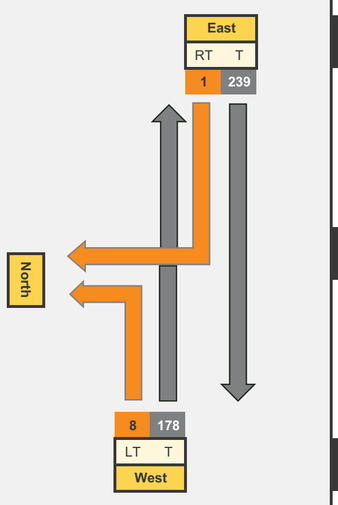
Graphing

Design Speed ≥ 100 km/h

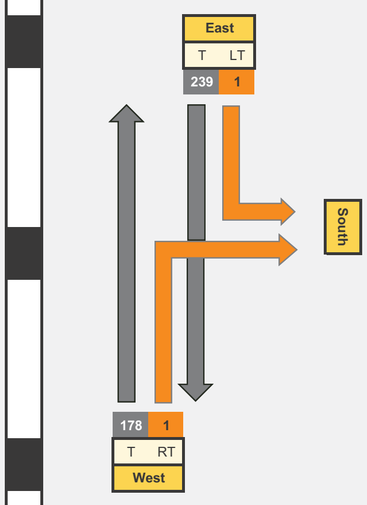


50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Intersection Code	3C

Time Period	AM

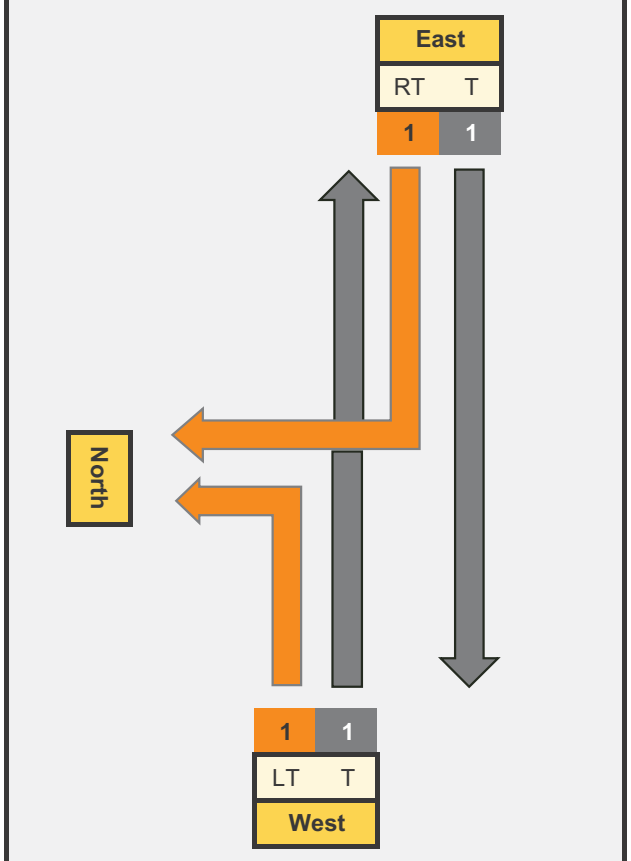
Intersection ID	X126
Intersection Name	Forestry Road/Unnamed Road

Speed	100			
Existing Treatment	L	-	R	-

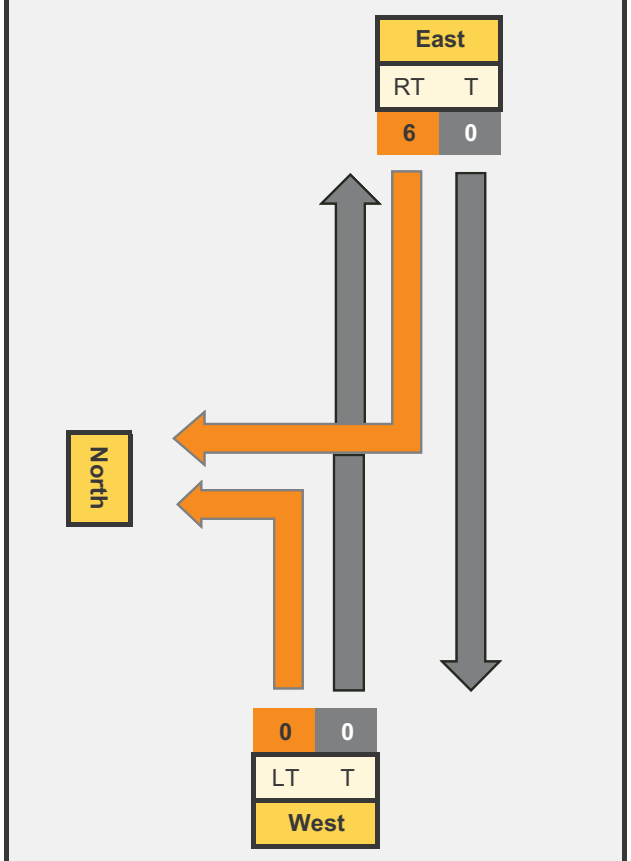
Peak Impact Month	Jun-25
Peak Impact Year	2025

Scenario 1: 1

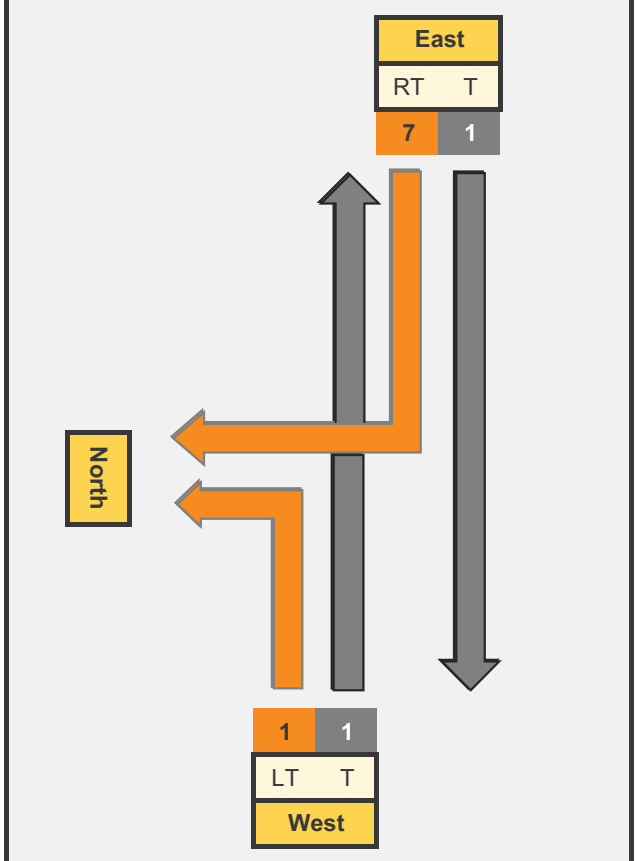
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	7
Left	1	1

Graph Terminolgy

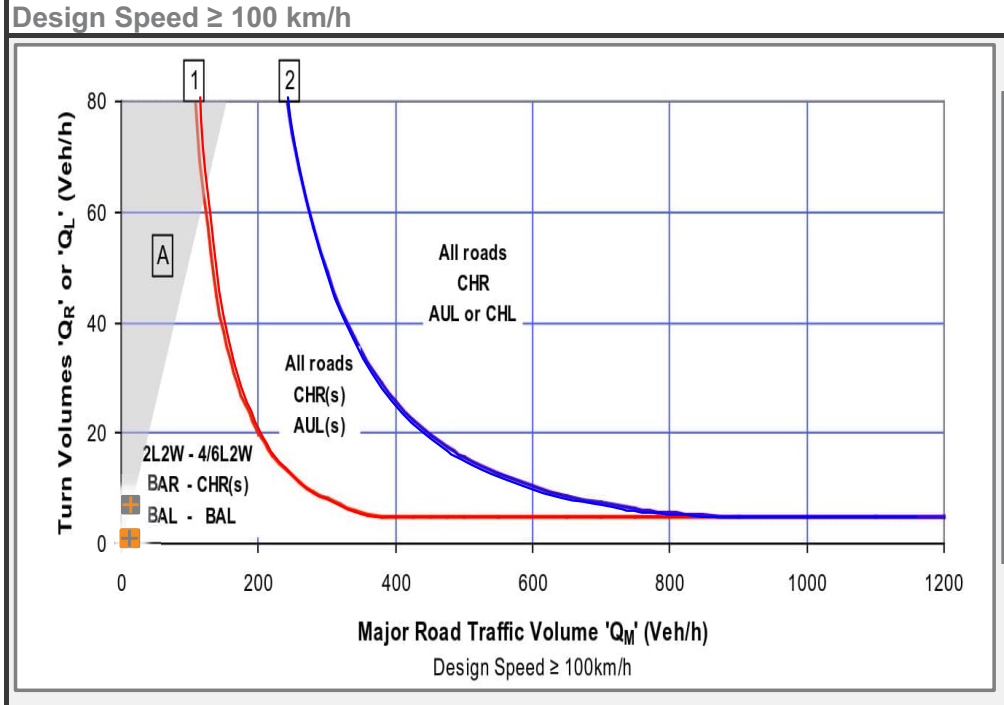
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	7
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

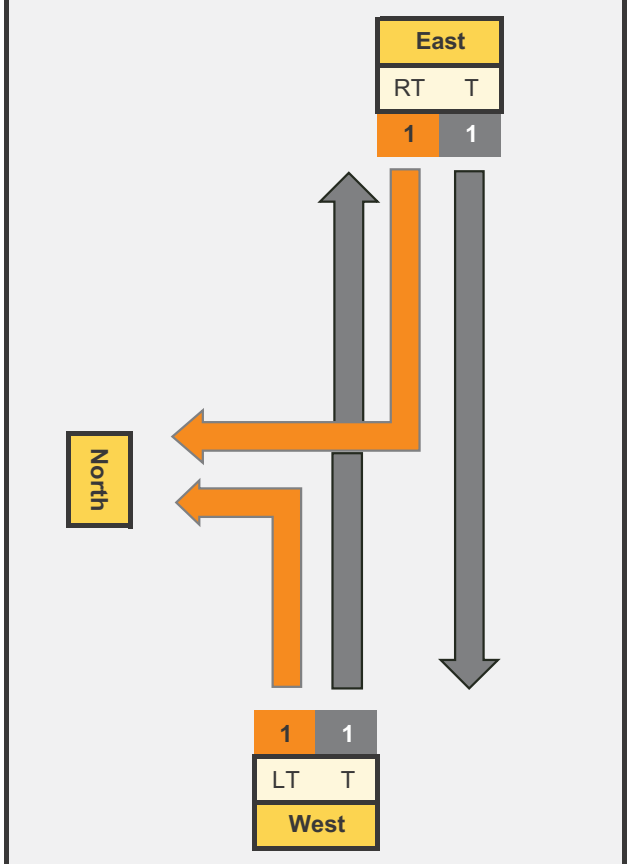
Intersection ID	X126
Intersection Name	Forestry Road/Unnamed Road

Speed	100			
Existing Treatment	L	-	R	-

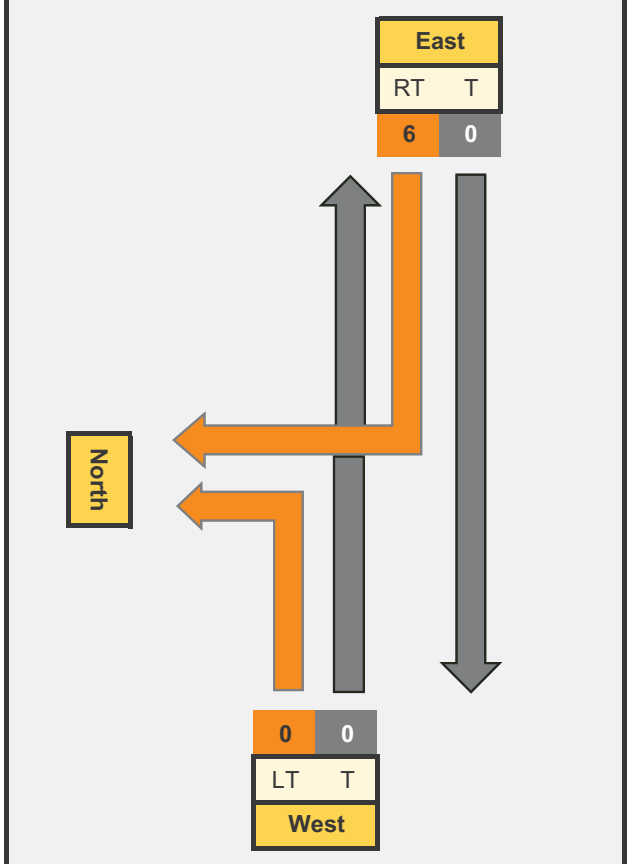
Peak Impact Month	Jun-25
Peak Impact Year	2025

Scenario 2: 2

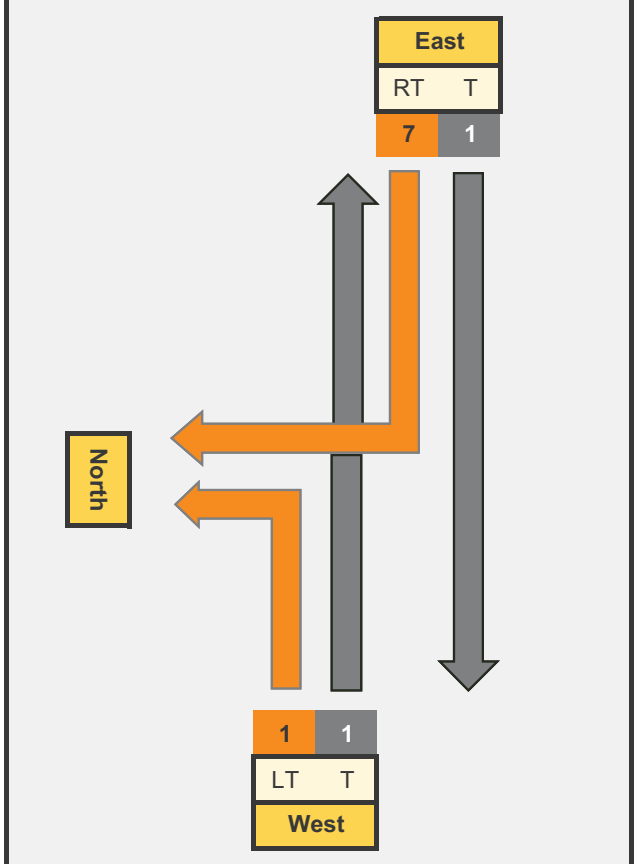
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



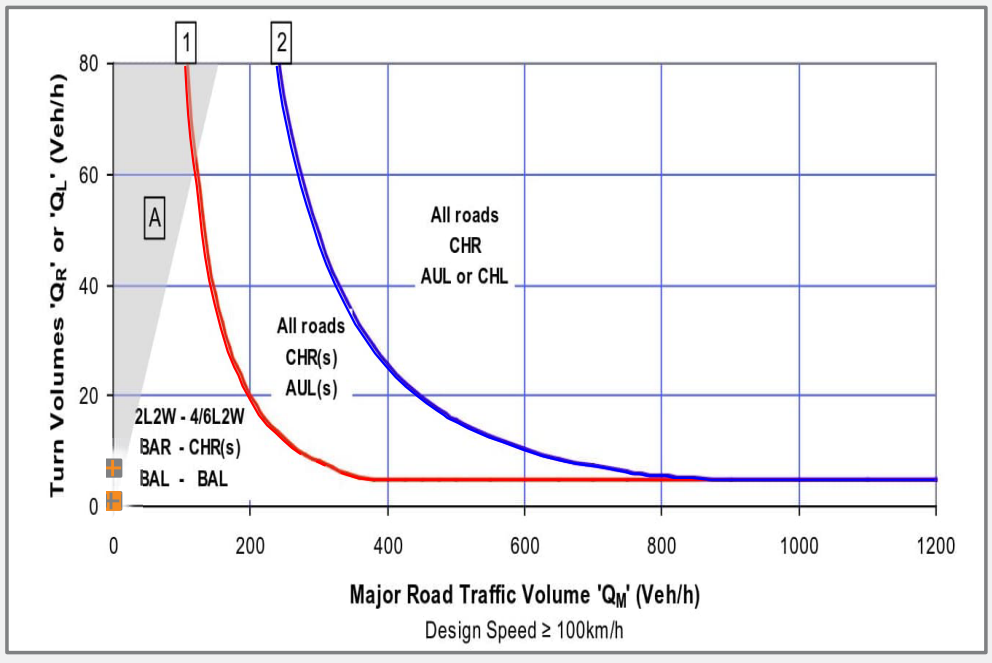
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	7
Left	1	1

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	7
Left	1	1

Intersection Code	3C

Time Period	PM

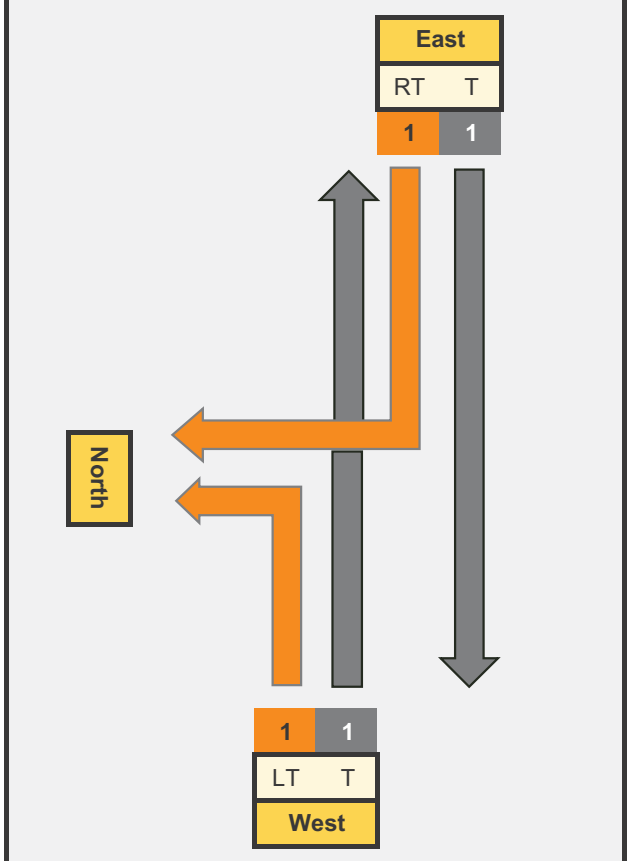
Intersection ID	X126
Intersection Name	Forestry Road/Unnamed Road

Speed	100			
Existing Treatment	L	-	R	-

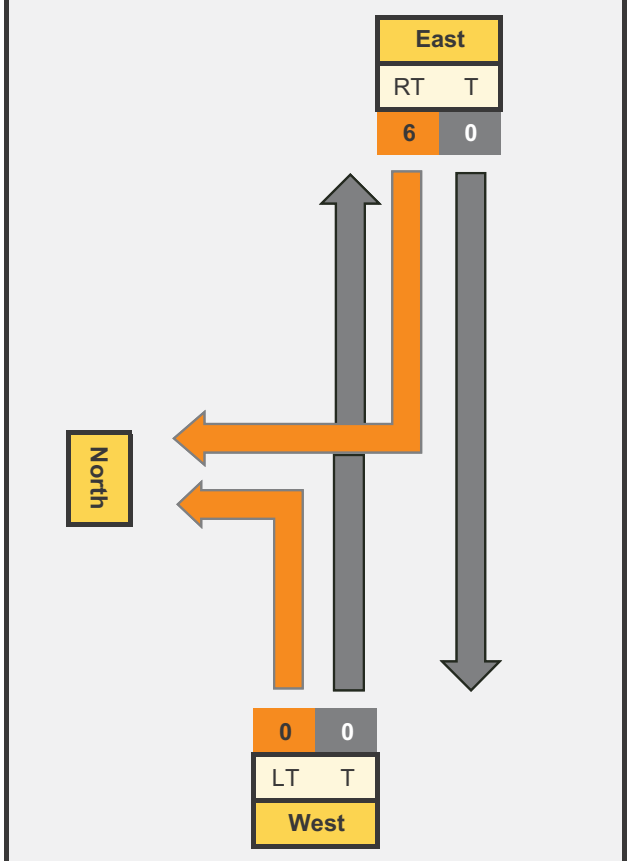
Peak Impact Month	Jun-25
Peak Impact Year	2025

Scenario 1: 1

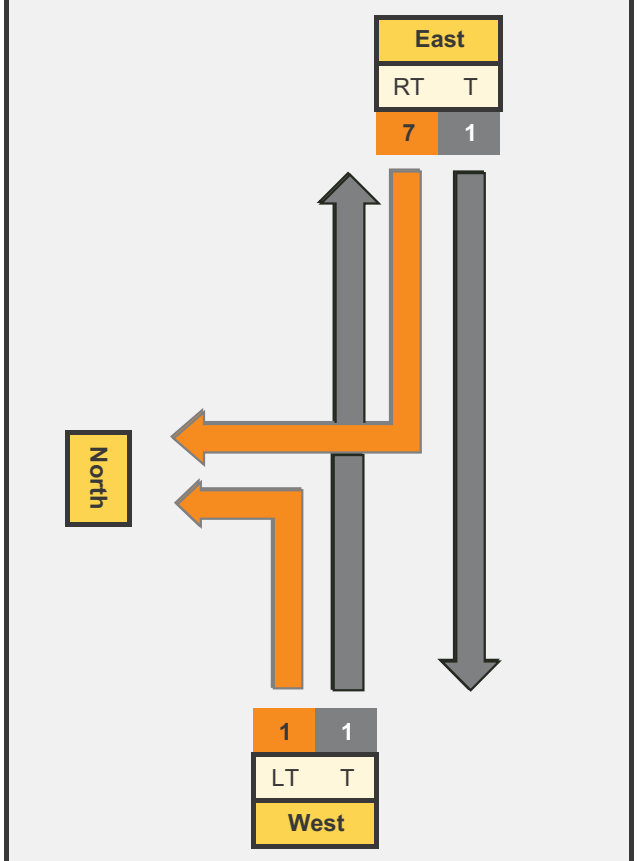
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	7
Left	1	1

Graph Terminolgy

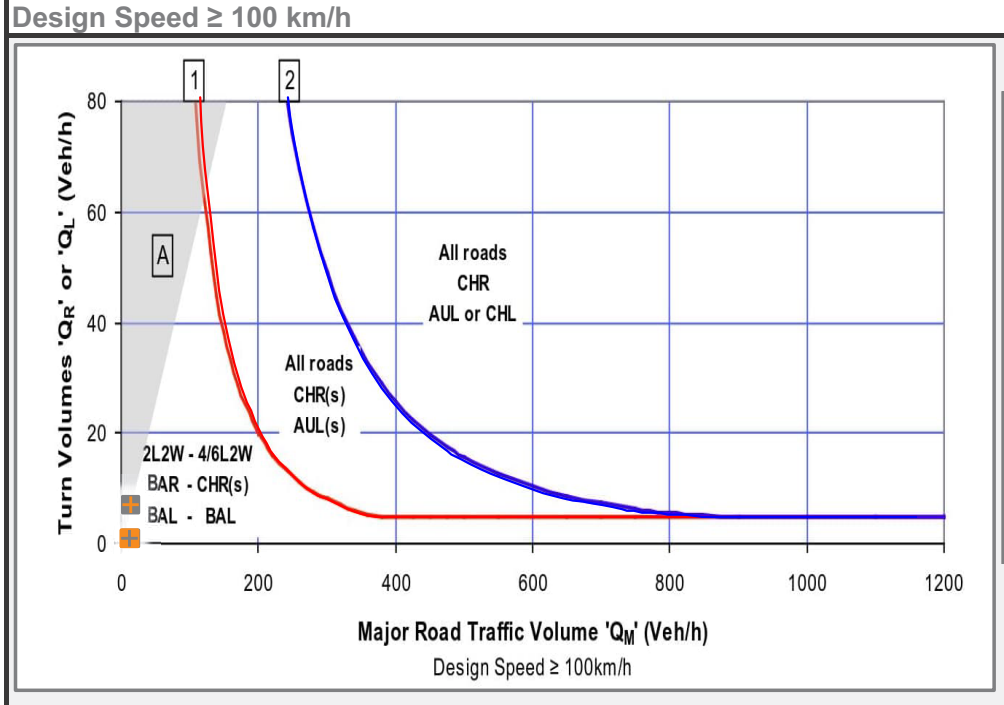
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	7
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

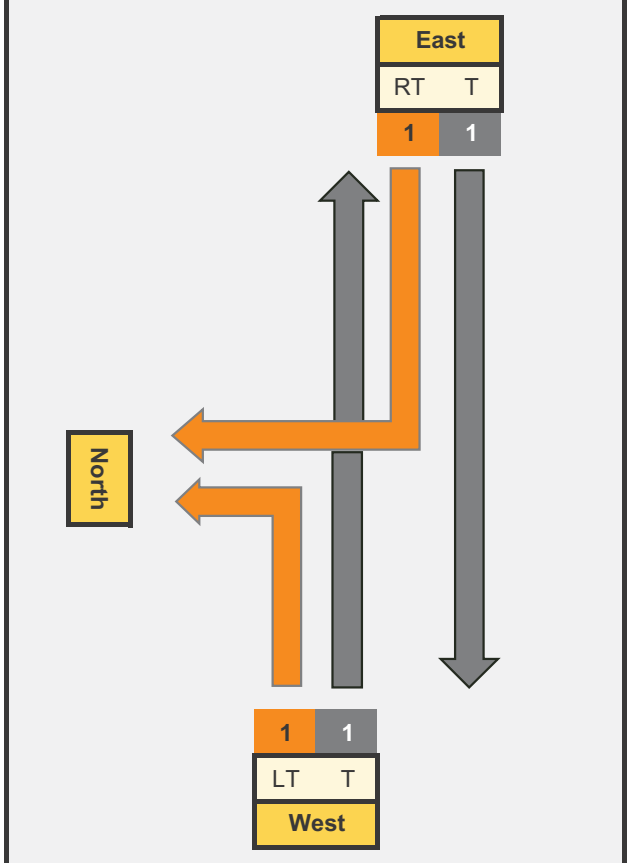
Intersection ID	X126
Intersection Name	Forestry Road/Unnamed Road

Speed	100			
Existing Treatment	L	-	R	-

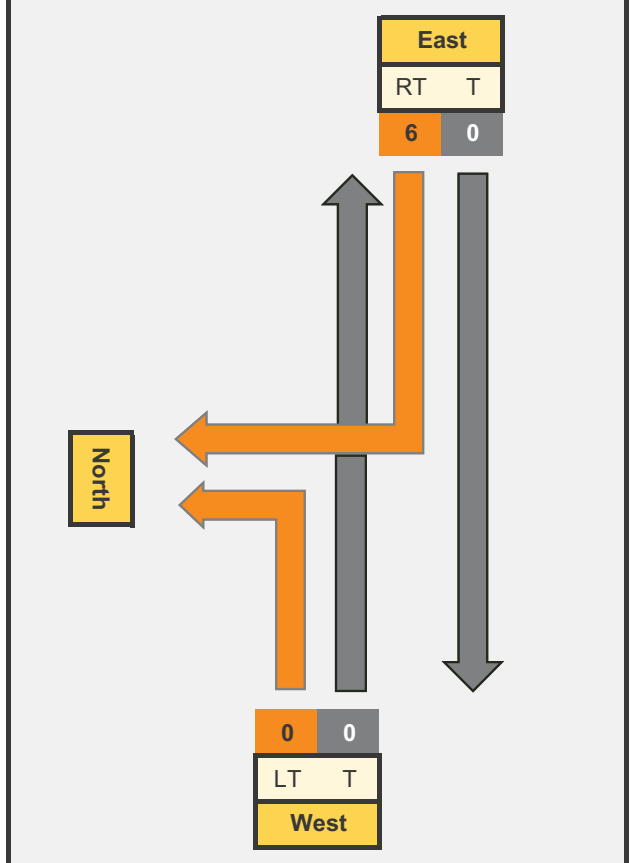
Peak Impact Month	Jun-25
Peak Impact Year	2025

Scenario 2: 2

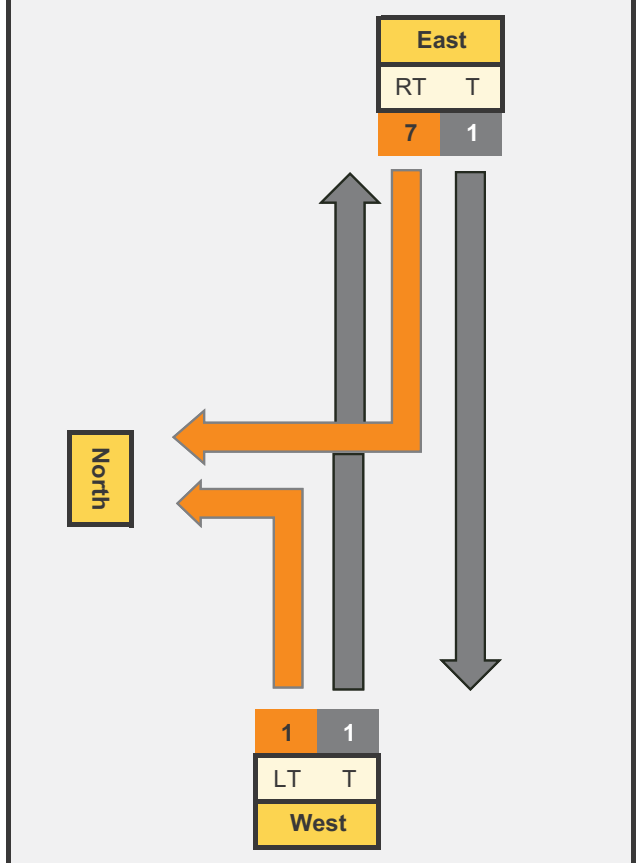
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	7
Left	1	1

Graph Terminolgy

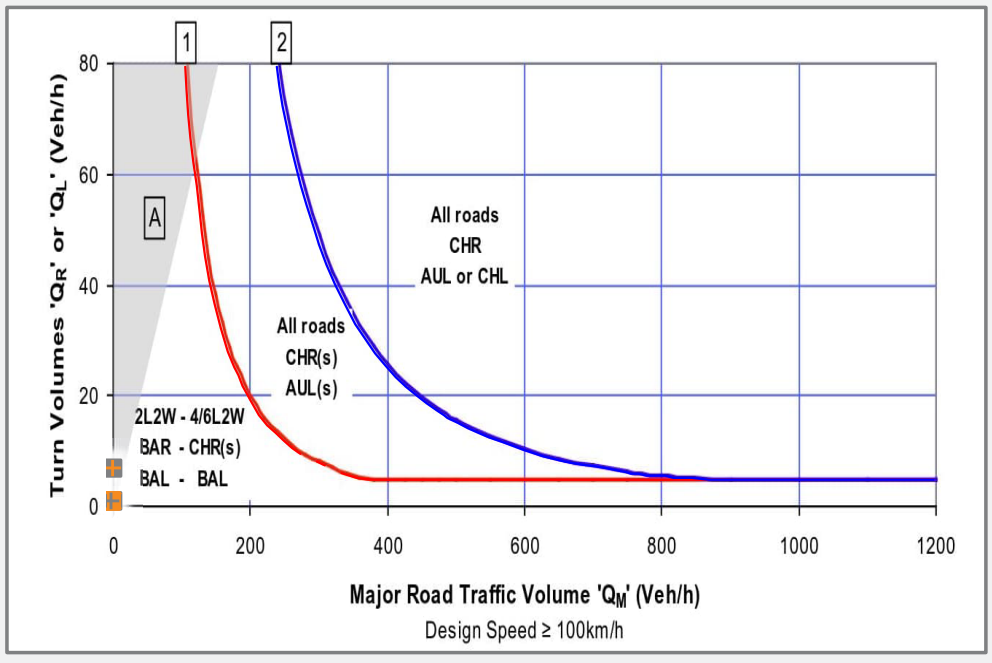
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	7
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

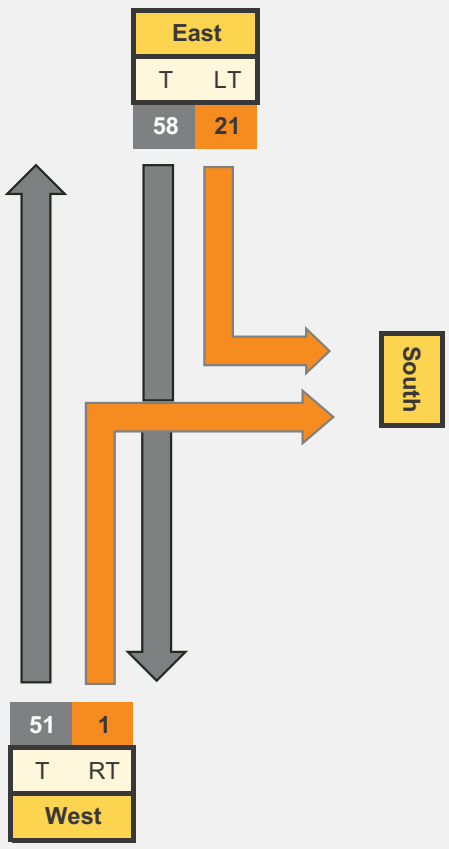
Intersection ID	X127
Intersection Name	Gap Road/Grevillea Street

Speed	60			
Existing Treatment	L	-	R	-

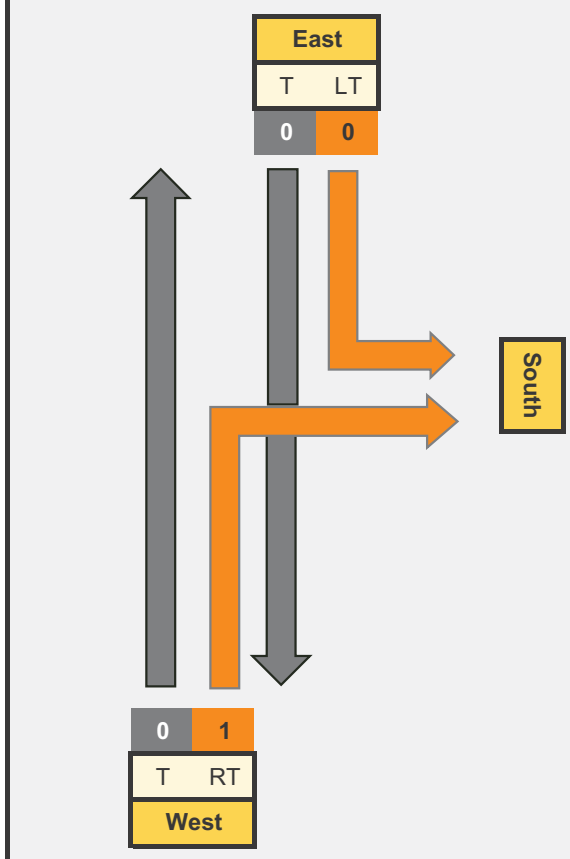
Peak Impact Month	Jun-26
Peak Impact Year	2026

Scenario 1: 1

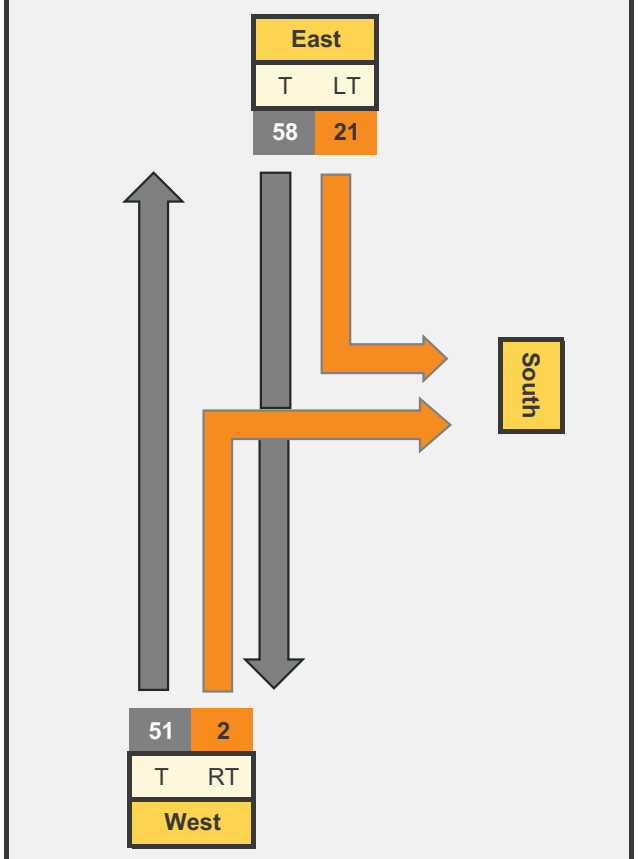
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	130	1
Left	58	21
With Development Traffic		
Right	130	2
Left	58	21

Graph Terminolgy

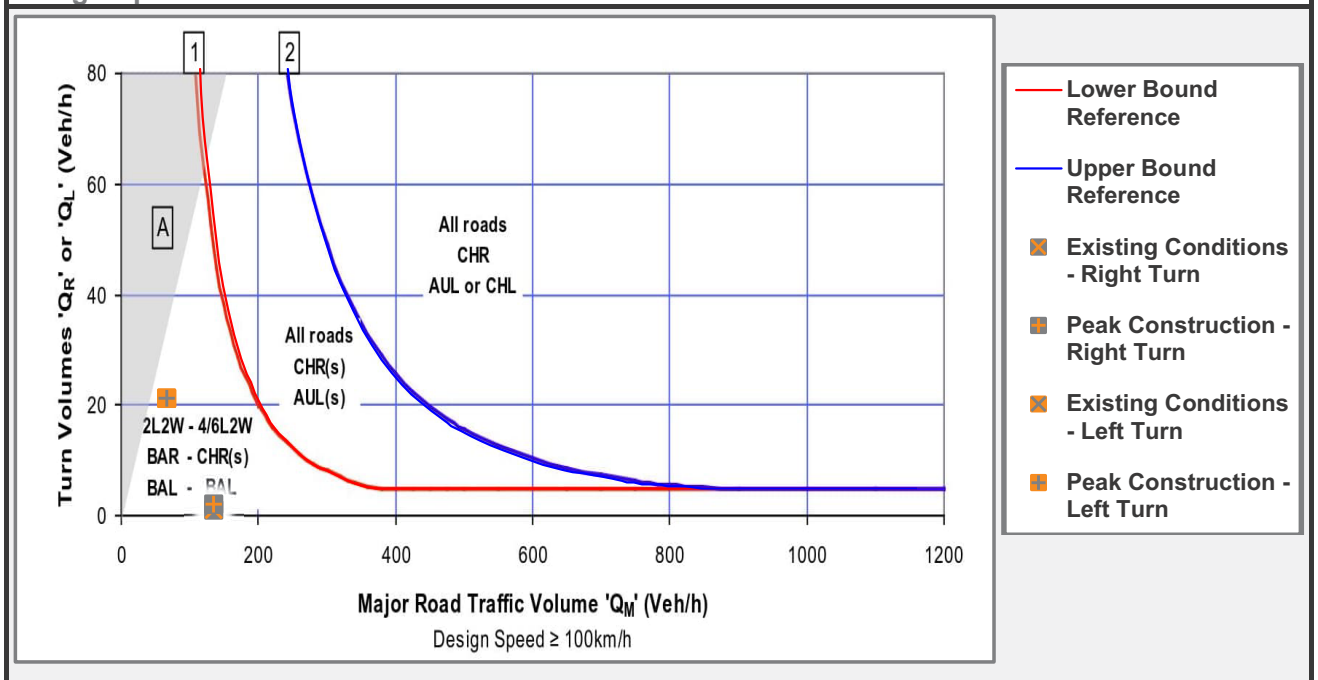
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	130	1
Left	58	21
With Development Traffic		
Right	130	2
Left	58	21

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

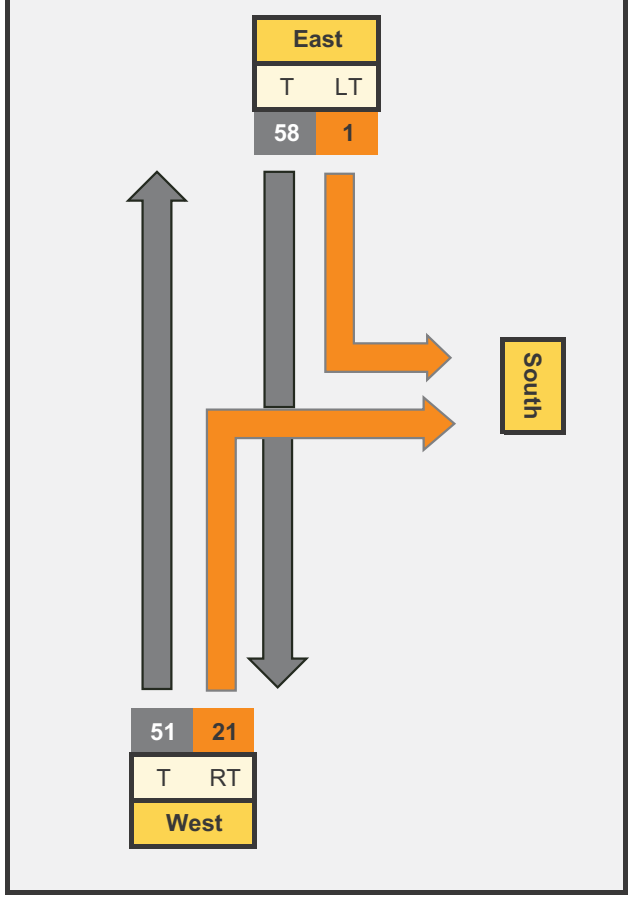
Intersection ID	X127
Intersection Name	Gap Road/Grevillea Street

Speed	60			
Existing Treatment	L	-	R	-

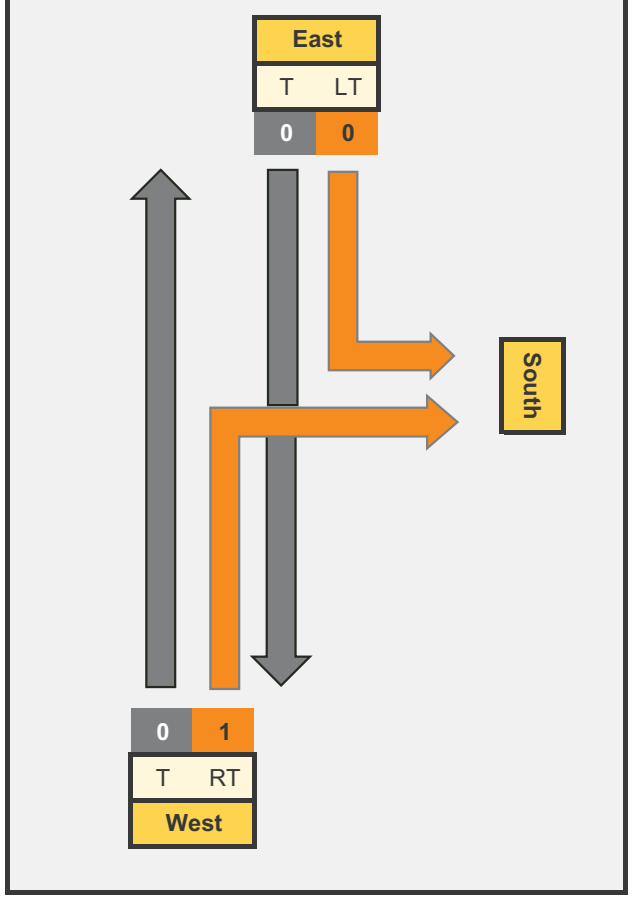
Peak Impact Month	Jun-26
Peak Impact Year	2026

Scenario 2: 2

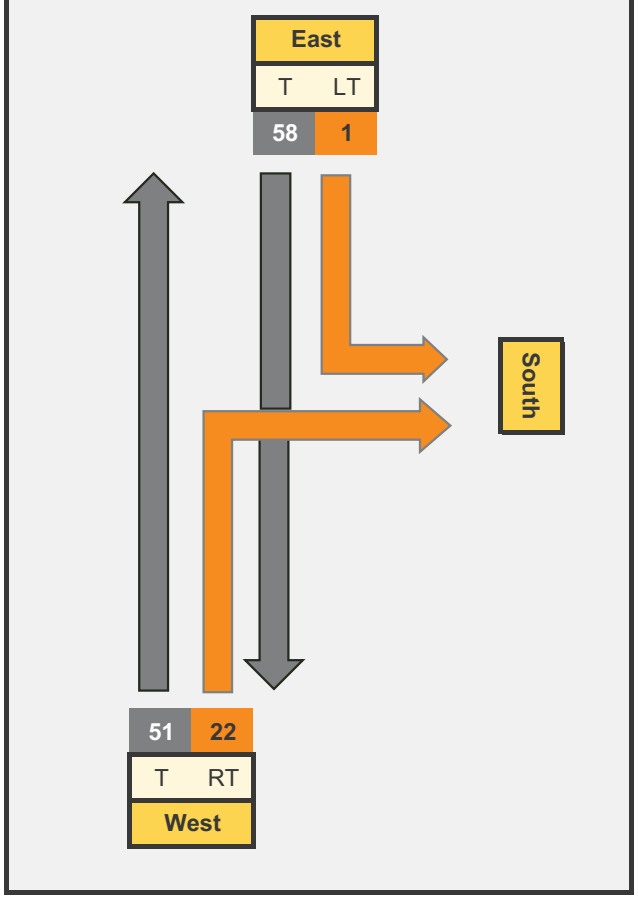
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



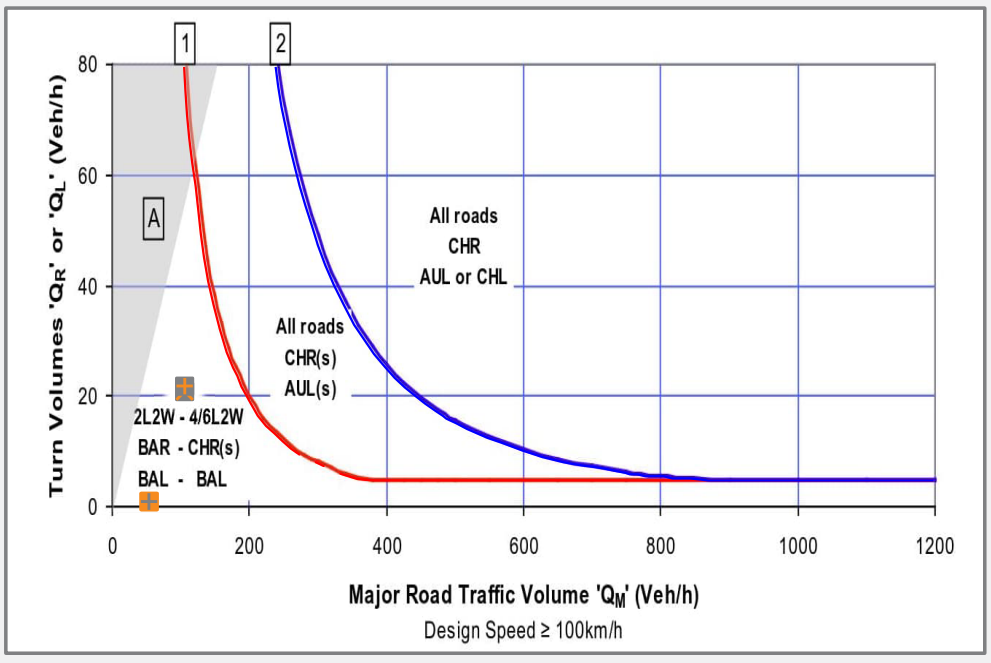
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	110	21
Left	58	1
With Development Traffic		
Right	110	22
Left	58	1

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	110	21
Left	58	1
With Development Traffic		
Right	110	22
Left	58	1

Intersection Code	3D

Time Period	PM

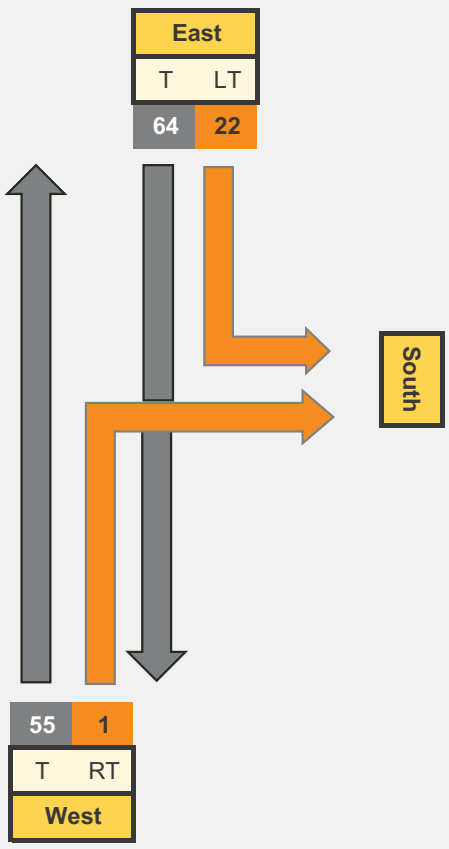
Intersection ID	X127
Intersection Name	Gap Road/Grevillea Street

Speed	60			
Existing Treatment	L	-	R	-

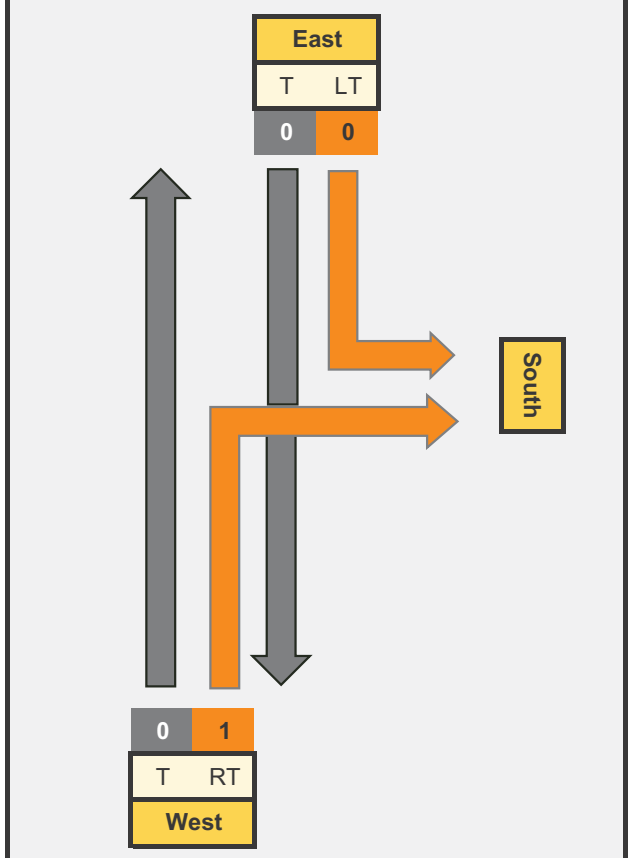
Peak Impact Month	Jun-26
Peak Impact Year	2026

Scenario 1: 1

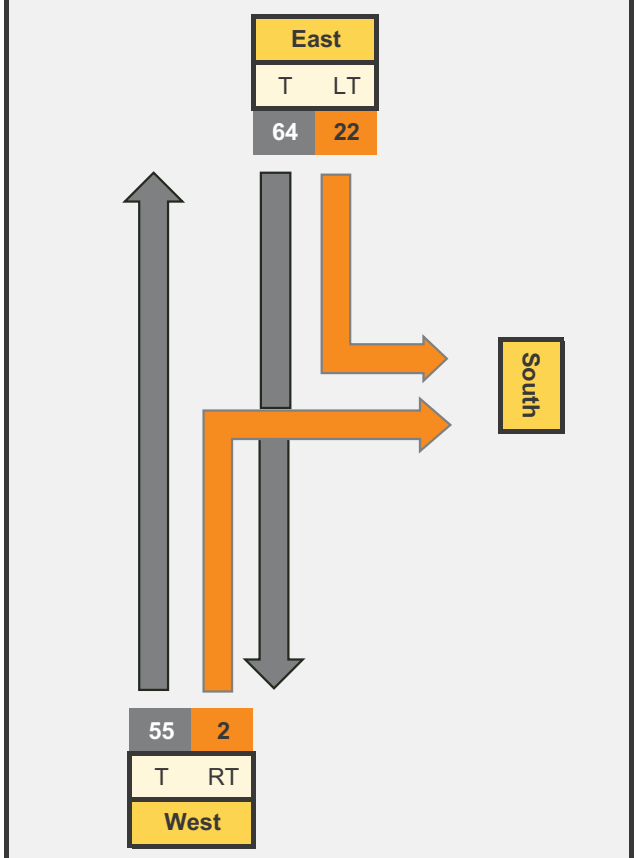
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	141	1
Left	64	22
With Development Traffic		
Right	141	2
Left	64	22

Graph Terminolgy

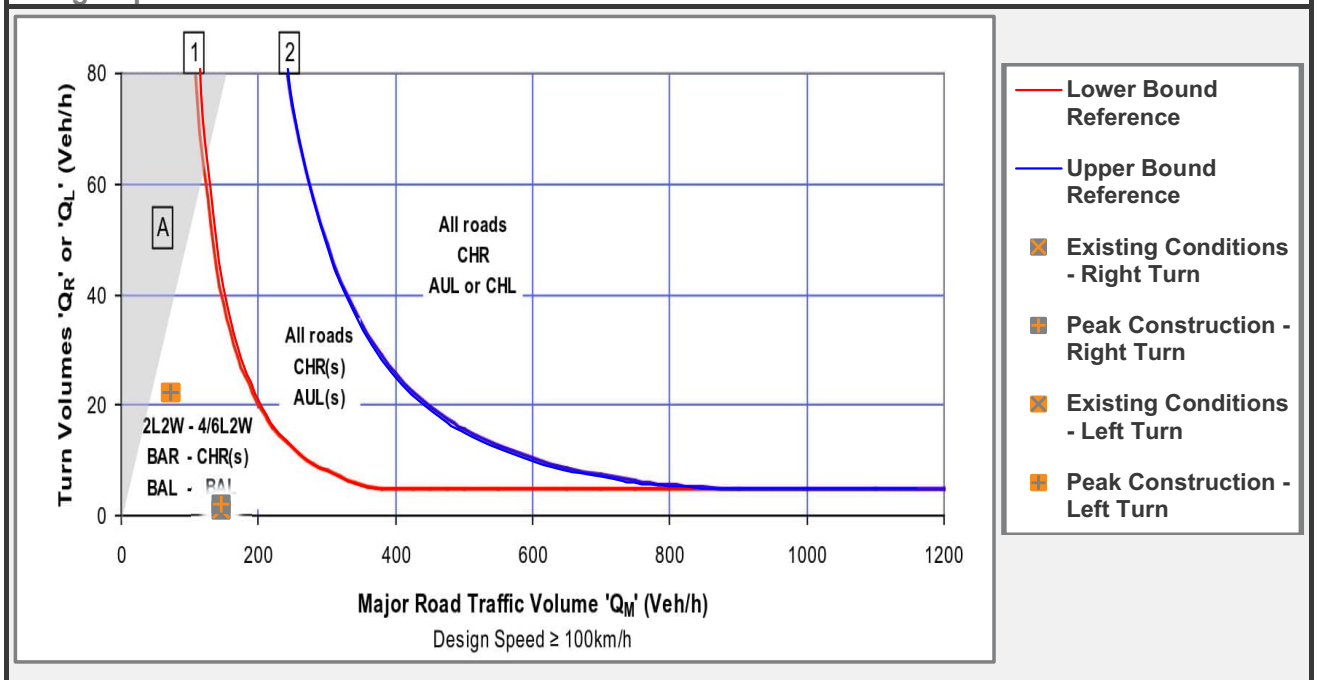
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	141	1
Left	64	22
With Development Traffic		
Right	141	2
Left	64	22

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

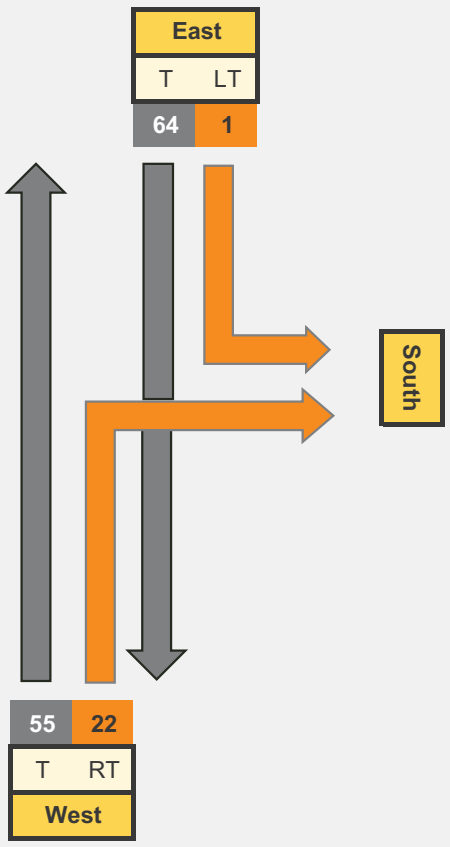
Intersection ID	X127
Intersection Name	Gap Road/Grevillea Street

Speed	60			
Existing Treatment	L	-	R	-

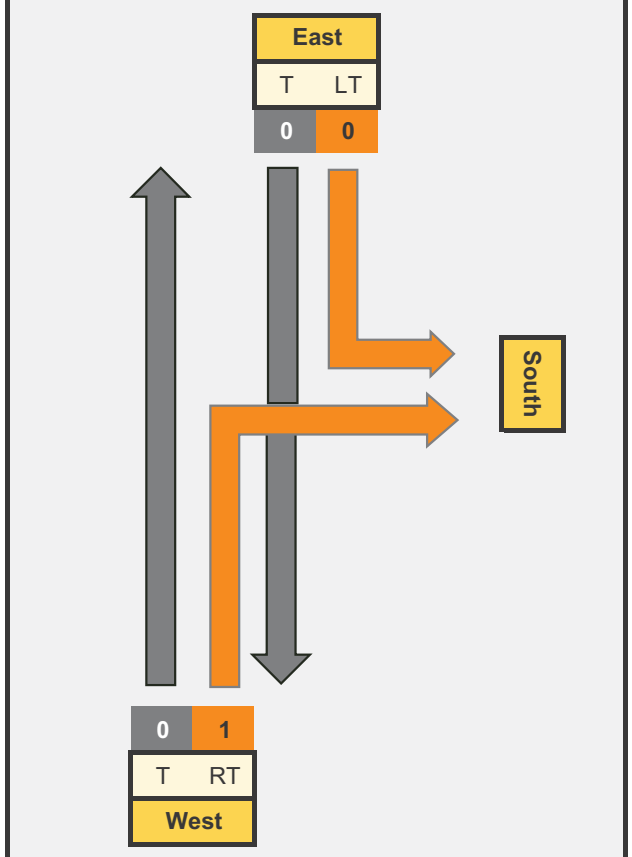
Peak Impact Month	Jun-26
Peak Impact Year	2026

Scenario 2: 2

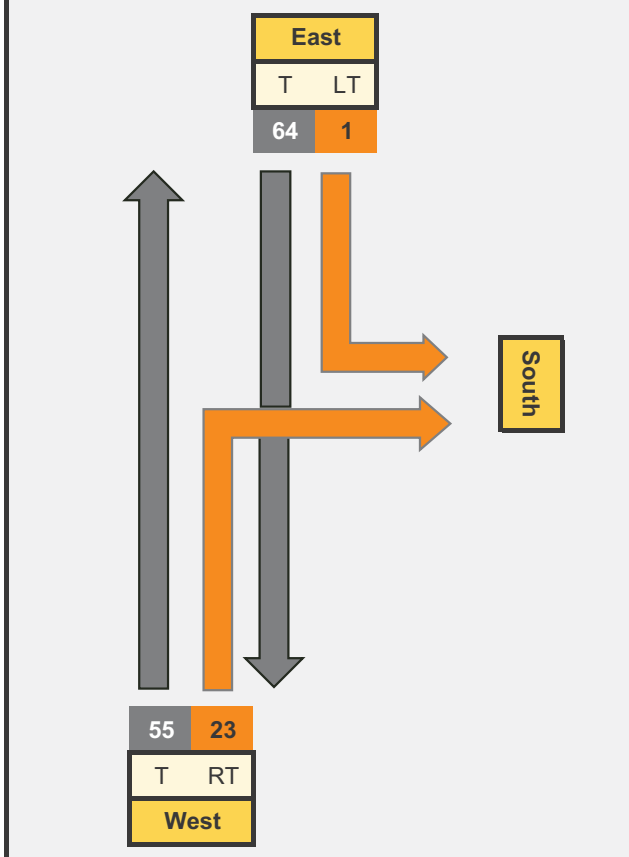
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	120	22
Left	64	1
With Development Traffic		
Right	120	23
Left	64	1

Graph Terminolgy

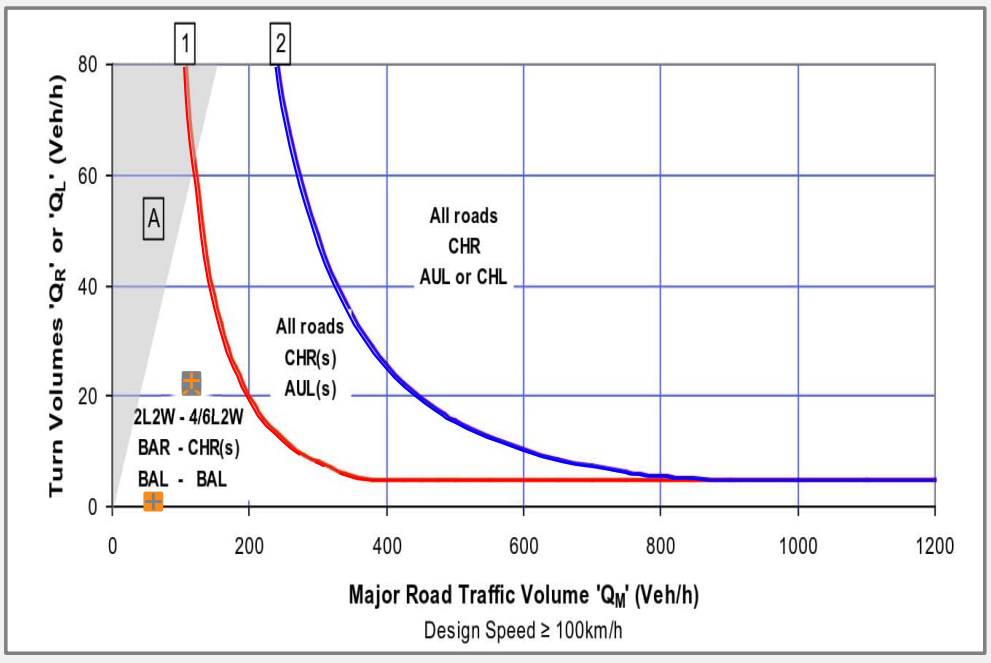
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	120	22
Left	64	1
With Development Traffic		
Right	120	23
Left	64	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

Time Period	AM

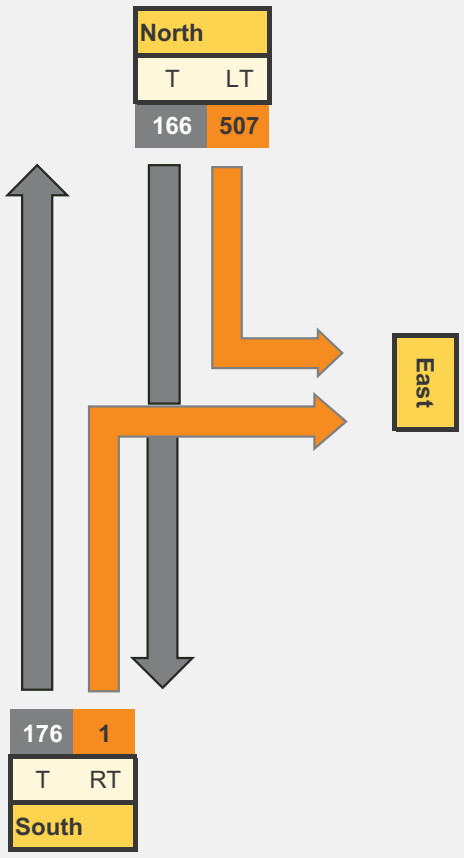
Intersection ID	X128
Intersection Name	Greenwattle Street/Alderley Street

Speed	70			
Existing Treatment	L	-	R	-

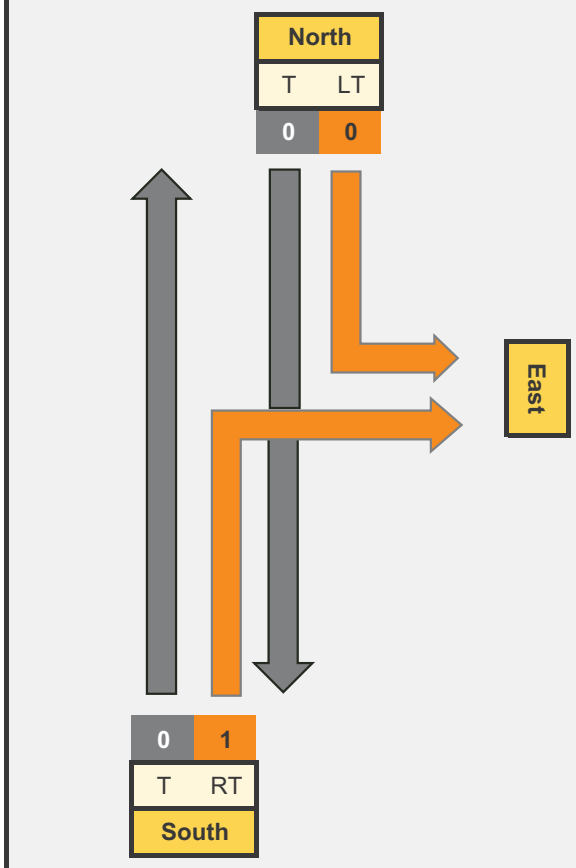
Peak Impact Month	Jul-24
Peak Impact Year	2024

Scenario 1: 1

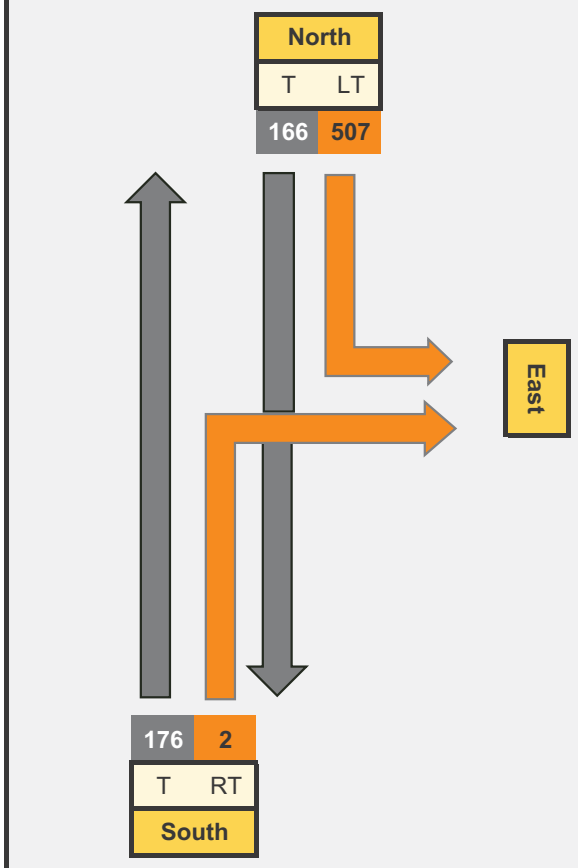
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	849	1
Left	166	120
With Development Traffic		
Right	849	2
Left	166	120

Graph Terminolgy

Legend

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

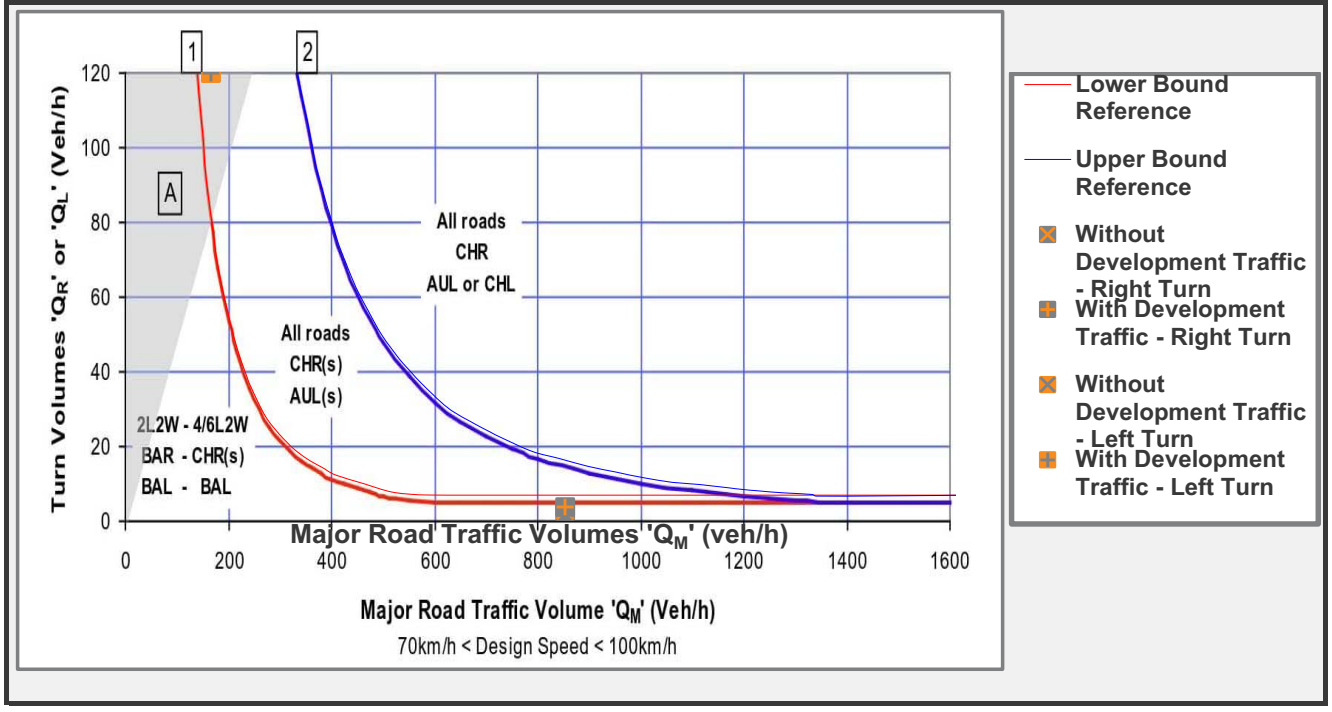
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	849	1
Left	166	507
With Development Traffic		
Right	849	2
Left	166	507

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

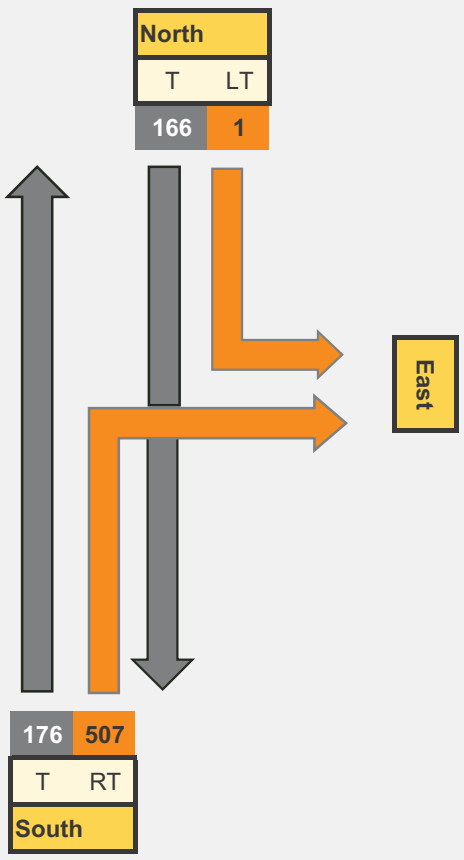
Intersection ID	X128
Intersection Name	Greenwattle Street/Alderley Street

Speed	70			
Existing Treatment	L	-	R	-

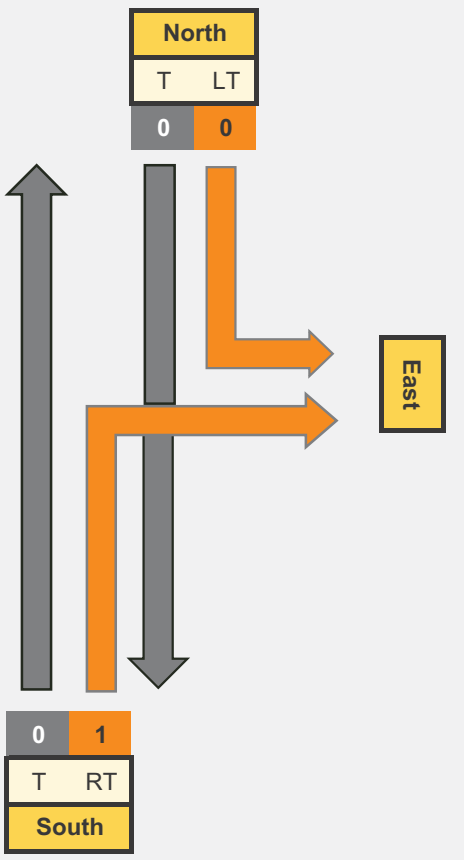
Peak Impact Month	Jul-24
Peak Impact Year	2024

Scenario 2: 2

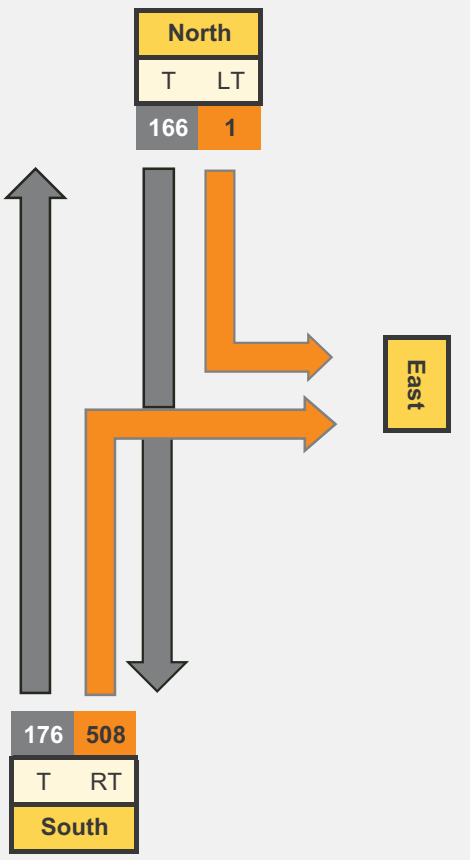
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	343	120
Left	166	1
With Development Traffic		
Right	343	120
Left	166	1

Graph Terminolgy

Legend

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

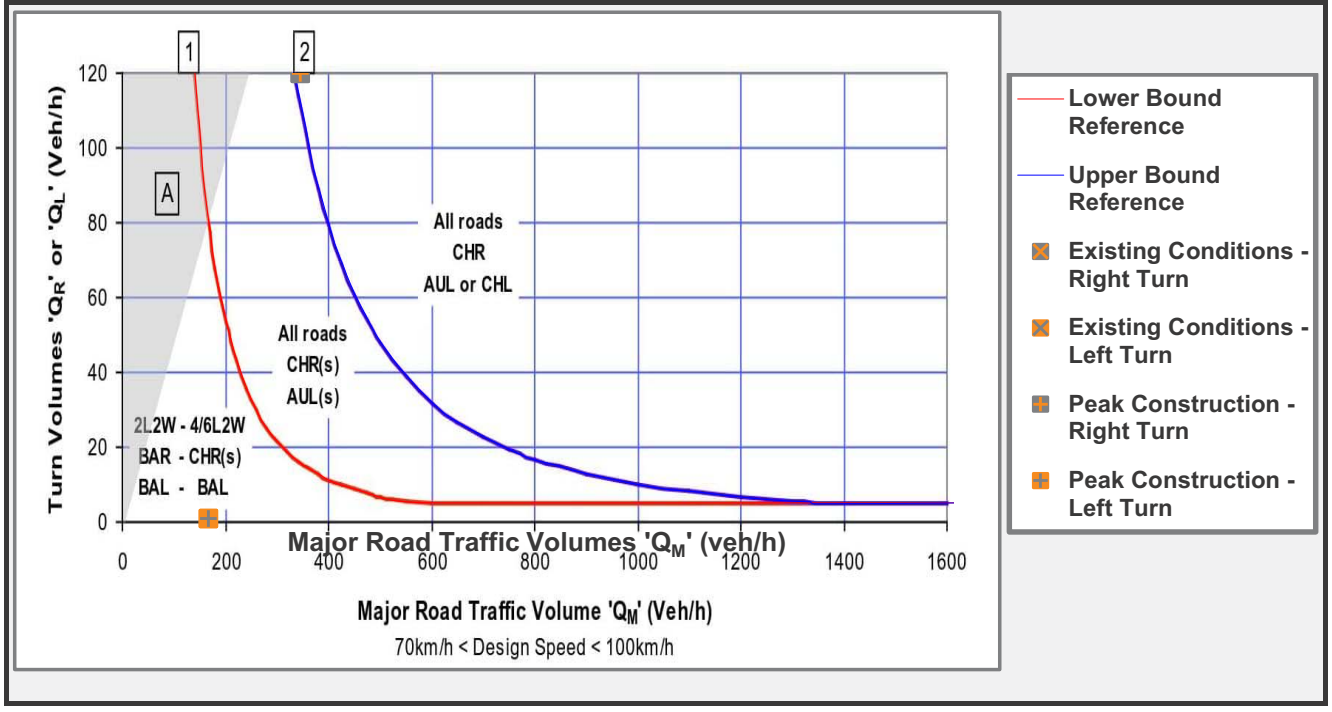
Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	343	507
Left	166	1
With Development Traffic		
Right	343	508
Left	166	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

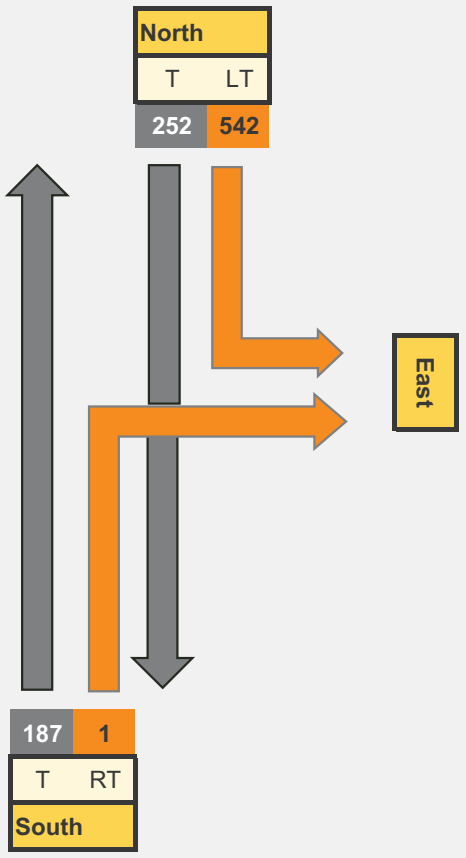
Intersection ID	X128
Intersection Name	Greenwattle Street/Alderley Street

Speed	70			
Existing Treatment	L	-	R	-

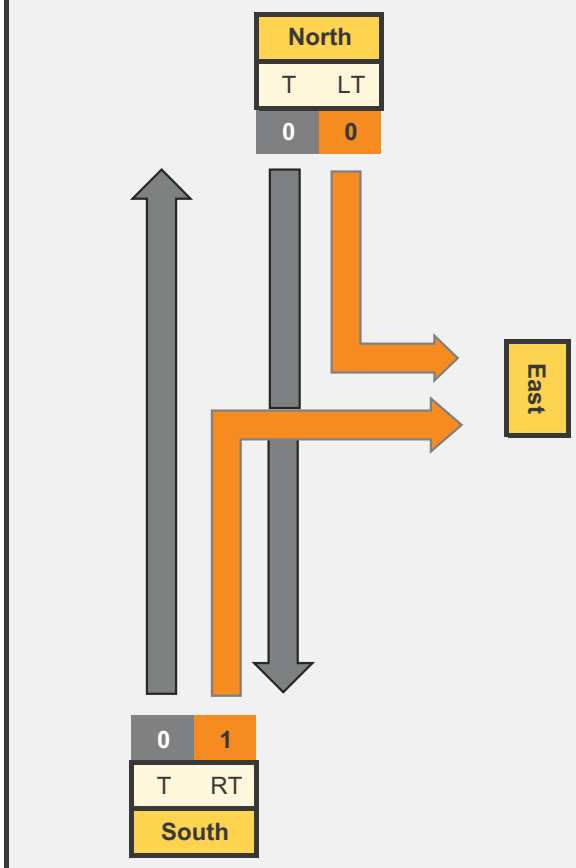
Peak Impact Month	Jul-24
Peak Impact Year	2024

Scenario 1: 1

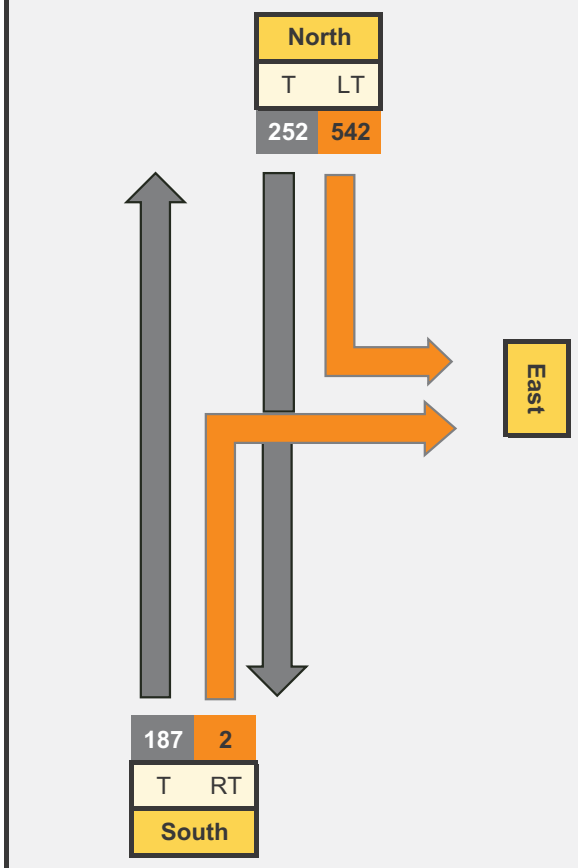
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	981	1
Left	252	120
With Development Traffic		
Right	981	2
Left	252	120

Graph Terminolgy

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

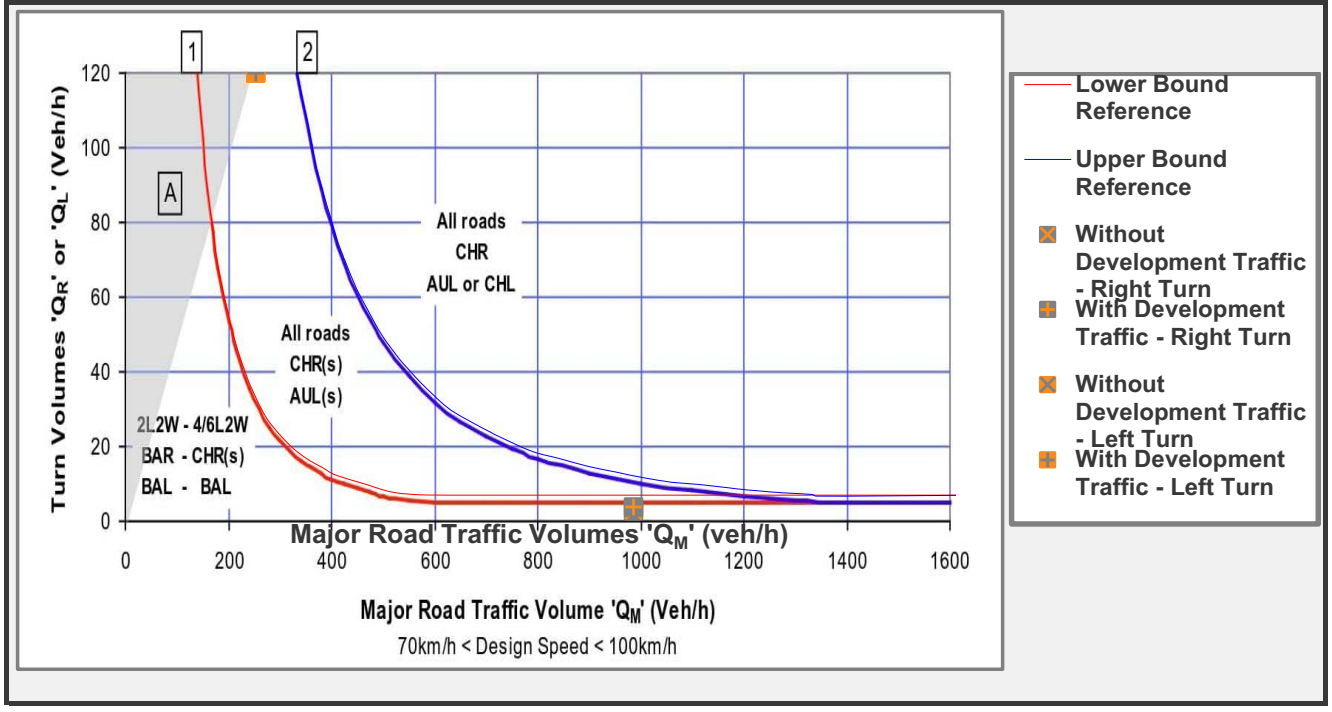
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	AUL or CHL
Development Left Turn Warrant	AUL or CHL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	981	1
Left	252	542
With Development Traffic		
Right	981	2
Left	252	542

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

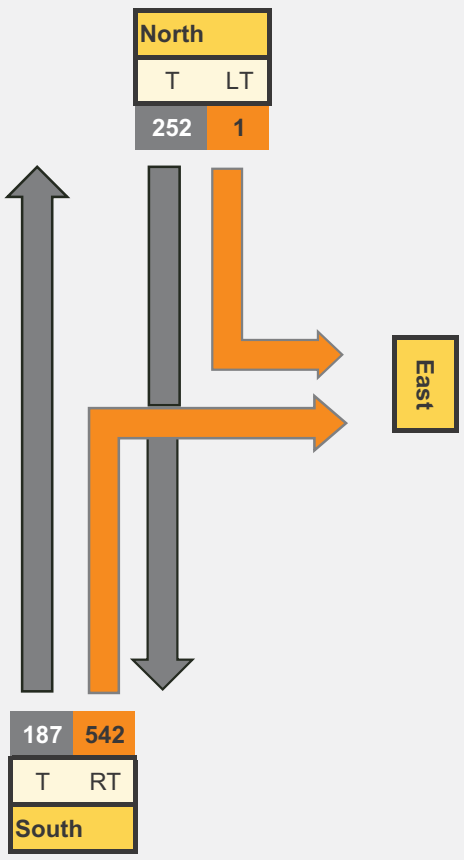
Intersection ID	X128
Intersection Name	Greenwattle Street/Alderley Street

Speed	70			
Existing Treatment	L	-	R	-

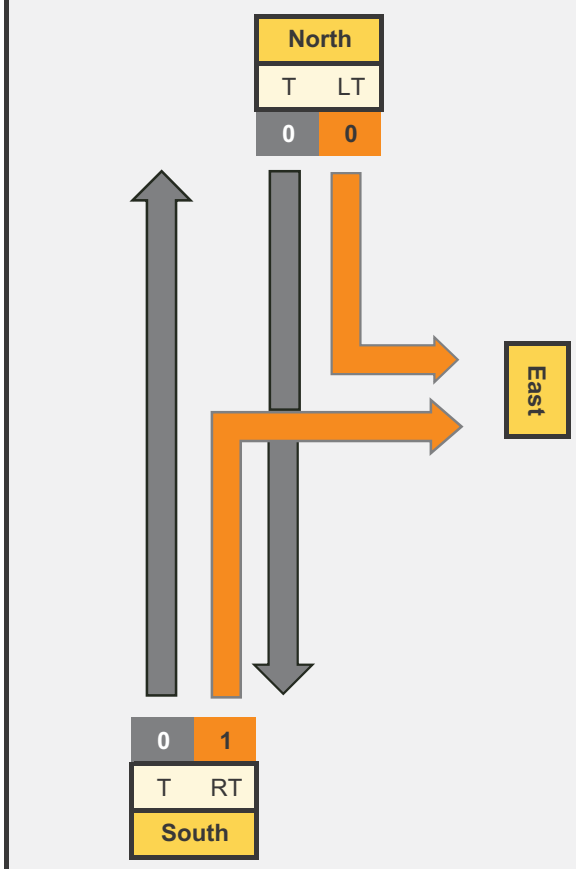
Peak Impact Month	Jul-24
Peak Impact Year	2024

Scenario 2: 2

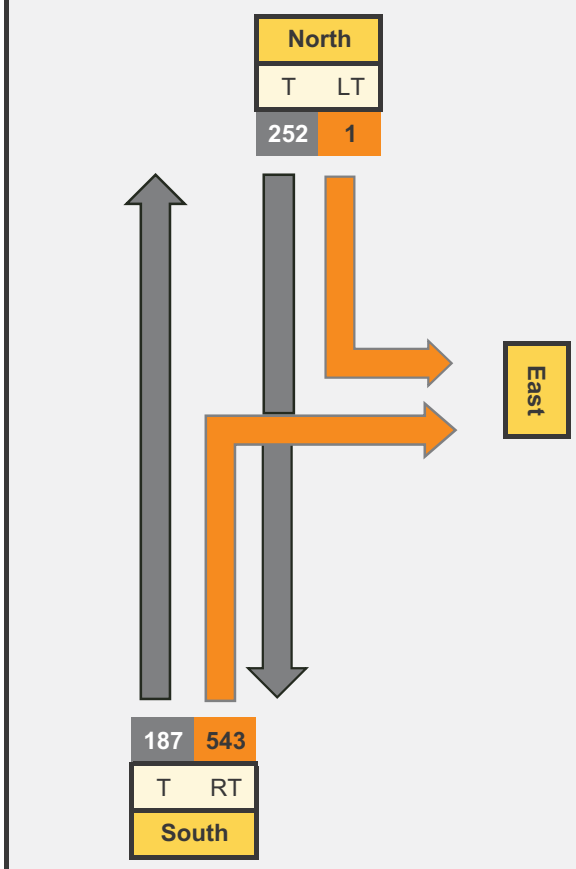
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	440	120
Left	252	1
With Development Traffic		
Right	440	120
Left	252	1

Graph Terminolgy

Legend

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

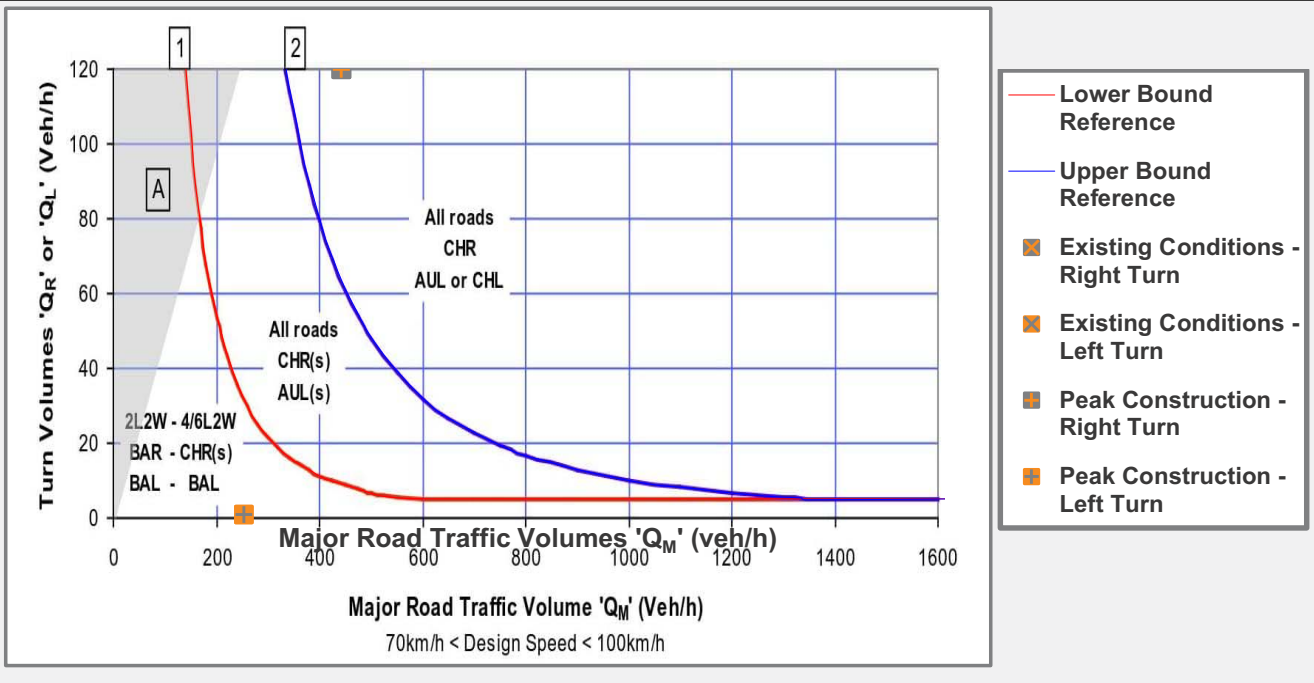
Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	440	542
Left	252	1
With Development Traffic		
Right	440	543
Left	252	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



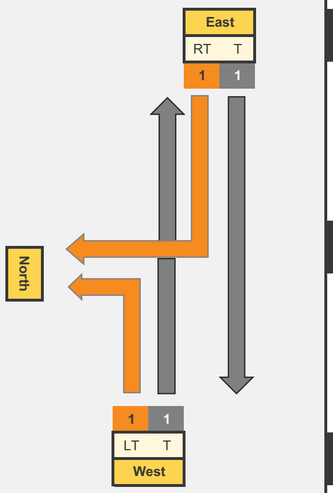
Intersection Code	4B
Intersection ID	X129
Intersection Name	Kooroongarra Road / Millwood Road

Time Period	AM
Speed	100
Existing Treatment	L: BAL / R: BAR

Peak Impact Month	Aug-25
Peak Impact Year	2025

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Graph Terminolgy

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

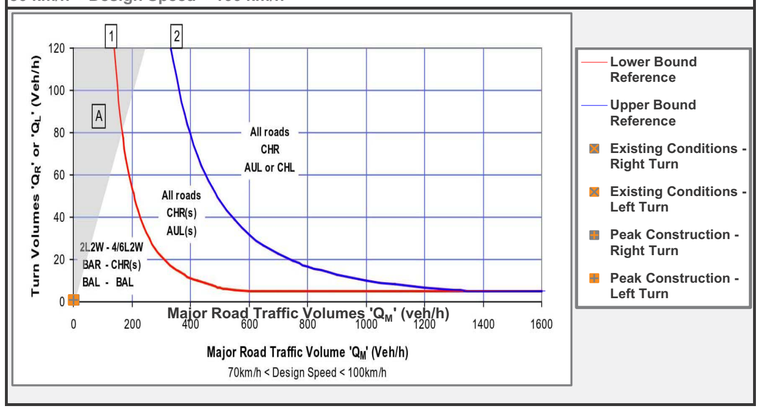
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

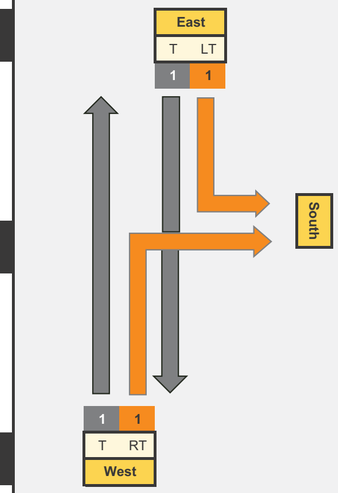
Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Graph Terminolgy

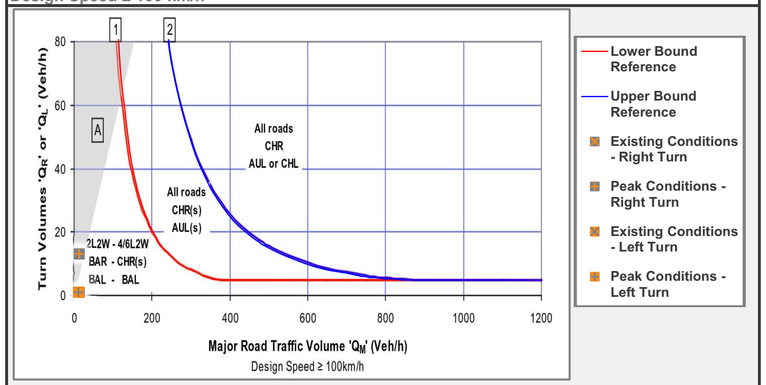
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	13
Left	1	1

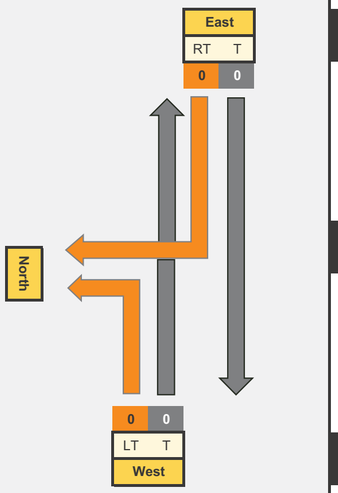
Graphing

Design Speed ≥ 100 km/h

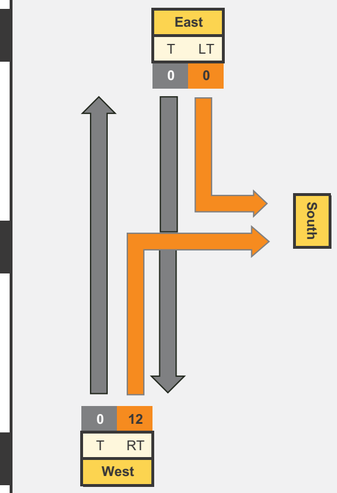


50 km/h < Design Speed < 100 km/h

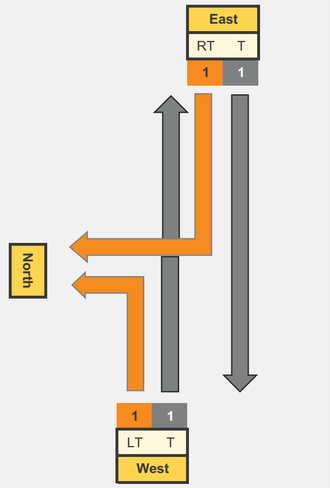
Peak Impact Year - Development Traffic



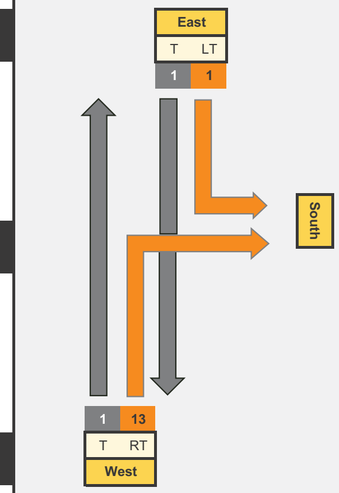
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



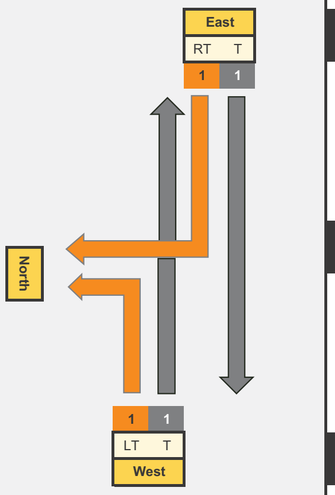
Intersection Code	4B
Intersection ID	X129
Intersection Name	Kooroongarra Road / Millwood Road

Time Period	PM
Speed	100
Existing Treatment	L: BAL R: BAR

Peak Impact Month	Aug-25
Peak Impact Year	2025

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Graph Terminolgy

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

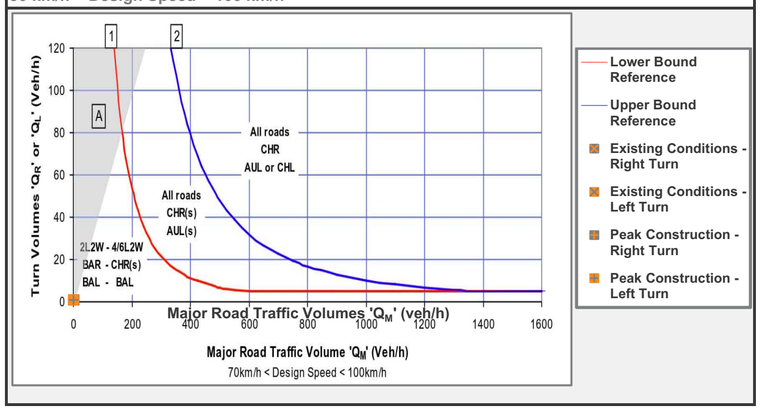
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

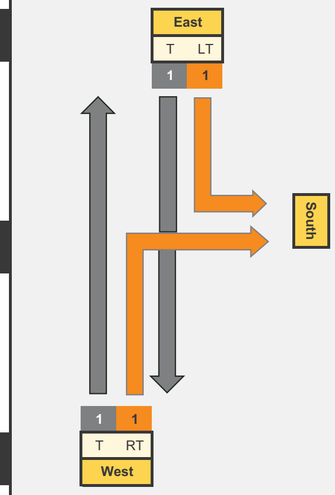
Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Graph Terminolgy

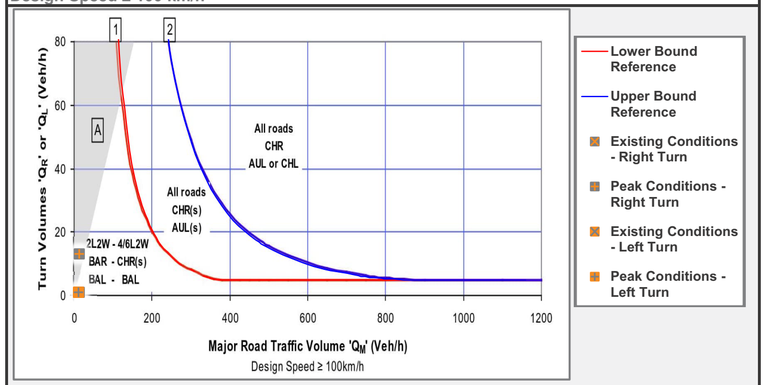
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

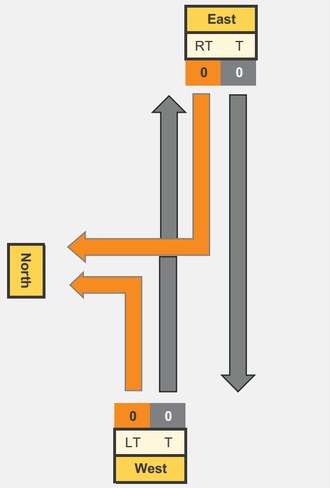
Graphing

Design Speed ≥ 100 km/h

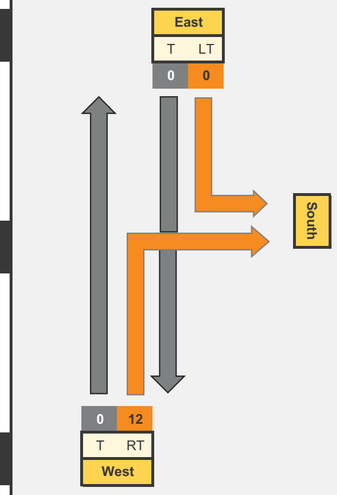


50 km/h < Design Speed < 100 km/h

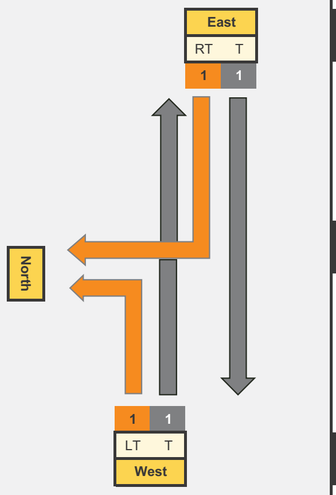
Peak Impact Year - Development Traffic



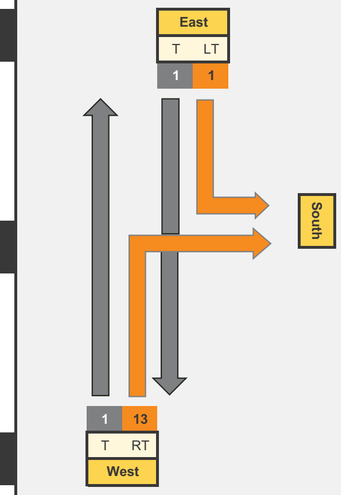
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Intersection Code	3A

Time Period	AM

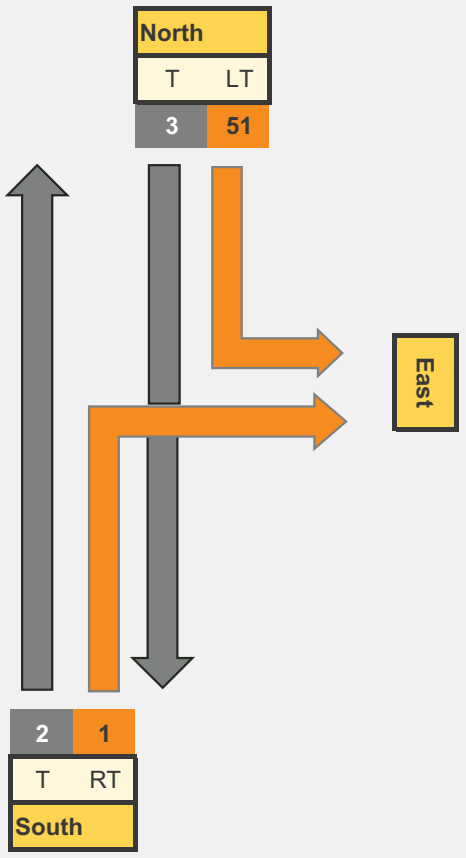
Intersection ID	X130
Intersection Name	Leesons Road/Steger Road

Speed	80			
Existing Treatment	L	-	R	-

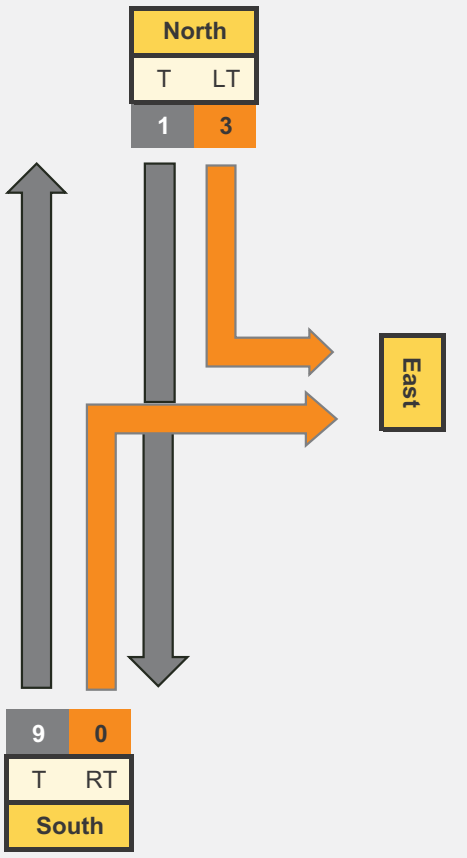
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

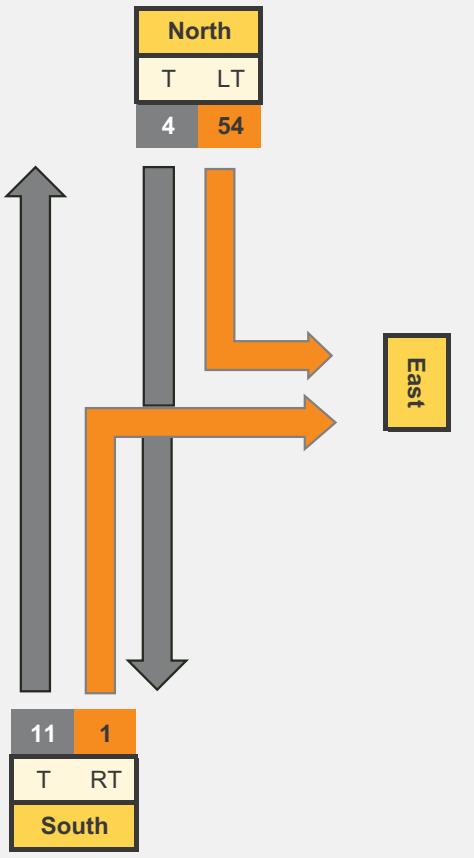
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	56	1
Left	3	51
With Development Traffic		
Right	69	1
Left	4	54

Graph Terminolgy

Legend

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

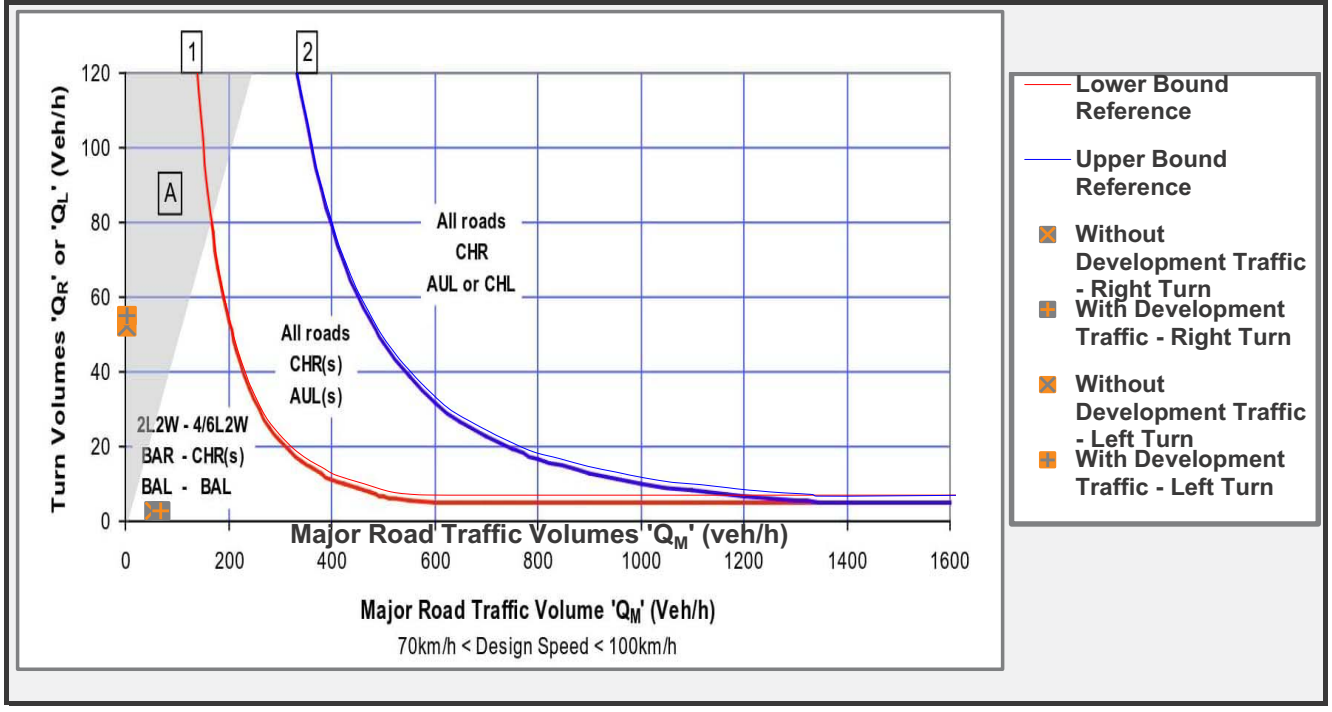
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	56	1
Left	3	51
With Development Traffic		
Right	69	1
Left	4	54

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

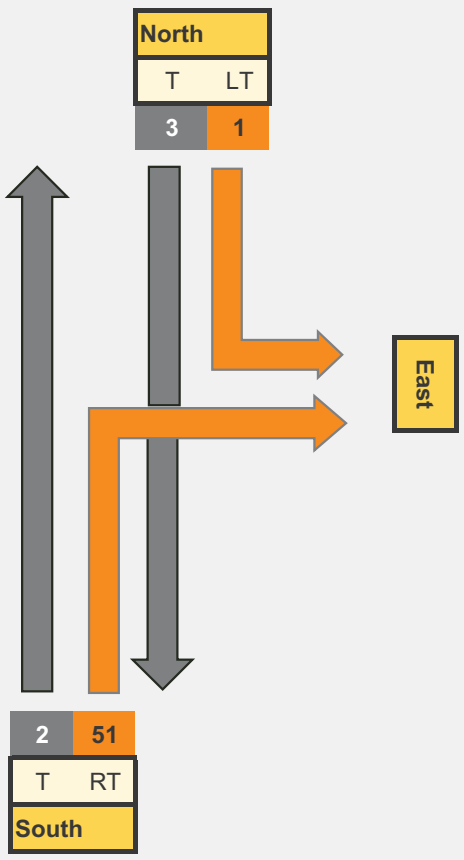
Intersection ID	X130
Intersection Name	Leesons Road/Steger Road

Speed	80			
Existing Treatment	L	-	R	-

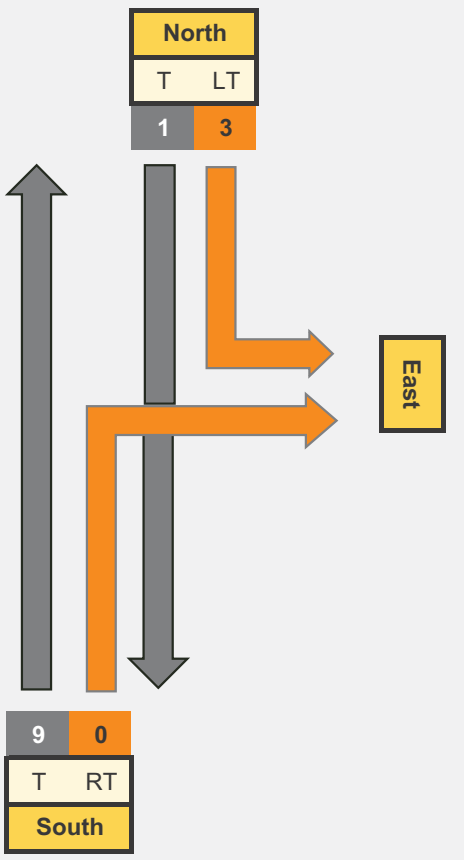
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 2: 2

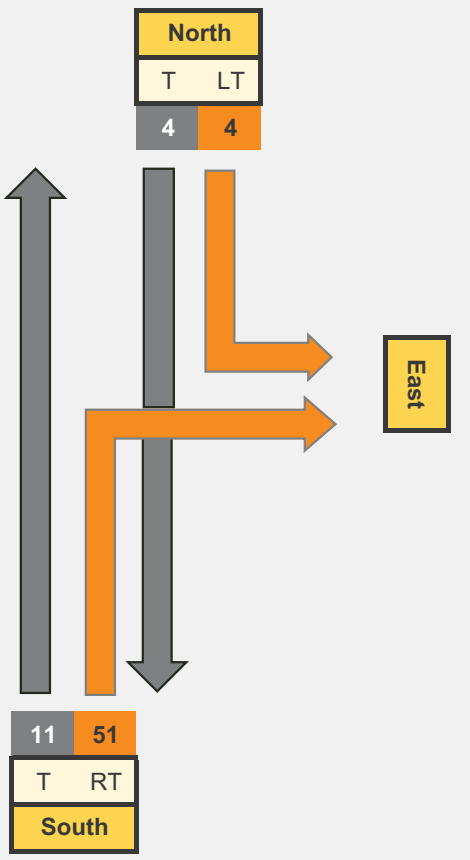
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	51
Left	3	1
With Development Traffic		
Right	19	51
Left	4	4

Graph Terminolgy

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

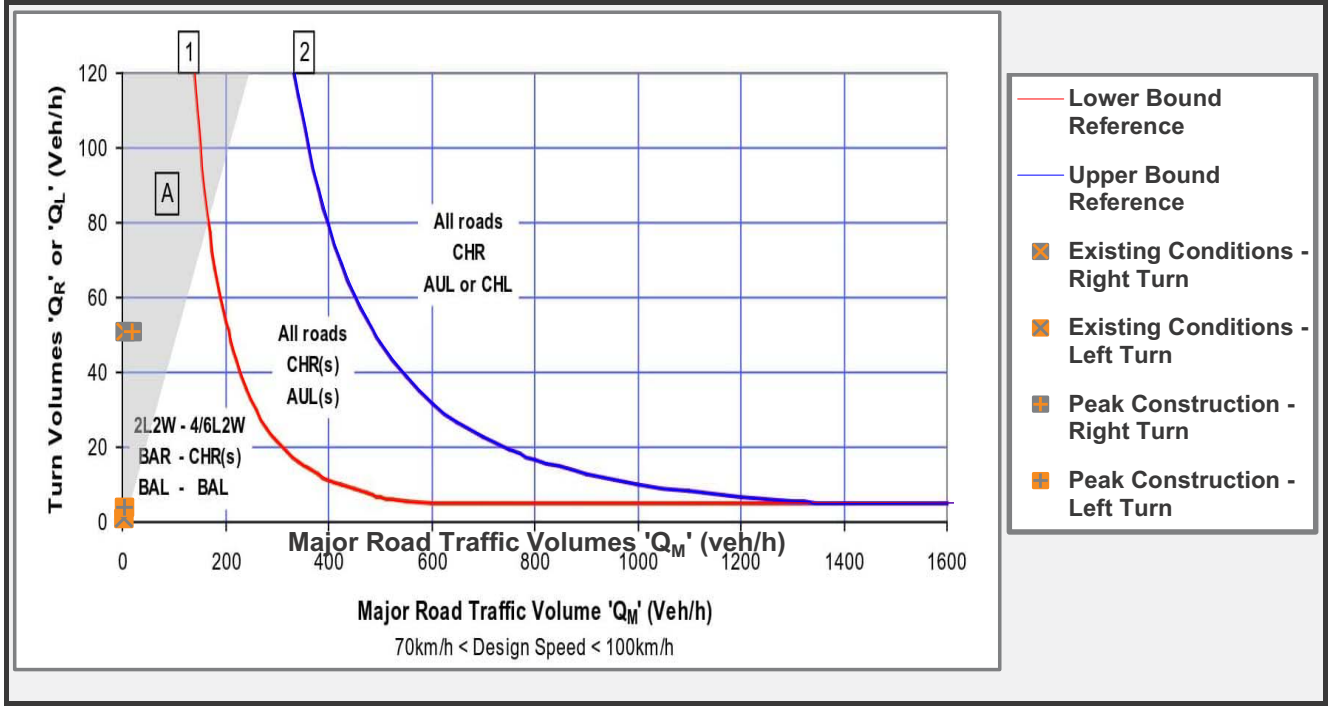
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	51
Left	3	1
With Development Traffic		
Right	19	51
Left	4	4

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

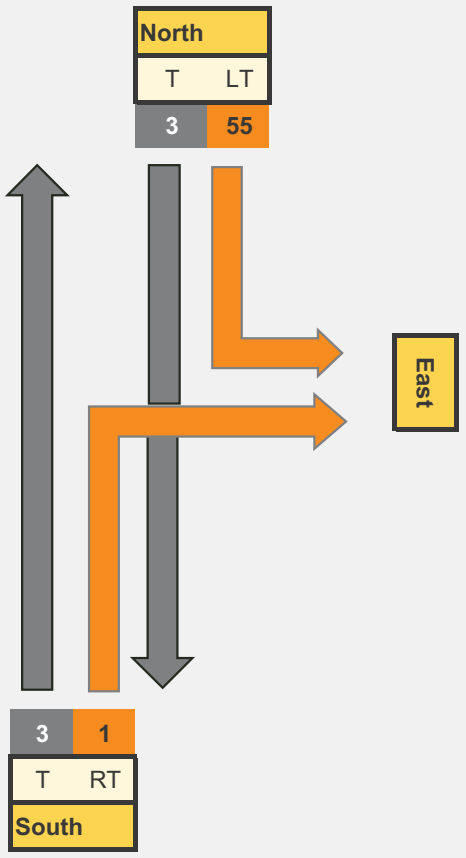
Intersection ID	X130
Intersection Name	Leesons Road/Steger Road

Speed	80			
Existing Treatment	L	-	R	-

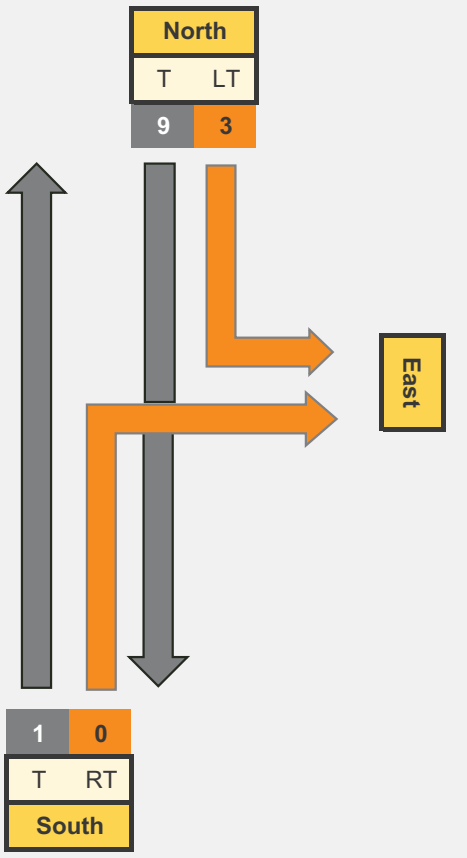
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

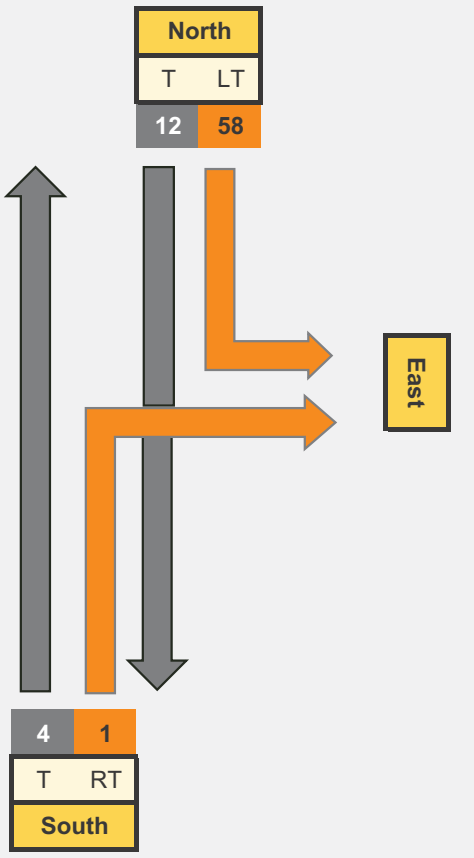
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	61	1
Left	3	55
With Development Traffic		
Right	74	1
Left	12	58

Graph Terminolgy

Legend

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

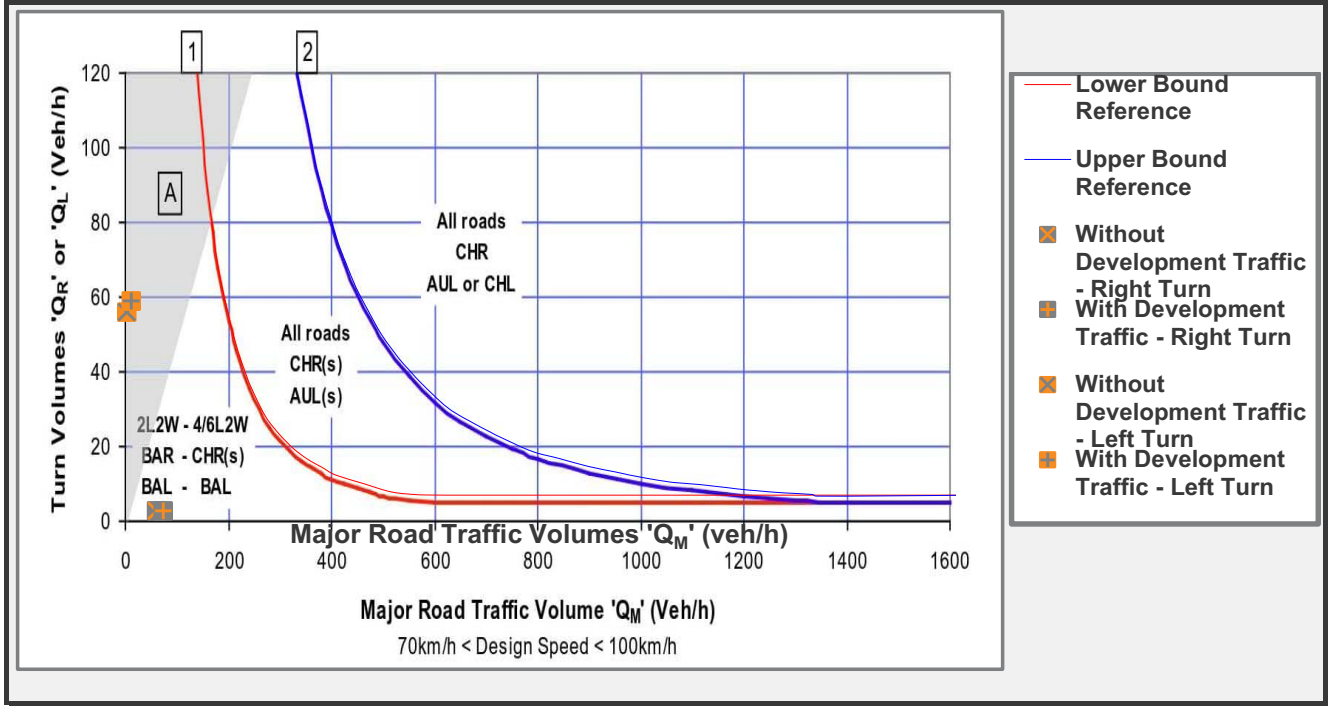
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	61	1
Left	3	55
With Development Traffic		
Right	74	1
Left	12	58

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

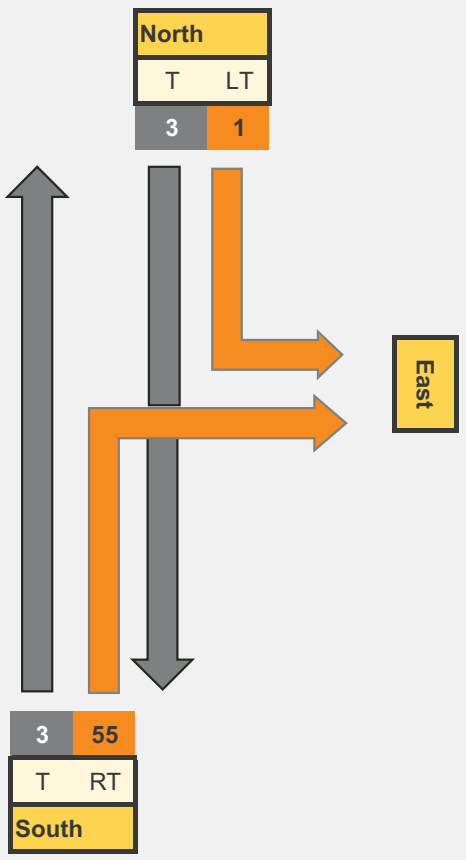
Intersection ID	X130
Intersection Name	Leesons Road/Steger Road

Speed	80			
Existing Treatment	L	-	R	-

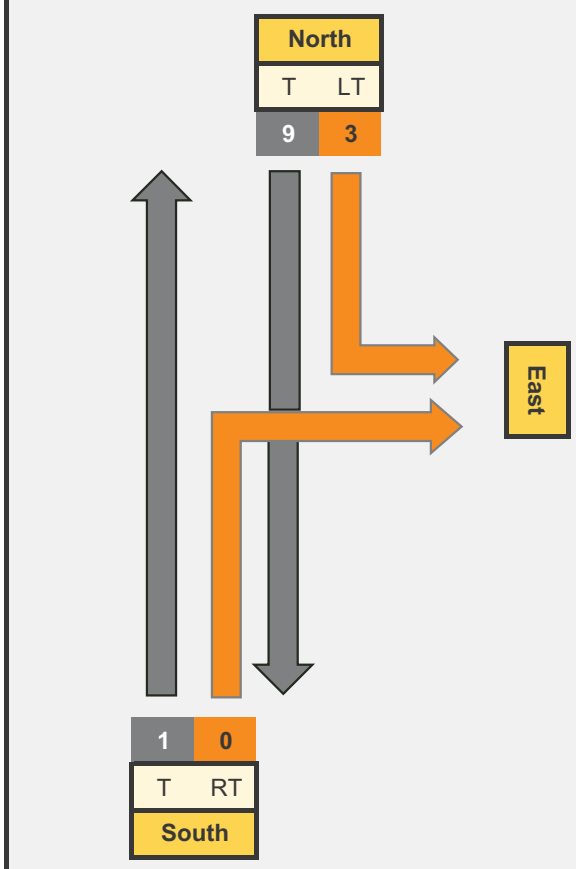
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 2: 2

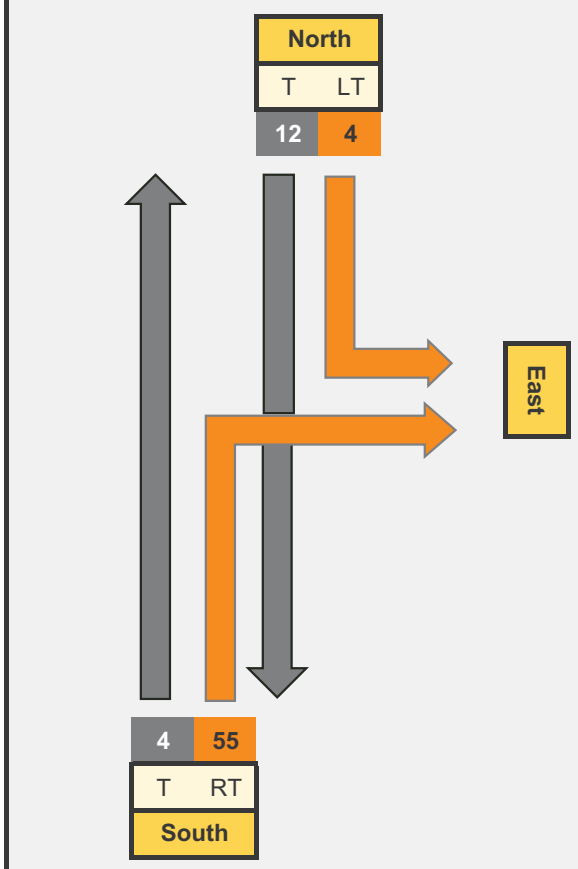
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	7	55
Left	3	1
With Development Traffic		
Right	20	55
Left	12	4

Graph Terminolgy

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

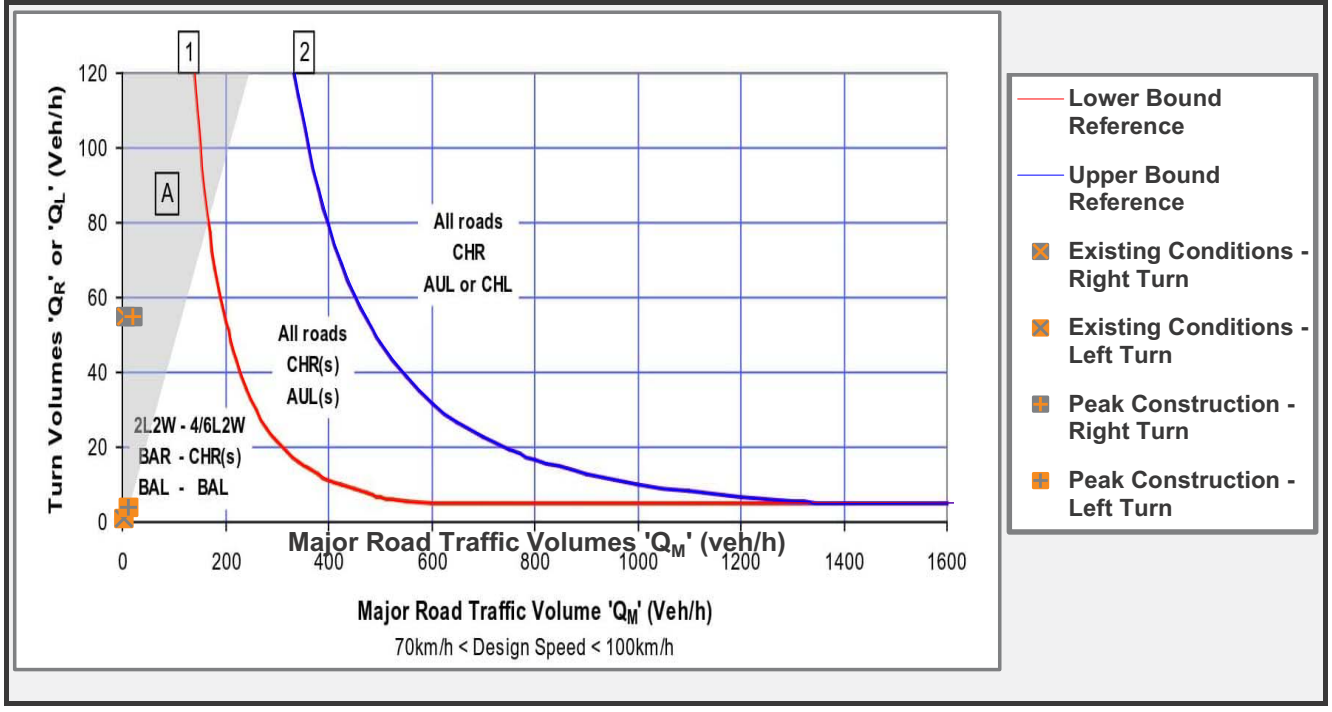
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	7	55
Left	3	1
With Development Traffic		
Right	20	55
Left	12	4

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3B

Time Period	AM

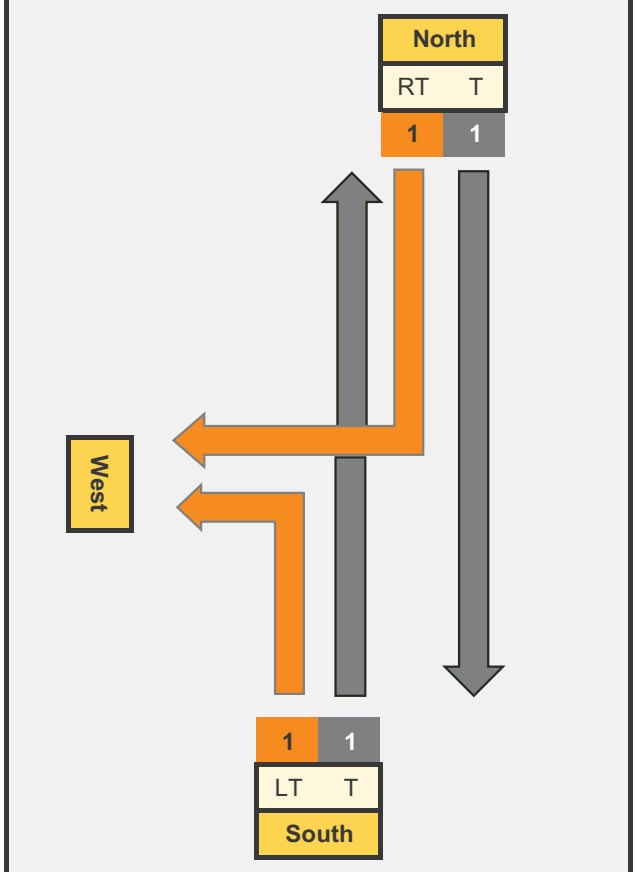
Intersection ID	X131
Intersection Name	Millwood Road / Millwood Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

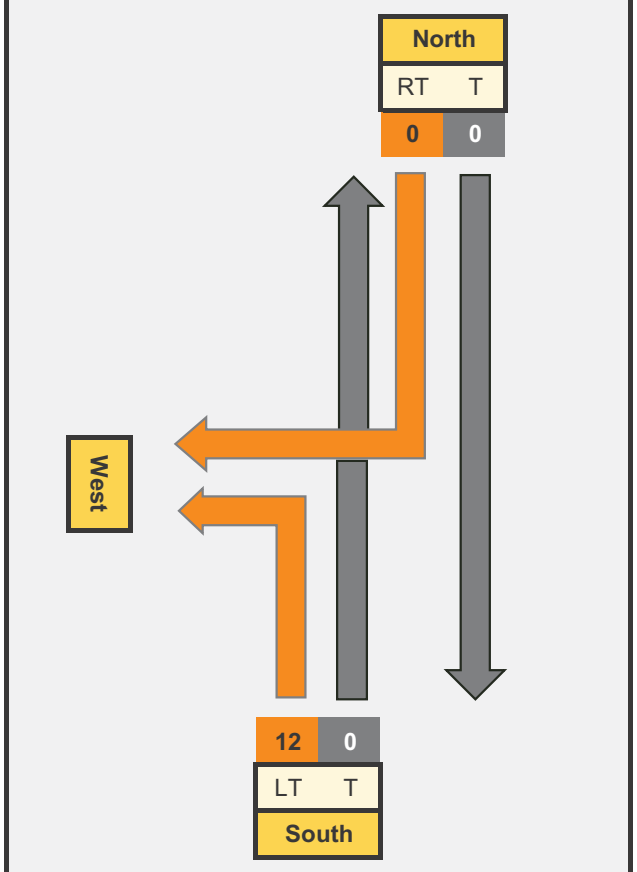
Peak Impact Month	Aug-25
Peak Impact Year	2025

Scenario 1: 1

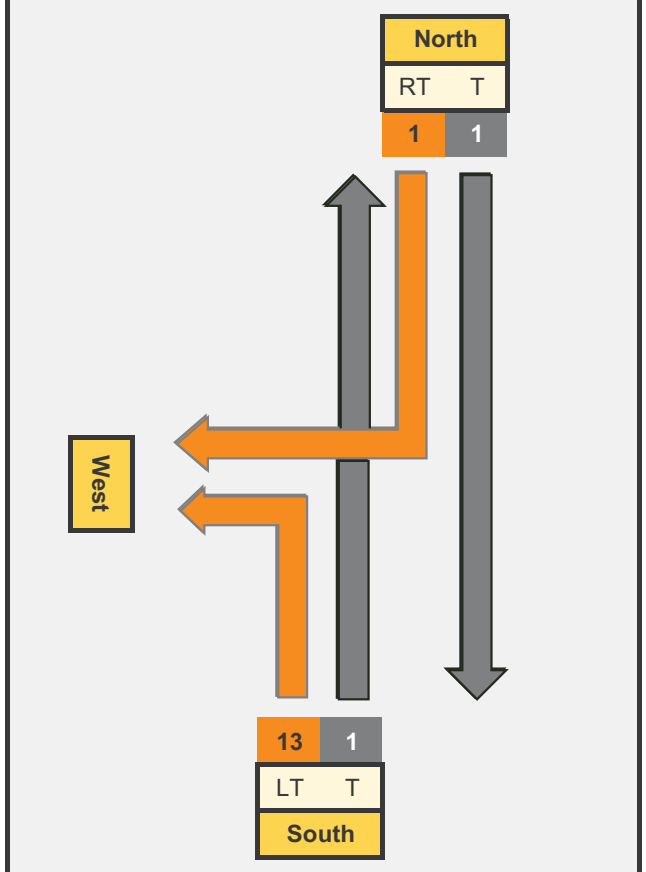
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	15	1
Left	1	13

Graph Terminolgy

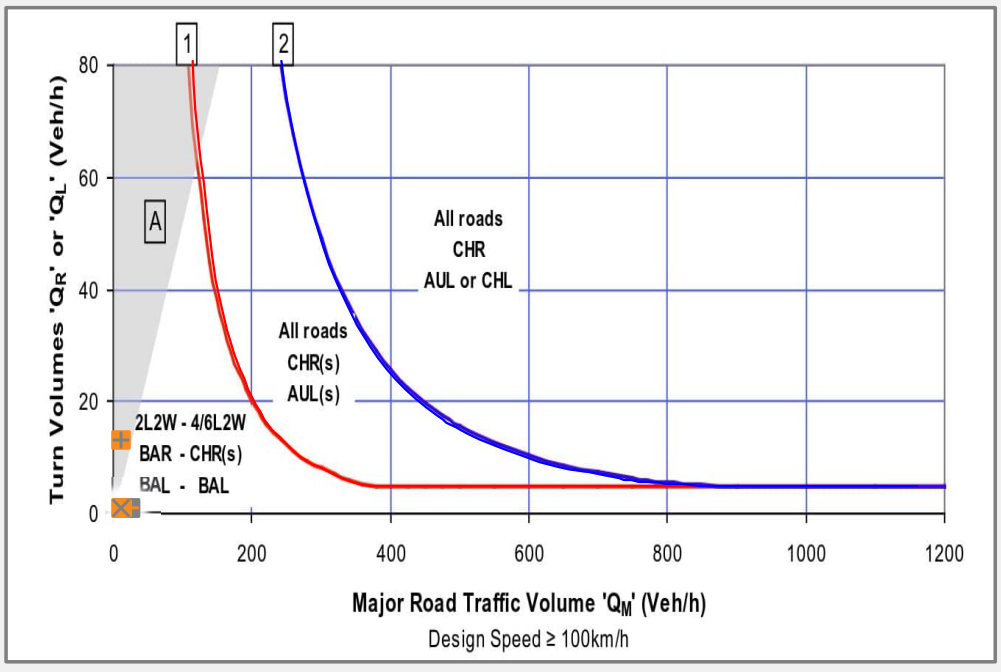
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	15	1
Left	1	13

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

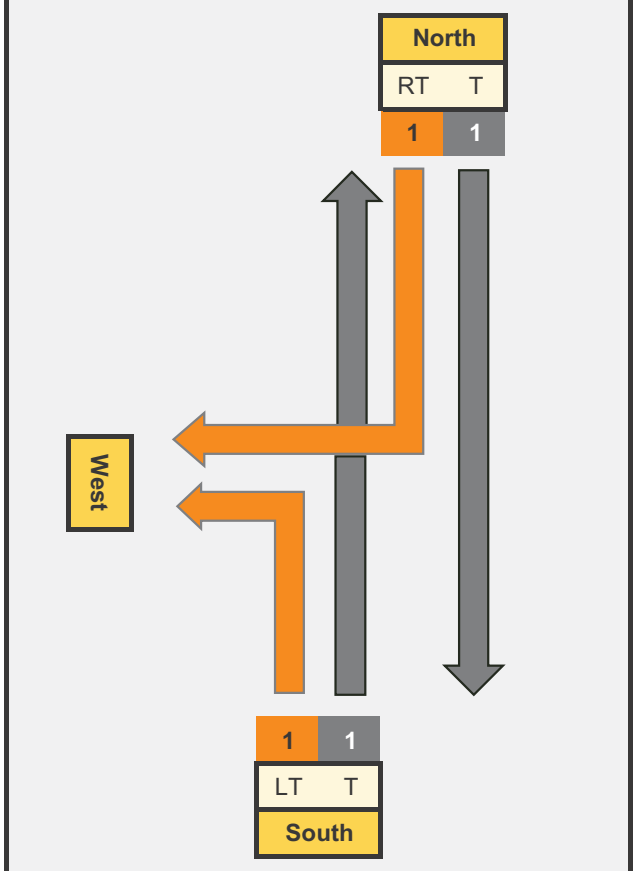
Intersection ID	X131
Intersection Name	Millwood Road / Millwood Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

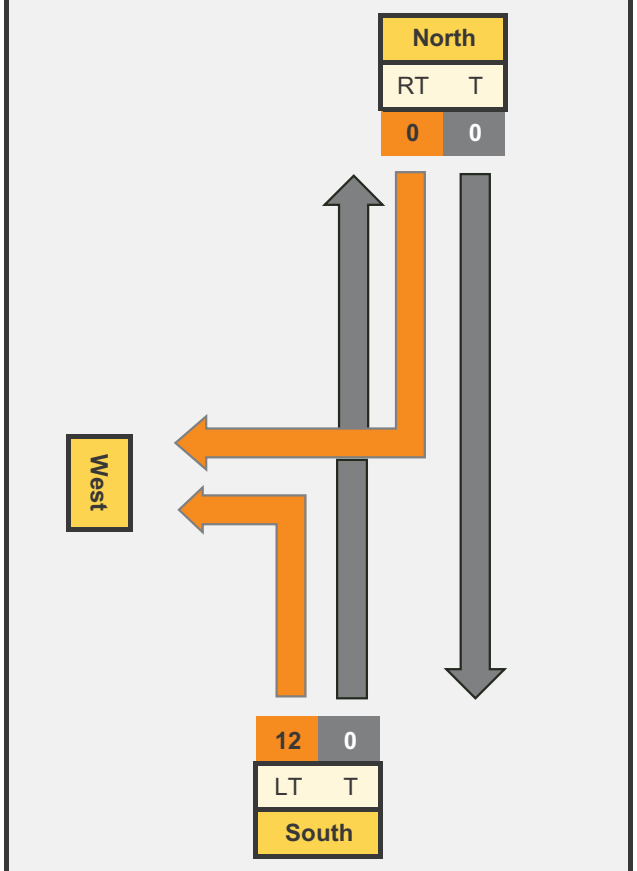
Peak Impact Month	Aug-25
Peak Impact Year	2025

Scenario 1: 1

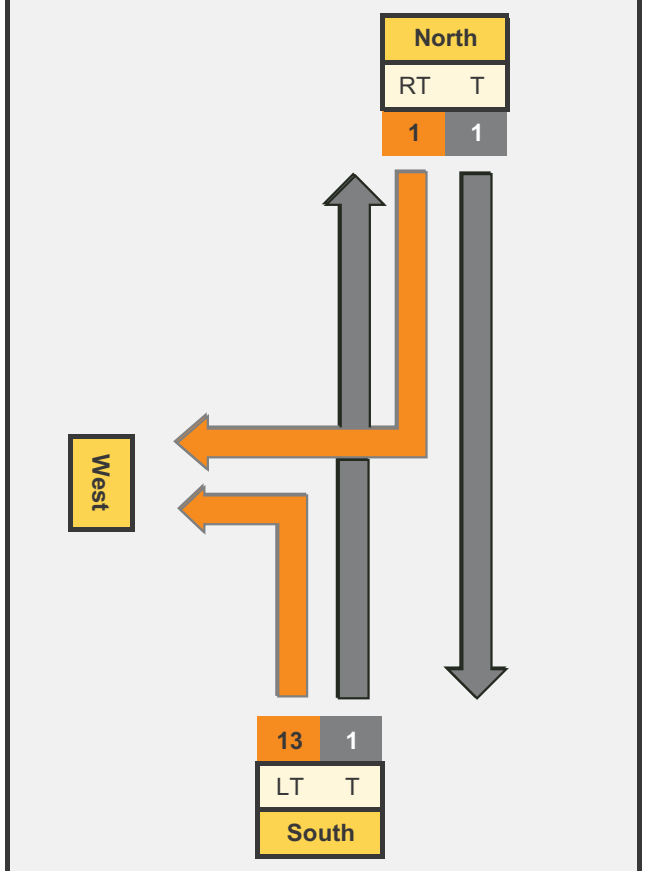
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	15	1
Left	1	13

Graph Terminolgy

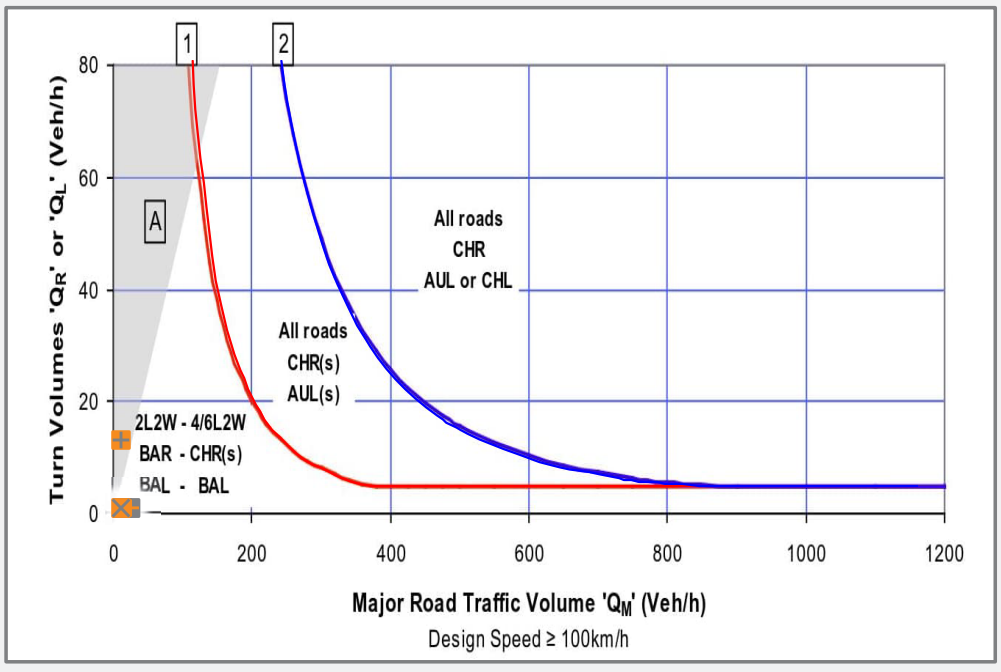
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	15	1
Left	1	13

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

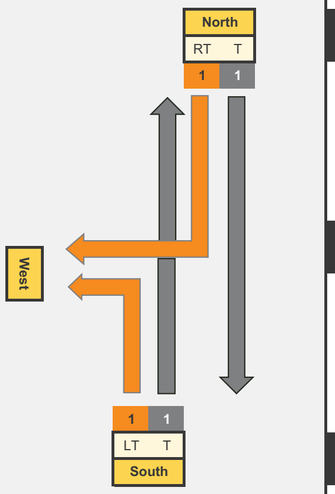
Intersection Code	4A
Intersection ID	X132
Intersection Name	Murlaggan Road/Kahler Road

Time Period	AM
Speed	100
Existing Treatment	L - R -

Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

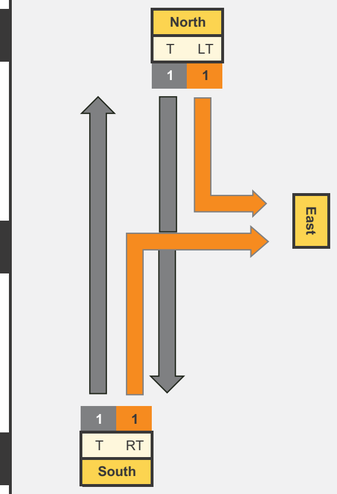
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

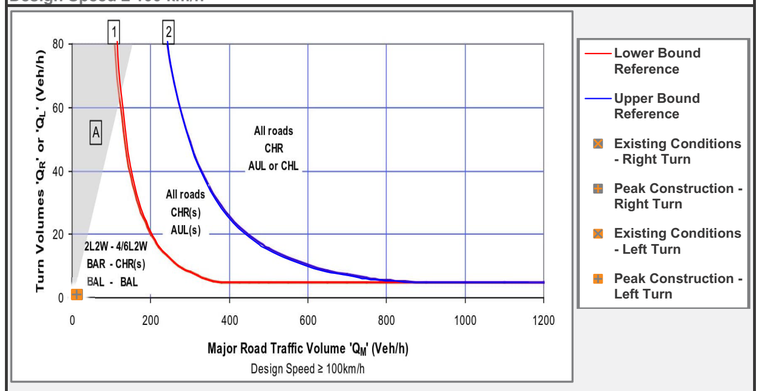
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Peak Impact Year - Without Development Traffic



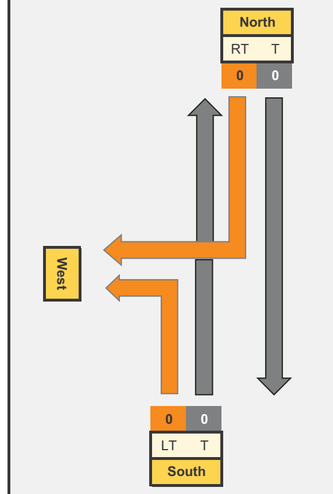
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	4	1
Left	1	2

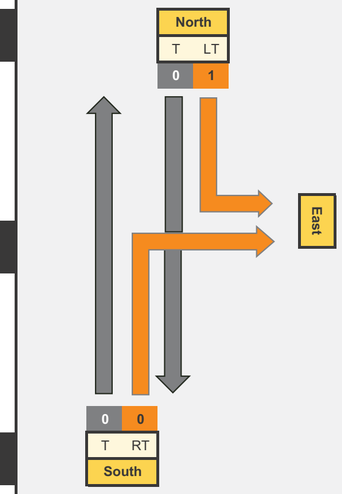
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

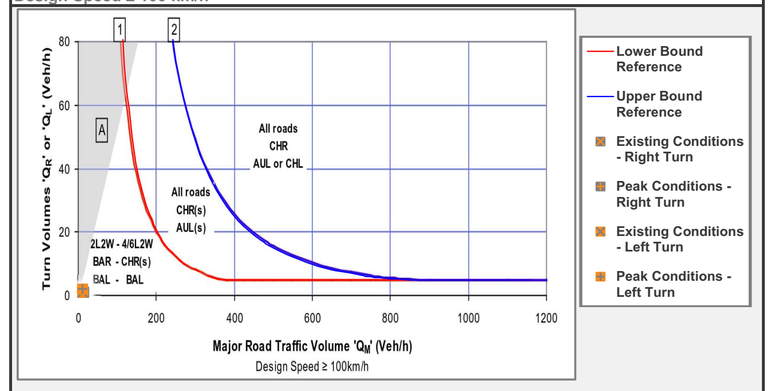
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	4	1
Left	1	2

Peak Impact Year - Development Traffic



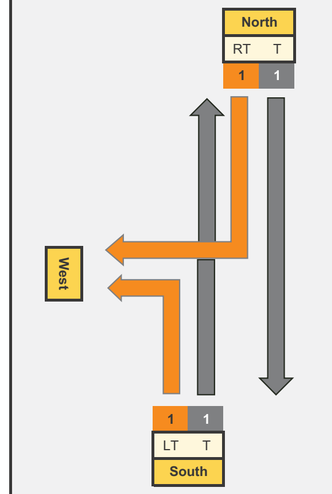
Graphing

Design Speed ≥ 100 km/h

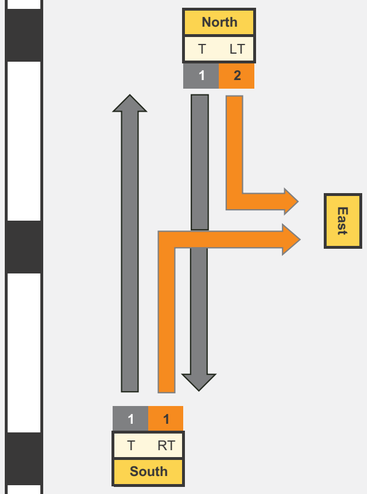


50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



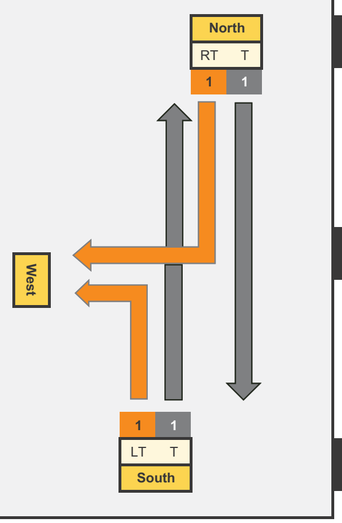
Intersection Code	4A
Intersection ID	X132
Intersection Name	Murlaggan Road/Kahler Road

Time Period	AM
Speed	100
Existing Treatment	L - R -

Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

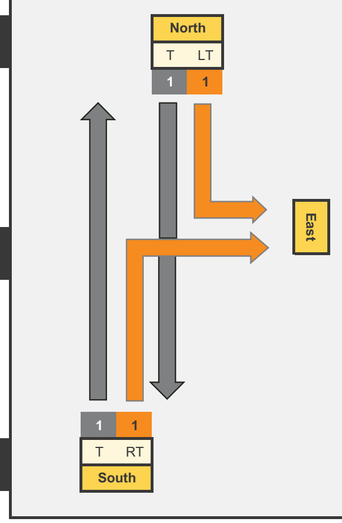
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

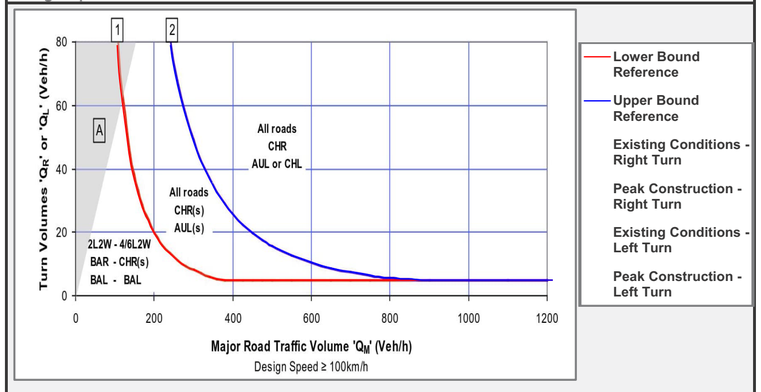
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Peak Impact Year - Without Development Traffic



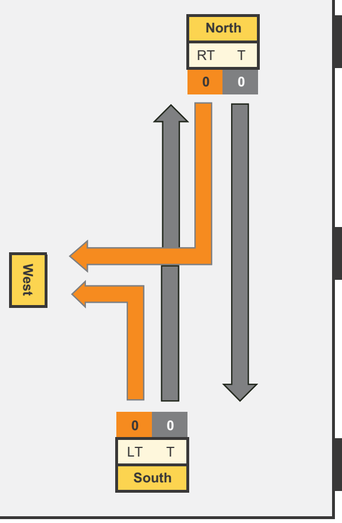
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	4	1
Left	1	2

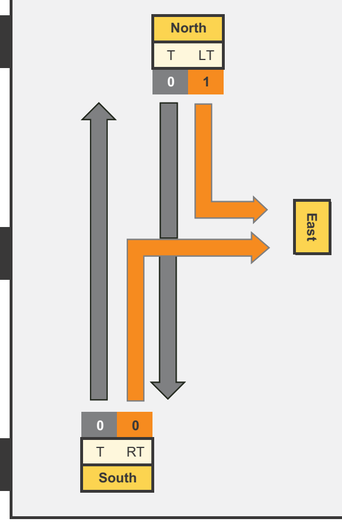
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

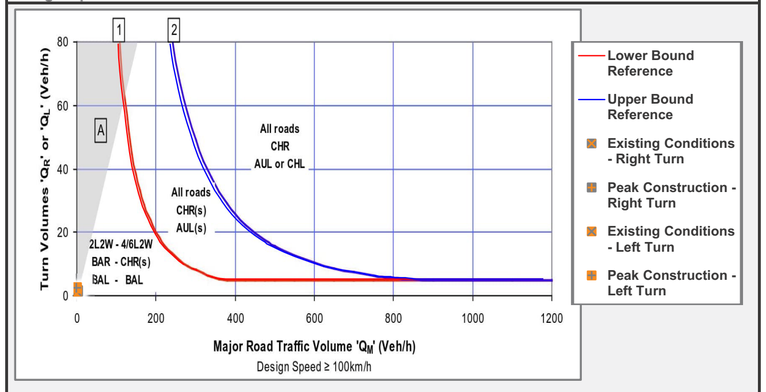
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	4	1
Left	1	2

Peak Impact Year - Development Traffic



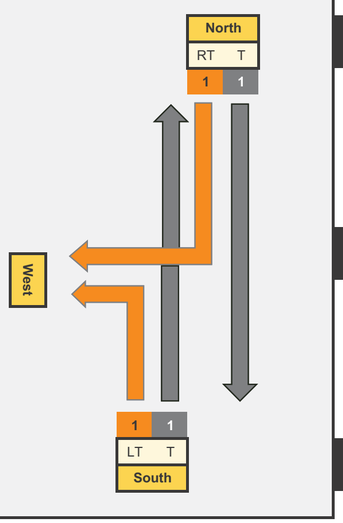
Graphing

Design Speed ≥ 100 km/h

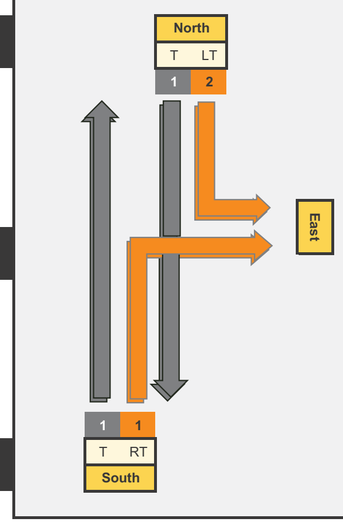


50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



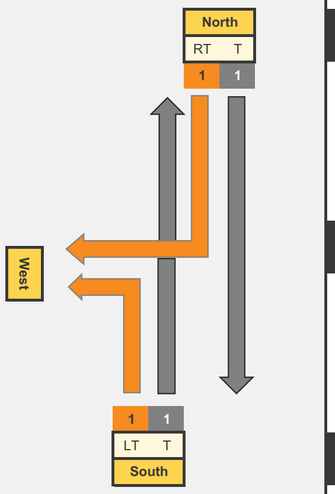
Intersection Code	4A
Intersection ID	X132
Intersection Name	Murlaggan Road/Kahler Road

Time Period	PM
Speed	100
Existing Treatment	L - R -

Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

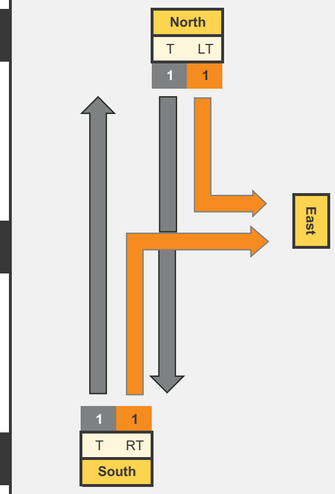
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

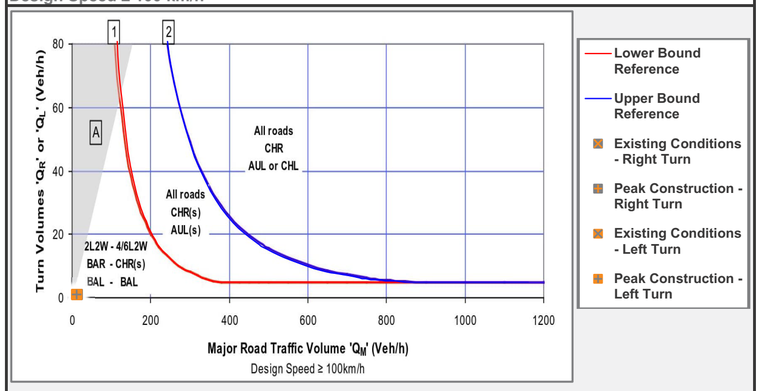
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Peak Impact Year - Without Development Traffic



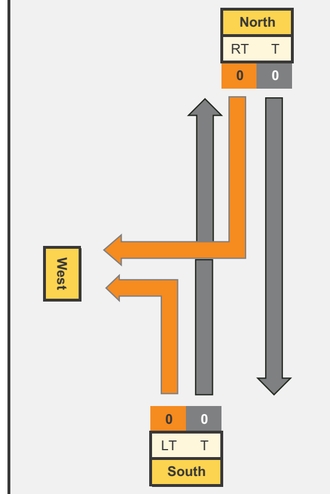
Graphing

Design Speed ≥ 100 km/h

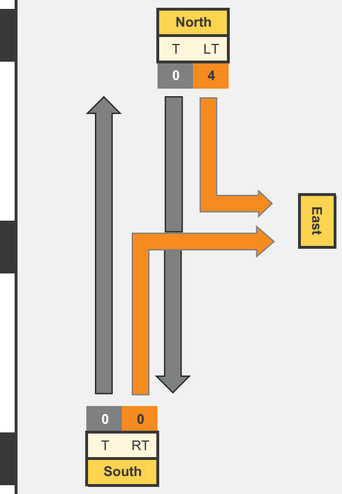


50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	7	1
Left	1	5

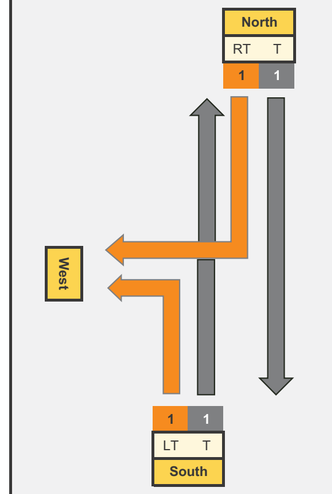
Graph Terminolgy

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

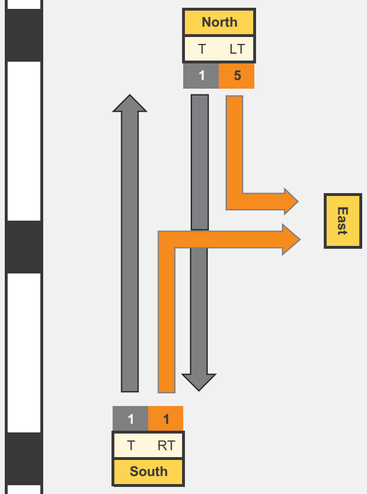
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	7	1
Left	1	5

Peak Impact Year - With Development Traffic

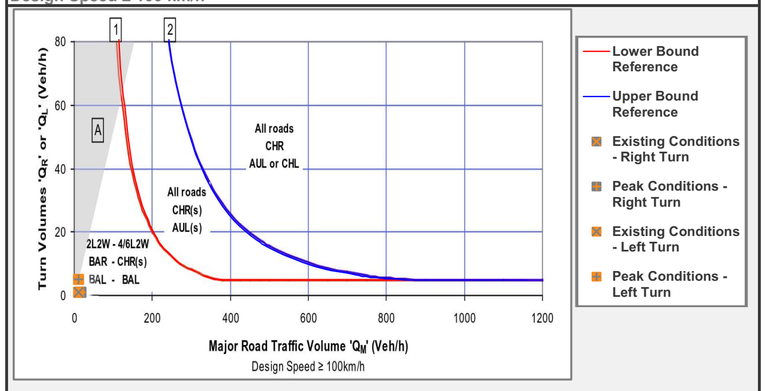


Peak Impact Year - With Development Traffic



Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

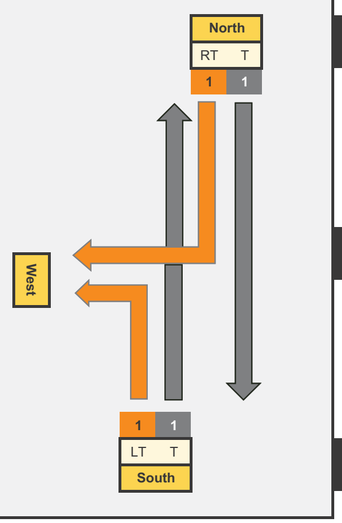
Intersection Code	4A
Intersection ID	X132
Intersection Name	Murlaggan Road/Kahler Road

Time Period	PM
Speed	100
Existing Treatment	L - R -

Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

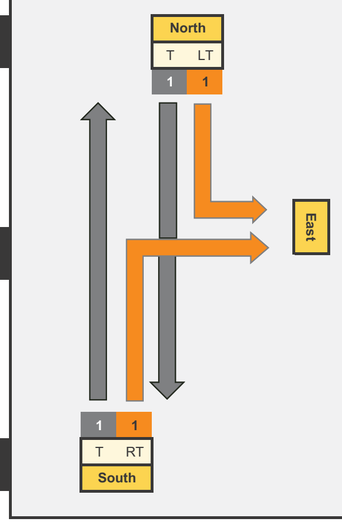
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

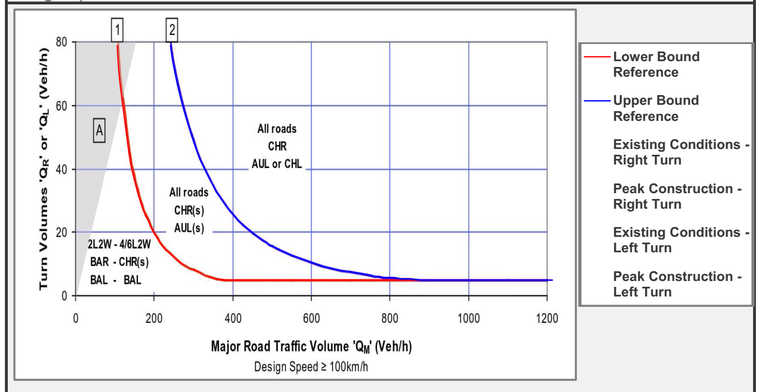
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	1
Left	1	1

Peak Impact Year - Without Development Traffic



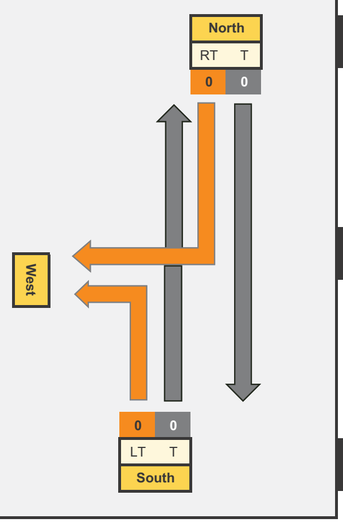
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	8	1
Left	1	6

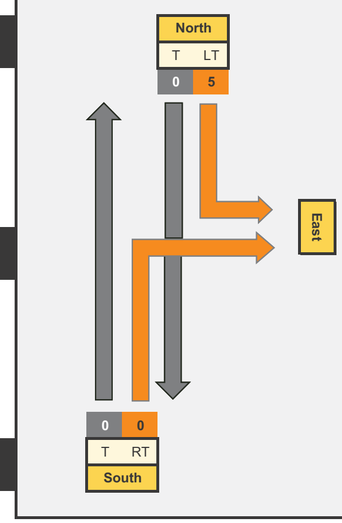
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

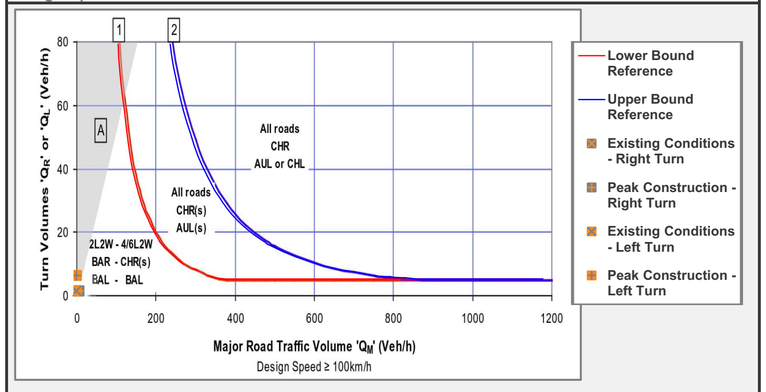
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	8	1
Left	1	6

Peak Impact Year - Development Traffic



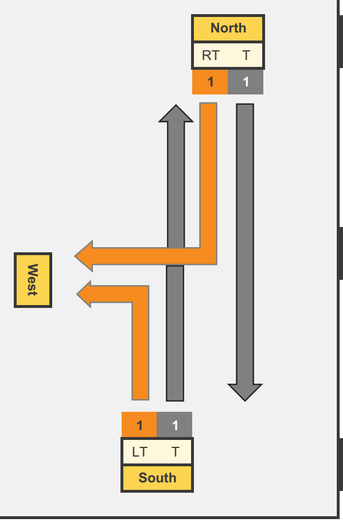
Graphing

Design Speed ≥ 100 km/h

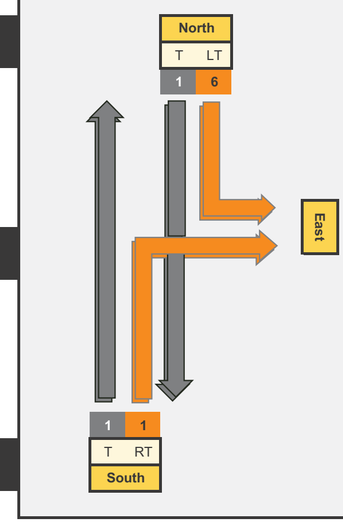


50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Intersection Code	3A

Time Period	AM

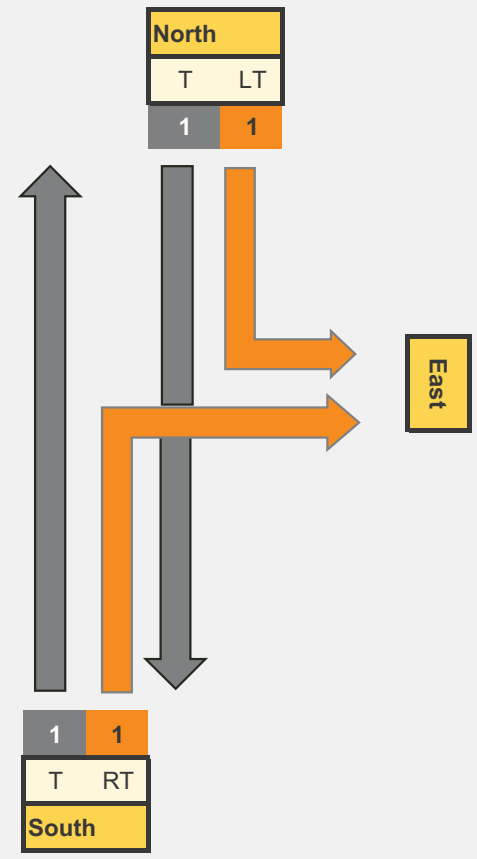
Intersection ID	X135
Intersection Name	Six Mile Road/Bligh Street

Speed	60			
Existing Treatment	L	-	R	-

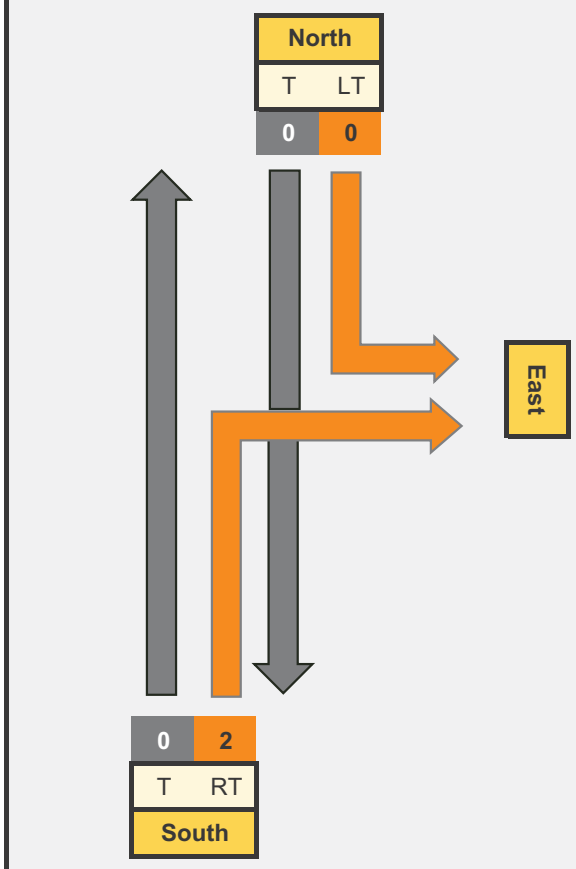
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 1: 1

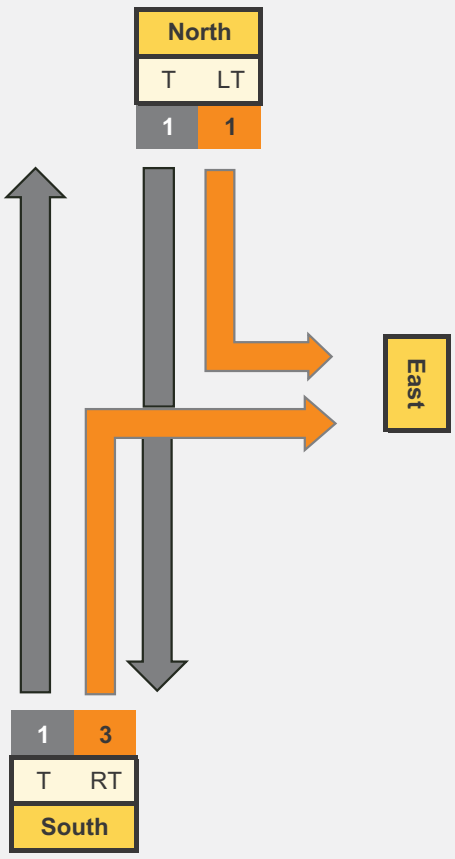
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	3
Left	1	1

Graph Terminolgy

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

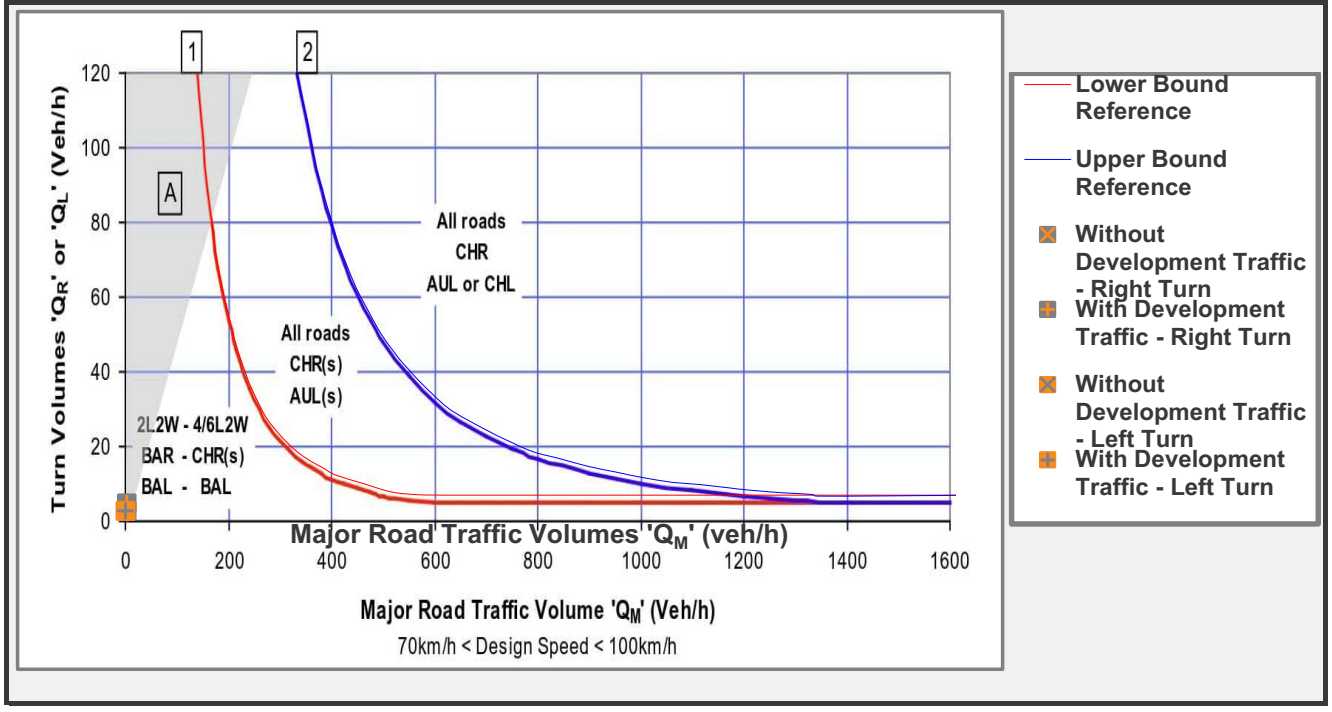
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	3
Left	1	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

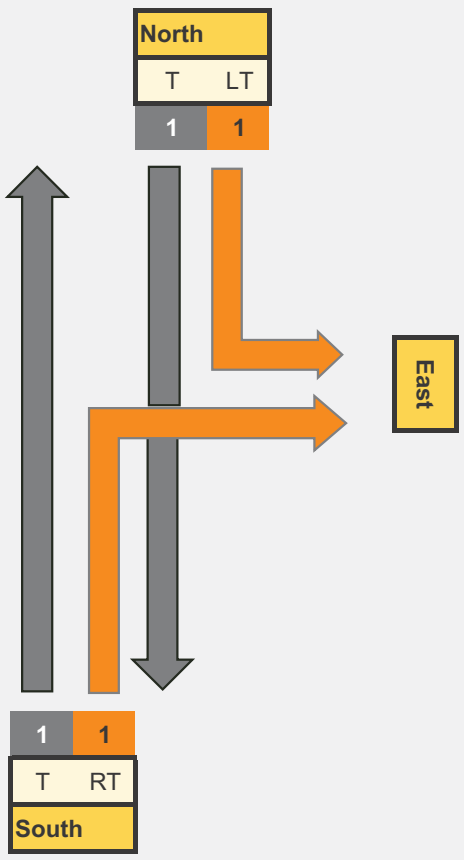
Intersection ID	X135
Intersection Name	Six Mile Road/Bligh Street

Speed	60			
Existing Treatment	L	-	R	-

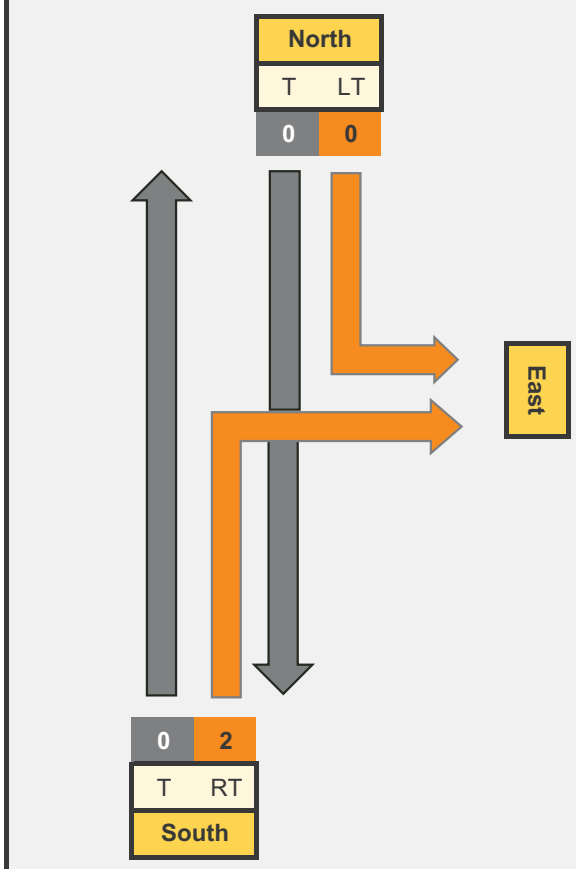
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 2: 2

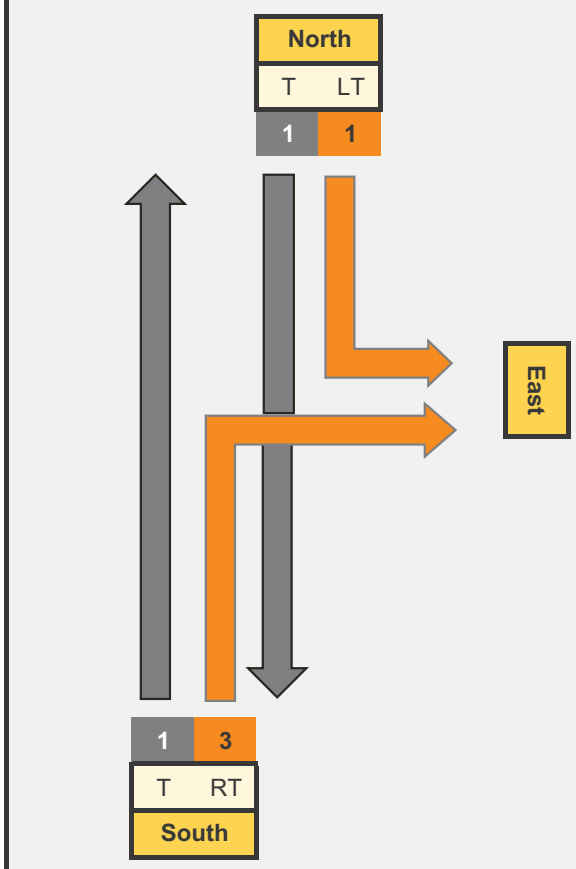
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	3
Left	1	1

Graph Terminolgy

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

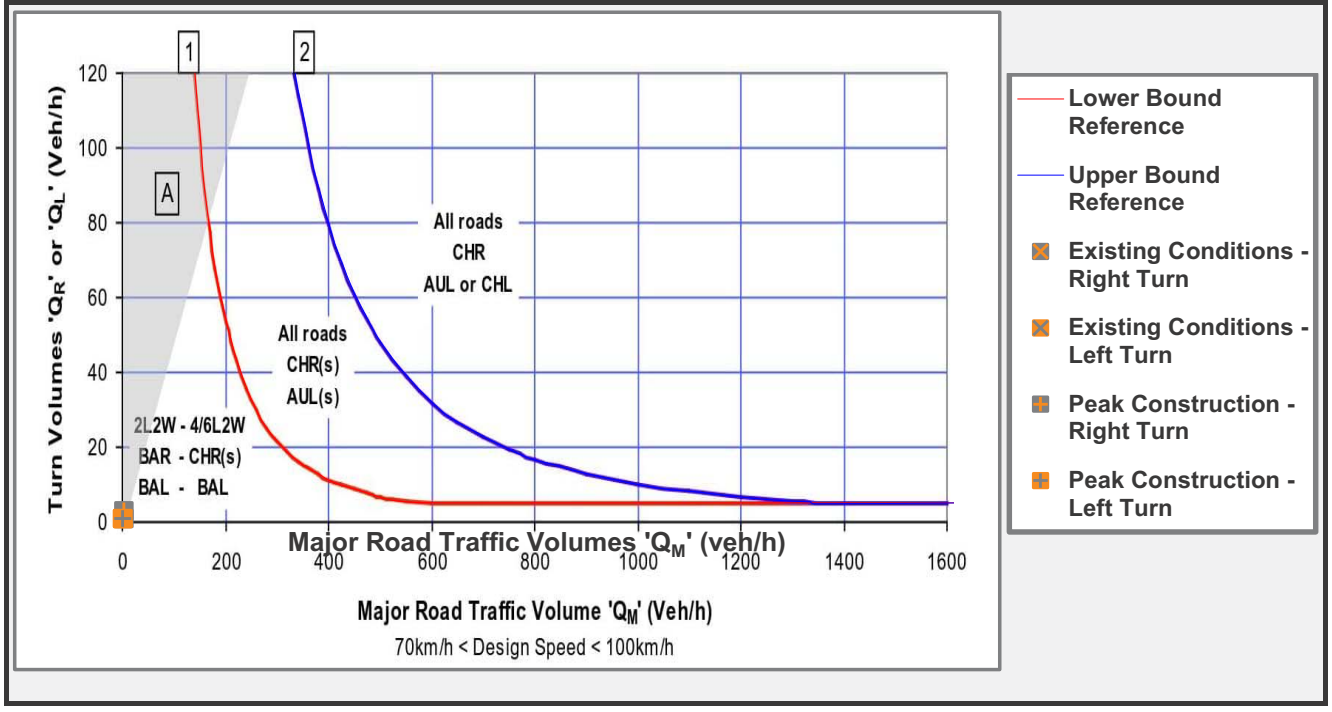
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	3
Left	1	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

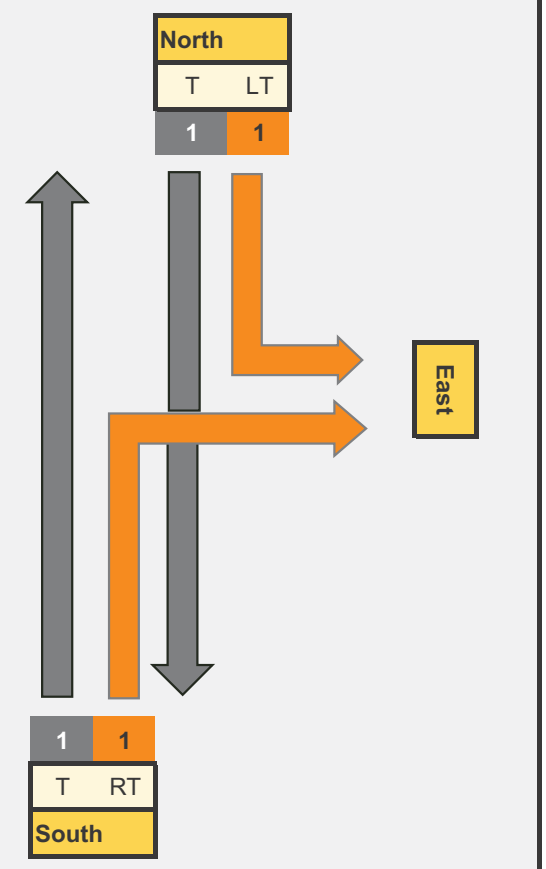
Intersection ID	X135
Intersection Name	Six Mile Road/Bligh Street

Speed	60			
Existing Treatment	L	-	R	-

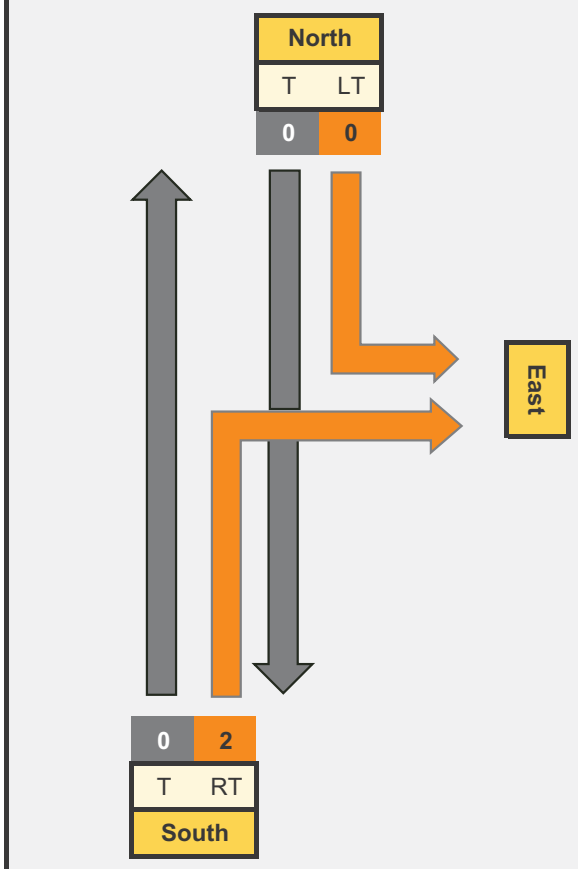
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 1: 1

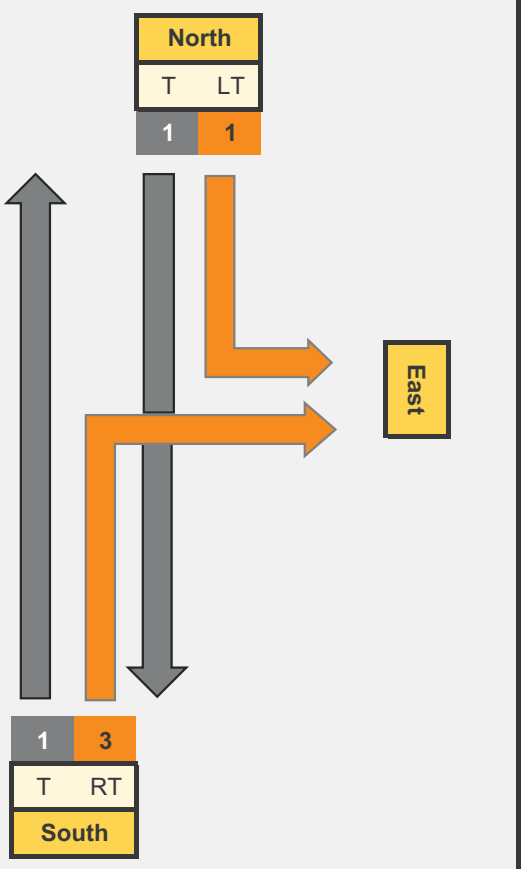
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	3
Left	1	1

Graph Terminolgy

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

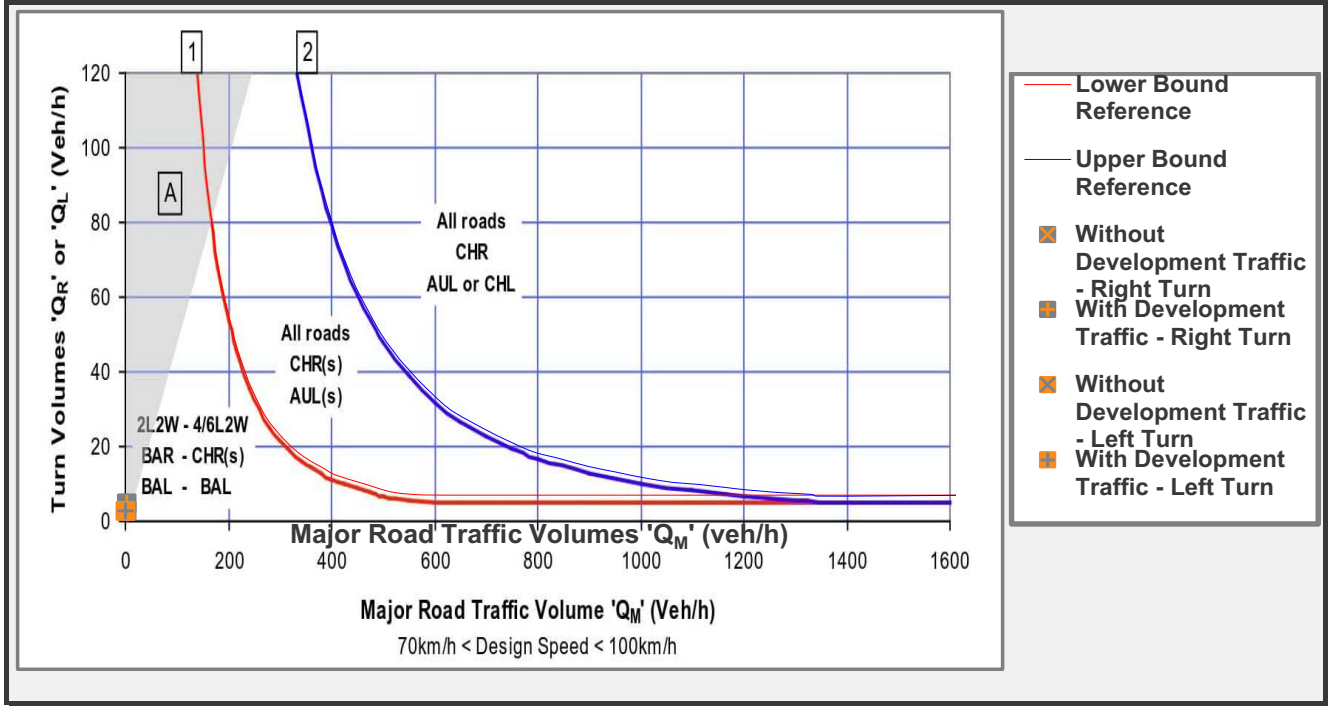
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	3
Left	1	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

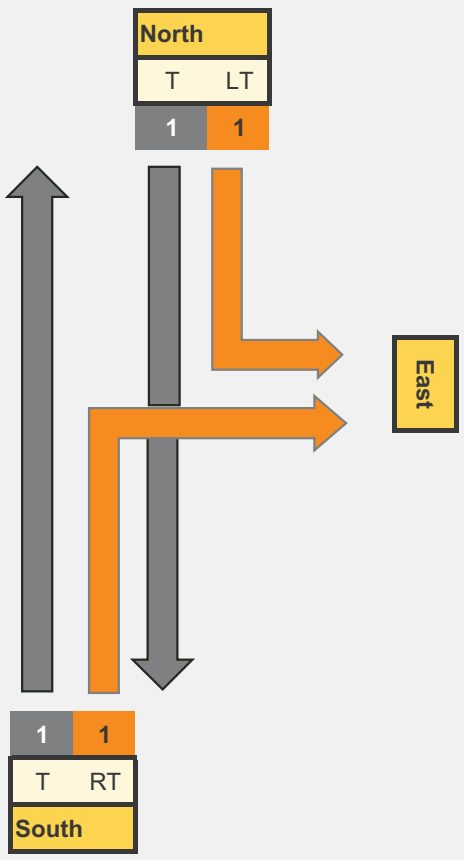
Intersection ID	X135
Intersection Name	Six Mile Road/Bligh Street

Speed	60			
Existing Treatment	L	-	R	-

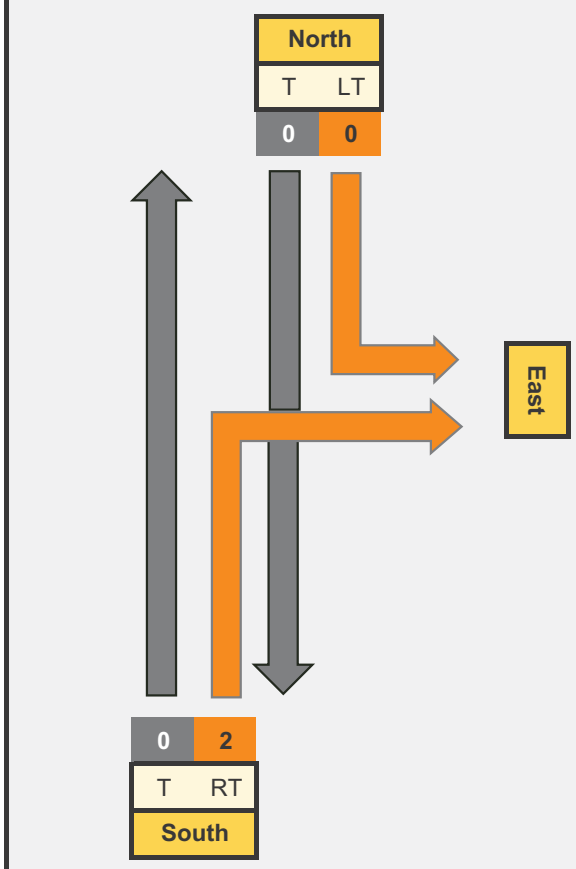
Peak Impact Month	Jan-26
Peak Impact Year	2026

Scenario 2: 2

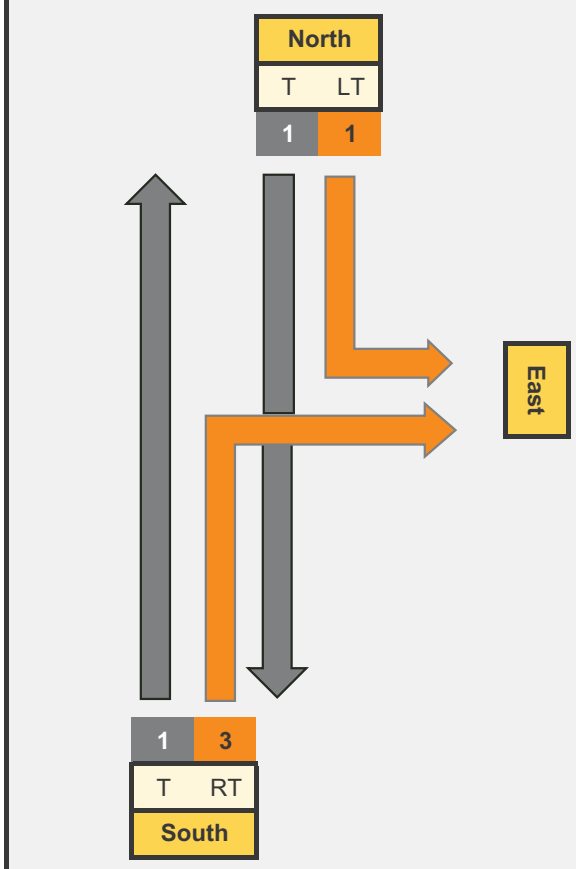
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	3
Left	1	1

Graph Terminolgy

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

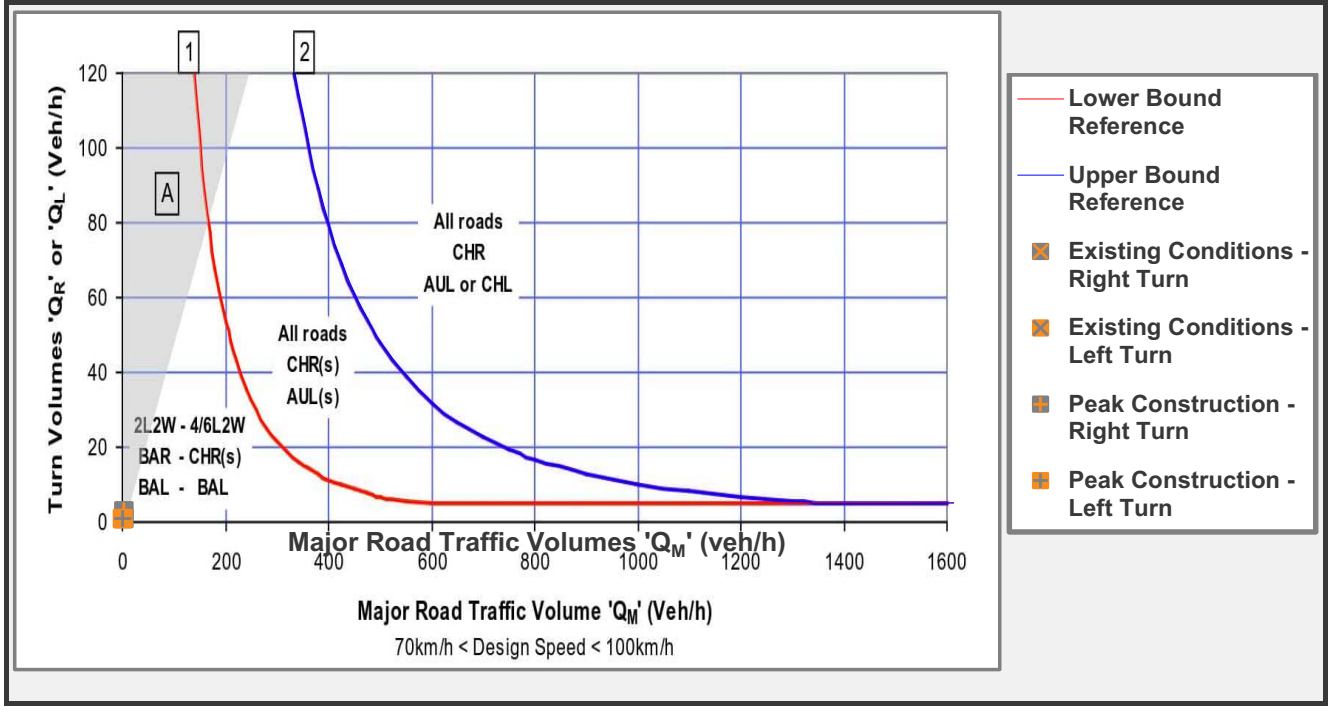
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	3
Left	1	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

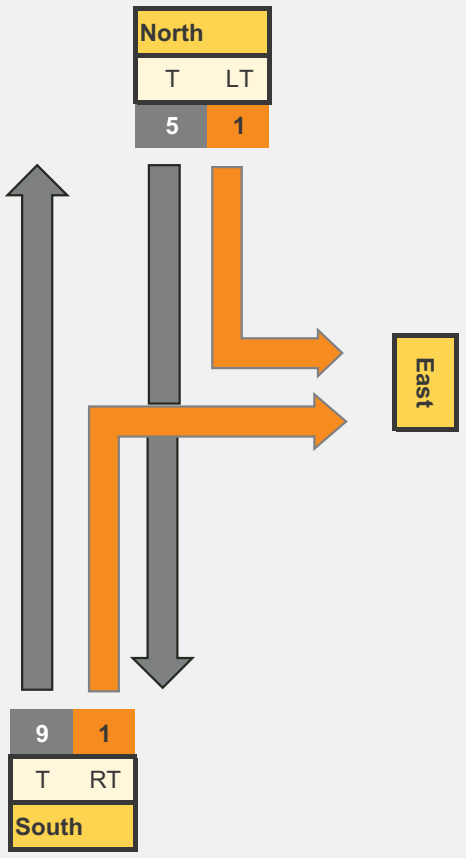
Intersection ID	X136
Intersection Name	Tummaville Road / Unnamed Road

Speed	100			
Existing Treatment	L	BAL	R	-

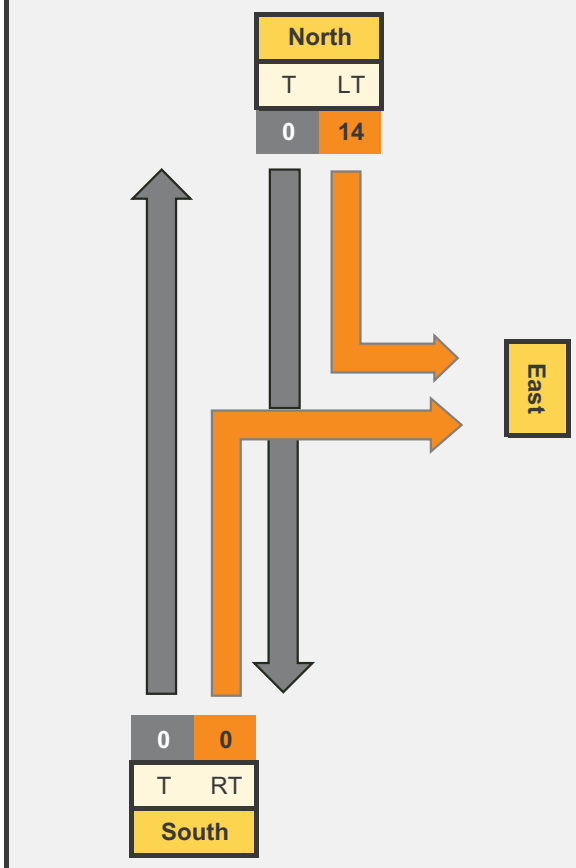
Peak Impact Month	Aug-25
Peak Impact Year	2025

Scenario 1: 1

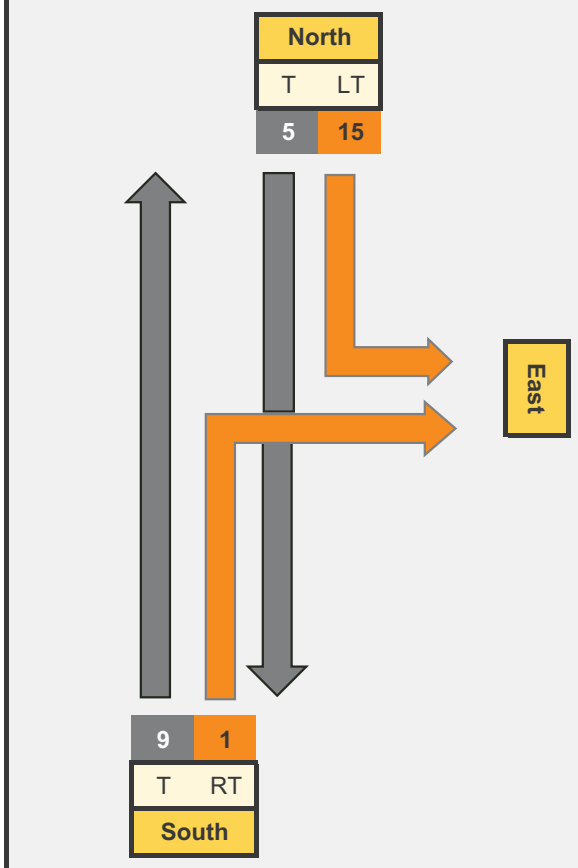
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	15	1
Left	5	1
With Development Traffic		
Right	29	1
Left	5	15

Graph Terminolgy

Legend

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

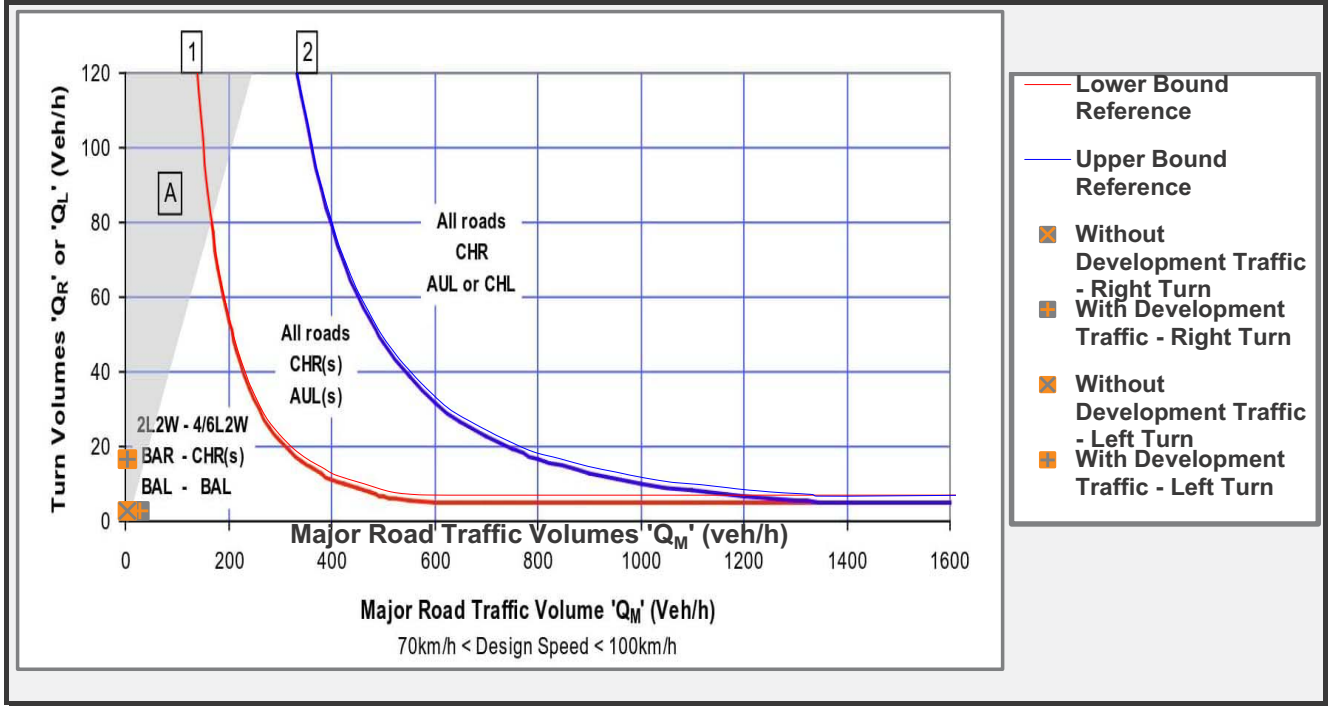
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	15	1
Left	5	1
With Development Traffic		
Right	29	1
Left	5	15

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

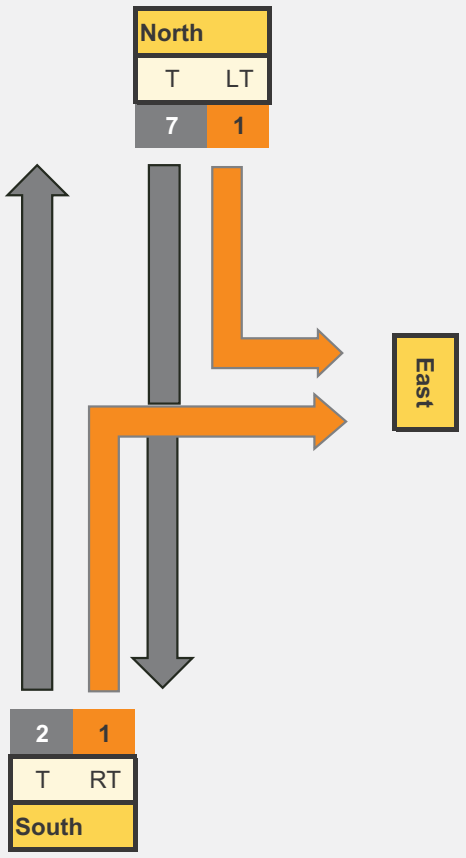
Intersection ID	X136
Intersection Name	Tummaville Road / Unnamed Road

Speed	100			
Existing Treatment	L	BAL	R	-

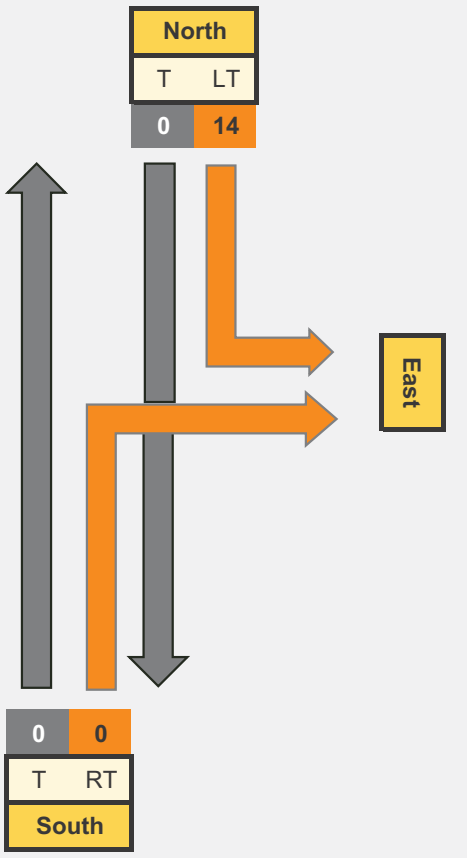
Peak Impact Month	Aug-25
Peak Impact Year	2025

Scenario 1: 1

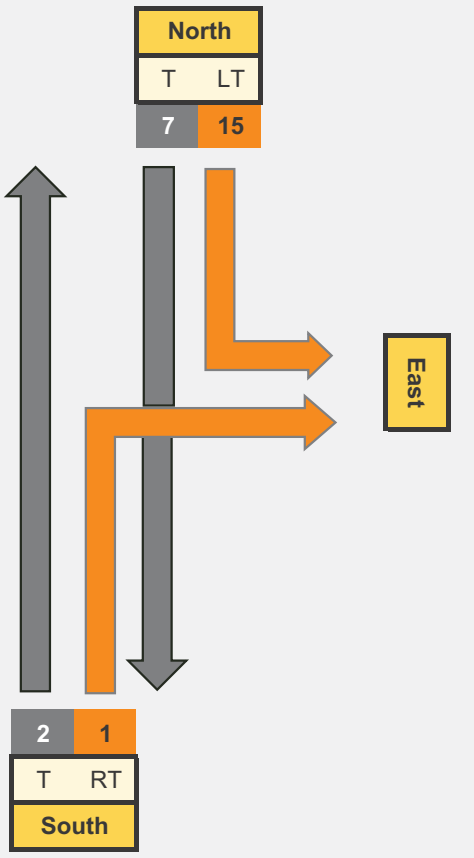
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	1
Left	7	1
With Development Traffic		
Right	24	1
Left	7	15

Graph Terminolgy

Legend

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

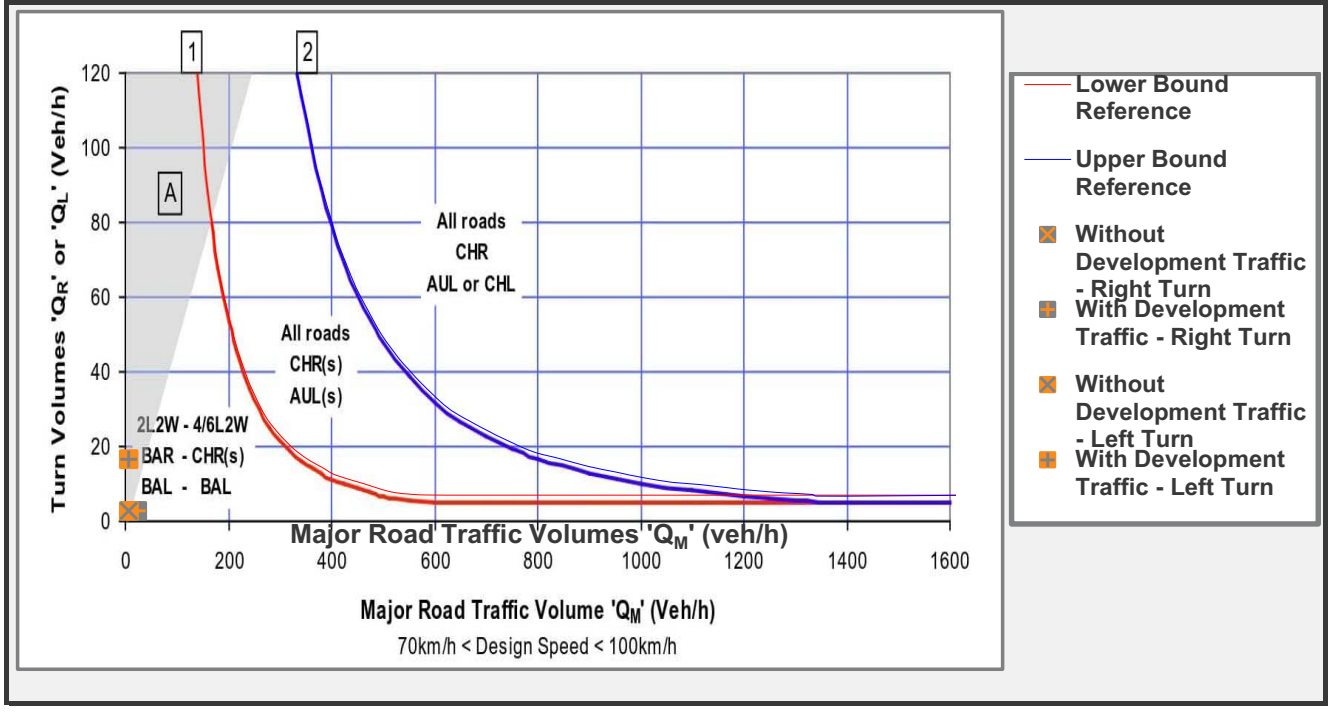
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	1
Left	7	1
With Development Traffic		
Right	24	1
Left	7	15

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

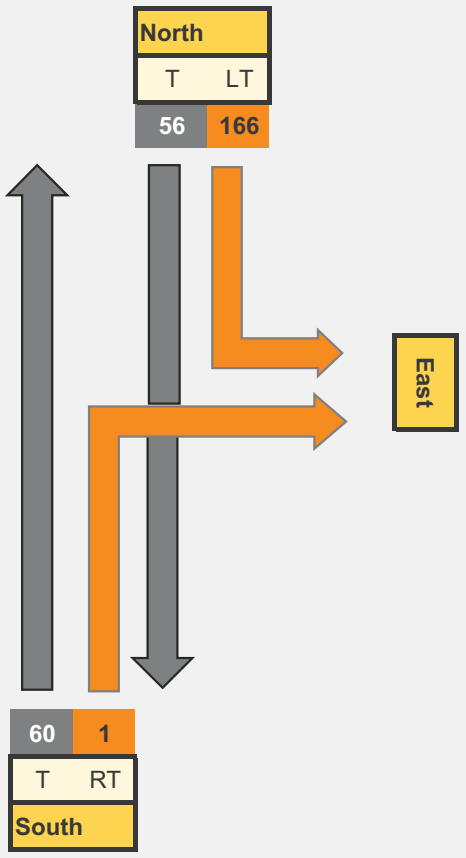
Intersection ID	X137
Intersection Name	Wellcamp Westbrook Road/Drayton Wellcamp Road

Speed	100			
Existing Treatment	L	BAL	R	-

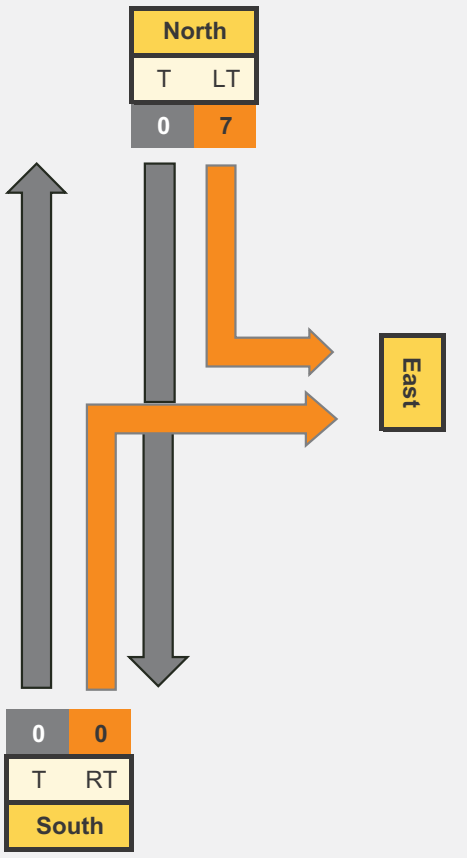
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

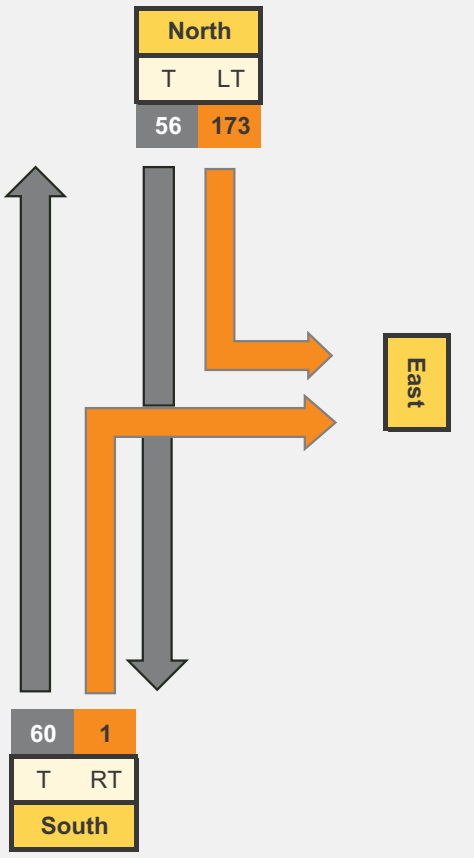
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	282	1
Left	56	80
With Development Traffic		
Right	289	1
Left	56	80

Graph Terminolgy

Legend

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

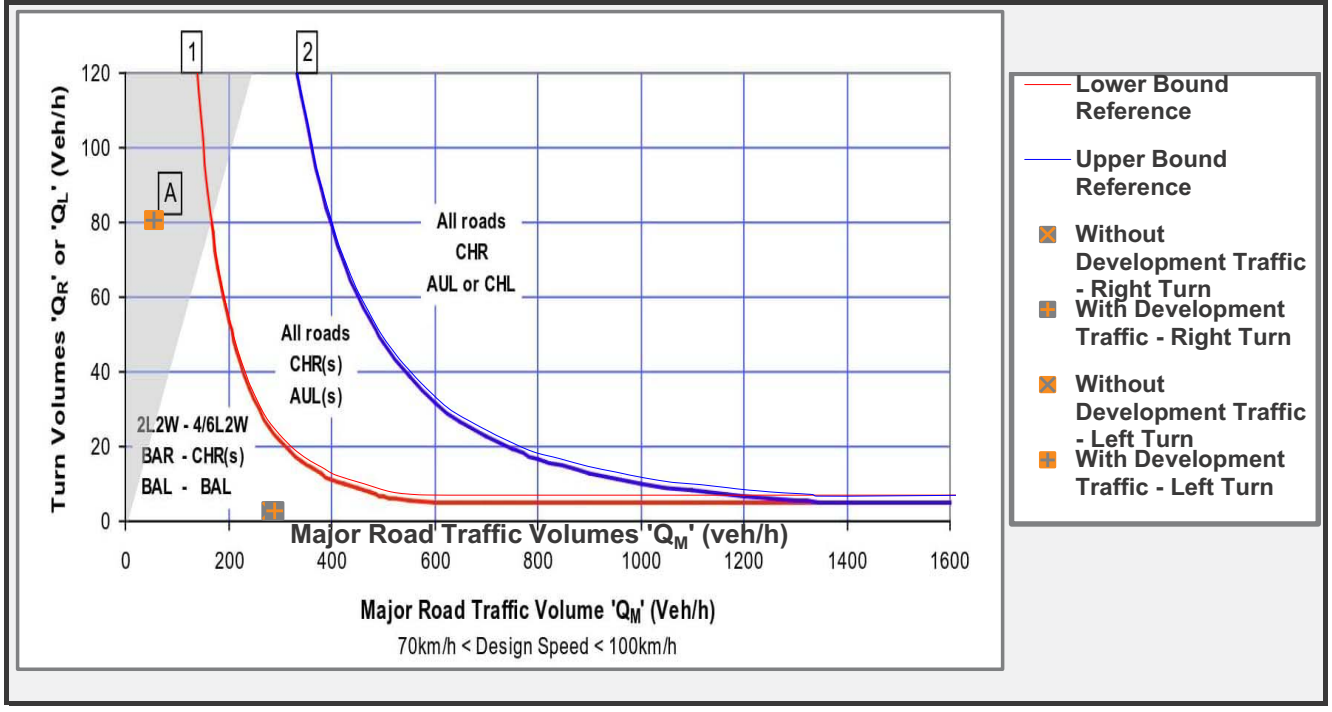
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	282	1
Left	56	166
With Development Traffic		
Right	289	1
Left	56	173

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

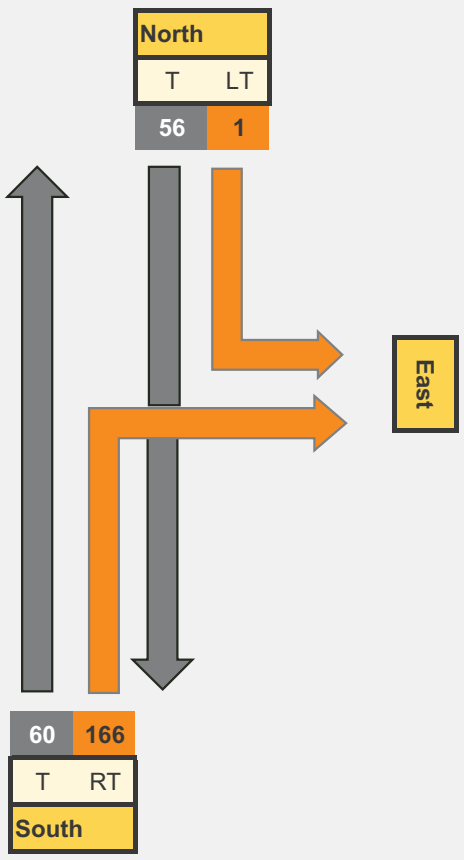
Intersection ID	X137
Intersection Name	Wellcamp Westbrook Road/Drayton Wellcamp Road

Speed	100			
Existing Treatment	L	BAL	R	-

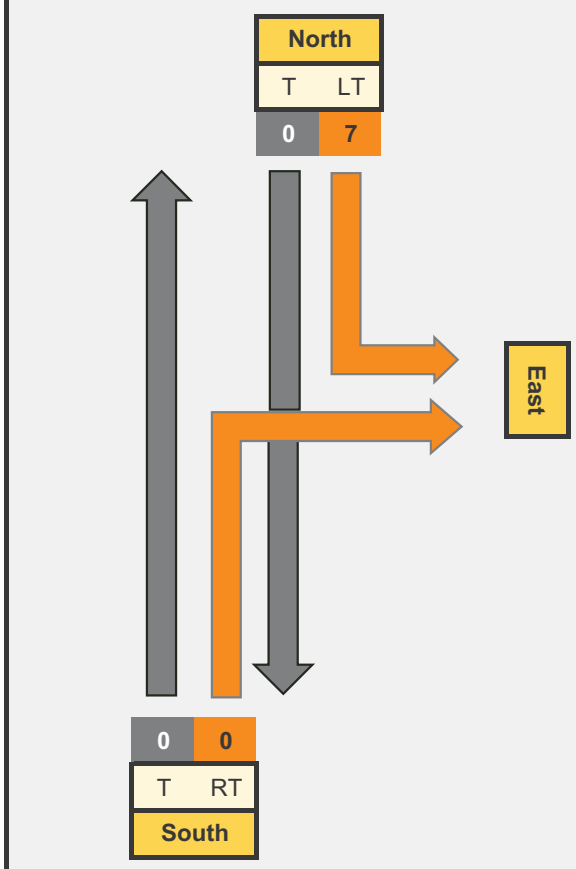
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

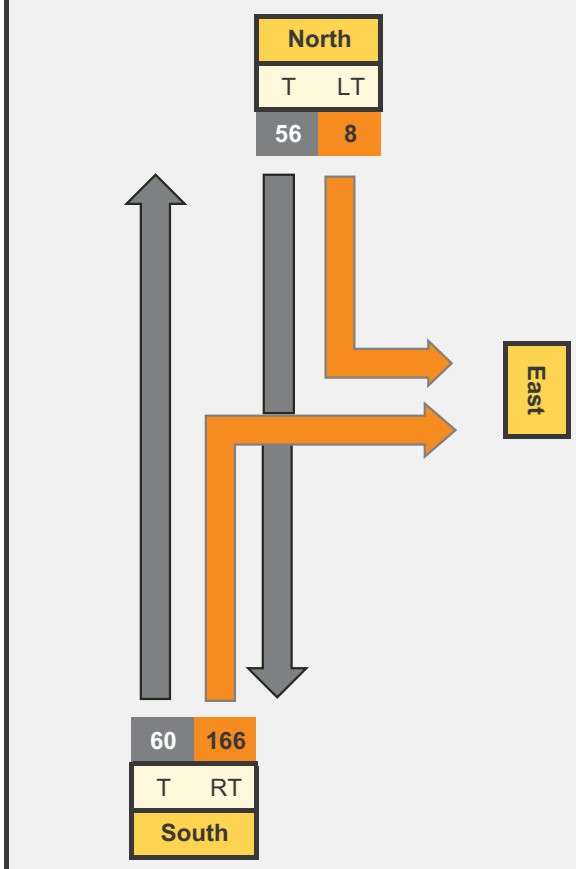
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	117	80
Left	56	1
With Development Traffic		
Right	124	80
Left	56	8

Graph Terminolgy

Legend

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

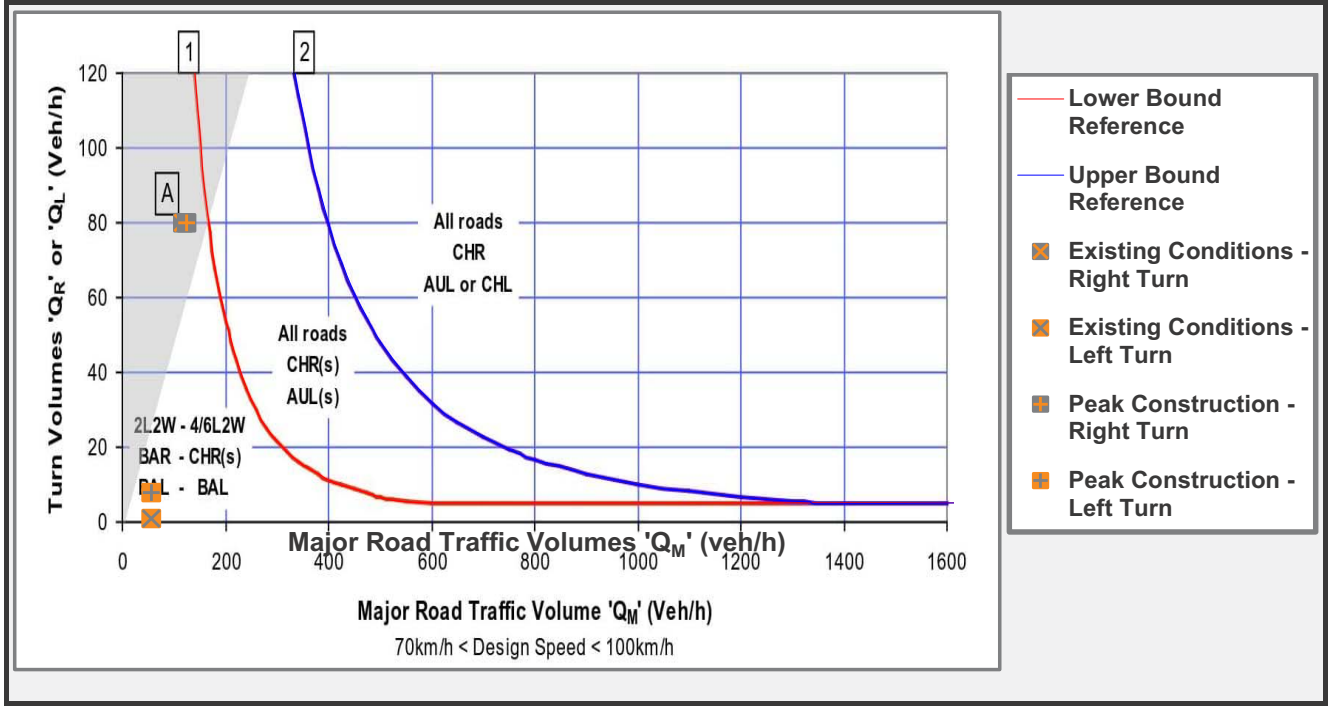
Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	117	166
Left	56	1
With Development Traffic		
Right	124	166
Left	56	8

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

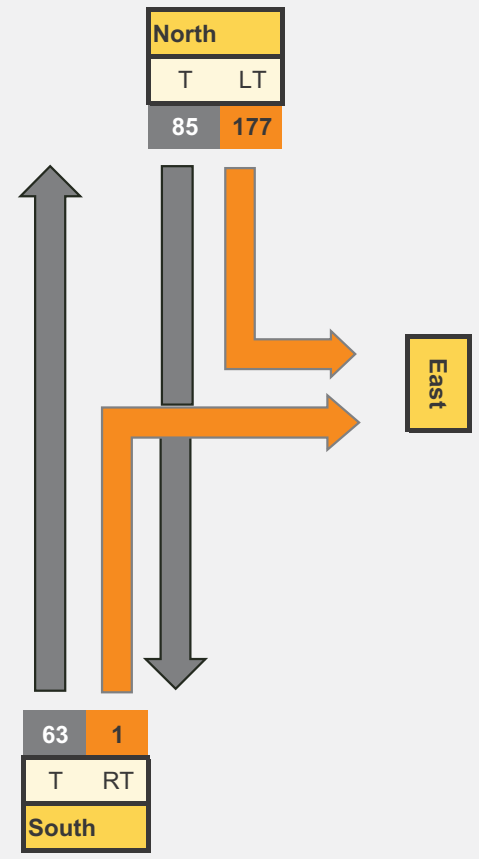
Intersection ID	X137
Intersection Name	Wellcamp Westbrook Road/Drayton Wellcamp Road

Speed	100			
Existing Treatment	L	BAL	R	-

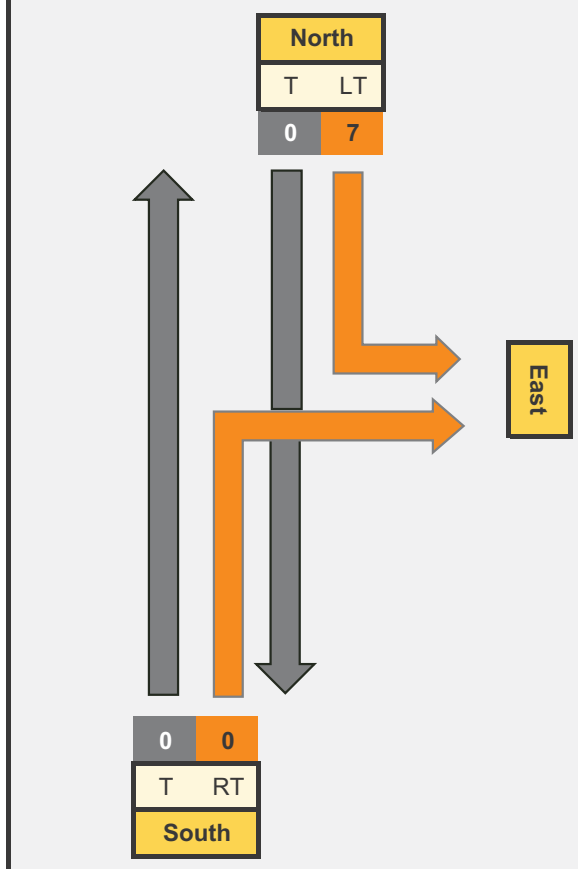
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 1: 1

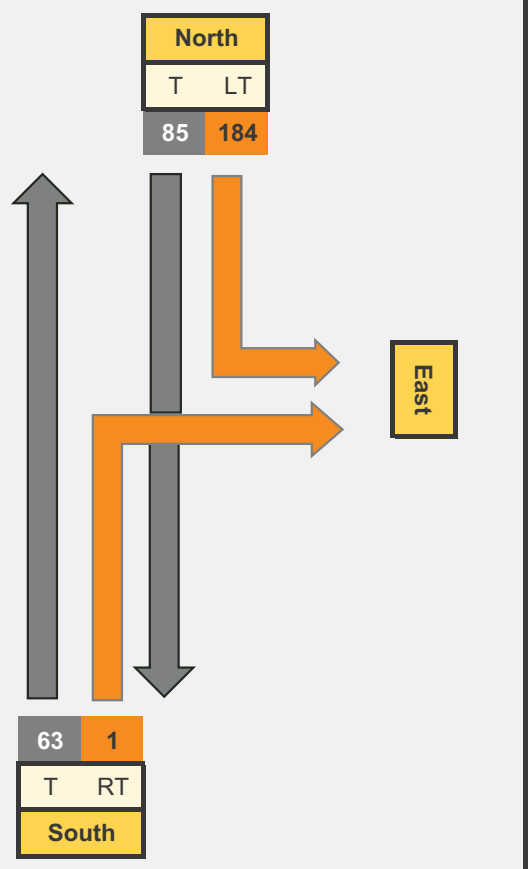
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	325	1
Left	85	80
With Development Traffic		
Right	332	1
Left	85	80

Graph Terminolgy

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

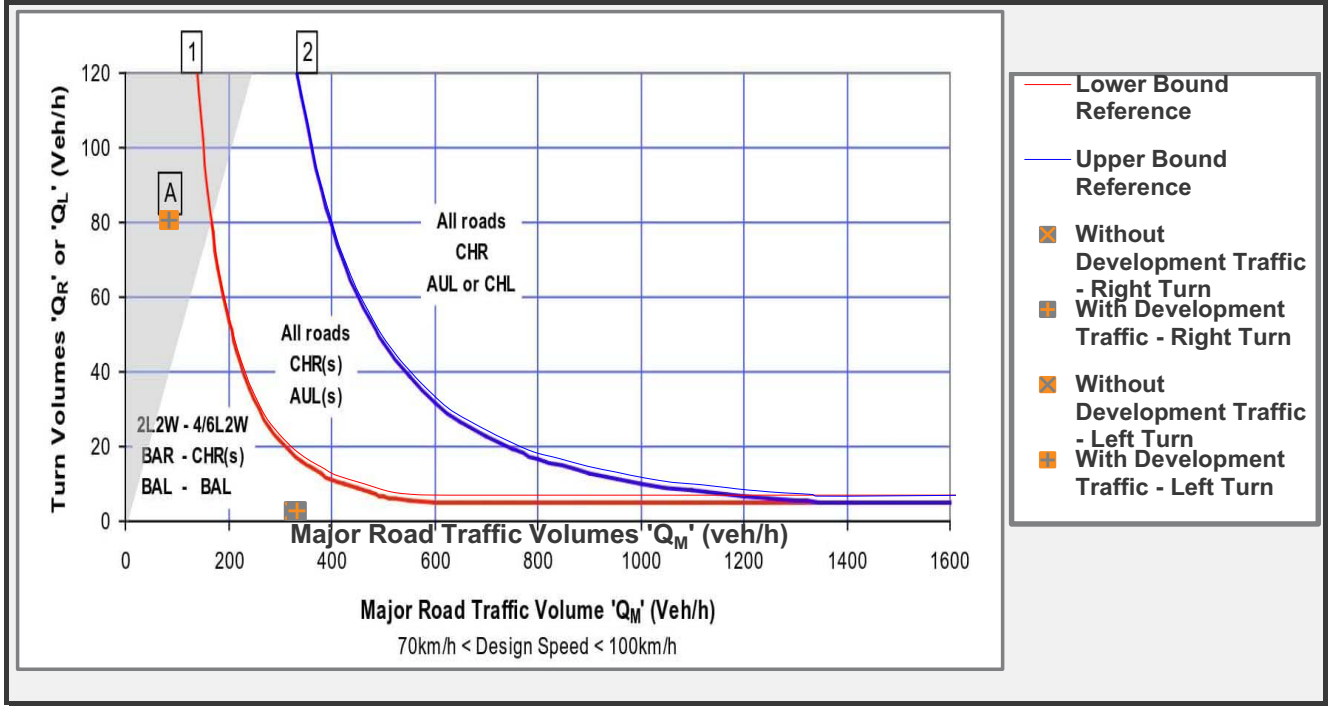
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	325	1
Left	85	177
With Development Traffic		
Right	332	1
Left	85	184

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

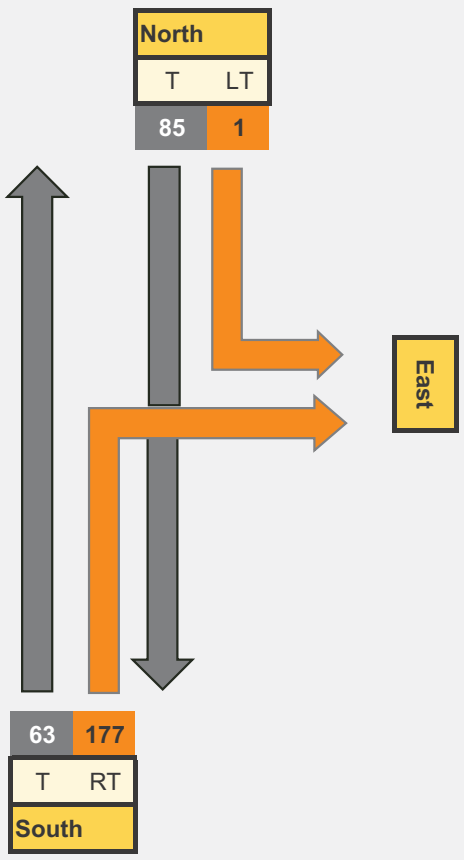
Intersection ID	X137
Intersection Name	Wellcamp Westbrook Road/Drayton Wellcamp Road

Speed	100			
Existing Treatment	L	BAL	R	-

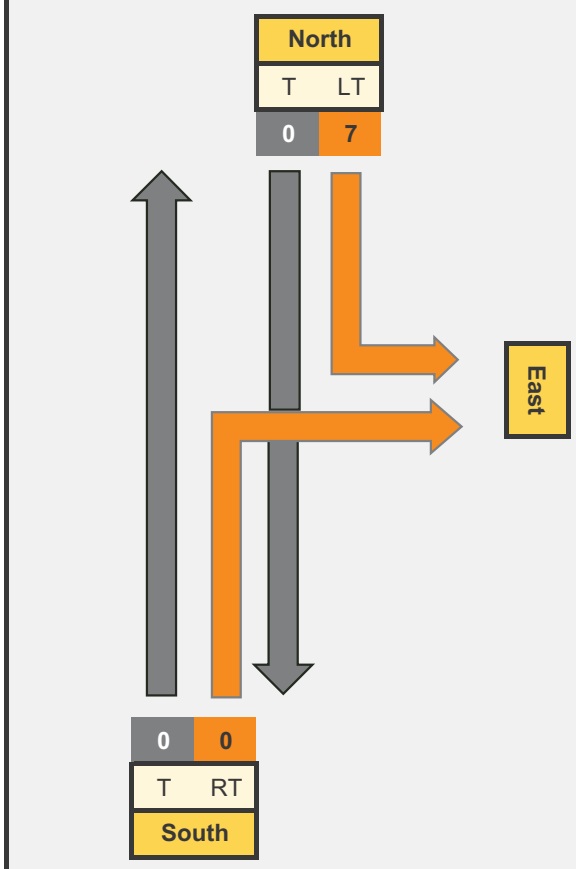
Peak Impact Month	Jun-27
Peak Impact Year	2027

Scenario 2: 2

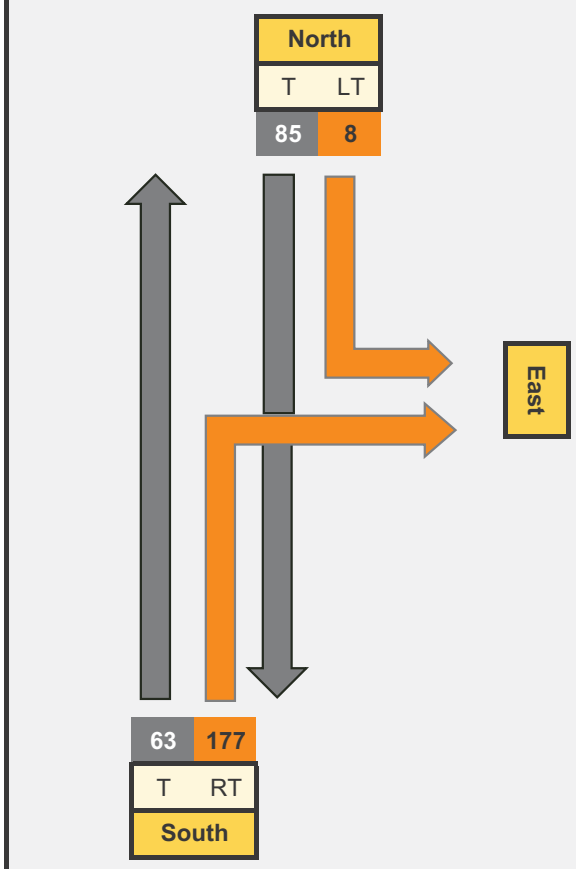
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	149	80
Left	85	1
With Development Traffic		
Right	156	80
Left	85	8

Graph Terminolgy

Legend

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

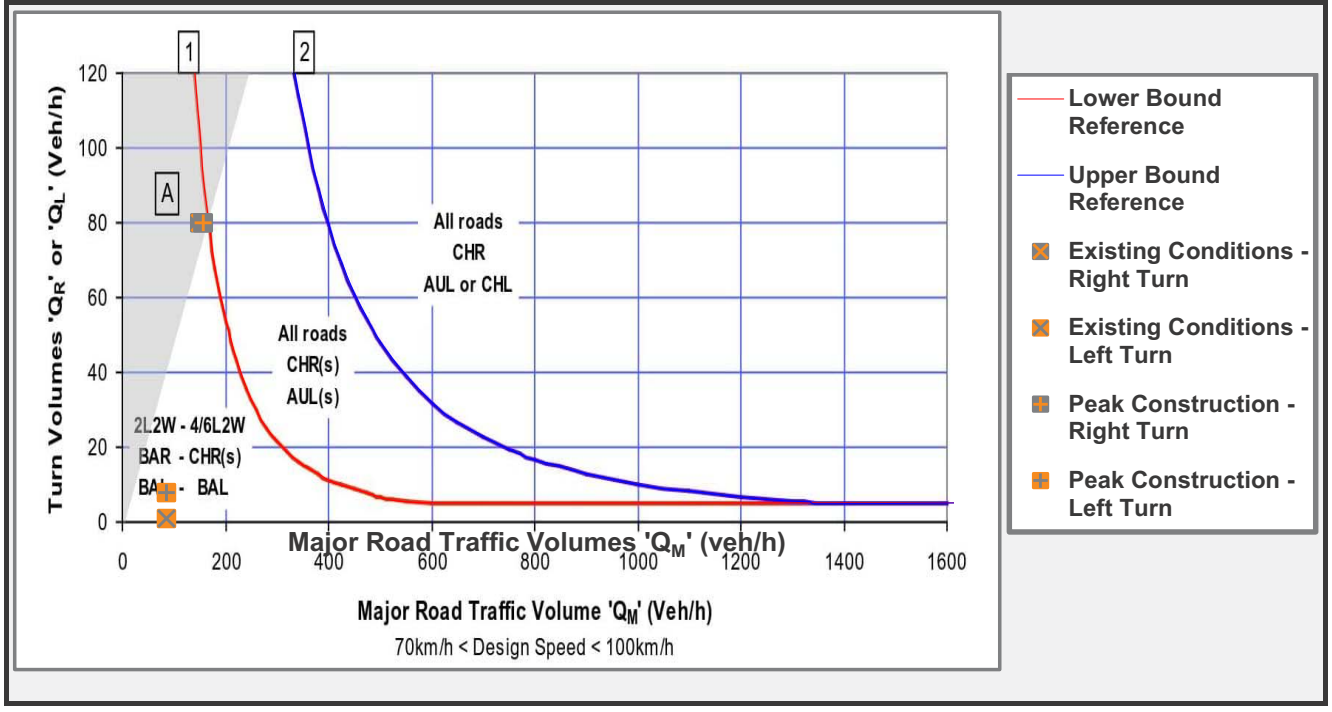
Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	149	177
Left	85	1
With Development Traffic		
Right	156	177
Left	85	8

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	4A

Time Period	AM

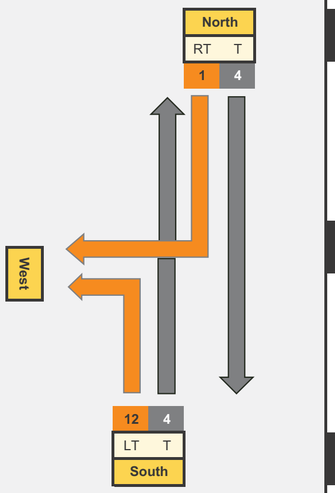
Intersection ID	X138
Intersection Name	West Street/Florence Street

Speed	50			
Existing Treatment	L	BAL	R	BAR

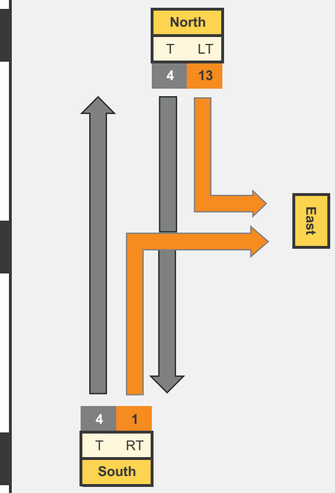
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 1: 1

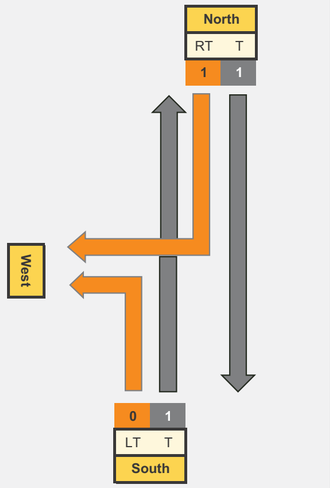
Peak Impact Year - Without Development Traffic



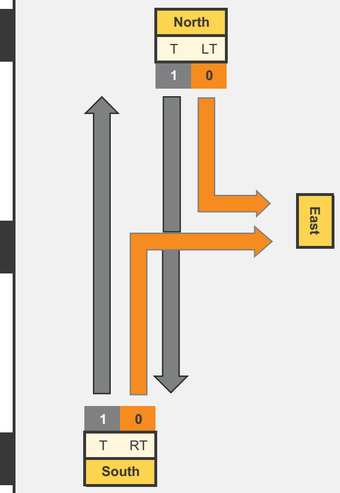
Peak Impact Year - Without Development Traffic



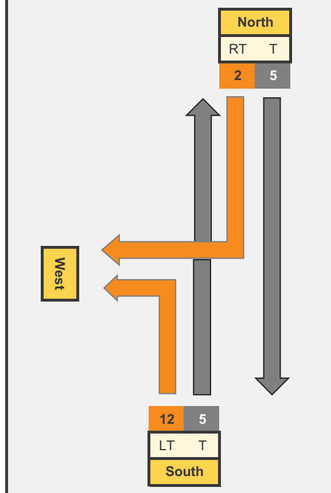
Peak Impact Year - Development Traffic



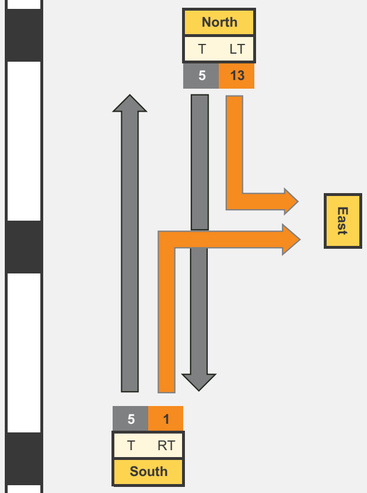
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	20	1
Left	4	12
With Development Traffic		
Right	22	2
Left	5	12

Graph Terminolgy

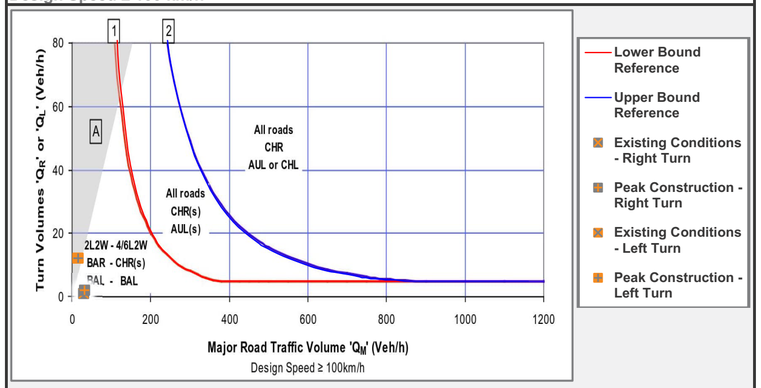
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	20	1
Left	4	12
With Development Traffic		
Right	22	2
Left	5	12

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	21	1
Left	4	13
With Development Traffic		
Right	23	1
Left	5	13

Graph Terminolgy

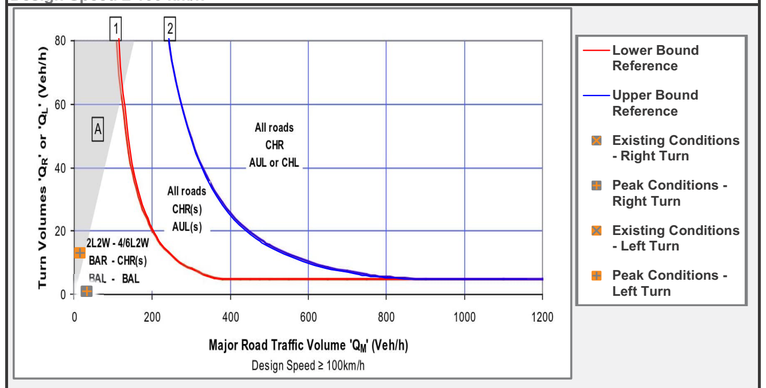
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	21	1
Left	4	13
With Development Traffic		
Right	23	1
Left	5	13

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

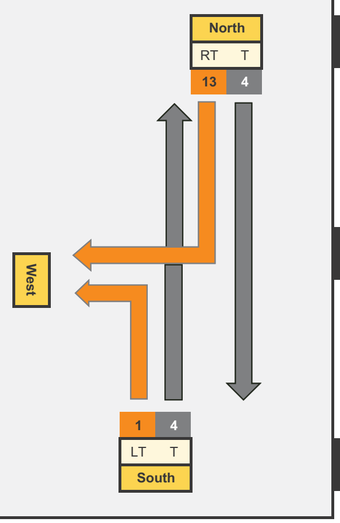
Intersection Code	4A
Intersection ID	X138
Intersection Name	West Street/Florence Street

Time Period	AM
Speed	50
Existing Treatment	L: BAL / R: BAR

Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	13
Left	4	1
With Development Traffic		
Right	11	14
Left	5	1

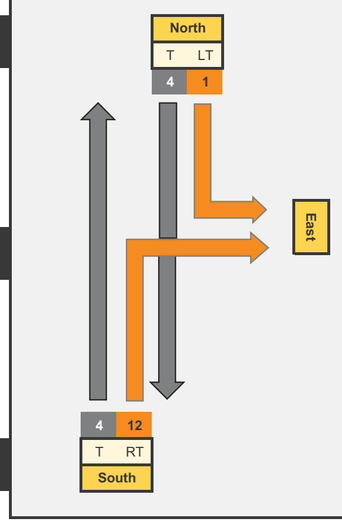
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	13
Left	4	1
With Development Traffic		
Right	11	14
Left	5	1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	12
Left	4	1
With Development Traffic		
Right	11	12
Left	5	1

Graph Terminolgy

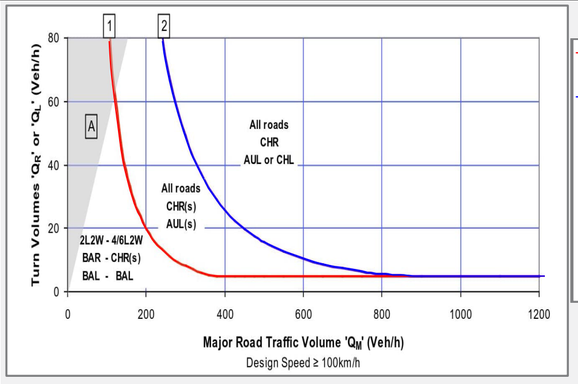
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	12
Left	4	1
With Development Traffic		
Right	11	12
Left	5	1

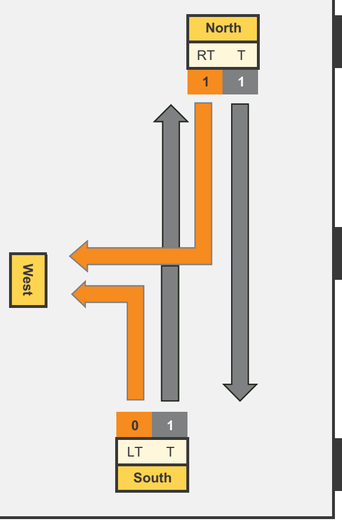
Graphing

Design Speed ≥ 100 km/h

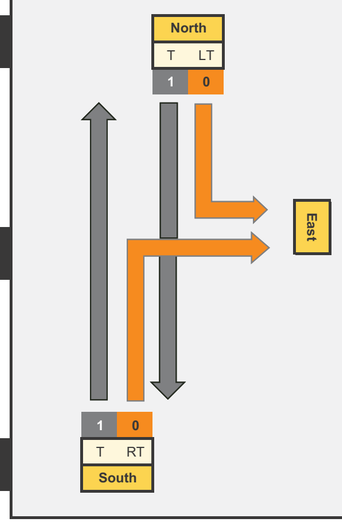


50 km/h < Design Speed < 100 km/h

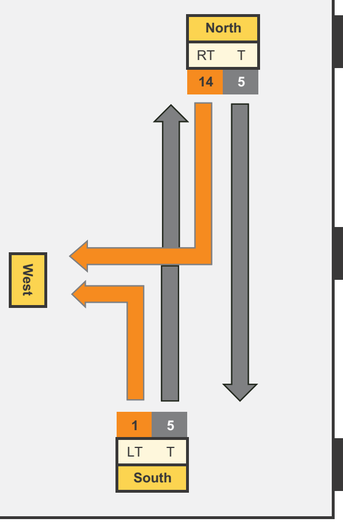
Peak Impact Year - Development Traffic



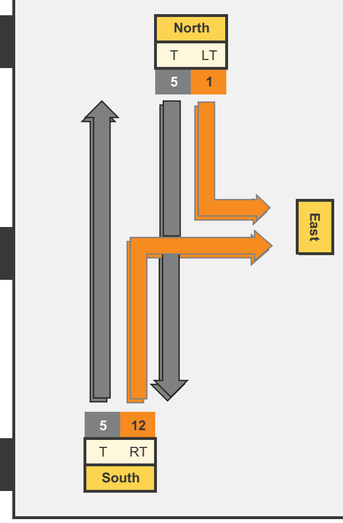
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic

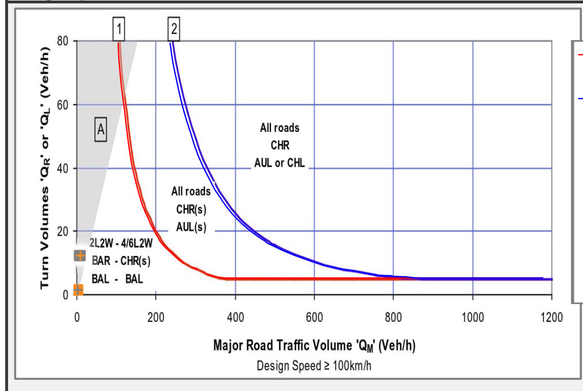


Peak Impact Year - With Development Traffic



Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

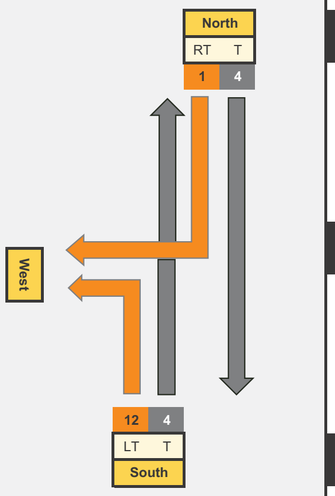
Intersection Code	4A
Intersection ID	X138
Intersection Name	West Street/Florence Street

Time Period	PM
Speed	50
Existing Treatment	L: BAL R: BAR

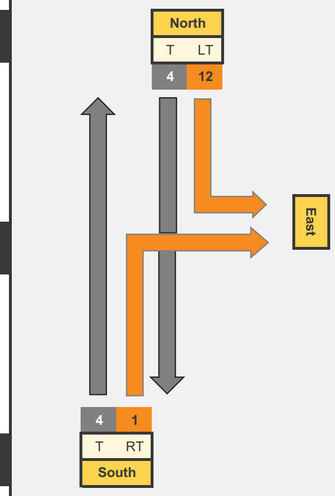
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 1: 1

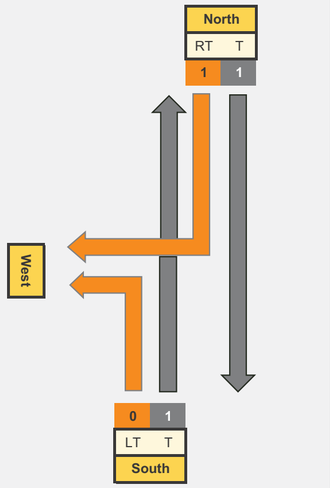
Peak Impact Year - Without Development Traffic



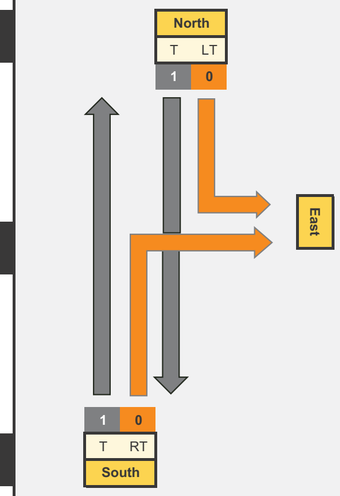
Peak Impact Year - Without Development Traffic



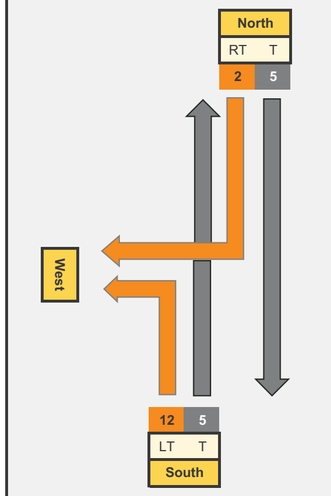
Peak Impact Year - Development Traffic



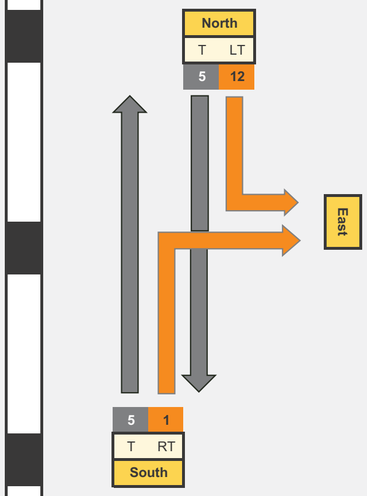
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	20	1
Left	4	12
With Development Traffic		
Right	22	2
Left	5	12

Graph Terminolgy

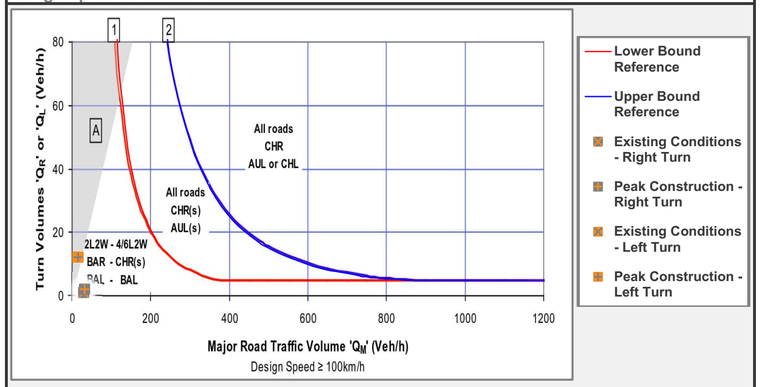
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	20	1
Left	4	12
With Development Traffic		
Right	22	2
Left	5	12

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	20	1
Left	4	12
With Development Traffic		
Right	22	1
Left	5	12

Graph Terminolgy

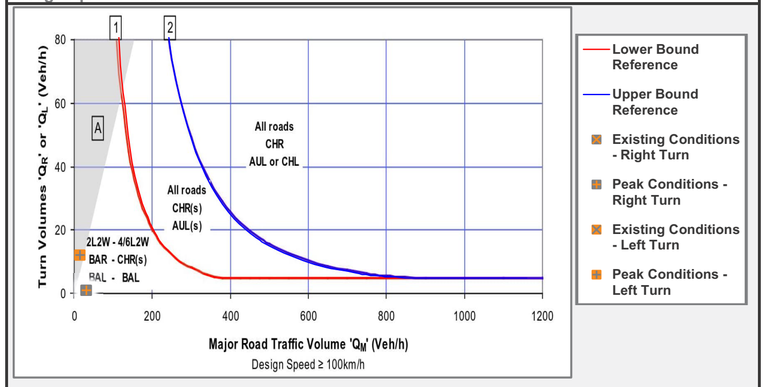
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	20	1
Left	4	12
With Development Traffic		
Right	22	1
Left	5	12

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

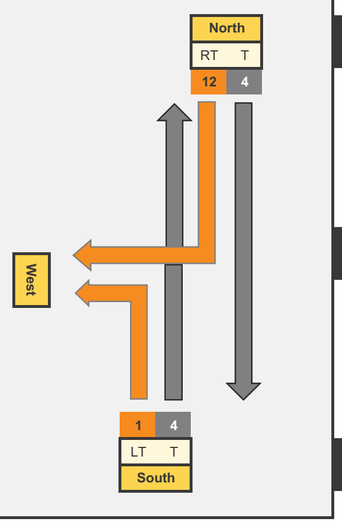
Intersection Code	4A
Intersection ID	X138
Intersection Name	West Street/Florence Street

Time Period	PM
Speed	50
Existing Treatment	L: BAL / R: BAR

Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	12
Left	4	1
With Development Traffic		
Right	11	13
Left	5	1

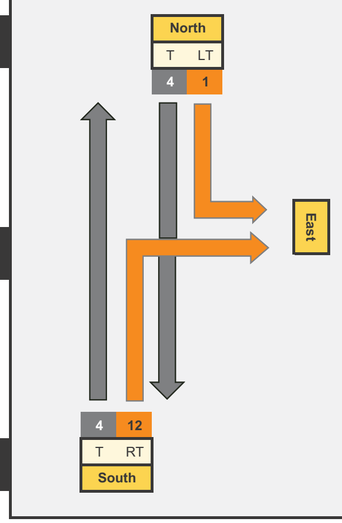
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

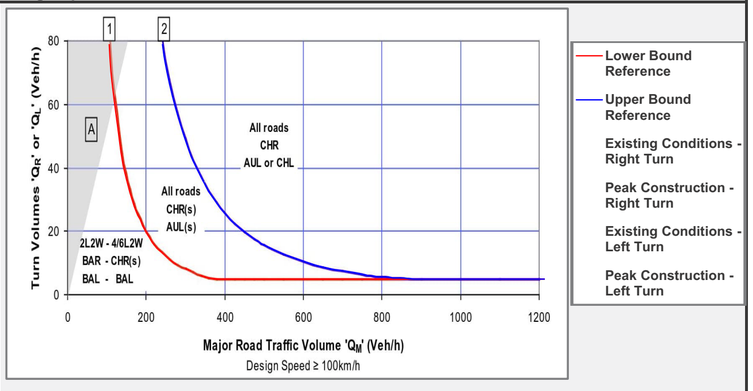
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	12
Left	4	1
With Development Traffic		
Right	11	13
Left	5	1

Peak Impact Year - Without Development Traffic



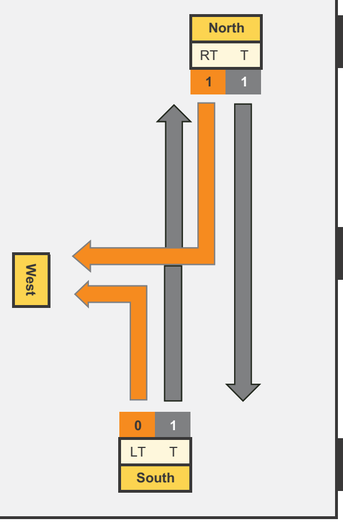
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	12
Left	4	1
With Development Traffic		
Right	11	12
Left	5	1

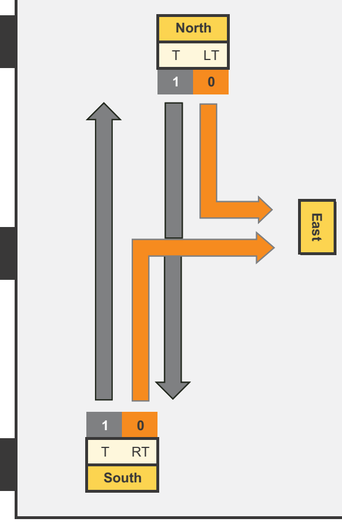
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

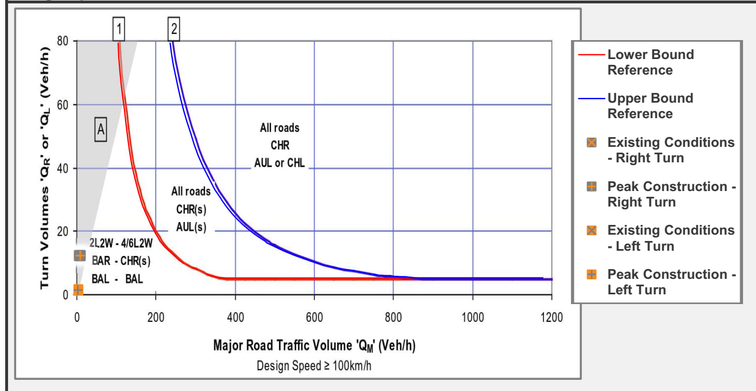
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	12
Left	4	1
With Development Traffic		
Right	11	12
Left	5	1

Peak Impact Year - Development Traffic



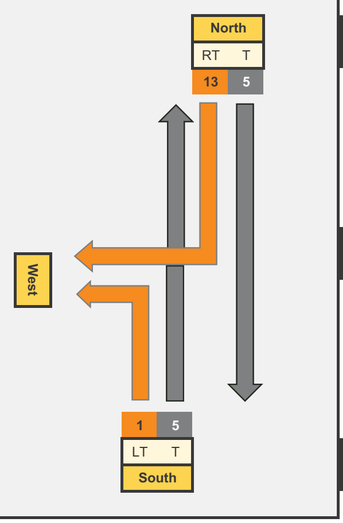
Graphing

Design Speed ≥ 100 km/h

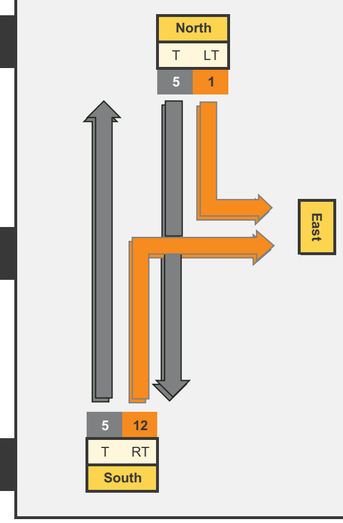


50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



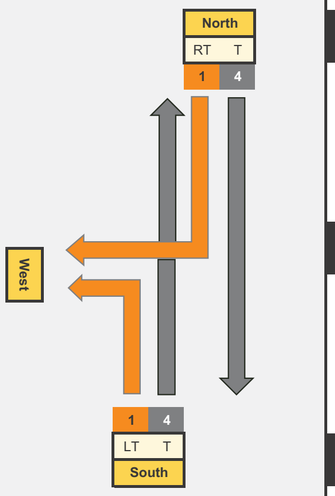
Intersection Code	4A
Intersection ID	X139
Intersection Name	Yarranlea Road/Desmonds Lane

Time Period	AM
Speed	100
Existing Treatment	L: BAL / R: BAR

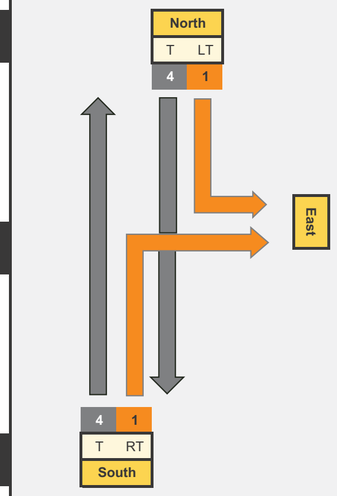
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 1: 1

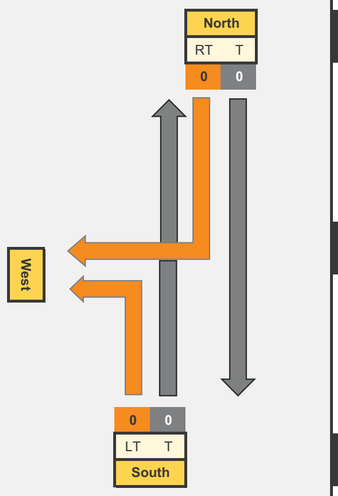
Peak Impact Year - Without Development Traffic



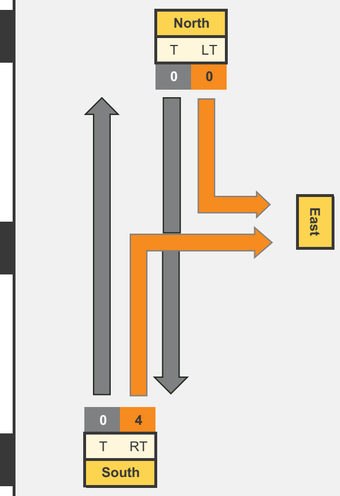
Peak Impact Year - Without Development Traffic



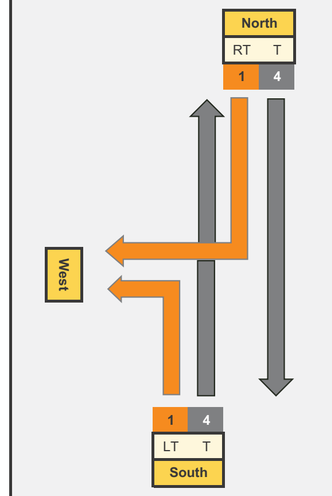
Peak Impact Year - Development Traffic



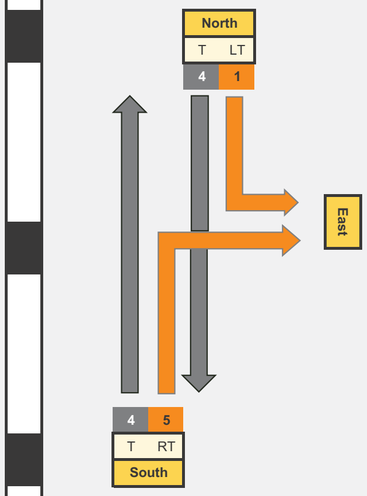
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	1
Left	4	1

Graph Terminolgy

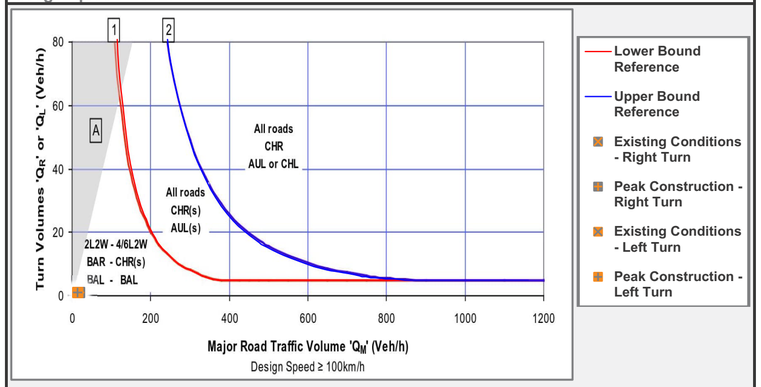
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	1
Left	4	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	5
Left	4	1

Graph Terminolgy

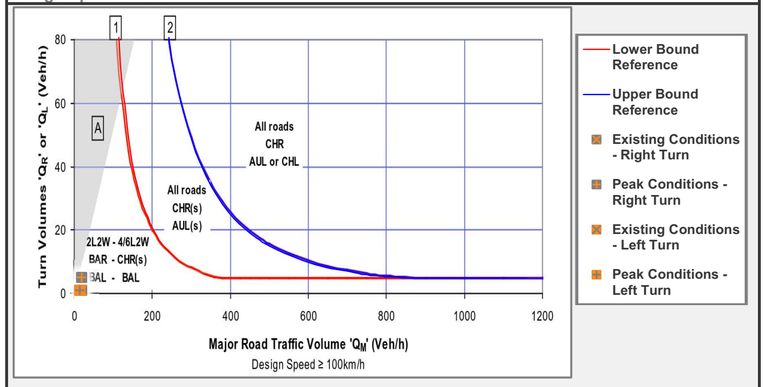
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	5
Left	4	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

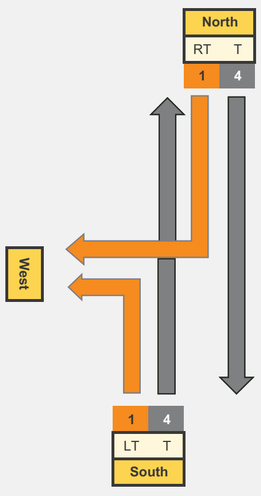
Intersection Code	4A
Intersection ID	X139
Intersection Name	Yarranlea Road/Desmonds Lane

Time Period	AM
Speed	100
Existing Treatment	L: BAL / R: BAR

Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	1
Left	4	1

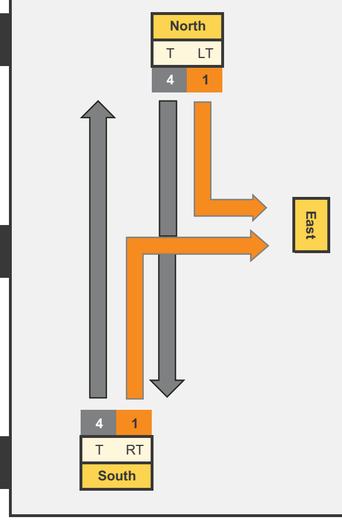
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

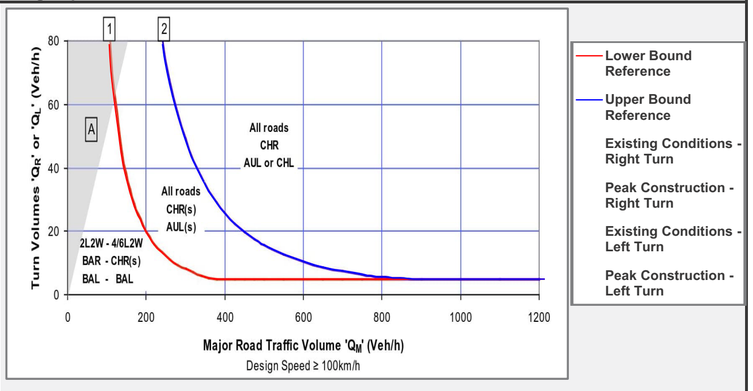
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	1
Left	4	1

Peak Impact Year - Without Development Traffic



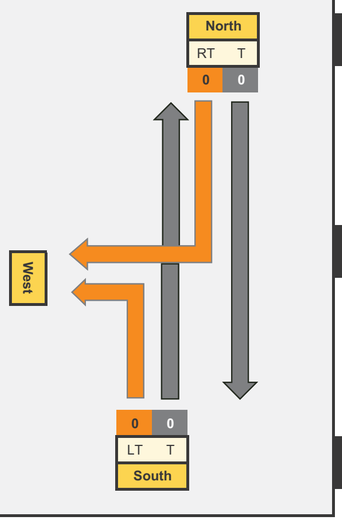
Graphing

Design Speed ≥ 100 km/h

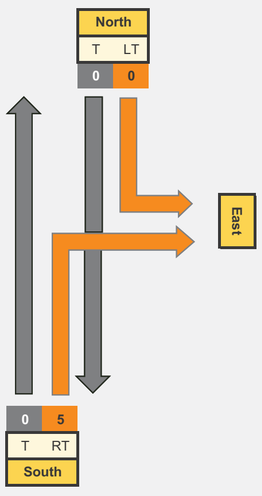


50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	6
Left	4	1

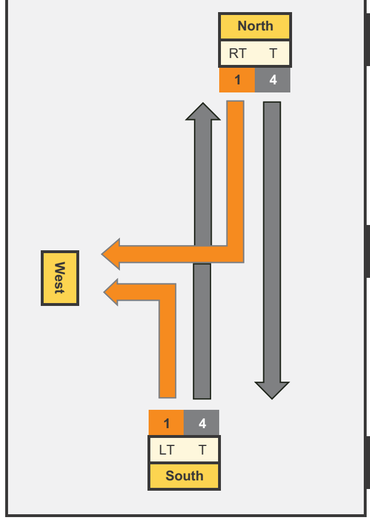
Graph Terminolgy

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

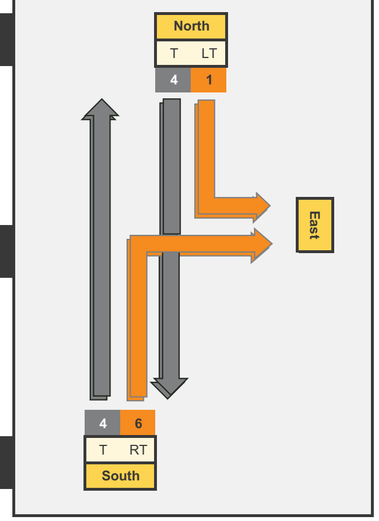
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	6
Left	4	1

Peak Impact Year - With Development Traffic

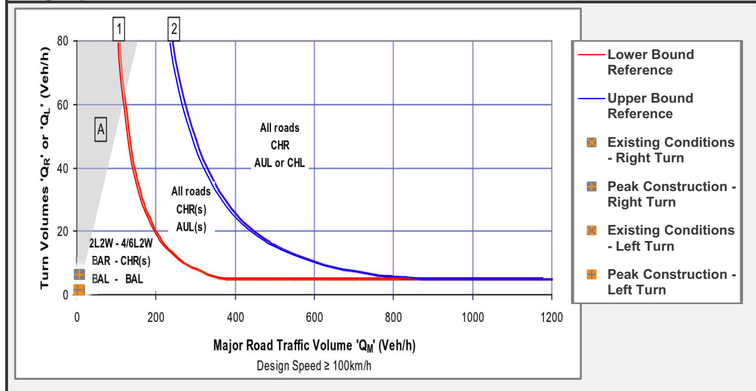


Peak Impact Year - With Development Traffic



Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

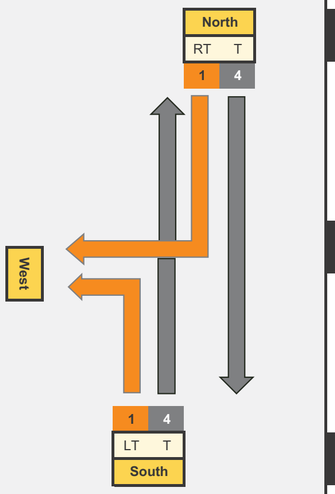
Intersection Code	4A
Intersection ID	X139
Intersection Name	Yarranlea Road/Desmonds Lane

Time Period	PM
Speed	100
Existing Treatment	L: BAL / R: BAR

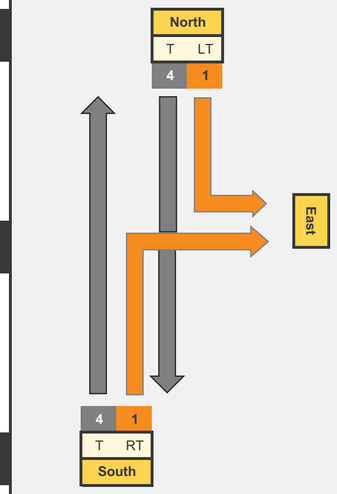
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 1: 1

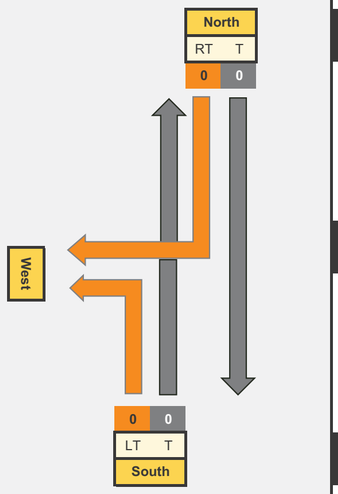
Peak Impact Year - Without Development Traffic



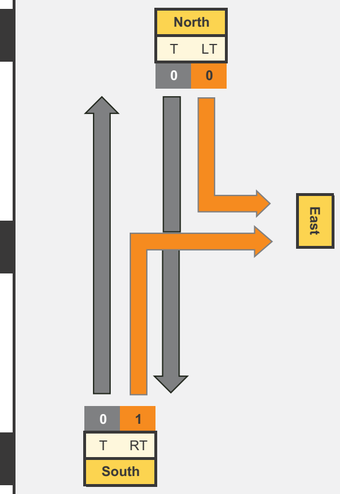
Peak Impact Year - Without Development Traffic



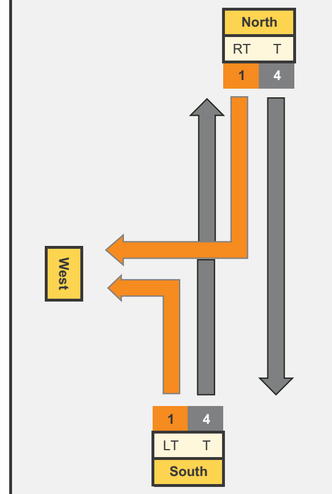
Peak Impact Year - Development Traffic



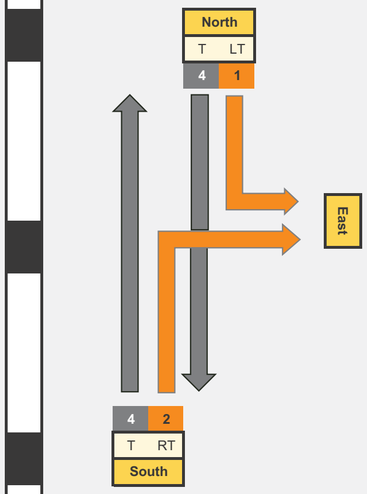
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	1
Left	4	1

Graph Terminolgy

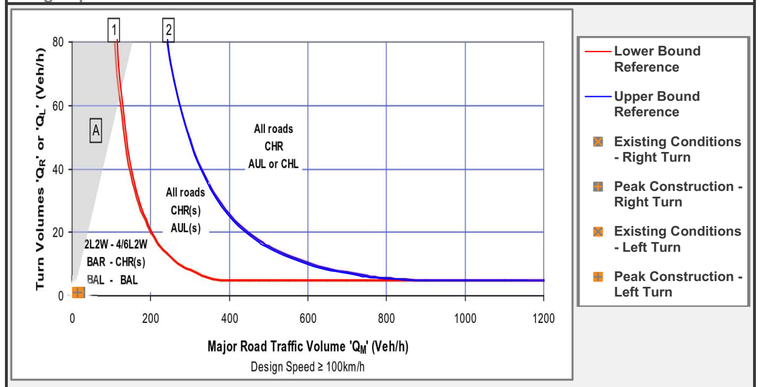
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	1
Left	4	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	2
Left	4	1

Graph Terminolgy

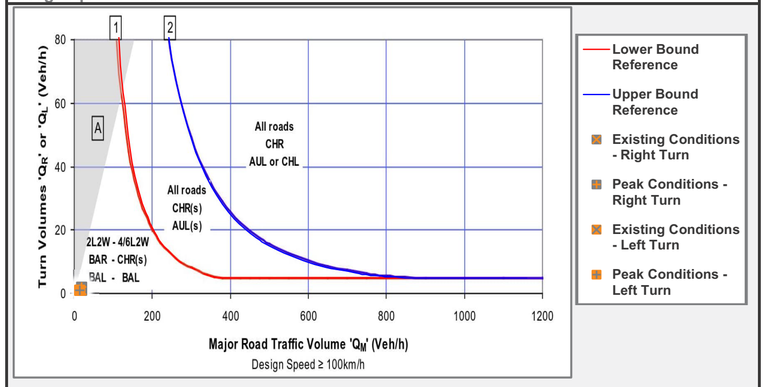
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	2
Left	4	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

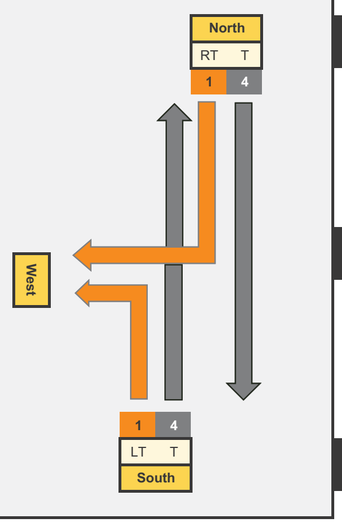
Intersection Code	4A
Intersection ID	X139
Intersection Name	Yarranlea Road/Desmonds Lane

Time Period	PM
Speed	100
Existing Treatment	L: BAL / R: BAR

Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	1
Left	4	1

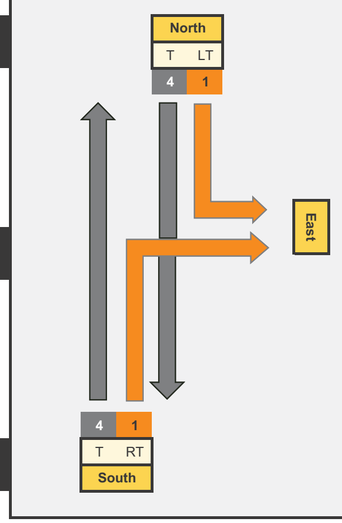
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

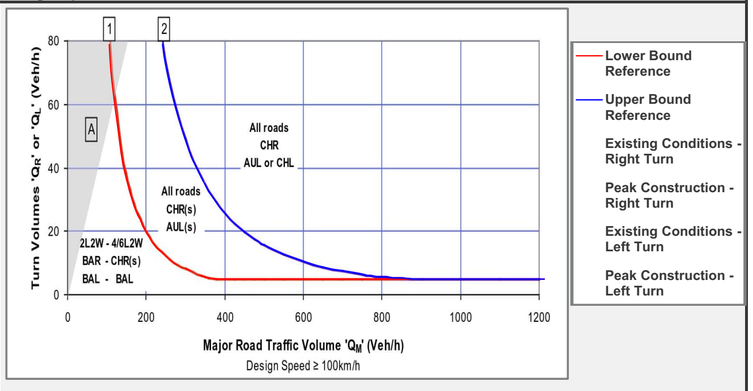
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	1
Left	4	1

Peak Impact Year - Without Development Traffic



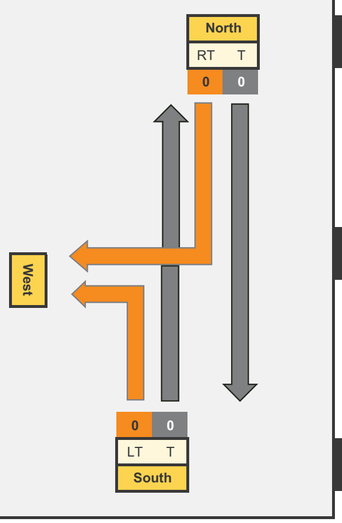
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	1
Left	4	1

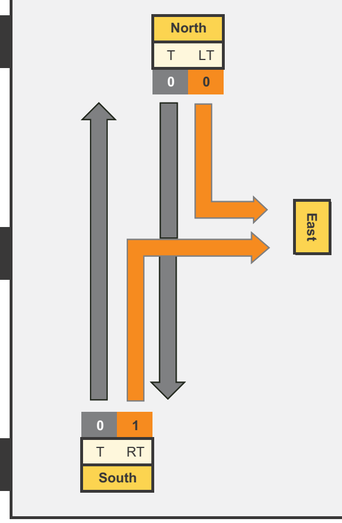
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

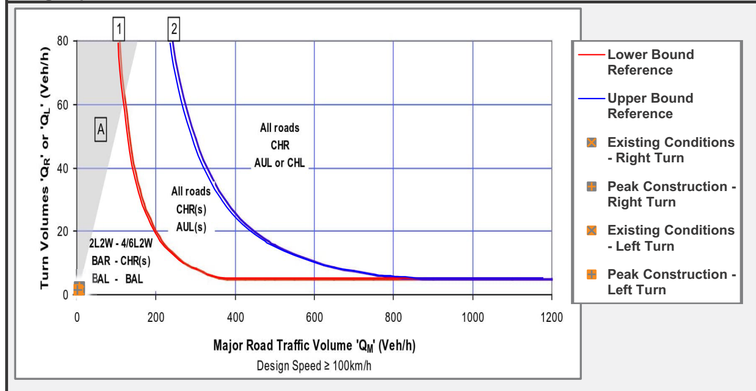
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	1
Left	4	1

Peak Impact Year - Development Traffic



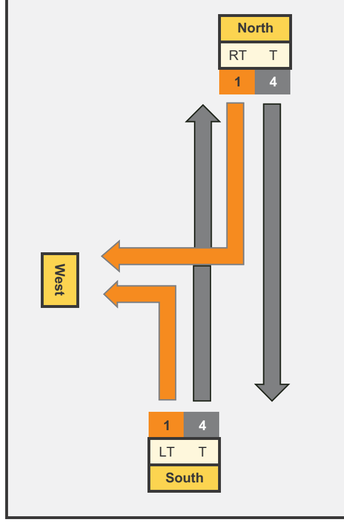
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	2
Left	4	1

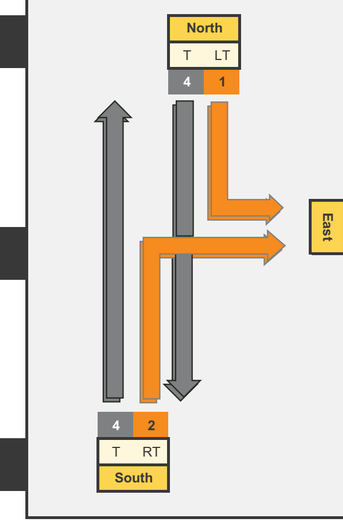
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	1
Left	4	1
With Development Traffic		
Right	9	2
Left	4	1

Peak Impact Year - With Development Traffic



Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h

Intersection Code	3A

Time Period	AM

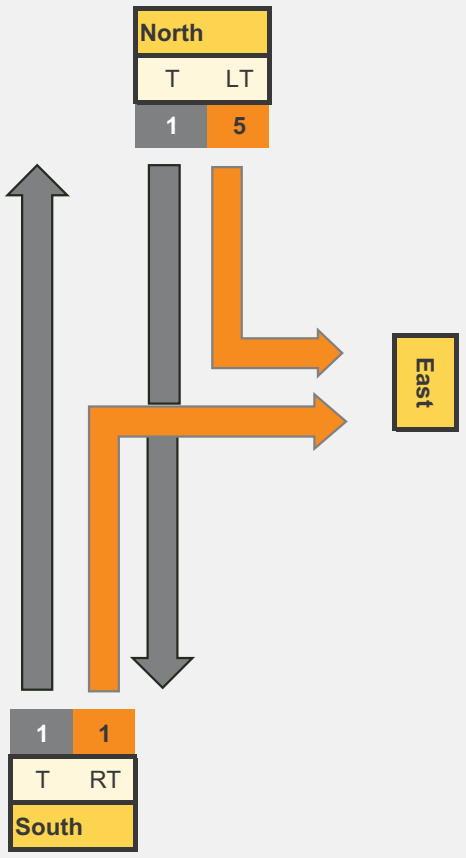
Intersection ID	X145
Intersection Name	Linthorpe Valley Road / Geitz Road

Speed	100			
Existing Treatment	L	-	R	-

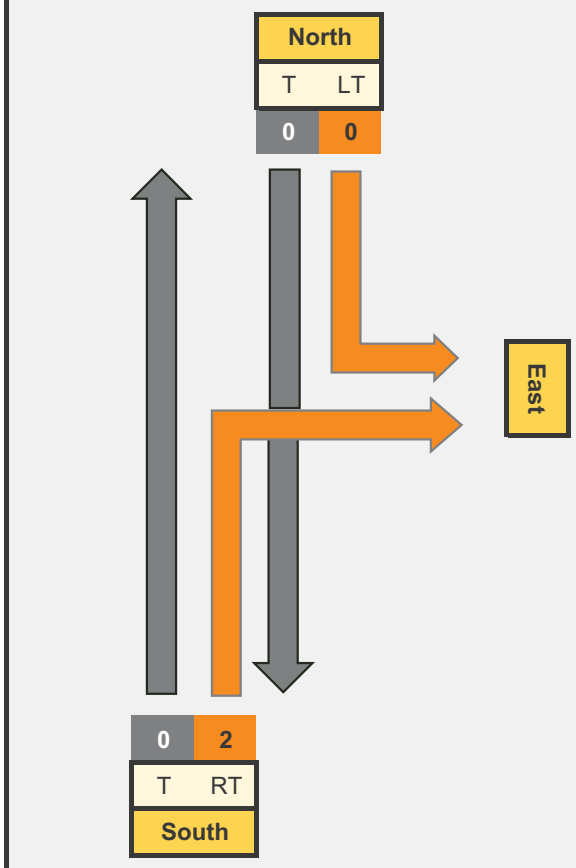
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 1: 1

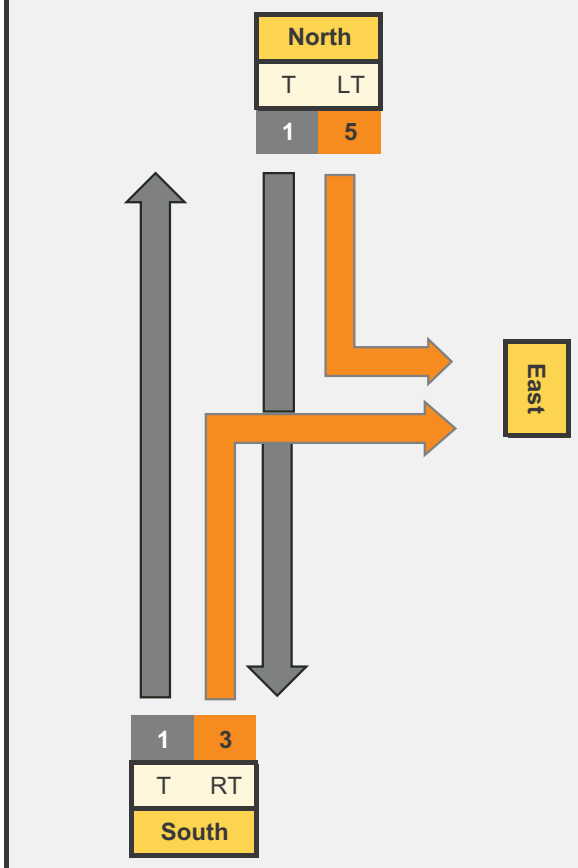
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	7	1
Left	1	5
With Development Traffic		
Right	7	3
Left	1	5

Graph Terminolgy

Legend

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

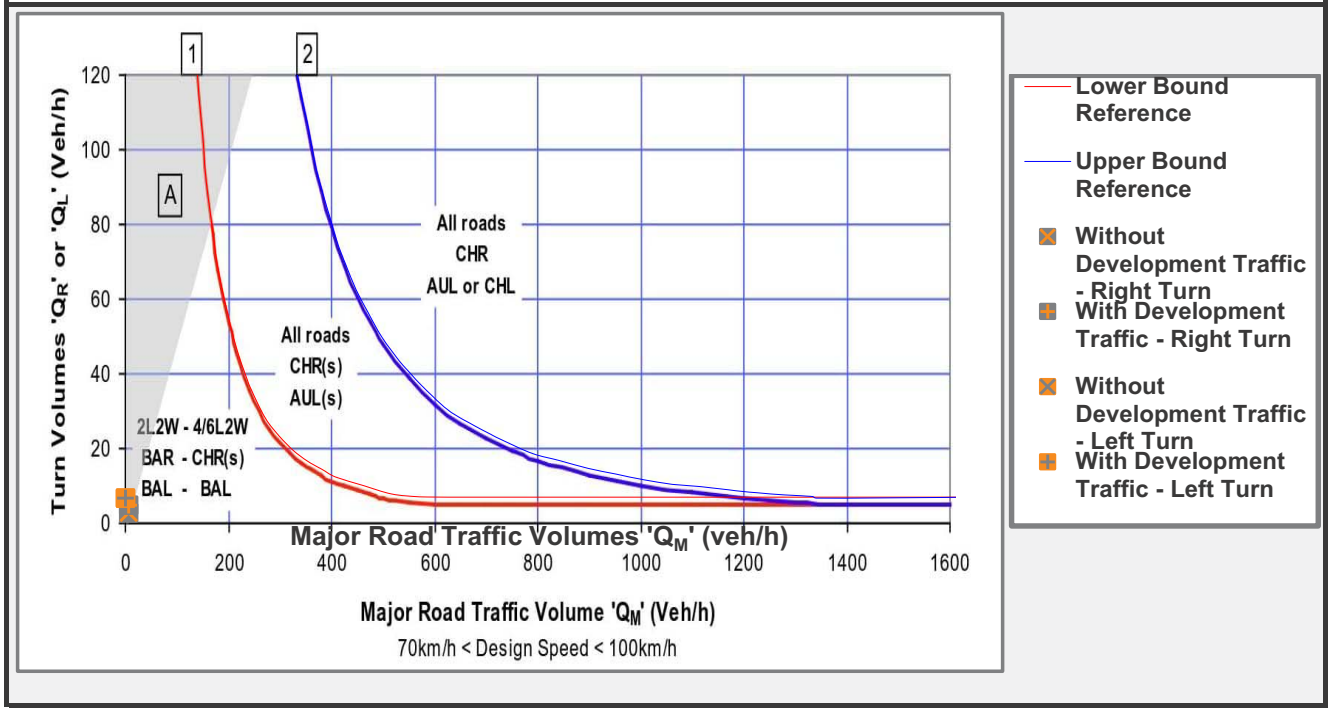
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	7	1
Left	1	5
With Development Traffic		
Right	7	3
Left	1	5

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

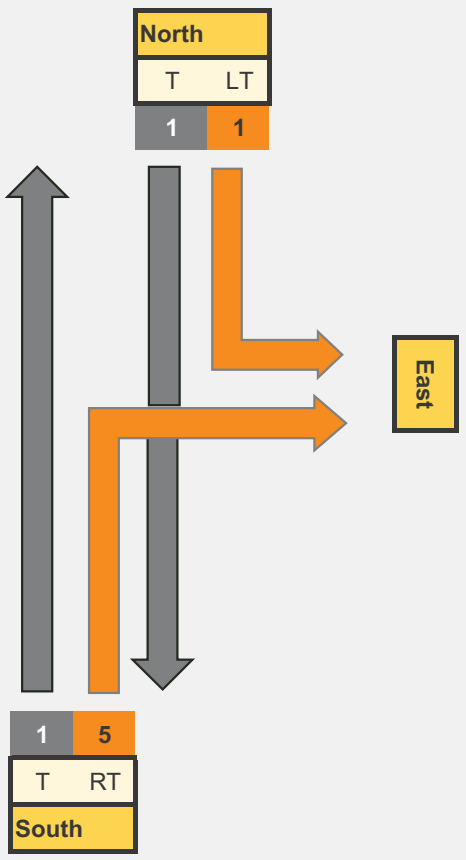
Intersection ID	X145
Intersection Name	Linthorpe Valley Road / Geitz Road

Speed	100			
Existing Treatment	L	-	R	-

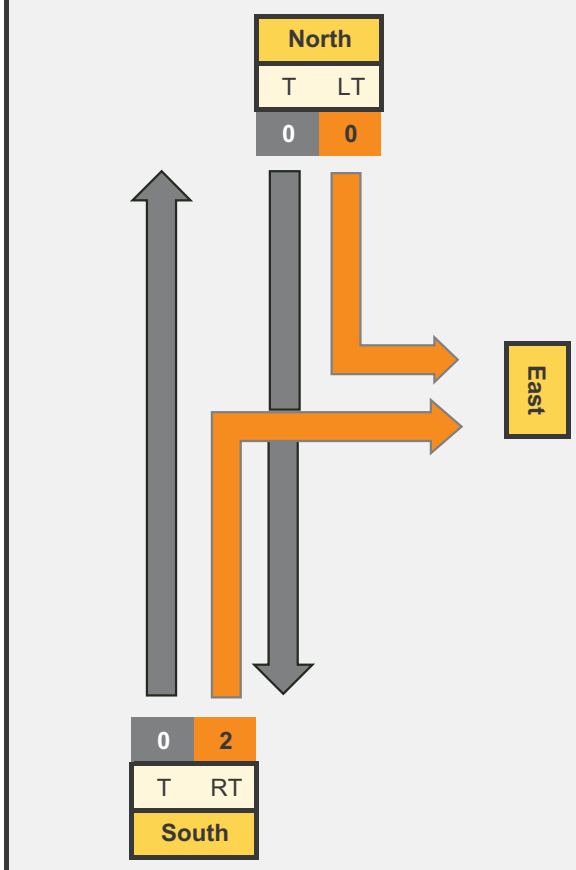
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 2: 2

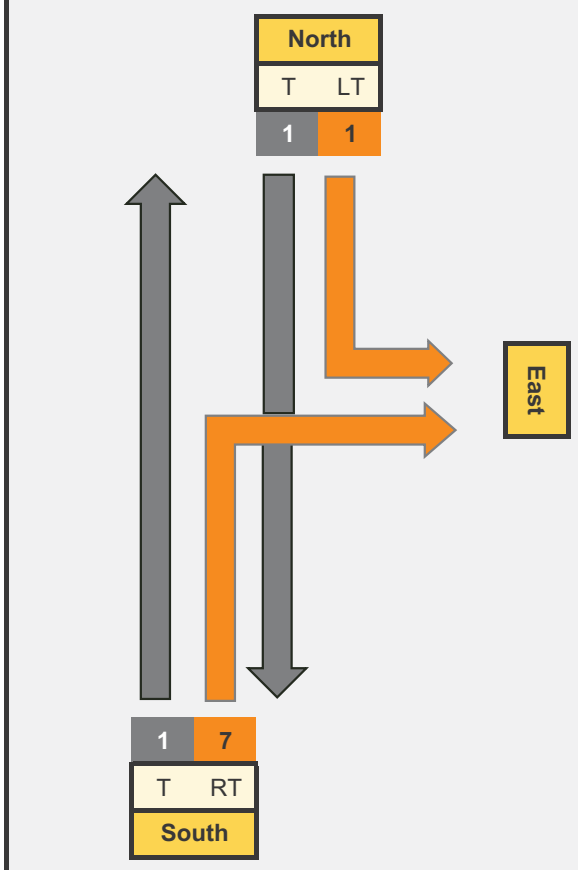
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	5
Left	1	1
With Development Traffic		
Right	3	7
Left	1	1

Graph Terminolgy

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

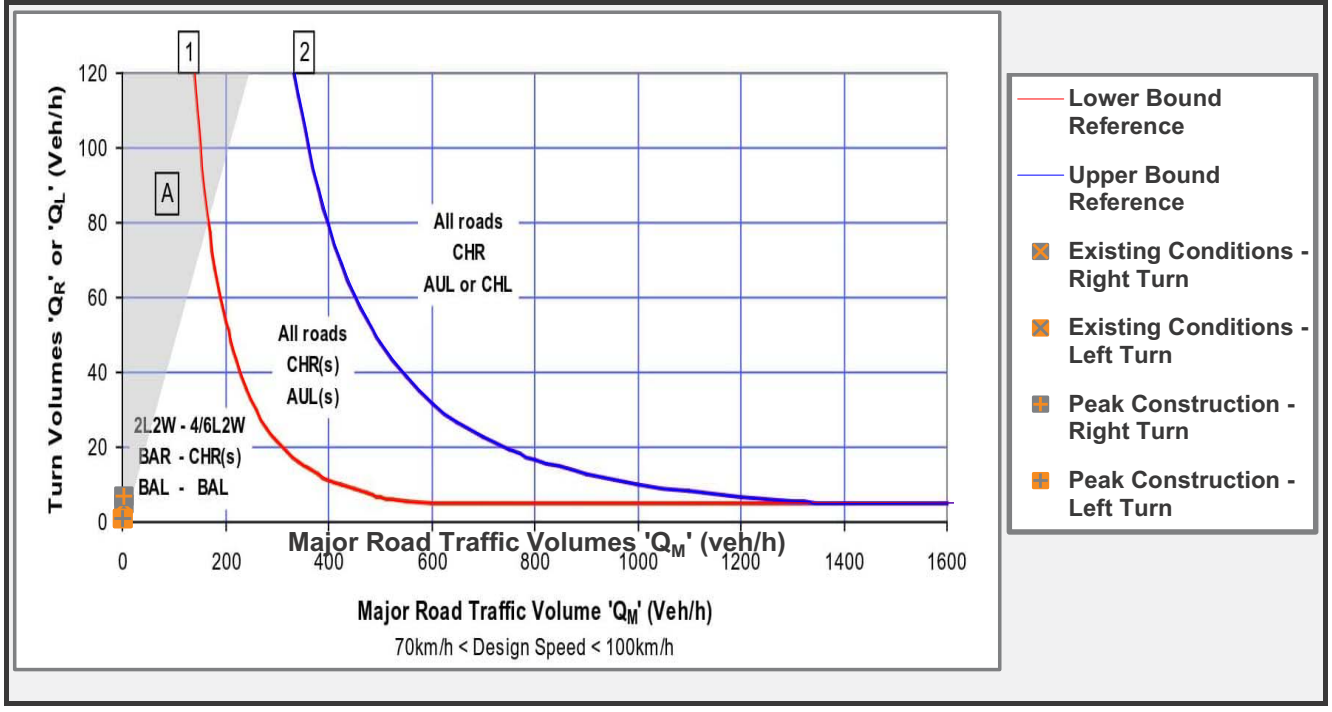
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	5
Left	1	1
With Development Traffic		
Right	3	7
Left	1	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

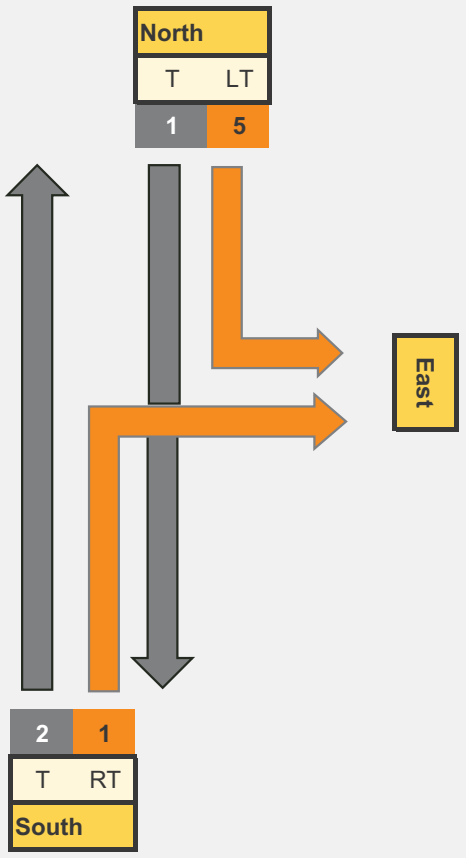
Intersection ID	X145
Intersection Name	Linthorpe Valley Road / Geitz Road

Speed	100			
Existing Treatment	L	-	R	-

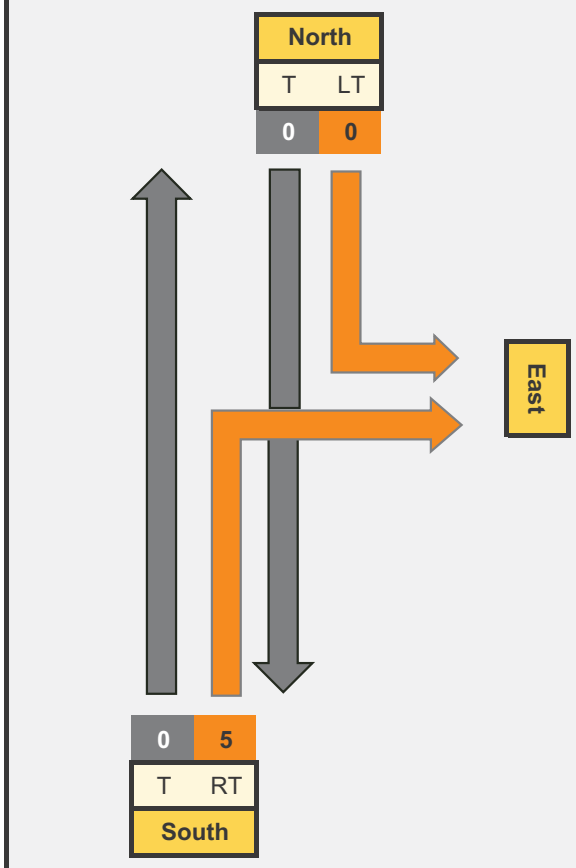
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 1: 1

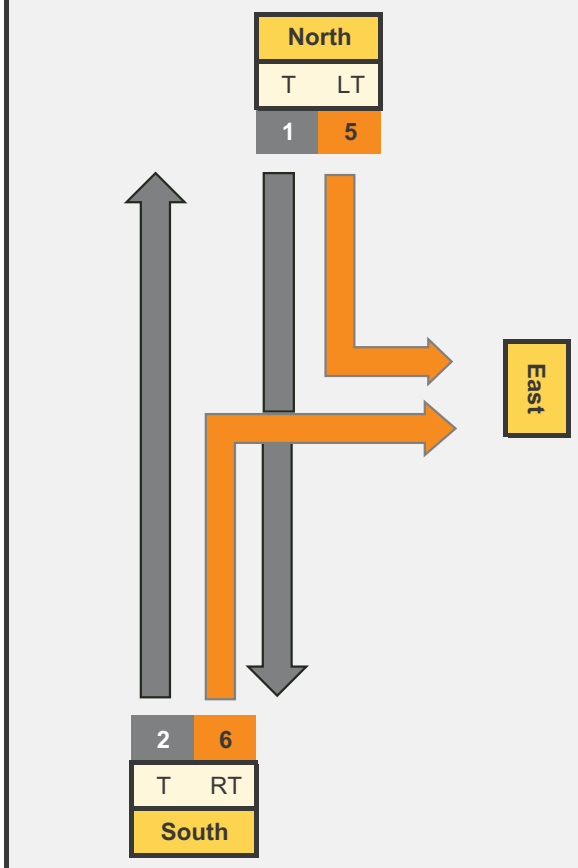
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	8	1
Left	1	5
With Development Traffic		
Right	8	6
Left	1	5

Graph Terminolgy

Legend

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

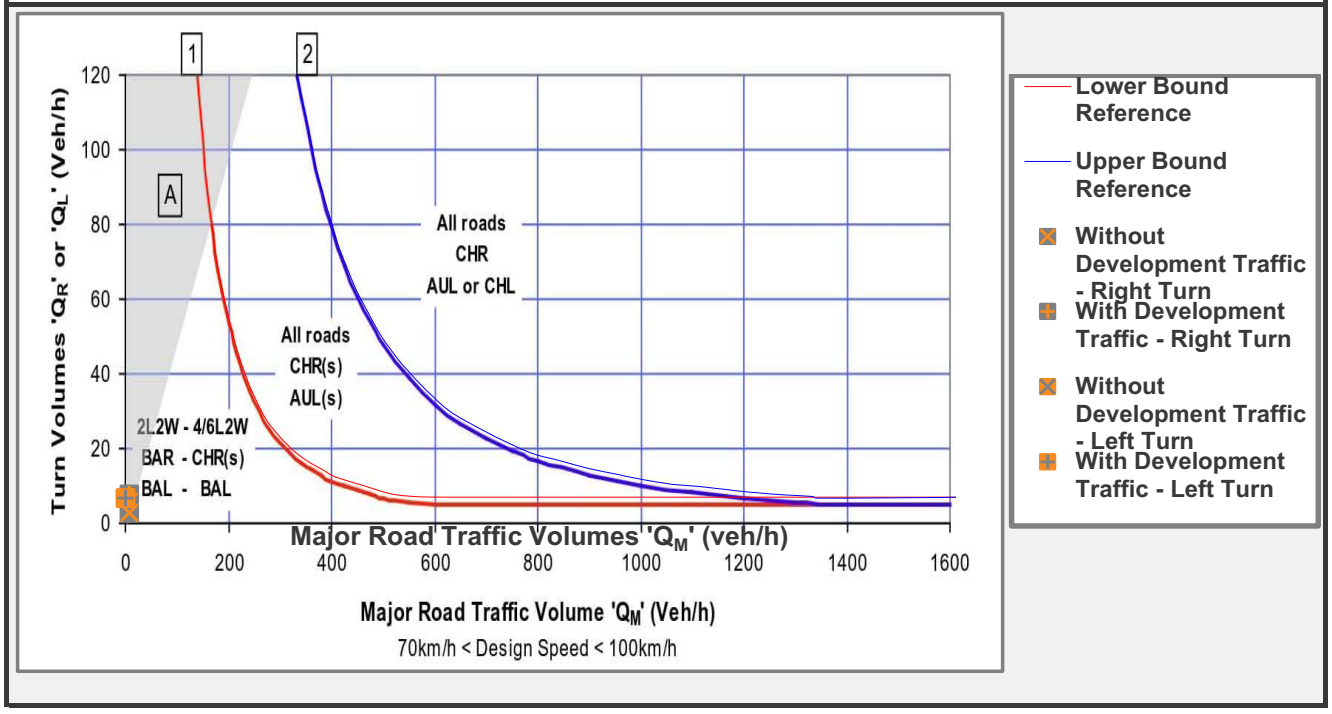
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	8	1
Left	1	5
With Development Traffic		
Right	8	6
Left	1	5

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

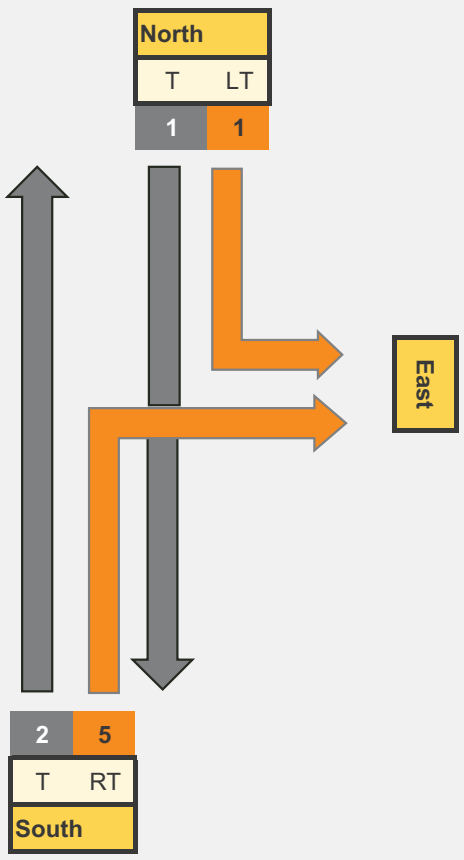
Intersection ID	X145
Intersection Name	Linthorpe Valley Road / Geitz Road

Speed	100			
Existing Treatment	L	-	R	-

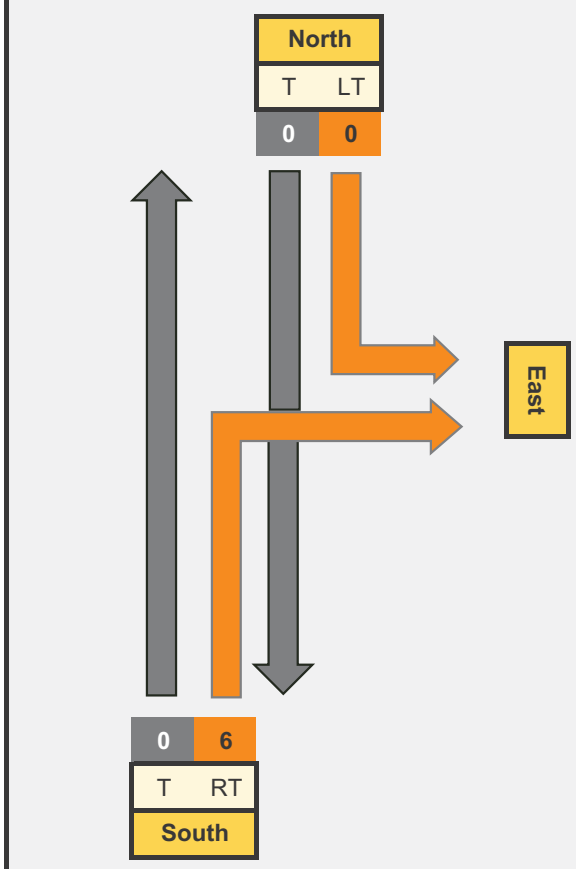
Peak Impact Month	Mar-27
Peak Impact Year	2027

Scenario 2: 2

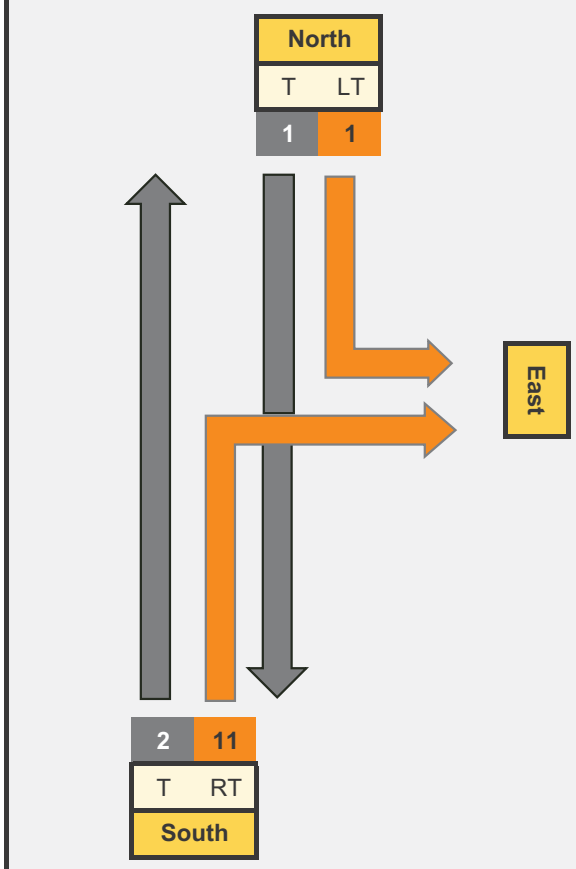
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	4	5
Left	1	1
With Development Traffic		
Right	4	11
Left	1	1

Graph Terminolgy

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

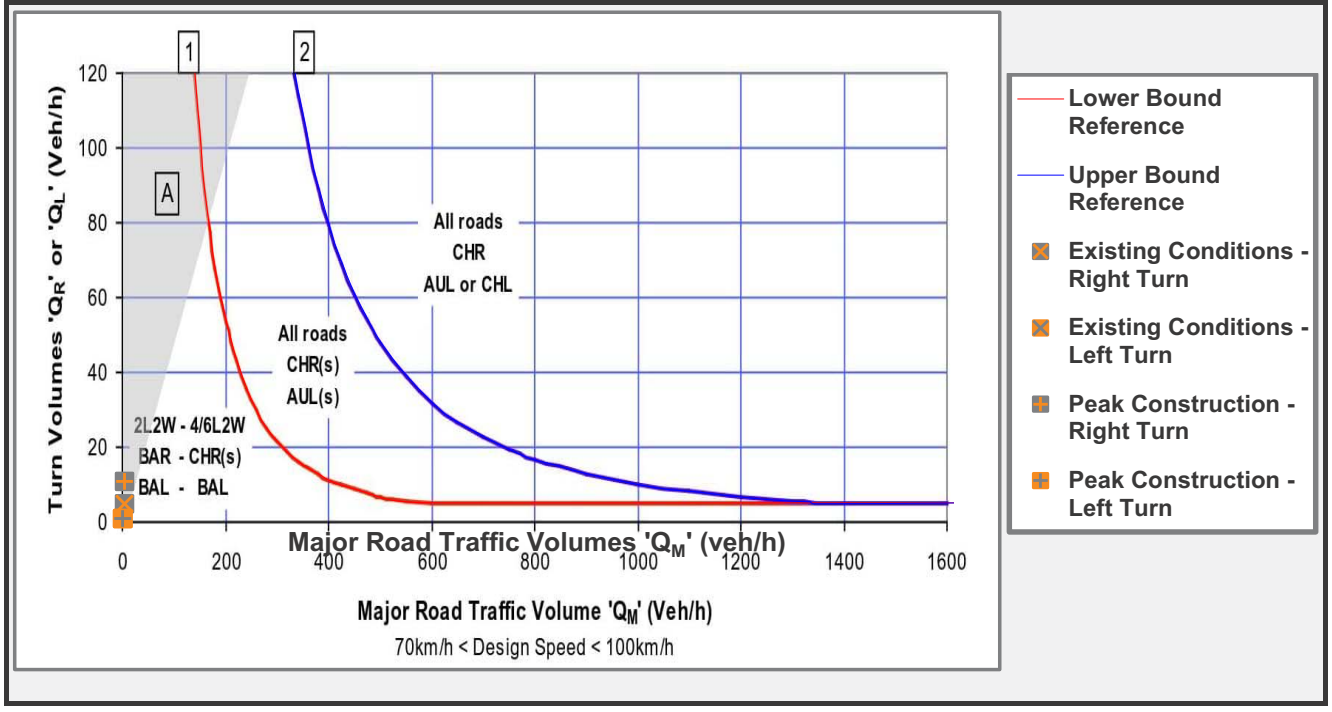
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	4	5
Left	1	1
With Development Traffic		
Right	4	11
Left	1	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



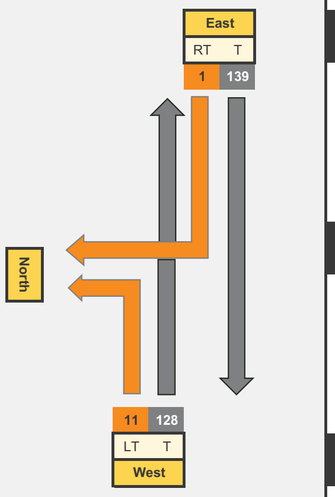
Intersection Code	4B
Intersection ID	X146
Intersection Name	Gore Highway / Ware Street

Time Period	AM
Speed	100
Existing Treatment	L: AUL, R: BAR

Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 1: 1

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	278	1
Left	128	11
With Development Traffic		
Right	314	1
Left	155	11

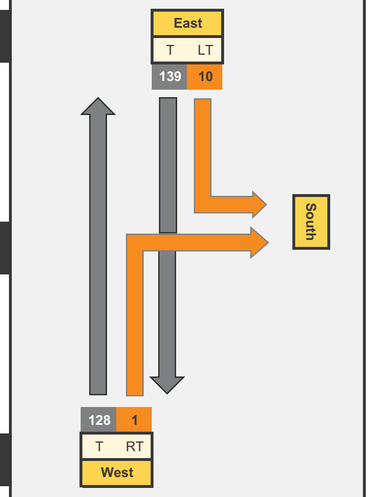
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

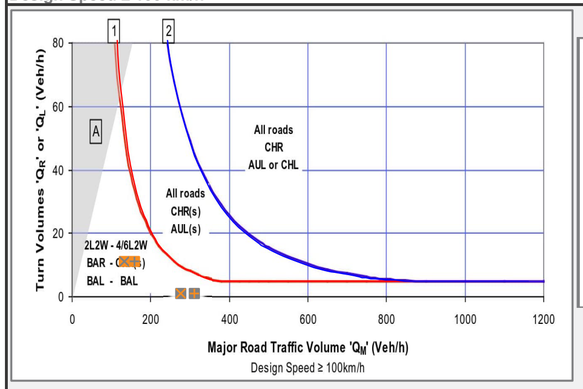
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	278	1
Left	128	11
With Development Traffic		
Right	314	1
Left	155	11

Peak Impact Year - Without Development Traffic



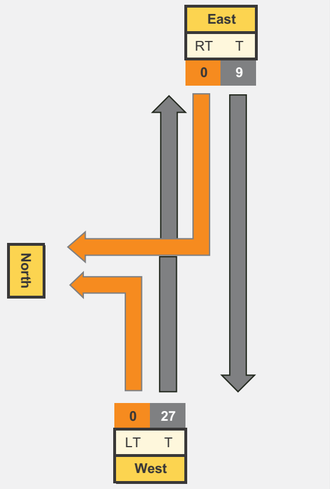
Graphing

Design Speed ≥ 100 km/h

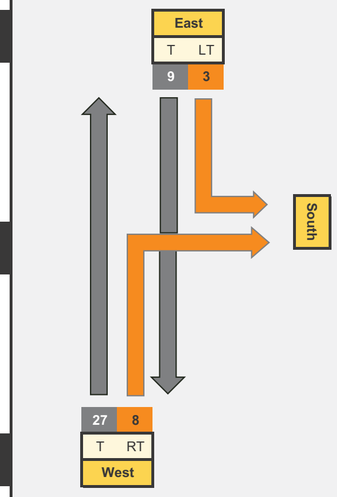


50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	277	1
Left	139	10
With Development Traffic		
Right	316	9
Left	148	13

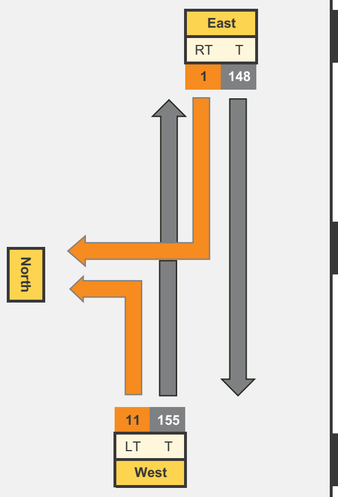
Graph Terminolgy

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

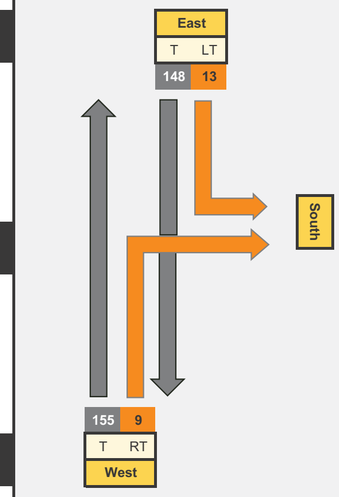
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	277	1
Left	139	10
With Development Traffic		
Right	316	9
Left	148	13

Peak Impact Year - With Development Traffic

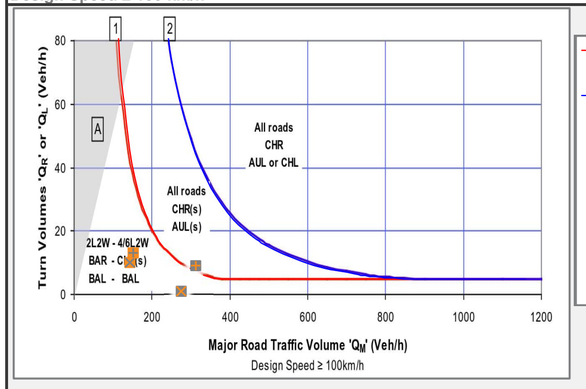


Peak Impact Year - With Development Traffic



Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

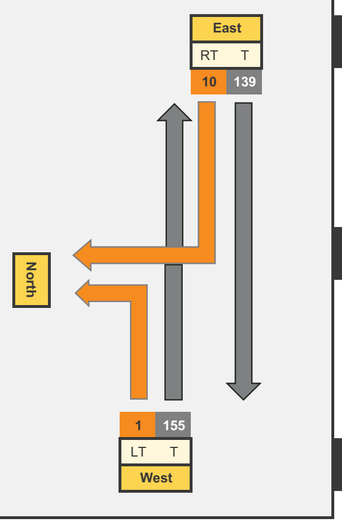
Intersection Code	4B
Intersection ID	X146
Intersection Name	Gore Highway / Ware Street

Time Period	AM
Speed	100
Existing Treatment	L: AUL, R: BAR

Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	295	10
Left	155	1
With Development Traffic		
Right	304	10
Left	155	1

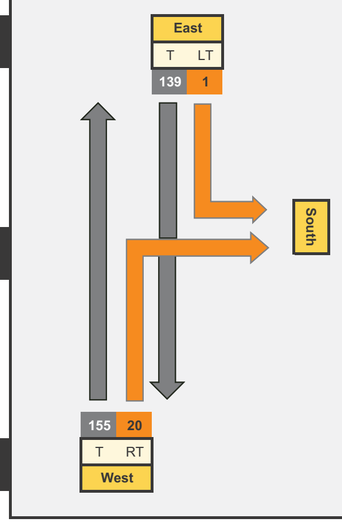
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

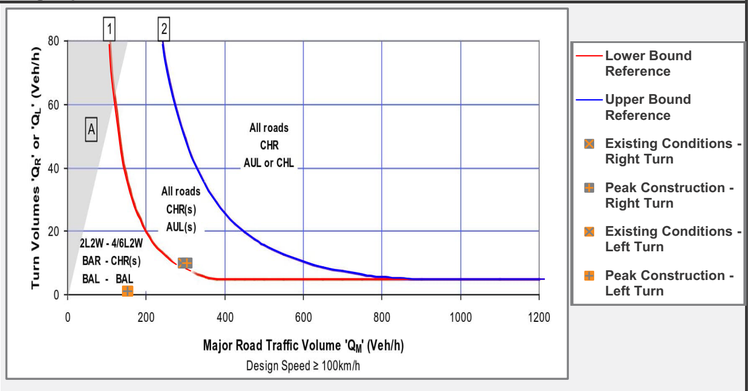
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	295	10
Left	155	1
With Development Traffic		
Right	304	10
Left	155	1

Peak Impact Year - Without Development Traffic



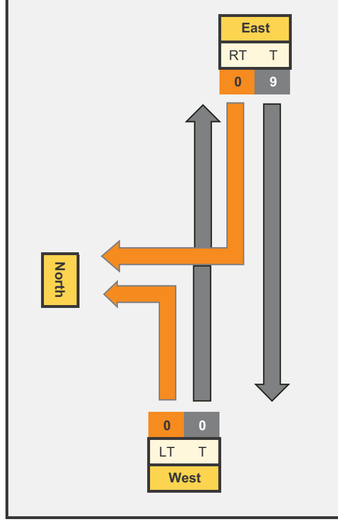
Graphing

Design Speed ≥ 100 km/h

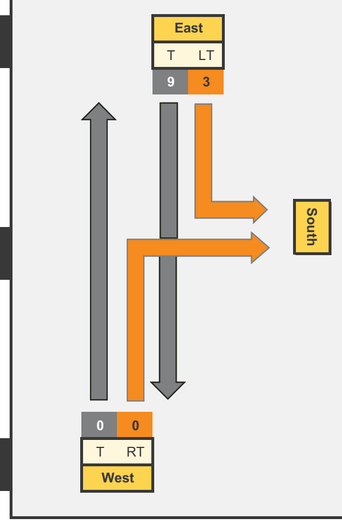


50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	295	20
Left	139	1
With Development Traffic		
Right	307	20
Left	148	4

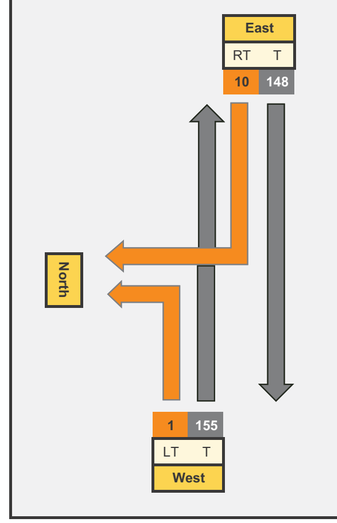
Graph Terminolgy

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

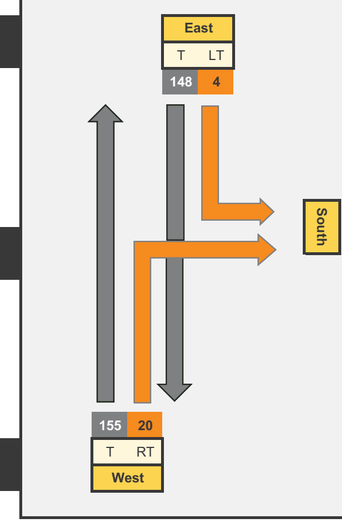
Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	295	20
Left	139	1
With Development Traffic		
Right	307	20
Left	148	4

Peak Impact Year - With Development Traffic

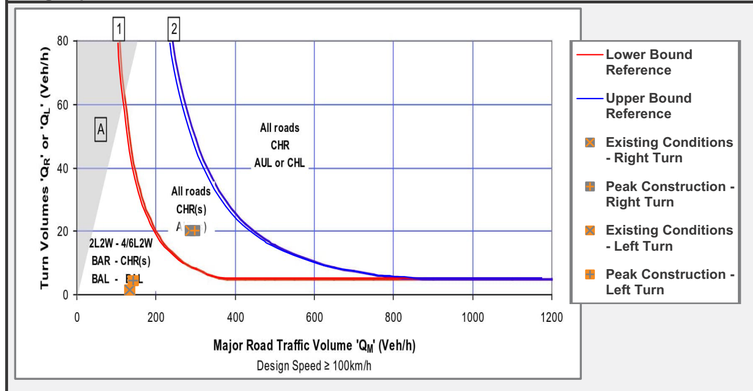


Peak Impact Year - With Development Traffic



Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	4B

Time Period	PM

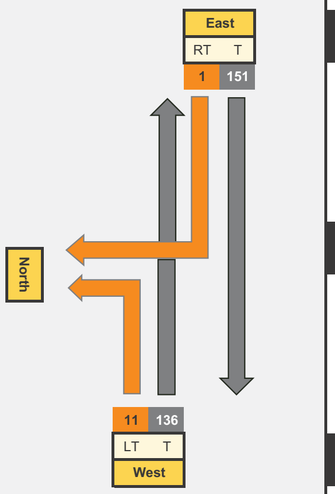
Intersection ID	X146
Intersection Name	Gore Highway / Ware Street

Speed	100			
Existing Treatment	L	AUL	R	BAR

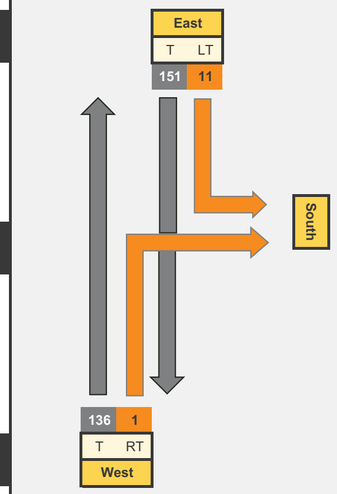
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 1: 1

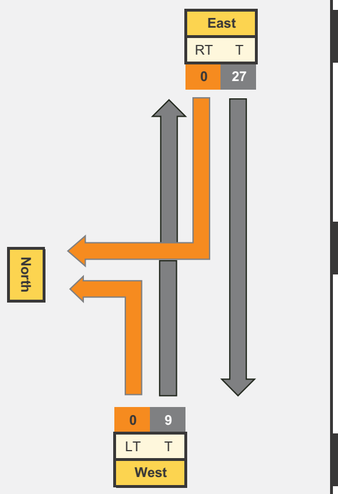
Peak Impact Year - Without Development Traffic



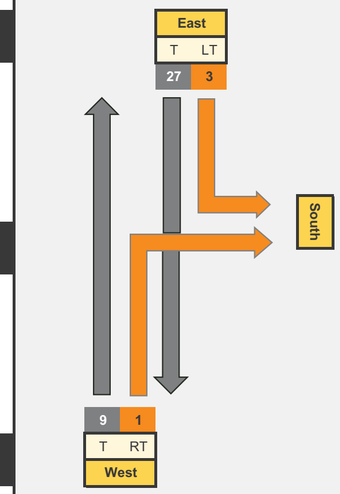
Peak Impact Year - Without Development Traffic



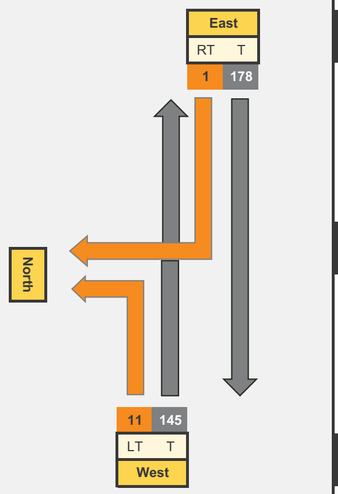
Peak Impact Year - Development Traffic



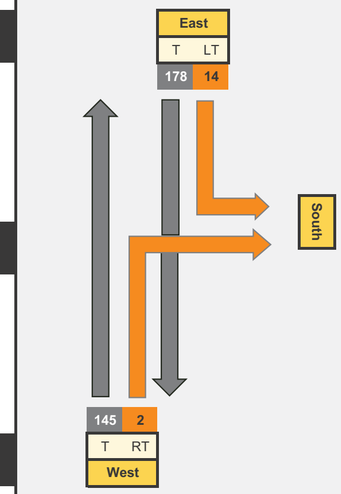
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	298	1
Left	136	11
With Development Traffic		
Right	334	1
Left	145	11

Graph Terminolgy

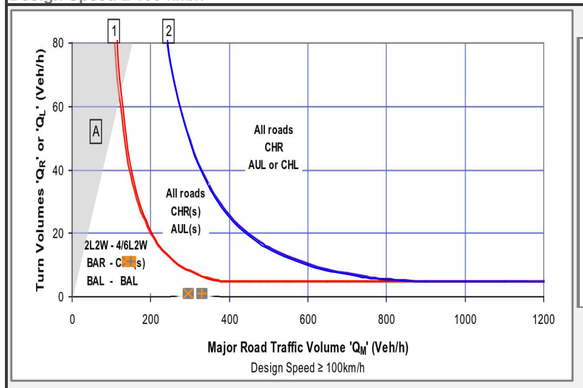
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	298	1
Left	136	11
With Development Traffic		
Right	334	1
Left	145	11

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	298	1
Left	151	11
With Development Traffic		
Right	337	2
Left	178	14

Graph Terminolgy

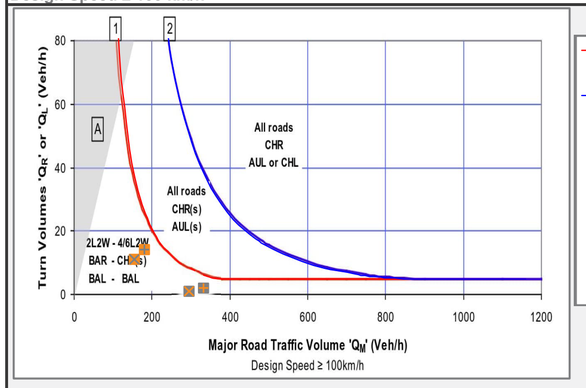
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	298	1
Left	151	11
With Development Traffic		
Right	337	2
Left	178	14

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

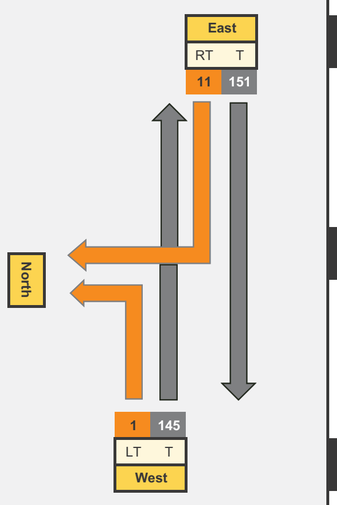
Intersection Code	4B
Intersection ID	X146
Intersection Name	Gore Highway / Ware Street

Time Period	PM
Speed	100
Existing Treatment	L: AUL, R: BAR

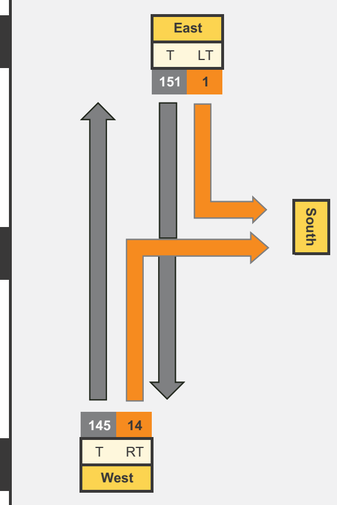
Peak Impact Month	May-26
Peak Impact Year	2026

Scenario 2: 2

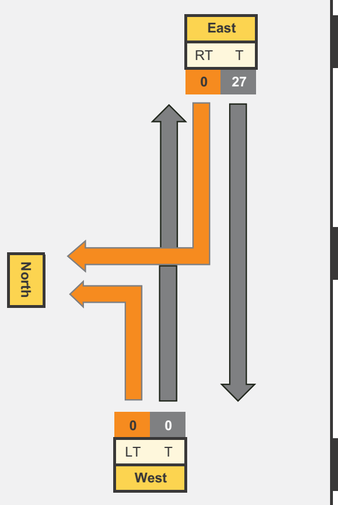
Peak Impact Year - Without Development Traffic



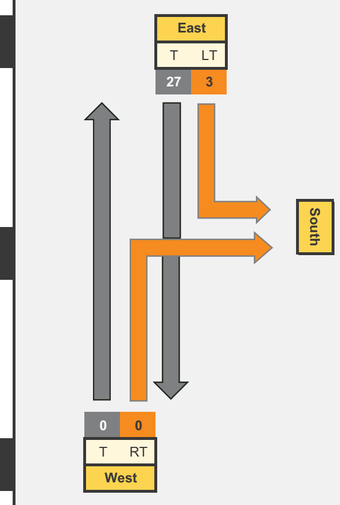
Peak Impact Year - Without Development Traffic



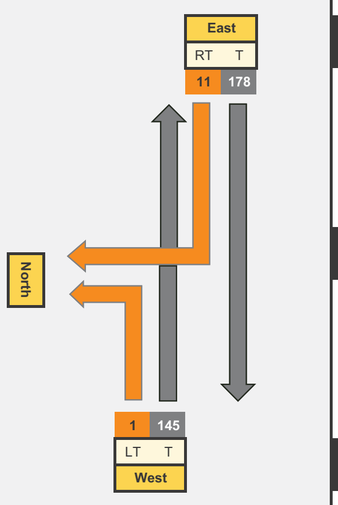
Peak Impact Year - Development Traffic



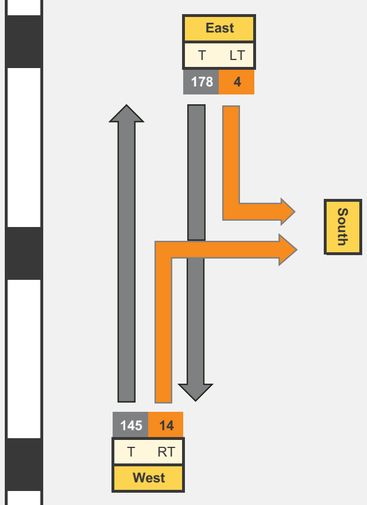
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	297	11
Left	145	1
With Development Traffic		
Right	324	11
Left	145	1

Graph Terminolgy

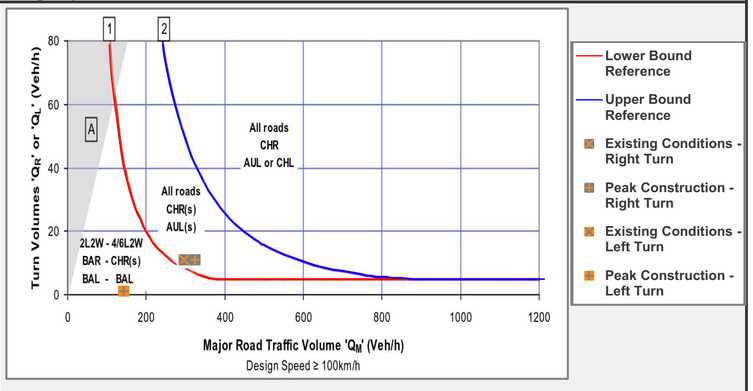
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	297	11
Left	145	1
With Development Traffic		
Right	324	11
Left	145	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	297	14
Left	151	1
With Development Traffic		
Right	327	14
Left	178	4

Graph Terminolgy

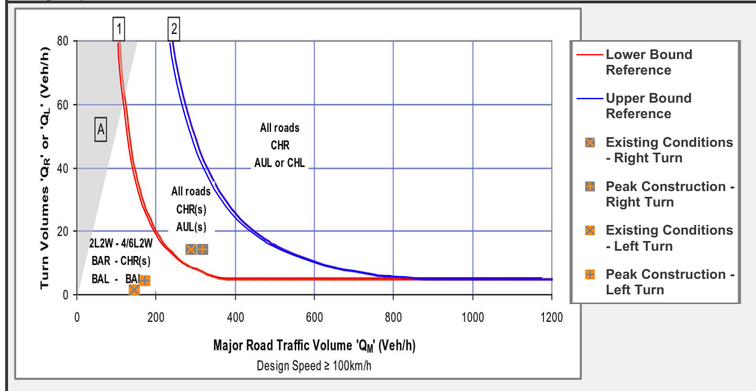
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	297	14
Left	151	1
With Development Traffic		
Right	327	14
Left	178	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

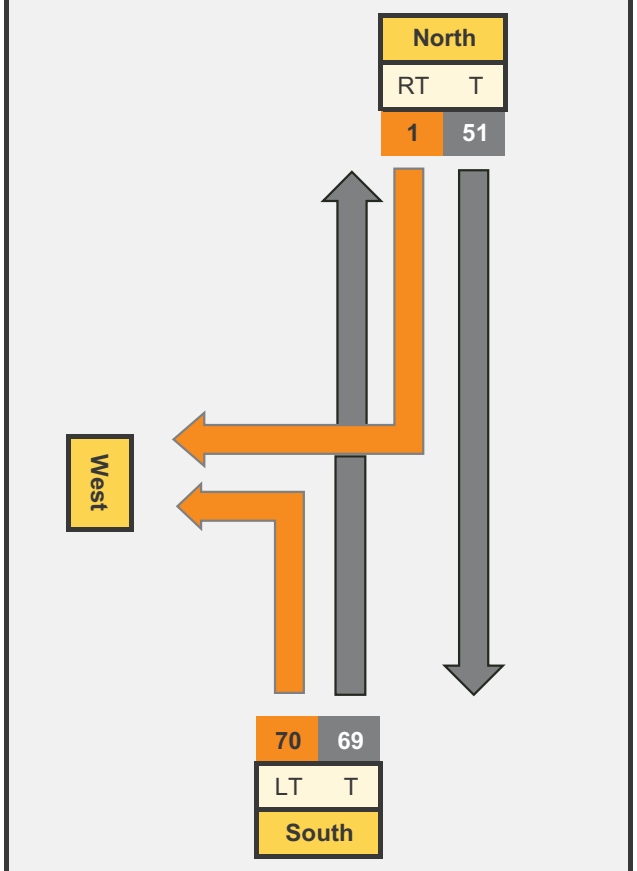
Intersection ID	X147
Intersection Name	Steger Road / Draper Road

Speed	60			
Existing Treatment	L	BAL	R	-

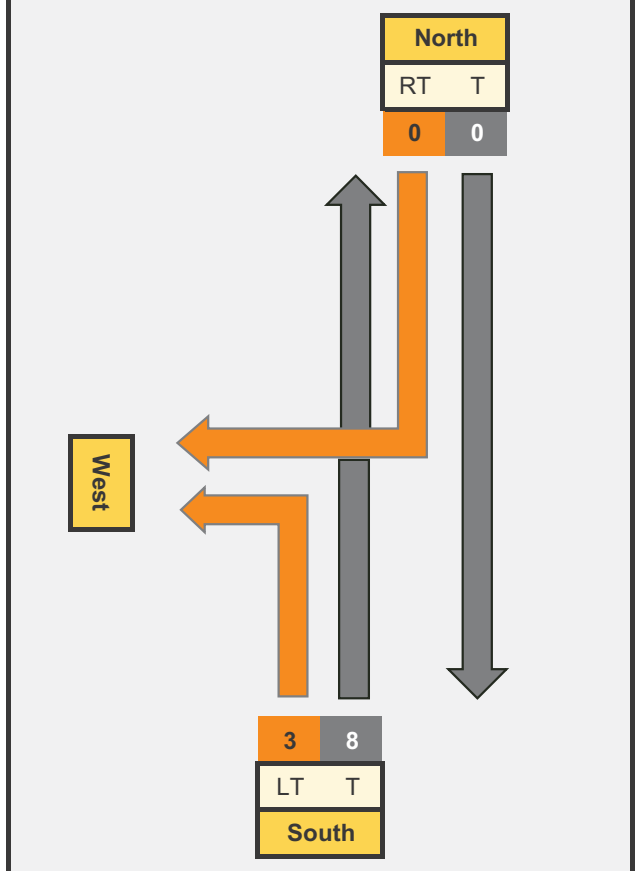
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

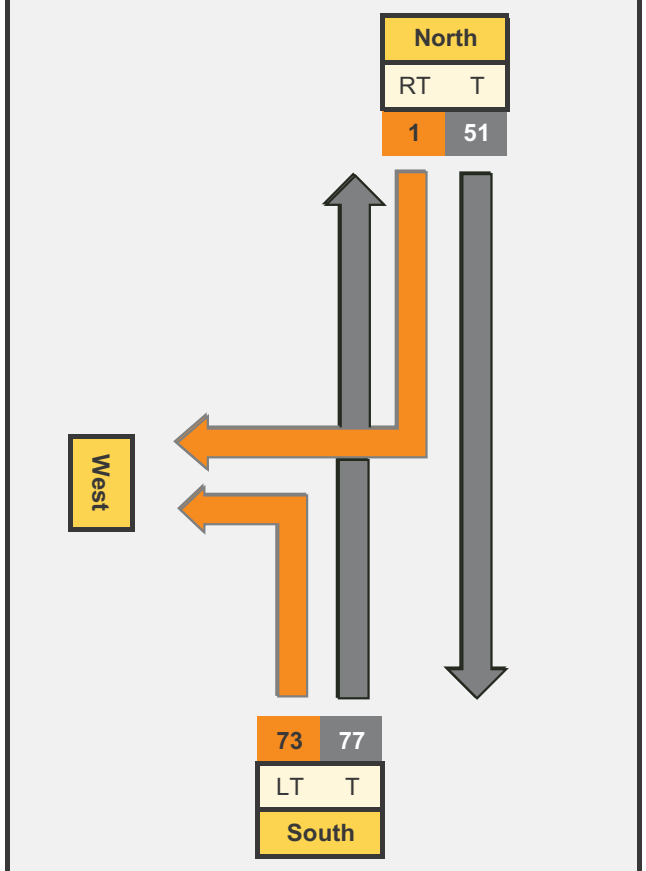
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	190	1
Left	69	70
With Development Traffic		
Right	201	1
Left	77	73

Graph Terminolgy

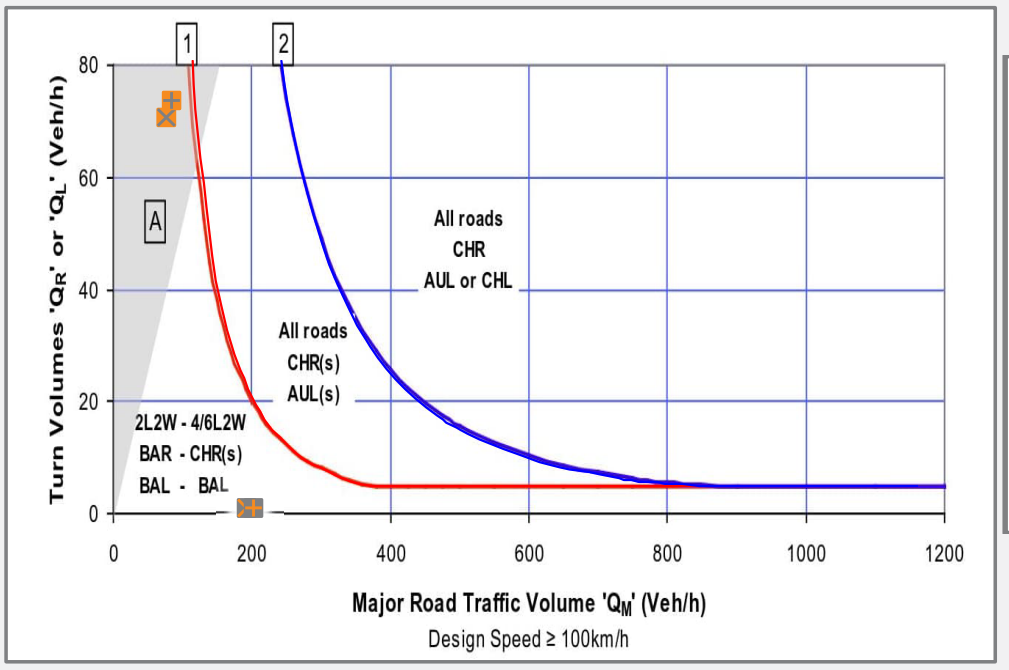
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	190	1
Left	69	70
With Development Traffic		
Right	201	1
Left	77	73

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

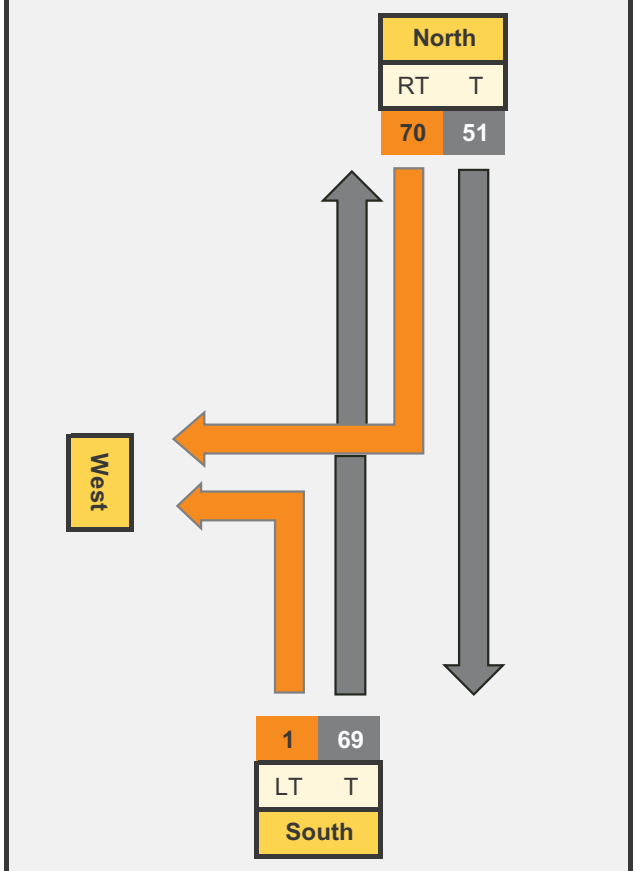
Intersection ID	X147
Intersection Name	Steger Road / Draper Road

Speed	60			
Existing Treatment	L	BAL	R	-

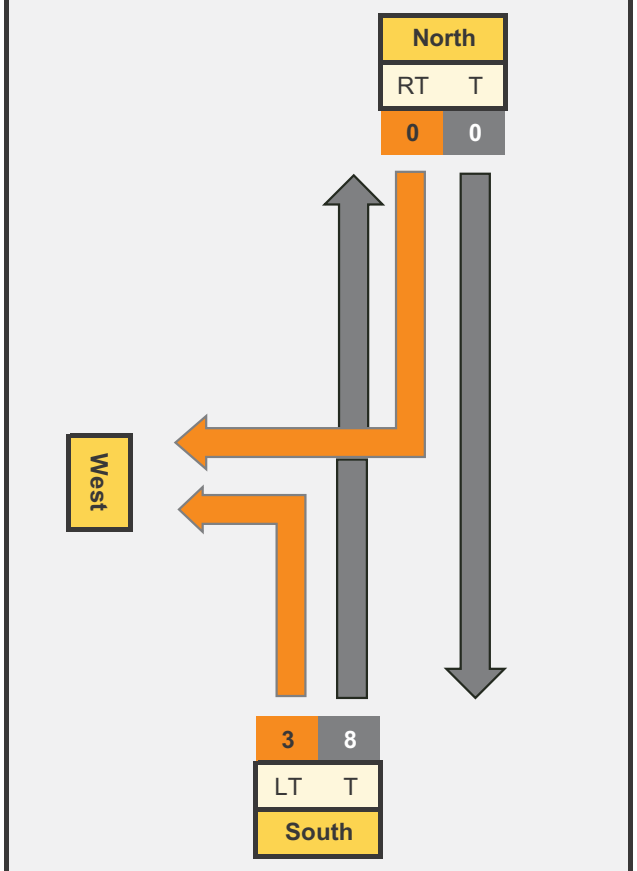
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 2: 2

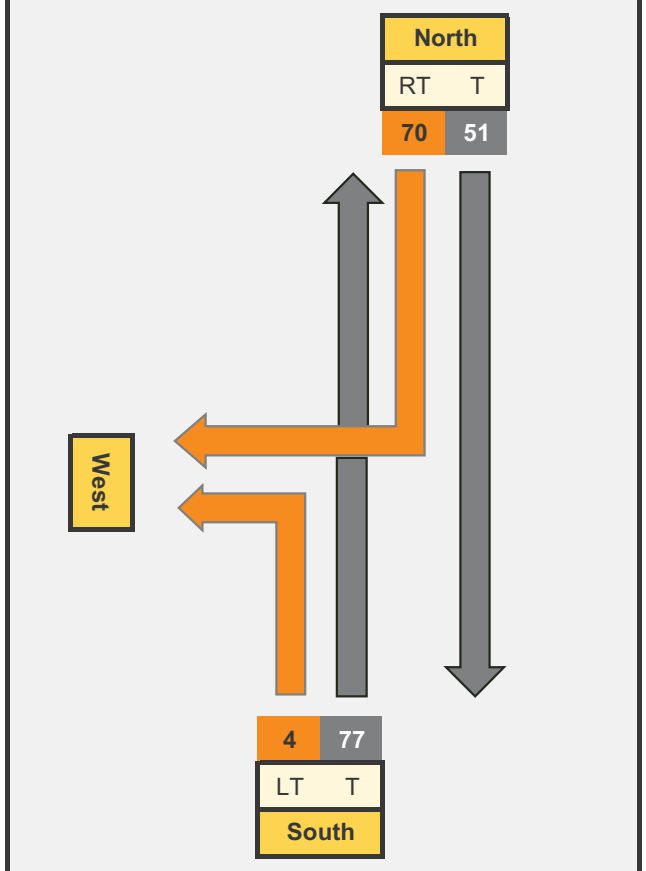
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	121	70
Left	69	1
With Development Traffic		
Right	132	70
Left	77	4

Graph Terminolgy

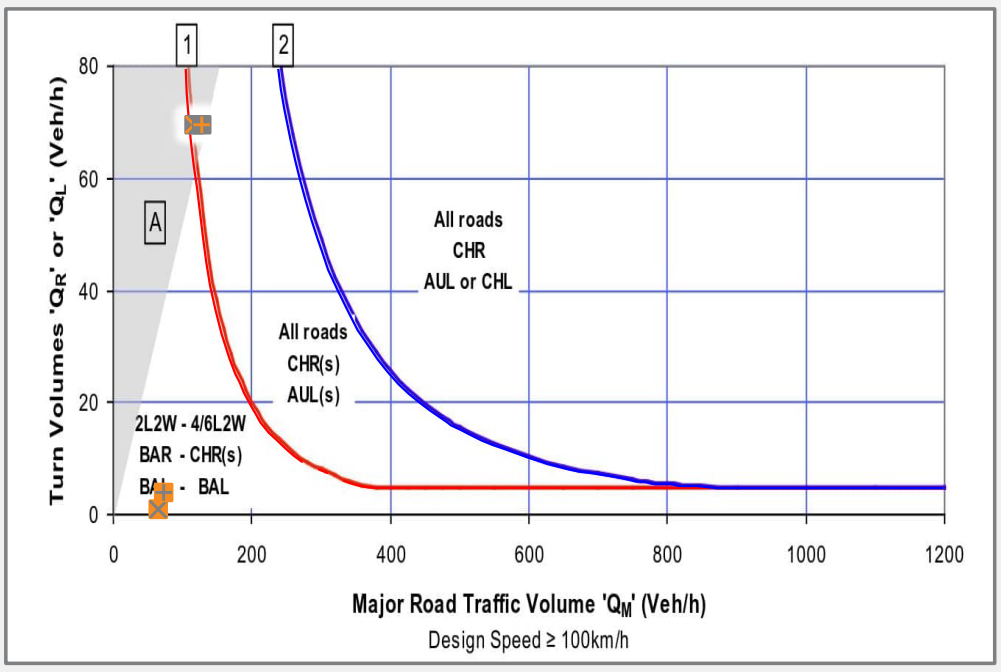
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	121	70
Left	69	1
With Development Traffic		
Right	132	70
Left	77	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

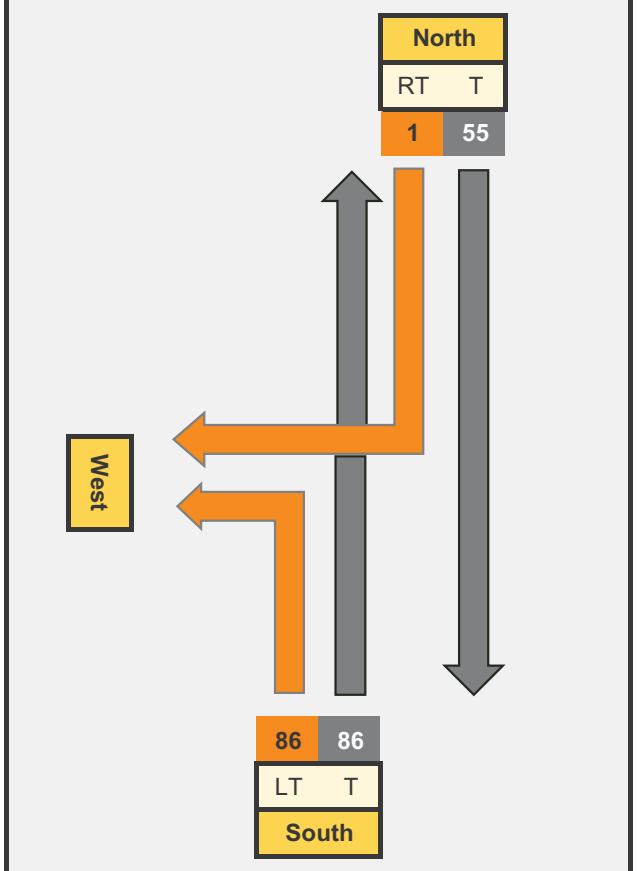
Intersection ID	X147
Intersection Name	Steger Road / Draper Road

Speed	60			
Existing Treatment	L	BAL	R	-

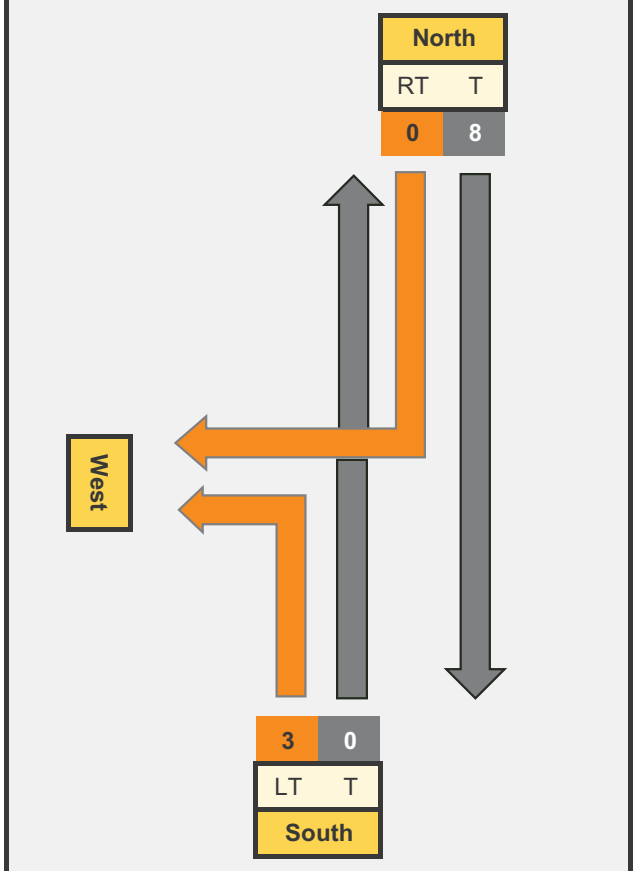
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 1: 1

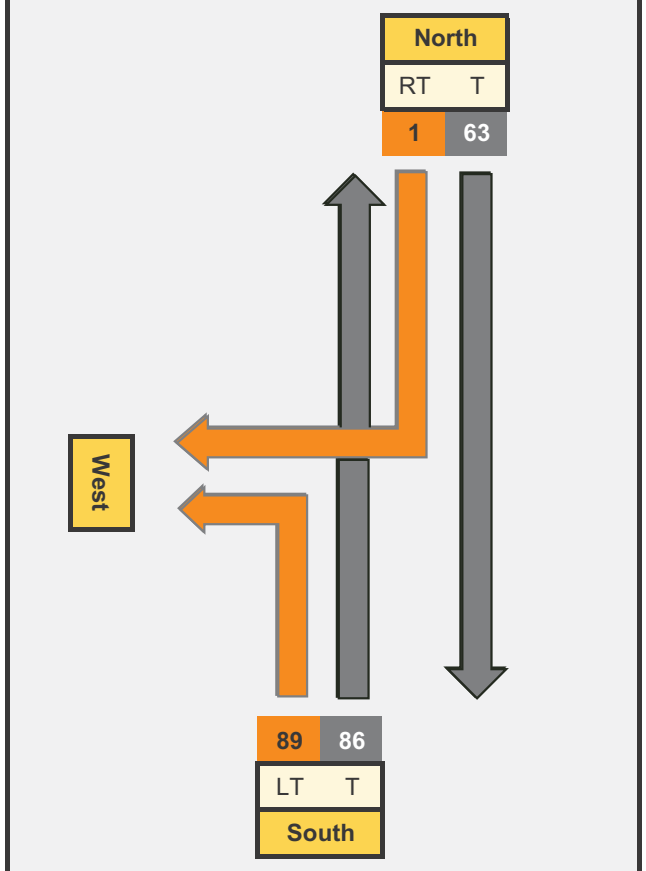
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	227	1
Left	86	86
With Development Traffic		
Right	238	1
Left	86	89

Graph Terminolgy

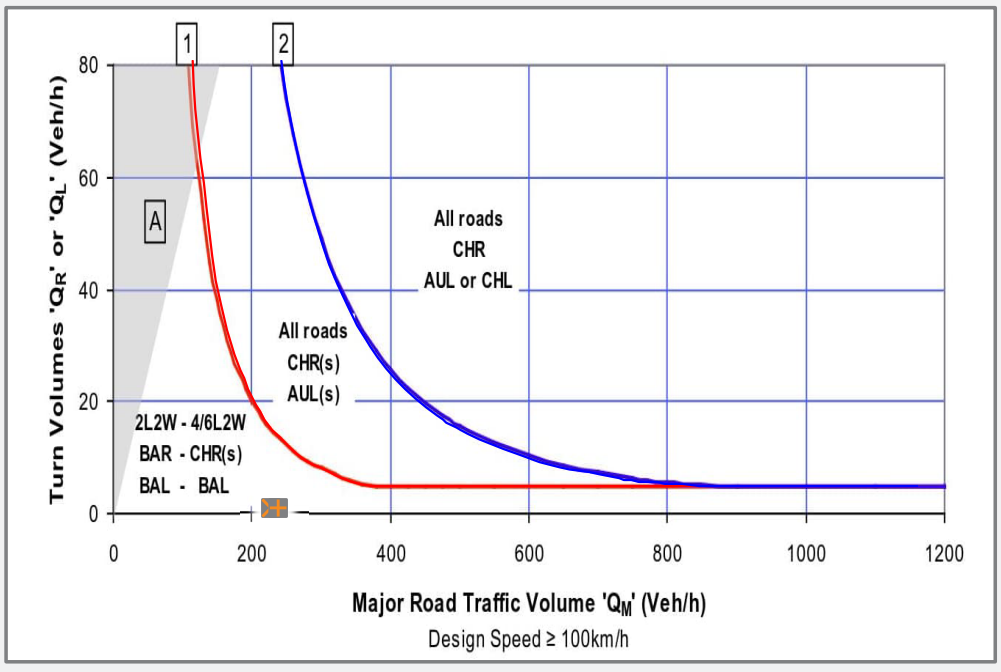
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	227	1
Left	86	86
With Development Traffic		
Right	238	1
Left	86	89

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

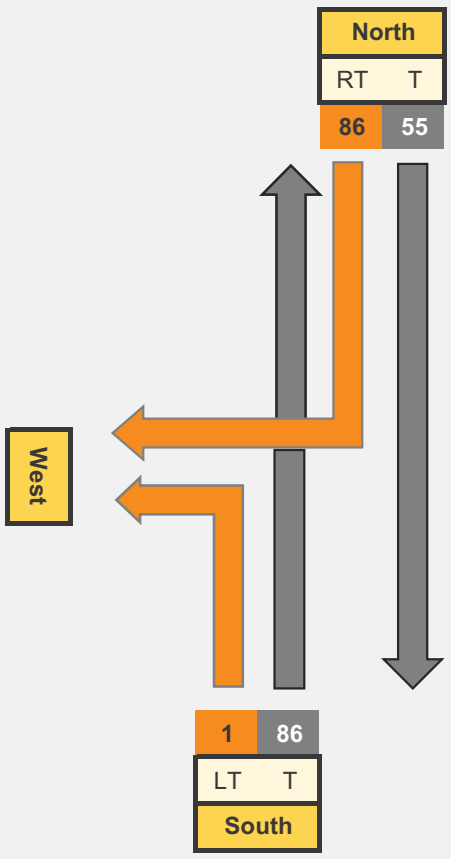
Intersection ID	X147
Intersection Name	Steger Road / Draper Road

Speed	60			
Existing Treatment	L	BAL	R	-

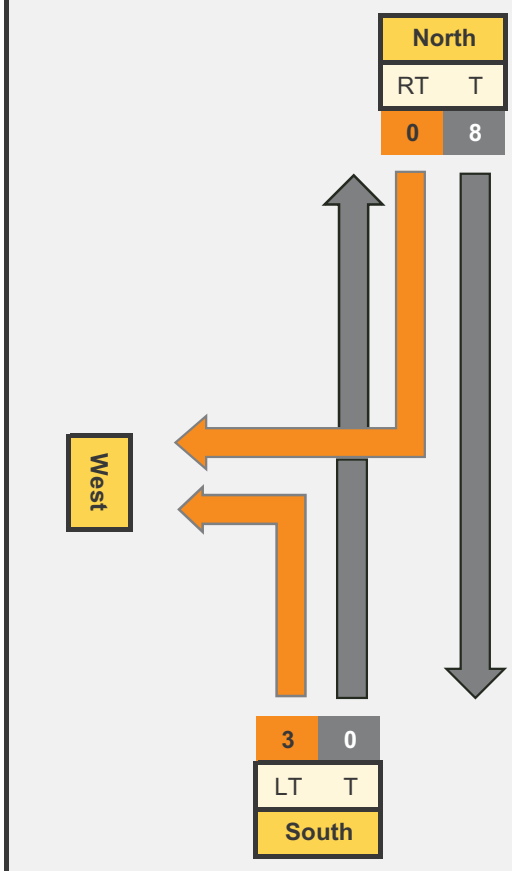
Peak Impact Month	Dec-25
Peak Impact Year	2025

Scenario 2: 2

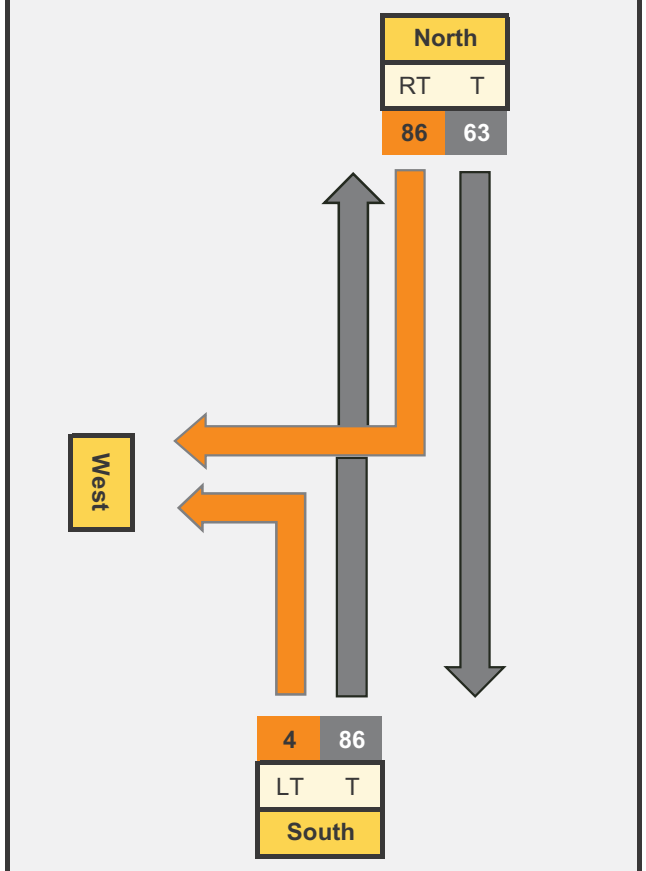
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	142	86
Left	86	1
With Development Traffic		
Right	153	86
Left	86	4

Graph Terminolgy

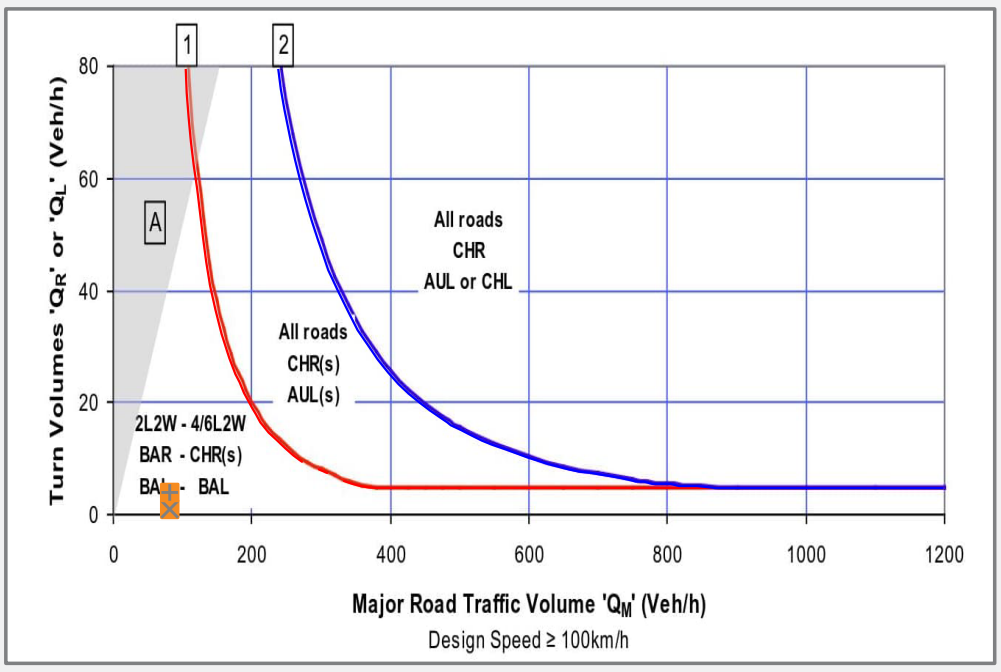
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	142	86
Left	86	1
With Development Traffic		
Right	153	86
Left	86	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

Time Period	AM

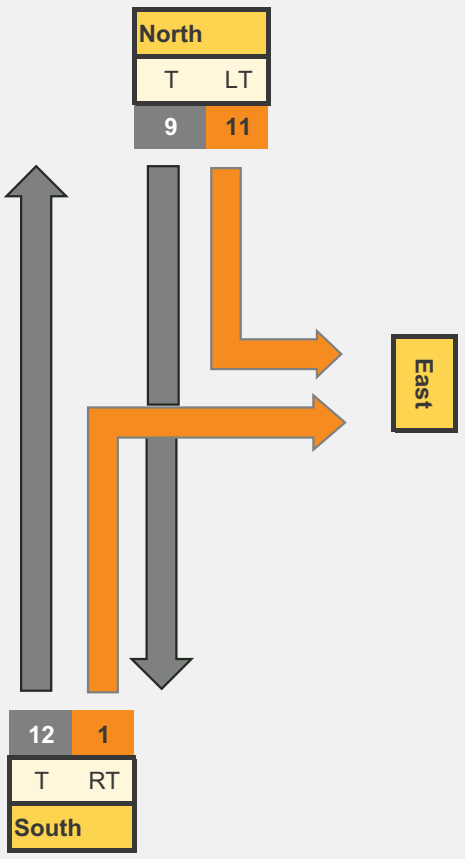
Intersection ID	X148
Intersection Name	Carnarvon Highway/Barwon Highway

Speed	100			
Existing Treatment	L	CHL	R	BAR

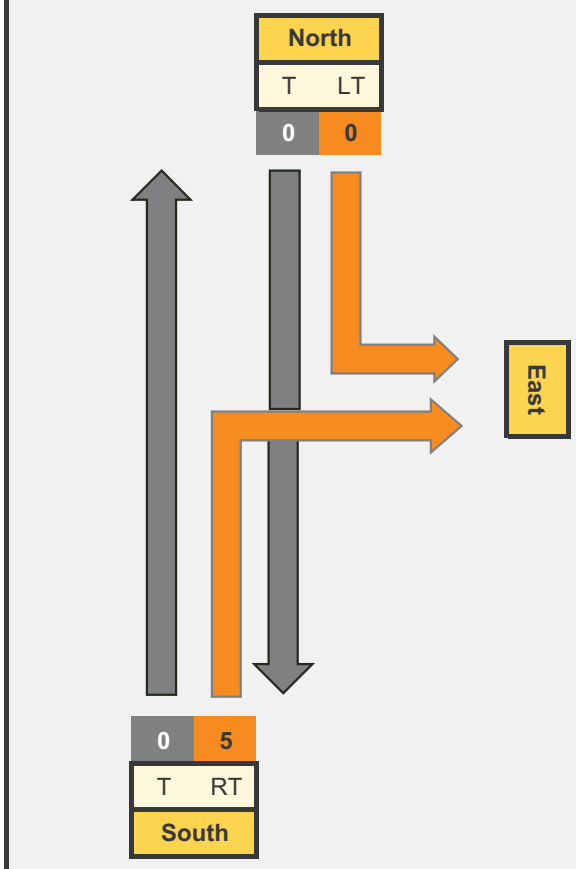
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 1: 1

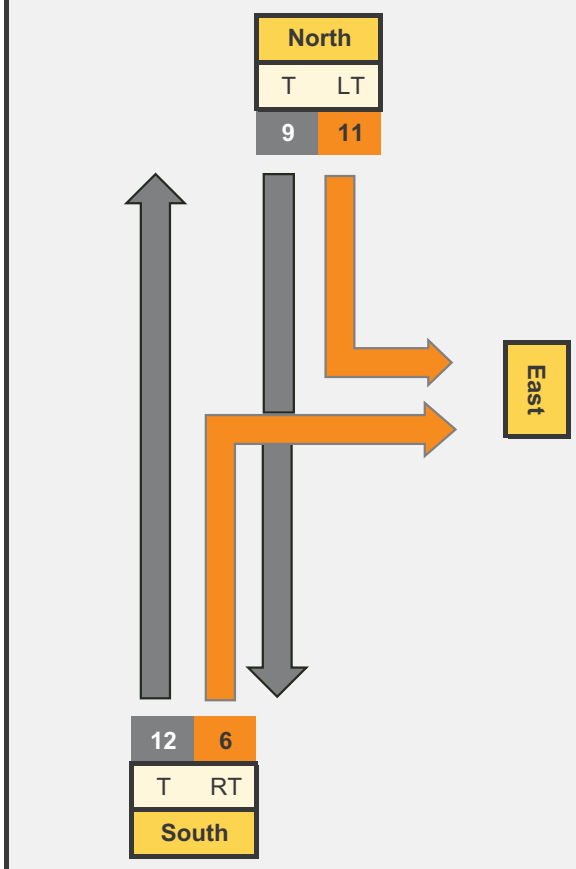
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	32	1
Left	9	11
With Development Traffic		
Right	32	6
Left	9	11

Graph Terminolgy

Legend

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

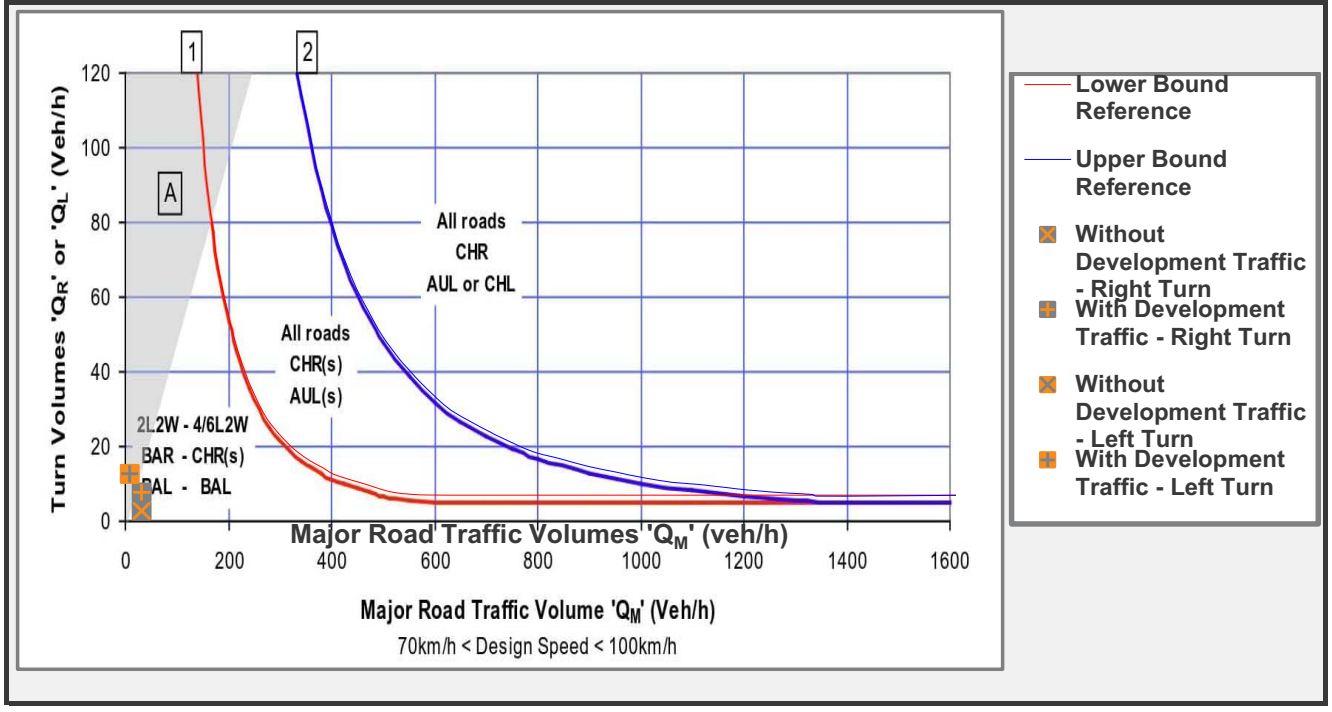
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	32	1
Left	9	11
With Development Traffic		
Right	32	6
Left	9	11

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

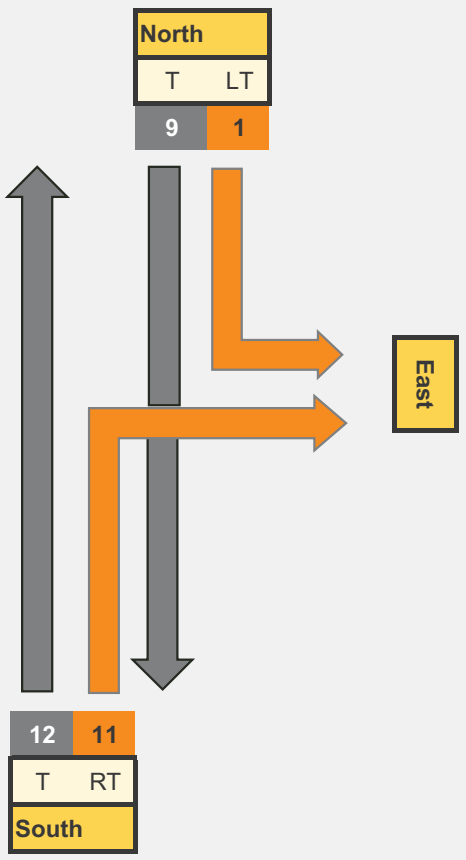
Intersection ID	X148
Intersection Name	Carnarvon Highway/Barwon Highway

Speed	100			
Existing Treatment	L	CHL	R	BAR

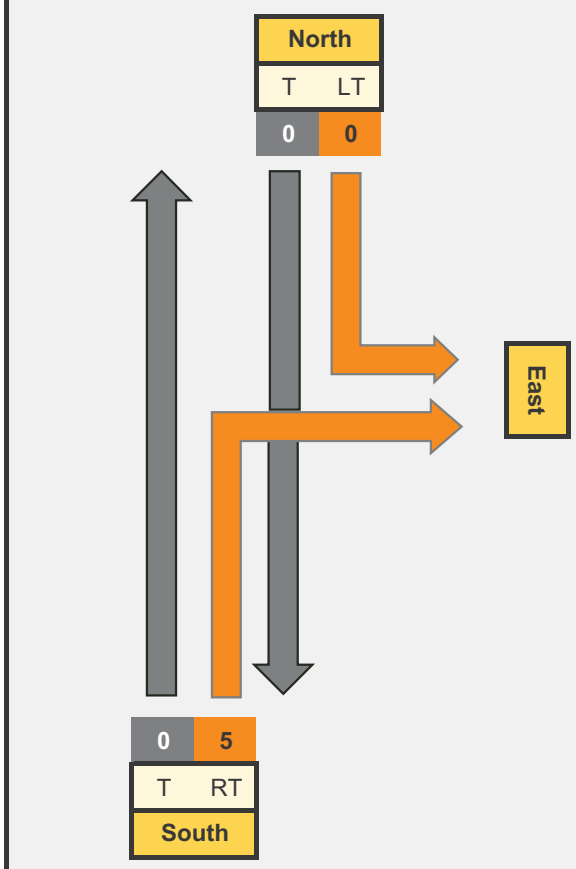
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 2: 2

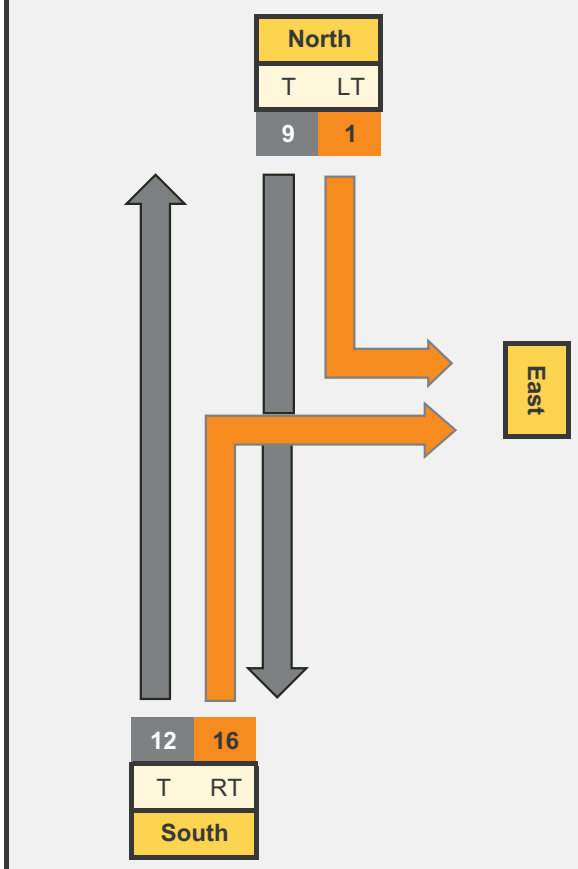
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	22	11
Left	9	1
With Development Traffic		
Right	22	16
Left	9	1

Graph Terminolgy

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

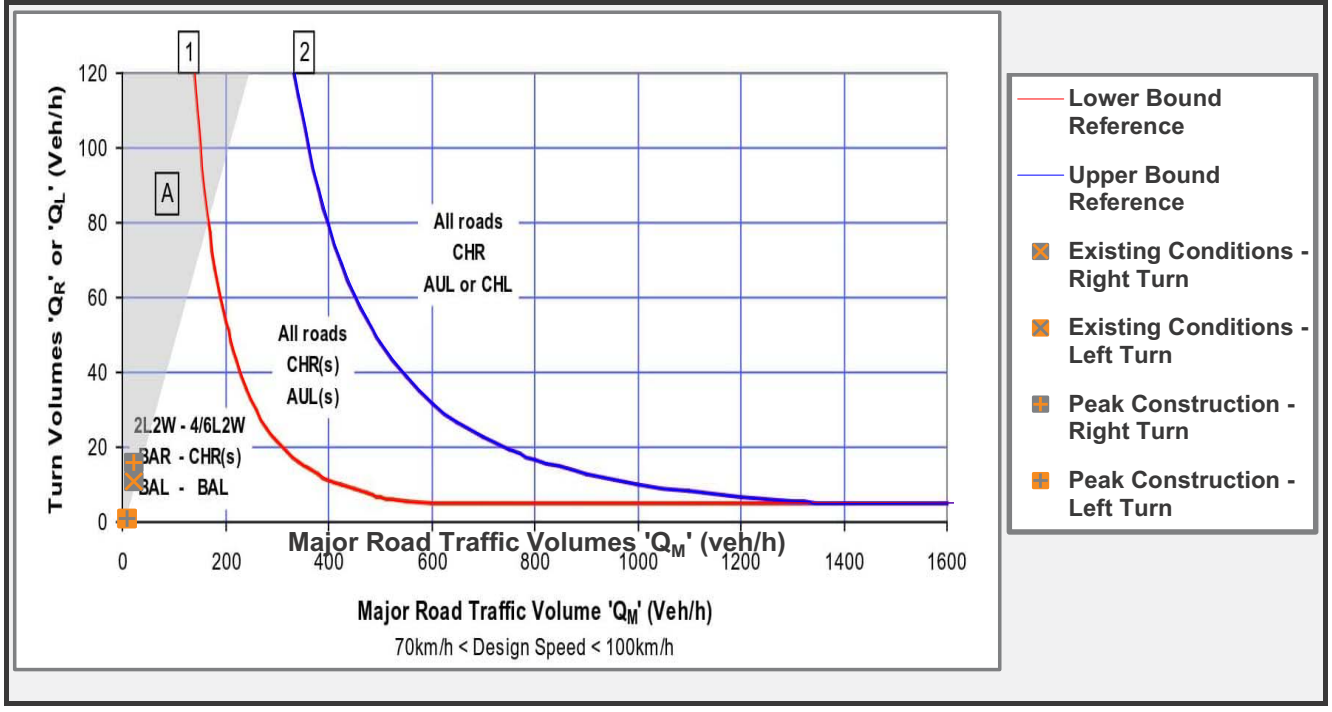
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	22	11
Left	9	1
With Development Traffic		
Right	22	16
Left	9	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

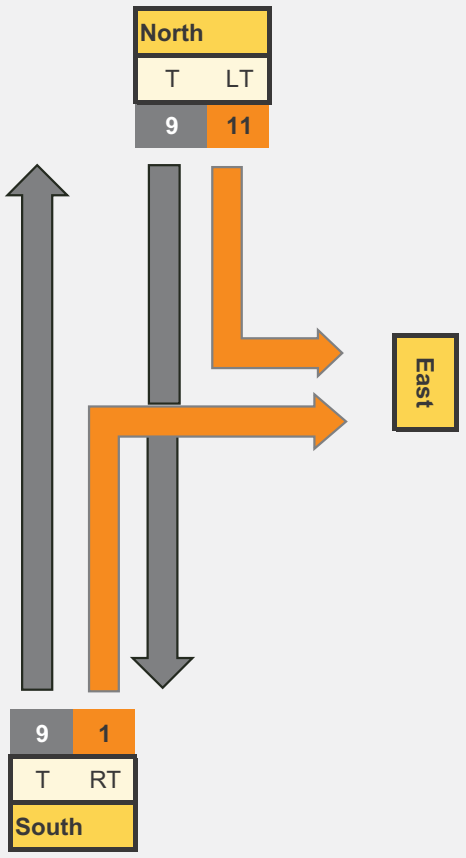
Intersection ID	X148
Intersection Name	Carnarvon Highway/Barwon Highway

Speed	100			
Existing Treatment	L	CHL	R	BAR

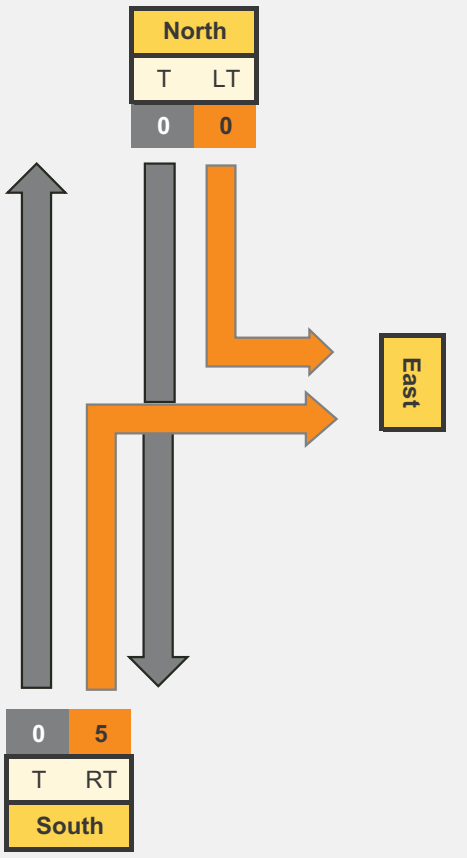
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 1: 1

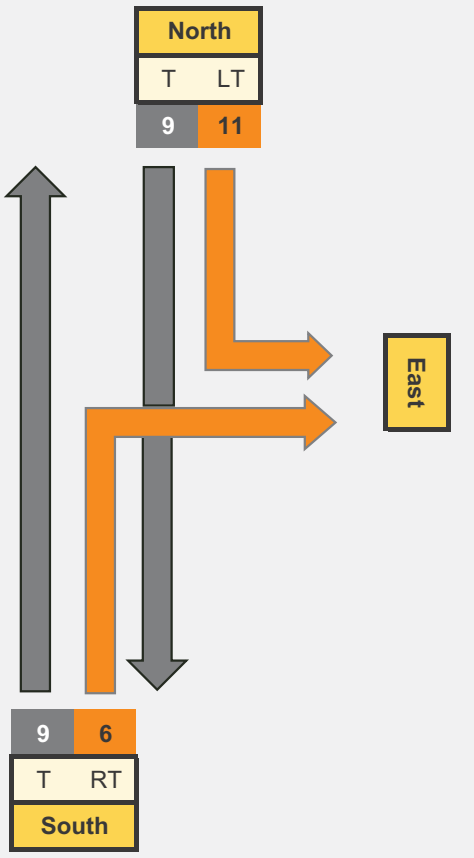
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	29	1
Left	9	11
With Development Traffic		
Right	29	6
Left	9	11

Graph Terminolgy

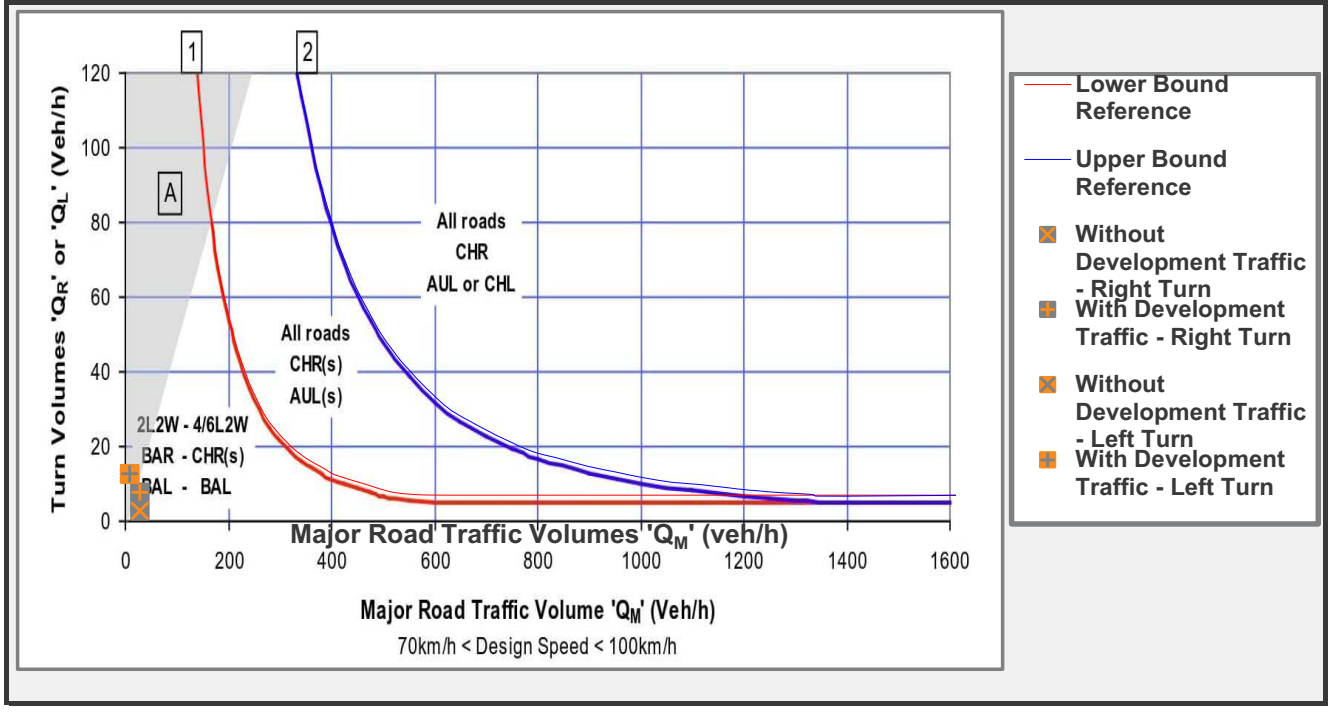
Legend

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

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	29	1
Left	9	11
With Development Traffic		
Right	29	6
Left	9	11

Intersection Code	3A

Time Period	PM

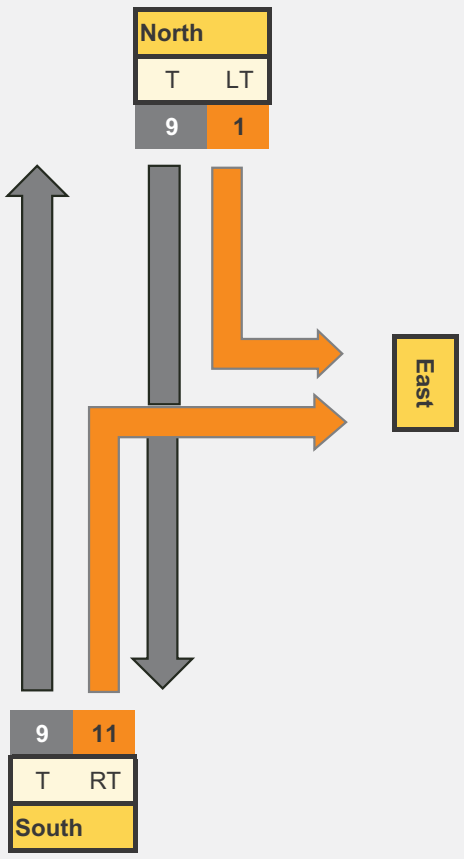
Intersection ID	X148
Intersection Name	Carnarvon Highway/Barwon Highway

Speed	100			
Existing Treatment	L	CHL	R	BAR

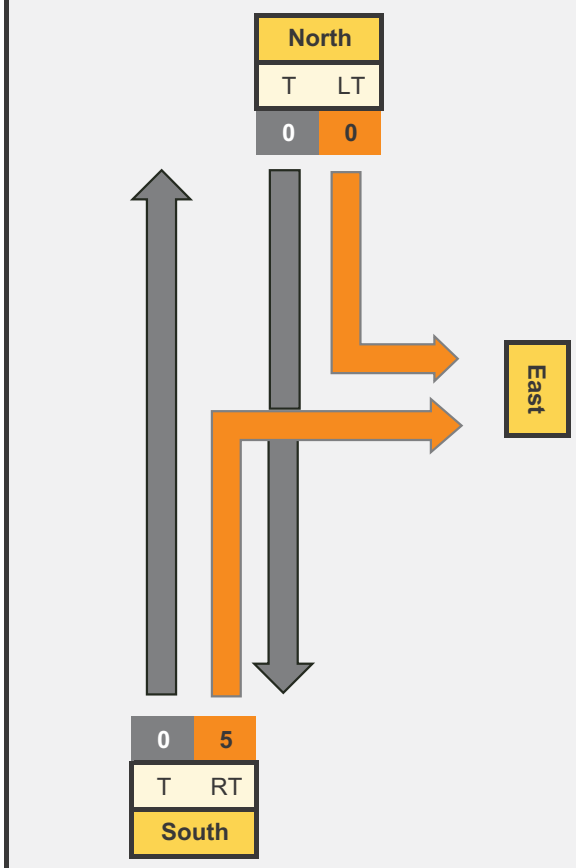
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 2: 2

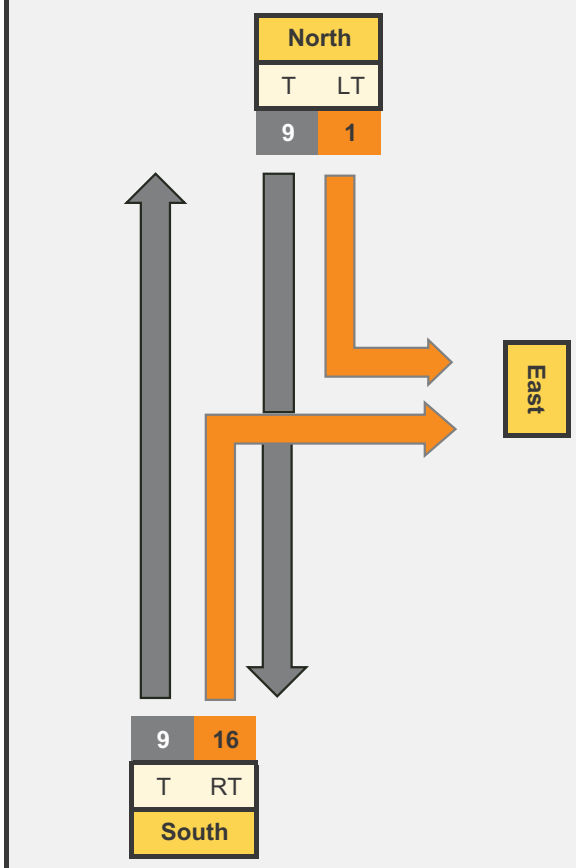
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	19	11
Left	9	1
With Development Traffic		
Right	19	16
Left	9	1

Graph Terminolgy

Legend

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

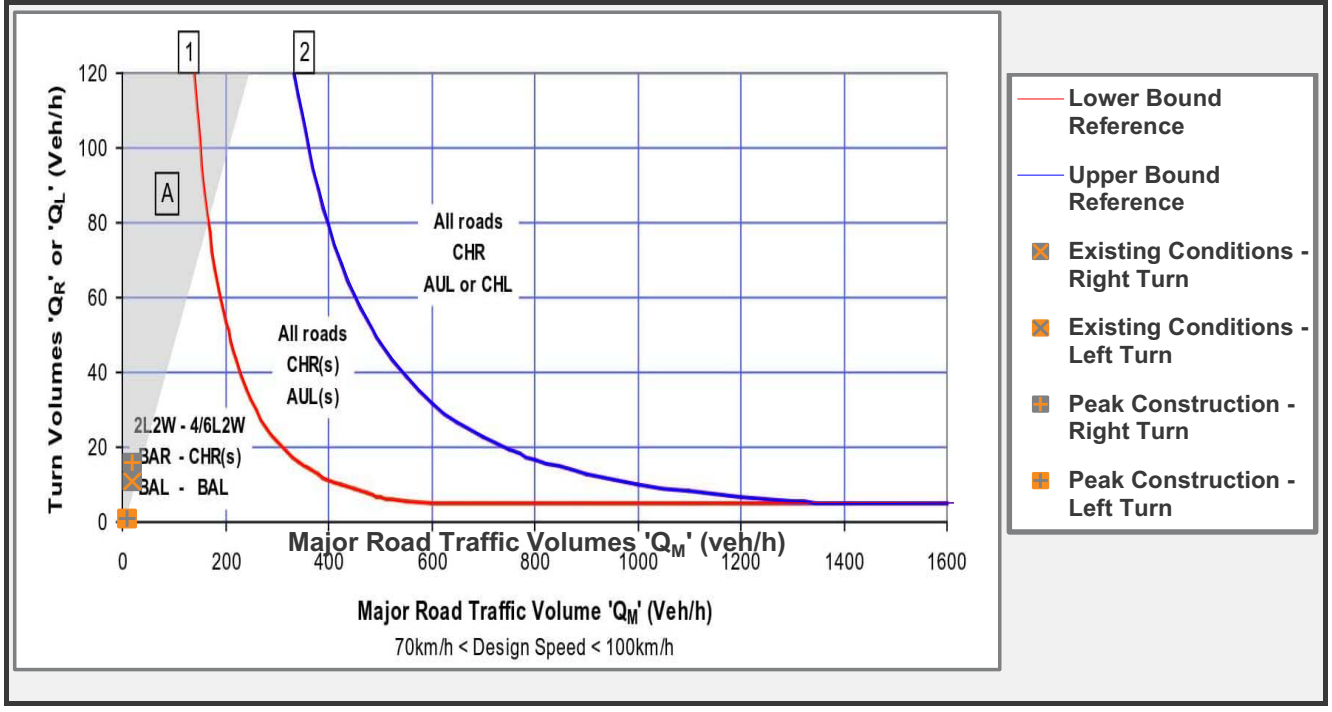
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	19	11
Left	9	1
With Development Traffic		
Right	19	16
Left	9	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3B

Time Period	AM

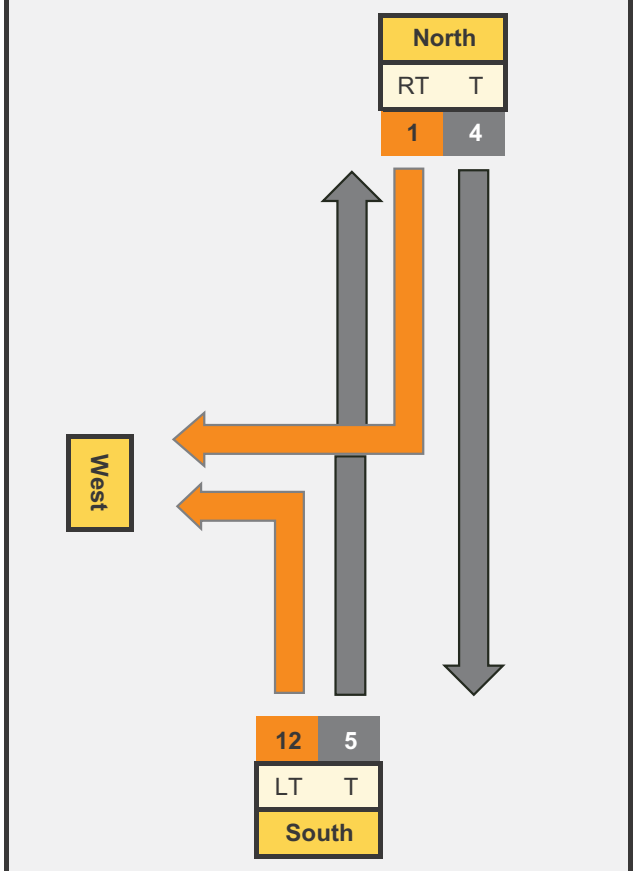
Intersection ID	X149
Intersection Name	Carnarvon Highway/Noondoo Thallon Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

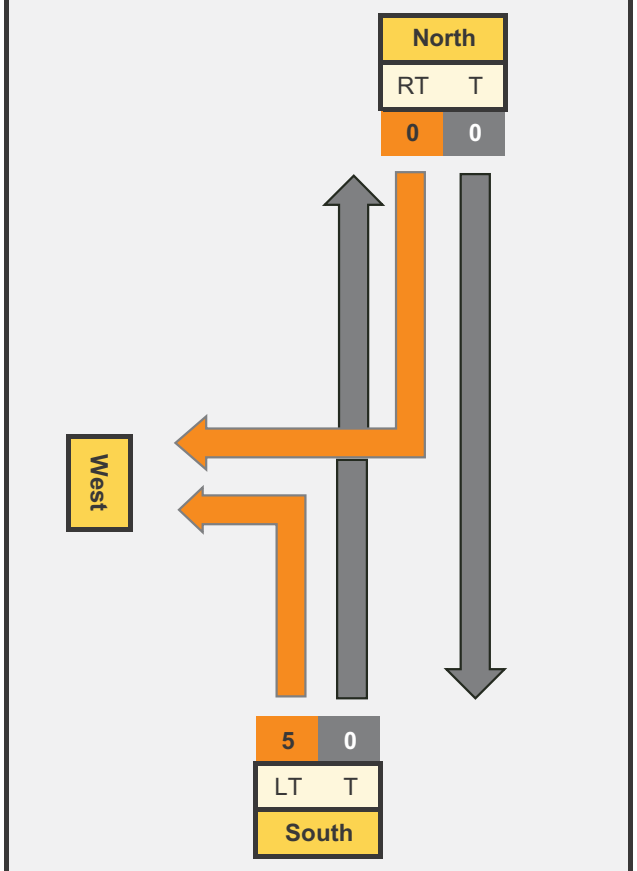
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 1: 1

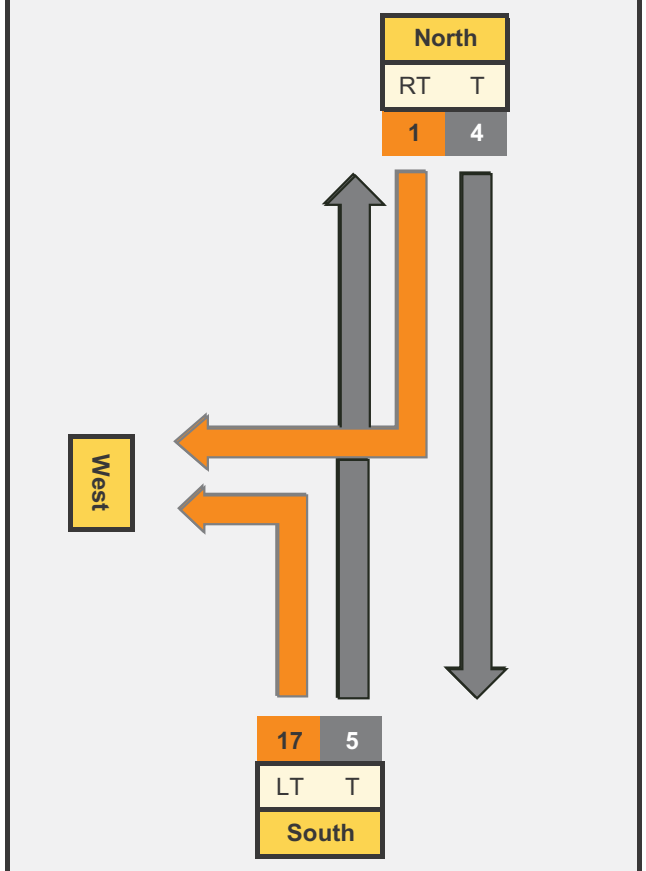
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	21	1
Left	5	12
With Development Traffic		
Right	26	1
Left	5	17

Graph Terminolgy

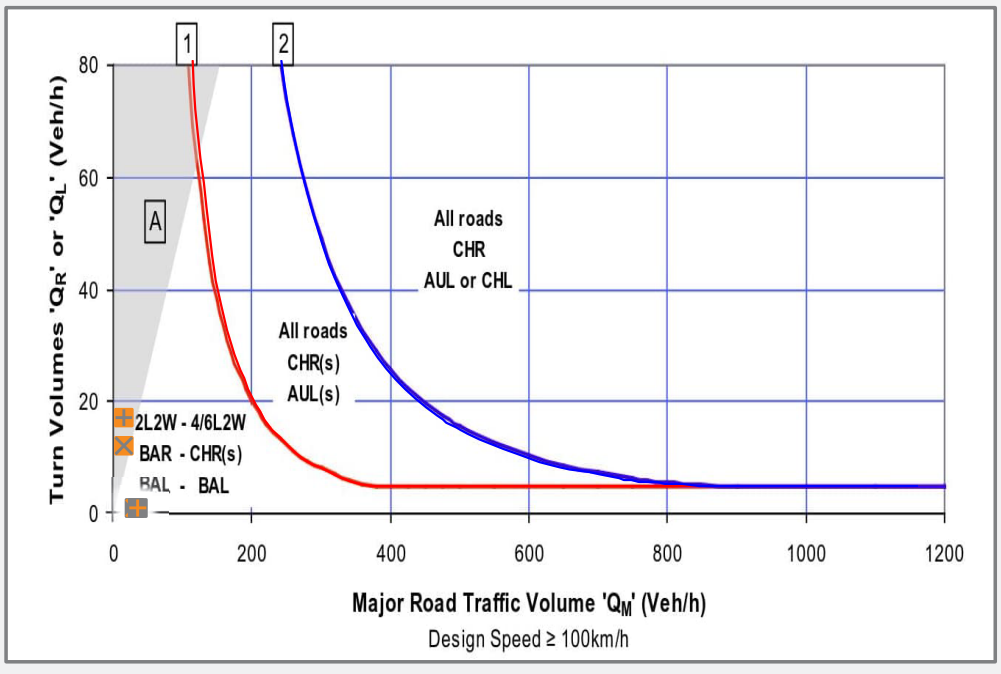
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	21	1
Left	5	12
With Development Traffic		
Right	26	1
Left	5	17

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

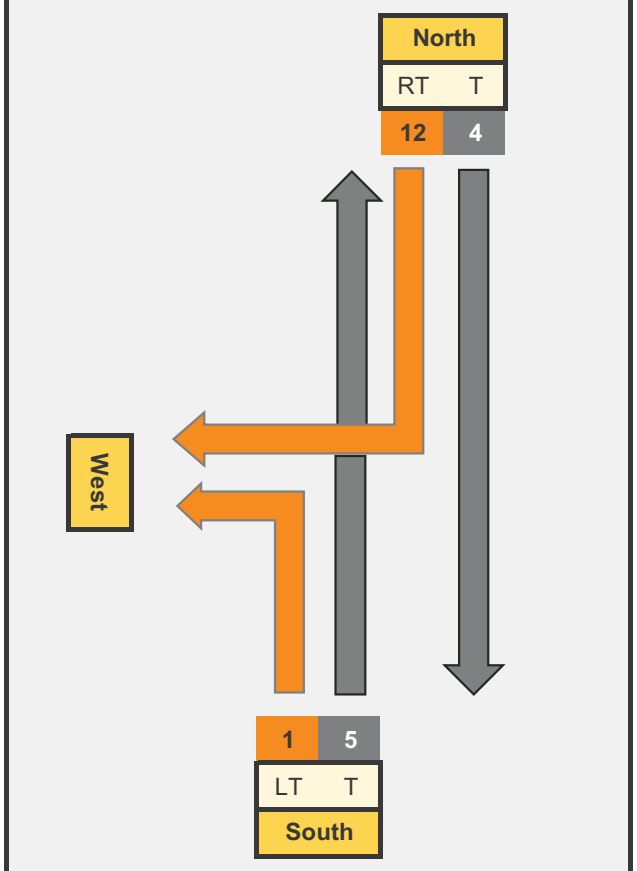
Intersection ID	X149
Intersection Name	Carnarvon Highway/Noondoo Thallon Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

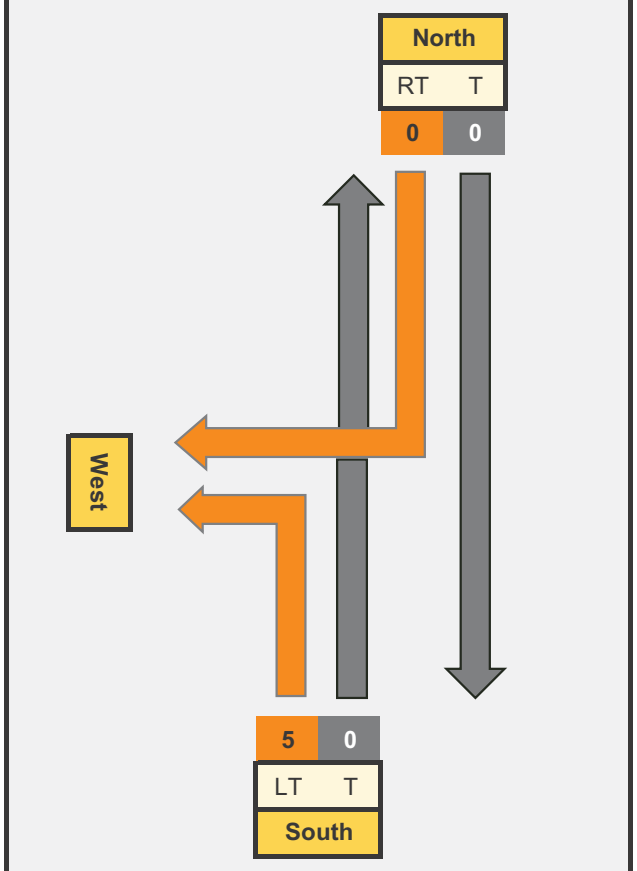
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 2: 2

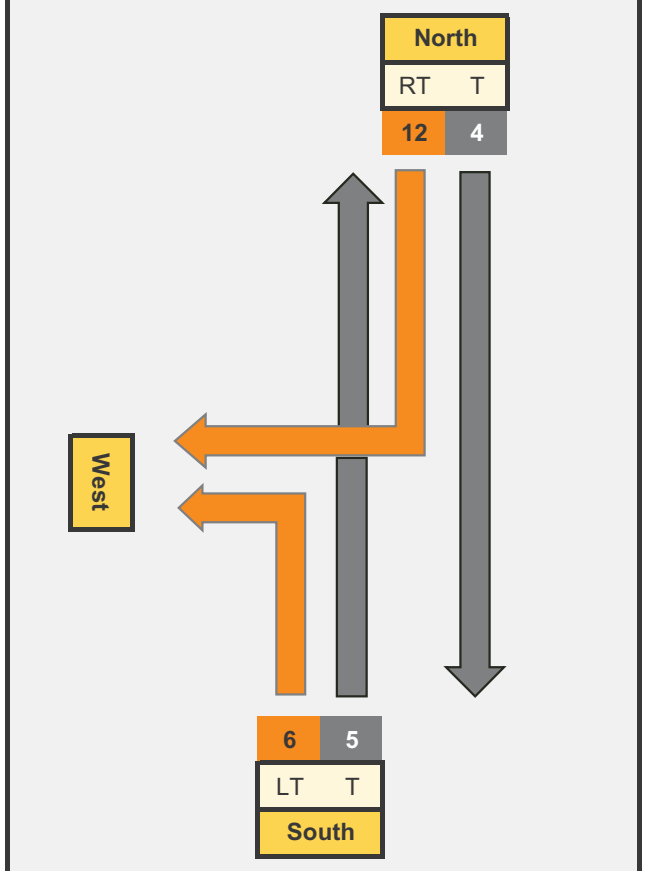
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	12
Left	5	1
With Development Traffic		
Right	15	12
Left	5	6

Graph Terminolgy

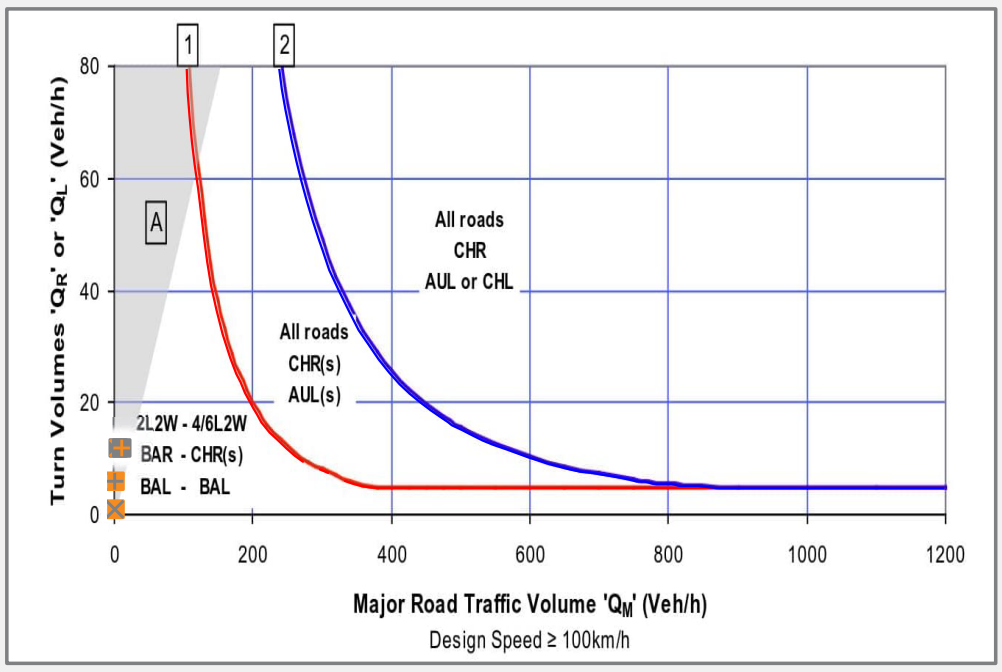
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	12
Left	5	1
With Development Traffic		
Right	15	12
Left	5	6

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

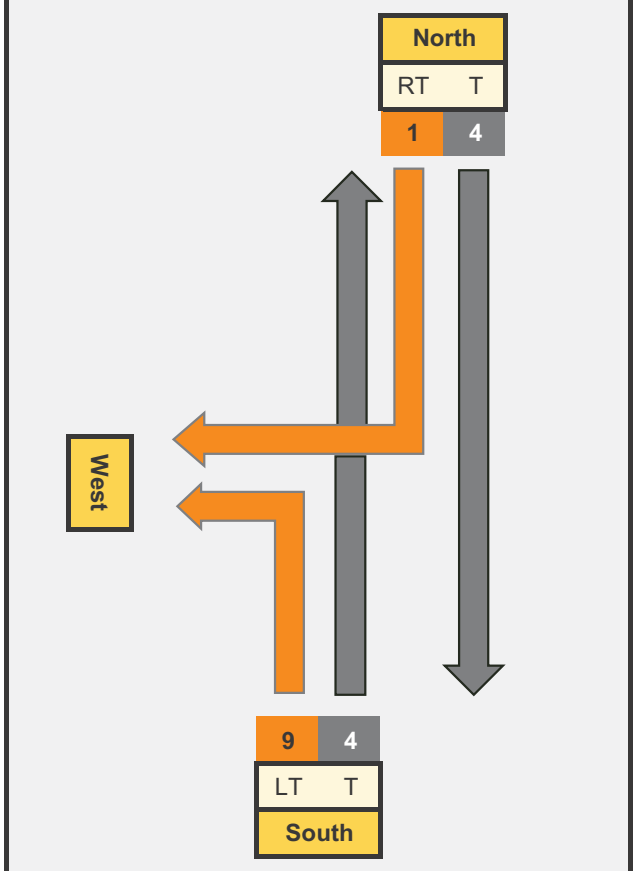
Intersection ID	X149
Intersection Name	Carnarvon Highway/Noondoo Thallon Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

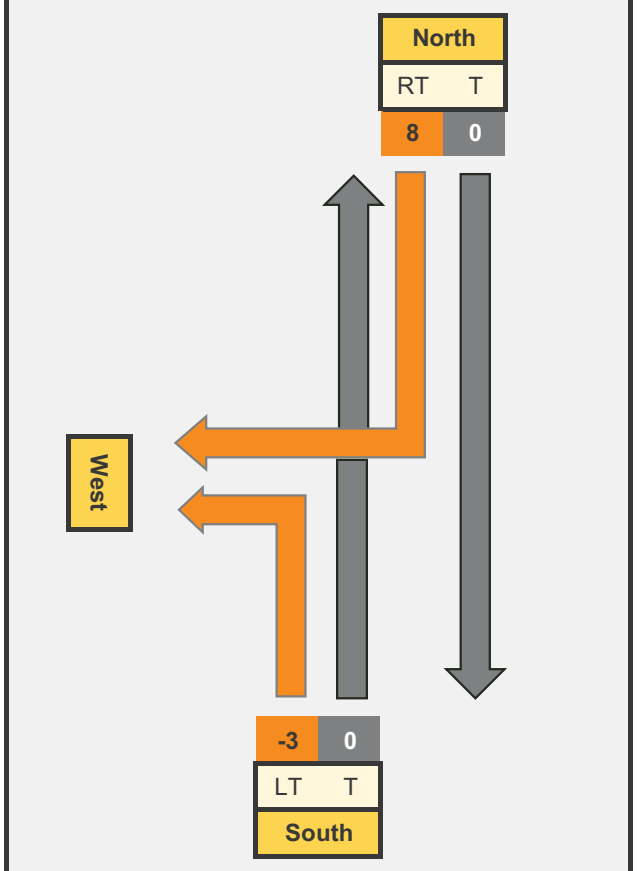
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 1: 1

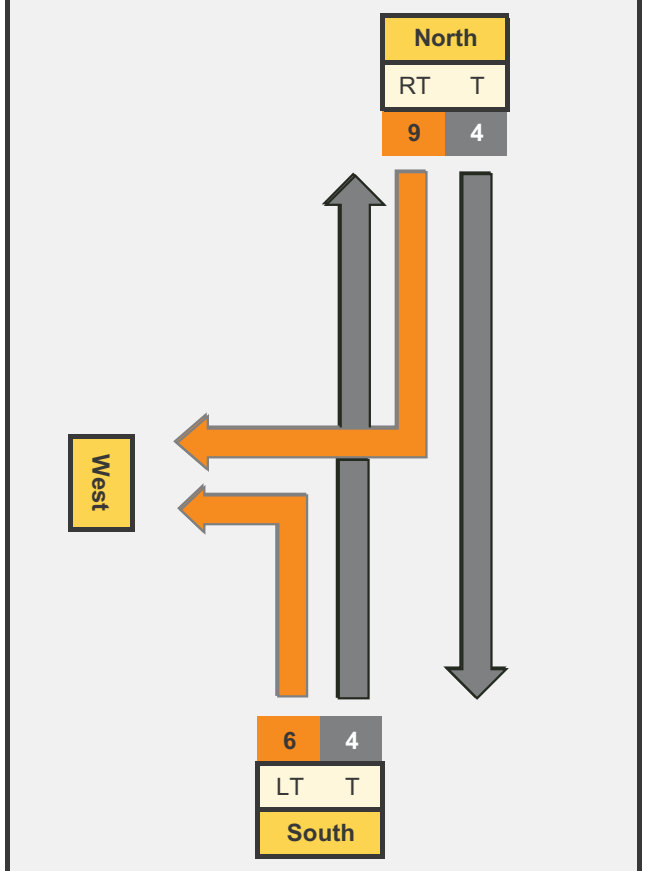
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	17	1
Left	4	9
With Development Traffic		
Right	14	9
Left	4	6

Graph Terminolgy

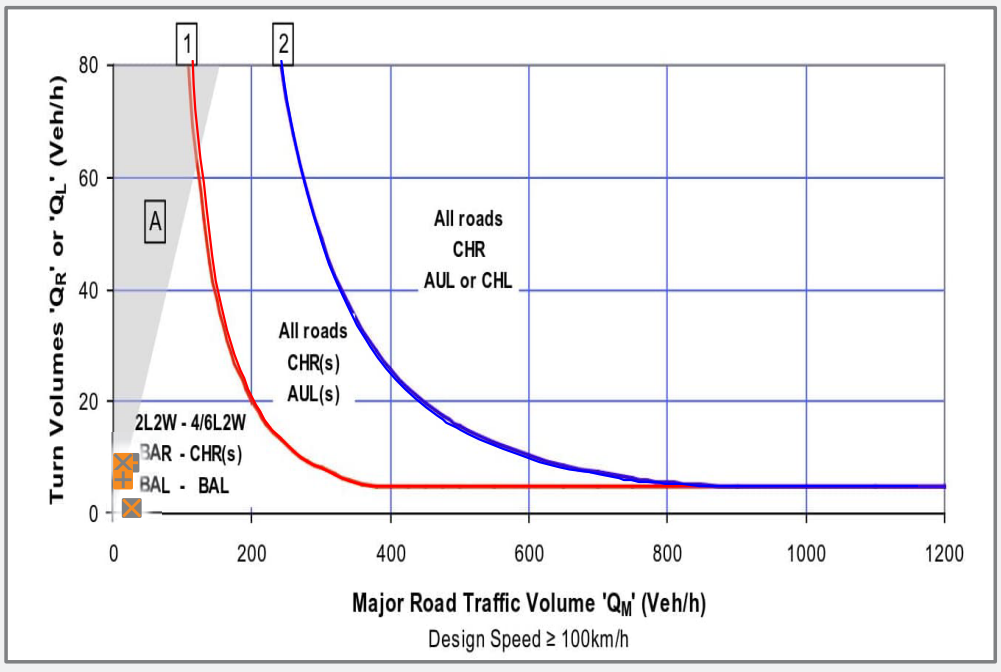
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	17	1
Left	4	9
With Development Traffic		
Right	14	9
Left	4	6

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

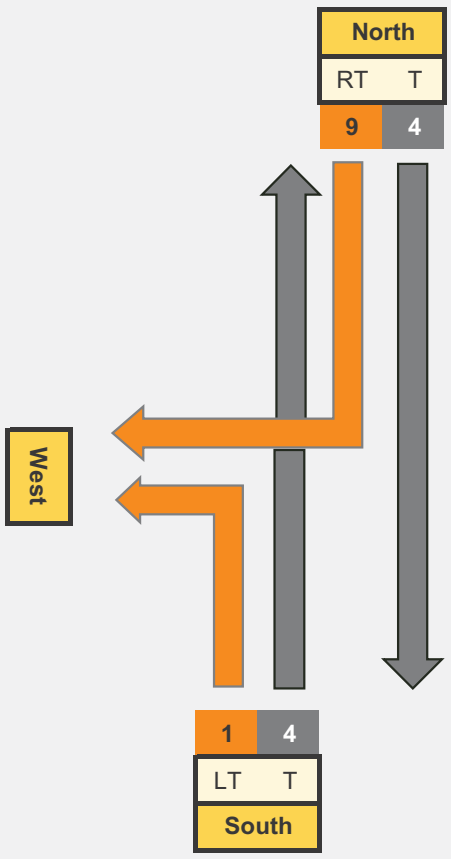
Intersection ID	X149
Intersection Name	Carnarvon Highway/Noondoo Thallon Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

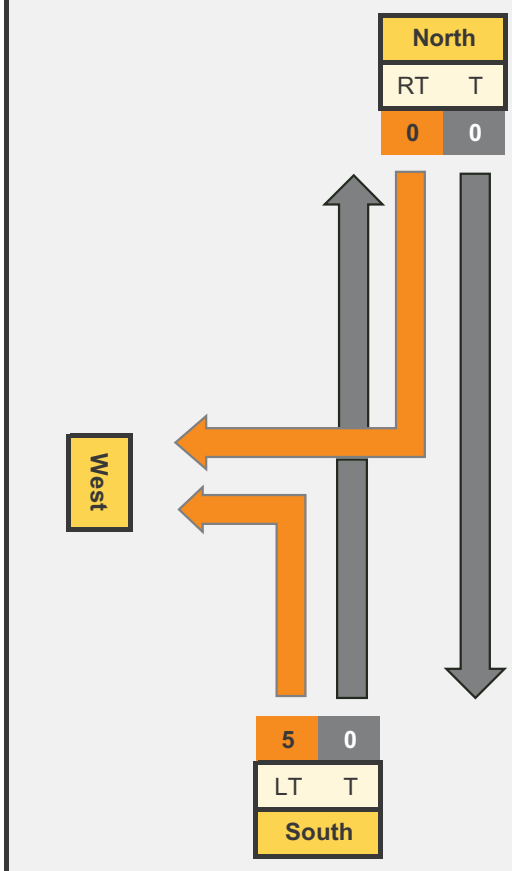
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 2: 2

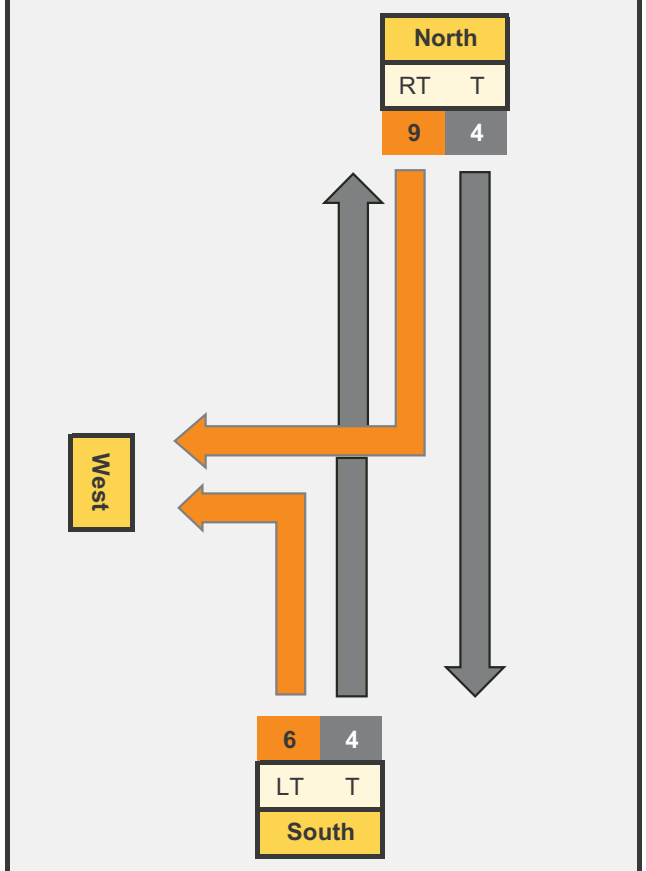
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	9
Left	4	1
With Development Traffic		
Right	14	9
Left	4	6

Graph Terminolgy

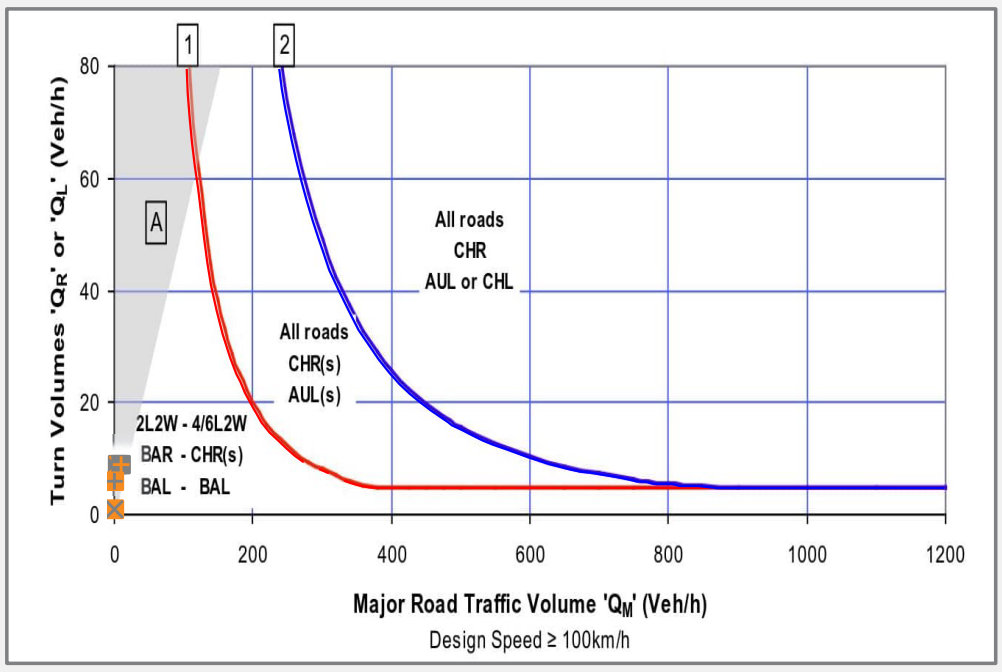
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	9	9
Left	4	1
With Development Traffic		
Right	14	9
Left	4	6

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

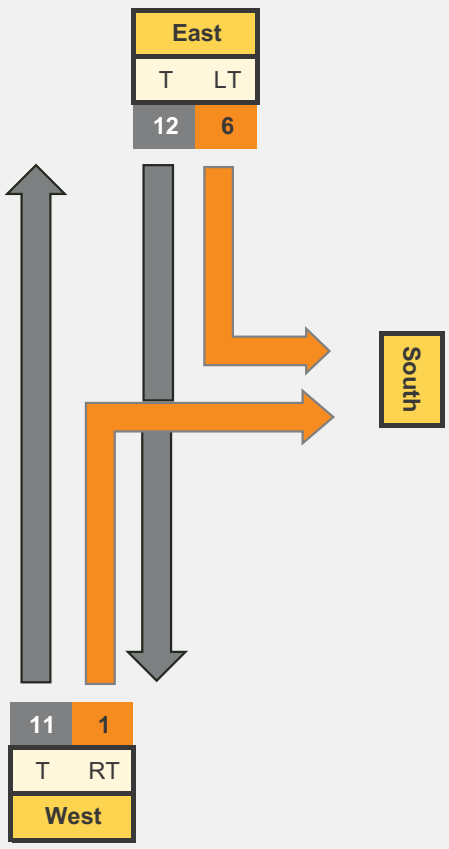
Intersection ID	X150
Intersection Name	Barwon Highway/Silo Road

Speed	100			
Existing Treatment	L	-	R	-

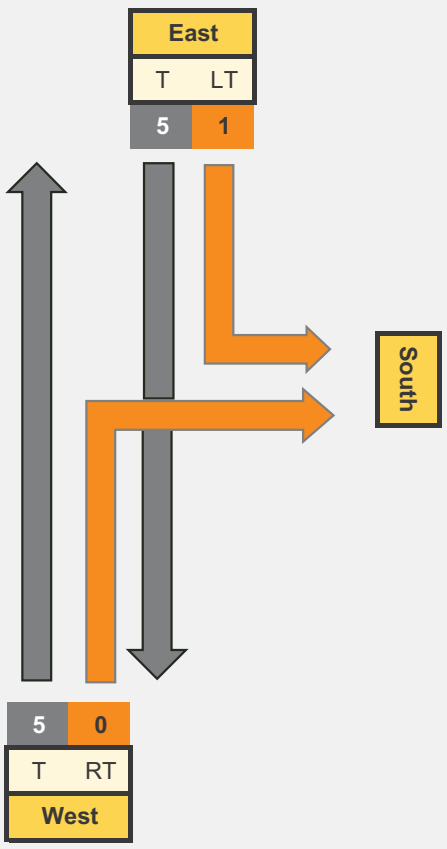
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 1: 1

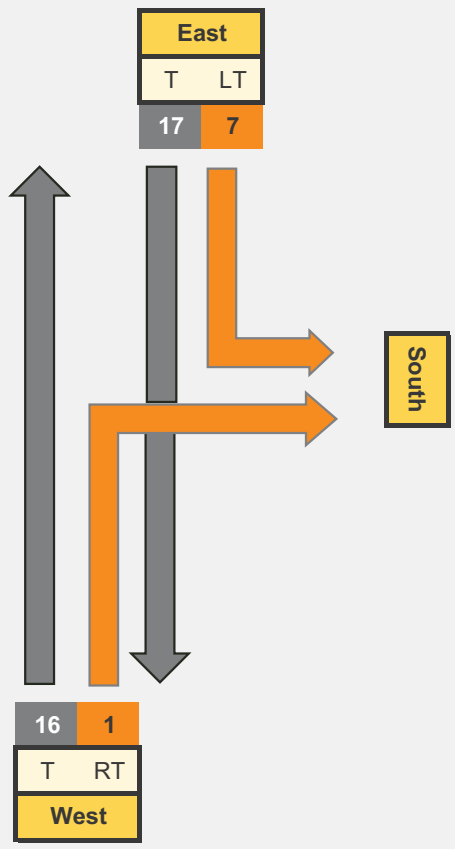
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	29	1
Left	12	6
With Development Traffic		
Right	40	1
Left	17	7

Graph Terminolgy

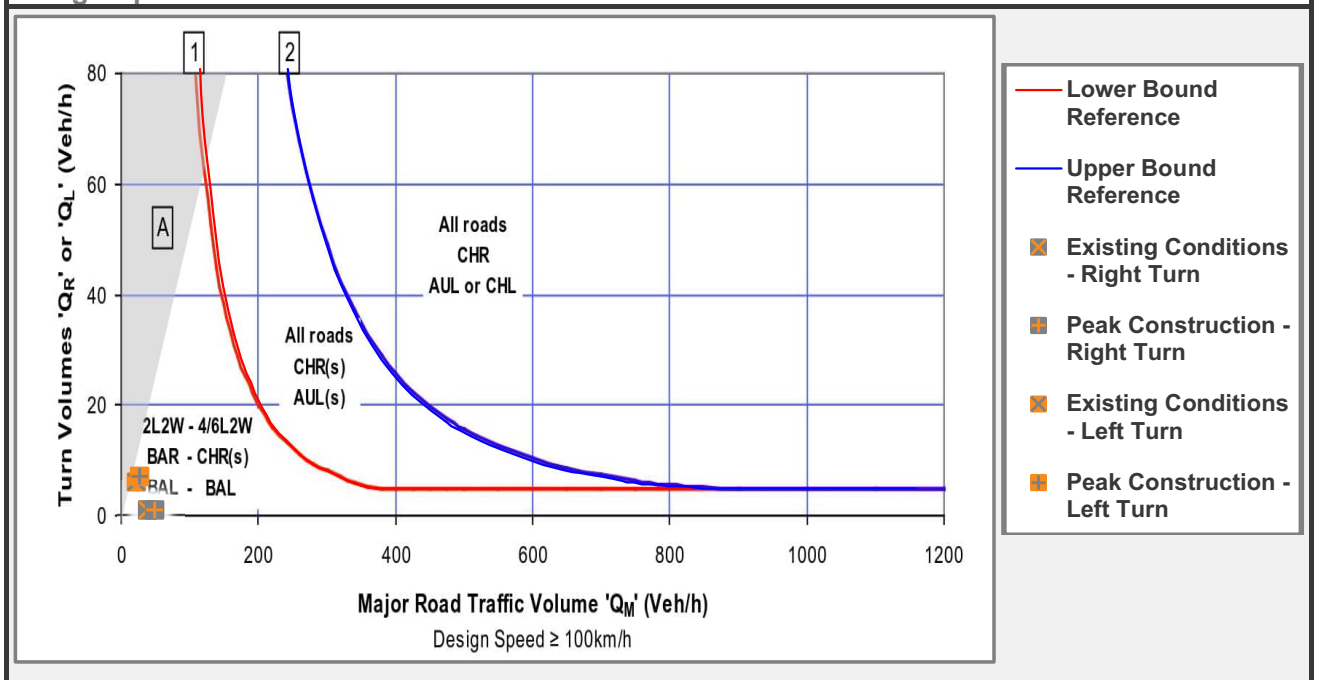
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	29	1
Left	12	6
With Development Traffic		
Right	40	1
Left	17	7

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

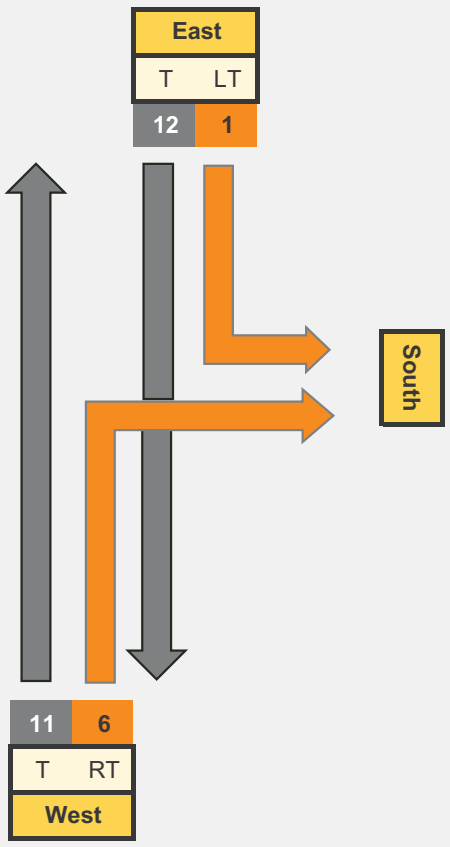
Intersection ID	X150
Intersection Name	Barwon Highway/Silo Road

Speed	100			
Existing Treatment	L	-	R	-

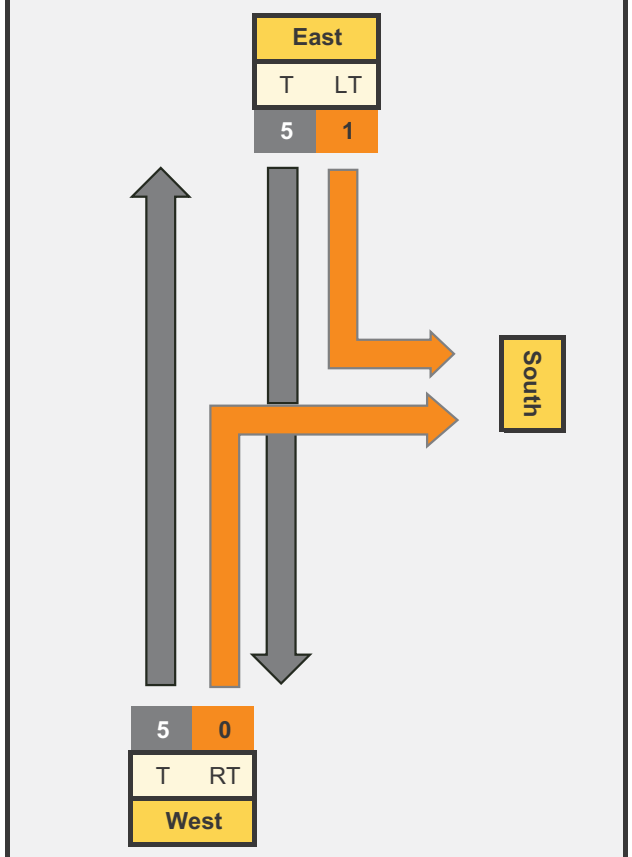
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 2: 2

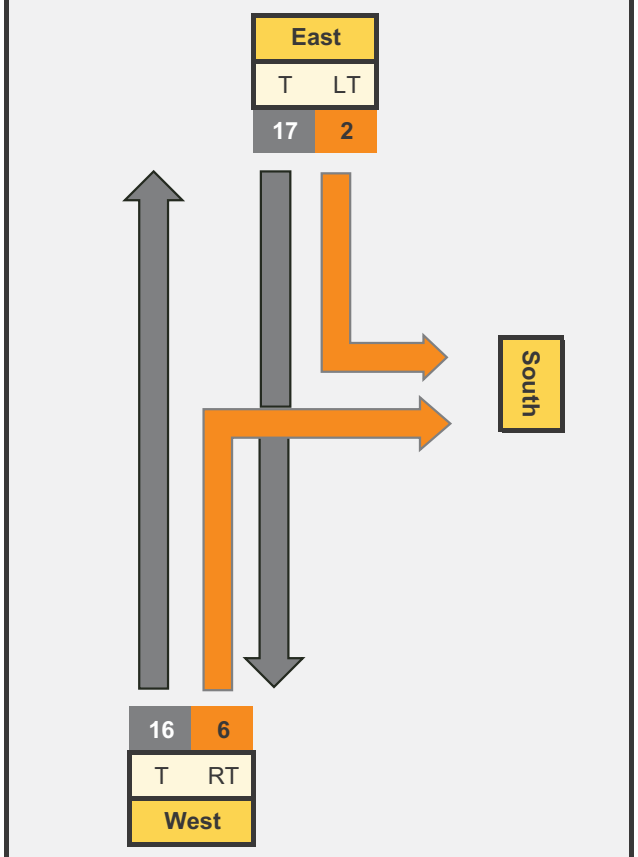
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	24	6
Left	12	1
With Development Traffic		
Right	35	6
Left	17	2

Graph Terminolgy

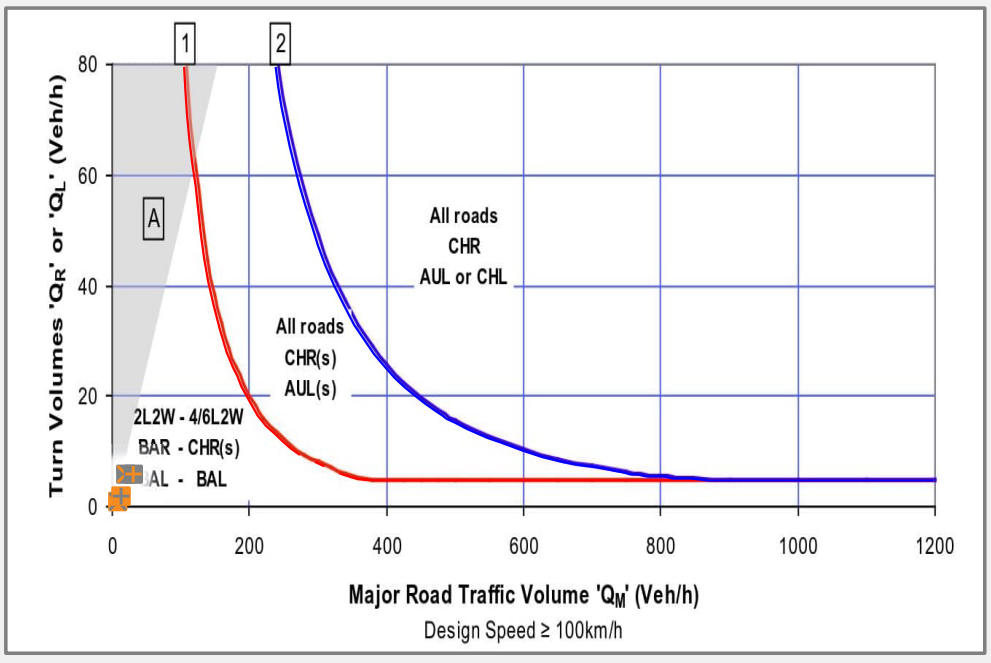
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	24	6
Left	12	1
With Development Traffic		
Right	35	6
Left	17	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

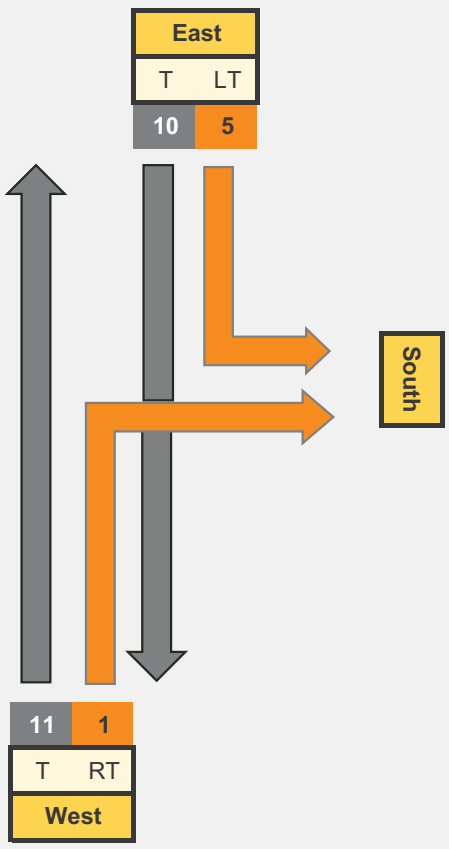
Intersection ID	X150
Intersection Name	Barwon Highway/Silo Road

Speed	100			
Existing Treatment	L	-	R	-

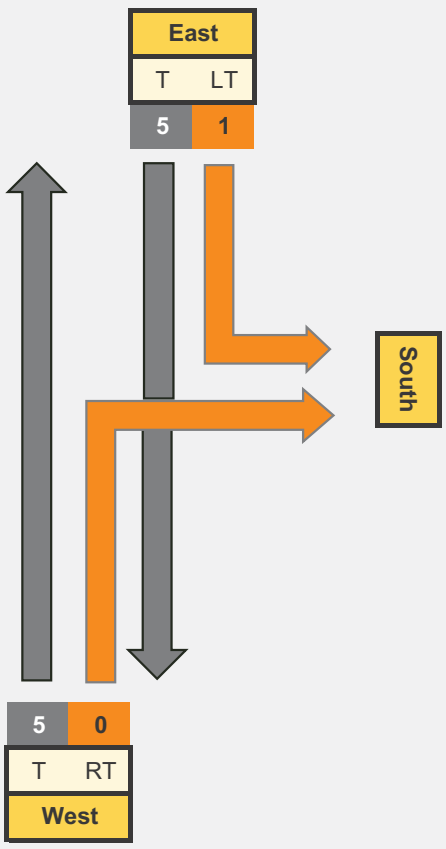
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 1: 1

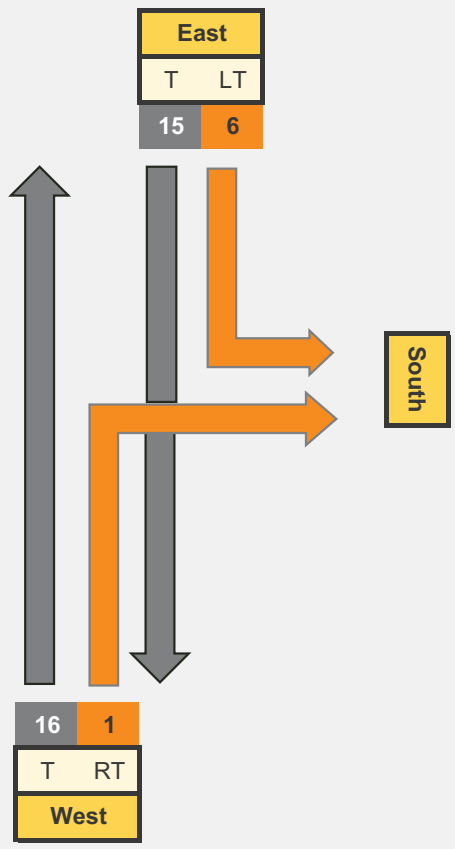
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	26	1
Left	10	5
With Development Traffic		
Right	37	1
Left	15	6

Graph Terminolgy

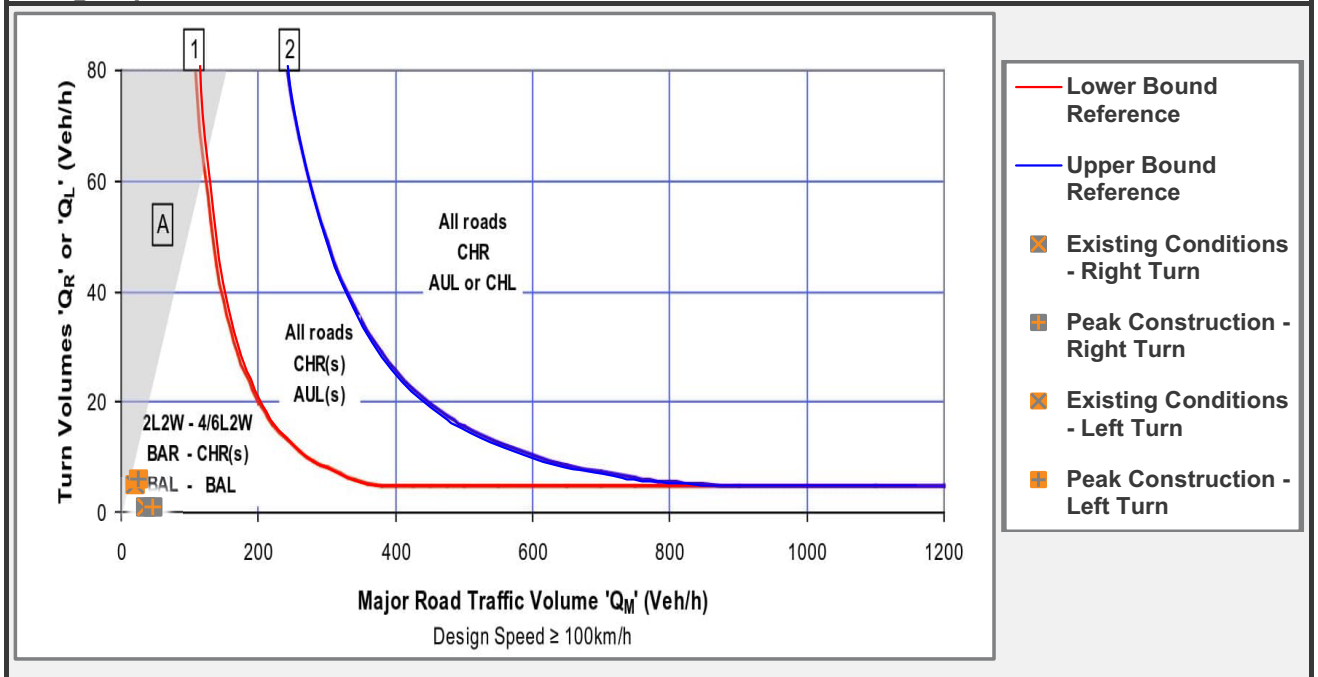
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	26	1
Left	10	5
With Development Traffic		
Right	37	1
Left	15	6

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	PM

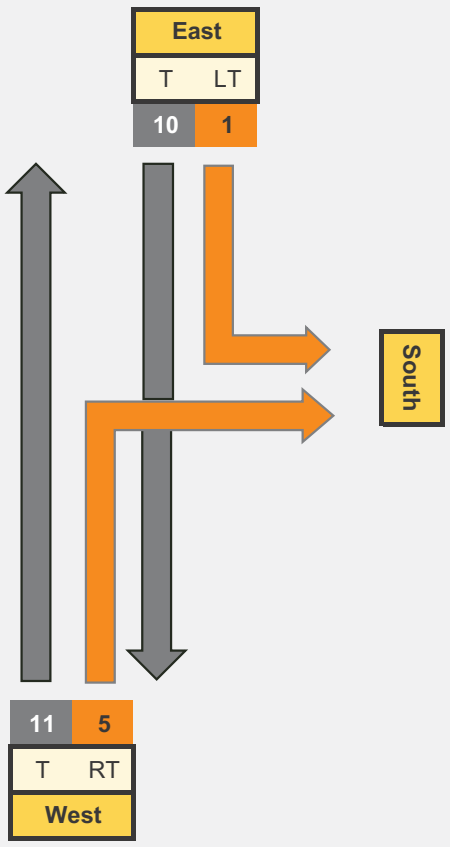
Intersection ID	X150
Intersection Name	Barwon Highway/Silo Road

Speed	100			
Existing Treatment	L	-	R	-

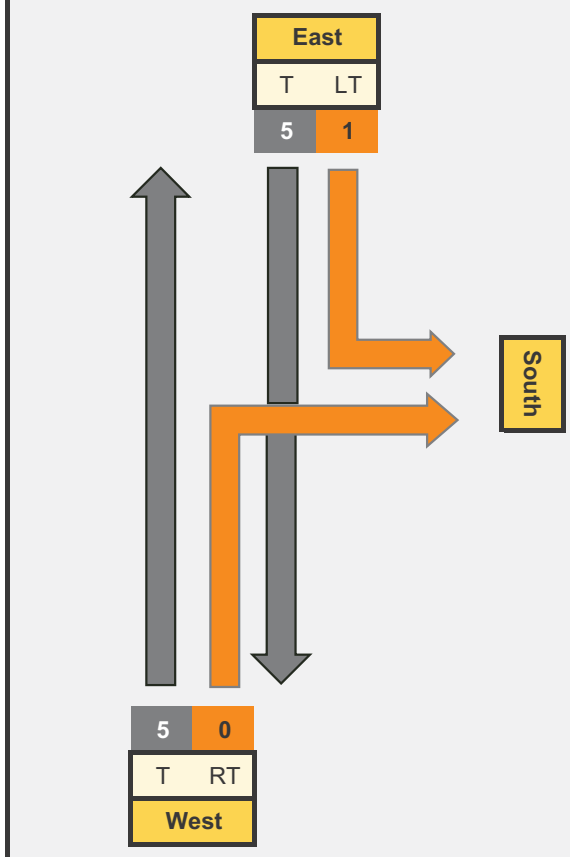
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 2: 2

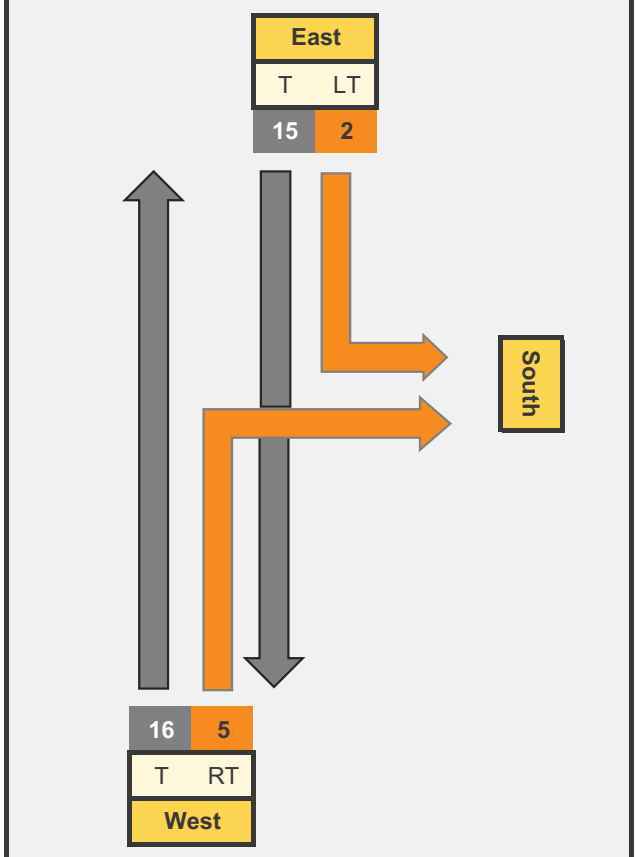
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	22	5
Left	10	1
With Development Traffic		
Right	33	5
Left	15	2

Graph Terminolgy

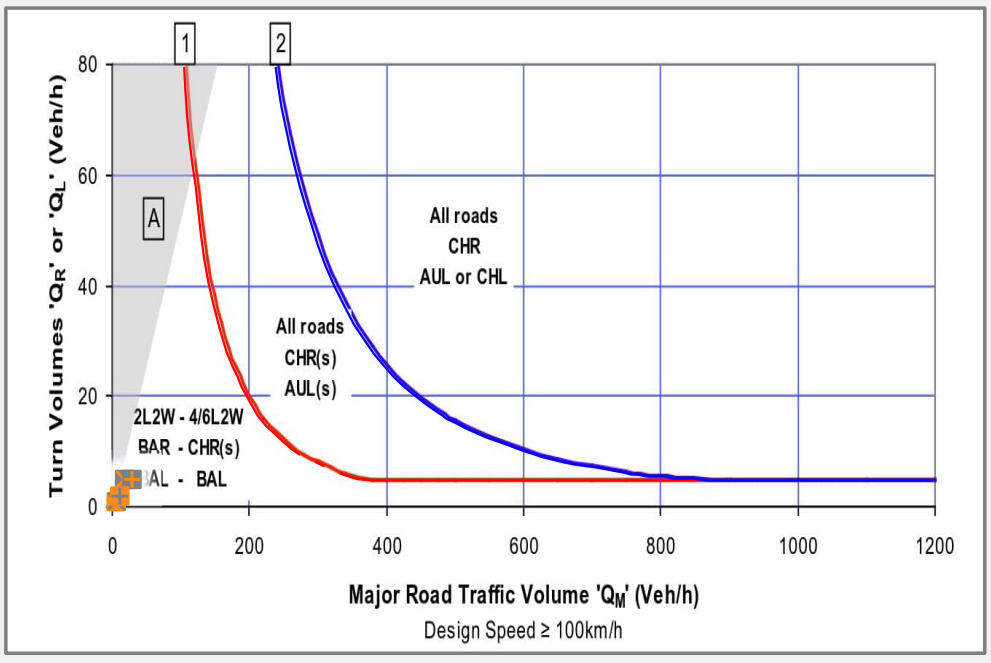
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	22	5
Left	10	1
With Development Traffic		
Right	33	5
Left	15	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

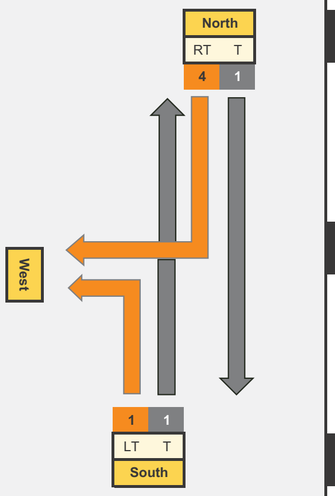
Intersection Code	4A
Intersection ID	X151
Intersection Name	Barwon Highway/South Toobeah Road

Time Period	AM
Speed	100
Existing Treatment	L: BAL / R: BAR

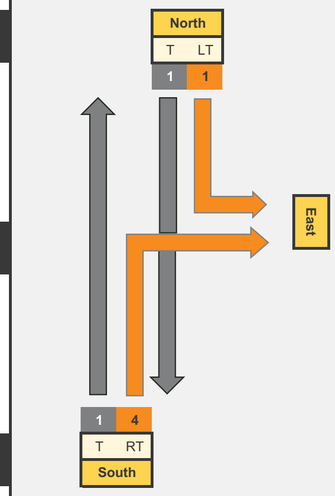
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 1: 1

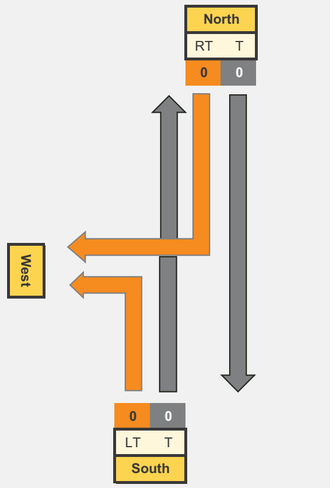
Peak Impact Year - Without Development Traffic



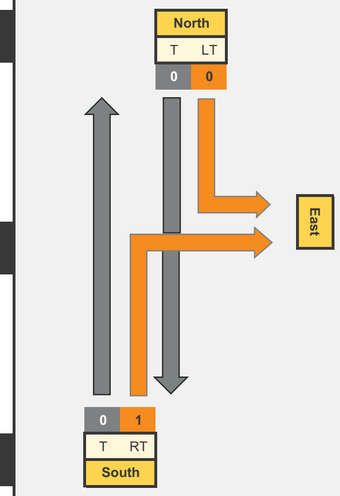
Peak Impact Year - Without Development Traffic



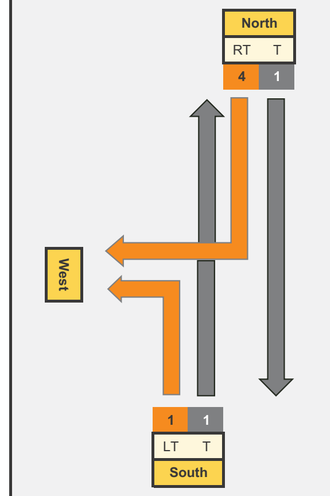
Peak Impact Year - Development Traffic



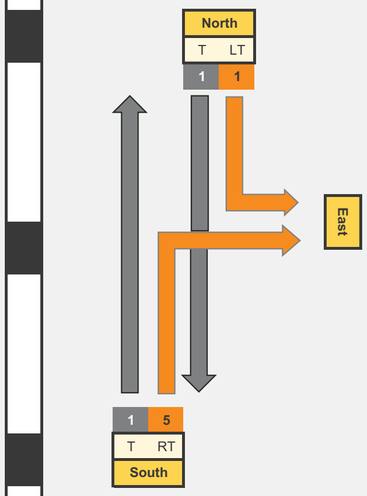
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	4
Left	1	1
With Development Traffic		
Right	3	4
Left	1	1

Graph Terminolgy

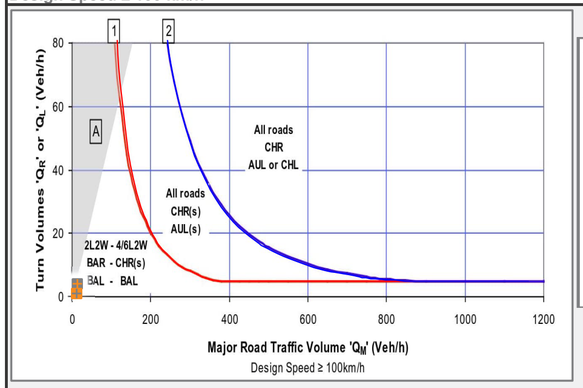
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	4
Left	1	1
With Development Traffic		
Right	3	4
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	4
Left	1	1
With Development Traffic		
Right	3	5
Left	1	1

Graph Terminolgy

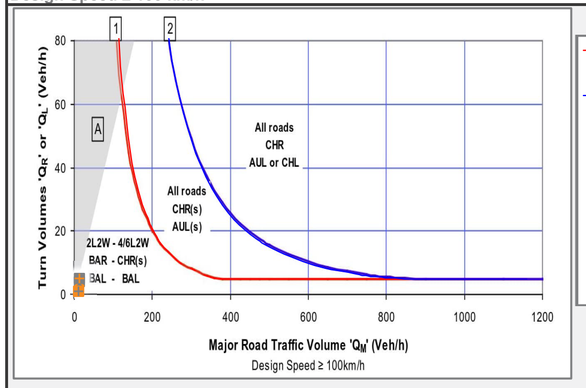
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	4
Left	1	1
With Development Traffic		
Right	3	5
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

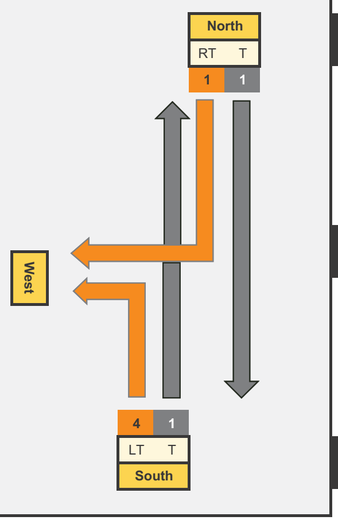
Intersection Code	4A
Intersection ID	X151
Intersection Name	Barwon Highway/South Toobeah Road

Time Period	AM
Speed	100
Existing Treatment	L: BAL / R: BAR

Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	1	4
With Development Traffic		
Right	6	1
Left	1	4

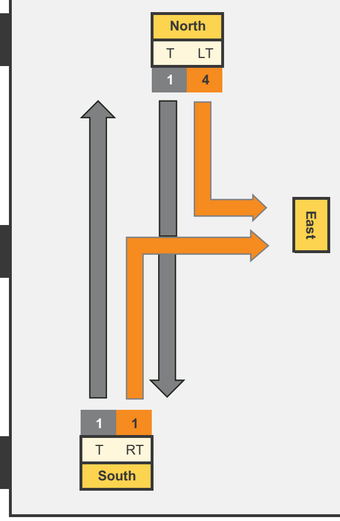
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

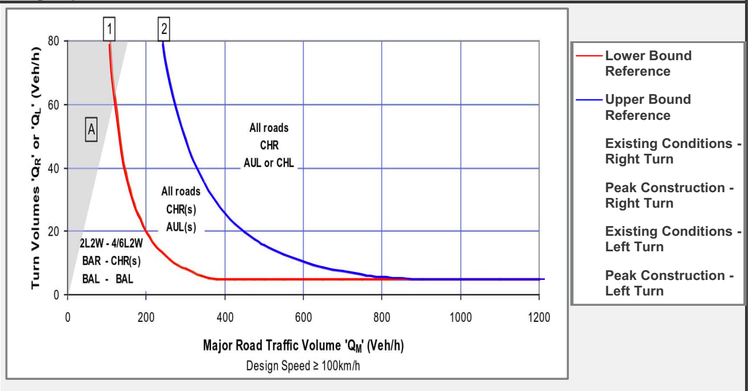
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	1	4
With Development Traffic		
Right	6	1
Left	1	4

Peak Impact Year - Without Development Traffic



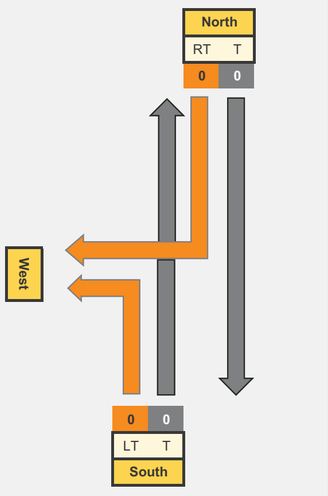
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	1	4
With Development Traffic		
Right	6	2
Left	1	4

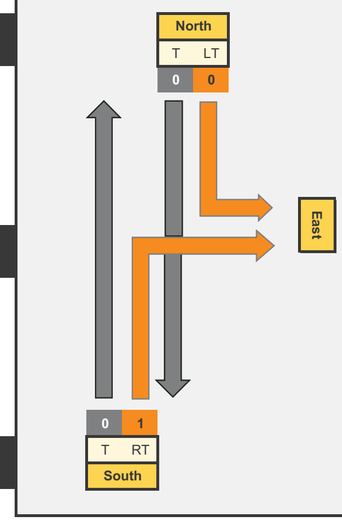
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

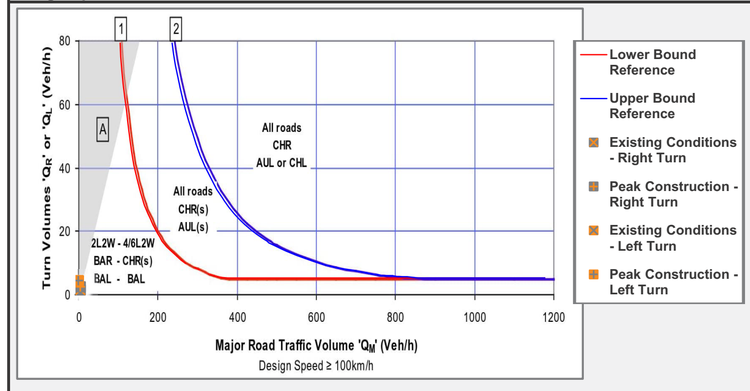
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	1	4
With Development Traffic		
Right	6	2
Left	1	4

Peak Impact Year - Development Traffic



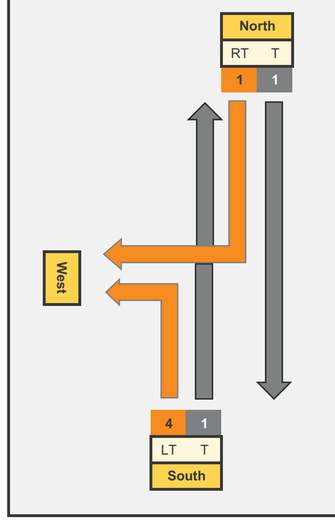
Graphing

Design Speed ≥ 100 km/h

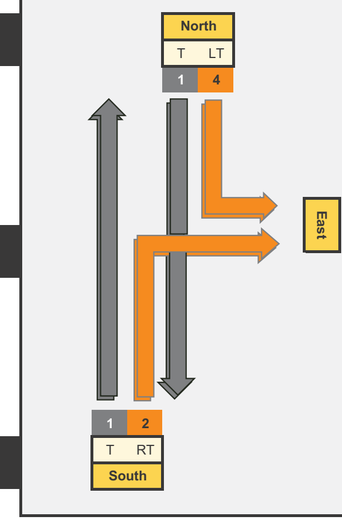


50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



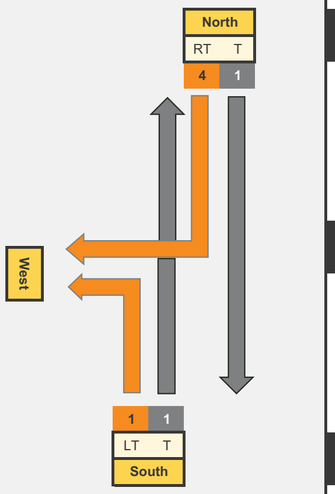
Intersection Code	4A
Intersection ID	X151
Intersection Name	Barwon Highway/South Toobeah Road

Time Period	PM
Speed	100
Existing Treatment	L: BAL / R: BAR

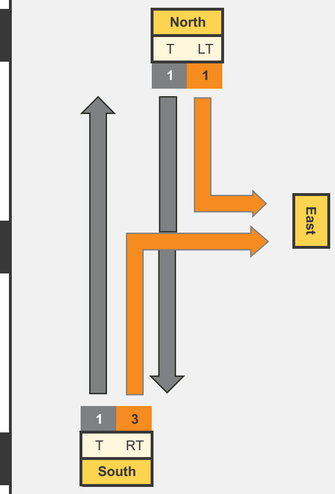
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 1: 1

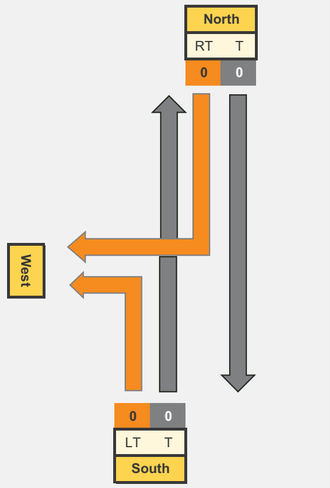
Peak Impact Year - Without Development Traffic



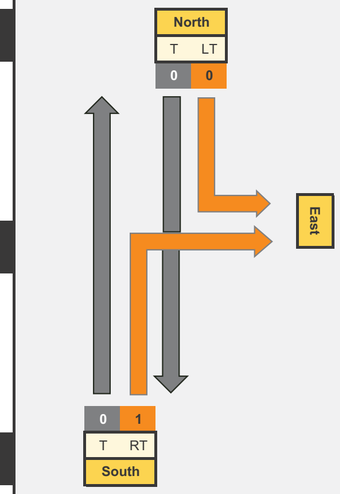
Peak Impact Year - Without Development Traffic



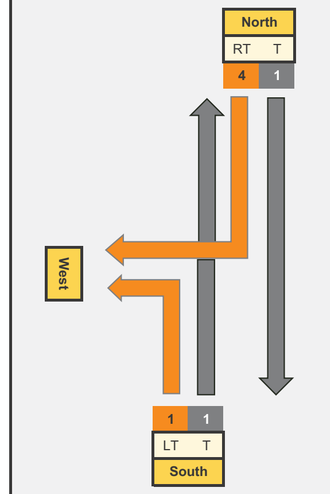
Peak Impact Year - Development Traffic



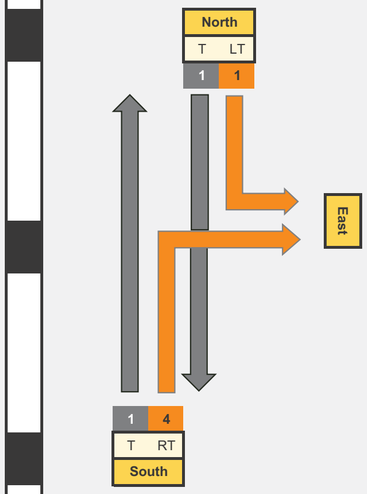
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	4
Left	1	1
With Development Traffic		
Right	3	4
Left	1	1

Graph Terminolgy

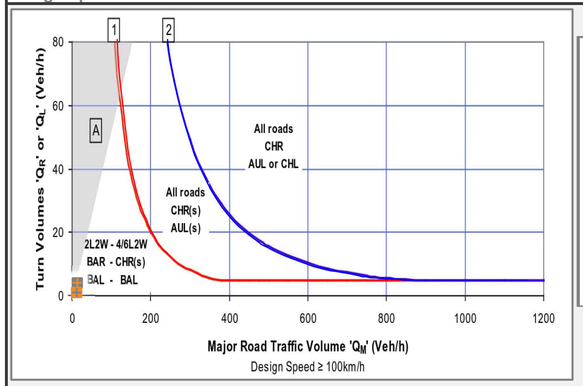
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	4
Left	1	1
With Development Traffic		
Right	3	4
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	3
Left	1	1
With Development Traffic		
Right	3	4
Left	1	1

Graph Terminolgy

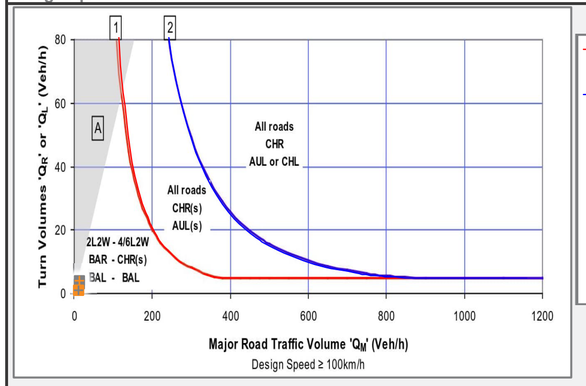
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	3
Left	1	1
With Development Traffic		
Right	3	4
Left	1	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

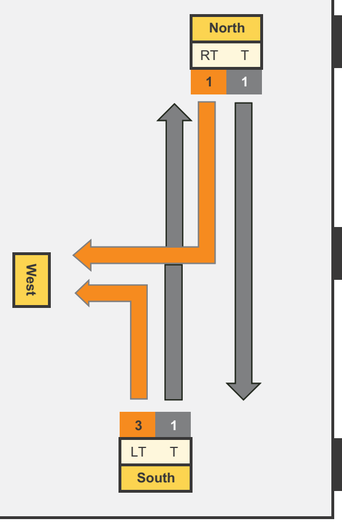
Intersection Code	4A
Intersection ID	X151
Intersection Name	Barwon Highway/South Toobeah Road

Time Period	PM
Speed	100
Existing Treatment	L: BAL, R: BAR

Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 2: 2

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	5	1
Left	1	3
With Development Traffic		
Right	5	1
Left	1	3

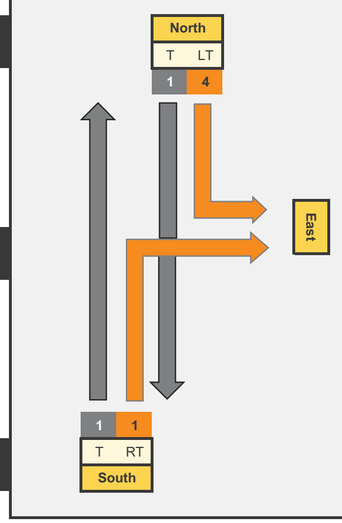
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

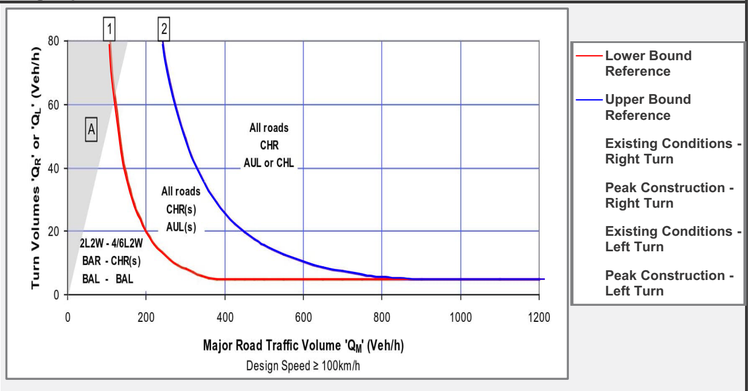
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	5	1
Left	1	3
With Development Traffic		
Right	5	1
Left	1	3

Peak Impact Year - Without Development Traffic



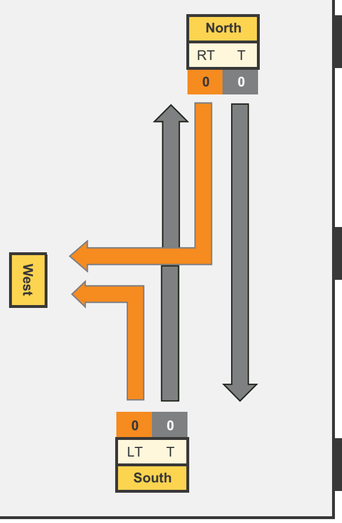
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	1	4
With Development Traffic		
Right	6	2
Left	1	4

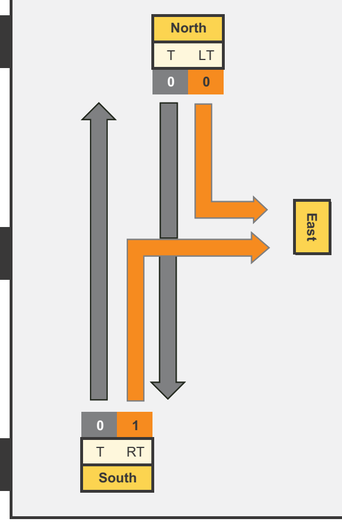
Graph Terminolgy

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

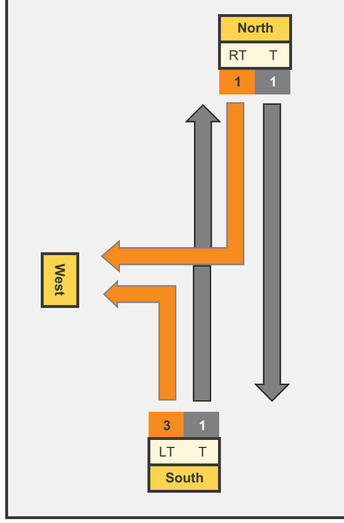
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	1
Left	1	4
With Development Traffic		
Right	6	2
Left	1	4

Peak Impact Year - Development Traffic

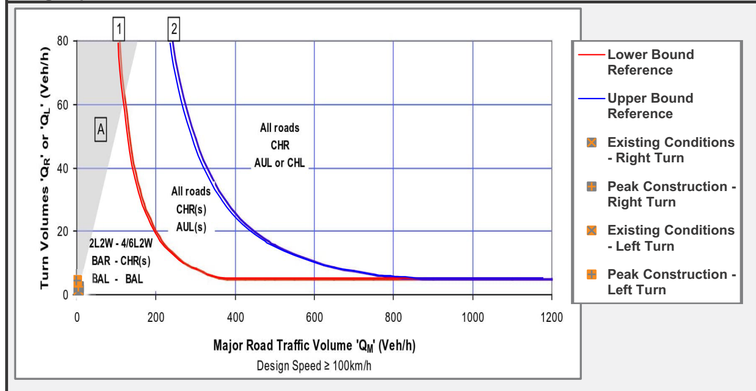


Peak Impact Year - With Development Traffic



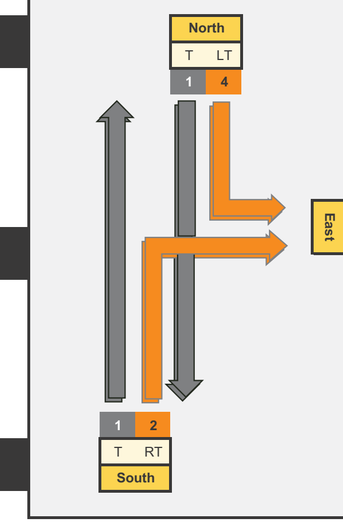
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Intersection Code	3A

Time Period	AM

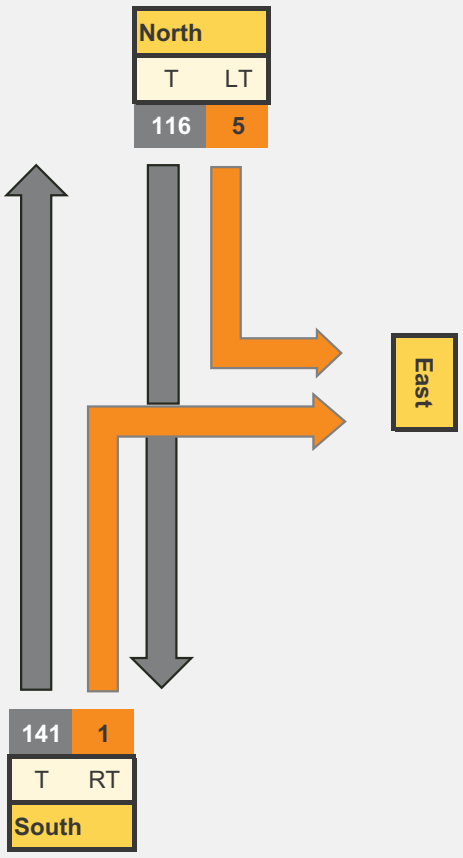
Intersection ID	X152
Intersection Name	Cunningham Highway/Cemetery Road

Speed	80			
Existing Treatment	L	BAL	R	CHR

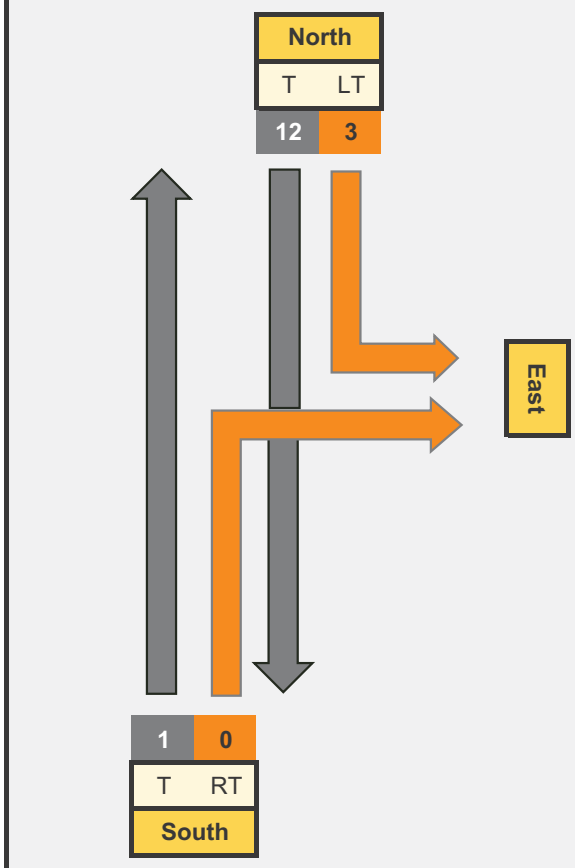
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 1: 1

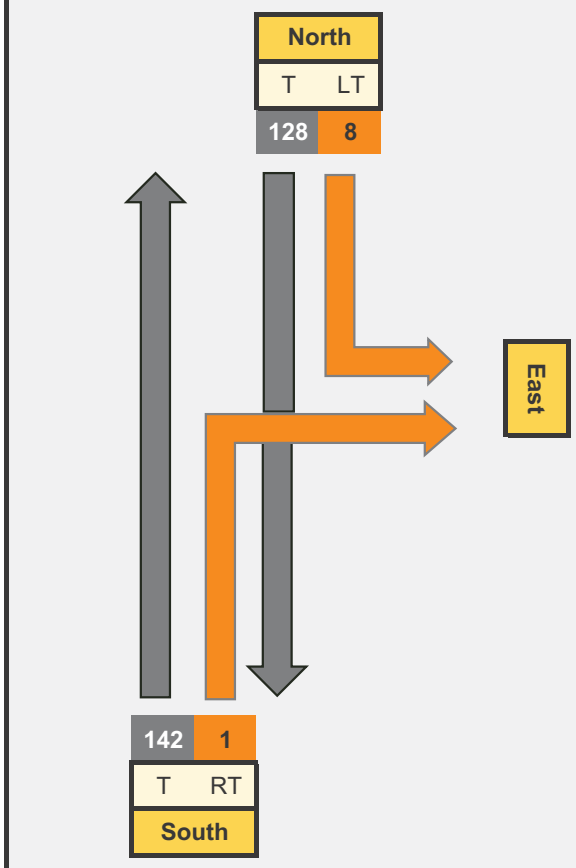
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	262	1
Left	116	5
With Development Traffic		
Right	278	1
Left	128	8

Graph Terminolgy

Legend

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

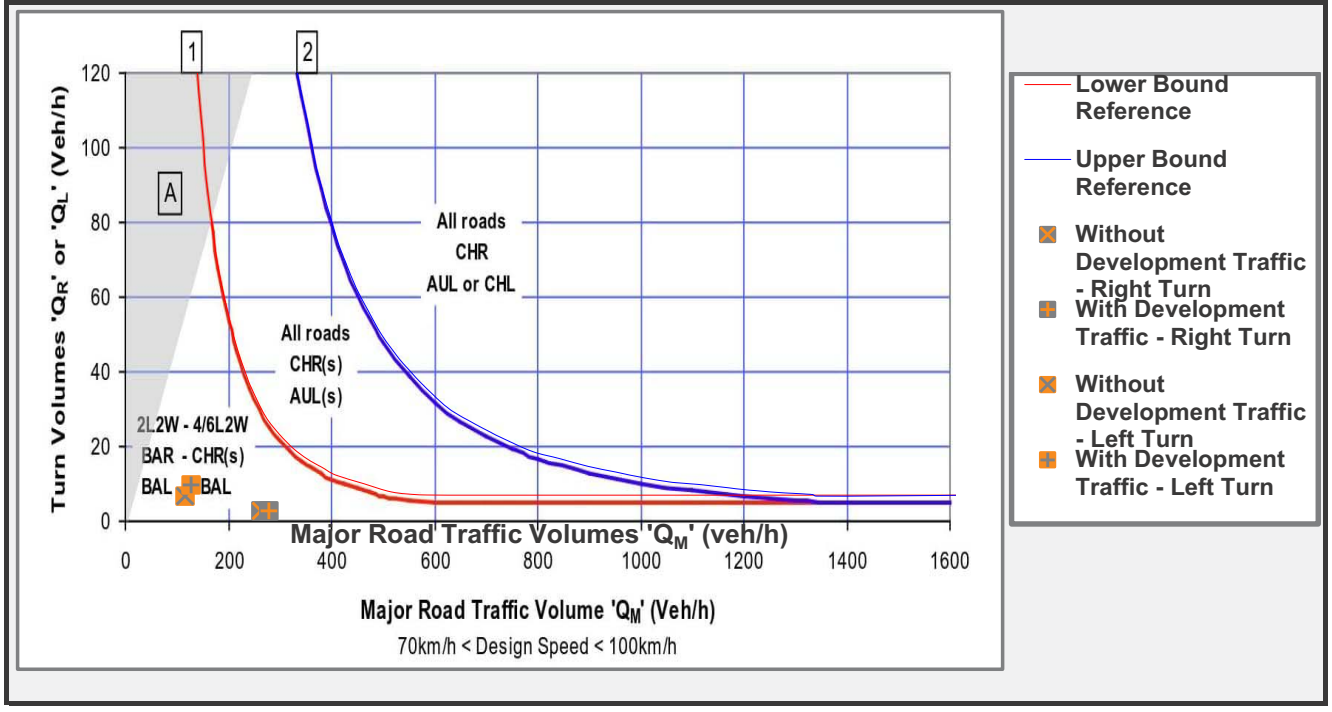
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	262	1
Left	116	5
With Development Traffic		
Right	278	1
Left	128	8

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	AM

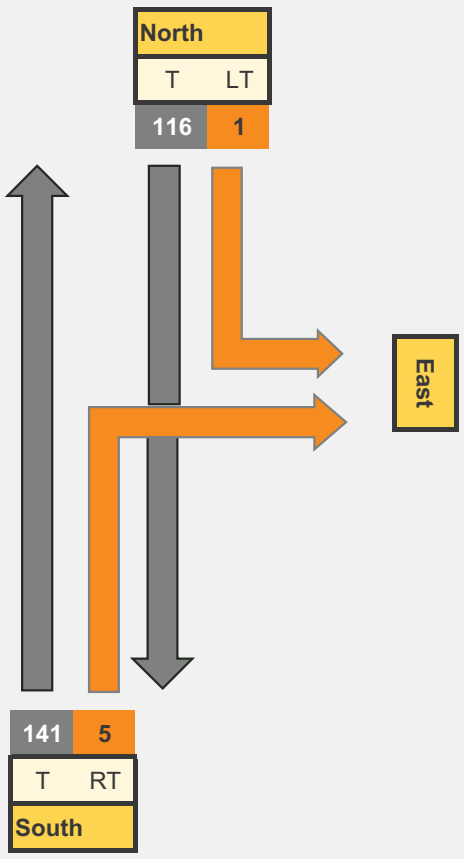
Intersection ID	X152
Intersection Name	Cunningham Highway/Cemetery Road

Speed	80			
Existing Treatment	L	BAL	R	CHR

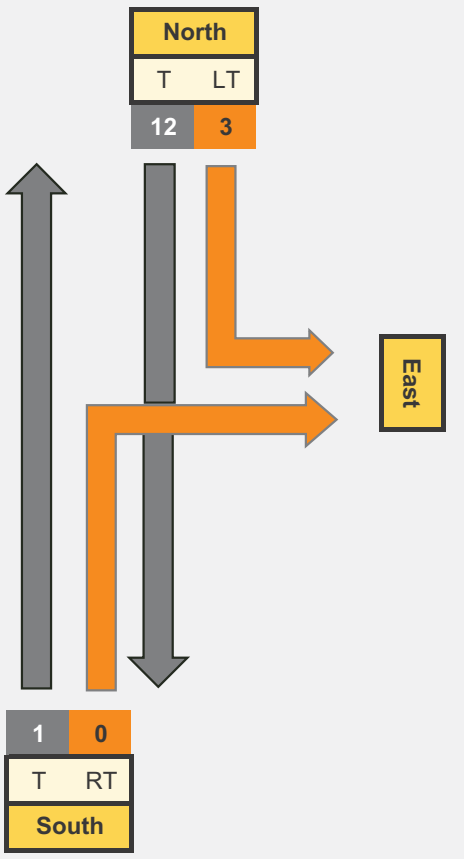
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 2: 2

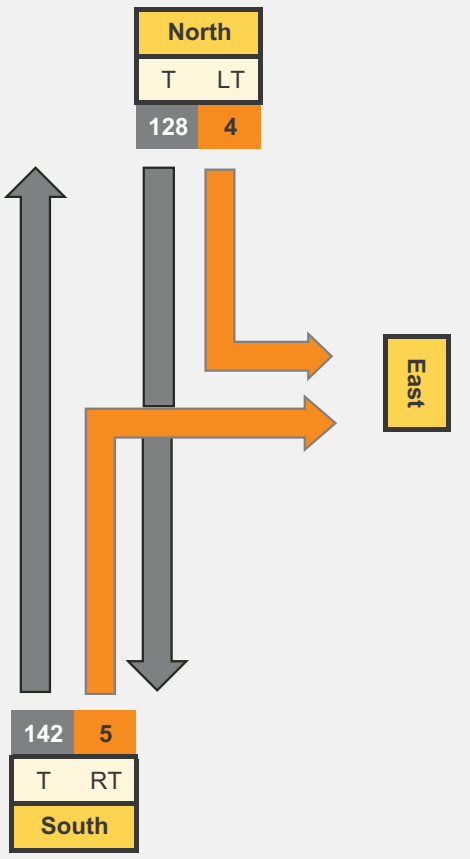
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	258	5
Left	116	1
With Development Traffic		
Right	274	5
Left	128	4

Graph Terminolgy

Legend

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

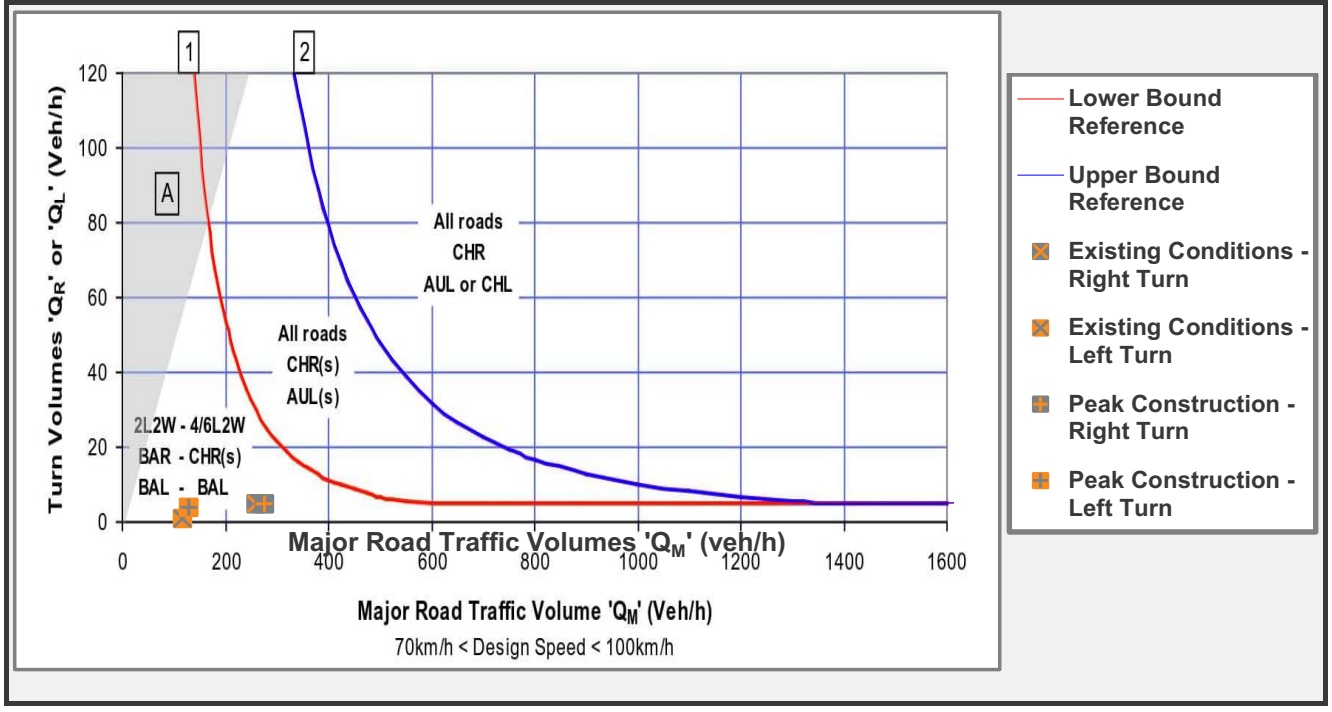
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	258	5
Left	116	1
With Development Traffic		
Right	274	5
Left	128	4

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

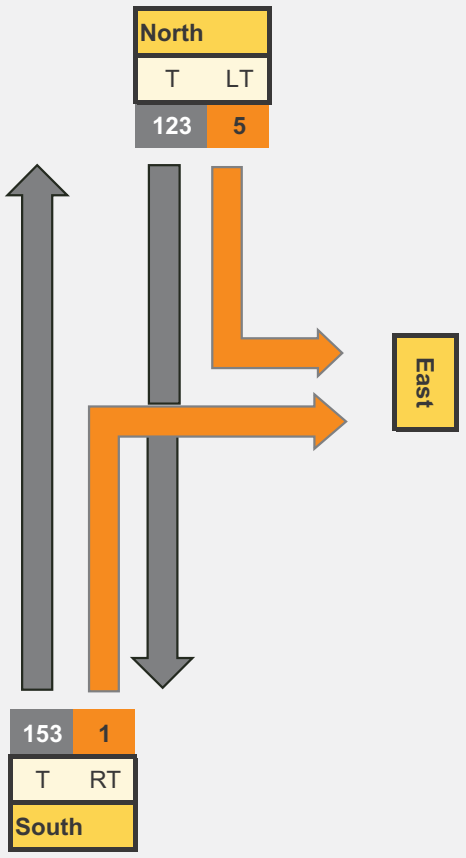
Intersection ID	X152
Intersection Name	Cunningham Highway/Cemetery Road

Speed	80			
Existing Treatment	L	BAL	R	CHR

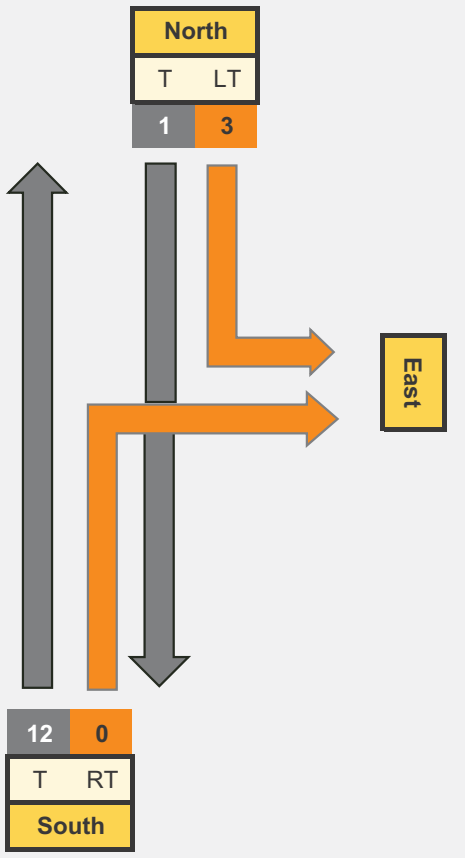
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 1: 1

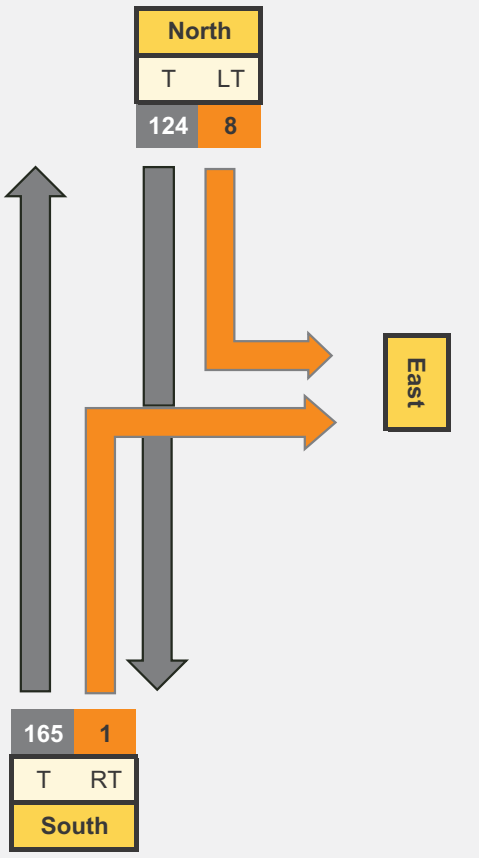
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	281	1
Left	123	5
With Development Traffic		
Right	297	1
Left	124	8

Graph Terminolgy

Legend

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

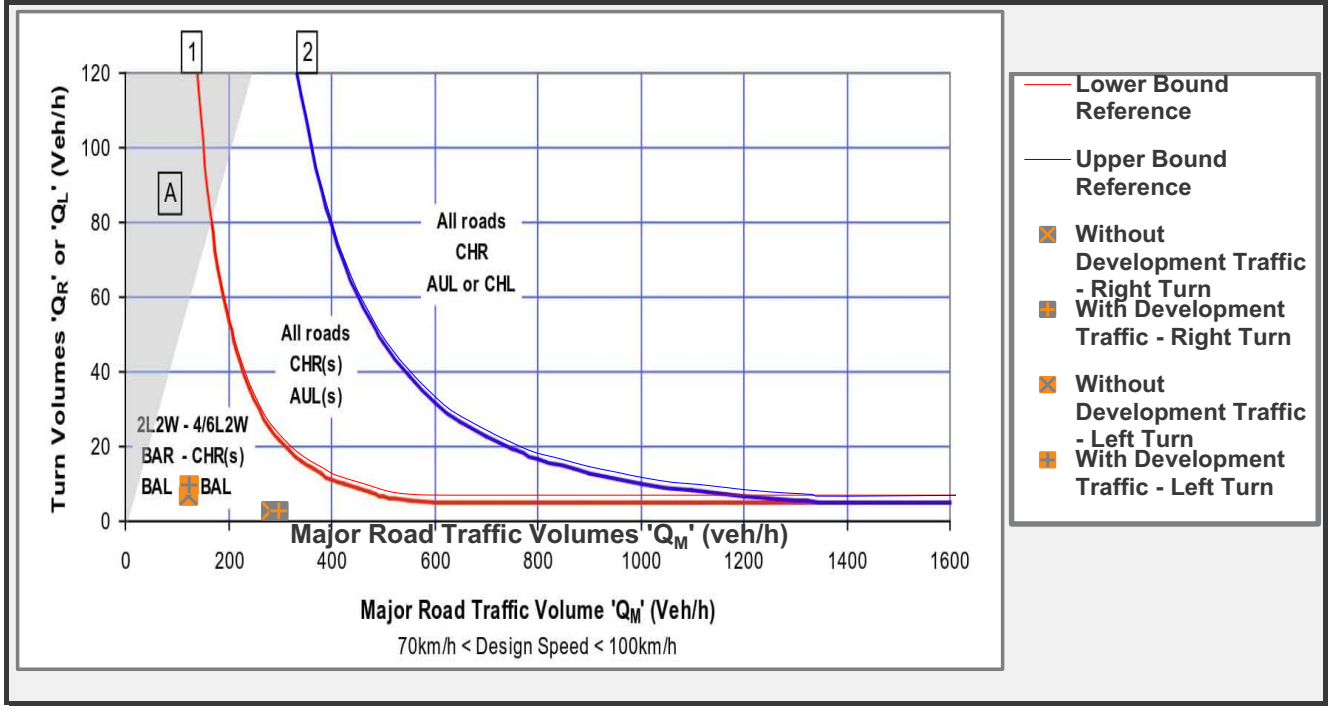
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	281	1
Left	123	5
With Development Traffic		
Right	297	1
Left	124	8

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

Time Period	PM

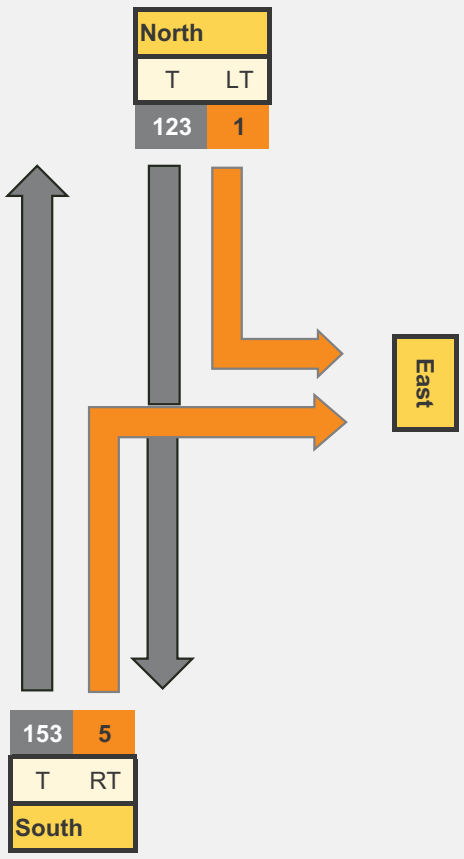
Intersection ID	X152
Intersection Name	Cunningham Highway/Cemetery Road

Speed	80			
Existing Treatment	L	BAL	R	CHR

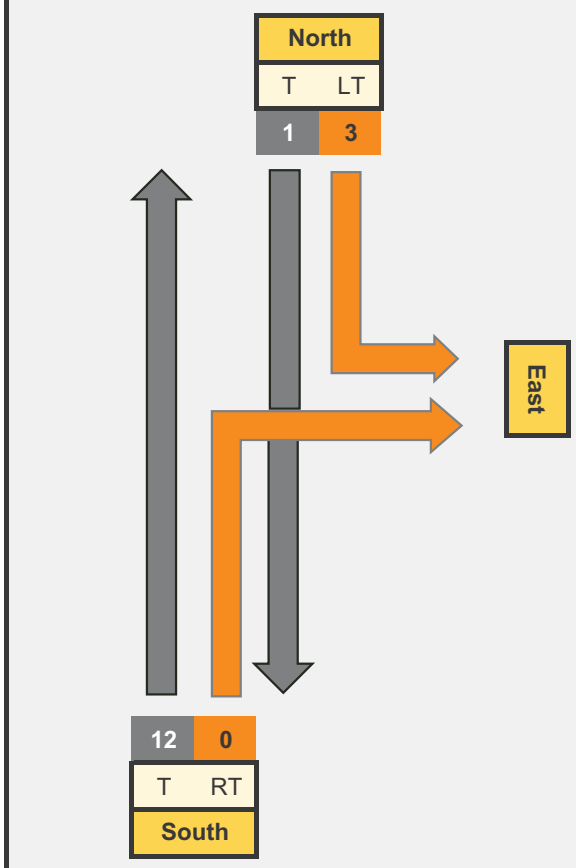
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 2: 2

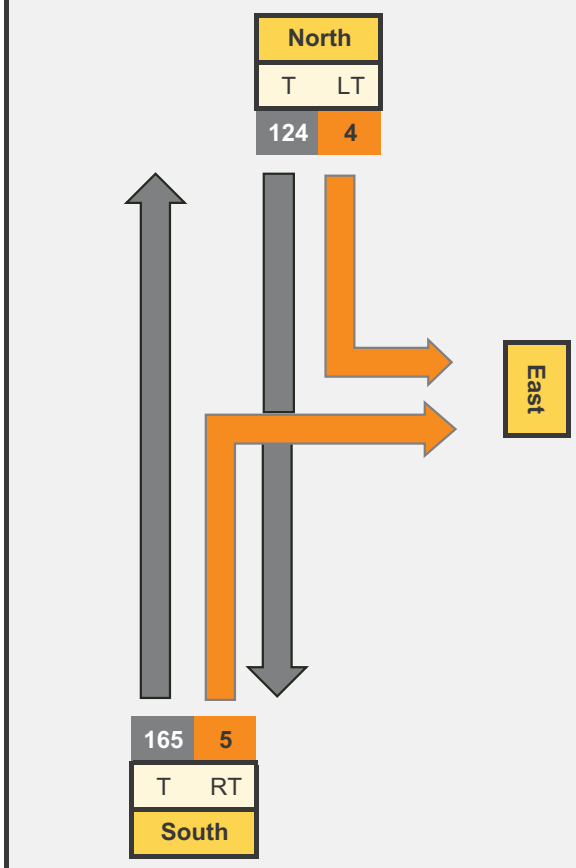
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	277	5
Left	123	1
With Development Traffic		
Right	293	5
Left	124	4

Graph Terminolgy

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

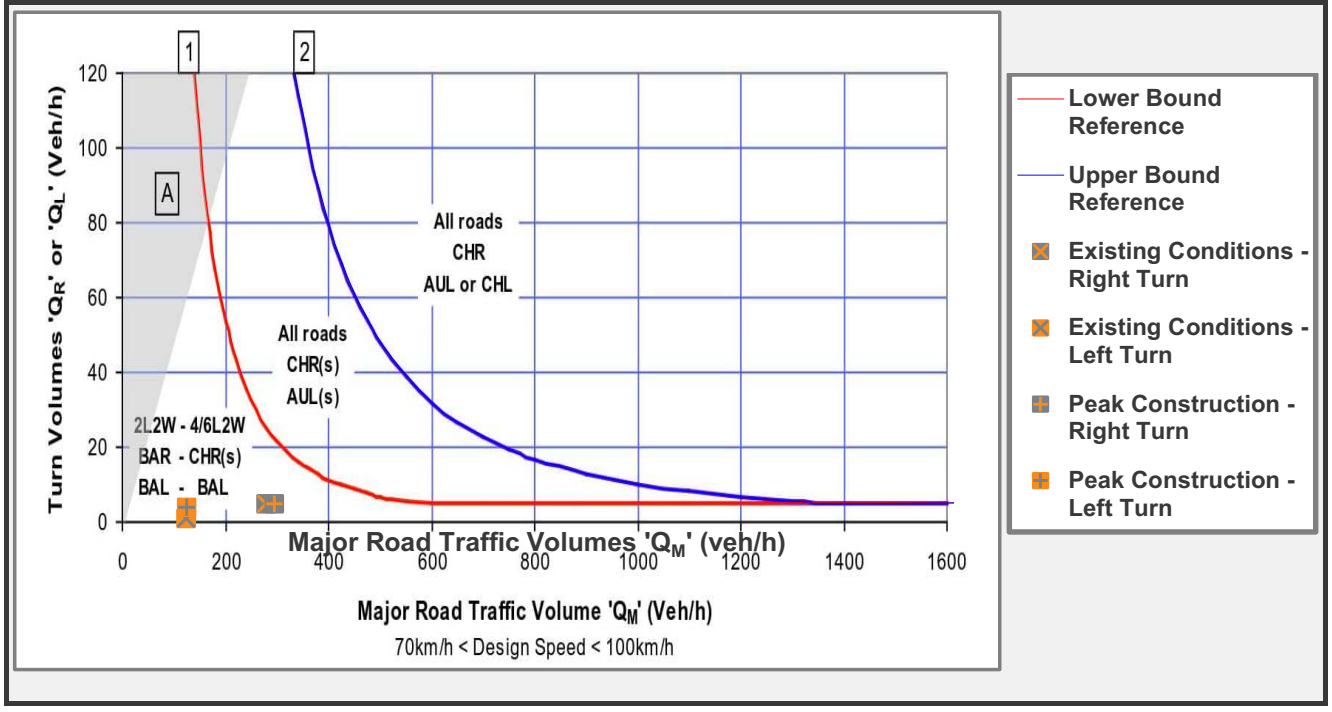
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	277	5
Left	123	1
With Development Traffic		
Right	293	5
Left	124	4

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



APPENDIX

AA

Traffic Impact Assessment

Appendix AU Intersection sight distance assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Access Point	Rt: Driver Reaction Time (s)	Dt: Decision Time (s)	d_car: Car Coefficient of Deceleration	d_truck: Truck Coefficient of Deceleration (d)	V_car: Car Operating Speed (km/h)	V_truck: Truck Operating Speed (km/h)	Longitudinal grade in %	Car SISD (m)	Truck SISD (m)	SISD (m)
Barwon Highway/Barwon Highway	2.5	5.5	0.36	0.29	70	60	-1%	161	141	161
Barwon Highway/Leichhardt Highway	2.5	5.5	0.36	0.29	70	60	-1%	161	141	161
Barwon Highway/Town Common Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Cunningham Highway/Bybera Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Cunningham Highway/Coolmunda Dam	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Cunningham Highway/Cremascos Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Cunningham Highway/East Sawmill Roa	2.5	5.5	0.36	0.29	70	60	-2%	161	141	161
Cunningham Highway/Elizabeth Street	2.5	5.5	0.36	0.29	60	52	-1%	131	116	131
Cunningham Highway/Fosters Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Cunningham Highway/Inglewood Quarry	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Cunningham Highway/Inglewood-Texas	2.5	5.5	0.36	0.29	60	52	0%	131	116	131
Cunningham Highway/Kildonan Road	2.5	5.5	0.36	0.29	90	80	0%	226	209	226
Cunningham Highway/Leichhardt Highw	2.5	5.5	0.36	0.29	90	80	0%	226	209	226
Cunningham Highway/McDougalls Roac	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Cunningham Highway/Millmerran-Inglew	2.5	5.5	0.36	0.29	90	80	-1%	226	209	226
Cunningham Highway/Springborg Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Cunningham Highway/Texas-Yelarbon F	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Cunningham Highway/Whetstone Acces	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Cunningham Highway/Woodcocks Roac	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Cunningham Highway/Yelarbon-Keetah	2.5	5.5	0.36	0.29	70	60	-1%	161	141	161
Cunningham Highway/Yelarbon Kurumb	2.5	5.5	0.36	0.29	70	60	-1%	161	141	161
Gore Highway/Alderley Street	2.5	5.5	0.36	0.29	70	60	-1%	161	141	161
Gore Highway / Athol School Road	2.5	5.5	0.36	0.29	110	100	-3%	300	289	300
Gore Highway / Biddeston Southbrook F	2.5	5.5	0.36	0.29	110	100	-3%	300	289	300
Gore Highway/Blackwell Road	2.5	5.5	0.36	0.29	110	100	-3%	300	289	300
Gore Highway / Bushy Lane	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Gore Highway/Campbell Street	2.5	5.5	0.36	0.29	70	60	-1%	161	141	161
Gore Highway/Dieckmann Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Gore Highway/Florence Street	2.5	5.5	0.36	0.29	70	60	-1%	161	141	161
Gore Highway / Fysh Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Gore Highway/Linthorpe Valley Road	2.5	5.5	0.36	0.29	110	100	-4%	301	289	301
Gore Highway/Gilgai Lane	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Gore Highway/Hall Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Gore Highway/Linthorpe Road	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
Gore Highway / Lochaber Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Gore Highway/Millmerran-Inglewood Ro	2.5	5.5	0.36	0.29	90	80	-1%	226	209	226
Gore Highway/Millmerran-Leyburn Roac	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Gore Highway/Murlaggan Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Gore Highway / Oakey Pittsworth Road	2.5	5.5	0.36	0.29	110	100	-3%	300	289	300
Gore Highway/Saleyards Road	2.5	5.5	0.36	0.29	70	60	-2%	161	141	161
Gore Highway/Scrubby Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Gore Highway/Yarranlea Road/Tummav	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Gore Highway/Turallin Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Gore Highway/Ware Street	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
Gore Highway/West Street	2.5	5.5	0.36	0.29	50	43	-1%	104	91	104
Leichhardt Highway/Hunt Street	2.5	5.5	0.36	0.29	90	80	0%	226	209	226
Millmerran-Inglewood Road/Blackwell R	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Millmerran-Inglewood Road/Campbell S	2.5	5.5	0.36	0.29	90	80	-1%	226	209	226
Millmerran-Inglewood Road/Commodon	2.5	5.5	0.36	0.29	110	100	-3%	300	289	300
Millmerran-Inglewood Road/Forestry Ro	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Millmerran-Inglewood Road/Grays Roac	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Millmerran-Inglewood Road/Heckendorf	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Millmerran-Inglewood Road/Kooroongar	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Millmerran-Inglewood Road/Millwood Rc	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Millmerran-Inglewood Road/Moffatt Res	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Millmerran-Inglewood Road/Owens Scru	2.5	5.5	0.36	0.29	90	80	-2%	226	209	226
Millmerran-Inglewood Road/Paton Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Millmerran-Inglewood Road/Thornton Rc	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Millmerran-Inglewood Road/Wongavale	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Texas-Yelarbon Road/Unnamed Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Toowoomba-Cecil Plains Road/Airport C	2.5	5.5	0.36	0.29	110	100	-3%	300	289	300
Toowoomba-Cecil Plains Road/Brimble	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Toowoomba-Cecil Plains Road/Charlton	2.5	5.5	0.36	0.29	70	60	-3%	161	141	161
Toowoomba-Cecil Plains Road/McDoug	2.5	5.5	0.36	0.29	70	60	-2%	161	141	161
Toowoomba-Cecil Plains Road/Omara I	2.5	5.5	0.36	0.29	100	90	-2%	262	248	262
Toowoomba-Cecil Plains Road/Toowoo	2.5	5.5	0.36	0.29	90	80	-1%	226	209	226
Toowoomba-Cecil Plains Road/Unname	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Toowoomba-Cecil Plains Road/Wellcam	2.5	5.5	0.36	0.29	110	100	-5%	301	289	301
Warrego Highway/Chamberlain Road	2.5	5.5	0.36	0.29	90	80	-3%	226	209	226
Warrego Highway/Leesons Road	2.5	5.5	0.36	0.29	90	80	-1%	226	209	226
Warrego Highway/Steger Road	2.5	5.5	0.36	0.29	80	70	-1%	192	173	192
Warrego Highway/Warrego Highway	2.5	5.5	0.36	0.29	70	60	-3%	161	141	161
Warrego Highway Off Ramp/Kingsthorp	2.5	5.5	0.36	0.29	70	60	-3%	NA	NA	NA
Newell Highway/River Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Cemetery Road/Cemetery Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
Cemetery Road/Unnamed Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
Coolmunda Dam Access/Coolmunda D	2.5	5.5	0.36	0.29	90	80	-2%	226	209	226
Hunt Street/Boodle Street	2.5	5.5	0.36	0.29	60	52	-1%	131	116	131
Kildonan Road/Eukabilla Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Kildonan Road/South Kurumbul Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
McDougalls Road/Unnamed Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
Mooroobie Lane/Cemetery Road	2.5	5.5	0.27	0.27	110	100	0%	344	299	344
Mooroobie Lane/Mooroobie Lane	2.5	5.5	0.27	0.27	110	100	-3%	345	299	345
Mosquito Creek Road/Grays Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
Suttons Road/Unnamed Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
Wondalli Kurumbul Road/Mooroobie La	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
Yelarbon Kurumbul Road/Queen Street	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Yelarbon Kurumbul Road/South Kurumb	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Yelarbon Kurumbul Road/Wondalli Kuru	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
River Road/River Road	2.5	5.5	0.36	0.29	60	52	0%	131	116	131
Alderley Street/Condamine Street	2.5	5.5	0.36	0.29	70	60	-8%	161	141	161
Campbell Street/Saleyards Road	2.5	5.5	0.36	0.29	70	60	-1%	161	141	161
Commodore Peak Road/Scragg Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Drayton Wellcamp Road/Unnamed Roa	2.5	5.5	0.36	0.29	90	80	-4%	226	209	226

Forestry Road/Unnamed Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
Gap Road/Grevillea Street	2.5	5.5	0.36	0.29	70	60	-1%	161	141	161
Greenwattle Street/Alderley Street	2.5	5.5	0.36	0.29	80	70	-3%	192	174	192
Kooroongarra Road/Millwood Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Leesons Road/Steger Road	2.5	5.5	0.36	0.29	110	100	-3%	300	289	300
Millwood Road/Millwood Road	2.5	5.5	0.27	0.27	110	100	-2%	345	299	345
Murlaggan Road/Kahler Road	2.5	5.5	0.27	0.27	110	100	-6%	345	299	345
Owens Scrub Road/Foxwood Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Six Mile Road/Bligh Street	2.5	5.5	0.36	0.29	70	60	-1%	161	141	161
Tummaville Road/Unnamed Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Wellcamp Westbrook Road/Drayton W	2.5	5.5	0.36	0.29	70	60	-2%	161	141	161
West Street/Florence Street	2.5	5.5	0.36	0.29	60	52	-1%	131	116	131
Yarranlea Road/Desmonds Lane	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Warrego Highway/Toowoomba Bypass	2.5	5.5	0.36	0.29	90	80	-1%	226	209	226
Warrego Highway/Toowoomba Bypass	2.5	5.5	0.36	0.29	90	80	-2%	226	209	226
Warrego Highway/Toowoomba Bypass	2.5	5.5	0.36	0.29	90	80	-4%	226	209	226
Linthorpe Valley Road/Geitz Road	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
Gore Highway/Ware Street	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Steger Road/Draper Road	2.5	5.5	0.27	0.27	70	60	-3%	178	144	178
Carnarvon Highway/Barwon Highway	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
Carnarvon Highway/Noondoo Thallon R	2.5	5.5	0.36	0.29	70	60	-1%	161	141	161
Barwon Highway/Silo Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Barwon Highway/South Toobeah Road	2.5	5.5	0.36	0.29	90	80	-2%	226	209	226
Cunningham Highway/Cemetery Road	2.5	5.5	0.36	0.29	90	80	-1%	226	209	226
Gore Highway / Purcell Road / Wyreem	2.5	5.5	0.36	0.29	110	100	-4%	301	289	301
Biddeston Southbrook Road / Purcell R	2.5	5.5	0.36	0.29	110	100	-3%	300	289	300
Biddeston Southbrook Road / Athol Sch	2.5	5.5	0.36	0.29	110	100	-5%	301	289	301
Gore Highway / Paint Mine Road	2.5	5.5	0.36	0.29	110	100	0%	300	289	300
Gore Highway / Dallman Road	2.5	5.5	0.36	0.29	110	100	-4%	301	289	301
Gore Highway / Tip Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Murlaggan Road / French Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Gore Highway / Harelmar Road	2.5	5.5	0.36	0.29	110	100	-3%	300	289	300
Gore Highway / Short Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Wyreema Athol Road / Short Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Yarranlea Road/Watson Road/Substatic	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
0	2.5	5.5	0.27	0.27	10	#N/A	#DIV/0!	#DIV/0!	#N/A	#DIV/0!
0	2.5	5.5	0.27	0.27	10	#N/A	#DIV/0!	#DIV/0!	#N/A	#DIV/0!
0	2.5	5.5	0.27	0.27	10	#N/A	#DIV/0!	#DIV/0!	#N/A	#DIV/0!
0	2.5	5.5	0.27	0.27	10	#N/A	#DIV/0!	#DIV/0!	#N/A	#DIV/0!
0	2.5	5.5	0.27	0.27	10	#N/A	#DIV/0!	#DIV/0!	#N/A	#DIV/0!
0	2.5	5.5	0.27	0.27	10	#N/A	#DIV/0!	#DIV/0!	#N/A	#DIV/0!
0	2.5	5.5	0.27	0.27	10	#N/A	#DIV/0!	#DIV/0!	#N/A	#DIV/0!
0	2.5	5.5	0.27	0.27	10	#N/A	#DIV/0!	#DIV/0!	#N/A	#DIV/0!

APPENDIX

AA

Traffic Impact Assessment

Appendix AV Intersections SIDRA peak impact year results

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Barwon Highway / Barwon Highway	Southeast	Southeast - Lagoon Street	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	2%
			T	63	21	61	20	-	-	-	-	63	21	61	20	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	Northeast	Northeast - Barwon Highway	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	63	21	61	20	-	-	-	-	63	21	61	20	0%	0%	0%	0%	
			RT	62	16	62	16	-	6	-	6	62	22	62	22	0%	38%	0%	38%	
	Northwest	Northwest - Barwon Highway	LT	63	21	61	20	-	6	-	6	63	27	61	26	0%	29%	0%	30%	
			T	63	21	61	20	-	-	-	-	63	21	61	20	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	Southwest	Southwest - Brennans Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	62	16	62	16	-	-	-	-	62	16	62	16	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Barwon Highway / Carnavon Highway	South	South - Carnarvon Highway	T	8	4	6	3	-	-	-	-	8	4	6	3	0%	0%	0%	0%	24%
			RT	1	0	1	0	-	5	-	5	1	5	1	5	0%	500%	0%	500%	
	East	East - Barwon Highway	LT	1	0	1	0	-	5	-	5	1	5	1	5	0%	500%	0%	500%	
			RT	9	3	8	2	-	-	-	-	9	3	8	2	0%	0%	0%	0%	
	North	North - Carnavon Highway	LT	8	3	8	3	-	-	-	-	8	3	8	3	0%	0%	0%	0%	
			T	6	3	6	3	-	-	-	-	6	3	6	3	0%	0%	0%	0%	
Barwon Highway / Leichhardt Highway	South	South - West Street	T	62	16	62	16	-	6	-	6	62	22	62	22	0%	38%	0%	38%	6%
			RT	58	35	62	38	-	1	-	1	58	36	62	39	0%	3%	0%	3%	
	East	East - Boundary Road	LT	57	32	61	34	-	1	-	1	57	33	61	35	0%	3%	0%	3%	
			RT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	
	North	North - Leichhardt Highway	LT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	
			T	63	21	61	20	-	6	-	6	63	27	61	26	0%	29%	0%	30%	
Barwon Highway / Silo Street	South	South - Silo Road	LT	4	1	4	1	-	-	-	-	4	1	4	1	0%	0%	0%	0%	36%
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
	East	East - Barwon Highway	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
			T	9	3	8	2	-	5	-	5	9	8	8	7	0%	167%	0%	250%	
	West	West - Barwon Highway	T	8	3	8	3	-	5	-	5	8	8	8	8	0%	167%	0%	167%	
			RT	4	2	4	1	-	-	-	-	4	2	4	1	0%	0%	0%	0%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Barwon Highway / South Toobeah Road	South	South - South Toobeah Road	LT	3	1	2	1	-	-	-	-	3	1	2	1	0%	0%	0%	0%	9%
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
	East	East - Barwon Highway	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
			T	23	8	20	7	-	5	-	5	23	13	20	12	0%	63%	0%	71%	
			RT	3	1	3	1	-	-	-	-	3	1	3	1	0%	0%	0%	0%	
	North	North - Minnel Road	LT	3	1	3	1	-	-	-	-	3	1	3	1	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Barwon Highway	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	20	12	19	12	-	-	-	-	20	12	19	12	0%	0%	0%	0%	
			RT	3	1	2	1	-	-	-	-	3	1	2	1	0%	0%	0%	0%	
Barwon Highway / Town Common Road	SouthEast	SouthEast - Barwon Highway	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	2%
			T	62	16	63	16	-	1	-	1	62	17	63	17	0%	6%	0%	6%	
	NorthWest	NorthWest - Barwon Highway	T	63	21	61	20	1	-	-	1	64	21	61	21	2%	0%	0%	5%	
			RT	11	4	10	4	-	-	-	-	11	4	10	4	0%	0%	0%	0%	
	SouthWest	SouthWest - Town Common Road	LT	9	4	10	4	-	-	-	-	9	4	10	4	0%	0%	0%	0%	
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
Carnarvon Highway / Noondoo Thallon Road	South	South - Carnarvon Highway	LT	1	0	1	0	-	5	-	5	1	5	1	5	0%	500%	0%	500%	36%
			T	3	2	3	1	-	-	-	-	3	2	3	1	0%	0%	0%	0%	
	North	North - Carnarvon Highway	T	3	1	3	1	-	-	-	-	3	1	3	1	0%	0%	0%	0%	
			RT	8	4	6	3	-	-	-	-	8	4	6	3	0%	0%	0%	0%	
	West	West - Noondoo Thallon Road	LT	6	3	6	3	-	-	-	-	6	3	6	3	0%	0%	0%	0%	
			RT	1	0	1	0	-	5	-	5	1	5	1	5	0%	500%	0%	500%	
Cunningham Highway / Bybera Road	East	East - Cunningham Highway	T	40	14	28	15	35	14	-	14	75	28	28	29	88%	100%	0%	93%	91%
			RT	3	0	1	0	4	19	-	19	7	19	1	19	133%	1900%	0%	1900%	
	North	North - Bybera Road	LT	2	0	4	0	-	19	4	19	2	19	8	19	0%	1900%	100%	1900%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Cunningham Highway	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	46	20	43	23	-	14	35	14	46	34	78	37	0%	70%	81%	61%	
Cunningham Highway / Cemetery Road	South	South - Cunningham Highway	T	78	63	84	69	-	1	11	1	78	64	95	70	0%	2%	13%	1%	7%
			RT	4	1	4	1	-	-	-	-	4	1	4	1	0%	0%	0%	0%	
	East	East - Cemetery Road	LT	4	1	4	1	-	-	-	-	4	1	4	1	0%	0%	0%	0%	
			RT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	
	North	North - Cunningham Highway	LT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	
			T	57	59	60	63	11	1	-	1	68	60	60	64	19%	2%	0%	2%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Cunningham Highway / Coolmunda Dam Access	South	South - Coolmunda Dam Access	LT	1	0	1	0	-	5	-	5	1	5	1	5	0%	500%	0%	500%	7%
			RT	2	1	2	1	-	-	-	-	2	1	2	1	0%	0%	0%	0%	
	East	East - Cunningham Highway	LT	2	1	2	1	-	-	-	-	2	1	2	1	0%	0%	0%	0%	
			T	36	27	37	28	-	-	-	-	36	27	37	28	0%	0%	0%	0%	
	West	West - Cunningham Highway	T	37	32	36	32	-	-	-	-	37	32	36	32	0%	0%	0%	0%	
			RT	1	0	1	0	-	5	-	5	1	5	1	5	0%	500%	0%	500%	
Cunningham Highway / Cremascos Road	East	East - Cunningham Highway	T	25	24	25	24	41	1	-	1	66	25	25	25	164%	4%	0%	4%	45%
			RT	1	0	1	0	7	1	-	1	8	1	1	1	700%	100%	0%	100%	
	North	North - Cremascos Road	LT	1	0	1	0	-	1	7	1	1	1	8	1	0%	100%	700%	100%	
			RT	3	1	3	1	-	-	-	-	3	1	3	1	0%	0%	0%	0%	
	West	West - Cunningham Highway	LT	3	1	3	2	-	-	-	-	3	1	3	2	0%	0%	0%	0%	
			T	26	24	29	27	-	1	41	1	26	25	70	28	0%	4%	141%	4%	
Cunningham Highway / East Sawmill Road	Southeast	Southeast - Cunningham Highway	T	40	21	30	23	-	1	-	1	40	22	30	24	0%	5%	0%	4%	48%
			RT	1	0	1	0	-	11	-	11	1	11	1	11	0%	1100%	0%	1100%	
	North	North - East Sawmill Road	LT	1	0	2	0	-	11	-	11	1	11	2	11	0%	1100%	0%	1100%	
			RT	1	0	1	0	-	16	3	16	1	16	4	16	0%	1600%	300%	1600%	
	Northwest	Northwest - Cunningham Highway	LT	1	0	1	0	4	16	-	16	5	16	1	16	400%	1600%	0%	1600%	
			T	40	23	40	24	8	1	-	1	48	24	40	25	20%	4%	0%	4%	
Cunningham Highway / Elizabeth Street	Southeast	Southeast - Elizabeth Street	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	41%
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	2	0	2	0	-	-	-	-	2	0	2	0	0%	0%	0%	0%	
	Northeast	Northeast - Cunningham Highway	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	36	56	36	57	51	12	-	12	87	68	36	69	142%	21%	0%	21%	
			RT	1	0	1	0	7	2	-	2	8	2	1	2	700%	200%	0%	200%	
	Northwest	Northwest - Elizabeth Street	LT	1	0	1	0	-	2	7	2	1	2	8	2	0%	200%	700%	200%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	Southwest	Southwest - Cunningham Highway	LT	2	0	2	0	-	-	-	-	2	0	2	0	0%	0%	0%	0%	
			T	51	38	59	44	-	12	51	12	51	50	110	56	0%	32%	86%	27%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Cunningham Highway / Fosters Road	Northeast	Northeast - Cunningham Highway	T	33	17	37	20	-	7	-	7	33	24	37	27	0%	41%	0%	35%	82%
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	North	North - Fosters Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	42	-	42	1	42	1	42	0%	4200%	0%	4200%	
	Southwest	Southwest - Cunningham Highway	LT	1	0	1	0	-	42	-	42	1	42	1	42	0%	4200%	0%	4200%	
			T	41	19	38	21	-	7	-	7	41	26	38	28	0%	37%	0%	33%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Cunningham Highway / Inglewood Quarry Access Road	East	East - Cunningham Highway	T	33	15	36	18	-	1	-	1	33	16	36	19	0%	7%	0%	6%	34%
			RT	0	2	0	2	-	-	-	-	0	2	0	2	0%	0%	0%	0%	
	North	North - Inglewood Quarry Access Road	LT	0	3	0	2	-	-	-	-	0	3	0	2	0%	0%	0%	0%	
			RT	0	2	0	2	-	19	-	19	0	21	0	21	0%	950%	0%	950%	
	West	West - Cunningham Highway	LT	1	1	0	1	-	19	-	19	1	20	0	20	0%	1900%	0%	1900%	
			T	41	18	38	20	-	1	-	1	41	19	38	21	0%	6%	0%	5%	
Cunningham Highway / Kildonan Road	South	South - Newell Highway	LT	34	2	40	3	-	-	-	-	34	2	40	3	0%	0%	0%	0%	3%
			T	55	49	46	62	-	-	-	-	55	49	46	62	0%	0%	0%	0%	
			RT	2	1	3	2	-	2	-	2	2	3	3	4	0%	200%	0%	100%	
	East	East - Kildonan Road	LT	2	1	2	1	-	2	-	2	2	3	2	3	0%	200%	0%	200%	
			T	40	3	54	3	-	-	-	-	40	3	54	3	0%	0%	0%	0%	
			RT	15	2	12	6	-	1	11	1	15	3	23	7	0%	50%	92%	17%	
	North	North - Cunningham Highway	LT	13	2	18	4	11	1	-	1	24	3	18	5	85%	50%	0%	25%	
			T	60	44	50	52	-	-	-	-	60	44	50	52	0%	0%	0%	0%	
			RT	58	5	75	6	-	-	-	-	58	5	75	6	0%	0%	0%	0%	
	West	West - Goondiwindi Connection Road	LT	72	4	91	3	-	-	-	-	72	4	91	3	0%	0%	0%	0%	
			T	43	3	44	3	-	-	-	-	43	3	44	3	0%	0%	0%	0%	
			RT	24	2	30	4	-	-	-	-	24	2	30	4	0%	0%	0%	0%	
Cunningham Highway / Leichhardt Highway	South	South - Cunningham Highway	LT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	4%
			T	77	62	83	68	-	1	11	1	77	63	94	69	0%	2%	13%	1%	
	North	North - Cunningham Highway	T	57	59	60	62	11	1	-	1	68	60	60	63	19%	2%	0%	2%	
			RT	57	32	61	34	-	1	-	1	57	33	61	35	0%	3%	0%	3%	
	West	West - Leichhardt Highway	LT	58	35	62	38	-	1	-	1	58	36	62	39	0%	3%	0%	3%	
			RT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	
Cunningham Highway / McDougalls Road	Northeast	Northeast - Cunningham Highway	T	25	24	25	24	39	14	-	14	64	38	25	38	156%	58%	0%	58%	72%
			RT	1	0	1	0	3	1	-	1	4	1	1	1	300%	100%	0%	100%	
	Northwest	Northwest - McDougalls Road	LT	1	0	1	0	-	1	3	1	1	1	4	1	0%	100%	300%	100%	
			RT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	
	Southwest	Southwest - Cunningham Highway	LT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	
			T	26	24	29	26	-	14	39	14	26	38	68	40	0%	58%	134%	54%	
Cunningham Highway / Millmerran-Inglewood Road	East	East - Cunningham Highway	T	37	14	34	23	-	21	-	21	37	35	34	44	0%	150%	0%	91%	97%
			RT	1	1	2	2	-	28	-	28	1	29	2	30	0%	2800%	0%	1400%	
	North	North - Millmerran Inglewood Road	LT	3	0	3	1	-	28	-	28	3	28	3	29	0%	2800%	0%	2800%	
			RT	13	5	15	3	46	11	-	11	59	16	15	14	354%	220%	0%	367%	
	West	West - Cunningham Highway	LT	17	8	24	5	-	11	46	11	17	19	70	16	0%	138%	192%	220%	
			T	40	19	35	24	-	21	-	21	40	40	35	45	0%	111%	0%	88%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Cunningham Highway / Springborg Road	Northeast	Northeast - Cunningham Highway	T	24	24	24	24	-	12	4	12	24	36	28	36	0%	50%	17%	50%	36%
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
	Northwest	Northwest - Springborg Road	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
			RT	1	0	1	0	-	2	4	2	1	2	5	2	0%	200%	400%	200%	
	Southwest	Southwest - Cunningham Highway	LT	1	0	1	0	3	2	-	2	4	2	1	2	300%	200%	0%	200%	
			T	26	24	28	26	4	12	-	12	30	36	28	38	15%	50%	0%	46%	
Cunningham Highway / Texas-Yelarbon Road	South	South - Texas Yelarbon Road	LT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	15%
			RT	7	2	7	2	-	-	-	-	7	2	7	2	0%	0%	0%	0%	
	East	East - Cunningham Highway	LT	8	3	7	2	-	-	-	-	8	3	7	2	0%	0%	0%	0%	
			T	25	24	25	24	-	1	8	1	25	25	33	25	0%	4%	32%	4%	
	West	West - Cunningham Highway	T	26	24	29	26	8	1	-	1	34	25	29	27	31%	4%	0%	4%	
			RT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	
Cunningham Highway / Whetstone Access Road	Northeast	Northeast - Cunningham Highway	T	25	24	25	24	-	13	-	13	25	37	25	37	0%	54%	0%	54%	73%
			RT	1	0	1	0	38	3	-	3	39	3	1	3	3800%	300%	0%	300%	
	Northwest	Northwest - Whetstone Access Road	LT	1	0	1	0	-	3	38	3	1	3	39	3	0%	300%	3800%	300%	
			RT	1	0	1	0	-	3	4	3	1	3	5	3	0%	300%	400%	300%	
	Southwest	Southwest - Cunningham Highway	LT	1	0	1	0	4	3	-	3	5	3	1	3	400%	300%	0%	300%	
			T	26	24	29	27	-	13	-	13	26	37	29	40	0%	54%	0%	48%	
Cunningham Highway / Woodcocks Road	East	East - Cunningham Highway	T	25	24	25	24	11	1	-	1	36	25	25	25	44%	4%	0%	4%	19%
			RT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	
	North	North - Woodcocks Road	LT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Cunningham Highway	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	26	24	29	26	-	1	11	1	26	25	40	27	0%	4%	38%	4%	
Cunningham Highway / Yelarbon Keetah Road	East	East - Cunningham Highway	T	10	2	8	2	-	1	-	1	10	3	8	3	0%	50%	0%	50%	20%
			RT	39	19	33	22	-	6	11	6	39	25	44	28	0%	32%	33%	27%	
	North	North - Cunningham Highway	LT	38	21	32	25	11	6	-	6	49	27	32	31	29%	29%	0%	24%	
	West	West - Wondalli Street	LT	2	0	1	0	-	-	-	-	2	0	1	0	0%	0%	0%	0%	
			T	4	2	3	0	-	1	-	1	4	3	3	1	0%	50%	0%	100%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Cunningham Highway / Yelarbon Kurumbul Road	Southeast	Southeast - Cunningham Highway	LT	2	0	1	0	-	4	22	4	2	4	23	4	0%	400%	2200%	400%	44%
			T	35	19	32	20	-	-	-	-	35	19	32	20	0%	0%	0%	0%	
			RT	1	0	1	2	-	4	-	4	1	4	1	6	0%	400%	0%	200%	
	Northeast	Northeast - Merton Road	LT	2	1	2	0	-	4	-	4	2	5	2	4	0%	400%	0%	400%	
			T	1	0	1	0	-	1	10	1	1	1	11	1	0%	100%	1000%	100%	
			RT	1	1	1	0	-	-	-	-	1	1	1	0	0%	0%	0%	0%	
	Northwest	Northwest - Cunningham Highway	LT	1	0	0	1	-	-	1	-	1	0	1	1	0%	0%	100%	0%	
			T	34	19	29	22	-	-	-	-	34	19	29	22	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	Southwest	Southwest - Yelarbon Kurumbul Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	10	1	-	1	11	1	1	1	1000%	100%	0%	100%	
			RT	1	0	2	0	22	4	-	4	23	4	2	4	2200%	400%	0%	400%	
Gore Highway / Fysh Road	South	South - Fysh Road	LT	3	0	3	0	-	-	8	-	3	0	11	0	0%	0%	267%	0%	24%
			RT	2	2	2	1	-	3	-	3	2	5	2	4	0%	150%	0%	300%	
	East	East - Gore Highway	LT	2	2	2	1	-	3	-	3	2	5	2	4	0%	150%	0%	300%	
			T	78	38	83	29	-	8	39	8	78	46	122	37	0%	21%	47%	28%	
	West	West - Gore Highway	T	89	38	111	50	39	8	-	8	128	46	111	58	44%	21%	0%	16%	
			RT	3	1	4	1	8	-	-	-	11	1	4	1	267%	0%	0%	0%	
Gore Highway / Alderley Street	South	South - Gore Highway	LT	138	20	96	14	-	1	46	1	138	21	142	15	0%	5%	48%	7%	2%
			T	389	56	259	39	-	-	-	-	389	56	259	39	0%	0%	0%	0%	
			RT	152	22	152	23	-	1	-	1	152	23	152	24	0%	5%	0%	4%	
	East	East - Alderley Street	LT	84	11	101	12	-	1	-	1	84	12	101	13	0%	9%	0%	8%	
			T	42	5	25	3	-	-	-	-	42	5	25	3	0%	0%	0%	0%	
			RT	118	15	68	8	-	-	-	-	118	15	68	8	0%	0%	0%	0%	
	North	North - Gore Highway	LT	132	16	186	23	-	-	-	-	132	16	186	23	0%	0%	0%	0%	
			T	242	30	471	58	-	-	-	-	242	30	471	58	0%	0%	0%	0%	
			RT	120	15	118	15	-	-	-	-	120	15	118	15	0%	0%	0%	0%	
	West	West - Alderley Street	LT	127	16	99	13	-	-	-	-	127	16	99	13	0%	0%	0%	0%	
			T	50	6	58	7	-	-	-	-	50	6	58	7	0%	0%	0%	0%	
			RT	91	12	147	19	46	1	-	1	137	13	147	20	51%	8%	0%	5%	
Gore Highway / Athol School Road	East	East - Gore Highway	T	167	39	268	27	39	7	-	7	206	46	268	34	23%	18%	0%	26%	27%
			RT	5	3	9	2	8	1	-	1	13	4	9	3	160%	33%	0%	50%	
	North	North - Athol School Road	LT	11	3	7	2	-	1	8	1	11	4	15	3	0%	33%	114%	50%	
			RT	1	1	1	0	-	48	-	48	1	49	1	48	0%	4800%	0%	4800%	
	West	West - Gore Highway	LT	1	1	2	0	-	48	-	48	1	49	2	48	0%	4800%	0%	4800%	
			T	274	35	235	42	-	7	39	7	274	42	274	49	0%	20%	17%	17%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Gore Highway / Biddeston Southbrook Road	South	South - Gore Highway	LT	5	1	5	1	-	12	-	12	5	13	5	13	0%	1200%	0%	1200%	11%
			T	260	33	225	43	-	4	29	4	260	37	254	47	0%	12%	13%	9%	
	North	North - Gore Highway	T	173	39	254	27	29	4	-	4	202	43	254	31	17%	10%	0%	15%	
			RT	1	0	3	1	3	-	-	-	4	0	3	1	300%	0%	0%	0%	
	West	West - Biddeston Southbrook Road	LT	3	0	1	0	-	-	4	-	3	0	5	0	0%	0%	400%	0%	
			RT	5	1	6	0	-	12	-	12	5	13	6	12	0%	1200%	0%	1200%	
Gore Highway / Blackwell Road	South	South - Gore Highway	T	81	32	58	38	-	8	-	8	81	40	58	46	0%	25%	0%	21%	12%
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	East	East - Blackwell Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	2	0	-	4	-	4	1	4	2	4	0%	400%	0%	400%	
	North	North - Gore Highway	LT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	
			T	64	30	74	29	-	8	-	8	64	38	74	37	0%	27%	0%	28%	
Gore Highway / Bushy Lane	South	South - Gore Highway	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	29%
			T	209	32	212	41	-	56	22	56	209	88	234	97	0%	175%	10%	137%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	East	East - Bushy Lane	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	North	North - Gore Highway	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	165	38	213	27	22	56	-	56	187	94	213	83	13%	147%	0%	207%	
			RT	2	0	7	0	8	2	-	2	10	2	7	2	400%	200%	0%	200%	
	West	West - Bushy Lane	LT	9	0	5	0	-	2	8	2	9	2	13	2	0%	200%	160%	200%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
Gore Highway / Campbell Street	Northeast	Northeast - Gore Highway	T	47	6	19	2	-	-	-	-	47	6	19	2	0%	0%	0%	0%	108%
			RT	52	19	22	8	-	9	64	9	52	28	86	17	0%	47%	291%	113%	
	West	West - Gore Highway	LT	93	12	35	9	64	9	-	9	157	21	35	18	69%	75%	0%	100%	
			RT	14	1	6	2	53	-	-	-	67	1	6	2	379%	0%	0%	0%	
	Southwest	Southwest - Campbell Street	LT	14	1	6	0	-	-	53	-	14	1	59	0	0%	0%	883%	0%	
			T	54	4	15	1	-	-	-	-	54	4	15	1	0%	0%	0%	0%	
Gore Highway / Dieckmann Road	Northeast	Northeast - Gore Highway	T	86	37	93	40	-	6	25	6	86	43	118	46	0%	16%	27%	15%	33%
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
	Northwest	Northwest - Dieckmann Road	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
			RT	1	0	1	0	-	24	8	24	1	24	9	24	0%	2400%	800%	2400%	
	Southwest	Southwest - Gore Highway	LT	1	0	1	0	8	24	-	24	9	24	1	24	800%	2400%	0%	2400%	
			T	97	37	106	41	25	6	-	6	122	43	106	47	26%	16%	0%	15%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Gore Highway / Florence Street	East	East - Gore Highway	T	52	32	50	31	-	3	117	3	52	35	167	34	0%	9%	234%	10%	64%
			RT	13	1	12	0	-	-	-	-	13	1	12	0	0%	0%	0%	0%	
	NorthEast	NorthEast - Florence Street	LT	12	0	13	1	-	-	-	-	12	0	13	1	0%	0%	0%	0%	
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
	West	West - Gore Highway	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
			T	50	31	52	33	117	3	-	3	167	34	52	36	234%	10%	0%	9%	
Gore Highway / Gilgai Lane	South	South - Gilgai Lane	LT	1	0	1	0	-	1	7	1	1	1	8	1	0%	100%	700%	100%	21%
			RT	1	0	1	1	-	1	-	1	1	1	1	2	0%	100%	0%	100%	
	East	East - Gore Highway	LT	1	1	1	1	-	1	-	1	1	2	1	2	0%	100%	0%	100%	
			T	92	40	99	43	-	3	46	3	92	43	145	46	0%	8%	46%	7%	
	West	West - Gore Highway	T	103	40	112	43	46	3	-	3	149	43	112	46	45%	8%	0%	7%	
			RT	1	0	1	0	7	1	-	1	8	1	1	1	700%	100%	0%	100%	
Gore Highway / Hall Road	East	East - Hall Road	LT	1	0	1	0	-	2	3	2	1	2	4	2	0%	200%	300%	200%	27%
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	Northeast	Northeast - Gore Highway	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	92	40	99	43	-	8	60	8	92	48	159	51	0%	20%	61%	19%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Pfeffer Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	Southwest	Southwest - Gore Highway	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	103	40	112	43	60	8	-	8	163	48	112	51	58%	20%	0%	19%	
			RT	1	0	1	0	3	2	-	2	4	2	1	2	300%	200%	0%	200%	
Gore Highway / Linthorpe Road	East	East - Gore Highway	T	254	51	228	43	15	13	-	13	269	64	228	56	6%	25%	0%	30%	19%
			RT	2	1	3	0	4	24	-	24	6	25	3	24	200%	2400%	0%	2400%	
	North	North - Linthorpe Road	LT	5	0	2	0	-	24	4	24	5	24	6	24	0%	2400%	200%	2400%	
			RT	13	2	7	1	-	14	-	14	13	16	7	15	0%	700%	0%	1400%	
	West	West - Gore Highway	LT	7	1	12	1	-	14	-	14	7	15	12	15	0%	1400%	0%	1400%	
			T	229	44	269	62	-	13	15	13	229	57	284	75	0%	30%	6%	21%	
Gore Highway / Linthorpe Valley Road	NorthEast	NorthEast - Gore Highway	T	184	51	215	60	18	7	-	7	202	58	215	67	10%	14%	0%	12%	7%
			RT	3	1	4	1	4	-	-	-	7	1	4	1	133%	0%	0%	0%	
	North	North - Linthorpe Valley Road	LT	3	1	3	1	-	-	4	-	3	1	7	1	0%	0%	133%	0%	
			RT	1	0	1	0	-	2	-	2	1	2	1	2	0%	200%	0%	200%	
	SouthWest	SouthWest - Gore Highway	LT	1	0	1	0	-	2	-	2	1	2	1	2	0%	200%	0%	200%	
			T	222	64	209	60	-	7	18	7	222	71	227	67	0%	11%	9%	12%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Gore Highway / Lochaber Road	East	East - Gore Highway	T	93	34	114	26	8	8	-	8	101	42	114	34	9%	24%	0%	31%	8%
			RT	2	2	7	1	4	-	-	-	6	2	7	1	200%	0%	0%	0%	
	North	North - Lochaber Road	LT	12	1	5	0	-	-	4	-	12	1	9	0	0%	0%	80%	0%	
			RT	16	1	12	0	-	1	-	1	16	2	12	1	0%	100%	0%	100%	
	West	West - Gore Highway	LT	6	1	15	0	-	1	-	1	6	2	15	1	0%	100%	0%	100%	
			T	116	29	151	40	-	8	8	8	116	37	159	48	0%	28%	5%	20%	
Gore Highway / Millmerran-Inglewood Road	Southeast	Southeast - Millmerran Inglewood Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	40%
			RT	8	8	28	8	-	26	-	26	8	34	28	34	0%	325%	0%	325%	
	Northeast	Northeast - Gore Highway	LT	7	7	20	10	-	26	-	26	7	33	20	36	0%	371%	0%	260%	
			T	66	29	93	36	-	5	64	5	66	34	157	41	0%	17%	69%	14%	
	Southwest	Southwest - Gore Highway	T	53	23	90	30	64	5	-	5	117	28	90	35	121%	22%	0%	17%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Gore Highway / Millmerran-Leyburn Road	South	South - Gore Highway	T	63	26	113	40	53	6	-	6	116	32	113	46	84%	23%	0%	15%	31%
			RT	2	1	4	1	8	1	-	1	10	2	4	2	400%	100%	0%	100%	
	East	East - Millmerran Leyburn Road	LT	3	1	4	1	-	1	8	1	3	2	12	2	0%	100%	200%	100%	
			RT	1	1	4	0	-	6	-	6	1	7	4	6	0%	600%	0%	600%	
	North	North - Gore Highway	LT	2	1	4	1	-	6	-	6	2	7	4	7	0%	600%	0%	600%	
			T	56	27	76	37	-	6	53	6	56	33	129	43	0%	22%	70%	16%	
Gore Highway / Murlaggan Road	Southeast	Southeast - Gap Road	LT	23	1	42	3	-1	1	-	1	22	2	42	4	-4%	100%	0%	33%	19%
			T	4	0	4	1	-	1	-	1	4	1	4	2	0%	100%	0%	100%	
			RT	2	2	1	1	-	1	-	1	2	3	1	2	0%	50%	0%	100%	
	Northeast	Northeast - Gore Highway	LT	1	1	1	1	-	1	-	1	1	2	1	2	0%	100%	0%	100%	
			T	53	40	73	37	-	6	-	6	53	46	73	43	0%	15%	0%	16%	
			RT	2	0	2	0	-	25	-	25	2	25	2	25	0%	2500%	0%	2500%	
	Northwest	Northwest - Murlaggan Road	LT	2	0	14	0	-	25	-	25	2	25	14	25	0%	2500%	0%	2500%	
			T	4	0	21	1	-	1	-	1	4	1	21	2	0%	100%	0%	100%	
			RT	1	0	1	1	-	-	11	-	1	0	12	1	0%	0%	1100%	0%	
	Southwest	Southwest - Gore Highway	LT	1	0	1	0	10	-	-	-	11	0	1	0	1000%	0%	0%	0%	
			T	67	41	110	50	-	6	-	6	67	47	110	56	0%	15%	0%	12%	
			RT	18	3	49	5	-	1	-	1	18	4	49	6	0%	33%	0%	20%	
Gore Highway / Oakey-Pittsworth Road	East	East - Gore Highway	T	61	31	63	24	4	12	-	12	65	43	63	36	7%	39%	0%	50%	9%
			RT	33	3	56	1	4	-	-	-	37	3	56	1	12%	0%	0%	0%	
	North	North - Oakey Pittsworth Road	LT	56	3	42	3	-	-	4	-	56	3	46	3	0%	0%	10%	0%	
			RT	5	8	2	6	-	1	-	1	5	9	2	7	0%	13%	0%	17%	
	West	West - Gore Highway	LT	2	5	8	5	-	1	-	1	2	6	8	6	0%	20%	0%	20%	
			T	80	22	130	38	-	12	4	12	80	34	134	50	0%	55%	3%	32%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Gore Highway / Paint Mine Road	East	East - Gore Highway	T	92	38	124	27	11	7	-	7	103	45	124	34	12%	18%	0%	26%	8%
			RT	1	0	1	0	3	-	-	-	4	0	1	0	300%	0%	0%	0%	
	North	North - Paint Mine Road	LT	2	0	1	0	-	-	3	-	2	0	4	0	0%	0%	300%	0%	
			RT	2	0	2	0	-	1	-	1	2	1	2	1	0%	100%	0%	100%	
	West	West - Gore Highway	LT	1	0	2	0	-	1	-	1	1	1	2	1	0%	100%	0%	100%	
			T	135	30	160	42	-	7	11	7	135	37	171	49	0%	23%	7%	17%	
Gore Highway / Saleyards Road	South	South - Saleyards Road	LT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	71%
			RT	9	4	13	6	-	-	-	-	9	4	13	6	0%	0%	0%	0%	
	East	East - Gore Highway	LT	8	3	8	3	-	-	-	-	8	3	8	3	0%	0%	0%	0%	
			T	52	32	50	31	-	9	117	9	52	41	167	40	0%	28%	234%	29%	
	West	West - Gore Highway	T	50	31	52	33	117	9	-	9	167	40	52	42	234%	29%	0%	27%	
			RT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	
Gore Highway / Scrubby Road	Southeast	Southeast - Scrubby Road	LT	1	0	1	0	-	118	-	118	1	118	1	118	0%	11800%	0%	11800%	76%
			RT	4	3	4	5	-	12	-	12	4	15	4	17	0%	400%	0%	240%	
	Northeast	Northeast - Gore Highway	LT	3	3	6	4	-	12	-	12	3	15	6	16	0%	400%	0%	300%	
			T	72	41	116	37	-	8	11	8	72	49	127	45	0%	20%	9%	22%	
	Southwest	Southwest - Gore Highway	T	83	42	153	52	11	8	-	8	94	50	153	60	13%	19%	0%	15%	
			RT	0	1	1	0	1	118	-	118	1	119	1	118	100%	11800%	0%	11800%	
Gore Highway / Tummaville Road / Yarranlea Road	South	South - Tummaville Road	LT	2	1	1	0	-	-	-	-	2	1	1	0	0%	0%	0%	0%	89%
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	6	1	4	0	-	-	-	-	6	1	4	0	0%	0%	0%	0%	
	East	East - Gore Highway	LT	6	2	2	0	-	-	-	-	6	2	2	0	0%	0%	0%	0%	
			T	89	37	87	32	-	7	11	7	89	44	98	39	0%	19%	13%	22%	
			RT	3	1	2	0	-	117	-	118	3	118	2	118	0%	11700%	0%	11800%	
	North	North - Yarranlea Road	LT	3	0	4	0	-	118	-	118	3	118	4	118	0%	11800%	0%	11800%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	1	1	1	-	-	8	-	1	1	9	1	0%	0%	800%	0%	
	West	West - Gore Highway	LT	1	1	1	1	8	-	-	-	9	1	1	1	800%	0%	0%	0%	
			T	84	34	122	40	11	7	-	7	95	41	122	47	13%	21%	0%	18%	
			RT	1	1	2	0	-	-	-	-	1	1	2	0	0%	0%	0%	0%	
Gore Highway / Turallin Road	East	East - Gore Highway	T	51	22	68	29	-	-	-	-	51	22	68	29	0%	0%	0%	0%	49%
			RT	5	1	5	1	-	-	117	-	5	1	122	1	0%	0%	2340%	0%	
	North	North - Turallin Road	LT	5	3	26	2	117	-	-	-	122	3	26	2	2340%	0%	0%	0%	
			RT	1	0	3	0	-	-	-	-	1	0	3	0	0%	0%	0%	0%	
	West	West - Gore Highway	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	51	23	70	33	-	-	-	-	51	23	70	33	0%	0%	0%	0%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Gore Highway / Ware Street (N)	South	South - Ware Street	LT	9	2	9	2	-	1	8	1	9	3	17	3	0%	50%	89%	50%	12%
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	
	East	East - Gore Highway	LT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	
			T	100	39	109	42	-	9	18	9	100	48	127	51	0%	23%	17%	21%	
			RT	8	2	9	2	-	-	-	-	8	2	9	2	0%	0%	0%	0%	
	North	North - Saal Road	LT	8	2	9	2	-	-	-	-	8	2	9	2	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Gore Highway	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	107	48	95	50	-	-	-	-	107	48	95	50	0%	0%	0%	0%	
			RT	17	3	9	5	-	-	-	-	17	3	9	5	0%	0%	0%	0%	
Gore Highway / Ware Street (S)	South	South - Gore Highway	T	103	40	112	43	25	3	-	3	128	43	112	46	NA	NA	NA	NA	11%
			RT	4	1	5	1	-	-	-	-	4	1	5	1	24%	8%	0%	7%	
	East	East - Ware Street	LT	4	1	5	1	-	-	-	-	4	1	5	1	0%	0%	0%	0%	
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
	North	North - Gore Highway	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
			T	92	40	98	42	-	4	25	4	92	44	123	46	0%	10%	26%	10%	
Gore Highway / West Street	East	East - Gore Highway	T	52	32	50	31	-	6	117	6	52	38	167	37	0%	19%	234%	19%	74%
			RT	2	2	2	2	-	1	-	1	2	3	2	3	0%	50%	0%	50%	
	North	North - West Street	LT	2	2	2	2	-	1	-	1	2	3	2	3	0%	50%	0%	50%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Gore Highway	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	50	31	52	33	117	6	-	6	167	37	52	39	234%	19%	0%	18%	
Leichhardt Highway / Hunt Street	South	South - Hunt Street	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	3%
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
	East	East - Leichhardt Highway	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
			T	57	32	61	34	-	2	-	2	57	34	61	36	0%	6%	0%	6%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	North	North - Access Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Leichhardt Highway	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	58	35	62	38	-	2	-	2	58	37	62	40	0%	6%	0%	5%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Millmerran-Inglewood Road / Blackwell Road	Northeast	Northeast - Millmerran Inglewood Road	T	12	9	25	8	29	1	-	1	41	10	25	9	242%	11%	0%	13%	84%
			RT	1	0	2	0	7	1	-	1	8	1	2	1	700%	100%	0%	100%	
	Northwest	Northwest - Blackwell Road	LT	1	0	1	0	-	1	7	1	1	1	8	1	0%	100%	700%	100%	
			RT	1	0	1	0	-	8	-	8	1	8	1	8	0%	800%	0%	800%	
	Southwest	Southwest - Millmerran Inglewood Road	LT	1	0	1	0	-	8	-	8	1	8	1	8	0%	800%	0%	800%	
			T	21	12	23	6	-	1	29	1	21	13	52	7	0%	8%	126%	17%	
Millmerran-Inglewood Road / Campbell Street	Northeast	Northeast - Millmerran Inglewood Road	T	5	6	11	6	8	3	-	3	13	9	11	9	160%	50%	0%	50%	42%
			RT	15	5	18	5	46	-	-	-	61	5	18	5	307%	0%	0%	0%	
	Northwest	Northwest - Campbell Street	LT	1	18	1	30	-	-	45	-	1	18	46	30	0%	0%	4500%	0%	
			RT	16	6	18	3	-	1	-	1	16	7	18	4	0%	17%	0%	33%	
	Southwest	Southwest - Millmerran Inglewood Road	LT	17	4	29	2	-	2	-	1	17	6	29	3	0%	50%	0%	50%	
			T	10	10	17	6	-	3	8	3	10	13	25	9	0%	30%	47%	50%	
Millmerran-Inglewood Road / Commodore Peak Road	South	South - Millmerran Inglewood Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	91%
			T	16	9	45	6	-	13	36	13	16	22	81	19	0%	144%	80%	217%	
	North	North - Millmerran Inglewood Road	T	41	10	28	10	36	13	-	13	77	23	28	23	88%	130%	0%	130%	
			RT	1	0	1	0	7	8	-	8	8	8	1	8	700%	800%	0%	800%	
	West	West - Commodore Peak Road	LT	1	0	1	0	-	9	7	8	1	9	8	8	0%	900%	700%	800%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Millmerran-Inglewood Road / Forestry Road	South	South - Millmerran Inglewood Road	LT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	75%
			T	28	10	28	10	-	22	-	22	28	32	28	32	0%	220%	0%	220%	
	North	North - Millmerran Inglewood Road	T	24	8	20	7	-	22	-	22	24	30	20	29	0%	275%	0%	314%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Forestry Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	
Millmerran-Inglewood Road / Grays Road	South	South - Millmerran Inglewood Road	T	12	5	11	5	18	3	-	3	30	8	11	8	150%	60%	0%	60%	97%
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	East	East - Grays Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	6	-	6	1	6	1	6	0%	600%	0%	600%	
	North	North - Millmerran Inglewood Road	LT	1	0	1	0	-	6	-	6	1	6	1	6	0%	600%	0%	600%	
			T	10	6	11	6	-	3	18	3	10	9	29	9	0%	50%	164%	50%	
Millmerran-Inglewood Road / Heckendorf Road	Northeast	Northeast - Millmerran Inglewood Road	T	12	9	24	8	29	10	-	10	41	19	24	18	242%	111%	0%	125%	155%
			RT	1	0	3	0	-	1	-	1	1	1	3	1	0%	100%	0%	100%	
	Northwest	Northwest - Heckendorf Road	LT	1	0	2	0	-	1	-	1	1	1	2	1	0%	100%	0%	100%	
			RT	1	0	1	0	-	25	-	25	1	25	1	25	0%	2500%	0%	2500%	
	Southwest	Southwest - Millmerran Inglewood Road	LT	1	0	1	0	-	25	-	25	1	25	1	25	0%	2500%	0%	2500%	
			T	19	11	20	6	-	10	29	10	19	21	49	16	0%	91%	145%	167%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Millmerran-Inglewood Road / Kooroongarra Road	South	South - Millmerran Inglewood Road	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	91%
			T	16	9	44	8	-	5	43	5	16	14	87	13	0%	56%	98%	63%	
			RT	1	0	1	0	-	15	-	15	1	15	1	15	0%	1500%	0%	1500%	
	East	East - Kooroongarra Road	LT	1	0	1	0	-	15	-	15	1	15	1	15	0%	1500%	0%	1500%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	North	North - Millmerran Inglewood Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	42	11	27	10	43	5	-	5	85	16	27	15	102%	45%	0%	50%	
			RT	1	0	1	0	3	1	-	1	4	1	1	1	300%	100%	0%	100%	
	West	West - Schwartens Road	LT	1	0	1	0	-	1	3	1	1	1	4	1	0%	100%	300%	100%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
Millmerran-Inglewood Road / Millwood Road	South	South - Millmerran Inglewood Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	90%
			T	9	4	18	6	-	3	18	3	9	7	36	9	0%	75%	100%	50%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	East	East - Millwood Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	12	8	12	1	12	9	12	0%	1200%	800%	1200%	
	North	North - Millmerran Inglewood Road	LT	1	0	1	1	7	12	-	12	8	12	1	13	700%	1200%	0%	1200%	
			T	7	2	20	7	18	3	-	3	25	5	20	10	257%	150%	0%	43%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Millwood Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Millmerran-Inglewood Road / Moffatt Reserve Road	Southeast	Southeast - Millmerran Inglewood Road	T	28	10	28	10	-	1	36	1	28	11	64	11	0%	10%	129%	10%	60%
			RT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	
	Northeast	Northeast - Moffat Reserve Road	LT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	
			RT	8	3	8	3	-	3	-	3	8	6	8	6	0%	100%	0%	100%	
	Northwest	Northwest - Millmerran Inglewood Road	LT	7	3	6	2	-	3	-	3	7	6	6	5	0%	100%	0%	150%	
			T	24	8	20	7	36	1	-	1	60	9	20	8	150%	13%	0%	14%	
Millmerran-Inglewood Road / Owens Scrub Road	South	South - Owens Scrub Road	LT	8	0	27	2	-	21	8	21	8	21	35	23	0%	2100%	30%	1050%	84%
			RT	2	0	19	0	-	23	-	23	2	23	19	23	0%	2300%	0%	2300%	
	East	East - Millmerran Inglewood Road	LT	6	1	8	0	-	23	-	23	6	24	8	23	0%	2300%	0%	2300%	
			T	19	10	13	7	-	1	-	1	19	11	13	8	0%	10%	0%	14%	
	West	West - Millmerran Inglewood Road	T	11	6	18	4	-	1	-	1	11	7	18	5	0%	17%	0%	25%	
			RT	9	4	18	1	8	21	-	21	17	25	18	22	89%	525%	0%	2100%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Millmerran-Inglewood Road / Paton Road	South	South - Millmerran Inglewood Road	T	28	10	28	10	-	1	11	1	28	11	39	11	0%	10%	39%	10%	41%
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	East	East - Paton Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	0	1	0	1	1	3	8	3	1	4	8	4	100%	300%	800%	300%	
	North	North - Millmerran Inglewood Road	LT	0	1	0	1	8	3	1	3	8	4	1	4	800%	300%	100%	300%	
			T	24	8	20	7	11	1	-	1	35	9	20	8	46%	13%	0%	14%	
Millmerran-Inglewood Road / Thornton Road	Northeast	Northeast - Millmerran Inglewood Road	T	7	3	14	6	46	12	-	12	53	15	14	18	657%	400%	0%	200%	253%
			RT	1	0	1	0	3	1	-	1	4	1	1	1	300%	100%	0%	100%	
	West	West - Thornton Road	LT	1	0	1	0	-	1	3	1	1	1	4	1	0%	100%	300%	100%	
			RT	1	0	1	0	-	27	-	27	1	27	1	27	0%	2700%	0%	2700%	
	Southwest	Southwest - Millmerran Inglewood Road	LT	1	0	1	0	-	27	-	27	1	27	1	27	0%	2700%	0%	2700%	
			T	8	5	21	6	-	12	46	12	8	17	67	18	0%	240%	219%	200%	
Millmerran-Inglewood Road / Wongavale Yugilbar Road	South	South - Millmerran Inglewood Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	62%
			T	12	6	12	6	15	1	-	1	27	7	12	7	125%	17%	0%	17%	
			RT	1	0	1	0	3	4	-	4	4	4	1	4	300%	400%	0%	400%	
	East	East - Wongavale Yugilbar Road	LT	1	0	1	0	-	4	3	4	1	4	4	4	0%	400%	300%	400%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	North	North - Millmerran Inglewood Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	11	6	11	6	1	-	15	1	12	6	26	7	9%	0%	136%	17%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Robert Wicks Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Texas-Yelarbon Road / Access Track	South	South - Texas Yelarbon Road	T	7	2	7	2	-	-	-	-	7	2	7	2	0%	0%	0%	0%	36%
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	East	East - Unnamed Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	
	North	North - Texas Yelarbon Road	LT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	
			T	8	3	7	2	-	-	-	-	8	3	7	2	0%	0%	0%	0%	
Toowoomba-Cecil Plains Road / Airport Quarry Wellcamp Access Road	South	South - Airport Quarry Wellcamp Access Road	LT	1	0	1	0	-	20	-	20	1	20	1	20	0%	2000%	0%	2000%	22%
			RT	2	9	1	4	-	-	-	-	2	9	1	4	0%	0%	0%	0%	
	East	East - Toowoomba Cecil Plains Road	LT	2	12	0	4	-	-	-	-	2	12	0	4	0%	0%	0%	0%	
			T	196	18	93	7	11	1	-	1	207	19	93	8	6%	6%	0%	14%	
	West	West - Toowoomba Cecil Plains Road	T	142	14	121	13	-	1	11	1	142	15	132	14	0%	7%	9%	8%	
			RT	1	0	1	0	-	20	-	20	1	20	1	20	0%	2000%	0%	2000%	

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				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Toowoomba-Cecil Plains Road / Brimblecombe Road	East	East - Toowoomba Cecil Plains Road	T	137	25	147	26	4	1	-	1	141	26	147	27	3%	4%	0%	4%	6%
			RT	3	1	5	3	8	1	-	1	11	2	5	4	267%	100%	0%	33%	
	North	North - Brimblecombe Road	LT	3	1	5	1	-	1	8	1	3	2	13	2	0%	100%	160%	100%	
			RT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	
	West	West - Toowoomba Cecil Plains Road	LT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	
			T	124	29	189	44	-	1	4	1	124	30	193	45	0%	3%	2%	2%	
Toowoomba-Cecil Plains Road / Charlton Connection Road	South	South - Toowoomba Cecil Plains Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	0%
			T	141	53	194	73	-	-	-	-	141	53	194	73	0%	0%	0%	0%	
			RT	155	75	166	80	-	2	-	2	155	77	166	82	0%	3%	0%	3%	
	East	East - Carrington Road	LT	155	75	166	80	-	2	-	2	155	77	166	82	0%	3%	0%	3%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
	North	North - Troys Road	LT	1	1	1	1	-	-	-	-	1	1	1	1	0%	0%	0%	0%	
			T	171	71	145	60	-	-	-	-	171	71	145	60	0%	0%	0%	0%	
			RT	170	75	147	65	-	-	-	-	170	75	147	65	0%	0%	0%	0%	
	West	West - Heinemann Road	LT	170	75	147	65	-	-	-	-	170	75	147	65	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Toowoomba-Cecil Plains Road / McDougall Street	South	South - McDougalls Road	LT	97	24	110	27	-	2	-	2	97	26	110	29	0%	8%	0%	7%	0%
			T	138	34	102	25	-	-	-	-	138	34	102	25	0%	0%	0%	0%	
			RT	97	24	78	19	-	-	-	-	97	24	78	19	0%	0%	0%	0%	
	East	East - Toowoomba-Cecil Plains Road (Taylor St)	LT	72	34	52	25	-	-	-	-	72	34	52	25	0%	0%	0%	0%	
			T	453	217	482	230	-	-	-	-	453	217	482	230	0%	0%	0%	0%	
			RT	59	28	52	25	-	-	-	-	59	28	52	25	0%	0%	0%	0%	
	North	North - McDougalls Road	LT	117	29	62	35	-	-	-	-	117	29	62	35	0%	0%	0%	0%	
			T	140	35	89	39	-	-	-	-	140	35	89	39	0%	0%	0%	0%	
			RT	73	18	85	21	-	-	-	-	73	18	85	21	0%	0%	0%	0%	
	West	West - Toowoomba-Cecil Plains Road (Taylor St)	LT	41	18	46	21	-	-	-	-	41	18	46	21	0%	0%	0%	0%	
			T	326	144	359	159	-	-	-	-	326	144	359	159	0%	0%	0%	0%	
			RT	107	47	113	50	-	2	-	2	107	49	113	52	0%	4%	0%	4%	
Toowoomba-Cecil Plains Road / Omara Road	East	East - Toowoomba-Cecil Plains Road	T	166	30	177	32	-	1	-	1	166	31	177	33	0%	3%	0%	3%	2%
			RT	201	43	215	46	-	7	-	7	201	50	215	53	0%	16%	0%	15%	
	North	North - Omara Road	LT	220	36	237	38	-	7	-	7	220	43	237	45	0%	19%	0%	18%	
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
	West	West - Toowoomba-Cecil Plains Road	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
			T	150	35	228	53	-	1	-	1	150	36	228	54	0%	3%	0%	2%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Toowoomba-Cecil Plains Road / Towoomba Bypass NB Ramps	South	South - Toowoomba Bypass NB Ramps	LT	2	1	1	1	-	1	-	1	2	2	1	2	0%	100%	0%	100%	10%
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	36	7	14	8	-	6	-	6	36	13	14	14	0%	86%	0%	75%	
	East	East - Toowoomba Cecil Plains Road	T	183	25	135	23	11	12	-	12	194	37	135	35	6%	48%	0%	52%	
			RT	6	2	3	1	-	-	-	-	6	2	3	1	0%	0%	0%	0%	
	West	West - Toowoomba Cecil Plains Road	LT	28	8	45	8	-	12	-	12	28	20	45	20	0%	150%	0%	150%	
			T	102	18	158	19	-	1	11	1	102	19	169	20	0%	6%	7%	5%	
Toowoomba-Cecil Plains Road / Towoomba Bypass SB Ramps	East	East - Toowoomba Cecil Plains Road	LT	21	10	26	6	-	6	10	-4	21	16	36	2	0%	60%	38%	-67%	10%
			T	149	20	113	18	11	1	-	1	160	21	113	19	7%	5%	0%	6%	
	North	North - Toowoomba Bypass SB Ramp	LT	7	1	4	4	-	-	-	-	7	1	4	4	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	40	7	25	6	-	12	-	12	40	19	25	18	0%	171%	0%	200%	
	West	West - Toowoomba Cecil Plains Road	T	134	24	170	26	-	7	11	7	134	31	181	33	0%	29%	6%	27%	
			RT	4	0	1	0	-	1	-	1	4	1	1	1	0%	100%	0%	100%	
Toowoomba-Cecil Plains Road / Access Track	South	South - Unnamed Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	16%
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	4	3	4	1	4	4	4	0%	400%	300%	400%	
	East	East - Toowoomba-Cecil Plains Road	LT	1	0	1	0	3	4	-	4	4	4	1	4	300%	400%	0%	400%	
			T	70	17	124	31	-	-	-	-	70	17	124	31	0%	0%	0%	0%	
			RT	1	0	1	0	-	20	-	20	1	20	1	20	0%	2000%	0%	2000%	
	North	North - Unnamed Road	LT	1	0	1	0	-	20	-	20	1	20	1	20	0%	2000%	0%	2000%	
			T	70	17	124	31	-	-	-	-	70	17	124	31	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Toowoomba-Cecil Plains Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Toowoomba-Cecil Plains Road / Wellcamp Westbrook Road	South	South - Wellcamp Westbrook Road	LT	45	14	48	15	-	7	-	7	45	21	48	22	0%	50%	0%	47%	1%
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	East	East - Toowoomba-Cecil Plains Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	130	22	151	25	-	1	-	1	130	23	151	26	0%	5%	0%	4%	
			RT	43	13	65	21	-	-	-	-	43	13	65	21	0%	0%	0%	0%	
	North	North - Wellcamp Westbrook Road	LT	43	13	65	20	-	-	-	-	43	13	65	20	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Toowoomba-Cecil Plains Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	118	41	165	56	-	-	-	-	118	41	165	56	0%	0%	0%	0%	
			RT	45	22	48	22	-	-	-	-	45	22	48	22	0%	0%	0%	0%	

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				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Warrego Highway / Chamberlain Road	North	North - Chamberlain Road	LT	1	0	1	0	-	1	3	1	1	1	4	1	0%	100%	300%	100%	2%
	West	West - Warrego Highway	LT	1	0	1	0	4	1	-	1	5	1	1	1	400%	100%	0%	100%	
			T	466	113	502	121	-	1	4	1	466	114	506	122	0%	1%	1%	1%	
Warrego Highway / Leesons Road	East	East - Warrego Highway	T	459	95	636	65	8	1	-	1	467	96	636	66	2%	1%	0%	2%	3%
			RT	1	0	1	1	8	12	-	12	9	12	1	13	800%	1200%	0%	1200%	
	North	North - Leesons Road	LT	3	0	3	1	-	12	8	12	3	12	11	13	0%	1200%	267%	1200%	
	West	West - Warrego Highway	LT	1	0	2	0	-	-	-	-	1	0	2	0	0%	0%	0%	0%	
			T	679	69	641	89	-	1	8	1	679	70	649	90	0%	1%	1%	1%	
Warrego Highway / Omara Road / Steger Road	South	South - Omara Road	LT	133	19	112	10	-	7	-	7	133	26	112	17	0%	37%	0%	70%	5%
			T	7	1	11	3	-	1	-	1	7	2	11	4	0%	100%	0%	33%	
			RT	17	14	42	12	-	-	-	-	17	14	42	12	0%	0%	0%	0%	
	East	East - Warrego Highway	LT	34	7	42	5	-	-	-	-	34	7	42	5	0%	0%	0%	0%	
			T	8	2	13	3	-	1	-	1	8	3	13	4	0%	50%	0%	33%	
			RT	32	8	31	4	8	1	-	1	40	9	31	5	25%	13%	0%	25%	
	North	North - Steger Road	LT	10	5	16	5	-	1	8	1	10	6	24	6	0%	20%	50%	20%	
			T	8	2	13	3	-	1	-	1	8	3	13	4	0%	50%	0%	33%	
			RT	5	2	11	2	-	1	-	1	5	3	11	3	0%	50%	0%	50%	
	West	West - Warrego Highway	LT	31	2	30	5	-	1	-	1	31	3	30	6	0%	50%	0%	20%	
			T	7	1	11	3	-	1	-	1	7	2	11	4	0%	100%	0%	33%	
			RT	128	14	170	18	-	7	-	7	128	21	170	25	0%	50%	0%	39%	
Warrego Highway / Toowoomba Bypass NB Ramps	South	South - Toowoomba Bypass NB Ramps	LT	6	1	8	7	-	25	-	25	6	26	8	32	0%	2500%	0%	357%	5%
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	25	1	36	3	-	-	-	-	25	1	36	3	0%	0%	0%	0%	
	East	East - Warrego Highway	T	427	90	532	84	22	-	-	-	449	90	532	84	5%	0%	0%	0%	
			RT	2	10	5	8	-	-	-	-	2	10	5	8	0%	0%	0%	0%	
			UT	1	0	3	0	-	-	-	-	1	0	3	0	0%	0%	0%	0%	
	West	West - Warrego Highway	LT	83	34	131	38	-	-	-	-	83	34	131	38	0%	0%	0%	0%	
			T	526	65	519	59	-	25	22	25	526	90	541	84	0%	38%	4%	42%	
Warrego Highway / Toowoomba Bypass SB Ramps	East	East - Warrego Highway	LT	42	3	25	2	-	-	-	-	42	3	25	2	0%	0%	0%	0%	4%
			T	334	62	481	48	22	-	-	-	356	62	481	48	7%	0%	0%	0%	
	North	North - Toowoomba Bypass SB Ramps	LT	6	8	4	10	-	-	-	-	6	8	4	10	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	95	39	58	44	-	-	-	-	95	39	58	44	0%	0%	0%	0%	
	West	West - Warrego Highway	T	547	63	548	58	-	-	22	-	547	63	570	58	0%	0%	4%	0%	
			RT	4	3	6	3	-	25	-	25	4	28	6	28	0%	833%	0%	833%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Warrego Highway Off-ramp / Kingsthorpe Overpass	South	South - Gowrie Mountain School Rd	T	9	1	11	2	-	-	-	-	9	1	11	2	0%	0%	0%	0%	12%
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	Southeast	Southeast --	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	5	0	5	0	-	-	-	-	5	0	5	0	0%	0%	0%	0%	
	Northeast	Northeast - Warrego Highway On/Off Ramp	LT	1	0	1	0	3	22	3	22	4	22	4	22	300%	2200%	300%	2200%	
			LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	144	10	155	11	-	-	-	-	144	10	155	11	0%	0%	0%	0%	
	North	North - Kingsthorpe Opas	LT	5	1	7	2	-	-	-	-	5	1	7	2	0%	0%	0%	0%	
			LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	10	2	11	2	-	-	-	-	10	2	11	2	0%	0%	0%	0%	
Newell Highway / River Road	South	South - Newell Highway	T	162	76	143	67	-	-	-	-	162	76	143	67	0%	0%	0%	0%	1%
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	East	East - River Road South	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	2	-	2	1	2	1	2	0%	200%	0%	200%	
	North	North - Newell Highway	LT	1	0	1	0	-	2	-	2	1	2	1	2	0%	200%	0%	200%	
			T	161	79	158	78	-	-	-	-	161	79	158	78	0%	0%	0%	0%	
Cemetery Road / Access Track	SouthEast	SouthEast - Cemetery Road	T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	33%
			RT	9	2	8	1	-	-	-	-	9	2	8	1	0%	0%	0%	0%	
	North	North - Unnamed Road	LT	9	2	9	2	-	-	-	-	9	2	9	2	0%	0%	0%	0%	
			RT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	
	NorthWest	NorthWest - Cemetery Road	LT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Coolmunda Dam Access / Coolmunda Dam Access	South	South - Coolmunda Access	T	2	1	2	1	-	-	-	-	2	1	2	1	0%	0%	0%	0%	71%
			RT	2	1	2	1	-	-	-	-	2	1	2	1	0%	0%	0%	0%	
	East	East - Coolmunda Dam Access	LT	2	1	2	1	-	-	-	-	2	1	2	1	0%	0%	0%	0%	
			RT	1	0	1	0	-	5	-	5	1	5	1	5	0%	500%	0%	500%	
	North	North - Coolmunda Access	LT	1	0	1	0	-	5	-	5	1	5	1	5	0%	500%	0%	500%	
			T	2	1	2	1	-	-	-	-	2	1	2	1	0%	0%	0%	0%	
Hunt Street / Boodle Street	South	South - Boodle Street	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	33%
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	East	East - Hunt Street	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Hunt Street	T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Kildonan Road / Eukabilla Road	Southeast	Southeast - Kildonan Road	T	82	9	81	9	-	1	-	1	82	10	81	10	0%	11%	0%	11%	11%
			RT	1	0	1	0	-	2	-	2	1	2	1	2	0%	200%	0%	200%	
	Northeast	Northeast - Eukabilla Road	LT	1	0	1	0	-	2	-	2	1	2	1	2	0%	200%	0%	200%	
			RT	1	0	1	0	-	1	11	1	1	1	12	1	0%	100%	1100%	100%	
	Northwest	Northwest - Kildonan Road	LT	1	0	1	0	11	1	-	1	12	1	1	1	1100%	100%	0%	100%	
			T	84	9	75	8	-	1	-	1	84	10	75	9	0%	11%	0%	13%	
Kildonan Road / South Kurumbul Road	Northeast	Northeast - Kildonan Road	T	82	9	81	9	-	1	-	1	82	10	81	10	0%	11%	0%	11%	3%
			RT	2	1	2	1	-	-	-	-	2	1	2	1	0%	0%	0%	0%	
	North	North - South Kurumbul Road	LT	2	1	2	1	-	-	-	-	2	1	2	1	0%	0%	0%	0%	
			RT	1	0	1	0	-	2	-	2	1	2	1	2	0%	200%	0%	200%	
	Southwest	Southwest - Kildonan Road	LT	1	0	1	0	-	2	-	2	1	2	1	2	0%	200%	0%	200%	
			T	84	9	75	8	-	1	-	1	84	10	75	9	0%	11%	0%	13%	
McDougalls Road / Access Track	Southeast	Southeast - Mcdougalls Crossing Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	150%
			T	1	0	1	0	3	3	-	3	4	3	1	3	300%	300%	0%	300%	
	Northwest	Northwest - Unnamed Road	T	1	0	1	0	-	3	3	3	1	3	4	3	0%	300%	300%	300%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	Southwest	Southwest - McDougalls Crossing Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Mooroobie Lane / Cemetery Road	Northeast	Northeast - Mooroobie Lane	T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	35%
			RT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	
	Northwest	Northwest - Cemetery Road	LT	1	0	1	0	-	4	-	4	1	4	1	4	0%	400%	0%	400%	
			RT	9	1	9	1	-	-	-	-	9	1	9	1	0%	0%	0%	0%	
	Southwest	Southwest - Mooroobie Lane	LT	10	2	8	1	-	-	-	-	10	2	8	1	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Mooroobie Lane / Mooroobie Lane	Northeast	Northeast - Mooroobie Lane	T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	233%
			RT	1	0	1	0	-	7	-	7	1	7	1	7	0%	700%	0%	700%	
	West	West - Mooroobie Lane	LT	1	0	1	0	-	7	-	7	1	7	1	7	0%	700%	0%	700%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	Southwest	Southwest - Boggabilla Lane	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Mosquito Creek Road / Grays Road	South	South - Mosquito Creek Road	LT	1	0	1	0	-	6	-	6	1	6	1	6	0%	600%	0%	600%	200%
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	North	North - Mosquito Creek Road	T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	Southwest	Southwest - Grays Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	6	-	6	1	6	1	6	0%	600%	0%	600%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Suttons Road / Access Track	Southeast	Southeast - Unnamed Road	LT	1	0	1	0	-	16	-	16	1	16	1	16	0%	1600%	0%	1600%	533%
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	Northeast	Northeast - Suttons Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	Southwest	Southwest - Suttons Road	T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	16	-	16	1	16	1	16	0%	1600%	0%	1600%	
Wondalli Kurumbul Road / Mooroobie Lane	South	South - Wondalli Kurumbul Road	LT	1	0	1	0	-	7	-	7	1	7	1	7	0%	700%	0%	700%	117%
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	East	East - Danes Lane	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	North	North - Wondalli Kurumbul Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Mooroobie Lane	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	7	-	7	1	7	1	7	0%	700%	0%	700%	
Yelarbon Kurumbul Road / Queen Street South	East	East - Yelarbon Kurumbul Road	T	3	0	3	0	8	1	-	1	11	1	3	1	267%	100%	0%	100%	189%
			RT	1	0	1	0	3	2	-	2	4	2	1	2	300%	200%	0%	200%	
	Northeast	Northeast - Queen Street South	LT	1	0	1	0	-	2	3	2	1	2	4	2	0%	200%	300%	200%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Yelarbon Kurumbul Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	2	0	2	0	-	1	8	1	2	1	10	1	0%	100%	400%	100%	
Yelarbon Kurumbul Road / South Kurumbul Road	East	East - Yelarbon Kurumbul Road	LT	2	1	2	1	-	2	-	2	2	3	2	3	0%	200%	0%	200%	86%
			T	4	0	4	0	4	1	-	1	8	1	4	1	100%	100%	0%	100%	
	West	West - Yelarbon Kurumbul Road	T	2	0	2	0	-	1	4	1	2	1	6	1	0%	100%	200%	100%	
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
	Southwest	Southwest - South Kurumbul Road	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
			RT	2	1	2	1	-	2	-	2	2	3	2	3	0%	200%	0%	200%	
Yelarbon Kurumbul Road / Wondalli Kurumbul Road	East	East - Yelarbon Kurumbul Road	T	3	0	3	0	8	1	-	1	11	1	3	1	267%	100%	0%	100%	267%
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	North	North - Wondalli Kurumbul Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	7	-	7	1	7	1	7	0%	700%	0%	700%	
	West	West - Yelarbon Kurumbul Road	LT	1	0	1	0	-	7	-	7	1	7	1	7	0%	700%	0%	700%	
			T	2	0	2	0	-	1	8	1	2	1	10	1	0%	100%	400%	100%	

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				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
River Road / River Road	South	South - River Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	67%
			RT	1	0	1	0	-	2	-	2	1	2	1	2	0%	200%	0%	200%	
	East	East - River Road	LT	1	0	1	0	-	2	-	2	1	2	1	2	0%	200%	0%	200%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Unnamed Road	T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Alderley Street / Condamine Street	East	East - Alderley Street	T	487	199	324	133	-	-	-	-	487	199	324	133	0%	0%	0%	0%	0%
			RT	25	5	43	8	-	-	-	-	25	5	43	8	0%	0%	0%	0%	
	North	North - Condamine Street	LT	42	8	27	5	-	-	-	-	42	8	27	5	0%	0%	0%	0%	
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
	West	West - Alderley Street	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
			T	315	65	520	107	-	-	-	-	315	65	520	107	0%	0%	0%	0%	
Campbell Street / Saleyards Road	South	South - Campbell Street	LT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	23%
			T	81	9	110	11	-	-	53	-	81	9	163	11	0%	0%	48%	0%	
	North	North - Campbell Street	T	82	9	86	9	53	-	-	-	135	9	86	9	65%	0%	0%	0%	
			RT	10	4	10	4	-	-	-	-	10	4	10	4	0%	0%	0%	0%	
	West	West - Saleyards Road	LT	11	5	16	6	-	-	-	-	11	5	16	6	0%	0%	0%	0%	
			RT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	
Commodore Peak Road / Scragg Road	East	East - Commodore Peak Road	T	2	0	2	0	-	-	-	-	2	0	2	0	0%	0%	0%	0%	314%
			RT	1	0	1	0	7	8	-1	8	8	8	0	8	700%	800%	-100%	800%	
	North	North - Scragg Road	LT	1	0	1	0	-1	8	7	8	0	8	8	8	-100%	800%	700%	800%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Commodore Peak Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Drayton Wellcamp Road / Boundary Street South	South	South - Boundary Street South	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	4%
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	East	East - Drayton Wellcamp Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	133	24	202	36	-	1	-	1	133	25	202	37	0%	4%	0%	3%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	North	North - Unnamed Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	7	-	7	1	7	1	7	0%	700%	0%	700%	
	West	West - Drayton Wellcamp Road	LT	1	0	1	0	-	7	-	7	1	7	1	7	0%	700%	0%	700%	
			T	141	25	150	27	-	1	-	1	141	26	150	28	0%	4%	0%	4%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	

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				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Forestry Road / Access Track	East	East - Forestry Road	T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	200%
			RT	1	0	1	0	-	6	-	6	1	6	1	6	0%	600%	0%	600%	
	North	North - Unnamed Road	LT	1	0	1	0	-	6	-	6	1	6	1	6	0%	600%	0%	600%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Forestry Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Gap Road / Grevillea Street	South	South - Grevillea Road	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	1%
			RT	16	6	17	7	-	-	-	-	16	6	17	7	0%	0%	0%	0%	
	East	East - Gap Road	LT	15	6	16	6	-	-	-	-	15	6	16	6	0%	0%	0%	0%	
			T	51	7	56	8	-	-	-	-	51	7	56	8	0%	0%	0%	0%	
	West	West - Gap Road	T	45	6	49	6	-	-	-	-	45	6	49	6	0%	0%	0%	0%	
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
Greenwattle Street / Alderley Street	South	South - Greenwattle Street	T	149	27	159	28	-	-	-	-	149	27	159	28	0%	0%	0%	0%	0%
			RT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
	East	East - Alderley Street	LT	1	0	1	0	-	1	-	1	1	1	1	1	0%	100%	0%	100%	
			RT	426	53	648	82	-	-	-	-	426	53	648	82	0%	0%	0%	0%	
	North	North - Greenwattle Street	LT	451	56	482	60	-	-	-	-	451	56	482	60	0%	0%	0%	0%	
			T	141	25	214	38	-	-	-	-	141	25	214	38	0%	0%	0%	0%	
Kingsthorpe Haden Road / Kingsthorpe Overpass	South	South - Kingsthorpe Haden Road	LT	2	0	3	0	-	-	-	-	2	0	3	0	0%	0%	0%	0%	7%
			T	6	0	5	1	-	-	-	-	6	0	5	1	0%	0%	0%	0%	
	North	North - Kingsthorpe Haden Road	T	275	15	90	7	-	-	-	-	275	15	90	7	0%	0%	0%	0%	
			RT	5	2	7	1	-	-	-	-	5	2	7	1	0%	0%	0%	0%	
	West	West - Kingsthorpe Overpass	LT	54	9	249	12	-	-	-	-	54	9	249	12	0%	0%	0%	0%	
			RT	16	1	5	1	4	22	4	22	20	23	9	23	25%	2200%	80%	2200%	
Kooroongarra Road / Millwood Road	South	South - Kooroongarra Road	LT	1	0	1	0	-	12	-	12	1	12	1	12	0%	1200%	0%	1200%	126%
			T	3	2	2	2	-	-	-	-	3	2	2	2	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	East	East - Stafford Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	North	North - Kooroongarra Road	LT	1	1	1	0	-	-	-	-	1	1	1	0	0%	0%	0%	0%	
			T	3	2	3	2	-	-	-	-	3	2	3	2	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Millwood Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	12	-	12	1	12	1	12	0%	1200%	0%	1200%	

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				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Leesons Road / Steger Road	South	South - Leesons Road	T	2	0	3	0	8	1	-	1	10	1	3	1	400%	100%	0%	100%	11%
			RT	37	14	40	15	-	-	-	-	37	14	40	15	0%	0%	0%	0%	
	East	East - Steger Road	LT	56	13	70	16	-	-	-	-	56	13	70	16	0%	0%	0%	0%	
			RT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	
	North	North - Leesons Road	LT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	
			T	3	0	3	0	-	1	8	1	3	1	11	1	0%	100%	267%	100%	
Linthorpe Valley Road / Geitz Road	South	South - Luck Road	T	1	0	2	0	-	-	-	-	1	0	2	0	0%	0%	0%	0%	47%
			RT	1	0	1	0	-	2	3	2	1	2	4	2	0%	200%	300%	200%	
	East	East - Linthorpe Valley Road	LT	1	0	1	0	3	2	-	2	4	2	1	2	300%	200%	0%	200%	
			RT	4	1	4	1	-	-	-	-	4	1	4	1	0%	0%	0%	0%	
	North	North - Linthorpe Valley Road	LT	4	1	4	1	-	-	-	-	4	1	4	1	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Millwood Road / Millwood Road	South	South - Millwood Road	LT	1	0	1	0	-	12	-	12	1	12	1	12	0%	1200%	0%	1200%	400%
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	North	North - Millmerran Road	T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Millwood Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	12	-	12	1	12	1	12	0%	1200%	0%	1200%	
Murlaggan Road / Kahler Road	South	South - Kahler Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	31%
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	East	East - Murlaggan Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	18	1	19	1	8	1	-	1	26	2	19	2	44%	100%	0%	100%	
			RT	1	0	1	0	3	1	-	1	4	1	1	1	300%	100%	0%	100%	
	North	North - Kahler Road	LT	1	0	1	0	-	1	3	1	1	1	4	1	0%	100%	300%	100%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Murlaggan Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	16	1	18	1	-	1	8	1	16	2	26	2	0%	100%	44%	100%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
Six Mile Road / Bligh Street	Southeast	Southeast - Six Mile Road	T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	67%
			RT	1	0	1	0	-	2	-	2	1	2	1	2	0%	200%	0%	200%	
	Northeast	Northeast - Bligh Street	LT	1	0	1	0	-	2	-	2	1	2	1	2	0%	200%	0%	200%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	Northwest	Northwest - Six Mile Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	

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				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Steger Road / Draper Road	South	South - Steger Road	LT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	5%
			T	56	13	70	16	8	-	-	-	64	13	70	16	14%	0%	0%	0%	
	North	North - Draper Road	T	37	14	40	15	-	-	8	-	37	14	48	15	0%	0%	20%	0%	
			RT	56	14	70	16	-	-	-	-	56	14	70	16	0%	0%	0%	0%	
	West	West - Steger Road	LT	37	13	40	15	-	-	-	-	37	13	40	15	0%	0%	0%	0%	
			RT	1	0	1	0	-	3	-	3	1	3	1	3	0%	300%	0%	300%	
Tummaville Road / Quarry Road Access	South	South - Tummaville Road	T	7	2	2	0	-	-	-	-	7	2	2	0	0%	0%	0%	0%	215%
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	East	East - Unnamed Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	14	-	14	1	14	1	14	0%	1400%	0%	1400%	
	North	North - Tummaville Road	LT	1	0	1	0	-	14	-	14	1	14	1	14	0%	1400%	0%	1400%	
			T	4	1	6	1	-	-	-	-	4	1	6	1	0%	0%	0%	0%	
Wellcamp Westbrook Road / Drayton Wellcamp Road	South	South - Wellcamp Westbrook Road	T	45	15	48	15	-	-	-	-	45	15	48	15	0%	0%	0%	0%	2%
			RT	141	25	150	27	-	-	-	-	141	25	150	27	0%	0%	0%	0%	
	East	East - Drayton Wellcamp Road	LT	133	24	202	36	-	-	-	-	133	24	202	36	0%	0%	0%	0%	
			RT	1	0	1	0	-	7	-	7	1	7	1	7	0%	700%	0%	700%	
	North	North - Wellcamp Westbrook Road	LT	1	0	1	0	-	7	-	7	1	7	1	7	0%	700%	0%	700%	
			T	43	13	65	20	-	-	-	-	43	13	65	20	0%	0%	0%	0%	
West Street / Florence Street	South	South - West Street	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	6%
			T	2	2	2	2	-	1	-	1	2	3	2	3	0%	50%	0%	50%	
			RT	12	0	12	0	-	-	-	-	12	0	12	0	0%	0%	0%	0%	
	Northeast	Northeast - Florence Street	LT	12	0	12	0	-	-	-	-	12	0	12	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	Northwest	Northwest - West Street	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	2	2	2	2	-	1	-	1	2	3	2	3	0%	50%	0%	50%	
			RT	13	0	12	0	-	1	-	1	13	1	12	1	0%	100%	0%	100%	
	Southwest	Southwest - Florence Street	LT	13	0	12	0	-	1	-	1	13	1	12	1	0%	100%	0%	100%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	

Approach	Approach	Approach	Turn	Background peak hour volumes during peak impact year				Project peak construction traffic				Peak Impact Year With Development Traffic				Intersection movement % increase				
				AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
				LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Yarranlea Road / Desmonds Lane	South	South - Yarranlea Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	28%
			T	3	1	3	1	-	-	-	-	3	1	3	1	0%	0%	0%	0%	
			RT	1	0	1	0	3	1	-	1	4	1	1	1	300%	100%	0%	100%	
	East	East - Desmonds Lane	LT	1	0	1	0	-	1	3	1	1	1	4	1	0%	100%	300%	100%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	North	North - Yarranlea Road	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	3	1	3	1	-	-	-	-	3	1	3	1	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
	West	West - Desmonds Lane	LT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			T	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	
			RT	1	0	1	0	-	-	-	-	1	0	1	0	0%	0%	0%	0%	

Delay Assessment Output

Intersection name	Peak period	Analysis scenario	Worst movement			Vehicle Minutes Delay	
			Movement	Delay (s)	LoS	Vehicle Minutes Delay (h:mm:ss)	Vehicle Minutes Delay (net) %
Barwon Highway / Barwon Highway	AM	Without development	NE-RT	10	A	0:48:57	5%
		With development	NE-RT	10	B	0:51:22	
	PM	Without development	NE-RT	9	A	0:47:44	5%
		With development	NE-RT	10	A	0:50:00	
Barwon Highway / Carnavon Highway	AM	Without development	N-LT	9	A	0:03:27	51%
		With development	E-LT	10	B	0:05:12	
	PM	Without development	N-LT	9	A	0:03:10	55%
		With development	E-LT	10	B	0:04:55	
Barwon Highway / Leichhardt Highway	AM	Without development	E-RT	8	A	0:21:58	7%
		With development	E-RT	9	A	0:23:34	
	PM	Without development	E-RT	8	A	0:23:30	7%
		With development	E-RT	9	A	0:25:08	
Barwon Highway / Silo Street	AM	Without development	E-LT	9	A	0:01:29	19%
		With development	E-LT	9	A	0:01:46	
	PM	Without development	E-LT	8	A	0:01:18	22%
		With development	E-LT	9	A	0:01:35	
Barwon Highway / South Toobeah Road	AM	Without development	S-LT	9	A	0:02:36	12%
		With development	S-RT	9	A	0:02:54	
	PM	Without development	S-LT	9	A	0:02:23	13%
		With development	S-RT	9	A	0:02:41	
Barwon Highway / Town Common Road	AM	Without development	SE-LT	9	A	0:03:34	9%
		With development	SE-LT	9	A	0:03:53	
	PM	Without development	SE-LT	9	A	0:03:31	8%
		With development	SE-LT	9	A	0:03:49	
Carnarvon Highway / Noondoo Thallon Road	AM	Without development	S-LT	6	A	0:02:15	52%
		With development	W-RT	6	A	0:03:25	
	PM	Without development	S-LT	6	A	0:01:57	57%
		With development	S-LT	6	A	0:03:05	
Cunningham Highway / Bybera Road	AM	Without development	N-RT	8	A	0:00:44	787%
		With development	N-LT	11	B	0:06:29	
	PM	Without development	N-RT	8	A	0:00:52	705%
		With development	N-LT	11	B	0:07:02	
Cunningham Highway / Cemetery	AM	Without development	E-RT	8	A	0:01:29	68%
		With development	E-RT	9	A	0:02:30	

Delay Assessment Output

Intersection name	Peak period	Analysis scenario	Worst movement			Vehicle Minutes Delay	
			Movement	Delay (s)	LoS	Vehicle Minutes Delay (h:mm:ss)	Vehicle Minutes Delay (net) %
Highway / Cemetery Road	PM	Without development	E-RT	8	A	0:01:30	69%
		With development	E-RT	10	A	0:02:33	
Cunningham Highway / Coolmunda Dam Access	AM	Without development	S-RT	9	A	0:01:10	154%
		With development	S-LT	10	B	0:02:58	
	PM	Without development	S-RT	9	A	0:01:10	154%
		With development	S-LT	10	B	0:02:58	
Cunningham Highway / Cremascos Road	AM	Without development	N-LT	11	B	0:01:36	92%
		With development	N-LT	12	B	0:03:04	
	PM	Without development	N-LT	11	B	0:01:47	103%
		With development	N-LT	11	B	0:03:38	
Cunningham Highway / East Sawmill Road	AM	Without development	N-RT	7	A	0:00:23	1935%
		With development	N-RT	9	A	0:07:54	
	PM	Without development	N-RT	7	A	0:00:29	1521%
		With development	N-RT	8	A	0:07:47	
Cunningham Highway / Elizabeth Street	AM	Without development	SE-RT	6	A	0:00:58	118%
		With development	SE-RT	6	A	0:02:07	
	PM	Without development	SE-RT	6	A	0:00:59	123%
		With development	NE-RT	6	A	0:02:10	
Cunningham Highway / Fosters Road	AM	Without development	N-LT	9	A	0:00:32	2790%
		With development	N-RT	11	B	0:15:25	
	PM	Without development	N-LT	9	A	0:00:32	2804%
		With development	N-RT	11	B	0:15:29	
Cunningham Highway / Inglewood Quarry Access Road	AM	Without development	E-RT	11	B	0:01:17	448%
		With development	E-RT	11	B	0:07:01	
	PM	Without development	E-RT	11	B	0:00:58	601%
		With development	E-RT	11	B	0:06:49	
Cunningham Highway / Kildonan Road	AM	Without development	S-RT	16	B	1:08:22	4%
		With development	S-RT	17	B	1:11:01	
	PM	Without development	S-RT	17	B	1:23:26	6%
		With development	S-RT	17	B	1:28:05	
Cunningham Highway / Leichhardt Highway	AM	Without development	W-RT	14	B	0:30:49	7%
		With development	W-RT	15	B	0:32:53	
	PM	Without development	W-RT	15	B	0:34:03	6%
		With development	W-RT	15	C	0:36:13	
Cunningham Highway /	AM	Without development	NW-LT	8	A	0:00:31	358%
		With development	NW-RT	11	B	0:02:23	

Delay Assessment Output

Intersection name	Peak period	Analysis scenario	Worst movement			Vehicle Minutes Delay	
			Movement	Delay (s)	LoS	Vehicle Minutes Delay (h:mm:ss)	Vehicle Minutes Delay (net) %
Highway / McDougalls Road	PM	Without development	NW-LT	8	A	0:00:31	367%
		With development	NW-RT	11	B	0:02:26	
Cunningham Highway / Millmerran-Inglewood Road	AM	Without development	N-RT	9	A	0:06:18	320%
		With development	E-RT	10	A	0:26:30	
	PM	Without development	N-RT	8	A	0:07:04	272%
		With development	N-RT	11	B	0:26:17	
Cunningham Highway / Springborg Road	AM	Without development	NW-LT	8	A	0:00:31	285%
		With development	NW-RT	10	B	0:02:00	
	PM	Without development	NW-LT	8	A	0:00:31	312%
		With development	SW-LT	10	A	0:02:08	
Cunningham Highway / Texas-Yelarbon Road	AM	Without development	S-RT	9	A	0:03:08	46%
		With development	S-LT	10	B	0:04:35	
	PM	Without development	S-RT	9	A	0:02:50	51%
		With development	S-LT	10	B	0:04:17	
Cunningham Highway / Whetstone Access Road	AM	Without development	NW-LT	8	A	0:00:31	1500%
		With development	NW-RT	11	B	0:08:19	
	PM	Without development	NW-LT	8	A	0:00:31	1511%
		With development	NE-RT	10	A	0:08:23	
Cunningham Highway / Woodcocks Road	AM	Without development	N-LT	8	A	0:00:31	274%
		With development	N-LT	10	B	0:01:57	
	PM	Without development	N-LT	8	A	0:00:31	293%
		With development	N-LT	10	B	0:02:03	
Cunningham Highway / Yelarbon Keetah Road	AM	Without development	E-RT	5	A	0:07:46	17%
		With development	E-RT	5	A	0:09:04	
	PM	Without development	E-RT	5	A	0:07:08	24%
		With development	E-RT	5	A	0:08:52	
Cunningham Highway / Yelarbon Kurumbul Road	AM	Without development	NE-RT	10	A	0:01:44	400%
		With development	NE-LT	10	A	0:08:40	
	PM	Without development	NE-LT	8	A	0:01:40	375%
		With development	SW-RT	11	B	0:07:55	
Gore Highway / Fysh Road	AM	Without development	W-RT	6	A	0:01:22	110%
		With development	E-LT	6	A	0:02:53	
	PM	Without development	W-RT	6	A	0:01:16	102%
		With development	W-RT	7	A	0:02:34	
Gore Highway /	AM	Without development	W-LT	37	D	12:34:18	8%
		With development	E-RT	35	C	13:32:18	

Delay Assessment Output

Intersection name	Peak period	Analysis scenario	Worst movement			Vehicle Minutes Delay	
			Movement	Delay (s)	LoS	Vehicle Minutes Delay (h:mm:ss)	Vehicle Minutes Delay (net) %
Alderley Street	PM	Without development	S-RT	55	D	14:12:57	2%
		With development	S-RT	57	E	14:28:02	
Gore Highway / Athol School Road	AM	Without development	N-RT	17	C	0:04:51	760%
		With development	N-RT	32	D	0:41:40	
	PM	Without development	N-RT	13	B	0:03:49	1057%
		With development	N-RT	36	E	0:44:06	
Gore Highway / Biddeston Southbrook Road	AM	Without development	W-RT	13	B	0:02:51	255%
		With development	W-RT	20	C	0:10:05	
	PM	Without development	W-RT	12	B	0:02:52	271%
		With development	W-RT	20	C	0:10:36	
Gore Highway / Blackwell Road	AM	Without development	E-LT	10	A	0:00:35	313%
		With development	E-RT	16	C	0:02:25	
	PM	Without development	E-LT	10	A	0:00:45	243%
		With development	E-RT	15	B	0:02:35	
Gore Highway / Bushy Lane	AM	Without development	W-RT	11	B	0:02:43	112%
		With development	W-RT	20	C	0:05:45	
	PM	Without development	E-RT	11	B	0:02:43	131%
		With development	W-RT	21	C	0:06:15	
Gore Highway / Campbell Street	AM	Without development	NE-RT	7	A	0:23:12	63%
		With development	NE-RT	7	A	0:37:49	
	PM	Without development	NE-RT	7	A	0:09:16	116%
		With development	NE-RT	7	A	0:20:01	
Gore Highway / Dieckmann Road	AM	Without development	NW-RT	8	A	0:00:32	2052%
		With development	NW-RT	13	B	0:11:35	
	PM	Without development	NW-RT	9	A	0:00:33	2074%
		With development	NW-RT	12	B	0:11:46	
Gore Highway / Florence Street	AM	Without development	NE-LT	6	A	0:02:44	14%
		With development	NE-RT	7	A	0:03:08	
	PM	Without development	NE-LT	6	A	0:02:37	9%
		With development	NE-RT	7	A	0:02:50	
Gore Highway / Gilgai Lane	AM	Without development	W-RT	10	A	0:00:44	251%
		With development	S-RT	11	B	0:02:33	
	PM	Without development	S-LT	10	A	0:00:55	213%
		With development	S-RT	11	B	0:02:53	
Gore Highway / Hall	AM	Without development	E-RT	9	A	0:01:23	83%
		With development	E-RT	10	B	0:02:32	

Delay Assessment Output

Intersection name	Peak period	Analysis scenario	Worst movement			Vehicle Minutes Delay	
			Movement	Delay (s)	LoS	Vehicle Minutes Delay (h:mm:ss)	Vehicle Minutes Delay (net) %
Road	PM	Without development	E-RT	10	A	0:01:24	88%
		With development	SW-LT	10	B	0:02:38	
Gore Highway / Linthorpe Road	AM	Without development	N-RT	11	B	0:04:38	452%
		With development	N-RT	16	C	0:25:34	
	PM	Without development	N-RT	11	B	0:03:16	699%
		With development	N-RT	18	C	0:26:03	
Gore Highway / Linthorpe Valley Road	AM	Without development	N-LT	11	B	0:01:42	115%
		With development	N-RT	14	B	0:03:38	
	PM	Without development	N-LT	11	B	0:01:50	87%
		With development	N-RT	15	B	0:03:26	
Gore Highway / Lochaber Road	AM	Without development	W-RT	8	A	0:04:33	17%
		With development	W-RT	9	A	0:05:21	
	PM	Without development	W-RT	8	A	0:04:03	21%
		With development	W-RT	9	A	0:04:54	
Gore Highway / Millmerran-Inglewood Road	AM	Without development	SE-RT	13	B	0:09:08	130%
		With development	SE-RT	16	C	0:21:03	
	PM	Without development	SE-RT	12	B	0:16:09	92%
		With development	SE-RT	15	C	0:31:03	
Gore Highway / Millmerran-Leyburn Road	AM	Without development	E-RT	10	B	0:01:48	229%
		With development	E-RT	13	B	0:05:56	
	PM	Without development	E-RT	9	A	0:03:00	141%
		With development	E-RT	13	B	0:07:14	
Gore Highway / Murlaggan Road	AM	Without development	SE-RT	17	C	0:10:42	123%
		With development	SE-RT	22	C	0:23:53	
	PM	Without development	SE-RT	22	C	0:25:14	65%
		With development	SE-RT	30	D	0:41:43	
Gore Highway / Oakey-Pittsworth Road	AM	Without development	W-RT	10	A	0:12:11	7%
		With development	W-RT	10	B	0:13:05	
	PM	Without development	W-RT	12	B	0:13:17	8%
		With development	W-RT	13	B	0:14:21	
Gore Highway / Paint Mine Road	AM	Without development	W-LT	8	A	0:00:39	100%
		With development	W-LT	9	A	0:01:18	
	PM	Without development	W-LT	8	A	0:00:42	97%
		With development	W-LT	9	A	0:01:22	
Gore Highway /	AM	Without development	S-LT	6	A	0:02:50	34%
		With development	S-RT	7	A	0:03:48	

Delay Assessment Output

Intersection name	Peak period	Analysis scenario	Worst movement			Vehicle Minutes Delay	
			Movement	Delay (s)	LoS	Vehicle Minutes Delay (h:mm:ss)	Vehicle Minutes Delay (net) %
Saleyards Road	PM	Without development	S-LT	6	A	0:03:28	37%
		With development	W-RT	7	A	0:04:45	
Gore Highway / Scrubby Road	AM	Without development	SW-RT	11	B	0:02:25	2256%
		With development	SE-RT	15	C	0:56:50	
	PM	Without development	SE-RT	12	B	0:03:30	1706%
		With development	SE-RT	18	C	1:03:07	
Gore Highway / Tummaville Road / Yarranlea Road	AM	Without development	N-RT	12	B	0:05:16	899%
		With development	N-RT	17	C	0:52:36	
	PM	Without development	N-RT	13	B	0:03:18	1479%
		With development	S-RT	15	B	0:52:09	
Gore Highway / Turallin Road	AM	Without development	N-LT	9	A	0:02:18	691%
		With development	E-RT	8	A	0:18:10	
	PM	Without development	N-LT	8	A	0:05:17	296%
		With development	N-RT	9	A	0:20:58	
Gore Highway / Ware Street (N)	AM	Without development	S-RT	11	B	0:06:16	44%
		With development	S-RT	19	C	0:09:01	
	PM	Without development	S-RT	11	B	0:06:32	58%
		With development	S-RT	20	C	0:10:17	
Gore Highway / Ware Street (S)	AM	Without development	E-RT	10	B	0:02:03	24%
		With development	E-RT	11	B	0:02:32	
	PM	Without development	E-RT	10	B	0:02:22	20%
		With development	E-RT	11	B	0:02:50	
Gore Highway / West Street	AM	Without development	E-RT	7	A	0:00:57	53%
		With development	E-RT	7	A	0:01:27	
	PM	Without development	E-RT	7	A	0:00:57	26%
		With development	E-RT	7	A	0:01:12	
Leichhardt Highway / Hunt Street	AM	Without development	S-RT	8	A	0:01:06	33%
		With development	S-RT	10	B	0:01:27	
	PM	Without development	S-RT	8	A	0:01:06	33%
		With development	S-RT	10	B	0:01:28	
Millmerran-Inglewood Road / Blackwell Road	AM	Without development	NW-LT	8	A	0:00:28	727%
		With development	NW-RT	11	B	0:03:49	
	PM	Without development	NW-LT	8	A	0:00:35	582%
		With development	NW-RT	11	B	0:04:00	
Millmerran-Inglewood Road / Campbell	AM	Without development	SW-LT	8	A	0:10:14	59%
		With development	SW-LT	9	A	0:16:16	

Delay Assessment Output

Intersection name	Peak period	Analysis scenario	Worst movement			Vehicle Minutes Delay	
			Movement	Delay (s)	LoS	Vehicle Minutes Delay (h:mm:ss)	Vehicle Minutes Delay (net) %
Road / Campbell Street	PM	Without development	SW-LT	8	A	0:13:00	40%
		With development	SW-LT	8	A	0:18:08	
Millmerran-Inglewood Road / Commodore Peak Road	AM	Without development	W-LT	8	A	0:00:31	754%
		With development	W-LT	10	B	0:04:24	
	PM	Without development	W-LT	8	A	0:00:31	784%
		With development	N-RT	11	B	0:04:34	
Millmerran-Inglewood Road / Forestry Road	AM	Without development	W-LT	8	A	0:00:31	478%
		With development	W-RT	11	B	0:02:58	
	PM	Without development	W-LT	8	A	0:00:31	476%
		With development	W-RT	11	B	0:02:58	
Millmerran-Inglewood Road / Grays Road	AM	Without development	E-LT	8	A	0:00:31	415%
		With development	E-RT	10	B	0:02:38	
	PM	Without development	E-LT	8	A	0:00:31	413%
		With development	E-RT	10	B	0:02:38	
Millmerran-Inglewood Road / Heckendorf Road	AM	Without development	NW-LT	10	A	0:00:34	1994%
		With development	NW-RT	15	C	0:11:52	
	PM	Without development	NW-LT	10	A	0:00:59	1163%
		With development	NW-RT	16	C	0:12:20	
Millmerran-Inglewood Road / Kooroongarra Road	AM	Without development	E-LT	8	A	0:01:16	540%
		With development	E-LT	11	B	0:08:07	
	PM	Without development	W-LT	8	A	0:01:16	524%
		With development	E-LT	11	B	0:07:57	
Millmerran-Inglewood Road / Millwood Road	AM	Without development	E-LT	10	A	0:01:26	422%
		With development	E-RT	15	B	0:07:29	
	PM	Without development	E-LT	10	A	0:01:37	397%
		With development	E-RT	13	B	0:08:03	
Millmerran-Inglewood Road / Moffatt Reserve Road	AM	Without development	NE-LT	9	A	0:03:15	81%
		With development	NE-RT	10	B	0:05:53	
	PM	Without development	NE-LT	9	A	0:02:56	85%
		With development	NE-RT	10	B	0:05:25	
Millmerran-Inglewood Road / Owens Scrub Road	AM	Without development	E-LT	8	A	0:04:55	331%
		With development	S-RT	11	B	0:21:09	
	PM	Without development	S-LT	8	A	0:10:15	160%
		With development	E-LT	10	A	0:26:40	
Millmerran-Inglewood	AM	Without development	E-RT	11	B	0:00:36	368%
		With development	E-RT	10	B	0:02:51	

Delay Assessment Output

Intersection name	Peak period	Analysis scenario	Worst movement			Vehicle Minutes Delay	
			Movement	Delay (s)	LoS	Vehicle Minutes Delay (h:mm:ss)	Vehicle Minutes Delay (net) %
Road / Paton Road	PM	Without development	E-RT	11	B	0:00:36	364%
		With development	N-LT	10	A	0:02:49	
Millmerran-Inglewood Road / Thornton Road	AM	Without development	SW-LT	9	A	0:00:31	2160%
		With development	W-RT	12	B	0:11:45	
	PM	Without development	SW-LT	9	A	0:00:32	2165%
		With development	W-RT	12	B	0:11:54	
Millmerran-Inglewood Road / Wongavale Yugilbar Road	AM	Without development	S-LT	8	A	0:01:15	150%
		With development	E-LT	10	B	0:03:09	
	PM	Without development	S-LT	8	A	0:01:15	156%
		With development	S-RT	10	A	0:03:13	
Texas-Yelarbon Road / Access Track	AM	Without development	E-LT	6	A	0:00:22	247%
		With development	E-RT	7	A	0:01:17	
	PM	Without development	E-LT	6	A	0:00:22	247%
		With development	E-RT	7	A	0:01:17	
Toowoomba-Cecil Plains Road / Airport Quarry Wellcamp Access Road	AM	Without development	S-RT	13	B	0:05:14	174%
		With development	S-RT	14	B	0:14:21	
	PM	Without development	E-LT	10	B	0:01:44	411%
		With development	W-RT	11	B	0:08:52	
Toowoomba-Cecil Plains Road / Brimblecombe Road	AM	Without development	N-LT	9	A	0:01:28	226%
		With development	N-RT	12	B	0:04:47	
	PM	Without development	E-RT	10	A	0:02:47	117%
		With development	N-RT	14	B	0:06:02	
Toowoomba-Cecil Plains Road / Charlton Connection Road	AM	Without development	E-RT	14	B	3:26:42	1%
		With development	E-RT	14	B	3:28:41	
	PM	Without development	W-RT	14	B	3:26:42	1%
		With development	W-RT	14	B	3:29:25	
Toowoomba-Cecil Plains Road / McDougall Street	AM	Without development	S-RT	43	D	19:15:50	0%
		With development	S-RT	43	D	19:19:31	
	PM	Without development	S-RT	44	D	17:51:05	0%
		With development	S-RT	44	D	17:55:33	
Toowoomba-Cecil Plains Road / Omara Road	AM	Without development	N-RT	16	C	1:40:38	6%
		With development	N-RT	16	C	1:46:58	
	PM	Without development	N-RT	21	C	2:13:12	7%
		With development	N-RT	22	C	2:22:25	
Toowoomba-Cecil Plains Road /	AM	Without development	S-RT	24	C	1:10:43	10%
		With development	S-RT	25	C	1:17:58	

Delay Assessment Output

Intersection name	Peak period	Analysis scenario	Worst movement			Vehicle Minutes Delay	
			Movement	Delay (s)	LoS	Vehicle Minutes Delay (h:mm:ss)	Vehicle Minutes Delay (net) %
Towoomba Bypass NB Ramps	PM	Without development	S-RT	36	D	0:58:12	15%
		With development	S-RT	37	D	1:06:50	
Toowoomba-Cecil Plains Road / Towoomba Bypass SB Ramps	AM	Without development	N-RT	30	C	1:11:55	25%
		With development	N-RT	25	C	1:29:40	
	PM	Without development	N-RT	30	C	0:57:49	28%
		With development	N-RT	25	C	1:13:55	
Toowoomba-Cecil Plains Road / Access Track	AM	Without development	S-RT	8	A	0:01:19	735%
		With development	S-RT	12	B	0:10:56	
	PM	Without development	S-RT	9	A	0:01:22	755%
		With development	S-RT	12	B	0:11:42	
Toowoomba-Cecil Plains Road / Wellcamp Westbrook Road	AM	Without development	S-RT	11	B	0:37:53	10%
		With development	W-RT	12	B	0:41:36	
	PM	Without development	S-RT	12	B	0:51:21	9%
		With development	W-RT	12	B	0:56:02	
Warrego Highway / Chamberlain Road	AM	Without development	N-LT	9	A	0:00:17	282%
		With development	N-LT	11	B	0:01:03	
	PM	Without development	N-LT	9	A	0:00:17	348%
		With development	N-LT	10	A	0:01:15	
Warrego Highway / Leesons Road	AM	Without development	E-UT	16	C	0:00:59	830%
		With development	E-RT	17	C	0:09:11	
	PM	Without development	E-UT	15	C	0:01:38	496%
		With development	E-RT	21	C	0:09:42	
Warrego Highway / Omara Road / Steger Road	AM	Without development	S-RT	34	C	6:41:50	4%
		With development	S-RT	34	C	6:57:48	
	PM	Without development	S-RT	34	C	8:22:46	3%
		With development	S-RT	34	C	8:36:25	
Warrego Highway / Toowoomba Bypass NB Ramps	AM	Without development	E-RT	26	C	3:55:51	9%
		With development	E-RT	26	C	4:17:02	
	PM	Without development	E-RT	25	C	4:14:27	11%
		With development	E-RT	25	C	4:42:46	
Warrego Highway / Toowoomba Bypass SB Ramps	AM	Without development	N-RT	40	D	7:20:52	7%
		With development	N-RT	40	D	7:51:53	
	PM	Without development	N-RT	40	D	8:26:58	4%
		With development	N-RT	40	D	8:48:26	
Warrego Highway Off-ramp /	AM	Without development	E-RT	12	B	0:31:24	4%
		With development	E-RT	12	B	0:32:42	

Delay Assessment Output

Intersection name	Peak period	Analysis scenario	Worst movement			Vehicle Minutes Delay	
			Movement	Delay (s)	LoS	Vehicle Minutes Delay (h:mm:ss)	Vehicle Minutes Delay (net) %
Kingsthorpe Overpass	PM	Without development	E-RT	12	B	0:34:16	4%
		With development	E-RT	12	B	0:35:35	
Newell Highway / River Road	AM	Without development	S-RT	9	A	0:50:39	1%
		With development	N-LT	10	A	0:51:19	
	PM	Without development	S-RT	9	A	0:46:27	1%
		With development	N-LT	10	A	0:47:07	
Cemetery Road / Access Track	AM	Without development	NW-LT	9	A	0:03:31	42%
		With development	NW-LT	10	A	0:05:01	
	PM	Without development	NW-LT	9	A	0:03:11	47%
		With development	NW-LT	10	A	0:04:41	
Coolmunda Dam Access / Coolmunda Dam Access	AM	Without development	E-RT	6	A	0:00:47	144%
		With development	E-RT	6	A	0:01:53	
	PM	Without development	E-RT	6	A	0:00:47	144%
		With development	E-RT	6	A	0:01:53	
Hunt Street / Boodle Street	AM	Without development	S-LT	6	A	0:00:22	61%
		With development	S-LT	6	A	0:00:35	
	PM	Without development	S-LT	6	A	0:00:22	61%
		With development	S-LT	6	A	0:00:35	
Kildonan Road / Eukabilla Road	AM	Without development	NW-LT	8	A	0:00:27	513%
		With development	SE-RT	10	A	0:02:48	
	PM	Without development	NW-LT	8	A	0:00:27	442%
		With development	SE-RT	10	A	0:02:28	
Kildonan Road / South Kurumbul Road	AM	Without development	N-LT	10	B	0:01:14	57%
		With development	N-LT	10	B	0:01:56	
	PM	Without development	N-LT	10	B	0:01:13	57%
		With development	N-LT	10	B	0:01:55	
McDougalls Road / Access Track	AM	Without development	SW-LT	8	A	0:00:36	74%
		With development	NW-T	8	A	0:01:03	
	PM	Without development	SW-LT	8	A	0:00:36	128%
		With development	SW-LT	8	A	0:01:23	
Mooroobie Lane / Cemetery Road	AM	Without development	SW-LT	8	A	0:03:02	42%
		With development	NE-RT	10	A	0:04:19	
	PM	Without development	SW-LT	8	A	0:02:35	50%
		With development	NE-RT	10	A	0:03:53	
Mooroobie Lane /	AM	Without development	SW-LT	10	A	0:00:39	342%
		With development	SW-LT	10	A	0:02:54	

Delay Assessment Output

Intersection name	Peak period	Analysis scenario	Worst movement			Vehicle Minutes Delay	
			Movement	Delay (s)	LoS	Vehicle Minutes Delay (h:mm:ss)	Vehicle Minutes Delay (net) %
Mooroobie Lane	PM	Without development	SW-LT	10	A	0:00:39	342%
		With development	SW-LT	10	A	0:02:54	
Mosquito Creek Road / Grays Road	AM	Without development	S-LT	9	A	0:00:31	432%
		With development	S-LT	11	B	0:02:45	
	PM	Without development	S-LT	9	A	0:00:31	432%
		With development	S-LT	11	B	0:02:45	
Suttons Road / Access Track	AM	Without development	SE-LT	6	A	0:00:22	970%
		With development	SE-LT	7	A	0:03:55	
	PM	Without development	SE-LT	6	A	0:00:22	970%
		With development	SE-LT	7	A	0:03:55	
Wondalli Kurumbul Road / Mooroobie Lane	AM	Without development	S-LT	8	A	0:01:14	195%
		With development	S-LT	10	B	0:03:39	
	PM	Without development	S-LT	8	A	0:01:14	195%
		With development	S-LT	10	B	0:03:39	
Yelarbon Kurumbul Road / Queen Street South	AM	Without development	NE-LT	9	A	0:00:31	219%
		With development	NE-LT	11	B	0:01:40	
	PM	Without development	NE-LT	9	A	0:00:31	231%
		With development	E-RT	10	A	0:01:44	
Yelarbon Kurumbul Road / South Kurumbul Road	AM	Without development	SW-LT	11	B	0:01:13	85%
		With development	SW-LT	11	B	0:02:16	
	PM	Without development	SW-LT	11	B	0:01:13	85%
		With development	SW-LT	11	B	0:02:15	
Yelarbon Kurumbul Road / Wondalli Kurumbul Road	AM	Without development	N-LT	8	A	0:00:30	476%
		With development	W-LT	10	B	0:02:55	
	PM	Without development	N-LT	8	A	0:00:30	477%
		With development	W-LT	10	B	0:02:55	
River Road / River Road	AM	Without development	S-LT	6	A	0:00:26	103%
		With development	S-RT	6	A	0:00:53	
	PM	Without development	S-LT	6	A	0:00:26	103%
		With development	S-RT	6	A	0:00:53	
Alderley Street / Condamine Street	AM	Without development	N-RT	16	C	0:13:11	6%
		With development	N-RT	28	D	0:13:57	
	PM	Without development	N-RT	15	C	0:23:47	3%
		With development	N-RT	27	D	0:24:30	
Campbell Street /	AM	Without development	N-RT	6	A	0:03:27	24%
		With development	W-RT	8	A	0:04:17	

Delay Assessment Output

Intersection name	Peak period	Analysis scenario	Worst movement			Vehicle Minutes Delay	
			Movement	Delay (s)	LoS	Vehicle Minutes Delay (h:mm:ss)	Vehicle Minutes Delay (net) %
Saleyards Road	PM	Without development	N-RT	6	A	0:04:08	26%
		With development	W-RT	9	A	0:05:12	
Commodore Peak Road / Scragg Road	AM	Without development	N-LT	8	A	0:00:26	500%
		With development	N-LT	10	B	0:02:35	
	PM	Without development	N-LT	8	A	0:00:26	660%
		With development	N-LT	9	A	0:03:16	
Drayton Wellcamp Road / Boundary Street South	AM	Without development	S-RT	14	B	0:01:27	220%
		With development	N-RT	17	C	0:04:38	
	PM	Without development	S-RT	16	C	0:01:35	245%
		With development	N-RT	23	C	0:05:29	
Forestry Road / Access Track	AM	Without development	E-RT	6	A	0:00:22	364%
		With development	E-RT	7	A	0:01:42	
	PM	Without development	E-RT	6	A	0:00:22	364%
		With development	E-RT	7	A	0:01:42	
Gap Road / Grevillea Street	AM	Without development	E-LT	7	A	0:04:30	4%
		With development	E-LT	7	A	0:04:41	
	PM	Without development	E-LT	7	A	0:04:47	5%
		With development	E-LT	7	A	0:05:01	
Greenwattle Street / Alderley Street	AM	Without development	E-RT	36	E	5:24:49	3%
		With development	E-RT	37	E	5:33:26	
	PM	Without development	E-RT	1325	F	5:44:58	1%
		With development	E-RT	1334	F	8:02:42	
Kingsthorpe Haden Road / Kingsthorpe Overpass	AM	Without development	N-RT	8	A	0:41:59	10%
		With development	W-RT	9	A	0:46:05	
	PM	Without development	N-RT	8	A	0:37:17	9%
		With development	N-RT	8	A	0:40:33	
Kooroongarra Road / Millwood Road	AM	Without development	N-LT	9	A	0:01:25	294%
		With development	S-LT	10	B	0:05:35	
	PM	Without development	E-LT	8	A	0:01:14	336%
		With development	S-LT	10	B	0:05:25	
Leesons Road / Steger Road	AM	Without development	E-LT	8	A	0:16:46	6%
		With development	E-RT	10	A	0:17:50	
	PM	Without development	E-LT	8	A	0:19:40	6%
		With development	E-RT	10	A	0:20:53	
Linthorpe Valley	AM	Without development	E-LT	8	A	0:01:37	74%
		With development	S-RT	9	A	0:02:49	

Delay Assessment Output

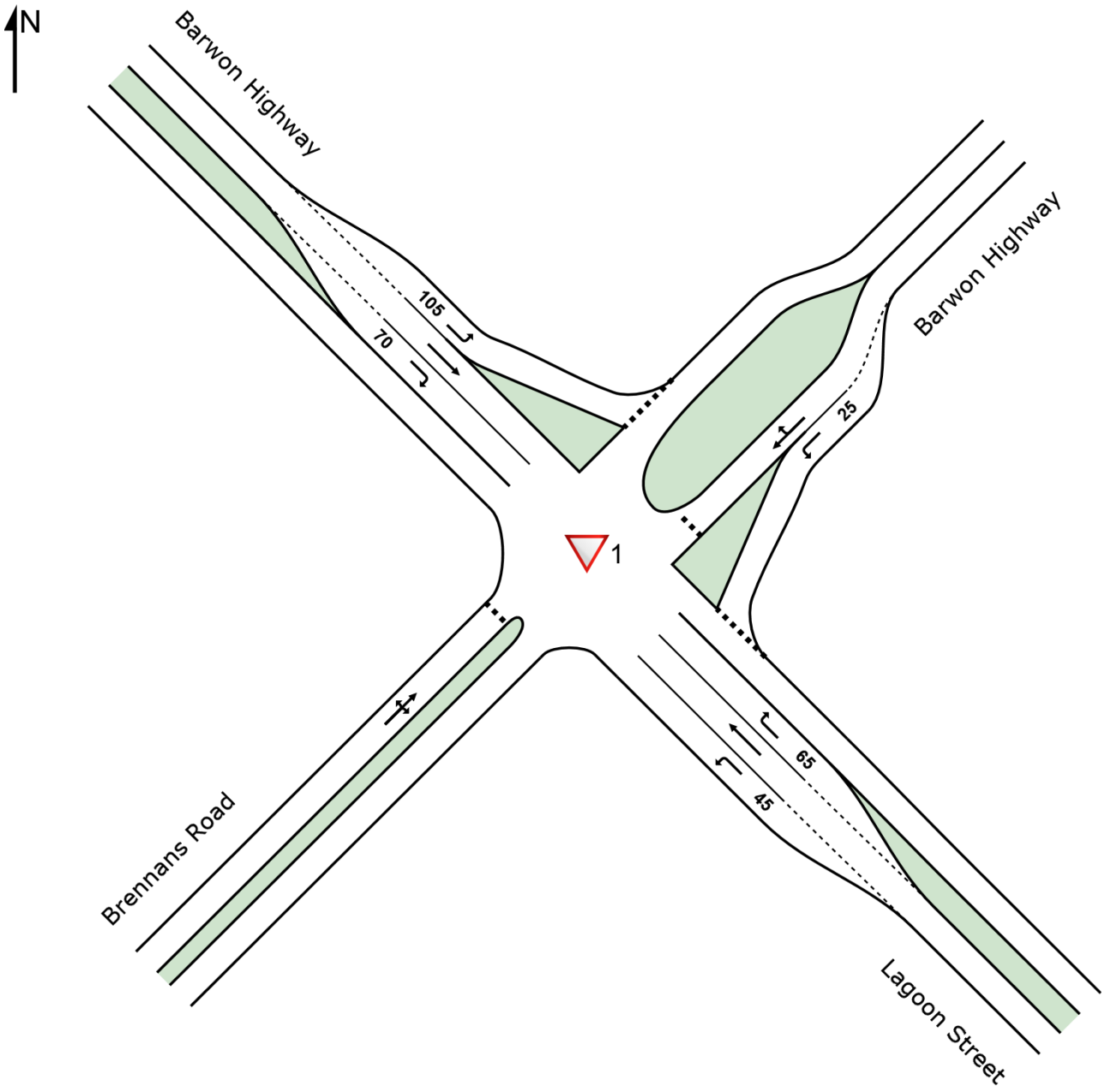
Intersection name	Peak period	Analysis scenario	Worst movement			Vehicle Minutes Delay	
			Movement	Delay (s)	LoS	Vehicle Minutes Delay (h:mm:ss)	Vehicle Minutes Delay (net) %
Road / Geitz Road	PM	Without development	E-LT	8	A	0:01:37	73%
		With development	E-LT	9	A	0:02:48	
Millwood Road / Millwood Road	AM	Without development	S-LT	8	A	0:00:30	814%
		With development	S-LT	10	B	0:04:38	
	PM	Without development	S-LT	8	A	0:00:30	814%
		With development	S-LT	10	B	0:04:38	
Murlaggan Road / Kahler Road	AM	Without development	W-LT	8	A	0:01:16	57%
		With development	N-LT	9	A	0:02:00	
	PM	Without development	W-LT	8	A	0:01:16	70%
		With development	E-RT	9	A	0:02:10	
Six Mile Road / Bligh Street	AM	Without development	NE-LT	8	A	0:00:29	133%
		With development	NE-LT	10	A	0:01:07	
	PM	Without development	NE-LT	8	A	0:00:29	133%
		With development	NE-LT	10	A	0:01:07	
Steger Road / Draper Road	AM	Without development	W-LT	9	A	0:17:20	8%
		With development	W-RT	11	B	0:18:40	
	PM	Without development	W-LT	9	A	0:20:36	6%
		With development	W-RT	11	B	0:21:47	
Tummaville Road / Quarry Road Access	AM	Without development	E-LT	8	A	0:00:30	962%
		With development	N-LT	10	B	0:05:23	
	PM	Without development	E-LT	8	A	0:00:31	954%
		With development	N-LT	10	B	0:05:21	
Wellcamp Westbrook Road / Drayton Wellcamp Road	AM	Without development	E-RT	9	A	0:46:15	6%
		With development	E-RT	9	A	0:49:05	
	PM	Without development	E-RT	9	A	1:00:58	5%
		With development	E-RT	9	A	1:04:07	
West Street / Florence Street	AM	Without development	S-LT	5	A	0:05:05	7%
		With development	S-LT	5	A	0:05:25	
	PM	Without development	S-LT	5	A	0:04:55	7%
		With development	S-LT	5	A	0:05:15	
Yarranlea Road / Desmonds Lane	AM	Without development	S-LT	8	A	0:01:08	75%
		With development	E-LT	9	A	0:01:59	
	PM	Without development	S-LT	8	A	0:01:08	77%
		With development	S-RT	9	A	0:02:01	

SITE LAYOUT

Site: 1 [Barwon Highway / Barwon Highway 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 1 [Barwon Highway / Barwon Highway 2026 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Lagoon Street														
21	L2	1	0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
22	T1	84	21	84	25.0	0.050	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
23	R2	1	0	1	0.0	0.001	4.8	LOS A	0.0	0.0	0.19	0.48	0.19	49.1
Approach		86	21	86	24.4	0.050	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
NorthEast: Barwon Highway														
24	L2	1	0	1	0.0	0.001	4.8	LOS A	0.0	0.0	0.18	0.46	0.18	46.8
25	T1	84	21	84	25.0	0.311	7.4	LOS A	1.5	12.2	0.53	0.73	0.57	44.3
26	R2	78	16	78	20.5	0.311	10.5	LOS B	1.5	12.2	0.53	0.73	0.57	47.1
Approach		163	37	163	22.7	0.311	8.9	LOS A	1.5	12.2	0.52	0.73	0.57	45.6
NorthWest: Barwon Highway														
27	L2	84	21	84	25.0	0.063	6.2	LOS A	0.3	2.2	0.19	0.51	0.19	52.7
28	T1	84	21	84	25.0	0.050	1.2	LOS A	0.0	0.0	0.00	0.19	0.00	59.3
29	R2	1	0	1	0.0	0.001	5.8	LOS A	0.0	0.0	0.19	0.54	0.19	49.0
Approach		169	42	169	24.9	0.063	3.7	LOS A	0.3	2.2	0.10	0.36	0.10	55.7
SouthWest: Brennans Road														
30	L2	1	0	1	0.0	0.120	4.9	LOS A	0.5	4.0	0.38	0.55	0.38	53.3
31	T1	78	16	78	20.5	0.120	5.9	LOS A	0.5	4.0	0.38	0.55	0.38	48.8
32	R2	1	0	1	0.0	0.120	7.8	LOS A	0.5	4.0	0.38	0.55	0.38	46.0
Approach		80	16	80	20.0	0.120	5.9	LOS A	0.5	4.0	0.38	0.55	0.38	48.8
All Vehicles		498	116	498	23.3	0.311	5.1	NA	1.5	12.2	0.27	0.45	0.28	50.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Barwon Highway / Barwon Highway 2026 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Lagoon Street														
21	L2	1	0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
22	T1	81	20	81	24.7	0.048	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
23	R2	1	0	1	0.0	0.001	4.8	LOS A	0.0	0.0	0.19	0.48	0.19	49.1
Approach		83	20	83	24.1	0.048	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
NorthEast: Barwon Highway														
24	L2	1	0	1	0.0	0.001	4.8	LOS A	0.0	0.0	0.18	0.46	0.18	46.8
25	T1	81	20	81	24.7	0.301	7.2	LOS A	1.4	11.5	0.52	0.71	0.54	44.5
26	R2	78	16	78	20.5	0.301	10.2	LOS B	1.4	11.5	0.52	0.71	0.54	47.3
Approach		160	36	160	22.5	0.301	8.6	LOS A	1.4	11.5	0.51	0.71	0.54	45.8
NorthWest: Barwon Highway														
27	L2	81	20	81	24.7	0.060	6.2	LOS A	0.2	2.1	0.19	0.51	0.19	52.7
28	T1	81	20	81	24.7	0.048	1.2	LOS A	0.0	0.0	0.00	0.19	0.00	59.3
29	R2	1	0	1	0.0	0.001	5.7	LOS A	0.0	0.0	0.19	0.54	0.19	49.0
Approach		163	40	163	24.5	0.060	3.7	LOS A	0.2	2.1	0.10	0.36	0.10	55.7
SouthWest: Brennans Road														
30	L2	1	0	1	0.0	0.119	4.9	LOS A	0.5	3.9	0.38	0.54	0.38	53.3
31	T1	78	16	78	20.5	0.119	5.8	LOS A	0.5	3.9	0.38	0.54	0.38	48.8
32	R2	1	0	1	0.0	0.119	7.6	LOS A	0.5	3.9	0.38	0.54	0.38	46.0
Approach		80	16	80	20.0	0.119	5.8	LOS A	0.5	3.9	0.38	0.54	0.38	48.9
All Vehicles		486	112	486	23.0	0.301	5.1	NA	1.4	11.5	0.26	0.44	0.27	50.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Barwon Highway / Barwon Highway 2026 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Lagoon Street														
21	L2	1	0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
23	R2	84	21	84	25.0	0.053	4.8	LOS A	0.2	2.1	0.01	0.53	0.01	48.6
Approach		86	21	86	24.4	0.053	4.7	NA	0.2	2.1	0.01	0.53	0.01	48.6
NorthEast: Barwon Highway														
24	L2	84	21	84	25.0	0.071	4.7	LOS A	0.3	2.2	0.02	0.48	0.02	46.9
25	T1	1	0	1	0.0	0.172	5.9	LOS A	0.6	5.3	0.51	0.72	0.51	44.3
26	R2	78	16	78	20.5	0.172	9.5	LOS A	0.6	5.3	0.51	0.72	0.51	46.8
Approach		163	37	163	22.7	0.172	7.0	LOS A	0.6	5.3	0.26	0.59	0.26	46.8
NorthWest: Barwon Highway														
27	L2	84	21	84	25.0	0.063	6.2	LOS A	0.3	2.2	0.20	0.52	0.20	52.6
28	T1	1	0	1	0.0	0.001	1.1	LOS A	0.0	0.0	0.00	0.20	0.00	59.5
29	R2	84	21	84	25.0	0.066	5.8	LOS A	0.3	2.3	0.02	0.59	0.02	49.0
Approach		169	42	169	24.9	0.066	6.0	LOS A	0.3	2.3	0.11	0.55	0.11	50.8
SouthWest: Brennans Road														
30	L2	78	16	78	20.5	0.067	4.7	LOS A	0.3	2.1	0.01	0.52	0.01	49.7
31	T1	1	0	1	0.0	0.067	5.3	LOS A	0.3	2.1	0.01	0.52	0.01	50.2
32	R2	1	0	1	0.0	0.067	6.5	LOS A	0.3	2.1	0.01	0.52	0.01	46.7
Approach		80	16	80	20.0	0.067	4.8	LOS A	0.3	2.1	0.01	0.52	0.01	49.7
All Vehicles		498	116	498	23.3	0.172	5.9	NA	0.6	5.3	0.13	0.56	0.13	48.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Barwon Highway / Barwon Highway 2026 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Lagoon Street														
21	L2	1	0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
23	R2	81	20	81	24.7	0.051	4.8	LOS A	0.2	2.0	0.01	0.53	0.01	48.6
Approach		83	20	83	24.1	0.051	4.7	NA	0.2	2.0	0.01	0.53	0.01	48.6
NorthEast: Barwon Highway														
24	L2	81	20	81	24.7	0.068	4.7	LOS A	0.3	2.2	0.02	0.48	0.02	46.9
25	T1	1	0	1	0.0	0.169	5.8	LOS A	0.6	5.3	0.50	0.71	0.50	44.4
26	R2	78	16	78	20.5	0.169	9.4	LOS A	0.6	5.3	0.50	0.71	0.50	46.9
Approach		160	36	160	22.5	0.169	7.0	LOS A	0.6	5.3	0.26	0.59	0.26	46.9
NorthWest: Barwon Highway														
27	L2	81	20	81	24.7	0.061	6.2	LOS A	0.2	2.1	0.20	0.51	0.20	52.6
28	T1	1	0	1	0.0	0.001	1.1	LOS A	0.0	0.0	0.00	0.20	0.00	59.5
29	R2	81	20	81	24.7	0.063	5.8	LOS A	0.3	2.2	0.02	0.59	0.02	49.0
Approach		163	40	163	24.5	0.063	6.0	LOS A	0.3	2.2	0.11	0.55	0.11	50.8
SouthWest: Brennans Road														
30	L2	78	16	78	20.5	0.067	4.7	LOS A	0.2	2.0	0.01	0.52	0.01	49.7
31	T1	1	0	1	0.0	0.067	5.2	LOS A	0.2	2.0	0.01	0.52	0.01	50.2
32	R2	1	0	1	0.0	0.067	6.4	LOS A	0.2	2.0	0.01	0.52	0.01	46.7
Approach		80	16	80	20.0	0.067	4.8	LOS A	0.2	2.0	0.01	0.52	0.01	49.7
All Vehicles		486	112	486	23.0	0.169	5.9	NA	0.6	5.3	0.13	0.56	0.13	48.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Barwon Highway / Barwon Highway 2026 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Lagoon Street														
21	L2	1	0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
22	T1	84	21	84	25.0	0.050	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
23	R2	1	0	1	0.0	0.001	4.8	LOS A	0.0	0.0	0.19	0.48	0.19	49.1
Approach		86	21	86	24.4	0.050	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
NorthEast: Barwon Highway														
24	L2	1	0	1	0.0	0.001	4.8	LOS A	0.0	0.0	0.18	0.46	0.18	46.8
25	T1	84	21	84	25.0	0.334	7.8	LOS A	1.6	14.1	0.54	0.76	0.61	44.0
26	R2	84	22	84	26.2	0.334	11.3	LOS B	1.6	14.1	0.54	0.76	0.61	45.8
Approach		169	43	169	25.4	0.334	9.5	LOS A	1.6	14.1	0.54	0.76	0.61	44.9
NorthWest: Barwon Highway														
27	L2	90	27	90	30.0	0.069	6.3	LOS A	0.3	2.5	0.19	0.51	0.19	52.5
28	T1	84	21	84	25.0	0.050	1.2	LOS A	0.0	0.0	0.00	0.19	0.00	59.3
29	R2	1	0	1	0.0	0.001	5.8	LOS A	0.0	0.0	0.19	0.54	0.19	49.0
Approach		175	48	175	27.4	0.069	3.8	LOS A	0.3	2.5	0.10	0.36	0.10	55.5
SouthWest: Brennans Road														
30	L2	1	0	1	0.0	0.120	4.9	LOS A	0.5	4.0	0.38	0.55	0.38	53.3
31	T1	78	16	78	20.5	0.120	5.9	LOS A	0.5	4.0	0.38	0.55	0.38	48.8
32	R2	1	0	1	0.0	0.120	7.8	LOS A	0.5	4.0	0.38	0.55	0.38	46.0
Approach		80	16	80	20.0	0.120	5.9	LOS A	0.5	4.0	0.38	0.55	0.38	48.8
All Vehicles		510	128	510	25.1	0.334	5.4	NA	1.6	14.1	0.27	0.46	0.30	49.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Barwon Highway / Barwon Highway 2026 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Lagoon Street														
21	L2	1	0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
22	T1	81	20	81	24.7	0.048	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
23	R2	1	0	1	0.0	0.001	4.8	LOS A	0.0	0.0	0.19	0.48	0.19	49.1
Approach		83	20	83	24.1	0.048	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
NorthEast: Barwon Highway														
24	L2	1	0	1	0.0	0.001	4.8	LOS A	0.0	0.0	0.18	0.46	0.18	46.8
25	T1	81	20	81	24.7	0.323	7.5	LOS A	1.6	13.3	0.53	0.74	0.59	44.2
26	R2	84	22	84	26.2	0.323	10.9	LOS B	1.6	13.3	0.53	0.74	0.59	46.0
Approach		166	42	166	25.3	0.323	9.2	LOS A	1.6	13.3	0.53	0.74	0.59	45.1
NorthWest: Barwon Highway														
27	L2	87	26	87	29.9	0.066	6.3	LOS A	0.3	2.4	0.19	0.51	0.19	52.5
28	T1	81	20	81	24.7	0.048	1.2	LOS A	0.0	0.0	0.00	0.19	0.00	59.3
29	R2	1	0	1	0.0	0.001	5.7	LOS A	0.0	0.0	0.19	0.54	0.19	49.0
Approach		169	46	169	27.2	0.066	3.8	LOS A	0.3	2.4	0.10	0.36	0.10	55.5
SouthWest: Brennans Road														
30	L2	1	0	1	0.0	0.119	4.9	LOS A	0.5	3.9	0.38	0.54	0.38	53.3
31	T1	78	16	78	20.5	0.119	5.8	LOS A	0.5	3.9	0.38	0.54	0.38	48.8
32	R2	1	0	1	0.0	0.119	7.6	LOS A	0.5	3.9	0.38	0.54	0.38	46.0
Approach		80	16	80	20.0	0.119	5.8	LOS A	0.5	3.9	0.38	0.54	0.38	48.9
All Vehicles		498	124	498	24.9	0.323	5.3	NA	1.6	13.3	0.27	0.46	0.29	49.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Barwon Highway / Barwon Highway 2026 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Lagoon Street														
21	L2	1	0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
23	R2	84	21	84	25.0	0.053	4.8	LOS A	0.2	2.1	0.01	0.53	0.01	48.6
Approach		86	21	86	24.4	0.053	4.7	NA	0.2	2.1	0.01	0.53	0.01	48.6
NorthEast: Barwon Highway														
24	L2	84	21	84	25.0	0.071	4.7	LOS A	0.3	2.2	0.02	0.48	0.02	46.9
25	T1	1	0	1	0.0	0.194	6.0	LOS A	0.7	6.3	0.53	0.74	0.53	44.0
26	R2	84	22	84	26.2	0.194	10.0	LOS B	0.7	6.3	0.53	0.74	0.53	45.5
Approach		169	43	169	25.4	0.194	7.4	LOS A	0.7	6.3	0.27	0.61	0.27	46.2
NorthWest: Barwon Highway														
27	L2	90	27	90	30.0	0.069	6.3	LOS A	0.3	2.5	0.20	0.52	0.20	52.4
28	T1	1	0	1	0.0	0.001	1.1	LOS A	0.0	0.0	0.00	0.20	0.00	59.5
29	R2	84	21	84	25.0	0.066	5.8	LOS A	0.3	2.3	0.02	0.59	0.02	49.0
Approach		175	48	175	27.4	0.069	6.0	LOS A	0.3	2.5	0.12	0.55	0.12	50.7
SouthWest: Brennans Road														
30	L2	78	16	78	20.5	0.067	4.7	LOS A	0.3	2.1	0.01	0.52	0.01	49.7
31	T1	1	0	1	0.0	0.067	5.3	LOS A	0.3	2.1	0.01	0.52	0.01	50.2
32	R2	1	0	1	0.0	0.067	6.5	LOS A	0.3	2.1	0.01	0.52	0.01	46.7
Approach		80	16	80	20.0	0.067	4.8	LOS A	0.3	2.1	0.01	0.52	0.01	49.7
All Vehicles		510	128	510	25.1	0.194	6.1	NA	0.7	6.3	0.13	0.56	0.13	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Barwon Highway / Barwon Highway 2026 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Lagoon Street														
21	L2	1	0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
23	R2	81	20	81	24.7	0.051	4.8	LOS A	0.2	2.0	0.01	0.53	0.01	48.6
Approach		83	20	83	24.1	0.051	4.7	NA	0.2	2.0	0.01	0.53	0.01	48.6
NorthEast: Barwon Highway														
24	L2	81	20	81	24.7	0.068	4.7	LOS A	0.3	2.2	0.02	0.48	0.02	46.9
25	T1	1	0	1	0.0	0.191	5.9	LOS A	0.7	6.2	0.52	0.73	0.52	44.1
26	R2	84	22	84	26.2	0.191	9.8	LOS A	0.7	6.2	0.52	0.73	0.52	45.7
Approach		166	42	166	25.3	0.191	7.3	LOS A	0.7	6.2	0.28	0.61	0.28	46.2
NorthWest: Barwon Highway														
27	L2	87	26	87	29.9	0.067	6.3	LOS A	0.3	2.4	0.20	0.51	0.20	52.4
28	T1	1	0	1	0.0	0.001	1.1	LOS A	0.0	0.0	0.00	0.20	0.00	59.5
29	R2	81	20	81	24.7	0.063	5.8	LOS A	0.3	2.2	0.02	0.59	0.02	49.0
Approach		169	46	169	27.2	0.067	6.0	LOS A	0.3	2.4	0.11	0.55	0.11	50.8
SouthWest: Brennans Road														
30	L2	78	16	78	20.5	0.067	4.7	LOS A	0.2	2.0	0.01	0.52	0.01	49.7
31	T1	1	0	1	0.0	0.067	5.2	LOS A	0.2	2.0	0.01	0.52	0.01	50.2
32	R2	1	0	1	0.0	0.067	6.4	LOS A	0.2	2.0	0.01	0.52	0.01	46.7
Approach		80	16	80	20.0	0.067	4.8	LOS A	0.2	2.0	0.01	0.52	0.01	49.7
All Vehicles		498	124	498	24.9	0.191	6.0	NA	0.7	6.2	0.13	0.56	0.13	48.7

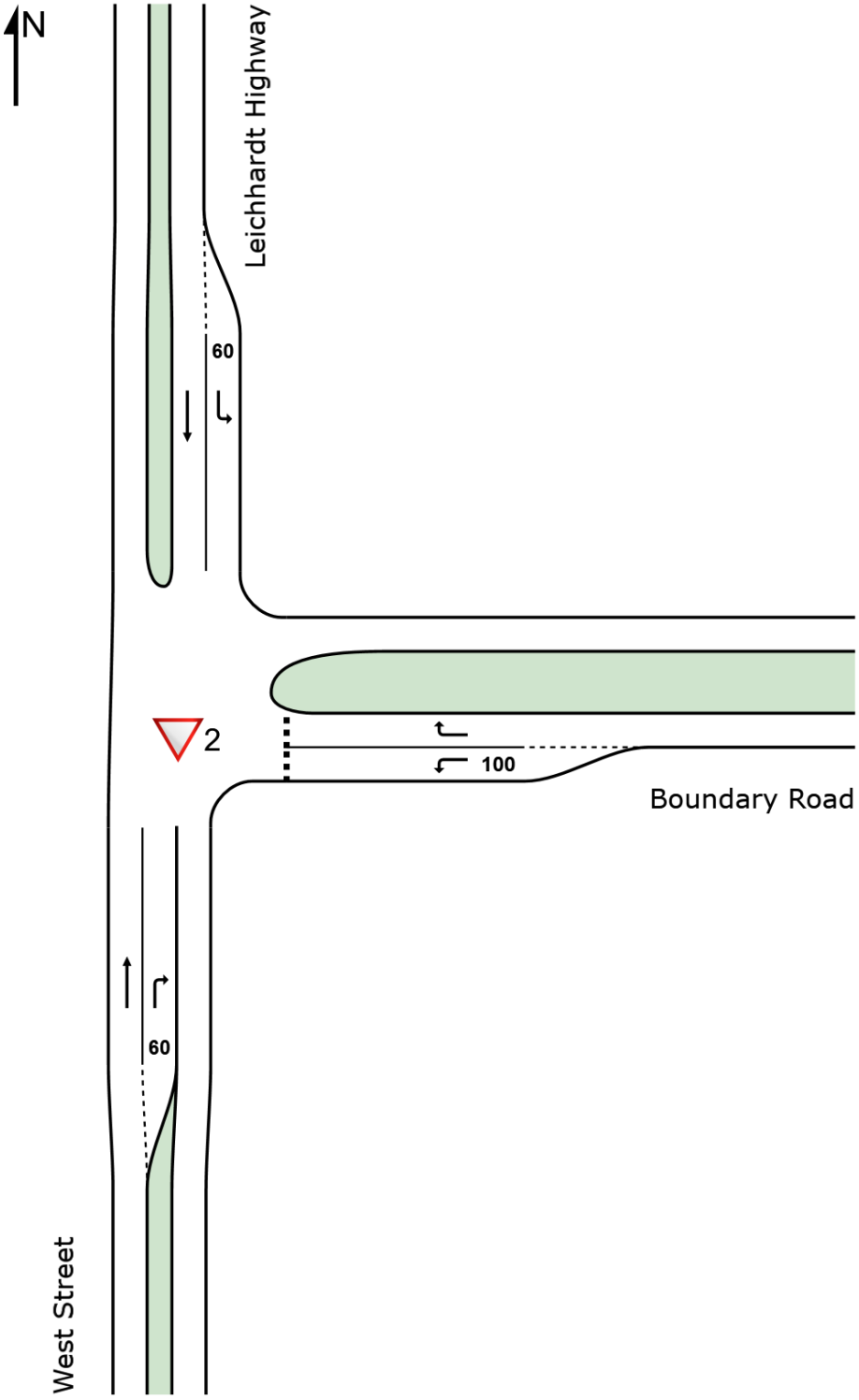
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 2 [Barwon Highway / Leichhardt Highway 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 2 [Barwon Highway / Leichhardt Highway 2026 AM Scenario 1 - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
2	T1	78	16	78	20.5	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	1	0	1	0.0	0.001	6.2	LOS A	0.0	0.0	0.29	0.52	0.29	57.5
Approach		79	16	79	20.3	0.045	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
East: Boundary Road														
4	L2	1	0	1	0.0	0.001	5.8	LOS A	0.0	0.0	0.18	0.52	0.18	53.1
6	R2	89	32	89	36.0	0.135	8.4	LOS A	0.5	5.0	0.42	0.66	0.42	50.1
Approach		90	32	90	35.6	0.135	8.4	LOS A	0.5	5.0	0.42	0.66	0.42	50.1
North: Leichhardt Highway														
7	L2	93	35	93	37.6	0.064	6.0	LOS A	0.0	0.0	0.00	0.57	0.00	52.0
8	T1	84	21	84	25.0	0.050	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		177	56	177	31.6	0.064	3.2	NA	0.0	0.0	0.00	0.30	0.00	55.5
All Vehicles		346	104	346	30.1	0.135	3.8	NA	0.5	5.0	0.11	0.33	0.11	54.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [Barwon Highway / Leichhardt Highway 2026 PM Scenario 1 - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
2	T1	78	16	78	20.5	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	1	0	1	0.0	0.001	6.2	LOS A	0.0	0.0	0.30	0.52	0.30	57.5
Approach		79	16	79	20.3	0.045	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
East: Boundary Road														
4	L2	1	0	1	0.0	0.001	5.8	LOS A	0.0	0.0	0.17	0.52	0.17	53.1
6	R2	95	34	95	35.8	0.144	8.4	LOS A	0.6	5.4	0.43	0.66	0.43	50.1
Approach		96	34	96	35.4	0.144	8.4	LOS A	0.6	5.4	0.42	0.66	0.42	50.1
North: Leichhardt Highway														
7	L2	100	38	100	38.0	0.068	6.0	LOS A	0.0	0.0	0.00	0.57	0.00	52.0
8	T1	81	20	81	24.7	0.048	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		181	58	181	32.0	0.068	3.3	NA	0.0	0.0	0.00	0.31	0.00	55.3
All Vehicles		356	108	356	30.3	0.144	4.0	NA	0.6	5.4	0.12	0.34	0.12	54.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [Barwon Highway / Leichhardt Highway 2026 AM Scenario 2 -Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
2	T1	78	16	78	20.5	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	93	35	93	37.6	0.085	6.5	LOS A	0.4	3.3	0.22	0.56	0.22	49.0
Approach		171	51	171	29.8	0.085	3.5	NA	0.4	3.3	0.12	0.30	0.12	53.5
East: Boundary Road														
4	L2	89	32	89	36.0	0.087	6.5	LOS A	0.3	3.0	0.21	0.55	0.21	51.5
6	R2	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.40	0.55	0.40	52.0
Approach		90	32	90	35.6	0.087	6.5	LOS A	0.3	3.0	0.21	0.55	0.21	51.5
North: Leichhardt Highway														
7	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
8	T1	84	21	84	25.0	0.050	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		85	21	85	24.7	0.050	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles		346	104	346	30.1	0.087	3.4	NA	0.4	3.3	0.12	0.30	0.12	54.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [Barwon Highway / Leichhardt Highway 2026 PM Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
2	T1	78	16	78	20.5	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	100	38	100	38.0	0.092	6.5	LOS A	0.4	3.5	0.22	0.56	0.22	49.0
Approach		178	54	178	30.3	0.092	3.6	NA	0.4	3.5	0.12	0.31	0.12	53.2
East: Boundary Road														
4	L2	95	34	95	35.8	0.093	6.4	LOS A	0.3	3.2	0.21	0.55	0.21	51.5
6	R2	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.40	0.55	0.40	52.0
Approach		96	34	96	35.4	0.093	6.5	LOS A	0.3	3.2	0.21	0.55	0.21	51.5
North: Leichhardt Highway														
7	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
8	T1	81	20	81	24.7	0.048	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		82	20	82	24.4	0.048	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles		356	108	356	30.3	0.093	3.6	NA	0.4	3.5	0.12	0.31	0.12	54.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [Barwon Highway / Leichhardt Highway 2026 AM Scenario 1 - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
2	T1	84	22	84	26.2	0.050	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	2	1	2	50.0	0.002	7.3	LOS A	0.0	0.1	0.34	0.54	0.34	46.4
Approach		86	23	86	26.7	0.050	0.2	NA	0.0	0.1	0.01	0.01	0.01	59.6
East: Boundary Road														
4	L2	2	1	2	50.0	0.002	6.7	LOS A	0.0	0.1	0.21	0.52	0.21	50.9
6	R2	92	35	92	38.0	0.146	8.8	LOS A	0.6	5.5	0.45	0.68	0.45	49.8
Approach		94	36	94	38.3	0.146	8.7	LOS A	0.6	5.5	0.44	0.67	0.44	49.8
North: Leichhardt Highway														
7	L2	96	38	96	39.6	0.066	6.0	LOS A	0.0	0.0	0.00	0.57	0.00	52.0
8	T1	90	27	90	30.0	0.055	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		186	65	186	34.9	0.066	3.1	NA	0.0	0.0	0.00	0.29	0.00	55.5
All Vehicles		366	124	366	33.9	0.146	3.9	NA	0.6	5.5	0.12	0.33	0.12	54.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [Barwon Highway / Leichhardt Highway 2026 PM Scenario 1 - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
2	T1	84	22	84	26.2	0.050	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	2	1	2	50.0	0.002	7.4	LOS A	0.0	0.1	0.35	0.54	0.35	46.4
Approach		86	23	86	26.7	0.050	0.2	NA	0.0	0.1	0.01	0.01	0.01	59.6
East: Boundary Road														
4	L2	2	1	2	50.0	0.002	6.6	LOS A	0.0	0.1	0.21	0.52	0.21	50.9
6	R2	98	37	98	37.8	0.156	8.8	LOS A	0.6	5.9	0.45	0.68	0.45	49.8
Approach		100	38	100	38.0	0.156	8.7	LOS A	0.6	5.9	0.45	0.68	0.45	49.8
North: Leichhardt Highway														
7	L2	103	41	103	39.8	0.071	6.0	LOS A	0.0	0.0	0.00	0.57	0.00	51.9
8	T1	87	26	87	29.9	0.053	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		190	67	190	35.3	0.071	3.3	NA	0.0	0.0	0.00	0.31	0.00	55.3
All Vehicles		376	128	376	34.0	0.156	4.0	NA	0.6	5.9	0.12	0.34	0.12	54.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [Barwon Highway / Leichhardt Highway 2026 AM Scenario 2 -With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
2	T1	84	22	84	26.2	0.051	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	94	36	94	38.3	0.088	6.6	LOS A	0.4	3.4	0.24	0.56	0.24	48.8
Approach		178	58	178	32.6	0.088	3.5	NA	0.4	3.4	0.13	0.30	0.13	53.5
East: Boundary Road														
4	L2	90	33	90	36.7	0.089	6.5	LOS A	0.3	3.1	0.22	0.55	0.22	51.4
6	R2	4	3	4	75.0	0.009	10.5	LOS B	0.0	0.4	0.48	0.62	0.48	47.6
Approach		94	36	94	38.3	0.089	6.7	LOS A	0.3	3.1	0.23	0.56	0.23	51.2
North: Leichhardt Highway														
7	L2	4	3	4	75.0	0.003	6.4	LOS A	0.0	0.0	0.00	0.57	0.00	50.6
8	T1	90	27	90	30.0	0.055	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		94	30	94	31.9	0.055	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
All Vehicles		366	124	366	33.9	0.089	3.5	NA	0.4	3.4	0.12	0.29	0.12	54.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [Barwon Highway / Leichhardt Highway 2026 PM Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
2	T1	84	22	84	26.2	0.051	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	101	39	101	38.6	0.094	6.6	LOS A	0.4	3.6	0.24	0.56	0.24	48.8
Approach		185	61	185	33.0	0.094	3.6	NA	0.4	3.6	0.13	0.31	0.13	53.3
East: Boundary Road														
4	L2	96	35	96	36.5	0.095	6.5	LOS A	0.4	3.3	0.22	0.55	0.22	51.4
6	R2	4	3	4	75.0	0.009	10.6	LOS B	0.0	0.4	0.48	0.63	0.48	47.5
Approach		100	38	100	38.0	0.095	6.7	LOS A	0.4	3.3	0.23	0.56	0.23	51.3
North: Leichhardt Highway														
7	L2	4	3	4	75.0	0.003	6.4	LOS A	0.0	0.0	0.00	0.57	0.00	50.6
8	T1	87	26	87	29.9	0.053	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		91	29	91	31.9	0.053	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
All Vehicles		376	128	376	34.0	0.095	3.6	NA	0.4	3.6	0.13	0.30	0.13	54.1

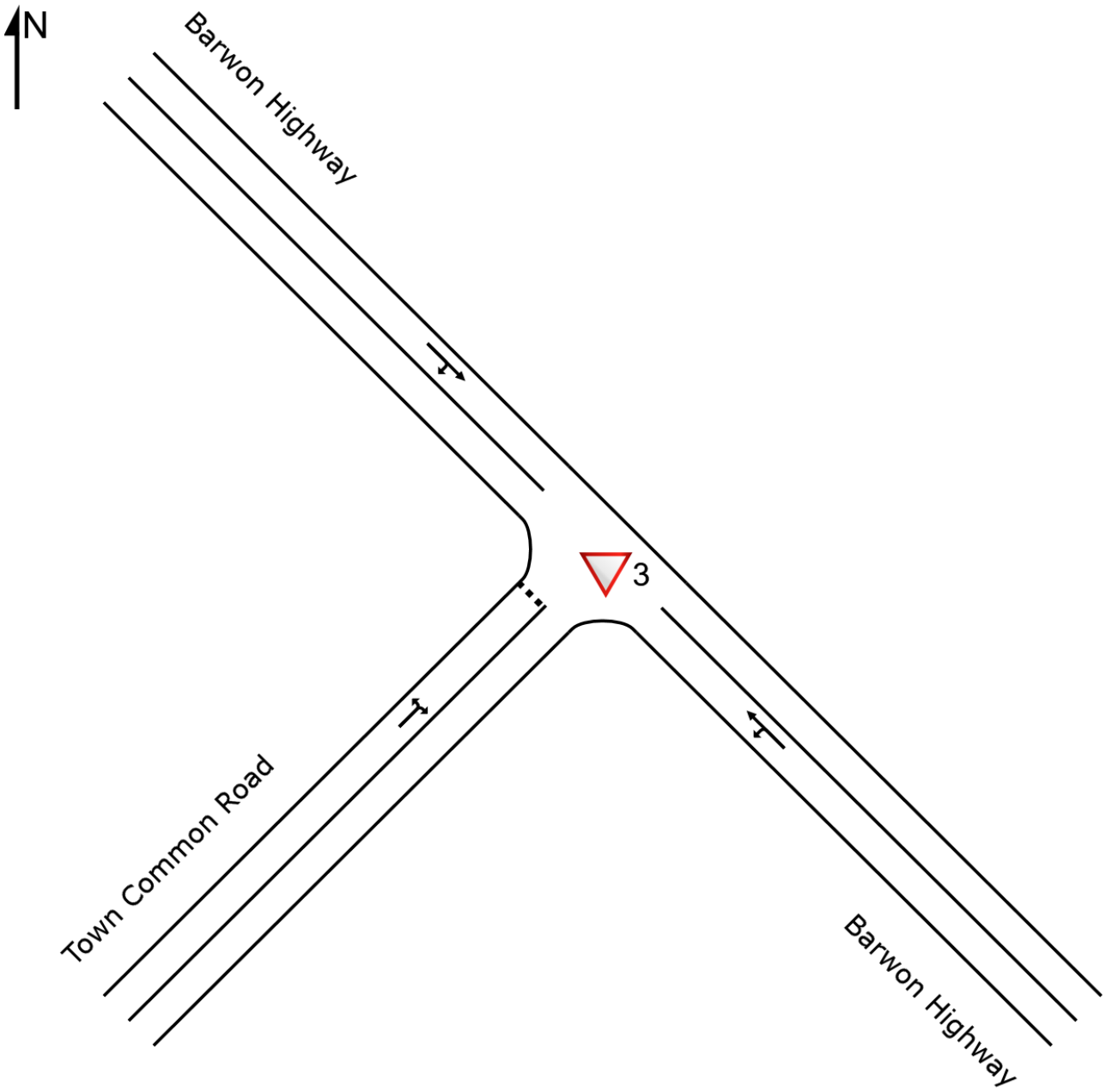
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 3 [Barwon Highway / Town Common Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 3 [Barwon Highway / Town Common Road 2026 AM Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Barwon Highway														
21	L2	15	4	15	26.7	0.055	8.5	LOS A	0.0	0.0	0.00	0.11	0.00	74.4
22	T1	78	16	78	20.5	0.055	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	96.8
Approach		93	20	93	21.5	0.055	1.4	NA	0.0	0.0	0.00	0.11	0.00	92.3
NorthWest: Barwon Highway														
28	T1	84	21	84	25.0	0.051	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.6
29	R2	1	0	1	0.0	0.051	7.7	LOS A	0.0	0.1	0.01	0.01	0.01	65.0
Approach		85	21	85	24.7	0.051	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.0
SouthWest: Town Common Road														
30	L2	1	0	1	0.0	0.015	4.8	LOS A	0.0	0.4	0.25	0.54	0.25	56.0
32	R2	13	4	13	30.8	0.015	5.7	LOS A	0.0	0.4	0.25	0.54	0.25	49.6
Approach		14	4	14	28.6	0.015	5.6	LOS A	0.0	0.4	0.25	0.54	0.25	50.0
All Vehicles		192	45	192	23.4	0.055	1.1	NA	0.0	0.4	0.02	0.10	0.02	89.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3 [Barwon Highway / Town Common Road 2026 PM Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Barwon Highway														
21	L2	14	4	14	28.6	0.055	8.6	LOS A	0.0	0.0	0.00	0.10	0.00	73.8
22	T1	79	16	79	20.3	0.055	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	97.1
Approach		93	20	93	21.5	0.055	1.3	NA	0.0	0.0	0.00	0.10	0.00	92.7
NorthWest: Barwon Highway														
28	T1	81	20	81	24.7	0.049	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.6
29	R2	1	0	1	0.0	0.049	7.7	LOS A	0.0	0.1	0.01	0.01	0.01	65.0
Approach		82	20	82	24.4	0.049	0.1	NA	0.0	0.1	0.01	0.01	0.01	98.9
SouthWest: Town Common Road														
30	L2	1	0	1	0.0	0.016	4.8	LOS A	0.0	0.4	0.25	0.54	0.25	56.0
32	R2	14	4	14	28.6	0.016	5.6	LOS A	0.0	0.4	0.25	0.54	0.25	50.0
Approach		15	4	15	26.7	0.016	5.6	LOS A	0.0	0.4	0.25	0.54	0.25	50.4
All Vehicles		190	44	190	23.2	0.055	1.1	NA	0.0	0.4	0.02	0.10	0.02	89.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3 [Barwon Highway / Town Common Road 2026 AM Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Barwon Highway														
21	L2	1	0	1	0.0	0.046	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
22	T1	78	16	78	20.5	0.046	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		79	16	79	20.3	0.046	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
NorthWest: Barwon Highway														
28	T1	84	21	84	25.0	0.061	0.1	LOS A	0.1	0.9	0.07	0.10	0.07	96.2
29	R2	15	4	15	26.7	0.061	8.5	LOS A	0.1	0.9	0.07	0.10	0.07	62.7
Approach		99	25	99	25.3	0.061	1.3	NA	0.1	0.9	0.07	0.10	0.07	89.0
SouthWest: Town Common Road														
30	L2	13	4	13	30.8	0.011	5.1	LOS A	0.0	0.4	0.18	0.49	0.18	50.2
32	R2	1	0	1	0.0	0.011	5.2	LOS A	0.0	0.4	0.18	0.49	0.18	56.0
Approach		14	4	14	28.6	0.011	5.1	LOS A	0.0	0.4	0.18	0.49	0.18	50.6
All Vehicles		192	45	192	23.4	0.061	1.1	NA	0.1	0.9	0.05	0.09	0.05	87.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3 [Barwon Highway / Town Common Road 2026 PM Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Barwon Highway														
21	L2	1	0	1	0.0	0.046	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
22	T1	79	16	79	20.3	0.046	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		80	16	80	20.0	0.046	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
NorthWest: Barwon Highway														
28	T1	81	20	81	24.7	0.059	0.1	LOS A	0.1	0.8	0.07	0.10	0.07	96.3
29	R2	14	4	14	28.6	0.059	8.5	LOS A	0.1	0.8	0.07	0.10	0.07	62.7
Approach		95	24	95	25.3	0.059	1.3	NA	0.1	0.8	0.07	0.10	0.07	89.3
SouthWest: Town Common Road														
30	L2	14	4	14	28.6	0.012	5.1	LOS A	0.0	0.4	0.18	0.49	0.18	50.6
32	R2	1	0	1	0.0	0.012	5.2	LOS A	0.0	0.4	0.18	0.49	0.18	56.0
Approach		15	4	15	26.7	0.012	5.1	LOS A	0.0	0.4	0.18	0.49	0.18	50.9
All Vehicles		190	44	190	23.2	0.059	1.1	NA	0.1	0.8	0.05	0.09	0.05	87.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3 [Barwon Highway / Town Common Road 2026 AM Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Barwon Highway														
21	L2	16	5	16	31.3	0.057	8.7	LOS A	0.0	0.0	0.00	0.11	0.00	72.7
22	T1	79	17	79	21.5	0.057	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	96.8
Approach		95	22	95	23.2	0.057	1.5	NA	0.0	0.0	0.00	0.11	0.00	91.7
NorthWest: Barwon Highway														
28	T1	85	21	85	24.7	0.051	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.6
29	R2	1	0	1	0.0	0.051	7.7	LOS A	0.0	0.1	0.01	0.01	0.01	65.0
Approach		86	21	86	24.4	0.051	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.0
SouthWest: Town Common Road														
30	L2	1	0	1	0.0	0.016	4.8	LOS A	0.1	0.5	0.26	0.55	0.26	56.0
32	R2	14	5	14	35.7	0.016	5.8	LOS A	0.1	0.5	0.26	0.55	0.26	48.7
Approach		15	5	15	33.3	0.016	5.7	LOS A	0.1	0.5	0.26	0.55	0.26	49.1
All Vehicles		196	48	196	24.5	0.057	1.2	NA	0.1	0.5	0.02	0.10	0.02	88.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3 [Barwon Highway / Town Common Road 2026 PM Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Barwon Highway														
21	L2	15	5	15	33.3	0.057	8.7	LOS A	0.0	0.0	0.00	0.11	0.00	72.1
22	T1	80	17	80	21.3	0.057	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	97.1
Approach		95	22	95	23.2	0.057	1.4	NA	0.0	0.0	0.00	0.11	0.00	92.1
NorthWest: Barwon Highway														
28	T1	82	21	82	25.6	0.050	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.6
29	R2	1	0	1	0.0	0.050	7.7	LOS A	0.0	0.1	0.01	0.01	0.01	65.0
Approach		83	21	83	25.3	0.050	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.0
SouthWest: Town Common Road														
30	L2	1	0	1	0.0	0.017	4.8	LOS A	0.1	0.5	0.26	0.55	0.26	56.0
32	R2	15	5	15	33.3	0.017	5.7	LOS A	0.1	0.5	0.26	0.55	0.26	49.1
Approach		16	5	16	31.3	0.017	5.7	LOS A	0.1	0.5	0.26	0.55	0.26	49.5
All Vehicles		194	48	194	24.7	0.057	1.2	NA	0.1	0.5	0.02	0.10	0.02	88.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3 [Barwon Highway / Town Common Road 2026 AM Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Barwon Highway														
21	L2	2	1	2	50.0	0.048	9.1	LOS A	0.0	0.0	0.00	0.02	0.00	67.7
22	T1	79	17	79	21.5	0.048	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.6
Approach		81	18	81	22.2	0.048	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.5
NorthWest: Barwon Highway														
28	T1	85	21	85	24.7	0.061	0.1	LOS A	0.1	0.9	0.07	0.10	0.07	96.2
29	R2	15	4	15	26.7	0.061	8.5	LOS A	0.1	0.9	0.07	0.10	0.07	62.7
Approach		100	25	100	25.0	0.061	1.3	NA	0.1	0.9	0.07	0.10	0.07	89.1
SouthWest: Town Common Road														
30	L2	13	4	13	30.8	0.012	5.1	LOS A	0.0	0.4	0.19	0.50	0.19	50.2
32	R2	2	1	2	50.0	0.012	6.1	LOS A	0.0	0.4	0.19	0.50	0.19	46.5
Approach		15	5	15	33.3	0.012	5.3	LOS A	0.0	0.4	0.19	0.50	0.19	49.7
All Vehicles		196	48	196	24.5	0.061	1.2	NA	0.1	0.9	0.05	0.10	0.05	87.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3 [Barwon Highway / Town Common Road 2026 PM Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Barwon Highway														
21	L2	2	1	2	50.0	0.048	9.1	LOS A	0.0	0.0	0.00	0.02	0.00	67.7
22	T1	80	17	80	21.3	0.048	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.6
Approach		82	18	82	22.0	0.048	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.5
NorthWest: Barwon Highway														
28	T1	82	21	82	25.6	0.059	0.1	LOS A	0.1	0.9	0.07	0.10	0.07	96.3
29	R2	14	4	14	28.6	0.059	8.5	LOS A	0.1	0.9	0.07	0.10	0.07	62.7
Approach		96	25	96	26.0	0.059	1.3	NA	0.1	0.9	0.07	0.10	0.07	89.3
SouthWest: Town Common Road														
30	L2	14	4	14	28.6	0.013	5.1	LOS A	0.0	0.4	0.19	0.50	0.19	50.6
32	R2	2	1	2	50.0	0.013	6.1	LOS A	0.0	0.4	0.19	0.50	0.19	46.5
Approach		16	5	16	31.3	0.013	5.2	LOS A	0.0	0.4	0.19	0.50	0.19	50.0
All Vehicles		194	48	194	24.7	0.059	1.2	NA	0.1	0.9	0.05	0.10	0.05	87.1

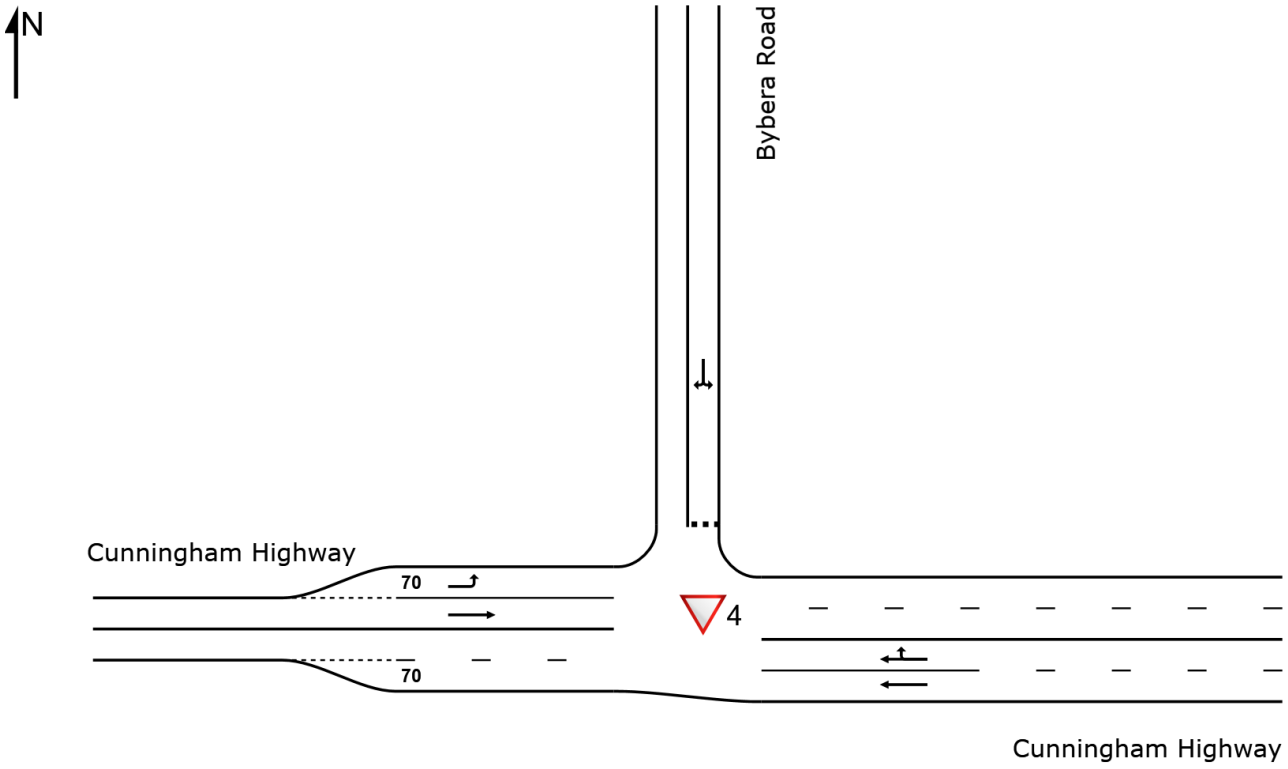
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 4 [Cunningham Highway / Bybera Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 4 [Cunningham Highway / Bybera Road 2024 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	54	14	54	25.9	0.025	0.0	LOS A	0.0	0.2	0.02	0.03	0.02	98.7
6	R2	3	0	3	0.0	0.025	3.8	LOS A	0.0	0.2	0.03	0.05	0.03	79.9
Approach		57	14	57	24.6	0.025	0.2	NA	0.0	0.2	0.02	0.03	0.02	97.5
North: Bybera Road														
7	L2	2	0	2	0.0	0.003	8.1	LOS A	0.0	0.1	0.18	0.60	0.18	62.9
9	R2	1	0	1	0.0	0.003	8.4	LOS A	0.0	0.1	0.18	0.60	0.18	74.1
Approach		3	0	3	0.0	0.003	8.2	LOS A	0.0	0.1	0.18	0.60	0.18	67.7
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	66	20	66	30.3	0.041	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		67	20	67	29.9	0.041	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.1
All Vehicles		127	34	127	26.8	0.041	0.4	NA	0.0	0.2	0.01	0.03	0.01	97.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 4 [Cunningham Highway / Bybera Road 2024 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	43	15	43	34.9	0.020	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.4
6	R2	1	0	1	0.0	0.020	3.8	LOS A	0.0	0.1	0.01	0.02	0.01	80.5
Approach		44	15	44	34.1	0.020	0.1	NA	0.0	0.1	0.01	0.01	0.01	98.8
North: Bybera Road														
7	L2	4	0	4	0.0	0.004	8.1	LOS A	0.0	0.1	0.17	0.60	0.17	62.9
9	R2	1	0	1	0.0	0.004	8.4	LOS A	0.0	0.1	0.17	0.60	0.17	74.1
Approach		5	0	5	0.0	0.004	8.1	LOS A	0.0	0.1	0.17	0.60	0.17	65.9
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	66	23	66	34.8	0.042	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		67	23	67	34.3	0.042	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.1
All Vehicles		116	38	116	32.8	0.042	0.5	NA	0.0	0.1	0.01	0.04	0.01	96.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 4 [Cunningham Highway / Bybera Road 2024 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	103	28	103	27.2	0.068	0.3	LOS A	0.2	2.4	0.09	0.09	0.09	97.4
6	R2	26	19	26	73.1	0.068	4.3	LOS A	0.2	2.4	0.16	0.16	0.16	45.6
Approach		129	47	129	36.4	0.068	1.1	NA	0.2	2.4	0.11	0.10	0.11	79.2
North: Bybera Road														
7	L2	21	19	21	90.5	0.027	10.9	LOS B	0.1	1.2	0.23	0.63	0.23	58.2
9	R2	1	0	1	0.0	0.027	9.3	LOS A	0.1	1.2	0.23	0.63	0.23	73.1
Approach		22	19	22	86.4	0.027	10.9	LOS B	0.1	1.2	0.23	0.63	0.23	59.1
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	80	34	80	42.5	0.052	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		81	34	81	42.0	0.052	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles		232	100	232	43.1	0.068	1.7	NA	0.2	2.4	0.08	0.12	0.08	82.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 4 [Cunningham Highway / Bybera Road 2024 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	57	29	57	50.9	0.048	0.4	LOS A	0.2	2.2	0.13	0.10	0.13	97.2
6	R2	20	19	20	95.0	0.048	4.8	LOS A	0.2	2.2	0.24	0.18	0.24	40.3
Approach		77	48	77	62.3	0.048	1.6	NA	0.2	2.2	0.16	0.12	0.16	71.1
North: Bybera Road														
7	L2	27	19	27	70.4	0.034	10.6	LOS B	0.1	1.3	0.27	0.63	0.27	58.7
9	R2	1	0	1	0.0	0.034	9.2	LOS A	0.1	1.3	0.27	0.63	0.27	72.8
Approach		28	19	28	67.9	0.034	10.5	LOS B	0.1	1.3	0.27	0.63	0.27	59.4
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	115	37	115	32.2	0.071	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		116	37	116	31.9	0.071	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		221	104	221	47.1	0.071	1.9	NA	0.2	2.2	0.09	0.12	0.09	81.2

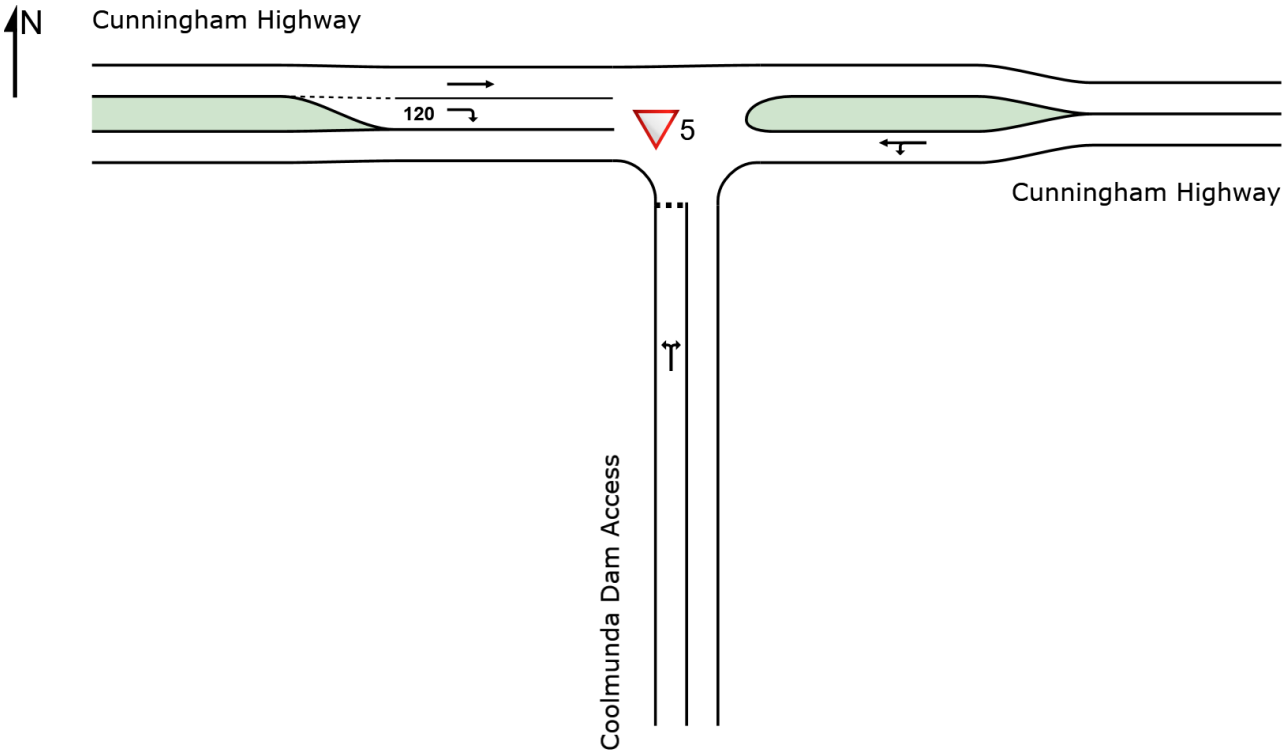
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 5 [Cunningham Highway / Coolmunda Dam Access 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 5 [Cunningham Highway / Coolmunda Dam Access 2025 AM Scenario 1-Without Development (Site Folder: Peak Impact Year-Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Dam Access														
1	L2	1	0	1	0.0	0.004	8.0	LOS A	0.0	0.1	0.25	0.61	0.25	73.5
3	R2	3	1	3	33.3	0.004	9.4	LOS A	0.0	0.1	0.25	0.61	0.25	62.1
Approach		4	1	4	25.0	0.004	9.1	LOS A	0.0	0.1	0.25	0.61	0.25	64.6
East: Cunningham Highway														
4	L2	3	1	3	33.3	0.043	8.7	LOS A	0.0	0.0	0.00	0.03	0.00	73.0
5	T1	63	27	63	42.9	0.043	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.9
Approach		66	28	66	42.4	0.043	0.4	NA	0.0	0.0	0.00	0.03	0.00	97.3
West: Cunningham Highway														
11	T1	69	32	69	46.4	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.17	0.60	0.17	74.4
Approach		70	32	70	45.7	0.046	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		140	61	140	43.6	0.046	0.5	NA	0.0	0.1	0.01	0.04	0.01	97.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 5 [Cunningham Highway / Coolmunda Dam Access 2025 PM Scenario 1-Without Development (Site Folder: Peak Impact Year-Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Dam Access														
1	L2	1	0	1	0.0	0.004	8.0	LOS A	0.0	0.1	0.25	0.61	0.25	73.5
3	R2	3	1	3	33.3	0.004	9.4	LOS A	0.0	0.1	0.25	0.61	0.25	62.1
Approach		4	1	4	25.0	0.004	9.1	LOS A	0.0	0.1	0.25	0.61	0.25	64.6
East: Cunningham Highway														
4	L2	3	1	3	33.3	0.045	8.7	LOS A	0.0	0.0	0.00	0.03	0.00	73.0
5	T1	65	28	65	43.1	0.045	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.9
Approach		68	29	68	42.6	0.045	0.4	NA	0.0	0.0	0.00	0.03	0.00	97.4
West: Cunningham Highway														
11	T1	68	32	68	47.1	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.18	0.59	0.18	74.4
Approach		69	32	69	46.4	0.046	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		141	62	141	44.0	0.046	0.5	NA	0.0	0.1	0.01	0.04	0.01	97.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 5 [Cunningham Highway / Coolmunda Dam Access 2025 AM Scenario 2-Without Development (Site Folder: Peak Impact Year-Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Dam Access														
1	L2	3	1	3	33.3	0.003	9.0	LOS A	0.0	0.1	0.18	0.60	0.18	63.0
3	R2	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.18	0.60	0.18	73.3
Approach		4	1	4	25.0	0.003	8.8	LOS A	0.0	0.1	0.18	0.60	0.18	65.3
East: Cunningham Highway														
4	L2	1	0	1	0.0	0.042	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
5	T1	63	27	63	42.9	0.042	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.4
Approach		64	27	64	42.2	0.042	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.2
West: Cunningham Highway														
11	T1	69	32	69	46.4	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	3	1	3	33.3	0.002	8.6	LOS A	0.0	0.1	0.19	0.61	0.19	62.5
Approach		72	33	72	45.8	0.046	0.4	NA	0.0	0.1	0.01	0.03	0.01	97.5
All Vehicles		140	61	140	43.6	0.046	0.5	NA	0.0	0.1	0.01	0.04	0.01	96.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 5 [Cunningham Highway / Coolmunda Dam Access 2025 PM Scenario 2-Without Development (Site Folder: Peak Impact Year-Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Dam Access														
1	L2	3	1	3	33.3	0.003	9.0	LOS A	0.0	0.1	0.19	0.60	0.19	63.0
3	R2	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.19	0.60	0.19	73.3
Approach		4	1	4	25.0	0.003	8.8	LOS A	0.0	0.1	0.19	0.60	0.19	65.3
East: Cunningham Highway														
4	L2	1	0	1	0.0	0.043	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
5	T1	65	28	65	43.1	0.043	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.4
Approach		66	28	66	42.4	0.043	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.2
West: Cunningham Highway														
11	T1	68	32	68	47.1	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	3	1	3	33.3	0.002	8.6	LOS A	0.0	0.1	0.19	0.61	0.19	62.5
Approach		71	33	71	46.5	0.046	0.4	NA	0.0	0.1	0.01	0.03	0.01	97.5
All Vehicles		141	62	141	44.0	0.046	0.5	NA	0.0	0.1	0.01	0.03	0.01	96.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 5 [Cunningham Highway / Coolmunda Dam Access 2025 AM Scenario 1-With Development (Site Folder: Peak Impact Year-With Development)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Dam Access														
1	L2	6	5	6	83.3	0.009	10.4	LOS B	0.0	0.4	0.21	0.62	0.21	51.8
3	R2	3	1	3	33.3	0.009	9.5	LOS A	0.0	0.4	0.21	0.62	0.21	62.2
Approach		9	6	9	66.7	0.009	10.1	LOS B	0.0	0.4	0.21	0.62	0.21	54.9
East: Cunningham Highway														
4	L2	3	1	3	33.3	0.043	8.7	LOS A	0.0	0.0	0.00	0.03	0.00	73.0
5	T1	63	27	63	42.9	0.043	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.9
Approach		66	28	66	42.4	0.043	0.4	NA	0.0	0.0	0.00	0.03	0.00	97.3
West: Cunningham Highway														
11	T1	69	32	69	46.4	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	6	5	6	83.3	0.005	10.1	LOS B	0.0	0.3	0.21	0.62	0.21	50.8
Approach		75	37	75	49.3	0.046	0.8	NA	0.0	0.3	0.02	0.05	0.02	92.8
All Vehicles		150	71	150	47.3	0.046	1.2	NA	0.0	0.4	0.02	0.08	0.02	90.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 5 [Cunningham Highway / Coolmunda Dam Access 2025 PM Scenario 1-With Development (Site Folder: Peak Impact Year-With Development)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Dam Access														
1	L2	6	5	6	83.3	0.009	10.4	LOS B	0.0	0.4	0.22	0.62	0.22	51.8
3	R2	3	1	3	33.3	0.009	9.5	LOS A	0.0	0.4	0.22	0.62	0.22	62.2
Approach		9	6	9	66.7	0.009	10.1	LOS B	0.0	0.4	0.22	0.62	0.22	54.9
East: Cunningham Highway														
4	L2	3	1	3	33.3	0.045	8.7	LOS A	0.0	0.0	0.00	0.03	0.00	73.0
5	T1	65	28	65	43.1	0.045	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.9
Approach		68	29	68	42.6	0.045	0.4	NA	0.0	0.0	0.00	0.03	0.00	97.4
West: Cunningham Highway														
11	T1	68	32	68	47.1	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	6	5	6	83.3	0.005	10.1	LOS B	0.0	0.3	0.22	0.62	0.22	50.8
Approach		74	37	74	50.0	0.046	0.8	NA	0.0	0.3	0.02	0.05	0.02	92.7
All Vehicles		151	72	151	47.7	0.046	1.2	NA	0.0	0.4	0.02	0.08	0.02	90.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 5 [Cunningham Highway / Coolmunda Dam Access 2025 AM Scenario 2-With Development (Site Folder: Peak Impact Year-With Development)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Dam Access														
1	L2	8	6	8	75.0	0.008	10.2	LOS B	0.0	0.4	0.19	0.61	0.19	53.4
3	R2	1	0	1	0.0	0.008	8.2	LOS A	0.0	0.4	0.19	0.61	0.19	73.2
Approach		9	6	9	66.7	0.008	10.0	LOS A	0.0	0.4	0.19	0.61	0.19	55.0
East: Cunningham Highway														
4	L2	1	0	1	0.0	0.042	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
5	T1	63	27	63	42.9	0.042	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.4
Approach		64	27	64	42.2	0.042	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.2
West: Cunningham Highway														
11	T1	69	32	69	46.4	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	8	6	8	75.0	0.007	9.9	LOS A	0.0	0.3	0.20	0.62	0.20	52.4
Approach		77	38	77	49.4	0.046	1.0	NA	0.0	0.3	0.02	0.06	0.02	91.4
All Vehicles		150	71	150	47.3	0.046	1.2	NA	0.0	0.4	0.02	0.07	0.02	90.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 5 [Cunningham Highway / Coolmunda Dam Access 2025 PM Scenario 2-With Development (Site Folder: Peak Impact Year-With Development)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Dam Access														
1	L2	8	6	8	75.0	0.008	10.2	LOS B	0.0	0.4	0.20	0.61	0.20	53.3
3	R2	1	0	1	0.0	0.008	8.3	LOS A	0.0	0.4	0.20	0.61	0.20	73.2
Approach		9	6	9	66.7	0.008	10.0	LOS A	0.0	0.4	0.20	0.61	0.20	55.0
East: Cunningham Highway														
4	L2	1	0	1	0.0	0.043	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
5	T1	65	28	65	43.1	0.043	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.4
Approach		66	28	66	42.4	0.043	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.2
West: Cunningham Highway														
11	T1	68	32	68	47.1	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	8	6	8	75.0	0.007	9.9	LOS A	0.0	0.3	0.21	0.62	0.21	52.4
Approach		76	38	76	50.0	0.046	1.0	NA	0.0	0.3	0.02	0.07	0.02	91.3
All Vehicles		151	72	151	47.7	0.046	1.2	NA	0.0	0.4	0.02	0.07	0.02	90.9

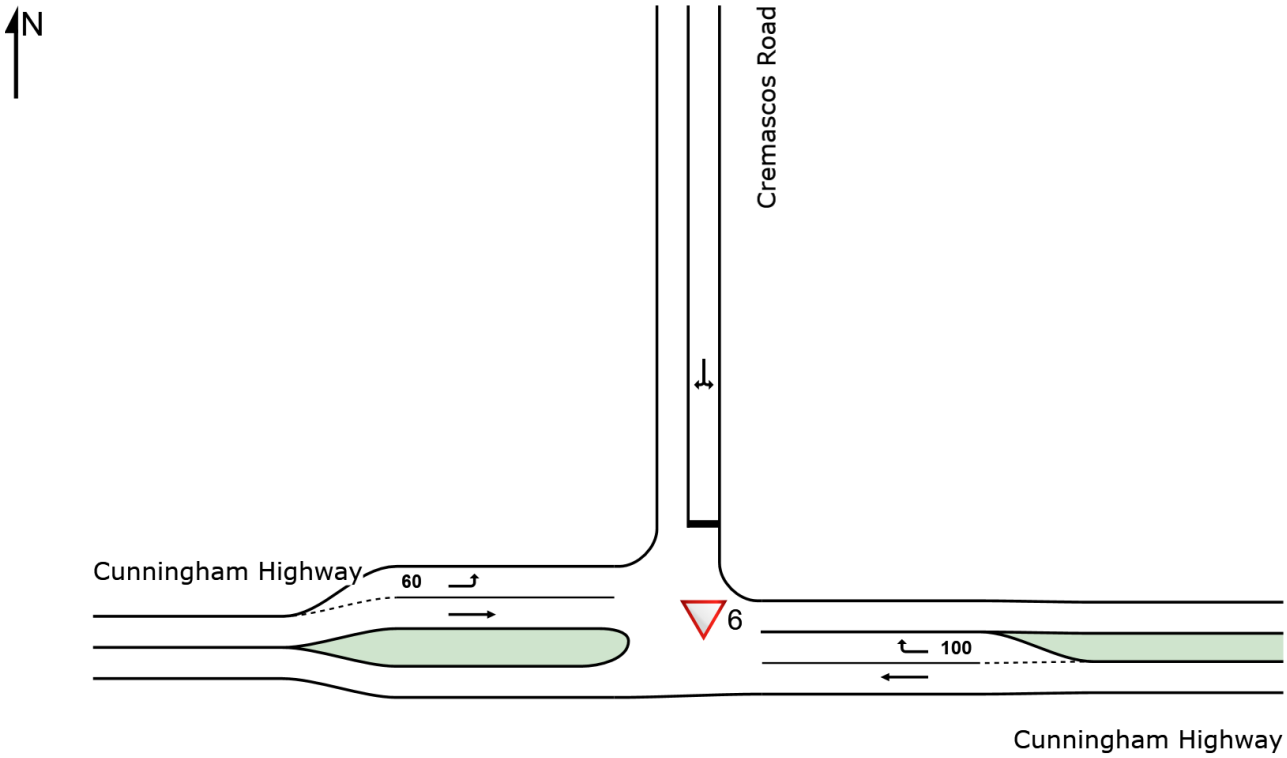
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 6 [Cunningham Highway / Cremascos Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 6 [Cunningham Highway / Cremascos Road 2026 AM Scenario 1 - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	49	24	49	49.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
Approach		50	24	50	48.0	0.033	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
North: Cremascos Road														
7	L2	1	0	1	0.0	0.006	9.8	LOS A	0.0	0.2	0.24	0.88	0.24	71.7
9	R2	4	1	4	25.0	0.006	11.7	LOS B	0.0	0.2	0.24	0.88	0.24	63.5
Approach		5	1	5	20.0	0.006	11.3	LOS B	0.0	0.2	0.24	0.88	0.24	65.0
West: Cunningham Highway														
10	L2	4	1	4	25.0	0.003	8.5	LOS A	0.0	0.0	0.00	0.66	0.00	66.1
11	T1	50	24	50	48.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		54	25	54	46.3	0.034	0.6	NA	0.0	0.0	0.00	0.05	0.00	96.3
All Vehicles		109	50	109	45.9	0.034	0.9	NA	0.0	0.2	0.01	0.07	0.01	95.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 6 [Cunningham Highway / Cremascos Road 2026 PM Scenario 1 - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	49	24	49	49.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.16	0.60	0.16	74.5
Approach		50	24	50	48.0	0.033	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
North: Cremascos Road														
7	L2	1	0	1	0.0	0.006	9.8	LOS A	0.0	0.2	0.25	0.88	0.25	71.6
9	R2	4	1	4	25.0	0.006	11.8	LOS B	0.0	0.2	0.25	0.88	0.25	63.5
Approach		5	1	5	20.0	0.006	11.4	LOS B	0.0	0.2	0.25	0.88	0.25	65.0
West: Cunningham Highway														
10	L2	5	2	5	40.0	0.003	8.9	LOS A	0.0	0.0	0.00	0.66	0.00	61.9
11	T1	56	27	56	48.2	0.038	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		61	29	61	47.5	0.038	0.7	NA	0.0	0.0	0.00	0.05	0.00	95.2
All Vehicles		116	54	116	46.6	0.038	0.9	NA	0.0	0.2	0.01	0.07	0.01	95.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 6 [Cunningham Highway / Cremascos Road 2026 AM Scenario 2 - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	49	24	49	49.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	4	1	4	25.0	0.003	8.3	LOS A	0.0	0.1	0.16	0.62	0.16	65.1
Approach		53	25	53	47.2	0.033	0.6	NA	0.0	0.1	0.01	0.05	0.01	96.1
North: Cremascos Road														
7	L2	4	1	4	25.0	0.005	11.2	LOS B	0.0	0.2	0.17	0.91	0.17	64.1
9	R2	1	0	1	0.0	0.005	10.1	LOS B	0.0	0.2	0.17	0.91	0.17	71.9
Approach		5	1	5	20.0	0.005	11.0	LOS B	0.0	0.2	0.17	0.91	0.17	65.5
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	50	24	50	48.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		51	24	51	47.1	0.034	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles		109	50	109	45.9	0.034	0.9	NA	0.0	0.2	0.01	0.07	0.01	95.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 6 [Cunningham Highway / Cremascos Road 2026 PM Scenario 2 - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	49	24	49	49.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	5	2	5	40.0	0.005	8.8	LOS A	0.0	0.2	0.18	0.62	0.18	60.7
Approach		54	26	54	48.1	0.033	0.8	NA	0.0	0.2	0.02	0.06	0.02	94.3
North: Cremascos Road														
7	L2	4	1	4	25.0	0.005	11.3	LOS B	0.0	0.2	0.18	0.91	0.18	64.1
9	R2	1	0	1	0.0	0.005	10.2	LOS B	0.0	0.2	0.18	0.91	0.18	71.8
Approach		5	1	5	20.0	0.005	11.1	LOS B	0.0	0.2	0.18	0.91	0.18	65.5
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	56	27	56	48.2	0.038	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		57	27	57	47.4	0.038	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.4
All Vehicles		116	54	116	46.6	0.038	0.9	NA	0.0	0.2	0.02	0.07	0.02	94.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 6 [Cunningham Highway / Cremascos Road 2026 AM Scenario 1 - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	91	25	91	27.5	0.055	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	9	1	9	11.1	0.007	8.0	LOS A	0.0	0.2	0.16	0.62	0.16	69.7
Approach		100	26	100	26.0	0.055	0.7	NA	0.0	0.2	0.01	0.06	0.01	96.2
North: Cremascos Road														
7	L2	2	1	2	50.0	0.008	12.7	LOS B	0.0	0.3	0.24	0.91	0.24	57.3
9	R2	4	1	4	25.0	0.008	12.2	LOS B	0.0	0.3	0.24	0.91	0.24	63.2
Approach		6	2	6	33.3	0.008	12.4	LOS B	0.0	0.3	0.24	0.91	0.24	61.1
West: Cunningham Highway														
10	L2	4	1	4	25.0	0.003	8.5	LOS A	0.0	0.0	0.00	0.66	0.00	66.1
11	T1	51	25	51	49.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		55	26	55	47.3	0.034	0.6	NA	0.0	0.0	0.00	0.05	0.00	96.4
All Vehicles		161	54	161	33.5	0.055	1.1	NA	0.0	0.3	0.02	0.08	0.02	94.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 6 [Cunningham Highway / Cremascos Road 2026 PM Scenario 1 - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	50	25	50	50.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	2	1	2	50.0	0.002	9.4	LOS A	0.0	0.1	0.24	0.61	0.24	57.8
Approach		52	26	52	50.0	0.034	0.4	NA	0.0	0.1	0.01	0.02	0.01	97.3
North: Cremascos Road														
7	L2	9	1	9	11.1	0.015	10.7	LOS B	0.1	0.4	0.25	0.88	0.25	67.9
9	R2	4	1	4	25.0	0.015	12.3	LOS B	0.1	0.4	0.25	0.88	0.25	63.5
Approach		13	2	13	15.4	0.015	11.2	LOS B	0.1	0.4	0.25	0.88	0.25	66.5
West: Cunningham Highway														
10	L2	5	2	5	40.0	0.003	8.9	LOS A	0.0	0.0	0.00	0.66	0.00	61.9
11	T1	98	28	98	28.6	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		103	30	103	29.1	0.060	0.4	NA	0.0	0.0	0.00	0.03	0.00	97.1
All Vehicles		168	58	168	34.5	0.060	1.2	NA	0.1	0.4	0.02	0.10	0.02	93.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 6 [Cunningham Highway / Cremascos Road 2026 AM Scenario 2 - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	91	25	91	27.5	0.055	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	13	2	13	15.4	0.010	8.1	LOS A	0.0	0.3	0.16	0.62	0.16	68.2
Approach		104	27	104	26.0	0.055	1.0	NA	0.0	0.3	0.02	0.08	0.02	94.5
North: Cremascos Road														
7	L2	5	2	5	40.0	0.007	12.1	LOS B	0.0	0.2	0.17	0.93	0.17	60.0
9	R2	1	0	1	0.0	0.007	10.5	LOS B	0.0	0.2	0.17	0.93	0.17	71.7
Approach		6	2	6	33.3	0.007	11.9	LOS B	0.0	0.2	0.17	0.93	0.17	61.7
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	51	25	51	49.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		52	25	52	48.1	0.034	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.4
All Vehicles		162	54	162	33.3	0.055	1.1	NA	0.0	0.3	0.02	0.09	0.02	94.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 6 [Cunningham Highway / Cremascos Road 2026 PM Scenario 2 - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	50	25	50	50.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	6	3	6	50.0	0.006	9.4	LOS A	0.0	0.2	0.24	0.62	0.24	57.9
Approach		56	28	56	50.0	0.034	1.0	NA	0.0	0.2	0.03	0.07	0.03	92.7
North: Cremascos Road														
7	L2	13	2	13	15.4	0.014	11.0	LOS B	0.1	0.4	0.23	0.89	0.23	66.8
9	R2	1	0	1	0.0	0.014	10.5	LOS B	0.1	0.4	0.23	0.89	0.23	71.7
Approach		14	2	14	14.3	0.014	10.9	LOS B	0.1	0.4	0.23	0.89	0.23	67.1
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	98	28	98	28.6	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		99	28	99	28.3	0.060	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		169	58	169	34.3	0.060	1.3	NA	0.1	0.4	0.03	0.10	0.03	93.6

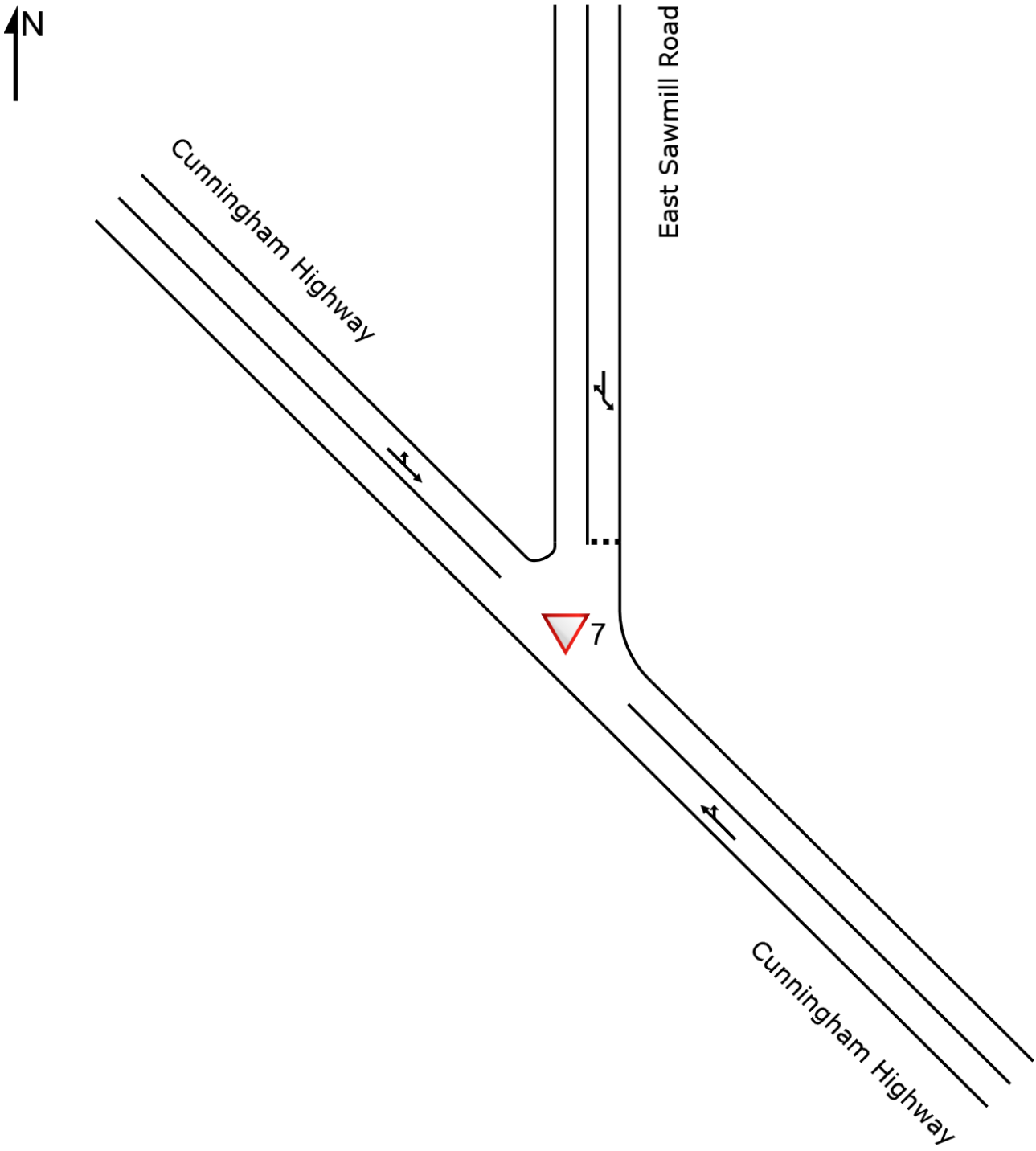
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 7 [Cunningham Highway / East Sawmill Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 7 [Cunningham Highway / East Sawmill Road 2025 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cunningham Highway														
22	T1	61	21	61	34.4	0.039	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.7
23a	R1	1	0	1	0.0	0.039	4.8	LOS A	0.0	0.1	0.01	0.01	0.01	72.9
Approach		62	21	62	33.9	0.039	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.9
North: East Sawmill Road														
7a	L1	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.17	0.57	0.17	49.6
9b	R3	1	0	1	0.0	0.002	6.5	LOS A	0.0	0.0	0.17	0.57	0.17	52.5
Approach		2	0	2	0.0	0.002	6.0	LOS A	0.0	0.0	0.17	0.57	0.17	51.1
NorthWest: Cunningham Highway														
27b	L3	1	0	1	0.0	0.041	6.5	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
28	T1	63	23	63	36.5	0.041	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.6
Approach		64	23	64	35.9	0.041	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.6
All Vehicles		128	44	128	34.4	0.041	0.2	NA	0.0	0.1	0.01	0.02	0.01	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 7 [Cunningham Highway / East Sawmill Road 2025 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cunningham Highway														
22	T1	53	23	53	43.4	0.035	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.6
23a	R1	1	0	1	0.0	0.035	4.8	LOS A	0.0	0.1	0.01	0.01	0.01	72.8
Approach		54	23	54	42.6	0.035	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.9
North: East Sawmill Road														
7a	L1	2	0	2	0.0	0.002	5.5	LOS A	0.0	0.1	0.16	0.56	0.16	49.7
9b	R3	1	0	1	0.0	0.002	6.5	LOS A	0.0	0.1	0.16	0.56	0.16	52.7
Approach		3	0	3	0.0	0.002	5.8	LOS A	0.0	0.1	0.16	0.56	0.16	50.8
NorthWest: Cunningham Highway														
27b	L3	1	0	1	0.0	0.041	6.5	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
28	T1	64	24	64	37.5	0.041	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.6
Approach		65	24	65	36.9	0.041	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.6
All Vehicles		122	47	122	38.5	0.041	0.2	NA	0.0	0.1	0.01	0.02	0.01	59.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 7 [Cunningham Highway / East Sawmill Road 2025 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cunningham Highway														
22	T1	62	22	62	35.5	0.053	0.2	LOS A	0.1	1.2	0.11	0.08	0.11	58.6
23a	R1	12	11	12	91.7	0.053	6.3	LOS A	0.1	1.2	0.11	0.08	0.11	43.3
Approach		74	33	74	44.6	0.053	1.2	NA	0.1	1.2	0.11	0.08	0.11	54.1
North: East Sawmill Road														
7a	L1	12	11	12	91.7	0.037	6.9	LOS A	0.1	1.6	0.24	0.59	0.24	42.8
9b	R3	17	16	17	94.1	0.037	8.7	LOS A	0.1	1.6	0.24	0.59	0.24	42.4
Approach		29	27	29	93.1	0.037	8.0	LOS A	0.1	1.6	0.24	0.59	0.24	42.5
NorthWest: Cunningham Highway														
27b	L3	21	16	21	76.2	0.064	7.4	LOS A	0.0	0.0	0.00	0.13	0.00	53.0
28	T1	72	24	72	33.3	0.064	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	58.5
Approach		93	40	93	43.0	0.064	1.7	NA	0.0	0.0	0.00	0.13	0.00	56.5
All Vehicles		196	100	196	51.0	0.064	2.4	NA	0.1	1.6	0.08	0.18	0.08	52.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 7 [Cunningham Highway / East Sawmill Road 2025 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cunningham Highway														
22	T1	54	24	54	44.4	0.049	0.2	LOS A	0.1	1.2	0.11	0.09	0.11	58.5
23a	R1	12	11	12	91.7	0.049	6.2	LOS A	0.1	1.2	0.11	0.09	0.11	43.3
Approach		66	35	66	53.0	0.049	1.3	NA	0.1	1.2	0.11	0.09	0.11	53.5
North: East Sawmill Road														
7a	L1	13	11	13	84.6	0.039	6.8	LOS A	0.1	1.6	0.23	0.60	0.23	43.2
9b	R3	20	16	20	80.0	0.039	8.2	LOS A	0.1	1.6	0.23	0.60	0.23	43.6
Approach		33	27	33	81.8	0.039	7.7	LOS A	0.1	1.6	0.23	0.60	0.23	43.5
NorthWest: Cunningham Highway														
27b	L3	17	16	17	94.1	0.059	7.6	LOS A	0.0	0.0	0.00	0.12	0.00	52.5
28	T1	65	25	65	38.5	0.059	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	59.6
Approach		82	41	82	50.0	0.059	1.6	NA	0.0	0.0	0.00	0.12	0.00	57.1
All Vehicles		181	103	181	56.9	0.059	2.6	NA	0.1	1.6	0.08	0.20	0.08	51.8

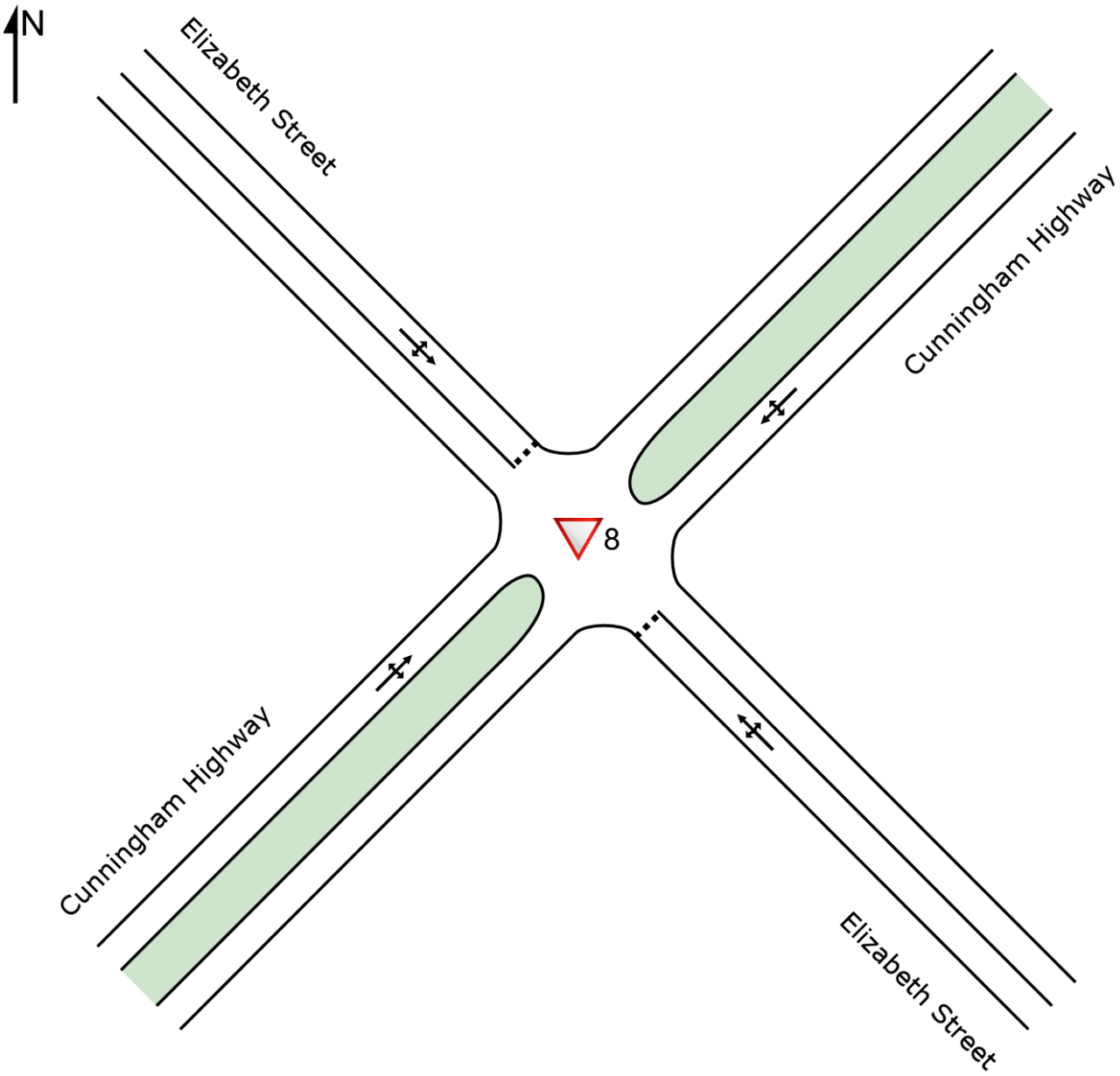
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 8 [Cunningham Highway / Elizabeth Street 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 8 [Cunningham Highway / Elizabeth Street 2027 AM Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Elizabeth Street														
21	L2	1	0	1	0.0	0.004	4.9	LOS A	0.0	0.1	0.26	0.51	0.26	42.2
22	T1	1	0	1	0.0	0.004	4.0	LOS A	0.0	0.1	0.26	0.51	0.26	40.7
23	R2	2	0	2	0.0	0.004	5.6	LOS A	0.0	0.1	0.26	0.51	0.26	41.4
Approach		4	0	4	0.0	0.004	5.0	LOS A	0.0	0.1	0.26	0.51	0.26	41.5
NorthEast: Cunningham Highway														
24	L2	1	0	1	0.0	0.067	4.7	LOS A	0.0	0.1	0.01	0.01	0.01	48.5
25	T1	92	56	92	60.9	0.067	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.6
26	R2	1	0	1	0.0	0.067	4.9	LOS A	0.0	0.1	0.01	0.01	0.01	46.8
Approach		94	56	94	59.6	0.067	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.5
NorthWest: Elizabeth Street														
27	L2	1	0	1	0.0	0.003	4.8	LOS A	0.0	0.1	0.24	0.49	0.24	40.7
28	T1	1	0	1	0.0	0.003	4.0	LOS A	0.0	0.1	0.24	0.49	0.24	40.9
29	R2	1	0	1	0.0	0.003	5.6	LOS A	0.0	0.1	0.24	0.49	0.24	39.7
Approach		3	0	3	0.0	0.003	4.8	LOS A	0.0	0.1	0.24	0.49	0.24	40.4
SouthWest: Cunningham Highway														
30	L2	2	0	2	0.0	0.060	4.7	LOS A	0.0	0.1	0.01	0.02	0.01	48.1
31	T1	89	38	89	42.7	0.060	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	49.6
32	R2	1	0	1	0.0	0.060	4.9	LOS A	0.0	0.1	0.01	0.02	0.01	47.4
Approach		92	38	92	41.3	0.060	0.2	NA	0.0	0.1	0.01	0.02	0.01	49.5
All Vehicles		193	94	193	48.7	0.067	0.3	NA	0.0	0.1	0.02	0.03	0.02	49.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 8 [Cunningham Highway / Elizabeth Street 2027 PM Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Elizabeth Street														
21	L2	1	0	1	0.0	0.004	4.9	LOS A	0.0	0.1	0.27	0.51	0.27	42.2
22	T1	1	0	1	0.0	0.004	4.1	LOS A	0.0	0.1	0.27	0.51	0.27	40.6
23	R2	2	0	2	0.0	0.004	5.7	LOS A	0.0	0.1	0.27	0.51	0.27	41.4
Approach		4	0	4	0.0	0.004	5.1	LOS A	0.0	0.1	0.27	0.51	0.27	41.5
NorthEast: Cunningham Highway														
24	L2	1	0	1	0.0	0.068	4.8	LOS A	0.0	0.1	0.01	0.01	0.01	48.5
25	T1	93	57	93	61.3	0.068	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.6
26	R2	1	0	1	0.0	0.068	4.9	LOS A	0.0	0.1	0.01	0.01	0.01	46.8
Approach		95	57	95	60.0	0.068	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.5
NorthWest: Elizabeth Street														
27	L2	1	0	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.26	0.49	0.26	40.6
28	T1	1	0	1	0.0	0.003	4.1	LOS A	0.0	0.1	0.26	0.49	0.26	40.8
29	R2	1	0	1	0.0	0.003	5.7	LOS A	0.0	0.1	0.26	0.49	0.26	39.6
Approach		3	0	3	0.0	0.003	4.9	LOS A	0.0	0.1	0.26	0.49	0.26	40.3
SouthWest: Cunningham Highway														
30	L2	2	0	2	0.0	0.069	4.7	LOS A	0.0	0.1	0.01	0.02	0.01	48.1
31	T1	103	44	103	42.7	0.069	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	49.6
32	R2	1	0	1	0.0	0.069	4.9	LOS A	0.0	0.1	0.01	0.02	0.01	47.5
Approach		106	44	106	41.5	0.069	0.1	NA	0.0	0.1	0.01	0.02	0.01	49.6
All Vehicles		208	101	208	48.6	0.069	0.3	NA	0.0	0.1	0.02	0.03	0.02	49.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 8 [Cunningham Highway / Elizabeth Street 2027 AM Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Elizabeth Street														
21	L2	2	0	2	0.0	0.003	4.9	LOS A	0.0	0.1	0.23	0.49	0.23	42.3
22	T1	1	0	1	0.0	0.003	4.0	LOS A	0.0	0.1	0.23	0.49	0.23	40.8
23	R2	1	0	1	0.0	0.003	5.6	LOS A	0.0	0.1	0.23	0.49	0.23	41.5
Approach		4	0	4	0.0	0.003	4.8	LOS A	0.0	0.1	0.23	0.49	0.23	41.8
NorthEast: Cunningham Highway														
24	L2	1	0	1	0.0	0.067	4.7	LOS A	0.0	0.1	0.01	0.01	0.01	48.5
25	T1	92	56	92	60.9	0.067	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.6
26	R2	1	0	1	0.0	0.067	4.9	LOS A	0.0	0.1	0.01	0.01	0.01	46.8
Approach		94	56	94	59.6	0.067	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.5
NorthWest: Elizabeth Street														
27	L2	1	0	1	0.0	0.003	4.8	LOS A	0.0	0.1	0.24	0.49	0.24	40.7
28	T1	1	0	1	0.0	0.003	4.0	LOS A	0.0	0.1	0.24	0.49	0.24	40.9
29	R2	1	0	1	0.0	0.003	5.6	LOS A	0.0	0.1	0.24	0.49	0.24	39.7
Approach		3	0	3	0.0	0.003	4.8	LOS A	0.0	0.1	0.24	0.49	0.24	40.4
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.060	4.8	LOS A	0.0	0.1	0.01	0.02	0.01	48.0
31	T1	89	38	89	42.7	0.060	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	49.5
32	R2	2	0	2	0.0	0.060	4.9	LOS A	0.0	0.1	0.01	0.02	0.01	47.4
Approach		92	38	92	41.3	0.060	0.2	NA	0.0	0.1	0.01	0.02	0.01	49.5
All Vehicles		193	94	193	48.7	0.067	0.3	NA	0.0	0.1	0.02	0.03	0.02	49.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 8 [Cunningham Highway / Elizabeth Street 2027 PM Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Elizabeth Street														
21	L2	2	0	2	0.0	0.003	4.9	LOS A	0.0	0.1	0.24	0.49	0.24	42.3
22	T1	1	0	1	0.0	0.003	4.1	LOS A	0.0	0.1	0.24	0.49	0.24	40.8
23	R2	1	0	1	0.0	0.003	5.7	LOS A	0.0	0.1	0.24	0.49	0.24	41.5
Approach		4	0	4	0.0	0.003	4.9	LOS A	0.0	0.1	0.24	0.49	0.24	41.8
NorthEast: Cunningham Highway														
24	L2	1	0	1	0.0	0.068	4.8	LOS A	0.0	0.1	0.01	0.01	0.01	48.5
25	T1	93	57	93	61.3	0.068	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.6
26	R2	1	0	1	0.0	0.068	4.9	LOS A	0.0	0.1	0.01	0.01	0.01	46.8
Approach		95	57	95	60.0	0.068	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.5
NorthWest: Elizabeth Street														
27	L2	1	0	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.26	0.49	0.26	40.6
28	T1	1	0	1	0.0	0.003	4.1	LOS A	0.0	0.1	0.26	0.49	0.26	40.8
29	R2	1	0	1	0.0	0.003	5.7	LOS A	0.0	0.1	0.26	0.49	0.26	39.6
Approach		3	0	3	0.0	0.003	4.9	LOS A	0.0	0.1	0.26	0.49	0.26	40.3
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.069	4.8	LOS A	0.0	0.1	0.01	0.02	0.01	48.1
31	T1	103	44	103	42.7	0.069	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	49.6
32	R2	2	0	2	0.0	0.069	4.9	LOS A	0.0	0.1	0.01	0.02	0.01	47.5
Approach		106	44	106	41.5	0.069	0.1	NA	0.0	0.1	0.01	0.02	0.01	49.5
All Vehicles		208	101	208	48.6	0.069	0.3	NA	0.0	0.1	0.02	0.03	0.02	49.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 8 [Cunningham Highway / Elizabeth Street 2027 AM Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Elizabeth Street														
21	L2	1	0	1	0.0	0.004	5.1	LOS A	0.0	0.1	0.33	0.53	0.33	41.9
22	T1	1	0	1	0.0	0.004	4.4	LOS A	0.0	0.1	0.33	0.53	0.33	40.3
23	R2	2	0	2	0.0	0.004	6.2	LOS A	0.0	0.1	0.33	0.53	0.33	41.1
Approach		4	0	4	0.0	0.004	5.5	LOS A	0.0	0.1	0.33	0.53	0.33	41.1
NorthEast: Cunningham Highway														
24	L2	1	0	1	0.0	0.109	5.0	LOS A	0.1	0.7	0.04	0.04	0.04	48.1
25	T1	155	68	155	43.9	0.109	0.0	LOS A	0.1	0.7	0.04	0.04	0.04	49.1
26	R2	10	2	10	20.0	0.109	5.3	LOS A	0.1	0.7	0.04	0.04	0.04	44.0
Approach		166	70	166	42.2	0.109	0.4	NA	0.1	0.7	0.04	0.04	0.04	48.8
NorthWest: Elizabeth Street														
27	L2	3	2	3	66.7	0.005	5.8	LOS A	0.0	0.2	0.26	0.51	0.26	38.5
28	T1	1	0	1	0.0	0.005	4.4	LOS A	0.0	0.2	0.26	0.51	0.26	40.8
29	R2	1	0	1	0.0	0.005	6.2	LOS A	0.0	0.2	0.26	0.51	0.26	39.6
Approach		5	2	5	40.0	0.005	5.6	LOS A	0.0	0.2	0.26	0.51	0.26	39.2
SouthWest: Cunningham Highway														
30	L2	2	0	2	0.0	0.070	4.8	LOS A	0.0	0.1	0.01	0.02	0.01	48.1
31	T1	101	50	101	49.5	0.070	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	49.5
32	R2	1	0	1	0.0	0.070	5.2	LOS A	0.0	0.1	0.01	0.02	0.01	47.4
Approach		104	50	104	48.1	0.070	0.1	NA	0.0	0.1	0.01	0.02	0.01	49.5
All Vehicles		279	122	279	43.7	0.109	0.5	NA	0.1	0.7	0.03	0.05	0.03	48.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 8 [Cunningham Highway / Elizabeth Street 2027 PM Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Elizabeth Street														
21	L2	1	0	1	0.0	0.004	4.9	LOS A	0.0	0.1	0.31	0.52	0.31	41.9
22	T1	1	0	1	0.0	0.004	4.5	LOS A	0.0	0.1	0.31	0.52	0.31	40.3
23	R2	2	0	2	0.0	0.004	6.3	LOS A	0.0	0.1	0.31	0.52	0.31	41.1
Approach		4	0	4	0.0	0.004	5.5	LOS A	0.0	0.1	0.31	0.52	0.31	41.2
NorthEast: Cunningham Highway														
24	L2	1	0	1	0.0	0.080	5.6	LOS A	0.0	0.4	0.03	0.02	0.03	48.4
25	T1	105	69	105	65.7	0.080	0.0	LOS A	0.0	0.4	0.03	0.02	0.03	49.4
26	R2	3	2	3	66.7	0.080	6.4	LOS A	0.0	0.4	0.03	0.02	0.03	39.7
Approach		109	71	109	65.1	0.080	0.3	NA	0.0	0.4	0.03	0.02	0.03	49.2
NorthWest: Elizabeth Street														
27	L2	10	2	10	20.0	0.010	5.4	LOS A	0.0	0.3	0.29	0.51	0.29	39.4
28	T1	1	0	1	0.0	0.010	4.5	LOS A	0.0	0.3	0.29	0.51	0.29	40.2
29	R2	1	0	1	0.0	0.010	6.2	LOS A	0.0	0.3	0.29	0.51	0.29	39.1
Approach		12	2	12	16.7	0.010	5.4	LOS A	0.0	0.3	0.29	0.51	0.29	39.4
SouthWest: Cunningham Highway														
30	L2	2	0	2	0.0	0.105	4.7	LOS A	0.0	0.1	0.00	0.01	0.00	48.3
31	T1	166	56	166	33.7	0.105	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	49.8
32	R2	1	0	1	0.0	0.105	5.0	LOS A	0.0	0.1	0.00	0.01	0.00	47.6
Approach		169	56	169	33.1	0.105	0.1	NA	0.0	0.1	0.00	0.01	0.00	49.8
All Vehicles		294	129	294	43.9	0.105	0.4	NA	0.0	0.4	0.03	0.04	0.03	49.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 8 [Cunningham Highway / Elizabeth Street 2027 AM Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Elizabeth Street														
21	L2	2	0	2	0.0	0.004	5.1	LOS A	0.0	0.1	0.30	0.51	0.30	42.0
22	T1	1	0	1	0.0	0.004	4.4	LOS A	0.0	0.1	0.30	0.51	0.30	40.4
23	R2	1	0	1	0.0	0.004	6.2	LOS A	0.0	0.1	0.30	0.51	0.30	41.3
Approach		4	0	4	0.0	0.004	5.2	LOS A	0.0	0.1	0.30	0.51	0.30	41.5
NorthEast: Cunningham Highway														
24	L2	1	0	1	0.0	0.110	5.0	LOS A	0.1	0.8	0.04	0.04	0.04	48.0
25	T1	155	68	155	43.9	0.110	0.0	LOS A	0.1	0.8	0.04	0.04	0.04	49.0
26	R2	11	2	11	18.2	0.110	5.2	LOS A	0.1	0.8	0.04	0.04	0.04	44.1
Approach		167	70	167	41.9	0.110	0.4	NA	0.1	0.8	0.04	0.04	0.04	48.7
NorthWest: Elizabeth Street														
27	L2	3	2	3	66.7	0.005	5.8	LOS A	0.0	0.2	0.26	0.51	0.26	38.5
28	T1	1	0	1	0.0	0.005	4.5	LOS A	0.0	0.2	0.26	0.51	0.26	40.8
29	R2	1	0	1	0.0	0.005	6.2	LOS A	0.0	0.2	0.26	0.51	0.26	39.6
Approach		5	2	5	40.0	0.005	5.6	LOS A	0.0	0.2	0.26	0.51	0.26	39.2
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.070	5.0	LOS A	0.0	0.2	0.01	0.02	0.01	48.0
31	T1	101	50	101	49.5	0.070	0.0	LOS A	0.0	0.2	0.01	0.02	0.01	49.5
32	R2	2	0	2	0.0	0.070	5.2	LOS A	0.0	0.2	0.01	0.02	0.01	47.4
Approach		104	50	104	48.1	0.070	0.2	NA	0.0	0.2	0.01	0.02	0.01	49.5
All Vehicles		280	122	280	43.6	0.110	0.5	NA	0.1	0.8	0.04	0.05	0.04	48.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 8 [Cunningham Highway / Elizabeth Street 2027 PM Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Elizabeth Street														
21	L2	2	0	2	0.0	0.004	4.9	LOS A	0.0	0.1	0.27	0.50	0.27	40.4
22	T1	1	0	1	0.0	0.004	4.5	LOS A	0.0	0.1	0.27	0.50	0.27	40.6
23	R2	1	0	1	0.0	0.004	6.3	LOS A	0.0	0.1	0.27	0.50	0.27	39.5
Approach		4	0	4	0.0	0.004	5.2	LOS A	0.0	0.1	0.27	0.50	0.27	40.2
NorthEast: Cunningham Highway														
24	L2	1	0	1	0.0	0.080	5.6	LOS A	0.0	0.4	0.03	0.02	0.03	47.9
25	T1	105	69	105	65.7	0.080	0.0	LOS A	0.0	0.4	0.03	0.02	0.03	49.4
26	R2	3	2	3	66.7	0.080	6.4	LOS A	0.0	0.4	0.03	0.02	0.03	44.9
Approach		109	71	109	65.1	0.080	0.3	NA	0.0	0.4	0.03	0.02	0.03	49.3
NorthWest: Elizabeth Street														
27	L2	11	2	11	18.2	0.011	5.4	LOS A	0.0	0.3	0.29	0.51	0.29	41.3
28	T1	1	0	1	0.0	0.011	4.5	LOS A	0.0	0.3	0.29	0.51	0.29	40.2
29	R2	1	0	1	0.0	0.011	6.3	LOS A	0.0	0.3	0.29	0.51	0.29	41.1
Approach		13	2	13	15.4	0.011	5.4	LOS A	0.0	0.3	0.29	0.51	0.29	41.3
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.105	4.9	LOS A	0.0	0.1	0.01	0.01	0.01	48.7
31	T1	166	56	166	33.7	0.105	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.8
32	R2	2	0	2	0.0	0.105	5.0	LOS A	0.0	0.1	0.01	0.01	0.01	47.0
Approach		169	56	169	33.1	0.105	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.7
All Vehicles		295	129	295	43.7	0.105	0.5	NA	0.0	0.4	0.03	0.04	0.03	49.0

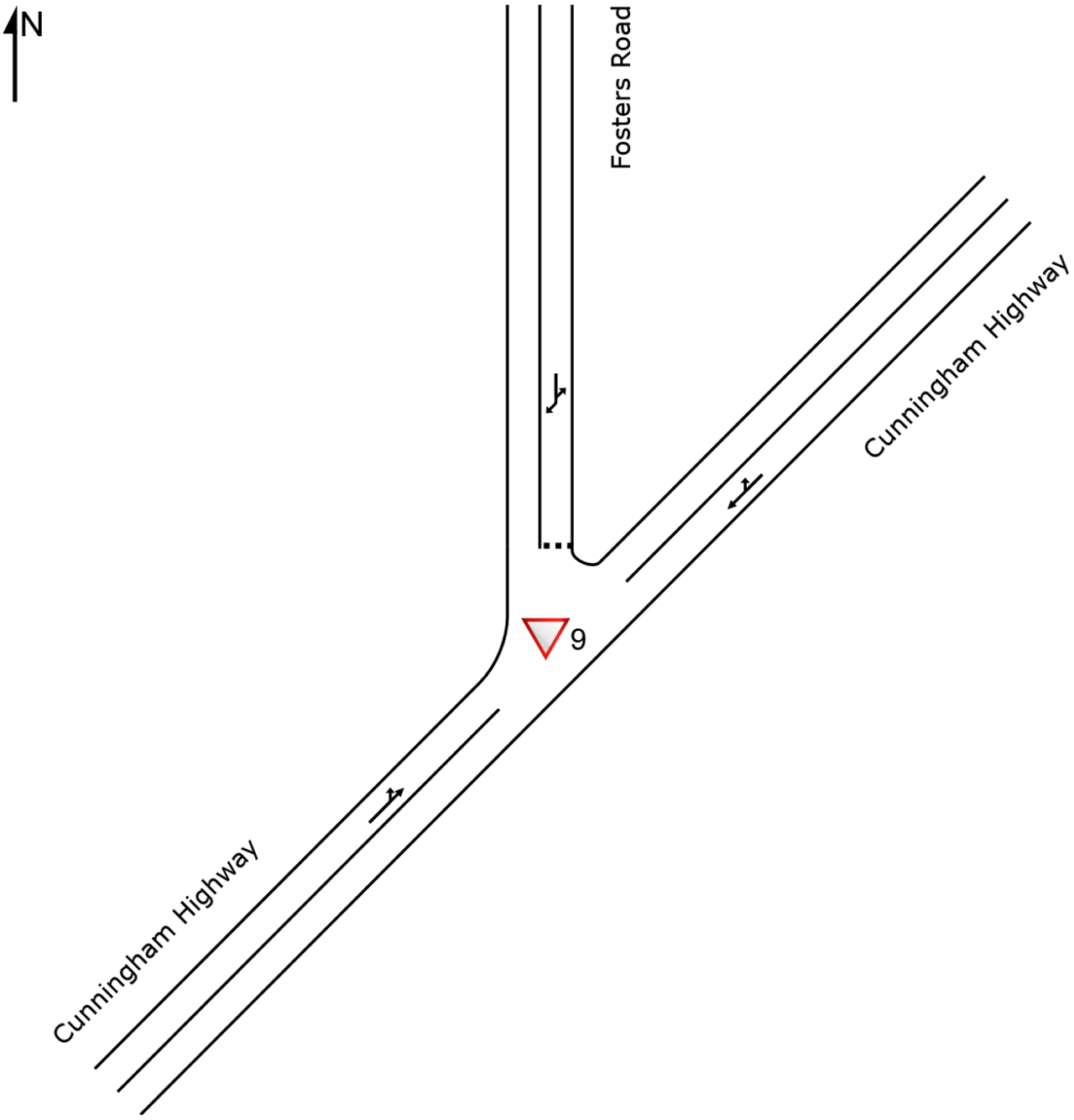
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 9 [Cunningham Highway / Fosters Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 9 [Cunningham Highway / Fosters Road 2024 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year- Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	50	17	50	34.0	0.032	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.3
26b	R3	1	0	1	0.0	0.032	8.1	LOS A	0.0	0.1	0.01	0.01	0.01	87.7
Approach		51	17	51	33.3	0.032	0.2	NA	0.0	0.1	0.01	0.01	0.01	99.0
North: Fosters Road														
7b	L3	1	0	1	0.0	0.002	9.1	LOS A	0.0	0.0	0.16	0.61	0.16	74.5
9a	R1	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.0	0.16	0.61	0.16	73.8
Approach		2	0	2	0.0	0.002	8.3	LOS A	0.0	0.0	0.16	0.61	0.16	74.1
SouthWest: Cunningham Highway														
30a	L1	1	0	1	0.0	0.038	7.3	LOS A	0.0	0.0	0.00	0.01	0.00	87.8
31	T1	60	19	60	31.7	0.038	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.5
Approach		61	19	61	31.1	0.038	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles		114	36	114	31.6	0.038	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 9 [Cunningham Highway / Fosters Road 2024 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	57	20	57	35.1	0.036	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.3
26b	R3	1	0	1	0.0	0.036	8.1	LOS A	0.0	0.1	0.01	0.01	0.01	87.7
Approach		58	20	58	34.5	0.036	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.1
North: Fosters Road														
7b	L3	1	0	1	0.0	0.002	9.1	LOS A	0.0	0.0	0.16	0.61	0.16	74.5
9a	R1	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.0	0.16	0.61	0.16	73.7
Approach		2	0	2	0.0	0.002	8.3	LOS A	0.0	0.0	0.16	0.61	0.16	74.1
SouthWest: Cunningham Highway														
30a	L1	1	0	1	0.0	0.038	7.3	LOS A	0.0	0.0	0.00	0.01	0.00	87.7
31	T1	59	21	59	35.6	0.038	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.5
Approach		60	21	60	35.0	0.038	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.2
All Vehicles		120	41	120	34.2	0.038	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 9 [Cunningham Highway / Fosters Road 2024 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	57	24	57	42.1	0.038	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.2
26b	R3	1	0	1	0.0	0.038	8.4	LOS A	0.0	0.1	0.01	0.01	0.01	87.6
Approach		58	24	58	41.4	0.038	0.2	NA	0.0	0.1	0.01	0.01	0.01	99.0
North: Fosters Road														
7b	L3	1	0	1	0.0	0.063	9.2	LOS A	0.2	2.7	0.31	0.64	0.31	72.5
9a	R1	43	42	43	97.7	0.063	11.1	LOS B	0.2	2.7	0.31	0.64	0.31	48.3
Approach		44	42	44	95.5	0.063	11.1	LOS B	0.2	2.7	0.31	0.64	0.31	48.7
SouthWest: Cunningham Highway														
30a	L1	43	42	43	97.7	0.081	10.0	LOS A	0.0	0.0	0.00	0.28	0.00	54.0
31	T1	67	26	67	38.8	0.081	0.0	LOS A	0.0	0.0	0.00	0.28	0.00	99.5
Approach		110	68	110	61.8	0.081	3.9	NA	0.0	0.0	0.00	0.28	0.00	74.8
All Vehicles		212	134	212	63.2	0.081	4.4	NA	0.2	2.7	0.07	0.28	0.07	71.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 9 [Cunningham Highway / Fosters Road 2024 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	64	27	64	42.2	0.042	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.3
26b	R3	1	0	1	0.0	0.042	8.4	LOS A	0.0	0.1	0.01	0.01	0.01	87.7
Approach		65	27	65	41.5	0.042	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.1
North: Fosters Road														
7b	L3	1	0	1	0.0	0.064	9.2	LOS A	0.2	2.7	0.31	0.64	0.31	72.4
9a	R1	43	42	43	97.7	0.064	11.2	LOS B	0.2	2.7	0.31	0.64	0.31	48.3
Approach		44	42	44	95.5	0.064	11.2	LOS B	0.2	2.7	0.31	0.64	0.31	48.6
SouthWest: Cunningham Highway														
30a	L1	43	42	43	97.7	0.081	10.0	LOS A	0.0	0.0	0.00	0.28	0.00	54.0
31	T1	66	28	66	42.4	0.081	0.0	LOS A	0.0	0.0	0.00	0.28	0.00	99.4
Approach		109	70	109	64.2	0.081	3.9	NA	0.0	0.0	0.00	0.28	0.00	74.7
All Vehicles		218	139	218	63.8	0.081	4.3	NA	0.2	2.7	0.07	0.27	0.07	72.1

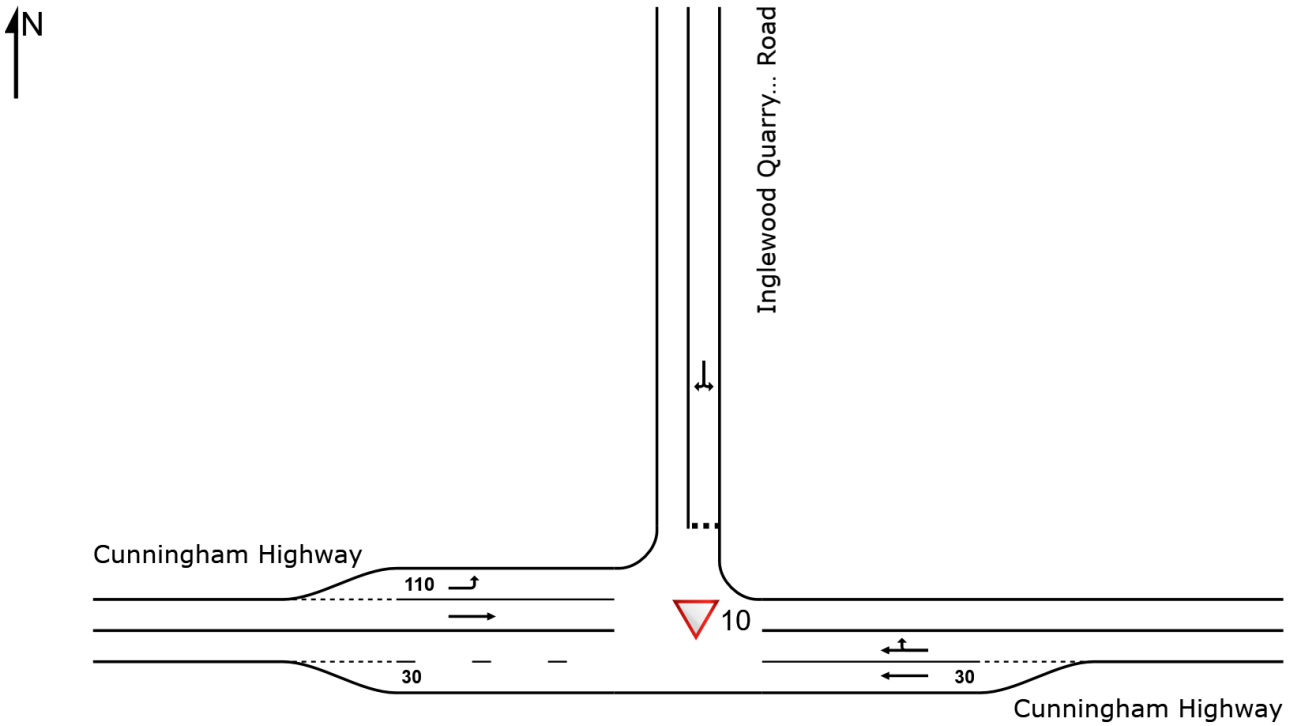
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 10 [Cunningham Highway / Inglewood Quarry Access Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 10 [Cunningham Highway / Inglewood Quarry Access Road 2027 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	48	15	48	31.3	0.026	0.1	LOS A	0.0	0.2	0.02	0.03	0.02	98.1
6	R2	2	2	2	100.0	0.026	10.7	LOS B	0.0	0.2	0.03	0.03	0.03	61.1
Approach		50	17	50	34.0	0.026	0.5	NA	0.0	0.2	0.02	0.03	0.02	95.8
North: Inglewood Quarry Access Road														
7	L2	3	3	3	100.0	0.007	6.0	LOS A	0.0	0.3	0.22	0.50	0.22	43.2
9	R2	2	2	2	100.0	0.007	7.2	LOS A	0.0	0.3	0.22	0.50	0.22	42.9
Approach		5	5	5	100.0	0.007	6.5	LOS A	0.0	0.3	0.22	0.50	0.22	43.1
West: Cunningham Highway														
10	L2	2	1	2	50.0	0.001	9.1	LOS A	0.0	0.0	0.00	0.66	0.00	59.4
11	T1	59	18	59	30.5	0.036	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		61	19	61	31.1	0.036	0.3	NA	0.0	0.0	0.00	0.02	0.00	97.8
All Vehicles		116	41	116	35.3	0.036	0.6	NA	0.0	0.3	0.02	0.04	0.02	91.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 10 [Cunningham Highway / Inglewood Quarry Access Road 2027 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	54	18	54	33.3	0.030	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	98.3
6	R2	2	2	2	100.0	0.030	10.7	LOS B	0.0	0.2	0.02	0.03	0.02	61.2
Approach		56	20	56	35.7	0.030	0.4	NA	0.0	0.2	0.02	0.03	0.02	96.2
North: Inglewood Quarry Access Road														
7	L2	2	2	2	100.0	0.006	6.0	LOS A	0.0	0.3	0.24	0.50	0.24	43.2
9	R2	2	2	2	100.0	0.006	7.3	LOS A	0.0	0.3	0.24	0.50	0.24	42.8
Approach		4	4	4	100.0	0.006	6.6	LOS A	0.0	0.3	0.24	0.50	0.24	43.0
West: Cunningham Highway														
10	L2	1	1	1	100.0	0.001	10.4	LOS B	0.0	0.0	0.00	0.67	0.00	52.3
11	T1	58	20	58	34.5	0.036	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		59	21	59	35.6	0.036	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.5
All Vehicles		119	45	119	37.8	0.036	0.5	NA	0.0	0.3	0.02	0.03	0.02	93.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 10 [Cunningham Highway / Inglewood Quarry Access Road 2027 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	49	16	49	32.7	0.027	0.1	LOS A	0.0	0.2	0.03	0.03	0.03	98.1
6	R2	2	2	2	100.0	0.027	11.0	LOS B	0.0	0.2	0.03	0.03	0.03	61.1
Approach		51	18	51	35.3	0.027	0.5	NA	0.0	0.2	0.03	0.03	0.03	95.8
North: Inglewood Quarry Access Road														
7	L2	3	3	3	100.0	0.041	6.0	LOS A	0.2	2.0	0.32	0.55	0.32	42.8
9	R2	21	21	21	100.0	0.041	7.6	LOS A	0.2	2.0	0.32	0.55	0.32	42.5
Approach		24	24	24	100.0	0.041	7.4	LOS A	0.2	2.0	0.32	0.55	0.32	42.5
West: Cunningham Highway														
10	L2	21	20	21	95.2	0.019	10.3	LOS B	0.0	0.0	0.00	0.67	0.00	50.1
11	T1	60	19	60	31.7	0.037	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		81	39	81	48.1	0.037	2.7	NA	0.0	0.0	0.00	0.17	0.00	79.4
All Vehicles		156	81	156	51.9	0.041	2.7	NA	0.2	2.0	0.06	0.18	0.06	73.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 10 [Cunningham Highway / Inglewood Quarry Access Road 2027 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	55	19	55	34.5	0.031	0.1	LOS A	0.0	0.2	0.02	0.02	0.02	98.2
6	R2	2	2	2	100.0	0.031	11.0	LOS B	0.0	0.2	0.03	0.03	0.03	61.2
Approach		57	21	57	36.8	0.031	0.5	NA	0.0	0.2	0.02	0.02	0.02	96.2
North: Inglewood Quarry Access Road														
7	L2	2	2	2	100.0	0.040	6.0	LOS A	0.2	2.0	0.33	0.56	0.33	42.7
9	R2	21	21	21	100.0	0.040	7.7	LOS A	0.2	2.0	0.33	0.56	0.33	42.4
Approach		23	23	23	100.0	0.040	7.5	LOS A	0.2	2.0	0.33	0.56	0.33	42.4
West: Cunningham Highway														
10	L2	20	20	20	100.0	0.018	10.4	LOS B	0.0	0.0	0.00	0.67	0.00	52.3
11	T1	59	21	59	35.6	0.037	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		79	41	79	51.9	0.037	2.6	NA	0.0	0.0	0.00	0.17	0.00	81.2
All Vehicles		159	85	159	53.5	0.040	2.6	NA	0.2	2.0	0.06	0.17	0.06	75.4

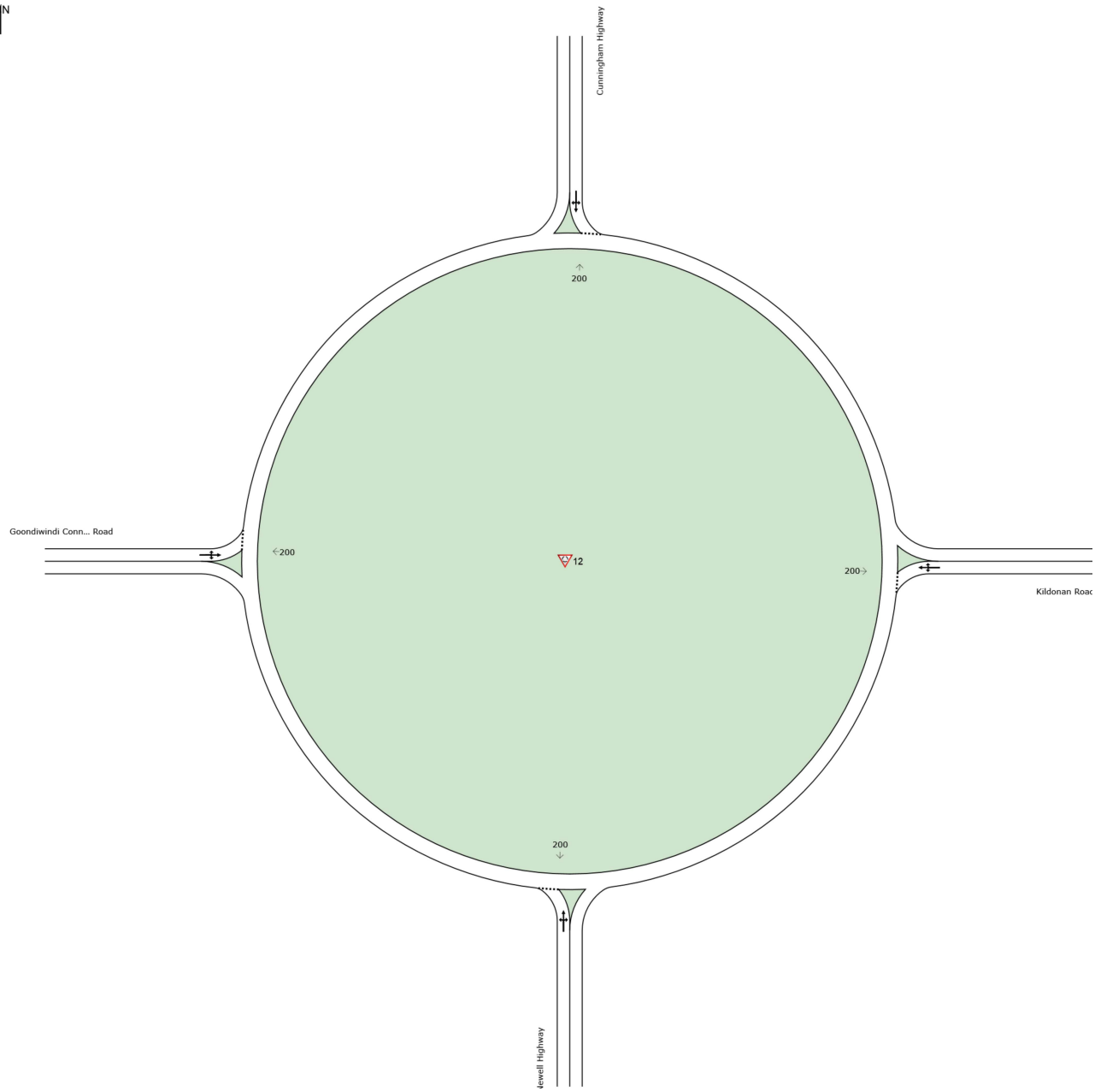
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 12 [Cunningham Highway / Kildonan Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 12 [2024 AM Peak - Cunningham Highway / Kildonan Road - Without Construction Traffic (Site Folder: Without Construction Traffic (Peak Construction Year))]

Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
1	L2	36	2	36	5.6	0.143	6.2	LOS A	0.7	6.8	0.33	0.45	0.33	70.3
2	T1	104	49	104	47.1	0.143	5.7	LOS A	0.7	6.8	0.33	0.45	0.33	59.4
3	R2	3	1	3	33.3	0.143	16.1	LOS B	0.7	6.8	0.33	0.45	0.33	62.3
Approach		143	52	143	36.4	0.143	6.1	LOS A	0.7	6.8	0.33	0.45	0.33	61.5
East: Kildonan Road														
4	L2	3	1	3	33.3	0.060	6.6	LOS A	0.3	2.2	0.38	0.51	0.38	57.4
5	T1	43	3	43	7.0	0.060	5.1	LOS A	0.3	2.2	0.38	0.51	0.38	59.2
6	R2	17	2	17	11.8	0.060	15.8	LOS B	0.3	2.2	0.38	0.51	0.38	50.9
Approach		63	6	63	9.5	0.060	8.1	LOS A	0.3	2.2	0.38	0.51	0.38	56.1
North: Cunningham Highway														
7	L2	15	2	15	13.3	0.160	6.0	LOS A	0.9	7.6	0.26	0.48	0.26	46.8
8	T1	104	44	104	42.3	0.160	5.2	LOS A	0.9	7.6	0.26	0.48	0.26	59.0
9	R2	63	5	63	7.9	0.160	15.4	LOS B	0.9	7.6	0.26	0.48	0.26	50.7
Approach		182	51	182	28.0	0.160	8.8	LOS A	0.9	7.6	0.26	0.48	0.26	55.2
West: Goondiwindi Connection Road														
10	L2	76	4	76	5.3	0.130	6.3	LOS A	0.7	5.1	0.34	0.49	0.34	67.4
11	T1	46	3	46	6.5	0.130	5.2	LOS A	0.7	5.1	0.34	0.49	0.34	56.8
12	R2	26	2	26	7.7	0.130	15.8	LOS B	0.7	5.1	0.34	0.49	0.34	68.9
Approach		148	9	148	6.1	0.130	7.6	LOS A	0.7	5.1	0.34	0.49	0.34	65.0
All Vehicles		536	118	536	22.0	0.160	7.7	LOS A	0.9	7.6	0.31	0.48	0.31	59.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 12 [2024 PM Peak - Cunningham Highway / Kildonan Road - Without Construction Traffic (Site Folder: Without Construction Traffic (Peak Construction Year))]

Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
1	L2	43	3	43	7.0	0.168	6.5	LOS A	0.9	8.4	0.38	0.49	0.38	69.2
2	T1	108	62	108	57.4	0.168	6.3	LOS A	0.9	8.4	0.38	0.49	0.38	57.0
3	R2	5	2	5	40.0	0.168	16.6	LOS B	0.9	8.4	0.38	0.49	0.38	61.3
Approach		156	67	156	42.9	0.168	6.6	LOS A	0.9	8.4	0.38	0.49	0.38	59.6
East: Kildonan Road														
4	L2	3	1	3	33.3	0.078	6.8	LOS A	0.4	3.0	0.42	0.52	0.42	57.7
5	T1	57	3	57	5.3	0.078	5.3	LOS A	0.4	3.0	0.42	0.52	0.42	60.0
6	R2	18	6	18	33.3	0.078	16.3	LOS B	0.4	3.0	0.42	0.52	0.42	49.1
Approach		78	10	78	12.8	0.078	7.9	LOS A	0.4	3.0	0.42	0.52	0.42	56.3
North: Cunningham Highway														
7	L2	22	4	22	18.2	0.185	6.2	LOS A	1.0	9.1	0.29	0.49	0.29	46.6
8	T1	102	52	102	51.0	0.185	5.5	LOS A	1.0	9.1	0.29	0.49	0.29	57.1
9	R2	81	6	81	7.4	0.185	15.5	LOS B	1.0	9.1	0.29	0.49	0.29	50.4
Approach		205	62	205	30.2	0.185	9.5	LOS A	1.0	9.1	0.29	0.49	0.29	53.5
West: Goondiwindi Connection Road														
10	L2	94	3	94	3.2	0.156	6.4	LOS A	0.9	6.3	0.37	0.50	0.37	67.5
11	T1	47	3	47	6.4	0.156	5.3	LOS A	0.9	6.3	0.37	0.50	0.37	56.4
12	R2	34	4	34	11.8	0.156	16.0	LOS B	0.9	6.3	0.37	0.50	0.37	67.9
Approach		175	10	175	5.7	0.156	8.0	LOS A	0.9	6.3	0.37	0.50	0.37	65.2
All Vehicles		614	149	614	24.3	0.185	8.1	LOS A	1.0	9.1	0.35	0.50	0.35	58.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 12 [2024 AM Peak - Cunningham Highway / Kildonan Road - With Construction Traffic (Site Folder: With Construction Traffic (Peak Construction Year))]

Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
1	L2	36	2	36	5.6	0.146	6.2	LOS A	0.8	7.0	0.33	0.46	0.33	70.3
2	T1	104	49	104	47.1	0.146	5.7	LOS A	0.8	7.0	0.33	0.46	0.33	59.4
3	R2	5	3	5	60.0	0.146	16.6	LOS B	0.8	7.0	0.33	0.46	0.33	61.5
Approach		145	54	145	37.2	0.146	6.2	LOS A	0.8	7.0	0.33	0.46	0.33	61.5
East: Kildonan Road														
4	L2	5	3	5	60.0	0.064	6.9	LOS A	0.3	2.5	0.39	0.51	0.39	51.4
5	T1	43	3	43	7.0	0.064	5.1	LOS A	0.3	2.5	0.39	0.51	0.39	59.1
6	R2	18	3	18	16.7	0.064	15.9	LOS B	0.3	2.5	0.39	0.51	0.39	50.5
Approach		66	9	66	13.6	0.064	8.2	LOS A	0.3	2.5	0.39	0.51	0.39	55.3
North: Cunningham Highway														
7	L2	27	3	27	11.1	0.170	6.0	LOS A	0.9	8.1	0.26	0.48	0.26	46.8
8	T1	104	44	104	42.3	0.170	5.3	LOS A	0.9	8.1	0.26	0.48	0.26	59.1
9	R2	63	5	63	7.9	0.170	15.4	LOS B	0.9	8.1	0.26	0.48	0.26	50.6
Approach		194	52	194	26.8	0.170	8.7	LOS A	0.9	8.1	0.26	0.48	0.26	54.8
West: Goondiwindi Connection Road														
10	L2	76	4	76	5.3	0.131	6.4	LOS A	0.7	5.1	0.34	0.49	0.34	67.3
11	T1	46	3	46	6.5	0.131	5.2	LOS A	0.7	5.1	0.34	0.49	0.34	56.8
12	R2	26	2	26	7.7	0.131	15.9	LOS B	0.7	5.1	0.34	0.49	0.34	68.8
Approach		148	9	148	6.1	0.131	7.7	LOS A	0.7	5.1	0.34	0.49	0.34	64.9
All Vehicles		553	124	553	22.4	0.170	7.7	LOS A	0.9	8.1	0.32	0.48	0.32	58.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 12 [2024 PM Peak - Cunningham Highway / Kildonan Road - With Construction Traffic (Site Folder: With Construction Traffic (Peak Construction Year))]

Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
1	L2	43	3	43	7.0	0.174	6.5	LOS A	0.9	8.8	0.40	0.50	0.40	69.0
2	T1	108	62	108	57.4	0.174	6.4	LOS A	0.9	8.8	0.40	0.50	0.40	56.9
3	R2	7	4	7	57.1	0.174	17.0	LOS B	0.9	8.8	0.40	0.50	0.40	60.6
Approach		158	69	158	43.7	0.174	6.9	LOS A	0.9	8.8	0.40	0.50	0.40	59.5
East: Kildonan Road														
4	L2	5	3	5	60.0	0.092	7.2	LOS A	0.5	3.7	0.42	0.54	0.42	51.2
5	T1	57	3	57	5.3	0.092	5.3	LOS A	0.5	3.7	0.42	0.54	0.42	58.9
6	R2	30	7	30	23.3	0.092	16.2	LOS B	0.5	3.7	0.42	0.54	0.42	49.7
Approach		92	13	92	14.1	0.092	9.0	LOS A	0.5	3.7	0.42	0.54	0.42	54.5
North: Cunningham Highway														
7	L2	23	5	23	21.7	0.187	6.2	LOS A	1.0	9.3	0.29	0.50	0.29	46.5
8	T1	102	52	102	51.0	0.187	5.5	LOS A	1.0	9.3	0.29	0.50	0.29	57.0
9	R2	81	6	81	7.4	0.187	15.5	LOS B	1.0	9.3	0.29	0.50	0.29	50.4
Approach		206	63	206	30.6	0.187	9.5	LOS A	1.0	9.3	0.29	0.50	0.29	53.4
West: Goondiwindi Connection Road														
10	L2	94	3	94	3.2	0.158	6.5	LOS A	0.9	6.3	0.38	0.51	0.38	67.4
11	T1	47	3	47	6.4	0.158	5.4	LOS A	0.9	6.3	0.38	0.51	0.38	56.2
12	R2	34	4	34	11.8	0.158	16.1	LOS B	0.9	6.3	0.38	0.51	0.38	67.7
Approach		175	10	175	5.7	0.158	8.1	LOS A	0.9	6.3	0.38	0.51	0.38	65.0
All Vehicles		631	155	631	24.6	0.187	8.4	LOS A	1.0	9.3	0.36	0.51	0.36	57.6

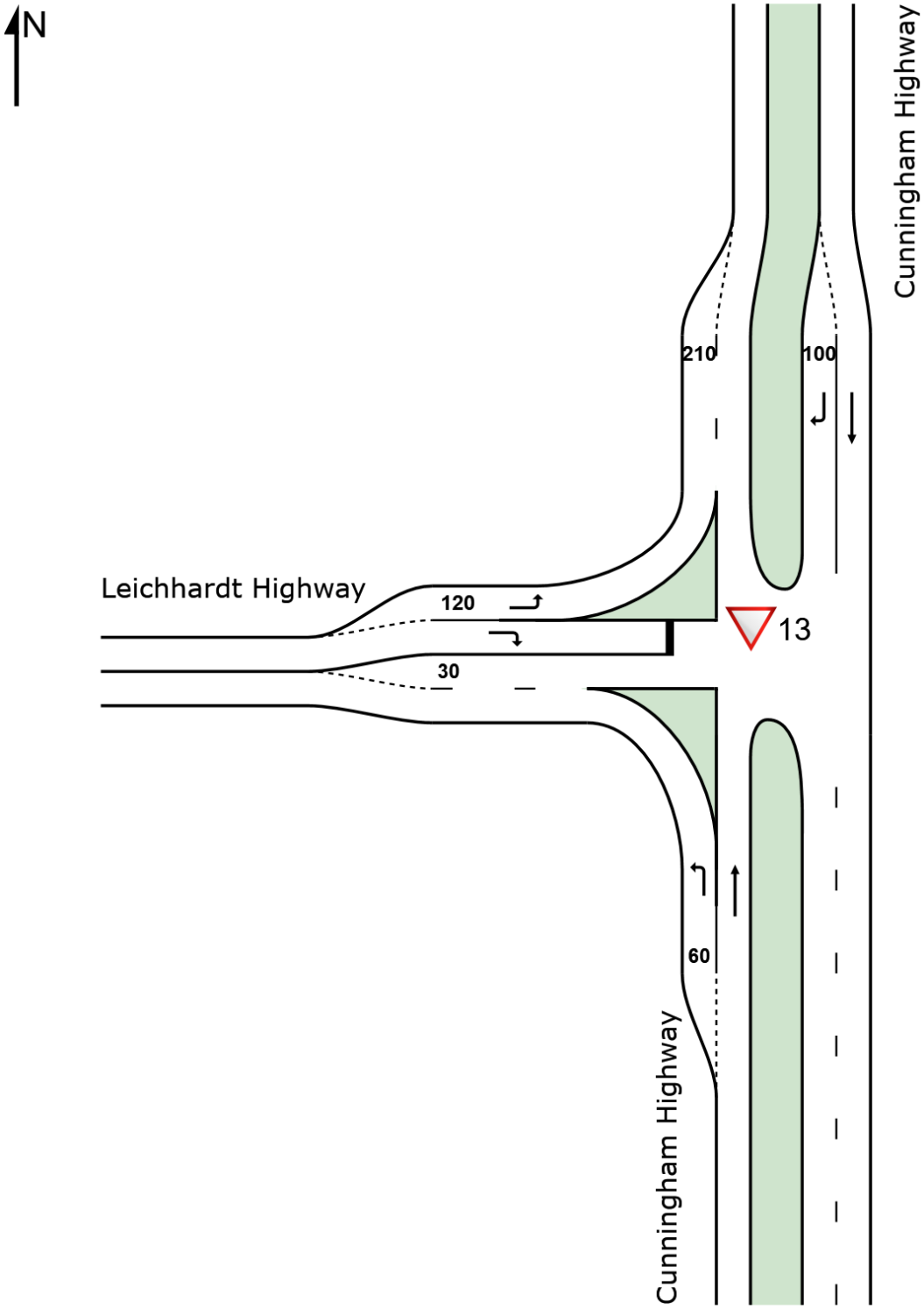
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 13 [Cunningham Highway / Leichhardt Highway 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 AM Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	89	32	89	36.0	0.060	6.0	LOS A	0.0	0.0	0.00	0.51	0.00	53.7
2	T1	139	62	139	44.6	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		228	94	228	41.2	0.092	2.4	NA	0.0	0.0	0.00	0.20	0.00	57.3
North: Cunningham Highway														
8	T1	116	59	116	50.9	0.079	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.35	0.52	0.35	52.5
Approach		117	59	117	50.4	0.079	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	5.9	LOS A	0.0	0.0	0.00	0.53	0.00	54.9
12	R2	93	35	93	37.6	0.176	14.0	LOS B	0.7	6.5	0.53	0.98	0.53	48.1
Approach		94	35	94	37.2	0.176	13.9	LOS B	0.7	6.5	0.53	0.98	0.53	48.1
All Vehicles		439	188	439	42.8	0.176	4.2	NA	0.7	6.5	0.11	0.31	0.11	55.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 PM Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	95	34	95	35.8	0.064	6.0	LOS A	0.0	0.0	0.00	0.51	0.00	53.7
2	T1	151	68	151	45.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		246	102	246	41.5	0.100	2.3	NA	0.0	0.0	0.00	0.20	0.00	57.3
North: Cunningham Highway														
8	T1	122	62	122	50.8	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	1	0	1	0.0	0.001	6.8	LOS A	0.0	0.0	0.36	0.52	0.36	52.5
Approach		123	62	123	50.4	0.083	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	5.9	LOS A	0.0	0.0	0.00	0.53	0.00	54.9
12	R2	100	38	100	38.0	0.199	14.6	LOS B	0.8	7.4	0.56	1.00	0.56	47.8
Approach		101	38	101	37.6	0.199	14.5	LOS B	0.8	7.4	0.55	0.99	0.55	47.8
All Vehicles		470	202	470	43.0	0.199	4.4	NA	0.8	7.4	0.12	0.32	0.12	55.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 AM Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	1	0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	54.9
2	T1	139	62	139	44.6	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		140	62	140	44.3	0.092	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Cunningham Highway														
8	T1	116	59	116	50.9	0.080	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	89	32	89	36.0	0.089	6.9	LOS A	0.4	3.3	0.31	0.58	0.31	51.2
Approach		205	91	205	44.4	0.089	3.0	NA	0.4	3.3	0.14	0.25	0.14	55.8
West: Leichhardt Highway														
10	L2	93	35	93	37.6	0.064	6.3	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
12	R2	1	0	1	0.0	0.002	10.9	LOS B	0.0	0.0	0.48	0.79	0.48	50.4
Approach		94	35	94	37.2	0.064	6.3	LOS A	0.0	0.0	0.01	0.51	0.01	53.6
All Vehicles		439	188	439	42.8	0.092	2.8	NA	0.4	3.3	0.06	0.23	0.06	56.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 PM Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	1	0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	54.9
2	T1	151	68	151	45.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		152	68	152	44.7	0.100	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Cunningham Highway														
8	T1	122	62	122	50.8	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	95	34	95	35.8	0.096	7.0	LOS A	0.4	3.6	0.33	0.59	0.33	51.1
Approach		217	96	217	44.2	0.096	3.1	NA	0.4	3.6	0.14	0.26	0.14	55.7
West: Leichhardt Highway														
10	L2	100	38	100	38.0	0.068	6.3	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
12	R2	1	0	1	0.0	0.002	11.2	LOS B	0.0	0.0	0.49	0.79	0.49	50.2
Approach		101	38	101	37.6	0.068	6.4	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
All Vehicles		470	202	470	43.0	0.100	2.8	NA	0.4	3.6	0.07	0.23	0.07	56.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 AM Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	92	35	92	38.0	0.063	6.0	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
2	T1	140	63	140	45.0	0.093	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		232	98	232	42.2	0.093	2.4	NA	0.0	0.0	0.00	0.20	0.00	57.2
North: Cunningham Highway														
8	T1	128	60	128	46.9	0.086	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	2	1	2	50.0	0.002	7.9	LOS A	0.0	0.1	0.39	0.54	0.39	50.4
Approach		130	61	130	46.9	0.086	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
West: Leichhardt Highway														
10	L2	2	1	2	50.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.50	0.00	53.2
12	R2	96	38	96	39.6	0.190	14.5	LOS B	0.8	7.1	0.55	0.99	0.55	47.8
Approach		98	39	98	39.8	0.190	14.3	LOS B	0.8	7.1	0.54	0.98	0.54	47.9
All Vehicles		460	198	460	43.0	0.190	4.3	NA	0.8	7.1	0.12	0.31	0.12	55.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 PM Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	98	37	98	37.8	0.067	6.0	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
2	T1	163	69	163	42.3	0.107	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		261	106	261	40.6	0.107	2.3	NA	0.0	0.0	0.00	0.19	0.00	57.4
North: Cunningham Highway														
8	T1	123	63	123	51.2	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	2	1	2	50.0	0.003	8.2	LOS A	0.0	0.1	0.42	0.55	0.42	50.2
Approach		125	64	125	51.2	0.084	0.2	NA	0.0	0.1	0.01	0.01	0.01	59.8
West: Leichhardt Highway														
10	L2	2	1	2	50.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.50	0.00	53.2
12	R2	103	41	103	39.8	0.213	15.1	LOS C	0.9	8.0	0.57	1.01	0.57	47.5
Approach		105	42	105	40.0	0.213	14.9	LOS B	0.9	8.0	0.56	1.00	0.56	47.6
All Vehicles		491	212	491	43.2	0.213	4.4	NA	0.9	8.0	0.12	0.32	0.12	55.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 AM Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	4	3	4	75.0	0.003	6.4	LOS A	0.0	0.0	0.00	0.49	0.00	52.4
2	T1	140	63	140	45.0	0.093	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		144	66	144	45.8	0.093	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
North: Cunningham Highway														
8	T1	128	60	128	46.9	0.086	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	90	33	90	36.7	0.091	7.0	LOS A	0.4	3.4	0.32	0.58	0.32	51.1
Approach		218	93	218	42.7	0.091	2.9	NA	0.4	3.4	0.13	0.24	0.13	56.0
West: Leichhardt Highway														
10	L2	94	36	94	38.3	0.064	6.3	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
12	R2	4	3	4	75.0	0.011	17.8	LOS C	0.0	0.4	0.56	0.92	0.56	45.6
Approach		98	39	98	39.8	0.064	6.8	LOS A	0.0	0.4	0.02	0.52	0.02	53.2
All Vehicles		460	198	460	43.0	0.093	2.9	NA	0.4	3.4	0.07	0.23	0.07	56.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 PM Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	4	3	4	75.0	0.003	6.4	LOS A	0.0	0.0	0.00	0.49	0.00	52.4
2	T1	163	69	163	42.3	0.107	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		167	72	167	43.1	0.107	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
North: Cunningham Highway														
8	T1	123	63	123	51.2	0.085	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	96	35	96	36.5	0.100	7.2	LOS A	0.4	3.7	0.35	0.59	0.35	51.1
Approach		219	98	219	44.7	0.100	3.2	NA	0.4	3.7	0.15	0.26	0.15	55.7
West: Leichhardt Highway														
10	L2	101	39	101	38.6	0.069	6.4	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
12	R2	4	3	4	75.0	0.012	18.5	LOS C	0.0	0.5	0.57	0.92	0.57	45.2
Approach		105	42	105	40.0	0.069	6.8	LOS A	0.0	0.5	0.02	0.52	0.02	53.2
All Vehicles		491	212	491	43.2	0.107	2.9	NA	0.4	3.7	0.07	0.23	0.07	56.4

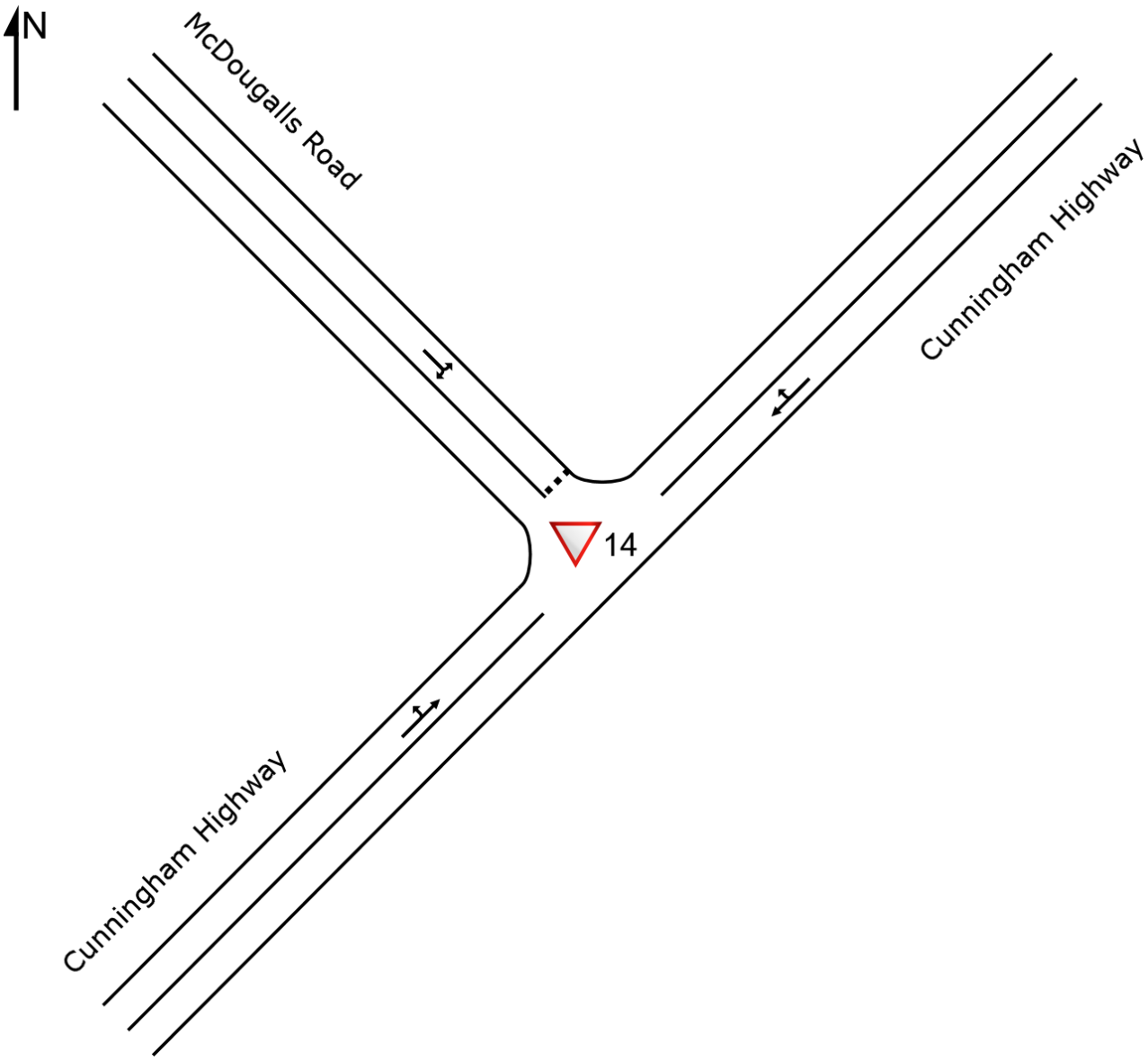
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 14 [Cunningham Highway / McDougalls Crossing Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 14 [Cunningham Highway / McDougalls Crossing Road 2025 AM Scenario 1 - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	49	24	49	49.0	0.034	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.034	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		50	24	50	48.0	0.034	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.9
NorthWest: McDougalls Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.034	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	50	24	50	48.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		51	24	51	47.1	0.034	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		103	48	103	46.6	0.034	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 14 [Cunningham Highway / McDougalls Crossing Road 2025 PM Scenario 1 - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	49	24	49	49.0	0.034	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.034	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		50	24	50	48.0	0.034	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.9
NorthWest: McDougalls Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.037	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	55	26	55	47.3	0.037	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.3
Approach		56	26	56	46.4	0.037	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		108	50	108	46.3	0.037	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 14 [Cunningham Highway / McDougalls Crossing Road 2025 AM Scenario 2 - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	49	24	49	49.0	0.034	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.034	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		50	24	50	48.0	0.034	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.9
NorthWest: McDougalls Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.034	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	50	24	50	48.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		51	24	51	47.1	0.034	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		103	48	103	46.6	0.034	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 14 [Cunningham Highway / McDougalls Crossing Road 2025 PM Scenario 2 - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	49	24	49	49.0	0.034	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.034	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		50	24	50	48.0	0.034	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.9
NorthWest: McDougalls Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.037	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	55	26	55	47.3	0.037	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.3
Approach		56	26	56	46.4	0.037	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		108	50	108	46.3	0.037	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 14 [Cunningham Highway / McDougalls Crossing Road 2025 AM Scenario 1 - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	102	38	102	37.3	0.068	0.0	LOS A	0.0	0.3	0.02	0.03	0.02	98.5
26	R2	5	1	5	20.0	0.068	8.3	LOS A	0.0	0.3	0.02	0.03	0.02	77.1
Approach		107	39	107	36.4	0.068	0.4	NA	0.0	0.3	0.02	0.03	0.02	97.3
NorthWest: McDougalls Road														
27	L2	2	1	2	50.0	0.007	9.5	LOS A	0.0	0.3	0.24	0.63	0.24	58.5
29	R2	4	3	4	75.0	0.007	10.8	LOS B	0.0	0.3	0.24	0.63	0.24	52.1
Approach		6	4	6	66.7	0.007	10.4	LOS B	0.0	0.3	0.24	0.63	0.24	54.1
SouthWest: Cunningham Highway														
30	L2	4	3	4	75.0	0.049	9.8	LOS A	0.0	0.0	0.00	0.04	0.00	60.5
31	T1	64	38	64	59.4	0.049	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	99.2
Approach		68	41	68	60.3	0.049	0.6	NA	0.0	0.0	0.00	0.04	0.00	95.6
All Vehicles		181	84	181	46.4	0.068	0.8	NA	0.0	0.3	0.02	0.05	0.02	94.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 14 [Cunningham Highway / McDougalls Crossing Road 2025 PM Scenario 1 - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	63	38	63	60.3	0.047	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	98.9
26	R2	2	1	2	50.0	0.047	9.4	LOS A	0.0	0.2	0.02	0.02	0.02	66.1
Approach		65	39	65	60.0	0.047	0.3	NA	0.0	0.2	0.02	0.02	0.02	97.5
NorthWest: McDougalls Road														
27	L2	5	1	5	20.0	0.009	8.8	LOS A	0.0	0.3	0.25	0.61	0.25	66.4
29	R2	4	3	4	75.0	0.009	10.9	LOS B	0.0	0.3	0.25	0.61	0.25	52.0
Approach		9	4	9	44.4	0.009	9.7	LOS A	0.0	0.3	0.25	0.61	0.25	59.2
SouthWest: Cunningham Highway														
30	L2	4	3	4	75.0	0.072	9.8	LOS A	0.0	0.0	0.00	0.02	0.00	60.6
31	T1	108	40	108	37.0	0.072	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.7
Approach		112	43	112	38.4	0.072	0.4	NA	0.0	0.0	0.00	0.02	0.00	97.4
All Vehicles		186	86	186	46.2	0.072	0.8	NA	0.0	0.3	0.02	0.05	0.02	94.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 14 [Cunningham Highway / McDougalls Crossing Road 2025 AM Scenario 2 - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	102	38	102	37.3	0.068	0.0	LOS A	0.0	0.3	0.02	0.03	0.02	98.5
26	R2	5	1	5	20.0	0.068	8.3	LOS A	0.0	0.3	0.02	0.03	0.02	77.1
Approach		107	39	107	36.4	0.068	0.4	NA	0.0	0.3	0.02	0.03	0.02	97.3
NorthWest: McDougalls Road														
27	L2	2	1	2	50.0	0.007	9.5	LOS A	0.0	0.3	0.24	0.63	0.24	58.5
29	R2	4	3	4	75.0	0.007	10.8	LOS B	0.0	0.3	0.24	0.63	0.24	52.1
Approach		6	4	6	66.7	0.007	10.4	LOS B	0.0	0.3	0.24	0.63	0.24	54.1
SouthWest: Cunningham Highway														
30	L2	4	3	4	75.0	0.049	9.8	LOS A	0.0	0.0	0.00	0.04	0.00	60.5
31	T1	64	38	64	59.4	0.049	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	99.2
Approach		68	41	68	60.3	0.049	0.6	NA	0.0	0.0	0.00	0.04	0.00	95.6
All Vehicles		181	84	181	46.4	0.068	0.8	NA	0.0	0.3	0.02	0.05	0.02	94.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 14 [Cunningham Highway / McDougalls Crossing Road 2025 PM Scenario 2 - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	63	38	63	60.3	0.047	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	98.9
26	R2	2	1	2	50.0	0.047	9.4	LOS A	0.0	0.2	0.02	0.02	0.02	66.1
Approach		65	39	65	60.0	0.047	0.3	NA	0.0	0.2	0.02	0.02	0.02	97.5
NorthWest: McDougalls Road														
27	L2	5	1	5	20.0	0.009	8.8	LOS A	0.0	0.3	0.25	0.61	0.25	66.4
29	R2	4	3	4	75.0	0.009	10.9	LOS B	0.0	0.3	0.25	0.61	0.25	52.0
Approach		9	4	9	44.4	0.009	9.7	LOS A	0.0	0.3	0.25	0.61	0.25	59.2
SouthWest: Cunningham Highway														
30	L2	4	3	4	75.0	0.072	9.8	LOS A	0.0	0.0	0.00	0.02	0.00	60.6
31	T1	108	40	108	37.0	0.072	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.7
Approach		112	43	112	38.4	0.072	0.4	NA	0.0	0.0	0.00	0.02	0.00	97.4
All Vehicles		186	86	186	46.2	0.072	0.8	NA	0.0	0.3	0.02	0.05	0.02	94.5

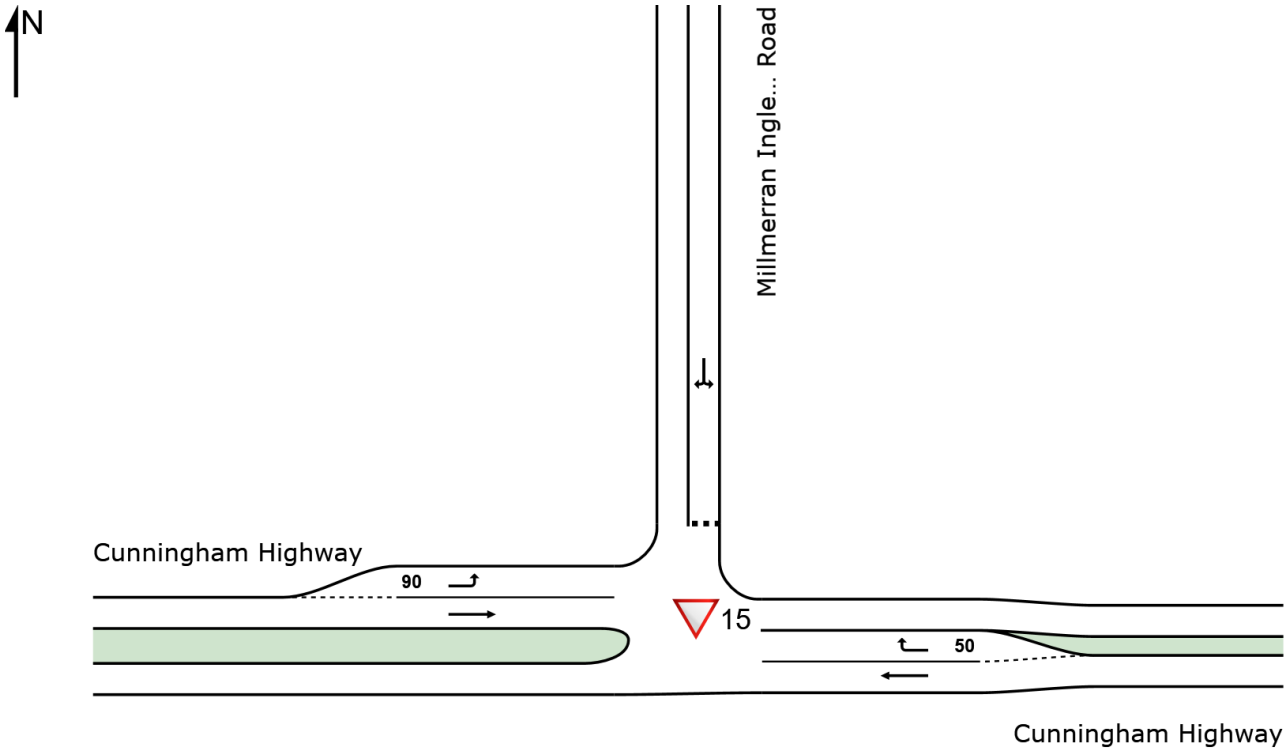
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 15 [Cunningham Highway / Millmerran Inglewood Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 15 [Cunningham Highway / Millmerran Inglewood Road 2024 AM Peak-Without Development Traffic (Site Folder: Without Construction Traffic (Peak Construction Year))]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	51	14	51	27.5	0.031	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	2	1	2	50.0	0.002	8.1	LOS A	0.0	0.1	0.22	0.59	0.22	50.6
Approach		53	15	53	28.3	0.031	0.3	NA	0.0	0.1	0.01	0.02	0.01	77.9
North: Millmerran Inglewood Road														
7	L2	3	0	3	0.0	0.025	7.2	LOS A	0.1	0.8	0.26	0.60	0.26	64.3
9	R2	18	5	18	27.8	0.025	8.5	LOS A	0.1	0.8	0.26	0.60	0.26	55.3
Approach		21	5	21	23.8	0.025	8.3	LOS A	0.1	0.8	0.26	0.60	0.26	56.7
West: Cunningham Highway														
10	L2	25	8	25	32.0	0.017	7.5	LOS A	0.0	0.0	0.00	0.63	0.00	52.1
11	T1	59	19	59	32.2	0.037	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach		84	27	84	32.1	0.037	2.2	NA	0.0	0.0	0.00	0.19	0.00	68.9
All Vehicles		158	47	158	29.7	0.037	2.4	NA	0.1	0.8	0.04	0.19	0.04	69.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 15 [Cunningham Highway / Millmerran Inglewood Road 2024 PM Peak-Without Development Traffic (Site Folder: Without Construction Traffic (Peak Construction Year))]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	57	23	57	40.4	0.037	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	4	2	4	50.0	0.004	8.1	LOS A	0.0	0.2	0.22	0.59	0.22	50.6
Approach		61	25	61	41.0	0.037	0.5	NA	0.0	0.2	0.01	0.04	0.01	76.4
North: Millmerran Inglewood Road														
7	L2	4	1	4	25.0	0.026	7.7	LOS A	0.1	0.8	0.26	0.60	0.26	56.9
9	R2	18	3	18	16.7	0.026	8.3	LOS A	0.1	0.8	0.26	0.60	0.26	57.5
Approach		22	4	22	18.2	0.026	8.2	LOS A	0.1	0.8	0.26	0.60	0.26	57.4
West: Cunningham Highway														
10	L2	29	5	29	17.2	0.018	7.3	LOS A	0.0	0.0	0.00	0.63	0.00	56.5
11	T1	59	24	59	40.7	0.038	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach		88	29	88	33.0	0.038	2.4	NA	0.0	0.0	0.00	0.21	0.00	70.3
All Vehicles		171	58	171	33.9	0.038	2.5	NA	0.1	0.8	0.04	0.20	0.04	70.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 15 [Cunningham Highway / Millmerran Inglewood Road 2024 AM Peak-With Development Traffic (Site Folder: With Construction Traffic (Peak Construction Year))]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	72	35	72	48.6	0.049	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	30	29	30	96.7	0.038	9.7	LOS A	0.1	1.9	0.31	0.63	0.31	42.0
Approach		102	64	102	62.7	0.049	2.9	NA	0.1	1.9	0.09	0.19	0.09	61.1
North: Millmerran Inglewood Road														
7	L2	31	28	31	90.3	0.146	9.5	LOS A	0.6	5.6	0.35	0.68	0.35	43.3
9	R2	75	16	75	21.3	0.146	9.6	LOS A	0.6	5.6	0.35	0.68	0.35	55.6
Approach		106	44	106	41.5	0.146	9.6	LOS A	0.6	5.6	0.35	0.68	0.35	50.7
West: Cunningham Highway														
10	L2	36	19	36	52.8	0.027	7.9	LOS A	0.0	0.0	0.00	0.63	0.00	47.0
11	T1	80	40	80	50.0	0.054	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach		116	59	116	50.9	0.054	2.5	NA	0.0	0.0	0.00	0.20	0.00	65.6
All Vehicles		324	167	324	51.5	0.146	4.9	NA	0.6	5.6	0.14	0.35	0.14	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 15 [Cunningham Highway / Millmerran Inglewood Road 2024 PM Peak-With Development Traffic (Site Folder: With Construction Traffic (Peak Construction Year))]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	78	44	78	56.4	0.055	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	32	30	32	93.8	0.043	10.1	LOS B	0.2	2.1	0.36	0.65	0.36	42.2
Approach		110	74	110	67.3	0.055	3.0	NA	0.2	2.1	0.11	0.19	0.11	61.4
North: Millmerran Inglewood Road														
7	L2	32	29	32	90.6	0.092	9.4	LOS A	0.4	3.9	0.31	0.67	0.31	43.2
9	R2	29	14	29	48.3	0.092	11.2	LOS B	0.4	3.9	0.31	0.67	0.31	50.7
Approach		61	43	61	70.5	0.092	10.3	LOS B	0.4	3.9	0.31	0.67	0.31	46.0
West: Cunningham Highway														
10	L2	86	16	86	18.6	0.052	7.3	LOS A	0.0	0.0	0.00	0.63	0.00	56.0
11	T1	80	45	80	56.3	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach		166	61	166	36.7	0.056	3.8	NA	0.0	0.0	0.00	0.33	0.00	65.4
All Vehicles		337	178	337	52.8	0.092	4.7	NA	0.4	3.9	0.09	0.34	0.09	59.2

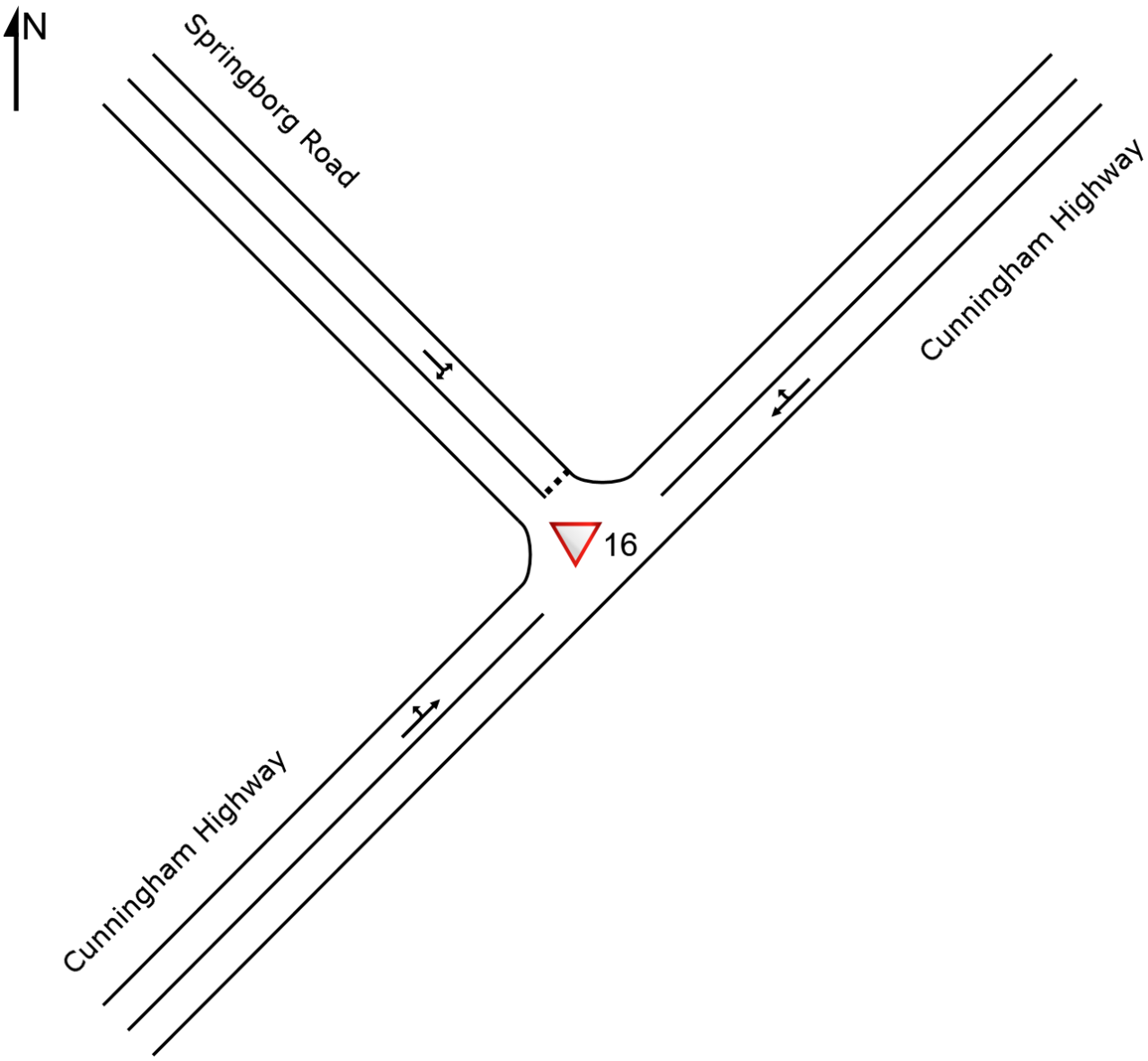
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 16 [Cunningham Highway / Springborg Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 16 [Cunningham Highway / Springborg Road 2024 AM Scenario 1 -Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.4
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: Springborg Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.034	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	50	24	50	48.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		51	24	51	47.1	0.034	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		102	48	102	47.1	0.034	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 16 [Cunningham Highway / Springborg Road 2024 PM Scenario 1 -Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.4
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: Springborg Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.037	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	54	26	54	48.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		55	26	55	47.3	0.037	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		106	50	106	47.2	0.037	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 16 [Cunningham Highway / Springborg Road 2024 AM Scenario 2 -Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.4
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: Springborg Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.034	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	50	24	50	48.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		51	24	51	47.1	0.034	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		102	48	102	47.1	0.034	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 16 [Cunningham Highway / Springborg Road 2024 PM Scenario 2 -Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	48	24	48	50.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.033	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.4
Approach		49	24	49	49.0	0.033	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8
NorthWest: Springborg Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.037	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	54	26	54	48.1	0.037	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		55	26	55	47.3	0.037	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		106	50	106	47.2	0.037	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 16 [Cunningham Highway / Springborg Road 2024 AM Scenario 1 -With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	60	36	60	60.0	0.044	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	99.0
26	R2	2	1	2	50.0	0.044	9.2	LOS A	0.0	0.2	0.02	0.02	0.02	66.1
Approach		62	37	62	59.7	0.044	0.3	NA	0.0	0.2	0.02	0.02	0.02	97.4
NorthWest: Springborg Road														
27	L2	2	1	2	50.0	0.005	9.5	LOS A	0.0	0.2	0.22	0.62	0.22	58.7
29	R2	3	2	3	66.7	0.005	10.2	LOS B	0.0	0.2	0.22	0.62	0.22	53.9
Approach		5	3	5	60.0	0.005	9.9	LOS A	0.0	0.2	0.22	0.62	0.22	55.8
SouthWest: Cunningham Highway														
30	L2	6	2	6	33.3	0.050	8.7	LOS A	0.0	0.0	0.00	0.06	0.00	72.3
31	T1	66	36	66	54.5	0.050	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	97.5
Approach		72	38	72	52.8	0.050	0.7	NA	0.0	0.0	0.00	0.06	0.00	94.7
All Vehicles		139	78	139	56.1	0.050	0.9	NA	0.0	0.2	0.01	0.06	0.01	93.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 16 [Cunningham Highway / Springborg Road 2024 PM Scenario 1 -With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	64	36	64	56.3	0.046	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	99.1
26	R2	2	1	2	50.0	0.046	9.2	LOS A	0.0	0.2	0.02	0.02	0.02	66.2
Approach		66	37	66	56.1	0.046	0.3	NA	0.0	0.2	0.02	0.02	0.02	97.6
NorthWest: Springborg Road														
27	L2	2	1	2	50.0	0.009	9.5	LOS A	0.0	0.3	0.22	0.63	0.22	58.8
29	R2	7	2	7	28.6	0.009	8.9	LOS A	0.0	0.3	0.22	0.63	0.22	63.6
Approach		9	3	9	33.3	0.009	9.0	LOS A	0.0	0.3	0.22	0.63	0.22	62.5
SouthWest: Cunningham Highway														
30	L2	3	2	3	66.7	0.049	9.6	LOS A	0.0	0.0	0.00	0.03	0.00	62.7
31	T1	66	38	66	57.6	0.049	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.2
Approach		69	40	69	58.0	0.049	0.4	NA	0.0	0.0	0.00	0.03	0.00	96.8
All Vehicles		144	80	144	55.6	0.049	0.9	NA	0.0	0.3	0.02	0.06	0.02	93.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 16 [Cunningham Highway / Springborg Road 2024 AM Scenario 2 -With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	60	36	60	60.0	0.044	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	99.0
26	R2	2	1	2	50.0	0.044	9.2	LOS A	0.0	0.2	0.02	0.02	0.02	66.1
Approach		62	37	62	59.7	0.044	0.3	NA	0.0	0.2	0.02	0.02	0.02	97.4
NorthWest: Springborg Road														
27	L2	2	1	2	50.0	0.005	9.5	LOS A	0.0	0.2	0.22	0.62	0.22	58.7
29	R2	3	2	3	66.7	0.005	10.2	LOS B	0.0	0.2	0.22	0.62	0.22	53.9
Approach		5	3	5	60.0	0.005	9.9	LOS A	0.0	0.2	0.22	0.62	0.22	55.8
SouthWest: Cunningham Highway														
30	L2	6	2	6	33.3	0.050	8.7	LOS A	0.0	0.0	0.00	0.06	0.00	72.3
31	T1	66	36	66	54.5	0.050	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	97.5
Approach		72	38	72	52.8	0.050	0.7	NA	0.0	0.0	0.00	0.06	0.00	94.7
All Vehicles		139	78	139	56.1	0.050	0.9	NA	0.0	0.2	0.01	0.06	0.01	93.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 16 [Cunningham Highway / Springborg Road 2024 PM Scenario 2 -With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	64	36	64	56.3	0.046	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	99.1
26	R2	2	1	2	50.0	0.046	9.2	LOS A	0.0	0.2	0.02	0.02	0.02	66.2
Approach		66	37	66	56.1	0.046	0.3	NA	0.0	0.2	0.02	0.02	0.02	97.6
NorthWest: Springborg Road														
27	L2	2	1	2	50.0	0.008	9.5	LOS A	0.0	0.2	0.22	0.63	0.22	58.8
29	R2	6	2	6	33.3	0.008	9.1	LOS A	0.0	0.2	0.22	0.63	0.22	62.2
Approach		8	3	8	37.5	0.008	9.2	LOS A	0.0	0.2	0.22	0.63	0.22	61.3
SouthWest: Cunningham Highway														
30	L2	3	2	3	66.7	0.049	9.6	LOS A	0.0	0.0	0.00	0.03	0.00	62.7
31	T1	66	38	66	57.6	0.049	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.2
Approach		69	40	69	58.0	0.049	0.4	NA	0.0	0.0	0.00	0.03	0.00	96.8
All Vehicles		143	80	143	55.9	0.049	0.9	NA	0.0	0.2	0.02	0.06	0.02	94.1

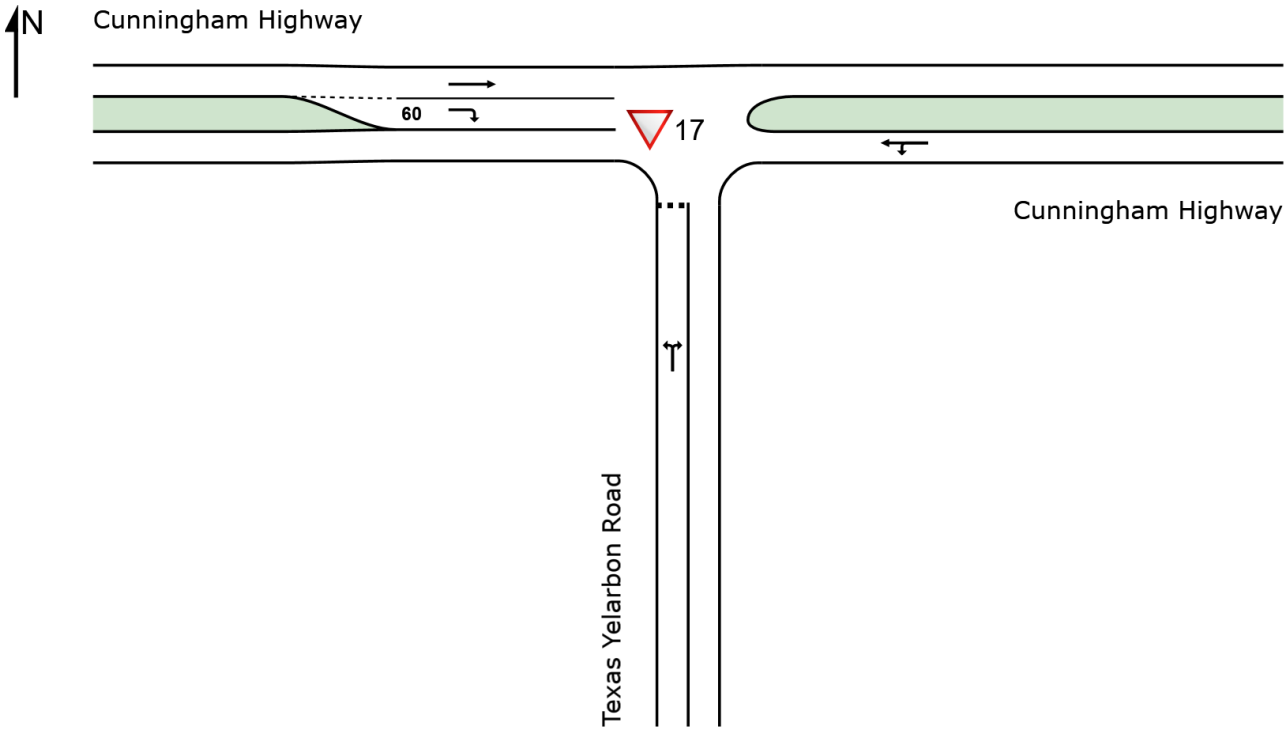
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 17 [Cunningham Highway / Texas Yelarbon Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 17 [Cunningham Highway / Texas Yelarbon Road 2025 AM Scenario 1 -Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
1	L2	1	0	1	0.0	0.010	8.0	LOS A	0.0	0.3	0.24	0.62	0.24	73.7
3	R2	9	2	9	22.2	0.010	8.8	LOS A	0.0	0.3	0.24	0.62	0.24	65.5
Approach		10	2	10	20.0	0.010	8.7	LOS A	0.0	0.3	0.24	0.62	0.24	66.3
East: Cunningham Highway														
4	L2	11	3	11	27.3	0.040	8.5	LOS A	0.0	0.0	0.00	0.12	0.00	73.1
5	T1	49	24	49	49.0	0.040	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	95.0
Approach		60	27	60	45.0	0.040	1.6	NA	0.0	0.0	0.00	0.12	0.00	90.1
West: Cunningham Highway														
11	T1	50	24	50	48.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.16	0.60	0.16	74.5
Approach		51	24	51	47.1	0.034	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles		121	53	121	43.8	0.040	1.6	NA	0.0	0.3	0.02	0.12	0.02	90.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 17 [Cunningham Highway / Texas Yelarbon Road 2025 PM Scenario 1 -Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
1	L2	1	0	1	0.0	0.010	8.0	LOS A	0.0	0.3	0.24	0.62	0.24	73.7
3	R2	9	2	9	22.2	0.010	8.8	LOS A	0.0	0.3	0.24	0.62	0.24	65.5
Approach		10	2	10	20.0	0.010	8.7	LOS A	0.0	0.3	0.24	0.62	0.24	66.2
East: Cunningham Highway														
4	L2	9	2	9	22.2	0.039	8.4	LOS A	0.0	0.0	0.00	0.11	0.00	75.3
5	T1	49	24	49	49.0	0.039	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	95.5
Approach		58	26	58	44.8	0.039	1.3	NA	0.0	0.0	0.00	0.11	0.00	91.7
West: Cunningham Highway														
11	T1	55	26	55	47.3	0.037	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.16	0.60	0.16	74.5
Approach		56	26	56	46.4	0.037	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.4
All Vehicles		124	54	124	43.5	0.039	1.4	NA	0.0	0.3	0.02	0.10	0.02	92.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 17 [Cunningham Highway / Texas Yelarbon Road 2025 AM Scenario 2 -Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
1	L2	9	2	9	22.2	0.007	8.6	LOS A	0.0	0.2	0.15	0.61	0.15	66.2
3	R2	1	0	1	0.0	0.007	8.0	LOS A	0.0	0.2	0.15	0.61	0.15	73.4
Approach		10	2	10	20.0	0.007	8.6	LOS A	0.0	0.2	0.15	0.61	0.15	66.9
East: Cunningham Highway														
4	L2	1	0	1	0.0	0.034	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
5	T1	49	24	49	49.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		50	24	50	48.0	0.034	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
West: Cunningham Highway														
11	T1	50	24	50	48.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	11	3	11	27.3	0.007	8.4	LOS A	0.0	0.3	0.16	0.62	0.16	64.4
Approach		61	27	61	44.3	0.034	1.5	NA	0.0	0.3	0.03	0.11	0.03	90.9
All Vehicles		121	53	121	43.8	0.034	1.5	NA	0.0	0.3	0.03	0.11	0.03	91.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 17 [Cunningham Highway / Texas Yelarbon Road 2025 PM Scenario 2 -Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
1	L2	9	2	9	22.2	0.007	8.6	LOS A	0.0	0.2	0.15	0.61	0.15	66.2
3	R2	1	0	1	0.0	0.007	8.1	LOS A	0.0	0.2	0.15	0.61	0.15	73.4
Approach		10	2	10	20.0	0.007	8.6	LOS A	0.0	0.2	0.15	0.61	0.15	66.9
East: Cunningham Highway														
4	L2	1	0	1	0.0	0.034	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
5	T1	49	24	49	49.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		50	24	50	48.0	0.034	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
West: Cunningham Highway														
11	T1	55	26	55	47.3	0.037	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	9	2	9	22.2	0.006	8.2	LOS A	0.0	0.2	0.16	0.62	0.16	65.9
Approach		64	28	64	43.8	0.037	1.2	NA	0.0	0.2	0.02	0.09	0.02	93.2
All Vehicles		124	54	124	43.5	0.037	1.4	NA	0.0	0.2	0.02	0.10	0.02	92.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 17 [Cunningham Highway / Texas Yelarbon Road 2025 AM Scenario 1 -With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
1	L2	5	4	5	80.0	0.015	10.2	LOS B	0.1	0.5	0.21	0.63	0.21	52.5
3	R2	9	2	9	22.2	0.015	8.9	LOS A	0.1	0.5	0.21	0.63	0.21	65.6
Approach		14	6	14	42.9	0.015	9.4	LOS A	0.1	0.5	0.21	0.63	0.21	60.2
East: Cunningham Highway														
4	L2	11	3	11	27.3	0.041	8.5	LOS A	0.0	0.0	0.00	0.12	0.00	73.1
5	T1	50	25	50	50.0	0.041	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	95.0
Approach		61	28	61	45.9	0.041	1.5	NA	0.0	0.0	0.00	0.12	0.00	90.1
West: Cunningham Highway														
11	T1	59	25	59	42.4	0.039	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	5	4	5	80.0	0.004	10.0	LOS A	0.0	0.2	0.20	0.62	0.20	51.4
Approach		64	29	64	45.3	0.039	0.8	NA	0.0	0.2	0.02	0.05	0.02	93.1
All Vehicles		139	63	139	45.3	0.041	2.0	NA	0.1	0.5	0.03	0.14	0.03	87.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 17 [Cunningham Highway / Texas Yelarbon Road 2025 PM Scenario 1 -With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
1	L2	5	4	5	80.0	0.015	10.3	LOS B	0.1	0.5	0.23	0.63	0.23	52.4
3	R2	9	2	9	22.2	0.015	8.9	LOS A	0.1	0.5	0.23	0.63	0.23	65.6
Approach		14	6	14	42.9	0.015	9.4	LOS A	0.1	0.5	0.23	0.63	0.23	60.2
East: Cunningham Highway														
4	L2	9	2	9	22.2	0.044	8.4	LOS A	0.0	0.0	0.00	0.09	0.00	75.8
5	T1	58	25	58	43.1	0.044	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	96.3
Approach		67	27	67	40.3	0.044	1.1	NA	0.0	0.0	0.00	0.09	0.00	93.0
West: Cunningham Highway														
11	T1	56	27	56	48.2	0.038	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	5	4	5	80.0	0.004	10.0	LOS B	0.0	0.2	0.21	0.62	0.21	51.4
Approach		61	31	61	50.8	0.038	0.8	NA	0.0	0.2	0.02	0.05	0.02	92.8
All Vehicles		142	64	142	45.1	0.044	1.8	NA	0.1	0.5	0.03	0.13	0.03	88.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 17 [Cunningham Highway / Texas Yelarbon Road 2025 AM Scenario 2 -With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
1	L2	13	6	13	46.2	0.011	9.3	LOS A	0.0	0.4	0.16	0.61	0.16	59.7
3	R2	1	0	1	0.0	0.011	8.1	LOS A	0.0	0.4	0.16	0.61	0.16	73.3
Approach		14	6	14	42.9	0.011	9.2	LOS A	0.0	0.4	0.16	0.61	0.16	60.5
East: Cunningham Highway														
4	L2	1	0	1	0.0	0.035	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
5	T1	50	25	50	50.0	0.035	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		51	25	51	49.0	0.035	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
West: Cunningham Highway														
11	T1	59	25	59	42.4	0.039	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	15	7	15	46.7	0.011	8.9	LOS A	0.0	0.5	0.17	0.62	0.17	58.9
Approach		74	32	74	43.2	0.039	1.8	NA	0.0	0.5	0.03	0.13	0.03	87.6
All Vehicles		139	63	139	45.3	0.039	2.0	NA	0.0	0.5	0.03	0.13	0.03	87.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 17 [Cunningham Highway / Texas Yelarbon Road 2025 PM Scenario 2 -With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
1	L2	13	6	13	46.2	0.011	9.3	LOS A	0.0	0.4	0.17	0.61	0.17	59.7
3	R2	1	0	1	0.0	0.011	8.2	LOS A	0.0	0.4	0.17	0.61	0.17	73.2
Approach		14	6	14	42.9	0.011	9.2	LOS A	0.0	0.4	0.17	0.61	0.17	60.5
East: Cunningham Highway														
4	L2	1	0	1	0.0	0.039	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.1
5	T1	58	25	58	43.1	0.039	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.4
Approach		59	25	59	42.4	0.039	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.1
West: Cunningham Highway														
11	T1	56	27	56	48.2	0.038	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
12	R2	13	6	13	46.2	0.010	9.0	LOS A	0.0	0.4	0.18	0.62	0.18	59.0
Approach		69	33	69	47.8	0.038	1.7	NA	0.0	0.4	0.03	0.12	0.03	88.4
All Vehicles		142	64	142	45.1	0.039	1.8	NA	0.0	0.4	0.03	0.12	0.03	88.3

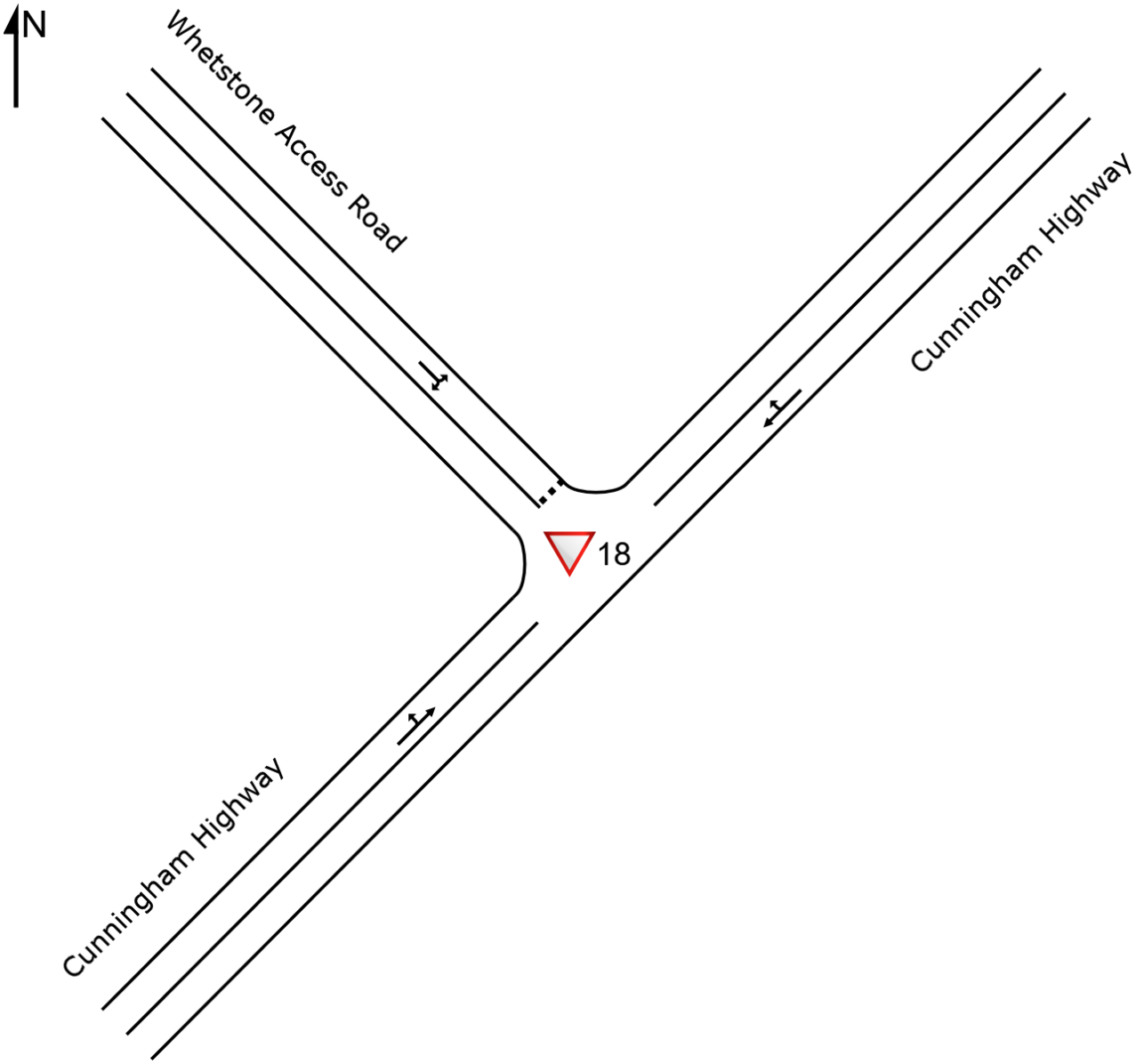
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 18 [Cunningham Highway / Whetstone Access Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 18 [Cunningham Highway / Whetstone Access Road 2027 AM Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	49	24	49	49.0	0.034	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.034	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		50	24	50	48.0	0.034	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.9
NorthWest: Whetstone Access Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.034	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	50	24	50	48.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		51	24	51	47.1	0.034	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		103	48	103	46.6	0.034	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 18 [Cunningham Highway / Whetstone Access Road 2027 PM Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	49	24	49	49.0	0.034	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.034	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		50	24	50	48.0	0.034	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.9
NorthWest: Whetstone Access Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.038	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	56	27	56	48.2	0.038	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.3
Approach		57	27	57	47.4	0.038	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		109	51	109	46.8	0.038	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 18 [Cunningham Highway / Whetstone Access Road 2027 AM Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	49	24	49	49.0	0.034	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.034	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		50	24	50	48.0	0.034	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.9
NorthWest: Whetstone Access Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.034	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	50	24	50	48.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		51	24	51	47.1	0.034	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		103	48	103	46.6	0.034	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 18 [Cunningham Highway / Whetstone Access Road 2027 PM Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	49	24	49	49.0	0.034	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
26	R2	1	0	1	0.0	0.034	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		50	24	50	48.0	0.034	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.9
NorthWest: Whetstone Access Road														
27	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
29	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
SouthWest: Cunningham Highway														
30	L2	1	0	1	0.0	0.038	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
31	T1	56	27	56	48.2	0.038	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.3
Approach		57	27	57	47.4	0.038	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		109	51	109	46.8	0.038	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 18 [Cunningham Highway / Whetstone Access Road 2027 AM Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	62	37	62	59.7	0.067	0.2	LOS A	0.2	2.0	0.15	0.27	0.15	87.7
26	R2	42	3	42	7.1	0.067	7.9	LOS A	0.2	2.0	0.15	0.27	0.15	75.3
Approach		104	40	104	38.5	0.067	3.3	NA	0.2	2.0	0.15	0.27	0.15	82.2
NorthWest: Whetstone Access Road														
27	L2	4	3	4	75.0	0.009	10.2	LOS B	0.0	0.4	0.22	0.63	0.22	53.3
29	R2	4	3	4	75.0	0.009	10.8	LOS B	0.0	0.4	0.22	0.63	0.22	52.2
Approach		8	6	8	75.0	0.009	10.5	LOS B	0.0	0.4	0.22	0.63	0.22	52.7
SouthWest: Cunningham Highway														
30	L2	8	3	8	37.5	0.050	8.8	LOS A	0.0	0.0	0.00	0.08	0.00	70.3
31	T1	63	37	63	58.7	0.050	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	96.6
Approach		71	40	71	56.3	0.050	1.0	NA	0.0	0.0	0.00	0.08	0.00	92.7
All Vehicles		183	86	183	47.0	0.067	2.7	NA	0.2	2.0	0.09	0.21	0.09	83.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 18 [Cunningham Highway / Whetstone Access Road 2027 PM Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	62	37	62	59.7	0.048	0.0	LOS A	0.0	0.4	0.03	0.04	0.03	98.7
26	R2	4	3	4	75.0	0.048	10.0	LOS A	0.0	0.4	0.03	0.04	0.03	58.9
Approach		66	40	66	60.6	0.048	0.6	NA	0.0	0.4	0.03	0.04	0.03	94.9
NorthWest: Whetstone Access Road														
27	L2	42	3	42	7.1	0.038	8.3	LOS A	0.1	1.1	0.18	0.61	0.18	70.9
29	R2	8	3	8	37.5	0.038	9.3	LOS A	0.1	1.1	0.18	0.61	0.18	60.9
Approach		50	6	50	12.0	0.038	8.5	LOS A	0.1	1.1	0.18	0.61	0.18	69.1
SouthWest: Cunningham Highway														
30	L2	4	3	4	75.0	0.052	9.8	LOS A	0.0	0.0	0.00	0.04	0.00	60.5
31	T1	69	40	69	58.0	0.052	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	99.3
Approach		73	43	73	58.9	0.052	0.5	NA	0.0	0.0	0.00	0.04	0.00	95.9
All Vehicles		189	89	189	47.1	0.052	2.7	NA	0.1	1.1	0.06	0.19	0.06	86.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 18 [Cunningham Highway / Whetstone Access Road 2027 AM Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	62	37	62	59.7	0.067	0.2	LOS A	0.2	2.1	0.15	0.28	0.15	87.6
26	R2	43	3	43	7.0	0.067	7.9	LOS A	0.2	2.1	0.15	0.28	0.15	75.3
Approach		105	40	105	38.1	0.067	3.3	NA	0.2	2.1	0.15	0.28	0.15	82.1
NorthWest: Whetstone Access Road														
27	L2	4	3	4	75.0	0.009	10.2	LOS B	0.0	0.4	0.22	0.63	0.22	53.3
29	R2	4	3	4	75.0	0.009	10.8	LOS B	0.0	0.4	0.22	0.63	0.22	52.2
Approach		8	6	8	75.0	0.009	10.5	LOS B	0.0	0.4	0.22	0.63	0.22	52.7
SouthWest: Cunningham Highway														
30	L2	7	3	7	42.9	0.050	9.0	LOS A	0.0	0.0	0.00	0.07	0.00	68.8
31	T1	63	37	63	58.7	0.050	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	97.2
Approach		70	40	70	57.1	0.050	0.9	NA	0.0	0.0	0.00	0.07	0.00	93.3
All Vehicles		183	86	183	47.0	0.067	2.7	NA	0.2	2.1	0.09	0.21	0.09	83.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 18 [Cunningham Highway / Whetstone Access Road 2027 PM Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Cunningham Highway														
25	T1	62	37	62	59.7	0.048	0.0	LOS A	0.0	0.4	0.03	0.04	0.03	98.7
26	R2	4	3	4	75.0	0.048	10.0	LOS A	0.0	0.4	0.03	0.04	0.03	58.9
Approach		66	40	66	60.6	0.048	0.6	NA	0.0	0.4	0.03	0.04	0.03	94.9
NorthWest: Whetstone Access Road														
27	L2	43	3	43	7.0	0.037	8.3	LOS A	0.1	1.1	0.18	0.61	0.18	71.0
29	R2	7	3	7	42.9	0.037	9.5	LOS A	0.1	1.1	0.18	0.61	0.18	59.5
Approach		50	6	50	12.0	0.037	8.5	LOS A	0.1	1.1	0.18	0.61	0.18	69.1
SouthWest: Cunningham Highway														
30	L2	4	3	4	75.0	0.052	9.8	LOS A	0.0	0.0	0.00	0.04	0.00	60.5
31	T1	69	40	69	58.0	0.052	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	99.3
Approach		73	43	73	58.9	0.052	0.5	NA	0.0	0.0	0.00	0.04	0.00	95.9
All Vehicles		189	89	189	47.1	0.052	2.7	NA	0.1	1.1	0.06	0.19	0.06	86.6

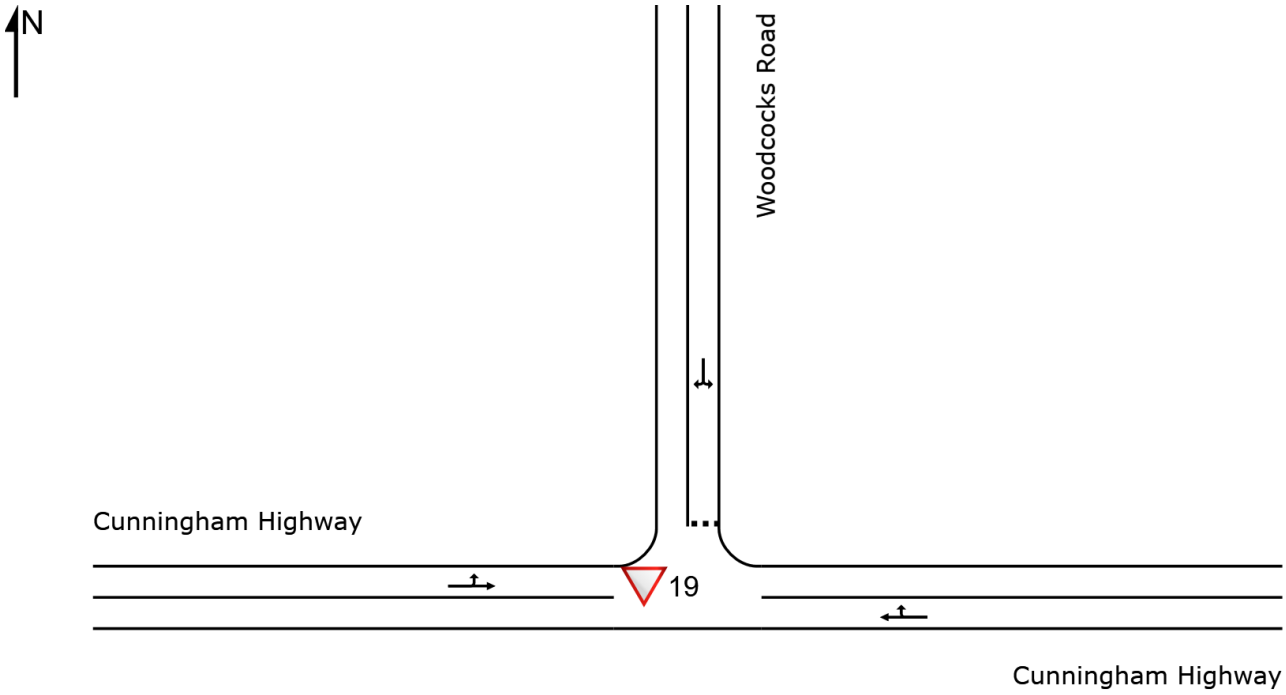
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 19 [Cunningham Highway / Woodcocks Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 19 [Cunningham Highway / Woodcocks Road 2025 AM Scenario 1 -Without development traffic (Site Folder: Peak impact year – Without development traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	49	24	49	49.0	0.034	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
6	R2	1	0	1	0.0	0.034	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		50	24	50	48.0	0.034	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.9
North: Woodcocks Road														
7	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.034	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
11	T1	50	24	50	48.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		51	24	51	47.1	0.034	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		103	48	103	46.6	0.034	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 19 [Cunningham Highway / Woodcocks Road 2025 PM Scenario 1 -Without development traffic (Site Folder: Peak impact year – Without development traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	49	24	49	49.0	0.034	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
6	R2	1	0	1	0.0	0.034	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		50	24	50	48.0	0.034	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.9
North: Woodcocks Road														
7	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.037	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
11	T1	55	26	55	47.3	0.037	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.3
Approach		56	26	56	46.4	0.037	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		108	50	108	46.3	0.037	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 19 [Cunningham Highway / Woodcocks Road 2025 AM Scenario 2 -Without development traffic (Site Folder: Peak impact year – Without development traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	49	24	49	49.0	0.034	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
6	R2	1	0	1	0.0	0.034	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		50	24	50	48.0	0.034	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.9
North: Woodcocks Road														
7	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.15	0.61	0.15	74.7
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.15	0.61	0.15	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.15	0.61	0.15	74.5
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.034	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
11	T1	50	24	50	48.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		51	24	51	47.1	0.034	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		103	48	103	46.6	0.034	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 19 [Cunningham Highway / Woodcocks Road 2025 PM Scenario 2 -Without development traffic (Site Folder: Peak impact year – Without development traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	49	24	49	49.0	0.034	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.1
6	R2	1	0	1	0.0	0.034	7.6	LOS A	0.0	0.1	0.01	0.01	0.01	87.5
Approach		50	24	50	48.0	0.034	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.9
North: Woodcocks Road														
7	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.16	0.61	0.16	74.7
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.16	0.61	0.16	74.2
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.16	0.61	0.16	74.4
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.037	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
11	T1	55	26	55	47.3	0.037	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.3
Approach		56	26	56	46.4	0.037	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		108	50	108	46.3	0.037	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 19 [Cunningham Highway / Woodcocks Road 2025 AM Scenario 1 -With development traffic (Site Folder: Peak Construction Year-With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	61	25	61	41.0	0.045	0.0	LOS A	0.0	0.4	0.03	0.05	0.03	99.0
6	R2	5	4	5	80.0	0.045	10.0	LOS A	0.0	0.4	0.03	0.05	0.03	57.7
Approach		66	29	66	43.9	0.045	0.8	NA	0.0	0.4	0.03	0.05	0.03	93.9
North: Woodcocks Road														
7	L2	5	4	5	80.0	0.005	10.2	LOS B	0.0	0.2	0.17	0.61	0.17	52.5
9	R2	1	0	1	0.0	0.005	7.8	LOS A	0.0	0.2	0.17	0.61	0.17	73.5
Approach		6	4	6	66.7	0.005	9.8	LOS A	0.0	0.2	0.17	0.61	0.17	55.1
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.035	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
11	T1	51	25	51	49.0	0.035	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		52	25	52	48.1	0.035	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		124	58	124	46.8	0.045	1.0	NA	0.0	0.4	0.03	0.06	0.03	92.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 19 [Cunningham Highway / Woodcocks Road 2025 PM Scenario 1 -With development traffic (Site Folder: Peak Construction Year-With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	50	25	50	50.0	0.039	0.1	LOS A	0.0	0.5	0.05	0.06	0.05	98.6
6	R2	5	4	5	80.0	0.039	10.1	LOS B	0.0	0.5	0.05	0.06	0.05	57.6
Approach		55	29	55	52.7	0.039	1.0	NA	0.0	0.5	0.05	0.06	0.05	92.6
North: Woodcocks Road														
7	L2	5	4	5	80.0	0.006	10.3	LOS B	0.0	0.2	0.20	0.61	0.20	52.4
9	R2	1	0	1	0.0	0.006	7.9	LOS A	0.0	0.2	0.20	0.61	0.20	73.3
Approach		6	4	6	66.7	0.006	9.9	LOS A	0.0	0.2	0.20	0.61	0.20	55.1
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.044	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
11	T1	67	27	67	40.3	0.044	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.5
Approach		68	27	68	39.7	0.044	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles		129	60	129	46.5	0.044	0.9	NA	0.0	0.5	0.03	0.06	0.03	92.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 19 [Cunningham Highway / Woodcocks Road 2025 AM Scenario 2 -With development traffic (Site Folder: Peak Construction Year-With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	61	25	61	41.0	0.045	0.0	LOS A	0.0	0.4	0.03	0.05	0.03	99.0
6	R2	5	4	5	80.0	0.045	10.0	LOS A	0.0	0.4	0.03	0.05	0.03	57.7
Approach		66	29	66	43.9	0.045	0.8	NA	0.0	0.4	0.03	0.05	0.03	93.9
North: Woodcocks Road														
7	L2	5	4	5	80.0	0.005	10.2	LOS B	0.0	0.2	0.17	0.61	0.17	52.5
9	R2	1	0	1	0.0	0.005	7.8	LOS A	0.0	0.2	0.17	0.61	0.17	73.5
Approach		6	4	6	66.7	0.005	9.8	LOS A	0.0	0.2	0.17	0.61	0.17	55.1
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.035	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.0
11	T1	51	25	51	49.0	0.035	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.2
Approach		52	25	52	48.1	0.035	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		124	58	124	46.8	0.045	1.0	NA	0.0	0.4	0.03	0.06	0.03	92.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 19 [Cunningham Highway / Woodcocks Road 2025 PM Scenario 2 -With development traffic (Site Folder: Peak Construction Year-With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	50	25	50	50.0	0.039	0.1	LOS A	0.0	0.5	0.05	0.06	0.05	98.6
6	R2	5	4	5	80.0	0.039	10.1	LOS B	0.0	0.5	0.05	0.06	0.05	57.6
Approach		55	29	55	52.7	0.039	1.0	NA	0.0	0.5	0.05	0.06	0.05	92.6
North: Woodcocks Road														
7	L2	5	4	5	80.0	0.006	10.3	LOS B	0.0	0.2	0.20	0.61	0.20	52.4
9	R2	1	0	1	0.0	0.006	7.9	LOS A	0.0	0.2	0.20	0.61	0.20	73.3
Approach		6	4	6	66.7	0.006	9.9	LOS A	0.0	0.2	0.20	0.61	0.20	55.1
West: Cunningham Highway														
10	L2	1	0	1	0.0	0.044	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
11	T1	67	27	67	40.3	0.044	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.5
Approach		68	27	68	39.7	0.044	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles		129	60	129	46.5	0.044	0.9	NA	0.0	0.5	0.03	0.06	0.03	92.9

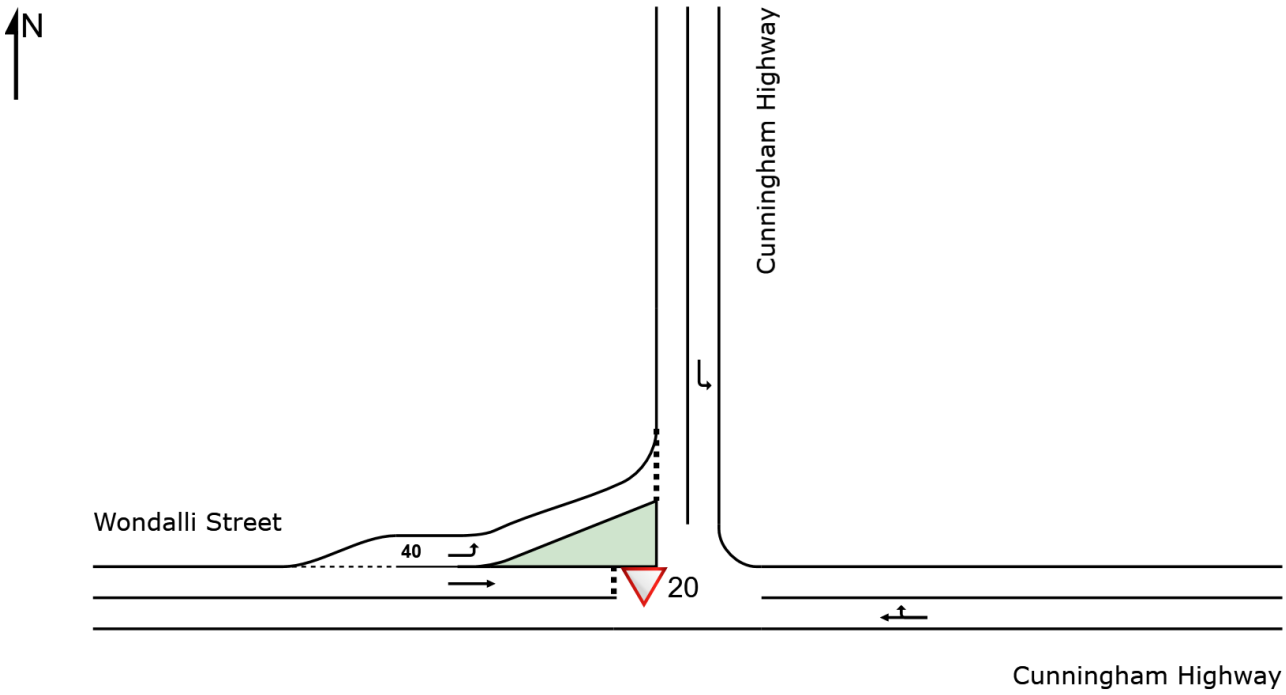
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 20 [Cunningham Highway / Yelarbon Keetah Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 20 [Cunningham Highway / Yelarbon Keetah Road 2026 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	12	2	13	16.7	0.048	0.0	LOS A	0.0	0.0	0.00	0.47	0.00	46.4
6	R2	58	19	61	32.8	0.048	4.9	LOS A	0.0	0.0	0.00	0.47	0.00	35.5
Approach		70	21	74	30.0	0.048	4.0	NA	0.0	0.0	0.00	0.47	0.00	39.5
North: Cunningham Highway														
7	L2	59	21	62	35.6	0.042	2.5	LOS A	0.0	0.0	0.00	0.47	0.00	33.7
Approach		59	21	62	35.6	0.042	2.5	NA	0.0	0.0	0.00	0.47	0.00	33.7
West: Wondalli Street														
10	L2	2	0	2	0.0	0.001	4.7	LOS A	0.0	0.0	0.15	0.46	0.15	43.2
11	T1	6	2	6	33.3	0.006	4.1	LOS A	0.0	0.2	0.26	0.46	0.26	44.9
Approach		8	2	8	25.0	0.006	4.3	LOS A	0.0	0.2	0.23	0.46	0.23	44.5
All Vehicles		137	44	144	32.1	0.048	3.4	NA	0.0	0.2	0.01	0.47	0.01	38.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 20 [Cunningham Highway / Yelarbon Keetah Road 2026 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	10	2	11	20.0	0.046	0.0	LOS A	0.0	0.0	0.00	0.48	0.00	46.4
6	R2	55	22	58	40.0	0.046	4.9	LOS A	0.0	0.0	0.00	0.48	0.00	35.3
Approach		65	24	68	36.9	0.046	4.2	NA	0.0	0.0	0.00	0.48	0.00	39.1
North: Cunningham Highway														
7	L2	57	25	60	43.9	0.042	2.5	LOS A	0.0	0.0	0.00	0.47	0.00	32.5
Approach		57	25	60	43.9	0.042	2.5	NA	0.0	0.0	0.00	0.47	0.00	32.5
West: Wondalli Street														
10	L2	1	0	1	0.0	0.001	4.7	LOS A	0.0	0.0	0.15	0.45	0.15	43.2
11	T1	3	0	3	0.0	0.003	3.7	LOS A	0.0	0.1	0.23	0.44	0.23	45.5
Approach		4	0	4	0.0	0.003	3.9	LOS A	0.0	0.1	0.21	0.45	0.21	45.0
All Vehicles		126	49	133	38.9	0.046	3.4	NA	0.0	0.1	0.01	0.47	0.01	36.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 20 [Cunningham Highway / Yelarbon Keetah Road 2026 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	13	3	14	23.1	0.054	0.0	LOS A	0.0	0.0	0.00	0.47	0.00	46.4
6	R2	64	25	67	39.1	0.054	4.9	LOS A	0.0	0.0	0.00	0.47	0.00	35.4
Approach		77	28	81	36.4	0.054	4.1	NA	0.0	0.0	0.00	0.47	0.00	39.4
North: Cunningham Highway														
7	L2	76	27	80	35.5	0.054	2.5	LOS A	0.0	0.0	0.00	0.47	0.00	33.8
Approach		76	27	80	35.5	0.054	2.5	NA	0.0	0.0	0.00	0.47	0.00	33.8
West: Wondalli Street														
10	L2	2	0	2	0.0	0.001	4.7	LOS A	0.0	0.0	0.16	0.46	0.16	43.1
11	T1	7	3	7	42.9	0.008	4.5	LOS A	0.0	0.3	0.29	0.47	0.29	44.7
Approach		9	3	9	33.3	0.008	4.5	LOS A	0.0	0.3	0.26	0.47	0.26	44.4
All Vehicles		162	58	171	35.8	0.054	3.4	NA	0.0	0.3	0.01	0.47	0.01	37.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 20 [Cunningham Highway / Yelarbon Keetah Road 2026 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Cunningham Highway														
5	T1	11	3	12	27.3	0.059	0.0	LOS A	0.0	0.0	0.00	0.49	0.00	46.2
6	R2	72	28	76	38.9	0.059	4.9	LOS A	0.0	0.0	0.00	0.49	0.00	35.0
Approach		83	31	87	37.3	0.059	4.3	NA	0.0	0.0	0.00	0.49	0.00	38.3
North: Cunningham Highway														
7	L2	63	31	66	49.2	0.048	2.5	LOS A	0.0	0.0	0.00	0.46	0.00	31.8
Approach		63	31	66	49.2	0.048	2.5	NA	0.0	0.0	0.00	0.46	0.00	31.8
West: Wondalli Street														
10	L2	1	0	1	0.0	0.001	4.7	LOS A	0.0	0.0	0.17	0.45	0.17	43.1
11	T1	4	1	4	25.0	0.004	4.2	LOS A	0.0	0.1	0.28	0.46	0.28	45.0
Approach		5	1	5	20.0	0.004	4.3	LOS A	0.0	0.1	0.26	0.46	0.26	44.7
All Vehicles		151	63	159	41.7	0.059	3.6	NA	0.0	0.1	0.01	0.48	0.01	36.3

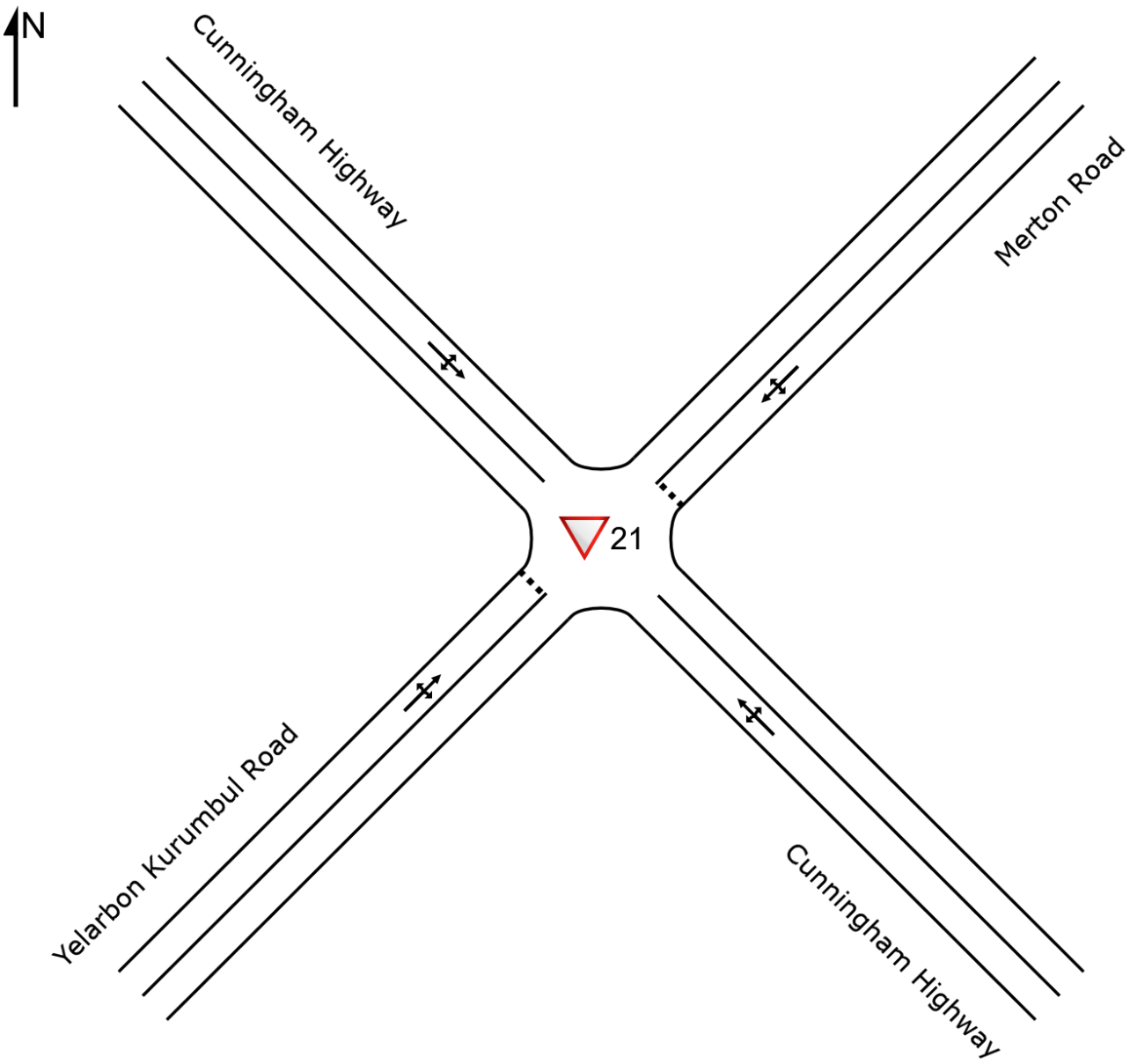
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 21 [Cunningham Highway / Yelarbon Kurumbul Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 21 [Cunningham Highway / Yelarbon Kurumbul Road 2025 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cunningham Highway														
21	L2	2	0	2	0.0	0.036	5.6	LOS A	0.0	0.1	0.01	0.03	0.01	72.6
22	T1	54	19	54	35.2	0.036	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	69.4
23	R2	1	0	1	0.0	0.036	5.6	LOS A	0.0	0.1	0.01	0.03	0.01	72.1
Approach		57	19	57	33.3	0.036	0.3	NA	0.0	0.1	0.01	0.03	0.01	69.5
NorthEast: Merton Road														
24	L2	3	1	3	33.3	0.006	8.9	LOS A	0.0	0.2	0.17	0.61	0.17	59.6
25	T1	1	0	1	0.0	0.006	7.1	LOS A	0.0	0.2	0.17	0.61	0.17	73.8
26	R2	2	1	2	50.0	0.006	9.6	LOS A	0.0	0.2	0.17	0.61	0.17	58.1
Approach		6	2	6	33.3	0.006	8.9	LOS A	0.0	0.2	0.17	0.61	0.17	61.3
NorthWest: Cunningham Highway														
27	L2	1	0	1	0.0	0.035	5.6	LOS A	0.0	0.1	0.01	0.02	0.01	67.8
28	T1	53	19	53	35.8	0.035	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	59.5
29	R2	1	0	1	0.0	0.035	5.6	LOS A	0.0	0.1	0.01	0.02	0.01	67.5
Approach		55	19	55	34.5	0.035	0.2	NA	0.0	0.1	0.01	0.02	0.01	59.9
SouthWest: Yelarbon Kurumbul Road														
30	L2	1	0	1	0.0	0.003	8.0	LOS A	0.0	0.1	0.17	0.60	0.17	75.1
31	T1	1	0	1	0.0	0.003	7.1	LOS A	0.0	0.1	0.17	0.60	0.17	75.1
32	R2	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.17	0.60	0.17	63.1
Approach		3	0	3	0.0	0.003	7.7	LOS A	0.0	0.1	0.17	0.60	0.17	71.7
All Vehicles		121	40	121	33.1	0.036	0.9	NA	0.0	0.2	0.02	0.07	0.02	64.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 21 [Cunningham Highway / Yelarbon Kurumbul Road 2025 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cunningham Highway														
21	L2	1	0	1	0.0	0.037	5.8	LOS A	0.0	0.3	0.03	0.04	0.03	72.6
22	T1	52	20	52	38.5	0.037	0.0	LOS A	0.0	0.3	0.03	0.04	0.03	68.8
23	R2	3	2	3	66.7	0.037	6.6	LOS A	0.0	0.3	0.03	0.04	0.03	46.9
Approach		56	22	56	39.3	0.037	0.5	NA	0.0	0.3	0.03	0.04	0.03	67.1
NorthEast: Merton Road														
24	L2	2	0	2	0.0	0.003	8.0	LOS A	0.0	0.1	0.16	0.60	0.16	64.2
25	T1	1	0	1	0.0	0.003	7.1	LOS A	0.0	0.1	0.16	0.60	0.16	75.0
26	R2	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.16	0.60	0.16	74.5
Approach		4	0	4	0.0	0.003	7.8	LOS A	0.0	0.1	0.16	0.60	0.16	70.1
NorthWest: Cunningham Highway														
27	L2	1	1	1	100.0	0.035	6.8	LOS A	0.0	0.1	0.01	0.02	0.01	45.0
28	T1	51	22	51	43.1	0.035	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	59.4
29	R2	1	0	1	0.0	0.035	5.6	LOS A	0.0	0.1	0.01	0.02	0.01	67.4
Approach		53	23	53	43.4	0.035	0.2	NA	0.0	0.1	0.01	0.02	0.01	59.0
SouthWest: Yelarbon Kurumbul Road														
30	L2	1	0	1	0.0	0.004	8.0	LOS A	0.0	0.1	0.18	0.61	0.18	75.0
31	T1	1	0	1	0.0	0.004	7.1	LOS A	0.0	0.1	0.18	0.61	0.18	75.0
32	R2	2	0	2	0.0	0.004	7.9	LOS A	0.0	0.1	0.18	0.61	0.18	63.0
Approach		4	0	4	0.0	0.004	7.7	LOS A	0.0	0.1	0.18	0.61	0.18	69.8
All Vehicles		117	45	117	38.5	0.037	0.9	NA	0.0	0.3	0.03	0.07	0.03	63.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 21 [Cunningham Highway / Yelarbon Kurumbul Road 2025 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cunningham Highway														
21	L2	6	4	6	66.7	0.044	6.5	LOS A	0.1	0.5	0.04	0.10	0.04	47.9
22	T1	54	19	54	35.2	0.044	0.0	LOS A	0.1	0.5	0.04	0.10	0.04	69.1
23	R2	5	4	5	80.0	0.044	6.8	LOS A	0.1	0.5	0.04	0.10	0.04	43.6
Approach		65	27	65	41.5	0.044	1.2	NA	0.1	0.5	0.04	0.10	0.04	63.6
NorthEast: Merton Road														
24	L2	7	5	7	71.4	0.011	10.0	LOS A	0.0	0.4	0.18	0.62	0.18	55.2
25	T1	2	1	2	50.0	0.011	8.6	LOS A	0.0	0.4	0.18	0.62	0.18	60.1
26	R2	2	1	2	50.0	0.011	9.8	LOS A	0.0	0.4	0.18	0.62	0.18	58.1
Approach		11	7	11	63.6	0.011	9.7	LOS A	0.0	0.4	0.18	0.62	0.18	56.9
NorthWest: Cunningham Highway														
27	L2	1	0	1	0.0	0.035	5.6	LOS A	0.0	0.1	0.01	0.02	0.01	67.8
28	T1	53	19	53	35.8	0.035	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	59.5
29	R2	1	0	1	0.0	0.035	5.6	LOS A	0.0	0.1	0.01	0.02	0.01	67.5
Approach		55	19	55	34.5	0.035	0.2	NA	0.0	0.1	0.01	0.02	0.01	59.9
SouthWest: Yelarbon Kurumbul Road														
30	L2	1	0	1	0.0	0.042	8.0	LOS A	0.1	1.1	0.24	0.63	0.24	74.1
31	T1	12	1	12	8.3	0.042	7.4	LOS A	0.1	1.1	0.24	0.63	0.24	71.1
32	R2	27	4	27	14.8	0.042	8.6	LOS A	0.1	1.1	0.24	0.63	0.24	60.8
Approach		40	5	40	12.5	0.042	8.2	LOS A	0.1	1.1	0.24	0.63	0.24	64.9
All Vehicles		171	58	171	33.9	0.044	3.1	NA	0.1	1.1	0.09	0.23	0.09	62.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 21 [Cunningham Highway / Yelarbon Kurumbul Road 2025 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cunningham Highway														
21	L2	27	4	27	14.8	0.057	5.8	LOS A	0.1	0.8	0.05	0.22	0.05	61.6
22	T1	52	20	52	38.5	0.057	0.1	LOS A	0.1	0.8	0.05	0.22	0.05	64.7
23	R2	7	6	7	85.7	0.057	6.9	LOS A	0.1	0.8	0.05	0.22	0.05	41.0
Approach		86	30	86	34.9	0.057	2.4	NA	0.1	0.8	0.05	0.22	0.05	60.9
NorthEast: Merton Road														
24	L2	6	4	6	66.7	0.017	9.9	LOS A	0.1	0.5	0.20	0.62	0.20	56.3
25	T1	12	1	12	8.3	0.017	7.5	LOS A	0.1	0.5	0.20	0.62	0.20	71.8
26	R2	1	0	1	0.0	0.017	8.0	LOS A	0.1	0.5	0.20	0.62	0.20	74.5
Approach		19	5	19	26.3	0.017	8.3	LOS A	0.1	0.5	0.20	0.62	0.20	67.6
NorthWest: Cunningham Highway														
27	L2	2	1	2	50.0	0.035	6.2	LOS A	0.0	0.1	0.01	0.03	0.01	54.9
28	T1	51	22	51	43.1	0.035	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	59.4
29	R2	1	0	1	0.0	0.035	5.7	LOS A	0.0	0.1	0.01	0.03	0.01	67.5
Approach		54	23	54	42.6	0.035	0.3	NA	0.0	0.1	0.01	0.03	0.01	59.3
SouthWest: Yelarbon Kurumbul Road														
30	L2	1	0	1	0.0	0.012	8.0	LOS A	0.0	0.4	0.25	0.63	0.25	73.5
31	T1	2	1	2	50.0	0.012	8.7	LOS A	0.0	0.4	0.25	0.63	0.25	59.7
32	R2	6	4	6	66.7	0.012	10.6	LOS B	0.0	0.4	0.25	0.63	0.25	54.0
Approach		9	5	9	55.6	0.012	9.9	LOS A	0.0	0.4	0.25	0.63	0.25	57.8
All Vehicles		168	63	168	37.5	0.057	2.8	NA	0.1	0.8	0.07	0.23	0.07	61.1

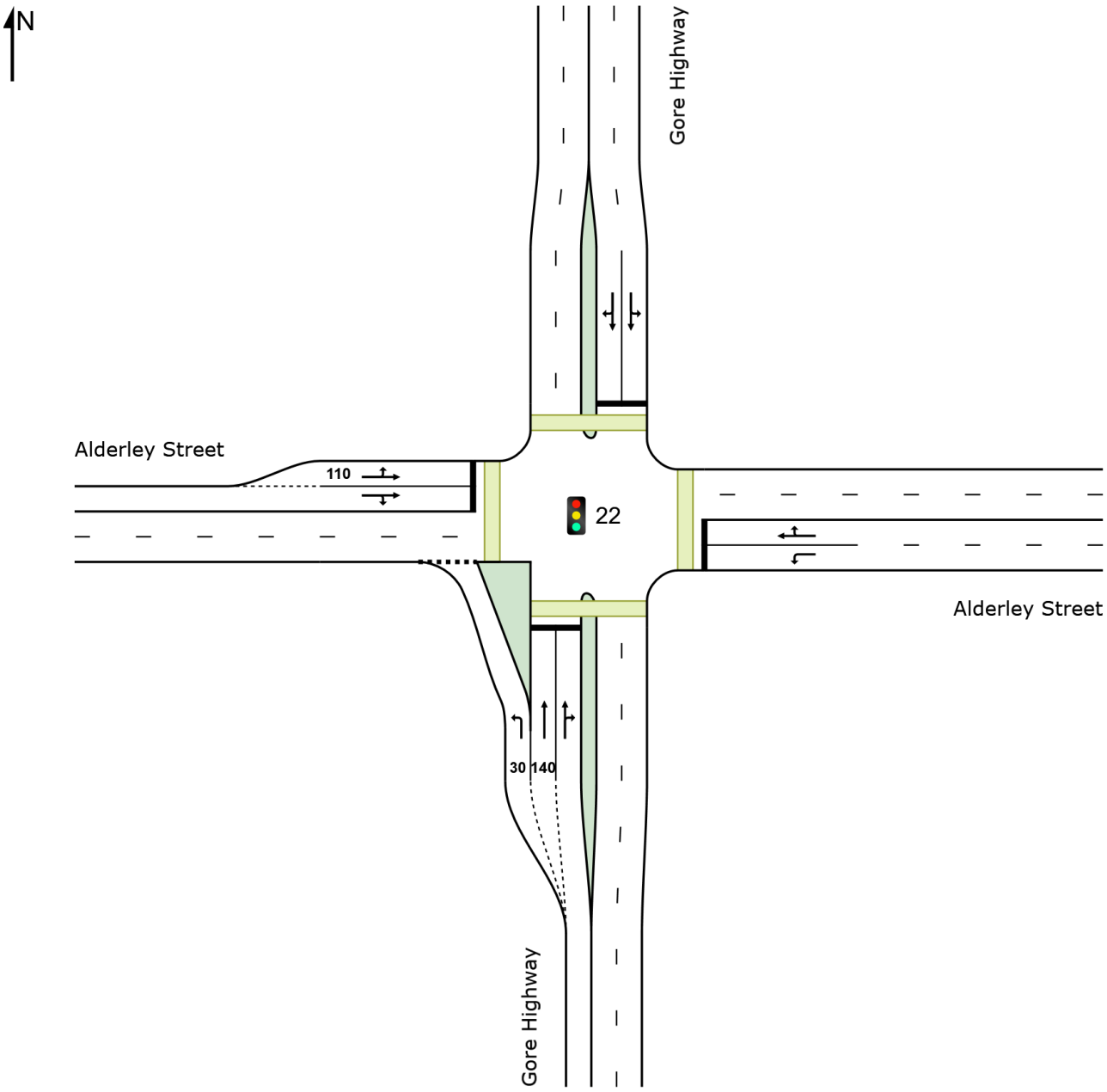
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 22 [Gore Highway / Alderley Street 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 22 [Gore Highway / Alderley Street 2026 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year– Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
1	L2	158	20	158	12.7	0.142	7.7	LOS A	1.0	8.0	0.37	0.64	0.37	52.2
2	T1	445	56	445	12.6	* 0.697	16.9	LOS B	10.7	82.8	0.85	0.77	0.90	46.9
3	R2	174	22	174	12.6	0.697	31.5	LOS C	5.6	43.4	0.96	0.90	1.13	32.9
Approach		777	98	777	12.6	0.697	18.3	LOS B	10.7	82.8	0.77	0.77	0.84	44.8
East: Alderley Street														
4	L2	95	11	95	11.6	0.475	34.5	LOS C	2.8	21.6	0.98	0.77	0.98	31.7
5	T1	47	5	47	10.6	* 0.688	29.0	LOS C	5.5	42.3	1.00	0.87	1.14	33.3
6	R2	133	15	133	11.3	0.688	34.7	LOS C	5.5	42.3	1.00	0.87	1.14	32.3
Approach		275	31	275	11.3	0.688	33.6	LOS C	5.5	42.3	0.99	0.84	1.09	32.2
North: Gore Highway														
7	L2	148	16	148	10.8	0.583	21.2	LOS C	9.5	72.4	0.83	0.76	0.83	40.2
8	T1	272	30	272	11.0	0.583	16.0	LOS B	9.5	72.4	0.84	0.76	0.84	46.2
9	R2	135	15	135	11.1	0.583	29.6	LOS C	4.3	32.8	0.94	0.82	0.98	39.7
Approach		555	61	555	11.0	0.583	20.7	LOS C	9.5	72.4	0.86	0.78	0.87	43.0
West: Alderley Street														
10	L2	143	16	143	11.2	* 0.713	37.0	LOS D	4.5	34.8	1.00	0.88	1.22	36.5
11	T1	56	6	56	10.7	0.605	27.8	LOS C	4.7	36.1	0.98	0.82	1.04	34.1
12	R2	103	12	103	11.7	0.605	33.5	LOS C	4.7	36.1	0.98	0.82	1.04	38.8
Approach		302	34	302	11.3	0.713	34.1	LOS C	4.7	36.1	0.99	0.85	1.13	37.0
All Vehicles		1909	224	1909	11.7	0.713	23.7	LOS C	10.7	82.8	0.87	0.79	0.93	41.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Gore Highway												
P1	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
East: Alderley Street												

P2	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	189.9	215.2	1.13
North: Gore Highway												
P3	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
West: Alderley Street												
P4	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	189.9	215.2	1.13
All Pedestrians		200	200	24.4	LOS C	0.1	0.1	0.90	0.90	190.7	216.2	1.13

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: 22 [Gore Highway / Alderley Street 2026 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year– Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
1	L2	110	14	110	12.7	0.099	7.1	LOS A	0.6	4.5	0.30	0.62	0.30	52.7
2	T1	298	39	298	13.1	0.398	13.4	LOS B	6.2	48.3	0.74	0.63	0.74	49.2
3	R2	175	23	175	13.1	0.924	54.5	LOS D	7.6	59.0	1.00	1.26	2.10	25.1
Approach		583	76	583	13.0	0.924	24.5	LOS C	7.6	59.0	0.74	0.82	1.07	40.9
East: Alderley Street														
4	L2	113	12	113	10.6	* 0.655	37.1	LOS D	3.6	27.2	1.00	0.84	1.16	30.7
5	T1	28	3	28	10.7	0.445	27.6	LOS C	3.0	22.9	0.96	0.77	0.96	33.9
6	R2	76	8	76	10.5	0.445	33.3	LOS C	3.0	22.9	0.96	0.77	0.96	32.9
Approach		217	23	217	10.6	0.655	34.5	LOS C	3.6	27.2	0.98	0.81	1.07	31.8
North: Gore Highway														
7	L2	209	23	209	11.0	* 0.702	22.4	LOS C	12.8	98.1	0.88	0.83	0.92	39.2
8	T1	529	58	529	11.0	0.702	17.9	LOS B	12.8	98.1	0.89	0.84	0.95	45.1
9	R2	133	15	133	11.3	0.702	25.2	LOS C	10.0	76.6	0.91	0.85	0.99	43.1
Approach		871	96	871	11.0	0.702	20.1	LOS C	12.8	98.1	0.89	0.84	0.95	43.6
West: Alderley Street														
10	L2	112	13	112	11.6	* 0.714	36.2	LOS D	5.0	38.3	1.00	0.89	1.21	37.4
11	T1	65	7	65	10.8	0.714	30.3	LOS C	5.8	44.2	1.00	0.89	1.20	32.7
12	R2	166	19	166	11.4	0.714	35.2	LOS D	5.8	44.2	1.00	0.89	1.18	37.5
Approach		343	39	343	11.4	0.714	34.6	LOS C	5.8	44.2	1.00	0.89	1.20	36.8
All Vehicles		2014	234	2014	11.6	0.924	25.4	LOS C	12.8	98.1	0.88	0.84	1.04	40.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Gore Highway												
P1	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
East: Alderley Street												

P2	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	189.9	215.2	1.13
North: Gore Highway												
P3	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
West: Alderley Street												
P4	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	189.9	215.2	1.13
All Pedestrians		200	200	24.4	LOS C	0.1	0.1	0.90	0.90	190.7	216.2	1.13

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: 22 [Gore Highway / Alderley Street 2026 AM Peak - With Development Traffic (Site Folder: Peak Impact Year–With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
1	L2	159	21	159	13.2	0.141	7.7	LOS A	1.0	8.1	0.37	0.64	0.37	52.2
2	T1	445	56	445	12.6	* 0.746	19.1	LOS B	11.7	90.8	0.87	0.83	0.99	45.7
3	R2	175	23	175	13.1	0.746	34.6	LOS C	5.7	44.6	0.99	0.94	1.26	31.5
Approach		779	100	779	12.8	0.746	20.3	LOS C	11.7	90.8	0.80	0.81	0.92	43.7
East: Alderley Street														
4	L2	96	12	96	12.5	0.483	34.6	LOS C	2.8	22.1	0.98	0.77	0.98	31.7
5	T1	47	5	47	10.6	* 0.688	29.0	LOS C	5.5	42.3	1.00	0.87	1.14	33.3
6	R2	133	15	133	11.3	0.688	34.7	LOS C	5.5	42.3	1.00	0.87	1.14	32.3
Approach		276	32	276	11.6	0.688	33.7	LOS C	5.5	42.3	0.99	0.84	1.09	32.2
North: Gore Highway														
7	L2	148	16	148	10.8	0.619	22.2	LOS C	10.0	76.3	0.86	0.78	0.86	39.6
8	T1	272	30	272	11.0	0.619	16.9	LOS B	10.0	76.3	0.87	0.78	0.87	45.8
9	R2	135	15	135	11.1	0.619	31.9	LOS C	4.3	32.8	0.96	0.84	1.05	38.6
Approach		555	61	555	11.0	0.619	21.9	LOS C	10.0	76.3	0.89	0.79	0.91	42.4
West: Alderley Street														
10	L2	143	16	143	11.2	* 0.659	34.5	LOS C	4.7	36.3	0.99	0.86	1.12	37.6
11	T1	56	6	56	10.7	0.659	27.8	LOS C	5.8	43.7	0.99	0.86	1.09	33.6
12	R2	150	13	150	8.7	0.659	33.2	LOS C	5.8	43.7	0.99	0.85	1.08	38.6
Approach		349	35	349	10.0	0.659	32.9	LOS C	5.8	43.7	0.99	0.86	1.10	37.6
All Vehicles		1959	228	1959	11.6	0.746	24.9	LOS C	11.7	90.8	0.88	0.82	0.97	40.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Gore Highway												
P1	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
East: Alderley Street												

P2	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	189.9	215.2	1.13
North: Gore Highway												
P3	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
West: Alderley Street												
P4	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	189.9	215.2	1.13
All Pedestrians		200	200	24.4	LOS C	0.1	0.1	0.90	0.90	190.7	216.2	1.13

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: 22 [Gore Highway / Alderley Street 2026 PM Peak - With Development Traffic (Site Folder: Peak Impact Year–With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
1	L2	157	15	157	9.6	0.139	7.1	LOS A	0.9	6.5	0.31	0.63	0.31	52.7
2	T1	298	39	298	13.1	0.398	13.4	LOS B	6.2	48.3	0.74	0.63	0.74	49.2
3	R2	176	24	176	13.6	0.932	56.8	LOS E	7.8	61.2	1.00	1.29	2.17	24.5
Approach		631	78	631	12.4	0.932	23.9	LOS C	7.8	61.2	0.71	0.81	1.03	41.3
East: Alderley Street														
4	L2	114	13	114	11.4	* 0.664	37.2	LOS D	3.6	27.7	1.00	0.85	1.17	30.6
5	T1	28	3	28	10.7	0.445	27.6	LOS C	3.0	22.9	0.96	0.77	0.96	33.9
6	R2	76	8	76	10.5	0.445	33.3	LOS C	3.0	22.9	0.96	0.77	0.96	32.9
Approach		218	24	218	11.0	0.664	34.6	LOS C	3.6	27.7	0.98	0.81	1.07	31.8
North: Gore Highway														
7	L2	209	23	209	11.0	* 0.702	22.4	LOS C	12.8	98.1	0.88	0.83	0.92	39.2
8	T1	529	58	529	11.0	0.702	17.9	LOS B	12.8	98.1	0.89	0.84	0.95	45.1
9	R2	133	15	133	11.3	0.702	25.2	LOS C	10.0	76.6	0.91	0.85	0.99	43.1
Approach		871	96	871	11.0	0.702	20.1	LOS C	12.8	98.1	0.89	0.84	0.95	43.6
West: Alderley Street														
10	L2	112	13	112	11.6	* 0.717	36.3	LOS D	5.0	38.5	1.00	0.89	1.21	37.4
11	T1	65	7	65	10.8	0.717	30.3	LOS C	5.8	44.5	1.00	0.89	1.21	32.7
12	R2	167	20	167	12.0	0.717	35.3	LOS D	5.8	44.5	1.00	0.89	1.19	37.5
Approach		344	40	344	11.6	0.717	34.7	LOS C	5.8	44.5	1.00	0.89	1.20	36.7
All Vehicles		2064	238	2064	11.5	0.932	25.2	LOS C	12.8	98.1	0.86	0.84	1.03	40.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Gore Highway												
P1	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
East: Alderley Street												

P2	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	189.9	215.2	1.13
North: Gore Highway												
P3	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	191.4	217.2	1.13
West: Alderley Street												
P4	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	189.9	215.2	1.13
All Pedestrians		200	200	24.4	LOS C	0.1	0.1	0.90	0.90	190.7	216.2	1.13

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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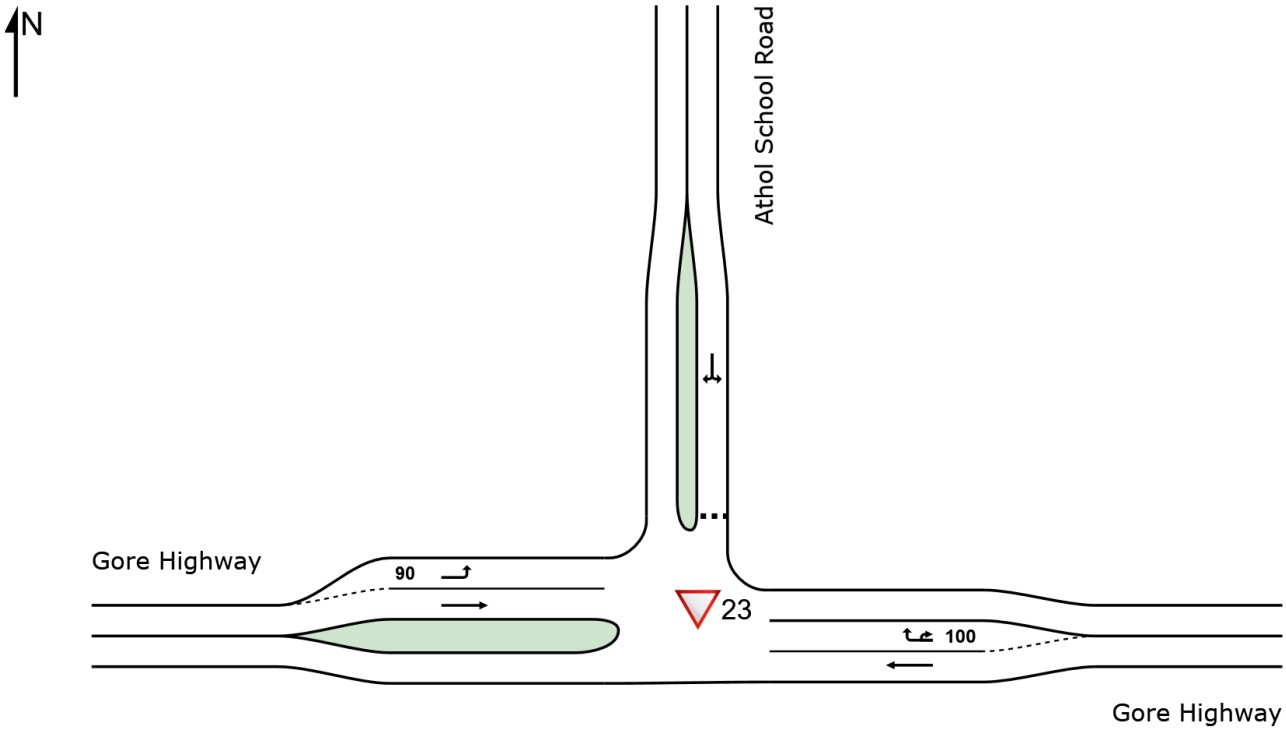
SITE LAYOUT

Site: 23 [Gore Highway / Athol School Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 23 [Gore Highway / Athol School Road 2024 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	206	39	206	18.9	0.119	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	8	3	8	37.5	0.012	10.4	LOS B	0.0	0.4	0.44	0.66	0.44	57.6
6u	U	1	1	1	100.0	0.012	13.3	LOS B	0.0	0.4	0.44	0.66	0.44	53.0
Approach		215	43	215	20.0	0.119	0.5	NA	0.0	0.4	0.02	0.03	0.02	96.9
North: Athol School Road														
7	L2	14	3	14	21.4	0.023	10.1	LOS B	0.1	0.7	0.43	0.67	0.43	64.2
9	R2	2	1	2	50.0	0.023	17.3	LOS C	0.1	0.7	0.43	0.67	0.43	56.6
Approach		16	4	16	25.0	0.023	11.0	LOS B	0.1	0.7	0.43	0.67	0.43	63.1
West: Gore Highway														
10	L2	2	1	2	50.0	0.001	9.1	LOS A	0.0	0.0	0.00	0.66	0.00	59.4
11	T1	309	35	309	11.3	0.170	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		311	36	311	11.6	0.170	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.5
All Vehicles		542	83	542	15.3	0.170	0.5	NA	0.1	0.7	0.02	0.03	0.02	96.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 23 [Gore Highway / Athol School Road 2024 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	295	27	295	9.2	0.160	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	11	2	11	18.2	0.013	9.3	LOS A	0.0	0.4	0.39	0.64	0.39	64.8
6u	U	1	0	1	0.0	0.013	8.6	LOS A	0.0	0.4	0.39	0.64	0.39	59.9
Approach		307	29	307	9.4	0.160	0.4	NA	0.0	0.4	0.02	0.03	0.02	97.8
North: Athol School Road														
7	L2	9	2	9	22.2	0.013	9.9	LOS A	0.0	0.4	0.39	0.65	0.39	64.7
9	R2	1	0	1	0.0	0.013	13.1	LOS B	0.0	0.4	0.39	0.65	0.39	71.6
Approach		10	2	10	20.0	0.013	10.2	LOS B	0.0	0.4	0.39	0.65	0.39	65.3
West: Gore Highway														
10	L2	2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	277	42	277	15.2	0.156	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		279	42	279	15.1	0.156	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
All Vehicles		596	73	596	12.2	0.160	0.4	NA	0.0	0.4	0.01	0.03	0.01	97.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 23 [Gore Highway / Athol School Road 2024 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	252	46	252	18.3	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	17	4	17	23.5	0.023	10.3	LOS B	0.1	0.7	0.46	0.69	0.46	62.7
6u	U	1	0	1	0.0	0.023	8.9	LOS A	0.1	0.7	0.46	0.69	0.46	59.5
Approach		270	50	270	18.5	0.145	0.7	NA	0.1	0.7	0.03	0.05	0.03	96.1
North: Athol School Road														
7	L2	15	4	15	26.7	0.294	12.4	LOS B	1.2	13.8	0.75	0.87	0.89	49.7
9	R2	50	49	50	98.0	0.294	32.2	LOS D	1.2	13.8	0.75	0.87	0.89	39.7
Approach		65	53	65	81.5	0.294	27.7	LOS D	1.2	13.8	0.75	0.87	0.89	41.6
West: Gore Highway														
10	L2	50	49	50	98.0	0.046	10.4	LOS B	0.0	0.0	0.00	0.67	0.00	49.6
11	T1	316	42	316	13.3	0.176	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		366	91	366	24.9	0.176	1.4	NA	0.0	0.0	0.00	0.09	0.00	87.7
All Vehicles		701	194	701	27.7	0.294	3.6	NA	1.2	13.8	0.08	0.15	0.09	82.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 23 [Gore Highway / Athol School Road 2024 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	302	34	302	11.3	0.166	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	12	3	12	25.0	0.017	10.5	LOS B	0.1	0.5	0.47	0.68	0.47	61.8
6u	U	1	0	1	0.0	0.017	9.0	LOS A	0.1	0.5	0.47	0.68	0.47	59.1
Approach		315	37	315	11.7	0.166	0.4	NA	0.1	0.5	0.02	0.03	0.02	97.4
North: Athol School Road														
7	L2	18	3	18	16.7	0.323	12.9	LOS B	1.3	15.0	0.77	0.89	0.95	49.9
9	R2	49	48	49	98.0	0.323	36.0	LOS E	1.3	15.0	0.77	0.89	0.95	38.7
Approach		67	51	67	76.1	0.323	29.8	LOS D	1.3	15.0	0.77	0.89	0.95	41.2
West: Gore Highway														
10	L2	50	48	50	96.0	0.045	10.3	LOS B	0.0	0.0	0.00	0.67	0.00	50.0
11	T1	323	49	323	15.2	0.182	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		373	97	373	26.0	0.182	1.4	NA	0.0	0.0	0.00	0.09	0.00	88.1
All Vehicles		755	185	755	24.5	0.323	3.5	NA	1.3	15.0	0.08	0.14	0.09	83.0

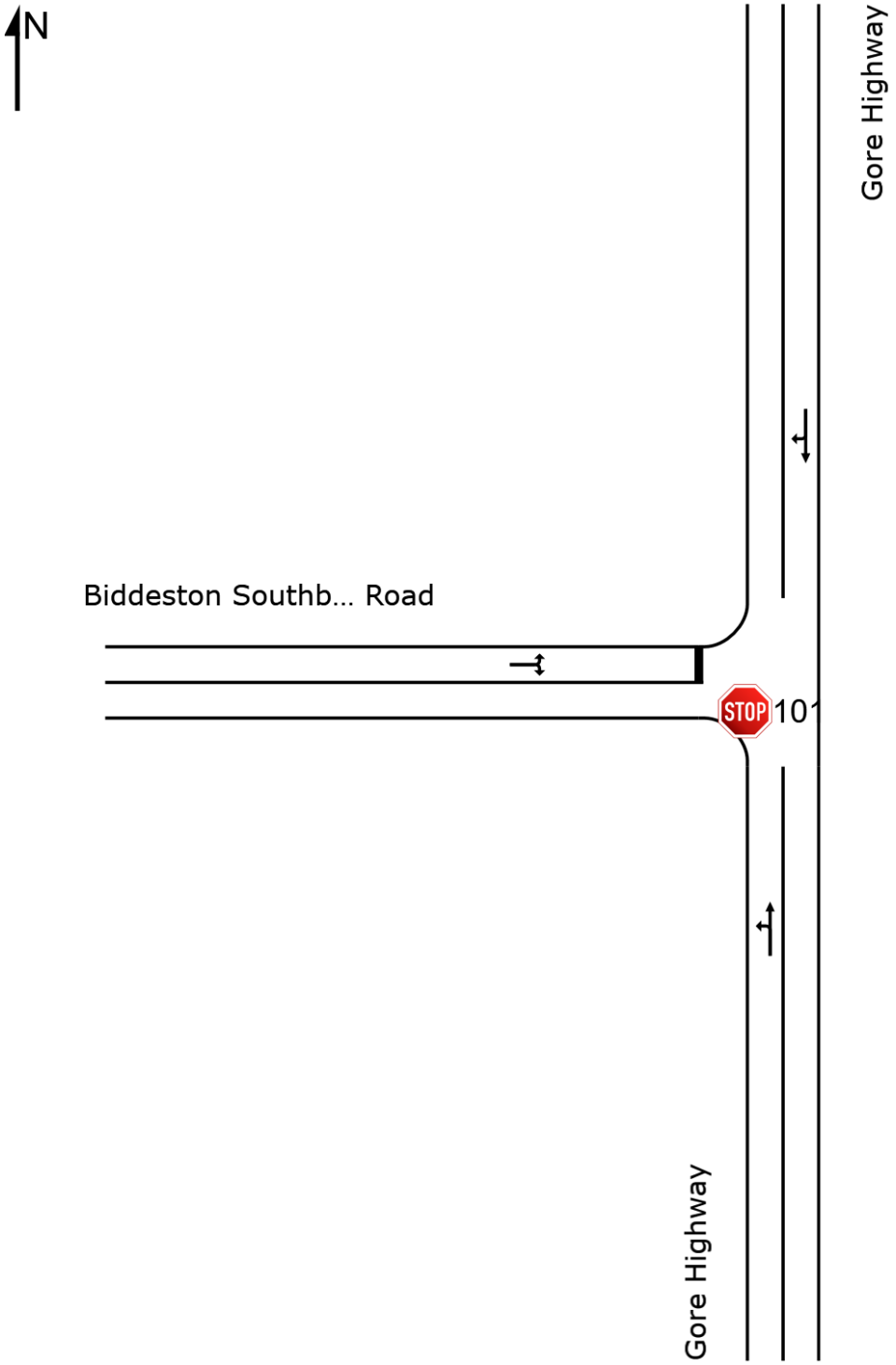
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 24 [Gore Highway / Biddeston Southbrook Road 2022 AM Peak (Site Folder: Without Development)]

New Site
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Gore Highway / Biddeston Southbrook Road 2026 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
1	L2	6	1	6	16.7	0.165	8.3	LOS A	0.0	0.0	0.00	0.01	0.00	80.1
2	T1	293	33	293	11.3	0.165	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.5
Approach		299	34	299	11.4	0.165	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.0
North: Gore Highway														
8	T1	212	39	212	18.4	0.122	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	99.8
9	R2	1	0	1	0.0	0.122	8.6	LOS A	0.0	0.1	0.00	0.00	0.00	88.0
Approach		213	39	213	18.3	0.122	0.0	NA	0.0	0.1	0.00	0.00	0.00	99.7
West: Biddeston Southbrook Road														
10	L2	3	0	3	0.0	0.013	10.8	LOS B	0.0	0.3	0.45	0.88	0.45	69.9
12	R2	6	1	6	16.7	0.013	13.3	LOS B	0.0	0.3	0.45	0.88	0.45	64.2
Approach		9	1	9	11.1	0.013	12.4	LOS B	0.0	0.3	0.45	0.88	0.45	66.0
All Vehicles		521	74	521	14.2	0.165	0.3	NA	0.0	0.3	0.01	0.02	0.01	98.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Highway / Biddeston Southbrook Road 2026 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
1	L2	6	1	6	16.7	0.155	8.3	LOS A	0.0	0.0	0.00	0.01	0.00	80.1
2	T1	268	43	268	16.0	0.155	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.5
Approach		274	44	274	16.1	0.155	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
North: Gore Highway														
8	T1	281	27	281	9.6	0.157	0.0	LOS A	0.0	0.3	0.02	0.01	0.02	99.5
9	R2	4	1	4	25.0	0.157	9.6	LOS A	0.0	0.3	0.02	0.01	0.02	75.6
Approach		285	28	285	9.8	0.157	0.2	NA	0.0	0.3	0.02	0.01	0.02	99.1
West: Biddeston Southbrook Road														
10	L2	1	0	1	0.0	0.011	10.7	LOS B	0.0	0.2	0.46	0.87	0.46	70.6
12	R2	6	0	6	0.0	0.011	12.1	LOS B	0.0	0.2	0.46	0.87	0.46	70.2
Approach		7	0	7	0.0	0.011	11.9	LOS B	0.0	0.2	0.46	0.87	0.46	70.2
All Vehicles		566	72	566	12.7	0.157	0.3	NA	0.0	0.3	0.01	0.02	0.01	98.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Highway / Biddeston Southbrook Road 2026 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
1	L2	18	13	18	72.2	0.179	9.7	LOS A	0.0	0.0	0.00	0.04	0.00	61.3
2	T1	297	37	297	12.5	0.179	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	99.5
Approach		315	50	315	15.9	0.179	0.6	NA	0.0	0.0	0.00	0.04	0.00	96.1
North: Gore Highway														
8	T1	245	43	245	17.6	0.143	0.0	LOS A	0.0	0.3	0.02	0.01	0.02	99.4
9	R2	4	0	4	0.0	0.143	8.7	LOS A	0.0	0.3	0.02	0.01	0.02	87.6
Approach		249	43	249	17.3	0.143	0.2	NA	0.0	0.3	0.02	0.01	0.02	99.1
West: Biddeston Southbrook Road														
10	L2	3	0	3	0.0	0.055	10.8	LOS B	0.2	1.9	0.57	0.96	0.57	65.5
12	R2	18	13	18	72.2	0.055	20.2	LOS C	0.2	1.9	0.57	0.96	0.57	48.5
Approach		21	13	21	61.9	0.055	18.9	LOS C	0.2	1.9	0.57	0.96	0.57	50.4
All Vehicles		585	106	585	18.1	0.179	1.1	NA	0.2	1.9	0.03	0.06	0.03	94.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Highway / Biddeston Southbrook Road 2026 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
1	L2	18	13	18	72.2	0.185	9.7	LOS A	0.0	0.0	0.00	0.04	0.00	61.3
2	T1	301	47	301	15.6	0.185	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	99.5
Approach		319	60	319	18.8	0.185	0.6	NA	0.0	0.0	0.00	0.04	0.00	96.1
North: Gore Highway														
8	T1	285	31	285	10.9	0.160	0.0	LOS A	0.0	0.4	0.02	0.01	0.02	99.5
9	R2	4	1	4	25.0	0.160	9.9	LOS A	0.0	0.4	0.02	0.01	0.02	75.6
Approach		289	32	289	11.1	0.160	0.2	NA	0.0	0.4	0.02	0.01	0.02	99.1
West: Biddeston Southbrook Road														
10	L2	5	0	5	0.0	0.058	10.9	LOS B	0.2	1.9	0.56	0.95	0.56	65.5
12	R2	18	12	18	66.7	0.058	20.4	LOS C	0.2	1.9	0.56	0.95	0.56	49.5
Approach		23	12	23	52.2	0.058	18.3	LOS C	0.2	1.9	0.56	0.95	0.56	52.3
All Vehicles		631	104	631	16.5	0.185	1.0	NA	0.2	1.9	0.03	0.06	0.03	94.5

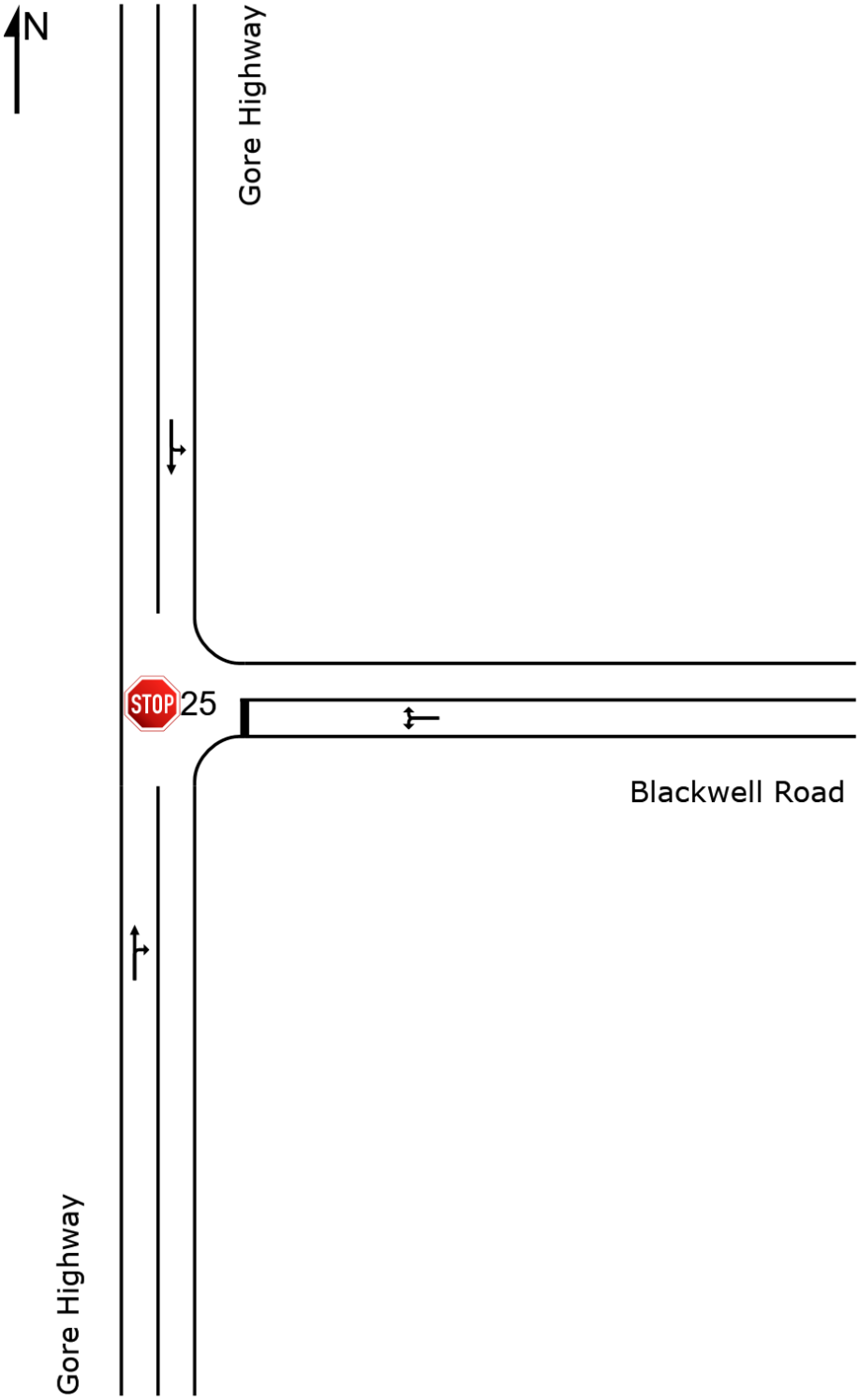
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 25 [Gore Highway / Blackwell Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 25 [Gore Highway / Blackwell Road 2027 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	113	32	113	28.3	0.069	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
3	R2	1	0	1	0.0	0.069	7.7	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		114	32	114	28.1	0.069	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
East: Blackwell Road														
4	L2	1	0	1	0.0	0.002	9.9	LOS A	0.0	0.0	0.23	0.86	0.23	72.9
6	R2	1	0	1	0.0	0.002	9.8	LOS A	0.0	0.0	0.23	0.86	0.23	72.4
Approach		2	0	2	0.0	0.002	9.8	LOS A	0.0	0.0	0.23	0.86	0.23	72.7
North: Gore Highway														
7	L2	1	0	1	0.0	0.059	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
8	T1	94	30	94	31.9	0.059	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		95	30	95	31.6	0.059	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		211	62	211	29.4	0.069	0.2	NA	0.0	0.1	0.00	0.01	0.00	99.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 25 [Gore Highway / Blackwell Road 2027 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	96	38	96	39.6	0.062	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.6
3	R2	1	0	1	0.0	0.062	7.8	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		97	38	97	39.2	0.062	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.4
East: Blackwell Road														
4	L2	1	0	1	0.0	0.003	9.9	LOS A	0.0	0.1	0.25	0.86	0.25	73.0
6	R2	2	0	2	0.0	0.003	9.8	LOS A	0.0	0.1	0.25	0.86	0.25	72.5
Approach		3	0	3	0.0	0.003	9.8	LOS A	0.0	0.1	0.25	0.86	0.25	72.6
North: Gore Highway														
7	L2	1	0	1	0.0	0.063	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
8	T1	103	29	103	28.2	0.063	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		104	29	104	27.9	0.063	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		204	67	204	32.8	0.063	0.2	NA	0.0	0.1	0.01	0.02	0.01	99.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 25 [Gore Highway / Blackwell Road 2027 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	121	40	121	33.1	0.076	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
3	R2	1	0	1	0.0	0.076	7.8	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		122	40	122	32.8	0.076	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
East: Blackwell Road														
4	L2	1	0	1	0.0	0.009	9.9	LOS A	0.0	0.3	0.34	0.89	0.34	70.6
6	R2	5	4	5	80.0	0.009	15.6	LOS C	0.0	0.3	0.34	0.89	0.34	49.8
Approach		6	4	6	66.7	0.009	14.6	LOS B	0.0	0.3	0.34	0.89	0.34	52.4
North: Gore Highway														
7	L2	5	4	5	80.0	0.069	9.9	LOS A	0.0	0.0	0.00	0.03	0.00	59.4
8	T1	102	38	102	37.3	0.069	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.6
Approach		107	42	107	39.3	0.069	0.5	NA	0.0	0.0	0.00	0.03	0.00	96.6
All Vehicles		235	86	235	36.6	0.076	0.6	NA	0.0	0.3	0.01	0.04	0.01	96.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 25 [Gore Highway / Blackwell Road 2027 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	104	46	104	44.2	0.069	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.6
3	R2	1	0	1	0.0	0.069	7.8	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		105	46	105	43.8	0.069	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.5
East: Blackwell Road														
4	L2	1	0	1	0.0	0.010	10.0	LOS A	0.0	0.4	0.34	0.90	0.34	70.9
6	R2	6	4	6	66.7	0.010	14.6	LOS B	0.0	0.4	0.34	0.90	0.34	52.5
Approach		7	4	7	57.1	0.010	13.9	LOS B	0.0	0.4	0.34	0.90	0.34	54.6
North: Gore Highway														
7	L2	5	4	5	80.0	0.073	9.9	LOS A	0.0	0.0	0.00	0.03	0.00	59.4
8	T1	111	37	111	33.3	0.073	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.7
Approach		116	41	116	35.3	0.073	0.4	NA	0.0	0.0	0.00	0.03	0.00	96.8
All Vehicles		228	91	228	39.9	0.073	0.7	NA	0.0	0.4	0.01	0.05	0.01	95.7

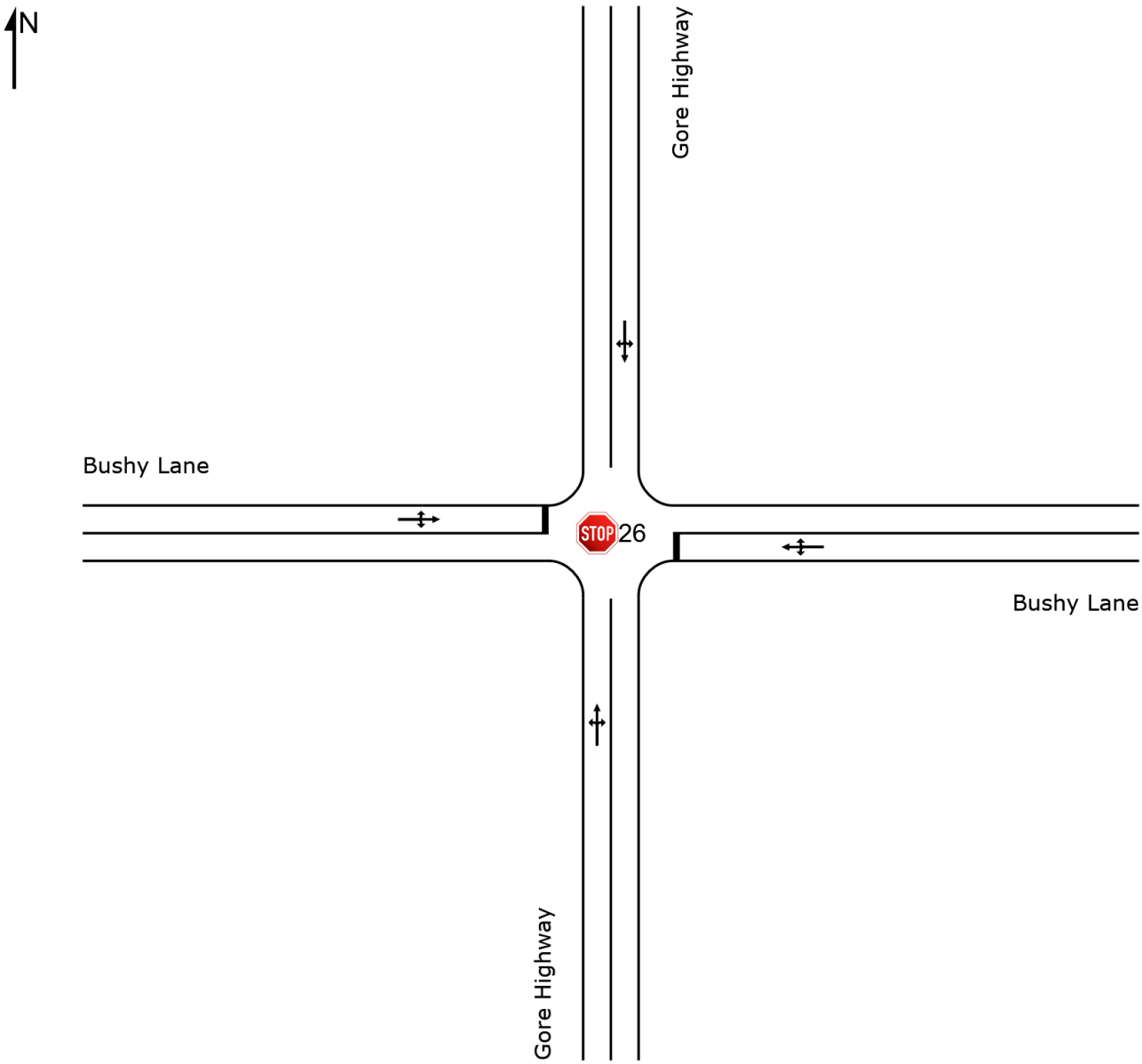
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 26 [Gore Highway / Bushy Lane 2022 AM Peak (Site Folder: Without Development)]

New Site
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 26 [Gore Highway / Bushy Lane 2025 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
1	L2	1	0	1	0.0	0.135	6.0	LOS A	0.0	0.1	0.00	0.00	0.00	58.3
2	T1	241	32	241	13.3	0.135	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
3	R2	1	0	1	0.0	0.135	6.2	LOS A	0.0	0.1	0.00	0.00	0.00	57.1
Approach		243	32	243	13.2	0.135	0.1	NA	0.0	0.1	0.00	0.00	0.00	59.9
East: Bushy Lane														
4	L2	1	0	1	0.0	0.004	8.8	LOS A	0.0	0.1	0.40	0.85	0.40	48.9
5	T1	1	0	1	0.0	0.004	10.3	LOS B	0.0	0.1	0.40	0.85	0.40	48.6
6	R2	1	0	1	0.0	0.004	10.7	LOS B	0.0	0.1	0.40	0.85	0.40	48.4
Approach		3	0	3	0.0	0.004	9.9	LOS A	0.0	0.1	0.40	0.85	0.40	48.7
North: Gore Highway														
7	L2	1	0	1	0.0	0.119	6.2	LOS A	0.0	0.1	0.01	0.01	0.01	57.8
8	T1	203	38	203	18.7	0.119	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
9	R2	2	0	2	0.0	0.119	6.4	LOS A	0.0	0.1	0.01	0.01	0.01	57.6
Approach		206	38	206	18.4	0.119	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
West: Bushy Lane														
10	L2	9	0	9	0.0	0.011	9.0	LOS A	0.0	0.3	0.36	0.85	0.36	51.4
11	T1	1	0	1	0.0	0.011	10.4	LOS B	0.0	0.3	0.36	0.85	0.36	49.1
12	R2	1	0	1	0.0	0.011	10.8	LOS B	0.0	0.3	0.36	0.85	0.36	50.9
Approach		11	0	11	0.0	0.011	9.3	LOS A	0.0	0.3	0.36	0.85	0.36	51.1
All Vehicles		463	70	463	15.1	0.135	0.4	NA	0.0	0.3	0.02	0.03	0.02	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 26 [Gore Highway / Bushy Lane 2025 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
1	L2	1	0	1	0.0	0.145	6.1	LOS A	0.0	0.1	0.00	0.00	0.00	58.3
2	T1	253	41	253	16.2	0.145	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
3	R2	1	0	1	0.0	0.145	6.4	LOS A	0.0	0.1	0.00	0.00	0.00	57.1
Approach		255	41	255	16.1	0.145	0.1	NA	0.0	0.1	0.00	0.00	0.00	59.9
East: Bushy Lane														
4	L2	1	0	1	0.0	0.004	9.0	LOS A	0.0	0.1	0.43	0.85	0.43	48.7
5	T1	1	0	1	0.0	0.004	10.7	LOS B	0.0	0.1	0.43	0.85	0.43	48.4
6	R2	1	0	1	0.0	0.004	11.2	LOS B	0.0	0.1	0.43	0.85	0.43	48.2
Approach		3	0	3	0.0	0.004	10.3	LOS B	0.0	0.1	0.43	0.85	0.43	48.4
North: Gore Highway														
7	L2	1	0	1	0.0	0.138	6.5	LOS A	0.1	0.5	0.03	0.02	0.03	57.6
8	T1	240	27	240	11.3	0.138	0.0	LOS A	0.1	0.5	0.03	0.02	0.03	59.7
9	R2	7	0	7	0.0	0.138	6.5	LOS A	0.1	0.5	0.03	0.02	0.03	57.4
Approach		248	27	248	10.9	0.138	0.2	NA	0.1	0.5	0.03	0.02	0.03	59.6
West: Bushy Lane														
10	L2	5	0	5	0.0	0.008	9.1	LOS A	0.0	0.2	0.39	0.85	0.39	51.2
11	T1	1	0	1	0.0	0.008	10.7	LOS B	0.0	0.2	0.39	0.85	0.39	48.9
12	R2	1	0	1	0.0	0.008	11.2	LOS B	0.0	0.2	0.39	0.85	0.39	50.7
Approach		7	0	7	0.0	0.008	9.6	LOS A	0.0	0.2	0.39	0.85	0.39	50.8
All Vehicles		513	68	513	13.3	0.145	0.3	NA	0.1	0.5	0.02	0.03	0.02	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 26 [Gore Highway / Bushy Lane 2025 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
1	L2	2	1	2	50.0	0.184	6.5	LOS A	0.0	0.1	0.00	0.01	0.00	55.8
2	T1	297	88	297	29.6	0.184	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	59.9
3	R2	1	0	1	0.0	0.184	6.8	LOS A	0.0	0.1	0.00	0.01	0.00	57.1
Approach		300	89	300	29.7	0.184	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.9
East: Bushy Lane														
4	L2	1	0	1	0.0	0.005	9.3	LOS A	0.0	0.1	0.50	0.86	0.50	47.9
5	T1	1	0	1	0.0	0.005	12.1	LOS B	0.0	0.1	0.50	0.86	0.50	47.6
6	R2	1	0	1	0.0	0.005	13.0	LOS B	0.0	0.1	0.50	0.86	0.50	47.3
Approach		3	0	3	0.0	0.005	11.5	LOS B	0.0	0.1	0.50	0.86	0.50	47.6
North: Gore Highway														
7	L2	1	0	1	0.0	0.186	7.2	LOS A	0.1	1.1	0.05	0.03	0.05	57.3
8	T1	281	94	281	33.5	0.186	0.1	LOS A	0.1	1.1	0.05	0.03	0.05	59.5
9	R2	12	2	12	16.7	0.186	7.4	LOS A	0.1	1.1	0.05	0.03	0.05	56.4
Approach		294	96	294	32.7	0.186	0.4	NA	0.1	1.1	0.05	0.03	0.05	59.3
West: Bushy Lane														
10	L2	11	2	11	18.2	0.021	10.5	LOS B	0.1	0.6	0.47	0.88	0.47	49.6
11	T1	1	0	1	0.0	0.021	12.2	LOS B	0.1	0.6	0.47	0.88	0.47	47.9
12	R2	2	1	2	50.0	0.021	19.6	LOS C	0.1	0.6	0.47	0.88	0.47	47.9
Approach		14	3	14	21.4	0.021	11.9	LOS B	0.1	0.6	0.47	0.88	0.47	49.2
All Vehicles		611	188	611	30.8	0.186	0.6	NA	0.1	1.1	0.04	0.04	0.04	59.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 26 [Gore Highway / Bushy Lane 2025 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
1	L2	2	1	2	50.0	0.204	6.5	LOS A	0.0	0.1	0.00	0.01	0.00	55.8
2	T1	331	97	331	29.3	0.204	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	59.9
3	R2	1	0	1	0.0	0.204	6.9	LOS A	0.0	0.1	0.00	0.01	0.00	57.1
Approach		334	98	334	29.3	0.204	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.9
East: Bushy Lane														
4	L2	1	0	1	0.0	0.006	9.4	LOS A	0.0	0.1	0.51	0.86	0.51	47.5
5	T1	1	0	1	0.0	0.006	12.6	LOS B	0.0	0.1	0.51	0.86	0.51	47.3
6	R2	1	0	1	0.0	0.006	13.7	LOS B	0.0	0.1	0.51	0.86	0.51	47.0
Approach		3	0	3	0.0	0.006	11.9	LOS B	0.0	0.1	0.51	0.86	0.51	47.3
North: Gore Highway														
7	L2	1	0	1	0.0	0.189	7.6	LOS A	0.1	0.9	0.04	0.02	0.04	57.5
8	T1	296	83	296	28.0	0.189	0.1	LOS A	0.1	0.9	0.04	0.02	0.04	59.6
9	R2	9	2	9	22.2	0.189	7.8	LOS A	0.1	0.9	0.04	0.02	0.04	56.2
Approach		306	85	306	27.8	0.189	0.4	NA	0.1	0.9	0.04	0.02	0.04	59.5
West: Bushy Lane														
10	L2	15	2	15	13.3	0.027	10.5	LOS B	0.1	0.8	0.48	0.89	0.48	49.8
11	T1	1	0	1	0.0	0.027	12.8	LOS B	0.1	0.8	0.48	0.89	0.48	47.9
12	R2	2	1	2	50.0	0.027	21.0	LOS C	0.1	0.8	0.48	0.89	0.48	47.9
Approach		18	3	18	16.7	0.027	11.8	LOS B	0.1	0.8	0.48	0.89	0.48	49.5
All Vehicles		661	186	661	28.1	0.204	0.6	NA	0.1	0.9	0.04	0.04	0.04	59.3

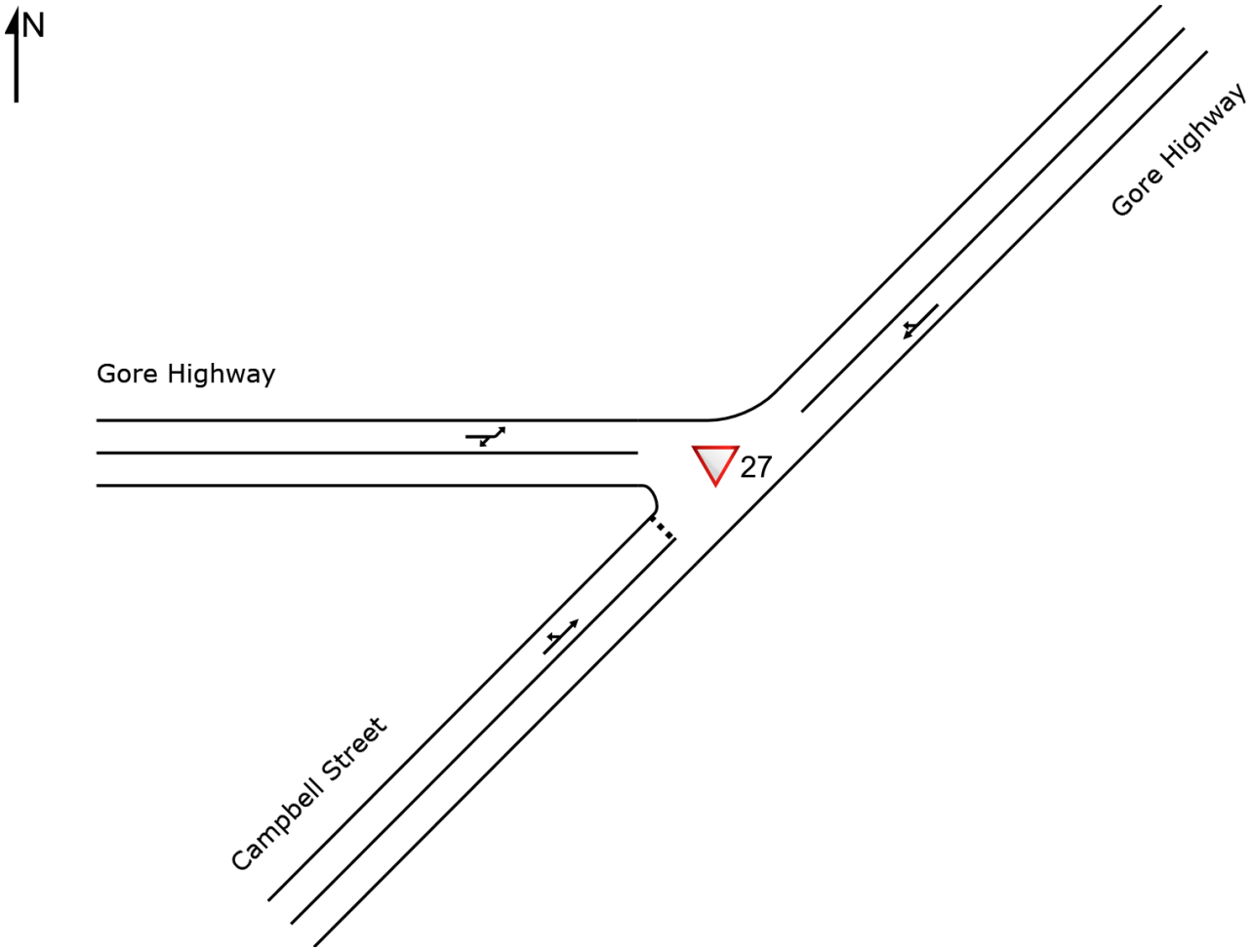
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 27 [Gore Highway / Campbell Street 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 27 [Gore Highway / Campbell Street 2027 AM Peak - Without Construction Traffic (Site Folder: Without Construction Traffic (Peak Construction Year))]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
2	T1	53	6	53	11.3	0.073	2.3	LOS A	0.0	0.0	0.00	0.47	0.00	54.0
3a	R1	71	19	71	26.8	0.073	4.9	LOS A	0.0	0.0	0.00	0.47	0.00	50.2
Approach		124	25	124	20.2	0.073	3.8	NA	0.0	0.0	0.00	0.47	0.00	51.7
West: Gore Highway														
24a	L1	105	12	105	11.4	0.070	5.5	LOS A	0.1	0.8	0.07	0.56	0.07	49.8
26b	R3	15	1	15	6.7	0.070	6.6	LOS A	0.1	0.8	0.07	0.56	0.07	40.1
Approach		120	13	120	10.8	0.070	5.7	NA	0.1	0.8	0.07	0.56	0.07	49.0
SouthWest: Campbell Street														
7b	L3	15	1	15	6.7	0.067	4.4	LOS A	0.2	1.8	0.25	0.44	0.25	40.7
8	T1	58	4	58	6.9	0.067	3.1	LOS A	0.2	1.8	0.25	0.44	0.25	47.8
Approach		73	5	73	6.8	0.067	3.4	LOS A	0.2	1.8	0.25	0.44	0.25	46.8
All Vehicles		317	43	317	13.6	0.073	4.4	NA	0.2	1.8	0.09	0.50	0.09	49.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 27 [Gore Highway / Campbell Street 2027 PM Peak - Without Construction Traffic (Site Folder: Without Construction Traffic (Peak Construction Year))]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
2	T1	21	2	21	9.5	0.030	2.3	LOS A	0.0	0.0	0.00	0.47	0.00	54.1
3a	R1	30	8	30	26.7	0.030	4.8	LOS A	0.0	0.0	0.00	0.47	0.00	50.2
Approach		51	10	51	19.6	0.030	3.8	NA	0.0	0.0	0.00	0.47	0.00	51.7
West: Gore Highway														
24a	L1	44	9	44	20.5	0.032	5.6	LOS A	0.1	0.4	0.05	0.57	0.05	49.4
26b	R3	8	2	8	25.0	0.032	6.5	LOS A	0.1	0.4	0.05	0.57	0.05	39.9
Approach		52	11	52	21.2	0.032	5.8	NA	0.1	0.4	0.05	0.57	0.05	48.4
SouthWest: Campbell Street														
7b	L3	6	0	6	0.0	0.017	4.2	LOS A	0.1	0.5	0.14	0.40	0.14	42.1
8	T1	16	1	16	6.3	0.017	2.5	LOS A	0.1	0.5	0.14	0.40	0.14	48.1
Approach		22	1	22	4.5	0.017	2.9	LOS A	0.1	0.5	0.14	0.40	0.14	47.0
All Vehicles		125	22	125	17.6	0.032	4.5	NA	0.1	0.5	0.05	0.50	0.05	49.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 27 [Gore Highway / Campbell Street 2027 AM Peak - With Construction Traffic (Site Folder: With Construction Traffic (Peak Construction Year))]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
2	T1	53	6	53	11.3	0.081	2.3	LOS A	0.0	0.0	0.00	0.47	0.00	54.0
3a	R1	80	28	80	35.0	0.081	4.9	LOS A	0.0	0.0	0.00	0.47	0.00	49.3
Approach		133	34	133	25.6	0.081	3.9	NA	0.0	0.0	0.00	0.47	0.00	51.0
West: Gore Highway														
24a	L1	178	21	178	11.8	0.147	5.7	LOS A	0.4	3.3	0.16	0.54	0.16	49.4
26b	R3	68	1	68	1.5	0.147	6.6	LOS A	0.4	3.3	0.16	0.54	0.16	39.6
Approach		246	22	246	8.9	0.147	5.9	NA	0.4	3.3	0.16	0.54	0.16	47.5
SouthWest: Campbell Street														
7b	L3	15	1	15	6.7	0.076	4.4	LOS A	0.3	2.1	0.31	0.48	0.31	39.9
8	T1	58	4	58	6.9	0.076	3.9	LOS A	0.3	2.1	0.31	0.48	0.31	47.3
Approach		73	5	73	6.8	0.076	4.0	LOS A	0.3	2.1	0.31	0.48	0.31	46.2
All Vehicles		452	61	452	13.5	0.147	5.0	NA	0.4	3.3	0.14	0.51	0.14	48.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 27 [Gore Highway / Campbell Street 2027 PM Peak - With Construction Traffic (Site Folder: With Construction Traffic (Peak Construction Year))]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
2	T1	21	2	21	9.5	0.072	2.3	LOS A	0.0	0.0	0.00	0.52	0.00	53.3
3a	R1	103	17	103	16.5	0.072	4.7	LOS A	0.0	0.0	0.00	0.52	0.00	50.7
Approach		124	19	124	15.3	0.072	4.3	NA	0.0	0.0	0.00	0.52	0.00	51.1
West: Gore Highway														
24a	L1	53	18	53	34.0	0.040	5.8	LOS A	0.1	0.5	0.07	0.56	0.07	48.6
26b	R3	8	2	8	25.0	0.040	6.9	LOS A	0.1	0.5	0.07	0.56	0.07	39.8
Approach		61	20	61	32.8	0.040	6.0	NA	0.1	0.5	0.07	0.56	0.07	47.8
SouthWest: Campbell Street														
7b	L3	59	0	59	0.0	0.054	4.4	LOS A	0.2	1.5	0.21	0.47	0.21	40.3
8	T1	16	1	16	6.3	0.054	2.9	LOS A	0.2	1.5	0.21	0.47	0.21	46.7
Approach		75	1	75	1.3	0.054	4.1	LOS A	0.2	1.5	0.21	0.47	0.21	42.2
All Vehicles		260	40	260	15.4	0.072	4.6	NA	0.2	1.5	0.08	0.51	0.08	48.2

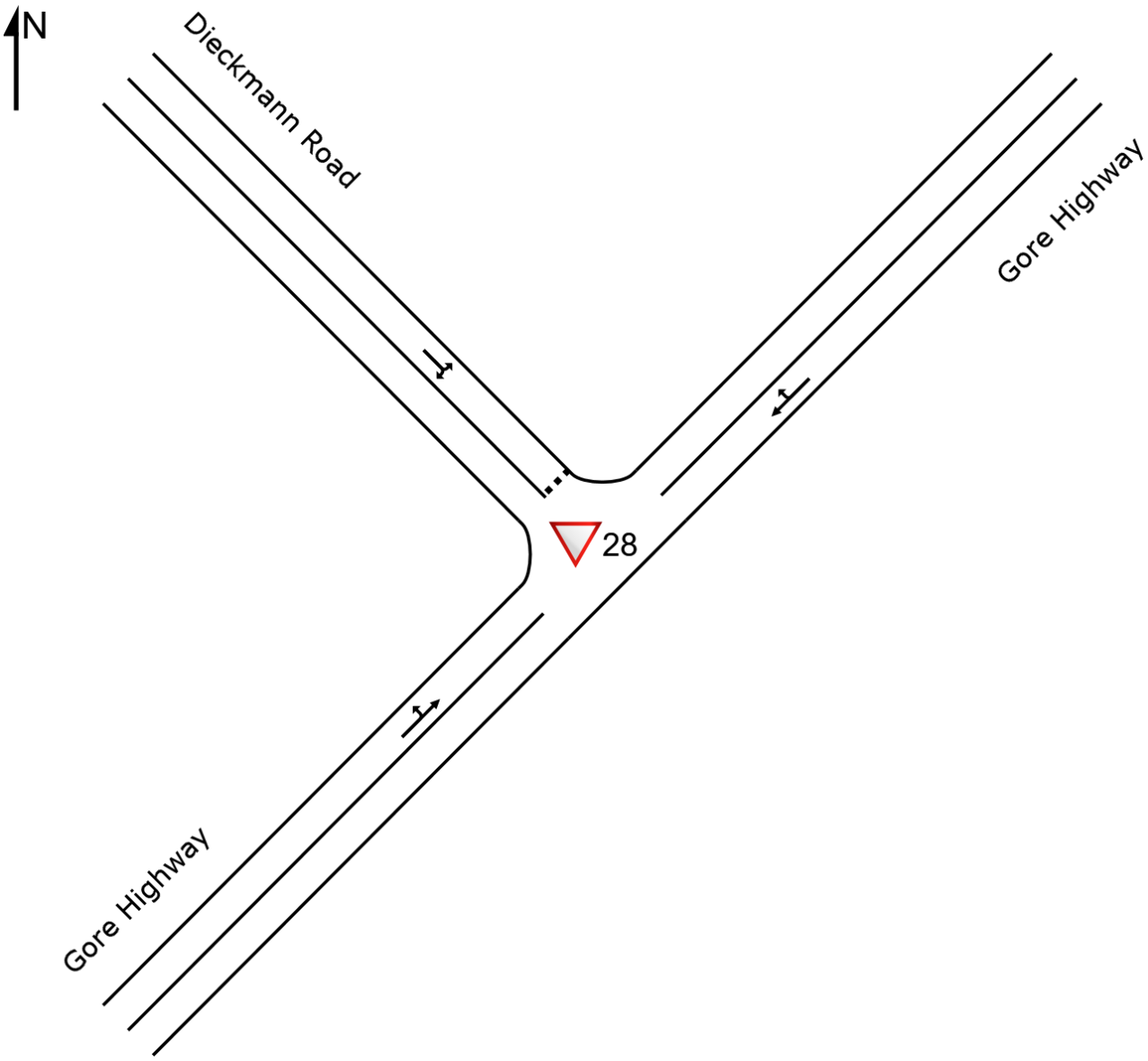
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 28 [Gore Highway / Dieckmann Road 2022 AM-Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 AM-Scenario 1 – Without Development Traffic (Site Folder: Peak Impact year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	123	37	123	30.1	0.076	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
26	R2	1	0	1	0.0	0.076	7.9	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		124	37	124	29.8	0.076	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
NorthWest: Dieckmann Road														
27	L2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.26	0.60	0.26	74.1
29	R2	1	0	1	0.0	0.002	8.4	LOS A	0.0	0.0	0.26	0.60	0.26	73.6
Approach		2	0	2	0.0	0.002	8.3	LOS A	0.0	0.0	0.26	0.60	0.26	73.8
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.082	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
31	T1	134	37	134	27.6	0.082	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		135	37	135	27.4	0.082	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		261	74	261	28.4	0.082	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 PM-Scenario 1 – Without Development Traffic (Site Folder: Peak Impact year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	133	40	133	30.1	0.082	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
26	R2	1	0	1	0.0	0.082	7.9	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		134	40	134	29.9	0.082	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
NorthWest: Dieckmann Road														
27	L2	1	0	1	0.0	0.002	8.3	LOS A	0.0	0.0	0.27	0.60	0.27	74.0
29	R2	1	0	1	0.0	0.002	8.5	LOS A	0.0	0.0	0.27	0.60	0.27	73.5
Approach		2	0	2	0.0	0.002	8.4	LOS A	0.0	0.0	0.27	0.60	0.27	73.7
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.090	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.4
31	T1	147	41	147	27.9	0.090	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		148	41	148	27.7	0.090	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
All Vehicles		284	81	284	28.5	0.090	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 AM-Scenario 2 – Without Development Traffic (Site Folder: Peak Impact year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	123	37	123	30.1	0.076	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
26	R2	1	0	1	0.0	0.076	7.9	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		124	37	124	29.8	0.076	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
NorthWest: Dieckmann Road														
27	L2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.26	0.60	0.26	74.1
29	R2	1	0	1	0.0	0.002	8.4	LOS A	0.0	0.0	0.26	0.60	0.26	73.6
Approach		2	0	2	0.0	0.002	8.3	LOS A	0.0	0.0	0.26	0.60	0.26	73.8
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.082	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
31	T1	134	37	134	27.6	0.082	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		135	37	135	27.4	0.082	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		261	74	261	28.4	0.082	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 PM-Scenario 2 – Without Development Traffic (Site Folder: Peak Impact year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	133	40	133	30.1	0.082	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
26	R2	1	0	1	0.0	0.082	7.9	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		134	40	134	29.9	0.082	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
NorthWest: Dieckmann Road														
27	L2	1	0	1	0.0	0.002	8.3	LOS A	0.0	0.0	0.27	0.60	0.27	74.0
29	R2	1	0	1	0.0	0.002	8.5	LOS A	0.0	0.0	0.27	0.60	0.27	73.5
Approach		2	0	2	0.0	0.002	8.4	LOS A	0.0	0.0	0.27	0.60	0.27	73.7
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.090	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.4
31	T1	147	41	147	27.9	0.090	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		148	41	148	27.7	0.090	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
All Vehicles		284	81	284	28.5	0.090	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 AM-Scenario 1 – With Development Traffic (Site Folder: Peak Impact year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	129	43	129	33.3	0.083	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.5
26	R2	2	1	2	50.0	0.083	10.0	LOS B	0.0	0.2	0.01	0.01	0.01	66.4
Approach		131	44	131	33.6	0.083	0.2	NA	0.0	0.2	0.01	0.01	0.01	98.8
NorthWest: Dieckmann Road														
27	L2	2	1	2	50.0	0.049	10.0	LOS B	0.2	2.0	0.43	0.70	0.43	56.6
29	R2	25	24	25	96.0	0.049	13.4	LOS B	0.2	2.0	0.43	0.70	0.43	46.9
Approach		27	25	27	92.6	0.049	13.1	LOS B	0.2	2.0	0.43	0.70	0.43	47.5
SouthWest: Gore Highway														
30	L2	33	24	33	72.7	0.126	9.7	LOS A	0.0	0.0	0.00	0.11	0.00	60.8
31	T1	165	43	165	26.1	0.126	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	98.5
Approach		198	67	198	33.8	0.126	1.6	NA	0.0	0.0	0.00	0.11	0.00	89.2
All Vehicles		356	136	356	38.2	0.126	2.0	NA	0.2	2.0	0.04	0.12	0.04	86.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 PM-Scenario 1 – With Development Traffic (Site Folder: Peak Impact year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	164	46	164	28.0	0.101	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.7
26	R2	2	1	2	50.0	0.101	9.9	LOS A	0.0	0.2	0.01	0.01	0.01	66.5
Approach		166	47	166	28.3	0.101	0.1	NA	0.0	0.2	0.01	0.01	0.01	99.1
NorthWest: Dieckmann Road														
27	L2	2	1	2	50.0	0.058	10.0	LOS A	0.2	2.1	0.43	0.74	0.43	56.9
29	R2	33	24	33	72.7	0.058	12.4	LOS B	0.2	2.1	0.43	0.74	0.43	51.3
Approach		35	25	35	71.4	0.058	12.3	LOS B	0.2	2.1	0.43	0.74	0.43	51.6
SouthWest: Gore Highway														
30	L2	25	24	25	96.0	0.117	10.3	LOS B	0.0	0.0	0.00	0.09	0.00	55.8
31	T1	153	47	153	30.7	0.117	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	99.7
Approach		178	71	178	39.9	0.117	1.5	NA	0.0	0.0	0.00	0.09	0.00	89.8
All Vehicles		379	143	379	37.7	0.117	1.9	NA	0.2	2.1	0.04	0.12	0.04	87.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 AM-Scenario 2 – With Development Traffic (Site Folder: Peak Impact year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	129	43	129	33.3	0.083	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.5
26	R2	2	1	2	50.0	0.083	10.0	LOS B	0.0	0.2	0.01	0.01	0.01	66.4
Approach		131	44	131	33.6	0.083	0.2	NA	0.0	0.2	0.01	0.01	0.01	98.8
NorthWest: Dieckmann Road														
27	L2	2	1	2	50.0	0.049	10.0	LOS B	0.2	2.0	0.43	0.70	0.43	56.6
29	R2	25	24	25	96.0	0.049	13.4	LOS B	0.2	2.0	0.43	0.70	0.43	46.9
Approach		27	25	27	92.6	0.049	13.1	LOS B	0.2	2.0	0.43	0.70	0.43	47.5
SouthWest: Gore Highway														
30	L2	32	24	32	75.0	0.125	9.8	LOS A	0.0	0.0	0.00	0.11	0.00	60.3
31	T1	165	43	165	26.1	0.125	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	98.6
Approach		197	67	197	34.0	0.125	1.6	NA	0.0	0.0	0.00	0.11	0.00	89.4
All Vehicles		355	136	355	38.3	0.125	2.0	NA	0.2	2.0	0.04	0.12	0.04	86.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 PM-Scenario 2 – With Development Traffic (Site Folder: Peak Impact year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	164	46	164	28.0	0.101	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.7
26	R2	2	1	2	50.0	0.101	9.9	LOS A	0.0	0.2	0.01	0.01	0.01	66.5
Approach		166	47	166	28.3	0.101	0.1	NA	0.0	0.2	0.01	0.01	0.01	99.1
NorthWest: Dieckmann Road														
27	L2	2	1	2	50.0	0.057	10.0	LOS A	0.2	2.1	0.43	0.74	0.43	56.9
29	R2	32	24	32	75.0	0.057	12.5	LOS B	0.2	2.1	0.43	0.74	0.43	50.8
Approach		34	25	34	73.5	0.057	12.4	LOS B	0.2	2.1	0.43	0.74	0.43	51.1
SouthWest: Gore Highway														
30	L2	25	24	25	96.0	0.117	10.3	LOS B	0.0	0.0	0.00	0.09	0.00	55.8
31	T1	153	47	153	30.7	0.117	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	99.7
Approach		178	71	178	39.9	0.117	1.5	NA	0.0	0.0	0.00	0.09	0.00	89.8
All Vehicles		378	143	378	37.8	0.117	1.9	NA	0.2	2.1	0.04	0.11	0.04	87.4

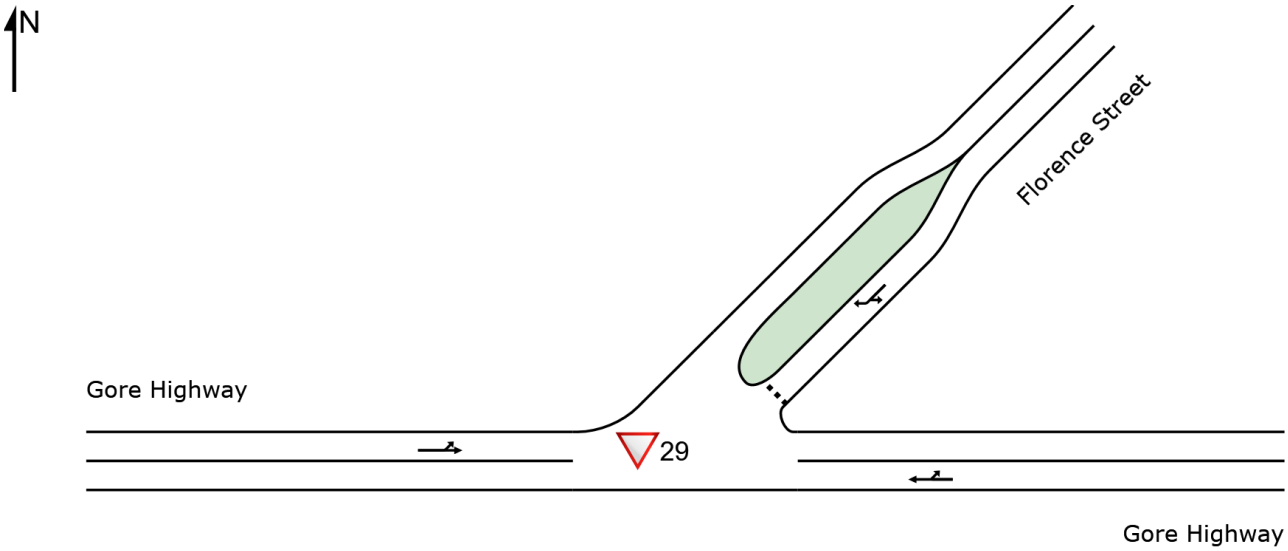
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 29 [Gore Highway / Florence Street 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 29 [Gore Highway / Florence Street 2026 AM Scenario 1- Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	84	32	84	38.1	0.054	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.9
6b	R3	1	0	1	0.0	0.054	5.5	LOS A	0.0	0.1	0.01	0.01	0.01	46.8
Approach		85	32	85	37.6	0.054	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.8
NorthEast: Florence Street														
24b	L3	1	0	1	0.0	0.012	5.7	LOS A	0.0	0.3	0.24	0.51	0.24	41.2
26a	R1	12	0	12	0.0	0.012	4.7	LOS A	0.0	0.3	0.24	0.51	0.24	44.5
Approach		13	0	13	0.0	0.012	4.8	LOS A	0.0	0.3	0.24	0.51	0.24	44.4
West: Gore Highway														
10a	L1	14	1	14	7.1	0.060	4.5	LOS A	0.0	0.0	0.00	0.08	0.00	47.6
11	T1	81	31	81	38.3	0.060	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	49.0
Approach		95	32	95	33.7	0.060	0.7	NA	0.0	0.0	0.00	0.08	0.00	48.8
All Vehicles		193	64	193	33.2	0.060	0.7	NA	0.0	0.3	0.02	0.08	0.02	48.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 29 [Gore Highway / Florence Street 2026 PM Scenario 1- Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	81	31	81	38.3	0.052	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.9
6b	R3	1	0	1	0.0	0.052	5.5	LOS A	0.0	0.1	0.01	0.01	0.01	46.8
Approach		82	31	82	37.8	0.052	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.8
NorthEast: Florence Street														
24b	L3	1	0	1	0.0	0.014	5.7	LOS A	0.0	0.3	0.25	0.52	0.25	41.2
26a	R1	14	1	14	7.1	0.014	4.9	LOS A	0.0	0.3	0.25	0.52	0.25	44.4
Approach		15	1	15	6.7	0.014	4.9	LOS A	0.0	0.3	0.25	0.52	0.25	44.3
West: Gore Highway														
10a	L1	12	0	12	0.0	0.061	4.5	LOS A	0.0	0.0	0.00	0.07	0.00	47.9
11	T1	85	33	85	38.8	0.061	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.1
Approach		97	33	97	34.0	0.061	0.6	NA	0.0	0.0	0.00	0.07	0.00	48.9
All Vehicles		194	65	194	33.5	0.061	0.7	NA	0.0	0.3	0.02	0.08	0.02	48.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 29 [Gore Highway / Florence Street 2026 AM Scenario 2- Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	84	32	84	38.1	0.063	0.1	LOS A	0.1	0.8	0.06	0.09	0.06	48.6
6b	R3	14	1	14	7.1	0.063	5.6	LOS A	0.1	0.8	0.06	0.09	0.06	44.5
Approach		98	33	98	33.7	0.063	0.8	NA	0.1	0.8	0.06	0.09	0.06	48.3
NorthEast: Florence Street														
24b	L3	12	0	12	0.0	0.009	5.7	LOS A	0.0	0.2	0.18	0.53	0.18	40.2
26a	R1	1	0	1	0.0	0.009	4.8	LOS A	0.0	0.2	0.18	0.53	0.18	43.9
Approach		13	0	13	0.0	0.009	5.6	LOS A	0.0	0.2	0.18	0.53	0.18	40.7
West: Gore Highway														
10a	L1	1	0	1	0.0	0.052	4.4	LOS A	0.0	0.0	0.00	0.01	0.00	48.5
11	T1	81	31	81	38.3	0.052	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
Approach		82	31	82	37.8	0.052	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
All Vehicles		193	64	193	33.2	0.063	0.8	NA	0.1	0.8	0.04	0.08	0.04	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 29 [Gore Highway / Florence Street 2026 PM Scenario 2- Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	81	31	81	38.3	0.059	0.0	LOS A	0.1	0.6	0.06	0.08	0.06	48.7
6b	R3	12	0	12	0.0	0.059	5.5	LOS A	0.1	0.6	0.06	0.08	0.06	44.9
Approach		93	31	93	33.3	0.059	0.8	NA	0.1	0.6	0.06	0.08	0.06	48.4
NorthEast: Florence Street														
24b	L3	14	1	14	7.1	0.011	5.8	LOS A	0.0	0.3	0.19	0.52	0.19	39.5
26a	R1	1	0	1	0.0	0.011	4.8	LOS A	0.0	0.3	0.19	0.52	0.19	43.9
Approach		15	1	15	6.7	0.011	5.7	LOS A	0.0	0.3	0.19	0.52	0.19	40.0
West: Gore Highway														
10a	L1	1	0	1	0.0	0.055	4.5	LOS A	0.0	0.0	0.00	0.01	0.00	48.5
11	T1	85	33	85	38.8	0.055	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
Approach		86	33	86	38.4	0.055	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
All Vehicles		194	65	194	33.5	0.059	0.8	NA	0.1	0.6	0.04	0.08	0.04	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 29 [Gore Highway / Florence Street 2026 AM Scenario 1- With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	87	35	87	40.2	0.057	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	49.9
6b	R3	1	0	1	0.0	0.057	5.9	LOS A	0.0	0.1	0.01	0.01	0.01	46.8
Approach		88	35	88	39.8	0.057	0.1	NA	0.0	0.1	0.01	0.01	0.01	49.8
NorthEast: Florence Street														
24b	L3	1	0	1	0.0	0.015	6.0	LOS A	0.0	0.4	0.34	0.56	0.34	40.7
26a	R1	13	1	13	7.7	0.015	5.4	LOS A	0.0	0.4	0.34	0.56	0.34	44.1
Approach		14	1	14	7.1	0.015	5.5	LOS A	0.0	0.4	0.34	0.56	0.34	44.0
West: Gore Highway														
10a	L1	15	2	15	13.3	0.123	4.6	LOS A	0.0	0.0	0.00	0.04	0.00	48.0
11	T1	201	34	201	16.9	0.123	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.6
Approach		216	36	216	16.7	0.123	0.4	NA	0.0	0.0	0.00	0.04	0.00	49.5
All Vehicles		318	72	318	22.6	0.123	0.5	NA	0.0	0.4	0.02	0.05	0.02	49.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 29 [Gore Highway / Florence Street 2026 PM Scenario 1- With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	201	34	201	16.9	0.115	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	50.0
6b	R3	1	0	1	0.0	0.115	5.6	LOS A	0.0	0.1	0.00	0.00	0.00	47.0
Approach		202	34	202	16.8	0.115	0.0	NA	0.0	0.1	0.00	0.00	0.00	49.9
NorthEast: Florence Street														
24b	L3	1	0	1	0.0	0.018	5.7	LOS A	0.1	0.4	0.33	0.56	0.33	40.7
26a	R1	15	2	15	13.3	0.018	5.6	LOS A	0.1	0.4	0.33	0.56	0.33	44.0
Approach		16	2	16	12.5	0.018	5.6	LOS A	0.1	0.4	0.33	0.56	0.33	43.9
West: Gore Highway														
10a	L1	13	1	13	7.7	0.064	4.5	LOS A	0.0	0.0	0.00	0.07	0.00	47.7
11	T1	88	36	88	40.9	0.064	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.1
Approach		101	37	101	36.6	0.064	0.6	NA	0.0	0.0	0.00	0.07	0.00	48.9
All Vehicles		319	73	319	22.9	0.115	0.5	NA	0.1	0.4	0.02	0.05	0.02	49.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 29 [Gore Highway / Florence Street 2026 AM Scenario 2- With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	87	35	87	40.2	0.066	0.1	LOS A	0.1	0.9	0.10	0.09	0.10	48.5
6b	R3	14	1	14	7.1	0.066	6.0	LOS A	0.1	0.9	0.10	0.09	0.10	44.2
Approach		101	36	101	35.6	0.066	1.0	NA	0.1	0.9	0.10	0.09	0.10	48.1
NorthEast: Florence Street														
24b	L3	12	0	12	0.0	0.012	6.0	LOS A	0.0	0.3	0.30	0.54	0.30	39.6
26a	R1	2	1	2	50.0	0.012	6.5	LOS A	0.0	0.3	0.30	0.54	0.30	42.6
Approach		14	1	14	7.1	0.012	6.1	LOS A	0.0	0.3	0.30	0.54	0.30	40.3
West: Gore Highway														
10a	L1	2	1	2	50.0	0.116	4.9	LOS A	0.0	0.0	0.00	0.01	0.00	47.3
11	T1	201	34	201	16.9	0.116	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
Approach		203	35	203	17.2	0.116	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
All Vehicles		318	72	318	22.6	0.116	0.6	NA	0.1	0.9	0.05	0.06	0.05	49.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 29 [Gore Highway / Florence Street 2026 PM Scenario 2- With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	201	34	201	16.9	0.122	0.0	LOS A	0.1	0.6	0.03	0.04	0.03	49.5
6b	R3	12	0	12	0.0	0.122	5.5	LOS A	0.1	0.6	0.03	0.04	0.03	46.2
Approach		213	34	213	16.0	0.122	0.3	NA	0.1	0.6	0.03	0.04	0.03	49.4
NorthEast: Florence Street														
24b	L3	14	1	14	7.1	0.013	5.8	LOS A	0.0	0.4	0.20	0.53	0.20	39.5
26a	R1	2	1	2	50.0	0.013	6.5	LOS A	0.0	0.4	0.20	0.53	0.20	42.9
Approach		16	2	16	12.5	0.013	5.9	LOS A	0.0	0.4	0.20	0.53	0.20	40.2
West: Gore Highway														
10a	L1	2	1	2	50.0	0.059	4.9	LOS A	0.0	0.0	0.00	0.01	0.00	47.3
11	T1	88	36	88	40.9	0.059	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
Approach		90	37	90	41.1	0.059	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.8
All Vehicles		319	73	319	22.9	0.122	0.6	NA	0.1	0.6	0.03	0.05	0.03	49.1

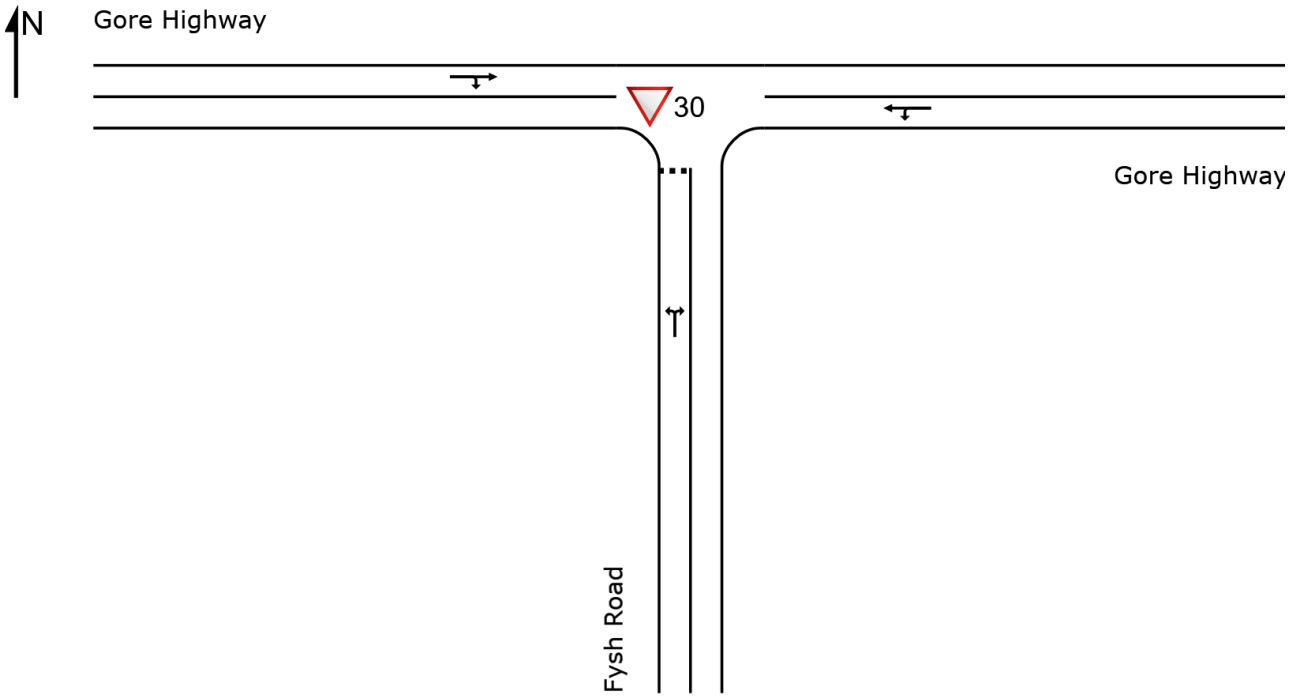
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 30 [Gore Highway / Fysh Road 2022 AM Peak (Site Folder: Without Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 30 [Gore Highway / Fysh Road 2027 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fysh Road														
1	L2	3	0	3	0.0	0.007	4.1	LOS A	0.0	0.2	0.27	0.53	0.27	50.4
3	R2	4	2	4	50.0	0.007	5.1	LOS A	0.0	0.2	0.27	0.53	0.27	46.2
Approach		7	2	7	28.6	0.007	4.6	LOS A	0.0	0.2	0.27	0.53	0.27	47.9
East: Gore Highway														
4	L2	4	2	4	50.0	0.075	6.1	LOS A	0.0	0.0	0.00	0.02	0.00	54.8
5	T1	116	38	116	32.8	0.075	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		120	40	120	33.3	0.075	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
West: Gore Highway														
11	T1	127	38	127	29.9	0.081	0.0	LOS A	0.0	0.3	0.02	0.02	0.02	59.7
12	R2	4	1	4	25.0	0.081	6.3	LOS A	0.0	0.3	0.02	0.02	0.02	54.6
Approach		131	39	131	29.8	0.081	0.2	NA	0.0	0.3	0.02	0.02	0.02	59.6
All Vehicles		258	81	258	31.4	0.081	0.3	NA	0.0	0.3	0.02	0.03	0.02	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 30 [Gore Highway / Fysh Road 2027 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fysh Road														
1	L2	3	0	3	0.0	0.006	4.0	LOS A	0.0	0.2	0.25	0.52	0.25	50.5
3	R2	3	1	3	33.3	0.006	5.1	LOS A	0.0	0.2	0.25	0.52	0.25	47.4
Approach		6	1	6	16.7	0.006	4.6	LOS A	0.0	0.2	0.25	0.52	0.25	48.9
East: Gore Highway														
4	L2	3	1	3	33.3	0.069	5.9	LOS A	0.0	0.0	0.00	0.02	0.00	55.2
5	T1	112	29	112	25.9	0.069	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		115	30	115	26.1	0.069	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.8
West: Gore Highway														
11	T1	161	50	161	31.1	0.103	0.0	LOS A	0.0	0.3	0.02	0.02	0.02	59.7
12	R2	5	1	5	20.0	0.103	6.2	LOS A	0.0	0.3	0.02	0.02	0.02	54.7
Approach		166	51	166	30.7	0.103	0.2	NA	0.0	0.3	0.02	0.02	0.02	59.6
All Vehicles		287	82	287	28.6	0.103	0.3	NA	0.0	0.3	0.02	0.03	0.02	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 30 [Gore Highway / Fysh Road 2027 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fysh Road														
1	L2	3	0	3	0.0	0.014	4.1	LOS A	0.0	0.4	0.33	0.54	0.33	49.3
3	R2	7	5	7	71.4	0.014	6.1	LOS A	0.0	0.4	0.33	0.54	0.33	44.0
Approach		10	5	10	50.0	0.014	5.5	LOS A	0.0	0.4	0.33	0.54	0.33	45.5
East: Gore Highway														
4	L2	7	5	7	71.4	0.085	6.4	LOS A	0.0	0.0	0.00	0.03	0.00	54.4
5	T1	124	46	124	37.1	0.085	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.8
Approach		131	51	131	38.9	0.085	0.4	NA	0.0	0.0	0.00	0.03	0.00	59.6
West: Gore Highway														
11	T1	174	46	174	26.4	0.112	0.0	LOS A	0.1	0.7	0.04	0.04	0.04	59.4
12	R2	12	1	12	8.3	0.112	6.1	LOS A	0.1	0.7	0.04	0.04	0.04	54.5
Approach		186	47	186	25.3	0.112	0.4	NA	0.1	0.7	0.04	0.04	0.04	59.2
All Vehicles		327	103	327	31.5	0.112	0.6	NA	0.1	0.7	0.03	0.05	0.03	59.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 30 [Gore Highway / Fysh Road 2027 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fysh Road														
1	L2	11	0	11	0.0	0.018	4.2	LOS A	0.1	0.5	0.30	0.53	0.30	50.1
3	R2	6	4	6	66.7	0.018	6.2	LOS A	0.1	0.5	0.30	0.53	0.30	44.9
Approach		17	4	17	23.5	0.018	4.9	LOS A	0.1	0.5	0.30	0.53	0.30	48.1
East: Gore Highway														
4	L2	6	4	6	66.7	0.099	6.3	LOS A	0.0	0.0	0.00	0.02	0.00	54.5
5	T1	159	37	159	23.3	0.099	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.9
Approach		165	41	165	24.8	0.099	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.7
West: Gore Highway														
11	T1	169	58	169	34.3	0.110	0.0	LOS A	0.0	0.4	0.02	0.02	0.02	59.7
12	R2	5	1	5	20.0	0.110	6.5	LOS A	0.0	0.4	0.02	0.02	0.02	54.7
Approach		174	59	174	33.9	0.110	0.2	NA	0.0	0.4	0.02	0.02	0.02	59.6
All Vehicles		356	104	356	29.2	0.110	0.5	NA	0.1	0.5	0.03	0.04	0.03	59.3

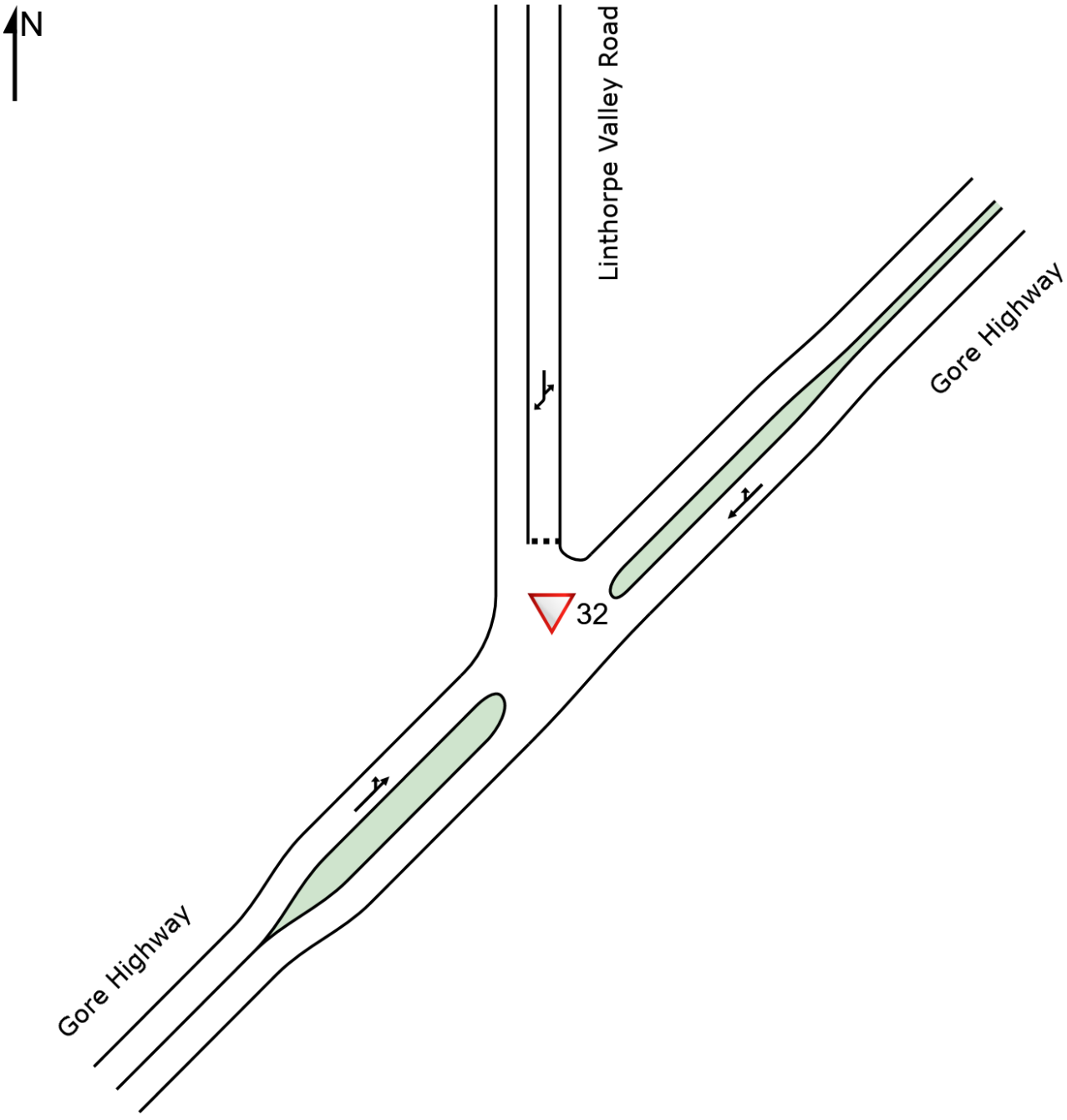
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 32 [Gore Highway / Linthorpe Valley Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 32 [Gore Highway / Linthorpe Valley Road 2027 AM Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
8	T1	235	51	235	21.7	0.138	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	99.8
26b	R3	1	0	1	0.0	0.138	9.2	LOS A	0.0	0.1	0.00	0.00	0.00	88.1
Approach		236	51	236	21.6	0.138	0.0	NA	0.0	0.1	0.00	0.00	0.00	99.8
North: Linthorpe Valley Road														
7b	L3	1	0	1	0.0	0.007	9.9	LOS A	0.0	0.2	0.46	0.68	0.46	71.3
9a	R1	4	1	4	25.0	0.007	11.0	LOS B	0.0	0.2	0.46	0.68	0.46	62.9
Approach		5	1	5	20.0	0.007	10.7	LOS B	0.0	0.2	0.46	0.68	0.46	64.4
SouthWest: Gore Highway														
30a	L1	4	1	4	25.0	0.170	8.0	LOS A	0.0	0.0	0.00	0.01	0.00	75.7
2	T1	286	64	286	22.4	0.170	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		290	65	290	22.4	0.170	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.2
All Vehicles		531	117	531	22.0	0.170	0.2	NA	0.0	0.2	0.01	0.01	0.01	98.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 32 [Gore Highway / Linthorpe Valley Road 2027 PM Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
8	T1	275	60	275	21.8	0.162	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	99.8
26b	R3	1	0	1	0.0	0.162	9.1	LOS A	0.0	0.1	0.00	0.00	0.00	88.1
Approach		276	60	276	21.7	0.162	0.0	NA	0.0	0.1	0.00	0.00	0.00	99.8
North: Linthorpe Valley Road														
7b	L3	1	0	1	0.0	0.008	9.9	LOS A	0.0	0.2	0.46	0.68	0.46	71.1
9a	R1	4	1	4	25.0	0.008	11.1	LOS B	0.0	0.2	0.46	0.68	0.46	62.7
Approach		5	1	5	20.0	0.008	10.9	LOS B	0.0	0.2	0.46	0.68	0.46	64.2
SouthWest: Gore Highway														
30a	L1	5	1	5	20.0	0.161	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	77.8
2	T1	269	60	269	22.3	0.161	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.5
Approach		274	61	274	22.3	0.161	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		555	122	555	22.0	0.162	0.2	NA	0.0	0.2	0.01	0.01	0.01	98.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 32 [Gore Highway / Linthorpe Valley Road 2027 AM Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
8	T1	235	51	235	21.7	0.142	0.0	LOS A	0.0	0.4	0.02	0.01	0.02	99.4
26b	R3	4	1	4	25.0	0.142	10.3	LOS B	0.0	0.4	0.02	0.01	0.02	75.2
Approach		239	52	239	21.8	0.142	0.2	NA	0.0	0.4	0.02	0.01	0.02	98.8
North: Linthorpe Valley Road														
7b	L3	4	1	4	25.0	0.005	10.9	LOS B	0.0	0.2	0.39	0.63	0.39	63.9
9a	R1	1	0	1	0.0	0.005	9.5	LOS A	0.0	0.2	0.39	0.63	0.39	71.1
Approach		5	1	5	20.0	0.005	10.6	LOS B	0.0	0.2	0.39	0.63	0.39	65.2
SouthWest: Gore Highway														
30a	L1	1	0	1	0.0	0.169	7.3	LOS A	0.0	0.0	0.00	0.00	0.00	88.0
2	T1	286	64	286	22.4	0.169	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		287	64	287	22.3	0.169	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		531	117	531	22.0	0.169	0.2	NA	0.0	0.4	0.01	0.01	0.01	98.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 32 [Gore Highway / Linthorpe Valley Road 2027 PM Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
8	T1	275	60	275	21.8	0.166	0.0	LOS A	0.1	0.4	0.02	0.01	0.02	99.3
26b	R3	5	1	5	20.0	0.166	10.0	LOS A	0.1	0.4	0.02	0.01	0.02	77.4
Approach		280	61	280	21.8	0.166	0.2	NA	0.1	0.4	0.02	0.01	0.02	98.8
North: Linthorpe Valley Road														
7b	L3	4	1	4	25.0	0.005	10.8	LOS B	0.0	0.2	0.38	0.63	0.38	64.0
9a	R1	1	0	1	0.0	0.005	9.7	LOS A	0.0	0.2	0.38	0.63	0.38	71.1
Approach		5	1	5	20.0	0.005	10.6	LOS B	0.0	0.2	0.38	0.63	0.38	65.3
SouthWest: Gore Highway														
30a	L1	1	0	1	0.0	0.158	7.3	LOS A	0.0	0.0	0.00	0.00	0.00	88.0
2	T1	269	60	269	22.3	0.158	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		270	60	270	22.2	0.158	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		555	122	555	22.0	0.166	0.2	NA	0.1	0.4	0.01	0.01	0.01	98.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 32 [Gore Highway / Linthorpe Valley Road 2027 AM Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
8	T1	260	58	260	22.3	0.156	0.0	LOS A	0.0	0.3	0.02	0.01	0.02	99.3
26b	R3	4	0	4	0.0	0.156	9.3	LOS A	0.0	0.3	0.02	0.01	0.02	87.7
Approach		264	58	264	22.0	0.156	0.2	NA	0.0	0.3	0.02	0.01	0.02	99.1
North: Linthorpe Valley Road														
7b	L3	1	0	1	0.0	0.013	10.0	LOS A	0.0	0.4	0.50	0.72	0.50	69.4
9a	R1	6	3	6	50.0	0.013	13.1	LOS B	0.0	0.4	0.50	0.72	0.50	55.5
Approach		7	3	7	42.9	0.013	12.6	LOS B	0.0	0.4	0.50	0.72	0.50	57.1
SouthWest: Gore Highway														
30a	L1	6	3	6	50.0	0.178	8.7	LOS A	0.0	0.0	0.00	0.01	0.00	66.5
2	T1	293	71	293	24.2	0.178	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		299	74	299	24.7	0.178	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.7
All Vehicles		570	135	570	23.7	0.178	0.3	NA	0.0	0.4	0.01	0.02	0.01	98.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 32 [Gore Highway / Linthorpe Valley Road 2027 PM Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
8	T1	282	67	282	23.8	0.168	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	99.8
26b	R3	1	0	1	0.0	0.168	9.3	LOS A	0.0	0.1	0.00	0.00	0.00	88.1
Approach		283	67	283	23.7	0.168	0.0	NA	0.0	0.1	0.00	0.00	0.00	99.8
North: Linthorpe Valley Road														
7b	L3	4	0	4	0.0	0.016	10.0	LOS A	0.1	0.5	0.47	0.69	0.47	69.7
9a	R1	6	3	6	50.0	0.016	13.4	LOS B	0.1	0.5	0.47	0.69	0.47	55.7
Approach		10	3	10	30.0	0.016	12.0	LOS B	0.1	0.5	0.47	0.69	0.47	60.6
SouthWest: Gore Highway														
30a	L1	7	3	7	42.9	0.178	8.5	LOS A	0.0	0.0	0.00	0.02	0.00	68.9
2	T1	294	67	294	22.8	0.178	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.6
Approach		301	70	301	23.3	0.178	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.5
All Vehicles		594	140	594	23.6	0.178	0.3	NA	0.1	0.5	0.01	0.02	0.01	98.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 32 [Gore Highway / Linthorpe Valley Road 2027 AM Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
8	T1	260	58	260	22.3	0.160	0.1	LOS A	0.1	0.7	0.03	0.02	0.03	98.8
26b	R3	8	1	8	12.5	0.160	9.8	LOS A	0.1	0.7	0.03	0.02	0.03	80.6
Approach		268	59	268	22.0	0.160	0.4	NA	0.1	0.7	0.03	0.02	0.03	98.1
North: Linthorpe Valley Road														
7b	L3	4	1	4	25.0	0.011	10.9	LOS B	0.0	0.3	0.46	0.66	0.46	62.3
9a	R1	3	2	3	66.7	0.011	14.3	LOS B	0.0	0.3	0.46	0.66	0.46	52.4
Approach		7	3	7	42.9	0.011	12.4	LOS B	0.0	0.3	0.46	0.66	0.46	57.6
SouthWest: Gore Highway														
30a	L1	3	2	3	66.7	0.176	9.1	LOS A	0.0	0.0	0.00	0.01	0.00	61.6
2	T1	293	71	293	24.2	0.176	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.8
Approach		296	73	296	24.7	0.176	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.2
All Vehicles		571	135	571	23.6	0.176	0.4	NA	0.1	0.7	0.02	0.02	0.02	97.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 32 [Gore Highway / Linthorpe Valley Road 2027 PM Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
8	T1	282	67	282	23.8	0.172	0.0	LOS A	0.1	0.4	0.02	0.01	0.02	99.3
26b	R3	5	1	5	20.0	0.172	10.2	LOS B	0.1	0.4	0.02	0.01	0.02	77.4
Approach		287	68	287	23.7	0.172	0.2	NA	0.1	0.4	0.02	0.01	0.02	98.8
North: Linthorpe Valley Road														
7b	L3	8	1	8	12.5	0.014	10.5	LOS B	0.0	0.4	0.43	0.66	0.43	66.3
9a	R1	3	2	3	66.7	0.014	14.7	LOS B	0.0	0.4	0.43	0.66	0.43	52.7
Approach		11	3	11	27.3	0.014	11.6	LOS B	0.0	0.4	0.43	0.66	0.43	62.0
SouthWest: Gore Highway														
30a	L1	3	2	3	66.7	0.175	9.1	LOS A	0.0	0.0	0.00	0.01	0.00	61.6
2	T1	294	67	294	22.8	0.175	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.8
Approach		297	69	297	23.2	0.175	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.2
All Vehicles		595	140	595	23.5	0.175	0.4	NA	0.1	0.4	0.02	0.02	0.02	97.9

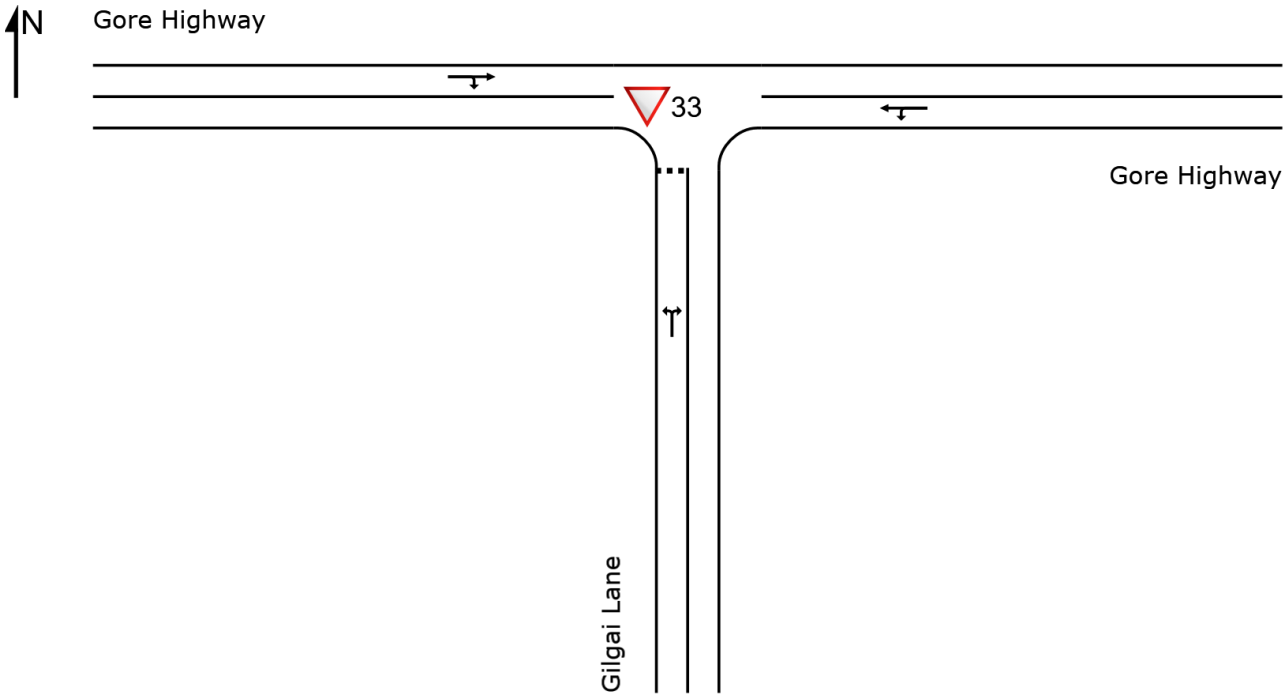
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 33 [Gore Highway / Gilgai Lane 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 33 [Gore Highway / Gilgai Lane 2027 AM Scenario 1- Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gilgai Lane														
1	L2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.26	0.60	0.26	74.1
3	R2	1	0	1	0.0	0.002	8.5	LOS A	0.0	0.0	0.26	0.60	0.26	73.6
Approach		2	0	2	0.0	0.002	8.4	LOS A	0.0	0.0	0.26	0.60	0.26	73.8
East: Gore Highway														
4	L2	2	1	2	50.0	0.082	9.1	LOS A	0.0	0.0	0.00	0.01	0.00	67.8
5	T1	132	40	132	30.3	0.082	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		134	41	134	30.6	0.082	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
West: Gore Highway														
11	T1	143	40	143	28.0	0.087	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	99.7
12	R2	1	0	1	0.0	0.087	7.9	LOS A	0.0	0.1	0.00	0.00	0.00	88.0
Approach		144	40	144	27.8	0.087	0.1	NA	0.0	0.1	0.00	0.00	0.00	99.6
All Vehicles		280	81	280	28.9	0.087	0.2	NA	0.0	0.1	0.00	0.01	0.00	99.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 33 [Gore Highway / Gilgai Lane 2027 PM Scenario 1- Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gilgai Lane														
1	L2	1	0	1	0.0	0.004	8.3	LOS A	0.0	0.1	0.32	0.61	0.32	72.7
3	R2	2	1	2	50.0	0.004	10.7	LOS B	0.0	0.1	0.32	0.61	0.32	57.2
Approach		3	1	3	33.3	0.004	9.9	LOS A	0.0	0.1	0.32	0.61	0.32	61.6
East: Gore Highway														
4	L2	2	1	2	50.0	0.089	9.1	LOS A	0.0	0.0	0.00	0.01	0.00	67.8
5	T1	142	43	142	30.3	0.089	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		144	44	144	30.6	0.089	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.1
West: Gore Highway														
11	T1	155	43	155	27.7	0.094	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	99.8
12	R2	1	0	1	0.0	0.094	7.9	LOS A	0.0	0.1	0.00	0.00	0.00	88.0
Approach		156	43	156	27.6	0.094	0.1	NA	0.0	0.1	0.00	0.00	0.00	99.7
All Vehicles		303	88	303	29.0	0.094	0.2	NA	0.0	0.1	0.01	0.01	0.01	98.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 33 [Gore Highway / Gilgai Lane 2027 AM Scenario 2- Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gilgai Lane														
1	L2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.26	0.60	0.26	74.1
3	R2	1	0	1	0.0	0.002	8.5	LOS A	0.0	0.0	0.26	0.60	0.26	73.6
Approach		2	0	2	0.0	0.002	8.4	LOS A	0.0	0.0	0.26	0.60	0.26	73.8
East: Gore Highway														
4	L2	1	0	1	0.0	0.082	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
5	T1	132	40	132	30.3	0.082	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		133	40	133	30.1	0.082	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
West: Gore Highway														
11	T1	143	40	143	28.0	0.089	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.6
12	R2	2	1	2	50.0	0.089	9.6	LOS A	0.0	0.2	0.01	0.01	0.01	66.5
Approach		145	41	145	28.3	0.089	0.1	NA	0.0	0.2	0.01	0.01	0.01	99.0
All Vehicles		280	81	280	28.9	0.089	0.2	NA	0.0	0.2	0.01	0.01	0.01	99.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 33 [Gore Highway / Gilgai Lane 2027 PM Scenario 2- Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gilgai Lane														
1	L2	2	1	2	50.0	0.003	9.8	LOS A	0.0	0.1	0.28	0.61	0.28	58.5
3	R2	1	0	1	0.0	0.003	8.6	LOS A	0.0	0.1	0.28	0.61	0.28	72.9
Approach		3	1	3	33.3	0.003	9.4	LOS A	0.0	0.1	0.28	0.61	0.28	62.6
East: Gore Highway														
4	L2	1	0	1	0.0	0.088	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.4
5	T1	142	43	142	30.3	0.088	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		143	43	143	30.1	0.088	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
West: Gore Highway														
11	T1	155	43	155	27.7	0.096	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.7
12	R2	2	1	2	50.0	0.096	9.6	LOS A	0.0	0.2	0.01	0.01	0.01	66.5
Approach		157	44	157	28.0	0.096	0.1	NA	0.0	0.2	0.01	0.01	0.01	99.0
All Vehicles		303	88	303	29.0	0.096	0.2	NA	0.0	0.2	0.01	0.01	0.01	98.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 33 [Gore Highway / Gilgai Lane 2027 AM Scenario 1- With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gilgai Lane														
1	L2	2	1	2	50.0	0.005	9.8	LOS A	0.0	0.2	0.31	0.63	0.31	58.1
3	R2	2	1	2	50.0	0.005	11.0	LOS B	0.0	0.2	0.31	0.63	0.31	57.2
Approach		4	2	4	50.0	0.005	10.4	LOS B	0.0	0.2	0.31	0.63	0.31	57.6
East: Gore Highway														
4	L2	3	2	3	66.7	0.086	9.6	LOS A	0.0	0.0	0.00	0.01	0.00	62.9
5	T1	135	43	135	31.9	0.086	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		138	45	138	32.6	0.086	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.5
West: Gore Highway														
11	T1	192	43	192	22.4	0.119	0.0	LOS A	0.1	0.6	0.03	0.03	0.03	98.5
12	R2	9	1	9	11.1	0.119	8.3	LOS A	0.1	0.6	0.03	0.03	0.03	81.3
Approach		201	44	201	21.9	0.119	0.4	NA	0.1	0.6	0.03	0.03	0.03	97.6
All Vehicles		343	91	343	26.5	0.119	0.4	NA	0.1	0.6	0.02	0.03	0.02	97.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 33 [Gore Highway / Gilgai Lane 2027 PM Scenario 1- With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gilgai Lane														
1	L2	9	1	9	11.1	0.012	8.8	LOS A	0.0	0.4	0.32	0.62	0.32	68.8
3	R2	3	2	3	66.7	0.012	12.1	LOS B	0.0	0.4	0.32	0.62	0.32	53.5
Approach		12	3	12	25.0	0.012	9.6	LOS A	0.0	0.4	0.32	0.62	0.32	64.2
East: Gore Highway														
4	L2	3	2	3	66.7	0.116	9.6	LOS A	0.0	0.0	0.00	0.01	0.00	62.9
5	T1	191	46	191	24.1	0.116	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.8
Approach		194	48	194	24.7	0.116	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
West: Gore Highway														
11	T1	158	46	158	29.1	0.098	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.6
12	R2	2	1	2	50.0	0.098	10.0	LOS A	0.0	0.2	0.01	0.01	0.01	66.5
Approach		160	47	160	29.4	0.098	0.1	NA	0.0	0.2	0.01	0.01	0.01	99.0
All Vehicles		366	98	366	26.8	0.116	0.5	NA	0.0	0.4	0.02	0.03	0.02	97.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 33 [Gore Highway / Gilgai Lane 2027 AM Scenario 2- With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gilgai Lane														
1	L2	2	1	2	50.0	0.005	9.8	LOS A	0.0	0.2	0.31	0.63	0.31	58.1
3	R2	2	1	2	50.0	0.005	11.1	LOS B	0.0	0.2	0.31	0.63	0.31	57.2
Approach		4	2	4	50.0	0.005	10.4	LOS B	0.0	0.2	0.31	0.63	0.31	57.6
East: Gore Highway														
4	L2	2	1	2	50.0	0.085	9.1	LOS A	0.0	0.0	0.00	0.01	0.00	67.8
5	T1	135	43	135	31.9	0.085	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		137	44	137	32.1	0.085	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
West: Gore Highway														
11	T1	192	43	192	22.4	0.121	0.0	LOS A	0.1	0.7	0.04	0.04	0.04	98.3
12	R2	11	2	11	18.2	0.121	8.5	LOS A	0.1	0.7	0.04	0.04	0.04	77.8
Approach		203	45	203	22.2	0.121	0.5	NA	0.1	0.7	0.04	0.04	0.04	96.9
All Vehicles		344	91	344	26.5	0.121	0.5	NA	0.1	0.7	0.03	0.03	0.03	97.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 33 [Gore Highway / Gilgai Lane 2027 PM Scenario 2- With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gilgai Lane														
1	L2	11	2	11	18.2	0.012	9.1	LOS A	0.0	0.4	0.31	0.62	0.31	66.6
3	R2	2	1	2	50.0	0.012	11.2	LOS B	0.0	0.4	0.31	0.62	0.31	57.3
Approach		13	3	13	23.1	0.012	9.4	LOS A	0.0	0.4	0.31	0.62	0.31	65.0
East: Gore Highway														
4	L2	2	1	2	50.0	0.115	9.1	LOS A	0.0	0.0	0.00	0.01	0.00	67.8
5	T1	191	46	191	24.1	0.115	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.8
Approach		193	47	193	24.4	0.115	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.3
West: Gore Highway														
11	T1	158	46	158	29.1	0.100	0.0	LOS A	0.0	0.3	0.02	0.01	0.02	99.5
12	R2	3	2	3	66.7	0.100	10.6	LOS B	0.0	0.3	0.02	0.01	0.02	61.4
Approach		161	48	161	29.8	0.100	0.2	NA	0.0	0.3	0.02	0.01	0.02	98.4
All Vehicles		367	98	367	26.7	0.115	0.5	NA	0.0	0.4	0.02	0.03	0.02	97.1

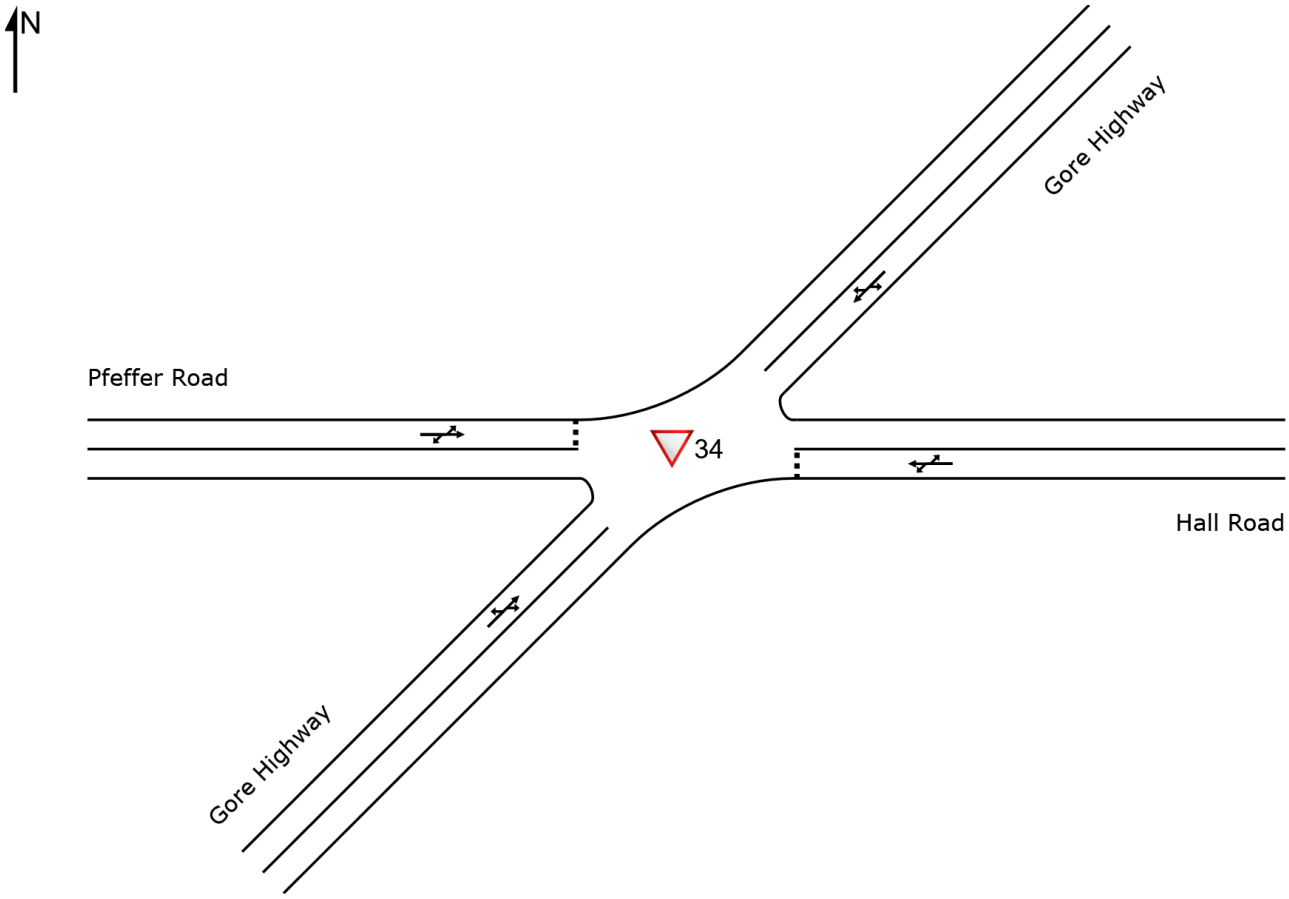
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 34 [Gore Highway / Hall Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 34 [Gore Highway / Hall Road 2027 AM Scenario 1– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Hall Road														
4a	L1	1	0	1	0.0	0.003	7.7	LOS A	0.0	0.1	0.30	0.61	0.30	73.9
5	T1	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.30	0.61	0.30	74.4
6b	R3	1	0	1	0.0	0.003	9.4	LOS A	0.0	0.1	0.30	0.61	0.30	73.9
Approach		3	0	3	0.0	0.003	8.3	LOS A	0.0	0.1	0.30	0.61	0.30	74.1
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.082	9.2	LOS A	0.0	0.1	0.01	0.01	0.01	88.8
25	T1	132	40	132	30.3	0.082	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
26a	R1	1	0	1	0.0	0.082	7.4	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		134	40	134	29.9	0.082	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.3
West: Pfeffer Road														
10a	L1	1	0	1	0.0	0.003	7.7	LOS A	0.0	0.1	0.30	0.61	0.30	73.9
11	T1	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.30	0.61	0.30	74.4
12b	R3	1	0	1	0.0	0.003	9.4	LOS A	0.0	0.1	0.30	0.61	0.30	73.9
Approach		3	0	3	0.0	0.003	8.3	LOS A	0.0	0.1	0.30	0.61	0.30	74.0
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.088	9.2	LOS A	0.0	0.1	0.01	0.01	0.01	88.8
31	T1	143	40	143	28.0	0.088	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
32a	R1	1	0	1	0.0	0.088	7.4	LOS A	0.0	0.1	0.01	0.01	0.01	87.9
Approach		145	40	145	27.6	0.088	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.3
All Vehicles		285	80	285	28.1	0.088	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 34 [Gore Highway / Hall Road 2027 PM Scenario 1– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Hall Road														
4a	L1	1	0	1	0.0	0.003	7.7	LOS A	0.0	0.1	0.31	0.62	0.31	73.8
5	T1	1	0	1	0.0	0.003	8.0	LOS A	0.0	0.1	0.31	0.62	0.31	74.3
6b	R3	1	0	1	0.0	0.003	9.6	LOS A	0.0	0.1	0.31	0.62	0.31	73.8
Approach		3	0	3	0.0	0.003	8.4	LOS A	0.0	0.1	0.31	0.62	0.31	74.0
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.088	9.2	LOS A	0.0	0.1	0.01	0.01	0.01	88.8
25	T1	142	43	142	30.3	0.088	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
26a	R1	1	0	1	0.0	0.088	7.5	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		144	43	144	29.9	0.088	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.3
West: Pfeffer Road														
10a	L1	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.32	0.62	0.32	73.8
11	T1	1	0	1	0.0	0.003	8.0	LOS A	0.0	0.1	0.32	0.62	0.32	74.3
12b	R3	1	0	1	0.0	0.003	9.6	LOS A	0.0	0.1	0.32	0.62	0.32	73.8
Approach		3	0	3	0.0	0.003	8.4	LOS A	0.0	0.1	0.32	0.62	0.32	73.9
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.095	9.2	LOS A	0.0	0.1	0.01	0.01	0.01	88.9
31	T1	155	43	155	27.7	0.095	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
32a	R1	1	0	1	0.0	0.095	7.4	LOS A	0.0	0.1	0.01	0.01	0.01	87.9
Approach		157	43	157	27.4	0.095	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.4
All Vehicles		307	86	307	28.0	0.095	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 34 [Gore Highway / Hall Road 2027 AM Scenario 2– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Hall Road														
4a	L1	1	0	1	0.0	0.003	7.7	LOS A	0.0	0.1	0.30	0.61	0.30	73.9
5	T1	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.30	0.61	0.30	74.4
6b	R3	1	0	1	0.0	0.003	9.4	LOS A	0.0	0.1	0.30	0.61	0.30	73.9
Approach		3	0	3	0.0	0.003	8.3	LOS A	0.0	0.1	0.30	0.61	0.30	74.1
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.082	9.2	LOS A	0.0	0.1	0.01	0.01	0.01	88.8
25	T1	132	40	132	30.3	0.082	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
26a	R1	1	0	1	0.0	0.082	7.4	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		134	40	134	29.9	0.082	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.3
West: Pfeffer Road														
10a	L1	1	0	1	0.0	0.003	7.7	LOS A	0.0	0.1	0.30	0.61	0.30	73.9
11	T1	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.30	0.61	0.30	74.4
12b	R3	1	0	1	0.0	0.003	9.4	LOS A	0.0	0.1	0.30	0.61	0.30	73.9
Approach		3	0	3	0.0	0.003	8.3	LOS A	0.0	0.1	0.30	0.61	0.30	74.0
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.088	9.2	LOS A	0.0	0.1	0.01	0.01	0.01	88.8
31	T1	143	40	143	28.0	0.088	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
32a	R1	1	0	1	0.0	0.088	7.4	LOS A	0.0	0.1	0.01	0.01	0.01	87.9
Approach		145	40	145	27.6	0.088	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.3
All Vehicles		285	80	285	28.1	0.088	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 34 [Gore Highway / Hall Road 2027 PM Scenario 2– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Hall Road														
4a	L1	1	0	1	0.0	0.003	7.7	LOS A	0.0	0.1	0.31	0.62	0.31	73.8
5	T1	1	0	1	0.0	0.003	8.0	LOS A	0.0	0.1	0.31	0.62	0.31	74.3
6b	R3	1	0	1	0.0	0.003	9.6	LOS A	0.0	0.1	0.31	0.62	0.31	73.8
Approach		3	0	3	0.0	0.003	8.4	LOS A	0.0	0.1	0.31	0.62	0.31	74.0
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.088	9.2	LOS A	0.0	0.1	0.01	0.01	0.01	88.8
25	T1	142	43	142	30.3	0.088	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
26a	R1	1	0	1	0.0	0.088	7.5	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		144	43	144	29.9	0.088	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.3
West: Pfeffer Road														
10a	L1	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.32	0.62	0.32	73.8
11	T1	1	0	1	0.0	0.003	8.0	LOS A	0.0	0.1	0.32	0.62	0.32	74.3
12b	R3	1	0	1	0.0	0.003	9.6	LOS A	0.0	0.1	0.32	0.62	0.32	73.8
Approach		3	0	3	0.0	0.003	8.4	LOS A	0.0	0.1	0.32	0.62	0.32	73.9
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.095	9.2	LOS A	0.0	0.1	0.01	0.01	0.01	88.9
31	T1	155	43	155	27.7	0.095	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
32a	R1	1	0	1	0.0	0.095	7.4	LOS A	0.0	0.1	0.01	0.01	0.01	87.9
Approach		157	43	157	27.4	0.095	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.4
All Vehicles		307	86	307	28.0	0.095	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 34 [Gore Highway / Hall Road 2027 AM Scenario 1– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Hall Road														
4a	L1	3	2	3	66.7	0.005	9.9	LOS A	0.0	0.2	0.31	0.65	0.31	53.9
5	T1	1	0	1	0.0	0.005	8.3	LOS A	0.0	0.2	0.31	0.65	0.31	73.1
6b	R3	1	0	1	0.0	0.005	10.0	LOS B	0.0	0.2	0.31	0.65	0.31	73.1
Approach		5	2	5	40.0	0.005	9.6	LOS A	0.0	0.2	0.31	0.65	0.31	60.3
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.089	9.4	LOS A	0.0	0.1	0.01	0.01	0.01	88.8
25	T1	140	48	140	34.3	0.089	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.4
26a	R1	1	0	1	0.0	0.089	7.7	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		142	48	142	33.8	0.089	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.3
West: Pfeffer Road														
10a	L1	1	0	1	0.0	0.003	8.0	LOS A	0.0	0.1	0.37	0.62	0.37	73.3
11	T1	1	0	1	0.0	0.003	8.3	LOS A	0.0	0.1	0.37	0.62	0.37	73.8
12b	R3	1	0	1	0.0	0.003	10.0	LOS B	0.0	0.1	0.37	0.62	0.37	73.3
Approach		3	0	3	0.0	0.003	8.8	LOS A	0.0	0.1	0.37	0.62	0.37	73.5
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.130	9.7	LOS A	0.1	0.5	0.02	0.02	0.02	88.5
31	T1	211	48	211	22.7	0.130	0.0	LOS A	0.1	0.5	0.02	0.02	0.02	99.1
32a	R1	6	2	6	33.3	0.130	8.5	LOS A	0.1	0.5	0.02	0.02	0.02	73.5
Approach		218	50	218	22.9	0.130	0.3	NA	0.1	0.5	0.02	0.02	0.02	98.1
All Vehicles		368	100	368	27.2	0.130	0.4	NA	0.1	0.5	0.02	0.03	0.02	97.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 34 [Gore Highway / Hall Road 2027 PM Scenario 1– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Hall Road														
4a	L1	6	2	6	33.3	0.008	9.2	LOS A	0.0	0.2	0.34	0.64	0.34	62.0
5	T1	1	0	1	0.0	0.008	8.4	LOS A	0.0	0.2	0.34	0.64	0.34	73.1
6b	R3	1	0	1	0.0	0.008	10.2	LOS B	0.0	0.2	0.34	0.64	0.34	73.1
Approach		8	2	8	25.0	0.008	9.2	LOS A	0.0	0.2	0.34	0.64	0.34	64.5
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.126	9.3	LOS A	0.0	0.1	0.00	0.01	0.00	89.0
25	T1	210	51	210	24.3	0.126	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
26a	R1	1	0	1	0.0	0.126	7.5	LOS A	0.0	0.1	0.00	0.01	0.00	88.0
Approach		212	51	212	24.1	0.126	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.5
West: Pfeffer Road														
10a	L1	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.35	0.62	0.35	73.3
11	T1	1	0	1	0.0	0.003	8.4	LOS A	0.0	0.1	0.35	0.62	0.35	73.8
12b	R3	1	0	1	0.0	0.003	10.2	LOS B	0.0	0.1	0.35	0.62	0.35	73.2
Approach		3	0	3	0.0	0.003	8.8	LOS A	0.0	0.1	0.35	0.62	0.35	73.4
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.105	10.3	LOS B	0.0	0.4	0.02	0.02	0.02	88.7
31	T1	163	51	163	31.3	0.105	0.0	LOS A	0.0	0.4	0.02	0.02	0.02	99.3
32a	R1	3	2	3	66.7	0.105	10.1	LOS B	0.0	0.4	0.02	0.02	0.02	63.4
Approach		167	53	167	31.7	0.105	0.3	NA	0.0	0.4	0.02	0.02	0.02	98.2
All Vehicles		390	106	390	27.2	0.126	0.4	NA	0.0	0.4	0.02	0.03	0.02	97.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 34 [Gore Highway / Hall Road 2027 AM Scenario 2– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Hall Road														
4a	L1	3	2	3	66.7	0.005	9.9	LOS A	0.0	0.2	0.31	0.65	0.31	53.9
5	T1	1	0	1	0.0	0.005	8.3	LOS A	0.0	0.2	0.31	0.65	0.31	73.1
6b	R3	1	0	1	0.0	0.005	10.0	LOS B	0.0	0.2	0.31	0.65	0.31	73.1
Approach		5	2	5	40.0	0.005	9.6	LOS A	0.0	0.2	0.31	0.65	0.31	60.3
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.089	9.4	LOS A	0.0	0.1	0.01	0.01	0.01	88.8
25	T1	140	48	140	34.3	0.089	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.4
26a	R1	1	0	1	0.0	0.089	7.7	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		142	48	142	33.8	0.089	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.3
West: Pfeffer Road														
10a	L1	1	0	1	0.0	0.003	8.0	LOS A	0.0	0.1	0.37	0.62	0.37	73.3
11	T1	1	0	1	0.0	0.003	8.3	LOS A	0.0	0.1	0.37	0.62	0.37	73.8
12b	R3	1	0	1	0.0	0.003	10.0	LOS B	0.0	0.1	0.37	0.62	0.37	73.3
Approach		3	0	3	0.0	0.003	8.8	LOS A	0.0	0.1	0.37	0.62	0.37	73.5
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.130	9.7	LOS A	0.1	0.5	0.02	0.02	0.02	88.5
31	T1	211	48	211	22.7	0.130	0.0	LOS A	0.1	0.5	0.02	0.02	0.02	99.1
32a	R1	6	2	6	33.3	0.130	8.5	LOS A	0.1	0.5	0.02	0.02	0.02	73.5
Approach		218	50	218	22.9	0.130	0.3	NA	0.1	0.5	0.02	0.02	0.02	98.1
All Vehicles		368	100	368	27.2	0.130	0.4	NA	0.1	0.5	0.02	0.03	0.02	97.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 34 [Gore Highway / Hall Road 2027 PM Scenario 2– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Hall Road														
4a	L1	6	2	6	33.3	0.008	9.2	LOS A	0.0	0.2	0.34	0.64	0.34	62.0
5	T1	1	0	1	0.0	0.008	8.4	LOS A	0.0	0.2	0.34	0.64	0.34	73.1
6b	R3	1	0	1	0.0	0.008	10.2	LOS B	0.0	0.2	0.34	0.64	0.34	73.1
Approach		8	2	8	25.0	0.008	9.2	LOS A	0.0	0.2	0.34	0.64	0.34	64.5
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.126	9.3	LOS A	0.0	0.1	0.00	0.01	0.00	89.0
25	T1	210	51	210	24.3	0.126	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
26a	R1	1	0	1	0.0	0.126	7.5	LOS A	0.0	0.1	0.00	0.01	0.00	88.0
Approach		212	51	212	24.1	0.126	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.5
West: Pfeffer Road														
10a	L1	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.35	0.62	0.35	73.3
11	T1	1	0	1	0.0	0.003	8.4	LOS A	0.0	0.1	0.35	0.62	0.35	73.8
12b	R3	1	0	1	0.0	0.003	10.2	LOS B	0.0	0.1	0.35	0.62	0.35	73.2
Approach		3	0	3	0.0	0.003	8.8	LOS A	0.0	0.1	0.35	0.62	0.35	73.4
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.105	10.3	LOS B	0.0	0.4	0.02	0.02	0.02	88.7
31	T1	163	51	163	31.3	0.105	0.0	LOS A	0.0	0.4	0.02	0.02	0.02	99.3
32a	R1	3	2	3	66.7	0.105	10.1	LOS B	0.0	0.4	0.02	0.02	0.02	63.4
Approach		167	53	167	31.7	0.105	0.3	NA	0.0	0.4	0.02	0.02	0.02	98.2
All Vehicles		390	106	390	27.2	0.126	0.4	NA	0.0	0.4	0.02	0.03	0.02	97.6

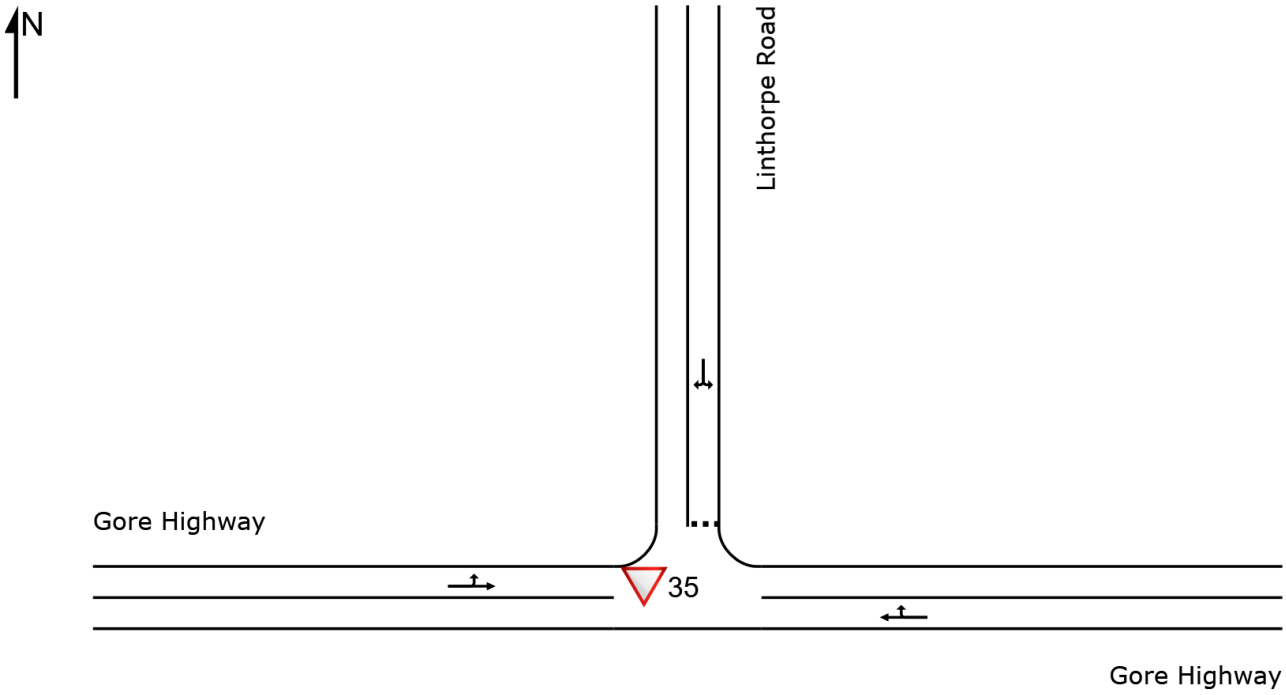
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 35 [Gore Highway / Linthorpe Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 35 [Gore Highway / Linthorpe Road 2025 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	305	51	305	16.7	0.176	0.0	LOS A	0.0	0.3	0.01	0.01	0.01	99.4
6	R2	3	1	3	33.3	0.176	10.0	LOS B	0.0	0.3	0.01	0.01	0.01	72.3
Approach		308	52	308	16.9	0.176	0.1	NA	0.0	0.3	0.01	0.01	0.01	98.9
North: Linthorpe Road														
7	L2	5	0	5	0.0	0.028	8.8	LOS A	0.1	0.7	0.45	0.72	0.45	70.9
9	R2	15	2	15	13.3	0.028	11.1	LOS B	0.1	0.7	0.45	0.72	0.45	48.8
Approach		20	2	20	10.0	0.028	10.5	LOS B	0.1	0.7	0.45	0.72	0.45	54.9
West: Gore Highway														
10	L2	8	1	8	12.5	0.159	4.7	LOS A	0.0	0.0	0.00	0.02	0.00	73.4
11	T1	273	44	273	16.1	0.159	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.3
Approach		281	45	281	16.0	0.159	0.1	NA	0.0	0.0	0.00	0.02	0.00	98.3
All Vehicles		609	99	609	16.3	0.176	0.5	NA	0.1	0.7	0.02	0.04	0.02	95.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 35 [Gore Highway / Linthorpe Road 2025 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	271	43	271	15.9	0.156	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.3
6	R2	3	0	3	0.0	0.156	9.0	LOS A	0.0	0.2	0.01	0.01	0.01	87.8
Approach		274	43	274	15.7	0.156	0.1	NA	0.0	0.2	0.01	0.01	0.01	99.0
North: Linthorpe Road														
7	L2	2	0	2	0.0	0.015	9.0	LOS A	0.0	0.4	0.48	0.72	0.48	70.5
9	R2	8	1	8	12.5	0.015	11.2	LOS B	0.0	0.4	0.48	0.72	0.48	48.5
Approach		10	1	10	10.0	0.015	10.8	LOS B	0.0	0.4	0.48	0.72	0.48	53.4
West: Gore Highway														
10	L2	13	1	13	7.7	0.198	4.7	LOS A	0.0	0.0	0.00	0.02	0.00	76.3
11	T1	331	62	331	18.7	0.198	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.0
Approach		344	63	344	18.3	0.198	0.2	NA	0.0	0.0	0.00	0.02	0.00	97.9
All Vehicles		628	107	628	17.0	0.198	0.3	NA	0.0	0.4	0.01	0.03	0.01	96.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 35 [Gore Highway / Linthorpe Road 2025 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	333	64	333	19.2	0.238	0.6	LOS A	0.6	4.7	0.14	0.05	0.14	95.8
6	R2	31	25	31	80.6	0.238	12.9	LOS B	0.6	4.7	0.14	0.05	0.14	57.1
Approach		364	89	364	24.5	0.238	1.6	NA	0.6	4.7	0.14	0.05	0.14	87.9
North: Linthorpe Road														
7	L2	29	24	29	82.8	0.113	12.3	LOS B	0.4	4.3	0.51	0.81	0.51	49.1
9	R2	29	16	29	55.2	0.113	16.2	LOS C	0.4	4.3	0.51	0.81	0.51	44.6
Approach		58	40	58	69.0	0.113	14.2	LOS B	0.4	4.3	0.51	0.81	0.51	47.3
West: Gore Highway														
10	L2	22	15	22	68.2	0.183	4.9	LOS A	0.0	0.0	0.00	0.04	0.00	50.0
11	T1	286	57	286	19.9	0.183	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	99.3
Approach		308	72	308	23.4	0.183	0.4	NA	0.0	0.0	0.00	0.04	0.00	92.7
All Vehicles		730	201	730	27.5	0.238	2.1	NA	0.6	4.7	0.11	0.11	0.11	82.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 35 [Gore Highway / Linthorpe Road 2025 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	284	56	284	19.7	0.212	0.9	LOS A	0.6	5.1	0.17	0.05	0.17	94.3
6	R2	27	24	27	88.9	0.212	14.5	LOS B	0.6	5.1	0.17	0.05	0.17	54.9
Approach		311	80	311	25.7	0.212	2.1	NA	0.6	5.1	0.17	0.05	0.17	85.9
North: Linthorpe Road														
7	L2	30	24	30	80.0	0.110	13.0	LOS B	0.4	4.3	0.55	0.82	0.55	49.1
9	R2	22	15	22	68.2	0.110	18.0	LOS C	0.4	4.3	0.55	0.82	0.55	43.4
Approach		52	39	52	75.0	0.110	15.1	LOS C	0.4	4.3	0.55	0.82	0.55	47.2
West: Gore Highway														
10	L2	27	15	27	55.6	0.229	4.8	LOS A	0.0	0.0	0.00	0.04	0.00	53.8
11	T1	359	75	359	20.9	0.229	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	99.0
Approach		386	90	386	23.3	0.229	0.3	NA	0.0	0.0	0.00	0.04	0.00	93.5
All Vehicles		749	209	749	27.9	0.229	2.1	NA	0.6	5.1	0.11	0.10	0.11	83.0

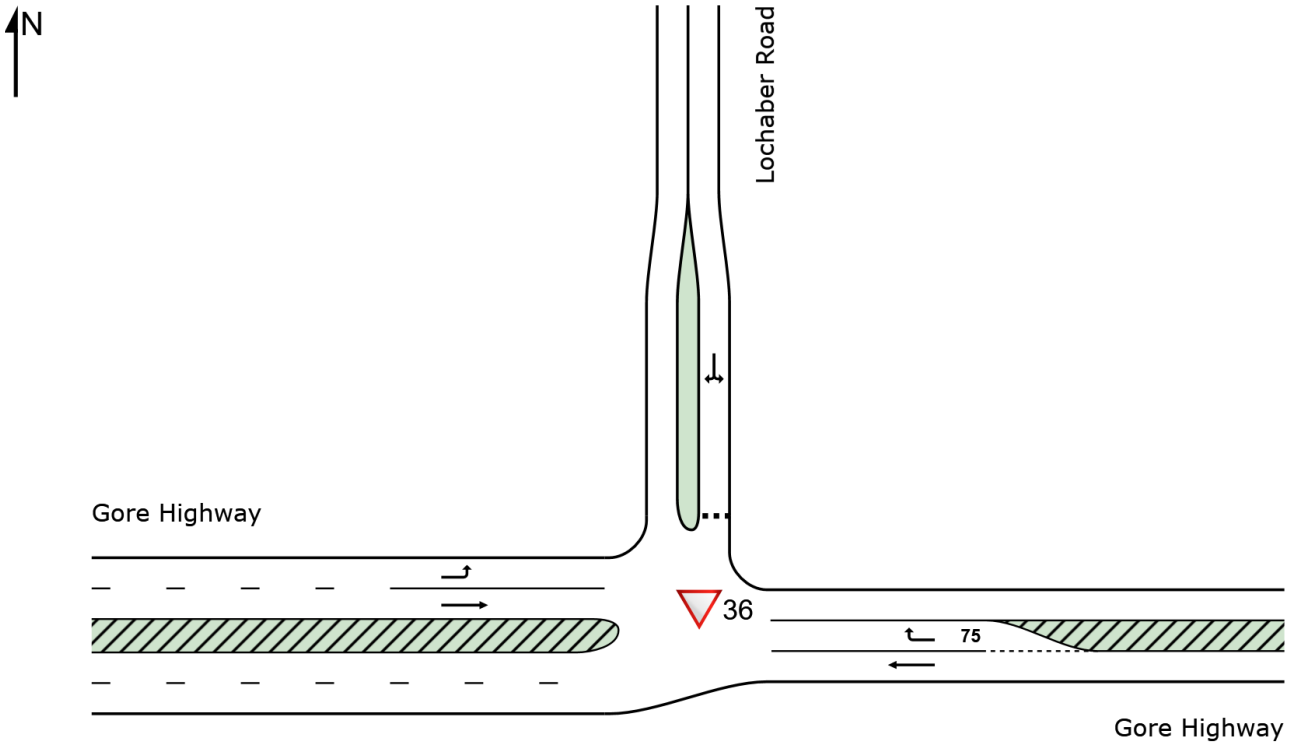
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 36 [Gore Highway / Lochaber Road 2022 AM Peak (Site Folder: Without Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 36 [Gore Highway / Lochaber Road 2027 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
8	T1	127	34	127	26.8	0.076	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
9	R2	4	2	4	50.0	0.004	7.0	LOS A	0.0	0.2	0.30	0.56	0.30	49.6
Approach		131	36	131	27.5	0.076	0.2	NA	0.0	0.2	0.01	0.02	0.01	94.8
North: Lochaber Road														
10	L2	13	1	13	7.7	0.036	6.3	LOS A	0.1	1.0	0.34	0.59	0.34	58.4
12	R2	17	1	17	5.9	0.036	7.9	LOS A	0.1	1.0	0.34	0.59	0.34	40.3
Approach		30	2	30	6.7	0.036	7.2	LOS A	0.1	1.0	0.34	0.59	0.34	49.1
West: Gore Highway														
1	L2	7	1	7	14.3	0.004	4.1	LOS A	0.0	0.0	0.00	0.55	0.00	50.3
2	T1	145	29	145	20.0	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		152	30	152	19.7	0.084	0.2	NA	0.0	0.0	0.00	0.03	0.00	95.6
All Vehicles		313	68	313	21.7	0.084	0.9	NA	0.1	1.0	0.04	0.08	0.04	85.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 36 [Gore Highway / Lochaber Road 2027 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
8	T1	140	26	140	18.6	0.080	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
9	R2	8	1	8	12.5	0.007	6.5	LOS A	0.0	0.2	0.32	0.57	0.32	57.3
Approach		148	27	148	18.2	0.080	0.4	NA	0.0	0.2	0.02	0.03	0.02	93.5
North: Lochaber Road														
10	L2	5	0	5	0.0	0.022	6.3	LOS A	0.1	0.6	0.41	0.62	0.41	60.2
12	R2	12	0	12	0.0	0.022	8.2	LOS A	0.1	0.6	0.41	0.62	0.41	39.3
Approach		17	0	17	0.0	0.022	7.7	LOS A	0.1	0.6	0.41	0.62	0.41	46.1
West: Gore Highway														
1	L2	15	0	15	0.0	0.008	4.1	LOS A	0.0	0.0	0.00	0.55	0.00	51.3
2	T1	191	40	191	20.9	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		206	40	206	19.4	0.111	0.3	NA	0.0	0.0	0.00	0.04	0.00	93.4
All Vehicles		371	67	371	18.1	0.111	0.7	NA	0.1	0.6	0.03	0.06	0.03	88.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 36 [Gore Highway / Lochaber Road 2027 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
8	T1	143	42	143	29.4	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
9	R2	8	2	8	25.0	0.008	6.6	LOS A	0.0	0.2	0.30	0.56	0.30	54.5
Approach		151	44	151	29.1	0.087	0.4	NA	0.0	0.2	0.02	0.03	0.02	92.9
North: Lochaber Road														
10	L2	13	1	13	7.7	0.040	6.3	LOS A	0.1	1.1	0.36	0.61	0.36	58.0
12	R2	18	2	18	11.1	0.040	8.5	LOS A	0.1	1.1	0.36	0.61	0.36	40.0
Approach		31	3	31	9.7	0.040	7.6	LOS A	0.1	1.1	0.36	0.61	0.36	48.4
West: Gore Highway														
1	L2	8	2	8	25.0	0.005	4.1	LOS A	0.0	0.0	0.00	0.54	0.00	49.6
2	T1	153	37	153	24.2	0.091	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		161	39	161	24.2	0.091	0.2	NA	0.0	0.0	0.00	0.03	0.00	95.1
All Vehicles		343	86	343	25.1	0.091	0.9	NA	0.1	1.1	0.04	0.08	0.04	84.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 36 [Gore Highway / Lochaber Road 2027 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
8	T1	148	34	148	23.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
9	R2	8	1	8	12.5	0.008	6.7	LOS A	0.0	0.2	0.34	0.57	0.34	57.3
Approach		156	35	156	22.4	0.087	0.3	NA	0.0	0.2	0.02	0.03	0.02	93.8
North: Lochaber Road														
10	L2	9	0	9	0.0	0.030	6.4	LOS A	0.1	0.8	0.41	0.62	0.41	59.5
12	R2	13	1	13	7.7	0.030	9.0	LOS A	0.1	0.8	0.41	0.62	0.41	39.7
Approach		22	1	22	4.5	0.030	7.9	LOS A	0.1	0.8	0.41	0.62	0.41	48.6
West: Gore Highway														
1	L2	16	1	16	6.3	0.009	4.1	LOS A	0.0	0.0	0.00	0.55	0.00	50.8
2	T1	207	48	207	23.2	0.122	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		223	49	223	22.0	0.122	0.3	NA	0.0	0.0	0.00	0.04	0.00	93.4
All Vehicles		401	85	401	21.2	0.122	0.7	NA	0.1	0.8	0.03	0.07	0.03	87.8

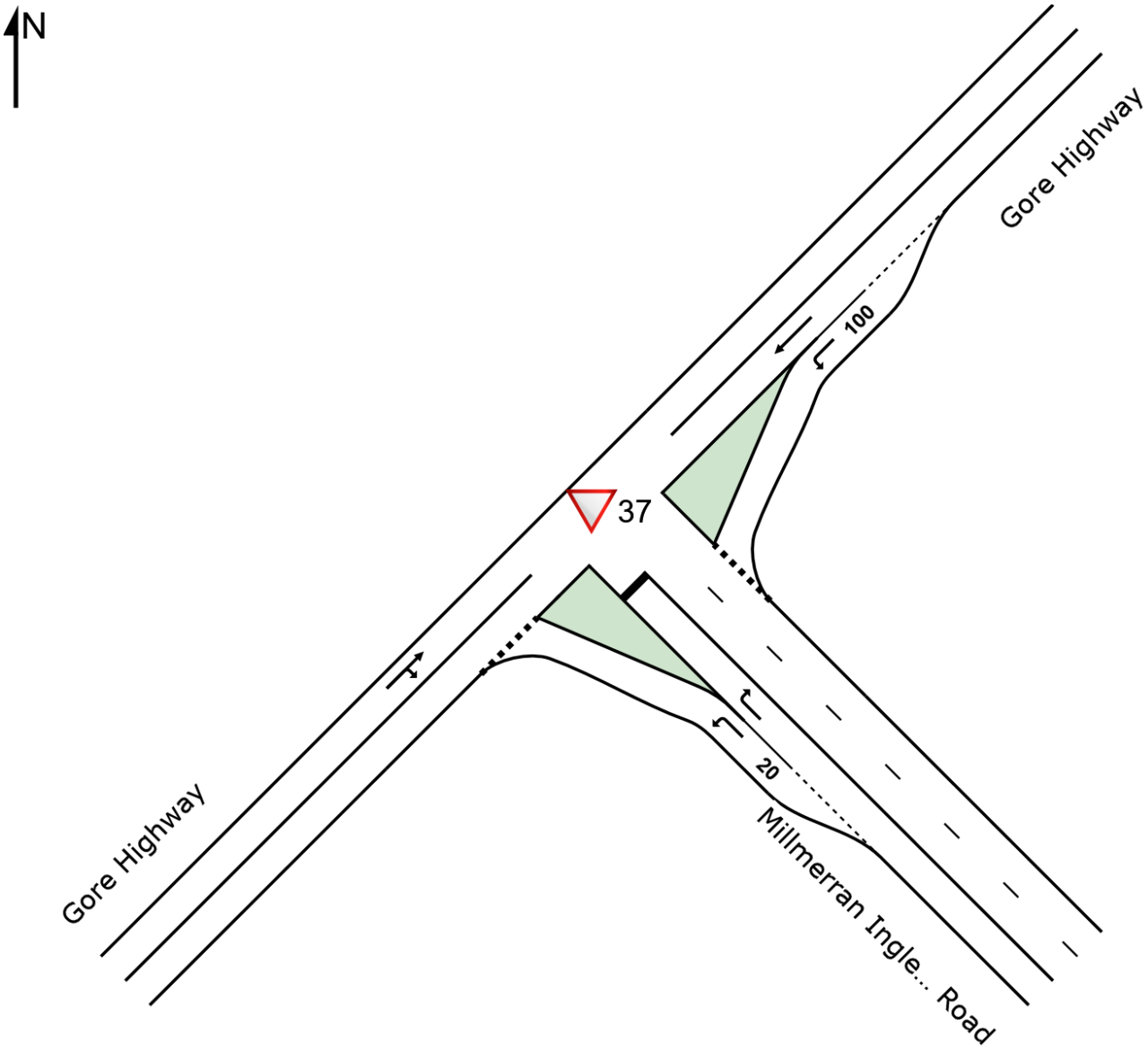
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 37 [Gore Highway / Millmerran Inglewood Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 37 [Gore Highway / Millmerran Inglewood Road 2025 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Millmerran Inglewood Road														
21	L2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.19	0.55	0.19	58.9
23	R2	16	8	16	50.0	0.022	12.7	LOS B	0.1	0.7	0.31	0.92	0.31	53.8
Approach		17	8	17	47.1	0.022	12.4	LOS B	0.1	0.7	0.31	0.90	0.31	54.0
NorthEast: Gore Highway														
24	L2	14	7	14	50.0	0.011	8.1	LOS A	0.0	0.4	0.01	0.59	0.01	56.7
25	T1	95	29	95	30.5	0.058	2.3	LOS A	0.0	0.0	0.00	0.29	0.00	75.7
Approach		109	36	109	33.0	0.058	3.0	LOS A	0.0	0.4	0.00	0.33	0.00	72.6
SouthWest: Gore Highway														
31	T1	76	23	76	30.3	0.047	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	67.1
32	R2	1	0	1	0.0	0.047	5.8	LOS A	0.0	0.1	0.01	0.01	0.01	67.9
Approach		77	23	77	29.9	0.047	0.1	NA	0.0	0.1	0.01	0.01	0.01	67.1
All Vehicles		203	67	203	33.0	0.058	2.7	NA	0.1	0.7	0.03	0.26	0.03	68.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 37 [Gore Highway / Millmerran Inglewood Road 2025 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Millmerran Inglewood Road														
21	L2	1	0	1	0.0	0.001	7.7	LOS A	0.0	0.0	0.23	0.54	0.23	58.7
23	R2	36	8	36	22.2	0.048	11.7	LOS B	0.2	1.3	0.37	0.92	0.37	59.7
Approach		37	8	37	21.6	0.048	11.6	LOS B	0.2	1.3	0.36	0.91	0.36	59.6
NorthEast: Gore Highway														
24	L2	30	10	30	33.3	0.021	7.9	LOS A	0.1	0.8	0.01	0.60	0.01	60.3
25	T1	129	36	129	27.9	0.078	2.3	LOS A	0.0	0.0	0.00	0.29	0.00	75.8
Approach		159	46	159	28.9	0.078	3.3	LOS A	0.1	0.8	0.00	0.35	0.00	72.3
SouthWest: Gore Highway														
31	T1	120	30	120	25.0	0.072	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	67.8
32	R2	1	0	1	0.0	0.072	6.0	LOS A	0.0	0.1	0.00	0.01	0.00	68.0
Approach		121	30	121	24.8	0.072	0.1	NA	0.0	0.1	0.00	0.01	0.00	67.8
All Vehicles		317	84	317	26.5	0.078	3.0	NA	0.2	1.3	0.05	0.28	0.05	68.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 37 [Gore Highway / Millmerran Inglewood Road 2025 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Millmerran Inglewood Road														
21	L2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.20	0.55	0.20	58.8
23	R2	42	34	42	81.0	0.078	16.0	LOS C	0.3	3.1	0.43	0.98	0.43	47.3
Approach		43	34	43	79.1	0.078	15.8	LOS C	0.3	3.1	0.42	0.97	0.42	47.6
NorthEast: Gore Highway														
24	L2	40	33	40	82.5	0.035	8.7	LOS A	0.1	1.7	0.01	0.58	0.01	50.8
25	T1	100	34	100	34.0	0.063	2.3	LOS A	0.0	0.0	0.00	0.29	0.00	75.6
Approach		140	67	140	47.9	0.063	4.1	LOS A	0.1	1.7	0.00	0.37	0.00	66.3
SouthWest: Gore Highway														
31	T1	145	28	145	19.3	0.084	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	68.6
32	R2	1	0	1	0.0	0.084	5.9	LOS A	0.0	0.1	0.00	0.00	0.00	68.0
Approach		146	28	146	19.2	0.084	0.0	NA	0.0	0.1	0.00	0.00	0.00	68.6
All Vehicles		329	129	329	39.2	0.084	3.8	NA	0.3	3.1	0.06	0.29	0.06	64.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 37 [Gore Highway / Millmerran Inglewood Road 2025 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Millmerran Inglewood Road														
21	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.29	0.54	0.29	58.5
23	R2	62	34	62	54.8	0.114	15.2	LOS C	0.4	3.9	0.47	0.99	0.47	51.4
Approach		63	34	63	54.0	0.114	15.1	LOS C	0.4	3.9	0.47	0.98	0.47	51.5
NorthEast: Gore Highway														
24	L2	56	36	56	64.3	0.045	8.4	LOS A	0.2	2.0	0.01	0.59	0.01	54.0
25	T1	198	41	198	20.7	0.115	2.2	LOS A	0.0	0.0	0.00	0.30	0.00	76.0
Approach		254	77	254	30.3	0.115	3.6	LOS A	0.2	2.0	0.00	0.36	0.00	69.7
SouthWest: Gore Highway														
31	T1	125	35	125	28.0	0.076	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	67.4
32	R2	1	0	1	0.0	0.076	6.2	LOS A	0.0	0.1	0.01	0.00	0.01	68.0
Approach		126	35	126	27.8	0.076	0.1	NA	0.0	0.1	0.01	0.00	0.01	67.4
All Vehicles		443	146	443	33.0	0.115	4.2	NA	0.4	3.9	0.07	0.35	0.07	65.8

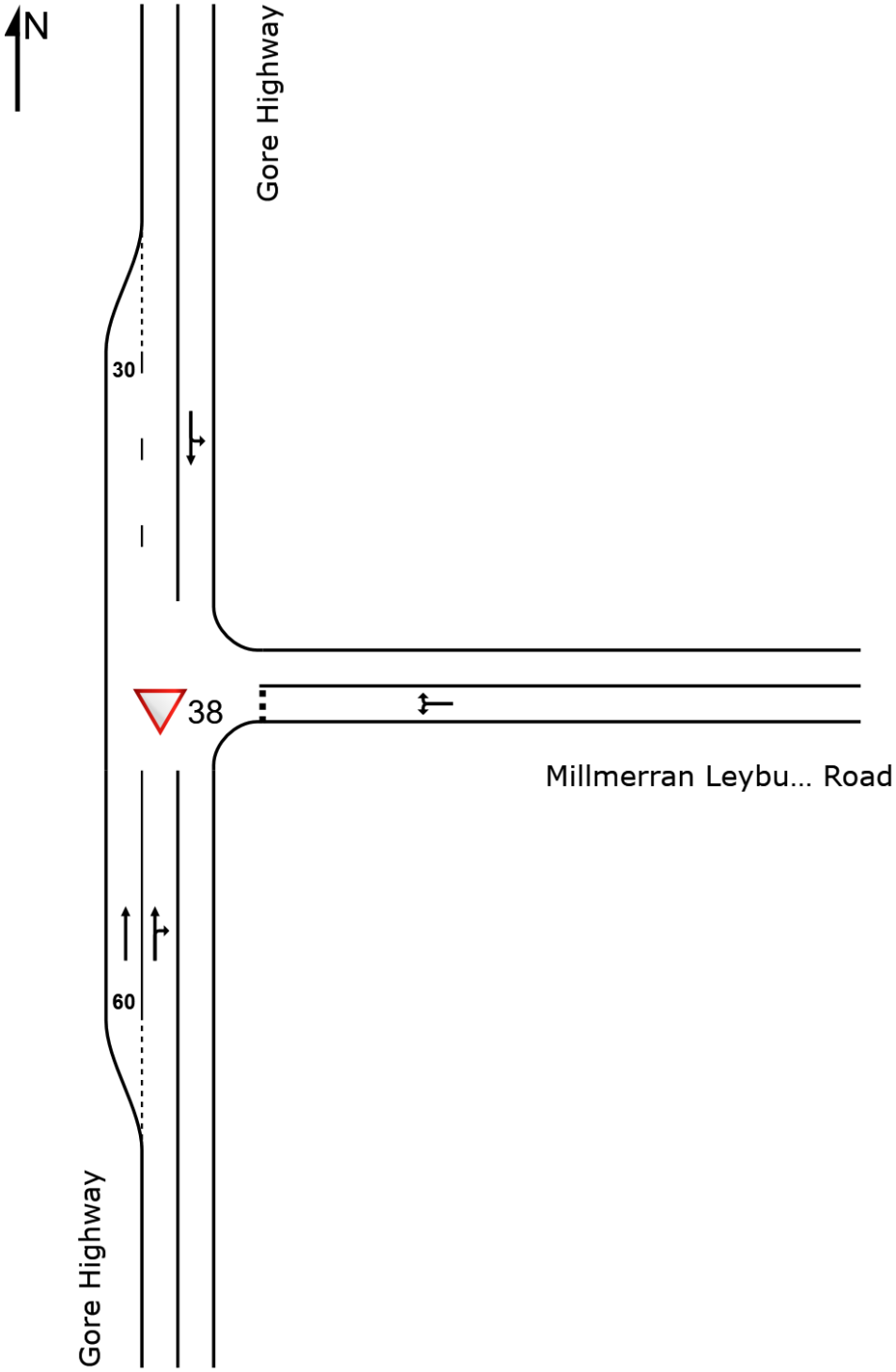
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 38 [Gore Highway / Millmerran Leyburn Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 38 [Gore Highway / Millmerran Leyburn Road 2026 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	89	26	89	29.2	0.046	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	99.1
3	R2	3	1	3	33.3	0.046	8.7	LOS A	0.0	0.2	0.02	0.03	0.02	72.0
Approach		92	27	92	29.3	0.046	0.3	NA	0.0	0.2	0.02	0.02	0.02	97.9
East: Millmerran Leyburn Road														
4	L2	4	1	4	25.0	0.006	8.8	LOS A	0.0	0.2	0.23	0.60	0.23	65.1
6	R2	2	1	2	50.0	0.006	10.4	LOS B	0.0	0.2	0.23	0.60	0.23	57.6
Approach		6	2	6	33.3	0.006	9.3	LOS A	0.0	0.2	0.23	0.60	0.23	62.4
North: Gore Highway														
7	L2	3	1	3	33.3	0.054	8.7	LOS A	0.0	0.0	0.00	0.02	0.00	73.2
8	T1	83	27	83	32.5	0.054	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.2
Approach		86	28	86	32.6	0.054	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.0
All Vehicles		184	57	184	31.0	0.054	0.6	NA	0.0	0.2	0.02	0.04	0.02	96.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 38 [Gore Highway / Millmerran Leyburn Road 2026 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	153	40	153	26.1	0.078	0.1	LOS A	0.0	0.3	0.02	0.02	0.02	99.0
3	R2	5	1	5	20.0	0.078	8.5	LOS A	0.0	0.3	0.02	0.03	0.02	77.3
Approach		158	41	158	25.9	0.078	0.3	NA	0.0	0.3	0.02	0.02	0.02	98.2
East: Millmerran Leyburn Road														
4	L2	5	1	5	20.0	0.009	8.8	LOS A	0.0	0.2	0.27	0.62	0.27	66.5
6	R2	4	0	4	0.0	0.009	9.1	LOS A	0.0	0.2	0.27	0.62	0.27	72.9
Approach		9	1	9	11.1	0.009	8.9	LOS A	0.0	0.2	0.27	0.62	0.27	69.2
North: Gore Highway														
7	L2	5	1	5	20.0	0.073	8.4	LOS A	0.0	0.0	0.00	0.03	0.00	78.3
8	T1	113	37	113	32.7	0.073	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.9
Approach		118	38	118	32.2	0.073	0.4	NA	0.0	0.0	0.00	0.03	0.00	97.8
All Vehicles		285	80	285	28.1	0.078	0.6	NA	0.0	0.3	0.02	0.04	0.02	96.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 38 [Gore Highway / Millmerran Leyburn Road 2026 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	148	32	148	21.6	0.077	0.1	LOS A	0.1	0.7	0.04	0.05	0.04	97.9
3	R2	12	2	12	16.7	0.077	8.3	LOS A	0.1	0.7	0.05	0.06	0.05	77.9
Approach		160	34	160	21.3	0.077	0.7	NA	0.1	0.7	0.04	0.05	0.04	96.0
East: Millmerran Leyburn Road														
4	L2	5	2	5	40.0	0.019	9.3	LOS A	0.1	0.8	0.33	0.62	0.33	59.6
6	R2	8	7	8	87.5	0.019	13.3	LOS B	0.1	0.8	0.33	0.62	0.33	48.8
Approach		13	9	13	69.2	0.019	11.8	LOS B	0.1	0.8	0.33	0.62	0.33	52.5
North: Gore Highway														
7	L2	9	7	9	77.8	0.064	9.9	LOS A	0.0	0.0	0.00	0.06	0.00	59.8
8	T1	89	33	89	37.1	0.064	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	99.2
Approach		98	40	98	40.8	0.064	0.9	NA	0.0	0.0	0.00	0.06	0.00	93.6
All Vehicles		271	83	271	30.6	0.077	1.3	NA	0.1	0.8	0.04	0.08	0.04	91.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 38 [Gore Highway / Millmerran Leyburn Road 2026 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	159	46	159	28.9	0.083	0.1	LOS A	0.1	0.5	0.03	0.02	0.03	98.9
3	R2	6	2	6	33.3	0.083	9.3	LOS A	0.1	0.5	0.04	0.03	0.04	71.8
Approach		165	48	165	29.1	0.083	0.4	NA	0.1	0.5	0.03	0.03	0.03	97.5
East: Millmerran Leyburn Road														
4	L2	14	2	14	14.3	0.031	8.9	LOS A	0.1	1.0	0.38	0.64	0.38	66.8
6	R2	10	6	10	60.0	0.031	13.3	LOS B	0.1	1.0	0.38	0.64	0.38	54.3
Approach		24	8	24	33.3	0.031	10.7	LOS B	0.1	1.0	0.38	0.64	0.38	61.0
North: Gore Highway														
7	L2	11	7	11	63.6	0.111	9.5	LOS A	0.0	0.0	0.00	0.04	0.00	63.5
8	T1	172	43	172	25.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	99.3
Approach		183	50	183	27.3	0.111	0.6	NA	0.0	0.0	0.00	0.04	0.00	96.0
All Vehicles		372	106	372	28.5	0.111	1.2	NA	0.1	1.0	0.04	0.07	0.04	93.2

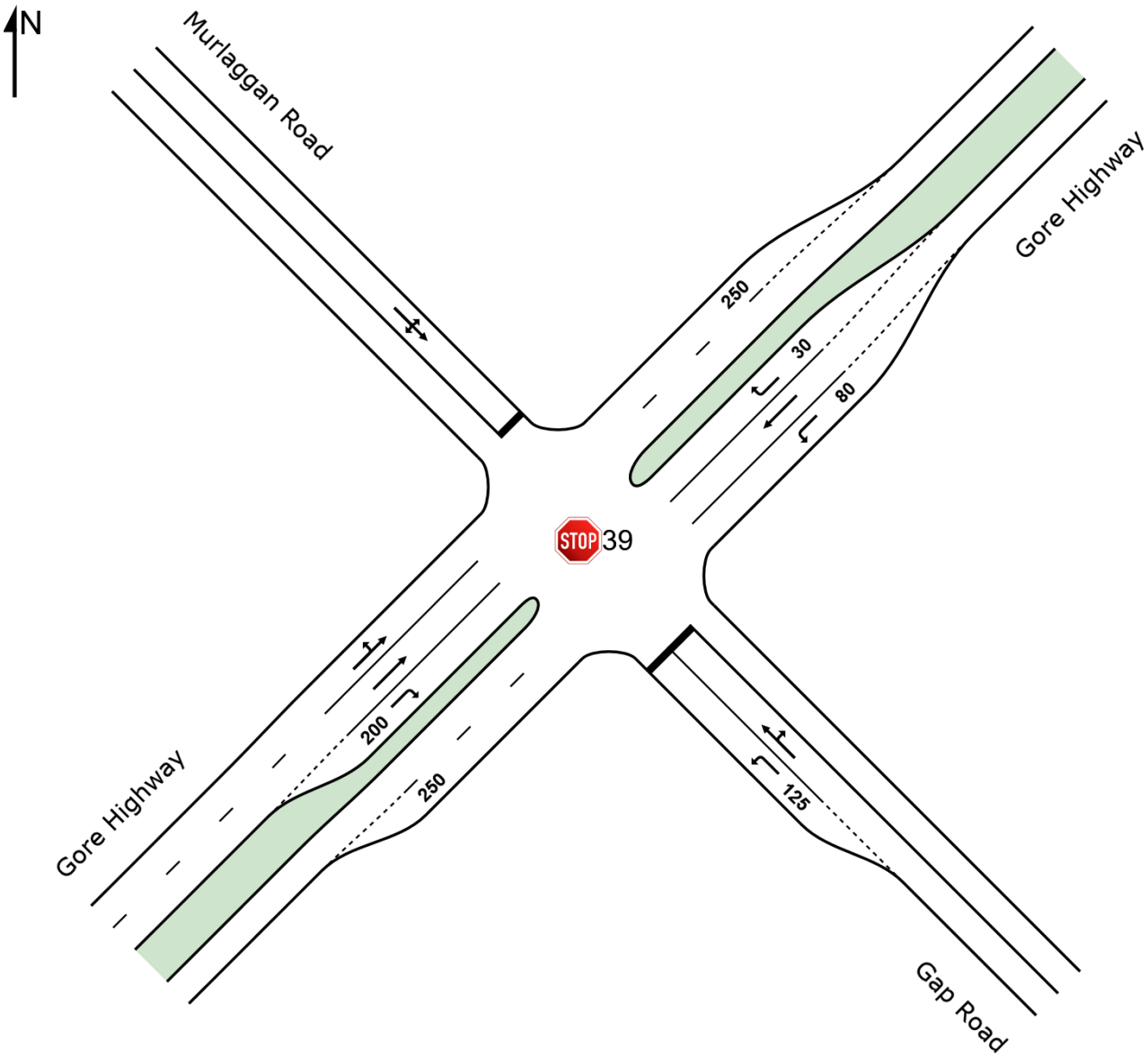
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 39 [Gore Highway / Murlaggan Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 39 [Gore Highway / Murlaggan Road 2025 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Gap Road														
21	L2	23	1	23	4.3	0.022	9.2	LOS A	0.1	0.6	0.22	0.88	0.22	62.2
22	T1	4	0	4	0.0	0.020	12.0	LOS B	0.1	0.6	0.46	0.89	0.46	48.6
23	R2	4	2	4	50.0	0.020	16.8	LOS C	0.1	0.6	0.46	0.89	0.46	49.5
Approach		31	3	31	9.7	0.022	10.5	LOS B	0.1	0.6	0.28	0.89	0.28	58.1
NorthEast: Gore Highway														
24	L2	2	1	2	50.0	0.001	9.1	LOS A	0.0	0.0	0.00	0.66	0.00	59.4
25	T1	93	40	93	43.0	0.061	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	2	0	2	0.0	0.002	8.1	LOS A	0.0	0.0	0.23	0.59	0.23	57.0
Approach		97	41	97	42.3	0.061	0.4	NA	0.0	0.0	0.00	0.03	0.00	97.1
NorthWest: Murlaggan Road														
27	L2	2	0	2	0.0	0.012	7.8	LOS A	0.0	0.3	0.27	0.88	0.27	53.2
28	T1	4	0	4	0.0	0.012	10.9	LOS B	0.0	0.3	0.27	0.88	0.27	48.9
29	R2	1	0	1	0.0	0.012	11.4	LOS B	0.0	0.3	0.27	0.88	0.27	53.2
Approach		7	0	7	0.0	0.012	10.1	LOS B	0.0	0.3	0.27	0.88	0.27	50.7
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.035	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.1
31	T1	108	41	108	38.0	0.035	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
32	R2	21	3	21	14.3	0.018	8.7	LOS A	0.1	0.5	0.22	0.60	0.22	60.9
Approach		130	44	130	33.8	0.035	1.5	NA	0.1	0.5	0.04	0.10	0.04	90.3
All Vehicles		265	88	265	33.2	0.061	2.4	NA	0.1	0.6	0.06	0.19	0.06	85.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 39 [Gore Highway / Murlaggan Road 2025 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Gap Road														
21	L2	45	3	45	6.7	0.044	9.4	LOS A	0.2	1.2	0.24	0.89	0.24	61.5
22	T1	5	1	5	20.0	0.022	15.6	LOS C	0.1	0.6	0.53	0.91	0.53	46.7
23	R2	2	1	2	50.0	0.022	21.5	LOS C	0.1	0.6	0.53	0.91	0.53	47.8
Approach		52	5	52	9.6	0.044	10.5	LOS B	0.2	1.2	0.28	0.89	0.28	59.0
NorthEast: Gore Highway														
24	L2	2	1	2	50.0	0.001	9.1	LOS A	0.0	0.0	0.00	0.66	0.00	59.4
25	T1	110	37	110	33.6	0.069	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	2	0	2	0.0	0.002	8.3	LOS A	0.0	0.0	0.28	0.58	0.28	56.8
Approach		114	38	114	33.3	0.069	0.3	NA	0.0	0.0	0.00	0.02	0.00	97.5
NorthWest: Murlaggan Road														
27	L2	14	0	14	0.0	0.074	8.0	LOS A	0.3	1.9	0.34	0.91	0.34	51.8
28	T1	22	1	22	4.5	0.074	13.3	LOS B	0.3	1.9	0.34	0.91	0.34	47.2
29	R2	2	1	2	50.0	0.074	21.4	LOS C	0.3	1.9	0.34	0.91	0.34	44.0
Approach		38	2	38	5.3	0.074	11.8	LOS B	0.3	1.9	0.34	0.91	0.34	48.6
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.050	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
31	T1	160	50	160	31.3	0.050	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
32	R2	54	5	54	9.3	0.045	8.6	LOS A	0.2	1.3	0.24	0.61	0.24	62.4
Approach		215	55	215	25.6	0.050	2.3	NA	0.2	1.3	0.06	0.16	0.06	86.7
All Vehicles		419	100	419	23.9	0.074	3.6	NA	0.3	1.9	0.10	0.28	0.10	78.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 39 [Gore Highway / Murlaggan Road 2025 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Gap Road														
21	L2	24	2	24	8.3	0.024	9.5	LOS A	0.1	0.6	0.23	0.89	0.23	61.1
22	T1	5	1	5	20.0	0.033	14.9	LOS B	0.1	1.0	0.53	0.93	0.53	46.4
23	R2	5	3	5	60.0	0.033	21.5	LOS C	0.1	1.0	0.53	0.93	0.53	46.0
Approach		34	6	34	17.6	0.033	12.0	LOS B	0.1	1.0	0.32	0.90	0.32	55.8
NorthEast: Gore Highway														
24	L2	3	2	3	66.7	0.002	9.6	LOS A	0.0	0.0	0.00	0.66	0.00	55.6
25	T1	99	46	99	46.5	0.067	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	27	25	27	92.6	0.034	11.3	LOS B	0.1	1.7	0.31	0.64	0.31	54.6
Approach		129	73	129	56.6	0.067	2.6	NA	0.1	1.7	0.06	0.15	0.06	83.8
NorthWest: Murlaggan Road														
27	L2	27	25	27	92.6	0.051	11.7	LOS B	0.2	2.1	0.20	1.03	0.20	39.9
28	T1	5	1	5	20.0	0.051	13.8	LOS B	0.2	2.1	0.20	1.03	0.20	45.6
29	R2	1	0	1	0.0	0.051	13.0	LOS B	0.2	2.1	0.20	1.03	0.20	53.4
Approach		33	26	33	78.8	0.051	12.0	LOS B	0.2	2.1	0.20	1.03	0.20	41.0
SouthWest: Gore Highway														
30	L2	11	0	11	0.0	0.040	7.8	LOS A	0.0	0.0	0.00	0.12	0.00	84.4
31	T1	114	47	114	41.2	0.040	0.1	LOS A	0.0	0.0	0.00	0.05	0.00	97.4
32	R2	22	4	22	18.2	0.019	8.8	LOS A	0.1	0.6	0.24	0.61	0.24	59.6
Approach		147	51	147	34.7	0.040	2.0	NA	0.1	0.6	0.04	0.14	0.04	88.1
All Vehicles		343	156	343	45.5	0.067	4.2	NA	0.2	2.1	0.09	0.31	0.09	74.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 39 [Gore Highway / Murlaggan Road 2025 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Gap Road														
21	L2	46	4	46	8.7	0.046	9.6	LOS A	0.2	1.2	0.25	0.89	0.25	60.9
22	T1	6	2	6	33.3	0.038	18.7	LOS C	0.1	1.2	0.63	0.96	0.63	44.1
23	R2	3	2	3	66.7	0.038	29.7	LOS D	0.1	1.2	0.63	0.96	0.63	43.1
Approach		55	8	55	14.5	0.046	11.7	LOS B	0.2	1.2	0.31	0.90	0.31	57.2
NorthEast: Gore Highway														
24	L2	3	2	3	66.7	0.002	9.6	LOS A	0.0	0.0	0.00	0.66	0.00	55.6
25	T1	116	43	116	37.1	0.075	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	27	25	27	92.6	0.036	11.7	LOS B	0.1	1.8	0.36	0.65	0.36	54.3
Approach		146	70	146	47.9	0.075	2.4	NA	0.1	1.8	0.07	0.13	0.07	85.3
NorthWest: Murlaggan Road														
27	L2	39	25	39	64.1	0.157	10.9	LOS B	0.6	5.3	0.35	0.99	0.35	41.9
28	T1	23	2	23	8.7	0.157	15.5	LOS C	0.6	5.3	0.35	0.99	0.35	46.1
29	R2	13	1	13	7.7	0.157	17.8	LOS C	0.6	5.3	0.35	0.99	0.35	50.1
Approach		75	28	75	37.3	0.157	13.5	LOS B	0.6	5.3	0.35	0.99	0.35	44.4
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.052	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
31	T1	166	56	166	33.7	0.052	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
32	R2	55	6	55	10.9	0.046	8.7	LOS A	0.2	1.4	0.25	0.62	0.25	61.8
Approach		222	62	222	27.9	0.052	2.3	NA	0.2	1.4	0.06	0.16	0.06	86.5
All Vehicles		498	168	498	33.7	0.157	5.0	NA	0.6	5.3	0.13	0.36	0.13	71.9

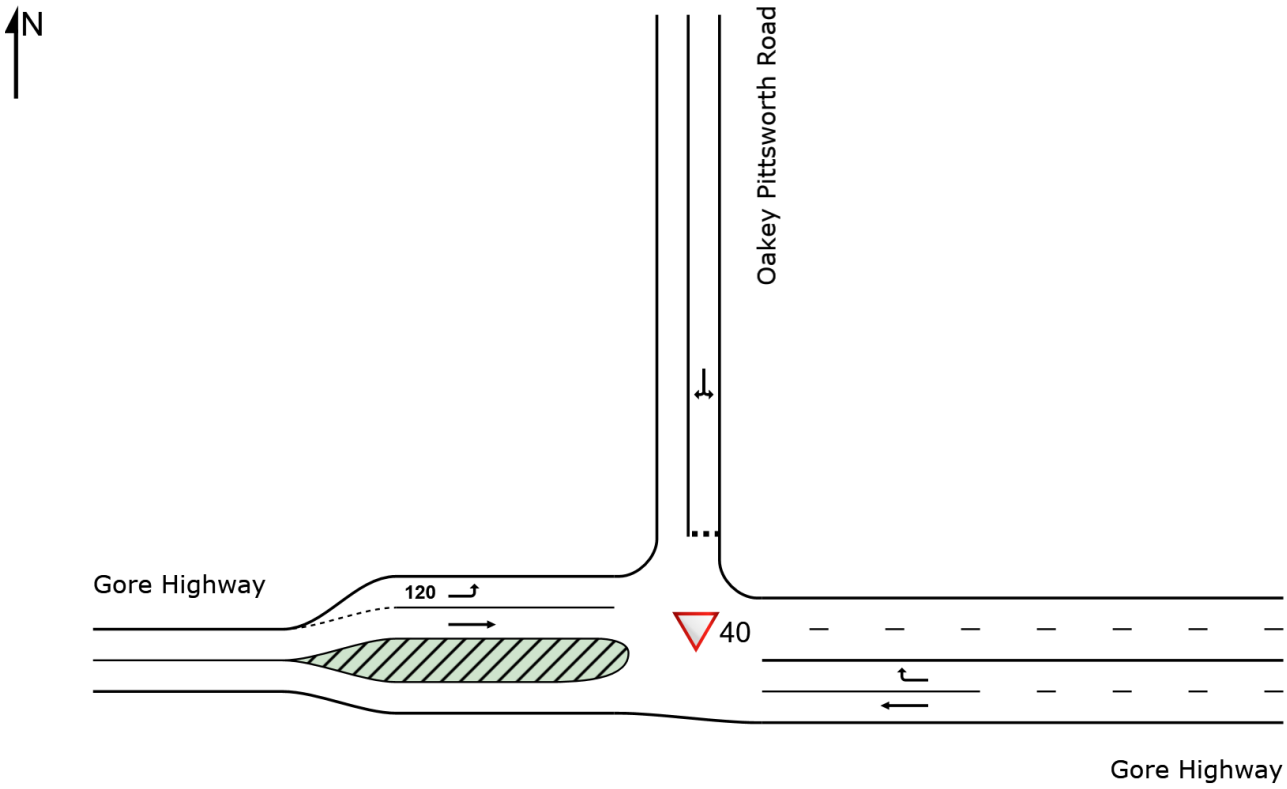
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 40 [Gore Highway / Oakey Pittsworth Road 2022 AM Peak (Site Folder: Without Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 40 [Gore Highway / Oakey Pittsworth Road 2026 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
8	T1	92	31	92	33.7	0.058	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
9	R2	36	3	36	8.3	0.029	5.6	LOS A	0.1	0.9	0.23	0.55	0.23	58.5
Approach		128	34	128	26.6	0.058	1.6	NA	0.1	0.9	0.06	0.15	0.06	83.3
North: Oakey Pittsworth Road														
10	L2	59	3	59	5.1	0.074	6.1	LOS A	0.3	2.2	0.24	0.56	0.24	47.6
12	R2	13	8	13	61.5	0.074	9.6	LOS A	0.3	2.2	0.24	0.56	0.24	48.1
Approach		72	11	72	15.3	0.074	6.7	LOS A	0.3	2.2	0.24	0.56	0.24	47.7
West: Gore Highway														
1	L2	7	5	7	71.4	0.006	6.4	LOS A	0.0	0.0	0.00	0.57	0.00	50.7
2	T1	102	22	102	21.6	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		109	27	109	24.8	0.060	0.4	NA	0.0	0.0	0.00	0.04	0.00	90.7
All Vehicles		309	72	309	23.3	0.074	2.4	NA	0.3	2.2	0.08	0.21	0.08	71.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 40 [Gore Highway / Oakey Pittsworth Road 2026 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
8	T1	87	24	87	27.6	0.053	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
9	R2	57	1	57	1.8	0.049	5.9	LOS A	0.2	1.4	0.31	0.57	0.31	60.9
Approach		144	25	144	17.4	0.053	2.3	NA	0.2	1.4	0.12	0.23	0.12	79.7
North: Oakey Pittsworth Road														
10	L2	45	3	45	6.7	0.061	6.4	LOS A	0.2	1.8	0.32	0.58	0.32	47.0
12	R2	8	6	8	75.0	0.061	11.8	LOS B	0.2	1.8	0.32	0.58	0.32	45.7
Approach		53	9	53	17.0	0.061	7.2	LOS A	0.2	1.8	0.32	0.58	0.32	46.7
West: Gore Highway														
1	L2	13	5	13	38.5	0.009	6.0	LOS A	0.0	0.0	0.00	0.57	0.00	52.0
2	T1	168	38	168	22.6	0.099	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		181	43	181	23.8	0.099	0.4	NA	0.0	0.0	0.00	0.04	0.00	90.2
All Vehicles		378	77	378	20.4	0.099	2.1	NA	0.2	1.8	0.09	0.19	0.09	75.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 40 [Gore Highway / Oakey Pittsworth Road 2026 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
8	T1	108	43	108	39.8	0.070	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
9	R2	40	3	40	7.5	0.033	5.7	LOS A	0.1	1.0	0.25	0.55	0.25	58.8
Approach		148	46	148	31.1	0.070	1.5	NA	0.1	1.0	0.07	0.15	0.07	84.0
North: Oakey Pittsworth Road														
10	L2	59	3	59	5.1	0.080	6.1	LOS A	0.3	2.4	0.27	0.57	0.27	47.3
12	R2	14	9	14	64.3	0.080	10.4	LOS B	0.3	2.4	0.27	0.57	0.27	47.5
Approach		73	12	73	16.4	0.080	7.0	LOS A	0.3	2.4	0.27	0.57	0.27	47.4
West: Gore Highway														
1	L2	8	6	8	75.0	0.007	6.4	LOS A	0.0	0.0	0.00	0.57	0.00	50.6
2	T1	114	34	114	29.8	0.070	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		122	40	122	32.8	0.070	0.4	NA	0.0	0.0	0.00	0.04	0.00	90.4
All Vehicles		343	98	343	28.6	0.080	2.3	NA	0.3	2.4	0.09	0.20	0.09	72.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 40 [Gore Highway / Oakey Pittsworth Road 2026 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
8	T1	99	36	99	36.4	0.063	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
9	R2	57	1	57	1.8	0.050	6.0	LOS A	0.2	1.4	0.32	0.58	0.32	60.8
Approach		156	37	156	23.7	0.063	2.2	NA	0.2	1.4	0.12	0.21	0.12	80.8
North: Oakey Pittsworth Road														
10	L2	49	3	49	6.1	0.070	6.5	LOS A	0.3	2.0	0.35	0.59	0.35	46.8
12	R2	9	7	9	77.8	0.070	12.9	LOS B	0.3	2.0	0.35	0.59	0.35	45.1
Approach		58	10	58	17.2	0.070	7.5	LOS A	0.3	2.0	0.35	0.59	0.35	46.4
West: Gore Highway														
1	L2	14	6	14	42.9	0.010	6.0	LOS A	0.0	0.0	0.00	0.57	0.00	51.8
2	T1	184	50	184	27.2	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		198	56	198	28.3	0.111	0.4	NA	0.0	0.0	0.00	0.04	0.00	90.2
All Vehicles		412	103	412	25.0	0.111	2.1	NA	0.3	2.0	0.09	0.18	0.09	76.1

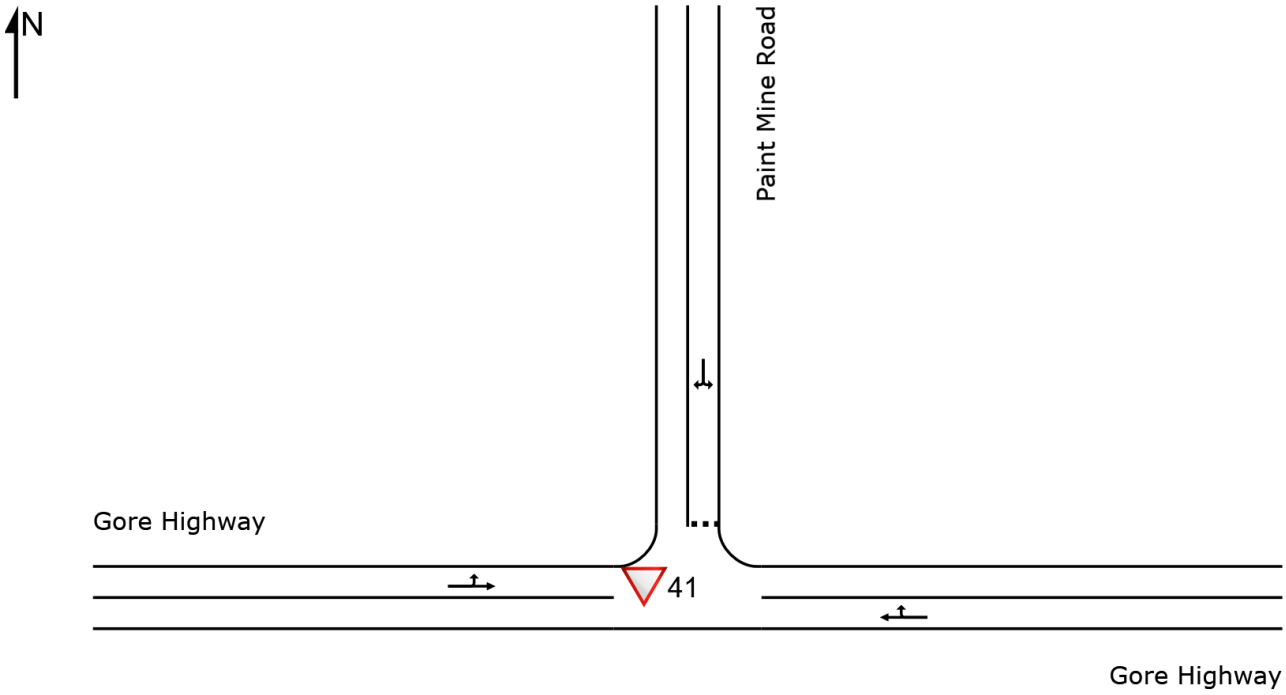
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 41 [2022 AM Gore Highway / Paint Mine Road- Existing Conditions (Site Folder: Without Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 41 [Gore Highway / Paint Mine Road 2027 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	130	38	130	29.2	0.080	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	99.4
6	R2	1	0	1	0.0	0.080	6.0	LOS A	0.0	0.1	0.01	0.00	0.01	87.7
Approach		131	38	131	29.0	0.080	0.1	NA	0.0	0.1	0.01	0.00	0.01	99.3
North: Paint Mine Road														
7	L2	2	0	2	0.0	0.004	6.0	LOS A	0.0	0.1	0.28	0.55	0.28	61.3
9	R2	2	0	2	0.0	0.004	6.6	LOS A	0.0	0.1	0.28	0.55	0.28	59.7
Approach		4	0	4	0.0	0.004	6.3	LOS A	0.0	0.1	0.28	0.55	0.28	60.5
West: Gore Highway														
10	L2	1	0	1	0.0	0.095	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	87.8
11	T1	165	30	165	18.2	0.095	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.4
Approach		166	30	166	18.1	0.095	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.3
All Vehicles		301	68	301	22.6	0.095	0.1	NA	0.0	0.1	0.01	0.01	0.01	98.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 41 [Gore Highway / Paint Mine Road 2027 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	151	27	151	17.9	0.087	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	99.5
6	R2	1	0	1	0.0	0.087	6.2	LOS A	0.0	0.1	0.01	0.00	0.01	87.8
Approach		152	27	152	17.8	0.087	0.0	NA	0.0	0.1	0.01	0.00	0.01	99.4
North: Paint Mine Road														
7	L2	1	0	1	0.0	0.003	6.2	LOS A	0.0	0.1	0.33	0.57	0.33	61.1
9	R2	2	0	2	0.0	0.003	6.8	LOS A	0.0	0.1	0.33	0.57	0.33	59.6
Approach		3	0	3	0.0	0.003	6.6	LOS A	0.0	0.1	0.33	0.57	0.33	60.1
West: Gore Highway														
10	L2	2	0	2	0.0	0.119	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	87.6
11	T1	202	42	202	20.8	0.119	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.0
Approach		204	42	204	20.6	0.119	0.1	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		359	69	359	19.2	0.119	0.1	NA	0.0	0.1	0.00	0.01	0.00	98.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 41 [Gore Highway / Paint Mine Road 2027 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	148	45	148	30.4	0.093	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	97.8
6	R2	4	0	4	0.0	0.093	6.1	LOS A	0.0	0.2	0.02	0.02	0.02	86.6
Approach		152	45	152	29.6	0.093	0.2	NA	0.0	0.2	0.02	0.02	0.02	97.5
North: Paint Mine Road														
7	L2	2	0	2	0.0	0.005	6.1	LOS A	0.0	0.1	0.32	0.57	0.32	60.5
9	R2	3	1	3	33.3	0.005	7.7	LOS A	0.0	0.1	0.32	0.57	0.32	52.0
Approach		5	1	5	20.0	0.005	7.0	LOS A	0.0	0.1	0.32	0.57	0.32	55.2
West: Gore Highway														
10	L2	2	1	2	50.0	0.102	9.1	LOS A	0.0	0.0	0.00	0.01	0.00	66.2
11	T1	172	37	172	21.5	0.102	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.0
Approach		174	38	174	21.8	0.102	0.1	NA	0.0	0.0	0.00	0.01	0.00	98.5
All Vehicles		331	84	331	25.4	0.102	0.2	NA	0.0	0.2	0.01	0.02	0.01	96.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 41 [Gore Highway / Paint Mine Road 2027 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	158	34	158	21.5	0.093	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	99.5
6	R2	1	0	1	0.0	0.093	6.3	LOS A	0.0	0.1	0.01	0.00	0.01	87.8
Approach		159	34	159	21.4	0.093	0.0	NA	0.0	0.1	0.01	0.00	0.01	99.4
North: Paint Mine Road														
7	L2	4	0	4	0.0	0.007	6.3	LOS A	0.0	0.2	0.35	0.57	0.35	60.4
9	R2	3	1	3	33.3	0.007	8.1	LOS A	0.0	0.2	0.35	0.57	0.35	51.9
Approach		7	1	7	14.3	0.007	7.0	LOS A	0.0	0.2	0.35	0.57	0.35	56.6
West: Gore Highway														
10	L2	3	1	3	33.3	0.131	8.7	LOS A	0.0	0.0	0.00	0.01	0.00	72.0
11	T1	220	49	220	22.3	0.131	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	98.8
Approach		223	50	223	22.4	0.131	0.1	NA	0.0	0.0	0.00	0.01	0.00	98.3
All Vehicles		389	85	389	21.9	0.131	0.2	NA	0.0	0.2	0.01	0.02	0.01	97.4

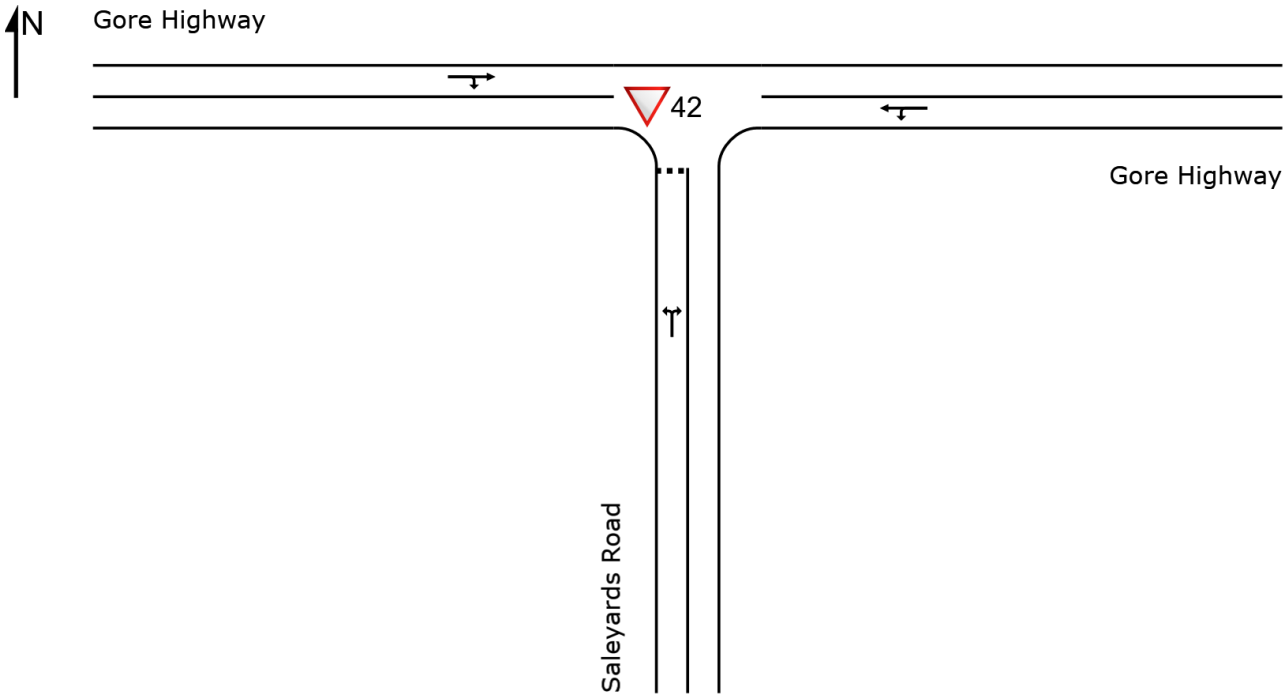
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 42 [Gore Highway / Saleyards Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 42 [Gore Highway / Saleyards Road 2027 AM Scenario 1 -Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saleyards Road														
1	L2	1	0	1	0.0	0.015	5.8	LOS A	0.0	0.4	0.26	0.58	0.26	52.9
3	R2	13	4	13	30.8	0.015	6.7	LOS A	0.0	0.4	0.26	0.58	0.26	51.1
Approach		14	4	14	28.6	0.015	6.7	LOS A	0.0	0.4	0.26	0.58	0.26	51.2
East: Gore Highway														
4	L2	11	3	11	27.3	0.061	5.9	LOS A	0.0	0.0	0.00	0.07	0.00	56.3
5	T1	84	32	84	38.1	0.061	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.2
Approach		95	35	95	36.8	0.061	0.7	NA	0.0	0.0	0.00	0.07	0.00	58.9
West: Gore Highway														
11	T1	81	31	81	38.3	0.052	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
12	R2	1	0	1	0.0	0.052	5.8	LOS A	0.0	0.1	0.01	0.01	0.01	57.6
Approach		82	31	82	37.8	0.052	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
All Vehicles		191	70	191	36.6	0.061	0.9	NA	0.0	0.4	0.02	0.08	0.02	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 42 [Gore Highway / Saleyards Road 2027 PM Scenario 1 -Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saleyards Road														
1	L2	1	0	1	0.0	0.022	5.8	LOS A	0.1	0.6	0.27	0.59	0.27	52.9
3	R2	19	6	19	31.6	0.022	6.8	LOS A	0.1	0.6	0.27	0.59	0.27	51.0
Approach		20	6	20	30.0	0.022	6.7	LOS A	0.1	0.6	0.27	0.59	0.27	51.1
East: Gore Highway														
4	L2	11	3	11	27.3	0.059	5.9	LOS A	0.0	0.0	0.00	0.07	0.00	56.3
5	T1	81	31	81	38.3	0.059	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.2
Approach		92	34	92	37.0	0.059	0.7	NA	0.0	0.0	0.00	0.07	0.00	58.9
West: Gore Highway														
11	T1	85	33	85	38.8	0.055	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
12	R2	1	0	1	0.0	0.055	5.8	LOS A	0.0	0.1	0.01	0.01	0.01	57.6
Approach		86	33	86	38.4	0.055	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
All Vehicles		198	73	198	36.9	0.059	1.0	NA	0.1	0.6	0.03	0.10	0.03	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 42 [Gore Highway / Saleyards Road 2027 AM Scenario 2 -Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saleyards Road														
1	L2	13	4	13	30.8	0.011	6.3	LOS A	0.0	0.4	0.20	0.53	0.20	51.7
3	R2	1	0	1	0.0	0.011	6.1	LOS A	0.0	0.4	0.20	0.53	0.20	52.5
Approach		14	4	14	28.6	0.011	6.2	LOS A	0.0	0.4	0.20	0.53	0.20	51.8
East: Gore Highway														
4	L2	1	0	1	0.0	0.054	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
5	T1	84	32	84	38.1	0.054	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		85	32	85	37.6	0.054	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
West: Gore Highway														
11	T1	81	31	81	38.3	0.060	0.1	LOS A	0.1	0.7	0.06	0.07	0.06	59.0
12	R2	11	3	11	27.3	0.060	6.2	LOS A	0.1	0.7	0.06	0.07	0.06	55.4
Approach		92	34	92	37.0	0.060	0.8	NA	0.1	0.7	0.06	0.07	0.06	58.6
All Vehicles		191	70	191	36.6	0.060	0.9	NA	0.1	0.7	0.04	0.08	0.04	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 42 [Gore Highway / Saleyards Road 2027 PM Scenario 2 -Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saleyards Road														
1	L2	19	6	19	31.6	0.016	6.3	LOS A	0.1	0.5	0.20	0.54	0.20	51.7
3	R2	1	0	1	0.0	0.016	6.2	LOS A	0.1	0.5	0.20	0.54	0.20	52.5
Approach		20	6	20	30.0	0.016	6.3	LOS A	0.1	0.5	0.20	0.54	0.20	51.7
East: Gore Highway														
4	L2	1	0	1	0.0	0.052	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
5	T1	81	31	81	38.3	0.052	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		82	31	82	37.8	0.052	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
West: Gore Highway														
11	T1	85	33	85	38.8	0.062	0.1	LOS A	0.1	0.7	0.06	0.07	0.06	59.1
12	R2	11	3	11	27.3	0.062	6.2	LOS A	0.1	0.7	0.06	0.07	0.06	55.5
Approach		96	36	96	37.5	0.062	0.8	NA	0.1	0.7	0.06	0.07	0.06	58.6
All Vehicles		198	73	198	36.9	0.062	1.0	NA	0.1	0.7	0.05	0.09	0.05	58.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 42 [Gore Highway / Saleyards Road 2027 AM Scenario 1 -With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saleyards Road														
1	L2	4	3	4	75.0	0.021	7.0	LOS A	0.1	0.6	0.31	0.62	0.31	49.6
3	R2	13	4	13	30.8	0.021	7.6	LOS A	0.1	0.6	0.31	0.62	0.31	50.7
Approach		17	7	17	41.2	0.021	7.5	LOS A	0.1	0.6	0.31	0.62	0.31	50.4
East: Gore Highway														
4	L2	11	3	11	27.3	0.068	5.9	LOS A	0.0	0.0	0.00	0.06	0.00	56.3
5	T1	93	41	93	44.1	0.068	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.2
Approach		104	44	104	42.3	0.068	0.6	NA	0.0	0.0	0.00	0.06	0.00	58.9
West: Gore Highway														
11	T1	207	40	207	19.3	0.124	0.0	LOS A	0.0	0.4	0.01	0.01	0.01	59.9
12	R2	4	3	4	75.0	0.124	7.2	LOS A	0.0	0.4	0.01	0.01	0.01	53.9
Approach		211	43	211	20.4	0.124	0.2	NA	0.0	0.4	0.01	0.01	0.01	59.8
All Vehicles		332	94	332	28.3	0.124	0.7	NA	0.1	0.6	0.03	0.06	0.03	58.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 42 [Gore Highway / Saleyards Road 2027 PM Scenario 1 -With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saleyards Road														
1	L2	4	3	4	75.0	0.029	7.8	LOS A	0.1	0.9	0.38	0.64	0.38	49.4
3	R2	19	6	19	31.6	0.029	7.7	LOS A	0.1	0.9	0.38	0.64	0.38	50.5
Approach		23	9	23	39.1	0.029	7.7	LOS A	0.1	0.9	0.38	0.64	0.38	50.3
East: Gore Highway														
4	L2	11	3	11	27.3	0.127	5.9	LOS A	0.0	0.0	0.00	0.03	0.00	56.7
5	T1	207	40	207	19.3	0.127	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		218	43	218	19.7	0.127	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
West: Gore Highway														
11	T1	94	42	94	44.7	0.067	0.1	LOS A	0.0	0.5	0.04	0.02	0.04	59.7
12	R2	4	3	4	75.0	0.067	7.9	LOS A	0.0	0.5	0.04	0.02	0.04	53.7
Approach		98	45	98	45.9	0.067	0.4	NA	0.0	0.5	0.04	0.02	0.04	59.4
All Vehicles		339	97	339	28.6	0.127	0.9	NA	0.1	0.9	0.04	0.07	0.04	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 42 [Gore Highway / Saleyards Road 2027 AM Scenario 2 -With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saleyards Road														
1	L2	16	7	16	43.8	0.014	6.5	LOS A	0.1	0.5	0.22	0.54	0.22	51.2
3	R2	1	0	1	0.0	0.014	6.8	LOS A	0.1	0.5	0.22	0.54	0.22	52.4
Approach		17	7	17	41.2	0.014	6.5	LOS A	0.1	0.5	0.22	0.54	0.22	51.2
East: Gore Highway														
4	L2	1	0	1	0.0	0.062	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
5	T1	93	41	93	44.1	0.062	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		94	41	94	43.6	0.062	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
West: Gore Highway														
11	T1	207	40	207	19.3	0.132	0.1	LOS A	0.1	1.0	0.04	0.04	0.04	59.6
12	R2	14	6	14	42.9	0.132	6.5	LOS A	0.1	1.0	0.04	0.04	0.04	55.1
Approach		221	46	221	20.8	0.132	0.5	NA	0.1	1.0	0.04	0.04	0.04	59.3
All Vehicles		332	94	332	28.3	0.132	0.7	NA	0.1	1.0	0.04	0.05	0.04	59.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 42 [Gore Highway / Saleyards Road 2027 PM Scenario 2 -With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saleyards Road														
1	L2	22	9	22	40.9	0.022	7.0	LOS A	0.1	0.8	0.33	0.57	0.33	50.9
3	R2	1	0	1	0.0	0.022	6.8	LOS A	0.1	0.8	0.33	0.57	0.33	52.1
Approach		23	9	23	39.1	0.022	7.0	LOS A	0.1	0.8	0.33	0.57	0.33	51.0
East: Gore Highway														
4	L2	1	0	1	0.0	0.120	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.3
5	T1	207	40	207	19.3	0.120	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		208	40	208	19.2	0.120	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Gore Highway														
11	T1	94	42	94	44.7	0.075	0.2	LOS A	0.1	1.2	0.11	0.08	0.11	58.8
12	R2	14	6	14	42.9	0.075	7.1	LOS A	0.1	1.2	0.11	0.08	0.11	54.5
Approach		108	48	108	44.4	0.075	1.1	NA	0.1	1.2	0.11	0.08	0.11	58.2
All Vehicles		339	97	339	28.6	0.120	0.9	NA	0.1	1.2	0.06	0.07	0.06	58.7

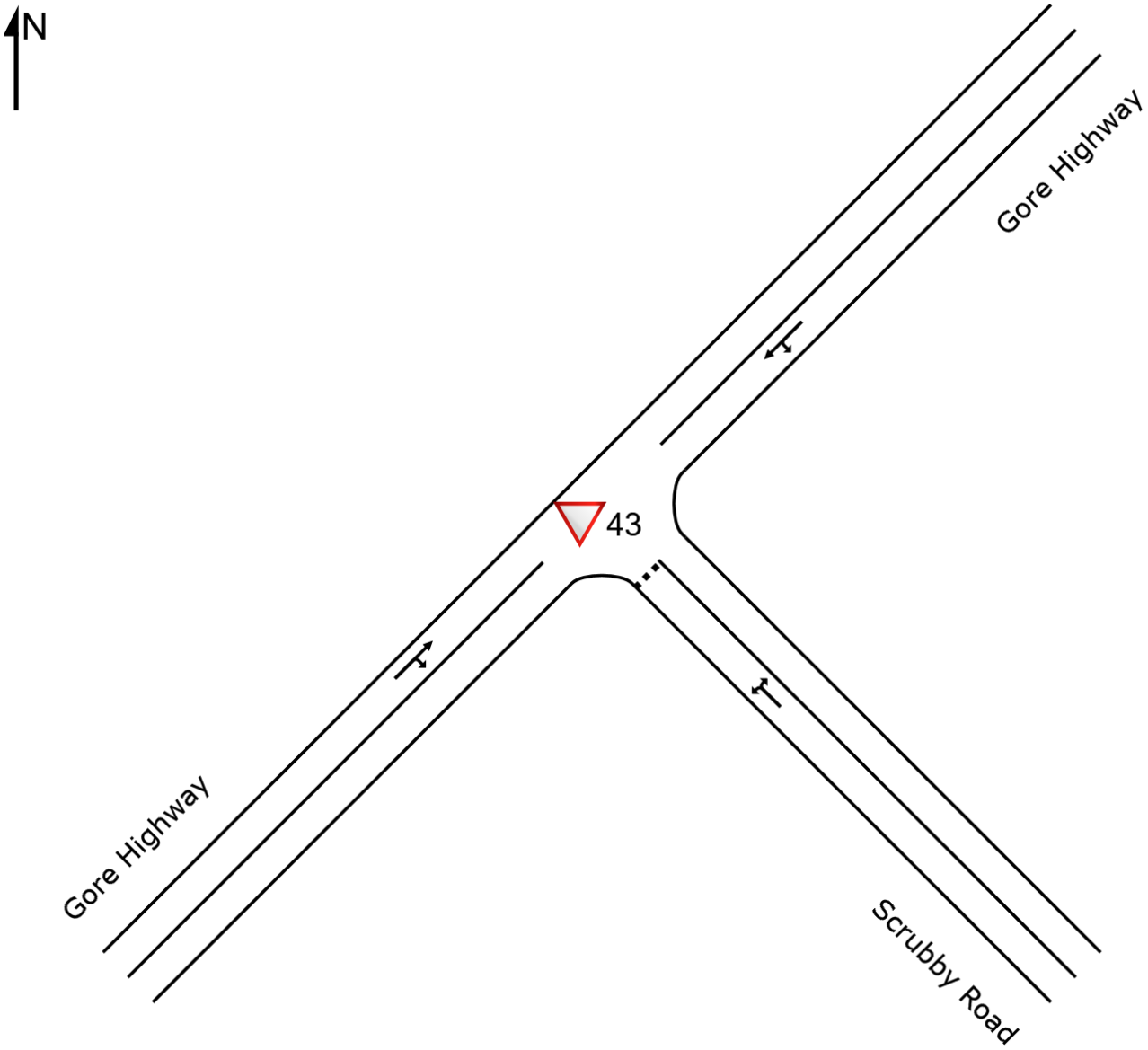
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 43 [2022 AM Peak - Gore Highway / Scrubby Road -Existing Conditions (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 43 [Gore Highway / Scrubby Road 2026 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Scrubby Road														
21	L2	1	0	1	0.0	0.010	8.2	LOS A	0.0	0.3	0.32	0.64	0.32	73.0
23	R2	7	3	7	42.9	0.010	10.1	LOS B	0.0	0.3	0.32	0.64	0.32	59.1
Approach		8	3	8	37.5	0.010	9.8	LOS A	0.0	0.3	0.32	0.64	0.32	60.6
NorthEast: Gore Highway														
24	L2	6	3	6	50.0	0.076	9.1	LOS A	0.0	0.0	0.00	0.03	0.00	67.5
25	T1	113	41	113	36.3	0.076	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.1
Approach		119	44	119	37.0	0.076	0.5	NA	0.0	0.0	0.00	0.03	0.00	96.8
SouthWest: Gore Highway														
31	T1	125	42	125	33.6	0.079	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.6
32	R2	1	1	1	100.0	0.079	11.2	LOS B	0.0	0.1	0.01	0.01	0.01	59.6
Approach		126	43	126	34.1	0.079	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.0
All Vehicles		253	90	253	35.6	0.079	0.6	NA	0.0	0.3	0.01	0.04	0.01	96.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 43 [Gore Highway / Scrubby Road 2026 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Scrubby Road														
21	L2	1	0	1	0.0	0.015	8.3	LOS A	0.0	0.5	0.40	0.68	0.40	71.4
23	R2	9	5	9	55.6	0.015	11.6	LOS B	0.0	0.5	0.40	0.68	0.40	55.1
Approach		10	5	10	50.0	0.015	11.3	LOS B	0.0	0.5	0.40	0.68	0.40	56.4
NorthEast: Gore Highway														
24	L2	10	4	10	40.0	0.098	8.9	LOS A	0.0	0.0	0.00	0.04	0.00	70.7
25	T1	153	37	153	24.2	0.098	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	98.9
Approach		163	41	163	25.2	0.098	0.6	NA	0.0	0.0	0.00	0.04	0.00	96.5
SouthWest: Gore Highway														
31	T1	205	52	205	25.4	0.123	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	99.8
32	R2	1	0	1	0.0	0.123	8.0	LOS A	0.0	0.1	0.00	0.00	0.00	88.0
Approach		206	52	206	25.2	0.123	0.0	NA	0.0	0.1	0.00	0.00	0.00	99.8
All Vehicles		379	98	379	25.9	0.123	0.6	NA	0.0	0.5	0.01	0.04	0.01	96.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 43 [Gore Highway / Scrubby Road 2026 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Scrubby Road														
21	L2	119	118	119	99.2	0.172	11.6	LOS B	0.7	9.2	0.33	0.75	0.33	48.4
23	R2	19	15	19	78.9	0.172	15.1	LOS C	0.7	9.2	0.33	0.75	0.33	50.9
Approach		138	133	138	96.4	0.172	12.0	LOS B	0.7	9.2	0.33	0.75	0.33	48.8
NorthEast: Gore Highway														
24	L2	18	15	18	83.3	0.094	10.0	LOS B	0.0	0.0	0.00	0.09	0.00	58.4
25	T1	121	49	121	40.5	0.094	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	99.1
Approach		139	64	139	46.0	0.094	1.3	NA	0.0	0.0	0.00	0.09	0.00	90.9
SouthWest: Gore Highway														
31	T1	144	50	144	34.7	0.235	1.1	LOS A	1.3	13.7	0.35	0.21	0.35	94.8
32	R2	120	119	120	99.2	0.235	11.7	LOS B	1.3	13.7	0.35	0.21	0.35	52.2
Approach		264	169	264	64.0	0.235	5.9	NA	1.3	13.7	0.35	0.21	0.35	69.1
All Vehicles		541	366	541	67.7	0.235	6.3	NA	1.3	13.7	0.26	0.32	0.26	66.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 43 [Gore Highway / Scrubby Road 2026 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Scrubby Road														
21	L2	119	118	119	99.2	0.197	12.0	LOS B	0.8	10.3	0.40	0.78	0.40	47.9
23	R2	21	17	21	81.0	0.197	17.7	LOS C	0.8	10.3	0.40	0.78	0.40	49.9
Approach		140	135	140	96.4	0.197	12.9	LOS B	0.8	10.3	0.40	0.78	0.40	48.2
NorthEast: Gore Highway														
24	L2	22	16	22	72.7	0.121	9.7	LOS A	0.0	0.0	0.00	0.08	0.00	61.0
25	T1	172	45	172	26.2	0.121	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	99.0
Approach		194	61	194	31.4	0.121	1.1	NA	0.0	0.0	0.00	0.08	0.00	92.4
SouthWest: Gore Highway														
31	T1	213	60	213	28.2	0.288	1.4	LOS A	1.6	16.2	0.38	0.16	0.38	94.5
32	R2	119	118	119	99.2	0.288	12.4	LOS B	1.6	16.2	0.38	0.16	0.38	52.1
Approach		332	178	332	53.6	0.288	5.4	NA	1.6	16.2	0.38	0.16	0.38	73.1
All Vehicles		666	374	666	56.2	0.288	5.7	NA	1.6	16.2	0.28	0.26	0.28	69.8

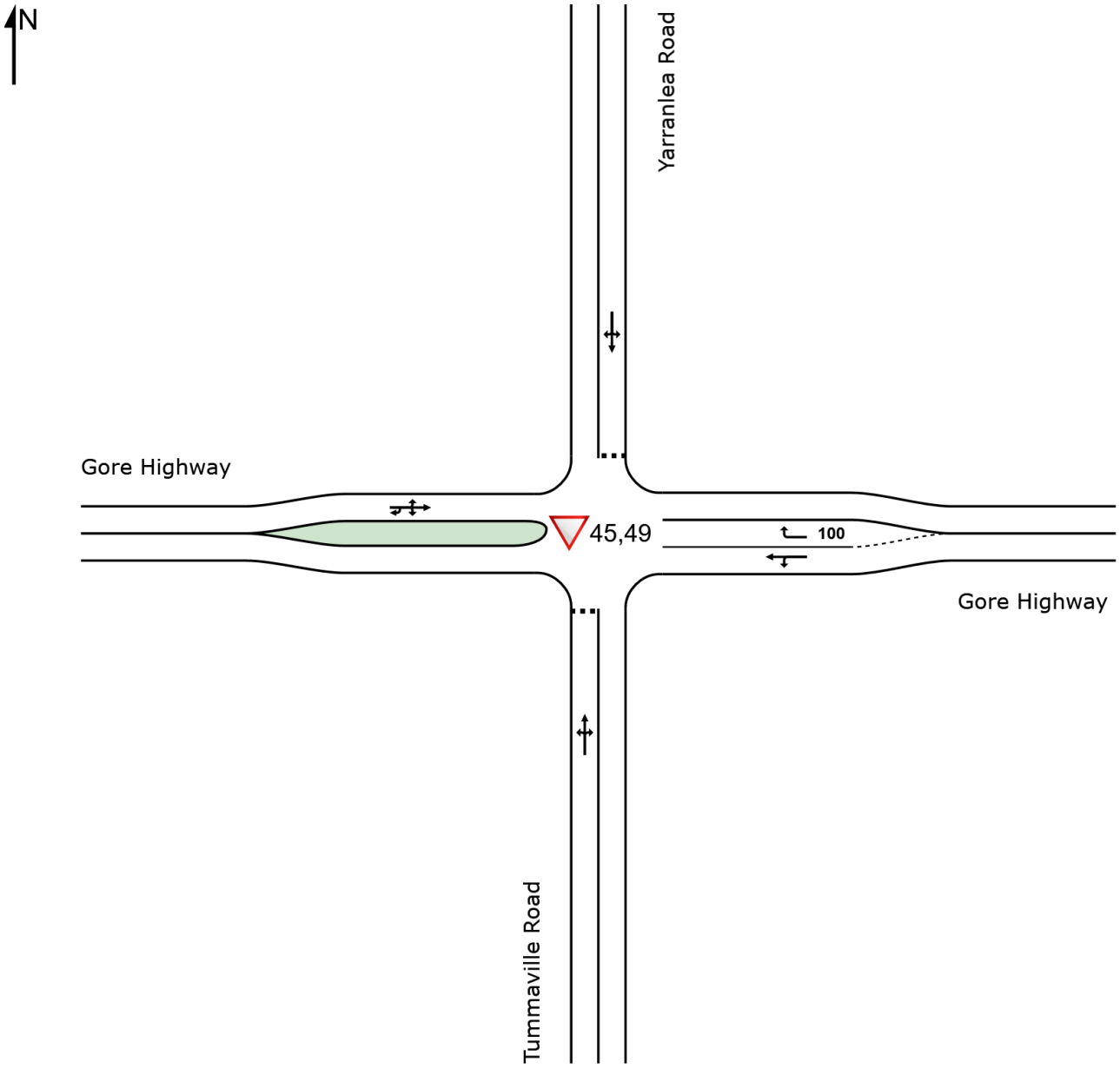
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 45,49 [Gore Highway / Yarranlea Road / Tummaville Road 2022 AM Peak (Site Folder: Without Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 45,49 [Gore Highway / Yarranlea Road / Tummaville Road 2026 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tummaville Road														
1	L2	3	1	3	33.3	0.014	9.3	LOS A	0.1	0.4	0.36	0.64	0.36	61.9
2	T1	1	0	1	0.0	0.014	8.7	LOS A	0.1	0.4	0.36	0.64	0.36	72.0
3	R2	7	1	7	14.3	0.014	10.5	LOS B	0.1	0.4	0.36	0.64	0.36	67.1
Approach		11	2	11	18.2	0.014	10.0	LOS A	0.1	0.4	0.36	0.64	0.36	66.0
East: Gore Highway														
4	L2	8	2	8	25.0	0.082	8.5	LOS A	0.0	0.0	0.00	0.04	0.00	76.1
5	T1	126	37	126	29.4	0.082	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	98.6
6	R2	4	1	4	25.0	0.003	8.6	LOS A	0.0	0.1	0.25	0.60	0.25	64.7
Approach		138	40	138	29.0	0.082	0.7	NA	0.0	0.1	0.01	0.06	0.01	95.5
North: Yarranlea Road														
7	L2	3	0	3	0.0	0.007	8.2	LOS A	0.0	0.2	0.31	0.60	0.31	72.5
8	T1	1	0	1	0.0	0.007	8.7	LOS A	0.0	0.2	0.31	0.60	0.31	72.4
9	R2	2	1	2	50.0	0.007	12.1	LOS B	0.0	0.2	0.31	0.60	0.31	57.1
Approach		6	1	6	16.7	0.007	9.6	LOS A	0.0	0.2	0.31	0.60	0.31	66.5
West: Gore Highway														
10	L2	2	1	2	50.0	0.076	9.7	LOS A	0.0	0.3	0.02	0.03	0.02	67.2
11	T1	118	34	118	28.8	0.076	0.0	LOS A	0.0	0.3	0.02	0.03	0.02	98.6
12	R2	2	1	2	50.0	0.076	9.5	LOS A	0.0	0.3	0.02	0.03	0.02	66.0
12u	U	1	0	1	0.0	0.076	7.6	LOS A	0.0	0.3	0.02	0.03	0.02	71.1
Approach		123	36	123	29.3	0.076	0.4	NA	0.0	0.3	0.02	0.03	0.02	96.8
All Vehicles		278	79	278	28.4	0.082	1.2	NA	0.1	0.4	0.03	0.08	0.03	93.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 45,49 [Gore Highway / Yarranlea Road / Tummaville Road 2026 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tummaville Road														
1	L2	1	0	1	0.0	0.008	8.2	LOS A	0.0	0.2	0.38	0.62	0.38	72.7
2	T1	1	0	1	0.0	0.008	8.9	LOS A	0.0	0.2	0.38	0.62	0.38	72.9
3	R2	4	0	4	0.0	0.008	10.0	LOS B	0.0	0.2	0.38	0.62	0.38	72.5
Approach		6	0	6	0.0	0.008	9.5	LOS A	0.0	0.2	0.38	0.62	0.38	72.6
East: Gore Highway														
4	L2	2	0	2	0.0	0.073	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
5	T1	119	32	119	26.9	0.073	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.5
6	R2	2	0	2	0.0	0.001	7.9	LOS A	0.0	0.0	0.28	0.58	0.28	73.8
Approach		123	32	123	26.0	0.073	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.7
North: Yarranlea Road														
7	L2	4	0	4	0.0	0.008	8.3	LOS A	0.0	0.2	0.35	0.60	0.35	72.3
8	T1	1	0	1	0.0	0.008	8.9	LOS A	0.0	0.2	0.35	0.60	0.35	72.2
9	R2	2	1	2	50.0	0.008	12.7	LOS B	0.0	0.2	0.35	0.60	0.35	57.0
Approach		7	1	7	14.3	0.008	9.7	LOS A	0.0	0.2	0.35	0.60	0.35	67.2
West: Gore Highway														
10	L2	2	1	2	50.0	0.100	9.5	LOS A	0.0	0.2	0.01	0.02	0.01	67.4
11	T1	162	40	162	24.7	0.100	0.0	LOS A	0.0	0.2	0.01	0.02	0.01	98.9
12	R2	2	0	2	0.0	0.100	7.8	LOS A	0.0	0.2	0.01	0.02	0.01	87.3
12u	U	1	0	1	0.0	0.100	7.5	LOS A	0.0	0.2	0.01	0.02	0.01	71.2
Approach		167	41	167	24.6	0.100	0.3	NA	0.0	0.2	0.01	0.02	0.01	98.0
All Vehicles		303	74	303	24.4	0.100	0.7	NA	0.0	0.2	0.02	0.05	0.02	96.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 45,49 [Gore Highway / Yarranlea Road / Tummaville Road 2026 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tummaville Road														
1	L2	3	1	3	33.3	0.023	9.3	LOS A	0.1	0.7	0.48	0.72	0.48	58.3
2	T1	1	0	1	0.0	0.023	10.4	LOS B	0.1	0.7	0.48	0.72	0.48	67.2
3	R2	7	1	7	14.3	0.023	15.8	LOS C	0.1	0.7	0.48	0.72	0.48	62.9
Approach		11	2	11	18.2	0.023	13.6	LOS B	0.1	0.7	0.48	0.72	0.48	61.9
East: Gore Highway														
4	L2	8	2	8	25.0	0.089	8.5	LOS A	0.0	0.0	0.00	0.04	0.00	76.1
5	T1	133	44	133	33.1	0.089	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	98.6
6	R2	121	118	121	97.5	0.125	11.4	LOS B	0.6	7.6	0.36	0.67	0.36	47.9
Approach		262	164	262	62.6	0.125	5.5	NA	0.6	7.6	0.17	0.33	0.17	65.8
North: Yarranlea Road														
7	L2	121	118	121	97.5	0.141	11.6	LOS B	0.6	7.7	0.34	0.70	0.34	49.0
8	T1	1	0	1	0.0	0.141	11.1	LOS B	0.6	7.7	0.34	0.70	0.34	72.7
9	R2	2	1	2	50.0	0.141	17.3	LOS C	0.6	7.7	0.34	0.70	0.34	57.3
Approach		124	119	124	96.0	0.141	11.7	LOS B	0.6	7.7	0.34	0.70	0.34	49.2
West: Gore Highway														
10	L2	10	1	10	10.0	0.092	8.3	LOS A	0.0	0.4	0.02	0.06	0.02	81.6
11	T1	136	41	136	30.1	0.092	0.0	LOS A	0.0	0.4	0.02	0.06	0.02	97.3
12	R2	2	1	2	50.0	0.092	9.6	LOS A	0.0	0.4	0.02	0.06	0.02	65.4
12u	U	1	0	1	0.0	0.092	7.7	LOS A	0.0	0.4	0.02	0.06	0.02	70.4
Approach		149	43	149	28.9	0.092	0.8	NA	0.0	0.4	0.02	0.06	0.02	95.2
All Vehicles		546	328	546	60.1	0.141	5.8	NA	0.6	7.7	0.17	0.35	0.17	66.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 45,49 [Gore Highway / Yarranlea Road / Tummaville Road 2026 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tummaville Road														
1	L2	1	0	1	0.0	0.012	8.3	LOS A	0.0	0.3	0.51	0.70	0.51	68.2
2	T1	1	0	1	0.0	0.012	10.6	LOS B	0.0	0.3	0.51	0.70	0.51	68.3
3	R2	4	0	4	0.0	0.012	14.6	LOS B	0.0	0.3	0.51	0.70	0.51	68.0
Approach		6	0	6	0.0	0.012	12.9	LOS B	0.0	0.3	0.51	0.70	0.51	68.1
East: Gore Highway														
4	L2	2	0	2	0.0	0.085	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
5	T1	137	39	137	28.5	0.085	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.5
6	R2	120	118	120	98.3	0.129	11.6	LOS B	0.6	7.9	0.40	0.68	0.40	47.6
Approach		259	157	259	60.6	0.129	5.5	NA	0.6	7.9	0.18	0.32	0.18	66.1
North: Yarranlea Road														
7	L2	122	118	122	96.7	0.165	11.9	LOS B	0.7	8.7	0.39	0.76	0.39	48.8
8	T1	1	0	1	0.0	0.165	11.4	LOS B	0.7	8.7	0.39	0.76	0.39	72.1
9	R2	10	1	10	10.0	0.165	13.8	LOS B	0.7	8.7	0.39	0.76	0.39	68.2
Approach		133	119	133	89.5	0.165	12.0	LOS B	0.7	8.7	0.39	0.76	0.39	49.9
West: Gore Highway														
10	L2	2	1	2	50.0	0.106	9.5	LOS A	0.0	0.2	0.01	0.02	0.01	67.4
11	T1	169	47	169	27.8	0.106	0.0	LOS A	0.0	0.2	0.01	0.02	0.01	98.9
12	R2	2	0	2	0.0	0.106	7.9	LOS A	0.0	0.2	0.01	0.02	0.01	87.3
12u	U	1	0	1	0.0	0.106	7.7	LOS A	0.0	0.2	0.01	0.02	0.01	71.2
Approach		174	48	174	27.6	0.106	0.3	NA	0.0	0.2	0.01	0.02	0.01	98.0
All Vehicles		572	324	572	56.6	0.165	5.5	NA	0.7	8.7	0.18	0.34	0.18	67.7

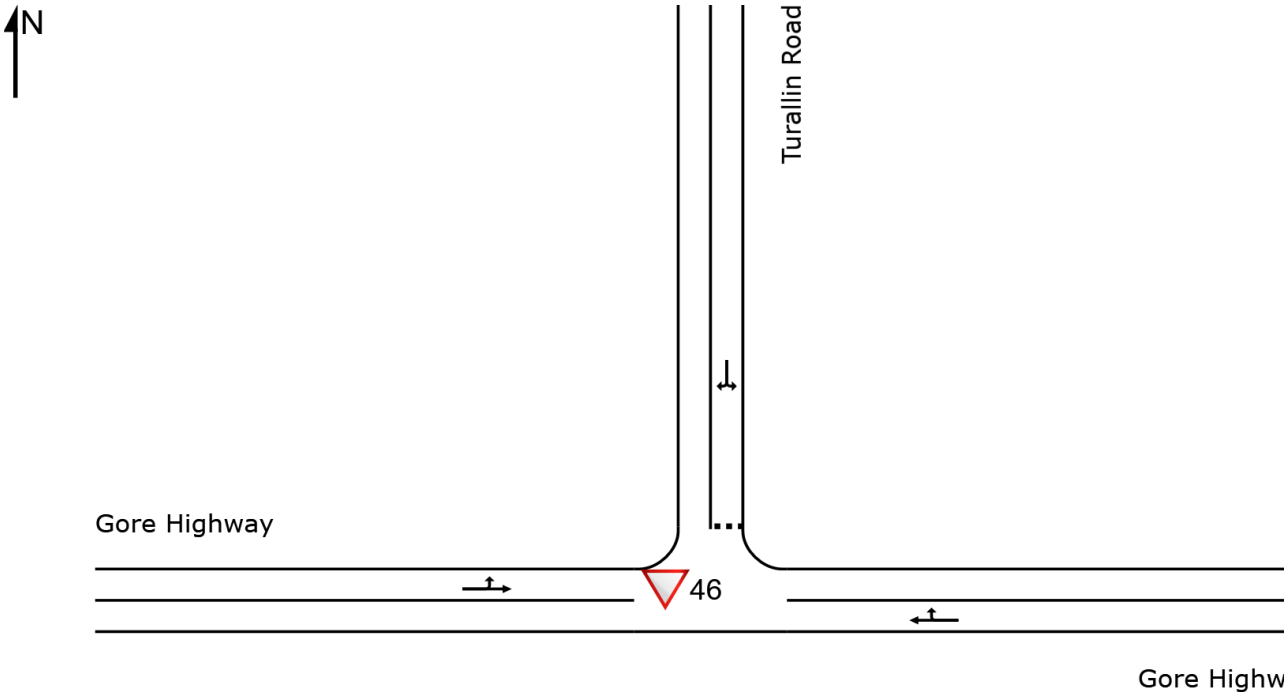
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 46 [Gore Highway / Turallin Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 46 [Gore Highway / Turallin Road 2028 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	73	22	73	30.1	0.049	0.0	LOS A	0.0	0.3	0.03	0.05	0.03	97.8
6	R2	6	1	6	16.7	0.049	8.2	LOS A	0.0	0.3	0.03	0.05	0.03	78.1
Approach		79	23	79	29.1	0.049	0.6	NA	0.0	0.3	0.03	0.05	0.03	95.9
North: Turallin Road														
7	L2	8	3	8	37.5	0.007	9.1	LOS A	0.0	0.2	0.19	0.61	0.19	61.8
9	R2	1	0	1	0.0	0.007	8.0	LOS A	0.0	0.2	0.19	0.61	0.19	73.2
Approach		9	3	9	33.3	0.007	9.0	LOS A	0.0	0.2	0.19	0.61	0.19	62.9
West: Gore Highway														
10	L2	1	0	1	0.0	0.046	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
11	T1	74	23	74	31.1	0.046	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		75	23	75	30.7	0.046	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.4
All Vehicles		163	49	163	30.1	0.049	0.9	NA	0.0	0.3	0.03	0.06	0.03	94.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 46 [Gore Highway / Turallin Road 2028 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	97	29	97	29.9	0.063	0.0	LOS A	0.0	0.4	0.03	0.04	0.03	98.2
6	R2	6	1	6	16.7	0.063	8.3	LOS A	0.0	0.4	0.03	0.04	0.03	78.4
Approach		103	30	103	29.1	0.063	0.5	NA	0.0	0.4	0.03	0.04	0.03	96.8
North: Turallin Road														
7	L2	28	2	28	7.1	0.023	8.4	LOS A	0.1	0.6	0.21	0.61	0.21	70.8
9	R2	3	0	3	0.0	0.023	8.2	LOS A	0.1	0.6	0.21	0.61	0.21	73.0
Approach		31	2	31	6.5	0.023	8.4	LOS A	0.1	0.6	0.21	0.61	0.21	71.0
West: Gore Highway														
10	L2	1	0	1	0.0	0.064	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
11	T1	103	33	103	32.0	0.064	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		104	33	104	31.7	0.064	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		238	65	238	27.3	0.064	1.3	NA	0.1	0.6	0.04	0.10	0.04	93.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 46 [Gore Highway / Turallin Road 2028 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	73	22	73	30.1	0.049	0.0	LOS A	0.0	0.3	0.03	0.05	0.03	97.8
6	R2	6	1	6	16.7	0.049	8.2	LOS A	0.0	0.3	0.03	0.05	0.03	78.1
Approach		79	23	79	29.1	0.049	0.6	NA	0.0	0.3	0.03	0.05	0.03	95.9
North: Turallin Road														
7	L2	125	3	125	2.4	0.084	8.2	LOS A	0.3	2.5	0.18	0.61	0.18	72.5
9	R2	1	0	1	0.0	0.084	8.0	LOS A	0.3	2.5	0.18	0.61	0.18	73.1
Approach		126	3	126	2.4	0.084	8.2	LOS A	0.3	2.5	0.18	0.61	0.18	72.5
West: Gore Highway														
10	L2	1	0	1	0.0	0.046	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
11	T1	74	23	74	31.1	0.046	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		75	23	75	30.7	0.046	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.4
All Vehicles		280	49	280	17.5	0.084	3.9	NA	0.3	2.5	0.09	0.29	0.09	84.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 46 [Gore Highway / Turallin Road 2028 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	97	29	97	29.9	0.132	0.3	LOS A	0.6	4.7	0.22	0.36	0.22	86.5
6	R2	123	1	123	0.8	0.132	7.8	LOS A	0.6	4.7	0.22	0.36	0.22	77.2
Approach		220	30	220	13.6	0.132	4.5	NA	0.6	4.7	0.22	0.36	0.22	81.0
North: Turallin Road														
7	L2	28	2	28	7.1	0.023	8.4	LOS A	0.1	0.6	0.21	0.61	0.21	70.8
9	R2	3	0	3	0.0	0.023	8.7	LOS A	0.1	0.6	0.21	0.61	0.21	73.0
Approach		31	2	31	6.5	0.023	8.4	LOS A	0.1	0.6	0.21	0.61	0.21	71.0
West: Gore Highway														
10	L2	1	0	1	0.0	0.064	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
11	T1	103	33	103	32.0	0.064	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		104	33	104	31.7	0.064	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		355	65	355	18.3	0.132	3.6	NA	0.6	4.7	0.16	0.28	0.16	84.6

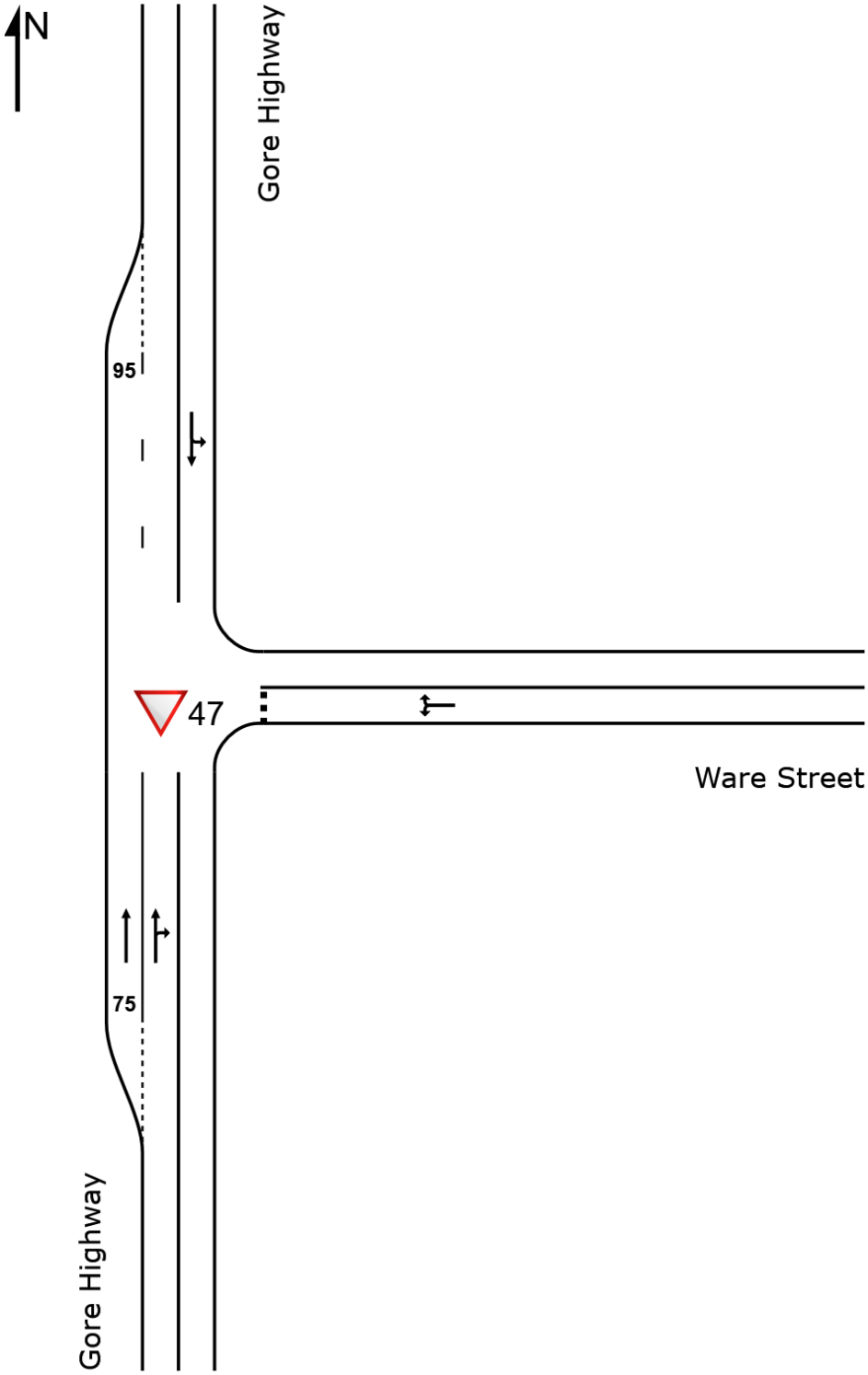
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 47 [Gore Highway / Ware Street 2022 AM Scenario 1 (Site Folder: Without Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 47 [Gore Highway / Ware Street 2027 AM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	143	40	143	28.0	0.058	0.1	LOS A	0.0	0.1	0.00	0.00	0.00	99.7
3	R2	1	0	1	0.0	0.058	7.9	LOS A	0.0	0.1	0.01	0.01	0.01	87.9
Approach		144	40	144	27.8	0.058	0.1	NA	0.0	0.1	0.00	0.00	0.00	99.6
East: Ware Street														
4	L2	1	0	1	0.0	0.008	8.3	LOS A	0.0	0.2	0.38	0.63	0.38	72.2
6	R2	5	1	5	20.0	0.008	10.1	LOS B	0.0	0.2	0.38	0.63	0.38	65.1
Approach		6	1	6	16.7	0.008	9.8	LOS A	0.0	0.2	0.38	0.63	0.38	66.2
North: Gore Highway														
7	L2	5	1	5	20.0	0.084	8.4	LOS A	0.0	0.0	0.00	0.02	0.00	78.4
8	T1	132	40	132	30.3	0.084	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.1
Approach		137	41	137	29.9	0.084	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.1
All Vehicles		287	82	287	28.6	0.084	0.4	NA	0.0	0.2	0.01	0.03	0.01	97.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 47 [Gore Highway / Ware Street 2027 PM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	155	43	155	27.7	0.063	0.1	LOS A	0.0	0.1	0.00	0.00	0.00	99.8
3	R2	1	0	1	0.0	0.063	7.9	LOS A	0.0	0.1	0.01	0.01	0.01	87.9
Approach		156	43	156	27.6	0.063	0.1	NA	0.0	0.1	0.00	0.00	0.00	99.7
East: Ware Street														
4	L2	1	0	1	0.0	0.009	8.3	LOS A	0.0	0.3	0.40	0.64	0.40	72.0
6	R2	6	1	6	16.7	0.009	10.1	LOS B	0.0	0.3	0.40	0.64	0.40	66.0
Approach		7	1	7	14.3	0.009	9.8	LOS A	0.0	0.3	0.40	0.64	0.40	66.8
North: Gore Highway														
7	L2	6	1	6	16.7	0.089	8.3	LOS A	0.0	0.0	0.00	0.03	0.00	79.7
8	T1	140	42	140	30.0	0.089	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.9
Approach		146	43	146	29.5	0.089	0.3	NA	0.0	0.0	0.00	0.03	0.00	98.0
All Vehicles		309	87	309	28.2	0.089	0.4	NA	0.0	0.3	0.01	0.03	0.01	97.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 47 [Gore Highway / Ware Street 2027 AM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	143	40	143	28.0	0.060	0.1	LOS A	0.0	0.3	0.02	0.02	0.02	99.0
3	R2	5	1	5	20.0	0.060	8.5	LOS A	0.0	0.3	0.03	0.03	0.03	77.1
Approach		148	41	148	27.7	0.060	0.4	NA	0.0	0.3	0.02	0.02	0.02	98.0
East: Ware Street														
4	L2	5	1	5	20.0	0.005	8.9	LOS A	0.0	0.2	0.26	0.60	0.26	66.4
6	R2	1	0	1	0.0	0.005	9.1	LOS A	0.0	0.2	0.26	0.60	0.26	72.7
Approach		6	1	6	16.7	0.005	8.9	LOS A	0.0	0.2	0.26	0.60	0.26	67.4
North: Gore Highway														
7	L2	1	0	1	0.0	0.082	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
8	T1	132	40	132	30.3	0.082	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		133	40	133	30.1	0.082	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		287	82	287	28.6	0.082	0.4	NA	0.0	0.3	0.02	0.03	0.02	97.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 47 [Gore Highway / Ware Street 2027 PM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	155	43	155	27.7	0.065	0.1	LOS A	0.0	0.4	0.02	0.03	0.02	98.8
3	R2	6	1	6	16.7	0.065	8.5	LOS A	0.0	0.4	0.04	0.04	0.04	78.4
Approach		161	44	161	27.3	0.065	0.4	NA	0.0	0.4	0.02	0.03	0.02	97.9
East: Ware Street														
4	L2	6	1	6	16.7	0.006	8.8	LOS A	0.0	0.2	0.27	0.60	0.27	67.4
6	R2	1	0	1	0.0	0.006	9.3	LOS A	0.0	0.2	0.27	0.60	0.27	72.7
Approach		7	1	7	14.3	0.006	8.9	LOS A	0.0	0.2	0.27	0.60	0.27	68.1
North: Gore Highway														
7	L2	1	0	1	0.0	0.086	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.4
8	T1	140	42	140	30.0	0.086	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		141	42	141	29.8	0.086	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.6
All Vehicles		309	87	309	28.2	0.086	0.4	NA	0.0	0.4	0.02	0.03	0.02	97.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 47 [Gore Highway / Ware Street 2027 AM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	171	43	171	25.1	0.068	0.1	LOS A	0.0	0.1	0.00	0.00	0.00	99.8
3	R2	1	0	1	0.0	0.068	7.9	LOS A	0.0	0.1	0.01	0.01	0.01	87.9
Approach		172	43	172	25.0	0.068	0.1	NA	0.0	0.1	0.00	0.00	0.00	99.7
East: Ware Street														
4	L2	1	0	1	0.0	0.010	8.3	LOS A	0.0	0.3	0.42	0.65	0.42	71.4
6	R2	6	2	6	33.3	0.010	11.1	LOS B	0.0	0.3	0.42	0.65	0.42	60.6
Approach		7	2	7	28.6	0.010	10.7	LOS B	0.0	0.3	0.42	0.65	0.42	61.9
North: Gore Highway														
7	L2	6	2	6	33.3	0.088	8.7	LOS A	0.0	0.0	0.00	0.03	0.00	73.1
8	T1	136	44	136	32.4	0.088	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.1
Approach		142	46	142	32.4	0.088	0.4	NA	0.0	0.0	0.00	0.03	0.00	97.6
All Vehicles		321	91	321	28.3	0.088	0.5	NA	0.0	0.3	0.01	0.03	0.01	97.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 47 [Gore Highway / Ware Street 2027 PM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	158	46	158	29.1	0.065	0.1	LOS A	0.0	0.1	0.00	0.00	0.00	99.8
3	R2	1	0	1	0.0	0.065	8.0	LOS A	0.0	0.1	0.01	0.01	0.01	87.9
Approach		159	46	159	28.9	0.065	0.1	NA	0.0	0.1	0.00	0.00	0.00	99.7
East: Ware Street														
4	L2	1	0	1	0.0	0.012	8.4	LOS A	0.0	0.4	0.44	0.66	0.44	71.2
6	R2	7	2	7	28.6	0.012	11.1	LOS B	0.0	0.4	0.44	0.66	0.44	61.7
Approach		8	2	8	25.0	0.012	10.8	LOS B	0.0	0.4	0.44	0.66	0.44	62.7
North: Gore Highway														
7	L2	7	2	7	28.6	0.107	8.6	LOS A	0.0	0.0	0.00	0.03	0.00	74.9
8	T1	169	46	169	27.2	0.107	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.1
Approach		176	48	176	27.3	0.107	0.4	NA	0.0	0.0	0.00	0.03	0.00	97.9
All Vehicles		343	96	343	28.0	0.107	0.5	NA	0.0	0.4	0.01	0.03	0.01	97.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 47 [Gore Highway / Ware Street 2027 AM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	171	43	171	25.1	0.070	0.1	LOS A	0.0	0.3	0.02	0.02	0.02	99.1
3	R2	5	1	5	20.0	0.070	8.6	LOS A	0.0	0.3	0.03	0.03	0.03	77.2
Approach		176	44	176	25.0	0.070	0.3	NA	0.0	0.3	0.02	0.02	0.02	98.3
East: Ware Street														
4	L2	5	1	5	20.0	0.007	8.9	LOS A	0.0	0.2	0.30	0.61	0.30	66.1
6	R2	2	1	2	50.0	0.007	12.0	LOS B	0.0	0.2	0.30	0.61	0.30	57.2
Approach		7	2	7	28.6	0.007	9.8	LOS A	0.0	0.2	0.30	0.61	0.30	63.3
North: Gore Highway														
7	L2	2	1	2	50.0	0.086	9.1	LOS A	0.0	0.0	0.00	0.01	0.00	67.8
8	T1	136	44	136	32.4	0.086	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		138	45	138	32.6	0.086	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		321	91	321	28.3	0.086	0.5	NA	0.0	0.3	0.02	0.03	0.02	97.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 47 [Gore Highway / Ware Street 2027 PM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Gore Highway														
2	T1	158	46	158	29.1	0.067	0.1	LOS A	0.0	0.4	0.03	0.02	0.03	98.8
3	R2	6	1	6	16.7	0.067	8.6	LOS A	0.0	0.4	0.04	0.04	0.04	78.4
Approach		164	47	164	28.7	0.067	0.4	NA	0.0	0.4	0.03	0.03	0.03	97.8
East: Ware Street														
4	L2	6	1	6	16.7	0.008	8.9	LOS A	0.0	0.3	0.33	0.61	0.33	67.0
6	R2	2	1	2	50.0	0.008	12.4	LOS B	0.0	0.3	0.33	0.61	0.33	57.2
Approach		8	2	8	25.0	0.008	9.8	LOS A	0.0	0.3	0.33	0.61	0.33	64.2
North: Gore Highway														
7	L2	2	1	2	50.0	0.103	9.1	LOS A	0.0	0.0	0.00	0.01	0.00	67.8
8	T1	169	46	169	27.2	0.103	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.8
Approach		171	47	171	27.5	0.103	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.2
All Vehicles		343	96	343	28.0	0.103	0.5	NA	0.0	0.4	0.02	0.03	0.02	97.3

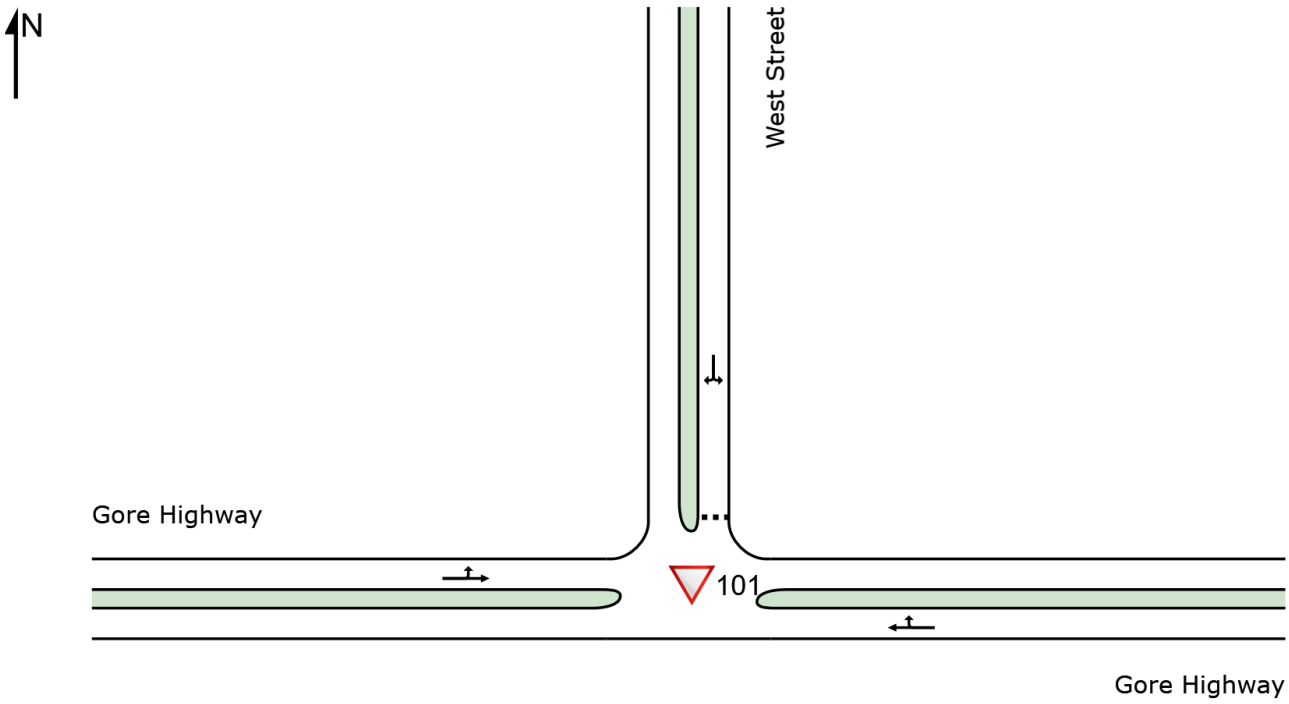
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Gore Highway / West Street 2022 AM Scenario 1 (Site Folder: Without Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Gore Highway / West Street 2026 AM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	84	32	84	38.1	0.054	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.5
6	R2	1	0	1	0.0	0.054	5.7	LOS A	0.0	0.1	0.01	0.01	0.01	51.3
Approach		85	32	85	37.6	0.054	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.3
North: West Street														
7	L2	1	0	1	0.0	0.005	4.8	LOS A	0.0	0.2	0.25	0.52	0.25	41.1
9	R2	4	2	4	50.0	0.005	6.1	LOS A	0.0	0.2	0.25	0.52	0.25	27.8
Approach		5	2	5	40.0	0.005	5.8	LOS A	0.0	0.2	0.25	0.52	0.25	30.5
West: Gore Highway														
10	L2	4	2	4	50.0	0.055	4.3	LOS A	0.0	0.0	0.00	0.03	0.00	41.2
11	T1	81	31	81	38.3	0.055	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.3
Approach		85	33	85	38.8	0.055	0.2	NA	0.0	0.0	0.00	0.03	0.00	58.2
All Vehicles		175	67	175	38.3	0.055	0.3	NA	0.0	0.2	0.01	0.03	0.01	57.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Highway / West Street 2026 PM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	81	31	81	38.3	0.052	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.5
6	R2	1	0	1	0.0	0.052	5.8	LOS A	0.0	0.1	0.01	0.01	0.01	51.3
Approach		82	31	82	37.8	0.052	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.3
North: West Street														
7	L2	1	0	1	0.0	0.005	4.8	LOS A	0.0	0.2	0.25	0.53	0.25	41.1
9	R2	4	2	4	50.0	0.005	6.1	LOS A	0.0	0.2	0.25	0.53	0.25	27.8
Approach		5	2	5	40.0	0.005	5.8	LOS A	0.0	0.2	0.25	0.53	0.25	30.5
West: Gore Highway														
10	L2	4	2	4	50.0	0.058	4.3	LOS A	0.0	0.0	0.00	0.02	0.00	41.2
11	T1	85	33	85	38.8	0.058	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.3
Approach		89	35	89	39.3	0.058	0.2	NA	0.0	0.0	0.00	0.02	0.00	58.3
All Vehicles		176	68	176	38.6	0.058	0.3	NA	0.0	0.2	0.01	0.03	0.01	57.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Highway / West Street 2026 AM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	84	32	84	38.1	0.057	0.0	LOS A	0.0	0.3	0.02	0.03	0.02	58.7
6	R2	4	2	4	50.0	0.057	6.5	LOS A	0.0	0.3	0.02	0.03	0.02	42.5
Approach		88	34	88	38.6	0.057	0.3	NA	0.0	0.3	0.02	0.03	0.02	57.4
North: West Street														
7	L2	4	2	4	50.0	0.004	5.4	LOS A	0.0	0.2	0.20	0.50	0.20	35.4
9	R2	1	0	1	0.0	0.004	5.2	LOS A	0.0	0.2	0.20	0.50	0.20	29.3
Approach		5	2	5	40.0	0.004	5.4	LOS A	0.0	0.2	0.20	0.50	0.20	34.3
West: Gore Highway														
10	L2	1	0	1	0.0	0.052	4.3	LOS A	0.0	0.0	0.00	0.01	0.00	52.8
11	T1	81	31	81	38.3	0.052	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.6
Approach		82	31	82	37.8	0.052	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.5
All Vehicles		175	67	175	38.3	0.057	0.3	NA	0.0	0.3	0.02	0.03	0.02	56.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Highway / West Street 2026 PM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	81	31	81	38.3	0.055	0.0	LOS A	0.0	0.3	0.03	0.03	0.03	58.7
6	R2	4	2	4	50.0	0.055	6.5	LOS A	0.0	0.3	0.03	0.03	0.03	42.5
Approach		85	33	85	38.8	0.055	0.3	NA	0.0	0.3	0.03	0.03	0.03	57.3
North: West Street														
7	L2	4	2	4	50.0	0.004	5.4	LOS A	0.0	0.2	0.21	0.50	0.21	35.3
9	R2	1	0	1	0.0	0.004	5.2	LOS A	0.0	0.2	0.21	0.50	0.21	29.2
Approach		5	2	5	40.0	0.004	5.4	LOS A	0.0	0.2	0.21	0.50	0.21	34.3
West: Gore Highway														
10	L2	1	0	1	0.0	0.055	4.3	LOS A	0.0	0.0	0.00	0.01	0.00	52.9
11	T1	85	33	85	38.8	0.055	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.6
Approach		86	33	86	38.4	0.055	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.6
All Vehicles		176	68	176	38.6	0.055	0.3	NA	0.0	0.3	0.02	0.03	0.02	56.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Highway / West Street 2026 AM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	90	38	90	42.2	0.061	0.0	LOS A	0.0	0.2	0.02	0.01	0.02	59.2
6	R2	2	1	2	50.0	0.061	7.2	LOS A	0.0	0.2	0.02	0.01	0.02	42.7
Approach		92	39	92	42.4	0.061	0.2	NA	0.0	0.2	0.02	0.01	0.02	58.5
North: West Street														
7	L2	2	1	2	50.0	0.008	6.0	LOS A	0.0	0.3	0.36	0.56	0.36	34.5
9	R2	4	2	4	50.0	0.008	7.0	LOS A	0.0	0.3	0.36	0.56	0.36	27.2
Approach		6	3	6	50.0	0.008	6.7	LOS A	0.0	0.3	0.36	0.56	0.36	29.9
West: Gore Highway														
10	L2	4	2	4	50.0	0.120	4.3	LOS A	0.0	0.0	0.00	0.01	0.00	41.4
11	T1	204	37	204	18.1	0.120	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		208	39	208	18.8	0.120	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.3
All Vehicles		306	81	306	26.5	0.120	0.2	NA	0.0	0.3	0.01	0.02	0.01	57.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Highway / West Street 2026 PM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	204	37	204	18.1	0.119	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	59.7
6	R2	2	1	2	50.0	0.119	6.6	LOS A	0.0	0.2	0.01	0.01	0.01	42.9
Approach		206	38	206	18.4	0.119	0.1	NA	0.0	0.2	0.01	0.01	0.01	59.4
North: West Street														
7	L2	2	1	2	50.0	0.007	5.5	LOS A	0.0	0.2	0.28	0.55	0.28	34.6
9	R2	4	2	4	50.0	0.007	7.0	LOS A	0.0	0.2	0.28	0.55	0.28	27.3
Approach		6	3	6	50.0	0.007	6.5	LOS A	0.0	0.2	0.28	0.55	0.28	30.0
West: Gore Highway														
10	L2	4	2	4	50.0	0.063	4.3	LOS A	0.0	0.0	0.00	0.02	0.00	41.2
11	T1	91	39	91	42.9	0.063	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.3
Approach		95	41	95	43.2	0.063	0.2	NA	0.0	0.0	0.00	0.02	0.00	58.3
All Vehicles		307	82	307	26.7	0.119	0.2	NA	0.0	0.2	0.01	0.02	0.01	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Highway / West Street 2026 AM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	90	38	90	42.2	0.064	0.1	LOS A	0.1	0.5	0.05	0.03	0.05	58.3
6	R2	5	3	5	60.0	0.064	7.4	LOS A	0.1	0.5	0.05	0.03	0.05	41.0
Approach		95	41	95	43.2	0.064	0.5	NA	0.1	0.5	0.05	0.03	0.05	56.6
North: West Street														
7	L2	5	3	5	60.0	0.006	6.2	LOS A	0.0	0.2	0.34	0.52	0.34	33.9
9	R2	1	0	1	0.0	0.006	5.8	LOS A	0.0	0.2	0.34	0.52	0.34	28.7
Approach		6	3	6	50.0	0.006	6.1	LOS A	0.0	0.2	0.34	0.52	0.34	33.2
West: Gore Highway														
10	L2	1	0	1	0.0	0.117	4.3	LOS A	0.0	0.0	0.00	0.00	0.00	53.0
11	T1	204	37	204	18.1	0.117	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		205	37	205	18.0	0.117	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles		306	81	306	26.5	0.117	0.3	NA	0.1	0.5	0.02	0.02	0.02	57.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Highway / West Street 2026 PM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	204	37	204	18.1	0.122	0.0	LOS A	0.1	0.4	0.02	0.01	0.02	59.4
6	R2	5	3	5	60.0	0.122	6.8	LOS A	0.1	0.4	0.02	0.01	0.02	41.4
Approach		209	40	209	19.1	0.122	0.2	NA	0.1	0.4	0.02	0.01	0.02	58.6
North: West Street														
7	L2	5	3	5	60.0	0.006	5.6	LOS A	0.0	0.2	0.22	0.50	0.22	34.3
9	R2	1	0	1	0.0	0.006	5.8	LOS A	0.0	0.2	0.22	0.50	0.22	29.2
Approach		6	3	6	50.0	0.006	5.6	LOS A	0.0	0.2	0.22	0.50	0.22	33.6
West: Gore Highway														
10	L2	1	0	1	0.0	0.060	4.3	LOS A	0.0	0.0	0.00	0.01	0.00	52.9
11	T1	91	39	91	42.9	0.060	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.6
Approach		92	39	92	42.4	0.060	0.0	NA	0.0	0.0	0.00	0.01	0.00	59.6
All Vehicles		307	82	307	26.7	0.122	0.3	NA	0.1	0.4	0.02	0.02	0.02	57.8

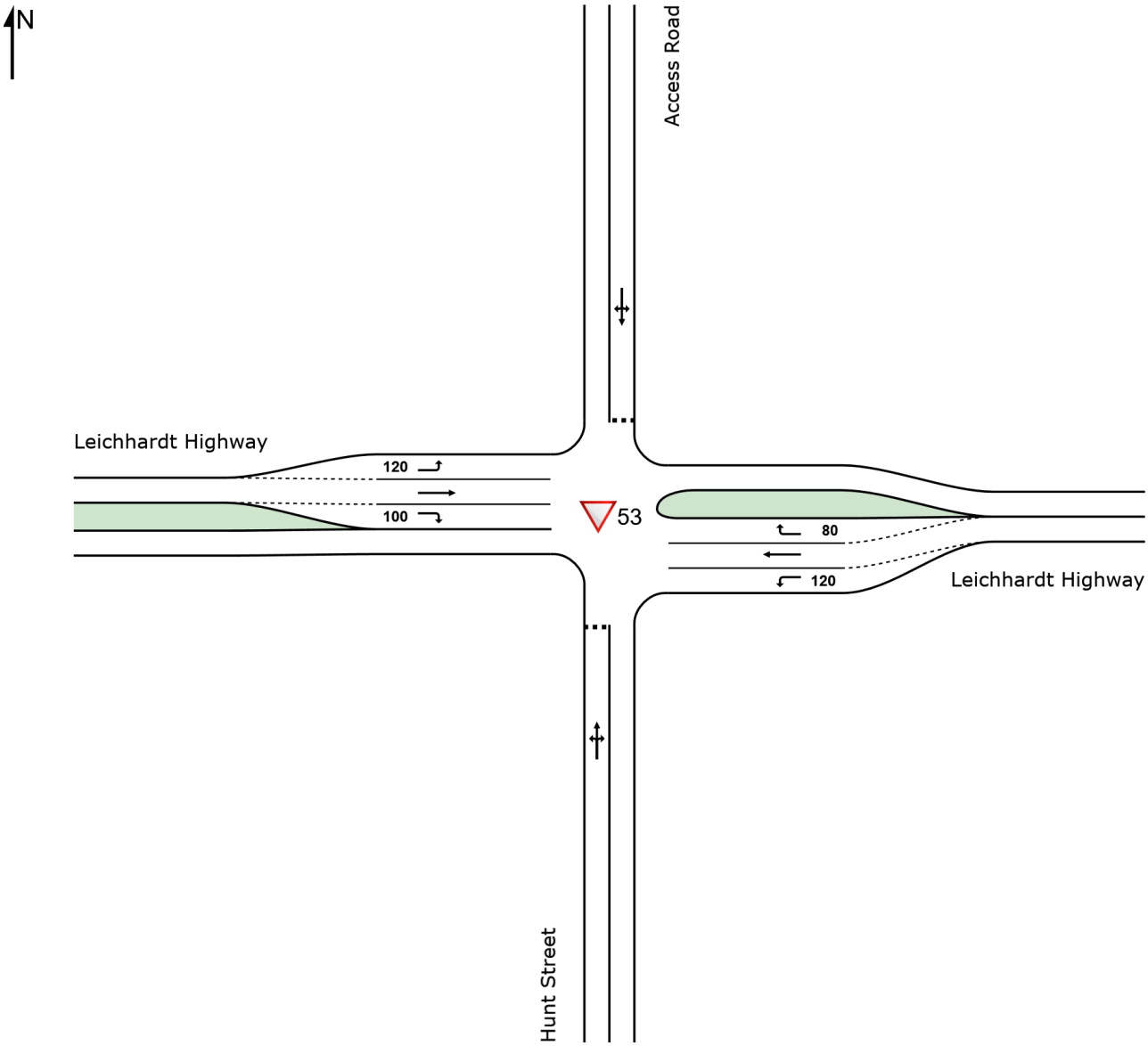
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 53 [Leichhardt Highway/Hunt Street 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2026 AM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.29	0.53	0.29	57.6
2	T1	1	0	1	0.0	0.004	6.7	LOS A	0.0	0.1	0.29	0.53	0.29	49.5
3	R2	1	0	1	0.0	0.004	7.9	LOS A	0.0	0.1	0.29	0.53	0.29	57.6
Approach		3	0	3	0.0	0.004	6.8	LOS A	0.0	0.1	0.29	0.53	0.29	54.6
East: Leichhardt Highway														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
5	T1	89	32	89	36.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	53.7
Approach		91	32	91	35.2	0.056	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.3
North: Access Road														
7	L2	1	0	1	0.0	0.004	4.9	LOS A	0.0	0.1	0.29	0.50	0.29	53.2
8	T1	1	0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.29	0.50	0.29	49.4
9	R2	1	0	1	0.0	0.004	6.9	LOS A	0.0	0.1	0.29	0.50	0.29	53.3
Approach		3	0	3	0.0	0.004	5.8	LOS A	0.0	0.1	0.29	0.50	0.29	51.9
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	93	35	93	37.6	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.20	0.57	0.20	58.0
Approach		95	35	95	36.8	0.059	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		192	67	192	34.9	0.059	0.4	NA	0.0	0.1	0.01	0.03	0.01	78.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2026 PM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.30	0.54	0.30	57.5
2	T1	1	0	1	0.0	0.004	6.8	LOS A	0.0	0.1	0.30	0.54	0.30	49.4
3	R2	1	0	1	0.0	0.004	8.1	LOS A	0.0	0.1	0.30	0.54	0.30	57.5
Approach		3	0	3	0.0	0.004	6.9	LOS A	0.0	0.1	0.30	0.54	0.30	54.5
East: Leichhardt Highway														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
5	T1	95	34	95	35.8	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.22	0.57	0.22	53.6
Approach		97	34	97	35.1	0.060	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.4
North: Access Road														
7	L2	1	0	1	0.0	0.004	5.0	LOS A	0.0	0.1	0.31	0.50	0.31	53.1
8	T1	1	0	1	0.0	0.004	5.8	LOS A	0.0	0.1	0.31	0.50	0.31	49.3
9	R2	1	0	1	0.0	0.004	7.1	LOS A	0.0	0.1	0.31	0.50	0.31	53.2
Approach		3	0	3	0.0	0.004	5.9	LOS A	0.0	0.1	0.31	0.50	0.31	51.8
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	100	38	100	38.0	0.064	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	58.0
Approach		102	38	102	37.3	0.064	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		205	72	205	35.1	0.064	0.3	NA	0.0	0.1	0.01	0.03	0.01	78.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2026 AM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.29	0.53	0.29	57.6
2	T1	1	0	1	0.0	0.004	6.7	LOS A	0.0	0.1	0.29	0.53	0.29	49.5
3	R2	1	0	1	0.0	0.004	7.9	LOS A	0.0	0.1	0.29	0.53	0.29	57.6
Approach		3	0	3	0.0	0.004	6.8	LOS A	0.0	0.1	0.29	0.53	0.29	54.6
East: Leichhardt Highway														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
5	T1	89	32	89	36.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	53.7
Approach		91	32	91	35.2	0.056	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.3
North: Access Road														
7	L2	1	0	1	0.0	0.004	4.9	LOS A	0.0	0.1	0.29	0.50	0.29	53.2
8	T1	1	0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.29	0.50	0.29	49.4
9	R2	1	0	1	0.0	0.004	6.9	LOS A	0.0	0.1	0.29	0.50	0.29	53.3
Approach		3	0	3	0.0	0.004	5.8	LOS A	0.0	0.1	0.29	0.50	0.29	51.9
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	93	35	93	37.6	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.20	0.57	0.20	58.0
Approach		95	35	95	36.8	0.059	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		192	67	192	34.9	0.059	0.4	NA	0.0	0.1	0.01	0.03	0.01	78.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2026 PM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.30	0.54	0.30	57.5
2	T1	1	0	1	0.0	0.004	6.8	LOS A	0.0	0.1	0.30	0.54	0.30	49.4
3	R2	1	0	1	0.0	0.004	8.1	LOS A	0.0	0.1	0.30	0.54	0.30	57.5
Approach		3	0	3	0.0	0.004	6.9	LOS A	0.0	0.1	0.30	0.54	0.30	54.5
East: Leichhardt Highway														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
5	T1	95	34	95	35.8	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.22	0.57	0.22	53.6
Approach		97	34	97	35.1	0.060	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.4
North: Access Road														
7	L2	1	0	1	0.0	0.004	5.0	LOS A	0.0	0.1	0.31	0.50	0.31	53.1
8	T1	1	0	1	0.0	0.004	5.8	LOS A	0.0	0.1	0.31	0.50	0.31	49.3
9	R2	1	0	1	0.0	0.004	7.1	LOS A	0.0	0.1	0.31	0.50	0.31	53.2
Approach		3	0	3	0.0	0.004	5.9	LOS A	0.0	0.1	0.31	0.50	0.31	51.8
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	100	38	100	38.0	0.064	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	58.0
Approach		102	38	102	37.3	0.064	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		205	72	205	35.1	0.064	0.3	NA	0.0	0.1	0.01	0.03	0.01	78.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2026 AM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.008	5.9	LOS A	0.0	0.2	0.34	0.55	0.34	56.6
2	T1	1	0	1	0.0	0.008	6.8	LOS A	0.0	0.2	0.34	0.55	0.34	48.8
3	R2	2	1	2	50.0	0.008	10.1	LOS B	0.0	0.2	0.34	0.55	0.34	46.2
Approach		4	1	4	25.0	0.008	8.2	LOS A	0.0	0.2	0.34	0.55	0.34	49.1
East: Leichhardt Highway														
4	L2	2	1	2	50.0	0.001	7.9	LOS A	0.0	0.0	0.00	0.63	0.00	51.7
5	T1	91	34	91	37.4	0.058	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	53.7
Approach		94	35	94	37.2	0.058	0.3	NA	0.0	0.0	0.00	0.02	0.00	78.6
North: Access Road														
7	L2	1	0	1	0.0	0.004	4.9	LOS A	0.0	0.1	0.30	0.50	0.30	53.2
8	T1	1	0	1	0.0	0.004	5.7	LOS A	0.0	0.1	0.30	0.50	0.30	49.3
9	R2	1	0	1	0.0	0.004	6.9	LOS A	0.0	0.1	0.30	0.50	0.30	53.2
Approach		3	0	3	0.0	0.004	5.9	LOS A	0.0	0.1	0.30	0.50	0.30	51.9
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	95	37	95	38.9	0.061	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	58.0
Approach		97	37	97	38.1	0.061	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		198	73	198	36.9	0.061	0.4	NA	0.0	0.2	0.01	0.03	0.01	77.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2026 PM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.008	5.9	LOS A	0.0	0.2	0.36	0.55	0.36	56.5
2	T1	1	0	1	0.0	0.008	6.9	LOS A	0.0	0.2	0.36	0.55	0.36	48.6
3	R2	2	1	2	50.0	0.008	10.4	LOS B	0.0	0.2	0.36	0.55	0.36	46.1
Approach		4	1	4	25.0	0.008	8.4	LOS A	0.0	0.2	0.36	0.55	0.36	49.0
East: Leichhardt Highway														
4	L2	2	1	2	50.0	0.001	7.9	LOS A	0.0	0.0	0.00	0.63	0.00	51.7
5	T1	97	36	97	37.1	0.062	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.22	0.57	0.22	53.6
Approach		100	37	100	37.0	0.062	0.2	NA	0.0	0.0	0.00	0.02	0.00	78.7
North: Access Road														
7	L2	1	0	1	0.0	0.004	5.0	LOS A	0.0	0.1	0.31	0.50	0.31	53.1
8	T1	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.31	0.50	0.31	49.3
9	R2	1	0	1	0.0	0.004	7.2	LOS A	0.0	0.1	0.31	0.50	0.31	53.1
Approach		3	0	3	0.0	0.004	6.0	LOS A	0.0	0.1	0.31	0.50	0.31	51.8
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	102	40	102	39.2	0.066	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	58.0
Approach		104	40	104	38.5	0.066	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		211	78	211	37.0	0.066	0.4	NA	0.0	0.2	0.01	0.03	0.01	77.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2026 AM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.008	5.9	LOS A	0.0	0.2	0.34	0.55	0.34	56.6
2	T1	1	0	1	0.0	0.008	6.8	LOS A	0.0	0.2	0.34	0.55	0.34	48.8
3	R2	2	1	2	50.0	0.008	10.1	LOS B	0.0	0.2	0.34	0.55	0.34	46.2
Approach		4	1	4	25.0	0.008	8.2	LOS A	0.0	0.2	0.34	0.55	0.34	49.1
East: Leichhardt Highway														
4	L2	2	1	2	50.0	0.001	7.9	LOS A	0.0	0.0	0.00	0.63	0.00	51.7
5	T1	91	34	91	37.4	0.058	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	53.7
Approach		94	35	94	37.2	0.058	0.3	NA	0.0	0.0	0.00	0.02	0.00	78.6
North: Access Road														
7	L2	1	0	1	0.0	0.004	4.9	LOS A	0.0	0.1	0.30	0.50	0.30	53.2
8	T1	1	0	1	0.0	0.004	5.7	LOS A	0.0	0.1	0.30	0.50	0.30	49.3
9	R2	1	0	1	0.0	0.004	6.9	LOS A	0.0	0.1	0.30	0.50	0.30	53.2
Approach		3	0	3	0.0	0.004	5.9	LOS A	0.0	0.1	0.30	0.50	0.30	51.9
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	95	37	95	38.9	0.061	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	58.0
Approach		97	37	97	38.1	0.061	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		198	73	198	36.9	0.061	0.4	NA	0.0	0.2	0.01	0.03	0.01	77.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2026 PM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.008	5.9	LOS A	0.0	0.2	0.36	0.55	0.36	56.5
2	T1	1	0	1	0.0	0.008	6.9	LOS A	0.0	0.2	0.36	0.55	0.36	48.6
3	R2	2	1	2	50.0	0.008	10.4	LOS B	0.0	0.2	0.36	0.55	0.36	46.1
Approach		4	1	4	25.0	0.008	8.4	LOS A	0.0	0.2	0.36	0.55	0.36	49.0
East: Leichhardt Highway														
4	L2	2	1	2	50.0	0.001	7.9	LOS A	0.0	0.0	0.00	0.63	0.00	51.7
5	T1	97	36	97	37.1	0.062	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.22	0.57	0.22	53.6
Approach		100	37	100	37.0	0.062	0.2	NA	0.0	0.0	0.00	0.02	0.00	78.7
North: Access Road														
7	L2	1	0	1	0.0	0.004	5.0	LOS A	0.0	0.1	0.31	0.50	0.31	53.1
8	T1	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.31	0.50	0.31	49.3
9	R2	1	0	1	0.0	0.004	7.2	LOS A	0.0	0.1	0.31	0.50	0.31	53.1
Approach		3	0	3	0.0	0.004	6.0	LOS A	0.0	0.1	0.31	0.50	0.31	51.8
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	102	40	102	39.2	0.066	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	58.0
Approach		104	40	104	38.5	0.066	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		211	78	211	37.0	0.066	0.4	NA	0.0	0.2	0.01	0.03	0.01	77.6

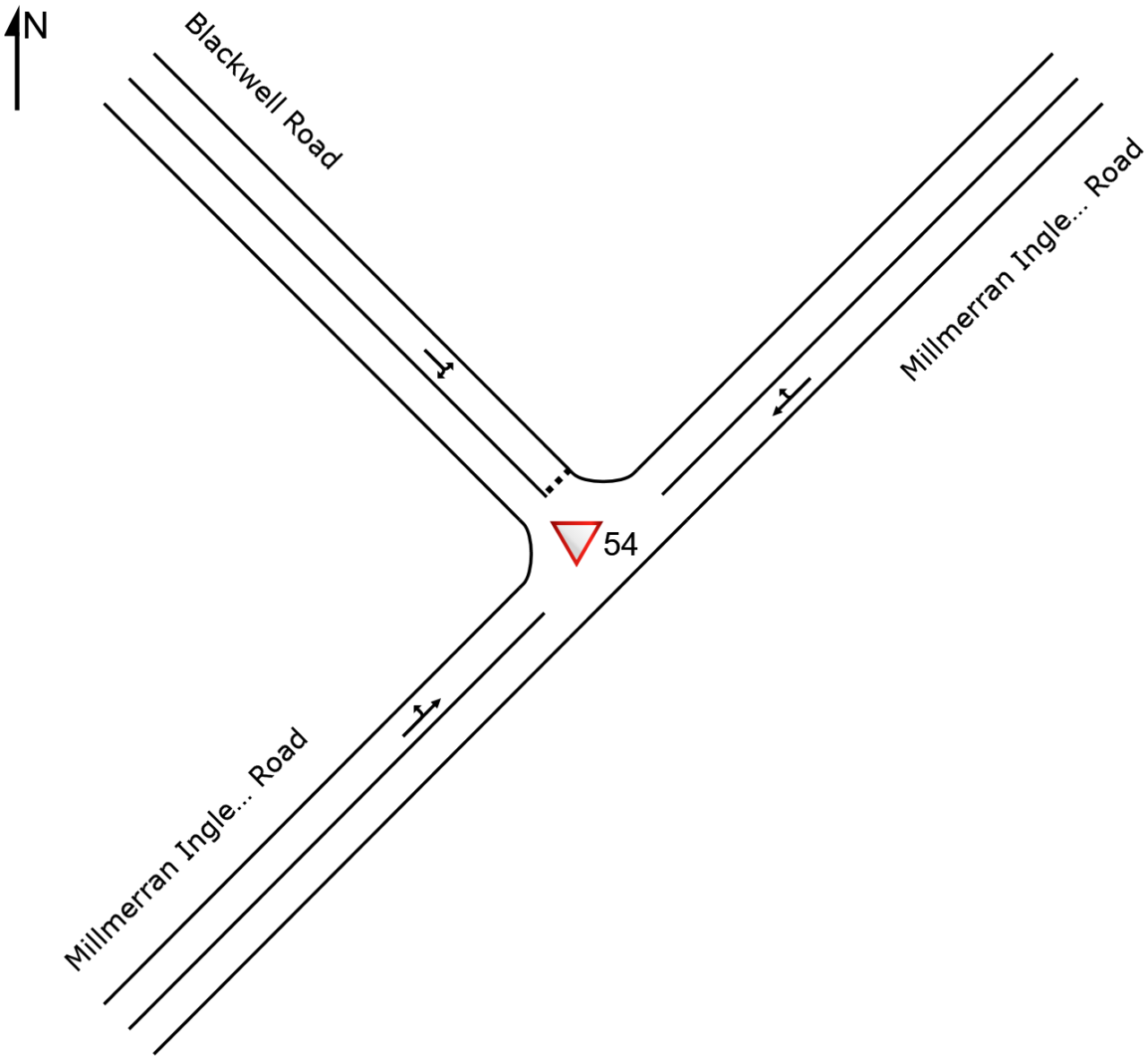
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 54 [Millmerran Inglewood Road / Blackwell Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 54 [Millmerran Inglewood Road / Blackwell Road 2027 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	21	9	21	42.9	0.014	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	97.2
26	R2	1	0	1	0.0	0.014	7.5	LOS A	0.0	0.1	0.01	0.03	0.01	86.8
Approach		22	9	22	40.9	0.014	0.3	NA	0.0	0.1	0.01	0.03	0.01	96.4
NorthWest: Blackwell Road														
27	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.11	0.62	0.11	74.9
29	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.11	0.62	0.11	51.3
Approach		2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.11	0.62	0.11	63.8
SouthWest: Millmerran Inglewood Road														
30	L2	1	0	1	0.0	0.021	4.7	LOS A	0.0	0.0	0.00	0.02	0.00	81.8
31	T1	33	12	33	36.4	0.021	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.0
Approach		34	12	34	35.3	0.021	0.1	NA	0.0	0.0	0.00	0.02	0.00	98.4
All Vehicles		58	21	58	36.2	0.021	0.5	NA	0.0	0.1	0.01	0.04	0.01	95.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 54 [Millmerran Inglewood Road / Blackwell Road 2027 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	33	8	33	24.2	0.021	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	97.3
26	R2	2	0	2	0.0	0.021	7.5	LOS A	0.0	0.1	0.01	0.04	0.01	86.9
Approach		35	8	35	22.9	0.021	0.4	NA	0.0	0.1	0.01	0.04	0.01	96.2
NorthWest: Blackwell Road														
27	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.10	0.62	0.10	75.0
29	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.10	0.62	0.10	51.3
Approach		2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.10	0.62	0.10	63.9
SouthWest: Millmerran Inglewood Road														
30	L2	1	0	1	0.0	0.017	4.7	LOS A	0.0	0.0	0.00	0.02	0.00	81.9
31	T1	29	6	29	20.7	0.017	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.1
Approach		30	6	30	20.0	0.017	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.4
All Vehicles		67	14	67	20.9	0.021	0.5	NA	0.0	0.1	0.01	0.05	0.01	95.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 54 [Millmerran Inglewood Road / Blackwell Road 2027 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	51	10	51	19.6	0.035	0.0	LOS A	0.1	0.4	0.05	0.10	0.05	93.8
26	R2	9	1	9	11.1	0.035	7.9	LOS A	0.1	0.4	0.05	0.10	0.05	79.6
Approach		60	11	60	18.3	0.035	1.2	NA	0.1	0.4	0.05	0.10	0.05	90.2
NorthWest: Blackwell Road														
27	L2	2	1	2	50.0	0.013	9.3	LOS A	0.0	0.5	0.18	0.63	0.18	58.8
29	R2	9	8	9	88.9	0.013	10.6	LOS B	0.0	0.5	0.18	0.63	0.18	46.8
Approach		11	9	11	81.8	0.013	10.4	LOS B	0.0	0.5	0.18	0.63	0.18	49.5
SouthWest: Millmerran Inglewood Road														
30	L2	9	8	9	88.9	0.030	4.9	LOS A	0.0	0.0	0.00	0.12	0.00	44.7
31	T1	34	13	34	38.2	0.030	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	99.0
Approach		43	21	43	48.8	0.030	1.0	NA	0.0	0.0	0.00	0.12	0.00	78.9
All Vehicles		114	41	114	36.0	0.035	2.0	NA	0.1	0.5	0.04	0.16	0.04	79.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 54 [Millmerran Inglewood Road / Blackwell Road 2027 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	34	9	34	26.5	0.023	0.0	LOS A	0.0	0.2	0.03	0.06	0.03	96.8
26	R2	3	1	3	33.3	0.023	8.6	LOS A	0.0	0.2	0.03	0.06	0.03	71.5
Approach		37	10	37	27.0	0.023	0.7	NA	0.0	0.2	0.03	0.06	0.03	92.6
NorthWest: Blackwell Road														
27	L2	9	1	9	11.1	0.018	8.3	LOS A	0.1	0.6	0.17	0.62	0.17	69.6
29	R2	9	8	9	88.9	0.018	10.6	LOS B	0.1	0.6	0.17	0.62	0.17	46.7
Approach		18	9	18	50.0	0.018	9.5	LOS A	0.1	0.6	0.17	0.62	0.17	58.8
SouthWest: Millmerran Inglewood Road														
30	L2	9	8	9	88.9	0.041	4.9	LOS A	0.0	0.0	0.00	0.08	0.00	44.8
31	T1	59	7	59	11.9	0.041	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	99.6
Approach		68	15	68	22.1	0.041	0.6	NA	0.0	0.0	0.00	0.08	0.00	85.7
All Vehicles		123	34	123	27.6	0.041	2.0	NA	0.1	0.6	0.04	0.15	0.04	80.7

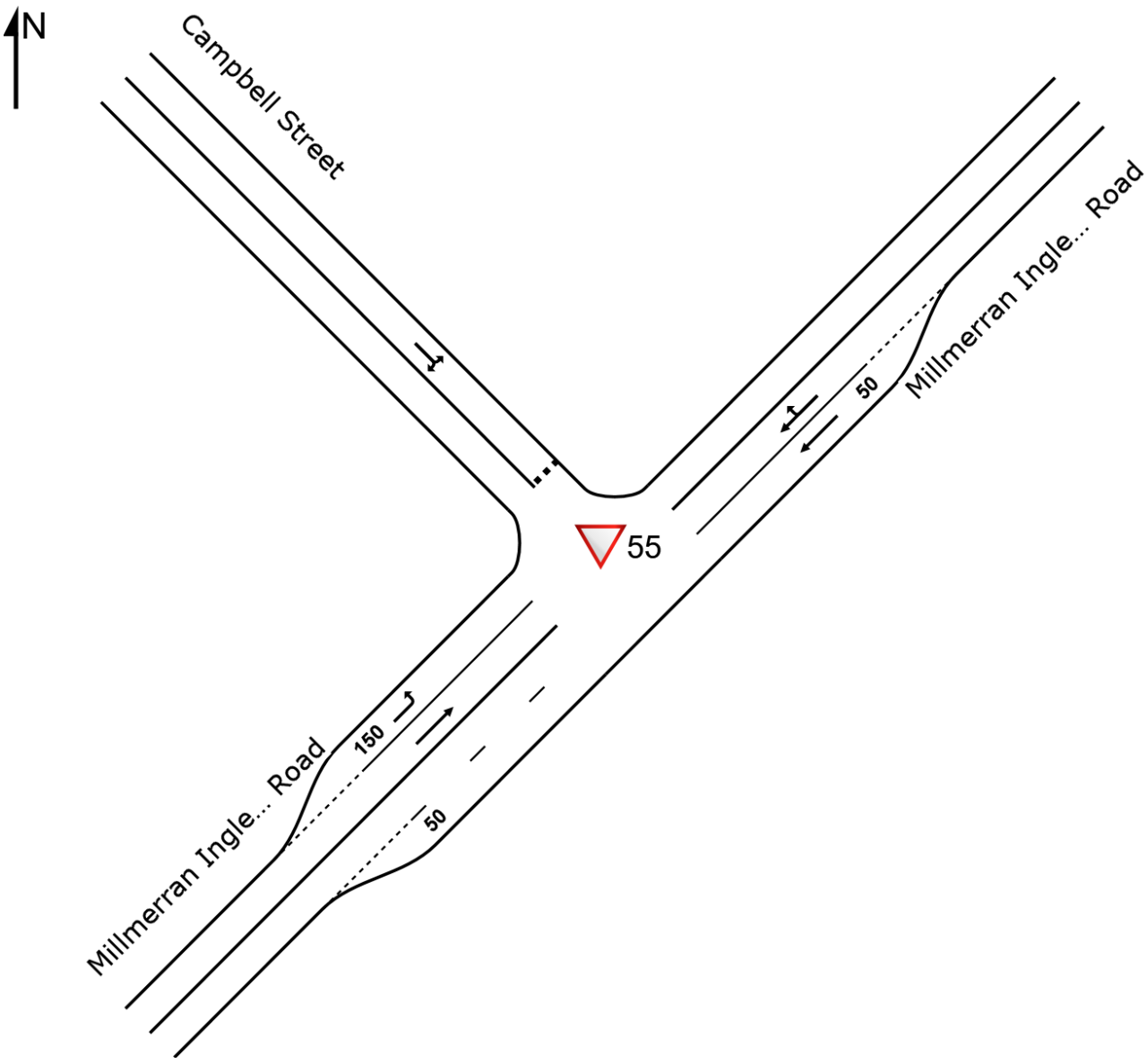
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 55 [Millmerran Inglewood Road / Campbell Street 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 55 [Millmerran Inglewood Road / Campbell Street 2027 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	11	6	11	54.5	0.018	0.1	LOS A	0.1	0.6	0.04	0.15	0.04	73.4
26	R2	20	5	20	25.0	0.018	7.3	LOS A	0.1	0.6	0.14	0.53	0.14	55.7
Approach		31	11	31	35.5	0.018	4.7	NA	0.1	0.6	0.10	0.39	0.10	62.9
NorthWest: Campbell Street														
27	L2	19	18	19	94.7	0.047	6.0	LOS A	0.2	1.9	0.13	0.55	0.13	33.2
29	R2	22	6	22	27.3	0.047	6.1	LOS A	0.2	1.9	0.13	0.55	0.13	51.8
Approach		41	24	41	58.5	0.047	6.1	LOS A	0.2	1.9	0.13	0.55	0.13	41.1
SouthWest: Millmerran Inglewood Road														
30	L2	21	4	21	19.0	0.013	8.3	LOS A	0.0	0.0	0.00	0.66	0.00	61.9
31	T1	20	10	20	50.0	0.014	2.2	LOS A	0.0	0.0	0.00	0.25	0.00	81.7
Approach		41	14	41	34.1	0.014	5.3	NA	0.0	0.0	0.00	0.46	0.00	72.6
All Vehicles		113	49	113	43.4	0.047	5.4	NA	0.2	1.9	0.07	0.47	0.07	56.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 55 [Millmerran Inglewood Road / Campbell Street 2027 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	17	6	17	35.3	0.023	0.1	LOS A	0.1	0.8	0.06	0.18	0.06	76.2
26	R2	23	5	23	21.7	0.023	7.3	LOS A	0.1	0.8	0.15	0.48	0.15	56.7
Approach		40	11	40	27.5	0.023	4.2	NA	0.1	0.8	0.11	0.35	0.11	66.0
NorthWest: Campbell Street														
27	L2	31	30	31	96.8	0.059	6.0	LOS A	0.2	2.4	0.12	0.55	0.12	32.9
29	R2	21	3	21	14.3	0.059	6.2	LOS A	0.2	2.4	0.12	0.55	0.12	56.3
Approach		52	33	52	63.5	0.059	6.1	LOS A	0.2	2.4	0.12	0.55	0.12	39.6
SouthWest: Millmerran Inglewood Road														
30	L2	31	2	31	6.5	0.017	8.0	LOS A	0.0	0.0	0.00	0.66	0.00	62.8
31	T1	23	6	23	26.1	0.014	2.0	LOS A	0.0	0.0	0.00	0.26	0.00	87.0
Approach		54	8	54	14.8	0.017	5.5	NA	0.0	0.0	0.00	0.49	0.00	74.2
All Vehicles		146	52	146	35.6	0.059	5.3	NA	0.2	2.4	0.07	0.47	0.07	57.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 55 [Millmerran Inglewood Road / Campbell Street 2027 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	22	9	22	40.9	0.014	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
26	R2	66	5	66	7.6	0.050	7.0	LOS A	0.2	1.5	0.15	0.60	0.15	55.8
Approach		88	14	88	15.9	0.050	5.2	NA	0.2	1.5	0.11	0.45	0.11	62.5
NorthWest: Campbell Street														
27	L2	19	18	19	94.7	0.051	6.0	LOS A	0.2	2.0	0.14	0.56	0.14	33.1
29	R2	23	7	23	30.4	0.051	6.7	LOS A	0.2	2.0	0.14	0.56	0.14	50.6
Approach		42	25	42	59.5	0.051	6.4	LOS A	0.2	2.0	0.14	0.56	0.14	40.8
SouthWest: Millmerran Inglewood Road														
30	L2	23	6	23	26.1	0.015	8.5	LOS A	0.0	0.0	0.00	0.66	0.00	61.3
31	T1	23	13	23	56.5	0.016	2.2	LOS A	0.0	0.0	0.00	0.25	0.00	80.4
Approach		46	19	46	41.3	0.016	5.4	NA	0.0	0.0	0.00	0.45	0.00	71.9
All Vehicles		176	58	176	33.0	0.051	5.6	NA	0.2	2.0	0.09	0.48	0.09	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 55 [Millmerran Inglewood Road / Campbell Street 2027 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	20	9	20	45.0	0.025	0.2	LOS A	0.1	0.9	0.08	0.20	0.08	73.9
26	R2	23	5	23	21.7	0.025	7.3	LOS A	0.1	0.9	0.17	0.44	0.17	56.8
Approach		43	14	43	32.6	0.025	4.0	NA	0.1	0.9	0.13	0.33	0.13	65.8
NorthWest: Campbell Street														
27	L2	76	30	76	39.5	0.096	5.9	LOS A	0.4	3.4	0.13	0.55	0.13	44.0
29	R2	22	4	22	18.2	0.096	6.4	LOS A	0.4	3.4	0.13	0.55	0.13	54.8
Approach		98	34	98	34.7	0.096	6.0	LOS A	0.4	3.4	0.13	0.55	0.13	46.0
SouthWest: Millmerran Inglewood Road														
30	L2	32	3	32	9.4	0.018	8.1	LOS A	0.0	0.0	0.00	0.66	0.00	62.6
31	T1	34	9	34	26.5	0.020	2.0	LOS A	0.0	0.0	0.00	0.26	0.00	87.0
Approach		66	12	66	18.2	0.020	5.0	NA	0.0	0.0	0.00	0.45	0.00	76.2
All Vehicles		207	60	207	29.0	0.096	5.2	NA	0.4	3.4	0.09	0.47	0.09	58.5

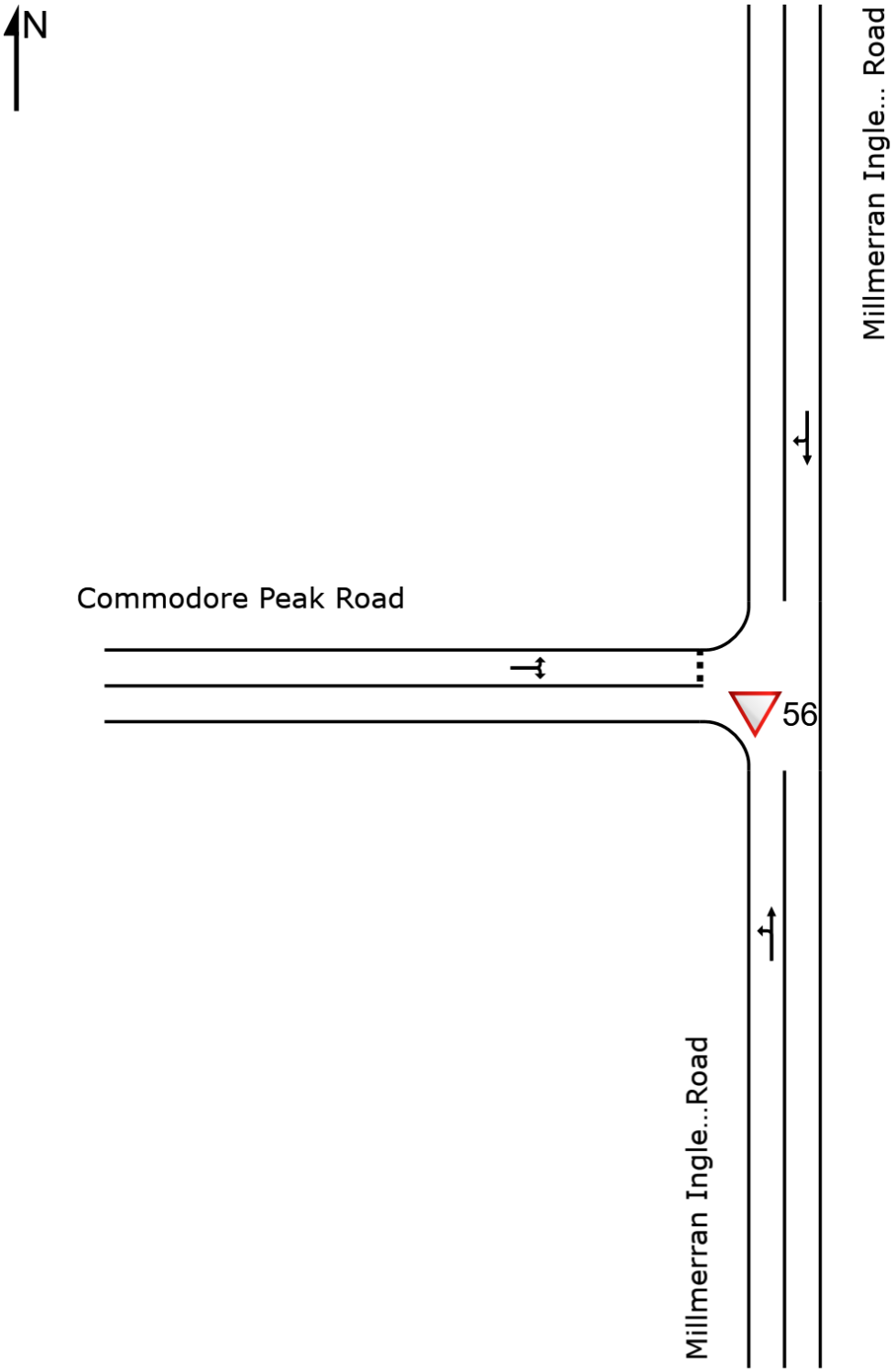
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 56 [Millmerran Inglewood Road / Commodore Peak Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 56 [Millmerran Inglewood Road / Commodore Peak Road 2027 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.016	7.8	LOS A	0.0	0.0	0.00	0.03	0.00	87.6
2	T1	25	9	25	36.0	0.016	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.7
Approach		26	9	26	34.6	0.016	0.3	NA	0.0	0.0	0.00	0.03	0.00	98.3
North: Millmerran Inglewood Road														
8	T1	51	10	51	19.6	0.030	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.5
9	R2	1	0	1	0.0	0.030	7.5	LOS A	0.0	0.0	0.00	0.01	0.00	87.7
Approach		52	10	52	19.2	0.030	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.2
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.10	0.62	0.10	75.0
12	R2	1	0	1	0.0	0.001	7.7	LOS A	0.0	0.0	0.10	0.62	0.10	74.5
Approach		2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.10	0.62	0.10	74.8
All Vehicles		80	19	80	23.8	0.030	0.4	NA	0.0	0.0	0.01	0.03	0.01	98.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 56 [Millmerran Inglewood Road / Commodore Peak Road 2027 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.029	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
2	T1	51	6	51	11.8	0.029	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.5
Approach		52	6	52	11.5	0.029	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
North: Millmerran Inglewood Road														
8	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.2
9	R2	1	0	1	0.0	0.023	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.5
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.9
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	8.0	LOS A	0.0	0.0	0.14	0.61	0.14	74.8
12	R2	1	0	1	0.0	0.001	7.7	LOS A	0.0	0.0	0.14	0.61	0.14	74.3
Approach		2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.14	0.61	0.14	74.5
All Vehicles		93	16	93	17.2	0.029	0.3	NA	0.0	0.0	0.01	0.03	0.01	98.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 56 [Millmerran Inglewood Road / Commodore Peak Road 2027 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.027	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	87.6
2	T1	38	22	38	57.9	0.027	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	98.7
Approach		39	22	39	56.4	0.027	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.4
North: Millmerran Inglewood Road														
8	T1	100	23	100	23.0	0.073	0.0	LOS A	0.1	1.1	0.05	0.09	0.05	97.4
9	R2	16	8	16	50.0	0.073	9.0	LOS A	0.1	1.1	0.05	0.09	0.05	65.5
Approach		116	31	116	26.7	0.073	1.3	NA	0.1	1.1	0.05	0.09	0.05	91.3
West: Commodore Peak Road														
10	L2	10	9	10	90.0	0.010	10.4	LOS B	0.0	0.5	0.15	0.63	0.15	50.7
12	R2	1	0	1	0.0	0.010	8.0	LOS A	0.0	0.5	0.15	0.63	0.15	73.6
Approach		11	9	11	81.8	0.010	10.2	LOS B	0.0	0.5	0.15	0.63	0.15	52.2
All Vehicles		166	62	166	37.3	0.073	1.6	NA	0.1	1.1	0.04	0.11	0.04	88.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 56 [Millmerran Inglewood Road / Commodore Peak Road 2027 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.058	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
2	T1	100	19	100	19.0	0.058	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		101	19	101	18.8	0.058	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
North: Millmerran Inglewood Road														
8	T1	51	23	51	45.1	0.044	0.2	LOS A	0.1	0.9	0.09	0.10	0.09	98.0
9	R2	9	8	9	88.9	0.044	10.5	LOS B	0.1	0.9	0.09	0.10	0.09	55.3
Approach		60	31	60	51.7	0.044	1.7	NA	0.1	0.9	0.09	0.10	0.09	87.8
West: Commodore Peak Road														
10	L2	16	8	16	50.0	0.015	9.6	LOS A	0.1	0.6	0.22	0.61	0.22	58.5
12	R2	1	0	1	0.0	0.015	8.0	LOS A	0.1	0.6	0.22	0.61	0.22	72.9
Approach		17	8	17	47.1	0.015	9.5	LOS A	0.1	0.6	0.22	0.61	0.22	59.2
All Vehicles		178	58	178	32.6	0.058	1.5	NA	0.1	0.9	0.05	0.09	0.05	89.7

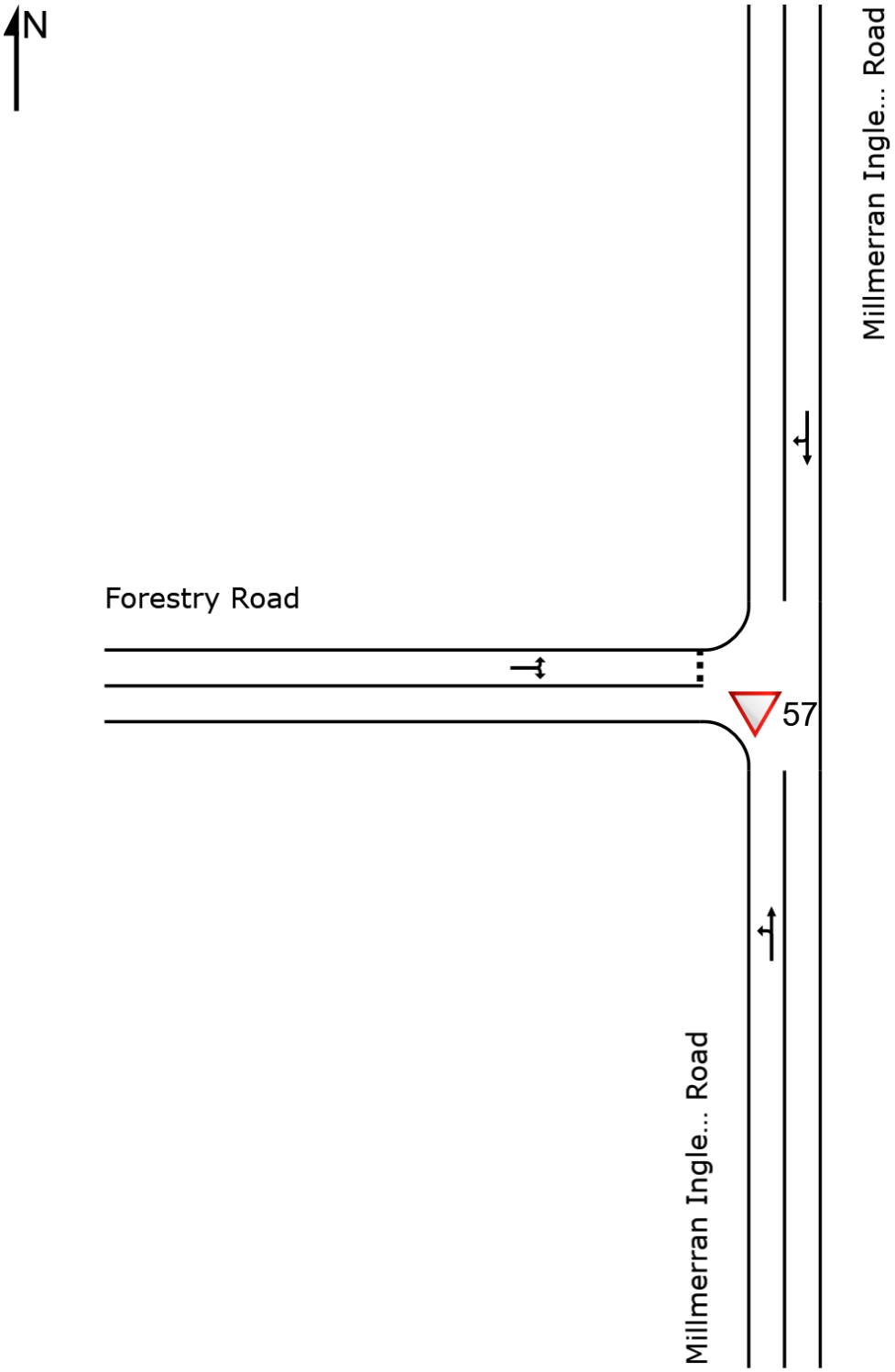
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 57 [Millmerran Inglewood Road / Forestry Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 57 [Millmerran Inglewood Road / Forestry Road 2025 AM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.023	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	88.0
2	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.3
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.9
North: Millmerran Inglewood Road														
8	T1	32	8	32	25.0	0.020	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.1
9	R2	1	0	1	0.0	0.020	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.4
Approach		33	8	33	24.2	0.020	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.7
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.12	0.61	0.12	74.9
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.12	0.61	0.12	74.4
Approach		2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.12	0.61	0.12	74.6
All Vehicles		74	18	74	24.3	0.023	0.4	NA	0.0	0.0	0.01	0.04	0.01	98.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 57 [Millmerran Inglewood Road / Forestry Road 2025 PM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.023	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	88.0
2	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.3
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.9
North: Millmerran Inglewood Road														
8	T1	27	7	27	25.9	0.017	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	98.9
9	R2	1	0	1	0.0	0.017	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.3
Approach		28	7	28	25.0	0.017	0.3	NA	0.0	0.0	0.01	0.02	0.01	98.4
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.12	0.61	0.12	74.9
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.12	0.61	0.12	74.4
Approach		2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.12	0.61	0.12	74.6
All Vehicles		69	17	69	24.6	0.023	0.5	NA	0.0	0.0	0.01	0.04	0.01	97.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 57 [Millmerran Inglewood Road / Forestry Road 2025 AM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.023	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	88.0
2	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.3
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.9
North: Millmerran Inglewood Road														
8	T1	32	8	32	25.0	0.020	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.1
9	R2	1	0	1	0.0	0.020	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.4
Approach		33	8	33	24.2	0.020	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.7
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.12	0.61	0.12	74.9
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.12	0.61	0.12	74.4
Approach		2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.12	0.61	0.12	74.6
All Vehicles		74	18	74	24.3	0.023	0.4	NA	0.0	0.0	0.01	0.04	0.01	98.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 57 [Millmerran Inglewood Road / Forestry Road 2025 PM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.023	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	88.0
2	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.3
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.9
North: Millmerran Inglewood Road														
8	T1	27	7	27	25.9	0.017	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	98.9
9	R2	1	0	1	0.0	0.017	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.3
Approach		28	7	28	25.0	0.017	0.3	NA	0.0	0.0	0.01	0.02	0.01	98.4
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.12	0.61	0.12	74.9
12	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.12	0.61	0.12	74.4
Approach		2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.12	0.61	0.12	74.6
All Vehicles		69	17	69	24.6	0.023	0.5	NA	0.0	0.0	0.01	0.04	0.01	97.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 57 [Millmerran Inglewood Road / Forestry Road 2025 AM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	5	4	5	80.0	0.046	9.9	LOS A	0.0	0.1	0.01	0.06	0.01	58.7
2	T1	60	32	60	53.3	0.046	0.0	LOS A	0.0	0.1	0.01	0.06	0.01	97.6
3	R2	1	0	1	0.0	0.046	5.6	LOS A	0.0	0.1	0.01	0.06	0.01	70.4
Approach		66	36	66	54.5	0.046	0.8	NA	0.0	0.1	0.01	0.06	0.01	92.4
East: Access Road														
4	L2	1	0	1	0.0	0.005	5.7	LOS A	0.0	0.2	0.22	0.52	0.22	53.3
5	T1	3	2	3	66.7	0.005	5.8	LOS A	0.0	0.2	0.22	0.52	0.22	51.2
6	R2	1	0	1	0.0	0.005	6.1	LOS A	0.0	0.2	0.22	0.52	0.22	52.8
Approach		5	2	5	40.0	0.005	5.8	LOS A	0.0	0.2	0.22	0.52	0.22	51.9
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.039	5.7	LOS A	0.0	0.1	0.01	0.02	0.01	71.2
8	T1	54	30	54	55.6	0.039	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	97.3
9	R2	1	0	1	0.0	0.039	7.6	LOS A	0.0	0.1	0.01	0.02	0.01	86.0
Approach		56	30	56	53.6	0.039	0.2	NA	0.0	0.1	0.01	0.02	0.01	96.4
West: Forestry Road														
10	L2	1	0	1	0.0	0.012	8.0	LOS A	0.0	0.4	0.26	0.59	0.26	69.1
11	T1	3	2	3	66.7	0.012	5.8	LOS A	0.0	0.4	0.26	0.59	0.26	56.3
12	R2	5	4	5	80.0	0.012	11.0	LOS B	0.0	0.4	0.26	0.59	0.26	49.0
Approach		9	6	9	66.7	0.012	8.9	LOS A	0.0	0.4	0.26	0.59	0.26	53.0
All Vehicles		136	74	136	54.4	0.046	1.3	NA	0.0	0.4	0.03	0.10	0.03	87.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 57 [Millmerran Inglewood Road / Forestry Road 2025 PM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	5	4	5	80.0	0.046	9.9	LOS A	0.0	0.1	0.01	0.06	0.01	58.7
2	T1	60	32	60	53.3	0.046	0.0	LOS A	0.0	0.1	0.01	0.06	0.01	97.6
3	R2	1	0	1	0.0	0.046	5.6	LOS A	0.0	0.1	0.01	0.06	0.01	70.4
Approach		66	36	66	54.5	0.046	0.8	NA	0.0	0.1	0.01	0.06	0.01	92.4
East: Access Road														
4	L2	1	0	1	0.0	0.005	5.7	LOS A	0.0	0.2	0.22	0.52	0.22	53.4
5	T1	3	2	3	66.7	0.005	5.8	LOS A	0.0	0.2	0.22	0.52	0.22	51.2
6	R2	1	0	1	0.0	0.005	6.1	LOS A	0.0	0.2	0.22	0.52	0.22	52.8
Approach		5	2	5	40.0	0.005	5.8	LOS A	0.0	0.2	0.22	0.52	0.22	51.9
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.036	5.7	LOS A	0.0	0.1	0.01	0.03	0.01	70.9
8	T1	49	29	49	59.2	0.036	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	96.8
9	R2	1	0	1	0.0	0.036	7.6	LOS A	0.0	0.1	0.01	0.03	0.01	85.7
Approach		51	29	51	56.9	0.036	0.3	NA	0.0	0.1	0.01	0.03	0.01	95.9
West: Forestry Road														
10	L2	1	0	1	0.0	0.012	8.0	LOS A	0.0	0.4	0.26	0.59	0.26	69.1
11	T1	3	2	3	66.7	0.012	5.8	LOS A	0.0	0.4	0.26	0.59	0.26	56.4
12	R2	5	4	5	80.0	0.012	10.9	LOS B	0.0	0.4	0.26	0.59	0.26	49.1
Approach		9	6	9	66.7	0.012	8.9	LOS A	0.0	0.4	0.26	0.59	0.26	53.1
All Vehicles		131	73	131	55.7	0.046	1.4	NA	0.0	0.4	0.03	0.10	0.03	86.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 57 [Millmerran Inglewood Road / Forestry Road 2025 AM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	5	4	5	80.0	0.046	9.9	LOS A	0.0	0.1	0.01	0.06	0.01	58.7
2	T1	60	32	60	53.3	0.046	0.0	LOS A	0.0	0.1	0.01	0.06	0.01	97.6
3	R2	1	0	1	0.0	0.046	5.6	LOS A	0.0	0.1	0.01	0.06	0.01	70.4
Approach		66	36	66	54.5	0.046	0.8	NA	0.0	0.1	0.01	0.06	0.01	92.4
East: Access Road														
4	L2	1	0	1	0.0	0.005	5.7	LOS A	0.0	0.2	0.22	0.52	0.22	53.3
5	T1	3	2	3	66.7	0.005	5.8	LOS A	0.0	0.2	0.22	0.52	0.22	51.2
6	R2	1	0	1	0.0	0.005	6.1	LOS A	0.0	0.2	0.22	0.52	0.22	52.8
Approach		5	2	5	40.0	0.005	5.8	LOS A	0.0	0.2	0.22	0.52	0.22	51.9
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.039	5.7	LOS A	0.0	0.1	0.01	0.02	0.01	71.2
8	T1	54	30	54	55.6	0.039	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	97.3
9	R2	1	0	1	0.0	0.039	7.6	LOS A	0.0	0.1	0.01	0.02	0.01	86.0
Approach		56	30	56	53.6	0.039	0.2	NA	0.0	0.1	0.01	0.02	0.01	96.4
West: Forestry Road														
10	L2	1	0	1	0.0	0.012	8.0	LOS A	0.0	0.4	0.26	0.59	0.26	69.1
11	T1	3	2	3	66.7	0.012	5.8	LOS A	0.0	0.4	0.26	0.59	0.26	56.3
12	R2	5	4	5	80.0	0.012	11.0	LOS B	0.0	0.4	0.26	0.59	0.26	49.0
Approach		9	6	9	66.7	0.012	8.9	LOS A	0.0	0.4	0.26	0.59	0.26	53.0
All Vehicles		136	74	136	54.4	0.046	1.3	NA	0.0	0.4	0.03	0.10	0.03	87.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 57 [Millmerran Inglewood Road / Forestry Road 2025 PM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	5	4	5	80.0	0.046	9.9	LOS A	0.0	0.1	0.01	0.06	0.01	58.7
2	T1	60	32	60	53.3	0.046	0.0	LOS A	0.0	0.1	0.01	0.06	0.01	97.6
3	R2	1	0	1	0.0	0.046	5.6	LOS A	0.0	0.1	0.01	0.06	0.01	70.4
Approach		66	36	66	54.5	0.046	0.8	NA	0.0	0.1	0.01	0.06	0.01	92.4
East: Access Road														
4	L2	1	0	1	0.0	0.005	5.7	LOS A	0.0	0.2	0.22	0.52	0.22	53.4
5	T1	3	2	3	66.7	0.005	5.8	LOS A	0.0	0.2	0.22	0.52	0.22	51.2
6	R2	1	0	1	0.0	0.005	6.1	LOS A	0.0	0.2	0.22	0.52	0.22	52.8
Approach		5	2	5	40.0	0.005	5.8	LOS A	0.0	0.2	0.22	0.52	0.22	51.9
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.036	5.7	LOS A	0.0	0.1	0.01	0.03	0.01	70.9
8	T1	49	29	49	59.2	0.036	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	96.8
9	R2	1	0	1	0.0	0.036	7.6	LOS A	0.0	0.1	0.01	0.03	0.01	85.7
Approach		51	29	51	56.9	0.036	0.3	NA	0.0	0.1	0.01	0.03	0.01	95.9
West: Forestry Road														
10	L2	1	0	1	0.0	0.012	8.0	LOS A	0.0	0.4	0.26	0.59	0.26	69.1
11	T1	3	2	3	66.7	0.012	5.8	LOS A	0.0	0.4	0.26	0.59	0.26	56.4
12	R2	5	4	5	80.0	0.012	10.9	LOS B	0.0	0.4	0.26	0.59	0.26	49.1
Approach		9	6	9	66.7	0.012	8.9	LOS A	0.0	0.4	0.26	0.59	0.26	53.1
All Vehicles		131	73	131	55.7	0.046	1.4	NA	0.0	0.4	0.03	0.10	0.03	86.6

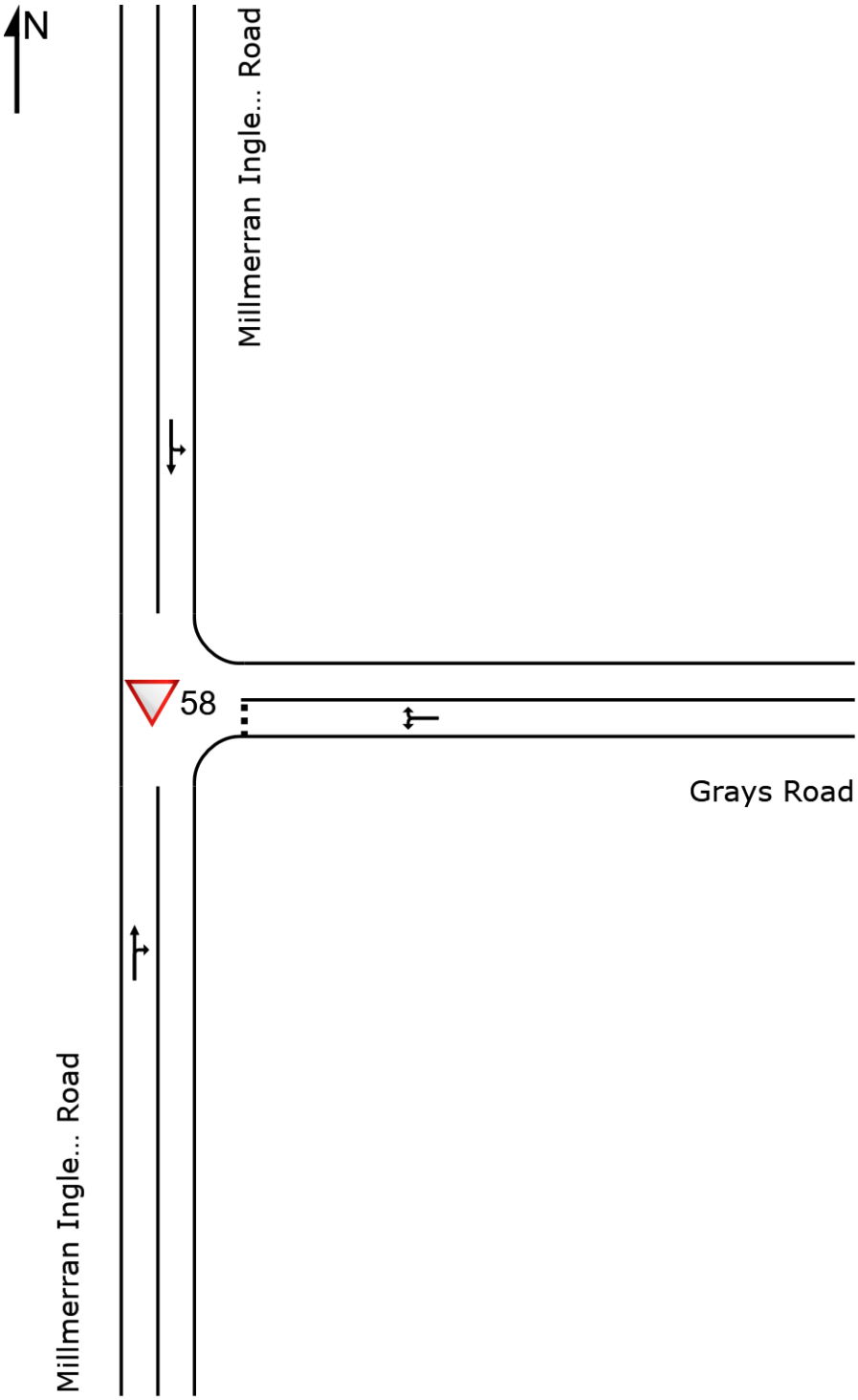
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 58 [Millmerran Inglewood Road / Grays Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 58 [Millmerran Inglewood Road / Grays Road 2025 AM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	17	5	17	29.4	0.011	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.3
3	R2	1	0	1	0.0	0.011	7.4	LOS A	0.0	0.0	0.01	0.04	0.01	86.9
Approach		18	5	18	27.8	0.011	0.4	NA	0.0	0.0	0.01	0.04	0.01	97.6
East: Grays Road														
4	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.07	0.63	0.07	75.2
6	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.07	0.63	0.07	74.7
Approach		2	0	2	0.0	0.001	7.7	LOS A	0.0	0.0	0.07	0.63	0.07	74.9
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.011	7.8	LOS A	0.0	0.0	0.00	0.04	0.00	87.1
8	T1	16	6	16	37.5	0.011	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	98.1
Approach		17	6	17	35.3	0.011	0.5	NA	0.0	0.0	0.00	0.04	0.00	97.4
All Vehicles		37	11	37	29.7	0.011	0.8	NA	0.0	0.0	0.01	0.07	0.01	95.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 58 [Millmerran Inglewood Road / Grays Road 2025 PM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	16	5	16	31.3	0.010	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.2
3	R2	1	0	1	0.0	0.010	7.5	LOS A	0.0	0.0	0.01	0.04	0.01	86.7
Approach		17	5	17	29.4	0.010	0.4	NA	0.0	0.0	0.01	0.04	0.01	97.4
East: Grays Road														
4	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.07	0.63	0.07	75.1
6	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.07	0.63	0.07	74.6
Approach		2	0	2	0.0	0.001	7.7	LOS A	0.0	0.0	0.07	0.63	0.07	74.9
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.011	7.8	LOS A	0.0	0.0	0.00	0.04	0.00	87.2
8	T1	17	6	17	35.3	0.011	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	98.2
Approach		18	6	18	33.3	0.011	0.4	NA	0.0	0.0	0.00	0.04	0.00	97.5
All Vehicles		37	11	37	29.7	0.011	0.8	NA	0.0	0.0	0.01	0.07	0.01	95.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 58 [Millmerran Inglewood Road / Grays Road 2025 AM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	17	5	17	29.4	0.011	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.3
3	R2	1	0	1	0.0	0.011	7.4	LOS A	0.0	0.0	0.01	0.04	0.01	86.9
Approach		18	5	18	27.8	0.011	0.4	NA	0.0	0.0	0.01	0.04	0.01	97.6
East: Grays Road														
4	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.07	0.63	0.07	75.2
6	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.07	0.63	0.07	74.7
Approach		2	0	2	0.0	0.001	7.7	LOS A	0.0	0.0	0.07	0.63	0.07	74.9
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.011	7.8	LOS A	0.0	0.0	0.00	0.04	0.00	87.1
8	T1	16	6	16	37.5	0.011	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	98.1
Approach		17	6	17	35.3	0.011	0.5	NA	0.0	0.0	0.00	0.04	0.00	97.4
All Vehicles		37	11	37	29.7	0.011	0.8	NA	0.0	0.0	0.01	0.07	0.01	95.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 58 [Millmerran Inglewood Road / Grays Road 2025 PM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	16	5	16	31.3	0.010	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.2
3	R2	1	0	1	0.0	0.010	7.5	LOS A	0.0	0.0	0.01	0.04	0.01	86.7
Approach		17	5	17	29.4	0.010	0.4	NA	0.0	0.0	0.01	0.04	0.01	97.4
East: Grays Road														
4	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.07	0.63	0.07	75.1
6	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.07	0.63	0.07	74.6
Approach		2	0	2	0.0	0.001	7.7	LOS A	0.0	0.0	0.07	0.63	0.07	74.9
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.011	7.8	LOS A	0.0	0.0	0.00	0.04	0.00	87.2
8	T1	17	6	17	35.3	0.011	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	98.2
Approach		18	6	18	33.3	0.011	0.4	NA	0.0	0.0	0.00	0.04	0.00	97.5
All Vehicles		37	11	37	29.7	0.011	0.8	NA	0.0	0.0	0.01	0.07	0.01	95.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 58 [Millmerran Inglewood Road / Grays Road 2025 AM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	38	8	38	21.1	0.023	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.3
3	R2	1	0	1	0.0	0.023	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.6
Approach		39	8	39	20.5	0.023	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.9
East: Grays Road														
4	L2	1	0	1	0.0	0.009	7.9	LOS A	0.0	0.3	0.14	0.64	0.14	74.0
6	R2	7	6	7	85.7	0.009	10.2	LOS B	0.0	0.3	0.14	0.64	0.14	50.4
Approach		8	6	8	75.0	0.009	9.9	LOS A	0.0	0.3	0.14	0.64	0.14	52.5
North: Millmerran Inglewood Road														
7	L2	7	6	7	85.7	0.019	10.1	LOS B	0.0	0.0	0.00	0.18	0.00	57.5
8	T1	19	9	19	47.4	0.019	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	98.1
Approach		26	15	26	57.7	0.019	2.7	NA	0.0	0.0	0.00	0.18	0.00	82.4
All Vehicles		73	29	73	39.7	0.023	2.2	NA	0.0	0.3	0.02	0.14	0.02	84.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 58 [Millmerran Inglewood Road / Grays Road 2025 PM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	19	8	19	42.1	0.013	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	98.1
3	R2	1	0	1	0.0	0.013	7.5	LOS A	0.0	0.1	0.01	0.03	0.01	86.7
Approach		20	8	20	40.0	0.013	0.4	NA	0.0	0.1	0.01	0.03	0.01	97.5
East: Grays Road														
4	L2	1	0	1	0.0	0.009	7.9	LOS A	0.0	0.3	0.16	0.63	0.16	73.9
6	R2	7	6	7	85.7	0.009	10.2	LOS B	0.0	0.3	0.16	0.63	0.16	50.3
Approach		8	6	8	75.0	0.009	9.9	LOS A	0.0	0.3	0.16	0.63	0.16	52.4
North: Millmerran Inglewood Road														
7	L2	7	6	7	85.7	0.029	10.1	LOS B	0.0	0.0	0.00	0.10	0.00	57.9
8	T1	38	9	38	23.7	0.029	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	99.3
Approach		45	15	45	33.3	0.029	1.6	NA	0.0	0.0	0.00	0.10	0.00	89.4
All Vehicles		73	29	73	39.7	0.029	2.2	NA	0.0	0.3	0.02	0.14	0.02	84.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 58 [Millmerran Inglewood Road / Grays Road 2025 AM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	38	8	38	21.1	0.023	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.3
3	R2	1	0	1	0.0	0.023	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.6
Approach		39	8	39	20.5	0.023	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.9
East: Grays Road														
4	L2	1	0	1	0.0	0.009	7.9	LOS A	0.0	0.3	0.14	0.64	0.14	74.0
6	R2	7	6	7	85.7	0.009	10.2	LOS B	0.0	0.3	0.14	0.64	0.14	50.4
Approach		8	6	8	75.0	0.009	9.9	LOS A	0.0	0.3	0.14	0.64	0.14	52.5
North: Millmerran Inglewood Road														
7	L2	7	6	7	85.7	0.019	10.1	LOS B	0.0	0.0	0.00	0.18	0.00	57.5
8	T1	19	9	19	47.4	0.019	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	98.1
Approach		26	15	26	57.7	0.019	2.7	NA	0.0	0.0	0.00	0.18	0.00	82.4
All Vehicles		73	29	73	39.7	0.023	2.2	NA	0.0	0.3	0.02	0.14	0.02	84.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 58 [Millmerran Inglewood Road / Grays Road 2025 PM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	19	8	19	42.1	0.013	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	98.1
3	R2	1	0	1	0.0	0.013	7.5	LOS A	0.0	0.1	0.01	0.03	0.01	86.7
Approach		20	8	20	40.0	0.013	0.4	NA	0.0	0.1	0.01	0.03	0.01	97.5
East: Grays Road														
4	L2	1	0	1	0.0	0.009	7.9	LOS A	0.0	0.3	0.16	0.63	0.16	73.9
6	R2	7	6	7	85.7	0.009	10.2	LOS B	0.0	0.3	0.16	0.63	0.16	50.3
Approach		8	6	8	75.0	0.009	9.9	LOS A	0.0	0.3	0.16	0.63	0.16	52.4
North: Millmerran Inglewood Road														
7	L2	7	6	7	85.7	0.029	10.1	LOS B	0.0	0.0	0.00	0.10	0.00	57.9
8	T1	38	9	38	23.7	0.029	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	99.3
Approach		45	15	45	33.3	0.029	1.6	NA	0.0	0.0	0.00	0.10	0.00	89.4
All Vehicles		73	29	73	39.7	0.029	2.2	NA	0.0	0.3	0.02	0.14	0.02	84.7

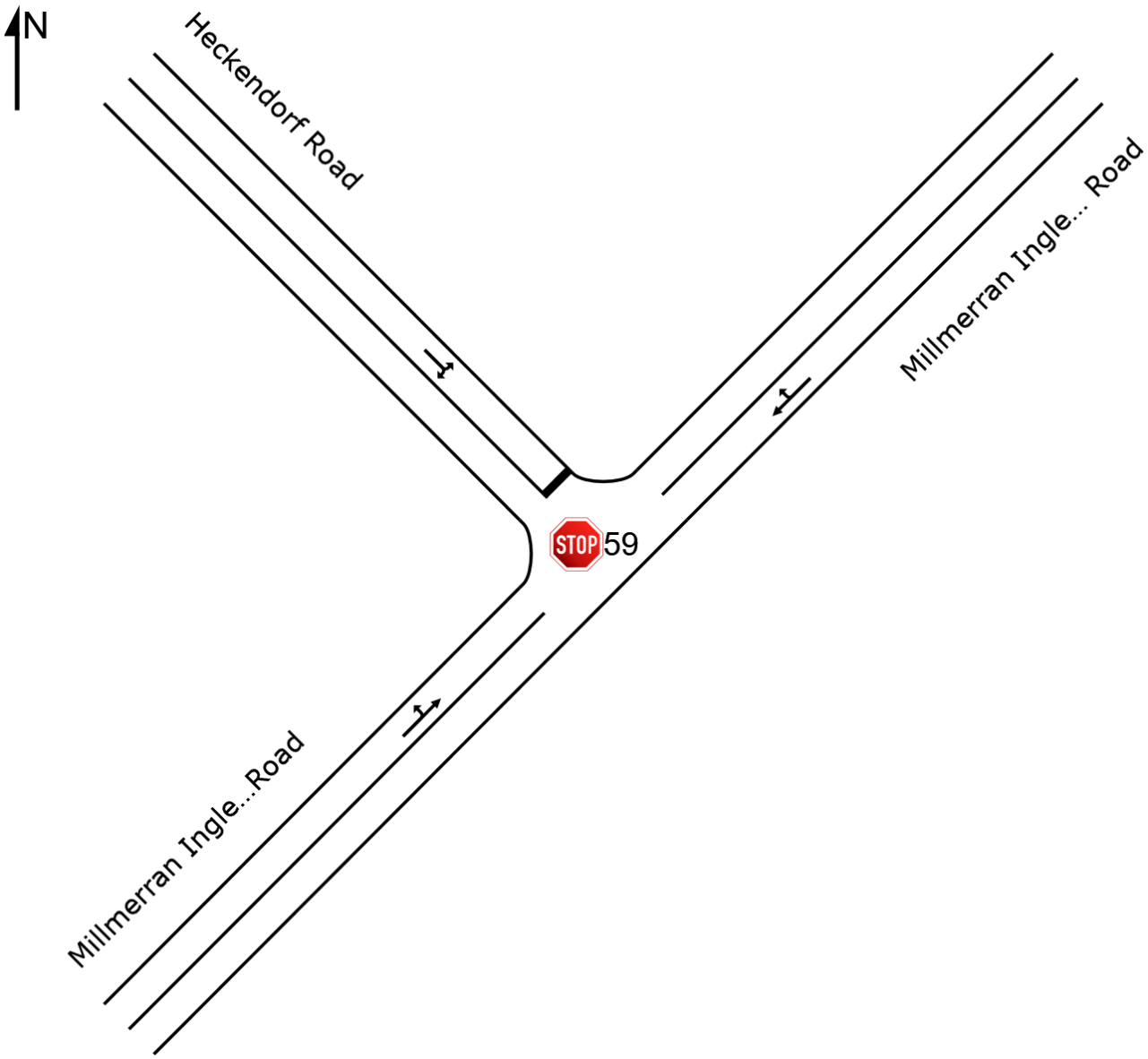
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 59 [Millmerran Inglewood Road / Heckendorf Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 59 [Millmerran Inglewood Road / Heckendorf Road 2026 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	21	9	21	42.9	0.014	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	98.3
26	R2	1	0	1	0.0	0.014	7.5	LOS A	0.0	0.1	0.01	0.03	0.01	86.8
Approach		22	9	22	40.9	0.014	0.3	NA	0.0	0.1	0.01	0.03	0.01	97.7
NorthWest: Heckendorf Road														
27	L2	1	0	1	0.0	0.002	9.6	LOS A	0.0	0.0	0.11	0.91	0.11	73.2
29	R2	1	0	1	0.0	0.002	9.1	LOS A	0.0	0.0	0.11	0.91	0.11	72.8
Approach		2	0	2	0.0	0.002	9.3	LOS A	0.0	0.0	0.11	0.91	0.11	73.0
SouthWest: Millmerran Inglewood Road														
30	L2	1	0	1	0.0	0.020	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	87.8
31	T1	30	11	30	36.7	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	98.9
Approach		31	11	31	35.5	0.020	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.5
All Vehicles		55	20	55	36.4	0.020	0.6	NA	0.0	0.1	0.01	0.06	0.01	97.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 59 [Millmerran Inglewood Road / Heckendorf Road 2026 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	32	8	32	25.0	0.021	0.0	LOS A	0.0	0.1	0.02	0.06	0.02	97.5
26	R2	3	0	3	0.0	0.021	7.5	LOS A	0.0	0.1	0.02	0.06	0.02	86.2
Approach		35	8	35	22.9	0.021	0.6	NA	0.0	0.1	0.02	0.06	0.02	96.5
NorthWest: Heckendorf Road														
27	L2	2	0	2	0.0	0.002	9.6	LOS A	0.0	0.1	0.10	0.92	0.10	73.1
29	R2	1	0	1	0.0	0.002	9.1	LOS A	0.0	0.1	0.10	0.92	0.10	72.6
Approach		3	0	3	0.0	0.002	9.4	LOS A	0.0	0.1	0.10	0.92	0.10	72.9
SouthWest: Millmerran Inglewood Road														
30	L2	1	0	1	0.0	0.016	7.8	LOS A	0.0	0.0	0.00	0.03	0.00	87.8
31	T1	26	6	26	23.1	0.016	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.0
Approach		27	6	27	22.2	0.016	0.3	NA	0.0	0.0	0.00	0.03	0.00	98.5
All Vehicles		65	14	65	21.5	0.021	0.9	NA	0.0	0.1	0.01	0.08	0.01	95.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 59 [Millmerran Inglewood Road / Heckendorf Road 2026 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	60	19	60	31.7	0.039	0.0	LOS A	0.0	0.1	0.02	0.02	0.02	99.3
26	R2	2	1	2	50.0	0.039	9.2	LOS A	0.0	0.1	0.02	0.02	0.02	66.3
Approach		62	20	62	32.3	0.039	0.3	NA	0.0	0.1	0.02	0.02	0.02	97.7
NorthWest: Heckendorf Road														
27	L2	2	1	2	50.0	0.042	12.6	LOS B	0.1	1.8	0.26	0.95	0.26	57.3
29	R2	26	25	26	96.2	0.042	15.4	LOS C	0.1	1.8	0.26	0.95	0.26	47.4
Approach		28	26	28	92.9	0.042	15.2	LOS C	0.1	1.8	0.26	0.95	0.26	48.0
SouthWest: Millmerran Inglewood Road														
30	L2	26	25	26	96.2	0.051	10.3	LOS B	0.0	0.0	0.00	0.26	0.00	55.5
31	T1	40	21	40	52.5	0.051	0.0	LOS A	0.0	0.0	0.00	0.26	0.00	98.9
Approach		66	46	66	69.7	0.051	4.1	NA	0.0	0.0	0.00	0.26	0.00	75.6
All Vehicles		156	92	156	59.0	0.051	4.6	NA	0.1	1.8	0.05	0.29	0.05	74.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 59 [Millmerran Inglewood Road / Heckendorf Road 2026 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	42	18	42	42.9	0.030	0.0	LOS A	0.0	0.3	0.04	0.06	0.04	97.2
26	R2	4	1	4	25.0	0.030	8.5	LOS A	0.0	0.3	0.04	0.06	0.04	74.3
Approach		46	19	46	41.3	0.030	0.8	NA	0.0	0.3	0.04	0.06	0.04	94.6
NorthWest: Heckendorf Road														
27	L2	3	1	3	33.3	0.043	11.8	LOS B	0.1	1.8	0.27	0.94	0.27	61.3
29	R2	26	25	26	96.2	0.043	15.5	LOS C	0.1	1.8	0.27	0.94	0.27	47.3
Approach		29	26	29	89.7	0.043	15.1	LOS C	0.1	1.8	0.27	0.94	0.27	48.5
SouthWest: Millmerran Inglewood Road														
30	L2	26	25	26	96.2	0.062	10.3	LOS B	0.0	0.0	0.00	0.19	0.00	55.7
31	T1	65	16	65	24.6	0.062	0.0	LOS A	0.0	0.0	0.00	0.19	0.00	99.5
Approach		91	41	91	45.1	0.062	3.0	NA	0.0	0.0	0.00	0.19	0.00	81.3
All Vehicles		166	86	166	51.8	0.062	4.5	NA	0.1	1.8	0.06	0.28	0.06	75.3

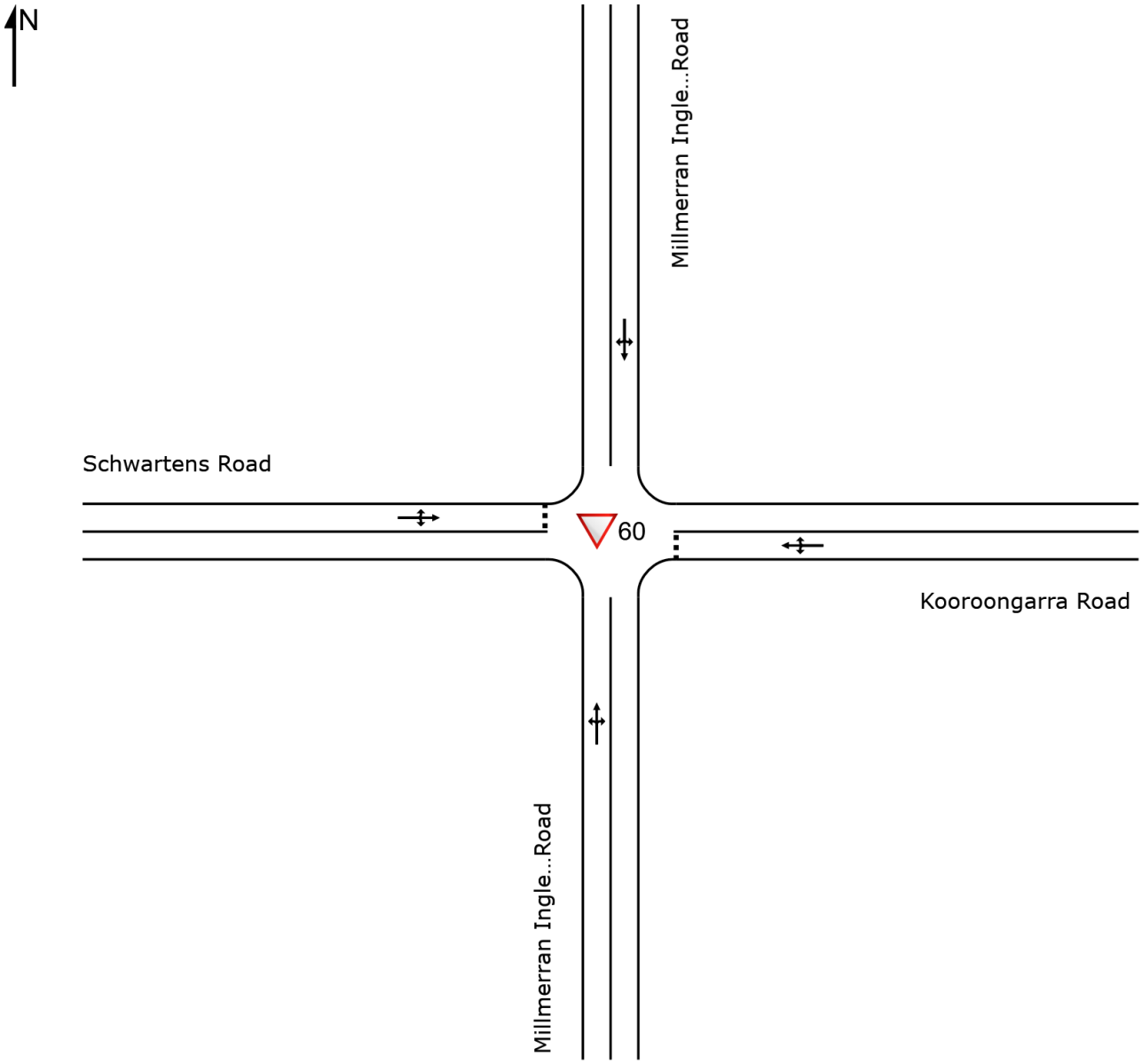
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 60 [Millmerran Inglewood Road / Kooroongarra Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 60 [Millmerran Inglewood Road / Kooroongarra Road 2026 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.017	7.9	LOS A	0.0	0.1	0.01	0.05	0.01	86.7
2	T1	25	9	25	36.0	0.017	0.0	LOS A	0.0	0.1	0.01	0.05	0.01	97.5
3	R2	1	0	1	0.0	0.017	7.6	LOS A	0.0	0.1	0.01	0.05	0.01	86.2
Approach		27	9	27	33.3	0.017	0.6	NA	0.0	0.1	0.01	0.05	0.01	96.6
East: Kooroongarra Road														
4	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.1	0.15	0.60	0.15	75.2
5	T1	1	0	1	0.0	0.002	6.9	LOS A	0.0	0.1	0.15	0.60	0.15	75.2
6	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.15	0.60	0.15	74.7
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.15	0.60	0.15	75.0
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.032	7.9	LOS A	0.0	0.1	0.00	0.02	0.00	87.8
8	T1	53	11	53	20.8	0.032	0.0	LOS A	0.0	0.1	0.00	0.02	0.00	99.0
9	R2	1	0	1	0.0	0.032	7.5	LOS A	0.0	0.1	0.00	0.02	0.00	87.4
Approach		55	11	55	20.0	0.032	0.3	NA	0.0	0.1	0.00	0.02	0.00	98.5
West: Schwartens Road														
10	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.11	0.62	0.11	75.4
11	T1	1	0	1	0.0	0.002	6.9	LOS A	0.0	0.1	0.11	0.62	0.11	75.4
12	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.11	0.62	0.11	74.9
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.11	0.62	0.11	75.3
All Vehicles		88	20	88	22.7	0.032	0.9	NA	0.0	0.1	0.02	0.07	0.02	95.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 60 [Millmerran Inglewood Road / Kooroongarra Road 2026 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.030	7.9	LOS A	0.0	0.1	0.01	0.03	0.01	87.8
2	T1	52	8	52	15.4	0.030	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	99.0
3	R2	1	0	1	0.0	0.030	7.5	LOS A	0.0	0.1	0.01	0.03	0.01	87.4
Approach		54	8	54	14.8	0.030	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.5
East: Kooroongarra Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.14	0.61	0.14	75.3
5	T1	1	0	1	0.0	0.002	7.0	LOS A	0.0	0.1	0.14	0.61	0.14	75.3
6	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.14	0.61	0.14	74.8
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.14	0.61	0.14	75.1
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.023	7.9	LOS A	0.0	0.1	0.01	0.03	0.01	87.4
8	T1	37	10	37	27.0	0.023	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	98.4
9	R2	1	0	1	0.0	0.023	7.6	LOS A	0.0	0.1	0.01	0.03	0.01	86.9
Approach		39	10	39	25.6	0.023	0.4	NA	0.0	0.1	0.01	0.03	0.01	97.8
West: Schwartens Road														
10	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.1	0.16	0.60	0.16	75.2
11	T1	1	0	1	0.0	0.002	7.0	LOS A	0.0	0.1	0.16	0.60	0.16	75.2
12	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.16	0.60	0.16	74.7
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.16	0.60	0.16	75.0
All Vehicles		99	18	99	18.2	0.030	0.8	NA	0.0	0.1	0.02	0.06	0.02	96.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 60 [Millmerran Inglewood Road / Kooroongarra Road 2026 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	2	1	2	50.0	0.039	9.8	LOS A	0.1	1.6	0.19	0.22	0.19	65.6
2	T1	30	14	30	46.7	0.039	0.4	LOS A	0.1	1.6	0.19	0.22	0.19	95.2
3	R2	16	15	16	93.8	0.039	10.7	LOS B	0.1	1.6	0.19	0.22	0.19	53.4
Approach		48	30	48	62.5	0.039	4.2	NA	0.1	1.6	0.19	0.22	0.19	74.4
East: Kooroongarra Road														
4	L2	16	15	16	93.8	0.018	10.9	LOS B	0.1	0.9	0.24	0.62	0.24	50.0
5	T1	1	0	1	0.0	0.018	7.3	LOS A	0.1	0.9	0.24	0.62	0.24	73.6
6	R2	1	0	1	0.0	0.018	8.2	LOS A	0.1	0.9	0.24	0.62	0.24	73.6
Approach		18	15	18	83.3	0.018	10.6	LOS B	0.1	0.9	0.24	0.62	0.24	51.9
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.061	8.0	LOS A	0.0	0.3	0.01	0.04	0.01	87.6
8	T1	101	16	101	15.8	0.061	0.0	LOS A	0.0	0.3	0.01	0.04	0.01	98.7
9	R2	5	1	5	20.0	0.061	8.1	LOS A	0.0	0.3	0.01	0.04	0.01	77.2
Approach		107	17	107	15.9	0.061	0.5	NA	0.0	0.3	0.01	0.04	0.01	97.3
West: Schwartens Road														
10	L2	2	1	2	50.0	0.005	9.3	LOS A	0.0	0.2	0.14	0.63	0.14	59.1
11	T1	1	0	1	0.0	0.005	7.3	LOS A	0.0	0.2	0.14	0.63	0.14	73.9
12	R2	2	1	2	50.0	0.005	10.2	LOS B	0.0	0.2	0.14	0.63	0.14	58.1
Approach		5	2	5	40.0	0.005	9.2	LOS A	0.0	0.2	0.14	0.63	0.14	61.1
All Vehicles		178	64	178	36.0	0.061	2.7	NA	0.1	1.6	0.09	0.16	0.09	81.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 60 [Millmerran Inglewood Road / Kooroongarra Road 2026 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	2	1	2	50.0	0.076	9.4	LOS A	0.2	1.4	0.06	0.10	0.06	67.3
2	T1	100	13	100	13.0	0.076	0.1	LOS A	0.2	1.4	0.06	0.10	0.06	98.6
3	R2	16	15	16	93.8	0.076	10.3	LOS B	0.2	1.4	0.06	0.10	0.06	54.5
Approach		118	29	118	24.6	0.076	1.6	NA	0.2	1.4	0.06	0.10	0.06	88.2
East: Kooroongarra Road														
4	L2	16	15	16	93.8	0.017	10.6	LOS B	0.1	0.8	0.15	0.63	0.15	50.3
5	T1	1	0	1	0.0	0.017	7.3	LOS A	0.1	0.8	0.15	0.63	0.15	74.1
6	R2	1	0	1	0.0	0.017	8.3	LOS A	0.1	0.8	0.15	0.63	0.15	74.1
Approach		18	15	18	83.3	0.017	10.3	LOS B	0.1	0.8	0.15	0.63	0.15	52.2
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.029	8.2	LOS A	0.0	0.2	0.03	0.05	0.03	87.2
8	T1	42	15	42	35.7	0.029	0.0	LOS A	0.0	0.2	0.03	0.05	0.03	98.2
9	R2	2	1	2	50.0	0.029	9.3	LOS A	0.0	0.2	0.03	0.05	0.03	65.8
Approach		45	16	45	35.6	0.029	0.6	NA	0.0	0.2	0.03	0.05	0.03	95.8
West: Schwartens Road														
10	L2	5	1	5	20.0	0.007	8.7	LOS A	0.0	0.2	0.22	0.61	0.22	66.8
11	T1	1	0	1	0.0	0.007	7.3	LOS A	0.0	0.2	0.22	0.61	0.22	73.3
12	R2	2	1	2	50.0	0.007	10.3	LOS B	0.0	0.2	0.22	0.61	0.22	57.8
Approach		8	2	8	25.0	0.007	8.9	LOS A	0.0	0.2	0.22	0.61	0.22	65.0
All Vehicles		189	62	189	32.8	0.076	2.5	NA	0.2	1.4	0.07	0.16	0.07	83.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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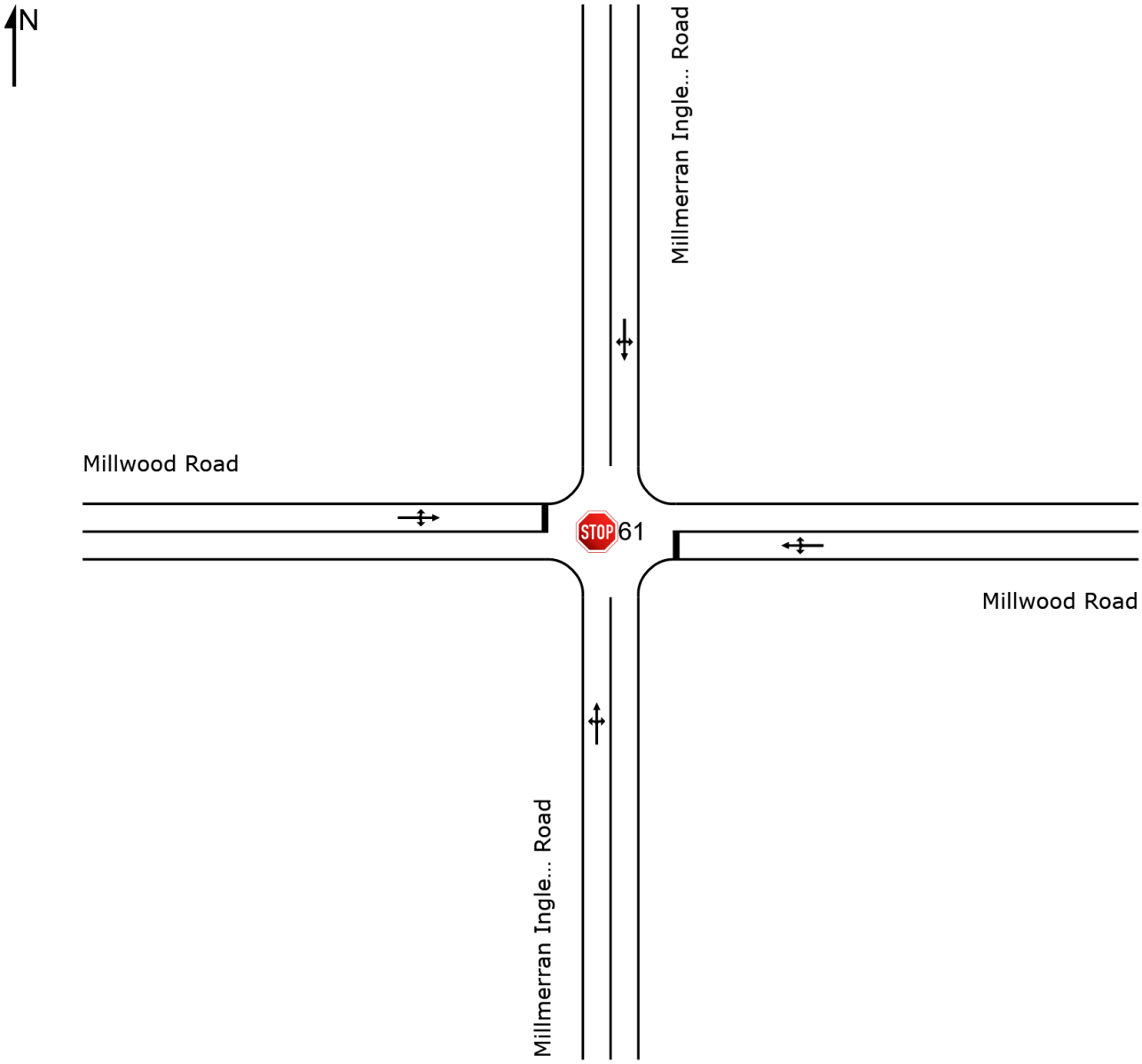
SITE LAYOUT

Site: 61 [Millmerran Inglewood Road / Millwood Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 61 [Millmerran Inglewood Road / Millwood Road 2025 AM Peak- Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.009	7.9	LOS A	0.0	0.1	0.01	0.09	0.01	85.6
2	T1	13	4	13	30.8	0.009	0.0	LOS A	0.0	0.1	0.01	0.09	0.01	96.2
3	R2	1	0	1	0.0	0.009	7.4	LOS A	0.0	0.1	0.01	0.09	0.01	85.2
Approach		15	4	15	26.7	0.009	1.0	NA	0.0	0.1	0.01	0.09	0.01	94.6
East: Millwood Road														
4	L2	1	0	1	0.0	0.003	9.6	LOS A	0.0	0.1	0.06	0.97	0.06	73.3
5	T1	1	0	1	0.0	0.003	9.1	LOS A	0.0	0.1	0.06	0.97	0.06	73.0
6	R2	1	0	1	0.0	0.003	9.0	LOS A	0.0	0.1	0.06	0.97	0.06	72.8
Approach		3	0	3	0.0	0.003	9.2	LOS A	0.0	0.1	0.06	0.97	0.06	73.0
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.006	7.9	LOS A	0.0	0.1	0.02	0.12	0.02	85.0
8	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.1	0.02	0.12	0.02	95.4
9	R2	1	0	1	0.0	0.006	7.4	LOS A	0.0	0.1	0.02	0.12	0.02	84.5
Approach		11	2	11	18.2	0.006	1.4	NA	0.0	0.1	0.02	0.12	0.02	93.2
West: Millwood Road														
10	L2	1	0	1	0.0	0.003	9.6	LOS A	0.0	0.1	0.08	0.96	0.08	73.3
11	T1	1	0	1	0.0	0.003	9.1	LOS A	0.0	0.1	0.08	0.96	0.08	73.0
12	R2	1	0	1	0.0	0.003	9.0	LOS A	0.0	0.1	0.08	0.96	0.08	72.8
Approach		3	0	3	0.0	0.003	9.2	LOS A	0.0	0.1	0.08	0.96	0.08	73.0
All Vehicles		32	6	32	18.8	0.009	2.7	NA	0.0	0.1	0.02	0.27	0.02	89.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 61 [Millmerran Inglewood Road / Millwood Road 2025 PM Peak- Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.015	7.9	LOS A	0.0	0.1	0.01	0.05	0.01	86.9
2	T1	24	6	24	25.0	0.015	0.0	LOS A	0.0	0.1	0.01	0.05	0.01	97.8
3	R2	1	0	1	0.0	0.015	7.5	LOS A	0.0	0.1	0.01	0.05	0.01	86.4
Approach		26	6	26	23.1	0.015	0.6	NA	0.0	0.1	0.01	0.05	0.01	96.8
East: Millwood Road														
4	L2	1	0	1	0.0	0.003	9.6	LOS A	0.0	0.1	0.12	0.93	0.12	73.3
5	T1	1	0	1	0.0	0.003	9.3	LOS A	0.0	0.1	0.12	0.93	0.12	73.0
6	R2	1	0	1	0.0	0.003	9.1	LOS A	0.0	0.1	0.12	0.93	0.12	72.8
Approach		3	0	3	0.0	0.003	9.3	LOS A	0.0	0.1	0.12	0.93	0.12	73.0
North: Millmerran Inglewood Road														
7	L2	2	1	2	50.0	0.018	9.2	LOS A	0.0	0.1	0.01	0.07	0.01	67.0
8	T1	27	7	27	25.9	0.018	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	98.0
9	R2	1	0	1	0.0	0.018	7.5	LOS A	0.0	0.1	0.01	0.07	0.01	86.6
Approach		30	8	30	26.7	0.018	0.9	NA	0.0	0.1	0.01	0.07	0.01	94.7
West: Millwood Road														
10	L2	1	0	1	0.0	0.003	9.6	LOS A	0.0	0.1	0.11	0.94	0.11	73.3
11	T1	1	0	1	0.0	0.003	9.3	LOS A	0.0	0.1	0.11	0.94	0.11	73.0
12	R2	1	0	1	0.0	0.003	9.1	LOS A	0.0	0.1	0.11	0.94	0.11	72.8
Approach		3	0	3	0.0	0.003	9.3	LOS A	0.0	0.1	0.11	0.94	0.11	73.0
All Vehicles		62	14	62	22.6	0.018	1.6	NA	0.0	0.1	0.02	0.15	0.02	92.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 61 [Millmerran Inglewood Road / Millwood Road 2025 AM Peak- With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.012	7.9	LOS A	0.0	0.1	0.02	0.08	0.02	85.5
2	T1	16	7	16	43.8	0.012	0.0	LOS A	0.0	0.1	0.02	0.08	0.02	96.1
3	R2	1	0	1	0.0	0.012	7.6	LOS A	0.0	0.1	0.02	0.08	0.02	85.1
Approach		18	7	18	38.9	0.012	0.9	NA	0.0	0.1	0.02	0.08	0.02	94.7
East: Millwood Road														
4	L2	1	0	1	0.0	0.022	9.6	LOS A	0.1	0.9	0.18	0.97	0.18	72.1
5	T1	1	0	1	0.0	0.022	9.3	LOS A	0.1	0.9	0.18	0.97	0.18	71.8
6	R2	13	12	13	92.3	0.022	14.7	LOS B	0.1	0.9	0.18	0.97	0.18	48.3
Approach		15	12	15	80.0	0.022	14.0	LOS B	0.1	0.9	0.18	0.97	0.18	50.5
North: Millmerran Inglewood Road														
7	L2	20	12	20	60.0	0.033	9.4	LOS A	0.0	0.1	0.00	0.28	0.00	62.6
8	T1	30	5	30	16.7	0.033	0.0	LOS A	0.0	0.1	0.00	0.28	0.00	94.6
9	R2	1	0	1	0.0	0.033	7.5	LOS A	0.0	0.1	0.00	0.28	0.00	83.9
Approach		51	17	51	33.3	0.033	3.8	NA	0.0	0.1	0.00	0.28	0.00	78.6
West: Millwood Road														
10	L2	1	0	1	0.0	0.003	9.6	LOS A	0.0	0.1	0.09	0.95	0.09	73.3
11	T1	1	0	1	0.0	0.003	9.4	LOS A	0.0	0.1	0.09	0.95	0.09	72.9
12	R2	1	0	1	0.0	0.003	9.1	LOS A	0.0	0.1	0.09	0.95	0.09	72.8
Approach		3	0	3	0.0	0.003	9.3	LOS A	0.0	0.1	0.09	0.95	0.09	73.0
All Vehicles		87	36	87	41.4	0.033	5.2	NA	0.1	0.9	0.04	0.38	0.04	73.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 61 [Millmerran Inglewood Road / Millwood Road 2025 PM Peak- With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.027	7.9	LOS A	0.0	0.1	0.01	0.03	0.01	87.7
2	T1	45	9	45	20.0	0.027	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	98.8
3	R2	1	0	1	0.0	0.027	7.5	LOS A	0.0	0.1	0.01	0.03	0.01	87.2
Approach		47	9	47	19.1	0.027	0.3	NA	0.0	0.1	0.01	0.03	0.01	98.2
East: Millwood Road														
4	L2	1	0	1	0.0	0.032	9.6	LOS A	0.1	1.1	0.22	0.95	0.22	72.2
5	T1	1	0	1	0.0	0.032	9.5	LOS A	0.1	1.1	0.22	0.95	0.22	71.9
6	R2	21	12	21	57.1	0.032	12.8	LOS B	0.1	1.1	0.22	0.95	0.22	55.3
Approach		23	12	23	52.2	0.032	12.6	LOS B	0.1	1.1	0.22	0.95	0.22	56.4
North: Millmerran Inglewood Road														
7	L2	14	13	14	92.9	0.032	10.3	LOS B	0.0	0.1	0.01	0.22	0.01	55.9
8	T1	30	10	30	33.3	0.032	0.0	LOS A	0.0	0.1	0.01	0.22	0.01	98.0
9	R2	1	0	1	0.0	0.032	7.5	LOS A	0.0	0.1	0.01	0.22	0.01	86.6
Approach		45	23	45	51.1	0.032	3.4	NA	0.0	0.1	0.01	0.22	0.01	79.2
West: Millwood Road														
10	L2	1	0	1	0.0	0.003	9.7	LOS A	0.0	0.1	0.16	0.91	0.16	73.3
11	T1	1	0	1	0.0	0.003	9.5	LOS A	0.0	0.1	0.16	0.91	0.16	72.9
12	R2	1	0	1	0.0	0.003	9.3	LOS A	0.0	0.1	0.16	0.91	0.16	72.8
Approach		3	0	3	0.0	0.003	9.5	LOS A	0.0	0.1	0.16	0.91	0.16	73.0
All Vehicles		118	44	118	37.3	0.032	4.1	NA	0.1	1.1	0.05	0.30	0.05	78.9

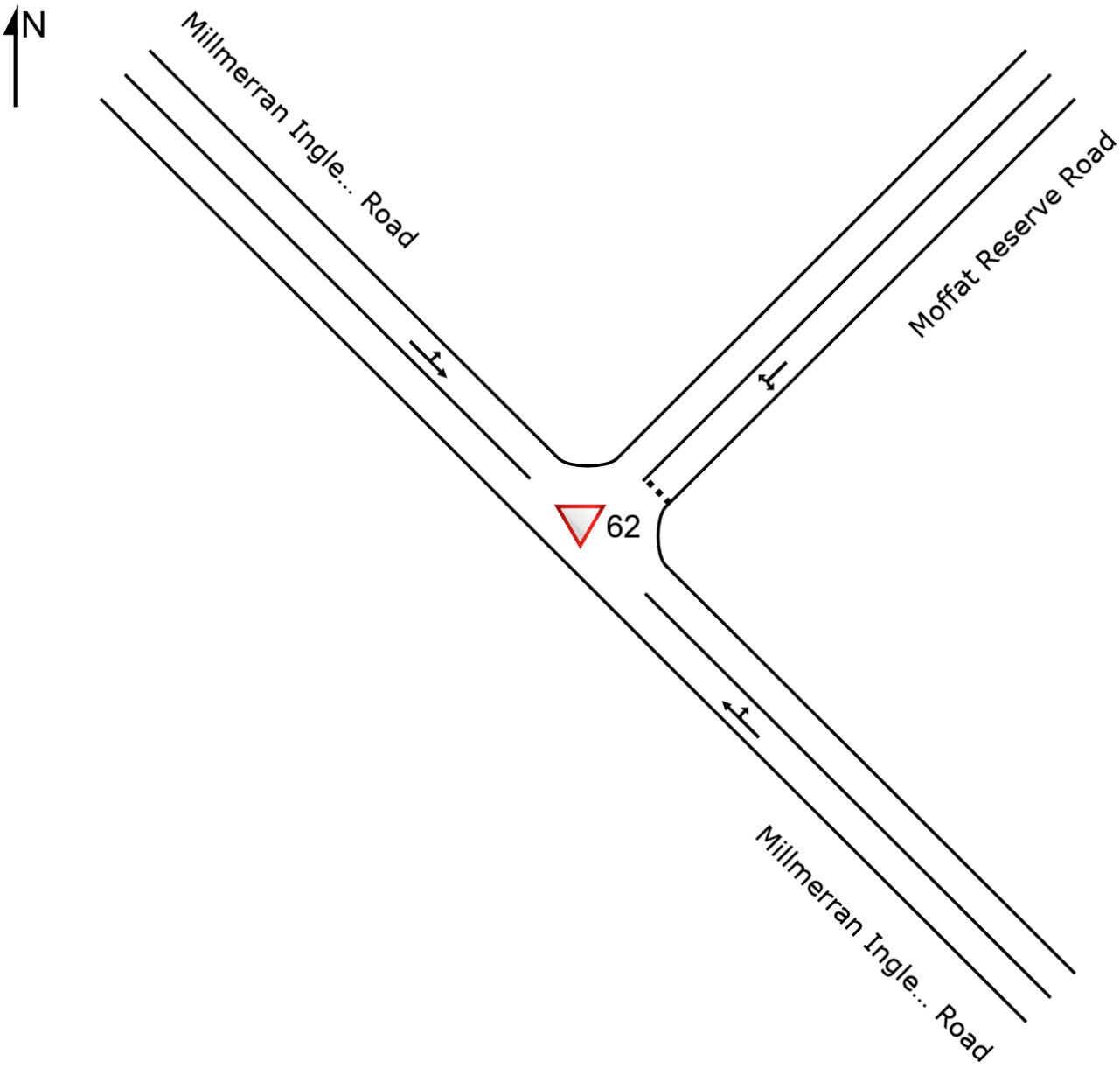
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 62 [Millmerran Inglewood Road / Moffat Reserve Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 62 [Millmerran Inglewood Road / Moffat Reserve Road 2025 AM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Millmerran Inglewood Road														
22	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.2
23	R2	1	0	1	0.0	0.023	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.5
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.9
NorthEast: Moffat Reserve Road														
24	L2	1	0	1	0.0	0.011	7.9	LOS A	0.0	0.3	0.15	0.63	0.15	74.2
26	R2	11	3	11	27.3	0.011	8.5	LOS A	0.0	0.3	0.15	0.63	0.15	64.3
Approach		12	3	12	25.0	0.011	8.4	LOS A	0.0	0.3	0.15	0.63	0.15	65.1
NorthWest: Millmerran Inglewood Road														
27	L2	10	3	10	30.0	0.026	8.6	LOS A	0.0	0.0	0.00	0.16	0.00	72.3
28	T1	32	8	32	25.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	95.4
Approach		42	11	42	26.2	0.026	2.1	NA	0.0	0.0	0.00	0.16	0.00	88.6
All Vehicles		93	24	93	25.8	0.026	2.1	NA	0.0	0.3	0.02	0.16	0.02	88.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 62 [Millmerran Inglewood Road / Moffat Reserve Road 2025 PM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Millmerran Inglewood Road														
22	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.2
23	R2	1	0	1	0.0	0.023	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.5
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.9
NorthEast: Moffat Reserve Road														
24	L2	1	0	1	0.0	0.011	7.9	LOS A	0.0	0.3	0.14	0.63	0.14	74.2
26	R2	11	3	11	27.3	0.011	8.5	LOS A	0.0	0.3	0.14	0.63	0.14	64.4
Approach		12	3	12	25.0	0.011	8.4	LOS A	0.0	0.3	0.14	0.63	0.14	65.1
NorthWest: Millmerran Inglewood Road														
27	L2	8	2	8	25.0	0.021	8.5	LOS A	0.0	0.0	0.00	0.16	0.00	74.1
28	T1	27	7	27	25.9	0.021	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	95.3
Approach		35	9	35	25.7	0.021	1.9	NA	0.0	0.0	0.00	0.16	0.00	89.4
All Vehicles		86	22	86	25.6	0.023	2.1	NA	0.0	0.3	0.02	0.16	0.02	88.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 62 [Millmerran Inglewood Road / Moffat Reserve Road 2025 AM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Millmerran Inglewood Road														
22	T1	38	10	38	26.3	0.030	0.0	LOS A	0.1	0.6	0.05	0.14	0.05	95.4
23	R2	10	3	10	30.0	0.030	8.4	LOS A	0.1	0.6	0.05	0.14	0.05	71.3
Approach		48	13	48	27.1	0.030	1.8	NA	0.1	0.6	0.05	0.14	0.05	89.1
NorthEast: Moffat Reserve Road														
24	L2	11	3	11	27.3	0.009	8.7	LOS A	0.0	0.3	0.11	0.62	0.11	64.9
26	R2	1	0	1	0.0	0.009	7.7	LOS A	0.0	0.3	0.11	0.62	0.11	73.6
Approach		12	3	12	25.0	0.009	8.6	LOS A	0.0	0.3	0.11	0.62	0.11	65.6
NorthWest: Millmerran Inglewood Road														
27	L2	1	0	1	0.0	0.020	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	87.9
28	T1	32	8	32	25.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.1
Approach		33	8	33	24.2	0.020	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.8
All Vehicles		93	24	93	25.8	0.030	2.1	NA	0.1	0.6	0.04	0.16	0.04	88.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 62 [Millmerran Inglewood Road / Moffat Reserve Road 2025 PM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Millmerran Inglewood Road														
22	T1	38	10	38	26.3	0.028	0.0	LOS A	0.1	0.4	0.04	0.12	0.04	96.0
23	R2	8	2	8	25.0	0.028	8.2	LOS A	0.1	0.4	0.04	0.12	0.04	73.6
Approach		46	12	46	26.1	0.028	1.4	NA	0.1	0.4	0.04	0.12	0.04	91.2
NorthEast: Moffat Reserve Road														
24	L2	11	3	11	27.3	0.009	8.6	LOS A	0.0	0.3	0.10	0.62	0.10	65.0
26	R2	1	0	1	0.0	0.009	7.7	LOS A	0.0	0.3	0.10	0.62	0.10	73.7
Approach		12	3	12	25.0	0.009	8.6	LOS A	0.0	0.3	0.10	0.62	0.10	65.6
NorthWest: Millmerran Inglewood Road														
27	L2	1	0	1	0.0	0.017	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	87.8
28	T1	27	7	27	25.9	0.017	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.0
Approach		28	7	28	25.0	0.017	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.5
All Vehicles		86	22	86	25.6	0.028	2.1	NA	0.1	0.4	0.04	0.16	0.04	88.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 62 [Millmerran Inglewood Road / Moffat Reserve Road 2025 AM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Millmerran Inglewood Road														
22	T1	39	11	39	28.2	0.029	0.1	LOS A	0.0	0.4	0.06	0.08	0.06	98.4
23	R2	5	4	5	80.0	0.029	10.1	LOS B	0.0	0.4	0.06	0.08	0.06	57.5
Approach		44	15	44	34.1	0.029	1.2	NA	0.0	0.4	0.06	0.08	0.06	91.1
NorthEast: Moffat Reserve Road														
24	L2	5	4	5	80.0	0.020	10.3	LOS B	0.1	0.7	0.21	0.64	0.21	52.5
26	R2	14	6	14	42.9	0.020	9.2	LOS A	0.1	0.7	0.21	0.64	0.21	59.7
Approach		19	10	19	52.6	0.020	9.5	LOS A	0.1	0.7	0.21	0.64	0.21	57.7
NorthWest: Millmerran Inglewood Road														
27	L2	13	6	13	46.2	0.048	9.0	LOS A	0.0	0.0	0.00	0.11	0.00	68.1
28	T1	69	9	69	13.0	0.048	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	97.8
Approach		82	15	82	18.3	0.048	1.4	NA	0.0	0.0	0.00	0.11	0.00	91.5
All Vehicles		145	40	145	27.6	0.048	2.4	NA	0.1	0.7	0.05	0.17	0.05	84.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 62 [Millmerran Inglewood Road / Moffat Reserve Road 2025 PM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Millmerran Inglewood Road														
22	T1	75	11	75	14.7	0.048	0.0	LOS A	0.0	0.4	0.02	0.04	0.02	99.3
23	R2	5	4	5	80.0	0.048	9.9	LOS A	0.0	0.4	0.02	0.04	0.02	57.9
Approach		80	15	80	18.8	0.048	0.6	NA	0.0	0.4	0.02	0.04	0.02	95.1
NorthEast: Moffat Reserve Road														
24	L2	5	4	5	80.0	0.019	10.1	LOS B	0.1	0.7	0.15	0.65	0.15	52.7
26	R2	14	6	14	42.9	0.019	9.2	LOS A	0.1	0.7	0.15	0.65	0.15	60.0
Approach		19	10	19	52.6	0.019	9.4	LOS A	0.1	0.7	0.15	0.65	0.15	57.9
NorthWest: Millmerran Inglewood Road														
27	L2	11	5	11	45.5	0.025	9.0	LOS A	0.0	0.0	0.00	0.19	0.00	67.1
28	T1	28	8	28	28.6	0.025	0.0	LOS A	0.0	0.0	0.00	0.19	0.00	95.3
Approach		39	13	39	33.3	0.025	2.5	NA	0.0	0.0	0.00	0.19	0.00	85.2
All Vehicles		138	38	138	27.5	0.048	2.4	NA	0.1	0.7	0.03	0.17	0.03	84.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 62 [Millmerran Inglewood Road / Moffat Reserve Road 2025 AM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Millmerran Inglewood Road														
22	T1	39	11	39	28.2	0.036	0.1	LOS A	0.1	0.9	0.11	0.17	0.11	94.7
23	R2	14	7	14	50.0	0.036	9.1	LOS A	0.1	0.9	0.11	0.17	0.11	64.2
Approach		53	18	53	34.0	0.036	2.5	NA	0.1	0.9	0.11	0.17	0.11	84.1
NorthEast: Moffat Reserve Road														
24	L2	15	7	15	46.7	0.017	9.4	LOS A	0.1	0.7	0.18	0.61	0.18	59.5
26	R2	4	3	4	75.0	0.017	10.3	LOS B	0.1	0.7	0.18	0.61	0.18	52.2
Approach		19	10	19	52.6	0.017	9.6	LOS A	0.1	0.7	0.18	0.61	0.18	57.8
NorthWest: Millmerran Inglewood Road														
27	L2	4	3	4	75.0	0.042	9.8	LOS A	0.0	0.0	0.00	0.04	0.00	60.6
28	T1	69	9	69	13.0	0.042	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	99.6
Approach		73	12	73	16.4	0.042	0.5	NA	0.0	0.0	0.00	0.04	0.00	96.2
All Vehicles		145	40	145	27.6	0.042	2.4	NA	0.1	0.9	0.06	0.16	0.06	84.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 62 [Millmerran Inglewood Road / Moffat Reserve Road 2025 PM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Millmerran Inglewood Road														
22	T1	75	11	75	14.7	0.053	0.0	LOS A	0.1	0.8	0.04	0.09	0.04	97.7
23	R2	12	6	12	50.0	0.053	8.9	LOS A	0.1	0.8	0.04	0.09	0.04	65.6
Approach		87	17	87	19.5	0.053	1.3	NA	0.1	0.8	0.04	0.09	0.04	91.5
NorthEast: Moffat Reserve Road														
24	L2	15	7	15	46.7	0.017	9.2	LOS A	0.1	0.6	0.10	0.63	0.10	59.8
26	R2	4	3	4	75.0	0.017	10.3	LOS B	0.1	0.6	0.10	0.63	0.10	52.5
Approach		19	10	19	52.6	0.017	9.4	LOS A	0.1	0.6	0.10	0.63	0.10	58.1
NorthWest: Millmerran Inglewood Road														
27	L2	4	3	4	75.0	0.020	9.8	LOS A	0.0	0.0	0.00	0.08	0.00	60.4
28	T1	28	8	28	28.6	0.020	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	99.0
Approach		32	11	32	34.4	0.020	1.2	NA	0.0	0.0	0.00	0.08	0.00	91.7
All Vehicles		138	38	138	27.5	0.053	2.4	NA	0.1	0.8	0.04	0.16	0.04	84.8

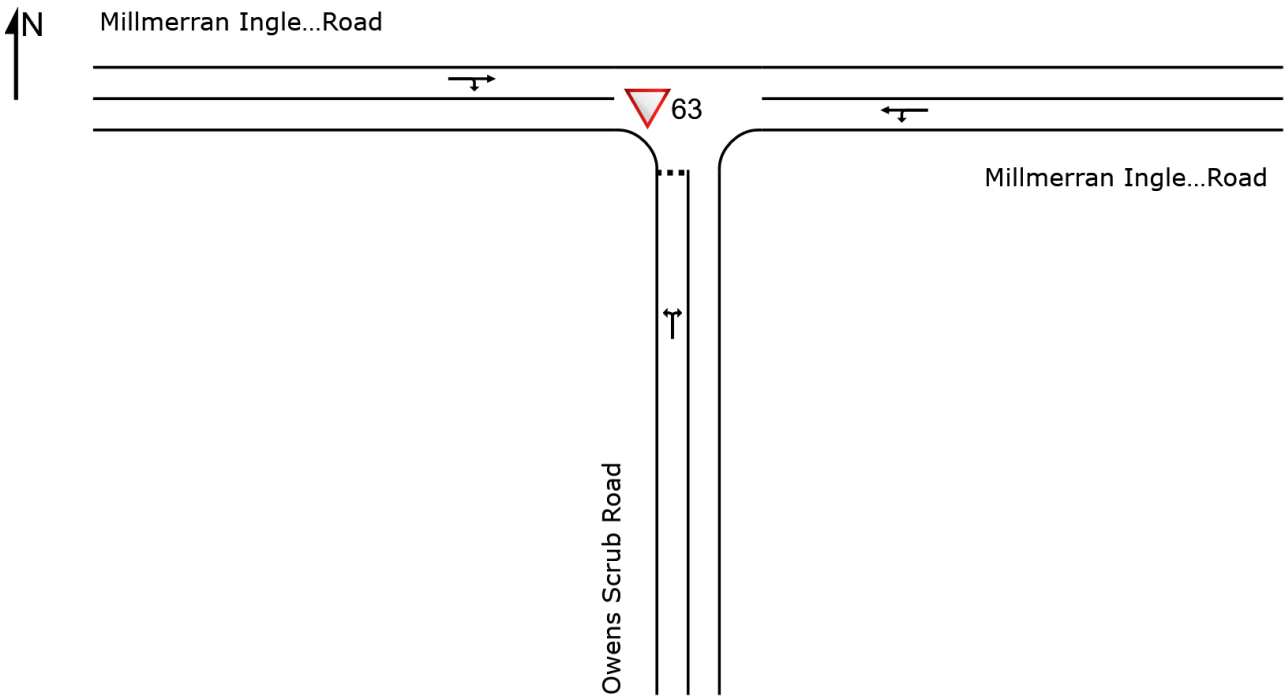
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 63 [Millmerran Inglewood Road / Owens Scrub Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 63 [Millmerran Inglewood Road / Owens Scrub Road 2024 AM Peak - Without DevelopmentTraffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Owens Scrub Road														
1	L2	8	0	8	0.0	0.007	7.9	LOS A	0.0	0.2	0.10	0.62	0.10	69.7
3	R2	2	0	2	0.0	0.007	7.6	LOS A	0.0	0.2	0.10	0.62	0.10	74.3
Approach		10	0	10	0.0	0.007	7.9	LOS A	0.0	0.2	0.10	0.62	0.10	70.6
East: Millmerran Inglewood Road														
4	L2	7	1	7	14.3	0.022	8.2	LOS A	0.0	0.0	0.00	0.34	0.00	75.9
5	T1	29	10	29	34.5	0.022	2.1	LOS A	0.0	0.0	0.00	0.34	0.00	82.4
Approach		36	11	36	30.6	0.022	3.3	NA	0.0	0.0	0.00	0.34	0.00	81.0
West: Millmerran Inglewood Road														
11	T1	17	6	17	35.3	0.020	0.1	LOS A	0.1	0.6	0.10	0.27	0.10	74.4
12	R2	13	4	13	30.8	0.020	7.4	LOS A	0.1	0.6	0.10	0.27	0.10	63.3
Approach		30	10	30	33.3	0.020	3.2	NA	0.1	0.6	0.10	0.27	0.10	69.1
All Vehicles		76	21	76	27.6	0.022	3.9	NA	0.1	0.6	0.05	0.35	0.05	74.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 63 [Millmerran Inglewood Road / Owens Scrub Road 2024 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Owens Scrub Road														
1	L2	29	2	29	6.9	0.034	8.1	LOS A	0.1	0.9	0.08	0.63	0.08	67.2
3	R2	19	0	19	0.0	0.034	7.6	LOS A	0.1	0.9	0.08	0.63	0.08	73.9
Approach		48	2	48	4.2	0.034	7.9	LOS A	0.1	0.9	0.08	0.63	0.08	69.7
East: Millmerran Inglewood Road														
4	L2	8	0	8	0.0	0.017	7.8	LOS A	0.0	0.0	0.00	0.38	0.00	80.5
5	T1	20	7	20	35.0	0.017	2.1	LOS A	0.0	0.0	0.00	0.38	0.00	80.8
Approach		28	7	28	25.0	0.017	3.7	NA	0.0	0.0	0.00	0.38	0.00	80.7
West: Millmerran Inglewood Road														
11	T1	22	4	22	18.2	0.024	0.1	LOS A	0.1	0.7	0.08	0.29	0.08	77.0
12	R2	19	1	19	5.3	0.024	6.8	LOS A	0.1	0.7	0.08	0.29	0.08	71.4
Approach		41	5	41	12.2	0.024	3.2	NA	0.1	0.7	0.08	0.29	0.08	74.3
All Vehicles		117	14	117	12.0	0.034	5.2	NA	0.1	0.9	0.06	0.45	0.06	73.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 63 [Millmerran Inglewood Road / Owens Scrub Road 2024 AM Peak - With DevelopmentTraffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Owens Scrub Road														
1	L2	29	21	29	72.4	0.059	9.9	LOS A	0.2	2.5	0.13	0.64	0.13	49.4
3	R2	25	23	25	92.0	0.059	10.9	LOS B	0.2	2.5	0.13	0.64	0.13	49.2
Approach		54	44	54	81.5	0.059	10.4	LOS B	0.2	2.5	0.13	0.64	0.13	49.3
East: Millmerran Inglewood Road														
4	L2	30	24	30	80.0	0.044	9.9	LOS A	0.0	0.0	0.00	0.46	0.00	56.5
5	T1	30	11	30	36.7	0.044	2.1	LOS A	0.0	0.0	0.00	0.46	0.00	81.9
Approach		60	35	60	58.3	0.044	6.0	NA	0.0	0.0	0.00	0.46	0.00	66.9
West: Millmerran Inglewood Road														
11	T1	18	7	18	38.9	0.046	0.3	LOS A	0.2	2.2	0.20	0.42	0.20	71.7
12	R2	42	25	42	59.5	0.046	8.2	LOS A	0.2	2.2	0.20	0.42	0.20	54.6
Approach		60	32	60	53.3	0.046	5.8	NA	0.2	2.2	0.20	0.42	0.20	58.8
All Vehicles		174	111	174	63.8	0.059	7.3	NA	0.2	2.5	0.11	0.50	0.11	57.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 63 [Millmerran Inglewood Road / Owens Scrub Road 2024 PM Peak - With DevelopmentTraffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Owens Scrub Road														
1	L2	58	23	58	39.7	0.091	9.0	LOS A	0.3	3.4	0.10	0.64	0.10	57.0
3	R2	42	23	42	54.8	0.091	9.6	LOS A	0.3	3.4	0.10	0.64	0.10	57.0
Approach		100	46	100	46.0	0.091	9.2	LOS A	0.3	3.4	0.10	0.64	0.10	57.0
East: Millmerran Inglewood Road														
4	L2	31	23	31	74.2	0.039	9.8	LOS A	0.0	0.0	0.00	0.50	0.00	57.0
5	T1	21	8	21	38.1	0.039	2.1	LOS A	0.0	0.0	0.00	0.50	0.00	80.1
Approach		52	31	52	59.6	0.039	6.7	NA	0.0	0.0	0.00	0.50	0.00	64.6
West: Millmerran Inglewood Road														
11	T1	23	5	23	21.7	0.046	0.3	LOS A	0.2	2.0	0.18	0.38	0.18	75.7
12	R2	40	22	40	55.0	0.046	8.0	LOS A	0.2	2.0	0.18	0.38	0.18	56.3
Approach		63	27	63	42.9	0.046	5.2	NA	0.2	2.0	0.18	0.38	0.18	62.1
All Vehicles		215	104	215	48.4	0.091	7.4	NA	0.3	3.4	0.10	0.53	0.10	60.2

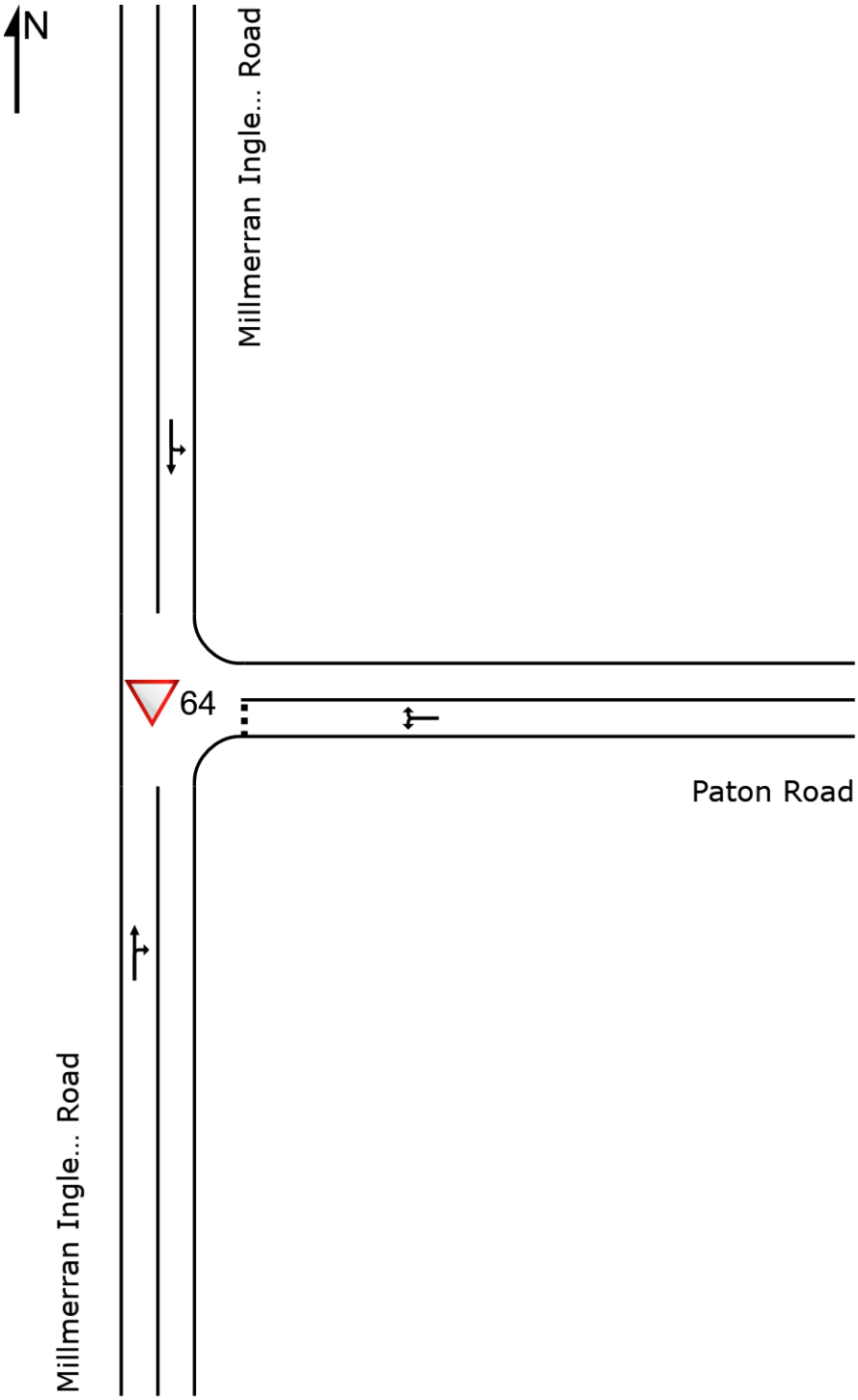
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 64 [Millmerran Inglewood Road / Paton Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 64 [Millmerran Inglewood Road / Paton Road 2027 AM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.2
3	R2	1	0	1	0.0	0.023	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.5
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.9
East: Paton Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.12	0.63	0.12	72.0
6	R2	1	1	1	100.0	0.002	10.7	LOS B	0.0	0.1	0.12	0.63	0.12	47.2
Approach		2	1	2	50.0	0.002	9.3	LOS A	0.0	0.1	0.12	0.63	0.12	57.0
North: Millmerran Inglewood Road														
7	L2	1	1	1	100.0	0.020	10.4	LOS B	0.0	0.0	0.00	0.02	0.00	46.8
8	T1	32	8	32	25.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	98.9
Approach		33	9	33	27.3	0.020	0.3	NA	0.0	0.0	0.00	0.02	0.00	95.6
All Vehicles		74	20	74	27.0	0.023	0.5	NA	0.0	0.1	0.01	0.04	0.01	95.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 64 [Millmerran Inglewood Road / Paton Road 2027 PM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	38	10	38	26.3	0.023	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.2
3	R2	1	0	1	0.0	0.023	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.5
Approach		39	10	39	25.6	0.023	0.2	NA	0.0	0.0	0.01	0.02	0.01	98.9
East: Paton Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.11	0.63	0.11	72.1
6	R2	1	1	1	100.0	0.002	10.7	LOS B	0.0	0.1	0.11	0.63	0.11	47.2
Approach		2	1	2	50.0	0.002	9.3	LOS A	0.0	0.1	0.11	0.63	0.11	57.0
North: Millmerran Inglewood Road														
7	L2	1	1	1	100.0	0.017	10.4	LOS B	0.0	0.0	0.00	0.02	0.00	46.8
8	T1	27	7	27	25.9	0.017	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	98.6
Approach		28	8	28	28.6	0.017	0.4	NA	0.0	0.0	0.00	0.02	0.00	94.9
All Vehicles		69	19	69	27.5	0.023	0.5	NA	0.0	0.1	0.01	0.04	0.01	95.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 64 [Millmerran Inglewood Road / Paton Road 2027 AM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	38	10	38	26.3	0.024	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	98.9
3	R2	1	1	1	100.0	0.024	10.4	LOS B	0.0	0.1	0.01	0.02	0.01	59.3
Approach		39	11	39	28.2	0.024	0.3	NA	0.0	0.1	0.01	0.02	0.01	97.3
East: Paton Road														
4	L2	1	1	1	100.0	0.002	10.6	LOS B	0.0	0.1	0.13	0.62	0.13	53.0
6	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.13	0.62	0.13	71.7
Approach		2	1	2	50.0	0.002	9.1	LOS A	0.0	0.1	0.13	0.62	0.13	61.0
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.020	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	87.9
8	T1	32	8	32	25.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.1
Approach		33	8	33	24.2	0.020	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.8
All Vehicles		74	20	74	27.0	0.024	0.5	NA	0.0	0.1	0.01	0.04	0.01	96.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 64 [Millmerran Inglewood Road / Paton Road 2027 PM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	38	10	38	26.3	0.024	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	98.9
3	R2	1	1	1	100.0	0.024	10.3	LOS B	0.0	0.1	0.01	0.02	0.01	59.4
Approach		39	11	39	28.2	0.024	0.3	NA	0.0	0.1	0.01	0.02	0.01	97.3
East: Paton Road														
4	L2	1	1	1	100.0	0.002	10.6	LOS B	0.0	0.1	0.12	0.62	0.12	53.0
6	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.12	0.62	0.12	71.8
Approach		2	1	2	50.0	0.002	9.1	LOS A	0.0	0.1	0.12	0.62	0.12	61.0
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.017	7.8	LOS A	0.0	0.0	0.00	0.02	0.00	87.8
8	T1	27	7	27	25.9	0.017	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.0
Approach		28	7	28	25.0	0.017	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.5
All Vehicles		69	19	69	27.5	0.024	0.5	NA	0.0	0.1	0.01	0.04	0.01	96.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 64 [Millmerran Inglewood Road / Paton Road 2027 AM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	39	11	39	28.2	0.024	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.2
3	R2	1	0	1	0.0	0.024	7.6	LOS A	0.0	0.1	0.01	0.02	0.01	87.5
Approach		40	11	40	27.5	0.024	0.2	NA	0.0	0.1	0.01	0.02	0.01	98.9
East: Paton Road														
4	L2	1	0	1	0.0	0.007	8.0	LOS A	0.0	0.2	0.18	0.63	0.18	73.7
6	R2	5	4	5	80.0	0.007	10.2	LOS B	0.0	0.2	0.18	0.63	0.18	51.4
Approach		6	4	6	66.7	0.007	9.8	LOS A	0.0	0.2	0.18	0.63	0.18	54.1
North: Millmerran Inglewood Road														
7	L2	12	4	12	33.3	0.034	8.7	LOS A	0.0	0.0	0.00	0.15	0.00	71.5
8	T1	44	9	44	20.5	0.034	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	96.1
Approach		56	13	56	23.2	0.034	1.9	NA	0.0	0.0	0.00	0.15	0.00	89.5
All Vehicles		102	28	102	27.5	0.034	1.7	NA	0.0	0.2	0.01	0.12	0.01	89.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 64 [Millmerran Inglewood Road / Paton Road 2027 PM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	50	11	50	22.0	0.030	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	99.4
3	R2	1	0	1	0.0	0.030	7.5	LOS A	0.0	0.0	0.01	0.01	0.01	87.7
Approach		51	11	51	21.6	0.030	0.1	NA	0.0	0.0	0.01	0.01	0.01	99.2
East: Paton Road														
4	L2	1	0	1	0.0	0.013	7.9	LOS A	0.0	0.4	0.16	0.63	0.16	74.1
6	R2	12	4	12	33.3	0.013	8.7	LOS A	0.0	0.4	0.16	0.63	0.16	62.5
Approach		13	4	13	30.8	0.013	8.6	LOS A	0.0	0.4	0.16	0.63	0.16	63.3
North: Millmerran Inglewood Road														
7	L2	5	4	5	80.0	0.021	9.9	LOS A	0.0	0.0	0.00	0.10	0.00	59.2
8	T1	28	8	28	28.6	0.021	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	99.0
Approach		33	12	33	36.4	0.021	1.5	NA	0.0	0.0	0.00	0.10	0.00	89.8
All Vehicles		97	27	97	27.8	0.030	1.7	NA	0.0	0.4	0.02	0.13	0.02	89.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 64 [Millmerran Inglewood Road / Paton Road 2027 AM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	39	11	39	28.2	0.025	0.0	LOS A	0.0	0.1	0.02	0.03	0.02	99.0
3	R2	2	1	2	50.0	0.025	9.0	LOS A	0.0	0.1	0.02	0.03	0.02	66.2
Approach		41	12	41	29.3	0.025	0.5	NA	0.0	0.1	0.02	0.03	0.02	96.7
East: Paton Road														
4	L2	2	1	2	50.0	0.006	9.3	LOS A	0.0	0.2	0.16	0.63	0.16	58.9
6	R2	4	3	4	75.0	0.006	10.1	LOS B	0.0	0.2	0.16	0.63	0.16	52.4
Approach		6	4	6	66.7	0.006	9.8	LOS A	0.0	0.2	0.16	0.63	0.16	54.4
North: Millmerran Inglewood Road														
7	L2	11	3	11	27.3	0.033	8.5	LOS A	0.0	0.0	0.00	0.14	0.00	73.7
8	T1	44	9	44	20.5	0.033	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	96.1
Approach		55	12	55	21.8	0.033	1.7	NA	0.0	0.0	0.00	0.14	0.00	90.6
All Vehicles		102	28	102	27.5	0.033	1.7	NA	0.0	0.2	0.02	0.12	0.02	89.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 64 [Millmerran Inglewood Road / Paton Road 2027 PM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
2	T1	50	11	50	22.0	0.031	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	99.3
3	R2	2	1	2	50.0	0.031	8.9	LOS A	0.0	0.1	0.01	0.03	0.01	66.3
Approach		52	12	52	23.1	0.031	0.4	NA	0.0	0.1	0.01	0.03	0.01	97.5
East: Paton Road														
4	L2	2	1	2	50.0	0.012	9.3	LOS A	0.0	0.3	0.15	0.63	0.15	59.1
6	R2	11	3	11	27.3	0.012	8.5	LOS A	0.0	0.3	0.15	0.63	0.15	64.4
Approach		13	4	13	30.8	0.012	8.6	LOS A	0.0	0.3	0.15	0.63	0.15	63.5
North: Millmerran Inglewood Road														
7	L2	4	3	4	75.0	0.020	9.8	LOS A	0.0	0.0	0.00	0.08	0.00	60.4
8	T1	28	8	28	28.6	0.020	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	99.0
Approach		32	11	32	34.4	0.020	1.2	NA	0.0	0.0	0.00	0.08	0.00	91.7
All Vehicles		97	27	97	27.8	0.031	1.8	NA	0.0	0.3	0.03	0.13	0.03	89.2

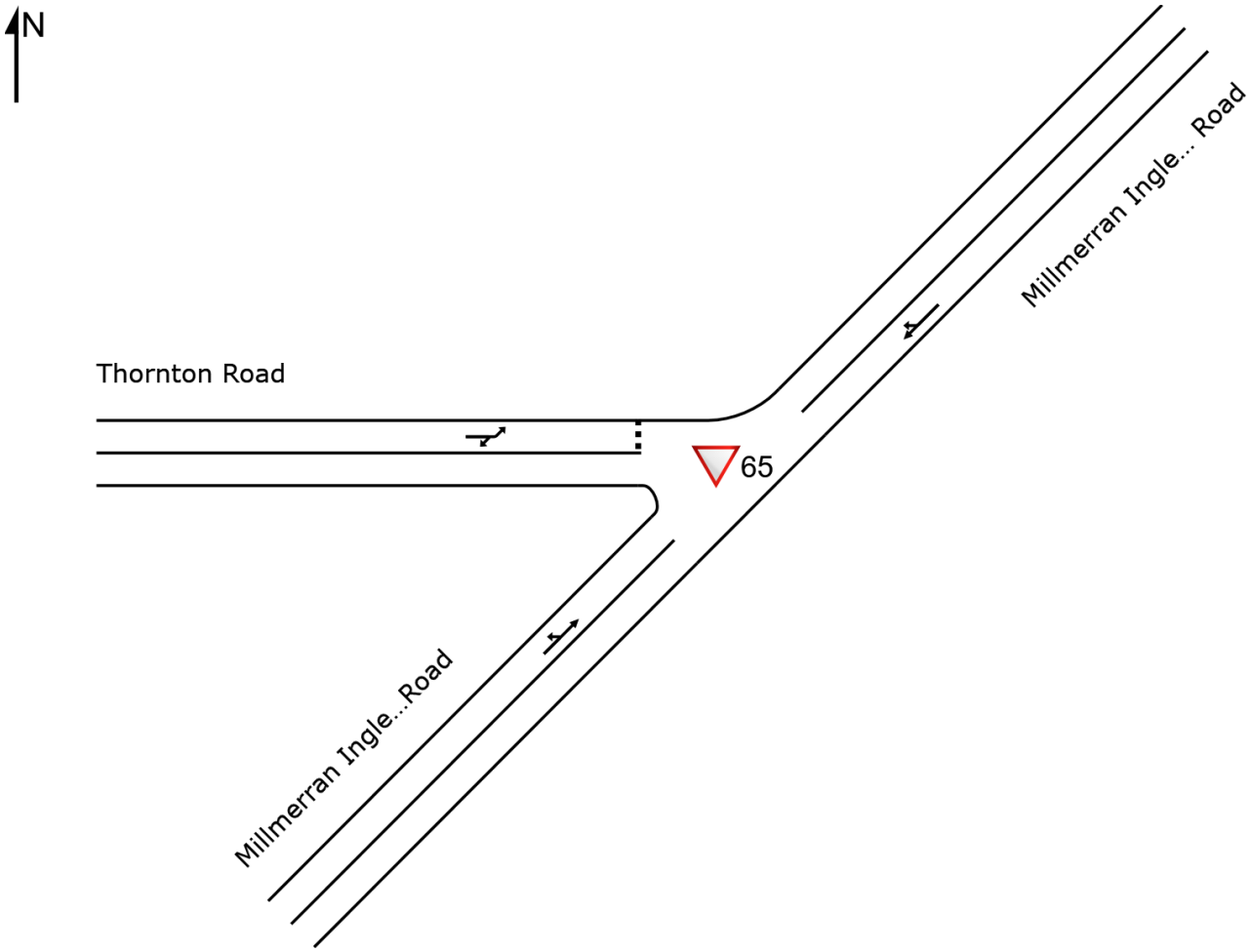
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 65 [Millmerran Inglewood Road / Thornton Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 65 [Millmerran Inglewood Road / Thornton Road 2024 AM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	10	3	10	30.0	0.007	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	97.5
26a	R1	1	0	1	0.0	0.007	6.9	LOS A	0.0	0.0	0.01	0.06	0.01	86.3
Approach		11	3	11	27.3	0.007	0.6	NA	0.0	0.0	0.01	0.06	0.01	96.4
West: Thornton Road														
10a	L1	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.06	0.65	0.06	74.7
12b	R3	1	0	1	0.0	0.001	8.0	LOS A	0.0	0.0	0.06	0.65	0.06	74.7
Approach		2	0	2	0.0	0.001	7.7	LOS A	0.0	0.0	0.06	0.65	0.06	74.7
SouthWest: Millmerran Inglewood Road														
30b	L3	1	0	1	0.0	0.009	9.0	LOS A	0.0	0.0	0.00	0.06	0.00	87.1
31	T1	13	5	13	38.5	0.009	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	97.3
Approach		14	5	14	35.7	0.009	0.6	NA	0.0	0.0	0.00	0.06	0.00	96.5
All Vehicles		27	8	27	29.6	0.009	1.2	NA	0.0	0.0	0.01	0.10	0.01	94.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 65 [Millmerran Inglewood Road / Thornton Road 2024 PM Peak - Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	20	6	20	30.0	0.013	0.0	LOS A	0.0	0.0	0.01	0.03	0.01	98.6
26a	R1	1	0	1	0.0	0.013	7.0	LOS A	0.0	0.0	0.01	0.03	0.01	87.2
Approach		21	6	21	28.6	0.013	0.3	NA	0.0	0.0	0.01	0.03	0.01	98.0
West: Thornton Road														
10a	L1	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.10	0.64	0.10	74.6
12b	R3	1	0	1	0.0	0.001	8.1	LOS A	0.0	0.0	0.10	0.64	0.10	74.5
Approach		2	0	2	0.0	0.001	7.7	LOS A	0.0	0.0	0.10	0.64	0.10	74.5
SouthWest: Millmerran Inglewood Road														
30b	L3	1	0	1	0.0	0.016	9.0	LOS A	0.0	0.0	0.00	0.03	0.00	88.3
31	T1	27	6	27	22.2	0.016	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	98.9
Approach		28	6	28	21.4	0.016	0.3	NA	0.0	0.0	0.00	0.03	0.00	98.5
All Vehicles		51	12	51	23.5	0.016	0.6	NA	0.0	0.0	0.01	0.05	0.01	97.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 65 [Millmerran Inglewood Road / Thornton Road 2024 AM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	68	15	68	22.1	0.043	0.0	LOS A	0.0	0.3	0.03	0.04	0.03	98.3
26a	R1	5	1	5	20.0	0.043	7.6	LOS A	0.0	0.3	0.03	0.04	0.03	78.0
Approach		73	16	73	21.9	0.043	0.5	NA	0.0	0.3	0.03	0.04	0.03	96.6
West: Thornton Road														
10a	L1	2	1	2	50.0	0.040	8.8	LOS A	0.1	1.6	0.22	0.64	0.22	57.7
12b	R3	28	27	28	96.4	0.040	11.7	LOS B	0.1	1.6	0.22	0.64	0.22	47.6
Approach		30	28	30	93.3	0.040	11.5	LOS B	0.1	1.6	0.22	0.64	0.22	48.2
SouthWest: Millmerran Inglewood Road														
30b	L3	28	27	28	96.4	0.047	11.5	LOS B	0.0	0.0	0.00	0.36	0.00	55.2
31	T1	25	17	25	68.0	0.047	0.0	LOS A	0.0	0.0	0.00	0.36	0.00	97.3
Approach		53	44	53	83.0	0.047	6.1	NA	0.0	0.0	0.00	0.36	0.00	69.3
All Vehicles		156	88	156	56.4	0.047	4.5	NA	0.1	1.6	0.06	0.27	0.06	72.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 65 [Millmerran Inglewood Road / Thornton Road 2024 PM Peak - With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Millmerran Inglewood Road														
25	T1	32	18	32	56.3	0.024	0.0	LOS A	0.0	0.2	0.04	0.04	0.04	98.2
26a	R1	2	1	2	50.0	0.024	8.7	LOS A	0.0	0.2	0.04	0.04	0.04	67.6
Approach		34	19	34	55.9	0.024	0.6	NA	0.0	0.2	0.04	0.04	0.04	95.7
West: Thornton Road														
10a	L1	5	1	5	20.0	0.043	8.2	LOS A	0.1	1.7	0.26	0.63	0.26	66.0
12b	R3	28	27	28	96.4	0.043	11.9	LOS B	0.1	1.7	0.26	0.63	0.26	47.6
Approach		33	28	33	84.8	0.043	11.3	LOS B	0.1	1.7	0.26	0.63	0.26	49.7
SouthWest: Millmerran Inglewood Road														
30b	L3	28	27	28	96.4	0.078	11.5	LOS B	0.0	0.0	0.00	0.17	0.00	55.9
31	T1	85	18	85	21.2	0.078	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	99.6
Approach		113	45	113	39.8	0.078	2.8	NA	0.0	0.0	0.00	0.17	0.00	83.4
All Vehicles		180	92	180	51.1	0.078	4.0	NA	0.1	1.7	0.06	0.23	0.06	75.8

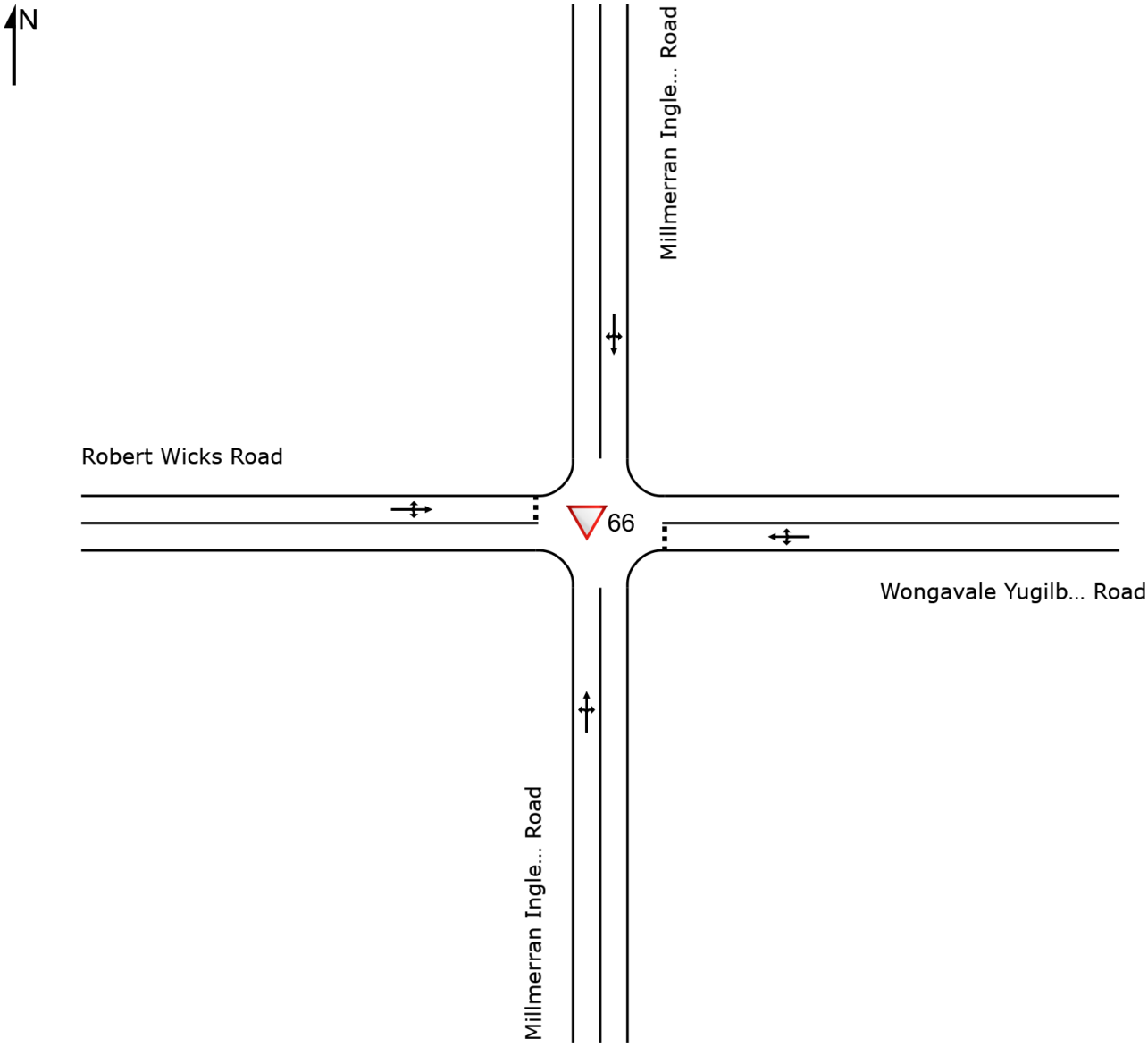
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 66 [Millmerran Inglewood Road / Wongavale Yugilbar Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 66 [Millmerran Inglewood Road / Wongavale Yugilbar Road 2027 AM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.012	7.9	LOS A	0.0	0.1	0.01	0.07	0.01	86.2
2	T1	18	6	18	33.3	0.012	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	97.0
3	R2	1	0	1	0.0	0.012	7.5	LOS A	0.0	0.1	0.01	0.07	0.01	85.8
Approach		20	6	20	30.0	0.012	0.8	NA	0.0	0.1	0.01	0.07	0.01	95.7
East: Wongavale Yugilbar Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
5	T1	1	0	1	0.0	0.002	6.8	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
6	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.62	0.09	75.1
Approach		3	0	3	0.0	0.002	7.4	LOS A	0.0	0.1	0.09	0.62	0.09	75.4
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.012	7.9	LOS A	0.0	0.1	0.01	0.07	0.01	86.0
8	T1	17	6	17	35.3	0.012	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	96.7
9	R2	1	0	1	0.0	0.012	7.5	LOS A	0.0	0.1	0.01	0.07	0.01	85.6
Approach		19	6	19	31.6	0.012	0.8	NA	0.0	0.1	0.01	0.07	0.01	95.5
West: Robert Wicks Road														
10	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
11	T1	1	0	1	0.0	0.002	6.8	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
12	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.62	0.09	75.1
Approach		3	0	3	0.0	0.002	7.4	LOS A	0.0	0.1	0.09	0.62	0.09	75.4
All Vehicles		45	12	45	26.7	0.012	1.7	NA	0.0	0.1	0.02	0.14	0.02	92.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 66 [Millmerran Inglewood Road / Wongavale Yugilbar Road 2027 PM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.012	7.9	LOS A	0.0	0.1	0.01	0.07	0.01	86.2
2	T1	18	6	18	33.3	0.012	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	97.0
3	R2	1	0	1	0.0	0.012	7.5	LOS A	0.0	0.1	0.01	0.07	0.01	85.8
Approach		20	6	20	30.0	0.012	0.8	NA	0.0	0.1	0.01	0.07	0.01	95.7
East: Wongavale Yugilbar Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
5	T1	1	0	1	0.0	0.002	6.8	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
6	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.62	0.09	75.1
Approach		3	0	3	0.0	0.002	7.4	LOS A	0.0	0.1	0.09	0.62	0.09	75.4
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.012	7.9	LOS A	0.0	0.1	0.01	0.07	0.01	86.0
8	T1	17	6	17	35.3	0.012	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	96.7
9	R2	1	0	1	0.0	0.012	7.5	LOS A	0.0	0.1	0.01	0.07	0.01	85.6
Approach		19	6	19	31.6	0.012	0.8	NA	0.0	0.1	0.01	0.07	0.01	95.5
West: Robert Wicks Road														
10	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
11	T1	1	0	1	0.0	0.002	6.8	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
12	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.62	0.09	75.1
Approach		3	0	3	0.0	0.002	7.4	LOS A	0.0	0.1	0.09	0.62	0.09	75.4
All Vehicles		45	12	45	26.7	0.012	1.7	NA	0.0	0.1	0.02	0.14	0.02	92.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 66 [Millmerran Inglewood Road / Wongavale Yugilbar Road 2027 AM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.012	7.9	LOS A	0.0	0.1	0.01	0.07	0.01	86.2
2	T1	18	6	18	33.3	0.012	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	97.0
3	R2	1	0	1	0.0	0.012	7.5	LOS A	0.0	0.1	0.01	0.07	0.01	85.8
Approach		20	6	20	30.0	0.012	0.8	NA	0.0	0.1	0.01	0.07	0.01	95.7
East: Wongavale Yugilbar Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
5	T1	1	0	1	0.0	0.002	6.8	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
6	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.62	0.09	75.1
Approach		3	0	3	0.0	0.002	7.4	LOS A	0.0	0.1	0.09	0.62	0.09	75.4
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.012	7.9	LOS A	0.0	0.1	0.01	0.07	0.01	86.0
8	T1	17	6	17	35.3	0.012	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	96.7
9	R2	1	0	1	0.0	0.012	7.5	LOS A	0.0	0.1	0.01	0.07	0.01	85.6
Approach		19	6	19	31.6	0.012	0.8	NA	0.0	0.1	0.01	0.07	0.01	95.5
West: Robert Wicks Road														
10	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
11	T1	1	0	1	0.0	0.002	6.8	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
12	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.62	0.09	75.1
Approach		3	0	3	0.0	0.002	7.4	LOS A	0.0	0.1	0.09	0.62	0.09	75.4
All Vehicles		45	12	45	26.7	0.012	1.7	NA	0.0	0.1	0.02	0.14	0.02	92.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 66 [Millmerran Inglewood Road / Wongavale Yugilbar Road 2027 PM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.012	7.9	LOS A	0.0	0.1	0.01	0.07	0.01	86.2
2	T1	18	6	18	33.3	0.012	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	97.0
3	R2	1	0	1	0.0	0.012	7.5	LOS A	0.0	0.1	0.01	0.07	0.01	85.8
Approach		20	6	20	30.0	0.012	0.8	NA	0.0	0.1	0.01	0.07	0.01	95.7
East: Wongavale Yugilbar Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
5	T1	1	0	1	0.0	0.002	6.8	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
6	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.62	0.09	75.1
Approach		3	0	3	0.0	0.002	7.4	LOS A	0.0	0.1	0.09	0.62	0.09	75.4
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.012	7.9	LOS A	0.0	0.1	0.01	0.07	0.01	86.0
8	T1	17	6	17	35.3	0.012	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	96.7
9	R2	1	0	1	0.0	0.012	7.5	LOS A	0.0	0.1	0.01	0.07	0.01	85.6
Approach		19	6	19	31.6	0.012	0.8	NA	0.0	0.1	0.01	0.07	0.01	95.5
West: Robert Wicks Road														
10	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
11	T1	1	0	1	0.0	0.002	6.8	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
12	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.62	0.09	75.1
Approach		3	0	3	0.0	0.002	7.4	LOS A	0.0	0.1	0.09	0.62	0.09	75.4
All Vehicles		45	12	45	26.7	0.012	1.7	NA	0.0	0.1	0.02	0.14	0.02	92.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 66 [Millmerran Inglewood Road / Wongavale Yugilbar Road 2027 AM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.027	7.9	LOS A	0.1	0.5	0.04	0.14	0.04	85.7
2	T1	34	7	34	20.6	0.027	0.0	LOS A	0.1	0.5	0.04	0.14	0.04	96.4
3	R2	8	4	8	50.0	0.027	8.9	LOS A	0.1	0.5	0.04	0.14	0.04	65.0
Approach		43	11	43	25.6	0.027	1.9	NA	0.1	0.5	0.04	0.14	0.04	88.2
East: Wongavale Yugilbar Road														
4	L2	5	4	5	80.0	0.006	10.0	LOS B	0.0	0.2	0.09	0.63	0.09	53.0
5	T1	1	0	1	0.0	0.006	6.9	LOS A	0.0	0.2	0.09	0.63	0.09	74.5
6	R2	1	0	1	0.0	0.006	7.7	LOS A	0.0	0.2	0.09	0.63	0.09	74.4
Approach		7	4	7	57.1	0.006	9.2	LOS A	0.0	0.2	0.09	0.63	0.09	57.7
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.012	7.9	LOS A	0.0	0.1	0.01	0.07	0.01	86.2
8	T1	18	6	18	33.3	0.012	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	96.9
9	R2	1	0	1	0.0	0.012	7.5	LOS A	0.0	0.1	0.01	0.07	0.01	85.7
Approach		20	6	20	30.0	0.012	0.8	NA	0.0	0.1	0.01	0.07	0.01	95.7
West: Robert Wicks Road														
10	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.12	0.61	0.12	75.4
11	T1	1	0	1	0.0	0.002	6.9	LOS A	0.0	0.1	0.12	0.61	0.12	75.4
12	R2	1	0	1	0.0	0.002	7.7	LOS A	0.0	0.1	0.12	0.61	0.12	74.9
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.12	0.61	0.12	75.2
All Vehicles		73	21	73	28.8	0.027	2.5	NA	0.1	0.5	0.04	0.19	0.04	85.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 66 [Millmerran Inglewood Road / Wongavale Yugilbar Road 2027 PM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.018	8.0	LOS A	0.0	0.4	0.06	0.16	0.06	85.7
2	T1	19	7	19	36.8	0.018	0.1	LOS A	0.0	0.4	0.06	0.16	0.06	96.2
3	R2	5	4	5	80.0	0.018	9.8	LOS A	0.0	0.4	0.06	0.16	0.06	56.8
Approach		25	11	25	44.0	0.018	2.3	NA	0.0	0.4	0.06	0.16	0.06	84.1
East: Wongavale Yugilbar Road														
4	L2	8	4	8	50.0	0.008	9.3	LOS A	0.0	0.3	0.12	0.62	0.12	59.1
5	T1	1	0	1	0.0	0.008	6.9	LOS A	0.0	0.3	0.12	0.62	0.12	73.9
6	R2	1	0	1	0.0	0.008	7.7	LOS A	0.0	0.3	0.12	0.62	0.12	73.9
Approach		10	4	10	40.0	0.008	8.9	LOS A	0.0	0.3	0.12	0.62	0.12	61.6
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.020	7.9	LOS A	0.0	0.1	0.01	0.04	0.01	87.4
8	T1	33	7	33	21.2	0.020	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	98.4
9	R2	1	0	1	0.0	0.020	7.5	LOS A	0.0	0.1	0.01	0.04	0.01	86.9
Approach		35	7	35	20.0	0.020	0.4	NA	0.0	0.1	0.01	0.04	0.01	97.7
West: Robert Wicks Road														
10	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.10	0.62	0.10	75.5
11	T1	1	0	1	0.0	0.002	6.9	LOS A	0.0	0.1	0.10	0.62	0.10	75.5
12	R2	1	0	1	0.0	0.002	7.7	LOS A	0.0	0.1	0.10	0.62	0.10	75.0
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.10	0.62	0.10	75.4
All Vehicles		73	22	73	30.1	0.020	2.5	NA	0.0	0.4	0.05	0.18	0.05	85.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 66 [Millmerran Inglewood Road / Wongavale Yugilbar Road 2027 AM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.027	7.9	LOS A	0.1	0.6	0.04	0.15	0.04	85.3
2	T1	34	7	34	20.6	0.027	0.0	LOS A	0.1	0.6	0.04	0.15	0.04	95.9
3	R2	9	4	9	44.4	0.027	8.7	LOS A	0.1	0.6	0.04	0.15	0.04	66.5
Approach		44	11	44	25.0	0.027	2.0	NA	0.1	0.6	0.04	0.15	0.04	87.7
East: Wongavale Yugilbar Road														
4	L2	5	4	5	80.0	0.006	10.0	LOS B	0.0	0.2	0.09	0.63	0.09	53.0
5	T1	1	0	1	0.0	0.006	6.9	LOS A	0.0	0.2	0.09	0.63	0.09	74.5
6	R2	1	0	1	0.0	0.006	7.7	LOS A	0.0	0.2	0.09	0.63	0.09	74.4
Approach		7	4	7	57.1	0.006	9.2	LOS A	0.0	0.2	0.09	0.63	0.09	57.7
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.012	7.9	LOS A	0.0	0.1	0.01	0.07	0.01	86.2
8	T1	18	6	18	33.3	0.012	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	96.9
9	R2	1	0	1	0.0	0.012	7.5	LOS A	0.0	0.1	0.01	0.07	0.01	85.7
Approach		20	6	20	30.0	0.012	0.8	NA	0.0	0.1	0.01	0.07	0.01	95.7
West: Robert Wicks Road														
10	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.12	0.61	0.12	75.4
11	T1	1	0	1	0.0	0.002	6.9	LOS A	0.0	0.1	0.12	0.61	0.12	75.4
12	R2	1	0	1	0.0	0.002	7.7	LOS A	0.0	0.1	0.12	0.61	0.12	74.9
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.12	0.61	0.12	75.2
All Vehicles		74	21	74	28.4	0.027	2.6	NA	0.1	0.6	0.04	0.19	0.04	84.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 66 [Millmerran Inglewood Road / Wongavale Yugilbar Road 2027 PM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millmerran Inglewood Road														
1	L2	1	0	1	0.0	0.018	8.0	LOS A	0.0	0.4	0.06	0.16	0.06	85.7
2	T1	19	7	19	36.8	0.018	0.1	LOS A	0.0	0.4	0.06	0.16	0.06	96.2
3	R2	5	4	5	80.0	0.018	9.8	LOS A	0.0	0.4	0.06	0.16	0.06	56.8
Approach		25	11	25	44.0	0.018	2.3	NA	0.0	0.4	0.06	0.16	0.06	84.1
East: Wongavale Yugilbar Road														
4	L2	9	4	9	44.4	0.009	9.1	LOS A	0.0	0.3	0.12	0.62	0.12	60.5
5	T1	1	0	1	0.0	0.009	6.9	LOS A	0.0	0.3	0.12	0.62	0.12	73.9
6	R2	1	0	1	0.0	0.009	7.7	LOS A	0.0	0.3	0.12	0.62	0.12	73.8
Approach		11	4	11	36.4	0.009	8.8	LOS A	0.0	0.3	0.12	0.62	0.12	62.5
North: Millmerran Inglewood Road														
7	L2	1	0	1	0.0	0.020	7.9	LOS A	0.0	0.1	0.01	0.04	0.01	87.4
8	T1	33	7	33	21.2	0.020	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	98.4
9	R2	1	0	1	0.0	0.020	7.5	LOS A	0.0	0.1	0.01	0.04	0.01	86.9
Approach		35	7	35	20.0	0.020	0.4	NA	0.0	0.1	0.01	0.04	0.01	97.7
West: Robert Wicks Road														
10	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.10	0.62	0.10	75.5
11	T1	1	0	1	0.0	0.002	6.9	LOS A	0.0	0.1	0.10	0.62	0.10	75.5
12	R2	1	0	1	0.0	0.002	7.7	LOS A	0.0	0.1	0.10	0.62	0.10	75.0
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.10	0.62	0.10	75.4
All Vehicles		74	22	74	29.7	0.020	2.6	NA	0.0	0.4	0.05	0.19	0.05	84.9

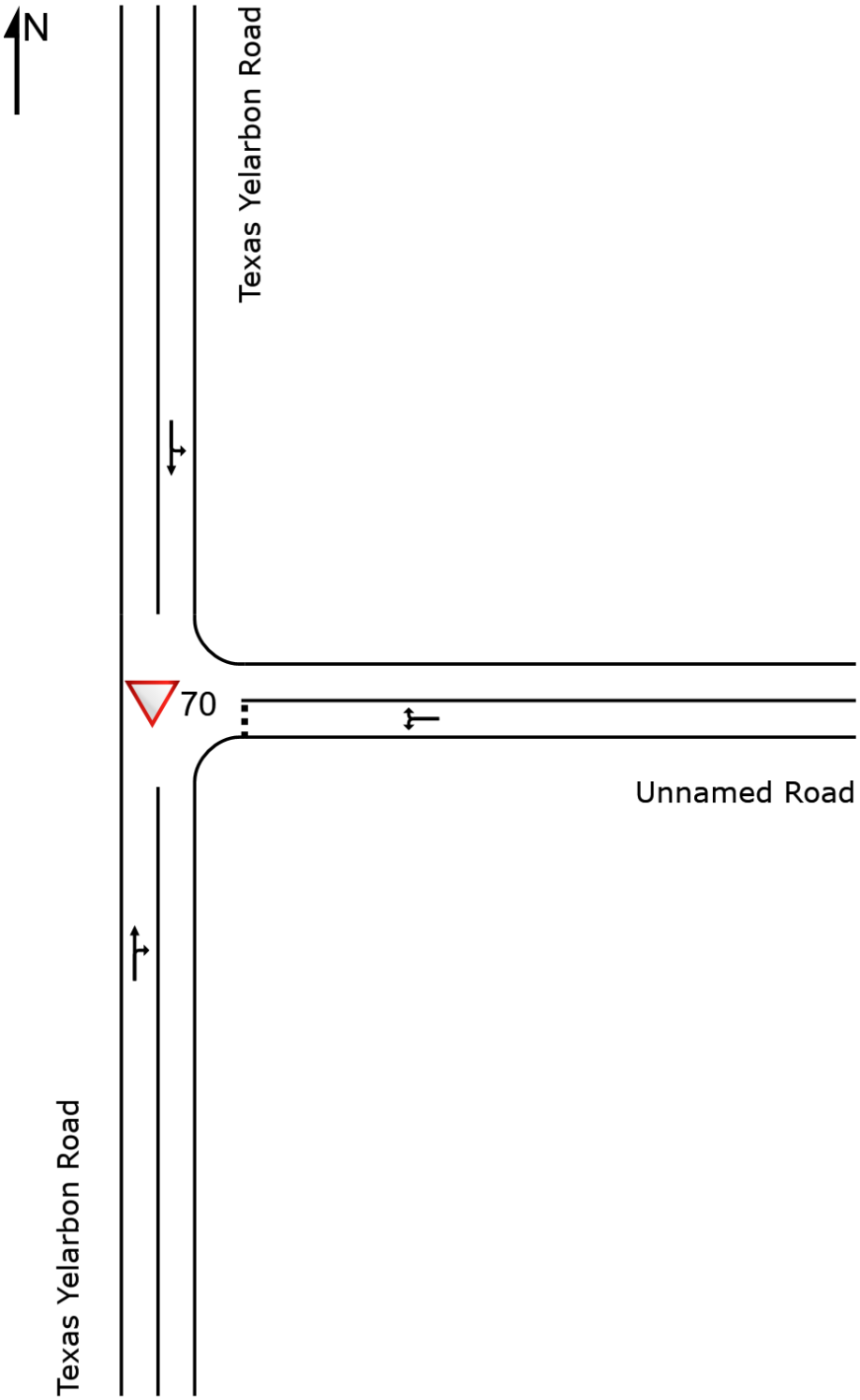
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 70 [Texas Yelarbon Road / Unnamed Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 70 [Texas Yelarbon Road / Unnamed Road 2025 AM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
2	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	59.3
3	R2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.01	0.06	0.01	57.1
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.01	0.06	0.01	59.1
East: Unnamed Road														
4	L2	1	0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.06	0.56	0.06	53.5
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.06	0.56	0.06	53.0
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.06	0.56	0.06	53.2
North: Texas Yelarbon Road														
7	L2	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.0	0.00	0.05	0.00	57.8
8	T1	11	3	11	27.3	0.007	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.4
Approach		12	3	12	25.0	0.007	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.3
All Vehicles		24	5	24	20.8	0.007	0.9	NA	0.0	0.0	0.01	0.10	0.01	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 70 [Texas Yelarbon Road / Unnamed Road 2025 PM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
2	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	59.3
3	R2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.01	0.06	0.01	57.1
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.01	0.06	0.01	59.1
East: Unnamed Road														
4	L2	1	0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.05	0.57	0.05	53.5
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.05	0.57	0.05	53.0
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.05	0.57	0.05	53.2
North: Texas Yelarbon Road														
7	L2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.00	0.06	0.00	57.7
8	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.3
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.00	0.06	0.00	59.2
All Vehicles		22	4	22	18.2	0.006	1.0	NA	0.0	0.0	0.01	0.11	0.01	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 70 [Texas Yelarbon Road / Unnamed Road 2025 AM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
2	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	59.3
3	R2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.01	0.06	0.01	57.1
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.01	0.06	0.01	59.1
East: Unnamed Road														
4	L2	1	0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.06	0.56	0.06	53.5
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.06	0.56	0.06	53.0
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.06	0.56	0.06	53.2
North: Texas Yelarbon Road														
7	L2	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.0	0.00	0.05	0.00	57.8
8	T1	11	3	11	27.3	0.007	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.4
Approach		12	3	12	25.0	0.007	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.3
All Vehicles		24	5	24	20.8	0.007	0.9	NA	0.0	0.0	0.01	0.10	0.01	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 70 [Texas Yelarbon Road / Unnamed Road 2025 PM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
2	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	59.3
3	R2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.01	0.06	0.01	57.1
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.01	0.06	0.01	59.1
East: Unnamed Road														
4	L2	1	0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.05	0.57	0.05	53.5
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.05	0.57	0.05	53.0
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.05	0.57	0.05	53.2
North: Texas Yelarbon Road														
7	L2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.00	0.06	0.00	57.7
8	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.3
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.00	0.06	0.00	59.2
All Vehicles		22	4	22	18.2	0.006	1.0	NA	0.0	0.0	0.01	0.11	0.01	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 70 [Texas Yelarbon Road / Unnamed Road 2025 AM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
2	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.02	0.06	0.02	59.3
3	R2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.02	0.06	0.02	57.1
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.02	0.06	0.02	59.0
East: Unnamed Road														
4	L2	1	0	1	0.0	0.006	5.6	LOS A	0.0	0.2	0.08	0.57	0.08	53.4
6	R2	5	4	5	80.0	0.006	6.6	LOS A	0.0	0.2	0.08	0.57	0.08	49.5
Approach		6	4	6	66.7	0.006	6.4	LOS A	0.0	0.2	0.08	0.57	0.08	50.1
North: Texas Yelarbon Road														
7	L2	5	4	5	80.0	0.011	6.5	LOS A	0.0	0.0	0.00	0.18	0.00	54.0
8	T1	11	3	11	27.3	0.011	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	59.4
Approach		16	7	16	43.8	0.011	2.0	NA	0.0	0.0	0.00	0.18	0.00	57.6
All Vehicles		32	13	32	40.6	0.011	2.4	NA	0.0	0.2	0.02	0.21	0.02	56.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 70 [Texas Yelarbon Road / Unnamed Road 2025 PM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
2	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	59.3
3	R2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.01	0.06	0.01	57.1
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.01	0.06	0.01	59.0
East: Unnamed Road														
4	L2	1	0	1	0.0	0.006	5.6	LOS A	0.0	0.2	0.07	0.57	0.07	53.4
6	R2	5	4	5	80.0	0.006	6.6	LOS A	0.0	0.2	0.07	0.57	0.07	49.5
Approach		6	4	6	66.7	0.006	6.4	LOS A	0.0	0.2	0.07	0.57	0.07	50.1
North: Texas Yelarbon Road														
7	L2	5	4	5	80.0	0.010	6.5	LOS A	0.0	0.0	0.00	0.20	0.00	54.0
8	T1	9	2	9	22.2	0.010	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	59.3
Approach		14	6	14	42.9	0.010	2.3	NA	0.0	0.0	0.00	0.20	0.00	57.3
All Vehicles		30	12	30	40.0	0.010	2.5	NA	0.0	0.2	0.02	0.23	0.02	56.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 70 [Texas Yelarbon Road / Unnamed Road 2025 AM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
2	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.02	0.06	0.02	59.3
3	R2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.02	0.06	0.02	57.1
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.02	0.06	0.02	59.0
East: Unnamed Road														
4	L2	1	0	1	0.0	0.006	5.6	LOS A	0.0	0.2	0.08	0.57	0.08	53.4
6	R2	5	4	5	80.0	0.006	6.6	LOS A	0.0	0.2	0.08	0.57	0.08	49.5
Approach		6	4	6	66.7	0.006	6.4	LOS A	0.0	0.2	0.08	0.57	0.08	50.1
North: Texas Yelarbon Road														
7	L2	5	4	5	80.0	0.011	6.5	LOS A	0.0	0.0	0.00	0.18	0.00	54.0
8	T1	11	3	11	27.3	0.011	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	59.4
Approach		16	7	16	43.8	0.011	2.0	NA	0.0	0.0	0.00	0.18	0.00	57.6
All Vehicles		32	13	32	40.6	0.011	2.4	NA	0.0	0.2	0.02	0.21	0.02	56.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 70 [Texas Yelarbon Road / Unnamed Road 2025 PM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Texas Yelarbon Road														
2	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	59.3
3	R2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.01	0.06	0.01	57.1
Approach		10	2	10	20.0	0.006	0.6	NA	0.0	0.0	0.01	0.06	0.01	59.0
East: Unnamed Road														
4	L2	1	0	1	0.0	0.006	5.6	LOS A	0.0	0.2	0.07	0.57	0.07	53.4
6	R2	5	4	5	80.0	0.006	6.6	LOS A	0.0	0.2	0.07	0.57	0.07	49.5
Approach		6	4	6	66.7	0.006	6.4	LOS A	0.0	0.2	0.07	0.57	0.07	50.1
North: Texas Yelarbon Road														
7	L2	5	4	5	80.0	0.010	6.5	LOS A	0.0	0.0	0.00	0.20	0.00	54.0
8	T1	9	2	9	22.2	0.010	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	59.3
Approach		14	6	14	42.9	0.010	2.3	NA	0.0	0.0	0.00	0.20	0.00	57.3
All Vehicles		30	12	30	40.0	0.010	2.5	NA	0.0	0.2	0.02	0.23	0.02	56.2

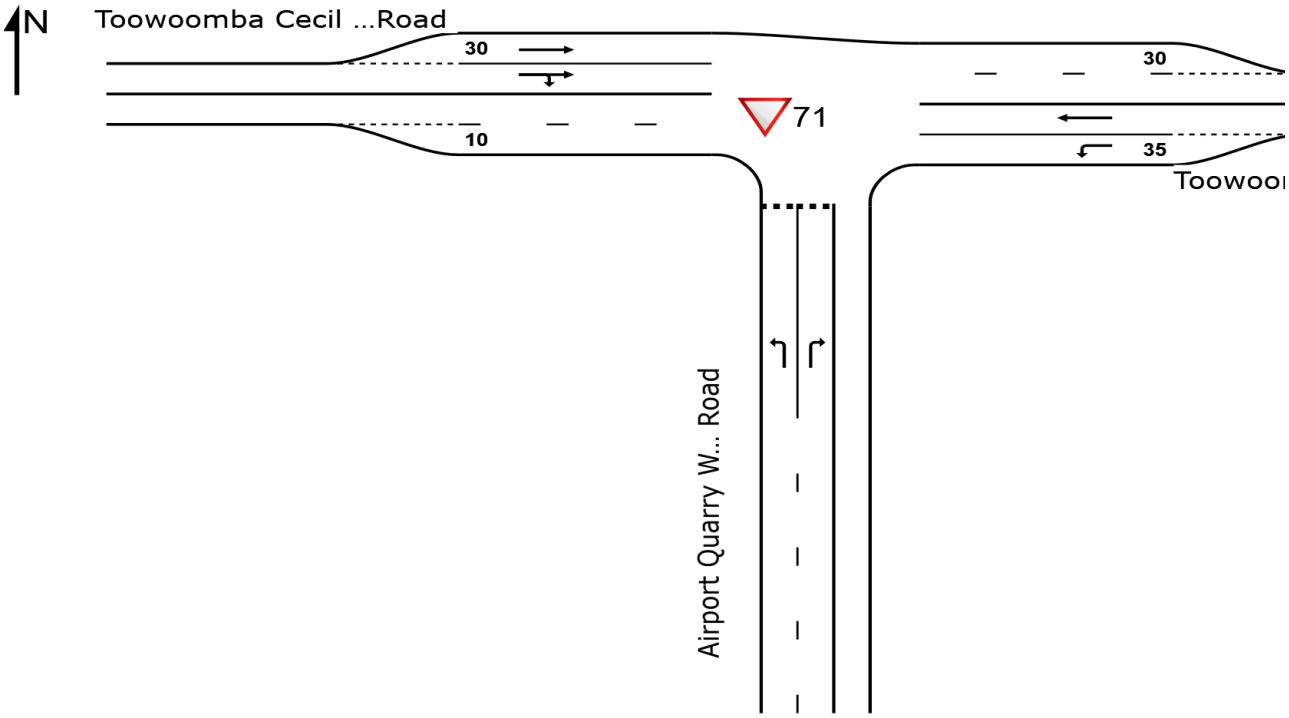
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 71 [Toowoomba Cecil Plains Road / Airport Quarry Wellcamp Access Road 2022 AM (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: c:\pw_work\aurecon_emogen.collins\aurecon-au-pw-34\dms33614\71. Toowoomba Cecil Plains Road_Airport Quarry Wellcamp Access Road.sip9

MOVEMENT SUMMARY

Site: 71 [Toowoomba Cecil Plains Rd / Airport Quarry Wellcamp Access Rd 2026 AM - Without Development (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Airport Quarry Wellcamp Access Road														
1	L2	1	0	1	0.0	0.001	6.3	LOS A	0.0	0.0	0.29	0.52	0.29	61.1
3	R2	11	9	11	81.8	0.029	12.9	LOS B	0.1	1.3	0.55	0.72	0.55	42.1
Approach		12	9	12	75.0	0.029	12.3	LOS B	0.1	1.3	0.53	0.70	0.53	43.3
East: Toowoomba Cecil Plains Road														
4	L2	14	12	14	85.7	0.012	10.1	LOS B	0.0	0.0	0.00	0.67	0.00	51.8
5	T1	214	18	214	8.4	0.116	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		228	30	228	13.2	0.116	0.6	NA	0.0	0.0	0.00	0.04	0.00	94.5
West: Toowoomba Cecil Plains Road														
11	T1	156	14	156	9.0	0.069	0.1	LOS A	0.0	0.1	0.01	0.00	0.01	99.8
12	R2	1	0	1	0.0	0.069	8.9	LOS A	0.0	0.1	0.01	0.01	0.01	72.5
Approach		157	14	157	8.9	0.069	0.1	NA	0.0	0.1	0.01	0.00	0.01	99.5
All Vehicles		397	53	397	13.4	0.116	0.8	NA	0.1	1.3	0.02	0.05	0.02	93.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 71 [Toowoomba Cecil Plains Rd / Airport Quarry Wellcamp Access Rd 2026 PM-Without Development (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Airport Quarry Wellcamp Access Road														
1	L2	1	0	1	0.0	0.001	5.9	LOS A	0.0	0.0	0.19	0.52	0.19	61.6
3	R2	5	4	5	80.0	0.010	9.7	LOS A	0.0	0.4	0.43	0.60	0.43	44.0
Approach		6	4	6	66.7	0.010	9.0	LOS A	0.0	0.4	0.39	0.59	0.39	46.2
East: Toowoomba Cecil Plains Road														
4	L2	4	4	4	100.0	0.004	10.4	LOS B	0.0	0.0	0.00	0.67	0.00	52.3
5	T1	100	7	100	7.0	0.054	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		104	11	104	10.6	0.054	0.4	NA	0.0	0.0	0.00	0.03	0.00	96.6
West: Toowoomba Cecil Plains Road														
11	T1	134	13	134	9.7	0.060	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.8
12	R2	1	0	1	0.0	0.060	8.2	LOS A	0.0	0.1	0.00	0.01	0.00	72.5
Approach		135	13	135	9.6	0.060	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.5
All Vehicles		245	28	245	11.4	0.060	0.4	NA	0.0	0.4	0.01	0.03	0.01	95.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 71 [Toowoomba Cecil Plains Road / Airport Quarry Wellcamp Access Road 2026 AM-With Development (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Airport Quarry Wellcamp Access Road														
1	L2	21	20	21	95.2	0.033	8.8	LOS A	0.1	1.5	0.38	0.61	0.38	42.9
3	R2	11	9	11	81.8	0.032	14.0	LOS B	0.1	1.4	0.57	0.74	0.57	41.6
Approach		32	29	32	90.6	0.033	10.6	LOS B	0.1	1.5	0.45	0.65	0.45	42.5
East: Toowoomba Cecil Plains Road														
4	L2	14	12	14	85.7	0.012	10.1	LOS B	0.0	0.0	0.00	0.67	0.00	51.8
5	T1	226	19	226	8.4	0.122	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		240	31	240	12.9	0.122	0.6	NA	0.0	0.0	0.00	0.04	0.00	94.8
West: Toowoomba Cecil Plains Road														
11	T1	157	15	157	9.6	0.099	0.7	LOS A	0.4	3.0	0.14	0.06	0.14	97.6
12	R2	21	20	21	95.2	0.099	12.9	LOS B	0.4	3.0	0.20	0.09	0.20	64.4
Approach		178	35	178	19.7	0.099	2.1	NA	0.4	3.0	0.15	0.06	0.15	92.0
All Vehicles		450	95	450	21.1	0.122	1.9	NA	0.4	3.0	0.09	0.09	0.09	86.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 71 [Toowoomba Cecil Plains Road / Airport Quarry Wellcamp Access Road 2026 PM-With Development (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Airport Quarry Wellcamp Access Road														
1	L2	21	20	21	95.2	0.027	7.5	LOS A	0.1	1.2	0.24	0.54	0.24	43.5
3	R2	5	4	5	80.0	0.011	10.4	LOS B	0.0	0.5	0.47	0.62	0.47	43.6
Approach		26	24	26	92.3	0.027	8.0	LOS A	0.1	1.2	0.29	0.56	0.29	43.5
East: Toowoomba Cecil Plains Road														
4	L2	4	4	4	100.0	0.004	10.4	LOS B	0.0	0.0	0.00	0.67	0.00	52.3
5	T1	101	8	101	7.9	0.054	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		105	12	105	11.4	0.054	0.4	NA	0.0	0.0	0.00	0.03	0.00	96.6
West: Toowoomba Cecil Plains Road														
11	T1	146	14	146	9.6	0.089	0.3	LOS A	0.3	2.3	0.09	0.07	0.09	98.6
12	R2	21	20	21	95.2	0.089	11.3	LOS B	0.3	2.3	0.12	0.10	0.12	65.0
Approach		167	34	167	20.4	0.089	1.7	NA	0.3	2.3	0.09	0.07	0.09	92.5
All Vehicles		298	70	298	23.5	0.089	1.8	NA	0.3	2.3	0.08	0.10	0.08	85.4

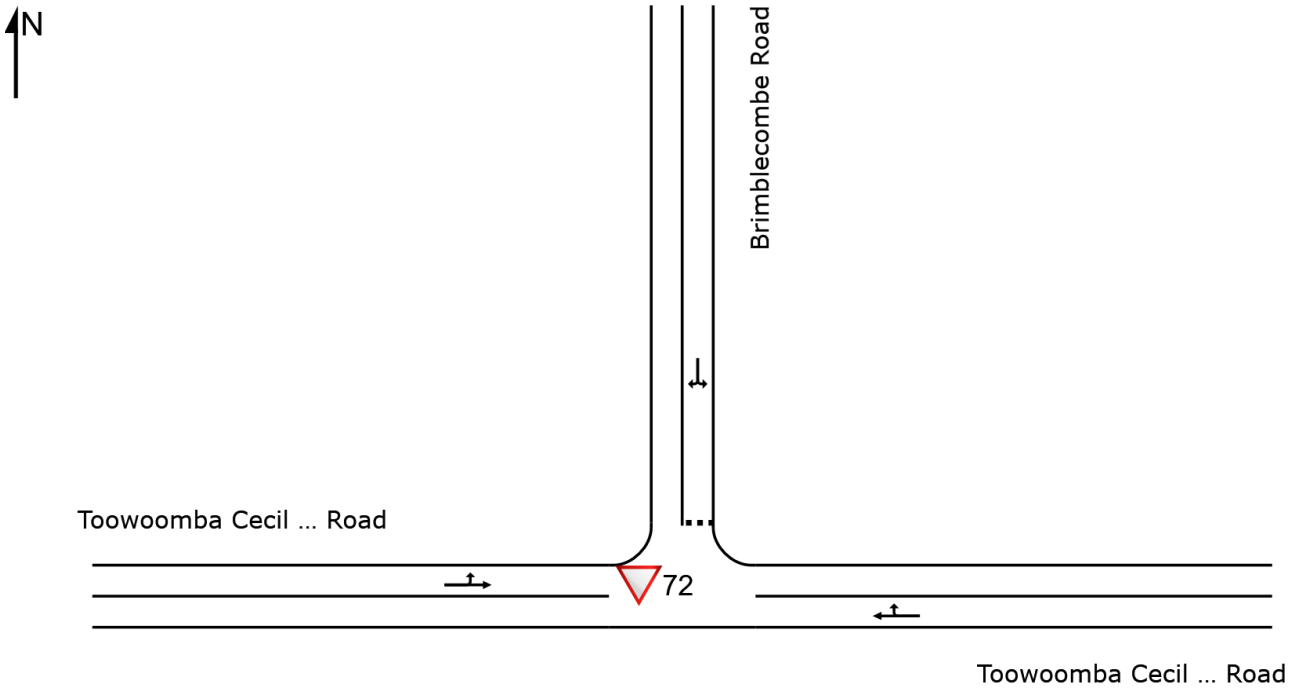
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 72 [Toowoomba Cecil Plains Road / Brimblecombe Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 72 [Toowoomba Cecil Plains Road / Brimblecombe Road 2026 AM Scenario 1– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba Cecil Plains Road														
5	T1	162	25	162	15.4	0.092	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	99.8
6	R2	1	0	1	0.0	0.092	8.0	LOS A	0.0	0.1	0.00	0.00	0.00	88.0
Approach		163	25	163	15.3	0.092	0.1	NA	0.0	0.1	0.00	0.00	0.00	99.7
North: Brimblecombe Road														
7	L2	1	0	1	0.0	0.006	8.3	LOS A	0.0	0.1	0.33	0.63	0.33	72.9
9	R2	4	1	4	25.0	0.006	9.7	LOS A	0.0	0.1	0.33	0.63	0.33	64.1
Approach		5	1	5	20.0	0.006	9.4	LOS A	0.0	0.1	0.33	0.63	0.33	65.7
West: Toowoomba Cecil Plains Road														
10	L2	4	1	4	25.0	0.091	8.5	LOS A	0.0	0.0	0.00	0.02	0.00	76.6
11	T1	153	29	153	19.0	0.091	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.5
Approach		157	30	157	19.1	0.091	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.7
All Vehicles		325	56	325	17.2	0.092	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 72 [Toowoomba Cecil Plains Road / Brimblecombe Road 2026 PM Scenario 1– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba Cecil Plains Road														
5	T1	173	26	173	15.0	0.098	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	99.8
6	R2	1	0	1	0.0	0.098	8.3	LOS A	0.0	0.1	0.01	0.00	0.01	88.0
Approach		174	26	174	14.9	0.098	0.1	NA	0.0	0.1	0.01	0.00	0.01	99.7
North: Brimblecombe Road														
7	L2	1	0	1	0.0	0.009	8.6	LOS A	0.0	0.2	0.40	0.66	0.40	72.2
9	R2	6	1	6	16.7	0.009	9.9	LOS A	0.0	0.2	0.40	0.66	0.40	66.1
Approach		7	1	7	14.3	0.009	9.7	LOS A	0.0	0.2	0.40	0.66	0.40	66.9
West: Toowoomba Cecil Plains Road														
10	L2	8	3	8	37.5	0.140	8.8	LOS A	0.0	0.0	0.00	0.02	0.00	71.8
11	T1	233	44	233	18.9	0.140	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.4
Approach		241	47	241	19.5	0.140	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.1
All Vehicles		422	74	422	17.5	0.140	0.4	NA	0.0	0.2	0.01	0.03	0.01	98.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 72 [Toowoomba Cecil Plains Road / Brimblecombe Road 2026 AM Scenario 2– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba Cecil Plains Road														
5	T1	162	25	162	15.4	0.095	0.0	LOS A	0.0	0.3	0.02	0.02	0.02	99.3
6	R2	4	1	4	25.0	0.095	8.8	LOS A	0.0	0.3	0.02	0.02	0.02	75.5
Approach		166	26	166	15.7	0.095	0.2	NA	0.0	0.3	0.02	0.02	0.02	98.6
North: Brimblecombe Road														
7	L2	4	1	4	25.0	0.004	9.1	LOS A	0.0	0.1	0.27	0.60	0.27	64.9
9	R2	1	0	1	0.0	0.004	8.6	LOS A	0.0	0.1	0.27	0.60	0.27	72.7
Approach		5	1	5	20.0	0.004	9.0	LOS A	0.0	0.1	0.27	0.60	0.27	66.3
West: Toowoomba Cecil Plains Road														
10	L2	1	0	1	0.0	0.089	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
11	T1	153	29	153	19.0	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		154	29	154	18.8	0.089	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
All Vehicles		325	56	325	17.2	0.095	0.3	NA	0.0	0.3	0.01	0.02	0.01	98.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 72 [Toowoomba Cecil Plains Road / Brimblecombe Road 2026 PM Scenario 2– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba Cecil Plains Road														
5	T1	173	26	173	15.0	0.105	0.1	LOS A	0.1	0.7	0.05	0.03	0.05	98.7
6	R2	8	3	8	37.5	0.105	9.7	LOS A	0.1	0.7	0.05	0.03	0.05	70.3
Approach		181	29	181	16.0	0.105	0.5	NA	0.1	0.7	0.05	0.03	0.05	96.9
North: Brimblecombe Road														
7	L2	6	1	6	16.7	0.006	9.2	LOS A	0.0	0.2	0.34	0.61	0.34	67.0
9	R2	1	0	1	0.0	0.006	9.1	LOS A	0.0	0.2	0.34	0.61	0.34	72.3
Approach		7	1	7	14.3	0.006	9.2	LOS A	0.0	0.2	0.34	0.61	0.34	67.7
West: Toowoomba Cecil Plains Road														
10	L2	1	0	1	0.0	0.135	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
11	T1	233	44	233	18.9	0.135	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		234	44	234	18.8	0.135	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		422	74	422	17.5	0.135	0.4	NA	0.1	0.7	0.03	0.02	0.03	97.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 72 [Toowoomba Cecil Plains Road / Brimblecombe Road 2026 AM Scenario 1– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba Cecil Plains Road														
5	T1	167	26	167	15.6	0.101	0.0	LOS A	0.1	0.5	0.04	0.04	0.04	98.4
6	R2	9	1	9	11.1	0.101	8.4	LOS A	0.1	0.5	0.04	0.04	0.04	81.2
Approach		176	27	176	15.3	0.101	0.5	NA	0.1	0.5	0.04	0.04	0.04	97.3
North: Brimblecombe Road														
7	L2	2	1	2	50.0	0.014	9.9	LOS A	0.0	0.5	0.37	0.67	0.37	57.6
9	R2	8	5	8	62.5	0.014	11.5	LOS B	0.0	0.5	0.37	0.67	0.37	53.9
Approach		10	6	10	60.0	0.014	11.2	LOS B	0.0	0.5	0.37	0.67	0.37	54.6
West: Toowoomba Cecil Plains Road														
10	L2	8	5	8	62.5	0.095	9.5	LOS A	0.0	0.0	0.00	0.03	0.00	63.9
11	T1	154	30	154	19.5	0.095	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.4
Approach		162	35	162	21.6	0.095	0.5	NA	0.0	0.0	0.00	0.03	0.00	96.8
All Vehicles		348	68	348	19.5	0.101	0.8	NA	0.1	0.5	0.03	0.05	0.03	94.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 72 [Toowoomba Cecil Plains Road / Brimblecombe Road 2026 PM Scenario 1– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba Cecil Plains Road														
5	T1	174	27	174	15.5	0.100	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.7
6	R2	2	1	2	50.0	0.100	10.4	LOS B	0.0	0.2	0.01	0.01	0.01	66.5
Approach		176	28	176	15.9	0.100	0.1	NA	0.0	0.2	0.01	0.01	0.01	99.1
North: Brimblecombe Road														
7	L2	9	1	9	11.1	0.024	9.0	LOS A	0.1	0.7	0.39	0.66	0.39	68.0
9	R2	10	5	10	50.0	0.024	11.8	LOS B	0.1	0.7	0.39	0.66	0.39	56.7
Approach		19	6	19	31.6	0.024	10.5	LOS B	0.1	0.7	0.39	0.66	0.39	61.5
West: Toowoomba Cecil Plains Road														
10	L2	12	7	12	58.3	0.146	9.4	LOS A	0.0	0.0	0.00	0.03	0.00	65.1
11	T1	238	45	238	18.9	0.146	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.4
Approach		250	52	250	20.8	0.146	0.5	NA	0.0	0.0	0.00	0.03	0.00	96.9
All Vehicles		445	86	445	19.3	0.146	0.8	NA	0.1	0.7	0.02	0.05	0.02	95.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 72 [Toowoomba Cecil Plains Road / Brimblecombe Road 2026 AM Scenario 2– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba Cecil Plains Road														
5	T1	167	26	167	15.6	0.104	0.1	LOS A	0.1	0.8	0.05	0.05	0.05	97.8
6	R2	13	2	13	15.4	0.104	8.5	LOS A	0.1	0.8	0.05	0.05	0.05	78.8
Approach		180	28	180	15.6	0.104	0.7	NA	0.1	0.8	0.05	0.05	0.05	96.1
North: Brimblecombe Road														
7	L2	5	2	5	40.0	0.013	9.6	LOS A	0.0	0.5	0.33	0.63	0.33	60.2
9	R2	5	4	5	80.0	0.013	12.4	LOS B	0.0	0.5	0.33	0.63	0.33	50.6
Approach		10	6	10	60.0	0.013	11.0	LOS B	0.0	0.5	0.33	0.63	0.33	54.9
West: Toowoomba Cecil Plains Road														
10	L2	5	4	5	80.0	0.093	9.9	LOS A	0.0	0.0	0.00	0.02	0.00	59.4
11	T1	154	30	154	19.5	0.093	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.8
Approach		159	34	159	21.4	0.093	0.3	NA	0.0	0.0	0.00	0.02	0.00	97.7
All Vehicles		349	68	349	19.5	0.104	0.8	NA	0.1	0.8	0.04	0.05	0.04	94.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 72 [Toowoomba Cecil Plains Road / Brimblecombe Road 2026 PM Scenario 2– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba Cecil Plains Road														
5	T1	174	27	174	15.5	0.108	0.1	LOS A	0.1	0.8	0.05	0.03	0.05	98.6
6	R2	9	4	9	44.4	0.108	10.1	LOS B	0.1	0.8	0.05	0.03	0.05	67.8
Approach		183	31	183	16.9	0.108	0.6	NA	0.1	0.8	0.05	0.03	0.05	96.4
North: Brimblecombe Road														
7	L2	15	2	15	13.3	0.023	9.1	LOS A	0.1	0.7	0.37	0.63	0.37	67.6
9	R2	5	4	5	80.0	0.023	13.6	LOS B	0.1	0.7	0.37	0.63	0.37	50.6
Approach		20	6	20	30.0	0.023	10.2	LOS B	0.1	0.7	0.37	0.63	0.37	62.4
West: Toowoomba Cecil Plains Road														
10	L2	5	4	5	80.0	0.141	9.9	LOS A	0.0	0.0	0.00	0.01	0.00	59.4
11	T1	238	45	238	18.9	0.141	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.8
Approach		243	49	243	20.2	0.141	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.4
All Vehicles		446	86	446	19.3	0.141	0.8	NA	0.1	0.8	0.04	0.05	0.04	95.1

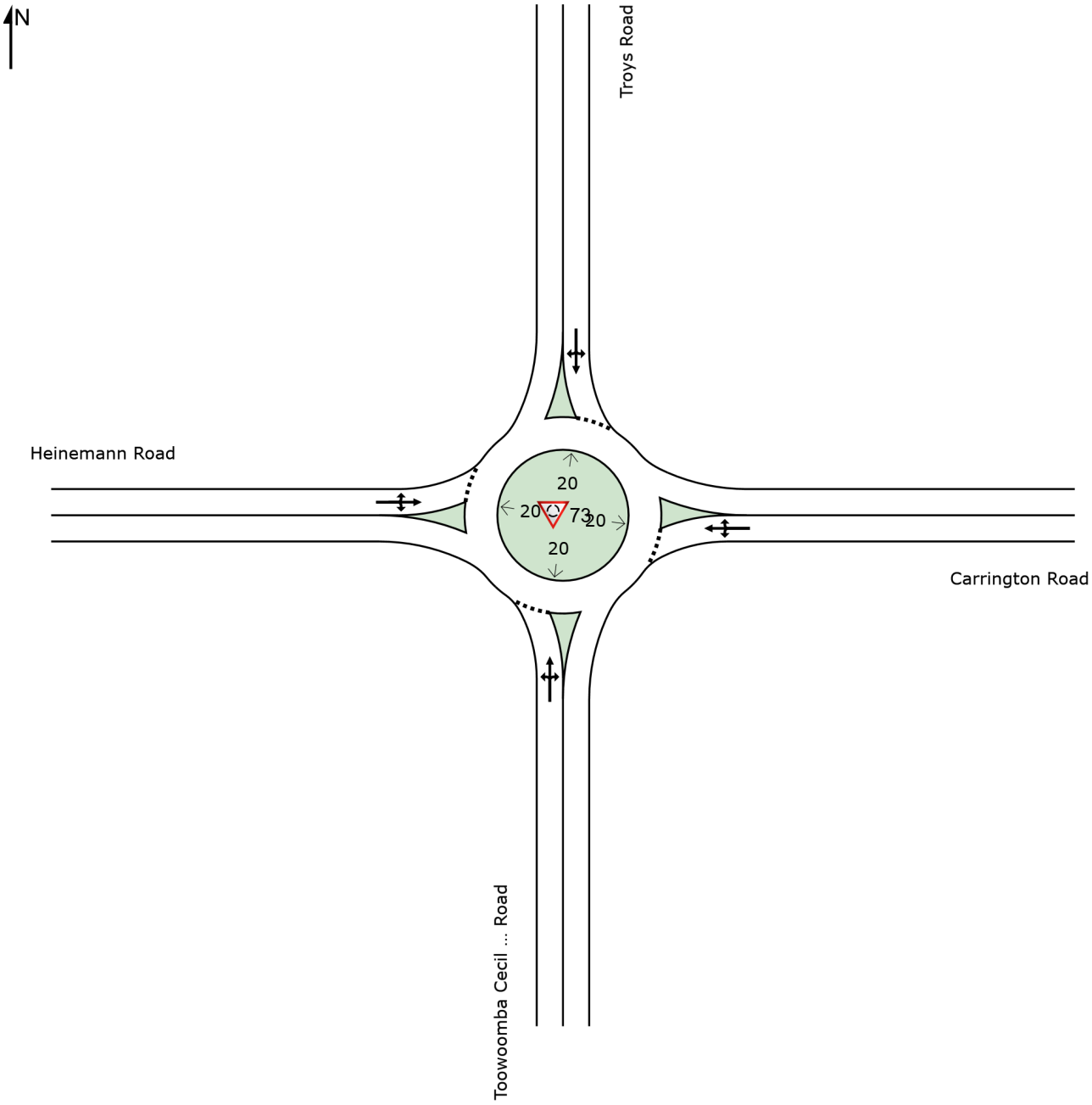
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 73 [Toowoomba Cecil Plains Road / Charlton Connection Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 73 [Toowoomba Cecil Plains Road / Charlton Connection Road 2025 AM Scenario 1 – Without Development Traf (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Cecil Plains Road														
1	L2	230	75	230	32.6	0.454	6.5	LOS A	3.4	29.7	0.64	0.65	0.64	52.1
2	T1	194	53	194	27.3	0.454	6.6	LOS A	3.4	29.7	0.64	0.65	0.64	53.3
3	R2	1	0	1	0.0	0.454	10.5	LOS B	3.4	29.7	0.64	0.65	0.64	56.8
Approach		425	128	425	30.1	0.454	6.5	LOS A	3.4	29.7	0.64	0.65	0.64	52.6
East: Carrington Road														
4	L2	1	0	1	0.0	0.323	7.3	LOS A	2.0	17.6	0.71	0.83	0.71	53.1
5	T1	1	0	1	0.0	0.323	7.6	LOS A	2.0	17.6	0.71	0.83	0.71	50.2
6	R2	230	75	230	32.6	0.323	13.5	LOS B	2.0	17.6	0.71	0.83	0.71	47.6
Approach		232	75	232	32.3	0.323	13.4	LOS B	2.0	17.6	0.71	0.83	0.71	47.7
North: Troys Road														
7	L2	245	75	245	30.6	0.525	6.8	LOS A	4.1	36.5	0.69	0.68	0.70	49.2
8	T1	242	71	242	29.3	0.525	6.9	LOS A	4.1	36.5	0.69	0.68	0.70	52.7
9	R2	1	0	1	0.0	0.525	10.7	LOS B	4.1	36.5	0.69	0.68	0.70	54.0
Approach		488	146	488	29.9	0.525	6.9	LOS A	4.1	36.5	0.69	0.68	0.70	50.9
West: Heinemann Road														
10	L2	1	0	1	0.0	0.321	6.8	LOS A	2.0	17.3	0.68	0.80	0.68	53.7
11	T1	1	0	1	0.0	0.321	7.1	LOS A	2.0	17.3	0.68	0.80	0.68	53.0
12	R2	245	75	245	30.6	0.321	12.8	LOS B	2.0	17.3	0.68	0.80	0.68	48.4
Approach		247	75	247	30.4	0.321	12.7	LOS B	2.0	17.3	0.68	0.80	0.68	48.4
All Vehicles		1392	424	1392	30.5	0.525	8.9	LOS A	4.1	36.5	0.68	0.72	0.68	50.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 73 [Toowoomba Cecil Plains Road / Charlton Connection Road 2025 PM Scenario 1 – Without Development Traf (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Cecil Plains Road														
1	L2	246	80	246	32.5	0.553	7.2	LOS A	4.7	41.0	0.72	0.71	0.74	51.7
2	T1	267	73	267	27.3	0.553	7.2	LOS A	4.7	41.0	0.72	0.71	0.74	53.0
3	R2	1	0	1	0.0	0.553	11.1	LOS B	4.7	41.0	0.72	0.71	0.74	56.4
Approach		514	153	514	29.8	0.553	7.2	LOS A	4.7	41.0	0.72	0.71	0.74	52.4
East: Carrington Road														
4	L2	1	0	1	0.0	0.323	6.8	LOS A	2.0	17.5	0.68	0.80	0.68	53.7
5	T1	1	0	1	0.0	0.323	7.0	LOS A	2.0	17.5	0.68	0.80	0.68	50.7
6	R2	246	80	246	32.5	0.323	12.8	LOS B	2.0	17.5	0.68	0.80	0.68	48.1
Approach		248	80	248	32.3	0.323	12.8	LOS B	2.0	17.5	0.68	0.80	0.68	48.1
North: Troys Road														
7	L2	212	65	212	30.7	0.435	6.2	LOS A	3.2	28.2	0.61	0.63	0.61	49.4
8	T1	205	60	205	29.3	0.435	6.4	LOS A	3.2	28.2	0.61	0.63	0.61	53.1
9	R2	1	0	1	0.0	0.435	10.3	LOS B	3.2	28.2	0.61	0.63	0.61	54.4
Approach		418	125	418	29.9	0.435	6.3	LOS A	3.2	28.2	0.61	0.63	0.61	51.2
West: Heinemann Road														
10	L2	1	0	1	0.0	0.303	7.5	LOS A	1.8	16.3	0.72	0.84	0.72	53.0
11	T1	1	0	1	0.0	0.303	7.7	LOS A	1.8	16.3	0.72	0.84	0.72	52.4
12	R2	212	65	212	30.7	0.303	13.6	LOS B	1.8	16.3	0.72	0.84	0.72	47.9
Approach		214	65	214	30.4	0.303	13.6	LOS B	1.8	16.3	0.72	0.84	0.72	47.9
All Vehicles		1394	423	1394	30.3	0.553	8.9	LOS A	4.7	41.0	0.68	0.72	0.69	50.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 73 [Toowoomba Cecil Plains Road / Charlton Connection Road 2025 AM Scenario 2 – Without Development Traf (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Cecil Plains Road														
1	L2	1	0	1	0.0	0.463	5.8	LOS A	3.4	29.9	0.65	0.70	0.65	51.4
2	T1	194	53	194	27.3	0.463	6.7	LOS A	3.4	29.9	0.65	0.70	0.65	51.7
3	R2	230	75	230	32.6	0.463	11.6	LOS B	3.4	29.9	0.65	0.70	0.65	48.0
Approach		425	128	425	30.1	0.463	9.3	LOS A	3.4	29.9	0.65	0.70	0.65	49.6
East: Carrington Road														
4	L2	230	75	230	32.6	0.342	8.6	LOS A	2.2	19.8	0.76	0.81	0.76	50.1
5	T1	1	0	1	0.0	0.342	7.6	LOS A	2.2	19.8	0.76	0.81	0.76	53.4
6	R2	1	0	1	0.0	0.342	12.2	LOS B	2.2	19.8	0.76	0.81	0.76	57.8
Approach		232	75	232	32.3	0.342	8.6	LOS A	2.2	19.8	0.76	0.81	0.76	50.2
North: Troys Road														
7	L2	1	0	1	0.0	0.517	5.8	LOS A	4.0	35.4	0.67	0.70	0.67	53.9
8	T1	242	71	242	29.3	0.517	6.8	LOS A	4.0	35.4	0.67	0.70	0.67	51.3
9	R2	245	75	245	30.6	0.517	11.5	LOS B	4.0	35.4	0.67	0.70	0.67	51.4
Approach		488	146	488	29.9	0.517	9.1	LOS A	4.0	35.4	0.67	0.70	0.67	51.4
West: Heinemann Road														
10	L2	245	75	245	30.6	0.333	7.9	LOS A	2.1	18.9	0.72	0.77	0.72	51.0
11	T1	1	0	1	0.0	0.333	7.1	LOS A	2.1	18.9	0.72	0.77	0.72	56.7
12	R2	1	0	1	0.0	0.333	11.7	LOS B	2.1	18.9	0.72	0.77	0.72	58.4
Approach		247	75	247	30.4	0.333	7.9	LOS A	2.1	18.9	0.72	0.77	0.72	51.0
All Vehicles		1392	424	1392	30.5	0.517	8.9	LOS A	4.0	35.4	0.69	0.73	0.69	50.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 73 [Toowoomba Cecil Plains Road / Charlton Connection Road 2025 PM Scenario 2 – Without Development Traf (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Cecil Plains Road														
1	L2	1	0	1	0.0	0.528	5.6	LOS A	4.2	37.1	0.66	0.68	0.66	51.5
2	T1	267	73	267	27.3	0.528	6.5	LOS A	4.2	37.1	0.66	0.68	0.66	51.8
3	R2	246	80	246	32.5	0.528	11.4	LOS B	4.2	37.1	0.66	0.68	0.66	48.1
Approach		514	153	514	29.8	0.528	8.9	LOS A	4.2	37.1	0.66	0.68	0.66	50.0
East: Carrington Road														
4	L2	246	80	246	32.5	0.336	7.9	LOS A	2.2	19.2	0.71	0.77	0.71	50.6
5	T1	1	0	1	0.0	0.336	7.0	LOS A	2.2	19.2	0.71	0.77	0.71	53.9
6	R2	1	0	1	0.0	0.336	11.6	LOS B	2.2	19.2	0.71	0.77	0.71	58.4
Approach		248	80	248	32.3	0.336	7.9	LOS A	2.2	19.2	0.71	0.77	0.71	50.7
North: Troys Road														
7	L2	1	0	1	0.0	0.456	5.8	LOS A	3.3	29.2	0.65	0.70	0.65	53.9
8	T1	205	60	205	29.3	0.456	6.8	LOS A	3.3	29.2	0.65	0.70	0.65	51.4
9	R2	212	65	212	30.7	0.456	11.5	LOS B	3.3	29.2	0.65	0.70	0.65	51.4
Approach		418	125	418	29.9	0.456	9.2	LOS A	3.3	29.2	0.65	0.70	0.65	51.4
West: Heinemann Road														
10	L2	212	65	212	30.7	0.321	8.7	LOS A	2.1	18.2	0.77	0.81	0.77	50.4
11	T1	1	0	1	0.0	0.321	7.7	LOS A	2.1	18.2	0.77	0.81	0.77	56.0
12	R2	1	0	1	0.0	0.321	12.4	LOS B	2.1	18.2	0.77	0.81	0.77	57.7
Approach		214	65	214	30.4	0.321	8.7	LOS A	2.1	18.2	0.77	0.81	0.77	50.4
All Vehicles		1394	423	1394	30.3	0.528	8.8	LOS A	4.2	37.1	0.68	0.72	0.68	50.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 73 [Toowoomba Cecil Plains Road / Charlton Connection Road 2025 AM Scenario 1 – With Development Traf (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Cecil Plains Road														
1	L2	230	75	230	32.6	0.458	6.5	LOS A	3.4	30.1	0.64	0.66	0.64	52.1
2	T1	194	53	194	27.3	0.458	6.6	LOS A	3.4	30.1	0.64	0.66	0.64	53.3
3	R2	3	2	3	66.7	0.458	12.5	LOS B	3.4	30.1	0.64	0.66	0.64	43.4
Approach		427	130	427	30.4	0.458	6.6	LOS A	3.4	30.1	0.64	0.66	0.64	52.5
East: Carrington Road														
4	L2	3	2	3	66.7	0.329	10.1	LOS B	2.0	18.0	0.72	0.83	0.72	42.6
5	T1	1	0	1	0.0	0.329	7.6	LOS A	2.0	18.0	0.72	0.83	0.72	50.2
6	R2	231	76	231	32.9	0.329	13.5	LOS B	2.0	18.0	0.72	0.83	0.72	47.5
Approach		235	78	235	33.2	0.329	13.5	LOS B	2.0	18.0	0.72	0.83	0.72	47.5
North: Troys Road														
7	L2	246	76	246	30.9	0.528	6.9	LOS A	4.2	37.0	0.70	0.69	0.70	49.1
8	T1	242	71	242	29.3	0.528	7.0	LOS A	4.2	37.0	0.70	0.69	0.70	52.7
9	R2	1	0	1	0.0	0.528	10.8	LOS B	4.2	37.0	0.70	0.69	0.70	54.0
Approach		489	147	489	30.1	0.528	6.9	LOS A	4.2	37.0	0.70	0.69	0.70	50.8
West: Heinemann Road														
10	L2	1	0	1	0.0	0.322	6.9	LOS A	2.0	17.4	0.69	0.80	0.69	53.6
11	T1	1	0	1	0.0	0.322	7.1	LOS A	2.0	17.4	0.69	0.80	0.69	53.0
12	R2	245	75	245	30.6	0.322	12.8	LOS B	2.0	17.4	0.69	0.80	0.69	48.4
Approach		247	75	247	30.4	0.322	12.8	LOS B	2.0	17.4	0.69	0.80	0.69	48.4
All Vehicles		1398	430	1398	30.8	0.528	9.0	LOS A	4.2	37.0	0.68	0.72	0.68	50.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 73 [Toowoomba Cecil Plains Road / Charlton Connection Road 2025 PM Scenario 1 – With Development Traf (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Cecil Plains Road														
1	L2	246	80	246	32.5	0.557	7.3	LOS A	4.7	41.7	0.72	0.71	0.74	51.7
2	T1	267	73	267	27.3	0.557	7.3	LOS A	4.7	41.7	0.72	0.71	0.74	53.0
3	R2	3	2	3	66.7	0.557	13.3	LOS B	4.7	41.7	0.72	0.71	0.74	43.1
Approach		516	155	516	30.0	0.557	7.3	LOS A	4.7	41.7	0.72	0.71	0.74	52.3
East: Carrington Road														
4	L2	3	2	3	66.7	0.328	9.3	LOS A	2.0	18.0	0.68	0.80	0.68	42.9
5	T1	1	0	1	0.0	0.328	7.0	LOS A	2.0	18.0	0.68	0.80	0.68	50.7
6	R2	247	81	247	32.8	0.328	12.8	LOS B	2.0	18.0	0.68	0.80	0.68	48.0
Approach		251	83	251	33.1	0.328	12.8	LOS B	2.0	18.0	0.68	0.80	0.68	47.9
North: Troys Road														
7	L2	213	66	213	31.0	0.438	6.3	LOS A	3.2	28.4	0.61	0.63	0.61	49.4
8	T1	205	60	205	29.3	0.438	6.4	LOS A	3.2	28.4	0.61	0.63	0.61	53.0
9	R2	1	0	1	0.0	0.438	10.3	LOS B	3.2	28.4	0.61	0.63	0.61	54.4
Approach		419	126	419	30.1	0.438	6.3	LOS A	3.2	28.4	0.61	0.63	0.61	51.1
West: Heinemann Road														
10	L2	1	0	1	0.0	0.305	7.6	LOS A	1.9	16.4	0.73	0.84	0.73	53.0
11	T1	1	0	1	0.0	0.305	7.8	LOS A	1.9	16.4	0.73	0.84	0.73	52.4
12	R2	212	65	212	30.7	0.305	13.7	LOS B	1.9	16.4	0.73	0.84	0.73	47.8
Approach		214	65	214	30.4	0.305	13.6	LOS B	1.9	16.4	0.73	0.84	0.73	47.9
All Vehicles		1400	429	1400	30.6	0.557	9.0	LOS A	4.7	41.7	0.68	0.72	0.69	50.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 73 [Toowoomba Cecil Plains Road / Charlton Connection Road 2025 AM Scenario 2 – With Development Traf (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Cecil Plains Road														
1	L2	1	0	1	0.0	0.466	5.8	LOS A	3.4	30.3	0.66	0.71	0.66	51.4
2	T1	194	53	194	27.3	0.466	6.7	LOS A	3.4	30.3	0.66	0.71	0.66	51.6
3	R2	232	77	232	33.2	0.466	11.6	LOS B	3.4	30.3	0.66	0.71	0.66	47.9
Approach		427	130	427	30.4	0.466	9.4	LOS A	3.4	30.3	0.66	0.71	0.66	49.5
East: Carrington Road														
4	L2	232	77	232	33.2	0.348	8.6	LOS A	2.3	20.4	0.76	0.82	0.76	50.0
5	T1	1	0	1	0.0	0.348	7.6	LOS A	2.3	20.4	0.76	0.82	0.76	53.4
6	R2	2	1	2	50.0	0.348	14.3	LOS B	2.3	20.4	0.76	0.82	0.76	47.1
Approach		235	78	235	33.2	0.348	8.7	LOS A	2.3	20.4	0.76	0.82	0.76	50.0
North: Troys Road														
7	L2	2	1	2	50.0	0.520	7.2	LOS A	4.1	35.8	0.68	0.70	0.68	44.9
8	T1	242	71	242	29.3	0.520	6.8	LOS A	4.1	35.8	0.68	0.70	0.68	51.3
9	R2	245	75	245	30.6	0.520	11.5	LOS B	4.1	35.8	0.68	0.70	0.68	51.4
Approach		489	147	489	30.1	0.520	9.2	LOS A	4.1	35.8	0.68	0.70	0.68	51.3
West: Heinemann Road														
10	L2	245	75	245	30.6	0.335	7.9	LOS A	2.2	19.0	0.72	0.77	0.72	51.0
11	T1	1	0	1	0.0	0.335	7.1	LOS A	2.2	19.0	0.72	0.77	0.72	56.6
12	R2	1	0	1	0.0	0.335	11.7	LOS B	2.2	19.0	0.72	0.77	0.72	58.4
Approach		247	75	247	30.4	0.335	7.9	LOS A	2.2	19.0	0.72	0.77	0.72	51.0
All Vehicles		1398	430	1398	30.8	0.520	8.9	LOS A	4.1	35.8	0.69	0.74	0.69	50.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 73 [Toowoomba Cecil Plains Road / Charlton Connection Road 2025 PM Scenario 2 – With Development Traf (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Cecil Plains Road														
1	L2	1	0	1	0.0	0.531	5.6	LOS A	4.3	37.5	0.66	0.68	0.66	51.5
2	T1	267	73	267	27.3	0.531	6.6	LOS A	4.3	37.5	0.66	0.68	0.66	51.8
3	R2	248	82	248	33.1	0.531	11.4	LOS B	4.3	37.5	0.66	0.68	0.66	48.0
Approach		516	155	516	30.0	0.531	8.9	LOS A	4.3	37.5	0.66	0.68	0.66	49.9
East: Carrington Road														
4	L2	248	82	248	33.1	0.342	7.9	LOS A	2.2	19.7	0.72	0.77	0.72	50.5
5	T1	1	0	1	0.0	0.342	7.0	LOS A	2.2	19.7	0.72	0.77	0.72	53.9
6	R2	2	1	2	50.0	0.342	13.5	LOS B	2.2	19.7	0.72	0.77	0.72	47.5
Approach		251	83	251	33.1	0.342	8.0	LOS A	2.2	19.7	0.72	0.77	0.72	50.5
North: Troys Road														
7	L2	2	1	2	50.0	0.459	7.2	LOS A	3.4	29.5	0.66	0.71	0.66	44.9
8	T1	205	60	205	29.3	0.459	6.8	LOS A	3.4	29.5	0.66	0.71	0.66	51.3
9	R2	212	65	212	30.7	0.459	11.6	LOS B	3.4	29.5	0.66	0.71	0.66	51.4
Approach		419	126	419	30.1	0.459	9.2	LOS A	3.4	29.5	0.66	0.71	0.66	51.3
West: Heinemann Road														
10	L2	212	65	212	30.7	0.322	8.8	LOS A	2.1	18.4	0.77	0.82	0.77	50.4
11	T1	1	0	1	0.0	0.322	7.8	LOS A	2.1	18.4	0.77	0.82	0.77	55.9
12	R2	1	0	1	0.0	0.322	12.4	LOS B	2.1	18.4	0.77	0.82	0.77	57.6
Approach		214	65	214	30.4	0.322	8.8	LOS A	2.1	18.4	0.77	0.82	0.77	50.4
All Vehicles		1400	429	1400	30.6	0.531	8.8	LOS A	4.3	37.5	0.69	0.73	0.69	50.5

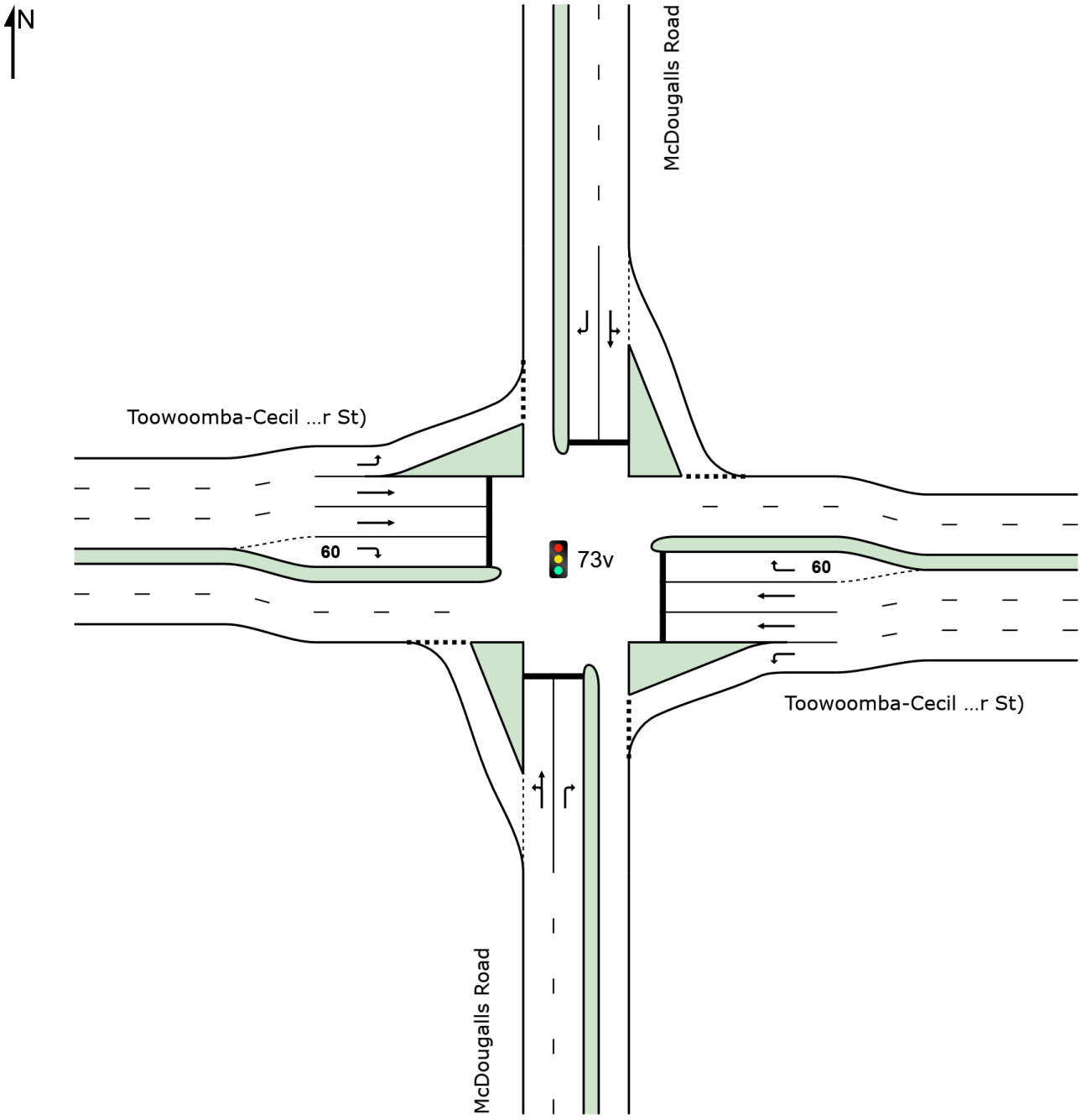
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 73v [Toowoomba-Cecil Plains Road/McDougalls Road 2022 AM (Site Folder: Without Development)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 73v [Toowoomba-Cecil Plains Road/McDougalls Road 2025 AM – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: McDougalls Road														
1	L2	121	24	121	19.8	0.606	36.4	LOS D	11.0	90.2	0.90	0.85	0.90	38.4
2	T1	172	34	172	19.8	0.606	30.6	LOS C	11.0	90.2	0.90	0.85	0.90	39.1
3	R2	121	24	121	19.8	0.412	43.0	LOS D	5.2	42.8	0.90	0.79	0.90	34.8
Approach		414	82	414	19.8	0.606	35.9	LOS D	11.0	90.2	0.90	0.83	0.90	37.5
East: Toowoomba-Cecil Plains Road (Taylor St)														
4	L2	106	34	106	32.1	0.098	9.2	LOS A	1.3	11.3	0.33	0.63	0.33	50.6
5	T1	670	217	670	32.4	* 0.743	25.3	LOS C	12.2	108.8	0.97	0.86	1.04	42.4
6	R2	87	28	87	32.2	0.397	28.9	LOS C	2.2	19.2	0.95	0.76	0.95	39.6
Approach		863	279	863	32.3	0.743	23.7	LOS C	12.2	108.8	0.89	0.82	0.94	43.0
North: McDougalls Road														
7	L2	146	29	146	19.9	0.693	36.7	LOS D	12.7	104.3	0.94	0.88	0.96	38.2
8	T1	175	35	175	20.0	* 0.693	30.9	LOS C	12.7	104.3	0.94	0.88	0.96	38.9
9	R2	91	18	91	19.8	0.310	41.1	LOS D	3.8	31.0	0.87	0.77	0.87	35.4
Approach		412	82	412	19.9	0.693	35.2	LOS D	12.7	104.3	0.92	0.85	0.94	37.8
West: Toowoomba-Cecil Plains Road (Taylor St)														
10	L2	59	18	59	30.5	0.052	7.9	LOS A	0.5	4.7	0.26	0.60	0.26	51.5
11	T1	470	144	470	30.6	0.436	29.1	LOS C	9.1	80.7	0.84	0.71	0.84	40.6
12	R2	154	47	154	30.5	* 0.749	35.0	LOS C	5.3	47.0	1.00	0.87	1.18	37.1
Approach		683	209	683	30.6	0.749	28.6	LOS C	9.1	80.7	0.83	0.74	0.87	40.5
All Vehicles		2372	652	2372	27.5	0.749	29.2	LOS C	12.7	108.8	0.88	0.81	0.91	40.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

PHASING SUMMARY

Site: 73v [Toowoomba-Cecil Plains Road/McDougalls Road 2025 AM – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: 1 - Import
Reference Phase: Phase B
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E

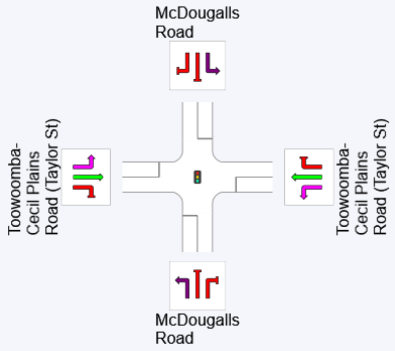
Phase Timing Summary

Phase	A	B	C	D	E
Phase Change Time (sec)	74	0	12	25	61
Green Time (sec)	20	6	7	30	7
Phase Time (sec)	26	12	13	36	13
Phase Split	26%	12%	13%	36%	13%

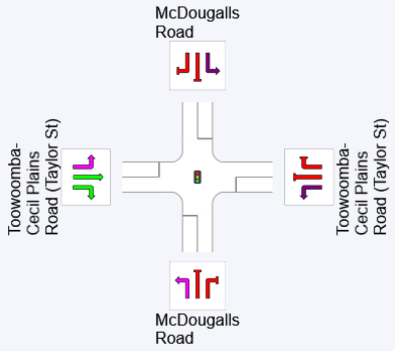
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence

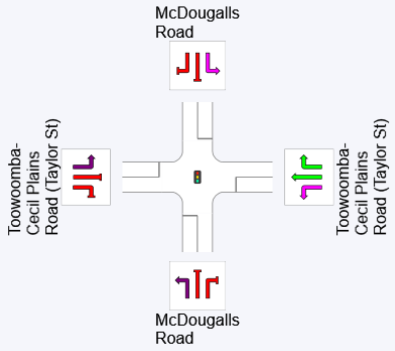
Phase A



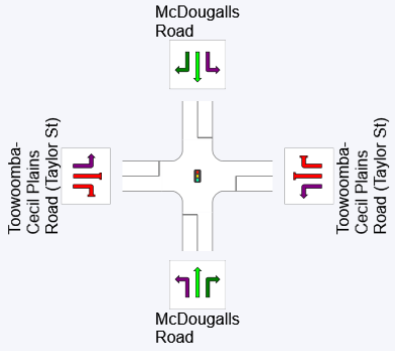
Phase B **REF**



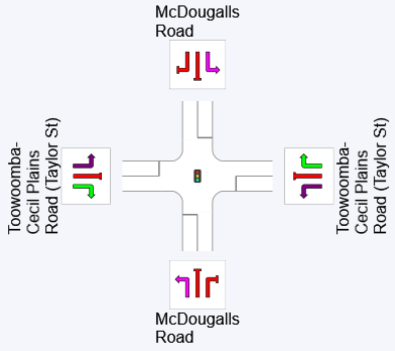
Phase C



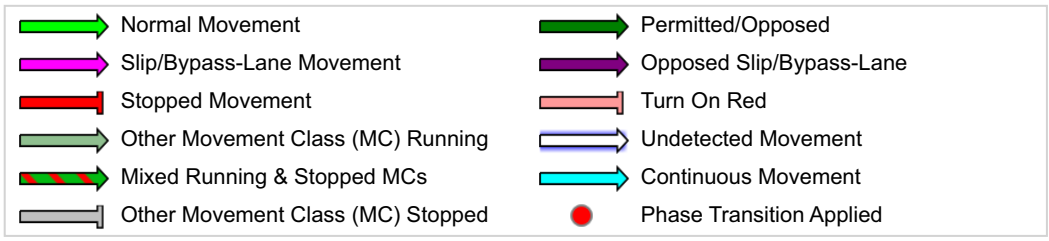
Phase D



Phase E



REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

Site: 73v [Toowoomba-Cecil Plains Road/McDougalls Road 2025 PM – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: McDougalls Road														
1	L2	137	27	137	19.7	0.653	37.6	LOS D	9.8	80.4	0.94	0.87	0.95	37.7
2	T1	127	25	127	19.7	* 0.653	31.7	LOS C	9.8	80.4	0.94	0.87	0.95	38.4
3	R2	97	19	97	19.6	0.366	44.3	LOS D	4.2	34.6	0.91	0.78	0.91	34.4
Approach		361	71	361	19.7	0.653	37.3	LOS D	9.8	80.4	0.93	0.85	0.93	37.0
East: Toowoomba-Cecil Plains Road (Taylor St)														
4	L2	77	25	77	32.5	0.070	8.6	LOS A	0.8	7.4	0.30	0.61	0.30	51.0
5	T1	712	230	712	32.3	* 0.710	22.1	LOS C	12.0	107.6	0.95	0.82	0.97	44.0
6	R2	77	25	77	32.5	0.290	27.1	LOS C	2.0	17.5	0.91	0.75	0.91	40.3
Approach		866	280	866	32.3	0.710	21.4	LOS C	12.0	107.6	0.89	0.80	0.91	44.2
North: McDougalls Road														
7	L2	97	35	97	36.1	0.597	36.8	LOS D	8.5	75.9	0.92	0.84	0.92	38.0
8	T1	128	39	128	30.5	0.597	30.8	LOS C	8.5	75.9	0.92	0.84	0.92	39.0
9	R2	106	21	106	19.8	0.380	44.3	LOS D	4.6	37.9	0.91	0.78	0.91	34.4
Approach		331	95	331	28.7	0.597	36.9	LOS D	8.5	75.9	0.92	0.82	0.92	37.1
West: Toowoomba-Cecil Plains Road (Taylor St)														
10	L2	67	21	67	31.3	0.057	7.4	LOS A	0.5	4.5	0.23	0.60	0.23	51.9
11	T1	518	159	518	30.7	0.452	27.9	LOS C	9.9	87.7	0.83	0.71	0.83	41.2
12	R2	163	50	163	30.7	* 0.688	31.6	LOS C	5.0	44.6	1.00	0.84	1.08	38.4
Approach		748	230	748	30.7	0.688	26.9	LOS C	9.9	87.7	0.81	0.72	0.83	41.3
All Vehicles		2306	676	2306	29.3	0.710	27.9	LOS C	12.0	107.6	0.87	0.79	0.89	40.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

PHASING SUMMARY

Site: 73v [Toowoomba-Cecil Plains Road/McDougalls Road 2025 PM – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

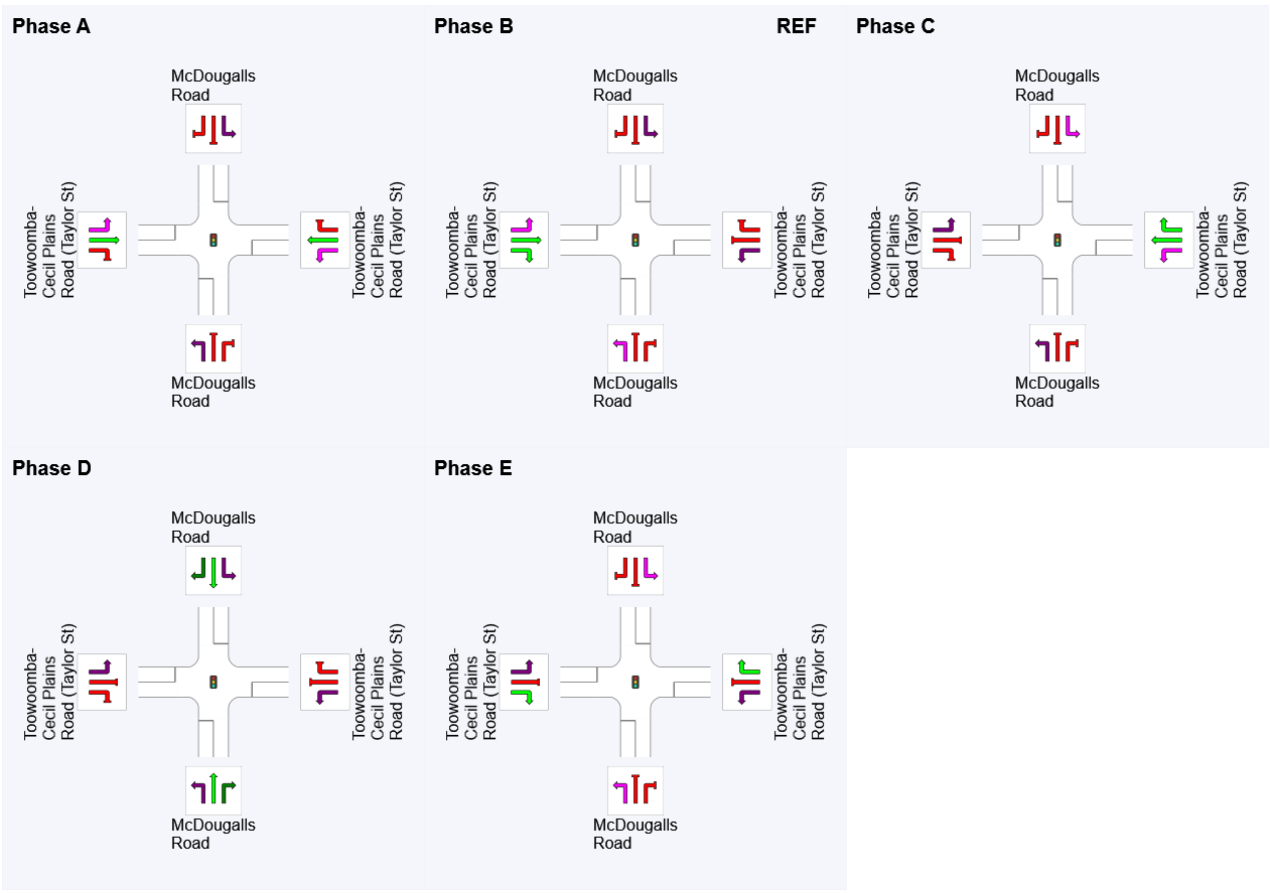
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: 1 - Import
Reference Phase: Phase B
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E

Phase Timing Summary

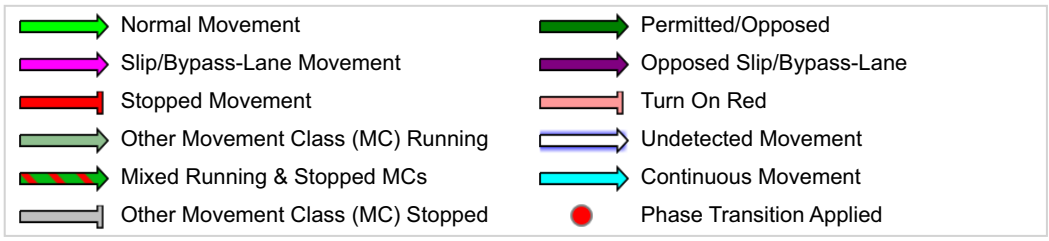
Phase	A	B	C	D	E
Phase Change Time (sec)	72	0	12	26	57
Green Time (sec)	22	6	8	25	9
Phase Time (sec)	28	12	14	31	15
Phase Split	28%	12%	14%	31%	15%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

Site: 73v [Toowoomba-Cecil Plains Road/McDougalls Road 2025 AM – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: McDougalls Road														
1	L2	123	26	123	21.1	0.611	36.4	LOS D	11.1	91.3	0.90	0.85	0.90	38.3
2	T1	172	34	172	19.8	0.611	30.6	LOS C	11.1	91.3	0.90	0.85	0.90	39.1
3	R2	121	24	121	19.8	0.412	43.0	LOS D	5.2	42.8	0.90	0.79	0.90	34.8
Approach		416	84	416	20.2	0.611	35.9	LOS D	11.1	91.3	0.90	0.83	0.90	37.5
East: Toowoomba-Cecil Plains Road (Taylor St)														
4	L2	106	34	106	32.1	0.099	9.2	LOS A	1.3	11.3	0.33	0.63	0.33	50.6
5	T1	670	217	670	32.4	* 0.743	25.3	LOS C	12.2	108.8	0.97	0.86	1.04	42.4
6	R2	87	28	87	32.2	0.397	28.9	LOS C	2.2	19.2	0.95	0.76	0.95	39.6
Approach		863	279	863	32.3	0.743	23.7	LOS C	12.2	108.8	0.89	0.82	0.94	43.0
North: McDougalls Road														
7	L2	146	29	146	19.9	0.693	36.7	LOS D	12.7	104.3	0.94	0.88	0.96	38.2
8	T1	175	35	175	20.0	* 0.693	30.9	LOS C	12.7	104.3	0.94	0.88	0.96	38.9
9	R2	91	18	91	19.8	0.310	41.1	LOS D	3.8	31.0	0.87	0.77	0.87	35.4
Approach		412	82	412	19.9	0.693	35.2	LOS D	12.7	104.3	0.92	0.85	0.94	37.8
West: Toowoomba-Cecil Plains Road (Taylor St)														
10	L2	59	18	59	30.5	0.052	7.9	LOS A	0.5	4.7	0.26	0.60	0.26	51.5
11	T1	470	144	470	30.6	0.436	29.1	LOS C	9.1	80.7	0.84	0.71	0.84	40.6
12	R2	156	49	156	31.4	* 0.763	35.5	LOS D	5.5	48.4	1.00	0.88	1.20	37.0
Approach		685	211	685	30.8	0.763	28.8	LOS C	9.1	80.7	0.83	0.74	0.87	40.4
All Vehicles		2376	656	2376	27.6	0.763	29.3	LOS C	12.7	108.8	0.88	0.81	0.91	40.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

PHASING SUMMARY

Site: 73v [Toowoomba-Cecil Plains Road/McDougalls Road 2025 AM – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

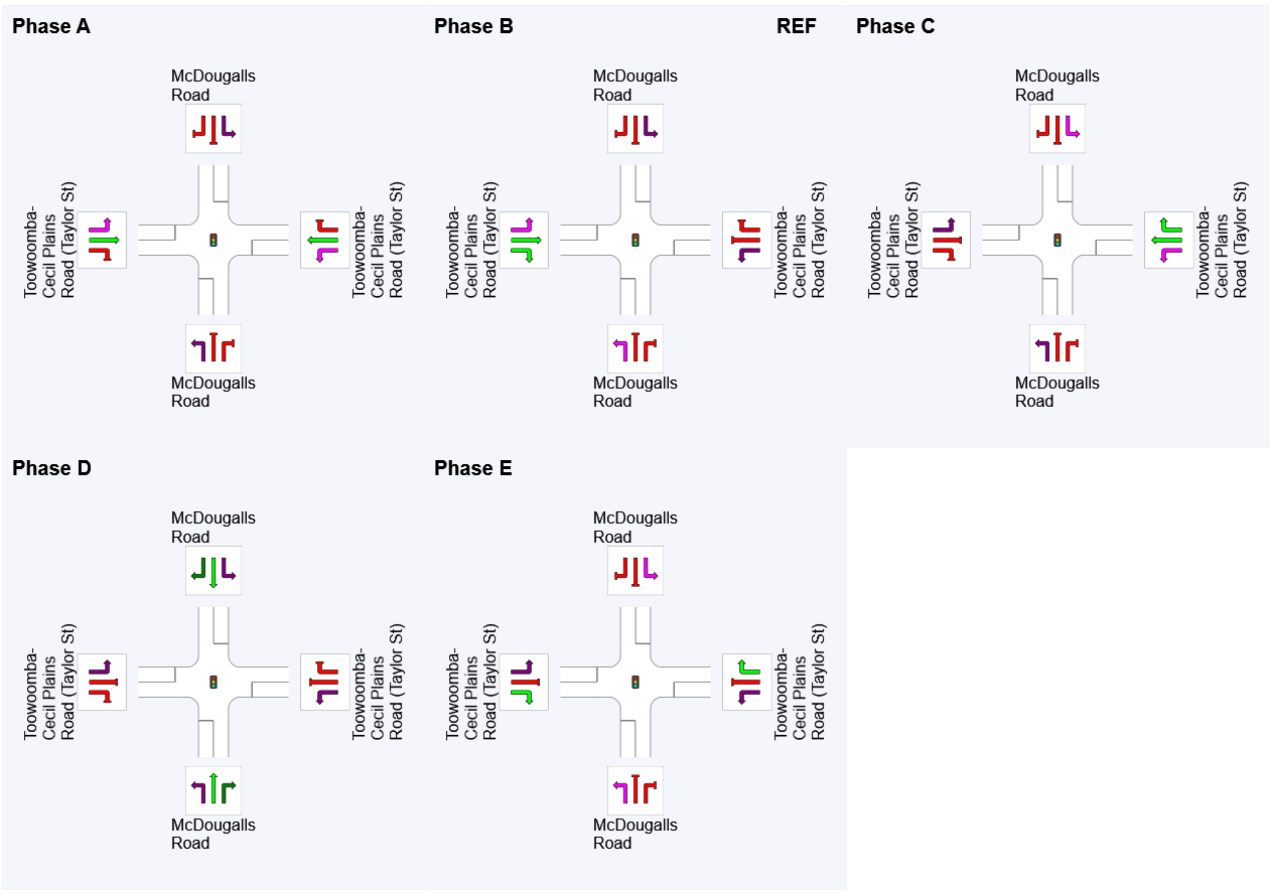
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: 1 - Import
Reference Phase: Phase B
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E

Phase Timing Summary

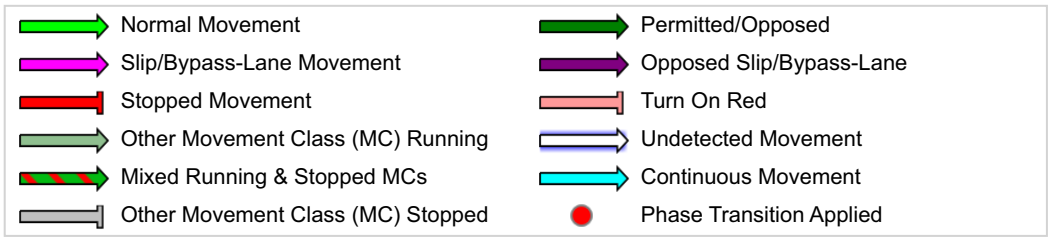
Phase	A	B	C	D	E
Phase Change Time (sec)	74	0	12	25	61
Green Time (sec)	20	6	7	30	7
Phase Time (sec)	26	12	13	36	13
Phase Split	26%	12%	13%	36%	13%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

Site: 73v [Toowoomba-Cecil Plains Road/McDougalls Road 2025 PM – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: McDougalls Road														
1	L2	139	29	139	20.9	0.659	37.9	LOS D	9.9	81.6	0.94	0.88	0.95	37.5
2	T1	127	25	127	19.7	* 0.659	32.0	LOS C	9.9	81.6	0.94	0.88	0.95	38.3
3	R2	97	19	97	19.6	0.366	44.3	LOS D	4.2	34.6	0.91	0.78	0.91	34.4
Approach		363	73	363	20.1	0.659	37.5	LOS D	9.9	81.6	0.93	0.85	0.94	36.9
East: Toowoomba-Cecil Plains Road (Taylor St)														
4	L2	77	25	77	32.5	0.070	8.6	LOS A	0.8	7.4	0.30	0.61	0.30	51.0
5	T1	712	230	712	32.3	* 0.710	22.1	LOS C	12.0	107.6	0.95	0.82	0.97	44.0
6	R2	77	25	77	32.5	0.290	27.1	LOS C	2.0	17.5	0.91	0.75	0.91	40.3
Approach		866	280	866	32.3	0.710	21.4	LOS C	12.0	107.6	0.89	0.80	0.91	44.2
North: McDougalls Road														
7	L2	97	35	97	36.1	0.597	36.8	LOS D	8.5	75.9	0.92	0.84	0.92	38.0
8	T1	128	39	128	30.5	0.597	30.8	LOS C	8.5	75.9	0.92	0.84	0.92	39.0
9	R2	106	21	106	19.8	0.380	44.3	LOS D	4.6	37.9	0.91	0.78	0.91	34.4
Approach		331	95	331	28.7	0.597	36.9	LOS D	8.5	75.9	0.92	0.82	0.92	37.1
West: Toowoomba-Cecil Plains Road (Taylor St)														
10	L2	67	21	67	31.3	0.057	7.4	LOS A	0.5	4.5	0.23	0.60	0.23	51.9
11	T1	518	159	518	30.7	0.452	27.9	LOS C	9.9	87.7	0.83	0.71	0.83	41.2
12	R2	165	52	165	31.5	* 0.700	31.9	LOS C	5.1	45.8	1.00	0.85	1.10	38.3
Approach		750	232	750	30.9	0.700	26.9	LOS C	9.9	87.7	0.81	0.73	0.83	41.3
All Vehicles		2310	680	2310	29.4	0.710	27.9	LOS C	12.0	107.6	0.87	0.79	0.89	40.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

PHASING SUMMARY

Site: 73v [Toowoomba-Cecil Plains Road/McDougalls Road 2025 PM – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: 1 - Import
Reference Phase: Phase B
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E

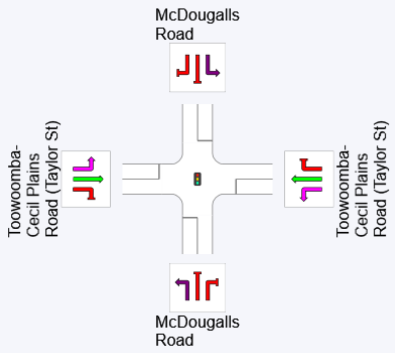
Phase Timing Summary

Phase	A	B	C	D	E
Phase Change Time (sec)	72	0	12	26	57
Green Time (sec)	22	6	8	25	9
Phase Time (sec)	28	12	14	31	15
Phase Split	28%	12%	14%	31%	15%

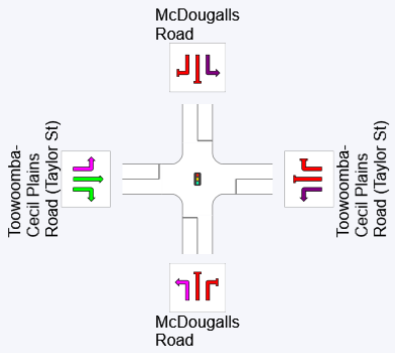
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence

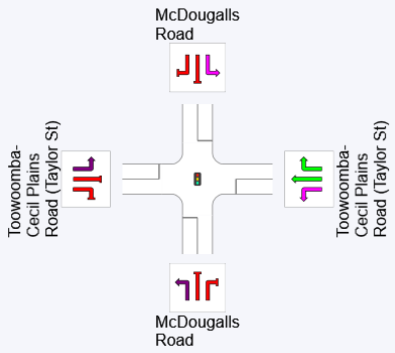
Phase A



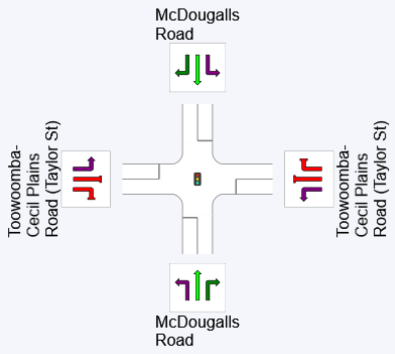
Phase B **REF**



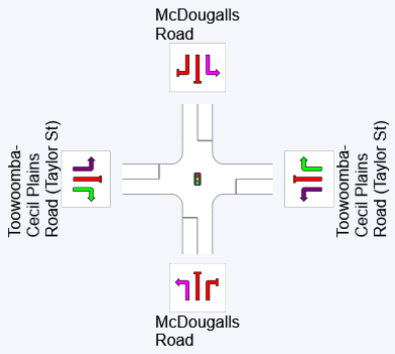
Phase C



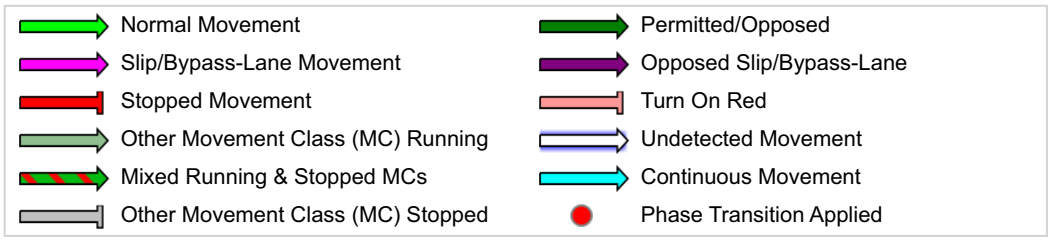
Phase D



Phase E



REF: Reference Phase
VAR: Variable Phase



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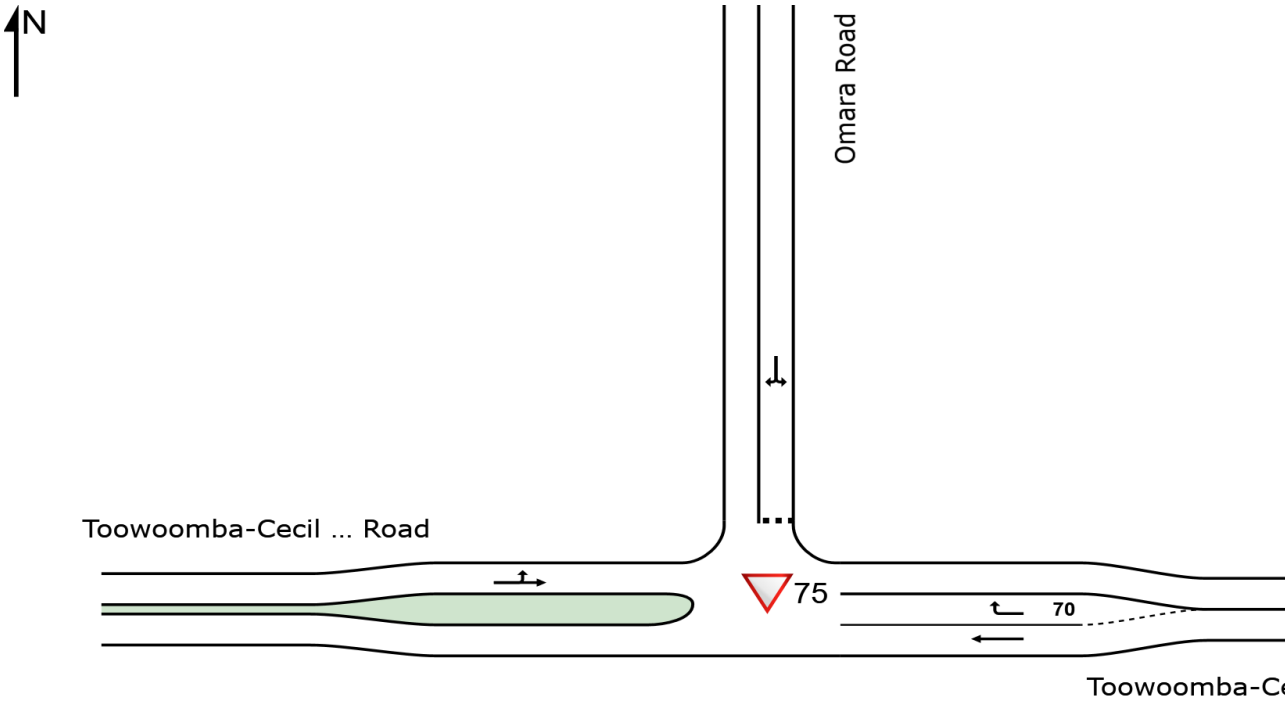
SITE LAYOUT

Site: 75 [Toowoomba-Cecil Plains Road/Omara Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 75 [Toowoomba-Cecil Plains Road/Omara Road 2027 AM Scenario 1– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba-Cecil Plains Road														
5	T1	196	30	196	15.3	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.47	0.59	0.47	72.8
Approach		197	30	197	15.2	0.111	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.8
North: Omara Road														
7	L2	1	0	1	0.0	0.471	10.4	LOS B	2.8	22.0	0.68	0.97	1.00	64.6
9	R2	256	36	256	14.1	0.471	15.6	LOS C	2.8	22.0	0.68	0.97	1.00	60.4
Approach		257	36	257	14.0	0.471	15.6	LOS C	2.8	22.0	0.68	0.97	1.00	60.4
West: Toowoomba-Cecil Plains Road														
10	L2	244	43	244	17.6	0.254	8.3	LOS A	0.0	0.0	0.00	0.38	0.00	72.8
11	T1	185	35	185	18.9	0.254	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	88.9
Approach		429	78	429	18.2	0.254	4.7	NA	0.0	0.0	0.00	0.38	0.00	79.0
All Vehicles		883	144	883	16.3	0.471	6.9	NA	2.8	22.0	0.20	0.47	0.29	75.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 75 [Toowoomba-Cecil Plains Road/Omara Road 2027 PM Scenario 1– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba-Cecil Plains Road														
5	T1	209	32	209	15.3	0.118	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	1	0	1	0.0	0.001	9.6	LOS A	0.0	0.0	0.53	0.61	0.53	72.0
Approach		210	32	210	15.2	0.118	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.8
North: Omara Road														
7	L2	1	0	1	0.0	0.623	13.6	LOS B	4.2	32.9	0.80	1.08	1.48	58.9
9	R2	275	38	275	13.8	0.623	21.1	LOS C	4.2	32.9	0.80	1.08	1.48	55.4
Approach		276	38	276	13.8	0.623	21.0	LOS C	4.2	32.9	0.80	1.08	1.48	55.5
West: Toowoomba-Cecil Plains Road														
10	L2	261	46	261	17.6	0.320	8.3	LOS A	0.0	0.0	0.00	0.33	0.00	73.8
11	T1	281	53	281	18.9	0.320	0.0	LOS A	0.0	0.0	0.00	0.33	0.00	90.4
Approach		542	99	542	18.3	0.320	4.0	NA	0.0	0.0	0.00	0.33	0.00	81.6
All Vehicles		1028	169	1028	16.4	0.623	7.8	NA	4.2	32.9	0.22	0.46	0.40	74.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 75 [Toowoomba-Cecil Plains Road/Omara Road 2027 AM Scenario 2– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba-Cecil Plains Road														
5	T1	196	30	196	15.3	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	244	43	244	17.6	0.180	8.8	LOS A	0.9	7.2	0.36	0.65	0.36	66.6
Approach		440	73	440	16.6	0.180	4.9	NA	0.9	7.2	0.20	0.36	0.20	78.2
North: Omara Road														
7	L2	256	36	256	14.1	0.204	9.1	LOS A	0.9	7.2	0.34	0.65	0.34	67.7
9	R2	1	0	1	0.0	0.204	13.7	LOS B	0.9	7.2	0.34	0.65	0.34	72.2
Approach		257	36	257	14.0	0.204	9.1	LOS A	0.9	7.2	0.34	0.65	0.34	67.8
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.107	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
11	T1	185	35	185	18.9	0.107	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		186	35	186	18.8	0.107	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
All Vehicles		883	144	883	16.3	0.204	5.1	NA	0.9	7.2	0.20	0.37	0.20	78.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 75 [Toowoomba-Cecil Plains Road/Omara Road 2027 PM Scenario 2– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba-Cecil Plains Road														
5	T1	209	32	209	15.3	0.119	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	261	46	261	17.6	0.216	9.4	LOS A	1.1	8.5	0.45	0.70	0.45	66.1
Approach		470	78	470	16.6	0.216	5.2	NA	1.1	8.5	0.25	0.39	0.25	77.8
North: Omara Road														
7	L2	275	38	275	13.8	0.245	9.6	LOS A	1.1	8.6	0.43	0.70	0.43	67.3
9	R2	1	0	1	0.0	0.245	16.0	LOS C	1.1	8.6	0.43	0.70	0.43	71.6
Approach		276	38	276	13.8	0.245	9.7	LOS A	1.1	8.6	0.43	0.70	0.43	67.3
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.162	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
11	T1	281	53	281	18.9	0.162	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		282	53	282	18.8	0.162	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		1028	169	1028	16.4	0.245	5.0	NA	1.1	8.6	0.23	0.37	0.23	79.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 75 [Toowoomba-Cecil Plains Road/Omara Road 2027 AM Scenario 1– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba-Cecil Plains Road														
5	T1	197	31	197	15.7	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	8	7	8	87.5	0.013	13.7	LOS B	0.1	0.6	0.56	0.71	0.56	47.9
Approach		205	38	205	18.5	0.111	0.5	NA	0.1	0.6	0.02	0.03	0.02	95.9
North: Omara Road														
7	L2	8	7	8	87.5	0.491	13.9	LOS B	3.0	24.2	0.68	0.98	1.03	46.3
9	R2	257	37	257	14.4	0.491	16.2	LOS C	3.0	24.2	0.68	0.98	1.03	59.9
Approach		265	44	265	16.6	0.491	16.1	LOS C	3.0	24.2	0.68	0.98	1.03	59.3
West: Toowoomba-Cecil Plains Road														
10	L2	245	44	245	18.0	0.256	8.3	LOS A	0.0	0.0	0.00	0.38	0.00	72.7
11	T1	186	36	186	19.4	0.256	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	88.9
Approach		431	80	431	18.6	0.256	4.7	NA	0.0	0.0	0.00	0.38	0.00	78.9
All Vehicles		901	162	901	18.0	0.491	7.1	NA	3.0	24.2	0.21	0.48	0.31	74.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 75 [Toowoomba-Cecil Plains Road/Omara Road 2027 PM Scenario 1– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba-Cecil Plains Road														
5	T1	210	33	210	15.7	0.119	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	8	7	8	87.5	0.016	15.7	LOS C	0.1	0.8	0.62	0.77	0.62	46.7
Approach		218	40	218	18.3	0.119	0.6	NA	0.1	0.8	0.02	0.03	0.02	95.9
North: Omara Road														
7	L2	8	7	8	87.5	0.650	18.2	LOS C	4.6	36.4	0.81	1.10	1.56	43.0
9	R2	276	39	276	14.1	0.650	22.1	LOS C	4.6	36.4	0.81	1.10	1.56	54.6
Approach		284	46	284	16.2	0.650	22.0	LOS C	4.6	36.4	0.81	1.10	1.56	54.2
West: Toowoomba-Cecil Plains Road														
10	L2	262	47	262	17.9	0.322	8.3	LOS A	0.0	0.0	0.00	0.33	0.00	73.7
11	T1	282	54	282	19.1	0.322	0.0	LOS A	0.0	0.0	0.00	0.33	0.00	90.4
Approach		544	101	544	18.6	0.322	4.0	NA	0.0	0.0	0.00	0.33	0.00	81.5
All Vehicles		1046	187	1046	17.9	0.650	8.2	NA	4.6	36.4	0.23	0.47	0.43	73.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 75 [Toowoomba-Cecil Plains Road/Omara Road 2027 AM Scenario 2– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba-Cecil Plains Road														
5	T1	197	31	197	15.7	0.112	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	251	50	251	19.9	0.188	8.9	LOS A	0.9	7.7	0.36	0.66	0.36	65.8
Approach		448	81	448	18.1	0.188	5.0	NA	0.9	7.7	0.20	0.37	0.20	77.4
North: Omara Road														
7	L2	263	43	263	16.3	0.217	9.2	LOS A	1.0	7.8	0.35	0.65	0.35	67.0
9	R2	2	1	2	50.0	0.217	20.3	LOS C	1.0	7.8	0.35	0.65	0.35	57.1
Approach		265	44	265	16.6	0.217	9.2	LOS A	1.0	7.8	0.35	0.65	0.35	66.9
West: Toowoomba-Cecil Plains Road														
10	L2	2	1	2	50.0	0.109	9.1	LOS A	0.0	0.0	0.00	0.01	0.00	67.8
11	T1	186	36	186	19.4	0.109	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.8
Approach		188	37	188	19.7	0.109	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles		901	162	901	18.0	0.217	5.2	NA	1.0	7.8	0.20	0.38	0.20	77.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 75 [Toowoomba-Cecil Plains Road/Omara Road 2027 PM Scenario 2– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba-Cecil Plains Road														
5	T1	210	33	210	15.7	0.119	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	268	53	268	19.8	0.226	9.5	LOS A	1.1	9.1	0.46	0.71	0.46	65.4
Approach		478	86	478	18.0	0.226	5.3	NA	1.1	9.1	0.26	0.40	0.26	77.1
North: Omara Road														
7	L2	282	45	282	16.0	0.260	9.8	LOS A	1.2	9.3	0.44	0.71	0.44	66.6
9	R2	2	1	2	50.0	0.260	25.0	LOS D	1.2	9.3	0.44	0.71	0.44	56.7
Approach		284	46	284	16.2	0.260	9.9	LOS A	1.2	9.3	0.44	0.71	0.44	66.5
West: Toowoomba-Cecil Plains Road														
10	L2	2	1	2	50.0	0.164	9.1	LOS A	0.0	0.0	0.00	0.00	0.00	67.8
11	T1	282	54	282	19.1	0.164	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		284	55	284	19.4	0.164	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.5
All Vehicles		1046	187	1046	17.9	0.260	5.1	NA	1.2	9.3	0.24	0.38	0.24	78.5

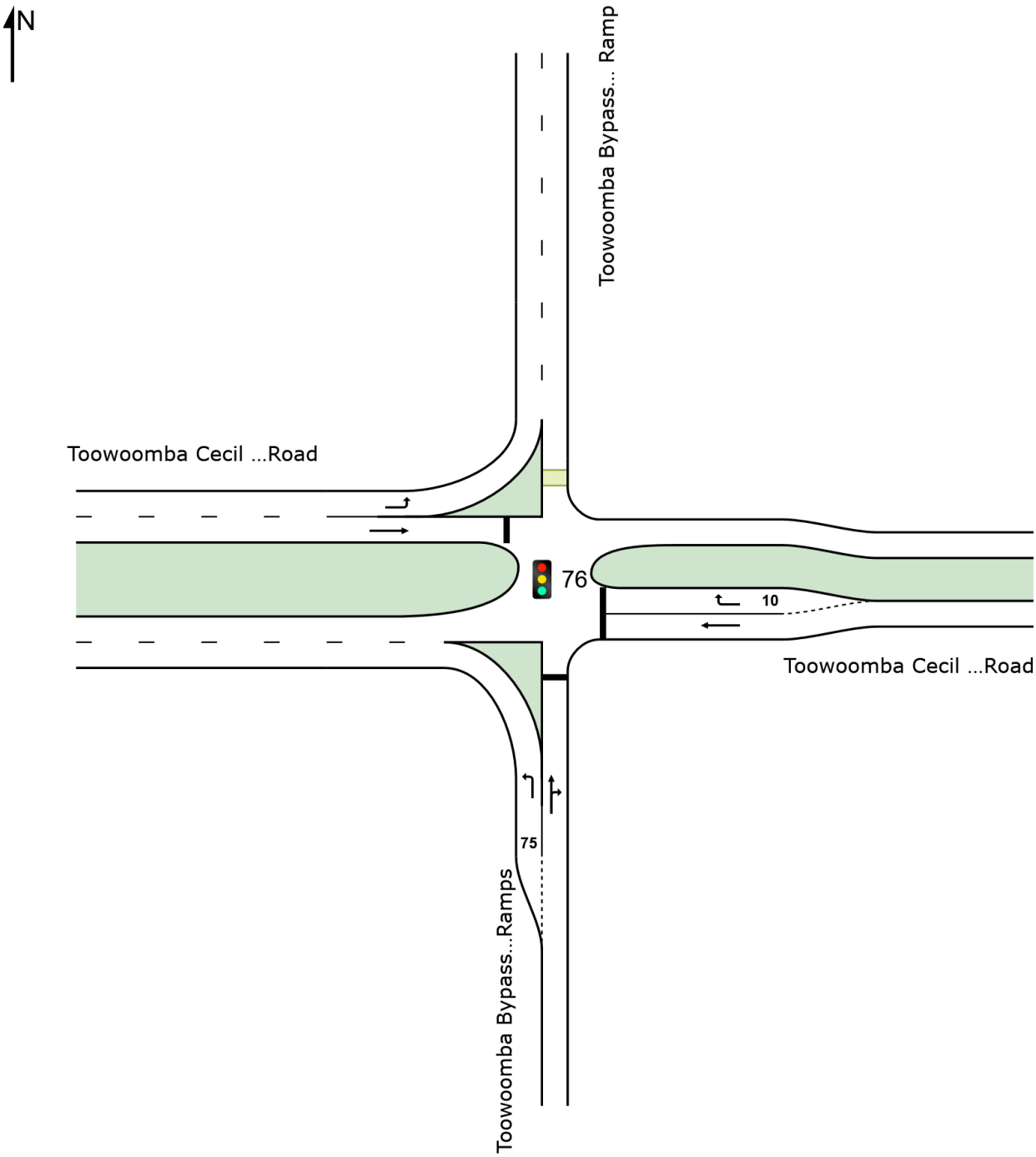
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 76 [Toowoomba Cecil Plains Road / Toowoomba Bypass NB Ramps 2022 AM (Site Folder: Without Development)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 76 [Toowoomba Cecil Plains Road / Toowoomba Bypass NB Ramps 2026 AM - Without Construction Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Bypass NB Ramps														
1	L2	3	1	3	33.3	0.002	8.1	LOS A	0.0	0.0	0.00	0.58	0.00	57.0
2	T1	1	0	1	0.0	*0.176	17.3	LOS B	0.8	6.5	0.91	0.73	0.91	55.9
3	R2	43	7	43	16.3	0.176	24.3	LOS C	0.8	6.5	0.91	0.73	0.91	40.7
Approach		47	8	47	17.0	0.176	23.1	LOS C	0.8	6.5	0.85	0.72	0.85	42.2
East: Toowoomba Cecil Plains Road														
5	T1	208	25	208	12.0	0.209	5.0	LOS A	2.1	16.2	0.54	0.45	0.54	81.2
6	R2	8	2	8	25.0	*0.034	23.5	LOS C	0.1	1.2	0.88	0.67	0.88	40.6
Approach		216	27	216	12.5	0.209	5.7	LOS A	2.1	16.2	0.55	0.45	0.55	78.3
West: Toowoomba Cecil Plains Road														
10	L2	36	8	36	22.2	0.022	7.9	LOS A	0.0	0.0	0.00	0.59	0.00	59.8
11	T1	120	18	120	15.0	*0.270	13.7	LOS B	2.0	15.7	0.84	0.67	0.84	55.8
Approach		156	26	156	16.7	0.270	12.4	LOS B	2.0	15.7	0.65	0.65	0.65	57.0
All Vehicles		419	61	419	14.6	0.270	10.1	LOS B	2.1	16.2	0.62	0.56	0.62	62.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Toowoomba Bypass NB Ramp												
P3	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.9	208.6	1.19
All Pedestrians		50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.9	208.6	1.19

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 76 [Toowoomba Cecil Plains Road / Toowoomba Bypass NB Ramps 2026 AM - Without Construction Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Optimum Cycle Time - Minimum Delay)

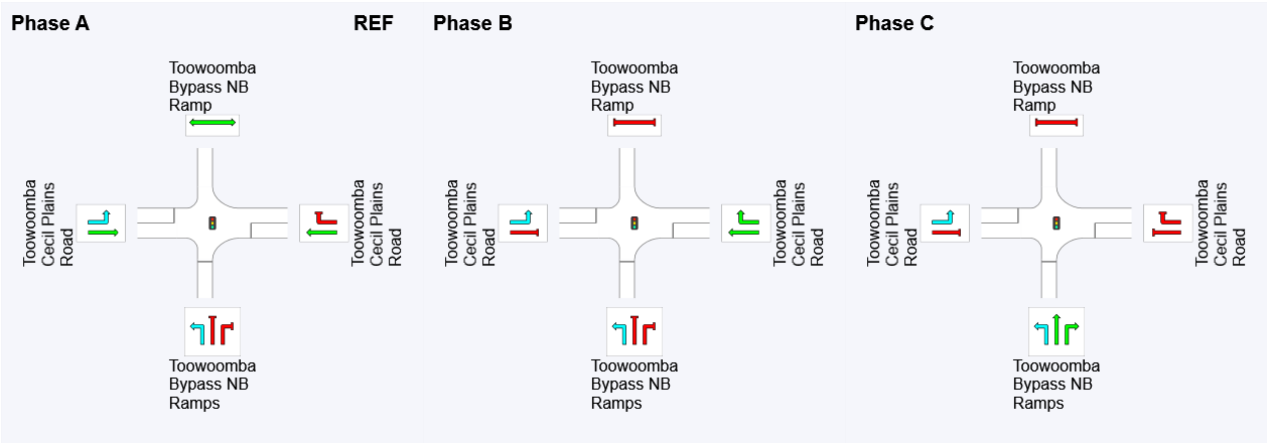
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0	16	28
Green Time (sec)	10	6	6
Phase Time (sec)	16	12	12
Phase Split	40%	30%	30%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 76 [Toowoomba Cecil Plains Road / Toowoomba Bypass NB Ramps 2026 PM - Without Construction Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Bypass NB Ramps														
1	L2	2	1	2	50.0	0.001	8.3	LOS A	0.0	0.0	0.00	0.58	0.00	53.3
2	T1	1	0	1	0.0	*0.154	28.8	LOS C	0.7	6.1	0.94	0.71	0.94	47.7
3	R2	22	8	22	36.4	0.154	36.2	LOS D	0.7	6.1	0.94	0.71	0.94	33.6
Approach		25	9	25	36.0	0.154	33.7	LOS C	0.7	6.1	0.87	0.70	0.87	35.7
East: Toowoomba Cecil Plains Road														
5	T1	158	23	158	14.6	0.127	3.2	LOS A	1.5	11.9	0.35	0.29	0.35	86.5
6	R2	4	1	4	25.0	*0.025	34.5	LOS C	0.1	0.9	0.92	0.64	0.92	34.3
Approach		162	24	162	14.8	0.127	3.9	LOS A	1.5	11.9	0.36	0.30	0.36	83.3
West: Toowoomba Cecil Plains Road														
10	L2	53	8	53	15.1	0.032	7.8	LOS A	0.0	0.0	0.00	0.59	0.00	61.7
11	T1	177	19	177	10.7	*0.194	9.0	LOS A	2.9	22.0	0.59	0.48	0.59	62.9
Approach		230	27	230	11.7	0.194	8.7	LOS A	2.9	22.0	0.45	0.51	0.45	62.5
All Vehicles		417	60	417	14.4	0.194	8.4	LOS A	2.9	22.0	0.44	0.44	0.44	65.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Toowoomba Bypass NB Ramp												
P3	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	184.8	208.6	1.13
All Pedestrians		50	50	24.4	LOS C	0.1	0.1	0.90	0.90	184.8	208.6	1.13

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 76 [Toowoomba Cecil Plains Road / Toowoomba Bypass NB Ramps 2026 PM - Without Construction Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

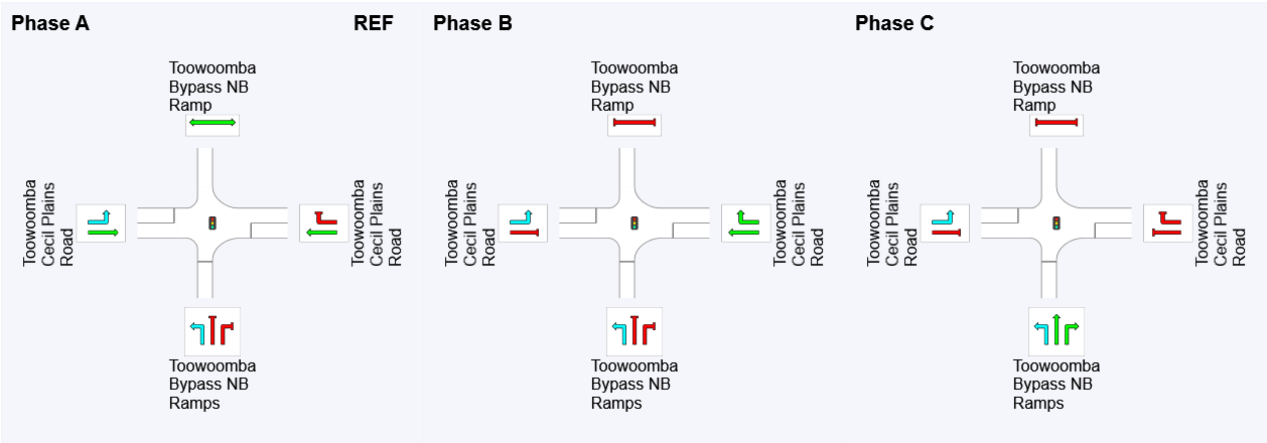
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0	36	48
Green Time (sec)	30	6	6
Phase Time (sec)	36	12	12
Phase Split	60%	20%	20%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 76 [Toowoomba Cecil Plains Road / Toowoomba Bypass NB Ramps 2026 AM - With Construction Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Bypass NB Ramps														
1	L2	4	2	4	50.0	0.003	8.3	LOS A	0.0	0.0	0.00	0.58	0.00	53.3
2	T1	1	0	1	0.0	*0.213	17.5	LOS B	0.9	8.0	0.91	0.74	0.91	55.7
3	R2	49	13	49	26.5	0.213	24.7	LOS C	0.9	8.0	0.91	0.74	0.91	40.0
Approach		54	15	54	27.8	0.213	23.4	LOS C	0.9	8.0	0.84	0.72	0.84	41.4
East: Toowoomba Cecil Plains Road														
5	T1	231	37	231	16.0	0.240	5.1	LOS A	2.4	19.0	0.55	0.46	0.55	80.9
6	R2	8	2	8	25.0	*0.034	23.5	LOS C	0.1	1.2	0.88	0.67	0.88	40.6
Approach		239	39	239	16.3	0.240	5.7	LOS A	2.4	19.0	0.56	0.47	0.56	78.3
West: Toowoomba Cecil Plains Road														
10	L2	48	20	48	41.7	0.034	8.2	LOS A	0.0	0.0	0.00	0.58	0.00	55.1
11	T1	121	19	121	15.7	*0.274	13.7	LOS B	2.0	16.0	0.84	0.67	0.84	55.8
Approach		169	39	169	23.1	0.274	12.2	LOS B	2.0	16.0	0.60	0.64	0.60	55.5
All Vehicles		462	93	462	20.1	0.274	10.2	LOS B	2.4	19.0	0.61	0.56	0.61	61.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Toowoomba Bypass NB Ramp												
P3	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.9	208.6	1.19
All Pedestrians		50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.9	208.6	1.19

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 76 [Toowoomba Cecil Plains Road / Toowoomba Bypass NB Ramps 2026 AM - With Construction Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Optimum Cycle Time - Minimum Delay)

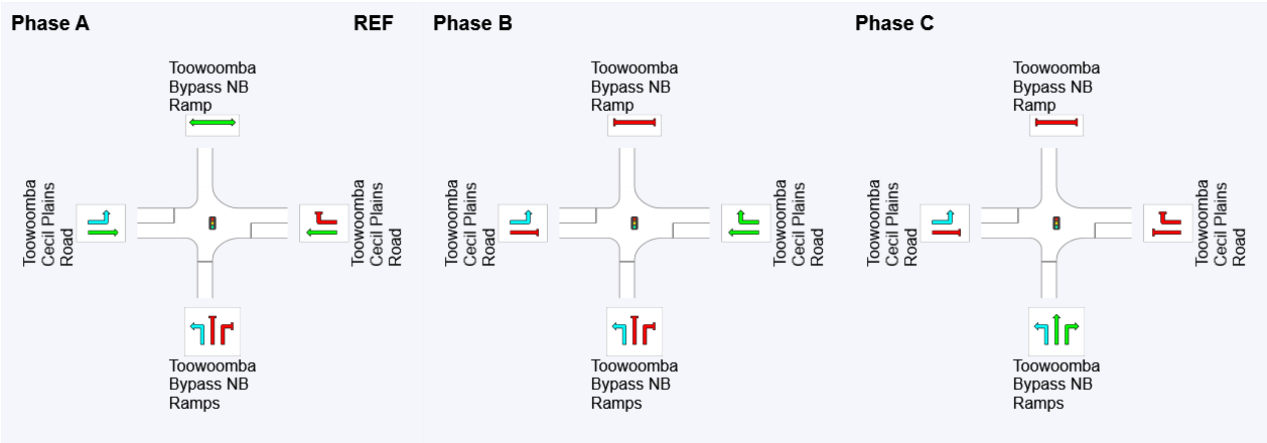
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0	16	28
Green Time (sec)	10	6	6
Phase Time (sec)	16	12	12
Phase Split	40%	30%	30%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 76 [Toowoomba Cecil Plains Road / Toowoomba Bypass NB Ramps 2026 PM - With Construction Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Bypass NB Ramps														
1	L2	3	2	3	66.7	0.002	8.6	LOS A	0.0	0.0	0.00	0.57	0.00	50.0
2	T1	1	0	1	0.0	*0.210	29.3	LOS C	0.9	8.5	0.95	0.72	0.95	47.4
3	R2	28	14	28	50.0	0.210	36.9	LOS D	0.9	8.5	0.95	0.72	0.95	32.8
Approach		32	16	32	50.0	0.210	34.0	LOS C	0.9	8.5	0.86	0.71	0.86	34.9
East: Toowoomba Cecil Plains Road														
5	T1	170	35	170	20.6	0.141	3.2	LOS A	1.6	13.6	0.35	0.29	0.35	86.3
6	R2	4	1	4	25.0	*0.025	34.5	LOS C	0.1	0.9	0.92	0.64	0.92	34.3
Approach		174	36	174	20.7	0.141	3.9	LOS A	1.6	13.6	0.37	0.30	0.37	83.4
West: Toowoomba Cecil Plains Road														
10	L2	65	20	65	30.8	0.043	8.0	LOS A	0.0	0.0	0.00	0.59	0.00	57.6
11	T1	189	20	189	10.6	*0.207	9.1	LOS A	3.1	23.7	0.59	0.49	0.59	62.8
Approach		254	40	254	15.7	0.207	8.8	LOS A	3.1	23.7	0.44	0.51	0.44	60.9
All Vehicles		460	92	460	20.0	0.210	8.7	LOS A	3.1	23.7	0.44	0.45	0.44	63.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Toowoomba Bypass NB Ramp												
P3	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	184.8	208.6	1.13
All Pedestrians		50	50	24.4	LOS C	0.1	0.1	0.90	0.90	184.8	208.6	1.13

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 76 [Toowoomba Cecil Plains Road / Toowoomba Bypass NB Ramps 2026 PM - With Construction Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

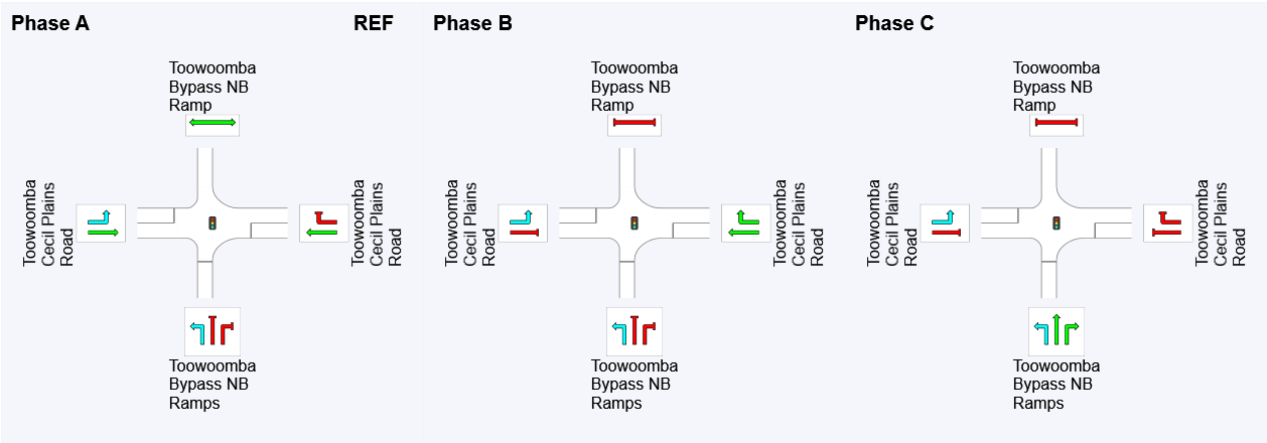
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0	36	48
Green Time (sec)	30	6	6
Phase Time (sec)	36	12	12
Phase Split	60%	20%	20%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

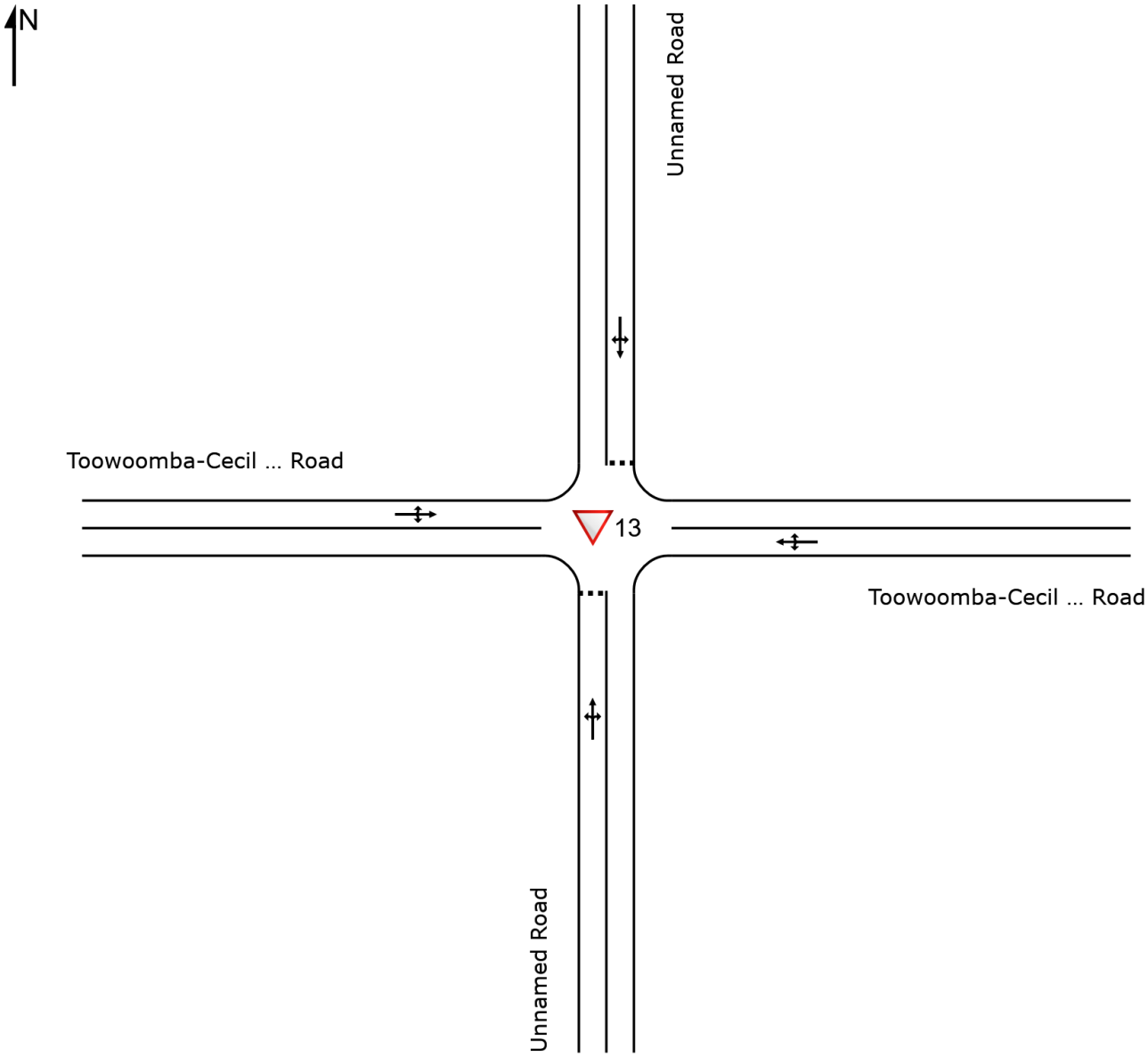


SITE LAYOUT

Site: 13 [Toowoomba-Cecil Plains Road/Unnamed Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 13 [Toowoomba-Cecil Plains Road/Unnamed Road 2026 AM Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Unnamed Road														
1	L2	1	0	1	0.0	0.003	8.1	LOS A	0.0	0.1	0.22	0.60	0.22	74.8
2	T1	1	0	1	0.0	0.003	7.3	LOS A	0.0	0.1	0.22	0.60	0.22	74.8
3	R2	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.22	0.60	0.22	74.3
Approach		3	0	3	0.0	0.003	7.9	LOS A	0.0	0.1	0.22	0.60	0.22	74.6
East: Toowoomba-Cecil Plains Road														
4	L2	1	0	1	0.0	0.051	8.0	LOS A	0.0	0.1	0.01	0.02	0.01	88.1
8	T1	87	17	87	19.5	0.051	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.3
6	R2	1	0	1	0.0	0.051	7.7	LOS A	0.0	0.1	0.01	0.02	0.01	87.6
Approach		89	17	89	19.1	0.051	0.2	NA	0.0	0.1	0.01	0.02	0.01	99.0
North: Unnamed Road														
7	L2	1	0	1	0.0	0.003	8.1	LOS A	0.0	0.1	0.22	0.60	0.22	74.8
8	T1	1	0	1	0.0	0.003	7.3	LOS A	0.0	0.1	0.22	0.60	0.22	74.8
9	R2	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.22	0.60	0.22	74.3
Approach		3	0	3	0.0	0.003	7.9	LOS A	0.0	0.1	0.22	0.60	0.22	74.6
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.050	8.0	LOS A	0.0	0.1	0.01	0.02	0.01	88.1
2	T1	85	16	85	18.8	0.050	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.3
12	R2	1	0	1	0.0	0.050	7.7	LOS A	0.0	0.1	0.01	0.02	0.01	87.6
Approach		87	16	87	18.4	0.050	0.2	NA	0.0	0.1	0.01	0.02	0.01	99.0
All Vehicles		182	33	182	18.1	0.051	0.4	NA	0.0	0.1	0.01	0.03	0.01	98.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Toowoomba-Cecil Plains Road/Unnamed Road 2026 PM Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Unnamed Road														
1	L2	1	0	1	0.0	0.003	8.3	LOS A	0.0	0.1	0.31	0.60	0.31	74.3
2	T1	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.31	0.60	0.31	74.3
3	R2	1	0	1	0.0	0.003	8.9	LOS A	0.0	0.1	0.31	0.60	0.31	73.8
Approach		3	0	3	0.0	0.003	8.4	LOS A	0.0	0.1	0.31	0.60	0.31	74.1
East: Toowoomba-Cecil Plains Road														
4	L2	1	0	1	0.0	0.091	8.1	LOS A	0.0	0.1	0.00	0.01	0.00	88.3
8	T1	155	31	155	20.0	0.091	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.6
6	R2	1	0	1	0.0	0.091	7.9	LOS A	0.0	0.1	0.00	0.01	0.00	87.8
Approach		157	31	157	19.7	0.091	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.4
North: Unnamed Road														
7	L2	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.29	0.60	0.29	74.4
8	T1	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.29	0.60	0.29	74.4
9	R2	1	0	1	0.0	0.003	8.9	LOS A	0.0	0.1	0.29	0.60	0.29	73.9
Approach		3	0	3	0.0	0.003	8.3	LOS A	0.0	0.1	0.29	0.60	0.29	74.2
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.079	8.1	LOS A	0.0	0.1	0.01	0.01	0.01	88.3
2	T1	136	25	136	18.4	0.079	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
12	R2	1	0	1	0.0	0.079	7.9	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		138	25	138	18.1	0.079	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.4
All Vehicles		301	56	301	18.6	0.091	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Toowoomba-Cecil Plains Road/Unnamed Road 2026 AM Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Unnamed Road														
1	L2	1	0	1	0.0	0.003	8.1	LOS A	0.0	0.1	0.22	0.60	0.22	74.8
2	T1	1	0	1	0.0	0.003	7.3	LOS A	0.0	0.1	0.22	0.60	0.22	74.8
3	R2	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.22	0.60	0.22	74.3
Approach		3	0	3	0.0	0.003	7.9	LOS A	0.0	0.1	0.22	0.60	0.22	74.6
East: Toowoomba-Cecil Plains Road														
4	L2	1	0	1	0.0	0.051	8.0	LOS A	0.0	0.1	0.01	0.02	0.01	88.1
8	T1	87	17	87	19.5	0.051	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.3
6	R2	1	0	1	0.0	0.051	7.7	LOS A	0.0	0.1	0.01	0.02	0.01	87.6
Approach		89	17	89	19.1	0.051	0.2	NA	0.0	0.1	0.01	0.02	0.01	99.0
North: Unnamed Road														
7	L2	1	0	1	0.0	0.003	8.1	LOS A	0.0	0.1	0.22	0.60	0.22	74.8
8	T1	1	0	1	0.0	0.003	7.3	LOS A	0.0	0.1	0.22	0.60	0.22	74.8
9	R2	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.22	0.60	0.22	74.3
Approach		3	0	3	0.0	0.003	7.9	LOS A	0.0	0.1	0.22	0.60	0.22	74.6
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.050	8.0	LOS A	0.0	0.1	0.01	0.02	0.01	88.1
2	T1	85	16	85	18.8	0.050	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.3
12	R2	1	0	1	0.0	0.050	7.7	LOS A	0.0	0.1	0.01	0.02	0.01	87.6
Approach		87	16	87	18.4	0.050	0.2	NA	0.0	0.1	0.01	0.02	0.01	99.0
All Vehicles		182	33	182	18.1	0.051	0.4	NA	0.0	0.1	0.01	0.03	0.01	98.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Toowoomba-Cecil Plains Road/Unnamed Road 2026 PM Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Unnamed Road														
1	L2	1	0	1	0.0	0.003	8.3	LOS A	0.0	0.1	0.31	0.60	0.31	74.3
2	T1	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.31	0.60	0.31	74.3
3	R2	1	0	1	0.0	0.003	8.9	LOS A	0.0	0.1	0.31	0.60	0.31	73.8
Approach		3	0	3	0.0	0.003	8.4	LOS A	0.0	0.1	0.31	0.60	0.31	74.1
East: Toowoomba-Cecil Plains Road														
4	L2	1	0	1	0.0	0.091	8.1	LOS A	0.0	0.1	0.00	0.01	0.00	88.3
8	T1	155	31	155	20.0	0.091	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.6
6	R2	1	0	1	0.0	0.091	7.9	LOS A	0.0	0.1	0.00	0.01	0.00	87.8
Approach		157	31	157	19.7	0.091	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.4
North: Unnamed Road														
7	L2	1	0	1	0.0	0.003	8.2	LOS A	0.0	0.1	0.29	0.60	0.29	74.4
8	T1	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.29	0.60	0.29	74.4
9	R2	1	0	1	0.0	0.003	8.9	LOS A	0.0	0.1	0.29	0.60	0.29	73.9
Approach		3	0	3	0.0	0.003	8.3	LOS A	0.0	0.1	0.29	0.60	0.29	74.2
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.079	8.1	LOS A	0.0	0.1	0.01	0.01	0.01	88.3
2	T1	136	25	136	18.4	0.079	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
12	R2	1	0	1	0.0	0.079	7.9	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		138	25	138	18.1	0.079	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.4
All Vehicles		301	56	301	18.6	0.091	0.3	NA	0.0	0.1	0.01	0.02	0.01	98.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Toowoomba-Cecil Plains Road/Unnamed Road 2026 AM Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Unnamed Road														
1	L2	1	0	1	0.0	0.011	8.1	LOS A	0.0	0.4	0.32	0.62	0.32	72.4
2	T1	1	0	1	0.0	0.011	7.5	LOS A	0.0	0.4	0.32	0.62	0.32	72.2
3	R2	5	4	5	80.0	0.011	12.1	LOS B	0.0	0.4	0.32	0.62	0.32	50.7
Approach		7	4	7	57.1	0.011	10.8	LOS B	0.0	0.4	0.32	0.62	0.32	55.4
East: Toowoomba-Cecil Plains Road														
4	L2	8	4	8	50.0	0.081	9.7	LOS A	0.2	2.2	0.12	0.15	0.12	66.4
8	T1	87	17	87	19.5	0.081	0.2	LOS A	0.2	2.2	0.12	0.15	0.12	96.9
6	R2	21	20	21	95.2	0.081	10.7	LOS B	0.2	2.2	0.12	0.15	0.12	53.6
Approach		116	41	116	35.3	0.081	2.8	NA	0.2	2.2	0.12	0.15	0.12	82.3
North: Unnamed Road														
7	L2	21	20	21	95.2	0.023	10.9	LOS B	0.1	1.1	0.22	0.63	0.22	49.8
8	T1	1	0	1	0.0	0.023	7.5	LOS A	0.1	1.1	0.22	0.63	0.22	73.7
9	R2	1	0	1	0.0	0.023	8.4	LOS A	0.1	1.1	0.22	0.63	0.22	73.7
Approach		23	20	23	87.0	0.023	10.6	LOS B	0.1	1.1	0.22	0.63	0.22	51.3
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.050	8.0	LOS A	0.0	0.1	0.01	0.02	0.01	88.1
2	T1	85	16	85	18.8	0.050	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.3
12	R2	1	0	1	0.0	0.050	7.7	LOS A	0.0	0.1	0.01	0.02	0.01	87.6
Approach		87	16	87	18.4	0.050	0.2	NA	0.0	0.1	0.01	0.02	0.01	99.0
All Vehicles		233	81	233	34.8	0.081	2.8	NA	0.2	2.2	0.10	0.16	0.10	81.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Toowoomba-Cecil Plains Road/Unnamed Road 2026 PM Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Unnamed Road														
1	L2	1	0	1	0.0	0.017	8.3	LOS A	0.1	0.5	0.42	0.68	0.42	71.1
2	T1	1	0	1	0.0	0.017	8.1	LOS A	0.1	0.5	0.42	0.68	0.42	70.8
3	R2	8	4	8	50.0	0.017	12.0	LOS B	0.1	0.5	0.42	0.68	0.42	56.2
Approach		10	4	10	40.0	0.017	11.3	LOS B	0.1	0.5	0.42	0.68	0.42	58.6
East: Toowoomba-Cecil Plains Road														
4	L2	5	4	5	80.0	0.121	10.9	LOS B	0.3	2.5	0.11	0.09	0.11	58.8
8	T1	155	31	155	20.0	0.121	0.2	LOS A	0.3	2.5	0.11	0.09	0.11	98.1
6	R2	21	20	21	95.2	0.121	11.1	LOS B	0.3	2.5	0.11	0.09	0.11	54.0
Approach		181	55	181	30.4	0.121	1.8	NA	0.3	2.5	0.11	0.09	0.11	88.1
North: Unnamed Road														
7	L2	21	20	21	95.2	0.025	11.3	LOS B	0.1	1.2	0.29	0.65	0.29	49.7
8	T1	1	0	1	0.0	0.025	8.1	LOS A	0.1	1.2	0.29	0.65	0.29	73.3
9	R2	1	0	1	0.0	0.025	9.2	LOS A	0.1	1.2	0.29	0.65	0.29	73.3
Approach		23	20	23	87.0	0.025	11.0	LOS B	0.1	1.2	0.29	0.65	0.29	51.1
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.079	8.1	LOS A	0.0	0.1	0.01	0.01	0.01	88.3
2	T1	136	25	136	18.4	0.079	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
12	R2	1	0	1	0.0	0.079	8.0	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		138	25	138	18.1	0.079	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.4
All Vehicles		352	104	352	29.5	0.121	2.0	NA	0.3	2.5	0.09	0.11	0.09	86.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Toowoomba-Cecil Plains Road/Unnamed Road 2026 AM Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Unnamed Road														
1	L2	1	0	1	0.0	0.011	8.1	LOS A	0.0	0.4	0.32	0.62	0.32	72.4
2	T1	1	0	1	0.0	0.011	7.5	LOS A	0.0	0.4	0.32	0.62	0.32	72.2
3	R2	5	4	5	80.0	0.011	12.1	LOS B	0.0	0.4	0.32	0.62	0.32	50.7
Approach		7	4	7	57.1	0.011	10.8	LOS B	0.0	0.4	0.32	0.62	0.32	55.4
East: Toowoomba-Cecil Plains Road														
4	L2	8	4	8	50.0	0.081	9.7	LOS A	0.2	2.2	0.12	0.15	0.12	66.4
8	T1	87	17	87	19.5	0.081	0.2	LOS A	0.2	2.2	0.12	0.15	0.12	96.9
6	R2	21	20	21	95.2	0.081	10.7	LOS B	0.2	2.2	0.12	0.15	0.12	53.6
Approach		116	41	116	35.3	0.081	2.8	NA	0.2	2.2	0.12	0.15	0.12	82.3
North: Unnamed Road														
7	L2	21	20	21	95.2	0.023	10.9	LOS B	0.1	1.1	0.22	0.63	0.22	49.8
8	T1	1	0	1	0.0	0.023	7.5	LOS A	0.1	1.1	0.22	0.63	0.22	73.7
9	R2	1	0	1	0.0	0.023	8.4	LOS A	0.1	1.1	0.22	0.63	0.22	73.7
Approach		23	20	23	87.0	0.023	10.6	LOS B	0.1	1.1	0.22	0.63	0.22	51.3
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.050	8.0	LOS A	0.0	0.1	0.01	0.02	0.01	88.1
2	T1	85	16	85	18.8	0.050	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.3
12	R2	1	0	1	0.0	0.050	7.7	LOS A	0.0	0.1	0.01	0.02	0.01	87.6
Approach		87	16	87	18.4	0.050	0.2	NA	0.0	0.1	0.01	0.02	0.01	99.0
All Vehicles		233	81	233	34.8	0.081	2.8	NA	0.2	2.2	0.10	0.16	0.10	81.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Toowoomba-Cecil Plains Road/Unnamed Road 2026 PM Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Unnamed Road														
1	L2	1	0	1	0.0	0.017	8.3	LOS A	0.1	0.5	0.42	0.68	0.42	71.1
2	T1	1	0	1	0.0	0.017	8.1	LOS A	0.1	0.5	0.42	0.68	0.42	70.8
3	R2	8	4	8	50.0	0.017	12.0	LOS B	0.1	0.5	0.42	0.68	0.42	56.2
Approach		10	4	10	40.0	0.017	11.3	LOS B	0.1	0.5	0.42	0.68	0.42	58.6
East: Toowoomba-Cecil Plains Road														
4	L2	5	4	5	80.0	0.121	10.9	LOS B	0.3	2.5	0.11	0.09	0.11	58.8
8	T1	155	31	155	20.0	0.121	0.2	LOS A	0.3	2.5	0.11	0.09	0.11	98.1
6	R2	21	20	21	95.2	0.121	11.1	LOS B	0.3	2.5	0.11	0.09	0.11	54.0
Approach		181	55	181	30.4	0.121	1.8	NA	0.3	2.5	0.11	0.09	0.11	88.1
North: Unnamed Road														
7	L2	21	20	21	95.2	0.025	11.3	LOS B	0.1	1.2	0.29	0.65	0.29	49.7
8	T1	1	0	1	0.0	0.025	8.1	LOS A	0.1	1.2	0.29	0.65	0.29	73.3
9	R2	1	0	1	0.0	0.025	9.2	LOS A	0.1	1.2	0.29	0.65	0.29	73.3
Approach		23	20	23	87.0	0.025	11.0	LOS B	0.1	1.2	0.29	0.65	0.29	51.1
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.079	8.1	LOS A	0.0	0.1	0.01	0.01	0.01	88.3
2	T1	136	25	136	18.4	0.079	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
12	R2	1	0	1	0.0	0.079	8.0	LOS A	0.0	0.1	0.01	0.01	0.01	87.8
Approach		138	25	138	18.1	0.079	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.4
All Vehicles		352	104	352	29.5	0.121	2.0	NA	0.3	2.5	0.09	0.11	0.09	86.6

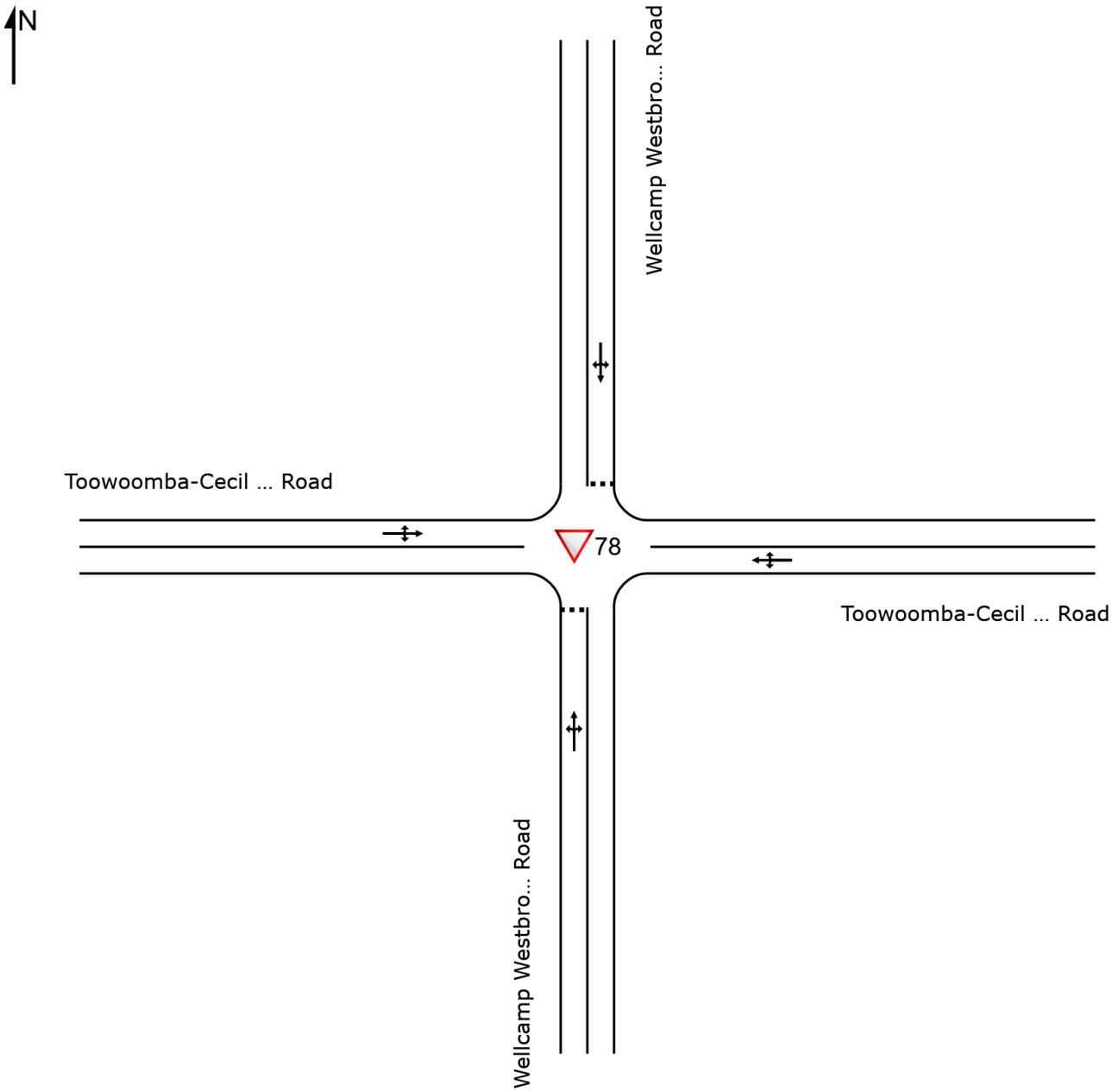
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 78 [Toowoomba-Cecil Plains Road/Wellcamp Westbrook Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 78 [Toowoomba-Cecil Plains Road/Wellcamp Westbrook Road 2027 AM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
1	L2	1	0	1	0.0	0.093	8.3	LOS A	0.3	2.6	0.43	0.75	0.43	71.2
2	T1	1	0	1	0.0	0.093	8.7	LOS A	0.3	2.6	0.43	0.75	0.43	70.9
3	R2	59	14	59	23.7	0.093	10.8	LOS B	0.3	2.6	0.43	0.75	0.43	63.1
Approach		61	14	61	23.0	0.093	10.7	LOS B	0.3	2.6	0.43	0.75	0.43	63.3
East: Toowoomba-Cecil Plains Road														
4	L2	56	13	56	23.2	0.121	8.5	LOS A	0.0	0.1	0.01	0.18	0.01	74.4
5	T1	152	22	152	14.5	0.121	0.0	LOS A	0.0	0.1	0.01	0.18	0.01	94.8
6	R2	1	0	1	0.0	0.121	8.3	LOS A	0.0	0.1	0.01	0.18	0.01	84.1
Approach		209	35	209	16.7	0.121	2.3	NA	0.0	0.1	0.01	0.18	0.01	88.3
North: Wellcamp Westbrook Road														
7	L2	1	0	1	0.0	0.089	8.4	LOS A	0.3	2.5	0.44	0.75	0.44	71.2
8	T1	1	0	1	0.0	0.089	8.7	LOS A	0.3	2.5	0.44	0.75	0.44	70.9
9	R2	56	13	56	23.2	0.089	10.7	LOS B	0.3	2.5	0.44	0.75	0.44	63.3
Approach		58	13	58	22.4	0.089	10.7	LOS B	0.3	2.5	0.44	0.75	0.44	63.5
West: Toowoomba-Cecil Plains Road														
10	L2	60	15	60	25.0	0.133	8.5	LOS A	0.0	0.1	0.00	0.19	0.00	73.5
11	T1	158	40	158	25.3	0.133	0.0	LOS A	0.0	0.1	0.00	0.19	0.00	94.3
12	R2	1	0	1	0.0	0.133	8.2	LOS A	0.0	0.1	0.00	0.19	0.00	83.7
Approach		219	55	219	25.1	0.133	2.4	NA	0.0	0.1	0.00	0.19	0.00	87.4
All Vehicles		547	117	547	21.4	0.133	4.2	NA	0.3	2.6	0.10	0.31	0.10	81.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 78 [Toowoomba-Cecil Plains Road/Wellcamp Westbrook Road 2027 PM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
1	L2	1	0	1	0.0	0.115	8.4	LOS A	0.4	3.3	0.50	0.81	0.50	69.6
2	T1	1	0	1	0.0	0.115	9.5	LOS A	0.4	3.3	0.50	0.81	0.50	69.4
3	R2	63	15	63	23.8	0.115	11.9	LOS B	0.4	3.3	0.50	0.81	0.50	61.8
Approach		65	15	65	23.1	0.115	11.8	LOS B	0.4	3.3	0.50	0.81	0.50	62.1
East: Toowoomba-Cecil Plains Road														
4	L2	86	21	86	24.4	0.154	8.5	LOS A	0.0	0.1	0.01	0.22	0.01	73.4
5	T1	176	25	176	14.2	0.154	0.0	LOS A	0.0	0.1	0.01	0.22	0.01	93.8
6	R2	1	0	1	0.0	0.154	8.7	LOS A	0.0	0.1	0.01	0.22	0.01	83.3
Approach		263	46	263	17.5	0.154	2.8	NA	0.0	0.1	0.01	0.22	0.01	85.9
North: Wellcamp Westbrook Road														
7	L2	1	0	1	0.0	0.153	8.7	LOS A	0.5	4.4	0.51	0.82	0.51	69.6
8	T1	1	0	1	0.0	0.153	9.7	LOS A	0.5	4.4	0.51	0.82	0.51	69.3
9	R2	85	20	85	23.5	0.153	11.9	LOS B	0.5	4.4	0.51	0.82	0.51	61.9
Approach		87	20	87	23.0	0.153	11.9	LOS B	0.5	4.4	0.51	0.82	0.51	62.0
West: Toowoomba-Cecil Plains Road														
10	L2	63	15	63	23.8	0.171	8.5	LOS A	0.0	0.1	0.00	0.15	0.00	74.5
11	T1	220	55	220	25.0	0.171	0.0	LOS A	0.0	0.1	0.00	0.15	0.00	95.2
12	R2	1	0	1	0.0	0.171	8.5	LOS A	0.0	0.1	0.00	0.15	0.00	84.5
Approach		284	70	284	24.6	0.171	1.9	NA	0.0	0.1	0.00	0.15	0.00	89.7
All Vehicles		699	151	699	21.6	0.171	4.4	NA	0.5	4.4	0.11	0.32	0.11	80.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 78 [Toowoomba-Cecil Plains Road/Wellcamp Westbrook Road 2027 AM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
1	L2	59	14	59	23.7	0.050	9.1	LOS A	0.2	1.7	0.27	0.62	0.27	65.2
2	T1	1	0	1	0.0	0.050	8.8	LOS A	0.2	1.7	0.27	0.62	0.27	72.7
3	R2	1	0	1	0.0	0.050	10.6	LOS B	0.2	1.7	0.27	0.62	0.27	72.6
Approach		61	14	61	23.0	0.050	9.1	LOS A	0.2	1.7	0.27	0.62	0.27	65.4
East: Toowoomba-Cecil Plains Road														
4	L2	1	0	1	0.0	0.130	8.6	LOS A	0.4	3.5	0.19	0.18	0.19	83.0
5	T1	152	22	152	14.5	0.130	0.3	LOS A	0.4	3.5	0.19	0.18	0.19	92.9
6	R2	56	13	56	23.2	0.130	8.8	LOS A	0.4	3.5	0.19	0.18	0.19	72.4
Approach		209	35	209	16.7	0.130	2.6	NA	0.4	3.5	0.19	0.18	0.19	86.3
North: Wellcamp Westbrook Road														
7	L2	56	13	56	23.2	0.048	9.1	LOS A	0.2	1.6	0.28	0.63	0.28	65.3
8	T1	1	0	1	0.0	0.048	8.8	LOS A	0.2	1.6	0.28	0.63	0.28	72.6
9	R2	1	0	1	0.0	0.048	10.7	LOS B	0.2	1.6	0.28	0.63	0.28	72.5
Approach		58	13	58	22.4	0.048	9.1	LOS A	0.2	1.6	0.28	0.63	0.28	65.5
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.141	8.6	LOS A	0.5	3.9	0.18	0.19	0.18	82.7
11	T1	158	40	158	25.3	0.141	0.3	LOS A	0.5	3.9	0.18	0.19	0.18	92.5
12	R2	60	15	60	25.0	0.141	8.8	LOS A	0.5	3.9	0.18	0.19	0.18	71.5
Approach		219	55	219	25.1	0.141	2.7	NA	0.5	3.9	0.18	0.19	0.18	85.5
All Vehicles		547	117	547	21.4	0.141	4.1	NA	0.5	3.9	0.21	0.28	0.21	80.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 78 [Toowoomba-Cecil Plains Road/Wellcamp Westbrook Road 2027 PM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
1	L2	63	15	63	23.8	0.055	9.2	LOS A	0.2	1.8	0.30	0.63	0.30	65.0
2	T1	1	0	1	0.0	0.055	9.8	LOS A	0.2	1.8	0.30	0.63	0.30	72.5
3	R2	1	0	1	0.0	0.055	12.3	LOS B	0.2	1.8	0.30	0.63	0.30	72.5
Approach		65	15	65	23.1	0.055	9.2	LOS A	0.2	1.8	0.30	0.63	0.30	65.3
East: Toowoomba-Cecil Plains Road														
4	L2	1	0	1	0.0	0.173	9.0	LOS A	0.7	5.8	0.28	0.22	0.28	81.5
5	T1	176	25	176	14.2	0.173	0.6	LOS A	0.7	5.8	0.28	0.22	0.28	91.0
6	R2	86	21	86	24.4	0.173	9.3	LOS A	0.7	5.8	0.28	0.22	0.28	70.8
Approach		263	46	263	17.5	0.173	3.5	NA	0.7	5.8	0.28	0.22	0.28	83.2
North: Wellcamp Westbrook Road														
7	L2	85	20	85	23.5	0.078	9.5	LOS A	0.3	2.6	0.35	0.65	0.35	64.9
8	T1	1	0	1	0.0	0.078	9.9	LOS A	0.3	2.6	0.35	0.65	0.35	72.2
9	R2	1	0	1	0.0	0.078	12.1	LOS B	0.3	2.6	0.35	0.65	0.35	72.1
Approach		87	20	87	23.0	0.078	9.5	LOS A	0.3	2.6	0.35	0.65	0.35	65.0
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.181	8.7	LOS A	0.5	4.5	0.17	0.15	0.17	83.4
11	T1	220	55	220	25.0	0.181	0.3	LOS A	0.5	4.5	0.17	0.15	0.17	93.5
12	R2	63	15	63	23.8	0.181	8.9	LOS A	0.5	4.5	0.17	0.15	0.17	72.5
Approach		284	70	284	24.6	0.181	2.2	NA	0.5	4.5	0.17	0.15	0.17	87.8
All Vehicles		699	151	699	21.6	0.181	4.3	NA	0.7	5.8	0.25	0.28	0.25	80.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 78 [Toowoomba-Cecil Plains Road/Wellcamp Westbrook Road 2027 AM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
1	L2	8	7	8	87.5	0.103	11.2	LOS B	0.4	3.1	0.42	0.75	0.42	49.8
2	T1	1	0	1	0.0	0.103	8.8	LOS A	0.4	3.1	0.42	0.75	0.42	71.0
3	R2	59	14	59	23.7	0.103	10.9	LOS B	0.4	3.1	0.42	0.75	0.42	63.1
Approach		68	21	68	30.9	0.103	10.9	LOS B	0.4	3.1	0.42	0.75	0.42	61.3
East: Toowoomba-Cecil Plains Road														
4	L2	56	13	56	23.2	0.122	8.5	LOS A	0.0	0.1	0.01	0.18	0.01	74.5
5	T1	153	23	153	15.0	0.122	0.0	LOS A	0.0	0.1	0.01	0.18	0.01	94.8
6	R2	1	0	1	0.0	0.122	8.3	LOS A	0.0	0.1	0.01	0.18	0.01	84.1
Approach		210	36	210	17.1	0.122	2.3	NA	0.0	0.1	0.01	0.18	0.01	88.3
North: Wellcamp Westbrook Road														
7	L2	1	0	1	0.0	0.091	8.4	LOS A	0.3	2.6	0.45	0.76	0.45	70.9
8	T1	1	0	1	0.0	0.091	8.8	LOS A	0.3	2.6	0.45	0.76	0.45	70.6
9	R2	56	13	56	23.2	0.091	11.0	LOS B	0.3	2.6	0.45	0.76	0.45	63.0
Approach		58	13	58	22.4	0.091	10.9	LOS B	0.3	2.6	0.45	0.76	0.45	63.3
West: Toowoomba-Cecil Plains Road														
10	L2	60	15	60	25.0	0.144	8.8	LOS A	0.2	1.4	0.06	0.19	0.06	73.1
11	T1	159	41	159	25.8	0.144	0.1	LOS A	0.2	1.4	0.06	0.19	0.06	93.6
12	R2	8	7	8	87.5	0.144	11.6	LOS B	0.2	1.4	0.06	0.19	0.06	54.2
Approach		227	63	227	27.8	0.144	2.8	NA	0.2	1.4	0.06	0.19	0.06	85.1
All Vehicles		563	133	563	23.6	0.144	4.4	NA	0.4	3.1	0.12	0.31	0.12	79.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 78 [Toowoomba-Cecil Plains Road/Wellcamp Westbrook Road 2027 PM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
1	L2	8	7	8	87.5	0.126	11.4	LOS B	0.4	3.8	0.48	0.81	0.48	49.1
2	T1	1	0	1	0.0	0.126	9.7	LOS A	0.4	3.8	0.48	0.81	0.48	69.5
3	R2	63	15	63	23.8	0.126	12.1	LOS B	0.4	3.8	0.48	0.81	0.48	61.9
Approach		72	22	72	30.6	0.126	12.0	LOS B	0.4	3.8	0.48	0.81	0.48	60.2
East: Toowoomba-Cecil Plains Road														
4	L2	86	21	86	24.4	0.155	8.5	LOS A	0.0	0.1	0.01	0.22	0.01	73.4
5	T1	177	26	177	14.7	0.155	0.0	LOS A	0.0	0.1	0.01	0.22	0.01	93.8
6	R2	1	0	1	0.0	0.155	8.7	LOS A	0.0	0.1	0.01	0.22	0.01	83.3
Approach		264	47	264	17.8	0.155	2.8	NA	0.0	0.1	0.01	0.22	0.01	86.0
North: Wellcamp Westbrook Road														
7	L2	1	0	1	0.0	0.158	8.7	LOS A	0.5	4.5	0.52	0.83	0.52	69.2
8	T1	1	0	1	0.0	0.158	9.8	LOS A	0.5	4.5	0.52	0.83	0.52	69.0
9	R2	85	20	85	23.5	0.158	12.2	LOS B	0.5	4.5	0.52	0.83	0.52	61.6
Approach		87	20	87	23.0	0.158	12.1	LOS B	0.5	4.5	0.52	0.83	0.52	61.8
West: Toowoomba-Cecil Plains Road														
10	L2	63	15	63	23.8	0.183	8.9	LOS A	0.2	1.6	0.06	0.16	0.06	74.1
11	T1	221	56	221	25.3	0.183	0.2	LOS A	0.2	1.6	0.06	0.16	0.06	94.6
12	R2	8	7	8	87.5	0.183	12.4	LOS B	0.2	1.6	0.06	0.16	0.06	54.6
Approach		292	78	292	26.7	0.183	2.4	NA	0.2	1.6	0.06	0.16	0.06	87.6
All Vehicles		715	167	715	23.4	0.183	4.7	NA	0.5	4.5	0.14	0.33	0.14	79.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 78 [Toowoomba-Cecil Plains Road/Wellcamp Westbrook Road 2027 AM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
1	L2	66	21	66	31.8	0.058	9.3	LOS A	0.2	2.0	0.28	0.63	0.28	62.9
2	T1	1	0	1	0.0	0.058	9.0	LOS A	0.2	2.0	0.28	0.63	0.28	72.6
3	R2	1	0	1	0.0	0.058	10.8	LOS B	0.2	2.0	0.28	0.63	0.28	72.6
Approach		68	21	68	30.9	0.058	9.4	LOS A	0.2	2.0	0.28	0.63	0.28	63.1
East: Toowoomba-Cecil Plains Road														
4	L2	1	0	1	0.0	0.131	8.6	LOS A	0.4	3.5	0.19	0.18	0.19	83.0
5	T1	153	23	153	15.0	0.131	0.3	LOS A	0.4	3.5	0.19	0.18	0.19	92.9
6	R2	56	13	56	23.2	0.131	8.8	LOS A	0.4	3.5	0.19	0.18	0.19	72.4
Approach		210	36	210	17.1	0.131	2.6	NA	0.4	3.5	0.19	0.18	0.19	86.3
North: Wellcamp Westbrook Road														
7	L2	56	13	56	23.2	0.048	9.1	LOS A	0.2	1.6	0.29	0.63	0.29	65.3
8	T1	1	0	1	0.0	0.048	8.9	LOS A	0.2	1.6	0.29	0.63	0.29	72.6
9	R2	1	0	1	0.0	0.048	10.9	LOS B	0.2	1.6	0.29	0.63	0.29	72.5
Approach		58	13	58	22.4	0.048	9.1	LOS A	0.2	1.6	0.29	0.63	0.29	65.5
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.150	8.6	LOS A	0.5	4.6	0.20	0.20	0.20	82.5
11	T1	159	41	159	25.8	0.150	0.4	LOS A	0.5	4.6	0.20	0.20	0.20	92.3
12	R2	67	22	67	32.8	0.150	9.1	LOS A	0.5	4.6	0.20	0.20	0.20	68.5
Approach		227	63	227	27.8	0.150	3.0	NA	0.5	4.6	0.20	0.20	0.20	83.7
All Vehicles		563	133	563	23.6	0.150	4.3	NA	0.5	4.6	0.22	0.29	0.22	79.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 78 [Toowoomba-Cecil Plains Road/Wellcamp Westbrook Road 2027 PM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
1	L2	70	22	70	31.4	0.063	9.5	LOS A	0.3	2.2	0.30	0.64	0.30	62.9
2	T1	1	0	1	0.0	0.063	9.9	LOS A	0.3	2.2	0.30	0.64	0.30	72.5
3	R2	1	0	1	0.0	0.063	12.5	LOS B	0.3	2.2	0.30	0.64	0.30	72.4
Approach		72	22	72	30.6	0.063	9.5	LOS A	0.3	2.2	0.30	0.64	0.30	63.1
East: Toowoomba-Cecil Plains Road														
4	L2	1	0	1	0.0	0.173	9.0	LOS A	0.7	5.8	0.28	0.22	0.28	81.5
5	T1	177	26	177	14.7	0.173	0.6	LOS A	0.7	5.8	0.28	0.22	0.28	91.0
6	R2	86	21	86	24.4	0.173	9.3	LOS A	0.7	5.8	0.28	0.22	0.28	70.8
Approach		264	47	264	17.8	0.173	3.5	NA	0.7	5.8	0.28	0.22	0.28	83.2
North: Wellcamp Westbrook Road														
7	L2	85	20	85	23.5	0.078	9.5	LOS A	0.3	2.6	0.35	0.65	0.35	64.9
8	T1	1	0	1	0.0	0.078	10.0	LOS A	0.3	2.6	0.35	0.65	0.35	72.2
9	R2	1	0	1	0.0	0.078	12.4	LOS B	0.3	2.6	0.35	0.65	0.35	72.1
Approach		87	20	87	23.0	0.078	9.5	LOS A	0.3	2.6	0.35	0.65	0.35	65.0
West: Toowoomba-Cecil Plains Road														
10	L2	1	0	1	0.0	0.191	8.8	LOS A	0.6	5.3	0.19	0.16	0.19	83.3
11	T1	221	56	221	25.3	0.191	0.4	LOS A	0.6	5.3	0.19	0.16	0.19	93.2
12	R2	70	22	70	31.4	0.191	9.2	LOS A	0.6	5.3	0.19	0.16	0.19	69.6
Approach		292	78	292	26.7	0.191	2.5	NA	0.6	5.3	0.19	0.16	0.19	86.2
All Vehicles		715	167	715	23.4	0.191	4.4	NA	0.7	5.8	0.26	0.29	0.26	79.1

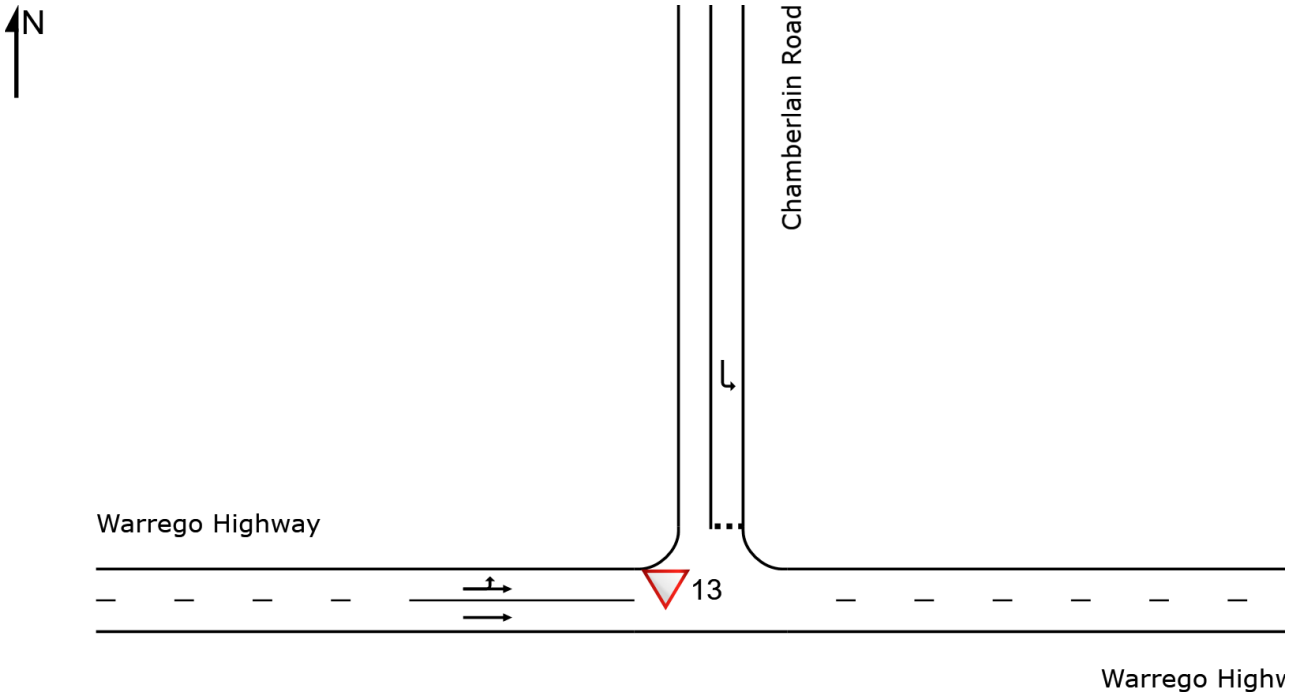
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 13 [Warrego Highway / Chamberlain Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 13 [Warrego Highway / Chamberlain Road 2027 AM Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Chamberlain Road														
7	L2	1	0	1	0.0	0.001	8.8	LOS A	0.0	0.0	0.36	0.57	0.36	73.1
Approach		1	0	1	0.0	0.001	8.8	LOS A	0.0	0.0	0.36	0.57	0.36	73.1
West: Warrego Highway														
10	L2	1	0	1	0.0	0.168	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
2	T1	579	113	579	19.5	0.168	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		580	113	580	19.5	0.168	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		581	113	581	19.4	0.168	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Warrego Highway / Chamberlain Road 2027 PM Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Chamberlain Road														
7	L2	1	0	1	0.0	0.001	8.9	LOS A	0.0	0.0	0.37	0.57	0.37	73.0
Approach		1	0	1	0.0	0.001	8.9	LOS A	0.0	0.0	0.37	0.57	0.37	73.0
West: Warrego Highway														
10	L2	1	0	1	0.0	0.180	7.9	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
2	T1	623	121	623	19.4	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		624	121	624	19.4	0.180	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		625	121	625	19.4	0.180	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Warrego Highway / Chamberlain Road 2027 AM Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Chamberlain Road														
7	L2	1	0	1	0.0	0.001	8.8	LOS A	0.0	0.0	0.36	0.57	0.36	73.1
Approach		1	0	1	0.0	0.001	8.8	LOS A	0.0	0.0	0.36	0.57	0.36	73.1
West: Warrego Highway														
10	L2	1	0	1	0.0	0.168	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
2	T1	579	113	579	19.5	0.168	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		580	113	580	19.5	0.168	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		581	113	581	19.4	0.168	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Warrego Highway / Chamberlain Road 2027 PM Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Chamberlain Road														
7	L2	1	0	1	0.0	0.001	8.9	LOS A	0.0	0.0	0.37	0.57	0.37	73.0
Approach		1	0	1	0.0	0.001	8.9	LOS A	0.0	0.0	0.37	0.57	0.37	73.0
West: Warrego Highway														
10	L2	1	0	1	0.0	0.180	7.9	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
2	T1	623	121	623	19.4	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		624	121	624	19.4	0.180	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8
All Vehicles		625	121	625	19.4	0.180	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Warrego Highway / Chamberlain Road 2027 AM Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Chamberlain Road														
7	L2	2	1	2	50.0	0.002	10.7	LOS B	0.0	0.1	0.40	0.60	0.40	57.8
Approach		2	1	2	50.0	0.002	10.7	LOS B	0.0	0.1	0.40	0.60	0.40	57.8
West: Warrego Highway														
10	L2	6	1	6	16.7	0.170	8.3	LOS A	0.0	0.0	0.00	0.01	0.00	80.1
2	T1	580	114	580	19.7	0.170	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		586	115	586	19.6	0.170	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.4
All Vehicles		588	116	588	19.7	0.170	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Warrego Highway / Chamberlain Road 2027 PM Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Chamberlain Road														
7	L2	5	1	5	20.0	0.005	9.7	LOS A	0.0	0.1	0.40	0.61	0.40	65.6
Approach		5	1	5	20.0	0.005	9.7	LOS A	0.0	0.1	0.40	0.61	0.40	65.6
West: Warrego Highway														
10	L2	2	1	2	50.0	0.182	9.1	LOS A	0.0	0.0	0.00	0.00	0.00	67.8
2	T1	628	122	628	19.4	0.182	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		630	123	630	19.5	0.182	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.7
All Vehicles		635	124	635	19.5	0.182	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Warrego Highway / Chamberlain Road 2027 AM Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Chamberlain Road														
7	L2	2	1	2	50.0	0.002	10.7	LOS B	0.0	0.1	0.40	0.60	0.40	57.8
Approach		2	1	2	50.0	0.002	10.7	LOS B	0.0	0.1	0.40	0.60	0.40	57.8
West: Warrego Highway														
10	L2	5	1	5	20.0	0.169	8.4	LOS A	0.0	0.0	0.00	0.01	0.00	78.7
2	T1	580	114	580	19.7	0.169	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		585	115	585	19.7	0.169	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		587	116	587	19.8	0.169	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Warrego Highway / Chamberlain Road 2027 PM Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Chamberlain Road														
7	L2	6	1	6	16.7	0.006	9.5	LOS A	0.0	0.2	0.39	0.61	0.39	66.7
Approach		6	1	6	16.7	0.006	9.5	LOS A	0.0	0.2	0.39	0.61	0.39	66.7
West: Warrego Highway														
10	L2	2	1	2	50.0	0.182	9.1	LOS A	0.0	0.0	0.00	0.00	0.00	67.8
2	T1	628	122	628	19.4	0.182	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		630	123	630	19.5	0.182	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.7
All Vehicles		636	124	636	19.5	0.182	0.1	NA	0.0	0.2	0.00	0.01	0.00	99.2

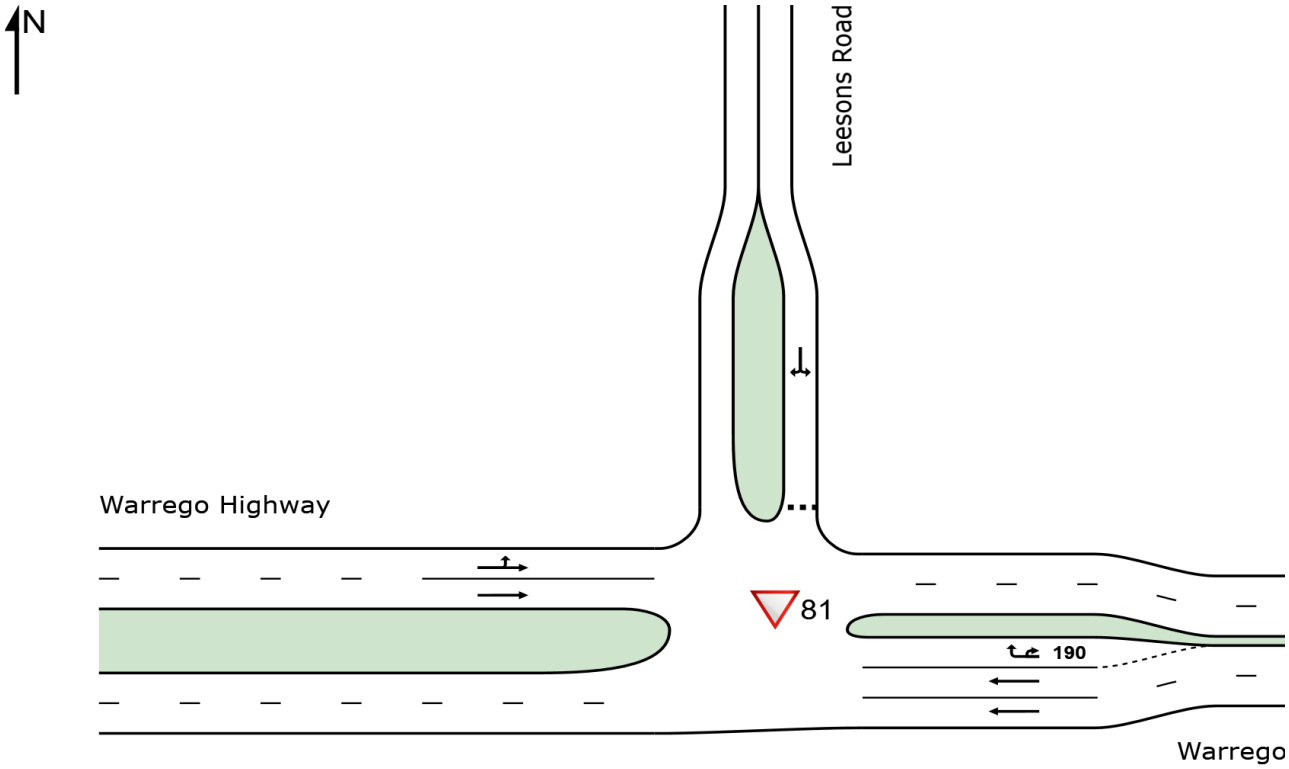
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 81 [Warrego Highway / Leesons Road 2022 AM (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 81 [Warrego Highway / Leesons Road 2025 AM - Without Construction Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Warrego Highway														
5	T1	554	95	554	17.1	0.158	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	1	0	1	0.0	0.005	11.0	LOS B	0.0	0.1	0.65	0.72	0.65	53.3
6u	U	1	0	1	0.0	0.005	15.5	LOS C	0.0	0.1	0.65	0.72	0.65	50.3
Approach		556	95	556	17.1	0.158	0.1	NA	0.0	0.1	0.00	0.00	0.00	79.8
North: Leesons Road														
7	L2	3	0	3	0.0	0.014	8.6	LOS A	0.0	0.3	0.63	0.70	0.63	53.8
9	R2	1	0	1	0.0	0.014	41.4	LOS E	0.0	0.3	0.63	0.70	0.63	57.0
Approach		4	0	4	0.0	0.014	16.8	LOS C	0.0	0.3	0.63	0.70	0.63	54.6
West: Warrego Highway														
10	L2	1	0	1	0.0	0.204	7.0	LOS A	0.0	0.0	0.00	0.00	0.00	74.0
11	T1	748	69	748	9.2	0.204	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
Approach		749	69	749	9.2	0.204	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.8
All Vehicles		1309	164	1309	12.5	0.204	0.1	NA	0.0	0.3	0.00	0.00	0.00	79.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 81 [Warrego Highway / Leesons Road 2026 PM - Without Construction Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Warrego Highway														
5	T1	701	65	701	9.3	0.191	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	2	1	2	50.0	0.008	15.1	LOS C	0.0	0.3	0.67	0.77	0.67	43.7
6u	U	1	0	1	0.0	0.008	15.4	LOS C	0.0	0.3	0.67	0.77	0.67	49.4
Approach		704	66	704	9.4	0.191	0.1	NA	0.0	0.3	0.00	0.00	0.00	79.6
North: Leesons Road														
7	L2	4	1	4	25.0	0.019	9.5	LOS A	0.1	0.5	0.63	0.72	0.63	47.5
9	R2	1	0	1	0.0	0.019	51.2	LOS F	0.1	0.5	0.63	0.72	0.63	55.9
Approach		5	1	5	20.0	0.019	17.9	LOS C	0.1	0.5	0.63	0.72	0.63	49.0
West: Warrego Highway														
10	L2	2	0	2	0.0	0.203	7.0	LOS A	0.0	0.0	0.00	0.00	0.00	73.9
11	T1	730	89	730	12.2	0.203	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.8
Approach		732	89	732	12.2	0.203	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.8
All Vehicles		1441	156	1441	10.8	0.203	0.1	NA	0.1	0.5	0.00	0.01	0.00	79.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 81 [Warrego Highway / Leesons Road 2026 AM - With Construction Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Warrego Highway														
5	T1	563	96	563	17.1	0.160	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	21	12	21	57.1	0.061	16.5	LOS C	0.2	2.2	0.69	0.89	0.69	44.0
6u	U	1	0	1	0.0	0.061	16.2	LOS C	0.2	2.2	0.69	0.89	0.69	51.0
Approach		585	108	585	18.5	0.160	0.6	NA	0.2	2.2	0.03	0.03	0.03	77.8
North: Leesons Road														
7	L2	15	12	15	80.0	0.039	12.1	LOS B	0.1	1.5	0.54	0.75	0.54	40.7
9	R2	1	0	1	0.0	0.039	46.1	LOS E	0.1	1.5	0.54	0.75	0.54	60.7
Approach		16	12	16	75.0	0.039	14.2	LOS B	0.1	1.5	0.54	0.75	0.54	41.6
West: Warrego Highway														
10	L2	1	0	1	0.0	0.204	7.0	LOS A	0.0	0.0	0.00	0.00	0.00	74.0
11	T1	749	70	749	9.3	0.204	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
Approach		750	70	750	9.3	0.204	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.8
All Vehicles		1351	190	1351	14.1	0.204	0.5	NA	0.2	2.2	0.02	0.02	0.02	78.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 81 [Warrego Highway / Leesons Road 2026 PM - With Construction Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Warrego Highway														
5	T1	702	66	702	9.4	0.191	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	14	13	14	92.9	0.056	20.7	LOS C	0.2	2.3	0.74	0.91	0.74	36.6
6u	U	1	0	1	0.0	0.056	16.1	LOS C	0.2	2.3	0.74	0.91	0.74	46.8
Approach		717	79	717	11.0	0.191	0.5	NA	0.2	2.3	0.02	0.02	0.02	78.2
North: Leesons Road														
7	L2	24	13	24	54.2	0.052	11.0	LOS B	0.2	1.7	0.52	0.73	0.52	45.6
9	R2	1	0	1	0.0	0.052	56.9	LOS F	0.2	1.7	0.52	0.73	0.52	61.8
Approach		25	13	25	52.0	0.052	12.8	LOS B	0.2	1.7	0.52	0.73	0.52	46.1
West: Warrego Highway														
10	L2	2	0	2	0.0	0.205	7.0	LOS A	0.0	0.0	0.00	0.00	0.00	73.9
11	T1	739	90	739	12.2	0.205	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.8
Approach		741	90	741	12.1	0.205	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.8
All Vehicles		1483	182	1483	12.3	0.205	0.5	NA	0.2	2.3	0.02	0.02	0.02	78.1

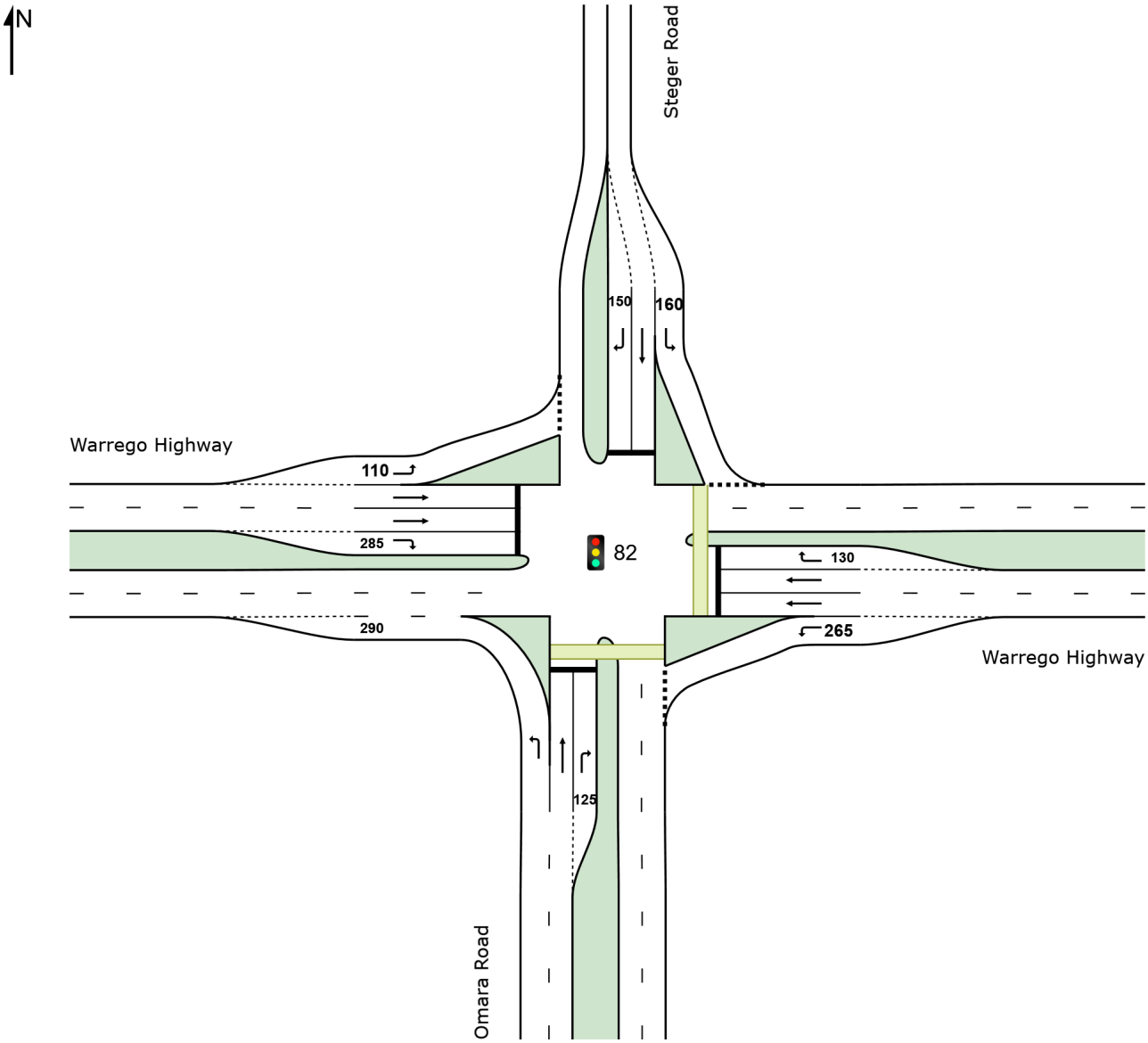
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 82 [Warrego Highway / Omara Road 2022 AM Peak (Site Folder: Without Development)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 82 [Warrego Highway / Omara Road 2027 AM Peak – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Omara Road														
1	L2	152	19	152	12.5	0.086	6.1	LOS A	0.0	0.0	0.00	0.52	0.00	54.5
2	T1	8	1	8	12.5	0.030	24.2	LOS C	0.2	1.6	0.88	0.59	0.88	43.1
3	R2	31	14	31	45.2	* 0.180	33.8	LOS C	0.9	8.6	0.93	0.72	0.93	34.8
Approach		191	34	191	17.8	0.180	11.4	LOS B	0.9	8.6	0.19	0.56	0.19	49.4
East: Warrego Highway														
4	L2	41	7	41	17.1	0.034	8.1	LOS A	0.2	1.7	0.29	0.63	0.29	55.3
5	T1	382	74	382	19.4	0.315	15.7	LOS B	4.2	34.1	0.77	0.64	0.77	53.9
6	R2	40	8	40	20.0	0.123	28.8	LOS C	1.0	8.2	0.85	0.72	0.85	41.9
Approach		463	89	463	19.2	0.315	16.1	LOS B	4.2	34.1	0.74	0.64	0.74	52.7
North: Steger Road														
7	L2	15	5	15	33.3	0.017	8.0	LOS A	0.1	0.9	0.35	0.60	0.35	48.1
8	T1	10	2	10	20.0	0.039	24.3	LOS C	0.3	2.1	0.88	0.60	0.88	43.0
9	R2	7	2	7	28.6	0.030	30.2	LOS C	0.2	1.6	0.88	0.65	0.88	37.6
Approach		32	9	32	28.1	0.039	18.0	LOS B	0.3	2.1	0.63	0.61	0.63	43.8
West: Warrego Highway														
10	L2	33	2	33	6.1	0.024	7.4	LOS A	0.1	0.8	0.23	0.62	0.23	56.1
11	T1	566	55	566	9.7	* 0.441	16.5	LOS B	6.5	49.4	0.82	0.69	0.82	53.3
12	R2	142	14	142	9.9	* 0.409	30.3	LOS C	3.8	28.9	0.92	0.78	0.92	41.5
Approach		741	71	741	9.6	0.441	18.7	LOS B	6.5	49.4	0.81	0.70	0.81	50.6
All Vehicles		1427	203	1427	14.2	0.441	16.9	LOS B	6.5	49.4	0.70	0.66	0.70	50.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Omara Road												
P1	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	192.2	218.2	1.14
East: Warrego Highway												

P2 Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	194.0	220.5	1.14
All Pedestrians	100	100	24.4	LOS C	0.1	0.1	0.90	0.90	193.1	219.4	1.14

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: 82 [Warrego Highway / Omara Road 2027 AM Peak – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

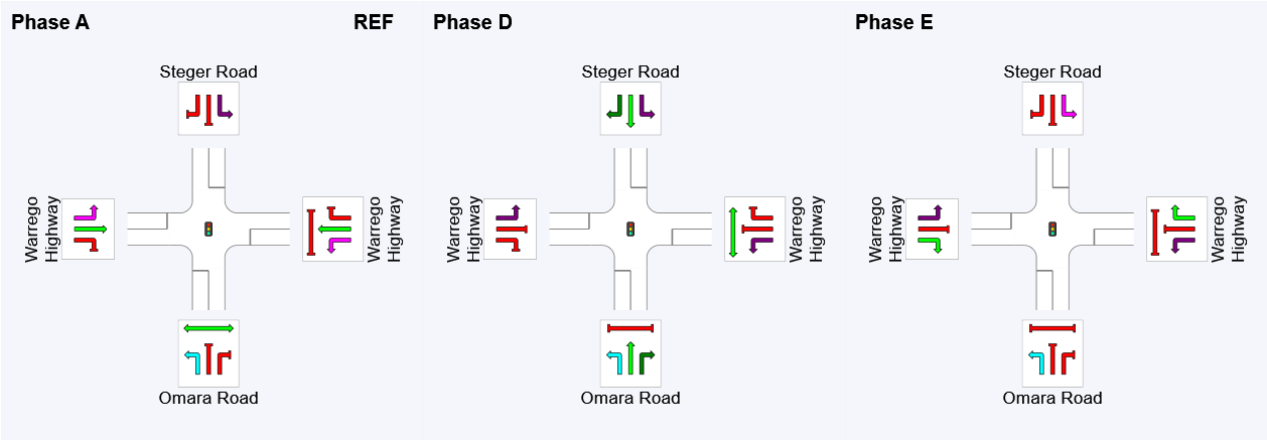
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B*, C*, D, E
Output Phase Sequence: A, D, E
(* Variable Phase)

Phase Timing Summary

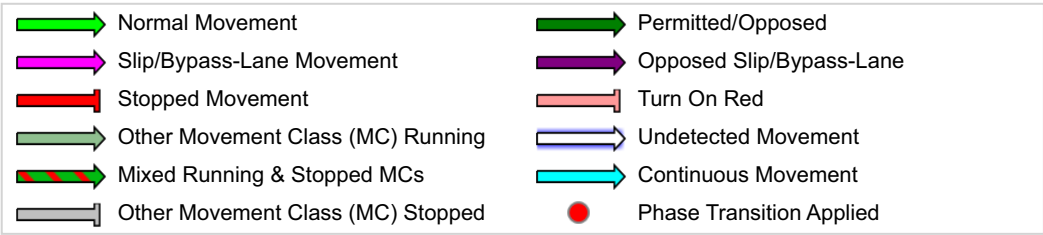
Phase	A	D	E
Phase Change Time (sec)	0	27	42
Green Time (sec)	21	9	12
Phase Time (sec)	27	15	18
Phase Split	45%	25%	30%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 82 [Warrego Highway / Omara Road 2027 PM Peak – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Omara Road														
1	L2	122	10	122	8.2	0.067	6.2	LOS A	0.0	0.0	0.00	0.52	0.00	54.6
2	T1	14	3	14	21.4	0.055	24.5	LOS C	0.4	3.0	0.88	0.61	0.88	42.9
3	R2	54	12	54	22.2	* 0.295	34.0	LOS C	1.6	13.0	0.95	0.74	0.95	37.0
Approach		190	25	190	13.2	0.295	15.5	LOS B	1.6	13.0	0.34	0.59	0.34	47.3
East: Warrego Highway														
4	L2	47	5	47	10.6	0.040	8.4	LOS A	0.3	2.2	0.32	0.64	0.32	55.2
5	T1	555	52	555	9.4	* 0.477	18.3	LOS B	6.7	50.8	0.85	0.72	0.85	51.9
6	R2	35	4	35	11.4	0.087	26.5	LOS C	0.8	6.3	0.81	0.71	0.81	43.2
Approach		637	61	637	9.6	0.477	18.0	LOS B	6.7	50.8	0.81	0.71	0.81	51.6
North: Steger Road														
7	L2	21	5	21	23.8	0.022	7.7	LOS A	0.1	1.1	0.33	0.60	0.33	50.1
8	T1	16	3	16	18.8	0.061	24.5	LOS C	0.4	3.4	0.89	0.62	0.89	42.9
9	R2	13	2	13	15.4	0.053	30.3	LOS C	0.3	2.7	0.88	0.68	0.88	39.2
Approach		50	10	50	20.0	0.061	18.9	LOS B	0.4	3.4	0.65	0.63	0.65	44.5
West: Warrego Highway														
10	L2	35	5	35	14.3	0.027	7.5	LOS A	0.1	1.0	0.23	0.62	0.23	55.7
11	T1	506	66	506	13.0	0.444	18.0	LOS B	6.1	47.1	0.84	0.70	0.84	52.1
12	R2	188	18	188	9.6	* 0.463	28.9	LOS C	4.9	37.4	0.91	0.80	0.91	42.2
Approach		729	89	729	12.2	0.463	20.3	LOS C	6.1	47.1	0.83	0.72	0.83	49.3
All Vehicles		1606	185	1606	11.5	0.477	18.8	LOS B	6.7	50.8	0.76	0.70	0.76	49.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Omara Road												
P1	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	192.2	218.2	1.14
East: Warrego Highway												

P2 Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	194.0	220.5	1.14
All Pedestrians	100	100	24.4	LOS C	0.1	0.1	0.90	0.90	193.1	219.4	1.14

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: 82 [Warrego Highway / Omara Road 2027 PM Peak – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

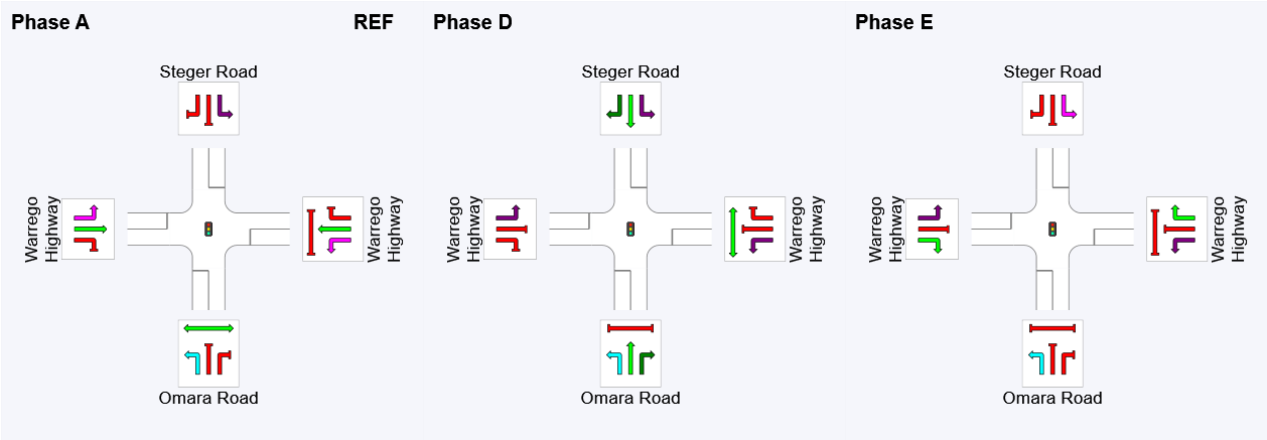
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B*, C*, D, E
Output Phase Sequence: A, D, E
(* Variable Phase)

Phase Timing Summary

Phase	A	D	E
Phase Change Time (sec)	0	25	40
Green Time (sec)	19	9	14
Phase Time (sec)	25	15	20
Phase Split	42%	25%	33%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 82 [Warrego Highway / Omara Road 2027 AM Peak – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Omara Road														
1	L2	159	26	159	16.4	0.092	6.2	LOS A	0.0	0.0	0.00	0.52	0.00	54.3
2	T1	9	2	9	22.2	0.035	24.3	LOS C	0.2	1.9	0.88	0.59	0.88	43.0
3	R2	31	14	31	45.2	* 0.181	33.8	LOS C	0.9	8.6	0.93	0.72	0.93	34.7
Approach		199	42	199	21.1	0.181	11.3	LOS B	0.9	8.6	0.19	0.55	0.19	49.4
East: Warrego Highway														
4	L2	41	7	41	17.1	0.034	8.1	LOS A	0.2	1.7	0.29	0.63	0.29	55.3
5	T1	397	74	397	18.6	0.326	15.8	LOS B	4.4	35.4	0.78	0.64	0.78	53.8
6	R2	49	9	49	18.4	0.149	28.9	LOS C	1.2	10.0	0.86	0.73	0.86	41.9
Approach		487	90	487	18.5	0.326	16.4	LOS B	4.4	35.4	0.74	0.65	0.74	52.4
North: Steger Road														
7	L2	16	6	16	37.5	0.018	8.1	LOS A	0.1	1.0	0.35	0.60	0.35	47.3
8	T1	11	3	11	27.3	0.044	24.4	LOS C	0.3	2.5	0.88	0.60	0.88	43.0
9	R2	8	3	8	37.5	0.035	30.4	LOS C	0.2	1.9	0.88	0.66	0.88	36.6
Approach		35	12	35	34.3	0.044	18.3	LOS B	0.3	2.5	0.64	0.61	0.64	43.1
West: Warrego Highway														
10	L2	34	3	34	8.8	0.025	7.5	LOS A	0.1	0.9	0.23	0.62	0.23	56.0
11	T1	566	55	566	9.7	* 0.441	16.5	LOS B	6.5	49.4	0.82	0.69	0.82	53.3
12	R2	149	21	149	14.1	* 0.441	30.6	LOS C	4.0	31.6	0.92	0.79	0.92	41.3
Approach		749	79	749	10.5	0.441	18.9	LOS B	6.5	49.4	0.81	0.70	0.81	50.5
All Vehicles		1470	223	1470	15.2	0.441	17.0	LOS B	6.5	49.4	0.70	0.66	0.70	50.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Omara Road												
P1	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	192.2	218.2	1.14
East: Warrego Highway												

P2 Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	194.0	220.5	1.14
All Pedestrians	100	100	24.4	LOS C	0.1	0.1	0.90	0.90	193.1	219.4	1.14

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: 82 [Warrego Highway / Omara Road 2027 AM Peak – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

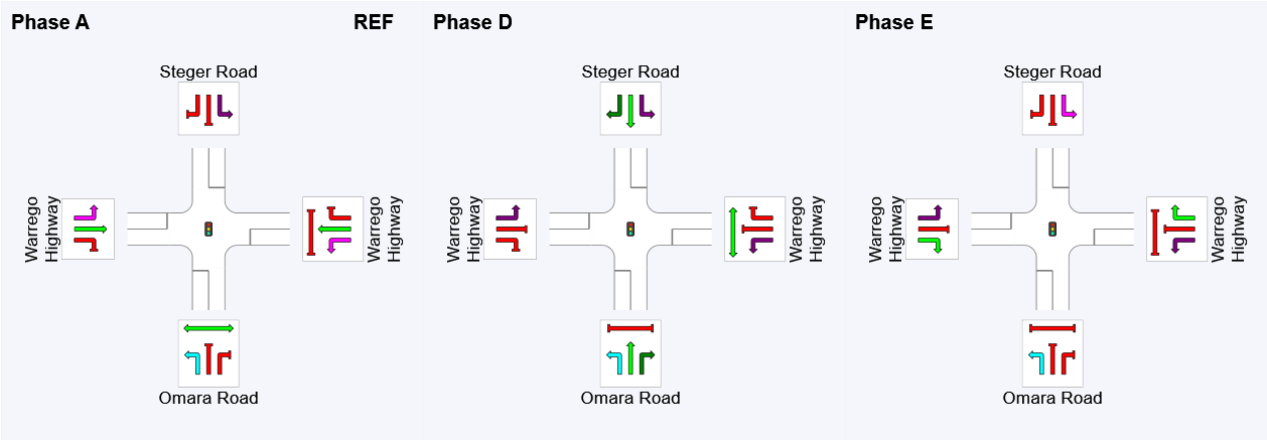
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B*, C*, D, E
Output Phase Sequence: A, D, E
(* Variable Phase)

Phase Timing Summary

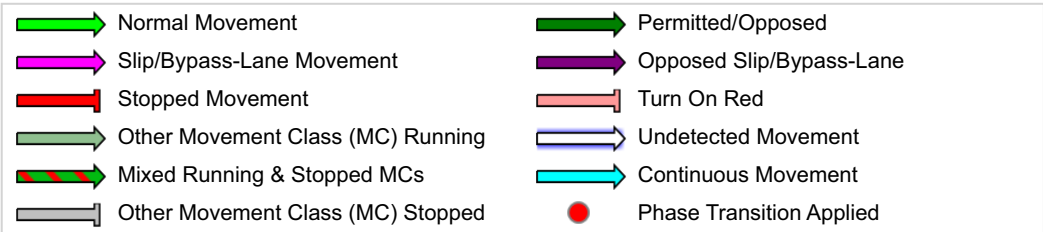
Phase	A	D	E
Phase Change Time (sec)	0	27	42
Green Time (sec)	21	9	12
Phase Time (sec)	27	15	18
Phase Split	45%	25%	30%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 82 [Warrego Highway / Omara Road 2027 PM Peak – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Omara Road														
1	L2	129	17	129	13.2	0.073	6.3	LOS A	0.0	0.0	0.00	0.52	0.00	54.5
2	T1	15	4	15	26.7	0.060	24.6	LOS C	0.4	3.4	0.88	0.62	0.88	42.9
3	R2	54	12	54	22.2	* 0.296	34.1	LOS C	1.6	13.0	0.95	0.74	0.95	37.0
Approach		198	33	198	16.7	0.296	15.3	LOS B	1.6	13.0	0.33	0.59	0.33	47.4
East: Warrego Highway														
4	L2	47	5	47	10.6	0.040	8.4	LOS A	0.3	2.2	0.32	0.64	0.32	55.2
5	T1	555	52	555	9.4	* 0.477	18.3	LOS B	6.7	50.8	0.85	0.72	0.85	51.9
6	R2	36	5	36	13.9	0.091	26.6	LOS C	0.8	6.6	0.81	0.71	0.81	43.1
Approach		638	62	638	9.7	0.477	18.0	LOS B	6.7	50.8	0.81	0.71	0.81	51.6
North: Steger Road														
7	L2	30	6	30	20.0	0.031	7.7	LOS A	0.2	1.6	0.34	0.61	0.34	50.8
8	T1	17	4	17	23.5	0.067	24.6	LOS C	0.4	3.7	0.89	0.62	0.89	42.9
9	R2	14	3	14	21.4	0.059	30.4	LOS C	0.4	3.0	0.88	0.68	0.88	38.4
Approach		61	13	61	21.3	0.067	17.6	LOS B	0.4	3.7	0.62	0.63	0.62	45.1
West: Warrego Highway														
10	L2	36	6	36	16.7	0.028	7.6	LOS A	0.1	1.0	0.23	0.62	0.23	55.6
11	T1	521	66	521	12.7	0.457	18.1	LOS B	6.3	48.6	0.85	0.71	0.85	52.0
12	R2	195	25	195	12.8	* 0.491	29.1	LOS C	5.2	40.1	0.91	0.80	0.91	42.0
Approach		752	97	752	12.9	0.491	20.5	LOS C	6.3	48.6	0.83	0.73	0.83	49.1
All Vehicles		1649	205	1649	12.4	0.491	18.8	LOS B	6.7	50.8	0.76	0.70	0.76	49.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Omara Road												
P1	Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	192.2	218.2	1.14
East: Warrego Highway												

P2 Full	50	50	24.4	LOS C	0.1	0.1	0.90	0.90	194.0	220.5	1.14
All Pedestrians	100	100	24.4	LOS C	0.1	0.1	0.90	0.90	193.1	219.4	1.14

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: 82 [Warrego Highway / Omara Road 2027 PM Peak – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

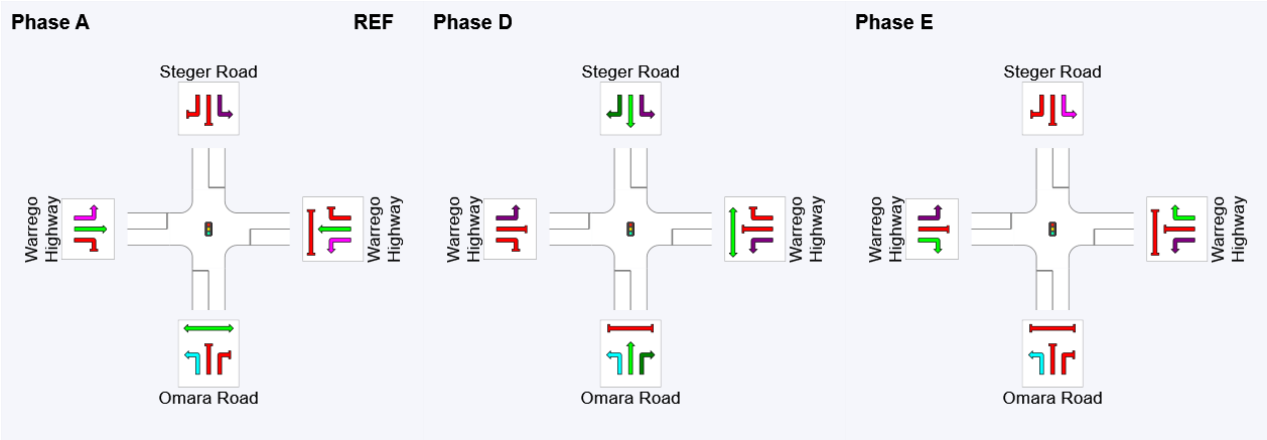
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B*, C*, D, E
Output Phase Sequence: A, D, E
(* Variable Phase)

Phase Timing Summary

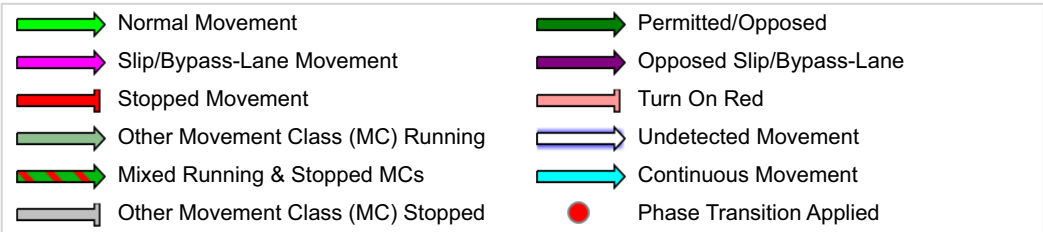
Phase	A	D	E
Phase Change Time (sec)	0	25	40
Green Time (sec)	19	9	14
Phase Time (sec)	25	15	20
Phase Split	42%	25%	33%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

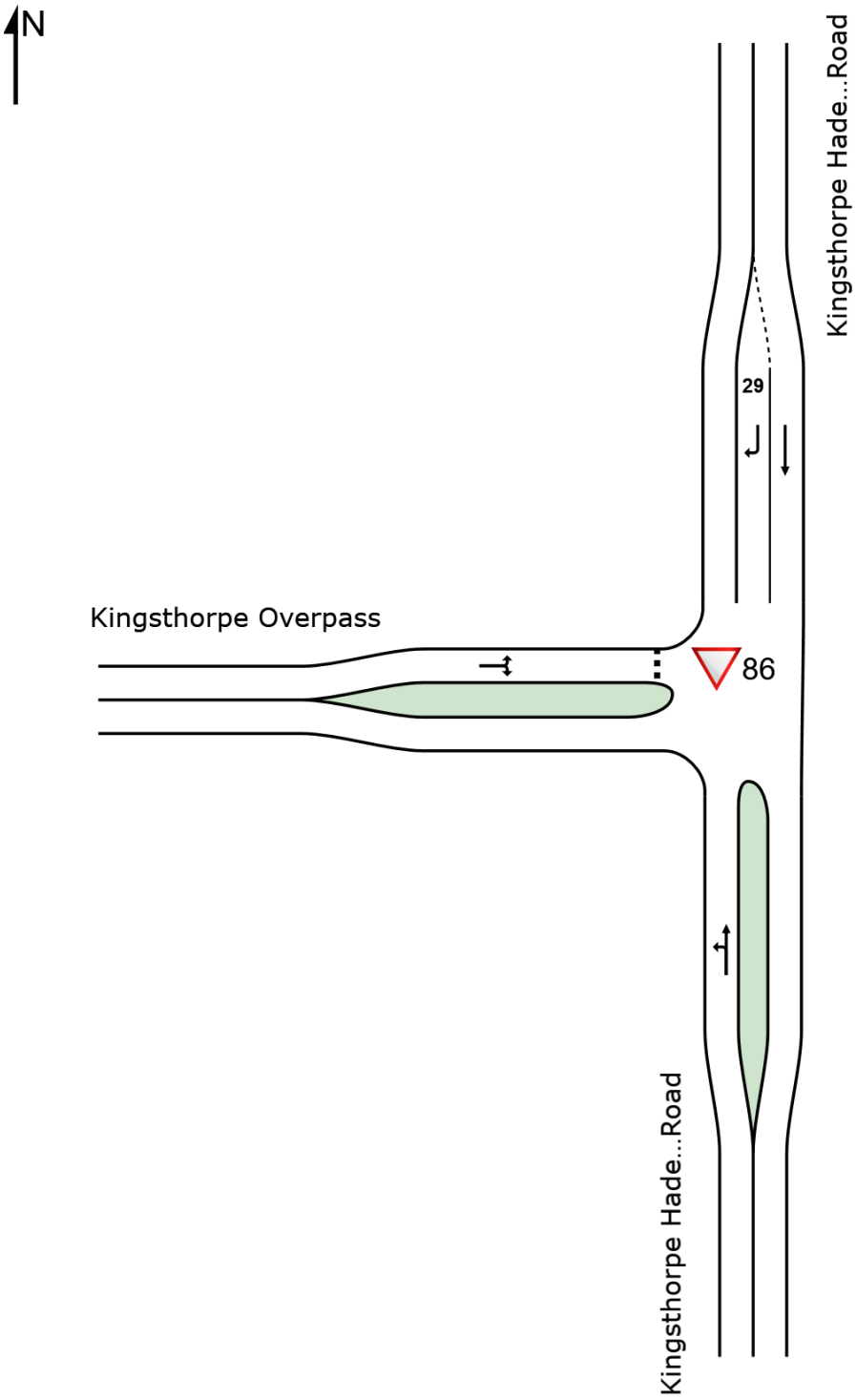


SITE LAYOUT

Site: 86 [Kingsthope Haden Road / Kingsthorpe Overpass 2022 AM - Existing Conditions (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 86 [Kingsthope Haden Road / Kingsthorpe Overpass 2025 AM - Without Construction Traffic (Site Folder: Without Construction Traffic (Peak Construction Year))]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kingsthorpe Haden Road														
1	L2	2	0	2	0.0	0.004	5.5	LOS A	0.0	0.0	0.00	0.15	0.00	56.0
2	T1	6	0	6	0.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	58.1
Approach		8	0	8	0.0	0.004	1.4	NA	0.0	0.0	0.00	0.15	0.00	57.6
North: Kingsthorpe Haden Road														
8	T1	290	15	290	5.2	0.154	6.8	LOS A	0.0	0.0	0.00	0.64	0.00	67.1
9	R2	7	2	7	28.6	0.005	8.2	LOS A	0.0	0.0	0.00	0.68	0.00	64.6
Approach		297	17	297	5.7	0.154	6.8	NA	0.0	0.0	0.00	0.65	0.00	67.0
West: Kingsthorpe Overpass														
10	L2	63	9	63	14.3	0.061	5.7	LOS A	0.2	1.8	0.02	0.57	0.02	58.0
12	R2	17	1	17	5.9	0.061	7.0	LOS A	0.2	1.8	0.02	0.57	0.02	49.8
Approach		80	10	80	12.5	0.061	6.0	LOS A	0.2	1.8	0.02	0.57	0.02	56.5
All Vehicles		385	27	385	7.0	0.154	6.5	NA	0.2	1.8	0.00	0.62	0.00	63.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 86 [Kingsthope Haden Road / Kingsthorpe Overpass 2025 PM - Without Construction Traffic (Site Folder: Without Construction Traffic (Peak Construction Year))]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kingsthorpe Haden Road														
1	L2	3	0	3	0.0	0.005	5.5	LOS A	0.0	0.0	0.00	0.20	0.00	55.2
2	T1	6	1	6	16.7	0.005	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	57.3
Approach		9	1	9	11.1	0.005	1.8	NA	0.0	0.0	0.00	0.20	0.00	56.6
North: Kingsthorpe Haden Road														
8	T1	97	7	97	7.2	0.052	6.8	LOS A	0.0	0.0	0.00	0.65	0.00	66.8
9	R2	8	1	8	12.5	0.005	7.7	LOS A	0.0	0.0	0.00	0.68	0.00	70.0
Approach		105	8	105	7.6	0.052	6.9	NA	0.0	0.0	0.00	0.65	0.00	67.1
West: Kingsthorpe Overpass														
10	L2	261	12	261	4.6	0.170	5.6	LOS A	0.8	5.7	0.04	0.56	0.04	60.5
12	R2	6	1	6	16.7	0.170	6.3	LOS A	0.8	5.7	0.04	0.56	0.04	48.6
Approach		267	13	267	4.9	0.170	5.6	LOS A	0.8	5.7	0.04	0.56	0.04	60.2
All Vehicles		381	22	381	5.8	0.170	5.9	NA	0.8	5.7	0.03	0.58	0.03	61.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 86 [Kingsthope Haden Road / Kingsthorpe Overpass 2025 AM - With Construction Traffic (Site Folder: With Construction Traffic (Peak Construction Year))]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kingsthorpe Haden Road														
1	L2	2	0	2	0.0	0.004	5.5	LOS A	0.0	0.0	0.00	0.15	0.00	56.0
2	T1	6	0	6	0.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	58.1
Approach		8	0	8	0.0	0.004	1.4	NA	0.0	0.0	0.00	0.15	0.00	57.6
North: Kingsthorpe Haden Road														
8	T1	290	15	290	5.2	0.154	6.8	LOS A	0.0	0.0	0.00	0.64	0.00	67.1
9	R2	7	2	7	28.6	0.005	8.2	LOS A	0.0	0.0	0.00	0.68	0.00	64.6
Approach		297	17	297	5.7	0.154	6.8	NA	0.0	0.0	0.00	0.65	0.00	67.0
West: Kingsthorpe Overpass														
10	L2	63	9	63	14.3	0.106	5.7	LOS A	0.4	3.5	0.02	0.58	0.02	57.4
12	R2	43	23	43	53.5	0.106	8.5	LOS A	0.4	3.5	0.02	0.58	0.02	43.9
Approach		106	32	106	30.2	0.106	6.8	LOS A	0.4	3.5	0.02	0.58	0.02	52.1
All Vehicles		411	49	411	11.9	0.154	6.7	NA	0.4	3.5	0.01	0.62	0.01	61.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 86 [Kingsthope Haden Road / Kingsthorpe Overpass 2025 PM - With Construction Traffic (Site Folder: With Construction Traffic (Peak Construction Year))]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kingsthorpe Haden Road														
1	L2	3	0	3	0.0	0.005	5.5	LOS A	0.0	0.0	0.00	0.20	0.00	55.2
2	T1	6	1	6	16.7	0.005	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	57.3
Approach		9	1	9	11.1	0.005	1.8	NA	0.0	0.0	0.00	0.20	0.00	56.6
North: Kingsthorpe Haden Road														
8	T1	97	7	97	7.2	0.052	6.8	LOS A	0.0	0.0	0.00	0.65	0.00	66.8
9	R2	8	1	8	12.5	0.005	7.7	LOS A	0.0	0.0	0.00	0.68	0.00	70.0
Approach		105	8	105	7.6	0.052	6.9	NA	0.0	0.0	0.00	0.65	0.00	67.1
West: Kingsthorpe Overpass														
10	L2	261	12	261	4.6	0.204	5.6	LOS A	0.9	7.2	0.03	0.57	0.03	60.5
12	R2	32	23	32	71.9	0.204	7.3	LOS A	0.9	7.2	0.03	0.57	0.03	42.7
Approach		293	35	293	11.9	0.204	5.8	LOS A	0.9	7.2	0.03	0.57	0.03	58.5
All Vehicles		407	44	407	10.8	0.204	6.0	NA	0.9	7.2	0.02	0.58	0.02	60.1

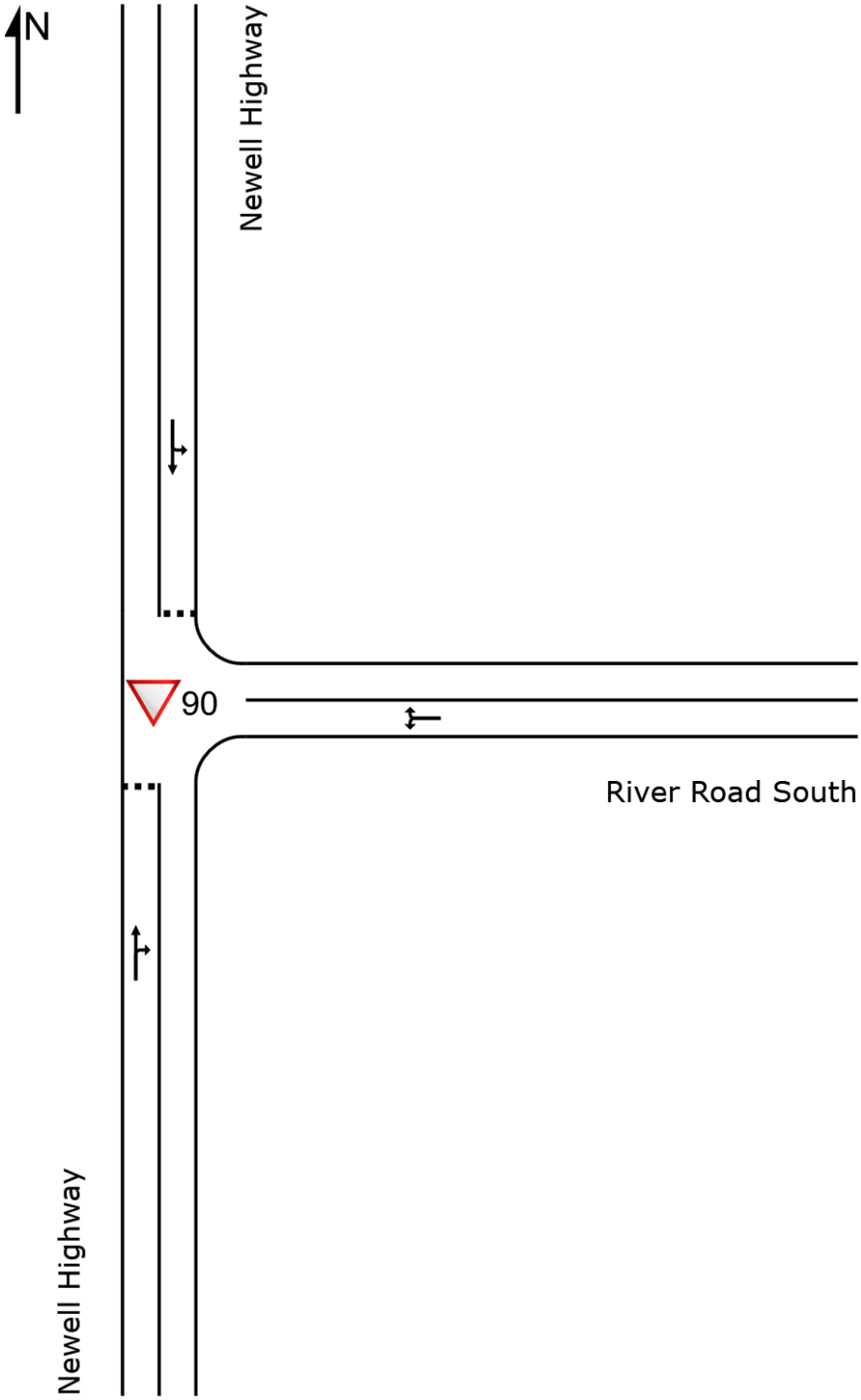
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 90 [Newell Highway_River Road_South 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 90 [Newell Highway_River Road_South 2024 AM Scenario 1– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	238	76	238	31.9	0.185	7.4	LOS A	0.8	6.9	0.01	0.64	0.01	66.0
3	R2	1	0	1	0.0	0.185	8.9	LOS A	0.8	6.9	0.01	0.64	0.01	75.8
Approach		239	76	239	31.8	0.185	7.4	LOS A	0.8	6.9	0.01	0.64	0.01	66.0
East: River Road South														
4	L2	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.00	0.63	0.00	62.8
6	R2	1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.63	0.00	62.3
Approach		2	0	2	0.0	0.001	6.5	NA	0.0	0.0	0.00	0.63	0.00	62.5
North: Newell Highway														
7	L2	1	0	1	0.0	0.214	7.8	LOS A	0.9	8.0	0.27	0.55	0.27	62.3
8	T1	240	79	240	32.9	0.214	5.2	LOS A	0.9	8.0	0.27	0.55	0.27	52.9
Approach		241	79	241	32.8	0.214	5.2	LOS A	0.9	8.0	0.27	0.55	0.27	52.9
All Vehicles		482	155	482	32.2	0.214	6.3	NA	0.9	8.0	0.14	0.59	0.14	58.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 89 [Newell Highway_River Road_South 2024 PM Scenario 1– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	210	67	210	31.9	0.164	7.4	LOS A	0.7	5.9	0.01	0.65	0.01	66.0
3	R2	1	0	1	0.0	0.164	8.8	LOS A	0.7	5.9	0.01	0.65	0.01	75.8
Approach		211	67	211	31.8	0.164	7.4	LOS A	0.7	5.9	0.01	0.65	0.01	66.0
East: River Road North														
4	L2	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.00	0.63	0.00	62.8
6	R2	1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.63	0.00	62.3
Approach		2	0	2	0.0	0.001	6.5	NA	0.0	0.0	0.00	0.63	0.00	62.5
North: Newell Highway														
7	L2	1	0	1	0.0	0.207	7.8	LOS A	0.9	7.7	0.25	0.54	0.25	62.4
8	T1	236	78	236	33.1	0.207	5.1	LOS A	0.9	7.7	0.25	0.54	0.25	53.0
Approach		237	78	237	32.9	0.207	5.1	LOS A	0.9	7.7	0.25	0.54	0.25	53.0
All Vehicles		450	145	450	32.2	0.207	6.2	NA	0.9	7.7	0.14	0.59	0.14	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 89 [Newell Highway_River Road_South 2024 AM Scenario 2– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	238	76	238	31.9	0.185	7.4	LOS A	0.8	6.9	0.01	0.64	0.01	66.0
3	R2	1	0	1	0.0	0.185	8.9	LOS A	0.8	6.9	0.01	0.64	0.01	75.8
Approach		239	76	239	31.8	0.185	7.4	LOS A	0.8	6.9	0.01	0.64	0.01	66.0
East: River Road North														
4	L2	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.00	0.63	0.00	62.8
6	R2	1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.63	0.00	62.3
Approach		2	0	2	0.0	0.001	6.5	NA	0.0	0.0	0.00	0.63	0.00	62.5
North: Newell Highway														
7	L2	1	0	1	0.0	0.214	7.8	LOS A	0.9	8.0	0.27	0.55	0.27	62.3
8	T1	240	79	240	32.9	0.214	5.2	LOS A	0.9	8.0	0.27	0.55	0.27	52.9
Approach		241	79	241	32.8	0.214	5.2	LOS A	0.9	8.0	0.27	0.55	0.27	52.9
All Vehicles		482	155	482	32.2	0.214	6.3	NA	0.9	8.0	0.14	0.59	0.14	58.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 89 [Newell Highway_River Road_South 2024 PM Scenario 2– Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	210	67	210	31.9	0.164	7.4	LOS A	0.7	5.9	0.01	0.65	0.01	66.0
3	R2	1	0	1	0.0	0.164	8.8	LOS A	0.7	5.9	0.01	0.65	0.01	75.8
Approach		211	67	211	31.8	0.164	7.4	LOS A	0.7	5.9	0.01	0.65	0.01	66.0
East: River Road North														
4	L2	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.00	0.63	0.00	62.8
6	R2	1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.63	0.00	62.3
Approach		2	0	2	0.0	0.001	6.5	NA	0.0	0.0	0.00	0.63	0.00	62.5
North: Newell Highway														
7	L2	1	0	1	0.0	0.207	7.8	LOS A	0.9	7.7	0.25	0.54	0.25	62.4
8	T1	236	78	236	33.1	0.207	5.1	LOS A	0.9	7.7	0.25	0.54	0.25	53.0
Approach		237	78	237	32.9	0.207	5.1	LOS A	0.9	7.7	0.25	0.54	0.25	53.0
All Vehicles		450	145	450	32.2	0.207	6.2	NA	0.9	7.7	0.14	0.59	0.14	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 90 [Newell Highway_River Road_South 2024 AM Scenario 1– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	238	76	238	31.9	0.186	7.4	LOS A	0.8	6.9	0.03	0.64	0.03	65.9
3	R2	1	0	1	0.0	0.186	8.9	LOS A	0.8	6.9	0.03	0.64	0.03	75.7
Approach		239	76	239	31.8	0.186	7.4	LOS A	0.8	6.9	0.03	0.64	0.03	65.9
East: River Road South														
4	L2	1	0	1	0.0	0.003	7.2	LOS A	0.0	0.0	0.00	0.66	0.00	68.6
6	R2	3	2	3	66.7	0.003	8.3	LOS A	0.0	0.0	0.00	0.66	0.00	49.6
Approach		4	2	4	50.0	0.003	8.1	NA	0.0	0.0	0.00	0.66	0.00	53.3
North: Newell Highway														
7	L2	3	2	3	66.7	0.216	9.6	LOS A	0.9	8.1	0.28	0.55	0.28	48.4
8	T1	240	79	240	32.9	0.216	5.2	LOS A	0.9	8.1	0.28	0.55	0.28	52.9
Approach		243	81	243	33.3	0.216	5.3	LOS A	0.9	8.1	0.28	0.55	0.28	52.8
All Vehicles		486	159	486	32.7	0.216	6.3	NA	0.9	8.1	0.15	0.59	0.15	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 89 [Newell Highway_River Road_South 2024 PM Scenario 1– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	210	67	210	31.9	0.164	7.4	LOS A	0.7	6.0	0.03	0.64	0.03	65.9
3	R2	1	0	1	0.0	0.164	8.8	LOS A	0.7	6.0	0.03	0.64	0.03	75.7
Approach		211	67	211	31.8	0.164	7.4	LOS A	0.7	6.0	0.03	0.64	0.03	66.0
East: River Road North														
4	L2	1	0	1	0.0	0.003	7.2	LOS A	0.0	0.0	0.00	0.66	0.00	68.6
6	R2	3	2	3	66.7	0.003	8.3	LOS A	0.0	0.0	0.00	0.66	0.00	49.6
Approach		4	2	4	50.0	0.003	8.1	NA	0.0	0.0	0.00	0.66	0.00	53.3
North: Newell Highway														
7	L2	3	2	3	66.7	0.209	9.6	LOS A	0.9	7.8	0.26	0.54	0.26	48.5
8	T1	236	78	236	33.1	0.209	5.1	LOS A	0.9	7.8	0.26	0.54	0.26	52.9
Approach		239	80	239	33.5	0.209	5.2	LOS A	0.9	7.8	0.26	0.54	0.26	52.9
All Vehicles		454	149	454	32.8	0.209	6.2	NA	0.9	7.8	0.15	0.59	0.15	58.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 89 [Newell Highway_River Road_South 2024 AM Scenario 2– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	238	76	238	31.9	0.186	7.4	LOS A	0.8	6.9	0.03	0.64	0.03	65.9
3	R2	1	0	1	0.0	0.186	8.9	LOS A	0.8	6.9	0.03	0.64	0.03	75.7
Approach		239	76	239	31.8	0.186	7.4	LOS A	0.8	6.9	0.03	0.64	0.03	65.9
East: River Road North														
4	L2	1	0	1	0.0	0.003	7.2	LOS A	0.0	0.0	0.00	0.66	0.00	68.6
6	R2	3	2	3	66.7	0.003	8.3	LOS A	0.0	0.0	0.00	0.66	0.00	49.6
Approach		4	2	4	50.0	0.003	8.1	NA	0.0	0.0	0.00	0.66	0.00	53.3
North: Newell Highway														
7	L2	3	2	3	66.7	0.216	9.6	LOS A	0.9	8.1	0.28	0.55	0.28	48.4
8	T1	240	79	240	32.9	0.216	5.2	LOS A	0.9	8.1	0.28	0.55	0.28	52.9
Approach		243	81	243	33.3	0.216	5.3	LOS A	0.9	8.1	0.28	0.55	0.28	52.8
All Vehicles		486	159	486	32.7	0.216	6.3	NA	0.9	8.1	0.15	0.59	0.15	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 89 [Newell Highway_River Road_South 2024 PM Scenario 2– With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	210	67	210	31.9	0.164	7.4	LOS A	0.7	6.0	0.03	0.64	0.03	65.9
3	R2	1	0	1	0.0	0.164	8.8	LOS A	0.7	6.0	0.03	0.64	0.03	75.7
Approach		211	67	211	31.8	0.164	7.4	LOS A	0.7	6.0	0.03	0.64	0.03	66.0
East: River Road North														
4	L2	1	0	1	0.0	0.003	7.2	LOS A	0.0	0.0	0.00	0.66	0.00	68.6
6	R2	3	2	3	66.7	0.003	8.3	LOS A	0.0	0.0	0.00	0.66	0.00	49.6
Approach		4	2	4	50.0	0.003	8.1	NA	0.0	0.0	0.00	0.66	0.00	53.3
North: Newell Highway														
7	L2	3	2	3	66.7	0.209	9.6	LOS A	0.9	7.8	0.26	0.54	0.26	48.5
8	T1	236	78	236	33.1	0.209	5.1	LOS A	0.9	7.8	0.26	0.54	0.26	52.9
Approach		239	80	239	33.5	0.209	5.2	LOS A	0.9	7.8	0.26	0.54	0.26	52.9
All Vehicles		454	149	454	32.8	0.209	6.2	NA	0.9	7.8	0.15	0.59	0.15	58.3

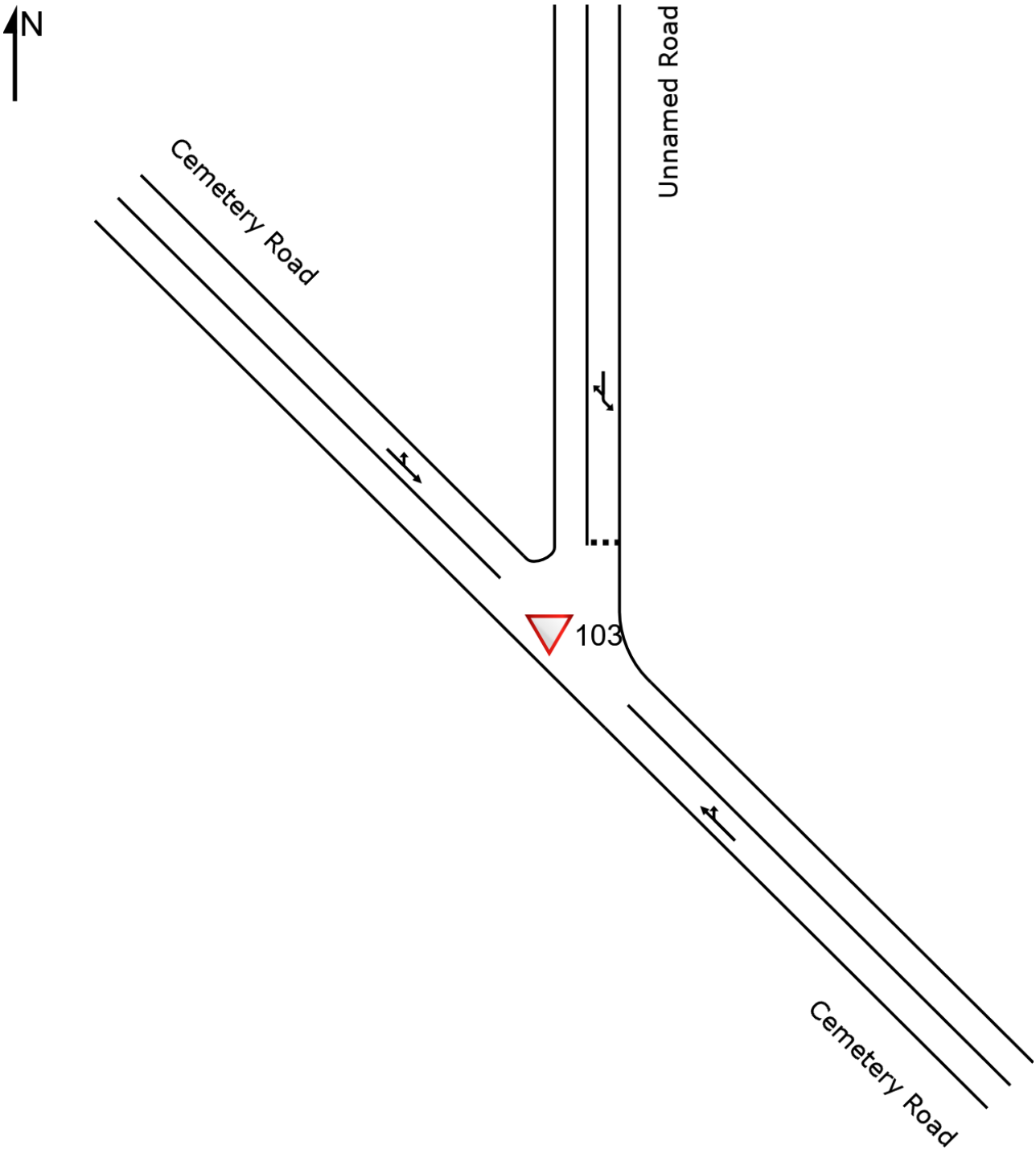
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 103 [Cemetery Road / Unnamed Road 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 103 [Cemetery Road / Unnamed Road 2025 AM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cemetery Road														
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.05	0.31	0.05	90.8
23a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.05	0.31	0.05	82.1
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.05	0.31	0.05	86.3
North: Unnamed Road														
7a	L1	1	0	1	0.0	0.010	7.3	LOS A	0.0	0.3	0.03	0.69	0.03	73.9
9b	R3	11	2	11	18.2	0.010	8.5	LOS A	0.0	0.3	0.03	0.69	0.03	67.1
Approach		12	2	12	16.7	0.010	8.4	LOS A	0.0	0.3	0.03	0.69	0.03	67.7
NorthWest: Cemetery Road														
27b	L3	11	2	11	18.2	0.008	9.4	LOS A	0.0	0.0	0.00	0.64	0.00	68.4
28	T1	1	0	1	0.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.64	0.00	82.0
Approach		12	2	12	16.7	0.008	8.6	NA	0.0	0.0	0.00	0.64	0.00	69.4
All Vehicles		26	4	26	15.4	0.010	8.1	NA	0.0	0.3	0.02	0.64	0.02	69.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 103 [Cemetery Road / Unnamed Road 2025 PM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cemetery Road														
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.04	0.31	0.04	90.9
23a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.04	0.31	0.04	82.2
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.04	0.31	0.04	86.3
North: Unnamed Road														
7a	L1	1	0	1	0.0	0.010	7.3	LOS A	0.0	0.3	0.03	0.69	0.03	73.9
9b	R3	11	2	11	18.2	0.010	8.5	LOS A	0.0	0.3	0.03	0.69	0.03	67.1
Approach		12	2	12	16.7	0.010	8.4	LOS A	0.0	0.3	0.03	0.69	0.03	67.7
NorthWest: Cemetery Road														
27b	L3	9	1	9	11.1	0.006	9.2	LOS A	0.0	0.0	0.00	0.63	0.00	70.9
28	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.63	0.00	82.2
Approach		10	1	10	10.0	0.006	8.3	NA	0.0	0.0	0.00	0.63	0.00	71.8
All Vehicles		24	3	24	12.5	0.010	7.9	NA	0.0	0.3	0.02	0.63	0.02	70.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 103 [Cemetery Road / Unnamed Road 2025 AM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cemetery Road														
22	T1	1	0	1	0.0	0.007	0.0	LOS A	0.0	0.3	0.02	0.59	0.02	85.3
23a	R1	11	2	11	18.2	0.007	7.3	LOS A	0.0	0.3	0.02	0.59	0.02	70.2
Approach		12	2	12	16.7	0.007	6.7	NA	0.0	0.3	0.02	0.59	0.02	71.2
North: Unnamed Road														
7a	L1	11	2	11	18.2	0.008	7.8	LOS A	0.0	0.3	0.01	0.67	0.01	68.0
9b	R3	1	0	1	0.0	0.008	8.0	LOS A	0.0	0.3	0.01	0.67	0.01	74.8
Approach		12	2	12	16.7	0.008	7.8	LOS A	0.0	0.3	0.01	0.67	0.01	68.5
NorthWest: Cemetery Road														
27b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.00	0.38	0.00	81.4
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	89.1
Approach		2	0	2	0.0	0.001	4.5	NA	0.0	0.0	0.00	0.38	0.00	85.1
All Vehicles		26	4	26	15.4	0.008	7.1	NA	0.0	0.3	0.01	0.61	0.01	70.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 103 [Cemetery Road / Unnamed Road 2025 PM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cemetery Road														
22	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.2	0.02	0.58	0.02	85.4
23a	R1	9	1	9	11.1	0.006	7.2	LOS A	0.0	0.2	0.02	0.58	0.02	72.7
Approach		10	1	10	10.0	0.006	6.4	NA	0.0	0.2	0.02	0.58	0.02	73.8
North: Unnamed Road														
7a	L1	11	2	11	18.2	0.008	7.8	LOS A	0.0	0.3	0.01	0.67	0.01	68.0
9b	R3	1	0	1	0.0	0.008	8.0	LOS A	0.0	0.3	0.01	0.67	0.01	74.8
Approach		12	2	12	16.7	0.008	7.8	LOS A	0.0	0.3	0.01	0.67	0.01	68.5
NorthWest: Cemetery Road														
27b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.00	0.38	0.00	81.4
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	89.1
Approach		2	0	2	0.0	0.001	4.5	NA	0.0	0.0	0.00	0.38	0.00	85.1
All Vehicles		24	3	24	12.5	0.008	7.0	NA	0.0	0.3	0.01	0.61	0.01	71.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 103 [Cemetery Road / Unnamed Road 2025 AM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cemetery Road														
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.06	0.31	0.06	90.7
23a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.06	0.31	0.06	82.0
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.06	0.31	0.06	86.1
North: Unnamed Road														
7a	L1	1	0	1	0.0	0.015	7.3	LOS A	0.0	0.4	0.03	0.68	0.03	73.9
9b	R3	15	6	15	40.0	0.015	9.1	LOS A	0.0	0.4	0.03	0.68	0.03	60.4
Approach		16	6	16	37.5	0.015	9.0	LOS A	0.0	0.4	0.03	0.68	0.03	61.1
NorthWest: Cemetery Road														
27b	L3	15	6	15	40.0	0.012	10.0	LOS A	0.0	0.0	0.00	0.64	0.00	62.1
28	T1	1	0	1	0.0	0.012	0.0	LOS A	0.0	0.0	0.00	0.64	0.00	82.0
Approach		16	6	16	37.5	0.012	9.4	NA	0.0	0.0	0.00	0.64	0.00	63.0
All Vehicles		34	12	34	35.3	0.015	8.9	NA	0.0	0.4	0.02	0.64	0.02	63.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 103 [Cemetery Road / Unnamed Road 2025 PM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cemetery Road														
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.06	0.31	0.06	90.7
23a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.06	0.31	0.06	82.1
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.06	0.31	0.06	86.2
North: Unnamed Road														
7a	L1	1	0	1	0.0	0.015	7.3	LOS A	0.0	0.4	0.03	0.68	0.03	73.9
9b	R3	15	6	15	40.0	0.015	9.1	LOS A	0.0	0.4	0.03	0.68	0.03	60.4
Approach		16	6	16	37.5	0.015	9.0	LOS A	0.0	0.4	0.03	0.68	0.03	61.1
NorthWest: Cemetery Road														
27b	L3	13	5	13	38.5	0.011	10.0	LOS A	0.0	0.0	0.00	0.64	0.00	62.6
28	T1	1	0	1	0.0	0.011	0.0	LOS A	0.0	0.0	0.00	0.64	0.00	82.2
Approach		14	5	14	35.7	0.011	9.2	NA	0.0	0.0	0.00	0.64	0.00	63.7
All Vehicles		32	11	32	34.4	0.015	8.8	NA	0.0	0.4	0.02	0.64	0.02	63.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 103 [Cemetery Road / Unnamed Road 2025 AM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cemetery Road														
22	T1	1	0	1	0.0	0.007	0.0	LOS A	0.0	0.3	0.05	0.58	0.05	85.1
23a	R1	11	2	11	18.2	0.007	7.4	LOS A	0.0	0.3	0.05	0.58	0.05	70.1
Approach		12	2	12	16.7	0.007	6.7	NA	0.0	0.3	0.05	0.58	0.05	71.1
North: Unnamed Road														
7a	L1	11	2	11	18.2	0.013	7.8	LOS A	0.0	0.4	0.01	0.68	0.01	68.0
9b	R3	5	4	5	80.0	0.013	10.3	LOS B	0.0	0.4	0.01	0.68	0.01	51.4
Approach		16	6	16	37.5	0.013	8.6	LOS A	0.0	0.4	0.01	0.68	0.01	61.8
NorthWest: Cemetery Road														
27b	L3	5	4	5	80.0	0.005	11.0	LOS B	0.0	0.0	0.00	0.57	0.00	55.9
28	T1	1	0	1	0.0	0.005	0.0	LOS A	0.0	0.0	0.00	0.57	0.00	89.1
Approach		6	4	6	66.7	0.005	9.2	NA	0.0	0.0	0.00	0.57	0.00	59.6
All Vehicles		34	12	34	35.3	0.013	8.0	NA	0.0	0.4	0.02	0.62	0.02	64.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 103 [Cemetery Road / Unnamed Road 2025 PM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cemetery Road														
22	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.2	0.05	0.56	0.05	85.2
23a	R1	9	1	9	11.1	0.006	7.2	LOS A	0.0	0.2	0.05	0.56	0.05	72.5
Approach		10	1	10	10.0	0.006	6.5	NA	0.0	0.2	0.05	0.56	0.05	73.6
North: Unnamed Road														
7a	L1	11	2	11	18.2	0.013	7.8	LOS A	0.0	0.4	0.01	0.68	0.01	68.0
9b	R3	5	4	5	80.0	0.013	10.3	LOS B	0.0	0.4	0.01	0.68	0.01	51.4
Approach		16	6	16	37.5	0.013	8.6	LOS A	0.0	0.4	0.01	0.68	0.01	61.8
NorthWest: Cemetery Road														
27b	L3	5	4	5	80.0	0.005	11.0	LOS B	0.0	0.0	0.00	0.57	0.00	55.9
28	T1	1	0	1	0.0	0.005	0.0	LOS A	0.0	0.0	0.00	0.57	0.00	89.1
Approach		6	4	6	66.7	0.005	9.2	NA	0.0	0.0	0.00	0.57	0.00	59.6
All Vehicles		32	11	32	34.4	0.013	8.0	NA	0.0	0.4	0.02	0.62	0.02	64.6

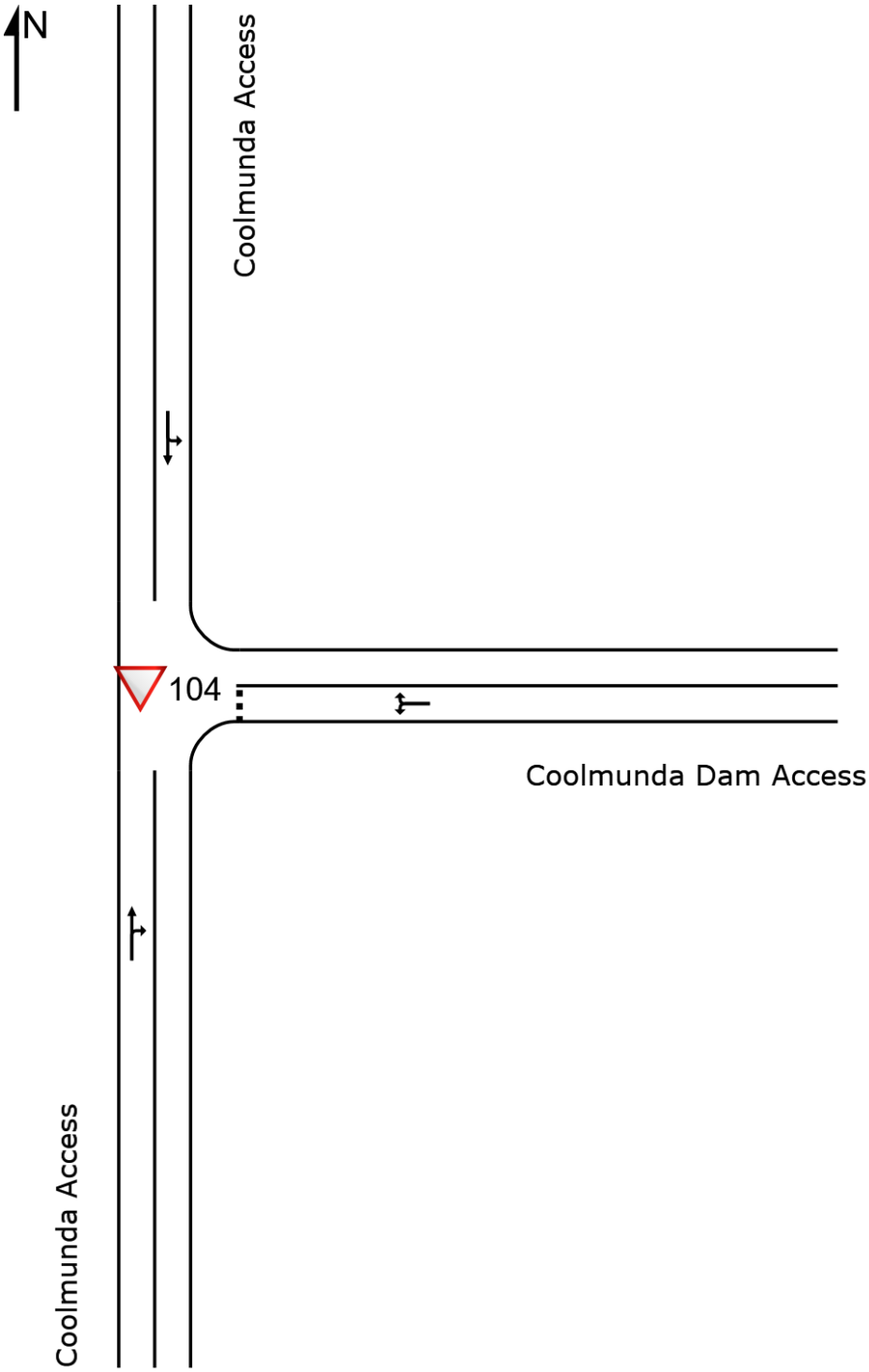
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 104 [Coolmunda Dam Access / Coolmunda Dam Access 2022 AM Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 104 [Coolmunda Dam Access / Coolmunda Dam Access 2025 AM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Access														
2	T1	3	1	3	33.3	0.002	0.0	LOS A	0.0	0.0	0.02	0.15	0.02	58.2
3	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.15	0.02	56.0
Approach		4	1	4	25.0	0.002	1.4	NA	0.0	0.0	0.02	0.15	0.02	57.6
East: Coolmunda Dam Access														
4	L2	1	0	1	0.0	0.003	5.6	LOS A	0.0	0.1	0.03	0.58	0.03	53.6
6	R2	3	1	3	33.3	0.003	5.9	LOS A	0.0	0.1	0.03	0.58	0.03	51.6
Approach		4	1	4	25.0	0.003	5.8	LOS A	0.0	0.1	0.03	0.58	0.03	52.0
North: Coolmunda Access														
7	L2	3	1	3	33.3	0.004	5.9	LOS A	0.0	0.0	0.00	0.29	0.00	54.4
8	T1	3	1	3	33.3	0.004	0.0	LOS A	0.0	0.0	0.00	0.29	0.00	57.4
Approach		6	2	6	33.3	0.004	3.0	NA	0.0	0.0	0.00	0.29	0.00	55.8
All Vehicles		14	4	14	28.6	0.004	3.3	NA	0.0	0.1	0.02	0.33	0.02	55.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 104 [Coolmunda Dam Access / Coolmunda Dam Access 2025 PM Scenario 1 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Access														
2	T1	3	1	3	33.3	0.002	0.0	LOS A	0.0	0.0	0.02	0.15	0.02	58.2
3	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.15	0.02	56.0
Approach		4	1	4	25.0	0.002	1.4	NA	0.0	0.0	0.02	0.15	0.02	57.6
East: Coolmunda Dam Access														
4	L2	1	0	1	0.0	0.003	5.6	LOS A	0.0	0.1	0.03	0.58	0.03	53.6
6	R2	3	1	3	33.3	0.003	5.9	LOS A	0.0	0.1	0.03	0.58	0.03	51.6
Approach		4	1	4	25.0	0.003	5.8	LOS A	0.0	0.1	0.03	0.58	0.03	52.0
North: Coolmunda Access														
7	L2	3	1	3	33.3	0.004	5.9	LOS A	0.0	0.0	0.00	0.29	0.00	54.4
8	T1	3	1	3	33.3	0.004	0.0	LOS A	0.0	0.0	0.00	0.29	0.00	57.4
Approach		6	2	6	33.3	0.004	3.0	NA	0.0	0.0	0.00	0.29	0.00	55.8
All Vehicles		14	4	14	28.6	0.004	3.3	NA	0.0	0.1	0.02	0.33	0.02	55.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 104 [Coolmunda Dam Access / Coolmunda Dam Access 2025 AM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Access														
2	T1	3	1	3	33.3	0.004	0.0	LOS A	0.0	0.1	0.03	0.30	0.03	57.3
3	R2	3	1	3	33.3	0.004	5.9	LOS A	0.0	0.1	0.03	0.30	0.03	53.6
Approach		6	2	6	33.3	0.004	2.9	NA	0.0	0.1	0.03	0.30	0.03	55.4
East: Coolmunda Dam Access														
4	L2	3	1	3	33.3	0.003	5.9	LOS A	0.0	0.1	0.03	0.57	0.03	52.2
6	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.03	0.57	0.03	53.0
Approach		4	1	4	25.0	0.003	5.8	LOS A	0.0	0.1	0.03	0.57	0.03	52.4
North: Coolmunda Access														
7	L2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.00	0.15	0.00	56.7
8	T1	3	1	3	33.3	0.002	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	58.2
Approach		4	1	4	25.0	0.002	1.4	NA	0.0	0.0	0.00	0.15	0.00	57.8
All Vehicles		14	4	14	28.6	0.004	3.3	NA	0.0	0.1	0.02	0.33	0.02	55.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 104 [Coolmunda Dam Access / Coolmunda Dam Access 2025 PM Scenario 2 – Without Development Traffic (Site Folder: Peak Impact Year – Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Access														
2	T1	3	1	3	33.3	0.004	0.0	LOS A	0.0	0.1	0.03	0.30	0.03	57.3
3	R2	3	1	3	33.3	0.004	5.9	LOS A	0.0	0.1	0.03	0.30	0.03	53.6
Approach		6	2	6	33.3	0.004	2.9	NA	0.0	0.1	0.03	0.30	0.03	55.4
East: Coolmunda Dam Access														
4	L2	3	1	3	33.3	0.003	5.9	LOS A	0.0	0.1	0.03	0.57	0.03	52.2
6	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.03	0.57	0.03	53.0
Approach		4	1	4	25.0	0.003	5.8	LOS A	0.0	0.1	0.03	0.57	0.03	52.4
North: Coolmunda Access														
7	L2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.00	0.15	0.00	56.7
8	T1	3	1	3	33.3	0.002	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	58.2
Approach		4	1	4	25.0	0.002	1.4	NA	0.0	0.0	0.00	0.15	0.00	57.8
All Vehicles		14	4	14	28.6	0.004	3.3	NA	0.0	0.1	0.02	0.33	0.02	55.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 104 [Coolmunda Dam Access / Coolmunda Dam Access 2025 AM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Access														
2	T1	3	1	3	33.3	0.002	0.0	LOS A	0.0	0.0	0.03	0.15	0.03	58.1
3	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.03	0.15	0.03	56.0
Approach		4	1	4	25.0	0.002	1.4	NA	0.0	0.0	0.03	0.15	0.03	57.6
East: Coolmunda Dam Access														
4	L2	1	0	1	0.0	0.009	5.6	LOS A	0.0	0.3	0.05	0.58	0.05	53.5
6	R2	8	6	8	75.0	0.009	6.4	LOS A	0.0	0.3	0.05	0.58	0.05	49.8
Approach		9	6	9	66.7	0.009	6.3	LOS A	0.0	0.3	0.05	0.58	0.05	50.2
North: Coolmunda Access														
7	L2	8	6	8	75.0	0.008	6.4	LOS A	0.0	0.0	0.00	0.41	0.00	52.6
8	T1	3	1	3	33.3	0.008	0.0	LOS A	0.0	0.0	0.00	0.41	0.00	57.4
Approach		11	7	11	63.6	0.008	4.7	NA	0.0	0.0	0.00	0.41	0.00	53.8
All Vehicles		24	14	24	58.3	0.009	4.7	NA	0.0	0.3	0.02	0.43	0.02	52.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 104 [Coolmunda Dam Access / Coolmunda Dam Access 2025 PM Scenario 1 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Access														
2	T1	3	1	3	33.3	0.002	0.0	LOS A	0.0	0.0	0.03	0.15	0.03	58.1
3	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.03	0.15	0.03	56.0
Approach		4	1	4	25.0	0.002	1.4	NA	0.0	0.0	0.03	0.15	0.03	57.6
East: Coolmunda Dam Access														
4	L2	1	0	1	0.0	0.009	5.6	LOS A	0.0	0.3	0.05	0.58	0.05	53.5
6	R2	8	6	8	75.0	0.009	6.4	LOS A	0.0	0.3	0.05	0.58	0.05	49.8
Approach		9	6	9	66.7	0.009	6.3	LOS A	0.0	0.3	0.05	0.58	0.05	50.2
North: Coolmunda Access														
7	L2	8	6	8	75.0	0.008	6.4	LOS A	0.0	0.0	0.00	0.41	0.00	52.6
8	T1	3	1	3	33.3	0.008	0.0	LOS A	0.0	0.0	0.00	0.41	0.00	57.4
Approach		11	7	11	63.6	0.008	4.7	NA	0.0	0.0	0.00	0.41	0.00	53.8
All Vehicles		24	14	24	58.3	0.009	4.7	NA	0.0	0.3	0.02	0.43	0.02	52.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 104 [Coolmunda Dam Access / Coolmunda Dam Access 2025 AM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Access														
2	T1	3	1	3	33.3	0.004	0.0	LOS A	0.0	0.1	0.05	0.29	0.05	57.2
3	R2	3	1	3	33.3	0.004	5.9	LOS A	0.0	0.1	0.05	0.29	0.05	53.6
Approach		6	2	6	33.3	0.004	3.0	NA	0.0	0.1	0.05	0.29	0.05	55.3
East: Coolmunda Dam Access														
4	L2	3	1	3	33.3	0.009	5.9	LOS A	0.0	0.3	0.03	0.58	0.03	52.1
6	R2	6	5	6	83.3	0.009	6.5	LOS A	0.0	0.3	0.03	0.58	0.03	49.5
Approach		9	6	9	66.7	0.009	6.3	LOS A	0.0	0.3	0.03	0.58	0.03	50.3
North: Coolmunda Access														
7	L2	6	5	6	83.3	0.007	6.5	LOS A	0.0	0.0	0.00	0.38	0.00	52.9
8	T1	3	1	3	33.3	0.007	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	58.2
Approach		9	6	9	66.7	0.007	4.3	NA	0.0	0.0	0.00	0.38	0.00	54.6
All Vehicles		24	14	24	58.3	0.009	4.7	NA	0.0	0.3	0.03	0.43	0.03	53.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 104 [Coolmunda Dam Access / Coolmunda Dam Access 2025 PM Scenario 2 – With Development Traffic (Site Folder: Peak Impact Year – With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Coolmunda Access														
2	T1	3	1	3	33.3	0.004	0.0	LOS A	0.0	0.1	0.05	0.29	0.05	57.2
3	R2	3	1	3	33.3	0.004	5.9	LOS A	0.0	0.1	0.05	0.29	0.05	53.6
Approach		6	2	6	33.3	0.004	3.0	NA	0.0	0.1	0.05	0.29	0.05	55.3
East: Coolmunda Dam Access														
4	L2	3	1	3	33.3	0.009	5.9	LOS A	0.0	0.3	0.03	0.58	0.03	52.1
6	R2	6	5	6	83.3	0.009	6.5	LOS A	0.0	0.3	0.03	0.58	0.03	49.5
Approach		9	6	9	66.7	0.009	6.3	LOS A	0.0	0.3	0.03	0.58	0.03	50.3
North: Coolmunda Access														
7	L2	6	5	6	83.3	0.007	6.5	LOS A	0.0	0.0	0.00	0.38	0.00	52.9
8	T1	3	1	3	33.3	0.007	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	58.2
Approach		9	6	9	66.7	0.007	4.3	NA	0.0	0.0	0.00	0.38	0.00	54.6
All Vehicles		24	14	24	58.3	0.009	4.7	NA	0.0	0.3	0.03	0.43	0.03	53.1

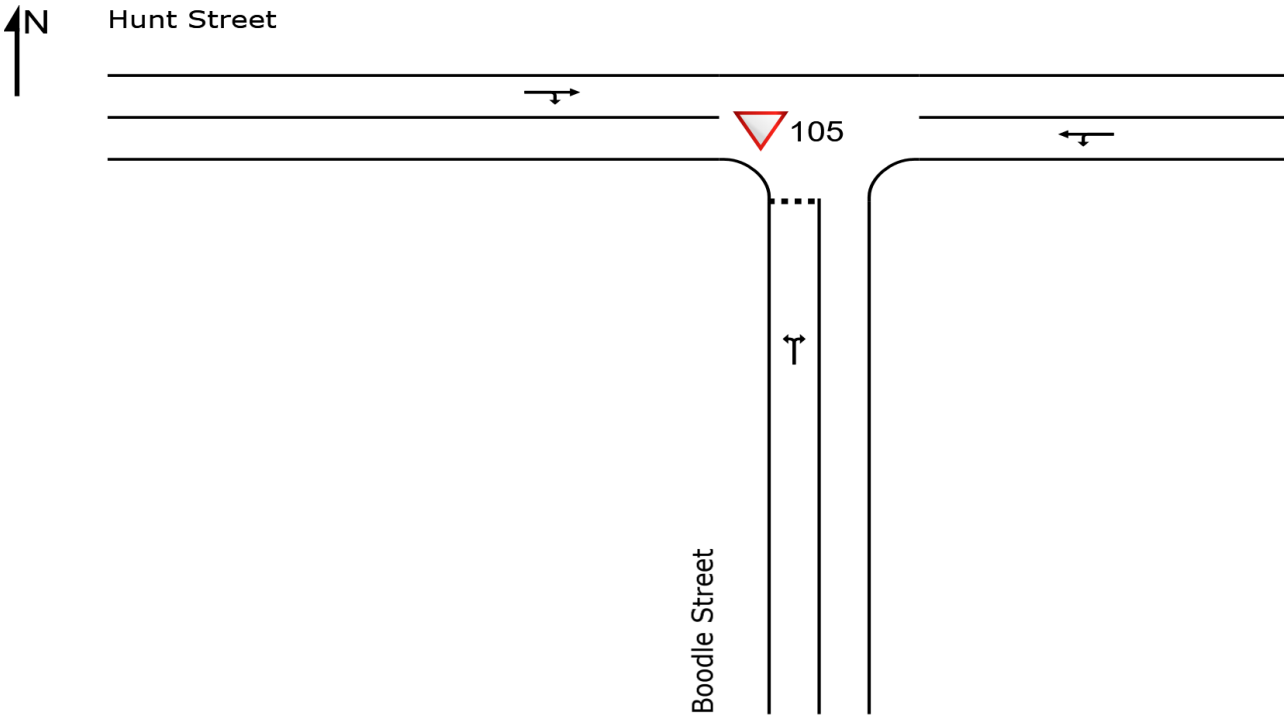
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 105 [Hunt Street / Boodle Street 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2026 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	48.2
3	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	52.5
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	50.8
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.29	0.02	55.9
12	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.29	0.02	51.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.02	0.29	0.02	54.0
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2026 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	48.2
3	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	52.5
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	50.8
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.29	0.02	55.9
12	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.29	0.02	51.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.02	0.29	0.02	54.0
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2026 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	48.2
3	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	52.5
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	50.8
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.29	0.02	55.9
12	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.29	0.02	51.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.02	0.29	0.02	54.0
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2026 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	48.2
3	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	52.5
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	50.8
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.29	0.02	55.9
12	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.29	0.02	51.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.02	0.29	0.02	54.0
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2026 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	2	1	2	50.0	0.002	6.1	LOS A	0.0	0.1	0.01	0.57	0.01	44.2
3	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.1	0.01	0.57	0.01	52.5
Approach		3	1	3	33.3	0.002	5.9	LOS A	0.0	0.1	0.01	0.57	0.01	47.7
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.1	0.02	0.38	0.02	55.9
12	R2	2	1	2	50.0	0.002	6.1	LOS A	0.0	0.1	0.02	0.38	0.02	47.8
Approach		3	1	3	33.3	0.002	4.1	NA	0.0	0.1	0.02	0.38	0.02	50.7
All Vehicles		8	2	8	25.0	0.002	4.4	NA	0.0	0.1	0.01	0.43	0.01	50.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2026 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	2	1	2	50.0	0.002	6.1	LOS A	0.0	0.1	0.01	0.57	0.01	44.2
3	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.1	0.01	0.57	0.01	52.5
Approach		3	1	3	33.3	0.002	5.9	LOS A	0.0	0.1	0.01	0.57	0.01	47.7
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.1	0.02	0.38	0.02	55.9
12	R2	2	1	2	50.0	0.002	6.1	LOS A	0.0	0.1	0.02	0.38	0.02	47.8
Approach		3	1	3	33.3	0.002	4.1	NA	0.0	0.1	0.02	0.38	0.02	50.7
All Vehicles		8	2	8	25.0	0.002	4.4	NA	0.0	0.1	0.01	0.43	0.01	50.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2026 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	2	1	2	50.0	0.002	6.1	LOS A	0.0	0.1	0.01	0.57	0.01	44.2
3	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.1	0.01	0.57	0.01	52.5
Approach		3	1	3	33.3	0.002	5.9	LOS A	0.0	0.1	0.01	0.57	0.01	47.7
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.1	0.02	0.38	0.02	55.9
12	R2	2	1	2	50.0	0.002	6.1	LOS A	0.0	0.1	0.02	0.38	0.02	47.8
Approach		3	1	3	33.3	0.002	4.1	NA	0.0	0.1	0.02	0.38	0.02	50.7
All Vehicles		8	2	8	25.0	0.002	4.4	NA	0.0	0.1	0.01	0.43	0.01	50.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2026 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	2	1	2	50.0	0.002	6.1	LOS A	0.0	0.1	0.01	0.57	0.01	44.2
3	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.1	0.01	0.57	0.01	52.5
Approach		3	1	3	33.3	0.002	5.9	LOS A	0.0	0.1	0.01	0.57	0.01	47.7
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.1	0.02	0.38	0.02	55.9
12	R2	2	1	2	50.0	0.002	6.1	LOS A	0.0	0.1	0.02	0.38	0.02	47.8
Approach		3	1	3	33.3	0.002	4.1	NA	0.0	0.1	0.02	0.38	0.02	50.7
All Vehicles		8	2	8	25.0	0.002	4.4	NA	0.0	0.1	0.01	0.43	0.01	50.8

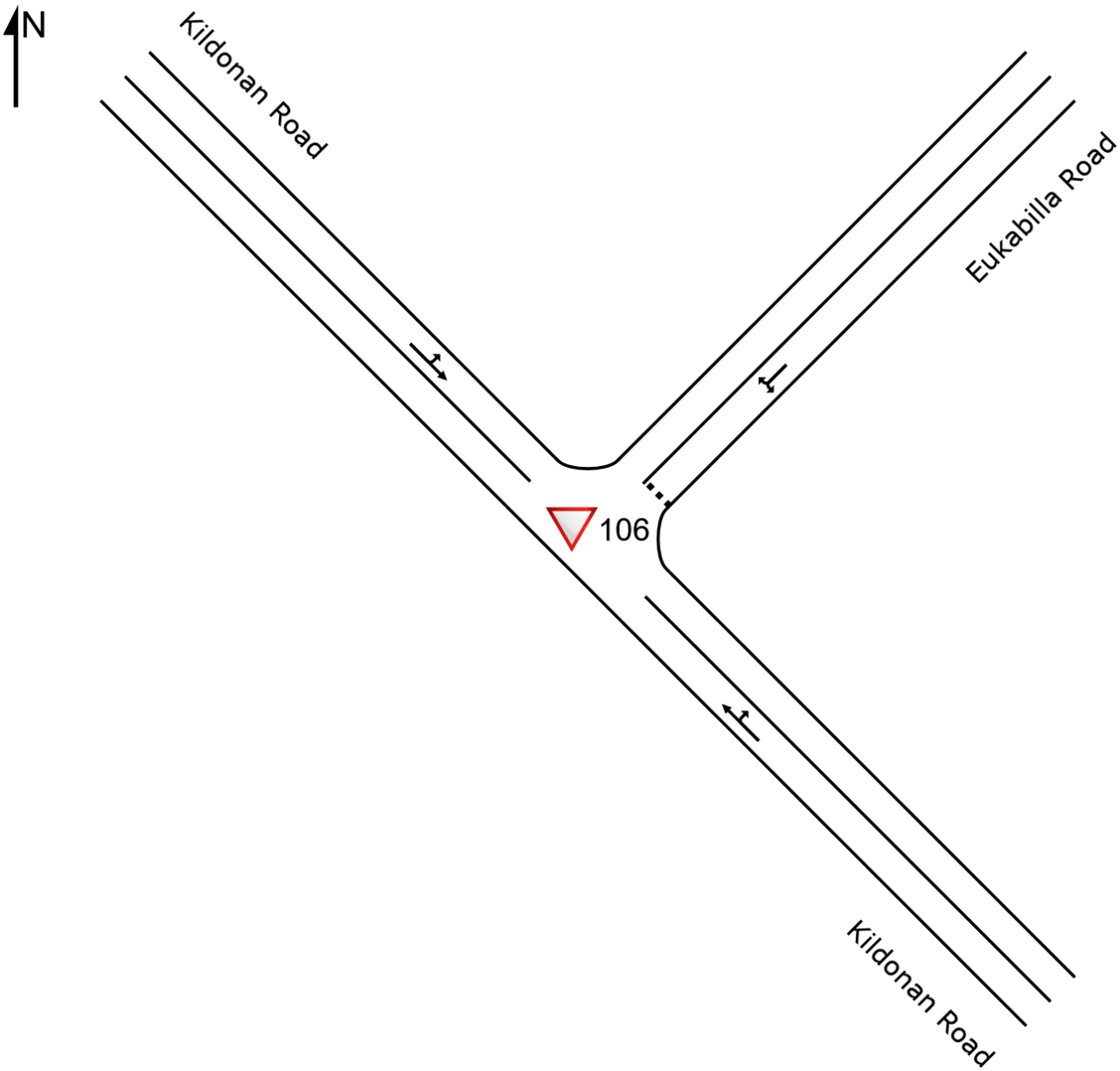
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 106 [Kildonan Road / Eukabilla Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 106 [Kildonan Road / Eukabilla Road 2027 AM Peak Scenario 1-Without Developmemt Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Kildonan Road														
22	T1	91	9	91	9.9	0.050	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	99.7
23	R2	1	0	1	0.0	0.050	7.7	LOS A	0.0	0.0	0.01	0.01	0.01	71.5
Approach		92	9	92	9.8	0.050	0.1	NA	0.0	0.0	0.01	0.01	0.01	99.3
NorthEast: Eukabilla Road														
24	L2	1	0	1	0.0	0.002	5.8	LOS A	0.0	0.0	0.20	0.54	0.20	61.6
26	R2	1	0	1	0.0	0.002	6.1	LOS A	0.0	0.0	0.20	0.54	0.20	61.3
Approach		2	0	2	0.0	0.002	5.9	LOS A	0.0	0.0	0.20	0.54	0.20	61.4
NorthWest: Kildonan Road														
27	L2	1	0	1	0.0	0.051	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
28	T1	93	9	93	9.7	0.051	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		94	9	94	9.6	0.051	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		188	18	188	9.6	0.051	0.1	NA	0.0	0.0	0.00	0.01	0.00	98.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 106 [Kildonan Road / Eukabilla Road 2027 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Kildonan Road														
22	T1	90	9	90	10.0	0.050	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
23	R2	1	0	1	0.0	0.050	7.7	LOS A	0.0	0.0	0.00	0.01	0.00	71.5
Approach		91	9	91	9.9	0.050	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.3
NorthEast: Eukabilla Road														
24	L2	1	0	1	0.0	0.002	5.8	LOS A	0.0	0.0	0.18	0.54	0.18	61.7
26	R2	1	0	1	0.0	0.002	6.0	LOS A	0.0	0.0	0.18	0.54	0.18	61.3
Approach		2	0	2	0.0	0.002	5.9	LOS A	0.0	0.0	0.18	0.54	0.18	61.5
NorthWest: Kildonan Road														
27	L2	1	0	1	0.0	0.046	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
28	T1	83	8	83	9.6	0.046	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		84	8	84	9.5	0.046	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		177	17	177	9.6	0.050	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 106 [Kildonan Road / Eukabilla Road 2027 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Kildonan Road														
22	T1	91	9	91	9.9	0.050	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	99.7
23	R2	1	0	1	0.0	0.050	7.7	LOS A	0.0	0.0	0.01	0.01	0.01	71.5
Approach		92	9	92	9.8	0.050	0.1	NA	0.0	0.0	0.01	0.01	0.01	99.3
NorthEast: Eukabilla Road														
24	L2	1	0	1	0.0	0.002	5.8	LOS A	0.0	0.0	0.20	0.54	0.20	61.6
26	R2	1	0	1	0.0	0.002	6.1	LOS A	0.0	0.0	0.20	0.54	0.20	61.3
Approach		2	0	2	0.0	0.002	5.9	LOS A	0.0	0.0	0.20	0.54	0.20	61.4
NorthWest: Kildonan Road														
27	L2	1	0	1	0.0	0.051	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
28	T1	93	9	93	9.7	0.051	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		94	9	94	9.6	0.051	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		188	18	188	9.6	0.051	0.1	NA	0.0	0.0	0.00	0.01	0.00	98.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 106 [Kildonan Road / Eukabilla Road 2027 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Kildonan Road														
22	T1	90	9	90	10.0	0.050	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
23	R2	1	0	1	0.0	0.050	7.7	LOS A	0.0	0.0	0.00	0.01	0.00	71.5
Approach		91	9	91	9.9	0.050	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.3
NorthEast: Eukabilla Road														
24	L2	1	0	1	0.0	0.002	5.8	LOS A	0.0	0.0	0.18	0.54	0.18	61.7
26	R2	1	0	1	0.0	0.002	6.0	LOS A	0.0	0.0	0.18	0.54	0.18	61.3
Approach		2	0	2	0.0	0.002	5.9	LOS A	0.0	0.0	0.18	0.54	0.18	61.5
NorthWest: Kildonan Road														
27	L2	1	0	1	0.0	0.046	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
28	T1	83	8	83	9.6	0.046	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		84	8	84	9.5	0.046	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		177	17	177	9.6	0.050	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 106 [Kildonan Road / Eukabilla Road 2027 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Kildonan Road														
22	T1	92	10	92	10.9	0.054	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	99.4
23	R2	3	2	3	66.7	0.054	9.8	LOS A	0.0	0.2	0.02	0.02	0.02	66.3
Approach		95	12	95	12.6	0.054	0.3	NA	0.0	0.2	0.02	0.02	0.02	97.9
NorthEast: Eukabilla Road														
24	L2	3	2	3	66.7	0.005	6.8	LOS A	0.0	0.2	0.23	0.55	0.23	47.7
26	R2	2	1	2	50.0	0.005	7.1	LOS A	0.0	0.2	0.23	0.55	0.23	49.7
Approach		5	3	5	60.0	0.005	6.9	LOS A	0.0	0.2	0.23	0.55	0.23	48.5
NorthWest: Kildonan Road														
27	L2	13	1	13	7.7	0.059	8.0	LOS A	0.0	0.0	0.00	0.08	0.00	82.8
28	T1	94	10	94	10.6	0.059	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	97.4
Approach		107	11	107	10.3	0.059	1.0	NA	0.0	0.0	0.00	0.08	0.00	95.3
All Vehicles		207	26	207	12.6	0.059	0.8	NA	0.0	0.2	0.02	0.07	0.02	94.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 106 [Kildonan Road / Eukabilla Road 2027 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Kildonan Road														
22	T1	91	10	91	11.0	0.053	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	99.5
23	R2	3	2	3	66.7	0.053	9.7	LOS A	0.0	0.2	0.02	0.02	0.02	66.3
Approach		94	12	94	12.8	0.053	0.3	NA	0.0	0.2	0.02	0.02	0.02	97.9
NorthEast: Eukabilla Road														
24	L2	3	2	3	66.7	0.015	6.7	LOS A	0.0	0.4	0.23	0.57	0.23	47.7
26	R2	13	1	13	7.7	0.015	6.2	LOS A	0.0	0.4	0.23	0.57	0.23	58.8
Approach		16	3	16	18.8	0.015	6.3	LOS A	0.0	0.4	0.23	0.57	0.23	56.3
NorthWest: Kildonan Road														
27	L2	2	1	2	50.0	0.048	9.1	LOS A	0.0	0.0	0.00	0.02	0.00	67.7
28	T1	84	9	84	10.7	0.048	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.7
Approach		86	10	86	11.6	0.048	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.6
All Vehicles		196	25	196	12.8	0.053	0.8	NA	0.0	0.4	0.03	0.06	0.03	92.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 106 [Kildonan Road / Eukabilla Road 2027 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Kildonan Road														
22	T1	92	10	92	10.9	0.054	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	99.4
23	R2	3	2	3	66.7	0.054	9.8	LOS A	0.0	0.2	0.02	0.02	0.02	66.3
Approach		95	12	95	12.6	0.054	0.3	NA	0.0	0.2	0.02	0.02	0.02	97.9
NorthEast: Eukabilla Road														
24	L2	3	2	3	66.7	0.005	6.8	LOS A	0.0	0.2	0.23	0.55	0.23	47.7
26	R2	2	1	2	50.0	0.005	7.1	LOS A	0.0	0.2	0.23	0.55	0.23	49.7
Approach		5	3	5	60.0	0.005	6.9	LOS A	0.0	0.2	0.23	0.55	0.23	48.5
NorthWest: Kildonan Road														
27	L2	12	1	12	8.3	0.058	8.1	LOS A	0.0	0.0	0.00	0.08	0.00	82.6
28	T1	94	10	94	10.6	0.058	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	97.5
Approach		106	11	106	10.4	0.058	0.9	NA	0.0	0.0	0.00	0.08	0.00	95.6
All Vehicles		206	26	206	12.6	0.058	0.8	NA	0.0	0.2	0.02	0.06	0.02	94.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 106 [Kildonan Road / Eukabilla Road 2027 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Kildonan Road														
22	T1	91	10	91	11.0	0.053	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	99.5
23	R2	3	2	3	66.7	0.053	9.7	LOS A	0.0	0.2	0.02	0.02	0.02	66.3
Approach		94	12	94	12.8	0.053	0.3	NA	0.0	0.2	0.02	0.02	0.02	97.9
NorthEast: Eukabilla Road														
24	L2	3	2	3	66.7	0.014	6.7	LOS A	0.0	0.4	0.23	0.57	0.23	47.7
26	R2	12	1	12	8.3	0.014	6.2	LOS A	0.0	0.4	0.23	0.57	0.23	58.6
Approach		15	3	15	20.0	0.014	6.3	LOS A	0.0	0.4	0.23	0.57	0.23	56.1
NorthWest: Kildonan Road														
27	L2	2	1	2	50.0	0.048	9.1	LOS A	0.0	0.0	0.00	0.02	0.00	67.7
28	T1	84	9	84	10.7	0.048	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.7
Approach		86	10	86	11.6	0.048	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.6
All Vehicles		195	25	195	12.8	0.053	0.7	NA	0.0	0.4	0.03	0.06	0.03	92.9

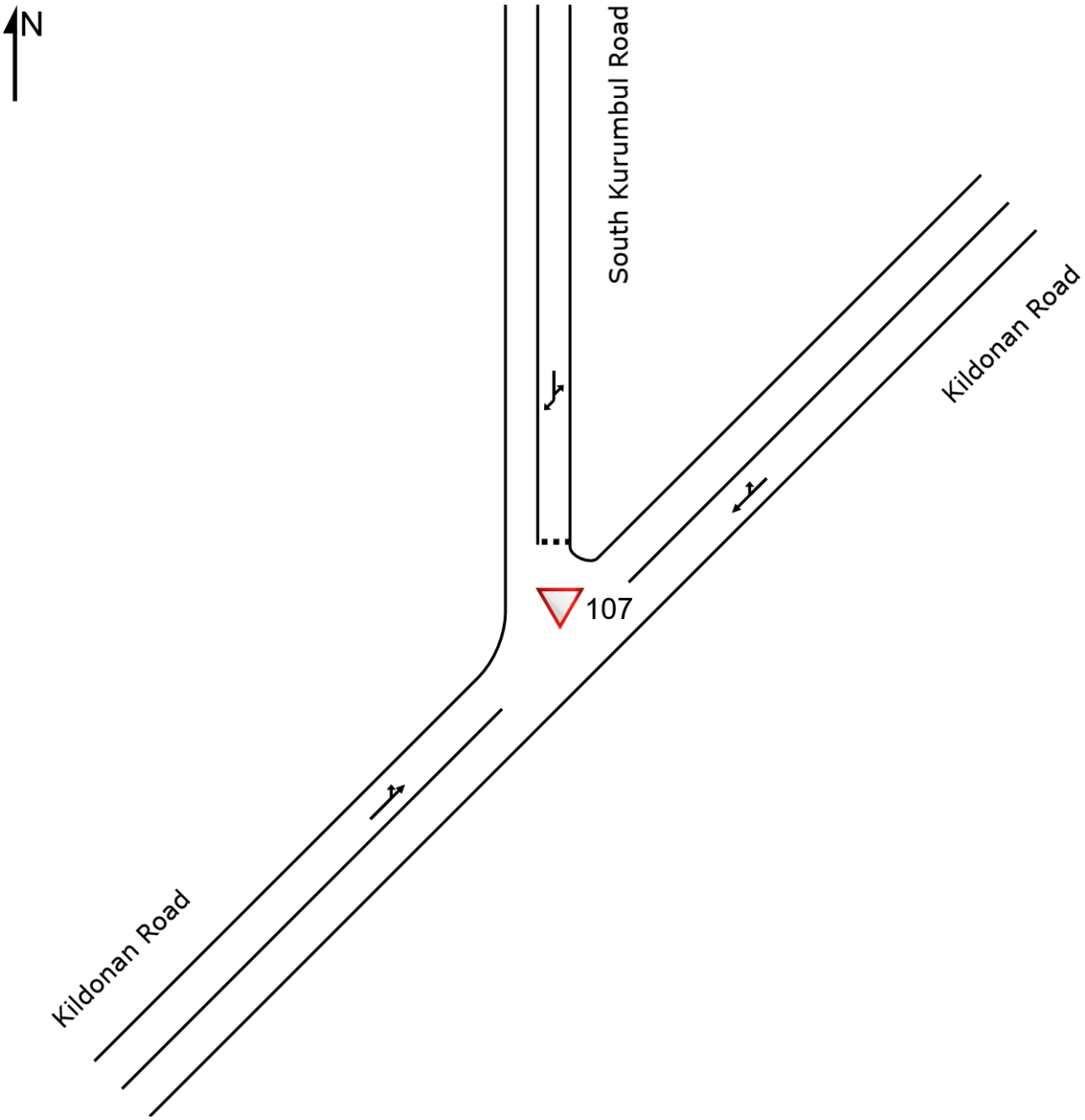
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 107 [Kildonan Road / South Kurumbul Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 107 [Kildonan Road / South Kurumbul Road 2027 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Kildonan Road														
25	T1	91	9	91	9.9	0.049	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	99.7
26b	R3	1	0	1	0.0	0.049	8.4	LOS A	0.0	0.0	0.01	0.01	0.01	88.1
Approach		92	9	92	9.8	0.049	0.1	NA	0.0	0.0	0.01	0.01	0.01	99.5
North: South Kurumbul Road														
7b	L3	1	0	1	0.0	0.004	9.2	LOS A	0.0	0.1	0.23	0.61	0.23	73.9
9a	R1	3	1	3	33.3	0.004	8.7	LOS A	0.0	0.1	0.23	0.61	0.23	62.8
Approach		4	1	4	25.0	0.004	8.8	LOS A	0.0	0.1	0.23	0.61	0.23	65.2
SouthWest: Kildonan Road														
30a	L1	3	1	3	33.3	0.051	8.2	LOS A	0.0	0.0	0.00	0.02	0.00	72.3
31	T1	93	9	93	9.7	0.051	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.5
Approach		96	10	96	10.4	0.051	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.4
All Vehicles		192	20	192	10.4	0.051	0.4	NA	0.0	0.1	0.01	0.03	0.01	97.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 107 [Kildonan Road / South Kurumbul Road 2027 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Kildonan Road														
25	T1	90	9	90	10.0	0.048	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
26b	R3	1	0	1	0.0	0.048	8.3	LOS A	0.0	0.0	0.00	0.01	0.00	88.1
Approach		91	9	91	9.9	0.048	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
North: South Kurumbul Road														
7b	L3	1	0	1	0.0	0.004	9.2	LOS A	0.0	0.1	0.22	0.61	0.22	74.0
9a	R1	3	1	3	33.3	0.004	8.6	LOS A	0.0	0.1	0.22	0.61	0.22	62.8
Approach		4	1	4	25.0	0.004	8.8	LOS A	0.0	0.1	0.22	0.61	0.22	65.3
SouthWest: Kildonan Road														
30a	L1	3	1	3	33.3	0.046	8.2	LOS A	0.0	0.0	0.00	0.02	0.00	72.3
31	T1	83	8	83	9.6	0.046	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.5
Approach		86	9	86	10.5	0.046	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.2
All Vehicles		181	19	181	10.5	0.048	0.4	NA	0.0	0.1	0.01	0.03	0.01	97.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 107 [Kildonan Road / South Kurumbul Road 2027 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Kildonan Road														
25	T1	91	9	91	9.9	0.051	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	99.2
26b	R3	3	1	3	33.3	0.051	9.4	LOS A	0.0	0.2	0.02	0.02	0.02	72.0
Approach		94	10	94	10.6	0.051	0.3	NA	0.0	0.2	0.02	0.02	0.02	98.0
North: South Kurumbul Road														
7b	L3	3	1	3	33.3	0.003	10.2	LOS B	0.0	0.1	0.20	0.61	0.20	62.7
9a	R1	1	0	1	0.0	0.003	7.6	LOS A	0.0	0.1	0.20	0.61	0.20	72.4
Approach		4	1	4	25.0	0.003	9.5	LOS A	0.0	0.1	0.20	0.61	0.20	64.9
SouthWest: Kildonan Road														
30a	L1	1	0	1	0.0	0.049	7.3	LOS A	0.0	0.0	0.00	0.01	0.00	87.9
31	T1	93	9	93	9.7	0.049	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		94	9	94	9.6	0.049	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		192	20	192	10.4	0.051	0.4	NA	0.0	0.2	0.01	0.03	0.01	97.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 107 [Kildonan Road / South Kurumbul Road 2027 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Kildonan Road														
25	T1	90	9	90	10.0	0.050	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	99.2
26b	R3	3	1	3	33.3	0.050	9.4	LOS A	0.0	0.2	0.02	0.02	0.02	72.0
Approach		93	10	93	10.8	0.050	0.3	NA	0.0	0.2	0.02	0.02	0.02	98.0
North: South Kurumbul Road														
7b	L3	3	1	3	33.3	0.003	10.1	LOS B	0.0	0.1	0.19	0.61	0.19	62.8
9a	R1	1	0	1	0.0	0.003	7.6	LOS A	0.0	0.1	0.19	0.61	0.19	72.5
Approach		4	1	4	25.0	0.003	9.5	LOS A	0.0	0.1	0.19	0.61	0.19	64.9
SouthWest: Kildonan Road														
30a	L1	1	0	1	0.0	0.044	7.3	LOS A	0.0	0.0	0.00	0.01	0.00	87.9
31	T1	83	8	83	9.6	0.044	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		84	8	84	9.5	0.044	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		181	19	181	10.5	0.050	0.4	NA	0.0	0.2	0.01	0.03	0.01	97.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 107 [Kildonan Road / South Kurumbul Road 2027 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Kildonan Road														
25	T1	92	10	92	10.9	0.049	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	99.7
26b	R3	1	0	1	0.0	0.049	8.4	LOS A	0.0	0.0	0.01	0.01	0.01	88.1
Approach		93	10	93	10.8	0.049	0.1	NA	0.0	0.0	0.01	0.01	0.01	99.5
North: South Kurumbul Road														
7b	L3	1	0	1	0.0	0.007	9.2	LOS A	0.0	0.2	0.26	0.62	0.26	73.7
9a	R1	5	3	5	60.0	0.007	9.6	LOS A	0.0	0.2	0.26	0.62	0.26	56.3
Approach		6	3	6	50.0	0.007	9.6	LOS A	0.0	0.2	0.26	0.62	0.26	58.6
SouthWest: Kildonan Road														
30a	L1	5	3	5	60.0	0.053	8.9	LOS A	0.0	0.0	0.00	0.04	0.00	63.4
31	T1	94	10	94	10.6	0.053	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	99.5
Approach		99	13	99	13.1	0.053	0.5	NA	0.0	0.0	0.00	0.04	0.00	96.7
All Vehicles		198	26	198	13.1	0.053	0.6	NA	0.0	0.2	0.01	0.04	0.01	96.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 107 [Kildonan Road / South Kurumbul Road 2027 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Kildonan Road														
25	T1	91	10	91	11.0	0.049	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	99.7
26b	R3	1	0	1	0.0	0.049	8.3	LOS A	0.0	0.0	0.01	0.01	0.01	88.1
Approach		92	10	92	10.9	0.049	0.1	NA	0.0	0.0	0.01	0.01	0.01	99.5
North: South Kurumbul Road														
7b	L3	1	0	1	0.0	0.007	9.2	LOS A	0.0	0.2	0.25	0.62	0.25	73.8
9a	R1	5	3	5	60.0	0.007	9.6	LOS A	0.0	0.2	0.25	0.62	0.25	56.3
Approach		6	3	6	50.0	0.007	9.5	LOS A	0.0	0.2	0.25	0.62	0.25	58.6
SouthWest: Kildonan Road														
30a	L1	5	3	5	60.0	0.048	8.9	LOS A	0.0	0.0	0.00	0.04	0.00	63.4
31	T1	84	9	84	10.7	0.048	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	99.5
Approach		89	12	89	13.5	0.048	0.5	NA	0.0	0.0	0.00	0.04	0.00	96.4
All Vehicles		187	25	187	13.4	0.049	0.6	NA	0.0	0.2	0.01	0.04	0.01	95.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 107 [Kildonan Road / South Kurumbul Road 2027 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Kildonan Road														
25	T1	92	10	92	10.9	0.051	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	99.2
26b	R3	3	1	3	33.3	0.051	9.4	LOS A	0.0	0.2	0.02	0.02	0.02	72.0
Approach		95	11	95	11.6	0.051	0.3	NA	0.0	0.2	0.02	0.02	0.02	98.0
North: South Kurumbul Road														
7b	L3	3	1	3	33.3	0.006	10.2	LOS B	0.0	0.2	0.23	0.62	0.23	62.6
9a	R1	3	2	3	66.7	0.006	9.9	LOS A	0.0	0.2	0.23	0.62	0.23	54.6
Approach		6	3	6	50.0	0.006	10.0	LOS B	0.0	0.2	0.23	0.62	0.23	58.3
SouthWest: Kildonan Road														
30a	L1	3	2	3	66.7	0.052	9.1	LOS A	0.0	0.0	0.00	0.02	0.00	61.6
31	T1	94	10	94	10.6	0.052	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.7
Approach		97	12	97	12.4	0.052	0.3	NA	0.0	0.0	0.00	0.02	0.00	97.9
All Vehicles		198	26	198	13.1	0.052	0.6	NA	0.0	0.2	0.02	0.04	0.02	96.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 107 [Kildonan Road / South Kurumbul Road 2027 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Kildonan Road														
25	T1	91	10	91	11.0	0.051	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	99.2
26b	R3	3	1	3	33.3	0.051	9.4	LOS A	0.0	0.2	0.02	0.02	0.02	72.0
Approach		94	11	94	11.7	0.051	0.3	NA	0.0	0.2	0.02	0.02	0.02	98.0
North: South Kurumbul Road														
7b	L3	3	1	3	33.3	0.006	10.1	LOS B	0.0	0.2	0.21	0.62	0.21	62.6
9a	R1	3	2	3	66.7	0.006	9.8	LOS A	0.0	0.2	0.21	0.62	0.21	54.6
Approach		6	3	6	50.0	0.006	10.0	LOS A	0.0	0.2	0.21	0.62	0.21	58.3
SouthWest: Kildonan Road														
30a	L1	3	2	3	66.7	0.047	9.1	LOS A	0.0	0.0	0.00	0.02	0.00	61.6
31	T1	84	9	84	10.7	0.047	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	99.7
Approach		87	11	87	12.6	0.047	0.3	NA	0.0	0.0	0.00	0.02	0.00	97.6
All Vehicles		187	25	187	13.4	0.051	0.6	NA	0.0	0.2	0.02	0.04	0.02	95.7

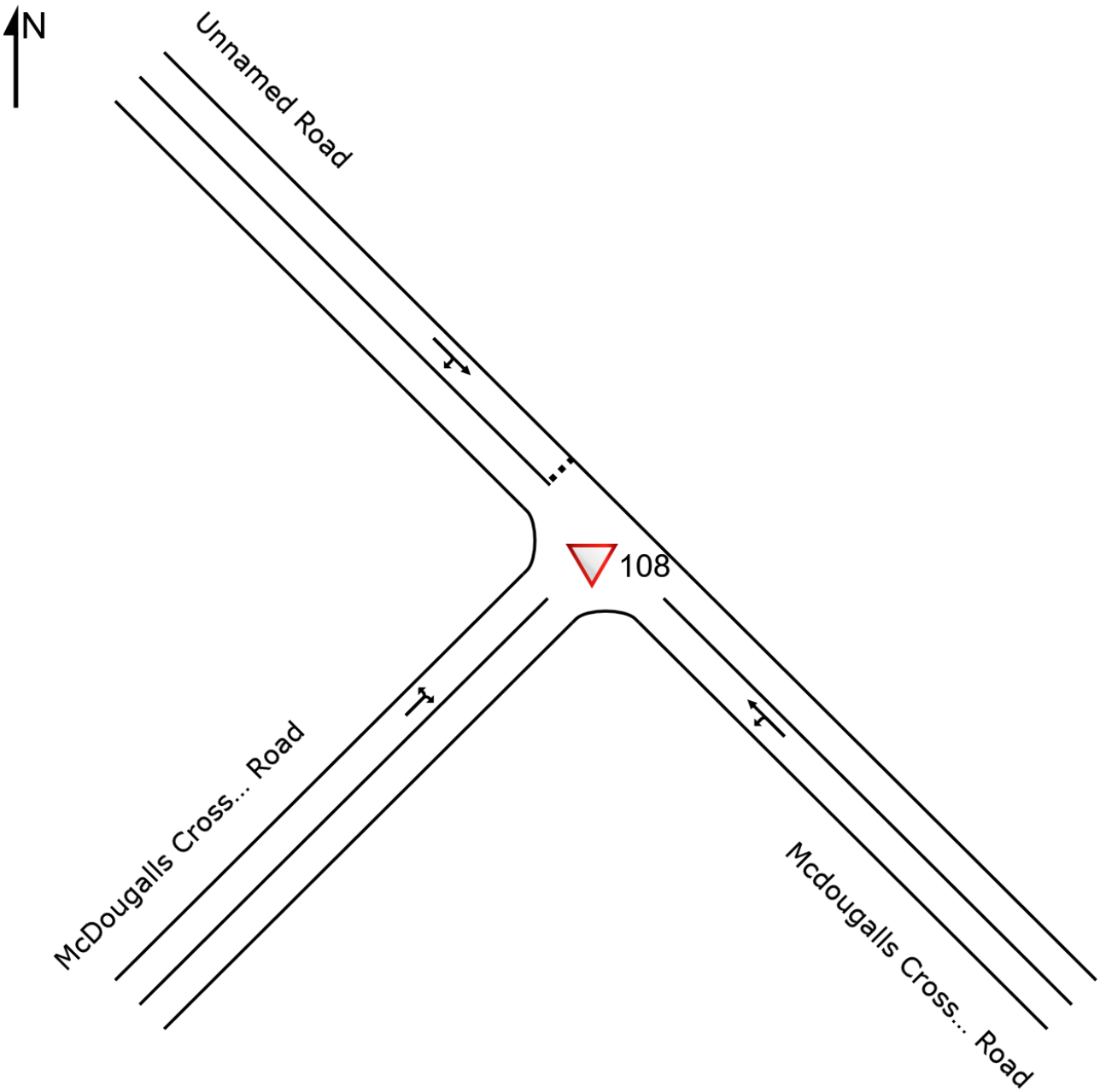
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 108 [Mcdougalls Crossing Road / Unnamed Road 2022 AM-Existing Conditions (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 108 [Mcdougalls Crossing Road / Unnamed Road 2025 AM-Without Construction Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Mcdougalls Crossing Road														
21	L2	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.00	0.34	0.00	76.8
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	87.7
Approach		2	0	2	0.0	0.001	3.6	NA	0.0	0.0	0.00	0.34	0.00	81.9
NorthWest: Unnamed Road														
28	T1	1	0	1	0.0	0.002	6.6	LOS A	0.0	0.0	0.02	0.65	0.02	67.8
29	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.02	0.65	0.02	75.9
Approach		2	0	2	0.0	0.002	7.0	LOS A	0.0	0.0	0.02	0.65	0.02	72.3
SouthWest: McDougalls Crossing Road														
30	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	75.5
32	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	65.3
Approach		2	0	2	0.0	0.001	7.6	NA	0.0	0.0	0.01	0.66	0.01	70.9
All Vehicles		6	0	6	0.0	0.002	6.1	NA	0.0	0.0	0.01	0.55	0.01	74.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 108 [Mcdougalls Crossing Road / Unnamed Road 2025 PM-Without Construction Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Mcdougalls Crossing Road														
21	L2	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.00	0.34	0.00	76.8
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	87.7
Approach		2	0	2	0.0	0.001	3.6	NA	0.0	0.0	0.00	0.34	0.00	81.9
NorthWest: Unnamed Road														
28	T1	1	0	1	0.0	0.002	6.6	LOS A	0.0	0.0	0.02	0.65	0.02	67.8
29	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.02	0.65	0.02	75.9
Approach		2	0	2	0.0	0.002	7.0	LOS A	0.0	0.0	0.02	0.65	0.02	72.3
SouthWest: McDougalls Crossing Road														
30	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	75.5
32	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	65.3
Approach		2	0	2	0.0	0.001	7.6	NA	0.0	0.0	0.01	0.66	0.01	70.9
All Vehicles		6	0	6	0.0	0.002	6.1	NA	0.0	0.0	0.01	0.55	0.01	74.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 108 [Mcdougalls Crossing Road / Unnamed Road 2025 AM-With Construction Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Mcdougalls Crossing Road														
21	L2	1	0	1	0.0	0.005	7.2	LOS A	0.0	0.0	0.00	0.08	0.00	80.7
22	T1	7	3	7	42.9	0.005	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	94.7
Approach		8	3	8	37.5	0.005	0.9	NA	0.0	0.0	0.00	0.08	0.00	92.7
NorthWest: Unnamed Road														
28	T1	4	3	4	75.0	0.005	8.4	LOS A	0.0	0.2	0.02	0.66	0.02	58.7
29	R2	1	0	1	0.0	0.005	7.4	LOS A	0.0	0.2	0.02	0.66	0.02	75.2
Approach		5	3	5	60.0	0.005	8.2	LOS A	0.0	0.2	0.02	0.66	0.02	62.3
SouthWest: McDougalls Crossing Road														
30	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.04	0.64	0.04	75.3
32	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.04	0.64	0.04	65.1
Approach		2	0	2	0.0	0.001	7.6	NA	0.0	0.0	0.04	0.64	0.04	70.7
All Vehicles		15	6	15	40.0	0.005	4.2	NA	0.0	0.2	0.01	0.35	0.01	76.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 108 [Mcdougalls Crossing Road / Unnamed Road 2025 PM-With Construction Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Mcdougalls Crossing Road														
21	L2	1	0	1	0.0	0.004	7.2	LOS A	0.0	0.0	0.00	0.14	0.00	75.7
22	T1	4	3	4	75.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	87.7
Approach		5	3	5	60.0	0.004	1.4	NA	0.0	0.0	0.00	0.14	0.00	85.0
NorthWest: Unnamed Road														
28	T1	7	3	7	42.9	0.007	7.6	LOS A	0.0	0.2	0.02	0.65	0.02	62.2
29	R2	1	0	1	0.0	0.007	7.4	LOS A	0.0	0.2	0.02	0.65	0.02	75.6
Approach		8	3	8	37.5	0.007	7.6	LOS A	0.0	0.2	0.02	0.65	0.02	64.1
SouthWest: McDougalls Crossing Road														
30	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.03	0.64	0.03	75.4
32	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.03	0.64	0.03	65.1
Approach		2	0	2	0.0	0.001	7.6	NA	0.0	0.0	0.03	0.64	0.03	70.8
All Vehicles		15	6	15	40.0	0.007	5.6	NA	0.0	0.2	0.01	0.48	0.01	70.6

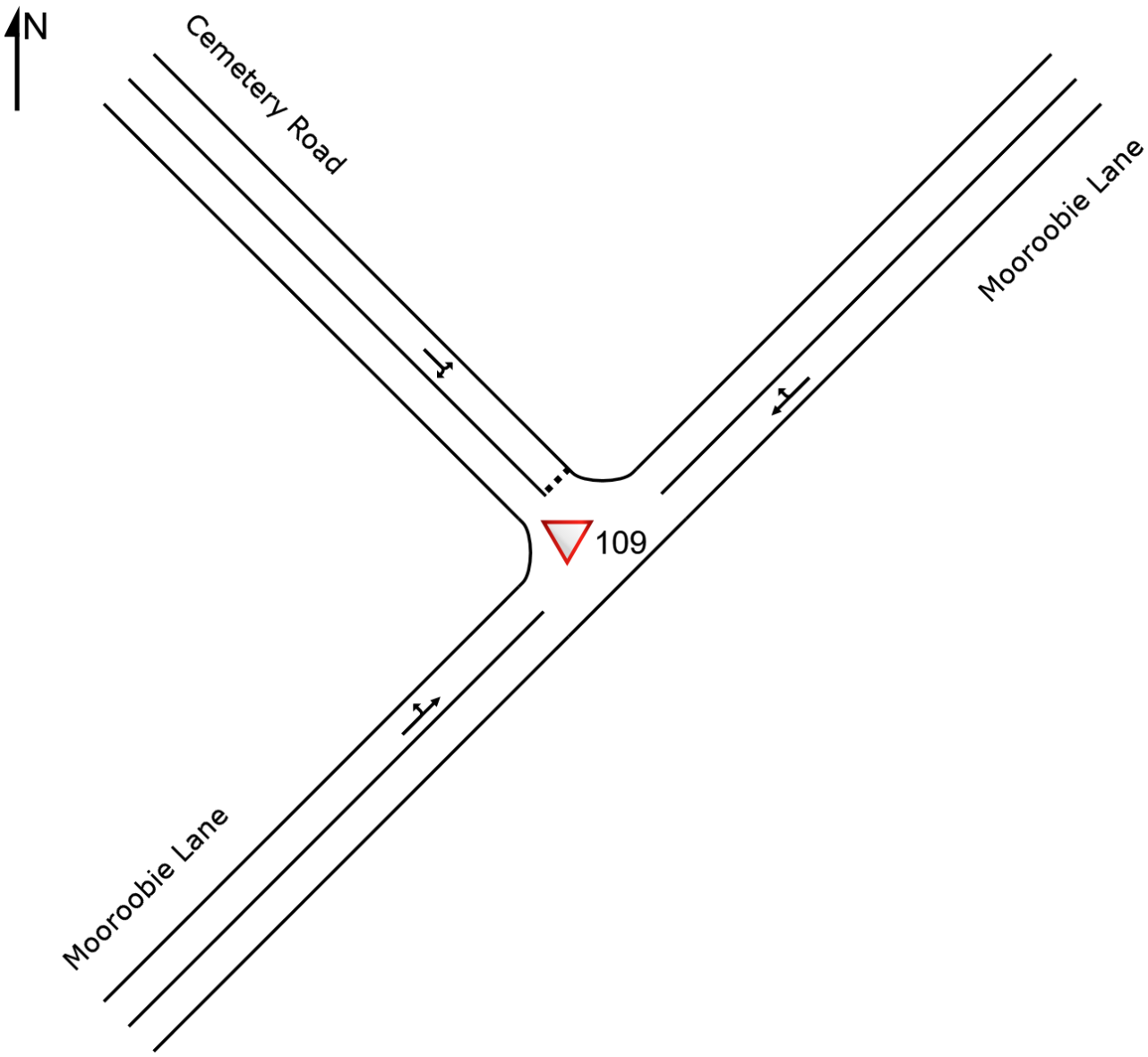
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 109 [Mooroobie Lane / Cemetery Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 109 [Mooroobie Lane / Cemetery Road 2025 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.05	0.33	0.05	90.2
26	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.05	0.33	0.05	75.0
Approach		2	0	2	0.0	0.001	3.7	NA	0.0	0.0	0.05	0.33	0.05	81.9
NorthWest: Cemetery Road														
27	L2	1	0	1	0.0	0.009	6.9	LOS A	0.0	0.2	0.02	0.64	0.02	69.5
29	R2	10	1	10	10.0	0.009	6.8	LOS A	0.0	0.2	0.02	0.64	0.02	65.8
Approach		11	1	11	9.1	0.009	6.8	LOS A	0.0	0.2	0.02	0.64	0.02	66.1
SouthWest: Mooroobie Lane														
30	L2	12	2	12	16.7	0.008	8.3	LOS A	0.0	0.0	0.00	0.61	0.00	69.6
31	T1	1	0	1	0.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.61	0.00	83.7
Approach		13	2	13	15.4	0.008	7.6	NA	0.0	0.0	0.00	0.61	0.00	70.5
All Vehicles		26	3	26	11.5	0.009	7.0	NA	0.0	0.2	0.01	0.60	0.01	69.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 109 [Mooroobie Lane / Cemetery Road 2025 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.04	0.33	0.04	90.3
26	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.04	0.33	0.04	75.1
Approach		2	0	2	0.0	0.001	3.7	NA	0.0	0.0	0.04	0.33	0.04	82.0
NorthWest: Cemetery Road														
27	L2	1	0	1	0.0	0.009	6.9	LOS A	0.0	0.2	0.02	0.64	0.02	69.5
29	R2	10	1	10	10.0	0.009	6.8	LOS A	0.0	0.2	0.02	0.64	0.02	65.8
Approach		11	1	11	9.1	0.009	6.8	LOS A	0.0	0.2	0.02	0.64	0.02	66.1
SouthWest: Mooroobie Lane														
30	L2	9	1	9	11.1	0.006	8.1	LOS A	0.0	0.0	0.00	0.60	0.00	71.7
31	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.60	0.00	84.0
Approach		10	1	10	10.0	0.006	7.3	NA	0.0	0.0	0.00	0.60	0.00	72.8
All Vehicles		23	2	23	8.7	0.009	6.8	NA	0.0	0.2	0.02	0.59	0.02	70.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 109 [Mooroobie Lane / Cemetery Road 2025 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.008	0.0	LOS A	0.0	0.3	0.02	0.62	0.02	84.2
26	R2	12	2	12	16.7	0.008	7.9	LOS A	0.0	0.3	0.02	0.62	0.02	64.4
Approach		13	2	13	15.4	0.008	7.3	NA	0.0	0.3	0.02	0.62	0.02	65.6
NorthWest: Cemetery Road														
27	L2	10	1	10	10.0	0.007	7.1	LOS A	0.0	0.2	0.01	0.63	0.01	66.1
29	R2	1	0	1	0.0	0.007	6.7	LOS A	0.0	0.2	0.01	0.63	0.01	68.9
Approach		11	1	11	9.1	0.007	7.1	LOS A	0.0	0.2	0.01	0.63	0.01	66.3
SouthWest: Mooroobie Lane														
30	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
31	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
All Vehicles		26	3	26	11.5	0.008	6.9	NA	0.0	0.3	0.01	0.60	0.01	67.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 109 [Mooroobie Lane / Cemetery Road 2025 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.2	0.02	0.60	0.02	84.5
26	R2	9	1	9	11.1	0.006	7.7	LOS A	0.0	0.2	0.02	0.60	0.02	66.6
Approach		10	1	10	10.0	0.006	6.9	NA	0.0	0.2	0.02	0.60	0.02	68.0
NorthWest: Cemetery Road														
27	L2	10	1	10	10.0	0.007	7.1	LOS A	0.0	0.2	0.01	0.63	0.01	66.1
29	R2	1	0	1	0.0	0.007	6.6	LOS A	0.0	0.2	0.01	0.63	0.01	68.9
Approach		11	1	11	9.1	0.007	7.1	LOS A	0.0	0.2	0.01	0.63	0.01	66.3
SouthWest: Mooroobie Lane														
30	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
31	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
All Vehicles		23	2	23	8.7	0.007	6.7	NA	0.0	0.2	0.01	0.59	0.01	68.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 109 [Mooroobie Lane / Cemetery Road 2025 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.005	0.1	LOS A	0.0	0.2	0.07	0.55	0.07	90.0
26	R2	5	4	5	80.0	0.005	9.7	LOS A	0.0	0.2	0.07	0.55	0.07	49.7
Approach		6	4	6	66.7	0.005	8.1	NA	0.0	0.2	0.07	0.55	0.07	53.7
NorthWest: Cemetery Road														
27	L2	5	4	5	80.0	0.013	8.4	LOS A	0.0	0.4	0.01	0.64	0.01	50.3
29	R2	10	1	10	10.0	0.013	6.9	LOS A	0.0	0.4	0.01	0.64	0.01	65.9
Approach		15	5	15	33.3	0.013	7.4	LOS A	0.0	0.4	0.01	0.64	0.01	59.7
SouthWest: Mooroobie Lane														
30	L2	12	2	12	16.7	0.008	8.3	LOS A	0.0	0.0	0.00	0.61	0.00	69.6
31	T1	1	0	1	0.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.61	0.00	83.7
Approach		13	2	13	15.4	0.008	7.6	NA	0.0	0.0	0.00	0.61	0.00	70.5
All Vehicles		34	11	34	32.4	0.013	7.6	NA	0.0	0.4	0.02	0.61	0.02	62.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 109 [Mooroobie Lane / Cemetery Road 2025 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.005	0.1	LOS A	0.0	0.2	0.06	0.55	0.06	90.1
26	R2	5	4	5	80.0	0.005	9.7	LOS A	0.0	0.2	0.06	0.55	0.06	49.8
Approach		6	4	6	66.7	0.005	8.1	NA	0.0	0.2	0.06	0.55	0.06	53.8
NorthWest: Cemetery Road														
27	L2	5	4	5	80.0	0.013	8.4	LOS A	0.0	0.4	0.01	0.64	0.01	50.3
29	R2	10	1	10	10.0	0.013	6.9	LOS A	0.0	0.4	0.01	0.64	0.01	65.9
Approach		15	5	15	33.3	0.013	7.4	LOS A	0.0	0.4	0.01	0.64	0.01	59.7
SouthWest: Mooroobie Lane														
30	L2	9	1	9	11.1	0.006	8.1	LOS A	0.0	0.0	0.00	0.60	0.00	71.7
31	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.60	0.00	84.0
Approach		10	1	10	10.0	0.006	7.3	NA	0.0	0.0	0.00	0.60	0.00	72.8
All Vehicles		31	10	31	32.3	0.013	7.5	NA	0.0	0.4	0.02	0.61	0.02	62.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 109 [Mooroobie Lane / Cemetery Road 2025 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.011	0.0	LOS A	0.1	0.5	0.02	0.64	0.02	84.2
26	R2	16	6	16	37.5	0.011	8.4	LOS A	0.1	0.5	0.02	0.64	0.02	57.9
Approach		17	6	17	35.3	0.011	7.9	NA	0.1	0.5	0.02	0.64	0.02	58.9
NorthWest: Cemetery Road														
27	L2	14	5	14	35.7	0.011	7.6	LOS A	0.0	0.4	0.01	0.62	0.01	59.2
29	R2	1	0	1	0.0	0.011	6.7	LOS A	0.0	0.4	0.01	0.62	0.01	68.9
Approach		15	5	15	33.3	0.011	7.5	LOS A	0.0	0.4	0.01	0.62	0.01	59.7
SouthWest: Mooroobie Lane														
30	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
31	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
All Vehicles		34	11	34	32.4	0.011	7.5	NA	0.1	0.5	0.01	0.61	0.01	60.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 109 [Mooroobie Lane / Cemetery Road 2025 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.009	0.0	LOS A	0.0	0.4	0.02	0.63	0.02	84.5
26	R2	13	5	13	38.5	0.009	8.5	LOS A	0.0	0.4	0.02	0.63	0.02	57.7
Approach		14	5	14	35.7	0.009	7.9	NA	0.0	0.4	0.02	0.63	0.02	59.1
NorthWest: Cemetery Road														
27	L2	14	5	14	35.7	0.011	7.6	LOS A	0.0	0.4	0.01	0.62	0.01	59.2
29	R2	1	0	1	0.0	0.011	6.7	LOS A	0.0	0.4	0.01	0.62	0.01	68.9
Approach		15	5	15	33.3	0.011	7.5	LOS A	0.0	0.4	0.01	0.62	0.01	59.7
SouthWest: Mooroobie Lane														
30	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
31	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
All Vehicles		31	10	31	32.3	0.011	7.5	NA	0.0	0.4	0.01	0.61	0.01	60.6

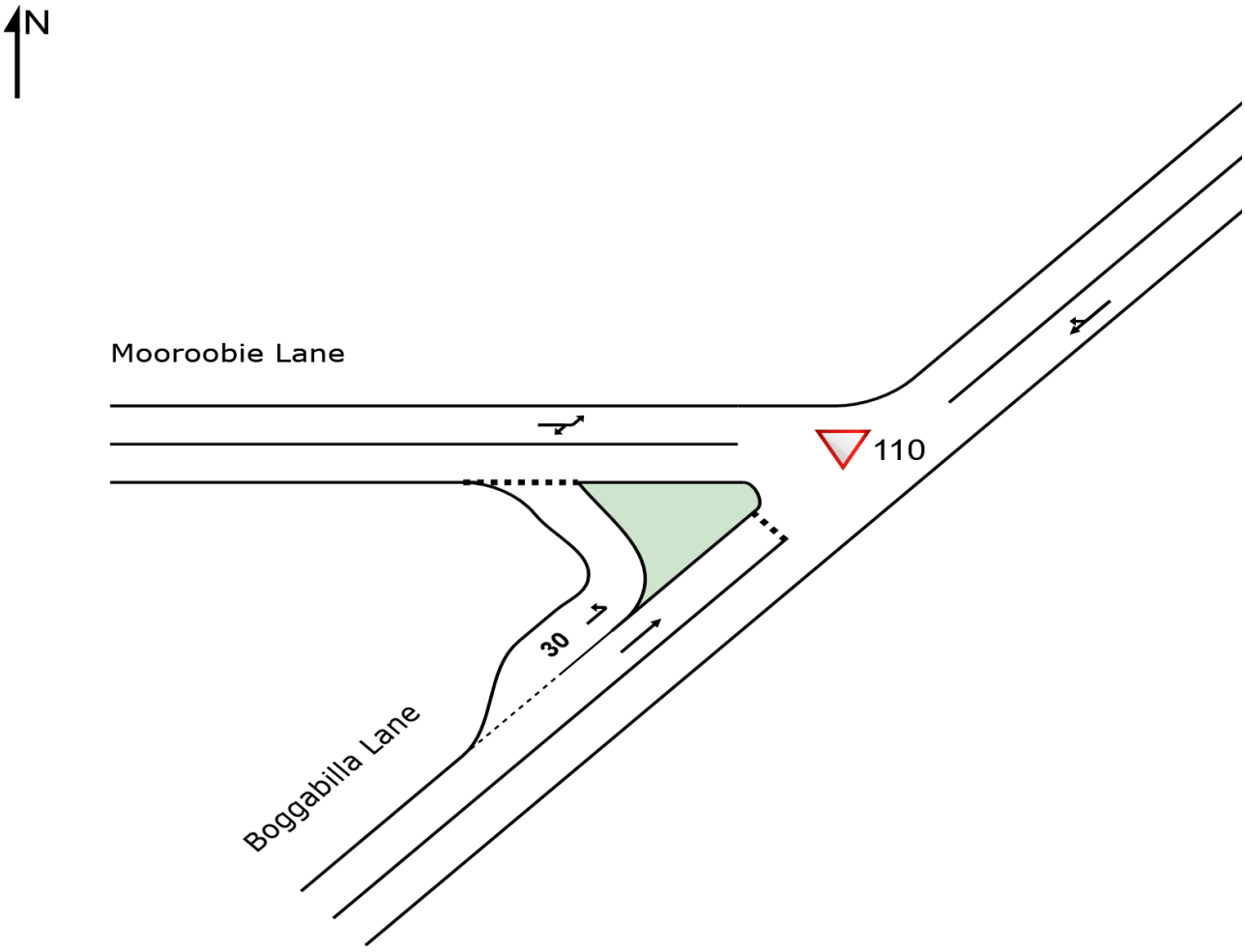
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 110 [Mooroobie Lane / Mooroobie Lane 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 110 [Mooroobie Lane / Mooroobie Lane 2025 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.01	0.30	0.01	90.9
26a	R1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.30	0.01	83.0
Approach		2	0	2	0.0	0.001	3.6	NA	0.0	0.0	0.01	0.30	0.01	86.8
West: Mooroobie Lane														
10a	L1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.67	0.01	74.7
12b	R3	1	0	1	0.0	0.001	8.6	LOS A	0.0	0.0	0.01	0.67	0.01	75.2
Approach		2	0	2	0.0	0.001	7.9	NA	0.0	0.0	0.01	0.67	0.01	75.0
SouthWest: Boggabilla Lane														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.01	0.67	0.01	74.1
31	T1	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.63	0.02	77.0
Approach		2	0	2	0.0	0.001	8.2	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
All Vehicles		6	0	6	0.0	0.001	6.6	NA	0.0	0.0	0.01	0.54	0.01	78.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 110 [Mooroobie Lane / Mooroobie Lane 2025 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.01	0.30	0.01	90.9
26a	R1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.30	0.01	83.0
Approach		2	0	2	0.0	0.001	3.6	NA	0.0	0.0	0.01	0.30	0.01	86.8
West: Mooroobie Lane														
10a	L1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.67	0.01	74.7
12b	R3	1	0	1	0.0	0.001	8.6	LOS A	0.0	0.0	0.01	0.67	0.01	75.2
Approach		2	0	2	0.0	0.001	7.9	NA	0.0	0.0	0.01	0.67	0.01	75.0
SouthWest: Boggabilla Lane														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.01	0.67	0.01	74.1
31	T1	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.63	0.02	77.0
Approach		2	0	2	0.0	0.001	8.2	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
All Vehicles		6	0	6	0.0	0.001	6.6	NA	0.0	0.0	0.01	0.54	0.01	78.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 110 [Mooroobie Lane / Mooroobie Lane 2025 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.01	0.30	0.01	90.9
26a	R1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.30	0.01	83.0
Approach		2	0	2	0.0	0.001	3.6	NA	0.0	0.0	0.01	0.30	0.01	86.8
West: Mooroobie Lane														
10a	L1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.67	0.01	74.7
12b	R3	1	0	1	0.0	0.001	8.6	LOS A	0.0	0.0	0.01	0.67	0.01	75.2
Approach		2	0	2	0.0	0.001	7.9	NA	0.0	0.0	0.01	0.67	0.01	75.0
SouthWest: Boggabilla Lane														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.01	0.67	0.01	74.1
31	T1	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.63	0.02	77.0
Approach		2	0	2	0.0	0.001	8.2	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
All Vehicles		6	0	6	0.0	0.001	6.6	NA	0.0	0.0	0.01	0.54	0.01	78.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 110 [Mooroobie Lane / Mooroobie Lane 2025 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.01	0.30	0.01	90.9
26a	R1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.30	0.01	83.0
Approach		2	0	2	0.0	0.001	3.6	NA	0.0	0.0	0.01	0.30	0.01	86.8
West: Mooroobie Lane														
10a	L1	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.01	0.67	0.01	74.7
12b	R3	1	0	1	0.0	0.001	8.6	LOS A	0.0	0.0	0.01	0.67	0.01	75.2
Approach		2	0	2	0.0	0.001	7.9	NA	0.0	0.0	0.01	0.67	0.01	75.0
SouthWest: Boggabilla Lane														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.01	0.67	0.01	74.1
31	T1	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.63	0.02	77.0
Approach		2	0	2	0.0	0.001	8.2	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
All Vehicles		6	0	6	0.0	0.001	6.6	NA	0.0	0.0	0.01	0.54	0.01	78.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 110 [Mooroobie Lane / Mooroobie Lane 2025 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.007	0.0	LOS A	0.0	0.4	0.02	0.55	0.02	90.9
26a	R1	8	7	8	87.5	0.007	9.1	LOS A	0.0	0.4	0.02	0.55	0.02	57.4
Approach		9	7	9	77.8	0.007	8.1	NA	0.0	0.4	0.02	0.55	0.02	59.8
West: Mooroobie Lane														
10a	L1	8	7	8	87.5	0.007	9.5	LOS A	0.0	0.1	0.00	0.69	0.00	50.8
12b	R3	1	0	1	0.0	0.007	8.6	LOS A	0.0	0.1	0.00	0.69	0.00	74.6
Approach		9	7	9	77.8	0.007	9.4	NA	0.0	0.1	0.00	0.69	0.00	52.7
SouthWest: Boggabilla Lane														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.05	0.65	0.05	73.8
31	T1	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.08	0.60	0.08	76.7
Approach		2	0	2	0.0	0.001	8.2	LOS A	0.0	0.0	0.06	0.63	0.06	75.2
All Vehicles		20	14	20	70.0	0.007	8.7	NA	0.0	0.4	0.01	0.62	0.01	57.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 110 [Mooroobie Lane / Mooroobie Lane 2025 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.007	0.0	LOS A	0.0	0.4	0.02	0.55	0.02	90.9
26a	R1	8	7	8	87.5	0.007	9.1	LOS A	0.0	0.4	0.02	0.55	0.02	57.4
Approach		9	7	9	77.8	0.007	8.1	NA	0.0	0.4	0.02	0.55	0.02	59.8
West: Mooroobie Lane														
10a	L1	8	7	8	87.5	0.007	9.5	LOS A	0.0	0.1	0.00	0.69	0.00	50.8
12b	R3	1	0	1	0.0	0.007	8.6	LOS A	0.0	0.1	0.00	0.69	0.00	74.6
Approach		9	7	9	77.8	0.007	9.4	NA	0.0	0.1	0.00	0.69	0.00	52.7
SouthWest: Boggabilla Lane														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.05	0.65	0.05	73.8
31	T1	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.08	0.60	0.08	76.7
Approach		2	0	2	0.0	0.001	8.2	LOS A	0.0	0.0	0.06	0.63	0.06	75.2
All Vehicles		20	14	20	70.0	0.007	8.7	NA	0.0	0.4	0.01	0.62	0.01	57.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 110 [Mooroobie Lane / Mooroobie Lane 2025 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.007	0.0	LOS A	0.0	0.4	0.02	0.55	0.02	90.9
26a	R1	8	7	8	87.5	0.007	9.1	LOS A	0.0	0.4	0.02	0.55	0.02	57.4
Approach		9	7	9	77.8	0.007	8.1	NA	0.0	0.4	0.02	0.55	0.02	59.8
West: Mooroobie Lane														
10a	L1	8	7	8	87.5	0.007	9.5	LOS A	0.0	0.1	0.00	0.69	0.00	50.8
12b	R3	1	0	1	0.0	0.007	8.6	LOS A	0.0	0.1	0.00	0.69	0.00	74.6
Approach		9	7	9	77.8	0.007	9.4	NA	0.0	0.1	0.00	0.69	0.00	52.7
SouthWest: Boggabilla Lane														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.05	0.65	0.05	73.8
31	T1	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.08	0.60	0.08	76.7
Approach		2	0	2	0.0	0.001	8.2	LOS A	0.0	0.0	0.06	0.63	0.06	75.2
All Vehicles		20	14	20	70.0	0.007	8.7	NA	0.0	0.4	0.01	0.62	0.01	57.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 110 [Mooroobie Lane / Mooroobie Lane 2025 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mooroobie Lane														
25	T1	1	0	1	0.0	0.007	0.0	LOS A	0.0	0.4	0.02	0.55	0.02	90.9
26a	R1	8	7	8	87.5	0.007	9.1	LOS A	0.0	0.4	0.02	0.55	0.02	57.4
Approach		9	7	9	77.8	0.007	8.1	NA	0.0	0.4	0.02	0.55	0.02	59.8
West: Mooroobie Lane														
10a	L1	8	7	8	87.5	0.007	9.5	LOS A	0.0	0.1	0.00	0.69	0.00	50.8
12b	R3	1	0	1	0.0	0.007	8.6	LOS A	0.0	0.1	0.00	0.69	0.00	74.6
Approach		9	7	9	77.8	0.007	9.4	NA	0.0	0.1	0.00	0.69	0.00	52.7
SouthWest: Boggabilla Lane														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.05	0.65	0.05	73.8
31	T1	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.08	0.60	0.08	76.7
Approach		2	0	2	0.0	0.001	8.2	LOS A	0.0	0.0	0.06	0.63	0.06	75.2
All Vehicles		20	14	20	70.0	0.007	8.7	NA	0.0	0.4	0.01	0.62	0.01	57.5

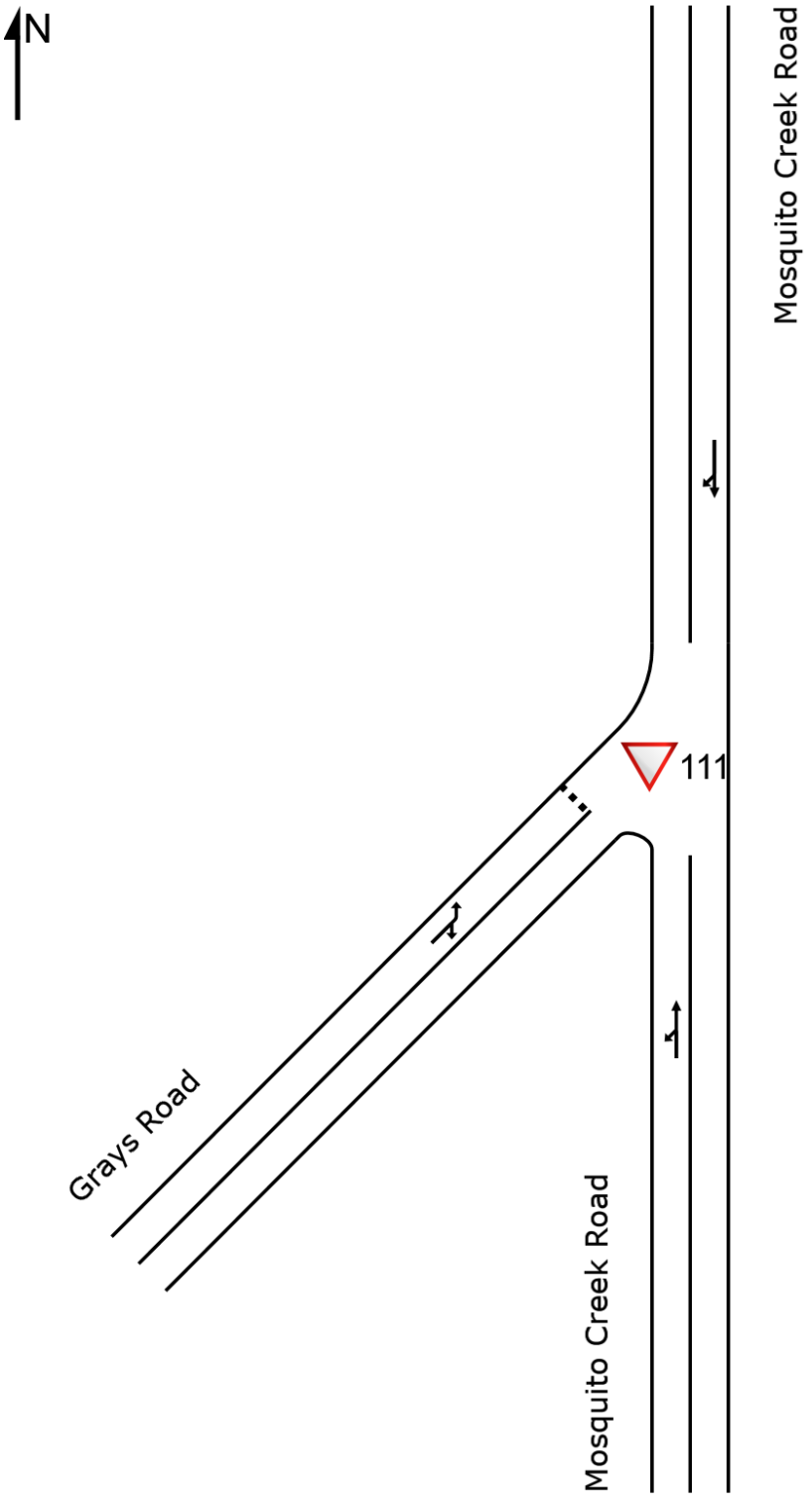
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 111 [Mosquito Creek Road / Grays Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 111 [Mosquito Creek Road / Grays Road 2025 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mosquito Creek Road														
1b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.00	0.38	0.00	81.4
2	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	89.1
Approach		2	0	2	0.0	0.001	4.5	NA	0.0	0.0	0.00	0.38	0.00	85.1
North: Mosquito Creek Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	91.2
9a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.02	0.32	0.02	82.4
Approach		2	0	2	0.0	0.001	3.4	NA	0.0	0.0	0.02	0.32	0.02	86.6
SouthWest: Grays Road														
30a	L1	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
32b	R3	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
All Vehicles		6	0	6	0.0	0.001	5.2	NA	0.0	0.0	0.01	0.46	0.01	81.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 111 [Mosquito Creek Road / Grays Road 2025 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mosquito Creek Road														
1b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.00	0.38	0.00	81.4
2	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	89.1
Approach		2	0	2	0.0	0.001	4.5	NA	0.0	0.0	0.00	0.38	0.00	85.1
North: Mosquito Creek Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	91.2
9a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.02	0.32	0.02	82.4
Approach		2	0	2	0.0	0.001	3.4	NA	0.0	0.0	0.02	0.32	0.02	86.6
SouthWest: Grays Road														
30a	L1	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
32b	R3	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
All Vehicles		6	0	6	0.0	0.001	5.2	NA	0.0	0.0	0.01	0.46	0.01	81.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 111 [Mosquito Creek Road / Grays Road 2025 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mosquito Creek Road														
1b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.00	0.38	0.00	81.4
2	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	89.1
Approach		2	0	2	0.0	0.001	4.5	NA	0.0	0.0	0.00	0.38	0.00	85.1
North: Mosquito Creek Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	91.2
9a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.02	0.32	0.02	82.4
Approach		2	0	2	0.0	0.001	3.4	NA	0.0	0.0	0.02	0.32	0.02	86.6
SouthWest: Grays Road														
30a	L1	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
32b	R3	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
All Vehicles		6	0	6	0.0	0.001	5.2	NA	0.0	0.0	0.01	0.46	0.01	81.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 111 [Mosquito Creek Road / Grays Road 2025 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mosquito Creek Road														
1b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.00	0.38	0.00	81.4
2	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	89.1
Approach		2	0	2	0.0	0.001	4.5	NA	0.0	0.0	0.00	0.38	0.00	85.1
North: Mosquito Creek Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	91.2
9a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.02	0.32	0.02	82.4
Approach		2	0	2	0.0	0.001	3.4	NA	0.0	0.0	0.02	0.32	0.02	86.6
SouthWest: Grays Road														
30a	L1	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
32b	R3	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.68	0.01	75.0
All Vehicles		6	0	6	0.0	0.001	5.2	NA	0.0	0.0	0.01	0.46	0.01	81.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 111 [Mosquito Creek Road / Grays Road 2025 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mosquito Creek Road														
1b	L3	7	6	7	85.7	0.007	11.2	LOS B	0.0	0.0	0.00	0.59	0.00	54.7
2	T1	1	0	1	0.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.59	0.00	89.1
Approach		8	6	8	75.0	0.007	9.8	NA	0.0	0.0	0.00	0.59	0.00	57.4
North: Mosquito Creek Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.05	0.31	0.05	90.9
9a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.05	0.31	0.05	82.2
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.05	0.31	0.05	86.3
SouthWest: Grays Road														
30a	L1	1	0	1	0.0	0.008	7.3	LOS A	0.0	0.3	0.02	0.68	0.02	74.3
32b	R3	7	6	7	85.7	0.008	10.4	LOS B	0.0	0.3	0.02	0.68	0.02	50.1
Approach		8	6	8	75.0	0.008	10.0	LOS B	0.0	0.3	0.02	0.68	0.02	52.2
All Vehicles		18	12	18	66.7	0.008	9.2	NA	0.0	0.3	0.02	0.60	0.02	57.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 111 [Mosquito Creek Road / Grays Road 2025 PM Peak Scenario 1- With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mosquito Creek Road														
1b	L3	7	6	7	85.7	0.007	11.2	LOS B	0.0	0.0	0.00	0.59	0.00	54.7
2	T1	1	0	1	0.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.59	0.00	89.1
Approach		8	6	8	75.0	0.007	9.8	NA	0.0	0.0	0.00	0.59	0.00	57.4
North: Mosquito Creek Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.05	0.31	0.05	90.9
9a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.05	0.31	0.05	82.2
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.05	0.31	0.05	86.3
SouthWest: Grays Road														
30a	L1	1	0	1	0.0	0.008	7.3	LOS A	0.0	0.3	0.02	0.68	0.02	74.3
32b	R3	7	6	7	85.7	0.008	10.4	LOS B	0.0	0.3	0.02	0.68	0.02	50.1
Approach		8	6	8	75.0	0.008	10.0	LOS B	0.0	0.3	0.02	0.68	0.02	52.2
All Vehicles		18	12	18	66.7	0.008	9.2	NA	0.0	0.3	0.02	0.60	0.02	57.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 111 [Mosquito Creek Road / Grays Road 2025 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mosquito Creek Road														
1b	L3	7	6	7	85.7	0.007	11.2	LOS B	0.0	0.0	0.00	0.59	0.00	54.7
2	T1	1	0	1	0.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.59	0.00	89.1
Approach		8	6	8	75.0	0.007	9.8	NA	0.0	0.0	0.00	0.59	0.00	57.4
North: Mosquito Creek Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.05	0.31	0.05	90.9
9a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.05	0.31	0.05	82.2
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.05	0.31	0.05	86.3
SouthWest: Grays Road														
30a	L1	1	0	1	0.0	0.008	7.3	LOS A	0.0	0.3	0.02	0.68	0.02	74.3
32b	R3	7	6	7	85.7	0.008	10.4	LOS B	0.0	0.3	0.02	0.68	0.02	50.1
Approach		8	6	8	75.0	0.008	10.0	LOS B	0.0	0.3	0.02	0.68	0.02	52.2
All Vehicles		18	12	18	66.7	0.008	9.2	NA	0.0	0.3	0.02	0.60	0.02	57.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 111 [Mosquito Creek Road / Grays Road 2025 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mosquito Creek Road														
1b	L3	7	6	7	85.7	0.007	11.2	LOS B	0.0	0.0	0.00	0.59	0.00	54.7
2	T1	1	0	1	0.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.59	0.00	89.1
Approach		8	6	8	75.0	0.007	9.8	NA	0.0	0.0	0.00	0.59	0.00	57.4
North: Mosquito Creek Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.05	0.31	0.05	90.9
9a	R1	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.05	0.31	0.05	82.2
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.05	0.31	0.05	86.3
SouthWest: Grays Road														
30a	L1	1	0	1	0.0	0.008	7.3	LOS A	0.0	0.3	0.02	0.68	0.02	74.3
32b	R3	7	6	7	85.7	0.008	10.4	LOS B	0.0	0.3	0.02	0.68	0.02	50.1
Approach		8	6	8	75.0	0.008	10.0	LOS B	0.0	0.3	0.02	0.68	0.02	52.2
All Vehicles		18	12	18	66.7	0.008	9.2	NA	0.0	0.3	0.02	0.60	0.02	57.0

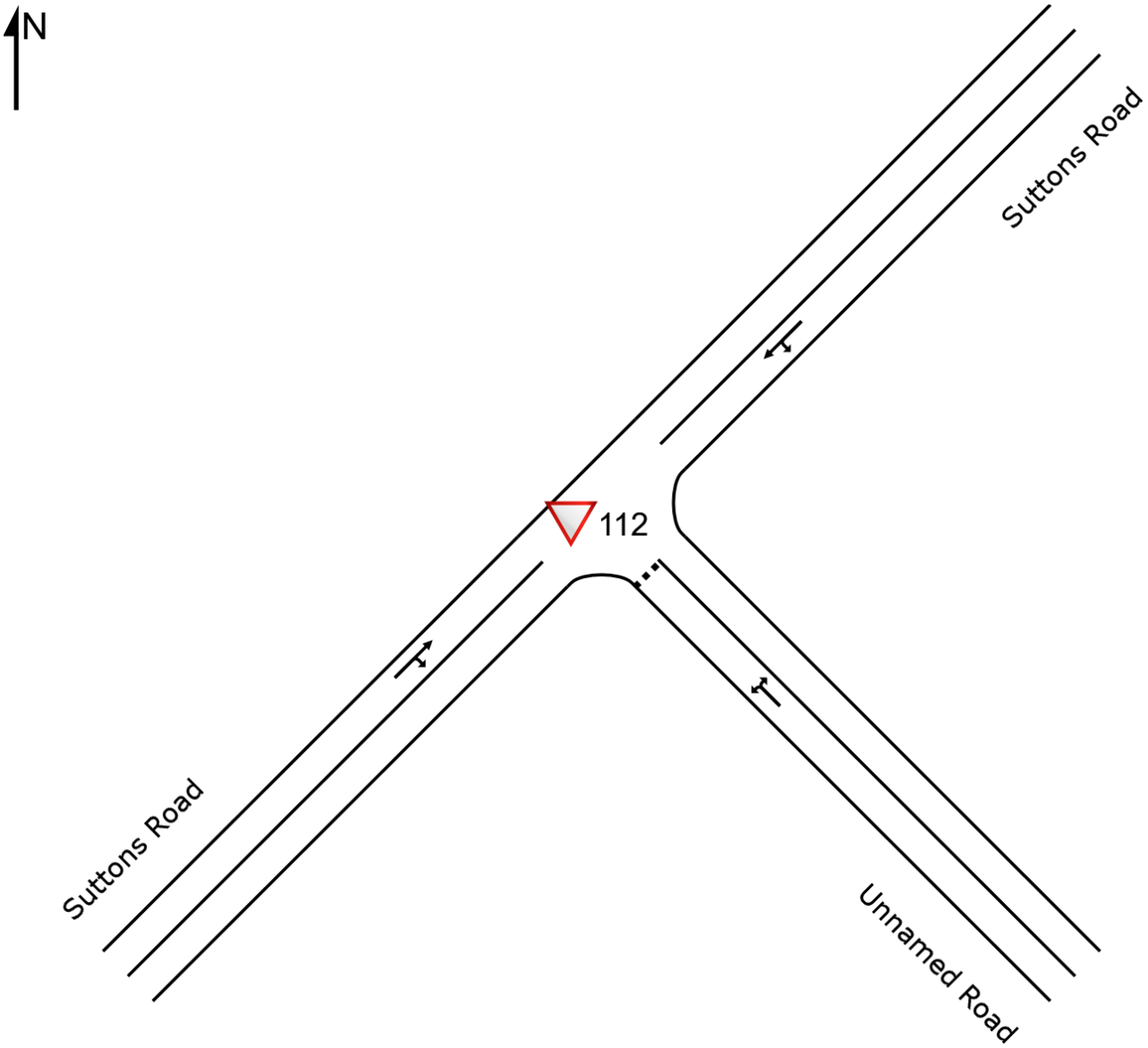
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 112 [Suttons Road / Unnamed Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 112 [Suttons Road / Unnamed Road 2025 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Unnamed Road														
21	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
23	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
NorthEast: Suttons Road														
24	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
SouthWest: Suttons Road														
31	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
32	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 112 [Suttons Road / Unnamed Road 2025 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Unnamed Road														
21	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
23	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
NorthEast: Suttons Road														
24	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
SouthWest: Suttons Road														
31	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
32	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 112 [Suttons Road / Unnamed Road 2025 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Unnamed Road														
21	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
23	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
NorthEast: Suttons Road														
24	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
SouthWest: Suttons Road														
31	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
32	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 112 [Suttons Road / Unnamed Road 2025 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Unnamed Road														
21	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
23	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
NorthEast: Suttons Road														
24	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
SouthWest: Suttons Road														
31	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
32	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 112 [Suttons Road / Unnamed Road 2025 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Unnamed Road														
21	L2	17	16	17	94.1	0.016	6.6	LOS A	0.1	0.8	0.01	0.56	0.01	49.8
23	R2	1	0	1	0.0	0.016	5.5	LOS A	0.1	0.8	0.01	0.56	0.01	53.1
Approach		18	16	18	88.9	0.016	6.6	LOS A	0.1	0.8	0.01	0.56	0.01	50.0
NorthEast: Suttons Road														
24	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
SouthWest: Suttons Road														
31	T1	1	0	1	0.0	0.015	0.0	LOS A	0.1	0.8	0.02	0.56	0.02	57.3
32	R2	17	16	17	94.1	0.015	6.6	LOS A	0.1	0.8	0.02	0.56	0.02	51.0
Approach		18	16	18	88.9	0.015	6.2	NA	0.1	0.8	0.02	0.56	0.02	51.3
All Vehicles		38	32	38	84.2	0.016	6.2	NA	0.1	0.8	0.02	0.55	0.02	50.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 112 [Suttons Road / Unnamed Road 2025 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Unnamed Road														
21	L2	17	16	17	94.1	0.016	6.6	LOS A	0.1	0.8	0.01	0.56	0.01	49.8
23	R2	1	0	1	0.0	0.016	5.5	LOS A	0.1	0.8	0.01	0.56	0.01	53.1
Approach		18	16	18	88.9	0.016	6.6	LOS A	0.1	0.8	0.01	0.56	0.01	50.0
NorthEast: Suttons Road														
24	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
SouthWest: Suttons Road														
31	T1	1	0	1	0.0	0.015	0.0	LOS A	0.1	0.8	0.02	0.56	0.02	57.3
32	R2	17	16	17	94.1	0.015	6.6	LOS A	0.1	0.8	0.02	0.56	0.02	51.0
Approach		18	16	18	88.9	0.015	6.2	NA	0.1	0.8	0.02	0.56	0.02	51.3
All Vehicles		38	32	38	84.2	0.016	6.2	NA	0.1	0.8	0.02	0.55	0.02	50.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 112 [Suttons Road / Unnamed Road 2025 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Unnamed Road														
21	L2	17	16	17	94.1	0.016	6.6	LOS A	0.1	0.8	0.01	0.56	0.01	49.8
23	R2	1	0	1	0.0	0.016	5.5	LOS A	0.1	0.8	0.01	0.56	0.01	53.1
Approach		18	16	18	88.9	0.016	6.6	LOS A	0.1	0.8	0.01	0.56	0.01	50.0
NorthEast: Suttons Road														
24	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
SouthWest: Suttons Road														
31	T1	1	0	1	0.0	0.015	0.0	LOS A	0.1	0.8	0.02	0.56	0.02	57.3
32	R2	17	16	17	94.1	0.015	6.6	LOS A	0.1	0.8	0.02	0.56	0.02	51.0
Approach		18	16	18	88.9	0.015	6.2	NA	0.1	0.8	0.02	0.56	0.02	51.3
All Vehicles		38	32	38	84.2	0.016	6.2	NA	0.1	0.8	0.02	0.55	0.02	50.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 112 [Suttons Road / Unnamed Road 2025 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Unnamed Road														
21	L2	17	16	17	94.1	0.016	6.6	LOS A	0.1	0.8	0.01	0.56	0.01	49.8
23	R2	1	0	1	0.0	0.016	5.5	LOS A	0.1	0.8	0.01	0.56	0.01	53.1
Approach		18	16	18	88.9	0.016	6.6	LOS A	0.1	0.8	0.01	0.56	0.01	50.0
NorthEast: Suttons Road														
24	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
25	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
SouthWest: Suttons Road														
31	T1	1	0	1	0.0	0.015	0.0	LOS A	0.1	0.8	0.02	0.56	0.02	57.3
32	R2	17	16	17	94.1	0.015	6.6	LOS A	0.1	0.8	0.02	0.56	0.02	51.0
Approach		18	16	18	88.9	0.015	6.2	NA	0.1	0.8	0.02	0.56	0.02	51.3
All Vehicles		38	32	38	84.2	0.016	6.2	NA	0.1	0.8	0.02	0.55	0.02	50.9

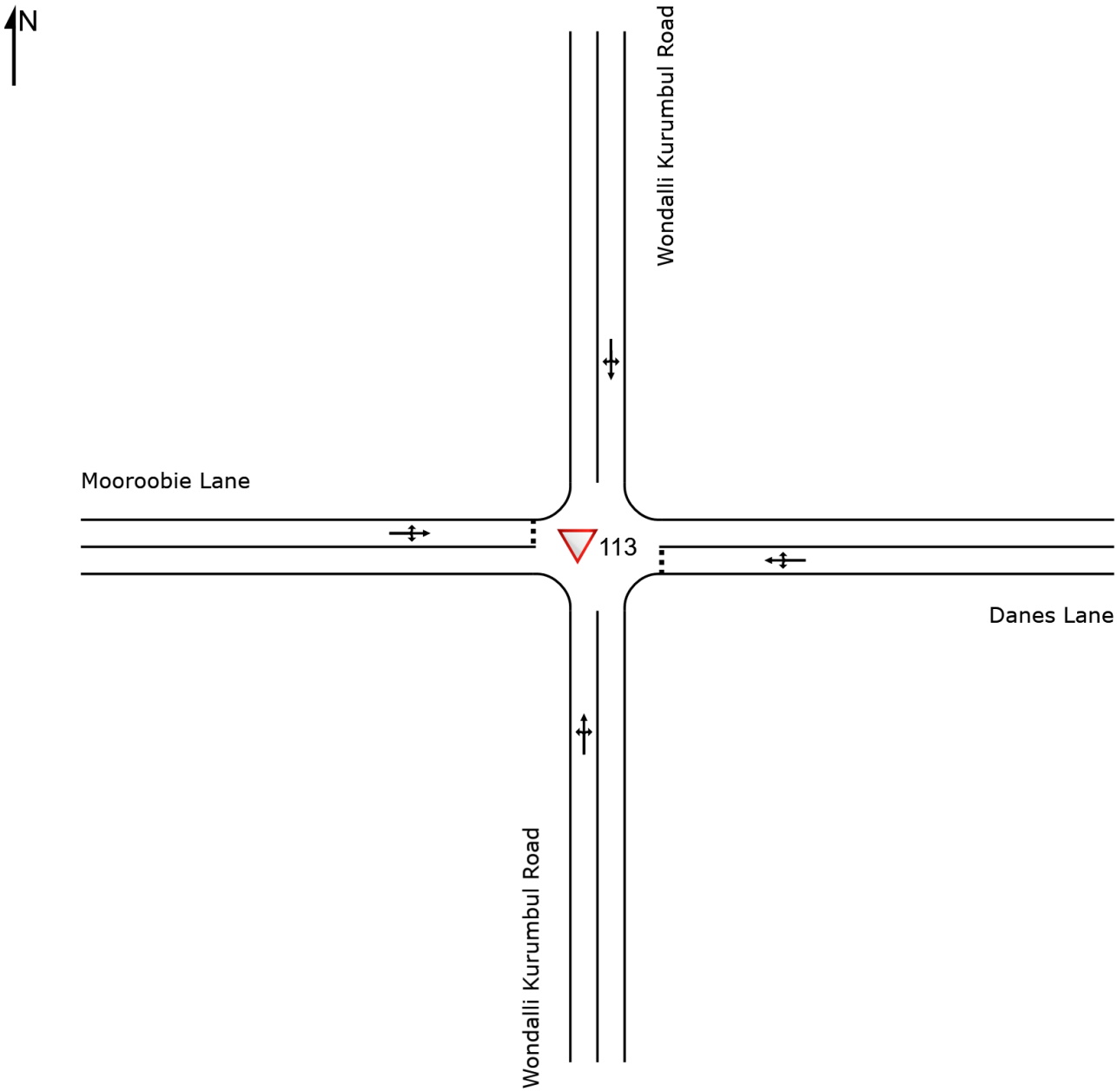
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 113 [Wondalli Kurumbul Road / Mooroobie Lane 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 113 [Wondalli Kurumbul Road / Mooroobie Lane 2025 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wondalli Kurumbul Road														
1	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
2	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
3	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
East: Danes Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
8	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
9	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
West: Mooroobie Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
All Vehicles		12	0	12	0.0	0.002	6.2	NA	0.0	0.1	0.01	0.55	0.01	78.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 113 [Wondalli Kurumbul Road / Mooroobie Lane 2025 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wondalli Kurumbul Road														
1	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
2	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
3	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
East: Danes Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
8	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
9	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
West: Mooroobie Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
All Vehicles		12	0	12	0.0	0.002	6.2	NA	0.0	0.1	0.01	0.55	0.01	78.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 113 [Wondalli Kurumbul Road / Mooroobie Lane 2025 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wondalli Kurumbul Road														
1	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
2	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
3	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
East: Danes Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
8	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
9	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
West: Mooroobie Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
All Vehicles		12	0	12	0.0	0.002	6.2	NA	0.0	0.1	0.01	0.55	0.01	78.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 113 [Wondalli Kurumbul Road / Mooroobie Lane 2025 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wondalli Kurumbul Road														
1	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
2	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
3	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
East: Danes Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.01	0.45	0.01	79.7
8	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.45	0.01	87.6
9	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.45	0.01	79.1
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.01	0.45	0.01	82.0
West: Mooroobie Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.8
All Vehicles		12	0	12	0.0	0.002	6.2	NA	0.0	0.1	0.01	0.55	0.01	78.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 113 [Wondalli Kurumbul Road / Mooroobie Lane 2025 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wondalli Kurumbul Road														
1	L2	8	7	8	87.5	0.008	10.1	LOS B	0.0	0.1	0.00	0.60	0.00	53.5
2	T1	1	0	1	0.0	0.008	0.0	LOS A	0.0	0.1	0.00	0.60	0.00	87.7
3	R2	1	0	1	0.0	0.008	7.4	LOS A	0.0	0.1	0.00	0.60	0.00	78.5
Approach		10	7	10	70.0	0.008	8.8	NA	0.0	0.1	0.00	0.60	0.00	57.6
East: Danes Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.9
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.0	0.04	0.43	0.04	79.5
8	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.04	0.43	0.04	87.4
9	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.04	0.43	0.04	78.9
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.04	0.43	0.04	81.7
West: Mooroobie Lane														
10	L2	1	0	1	0.0	0.012	7.8	LOS A	0.0	0.4	0.03	0.67	0.03	75.1
11	T1	1	0	1	0.0	0.012	6.7	LOS A	0.0	0.4	0.03	0.67	0.03	74.8
12	R2	8	7	8	87.5	0.012	9.9	LOS A	0.0	0.4	0.03	0.67	0.03	50.6
Approach		10	7	10	70.0	0.012	9.4	LOS A	0.0	0.4	0.03	0.67	0.03	54.1
All Vehicles		26	14	26	53.8	0.012	8.4	NA	0.0	0.4	0.02	0.61	0.02	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 113 [Wondalli Kurumbul Road / Mooroobie Lane 2025 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wondalli Kurumbul Road														
1	L2	8	7	8	87.5	0.008	10.1	LOS B	0.0	0.1	0.00	0.60	0.00	53.5
2	T1	1	0	1	0.0	0.008	0.0	LOS A	0.0	0.1	0.00	0.60	0.00	87.7
3	R2	1	0	1	0.0	0.008	7.4	LOS A	0.0	0.1	0.00	0.60	0.00	78.5
Approach		10	7	10	70.0	0.008	8.8	NA	0.0	0.1	0.00	0.60	0.00	57.6
East: Danes Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.9
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.0	0.04	0.43	0.04	79.5
8	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.04	0.43	0.04	87.4
9	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.04	0.43	0.04	78.9
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.04	0.43	0.04	81.7
West: Mooroobie Lane														
10	L2	1	0	1	0.0	0.012	7.8	LOS A	0.0	0.4	0.03	0.67	0.03	75.1
11	T1	1	0	1	0.0	0.012	6.7	LOS A	0.0	0.4	0.03	0.67	0.03	74.8
12	R2	8	7	8	87.5	0.012	9.9	LOS A	0.0	0.4	0.03	0.67	0.03	50.6
Approach		10	7	10	70.0	0.012	9.4	LOS A	0.0	0.4	0.03	0.67	0.03	54.1
All Vehicles		26	14	26	53.8	0.012	8.4	NA	0.0	0.4	0.02	0.61	0.02	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 113 [Wondalli Kurumbul Road / Mooroobie Lane 2025 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wondalli Kurumbul Road														
1	L2	8	7	8	87.5	0.008	10.1	LOS B	0.0	0.1	0.00	0.60	0.00	53.5
2	T1	1	0	1	0.0	0.008	0.0	LOS A	0.0	0.1	0.00	0.60	0.00	87.7
3	R2	1	0	1	0.0	0.008	7.4	LOS A	0.0	0.1	0.00	0.60	0.00	78.5
Approach		10	7	10	70.0	0.008	8.8	NA	0.0	0.1	0.00	0.60	0.00	57.6
East: Danes Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.9
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.0	0.04	0.43	0.04	79.5
8	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.04	0.43	0.04	87.4
9	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.04	0.43	0.04	78.9
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.04	0.43	0.04	81.7
West: Mooroobie Lane														
10	L2	1	0	1	0.0	0.012	7.8	LOS A	0.0	0.4	0.03	0.67	0.03	75.1
11	T1	1	0	1	0.0	0.012	6.7	LOS A	0.0	0.4	0.03	0.67	0.03	74.8
12	R2	8	7	8	87.5	0.012	9.9	LOS A	0.0	0.4	0.03	0.67	0.03	50.6
Approach		10	7	10	70.0	0.012	9.4	LOS A	0.0	0.4	0.03	0.67	0.03	54.1
All Vehicles		26	14	26	53.8	0.012	8.4	NA	0.0	0.4	0.02	0.61	0.02	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 113 [Wondalli Kurumbul Road / Mooroobie Lane 2025 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wondalli Kurumbul Road														
1	L2	8	7	8	87.5	0.008	10.1	LOS B	0.0	0.1	0.00	0.60	0.00	53.5
2	T1	1	0	1	0.0	0.008	0.0	LOS A	0.0	0.1	0.00	0.60	0.00	87.7
3	R2	1	0	1	0.0	0.008	7.4	LOS A	0.0	0.1	0.00	0.60	0.00	78.5
Approach		10	7	10	70.0	0.008	8.8	NA	0.0	0.1	0.00	0.60	0.00	57.6
East: Danes Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.01	0.65	0.01	76.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.01	0.65	0.01	75.5
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.01	0.65	0.01	75.9
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.0	0.04	0.43	0.04	79.5
8	T1	1	0	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.04	0.43	0.04	87.4
9	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.04	0.43	0.04	78.9
Approach		3	0	3	0.0	0.002	5.1	NA	0.0	0.0	0.04	0.43	0.04	81.7
West: Mooroobie Lane														
10	L2	1	0	1	0.0	0.012	7.8	LOS A	0.0	0.4	0.03	0.67	0.03	75.1
11	T1	1	0	1	0.0	0.012	6.7	LOS A	0.0	0.4	0.03	0.67	0.03	74.8
12	R2	8	7	8	87.5	0.012	9.9	LOS A	0.0	0.4	0.03	0.67	0.03	50.6
Approach		10	7	10	70.0	0.012	9.4	LOS A	0.0	0.4	0.03	0.67	0.03	54.1
All Vehicles		26	14	26	53.8	0.012	8.4	NA	0.0	0.4	0.02	0.61	0.02	59.8

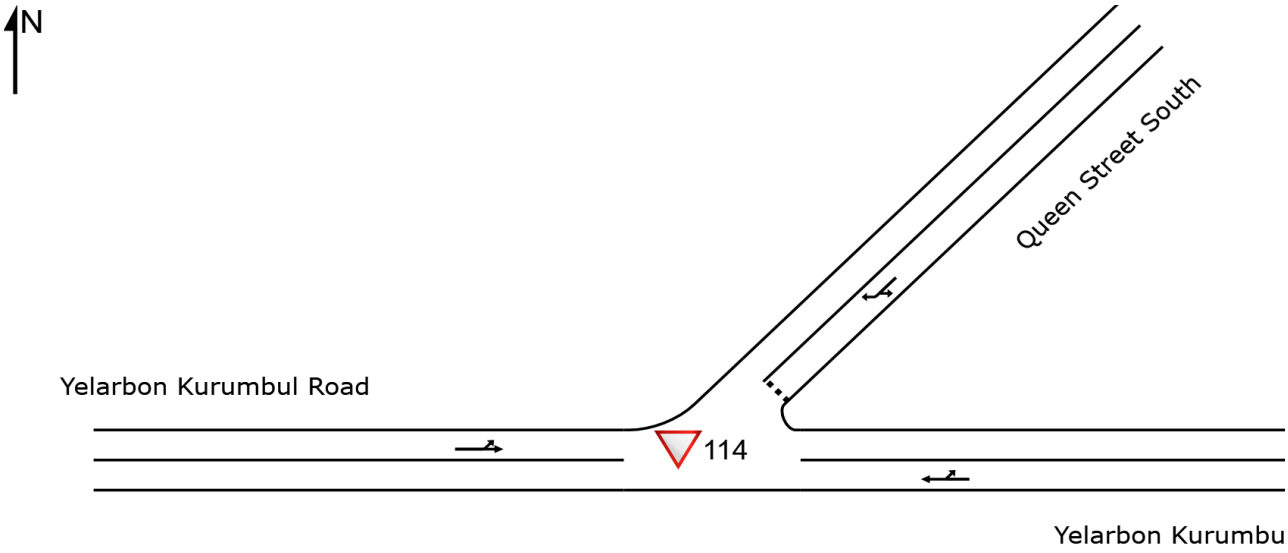
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 114 [Yelarbon Kurumbul Road / Queen Street South 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 114 [Yelarbon Kurumbul Road / Queen Street South 2024 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.19	0.01	94.7
6b	R3	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.0	0.01	0.19	0.01	84.8
Approach		4	0	4	0.0	0.002	2.0	NA	0.0	0.0	0.01	0.19	0.01	92.0
NorthEast: Queen Street South														
24b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.4
26a	R1	1	0	1	0.0	0.001	7.1	LOS A	0.0	0.0	0.02	0.66	0.02	74.6
Approach		2	0	2	0.0	0.001	8.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.0
West: Yelarbon Kurumbul Road														
10a	L1	1	0	1	0.0	0.002	7.3	LOS A	0.0	0.0	0.00	0.22	0.00	84.0
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	93.7
Approach		3	0	3	0.0	0.002	2.4	NA	0.0	0.0	0.00	0.22	0.00	90.3
All Vehicles		9	0	9	0.0	0.002	3.5	NA	0.0	0.0	0.01	0.30	0.01	87.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 114 [Yelarbon Kurumbul Road / Queen Street South 2024 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.19	0.01	94.7
6b	R3	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.0	0.01	0.19	0.01	84.8
Approach		4	0	4	0.0	0.002	2.0	NA	0.0	0.0	0.01	0.19	0.01	92.0
NorthEast: Queen Street South														
24b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.4
26a	R1	1	0	1	0.0	0.001	7.1	LOS A	0.0	0.0	0.02	0.66	0.02	74.6
Approach		2	0	2	0.0	0.001	8.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.0
West: Yelarbon Kurumbul Road														
10a	L1	1	0	1	0.0	0.002	7.3	LOS A	0.0	0.0	0.00	0.22	0.00	84.0
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	93.7
Approach		3	0	3	0.0	0.002	2.4	NA	0.0	0.0	0.00	0.22	0.00	90.3
All Vehicles		9	0	9	0.0	0.002	3.5	NA	0.0	0.0	0.01	0.30	0.01	87.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 114 [Yelarbon Kurumbul Road / Queen Street South 2024 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.19	0.01	94.7
6b	R3	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.0	0.01	0.19	0.01	84.8
Approach		4	0	4	0.0	0.002	2.0	NA	0.0	0.0	0.01	0.19	0.01	92.0
NorthEast: Queen Street South														
24b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.4
26a	R1	1	0	1	0.0	0.001	7.1	LOS A	0.0	0.0	0.02	0.66	0.02	74.6
Approach		2	0	2	0.0	0.001	8.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.0
West: Yelarbon Kurumbul Road														
10a	L1	1	0	1	0.0	0.002	7.3	LOS A	0.0	0.0	0.00	0.22	0.00	84.0
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	93.7
Approach		3	0	3	0.0	0.002	2.4	NA	0.0	0.0	0.00	0.22	0.00	90.3
All Vehicles		9	0	9	0.0	0.002	3.5	NA	0.0	0.0	0.01	0.30	0.01	87.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 114 [Yelarbon Kurumbul Road / Queen Street South 2024 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.19	0.01	94.7
6b	R3	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.0	0.01	0.19	0.01	84.8
Approach		4	0	4	0.0	0.002	2.0	NA	0.0	0.0	0.01	0.19	0.01	92.0
NorthEast: Queen Street South														
24b	L3	1	0	1	0.0	0.001	9.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.4
26a	R1	1	0	1	0.0	0.001	7.1	LOS A	0.0	0.0	0.02	0.66	0.02	74.6
Approach		2	0	2	0.0	0.001	8.0	LOS A	0.0	0.0	0.02	0.66	0.02	75.0
West: Yelarbon Kurumbul Road														
10a	L1	1	0	1	0.0	0.002	7.3	LOS A	0.0	0.0	0.00	0.22	0.00	84.0
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	93.7
Approach		3	0	3	0.0	0.002	2.4	NA	0.0	0.0	0.00	0.22	0.00	90.3
All Vehicles		9	0	9	0.0	0.002	3.5	NA	0.0	0.0	0.01	0.30	0.01	87.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 114 [Yelarbon Kurumbul Road / Queen Street South 2024 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	12	1	12	8.3	0.011	0.0	LOS A	0.0	0.3	0.02	0.24	0.02	94.2
6b	R3	6	2	6	33.3	0.011	8.9	LOS A	0.0	0.3	0.02	0.24	0.02	69.1
Approach		18	3	18	16.7	0.011	3.0	NA	0.0	0.3	0.02	0.24	0.02	84.0
NorthEast: Queen Street South														
24b	L3	3	2	3	66.7	0.003	10.7	LOS B	0.0	0.1	0.02	0.65	0.02	55.6
26a	R1	1	0	1	0.0	0.003	7.1	LOS A	0.0	0.1	0.02	0.65	0.02	73.8
Approach		4	2	4	50.0	0.003	9.8	LOS A	0.0	0.1	0.02	0.65	0.02	59.3
West: Yelarbon Kurumbul Road														
10a	L1	1	0	1	0.0	0.002	7.3	LOS A	0.0	0.0	0.00	0.17	0.00	83.2
11	T1	3	1	3	33.3	0.002	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	93.7
Approach		4	1	4	25.0	0.002	1.8	NA	0.0	0.0	0.00	0.17	0.00	90.9
All Vehicles		26	6	26	23.1	0.011	3.8	NA	0.0	0.3	0.02	0.29	0.02	79.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 114 [Yelarbon Kurumbul Road / Queen Street South 2024 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	4	1	4	25.0	0.005	0.0	LOS A	0.0	0.2	0.05	0.29	0.05	94.2
6b	R3	3	2	3	66.7	0.005	9.9	LOS A	0.0	0.2	0.05	0.29	0.05	58.8
Approach		7	3	7	42.9	0.005	4.3	NA	0.0	0.2	0.05	0.29	0.05	74.9
NorthEast: Queen Street South														
24b	L3	6	2	6	33.3	0.005	9.9	LOS A	0.0	0.2	0.06	0.64	0.06	63.0
26a	R1	1	0	1	0.0	0.005	7.1	LOS A	0.0	0.2	0.06	0.64	0.06	72.9
Approach		7	2	7	28.6	0.005	9.5	LOS A	0.0	0.2	0.06	0.64	0.06	64.3
West: Yelarbon Kurumbul Road														
10a	L1	1	0	1	0.0	0.006	7.3	LOS A	0.0	0.0	0.00	0.06	0.00	86.7
11	T1	11	1	11	9.1	0.006	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	98.2
Approach		12	1	12	8.3	0.006	0.6	NA	0.0	0.0	0.00	0.06	0.00	97.1
All Vehicles		26	6	26	23.1	0.006	4.0	NA	0.0	0.2	0.03	0.28	0.03	79.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 114 [Yelarbon Kurumbul Road / Queen Street South 2024 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	12	1	12	8.3	0.011	0.0	LOS A	0.0	0.3	0.02	0.24	0.02	94.2
6b	R3	6	2	6	33.3	0.011	8.9	LOS A	0.0	0.3	0.02	0.24	0.02	69.1
Approach		18	3	18	16.7	0.011	3.0	NA	0.0	0.3	0.02	0.24	0.02	84.0
NorthEast: Queen Street South														
24b	L3	3	2	3	66.7	0.003	10.7	LOS B	0.0	0.1	0.02	0.65	0.02	55.6
26a	R1	1	0	1	0.0	0.003	7.1	LOS A	0.0	0.1	0.02	0.65	0.02	73.8
Approach		4	2	4	50.0	0.003	9.8	LOS A	0.0	0.1	0.02	0.65	0.02	59.3
West: Yelarbon Kurumbul Road														
10a	L1	1	0	1	0.0	0.002	7.3	LOS A	0.0	0.0	0.00	0.17	0.00	83.2
11	T1	3	1	3	33.3	0.002	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	93.7
Approach		4	1	4	25.0	0.002	1.8	NA	0.0	0.0	0.00	0.17	0.00	90.9
All Vehicles		26	6	26	23.1	0.011	3.8	NA	0.0	0.3	0.02	0.29	0.02	79.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 114 [Yelarbon Kurumbul Road / Queen Street South 2024 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	4	1	4	25.0	0.005	0.0	LOS A	0.0	0.2	0.05	0.29	0.05	94.2
6b	R3	3	2	3	66.7	0.005	9.9	LOS A	0.0	0.2	0.05	0.29	0.05	58.8
Approach		7	3	7	42.9	0.005	4.3	NA	0.0	0.2	0.05	0.29	0.05	74.9
NorthEast: Queen Street South														
24b	L3	6	2	6	33.3	0.005	9.9	LOS A	0.0	0.2	0.06	0.64	0.06	63.0
26a	R1	1	0	1	0.0	0.005	7.1	LOS A	0.0	0.2	0.06	0.64	0.06	72.9
Approach		7	2	7	28.6	0.005	9.5	LOS A	0.0	0.2	0.06	0.64	0.06	64.3
West: Yelarbon Kurumbul Road														
10a	L1	1	0	1	0.0	0.006	7.3	LOS A	0.0	0.0	0.00	0.06	0.00	86.7
11	T1	11	1	11	9.1	0.006	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	98.2
Approach		12	1	12	8.3	0.006	0.6	NA	0.0	0.0	0.00	0.06	0.00	97.1
All Vehicles		26	6	26	23.1	0.006	4.0	NA	0.0	0.2	0.03	0.28	0.03	79.7

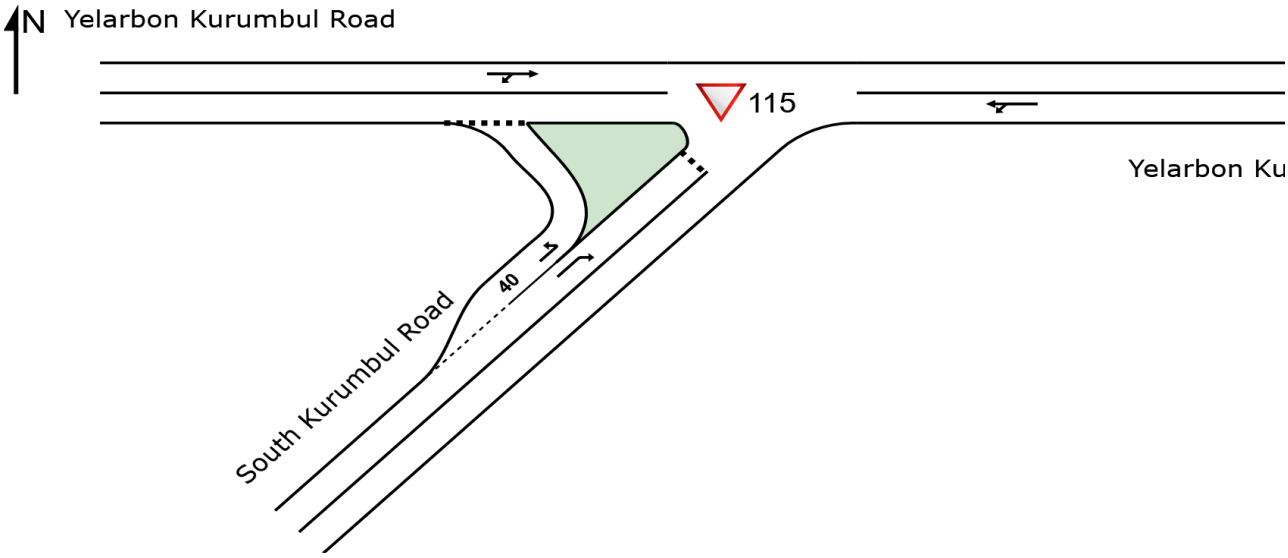
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 115 [Yelarbon Kurumbul Road / South Kurumbul Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 115 [Yelarbon Kurumbul Road / South Kurumbul Road 2027 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
4a	L1	3	1	3	33.3	0.004	8.0	LOS A	0.0	0.0	0.00	0.29	0.00	69.8
5	T1	4	0	4	0.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.29	0.00	93.9
Approach		7	1	7	14.3	0.004	3.4	NA	0.0	0.0	0.00	0.29	0.00	81.8
West: Yelarbon Kurumbul Road														
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.03	0.25	0.03	92.7
12b	R3	1	0	1	0.0	0.002	8.3	LOS A	0.0	0.0	0.03	0.25	0.03	83.5
Approach		3	0	3	0.0	0.002	2.8	NA	0.0	0.0	0.03	0.25	0.03	89.4
SouthWest: South Kurumbul Road														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.03	0.66	0.03	73.9
32a	R1	3	1	3	33.3	0.003	8.0	LOS A	0.0	0.1	0.04	0.65	0.04	63.9
Approach		4	1	4	25.0	0.003	8.4	LOS A	0.0	0.1	0.04	0.65	0.04	66.2
All Vehicles		14	2	14	14.3	0.004	4.7	NA	0.0	0.1	0.02	0.38	0.02	77.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 115 [Yelarbon Kurumbul Road / South Kurumbul Road 2027 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
4a	L1	3	1	3	33.3	0.004	8.0	LOS A	0.0	0.0	0.00	0.29	0.00	69.8
5	T1	4	0	4	0.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.29	0.00	93.9
Approach		7	1	7	14.3	0.004	3.4	NA	0.0	0.0	0.00	0.29	0.00	81.8
West: Yelarbon Kurumbul Road														
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.03	0.25	0.03	92.7
12b	R3	1	0	1	0.0	0.002	8.3	LOS A	0.0	0.0	0.03	0.25	0.03	83.5
Approach		3	0	3	0.0	0.002	2.8	NA	0.0	0.0	0.03	0.25	0.03	89.4
SouthWest: South Kurumbul Road														
30b	L3	1	0	1	0.0	0.001	9.7	LOS A	0.0	0.0	0.03	0.66	0.03	73.9
32a	R1	3	1	3	33.3	0.003	8.0	LOS A	0.0	0.1	0.04	0.65	0.04	63.9
Approach		4	1	4	25.0	0.003	8.4	LOS A	0.0	0.1	0.04	0.65	0.04	66.2
All Vehicles		14	2	14	14.3	0.004	4.7	NA	0.0	0.1	0.02	0.38	0.02	77.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 115 [Yelarbon Kurumbul Road / South Kurumbul Road 2027 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
4a	L1	1	0	1	0.0	0.003	7.1	LOS A	0.0	0.0	0.00	0.13	0.00	86.2
5	T1	4	0	4	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	96.2
Approach		5	0	5	0.0	0.003	1.4	NA	0.0	0.0	0.00	0.13	0.00	94.1
West: Yelarbon Kurumbul Road														
11	T1	2	0	2	0.0	0.003	0.0	LOS A	0.0	0.1	0.03	0.42	0.03	89.5
12b	R3	3	1	3	33.3	0.003	9.2	LOS A	0.0	0.1	0.03	0.42	0.03	67.1
Approach		5	1	5	20.0	0.003	5.5	NA	0.0	0.1	0.03	0.42	0.03	74.5
SouthWest: South Kurumbul Road														
30b	L3	3	1	3	33.3	0.002	10.5	LOS B	0.0	0.1	0.03	0.65	0.03	63.4
32a	R1	1	0	1	0.0	0.001	7.1	LOS A	0.0	0.0	0.04	0.63	0.04	75.8
Approach		4	1	4	25.0	0.002	9.7	LOS A	0.0	0.1	0.03	0.64	0.03	66.0
All Vehicles		14	2	14	14.3	0.003	5.2	NA	0.0	0.1	0.02	0.38	0.02	77.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 115 [Yelarbon Kurumbul Road / South Kurumbul Road 2027 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
4a	L1	1	0	1	0.0	0.003	7.1	LOS A	0.0	0.0	0.00	0.13	0.00	86.2
5	T1	4	0	4	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	96.2
Approach		5	0	5	0.0	0.003	1.4	NA	0.0	0.0	0.00	0.13	0.00	94.1
West: Yelarbon Kurumbul Road														
11	T1	2	0	2	0.0	0.003	0.0	LOS A	0.0	0.1	0.03	0.42	0.03	89.5
12b	R3	3	1	3	33.3	0.003	9.2	LOS A	0.0	0.1	0.03	0.42	0.03	67.1
Approach		5	1	5	20.0	0.003	5.5	NA	0.0	0.1	0.03	0.42	0.03	74.5
SouthWest: South Kurumbul Road														
30b	L3	3	1	3	33.3	0.002	10.5	LOS B	0.0	0.1	0.03	0.65	0.03	63.4
32a	R1	1	0	1	0.0	0.001	7.1	LOS A	0.0	0.0	0.04	0.63	0.04	75.8
Approach		4	1	4	25.0	0.002	9.7	LOS A	0.0	0.1	0.03	0.64	0.03	66.0
All Vehicles		14	2	14	14.3	0.003	5.2	NA	0.0	0.1	0.02	0.38	0.02	77.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 115 [Yelarbon Kurumbul Road / South Kurumbul Road 2027 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
4a	L1	5	3	5	60.0	0.009	8.7	LOS A	0.0	0.0	0.00	0.24	0.00	62.8
5	T1	9	1	9	11.1	0.009	0.0	LOS A	0.0	0.0	0.00	0.24	0.00	96.2
Approach		14	4	14	28.6	0.009	3.1	NA	0.0	0.0	0.00	0.24	0.00	80.9
West: Yelarbon Kurumbul Road														
11	T1	3	1	3	33.3	0.004	0.0	LOS A	0.0	0.1	0.06	0.27	0.06	92.4
12b	R3	2	1	2	50.0	0.004	9.7	LOS A	0.0	0.1	0.06	0.27	0.06	63.3
Approach		5	2	5	40.0	0.004	3.9	NA	0.0	0.1	0.06	0.27	0.06	78.0
SouthWest: South Kurumbul Road														
30b	L3	2	1	2	50.0	0.002	11.0	LOS B	0.0	0.1	0.05	0.63	0.05	59.3
32a	R1	5	3	5	60.0	0.005	8.8	LOS A	0.0	0.2	0.07	0.65	0.07	57.0
Approach		7	4	7	57.1	0.005	9.4	LOS A	0.0	0.2	0.07	0.64	0.07	57.6
All Vehicles		26	10	26	38.5	0.009	4.9	NA	0.0	0.2	0.03	0.36	0.03	72.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 115 [Yelarbon Kurumbul Road / South Kurumbul Road 2027 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
4a	L1	5	3	5	60.0	0.007	8.7	LOS A	0.0	0.0	0.00	0.34	0.00	61.8
5	T1	5	1	5	20.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	93.9
Approach		10	4	10	40.0	0.007	4.3	NA	0.0	0.0	0.00	0.34	0.00	74.5
West: Yelarbon Kurumbul Road														
11	T1	7	1	7	14.3	0.006	0.0	LOS A	0.0	0.1	0.03	0.16	0.03	96.5
12b	R3	2	1	2	50.0	0.006	9.7	LOS A	0.0	0.1	0.03	0.16	0.03	65.2
Approach		9	2	9	22.2	0.006	2.2	NA	0.0	0.1	0.03	0.16	0.03	87.2
SouthWest: South Kurumbul Road														
30b	L3	2	1	2	50.0	0.002	10.9	LOS B	0.0	0.1	0.04	0.64	0.04	59.4
32a	R1	5	3	5	60.0	0.005	8.8	LOS A	0.0	0.2	0.07	0.65	0.07	57.0
Approach		7	4	7	57.1	0.005	9.4	LOS A	0.0	0.2	0.06	0.64	0.06	57.7
All Vehicles		26	10	26	38.5	0.007	4.9	NA	0.0	0.2	0.03	0.36	0.03	72.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 115 [Yelarbon Kurumbul Road / South Kurumbul Road 2027 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
4a	L1	3	2	3	66.7	0.007	8.8	LOS A	0.0	0.0	0.00	0.17	0.00	61.7
5	T1	9	1	9	11.1	0.007	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	97.9
Approach		12	3	12	25.0	0.007	2.2	NA	0.0	0.0	0.00	0.17	0.00	85.3
West: Yelarbon Kurumbul Road														
11	T1	3	1	3	33.3	0.005	0.0	LOS A	0.0	0.2	0.06	0.39	0.06	89.3
12b	R3	4	2	4	50.0	0.005	9.7	LOS A	0.0	0.2	0.06	0.39	0.06	61.8
Approach		7	3	7	42.9	0.005	5.6	NA	0.0	0.2	0.06	0.39	0.06	71.2
SouthWest: South Kurumbul Road														
30b	L3	4	2	4	50.0	0.003	11.0	LOS B	0.0	0.1	0.05	0.63	0.05	59.3
32a	R1	3	2	3	66.7	0.003	8.9	LOS A	0.0	0.1	0.08	0.65	0.08	55.5
Approach		7	4	7	57.1	0.003	10.1	LOS B	0.0	0.1	0.06	0.64	0.06	57.7
All Vehicles		26	10	26	38.5	0.007	5.2	NA	0.0	0.2	0.03	0.36	0.03	72.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 115 [Yelarbon Kurumbul Road / South Kurumbul Road 2027 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
4a	L1	3	2	3	66.7	0.005	8.8	LOS A	0.0	0.0	0.00	0.26	0.00	61.0
5	T1	5	1	5	20.0	0.005	0.0	LOS A	0.0	0.0	0.00	0.26	0.00	96.2
Approach		8	3	8	37.5	0.005	3.3	NA	0.0	0.0	0.00	0.26	0.00	79.1
West: Yelarbon Kurumbul Road														
11	T1	7	1	7	14.3	0.007	0.0	LOS A	0.0	0.2	0.04	0.25	0.04	94.2
12b	R3	4	2	4	50.0	0.007	9.7	LOS A	0.0	0.2	0.04	0.25	0.04	64.1
Approach		11	3	11	27.3	0.007	3.5	NA	0.0	0.2	0.04	0.25	0.04	80.5
SouthWest: South Kurumbul Road														
30b	L3	4	2	4	50.0	0.003	10.9	LOS B	0.0	0.1	0.04	0.64	0.04	59.4
32a	R1	3	2	3	66.7	0.003	8.9	LOS A	0.0	0.1	0.08	0.65	0.08	55.5
Approach		7	4	7	57.1	0.003	10.1	LOS B	0.0	0.1	0.05	0.64	0.05	57.7
All Vehicles		26	10	26	38.5	0.007	5.2	NA	0.0	0.2	0.03	0.36	0.03	72.3

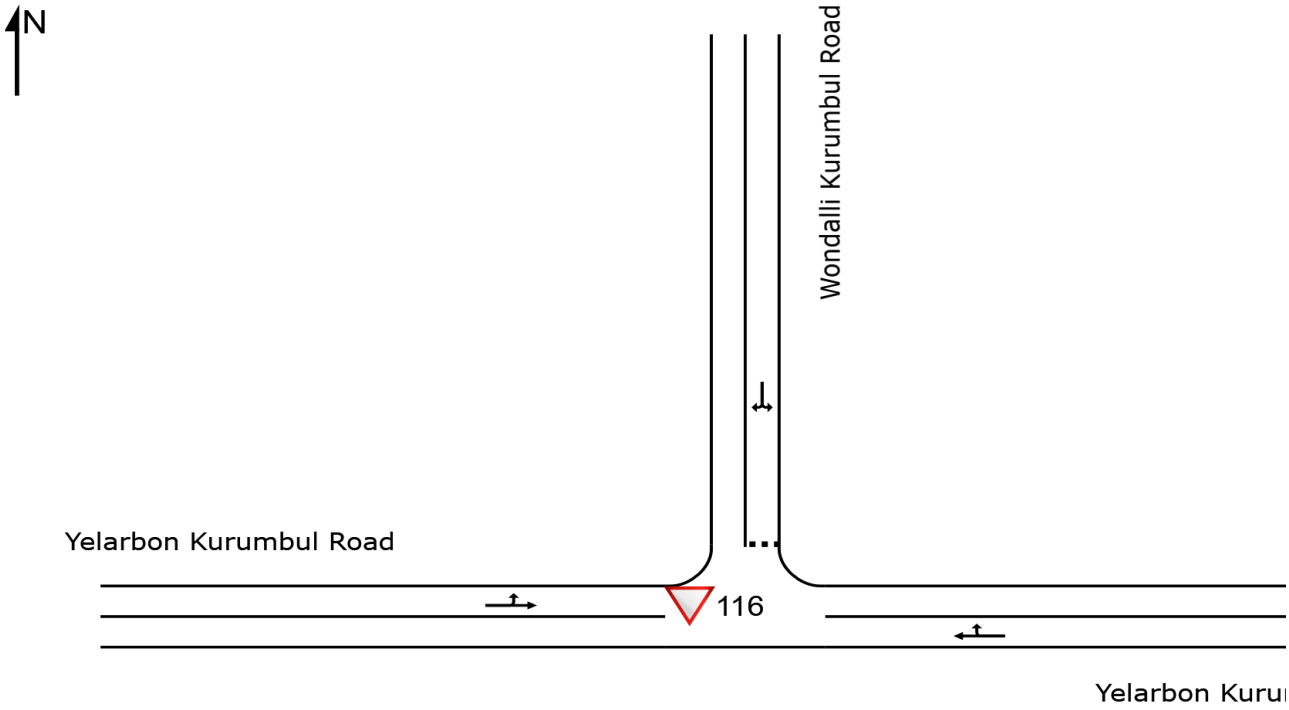
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 116 [Yelarbon Kurumbul Road / Wondalli Kurumbul Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 116 [Yelarbon Kurumbul Road / Wondalli Kurumbul Road 2025 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.17	0.01	95.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.17	0.01	85.1
Approach		4	0	4	0.0	0.002	1.9	NA	0.0	0.0	0.01	0.17	0.01	92.3
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.02	0.65	0.02	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.02	0.65	0.02	75.2
West: Yelarbon Kurumbul Road														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.23	0.00	84.3
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	93.3
Approach		3	0	3	0.0	0.002	2.6	NA	0.0	0.0	0.00	0.23	0.00	90.1
All Vehicles		9	0	9	0.0	0.002	3.4	NA	0.0	0.0	0.01	0.30	0.01	87.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 116 [Yelarbon Kurumbul Road / Wondalli Kurumbul Road 2025 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.17	0.01	95.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.17	0.01	85.1
Approach		4	0	4	0.0	0.002	1.9	NA	0.0	0.0	0.01	0.17	0.01	92.3
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.02	0.65	0.02	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.02	0.65	0.02	75.2
West: Yelarbon Kurumbul Road														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.23	0.00	84.3
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	93.3
Approach		3	0	3	0.0	0.002	2.6	NA	0.0	0.0	0.00	0.23	0.00	90.1
All Vehicles		9	0	9	0.0	0.002	3.4	NA	0.0	0.0	0.01	0.30	0.01	87.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 116 [Yelarbon Kurumbul Road / Wondalli Kurumbul Road 2025 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.17	0.01	95.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.17	0.01	85.1
Approach		4	0	4	0.0	0.002	1.9	NA	0.0	0.0	0.01	0.17	0.01	92.3
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.02	0.65	0.02	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.02	0.65	0.02	75.2
West: Yelarbon Kurumbul Road														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.23	0.00	84.3
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	93.3
Approach		3	0	3	0.0	0.002	2.6	NA	0.0	0.0	0.00	0.23	0.00	90.1
All Vehicles		9	0	9	0.0	0.002	3.4	NA	0.0	0.0	0.01	0.30	0.01	87.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 116 [Yelarbon Kurumbul Road / Wondalli Kurumbul Road 2025 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.17	0.01	95.0
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.01	0.17	0.01	85.1
Approach		4	0	4	0.0	0.002	1.9	NA	0.0	0.0	0.01	0.17	0.01	92.3
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.02	0.65	0.02	75.5
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.02	0.65	0.02	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.02	0.65	0.02	75.2
West: Yelarbon Kurumbul Road														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.23	0.00	84.3
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	93.3
Approach		3	0	3	0.0	0.002	2.6	NA	0.0	0.0	0.00	0.23	0.00	90.1
All Vehicles		9	0	9	0.0	0.002	3.4	NA	0.0	0.0	0.01	0.30	0.01	87.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 116 [Yelarbon Kurumbul Road / Wondalli Kurumbul Road 2025 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	12	1	12	8.3	0.007	0.0	LOS A	0.0	0.0	0.01	0.05	0.01	98.2
6	R2	1	0	1	0.0	0.007	7.4	LOS A	0.0	0.0	0.01	0.05	0.01	86.7
Approach		13	1	13	7.7	0.007	0.6	NA	0.0	0.0	0.01	0.05	0.01	97.2
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.010	7.8	LOS A	0.0	0.4	0.05	0.67	0.05	74.5
9	R2	8	7	8	87.5	0.010	9.9	LOS A	0.0	0.4	0.05	0.67	0.05	50.3
Approach		9	7	9	77.8	0.010	9.7	LOS A	0.0	0.4	0.05	0.67	0.05	52.2
West: Yelarbon Kurumbul Road														
10	L2	8	7	8	87.5	0.009	10.1	LOS B	0.0	0.0	0.00	0.49	0.00	55.5
11	T1	3	1	3	33.3	0.009	0.0	LOS A	0.0	0.0	0.00	0.49	0.00	93.3
Approach		11	8	11	72.7	0.009	7.4	NA	0.0	0.0	0.00	0.49	0.00	62.4
All Vehicles		33	16	33	48.5	0.010	5.3	NA	0.0	0.4	0.02	0.36	0.02	68.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 116 [Yelarbon Kurumbul Road / Wondalli Kurumbul Road 2025 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.0	0.03	0.13	0.03	94.8
6	R2	1	0	1	0.0	0.003	7.5	LOS A	0.0	0.0	0.03	0.13	0.03	84.0
Approach		5	1	5	20.0	0.003	1.5	NA	0.0	0.0	0.03	0.13	0.03	92.4
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.010	7.9	LOS A	0.0	0.4	0.08	0.66	0.08	74.3
9	R2	8	7	8	87.5	0.010	9.9	LOS A	0.0	0.4	0.08	0.66	0.08	50.2
Approach		9	7	9	77.8	0.010	9.7	LOS A	0.0	0.4	0.08	0.66	0.08	52.1
West: Yelarbon Kurumbul Road														
10	L2	8	7	8	87.5	0.013	10.1	LOS B	0.0	0.0	0.00	0.28	0.00	57.1
11	T1	11	1	11	9.1	0.013	0.0	LOS A	0.0	0.0	0.00	0.28	0.00	98.1
Approach		19	8	19	42.1	0.013	4.3	NA	0.0	0.0	0.00	0.28	0.00	75.3
All Vehicles		33	16	33	48.5	0.013	5.3	NA	0.0	0.4	0.03	0.36	0.03	68.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 116 [Yelarbon Kurumbul Road / Wondalli Kurumbul Road 2025 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	12	1	12	8.3	0.007	0.0	LOS A	0.0	0.0	0.01	0.05	0.01	98.2
6	R2	1	0	1	0.0	0.007	7.4	LOS A	0.0	0.0	0.01	0.05	0.01	86.7
Approach		13	1	13	7.7	0.007	0.6	NA	0.0	0.0	0.01	0.05	0.01	97.2
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.010	7.8	LOS A	0.0	0.4	0.05	0.67	0.05	74.5
9	R2	8	7	8	87.5	0.010	9.9	LOS A	0.0	0.4	0.05	0.67	0.05	50.3
Approach		9	7	9	77.8	0.010	9.7	LOS A	0.0	0.4	0.05	0.67	0.05	52.2
West: Yelarbon Kurumbul Road														
10	L2	8	7	8	87.5	0.009	10.1	LOS B	0.0	0.0	0.00	0.49	0.00	55.5
11	T1	3	1	3	33.3	0.009	0.0	LOS A	0.0	0.0	0.00	0.49	0.00	93.3
Approach		11	8	11	72.7	0.009	7.4	NA	0.0	0.0	0.00	0.49	0.00	62.4
All Vehicles		33	16	33	48.5	0.010	5.3	NA	0.0	0.4	0.02	0.36	0.02	68.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 116 [Yelarbon Kurumbul Road / Wondalli Kurumbul Road 2025 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Yelarbon Kurumbul Road														
5	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.0	0.03	0.13	0.03	94.8
6	R2	1	0	1	0.0	0.003	7.5	LOS A	0.0	0.0	0.03	0.13	0.03	84.0
Approach		5	1	5	20.0	0.003	1.5	NA	0.0	0.0	0.03	0.13	0.03	92.4
North: Wondalli Kurumbul Road														
7	L2	1	0	1	0.0	0.010	7.9	LOS A	0.0	0.4	0.08	0.66	0.08	74.3
9	R2	8	7	8	87.5	0.010	9.9	LOS A	0.0	0.4	0.08	0.66	0.08	50.2
Approach		9	7	9	77.8	0.010	9.7	LOS A	0.0	0.4	0.08	0.66	0.08	52.1
West: Yelarbon Kurumbul Road														
10	L2	8	7	8	87.5	0.013	10.1	LOS B	0.0	0.0	0.00	0.28	0.00	57.1
11	T1	11	1	11	9.1	0.013	0.0	LOS A	0.0	0.0	0.00	0.28	0.00	98.1
Approach		19	8	19	42.1	0.013	4.3	NA	0.0	0.0	0.00	0.28	0.00	75.3
All Vehicles		33	16	33	48.5	0.013	5.3	NA	0.0	0.4	0.03	0.36	0.03	68.9

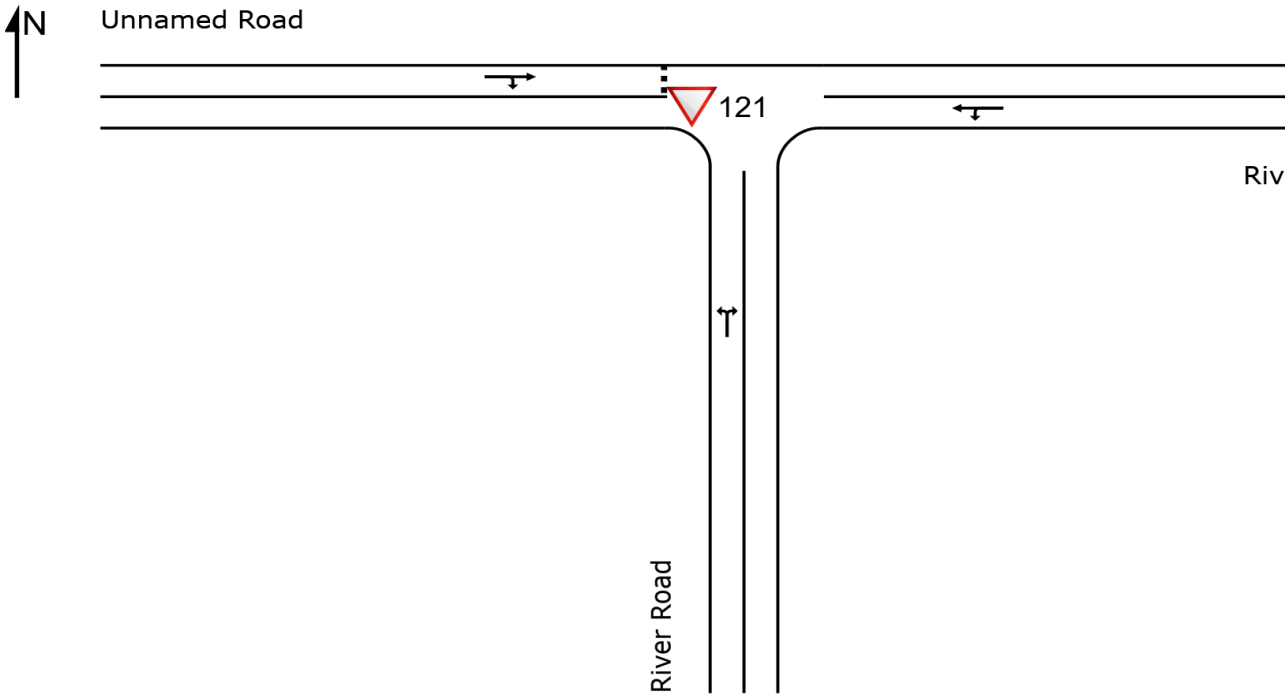
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 121 [River Road / River Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2024 AM Peak Scenario 1- Without Development Traffic (Site Folder: Peak Impact Year- Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	52.2
3	R2	1	0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	NA	0.0	0.0	0.01	0.58	0.01	52.7
East: River Road														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.3
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.02	0.56	0.02	53.1
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.56	0.02	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.02	0.56	0.02	52.7
All Vehicles		6	0	6	0.0	0.002	4.4	NA	0.0	0.0	0.01	0.48	0.01	53.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2024 PM Peak Scenario 1- Without Development Traffic (Site Folder: Peak Impact Year- Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	52.2
3	R2	1	0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	NA	0.0	0.0	0.01	0.58	0.01	52.7
East: River Road														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.3
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.02	0.56	0.02	53.1
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.56	0.02	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.02	0.56	0.02	52.7
All Vehicles		6	0	6	0.0	0.002	4.4	NA	0.0	0.0	0.01	0.48	0.01	53.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2024 AM Peak Scenario 2- Without Development Traffic (Site Folder: Peak Impact Year- Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	52.2
3	R2	1	0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	NA	0.0	0.0	0.01	0.58	0.01	52.7
East: River Road														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.3
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.02	0.56	0.02	53.1
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.56	0.02	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.02	0.56	0.02	52.7
All Vehicles		6	0	6	0.0	0.002	4.4	NA	0.0	0.0	0.01	0.48	0.01	53.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2024 PM Peak Scenario 2- Without Development Traffic (Site Folder: Peak Impact Year- Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	52.2
3	R2	1	0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	NA	0.0	0.0	0.01	0.58	0.01	52.7
East: River Road														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.3
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.02	0.56	0.02	53.1
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.56	0.02	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.02	0.56	0.02	52.7
All Vehicles		6	0	6	0.0	0.002	4.4	NA	0.0	0.0	0.01	0.48	0.01	53.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2024 AM Peak Scenario 1- With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.01	0.59	0.01	52.2
3	R2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.1	0.01	0.59	0.01	50.2
Approach		4	2	4	50.0	0.003	6.1	NA	0.0	0.1	0.01	0.59	0.01	50.6
East: River Road														
4	L2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.0	0.00	0.43	0.00	52.9
5	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.43	0.00	56.8
Approach		4	2	4	50.0	0.003	4.7	NA	0.0	0.0	0.00	0.43	0.00	53.7
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.03	0.55	0.03	53.0
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.03	0.55	0.03	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.03	0.55	0.03	52.6
All Vehicles		10	4	10	40.0	0.003	5.3	NA	0.0	0.1	0.01	0.52	0.01	52.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2024 PM Peak Scenario 1- With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.01	0.59	0.01	52.2
3	R2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.1	0.01	0.59	0.01	50.2
Approach		4	2	4	50.0	0.003	6.1	NA	0.0	0.1	0.01	0.59	0.01	50.6
East: River Road														
4	L2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.0	0.00	0.43	0.00	52.9
5	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.43	0.00	56.8
Approach		4	2	4	50.0	0.003	4.7	NA	0.0	0.0	0.00	0.43	0.00	53.7
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.03	0.55	0.03	53.0
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.03	0.55	0.03	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.03	0.55	0.03	52.6
All Vehicles		10	4	10	40.0	0.003	5.3	NA	0.0	0.1	0.01	0.52	0.01	52.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2024 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.01	0.59	0.01	52.2
3	R2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.1	0.01	0.59	0.01	50.2
Approach		4	2	4	50.0	0.003	6.1	NA	0.0	0.1	0.01	0.59	0.01	50.6
East: River Road														
4	L2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.0	0.00	0.43	0.00	52.9
5	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.43	0.00	56.8
Approach		4	2	4	50.0	0.003	4.7	NA	0.0	0.0	0.00	0.43	0.00	53.7
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.03	0.55	0.03	53.0
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.03	0.55	0.03	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.03	0.55	0.03	52.6
All Vehicles		10	4	10	40.0	0.003	5.3	NA	0.0	0.1	0.01	0.52	0.01	52.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2024 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.01	0.59	0.01	52.2
3	R2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.1	0.01	0.59	0.01	50.2
Approach		4	2	4	50.0	0.003	6.1	NA	0.0	0.1	0.01	0.59	0.01	50.6
East: River Road														
4	L2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.0	0.00	0.43	0.00	52.9
5	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.43	0.00	56.8
Approach		4	2	4	50.0	0.003	4.7	NA	0.0	0.0	0.00	0.43	0.00	53.7
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.03	0.55	0.03	53.0
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.03	0.55	0.03	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.03	0.55	0.03	52.6
All Vehicles		10	4	10	40.0	0.003	5.3	NA	0.0	0.1	0.01	0.52	0.01	52.2

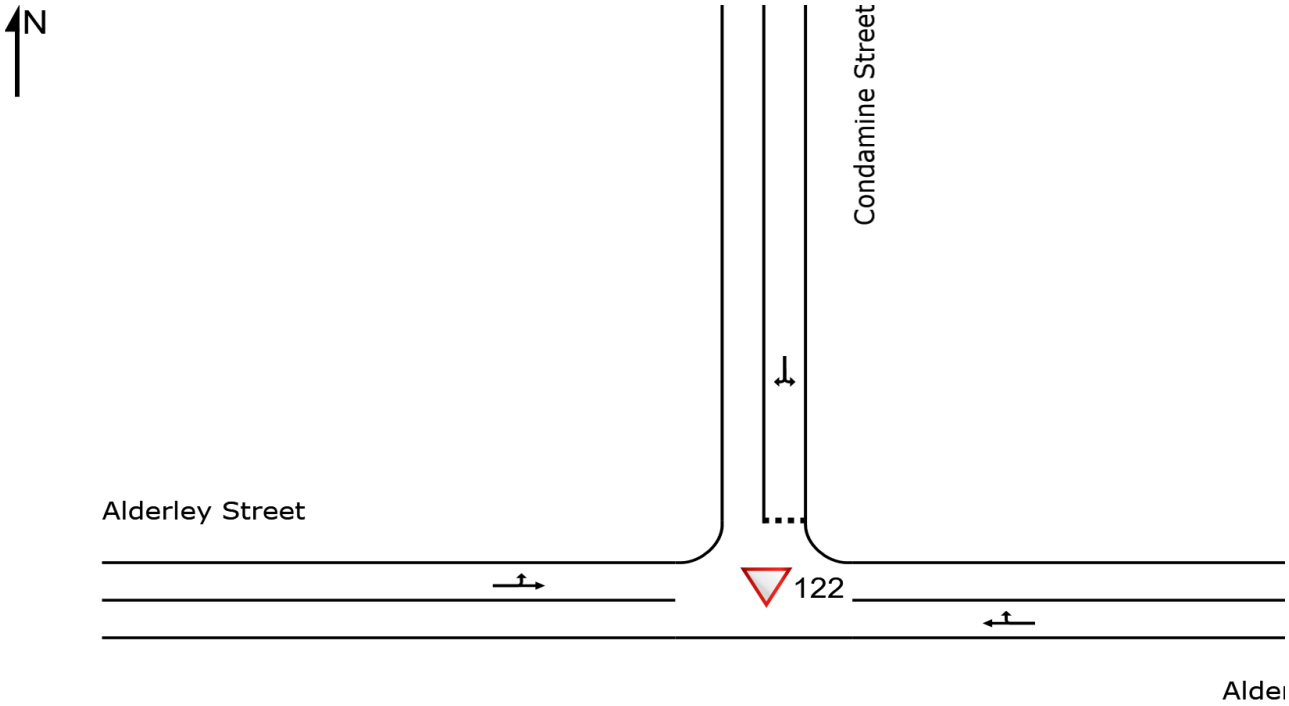
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 122 [Condamine Street / Alderley Street 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 122 [Condamine Street / Alderley Street 2026 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Alderley Street														
5	T1	686	199	686	29.0	0.404	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	50.0
6	R2	1	0	1	0.0	0.404	7.5	LOS A	0.0	0.1	0.00	0.00	0.00	48.8
Approach		687	199	687	29.0	0.404	0.0	NA	0.0	0.1	0.00	0.00	0.00	50.0
North: Condamine Street														
7	L2	1	0	1	0.0	0.212	6.7	LOS A	0.7	5.2	0.83	0.94	0.89	35.7
9	R2	50	8	50	16.0	0.212	19.3	LOS C	0.7	5.2	0.83	0.94	0.89	35.2
Approach		51	8	51	15.7	0.212	19.1	LOS C	0.7	5.2	0.83	0.94	0.89	35.2
West: Alderley Street														
10	L2	30	5	30	16.7	0.226	4.7	LOS A	0.0	0.0	0.00	0.04	0.00	48.5
11	T1	380	65	380	17.1	0.226	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.2
Approach		410	70	410	17.1	0.226	0.4	NA	0.0	0.0	0.00	0.04	0.00	49.1
All Vehicles		1148	277	1148	24.1	0.404	1.0	NA	0.7	5.2	0.04	0.06	0.04	48.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 122 [Condamine Street / Alderley Street 2026 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Alderley Street														
5	T1	457	133	457	29.1	0.270	0.0	LOS A	0.0	0.2	0.00	0.00	0.01	49.9
6	R2	1	0	1	0.0	0.270	9.7	LOS A	0.0	0.2	0.00	0.00	0.01	48.8
Approach		458	133	458	29.0	0.270	0.0	NA	0.0	0.2	0.00	0.00	0.01	49.9
North: Condamine Street														
7	L2	1	0	1	0.0	0.134	7.7	LOS A	0.4	3.1	0.81	0.91	0.81	36.4
9	R2	32	5	32	15.6	0.134	18.0	LOS C	0.4	3.1	0.81	0.91	0.81	35.9
Approach		33	5	33	15.2	0.134	17.7	LOS C	0.4	3.1	0.81	0.91	0.81	36.0
West: Alderley Street														
10	L2	51	8	51	15.7	0.374	4.7	LOS A	0.0	0.0	0.00	0.04	0.00	48.4
11	T1	627	107	627	17.1	0.374	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	49.1
Approach		678	115	678	17.0	0.374	0.4	NA	0.0	0.0	0.00	0.04	0.00	49.0
All Vehicles		1169	253	1169	21.6	0.374	0.8	NA	0.4	3.1	0.02	0.05	0.03	48.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 122 [Condamine Street / Alderley Street 2026 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Alderley Street														
5	T1	686	199	686	29.0	0.431	0.3	LOS A	0.6	5.1	0.08	0.03	0.10	48.8
6	R2	30	5	30	16.7	0.431	8.0	LOS A	0.6	5.1	0.08	0.03	0.10	47.8
Approach		716	204	716	28.5	0.431	0.6	NA	0.6	5.1	0.08	0.03	0.10	48.7
North: Condamine Street														
7	L2	50	8	50	16.0	0.054	6.5	LOS A	0.2	1.6	0.45	0.63	0.45	43.3
9	R2	1	0	1	0.0	0.054	15.9	LOS C	0.2	1.6	0.45	0.63	0.45	43.3
Approach		51	8	51	15.7	0.054	6.7	LOS A	0.2	1.6	0.45	0.63	0.45	43.3
West: Alderley Street														
10	L2	1	0	1	0.0	0.209	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	49.2
11	T1	380	65	380	17.1	0.209	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		381	65	381	17.1	0.209	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles		1148	277	1148	24.1	0.431	0.7	NA	0.6	5.1	0.07	0.04	0.08	48.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 122 [Condamine Street / Alderley Street 2026 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Alderley Street														
5	T1	457	133	457	29.1	0.338	1.3	LOS A	1.2	10.2	0.22	0.07	0.28	45.8
6	R2	51	8	51	15.7	0.338	10.6	LOS B	1.2	10.2	0.22	0.07	0.28	46.4
Approach		508	141	508	27.8	0.338	2.2	NA	1.2	10.2	0.22	0.07	0.28	45.9
North: Condamine Street														
7	L2	32	5	32	15.6	0.050	8.5	LOS A	0.2	1.4	0.57	0.75	0.57	41.8
9	R2	1	0	1	0.0	0.050	15.3	LOS C	0.2	1.4	0.57	0.75	0.57	41.8
Approach		33	5	33	15.2	0.050	8.7	LOS A	0.2	1.4	0.57	0.75	0.57	41.8
West: Alderley Street														
10	L2	1	0	1	0.0	0.345	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	49.1
11	T1	627	107	627	17.1	0.345	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
Approach		628	107	628	17.0	0.345	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.8
All Vehicles		1169	253	1169	21.6	0.345	1.2	NA	1.2	10.2	0.11	0.05	0.14	47.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 122 [Condamine Street / Alderley Street 2026 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Alderley Street														
5	T1	686	199	686	29.0	0.404	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	50.0
6	R2	1	0	1	0.0	0.404	7.5	LOS A	0.0	0.1	0.00	0.00	0.00	48.8
Approach		687	199	687	29.0	0.404	0.0	NA	0.0	0.1	0.00	0.00	0.00	50.0
North: Condamine Street														
7	L2	1	0	1	0.0	0.222	6.8	LOS A	0.7	5.5	0.83	0.94	0.90	35.4
9	R2	51	9	51	17.6	0.222	19.8	LOS C	0.7	5.5	0.83	0.94	0.90	34.9
Approach		52	9	52	17.3	0.222	19.6	LOS C	0.7	5.5	0.83	0.94	0.90	35.0
West: Alderley Street														
10	L2	31	6	31	19.4	0.227	4.7	LOS A	0.0	0.0	0.00	0.04	0.00	48.4
11	T1	380	65	380	17.1	0.227	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.2
Approach		411	71	411	17.3	0.227	0.4	NA	0.0	0.0	0.00	0.04	0.00	49.1
All Vehicles		1150	279	1150	24.3	0.404	1.0	NA	0.7	5.5	0.04	0.06	0.04	47.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 122 [Condamine Street / Alderley Street 2026 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Alderley Street														
5	T1	457	133	457	29.1	0.270	0.0	LOS A	0.0	0.2	0.00	0.00	0.01	49.9
6	R2	1	0	1	0.0	0.270	9.8	LOS A	0.0	0.2	0.00	0.00	0.01	48.8
Approach		458	133	458	29.0	0.270	0.0	NA	0.0	0.2	0.00	0.00	0.01	49.9
North: Condamine Street														
7	L2	1	0	1	0.0	0.143	7.7	LOS A	0.4	3.4	0.82	0.92	0.82	36.1
9	R2	33	6	33	18.2	0.143	18.6	LOS C	0.4	3.4	0.82	0.92	0.82	35.6
Approach		34	6	34	17.6	0.143	18.2	LOS C	0.4	3.4	0.82	0.92	0.82	35.6
West: Alderley Street														
10	L2	52	9	52	17.3	0.375	4.7	LOS A	0.0	0.0	0.00	0.04	0.00	48.3
11	T1	627	107	627	17.1	0.375	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	49.1
Approach		679	116	679	17.1	0.375	0.4	NA	0.0	0.0	0.00	0.04	0.00	49.0
All Vehicles		1171	255	1171	21.8	0.375	0.8	NA	0.4	3.4	0.03	0.05	0.03	48.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 122 [Condamine Street / Alderley Street 2026 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Alderley Street														
5	T1	686	199	686	29.0	0.431	0.3	LOS A	0.6	5.2	0.08	0.03	0.10	48.8
6	R2	30	5	30	16.7	0.431	8.0	LOS A	0.6	5.2	0.08	0.03	0.10	47.8
Approach		716	204	716	28.5	0.431	0.6	NA	0.6	5.2	0.08	0.03	0.10	48.7
North: Condamine Street														
7	L2	50	8	50	16.0	0.064	6.5	LOS A	0.2	1.9	0.48	0.64	0.48	42.8
9	R2	2	1	2	50.0	0.064	28.3	LOS D	0.2	1.9	0.48	0.64	0.48	41.8
Approach		52	9	52	17.3	0.064	7.3	LOS A	0.2	1.9	0.48	0.64	0.48	42.7
West: Alderley Street														
10	L2	2	1	2	50.0	0.210	5.0	LOS A	0.0	0.0	0.00	0.00	0.00	48.0
11	T1	380	65	380	17.1	0.210	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		382	66	382	17.3	0.210	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles		1150	279	1150	24.3	0.431	0.7	NA	0.6	5.2	0.07	0.05	0.08	48.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 122 [Condamine Street / Alderley Street 2026 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Alderley Street														
5	T1	457	133	457	29.1	0.338	1.3	LOS A	1.2	10.3	0.22	0.07	0.28	45.8
6	R2	51	8	51	15.7	0.338	10.6	LOS B	1.2	10.3	0.22	0.07	0.28	46.4
Approach		508	141	508	27.8	0.338	2.2	NA	1.2	10.3	0.22	0.07	0.28	45.9
North: Condamine Street														
7	L2	32	5	32	15.6	0.060	8.5	LOS A	0.2	1.6	0.60	0.77	0.60	41.2
9	R2	2	1	2	50.0	0.060	26.8	LOS D	0.2	1.6	0.60	0.77	0.60	40.3
Approach		34	6	34	17.6	0.060	9.6	LOS A	0.2	1.6	0.60	0.77	0.60	41.1
West: Alderley Street														
10	L2	2	1	2	50.0	0.346	5.0	LOS A	0.0	0.0	0.00	0.00	0.00	47.9
11	T1	627	107	627	17.1	0.346	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
Approach		629	108	629	17.2	0.346	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.8
All Vehicles		1171	255	1171	21.8	0.346	1.3	NA	1.2	10.3	0.12	0.05	0.14	47.4

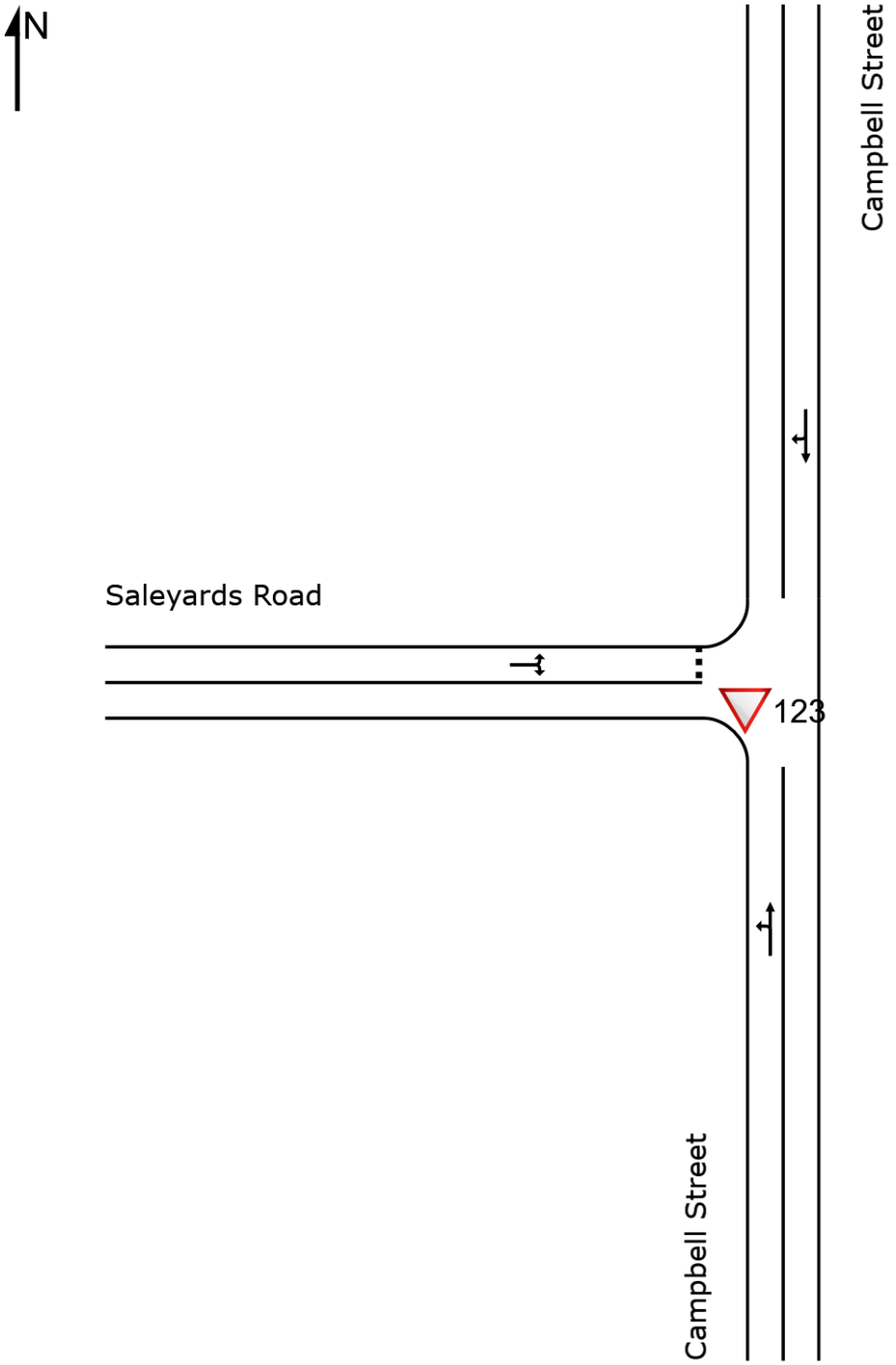
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 123 [Campbell Street / Saleyards Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 123 [Campbell Street / Saleyards Road 2027 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Campbell Street														
1	L2	14	4	14	28.6	0.058	5.7	LOS A	0.0	0.0	0.00	0.08	0.00	46.2
2	T1	90	9	90	10.0	0.058	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	58.0
Approach		104	13	104	12.5	0.058	0.8	NA	0.0	0.0	0.00	0.08	0.00	55.9
North: Campbell Street														
8	T1	91	9	91	9.9	0.050	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	59.7
9	R2	1	0	1	0.0	0.050	5.8	LOS A	0.0	0.0	0.01	0.01	0.01	54.5
Approach		92	9	92	9.8	0.050	0.1	NA	0.0	0.0	0.01	0.01	0.01	59.6
West: Saleyards Road														
10	L2	1	0	1	0.0	0.018	5.8	LOS A	0.1	0.5	0.26	0.58	0.26	45.1
12	R2	16	5	16	31.3	0.018	6.7	LOS A	0.1	0.5	0.26	0.58	0.26	39.7
Approach		17	5	17	29.4	0.018	6.7	LOS A	0.1	0.5	0.26	0.58	0.26	40.0
All Vehicles		213	27	213	12.7	0.058	0.9	NA	0.1	0.5	0.02	0.09	0.02	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 123 [Campbell Street / Saleyards Road 2027 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Campbell Street														
1	L2	14	4	14	28.6	0.075	5.7	LOS A	0.0	0.0	0.00	0.06	0.00	46.4
2	T1	121	11	121	9.1	0.075	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	58.5
Approach		135	15	135	11.1	0.075	0.6	NA	0.0	0.0	0.00	0.06	0.00	56.8
North: Campbell Street														
8	T1	95	9	95	9.5	0.052	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.7
9	R2	1	0	1	0.0	0.052	5.9	LOS A	0.0	0.1	0.01	0.01	0.01	54.5
Approach		96	9	96	9.4	0.052	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.6
West: Saleyards Road														
10	L2	1	0	1	0.0	0.025	5.9	LOS A	0.1	0.7	0.29	0.60	0.29	45.0
12	R2	22	6	22	27.3	0.025	6.8	LOS A	0.1	0.7	0.29	0.60	0.29	39.8
Approach		23	6	23	26.1	0.025	6.8	LOS A	0.1	0.7	0.29	0.60	0.29	40.0
All Vehicles		254	30	254	11.8	0.075	1.0	NA	0.1	0.7	0.03	0.09	0.03	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 123 [Campbell Street / Saleyards Road 2027 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Campbell Street														
1	L2	1	0	1	0.0	0.050	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	55.2
2	T1	90	9	90	10.0	0.050	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		91	9	91	9.9	0.050	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.7
North: Campbell Street														
8	T1	91	9	91	9.9	0.061	0.1	LOS A	0.1	0.8	0.07	0.08	0.07	57.2
9	R2	14	4	14	28.6	0.061	6.2	LOS A	0.1	0.8	0.07	0.08	0.07	46.4
Approach		105	13	105	12.4	0.061	0.9	NA	0.1	0.8	0.07	0.08	0.07	55.0
West: Saleyards Road														
10	L2	16	5	16	31.3	0.013	6.2	LOS A	0.1	0.5	0.19	0.53	0.19	41.2
12	R2	1	0	1	0.0	0.013	6.1	LOS A	0.1	0.5	0.19	0.53	0.19	42.3
Approach		17	5	17	29.4	0.013	6.2	LOS A	0.1	0.5	0.19	0.53	0.19	41.3
All Vehicles		213	27	213	12.7	0.061	1.0	NA	0.1	0.8	0.05	0.08	0.05	54.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 123 [Campbell Street / Saleyards Road 2027 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Campbell Street														
1	L2	1	0	1	0.0	0.066	5.5	LOS A	0.0	0.0	0.00	0.00	0.00	55.2
2	T1	121	11	121	9.1	0.066	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		122	11	122	9.0	0.066	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
North: Campbell Street														
8	T1	95	9	95	9.5	0.063	0.1	LOS A	0.1	0.8	0.08	0.08	0.08	57.1
9	R2	14	4	14	28.6	0.063	6.3	LOS A	0.1	0.8	0.08	0.08	0.08	46.4
Approach		109	13	109	11.9	0.063	0.9	NA	0.1	0.8	0.08	0.08	0.08	55.0
West: Saleyards Road														
10	L2	22	6	22	27.3	0.018	6.3	LOS A	0.1	0.6	0.23	0.54	0.23	41.6
12	R2	1	0	1	0.0	0.018	6.3	LOS A	0.1	0.6	0.23	0.54	0.23	42.0
Approach		23	6	23	26.1	0.018	6.3	LOS A	0.1	0.6	0.23	0.54	0.23	41.6
All Vehicles		254	30	254	11.8	0.066	1.0	NA	0.1	0.8	0.05	0.08	0.05	54.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 123 [Campbell Street / Saleyards Road 2027 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Campbell Street														
1	L2	17	7	17	41.2	0.061	5.8	LOS A	0.0	0.0	0.00	0.09	0.00	43.4
2	T1	90	9	90	10.0	0.061	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	58.0
Approach		107	16	107	15.0	0.061	0.9	NA	0.0	0.0	0.00	0.09	0.00	54.8
North: Campbell Street														
8	T1	144	9	144	6.3	0.077	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	1	0	1	0.0	0.077	5.8	LOS A	0.0	0.0	0.00	0.00	0.00	54.6
Approach		145	9	145	6.2	0.077	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
West: Saleyards Road														
10	L2	1	0	1	0.0	0.024	5.8	LOS A	0.1	0.7	0.31	0.60	0.31	44.7
12	R2	19	8	19	42.1	0.024	7.3	LOS A	0.1	0.7	0.31	0.60	0.31	38.5
Approach		20	8	20	40.0	0.024	7.2	LOS A	0.1	0.7	0.31	0.60	0.31	38.9
All Vehicles		272	33	272	12.1	0.077	0.9	NA	0.1	0.7	0.02	0.08	0.02	55.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 123 [Campbell Street / Saleyards Road 2027 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Campbell Street														
1	L2	17	7	17	41.2	0.105	5.8	LOS A	0.0	0.0	0.00	0.05	0.00	43.8
2	T1	174	11	174	6.3	0.105	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	58.9
Approach		191	18	191	9.4	0.105	0.5	NA	0.0	0.0	0.00	0.05	0.00	57.0
North: Campbell Street														
8	T1	95	9	95	9.5	0.052	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.7
9	R2	1	0	1	0.0	0.052	6.1	LOS A	0.0	0.1	0.01	0.01	0.01	54.5
Approach		96	9	96	9.4	0.052	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.6
West: Saleyards Road														
10	L2	1	0	1	0.0	0.032	6.1	LOS A	0.1	0.9	0.34	0.62	0.34	44.5
12	R2	25	9	25	36.0	0.032	7.4	LOS A	0.1	0.9	0.34	0.62	0.34	38.7
Approach		26	9	26	34.6	0.032	7.3	LOS A	0.1	0.9	0.34	0.62	0.34	38.9
All Vehicles		313	36	313	11.5	0.105	1.0	NA	0.1	0.9	0.03	0.09	0.03	55.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 123 [Campbell Street / Saleyards Road 2027 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Campbell Street														
1	L2	4	3	4	75.0	0.052	6.0	LOS A	0.0	0.0	0.00	0.02	0.00	38.0
2	T1	90	9	90	10.0	0.052	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		94	12	94	12.8	0.052	0.3	NA	0.0	0.0	0.00	0.02	0.00	58.2
North: Campbell Street														
8	T1	144	9	144	6.3	0.088	0.1	LOS A	0.1	0.8	0.05	0.05	0.05	58.1
9	R2	14	4	14	28.6	0.088	6.2	LOS A	0.1	0.8	0.05	0.05	0.05	46.8
Approach		158	13	158	8.2	0.088	0.6	NA	0.1	0.8	0.05	0.05	0.05	56.5
West: Saleyards Road														
10	L2	16	5	16	31.3	0.018	6.2	LOS A	0.1	0.6	0.20	0.54	0.20	41.2
12	R2	4	3	4	75.0	0.018	8.2	LOS A	0.1	0.6	0.20	0.54	0.20	37.1
Approach		20	8	20	40.0	0.018	6.6	LOS A	0.1	0.6	0.20	0.54	0.20	40.4
All Vehicles		272	33	272	12.1	0.088	0.9	NA	0.1	0.8	0.04	0.08	0.04	55.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 123 [Campbell Street / Saleyards Road 2027 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Campbell Street														
1	L2	4	3	4	75.0	0.096	6.0	LOS A	0.0	0.0	0.00	0.01	0.00	38.1
2	T1	174	11	174	6.3	0.096	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		178	14	178	7.9	0.096	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.0
North: Campbell Street														
8	T1	95	9	95	9.5	0.064	0.2	LOS A	0.1	0.9	0.10	0.08	0.10	56.9
9	R2	14	4	14	28.6	0.064	6.6	LOS A	0.1	0.9	0.10	0.08	0.10	46.2
Approach		109	13	109	11.9	0.064	1.0	NA	0.1	0.9	0.10	0.08	0.10	54.8
West: Saleyards Road														
10	L2	22	6	22	27.3	0.024	6.5	LOS A	0.1	0.8	0.29	0.56	0.29	41.3
12	R2	4	3	4	75.0	0.024	8.5	LOS A	0.1	0.8	0.29	0.56	0.29	36.7
Approach		26	9	26	34.6	0.024	6.8	LOS A	0.1	0.8	0.29	0.56	0.29	40.6
All Vehicles		313	36	313	11.5	0.096	1.0	NA	0.1	0.9	0.06	0.08	0.06	54.9

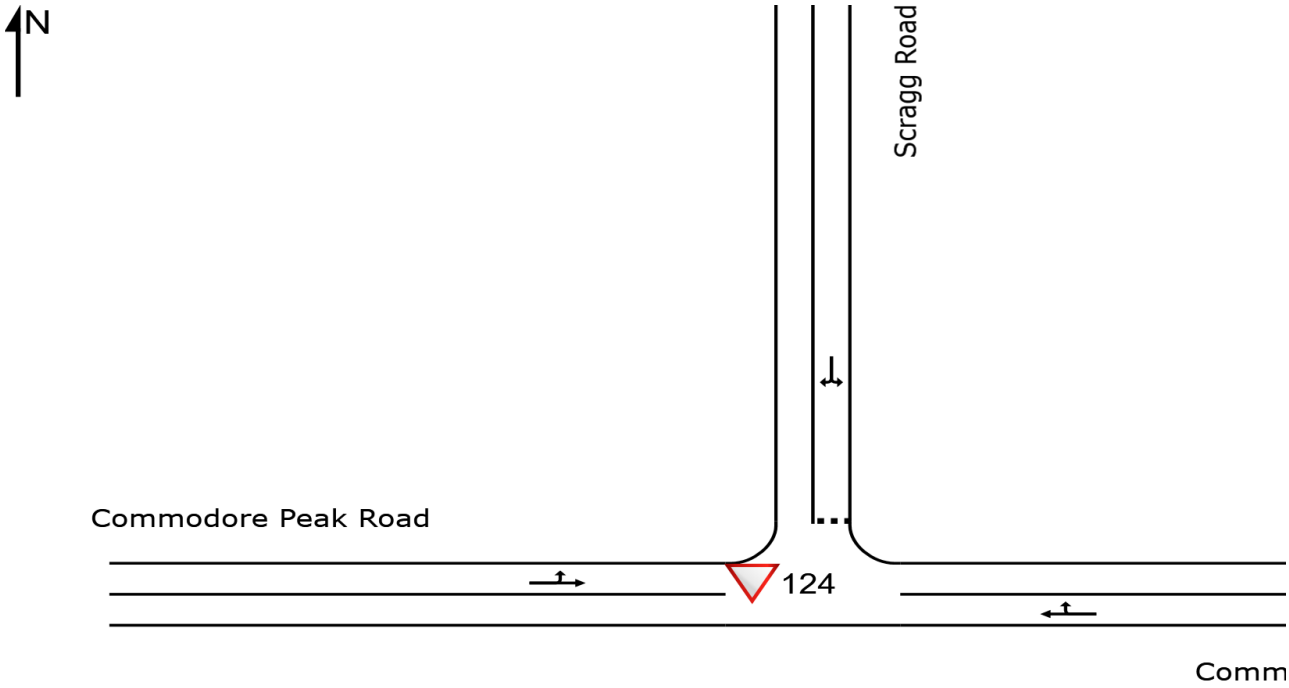
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 124 [Commodore Peak Road / Scragg Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 124 [Commodore Peak Road / Scragg Road 2026 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Commodore Peak Road														
5	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.20	0.01	95.5
6	R2	1	0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.01	0.20	0.01	78.5
Approach		3	0	3	0.0	0.002	0.9	NA	0.0	0.0	0.01	0.20	0.01	89.0
North: Scragg Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	65.2
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	71.2
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	83.6
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	82.5
All Vehicles		7	0	7	0.0	0.002	3.7	NA	0.0	0.0	0.01	0.37	0.01	80.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 124 [Commodore Peak Road / Scragg Road 2026 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Commodore Peak Road														
5	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.20	0.01	95.5
6	R2	1	0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.01	0.20	0.01	78.5
Approach		3	0	3	0.0	0.002	0.9	NA	0.0	0.0	0.01	0.20	0.01	89.0
North: Scragg Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	65.2
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	71.2
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	83.6
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	82.5
All Vehicles		7	0	7	0.0	0.002	3.7	NA	0.0	0.0	0.01	0.37	0.01	80.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 124 [Commodore Peak Road / Scragg Road 2026 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Commodore Peak Road														
5	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.20	0.01	95.5
6	R2	1	0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.01	0.20	0.01	78.5
Approach		3	0	3	0.0	0.002	0.9	NA	0.0	0.0	0.01	0.20	0.01	89.0
North: Scragg Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	65.2
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	71.2
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	83.6
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	82.5
All Vehicles		7	0	7	0.0	0.002	3.7	NA	0.0	0.0	0.01	0.37	0.01	80.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 124 [Commodore Peak Road / Scragg Road 2026 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Commodore Peak Road														
5	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.01	0.20	0.01	95.5
6	R2	1	0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.01	0.20	0.01	78.5
Approach		3	0	3	0.0	0.002	0.9	NA	0.0	0.0	0.01	0.20	0.01	89.0
North: Scragg Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	65.2
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	71.2
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	83.6
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	82.5
All Vehicles		7	0	7	0.0	0.002	3.7	NA	0.0	0.0	0.01	0.37	0.01	80.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 124 [Commodore Peak Road / Scragg Road 2026 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Commodore Peak Road														
5	T1	2	0	2	0.0	0.013	0.0	LOS A	0.1	0.5	0.02	0.49	0.02	89.7
6	R2	16	8	16	50.0	0.013	2.8	LOS A	0.1	0.5	0.02	0.49	0.02	49.2
Approach		18	8	18	44.4	0.013	2.5	NA	0.1	0.5	0.02	0.49	0.02	51.8
North: Scragg Road														
7	L2	9	8	9	88.9	0.009	10.2	LOS B	0.0	0.4	0.01	0.66	0.01	62.2
9	R2	1	0	1	0.0	0.009	7.5	LOS A	0.0	0.4	0.01	0.66	0.01	74.4
Approach		10	8	10	80.0	0.009	9.9	LOS A	0.0	0.4	0.01	0.66	0.01	63.9
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	83.6
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	82.5
All Vehicles		30	16	30	53.3	0.013	5.1	NA	0.1	0.5	0.02	0.54	0.02	57.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 124 [Commodore Peak Road / Scragg Road 2026 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Commodore Peak Road														
5	T1	2	0	2	0.0	0.009	0.0	LOS A	0.0	0.5	0.02	0.44	0.02	95.4
6	R2	9	8	9	88.9	0.009	2.9	LOS A	0.0	0.5	0.02	0.44	0.02	40.1
Approach		11	8	11	72.7	0.009	2.4	NA	0.0	0.5	0.02	0.44	0.02	44.8
North: Scragg Road														
7	L2	16	8	16	50.0	0.013	9.1	LOS A	0.1	0.5	0.01	0.66	0.01	63.1
9	R2	1	0	1	0.0	0.013	7.4	LOS A	0.1	0.5	0.01	0.66	0.01	74.2
Approach		17	8	17	47.1	0.013	9.0	LOS A	0.1	0.5	0.01	0.66	0.01	64.1
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	83.6
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	82.5
All Vehicles		30	16	30	53.3	0.013	6.3	NA	0.1	0.5	0.01	0.56	0.01	56.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 124 [Commodore Peak Road / Scragg Road 2026 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Commodore Peak Road														
5	T1	2	0	2	0.0	0.013	0.0	LOS A	0.1	0.6	0.02	0.49	0.02	89.5
6	R2	17	8	17	47.1	0.013	2.8	LOS A	0.1	0.6	0.02	0.49	0.02	50.1
Approach		19	8	19	42.1	0.013	2.5	NA	0.1	0.6	0.02	0.49	0.02	52.5
North: Scragg Road														
7	L2	9	8	9	88.9	0.009	10.2	LOS B	0.0	0.4	0.01	0.66	0.01	62.2
9	R2	1	0	1	0.0	0.009	7.5	LOS A	0.0	0.4	0.01	0.66	0.01	74.4
Approach		10	8	10	80.0	0.009	9.9	LOS A	0.0	0.4	0.01	0.66	0.01	63.9
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	83.6
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	82.5
All Vehicles		31	16	31	51.6	0.013	5.0	NA	0.1	0.6	0.02	0.54	0.02	57.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 124 [Commodore Peak Road / Scragg Road 2026 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Commodore Peak Road														
5	T1	2	0	2	0.0	0.009	0.0	LOS A	0.0	0.5	0.02	0.44	0.02	95.4
6	R2	9	8	9	88.9	0.009	2.9	LOS A	0.0	0.5	0.02	0.44	0.02	40.1
Approach		11	8	11	72.7	0.009	2.4	NA	0.0	0.5	0.02	0.44	0.02	44.8
North: Scragg Road														
7	L2	17	8	17	47.1	0.014	9.1	LOS A	0.1	0.5	0.01	0.66	0.01	63.2
9	R2	1	0	1	0.0	0.014	7.4	LOS A	0.1	0.5	0.01	0.66	0.01	74.2
Approach		18	8	18	44.4	0.014	9.0	LOS A	0.1	0.5	0.01	0.66	0.01	64.1
West: Commodore Peak Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	83.6
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	82.5
All Vehicles		31	16	31	51.6	0.014	6.3	NA	0.1	0.5	0.01	0.56	0.01	57.0

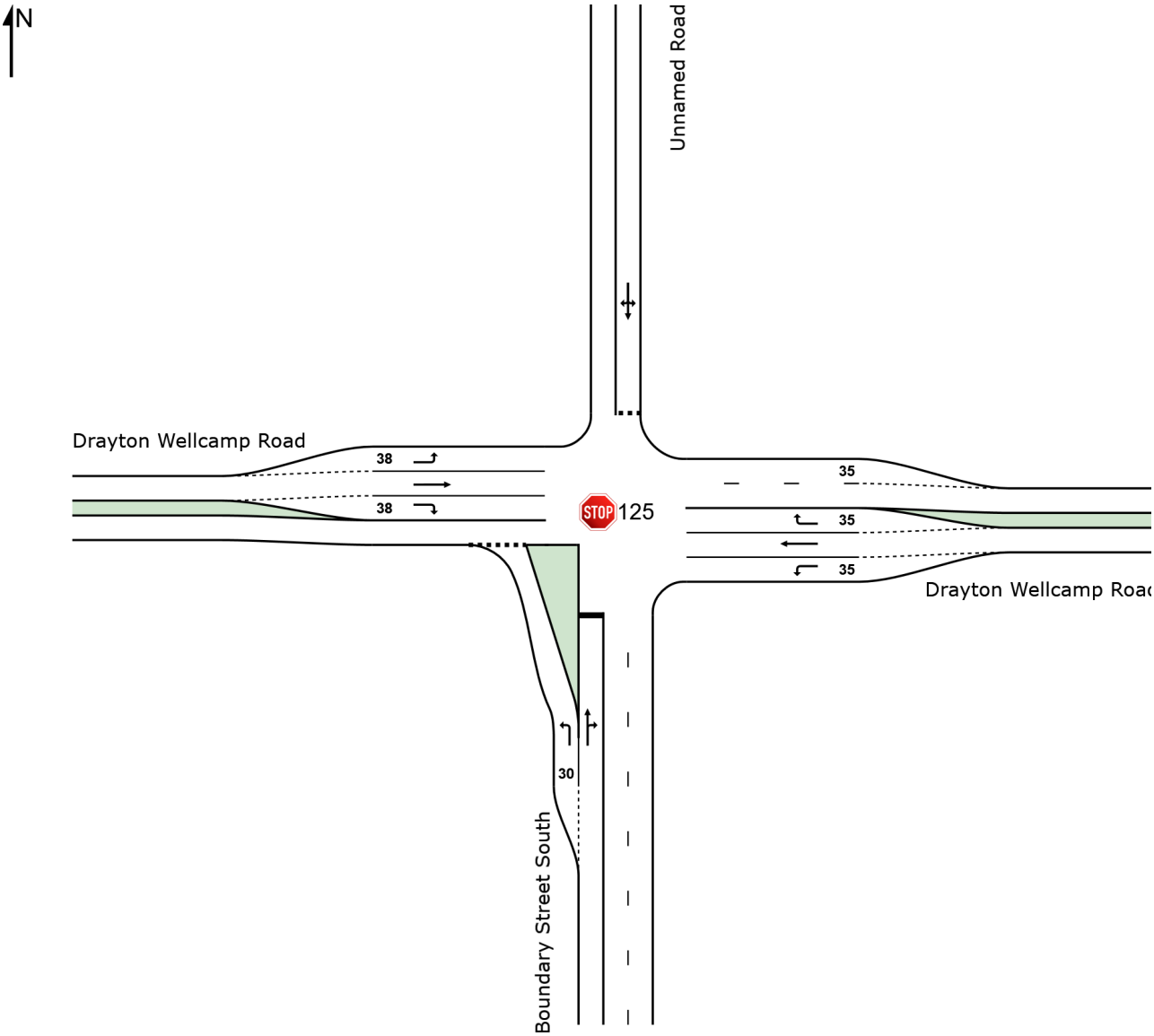
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 125 [Drayton Wellcamp Road / Unnamed Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 125 [Drayton Wellcamp Road / Unnamed Road 2027 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boundary Street South														
1	L2	1	0	1	0.0	0.001	7.1	LOS A	0.0	0.0	0.25	0.53	0.25	59.4
2	T1	1	0	1	0.0	0.005	13.2	LOS B	0.0	0.1	0.48	0.84	0.48	48.2
3	R2	1	0	1	0.0	0.005	13.6	LOS B	0.0	0.1	0.48	0.84	0.48	53.6
Approach		3	0	3	0.0	0.005	11.3	LOS B	0.0	0.1	0.41	0.74	0.41	53.3
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	61.9
5	T1	157	24	157	15.3	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.27	0.56	0.27	57.9
Approach		159	24	159	15.1	0.089	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.6
North: Unnamed Road														
7	L2	1	0	1	0.0	0.005	6.2	LOS A	0.0	0.1	0.39	0.57	0.39	56.4
8	T1	1	0	1	0.0	0.005	8.6	LOS A	0.0	0.1	0.39	0.57	0.39	51.4
9	R2	1	0	1	0.0	0.005	9.8	LOS A	0.0	0.1	0.39	0.57	0.39	56.4
Approach		3	0	3	0.0	0.005	8.2	LOS A	0.0	0.1	0.39	0.57	0.39	54.9
West: Drayton Wellcamp Road														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	166	25	166	15.1	0.093	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
12	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.27	0.56	0.27	59.0
Approach		168	25	168	14.9	0.093	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.7
All Vehicles		333	49	333	14.7	0.093	0.3	NA	0.0	0.1	0.01	0.02	0.01	79.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 125 [Drayton Wellcamp Road / Unnamed Road 2027 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boundary Street South														
1	L2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.32	0.54	0.32	59.0
2	T1	1	0	1	0.0	0.006	15.1	LOS C	0.0	0.1	0.54	0.86	0.54	46.6
3	R2	1	0	1	0.0	0.006	15.8	LOS C	0.0	0.1	0.54	0.86	0.54	51.7
Approach		3	0	3	0.0	0.006	12.8	LOS B	0.0	0.1	0.47	0.75	0.47	52.0
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	61.9
5	T1	238	36	238	15.1	0.134	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.28	0.56	0.28	57.9
Approach		240	36	240	15.0	0.134	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
North: Unnamed Road														
7	L2	1	0	1	0.0	0.006	6.2	LOS A	0.0	0.1	0.44	0.59	0.44	55.4
8	T1	1	0	1	0.0	0.006	10.1	LOS B	0.0	0.1	0.44	0.59	0.44	50.3
9	R2	1	0	1	0.0	0.006	11.6	LOS B	0.0	0.1	0.44	0.59	0.44	55.4
Approach		3	0	3	0.0	0.006	9.3	LOS A	0.0	0.1	0.44	0.59	0.44	53.9
West: Drayton Wellcamp Road														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	177	27	177	15.3	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
12	R2	1	0	1	0.0	0.001	7.7	LOS A	0.0	0.0	0.34	0.56	0.34	58.7
Approach		179	27	179	15.1	0.100	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.7
All Vehicles		425	63	425	14.8	0.134	0.2	NA	0.0	0.1	0.01	0.02	0.01	79.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 125 [Drayton Wellcamp Road / Unnamed Road 2027 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boundary Street South														
1	L2	1	0	1	0.0	0.001	7.1	LOS A	0.0	0.0	0.25	0.53	0.25	59.4
2	T1	1	0	1	0.0	0.005	13.2	LOS B	0.0	0.1	0.48	0.84	0.48	48.2
3	R2	1	0	1	0.0	0.005	13.6	LOS B	0.0	0.1	0.48	0.84	0.48	53.6
Approach		3	0	3	0.0	0.005	11.3	LOS B	0.0	0.1	0.41	0.74	0.41	53.3
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	61.9
5	T1	157	24	157	15.3	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.27	0.56	0.27	57.9
Approach		159	24	159	15.1	0.089	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.6
North: Unnamed Road														
7	L2	1	0	1	0.0	0.005	6.2	LOS A	0.0	0.1	0.39	0.57	0.39	56.4
8	T1	1	0	1	0.0	0.005	8.6	LOS A	0.0	0.1	0.39	0.57	0.39	51.4
9	R2	1	0	1	0.0	0.005	9.8	LOS A	0.0	0.1	0.39	0.57	0.39	56.4
Approach		3	0	3	0.0	0.005	8.2	LOS A	0.0	0.1	0.39	0.57	0.39	54.9
West: Drayton Wellcamp Road														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	166	25	166	15.1	0.093	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
12	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.27	0.56	0.27	59.0
Approach		168	25	168	14.9	0.093	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.7
All Vehicles		333	49	333	14.7	0.093	0.3	NA	0.0	0.1	0.01	0.02	0.01	79.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 125 [Drayton Wellcamp Road / Unnamed Road 2027 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boundary Street South														
1	L2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.32	0.54	0.32	59.0
2	T1	1	0	1	0.0	0.006	15.1	LOS C	0.0	0.1	0.54	0.86	0.54	46.6
3	R2	1	0	1	0.0	0.006	15.8	LOS C	0.0	0.1	0.54	0.86	0.54	51.7
Approach		3	0	3	0.0	0.006	12.8	LOS B	0.0	0.1	0.47	0.75	0.47	52.0
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	61.9
5	T1	238	36	238	15.1	0.134	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.28	0.56	0.28	57.9
Approach		240	36	240	15.0	0.134	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
North: Unnamed Road														
7	L2	1	0	1	0.0	0.006	6.2	LOS A	0.0	0.1	0.44	0.59	0.44	55.4
8	T1	1	0	1	0.0	0.006	10.1	LOS B	0.0	0.1	0.44	0.59	0.44	50.3
9	R2	1	0	1	0.0	0.006	11.6	LOS B	0.0	0.1	0.44	0.59	0.44	55.4
Approach		3	0	3	0.0	0.006	9.3	LOS A	0.0	0.1	0.44	0.59	0.44	53.9
West: Drayton Wellcamp Road														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	177	27	177	15.3	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
12	R2	1	0	1	0.0	0.001	7.7	LOS A	0.0	0.0	0.34	0.56	0.34	58.7
Approach		179	27	179	15.1	0.100	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.7
All Vehicles		425	63	425	14.8	0.134	0.2	NA	0.0	0.1	0.01	0.02	0.01	79.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 125 [Drayton Wellcamp Road / Unnamed Road 2027 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boundary Street South														
1	L2	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.26	0.53	0.26	59.3
2	T1	1	0	1	0.0	0.005	13.4	LOS B	0.0	0.1	0.49	0.84	0.49	48.1
3	R2	1	0	1	0.0	0.005	13.7	LOS B	0.0	0.1	0.49	0.84	0.49	53.5
Approach		3	0	3	0.0	0.005	11.4	LOS B	0.0	0.1	0.41	0.74	0.41	53.2
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	61.9
5	T1	158	25	158	15.8	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.28	0.56	0.28	57.9
Approach		160	25	160	15.6	0.089	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.6
North: Unnamed Road														
7	L2	1	0	1	0.0	0.038	6.2	LOS A	0.1	1.4	0.54	0.66	0.54	51.4
8	T1	1	0	1	0.0	0.038	8.8	LOS A	0.1	1.4	0.54	0.66	0.54	46.1
9	R2	8	7	8	87.5	0.038	17.4	LOS C	0.1	1.4	0.54	0.66	0.54	37.8
Approach		10	7	10	70.0	0.038	15.4	LOS C	0.1	1.4	0.54	0.66	0.54	39.4
West: Drayton Wellcamp Road														
10	L2	8	7	8	87.5	0.007	8.5	LOS A	0.0	0.0	0.00	0.63	0.00	44.7
11	T1	167	26	167	15.6	0.094	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
12	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.27	0.56	0.27	59.0
Approach		176	33	176	18.8	0.094	0.4	NA	0.0	0.0	0.00	0.03	0.00	77.1
All Vehicles		349	65	349	18.6	0.094	0.8	NA	0.1	1.4	0.02	0.04	0.02	75.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 125 [Drayton Wellcamp Road / Unnamed Road 2027 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boundary Street South														
1	L2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.33	0.54	0.33	58.9
2	T1	1	0	1	0.0	0.006	15.3	LOS C	0.0	0.1	0.55	0.86	0.55	46.5
3	R2	1	0	1	0.0	0.006	15.9	LOS C	0.0	0.1	0.55	0.86	0.55	51.6
Approach		3	0	3	0.0	0.006	12.9	LOS B	0.0	0.1	0.48	0.75	0.48	51.9
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	61.9
5	T1	239	37	239	15.5	0.135	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.29	0.56	0.29	57.9
Approach		241	37	241	15.4	0.135	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
North: Unnamed Road														
7	L2	1	0	1	0.0	0.049	6.3	LOS A	0.2	1.8	0.63	0.72	0.63	48.3
8	T1	1	0	1	0.0	0.049	10.5	LOS B	0.2	1.8	0.63	0.72	0.63	42.8
9	R2	8	7	8	87.5	0.049	22.9	LOS C	0.2	1.8	0.63	0.72	0.63	36.1
Approach		10	7	10	70.0	0.049	20.0	LOS C	0.2	1.8	0.63	0.72	0.63	37.5
West: Drayton Wellcamp Road														
10	L2	8	7	8	87.5	0.007	8.5	LOS A	0.0	0.0	0.00	0.63	0.00	44.7
11	T1	178	28	178	15.7	0.101	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
12	R2	1	0	1	0.0	0.001	7.7	LOS A	0.0	0.0	0.34	0.56	0.34	58.7
Approach		187	35	187	18.7	0.101	0.4	NA	0.0	0.0	0.00	0.03	0.00	77.2
All Vehicles		441	79	441	17.9	0.135	0.8	NA	0.2	1.8	0.02	0.04	0.02	76.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 125 [Drayton Wellcamp Road / Unnamed Road 2027 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boundary Street South														
1	L2	1	0	1	0.0	0.001	7.2	LOS A	0.0	0.0	0.26	0.53	0.26	59.3
2	T1	1	0	1	0.0	0.005	13.4	LOS B	0.0	0.1	0.49	0.84	0.49	48.1
3	R2	1	0	1	0.0	0.005	13.7	LOS B	0.0	0.1	0.49	0.84	0.49	53.5
Approach		3	0	3	0.0	0.005	11.4	LOS B	0.0	0.1	0.41	0.74	0.41	53.2
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	61.9
5	T1	158	25	158	15.8	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.28	0.56	0.28	57.9
Approach		160	25	160	15.6	0.089	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.6
North: Unnamed Road														
7	L2	1	0	1	0.0	0.038	6.2	LOS A	0.1	1.4	0.54	0.66	0.54	51.4
8	T1	1	0	1	0.0	0.038	8.8	LOS A	0.1	1.4	0.54	0.66	0.54	46.1
9	R2	8	7	8	87.5	0.038	17.4	LOS C	0.1	1.4	0.54	0.66	0.54	37.8
Approach		10	7	10	70.0	0.038	15.4	LOS C	0.1	1.4	0.54	0.66	0.54	39.4
West: Drayton Wellcamp Road														
10	L2	8	7	8	87.5	0.007	8.5	LOS A	0.0	0.0	0.00	0.63	0.00	44.7
11	T1	167	26	167	15.6	0.094	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
12	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.27	0.56	0.27	59.0
Approach		176	33	176	18.8	0.094	0.4	NA	0.0	0.0	0.00	0.03	0.00	77.1
All Vehicles		349	65	349	18.6	0.094	0.8	NA	0.1	1.4	0.02	0.04	0.02	75.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 125 [Drayton Wellcamp Road / Unnamed Road 2027 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boundary Street South														
1	L2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.33	0.54	0.33	58.9
2	T1	1	0	1	0.0	0.006	15.3	LOS C	0.0	0.1	0.55	0.86	0.55	46.5
3	R2	1	0	1	0.0	0.006	15.9	LOS C	0.0	0.1	0.55	0.86	0.55	51.6
Approach		3	0	3	0.0	0.006	12.9	LOS B	0.0	0.1	0.48	0.75	0.48	51.9
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	61.9
5	T1	239	37	239	15.5	0.135	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
6	R2	1	0	1	0.0	0.001	7.5	LOS A	0.0	0.0	0.29	0.56	0.29	57.9
Approach		241	37	241	15.4	0.135	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
North: Unnamed Road														
7	L2	1	0	1	0.0	0.049	6.3	LOS A	0.2	1.8	0.63	0.72	0.63	48.3
8	T1	1	0	1	0.0	0.049	10.5	LOS B	0.2	1.8	0.63	0.72	0.63	42.8
9	R2	8	7	8	87.5	0.049	22.9	LOS C	0.2	1.8	0.63	0.72	0.63	36.1
Approach		10	7	10	70.0	0.049	20.0	LOS C	0.2	1.8	0.63	0.72	0.63	37.5
West: Drayton Wellcamp Road														
10	L2	8	7	8	87.5	0.007	8.5	LOS A	0.0	0.0	0.00	0.63	0.00	44.7
11	T1	178	28	178	15.7	0.101	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
12	R2	1	0	1	0.0	0.001	7.7	LOS A	0.0	0.0	0.34	0.56	0.34	58.7
Approach		187	35	187	18.7	0.101	0.4	NA	0.0	0.0	0.00	0.03	0.00	77.2
All Vehicles		441	79	441	17.9	0.135	0.8	NA	0.2	1.8	0.02	0.04	0.02	76.5

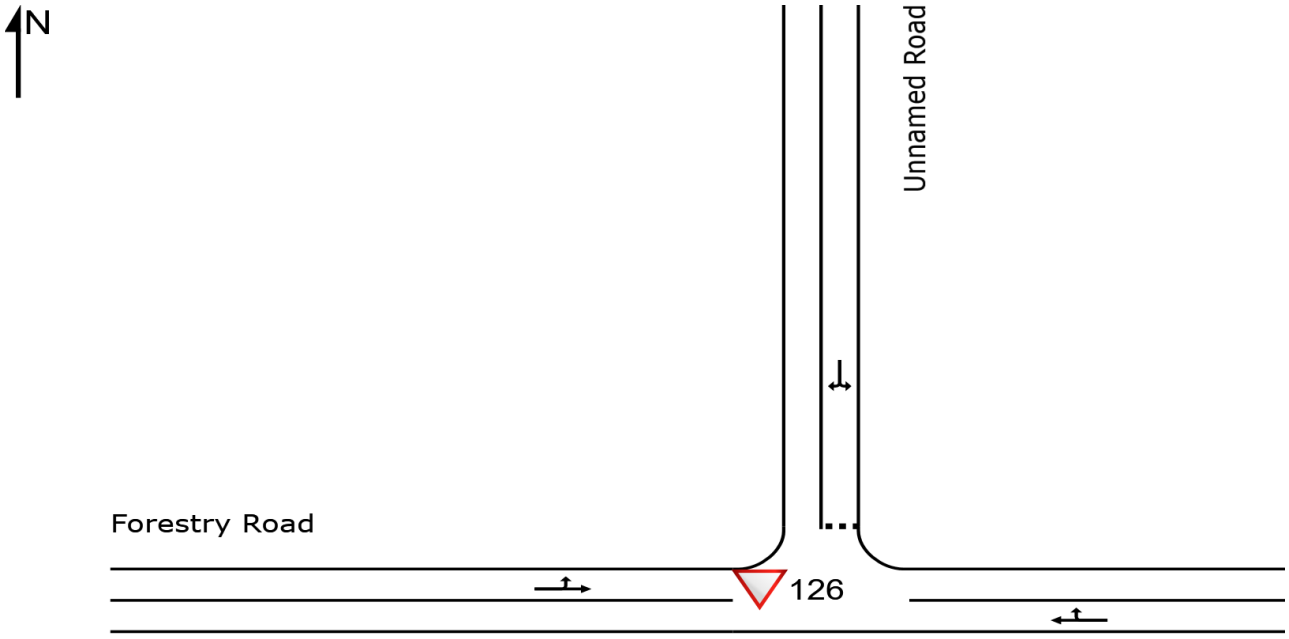
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 126 [Forestry Road / Unnamed Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 126 [Forestry Road / Unnamed Road 2025 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Forestry Road														
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
North: Unnamed Road														
7	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
9	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 126 [Forestry Road / Unnamed Road 2025 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Forestry Road														
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
North: Unnamed Road														
7	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
9	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 126 [Forestry Road / Unnamed Road 2025 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Forestry Road														
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
North: Unnamed Road														
7	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
9	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 126 [Forestry Road / Unnamed Road 2025 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Forestry Road														
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.30	0.02	57.4
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.30	0.02	55.3
Approach		2	0	2	0.0	0.001	2.7	NA	0.0	0.0	0.02	0.30	0.02	56.3
North: Unnamed Road														
7	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.6
9	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	53.3
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 126 [Forestry Road / Unnamed Road 2025 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Forestry Road														
5	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.3	0.02	0.52	0.02	57.3
6	R2	7	6	7	85.7	0.006	6.5	LOS A	0.0	0.3	0.02	0.52	0.02	51.3
Approach		8	6	8	75.0	0.006	5.7	NA	0.0	0.3	0.02	0.52	0.02	52.0
North: Unnamed Road														
7	L2	7	6	7	85.7	0.007	6.5	LOS A	0.0	0.3	0.01	0.56	0.01	50.1
9	R2	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.3	0.01	0.56	0.01	53.1
Approach		8	6	8	75.0	0.007	6.4	LOS A	0.0	0.3	0.01	0.56	0.01	50.5
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
All Vehicles		18	12	18	66.7	0.007	5.7	NA	0.0	0.3	0.02	0.51	0.02	51.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 126 [Forestry Road / Unnamed Road 2025 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Forestry Road														
5	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.3	0.02	0.52	0.02	57.3
6	R2	7	6	7	85.7	0.006	6.5	LOS A	0.0	0.3	0.02	0.52	0.02	51.3
Approach		8	6	8	75.0	0.006	5.7	NA	0.0	0.3	0.02	0.52	0.02	52.0
North: Unnamed Road														
7	L2	7	6	7	85.7	0.007	6.5	LOS A	0.0	0.3	0.01	0.56	0.01	50.1
9	R2	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.3	0.01	0.56	0.01	53.1
Approach		8	6	8	75.0	0.007	6.4	LOS A	0.0	0.3	0.01	0.56	0.01	50.5
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
All Vehicles		18	12	18	66.7	0.007	5.7	NA	0.0	0.3	0.02	0.51	0.02	51.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 126 [Forestry Road / Unnamed Road 2025 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Forestry Road														
5	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.3	0.02	0.52	0.02	57.3
6	R2	7	6	7	85.7	0.006	6.5	LOS A	0.0	0.3	0.02	0.52	0.02	51.3
Approach		8	6	8	75.0	0.006	5.7	NA	0.0	0.3	0.02	0.52	0.02	52.0
North: Unnamed Road														
7	L2	7	6	7	85.7	0.007	6.5	LOS A	0.0	0.3	0.01	0.56	0.01	50.1
9	R2	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.3	0.01	0.56	0.01	53.1
Approach		8	6	8	75.0	0.007	6.4	LOS A	0.0	0.3	0.01	0.56	0.01	50.5
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
All Vehicles		18	12	18	66.7	0.007	5.7	NA	0.0	0.3	0.02	0.51	0.02	51.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 126 [Forestry Road / Unnamed Road 2025 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Forestry Road														
5	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.3	0.02	0.52	0.02	57.3
6	R2	7	6	7	85.7	0.006	6.5	LOS A	0.0	0.3	0.02	0.52	0.02	51.3
Approach		8	6	8	75.0	0.006	5.7	NA	0.0	0.3	0.02	0.52	0.02	52.0
North: Unnamed Road														
7	L2	7	6	7	85.7	0.007	6.5	LOS A	0.0	0.3	0.01	0.56	0.01	50.1
9	R2	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.3	0.01	0.56	0.01	53.1
Approach		8	6	8	75.0	0.007	6.4	LOS A	0.0	0.3	0.01	0.56	0.01	50.5
West: Forestry Road														
10	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.4
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.6
All Vehicles		18	12	18	66.7	0.007	5.7	NA	0.0	0.3	0.02	0.51	0.02	51.8

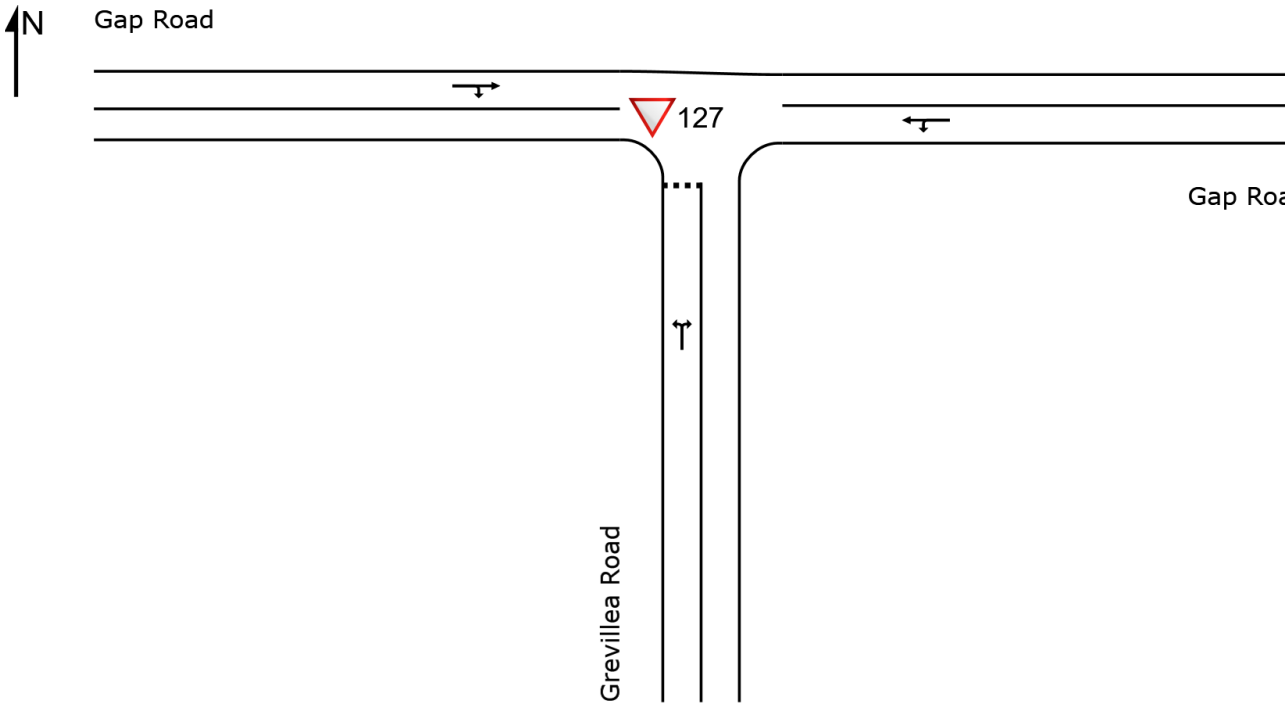
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 127 [Gap Road / Grevillea Street 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 127 [Gap Road / Grevillea Street 2026 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Grevillea Road														
1	L2	1	0	1	0.0	0.023	4.7	LOS A	0.1	0.6	0.21	0.53	0.21	34.8
3	R2	22	6	22	27.3	0.023	5.3	LOS A	0.1	0.6	0.21	0.53	0.21	42.7
Approach		23	6	23	26.1	0.023	5.2	LOS A	0.1	0.6	0.21	0.53	0.21	42.6
East: Gap Road														
4	L2	21	6	21	28.6	0.044	6.8	LOS A	0.0	0.0	0.00	0.16	0.00	59.0
5	T1	58	7	58	12.1	0.044	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	66.9
Approach		79	13	79	16.5	0.044	1.8	NA	0.0	0.0	0.00	0.16	0.00	64.7
West: Gap Road														
11	T1	51	6	51	11.8	0.028	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	69.7
12	R2	1	0	1	0.0	0.028	5.8	LOS A	0.0	0.0	0.01	0.01	0.01	51.1
Approach		52	6	52	11.5	0.028	0.1	NA	0.0	0.0	0.01	0.01	0.01	69.5
All Vehicles		154	25	154	16.2	0.044	1.8	NA	0.1	0.6	0.03	0.17	0.03	61.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 127 [Gap Road / Grevillea Street 2026 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Grevillea Road														
1	L2	1	0	1	0.0	0.025	4.7	LOS A	0.1	0.7	0.22	0.53	0.22	34.7
3	R2	24	7	24	29.2	0.025	5.3	LOS A	0.1	0.7	0.22	0.53	0.22	42.6
Approach		25	7	25	28.0	0.025	5.3	LOS A	0.1	0.7	0.22	0.53	0.22	42.5
East: Gap Road														
4	L2	22	6	22	27.3	0.048	6.8	LOS A	0.0	0.0	0.00	0.16	0.00	59.1
5	T1	64	8	64	12.5	0.048	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	67.0
Approach		86	14	86	16.3	0.048	1.7	NA	0.0	0.0	0.00	0.16	0.00	64.8
West: Gap Road														
11	T1	55	6	55	10.9	0.030	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	69.7
12	R2	1	0	1	0.0	0.030	5.8	LOS A	0.0	0.0	0.01	0.01	0.01	51.1
Approach		56	6	56	10.7	0.030	0.1	NA	0.0	0.0	0.01	0.01	0.01	69.5
All Vehicles		167	27	167	16.2	0.048	1.7	NA	0.1	0.7	0.04	0.16	0.04	61.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 127 [Gap Road / Grevillea Street 2026 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Grevillea Road														
1	L2	22	6	22	27.3	0.017	4.9	LOS A	0.1	0.6	0.15	0.49	0.15	32.9
3	R2	1	0	1	0.0	0.017	5.0	LOS A	0.1	0.6	0.15	0.49	0.15	43.5
Approach		23	6	23	26.1	0.017	4.9	LOS A	0.1	0.6	0.15	0.49	0.15	34.0
East: Gap Road														
4	L2	1	0	1	0.0	0.031	6.4	LOS A	0.0	0.0	0.00	0.01	0.00	63.0
5	T1	58	7	58	12.1	0.031	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	69.7
Approach		59	7	59	11.9	0.031	0.1	NA	0.0	0.0	0.00	0.01	0.00	69.6
West: Gap Road														
11	T1	51	6	51	11.8	0.043	0.1	LOS A	0.1	1.1	0.10	0.17	0.10	66.3
12	R2	21	6	21	28.6	0.043	5.7	LOS A	0.1	1.1	0.10	0.17	0.10	42.4
Approach		72	12	72	16.7	0.043	1.7	NA	0.1	1.1	0.10	0.17	0.10	62.3
All Vehicles		154	25	154	16.2	0.043	1.6	NA	0.1	1.1	0.07	0.16	0.07	62.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 127 [Gap Road / Grevillea Street 2026 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Grevillea Road														
1	L2	24	7	24	29.2	0.019	5.0	LOS A	0.1	0.6	0.16	0.49	0.16	32.7
3	R2	1	0	1	0.0	0.019	5.1	LOS A	0.1	0.6	0.16	0.49	0.16	43.5
Approach		25	7	25	28.0	0.019	5.0	LOS A	0.1	0.6	0.16	0.49	0.16	33.7
East: Gap Road														
4	L2	1	0	1	0.0	0.035	6.4	LOS A	0.0	0.0	0.00	0.01	0.00	63.0
5	T1	64	8	64	12.5	0.035	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	69.7
Approach		65	8	65	12.3	0.035	0.1	NA	0.0	0.0	0.00	0.01	0.00	69.6
West: Gap Road														
11	T1	55	6	55	10.9	0.045	0.1	LOS A	0.1	1.1	0.11	0.17	0.11	66.3
12	R2	22	6	22	27.3	0.045	5.8	LOS A	0.1	1.1	0.11	0.17	0.11	42.6
Approach		77	12	77	15.6	0.045	1.7	NA	0.1	1.1	0.11	0.17	0.11	62.4
All Vehicles		167	27	167	16.2	0.045	1.6	NA	0.1	1.1	0.07	0.16	0.07	62.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 127 [Gap Road / Grevillea Street 2026 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Grevillea Road														
1	L2	2	1	2	50.0	0.024	5.1	LOS A	0.1	0.7	0.20	0.53	0.20	30.8
3	R2	22	6	22	27.3	0.024	5.3	LOS A	0.1	0.7	0.20	0.53	0.20	42.7
Approach		24	7	24	29.2	0.024	5.3	LOS A	0.1	0.7	0.20	0.53	0.20	42.2
East: Gap Road														
4	L2	21	6	21	28.6	0.044	6.8	LOS A	0.0	0.0	0.00	0.16	0.00	59.0
5	T1	58	7	58	12.1	0.044	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	66.9
Approach		79	13	79	16.5	0.044	1.8	NA	0.0	0.0	0.00	0.16	0.00	64.7
West: Gap Road														
11	T1	51	6	51	11.8	0.029	0.0	LOS A	0.0	0.1	0.02	0.02	0.02	69.6
12	R2	2	1	2	50.0	0.029	5.9	LOS A	0.0	0.1	0.02	0.02	0.02	44.5
Approach		53	7	53	13.2	0.029	0.2	NA	0.0	0.1	0.02	0.02	0.02	69.1
All Vehicles		156	27	156	17.3	0.044	1.8	NA	0.1	0.7	0.04	0.17	0.04	61.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 127 [Gap Road / Grevillea Street 2026 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Grevillea Road														
1	L2	2	1	2	50.0	0.026	5.1	LOS A	0.1	0.7	0.22	0.53	0.22	30.8
3	R2	24	7	24	29.2	0.026	5.4	LOS A	0.1	0.7	0.22	0.53	0.22	42.6
Approach		26	8	26	30.8	0.026	5.3	LOS A	0.1	0.7	0.22	0.53	0.22	42.2
East: Gap Road														
4	L2	22	6	22	27.3	0.048	6.8	LOS A	0.0	0.0	0.00	0.16	0.00	59.1
5	T1	64	8	64	12.5	0.048	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	67.0
Approach		86	14	86	16.3	0.048	1.7	NA	0.0	0.0	0.00	0.16	0.00	64.8
West: Gap Road														
11	T1	55	6	55	10.9	0.031	0.0	LOS A	0.0	0.1	0.02	0.02	0.02	69.6
12	R2	2	1	2	50.0	0.031	5.9	LOS A	0.0	0.1	0.02	0.02	0.02	44.5
Approach		57	7	57	12.3	0.031	0.2	NA	0.0	0.1	0.02	0.02	0.02	69.1
All Vehicles		169	29	169	17.2	0.048	1.8	NA	0.1	0.7	0.04	0.17	0.04	61.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 127 [Gap Road / Grevillea Street 2026 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Grevillea Road														
1	L2	23	7	23	30.4	0.018	5.0	LOS A	0.1	0.6	0.15	0.49	0.15	32.7
3	R2	1	0	1	0.0	0.018	5.0	LOS A	0.1	0.6	0.15	0.49	0.15	43.5
Approach		24	7	24	29.2	0.018	5.0	LOS A	0.1	0.6	0.15	0.49	0.15	33.7
East: Gap Road														
4	L2	1	0	1	0.0	0.031	6.4	LOS A	0.0	0.0	0.00	0.01	0.00	63.0
5	T1	58	7	58	12.1	0.031	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	69.7
Approach		59	7	59	11.9	0.031	0.1	NA	0.0	0.0	0.00	0.01	0.00	69.6
West: Gap Road														
11	T1	51	6	51	11.8	0.044	0.1	LOS A	0.1	1.2	0.11	0.18	0.11	66.2
12	R2	22	7	22	31.8	0.044	5.7	LOS A	0.1	1.2	0.11	0.18	0.11	42.1
Approach		73	13	73	17.8	0.044	1.8	NA	0.1	1.2	0.11	0.18	0.11	62.0
All Vehicles		156	27	156	17.3	0.044	1.7	NA	0.1	1.2	0.07	0.16	0.07	61.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 127 [Gap Road / Grevillea Street 2026 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Grevillea Road														
1	L2	25	8	25	32.0	0.020	5.0	LOS A	0.1	0.7	0.16	0.49	0.16	32.5
3	R2	1	0	1	0.0	0.020	5.1	LOS A	0.1	0.7	0.16	0.49	0.16	43.5
Approach		26	8	26	30.8	0.020	5.0	LOS A	0.1	0.7	0.16	0.49	0.16	33.4
East: Gap Road														
4	L2	1	0	1	0.0	0.035	6.4	LOS A	0.0	0.0	0.00	0.01	0.00	63.0
5	T1	64	8	64	12.5	0.035	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	69.7
Approach		65	8	65	12.3	0.035	0.1	NA	0.0	0.0	0.00	0.01	0.00	69.6
West: Gap Road														
11	T1	55	6	55	10.9	0.047	0.1	LOS A	0.2	1.2	0.11	0.17	0.11	66.2
12	R2	23	7	23	30.4	0.047	5.8	LOS A	0.2	1.2	0.11	0.17	0.11	42.2
Approach		78	13	78	16.7	0.047	1.8	NA	0.2	1.2	0.11	0.17	0.11	62.1
All Vehicles		169	29	169	17.2	0.047	1.6	NA	0.2	1.2	0.08	0.16	0.08	61.8

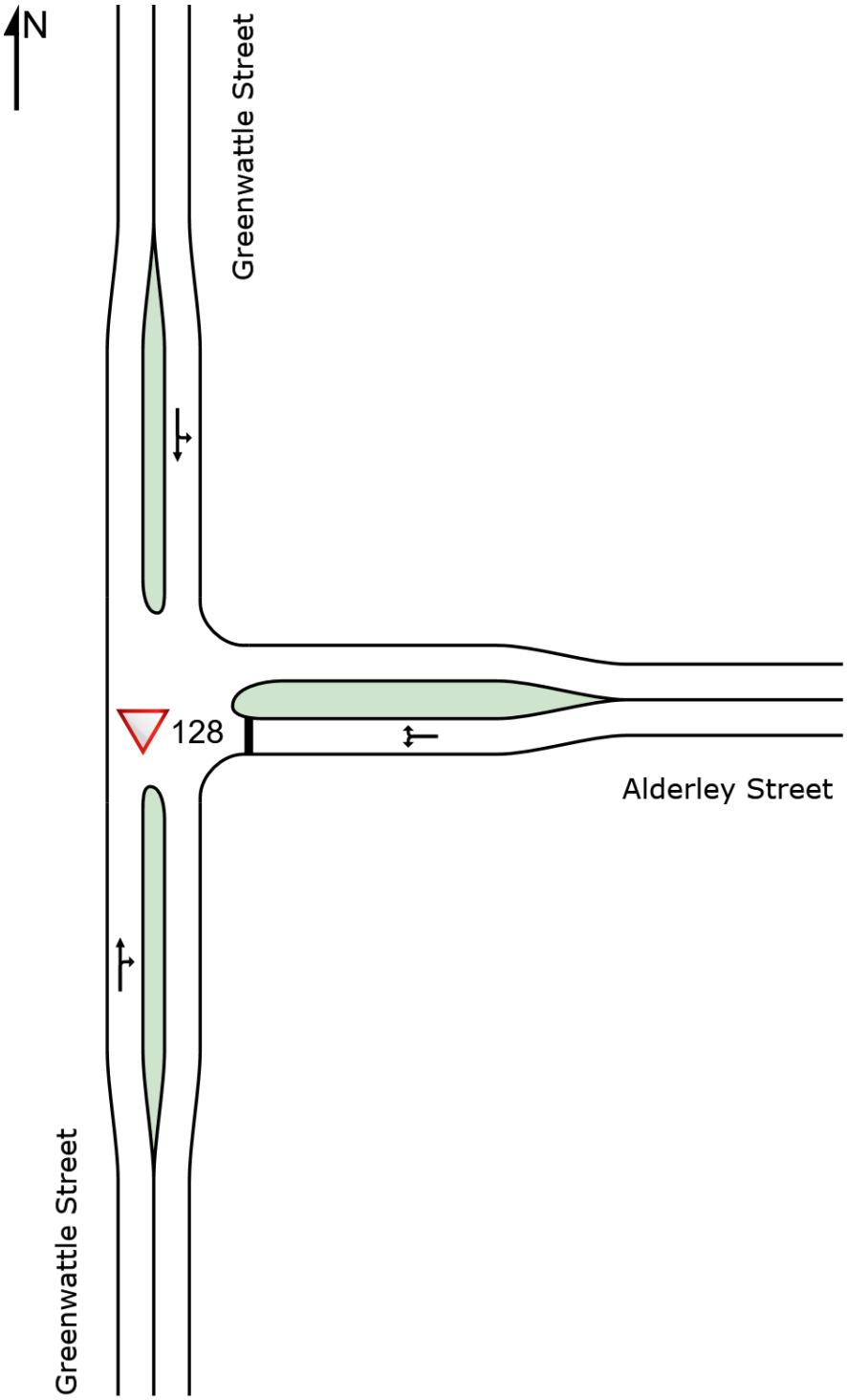
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 128 [Greenwattle Street / Alderley Street 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 128 [Greenwattle Street / Alderley Street 2028 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Greenwattle Street														
2	T1	176	27	176	15.3	0.100	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	49.8
3	R2	1	0	1	0.0	0.100	8.4	LOS A	0.0	0.1	0.01	0.00	0.01	48.3
Approach		177	27	177	15.3	0.100	0.1	NA	0.0	0.1	0.01	0.00	0.01	49.8
East: Alderley Street														
4	L2	1	0	1	0.0	0.930	28.4	LOS D	15.7	120.5	0.94	2.23	4.31	27.8
6	R2	479	53	479	11.1	0.930	35.6	LOS E	15.7	120.5	0.94	2.23	4.31	30.4
Approach		480	53	480	11.0	0.930	35.6	LOS E	15.7	120.5	0.94	2.23	4.31	30.4
North: Greenwattle Street														
7	L2	507	56	507	11.0	0.388	4.7	LOS A	0.0	0.0	0.00	0.40	0.00	46.1
8	T1	166	25	166	15.1	0.388	0.1	LOS A	0.0	0.0	0.00	0.40	0.00	43.8
Approach		673	81	673	12.0	0.388	3.6	NA	0.0	0.0	0.00	0.40	0.00	45.8
All Vehicles		1330	161	1330	12.1	0.930	14.7	NA	15.7	120.5	0.34	1.01	1.56	38.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 128 [Greenwattle Street / Alderley Street 2028 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Greenwattle Street														
2	T1	187	28	187	15.0	0.107	0.1	LOS A	0.0	0.2	0.01	0.00	0.01	49.8
3	R2	1	0	1	0.0	0.107	9.9	LOS A	0.0	0.2	0.01	0.00	0.01	48.2
Approach		188	28	188	14.9	0.107	0.1	NA	0.0	0.2	0.01	0.00	0.01	49.7
East: Alderley Street														
4	L2	1	0	1	0.0	1.726	1319.8	LOS F	393.0	3015.4	1.00	19.55	55.39	1.6
6	R2	730	82	730	11.2	1.726	1324.9	LOS F	393.0	3015.4	1.00	19.55	55.39	2.0
Approach		731	82	731	11.2	1.726	1324.9	LOS F	393.0	3015.4	1.00	19.55	55.39	2.0
North: Greenwattle Street														
7	L2	542	60	542	11.1	0.457	4.7	LOS A	0.0	0.0	0.00	0.36	0.00	46.3
8	T1	252	38	252	15.1	0.457	0.1	LOS A	0.0	0.0	0.00	0.36	0.00	44.2
Approach		794	98	794	12.3	0.457	3.3	NA	0.0	0.0	0.00	0.36	0.00	45.9
All Vehicles		1713	208	1713	12.1	1.726	566.9	NA	393.0	3015.4	0.43	8.51	23.64	3.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 128 [Greenwattle Street / Alderley Street 2028 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Greenwattle Street														
2	T1	176	27	176	15.3	0.453	1.0	LOS A	3.1	24.0	0.42	0.44	0.42	41.6
3	R2	507	56	507	11.0	0.453	5.7	LOS A	3.1	24.0	0.42	0.44	0.42	43.2
Approach		683	83	683	12.2	0.453	4.5	NA	3.1	24.0	0.42	0.44	0.42	42.9
East: Alderley Street														
4	L2	479	53	479	11.1	0.424	9.1	LOS A	2.4	18.1	0.41	0.88	0.41	41.4
6	R2	1	0	1	0.0	0.424	19.8	LOS C	2.4	18.1	0.41	0.88	0.41	42.8
Approach		480	53	480	11.0	0.424	9.1	LOS A	2.4	18.1	0.41	0.88	0.41	41.4
North: Greenwattle Street														
7	L2	1	0	1	0.0	0.094	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	49.3
8	T1	166	25	166	15.1	0.094	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		167	25	167	15.0	0.094	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles		1330	161	1330	12.1	0.453	5.6	NA	3.1	24.0	0.37	0.54	0.37	42.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 128 [Greenwattle Street / Alderley Street 2028 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Greenwattle Street														
2	T1	187	28	187	15.0	0.522	2.4	LOS A	5.2	40.0	0.56	0.55	0.69	40.5
3	R2	542	60	542	11.1	0.522	7.1	LOS A	5.2	40.0	0.56	0.55	0.69	42.5
Approach		729	88	729	12.1	0.522	5.9	NA	5.2	40.0	0.56	0.55	0.69	42.1
East: Alderley Street														
4	L2	730	82	730	11.2	0.718	13.4	LOS B	10.1	77.4	0.69	1.12	1.17	38.7
6	R2	1	0	1	0.0	0.718	34.4	LOS D	10.1	77.4	0.69	1.12	1.17	40.5
Approach		731	82	731	11.2	0.718	13.4	LOS B	10.1	77.4	0.69	1.12	1.17	38.7
North: Greenwattle Street														
7	L2	1	0	1	0.0	0.142	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	49.3
8	T1	252	38	252	15.1	0.142	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		253	38	253	15.0	0.142	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles		1713	208	1713	12.1	0.718	8.2	NA	10.1	77.4	0.53	0.71	0.79	41.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 128 [Greenwattle Street / Alderley Street 2028 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Greenwattle Street														
2	T1	176	27	176	15.3	0.103	0.2	LOS A	0.1	0.5	0.03	0.01	0.03	49.4
3	R2	2	1	2	50.0	0.103	11.9	LOS B	0.1	0.5	0.03	0.01	0.03	46.6
Approach		178	28	178	15.7	0.103	0.3	NA	0.1	0.5	0.03	0.01	0.03	49.3
East: Alderley Street														
4	L2	2	1	2	50.0	0.933	31.9	LOS D	16.1	123.8	0.94	2.27	4.41	26.9
6	R2	479	53	479	11.1	0.933	36.5	LOS E	16.1	123.8	0.94	2.27	4.41	30.1
Approach		481	54	481	11.2	0.933	36.5	LOS E	16.1	123.8	0.94	2.27	4.41	30.1
North: Greenwattle Street														
7	L2	507	56	507	11.0	0.388	4.7	LOS A	0.0	0.0	0.00	0.40	0.00	46.1
8	T1	166	25	166	15.1	0.388	0.1	LOS A	0.0	0.0	0.00	0.40	0.00	43.8
Approach		673	81	673	12.0	0.388	3.6	NA	0.0	0.0	0.00	0.40	0.00	45.8
All Vehicles		1332	163	1332	12.2	0.933	15.0	NA	16.1	123.8	0.34	1.02	1.60	37.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 128 [Greenwattle Street / Alderley Street 2028 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Greenwattle Street														
2	T1	187	28	187	15.0	0.111	0.3	LOS A	0.1	0.7	0.04	0.01	0.04	49.1
3	R2	2	1	2	50.0	0.111	15.1	LOS C	0.1	0.7	0.04	0.01	0.04	46.4
Approach		189	29	189	15.3	0.111	0.5	NA	0.1	0.7	0.04	0.01	0.04	49.0
East: Alderley Street														
4	L2	2	1	2	50.0	1.731	1331.9	LOS F	395.1	3034.7	1.00	19.59	55.54	1.6
6	R2	730	82	730	11.2	1.731	1334.3	LOS F	395.1	3034.7	1.00	19.59	55.54	2.0
Approach		732	83	732	11.3	1.731	1334.3	LOS F	395.1	3034.7	1.00	19.59	55.54	2.0
North: Greenwattle Street														
7	L2	542	60	542	11.1	0.457	4.7	LOS A	0.0	0.0	0.00	0.36	0.00	46.3
8	T1	252	38	252	15.1	0.457	0.1	LOS A	0.0	0.0	0.00	0.36	0.00	44.2
Approach		794	98	794	12.3	0.457	3.3	NA	0.0	0.0	0.00	0.36	0.00	45.9
All Vehicles		1715	210	1715	12.2	1.731	571.1	NA	395.1	3034.7	0.43	8.53	23.71	3.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 128 [Greenwattle Street / Alderley Street 2028 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Greenwattle Street														
2	T1	176	27	176	15.3	0.455	1.0	LOS A	3.1	24.1	0.42	0.44	0.42	41.6
3	R2	508	57	508	11.2	0.455	5.7	LOS A	3.1	24.1	0.42	0.44	0.42	43.2
Approach		684	84	684	12.3	0.455	4.5	NA	3.1	24.1	0.42	0.44	0.42	42.9
East: Alderley Street														
4	L2	480	54	480	11.3	0.426	9.1	LOS A	2.4	18.2	0.41	0.88	0.41	41.4
6	R2	1	0	1	0.0	0.426	19.9	LOS C	2.4	18.2	0.41	0.88	0.41	42.8
Approach		481	54	481	11.2	0.426	9.1	LOS A	2.4	18.2	0.41	0.88	0.41	41.4
North: Greenwattle Street														
7	L2	1	0	1	0.0	0.094	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	49.3
8	T1	166	25	166	15.1	0.094	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		167	25	167	15.0	0.094	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles		1332	163	1332	12.2	0.455	5.6	NA	3.1	24.1	0.37	0.54	0.37	42.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 128 [Greenwattle Street / Alderley Street 2028 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Greenwattle Street														
2	T1	187	28	187	15.0	0.524	2.4	LOS A	5.2	40.3	0.56	0.55	0.69	40.5
3	R2	543	61	543	11.2	0.524	7.1	LOS A	5.2	40.3	0.56	0.55	0.69	42.4
Approach		730	89	730	12.2	0.524	5.9	NA	5.2	40.3	0.56	0.55	0.69	42.1
East: Alderley Street														
4	L2	731	83	731	11.4	0.720	13.4	LOS B	10.2	78.0	0.69	1.12	1.17	38.6
6	R2	1	0	1	0.0	0.720	34.6	LOS D	10.2	78.0	0.69	1.12	1.17	40.4
Approach		732	83	732	11.3	0.720	13.5	LOS B	10.2	78.0	0.69	1.12	1.17	38.6
North: Greenwattle Street														
7	L2	1	0	1	0.0	0.142	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	49.3
8	T1	252	38	252	15.1	0.142	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		253	38	253	15.0	0.142	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles		1715	210	1715	12.2	0.720	8.3	NA	10.2	78.0	0.53	0.71	0.79	40.9

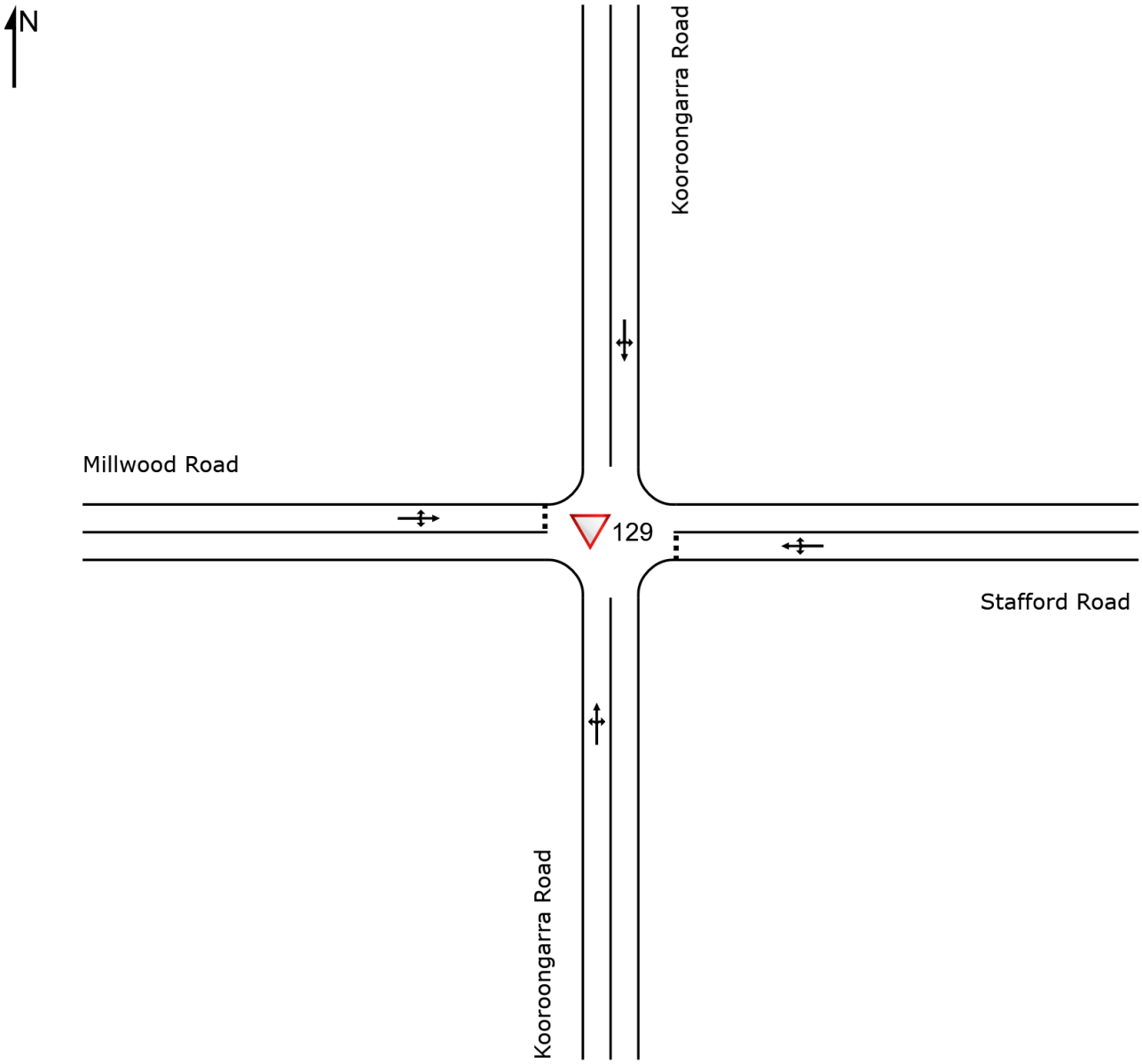
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 129 [Kooroongarra Road / Millwood Road 2022 AM (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 129 [Kooroongarra Road / Millwood Road 2025 AM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kooroongarra Road														
1	L2	1	0	1	0.0	0.004	7.8	LOS A	0.0	0.1	0.02	0.19	0.02	82.4
2	T1	5	2	5	40.0	0.004	0.0	LOS A	0.0	0.1	0.02	0.19	0.02	92.1
3	R2	1	0	1	0.0	0.004	7.4	LOS A	0.0	0.1	0.02	0.19	0.02	82.0
Approach		7	2	7	28.6	0.004	2.2	NA	0.0	0.1	0.02	0.19	0.02	89.0
East: Stafford Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.04	0.64	0.04	75.8
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
6	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.04	0.64	0.04	75.3
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	75.7
North: Kooroongarra Road														
7	L2	2	1	2	50.0	0.005	9.1	LOS A	0.0	0.1	0.01	0.25	0.01	64.2
8	T1	5	2	5	40.0	0.005	0.0	LOS A	0.0	0.1	0.01	0.25	0.01	92.1
9	R2	1	0	1	0.0	0.005	7.4	LOS A	0.0	0.1	0.01	0.25	0.01	82.0
Approach		8	3	8	37.5	0.005	3.2	NA	0.0	0.1	0.01	0.25	0.01	82.0
West: Millwood Road														
10	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.04	0.64	0.04	75.8
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.04	0.64	0.04	75.3
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	75.7
All Vehicles		21	5	21	23.8	0.005	4.0	NA	0.0	0.1	0.02	0.34	0.02	82.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 129 [Kooroongarra Road / Millwood Road 2025 PM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kooroongarra Road														
1	L2	1	0	1	0.0	0.004	7.8	LOS A	0.0	0.1	0.02	0.22	0.02	81.0
2	T1	4	2	4	50.0	0.004	0.0	LOS A	0.0	0.1	0.02	0.22	0.02	90.4
3	R2	1	0	1	0.0	0.004	7.4	LOS A	0.0	0.1	0.02	0.22	0.02	80.6
Approach		6	2	6	33.3	0.004	2.5	NA	0.0	0.1	0.02	0.22	0.02	86.9
East: Stafford Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.04	0.64	0.04	75.8
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
6	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.04	0.64	0.04	75.3
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	75.7
North: Kooroongarra Road														
7	L2	1	0	1	0.0	0.004	7.8	LOS A	0.0	0.1	0.01	0.19	0.01	82.4
8	T1	5	2	5	40.0	0.004	0.0	LOS A	0.0	0.1	0.01	0.19	0.01	92.1
9	R2	1	0	1	0.0	0.004	7.4	LOS A	0.0	0.1	0.01	0.19	0.01	82.0
Approach		7	2	7	28.6	0.004	2.2	NA	0.0	0.1	0.01	0.19	0.01	89.1
West: Millwood Road														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.04	0.64	0.04	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	75.7
All Vehicles		19	4	19	21.1	0.004	3.9	NA	0.0	0.1	0.02	0.34	0.02	83.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 129 [Kooroongarra Road / Millwood Road 2025 AM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kooroongarra Road														
1	L2	13	12	13	92.3	0.015	10.2	LOS B	0.0	0.1	0.01	0.49	0.01	54.1
2	T1	5	2	5	40.0	0.015	0.0	LOS A	0.0	0.1	0.01	0.49	0.01	92.2
3	R2	1	0	1	0.0	0.015	7.4	LOS A	0.0	0.1	0.01	0.49	0.01	82.1
Approach		19	14	19	73.7	0.015	7.4	NA	0.0	0.1	0.01	0.49	0.01	62.0
East: Stafford Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.04	0.64	0.04	75.8
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
6	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.04	0.64	0.04	75.3
Approach		3	0	3	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	75.7
North: Kooroongarra Road														
7	L2	2	1	2	50.0	0.005	9.2	LOS A	0.0	0.1	0.03	0.25	0.03	64.1
8	T1	5	2	5	40.0	0.005	0.0	LOS A	0.0	0.1	0.03	0.25	0.03	92.0
9	R2	1	0	1	0.0	0.005	7.5	LOS A	0.0	0.1	0.03	0.25	0.03	81.9
Approach		8	3	8	37.5	0.005	3.2	NA	0.0	0.1	0.03	0.25	0.03	81.8
West: Millwood Road														
10	L2	1	0	1	0.0	0.019	7.9	LOS A	0.1	0.7	0.09	0.65	0.09	74.8
11	T1	1	0	1	0.0	0.019	6.7	LOS A	0.1	0.7	0.09	0.65	0.09	74.5
12	R2	13	12	13	92.3	0.019	10.2	LOS B	0.1	0.7	0.09	0.65	0.09	49.5
Approach		15	12	15	80.0	0.019	9.8	LOS A	0.1	0.7	0.09	0.65	0.09	51.9
All Vehicles		45	29	45	64.4	0.019	7.4	NA	0.1	0.7	0.04	0.51	0.04	61.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 129 [Kooroongarra Road / Millwood Road 2025 PM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kooroongarra Road														
1	L2	13	12	13	92.3	0.015	10.2	LOS B	0.0	0.1	0.01	0.52	0.01	53.5
2	T1	4	2	4	50.0	0.015	0.0	LOS A	0.0	0.1	0.01	0.52	0.01	90.5
3	R2	1	0	1	0.0	0.015	7.4	LOS A	0.0	0.1	0.01	0.52	0.01	80.7
Approach		18	14	18	77.8	0.015	7.8	NA	0.0	0.1	0.01	0.52	0.01	60.1
East: Stafford Road														
4	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.04	0.64	0.04	75.8
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
6	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.04	0.64	0.04	75.3
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	75.7
North: Kooroongarra Road														
7	L2	1	0	1	0.0	0.004	7.9	LOS A	0.0	0.1	0.03	0.19	0.03	82.2
8	T1	5	2	5	40.0	0.004	0.0	LOS A	0.0	0.1	0.03	0.19	0.03	91.9
9	R2	1	0	1	0.0	0.004	7.5	LOS A	0.0	0.1	0.03	0.19	0.03	81.8
Approach		7	2	7	28.6	0.004	2.2	NA	0.0	0.1	0.03	0.19	0.03	88.9
West: Millwood Road														
10	L2	1	0	1	0.0	0.019	7.8	LOS A	0.1	0.7	0.08	0.65	0.08	74.8
11	T1	1	0	1	0.0	0.019	6.7	LOS A	0.1	0.7	0.08	0.65	0.08	74.5
12	R2	13	12	13	92.3	0.019	10.2	LOS B	0.1	0.7	0.08	0.65	0.08	49.5
Approach		15	12	15	80.0	0.019	9.8	LOS A	0.1	0.7	0.08	0.65	0.08	51.9
All Vehicles		43	28	43	65.1	0.019	7.5	NA	0.1	0.7	0.04	0.52	0.04	60.8

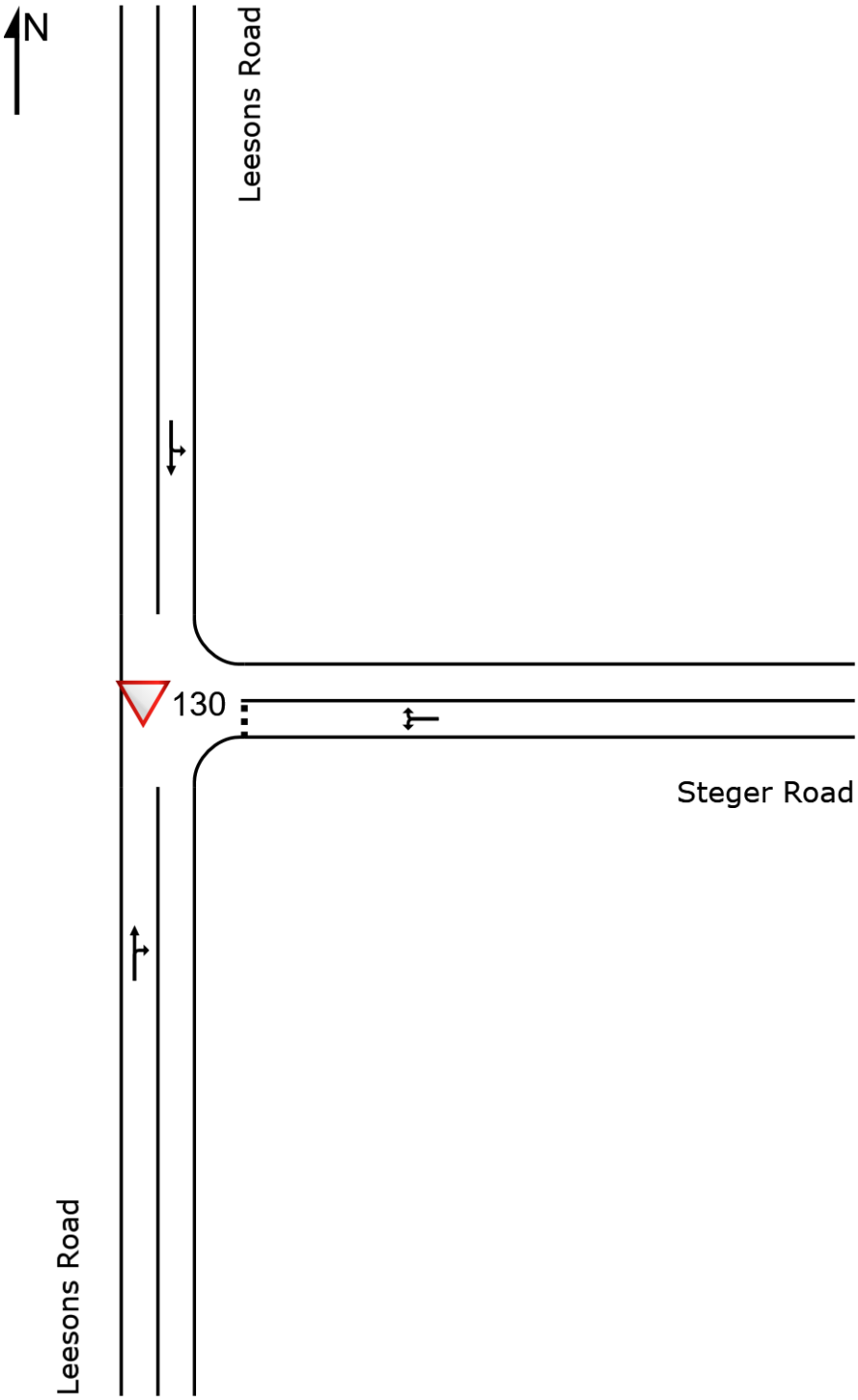
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 130 [Leesons Road / Steger Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 130 [Leesons Road / Steger Road 2026 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Leesons Road														
2	T1	2	0	2	0.0	0.002	0.1	LOS A	0.0	0.0	0.10	0.21	0.10	92.6
3	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.0	0.10	0.21	0.10	83.1
Approach		3	0	3	0.0	0.002	2.6	NA	0.0	0.0	0.10	0.21	0.10	89.2
East: Steger Road														
4	L2	1	0	1	0.0	0.061	7.8	LOS A	0.2	1.6	0.09	0.65	0.09	74.6
6	R2	69	13	69	18.8	0.061	8.1	LOS A	0.2	1.6	0.09	0.65	0.09	67.4
Approach		70	13	70	18.6	0.061	8.1	LOS A	0.2	1.6	0.09	0.65	0.09	67.4
North: Leesons Road														
7	L2	51	14	51	27.5	0.034	8.6	LOS A	0.0	0.0	0.00	0.63	0.00	66.0
8	T1	3	0	3	0.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.63	0.00	83.4
Approach		54	14	54	25.9	0.034	8.1	NA	0.0	0.0	0.00	0.63	0.00	66.8
All Vehicles		127	27	127	21.3	0.061	7.9	NA	0.2	1.6	0.05	0.63	0.05	67.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 130 [Leesons Road / Steger Road 2026 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Leesons Road														
2	T1	3	0	3	0.0	0.002	0.1	LOS A	0.0	0.0	0.08	0.16	0.08	94.2
3	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.0	0.08	0.16	0.08	84.4
Approach		4	0	4	0.0	0.002	1.9	NA	0.0	0.0	0.08	0.16	0.08	91.5
East: Steger Road														
4	L2	1	0	1	0.0	0.076	7.8	LOS A	0.3	2.1	0.09	0.65	0.09	74.6
6	R2	86	16	86	18.6	0.076	8.1	LOS A	0.3	2.1	0.09	0.65	0.09	67.4
Approach		87	16	87	18.4	0.076	8.1	LOS A	0.3	2.1	0.09	0.65	0.09	67.5
North: Leesons Road														
7	L2	55	15	55	27.3	0.037	8.5	LOS A	0.0	0.0	0.00	0.63	0.00	66.0
8	T1	3	0	3	0.0	0.037	0.0	LOS A	0.0	0.0	0.00	0.63	0.00	83.4
Approach		58	15	58	25.9	0.037	8.1	NA	0.0	0.0	0.00	0.63	0.00	66.8
All Vehicles		149	31	149	20.8	0.076	7.9	NA	0.3	2.1	0.06	0.63	0.06	67.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 130 [Leesons Road / Steger Road 2026 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Leesons Road														
2	T1	2	0	2	0.0	0.034	0.0	LOS A	0.2	1.3	0.03	0.64	0.03	83.6
3	R2	51	14	51	27.5	0.034	8.2	LOS A	0.2	1.3	0.03	0.64	0.03	65.3
Approach		53	14	53	26.4	0.034	7.9	NA	0.2	1.3	0.03	0.64	0.03	65.8
East: Steger Road														
4	L2	69	13	69	18.8	0.047	8.3	LOS A	0.2	1.6	0.02	0.65	0.02	67.9
6	R2	1	0	1	0.0	0.047	7.6	LOS A	0.2	1.6	0.02	0.65	0.02	74.1
Approach		70	13	70	18.6	0.047	8.3	LOS A	0.2	1.6	0.02	0.65	0.02	67.9
North: Leesons Road														
7	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.17	0.00	85.6
8	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	94.9
Approach		4	0	4	0.0	0.002	2.0	NA	0.0	0.0	0.00	0.17	0.00	92.4
All Vehicles		127	27	127	21.3	0.047	7.9	NA	0.2	1.6	0.03	0.63	0.03	67.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 130 [Leesons Road / Steger Road 2026 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Leesons Road														
2	T1	3	0	3	0.0	0.037	0.0	LOS A	0.2	1.5	0.03	0.63	0.03	83.9
3	R2	55	15	55	27.3	0.037	8.2	LOS A	0.2	1.5	0.03	0.63	0.03	65.5
Approach		58	15	58	25.9	0.037	7.7	NA	0.2	1.5	0.03	0.63	0.03	66.2
East: Steger Road														
4	L2	86	16	86	18.6	0.058	8.3	LOS A	0.2	2.0	0.02	0.65	0.02	67.9
6	R2	1	0	1	0.0	0.058	7.6	LOS A	0.2	2.0	0.02	0.65	0.02	74.1
Approach		87	16	87	18.4	0.058	8.3	LOS A	0.2	2.0	0.02	0.65	0.02	68.0
North: Leesons Road														
7	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.17	0.00	85.6
8	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	94.9
Approach		4	0	4	0.0	0.002	2.0	NA	0.0	0.0	0.00	0.17	0.00	92.4
All Vehicles		149	31	149	20.8	0.058	7.9	NA	0.2	2.0	0.03	0.63	0.03	67.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 130 [Leesons Road / Steger Road 2026 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Leesons Road														
2	T1	11	1	11	9.1	0.007	0.0	LOS A	0.0	0.0	0.03	0.06	0.03	97.8
3	R2	1	0	1	0.0	0.007	7.6	LOS A	0.0	0.0	0.03	0.06	0.03	86.4
Approach		12	1	12	8.3	0.007	0.6	NA	0.0	0.0	0.03	0.06	0.03	96.7
East: Steger Road														
4	L2	1	0	1	0.0	0.066	7.8	LOS A	0.2	1.8	0.11	0.64	0.11	74.5
6	R2	72	16	72	22.2	0.066	8.2	LOS A	0.2	1.8	0.11	0.64	0.11	66.2
Approach		73	16	73	21.9	0.066	8.2	LOS A	0.2	1.8	0.11	0.64	0.11	66.3
North: Leesons Road														
7	L2	54	17	54	31.5	0.038	8.7	LOS A	0.0	0.0	0.00	0.62	0.00	64.8
8	T1	4	1	4	25.0	0.038	0.0	LOS A	0.0	0.0	0.00	0.62	0.00	83.4
Approach		58	18	58	31.0	0.038	8.1	NA	0.0	0.0	0.00	0.62	0.00	65.9
All Vehicles		143	35	143	24.5	0.066	7.5	NA	0.2	1.8	0.06	0.58	0.06	67.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 130 [Leesons Road / Steger Road 2026 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Leesons Road														
2	T1	4	1	4	25.0	0.003	0.1	LOS A	0.0	0.0	0.07	0.13	0.07	94.3
3	R2	1	0	1	0.0	0.003	7.6	LOS A	0.0	0.0	0.07	0.13	0.07	83.7
Approach		5	1	5	20.0	0.003	1.6	NA	0.0	0.0	0.07	0.13	0.07	92.0
East: Steger Road														
4	L2	1	0	1	0.0	0.081	7.9	LOS A	0.3	2.2	0.12	0.64	0.12	74.4
6	R2	89	19	89	21.3	0.081	8.2	LOS A	0.3	2.2	0.12	0.64	0.12	66.4
Approach		90	19	90	21.1	0.081	8.2	LOS A	0.3	2.2	0.12	0.64	0.12	66.4
North: Leesons Road														
7	L2	58	18	58	31.0	0.045	8.6	LOS A	0.0	0.0	0.00	0.55	0.00	66.3
8	T1	12	1	12	8.3	0.045	0.0	LOS A	0.0	0.0	0.00	0.55	0.00	85.6
Approach		70	19	70	27.1	0.045	7.2	NA	0.0	0.0	0.00	0.55	0.00	68.9
All Vehicles		165	39	165	23.6	0.081	7.6	NA	0.3	2.2	0.07	0.59	0.07	68.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 130 [Leesons Road / Steger Road 2026 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Leesons Road														
2	T1	11	1	11	9.1	0.039	0.0	LOS A	0.2	1.5	0.06	0.54	0.06	85.8
3	R2	51	14	51	27.5	0.039	8.2	LOS A	0.2	1.5	0.06	0.54	0.06	66.6
Approach		62	15	62	24.2	0.039	6.7	NA	0.2	1.5	0.06	0.54	0.06	69.3
East: Steger Road														
4	L2	69	13	69	18.8	0.051	8.3	LOS A	0.2	1.7	0.02	0.65	0.02	67.9
6	R2	4	3	4	75.0	0.051	10.0	LOS A	0.2	1.7	0.02	0.65	0.02	52.7
Approach		73	16	73	21.9	0.051	8.4	LOS A	0.2	1.7	0.02	0.65	0.02	66.8
North: Leesons Road														
7	L2	4	3	4	75.0	0.006	9.8	LOS A	0.0	0.0	0.00	0.33	0.00	58.9
8	T1	4	1	4	25.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.33	0.00	94.9
Approach		8	4	8	50.0	0.006	4.9	NA	0.0	0.0	0.00	0.33	0.00	72.7
All Vehicles		143	35	143	24.5	0.051	7.5	NA	0.2	1.7	0.04	0.58	0.04	68.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 130 [Leesons Road / Steger Road 2026 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Leesons Road														
2	T1	4	1	4	25.0	0.038	0.1	LOS A	0.2	1.5	0.08	0.60	0.08	83.5
3	R2	55	15	55	27.3	0.038	8.2	LOS A	0.2	1.5	0.08	0.60	0.08	65.3
Approach		59	16	59	27.1	0.038	7.7	NA	0.2	1.5	0.08	0.60	0.08	66.3
East: Steger Road														
4	L2	86	16	86	18.6	0.063	8.4	LOS A	0.3	2.1	0.05	0.64	0.05	67.8
6	R2	4	3	4	75.0	0.063	10.0	LOS A	0.3	2.1	0.05	0.64	0.05	52.6
Approach		90	19	90	21.1	0.063	8.4	LOS A	0.3	2.1	0.05	0.64	0.05	66.9
North: Leesons Road														
7	L2	4	3	4	75.0	0.010	9.8	LOS A	0.0	0.0	0.00	0.17	0.00	60.1
8	T1	12	1	12	8.3	0.010	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	98.2
Approach		16	4	16	25.0	0.010	2.4	NA	0.0	0.0	0.00	0.17	0.00	84.8
All Vehicles		165	39	165	23.6	0.063	7.6	NA	0.3	2.1	0.06	0.58	0.06	68.1

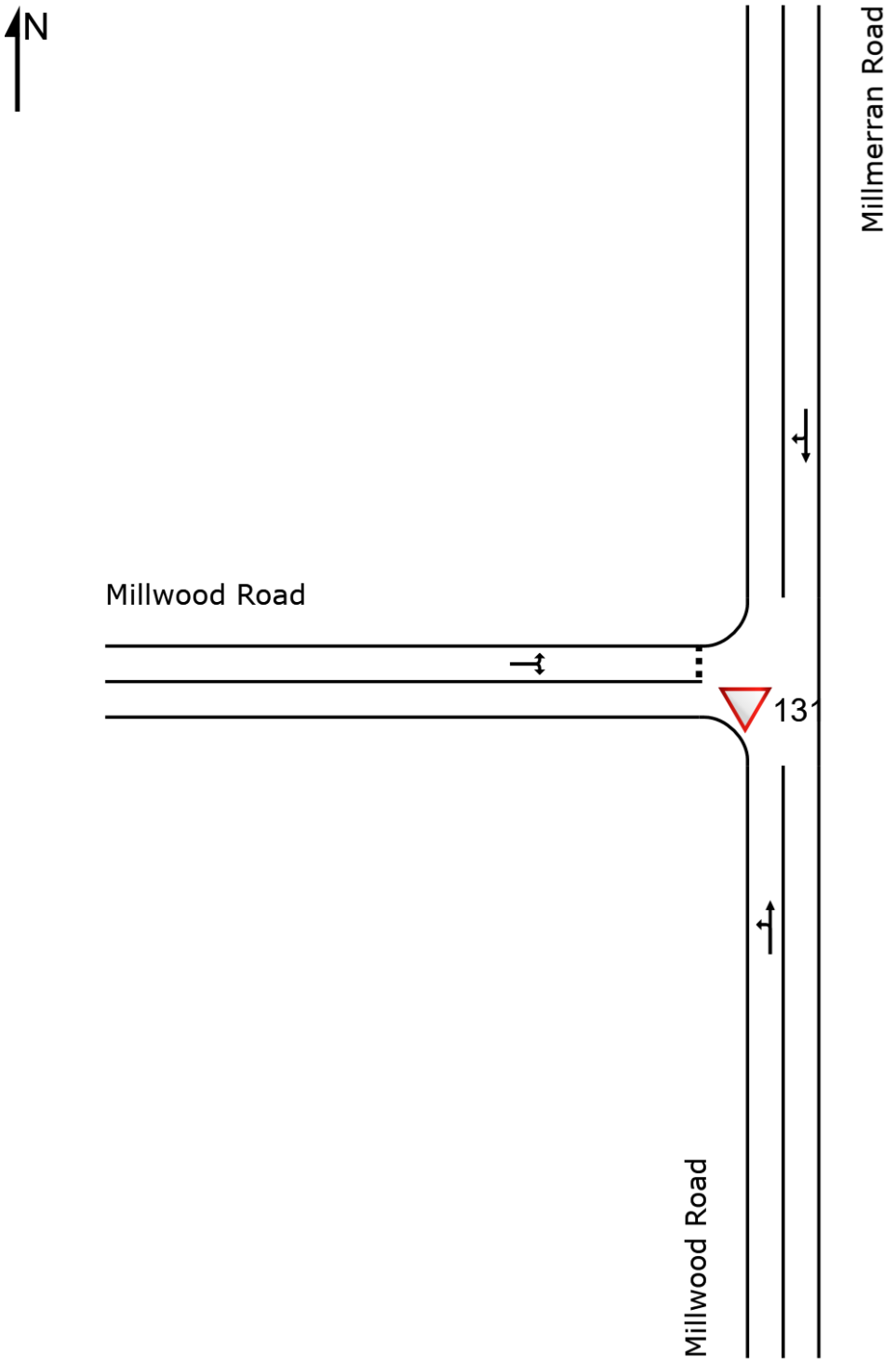
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 131 [Millwood (Millmerran Road) / Millwood Road 2022 AM (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 131 [Millwood (Millmerran Road) / Millwood Road 2025 AM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millwood Road														
1	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
2	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
North: Millmerran Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.34	0.02	90.6
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.02	0.34	0.02	81.5
Approach		2	0	2	0.0	0.001	3.7	NA	0.0	0.0	0.02	0.34	0.02	85.8
West: Millwood Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	75.5
12	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	75.3
All Vehicles		6	0	6	0.0	0.001	5.1	NA	0.0	0.0	0.01	0.44	0.01	82.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 131 [Millwood (Millmerran Road) / Millwood Road 2025 PM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millwood Road														
1	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
2	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
North: Millmerran Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.34	0.02	90.6
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.02	0.34	0.02	81.5
Approach		2	0	2	0.0	0.001	3.7	NA	0.0	0.0	0.02	0.34	0.02	85.8
West: Millwood Road														
10	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	75.5
12	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	75.0
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	75.3
All Vehicles		6	0	6	0.0	0.001	5.1	NA	0.0	0.0	0.01	0.44	0.01	82.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 131 [Millwood (Millmerran Road) / Millwood Road 2025 AM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millwood Road														
1	L2	13	12	13	92.3	0.012	10.2	LOS B	0.0	0.0	0.00	0.62	0.00	53.5
2	T1	1	0	1	0.0	0.012	0.0	LOS A	0.0	0.0	0.00	0.62	0.00	90.3
Approach		14	12	14	85.7	0.012	9.5	NA	0.0	0.0	0.00	0.62	0.00	55.1
North: Millmerran Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.07	0.32	0.07	90.1
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.07	0.32	0.07	81.1
Approach		2	0	2	0.0	0.001	3.7	NA	0.0	0.0	0.07	0.32	0.07	85.4
West: Millwood Road														
10	L2	1	0	1	0.0	0.016	7.8	LOS A	0.0	0.6	0.03	0.68	0.03	74.6
12	R2	13	12	13	92.3	0.016	10.0	LOS B	0.0	0.6	0.03	0.68	0.03	49.5
Approach		14	12	14	85.7	0.016	9.9	LOS A	0.0	0.6	0.03	0.68	0.03	50.7
All Vehicles		30	24	30	80.0	0.016	9.3	NA	0.0	0.6	0.02	0.63	0.02	54.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 131 [Millwood (Millmerran Road) / Millwood Road 2025 PM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Millwood Road														
1	L2	13	12	13	92.3	0.012	10.2	LOS B	0.0	0.0	0.00	0.62	0.00	53.5
2	T1	1	0	1	0.0	0.012	0.0	LOS A	0.0	0.0	0.00	0.62	0.00	90.3
Approach		14	12	14	85.7	0.012	9.5	NA	0.0	0.0	0.00	0.62	0.00	55.1
North: Millmerran Road														
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.07	0.32	0.07	90.1
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.07	0.32	0.07	81.1
Approach		2	0	2	0.0	0.001	3.7	NA	0.0	0.0	0.07	0.32	0.07	85.4
West: Millwood Road														
10	L2	1	0	1	0.0	0.016	7.8	LOS A	0.0	0.6	0.03	0.68	0.03	74.6
12	R2	13	12	13	92.3	0.016	10.0	LOS B	0.0	0.6	0.03	0.68	0.03	49.5
Approach		14	12	14	85.7	0.016	9.9	LOS A	0.0	0.6	0.03	0.68	0.03	50.7
All Vehicles		30	24	30	80.0	0.016	9.3	NA	0.0	0.6	0.02	0.63	0.02	54.2

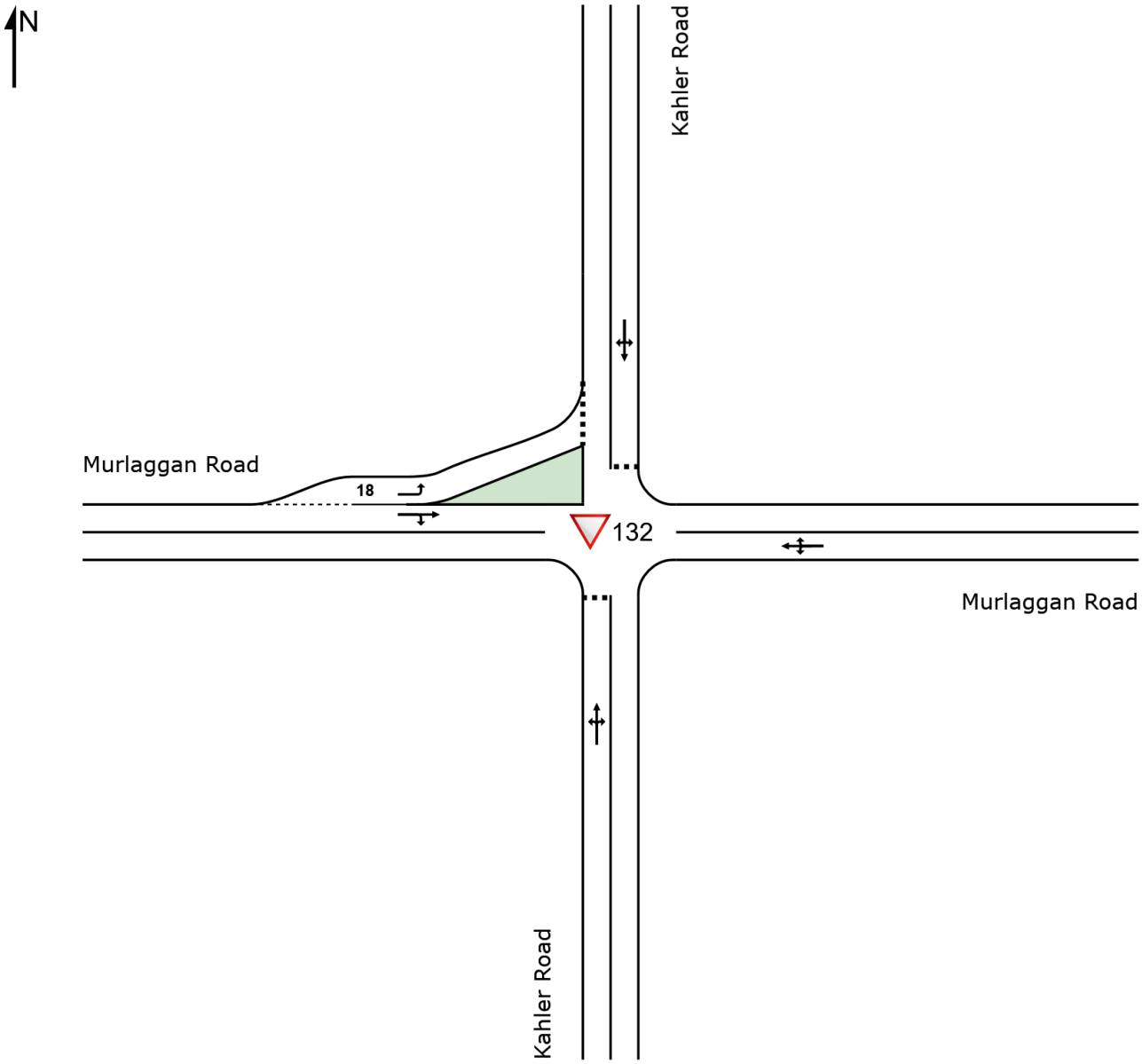
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 132 [Murlaggan Road / Kahler Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 132 [Murlaggan Road / Kahler Road 2027 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kahler Road														
1	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.4
2	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
3	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.08	0.62	0.08	74.9
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.08	0.62	0.08	75.3
East: Murlaggan Road														
4	L2	1	0	1	0.0	0.011	7.9	LOS A	0.0	0.1	0.01	0.06	0.01	86.9
5	T1	19	1	19	5.3	0.011	0.0	LOS A	0.0	0.1	0.01	0.06	0.01	97.8
6	R2	1	0	1	0.0	0.011	7.4	LOS A	0.0	0.1	0.01	0.06	0.01	86.5
Approach		21	1	21	4.8	0.011	0.7	NA	0.0	0.1	0.01	0.06	0.01	96.6
North: Kahler Road														
7	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.3
8	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.08	0.62	0.08	75.5
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.08	0.62	0.08	75.1
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.08	0.62	0.08	75.3
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.001	8.3	LOS A	0.0	0.0	0.02	0.63	0.02	75.2
11	T1	17	1	17	5.9	0.010	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.7
12	R2	1	0	1	0.0	0.010	7.5	LOS A	0.0	0.0	0.01	0.04	0.01	87.1
Approach		19	1	19	5.3	0.010	0.8	LOS A	0.0	0.0	0.01	0.07	0.01	96.4
All Vehicles		46	2	46	4.3	0.011	1.7	NA	0.0	0.1	0.02	0.14	0.02	93.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 132 [Murlaggan Road / Kahler Road 2027 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kahler Road														
1	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.09	0.62	0.09	75.4
2	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
3	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.62	0.09	74.9
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.09	0.62	0.09	75.3
East: Murlaggan Road														
4	L2	1	0	1	0.0	0.012	7.9	LOS A	0.0	0.1	0.01	0.06	0.01	87.0
5	T1	20	1	20	5.0	0.012	0.0	LOS A	0.0	0.1	0.01	0.06	0.01	97.9
6	R2	1	0	1	0.0	0.012	7.4	LOS A	0.0	0.1	0.01	0.06	0.01	86.5
Approach		22	1	22	4.5	0.012	0.7	NA	0.0	0.1	0.01	0.06	0.01	96.8
North: Kahler Road														
7	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.09	0.61	0.09	75.3
8	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.09	0.61	0.09	75.5
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.09	0.61	0.09	75.1
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.61	0.09	75.3
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.001	8.3	LOS A	0.0	0.0	0.02	0.63	0.02	75.2
11	T1	19	1	19	5.3	0.011	0.0	LOS A	0.0	0.0	0.01	0.03	0.01	98.8
12	R2	1	0	1	0.0	0.011	7.5	LOS A	0.0	0.0	0.01	0.03	0.01	87.2
Approach		21	1	21	4.8	0.011	0.8	LOS A	0.0	0.0	0.01	0.06	0.01	96.7
All Vehicles		49	2	49	4.1	0.012	1.6	NA	0.0	0.1	0.02	0.13	0.02	93.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 132 [Murlaggan Road / Kahler Road 2027 AM Peak Scenario 2 Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kahler Road														
1	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.4
2	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.08	0.62	0.08	75.6
3	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.08	0.62	0.08	74.9
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.08	0.62	0.08	75.3
East: Murlaggan Road														
4	L2	1	0	1	0.0	0.011	7.9	LOS A	0.0	0.1	0.01	0.06	0.01	86.9
5	T1	19	1	19	5.3	0.011	0.0	LOS A	0.0	0.1	0.01	0.06	0.01	97.8
6	R2	1	0	1	0.0	0.011	7.4	LOS A	0.0	0.1	0.01	0.06	0.01	86.5
Approach		21	1	21	4.8	0.011	0.7	NA	0.0	0.1	0.01	0.06	0.01	96.6
North: Kahler Road														
7	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	75.3
8	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.08	0.62	0.08	75.5
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.08	0.62	0.08	75.1
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.08	0.62	0.08	75.3
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.001	8.3	LOS A	0.0	0.0	0.02	0.63	0.02	75.2
11	T1	17	1	17	5.9	0.010	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.7
12	R2	1	0	1	0.0	0.010	7.5	LOS A	0.0	0.0	0.01	0.04	0.01	87.1
Approach		19	1	19	5.3	0.010	0.8	LOS A	0.0	0.0	0.01	0.07	0.01	96.4
All Vehicles		46	2	46	4.3	0.011	1.7	NA	0.0	0.1	0.02	0.14	0.02	93.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 132 [Murlaggan Road / Kahler Road 2027 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kahler Road														
1	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.09	0.62	0.09	75.4
2	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.09	0.62	0.09	75.6
3	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.62	0.09	74.9
Approach		3	0	3	0.0	0.002	7.5	LOS A	0.0	0.1	0.09	0.62	0.09	75.3
East: Murlaggan Road														
4	L2	1	0	1	0.0	0.012	7.9	LOS A	0.0	0.1	0.01	0.06	0.01	87.0
5	T1	20	1	20	5.0	0.012	0.0	LOS A	0.0	0.1	0.01	0.06	0.01	97.9
6	R2	1	0	1	0.0	0.012	7.4	LOS A	0.0	0.1	0.01	0.06	0.01	86.5
Approach		22	1	22	4.5	0.012	0.7	NA	0.0	0.1	0.01	0.06	0.01	96.8
North: Kahler Road														
7	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.09	0.61	0.09	75.3
8	T1	1	0	1	0.0	0.002	7.1	LOS A	0.0	0.1	0.09	0.61	0.09	75.5
9	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.09	0.61	0.09	75.1
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.61	0.09	75.3
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.001	8.3	LOS A	0.0	0.0	0.02	0.63	0.02	75.2
11	T1	19	1	19	5.3	0.011	0.0	LOS A	0.0	0.0	0.01	0.03	0.01	98.8
12	R2	1	0	1	0.0	0.011	7.5	LOS A	0.0	0.0	0.01	0.03	0.01	87.2
Approach		21	1	21	4.8	0.011	0.8	LOS A	0.0	0.0	0.01	0.06	0.01	96.7
All Vehicles		49	2	49	4.1	0.012	1.6	NA	0.0	0.1	0.02	0.13	0.02	93.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 132 [Murlaggan Road / Kahler Road 2027 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kahler Road														
1	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.11	0.61	0.11	75.3
2	T1	1	0	1	0.0	0.002	7.2	LOS A	0.0	0.1	0.11	0.61	0.11	75.5
3	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.11	0.61	0.11	74.8
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.11	0.61	0.11	75.2
East: Murlaggan Road														
4	L2	1	0	1	0.0	0.019	7.9	LOS A	0.0	0.3	0.03	0.12	0.03	85.8
5	T1	28	2	28	7.1	0.019	0.0	LOS A	0.0	0.3	0.03	0.12	0.03	96.4
6	R2	5	1	5	20.0	0.019	8.0	LOS A	0.0	0.3	0.03	0.12	0.03	75.9
Approach		34	3	34	8.8	0.019	1.4	NA	0.0	0.3	0.03	0.12	0.03	92.4
North: Kahler Road														
7	L2	2	1	2	50.0	0.003	9.2	LOS A	0.0	0.1	0.08	0.62	0.08	59.3
8	T1	1	0	1	0.0	0.003	7.2	LOS A	0.0	0.1	0.08	0.62	0.08	74.4
9	R2	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	74.4
Approach		4	1	4	25.0	0.003	8.4	LOS A	0.0	0.1	0.08	0.62	0.08	66.0
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.001	8.3	LOS A	0.0	0.0	0.04	0.62	0.04	75.1
11	T1	18	2	18	11.1	0.010	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.7
12	R2	1	0	1	0.0	0.010	7.5	LOS A	0.0	0.0	0.01	0.04	0.01	87.1
Approach		20	2	20	10.0	0.010	0.8	LOS A	0.0	0.0	0.01	0.07	0.01	96.5
All Vehicles		61	6	61	9.8	0.019	2.0	NA	0.0	0.3	0.03	0.16	0.03	90.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 132 [Murlaggan Road / Kahler Road 2027 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kahler Road														
1	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.09	0.61	0.09	75.4
2	T1	1	0	1	0.0	0.002	7.2	LOS A	0.0	0.1	0.09	0.61	0.09	75.5
3	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.61	0.09	74.9
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.61	0.09	75.3
East: Murlaggan Road														
4	L2	1	0	1	0.0	0.014	7.9	LOS A	0.0	0.1	0.02	0.08	0.02	86.8
5	T1	21	2	21	9.5	0.014	0.0	LOS A	0.0	0.1	0.02	0.08	0.02	97.7
6	R2	2	1	2	50.0	0.014	8.9	LOS A	0.0	0.1	0.02	0.08	0.02	65.6
Approach		24	3	24	12.5	0.014	1.1	NA	0.0	0.1	0.02	0.08	0.02	93.4
North: Kahler Road														
7	L2	5	1	5	20.0	0.005	8.4	LOS A	0.0	0.2	0.10	0.62	0.10	67.3
8	T1	1	0	1	0.0	0.005	7.2	LOS A	0.0	0.2	0.10	0.62	0.10	74.1
9	R2	1	0	1	0.0	0.005	7.9	LOS A	0.0	0.2	0.10	0.62	0.10	74.0
Approach		7	1	7	14.3	0.005	8.2	LOS A	0.0	0.2	0.10	0.62	0.10	69.1
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.001	8.3	LOS A	0.0	0.0	0.02	0.63	0.02	75.2
11	T1	28	2	28	7.1	0.016	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.2
12	R2	1	0	1	0.0	0.016	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.5
Approach		30	2	30	6.7	0.016	0.5	LOS A	0.0	0.0	0.01	0.04	0.01	97.7
All Vehicles		64	6	64	9.4	0.016	1.9	NA	0.0	0.2	0.03	0.15	0.03	90.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 132 [Murlaggan Road / Kahler Road 2027 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kahler Road														
1	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.11	0.61	0.11	75.3
2	T1	1	0	1	0.0	0.002	7.2	LOS A	0.0	0.1	0.11	0.61	0.11	75.5
3	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.11	0.61	0.11	74.8
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.11	0.61	0.11	75.2
East: Murlaggan Road														
4	L2	1	0	1	0.0	0.019	7.9	LOS A	0.0	0.3	0.03	0.12	0.03	85.8
5	T1	28	2	28	7.1	0.019	0.0	LOS A	0.0	0.3	0.03	0.12	0.03	96.4
6	R2	5	1	5	20.0	0.019	8.0	LOS A	0.0	0.3	0.03	0.12	0.03	75.9
Approach		34	3	34	8.8	0.019	1.4	NA	0.0	0.3	0.03	0.12	0.03	92.4
North: Kahler Road														
7	L2	2	1	2	50.0	0.003	9.2	LOS A	0.0	0.1	0.08	0.62	0.08	59.3
8	T1	1	0	1	0.0	0.003	7.2	LOS A	0.0	0.1	0.08	0.62	0.08	74.4
9	R2	1	0	1	0.0	0.003	7.9	LOS A	0.0	0.1	0.08	0.62	0.08	74.4
Approach		4	1	4	25.0	0.003	8.4	LOS A	0.0	0.1	0.08	0.62	0.08	66.0
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.001	8.3	LOS A	0.0	0.0	0.04	0.62	0.04	75.1
11	T1	18	2	18	11.1	0.010	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	98.7
12	R2	1	0	1	0.0	0.010	7.5	LOS A	0.0	0.0	0.01	0.04	0.01	87.1
Approach		20	2	20	10.0	0.010	0.8	LOS A	0.0	0.0	0.01	0.07	0.01	96.5
All Vehicles		61	6	61	9.8	0.019	2.0	NA	0.0	0.3	0.03	0.16	0.03	90.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 132 [Murlaggan Road / Kahler Road 2027 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Kahler Road														
1	L2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.09	0.61	0.09	75.4
2	T1	1	0	1	0.0	0.002	7.2	LOS A	0.0	0.1	0.09	0.61	0.09	75.5
3	R2	1	0	1	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.61	0.09	74.9
Approach		3	0	3	0.0	0.002	7.6	LOS A	0.0	0.1	0.09	0.61	0.09	75.3
East: Murlaggan Road														
4	L2	1	0	1	0.0	0.014	7.9	LOS A	0.0	0.1	0.02	0.08	0.02	86.8
5	T1	21	2	21	9.5	0.014	0.0	LOS A	0.0	0.1	0.02	0.08	0.02	97.7
6	R2	2	1	2	50.0	0.014	8.9	LOS A	0.0	0.1	0.02	0.08	0.02	65.6
Approach		24	3	24	12.5	0.014	1.1	NA	0.0	0.1	0.02	0.08	0.02	93.4
North: Kahler Road														
7	L2	6	1	6	16.7	0.006	8.4	LOS A	0.0	0.2	0.09	0.62	0.09	68.4
8	T1	1	0	1	0.0	0.006	7.2	LOS A	0.0	0.2	0.09	0.62	0.09	74.1
9	R2	1	0	1	0.0	0.006	7.9	LOS A	0.0	0.2	0.09	0.62	0.09	74.0
Approach		8	1	8	12.5	0.006	8.1	LOS A	0.0	0.2	0.09	0.62	0.09	69.7
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.001	8.3	LOS A	0.0	0.0	0.02	0.63	0.02	75.2
11	T1	28	2	28	7.1	0.016	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.2
12	R2	1	0	1	0.0	0.016	7.5	LOS A	0.0	0.0	0.01	0.02	0.01	87.5
Approach		30	2	30	6.7	0.016	0.5	LOS A	0.0	0.0	0.01	0.04	0.01	97.7
All Vehicles		65	6	65	9.2	0.016	2.0	NA	0.0	0.2	0.03	0.16	0.03	90.4

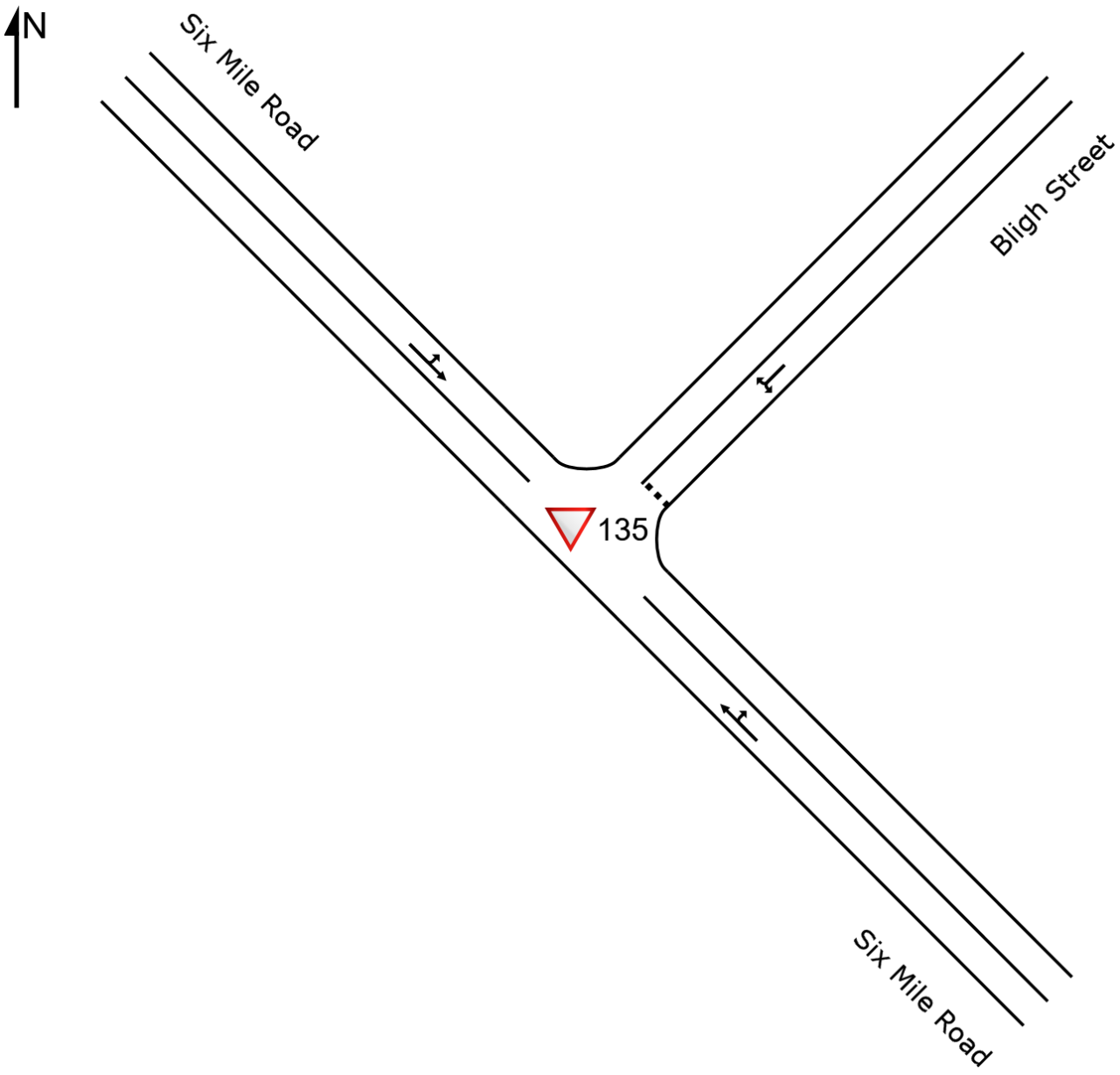
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 135 [Six Mile Road / Bligh Street 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 135 [Six Mile Road / Bligh Street 2026 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Six Mile Road														
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	74.5
23	R2	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.32	0.02	72.5
Approach		2	0	2	0.0	0.001	3.3	NA	0.0	0.0	0.02	0.32	0.02	73.5
NorthEast: Bligh Street														
24	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	68.1
26	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	67.5
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	67.8
NorthWest: Six Mile Road														
27	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.32	0.00	68.7
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	74.3
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.00	0.32	0.00	71.6
All Vehicles		6	0	6	0.0	0.001	4.8	NA	0.0	0.0	0.01	0.44	0.01	70.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 135 [Six Mile Road / Bligh Street 2026 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Six Mile Road														
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	74.5
23	R2	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.32	0.02	72.5
Approach		2	0	2	0.0	0.001	3.3	NA	0.0	0.0	0.02	0.32	0.02	73.5
NorthEast: Bligh Street														
24	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	68.1
26	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	67.5
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	67.8
NorthWest: Six Mile Road														
27	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.32	0.00	68.7
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	74.3
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.00	0.32	0.00	71.6
All Vehicles		6	0	6	0.0	0.001	4.8	NA	0.0	0.0	0.01	0.44	0.01	70.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 135 [Six Mile Road / Bligh Street 2026 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Six Mile Road														
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	74.5
23	R2	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.32	0.02	72.5
Approach		2	0	2	0.0	0.001	3.3	NA	0.0	0.0	0.02	0.32	0.02	73.5
NorthEast: Bligh Street														
24	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	68.1
26	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	67.5
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	67.8
NorthWest: Six Mile Road														
27	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.32	0.00	68.7
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	74.3
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.00	0.32	0.00	71.6
All Vehicles		6	0	6	0.0	0.001	4.8	NA	0.0	0.0	0.01	0.44	0.01	70.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 135 [Six Mile Road / Bligh Street 2026 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Six Mile Road														
22	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.32	0.02	74.5
23	R2	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.32	0.02	72.5
Approach		2	0	2	0.0	0.001	3.3	NA	0.0	0.0	0.02	0.32	0.02	73.5
NorthEast: Bligh Street														
24	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.01	0.66	0.01	68.1
26	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.01	0.66	0.01	67.5
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.01	0.66	0.01	67.8
NorthWest: Six Mile Road														
27	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.32	0.00	68.7
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	74.3
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.00	0.32	0.00	71.6
All Vehicles		6	0	6	0.0	0.001	4.8	NA	0.0	0.0	0.01	0.44	0.01	70.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 135 [Six Mile Road / Bligh Street 2026 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Six Mile Road														
22	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.1	0.02	0.49	0.02	74.4
23	R2	3	2	3	66.7	0.003	7.9	LOS A	0.0	0.1	0.02	0.49	0.02	54.9
Approach		4	2	4	50.0	0.003	6.0	NA	0.0	0.1	0.02	0.49	0.02	59.1
NorthEast: Bligh Street														
24	L2	3	2	3	66.7	0.003	9.6	LOS A	0.0	0.1	0.01	0.66	0.01	48.4
26	R2	1	0	1	0.0	0.003	7.4	LOS A	0.0	0.1	0.01	0.66	0.01	67.5
Approach		4	2	4	50.0	0.003	9.0	LOS A	0.0	0.1	0.01	0.66	0.01	52.1
NorthWest: Six Mile Road														
27	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.32	0.00	68.7
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	74.3
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.00	0.32	0.00	71.6
All Vehicles		10	4	10	40.0	0.003	6.7	NA	0.0	0.1	0.01	0.52	0.01	58.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 135 [Six Mile Road / Bligh Street 2026 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Six Mile Road														
22	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.1	0.02	0.49	0.02	74.4
23	R2	3	2	3	66.7	0.003	7.9	LOS A	0.0	0.1	0.02	0.49	0.02	54.9
Approach		4	2	4	50.0	0.003	6.0	NA	0.0	0.1	0.02	0.49	0.02	59.1
NorthEast: Bligh Street														
24	L2	3	2	3	66.7	0.003	9.6	LOS A	0.0	0.1	0.01	0.66	0.01	48.4
26	R2	1	0	1	0.0	0.003	7.4	LOS A	0.0	0.1	0.01	0.66	0.01	67.5
Approach		4	2	4	50.0	0.003	9.0	LOS A	0.0	0.1	0.01	0.66	0.01	52.1
NorthWest: Six Mile Road														
27	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.32	0.00	68.7
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	74.3
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.00	0.32	0.00	71.6
All Vehicles		10	4	10	40.0	0.003	6.7	NA	0.0	0.1	0.01	0.52	0.01	58.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 135 [Six Mile Road / Bligh Street 2026 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Six Mile Road														
22	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.1	0.02	0.49	0.02	74.4
23	R2	3	2	3	66.7	0.003	7.9	LOS A	0.0	0.1	0.02	0.49	0.02	54.9
Approach		4	2	4	50.0	0.003	6.0	NA	0.0	0.1	0.02	0.49	0.02	59.1
NorthEast: Bligh Street														
24	L2	3	2	3	66.7	0.003	9.6	LOS A	0.0	0.1	0.01	0.66	0.01	48.4
26	R2	1	0	1	0.0	0.003	7.4	LOS A	0.0	0.1	0.01	0.66	0.01	67.5
Approach		4	2	4	50.0	0.003	9.0	LOS A	0.0	0.1	0.01	0.66	0.01	52.1
NorthWest: Six Mile Road														
27	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.32	0.00	68.7
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	74.3
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.00	0.32	0.00	71.6
All Vehicles		10	4	10	40.0	0.003	6.7	NA	0.0	0.1	0.01	0.52	0.01	58.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 135 [Six Mile Road / Bligh Street 2026 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Six Mile Road														
22	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.1	0.02	0.49	0.02	74.4
23	R2	3	2	3	66.7	0.003	7.9	LOS A	0.0	0.1	0.02	0.49	0.02	54.9
Approach		4	2	4	50.0	0.003	6.0	NA	0.0	0.1	0.02	0.49	0.02	59.1
NorthEast: Bligh Street														
24	L2	3	2	3	66.7	0.003	9.6	LOS A	0.0	0.1	0.01	0.66	0.01	48.4
26	R2	1	0	1	0.0	0.003	7.4	LOS A	0.0	0.1	0.01	0.66	0.01	67.5
Approach		4	2	4	50.0	0.003	9.0	LOS A	0.0	0.1	0.01	0.66	0.01	52.1
NorthWest: Six Mile Road														
27	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.32	0.00	68.7
28	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	74.3
Approach		2	0	2	0.0	0.001	3.5	NA	0.0	0.0	0.00	0.32	0.00	71.6
All Vehicles		10	4	10	40.0	0.003	6.7	NA	0.0	0.1	0.01	0.52	0.01	58.1

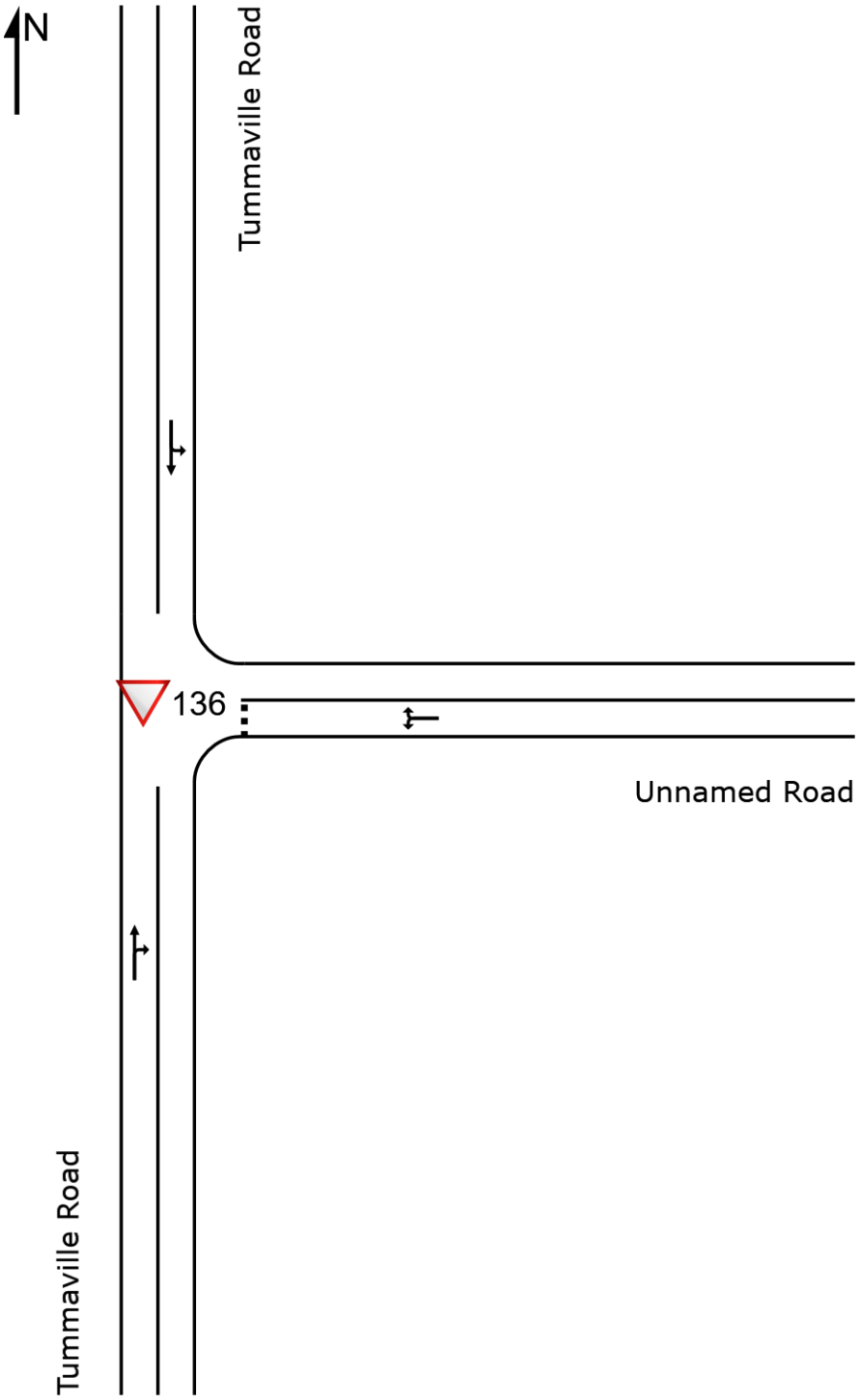
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 136 [Tummaville Road / Unnamed Road 2022 AM (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 136 [Tummaville Road / Unnamed Road 2025 AM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tummaville Road														
2	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.01	0.07	0.01	97.4
3	R2	1	0	1	0.0	0.006	7.4	LOS A	0.0	0.0	0.01	0.07	0.01	86.1
Approach		10	2	10	20.0	0.006	0.7	NA	0.0	0.0	0.01	0.07	0.01	96.1
East: Unnamed Road														
4	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.03	0.65	0.03	75.4
6	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.03	0.65	0.03	74.9
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.03	0.65	0.03	75.1
North: Tummaville Road														
7	L2	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.0	0.00	0.11	0.00	85.4
8	T1	5	1	5	20.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	95.9
Approach		6	1	6	16.7	0.003	1.3	NA	0.0	0.0	0.00	0.11	0.00	93.9
All Vehicles		18	3	18	16.7	0.006	1.7	NA	0.0	0.0	0.01	0.15	0.01	92.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 136 [Tummaville Road / Unnamed Road 2025 PM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tummaville Road														
2	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.03	0.22	0.03	93.3
3	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.03	0.22	0.03	83.7
Approach		3	0	3	0.0	0.002	2.5	NA	0.0	0.0	0.03	0.22	0.03	89.9
East: Unnamed Road														
4	L2	1	0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.04	0.64	0.04	75.4
6	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.04	0.64	0.04	74.9
Approach		2	0	2	0.0	0.001	7.6	LOS A	0.0	0.0	0.04	0.64	0.04	75.1
North: Tummaville Road														
7	L2	1	0	1	0.0	0.004	7.8	LOS A	0.0	0.0	0.00	0.09	0.00	86.3
8	T1	7	1	7	14.3	0.004	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	97.0
Approach		8	1	8	12.5	0.004	1.0	NA	0.0	0.0	0.00	0.09	0.00	95.5
All Vehicles		13	1	13	7.7	0.004	2.4	NA	0.0	0.0	0.01	0.20	0.01	90.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 136 [Tummaville Road / Unnamed Road 2025 AM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tummaville Road														
2	T1	9	2	9	22.2	0.006	0.0	LOS A	0.0	0.0	0.02	0.07	0.02	97.3
3	R2	1	0	1	0.0	0.006	7.5	LOS A	0.0	0.0	0.02	0.07	0.02	86.0
Approach		10	2	10	20.0	0.006	0.8	NA	0.0	0.0	0.02	0.07	0.02	96.0
East: Unnamed Road														
4	L2	1	0	1	0.0	0.018	7.9	LOS A	0.1	0.7	0.08	0.66	0.08	74.3
6	R2	15	14	15	93.3	0.018	10.2	LOS B	0.1	0.7	0.08	0.66	0.08	49.2
Approach		16	14	16	87.5	0.018	10.0	LOS B	0.1	0.7	0.08	0.66	0.08	50.2
North: Tummaville Road														
7	L2	15	14	15	93.3	0.016	10.3	LOS B	0.0	0.0	0.00	0.50	0.00	55.1
8	T1	5	1	5	20.0	0.016	0.0	LOS A	0.0	0.0	0.00	0.50	0.00	95.9
Approach		20	15	20	75.0	0.016	7.7	NA	0.0	0.0	0.00	0.50	0.00	61.7
All Vehicles		46	31	46	67.4	0.018	7.0	NA	0.1	0.7	0.03	0.46	0.03	61.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 136 [Tummaville Road / Unnamed Road 2025 PM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tummaville Road														
2	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.06	0.22	0.06	92.9
3	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.0	0.06	0.22	0.06	83.4
Approach		3	0	3	0.0	0.002	2.5	NA	0.0	0.0	0.06	0.22	0.06	89.5
East: Unnamed Road														
4	L2	1	0	1	0.0	0.018	7.9	LOS A	0.1	0.7	0.08	0.66	0.08	74.3
6	R2	15	14	15	93.3	0.018	10.1	LOS B	0.1	0.7	0.08	0.66	0.08	49.2
Approach		16	14	16	87.5	0.018	10.0	LOS A	0.1	0.7	0.08	0.66	0.08	50.2
North: Tummaville Road														
7	L2	15	14	15	93.3	0.017	10.3	LOS B	0.0	0.0	0.00	0.46	0.00	55.5
8	T1	7	1	7	14.3	0.017	0.0	LOS A	0.0	0.0	0.00	0.46	0.00	97.0
Approach		22	15	22	68.2	0.017	7.0	NA	0.0	0.0	0.00	0.46	0.00	64.2
All Vehicles		41	29	41	70.7	0.018	7.8	NA	0.1	0.7	0.03	0.52	0.03	59.0

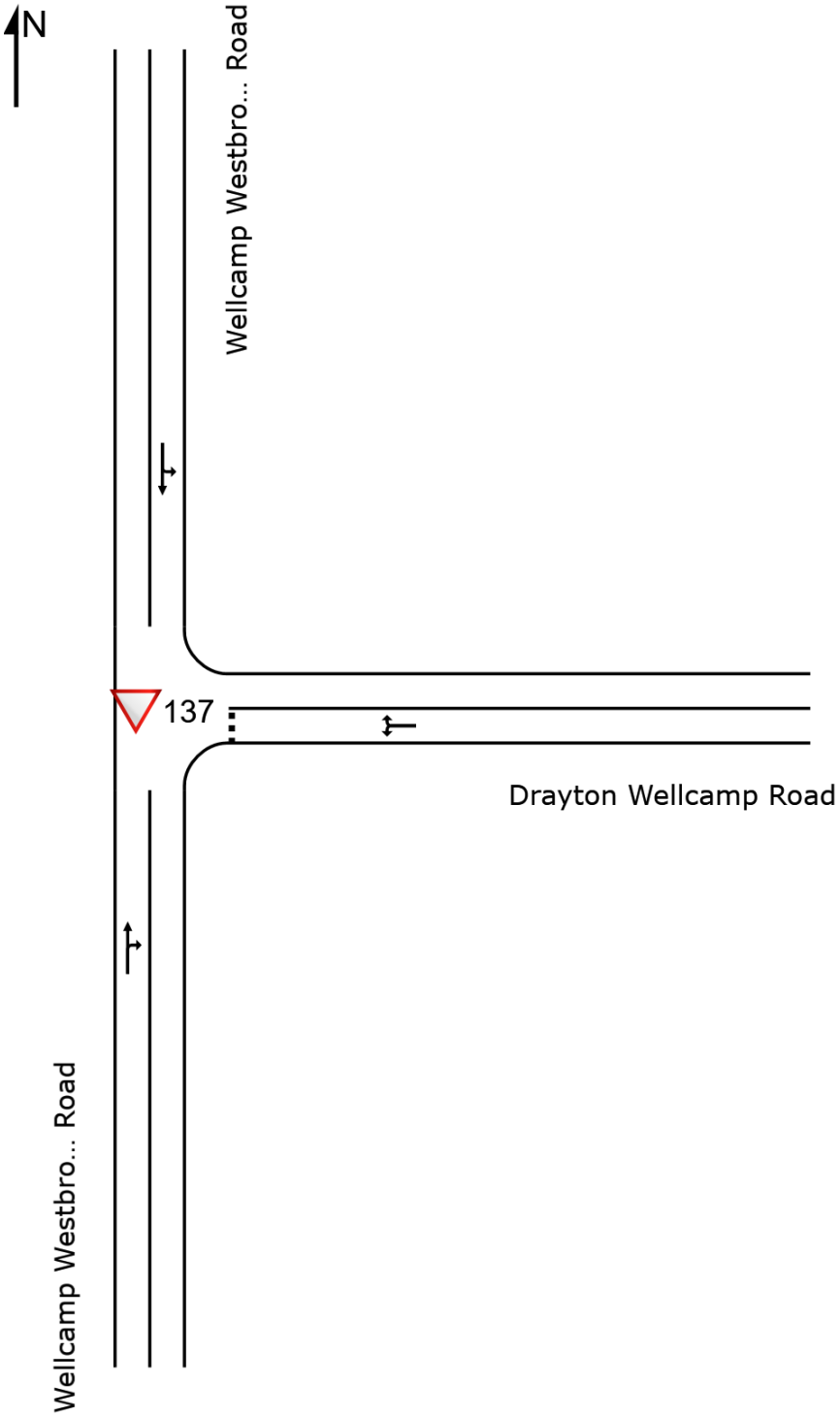
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 137 [Wellcamp Westbrook Road / Drayton Wellcamp Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 137 [Wellcamp Westbrook Road / Drayton Wellcamp Road 2027 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
2	T1	60	15	60	25.0	0.036	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.4
3	R2	1	0	1	0.0	0.036	8.2	LOS A	0.0	0.1	0.01	0.01	0.01	87.7
Approach		61	15	61	24.6	0.036	0.2	NA	0.0	0.1	0.01	0.01	0.01	99.2
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.162	8.0	LOS A	0.6	4.5	0.31	0.68	0.31	73.4
6	R2	157	24	157	15.3	0.162	8.9	LOS A	0.6	4.5	0.31	0.68	0.31	67.5
Approach		158	24	158	15.2	0.162	8.9	LOS A	0.6	4.5	0.31	0.68	0.31	67.6
North: Wellcamp Westbrook Road														
7	L2	166	25	166	15.1	0.132	8.2	LOS A	0.0	0.0	0.00	0.50	0.00	71.6
8	T1	56	13	56	23.2	0.132	0.0	LOS A	0.0	0.0	0.00	0.50	0.00	85.8
Approach		222	38	222	17.1	0.132	6.2	NA	0.0	0.0	0.00	0.50	0.00	74.7
All Vehicles		441	77	441	17.5	0.162	6.3	NA	0.6	4.5	0.11	0.50	0.11	74.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 137 [Wellcamp Westbrook Road / Drayton Wellcamp Road 2027 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
2	T1	63	15	63	23.8	0.038	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.4
3	R2	1	0	1	0.0	0.038	8.3	LOS A	0.0	0.1	0.01	0.01	0.01	87.7
Approach		64	15	64	23.4	0.038	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.2
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.256	8.2	LOS A	1.0	7.7	0.37	0.71	0.37	73.0
6	R2	238	36	238	15.1	0.256	9.2	LOS A	1.0	7.7	0.37	0.71	0.37	67.2
Approach		239	36	239	15.1	0.256	9.2	LOS A	1.0	7.7	0.37	0.71	0.37	67.2
North: Wellcamp Westbrook Road														
7	L2	177	27	177	15.3	0.156	8.2	LOS A	0.0	0.0	0.00	0.45	0.00	72.3
8	T1	85	20	85	23.5	0.156	0.0	LOS A	0.0	0.0	0.00	0.45	0.00	86.9
Approach		262	47	262	17.9	0.156	5.6	NA	0.0	0.0	0.00	0.45	0.00	76.5
All Vehicles		565	98	565	17.3	0.256	6.5	NA	1.0	7.7	0.16	0.51	0.16	74.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 137 [Wellcamp Westbrook Road / Drayton Wellcamp Road 2027 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
2	T1	60	15	60	25.0	0.141	0.2	LOS A	0.7	5.7	0.17	0.46	0.17	85.3
3	R2	166	25	166	15.1	0.141	8.0	LOS A	0.7	5.7	0.17	0.46	0.17	70.5
Approach		226	40	226	17.7	0.141	6.0	NA	0.7	5.7	0.17	0.46	0.17	73.9
East: Drayton Wellcamp Road														
4	L2	157	24	157	15.3	0.110	8.5	LOS A	0.5	3.7	0.16	0.61	0.16	68.3
6	R2	1	0	1	0.0	0.110	8.7	LOS A	0.5	3.7	0.16	0.61	0.16	73.2
Approach		158	24	158	15.2	0.110	8.5	LOS A	0.5	3.7	0.16	0.61	0.16	68.3
North: Wellcamp Westbrook Road														
7	L2	1	0	1	0.0	0.034	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
8	T1	56	13	56	23.2	0.034	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.5
Approach		57	13	57	22.8	0.034	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles		441	77	441	17.5	0.141	6.1	NA	0.7	5.7	0.15	0.46	0.15	74.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 137 [Wellcamp Westbrook Road / Drayton Wellcamp Road 2027 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
2	T1	63	15	63	23.8	0.153	0.3	LOS A	0.8	6.2	0.22	0.47	0.22	84.9
3	R2	177	27	177	15.3	0.153	8.2	LOS A	0.8	6.2	0.22	0.47	0.22	70.2
Approach		240	42	240	17.5	0.153	6.1	NA	0.8	6.2	0.22	0.47	0.22	73.5
East: Drayton Wellcamp Road														
4	L2	238	36	238	15.1	0.171	8.6	LOS A	0.8	6.1	0.21	0.62	0.21	68.0
6	R2	1	0	1	0.0	0.171	9.1	LOS A	0.8	6.1	0.21	0.62	0.21	72.9
Approach		239	36	239	15.1	0.171	8.6	LOS A	0.8	6.1	0.21	0.62	0.21	68.1
North: Wellcamp Westbrook Road														
7	L2	1	0	1	0.0	0.051	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
8	T1	85	20	85	23.5	0.051	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		86	20	86	23.3	0.051	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
All Vehicles		565	98	565	17.3	0.171	6.3	NA	0.8	6.2	0.19	0.46	0.19	73.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 137 [Wellcamp Westbrook Road / Drayton Wellcamp Road 2027 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
2	T1	60	15	60	25.0	0.036	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.4
3	R2	1	0	1	0.0	0.036	8.2	LOS A	0.0	0.1	0.01	0.01	0.01	87.7
Approach		61	15	61	24.6	0.036	0.2	NA	0.0	0.1	0.01	0.01	0.01	99.2
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.174	8.0	LOS A	0.6	5.0	0.32	0.69	0.32	73.3
6	R2	164	31	164	18.9	0.174	9.1	LOS A	0.6	5.0	0.32	0.69	0.32	66.3
Approach		165	31	165	18.8	0.174	9.0	LOS A	0.6	5.0	0.32	0.69	0.32	66.3
North: Wellcamp Westbrook Road														
7	L2	173	32	173	18.5	0.138	8.3	LOS A	0.0	0.0	0.00	0.51	0.00	70.4
8	T1	56	13	56	23.2	0.138	0.0	LOS A	0.0	0.0	0.00	0.51	0.00	85.8
Approach		229	45	229	19.7	0.138	6.3	NA	0.0	0.0	0.00	0.51	0.00	73.7
All Vehicles		455	91	455	20.0	0.174	6.5	NA	0.6	5.0	0.12	0.51	0.12	73.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 137 [Wellcamp Westbrook Road / Drayton Wellcamp Road 2027 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
2	T1	63	15	63	23.8	0.038	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.4
3	R2	1	0	1	0.0	0.038	8.4	LOS A	0.0	0.1	0.01	0.01	0.01	87.7
Approach		64	15	64	23.4	0.038	0.2	NA	0.0	0.1	0.01	0.01	0.01	99.2
East: Drayton Wellcamp Road														
4	L2	1	0	1	0.0	0.268	8.2	LOS A	1.0	8.3	0.38	0.72	0.38	72.8
6	R2	245	43	245	17.6	0.268	9.4	LOS A	1.0	8.3	0.38	0.72	0.38	66.3
Approach		246	43	246	17.5	0.268	9.4	LOS A	1.0	8.3	0.38	0.72	0.38	66.3
North: Wellcamp Westbrook Road														
7	L2	184	34	184	18.5	0.162	8.3	LOS A	0.0	0.0	0.00	0.46	0.00	71.2
8	T1	85	20	85	23.5	0.162	0.0	LOS A	0.0	0.0	0.00	0.46	0.00	86.9
Approach		269	54	269	20.1	0.162	5.7	NA	0.0	0.0	0.00	0.46	0.00	75.5
All Vehicles		579	112	579	19.3	0.268	6.7	NA	1.0	8.3	0.16	0.52	0.16	73.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 137 [Wellcamp Westbrook Road / Drayton Wellcamp Road 2027 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
2	T1	60	15	60	25.0	0.142	0.3	LOS A	0.7	5.7	0.19	0.46	0.19	85.1
3	R2	166	25	166	15.1	0.142	8.1	LOS A	0.7	5.7	0.19	0.46	0.19	70.4
Approach		226	40	226	17.7	0.142	6.0	NA	0.7	5.7	0.19	0.46	0.19	73.8
East: Drayton Wellcamp Road														
4	L2	157	24	157	15.3	0.123	8.5	LOS A	0.5	4.2	0.15	0.62	0.15	68.3
6	R2	8	7	8	87.5	0.123	12.8	LOS B	0.5	4.2	0.15	0.62	0.15	49.9
Approach		165	31	165	18.8	0.123	8.7	LOS A	0.5	4.2	0.15	0.62	0.15	67.1
North: Wellcamp Westbrook Road														
7	L2	8	7	8	87.5	0.040	10.1	LOS B	0.0	0.0	0.00	0.08	0.00	57.6
8	T1	56	13	56	23.2	0.040	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	99.5
Approach		64	20	64	31.3	0.040	1.3	NA	0.0	0.0	0.00	0.08	0.00	91.2
All Vehicles		455	91	455	20.0	0.142	6.3	NA	0.7	5.7	0.15	0.47	0.15	73.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 137 [Wellcamp Westbrook Road / Drayton Wellcamp Road 2027 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Wellcamp Westbrook Road														
2	T1	63	15	63	23.8	0.154	0.4	LOS A	0.8	6.3	0.24	0.47	0.24	84.8
3	R2	177	27	177	15.3	0.154	8.2	LOS A	0.8	6.3	0.24	0.47	0.24	70.1
Approach		240	42	240	17.5	0.154	6.2	NA	0.8	6.3	0.24	0.47	0.24	73.5
East: Drayton Wellcamp Road														
4	L2	238	36	238	15.1	0.185	8.6	LOS A	0.8	6.7	0.21	0.62	0.21	68.0
6	R2	8	7	8	87.5	0.185	13.7	LOS B	0.8	6.7	0.21	0.62	0.21	49.7
Approach		246	43	246	17.5	0.185	8.8	LOS A	0.8	6.7	0.21	0.62	0.21	67.2
North: Wellcamp Westbrook Road														
7	L2	8	7	8	87.5	0.057	10.1	LOS B	0.0	0.0	0.00	0.06	0.00	57.6
8	T1	85	20	85	23.5	0.057	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	99.6
Approach		93	27	93	29.0	0.057	0.9	NA	0.0	0.0	0.00	0.06	0.00	93.8
All Vehicles		579	112	579	19.3	0.185	6.4	NA	0.8	6.7	0.19	0.47	0.19	73.1

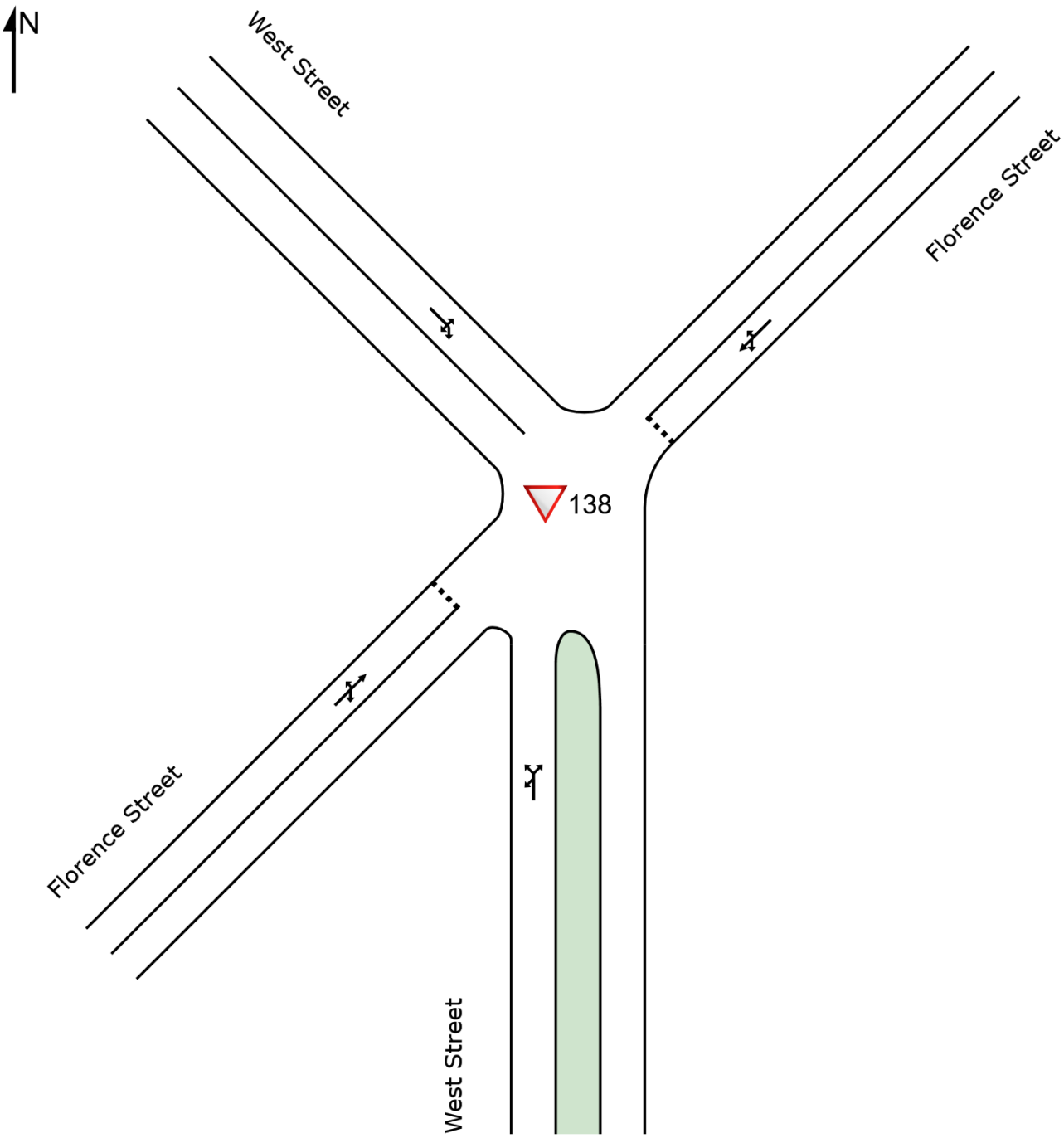
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 138 [West Street / Florence Street 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 138 [West Street / Florence Street 2026 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
1b	L3	12	0	12	0.0	0.010	5.4	LOS A	0.0	0.1	0.01	0.54	0.01	46.7
1a	L1	4	2	4	50.0	0.010	4.0	LOS A	0.0	0.1	0.01	0.54	0.01	45.8
3a	R1	1	0	1	0.0	0.010	3.9	LOS A	0.0	0.1	0.01	0.54	0.01	46.1
Approach		17	2	17	11.8	0.010	5.0	NA	0.0	0.1	0.01	0.54	0.01	46.4
NorthEast: Florence Street														
24a	L1	1	0	1	0.0	0.012	3.9	LOS A	0.0	0.3	0.06	0.51	0.06	46.3
25	T1	1	0	1	0.0	0.012	3.5	LOS A	0.0	0.3	0.06	0.51	0.06	46.8
26	R2	12	0	12	0.0	0.012	4.6	LOS A	0.0	0.3	0.06	0.51	0.06	46.4
Approach		14	0	14	0.0	0.012	4.5	LOS A	0.0	0.3	0.06	0.51	0.06	46.5
NorthWest: West Street														
27	L2	13	0	13	0.0	0.010	4.6	LOS A	0.0	0.2	0.01	0.50	0.01	46.7
29a	R1	4	2	4	50.0	0.010	3.7	LOS A	0.0	0.2	0.01	0.50	0.01	46.7
29	R2	1	0	1	0.0	0.010	4.6	LOS A	0.0	0.2	0.01	0.50	0.01	46.6
Approach		18	2	18	11.1	0.010	4.4	NA	0.0	0.2	0.01	0.50	0.01	46.7
SouthWest: Florence Street														
30	L2	1	0	1	0.0	0.013	4.6	LOS A	0.0	0.3	0.06	0.56	0.06	46.2
31	T1	1	0	1	0.0	0.013	3.5	LOS A	0.0	0.3	0.06	0.56	0.06	46.4
32b	R3	13	0	13	0.0	0.013	5.4	LOS A	0.0	0.3	0.06	0.56	0.06	46.0
Approach		15	0	15	0.0	0.013	5.2	LOS A	0.0	0.3	0.06	0.56	0.06	46.1
All Vehicles		64	4	64	6.3	0.013	4.8	NA	0.0	0.3	0.03	0.53	0.03	46.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 138 [West Street / Florence Street 2026 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
1b	L3	12	0	12	0.0	0.010	5.4	LOS A	0.0	0.1	0.01	0.54	0.01	46.7
1a	L1	4	2	4	50.0	0.010	4.0	LOS A	0.0	0.1	0.01	0.54	0.01	45.8
3a	R1	1	0	1	0.0	0.010	3.9	LOS A	0.0	0.1	0.01	0.54	0.01	46.1
Approach		17	2	17	11.8	0.010	5.0	NA	0.0	0.1	0.01	0.54	0.01	46.4
NorthEast: Florence Street														
24a	L1	1	0	1	0.0	0.012	3.9	LOS A	0.0	0.3	0.06	0.51	0.06	46.3
25	T1	1	0	1	0.0	0.012	3.5	LOS A	0.0	0.3	0.06	0.51	0.06	46.8
26	R2	12	0	12	0.0	0.012	4.6	LOS A	0.0	0.3	0.06	0.51	0.06	46.4
Approach		14	0	14	0.0	0.012	4.5	LOS A	0.0	0.3	0.06	0.51	0.06	46.5
NorthWest: West Street														
27	L2	12	0	12	0.0	0.010	4.6	LOS A	0.0	0.2	0.01	0.50	0.01	46.7
29a	R1	4	2	4	50.0	0.010	3.7	LOS A	0.0	0.2	0.01	0.50	0.01	46.7
29	R2	1	0	1	0.0	0.010	4.6	LOS A	0.0	0.2	0.01	0.50	0.01	46.6
Approach		17	2	17	11.8	0.010	4.4	NA	0.0	0.2	0.01	0.50	0.01	46.7
SouthWest: Florence Street														
30	L2	1	0	1	0.0	0.012	4.6	LOS A	0.0	0.3	0.06	0.56	0.06	46.2
31	T1	1	0	1	0.0	0.012	3.5	LOS A	0.0	0.3	0.06	0.56	0.06	46.4
32b	R3	12	0	12	0.0	0.012	5.4	LOS A	0.0	0.3	0.06	0.56	0.06	46.0
Approach		14	0	14	0.0	0.012	5.2	LOS A	0.0	0.3	0.06	0.56	0.06	46.1
All Vehicles		62	4	62	6.5	0.012	4.7	NA	0.0	0.3	0.03	0.53	0.03	46.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 138 [West Street / Florence Street 2026 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
1b	L3	1	0	1	0.0	0.009	5.4	LOS A	0.0	0.3	0.01	0.50	0.01	47.3
1a	L1	4	2	4	50.0	0.009	4.0	LOS A	0.0	0.3	0.01	0.50	0.01	46.4
3a	R1	12	0	12	0.0	0.009	3.9	LOS A	0.0	0.3	0.01	0.50	0.01	46.8
Approach		17	2	17	11.8	0.009	4.0	NA	0.0	0.3	0.01	0.50	0.01	46.7
NorthEast: Florence Street														
24a	L1	12	0	12	0.0	0.009	3.9	LOS A	0.0	0.2	0.03	0.50	0.03	46.7
25	T1	1	0	1	0.0	0.009	3.5	LOS A	0.0	0.2	0.03	0.50	0.03	47.1
26	R2	1	0	1	0.0	0.009	4.8	LOS A	0.0	0.2	0.03	0.50	0.03	46.8
Approach		14	0	14	0.0	0.009	4.0	LOS A	0.0	0.2	0.03	0.50	0.03	46.7
NorthWest: West Street														
27	L2	1	0	1	0.0	0.011	4.6	LOS A	0.0	0.4	0.04	0.50	0.04	46.6
29a	R1	4	2	4	50.0	0.011	3.7	LOS A	0.0	0.4	0.04	0.50	0.04	46.6
29	R2	13	0	13	0.0	0.011	4.6	LOS A	0.0	0.4	0.04	0.50	0.04	46.5
Approach		18	2	18	11.1	0.011	4.4	NA	0.0	0.4	0.04	0.50	0.04	46.5
SouthWest: Florence Street														
30	L2	13	0	13	0.0	0.010	4.6	LOS A	0.0	0.3	0.03	0.52	0.03	46.6
31	T1	1	0	1	0.0	0.010	3.5	LOS A	0.0	0.3	0.03	0.52	0.03	46.8
32b	R3	1	0	1	0.0	0.010	5.5	LOS A	0.0	0.3	0.03	0.52	0.03	46.4
Approach		15	0	15	0.0	0.010	4.6	LOS A	0.0	0.3	0.03	0.52	0.03	46.6
All Vehicles		64	4	64	6.3	0.011	4.2	NA	0.0	0.4	0.03	0.50	0.03	46.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 138 [West Street / Florence Street 2026 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
1b	L3	1	0	1	0.0	0.009	5.4	LOS A	0.0	0.3	0.01	0.50	0.01	47.3
1a	L1	4	2	4	50.0	0.009	4.0	LOS A	0.0	0.3	0.01	0.50	0.01	46.4
3a	R1	12	0	12	0.0	0.009	3.9	LOS A	0.0	0.3	0.01	0.50	0.01	46.8
Approach		17	2	17	11.8	0.009	4.0	NA	0.0	0.3	0.01	0.50	0.01	46.7
NorthEast: Florence Street														
24a	L1	12	0	12	0.0	0.009	3.9	LOS A	0.0	0.2	0.03	0.50	0.03	46.7
25	T1	1	0	1	0.0	0.009	3.5	LOS A	0.0	0.2	0.03	0.50	0.03	47.1
26	R2	1	0	1	0.0	0.009	4.8	LOS A	0.0	0.2	0.03	0.50	0.03	46.8
Approach		14	0	14	0.0	0.009	4.0	LOS A	0.0	0.2	0.03	0.50	0.03	46.7
NorthWest: West Street														
27	L2	1	0	1	0.0	0.010	4.6	LOS A	0.0	0.4	0.04	0.50	0.04	46.6
29a	R1	4	2	4	50.0	0.010	3.7	LOS A	0.0	0.4	0.04	0.50	0.04	46.6
29	R2	12	0	12	0.0	0.010	4.6	LOS A	0.0	0.4	0.04	0.50	0.04	46.5
Approach		17	2	17	11.8	0.010	4.4	NA	0.0	0.4	0.04	0.50	0.04	46.5
SouthWest: Florence Street														
30	L2	12	0	12	0.0	0.009	4.6	LOS A	0.0	0.2	0.03	0.52	0.03	46.6
31	T1	1	0	1	0.0	0.009	3.5	LOS A	0.0	0.2	0.03	0.52	0.03	46.8
32b	R3	1	0	1	0.0	0.009	5.5	LOS A	0.0	0.2	0.03	0.52	0.03	46.4
Approach		14	0	14	0.0	0.009	4.6	LOS A	0.0	0.2	0.03	0.52	0.03	46.6
All Vehicles		62	4	62	6.5	0.010	4.2	NA	0.0	0.4	0.03	0.50	0.03	46.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 138 [West Street / Florence Street 2026 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
1b	L3	12	0	12	0.0	0.011	5.4	LOS A	0.0	0.1	0.01	0.54	0.01	46.7
1a	L1	5	3	5	60.0	0.011	4.0	LOS A	0.0	0.1	0.01	0.54	0.01	45.7
3a	R1	1	0	1	0.0	0.011	3.9	LOS A	0.0	0.1	0.01	0.54	0.01	46.1
Approach		18	3	18	16.7	0.011	4.9	NA	0.0	0.1	0.01	0.54	0.01	46.4
NorthEast: Florence Street														
24a	L1	1	0	1	0.0	0.012	4.0	LOS A	0.0	0.3	0.07	0.51	0.07	46.3
25	T1	1	0	1	0.0	0.012	3.5	LOS A	0.0	0.3	0.07	0.51	0.07	46.7
26	R2	12	0	12	0.0	0.012	4.7	LOS A	0.0	0.3	0.07	0.51	0.07	46.4
Approach		14	0	14	0.0	0.012	4.5	LOS A	0.0	0.3	0.07	0.51	0.07	46.4
NorthWest: West Street														
27	L2	13	0	13	0.0	0.012	4.6	LOS A	0.0	0.4	0.01	0.50	0.01	46.7
29a	R1	5	3	5	60.0	0.012	3.7	LOS A	0.0	0.4	0.01	0.50	0.01	46.6
29	R2	2	1	2	50.0	0.012	5.1	LOS A	0.0	0.4	0.01	0.50	0.01	45.8
Approach		20	4	20	20.0	0.012	4.4	NA	0.0	0.4	0.01	0.50	0.01	46.6
SouthWest: Florence Street														
30	L2	2	1	2	50.0	0.014	5.0	LOS A	0.0	0.3	0.06	0.55	0.06	45.5
31	T1	1	0	1	0.0	0.014	3.5	LOS A	0.0	0.3	0.06	0.55	0.06	46.4
32b	R3	13	0	13	0.0	0.014	5.4	LOS A	0.0	0.3	0.06	0.55	0.06	46.0
Approach		16	1	16	6.3	0.014	5.2	LOS A	0.0	0.3	0.06	0.55	0.06	46.0
All Vehicles		68	8	68	11.8	0.014	4.8	NA	0.0	0.4	0.03	0.53	0.03	46.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 138 [West Street / Florence Street 2026 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
1b	L3	12	0	12	0.0	0.011	5.4	LOS A	0.0	0.1	0.01	0.54	0.01	46.7
1a	L1	5	3	5	60.0	0.011	4.0	LOS A	0.0	0.1	0.01	0.54	0.01	45.7
3a	R1	1	0	1	0.0	0.011	3.9	LOS A	0.0	0.1	0.01	0.54	0.01	46.1
Approach		18	3	18	16.7	0.011	4.9	NA	0.0	0.1	0.01	0.54	0.01	46.4
NorthEast: Florence Street														
24a	L1	1	0	1	0.0	0.012	4.0	LOS A	0.0	0.3	0.07	0.51	0.07	46.3
25	T1	1	0	1	0.0	0.012	3.5	LOS A	0.0	0.3	0.07	0.51	0.07	46.7
26	R2	12	0	12	0.0	0.012	4.7	LOS A	0.0	0.3	0.07	0.51	0.07	46.4
Approach		14	0	14	0.0	0.012	4.5	LOS A	0.0	0.3	0.07	0.51	0.07	46.4
NorthWest: West Street														
27	L2	12	0	12	0.0	0.012	4.6	LOS A	0.0	0.4	0.01	0.50	0.01	46.7
29a	R1	5	3	5	60.0	0.012	3.7	LOS A	0.0	0.4	0.01	0.50	0.01	46.6
29	R2	2	1	2	50.0	0.012	5.1	LOS A	0.0	0.4	0.01	0.50	0.01	45.8
Approach		19	4	19	21.1	0.012	4.4	NA	0.0	0.4	0.01	0.50	0.01	46.6
SouthWest: Florence Street														
30	L2	2	1	2	50.0	0.013	5.0	LOS A	0.0	0.3	0.06	0.55	0.06	45.5
31	T1	1	0	1	0.0	0.013	3.5	LOS A	0.0	0.3	0.06	0.55	0.06	46.4
32b	R3	12	0	12	0.0	0.013	5.4	LOS A	0.0	0.3	0.06	0.55	0.06	46.0
Approach		15	1	15	6.7	0.013	5.2	LOS A	0.0	0.3	0.06	0.55	0.06	46.0
All Vehicles		66	8	66	12.1	0.013	4.8	NA	0.0	0.4	0.03	0.52	0.03	46.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 138 [West Street / Florence Street 2026 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
1b	L3	1	0	1	0.0	0.010	5.4	LOS A	0.0	0.3	0.01	0.50	0.01	47.3
1a	L1	5	3	5	60.0	0.010	4.0	LOS A	0.0	0.3	0.01	0.50	0.01	46.3
3a	R1	12	0	12	0.0	0.010	3.9	LOS A	0.0	0.3	0.01	0.50	0.01	46.8
Approach		18	3	18	16.7	0.010	4.0	NA	0.0	0.3	0.01	0.50	0.01	46.7
NorthEast: Florence Street														
24a	L1	12	0	12	0.0	0.009	4.0	LOS A	0.0	0.2	0.03	0.50	0.03	46.7
25	T1	1	0	1	0.0	0.009	3.5	LOS A	0.0	0.2	0.03	0.50	0.03	47.1
26	R2	1	0	1	0.0	0.009	4.8	LOS A	0.0	0.2	0.03	0.50	0.03	46.8
Approach		14	0	14	0.0	0.009	4.0	LOS A	0.0	0.2	0.03	0.50	0.03	46.7
NorthWest: West Street														
27	L2	1	0	1	0.0	0.012	4.6	LOS A	0.1	0.5	0.05	0.49	0.05	46.6
29a	R1	5	3	5	60.0	0.012	3.8	LOS A	0.1	0.5	0.05	0.49	0.05	46.5
29	R2	14	1	14	7.1	0.012	4.7	LOS A	0.1	0.5	0.05	0.49	0.05	46.4
Approach		20	4	20	20.0	0.012	4.4	NA	0.1	0.5	0.05	0.49	0.05	46.4
SouthWest: Florence Street														
30	L2	14	1	14	7.1	0.011	4.6	LOS A	0.0	0.3	0.03	0.51	0.03	46.5
31	T1	1	0	1	0.0	0.011	3.5	LOS A	0.0	0.3	0.03	0.51	0.03	46.8
32b	R3	1	0	1	0.0	0.011	5.5	LOS A	0.0	0.3	0.03	0.51	0.03	46.4
Approach		16	1	16	6.3	0.011	4.6	LOS A	0.0	0.3	0.03	0.51	0.03	46.5
All Vehicles		68	8	68	11.8	0.012	4.3	NA	0.1	0.5	0.03	0.50	0.03	46.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 138 [West Street / Florence Street 2026 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: West Street														
1b	L3	1	0	1	0.0	0.010	5.4	LOS A	0.0	0.3	0.01	0.50	0.01	47.3
1a	L1	5	3	5	60.0	0.010	4.0	LOS A	0.0	0.3	0.01	0.50	0.01	46.3
3a	R1	12	0	12	0.0	0.010	3.9	LOS A	0.0	0.3	0.01	0.50	0.01	46.8
Approach		18	3	18	16.7	0.010	4.0	NA	0.0	0.3	0.01	0.50	0.01	46.7
NorthEast: Florence Street														
24a	L1	12	0	12	0.0	0.009	4.0	LOS A	0.0	0.2	0.03	0.50	0.03	46.7
25	T1	1	0	1	0.0	0.009	3.5	LOS A	0.0	0.2	0.03	0.50	0.03	47.1
26	R2	1	0	1	0.0	0.009	4.8	LOS A	0.0	0.2	0.03	0.50	0.03	46.8
Approach		14	0	14	0.0	0.009	4.0	LOS A	0.0	0.2	0.03	0.50	0.03	46.7
NorthWest: West Street														
27	L2	1	0	1	0.0	0.012	4.6	LOS A	0.1	0.4	0.05	0.49	0.05	46.6
29a	R1	5	3	5	60.0	0.012	3.8	LOS A	0.1	0.4	0.05	0.49	0.05	46.5
29	R2	13	1	13	7.7	0.012	4.7	LOS A	0.1	0.4	0.05	0.49	0.05	46.4
Approach		19	4	19	21.1	0.012	4.4	NA	0.1	0.4	0.05	0.49	0.05	46.4
SouthWest: Florence Street														
30	L2	13	1	13	7.7	0.010	4.6	LOS A	0.0	0.3	0.03	0.51	0.03	46.5
31	T1	1	0	1	0.0	0.010	3.5	LOS A	0.0	0.3	0.03	0.51	0.03	46.8
32b	R3	1	0	1	0.0	0.010	5.5	LOS A	0.0	0.3	0.03	0.51	0.03	46.4
Approach		15	1	15	6.7	0.010	4.6	LOS A	0.0	0.3	0.03	0.51	0.03	46.5
All Vehicles		66	8	66	12.1	0.012	4.3	NA	0.1	0.4	0.03	0.50	0.03	46.6

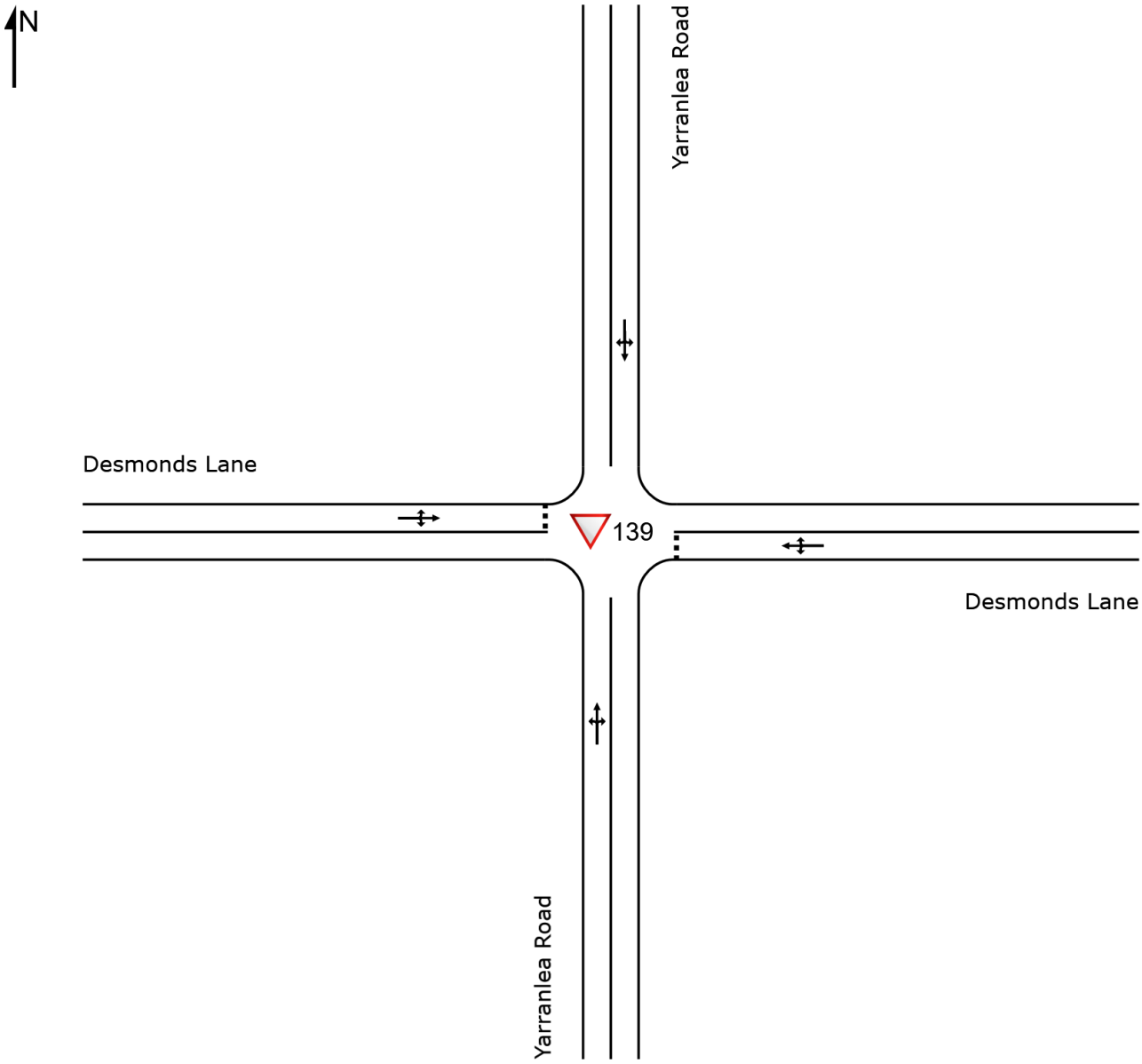
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 139 [Yarranlea Road / Desmonds Lane 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 139 [Yarranlea Road / Desmonds Lane 2026 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Yarranlea Road														
1	L2	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.01	0.23	0.01	82.4
2	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.23	0.01	87.6
3	R2	1	0	1	0.0	0.003	7.4	LOS A	0.0	0.1	0.01	0.23	0.01	82.0
Approach		6	1	6	16.7	0.003	2.5	NA	0.0	0.1	0.01	0.23	0.01	85.1
East: Desmonds Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	52.0
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.6
North: Yarranlea Road														
7	L2	1	0	1	0.0	0.003	4.7	LOS A	0.0	0.1	0.01	0.21	0.01	77.2
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.21	0.01	92.3
9	R2	1	0	1	0.0	0.003	4.3	LOS A	0.0	0.1	0.01	0.21	0.01	76.6
Approach		6	1	6	16.7	0.003	1.5	NA	0.0	0.1	0.01	0.21	0.01	86.5
West: Desmonds Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	51.6
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.3
All Vehicles		18	2	18	11.1	0.003	3.8	NA	0.0	0.1	0.02	0.36	0.02	78.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 139 [Yarranlea Road / Desmonds Lane 2026 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Yarranlea Road														
1	L2	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.01	0.23	0.01	82.4
2	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.23	0.01	87.6
3	R2	1	0	1	0.0	0.003	7.4	LOS A	0.0	0.1	0.01	0.23	0.01	82.0
Approach		6	1	6	16.7	0.003	2.5	NA	0.0	0.1	0.01	0.23	0.01	85.1
East: Desmonds Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	52.0
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.6
North: Yarranlea Road														
7	L2	1	0	1	0.0	0.003	4.7	LOS A	0.0	0.1	0.01	0.21	0.01	77.2
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.21	0.01	92.3
9	R2	1	0	1	0.0	0.003	4.3	LOS A	0.0	0.1	0.01	0.21	0.01	76.6
Approach		6	1	6	16.7	0.003	1.5	NA	0.0	0.1	0.01	0.21	0.01	86.5
West: Desmonds Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	51.6
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.3
All Vehicles		18	2	18	11.1	0.003	3.8	NA	0.0	0.1	0.02	0.36	0.02	78.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 139 [Yarranlea Road / Desmonds Lane 2026 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Yarranlea Road														
1	L2	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.01	0.23	0.01	82.4
2	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.23	0.01	87.6
3	R2	1	0	1	0.0	0.003	7.4	LOS A	0.0	0.1	0.01	0.23	0.01	82.0
Approach		6	1	6	16.7	0.003	2.5	NA	0.0	0.1	0.01	0.23	0.01	85.1
East: Desmonds Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	52.0
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.6
North: Yarranlea Road														
7	L2	1	0	1	0.0	0.003	4.7	LOS A	0.0	0.1	0.01	0.21	0.01	77.2
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.21	0.01	92.3
9	R2	1	0	1	0.0	0.003	4.3	LOS A	0.0	0.1	0.01	0.21	0.01	76.6
Approach		6	1	6	16.7	0.003	1.5	NA	0.0	0.1	0.01	0.21	0.01	86.5
West: Desmonds Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	51.6
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.3
All Vehicles		18	2	18	11.1	0.003	3.8	NA	0.0	0.1	0.02	0.36	0.02	78.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 139 [Yarranlea Road / Desmonds Lane 2026 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Yarranlea Road														
1	L2	1	0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.01	0.23	0.01	82.4
2	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.23	0.01	87.6
3	R2	1	0	1	0.0	0.003	7.4	LOS A	0.0	0.1	0.01	0.23	0.01	82.0
Approach		6	1	6	16.7	0.003	2.5	NA	0.0	0.1	0.01	0.23	0.01	85.1
East: Desmonds Lane														
4	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
5	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
6	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	52.0
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.6
North: Yarranlea Road														
7	L2	1	0	1	0.0	0.003	4.7	LOS A	0.0	0.1	0.01	0.21	0.01	77.2
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.21	0.01	92.3
9	R2	1	0	1	0.0	0.003	4.3	LOS A	0.0	0.1	0.01	0.21	0.01	76.6
Approach		6	1	6	16.7	0.003	1.5	NA	0.0	0.1	0.01	0.21	0.01	86.5
West: Desmonds Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	51.6
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.1	0.04	0.64	0.04	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.3
All Vehicles		18	2	18	11.1	0.003	3.8	NA	0.0	0.1	0.02	0.36	0.02	78.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 139 [Yarranlea Road / Desmonds Lane 2026 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Yarranlea Road														
1	L2	1	0	1	0.0	0.006	7.9	LOS A	0.0	0.2	0.03	0.40	0.03	79.3
2	T1	4	1	4	25.0	0.006	0.0	LOS A	0.0	0.2	0.03	0.40	0.03	82.0
3	R2	5	1	5	20.0	0.006	8.0	LOS A	0.0	0.2	0.03	0.40	0.03	70.8
Approach		10	2	10	20.0	0.006	4.8	NA	0.0	0.2	0.03	0.40	0.03	74.7
East: Desmonds Lane														
4	L2	2	1	2	50.0	0.003	9.2	LOS A	0.0	0.1	0.03	0.64	0.03	59.7
5	T1	1	0	1	0.0	0.003	6.7	LOS A	0.0	0.1	0.03	0.64	0.03	74.8
6	R2	1	0	1	0.0	0.003	7.5	LOS A	0.0	0.1	0.03	0.64	0.03	52.9
Approach		4	1	4	25.0	0.003	8.1	LOS A	0.0	0.1	0.03	0.64	0.03	61.8
North: Yarranlea Road														
7	L2	1	0	1	0.0	0.003	4.7	LOS A	0.0	0.1	0.01	0.21	0.01	77.2
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.21	0.01	92.3
9	R2	1	0	1	0.0	0.003	4.3	LOS A	0.0	0.1	0.01	0.21	0.01	76.6
Approach		6	1	6	16.7	0.003	1.5	NA	0.0	0.1	0.01	0.21	0.01	86.5
West: Desmonds Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	51.6
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.04	0.64	0.04	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.3
All Vehicles		23	4	23	17.4	0.006	4.8	NA	0.0	0.2	0.03	0.42	0.03	72.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 139 [Yarranlea Road / Desmonds Lane 2026 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Yarranlea Road														
1	L2	1	0	1	0.0	0.005	7.9	LOS A	0.0	0.1	0.03	0.29	0.03	82.3
2	T1	4	1	4	25.0	0.005	0.0	LOS A	0.0	0.1	0.03	0.29	0.03	87.4
3	R2	2	1	2	50.0	0.005	8.8	LOS A	0.0	0.1	0.03	0.29	0.03	63.0
Approach		7	2	7	28.6	0.005	3.6	NA	0.0	0.1	0.03	0.29	0.03	75.7
East: Desmonds Lane														
4	L2	5	1	5	20.0	0.005	8.4	LOS A	0.0	0.1	0.03	0.64	0.03	67.8
5	T1	1	0	1	0.0	0.005	6.7	LOS A	0.0	0.1	0.03	0.64	0.03	74.4
6	R2	1	0	1	0.0	0.005	7.5	LOS A	0.0	0.1	0.03	0.64	0.03	52.7
Approach		7	1	7	14.3	0.005	8.0	LOS A	0.0	0.1	0.03	0.64	0.03	66.9
North: Yarranlea Road														
7	L2	1	0	1	0.0	0.003	4.7	LOS A	0.0	0.1	0.01	0.21	0.01	77.2
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.21	0.01	92.3
9	R2	1	0	1	0.0	0.003	4.3	LOS A	0.0	0.1	0.01	0.21	0.01	76.6
Approach		6	1	6	16.7	0.003	1.5	NA	0.0	0.1	0.01	0.21	0.01	86.5
West: Desmonds Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	51.6
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.04	0.64	0.04	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.3
All Vehicles		23	4	23	17.4	0.005	4.9	NA	0.0	0.1	0.03	0.42	0.03	72.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 139 [Yarranlea Road / Desmonds Lane 2026 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Yarranlea Road														
1	L2	1	0	1	0.0	0.007	7.9	LOS A	0.0	0.2	0.03	0.42	0.03	78.8
2	T1	4	1	4	25.0	0.007	0.0	LOS A	0.0	0.2	0.03	0.42	0.03	81.1
3	R2	6	1	6	16.7	0.007	7.9	LOS A	0.0	0.2	0.03	0.42	0.03	71.6
Approach		11	2	11	18.2	0.007	5.0	NA	0.0	0.2	0.03	0.42	0.03	74.5
East: Desmonds Lane														
4	L2	2	1	2	50.0	0.003	9.2	LOS A	0.0	0.1	0.03	0.64	0.03	59.7
5	T1	1	0	1	0.0	0.003	6.7	LOS A	0.0	0.1	0.03	0.64	0.03	74.8
6	R2	1	0	1	0.0	0.003	7.5	LOS A	0.0	0.1	0.03	0.64	0.03	52.9
Approach		4	1	4	25.0	0.003	8.1	LOS A	0.0	0.1	0.03	0.64	0.03	61.8
North: Yarranlea Road														
7	L2	1	0	1	0.0	0.003	4.7	LOS A	0.0	0.1	0.01	0.21	0.01	77.2
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.21	0.01	92.3
9	R2	1	0	1	0.0	0.003	4.3	LOS A	0.0	0.1	0.01	0.21	0.01	76.6
Approach		6	1	6	16.7	0.003	1.5	NA	0.0	0.1	0.01	0.21	0.01	86.5
West: Desmonds Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	51.6
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.04	0.64	0.04	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.3
All Vehicles		24	4	24	16.7	0.007	4.9	NA	0.0	0.2	0.03	0.43	0.03	72.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 139 [Yarranlea Road / Desmonds Lane 2026 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Yarranlea Road														
1	L2	1	0	1	0.0	0.005	7.9	LOS A	0.0	0.1	0.03	0.29	0.03	82.3
2	T1	4	1	4	25.0	0.005	0.0	LOS A	0.0	0.1	0.03	0.29	0.03	87.4
3	R2	2	1	2	50.0	0.005	8.8	LOS A	0.0	0.1	0.03	0.29	0.03	63.0
Approach		7	2	7	28.6	0.005	3.6	NA	0.0	0.1	0.03	0.29	0.03	75.7
East: Desmonds Lane														
4	L2	6	1	6	16.7	0.006	8.3	LOS A	0.0	0.2	0.03	0.64	0.03	68.8
5	T1	1	0	1	0.0	0.006	6.7	LOS A	0.0	0.2	0.03	0.64	0.03	74.4
6	R2	1	0	1	0.0	0.006	7.5	LOS A	0.0	0.2	0.03	0.64	0.03	52.7
Approach		8	1	8	12.5	0.006	8.0	LOS A	0.0	0.2	0.03	0.64	0.03	67.8
North: Yarranlea Road														
7	L2	1	0	1	0.0	0.003	4.7	LOS A	0.0	0.1	0.01	0.21	0.01	77.2
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.1	0.01	0.21	0.01	92.3
9	R2	1	0	1	0.0	0.003	4.3	LOS A	0.0	0.1	0.01	0.21	0.01	76.6
Approach		6	1	6	16.7	0.003	1.5	NA	0.0	0.1	0.01	0.21	0.01	86.5
West: Desmonds Lane														
10	L2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.04	0.64	0.04	51.6
11	T1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.04	0.64	0.04	75.9
12	R2	1	0	1	0.0	0.002	7.5	LOS A	0.0	0.1	0.04	0.64	0.04	75.4
Approach		3	0	3	0.0	0.002	7.3	LOS A	0.0	0.1	0.04	0.64	0.04	68.3
All Vehicles		24	4	24	16.7	0.006	5.0	NA	0.0	0.2	0.03	0.43	0.03	73.0

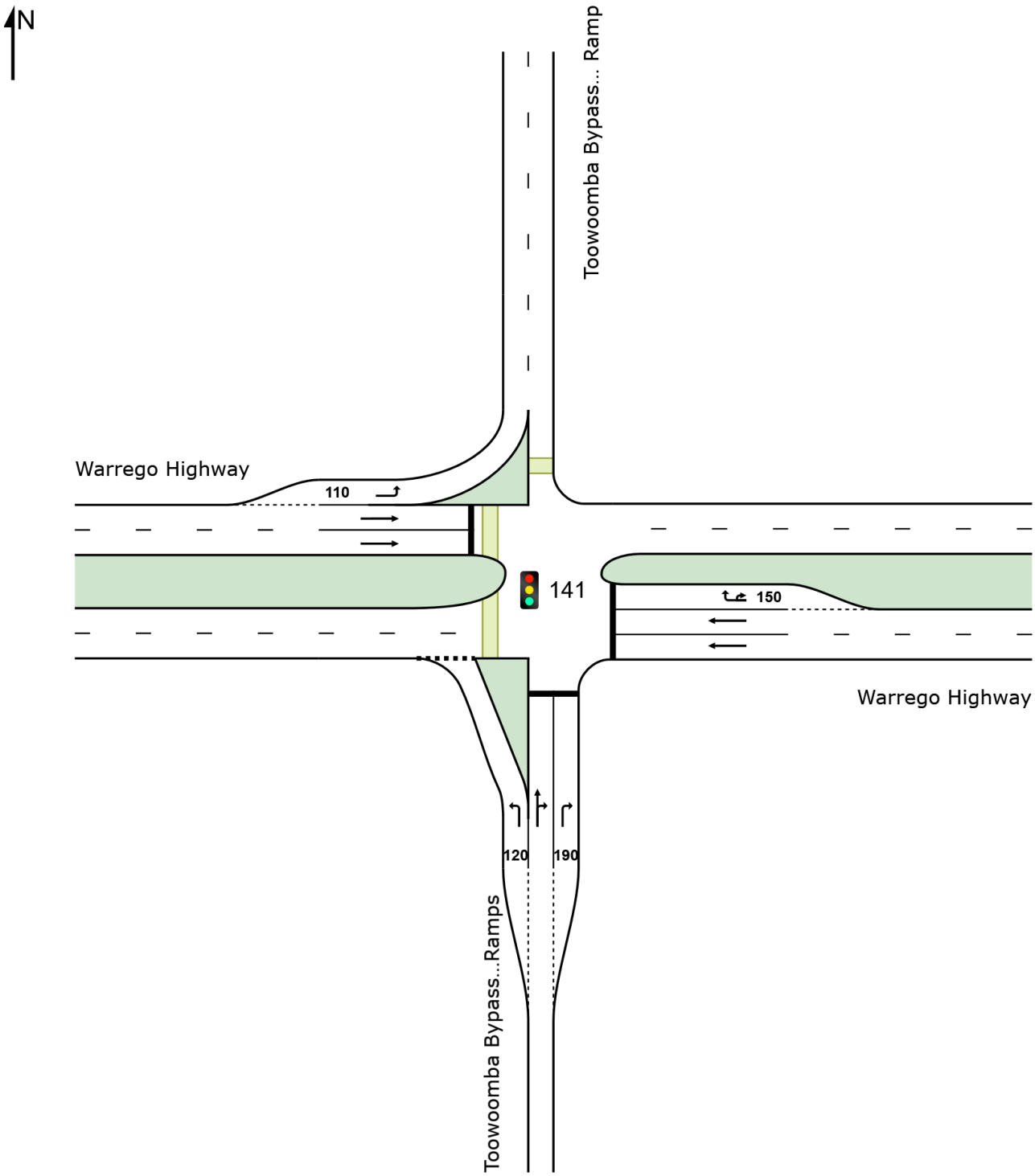
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 141 [Warrego Highway / Toowoomba Bypass NB Ramps 2022 AM (Site Folder: Without Development)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 141 [Warrego Highway / Toowoomba Bypass NB Ramps 2025 AM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Bypass NB Ramps														
1	L2	7	1	7	14.3	0.007	9.2	LOS A	0.0	0.3	0.39	0.63	0.39	57.3
2	T1	1	0	1	0.0	0.049	15.7	LOS B	0.2	1.7	0.86	0.68	0.86	57.6
3	R2	26	1	26	3.8	* 0.049	23.1	LOS C	0.2	1.7	0.87	0.68	0.87	49.2
Approach		34	2	34	5.9	0.049	20.0	LOS C	0.2	1.7	0.77	0.67	0.77	50.7
East: Warrego Highway														
5	T1	517	90	517	17.4	0.268	5.2	LOS A	2.7	21.9	0.56	0.47	0.56	68.8
6	R2	12	10	12	83.3	* 0.073	25.6	LOS C	0.2	2.8	0.89	0.69	0.89	37.7
6u	U	1	0	1	0.0	0.073	24.0	LOS C	0.2	2.8	0.89	0.69	0.89	43.0
Approach		530	100	530	18.9	0.268	5.7	LOS A	2.7	21.9	0.57	0.48	0.57	67.0
West: Warrego Highway														
10	L2	117	34	117	29.1	0.076	8.0	LOS A	0.0	0.0	0.00	0.59	0.00	53.4
11	T1	591	65	591	11.0	* 0.649	16.1	LOS B	5.7	43.5	0.95	0.82	1.04	56.3
Approach		708	99	708	14.0	0.649	14.7	LOS B	5.7	43.5	0.79	0.78	0.87	55.7
All Vehicles		1272	201	1272	15.8	0.649	11.1	LOS B	5.7	43.5	0.70	0.65	0.74	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Toowoomba Bypass NB Ramp												
P3	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.9	208.6	1.19
West: Warrego Highway												
P41	Stage 1	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.2	207.6	1.19
P42	Stage 2	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.2	207.6	1.19
All Pedestrians		150	150	14.5	LOS B	0.0	0.0	0.85	0.85	174.4	207.9	1.19

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 141 [Warrego Highway / Toowoomba Bypass NB Ramps 2025 AM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

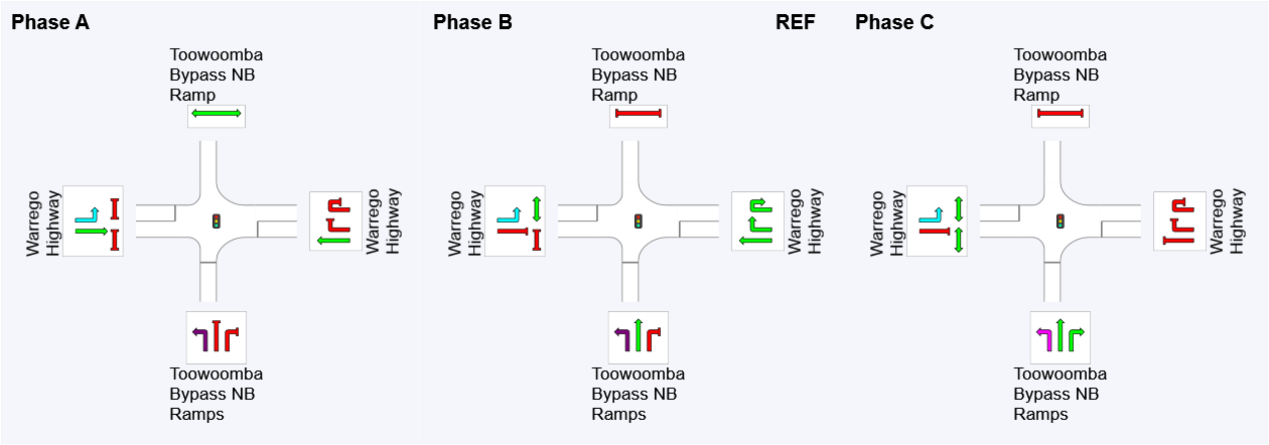
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	24	0	12
Green Time (sec)	10	6	6
Phase Time (sec)	16	12	12
Phase Split	40%	30%	30%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

MOVEMENT SUMMARY

Site: 141 [Warrego Highway / Toowoomba Bypass NB Ramps 2025 PM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Bypass NB Ramps														
1	L2	15	7	15	46.7	0.019	9.8	LOS A	0.1	0.7	0.39	0.64	0.39	52.6
2	T1	1	0	1	0.0	0.075	15.9	LOS B	0.4	2.6	0.86	0.69	0.86	57.3
3	R2	39	3	39	7.7	* 0.075	23.4	LOS C	0.4	2.6	0.88	0.69	0.88	48.3
Approach		55	10	55	18.2	0.075	19.5	LOS B	0.4	2.6	0.74	0.68	0.74	49.4
East: Warrego Highway														
5	T1	616	84	616	13.6	0.313	5.4	LOS A	3.3	26.1	0.58	0.49	0.58	68.5
6	R2	13	8	13	61.5	* 0.081	25.1	LOS C	0.3	2.9	0.89	0.70	0.89	40.2
6u	U	3	0	3	0.0	0.081	23.9	LOS C	0.3	2.9	0.89	0.70	0.89	42.9
Approach		632	92	632	14.6	0.313	5.9	LOS A	3.3	26.1	0.59	0.50	0.59	67.0
West: Warrego Highway														
10	L2	169	38	169	22.5	0.106	7.9	LOS A	0.0	0.0	0.00	0.59	0.00	55.2
11	T1	578	59	578	10.2	* 0.632	15.8	LOS B	5.5	41.8	0.94	0.81	1.01	56.6
Approach		747	97	747	13.0	0.632	14.0	LOS B	5.5	41.8	0.73	0.76	0.78	56.2
All Vehicles		1434	199	1434	13.9	0.632	10.7	LOS B	5.5	41.8	0.67	0.64	0.70	60.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Toowoomba Bypass NB Ramp												
P3	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.9	208.6	1.19
West: Warrego Highway												
P41	Stage 1	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.2	207.6	1.19
P42	Stage 2	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.2	207.6	1.19
All Pedestrians		150	150	14.5	LOS B	0.0	0.0	0.85	0.85	174.4	207.9	1.19

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 141 [Warrego Highway / Toowoomba Bypass NB Ramps 2025 PM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

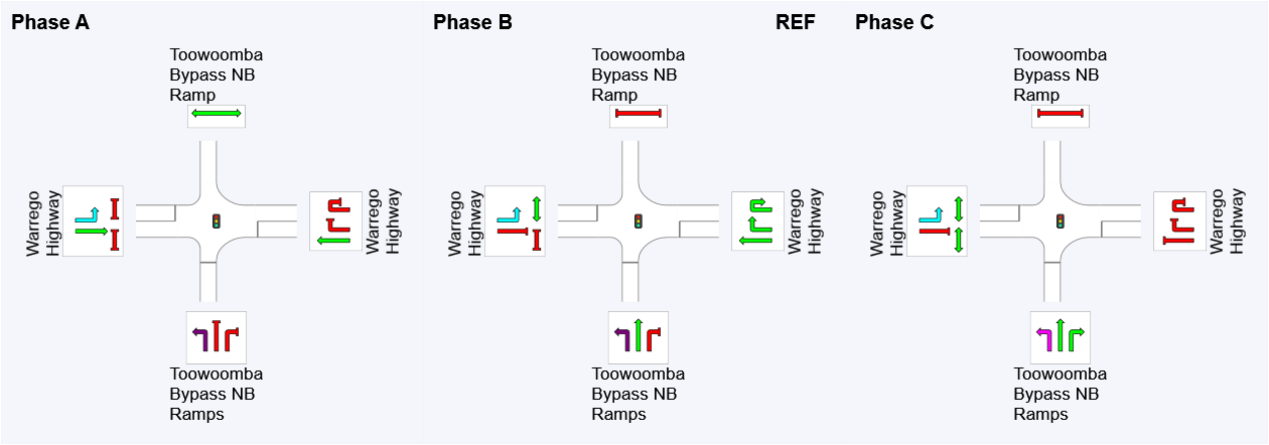
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	24	0	12
Green Time (sec)	10	6	6
Phase Time (sec)	16	12	12
Phase Split	40%	30%	30%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

MOVEMENT SUMMARY

Site: 141 [Warrego Highway / Toowoomba Bypass NB Ramps 2025 AM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Bypass NB Ramps														
1	L2	32	26	32	81.3	0.044	10.4	LOS B	0.2	1.9	0.40	0.65	0.40	48.4
2	T1	1	0	1	0.0	0.049	15.7	LOS B	0.2	1.7	0.86	0.68	0.86	57.6
3	R2	26	1	26	3.8	* 0.049	23.1	LOS C	0.2	1.7	0.87	0.68	0.87	49.2
Approach		59	27	59	45.8	0.049	16.1	LOS B	0.2	1.9	0.61	0.66	0.61	49.0
East: Warrego Highway														
5	T1	539	90	539	16.7	0.279	5.3	LOS A	2.9	22.9	0.56	0.48	0.56	68.7
6	R2	12	10	12	83.3	* 0.073	25.6	LOS C	0.2	2.8	0.89	0.69	0.89	37.7
6u	U	1	0	1	0.0	0.073	24.0	LOS C	0.2	2.8	0.89	0.69	0.89	43.0
Approach		552	100	552	18.1	0.279	5.7	LOS A	2.9	22.9	0.57	0.48	0.57	67.0
West: Warrego Highway														
10	L2	117	34	117	29.1	0.076	8.0	LOS A	0.0	0.0	0.00	0.59	0.00	53.4
11	T1	616	90	616	14.6	* 0.692	16.8	LOS B	6.1	48.3	0.96	0.86	1.11	55.3
Approach		733	124	733	16.9	0.692	15.4	LOS B	6.1	48.3	0.81	0.81	0.93	55.0
All Vehicles		1344	251	1344	18.7	0.692	11.5	LOS B	6.1	48.3	0.70	0.67	0.77	58.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Toowoomba Bypass NB Ramp												
P3	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.9	208.6	1.19
West: Warrego Highway												
P41	Stage 1	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.2	207.6	1.19
P42	Stage 2	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.2	207.6	1.19
All Pedestrians		150	150	14.5	LOS B	0.0	0.0	0.85	0.85	174.4	207.9	1.19

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 141 [Warrego Highway / Toowoomba Bypass NB Ramps 2025 AM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

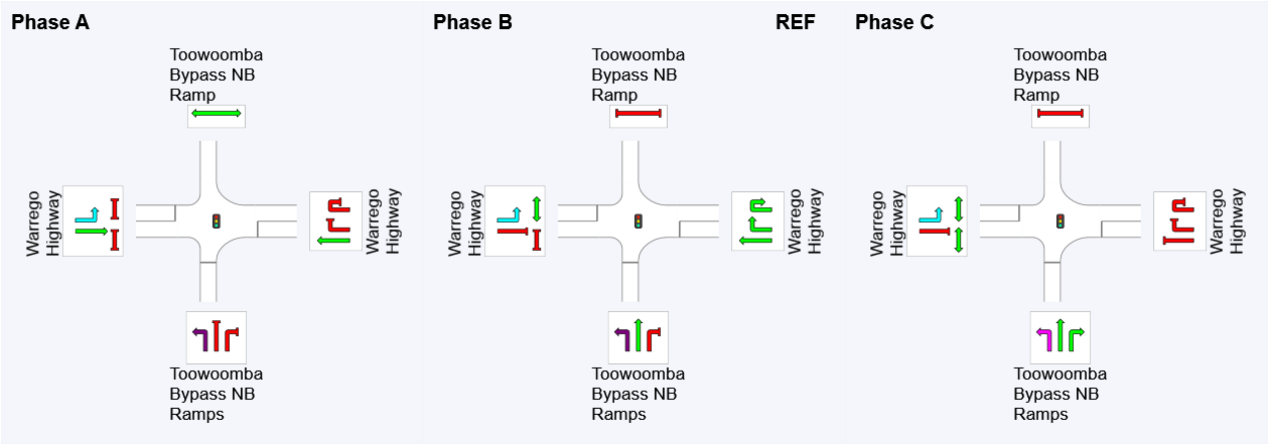
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	24	0	12
Green Time (sec)	10	6	6
Phase Time (sec)	16	12	12
Phase Split	40%	30%	30%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

MOVEMENT SUMMARY

Site: 141 [Warrego Highway / Toowoomba Bypass NB Ramps 2025 PM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Toowoomba Bypass NB Ramps														
1	L2	40	32	40	80.0	0.056	10.4	LOS B	0.2	2.4	0.40	0.66	0.40	48.5
2	T1	1	0	1	0.0	0.075	15.9	LOS B	0.4	2.6	0.86	0.69	0.86	57.3
3	R2	39	3	39	7.7	* 0.075	23.4	LOS C	0.4	2.6	0.88	0.69	0.88	48.3
Approach		80	35	80	43.8	0.075	16.8	LOS B	0.4	2.6	0.64	0.68	0.64	48.5
East: Warrego Highway														
5	T1	616	84	616	13.6	0.313	5.4	LOS A	3.3	26.1	0.58	0.49	0.58	68.5
6	R2	13	8	13	61.5	* 0.081	25.1	LOS C	0.3	2.9	0.89	0.70	0.89	40.2
6u	U	3	0	3	0.0	0.081	23.9	LOS C	0.3	2.9	0.89	0.70	0.89	42.9
Approach		632	92	632	14.6	0.313	5.9	LOS A	3.3	26.1	0.59	0.50	0.59	67.0
West: Warrego Highway														
10	L2	169	38	169	22.5	0.106	7.9	LOS A	0.0	0.0	0.00	0.59	0.00	55.2
11	T1	625	84	625	13.4	* 0.697	16.9	LOS B	6.2	48.7	0.96	0.86	1.11	55.2
Approach		794	122	794	15.4	0.697	15.0	LOS B	6.2	48.7	0.76	0.80	0.88	55.2
All Vehicles		1506	249	1506	16.5	0.697	11.3	LOS B	6.2	48.7	0.68	0.67	0.74	59.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Toowoomba Bypass NB Ramp												
P3	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.9	208.6	1.19
West: Warrego Highway												
P41	Stage 1	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.2	207.6	1.19
P42	Stage 2	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	174.2	207.6	1.19
All Pedestrians		150	150	14.5	LOS B	0.0	0.0	0.85	0.85	174.4	207.9	1.19

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 141 [Warrego Highway / Toowoomba Bypass NB Ramps 2025 PM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

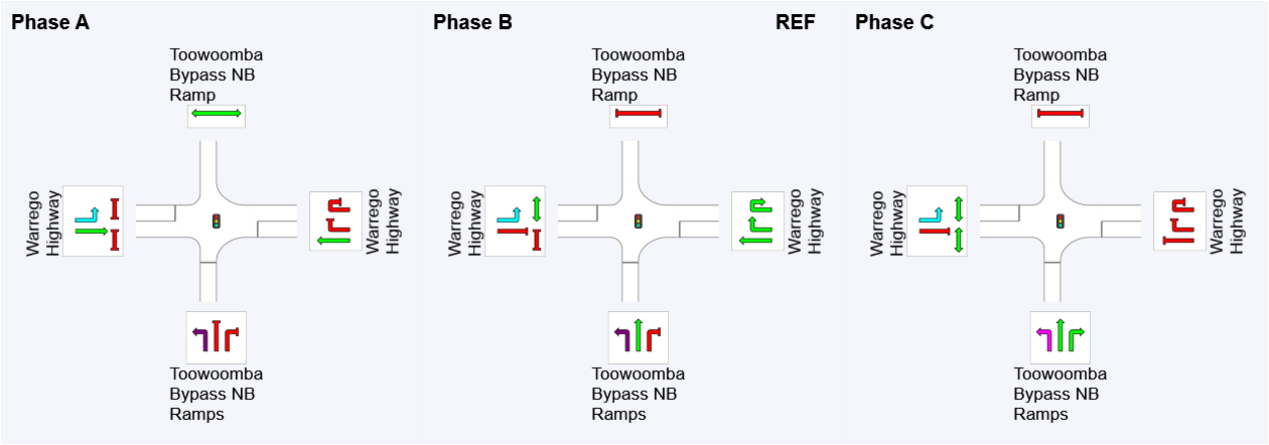
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Summary

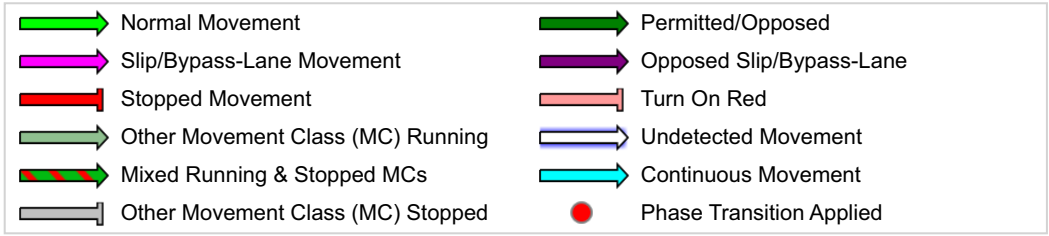
Phase	A	B	C
Phase Change Time (sec)	24	0	12
Green Time (sec)	10	6	6
Phase Time (sec)	16	12	12
Phase Split	40%	30%	30%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



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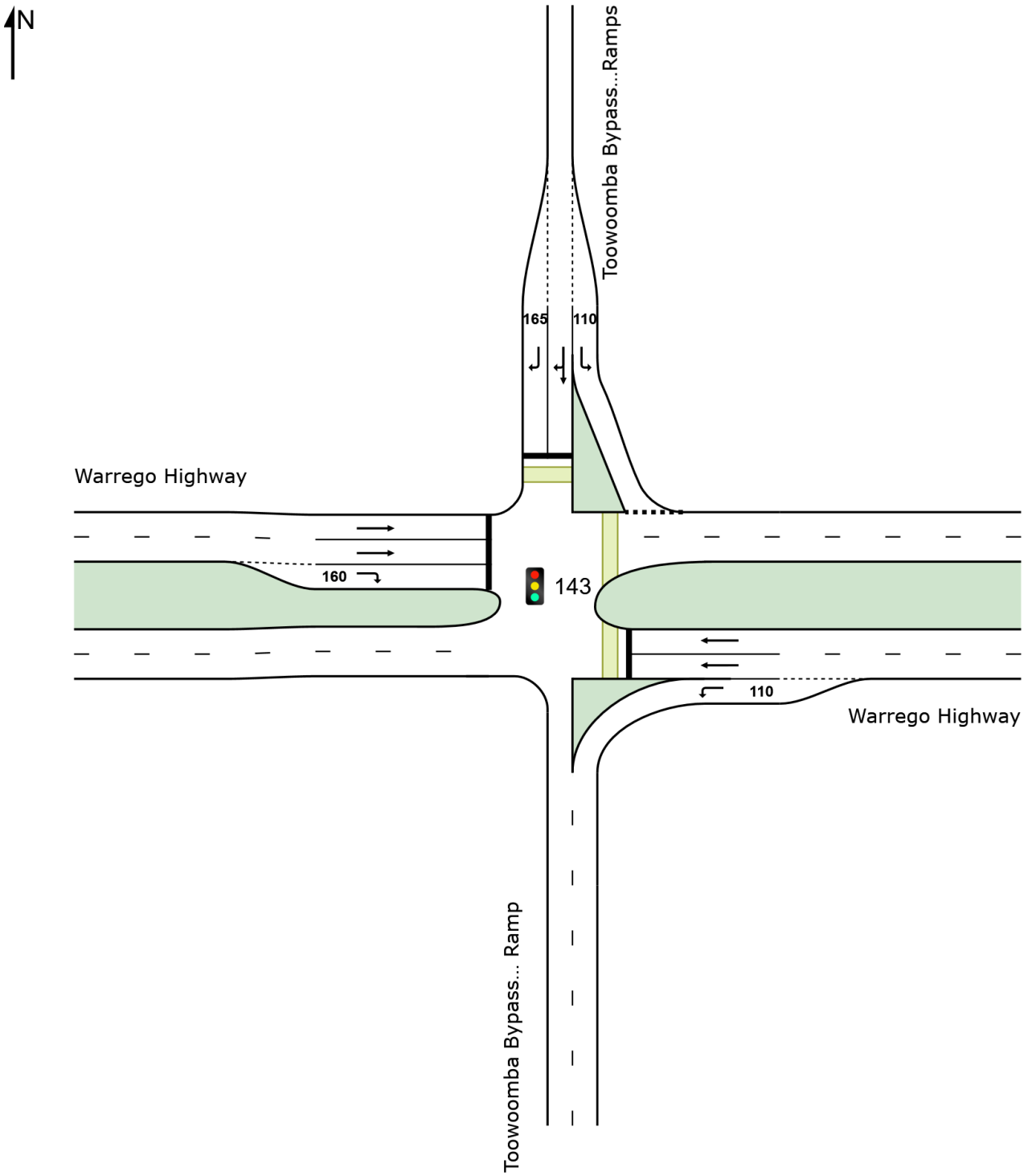
SITE LAYOUT

Site: 143 [Warrego Highway / Toowoomba Bypass SB Ramps 2022 AM (Site Folder: Without Development)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 143 [Warrego Highway / Toowoomba Bypass SB Ramps 2025 AM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Warrego Highway														
4	L2	45	3	45	6.7	0.025	7.7	LOS A	0.0	0.0	0.00	0.60	0.00	64.2
5	T1	396	62	396	15.7	* 0.410	35.5	LOS D	8.8	69.6	0.87	0.72	0.87	42.5
Approach		441	65	441	14.7	0.410	32.7	LOS C	8.8	69.6	0.78	0.71	0.78	44.2
North: Toowoomba Bypass SB Ramps														
7	L2	14	8	14	57.1	0.020	9.4	LOS A	0.1	1.0	0.19	0.62	0.19	52.2
8	T1	1	0	1	0.0	* 0.161	32.9	LOS C	2.8	24.2	0.80	0.75	0.80	45.1
9	R2	134	39	134	29.1	0.161	40.3	LOS D	2.8	24.2	0.80	0.75	0.80	35.8
Approach		149	47	149	31.5	0.161	37.4	LOS D	2.8	24.2	0.74	0.74	0.74	37.1
West: Warrego Highway														
11	T1	610	63	610	10.3	0.270	10.2	LOS B	7.4	56.1	0.49	0.43	0.49	67.6
12	R2	7	3	7	42.9	* 0.017	37.2	LOS D	0.3	2.5	0.73	0.68	0.73	36.5
Approach		617	66	617	10.7	0.270	10.5	LOS B	7.4	56.1	0.49	0.43	0.49	66.9
All Vehicles		1207	178	1207	14.7	0.410	21.9	LOS C	8.8	69.6	0.63	0.57	0.63	51.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Warrego Highway												
P21	Stage 1	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.0	207.6	0.99
P22	Stage 2	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.0	207.6	0.99
North: Toowoomba Bypass SB Ramps												
P3	Full	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.7	208.6	0.99
All Pedestrians		150	150	49.3	LOS E	0.1	0.1	0.95	0.95	209.2	207.9	0.99

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 143 [Warrego Highway / Toowoomba Bypass SB Ramps 2025 AM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Phase Times)

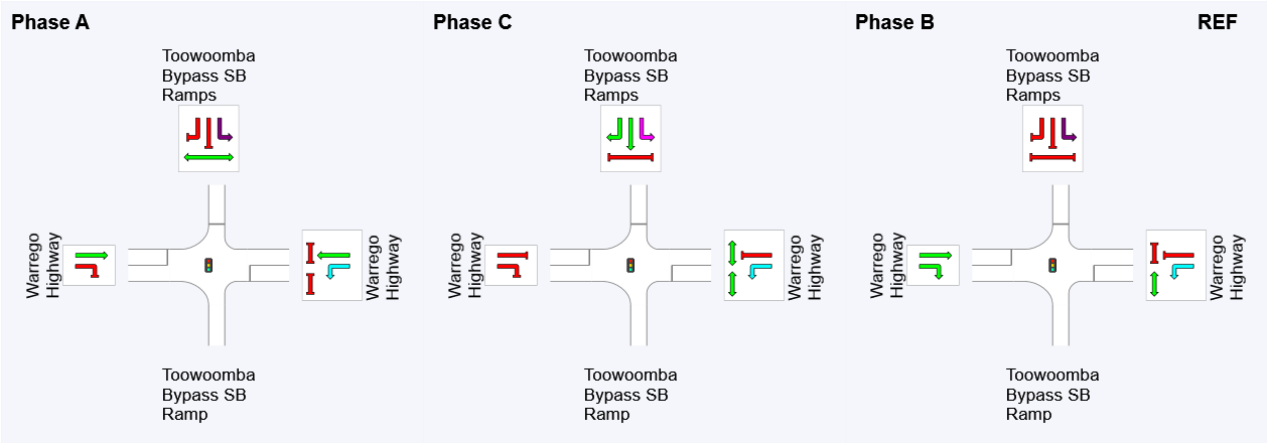
Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, C, B
Output Phase Sequence: A, C, B

Phase Timing Summary

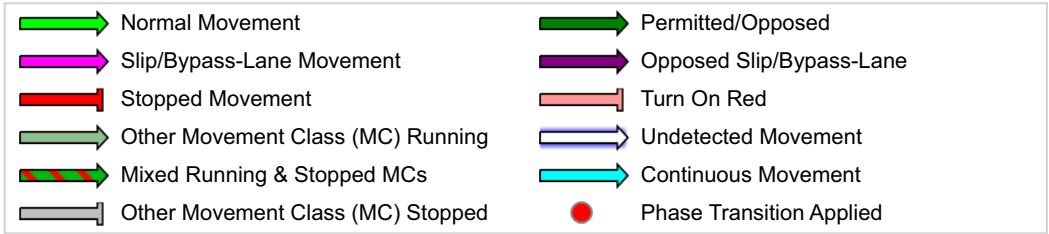
Phase	A	C	B
Phase Change Time (sec)	38	74	0
Green Time (sec)	30	30	32
Phase Time (sec)	36	36	38
Phase Split	33%	33%	35%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 143 [Warrego Highway / Toowoomba Bypass SB Ramps 2025 PM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Warrego Highway														
4	L2	27	2	27	7.4	0.015	7.7	LOS A	0.0	0.0	0.00	0.60	0.00	63.9
5	T1	529	48	529	9.1	* 0.527	36.8	LOS D	12.1	91.6	0.90	0.76	0.90	41.7
Approach		556	50	556	9.0	0.527	35.4	LOS D	12.1	91.6	0.86	0.76	0.86	42.6
North: Toowoomba Bypass SB Ramps														
7	L2	14	10	14	71.4	0.021	9.7	LOS A	0.1	1.1	0.19	0.62	0.19	49.5
8	T1	1	0	1	0.0	* 0.133	32.7	LOS C	2.1	20.1	0.79	0.74	0.79	45.3
9	R2	102	44	102	43.1	0.133	40.4	LOS D	2.1	20.1	0.79	0.74	0.79	34.7
Approach		117	54	117	46.2	0.133	36.6	LOS D	2.1	20.1	0.72	0.73	0.72	36.2
West: Warrego Highway														
11	T1	606	58	606	9.6	0.267	10.1	LOS B	7.3	55.3	0.49	0.42	0.49	67.6
12	R2	9	3	9	33.3	* 0.021	37.0	LOS D	0.3	3.1	0.74	0.68	0.74	37.5
Approach		615	61	615	9.9	0.267	10.5	LOS B	7.3	55.3	0.49	0.43	0.49	66.8
All Vehicles		1288	165	1288	12.8	0.527	23.6	LOS C	12.1	91.6	0.67	0.60	0.67	50.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Warrego Highway												
P21	Stage 1	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.0	207.6	0.99
P22	Stage 2	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.0	207.6	0.99
North: Toowoomba Bypass SB Ramps												
P3	Full	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.7	208.6	0.99
All Pedestrians		150	150	49.3	LOS E	0.1	0.1	0.95	0.95	209.2	207.9	0.99

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 143 [Warrego Highway / Toowoomba Bypass SB Ramps 2025 PM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Phase Times)

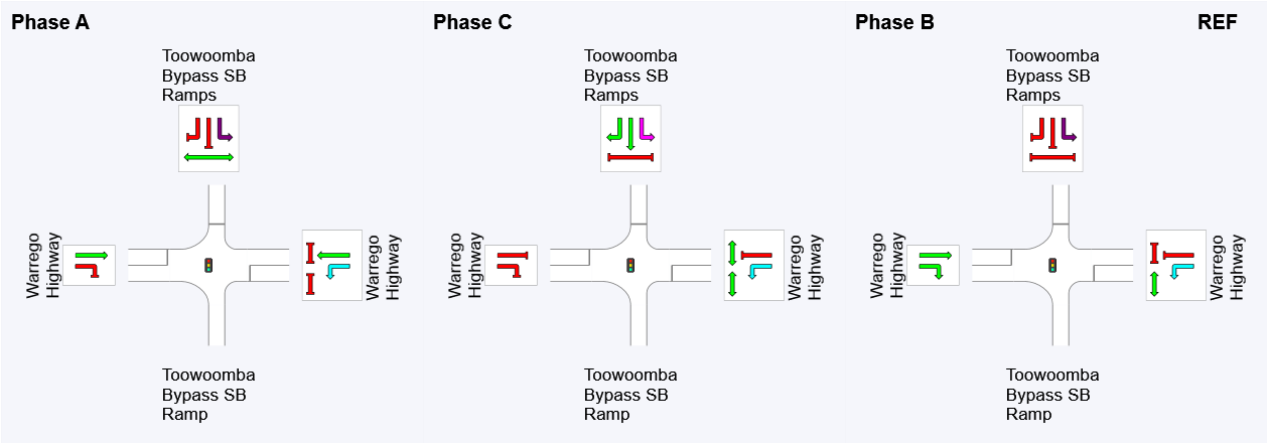
Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, C, B
Output Phase Sequence: A, C, B

Phase Timing Summary

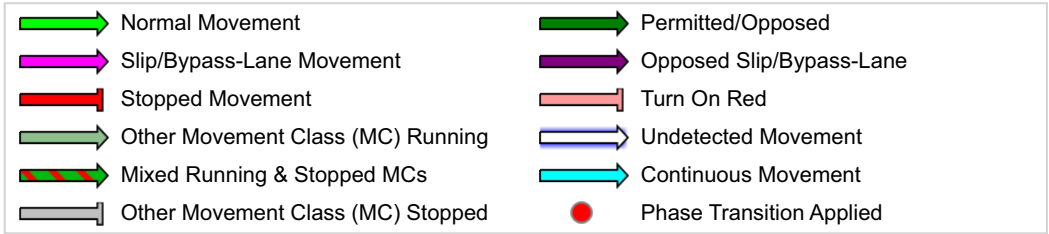
Phase	A	C	B
Phase Change Time (sec)	38	74	0
Green Time (sec)	30	30	32
Phase Time (sec)	36	36	38
Phase Split	33%	33%	35%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 143 [Warrego Highway / Toowoomba Bypass SB Ramps 2025 AM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Warrego Highway														
4	L2	45	3	45	6.7	0.025	7.7	LOS A	0.0	0.0	0.00	0.60	0.00	64.2
5	T1	418	62	418	14.8	* 0.431	35.7	LOS D	9.3	73.4	0.87	0.73	0.87	42.4
Approach		463	65	463	14.0	0.431	33.0	LOS C	9.3	73.4	0.79	0.72	0.79	44.0
North: Toowoomba Bypass SB Ramps														
7	L2	14	8	14	57.1	0.020	9.4	LOS A	0.1	1.0	0.19	0.62	0.19	52.2
8	T1	1	0	1	0.0	* 0.161	32.9	LOS C	2.8	24.2	0.80	0.75	0.80	45.1
9	R2	134	39	134	29.1	0.161	40.3	LOS D	2.8	24.2	0.80	0.75	0.80	35.8
Approach		149	47	149	31.5	0.161	37.4	LOS D	2.8	24.2	0.74	0.74	0.74	37.1
West: Warrego Highway														
11	T1	610	63	610	10.3	0.270	10.2	LOS B	7.4	56.1	0.49	0.43	0.49	67.6
12	R2	32	28	32	87.5	* 0.096	39.3	LOS D	1.3	15.5	0.76	0.74	0.76	31.8
Approach		642	91	642	14.2	0.270	11.6	LOS B	7.4	56.1	0.50	0.44	0.50	64.0
All Vehicles		1254	203	1254	16.2	0.431	22.6	LOS C	9.3	73.4	0.64	0.58	0.64	51.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Warrego Highway												
P21	Stage 1	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.0	207.6	0.99
P22	Stage 2	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.0	207.6	0.99
North: Toowoomba Bypass SB Ramps												
P3	Full	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.7	208.6	0.99
All Pedestrians		150	150	49.3	LOS E	0.1	0.1	0.95	0.95	209.2	207.9	0.99

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 143 [Warrego Highway / Toowoomba Bypass SB Ramps 2025 AM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Phase Times)

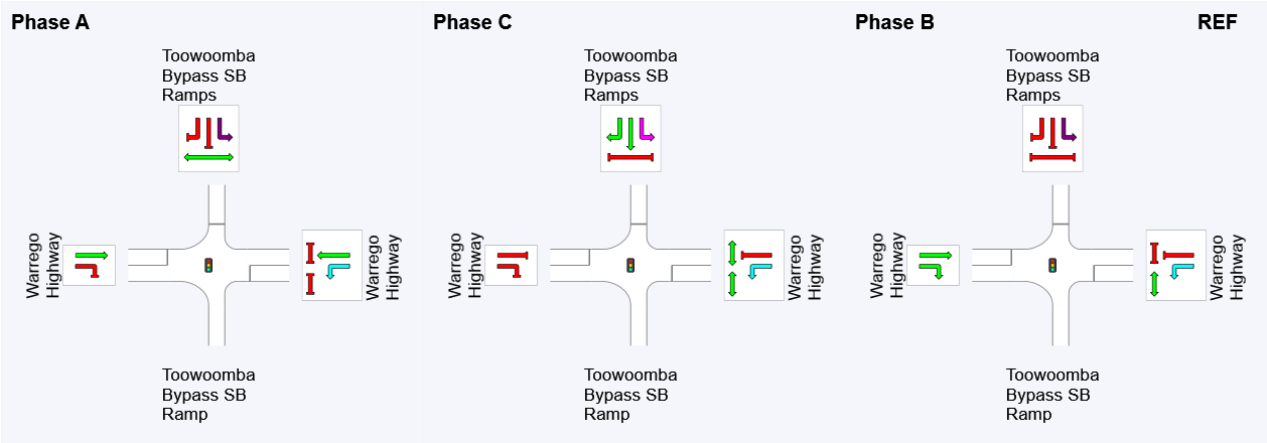
Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, C, B
Output Phase Sequence: A, C, B

Phase Timing Summary

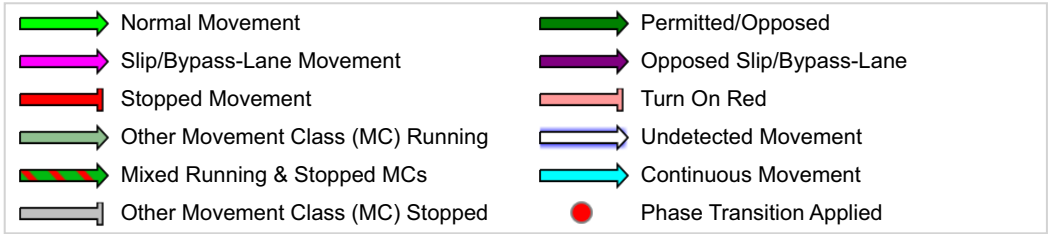
Phase	A	C	B
Phase Change Time (sec)	38	74	0
Green Time (sec)	30	30	32
Phase Time (sec)	36	36	38
Phase Split	33%	33%	35%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 143 [Warrego Highway / Toowoomba Bypass SB Ramps 2025 PM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Warrego Highway														
4	L2	27	2	27	7.4	0.015	7.7	LOS A	0.0	0.0	0.00	0.60	0.00	63.9
5	T1	529	48	529	9.1	* 0.527	36.8	LOS D	12.1	91.6	0.90	0.76	0.90	41.7
Approach		556	50	556	9.0	0.527	35.4	LOS D	12.1	91.6	0.86	0.76	0.86	42.6
North: Toowoomba Bypass SB Ramps														
7	L2	14	10	14	71.4	0.022	9.7	LOS A	0.1	1.1	0.19	0.62	0.19	49.5
8	T1	1	0	1	0.0	* 0.133	32.7	LOS C	2.1	20.1	0.79	0.74	0.79	45.3
9	R2	102	44	102	43.1	0.133	40.4	LOS D	2.1	20.1	0.79	0.74	0.79	34.7
Approach		117	54	117	46.2	0.133	36.6	LOS D	2.1	20.1	0.72	0.73	0.72	36.2
West: Warrego Highway														
11	T1	628	58	628	9.2	0.276	10.2	LOS B	7.6	57.6	0.49	0.43	0.49	67.5
12	R2	34	28	34	82.4	* 0.100	39.3	LOS D	1.3	16.1	0.76	0.74	0.76	32.2
Approach		662	86	662	13.0	0.276	11.7	LOS B	7.6	57.6	0.51	0.44	0.51	63.9
All Vehicles		1335	190	1335	14.2	0.527	23.8	LOS C	12.1	91.6	0.67	0.60	0.67	50.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Warrego Highway												
P21	Stage 1	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.0	207.6	0.99
P22	Stage 2	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.0	207.6	0.99
North: Toowoomba Bypass SB Ramps												
P3	Full	50	50	49.3	LOS E	0.1	0.1	0.95	0.95	209.7	208.6	0.99
All Pedestrians		150	150	49.3	LOS E	0.1	0.1	0.95	0.95	209.2	207.9	0.99

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 143 [Warrego Highway / Toowoomba Bypass SB Ramps 2025 PM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Phase Times)

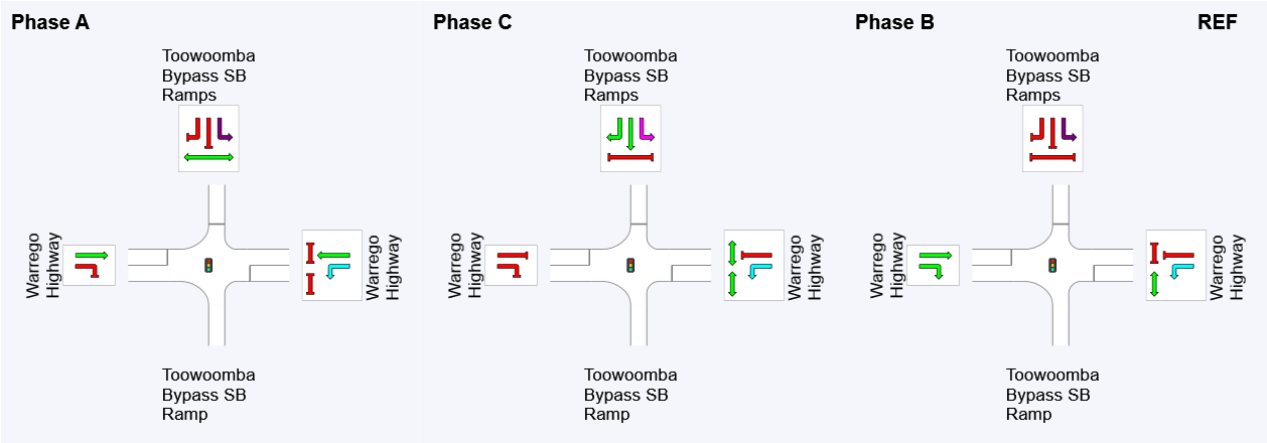
Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, C, B
Output Phase Sequence: A, C, B

Phase Timing Summary

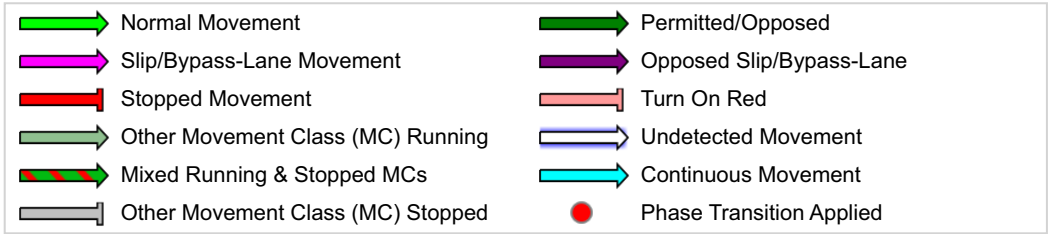
Phase	A	C	B
Phase Change Time (sec)	38	74	0
Green Time (sec)	30	30	32
Phase Time (sec)	36	36	38
Phase Split	33%	33%	35%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

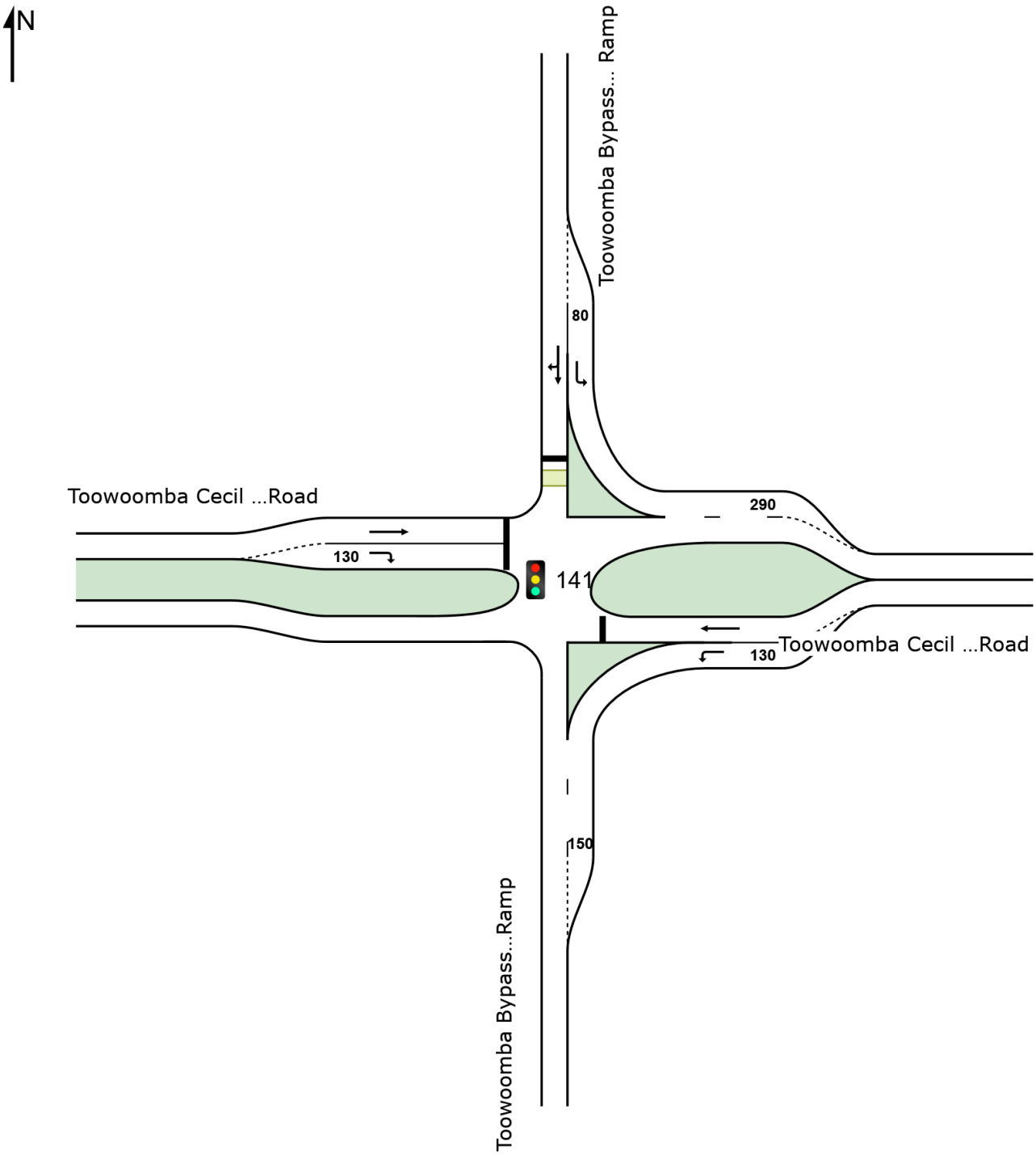


SITE LAYOUT

Site: 141 [Toowoomba Cecil Plains Road / Toowoomba Bypass SB Ramps 2022 AM (Site Folder: Without Development)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 141 [Toowoomba Cecil Plains Road / Toowoomba Bypass SB Ramps 2025 AM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba Cecil Plains Road														
4	L2	31	10	31	32.3	0.021	8.1	LOS A	0.0	0.0	0.00	0.59	0.00	57.3
5	T1	169	20	169	11.8	* 0.233	10.9	LOS B	2.8	21.5	0.70	0.57	0.70	59.9
Approach		200	30	200	15.0	0.233	10.5	LOS B	2.8	21.5	0.59	0.57	0.59	59.3
North: Toowoomba Bypass SB Ramp														
7	L2	8	1	8	12.5	0.005	8.0	LOS A	0.0	0.0	0.00	0.60	0.00	62.5
8	T1	1	0	1	0.0	* 0.238	23.3	LOS C	1.2	9.1	0.94	0.74	0.94	51.2
9	R2	47	7	47	14.9	0.238	30.2	LOS C	1.2	9.1	0.94	0.74	0.94	32.4
Approach		56	8	56	14.3	0.238	26.9	LOS C	1.2	9.1	0.81	0.72	0.81	36.2
West: Toowoomba Cecil Plains Road														
11	T1	158	24	158	15.2	0.139	3.8	LOS A	1.5	12.1	0.42	0.34	0.42	77.0
12	R2	4	0	4	0.0	0.018	28.6	LOS C	0.1	0.6	0.90	0.64	0.90	41.3
Approach		162	24	162	14.8	0.139	4.4	LOS A	1.5	12.1	0.43	0.35	0.43	75.4
All Vehicles		418	62	418	14.8	0.238	10.3	LOS B	2.8	21.5	0.56	0.51	0.56	58.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Toowoomba Bypass SB Ramp												
P3	Full	50	50	19.4	LOS B	0.1	0.1	0.88	0.88	177.3	205.3	1.16
All Pedestrians		50	50	19.4	LOS B	0.1	0.1	0.88	0.88	177.3	205.3	1.16

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 141 [Toowoomba Cecil Plains Road / Toowoomba Bypass SB Ramps 2025 AM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Optimum Cycle Time - Minimum Delay)

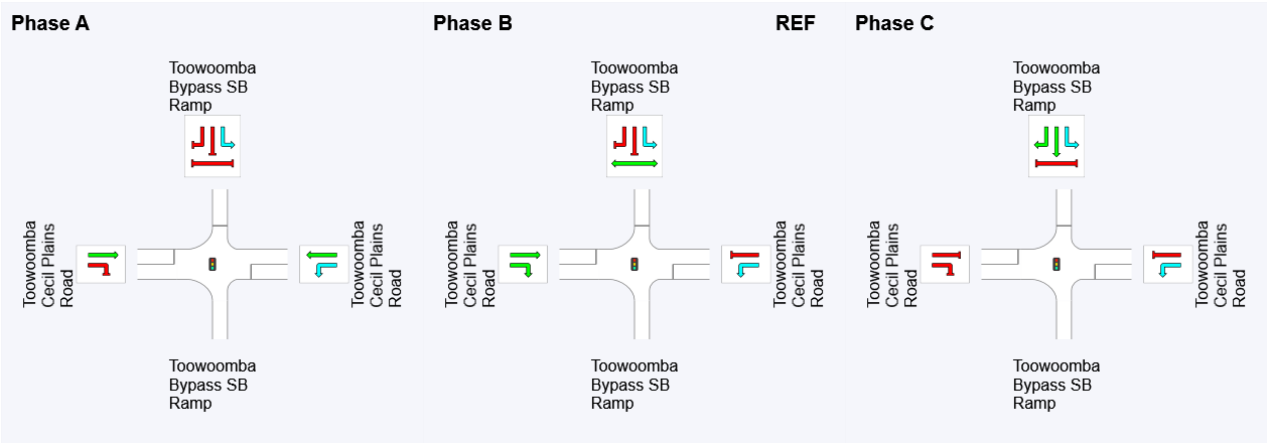
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	24	0	12
Green Time (sec)	20	6	6
Phase Time (sec)	26	12	12
Phase Split	52%	24%	24%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 141 [Toowoomba Cecil Plains Road / Toowoomba Bypass SB Ramps 2025 PM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba Cecil Plains Road														
4	L2	32	6	32	18.8	0.020	7.9	LOS A	0.0	0.0	0.00	0.59	0.00	60.7
5	T1	131	18	131	13.7	* 0.183	10.7	LOS B	2.1	16.5	0.68	0.55	0.68	60.3
Approach		163	24	163	14.7	0.183	10.1	LOS B	2.1	16.5	0.55	0.56	0.55	60.4
North: Toowoomba Bypass SB Ramp														
7	L2	8	4	8	50.0	0.006	8.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.3
8	T1	1	0	1	0.0	* 0.163	23.0	LOS C	0.8	6.2	0.93	0.72	0.93	51.5
9	R2	31	6	31	19.4	0.163	30.0	LOS C	0.8	6.2	0.93	0.72	0.93	32.4
Approach		40	10	40	25.0	0.163	25.6	LOS C	0.8	6.2	0.74	0.69	0.74	36.8
West: Toowoomba Cecil Plains Road														
11	T1	196	26	196	13.3	0.171	3.9	LOS A	1.9	15.1	0.43	0.36	0.43	76.8
12	R2	1	0	1	0.0	0.004	28.2	LOS C	0.0	0.2	0.90	0.59	0.90	41.6
Approach		197	26	197	13.2	0.171	4.1	LOS A	1.9	15.1	0.43	0.36	0.43	76.5
All Vehicles		400	60	400	15.0	0.183	8.7	LOS A	2.1	16.5	0.51	0.47	0.51	62.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Toowoomba Bypass SB Ramp												
P3	Full	50	50	19.4	LOS B	0.1	0.1	0.88	0.88	177.3	205.3	1.16
All Pedestrians		50	50	19.4	LOS B	0.1	0.1	0.88	0.88	177.3	205.3	1.16

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 141 [Toowoomba Cecil Plains Road / Toowoomba Bypass SB Ramps 2025 PM - Without Development Traffic (Site Folder: Peak Impact Year - Without Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Optimum Cycle Time - Minimum Delay)

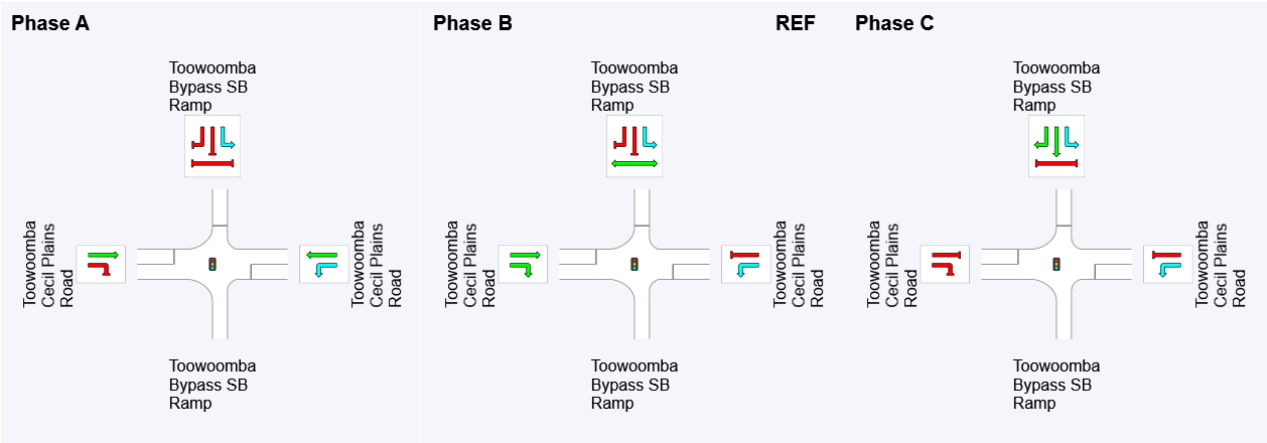
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	24	0	12
Green Time (sec)	20	6	6
Phase Time (sec)	26	12	12
Phase Split	52%	24%	24%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 141 [Toowoomba Cecil Plains Road / Toowoomba Bypass SB Ramps 2025 AM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba Cecil Plains Road														
4	L2	37	16	37	43.2	0.026	8.2	LOS A	0.0	0.0	0.00	0.58	0.00	54.7
5	T1	181	21	181	11.6	* 0.399	14.3	LOS B	3.1	24.0	0.88	0.71	0.88	55.3
Approach		218	37	218	17.0	0.399	13.2	LOS B	3.1	24.0	0.73	0.69	0.73	55.2
North: Toowoomba Bypass SB Ramp														
7	L2	8	1	8	12.5	0.005	8.0	LOS A	0.0	0.0	0.00	0.60	0.00	62.5
8	T1	1	0	1	0.0	* 0.264	17.8	LOS B	1.1	10.1	0.92	0.75	0.92	55.5
9	R2	59	19	59	32.2	0.264	25.1	LOS C	1.1	10.1	0.92	0.75	0.92	34.2
Approach		68	20	68	29.4	0.264	23.0	LOS C	1.1	10.1	0.81	0.73	0.81	37.3
West: Toowoomba Cecil Plains Road														
11	T1	165	31	165	18.8	0.173	4.9	LOS A	1.6	13.3	0.52	0.43	0.52	74.4
12	R2	5	1	5	20.0	0.021	23.4	LOS C	0.1	0.7	0.87	0.65	0.87	41.0
Approach		170	32	170	18.8	0.173	5.5	LOS A	1.6	13.3	0.53	0.44	0.53	72.7
All Vehicles		456	89	456	19.5	0.399	11.8	LOS B	3.1	24.0	0.67	0.60	0.67	55.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Toowoomba Bypass SB Ramp												
P3	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	172.4	205.3	1.19
All Pedestrians		50	50	14.5	LOS B	0.0	0.0	0.85	0.85	172.4	205.3	1.19

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 141 [Toowoomba Cecil Plains Road / Toowoomba Bypass SB Ramps 2025 AM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Optimum Cycle Time - Minimum Delay)

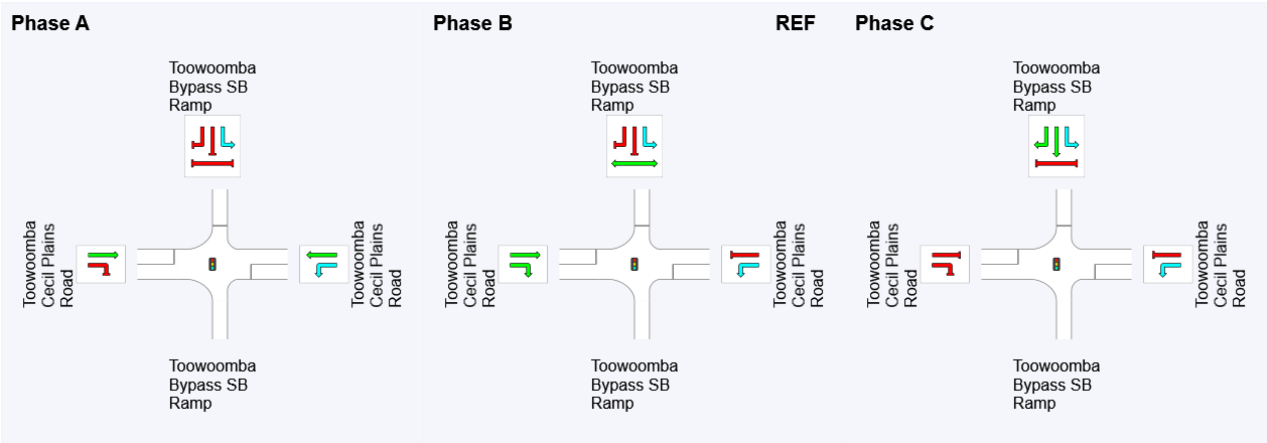
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	24	0	12
Green Time (sec)	10	6	6
Phase Time (sec)	16	12	12
Phase Split	40%	30%	30%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 141 [Toowoomba Cecil Plains Road / Toowoomba Bypass SB Ramps 2025 PM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Toowoomba Cecil Plains Road														
4	L2	38	12	38	31.6	0.025	8.1	LOS A	0.0	0.0	0.00	0.59	0.00	57.4
5	T1	132	19	132	14.4	* 0.296	13.8	LOS B	2.2	17.4	0.85	0.68	0.85	55.9
Approach		170	31	170	18.2	0.296	12.5	LOS B	2.2	17.4	0.66	0.66	0.66	56.3
North: Toowoomba Bypass SB Ramp														
7	L2	8	4	8	50.0	0.006	8.7	LOS A	0.0	0.0	0.00	0.58	0.00	53.3
8	T1	1	0	1	0.0	* 0.204	17.6	LOS B	0.8	7.8	0.91	0.73	0.91	55.7
9	R2	43	18	43	41.9	0.204	25.1	LOS C	0.8	7.8	0.91	0.73	0.91	34.0
Approach		52	22	52	42.3	0.204	22.4	LOS C	0.8	7.8	0.77	0.71	0.77	37.3
West: Toowoomba Cecil Plains Road														
11	T1	214	33	214	15.4	0.220	5.1	LOS A	2.2	17.3	0.54	0.45	0.54	74.1
12	R2	2	1	2	50.0	0.010	23.7	LOS C	0.0	0.4	0.87	0.62	0.87	36.0
Approach		216	34	216	15.7	0.220	5.2	LOS A	2.2	17.3	0.54	0.45	0.54	73.4
All Vehicles		438	87	438	19.9	0.296	10.1	LOS B	2.2	17.4	0.62	0.56	0.62	59.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Toowoomba Bypass SB Ramp												
P3	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	172.4	205.3	1.19
All Pedestrians		50	50	14.5	LOS B	0.0	0.0	0.85	0.85	172.4	205.3	1.19

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

PHASING SUMMARY

Site: 141 [Toowoomba Cecil Plains Road / Toowoomba Bypass SB Ramps 2025 PM - With Development Traffic (Site Folder: Peak Impact Year - With Development Traffic)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Optimum Cycle Time - Minimum Delay)

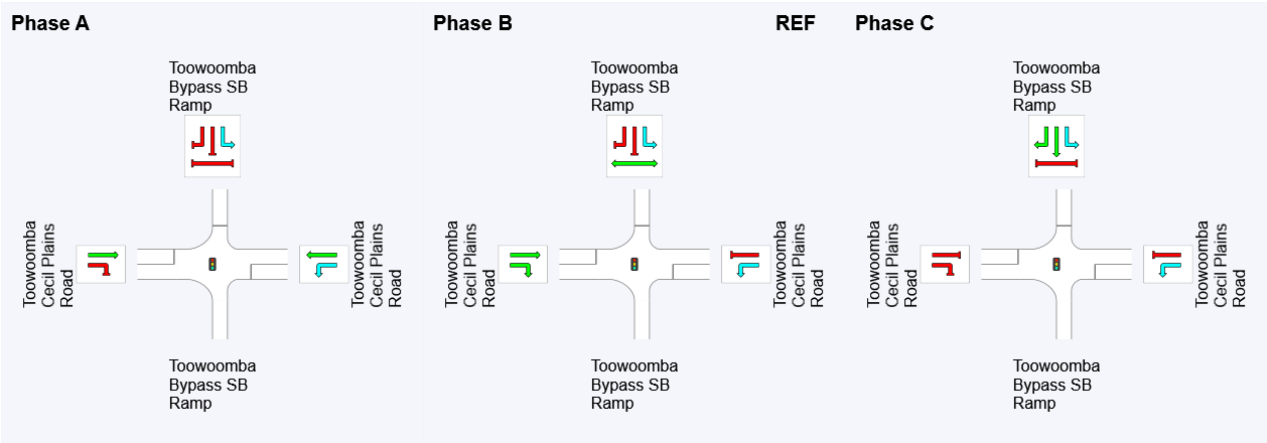
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	24	0	12
Green Time (sec)	10	6	6
Phase Time (sec)	16	12	12
Phase Split	40%	30%	30%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

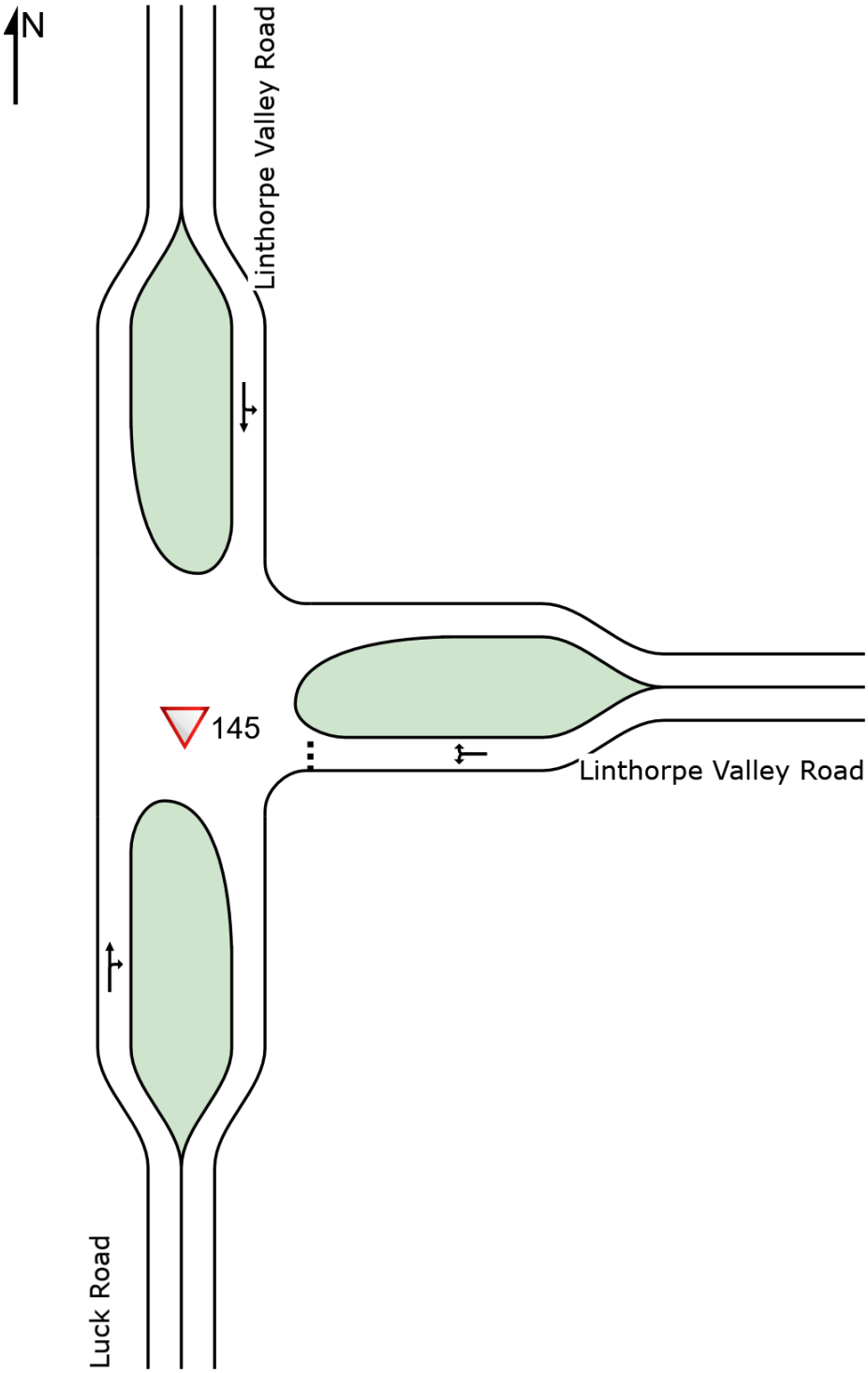


SITE LAYOUT

Site: 145 [Linthorpe Valley Road / Geitz Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 145 [Linthorpe Valley Road / Geitz Road 2027 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Luck Road														
2	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.03	0.33	0.03	90.4
3	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.03	0.33	0.03	81.4
Approach		2	0	2	0.0	0.001	3.7	NA	0.0	0.0	0.03	0.33	0.03	85.7
East: Linthorpe Valley Road														
4	L2	1	0	1	0.0	0.005	7.8	LOS A	0.0	0.1	0.02	0.67	0.02	74.9
6	R2	5	1	5	20.0	0.005	8.0	LOS A	0.0	0.1	0.02	0.67	0.02	67.2
Approach		6	1	6	16.7	0.005	7.9	LOS A	0.0	0.1	0.02	0.67	0.02	68.4
North: Linthorpe Valley Road														
7	L2	5	1	5	20.0	0.004	8.4	LOS A	0.0	0.0	0.00	0.56	0.00	69.6
8	T1	1	0	1	0.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.56	0.00	85.3
Approach		6	1	6	16.7	0.004	7.0	NA	0.0	0.0	0.00	0.56	0.00	71.8
All Vehicles		14	2	14	14.3	0.005	6.9	NA	0.0	0.1	0.01	0.57	0.01	71.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 145 [Linthorpe Valley Road / Geitz Road 2027 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Luck Road														
2	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.03	0.22	0.03	93.4
3	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.03	0.22	0.03	83.7
Approach		3	0	3	0.0	0.002	2.5	NA	0.0	0.0	0.03	0.22	0.03	89.9
East: Linthorpe Valley Road														
4	L2	1	0	1	0.0	0.005	7.8	LOS A	0.0	0.1	0.02	0.67	0.02	74.9
6	R2	5	1	5	20.0	0.005	8.0	LOS A	0.0	0.1	0.02	0.67	0.02	67.2
Approach		6	1	6	16.7	0.005	8.0	LOS A	0.0	0.1	0.02	0.67	0.02	68.4
North: Linthorpe Valley Road														
7	L2	5	1	5	20.0	0.004	8.4	LOS A	0.0	0.0	0.00	0.56	0.00	69.6
8	T1	1	0	1	0.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.56	0.00	85.3
Approach		6	1	6	16.7	0.004	7.0	NA	0.0	0.0	0.00	0.56	0.00	71.8
All Vehicles		15	2	15	13.3	0.005	6.5	NA	0.0	0.1	0.01	0.53	0.01	73.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 145 [Linthorpe Valley Road / Geitz Road 2027 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Luck Road														
2	T1	1	0	1	0.0	0.004	0.0	LOS A	0.0	0.1	0.02	0.56	0.02	85.8
3	R2	5	1	5	20.0	0.004	8.0	LOS A	0.0	0.1	0.02	0.56	0.02	69.2
Approach		6	1	6	16.7	0.004	6.6	NA	0.0	0.1	0.02	0.56	0.02	71.5
East: Linthorpe Valley Road														
4	L2	5	1	5	20.0	0.004	8.4	LOS A	0.0	0.1	0.01	0.66	0.01	67.6
6	R2	1	0	1	0.0	0.004	7.4	LOS A	0.0	0.1	0.01	0.66	0.01	74.2
Approach		6	1	6	16.7	0.004	8.2	LOS A	0.0	0.1	0.01	0.66	0.01	68.7
North: Linthorpe Valley Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
All Vehicles		14	2	14	14.3	0.004	6.9	NA	0.0	0.1	0.01	0.57	0.01	71.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 145 [Linthorpe Valley Road / Geitz Road 2027 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Luck Road														
2	T1	2	0	2	0.0	0.004	0.0	LOS A	0.0	0.1	0.02	0.48	0.02	87.9
3	R2	5	1	5	20.0	0.004	8.0	LOS A	0.0	0.1	0.02	0.48	0.02	70.5
Approach		7	1	7	14.3	0.004	5.7	NA	0.0	0.1	0.02	0.48	0.02	74.7
East: Linthorpe Valley Road														
4	L2	5	1	5	20.0	0.004	8.4	LOS A	0.0	0.1	0.01	0.66	0.01	67.6
6	R2	1	0	1	0.0	0.004	7.4	LOS A	0.0	0.1	0.01	0.66	0.01	74.2
Approach		6	1	6	16.7	0.004	8.2	LOS A	0.0	0.1	0.01	0.66	0.01	68.7
North: Linthorpe Valley Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
All Vehicles		15	2	15	13.3	0.004	6.5	NA	0.0	0.1	0.01	0.53	0.01	73.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 145 [Linthorpe Valley Road / Geitz Road 2027 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Luck Road														
2	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.1	0.05	0.50	0.05	90.3
3	R2	3	2	3	66.7	0.003	9.3	LOS A	0.0	0.1	0.05	0.50	0.05	57.8
Approach		4	2	4	50.0	0.003	7.0	NA	0.0	0.1	0.05	0.50	0.05	63.5
East: Linthorpe Valley Road														
4	L2	6	2	6	33.3	0.009	8.7	LOS A	0.0	0.3	0.01	0.66	0.01	63.8
6	R2	5	1	5	20.0	0.009	8.0	LOS A	0.0	0.3	0.01	0.66	0.01	67.1
Approach		11	3	11	27.3	0.009	8.4	LOS A	0.0	0.3	0.01	0.66	0.01	65.3
North: Linthorpe Valley Road														
7	L2	5	1	5	20.0	0.004	8.4	LOS A	0.0	0.0	0.00	0.56	0.00	69.6
8	T1	1	0	1	0.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.56	0.00	85.3
Approach		6	1	6	16.7	0.004	7.0	NA	0.0	0.0	0.00	0.56	0.00	71.8
All Vehicles		21	6	21	28.6	0.009	7.7	NA	0.0	0.3	0.01	0.60	0.01	66.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 145 [Linthorpe Valley Road / Geitz Road 2027 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Luck Road														
2	T1	2	0	2	0.0	0.005	0.0	LOS A	0.0	0.2	0.04	0.50	0.04	87.7
3	R2	6	2	6	33.3	0.005	8.3	LOS A	0.0	0.2	0.04	0.50	0.04	65.8
Approach		8	2	8	25.0	0.005	6.3	NA	0.0	0.2	0.04	0.50	0.04	70.2
East: Linthorpe Valley Road														
4	L2	3	2	3	66.7	0.007	9.6	LOS A	0.0	0.2	0.01	0.67	0.01	55.7
6	R2	5	1	5	20.0	0.007	8.0	LOS A	0.0	0.2	0.01	0.67	0.01	67.2
Approach		8	3	8	37.5	0.007	8.6	LOS A	0.0	0.2	0.01	0.67	0.01	62.4
North: Linthorpe Valley Road														
7	L2	5	1	5	20.0	0.004	8.4	LOS A	0.0	0.0	0.00	0.56	0.00	69.6
8	T1	1	0	1	0.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.56	0.00	85.3
Approach		6	1	6	16.7	0.004	7.0	NA	0.0	0.0	0.00	0.56	0.00	71.8
All Vehicles		22	6	22	27.3	0.007	7.3	NA	0.0	0.2	0.02	0.58	0.02	67.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 145 [Linthorpe Valley Road / Geitz Road 2027 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Luck Road														
2	T1	1	0	1	0.0	0.005	0.0	LOS A	0.0	0.2	0.02	0.59	0.02	85.8
3	R2	7	3	7	42.9	0.005	8.6	LOS A	0.0	0.2	0.02	0.59	0.02	62.0
Approach		8	3	8	37.5	0.005	7.5	NA	0.0	0.2	0.02	0.59	0.02	64.2
East: Linthorpe Valley Road														
4	L2	11	3	11	27.3	0.008	8.5	LOS A	0.0	0.3	0.01	0.66	0.01	65.4
6	R2	1	0	1	0.0	0.008	7.4	LOS A	0.0	0.3	0.01	0.66	0.01	74.2
Approach		12	3	12	25.0	0.008	8.5	LOS A	0.0	0.3	0.01	0.66	0.01	66.1
North: Linthorpe Valley Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
All Vehicles		22	6	22	27.3	0.008	7.7	NA	0.0	0.3	0.01	0.60	0.01	66.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 145 [Linthorpe Valley Road / Geitz Road 2027 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Luck Road														
2	T1	2	0	2	0.0	0.008	0.0	LOS A	0.0	0.3	0.02	0.57	0.02	85.8
3	R2	11	3	11	27.3	0.008	8.2	LOS A	0.0	0.3	0.02	0.57	0.02	66.7
Approach		13	3	13	23.1	0.008	6.9	NA	0.0	0.3	0.02	0.57	0.02	69.1
East: Linthorpe Valley Road														
4	L2	7	3	7	42.9	0.006	9.0	LOS A	0.0	0.2	0.01	0.66	0.01	61.2
6	R2	1	0	1	0.0	0.006	7.4	LOS A	0.0	0.2	0.01	0.66	0.01	74.2
Approach		8	3	8	37.5	0.006	8.8	LOS A	0.0	0.2	0.01	0.66	0.01	62.5
North: Linthorpe Valley Road														
7	L2	1	0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.34	0.00	81.9
8	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		2	0	2	0.0	0.001	3.9	NA	0.0	0.0	0.00	0.34	0.00	85.9
All Vehicles		23	6	23	26.1	0.008	7.3	NA	0.0	0.3	0.01	0.58	0.01	67.8

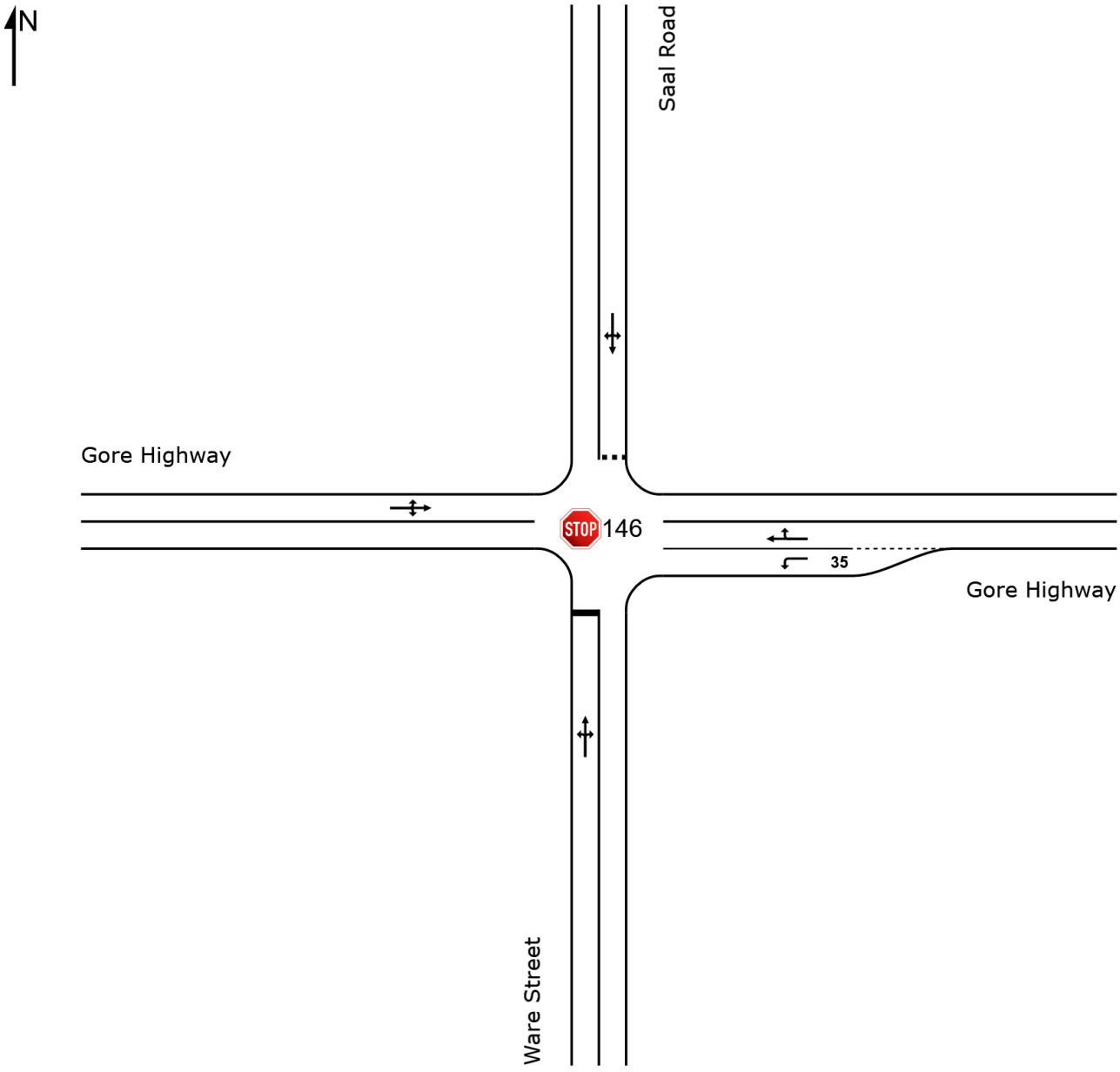
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 146 [Gore Highway / Ware Street 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

New Site
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 146 [Gore Highway / Ware Street 2026 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ware Street														
1	L2	1	0	1	0.0	0.022	8.6	LOS A	0.1	0.7	0.44	0.88	0.44	50.3
2	T1	1	0	1	0.0	0.022	10.1	LOS B	0.1	0.7	0.44	0.88	0.44	50.2
3	R2	11	2	11	18.2	0.022	11.9	LOS B	0.1	0.7	0.44	0.88	0.44	49.4
Approach		13	2	13	15.4	0.022	11.5	LOS B	0.1	0.7	0.44	0.88	0.44	49.6
East: Gore Highway														
4	L2	10	2	10	20.0	0.006	5.8	LOS A	0.0	0.0	0.00	0.57	0.00	52.8
5	T1	139	39	139	28.1	0.085	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
6	R2	1	0	1	0.0	0.085	6.0	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		150	41	150	27.3	0.085	0.4	NA	0.0	0.1	0.00	0.04	0.00	59.4
North: Saal Road														
7	L2	1	0	1	0.0	0.018	6.0	LOS A	0.1	0.5	0.42	0.62	0.42	51.8
8	T1	1	0	1	0.0	0.018	6.4	LOS A	0.1	0.5	0.42	0.62	0.42	52.1
9	R2	10	2	10	20.0	0.018	8.5	LOS A	0.1	0.5	0.42	0.62	0.42	50.5
Approach		12	2	12	16.7	0.018	8.1	LOS A	0.1	0.5	0.42	0.62	0.42	50.7
West: Gore Highway														
10	L2	11	2	11	18.2	0.086	5.8	LOS A	0.0	0.1	0.01	0.05	0.01	56.9
11	T1	128	39	128	30.5	0.086	0.0	LOS A	0.0	0.1	0.01	0.05	0.01	59.4
12	R2	1	0	1	0.0	0.086	6.1	LOS A	0.0	0.1	0.01	0.05	0.01	57.2
Approach		140	41	140	29.3	0.086	0.5	NA	0.0	0.1	0.01	0.05	0.01	59.2
All Vehicles		315	86	315	27.3	0.086	1.2	NA	0.1	0.7	0.04	0.10	0.04	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 146 [Gore Highway / Ware Street 2026 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ware Street														
1	L2	1	0	1	0.0	0.023	8.6	LOS A	0.1	0.7	0.46	0.88	0.46	50.2
2	T1	1	0	1	0.0	0.023	10.3	LOS B	0.1	0.7	0.46	0.88	0.46	50.0
3	R2	11	2	11	18.2	0.023	12.2	LOS B	0.1	0.7	0.46	0.88	0.46	49.3
Approach		13	2	13	15.4	0.023	11.8	LOS B	0.1	0.7	0.46	0.88	0.46	49.4
East: Gore Highway														
4	L2	11	2	11	18.2	0.007	5.8	LOS A	0.0	0.0	0.00	0.57	0.00	52.9
5	T1	151	42	151	27.8	0.092	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
6	R2	1	0	1	0.0	0.092	6.0	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		163	44	163	27.0	0.092	0.4	NA	0.0	0.1	0.00	0.04	0.00	59.4
North: Saal Road														
7	L2	1	0	1	0.0	0.020	6.0	LOS A	0.1	0.6	0.44	0.63	0.44	51.6
8	T1	1	0	1	0.0	0.020	6.6	LOS A	0.1	0.6	0.44	0.63	0.44	51.9
9	R2	11	2	11	18.2	0.020	8.7	LOS A	0.1	0.6	0.44	0.63	0.44	50.4
Approach		13	2	13	15.4	0.020	8.3	LOS A	0.1	0.6	0.44	0.63	0.44	50.6
West: Gore Highway														
10	L2	11	2	11	18.2	0.091	5.8	LOS A	0.0	0.1	0.01	0.05	0.01	56.9
11	T1	136	41	136	30.1	0.091	0.0	LOS A	0.0	0.1	0.01	0.05	0.01	59.5
12	R2	1	0	1	0.0	0.091	6.2	LOS A	0.0	0.1	0.01	0.05	0.01	57.2
Approach		148	43	148	29.1	0.091	0.5	NA	0.0	0.1	0.01	0.05	0.01	59.2
All Vehicles		337	91	337	27.0	0.092	1.2	NA	0.1	0.7	0.04	0.10	0.04	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 146 [Gore Highway / Ware Street 2026 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ware Street														
1	L2	11	2	11	18.2	0.013	9.5	LOS A	0.0	0.4	0.29	0.87	0.29	50.8
2	T1	1	0	1	0.0	0.013	10.1	LOS B	0.0	0.4	0.29	0.87	0.29	51.4
3	R2	1	0	1	0.0	0.013	10.8	LOS B	0.0	0.4	0.29	0.87	0.29	51.3
Approach		13	2	13	15.4	0.013	9.6	LOS A	0.0	0.4	0.29	0.87	0.29	50.9
East: Gore Highway														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
5	T1	139	39	139	28.1	0.091	0.1	LOS A	0.1	0.7	0.04	0.04	0.04	59.4
6	R2	10	2	10	20.0	0.091	6.3	LOS A	0.1	0.7	0.04	0.04	0.04	56.1
Approach		150	41	150	27.3	0.091	0.5	NA	0.1	0.7	0.04	0.04	0.04	59.1
North: Saal Road														
7	L2	10	2	10	20.0	0.010	6.3	LOS A	0.0	0.3	0.26	0.54	0.26	52.1
8	T1	1	0	1	0.0	0.010	6.4	LOS A	0.0	0.3	0.26	0.54	0.26	53.2
9	R2	1	0	1	0.0	0.010	8.0	LOS A	0.0	0.3	0.26	0.54	0.26	52.4
Approach		12	2	12	16.7	0.010	6.4	LOS A	0.0	0.3	0.26	0.54	0.26	52.2
West: Gore Highway														
10	L2	1	0	1	0.0	0.089	6.3	LOS A	0.1	0.9	0.06	0.05	0.06	57.6
11	T1	128	39	128	30.5	0.089	0.1	LOS A	0.1	0.9	0.06	0.05	0.06	59.2
12	R2	11	2	11	18.2	0.089	6.5	LOS A	0.1	0.9	0.06	0.05	0.06	56.1
Approach		140	41	140	29.3	0.089	0.6	NA	0.1	0.9	0.06	0.05	0.06	59.0
All Vehicles		315	86	315	27.3	0.091	1.2	NA	0.1	0.9	0.07	0.10	0.07	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 146 [Gore Highway / Ware Street 2026 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ware Street														
1	L2	11	2	11	18.2	0.013	9.5	LOS A	0.1	0.4	0.30	0.87	0.30	50.7
2	T1	1	0	1	0.0	0.013	10.4	LOS B	0.1	0.4	0.30	0.87	0.30	51.3
3	R2	1	0	1	0.0	0.013	11.1	LOS B	0.1	0.4	0.30	0.87	0.30	51.2
Approach		13	2	13	15.4	0.013	9.7	LOS A	0.1	0.4	0.30	0.87	0.30	50.8
East: Gore Highway														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
5	T1	151	42	151	27.8	0.099	0.1	LOS A	0.1	0.7	0.05	0.04	0.05	59.4
6	R2	11	2	11	18.2	0.099	6.3	LOS A	0.1	0.7	0.05	0.04	0.05	56.2
Approach		163	44	163	27.0	0.099	0.5	NA	0.1	0.7	0.05	0.04	0.05	59.1
North: Saal Road														
7	L2	11	2	11	18.2	0.011	6.3	LOS A	0.0	0.3	0.27	0.54	0.27	52.1
8	T1	1	0	1	0.0	0.011	6.6	LOS A	0.0	0.3	0.27	0.54	0.27	53.2
9	R2	1	0	1	0.0	0.011	8.2	LOS A	0.0	0.3	0.27	0.54	0.27	52.3
Approach		13	2	13	15.4	0.011	6.4	LOS A	0.0	0.3	0.27	0.54	0.27	52.2
West: Gore Highway														
10	L2	1	0	1	0.0	0.094	6.4	LOS A	0.1	0.9	0.06	0.05	0.06	57.7
11	T1	136	41	136	30.1	0.094	0.1	LOS A	0.1	0.9	0.06	0.05	0.06	59.3
12	R2	11	2	11	18.2	0.094	6.5	LOS A	0.1	0.9	0.06	0.05	0.06	56.1
Approach		148	43	148	29.1	0.094	0.6	NA	0.1	0.9	0.06	0.05	0.06	59.0
All Vehicles		337	91	337	27.0	0.099	1.1	NA	0.1	0.9	0.07	0.10	0.07	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 146 [Gore Highway / Ware Street 2026 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ware Street														
1	L2	2	1	2	50.0	0.035	11.1	LOS B	0.1	1.2	0.49	0.92	0.49	47.7
2	T1	1	0	1	0.0	0.035	10.7	LOS B	0.1	1.2	0.49	0.92	0.49	49.3
3	R2	14	5	14	35.7	0.035	14.3	LOS B	0.1	1.2	0.49	0.92	0.49	47.9
Approach		17	6	17	35.3	0.035	13.7	LOS B	0.1	1.2	0.49	0.92	0.49	48.0
East: Gore Highway														
4	L2	13	5	13	38.5	0.009	6.0	LOS A	0.0	0.0	0.00	0.57	0.00	52.0
5	T1	148	48	148	32.4	0.092	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
6	R2	1	0	1	0.0	0.092	6.1	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		162	53	162	32.7	0.092	0.5	NA	0.0	0.1	0.00	0.05	0.00	59.2
North: Saal Road														
7	L2	1	0	1	0.0	0.020	6.1	LOS A	0.1	0.6	0.46	0.64	0.46	51.3
8	T1	1	0	1	0.0	0.020	6.8	LOS A	0.1	0.6	0.46	0.64	0.46	51.6
9	R2	10	2	10	20.0	0.020	9.2	LOS A	0.1	0.6	0.46	0.64	0.46	50.0
Approach		12	2	12	16.7	0.020	8.7	LOS A	0.1	0.6	0.46	0.64	0.46	50.3
West: Gore Highway														
10	L2	11	2	11	18.2	0.110	6.2	LOS A	0.1	0.9	0.05	0.07	0.05	56.6
11	T1	155	48	155	31.0	0.110	0.1	LOS A	0.1	0.9	0.05	0.07	0.05	59.1
12	R2	9	1	9	11.1	0.110	6.5	LOS A	0.1	0.9	0.05	0.07	0.05	56.3
Approach		175	51	175	29.1	0.110	0.8	NA	0.1	0.9	0.05	0.07	0.05	58.7
All Vehicles		366	112	366	30.6	0.110	1.5	NA	0.1	1.2	0.06	0.12	0.06	58.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 146 [Gore Highway / Ware Street 2026 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ware Street														
1	L2	9	1	9	11.1	0.042	9.4	LOS A	0.2	1.3	0.45	0.89	0.45	49.5
2	T1	1	0	1	0.0	0.042	10.9	LOS B	0.2	1.3	0.45	0.89	0.45	49.8
3	R2	14	5	14	35.7	0.042	14.7	LOS B	0.2	1.3	0.45	0.89	0.45	48.4
Approach		24	6	24	25.0	0.042	12.5	LOS B	0.2	1.3	0.45	0.89	0.45	48.9
East: Gore Highway														
4	L2	14	5	14	35.7	0.009	6.0	LOS A	0.0	0.0	0.00	0.57	0.00	52.1
5	T1	178	51	178	28.7	0.109	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
6	R2	1	0	1	0.0	0.109	6.1	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		193	56	193	29.0	0.109	0.5	NA	0.0	0.1	0.00	0.04	0.00	59.3
North: Saal Road														
7	L2	1	0	1	0.0	0.022	6.0	LOS A	0.1	0.6	0.47	0.65	0.47	51.2
8	T1	1	0	1	0.0	0.022	7.0	LOS A	0.1	0.6	0.47	0.65	0.47	51.5
9	R2	11	2	11	18.2	0.022	9.4	LOS A	0.1	0.6	0.47	0.65	0.47	49.9
Approach		13	2	13	15.4	0.022	9.0	LOS A	0.1	0.6	0.47	0.65	0.47	50.1
West: Gore Highway														
10	L2	11	2	11	18.2	0.100	6.0	LOS A	0.0	0.3	0.02	0.05	0.02	56.9
11	T1	145	50	145	34.5	0.100	0.0	LOS A	0.0	0.3	0.02	0.05	0.02	59.4
12	R2	2	1	2	50.0	0.100	7.6	LOS A	0.0	0.3	0.02	0.05	0.02	54.6
Approach		158	53	158	33.5	0.100	0.5	NA	0.0	0.3	0.02	0.05	0.02	59.2
All Vehicles		388	117	388	30.2	0.109	1.5	NA	0.2	1.3	0.05	0.12	0.05	58.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 146 [Gore Highway / Ware Street 2026 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ware Street														
1	L2	12	3	12	25.0	0.025	9.9	LOS A	0.1	0.9	0.37	0.87	0.37	49.5
2	T1	1	0	1	0.0	0.025	10.8	LOS B	0.1	0.9	0.37	0.87	0.37	50.3
3	R2	4	3	4	75.0	0.025	18.9	LOS C	0.1	0.9	0.37	0.87	0.37	47.5
Approach		17	6	17	35.3	0.025	12.0	LOS B	0.1	0.9	0.37	0.87	0.37	49.1
East: Gore Highway														
4	L2	4	3	4	75.0	0.003	6.4	LOS A	0.0	0.0	0.00	0.57	0.00	50.6
5	T1	148	48	148	32.4	0.099	0.1	LOS A	0.1	0.7	0.05	0.04	0.05	59.4
6	R2	10	2	10	20.0	0.099	6.4	LOS A	0.1	0.7	0.05	0.04	0.05	56.1
Approach		162	53	162	32.7	0.099	0.6	NA	0.1	0.7	0.05	0.05	0.05	58.9
North: Saal Road														
7	L2	10	2	10	20.0	0.011	6.4	LOS A	0.0	0.3	0.30	0.55	0.30	52.0
8	T1	1	0	1	0.0	0.011	6.9	LOS A	0.0	0.3	0.30	0.55	0.30	53.1
9	R2	1	0	1	0.0	0.011	8.5	LOS A	0.0	0.3	0.30	0.55	0.30	52.3
Approach		12	2	12	16.7	0.011	6.6	LOS A	0.0	0.3	0.30	0.55	0.30	52.1
West: Gore Highway														
10	L2	1	0	1	0.0	0.114	6.4	LOS A	0.2	1.6	0.08	0.07	0.08	57.3
11	T1	155	48	155	31.0	0.114	0.1	LOS A	0.2	1.6	0.08	0.07	0.08	58.9
12	R2	20	3	20	15.0	0.114	6.5	LOS A	0.2	1.6	0.08	0.07	0.08	55.9
Approach		176	51	176	29.0	0.114	0.9	NA	0.2	1.6	0.08	0.07	0.08	58.5
All Vehicles		367	112	367	30.5	0.114	1.5	NA	0.2	1.6	0.09	0.12	0.09	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 146 [Gore Highway / Ware Street 2026 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ware Street														
1	L2	20	3	20	15.0	0.033	9.6	LOS A	0.1	1.0	0.38	0.86	0.38	50.1
2	T1	1	0	1	0.0	0.033	11.0	LOS B	0.1	1.0	0.38	0.86	0.38	50.6
3	R2	4	3	4	75.0	0.033	19.6	LOS C	0.1	1.0	0.38	0.86	0.38	47.7
Approach		25	6	25	24.0	0.033	11.2	LOS B	0.1	1.0	0.38	0.86	0.38	49.8
East: Gore Highway														
4	L2	4	3	4	75.0	0.003	6.4	LOS A	0.0	0.0	0.00	0.57	0.00	50.6
5	T1	178	51	178	28.7	0.116	0.1	LOS A	0.1	0.8	0.04	0.04	0.04	59.5
6	R2	11	2	11	18.2	0.116	6.4	LOS A	0.1	0.8	0.04	0.04	0.04	56.3
Approach		193	56	193	29.0	0.116	0.5	NA	0.1	0.8	0.04	0.05	0.04	59.1
North: Saal Road														
7	L2	11	2	11	18.2	0.012	6.3	LOS A	0.0	0.4	0.29	0.55	0.29	52.1
8	T1	1	0	1	0.0	0.012	7.0	LOS A	0.0	0.4	0.29	0.55	0.29	53.1
9	R2	1	0	1	0.0	0.012	8.8	LOS A	0.0	0.4	0.29	0.55	0.29	52.3
Approach		13	2	13	15.4	0.012	6.6	LOS A	0.0	0.4	0.29	0.55	0.29	52.2
West: Gore Highway														
10	L2	1	0	1	0.0	0.107	6.8	LOS A	0.2	1.4	0.08	0.06	0.08	57.6
11	T1	145	50	145	34.5	0.107	0.2	LOS A	0.2	1.4	0.08	0.06	0.08	59.2
12	R2	14	5	14	35.7	0.107	7.2	LOS A	0.2	1.4	0.08	0.06	0.08	55.1
Approach		160	55	160	34.4	0.107	0.8	NA	0.2	1.4	0.08	0.06	0.08	58.8
All Vehicles		391	119	391	30.4	0.116	1.5	NA	0.2	1.4	0.09	0.12	0.09	58.0

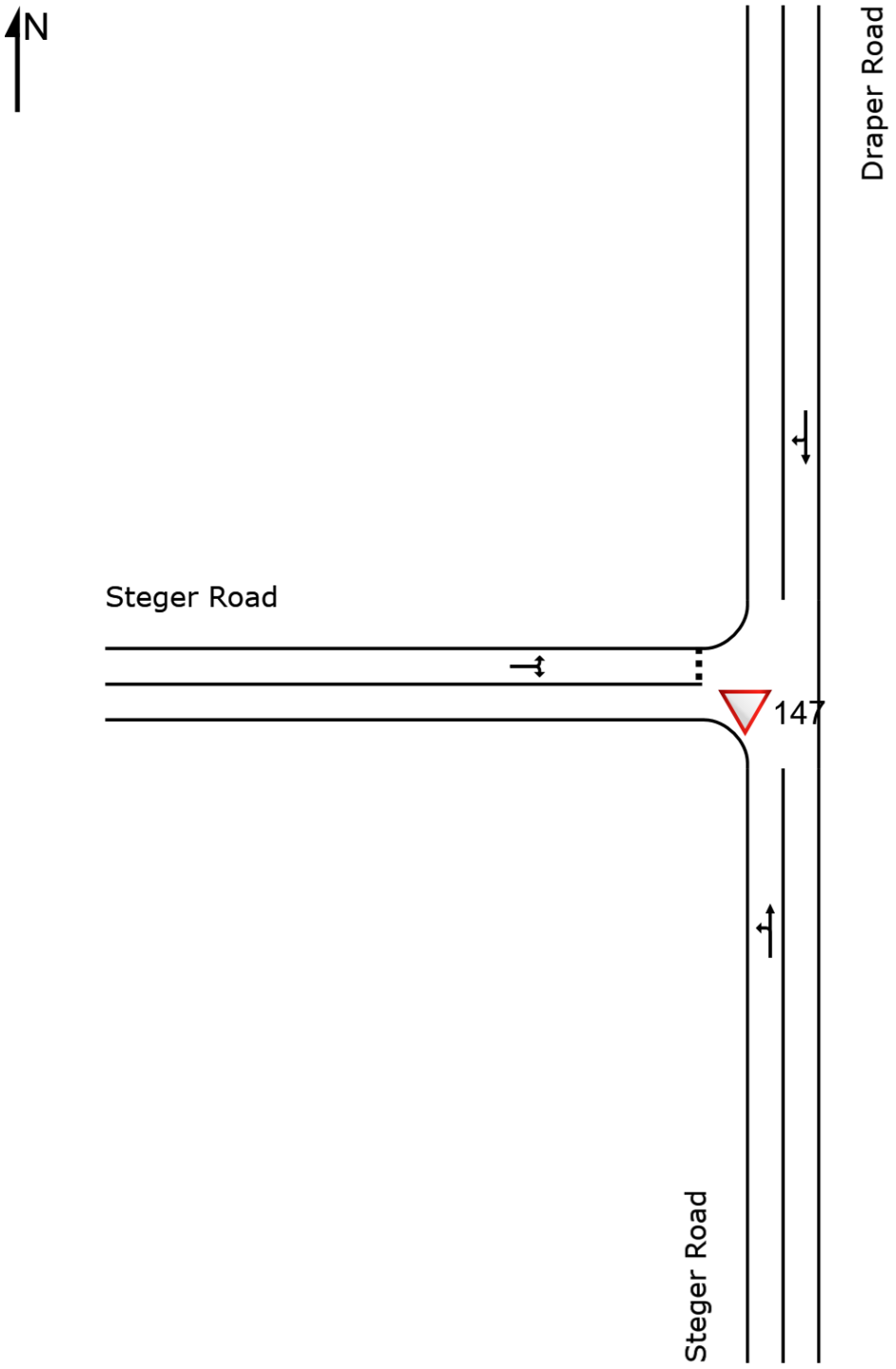
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 147 [Steger Road / Draper Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 147 [Steger Road / Draper Road 2026 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Steger Road														
1	L2	70	14	70	20.0	0.083	8.4	LOS A	0.0	0.0	0.00	0.34	0.00	72.8
2	T1	69	13	69	18.8	0.083	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		139	27	139	19.4	0.083	4.2	NA	0.0	0.0	0.00	0.34	0.00	80.5
North: Draper Road														
8	T1	51	14	51	27.5	0.031	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.3
9	R2	1	0	1	0.0	0.031	7.8	LOS A	0.0	0.1	0.01	0.01	0.01	87.6
Approach		52	14	52	26.9	0.031	0.2	NA	0.0	0.1	0.01	0.01	0.01	99.1
West: Steger Road														
10	L2	1	0	1	0.0	0.053	8.1	LOS A	0.2	1.5	0.25	0.65	0.25	73.7
12	R2	50	13	50	26.0	0.053	8.9	LOS A	0.2	1.5	0.25	0.65	0.25	64.4
Approach		51	13	51	25.5	0.053	8.9	LOS A	0.2	1.5	0.25	0.65	0.25	64.5
All Vehicles		242	54	242	22.3	0.083	4.3	NA	0.2	1.5	0.06	0.34	0.06	79.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 147 [Steger Road / Draper Road 2026 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Steger Road														
1	L2	86	16	86	18.6	0.102	8.3	LOS A	0.0	0.0	0.00	0.34	0.00	73.3
2	T1	86	16	86	18.6	0.102	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		172	32	172	18.6	0.102	4.2	NA	0.0	0.0	0.00	0.34	0.00	80.9
North: Draper Road														
8	T1	55	15	55	27.3	0.034	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.3
9	R2	1	0	1	0.0	0.034	8.0	LOS A	0.0	0.1	0.01	0.01	0.01	87.6
Approach		56	15	56	26.8	0.034	0.2	NA	0.0	0.1	0.01	0.01	0.01	99.1
West: Steger Road														
10	L2	1	0	1	0.0	0.060	8.1	LOS A	0.2	1.7	0.28	0.66	0.28	73.5
12	R2	55	15	55	27.3	0.060	9.1	LOS A	0.2	1.7	0.28	0.66	0.28	63.9
Approach		56	15	56	26.8	0.060	9.1	LOS A	0.2	1.7	0.28	0.66	0.28	64.0
All Vehicles		284	62	284	21.8	0.102	4.3	NA	0.2	1.7	0.06	0.34	0.06	79.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 147 [Steger Road / Draper Road 2026 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Steger Road														
1	L2	1	0	1	0.0	0.040	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
2	T1	69	13	69	18.8	0.040	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.6
Approach		70	13	70	18.6	0.040	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.4
North: Draper Road														
8	T1	51	14	51	27.5	0.077	0.2	LOS A	0.3	2.9	0.17	0.37	0.17	87.5
9	R2	70	14	70	20.0	0.077	8.2	LOS A	0.3	2.9	0.17	0.37	0.17	70.2
Approach		121	28	121	23.1	0.077	4.9	NA	0.3	2.9	0.17	0.37	0.17	76.6
West: Steger Road														
10	L2	50	13	50	26.0	0.038	8.8	LOS A	0.2	1.3	0.17	0.61	0.17	65.0
12	R2	1	0	1	0.0	0.038	8.1	LOS A	0.2	1.3	0.17	0.61	0.17	73.2
Approach		51	13	51	25.5	0.038	8.8	LOS A	0.2	1.3	0.17	0.61	0.17	65.1
All Vehicles		242	54	242	22.3	0.077	4.3	NA	0.3	2.9	0.12	0.32	0.12	78.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 147 [Steger Road / Draper Road 2026 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Steger Road														
1	L2	1	0	1	0.0	0.050	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
2	T1	86	16	86	18.6	0.050	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		87	16	87	18.4	0.050	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.5
North: Draper Road														
8	T1	55	15	55	27.3	0.091	0.3	LOS A	0.4	3.5	0.20	0.39	0.20	86.8
9	R2	86	16	86	18.6	0.091	8.3	LOS A	0.4	3.5	0.20	0.39	0.20	70.3
Approach		141	31	141	22.0	0.091	5.2	NA	0.4	3.5	0.20	0.39	0.20	75.9
West: Steger Road														
10	L2	55	15	55	27.3	0.043	8.9	LOS A	0.2	1.5	0.20	0.61	0.20	64.5
12	R2	1	0	1	0.0	0.043	8.3	LOS A	0.2	1.5	0.20	0.61	0.20	73.0
Approach		56	15	56	26.8	0.043	8.9	LOS A	0.2	1.5	0.20	0.61	0.20	64.6
All Vehicles		284	62	284	21.8	0.091	4.3	NA	0.4	3.5	0.14	0.32	0.14	78.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 147 [Steger Road / Draper Road 2026 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Steger Road														
1	L2	73	17	73	23.3	0.090	8.4	LOS A	0.0	0.0	0.00	0.33	0.00	72.0
2	T1	77	13	77	16.9	0.090	0.0	LOS A	0.0	0.0	0.00	0.33	0.00	90.8
Approach		150	30	150	20.0	0.090	4.1	NA	0.0	0.0	0.00	0.33	0.00	80.6
North: Draper Road														
8	T1	51	14	51	27.5	0.031	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.3
9	R2	1	0	1	0.0	0.031	7.9	LOS A	0.0	0.1	0.01	0.01	0.01	87.6
Approach		52	14	52	26.9	0.031	0.2	NA	0.0	0.1	0.01	0.01	0.01	99.0
West: Steger Road														
10	L2	1	0	1	0.0	0.057	8.1	LOS A	0.2	1.6	0.27	0.66	0.27	73.6
12	R2	53	16	53	30.2	0.057	9.1	LOS A	0.2	1.6	0.27	0.66	0.27	63.1
Approach		54	16	54	29.6	0.057	9.1	LOS A	0.2	1.6	0.27	0.66	0.27	63.2
All Vehicles		256	60	256	23.4	0.090	4.4	NA	0.2	1.6	0.06	0.33	0.06	79.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 147 [Steger Road / Draper Road 2026 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Steger Road														
1	L2	89	19	89	21.3	0.105	8.4	LOS A	0.0	0.0	0.00	0.34	0.00	72.3
2	T1	86	16	86	18.6	0.105	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	90.3
Approach		175	35	175	20.0	0.105	4.3	NA	0.0	0.0	0.00	0.34	0.00	80.1
North: Draper Road														
8	T1	63	15	63	23.8	0.038	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.4
9	R2	1	0	1	0.0	0.038	8.0	LOS A	0.0	0.1	0.01	0.01	0.01	87.7
Approach		64	15	64	23.4	0.038	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.2
West: Steger Road														
10	L2	1	0	1	0.0	0.065	8.1	LOS A	0.2	1.9	0.29	0.67	0.29	73.5
12	R2	58	18	58	31.0	0.065	9.3	LOS A	0.2	1.9	0.29	0.67	0.29	62.7
Approach		59	18	59	30.5	0.065	9.3	LOS A	0.2	1.9	0.29	0.67	0.29	62.9
All Vehicles		298	68	298	22.8	0.105	4.4	NA	0.2	1.9	0.06	0.34	0.06	79.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 147 [Steger Road / Draper Road 2026 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Steger Road														
1	L2	4	3	4	75.0	0.047	9.8	LOS A	0.0	0.0	0.00	0.03	0.00	60.6
2	T1	77	13	77	16.9	0.047	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.6
Approach		81	16	81	19.8	0.047	0.5	NA	0.0	0.0	0.00	0.03	0.00	96.6
North: Draper Road														
8	T1	51	14	51	27.5	0.078	0.3	LOS A	0.3	2.9	0.19	0.37	0.19	87.4
9	R2	70	14	70	20.0	0.078	8.3	LOS A	0.3	2.9	0.19	0.37	0.19	70.1
Approach		121	28	121	23.1	0.078	4.9	NA	0.3	2.9	0.19	0.37	0.19	76.5
West: Steger Road														
10	L2	50	13	50	26.0	0.043	8.8	LOS A	0.2	1.5	0.18	0.61	0.18	64.9
12	R2	4	3	4	75.0	0.043	11.0	LOS B	0.2	1.5	0.18	0.61	0.18	52.2
Approach		54	16	54	29.6	0.043	9.0	LOS A	0.2	1.5	0.18	0.61	0.18	63.8
All Vehicles		256	60	256	23.4	0.078	4.4	NA	0.3	2.9	0.13	0.31	0.13	78.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 147 [Steger Road / Draper Road 2026 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Steger Road														
1	L2	4	3	4	75.0	0.053	9.8	LOS A	0.0	0.0	0.00	0.03	0.00	60.7
2	T1	86	16	86	18.6	0.053	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	99.7
Approach		90	19	90	21.1	0.053	0.4	NA	0.0	0.0	0.00	0.03	0.00	96.9
North: Draper Road														
8	T1	63	15	63	23.8	0.095	0.3	LOS A	0.4	3.6	0.21	0.37	0.21	87.4
9	R2	86	16	86	18.6	0.095	8.3	LOS A	0.4	3.6	0.21	0.37	0.21	70.7
Approach		149	31	149	20.8	0.095	4.9	NA	0.4	3.6	0.21	0.37	0.21	76.9
West: Steger Road														
10	L2	55	15	55	27.3	0.048	8.9	LOS A	0.2	1.7	0.20	0.61	0.20	64.5
12	R2	4	3	4	75.0	0.048	11.4	LOS B	0.2	1.7	0.20	0.61	0.20	52.2
Approach		59	18	59	30.5	0.048	9.1	LOS A	0.2	1.7	0.20	0.61	0.20	63.5
All Vehicles		298	68	298	22.8	0.095	4.4	NA	0.4	3.6	0.14	0.31	0.14	78.5

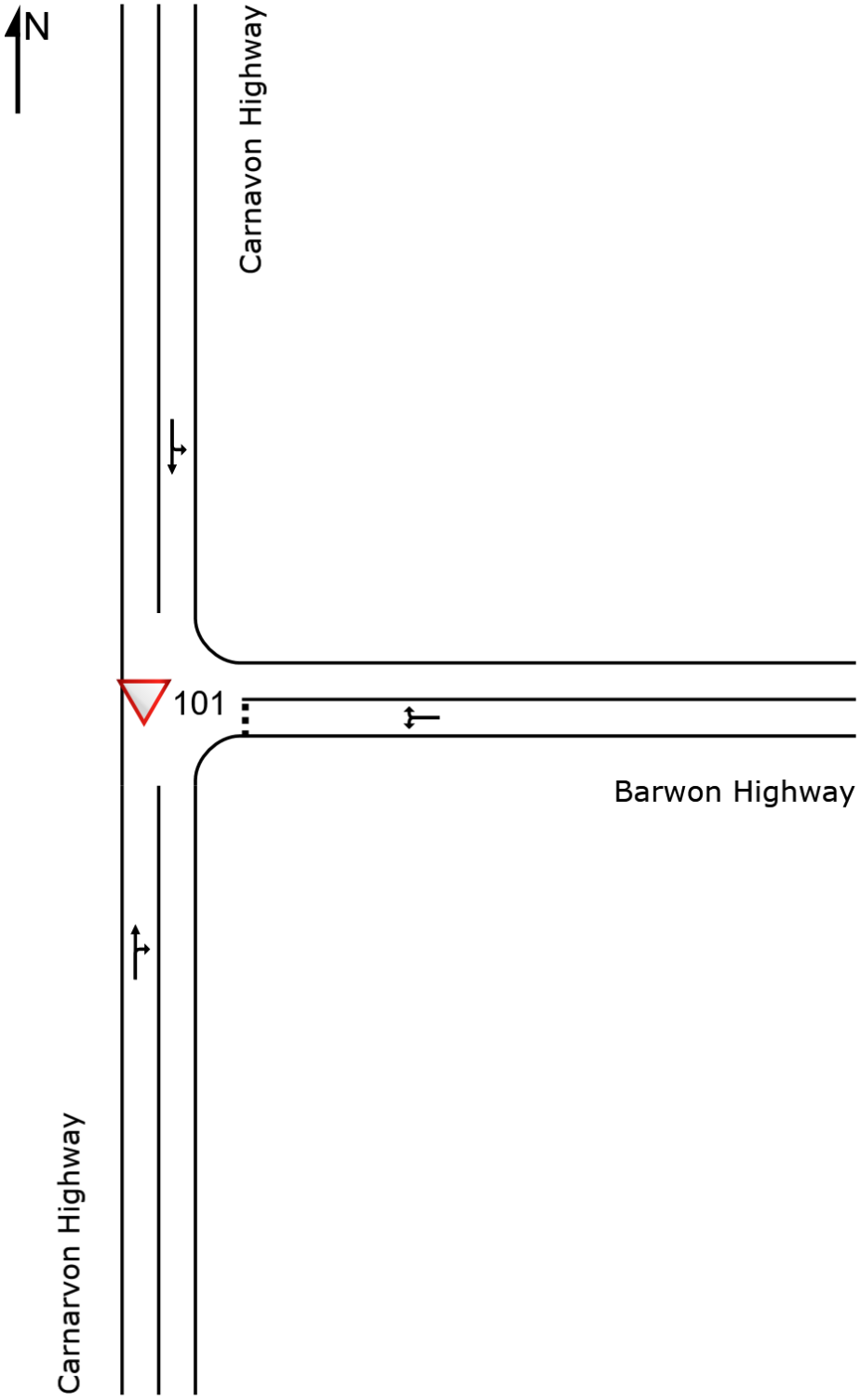
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Carnarvon Highway / Barwon Highway 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Barwon Highway 2025 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
2	T1	12	4	12	33.3	0.008	0.0	LOS A	0.0	0.0	0.01	0.05	0.01	97.6
3	R2	1	0	1	0.0	0.008	7.5	LOS A	0.0	0.0	0.01	0.05	0.01	86.3
Approach		13	4	13	30.8	0.008	0.6	NA	0.0	0.0	0.01	0.05	0.01	96.6
East: Barwon Highway														
4	L2	1	0	1	0.0	0.011	7.9	LOS A	0.0	0.3	0.08	0.64	0.08	74.6
6	R2	12	3	12	25.0	0.011	8.2	LOS A	0.0	0.3	0.08	0.64	0.08	65.4
Approach		13	3	13	23.1	0.011	8.2	LOS A	0.0	0.3	0.08	0.64	0.08	66.0
North: Carnavon Highway														
7	L2	11	3	11	27.3	0.013	8.5	LOS A	0.0	0.0	0.00	0.37	0.00	69.5
8	T1	9	3	9	33.3	0.013	0.0	LOS A	0.0	0.0	0.00	0.37	0.00	89.1
Approach		20	6	20	30.0	0.013	4.7	NA	0.0	0.0	0.00	0.37	0.00	77.1
All Vehicles		46	13	46	28.3	0.013	4.5	NA	0.0	0.3	0.03	0.36	0.03	77.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Barwon Highway 2025 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
2	T1	9	3	9	33.3	0.006	0.0	LOS A	0.0	0.0	0.02	0.07	0.02	96.9
3	R2	1	0	1	0.0	0.006	7.5	LOS A	0.0	0.0	0.02	0.07	0.02	85.8
Approach		10	3	10	30.0	0.006	0.8	NA	0.0	0.0	0.02	0.07	0.02	95.7
East: Barwon Highway														
4	L2	1	0	1	0.0	0.009	7.9	LOS A	0.0	0.2	0.07	0.64	0.07	74.6
6	R2	10	2	10	20.0	0.009	8.1	LOS A	0.0	0.2	0.07	0.64	0.07	67.0
Approach		11	2	11	18.2	0.009	8.0	LOS A	0.0	0.2	0.07	0.64	0.07	67.6
North: Carnavon Highway														
7	L2	11	3	11	27.3	0.013	8.5	LOS A	0.0	0.0	0.00	0.37	0.00	69.5
8	T1	9	3	9	33.3	0.013	0.0	LOS A	0.0	0.0	0.00	0.37	0.00	89.1
Approach		20	6	20	30.0	0.013	4.7	NA	0.0	0.0	0.00	0.37	0.00	77.1
All Vehicles		41	11	41	26.8	0.013	4.6	NA	0.0	0.2	0.02	0.37	0.02	77.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Barwon Highway 2025 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
2	T1	12	4	12	33.3	0.015	0.0	LOS A	0.1	0.5	0.05	0.32	0.05	90.3
3	R2	11	3	11	27.3	0.015	8.2	LOS A	0.1	0.5	0.05	0.32	0.05	69.3
Approach		23	7	23	30.4	0.015	3.9	NA	0.1	0.5	0.05	0.32	0.05	78.9
East: Barwon Highway														
4	L2	12	3	12	25.0	0.009	8.5	LOS A	0.0	0.3	0.05	0.64	0.05	65.9
6	R2	1	0	1	0.0	0.009	7.5	LOS A	0.0	0.3	0.05	0.64	0.05	73.9
Approach		13	3	13	23.1	0.009	8.4	LOS A	0.0	0.3	0.05	0.64	0.05	66.4
North: Carnavon Highway														
7	L2	1	0	1	0.0	0.006	7.8	LOS A	0.0	0.0	0.00	0.07	0.00	86.3
8	T1	9	3	9	33.3	0.006	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	97.0
Approach		10	3	10	30.0	0.006	0.8	NA	0.0	0.0	0.00	0.07	0.00	95.8
All Vehicles		46	13	46	28.3	0.015	4.5	NA	0.1	0.5	0.04	0.35	0.04	77.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Barwon Highway 2025 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
2	T1	9	3	9	33.3	0.013	0.0	LOS A	0.1	0.5	0.05	0.36	0.05	89.1
3	R2	11	3	11	27.3	0.013	8.2	LOS A	0.1	0.5	0.05	0.36	0.05	68.6
Approach		20	6	20	30.0	0.013	4.5	NA	0.1	0.5	0.05	0.36	0.05	76.5
East: Barwon Highway														
4	L2	10	2	10	20.0	0.008	8.4	LOS A	0.0	0.2	0.05	0.64	0.05	67.4
6	R2	1	0	1	0.0	0.008	7.5	LOS A	0.0	0.2	0.05	0.64	0.05	73.9
Approach		11	2	11	18.2	0.008	8.3	LOS A	0.0	0.2	0.05	0.64	0.05	68.0
North: Carnavon Highway														
7	L2	1	0	1	0.0	0.006	7.8	LOS A	0.0	0.0	0.00	0.07	0.00	86.3
8	T1	9	3	9	33.3	0.006	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	97.0
Approach		10	3	10	30.0	0.006	0.8	NA	0.0	0.0	0.00	0.07	0.00	95.8
All Vehicles		41	11	41	26.8	0.013	4.6	NA	0.1	0.5	0.04	0.37	0.04	77.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Barwon Highway 2025 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
2	T1	12	4	12	33.3	0.013	0.1	LOS A	0.0	0.4	0.07	0.22	0.07	96.9
3	R2	6	5	6	83.3	0.013	9.8	LOS A	0.0	0.4	0.07	0.22	0.07	56.2
Approach		18	9	18	50.0	0.013	3.3	NA	0.0	0.4	0.07	0.22	0.07	78.1
East: Barwon Highway														
4	L2	6	5	6	83.3	0.016	10.1	LOS B	0.1	0.5	0.07	0.65	0.07	52.3
6	R2	12	3	12	25.0	0.016	8.2	LOS A	0.1	0.5	0.07	0.65	0.07	65.4
Approach		18	8	18	44.4	0.016	8.8	LOS A	0.1	0.5	0.07	0.65	0.07	60.4
North: Carnavon Highway														
7	L2	11	3	11	27.3	0.013	8.5	LOS A	0.0	0.0	0.00	0.37	0.00	69.5
8	T1	9	3	9	33.3	0.013	0.0	LOS A	0.0	0.0	0.00	0.37	0.00	89.1
Approach		20	6	20	30.0	0.013	4.7	NA	0.0	0.0	0.00	0.37	0.00	77.1
All Vehicles		56	23	56	41.1	0.016	5.6	NA	0.1	0.5	0.04	0.41	0.04	71.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Barwon Highway 2025 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
2	T1	9	3	9	33.3	0.011	0.1	LOS A	0.0	0.4	0.08	0.26	0.08	96.1
3	R2	6	5	6	83.3	0.011	9.8	LOS A	0.0	0.4	0.08	0.26	0.08	56.0
Approach		15	8	15	53.3	0.011	4.0	NA	0.0	0.4	0.08	0.26	0.08	74.7
East: Barwon Highway														
4	L2	6	5	6	83.3	0.014	10.1	LOS B	0.0	0.5	0.06	0.65	0.06	52.3
6	R2	10	2	10	20.0	0.014	8.1	LOS A	0.0	0.5	0.06	0.65	0.06	67.0
Approach		16	7	16	43.8	0.014	8.8	LOS A	0.0	0.5	0.06	0.65	0.06	60.6
North: Carnavon Highway														
7	L2	11	3	11	27.3	0.013	8.5	LOS A	0.0	0.0	0.00	0.37	0.00	69.5
8	T1	9	3	9	33.3	0.013	0.0	LOS A	0.0	0.0	0.00	0.37	0.00	89.1
Approach		20	6	20	30.0	0.013	4.7	NA	0.0	0.0	0.00	0.37	0.00	77.1
All Vehicles		51	21	51	41.2	0.014	5.8	NA	0.0	0.5	0.04	0.43	0.04	70.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Barwon Highway 2025 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
2	T1	12	4	12	33.3	0.019	0.0	LOS A	0.1	0.8	0.06	0.38	0.06	90.2
3	R2	16	8	16	50.0	0.019	8.8	LOS A	0.1	0.8	0.06	0.38	0.06	62.1
Approach		28	12	28	42.9	0.019	5.1	NA	0.1	0.8	0.06	0.38	0.06	71.7
East: Barwon Highway														
4	L2	17	8	17	47.1	0.014	9.1	LOS A	0.1	0.5	0.05	0.64	0.05	59.9
6	R2	1	0	1	0.0	0.014	7.5	LOS A	0.1	0.5	0.05	0.64	0.05	73.9
Approach		18	8	18	44.4	0.014	9.0	LOS A	0.1	0.5	0.05	0.64	0.05	60.5
North: Carnavon Highway														
7	L2	1	0	1	0.0	0.006	7.8	LOS A	0.0	0.0	0.00	0.07	0.00	86.3
8	T1	9	3	9	33.3	0.006	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	97.0
Approach		10	3	10	30.0	0.006	0.8	NA	0.0	0.0	0.00	0.07	0.00	95.8
All Vehicles		56	23	56	41.1	0.019	5.6	NA	0.1	0.8	0.05	0.41	0.05	70.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Barwon Highway 2025 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
2	T1	9	3	9	33.3	0.017	0.0	LOS A	0.1	0.7	0.06	0.42	0.06	89.0
3	R2	16	8	16	50.0	0.017	8.8	LOS A	0.1	0.7	0.06	0.42	0.06	61.6
Approach		25	11	25	44.0	0.017	5.7	NA	0.1	0.7	0.06	0.42	0.06	69.2
East: Barwon Highway														
4	L2	15	7	15	46.7	0.012	9.1	LOS A	0.0	0.5	0.05	0.64	0.05	60.0
6	R2	1	0	1	0.0	0.012	7.5	LOS A	0.0	0.5	0.05	0.64	0.05	73.9
Approach		16	7	16	43.8	0.012	9.0	LOS A	0.0	0.5	0.05	0.64	0.05	60.7
North: Carnavon Highway														
7	L2	1	0	1	0.0	0.006	7.8	LOS A	0.0	0.0	0.00	0.07	0.00	86.3
8	T1	9	3	9	33.3	0.006	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	97.0
Approach		10	3	10	30.0	0.006	0.8	NA	0.0	0.0	0.00	0.07	0.00	95.8
All Vehicles		51	21	51	41.2	0.017	5.8	NA	0.1	0.7	0.05	0.42	0.05	70.0

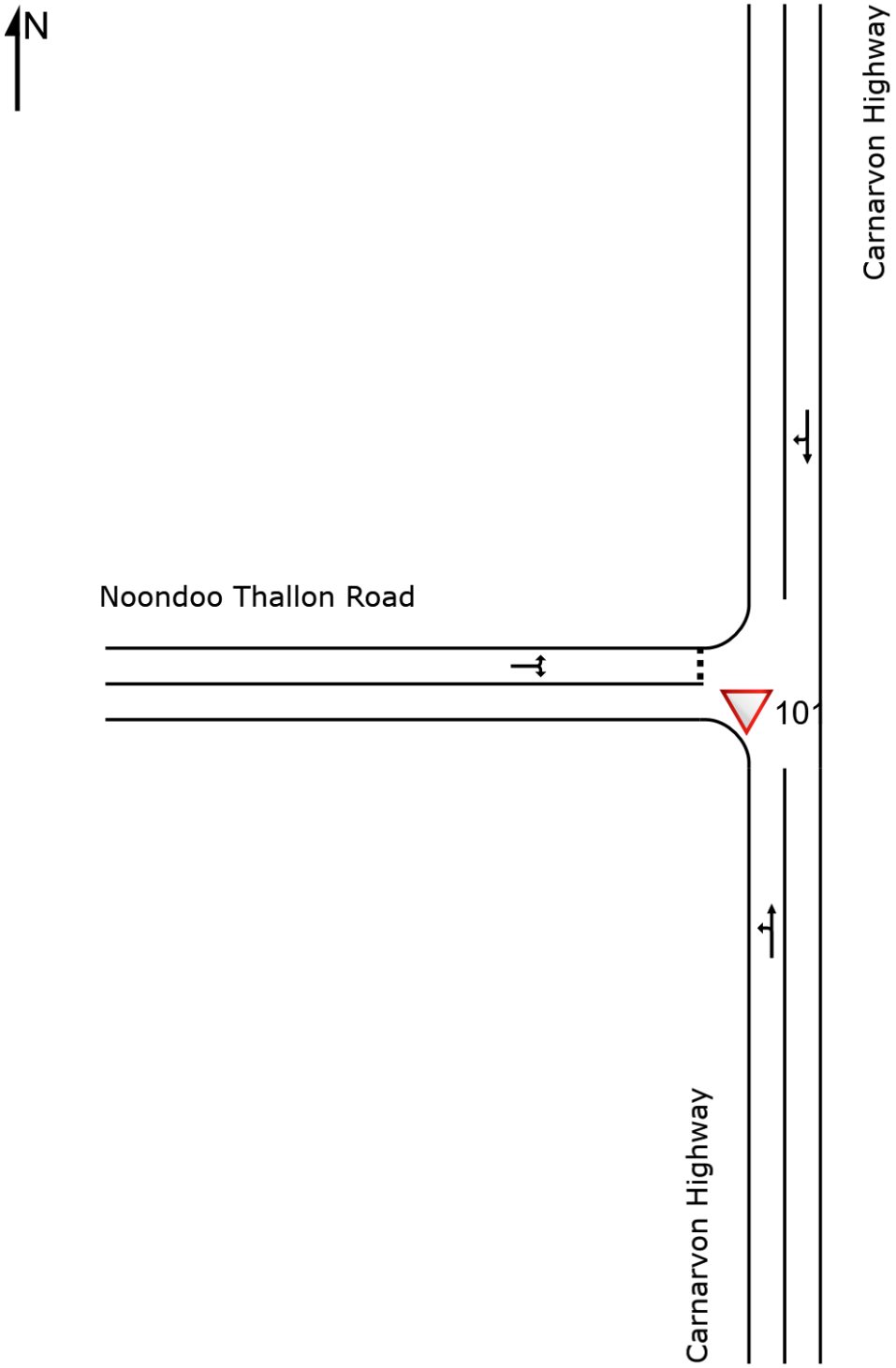
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Carnarvon Highway / Noondoo Thallon Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Noondoo Thallon Road 2025 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
1	L2	12	4	12	33.3	0.011	5.9	LOS A	0.0	0.0	0.00	0.41	0.00	48.2
2	T1	5	2	5	40.0	0.011	0.0	LOS A	0.0	0.0	0.00	0.41	0.00	54.8
Approach		17	6	17	35.3	0.011	4.2	NA	0.0	0.0	0.00	0.41	0.00	50.4
North: Carnarvon Highway														
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.0	0.03	0.12	0.03	58.0
9	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.03	0.12	0.03	55.6
Approach		5	1	5	20.0	0.003	1.1	NA	0.0	0.0	0.03	0.12	0.03	57.4
West: Noondoo Thallon Road														
10	L2	1	0	1	0.0	0.009	5.6	LOS A	0.0	0.2	0.06	0.58	0.06	52.1
12	R2	9	3	9	33.3	0.009	5.9	LOS A	0.0	0.2	0.06	0.58	0.06	42.9
Approach		10	3	10	30.0	0.009	5.9	LOS A	0.0	0.2	0.06	0.58	0.06	44.1
All Vehicles		32	10	32	31.3	0.011	4.2	NA	0.0	0.2	0.02	0.42	0.02	49.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Noondoo Thallon Road 2025 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
1	L2	9	3	9	33.3	0.008	5.9	LOS A	0.0	0.0	0.00	0.40	0.00	48.6
2	T1	4	1	4	25.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.40	0.00	55.2
Approach		13	4	13	30.8	0.008	4.1	NA	0.0	0.0	0.00	0.40	0.00	50.9
North: Carnarvon Highway														
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.0	0.03	0.12	0.03	58.0
9	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.03	0.12	0.03	55.6
Approach		5	1	5	20.0	0.003	1.1	NA	0.0	0.0	0.03	0.12	0.03	57.4
West: Noondoo Thallon Road														
10	L2	1	0	1	0.0	0.009	5.6	LOS A	0.0	0.2	0.05	0.58	0.05	52.1
12	R2	9	3	9	33.3	0.009	5.9	LOS A	0.0	0.2	0.05	0.58	0.05	42.9
Approach		10	3	10	30.0	0.009	5.9	LOS A	0.0	0.2	0.05	0.58	0.05	44.1
All Vehicles		28	8	28	28.6	0.009	4.2	NA	0.0	0.2	0.02	0.41	0.02	49.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Noondoo Thallon Road 2025 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
1	L2	1	0	1	0.0	0.004	5.5	LOS A	0.0	0.0	0.00	0.10	0.00	54.5
2	T1	5	2	5	40.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	58.1
Approach		6	2	6	33.3	0.004	0.9	NA	0.0	0.0	0.00	0.10	0.00	57.6
North: Carnarvon Highway														
8	T1	4	1	4	25.0	0.010	0.0	LOS A	0.0	0.4	0.04	0.44	0.04	54.7
9	R2	12	4	12	33.3	0.010	5.9	LOS A	0.0	0.4	0.04	0.44	0.04	51.1
Approach		16	5	16	31.3	0.010	4.4	NA	0.0	0.4	0.04	0.44	0.04	51.9
West: Noondoo Thallon Road														
10	L2	9	3	9	33.3	0.007	5.9	LOS A	0.0	0.2	0.04	0.56	0.04	50.5
12	R2	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.2	0.04	0.56	0.04	47.6
Approach		10	3	10	30.0	0.007	5.9	LOS A	0.0	0.2	0.04	0.56	0.04	50.3
All Vehicles		32	10	32	31.3	0.010	4.2	NA	0.0	0.4	0.03	0.41	0.03	52.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Noondoo Thallon Road 2025 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
1	L2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.00	0.12	0.00	54.5
2	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	58.1
Approach		5	1	5	20.0	0.003	1.1	NA	0.0	0.0	0.00	0.12	0.00	57.5
North: Carnarvon Highway														
8	T1	4	1	4	25.0	0.008	0.0	LOS A	0.0	0.3	0.04	0.41	0.04	55.1
9	R2	9	3	9	33.3	0.008	5.9	LOS A	0.0	0.3	0.04	0.41	0.04	51.4
Approach		13	4	13	30.8	0.008	4.1	NA	0.0	0.3	0.04	0.41	0.04	52.4
West: Noondoo Thallon Road														
10	L2	9	3	9	33.3	0.007	5.9	LOS A	0.0	0.2	0.03	0.56	0.03	50.5
12	R2	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.2	0.03	0.56	0.03	47.6
Approach		10	3	10	30.0	0.007	5.9	LOS A	0.0	0.2	0.03	0.56	0.03	50.3
All Vehicles		28	8	28	28.6	0.008	4.2	NA	0.0	0.3	0.03	0.41	0.03	52.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Noondoo Thallon Road 2025 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
1	L2	17	9	17	52.9	0.016	6.2	LOS A	0.0	0.0	0.00	0.44	0.00	46.9
2	T1	5	2	5	40.0	0.016	0.0	LOS A	0.0	0.0	0.00	0.44	0.00	54.8
Approach		22	11	22	50.0	0.016	4.8	NA	0.0	0.0	0.00	0.44	0.00	48.9
North: Carnarvon Highway														
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.0	0.04	0.12	0.04	57.9
9	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.04	0.12	0.04	55.5
Approach		5	1	5	20.0	0.003	1.1	NA	0.0	0.0	0.04	0.12	0.04	57.4
West: Noondoo Thallon Road														
10	L2	1	0	1	0.0	0.015	5.6	LOS A	0.0	0.5	0.07	0.58	0.07	52.1
12	R2	14	8	14	57.1	0.015	6.3	LOS A	0.0	0.5	0.07	0.58	0.07	40.1
Approach		15	8	15	53.3	0.015	6.2	LOS A	0.0	0.5	0.07	0.58	0.07	41.1
All Vehicles		42	20	42	47.6	0.016	4.8	NA	0.0	0.5	0.03	0.45	0.03	47.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Noondoo Thallon Road 2025 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
1	L2	14	8	14	57.1	0.013	6.2	LOS A	0.0	0.0	0.00	0.44	0.00	47.0
2	T1	4	1	4	25.0	0.013	0.0	LOS A	0.0	0.0	0.00	0.44	0.00	55.2
Approach		18	9	18	50.0	0.013	4.8	NA	0.0	0.0	0.00	0.44	0.00	49.1
North: Carnarvon Highway														
8	T1	4	1	4	25.0	0.003	0.0	LOS A	0.0	0.0	0.03	0.12	0.03	58.0
9	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.03	0.12	0.03	55.6
Approach		5	1	5	20.0	0.003	1.1	NA	0.0	0.0	0.03	0.12	0.03	57.4
West: Noondoo Thallon Road														
10	L2	1	0	1	0.0	0.015	5.6	LOS A	0.0	0.5	0.06	0.58	0.06	52.1
12	R2	14	8	14	57.1	0.015	6.2	LOS A	0.0	0.5	0.06	0.58	0.06	40.1
Approach		15	8	15	53.3	0.015	6.2	LOS A	0.0	0.5	0.06	0.58	0.06	41.1
All Vehicles		38	18	38	47.4	0.015	4.9	NA	0.0	0.5	0.03	0.45	0.03	46.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Noondoo Thallon Road 2025 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
1	L2	6	5	6	83.3	0.008	6.5	LOS A	0.0	0.0	0.00	0.31	0.00	48.0
2	T1	5	2	5	40.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.31	0.00	58.1
Approach		11	7	11	63.6	0.008	3.5	NA	0.0	0.0	0.00	0.31	0.00	53.0
North: Carnarvon Highway														
8	T1	4	1	4	25.0	0.010	0.0	LOS A	0.0	0.4	0.07	0.43	0.07	54.6
9	R2	12	4	12	33.3	0.010	5.9	LOS A	0.0	0.4	0.07	0.43	0.07	51.0
Approach		16	5	16	31.3	0.010	4.4	NA	0.0	0.4	0.07	0.43	0.07	51.8
West: Noondoo Thallon Road														
10	L2	9	3	9	33.3	0.013	5.9	LOS A	0.0	0.5	0.04	0.57	0.04	50.5
12	R2	6	5	6	83.3	0.013	6.6	LOS A	0.0	0.5	0.04	0.57	0.04	37.6
Approach		15	8	15	53.3	0.013	6.2	LOS A	0.0	0.5	0.04	0.57	0.04	45.8
All Vehicles		42	20	42	47.6	0.013	4.8	NA	0.0	0.5	0.04	0.45	0.04	49.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Carnarvon Highway / Noondoo Thallon Road 2025 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Carnarvon Highway														
1	L2	6	5	6	83.3	0.008	6.5	LOS A	0.0	0.0	0.00	0.34	0.00	48.0
2	T1	4	1	4	25.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.34	0.00	58.1
Approach		10	6	10	60.0	0.008	3.9	NA	0.0	0.0	0.00	0.34	0.00	52.4
North: Carnarvon Highway														
8	T1	4	1	4	25.0	0.008	0.0	LOS A	0.0	0.3	0.06	0.40	0.06	55.0
9	R2	9	3	9	33.3	0.008	5.9	LOS A	0.0	0.3	0.06	0.40	0.06	51.3
Approach		13	4	13	30.8	0.008	4.1	NA	0.0	0.3	0.06	0.40	0.06	52.3
West: Noondoo Thallon Road														
10	L2	9	3	9	33.3	0.013	5.9	LOS A	0.0	0.5	0.03	0.57	0.03	50.5
12	R2	6	5	6	83.3	0.013	6.6	LOS A	0.0	0.5	0.03	0.57	0.03	37.6
Approach		15	8	15	53.3	0.013	6.2	LOS A	0.0	0.5	0.03	0.57	0.03	45.8
All Vehicles		38	18	38	47.4	0.013	4.9	NA	0.0	0.5	0.03	0.45	0.03	49.6

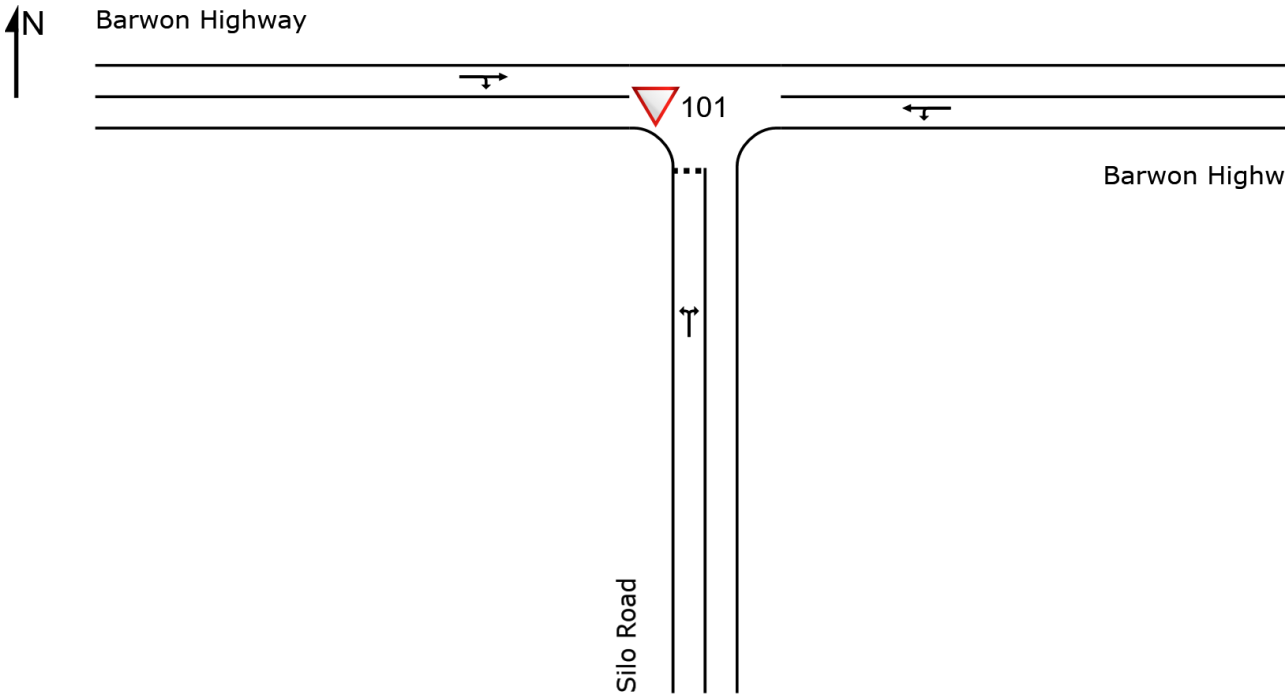
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Barwon Highway / Silo Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Barwon Highway / Silo Road 2025 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Silo Road														
1	L2	1	0	1	0.0	0.005	4.6	LOS A	0.0	0.1	0.07	0.53	0.07	56.6
3	R2	5	1	5	20.0	0.005	4.9	LOS A	0.0	0.1	0.07	0.53	0.07	52.1
Approach		6	1	6	16.7	0.005	4.8	LOS A	0.0	0.1	0.07	0.53	0.07	52.8
East: Barwon Highway														
4	L2	6	2	6	33.3	0.011	8.7	LOS A	0.0	0.0	0.00	0.23	0.00	70.2
5	T1	12	3	12	25.0	0.011	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	93.8
Approach		18	5	18	27.8	0.011	2.9	NA	0.0	0.0	0.00	0.23	0.00	84.4
West: Barwon Highway														
11	T1	11	3	11	27.3	0.007	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	97.6
12	R2	1	0	1	0.0	0.007	7.4	LOS A	0.0	0.0	0.01	0.06	0.01	64.1
Approach		12	3	12	25.0	0.007	0.6	NA	0.0	0.0	0.01	0.06	0.01	93.5
All Vehicles		36	9	36	25.0	0.011	2.5	NA	0.0	0.1	0.02	0.22	0.02	79.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Barwon Highway / Silo Road 2025 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Silo Road														
1	L2	1	0	1	0.0	0.005	4.6	LOS A	0.0	0.1	0.07	0.53	0.07	56.6
3	R2	5	1	5	20.0	0.005	4.8	LOS A	0.0	0.1	0.07	0.53	0.07	52.1
Approach		6	1	6	16.7	0.005	4.8	LOS A	0.0	0.1	0.07	0.53	0.07	52.8
East: Barwon Highway														
4	L2	5	1	5	20.0	0.009	8.4	LOS A	0.0	0.0	0.00	0.23	0.00	74.8
5	T1	10	2	10	20.0	0.009	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	93.3
Approach		15	3	15	20.0	0.009	2.8	NA	0.0	0.0	0.00	0.23	0.00	86.2
West: Barwon Highway														
11	T1	11	3	11	27.3	0.007	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	97.6
12	R2	1	0	1	0.0	0.007	7.4	LOS A	0.0	0.0	0.01	0.06	0.01	64.1
Approach		12	3	12	25.0	0.007	0.6	NA	0.0	0.0	0.01	0.06	0.01	93.6
All Vehicles		33	7	33	21.2	0.009	2.4	NA	0.0	0.1	0.02	0.22	0.02	79.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Barwon Highway / Silo Road 2025 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Silo Road														
1	L2	5	1	5	20.0	0.004	4.8	LOS A	0.0	0.1	0.06	0.51	0.06	52.5
3	R2	1	0	1	0.0	0.004	4.7	LOS A	0.0	0.1	0.06	0.51	0.06	56.4
Approach		6	1	6	16.7	0.004	4.8	LOS A	0.0	0.1	0.06	0.51	0.06	53.1
East: Barwon Highway														
4	L2	1	0	1	0.0	0.008	7.8	LOS A	0.0	0.0	0.00	0.05	0.00	87.0
5	T1	12	3	12	25.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	97.9
Approach		13	3	13	23.1	0.008	0.6	NA	0.0	0.0	0.00	0.05	0.00	97.0
West: Barwon Highway														
11	T1	11	3	11	27.3	0.011	0.0	LOS A	0.0	0.3	0.05	0.24	0.05	93.1
12	R2	6	2	6	33.3	0.011	8.4	LOS A	0.0	0.3	0.05	0.24	0.05	61.2
Approach		17	5	17	29.4	0.011	3.0	NA	0.0	0.3	0.05	0.24	0.05	78.6
All Vehicles		36	9	36	25.0	0.011	2.4	NA	0.0	0.3	0.03	0.22	0.03	77.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Barwon Highway / Silo Road 2025 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Silo Road														
1	L2	5	1	5	20.0	0.004	4.8	LOS A	0.0	0.1	0.05	0.51	0.05	52.6
3	R2	1	0	1	0.0	0.004	4.6	LOS A	0.0	0.1	0.05	0.51	0.05	56.5
Approach		6	1	6	16.7	0.004	4.8	LOS A	0.0	0.1	0.05	0.51	0.05	53.2
East: Barwon Highway														
4	L2	1	0	1	0.0	0.006	7.8	LOS A	0.0	0.0	0.00	0.06	0.00	86.8
5	T1	10	2	10	20.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	97.7
Approach		11	2	11	18.2	0.006	0.7	NA	0.0	0.0	0.00	0.06	0.00	96.6
West: Barwon Highway														
11	T1	11	3	11	27.3	0.010	0.0	LOS A	0.0	0.2	0.04	0.21	0.04	93.2
12	R2	5	1	5	20.0	0.010	8.0	LOS A	0.0	0.2	0.04	0.21	0.04	61.6
Approach		16	4	16	25.0	0.010	2.5	NA	0.0	0.2	0.04	0.21	0.04	80.4
All Vehicles		33	7	33	21.2	0.010	2.3	NA	0.0	0.2	0.03	0.22	0.03	77.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Barwon Highway / Silo Road 2025 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Silo Road														
1	L2	1	0	1	0.0	0.006	4.6	LOS A	0.0	0.2	0.10	0.52	0.10	56.5
3	R2	6	2	6	33.3	0.006	5.1	LOS A	0.0	0.2	0.10	0.52	0.10	49.5
Approach		7	2	7	28.6	0.006	5.0	LOS A	0.0	0.2	0.10	0.52	0.10	50.4
East: Barwon Highway														
4	L2	7	3	7	42.9	0.016	9.0	LOS A	0.0	0.0	0.00	0.20	0.00	67.1
5	T1	17	8	17	47.1	0.016	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	93.8
Approach		24	11	24	45.8	0.016	2.6	NA	0.0	0.0	0.00	0.20	0.00	84.1
West: Barwon Highway														
11	T1	16	8	16	50.0	0.011	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	97.6
12	R2	1	0	1	0.0	0.011	7.5	LOS A	0.0	0.1	0.01	0.04	0.01	64.1
Approach		17	8	17	47.1	0.011	0.4	NA	0.0	0.1	0.01	0.04	0.01	94.7
All Vehicles		48	21	48	43.8	0.016	2.2	NA	0.0	0.2	0.02	0.19	0.02	79.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Barwon Highway / Silo Road 2025 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Silo Road														
1	L2	1	0	1	0.0	0.006	4.6	LOS A	0.0	0.2	0.10	0.53	0.10	56.5
3	R2	6	2	6	33.3	0.006	5.1	LOS A	0.0	0.2	0.10	0.53	0.10	49.5
Approach		7	2	7	28.6	0.006	5.0	LOS A	0.0	0.2	0.10	0.53	0.10	50.4
East: Barwon Highway														
4	L2	6	2	6	33.3	0.014	8.7	LOS A	0.0	0.0	0.00	0.19	0.00	70.0
5	T1	15	7	15	46.7	0.014	0.0	LOS A	0.0	0.0	0.00	0.19	0.00	93.3
Approach		21	9	21	42.9	0.014	2.5	NA	0.0	0.0	0.00	0.19	0.00	85.2
West: Barwon Highway														
11	T1	16	8	16	50.0	0.011	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	97.6
12	R2	1	0	1	0.0	0.011	7.5	LOS A	0.0	0.1	0.01	0.04	0.01	64.1
Approach		17	8	17	47.1	0.011	0.4	NA	0.0	0.1	0.01	0.04	0.01	94.7
All Vehicles		45	19	45	42.2	0.014	2.1	NA	0.0	0.2	0.02	0.19	0.02	79.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Barwon Highway / Silo Road 2025 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Silo Road														
1	L2	5	1	5	20.0	0.005	4.8	LOS A	0.0	0.2	0.08	0.51	0.08	52.5
3	R2	2	1	2	50.0	0.005	5.3	LOS A	0.0	0.2	0.08	0.51	0.08	46.7
Approach		7	2	7	28.6	0.005	4.9	LOS A	0.0	0.2	0.08	0.51	0.08	50.7
East: Barwon Highway														
4	L2	2	1	2	50.0	0.013	9.1	LOS A	0.0	0.0	0.00	0.07	0.00	66.9
5	T1	17	8	17	47.1	0.013	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	97.9
Approach		19	9	19	47.4	0.013	1.0	NA	0.0	0.0	0.00	0.07	0.00	93.3
West: Barwon Highway														
11	T1	16	8	16	50.0	0.015	0.0	LOS A	0.0	0.3	0.05	0.18	0.05	93.1
12	R2	6	2	6	33.3	0.015	8.4	LOS A	0.0	0.3	0.05	0.18	0.05	61.2
Approach		22	10	22	45.5	0.015	2.3	NA	0.0	0.3	0.05	0.18	0.05	81.5
All Vehicles		48	21	48	43.8	0.015	2.2	NA	0.0	0.3	0.03	0.19	0.03	78.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Barwon Highway / Silo Road 2025 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Silo Road														
1	L2	5	1	5	20.0	0.005	4.8	LOS A	0.0	0.2	0.07	0.51	0.07	52.5
3	R2	2	1	2	50.0	0.005	5.2	LOS A	0.0	0.2	0.07	0.51	0.07	46.8
Approach		7	2	7	28.6	0.005	4.9	LOS A	0.0	0.2	0.07	0.51	0.07	50.7
East: Barwon Highway														
4	L2	2	1	2	50.0	0.011	9.1	LOS A	0.0	0.0	0.00	0.08	0.00	66.8
5	T1	15	7	15	46.7	0.011	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	97.7
Approach		17	8	17	47.1	0.011	1.1	NA	0.0	0.0	0.00	0.08	0.00	92.6
West: Barwon Highway														
11	T1	16	8	16	50.0	0.014	0.0	LOS A	0.0	0.3	0.04	0.16	0.04	93.2
12	R2	5	1	5	20.0	0.014	8.0	LOS A	0.0	0.3	0.04	0.16	0.04	61.6
Approach		21	9	21	42.9	0.014	1.9	NA	0.0	0.3	0.04	0.16	0.04	83.1
All Vehicles		45	19	45	42.2	0.014	2.1	NA	0.0	0.3	0.03	0.18	0.03	78.3

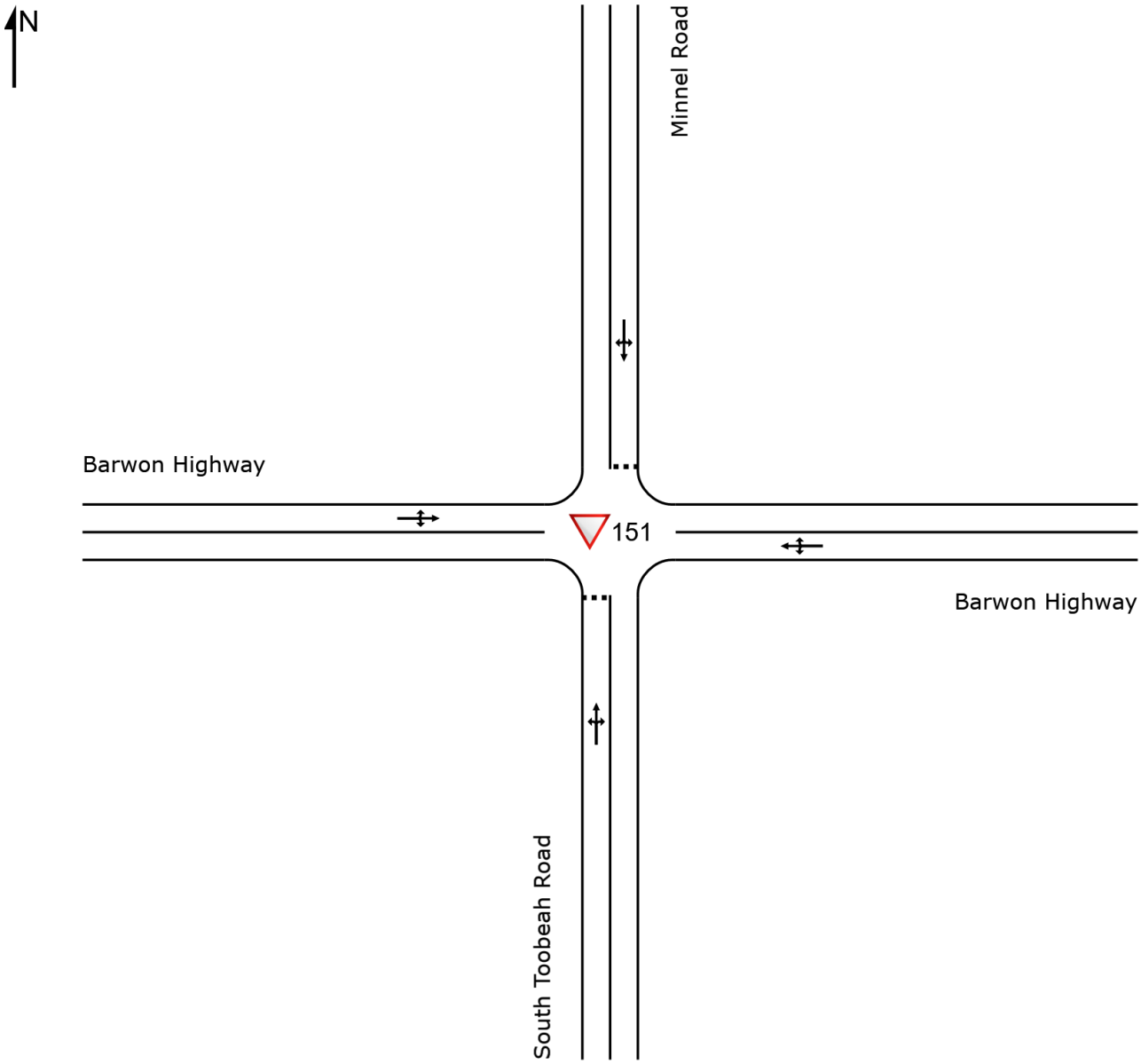
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 151 [Barwon Highway / South Toobeah Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 151 [Barwon Highway / South Toobeah Road 2025 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: South Toobeah Road														
1	L2	1	0	1	0.0	0.006	7.9	LOS A	0.0	0.2	0.14	0.62	0.14	64.3
2	T1	1	0	1	0.0	0.006	6.9	LOS A	0.0	0.2	0.14	0.62	0.14	74.1
3	R2	4	1	4	25.0	0.006	8.5	LOS A	0.0	0.2	0.14	0.62	0.14	60.6
Approach		6	1	6	16.7	0.006	8.1	LOS A	0.0	0.2	0.14	0.62	0.14	63.0
East: Barwon Highway														
4	L2	4	1	4	25.0	0.022	5.8	LOS A	0.0	0.1	0.01	0.08	0.01	60.2
5	T1	31	8	31	25.8	0.022	0.0	LOS A	0.0	0.1	0.01	0.08	0.01	58.8
6	R2	1	0	1	0.0	0.022	5.5	LOS A	0.0	0.1	0.01	0.08	0.01	66.9
Approach		36	9	36	25.0	0.022	0.8	NA	0.0	0.1	0.01	0.08	0.01	59.3
North: Minnel Road														
7	L2	1	0	1	0.0	0.006	7.9	LOS A	0.0	0.2	0.14	0.62	0.14	62.8
8	T1	1	0	1	0.0	0.006	6.9	LOS A	0.0	0.2	0.14	0.62	0.14	74.2
9	R2	4	1	4	25.0	0.006	8.5	LOS A	0.0	0.2	0.14	0.62	0.14	59.2
Approach		6	1	6	16.7	0.006	8.1	LOS A	0.0	0.2	0.14	0.62	0.14	62.7
West: Barwon Highway														
10	L2	4	1	4	25.0	0.019	5.8	LOS A	0.0	0.1	0.01	0.09	0.01	60.1
11	T1	27	7	27	25.9	0.019	0.0	LOS A	0.0	0.1	0.01	0.09	0.01	58.6
12	R2	1	0	1	0.0	0.019	5.6	LOS A	0.0	0.1	0.01	0.09	0.01	70.6
Approach		32	8	32	25.0	0.019	0.9	NA	0.0	0.1	0.01	0.09	0.01	59.1
All Vehicles		80	19	80	23.8	0.022	1.9	NA	0.0	0.2	0.03	0.17	0.03	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 151 [Barwon Highway / South Toobeah Road 2025 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: South Toobeah Road														
1	L2	1	0	1	0.0	0.005	7.9	LOS A	0.0	0.1	0.13	0.62	0.13	64.4
2	T1	1	0	1	0.0	0.005	6.9	LOS A	0.0	0.1	0.13	0.62	0.13	74.2
3	R2	3	1	3	33.3	0.005	8.7	LOS A	0.0	0.1	0.13	0.62	0.13	60.1
Approach		5	1	5	20.0	0.005	8.2	LOS A	0.0	0.1	0.13	0.62	0.13	63.3
East: Barwon Highway														
4	L2	4	1	4	25.0	0.019	5.8	LOS A	0.0	0.1	0.01	0.09	0.01	60.1
5	T1	27	7	27	25.9	0.019	0.0	LOS A	0.0	0.1	0.01	0.09	0.01	58.6
6	R2	1	0	1	0.0	0.019	5.5	LOS A	0.0	0.1	0.01	0.09	0.01	66.8
Approach		32	8	32	25.0	0.019	0.9	NA	0.0	0.1	0.01	0.09	0.01	59.2
North: Minnel Road														
7	L2	1	0	1	0.0	0.006	7.9	LOS A	0.0	0.2	0.13	0.62	0.13	62.9
8	T1	1	0	1	0.0	0.006	6.9	LOS A	0.0	0.2	0.13	0.62	0.13	74.2
9	R2	4	1	4	25.0	0.006	8.4	LOS A	0.0	0.2	0.13	0.62	0.13	59.3
Approach		6	1	6	16.7	0.006	8.1	LOS A	0.0	0.2	0.13	0.62	0.13	62.7
West: Barwon Highway														
10	L2	3	1	3	33.3	0.018	5.9	LOS A	0.0	0.1	0.01	0.08	0.01	57.4
11	T1	26	7	26	26.9	0.018	0.0	LOS A	0.0	0.1	0.01	0.08	0.01	58.9
12	R2	1	0	1	0.0	0.018	5.5	LOS A	0.0	0.1	0.01	0.08	0.01	71.0
Approach		30	8	30	26.7	0.018	0.8	NA	0.0	0.1	0.01	0.08	0.01	59.0
All Vehicles		73	18	73	24.7	0.019	1.9	NA	0.0	0.2	0.03	0.17	0.03	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 151 [Barwon Highway / South Toobeah Road 2025 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: South Toobeah Road														
1	L2	4	1	4	25.0	0.005	8.6	LOS A	0.0	0.1	0.11	0.62	0.11	60.3
2	T1	1	0	1	0.0	0.005	6.9	LOS A	0.0	0.1	0.11	0.62	0.11	74.1
3	R2	1	0	1	0.0	0.005	7.7	LOS A	0.0	0.1	0.11	0.62	0.11	62.1
Approach		6	1	6	16.7	0.005	8.2	LOS A	0.0	0.1	0.11	0.62	0.11	63.2
East: Barwon Highway														
4	L2	1	0	1	0.0	0.022	5.6	LOS A	0.0	0.2	0.03	0.08	0.03	67.1
5	T1	31	8	31	25.8	0.022	0.0	LOS A	0.0	0.2	0.03	0.08	0.03	58.7
6	R2	4	1	4	25.0	0.022	5.9	LOS A	0.0	0.2	0.03	0.08	0.03	59.5
Approach		36	9	36	25.0	0.022	0.8	NA	0.0	0.2	0.03	0.08	0.03	59.1
North: Minnel Road														
7	L2	4	1	4	25.0	0.005	8.6	LOS A	0.0	0.1	0.10	0.62	0.10	61.4
8	T1	1	0	1	0.0	0.005	6.9	LOS A	0.0	0.1	0.10	0.62	0.10	74.1
9	R2	1	0	1	0.0	0.005	7.7	LOS A	0.0	0.1	0.10	0.62	0.10	63.2
Approach		6	1	6	16.7	0.005	8.2	LOS A	0.0	0.1	0.10	0.62	0.10	63.5
West: Barwon Highway														
10	L2	1	0	1	0.0	0.019	5.6	LOS A	0.0	0.2	0.04	0.09	0.04	70.9
11	T1	27	7	27	25.9	0.019	0.0	LOS A	0.0	0.2	0.04	0.09	0.04	58.5
12	R2	4	1	4	25.0	0.019	5.9	LOS A	0.0	0.2	0.04	0.09	0.04	59.1
Approach		32	8	32	25.0	0.019	0.9	NA	0.0	0.2	0.04	0.09	0.04	58.9
All Vehicles		80	19	80	23.8	0.022	2.0	NA	0.0	0.2	0.04	0.17	0.04	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 151 [Barwon Highway / South Toobeah Road 2025 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: South Toobeah Road														
1	L2	3	1	3	33.3	0.004	8.8	LOS A	0.0	0.1	0.10	0.62	0.10	59.3
2	T1	1	0	1	0.0	0.004	6.9	LOS A	0.0	0.1	0.10	0.62	0.10	74.2
3	R2	1	0	1	0.0	0.004	7.7	LOS A	0.0	0.1	0.10	0.62	0.10	62.2
Approach		5	1	5	20.0	0.004	8.2	LOS A	0.0	0.1	0.10	0.62	0.10	63.2
East: Barwon Highway														
4	L2	1	0	1	0.0	0.019	5.6	LOS A	0.0	0.2	0.03	0.09	0.03	66.9
5	T1	27	7	27	25.9	0.019	0.0	LOS A	0.0	0.2	0.03	0.09	0.03	58.5
6	R2	4	1	4	25.0	0.019	5.9	LOS A	0.0	0.2	0.03	0.09	0.03	59.4
Approach		32	8	32	25.0	0.019	0.9	NA	0.0	0.2	0.03	0.09	0.03	59.0
North: Minnel Road														
7	L2	4	1	4	25.0	0.005	8.6	LOS A	0.0	0.1	0.10	0.62	0.10	61.4
8	T1	1	0	1	0.0	0.005	6.9	LOS A	0.0	0.1	0.10	0.62	0.10	74.1
9	R2	1	0	1	0.0	0.005	7.7	LOS A	0.0	0.1	0.10	0.62	0.10	63.2
Approach		6	1	6	16.7	0.005	8.1	LOS A	0.0	0.1	0.10	0.62	0.10	63.5
West: Barwon Highway														
10	L2	1	0	1	0.0	0.018	5.6	LOS A	0.0	0.2	0.03	0.08	0.03	71.3
11	T1	26	7	26	26.9	0.018	0.0	LOS A	0.0	0.2	0.03	0.08	0.03	58.8
12	R2	3	1	3	33.3	0.018	6.0	LOS A	0.0	0.2	0.03	0.08	0.03	56.3
Approach		30	8	30	26.7	0.018	0.8	NA	0.0	0.2	0.03	0.08	0.03	58.8
All Vehicles		73	18	73	24.7	0.019	2.0	NA	0.0	0.2	0.04	0.17	0.04	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 151 [Barwon Highway / South Toobeah Road 2025 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: South Toobeah Road														
1	L2	1	0	1	0.0	0.007	7.9	LOS A	0.0	0.2	0.17	0.62	0.17	64.1
2	T1	1	0	1	0.0	0.007	6.9	LOS A	0.0	0.2	0.17	0.62	0.17	74.0
3	R2	5	2	5	40.0	0.007	9.0	LOS A	0.0	0.2	0.17	0.62	0.17	59.6
Approach		7	2	7	28.6	0.007	8.6	LOS A	0.0	0.2	0.17	0.62	0.17	61.8
East: Barwon Highway														
4	L2	5	2	5	40.0	0.027	6.0	LOS A	0.0	0.1	0.01	0.08	0.01	56.7
5	T1	36	13	36	36.1	0.027	0.0	LOS A	0.0	0.1	0.01	0.08	0.01	58.8
6	R2	1	0	1	0.0	0.027	5.6	LOS A	0.0	0.1	0.01	0.08	0.01	66.9
Approach		42	15	42	35.7	0.027	0.9	NA	0.0	0.1	0.01	0.08	0.01	58.7
North: Minnel Road														
7	L2	1	0	1	0.0	0.006	7.9	LOS A	0.0	0.2	0.15	0.62	0.15	62.8
8	T1	1	0	1	0.0	0.006	6.9	LOS A	0.0	0.2	0.15	0.62	0.15	74.1
9	R2	4	1	4	25.0	0.006	8.5	LOS A	0.0	0.2	0.15	0.62	0.15	59.1
Approach		6	1	6	16.7	0.006	8.2	LOS A	0.0	0.2	0.15	0.62	0.15	62.6
West: Barwon Highway														
10	L2	4	1	4	25.0	0.023	5.9	LOS A	0.0	0.1	0.01	0.08	0.01	60.1
11	T1	32	12	32	37.5	0.023	0.0	LOS A	0.0	0.1	0.01	0.08	0.01	58.6
12	R2	1	0	1	0.0	0.023	5.6	LOS A	0.0	0.1	0.01	0.08	0.01	70.6
Approach		37	13	37	35.1	0.023	0.8	NA	0.0	0.1	0.01	0.08	0.01	59.1
All Vehicles		92	31	92	33.7	0.027	1.9	NA	0.0	0.2	0.03	0.16	0.03	59.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 151 [Barwon Highway / South Toobeah Road 2025 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: South Toobeah Road														
1	L2	1	0	1	0.0	0.006	7.9	LOS A	0.0	0.2	0.16	0.62	0.16	64.2
2	T1	1	0	1	0.0	0.006	6.9	LOS A	0.0	0.2	0.16	0.62	0.16	74.1
3	R2	4	2	4	50.0	0.006	9.3	LOS A	0.0	0.2	0.16	0.62	0.16	59.1
Approach		6	2	6	33.3	0.006	8.7	LOS A	0.0	0.2	0.16	0.62	0.16	61.9
East: Barwon Highway														
4	L2	5	2	5	40.0	0.024	6.0	LOS A	0.0	0.1	0.01	0.09	0.01	56.6
5	T1	32	12	32	37.5	0.024	0.0	LOS A	0.0	0.1	0.01	0.09	0.01	58.6
6	R2	1	0	1	0.0	0.024	5.6	LOS A	0.0	0.1	0.01	0.09	0.01	66.8
Approach		38	14	38	36.8	0.024	0.9	NA	0.0	0.1	0.01	0.09	0.01	58.5
North: Minnel Road														
7	L2	1	0	1	0.0	0.006	7.9	LOS A	0.0	0.2	0.15	0.62	0.15	62.8
8	T1	1	0	1	0.0	0.006	6.9	LOS A	0.0	0.2	0.15	0.62	0.15	74.1
9	R2	4	1	4	25.0	0.006	8.5	LOS A	0.0	0.2	0.15	0.62	0.15	59.2
Approach		6	1	6	16.7	0.006	8.1	LOS A	0.0	0.2	0.15	0.62	0.15	62.6
West: Barwon Highway														
10	L2	3	1	3	33.3	0.022	5.9	LOS A	0.0	0.1	0.01	0.07	0.01	57.4
11	T1	31	12	31	38.7	0.022	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	58.9
12	R2	1	0	1	0.0	0.022	5.6	LOS A	0.0	0.1	0.01	0.07	0.01	71.0
Approach		35	13	35	37.1	0.022	0.7	NA	0.0	0.1	0.01	0.07	0.01	59.0
All Vehicles		85	30	85	35.3	0.024	1.9	NA	0.0	0.2	0.03	0.16	0.03	59.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 151 [Barwon Highway / South Toobeah Road 2025 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: South Toobeah Road														
1	L2	4	1	4	25.0	0.006	8.6	LOS A	0.0	0.2	0.13	0.62	0.13	60.2
2	T1	1	0	1	0.0	0.006	6.9	LOS A	0.0	0.2	0.13	0.62	0.13	73.9
3	R2	2	1	2	50.0	0.006	9.4	LOS A	0.0	0.2	0.13	0.62	0.13	59.0
Approach		7	2	7	28.6	0.006	8.6	LOS A	0.0	0.2	0.13	0.62	0.13	61.8
East: Barwon Highway														
4	L2	2	1	2	50.0	0.027	6.2	LOS A	0.0	0.3	0.03	0.08	0.03	54.5
5	T1	36	13	36	36.1	0.027	0.0	LOS A	0.0	0.3	0.03	0.08	0.03	58.7
6	R2	4	1	4	25.0	0.027	5.9	LOS A	0.0	0.3	0.03	0.08	0.03	59.5
Approach		42	15	42	35.7	0.027	0.9	NA	0.0	0.3	0.03	0.08	0.03	58.5
North: Minnel Road														
7	L2	4	1	4	25.0	0.005	8.6	LOS A	0.0	0.1	0.11	0.62	0.11	61.3
8	T1	1	0	1	0.0	0.005	6.9	LOS A	0.0	0.1	0.11	0.62	0.11	74.0
9	R2	1	0	1	0.0	0.005	7.8	LOS A	0.0	0.1	0.11	0.62	0.11	63.1
Approach		6	1	6	16.7	0.005	8.2	LOS A	0.0	0.1	0.11	0.62	0.11	63.4
West: Barwon Highway														
10	L2	1	0	1	0.0	0.024	5.7	LOS A	0.0	0.3	0.03	0.08	0.03	70.9
11	T1	32	12	32	37.5	0.024	0.0	LOS A	0.0	0.3	0.03	0.08	0.03	58.5
12	R2	4	1	4	25.0	0.024	5.9	LOS A	0.0	0.3	0.03	0.08	0.03	59.1
Approach		37	13	37	35.1	0.024	0.8	NA	0.0	0.3	0.03	0.08	0.03	58.8
All Vehicles		92	31	92	33.7	0.027	1.9	NA	0.0	0.3	0.04	0.16	0.04	59.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 151 [Barwon Highway / South Toobeah Road 2025 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: South Toobeah Road														
1	L2	3	1	3	33.3	0.006	8.8	LOS A	0.0	0.2	0.13	0.62	0.13	59.1
2	T1	1	0	1	0.0	0.006	6.9	LOS A	0.0	0.2	0.13	0.62	0.13	74.1
3	R2	2	1	2	50.0	0.006	9.4	LOS A	0.0	0.2	0.13	0.62	0.13	59.1
Approach		6	2	6	33.3	0.006	8.7	LOS A	0.0	0.2	0.13	0.62	0.13	61.6
East: Barwon Highway														
4	L2	2	1	2	50.0	0.024	6.2	LOS A	0.0	0.3	0.03	0.09	0.03	54.4
5	T1	32	12	32	37.5	0.024	0.0	LOS A	0.0	0.3	0.03	0.09	0.03	58.5
6	R2	4	1	4	25.0	0.024	5.9	LOS A	0.0	0.3	0.03	0.09	0.03	59.4
Approach		38	14	38	36.8	0.024	1.0	NA	0.0	0.3	0.03	0.09	0.03	58.3
North: Minnel Road														
7	L2	4	1	4	25.0	0.005	8.6	LOS A	0.0	0.1	0.11	0.62	0.11	61.3
8	T1	1	0	1	0.0	0.005	6.9	LOS A	0.0	0.1	0.11	0.62	0.11	74.0
9	R2	1	0	1	0.0	0.005	7.8	LOS A	0.0	0.1	0.11	0.62	0.11	63.1
Approach		6	1	6	16.7	0.005	8.2	LOS A	0.0	0.1	0.11	0.62	0.11	63.4
West: Barwon Highway														
10	L2	1	0	1	0.0	0.023	5.7	LOS A	0.0	0.2	0.03	0.07	0.03	71.3
11	T1	31	12	31	38.7	0.023	0.0	LOS A	0.0	0.2	0.03	0.07	0.03	58.8
12	R2	3	1	3	33.3	0.023	6.0	LOS A	0.0	0.2	0.03	0.07	0.03	56.3
Approach		35	13	35	37.1	0.023	0.7	NA	0.0	0.2	0.03	0.07	0.03	58.8
All Vehicles		85	30	85	35.3	0.024	1.9	NA	0.0	0.3	0.04	0.16	0.04	59.2

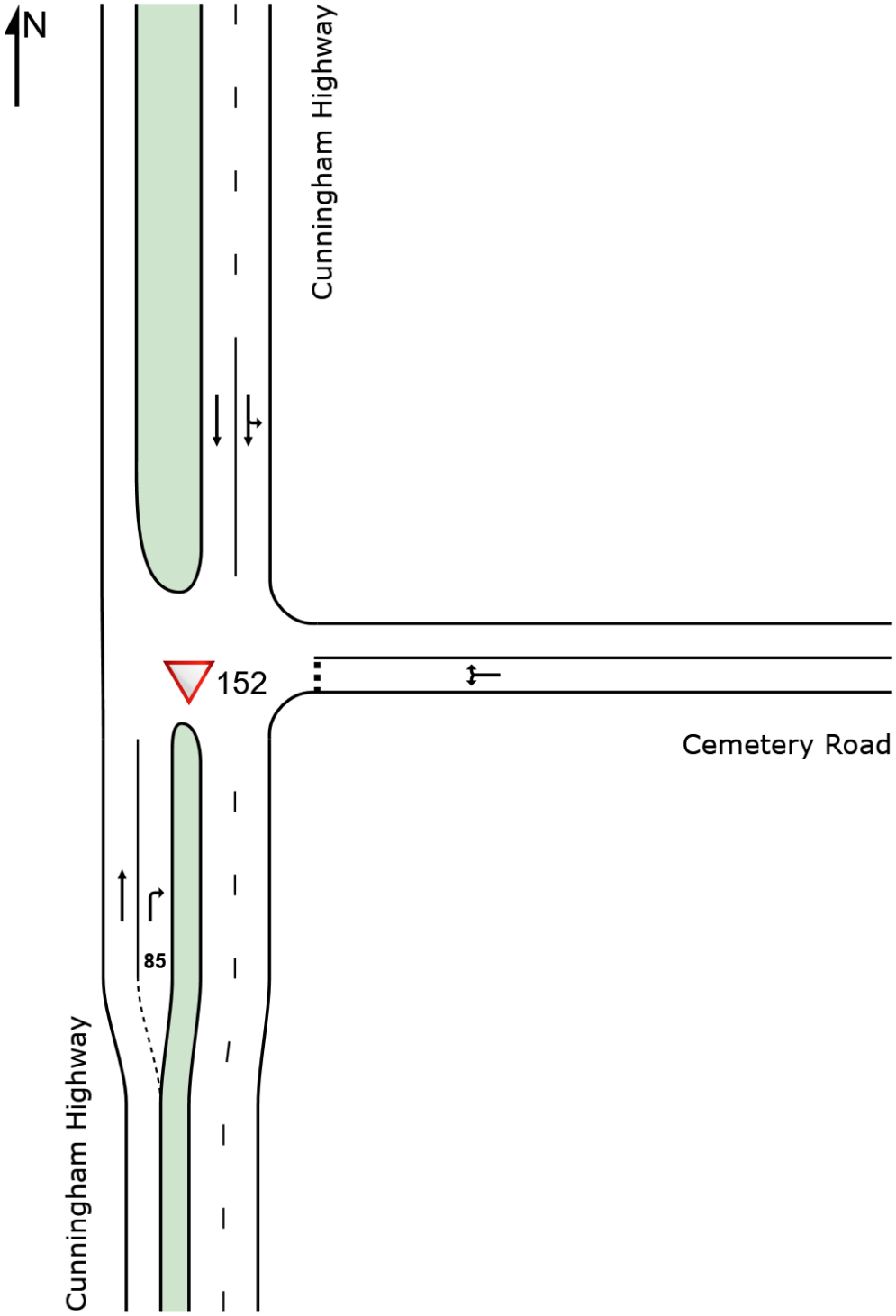
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 152 [Cunningham Highway / Cemetery Road 2022 AM Peak Scenario 1 (Site Folder: Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 152 [Cunningham Highway / Cemetery Road 2025 AM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
2	T1	141	63	141	44.7	0.093	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
3	R2	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.25	0.56	0.25	56.7
Approach		142	63	142	44.4	0.093	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
East: Cemetery Road														
4	L2	1	0	1	0.0	0.009	5.7	LOS A	0.0	0.3	0.33	0.61	0.33	60.3
6	R2	5	1	5	20.0	0.009	7.9	LOS A	0.0	0.3	0.33	0.61	0.33	46.7
Approach		6	1	6	16.7	0.009	7.6	LOS A	0.0	0.3	0.33	0.61	0.33	49.5
North: Cunningham Highway														
7	L2	5	1	5	20.0	0.041	7.3	LOS A	0.0	0.0	0.00	0.05	0.00	30.4
8	T1	116	59	116	50.9	0.041	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	79.0
Approach		121	60	121	49.6	0.041	0.3	NA	0.0	0.0	0.00	0.03	0.00	76.3
All Vehicles		269	124	269	46.1	0.093	0.3	NA	0.0	0.3	0.01	0.03	0.01	77.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 152 [Cunningham Highway / Cemetery Road 2025 PM Peak Scenario 1-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
2	T1	153	69	153	45.1	0.101	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
3	R2	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.25	0.56	0.25	56.7
Approach		154	69	154	44.8	0.101	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
East: Cemetery Road														
4	L2	1	0	1	0.0	0.009	5.7	LOS A	0.0	0.3	0.34	0.61	0.34	59.9
6	R2	5	1	5	20.0	0.009	8.2	LOS A	0.0	0.3	0.34	0.61	0.34	46.4
Approach		6	1	6	16.7	0.009	7.8	LOS A	0.0	0.3	0.34	0.61	0.34	49.1
North: Cunningham Highway														
7	L2	5	1	5	20.0	0.044	7.3	LOS A	0.0	0.0	0.00	0.05	0.00	30.4
8	T1	123	63	123	51.2	0.044	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	79.0
Approach		128	64	128	50.0	0.044	0.3	NA	0.0	0.0	0.00	0.03	0.00	76.5
All Vehicles		288	134	288	46.5	0.101	0.3	NA	0.0	0.3	0.01	0.03	0.01	77.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 152 [Cunningham Highway / Cemetery Road 2025 AM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
2	T1	141	63	141	44.7	0.093	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
3	R2	5	1	5	20.0	0.004	7.8	LOS A	0.0	0.1	0.26	0.58	0.26	54.6
Approach		146	64	146	43.8	0.093	0.3	NA	0.0	0.1	0.01	0.02	0.01	78.9
East: Cemetery Road														
4	L2	5	1	5	20.0	0.006	5.8	LOS A	0.0	0.2	0.17	0.58	0.17	54.2
6	R2	1	0	1	0.0	0.006	7.4	LOS A	0.0	0.2	0.17	0.58	0.17	54.9
Approach		6	1	6	16.7	0.006	6.1	LOS A	0.0	0.2	0.17	0.58	0.17	54.2
North: Cunningham Highway														
7	L2	1	0	1	0.0	0.040	6.9	LOS A	0.0	0.0	0.00	0.01	0.00	31.6
8	T1	116	59	116	50.9	0.040	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	79.7
Approach		117	59	117	50.4	0.040	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.2
All Vehicles		269	124	269	46.1	0.093	0.3	NA	0.0	0.2	0.01	0.03	0.01	78.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 152 [Cunningham Highway / Cemetery Road 2025 PM Peak Scenario 2-Without Development Traffic (Site Folder: Peak Impact Year-Without Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
2	T1	153	69	153	45.1	0.101	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
3	R2	5	1	5	20.0	0.004	7.8	LOS A	0.0	0.1	0.26	0.58	0.26	54.5
Approach		158	70	158	44.3	0.101	0.3	NA	0.0	0.1	0.01	0.02	0.01	78.9
East: Cemetery Road														
4	L2	5	1	5	20.0	0.006	5.8	LOS A	0.0	0.2	0.17	0.58	0.17	54.1
6	R2	1	0	1	0.0	0.006	7.6	LOS A	0.0	0.2	0.17	0.58	0.17	54.8
Approach		6	1	6	16.7	0.006	6.1	LOS A	0.0	0.2	0.17	0.58	0.17	54.2
North: Cunningham Highway														
7	L2	1	0	1	0.0	0.042	6.9	LOS A	0.0	0.0	0.00	0.01	0.00	31.6
8	T1	123	63	123	51.2	0.042	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	79.7
Approach		124	63	124	50.8	0.042	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.2
All Vehicles		288	134	288	46.5	0.101	0.3	NA	0.0	0.2	0.01	0.02	0.01	78.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 152 [Cunningham Highway / Cemetery Road 2025 AM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
2	T1	142	64	142	45.1	0.094	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
3	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.26	0.56	0.26	56.6
Approach		143	64	143	44.8	0.094	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
East: Cemetery Road														
4	L2	1	0	1	0.0	0.016	5.7	LOS A	0.1	0.6	0.40	0.63	0.40	58.5
6	R2	8	4	8	50.0	0.016	9.2	LOS A	0.1	0.6	0.40	0.63	0.40	39.4
Approach		9	4	9	44.4	0.016	8.8	LOS A	0.1	0.6	0.40	0.63	0.40	41.8
North: Cunningham Highway														
7	L2	8	4	8	50.0	0.046	7.9	LOS A	0.0	0.0	0.00	0.08	0.00	29.3
8	T1	128	60	128	46.9	0.046	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	79.1
Approach		136	64	136	47.1	0.046	0.5	NA	0.0	0.0	0.00	0.04	0.00	75.2
All Vehicles		288	132	288	45.8	0.094	0.5	NA	0.1	0.6	0.01	0.04	0.01	76.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 152 [Cunningham Highway / Cemetery Road 2025 PM Peak Scenario 1-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
2	T1	165	70	165	42.4	0.108	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
3	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.26	0.56	0.26	56.7
Approach		166	70	166	42.2	0.108	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.8
East: Cemetery Road														
4	L2	1	0	1	0.0	0.017	5.7	LOS A	0.1	0.6	0.41	0.64	0.41	58.0
6	R2	8	4	8	50.0	0.017	9.6	LOS A	0.1	0.6	0.41	0.64	0.41	39.1
Approach		9	4	9	44.4	0.017	9.1	LOS A	0.1	0.6	0.41	0.64	0.41	41.4
North: Cunningham Highway														
7	L2	8	4	8	50.0	0.045	7.9	LOS A	0.0	0.0	0.00	0.08	0.00	29.3
8	T1	124	64	124	51.6	0.045	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	79.0
Approach		132	68	132	51.5	0.045	0.5	NA	0.0	0.0	0.00	0.04	0.00	74.9
All Vehicles		307	142	307	46.3	0.108	0.5	NA	0.1	0.6	0.01	0.04	0.01	76.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 152 [Cunningham Highway / Cemetery Road 2025 AM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
2	T1	142	64	142	45.1	0.094	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
3	R2	5	1	5	20.0	0.005	7.9	LOS A	0.0	0.1	0.27	0.58	0.27	54.5
Approach		147	65	147	44.2	0.094	0.3	NA	0.0	0.1	0.01	0.02	0.01	78.9
East: Cemetery Road														
4	L2	5	1	5	20.0	0.014	5.8	LOS A	0.0	0.5	0.24	0.58	0.24	52.1
6	R2	4	3	4	75.0	0.014	10.2	LOS B	0.0	0.5	0.24	0.58	0.24	36.8
Approach		9	4	9	44.4	0.014	7.8	LOS A	0.0	0.5	0.24	0.58	0.24	45.8
North: Cunningham Highway														
7	L2	4	3	4	75.0	0.044	8.3	LOS A	0.0	0.0	0.00	0.04	0.00	28.8
8	T1	128	60	128	46.9	0.044	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	79.7
Approach		132	63	132	47.7	0.044	0.3	NA	0.0	0.0	0.00	0.02	0.00	77.6
All Vehicles		288	132	288	45.8	0.094	0.5	NA	0.0	0.5	0.01	0.04	0.01	77.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 152 [Cunningham Highway / Cemetery Road 2025 PM Peak Scenario 2-With Development Traffic (Site Folder: Peak Impact Year-With Development Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
2	T1	165	70	165	42.4	0.108	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.9
3	R2	5	1	5	20.0	0.005	7.9	LOS A	0.0	0.1	0.27	0.58	0.27	54.5
Approach		170	71	170	41.8	0.108	0.3	NA	0.0	0.1	0.01	0.02	0.01	79.0
East: Cemetery Road														
4	L2	5	1	5	20.0	0.014	5.8	LOS A	0.1	0.5	0.24	0.58	0.24	51.9
6	R2	4	3	4	75.0	0.014	10.7	LOS B	0.1	0.5	0.24	0.58	0.24	36.6
Approach		9	4	9	44.4	0.014	8.0	LOS A	0.1	0.5	0.24	0.58	0.24	45.6
North: Cunningham Highway														
7	L2	4	3	4	75.0	0.044	8.3	LOS A	0.0	0.0	0.00	0.04	0.00	28.8
8	T1	124	64	124	51.6	0.044	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	79.7
Approach		128	67	128	52.3	0.044	0.3	NA	0.0	0.0	0.00	0.02	0.00	77.5
All Vehicles		307	142	307	46.3	0.108	0.5	NA	0.1	0.5	0.01	0.03	0.01	77.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

APPENDIX

AA

Traffic Impact Assessment

Appendix AW Road link volume/ capacity assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

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INLAND RAIL

Road Name	Extents	Type of Capacity Check	Average Slope	Peak Impact Year	Peak Impact Year - Without Development Traffic	Peak Impact Year - Without Development Traffic HV%	Peak Impact Year - With Development Traffic	Peak Impact Year - With Development Traffic HV%	Passenger Car Equivalents		Capacity allowance	V/c - without	V/c -with
									Peak Impact Year - Without Development Traffic	Peak Impact Year - With Development Traffic			
Kooroongarra Road	Millmerran-Inglewood Road to Commodore Mine	Unsealed	1.5%	2026	0	11%	15	98%	0.36	35.74	400	0.00	0.09
Scrubby Road	Bland Quarry Pittsworth to Gore Highway	Narrow Seal (<4.5m)	3.9%	2025	13	39%	143	94%	20.76	330.69	1500	0.01	0.22
Georges Lane	B2G-LDN000.9 to Yelarbon Kurumbul Road	Unsealed	1.1%	2027	1	43%	5	13%	1.25	5.42	400	0.00	0.01
Yelarbon Kurumbul Road	B2G-LDN020.3 to B2G-LDN025.9	Unsealed	1.2%	2026	2	14%	20	22%	2.68	26.73	400	0.01	0.07
Yelarbon Kurumbul Road	Yelarbon Kurumbul Road to B2G-LDN020.3	Unsealed	0.9%	2026	3	14%	17	18%	4.20	20.81	400	0.01	0.05
Ware Street	Gore Highway to B2G-LDN150.9	Narrow Seal (>4.5m)	0.0%	2027	6	22%	6	30%	7.25	8.86	2000	0.00	0.00
Kahler Road	Murlaggan Road to B2G-LDN165.6	Unsealed	4.2%	2027	1	3%	4	7%	0.71	5.72	400	0.00	0.01
Scragg Road	B2G-LDN123.6 to B2G-LDN123.8	Unsealed	0.0%	2025	1	20%	1	31%	1.04	1.35	400	0.00	0.00
Scragg Road	Commodore Peak Road to B2G-LDN123.6	Unsealed	0.0%	2026	1	20%	15	49%	1.04	25.77	400	0.00	0.06
Mooroobie Lane	Cemetery Road to Borrow Site #2 (Mooroobie Lane)	Unsealed	1.2%	2025	2	17%	5	71%	2.18	10.25	400	0.01	0.03
Mooroobie Lane	Borrow Site #2 (Mooroobie Lane) to Mooroobie Lane	Unsealed	2.0%	2025	2	17%	8	83%	2.11	18.26	400	0.01	0.05
Owens Scrub Road	B2G-LDN129.5 to B2G-LDN128.2	Narrow Seal (>4.5m)	0.0%	2027	32	13%	35	20%	38.05	44.06	2000	0.02	0.02
Dieckmann Road	Precast Concrete Facility and Concrete Batch Plant North to B2G-LDN150.5	Unsealed	0.0%	2026	1	20%	4	83%	1.19	9.69	400	0.00	0.02
Dieckmann Road	B2G-LDN150.5 to Gore Highway	Unsealed	1.9%	2025	1	20%	32	76%	1.05	65.37	400	0.00	0.16
Athol School Road	B2G-LDN187.8 to B2G-LDN188.2	Narrow Seal (<4.5m)	2.0%	2024	11	13%	59	84%	12.62	127.72	1500	0.01	0.09
Forestry Road	Millmerran-Inglewood Road to Earthworks Area 3B	Unsealed	0.0%	2025	0	0%	6	98%	0.09	13.84	400	0.00	0.03
Woodcocks Road	Cunningham Highway to Borrow Site #4 (Woodstocks Road)	Unsealed	1.4%	2025	1	20%	4	85%	0.98	9.06	400	0.00	0.02
Boodle Street	Holcim Concrete Goondiwindi to Hunt Street	Narrow Seal (>4.5m)	0.9%	2025	1	20%	1	24%	0.96	1.06	2000	0.00	0.00
Cemetery Road	Cunningham Highway to Graincorp Goondiwindi	Narrow Seal (>4.5m)	1.2%	2025	5	15%	8	43%	6.36	12.48	2000	0.00	0.01
South Toobeah Road	Graincorp Toobeah to Barwon Highway	Narrow Seal (>4.5m)	1.1%	2025	3	29%	4	36%	4.89	5.83	2000	0.00	0.00
Noondoo Thallon Road	Graincorp Thallon to Carnarvon Highway	Narrow Seal (>4.5m)	1.9%	2025	4	30%	9	65%	6.14	16.58	2000	0.00	0.01
Silo Street	Barwon Highway to Graincorp Talwood	Narrow Seal (<4.5m)	0.0%	2025	5	25%	6	29%	7.37	8.10	1500	0.00	0.01
Fosters Road	Cunningham Highway to Borrow Site #9 (Fosters Road)	Narrow Seal (>4.5m)	2.1%	2024	1	6%	43	97%	1.28	100.70	2000	0.00	0.05
Mosquito Creek Road	Borrow Site #10 (Mosquito Road) to Grays Road	Unsealed	1.5%	2025	1	13%	7	85%	1.43	15.18	400	0.00	0.04
Kooroongarra Road	Borrow Site #13 (Kooroongarra Road) to Millwood Road	Narrow Seal (>4.5m)	1.8%	2025	3	24%	15	82%	4.50	31.62	2000	0.00	0.02
Heckendorf Road	Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0	Narrow Seal (>4.5m)	2.2%	2026	2	24%	26	94%	2.69	61.06	2000	0.00	0.03
Town Common Road	Boral Concrete Goondiwindi to Barwon Highway	Narrow Seal (>4.5m)	0.0%	2025	15	29%	16	33%	20.76	22.92	2000	0.01	0.01
Blackwell Road	Millmerran Quarry to B2G-LDN120.2	Unsealed	3.2%	2027	2	3%	9	81%	1.79	19.13	400	0.00	0.05
Blackwell Road	Gore Highway to Millmerran Quarry	Unsealed	2.5%	2027	2	3%	5	66%	1.96	10.41	400	0.00	0.03
Quarry Road Access	Tummaville Road to Quarry	Unsealed	0.0%	2025	0	38%	14	99%	0.23	33.11	400	0.00	0.08
Holcim Australia Toowoomba Access	Drayton Wellcamp Road to Holcim Australia Toowoomba Quarry	Narrow Seal (>4.5m)	0.0%	2027	1	20%	8	86%	1.79	17.62	2000	0.00	0.01
Boggabilla Weir Access	River Road to Boggabilla Weir	Unsealed	1.8%	2024	1	20%	3	72%	1.31	5.89	400	0.00	0.01
Coolmunda Dam Access	Inglewood Legacy Bore/Coolmunda Dam to Coolmunda Dam Access	Narrow Seal (<4.5m)	0.0%	2024	3	25%	7	69%	3.93	14.10	1500	0.00	0.01
Brimblecombe Road	Brimblecombe Road to WL 194467R	Narrow Seal (>4.5m)	2.2%	2025	6	27%	10	52%	8.78	16.60	2000	0.00	0.01
Turallin Road	Gore Highway to Millmerran Construction Camp	Narrow Seal (>4.5m)	1.3%	2024	15	17%	131	2%	18.47	134.72	2000	0.01	0.07
Kildonan Road	NS2B-LDN031.0 to South Kurumbul Road	Narrow Seal (>4.5m)	1.1%	2025	89	10%	105	24%	101.26	140.12	2000	0.05	0.07
Eukabilla Road	NS2B-LDN033.2 to NS2B-LDN035.6	Unsealed	0.0%	2027	1	26%	6	29%	1.55	8.54	400	0.00	0.02
Eukabilla Road	Kildonan Road to NS2B-LDN033.2	Unsealed	0.0%	2027	1	26%	13	15%	1.60	16.09	400	0.00	0.04
Yelarbon Kurumbul Road	B2G-LDN020.3 to B2G-LDN025.9	Unsealed	1.2%	2026	2	14%	21	22%	2.98	27.03	400	0.01	0.07
Yelarbon Kurumbul Road	B2G-LDN025.9 to Cunningham Highway	Narrow Seal (<4.5m)	0.0%	2025	2	14%	30	24%	2.65	40.94	1500	0.00	0.03
Cremascos Road	B2G-LDN052.8 to B2G-LDN055.4	Narrow Seal (>4.5m)	0.0%	2026	4	34%	12	16%	6.39	14.33	2000	0.00	0.01
Cremascos Road	Cunningham Highway to B2G-LDN052.8	Narrow Seal (>4.5m)	1.5%	2026	4	34%	12	16%	6.39	14.54	2000	0.00	0.01
Cremascos Road	B2G-LDN052.8 to B2G-LDN055.4	Narrow Seal (>4.5m)	0.0%	2026	5	34%	12	16%	6.75	14.69	2000	0.00	0.01
Cremascos Road	B2G-LDN055.4 to B2G-LDN054.2	Narrow Seal (>4.5m)	2.7%	2025	5	34%	12	15%	6.70	14.23	2000	0.00	0.01
Bligh Street	Six Mile Road to Boral Concrete Milmerran	Narrow Seal (>4.5m)	1.2%	2026	1	16%	2	55%	1.41	3.84	2000	0.00	0.00
Bybera Road	B2G-LDN060.4 to Earthworks Area 2A	Narrow Seal (>4.5m)	0.0%	2024	3	8%	19	84%	3.52	41.04	2000	0.00	0.02
Bybera Road	Cunningham Highway to B2G-LDN060.4	Narrow Seal (<4.5m)	1.9%	2024	3	8%	25	75%	3.52	51.84	1500	0.00	0.03
Thornton Road	B2G-LDN069.0 to B2G-LDN067.6	Unsealed	1.3%	2024	1	5%	5	20%	0.85	6.85	400	0.00	0.02
Thornton Road	B2G-LDN067.6 to Millmerran-Inglewood Road	Unsealed	1.2%	2024	1	5%	31	86%	0.81	68.79	400	0.00	0.17
Paton Road	Millmerran-Inglewood Road to B2G-LDN104.5	Unsealed	1.3%	2027	1	73%	11	33%	2.41	16.05	400	0.01	0.04
Heckendorf Road	Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0	Narrow Seal (>4.5m)	2.2%	2026	3	24%	27	93%	3.51	61.88	2000	0.00	0.03
Heckendorf Road	B2G-LDN116.0 to Millmerran-Inglewood Road	Narrow Seal (>4.5m)	0.0%	2026	2	24%	26	94%	2.69	61.18	2000	0.00	0.03
Scragg Road	B2G-LDN123.6 to B2G-LDN123.8	Unsealed	0.0%	2025	1	20%	1	29%	1.23	1.54	400	0.00	0.00
Dieckmann Road	Precast Concrete Facility and Concrete Batch Plant North to B2G-LDN150.5	Unsealed	0.0%	2026	1	20%	4	85%	1.09	9.58	400	0.00	0.02
Schwarten Road	Millmerran-Inglewood Road to B2G-LDN126.9	Unsealed	1.0%	2025	0	0%	4	5%	0.27	4.23	400	0.00	0.01
Owens Scrub Road	B2G-LDN129.5 to B2G-LDN128.2	Narrow Seal (>4.5m)	0.0%	2027	29	13%	31	20%	34.34	40.35	2000	0.02	0.02
Owens Scrub Road	B2G-LDN128.2 to B2G-LDN130.0	Narrow Seal (>4.5m)	0.0%	2024	28	13%	52	52%	33.66	89.53	2000	0.02	0.04
Owens Scrub Road	B2G-LDN128.2 to B2G-LDN130.0	Narrow Seal (>4.5m)	0.0%	2024	26	13%	49	55%	30.38	86.25	2000	0.02	0.04
Owens Scrub Road	B2G-LDN130.0 to Millmerran-Inglewood Road	Narrow Seal (>4.5m)	1.3%	2024	28	13%	79	60%	33.66	145.82	2000	0.02	0.07
Hall Road	B2G-LDN139.0 to Gore Highway	Unsealed	0.9%	2026	0	57%	5	32%	0.17	7.55	400	0.00	0.02
Millmerran-Leyburn Road (335)	Ch. 2.0 to Ch. 2.2	Narrow Seal (>4.5m)	0.0%	2026	13	23%	18	45%	16.78	29.07	2000	0.01	0.01
Gilgai Lane	B2G-LDN144.6 to Gore Highway	Unsealed	1.0%	2027	1	34%	9	16%	1.87	11.36	400	0.00	0.03
Yarranlea Road	B2G-LDN161.0 to Desmonds Lane	Narrow Seal (<4.5m)	0.0%	2026	5	26%	9	19%	7.11	11.71	1500	0.00	0.01
Yarranlea Road	Gore Highway to B2G-LDN161.0	Narrow Seal (>4.5m)	1.4%	2025	5	26%	130	92%	6.53	296.49	2000	0.00	0.15
Desmonds Lane	Yarranlea Road to B2G-LDN163.3	Unsealed	4.2%	2026	1	3%	5	10%	0.76	6.44	400	0.00	0.02
Biddeston Southbrook Road	Gore Highway to B2G-LDN183.8	Narrow Seal (<4.5m)	3.0%	2025	8	9%	23	53%	9.36	40.66	1500	0.01	0.03
Athol School Road	B2G-LDN187.8 to B2G-LDN188.2	Narrow Seal (<4.5m)	2.0%	2024	11	13%	59	84%	12.51	127.61	1500	0.01	0.09
Athol School Road	B2G-LDN188.2 to Gore Highway	Narrow Seal (<4.5m)	2.3%	2024	11	13%	66	75%	12.62	134.82	1500	0.01	0.09
Chamberlain Road	Warrego Highway to B2G-LDN204.2	Unsealed	2.6%	2027	1	20%	5	11%	1.14	5.43	400	0.00	0.01
Eukabilla Road	NS2B-LDN033.2 to NS2B-LDN035.6	Unsealed	0.0%	2027	1	26%	6	29%	1.60	8.59	400	0.00	0.02
Yelarbon Kurumbul Road	South Kurumbul Road to B2G-LDN006.3	Narrow Seal (<4.5m)	1.4%	2027	4	14%	9	24%	4.34	11.65	1500	0.00	0.01
Yelarbon Kurumbul Road	B2G-LDN006.3 to Wondalli Kurumbul Road	Narrow Seal (<4.5m)	0.7%	2025	3	14%	17	43%	3.74	27.01	1500	0.00	0.02
Queen Street South	Yelarbon Kurumbul Road to B2G-LDN016.0	Unsealed	0.0%	2024	0	25%	6	34%	0.33	8.30	400	0.00	0.02
Suttons Road	B2G-LDN030.0 to Access Track (Off Suttons Road)	Unsealed	1.1%	2025	0	67%	16	99%	0.62	38.71	400	0.00	0.10
East Sawmill Road	Cunningham Highway to B2G-LDN030.0	Unsealed	1.1%	2025	2	11%	32	84%	2.29	69.43	400	0.01	0.17
Springborg Road	Cunningham highway to B2G-LDN037.6	Unsealed	1.6%	2024	0	19%	5	28%	0.42	7.34	400	0.00	0.02
Whetstone Access	B2G-LDN044.5 to Cunningham Highway	Unsealed	0.9%	2025	1	28%	67	4%	1.17	70.95	400	0.00	0.18
McDougalls Road	B2G-LDN049.8 to McDougalls Road	Unsealed	2.3%	2024	0	23%	6	37%	0.44	9.00	400	0.00	0.02
Cremascos Road	B2G-LDN055.4 to B2G-LDN054.2	Narrow Seal (>4.5m)	2.7%	2025	5	34%	12	15%	6.70	14.23	2000	0.00	0.01
Elizabeth Street	Cunningham Highway to B2G-LDN065.8	Unsealed	1.3%	2027	2	19%	10	17%	2.47	12.77	400	0.01	0.03
Thornton Road	B2G-LDN069.0 to B2G-LDN067.6	Unsealed	1.3%	2024	1	5%	5	20%	0.81	6.81	400	0.00	0.02
Wongavale Yugilbar Road	Millmerran-Inglewood Road to B2G-LDN081.0	Unsealed	0.0%	2027	1	20%	8	47%	1.13	13.18	400	0.00	0.03
Millwood Road	B2G-LDN112.1 to Millwood Road	Narrow Seal (>4.5m)	2.8%	2025	2	20%	13	90%	2.14	29.26	2000	0.00	0.01
Millwood Road	Millmerran-Inglewood Road to B2G-LDN112.1	Narrow Seal (<4.5m)	2.6%	2025	2	20%	21	59%	2.62	38.43	1500	0.00	0.03
Blackwell Road	Millmerran Quarry to B2G-LDN120.2	Unsealed	3.2%	2027	2	3%	9	80%	1.96	19.30	400	0.00	0.05
Blackwell Road	B2G-LDN120.2 to Millmerran-Inglewood Road	Unsealed	1.4%	2027	0	6%	15	50%	0.52	25.78	400	0.00	0.06
Millmerran-Leyburn Road (335)	Ch. 2.0 to Ch. 2.2	Narrow Seal (>4.5m)	0.0%	2026	15	23%	20	43%	20.01	32.30	2000	0.01	0.02
Millmerran-Leyburn Road (335)	Ch. 0.0 to Ch. 2.0	Narrow Seal (>4.5m)	0.9%	2026	13	23%	25	33%	16.78	36.27	2000	0.01	0.02
Fysh Road	B2G-LDN147.1 to Gore Highway	Narrow Seal (>4.5m)	0.0%	2027	4	20%	13	25%	4.50	17.59	2000	0.00	0.01
Murlaggan Road	B2G-LDN164.3 to Kahler Road	Unsealed	4.7%	2025	18	6%	49	52%	21.77	147.21	400	0.05	0.37
Paint Mine Road	Gore Highway to B2G-LDN173.5	Unsealed	0.0%	2027	2	13%	6	11%	2.76	7.19	400	0.01	0.02

Geitz Road	B2G-LDN179.0 to Linthorpe Valley Road	Narrow Seal (<4.5m)	3.2%	2027	2	14%	7	27%	2.55	10.19	1500	0.00	0.01
Bushy Lane	B2G-LDN183.0 to Gore Highway	Unsealed	0.0%	2025	4	4%	13	14%	4.76	15.94	400	0.01	0.04
Leesons Road	Steger Road to B2G-LDN206.3	Narrow Seal (>4.5m)	2.4%	2025	4	11%	22	54%	4.24	39.21	2000	0.00	0.02
Bybera Road	B2G-LDN060.4 to Earthworks Area 2A	Narrow Seal (>4.5m)	0.0%	2024	3	8%	19	85%	3.46	40.98	2000	0.00	0.02
Brimblecombe Road	Brimblecombe Road to WL 194467R	Narrow Seal (>4.5m)	2.2%	2025	8	27%	11	49%	10.40	18.23	2000	0.01	0.01
Brimblecombe Road	Toowoomba-Cecil Plains Road to Brimblecombe Road	Narrow Seal (>4.5m)	1.7%	2026	7	27%	17	31%	8.99	24.32	2000	0.00	0.01
Toowoomba Bypass Off-ramp (319B)	Toowoomba Bypass to Toowoomba Cecil Plains Road	Narrow Seal (<4.5m)	2.2%	2025	160	57%	171	60%	287.29	313.81	1500	0.19	0.21
Toowoomba Bypass Off-ramp (319B)	Toowoomba Bypass to Toowoomba Cecil Plains Road	Narrow Seal (<4.5m)	2.7%	2025	97	57%	103	60%	174.76	188.76	1500	0.12	0.13
Cemetery Road	Access Track to Mooroobie Lane	Unsealed	1.6%	2025	11	15%	14	35%	13.01	21.08	400	0.03	0.05
Coolmunda Dam Access	Inglewood Legacy Bore/Coolmunda Dam to Coolmunda Dam Access	Narrow Seal (<4.5m)	0.0%	2024	3	25%	7	70%	3.88	14.05	1500	0.00	0.01
Coolmunda Dam Access	Coolmunda Dam Access to Cunningham Highway	Narrow Seal (>4.5m)	1.2%	2024	3	25%	7	69%	3.93	14.10	2000	0.00	0.01
Boodle Street	Holcim Concrete Goondiwindi to Hunt Street	Narrow Seal (>4.5m)	0.9%	2025	1	20%	1	24%	0.95	1.05	2000	0.00	0.00
Hunt Street	Leichhardt Highway to Boodle Street	Narrow Seal (>4.5m)	1.6%	2025	1	20%	1	24%	0.95	1.05	2000	0.00	0.00
Eukabilla Road	Kildonan Road to NS2B-LDN033.2	Unsealed	0.0%	2027	1	26%	13	14%	1.55	16.04	400	0.00	0.04
Kildonan Road	Cunningham Highway to Eukabilla Road	Narrow Seal (>4.5m)	0.9%	2024	83	10%	96	11%	94.97	110.28	2000	0.05	0.06
Kildonan Road	NS2B-LDN031.0 to South Kurumbul Road	Narrow Seal (>4.5m)	1.1%	2025	86	10%	102	24%	98.06	136.92	2000	0.05	0.07
South Kurumbul Road	Kildonan Road to Yelarbon Kurumbul Road	Narrow Seal (<4.5m)	1.0%	2027	3	38%	5	57%	5.08	8.47	1500	0.00	0.01
Kildonan Road	South Kurumbul Road to Cunningham Highway	Narrow Seal (>4.5m)	0.8%	2025	89	10%	104	24%	101.26	139.46	2000	0.05	0.07
McDougalls Road	B2G-LDN049.8 to McDougalls Road	Unsealed	2.3%	2024	0	23%	6	36%	0.46	9.02	400	0.00	0.02
McDougalls Road	McDougalls Road to Cunningham Highway	Unsealed	2.0%	2024	0	23%	6	37%	0.44	9.00	400	0.00	0.02
Mooroobie Lane	Cemetery Road to Borrow Site #2 (Mooroobie Lane)	Unsealed	1.2%	2025	2	17%	5	72%	2.11	10.19	400	0.01	0.03
Cemetery Road	Access Track to Mooroobie Lane	Unsealed	1.6%	2025	11	15%	14	35%	13.43	21.50	400	0.03	0.05
Mooroobie Lane	Borrow Site #2 (Mooroobie Lane) to Mooroobie Lane	Unsealed	2.0%	2025	2	17%	8	83%	2.18	18.33	400	0.01	0.05
Mooroobie Lane	Mooroobie Lane to Wondalli Kurumbul Road	Unsealed	1.0%	2025	2	17%	8	83%	2.11	18.26	400	0.01	0.05
Mosquito Creek Road	Borrow Site #10 (Mosquito Road) to Grays Road	Unsealed	1.5%	2025	1	13%	7	85%	1.43	15.18	400	0.00	0.04
Grays Road	Millmerran-Inglewood Road to Mosquito Creek Road	Narrow Seal (>4.5m)	1.1%	2025	1	8%	7	84%	1.39	15.14	2000	0.00	0.01
Suttons Road	B2G-LDN030.0 to Access Track (Off Suttons Road)	Unsealed	1.1%	2025	0	67%	16	99%	0.82	38.91	400	0.00	0.10
Mooroobie Lane	Mooroobie Lane to Wondalli Kurumbul Road	Unsealed	1.0%	2025	2	17%	8	83%	2.18	18.33	400	0.01	0.05
Wondalli Kurumbul Road	Yelarbon Kurumbul Road to Mooroobie Lane	Unsealed	0.8%	2025	1	9%	8	85%	1.52	17.67	400	0.00	0.04
Yelarbon Kurumbul Road	Yelarbon Kurumbul Road to B2G-LDN020.3	Unsealed	0.9%	2026	3	14%	16	18%	3.86	20.47	400	0.01	0.05
Queen Street South	Yelarbon Kurumbul Road to B2G-LDN016.0	Unsealed	0.0%	2024	0	25%	6	34%	0.32	8.29	400	0.00	0.02
Yelarbon Kurumbul Road	Wondalli Kurumbul Road to Yelarbon Kurumbul Road	Unsealed	1.0%	2027	4	14%	13	19%	4.34	16.01	400	0.01	0.04
Georges Lane	B2G-LDN000.9 to Yelarbon Kurumbul Road	Unsealed	1.1%	2027	1	43%	5	13%	1.29	5.46	400	0.00	0.01
Yelarbon Kurumbul Road	South Kurumbul Road to B2G-LDN006.3	Narrow Seal (<4.5m)	1.4%	2027	3	14%	8	24%	3.99	11.30	1500	0.00	0.01
South Kurumbul Road	Kildonan Road to Yelarbon Kurumbul Road	Narrow Seal (<4.5m)	1.0%	2027	3	38%	5	56%	5.24	8.63	1500	0.00	0.01
Yelarbon Kurumbul Road	B2G-LDN006.3 to Wondalli Kurumbul Road	Narrow Seal (<4.5m)	0.7%	2025	3	14%	17	42%	4.07	27.33	1500	0.00	0.02
Wondalli Kurumbul Road	Yelarbon Kurumbul Road to Mooroobie Lane	Unsealed	0.8%	2025	1	9%	8	84%	1.61	17.76	400	0.00	0.04
Yelarbon Kurumbul Road	Wondalli Kurumbul Road to Yelarbon Kurumbul Road	Unsealed	1.0%	2027	3	14%	12	20%	3.99	15.66	400	0.01	0.04
Boggabilla Weir Access	River Road to Boggabilla Weir	Unsealed	1.8%	2024	1	20%	3	73%	1.27	5.85	400	0.00	0.01
River Road	Newell Highway to Boggabilla Weir Access	Narrow Seal (>4.5m)	1.3%	2024	1	20%	3	72%	1.31	5.89	2000	0.00	0.00
Saleyards Road	Campbell Street to Gore Highway	Narrow Seal (>4.5m)	1.9%	2027	22	30%	24	36%	31.14	36.46	2000	0.02	0.02
Scragg Road	Commodore Peak Road to B2G-LDN123.6	Unsealed	0.0%	2026	1	20%	15	49%	1.23	25.97	400	0.00	0.06
Commodore Peak Road	Scragg Road to Millmerran-Inglewood Road	Narrow Seal (<4.5m)	0.0%	2026	1	8%	16	47%	1.56	26.30	1500	0.00	0.02
Holcim Australia Toowoomba Access	Drayton Wellcamp Road to Holcim Australia Toowoomba Quarry	Narrow Seal (>4.5m)	0.0%	2027	1	20%	8	89%	1.33	17.16	2000	0.00	0.01
Kooroongarra Road	Borrow Site #13 (Kooroongarra Road) to Millwood Road	Narrow Seal (>4.5m)	1.8%	2025	4	24%	15	79%	5.57	32.69	2000	0.00	0.02
Millwood Road	Millwood Road to Kooroongarra Road	Unsealed	2.7%	2025	0	5%	11	99%	0.09	27.22	400	0.00	0.07
Kildonan Road	Cunningham Highway to Eukabilla Road	Narrow Seal (>4.5m)	0.9%	2024	64	10%	77	11%	73.34	88.65	2000	0.04	0.04
Leesons Road	Steger Road to B2G-LDN206.3	Narrow Seal (>4.5m)	2.4%	2025	3	11%	22	55%	3.77	38.74	2000	0.00	0.02
Leesons Road	Warrego Highway to Steger Road	Narrow Seal (>4.5m)	3.3%	2025	4	11%	22	53%	4.24	38.01	2000	0.00	0.02
Millwood Road	B2G-LDN112.1 to Millwood Road	Narrow Seal (>4.5m)	2.8%	2025	2	20%	13	88%	2.62	29.75	2000	0.00	0.01
Millwood Road	Millwood Road to Kooroongarra Road	Unsealed	2.7%	2025	0	5%	12	98%	0.32	27.44	400	0.00	0.07
Kahler Road	Murlaggan Road to B2G-LDN165.6	Unsealed	4.2%	2027	1	3%	4	7%	0.65	5.66	400	0.00	0.01
Murlaggan Road	B2G-LDN164.3 to Kahler Road	Unsealed	4.7%	2025	19	6%	51	51%	23.74	149.17	400	0.06	0.37
Murlaggan Road	Kahler Road to Gore Highway	Unsealed	3.2%	2025	18	6%	53	49%	19.11	88.87	400	0.05	0.22
Bligh Street	Six Mile Road to Boral Concrete Milmerran	Narrow Seal (>4.5m)	1.2%	2026	1	16%	2	55%	1.43	3.86	2000	0.00	0.00
West Street	Florence Street to Six Mile Road	Narrow Seal (>4.5m)	1.2%	2026	1	16%	2	55%	1.41	3.84	2000	0.00	0.00
Quarry Road Access	Tummaville Road to Quarry	Unsealed	0.0%	2025	0	38%	14	99%	0.21	33.09	400	0.00	0.08
Tummaville Road	Access Track to Gore Highway	Narrow Seal (<4.5m)	2.0%	2025	8	21%	22	71%	10.30	43.17	1500	0.01	0.03
West Street	Florence Street to Six Mile Road	Narrow Seal (>4.5m)	1.2%	2026	1	16%	2	55%	1.43	3.86	2000	0.00	0.00
Yarranlea Road	B2G-LDN161.0 to Desmonds Lane	Narrow Seal (<4.5m)	0.0%	2026	5	26%	9	19%	6.73	11.34	1500	0.00	0.01
Desmonds Lane	Yarranlea Road to B2G-LDN163.3	Unsealed	4.2%	2026	1	3%	5	10%	0.79	6.48	400	0.00	0.02
Toowoomba Bypass On-ramp (319B)	Warrego Highway to Toowoomba Bypass	Narrow Seal (<4.5m)	1.9%	2025	160	57%	184	63%	287.29	346.23	1500	0.19	0.23
Geitz Road	B2G-LDN179.0 to Linthorpe Valley Road	Narrow Seal (<4.5m)	3.2%	2027	2	14%	7	27%	2.55	10.19	1500	0.00	0.01
Linthorpe Valley Road	Geitz Road to Gore Highway	Narrow Seal (<4.5m)	2.3%	2027	5	26%	10	30%	6.39	14.03	1500	0.00	0.01
Noondoo Thallon Road	Graincorp Thallon to Carnarvon Highway	Narrow Seal (>4.5m)	1.9%	2025	5	30%	10	62%	7.36	17.79	2000	0.00	0.01
McDougalls Road	McDougalls Road to Cunningham Highway	Unsealed	2.0%	2024	0	23%	6	36%	0.46	9.02	400	0.00	0.02
Silo Street	Barwon Highway to Graincorp Talwood	Narrow Seal (<4.5m)	0.0%	2025	6	25%	6	29%	7.85	8.59	1500	0.01	0.01
South Toobeah Road	Graincorp Toobeah to Barwon Highway	Narrow Seal (>4.5m)	1.1%	2025	3	29%	4	36%	4.89	5.83	2000	0.00	0.00
Cemetery Road	Cunningham Highway to Graincorp Goondiwindi	Narrow Seal (>4.5m)	1.2%	2025	5	15%	8	44%	6.03	12.15	2000	0.00	0.01
Springborg Road	Cunningham highway to B2G-LDN037.6	Unsealed	1.6%	2024	0	19%	5	28%	0.42	7.34	400	0.00	0.02
Whetstone Access	B2G-LDN044.5 to Cunningham Highway	Unsealed	0.9%	2025	1	28%	67	4%	1.23	71.02	400	0.00	0.18
Woodcocks Road	Cunningham Highway to Borrow Site #4 (Woodstocks Road)	Unsealed	1.4%	2025	1	20%	4	86%	0.93	9.00	400	0.00	0.02
Kildonan Road	South Kurumbul Road to Cunningham Highway	Narrow Seal (>4.5m)	0.8%	2025	2	14%	18	89%	2.95	41.15	2000	0.00	0.02
Yelarbon Kurumbul Road	B2G-LDN025.9 to Cunningham Highway	Narrow Seal (<4.5m)	0.0%	2025	2	14%	31	24%	2.95	41.24	1500	0.00	0.03
Athol School Road	B2G-LDN188.2 to Gore Highway	Narrow Seal (<4.5m)	2.3%	2024	11	13%	66	75%	12.51	134.72	1500	0.01	0.09
Biddeston Southbrook Road	Gore Highway to B2G-LDN183.8	Narrow Seal (<4.5m)	3.0%	2025	8	9%	23	54%	8.57	39.87	1500	0.01	0.03
Blackwell Road	Gore Highway to Millmerran Quarry	Unsealed	2.5%	2027	2	3%	5	68%	1.79	10.24	400	0.00	0.03
Bushy Lane	B2G-LDN183.0 to Gore Highway	Unsealed	0.0%	2025	4	4%	13	15%	4.39	15.57	400	0.01	0.04
Dieckmann Road	B2G-LDN150.5 to Gore Highway	Unsealed	1.9%	2025	1	20%	32	76%	1.15	65.47	400	0.00	0.16
Fysh Road	B2G-LDN147.1 to Gore Highway	Narrow Seal (>4.5m)	0.0%	2027	4	20%	13	25%	4.78	17.88	2000	0.00	0.01
Linthorpe Valley Road	Geitz Road to Gore Highway	Narrow Seal (<4.5m)	2.3%	2027	5	26%	10	30%	6.29	13.93	1500	0.00	0.01
Gilgai Lane	B2G-LDN144.6 to Gore Highway	Unsealed	1.0%	2027	1	34%	9	16%	2.05	11.54	400	0.01	0.03
Hall Road	B2G-LDN139.0 to Gore Highway	Unsealed	0.9%	2026	0	57%	5	32%	0.37	7.75	400	0.00	0.02
Millmerran-Leyburn Road (335)	Ch. 0.0 to Ch. 2.0	Narrow Seal (>4.5m)	0.9%	2026	15	23%	27	32%	20.01	39.49	2000	0.01	0.02
Murlaggan Road	Kahler Road to Gore Highway	Unsealed	3.2%	2025	19	6%	54	48%	20.83	90.59	400	0.05	0.23
Town Common Road	Boral Concrete Goondiwindi to Barwon Highway	Narrow Seal (>4.5m)	0.0%	2025	15	29%	16	33%	21.01	23.17	2000	0.01	0.01
Paint Mine Road	Gore Highway to B2G-LDN173.5	Unsealed	0.0%	2027	2	13%	6	11%	2.62	7.05	400	0.01	0.02
Saleyards Road	Campbell Street to Gore Highway	Narrow Seal (>4.5m)	1.9%	2027	12	30%	14	41%	16.44	21.77	2000	0.01	0.01
Scrubby Road	Bland Quarry Pittsworth to Gore Highway	Narrow Seal (<4.5m)	3.9%	2025	13	39%	143	94%	20.76	330.69	1500	0.01	0.22
Yarranlea Road	Gore Highway to B2G-LDN161.0	Narrow Seal (>4.5m)	1.4%	2025	5	26%	130	92%	6.89	296.86	2000	0.00	0.15
Tummaville Road	Access Track to Gore Highway	Narrow Seal (<4.5m)	2.0%	2025	9	21%	23	68%	11.75	44.62	1500	0.01	0.03
Turallin Road	Gore Highway to Millmerran Construction Camp	Narrow Seal (>4.5m)	1.3%	2024	10	17%	127	1%	12.93	129.18	2000	0.01	0.06
Ware Street	Gore Highway to B2G-LDN150.9	Narrow Seal (>4.5m)	0.0%	2027	5	22%	6	31%	7.12	8.73	2000	0.00	0.00
Bybera Road	Cunningham Highway to B2G-LDN060.4	Narrow Seal (<4.5m)	1.9%	2024	3	8%	25	75%	3.52	51.84	1500	0.00	0.03
Hunt Street	Leichhardt Highway to Boodle Street	Narrow Seal (>4.5m)	1.6%	2025	1	20%	1	24%	0.96	1.06	2000	0.00	0.00
Blackwell Road	B2G-LDN120.2 to Millmerran-Inglewood Road	Unsealed	1.4%	2027	1	6%	15	50%	0.64	25.90	400	0.00	0.06

Commodore Peak Road	Scragg Road to Millmerran-Inglewood Road	Narrow Seal (<4.5m)	0.0%	2026	2	8%	16	46%	1.98	26.71	1500	0.00	0.02
Forestry Road	Millmerran-Inglewood Road to Earthworks Area 3B	Unsealed	0.0%	2025	0	0%	6	98%	0.11	13.86	400	0.00	0.03
Forestry Road	Access Track to Millmerran-Inglewood Road	Unsealed	1.5%	2025	0	0%	6	98%	0.09	13.84	400	0.00	0.03
Grays Road	Millmerran-Inglewood Road to Mosquito Creek Road	Narrow Seal (>4.5m)	1.1%	2025	1	8%	7	85%	1.21	14.96	2000	0.00	0.01
Heckendorf Road	B2G-LDN116.0 to Millmerran-Inglewood Road	Narrow Seal (>4.5m)	0.0%	2026	3	24%	27	93%	3.51	62.01	2000	0.00	0.03
Coolmunda Dam Access	Coolmunda Dam Access to Cunningham Highway	Narrow Seal (>4.5m)	1.2%	2024	3	25%	7	70%	3.88	14.05	2000	0.00	0.01
Kooroongarra Road	Millmerran-Inglewood Road to Commodore Mine	Unsealed	1.5%	2026	0	11%	15	100%	0.09	35.47	400	0.00	0.09
Schwarten Road	Millmerran-Inglewood Road to B2G-LDN126.9	Unsealed	1.0%	2025	0	0%	4	5%	0.28	4.25	400	0.00	0.01
Millwood Road	Millmerran-Inglewood Road to B2G-LDN112.1	Narrow Seal (<4.5m)	2.6%	2025	2	20%	21	59%	2.14	37.95	1500	0.00	0.03
Owens Scrub Road	B2G-LDN130.0 to Millmerran-Inglewood Road	Narrow Seal (>4.5m)	1.3%	2024	26	13%	76	62%	30.38	142.54	2000	0.02	0.07
Paton Road	Millmerran-Inglewood Road to B2G-LDN104.5	Unsealed	1.3%	2027	1	73%	11	32%	1.85	15.49	400	0.00	0.04
Thornton Road	B2G-LDN067.6 to Millmerran-Inglewood Road	Unsealed	1.2%	2024	1	5%	31	86%	0.85	68.83	400	0.00	0.17
Wongavale Yugilbar Road	Millmerran-Inglewood Road to B2G-LDN081.0	Unsealed	0.0%	2027	1	20%	8	47%	1.07	13.13	400	0.00	0.03
Cremascos Road	Cunningham Highway to B2G-LDN052.8	Narrow Seal (>4.5m)	1.5%	2026	5	34%	12	17%	6.75	14.90	2000	0.00	0.01
Brimblecombe Road	Toowoomba-Cecil Plains Road to Brimblecombe Road	Narrow Seal (>4.5m)	1.7%	2026	7	27%	18	30%	10.22	25.56	2000	0.01	0.01
Toowoomba Bypass On-ramp (319B)	Toowoomba Cecil Plains Road to Toowoomba Bypass	Narrow Seal (<4.5m)	2.1%	2025	97	57%	108	62%	174.76	201.28	1500	0.12	0.13
Toowoomba Bypass Off-ramp (319B)	Toowoomba Bypass to Toowoomba Cecil Plains Road	Narrow Seal (<4.5m)	2.7%	2025	97	57%	103	60%	174.76	188.76	1500	0.12	0.13
Chamberlain Road	Warrego Highway to B2G-LDN204.2	Unsealed	2.6%	2027	1	20%	5	10%	1.09	5.38	400	0.00	0.01
East Sawmill Road	Cunningham Highway to B2G-LDN030.0	Unsealed	1.1%	2025	2	11%	32	84%	1.95	69.10	400	0.00	0.17
Leesons Road	Warrego Highway to Steger Road	Narrow Seal (>4.5m)	3.3%	2025	3	11%	21	54%	3.77	37.54	2000	0.00	0.02
Elizabeth Street	Cunningham Highway to B2G-LDN065.8	Unsealed	1.3%	2027	2	19%	10	17%	2.29	12.59	400	0.01	0.03
River Road	Newell Highway to Boggabilla Weir Access	Narrow Seal (>4.5m)	1.3%	2024	1	20%	3	73%	1.27	5.85	2000	0.00	0.00
Fosters Road	Cunningham Highway to Borrow Site #9 (Fosters Road)	Narrow Seal (>4.5m)	2.1%	2024	1	6%	43	97%	1.35	100.78	2000	0.00	0.05
Toowoomba Bypass Off-ramp (319B)	Toowoomba Bypass to Warrego Highway	Narrow Seal (<4.5m)	1.9%	2025	97	57%	122	66%	174.76	233.70	1500	0.12	0.16
Warrego Highway Off-ramp (18B)	Warrego Highway to Kingsthorpe Overpass	Narrow Seal (<4.5m)	3.1%	2025	NO DATA	NO DATA	NO DATA	NO DATA	#VALUE!	#VALUE!	1500	#VALUE!	#VALUE!
		#N/A	#N/A	0	0	0%	0	0%	#N/A	#N/A	#N/A	#N/A	#N/A

APPENDIX

AA

Traffic Impact Assessment

Appendix AX Road link Highway Capacity Software highway facility assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
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INLAND RAIL

HCS Two-Lane Highway Report

Project Information

Analyst	AECOM Barwon Highway - Ch. 45.9 to Ch. 2 (AG)	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 45.9 to Ch. 2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1453.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	29	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	25.71
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	86.3
Speed Slope Coefficient (m)	3.46016	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34750	PF Power Coefficient (p)	0.74723
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1453.6	-	-	86.3

Vehicle Results

Average Speed, km/h	86.3	Percent Followers, %	9.0
Segment Travel Time, minutes	1.01	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	10	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 45.9 to Ch. 2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1453.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	37.45
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.6
Speed Slope Coefficient (m)	3.43897	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34861	PF Power Coefficient (p)	0.74781
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1453.6	-	-	85.6

Vehicle Results

Average Speed, km/h	85.6	Percent Followers, %	10.2
Segment Travel Time, minutes	1.02	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	12	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 45.9 to Ch. 88 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1453.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	32	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	25.71
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.41655	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35270	PF Power Coefficient (p)	0.74493
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1453.6	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	9.9
Segment Travel Time, minutes	1.03	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	11	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 45.9 to Ch. 88 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1453.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	37	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	35.60
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.4
Speed Slope Coefficient (m)	3.39870	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35354	PF Power Coefficient (p)	0.74540
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1453.6	-	-	84.4

Vehicle Results

Average Speed, km/h	84.4	Percent Followers, %	11.0
Segment Travel Time, minutes	1.03	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	13	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 1.6 to Ch. 66.8 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1453.6
Lane Width, m	3.2	Shoulder Width, m	0.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	25.73
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	81.8
Speed Slope Coefficient (m)	3.30898	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.36453	PF Power Coefficient (p)	0.73909
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1453.6	-	-	81.8

Vehicle Results

Average Speed, km/h	81.8	Percent Followers, %	5.2
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	4	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 1.6 to Ch. 66.8 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1453.6
Lane Width, m	3.2	Shoulder Width, m	0.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	17	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	45.81
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	80.7
Speed Slope Coefficient (m)	3.27274	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.36567	PF Power Coefficient (p)	0.73993
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1453.6	-	-	80.7

Vehicle Results

Average Speed, km/h	80.7	Percent Followers, %	6.5
Segment Travel Time, minutes	1.08	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	6	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 1.6 to Ch. 0 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1664.1
Lane Width, m	3.3	Shoulder Width, m	0.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	25.73
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	81.9
Speed Slope Coefficient (m)	3.32116	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35809	PF Power Coefficient (p)	0.73863
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1664.1	-	-	81.9

Vehicle Results

Average Speed, km/h	81.9	Percent Followers, %	4.9
Segment Travel Time, minutes	1.22	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	5	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 1.6 to Ch. 0 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1664.1
Lane Width, m	3.3	Shoulder Width, m	0.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	17	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	47.93
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	80.7
Speed Slope Coefficient (m)	3.28109	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35936	PF Power Coefficient (p)	0.73956
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1664.1	-	-	80.7

Vehicle Results

Average Speed, km/h	80.7	Percent Followers, %	6.3
Segment Travel Time, minutes	1.24	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	6	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Carnavon Highway - Ch. 40.5 to Ch. 73.5 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1664.1
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	32.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.8
Speed Slope Coefficient (m)	4.15949	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23467	PF Power Coefficient (p)	0.78158
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1664.1	-	-	106.8

Vehicle Results

Average Speed, km/h	106.8	Percent Followers, %	3.9
Segment Travel Time, minutes	0.93	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	5	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Carnavon Highway - Ch. 40.5 to Ch. 73.5 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1664.1
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	17	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	51.16
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.8
Speed Slope Coefficient (m)	4.12667	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23843	PF Power Coefficient (p)	0.78271
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1664.1	-	-	105.8

Vehicle Results

Average Speed, km/h	105.8	Percent Followers, %	5.0
Segment Travel Time, minutes	0.94	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	7	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	8/18/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 66.8 to Ch. 1.6 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1609.3
Lane Width, m	3.2	Shoulder Width, m	0.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	25.73
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	81.8
Speed Slope Coefficient (m)	3.31408	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35993	PF Power Coefficient (p)	0.73863
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1609.3	-	-	81.8

Vehicle Results

Average Speed, km/h	81.8	Percent Followers, %	4.9
Segment Travel Time, minutes	1.18	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	4	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	8/18/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 66.8 to Ch. 1.6 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1609.3
Lane Width, m	3.2	Shoulder Width, m	0.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	46.88
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	80.6
Speed Slope Coefficient (m)	3.27591	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.36111	PF Power Coefficient (p)	0.73951
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1609.3	-	-	80.6

Vehicle Results

Average Speed, km/h	80.6	Percent Followers, %	6.3
Segment Travel Time, minutes	1.20	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	6	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Carnavon Highway - Ch. 73.5 to Ch. 40.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1609.3
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	10	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	32.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.8
Speed Slope Coefficient (m)	4.15775	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23581	PF Power Coefficient (p)	0.78180
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1609.3	-	-	106.8

Vehicle Results

Average Speed, km/h	106.8	Percent Followers, %	3.4
Segment Travel Time, minutes	0.90	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	4	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Carnavon Highway - Ch. 73.5 to Ch. 40.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1609.3
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	15	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	53.92
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.7
Speed Slope Coefficient (m)	4.11995	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.24014	PF Power Coefficient (p)	0.78311
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1609.3	-	-	105.7

Vehicle Results

Average Speed, km/h	105.7	Percent Followers, %	4.5
Segment Travel Time, minutes	0.91	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	6	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Steger Road - Draper Road to New Hope Recycled Water Pipeline (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	176.5
Lane Width, m	3.5	Shoulder Width, m	1.2
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	57	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	21.35
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	110.0
Speed Slope Coefficient (m)	4.21442	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.30924	PF Power Coefficient (p)	0.75705
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	176.5	-	-	110.0

Vehicle Results

Average Speed, km/h	110.0	Percent Followers, %	13.9
Segment Travel Time, minutes	0.10	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	2	0.00	0.1	A

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Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Steger Road - Draper Road to New Hope Recycled Water Pipeline (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	176.5
Lane Width, m	3.5	Shoulder Width, m	1.2
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	67	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.09
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	110.0
Speed Slope Coefficient (m)	4.21309	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.30942	PF Power Coefficient (p)	0.75710
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	176.5	-	-	110.0

Vehicle Results

Average Speed, km/h	110.0	Percent Followers, %	15.6
Segment Travel Time, minutes	0.10	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	3	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 38.7 to Ch. 41.1 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2425.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	137	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	118.9
Speed Slope Coefficient (m)	4.58779	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15580	PF Power Coefficient (p)	0.79197
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2425.4	-	-	117.0

Vehicle Results

Average Speed, km/h	117.0	Percent Followers, %	21.3
Segment Travel Time, minutes	1.24	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	78	0.01	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 38.7 to Ch. 41.1 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2425.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	188	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	34.42
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	118.6
Speed Slope Coefficient (m)	4.57797	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15712	PF Power Coefficient (p)	0.79228
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2425.4	-	-	115.9

Vehicle Results

Average Speed, km/h	115.9	Percent Followers, %	26.5
Segment Travel Time, minutes	1.26	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	107	0.02	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 0 to Ch. 0.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	698.6
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	167	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	110.4
Speed Slope Coefficient (m)	4.24438	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.26037	PF Power Coefficient (p)	0.77877
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	698.6	-	-	108.2

Vehicle Results

Average Speed, km/h	108.2	Percent Followers, %	26.9
Segment Travel Time, minutes	0.39	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	27	0.01	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 0 to Ch. 0.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	698.6
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	193	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	62.96
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	110.1
Speed Slope Coefficient (m)	4.23394	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.26171	PF Power Coefficient (p)	0.77917
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	698.6	-	-	107.6

Vehicle Results

Average Speed, km/h	107.6	Percent Followers, %	29.6
Segment Travel Time, minutes	0.39	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	32	0.01	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	West Street - Florence Street to Gore Highway (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	167.3
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	50	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	45.88
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	47.3
Speed Slope Coefficient (m)	2.10115	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.45826	PF Power Coefficient (p)	0.63092
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	167.3	-	-	47.3

Vehicle Results

Average Speed, km/h	47.3	Percent Followers, %	4.6
Segment Travel Time, minutes	0.21	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	0	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	West Street - Florence Street to Gore Highway (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	167.3
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	50	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	5	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	56.33
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	46.7
Speed Slope Coefficient (m)	2.08229	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.45393	PF Power Coefficient (p)	0.63037
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	167.3	-	-	46.7

Vehicle Results

Average Speed, km/h	46.7	Percent Followers, %	5.3
Segment Travel Time, minutes	0.21	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	0	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Wellcamp Westbrook Road - Drayton Wellcamp Road to Toowoomba - Cecil Plains Road (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	800.0
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	64	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	24.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	100.8
Speed Slope Coefficient (m)	5.95914	Speed Power Coefficient (p)	0.48663
PF Slope Coefficient (m)	-1.36770	PF Power Coefficient (p)	0.75523
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	800.0	-	-	100.8

Vehicle Results

Average Speed, km/h	100.8	Percent Followers, %	15.7
Segment Travel Time, minutes	0.48	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	12	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Wellcamp Westbrook Road - Drayton Wellcamp Road to Toowoomba - Cecil Plains Road (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	800.0
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	71	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	31.63
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	98.9
Speed Slope Coefficient (m)	6.08366	Speed Power Coefficient (p)	0.47853
PF Slope Coefficient (m)	-1.37075	PF Power Coefficient (p)	0.75761
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	800.0	-	-	98.9

Vehicle Results

Average Speed, km/h	98.9	Percent Followers, %	16.9
Segment Travel Time, minutes	0.49	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	13	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Campbell Street - Saleyards Road to Millmerran - Inglewood Road (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	123.1
Lane Width, m	4.5	Shoulder Width, m	1.0
Speed Limit, km/h	50	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	60	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	15.36
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	55.8
Speed Slope Coefficient (m)	2.38740	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.49373	PF Power Coefficient (p)	0.65487
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	123.1	-	-	55.8

Vehicle Results

Average Speed, km/h	55.8	Percent Followers, %	21.0
Segment Travel Time, minutes	0.13	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	2	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Campbell Street - Saleyards Road to Millmerran - Inglewood Road (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	123.1
Lane Width, m	4.5	Shoulder Width, m	1.0
Speed Limit, km/h	50	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	71	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	29.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	55.0
Speed Slope Coefficient (m)	2.36224	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.48993	PF Power Coefficient (p)	0.65448
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	123.1	-	-	55.0

Vehicle Results

Average Speed, km/h	55.0	Percent Followers, %	23.2
Segment Travel Time, minutes	0.13	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	2	0.00	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Campbell Street - Saleyards Road to Gore Highway (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1015.5
Lane Width, m	3.7	Shoulder Width, m	0.0
Speed Limit, km/h	50	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	119	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.51
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	49.7
Speed Slope Coefficient (m)	2.21390	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39658	PF Power Coefficient (p)	0.65464
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1015.5	-	-	49.0

Vehicle Results

Average Speed, km/h	49.0	Percent Followers, %	29.4
Segment Travel Time, minutes	1.24	Follower Density (FD), followers/km/ln	0.7
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	29	0.01	0.7	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Campbell Street - Saleyards Road to Gore Highway (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1015.5
Lane Width, m	3.7	Shoulder Width, m	0.0
Speed Limit, km/h	50	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	177	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.97
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	49.9
Speed Slope Coefficient (m)	2.21848	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39744	PF Power Coefficient (p)	0.65472
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1015.5	-	-	48.6

Vehicle Results

Average Speed, km/h	48.6	Percent Followers, %	36.2
Segment Travel Time, minutes	1.25	Follower Density (FD), followers/km/ln	1.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	42	0.02	1.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Wellcamp Westbrook Road - Toowoomba - Cecil Plains Road to Drayton Wellcamp Road (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	800.0
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	86	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	24.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	100.8
Speed Slope Coefficient (m)	5.95914	Speed Power Coefficient (p)	0.48663
PF Slope Coefficient (m)	-1.36770	PF Power Coefficient (p)	0.75523
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	800.0	-	-	100.8

Vehicle Results

Average Speed, km/h	100.8	Percent Followers, %	19.3
Segment Travel Time, minutes	0.48	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	16	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Wellcamp Westbrook Road - Toowoomba - Cecil Plains Road to Drayton Wellcamp Road (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	800.0
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	93	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	29.82
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	99.3
Speed Slope Coefficient (m)	6.06576	Speed Power Coefficient (p)	0.48071
PF Slope Coefficient (m)	-1.37005	PF Power Coefficient (p)	0.75705
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	800.0	-	-	99.3

Vehicle Results

Average Speed, km/h	99.3	Percent Followers, %	20.3
Segment Travel Time, minutes	0.48	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	17	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Toowoomba - Cecil Plains Road - Ch. 8.3 to Ch. 9.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	875.8
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	142	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	19.72
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	79.4
Speed Slope Coefficient (m)	5.00010	Speed Power Coefficient (p)	0.54099
PF Slope Coefficient (m)	-1.41605	PF Power Coefficient (p)	0.73073
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	875.8	-	-	77.9

Vehicle Results

Average Speed, km/h	77.9	Percent Followers, %	28.8
Segment Travel Time, minutes	0.67	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	29	0.01	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Toowoomba - Cecil Plains Road - Ch. 8.3 to Ch. 9.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	875.8
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	149	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	23.76
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	78.4
Speed Slope Coefficient (m)	4.98140	Speed Power Coefficient (p)	0.53841
PF Slope Coefficient (m)	-1.41025	PF Power Coefficient (p)	0.73418
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	875.8	-	-	76.9

Vehicle Results

Average Speed, km/h	76.9	Percent Followers, %	29.4
Segment Travel Time, minutes	0.68	Follower Density (FD), followers/km/ln	0.6
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	31	0.01	0.6	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Toowoomba - Cecil Plains Road - Ch. 16.3 to Ch. 14.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1770.6
Lane Width, m	3.3	Shoulder Width, m	0.8
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	141	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	19.11
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.0
Speed Slope Coefficient (m)	4.20382	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22709	PF Power Coefficient (p)	0.78086
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1770.6	-	-	106.2

Vehicle Results

Average Speed, km/h	106.2	Percent Followers, %	23.4
Segment Travel Time, minutes	1.00	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	59	0.01	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Toowoomba - Cecil Plains Road - Ch. 16.3 to Ch. 14.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1770.6
Lane Width, m	3.3	Shoulder Width, m	0.8
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	169	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	30.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	107.4
Speed Slope Coefficient (m)	4.18385	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22943	PF Power Coefficient (p)	0.78155
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1770.6	-	-	105.2

Vehicle Results

Average Speed, km/h	105.2	Percent Followers, %	26.4
Segment Travel Time, minutes	1.01	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	70	0.01	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 3.7 to Ch. 3.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	572.7
Lane Width, m	4.0	Shoulder Width, m	1.1
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	103	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	98.4
Speed Slope Coefficient (m)	7.06471	Speed Power Coefficient (p)	0.45550
PF Slope Coefficient (m)	-1.38916	PF Power Coefficient (p)	0.76696
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	572.7	-	-	97.6

Vehicle Results

Average Speed, km/h	97.6	Percent Followers, %	21.6
Segment Travel Time, minutes	0.35	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	14	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 3.7 to Ch. 3.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	572.7
Lane Width, m	4.0	Shoulder Width, m	1.1
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	115	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	61.55
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	97.3
Speed Slope Coefficient (m)	6.99285	Speed Power Coefficient (p)	0.44701
PF Slope Coefficient (m)	-1.39073	PF Power Coefficient (p)	0.76832
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	572.7	-	-	95.6

Vehicle Results

Average Speed, km/h	95.6	Percent Followers, %	23.2
Segment Travel Time, minutes	0.36	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	15	0.00	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Toowoomba - Cecil Plains Road - Ch. 14.5 to Ch. 12.1 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2467.5
Lane Width, m	3.0	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	267	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	17.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	4	Free-Flow Speed, km/h	95.4
Speed Slope Coefficient (m)	13.17457	Speed Power Coefficient (p)	0.51225
PF Slope Coefficient (m)	-1.77773	PF Power Coefficient (p)	0.78333
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2467.5	-	-	86.9

Vehicle Results

Average Speed, km/h	86.9	Percent Followers, %	46.8
Segment Travel Time, minutes	1.70	Follower Density (FD), followers/km/ln	1.4
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	155	0.16	1.4	B

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Toowoomba - Cecil Plains Road - Ch. 14.5 to Ch. 12.1 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2467.5
Lane Width, m	3.0	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	299	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.10
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.18

Intermediate Results

Segment Vertical Class	4	Free-Flow Speed, km/h	91.6
Speed Slope Coefficient (m)	12.69331	Speed Power Coefficient (p)	0.50433
PF Slope Coefficient (m)	-1.77341	PF Power Coefficient (p)	0.78735
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2467.5	-	-	82.5

Vehicle Results

Average Speed, km/h	82.5	Percent Followers, %	49.6
Segment Travel Time, minutes	1.79	Follower Density (FD), followers/km/ln	1.8
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	173	0.21	1.8	B

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Toowoomba - Cecil Plains Road - Ch. 12.1 to Ch. 10.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1787.3
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	267	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	17.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	104.0
Speed Slope Coefficient (m)	6.64085	Speed Power Coefficient (p)	0.50875
PF Slope Coefficient (m)	-1.29014	PF Power Coefficient (p)	0.76391
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1787.3	-	-	99.7

Vehicle Results

Average Speed, km/h	99.7	Percent Followers, %	37.5
Segment Travel Time, minutes	1.08	Follower Density (FD), followers/km/ln	1.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	112	0.05	1.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Toowoomba - Cecil Plains Road - Ch. 12.1 to Ch. 10.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1787.3
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	290	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	19.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	103.3
Speed Slope Coefficient (m)	6.72702	Speed Power Coefficient (p)	0.50741
PF Slope Coefficient (m)	-1.29155	PF Power Coefficient (p)	0.76471
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1787.3	-	-	98.6

Vehicle Results

Average Speed, km/h	98.6	Percent Followers, %	39.4
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/km/ln	1.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	122	0.06	1.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Texas - Yelarbon Road - Ch. 54.6 to Ch. 53.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1334.9
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	23.76
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.5
Speed Slope Coefficient (m)	4.10297	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.25308	PF Power Coefficient (p)	0.77815
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1334.9	-	-	105.5

Vehicle Results

Average Speed, km/h	105.5	Percent Followers, %	4.0
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	4	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Texas - Yelarbon Road - Ch. 54.6 to Ch. 53.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1334.9
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	40.96
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	104.5
Speed Slope Coefficient (m)	4.07192	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.25659	PF Power Coefficient (p)	0.77924
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1334.9	-	-	104.5

Vehicle Results

Average Speed, km/h	104.5	Percent Followers, %	4.9
Segment Travel Time, minutes	0.77	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	5	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 53.3 to Ch. 55.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2420.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	17	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.17204	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23248	PF Power Coefficient (p)	0.77185
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2420.1	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	5.2
Segment Travel Time, minutes	1.36	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	10	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 53.3 to Ch. 55.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2420.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	45	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	32.48
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.17305	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23237	PF Power Coefficient (p)	0.77182
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2420.1	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	10.6
Segment Travel Time, minutes	1.36	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	25	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 28 to Ch. 21.8 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	6223.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	99.0
Speed Slope Coefficient (m)	7.03403	Speed Power Coefficient (p)	0.53074
PF Slope Coefficient (m)	-1.43237	PF Power Coefficient (p)	0.69907
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	6223.1	-	-	99.0

Vehicle Results

Average Speed, km/h	99.0	Percent Followers, %	14.0
Segment Travel Time, minutes	3.77	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	59	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 28 to Ch. 21.8 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	6223.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	86	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	43.99
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	93.4
Speed Slope Coefficient (m)	5.91545	Speed Power Coefficient (p)	0.50234
PF Slope Coefficient (m)	-1.44470	PF Power Coefficient (p)	0.70269
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	6223.1	-	-	93.4

Vehicle Results

Average Speed, km/h	93.4	Percent Followers, %	22.8
Segment Travel Time, minutes	4.00	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	126	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 2.5 to Ch. 3.5 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	985.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	48	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	31.94
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.7
Speed Slope Coefficient (m)	4.19949	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.25004	PF Power Coefficient (p)	0.78050
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	985.6	-	-	108.7

Vehicle Results

Average Speed, km/h	108.7	Percent Followers, %	11.0
Segment Travel Time, minutes	0.54	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	11	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 2.5 to Ch. 3.5 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	985.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	84	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	52.33
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	107.6
Speed Slope Coefficient (m)	4.16269	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.25453	PF Power Coefficient (p)	0.78184
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	985.6	-	-	107.6

Vehicle Results

Average Speed, km/h	107.6	Percent Followers, %	16.6
Segment Travel Time, minutes	0.55	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	19	0.00	0.1	A

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Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 2.5 to Ch. 0 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2482.2
Lane Width, m	3.5	Shoulder Width, m	1.2
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	42	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	31.94
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	109.5
Speed Slope Coefficient (m)	4.27165	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.21554	PF Power Coefficient (p)	0.77529
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2482.2	-	-	109.5

Vehicle Results

Average Speed, km/h	109.5	Percent Followers, %	9.9
Segment Travel Time, minutes	1.36	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	25	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 2.5 to Ch. 0 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2482.2
Lane Width, m	3.5	Shoulder Width, m	1.2
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	69	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	58.57
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.0
Speed Slope Coefficient (m)	4.22358	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22122	PF Power Coefficient (p)	0.77692
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2482.2	-	-	108.0

Vehicle Results

Average Speed, km/h	108.0	Percent Followers, %	14.2
Segment Travel Time, minutes	1.38	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	40	0.00	0.1	A

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Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 13.1 to Ch. 9 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4101.5
Lane Width, m	4.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	112.2
Speed Slope Coefficient (m)	4.40061	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23811	PF Power Coefficient (p)	0.73373
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4101.5	-	-	112.2

Vehicle Results

Average Speed, km/h	112.2	Percent Followers, %	11.0
Segment Travel Time, minutes	2.19	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	39	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 13.1 to Ch. 9 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4101.5
Lane Width, m	4.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	107	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	37.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	111.6
Speed Slope Coefficient (m)	4.38073	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.24063	PF Power Coefficient (p)	0.73444
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4101.5	-	-	110.7

Vehicle Results

Average Speed, km/h	110.7	Percent Followers, %	21.3
Segment Travel Time, minutes	2.22	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	103	0.01	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Moffatt Reserve Road - Millmerran - Inglewood Road to Millmerran Power Station (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5283.5
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	10	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	30.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.1
Speed Slope Coefficient (m)	4.17622	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.31300	PF Power Coefficient (p)	0.69788
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5283.5	-	-	105.1

Vehicle Results

Average Speed, km/h	105.1	Percent Followers, %	5.1
Segment Travel Time, minutes	3.02	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	12	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Moffatt Reserve Road - Millmerran - Inglewood Road to Millmerran Power Station (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5283.5
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	56.12
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	103.7
Speed Slope Coefficient (m)	4.12907	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.31840	PF Power Coefficient (p)	0.69959
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5283.5	-	-	103.7

Vehicle Results

Average Speed, km/h	103.7	Percent Followers, %	7.0
Segment Travel Time, minutes	3.06	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	20	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 21.8 to Ch. 18.1 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3667.1
Lane Width, m	3.7	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	99.6
Speed Slope Coefficient (m)	6.96417	Speed Power Coefficient (p)	0.51857
PF Slope Coefficient (m)	-1.34903	PF Power Coefficient (p)	0.73137
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3667.1	-	-	99.6

Vehicle Results

Average Speed, km/h	99.6	Percent Followers, %	12.0
Segment Travel Time, minutes	2.21	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	35	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 21.8 to Ch. 18.1 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3667.1
Lane Width, m	3.7	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	102	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	45.38
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	94.0
Speed Slope Coefficient (m)	6.08378	Speed Power Coefficient (p)	0.48882
PF Slope Coefficient (m)	-1.35975	PF Power Coefficient (p)	0.73546
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3667.1	-	-	93.5

Vehicle Results

Average Speed, km/h	93.5	Percent Followers, %	22.5
Segment Travel Time, minutes	2.35	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	88	0.01	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 6.2 to Ch. 9 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2782.1
Lane Width, m	4.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	106.3
Speed Slope Coefficient (m)	8.54353	Speed Power Coefficient (p)	0.53208
PF Slope Coefficient (m)	-1.27640	PF Power Coefficient (p)	0.76193
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2782.1	-	-	106.3

Vehicle Results

Average Speed, km/h	106.3	Percent Followers, %	9.3
Segment Travel Time, minutes	1.57	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	23	0.00	0.0	A

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Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 6.2 to Ch. 9 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2782.1
Lane Width, m	4.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	71	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	64.13
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	95.7
Speed Slope Coefficient (m)	7.24687	Speed Power Coefficient (p)	0.46618
PF Slope Coefficient (m)	-1.29672	PF Power Coefficient (p)	0.77129
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2782.1	-	-	95.7

Vehicle Results

Average Speed, km/h	95.7	Percent Followers, %	15.5
Segment Travel Time, minutes	1.74	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	46	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

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Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 6.2 to Ch. 3.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2780.6
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	100	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.5
Speed Slope Coefficient (m)	4.18086	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23741	PF Power Coefficient (p)	0.76324
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2780.6	-	-	106.5

Vehicle Results

Average Speed, km/h	106.5	Percent Followers, %	10.1
Segment Travel Time, minutes	1.57	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	26	0.00	0.0	A

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Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 6.2 to Ch. 3.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2780.6
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	100	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	118	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.58
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.1
Speed Slope Coefficient (m)	4.16722	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23896	PF Power Coefficient (p)	0.76371
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2780.6	-	-	104.9

Vehicle Results

Average Speed, km/h	104.9	Percent Followers, %	21.5
Segment Travel Time, minutes	1.59	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	77	0.01	0.2	A

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Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 17.3 to Ch. 14 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3284.4
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.3
Speed Slope Coefficient (m)	4.15217	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.25495	PF Power Coefficient (p)	0.74839
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3284.4	-	-	105.3

Vehicle Results

Average Speed, km/h	105.3	Percent Followers, %	10.7
Segment Travel Time, minutes	1.87	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	31	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 17.3 to Ch. 14 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3284.4
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	98	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	39.07
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	104.6
Speed Slope Coefficient (m)	4.12863	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.25757	PF Power Coefficient (p)	0.74920
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3284.4	-	-	104.6

Vehicle Results

Average Speed, km/h	104.6	Percent Followers, %	19.8
Segment Travel Time, minutes	1.88	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	76	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 55.7 to Ch. 56.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	986.9
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	18	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.12643	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.26331	PF Power Coefficient (p)	0.77735
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	986.9	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	5.4
Segment Travel Time, minutes	0.56	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	4	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 55.7 to Ch. 56.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	986.9
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	41	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	25.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	107.0
Speed Slope Coefficient (m)	4.14004	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.26169	PF Power Coefficient (p)	0.77686
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	986.9	-	-	107.0

Vehicle Results

Average Speed, km/h	107.0	Percent Followers, %	10.1
Segment Travel Time, minutes	0.55	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	10	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 37.7 to Ch. 35.6 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2121.4
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.9
Speed Slope Coefficient (m)	4.17666	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23022	PF Power Coefficient (p)	0.77632
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2121.4	-	-	106.9

Vehicle Results

Average Speed, km/h	106.9	Percent Followers, %	9.6
Segment Travel Time, minutes	1.19	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	20	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 37.7 to Ch. 35.6 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2121.4
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	67	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	55.99
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.3
Speed Slope Coefficient (m)	4.12257	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23635	PF Power Coefficient (p)	0.77816
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2121.4	-	-	105.3

Vehicle Results

Average Speed, km/h	105.3	Percent Followers, %	14.1
Segment Travel Time, minutes	1.21	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	34	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	8/18/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 37.7 to Ch. 39.8 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2123.9
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.9
Speed Slope Coefficient (m)	4.17673	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23022	PF Power Coefficient (p)	0.77629
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2123.9	-	-	106.9

Vehicle Results

Average Speed, km/h	106.9	Percent Followers, %	8.6
Segment Travel Time, minutes	1.19	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	17	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	8/18/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 37.7 to Ch. 39.8 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2123.9
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	61	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	58.45
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.2
Speed Slope Coefficient (m)	4.11819	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23683	PF Power Coefficient (p)	0.77827
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2123.9	-	-	105.2

Vehicle Results

Average Speed, km/h	105.2	Percent Followers, %	13.1
Segment Travel Time, minutes	1.21	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	31	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	8/18/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 9 to Ch. 6.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2782.1
Lane Width, m	4.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	106.3
Speed Slope Coefficient (m)	8.54353	Speed Power Coefficient (p)	0.53208
PF Slope Coefficient (m)	-1.27640	PF Power Coefficient (p)	0.76193
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2782.1	-	-	106.3

Vehicle Results

Average Speed, km/h	106.3	Percent Followers, %	10.4
Segment Travel Time, minutes	1.57	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	26	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 9 to Ch. 6.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2782.1
Lane Width, m	4.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	114	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	34.66
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	103.9
Speed Slope Coefficient (m)	8.47761	Speed Power Coefficient (p)	0.52090
PF Slope Coefficient (m)	-1.28160	PF Power Coefficient (p)	0.76423
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2782.1	-	-	102.4

Vehicle Results

Average Speed, km/h	102.4	Percent Followers, %	21.7
Segment Travel Time, minutes	1.63	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	75	0.01	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Campbell Street - Millmerran - Inglewood Road to Saleyards Road (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	123.4
Lane Width, m	4.5	Shoulder Width, m	1.0
Speed Limit, km/h	50	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	60	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	15.36
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	55.8
Speed Slope Coefficient (m)	2.38740	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.49373	PF Power Coefficient (p)	0.65487
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	123.4	-	-	55.8

Vehicle Results

Average Speed, km/h	55.8	Percent Followers, %	21.0
Segment Travel Time, minutes	0.13	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	2	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Campbell Street - Millmerran - Inglewood Road to Saleyards Road (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	123.4
Lane Width, m	4.5	Shoulder Width, m	1.0
Speed Limit, km/h	50	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	118	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.74
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	56.1
Speed Slope Coefficient (m)	2.39754	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.49521	PF Power Coefficient (p)	0.65501
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	123.4	-	-	55.4

Vehicle Results

Average Speed, km/h	55.4	Percent Followers, %	30.9
Segment Travel Time, minutes	0.13	Follower Density (FD), followers/km/ln	0.7
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	3	0.00	0.7	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 14 to Ch. 13.1 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	929.6
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	107.2
Speed Slope Coefficient (m)	4.14562	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.26418	PF Power Coefficient (p)	0.77613
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	929.6	-	-	107.2

Vehicle Results

Average Speed, km/h	107.2	Percent Followers, %	9.9
Segment Travel Time, minutes	0.52	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	9	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 14 to Ch. 13.1 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	929.6
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	106	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	36.83
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.12610	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.26652	PF Power Coefficient (p)	0.77684
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	929.6	-	-	105.8

Vehicle Results

Average Speed, km/h	105.8	Percent Followers, %	19.9
Segment Travel Time, minutes	0.53	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	23	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	West Street - Gore Highway to Florence Street (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	167.3
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	50	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	45.88
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	47.3
Speed Slope Coefficient (m)	2.10115	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.45826	PF Power Coefficient (p)	0.63092
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	167.3	-	-	47.3

Vehicle Results

Average Speed, km/h	47.3	Percent Followers, %	4.6
Segment Travel Time, minutes	0.21	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	0	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	West Street - Gore Highway to Florence Street (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	167.3
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	50	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	5	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	56.33
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	46.7
Speed Slope Coefficient (m)	2.08229	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.45393	PF Power Coefficient (p)	0.63037
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	167.3	-	-	46.7

Vehicle Results

Average Speed, km/h	46.7	Percent Followers, %	5.3
Segment Travel Time, minutes	0.21	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	0	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2027 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 0.7 to Ch. 0.8 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	146.5
Lane Width, m	3.8	Shoulder Width, m	0.0
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	89	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	38.38
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	114.4
Speed Slope Coefficient (m)	4.36305	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.27691	PF Power Coefficient (p)	0.76549
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	146.5	-	-	114.4

Vehicle Results

Average Speed, km/h	114.4	Percent Followers, %	18.2
Segment Travel Time, minutes	0.08	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	3	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2027 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 0.7 to Ch. 0.8 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	146.5
Lane Width, m	3.8	Shoulder Width, m	0.0
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	221	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	19.21
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	115.5
Speed Slope Coefficient (m)	4.39765	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.27196	PF Power Coefficient (p)	0.76408
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	146.5	-	-	112.5

Vehicle Results

Average Speed, km/h	112.5	Percent Followers, %	33.1
Segment Travel Time, minutes	0.08	Follower Density (FD), followers/km/ln	0.7
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	8	0.00	0.7	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 41.1 to Ch. 41.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	585.7
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	137	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	122.1
Speed Slope Coefficient (m)	4.63257	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.19679	PF Power Coefficient (p)	0.78714
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	585.7	-	-	120.2

Vehicle Results

Average Speed, km/h	120.2	Percent Followers, %	22.1
Segment Travel Time, minutes	0.29	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	19	0.00	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 41.1 to Ch. 41.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	585.7
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	188	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	34.42
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.8
Speed Slope Coefficient (m)	4.62275	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.19824	PF Power Coefficient (p)	0.78750
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	585.7	-	-	119.1

Vehicle Results

Average Speed, km/h	119.1	Percent Followers, %	27.5
Segment Travel Time, minutes	0.29	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	26	0.00	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2027 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 3 to Ch. 13 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	10154.7
Lane Width, m	3.0	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	89	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	38.38
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	116.3
Speed Slope Coefficient (m)	4.55076	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23961	PF Power Coefficient (p)	0.71548
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	10154.7	-	-	116.3

Vehicle Results

Average Speed, km/h	116.3	Percent Followers, %	19.8
Segment Travel Time, minutes	5.24	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	213	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2027 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 3 to Ch. 13 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	10154.7
Lane Width, m	3.0	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	98	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	43.72
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	116.0
Speed Slope Coefficient (m)	4.54112	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.24093	PF Power Coefficient (p)	0.71584
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	10154.7	-	-	116.0

Vehicle Results

Average Speed, km/h	116.0	Percent Followers, %	20.9
Segment Travel Time, minutes	5.25	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	233	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 30.1 to Ch. 38.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8630.1
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	137	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.5
Speed Slope Coefficient (m)	4.72692	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.20486	PF Power Coefficient (p)	0.72219
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8630.1	-	-	119.6

Vehicle Results

Average Speed, km/h	119.6	Percent Followers, %	24.9
Segment Travel Time, minutes	4.33	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	278	0.04	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 30.1 to Ch. 38.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8630.1
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	181	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	35.86
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.1
Speed Slope Coefficient (m)	4.71450	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.20663	PF Power Coefficient (p)	0.72263
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8630.1	-	-	118.5

Vehicle Results

Average Speed, km/h	118.5	Percent Followers, %	29.6
Segment Travel Time, minutes	4.37	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	367	0.07	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Toowoomba - Athol Road - Ch. 16.8 to Ch. 2.1 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	16002.5
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	12.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	179	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	11.87
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	103.9
Speed Slope Coefficient (m)	4.13399	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32296	PF Power Coefficient (p)	0.69345
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	16002.5	-	-	101.6

Vehicle Results

Average Speed, km/h	101.6	Percent Followers, %	33.0
Segment Travel Time, minutes	9.45	Follower Density (FD), followers/km/ln	0.6
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	673	0.15	0.6	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Toowoomba - Athol Road - Ch. 16.8 to Ch. 2.1 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	16002.5
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	12.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	228	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.59
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	104.0
Speed Slope Coefficient (m)	4.13811	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32249	PF Power Coefficient (p)	0.69330
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	16002.5	-	-	101.2

Vehicle Results

Average Speed, km/h	101.2	Percent Followers, %	37.8
Segment Travel Time, minutes	9.49	Follower Density (FD), followers/km/ln	0.9
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	858	0.23	0.9	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 13 to Ch. 4.1 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8991.1
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	102	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	94.5
Speed Slope Coefficient (m)	6.83876	Speed Power Coefficient (p)	0.49503
PF Slope Coefficient (m)	-1.42502	PF Power Coefficient (p)	0.71329
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8991.1	-	-	94.1

Vehicle Results

Average Speed, km/h	94.1	Percent Followers, %	24.4
Segment Travel Time, minutes	5.74	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	215	0.01	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 13 to Ch. 4.1 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8991.1
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	142	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	69.37
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	90.7
Speed Slope Coefficient (m)	5.68724	Speed Power Coefficient (p)	0.46772
PF Slope Coefficient (m)	-1.43222	PF Power Coefficient (p)	0.71535
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8991.1	-	-	88.7

Vehicle Results

Average Speed, km/h	88.7	Percent Followers, %	29.9
Segment Travel Time, minutes	6.08	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	301	0.08	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 25 to Ch. 30.1 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5110.2
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	141	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.2
Speed Slope Coefficient (m)	4.68331	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.21381	PF Power Coefficient (p)	0.72015
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5110.2	-	-	118.2

Vehicle Results

Average Speed, km/h	118.2	Percent Followers, %	25.7
Segment Travel Time, minutes	2.59	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	170	0.02	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 25 to Ch. 30.1 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5110.2
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	296	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	62.27
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	118.4
Speed Slope Coefficient (m)	4.62322	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22225	PF Power Coefficient (p)	0.72231
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5110.2	-	-	114.6

Vehicle Results

Average Speed, km/h	114.6	Percent Followers, %	39.8
Segment Travel Time, minutes	2.67	Follower Density (FD), followers/km/ln	1.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	355	0.10	1.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2027 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 1.4 to Ch. 3 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1530.4
Lane Width, m	3.4	Shoulder Width, m	1.2
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	89	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	38.38
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.2
Speed Slope Coefficient (m)	4.60586	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15227	PF Power Coefficient (p)	0.80518
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1530.4	-	-	120.2

Vehicle Results

Average Speed, km/h	120.2	Percent Followers, %	15.2
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	32	0.00	0.1	A

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Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 1.4 to Ch. 3 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1530.4
Lane Width, m	3.4	Shoulder Width, m	1.2
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	222	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	19.31
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.2
Speed Slope Coefficient (m)	4.64028	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.14753	PF Power Coefficient (p)	0.80405
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1530.4	-	-	118.1

Vehicle Results

Average Speed, km/h	118.1	Percent Followers, %	28.9
Segment Travel Time, minutes	0.78	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	80	0.02	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 17.5 to Ch. 15.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2181.3
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	275	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	111.9
Speed Slope Coefficient (m)	9.19720	Speed Power Coefficient (p)	0.54470
PF Slope Coefficient (m)	-1.23986	PF Power Coefficient (p)	0.77731
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2181.3	-	-	106.2

Vehicle Results

Average Speed, km/h	106.2	Percent Followers, %	36.5
Segment Travel Time, minutes	1.23	Follower Density (FD), followers/km/ln	0.9
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	141	0.07	0.9	A

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Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 17.5 to Ch. 15.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2181.3
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	342	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	107.9
Speed Slope Coefficient (m)	9.13456	Speed Power Coefficient (p)	0.52865
PF Slope Coefficient (m)	-1.25214	PF Power Coefficient (p)	0.77889
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2181.3	-	-	101.0

Vehicle Results

Average Speed, km/h	101.0	Percent Followers, %	41.9
Segment Travel Time, minutes	1.30	Follower Density (FD), followers/km/ln	1.4
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	175	0.11	1.4	B

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 20.3 to Ch. 19 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1305.4
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	275	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	111.6
Speed Slope Coefficient (m)	8.28204	Speed Power Coefficient (p)	0.53236
PF Slope Coefficient (m)	-1.26151	PF Power Coefficient (p)	0.77888
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1305.4	-	-	106.3

Vehicle Results

Average Speed, km/h	106.3	Percent Followers, %	37.0
Segment Travel Time, minutes	0.74	Follower Density (FD), followers/km/ln	1.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	84	0.04	1.0	A

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Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 20.3 to Ch. 19 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1305.4
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	335	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.76
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	107.5
Speed Slope Coefficient (m)	8.39904	Speed Power Coefficient (p)	0.51562
PF Slope Coefficient (m)	-1.27399	PF Power Coefficient (p)	0.78096
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1305.4	-	-	101.1

Vehicle Results

Average Speed, km/h	101.1	Percent Followers, %	41.8
Segment Travel Time, minutes	0.78	Follower Density (FD), followers/km/ln	1.4
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	103	0.06	1.4	B

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 23.2 to Ch. 25 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1825.0
Lane Width, m	3.3	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	141	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	4	Free-Flow Speed, km/h	94.2
Speed Slope Coefficient (m)	14.98442	Speed Power Coefficient (p)	0.56473
PF Slope Coefficient (m)	-1.66170	PF Power Coefficient (p)	0.79594
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1825.0	-	-	90.2

Vehicle Results

Average Speed, km/h	90.2	Percent Followers, %	29.5
Segment Travel Time, minutes	1.21	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	61	0.03	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 23.2 to Ch. 25 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1825.0
Lane Width, m	3.3	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	183	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	39.01
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	4	Free-Flow Speed, km/h	84.9
Speed Slope Coefficient (m)	11.47745	Speed Power Coefficient (p)	0.52377
PF Slope Coefficient (m)	-1.65685	PF Power Coefficient (p)	0.79864
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1825.0	-	-	79.9

Vehicle Results

Average Speed, km/h	79.9	Percent Followers, %	34.7
Segment Travel Time, minutes	1.37	Follower Density (FD), followers/km/ln	0.8
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	78	0.06	0.8	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 23.2 to Ch. 21.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1688.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	151	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.3
Speed Slope Coefficient (m)	4.61366	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.14956	PF Power Coefficient (p)	0.80352
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1688.5	-	-	118.1

Vehicle Results

Average Speed, km/h	118.1	Percent Followers, %	22.2
Segment Travel Time, minutes	0.86	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	60	0.01	0.3	A

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Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 23.2 to Ch. 21.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1688.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	203	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	47.23
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	119.3
Speed Slope Coefficient (m)	4.58072	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15404	PF Power Coefficient (p)	0.80459
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1688.5	-	-	116.4

Vehicle Results

Average Speed, km/h	116.4	Percent Followers, %	27.4
Segment Travel Time, minutes	0.87	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	81	0.02	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 52.2 to Ch. 53.3 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1141.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	141	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.5
Speed Slope Coefficient (m)	4.63535	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15824	PF Power Coefficient (p)	0.80337
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1141.4	-	-	119.5

Vehicle Results

Average Speed, km/h	119.5	Percent Followers, %	21.4
Segment Travel Time, minutes	0.57	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	38	0.01	0.3	A

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Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 52.2 to Ch. 53.3 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1141.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	236	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	30.41
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.4
Speed Slope Coefficient (m)	4.63277	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15861	PF Power Coefficient (p)	0.80346
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1141.4	-	-	118.2

Vehicle Results

Average Speed, km/h	118.2	Percent Followers, %	30.4
Segment Travel Time, minutes	0.58	Follower Density (FD), followers/km/ln	0.6
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	63	0.01	0.6	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 0 to Ch. 2.5 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2482.0
Lane Width, m	3.5	Shoulder Width, m	1.2
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	48	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	31.94
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	109.5
Speed Slope Coefficient (m)	4.27165	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.21554	PF Power Coefficient (p)	0.77529
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2482.0	-	-	109.5

Vehicle Results

Average Speed, km/h	109.5	Percent Followers, %	10.9
Segment Travel Time, minutes	1.36	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	28	0.00	0.0	A

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Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 0 to Ch. 2.5 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2482.0
Lane Width, m	3.5	Shoulder Width, m	1.2
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	75	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	56.47
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.2
Speed Slope Coefficient (m)	4.22738	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22077	PF Power Coefficient (p)	0.77679
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2482.0	-	-	108.2

Vehicle Results

Average Speed, km/h	108.2	Percent Followers, %	15.0
Segment Travel Time, minutes	1.38	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	44	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 60.8 to Ch. 53.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2084.0
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	141	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	119.5
Speed Slope Coefficient (m)	4.60037	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15079	PF Power Coefficient (p)	0.79863
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2084.0	-	-	117.6

Vehicle Results

Average Speed, km/h	117.6	Percent Followers, %	21.4
Segment Travel Time, minutes	1.06	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	69	0.01	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 60.8 to Ch. 53.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2084.0
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	217	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.65
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	119.9
Speed Slope Coefficient (m)	4.61179	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.14925	PF Power Coefficient (p)	0.79826
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2084.0	-	-	116.8

Vehicle Results

Average Speed, km/h	116.8	Percent Followers, %	28.8
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	106	0.02	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 19 to Ch. 17.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1444.2
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	275	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.7
Speed Slope Coefficient (m)	4.61828	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15324	PF Power Coefficient (p)	0.80335
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1444.2	-	-	117.1

Vehicle Results

Average Speed, km/h	117.1	Percent Followers, %	33.5
Segment Travel Time, minutes	0.74	Follower Density (FD), followers/km/ln	0.8
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	93	0.02	0.8	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 19 to Ch. 17.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1444.2
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	339	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.39
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.0
Speed Slope Coefficient (m)	4.59778	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15606	PF Power Coefficient (p)	0.80403
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1444.2	-	-	116.0

Vehicle Results

Average Speed, km/h	116.0	Percent Followers, %	38.4
Segment Travel Time, minutes	0.75	Follower Density (FD), followers/km/ln	1.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	115	0.03	1.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 15.3 to Ch. 11.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4182.9
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	275	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	111.2
Speed Slope Coefficient (m)	10.42286	Speed Power Coefficient (p)	0.56746
PF Slope Coefficient (m)	-1.31772	PF Power Coefficient (p)	0.73223
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4182.9	-	-	105.0

Vehicle Results

Average Speed, km/h	105.0	Percent Followers, %	40.1
Segment Travel Time, minutes	2.39	Follower Density (FD), followers/km/ln	1.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	270	0.14	1.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 15.3 to Ch. 11.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4182.9
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	369	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	36.93
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.22

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	105.4
Speed Slope Coefficient (m)	9.70424	Speed Power Coefficient (p)	0.54272
PF Slope Coefficient (m)	-1.33781	PF Power Coefficient (p)	0.73417
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4182.9	-	-	97.7

Vehicle Results

Average Speed, km/h	97.7	Percent Followers, %	47.5
Segment Travel Time, minutes	2.57	Follower Density (FD), followers/km/ln	1.8
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	363	0.27	1.8	B

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 53.3 to Ch. 60.8 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	7579.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	141	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	119.5
Speed Slope Coefficient (m)	4.66150	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.21827	PF Power Coefficient (p)	0.71914
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	7579.4	-	-	117.6

Vehicle Results

Average Speed, km/h	117.6	Percent Followers, %	25.8
Segment Travel Time, minutes	3.87	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	252	0.04	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 53.3 to Ch. 60.8 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	7579.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	240	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	30.13
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	119.5
Speed Slope Coefficient (m)	4.65943	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.21856	PF Power Coefficient (p)	0.71922
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	7579.4	-	-	116.2

Vehicle Results

Average Speed, km/h	116.2	Percent Followers, %	35.4
Segment Travel Time, minutes	3.91	Follower Density (FD), followers/km/ln	0.7
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	428	0.10	0.7	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 47.6 to Ch. 52.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4544.8
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	141	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.5
Speed Slope Coefficient (m)	4.72161	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.19304	PF Power Coefficient (p)	0.73299
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4544.8	-	-	119.5

Vehicle Results

Average Speed, km/h	119.5	Percent Followers, %	24.7
Segment Travel Time, minutes	2.28	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	151	0.02	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 47.6 to Ch. 52.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4544.8
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	229	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	31.52
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.3
Speed Slope Coefficient (m)	4.71702	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.19369	PF Power Coefficient (p)	0.73315
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4544.8	-	-	118.1

Vehicle Results

Average Speed, km/h	118.1	Percent Followers, %	33.3
Segment Travel Time, minutes	2.31	Follower Density (FD), followers/km/ln	0.6
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	244	0.05	0.6	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 11.2 to Ch. 7.7 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3445.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	275	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	112.1
Speed Slope Coefficient (m)	10.21796	Speed Power Coefficient (p)	0.56145
PF Slope Coefficient (m)	-1.27220	PF Power Coefficient (p)	0.75350
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3445.5	-	-	106.0

Vehicle Results

Average Speed, km/h	106.0	Percent Followers, %	38.2
Segment Travel Time, minutes	1.95	Follower Density (FD), followers/km/ln	1.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	223	0.12	1.0	A

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HCS Two-Lane Highway Report

Project Information

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Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 11.2 to Ch. 7.7 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3445.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	373	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	36.56
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.22

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	9.73692	Speed Power Coefficient (p)	0.53805
PF Slope Coefficient (m)	-1.29036	PF Power Coefficient (p)	0.75536
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3445.5	-	-	98.8

Vehicle Results

Average Speed, km/h	98.8	Percent Followers, %	45.8
Segment Travel Time, minutes	2.09	Follower Density (FD), followers/km/ln	1.7
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	302	0.22	1.7	B

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 44.7 to Ch. 47.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2874.7
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	141	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.8
Speed Slope Coefficient (m)	4.66441	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.14841	PF Power Coefficient (p)	0.78551
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2874.7	-	-	118.9

Vehicle Results

Average Speed, km/h	118.9	Percent Followers, %	21.9
Segment Travel Time, minutes	1.45	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	95	0.01	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 44.7 to Ch. 47.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2874.7
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	221	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	32.59
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.6
Speed Slope Coefficient (m)	4.65790	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.14930	PF Power Coefficient (p)	0.78572
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2874.7	-	-	117.5

Vehicle Results

Average Speed, km/h	117.5	Percent Followers, %	29.6
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/km/ln	0.6
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	149	0.03	0.6	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2027 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 0.8 to Ch. 0.7 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	146.5
Lane Width, m	3.8	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	90	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	38.38
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.0
Speed Slope Coefficient (m)	4.54977	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23775	PF Power Coefficient (p)	0.77326
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	146.5	-	-	120.0

Vehicle Results

Average Speed, km/h	120.0	Percent Followers, %	17.5
Segment Travel Time, minutes	0.07	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	3	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2027 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 0.8 to Ch. 0.7 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	146.5
Lane Width, m	3.8	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	119	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	53.29
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	119.2
Speed Slope Coefficient (m)	4.52285	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.24176	PF Power Coefficient (p)	0.77433
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	146.5	-	-	117.8

Vehicle Results

Average Speed, km/h	117.8	Percent Followers, %	21.3
Segment Travel Time, minutes	0.07	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	4	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2027 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 0.8 to Ch. 1.4 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	639.8
Lane Width, m	3.8	Shoulder Width, m	1.8
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	89	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	38.38
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	123.8
Speed Slope Coefficient (m)	4.69135	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.17794	PF Power Coefficient (p)	0.79400
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	639.8	-	-	123.8

Vehicle Results

Average Speed, km/h	123.8	Percent Followers, %	15.9
Segment Travel Time, minutes	0.31	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	13	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2027 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 0.8 to Ch. 1.4 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	639.8
Lane Width, m	3.8	Shoulder Width, m	1.8
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	221	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	19.21
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	124.8
Speed Slope Coefficient (m)	4.72595	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.17278	PF Power Coefficient (p)	0.79276
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	639.8	-	-	121.7

Vehicle Results

Average Speed, km/h	121.7	Percent Followers, %	29.9
Segment Travel Time, minutes	0.32	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	33	0.01	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 41.7 to Ch. 43.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1476.2
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	141	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	118.4
Speed Slope Coefficient (m)	4.54457	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.16626	PF Power Coefficient (p)	0.80062
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1476.2	-	-	116.5

Vehicle Results

Average Speed, km/h	116.5	Percent Followers, %	21.6
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	49	0.01	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 41.7 to Ch. 43.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1476.2
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	207	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	35.13
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	118.1
Speed Slope Coefficient (m)	4.53346	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.16776	PF Power Coefficient (p)	0.80099
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1476.2	-	-	115.2

Vehicle Results

Average Speed, km/h	115.2	Percent Followers, %	28.1
Segment Travel Time, minutes	0.77	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	72	0.02	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Campbell Street - Gore Highway to Saleyards Road (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1016.0
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	50	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	84	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.51
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	49.2
Speed Slope Coefficient (m)	2.19710	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39457	PF Power Coefficient (p)	0.65301
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1016.0	-	-	49.2

Vehicle Results

Average Speed, km/h	49.2	Percent Followers, %	24.1
Segment Travel Time, minutes	1.24	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	20	0.00	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Campbell Street - Gore Highway to Saleyards Road (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1016.0
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	50	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	94	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	19.44
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	48.7
Speed Slope Coefficient (m)	2.17917	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39106	PF Power Coefficient (p)	0.65266
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1016.0	-	-	48.7

Vehicle Results

Average Speed, km/h	48.7	Percent Followers, %	25.7
Segment Travel Time, minutes	1.25	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	22	0.00	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 0 to Ch. 0.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	681.8
Lane Width, m	3.8	Shoulder Width, m	1.8
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	88	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	38.38
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.2
Speed Slope Coefficient (m)	4.60622	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.19164	PF Power Coefficient (p)	0.79176
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	681.8	-	-	121.2

Vehicle Results

Average Speed, km/h	121.2	Percent Followers, %	16.0
Segment Travel Time, minutes	0.34	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	14	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 0 to Ch. 0.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	681.8
Lane Width, m	3.8	Shoulder Width, m	1.8
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	221	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	19.42
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	122.2
Speed Slope Coefficient (m)	4.64044	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.18665	PF Power Coefficient (p)	0.79052
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	681.8	-	-	119.1

Vehicle Results

Average Speed, km/h	119.1	Percent Followers, %	30.2
Segment Travel Time, minutes	0.34	Follower Density (FD), followers/km/ln	0.6
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	35	0.01	0.6	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 7.7 to Ch. 11.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3445.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	264	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	112.1
Speed Slope Coefficient (m)	10.21796	Speed Power Coefficient (p)	0.56145
PF Slope Coefficient (m)	-1.27220	PF Power Coefficient (p)	0.75350
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3445.5	-	-	106.2

Vehicle Results

Average Speed, km/h	106.2	Percent Followers, %	37.3
Segment Travel Time, minutes	1.95	Follower Density (FD), followers/km/ln	0.9
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	214	0.11	0.9	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 7.7 to Ch. 11.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3445.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	343	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	40.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	105.2
Speed Slope Coefficient (m)	9.53389	Speed Power Coefficient (p)	0.53118
PF Slope Coefficient (m)	-1.29449	PF Power Coefficient (p)	0.75574
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3445.5	-	-	98.0

Vehicle Results

Average Speed, km/h	98.0	Percent Followers, %	43.8
Segment Travel Time, minutes	2.11	Follower Density (FD), followers/km/ln	1.5
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	278	0.19	1.5	B

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 7.7 to Ch. 6.7 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1083.1
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	275	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	110.5
Speed Slope Coefficient (m)	13.40747	Speed Power Coefficient (p)	0.72765
PF Slope Coefficient (m)	-1.29180	PF Power Coefficient (p)	0.79825
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1083.1	-	-	104.4

Vehicle Results

Average Speed, km/h	104.4	Percent Followers, %	36.9
Segment Travel Time, minutes	0.62	Follower Density (FD), followers/km/ln	1.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	70	0.04	1.0	A

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Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 7.7 to Ch. 6.7 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1083.1
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	381	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	35.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.22

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	103.8
Speed Slope Coefficient (m)	13.92429	Speed Power Coefficient (p)	0.68115
PF Slope Coefficient (m)	-1.27304	PF Power Coefficient (p)	0.80841
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1083.1	-	-	94.3

Vehicle Results

Average Speed, km/h	94.3	Percent Followers, %	44.2
Segment Travel Time, minutes	0.69	Follower Density (FD), followers/km/ln	1.8
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	97	0.09	1.8	B

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2027 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 13 to Ch. 3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	10160.6
Lane Width, m	3.0	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	90	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	38.38
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	116.3
Speed Slope Coefficient (m)	4.55076	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23961	PF Power Coefficient (p)	0.71548
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	10160.6	-	-	116.3

Vehicle Results

Average Speed, km/h	116.3	Percent Followers, %	19.9
Segment Travel Time, minutes	5.24	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	215	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2027 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 13 to Ch. 3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	10160.6
Lane Width, m	3.0	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	99	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	43.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	116.0
Speed Slope Coefficient (m)	4.54120	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.24091	PF Power Coefficient (p)	0.71583
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	10160.6	-	-	116.0

Vehicle Results

Average Speed, km/h	116.0	Percent Followers, %	21.1
Segment Travel Time, minutes	5.26	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	236	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 13 to Ch. 121.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	10160.6
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	88	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	38.38
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.0
Speed Slope Coefficient (m)	4.70995	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.20728	PF Power Coefficient (p)	0.72279
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	10160.6	-	-	121.0

Vehicle Results

Average Speed, km/h	121.0	Percent Followers, %	18.9
Segment Travel Time, minutes	5.04	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	211	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 13 to Ch. 121.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	10160.6
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	96	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	43.55
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.7
Speed Slope Coefficient (m)	4.70063	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.20861	PF Power Coefficient (p)	0.72312
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	10160.6	-	-	120.7

Vehicle Results

Average Speed, km/h	120.7	Percent Followers, %	20.0
Segment Travel Time, minutes	5.05	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	230	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 6.7 to Ch. 7.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1083.1
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	264	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	110.5
Speed Slope Coefficient (m)	13.40747	Speed Power Coefficient (p)	0.72765
PF Slope Coefficient (m)	-1.29180	PF Power Coefficient (p)	0.79825
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1083.1	-	-	104.7

Vehicle Results

Average Speed, km/h	104.7	Percent Followers, %	36.0
Segment Travel Time, minutes	0.62	Follower Density (FD), followers/km/ln	0.9
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	67	0.03	0.9	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 6.7 to Ch. 7.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1083.1
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	345	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	40.32
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	101.6
Speed Slope Coefficient (m)	13.80835	Speed Power Coefficient (p)	0.66125
PF Slope Coefficient (m)	-1.26785	PF Power Coefficient (p)	0.81139
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1083.1	-	-	92.9

Vehicle Results

Average Speed, km/h	92.9	Percent Followers, %	41.4
Segment Travel Time, minutes	0.70	Follower Density (FD), followers/km/ln	1.5
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	88	0.08	1.5	B

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 6.7 to Ch. 5.4 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1216.6
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	275	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	116.0
Speed Slope Coefficient (m)	9.06039	Speed Power Coefficient (p)	0.54765
PF Slope Coefficient (m)	-1.24129	PF Power Coefficient (p)	0.78489
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1216.6	-	-	110.4

Vehicle Results

Average Speed, km/h	110.4	Percent Followers, %	36.3
Segment Travel Time, minutes	0.66	Follower Density (FD), followers/km/ln	0.9
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	79	0.03	0.9	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 6.7 to Ch. 5.4 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1216.6
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	385	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	35.55
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	111.3
Speed Slope Coefficient (m)	9.32516	Speed Power Coefficient (p)	0.52788
PF Slope Coefficient (m)	-1.25637	PF Power Coefficient (p)	0.78753
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1216.6	-	-	103.6

Vehicle Results

Average Speed, km/h	103.6	Percent Followers, %	44.7
Segment Travel Time, minutes	0.70	Follower Density (FD), followers/km/ln	1.7
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	110	0.07	1.7	B

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 2.2 to Ch. 0 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2163.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	275	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	122.5
Speed Slope Coefficient (m)	4.70235	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.13196	PF Power Coefficient (p)	0.80179
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2163.4	-	-	118.8

Vehicle Results

Average Speed, km/h	118.8	Percent Followers, %	33.1
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/km/ln	0.8
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	140	0.04	0.8	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 2.2 to Ch. 0 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2163.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	365	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	27.88
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	122.2
Speed Slope Coefficient (m)	4.69179	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.13342	PF Power Coefficient (p)	0.80213
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2163.4	-	-	117.9

Vehicle Results

Average Speed, km/h	117.9	Percent Followers, %	39.6
Segment Travel Time, minutes	1.10	Follower Density (FD), followers/km/ln	1.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	185	0.06	1.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 40.5 to Ch. 40.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	208.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	59	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.4
Speed Slope Coefficient (m)	3.35057	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.45230	PF Power Coefficient (p)	0.72471
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	208.5	-	-	84.4

Vehicle Results

Average Speed, km/h	84.4	Percent Followers, %	17.0
Segment Travel Time, minutes	0.15	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	3	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 40.5 to Ch. 40.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	208.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	66	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	54.46
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.1
Speed Slope Coefficient (m)	3.34012	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.45284	PF Power Coefficient (p)	0.72501
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	208.5	-	-	84.1

Vehicle Results

Average Speed, km/h	84.1	Percent Followers, %	18.3
Segment Travel Time, minutes	0.15	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	3	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 40.5 to Ch. 43.9 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3381.9
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	52	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.47009	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35780	PF Power Coefficient (p)	0.71549
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3381.9	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	15.1
Segment Travel Time, minutes	2.39	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	41	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 40.5 to Ch. 43.9 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3381.9
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	89	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	32.54
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.9
Speed Slope Coefficient (m)	3.49920	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35635	PF Power Coefficient (p)	0.71472
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3381.9	-	-	85.9

Vehicle Results

Average Speed, km/h	85.9	Percent Followers, %	21.5
Segment Travel Time, minutes	2.36	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	71	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 40.3 to Ch. 40.5 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	208.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	52	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.4
Speed Slope Coefficient (m)	3.35057	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.45230	PF Power Coefficient (p)	0.72471
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	208.5	-	-	84.4

Vehicle Results

Average Speed, km/h	84.4	Percent Followers, %	15.6
Segment Travel Time, minutes	0.15	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	3	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

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Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 40.3 to Ch. 40.5 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	208.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	69	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	44.87
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.6
Speed Slope Coefficient (m)	3.35742	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.45195	PF Power Coefficient (p)	0.72451
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	208.5	-	-	84.6

Vehicle Results

Average Speed, km/h	84.6	Percent Followers, %	18.8
Segment Travel Time, minutes	0.15	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	3	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 40.3 to Ch. 39.6 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	663.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	58	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	83.7
Speed Slope Coefficient (m)	3.34339	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.41111	PF Power Coefficient (p)	0.73551
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	663.5	-	-	83.7

Vehicle Results

Average Speed, km/h	83.7	Percent Followers, %	16.0
Segment Travel Time, minutes	0.48	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	9	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 40.3 to Ch. 39.6 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	663.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	77	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	61.46
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	83.0
Speed Slope Coefficient (m)	3.32031	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.41214	PF Power Coefficient (p)	0.73612
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	663.5	-	-	83.0

Vehicle Results

Average Speed, km/h	83.0	Percent Followers, %	19.3
Segment Travel Time, minutes	0.48	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	12	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 46.3 to Ch. 43.9 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2437.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	59	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.44757	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33950	PF Power Coefficient (p)	0.73770
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2437.6	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	15.2
Segment Travel Time, minutes	1.72	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	34	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 46.3 to Ch. 43.9 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2437.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	74	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	43.95
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.3
Speed Slope Coefficient (m)	3.45610	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33909	PF Power Coefficient (p)	0.73747
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2437.6	-	-	85.3

Vehicle Results

Average Speed, km/h	85.3	Percent Followers, %	17.8
Segment Travel Time, minutes	1.71	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	42	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 18.5 to Ch. 27.1 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8632.7
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	51	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.49916	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.41737	PF Power Coefficient (p)	0.66963
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8632.7	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	17.7
Segment Travel Time, minutes	6.09	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	104	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 18.5 to Ch. 27.1 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8632.7
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	73	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	58.91
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.5
Speed Slope Coefficient (m)	3.48068	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.41827	PF Power Coefficient (p)	0.67012
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8632.7	-	-	84.5

Vehicle Results

Average Speed, km/h	84.5	Percent Followers, %	21.8
Segment Travel Time, minutes	6.13	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	149	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 18.5 to Ch. 13.9 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4645.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	74	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	59.69
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.4
Speed Slope Coefficient (m)	3.47587	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40911	PF Power Coefficient (p)	0.67647
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4645.6	-	-	84.4

Vehicle Results

Average Speed, km/h	84.4	Percent Followers, %	21.5
Segment Travel Time, minutes	3.30	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	81	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 18.5 to Ch. 13.9 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4645.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	74	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	59.69
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.4
Speed Slope Coefficient (m)	3.47587	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40911	PF Power Coefficient (p)	0.67647
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4645.6	-	-	84.4

Vehicle Results

Average Speed, km/h	84.4	Percent Followers, %	21.5
Segment Travel Time, minutes	3.30	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	81	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Texas - Yelarbon Road - Ch. 53.3 to Ch. 54.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1334.9
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	11	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	23.76
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.5
Speed Slope Coefficient (m)	4.10297	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.25308	PF Power Coefficient (p)	0.77815
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1334.9	-	-	105.5

Vehicle Results

Average Speed, km/h	105.5	Percent Followers, %	3.6
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	3	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Texas - Yelarbon Road - Ch. 53.3 to Ch. 54.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1334.9
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	14	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	42.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	104.4
Speed Slope Coefficient (m)	4.06860	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.25696	PF Power Coefficient (p)	0.77935
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1334.9	-	-	104.4

Vehicle Results

Average Speed, km/h	104.4	Percent Followers, %	4.5
Segment Travel Time, minutes	0.77	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	4	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2023 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 34.7 to Ch. 39.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4934.0
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	80	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	51	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	87.4
Speed Slope Coefficient (m)	3.58052	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40691	PF Power Coefficient (p)	0.67368
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4934.0	-	-	87.4

Vehicle Results

Average Speed, km/h	87.4	Percent Followers, %	17.3
Segment Travel Time, minutes	3.39	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	59	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

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Project Description	Cunningham Highway - Ch. 34.7 to Ch. 39.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4934.0
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	80	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	74	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	54.52
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	87.1
Speed Slope Coefficient (m)	3.56996	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40754	PF Power Coefficient (p)	0.67398
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4934.0	-	-	87.1

Vehicle Results

Average Speed, km/h	87.1	Percent Followers, %	21.6
Segment Travel Time, minutes	3.40	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	86	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2023 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 34.7 to Ch. 29.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5455.7
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	58	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	88.1
Speed Slope Coefficient (m)	3.60232	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40398	PF Power Coefficient (p)	0.67474
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5455.7	-	-	88.1

Vehicle Results

Average Speed, km/h	88.1	Percent Followers, %	18.5
Segment Travel Time, minutes	3.72	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	74	0.00	0.1	A

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Project Information

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Agency	FFJV	Analysis Year	2023 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 34.7 to Ch. 29.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5455.7
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	75	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	60.24
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	87.5
Speed Slope Coefficient (m)	3.58143	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40526	PF Power Coefficient (p)	0.67535
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5455.7	-	-	87.5

Vehicle Results

Average Speed, km/h	87.5	Percent Followers, %	21.6
Segment Travel Time, minutes	3.74	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	96	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 27.1 to Ch. 18.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8632.7
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	58	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	88.1
Speed Slope Coefficient (m)	3.60232	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40398	PF Power Coefficient (p)	0.67474
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8632.7	-	-	88.1

Vehicle Results

Average Speed, km/h	88.1	Percent Followers, %	18.6
Segment Travel Time, minutes	5.88	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	118	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 27.1 to Ch. 18.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8632.7
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	77	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	61.22
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	87.4
Speed Slope Coefficient (m)	3.57968	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40537	PF Power Coefficient (p)	0.67540
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8632.7	-	-	87.4

Vehicle Results

Average Speed, km/h	87.4	Percent Followers, %	22.0
Segment Travel Time, minutes	5.92	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	156	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 27.1 to Ch. 29.3 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2147.7
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	51	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	88.1
Speed Slope Coefficient (m)	3.54297	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32601	PF Power Coefficient (p)	0.74800
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2147.7	-	-	88.1

Vehicle Results

Average Speed, km/h	88.1	Percent Followers, %	13.4
Segment Travel Time, minutes	1.46	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	26	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 27.1 to Ch. 29.3 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2147.7
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	78	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	56.53
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	87.7
Speed Slope Coefficient (m)	3.52877	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32685	PF Power Coefficient (p)	0.74839
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2147.7	-	-	87.7

Vehicle Results

Average Speed, km/h	87.7	Percent Followers, %	17.9
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	39	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 105.7 to Ch. 97.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8203.2
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	73	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	44.95
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	83.4
Speed Slope Coefficient (m)	3.44363	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42453	PF Power Coefficient (p)	0.66626
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8203.2	-	-	83.4

Vehicle Results

Average Speed, km/h	83.4	Percent Followers, %	22.0
Segment Travel Time, minutes	5.90	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	140	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 105.7 to Ch. 97.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8203.2
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	122	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	67.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	82.2
Speed Slope Coefficient (m)	3.40351	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42611	PF Power Coefficient (p)	0.66726
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8203.2	-	-	81.1

Vehicle Results

Average Speed, km/h	81.1	Percent Followers, %	29.6
Segment Travel Time, minutes	6.07	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	235	0.04	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 13.9 to Ch. 18.5 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4645.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	51	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.49576	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40815	PF Power Coefficient (p)	0.67594
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4645.6	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	17.3
Segment Travel Time, minutes	3.28	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	56	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 13.9 to Ch. 18.5 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4645.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	67	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	60.53
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.4
Speed Slope Coefficient (m)	3.47435	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40918	PF Power Coefficient (p)	0.67651
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4645.6	-	-	84.4

Vehicle Results

Average Speed, km/h	84.4	Percent Followers, %	20.2
Segment Travel Time, minutes	3.30	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	73	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 13.9 to Ch. 10.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3695.4
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	58	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.47685	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.36790	PF Power Coefficient (p)	0.70650
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3695.4	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	16.8
Segment Travel Time, minutes	2.61	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	51	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 13.9 to Ch. 10.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3695.4
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	75	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	55.35
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.7
Speed Slope Coefficient (m)	3.46480	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.36847	PF Power Coefficient (p)	0.70681
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3695.4	-	-	84.7

Vehicle Results

Average Speed, km/h	84.7	Percent Followers, %	19.7
Segment Travel Time, minutes	2.62	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	65	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 96.2 to Ch. 97.5 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1280.6
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	71	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	44.95
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	87.1
Speed Slope Coefficient (m)	3.48167	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34858	PF Power Coefficient (p)	0.75114
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1280.6	-	-	87.1

Vehicle Results

Average Speed, km/h	87.1	Percent Followers, %	16.8
Segment Travel Time, minutes	0.88	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	21	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 96.2 to Ch. 97.5 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1280.6
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	91	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.41
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	86.4
Speed Slope Coefficient (m)	3.45918	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34985	PF Power Coefficient (p)	0.75176
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1280.6	-	-	86.4

Vehicle Results

Average Speed, km/h	86.4	Percent Followers, %	20.0
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	27	0.00	0.2	A

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Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 96.2 to Ch. 94.4 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1782.5
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	73	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	44.95
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	87.1
Speed Slope Coefficient (m)	3.49818	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33376	PF Power Coefficient (p)	0.74990
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1782.5	-	-	87.1

Vehicle Results

Average Speed, km/h	87.1	Percent Followers, %	17.1
Segment Travel Time, minutes	1.23	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	30	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

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Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 96.2 to Ch. 94.4 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1782.5
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	78	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.65
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	86.9
Speed Slope Coefficient (m)	3.49150	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33414	PF Power Coefficient (p)	0.75008
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1782.5	-	-	86.9

Vehicle Results

Average Speed, km/h	86.9	Percent Followers, %	17.9
Segment Travel Time, minutes	1.23	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	33	0.00	0.2	A

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Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2023 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 39.6 to Ch. 34.7 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4934.0
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	80	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	58	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	87.4
Speed Slope Coefficient (m)	3.58052	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40691	PF Power Coefficient (p)	0.67368
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4934.0	-	-	87.4

Vehicle Results

Average Speed, km/h	87.4	Percent Followers, %	18.6
Segment Travel Time, minutes	3.39	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	67	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2023 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 39.6 to Ch. 34.7 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4934.0
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	80	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	75	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	60.24
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	86.8
Speed Slope Coefficient (m)	3.55963	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.40814	PF Power Coefficient (p)	0.67428
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4934.0	-	-	86.8

Vehicle Results

Average Speed, km/h	86.8	Percent Followers, %	21.7
Segment Travel Time, minutes	3.41	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	86	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 10.2 to Ch. 13.9 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3695.4
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	51	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.47685	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.36790	PF Power Coefficient (p)	0.70650
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3695.4	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	15.5
Segment Travel Time, minutes	2.61	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	45	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 10.2 to Ch. 13.9 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3695.4
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	65	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	59.36
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.5
Speed Slope Coefficient (m)	3.45756	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.36880	PF Power Coefficient (p)	0.70700
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3695.4	-	-	84.5

Vehicle Results

Average Speed, km/h	84.5	Percent Followers, %	18.0
Segment Travel Time, minutes	2.63	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	56	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 10.2 to Ch. 3.9 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	6335.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	58	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.49916	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.41737	PF Power Coefficient (p)	0.66963
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	6335.5	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	19.0
Segment Travel Time, minutes	4.47	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	87	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 10.2 to Ch. 3.9 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	6335.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	83	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	50.37
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.9
Speed Slope Coefficient (m)	3.49609	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.41752	PF Power Coefficient (p)	0.66971
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	6335.5	-	-	84.9

Vehicle Results

Average Speed, km/h	84.9	Percent Followers, %	23.5
Segment Travel Time, minutes	4.48	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	123	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 94.4 to Ch. 96.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1782.5
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	69	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	44.95
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	87.1
Speed Slope Coefficient (m)	3.49818	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33376	PF Power Coefficient (p)	0.74990
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1782.5	-	-	87.1

Vehicle Results

Average Speed, km/h	87.1	Percent Followers, %	16.5
Segment Travel Time, minutes	1.23	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	29	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 94.4 to Ch. 96.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1782.5
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	74	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.83
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	86.9
Speed Slope Coefficient (m)	3.49117	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33416	PF Power Coefficient (p)	0.75009
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1782.5	-	-	86.9

Vehicle Results

Average Speed, km/h	86.9	Percent Followers, %	17.3
Segment Travel Time, minutes	1.23	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	31	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 3.9 to Ch. 10.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	6335.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	51	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.49916	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.41737	PF Power Coefficient (p)	0.66963
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	6335.5	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	17.7
Segment Travel Time, minutes	4.47	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	77	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 3.9 to Ch. 10.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	6335.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	66	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	60.16
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.4
Speed Slope Coefficient (m)	3.47842	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.41837	PF Power Coefficient (p)	0.67018
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	6335.5	-	-	84.4

Vehicle Results

Average Speed, km/h	84.4	Percent Followers, %	20.6
Segment Travel Time, minutes	4.50	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	99	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 3.9 to Ch. 2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1956.8
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	58	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.43439	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33946	PF Power Coefficient (p)	0.74504
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1956.8	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	14.9
Segment Travel Time, minutes	1.38	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	27	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 3.9 to Ch. 2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1956.8
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	107	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	58.05
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.5
Speed Slope Coefficient (m)	3.41746	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34025	PF Power Coefficient (p)	0.74548
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1956.8	-	-	83.8

Vehicle Results

Average Speed, km/h	83.8	Percent Followers, %	22.4
Segment Travel Time, minutes	1.40	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	49	0.00	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 2 to Ch. 45.9 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1956.8
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	32	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	25.71
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	86.3
Speed Slope Coefficient (m)	3.47583	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33737	PF Power Coefficient (p)	0.74395
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1956.8	-	-	86.3

Vehicle Results

Average Speed, km/h	86.3	Percent Followers, %	9.9
Segment Travel Time, minutes	1.36	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	15	0.00	0.0	A

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Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 2 to Ch. 45.9 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1956.8
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	38	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	36.32
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.7
Speed Slope Coefficient (m)	3.45668	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33836	PF Power Coefficient (p)	0.74446
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1956.8	-	-	85.7

Vehicle Results

Average Speed, km/h	85.7	Percent Followers, %	11.0
Segment Travel Time, minutes	1.37	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	17	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 2 to Ch. 0.8 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1126.1
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	83	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.72
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	86.4
Speed Slope Coefficient (m)	3.45384	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.36219	PF Power Coefficient (p)	0.74576
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1126.1	-	-	86.4

Vehicle Results

Average Speed, km/h	86.4	Percent Followers, %	19.2
Segment Travel Time, minutes	0.78	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	22	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	18/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 2 to Ch. 0.8 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1126.1
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	90	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.17
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	86.1
Speed Slope Coefficient (m)	3.44400	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.36273	PF Power Coefficient (p)	0.74603
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1126.1	-	-	86.1

Vehicle Results

Average Speed, km/h	86.1	Percent Followers, %	20.2
Segment Travel Time, minutes	0.78	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	24	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 0 to Ch. 0.8 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	797.2
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	89	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.72
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	83.0
Speed Slope Coefficient (m)	3.62968	Speed Power Coefficient (p)	0.42109
PF Slope Coefficient (m)	-1.45915	PF Power Coefficient (p)	0.72475
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	797.2	-	-	83.0

Vehicle Results

Average Speed, km/h	83.0	Percent Followers, %	22.3
Segment Travel Time, minutes	0.58	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	17	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 0 to Ch. 0.8 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	797.2
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	95	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	27.87
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	82.7
Speed Slope Coefficient (m)	3.72975	Speed Power Coefficient (p)	0.41981
PF Slope Coefficient (m)	-1.45519	PF Power Coefficient (p)	0.72753
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	797.2	-	-	82.7

Vehicle Results

Average Speed, km/h	82.7	Percent Followers, %	23.1
Segment Travel Time, minutes	0.58	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	18	0.00	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Leichhardt Highway - Ch. 220.1 to Ch. 205.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	15002.4
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	100	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	36.96
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.5
Speed Slope Coefficient (m)	4.28813	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.29120	PF Power Coefficient (p)	0.70371
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	15002.4	-	-	108.3

Vehicle Results

Average Speed, km/h	108.3	Percent Followers, %	22.6
Segment Travel Time, minutes	8.31	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	353	0.01	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Leichhardt Highway - Ch. 220.1 to Ch. 205.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	15002.4
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	108	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	41.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.2
Speed Slope Coefficient (m)	4.27964	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.29224	PF Power Coefficient (p)	0.70403
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	15002.4	-	-	107.3

Vehicle Results

Average Speed, km/h	107.3	Percent Followers, %	23.7
Segment Travel Time, minutes	8.39	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	382	0.03	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 0.8 to Ch. 2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1126.1
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	89	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.72
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	86.4
Speed Slope Coefficient (m)	3.45384	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.36219	PF Power Coefficient (p)	0.74576
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1126.1	-	-	86.4

Vehicle Results

Average Speed, km/h	86.4	Percent Followers, %	20.0
Segment Travel Time, minutes	0.78	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	23	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 0.8 to Ch. 2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1126.1
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	95	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	27.87
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	86.1
Speed Slope Coefficient (m)	3.44455	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.36270	PF Power Coefficient (p)	0.74601
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1126.1	-	-	86.1

Vehicle Results

Average Speed, km/h	86.1	Percent Followers, %	21.0
Segment Travel Time, minutes	0.78	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	25	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 0.8 to Ch. 0 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	797.2
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	83	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.72
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	83.0
Speed Slope Coefficient (m)	3.62968	Speed Power Coefficient (p)	0.42109
PF Slope Coefficient (m)	-1.45915	PF Power Coefficient (p)	0.72475
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	797.2	-	-	83.0

Vehicle Results

Average Speed, km/h	83.0	Percent Followers, %	21.4
Segment Travel Time, minutes	0.58	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	16	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 0.8 to Ch. 0 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	797.2
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	90	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.17
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	82.6
Speed Slope Coefficient (m)	3.73506	Speed Power Coefficient (p)	0.41969
PF Slope Coefficient (m)	-1.45495	PF Power Coefficient (p)	0.72769
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	797.2	-	-	82.6

Vehicle Results

Average Speed, km/h	82.6	Percent Followers, %	22.2
Segment Travel Time, minutes	0.58	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	17	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 107.6 to Ch. 107.4 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	769.3
Lane Width, m	4.0	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	105	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	51.74
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.5
Speed Slope Coefficient (m)	3.37446	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39521	PF Power Coefficient (p)	0.74043
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	769.3	-	-	83.9

Vehicle Results

Average Speed, km/h	83.9	Percent Followers, %	23.2
Segment Travel Time, minutes	0.55	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	19	0.00	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 107.6 to Ch. 107.4 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	769.3
Lane Width, m	4.0	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	154	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.28
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.2
Speed Slope Coefficient (m)	3.36446	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39569	PF Power Coefficient (p)	0.74070
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	769.3	-	-	82.6

Vehicle Results

Average Speed, km/h	82.6	Percent Followers, %	29.5
Segment Travel Time, minutes	0.56	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	28	0.01	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 0 to Ch. 0.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	595.3
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	170	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	89.4
Speed Slope Coefficient (m)	10.32320	Speed Power Coefficient (p)	0.53073
PF Slope Coefficient (m)	-1.31504	PF Power Coefficient (p)	0.80583
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	595.3	-	-	85.3

Vehicle Results

Average Speed, km/h	85.3	Percent Followers, %	27.0
Segment Travel Time, minutes	0.42	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	24	0.01	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 0 to Ch. 0.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	595.3
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	180	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	59.65
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	88.4
Speed Slope Coefficient (m)	10.10697	Speed Power Coefficient (p)	0.51724
PF Slope Coefficient (m)	-1.31274	PF Power Coefficient (p)	0.80736
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	595.3	-	-	84.0

Vehicle Results

Average Speed, km/h	84.0	Percent Followers, %	28.0
Segment Travel Time, minutes	0.43	Follower Density (FD), followers/km/ln	0.6
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	25	0.01	0.6	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 121.6 to Ch. 13 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1609.3
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	89	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	38.38
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.0
Speed Slope Coefficient (m)	4.63462	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.14541	PF Power Coefficient (p)	0.80647
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1609.3	-	-	121.0

Vehicle Results

Average Speed, km/h	121.0	Percent Followers, %	15.0
Segment Travel Time, minutes	0.80	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	34	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 0 to Ch. 0.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	595.3
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	180	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	59.65
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	88.4
Speed Slope Coefficient (m)	10.10697	Speed Power Coefficient (p)	0.51724
PF Slope Coefficient (m)	-1.31274	PF Power Coefficient (p)	0.80736
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	595.3	-	-	84.0

Vehicle Results

Average Speed, km/h	84.0	Percent Followers, %	28.0
Segment Travel Time, minutes	0.43	Follower Density (FD), followers/km/ln	0.6
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	25	0.01	0.6	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Leichhardt Highway - Ch. 205.2 to Ch. 220.1 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	15002.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	105	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	36.96
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	110.3
Speed Slope Coefficient (m)	4.35037	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.27927	PF Power Coefficient (p)	0.70642
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	15002.4	-	-	109.5

Vehicle Results

Average Speed, km/h	109.5	Percent Followers, %	22.9
Segment Travel Time, minutes	8.22	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	370	0.02	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Leichhardt Highway - Ch. 205.2 to Ch. 220.1 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	15002.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	105	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	36.96
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	110.3
Speed Slope Coefficient (m)	4.35037	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.27927	PF Power Coefficient (p)	0.70642
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	15002.4	-	-	109.5

Vehicle Results

Average Speed, km/h	109.5	Percent Followers, %	22.9
Segment Travel Time, minutes	8.22	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	370	0.02	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 88 to Ch. 45.9 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	15002.4
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	29	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	25.71
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.49698	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42069	PF Power Coefficient (p)	0.66631
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	15002.4	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	12.5
Segment Travel Time, minutes	10.59	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	101	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 88 to Ch. 45.9 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	15002.4
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	36.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.4
Speed Slope Coefficient (m)	3.47720	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42165	PF Power Coefficient (p)	0.66684
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	15002.4	-	-	84.4

Vehicle Results

Average Speed, km/h	84.4	Percent Followers, %	13.7
Segment Travel Time, minutes	10.67	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	118	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 0 to Ch. 1.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1664.1
Lane Width, m	3.3	Shoulder Width, m	0.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	25.73
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	81.9
Speed Slope Coefficient (m)	3.32116	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35809	PF Power Coefficient (p)	0.73863
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1664.1	-	-	81.9

Vehicle Results

Average Speed, km/h	81.9	Percent Followers, %	5.2
Segment Travel Time, minutes	1.22	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	5	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Barwon Highway - Ch. 0 to Ch. 1.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1664.1
Lane Width, m	3.3	Shoulder Width, m	0.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	17	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	46.82
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	80.8
Speed Slope Coefficient (m)	3.28309	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35930	PF Power Coefficient (p)	0.73951
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1664.1	-	-	80.8

Vehicle Results

Average Speed, km/h	80.8	Percent Followers, %	6.6
Segment Travel Time, minutes	1.24	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	7	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 0.6 to Ch. 0 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	595.3
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	103	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	89.4
Speed Slope Coefficient (m)	10.32320	Speed Power Coefficient (p)	0.53073
PF Slope Coefficient (m)	-1.31504	PF Power Coefficient (p)	0.80583
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	595.3	-	-	88.6

Vehicle Results

Average Speed, km/h	88.6	Percent Followers, %	19.0
Segment Travel Time, minutes	0.40	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	14	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 0.6 to Ch. 0 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	595.3
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	114	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	61.10
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	87.8
Speed Slope Coefficient (m)	9.97137	Speed Power Coefficient (p)	0.50920
PF Slope Coefficient (m)	-1.31144	PF Power Coefficient (p)	0.80823
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	595.3	-	-	86.0

Vehicle Results

Average Speed, km/h	86.0	Percent Followers, %	20.2
Segment Travel Time, minutes	0.42	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	16	0.00	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 0.6 to Ch. 3.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2655.6
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	167	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	96.5
Speed Slope Coefficient (m)	7.21705	Speed Power Coefficient (p)	0.47465
PF Slope Coefficient (m)	-1.29627	PF Power Coefficient (p)	0.76988
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2655.6	-	-	93.2

Vehicle Results

Average Speed, km/h	93.2	Percent Followers, %	27.9
Segment Travel Time, minutes	1.71	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	104	0.04	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 0.6 to Ch. 3.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2655.6
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	202	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	64.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	94.4
Speed Slope Coefficient (m)	6.79514	Speed Power Coefficient (p)	0.45940
PF Slope Coefficient (m)	-1.29937	PF Power Coefficient (p)	0.77147
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2655.6	-	-	90.6

Vehicle Results

Average Speed, km/h	90.6	Percent Followers, %	31.5
Segment Travel Time, minutes	1.76	Follower Density (FD), followers/km/ln	0.7
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	126	0.06	0.7	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 4.1 to Ch. 3.7 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	314.1
Lane Width, m	4.0	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	103	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	110.8
Speed Slope Coefficient (m)	4.24045	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.29974	PF Power Coefficient (p)	0.76330
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	314.1	-	-	110.2

Vehicle Results

Average Speed, km/h	110.2	Percent Followers, %	20.5
Segment Travel Time, minutes	0.17	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	8	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 4.1 to Ch. 3.7 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	314.1
Lane Width, m	4.0	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	109	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	59.59
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	110.7
Speed Slope Coefficient (m)	4.23610	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.30033	PF Power Coefficient (p)	0.76348
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	314.1	-	-	109.7

Vehicle Results

Average Speed, km/h	109.7	Percent Followers, %	21.3
Segment Travel Time, minutes	0.17	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	8	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 4.1 to Ch. 13 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8991.1
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	167	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	94.5
Speed Slope Coefficient (m)	6.83876	Speed Power Coefficient (p)	0.49503
PF Slope Coefficient (m)	-1.42502	PF Power Coefficient (p)	0.71329
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8991.1	-	-	91.6

Vehicle Results

Average Speed, km/h	91.6	Percent Followers, %	32.8
Segment Travel Time, minutes	5.89	Follower Density (FD), followers/km/ln	0.6
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	354	0.12	0.6	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 4.1 to Ch. 13 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8991.1
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	208	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	65.52
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	91.9
Speed Slope Coefficient (m)	6.05646	Speed Power Coefficient (p)	0.47656
PF Slope Coefficient (m)	-1.43008	PF Power Coefficient (p)	0.71474
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8991.1	-	-	88.6

Vehicle Results

Average Speed, km/h	88.6	Percent Followers, %	37.2
Segment Travel Time, minutes	6.09	Follower Density (FD), followers/km/ln	0.9
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	439	0.18	0.9	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 4.1 to Ch. 3.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	864.4
Lane Width, m	3.5	Shoulder Width, m	1.6
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	102	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	89.7
Speed Slope Coefficient (m)	10.73757	Speed Power Coefficient (p)	0.54236
PF Slope Coefficient (m)	-1.27800	PF Power Coefficient (p)	0.81189
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	864.4	-	-	89.2

Vehicle Results

Average Speed, km/h	89.2	Percent Followers, %	18.1
Segment Travel Time, minutes	0.58	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	21	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 4.1 to Ch. 3.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	864.4
Lane Width, m	3.5	Shoulder Width, m	1.6
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	136	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	68.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	85.4
Speed Slope Coefficient (m)	9.57507	Speed Power Coefficient (p)	0.48101
PF Slope Coefficient (m)	-1.26882	PF Power Coefficient (p)	0.81853
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	864.4	-	-	82.3

Vehicle Results

Average Speed, km/h	82.3	Percent Followers, %	22.0
Segment Travel Time, minutes	0.63	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	28	0.01	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 3.2 to Ch. 3.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	453.3
Lane Width, m	4.0	Shoulder Width, m	1.6
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	170	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	111.2
Speed Slope Coefficient (m)	4.25606	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.28815	PF Power Coefficient (p)	0.76737
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	453.3	-	-	108.9

Vehicle Results

Average Speed, km/h	108.9	Percent Followers, %	28.1
Segment Travel Time, minutes	0.25	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	18	0.00	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 3.2 to Ch. 3.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	453.3
Lane Width, m	4.0	Shoulder Width, m	1.6
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	182	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	59.95
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	111.0
Speed Slope Coefficient (m)	4.25105	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.28883	PF Power Coefficient (p)	0.76757
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	453.3	-	-	108.6

Vehicle Results

Average Speed, km/h	108.6	Percent Followers, %	29.4
Segment Travel Time, minutes	0.25	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	19	0.00	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
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Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 3.2 to Ch. 0.6 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2655.6
Lane Width, m	3.5	Shoulder Width, m	1.6
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	102	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	96.8
Speed Slope Coefficient (m)	7.33867	Speed Power Coefficient (p)	0.47601
PF Slope Coefficient (m)	-1.29446	PF Power Coefficient (p)	0.77054
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2655.6	-	-	96.2

Vehicle Results

Average Speed, km/h	96.2	Percent Followers, %	20.0
Segment Travel Time, minutes	1.66	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	64	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
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Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 3.2 to Ch. 0.6 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2655.6
Lane Width, m	3.5	Shoulder Width, m	1.6
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	136	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	68.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	93.8
Speed Slope Coefficient (m)	6.69881	Speed Power Coefficient (p)	0.45314
PF Slope Coefficient (m)	-1.29903	PF Power Coefficient (p)	0.77289
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2655.6	-	-	91.4

Vehicle Results

Average Speed, km/h	91.4	Percent Followers, %	24.3
Segment Travel Time, minutes	1.74	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	85	0.02	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 3.2 to Ch. 4.1 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	864.4
Lane Width, m	3.5	Shoulder Width, m	1.6
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	167	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	89.7
Speed Slope Coefficient (m)	10.73757	Speed Power Coefficient (p)	0.54236
PF Slope Coefficient (m)	-1.27800	PF Power Coefficient (p)	0.81189
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	864.4	-	-	85.7

Vehicle Results

Average Speed, km/h	85.7	Percent Followers, %	25.9
Segment Travel Time, minutes	0.60	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	34	0.02	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	Toowoomba Second Range Crossing - Ch. 3.2 to Ch. 4.1 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	864.4
Lane Width, m	3.5	Shoulder Width, m	1.6
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	202	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	64.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	86.8
Speed Slope Coefficient (m)	9.99187	Speed Power Coefficient (p)	0.50152
PF Slope Coefficient (m)	-1.27158	PF Power Coefficient (p)	0.81645
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	864.4	-	-	81.7

Vehicle Results

Average Speed, km/h	81.7	Percent Followers, %	29.1
Segment Travel Time, minutes	0.63	Follower Density (FD), followers/km/ln	0.7
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	41	0.03	0.7	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Ware Street - Graincorp Brookstead to B2G-LDN153.1 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1001.3
Lane Width, m	3.7	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	21.77
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.1
Speed Slope Coefficient (m)	4.11083	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.26659	PF Power Coefficient (p)	0.77521
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1001.3	-	-	106.1

Vehicle Results

Average Speed, km/h	106.1	Percent Followers, %	3.9
Segment Travel Time, minutes	0.57	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	3	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Ware Street - Graincorp Brookstead to B2G-LDN153.1 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1001.3
Lane Width, m	3.7	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	14	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	34.81
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.4
Speed Slope Coefficient (m)	4.08730	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.26935	PF Power Coefficient (p)	0.77607
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1001.3	-	-	105.4

Vehicle Results

Average Speed, km/h	105.4	Percent Followers, %	4.5
Segment Travel Time, minutes	0.57	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	3	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 47.6 to Ch. 53.3 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5602.3
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	17	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.22408	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.30374	PF Power Coefficient (p)	0.70038
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5602.3	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	7.2
Segment Travel Time, minutes	3.15	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	22	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
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Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 47.6 to Ch. 53.3 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5602.3
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.94
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.5
Speed Slope Coefficient (m)	4.22245	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.30394	PF Power Coefficient (p)	0.70044
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5602.3	-	-	106.5

Vehicle Results

Average Speed, km/h	106.5	Percent Followers, %	12.8
Segment Travel Time, minutes	3.16	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	52	0.00	0.0	A

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Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 47.6 to Ch. 45.9 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1663.7
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	18	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.15048	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23627	PF Power Coefficient (p)	0.78116
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1663.7	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	5.1
Segment Travel Time, minutes	0.94	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	7	0.00	0.0	A

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Project Information

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Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 47.6 to Ch. 45.9 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1663.7
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	26	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	54.49
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.4
Speed Slope Coefficient (m)	4.11176	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.24068	PF Power Coefficient (p)	0.78249
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1663.7	-	-	105.4

Vehicle Results

Average Speed, km/h	105.4	Percent Followers, %	6.9
Segment Travel Time, minutes	0.95	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	10	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2023 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Draper Road - B2G-FBW206.9 to Steger Road (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1088.3
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	60	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	8.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	64.4
Speed Slope Coefficient (m)	2.71014	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.41808	PF Power Coefficient (p)	0.69761
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1088.3	-	-	64.4

Vehicle Results

Average Speed, km/h	64.4	Percent Followers, %	2.0
Segment Travel Time, minutes	1.01	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	1	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2023 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Draper Road - B2G-FBW206.9 to Steger Road (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1088.3
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	60	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	10	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	64.7
Speed Slope Coefficient (m)	2.72188	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.41888	PF Power Coefficient (p)	0.69758
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1088.3	-	-	64.7

Vehicle Results

Average Speed, km/h	64.7	Percent Followers, %	5.5
Segment Travel Time, minutes	1.01	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	3	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 61 to Ch. 65.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4828.6
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	17	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.22408	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.30374	PF Power Coefficient (p)	0.70038
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4828.6	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	7.2
Segment Travel Time, minutes	2.72	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	19	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 61 to Ch. 65.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4828.6
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	17	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.22408	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.30374	PF Power Coefficient (p)	0.70038
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4828.6	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	7.2
Segment Travel Time, minutes	2.72	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	19	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 61 to Ch. 65.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1807.8
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.15491	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23394	PF Power Coefficient (p)	0.78024
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1807.8	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	5.4
Segment Travel Time, minutes	1.02	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	8	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 61 to Ch. 65.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1807.8
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	52	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	25.77
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.9
Speed Slope Coefficient (m)	4.16803	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23243	PF Power Coefficient (p)	0.77979
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1807.8	-	-	106.9

Vehicle Results

Average Speed, km/h	106.9	Percent Followers, %	11.6
Segment Travel Time, minutes	1.01	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	22	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 5.4 to Ch. 2.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3234.2
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	275	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	113.4
Speed Slope Coefficient (m)	10.42601	Speed Power Coefficient (p)	0.56346
PF Slope Coefficient (m)	-1.25590	PF Power Coefficient (p)	0.76061
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3234.2	-	-	107.1

Vehicle Results

Average Speed, km/h	107.1	Percent Followers, %	37.5
Segment Travel Time, minutes	1.81	Follower Density (FD), followers/km/ln	1.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	209	0.11	1.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 5.4 to Ch. 2.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3234.2
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	392	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	34.87
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	108.5
Speed Slope Coefficient (m)	10.11758	Speed Power Coefficient (p)	0.54340
PF Slope Coefficient (m)	-1.27190	PF Power Coefficient (p)	0.76232
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3234.2	-	-	100.2

Vehicle Results

Average Speed, km/h	100.2	Percent Followers, %	46.4
Segment Travel Time, minutes	1.94	Follower Density (FD), followers/km/ln	1.8
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	298	0.23	1.8	B

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Lochaber Road - B2G-LDN172.0 to Gore Highway (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	38.1
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	18	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.25
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.4
Speed Slope Coefficient (m)	4.09231	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33525	PF Power Coefficient (p)	0.75007
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	38.1	-	-	106.4

Vehicle Results

Average Speed, km/h	106.4	Percent Followers, %	6.4
Segment Travel Time, minutes	0.02	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	0	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Lochaber Road - B2G-LDN172.0 to Gore Highway (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	38.1
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	22	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	7.72
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.3
Speed Slope Coefficient (m)	4.08965	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33559	PF Power Coefficient (p)	0.75017
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	38.1	-	-	106.3

Vehicle Results

Average Speed, km/h	106.3	Percent Followers, %	7.4
Segment Travel Time, minutes	0.02	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	0	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 21.5 to Ch. 20.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1236.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	151	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.3
Speed Slope Coefficient (m)	4.59846	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.16208	PF Power Coefficient (p)	0.80246
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1236.6	-	-	118.1

Vehicle Results

Average Speed, km/h	118.1	Percent Followers, %	22.5
Segment Travel Time, minutes	0.63	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	44	0.01	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 21.5 to Ch. 20.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1236.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	207	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	46.46
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	119.3
Speed Slope Coefficient (m)	4.56690	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.16644	PF Power Coefficient (p)	0.80353
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1236.6	-	-	116.5

Vehicle Results

Average Speed, km/h	116.5	Percent Followers, %	28.0
Segment Travel Time, minutes	0.64	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	60	0.01	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 21.5 to Ch. 23.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1688.2
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	137	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.3
Speed Slope Coefficient (m)	4.61365	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.14956	PF Power Coefficient (p)	0.80352
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1688.2	-	-	118.4

Vehicle Results

Average Speed, km/h	118.4	Percent Followers, %	20.8
Segment Travel Time, minutes	0.86	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	54	0.01	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 21.5 to Ch. 23.2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1688.2
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	189	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.45
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	119.2
Speed Slope Coefficient (m)	4.57851	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15434	PF Power Coefficient (p)	0.80467
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1688.2	-	-	116.6

Vehicle Results

Average Speed, km/h	116.6	Percent Followers, %	26.0
Segment Travel Time, minutes	0.87	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	75	0.01	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Linthorpe Road - B2G-LDN175.5 to Gore Highway (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	384.2
Lane Width, m	3.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	12.93
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	102.0
Speed Slope Coefficient (m)	4.90535	Speed Power Coefficient (p)	0.48043
PF Slope Coefficient (m)	-1.45815	PF Power Coefficient (p)	0.73438
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	384.2	-	-	102.0

Vehicle Results

Average Speed, km/h	102.0	Percent Followers, %	1.4
Segment Travel Time, minutes	0.23	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	0	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Linthorpe Road - B2G-LDN175.5 to Gore Highway (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	384.2
Lane Width, m	3.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	45	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	88.11
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	83.8
Speed Slope Coefficient (m)	4.91044	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.47805	PF Power Coefficient (p)	0.75628
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	384.2	-	-	83.8

Vehicle Results

Average Speed, km/h	83.8	Percent Followers, %	13.2
Segment Travel Time, minutes	0.28	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	4	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Ware Street - B2G-LDN153.1 to Gore Highway (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	97.4
Lane Width, m	4.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	21.77
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.7
Speed Slope Coefficient (m)	4.17099	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.31787	PF Power Coefficient (p)	0.75540
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	97.4	-	-	108.7

Vehicle Results

Average Speed, km/h	108.7	Percent Followers, %	4.4
Segment Travel Time, minutes	0.05	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	0	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Ware Street - B2G-LDN153.1 to Gore Highway (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	97.4
Lane Width, m	4.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	29.99
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.3
Speed Slope Coefficient (m)	4.15616	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.31983	PF Power Coefficient (p)	0.75600
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	97.4	-	-	108.3

Vehicle Results

Average Speed, km/h	108.3	Percent Followers, %	7.5
Segment Travel Time, minutes	0.05	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	1	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Ware Street - B2G-LDN153.1 to Graincorp Brookstead (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1001.3
Lane Width, m	4.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	21.77
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.7
Speed Slope Coefficient (m)	4.20071	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.25005	PF Power Coefficient (p)	0.77931
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1001.3	-	-	108.7

Vehicle Results

Average Speed, km/h	108.7	Percent Followers, %	4.0
Segment Travel Time, minutes	0.55	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	3	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Ware Street - B2G-LDN153.1 to Graincorp Brookstead (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1001.3
Lane Width, m	4.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	15	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	34.05
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.1
Speed Slope Coefficient (m)	4.17854	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.25277	PF Power Coefficient (p)	0.78012
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1001.3	-	-	108.1

Vehicle Results

Average Speed, km/h	108.1	Percent Followers, %	4.6
Segment Travel Time, minutes	0.56	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	3	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 43.2 to Ch. 44.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1541.7
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	141	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	122.1
Speed Slope Coefficient (m)	4.67121	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.14022	PF Power Coefficient (p)	0.80716
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1541.7	-	-	120.1

Vehicle Results

Average Speed, km/h	120.1	Percent Followers, %	20.9
Segment Travel Time, minutes	0.77	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	51	0.01	0.2	A

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Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Gore Highway - Ch. 43.2 to Ch. 44.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1541.7
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	214	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.74
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.9
Speed Slope Coefficient (m)	4.66262	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.14142	PF Power Coefficient (p)	0.80744
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1541.7	-	-	118.8

Vehicle Results

Average Speed, km/h	118.8	Percent Followers, %	28.0
Segment Travel Time, minutes	0.78	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	77	0.02	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 18.1 to Ch. 17.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	820.3
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	100.3
Speed Slope Coefficient (m)	6.01657	Speed Power Coefficient (p)	0.48501
PF Slope Coefficient (m)	-1.36570	PF Power Coefficient (p)	0.75637
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	820.3	-	-	100.3

Vehicle Results

Average Speed, km/h	100.3	Percent Followers, %	11.3
Segment Travel Time, minutes	0.49	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	8	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 18.1 to Ch. 17.3 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	820.3
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	106	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	43.79
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	95.9
Speed Slope Coefficient (m)	6.05701	Speed Power Coefficient (p)	0.46102
PF Slope Coefficient (m)	-1.37225	PF Power Coefficient (p)	0.76170
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	820.3	-	-	94.9

Vehicle Results

Average Speed, km/h	94.9	Percent Followers, %	22.0
Segment Travel Time, minutes	0.52	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	20	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 33 to Ch. 28 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5034.1
Lane Width, m	3.8	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.0
Speed Slope Coefficient (m)	4.17180	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.31430	PF Power Coefficient (p)	0.69711
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5034.1	-	-	105.0

Vehicle Results

Average Speed, km/h	105.0	Percent Followers, %	13.0
Segment Travel Time, minutes	2.88	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	47	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 33 to Ch. 28 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5034.1
Lane Width, m	3.8	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	79	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.14
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	103.8
Speed Slope Coefficient (m)	4.13188	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.31887	PF Power Coefficient (p)	0.69857
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5034.1	-	-	103.8

Vehicle Results

Average Speed, km/h	103.8	Percent Followers, %	20.0
Segment Travel Time, minutes	2.91	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	93	0.00	0.2	A

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Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 35.6 to Ch. 37.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2100.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.9
Speed Slope Coefficient (m)	4.17607	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23027	PF Power Coefficient (p)	0.77661
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2100.1	-	-	106.9

Vehicle Results

Average Speed, km/h	106.9	Percent Followers, %	8.6
Segment Travel Time, minutes	1.18	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	17	0.00	0.0	A

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Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 35.6 to Ch. 37.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2100.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	61	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	58.45
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.2
Speed Slope Coefficient (m)	4.11753	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23689	PF Power Coefficient (p)	0.77861
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2100.1	-	-	105.2

Vehicle Results

Average Speed, km/h	105.2	Percent Followers, %	13.1
Segment Travel Time, minutes	1.20	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	30	0.00	0.1	A

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Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 35.6 to Ch. 33 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2523.3
Lane Width, m	4.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.5
Speed Slope Coefficient (m)	4.24072	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22235	PF Power Coefficient (p)	0.77202
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2523.3	-	-	108.5

Vehicle Results

Average Speed, km/h	108.5	Percent Followers, %	9.7
Segment Travel Time, minutes	1.40	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	24	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 35.6 to Ch. 33 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2523.3
Lane Width, m	4.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	71	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	53.17
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	107.1
Speed Slope Coefficient (m)	4.19172	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22805	PF Power Coefficient (p)	0.77369
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2523.3	-	-	107.1

Vehicle Results

Average Speed, km/h	107.1	Percent Followers, %	14.7
Segment Travel Time, minutes	1.41	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	42	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 39.8 to Ch. 37.7 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2123.9
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.9
Speed Slope Coefficient (m)	4.17673	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23022	PF Power Coefficient (p)	0.77629
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2123.9	-	-	106.9

Vehicle Results

Average Speed, km/h	106.9	Percent Followers, %	9.6
Segment Travel Time, minutes	1.19	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	20	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 39.8 to Ch. 37.7 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2123.9
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	67	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	55.99
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.3
Speed Slope Coefficient (m)	4.12263	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23634	PF Power Coefficient (p)	0.77812
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2123.9	-	-	105.3

Vehicle Results

Average Speed, km/h	105.3	Percent Followers, %	14.1
Segment Travel Time, minutes	1.21	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	34	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 39.8 to Ch. 41.9 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2093.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	17	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.16320	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23174	PF Power Coefficient (p)	0.77714
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2093.1	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	5.0
Segment Travel Time, minutes	1.18	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	8	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 39.8 to Ch. 41.9 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2093.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	51	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	63.27
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	104.9
Speed Slope Coefficient (m)	4.10865	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23787	PF Power Coefficient (p)	0.77899
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2093.1	-	-	104.9

Vehicle Results

Average Speed, km/h	104.9	Percent Followers, %	11.5
Segment Travel Time, minutes	1.20	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	25	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 45.9 to Ch. 47.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1663.7
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	17	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.15048	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23627	PF Power Coefficient (p)	0.78116
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1663.7	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	5.0
Segment Travel Time, minutes	0.94	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	7	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Millmerran - Inglewood Road - Ch. 45.9 to Ch. 47.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1663.7
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	37	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	29.37
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.8
Speed Slope Coefficient (m)	4.15710	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23551	PF Power Coefficient (p)	0.78093
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1663.7	-	-	106.8

Vehicle Results

Average Speed, km/h	106.8	Percent Followers, %	9.0
Segment Travel Time, minutes	0.94	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	15	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 43.9 to Ch. 40.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3381.9
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	59	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.47009	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35780	PF Power Coefficient (p)	0.71549
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3381.9	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	16.3
Segment Travel Time, minutes	2.39	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	47	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 43.9 to Ch. 40.5 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3381.9
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	68	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	55.83
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.6
Speed Slope Coefficient (m)	3.45718	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35840	PF Power Coefficient (p)	0.71582
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3381.9	-	-	84.6

Vehicle Results

Average Speed, km/h	84.6	Percent Followers, %	18.0
Segment Travel Time, minutes	2.40	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	54	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 43.9 to Ch. 46.3 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2437.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	52	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.44757	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33950	PF Power Coefficient (p)	0.73770
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2437.6	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	14.0
Segment Travel Time, minutes	1.72	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	30	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 43.9 to Ch. 46.3 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2437.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	58	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	53.79
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.8
Speed Slope Coefficient (m)	3.43832	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33994	PF Power Coefficient (p)	0.73793
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2437.6	-	-	84.8

Vehicle Results

Average Speed, km/h	84.8	Percent Followers, %	15.0
Segment Travel Time, minutes	1.73	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	33	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Steger Road - New Hope Recycled Water Pipeline to Warrego Highway (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1334.2
Lane Width, m	3.5	Shoulder Width, m	1.2
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	57	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	21.35
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	105.7
Speed Slope Coefficient (m)	7.06824	Speed Power Coefficient (p)	0.51105
PF Slope Coefficient (m)	-1.29322	PF Power Coefficient (p)	0.76938
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1334.2	-	-	105.7

Vehicle Results

Average Speed, km/h	105.7	Percent Followers, %	13.3
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	18	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Steger Road - New Hope Recycled Water Pipeline to Warrego Highway (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1334.2
Lane Width, m	3.5	Shoulder Width, m	1.2
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	72	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.82
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	104.3
Speed Slope Coefficient (m)	7.21287	Speed Power Coefficient (p)	0.50621
PF Slope Coefficient (m)	-1.29591	PF Power Coefficient (p)	0.77106
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1334.2	-	-	104.3

Vehicle Results

Average Speed, km/h	104.3	Percent Followers, %	15.6
Segment Travel Time, minutes	0.77	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	22	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Moffatt Reserve Road - Millmerran Power Station to Millmerran - Inglewood Road (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5283.5
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	30.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.1
Speed Slope Coefficient (m)	4.17622	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.31300	PF Power Coefficient (p)	0.69788
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5283.5	-	-	105.1

Vehicle Results

Average Speed, km/h	105.1	Percent Followers, %	5.7
Segment Travel Time, minutes	3.02	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	15	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Moffatt Reserve Road - Millmerran Power Station to Millmerran - Inglewood Road (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5283.5
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	18	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	53.41
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	103.9
Speed Slope Coefficient (m)	4.13397	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.31785	PF Power Coefficient (p)	0.69942
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5283.5	-	-	103.9

Vehicle Results

Average Speed, km/h	103.9	Percent Followers, %	7.5
Segment Travel Time, minutes	3.05	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	22	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2023 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 29.3 to Ch. 34.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5455.7
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	51	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	81.3
Speed Slope Coefficient (m)	3.37468	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43174	PF Power Coefficient (p)	0.66314
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5455.7	-	-	81.3

Vehicle Results

Average Speed, km/h	81.3	Percent Followers, %	18.1
Segment Travel Time, minutes	4.02	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	65	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2023 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 29.3 to Ch. 34.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5455.7
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	74	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	54.52
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	81.0
Speed Slope Coefficient (m)	3.36412	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43207	PF Power Coefficient (p)	0.66339
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5455.7	-	-	81.0

Vehicle Results

Average Speed, km/h	81.0	Percent Followers, %	22.5
Segment Travel Time, minutes	4.04	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	95	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 29.3 to Ch. 27.1 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2147.7
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	58	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	88.1
Speed Slope Coefficient (m)	3.54297	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32601	PF Power Coefficient (p)	0.74800
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2147.7	-	-	88.1

Vehicle Results

Average Speed, km/h	88.1	Percent Followers, %	14.6
Segment Travel Time, minutes	1.46	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	29	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 29.3 to Ch. 27.1 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2147.7
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	78	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	61.95
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	87.4
Speed Slope Coefficient (m)	3.51899	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32741	PF Power Coefficient (p)	0.74866
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2147.7	-	-	87.4

Vehicle Results

Average Speed, km/h	87.4	Percent Followers, %	17.9
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	40	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 2 to Ch. 3.9 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1956.8
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	51	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.43439	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33946	PF Power Coefficient (p)	0.74504
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1956.8	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	13.7
Segment Travel Time, minutes	1.38	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	24	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 2 to Ch. 3.9 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1956.8
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	87	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	69.74
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	83.9
Speed Slope Coefficient (m)	3.39637	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34118	PF Power Coefficient (p)	0.74601
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1956.8	-	-	83.9

Vehicle Results

Average Speed, km/h	83.9	Percent Followers, %	19.5
Segment Travel Time, minutes	1.40	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	40	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 2 to Ch. 0 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1453.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	58	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.41872	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34962	PF Power Coefficient (p)	0.74834
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1453.6	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	14.8
Segment Travel Time, minutes	1.03	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	20	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 2 to Ch. 0 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1453.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	107	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	58.05
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.5
Speed Slope Coefficient (m)	3.40179	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35043	PF Power Coefficient (p)	0.74879
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1453.6	-	-	83.8

Vehicle Results

Average Speed, km/h	83.8	Percent Followers, %	22.4
Segment Travel Time, minutes	1.04	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	37	0.00	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 39.6 to Ch. 40.3 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	661.2
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	80	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	51	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	86.8
Speed Slope Coefficient (m)	3.44644	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39861	PF Power Coefficient (p)	0.74062
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	661.2	-	-	86.8

Vehicle Results

Average Speed, km/h	86.8	Percent Followers, %	14.4
Segment Travel Time, minutes	0.46	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	8	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 39.6 to Ch. 40.3 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	661.2
Lane Width, m	3.5	Shoulder Width, m	1.8
Speed Limit, km/h	80	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	80	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	53.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	86.6
Speed Slope Coefficient (m)	3.43862	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39908	PF Power Coefficient (p)	0.74085
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	661.2	-	-	86.6

Vehicle Results

Average Speed, km/h	86.6	Percent Followers, %	19.4
Segment Travel Time, minutes	0.46	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	12	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 107.4 to Ch. 107.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	769.3
Lane Width, m	4.0	Shoulder Width, m	1.2
Speed Limit, km/h	80	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	95	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	51.74
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.2
Speed Slope Coefficient (m)	3.39936	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39220	PF Power Coefficient (p)	0.74171
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	769.3	-	-	85.2

Vehicle Results

Average Speed, km/h	85.2	Percent Followers, %	21.6
Segment Travel Time, minutes	0.54	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	17	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 107.4 to Ch. 107.6 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	769.3
Lane Width, m	4.0	Shoulder Width, m	1.2
Speed Limit, km/h	80	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	131	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	64.96
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	84.5
Speed Slope Coefficient (m)	3.37550	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39341	PF Power Coefficient (p)	0.74236
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	769.3	-	-	83.3

Vehicle Results

Average Speed, km/h	83.3	Percent Followers, %	26.5
Segment Travel Time, minutes	0.55	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	24	0.00	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 0 to Ch. 2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1453.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	51	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	48.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	85.0
Speed Slope Coefficient (m)	3.41872	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34962	PF Power Coefficient (p)	0.74834
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1453.6	-	-	85.0

Vehicle Results

Average Speed, km/h	85.0	Percent Followers, %	13.6
Segment Travel Time, minutes	1.03	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	18	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 0 to Ch. 2 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1453.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	87	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	69.74
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	83.9
Speed Slope Coefficient (m)	3.38070	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35138	PF Power Coefficient (p)	0.74933
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1453.6	-	-	83.9

Vehicle Results

Average Speed, km/h	83.9	Percent Followers, %	19.5
Segment Travel Time, minutes	1.04	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	30	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 97.5 to Ch. 96.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1280.6
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	74	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	44.95
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	87.1
Speed Slope Coefficient (m)	3.48167	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34858	PF Power Coefficient (p)	0.75114
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1280.6	-	-	87.1

Vehicle Results

Average Speed, km/h	87.1	Percent Followers, %	17.4
Segment Travel Time, minutes	0.88	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	22	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 97.5 to Ch. 96.2 (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1280.6
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	95	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	56.92
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	86.4
Speed Slope Coefficient (m)	3.46007	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34980	PF Power Coefficient (p)	0.75174
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1280.6	-	-	86.4

Vehicle Results

Average Speed, km/h	86.4	Percent Followers, %	20.5
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	29	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 97.5 to Ch. 105.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8203.2
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	69	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	44.95
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	83.4
Speed Slope Coefficient (m)	3.44363	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42453	PF Power Coefficient (p)	0.66626
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8203.2	-	-	83.4

Vehicle Results

Average Speed, km/h	83.4	Percent Followers, %	21.3
Segment Travel Time, minutes	5.90	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	133	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	Cunningham Highway - Ch. 97.5 to Ch. 105.7 (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8203.2
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	118	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	67.88
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	82.2
Speed Slope Coefficient (m)	3.40226	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42616	PF Power Coefficient (p)	0.66729
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8203.2	-	-	81.1

Vehicle Results

Average Speed, km/h	81.1	Percent Followers, %	29.1
Segment Travel Time, minutes	6.07	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	228	0.04	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Kingsthorpe Overpass - Warrego Highway Off Ramp to Kingsthorpe Haden Road (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	558.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	176	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	7.13
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	86.5
Speed Slope Coefficient (m)	4.87936	Speed Power Coefficient (p)	0.52326
PF Slope Coefficient (m)	-1.46524	PF Power Coefficient (p)	0.72570
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	558.6	-	-	84.5

Vehicle Results

Average Speed, km/h	84.5	Percent Followers, %	34.0
Segment Travel Time, minutes	0.40	Follower Density (FD), followers/km/ln	0.7
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	23	0.01	0.7	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Kingsthorpe Overpass - Warrego Highway Off Ramp to Kingsthorpe Haden Road (G)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	558.6
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	203	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	17.93
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	83.9
Speed Slope Coefficient (m)	5.74293	Speed Power Coefficient (p)	0.55329
PF Slope Coefficient (m)	-1.44729	PF Power Coefficient (p)	0.73513
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	558.6	-	-	81.3

Vehicle Results

Average Speed, km/h	81.3	Percent Followers, %	36.2
Segment Travel Time, minutes	0.41	Follower Density (FD), followers/km/ln	0.9
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	27	0.01	0.9	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Kingsthorpe Haden Road - Kingsthorpe Overpass to Warrego Highway (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	390.7
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	60	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	174	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	7.13
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	64.5
Speed Slope Coefficient (m)	3.39474	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.63937	PF Power Coefficient (p)	0.66404
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	390.7	-	-	62.6

Vehicle Results

Average Speed, km/h	62.6	Percent Followers, %	40.2
Segment Travel Time, minutes	0.37	Follower Density (FD), followers/km/ln	1.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	16	0.01	1.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	19/8/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	Kingsthorpe Haden Road - Kingsthorpe Overpass to Warrego Highway (AG)	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	390.7
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	60	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	202	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	18.01
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	63.9
Speed Slope Coefficient (m)	3.42405	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.62740	PF Power Coefficient (p)	0.66903
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	390.7	-	-	61.7

Vehicle Results

Average Speed, km/h	61.7	Percent Followers, %	42.8
Segment Travel Time, minutes	0.38	Follower Density (FD), followers/km/ln	1.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	19	0.01	1.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Draper Road - Steger Road to B2G-FBW206.9 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1088.3
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	60	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	8.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	64.4
Speed Slope Coefficient (m)	2.71014	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.41808	PF Power Coefficient (p)	0.69761
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1088.3	-	-	64.4

Vehicle Results

Average Speed, km/h	64.4	Percent Followers, %	1.9
Segment Travel Time, minutes	1.01	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	1	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Draper Road - Steger Road to B2G-FBW206.9 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1088.3
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	60	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	3	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	42.35
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	62.6
Speed Slope Coefficient (m)	2.64904	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.41345	PF Power Coefficient (p)	0.69771
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1088.3	-	-	62.6

Vehicle Results

Average Speed, km/h	62.6	Percent Followers, %	2.6
Segment Travel Time, minutes	1.04	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	1	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 38.7 to Ch. 30.1 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8630.0
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	151	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.5
Speed Slope Coefficient (m)	4.72692	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.20486	PF Power Coefficient (p)	0.72219
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8630.0	-	-	119.3

Vehicle Results

Average Speed, km/h	119.3	Percent Followers, %	26.5
Segment Travel Time, minutes	4.34	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	306	0.05	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 38.7 to Ch. 30.1 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	8630.0
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	185	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	41.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.8
Speed Slope Coefficient (m)	4.70346	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.20821	PF Power Coefficient (p)	0.72302
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	8630.0	-	-	118.1

Vehicle Results

Average Speed, km/h	118.1	Percent Followers, %	30.0
Segment Travel Time, minutes	4.38	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	374	0.07	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Ware Street - Gore Highway to B2G-LDN153.1 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	97.4
Lane Width, m	4.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	13	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	21.77
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.7
Speed Slope Coefficient (m)	4.17099	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.31787	PF Power Coefficient (p)	0.75540
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	97.4	-	-	108.7

Vehicle Results

Average Speed, km/h	108.7	Percent Followers, %	4.8
Segment Travel Time, minutes	0.05	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	0	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Ware Street - Gore Highway to B2G-LDN153.1 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	97.4
Lane Width, m	4.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	17	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	42.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	107.6
Speed Slope Coefficient (m)	4.13357	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32278	PF Power Coefficient (p)	0.75693
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	97.4	-	-	107.6

Vehicle Results

Average Speed, km/h	107.6	Percent Followers, %	6.0
Segment Travel Time, minutes	0.05	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	0	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Toowoomba - Cecil Plains Road - Ch. 10.05 to Ch. 10.3 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	226.2
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	199	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	17.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.8
Speed Slope Coefficient (m)	4.07290	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33771	PF Power Coefficient (p)	0.75086
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	226.2	-	-	103.3

Vehicle Results

Average Speed, km/h	103.3	Percent Followers, %	32.8
Segment Travel Time, minutes	0.13	Follower Density (FD), followers/km/ln	0.6
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	11	0.00	0.6	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Toowoomba - Cecil Plains Road - Ch. 10.05 to Ch. 10.3 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	226.2
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	213	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.51
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.5
Speed Slope Coefficient (m)	4.06295	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33897	PF Power Coefficient (p)	0.75126
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	226.2	-	-	102.9

Vehicle Results

Average Speed, km/h	102.9	Percent Followers, %	34.2
Segment Travel Time, minutes	0.13	Follower Density (FD), followers/km/ln	0.7
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	11	0.00	0.7	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Steger Road - Warrego Highway to New Hope Recycled Water Pipeline (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1332.3
Lane Width, m	3.5	Shoulder Width, m	1.2
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	90	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	21.35
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	105.7
Speed Slope Coefficient (m)	7.06687	Speed Power Coefficient (p)	0.51102
PF Slope Coefficient (m)	-1.29333	PF Power Coefficient (p)	0.76936
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1332.3	-	-	105.7

Vehicle Results

Average Speed, km/h	105.7	Percent Followers, %	18.4
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	28	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Steger Road - Warrego Highway to New Hope Recycled Water Pipeline (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1332.3
Lane Width, m	3.5	Shoulder Width, m	1.2
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	98	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.09
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	104.0
Speed Slope Coefficient (m)	7.23358	Speed Power Coefficient (p)	0.50481
PF Slope Coefficient (m)	-1.29663	PF Power Coefficient (p)	0.77144
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1332.3	-	-	104.0

Vehicle Results

Average Speed, km/h	104.0	Percent Followers, %	19.5
Segment Travel Time, minutes	0.77	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	31	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Toowoomba - Cecil Plains Road - Ch. 10.3 to Ch. 12.1 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1787.3
Lane Width, m	3.5	Shoulder Width, m	1.2
Speed Limit, km/h	100	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	199	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	17.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	104.8
Speed Slope Coefficient (m)	6.79633	Speed Power Coefficient (p)	0.51147
PF Slope Coefficient (m)	-1.28617	PF Power Coefficient (p)	0.76511
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1787.3	-	-	101.4

Vehicle Results

Average Speed, km/h	101.4	Percent Followers, %	31.2
Segment Travel Time, minutes	1.06	Follower Density (FD), followers/km/ln	0.6
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	83	0.03	0.6	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Toowoomba - Cecil Plains Road - Ch. 10.3 to Ch. 12.1 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1787.3
Lane Width, m	3.5	Shoulder Width, m	1.2
Speed Limit, km/h	100	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	213	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.53
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	103.3
Speed Slope Coefficient (m)	6.95083	Speed Power Coefficient (p)	0.50818
PF Slope Coefficient (m)	-1.28897	PF Power Coefficient (p)	0.76671
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1787.3	-	-	99.6

Vehicle Results

Average Speed, km/h	99.6	Percent Followers, %	32.5
Segment Travel Time, minutes	1.08	Follower Density (FD), followers/km/ln	0.7
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	89	0.03	0.7	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Toowoomba - Cecil Plains Road - Ch. 14.5 to Ch. 16.3 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1770.7
Lane Width, m	3.3	Shoulder Width, m	0.8
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	161	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	19.11
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.0
Speed Slope Coefficient (m)	4.20382	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22708	PF Power Coefficient (p)	0.78086
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1770.7	-	-	105.9

Vehicle Results

Average Speed, km/h	105.9	Percent Followers, %	25.5
Segment Travel Time, minutes	1.00	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	67	0.01	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Toowoomba - Cecil Plains Road - Ch. 14.5 to Ch. 16.3 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1770.7
Lane Width, m	3.3	Shoulder Width, m	0.8
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	186	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	29.87
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	107.5
Speed Slope Coefficient (m)	4.18440	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22936	PF Power Coefficient (p)	0.78153
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1770.7	-	-	105.0

Vehicle Results

Average Speed, km/h	105.0	Percent Followers, %	28.1
Segment Travel Time, minutes	1.01	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	77	0.02	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Toowoomba - Cecil Plains Road - Ch. 12.1 to Ch. 14.5 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2467.5
Lane Width, m	3.0	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	199	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	17.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	4	Free-Flow Speed, km/h	95.4
Speed Slope Coefficient (m)	13.17457	Speed Power Coefficient (p)	0.51225
PF Slope Coefficient (m)	-1.77773	PF Power Coefficient (p)	0.78333
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2467.5	-	-	88.9

Vehicle Results

Average Speed, km/h	88.9	Percent Followers, %	39.4
Segment Travel Time, minutes	1.66	Follower Density (FD), followers/km/ln	0.9
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	115	0.09	0.9	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Toowoomba - Cecil Plains Road - Ch. 12.1 to Ch. 14.5 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2467.5
Lane Width, m	3.0	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	221	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	25.45
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	4	Free-Flow Speed, km/h	89.1
Speed Slope Coefficient (m)	12.10504	Speed Power Coefficient (p)	0.49656
PF Slope Coefficient (m)	-1.77044	PF Power Coefficient (p)	0.78923
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2467.5	-	-	82.2

Vehicle Results

Average Speed, km/h	82.2	Percent Followers, %	41.6
Segment Travel Time, minutes	1.80	Follower Density (FD), followers/km/ln	1.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	128	0.12	1.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 53.3 to Ch. 47.6 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5602.3
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	18	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.22408	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.30374	PF Power Coefficient (p)	0.70038
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5602.3	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	7.6
Segment Travel Time, minutes	3.15	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	24	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 53.3 to Ch. 47.6 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5602.3
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	29	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.51
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.2
Speed Slope Coefficient (m)	4.17991	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.30895	PF Power Coefficient (p)	0.70200
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5602.3	-	-	105.2

Vehicle Results

Average Speed, km/h	105.2	Percent Followers, %	10.2
Segment Travel Time, minutes	3.19	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	38	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 65.7 to Ch. 68.7 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2997.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	17	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.18628	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.24042	PF Power Coefficient (p)	0.75904
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2997.1	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	5.5
Segment Travel Time, minutes	1.69	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	12	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 65.7 to Ch. 68.7 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2997.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	68	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	83.28
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	103.9
Speed Slope Coefficient (m)	4.09559	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.25050	PF Power Coefficient (p)	0.76212
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2997.1	-	-	103.9

Vehicle Results

Average Speed, km/h	103.9	Percent Followers, %	14.9
Segment Travel Time, minutes	1.73	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	48	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 65.7 to Ch. 61 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4828.6
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	18	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.22408	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.30374	PF Power Coefficient (p)	0.70038
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4828.6	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	7.6
Segment Travel Time, minutes	2.72	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	21	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 65.7 to Ch. 61 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4828.6
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	99	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	20.27
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	107.2
Speed Slope Coefficient (m)	4.24713	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.30097	PF Power Coefficient (p)	0.69953
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4828.6	-	-	107.2

Vehicle Results

Average Speed, km/h	107.2	Percent Followers, %	22.7
Segment Travel Time, minutes	2.70	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	112	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 28 to Ch. 33 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5034.1
Lane Width, m	3.8	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.0
Speed Slope Coefficient (m)	4.17180	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.31430	PF Power Coefficient (p)	0.69711
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5034.1	-	-	105.0

Vehicle Results

Average Speed, km/h	105.0	Percent Followers, %	11.8
Segment Travel Time, minutes	2.88	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	41	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 28 to Ch. 33 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5034.1
Lane Width, m	3.8	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	64	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	59.89
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	103.2
Speed Slope Coefficient (m)	4.11066	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32126	PF Power Coefficient (p)	0.69934
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5034.1	-	-	103.2

Vehicle Results

Average Speed, km/h	103.2	Percent Followers, %	17.5
Segment Travel Time, minutes	2.93	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	75	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 13.1 to Ch. 14 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	930.0
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	107.2
Speed Slope Coefficient (m)	4.14563	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.26415	PF Power Coefficient (p)	0.77614
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	930.0	-	-	107.2

Vehicle Results

Average Speed, km/h	107.2	Percent Followers, %	8.8
Segment Travel Time, minutes	0.52	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	8	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 13.1 to Ch. 14 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	930.0
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	70	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	63.38
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.2
Speed Slope Coefficient (m)	4.07821	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.27214	PF Power Coefficient (p)	0.77860
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	930.0	-	-	105.2

Vehicle Results

Average Speed, km/h	105.2	Percent Followers, %	14.8
Segment Travel Time, minutes	0.53	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	15	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 21.8 to Ch. 28 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	6223.1
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	97.4
Speed Slope Coefficient (m)	6.49983	Speed Power Coefficient (p)	0.52492
PF Slope Coefficient (m)	-1.44136	PF Power Coefficient (p)	0.69678
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	6223.1	-	-	97.4

Vehicle Results

Average Speed, km/h	97.4	Percent Followers, %	12.9
Segment Travel Time, minutes	3.83	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	50	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 21.8 to Ch. 28 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	6223.1
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	65	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	60.69
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	86.6
Speed Slope Coefficient (m)	4.87550	Speed Power Coefficient (p)	0.46228
PF Slope Coefficient (m)	-1.46151	PF Power Coefficient (p)	0.70255
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	6223.1	-	-	86.6

Vehicle Results

Average Speed, km/h	86.6	Percent Followers, %	19.2
Segment Travel Time, minutes	4.31	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	95	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 17.3 to Ch. 18.1 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	820.7
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	100.3
Speed Slope Coefficient (m)	6.01680	Speed Power Coefficient (p)	0.48502
PF Slope Coefficient (m)	-1.36564	PF Power Coefficient (p)	0.75638
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	820.7	-	-	100.3

Vehicle Results

Average Speed, km/h	100.3	Percent Followers, %	10.1
Segment Travel Time, minutes	0.49	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	7	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 17.3 to Ch. 18.1 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	820.7
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	75	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	66.24
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	90.3
Speed Slope Coefficient (m)	5.53417	Speed Power Coefficient (p)	0.41903
PF Slope Coefficient (m)	-1.37831	PF Power Coefficient (p)	0.76774
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	820.7	-	-	90.3

Vehicle Results

Average Speed, km/h	90.3	Percent Followers, %	17.3
Segment Travel Time, minutes	0.55	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	15	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 55.7 to Ch. 53.3 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2420.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	18	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.17204	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23248	PF Power Coefficient (p)	0.77185
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2420.1	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	5.4
Segment Travel Time, minutes	1.36	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	10	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 55.7 to Ch. 53.3 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2420.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	30	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	59.72
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.1
Speed Slope Coefficient (m)	4.12389	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23789	PF Power Coefficient (p)	0.77349
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2420.1	-	-	105.1

Vehicle Results

Average Speed, km/h	105.1	Percent Followers, %	7.9
Segment Travel Time, minutes	1.38	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	17	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 9 to Ch. 13.1 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4101.5
Lane Width, m	4.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	112.2
Speed Slope Coefficient (m)	4.40061	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23811	PF Power Coefficient (p)	0.73373
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4101.5	-	-	112.2

Vehicle Results

Average Speed, km/h	112.2	Percent Followers, %	9.9
Segment Travel Time, minutes	2.19	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	33	0.00	0.0	A

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Project Information

Analyst	Millmerran - Inglewood Road - Ch. 9 to Ch. 13.1 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4101.5
Lane Width, m	4.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	70	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	63.57
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	110.2
Speed Slope Coefficient (m)	4.33284	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.24662	PF Power Coefficient (p)	0.73614
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4101.5	-	-	110.2

Vehicle Results

Average Speed, km/h	110.2	Percent Followers, %	16.1
Segment Travel Time, minutes	2.23	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	67	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 3.5 to Ch. 2.5 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	987.2
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	42	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	31.94
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.7
Speed Slope Coefficient (m)	4.19955	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.24993	PF Power Coefficient (p)	0.78053
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	987.2	-	-	108.7

Vehicle Results

Average Speed, km/h	108.7	Percent Followers, %	10.0
Segment Travel Time, minutes	0.54	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	10	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 3.5 to Ch. 2.5 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	987.2
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	72	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	60.39
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	107.2
Speed Slope Coefficient (m)	4.14821	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.25617	PF Power Coefficient (p)	0.78240
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	987.2	-	-	107.2

Vehicle Results

Average Speed, km/h	107.2	Percent Followers, %	14.8
Segment Travel Time, minutes	0.55	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	17	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 3.5 to Ch. 6.2 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2780.8
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	100	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.5
Speed Slope Coefficient (m)	4.18087	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23741	PF Power Coefficient (p)	0.76324
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2780.8	-	-	106.5

Vehicle Results

Average Speed, km/h	106.5	Percent Followers, %	9.0
Segment Travel Time, minutes	1.57	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	23	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 9 to Ch. 6.2 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2782.1
Lane Width, m	4.5	Shoulder Width, m	1.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	114	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	34.78
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	103.9
Speed Slope Coefficient (m)	8.47547	Speed Power Coefficient (p)	0.52073
PF Slope Coefficient (m)	-1.28167	PF Power Coefficient (p)	0.76426
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2782.1	-	-	102.4

Vehicle Results

Average Speed, km/h	102.4	Percent Followers, %	21.7
Segment Travel Time, minutes	1.63	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	75	0.01	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 14 to Ch. 17.3 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3284.4
Lane Width, m	4.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.5
Speed Slope Coefficient (m)	4.25887	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23584	PF Power Coefficient (p)	0.75346
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3284.4	-	-	108.5

Vehicle Results

Average Speed, km/h	108.5	Percent Followers, %	9.3
Segment Travel Time, minutes	1.82	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	27	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 14 to Ch. 17.3 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3284.4
Lane Width, m	4.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	67	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	61.88
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.19415	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.24339	PF Power Coefficient (p)	0.75568
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3284.4	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	14.9
Segment Travel Time, minutes	1.85	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	52	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 0.7 to Ch. 0 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	681.8
Lane Width, m	3.8	Shoulder Width, m	0.0
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	90	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	38.38
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	114.4
Speed Slope Coefficient (m)	4.37858	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23779	PF Power Coefficient (p)	0.78129
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	681.8	-	-	114.4

Vehicle Results

Average Speed, km/h	114.4	Percent Followers, %	17.2
Segment Travel Time, minutes	0.36	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	14	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 0.7 to Ch. 0 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	681.8
Lane Width, m	3.8	Shoulder Width, m	0.0
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	120	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	53.69
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	113.6
Speed Slope Coefficient (m)	4.35095	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.24154	PF Power Coefficient (p)	0.78234
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	681.8	-	-	112.3

Vehicle Results

Average Speed, km/h	112.3	Percent Followers, %	21.1
Segment Travel Time, minutes	0.36	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	19	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 41.1 to Ch. 38.7 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2425.1
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	151	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	118.9
Speed Slope Coefficient (m)	4.58778	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15580	PF Power Coefficient (p)	0.79197
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2425.1	-	-	116.8

Vehicle Results

Average Speed, km/h	116.8	Percent Followers, %	22.8
Segment Travel Time, minutes	1.25	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	86	0.01	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 41.1 to Ch. 38.7 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2425.1
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	185	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	41.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	118.2
Speed Slope Coefficient (m)	4.56433	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15893	PF Power Coefficient (p)	0.79273
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2425.1	-	-	115.6

Vehicle Results

Average Speed, km/h	115.6	Percent Followers, %	26.2
Segment Travel Time, minutes	1.26	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	105	0.02	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 3 to Ch. 1.4 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1530.4
Lane Width, m	3.4	Shoulder Width, m	1.2
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	90	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	38.38
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.2
Speed Slope Coefficient (m)	4.60586	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15227	PF Power Coefficient (p)	0.80518
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1530.4	-	-	120.2

Vehicle Results

Average Speed, km/h	120.2	Percent Followers, %	15.3
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	32	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 3 to Ch. 1.4 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1530.4
Lane Width, m	3.4	Shoulder Width, m	1.2
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	122	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	54.58
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	119.3
Speed Slope Coefficient (m)	4.57662	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15626	PF Power Coefficient (p)	0.80614
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1530.4	-	-	117.8

Vehicle Results

Average Speed, km/h	117.8	Percent Followers, %	19.2
Segment Travel Time, minutes	0.78	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	44	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 30.1 to Ch. 25 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5110.2
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	160	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.2
Speed Slope Coefficient (m)	4.68331	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.21381	PF Power Coefficient (p)	0.72015
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5110.2	-	-	117.8

Vehicle Results

Average Speed, km/h	117.8	Percent Followers, %	27.7
Segment Travel Time, minutes	2.60	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	193	0.03	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 30.1 to Ch. 25 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5110.2
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	301	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	62.08
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.18

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	118.4
Speed Slope Coefficient (m)	4.62357	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22220	PF Power Coefficient (p)	0.72229
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5110.2	-	-	114.6

Vehicle Results

Average Speed, km/h	114.6	Percent Followers, %	40.1
Segment Travel Time, minutes	2.68	Follower Density (FD), followers/km/ln	1.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	361	0.10	1.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 0 to Ch. 2.2 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2163.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	273	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	122.5
Speed Slope Coefficient (m)	4.70235	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.13196	PF Power Coefficient (p)	0.80179
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2163.4	-	-	118.9

Vehicle Results

Average Speed, km/h	118.9	Percent Followers, %	33.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/km/ln	0.8
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	139	0.03	0.8	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 0 to Ch. 2.2 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2163.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	325	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	34.41
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.8
Speed Slope Coefficient (m)	4.68000	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.13504	PF Power Coefficient (p)	0.80250
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2163.4	-	-	117.8

Vehicle Results

Average Speed, km/h	117.8	Percent Followers, %	36.9
Segment Travel Time, minutes	1.10	Follower Density (FD), followers/km/ln	1.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	165	0.05	1.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 25 to Ch. 23.2 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1825.0
Lane Width, m	3.3	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	151	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	4	Free-Flow Speed, km/h	94.2
Speed Slope Coefficient (m)	14.98442	Speed Power Coefficient (p)	0.56473
PF Slope Coefficient (m)	-1.66170	PF Power Coefficient (p)	0.79594
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1825.0	-	-	89.7

Vehicle Results

Average Speed, km/h	89.7	Percent Followers, %	30.8
Segment Travel Time, minutes	1.22	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	65	0.03	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 25 to Ch. 23.2 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1825.0
Lane Width, m	3.3	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	184	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	41.68
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	4	Free-Flow Speed, km/h	82.4
Speed Slope Coefficient (m)	10.28616	Speed Power Coefficient (p)	0.51147
PF Slope Coefficient (m)	-1.65539	PF Power Coefficient (p)	0.79791
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1825.0	-	-	77.8

Vehicle Results

Average Speed, km/h	77.8	Percent Followers, %	34.8
Segment Travel Time, minutes	1.41	Follower Density (FD), followers/km/ln	0.8
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	79	0.06	0.8	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 1.4 to Ch. 0.8 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	639.8
Lane Width, m	3.8	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	90	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	38.38
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.7
Speed Slope Coefficient (m)	4.58818	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.19935	PF Power Coefficient (p)	0.78909
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	639.8	-	-	120.7

Vehicle Results

Average Speed, km/h	120.7	Percent Followers, %	16.4
Segment Travel Time, minutes	0.32	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	14	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 1.4 to Ch. 0.8 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	639.8
Lane Width, m	3.8	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	120	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	53.69
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	119.9
Speed Slope Coefficient (m)	4.56055	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.20335	PF Power Coefficient (p)	0.79011
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	639.8	-	-	118.5

Vehicle Results

Average Speed, km/h	118.5	Percent Followers, %	20.2
Segment Travel Time, minutes	0.32	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	18	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 17.5 to Ch. 19 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1444.4
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	264	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.7
Speed Slope Coefficient (m)	4.61828	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15324	PF Power Coefficient (p)	0.80335
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1444.4	-	-	117.2

Vehicle Results

Average Speed, km/h	117.2	Percent Followers, %	32.7
Segment Travel Time, minutes	0.74	Follower Density (FD), followers/km/ln	0.7
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	90	0.02	0.7	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 17.5 to Ch. 19 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1444.4
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	323	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	36.37
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	119.9
Speed Slope Coefficient (m)	4.59240	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15680	PF Power Coefficient (p)	0.80420
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1444.4	-	-	115.9

Vehicle Results

Average Speed, km/h	115.9	Percent Followers, %	37.3
Segment Travel Time, minutes	0.75	Follower Density (FD), followers/km/ln	1.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	110	0.03	1.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 20.3 to Ch. 21.5 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1236.9
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	137	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.3
Speed Slope Coefficient (m)	4.59846	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.16207	PF Power Coefficient (p)	0.80246
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1236.9	-	-	118.4

Vehicle Results

Average Speed, km/h	118.4	Percent Followers, %	21.0
Segment Travel Time, minutes	0.63	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	40	0.01	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 20.3 to Ch. 21.5 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1236.9
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	195	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	50.17
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	119.1
Speed Slope Coefficient (m)	4.56023	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.16735	PF Power Coefficient (p)	0.80376
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1236.9	-	-	116.4

Vehicle Results

Average Speed, km/h	116.4	Percent Followers, %	26.9
Segment Travel Time, minutes	0.64	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	57	0.01	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 52.2 to Ch. 47.6 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4545.0
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	156	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.5
Speed Slope Coefficient (m)	4.72161	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.19305	PF Power Coefficient (p)	0.73298
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4545.0	-	-	119.2

Vehicle Results

Average Speed, km/h	119.2	Percent Followers, %	26.3
Segment Travel Time, minutes	2.29	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	166	0.03	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 52.2 to Ch. 47.6 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4545.0
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	197	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	43.99
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.7
Speed Slope Coefficient (m)	4.69453	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.19688	PF Power Coefficient (p)	0.73393
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4545.0	-	-	117.8

Vehicle Results

Average Speed, km/h	117.8	Percent Followers, %	30.5
Segment Travel Time, minutes	2.31	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	211	0.04	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 60.8 to Ch. 53.3 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	7579.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	156	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	119.5
Speed Slope Coefficient (m)	4.66150	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.21827	PF Power Coefficient (p)	0.71914
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	7579.4	-	-	117.3

Vehicle Results

Average Speed, km/h	117.3	Percent Followers, %	27.4
Segment Travel Time, minutes	3.88	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	277	0.04	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 60.8 to Ch. 53.3 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	7579.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	199	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	44.61
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	118.7
Speed Slope Coefficient (m)	4.63329	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22223	PF Power Coefficient (p)	0.72016
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	7579.4	-	-	115.9

Vehicle Results

Average Speed, km/h	115.9	Percent Followers, %	31.8
Segment Travel Time, minutes	3.93	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	355	0.07	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 19 to Ch. 20.3 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1305.9
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	264	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	111.6
Speed Slope Coefficient (m)	8.28255	Speed Power Coefficient (p)	0.53237
PF Slope Coefficient (m)	-1.26148	PF Power Coefficient (p)	0.77888
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1305.9	-	-	106.5

Vehicle Results

Average Speed, km/h	106.5	Percent Followers, %	36.0
Segment Travel Time, minutes	0.74	Follower Density (FD), followers/km/ln	0.9
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	81	0.03	0.9	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 19 to Ch. 20.3 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1305.9
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	323	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	36.25
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	8.37384	Speed Power Coefficient (p)	0.51129
PF Slope Coefficient (m)	-1.27650	PF Power Coefficient (p)	0.78138
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1305.9	-	-	100.4

Vehicle Results

Average Speed, km/h	100.4	Percent Followers, %	41.0
Segment Travel Time, minutes	0.78	Follower Density (FD), followers/km/ln	1.3
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	99	0.06	1.3	B

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HCS Two-Lane Highway Report

Project Information

Analyst	Lochaber Road - Gore Highway to B2G-LDN172.0 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	38.4
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	17	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.25
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.4
Speed Slope Coefficient (m)	4.09231	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33525	PF Power Coefficient (p)	0.75007
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	38.4	-	-	106.4

Vehicle Results

Average Speed, km/h	106.4	Percent Followers, %	6.2
Segment Travel Time, minutes	0.02	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	0	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Lochaber Road - Gore Highway to B2G-LDN172.0 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	38.4
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	12.42
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.1
Speed Slope Coefficient (m)	4.08117	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.33667	PF Power Coefficient (p)	0.75052
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	38.4	-	-	106.1

Vehicle Results

Average Speed, km/h	106.1	Percent Followers, %	6.5
Segment Travel Time, minutes	0.02	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	0	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 15.3 to Ch. 17.5 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2181.3
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	264	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	111.9
Speed Slope Coefficient (m)	9.19718	Speed Power Coefficient (p)	0.54470
PF Slope Coefficient (m)	-1.23986	PF Power Coefficient (p)	0.77731
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2181.3	-	-	106.4

Vehicle Results

Average Speed, km/h	106.4	Percent Followers, %	35.6
Segment Travel Time, minutes	1.23	Follower Density (FD), followers/km/ln	0.9
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	135	0.06	0.9	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 15.3 to Ch. 17.5 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2181.3
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	324	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	36.49
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	106.7
Speed Slope Coefficient (m)	9.04113	Speed Power Coefficient (p)	0.52247
PF Slope Coefficient (m)	-1.25586	PF Power Coefficient (p)	0.77935
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2181.3	-	-	100.0

Vehicle Results

Average Speed, km/h	100.0	Percent Followers, %	40.6
Segment Travel Time, minutes	1.31	Follower Density (FD), followers/km/ln	1.3
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	166	0.10	1.3	B

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HCS Two-Lane Highway Report

Project Information

Analyst	Linthorpe Road - Gore Highway to B2G-LDN175.5 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TRC	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	384.2
Lane Width, m	3.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	12.93
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	102.0
Speed Slope Coefficient (m)	4.90535	Speed Power Coefficient (p)	0.48043
PF Slope Coefficient (m)	-1.45815	PF Power Coefficient (p)	0.73438
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	384.2	-	-	102.0

Vehicle Results

Average Speed, km/h	102.0	Percent Followers, %	0.9
Segment Travel Time, minutes	0.23	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	0	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Linthorpe Road - Gore Highway to B2G-LDN175.5 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TRC	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	384.2
Lane Width, m	3.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	41	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	97.94
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	81.4
Speed Slope Coefficient (m)	4.59121	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.47820	PF Power Coefficient (p)	0.75830
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	384.2	-	-	81.4

Vehicle Results

Average Speed, km/h	81.4	Percent Followers, %	12.3
Segment Travel Time, minutes	0.28	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	4	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 53.3 to Ch. 52.2 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1141.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	156	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.5
Speed Slope Coefficient (m)	4.63535	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15824	PF Power Coefficient (p)	0.80337
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1141.4	-	-	119.2

Vehicle Results

Average Speed, km/h	119.2	Percent Followers, %	22.9
Segment Travel Time, minutes	0.57	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	42	0.01	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 53.3 to Ch. 52.2 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1141.4
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	198	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	44.23
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.7
Speed Slope Coefficient (m)	4.60782	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.16210	PF Power Coefficient (p)	0.80430
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1141.4	-	-	117.8

Vehicle Results

Average Speed, km/h	117.8	Percent Followers, %	27.1
Segment Travel Time, minutes	0.58	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	53	0.01	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 47.6 to Ch. 44.7 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2875.1
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	156	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.8
Speed Slope Coefficient (m)	4.66442	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.14842	PF Power Coefficient (p)	0.78550
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2875.1	-	-	118.6

Vehicle Results

Average Speed, km/h	118.6	Percent Followers, %	23.4
Segment Travel Time, minutes	1.45	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	105	0.02	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 47.6 to Ch. 44.7 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2875.1
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	196	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	43.63
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.1
Speed Slope Coefficient (m)	4.63798	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15201	PF Power Coefficient (p)	0.78635
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2875.1	-	-	117.2

Vehicle Results

Average Speed, km/h	117.2	Percent Followers, %	27.4
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	132	0.03	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 11.2 to Ch. 15.3 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4182.9
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	264	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	111.2
Speed Slope Coefficient (m)	10.42286	Speed Power Coefficient (p)	0.56746
PF Slope Coefficient (m)	-1.31772	PF Power Coefficient (p)	0.73223
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4182.9	-	-	105.2

Vehicle Results

Average Speed, km/h	105.2	Percent Followers, %	39.1
Segment Travel Time, minutes	2.39	Follower Density (FD), followers/km/ln	1.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	259	0.13	1.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 11.2 to Ch. 15.3 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	4182.9
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	348	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	40.88
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	103.8
Speed Slope Coefficient (m)	9.40993	Speed Power Coefficient (p)	0.53468
PF Slope Coefficient (m)	-1.34284	PF Power Coefficient (p)	0.73460
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	4182.9	-	-	96.6

Vehicle Results

Average Speed, km/h	96.6	Percent Followers, %	46.1
Segment Travel Time, minutes	2.60	Follower Density (FD), followers/km/ln	1.7
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	342	0.24	1.7	B

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 44.7 to Ch. 43.2 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1541.7
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	156	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	122.1
Speed Slope Coefficient (m)	4.67121	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.14022	PF Power Coefficient (p)	0.80716
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1541.7	-	-	119.9

Vehicle Results

Average Speed, km/h	119.9	Percent Followers, %	22.4
Segment Travel Time, minutes	0.77	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	56	0.01	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 44.7 to Ch. 43.2 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1541.7
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	195	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	43.28
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.4
Speed Slope Coefficient (m)	4.64541	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.14380	PF Power Coefficient (p)	0.80800
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1541.7	-	-	118.6

Vehicle Results

Average Speed, km/h	118.6	Percent Followers, %	26.3
Segment Travel Time, minutes	0.78	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	71	0.01	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 41.7 to Ch. 41.1 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	585.7
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	151	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	122.1
Speed Slope Coefficient (m)	4.63257	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.19679	PF Power Coefficient (p)	0.78714
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	585.7	-	-	120.0

Vehicle Results

Average Speed, km/h	120.0	Percent Followers, %	23.7
Segment Travel Time, minutes	0.29	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	21	0.00	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 41.7 to Ch. 41.1 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	585.7
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	185	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	41.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	121.4
Speed Slope Coefficient (m)	4.60912	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.20025	PF Power Coefficient (p)	0.78800
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	585.7	-	-	118.8

Vehicle Results

Average Speed, km/h	118.8	Percent Followers, %	27.2
Segment Travel Time, minutes	0.30	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	25	0.00	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 63 to Ch. 60.8 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2084.0
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	166	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	119.5
Speed Slope Coefficient (m)	4.60037	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15079	PF Power Coefficient (p)	0.79863
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2084.0	-	-	117.2

Vehicle Results

Average Speed, km/h	117.2	Percent Followers, %	23.9
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	81	0.01	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 63 to Ch. 60.8 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2084.0
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	4.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	186	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	36.79
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	119.1
Speed Slope Coefficient (m)	4.58627	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.15269	PF Power Coefficient (p)	0.79909
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2084.0	-	-	116.5

Vehicle Results

Average Speed, km/h	116.5	Percent Followers, %	26.0
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	91	0.02	0.4	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 2.2 to Ch. 5.4 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3234.2
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	264	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	113.4
Speed Slope Coefficient (m)	10.42601	Speed Power Coefficient (p)	0.56346
PF Slope Coefficient (m)	-1.25590	PF Power Coefficient (p)	0.76061
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3234.2	-	-	107.3

Vehicle Results

Average Speed, km/h	107.3	Percent Followers, %	36.6
Segment Travel Time, minutes	1.81	Follower Density (FD), followers/km/ln	0.9
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	200	0.10	0.9	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 2.2 to Ch. 5.4 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3234.2
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	352	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	41.57
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	106.0
Speed Slope Coefficient (m)	9.77040	Speed Power Coefficient (p)	0.53029
PF Slope Coefficient (m)	-1.27981	PF Power Coefficient (p)	0.76310
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3234.2	-	-	98.4

Vehicle Results

Average Speed, km/h	98.4	Percent Followers, %	43.8
Segment Travel Time, minutes	1.97	Follower Density (FD), followers/km/ln	1.6
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	268	0.19	1.6	B

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HCS Two-Lane Highway Report

Project Information

Analyst	Toowoomba - Athol Road - Ch. 2.1 to Ch. 16.8 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	14892.2
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	12.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	164	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	11.87
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	103.9
Speed Slope Coefficient (m)	4.13399	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32296	PF Power Coefficient (p)	0.69345
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	14892.2	-	-	101.8

Vehicle Results

Average Speed, km/h	101.8	Percent Followers, %	31.5
Segment Travel Time, minutes	8.78	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	574	0.11	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Toowoomba - Athol Road - Ch. 2.1 to Ch. 16.8 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	14892.2
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	12.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	173	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	16.34
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	103.6
Speed Slope Coefficient (m)	4.12592	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32387	PF Power Coefficient (p)	0.69375
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	14892.2	-	-	101.4

Vehicle Results

Average Speed, km/h	101.4	Percent Followers, %	32.4
Segment Travel Time, minutes	8.81	Follower Density (FD), followers/km/ln	0.6
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	605	0.13	0.6	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Cunningham Highway - Ch. 105.7 to Ch. 107.4 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1699.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	6.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	69	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	44.95
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	81.3
Speed Slope Coefficient (m)	3.30255	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35697	PF Power Coefficient (p)	0.74006
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1699.5	-	-	81.3

Vehicle Results

Average Speed, km/h	81.3	Percent Followers, %	17.1
Segment Travel Time, minutes	1.25	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	28	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Cunningham Highway - Ch. 105.7 to Ch. 107.4 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1699.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	6.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	114	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	66.52
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	80.2
Speed Slope Coefficient (m)	3.26363	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35809	PF Power Coefficient (p)	0.74094
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1699.5	-	-	79.3

Vehicle Results

Average Speed, km/h	79.3	Percent Followers, %	23.7
Segment Travel Time, minutes	1.29	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	45	0.01	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 68.7 to Ch. 65.7 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2997.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	18	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.18628	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.24042	PF Power Coefficient (p)	0.75904
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2997.1	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	5.6
Segment Travel Time, minutes	1.69	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	12	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 68.7 to Ch. 65.7 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2997.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	121	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	38.25
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.3
Speed Slope Coefficient (m)	4.17688	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.24149	PF Power Coefficient (p)	0.75936
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2997.1	-	-	104.9

Vehicle Results

Average Speed, km/h	104.9	Percent Followers, %	22.1
Segment Travel Time, minutes	1.71	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	85	0.01	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Cunningham Highway - Ch. 107.4 to Ch. 105.7 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1699.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	6.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	73	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	44.95
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	81.3
Speed Slope Coefficient (m)	3.30255	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35697	PF Power Coefficient (p)	0.74006
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1699.5	-	-	81.3

Vehicle Results

Average Speed, km/h	81.3	Percent Followers, %	17.7
Segment Travel Time, minutes	1.25	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	29	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Cunningham Highway - Ch. 107.4 to Ch. 105.7 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1699.5
Lane Width, m	3.5	Shoulder Width, m	1.0
Speed Limit, km/h	80	Access Point Density, pts/km	6.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	170	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	39.32
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	81.6
Speed Slope Coefficient (m)	3.31272	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35664	PF Power Coefficient (p)	0.73982
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1699.5	-	-	79.9

Vehicle Results

Average Speed, km/h	79.9	Percent Followers, %	30.6
Segment Travel Time, minutes	1.28	Follower Density (FD), followers/km/ln	0.7
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	68	0.02	0.7	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 5.4 to Ch. 6.7 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1216.6
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	264	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	22.03
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	116.0
Speed Slope Coefficient (m)	9.06039	Speed Power Coefficient (p)	0.54765
PF Slope Coefficient (m)	-1.24129	PF Power Coefficient (p)	0.78489
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1216.6	-	-	110.6

Vehicle Results

Average Speed, km/h	110.6	Percent Followers, %	35.3
Segment Travel Time, minutes	0.66	Follower Density (FD), followers/km/ln	0.8
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	75	0.03	0.8	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 5.4 to Ch. 6.7 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2024 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1216.6
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	351	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	41.36
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	109.3
Speed Slope Coefficient (m)	9.28193	Speed Power Coefficient (p)	0.51711
PF Slope Coefficient (m)	-1.26257	PF Power Coefficient (p)	0.78858
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1216.6	-	-	102.0

Vehicle Results

Average Speed, km/h	102.0	Percent Followers, %	42.5
Segment Travel Time, minutes	0.72	Follower Density (FD), followers/km/ln	1.5
Vehicle LOS	B		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	100	0.07	1.5	B

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 41.9 to Ch. 39.8 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2093.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	18	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.16320	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23174	PF Power Coefficient (p)	0.77714
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2093.1	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	5.3
Segment Travel Time, minutes	1.18	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	9	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 41.9 to Ch. 39.8 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2093.1
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	45	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	73.26
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	104.4
Speed Slope Coefficient (m)	4.09061	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23985	PF Power Coefficient (p)	0.77960
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2093.1	-	-	104.4

Vehicle Results

Average Speed, km/h	104.4	Percent Followers, %	10.5
Segment Travel Time, minutes	1.20	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	22	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 41.9 to Ch. 45.9 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3988.4
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	17	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.20784	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.26870	PF Power Coefficient (p)	0.72980
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3988.4	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	6.4
Segment Travel Time, minutes	2.25	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	16	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 41.9 to Ch. 45.9 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3988.4
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	32.69
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.20848	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.26863	PF Power Coefficient (p)	0.72978
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3988.4	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	10.2
Segment Travel Time, minutes	2.25	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	32	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 59.2 to Ch. 56.6 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2561.0
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.17566	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23371	PF Power Coefficient (p)	0.76910
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2561.0	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	5.7
Segment Travel Time, minutes	1.44	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	12	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 59.2 to Ch. 56.6 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2561.0
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	97	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	11.19
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	107.7
Speed Slope Coefficient (m)	4.21509	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22917	PF Power Coefficient (p)	0.76775
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2561.0	-	-	107.7

Vehicle Results

Average Speed, km/h	107.7	Percent Followers, %	18.5
Segment Travel Time, minutes	1.43	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	58	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 59.2 to Ch. 61 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1807.8
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.15491	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23394	PF Power Coefficient (p)	0.78024
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1807.8	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	5.4
Segment Travel Time, minutes	1.02	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	8	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 59.2 to Ch. 61 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1807.8
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	38	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	67.12
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	104.7
Speed Slope Coefficient (m)	4.09339	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.24087	PF Power Coefficient (p)	0.78234
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1807.8	-	-	104.7

Vehicle Results

Average Speed, km/h	104.7	Percent Followers, %	9.1
Segment Travel Time, minutes	1.04	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	16	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 43.2 to Ch. 41.7 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1476.2
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	156	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	118.4
Speed Slope Coefficient (m)	4.54457	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.16626	PF Power Coefficient (p)	0.80062
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1476.2	-	-	116.2

Vehicle Results

Average Speed, km/h	116.2	Percent Followers, %	23.1
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	54	0.01	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 43.2 to Ch. 41.7 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	1476.2
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	110	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	194	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	43.07
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	117.7
Speed Slope Coefficient (m)	4.51913	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.16969	PF Power Coefficient (p)	0.80147
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	1476.2	-	-	115.0

Vehicle Results

Average Speed, km/h	115.0	Percent Followers, %	27.0
Segment Travel Time, minutes	0.77	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	67	0.01	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 18.1 to Ch. 21.8 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3667.8
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	99.1
Speed Slope Coefficient (m)	6.81278	Speed Power Coefficient (p)	0.51675
PF Slope Coefficient (m)	-1.35174	PF Power Coefficient (p)	0.73055
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3667.8	-	-	99.1

Vehicle Results

Average Speed, km/h	99.1	Percent Followers, %	10.9
Segment Travel Time, minutes	2.22	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	30	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 18.1 to Ch. 21.8 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3667.8
Lane Width, m	3.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	75	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	65.95
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, km/h	87.4
Speed Slope Coefficient (m)	5.10983	Speed Power Coefficient (p)	0.44493
PF Slope Coefficient (m)	-1.37075	PF Power Coefficient (p)	0.73799
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3667.8	-	-	87.4

Vehicle Results

Average Speed, km/h	87.4	Percent Followers, %	18.3
Segment Travel Time, minutes	2.52	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	64	0.00	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 33 to Ch. 35.6 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2525.7
Lane Width, m	4.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	108.5
Speed Slope Coefficient (m)	4.24078	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22237	PF Power Coefficient (p)	0.77197
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2525.7	-	-	108.5

Vehicle Results

Average Speed, km/h	108.5	Percent Followers, %	8.7
Segment Travel Time, minutes	1.40	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	20	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 33 to Ch. 35.6 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2525.7
Lane Width, m	4.5	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	62	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	58.82
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.8
Speed Slope Coefficient (m)	4.18158	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22924	PF Power Coefficient (p)	0.77398
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2525.7	-	-	106.8

Vehicle Results

Average Speed, km/h	106.8	Percent Followers, %	13.3
Segment Travel Time, minutes	1.42	Follower Density (FD), followers/km/ln	0.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	37	0.00	0.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 45.9 to Ch. 41.9 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3988.4
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	18	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.20784	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.26870	PF Power Coefficient (p)	0.72980
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3988.4	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	6.6
Segment Travel Time, minutes	2.25	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	17	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 45.9 to Ch. 41.9 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	3988.4
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	25	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	52.16
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.5
Speed Slope Coefficient (m)	4.17333	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.27267	PF Power Coefficient (p)	0.73101
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	3988.4	-	-	105.5

Vehicle Results

Average Speed, km/h	105.5	Percent Followers, %	8.3
Segment Travel Time, minutes	2.27	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	24	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 56.6 to Ch. 55.7 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	986.9
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.12643	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.26331	PF Power Coefficient (p)	0.77735
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	986.9	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	5.7
Segment Travel Time, minutes	0.56	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	4	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 56.6 to Ch. 55.7 (AG)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	986.9
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	27	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	51.96
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	105.5
Speed Slope Coefficient (m)	4.09229	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.26733	PF Power Coefficient (p)	0.77859
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	986.9	-	-	105.5

Vehicle Results

Average Speed, km/h	105.5	Percent Followers, %	7.3
Segment Travel Time, minutes	0.56	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	6	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 56.6 to Ch. 59.2 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2561.0
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.04
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.6
Speed Slope Coefficient (m)	4.17566	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23371	PF Power Coefficient (p)	0.76910
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2561.0	-	-	106.6

Vehicle Results

Average Speed, km/h	106.6	Percent Followers, %	5.6
Segment Travel Time, minutes	1.44	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	11	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 56.6 to Ch. 59.2 (G)	Date	13/12/2022
Agency	FFJV	Analysis Year	2027 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2561.0
Lane Width, m	4.0	Shoulder Width, m	0.0
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	35	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	64.67
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	104.9
Speed Slope Coefficient (m)	4.11857	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.24010	PF Power Coefficient (p)	0.77103
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2561.0	-	-	104.9

Vehicle Results

Average Speed, km/h	104.9	Percent Followers, %	9.0
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	21	0.00	0.0	A

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APPENDIX

AA

Traffic Impact Assessment

Appendix AY Road link Highway Capacity Software multi-lane motorway facility assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

HCS Multilane Highway Report

Project Information

Analyst		Date	12/31/2022
Agency		Analysis Year	2022
Jurisdiction		Time Analyzed	
Project Description	Toowoomba Bypass (319A) (Without Development - 2025)	Units	Metric System

Direction 1 Geometric Data

Direction 1	Gazettal		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), m	1609.3	Percent Grade, %	4.40
Measured or Base Free-Flow Speed	Base	Grade Length, km	26.85
Base Free-Flow Speed (BFFS), km/h	100.0	Access Point Density, pts/km	0.0
Lane Width, m	3.7	Left-Side Lateral Clearance (LC_R), m	1.8
Median Type	Divided	Total Lateral Clearance (TLC), m	3.7
Free-Flow Speed (FFS), km/h	100.0		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V) veh/h	160	Heavy Vehicle Adjustment Factor (f_{HV})	0.511
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	166
Total Trucks, %	57.00	Capacity (c), pc/h/ln	2242
Single-Unit Trucks (SUT), %	30	Adjusted Capacity (c_{adj}), pc/h/ln	2242
Tractor-Trailers (TT), %	70	Volume-to-Capacity Ratio (v/c)	0.07

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), km/h	99.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/km/ln	1.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Geometric Data			
Direction 2	A-Gazettal		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), m	1609.3	Percent Grade, %	4.40
Measured or Base Free-Flow Speed	Base	Grade Length, km	26.85
Base Free-Flow Speed (BFFS), km/h	100.0	Access Point Density, pts/km	0.0
Lane Width, m	3.7	Left-Side Lateral Clearance (LC_R), m	1.8
Median Type	Divided	Total Lateral Clearance (TLC), m	3.7
Free-Flow Speed (FFS), km/h	100.0		

Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity			
Volume (V) veh/h	97	Heavy Vehicle Adjustment Factor (f_{HV})	0.511
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	101
Total Trucks, %	57.00	Capacity (c), pc/h/ln	2242
Single-Unit Trucks (SUT), %	30	Adjusted Capacity (c_{adj}), pc/h/ln	2242
Tractor-Trailers (TT), %	70	Volume-to-Capacity Ratio (v/c)	0.05

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), km/h	99.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/km/ln	1.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v_{OL}), veh/h	85	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), m	6.7	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), m	8.5	Bicycle Level of Service (LOS)	F

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HCS Multilane Highway Report

Project Information

Analyst		Date	12/31/2022
Agency		Analysis Year	2022
Jurisdiction		Time Analyzed	
Project Description	Toowoomba Bypass (319A) (With Development - 2025)	Units	Metric System

Direction 1 Geometric Data

Direction 1	Gazettal		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), m	1609.3	Percent Grade, %	4.40
Measured or Base Free-Flow Speed	Base	Grade Length, km	26.85
Base Free-Flow Speed (BFFS), km/h	100.0	Access Point Density, pts/km	0.0
Lane Width, m	3.7	Left-Side Lateral Clearance (LC_R), m	1.8
Median Type	Divided	Total Lateral Clearance (TLC), m	3.7
Free-Flow Speed (FFS), km/h	100.0		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V) veh/h	169	Heavy Vehicle Adjustment Factor (f_{HV})	0.498
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	180
Total Trucks, %	60.00	Capacity (c), pc/h/ln	2242
Single-Unit Trucks (SUT), %	30	Adjusted Capacity (c_{adj}), pc/h/ln	2242
Tractor-Trailers (TT), %	70	Volume-to-Capacity Ratio (v/c)	0.08

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), km/h	99.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/km/ln	1.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Geometric Data			
Direction 2	A-Gazettal		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), m	1609.3	Percent Grade, %	4.40
Measured or Base Free-Flow Speed	Base	Grade Length, km	26.85
Base Free-Flow Speed (BFFS), km/h	100.0	Access Point Density, pts/km	0.0
Lane Width, m	3.7	Left-Side Lateral Clearance (LC_R), m	1.8
Median Type	Divided	Total Lateral Clearance (TLC), m	3.7
Free-Flow Speed (FFS), km/h	100.0		

Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity			
Volume (V) veh/h	107	Heavy Vehicle Adjustment Factor (f_{HV})	0.494
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	115
Total Trucks, %	61.00	Capacity (c), pc/h/ln	2242
Single-Unit Trucks (SUT), %	30	Adjusted Capacity (c_{adj}), pc/h/ln	2242
Tractor-Trailers (TT), %	70	Volume-to-Capacity Ratio (v/c)	0.05

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), km/h	99.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/km/ln	1.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v_{OL}), veh/h	90	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), m	5.5	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), m	7.3	Bicycle Level of Service (LOS)	F

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APPENDIX

AA

Traffic Impact Assessment

Appendix AZ Heavy vehicle configuration

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

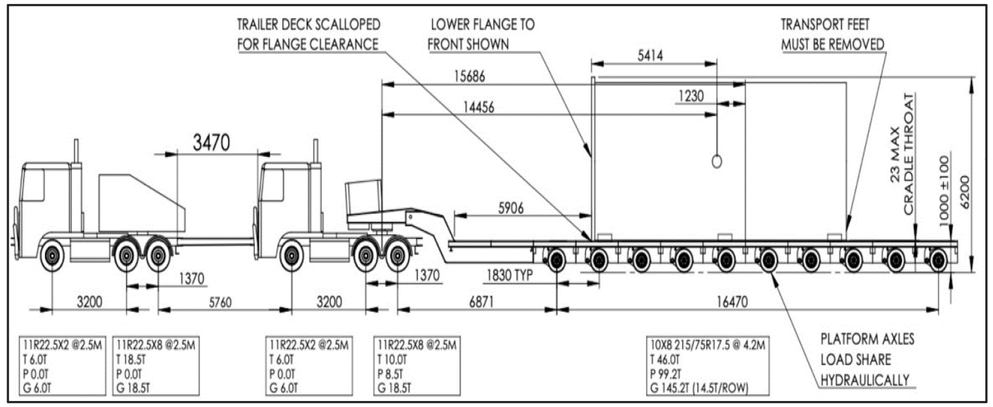
OSOM Vehicle SAR Calculation

Standard Axle Assumptions	
SAST	53
SADT	80
TADT	135
SAQT	121

Axle Weight Assumptions	
Unloaded weight of deck	46
Number of axles	10
Weight per axle	4.6

Based on Truck design shown to the right

Vehicle Properties		
Max tonnes per concrete girder	61.7	tonnes
Number of axles	20	
Tonnes per axle	3.085	tonnes



6.10 Bridges and other Structures

All structures shall be designed to accommodate nominated axle loads for the high/wide loads route trailers or approved equivalent listed below:

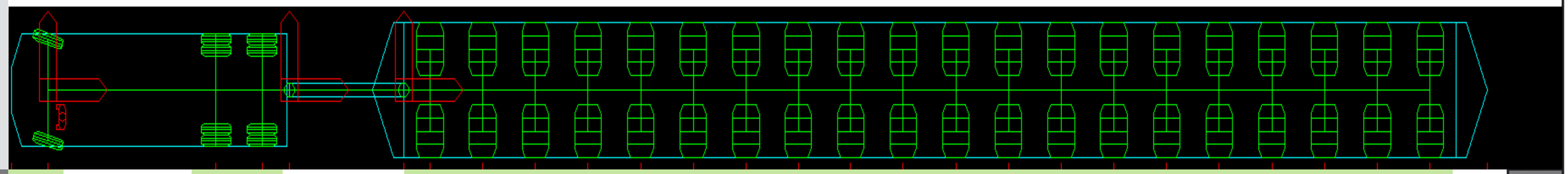
- Drake 20 row 'Two File' at 1.80 m axle spacing and 3.70 m spread with 15 t per row;
- Drake 20 row 'Two File' at 1.80 m axle spacing and 3.70 m spread with 18 t per row, for Pilbara only;
- Nicolas 22 row 'Two File' at 1.55 m axle spacing and 2.99 m spread with 14 t per row; and
- Nicolas 16 row 'Side by Side Four File' at 1.55 m axle spacing and 6.22 m spread with 20.5 t per row.

Details of these vehicles are included in Appendix B. The steer load is 7 t and the drive is 18.5 t for each block truck required to move the trailers, as detailed in the attached diagrams. However, consideration should also be given to whether a twin steer load of 12 t and a tri-drive load of 27 t will impact the bridge and other structure requirements.

All vehicles shall be treated in the same manner as the Group 2 Vehicles, refer Bridge Branch Design Information Manual (Doc no. 3912/02-4 and 3912/02-5).

Guide to Design of Oversize and Over-Mass Vehicle Corridors WA - https://www.mainroads.wa.gov.au/technical-commercial/technical-library/road-traffic-engineering/guide-to-road-design/additional-road-design2/guide-to-design-of-oversize-and-over-mass-vehicle-corridors/#mcetoc_1ech8m8o6g06

Vehicle Axle Configuration and SAR Calculations



Weighted Loading																						Total
T (Tonnes)	7.0		18.5		4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	92
P (Tonnes)	0.0		0.0		3.085	3.085	3.085	3.085	3.085	3.085	3.085	3.085	3.085	3.085	3.085	3.085	3.085	3.085	3.085	3.085	3.085	61.7
G (Tonnes)	7.0		18.5		7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	153.7
SAR4 / OSOM Vehicle																						**Total**
Axle Type	SAST		TADT		SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	
Standard Axle	53		135		120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	
Loaded weight (t)	7.0		18.5		7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	179.20
Unloaded weight (t)	7.0		18.5		4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	117.50
Loaded laden (kN)	68.7		181.5		75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	
Unloaded laden (kN)	68.7		181.5		45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	
Loaded SAR4	2.82		3.27		0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	9.12
Unloaded SAR4	2.82		3.27		0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	6.47
SAR5 / OSOM Vehicle																						**Total**
Axle Type	SAST		TADT		SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	
Standard Axle	53		135		120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	
Loaded weight (t)	7.0		18.5		7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	179.20
Unloaded weight (t)	7.0		18.5		4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	117.50
Loaded laden (kN)	68.7		181.5		75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	
Unloaded laden (kN)	68.7		181.5		45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	
Loaded SAR4	3.65		4.39		0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	9.94
Unloaded SAR4	3.65		4.39		0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	8.19
SAR12 / OSOM Vehicle																						**Total**
Axle Type	SAST		TADT		SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	SAQT	
Standard Axle	53		135		120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	120.8	
Loaded weight (t)	7.0		18.5		7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	179.20
Unloaded weight (t)	7.0		18.5		4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	117.50
Loaded laden (kN)	68.7		181.5		75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	75.4	
Unloaded laden (kN)	68.7		181.5		45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	45.1	
Loaded SAR4	22.38		34.84		0.00351	0.00351	0.00351	0.00351	0.00351	0.00351	0.00351	0.00351	0.00351	0.00351	0.00351	0.00351	0.00351	0.00351	0.00351	0.00351	0.00351	57.29
Unloaded SAR4	22.38		34.84		0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	0.00001	57.22

APPENDIX

AA

Traffic Impact Assessment

Appendix BA Pavement 5% comparison

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Road ID	X2-X1	G	X2-X1	AG	X1-X2

Road name	Barwon Highway (31A)
Road section	Ch. 0.0 to Ch. 0.8
Road authority	DTMR

B2G Development Volumes

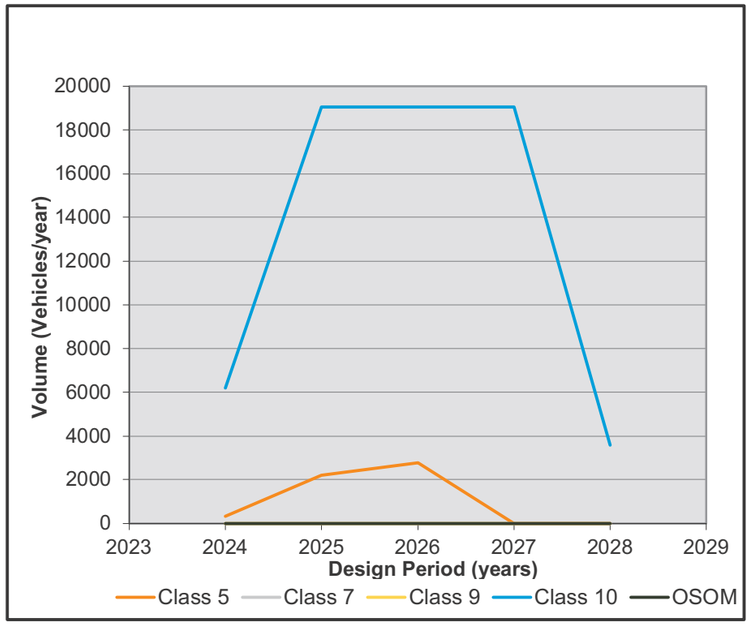
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	156	0	0	3099	0	156	0	0	3099	0	313	0	0	6198	0
2025	1099	0	0	9518	0	1099	0	0	9518	0	2198	0	0	19036	0
2026	1385	0	0	9518	0	1385	0	0	9518	0	2771	0	0	19036	0
2027	0	0	0	9518	0	0	0	0	9518	0	0	0	0	19036	0
2028	0	0	0	1796	0	0	0	0	1796	0	0	0	0	3592	0

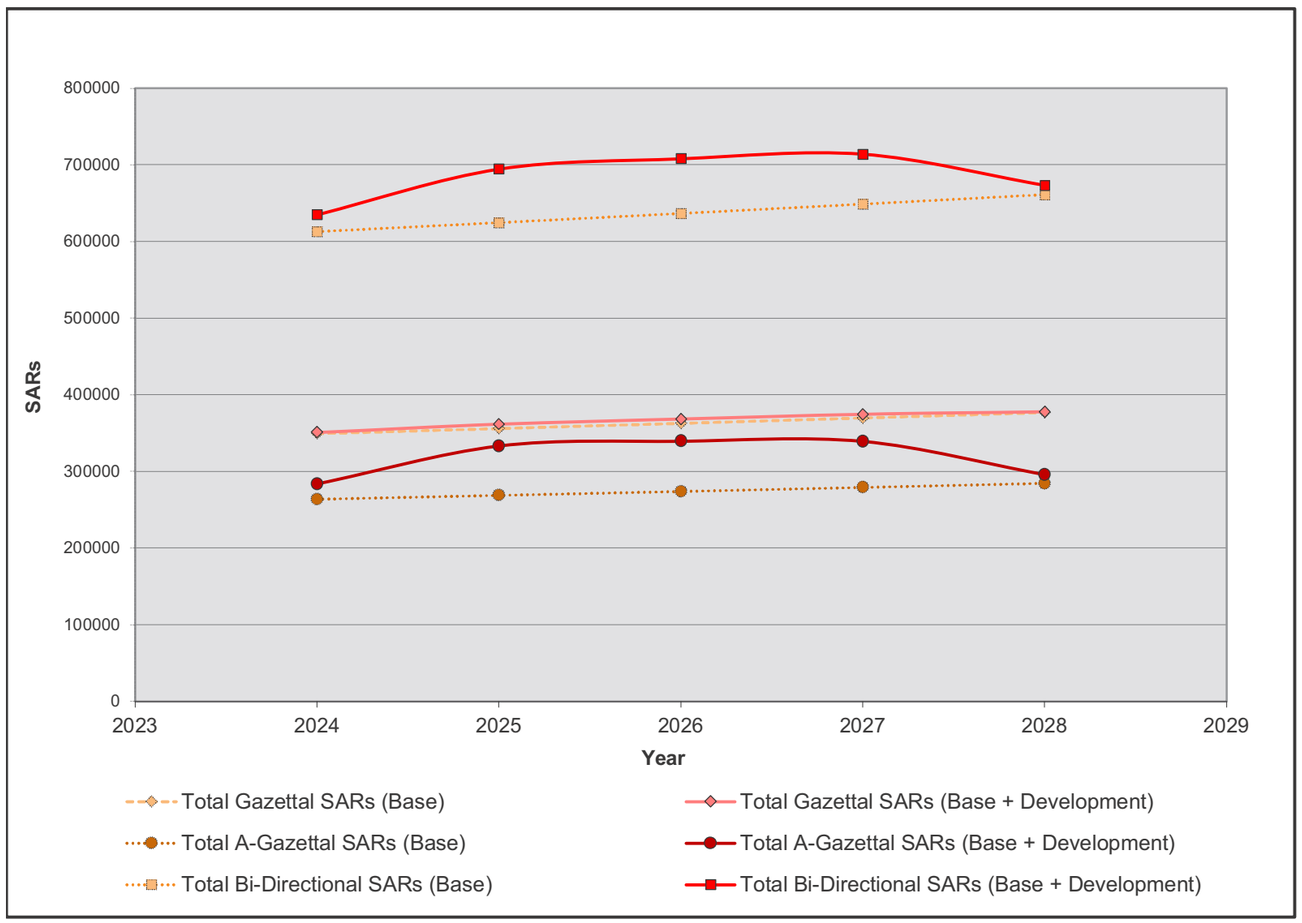
B2G SARs

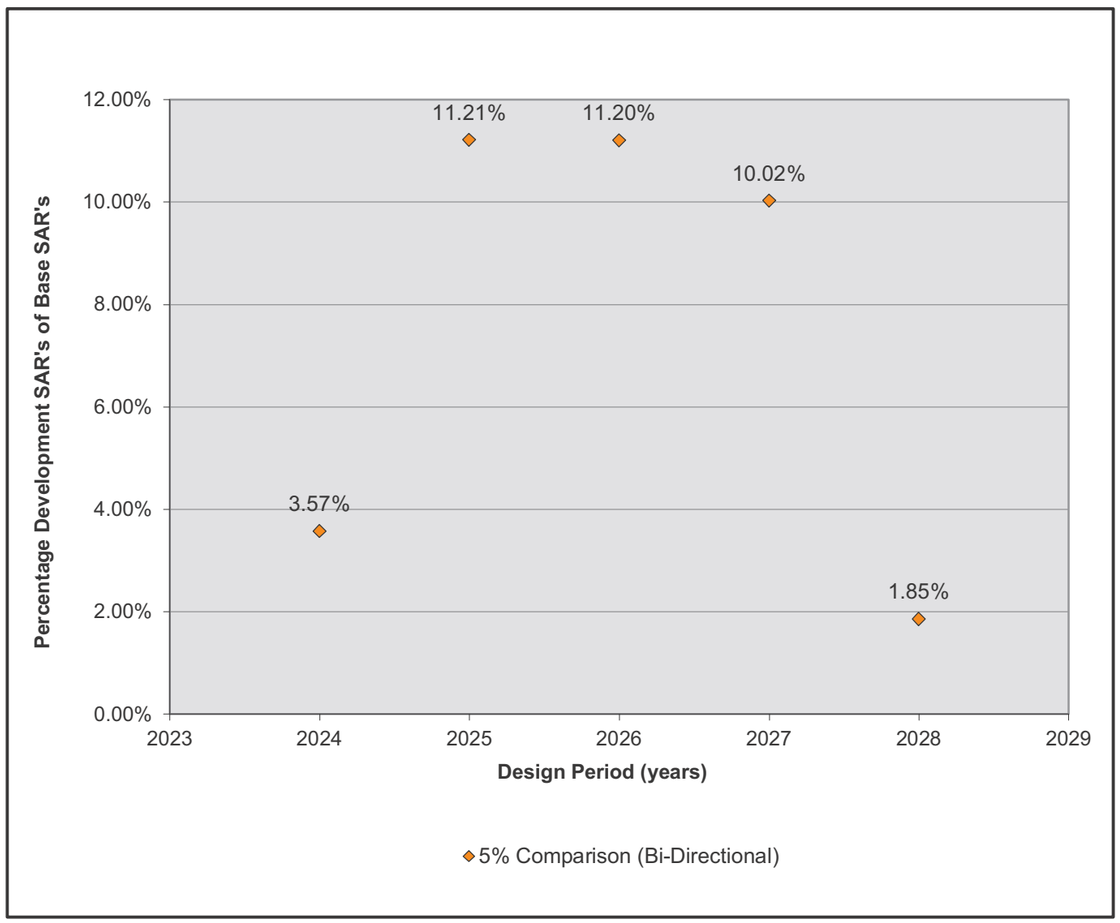
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	349293.6	263700.8	612994.4	1714	20163	21878	351008	283864	634872
2025	355984.4	268752.1	624736.5	5550	64458	70009	361535	333211	694745
2026	362803.5	273900.2	636703.7	5682	65629	71311	368485	339529	708015
2027	369753.2	279146.9	648900	5045	59963	65008	374798	339110	713908
2028	376836	284494	661330	952	11315	12267	377788	295809	673597

5% Comparison

	AG	AG	B
2024	0.49%	7.65%	3.57%
2025	1.56%	23.98%	11.21%
2026	1.57%	23.96%	11.20%
2027	1.36%	21.48%	10.02%
2028	0.25%	3.98%	1.85%







Road ID	X1-X3	G	X1-X3	AG	X3-X1

Road name	Barwon Highway (31A)
Road section	Ch. 0.8 to Ch. 2.0
Road authority	DTMR

B2G Development Volumes

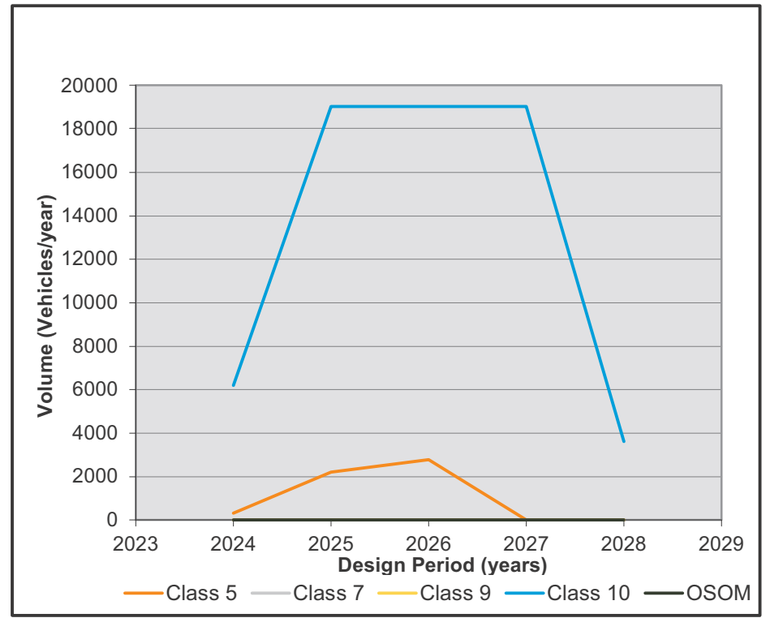
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	156	0	0	3099	0	156	0	0	3099	0	313	0	0	6198	0
2025	1099	0	0	9518	0	1099	0	0	9518	0	2198	0	0	19036	0
2026	1385	0	0	9518	0	1385	0	0	9518	0	2771	0	0	19036	0
2027	0	0	0	9518	0	0	0	0	9518	0	0	0	0	19036	0
2028	0	0	0	1796	0	0	0	0	1796	0	0	0	0	3592	0

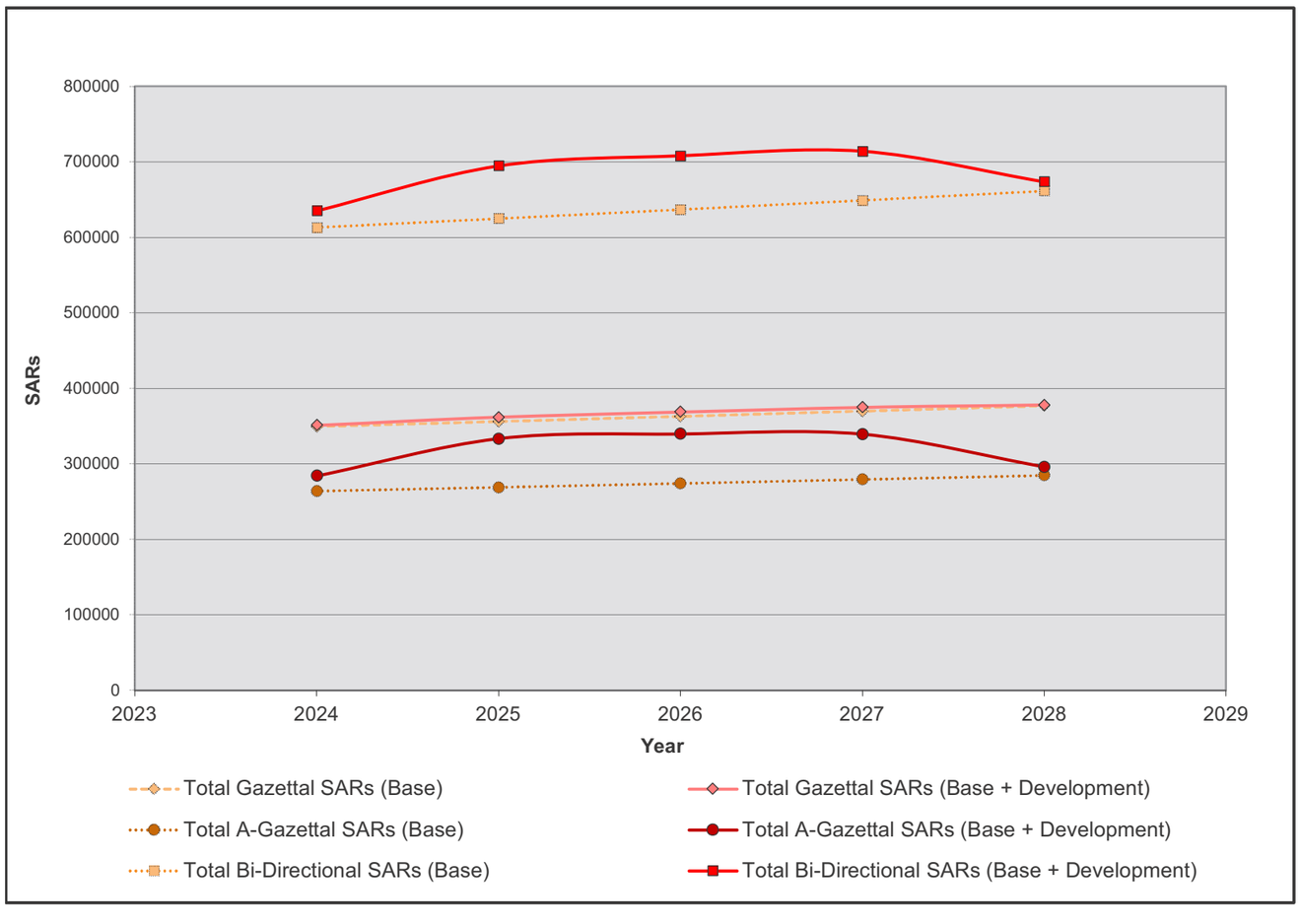
B2G SARs

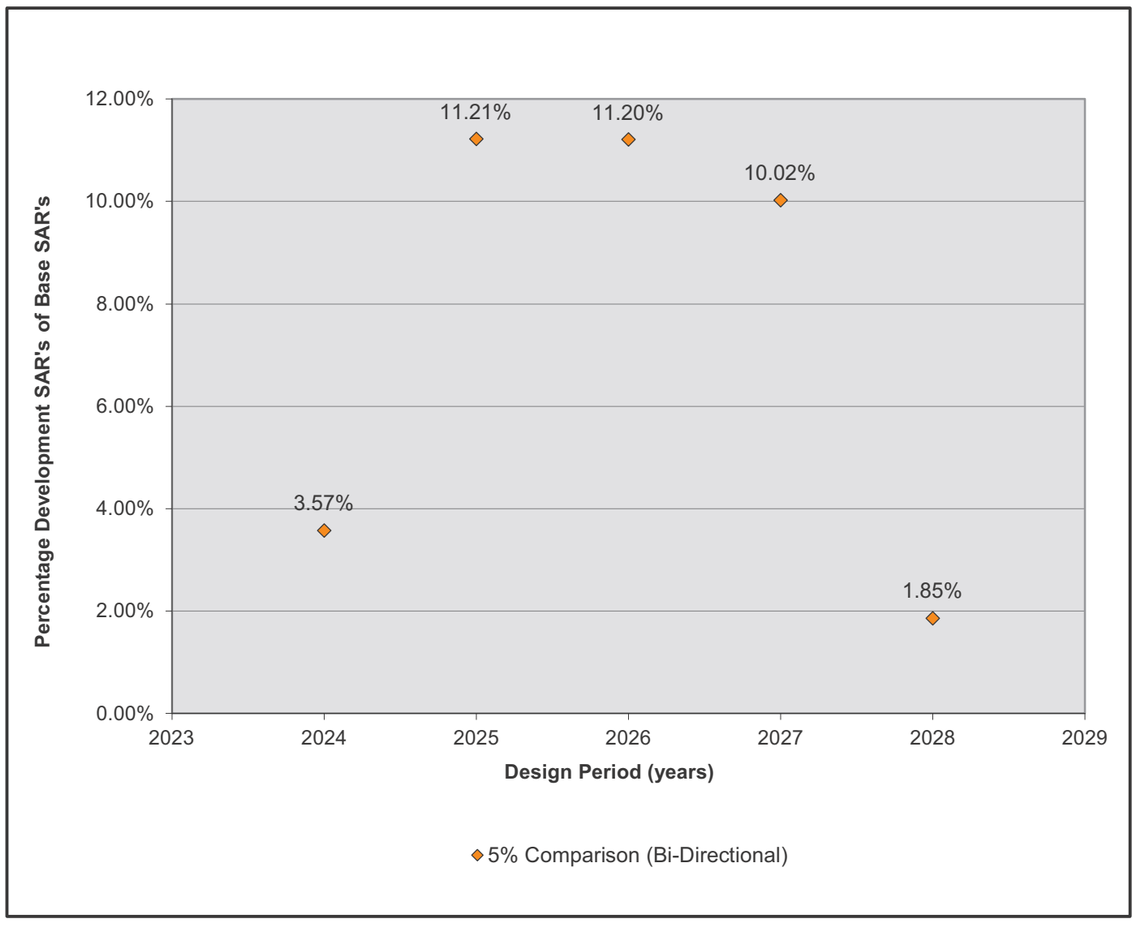
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	349293.6	263700.79	612994.4	1714	20163	21878	351008	283864	634872
2025	355984.4	268752.1	624736.5	5550	64458	70009	361535	333211	694745
2026	362803.5	273900.17	636703.7	5682	65629	71311	368485	339529	708015
2027	369753.2	279146.85	648900	5045	59963	65008	374798	339110	713908
2028	376836	284494.04	661330	952	11315	12267	377788	295809	673597

5% Comparison

	AG	AG	B
2024	0.49%	7.65%	3.57%
2025	1.56%	23.98%	11.21%
2026	1.57%	23.96%	11.20%
2027	1.36%	21.48%	10.02%
2028	0.25%	3.98%	1.85%





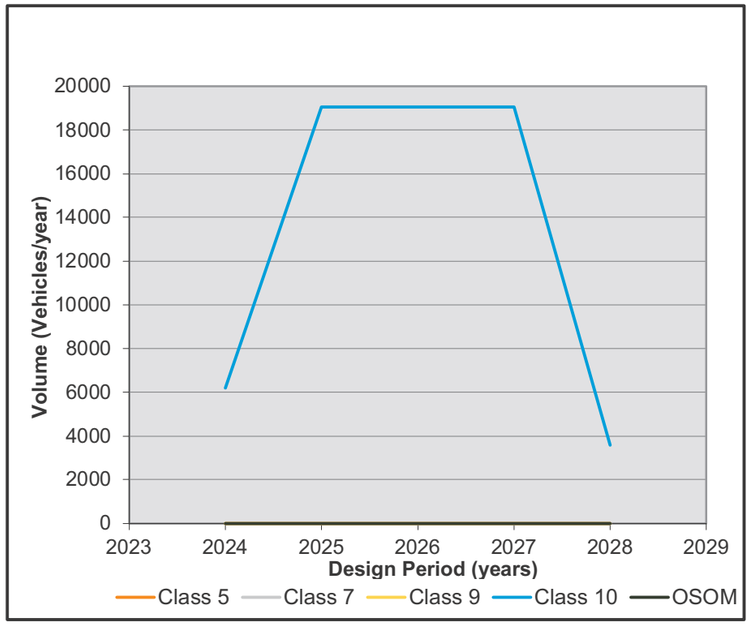


Road ID	X3-X151	G	X3-X151	AG	X151-X3

Road name	Barwon Highway (31A)
Road section	Ch. 2.0 to Ch. 45.9
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	3099	0	0	0	0	3099	0	0	0	0	6198	0
2025	0	0	0	9518	0	0	0	0	9518	0	0	0	0	19036	0
2026	0	0	0	9518	0	0	0	0	9518	0	0	0	0	19036	0
2027	0	0	0	9518	0	0	0	0	9518	0	0	0	0	19036	0
2028	0	0	0	1796	0	0	0	0	1796	0	0	0	0	3592	0

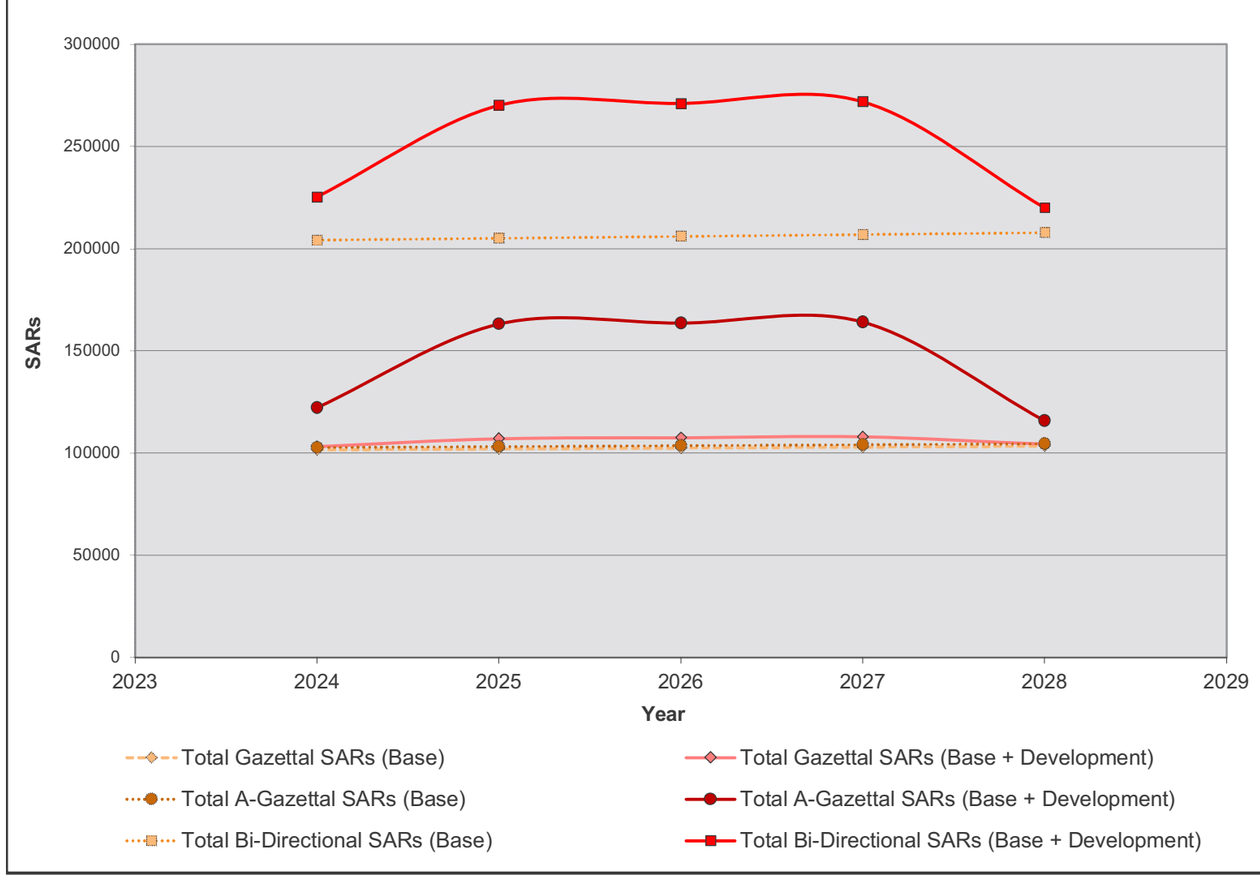


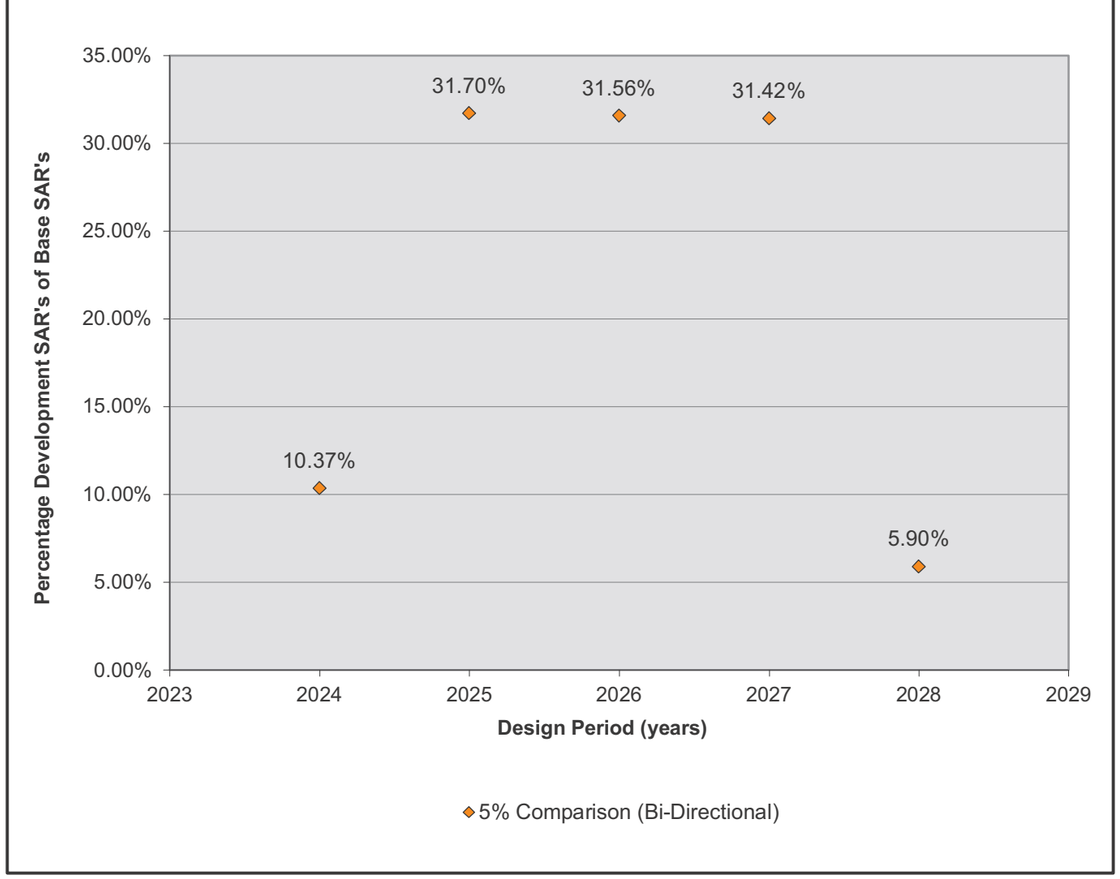
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	101508.7	102670.6	204179.4	1642	19524	21166	103151	122194	225346
2025	101956.9	103123.9	205080.8	5045	59963	65008	107001	163087	270089
2026	102407	103579.2	205986.2	5045	59963	65008	107452	163543	270994
2027	102859.1	104036.4	206895.6	5045	59963	65008	107904	164000	271903
2028	103313.2	104495.7	207809	952	11315	12267	104265	115811	220076

5% Comparison

	AG	AG	B
2024	1.62%	19.02%	10.37%
2025	4.95%	58.15%	31.70%
2026	4.93%	57.89%	31.56%
2027	4.90%	57.64%	31.42%
2028	0.92%	10.83%	5.90%





Road ID	X151-M2	G	X151-M2	AG	M2-X151

Road name	Barwon Highway (31A)
Road section	Ch. 45.9 to Ch. 88.0
Road authority	DTMR

B2G Development Volumes

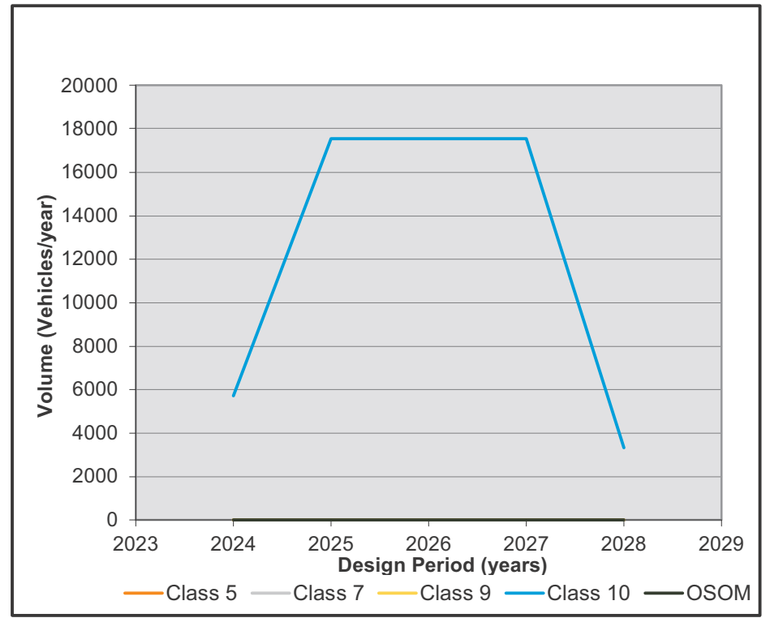
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	2856	0	0	0	0	2856	0	0	0	0	5712	0
2025	0	0	0	8774	0	0	0	0	8774	0	0	0	0	17548	0
2026	0	0	0	8774	0	0	0	0	8774	0	0	0	0	17548	0
2027	0	0	0	8774	0	0	0	0	8774	0	0	0	0	17548	0
2028	0	0	0	1656	0	0	0	0	1656	0	0	0	0	3312	0

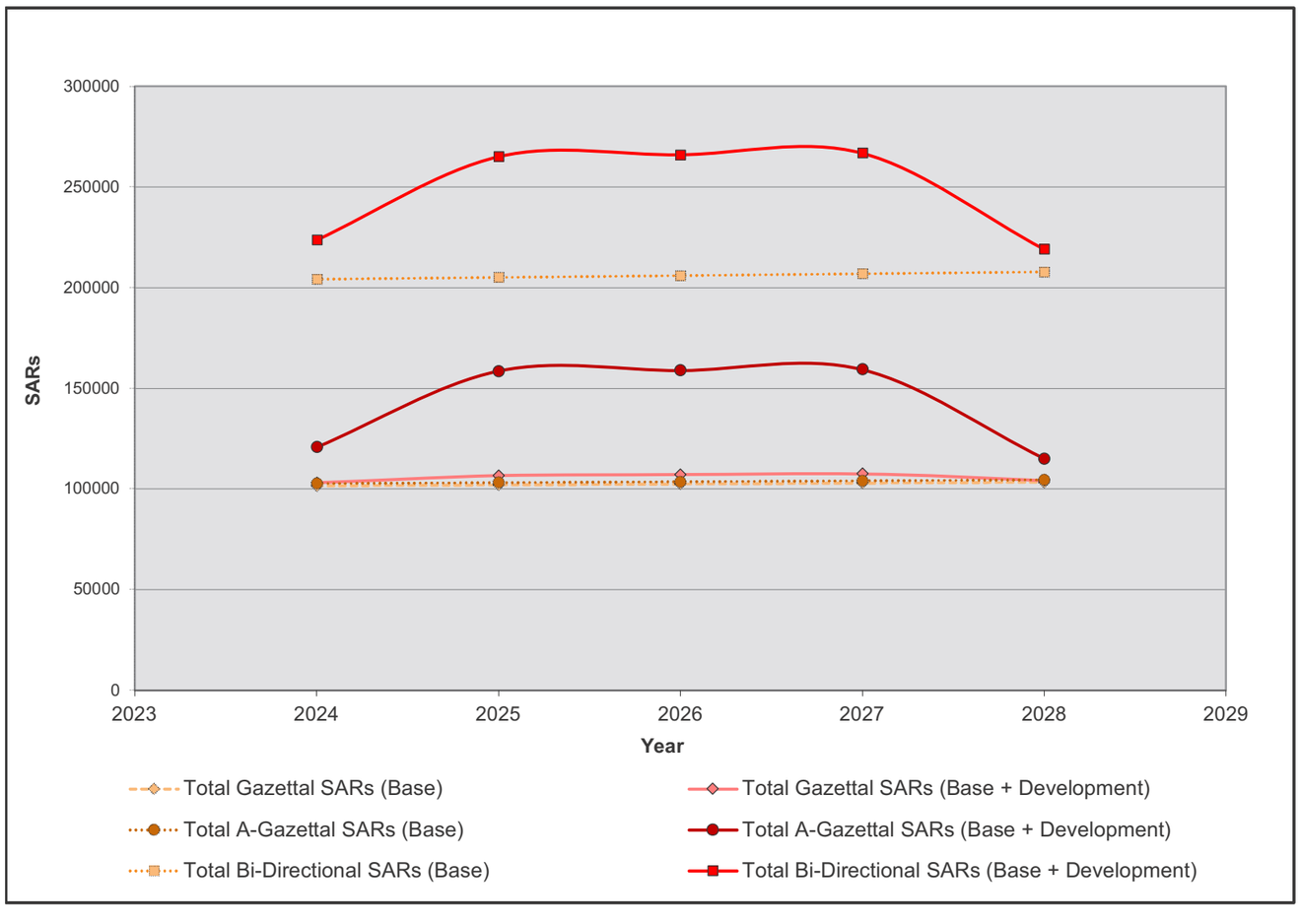
B2G SARs

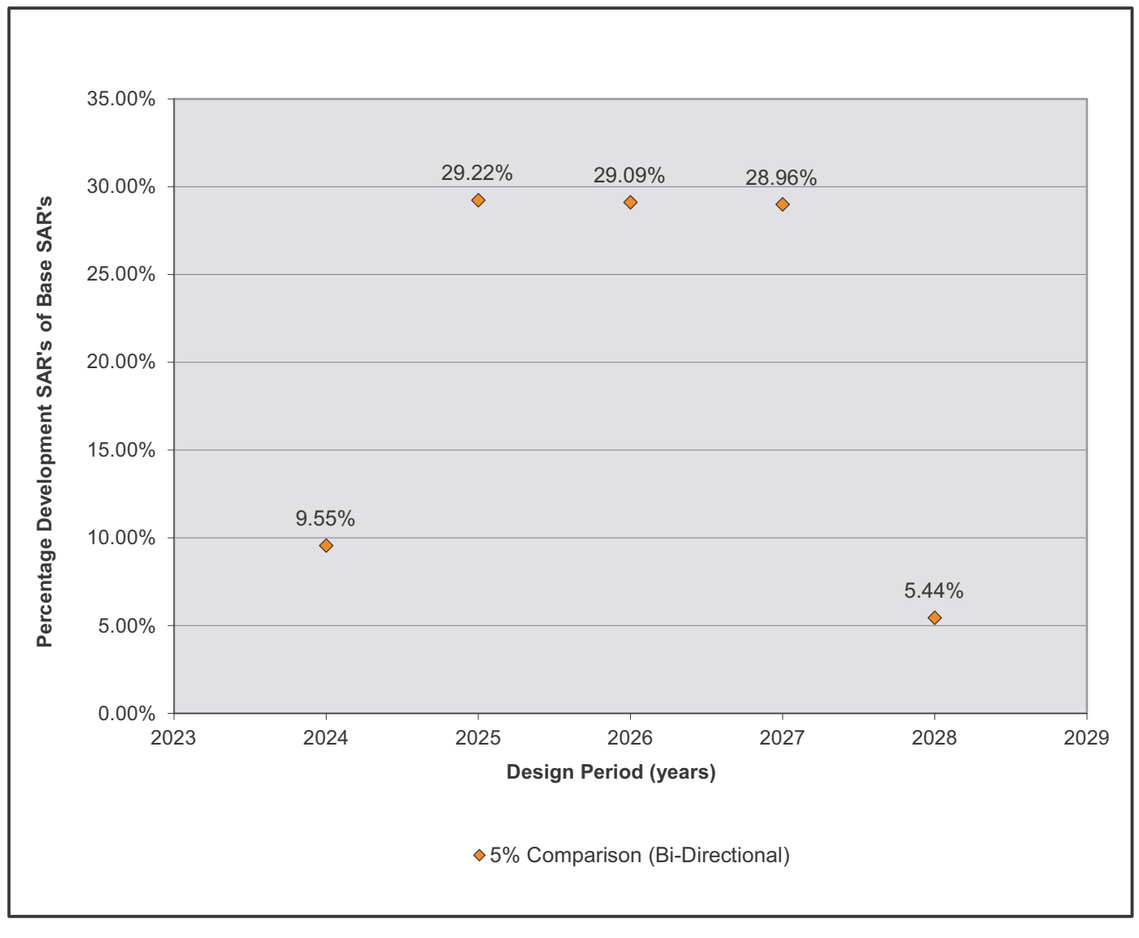
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	101508.7	102670.63	204179.4	1514	17993	19506	103022	120663	223686
2025	101956.9	103123.9	205080.8	4650	55276	59926	106607	158400	265007
2026	102407	103579.17	205986.2	4650	55276	59926	107057	158855	265913
2027	102859.1	104036.45	206895.6	4650	55276	59926	107509	159313	266822
2028	103313.2	104495.75	207809	878	10433	11310	104191	114929	219119

5% Comparison

	AG	AG	B
2024	1.49%	17.52%	9.55%
2025	4.56%	53.60%	29.22%
2026	4.54%	53.37%	29.09%
2027	4.52%	53.13%	28.96%
2028	0.85%	9.98%	5.44%







Road ID	M2-X150	G	M2-X150	AG	X150-M2

Road name	Barwon Highway (31B)
Road section	Ch. 0.0 to Ch. 1.6
Road authority	DTMR

B2G Development Volumes

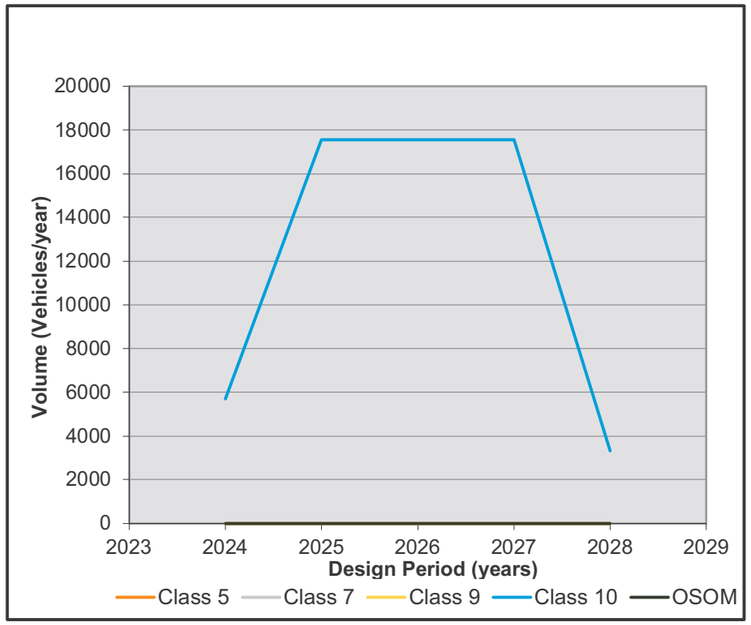
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	2856	0	0	0	0	2856	0	0	0	0	5712	0
2025	0	0	0	8774	0	0	0	0	8774	0	0	0	0	17548	0
2026	0	0	0	8774	0	0	0	0	8774	0	0	0	0	17548	0
2027	0	0	0	8774	0	0	0	0	8774	0	0	0	0	17548	0
2028	0	0	0	1656	0	0	0	0	1656	0	0	0	0	3312	0

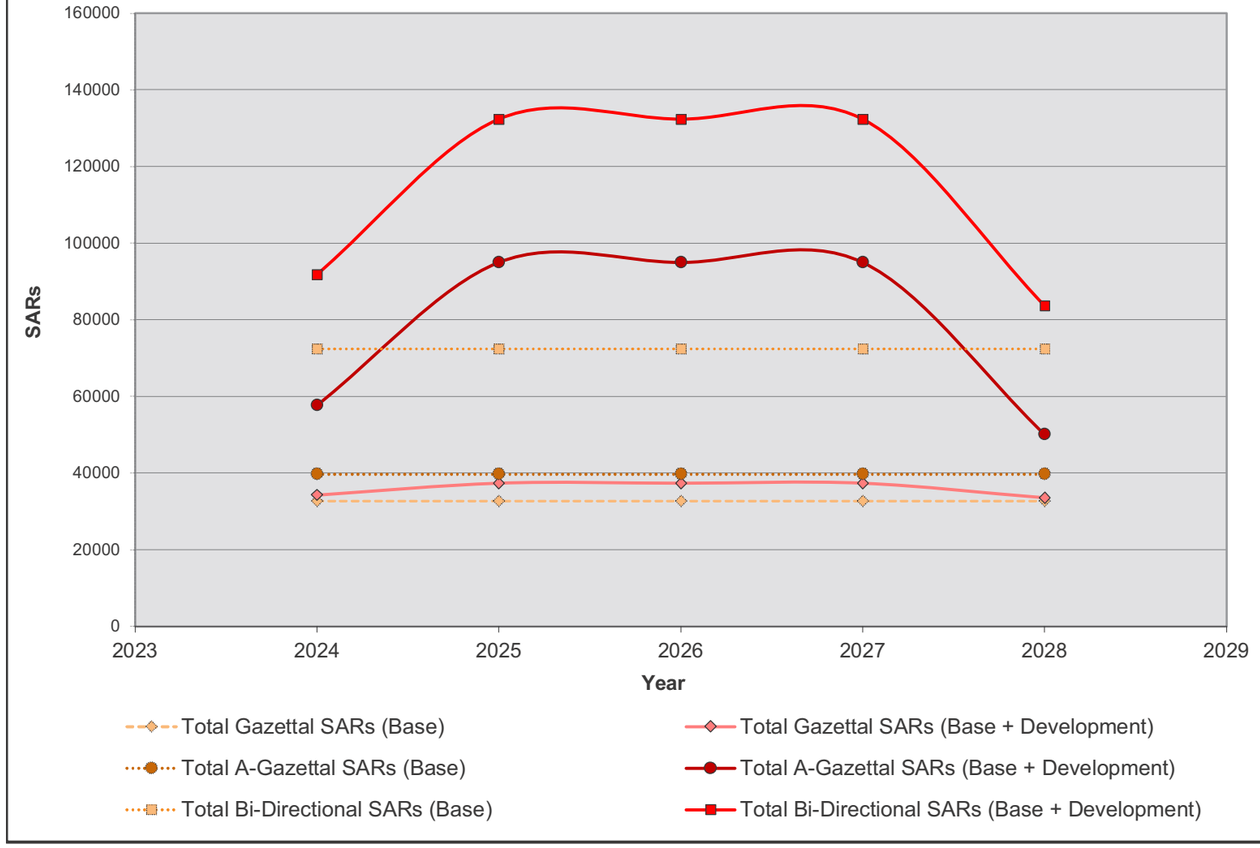
B2G SARs

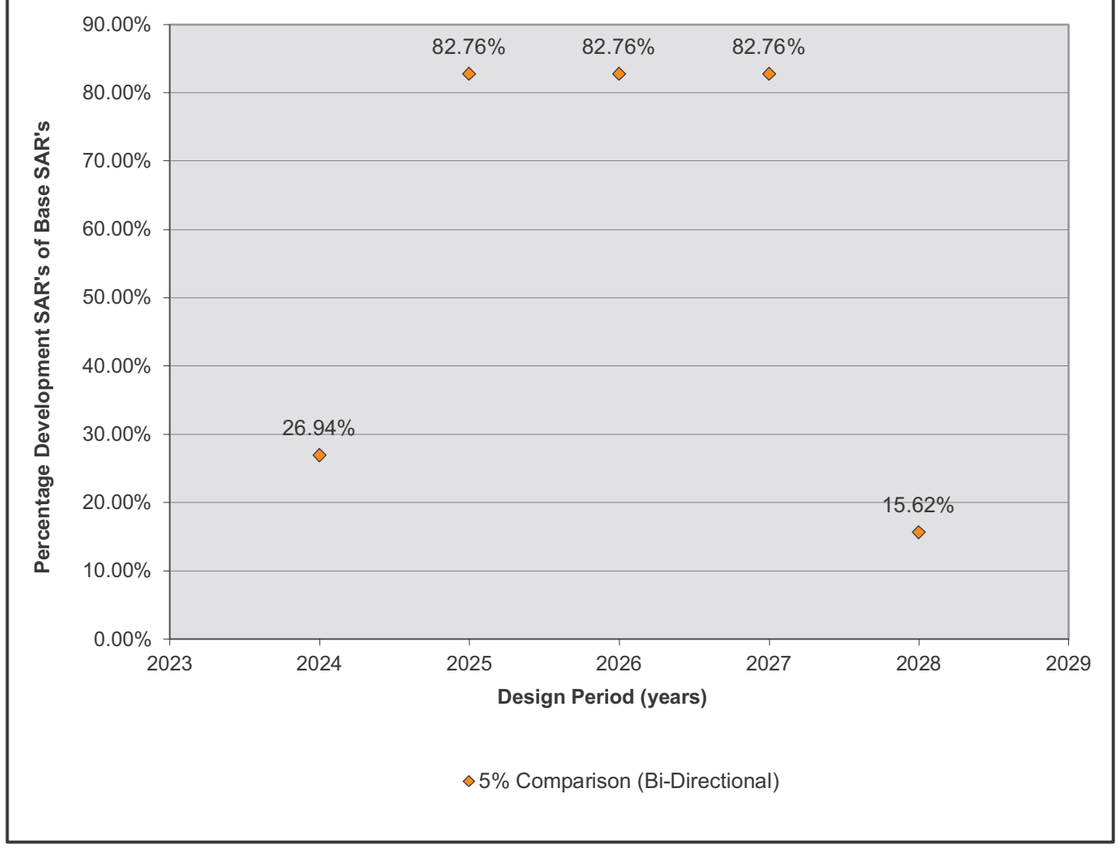
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	32703.3	39707.33	72410.63	1514	17993	19506	34217	57700	91917
2025	32703.3	39707.33	72410.63	4650	55276	59926	37354	94984	132337
2026	32703.3	39707.33	72410.63	4650	55276	59926	37354	94984	132337
2027	32703.3	39707.33	72410.63	4650	55276	59926	37354	94984	132337
2028	32703.3	39707.33	72410.63	878	10433	11310	33581	50140	83721

5% Comparison

	AG	AG	B
2024	4.63%	45.31%	26.94%
2025	14.22%	139.21%	82.76%
2026	14.22%	139.21%	82.76%
2027	14.22%	139.21%	82.76%
2028	2.68%	26.27%	15.62%







Road ID	X150-X148	G	X150-X148	AG	X148-X150

Road name	Barwon Highway (31B)
Road section	Ch. 1.6 to Ch. 66.8
Road authority	DTMR

B2G Development Volumes

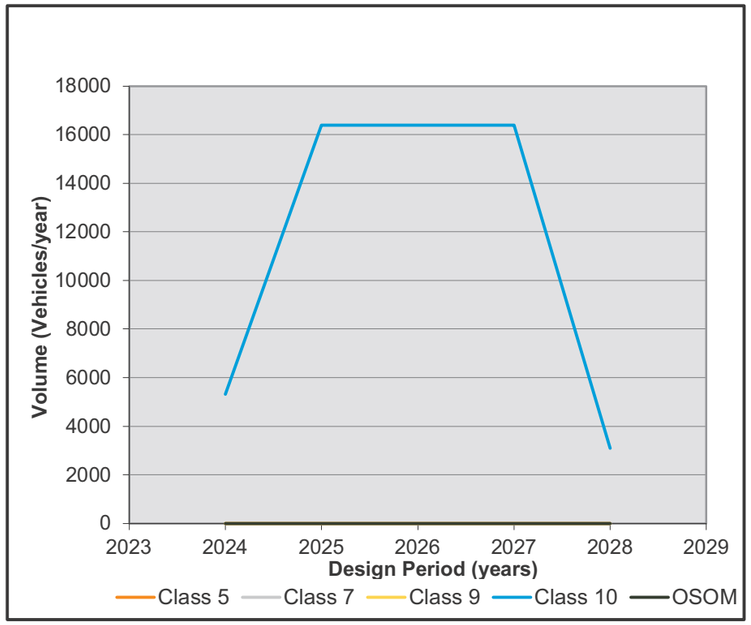
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	2666	0	0	0	0	2666	0	0	0	0	5332	0
2025	0	0	0	8194	0	0	0	0	8194	0	0	0	0	16388	0
2026	0	0	0	8194	0	0	0	0	8194	0	0	0	0	16388	0
2027	0	0	0	8194	0	0	0	0	8194	0	0	0	0	16388	0
2028	0	0	0	1546	0	0	0	0	1546	0	0	0	0	3092	0

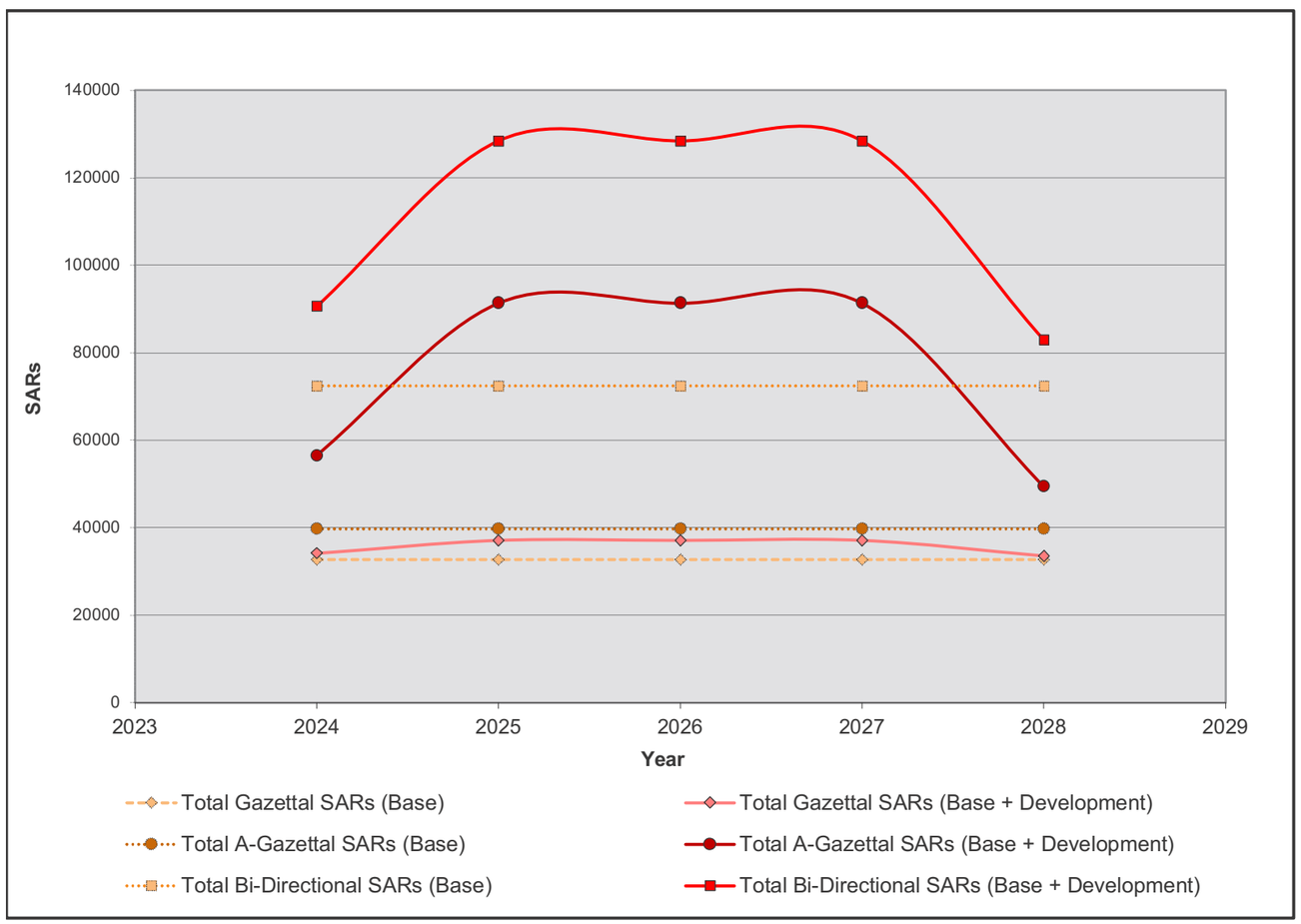
B2G SARs

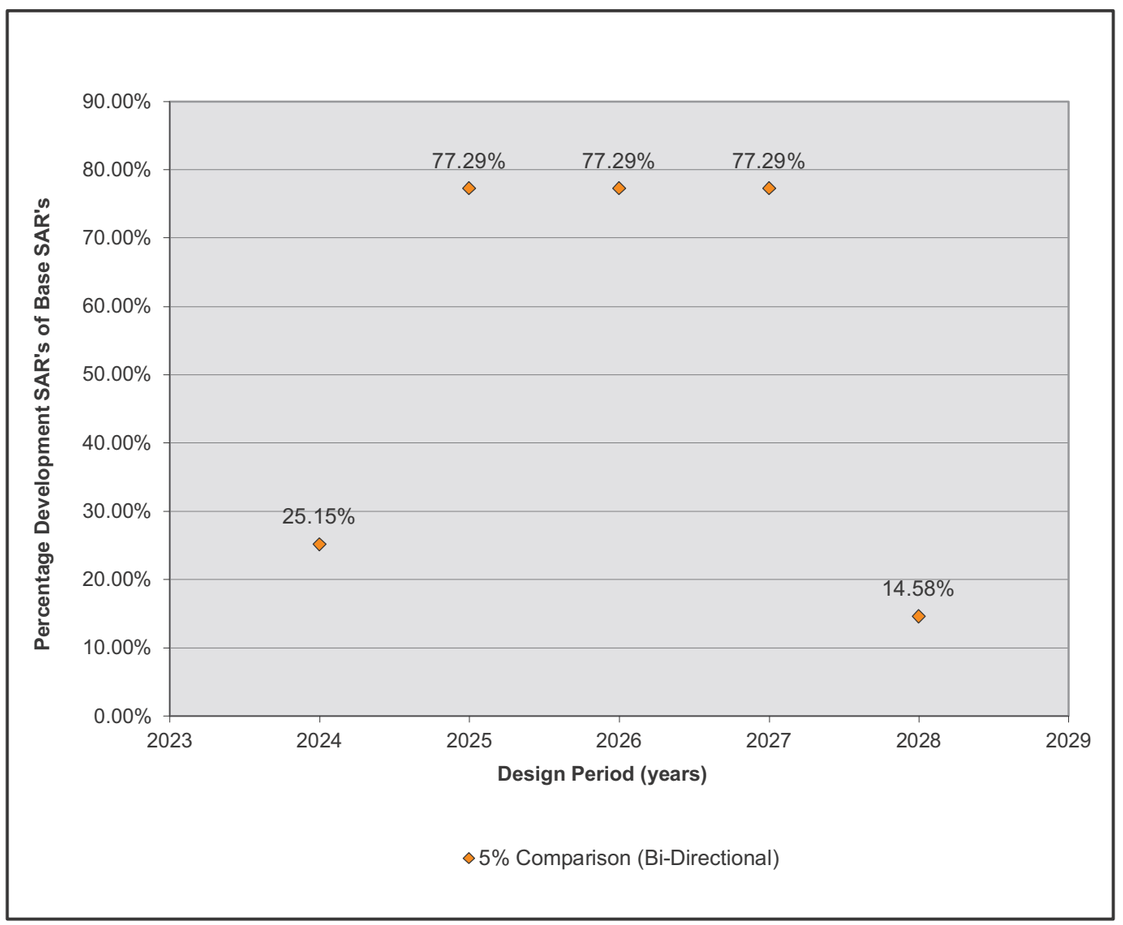
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	32703.3	39707.33	72410.63	1413	16796	18209	34116	56503	90619
2025	32703.3	39707.33	72410.63	4343	51622	55965	37046	91330	128376
2026	32703.3	39707.33	72410.63	4343	51622	55965	37046	91330	128376
2027	32703.3	39707.33	72410.63	4343	51622	55965	37046	91330	128376
2028	32703.3	39707.33	72410.63	819	9740	10559	33523	49447	82970

5% Comparison

	AG	AG	B
2024	4.32%	42.30%	25.15%
2025	13.28%	130.01%	77.29%
2026	13.28%	130.01%	77.29%
2027	13.28%	130.01%	77.29%
2028	2.51%	24.53%	14.58%







Road ID	X149-X148	G	X149-X148	AG	X148-X149

Road name	Carnarvon Highway (24A)
Road section	Ch. 40.5 to Ch. 73.5
Road authority	DTMR

B2G Development Volumes

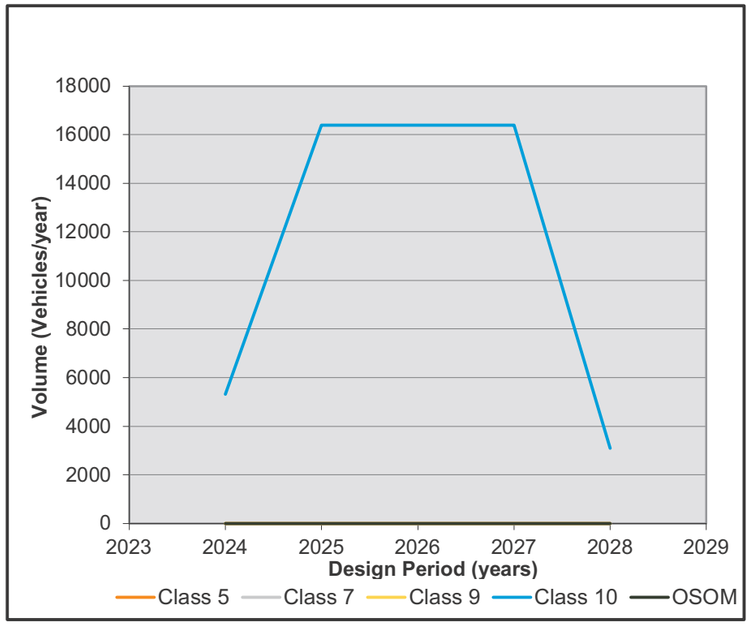
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	2666	0	0	0	0	2666	0	0	0	0	5332	0
2025	0	0	0	8194	0	0	0	0	8194	0	0	0	0	16388	0
2026	0	0	0	8194	0	0	0	0	8194	0	0	0	0	16388	0
2027	0	0	0	8194	0	0	0	0	8194	0	0	0	0	16388	0
2028	0	0	0	1546	0	0	0	0	1546	0	0	0	0	3092	0

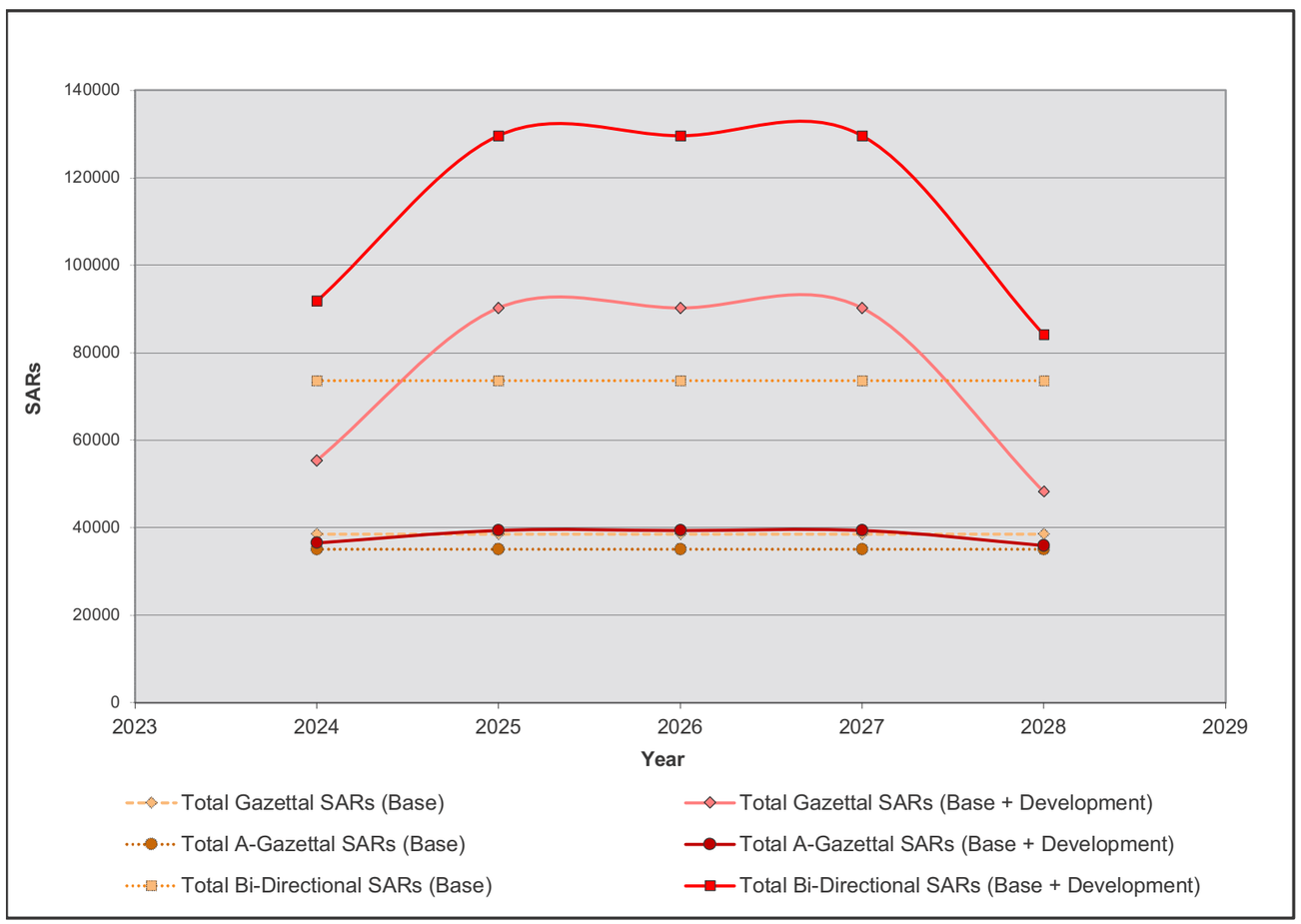
B2G SARs

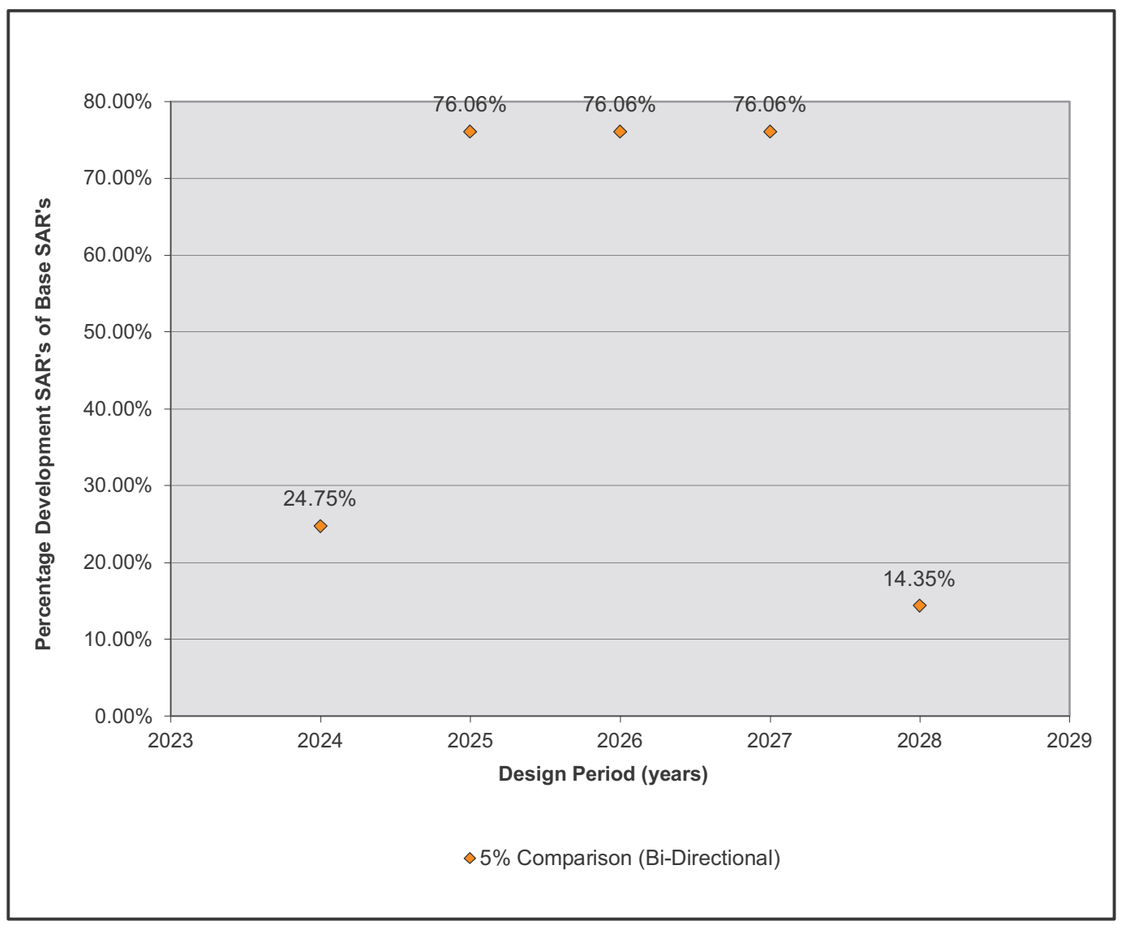
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	38540.15	35041.4	73581.55	16796	1413	18209	55336	36454	91790
2025	38540.15	35041.4	73581.55	51622	4343	55965	90162	39384	129547
2026	38540.15	35041.4	73581.55	51622	4343	55965	90162	39384	129547
2027	38540.15	35041.4	73581.55	51622	4343	55965	90162	39384	129547
2028	38540.15	35041.4	73581.55	9740	819	10559	48280	35861	84141

5% Comparison

	AG	AG	B
2024	43.58%	4.03%	24.75%
2025	133.94%	12.39%	76.06%
2026	133.94%	12.39%	76.06%
2027	133.94%	12.39%	76.06%
2028	25.27%	2.34%	14.35%







Road ID	M1-X73	G	M1-X73	AG	X73-M1

Road name	Charlton Connection Road (320)
Road section	Ch. 0.0 to Ch. 1.6
Road authority	DTMR

B2G Development Volumes

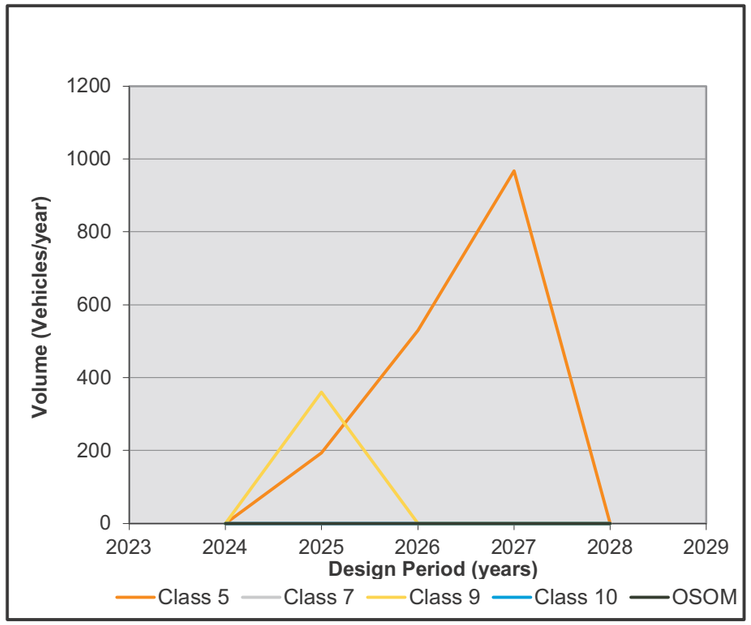
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	97	0	180	0	0	97	0	180	0	0	193	0	361	0	0
2026	265	0	0	0	0	265	0	0	0	0	529	0	0	0	0
2027	484	0	0	0	0	484	0	0	0	0	968	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

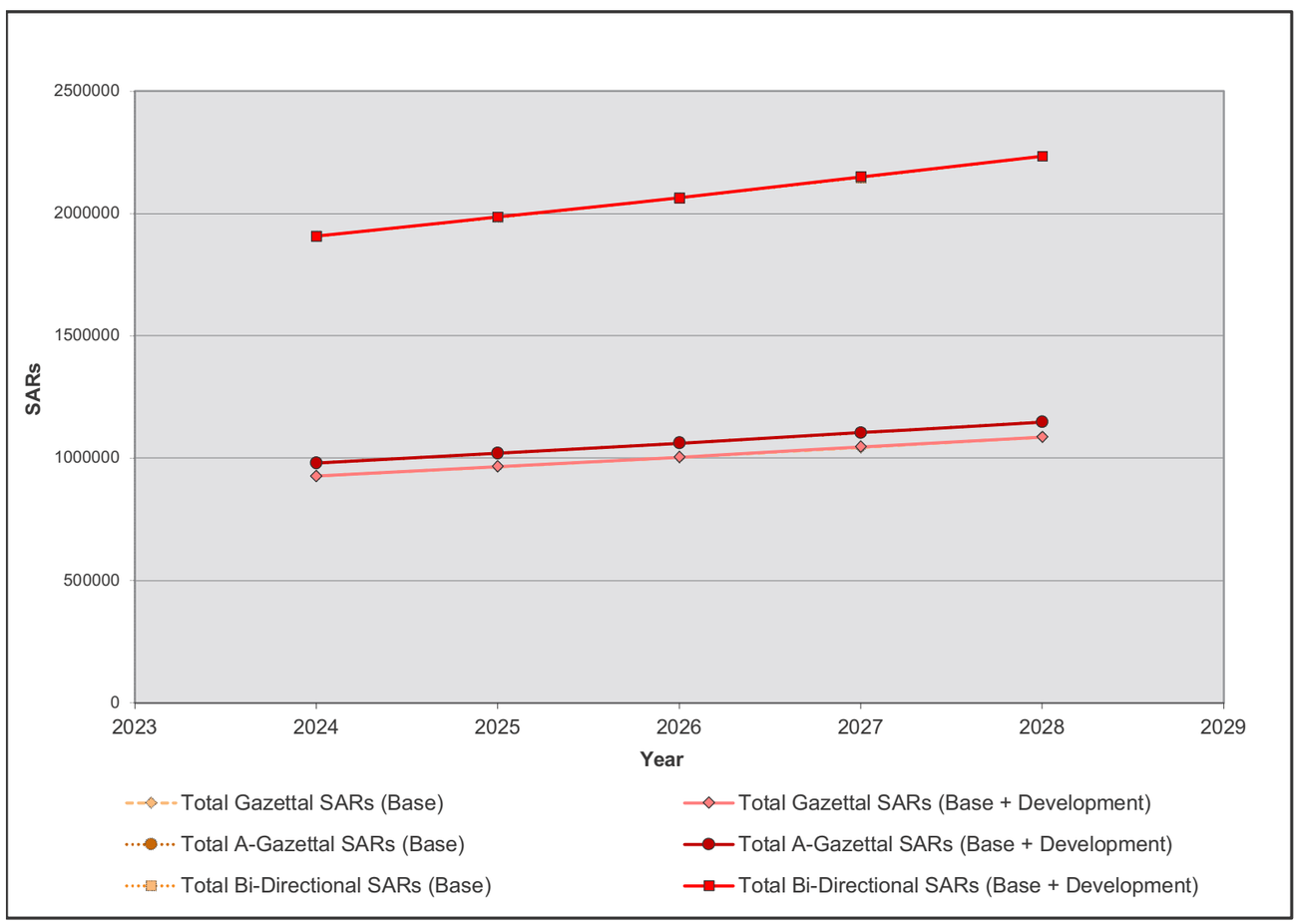
B2G SARs

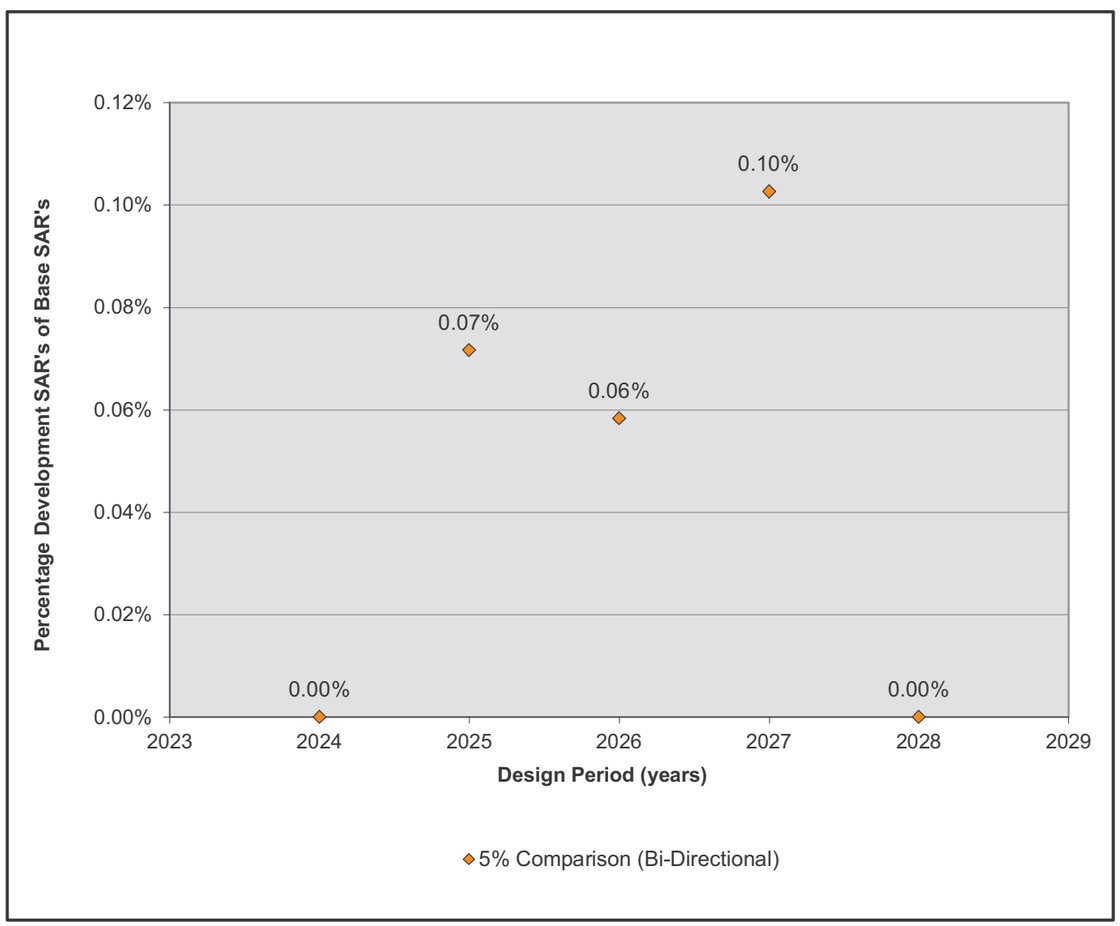
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	926788.2	980128	1906916	0	0	0	926788	980128	1906916
2025	964167.2	1019658	1983826	1284	136	1421	965452	1019795	1985246
2026	1003054	1060783	2063837	1082	122	1204	1004136	1060905	2065041
2027	1043509	1103566	2147075	1980	223	2202	1045488	1103789	2149277
2028	1085595	1148075	2233670	0	0	0	1085595	1148075	2233670

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.13%	0.01%	0.07%
2026	0.11%	0.01%	0.06%
2027	0.19%	0.02%	0.10%
2028	0.00%	0.00%	0.00%







Road ID	X5-X10	G	X5-X10	AG	X10-X5

Road name	Cunningham Highway (17C)
Road section	Ch. 94.4 to Ch. 96.2
Road authority	DTMR

B2G Development Volumes

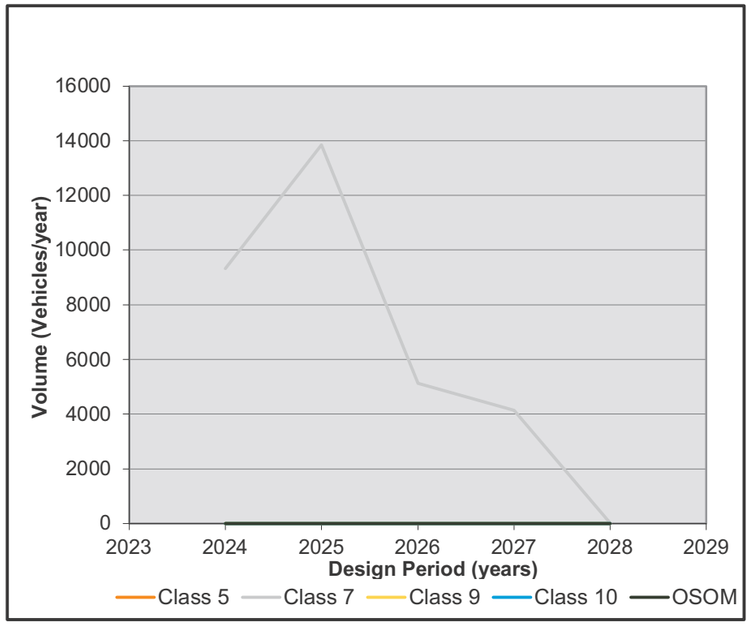
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	4662	0	0	0	0	4662	0	0	0	0	9323	0	0	0
2025	0	6928	0	0	0	0	6928	0	0	0	0	13855	0	0	0
2026	0	2562	0	0	0	0	2562	0	0	0	0	5125	0	0	0
2027	0	2067	0	0	0	0	2067	0	0	0	0	4135	0	0	0
2028	0	5	0	0	0	0	5	0	0	0	0	10	0	0	0

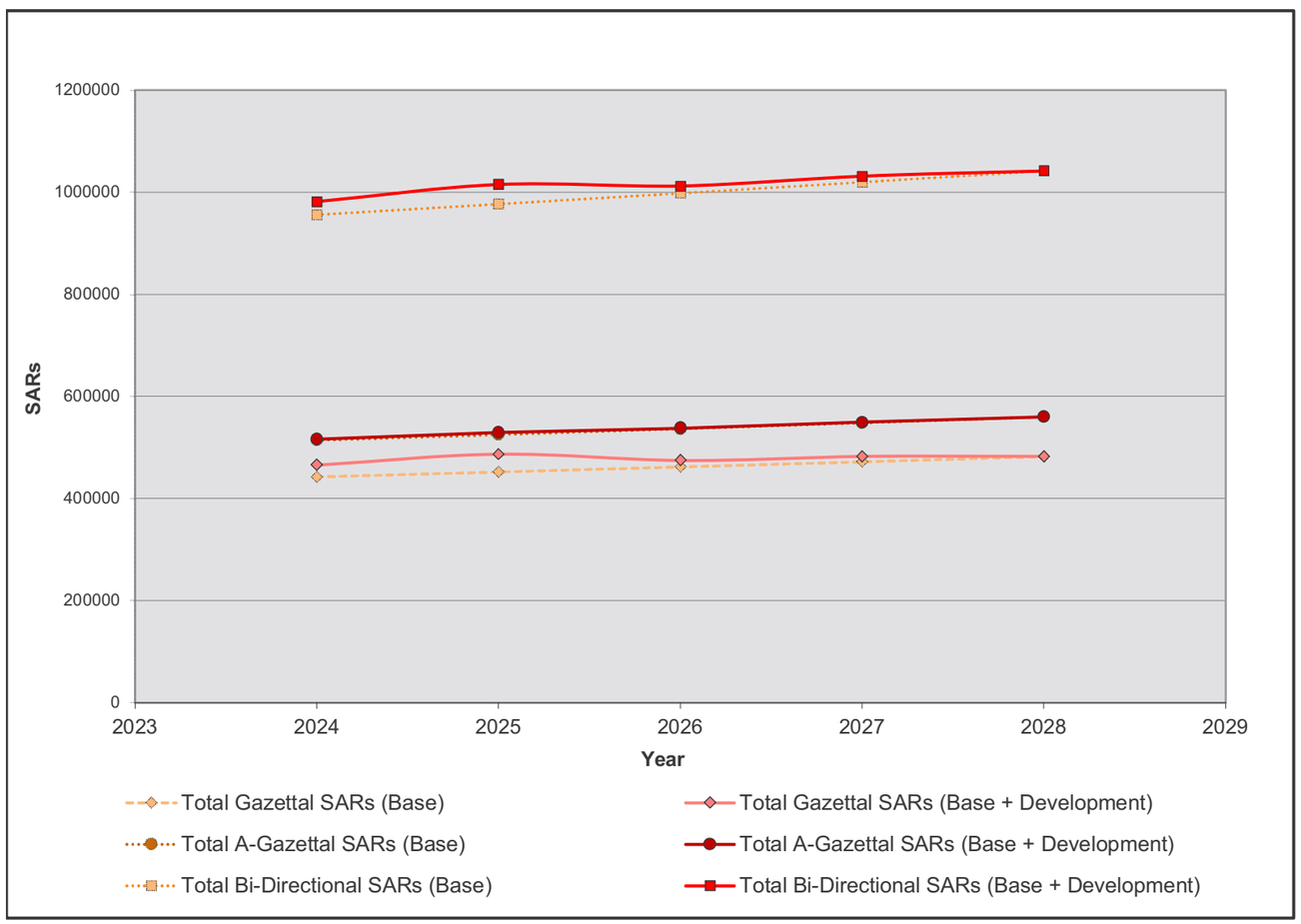
B2G SARs

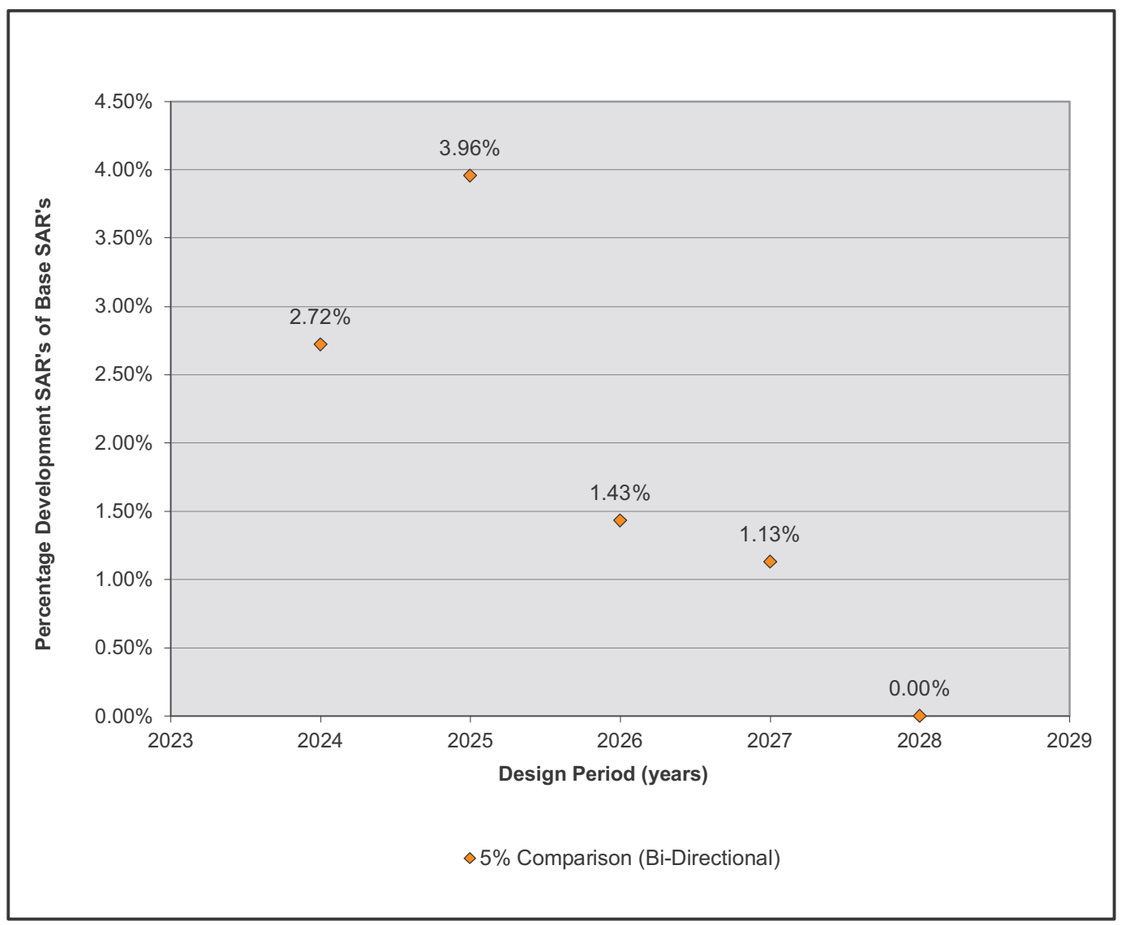
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	442215.4	513782.4	955997.8	23402	2611	26012	465617	516393	982010
2025	451838.7	524963.2	976801.9	34776	3879	38655	486615	528843	1015457
2026	461671.5	536387.3	998058.8	12863	1435	14298	474534	537822	1012357
2027	471718.3	548060	1019778	10378	1158	11535	482096	549218	1031314
2028	481983.6	559986.7	1041970	25	3	28	482009	559990	1041999

5% Comparison

	AG	AG	B
2024	5.29%	0.51%	2.72%
2025	7.70%	0.74%	3.96%
2026	2.79%	0.27%	1.43%
2027	2.20%	0.21%	1.13%
2028	0.01%	0.00%	0.00%







Road ID	X10-X9	G	X10-X9	AG	X9-X10

Road name	Cunningham Highway (17C)
Road section	Ch. 96.2 to Ch. 97.5
Road authority	DTMR

B2G Development Volumes

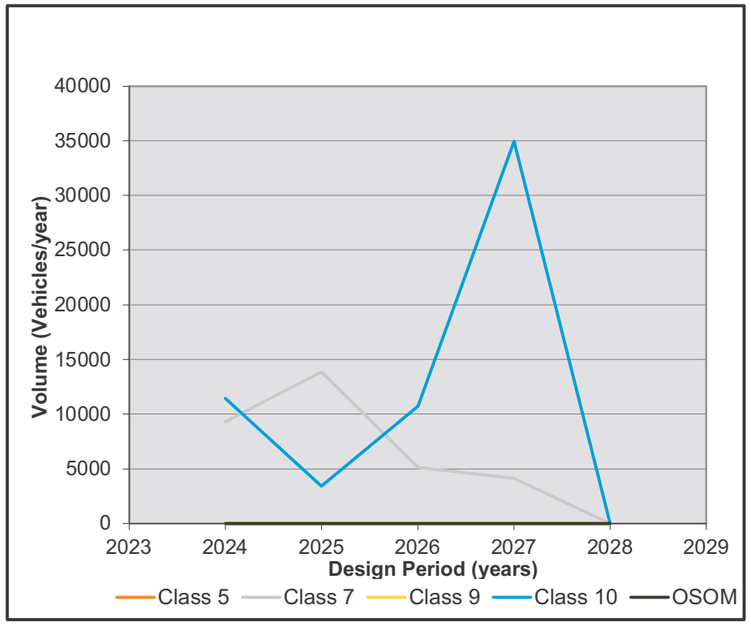
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	4662	0	5735	0	0	4662	0	5735	0	0	9323	0	11469	0
2025	0	6928	0	1720	0	0	6928	0	1720	0	0	13855	0	3441	0
2026	0	2562	0	5367	0	0	2562	0	5367	0	0	5125	0	10734	0
2027	0	2067	0	17489	0	0	2067	0	17489	0	0	4135	0	34977	0
2028	0	5	0	0	0	0	5	0	0	0	0	10	0	0	0

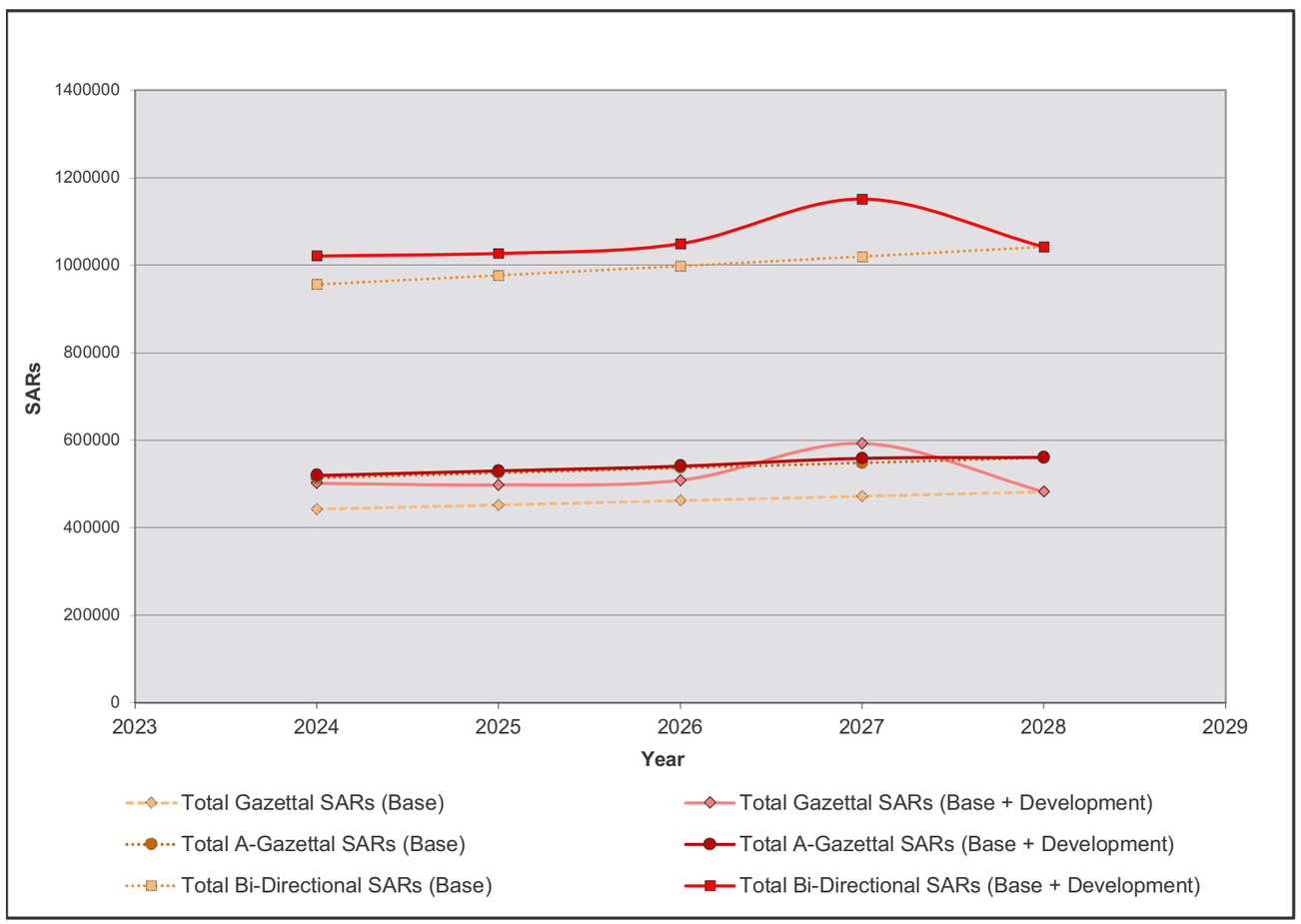
B2G SARs

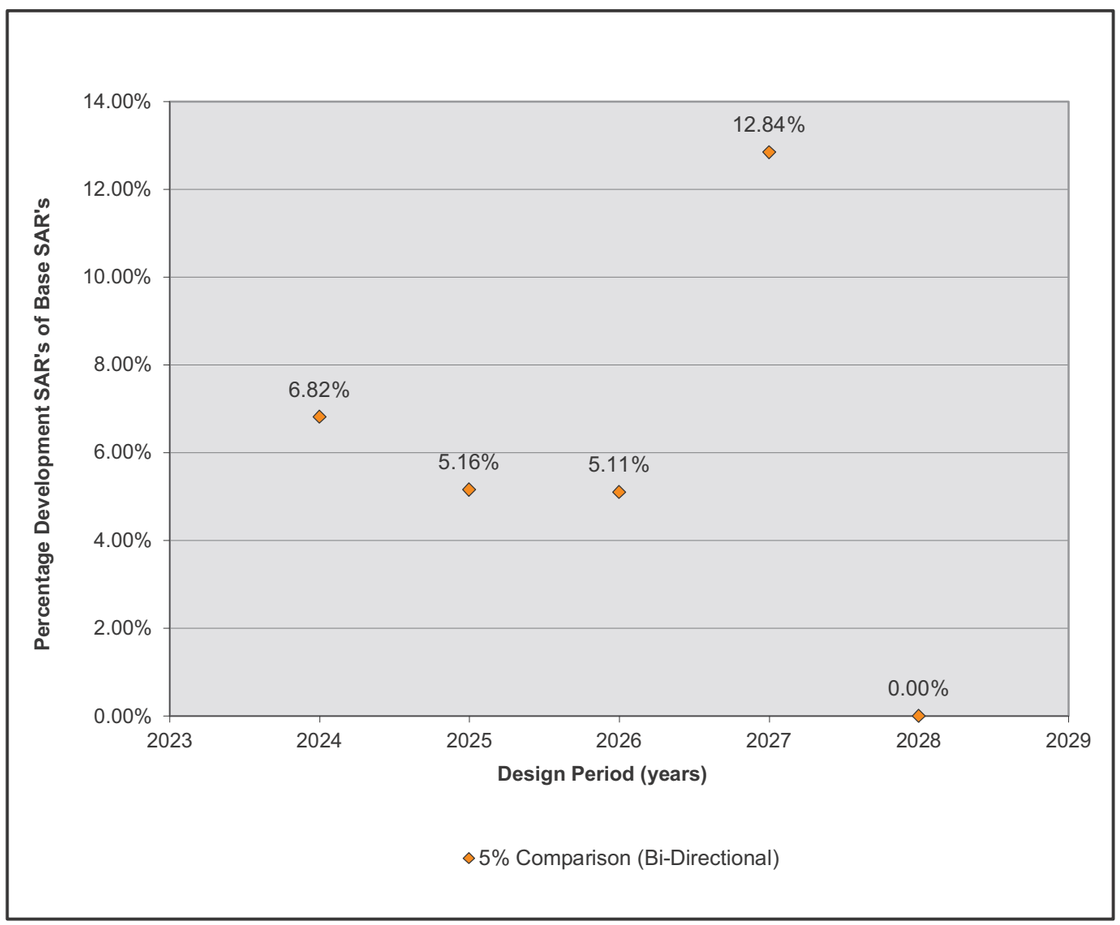
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	442215.4	513782.4	955997.8	59530	5650	65180	501746	519432	1021178
2025	451838.7	524963.2	976801.9	45615	4791	50406	497453	529754	1027208
2026	461671.5	536387.3	998058.8	46675	4279	50954	508346	540667	1049013
2027	471718.3	548060	1019778	120556	10427	130983	592274	558487	1150761
2028	481983.6	559986.7	1041970	25	3	28	482009	559990	1041999

5% Comparison

	AG	AG	B
2024	13.46%	1.10%	6.82%
2025	10.10%	0.91%	5.16%
2026	10.11%	0.80%	5.11%
2027	25.56%	1.90%	12.84%
2028	0.01%	0.00%	0.00%







Road ID	X9-X15	G	X9-X15	AG	X15-X9

Road name	Cunningham Highway (17C)
Road section	Ch. 97.5 to Ch. 105.7
Road authority	DTMR

B2G Development Volumes

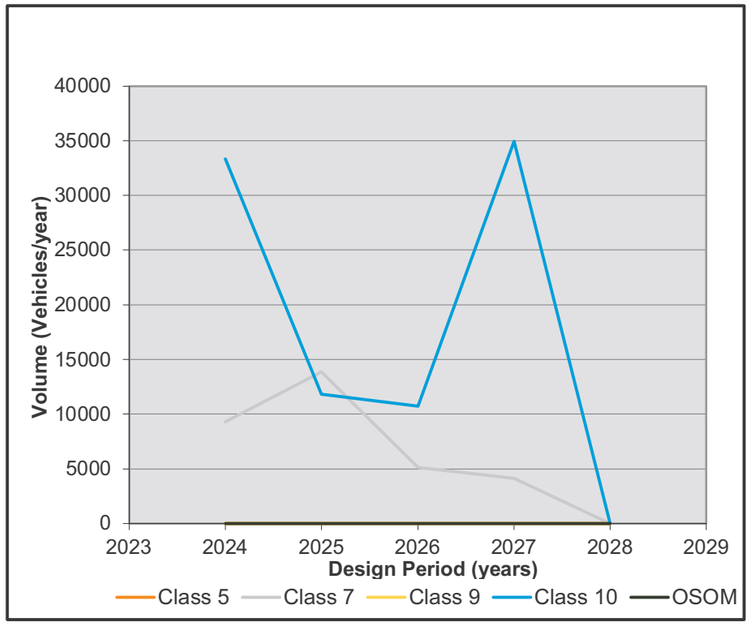
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	4662	0	16672	0	0	4662	0	16672	0	0	9323	0	33344	0
2025	0	6928	0	5905	0	0	6928	0	5905	0	0	13855	0	11810	0
2026	0	2562	0	5367	0	0	2562	0	5367	0	0	5125	0	10734	0
2027	0	2067	0	17489	0	0	2067	0	17489	0	0	4135	0	34977	0
2028	0	5	0	0	0	0	5	0	0	0	0	10	0	0	0

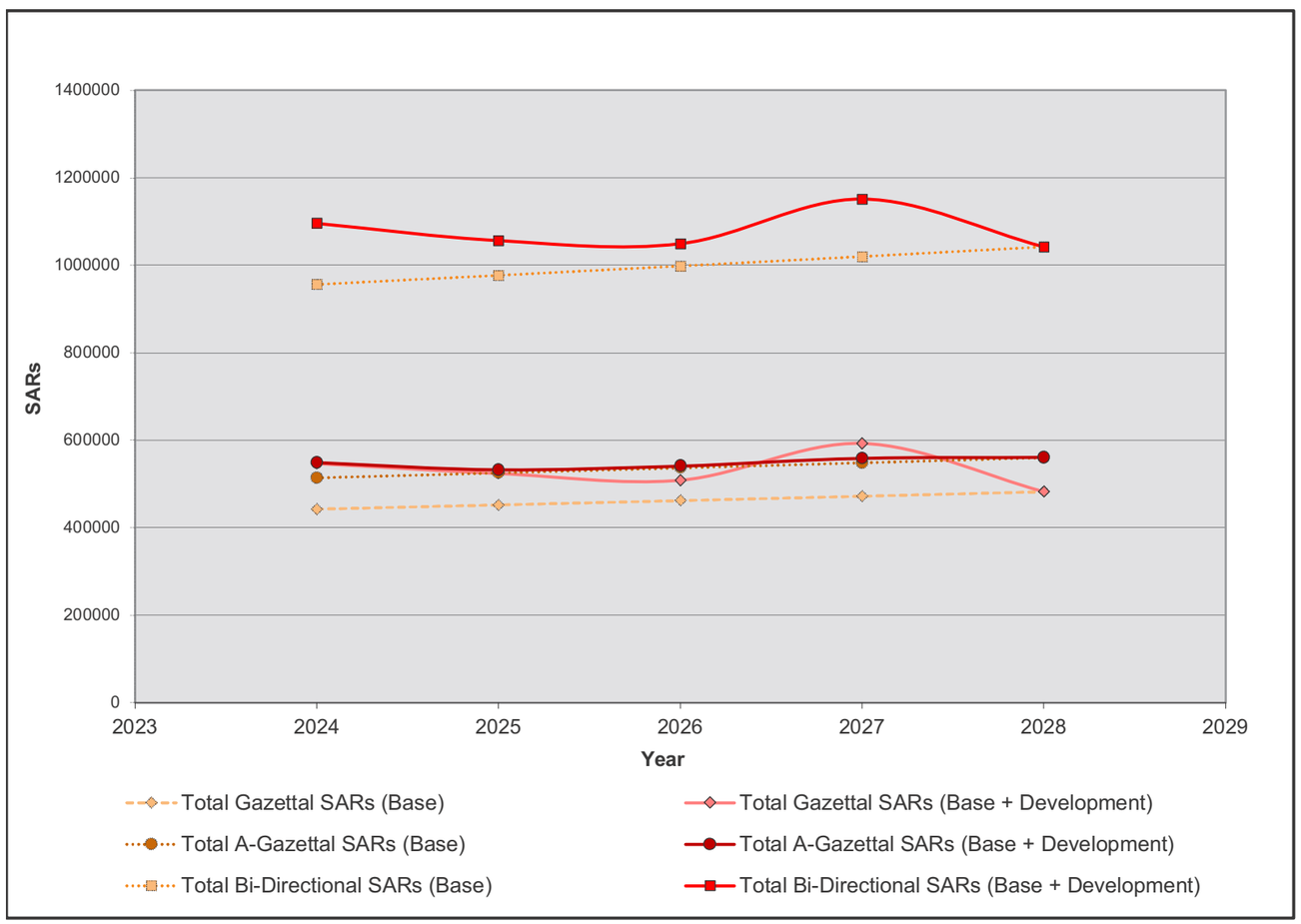
B2G SARs

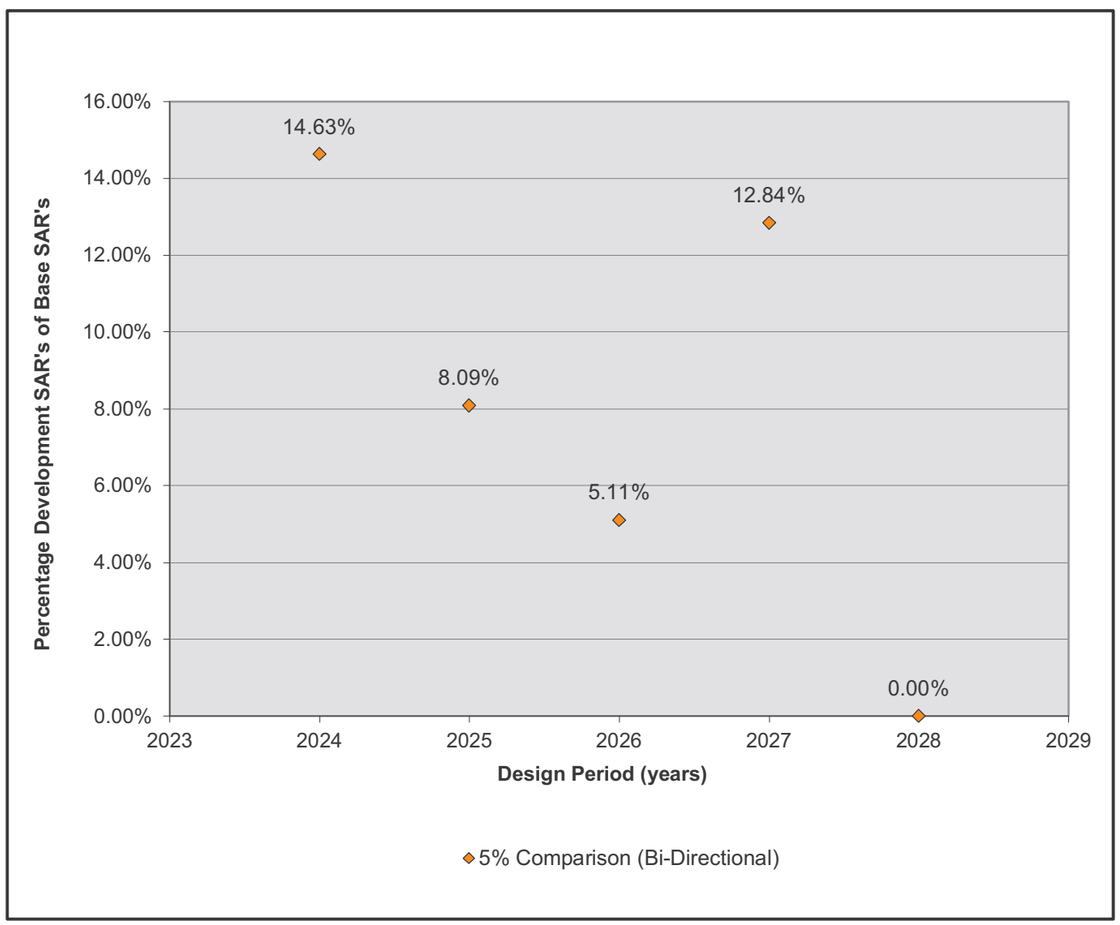
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	442215.4	513782.4	955997.8	104621	35259	139881	546837	549042	1095879
2025	451838.7	524963.2	976801.9	71976	7009	78985	523815	531972	1055787
2026	461671.5	536387.3	998058.8	46675	4279	50954	508346	540667	1049013
2027	471718.3	548060	1019778	120556	10427	130983	592274	558487	1150761
2028	481983.6	559986.7	1041970	25	3	28	482009	559990	1041999

5% Comparison

	AG	AG	B
2024	23.66%	6.86%	14.63%
2025	15.93%	1.34%	8.09%
2026	10.11%	0.80%	5.11%
2027	25.56%	1.90%	12.84%
2028	0.01%	0.00%	0.00%







Road ID	X15-X8	G	X15-X8	AG	X8-X15

Road name	Cunningham Highway (17C)
Road section	Ch. 105.7 to Ch. 107.4
Road authority	DTMR

B2G Development Volumes

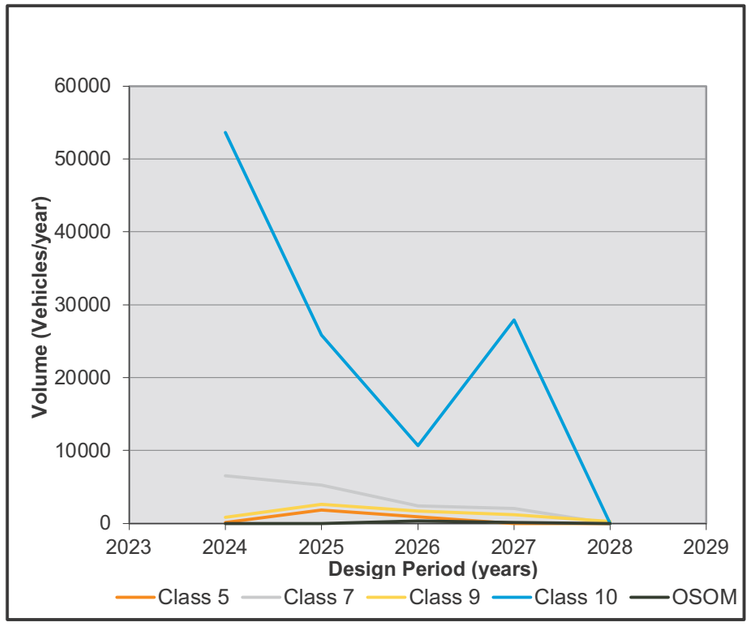
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	65	3258	419	26812	0	65	3258	419	26812	0	130	6516	837	53623	0
2025	940	2617	1299	12920	8	940	2617	1299	12920	8	1880	5234	2598	25841	16
2026	463	1215	857	5367	159	463	1215	857	5367	159	926	2429	1714	10734	318
2027	0	1039	595	13945	58	0	1039	595	13945	58	0	2078	1190	27889	116
2028	0	1	149	0	0	0	1	149	0	0	0	3	298	0	0

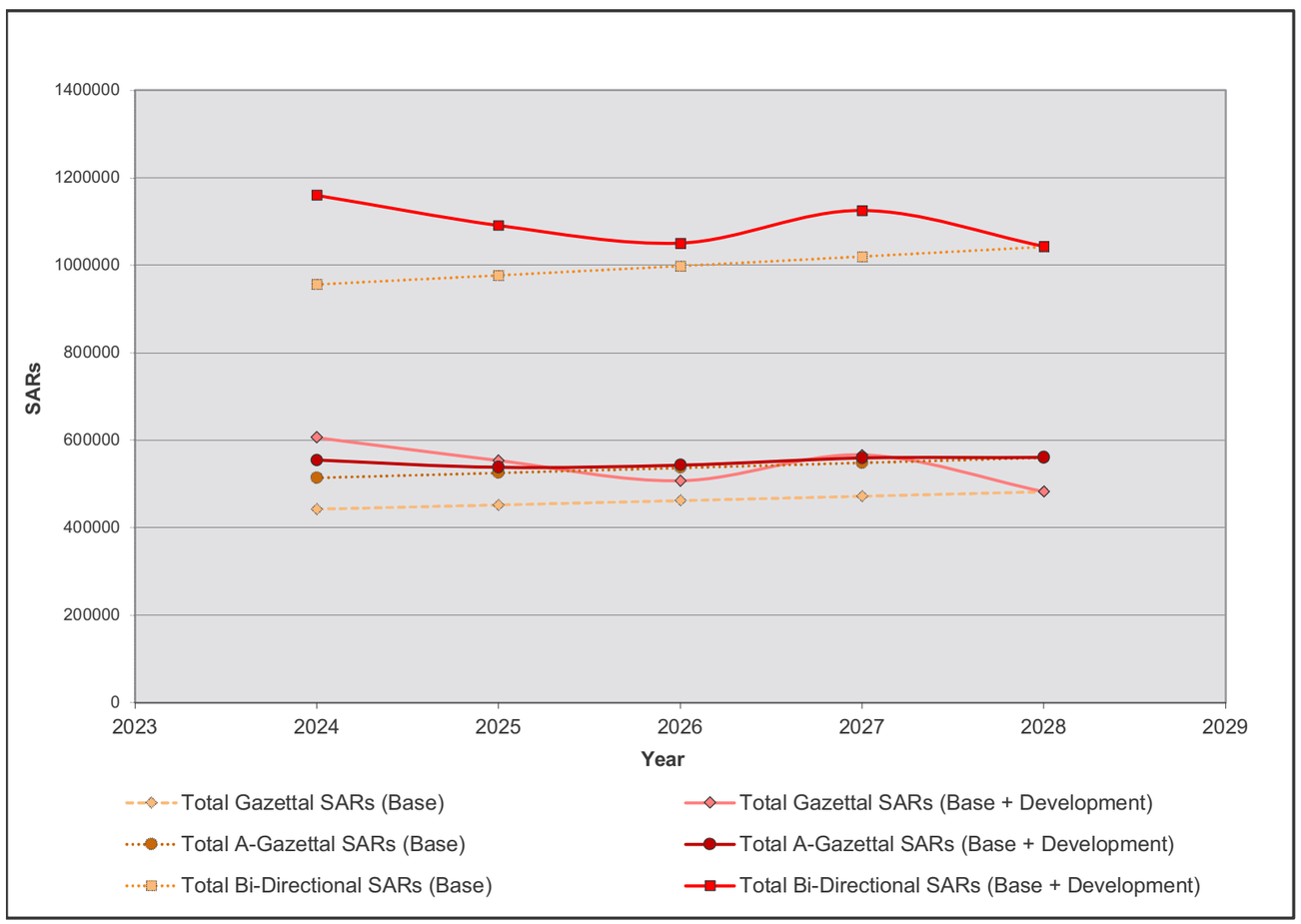
B2G SARs

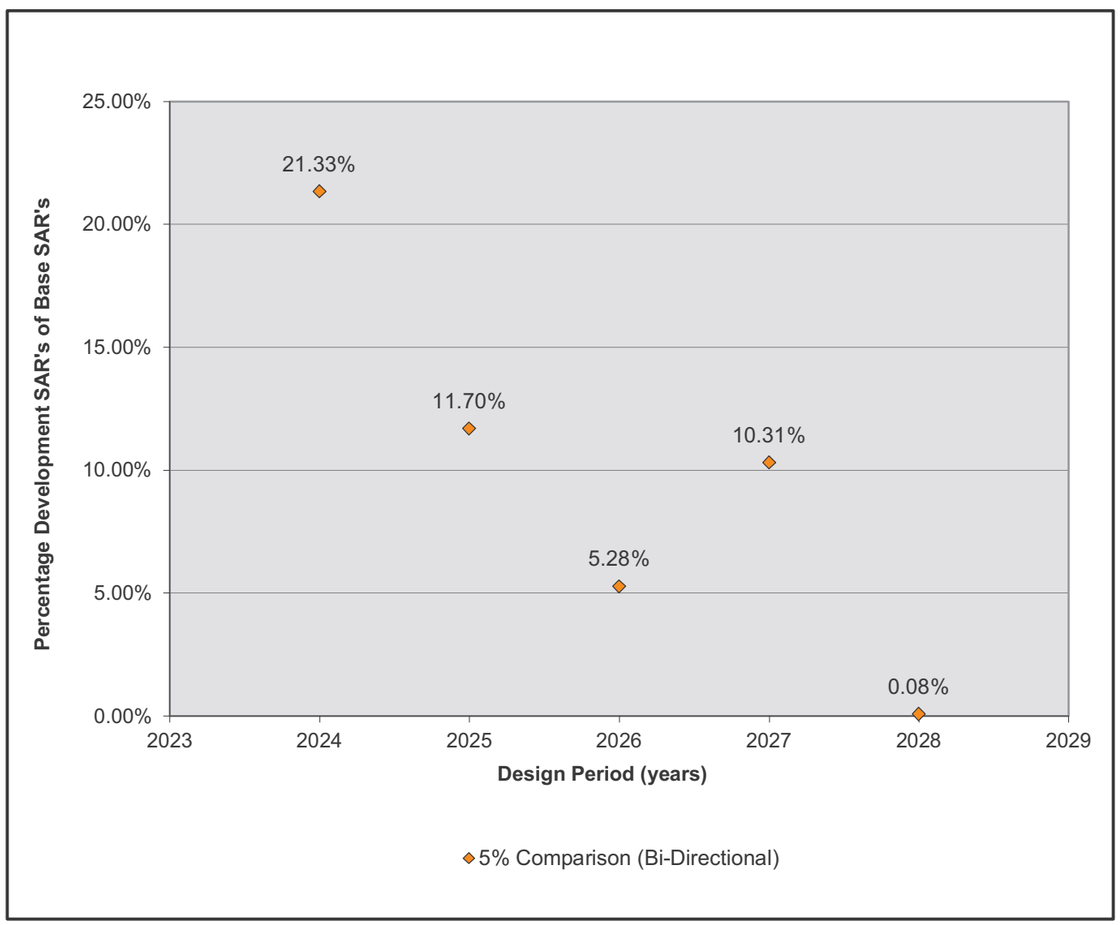
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	442215.4	513782.4	955997.8	163549	40327	203876	605764	554110	1159874
2025	451838.7	524963.2	976801.9	101447	12872	114319	553286	537835	1091121
2026	461671.5	536387.3	998058.8	45798	6885	52682	507469	543272	1050741
2027	471718.3	548060	1019778	94253	10931	105184	565971	558991	1124962
2028	481983.6	559986.7	1041970	740	77	817	482724	560063	1042787

5% Comparison

	AG	AG	B
2024	36.98%	7.85%	21.33%
2025	22.45%	2.45%	11.70%
2026	9.92%	1.28%	5.28%
2027	19.98%	1.99%	10.31%
2028	0.15%	0.01%	0.08%







Road ID	X8-M12	G	X8-M12	AG	M12-X8

Road name	Cunningham Highway (17C)
Road section	Ch. 107.4 to Ch. 107.6
Road authority	DTMR

B2G Development Volumes

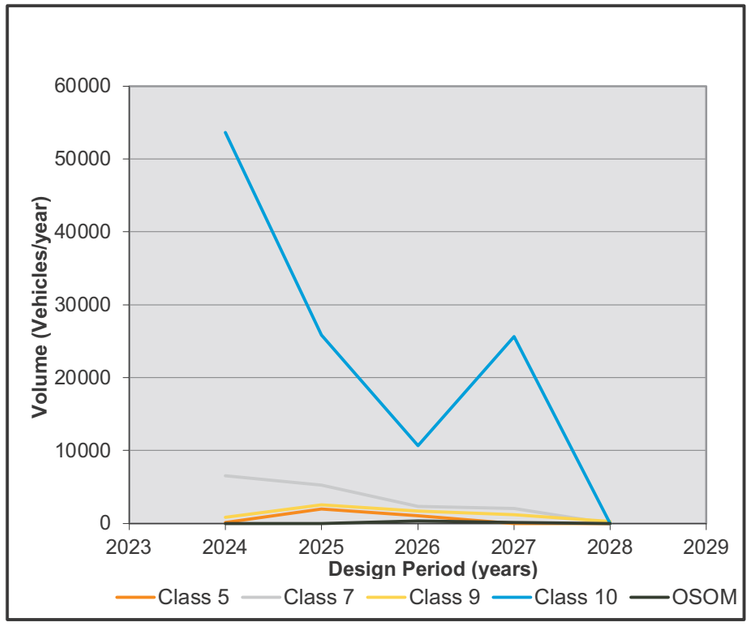
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	75	3258	413	26812	0	75	3258	413	26812	0	149	6516	826	53623	0
2025	996	2617	1265	12920	8	996	2617	1265	12920	8	1992	5234	2529	25841	16
2026	505	1183	831	5367	159	505	1183	831	5367	159	1011	2366	1663	10734	318
2027	0	1039	595	12843	58	0	1039	595	12843	58	0	2078	1190	25685	116
2028	0	1	149	0	0	0	1	149	0	0	0	3	298	0	0

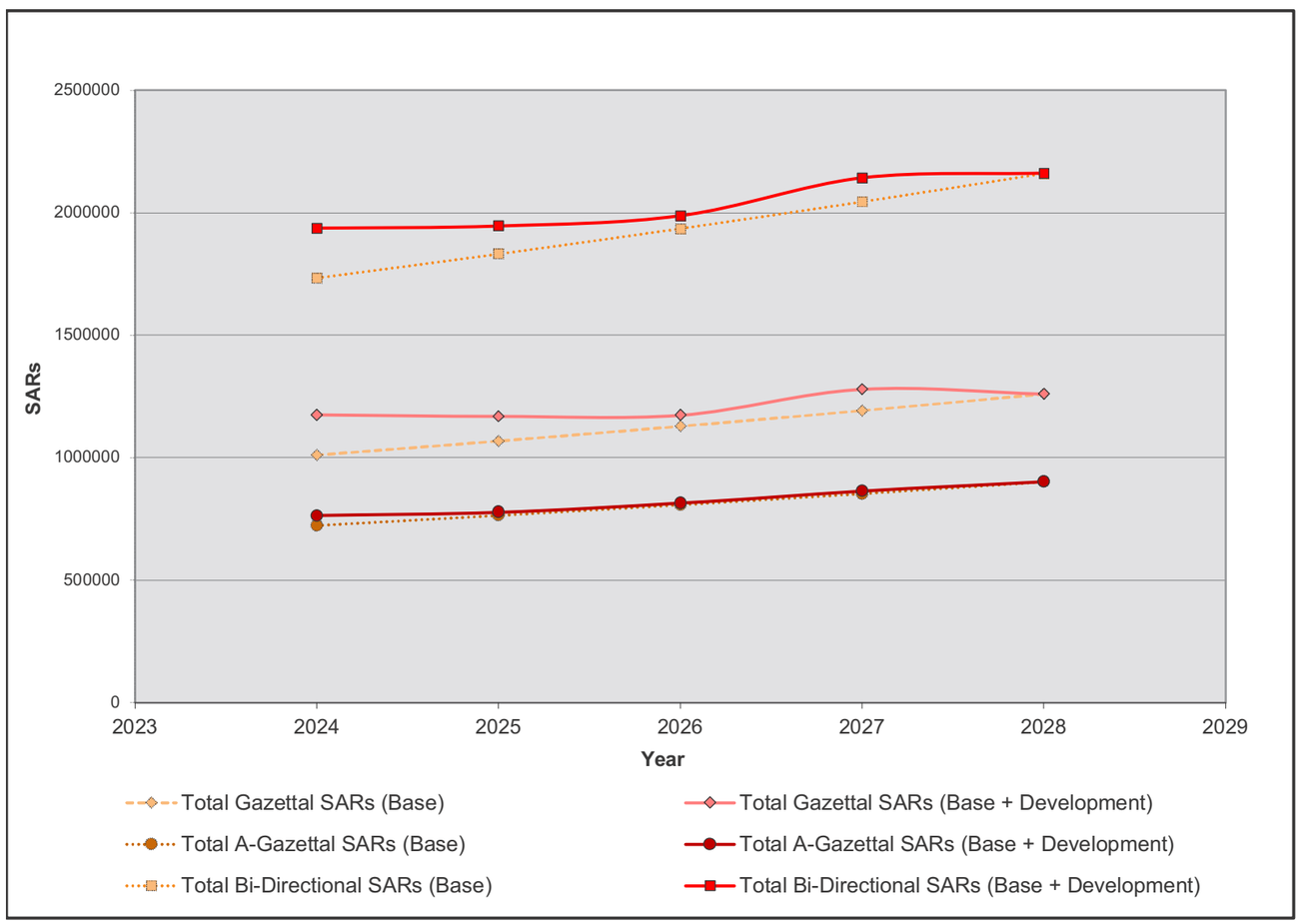
B2G SARs

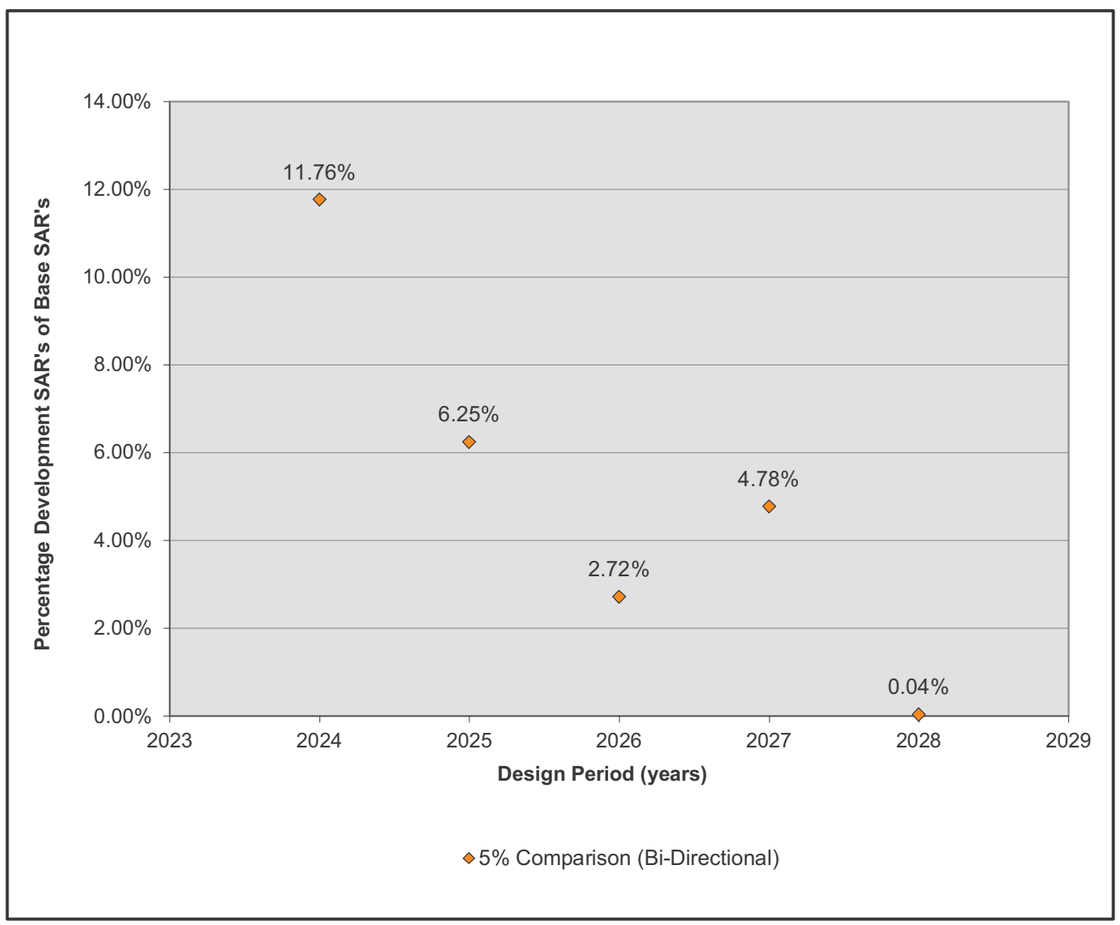
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1010468	722796.6	1733264	163525	40363	203888	1173993	763159	1937152
2025	1067642	763693.8	1831336	101304	13086	114390	1168946	776779	1945725
2026	1128051	806904.9	1934956	45530	7027	52557	1173581	813932	1987513
2027	1191878	852561	2044439	87311	10347	97658	1279189	862908	2142097
2028	1259317	900800.5	2160117	740	77	817	1260057	900877	2160934

5% Comparison

	AG	AG	B
2024	16.18%	5.58%	11.76%
2025	9.49%	1.71%	6.25%
2026	4.04%	0.87%	2.72%
2027	7.33%	1.21%	4.78%
2028	0.06%	0.01%	0.04%







Road ID	M12-E2	G	M12-E2	AG	E2-M12

Road name	Cunningham Highway (17D)
Road section	Ch. 0.0 to Ch. 2
Road authority	DTMR

B2G Development Volumes

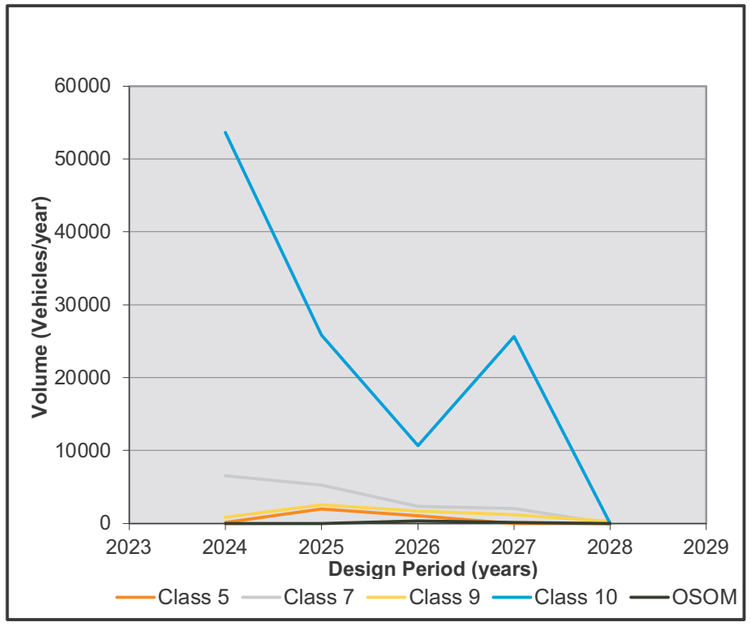
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	75	3258	413	26812	0	75	3258	413	26812	0	149	6516	826	53623	0
2025	996	2617	1265	12920	8	996	2617	1265	12920	8	1992	5234	2529	25841	16
2026	505	1183	831	5367	159	505	1183	831	5367	159	1011	2366	1663	10734	318
2027	0	1039	595	12843	58	0	1039	595	12843	58	0	2078	1190	25685	116
2028	0	1	149	0	0	0	1	149	0	0	0	3	298	0	0

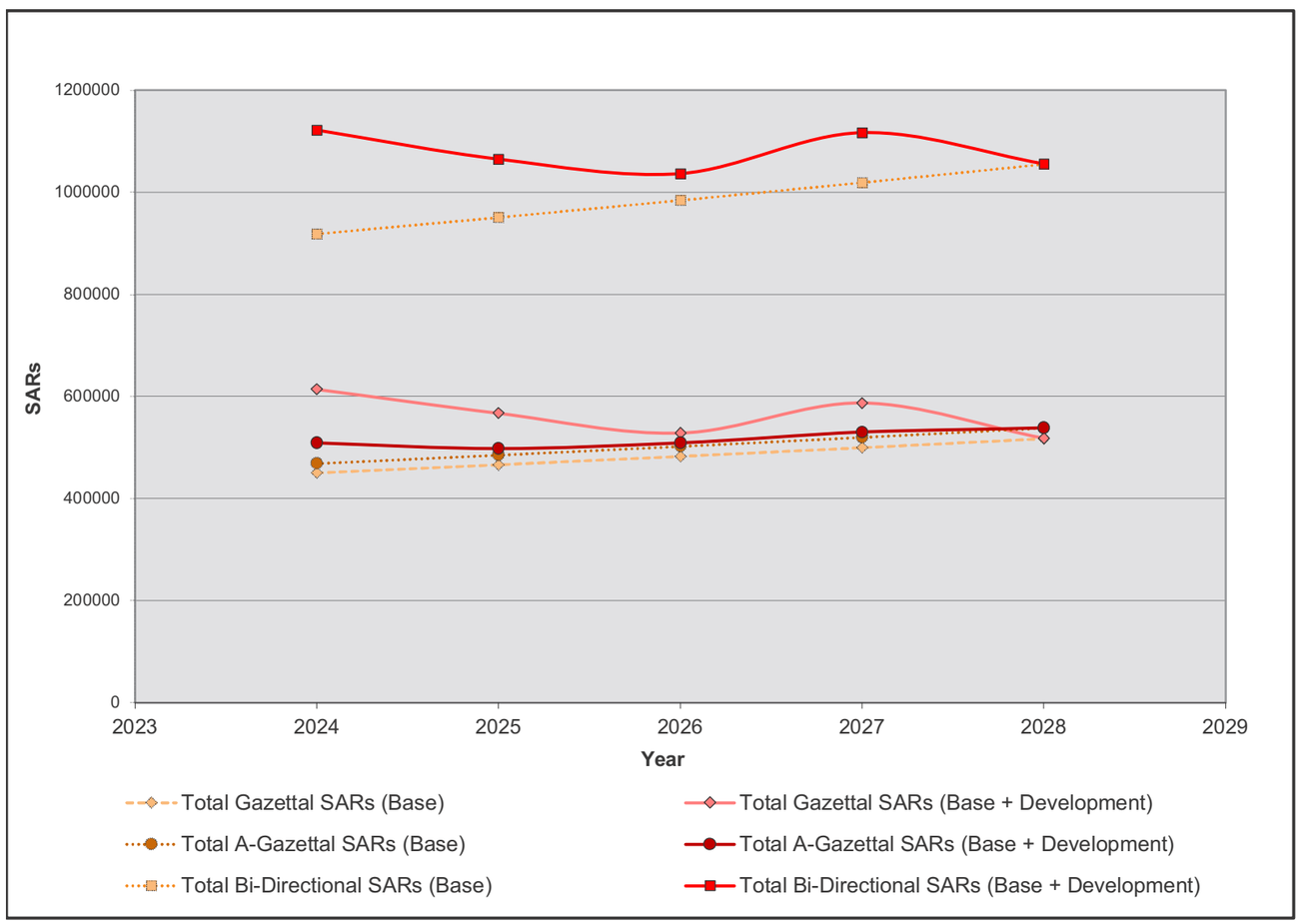
B2G SARs

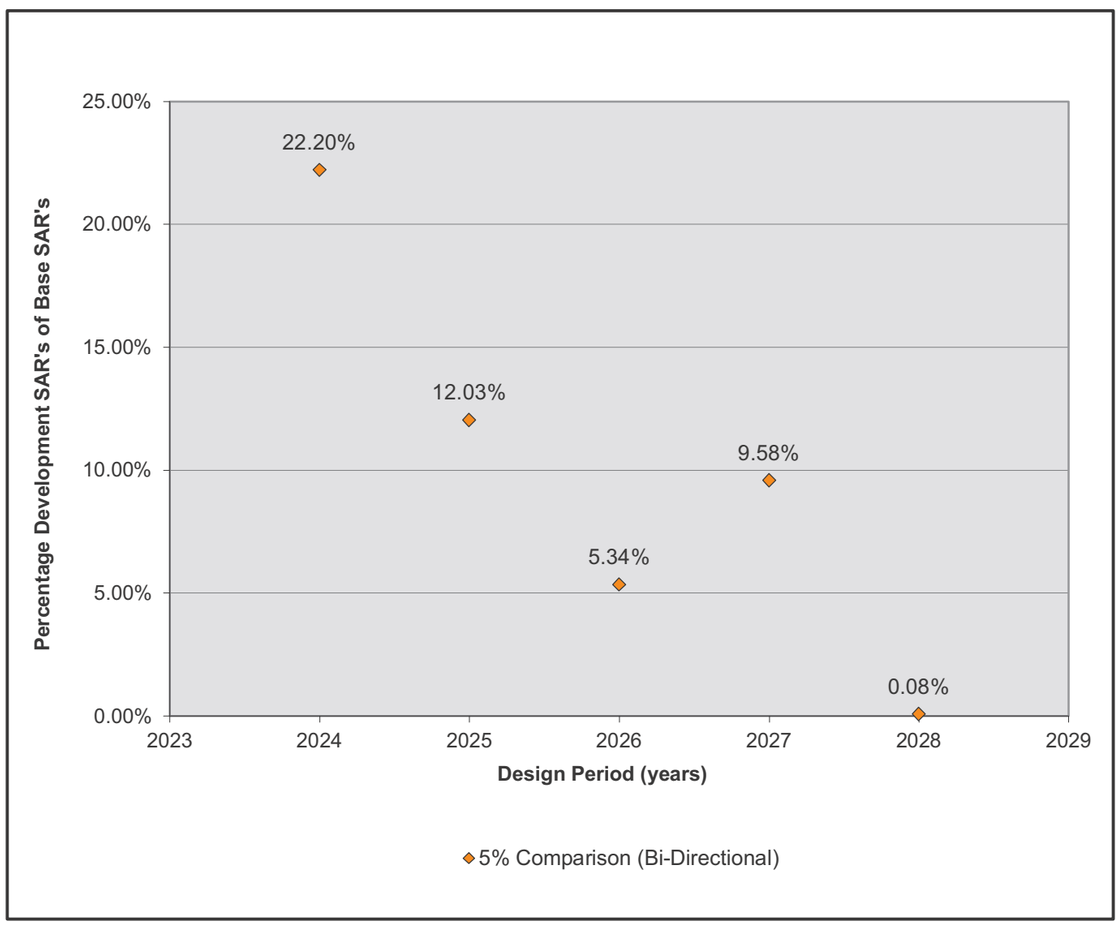
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	450079.2	468182.2	918261.4	163525	40363	203888	613604	508545	1122149
2025	465961	484702.8	950663.9	101304	13086	114390	567265	497788	1065054
2026	482403.3	501806.4	984209.7	45530	7027	52557	527934	508833	1036767
2027	499425.7	519513.5	1018939	87311	10347	97658	586737	529861	1116598
2028	517048.8	537845.4	1054894	740	77	817	517789	537922	1055711

5% Comparison

	AG	AG	B
2024	36.33%	8.62%	22.20%
2025	21.74%	2.70%	12.03%
2026	9.44%	1.40%	5.34%
2027	17.48%	1.99%	9.58%
2028	0.14%	0.01%	0.08%







Road ID	E2-X4	G	E2-X4	AG	X4-E2

Road name	Cunningham Highway (17D)
Road section	Ch. 2.0 to Ch. 3.9
Road authority	DTMR

B2G Development Volumes

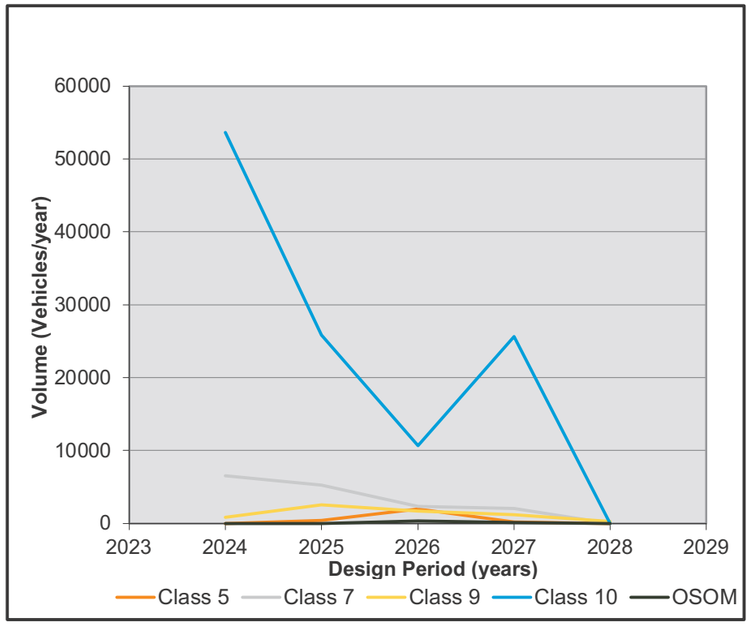
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	16	3258	413	26812	0	16	3258	413	26812	0	33	6516	826	53623	0
2025	189	2617	1265	12920	8	189	2617	1265	12920	8	377	5234	2529	25841	16
2026	978	1183	831	5367	159	978	1183	831	5367	159	1955	2366	1663	10734	318
2027	92	1039	595	12843	58	92	1039	595	12843	58	184	2078	1190	25685	116
2028	0	1	149	0	0	0	1	149	0	0	0	3	298	0	0

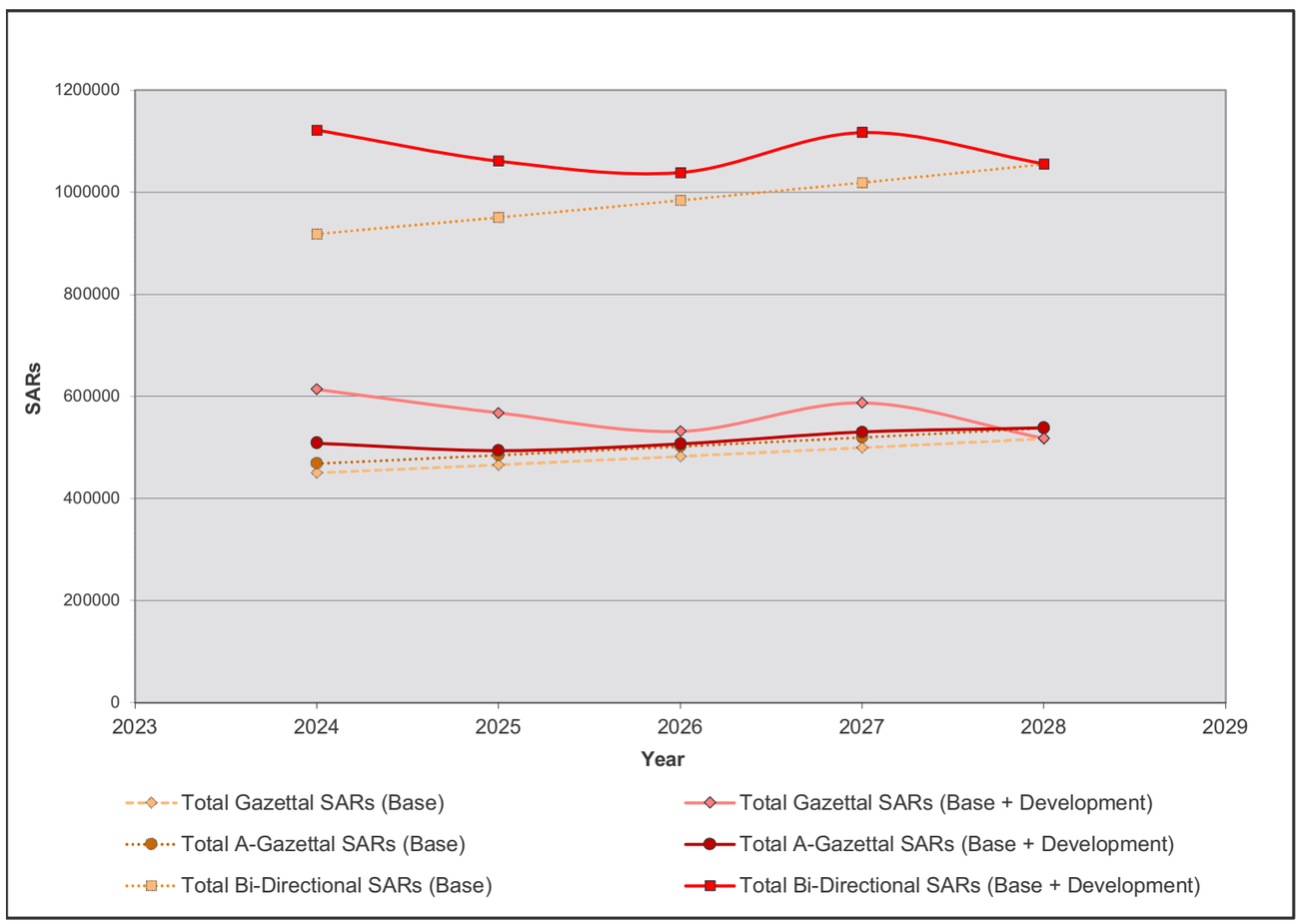
B2G SARs

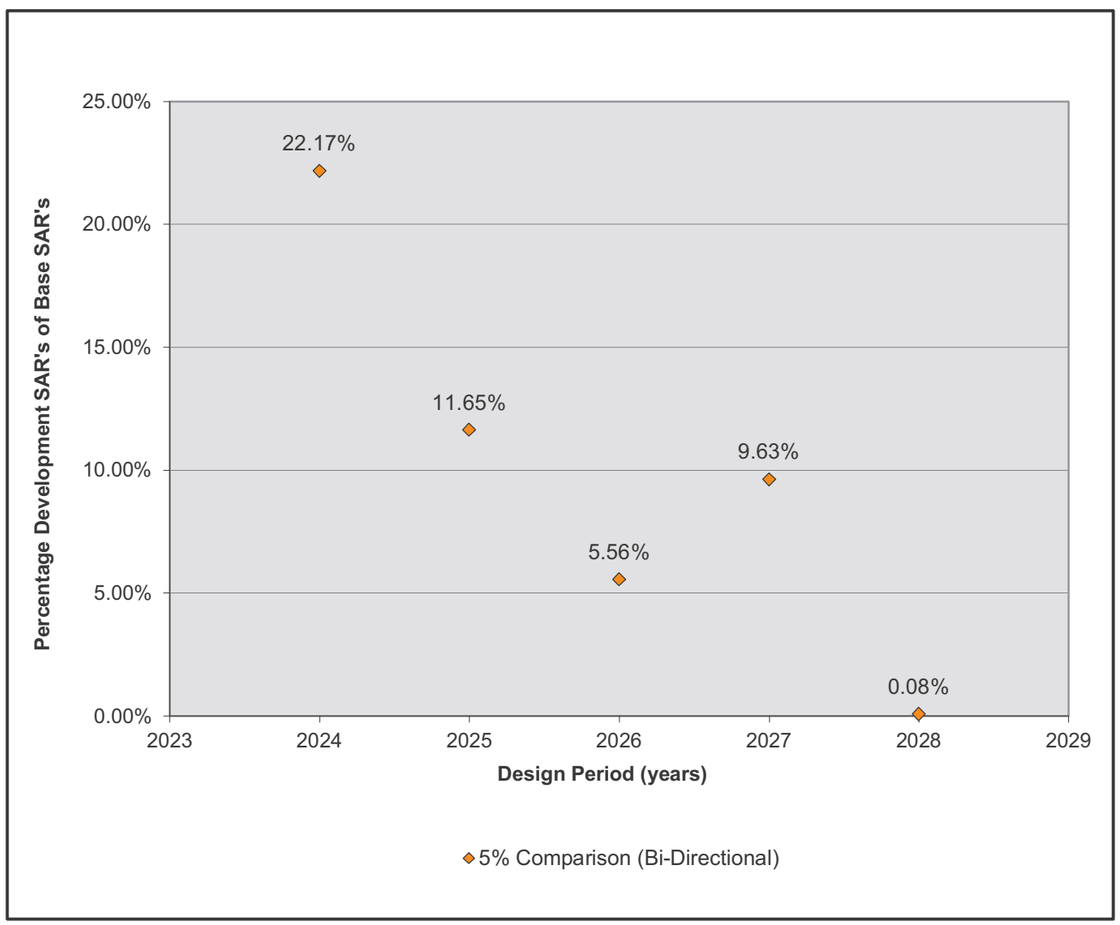
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	450079.2	468182.2	918261.4	163557	40065	203622	613636	508248	1121884
2025	465961	484702.8	950663.9	101618	9098	110716	567579	493801	1061380
2026	482403.3	501806.4	984209.7	49296	5410	54706	531699	507216	1038916
2027	499425.7	519513.5	1018939	87688	10390	98078	587114	529903	1117017
2028	517048.8	537845.4	1054894	740	77	817	517789	537922	1055711

5% Comparison

	AG	AG	B
2024	36.34%	8.56%	22.17%
2025	21.81%	1.88%	11.65%
2026	10.22%	1.08%	5.56%
2027	17.56%	2.00%	9.63%
2028	0.14%	0.01%	0.08%





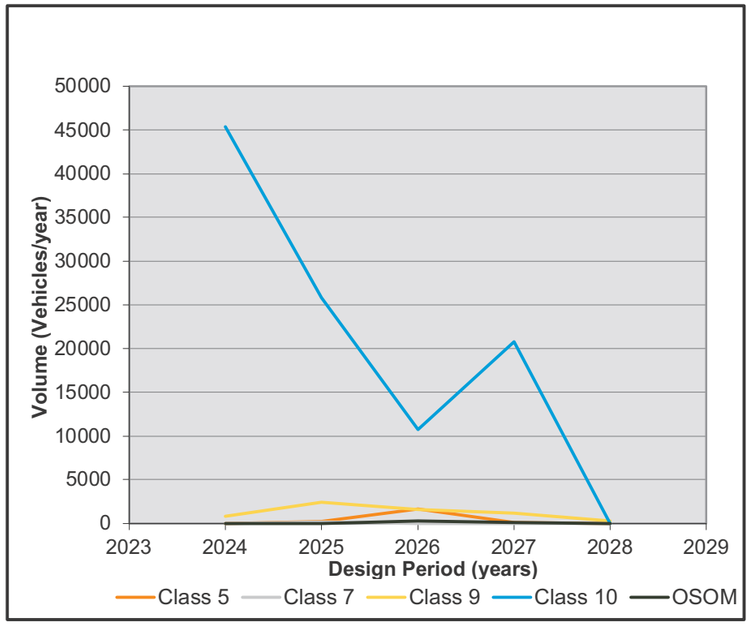


Road ID	X4-X6	G	X4-X6	AG	X6-X4

Road name	Cunningham Highway (17D)
Road section	Ch. 3.9 to Ch. 10.2
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	5	0	404	22685	0	5	0	404	22685	0	10	0	808	45369	0
2025	121	95	1211	12920	8	121	95	1211	12920	8	242	189	2421	25841	16
2026	833	0	791	5367	159	833	0	791	5367	159	1667	0	1582	10734	318
2027	46	0	595	10385	52	46	0	595	10385	52	91	0	1190	20770	104
2028	0	0	149	0	0	0	0	149	0	0	0	0	298	0	0

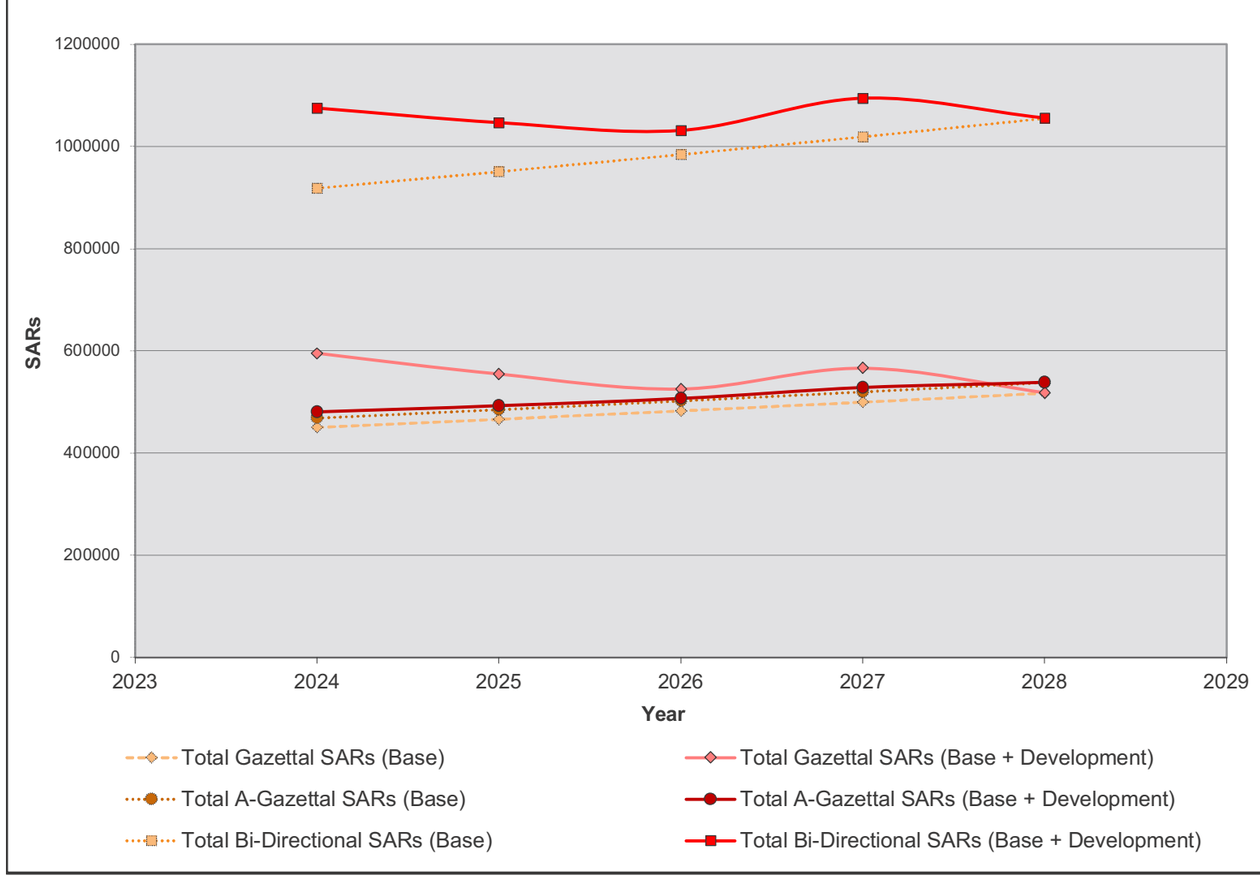


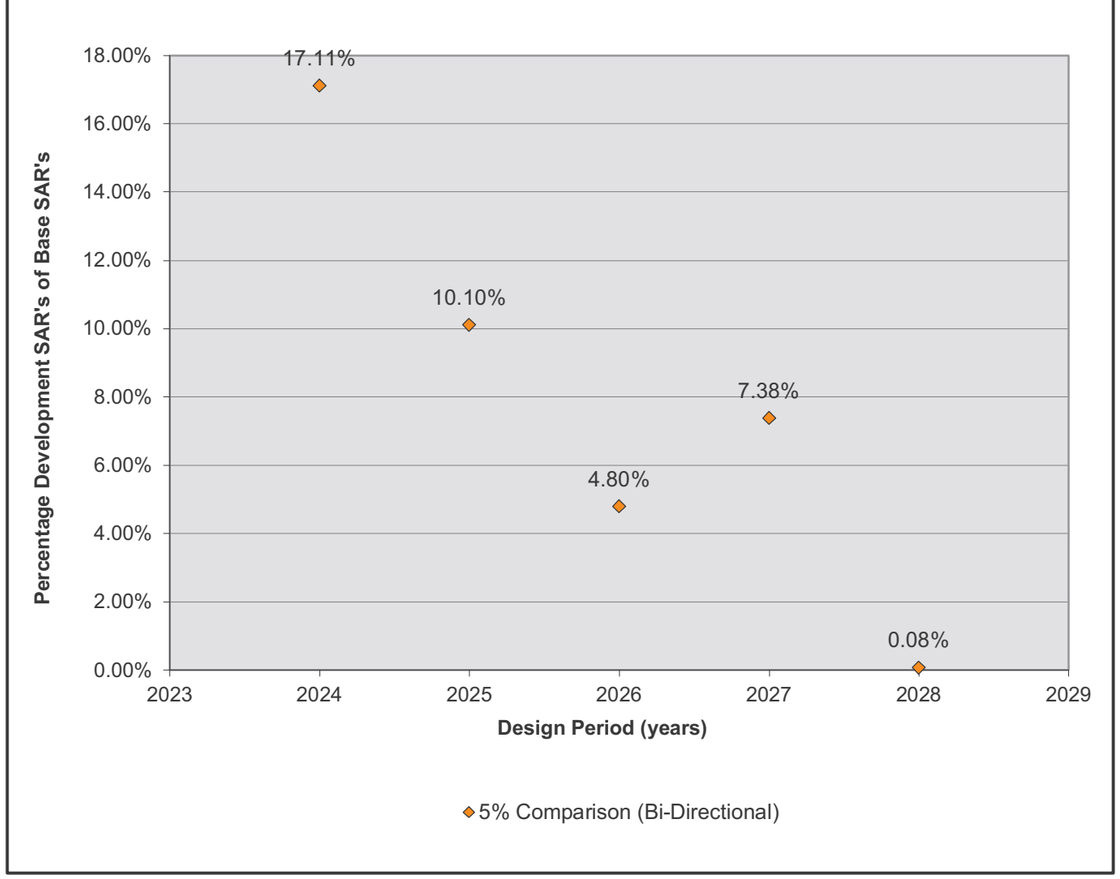
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	450079.2	468182.2	918261.4	144925	12231	157156	595004	480413	1075418
2025	465961	484702.8	950663.9	88410	7626	96037	554371	492329	1046701
2026	482403.3	501806.4	984209.7	42569	4660	47230	524973	506467	1031440
2027	499425.7	519513.5	1018939	66743	8444	75187	566169	527958	1094127
2028	517048.8	537845.4	1054894	734	76	809	517782	537921	1055704

5% Comparison

	AG	AG	B
2024	32.20%	2.61%	17.11%
2025	18.97%	1.57%	10.10%
2026	8.82%	0.93%	4.80%
2027	13.36%	1.63%	7.38%
2028	0.14%	0.01%	0.08%





Road ID	X6-X14	G	X6-X14	AG	X14-X6

Road name	Cunningham Highway (17D)
Road section	Ch. 10.2 to Ch. 13.9
Road authority	DTMR

B2G Development Volumes

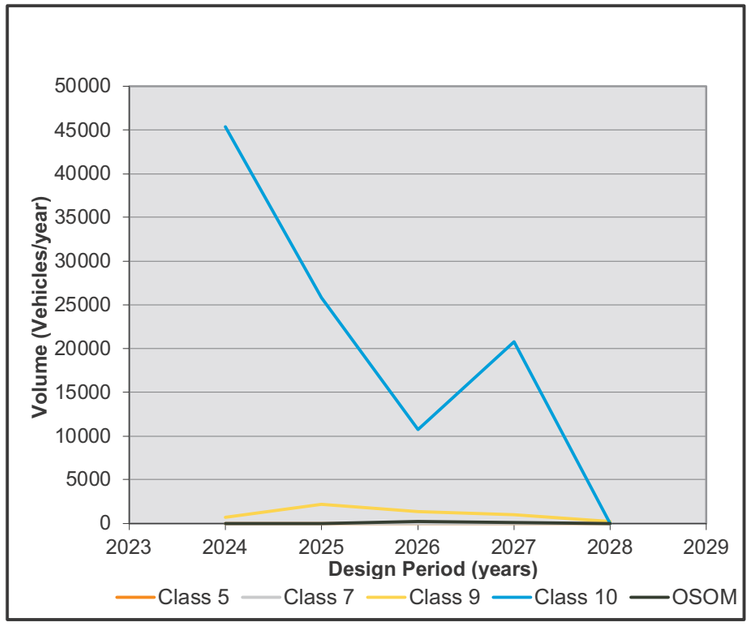
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	1	0	358	22685	0	1	0	358	22685	0	2	0	716	45369	0
2025	7	0	1083	12920	8	7	0	1083	12920	8	14	0	2167	25841	16
2026	5	0	677	5367	122	5	0	677	5367	122	11	0	1353	10734	244
2027	0	0	521	10385	52	0	0	521	10385	52	0	0	1042	20770	104
2028	0	0	130	0	0	0	0	130	0	0	0	0	260	0	0

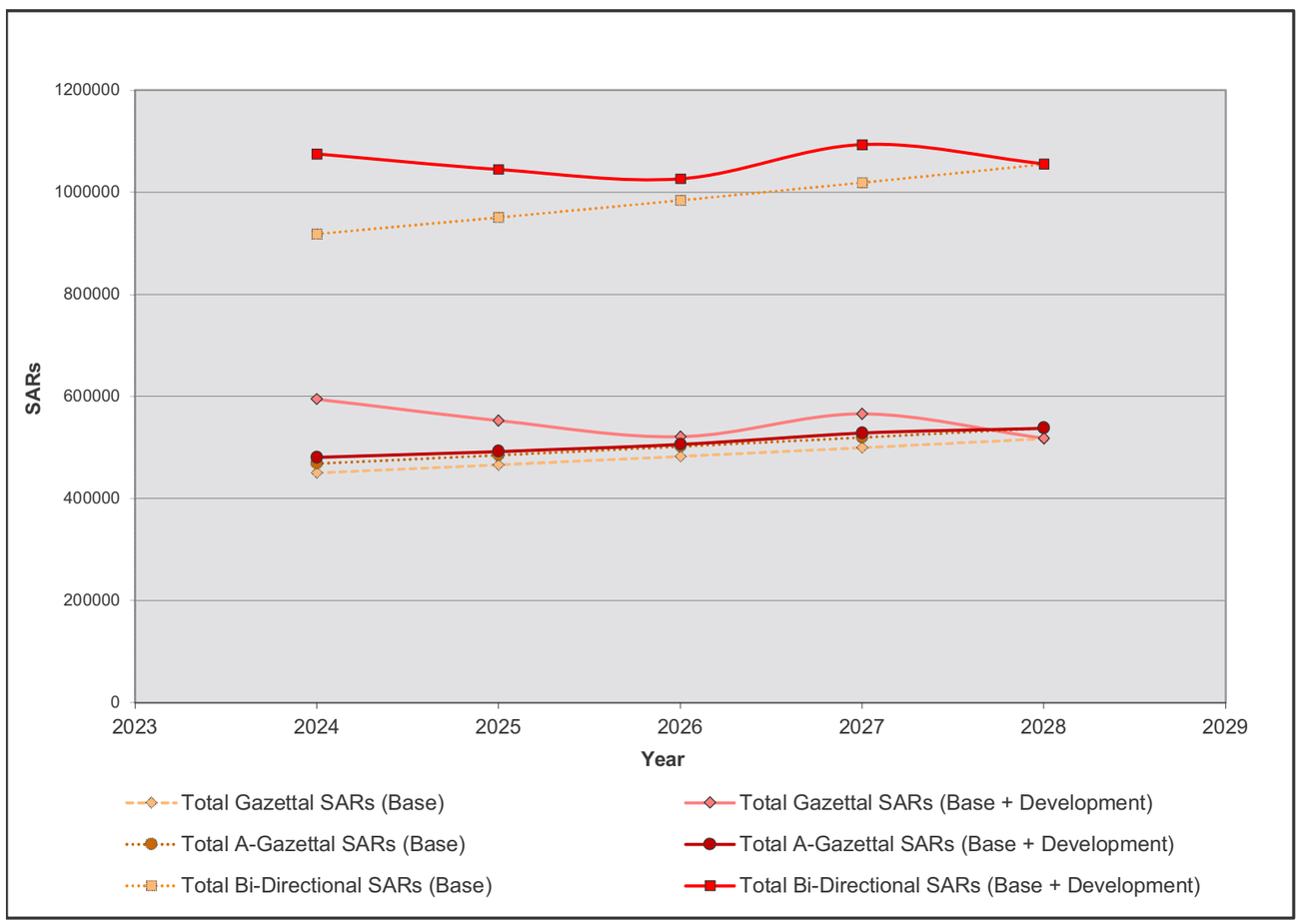
B2G SARs

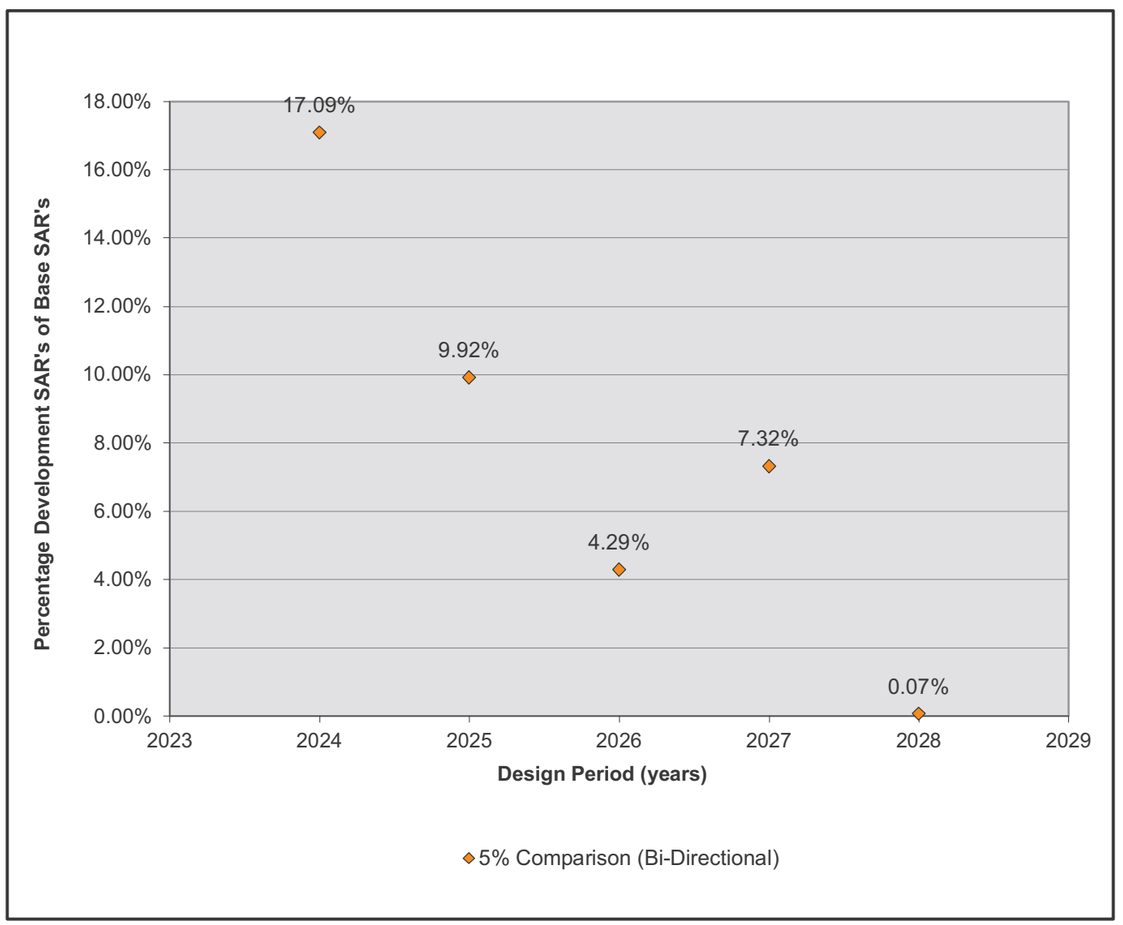
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	450079.2	468182.2	918261.4	144683	12206	156889	594762	480388	1075150
2025	465961	484702.8	950663.9	86843	7456	94299	552804	492159	1044963
2026	482403.3	501806.4	984209.7	38283	3982	42266	520686	505789	1026475
2027	499425.7	519513.5	1018939	66190	8385	74575	565616	527899	1093514
2028	517048.8	537845.4	1054894	642	66	708	517691	537912	1055603

5% Comparison

	AG	AG	B
2024	32.15%	2.61%	17.09%
2025	18.64%	1.54%	9.92%
2026	7.94%	0.79%	4.29%
2027	13.25%	1.61%	7.32%
2028	0.12%	0.01%	0.07%







Road ID	X14-X18	G	X14-X18	AG	X18-X14

Road name	Cunningham Highway (17D)
Road section	Ch. 13.9 to Ch. 18.5
Road authority	DTMR

B2G Development Volumes

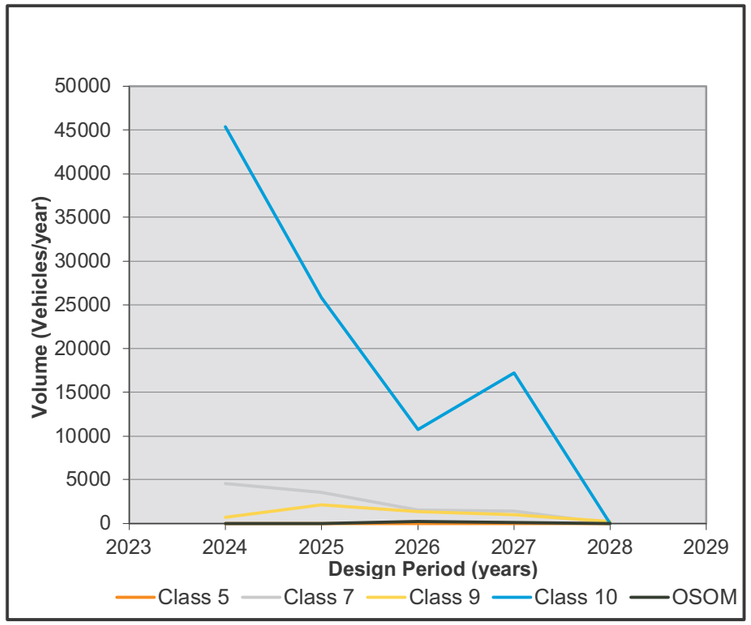
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	2273	355	22685	0	0	2273	355	22685	0	0	4546	709	45369	0
2025	0	1760	1065	12920	8	0	1760	1065	12920	8	0	3520	2129	25841	16
2026	0	788	663	5367	122	0	788	663	5367	122	0	1575	1325	10734	244
2027	0	725	521	8602	52	0	725	521	8602	52	0	1451	1042	17204	104
2028	0	1	130	0	0	0	1	130	0	0	0	2	260	0	0

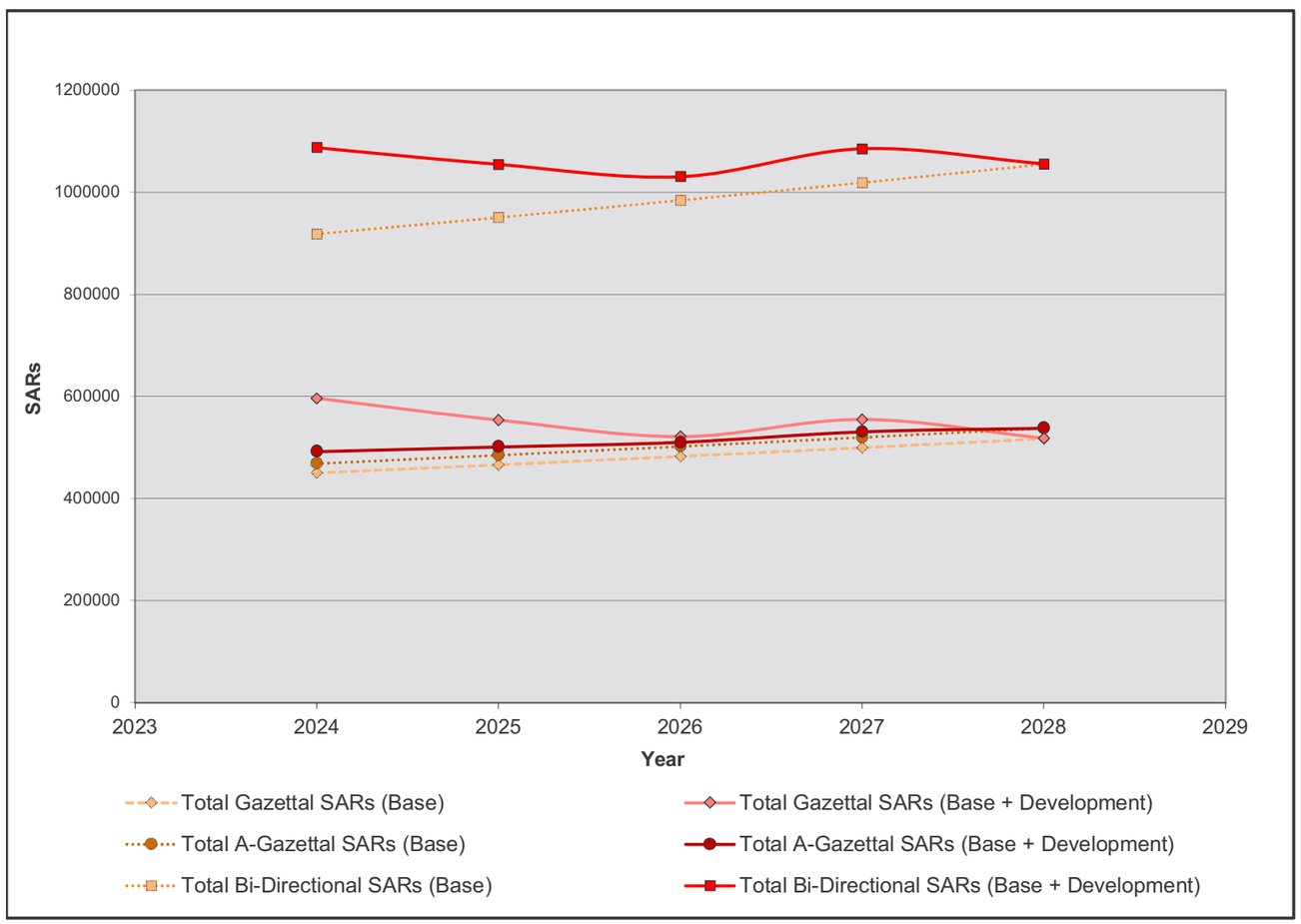
B2G SARs

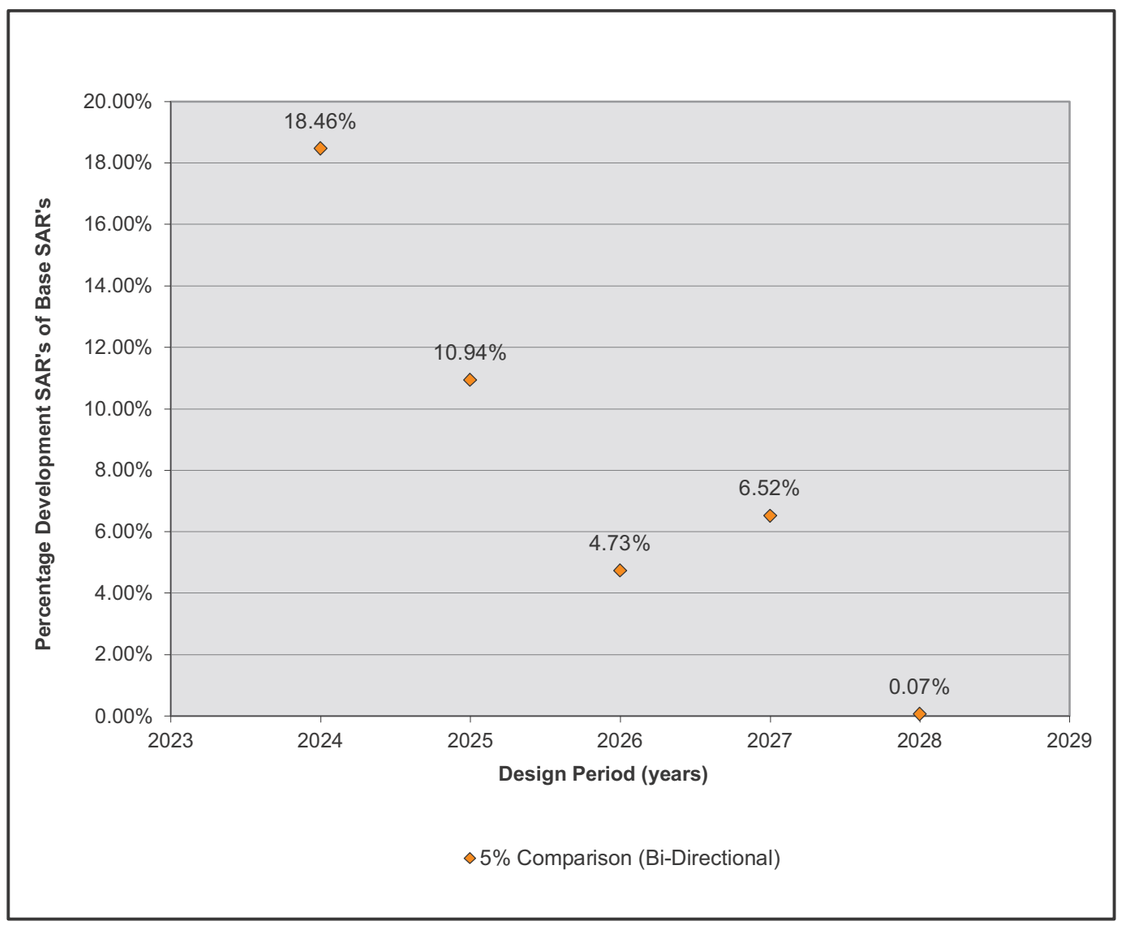
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	450079.2	468182.2	918261.4	145935	23614	169550	596015	491797	1087811
2025	465961	484702.8	950663.9	87707	16279	103986	553668	500982	1054650
2026	482403.3	501806.4	984209.7	38633	7927	46560	521037	509733	1030770
2027	499425.7	519513.5	1018939	55361	11082	66442	554786	530595	1085382
2028	517048.8	537845.4	1054894	642	71	714	517691	537917	1055608

5% Comparison

	AG	AG	B
2024	32.42%	5.04%	18.46%
2025	18.82%	3.36%	10.94%
2026	8.01%	1.58%	4.73%
2027	11.08%	2.13%	6.52%
2028	0.12%	0.01%	0.07%







Road ID	X18-X16	G	X18-X16	AG	X16-X18

Road name	Cunningham Highway (17D)
Road section	Ch. 18.5 to Ch. 27.1
Road authority	DTMR

B2G Development Volumes

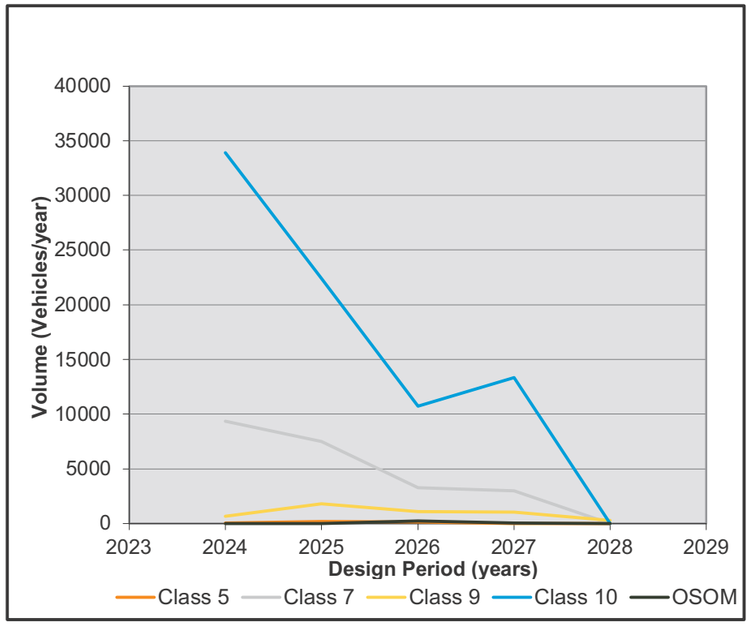
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	16	4673	326	16950	0	16	4673	326	16950	0	32	9346	652	33900	0
2025	95	3750	891	11200	8	95	3750	891	11200	8	190	7501	1783	22400	16
2026	71	1619	533	5367	122	71	1619	533	5367	122	142	3239	1065	10734	244
2027	0	1491	521	6666	16	0	1491	521	6666	16	0	2982	1042	13333	32
2028	0	2	130	0	0	0	2	130	0	0	0	4	260	0	0

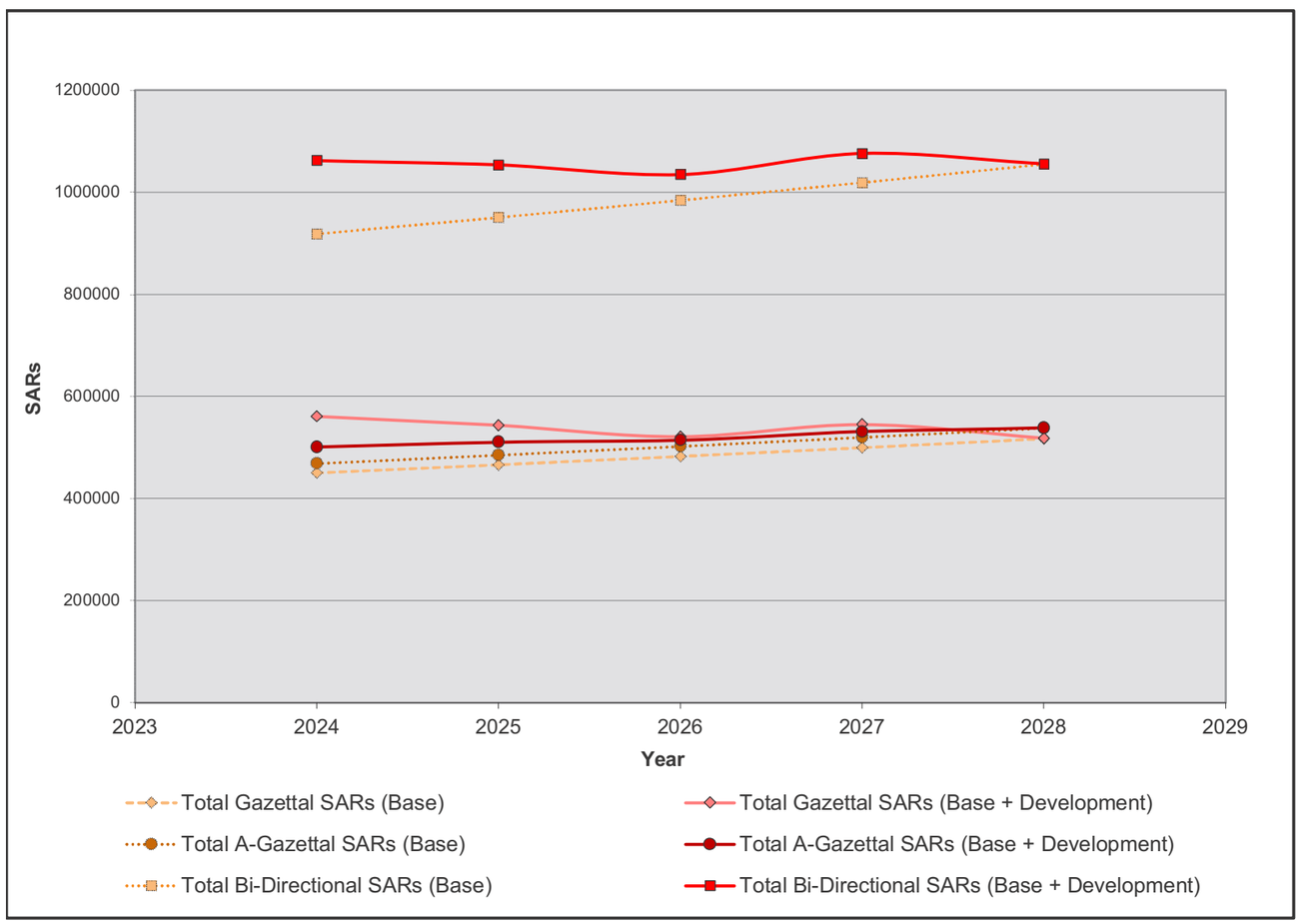
B2G SARs

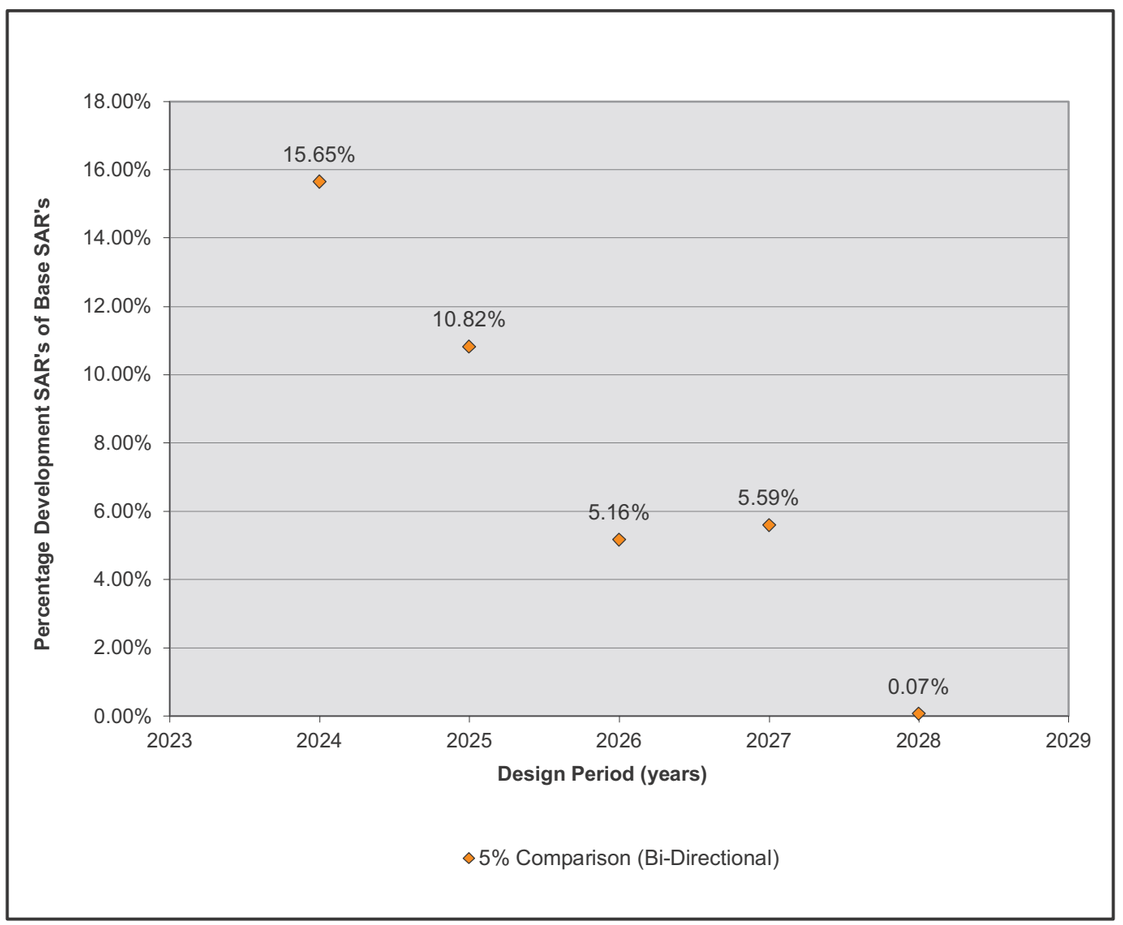
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	450079.2	468182.2	918261.4	111016	32672	143687	561095	500854	1061949
2025	465961	484702.8	950663.9	77172	25658	102830	543133	510360	1053494
2026	482403.3	501806.4	984209.7	38491	12326	50817	520894	514133	1035027
2027	499425.7	519513.5	1018939	45546	11388	56934	544972	530901	1075873
2028	517048.8	537845.4	1054894	643	77	720	517692	537922	1055614

5% Comparison

	AG	AG	B
2024	24.67%	6.98%	15.65%
2025	16.56%	5.29%	10.82%
2026	7.98%	2.46%	5.16%
2027	9.12%	2.19%	5.59%
2028	0.12%	0.01%	0.07%







Road ID	X16-E26	G	X16-E26	AG	E26-X16

Road name	Cunningham Highway (17D)
Road section	Ch. 27.1 to Ch. 29.3
Road authority	DTMR

B2G Development Volumes

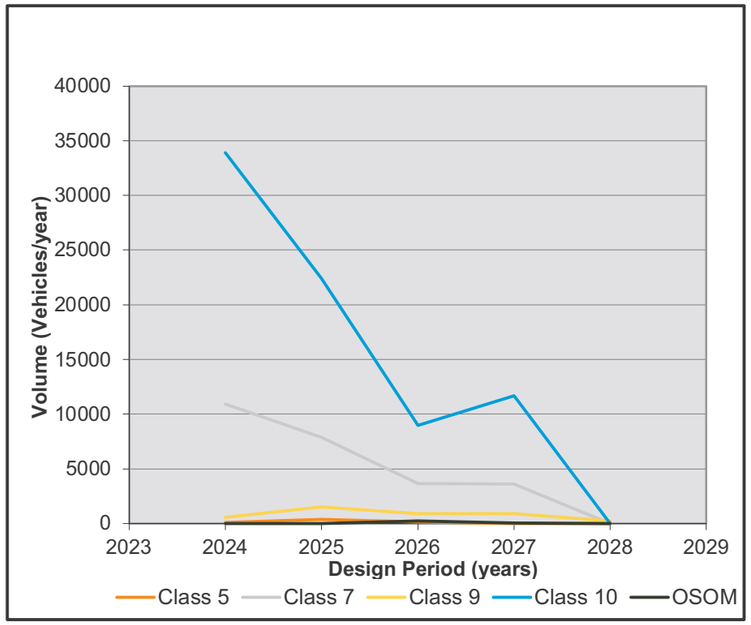
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	44	5455	275	16950	0	44	5455	275	16950	0	88	10910	550	33900	0
2025	199	3940	766	11200	8	199	3940	766	11200	8	397	7880	1533	22400	16
2026	71	1809	458	4499	122	71	1809	458	4499	122	142	3618	917	8999	244
2027	0	1802	446	5831	16	0	1802	446	5831	16	0	3605	893	11662	32
2028	0	3	112	0	0	0	3	112	0	0	0	7	223	0	0

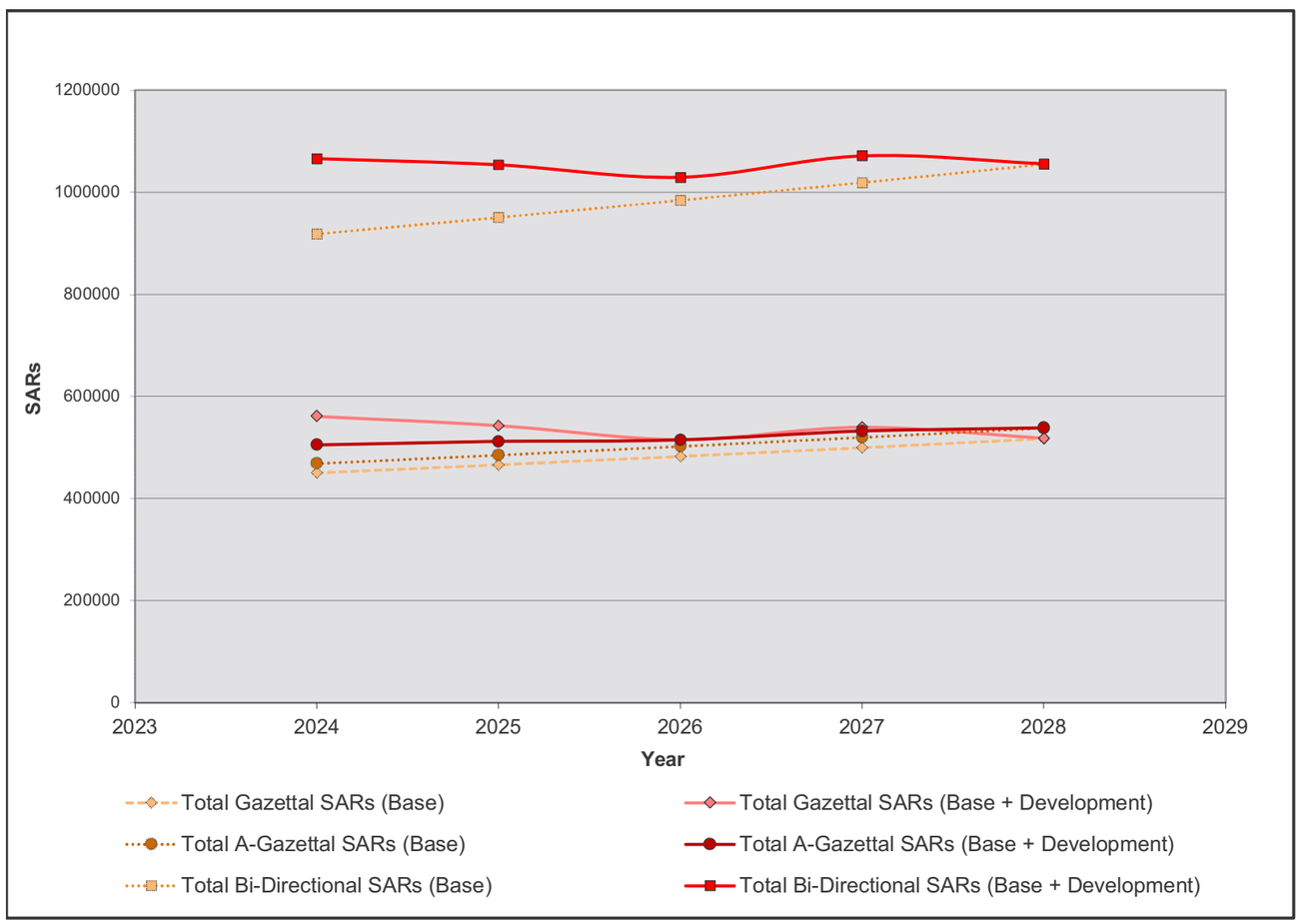
B2G SARs

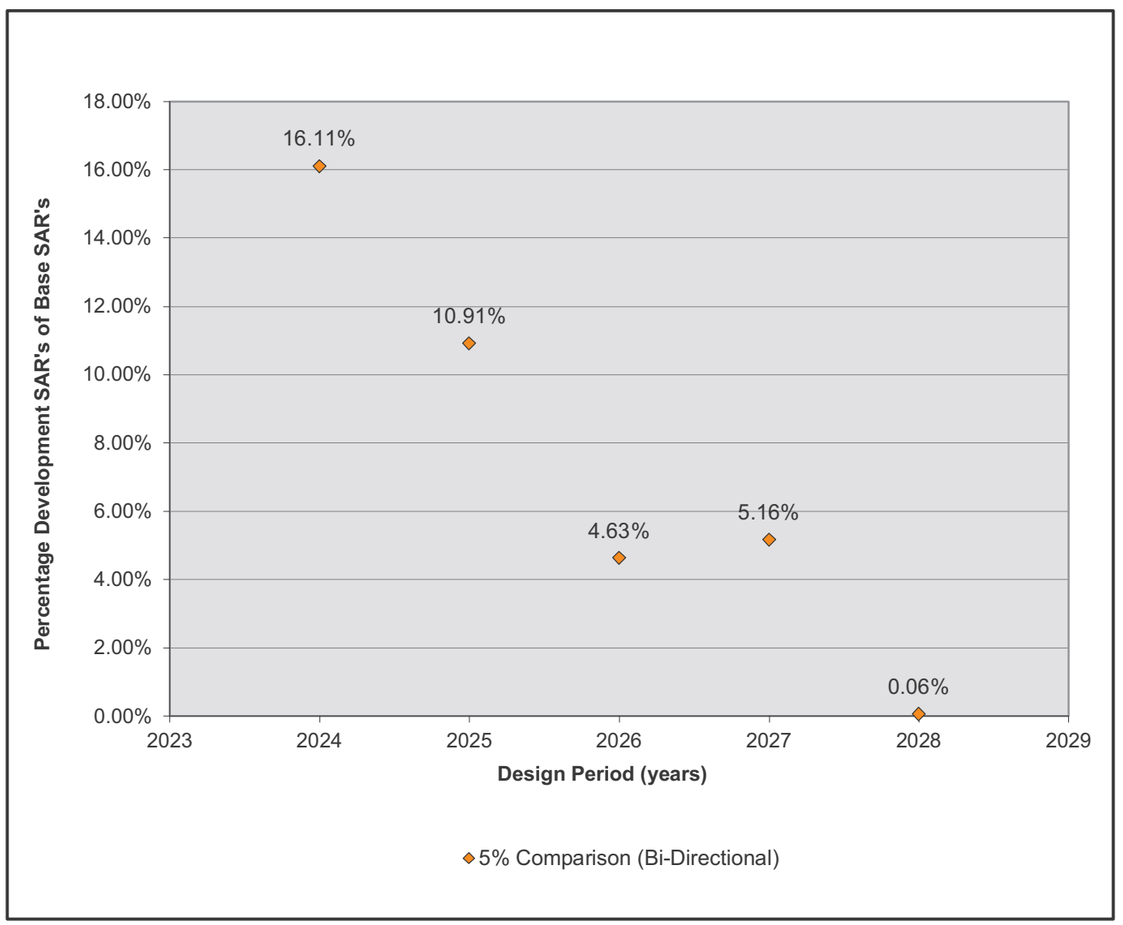
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	450079.2	468182.2	918261.4	111215	36687	147902	561294	504870	1066164
2025	465961	484702.8	950663.9	76709	26971	103681	542670	511674	1054345
2026	482403.3	501806.4	984209.7	32765	12781	45546	515168	514587	1029756
2027	499425.7	519513.5	1018939	40091	12470	52561	539517	531983	1071500
2028	517048.8	537845.4	1054894	552	73	626	517601	537919	1055520

5% Comparison

	AG	AG	B
2024	24.71%	7.84%	16.11%
2025	16.46%	5.56%	10.91%
2026	6.79%	2.55%	4.63%
2027	8.03%	2.40%	5.16%
2028	0.11%	0.01%	0.06%







Road ID	E26-X17	G	E26-X17	AG	X17-E26

Road name	Cunningham Highway (17D)
Road section	Ch. 29.3 to Ch. 34.7
Road authority	DTMR

B2G Development Volumes

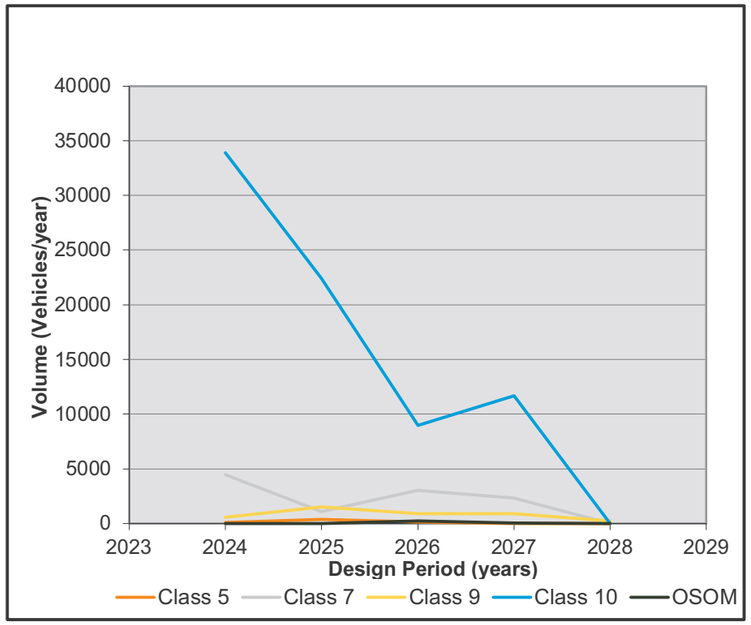
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	44	2230	275	16950	0	44	2230	275	16950	0	88	4459	550	33900	0
2025	199	541	766	11200	8	199	541	766	11200	8	397	1082	1533	22400	16
2026	71	1521	458	4499	122	71	1521	458	4499	122	142	3041	917	8999	244
2027	0	1166	446	5831	16	0	1166	446	5831	16	0	2331	893	11662	32
2028	0	3	112	0	0	0	3	112	0	0	0	6	223	0	0

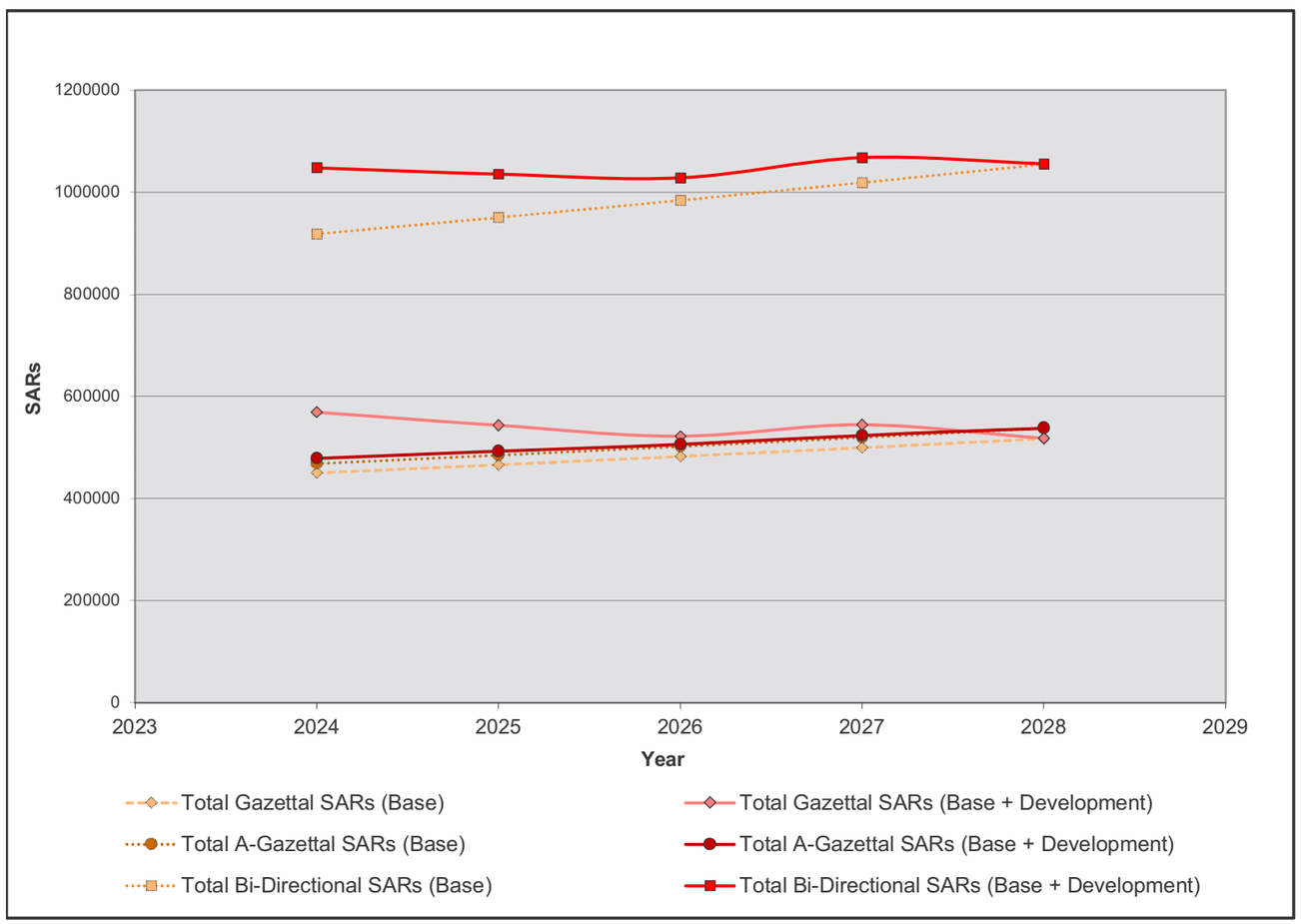
B2G SARs

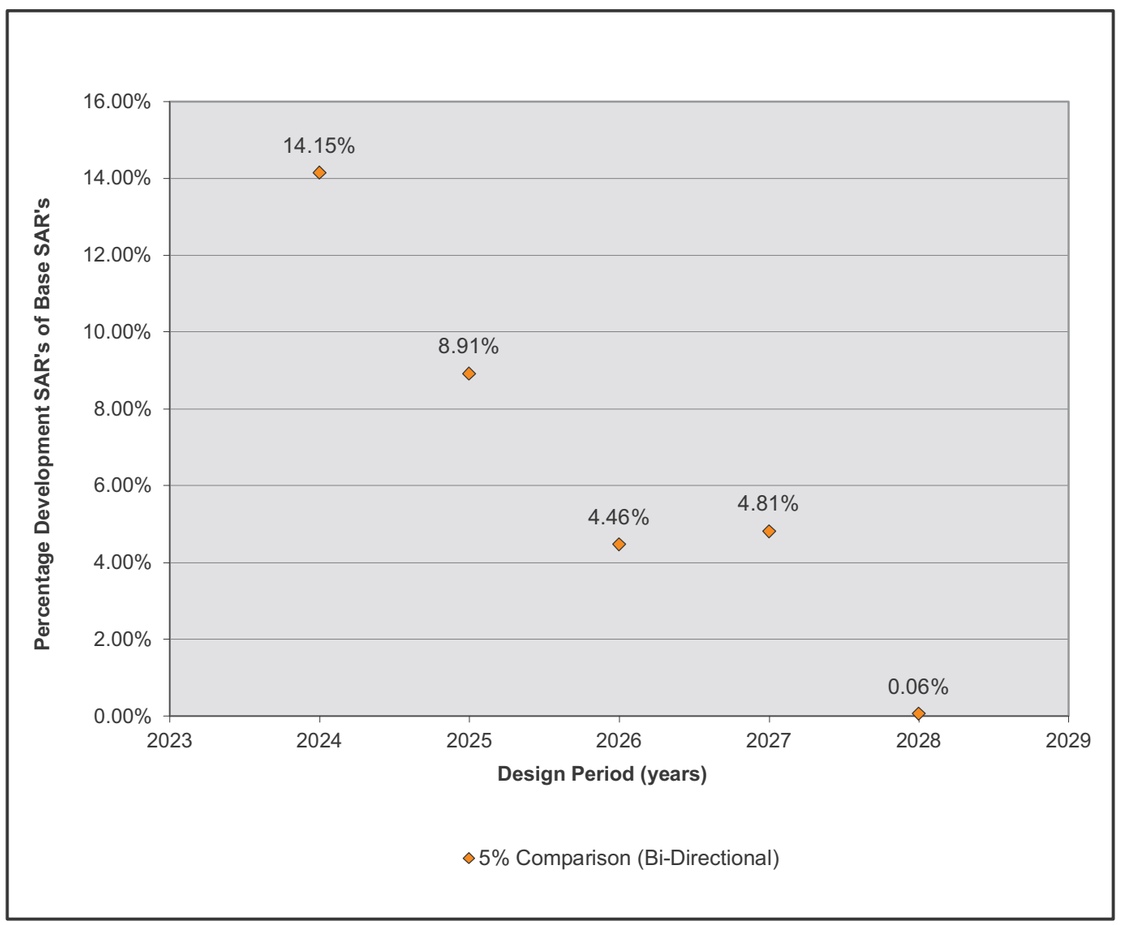
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	450079.2	468182.2	918261.4	119353	10553	129906	569432	478735	1048167
2025	465961	484702.8	950663.9	77220	7495	84715	543181	492198	1035379
2026	482403.3	501806.4	984209.7	39386	4551	43937	521789	506357	1028147
2027	499425.7	519513.5	1018939	44934	4075	49009	544360	523588	1067948
2028	517048.8	537845.4	1054894	565	59	624	517614	537904	1055518

5% Comparison

	AG	AG	B
2024	26.52%	2.25%	14.15%
2025	16.57%	1.55%	8.91%
2026	8.16%	0.91%	4.46%
2027	9.00%	0.78%	4.81%
2028	0.11%	0.01%	0.06%







Road ID	X17-X7	G	X17-X7	AG	X7-X17

Road name	Cunningham Highway (17D)
Road section	Ch. 34.7 to Ch. 39.6
Road authority	DTMR

B2G Development Volumes

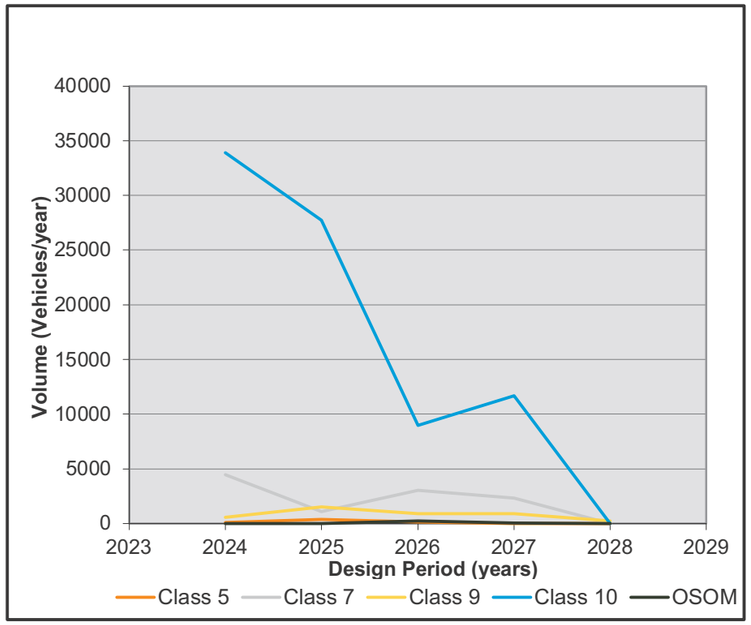
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	44	2230	275	16950	0	44	2230	275	16950	0	88	4459	550	33900	0
2025	199	541	766	13864	8	199	541	766	13864	8	397	1082	1533	27728	16
2026	71	1521	458	4499	122	71	1521	458	4499	122	142	3041	917	8999	244
2027	0	1166	446	5831	16	0	1166	446	5831	16	0	2331	893	11662	32
2028	0	3	112	0	0	0	3	112	0	0	0	6	223	0	0

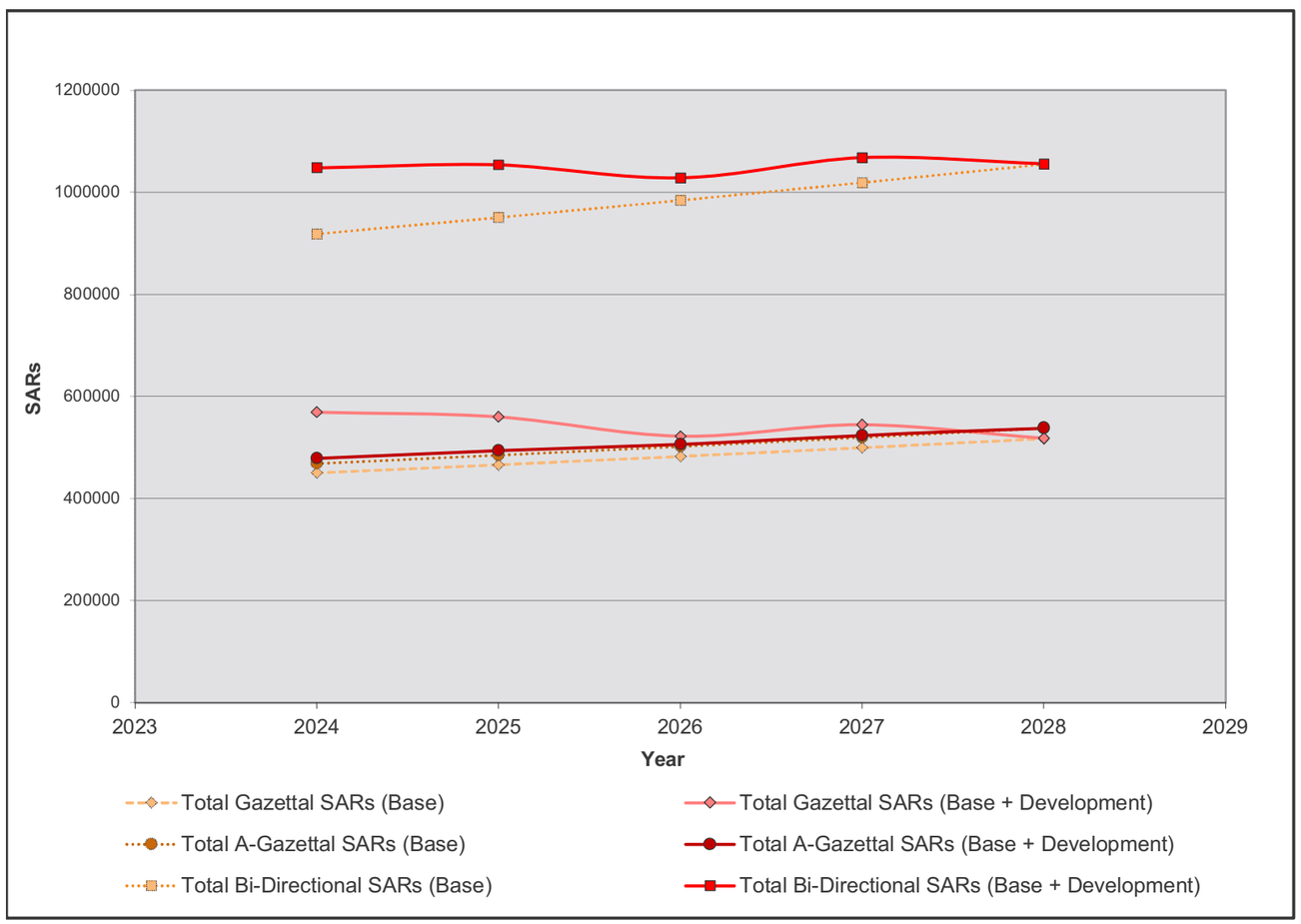
B2G SARs

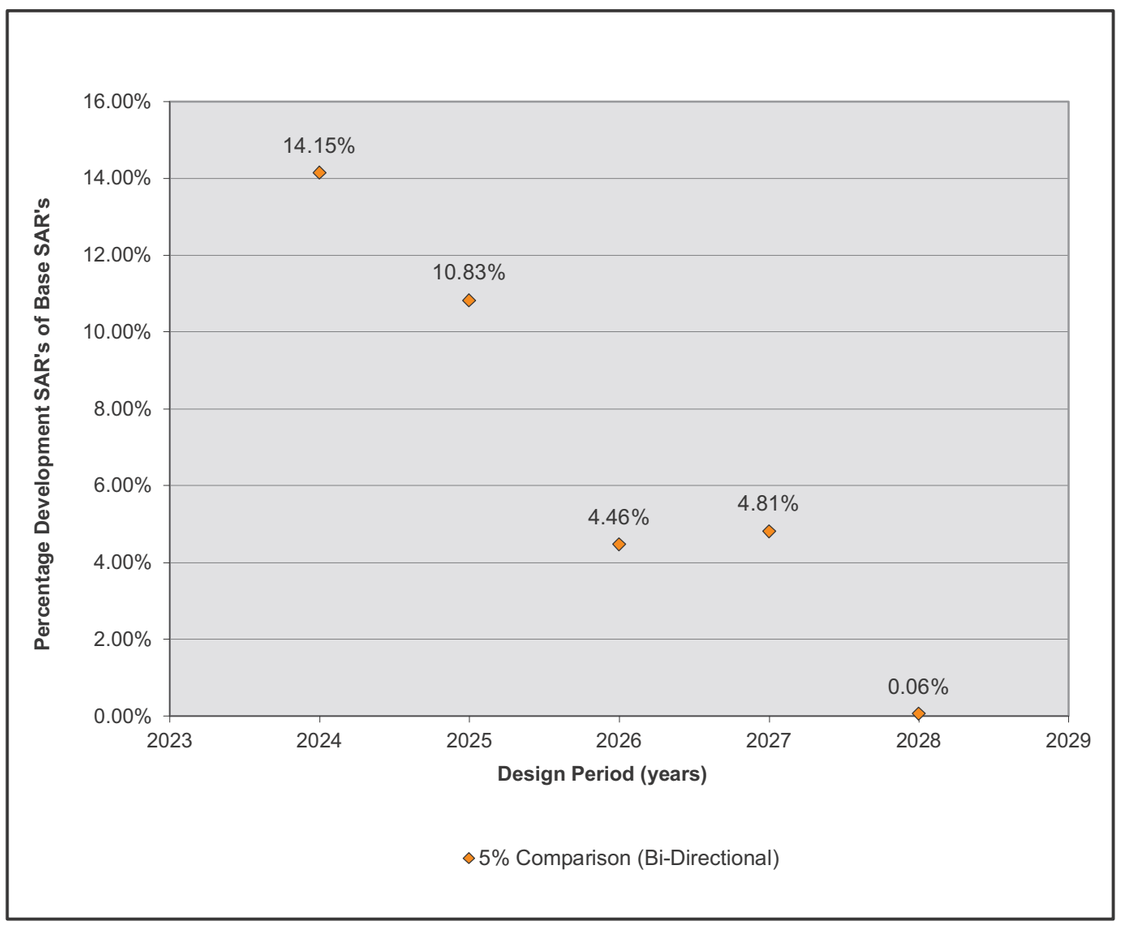
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	450079.2	468182.2	918261.4	119353	10553	129906	569432	478735	1048167
2025	465961	484702.8	950663.9	94004	8907	102911	559965	493610	1053575
2026	482403.3	501806.4	984209.7	39386	4551	43937	521789	506357	1028147
2027	499425.7	519513.5	1018939	44934	4075	49009	544360	523588	1067948
2028	517048.8	537845.4	1054894	565	59	624	517614	537904	1055518

5% Comparison

	AG	AG	B
2024	26.52%	2.25%	14.15%
2025	20.17%	1.84%	10.83%
2026	8.16%	0.91%	4.46%
2027	9.00%	0.78%	4.81%
2028	0.11%	0.01%	0.06%







Road ID	X7-X20	G	X7-X20	AG	X20-X7

Road name	Cunningham Highway (17D)
Road section	Ch. 39.6 to Ch. 40.3
Road authority	DTMR

B2G Development Volumes

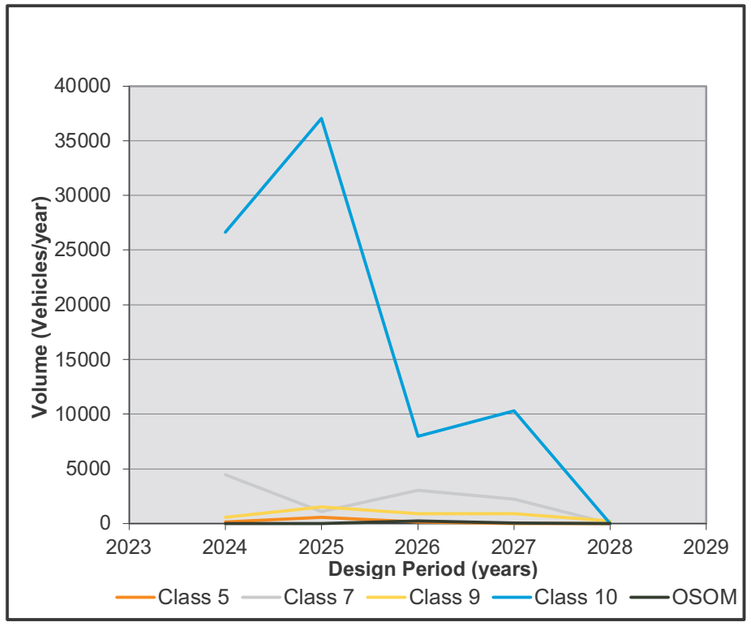
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	66	2230	272	13329	0	66	2230	272	13329	0	133	4459	544	26657	0
2025	280	541	756	18529	8	280	541	756	18529	8	561	1082	1512	37058	16
2026	71	1521	458	4003	122	71	1521	458	4003	122	142	3041	917	8006	244
2027	0	1118	446	5157	16	0	1118	446	5157	16	0	2237	893	10314	32
2028	0	3	112	0	0	0	3	112	0	0	0	6	223	0	0

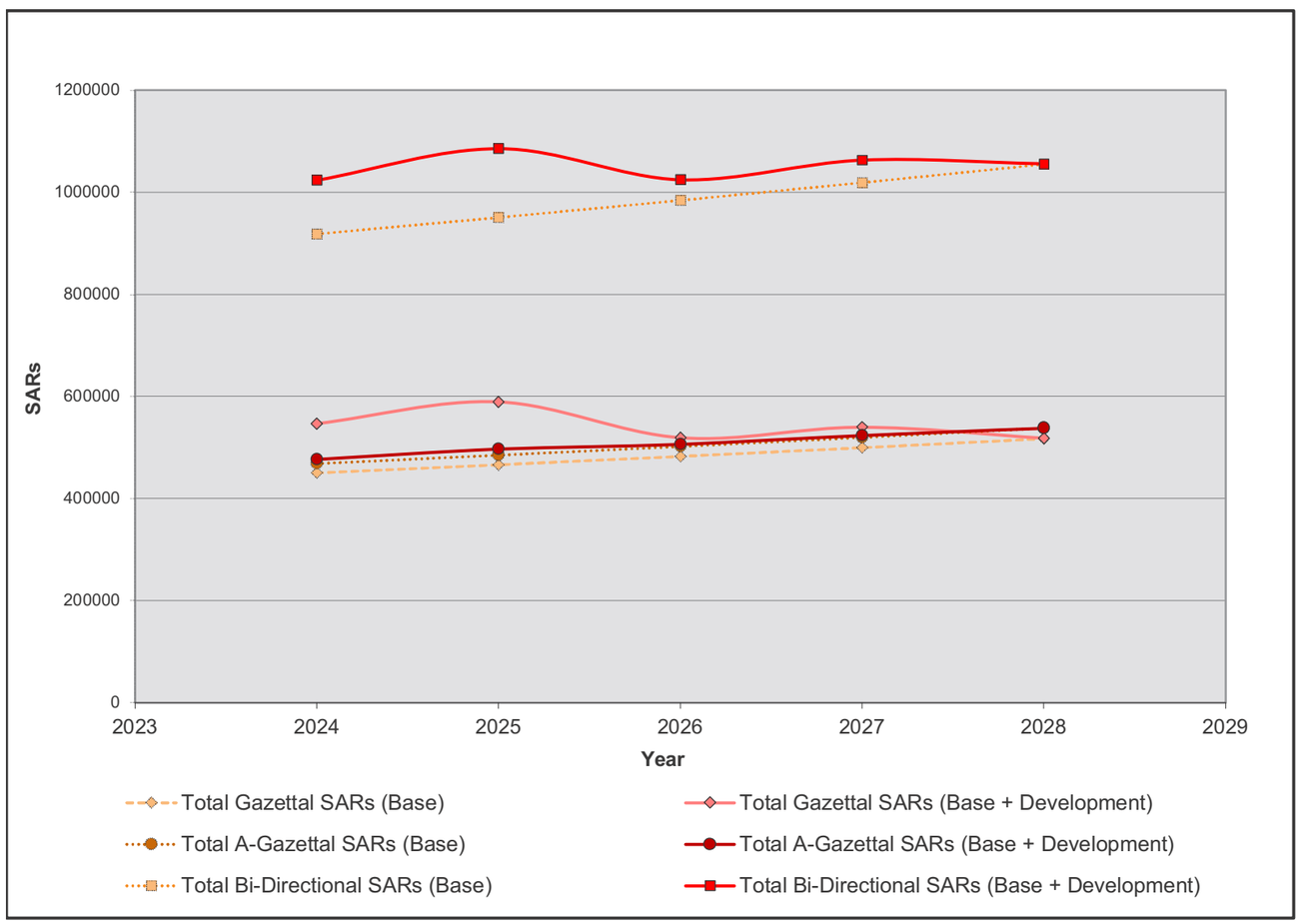
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	450079.2	468182.2	918261.4	96534	8723	105257	546613	476905	1023519
2025	465961	484702.8	950663.9	123378	11708	135086	589339	496411	1085750
2026	482403.3	501806.4	984209.7	36257	4288	40545	518660	506094	1024755
2027	499425.7	519513.5	1018939	40450	3691	44141	539876	523204	1063080
2028	517048.8	537845.4	1054894	565	59	624	517614	537904	1055518

5% Comparison

	AG	AG	B
2024	21.45%	1.86%	11.46%
2025	26.48%	2.42%	14.21%
2026	7.52%	0.85%	4.12%
2027	8.10%	0.71%	4.33%
2028	0.11%	0.01%	0.06%







Road ID	X20-X21	G	X20-X21	AG	X21-X20

Road name	Cunningham Highway (17D)
Road section	Ch. 40.3 to Ch. 40.5
Road authority	DTMR

B2G Development Volumes

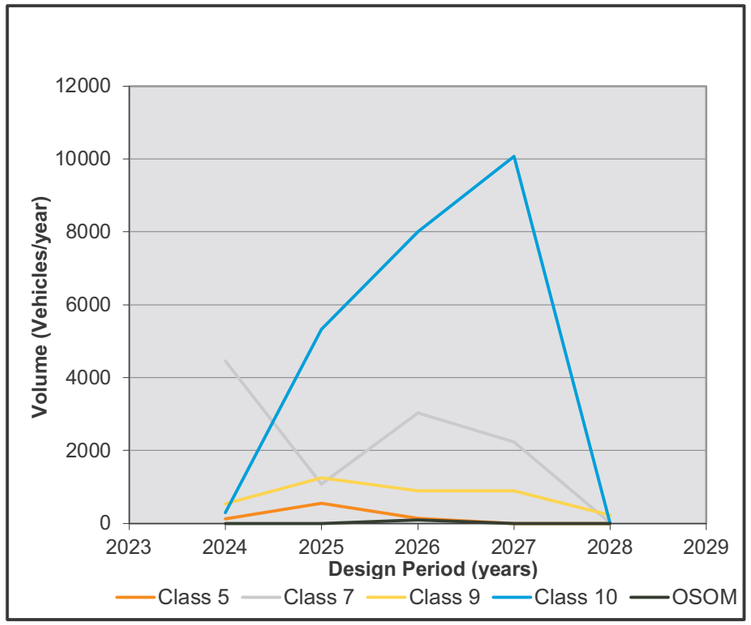
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	66	2230	272	150	0	66	2230	272	150	0	133	4459	544	300	0
2025	280	541	625	2664	0	280	541	625	2664	0	561	1082	1250	5328	0
2026	71	1521	446	4003	49	71	1521	446	4003	49	142	3041	893	8006	98
2027	0	1118	446	5040	0	0	1118	446	5040	0	0	2237	893	10080	0
2028	0	3	112	0	0	0	3	112	0	0	0	6	223	0	0

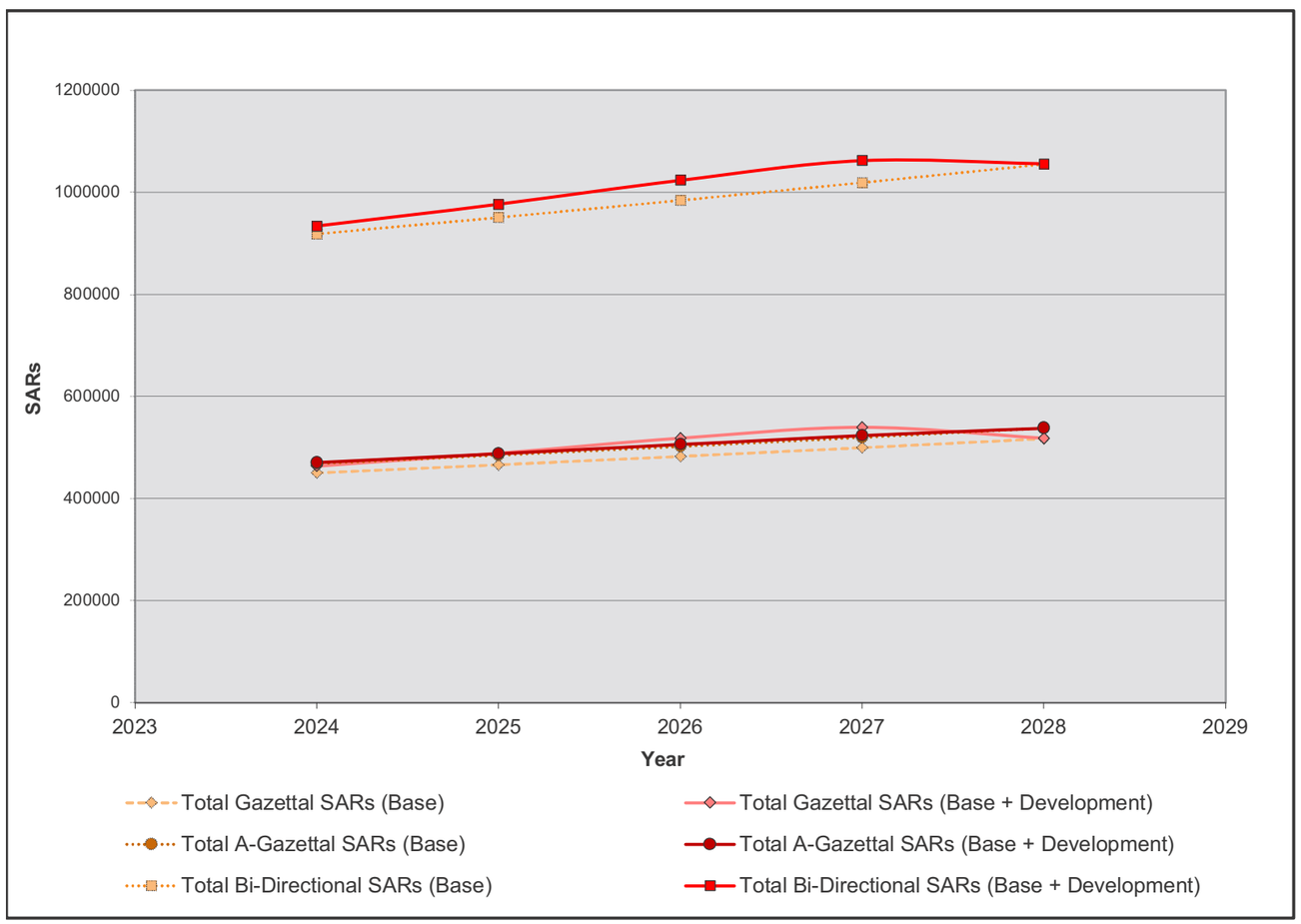
B2G SARs

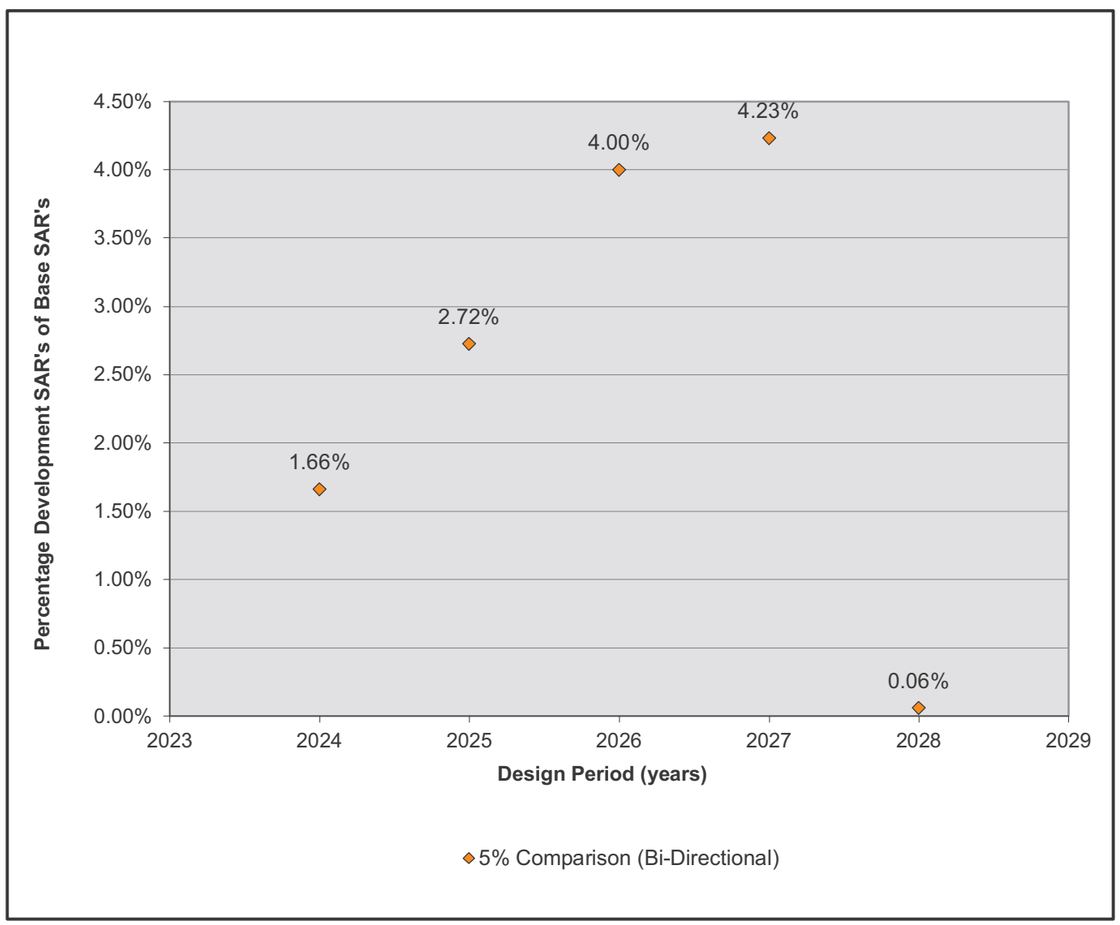
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	450079.2	468182.2	918261.4	13509	1738	15248	463589	469921	933509
2025	465961	484702.8	950663.9	22712	3181	25893	488673	487884	976557
2026	482403.3	501806.4	984209.7	35534	3810	39344	517937	505616	1023553
2027	499425.7	519513.5	1018939	39568	3525	43093	538994	523039	1062033
2028	517048.8	537845.4	1054894	565	59	624	517614	537904	1055518

5% Comparison

	AG	AG	B
2024	3.00%	0.37%	1.66%
2025	4.87%	0.66%	2.72%
2026	7.37%	0.76%	4.00%
2027	7.92%	0.68%	4.23%
2028	0.11%	0.01%	0.06%







Road ID	X21-E32	G	X21-E32	AG	E32-X21

Road name	Cunningham Highway (17D)
Road section	Ch. 40.5 to Ch. 43.9
Road authority	DTMR

B2G Development Volumes

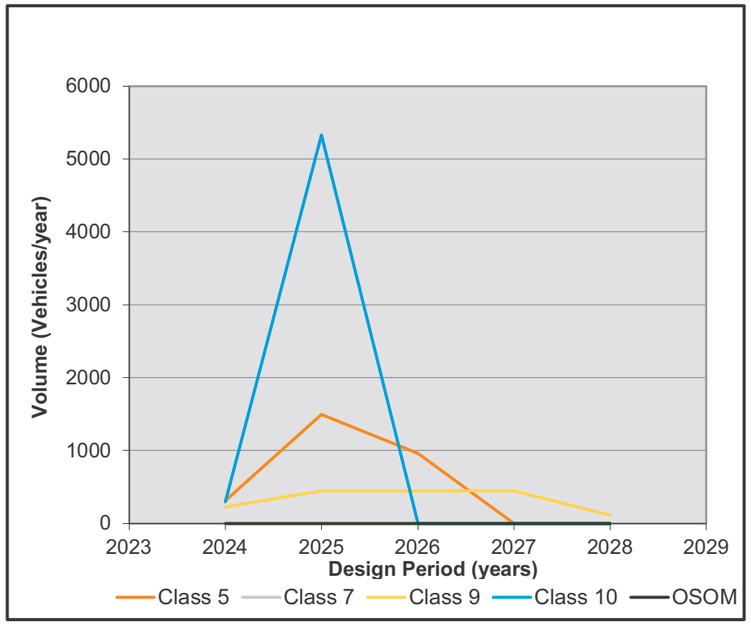
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	156	0	112	150	0	156	0	112	150	0	313	0	223	300	0
2025	747	0	223	2664	0	747	0	223	2664	0	1495	0	446	5328	0
2026	482	0	223	0	0	482	0	223	0	0	964	0	446	0	0
2027	0	0	223	0	0	0	0	223	0	0	0	0	446	0	0
2028	0	0	56	0	0	0	0	56	0	0	0	0	112	0	0

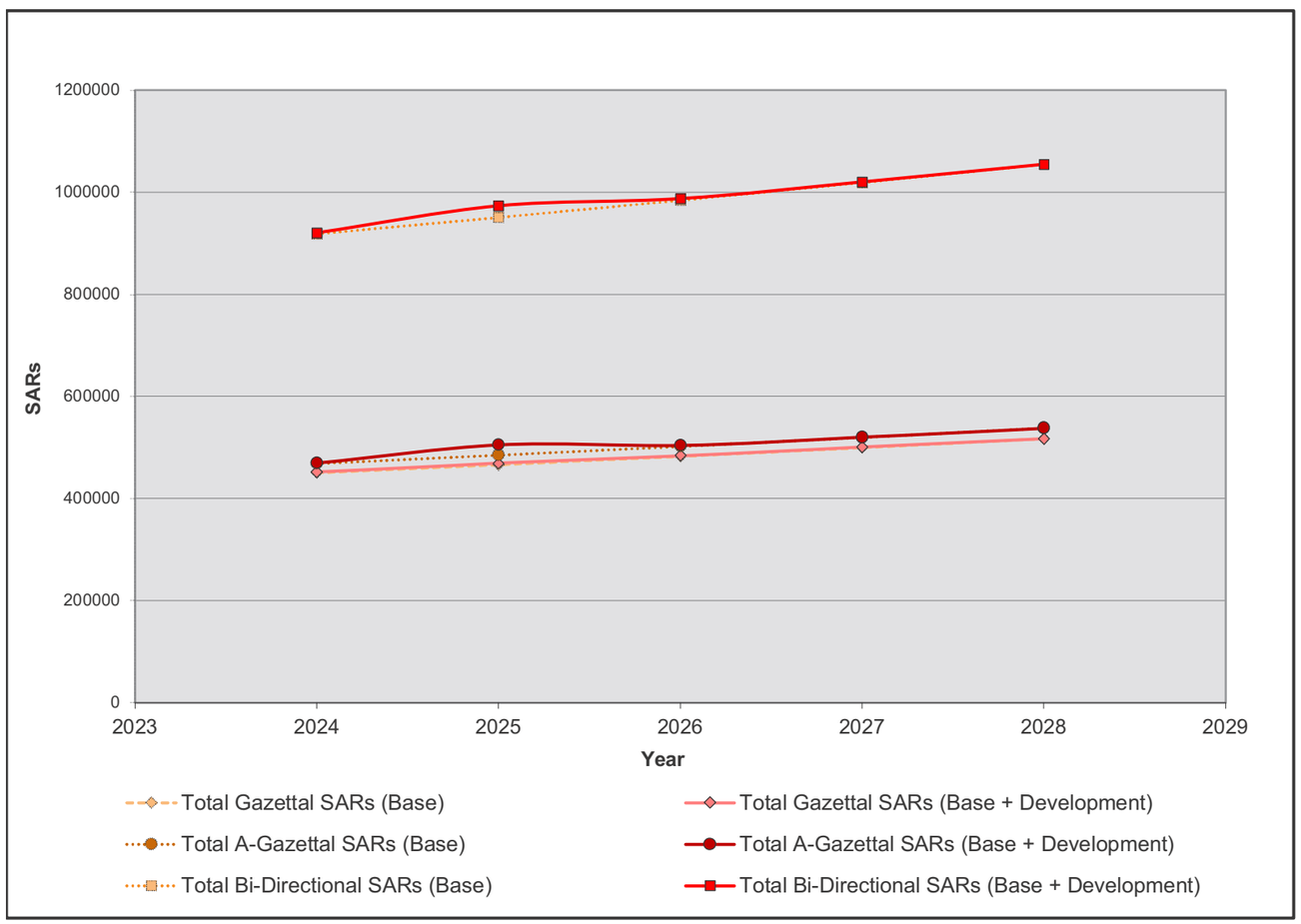
B2G SARs

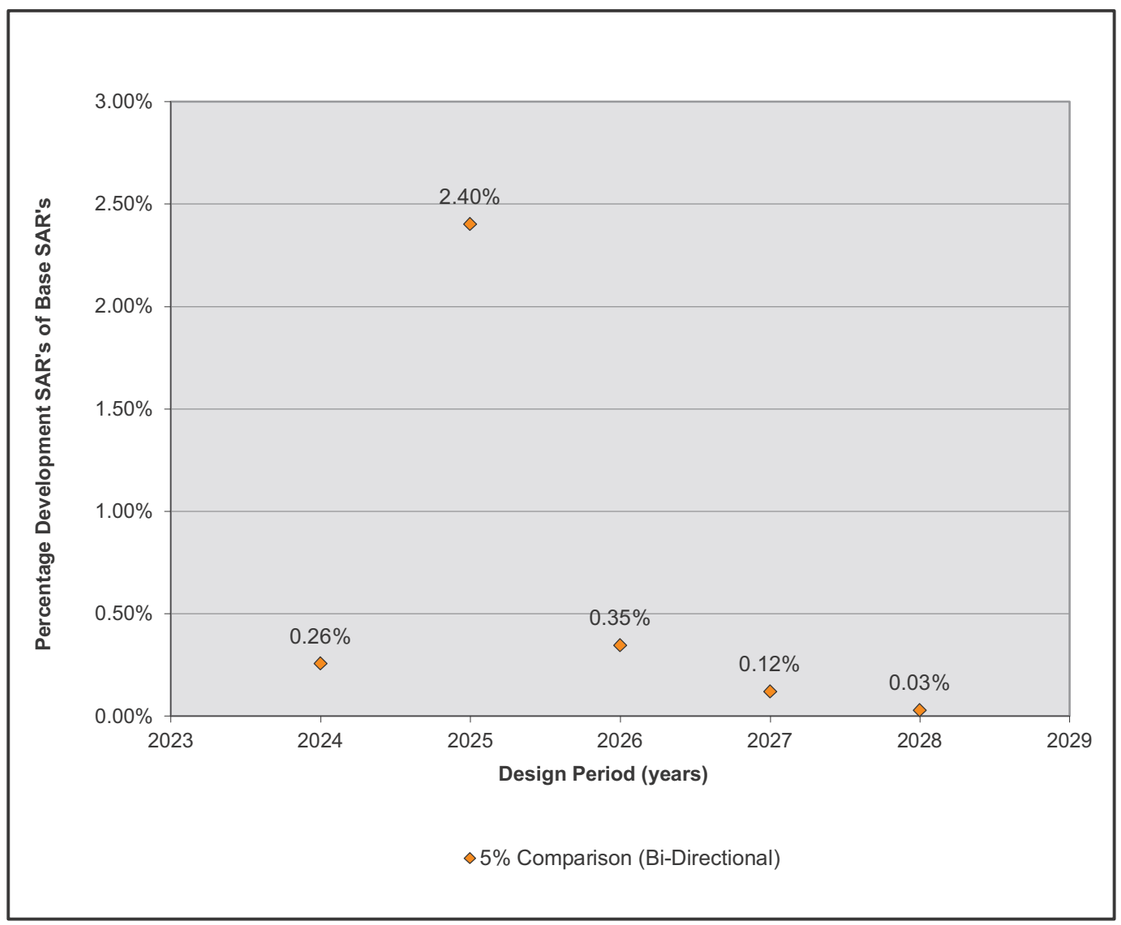
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	450079.2	468182.2	918261.4	1567	776	2343	451646	468958	920605
2025	465961	484702.8	950663.9	2856	19955	22811	468817	504658	973475
2026	482403.3	501806.4	984209.7	1322	2086	3408	483725	503892	987618
2027	499425.7	519513.5	1018939	1100	114	1214	500526	519627	1020153
2028	517048.8	537845.4	1054894	275	28	304	517324	537874	1055198

5% Comparison

	AG	AG	B
2024	0.35%	0.17%	0.26%
2025	0.61%	4.12%	2.40%
2026	0.27%	0.42%	0.35%
2027	0.22%	0.02%	0.12%
2028	0.05%	0.01%	0.03%







Road ID	E32-X19	G	E32-X19	AG	X19-E32

Road name	Cunningham Highway (17D)
Road section	Ch. 43.9 to Ch. 46.3
Road authority	DTMR

B2G Development Volumes

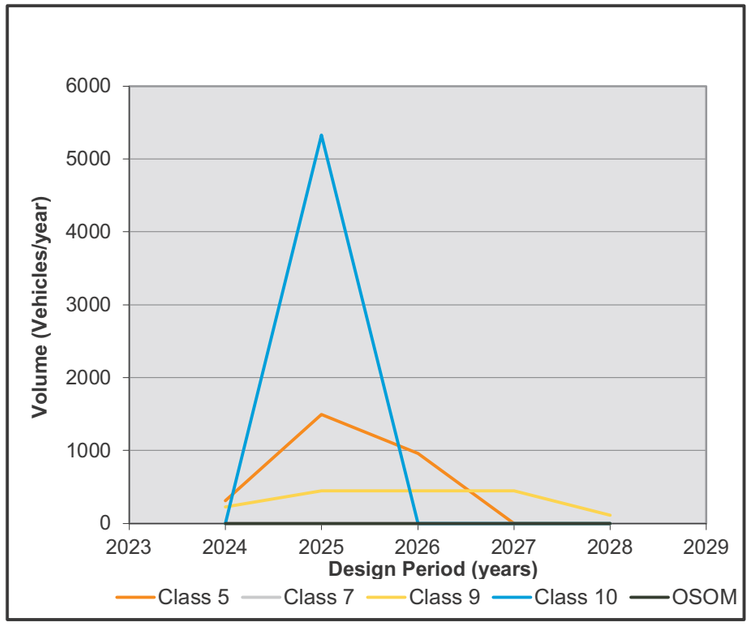
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	156	0	112	0	0	156	0	112	0	0	313	0	223	0	0
2025	747	0	223	2664	0	747	0	223	2664	0	1495	0	446	5328	0
2026	482	0	223	0	0	482	0	223	0	0	964	0	446	0	0
2027	0	0	223	0	0	0	0	223	0	0	0	0	446	0	0
2028	0	0	56	0	0	0	0	56	0	0	0	0	112	0	0

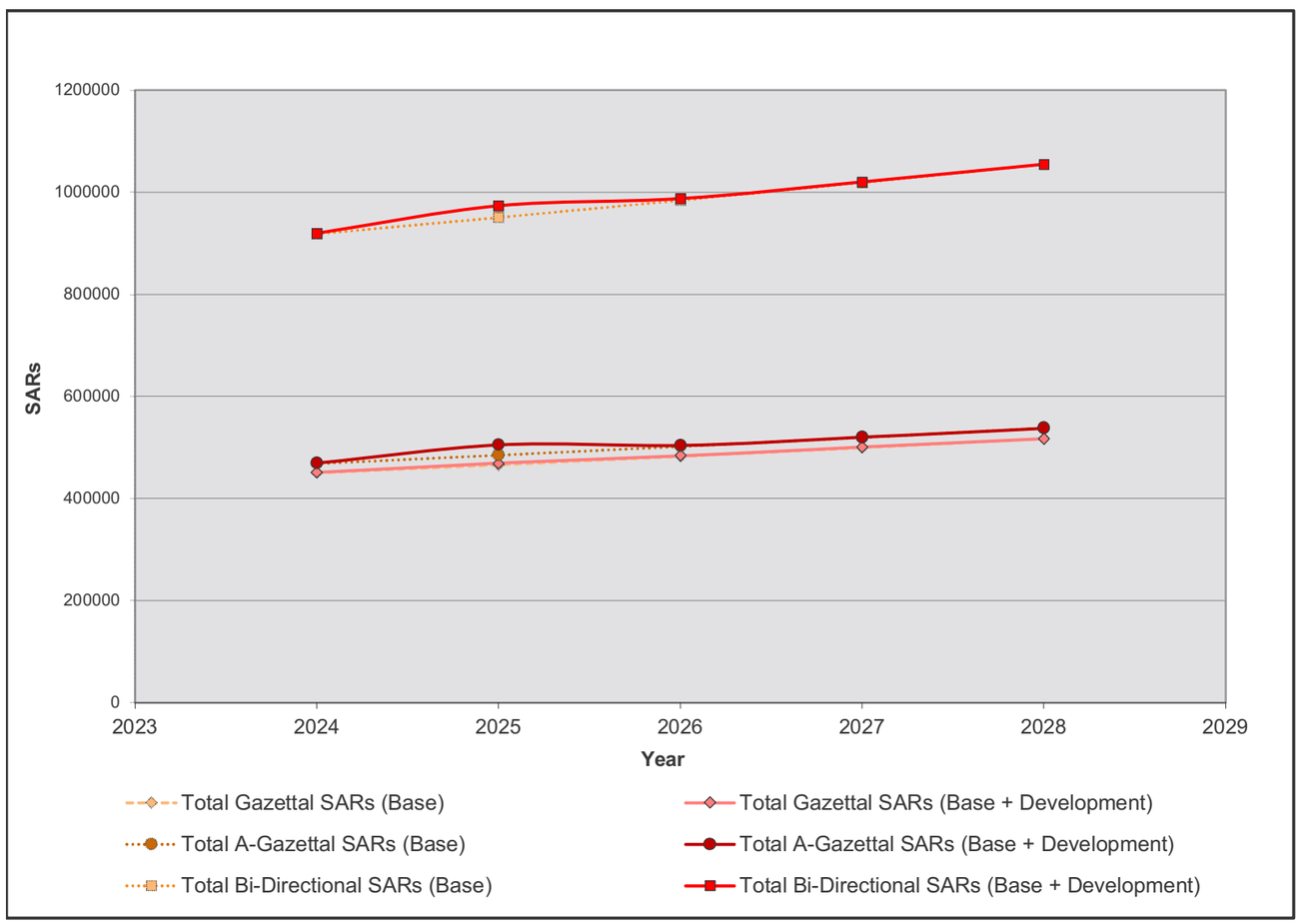
B2G SARs

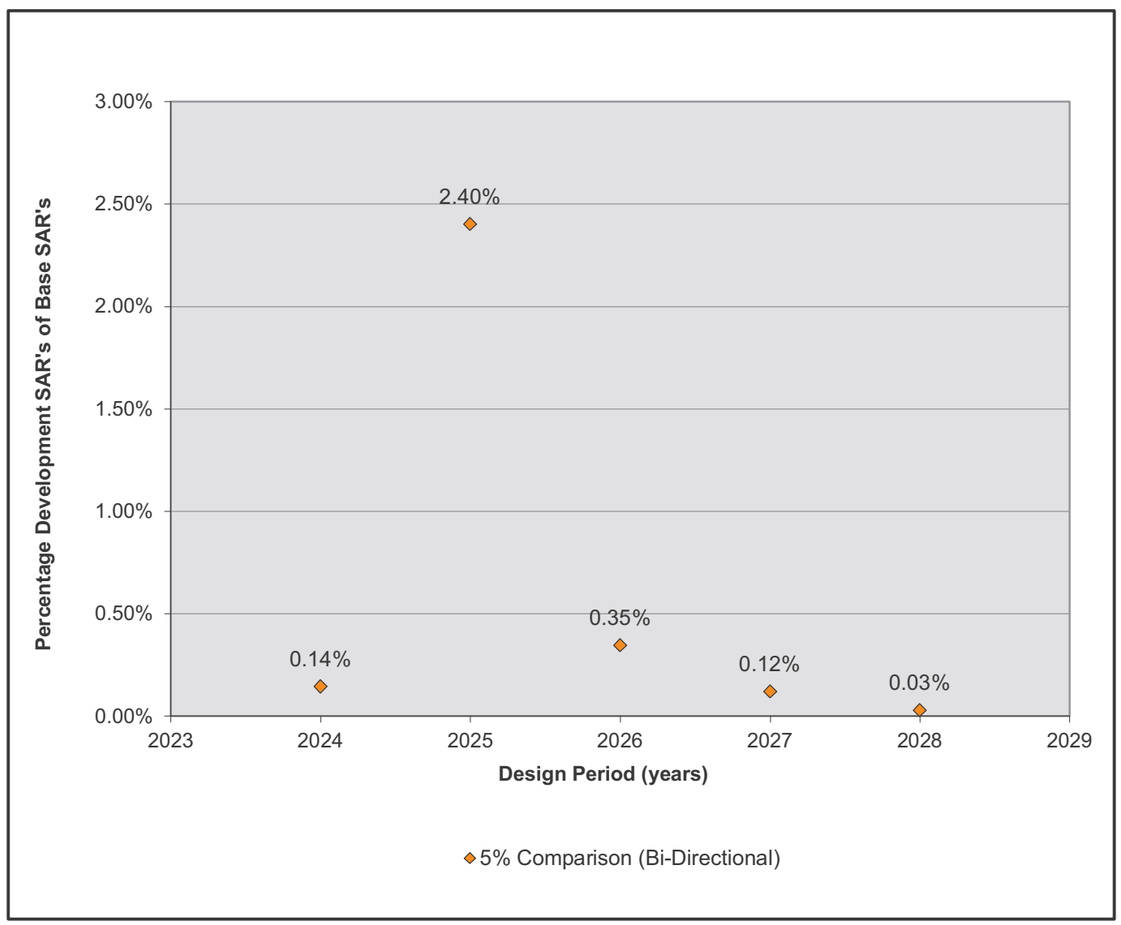
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	450079.2	468182.2	918261.4	622	697	1319	450701	468879	919580
2025	465961	484702.8	950663.9	2856	19955	22811	468817	504658	973475
2026	482403.3	501806.4	984209.7	1322	2086	3408	483725	503892	987618
2027	499425.7	519513.5	1018939	1100	114	1214	500526	519627	1020153
2028	517048.8	537845.4	1054894	275	28	304	517324	537874	1055198

5% Comparison

	AG	AG	B
2024	0.14%	0.15%	0.14%
2025	0.61%	4.12%	2.40%
2026	0.27%	0.42%	0.35%
2027	0.22%	0.02%	0.12%
2028	0.05%	0.01%	0.03%







Road ID	X19-X13	G	X19-X13	AG	X13-X19

Road name	Cunningham Highway (17D)
Road section	Ch. 46.3 to Ch. 88.0
Road authority	DTMR

B2G Development Volumes

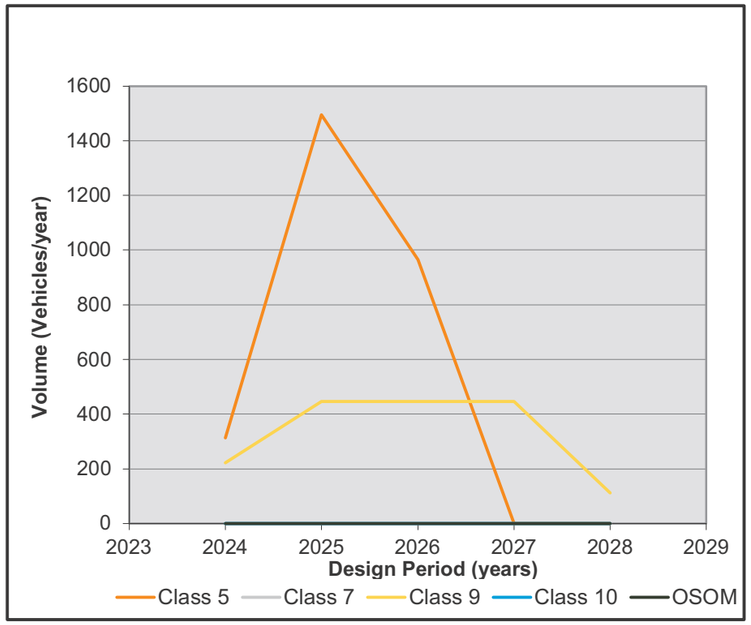
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	156	0	112	0	0	156	0	112	0	0	313	0	223	0	0
2025	747	0	223	0	0	747	0	223	0	0	1495	0	446	0	0
2026	482	0	223	0	0	482	0	223	0	0	964	0	446	0	0
2027	0	0	223	0	0	0	0	223	0	0	0	0	446	0	0
2028	0	0	56	0	0	0	0	56	0	0	0	0	112	0	0

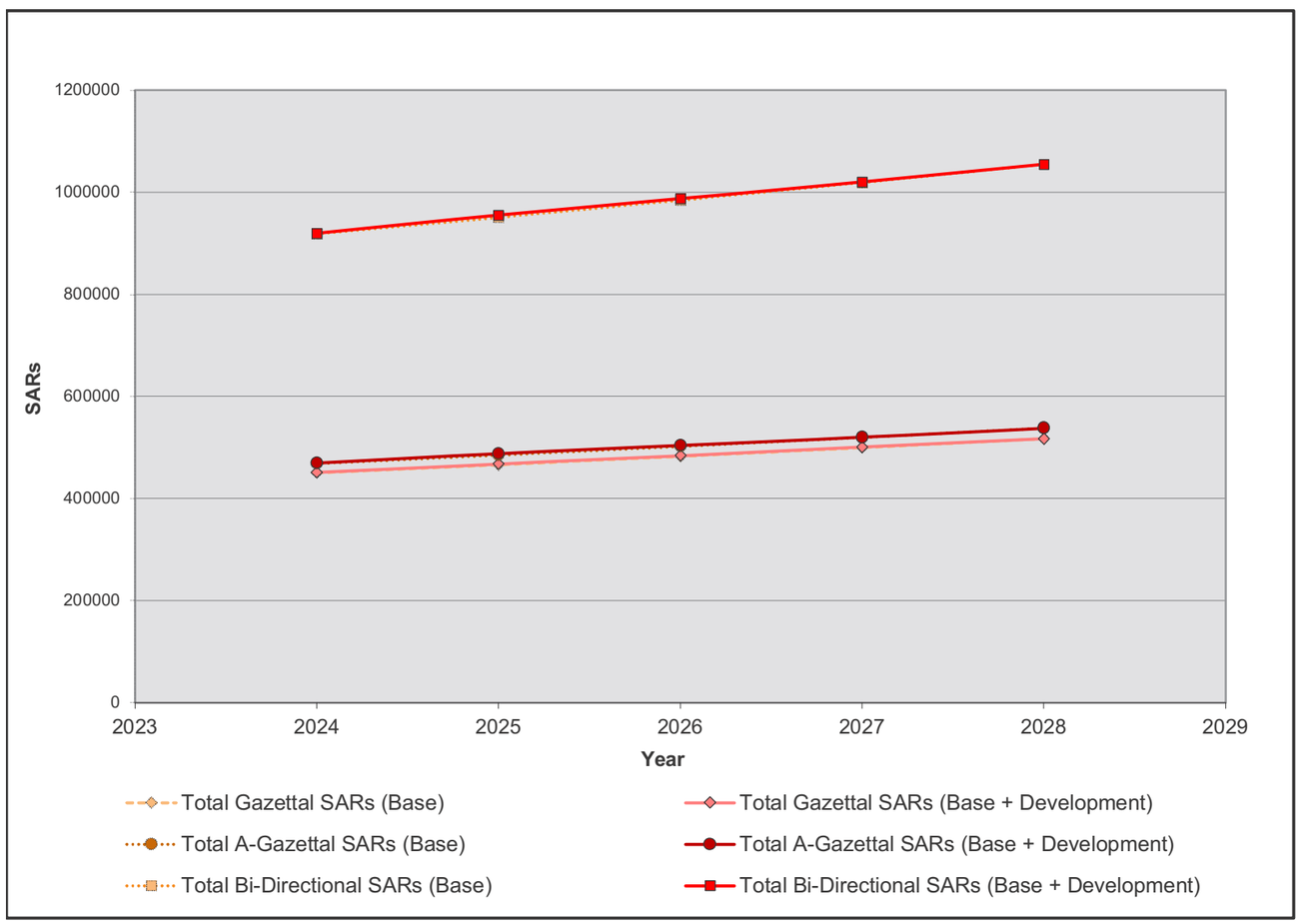
B2G SARs

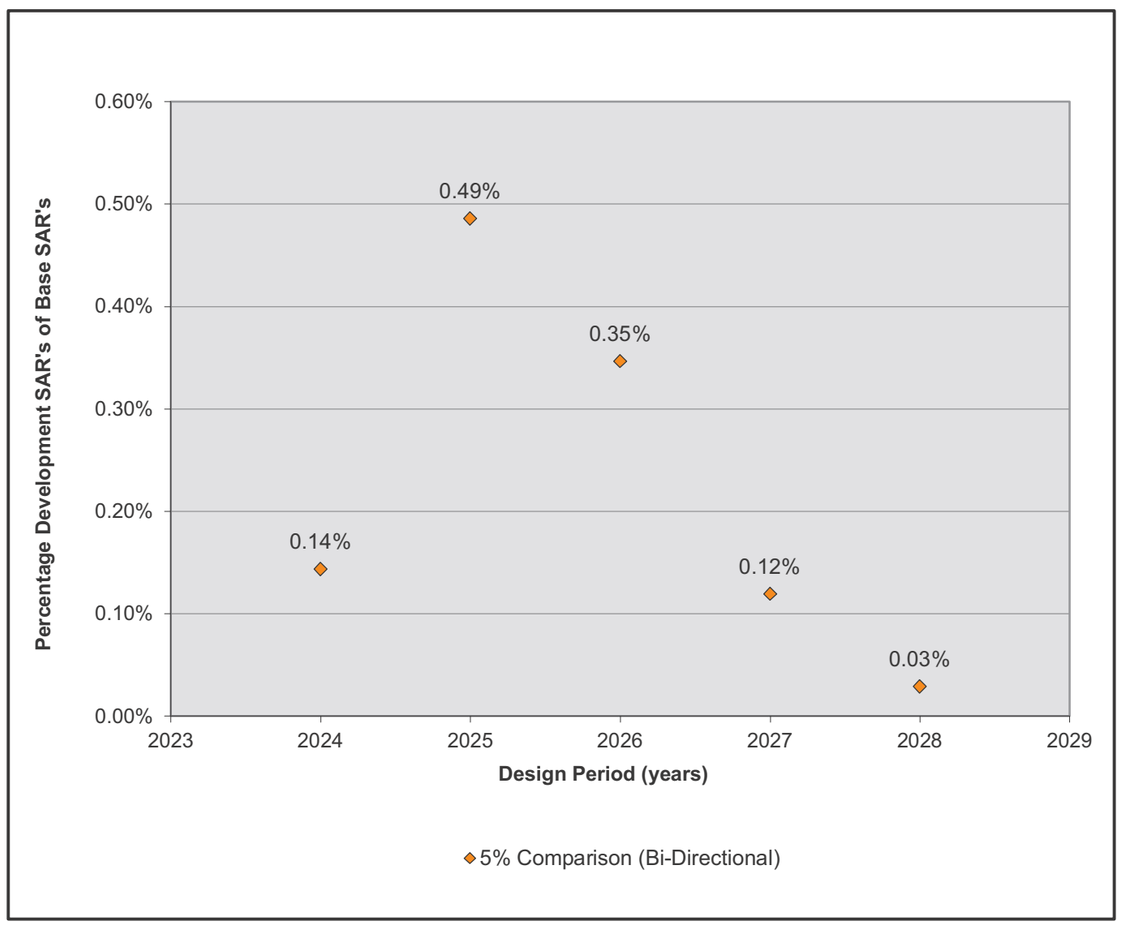
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	450079.2	468182.2	918261.4	622	697	1319	450701	468879	919580
2025	465961	484702.8	950663.9	1444	3171	4615	467405	487874	955279
2026	482403.3	501806.4	984209.7	1322	2086	3408	483725	503892	987618
2027	499425.7	519513.5	1018939	1100	114	1214	500526	519627	1020153
2028	517048.8	537845.4	1054894	275	28	304	517324	537874	1055198

5% Comparison

	AG	AG	B
2024	0.14%	0.15%	0.14%
2025	0.31%	0.65%	0.49%
2026	0.27%	0.42%	0.35%
2027	0.22%	0.02%	0.12%
2028	0.05%	0.01%	0.03%







Road ID	X13-X152	G	X13-X152	AG	X152-X13

Road name	Cunningham Highway (17D)
Road section	Ch. 88.0 to Ch. 88.2
Road authority	DTMR

B2G Development Volumes

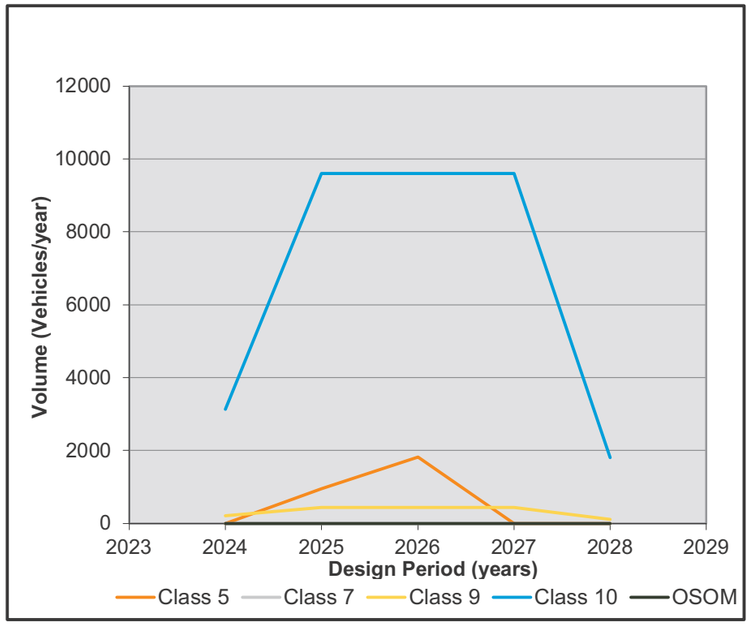
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	112	1563	0	0	0	112	1563	0	0	0	223	3126	0
2025	478	0	223	4801	0	478	0	223	4801	0	955	0	446	9602	0
2026	915	0	223	4801	0	915	0	223	4801	0	1829	0	446	9602	0
2027	0	0	223	4801	0	0	0	223	4801	0	0	0	446	9602	0
2028	0	0	56	905	0	0	0	56	905	0	0	0	112	1810	0

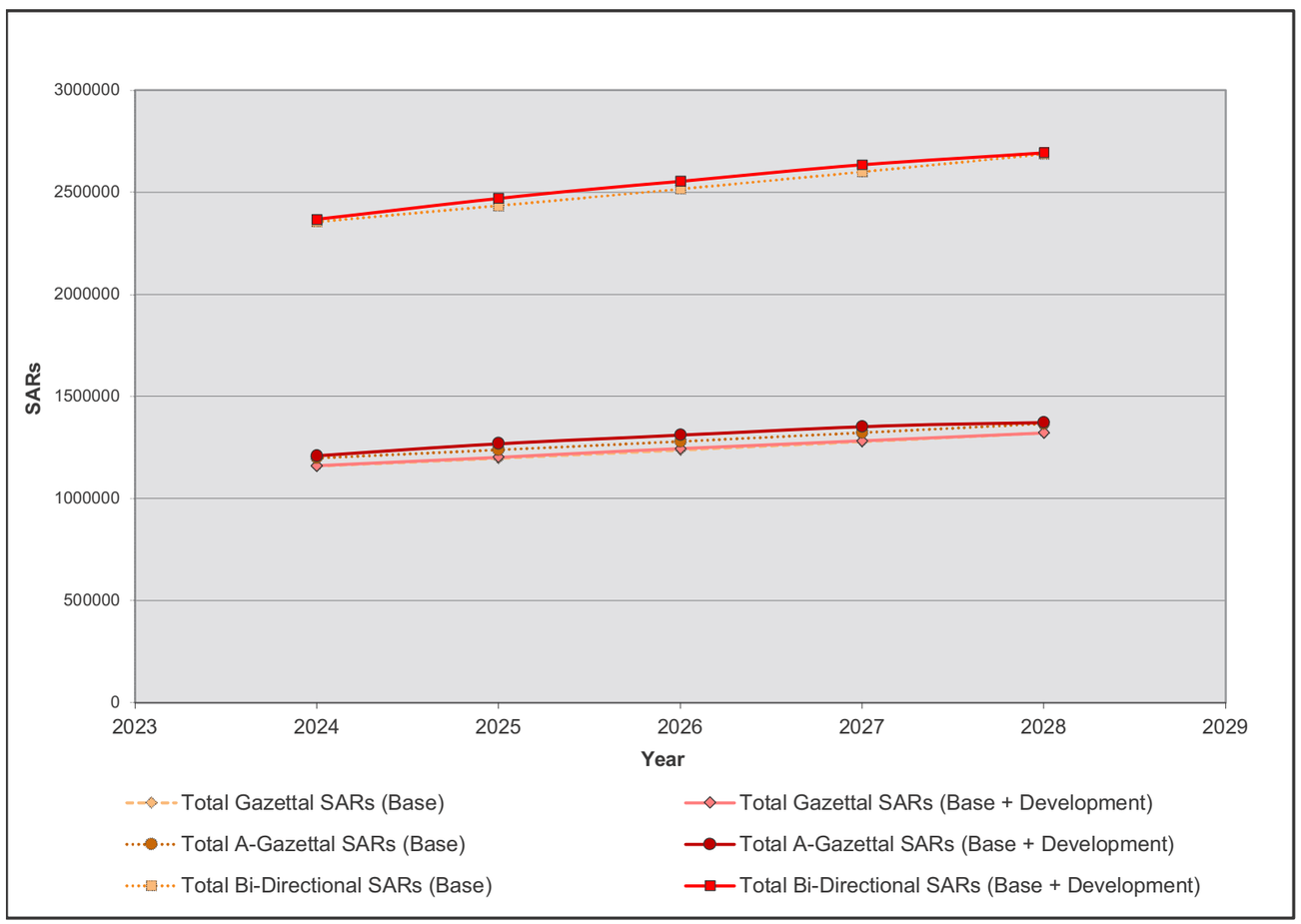
B2G SARs

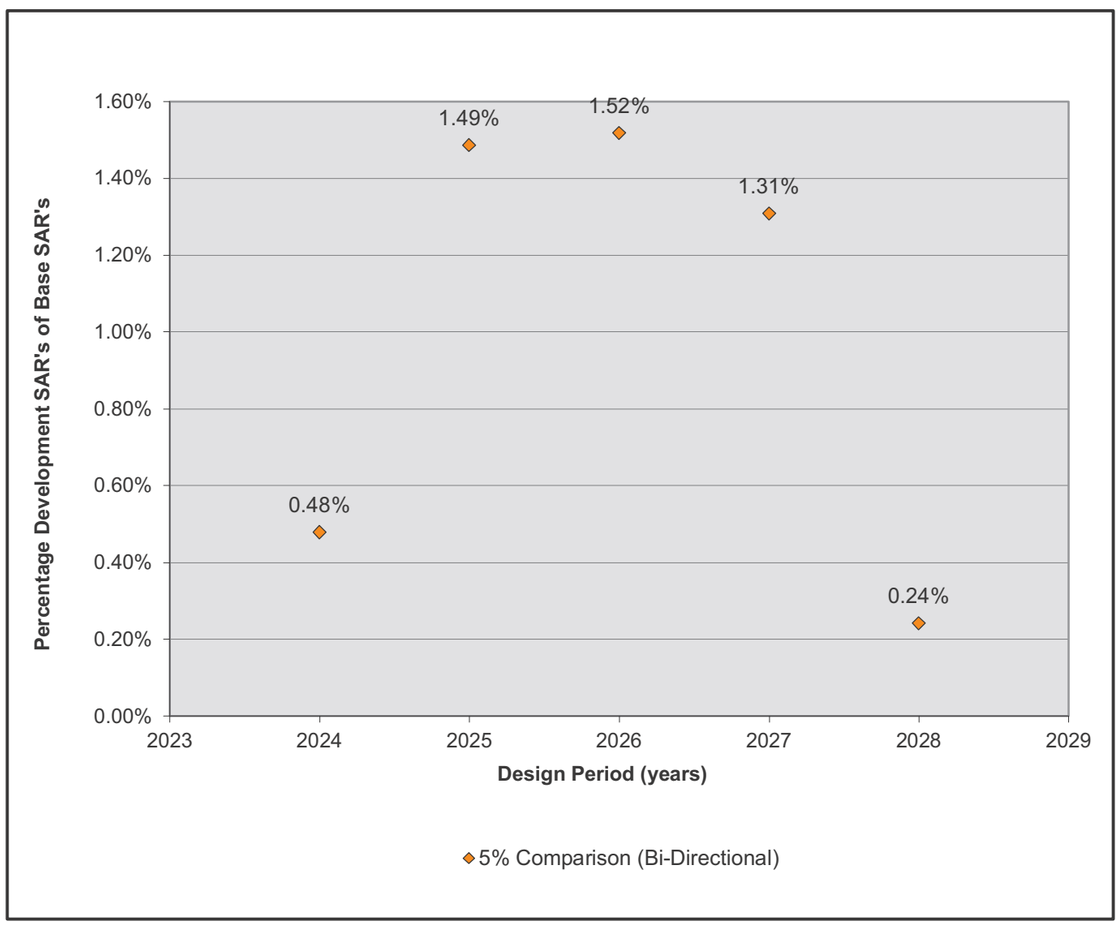
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1157873	1197779	2355652	1379	9904	11282	1159251	1207683	2366934
2025	1196598	1237839	2434436	5599	30580	36179	1202196	1268418	2470615
2026	1236618	1279238	2515856	7386	30781	38166	1244003	1310019	2554022
2027	1277976	1322022	2599998	3645	30360	34005	1281621	1352382	2634003
2028	1320718	1366237	2686954	755	5730	6485	1321473	1371967	2693439

5% Comparison

	AG	AG	B
2024	0.12%	0.83%	0.48%
2025	0.47%	2.47%	1.49%
2026	0.60%	2.41%	1.52%
2027	0.29%	2.30%	1.31%
2028	0.06%	0.42%	0.24%







Road ID	X152-X12	G	X152-X12	AG	X12-X152

Road name	Cunningham Highway (17D)
Road section	Ch. 88.2 to Ch. 90.0
Road authority	DTMR

B2G Development Volumes

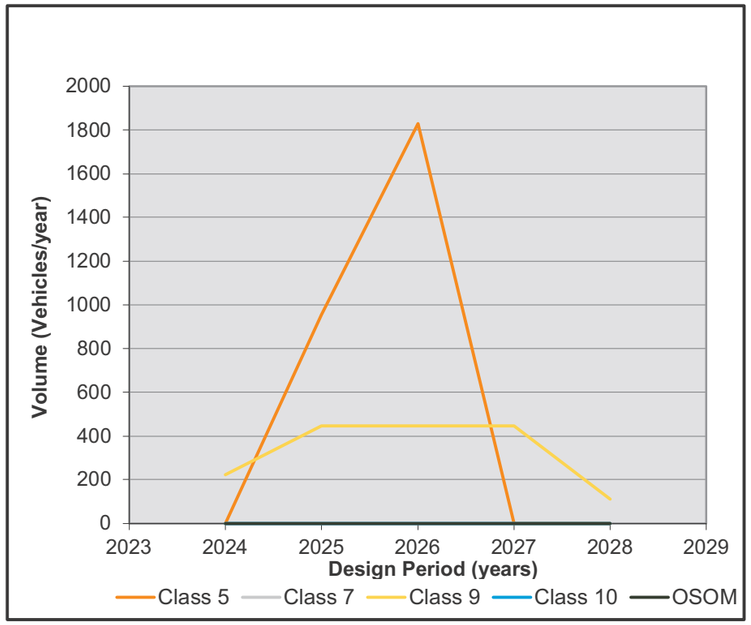
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	112	0	0	0	0	112	0	0	0	0	223	0	0
2025	478	0	223	0	0	478	0	223	0	0	955	0	446	0	0
2026	915	0	223	0	0	915	0	223	0	0	1829	0	446	0	0
2027	0	0	223	0	0	0	0	223	0	0	0	0	446	0	0
2028	0	0	56	0	0	0	0	56	0	0	0	0	112	0	0

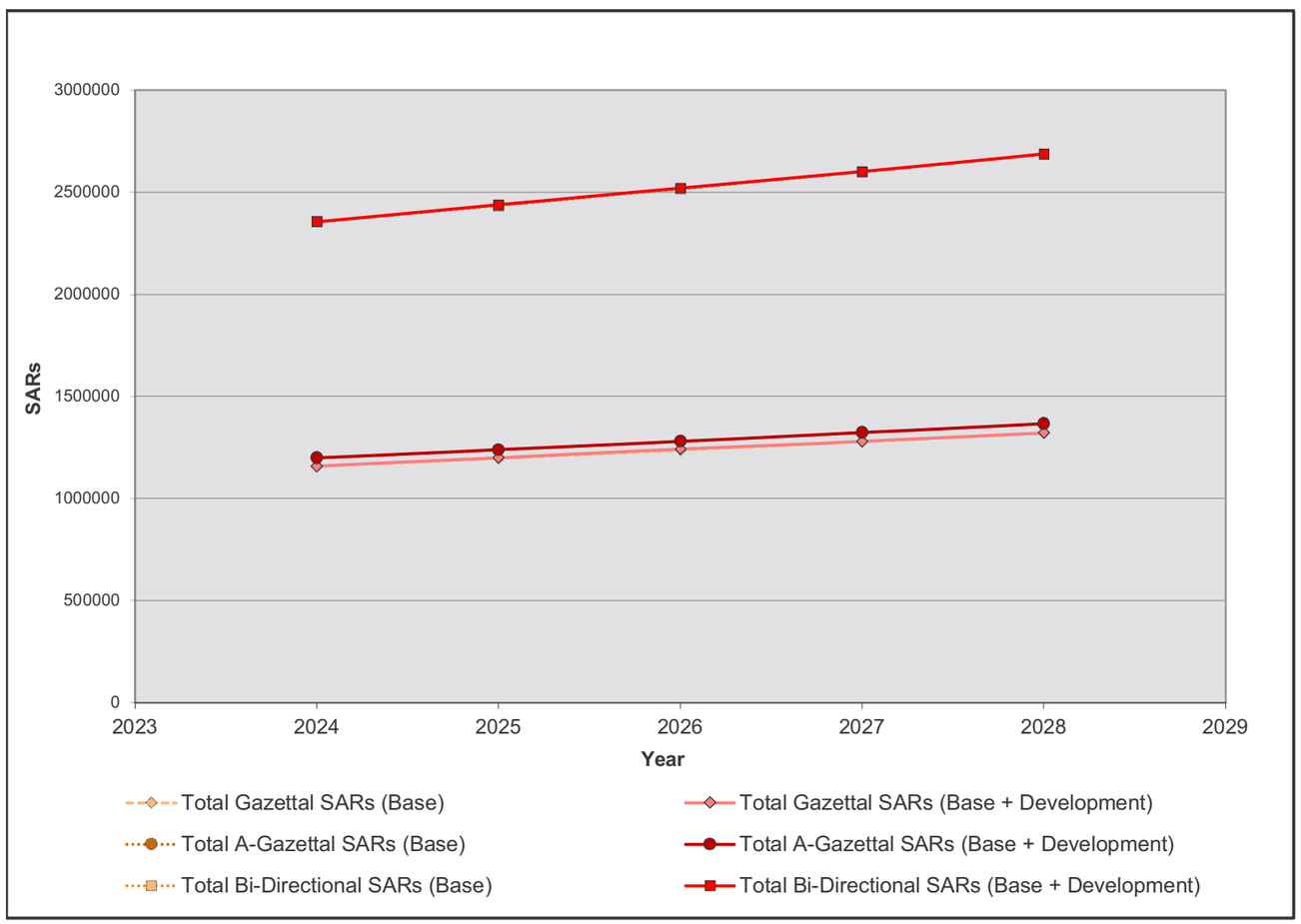
B2G SARs

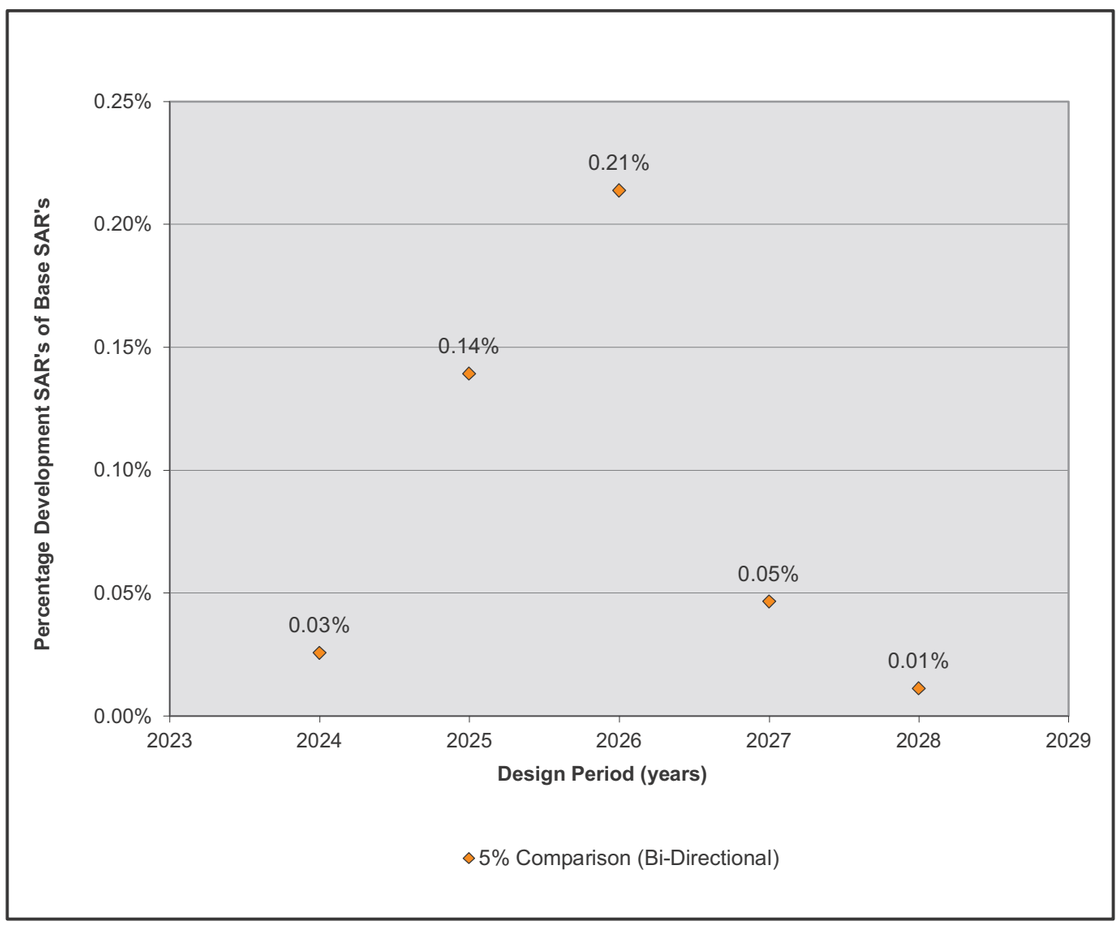
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1157873	1197779	2355652	550	57	607	1158423	1197836	2356259
2025	1196598	1237839	2434436	3054	334	3388	1199652	1238172	2437824
2026	1236618	1279238	2515856	4841	535	5376	1241459	1279772	2521231
2027	1277976	1322022	2599998	1100	114	1214	1279077	1322136	2601212
2028	1320718	1366237	2686954	275	28	304	1320993	1366265	2687258

5% Comparison

	AG	AG	B
2024	0.05%	0.00%	0.03%
2025	0.26%	0.03%	0.14%
2026	0.39%	0.04%	0.21%
2027	0.09%	0.01%	0.05%
2028	0.02%	0.00%	0.01%







Road ID	M9-M10	G	M9-M10	AG	M10-M9

Road name	Gateway Motorway (N239)
Road section	Ch. 0.0 to Ch. 15
Road authority	DTMR

B2G Development Volumes

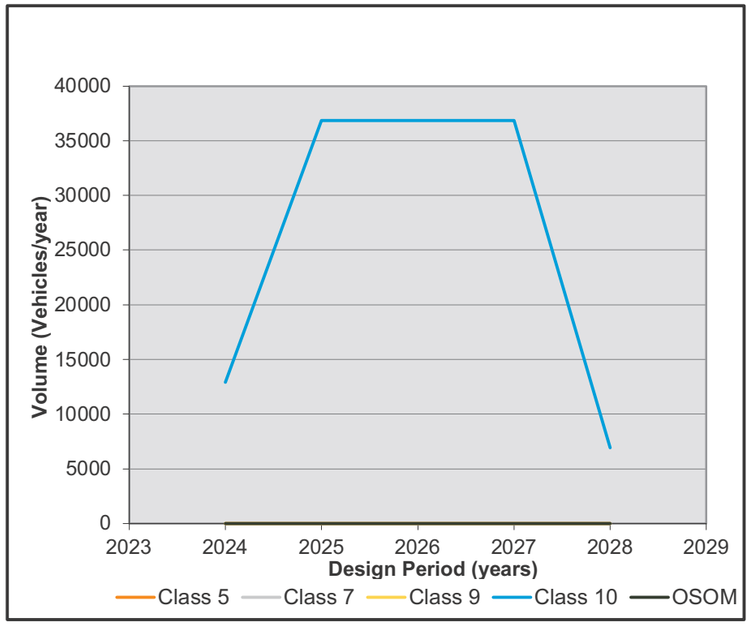
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

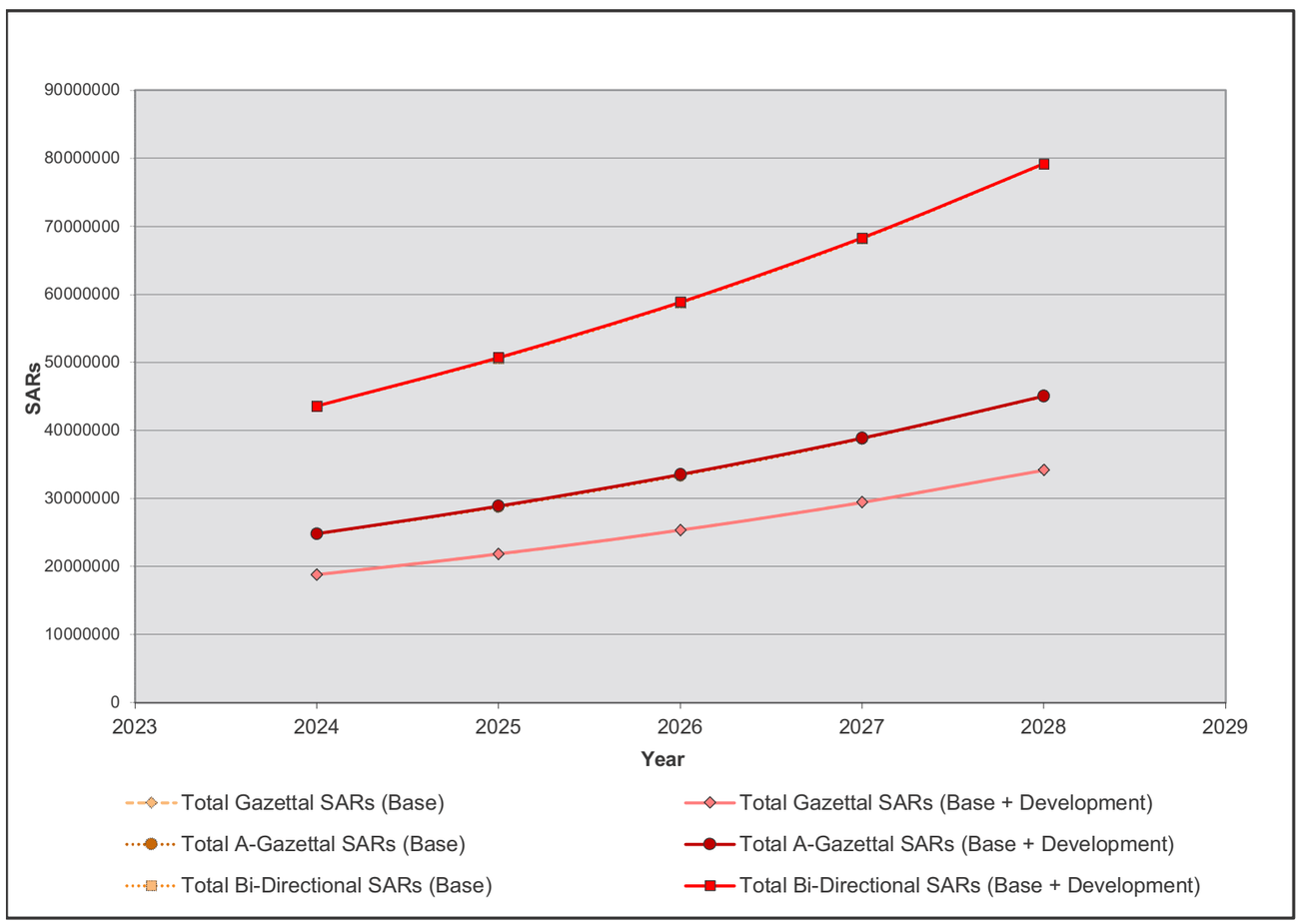
B2G SARs

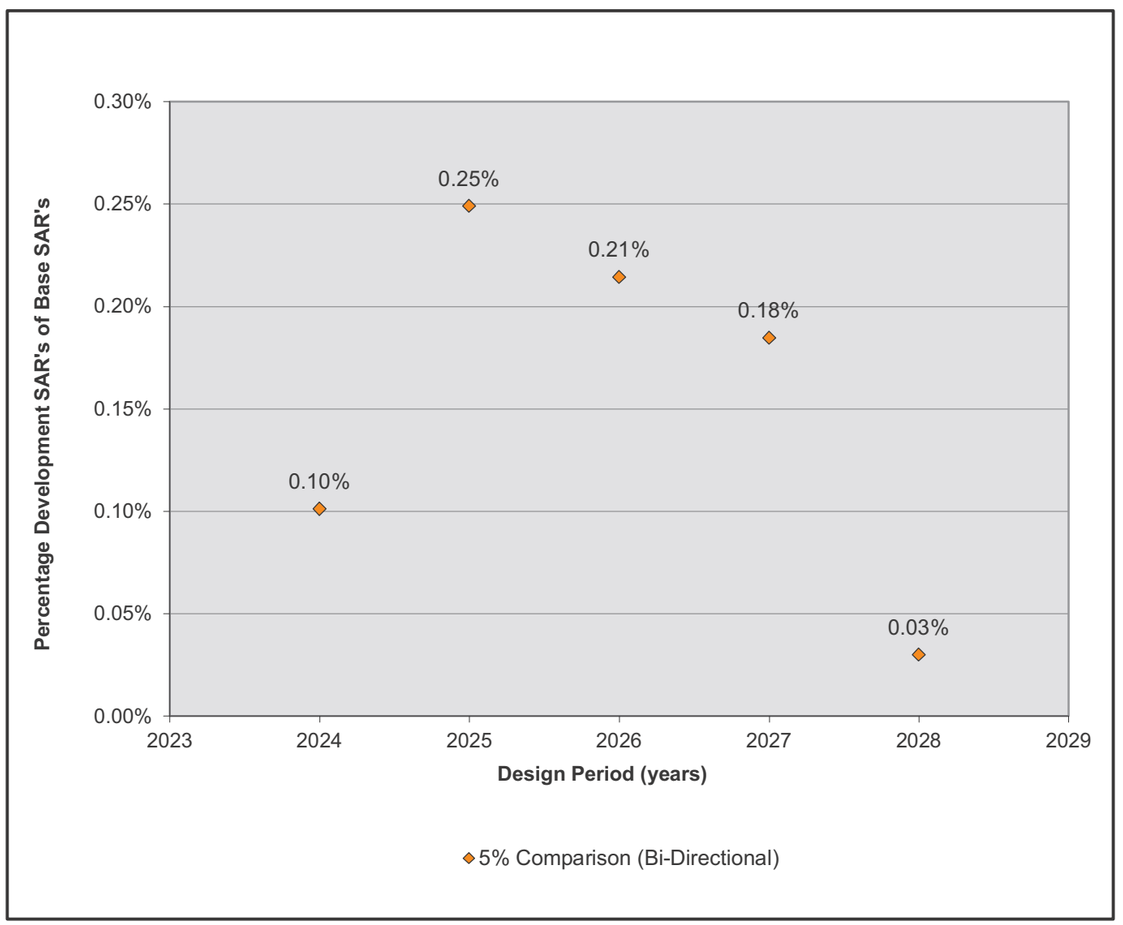
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	18796287	24762058	43558345	6014	38026	44040	18802301	24800084	43602385
2025	21823127	28749591	50572718	9766	116090	125856	21832893	28865681	50698574
2026	25337392	33379251	58716643	9766	116090	125856	25347158	33495341	58842499
2027	29417572	38754444	68172016	9766	116090	125856	29427338	38870534	68297872
2028	34154800	44995225	79150026	1842	21899	23741	34156643	45017124	79173767

5% Comparison

	AG	AG	B
2024	0.03%	0.15%	0.10%
2025	0.04%	0.40%	0.25%
2026	0.04%	0.35%	0.21%
2027	0.03%	0.30%	0.18%
2028	0.01%	0.05%	0.03%







Road ID	M8-M9	G	M8-M9	AG	M9-M8

Road name	Gateway Motorway Extension (N332)
Road section	Ch. 0.0 to Ch. 10
Road authority	DTMR

B2G Development Volumes

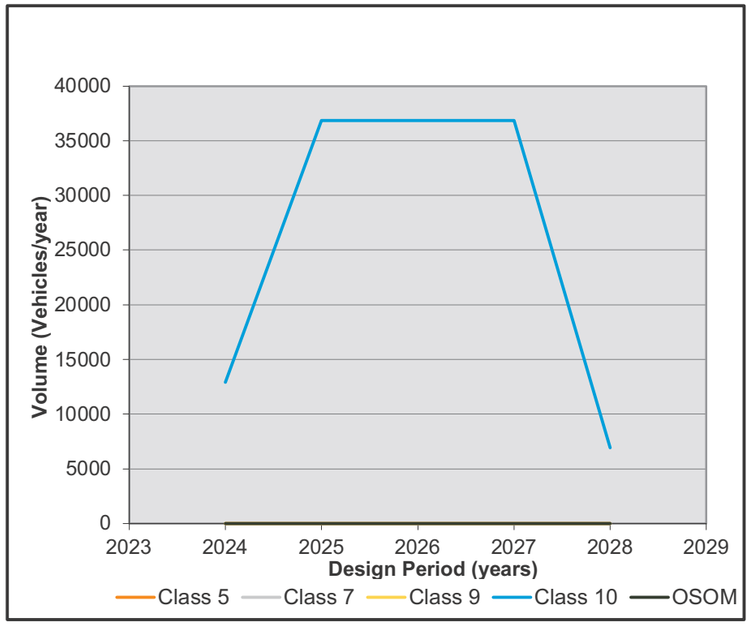
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

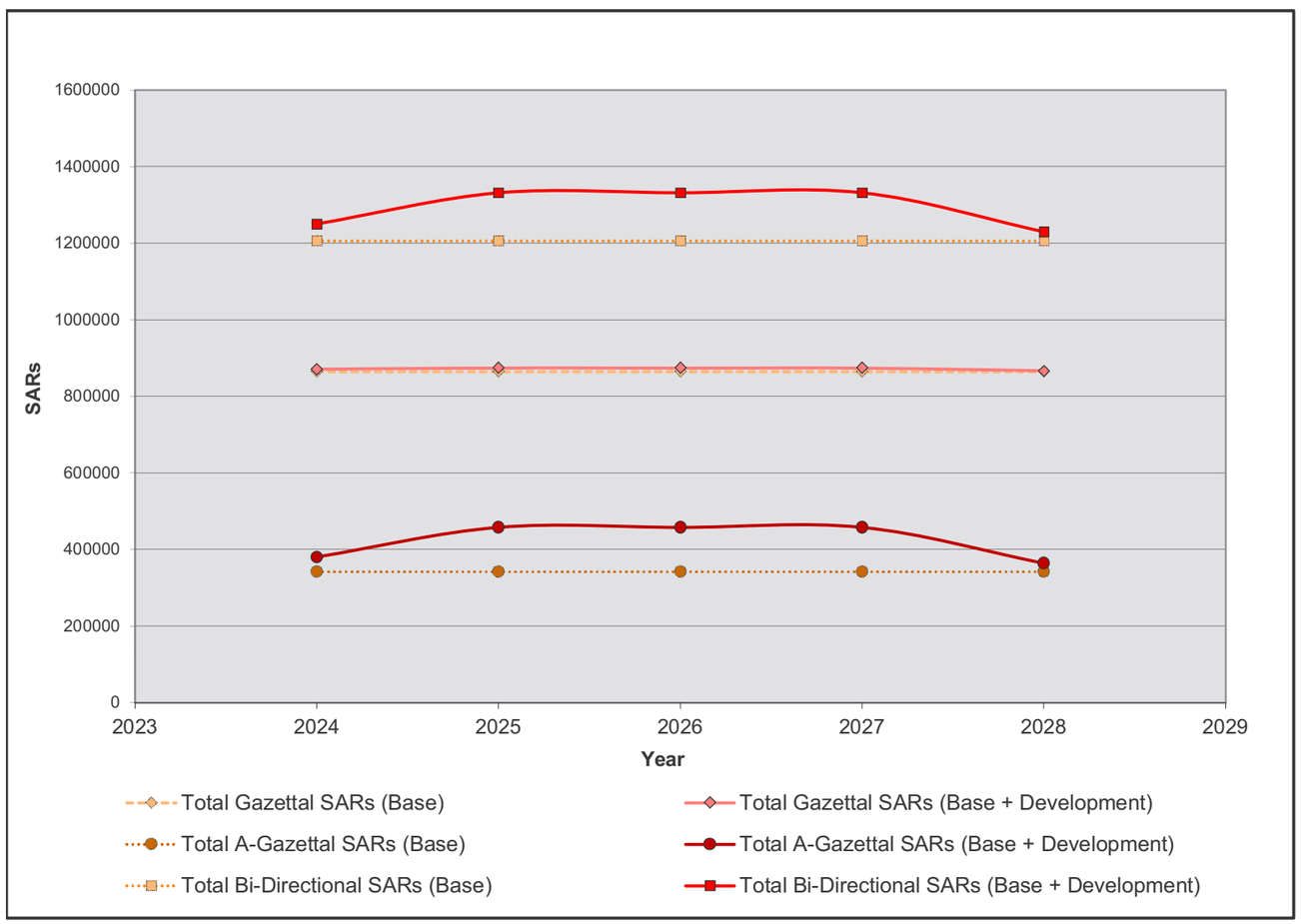
B2G SARs

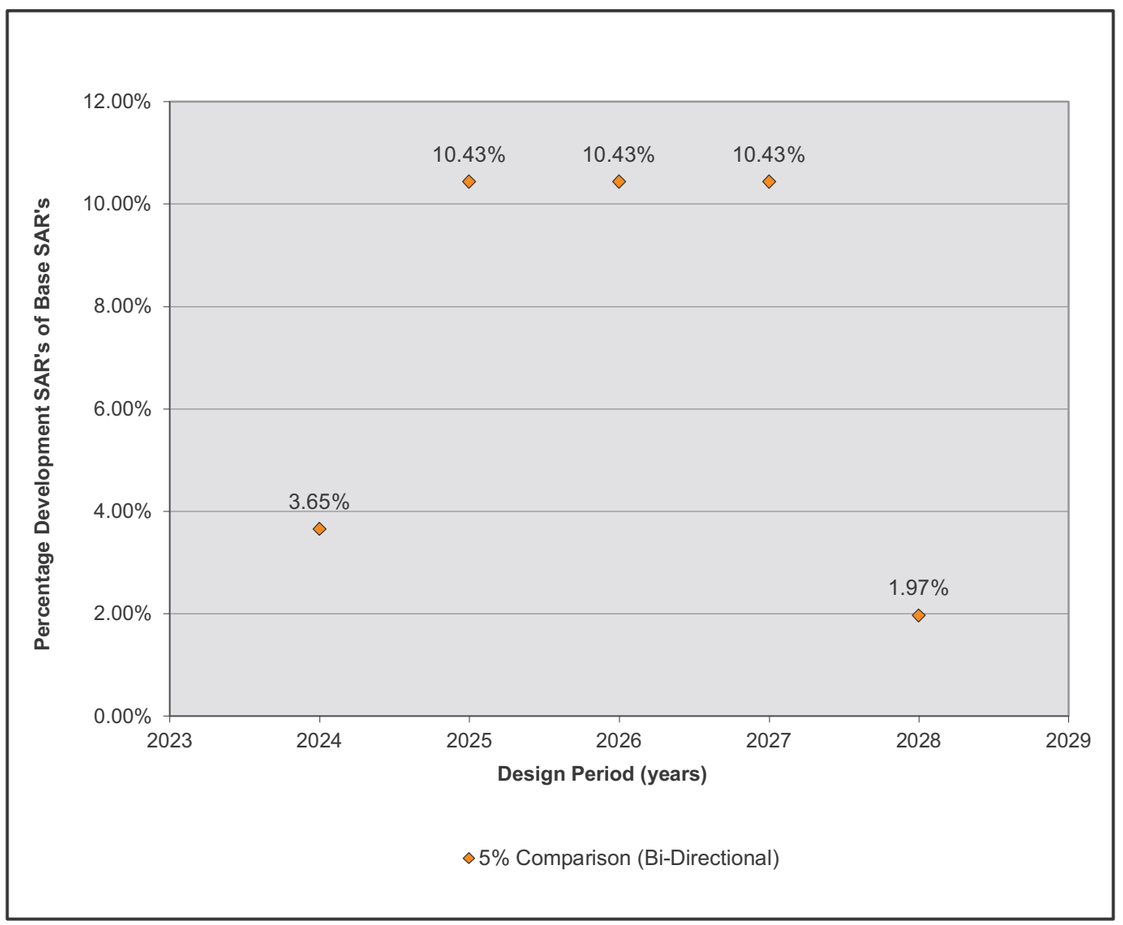
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	864644.4	341669.4	1206314	6014	38026	44040	870658	379695	1250354
2025	864644.4	341669.4	1206314	9766	116090	125856	874411	457760	1332170
2026	864644.4	341669.4	1206314	9766	116090	125856	874411	457760	1332170
2027	864644.4	341669.4	1206314	9766	116090	125856	874411	457760	1332170
2028	864644.4	341669.4	1206314	1842	21899	23741	866487	363568	1230055

5% Comparison

	AG	AG	B
2024	0.70%	11.13%	3.65%
2025	1.13%	33.98%	10.43%
2026	1.13%	33.98%	10.43%
2027	1.13%	33.98%	10.43%
2028	0.21%	6.41%	1.97%







Road ID	X44-X23	G	X44-X23	AG	X23-X44

Road name	Gore Highway (28A)
Road section	Ch. 0.0 to Ch. 2.2
Road authority	DTMR

B2G Development Volumes

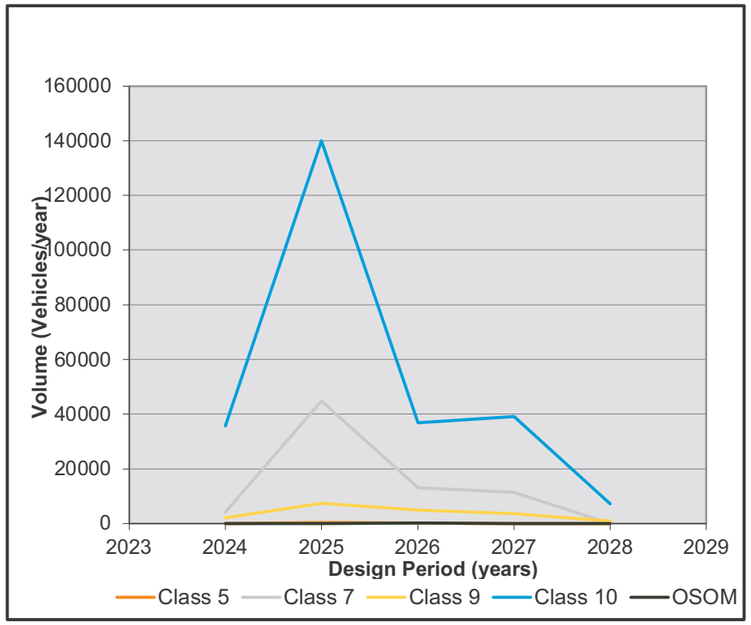
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	2014	1058	17903	0	0	2014	1058	17903	0	0	4029	2116	35805	0
2025	219	22373	3729	69972	8	219	22373	3729	69972	8	437	44747	7457	139945	16
2026	84	6580	2459	18427	43	84	6580	2459	18427	43	168	13161	4919	36854	86
2027	0	5715	1786	19614	39	0	5715	1786	19614	39	0	11430	3571	39227	78
2028	0	5	446	3587	0	0	5	446	3587	0	0	10	893	7174	0

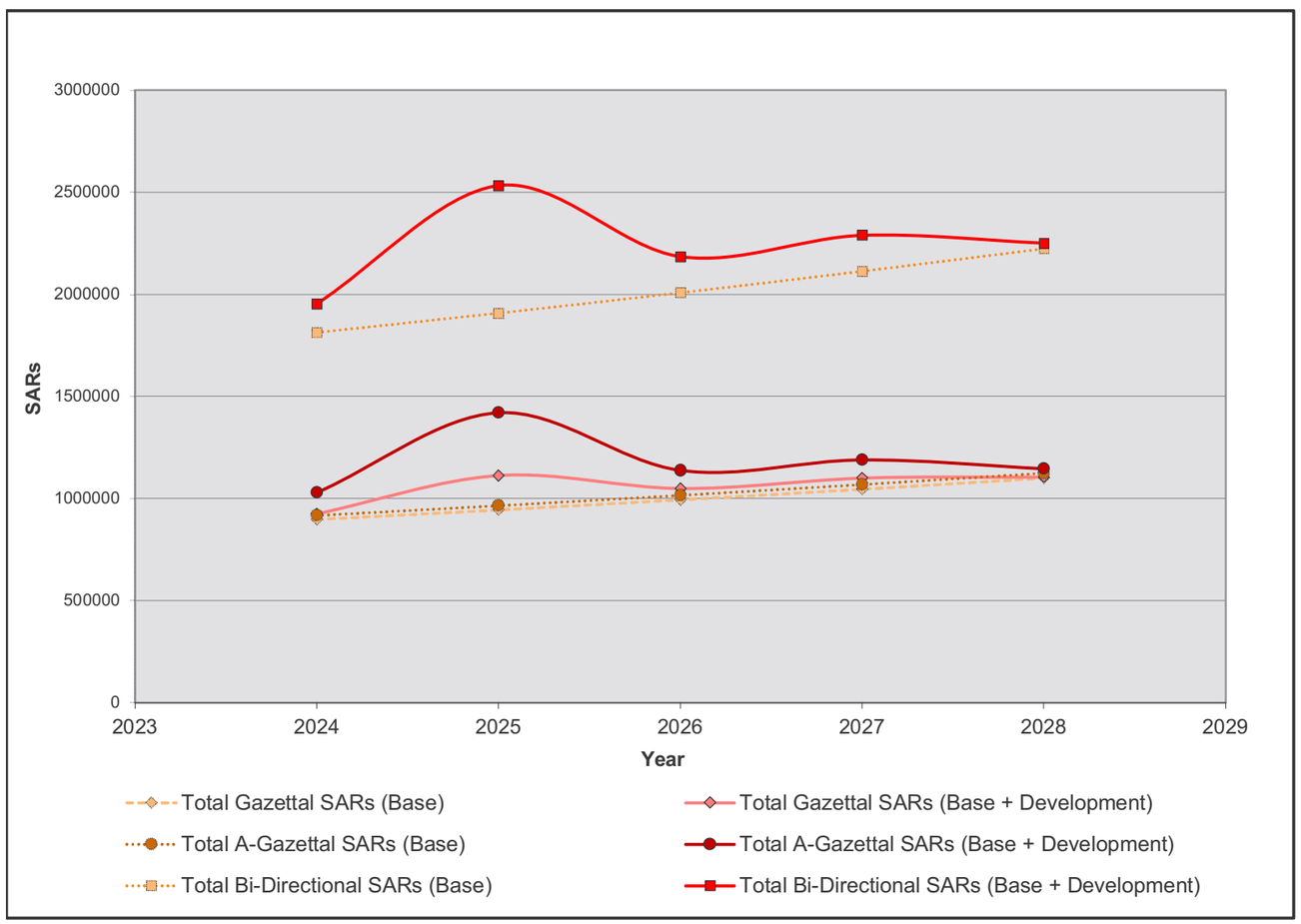
B2G SARs

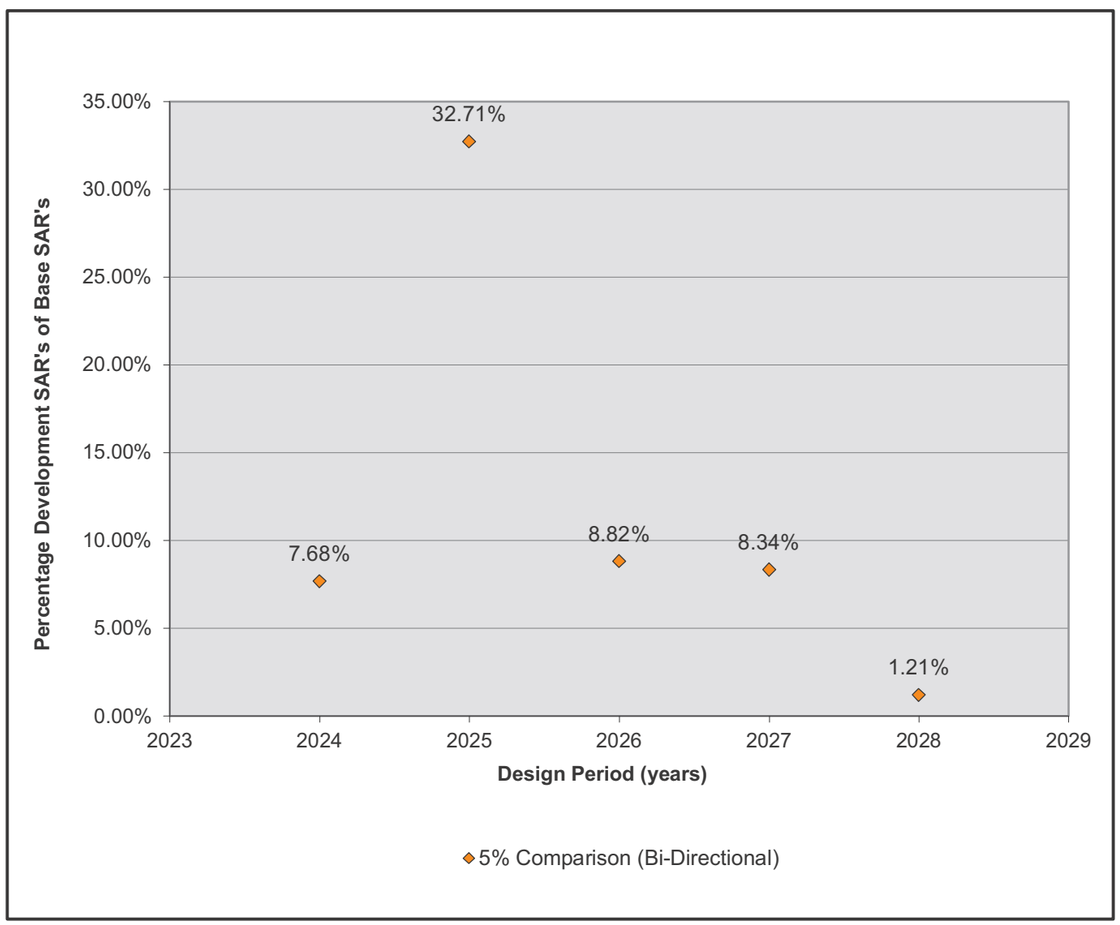
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	896652.6	916568	1813221	27412	111857	139269	924064	1028425	1952489
2025	943564.9	964522.3	1908087	168729	455432	624161	1112294	1419955	2532248
2026	992931.7	1014986	2007917	55546	121461	177007	1048478	1136446	2184924
2027	1044881	1068089	2112970	54988	121186	176173	1099869	1189275	2289143
2028	1099549	1123971	2223520	4767	22188	26955	1104316	1146159	2250475

5% Comparison

	AG	AG	B
2024	3.06%	12.20%	7.68%
2025	17.88%	47.22%	32.71%
2026	5.59%	11.97%	8.82%
2027	5.26%	11.35%	8.34%
2028	0.43%	1.97%	1.21%







Road ID	X23-E94	G	X23-E94	AG	E94-X23

Road name	Gore Highway (28A)
Road section	Ch. 2.2 to Ch. 5.4
Road authority	DTMR

B2G Development Volumes

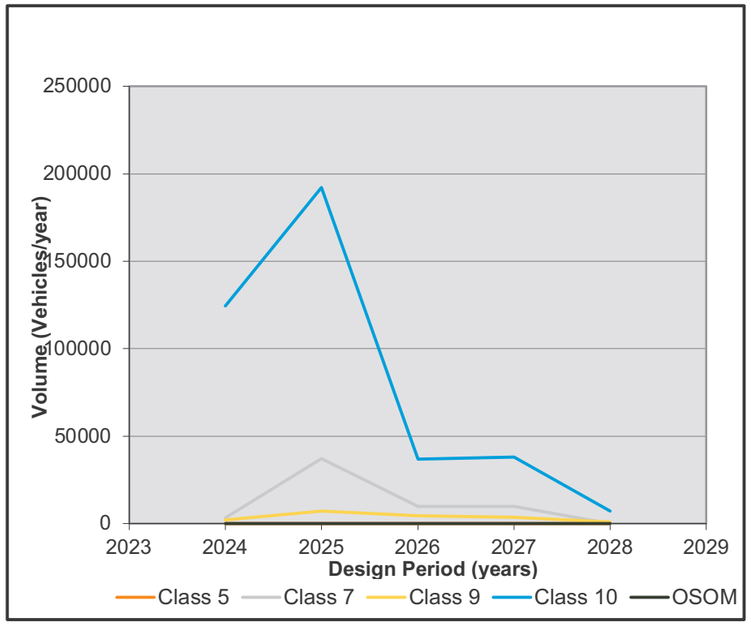
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1612	1021	62154	0	0	1612	1021	62154	0	0	3224	2041	124307	0
2025	18	18544	3607	96008	14	18	18544	3607	96008	14	37	37089	7214	192017	29
2026	16	4887	2344	18427	43	16	4887	2344	18427	43	32	9774	4688	36854	86
2027	0	4803	1711	19016	57	0	4803	1711	19016	57	0	9607	3422	38031	114
2028	0	4	428	3522	0	0	4	428	3522	0	0	8	856	7044	0

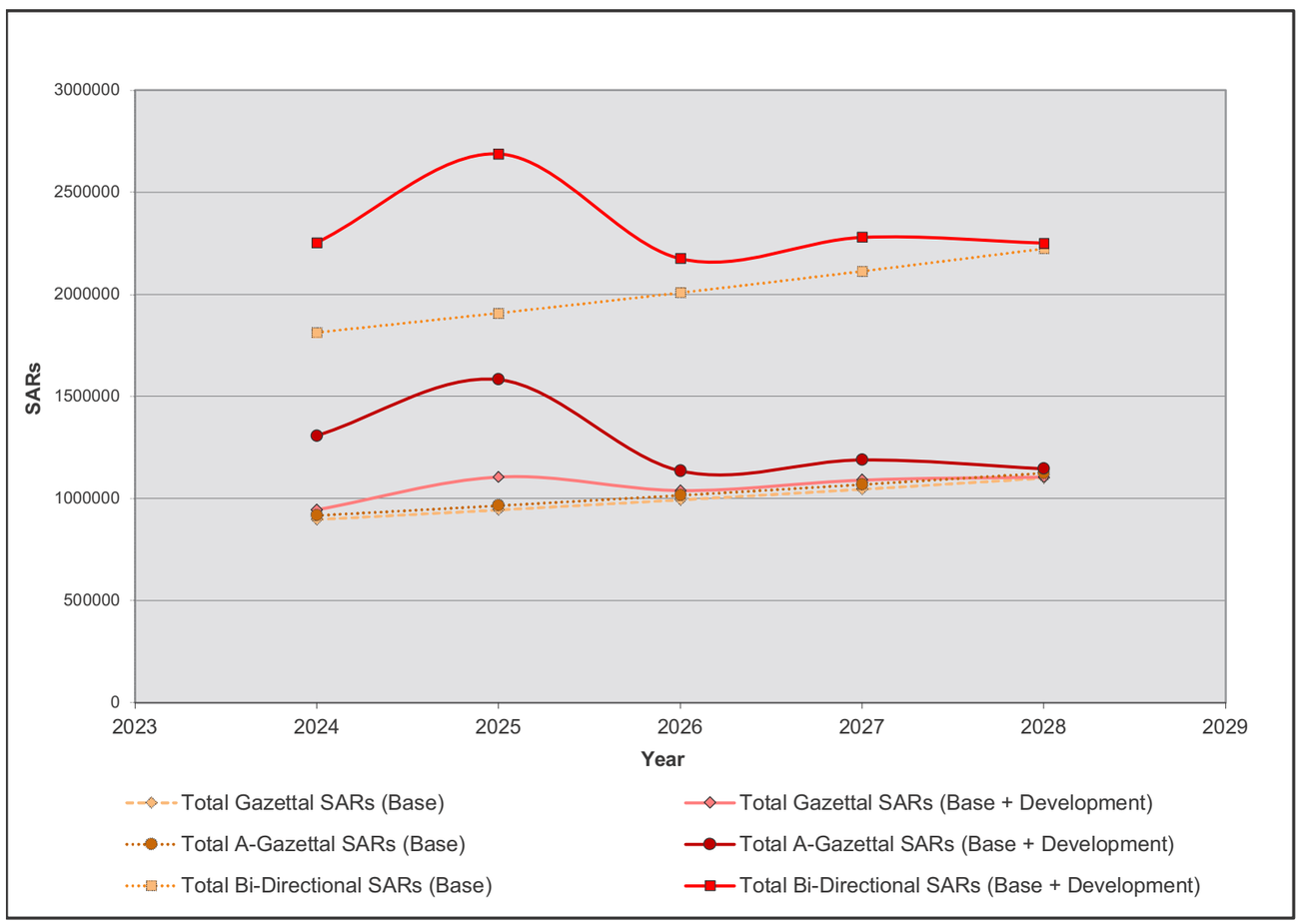
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	896652.6	916568	1813221	48660	390394	439054	945313	1306962	2252275
2025	943564.9	964522.3	1908087	161929	617217	779147	1105494	1581740	2687234
2026	992931.7	1014986	2007917	46200	120422	166623	1039132	1135408	2174540
2027	1044881	1068089	2112970	45676	121200	166876	1090557	1189289	2279846
2028	1099549	1123971	2223520	4262	22144	26406	1103811	1146115	2249926

5% Comparison

	AG	AG	B
2024	5.43%	42.59%	24.21%
2025	17.16%	63.99%	40.83%
2026	4.65%	11.86%	8.30%
2027	4.37%	11.35%	7.90%
2028	0.39%	1.97%	1.19%







Road ID	E94-X24	G	E94-X24	AG	X24-E94

Road name	Gore Highway (28A)
Road section	Ch. 5.4 to Ch. 6.7
Road authority	DTMR

B2G Development Volumes

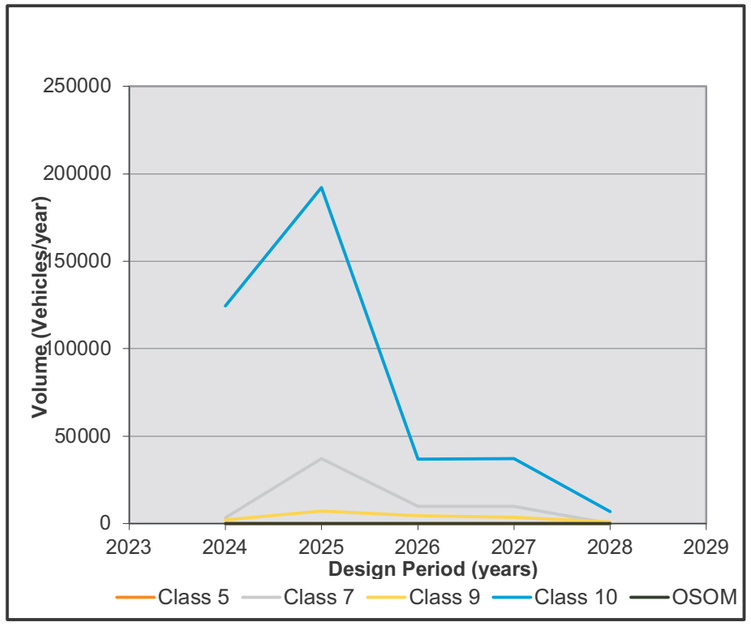
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1612	1021	62154	0	0	1612	1021	62154	0	0	3224	2041	124307	0
2025	0	18544	3599	96008	14	0	18544	3599	96008	14	0	37089	7198	192017	29
2026	0	4887	2337	18427	43	0	4887	2337	18427	43	0	9774	4674	36854	86
2027	0	4803	1711	18551	57	0	4803	1711	18551	57	0	9607	3422	37102	114
2028	0	4	428	3476	0	0	4	428	3476	0	0	8	856	6952	0

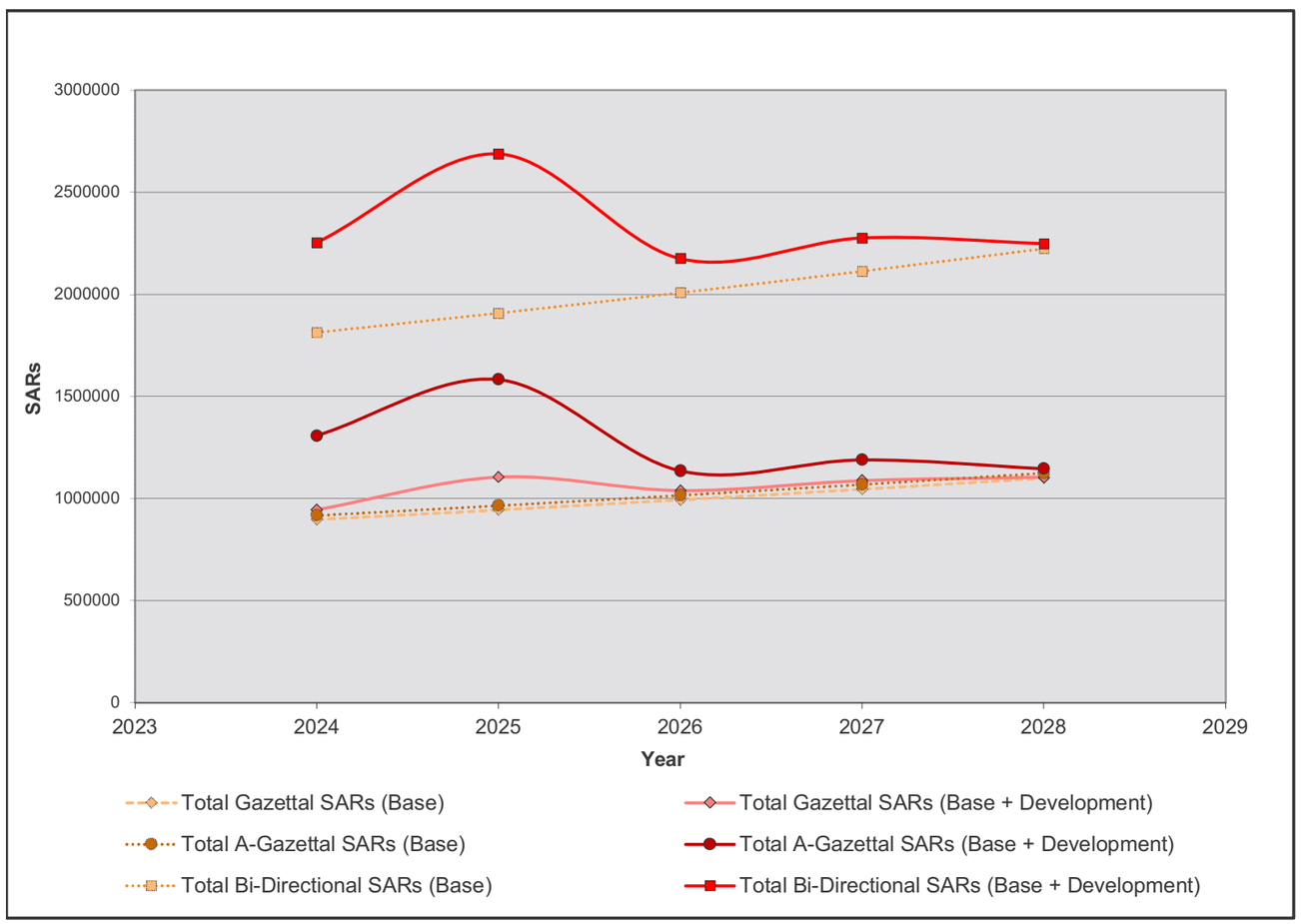
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	896652.6	916568	1813221	48660	390394	439054	945313	1306962	2252275
2025	943564.9	964522.3	1908087	161813	617205	779018	1105378	1581727	2687105
2026	992931.7	1014986	2007917	46099	120411	166510	1039030	1135397	2174427
2027	1044881	1068089	2112970	42750	120954	163703	1087631	1189043	2276674
2028	1099549	1123971	2223520	3972	22119	26091	1103521	1146090	2249611

5% Comparison

	AG	AG	B
2024	5.43%	42.59%	24.21%
2025	17.15%	63.99%	40.83%
2026	4.64%	11.86%	8.29%
2027	4.09%	11.32%	7.75%
2028	0.36%	1.97%	1.17%







Road ID	X24-X26	G	X24-X26	AG	X26-X24

Road name	Gore Highway (28A)
Road section	Ch. 6.7 to Ch. 7.7
Road authority	DTMR

B2G Development Volumes

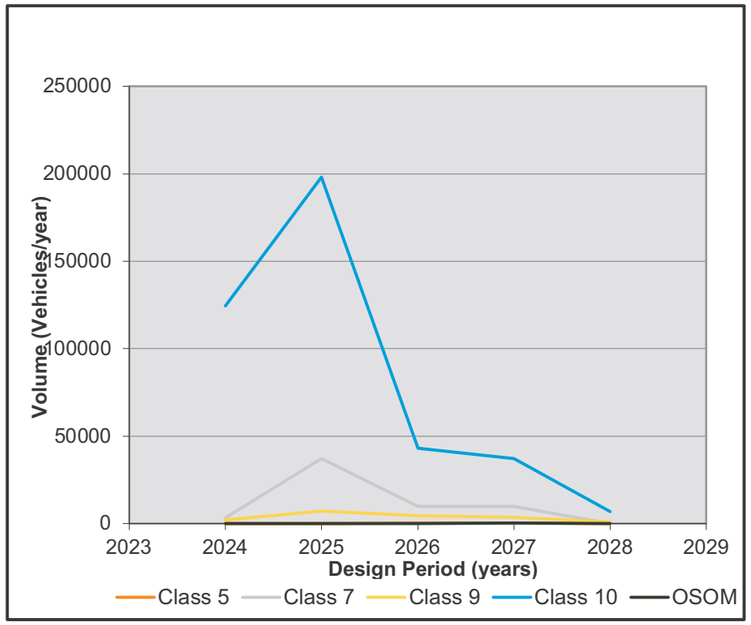
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1612	1021	62154	0	0	1612	1021	62154	0	0	3224	2041	124307	0
2025	0	18544	3599	99064	14	0	18544	3599	99064	14	0	37089	7198	198128	29
2026	129	4887	2337	21483	43	129	4887	2337	21483	43	258	9774	4674	42965	86
2027	86	4803	1711	18551	69	86	4803	1711	18551	69	172	9607	3422	37102	139
2028	0	4	428	3476	0	0	4	428	3476	0	0	8	856	6952	0

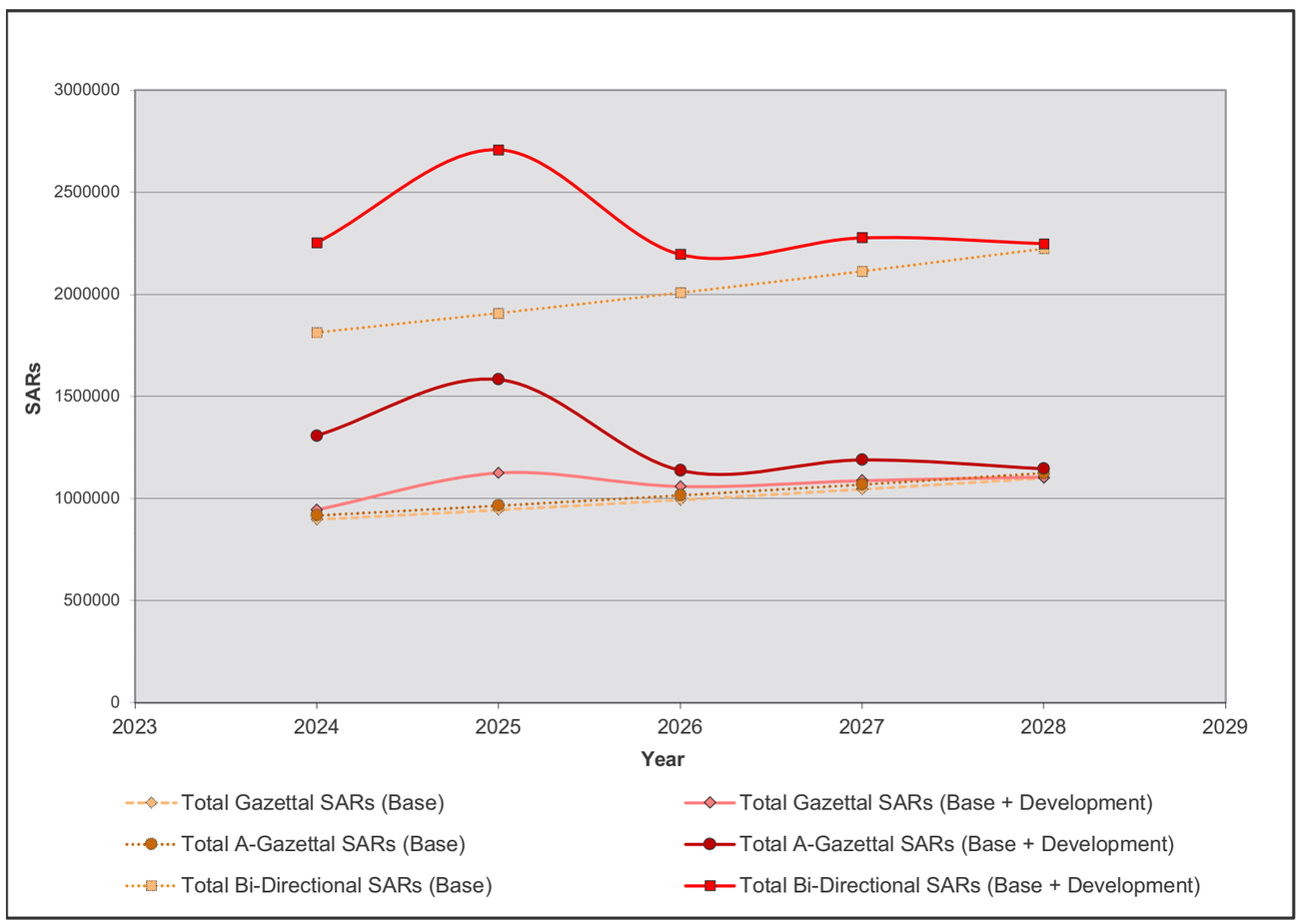
B2G SARs

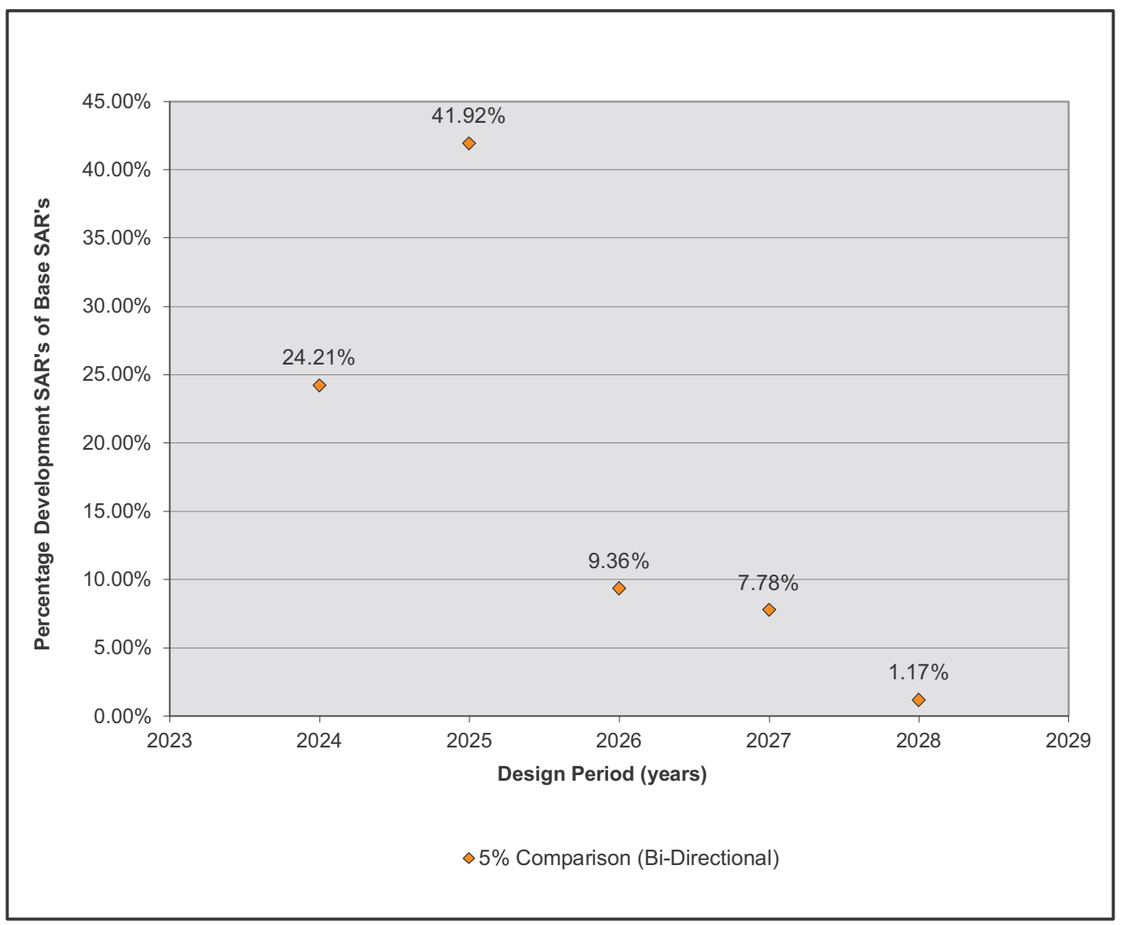
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	896652.6	916568	1813221	48660	390394	439054	945313	1306962	2252275
2025	943564.9	964522.3	1908087	181063	618824	799887	1124628	1583346	2707974
2026	992931.7	1014986	2007917	65408	122559	187967	1058339	1137545	2195884
2027	1044881	1068089	2112970	42869	121418	164287	1087750	1189507	2277257
2028	1099549	1123971	2223520	3972	22119	26091	1103521	1146090	2249611

5% Comparison

	AG	AG	B
2024	5.43%	42.59%	24.21%
2025	19.19%	64.16%	41.92%
2026	6.59%	12.07%	9.36%
2027	4.10%	11.37%	7.78%
2028	0.36%	1.97%	1.17%







Road ID	X26-X32	G	X26-X32	AG	X32-X26

Road name	Gore Highway (28A)
Road section	Ch. 7.7 to Ch. 11.2
Road authority	DTMR

B2G Development Volumes

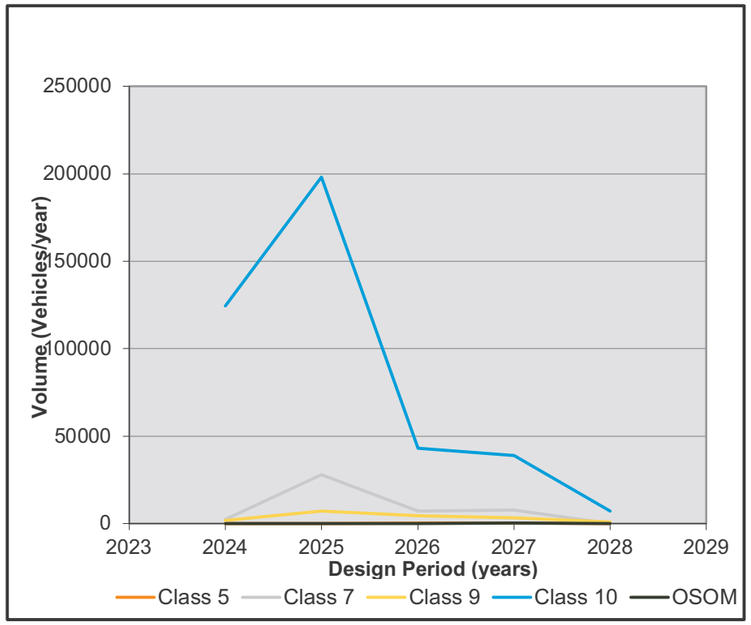
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1210	983	62154	0	0	1210	983	62154	0	0	2421	1967	124307	0
2025	69	14012	3480	99064	14	69	14012	3480	99064	14	139	28025	6959	198128	29
2026	150	3606	2249	21483	43	150	3606	2249	21483	43	300	7211	4498	42965	86
2027	86	3918	1637	19395	69	86	3918	1637	19395	69	172	7835	3274	38791	139
2028	0	3	409	3529	0	0	3	409	3529	0	0	7	818	7059	0

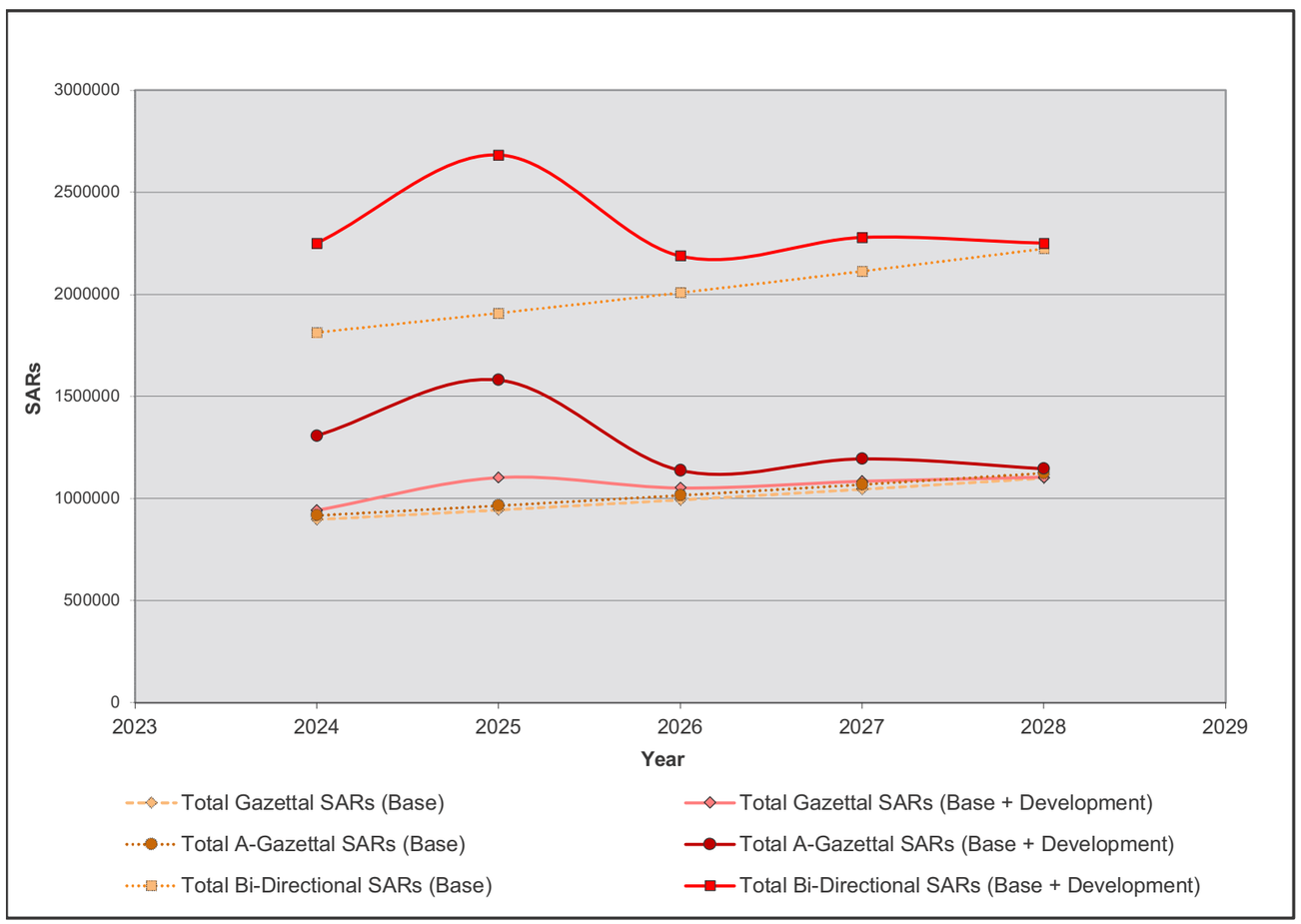
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	896652.6	916568	1813221	46461	390150	436611	943114	1306718	2249832
2025	943564.9	964522.3	1908087	157756	616509	774265	1101321	1581032	2682352
2026	992931.7	1014986	2007917	58551	121882	180433	1051483	1136867	2188350
2027	1044881	1068089	2112970	38503	126203	164706	1083384	1194292	2277676
2028	1099549	1123971	2223520	3904	22445	26350	1103453	1146416	2249870

5% Comparison

	AG	AG	B
2024	5.18%	42.57%	24.08%
2025	16.72%	63.92%	40.58%
2026	5.90%	12.01%	8.99%
2027	3.68%	11.82%	7.79%
2028	0.36%	2.00%	1.19%







Road ID	X32-X35	G	X32-X35	AG	X35-X32

Road name	Gore Highway (28A)
Road section	Ch. 11.2 to Ch. 15.3
Road authority	DTMR

B2G Development Volumes

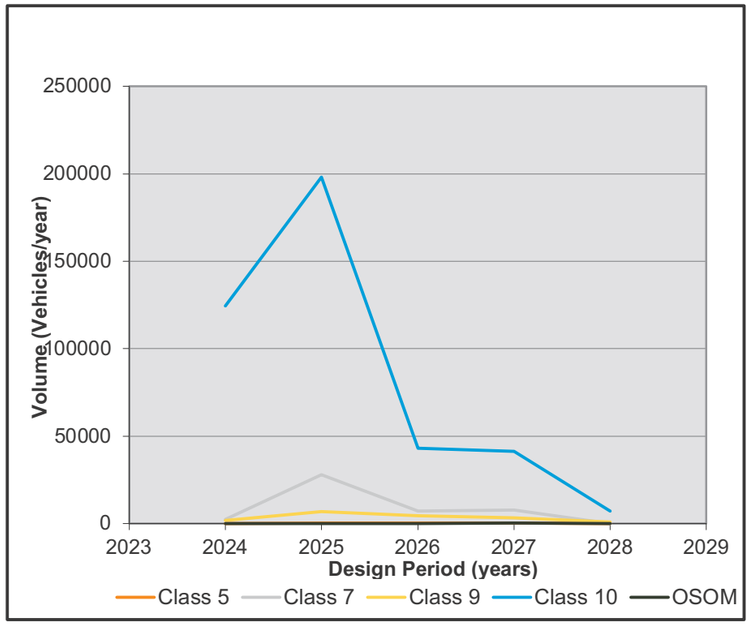
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1210	983	62154	0	0	1210	983	62154	0	0	2421	1967	124307	0
2025	103	14012	3441	99064	14	103	14012	3441	99064	14	207	28025	6882	198128	29
2026	160	3606	2237	21483	43	160	3606	2237	21483	43	320	7211	4475	42965	86
2027	86	3918	1637	20622	69	86	3918	1637	20622	69	172	7835	3274	41244	139
2028	0	3	409	3596	0	0	3	409	3596	0	0	7	818	7192	0

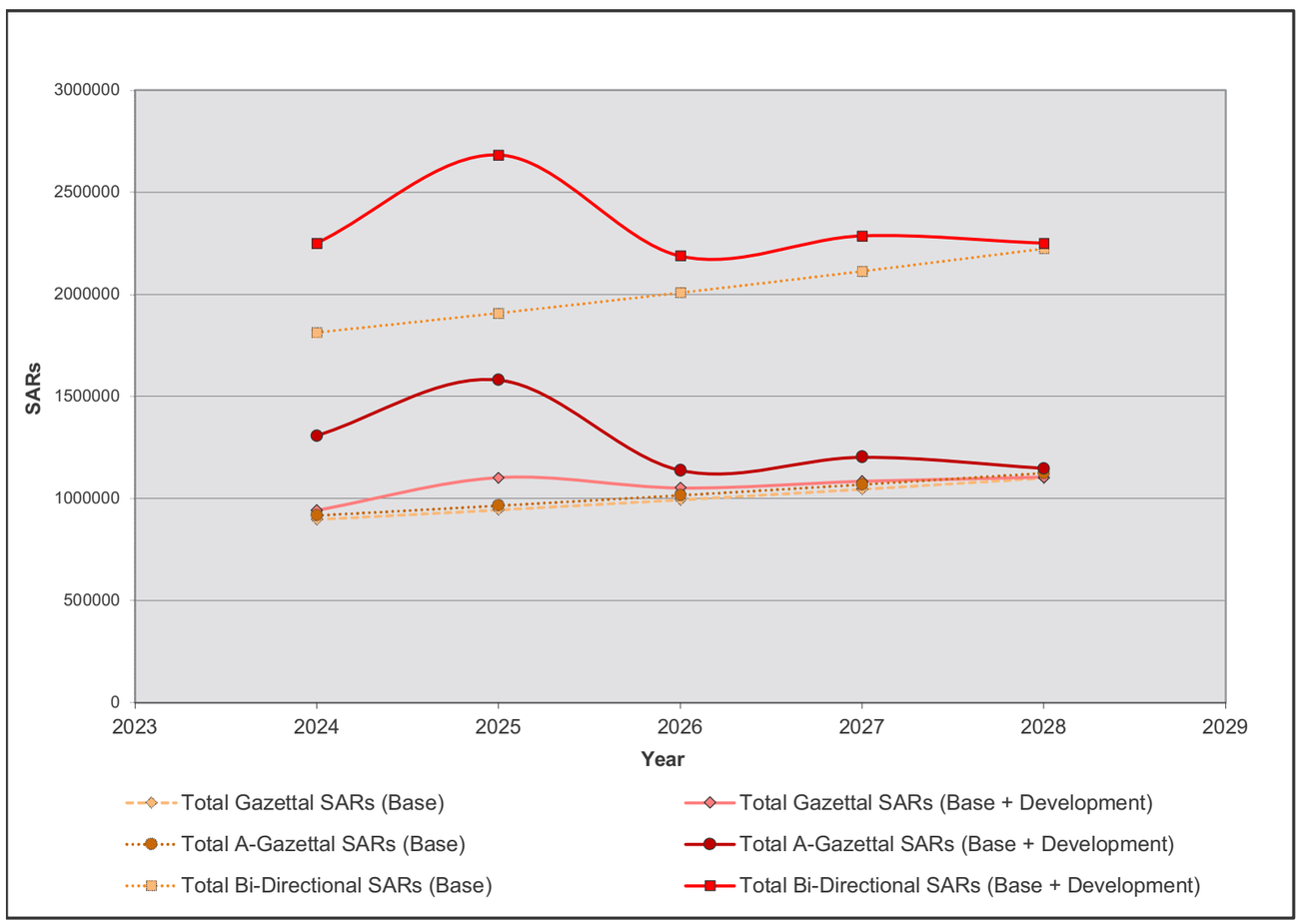
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	896652.6	916568	1813221	46461	390150	436611	943114	1306718	2249832
2025	943564.9	964522.3	1908087	157581	616628	774209	1101146	1581151	2682297
2026	992931.7	1014986	2007917	58498	121917	180416	1051430	1136903	2188333
2027	1044881	1068089	2112970	39153	133931	173084	1084034	1202020	2286055
2028	1099549	1123971	2223520	3940	22864	26804	1103489	1146835	2250324

5% Comparison

	AG	AG	B
2024	5.18%	42.57%	24.08%
2025	16.70%	63.93%	40.58%
2026	5.89%	12.01%	8.99%
2027	3.75%	12.54%	8.19%
2028	0.36%	2.03%	1.21%







Road ID	X35-X41	G	X35-X41	AG	X41-X35

Road name	Gore Highway (28A)
Road section	Ch. 15.3 to Ch. 17.5
Road authority	DTMR

B2G Development Volumes

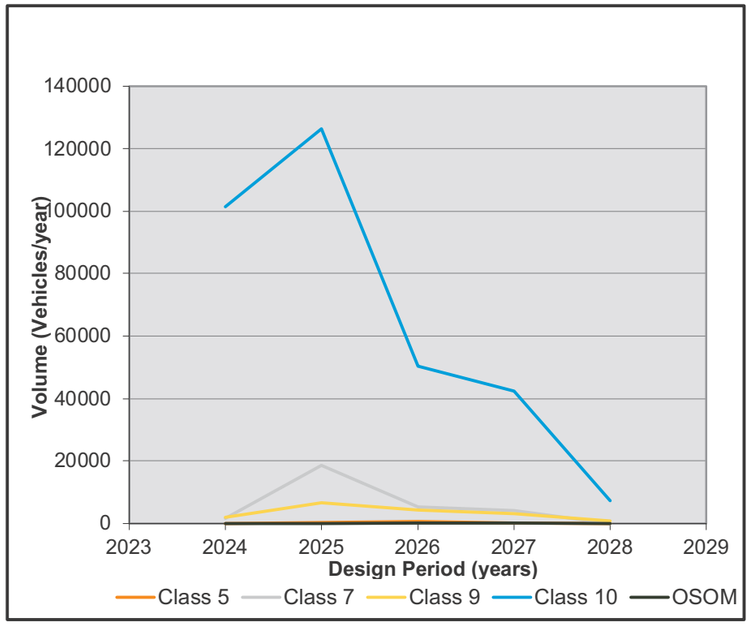
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	794	946	50699	0	0	794	946	50699	0	0	1588	1892	101398	0
2025	116	9313	3350	63198	14	116	9313	3350	63198	14	233	18626	6700	126396	29
2026	339	2607	2158	25126	70	339	2607	2158	25126	70	679	5213	4316	50252	139
2027	86	2106	1562	21141	69	86	2106	1562	21141	69	172	4213	3125	42282	139
2028	0	2	391	3645	0	0	2	391	3645	0	0	5	781	7289	0

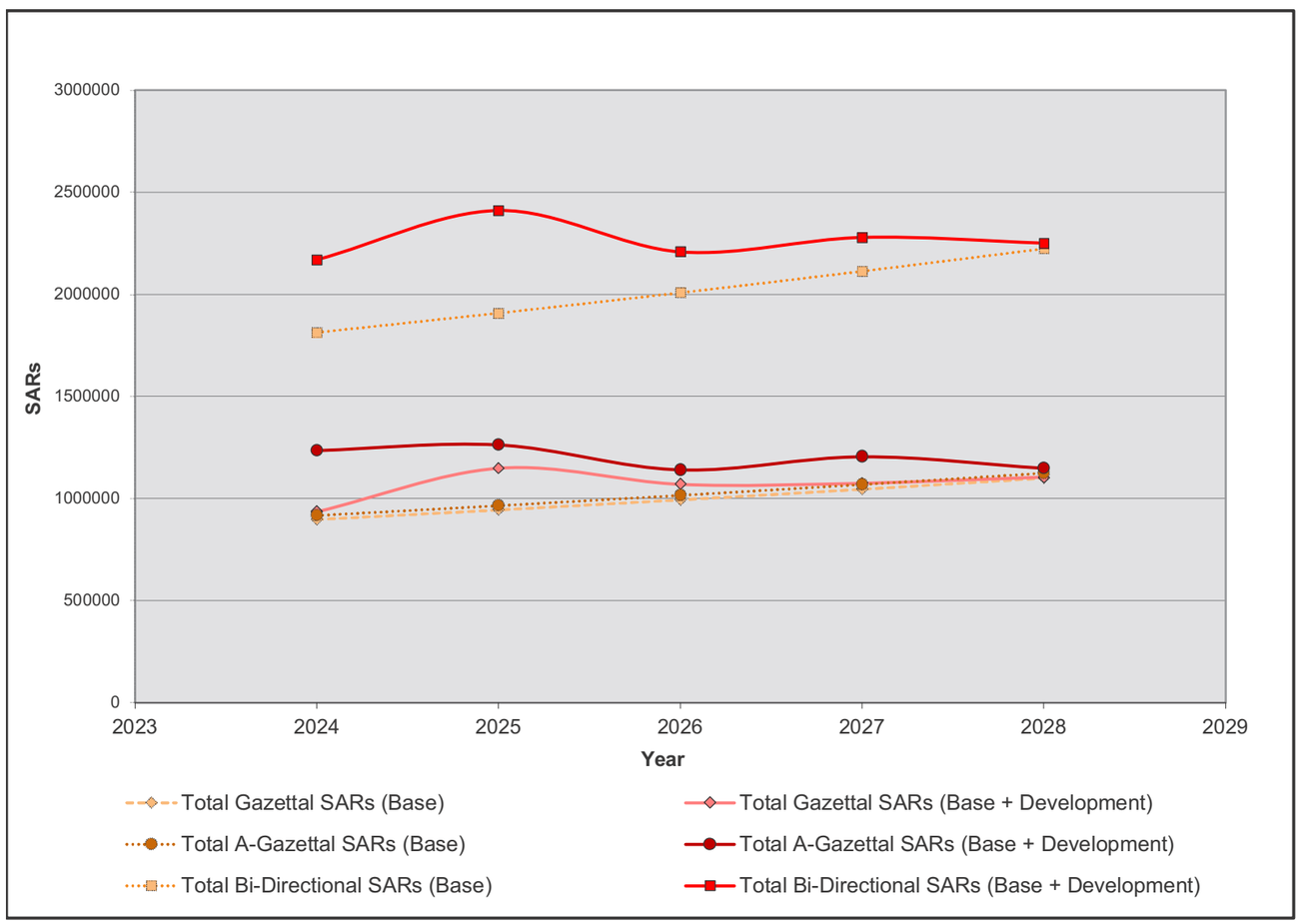
B2G SARs

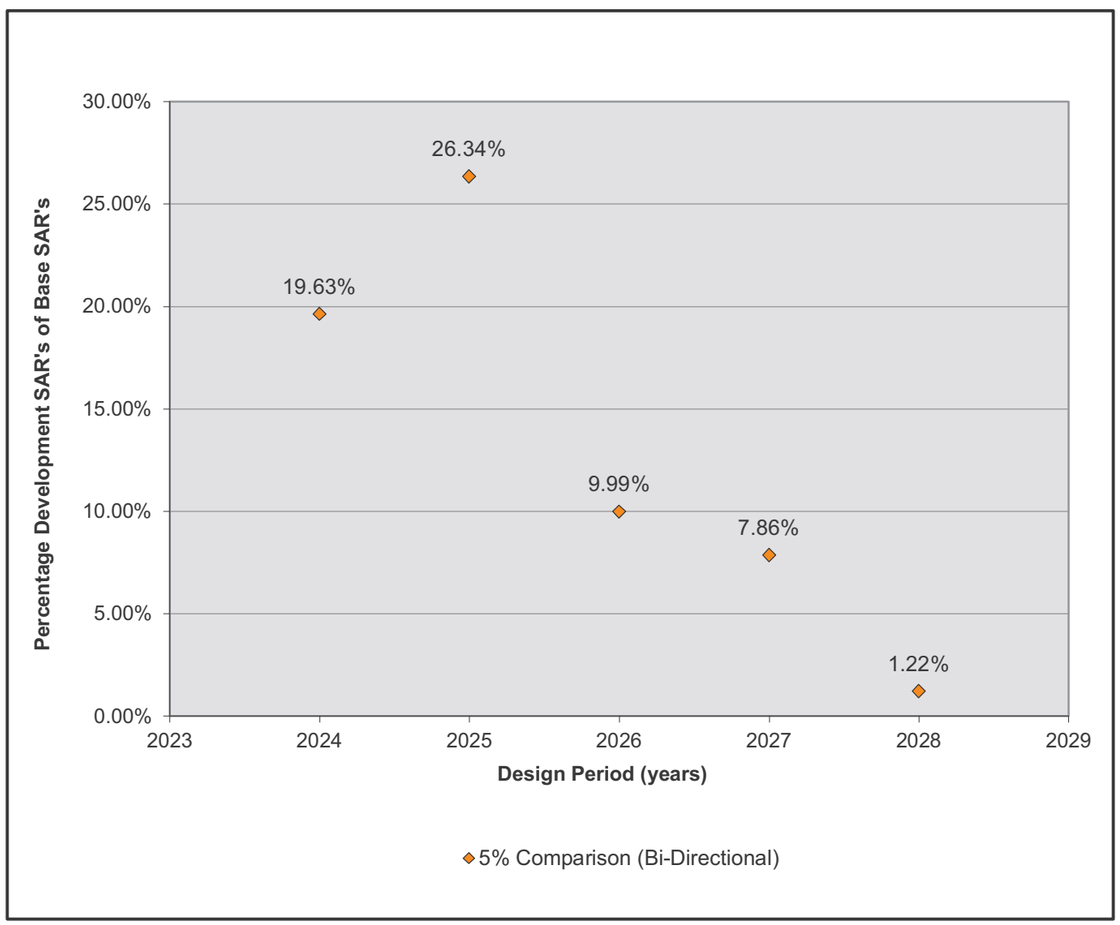
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	896652.6	916568	1813221	38118	317734	355852	934770	1234302	2169073
2025	943564.9	964522.3	1908087	205010	297577	502587	1148575	1262099	2410674
2026	992931.7	1014986	2007917	76302	124225	200526	1069233	1139210	2208444
2027	1044881	1068089	2112970	29969	136147	166116	1074850	1204236	2279087
2028	1099549	1123971	2223520	3869	23162	27031	1103418	1147133	2250551

5% Comparison

	AG	AG	B
2024	4.25%	34.67%	19.63%
2025	21.73%	30.85%	26.34%
2026	7.68%	12.24%	9.99%
2027	2.87%	12.75%	7.86%
2028	0.35%	2.06%	1.22%







Road ID	X41-X36	G	X41-X36	AG	X36-X41

Road name	Gore Highway (28A)
Road section	Ch. 17.5 to Ch. 19.0
Road authority	DTMR

B2G Development Volumes

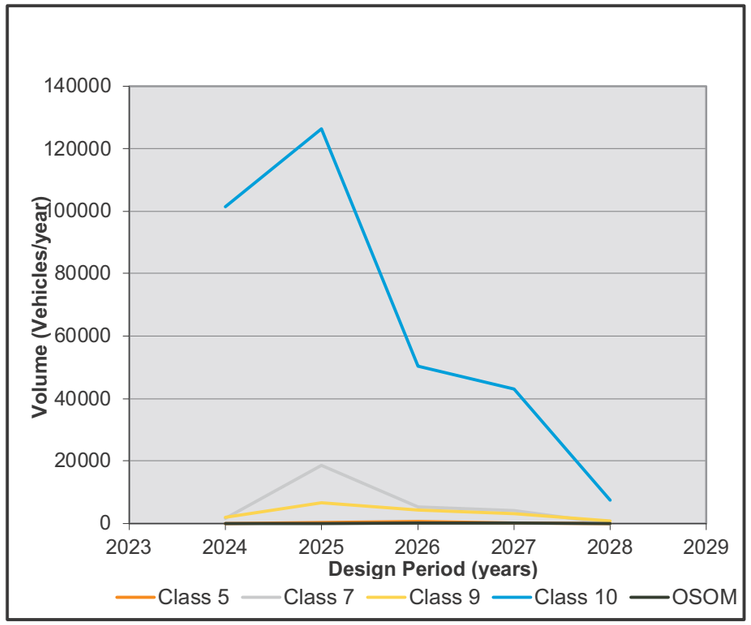
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	794	946	50699	0	0	794	946	50699	0	0	1588	1892	101398	0
2025	179	9313	3296	63198	14	179	9313	3296	63198	14	359	18626	6593	126396	29
2026	358	2607	2142	25126	70	358	2607	2142	25126	70	717	5213	4284	50252	139
2027	86	2106	1562	21545	69	86	2106	1562	21545	69	172	4213	3125	43089	139
2028	0	2	391	3715	0	0	2	391	3715	0	0	5	781	7430	0

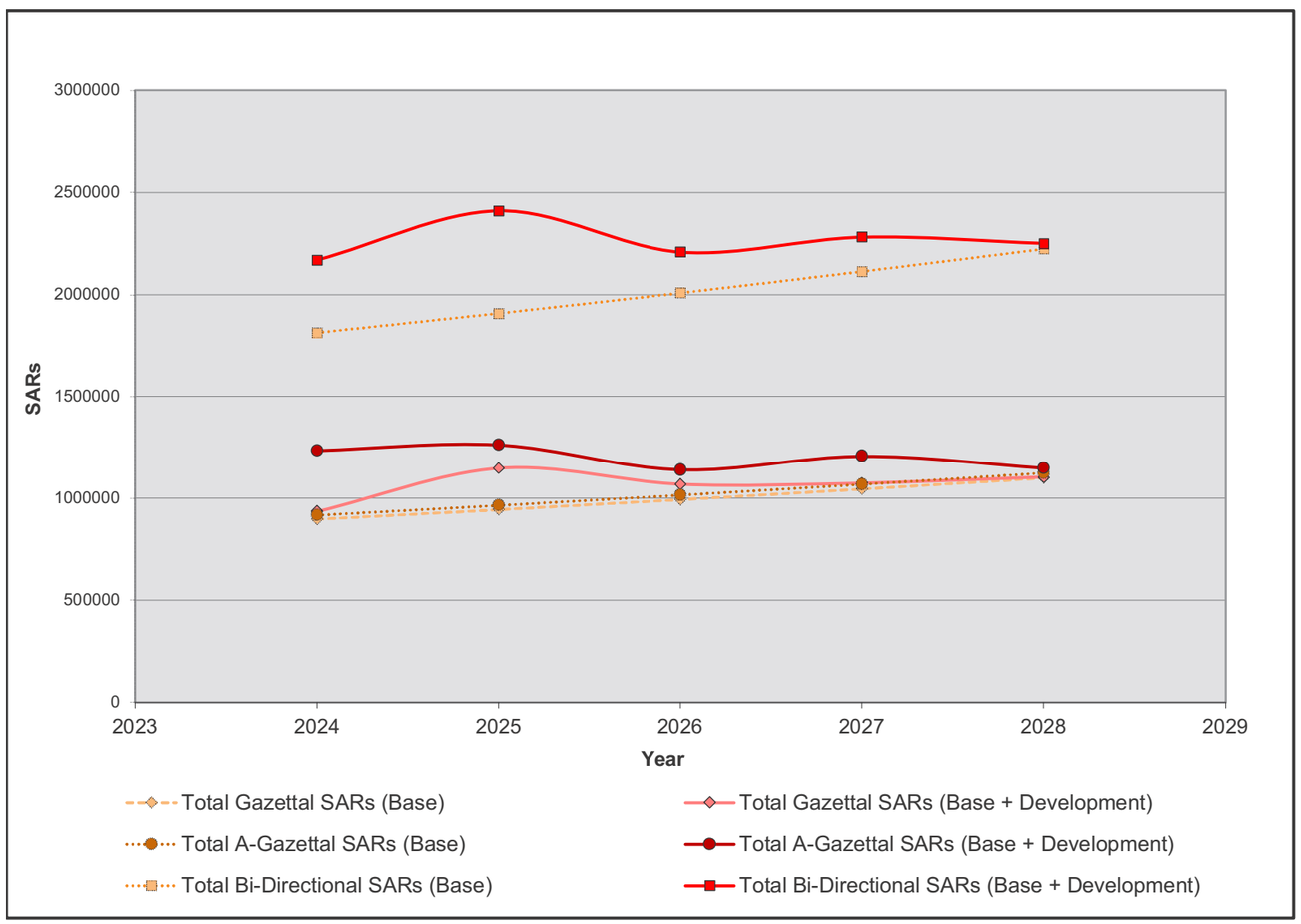
B2G SARs

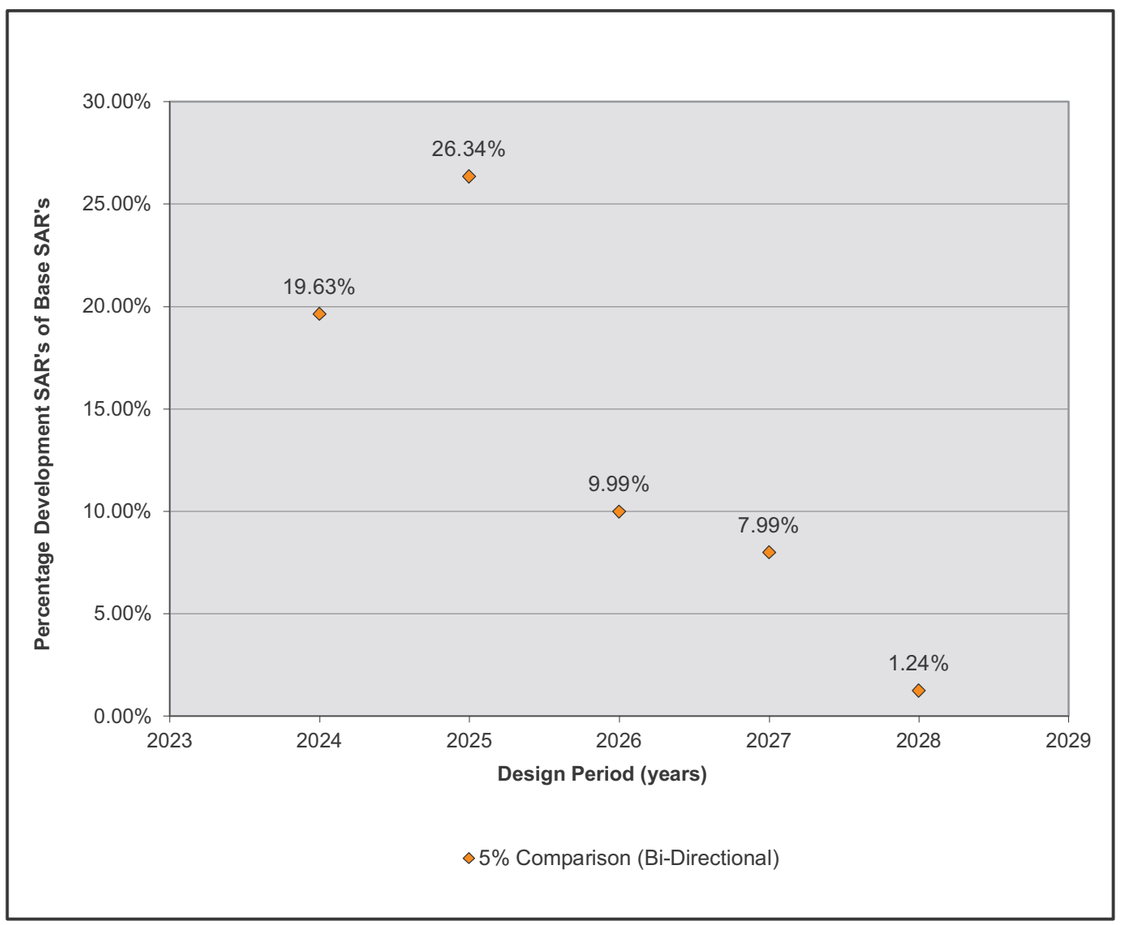
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	896652.6	916568	1813221	38118	317734	355852	934770	1234302	2169073
2025	943564.9	964522.3	1908087	204775	297807	502582	1148339	1262330	2410669
2026	992931.7	1014986	2007917	76231	124294	200525	1069163	1139279	2208442
2027	1044881	1068089	2112970	30183	138692	168875	1075065	1206781	2281845
2028	1099549	1123971	2223520	3906	23604	27510	1103455	1147575	2251030

5% Comparison

	AG	AG	B
2024	4.25%	34.67%	19.63%
2025	21.70%	30.88%	26.34%
2026	7.68%	12.25%	9.99%
2027	2.89%	12.99%	7.99%
2028	0.36%	2.10%	1.24%







Road ID	X36-X40	G	X36-X40	AG	X40-X36

Road name	Gore Highway (28A)
Road section	Ch. 19.0 to Ch. 20.3
Road authority	DTMR

B2G Development Volumes

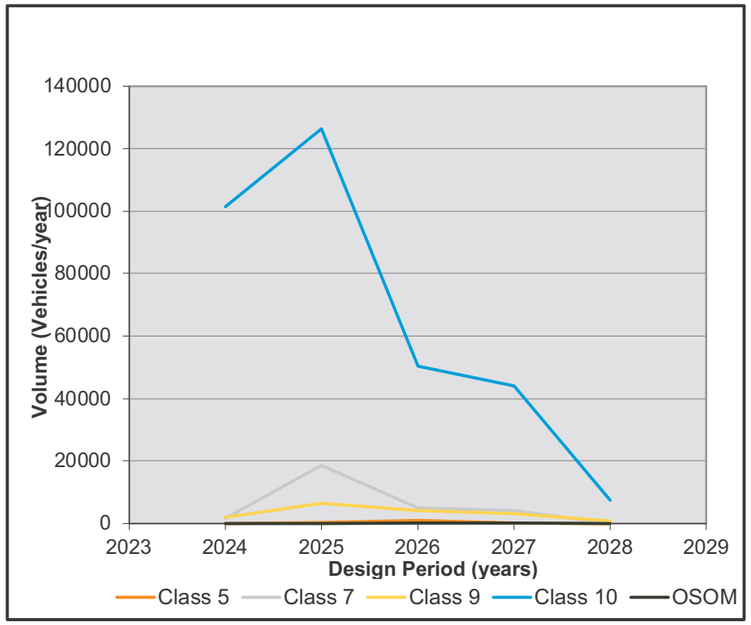
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	794	946	50699	0	0	794	946	50699	0	0	1588	1892	101398	0
2025	189	9313	3270	63198	14	189	9313	3270	63198	14	378	18626	6541	126396	29
2026	460	2446	2134	25126	76	460	2446	2134	25126	76	920	4892	4268	50252	152
2027	86	2106	1562	22016	69	86	2106	1562	22016	69	172	4213	3125	44031	139
2028	0	2	391	3750	0	0	2	391	3750	0	0	5	781	7501	0

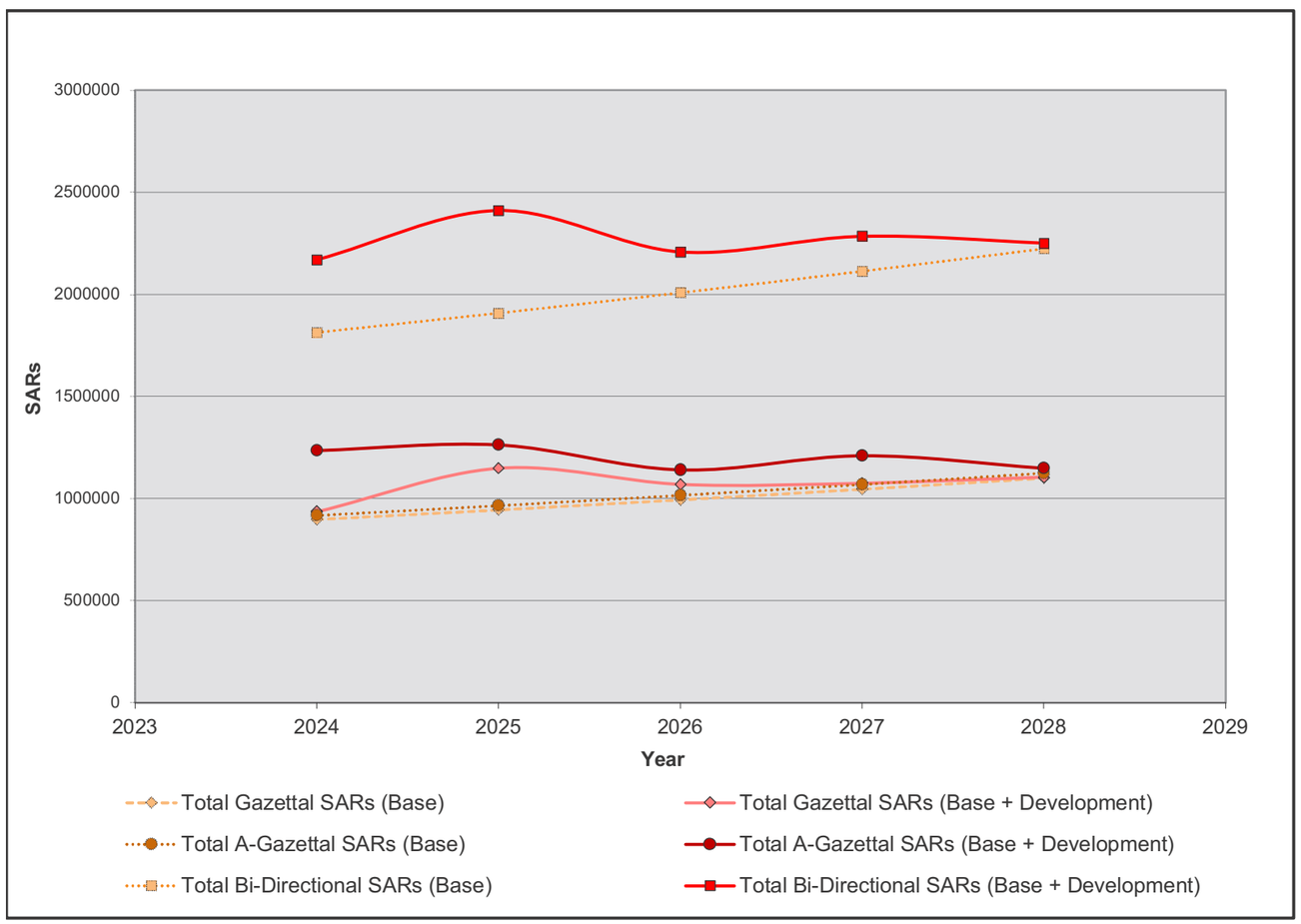
B2G SARs

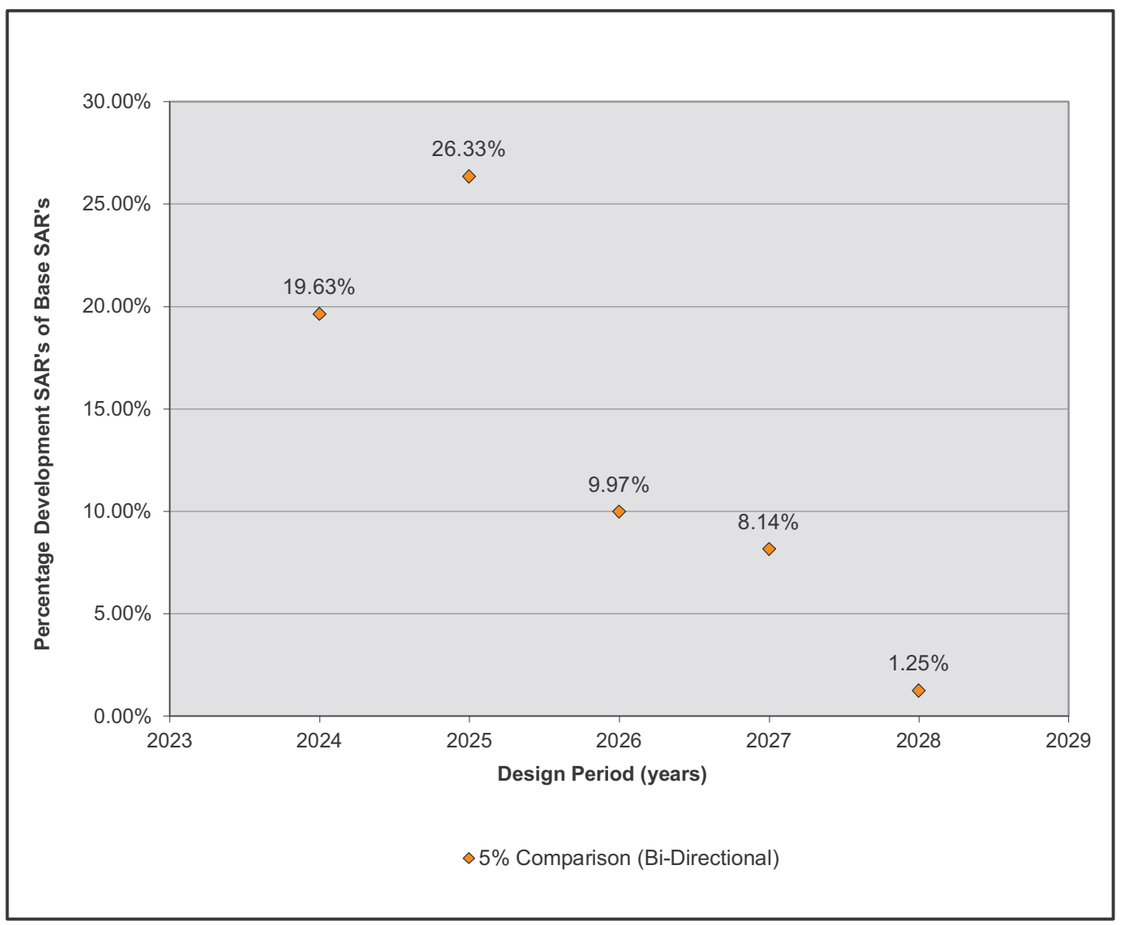
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	896652.6	916568	1813221	38118	317734	355852	934770	1234302	2169073
2025	943564.9	964522.3	1908087	204651	297834	502484	1148216	1262356	2410572
2026	992931.7	1014986	2007917	75473	124672	200145	1068405	1139657	2208062
2027	1044881	1068089	2112970	30433	141658	172091	1075314	1209747	2285061
2028	1099549	1123971	2223520	3925	23828	27753	1103474	1147799	2251273

5% Comparison

	AG	AG	B
2024	4.25%	34.67%	19.63%
2025	21.69%	30.88%	26.33%
2026	7.60%	12.28%	9.97%
2027	2.91%	13.26%	8.14%
2028	0.36%	2.12%	1.25%







Road ID	X40-E89	G	X40-E89	AG	E89-X40

Road name	Gore Highway (28A)
Road section	Ch. 20.3 to Ch. 21.5
Road authority	DTMR

B2G Development Volumes

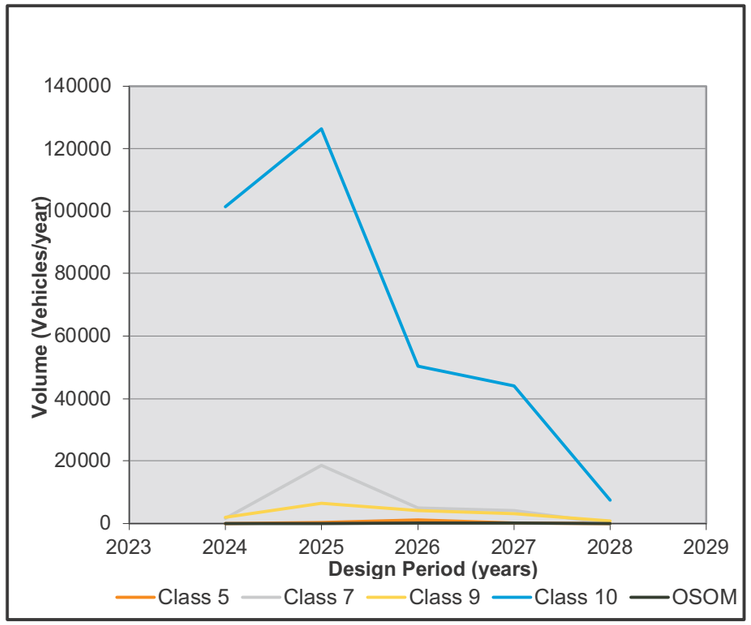
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	794	946	50699	0	0	794	946	50699	0	0	1588	1892	101398	0
2025	189	9313	3270	63198	14	189	9313	3270	63198	14	378	18626	6541	126396	29
2026	590	2446	2134	25126	82	590	2446	2134	25126	82	1180	4892	4268	50252	164
2027	86	2106	1562	22016	69	86	2106	1562	22016	69	172	4213	3125	44031	139
2028	0	2	391	3750	0	0	2	391	3750	0	0	5	781	7501	0

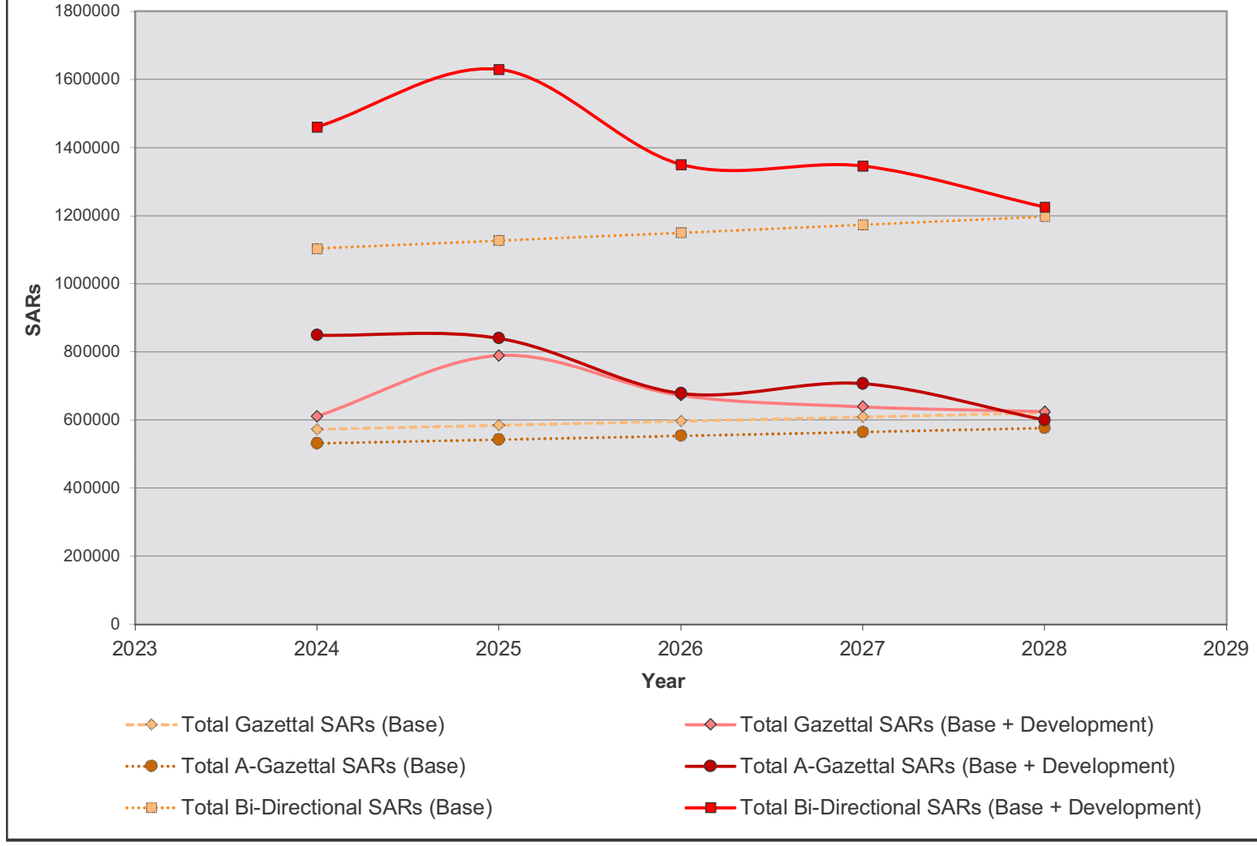
B2G SARs

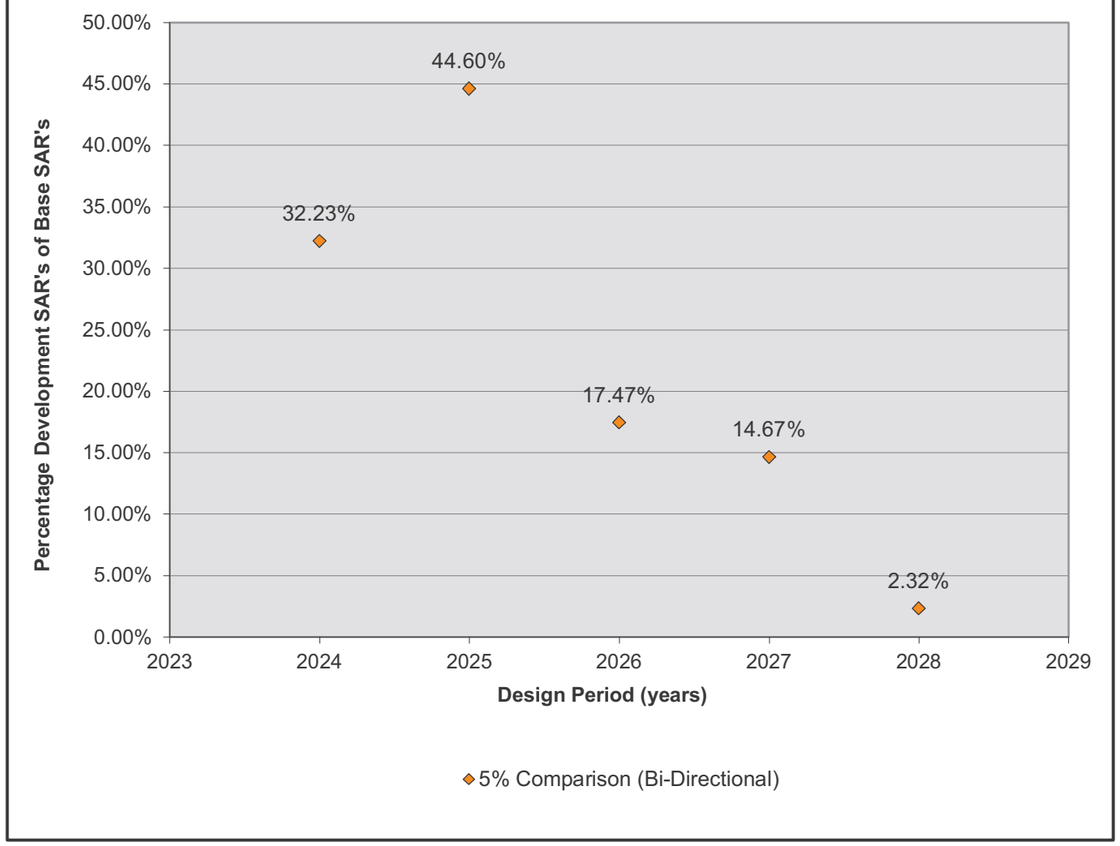
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	572704.9	531303.1	1104008	38118	317734	355852	610823	849037	1459860
2025	584439.3	542189.2	1126629	204651	297834	502484	789090	840023	1629113
2026	596414.2	553298.4	1149713	75573	125260	200833	671987	678559	1350546
2027	608634.5	564635.2	1173270	30433	141658	172091	639067	706293	1345360
2028	621105.1	576204.3	1197309	3925	23828	27753	625030	600032	1225062

5% Comparison

	AG	AG	B
2024	6.66%	59.80%	32.23%
2025	35.02%	54.93%	44.60%
2026	12.67%	22.64%	17.47%
2027	5.00%	25.09%	14.67%
2028	0.63%	4.14%	2.32%







Road ID	E89-X39	G	E89-X39	AG	X39-E89

Road name	Gore Highway (28A)
Road section	Ch. 21.5 to Ch. 23.2
Road authority	DTMR

B2G Development Volumes

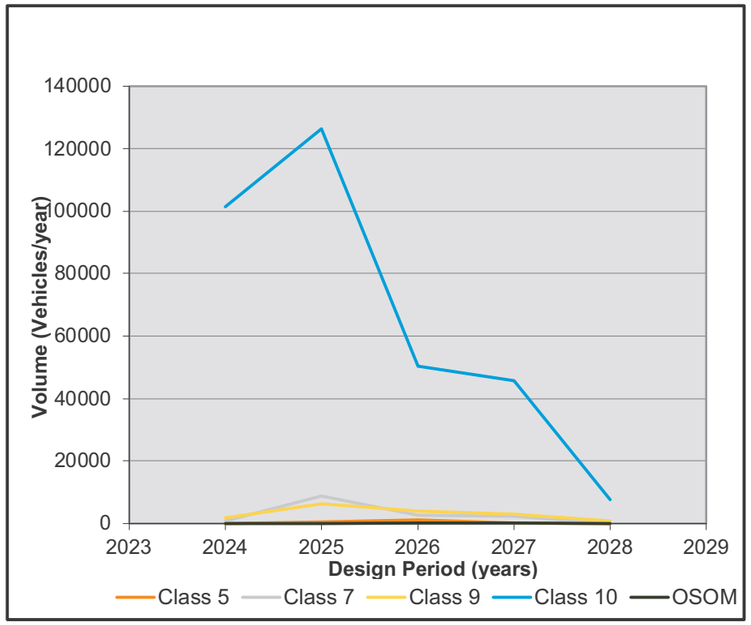
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	365	909	50699	0	0	365	909	50699	0	0	730	1818	101398	0
2025	194	4395	3192	63198	14	194	4395	3192	63198	14	388	8790	6384	126396	29
2026	592	1339	2058	25126	82	592	1339	2058	25126	82	1183	2679	4117	50252	164
2027	86	1159	1488	22797	69	86	1159	1488	22797	69	172	2318	2976	45594	139
2028	0	1	372	3807	0	0	1	372	3807	0	0	3	744	7614	0

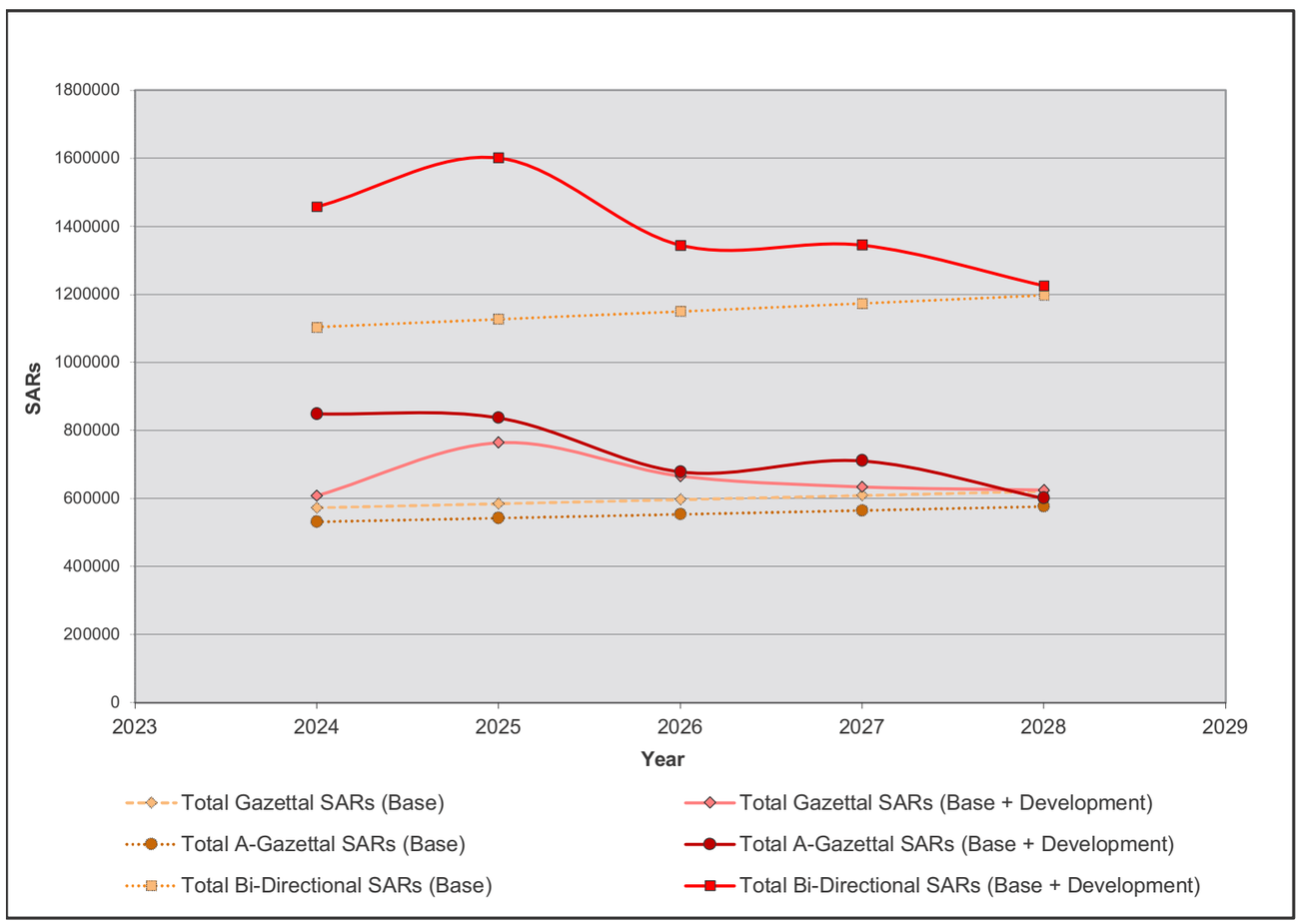
B2G SARs

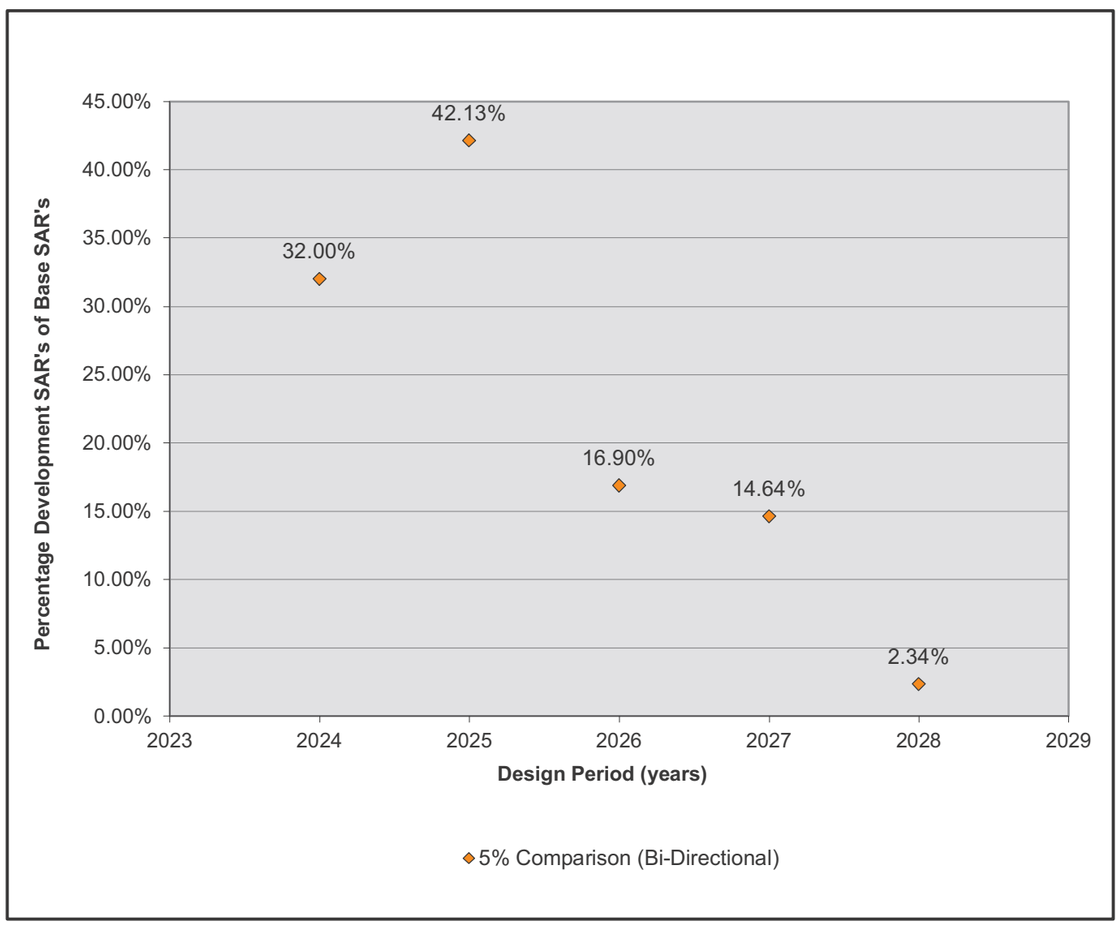
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	572704.9	531303.1	1104008	35781	317475	353256	608486	848778	1457264
2025	584439.3	542189.2	1126629	179578	295059	474637	764017	837249	1601266
2026	596414.2	553298.4	1149713	69645	124608	194254	666060	677906	1343966
2027	608634.5	564635.2	1173270	25725	146014	171740	634360	710649	1345009
2028	621105.1	576204.3	1197309	3858	24176	28034	624963	600380	1225343

5% Comparison

	AG	AG	B
2024	6.25%	59.75%	32.00%
2025	30.73%	54.42%	42.13%
2026	11.68%	22.52%	16.90%
2027	4.23%	25.86%	14.64%
2028	0.62%	4.20%	2.34%







Road ID	X39-X43	G	X39-X43	AG	X43-X39

Road name	Gore Highway (28A)
Road section	Ch. 23.2 to Ch. 25.0
Road authority	DTMR

B2G Development Volumes

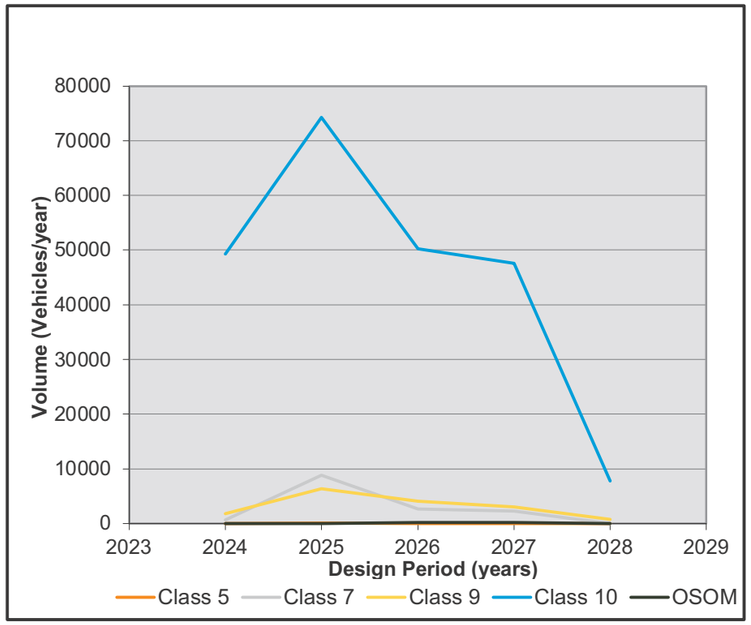
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	365	909	24663	0	0	365	909	24663	0	0	730	1818	49326	0
2025	40	4395	3185	37162	14	40	4395	3185	37162	14	81	8790	6370	74324	29
2026	12	1339	2056	25126	82	12	1339	2056	25126	82	24	2679	4113	50252	164
2027	0	1159	1488	23775	69	0	1159	1488	23775	69	0	2318	2976	47551	139
2028	0	1	372	3894	0	0	1	372	3894	0	0	3	744	7789	0

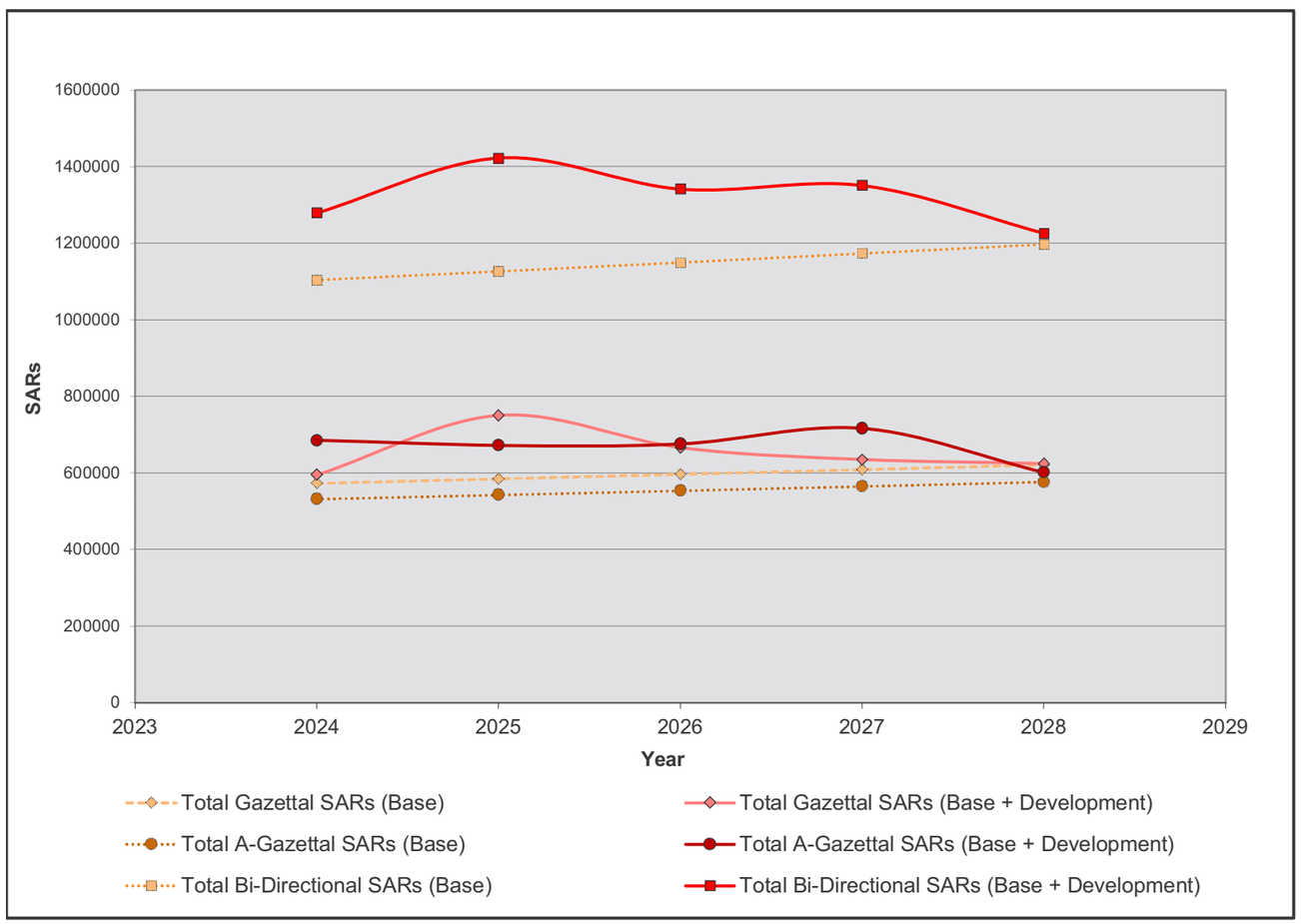
B2G SARs

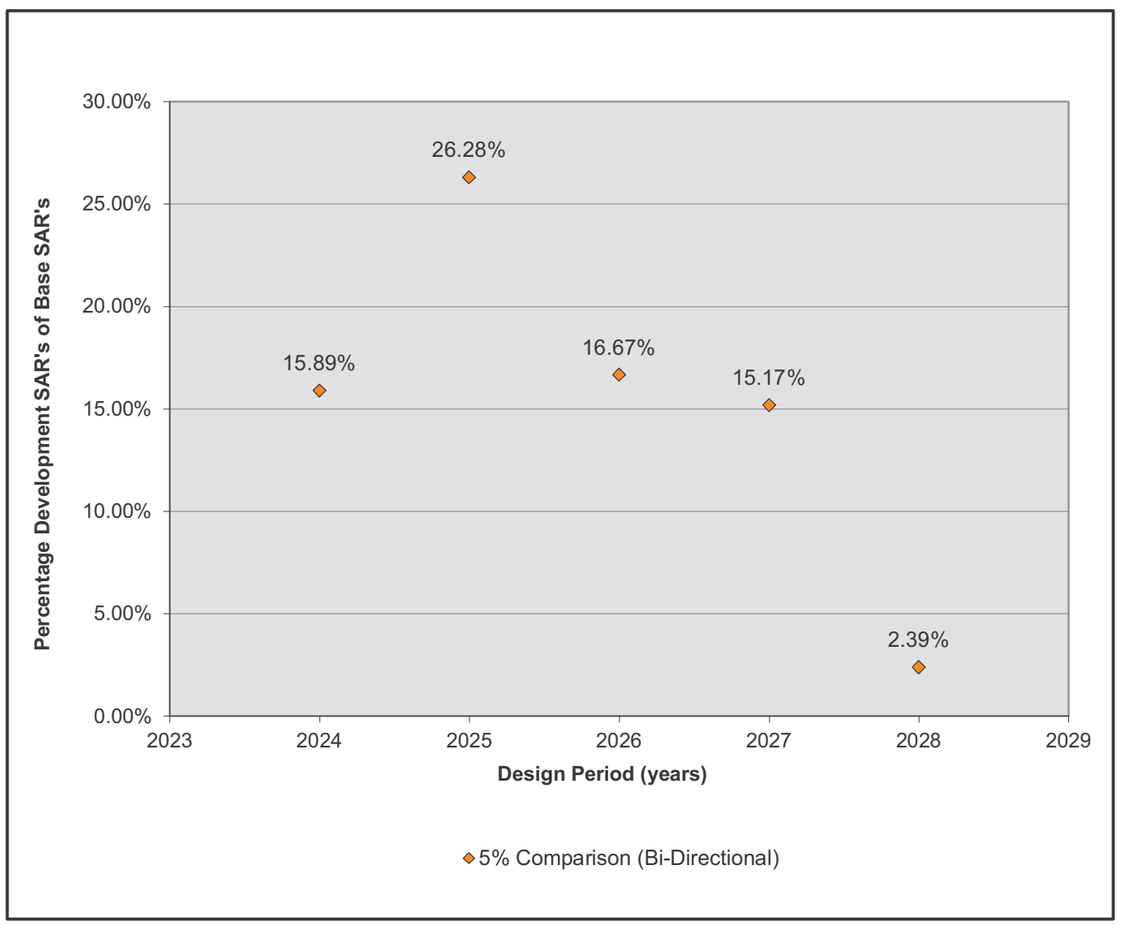
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	572704.9	531303.1	1104008	21982	153448	175430	594687	684751	1279438
2025	584439.3	542189.2	1126629	165820	130255	296074	750259	672444	1422703
2026	596414.2	553298.4	1149713	69412	122193	191605	665827	675491	1341318
2027	608634.5	564635.2	1173270	26204	151825	178029	634839	716460	1351299
2028	621105.1	576204.3	1197309	3904	24724	28629	625009	600929	1225938

5% Comparison

	AG	AG	B
2024	3.84%	28.88%	15.89%
2025	28.37%	24.02%	26.28%
2026	11.64%	22.08%	16.67%
2027	4.31%	26.89%	15.17%
2028	0.63%	4.29%	2.39%







Road ID	X43-X45	G	X43-X45	AG	X45-X43

Road name	Gore Highway (28A)
Road section	Ch. 25.0 to Ch. 30.1
Road authority	DTMR

B2G Development Volumes

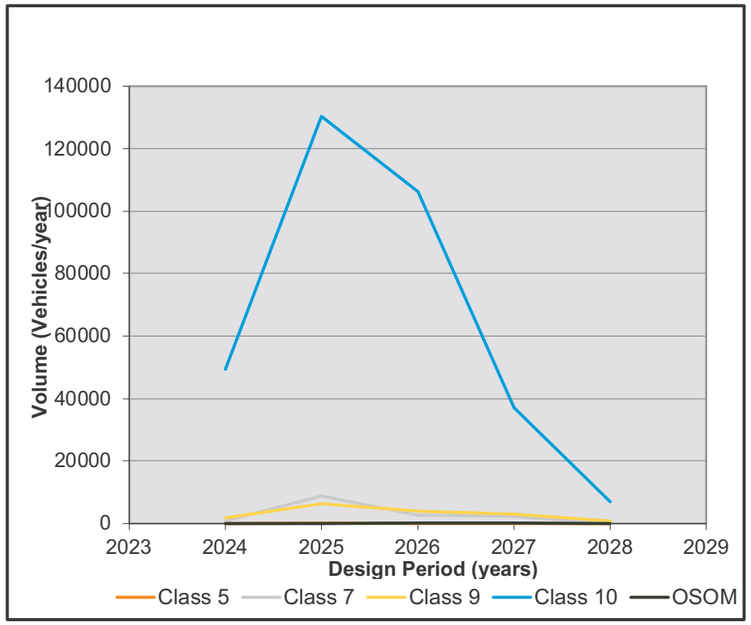
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	365	909	24663	0	0	365	909	24663	0	0	730	1818	49326	0
2025	40	4395	3185	65142	14	40	4395	3185	65142	14	81	8790	6370	130285	29
2026	12	1339	2056	53106	82	12	1339	2056	53106	82	24	2679	4113	106213	164
2027	0	1159	1488	18551	69	0	1159	1488	18551	69	0	2318	2976	37102	139
2028	0	1	372	3476	0	0	1	372	3476	0	0	3	744	6952	0

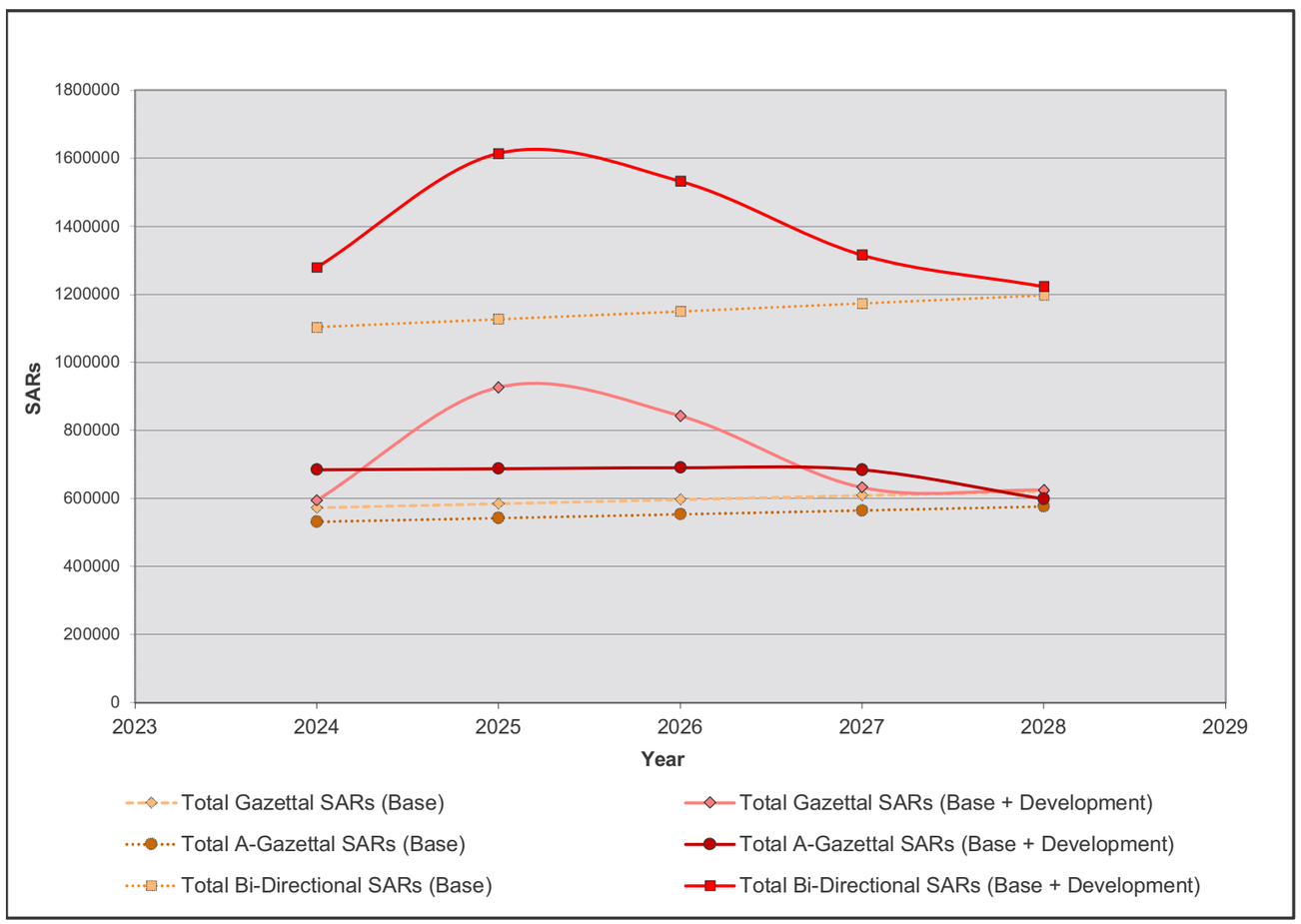
B2G SARs

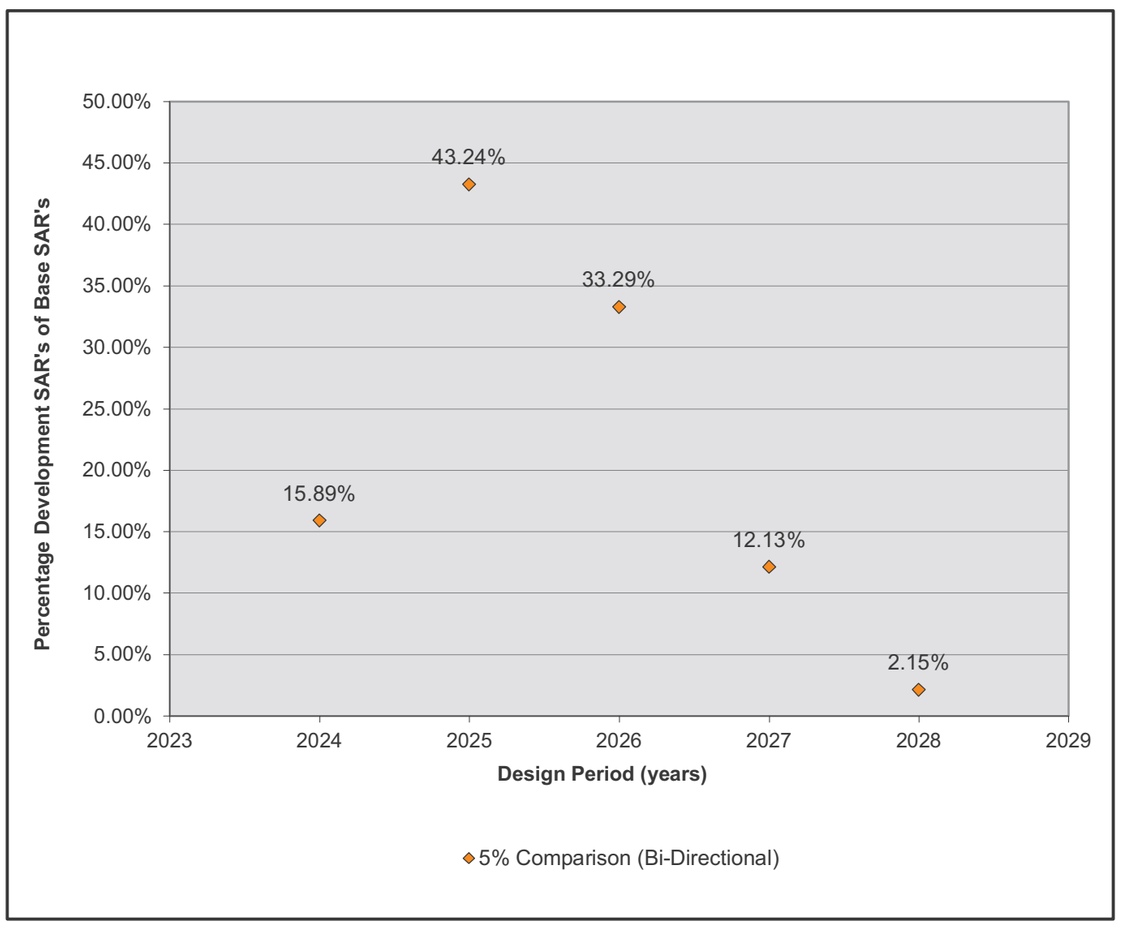
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	572704.9	531303.1	1104008	21982	153448	175430	594687	684751	1279438
2025	584439.3	542189.2	1126629	342097	145084	487181	926536	687274	1613810
2026	596414.2	553298.4	1149713	245689	137023	382712	842103	690321	1532425
2027	608634.5	564635.2	1173270	23435	118911	142347	632070	683546	1315616
2028	621105.1	576204.3	1197309	3683	22089	25772	624788	598294	1223081

5% Comparison

	AG	AG	B
2024	3.84%	28.88%	15.89%
2025	58.53%	26.76%	43.24%
2026	41.19%	24.76%	33.29%
2027	3.85%	21.06%	12.13%
2028	0.59%	3.83%	2.15%







Road ID	X45-X146	G	X45-X146	AG	X146-X45

Road name	Gore Highway (28A)
Road section	Ch. 30.1 to Ch. 38.7
Road authority	DTMR

B2G Development Volumes

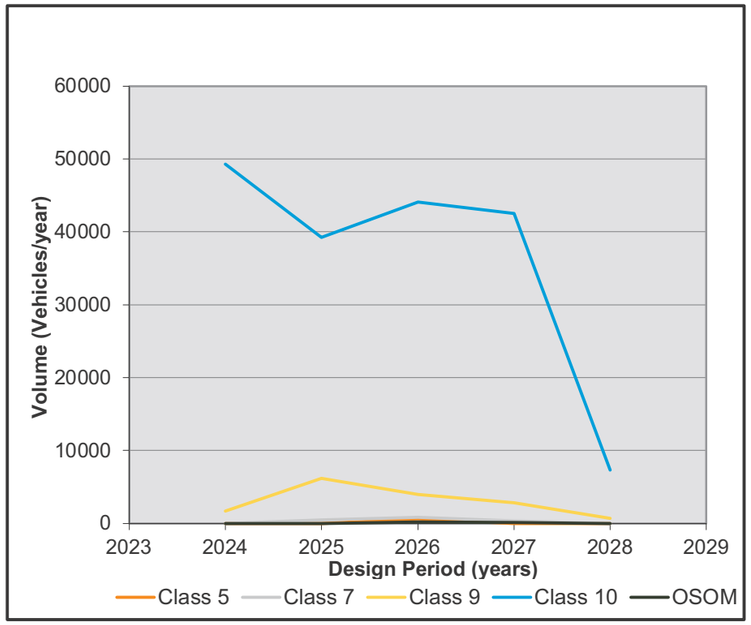
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	872	24663	0	0	0	872	24663	0	0	0	1744	49326	0
2025	0	274	3086	19642	14	0	274	3086	19642	14	0	548	6172	39283	29
2026	301	411	1975	22071	98	301	411	1975	22071	98	603	822	3949	44141	197
2027	0	171	1414	21263	69	0	171	1414	21263	69	0	342	2827	42525	139
2028	0	0	353	3680	0	0	0	353	3680	0	0	0	707	7360	0

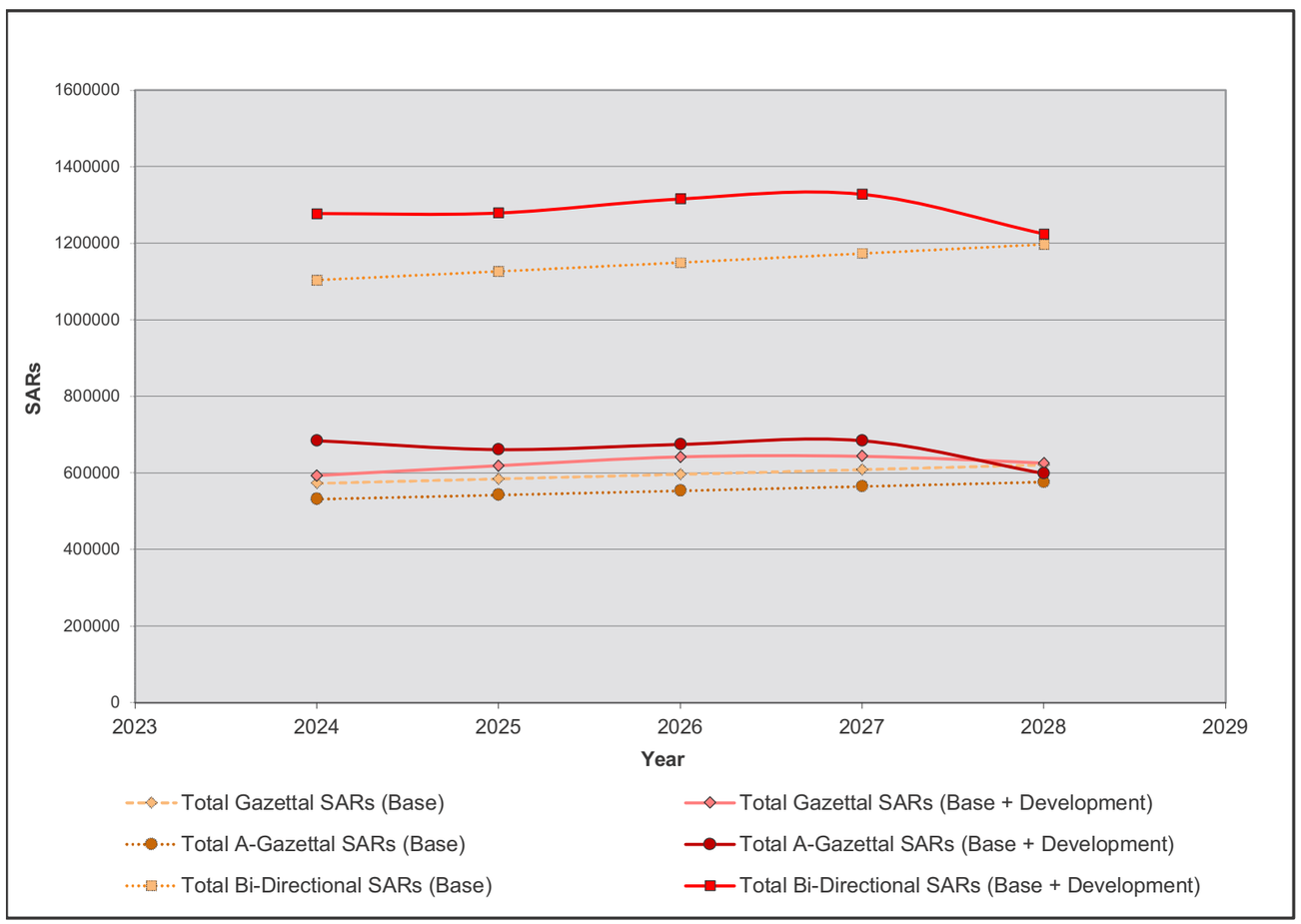
B2G SARs

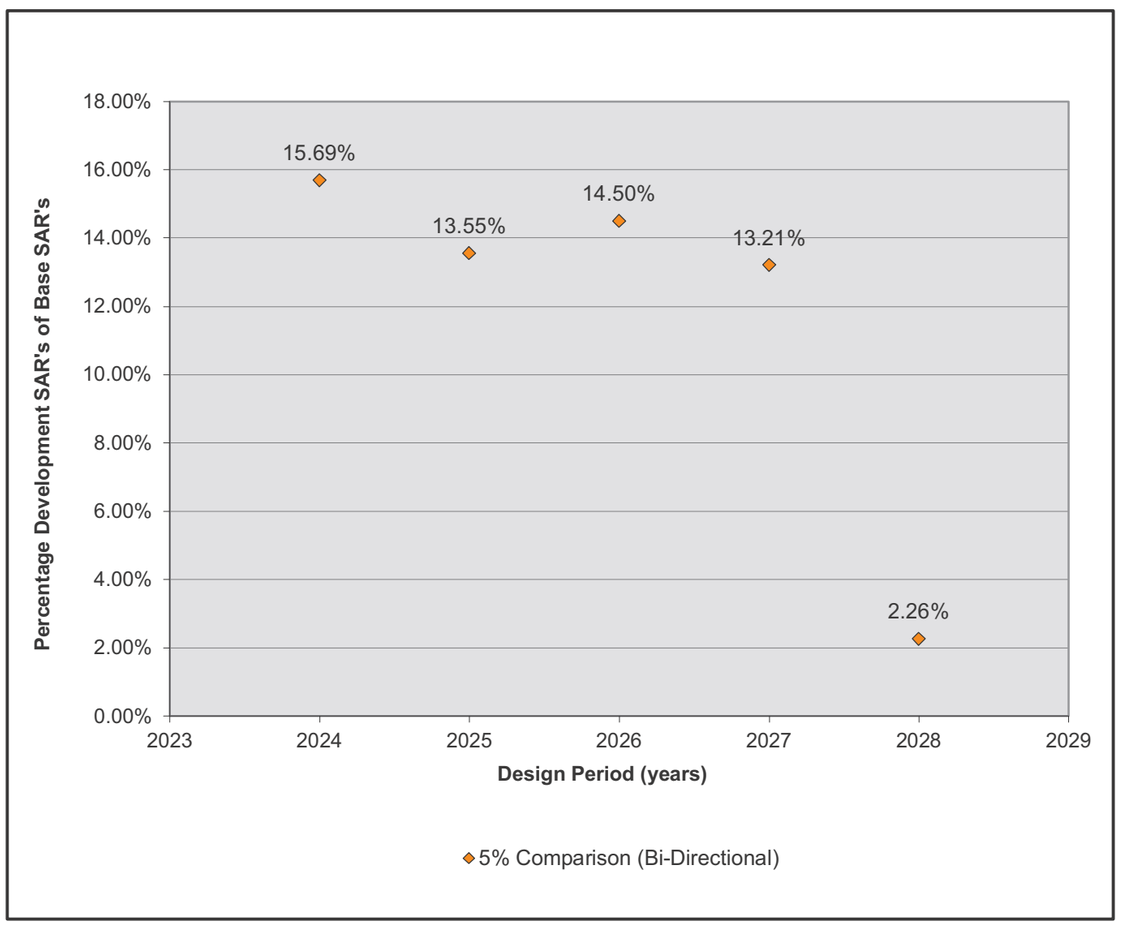
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	572704.9	531303.1	1104008	19966	153225	173191	592671	684528	1277199
2025	584439.3	542189.2	1126629	34100	118592	152692	618539	660781	1279321
2026	596414.2	553298.4	1149713	45293	121388	166681	641707	674687	1316394
2027	608634.5	564635.2	1173270	35191	119757	154948	643825	684392	1328218
2028	621105.1	576204.3	1197309	4869	22187	27056	625974	598391	1224366

5% Comparison

	AG	AG	B
2024	3.49%	28.84%	15.69%
2025	5.83%	21.87%	13.55%
2026	7.59%	21.94%	14.50%
2027	5.78%	21.21%	13.21%
2028	0.78%	3.85%	2.26%







Road ID	X146-X47	G	X146-X47	AG	X47-X146

Road name	Gore Highway (28A)
Road section	Ch. 38.7 to Ch. 41.1
Road authority	DTMR

B2G Development Volumes

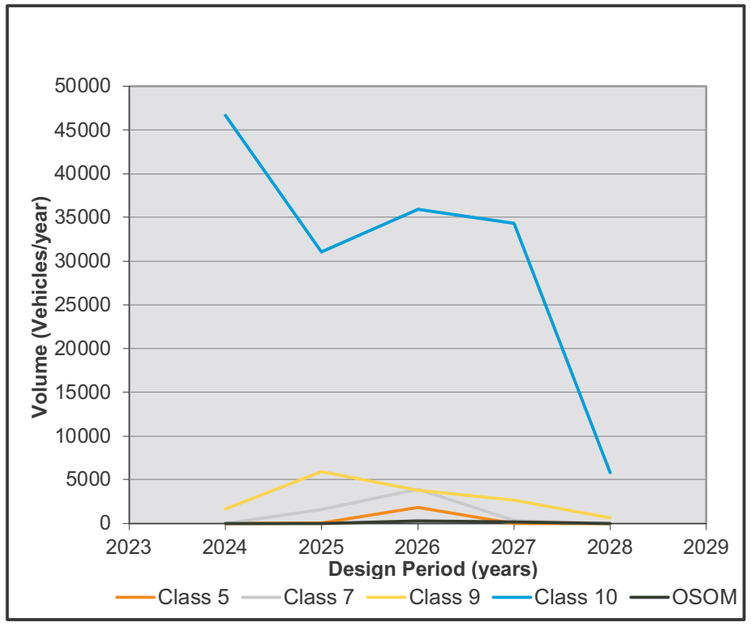
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	835	23327	0	0	0	835	23327	0	0	0	1669	46654	0
2025	17	790	2977	15534	14	17	790	2977	15534	14	34	1581	5954	31067	29
2026	922	1960	1890	17963	131	922	1960	1890	17963	131	1843	3920	3780	35925	262
2027	0	171	1339	17155	69	0	171	1339	17155	69	0	342	2678	34309	139
2028	0	0	335	2905	0	0	0	335	2905	0	0	0	670	5810	0

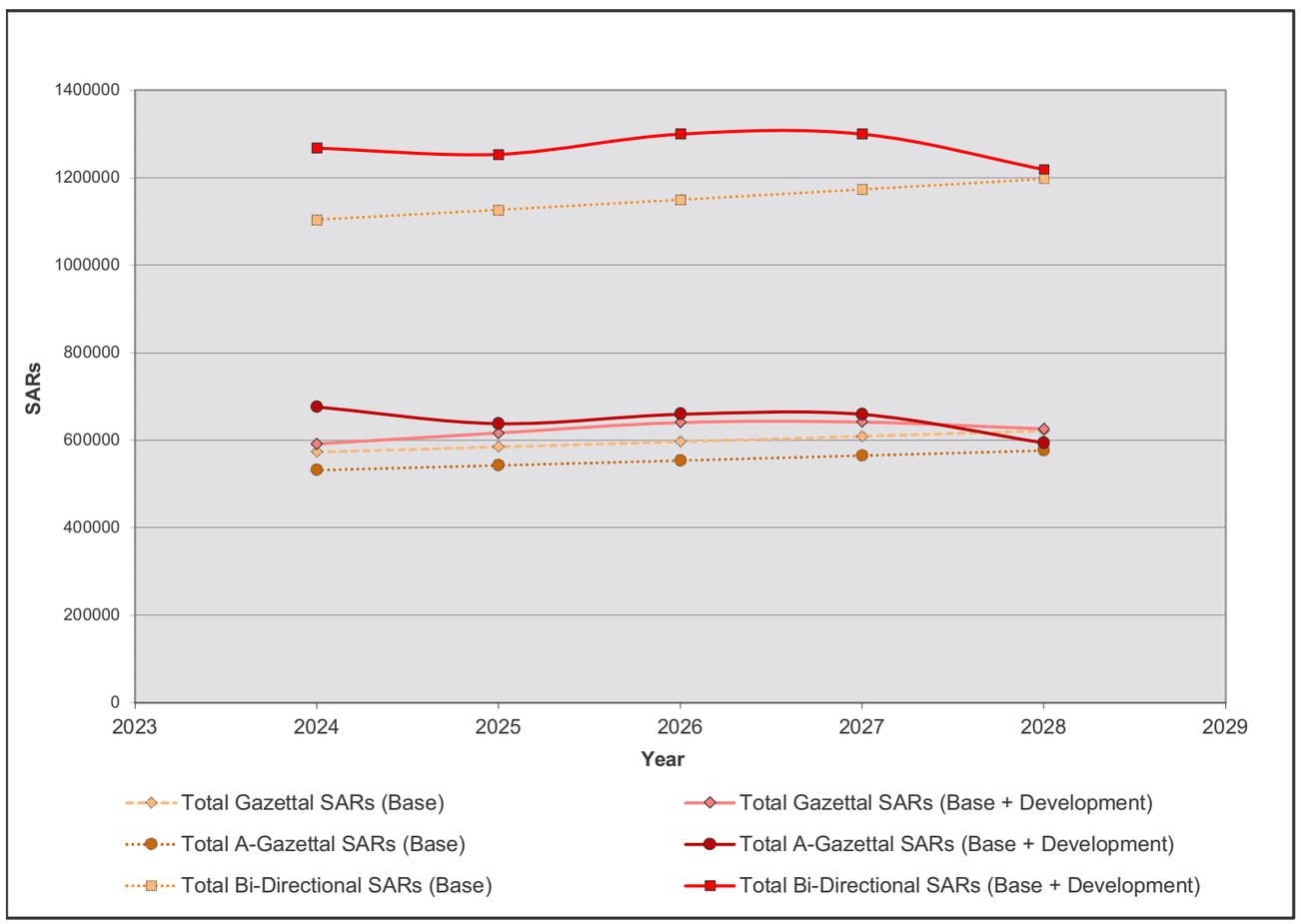
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	572704.9	531303.1	1104008	19074	144789	163863	591779	676092	1267871
2025	584439.3	542189.2	1126629	31682	95318	127000	616121	637507	1253628
2026	596414.2	553298.4	1149713	44063	106079	150142	640477	659378	1299855
2027	608634.5	564635.2	1173270	32647	93839	126486	641281	658474	1299755
2028	621105.1	576204.3	1197309	4367	17295	21662	625472	593499	1218971

5% Comparison

	AG	AG	B
2024	3.33%	27.25%	14.84%
2025	5.42%	17.58%	11.27%
2026	7.39%	19.17%	13.06%
2027	5.36%	16.62%	10.78%
2028	0.70%	3.00%	1.81%







Road ID	X47-X28	G	X47-X28	AG	X28-X47

Road name	Gore Highway (28A)
Road section	Ch. 41.1 to Ch. 41.7
Road authority	DTMR

B2G Development Volumes

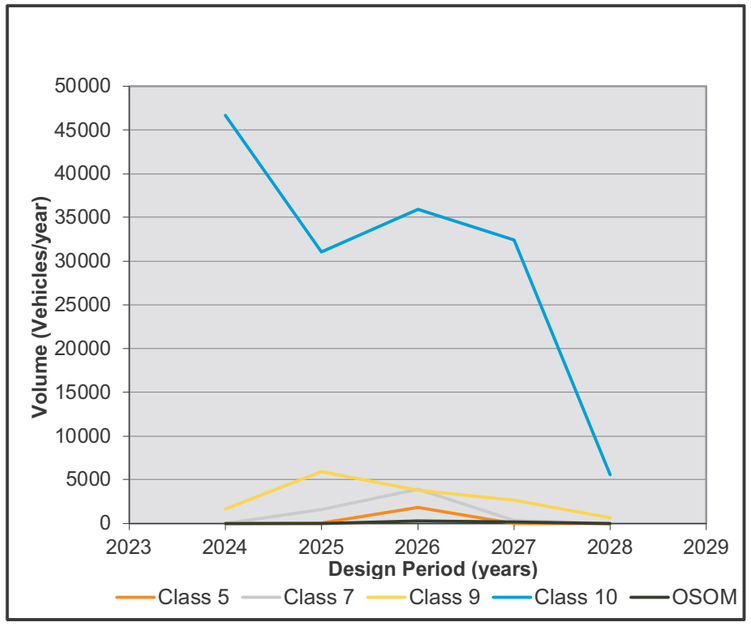
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	835	23327	0	0	0	835	23327	0	0	0	1669	46654	0
2025	17	790	2977	15534	14	17	790	2977	15534	14	34	1581	5954	31067	29
2026	922	1960	1890	17963	131	922	1960	1890	17963	131	1843	3920	3780	35925	262
2027	0	171	1339	16205	69	0	171	1339	16205	69	0	342	2678	32410	139
2028	0	0	335	2782	0	0	0	335	2782	0	0	0	670	5563	0

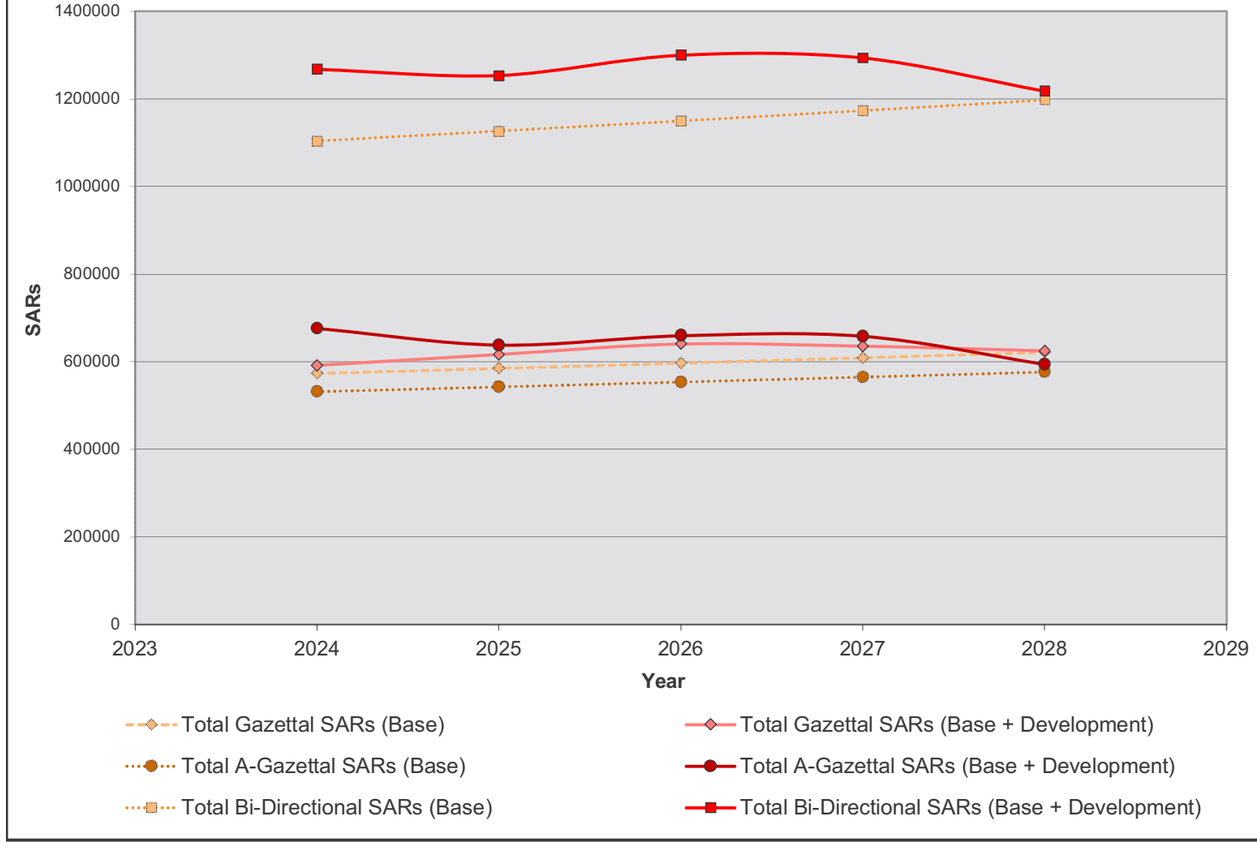
B2G SARs

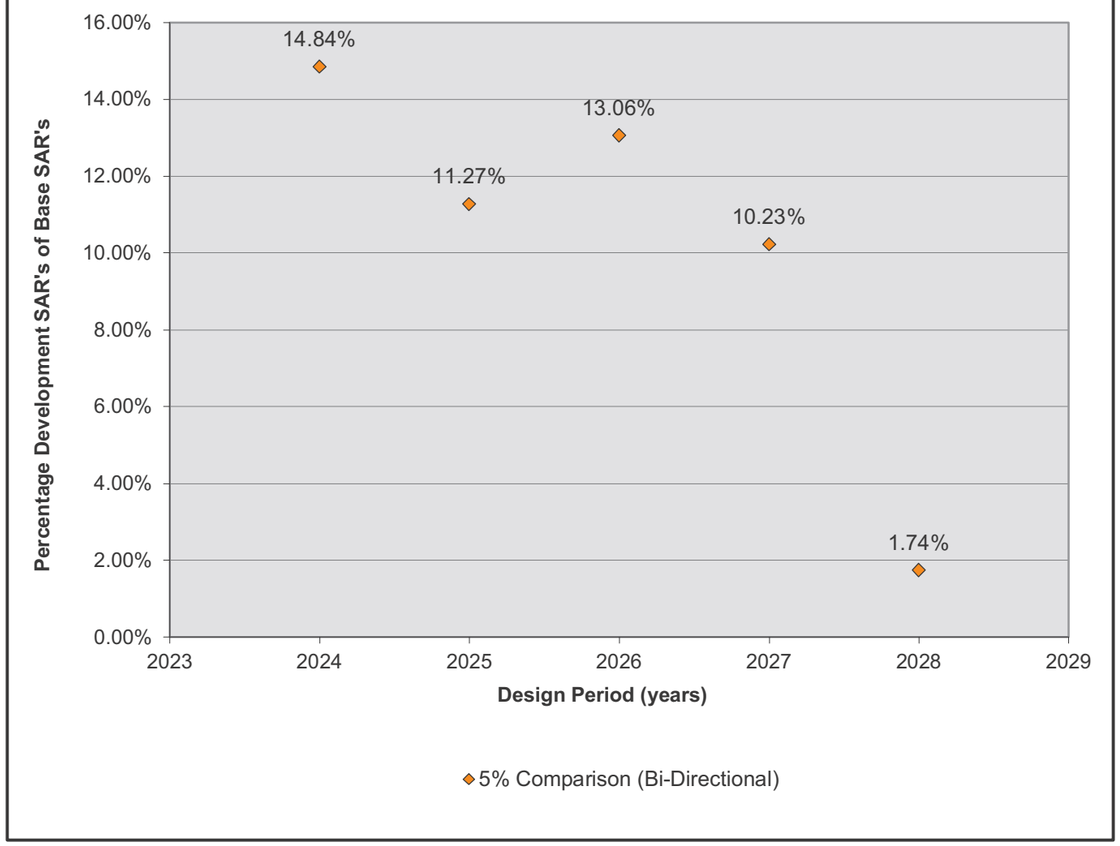
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	572704.9	531303.1	1104008	19074	144789	163863	591779	676092	1267871
2025	584439.3	542189.2	1126629	31682	95318	127000	616121	637507	1253628
2026	596414.2	553298.4	1149713	44063	106079	150142	640477	659378	1299855
2027	608634.5	564635.2	1173270	26665	93335	120000	635299	657971	1293270
2028	621105.1	576204.3	1197309	3590	17230	20820	624695	593434	1218129

5% Comparison

	AG	AG	B
2024	3.33%	27.25%	14.84%
2025	5.42%	17.58%	11.27%
2026	7.39%	19.17%	13.06%
2027	4.38%	16.53%	10.23%
2028	0.58%	2.99%	1.74%







Road ID	X28-E56	G	X28-E56	AG	E56-X28

Road name	Gore Highway (28A)
Road section	Ch. 41.7 to Ch. 43.2
Road authority	DTMR

B2G Development Volumes

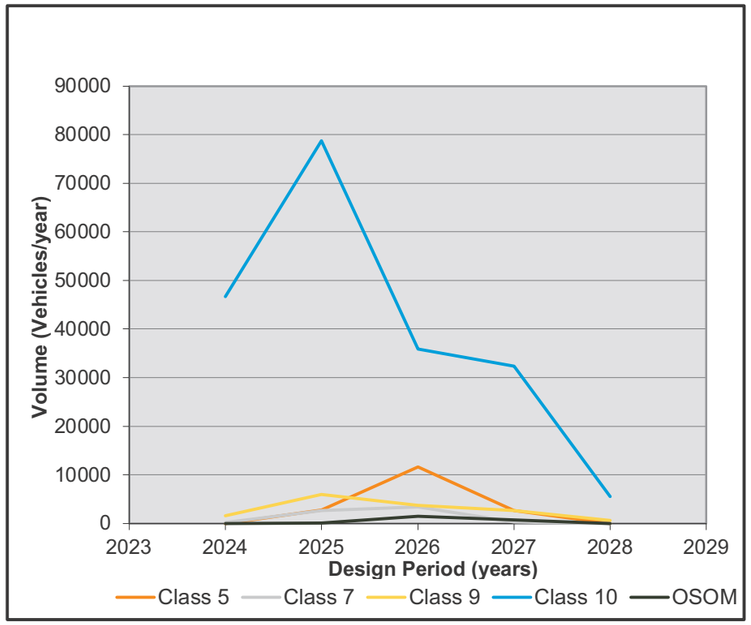
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	75	835	23327	0	0	75	835	23327	0	0	150	1669	46654	0
2025	1391	1364	2977	39401	31	1391	1364	2977	39401	31	2782	2729	5954	78803	62
2026	5816	1730	1890	17963	737	5816	1730	1890	17963	737	11632	3459	3780	35925	1473
2027	1339	170	1339	16205	377	1339	170	1339	16205	377	2677	340	2678	32410	754
2028	0	2	335	2782	0	0	2	335	2782	0	0	3	670	5563	0

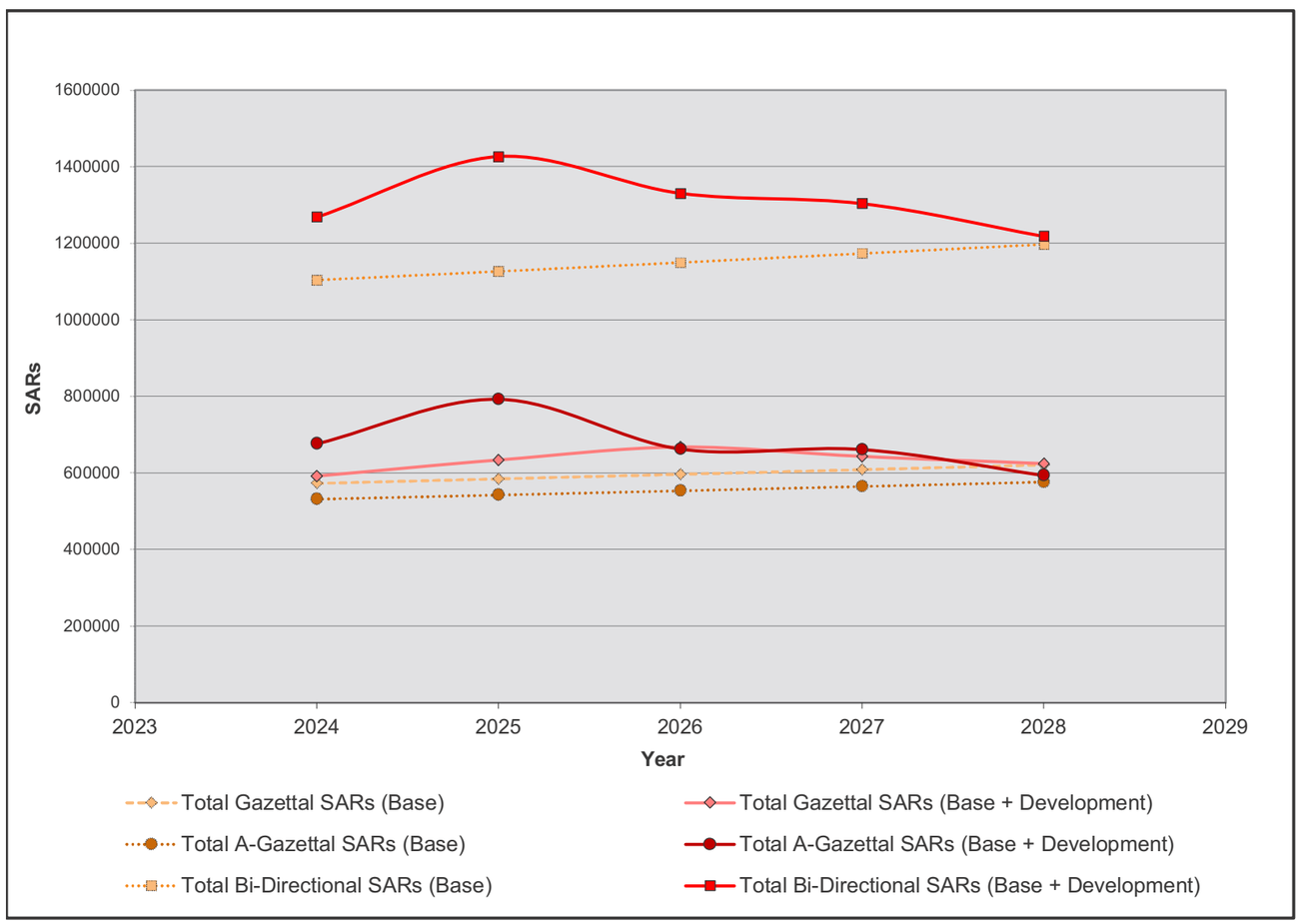
B2G SARs

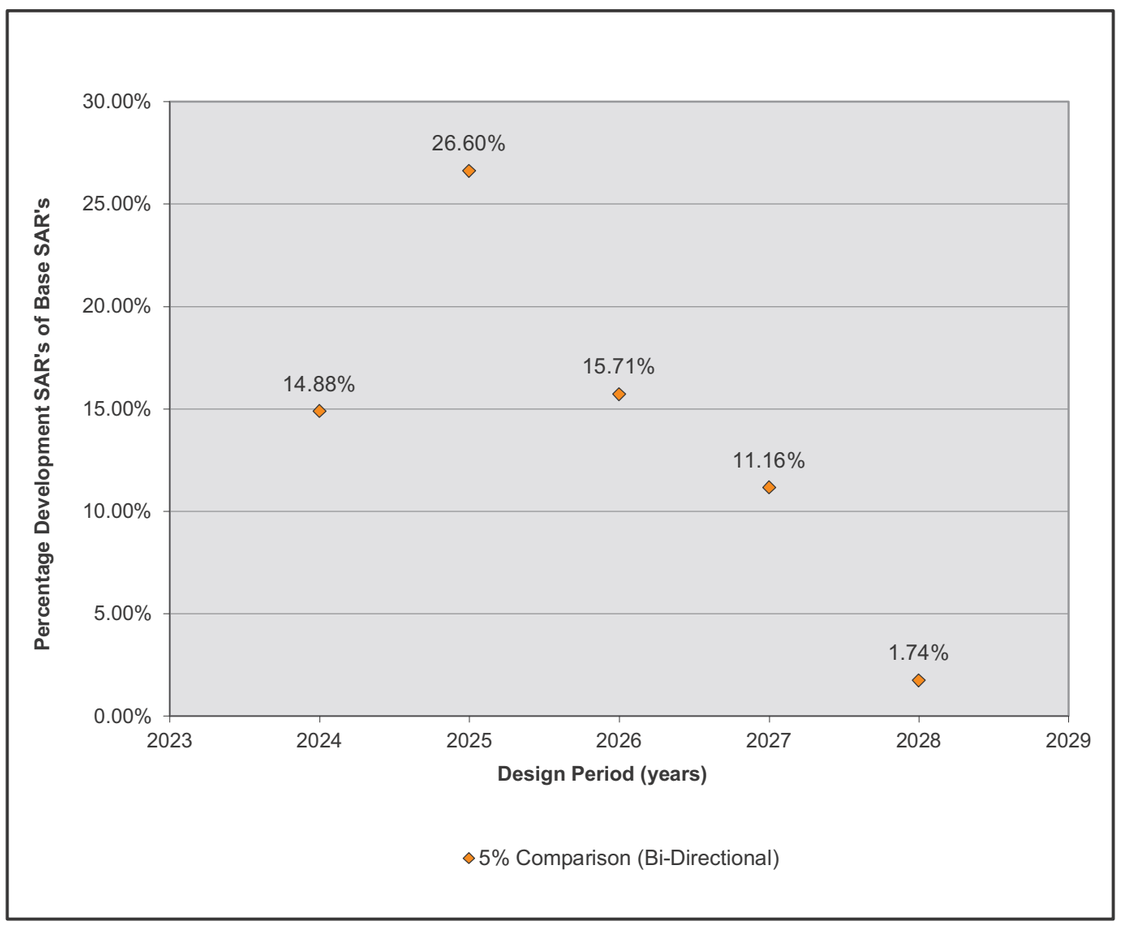
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	572704.9	531303.1	1104008	19116	145166	164282	591821	676469	1268290
2025	584439.3	542189.2	1126629	49244	250491	299735	633683	792680	1426364
2026	596414.2	553298.4	1149713	71317	109249	180567	667731	662548	1330279
2027	608634.5	564635.2	1173270	34317	96565	130882	642951	661200	1304152
2028	621105.1	576204.3	1197309	3591	17237	20828	624696	593442	1218138

5% Comparison

	AG	AG	B
2024	3.34%	27.32%	14.88%
2025	8.43%	46.20%	26.60%
2026	11.96%	19.75%	15.71%
2027	5.64%	17.10%	11.16%
2028	0.58%	2.99%	1.74%







Road ID	E56-X30	G	E56-X30	AG	X30-E56

Road name	Gore Highway (28A)
Road section	Ch. 43.2 to Ch. 44.7
Road authority	DTMR

B2G Development Volumes

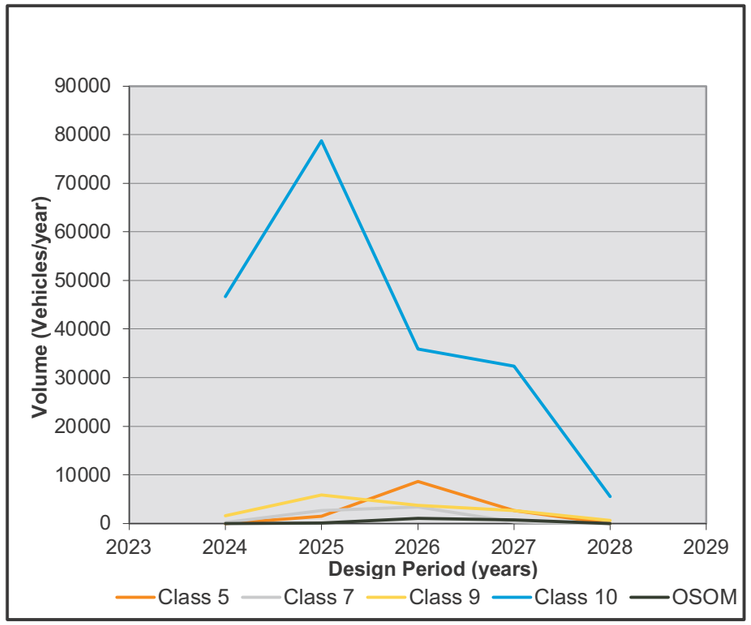
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	75	835	23327	0	0	75	835	23327	0	0	150	1669	46654	0
2025	746	1364	2937	39401	31	746	1364	2937	39401	31	1493	2729	5874	78803	62
2026	4324	1730	1878	17963	507	4324	1730	1878	17963	507	8648	3459	3755	35925	1014
2027	1339	170	1339	16205	377	1339	170	1339	16205	377	2677	340	2678	32410	754
2028	0	2	335	2782	0	0	2	335	2782	0	0	3	670	5563	0

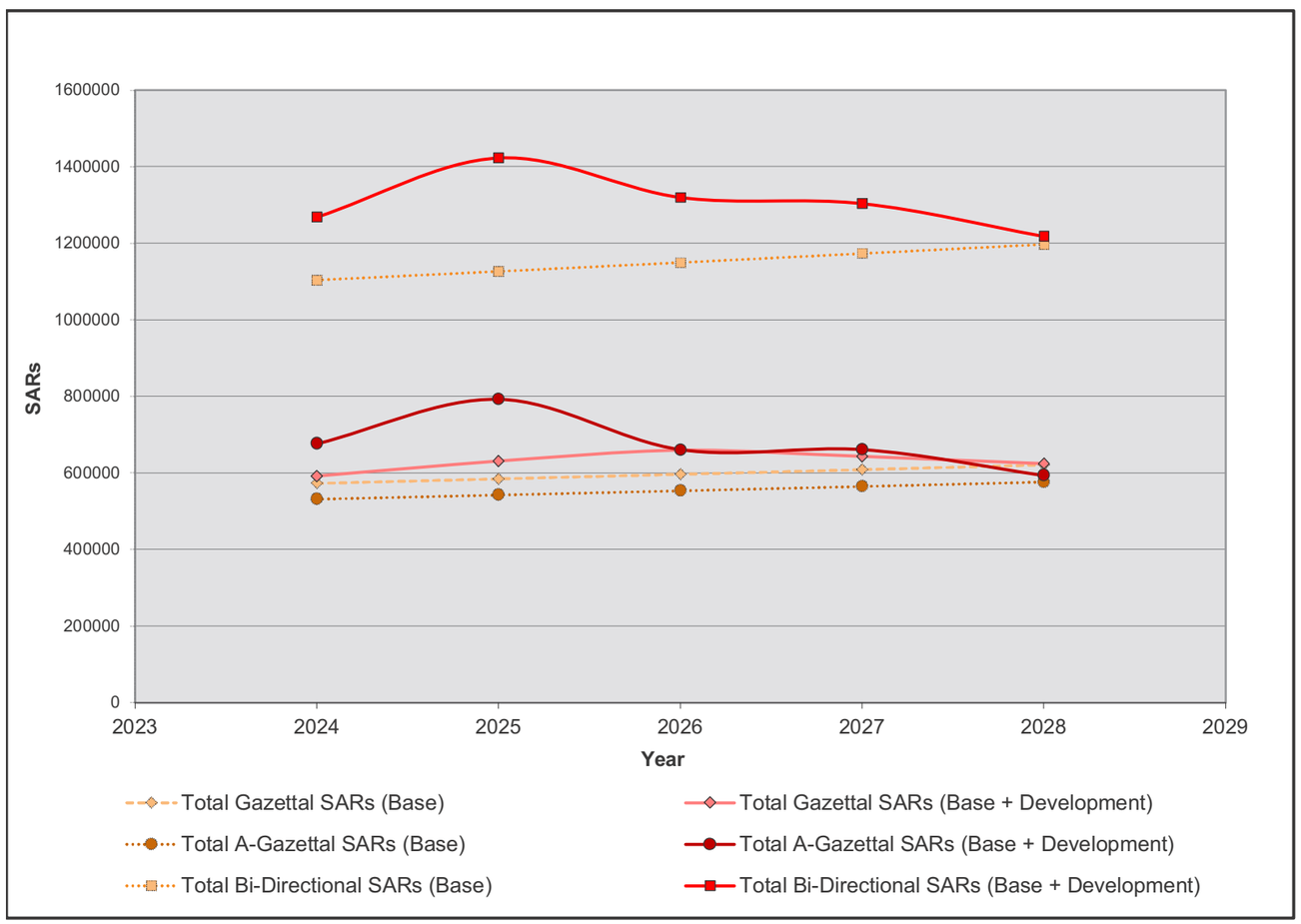
B2G SARs

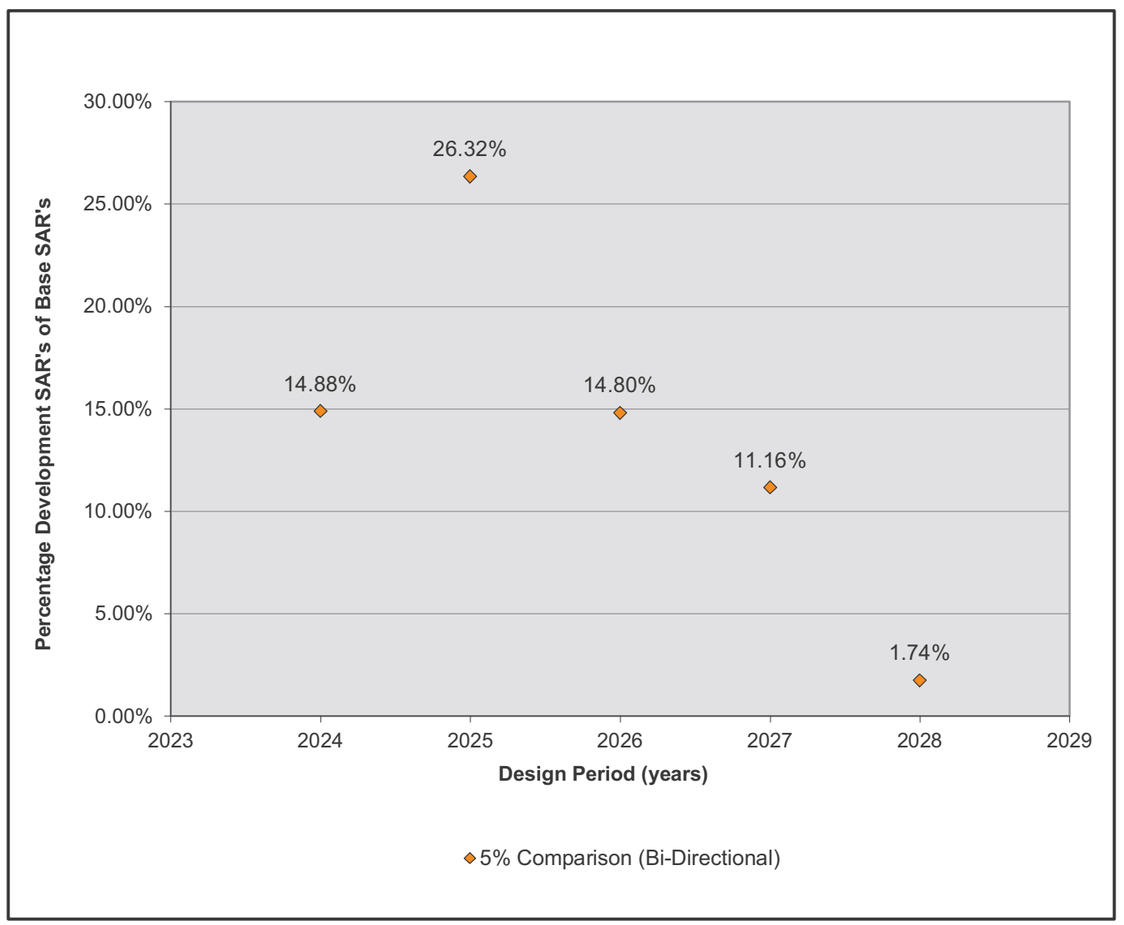
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	572704.9	531303.1	1104008	19116	145166	164282	591821	676469	1268290
2025	584439.3	542189.2	1126629	46268	250315	296583	630707	792504	1423211
2026	596414.2	553298.4	1149713	63018	107113	170131	659433	660411	1319844
2027	608634.5	564635.2	1173270	34317	96565	130882	642951	661200	1304152
2028	621105.1	576204.3	1197309	3591	17237	20828	624696	593442	1218138

5% Comparison

	AG	AG	B
2024	3.34%	27.32%	14.88%
2025	7.92%	46.17%	26.32%
2026	10.57%	19.36%	14.80%
2027	5.64%	17.10%	11.16%
2028	0.58%	2.99%	1.74%





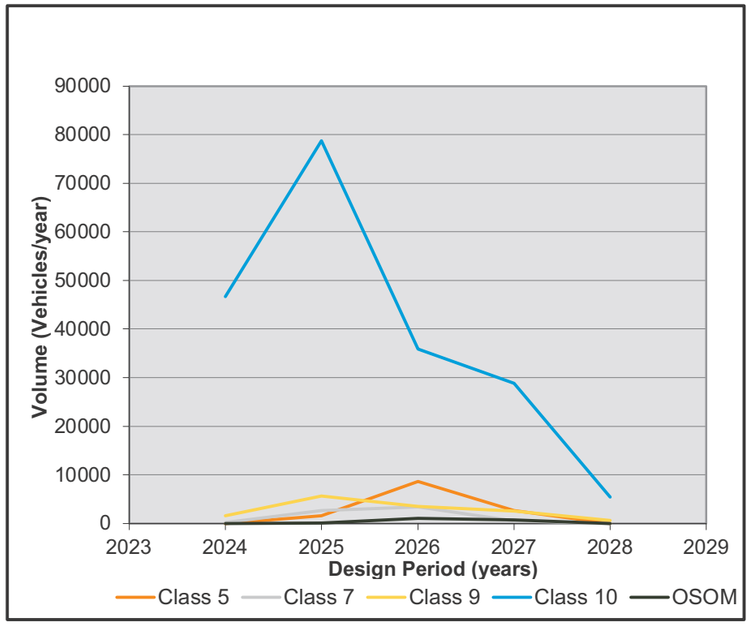


Road ID	X30-X33	G	X30-X33	AG	X33-X30

Road name	Gore Highway (28A)
Road section	Ch. 44.7 to Ch. 47.6
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	75	797	23327	0	0	75	797	23327	0	0	150	1595	46654	0
2025	758	1364	2849	39401	31	758	1364	2849	39401	31	1516	2729	5697	78803	62
2026	4331	1730	1795	17963	507	4331	1730	1795	17963	507	8663	3459	3589	35925	1014
2027	1339	224	1265	14443	377	1339	224	1265	14443	377	2677	448	2530	28886	754
2028	0	2	316	2701	0	0	2	316	2701	0	0	3	632	5402	0

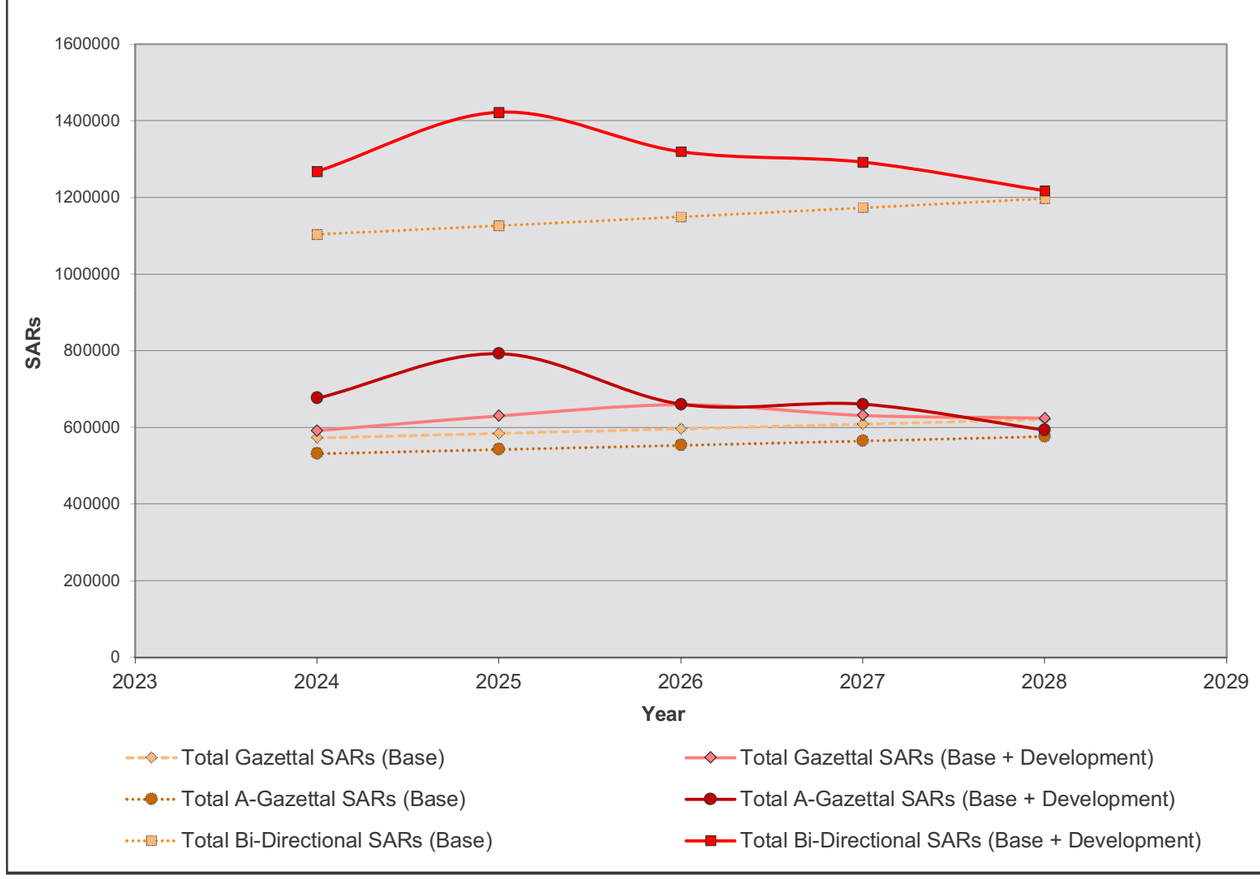


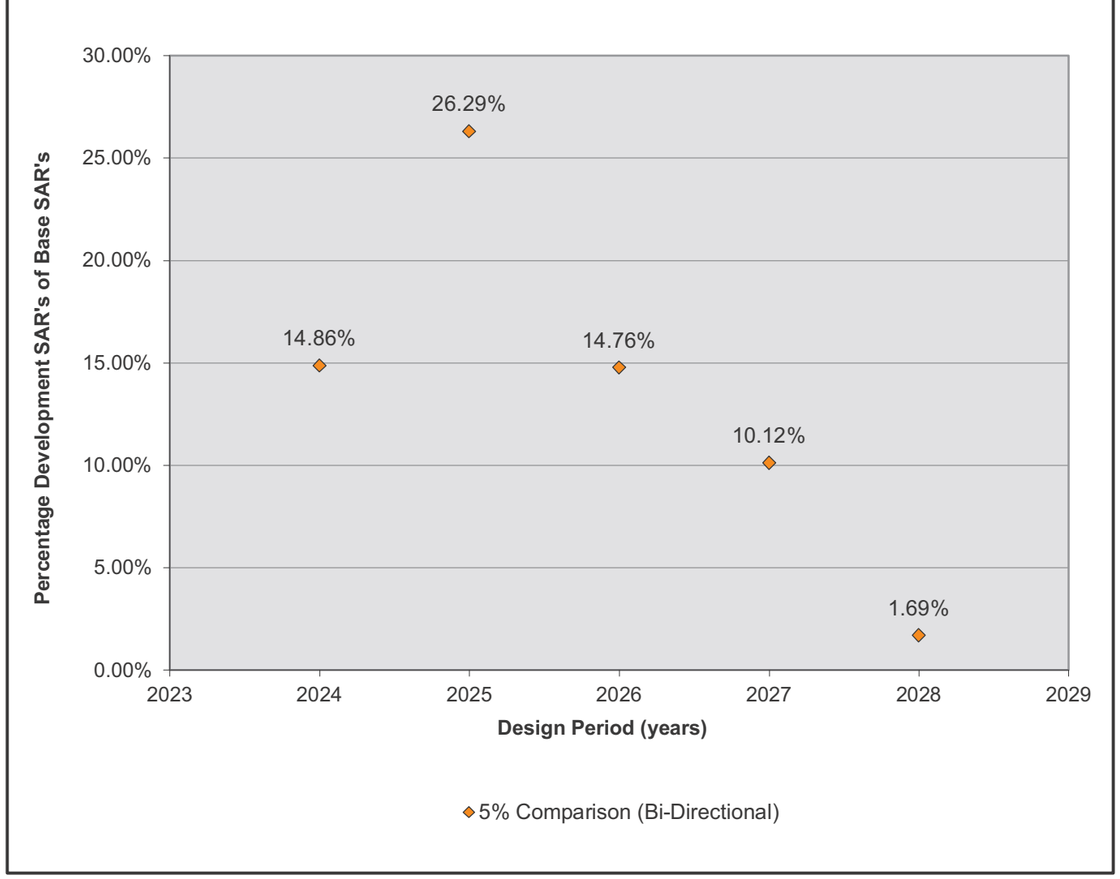
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	572704.9	531303.1	1104008	18933	145147	164080	591638	676450	1268088
2025	584439.3	542189.2	1126629	45839	250317	296156	630278	792506	1422784
2026	596414.2	553298.4	1149713	62612	107100	169712	659026	660399	1319425
2027	608634.5	564635.2	1173270	22880	95864	118744	631515	660499	1292014
2028	621105.1	576204.3	1197309	2991	17185	20176	624096	593390	1217486

5% Comparison

	AG	AG	B
2024	3.31%	27.32%	14.86%
2025	7.84%	46.17%	26.29%
2026	10.50%	19.36%	14.76%
2027	3.76%	16.98%	10.12%
2028	0.48%	2.98%	1.69%





Road ID	X33-X38	G	X33-X38	AG	X38-X33

Road name	Gore Highway (28A)
Road section	Ch. 47.6 to Ch. 52.2
Road authority	DTMR

B2G Development Volumes

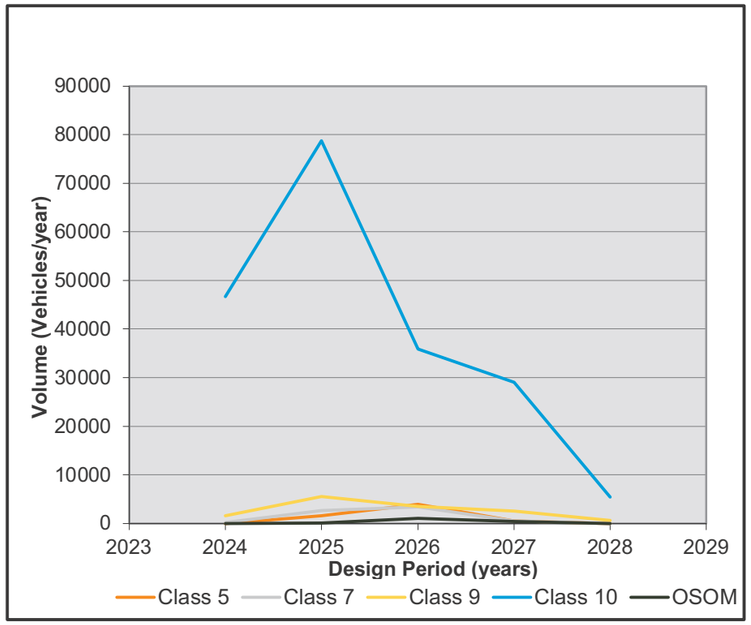
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	75	797	23327	0	0	75	797	23327	0	0	150	1595	46654	0
2025	818	1364	2799	39401	31	818	1364	2799	39401	31	1635	2729	5597	78803	62
2026	1997	1730	1763	17963	507	1997	1730	1763	17963	507	3993	3459	3525	35925	1014
2027	260	224	1265	14529	206	260	224	1265	14529	206	520	448	2530	29058	413
2028	0	2	316	2701	0	0	2	316	2701	0	0	3	632	5402	0

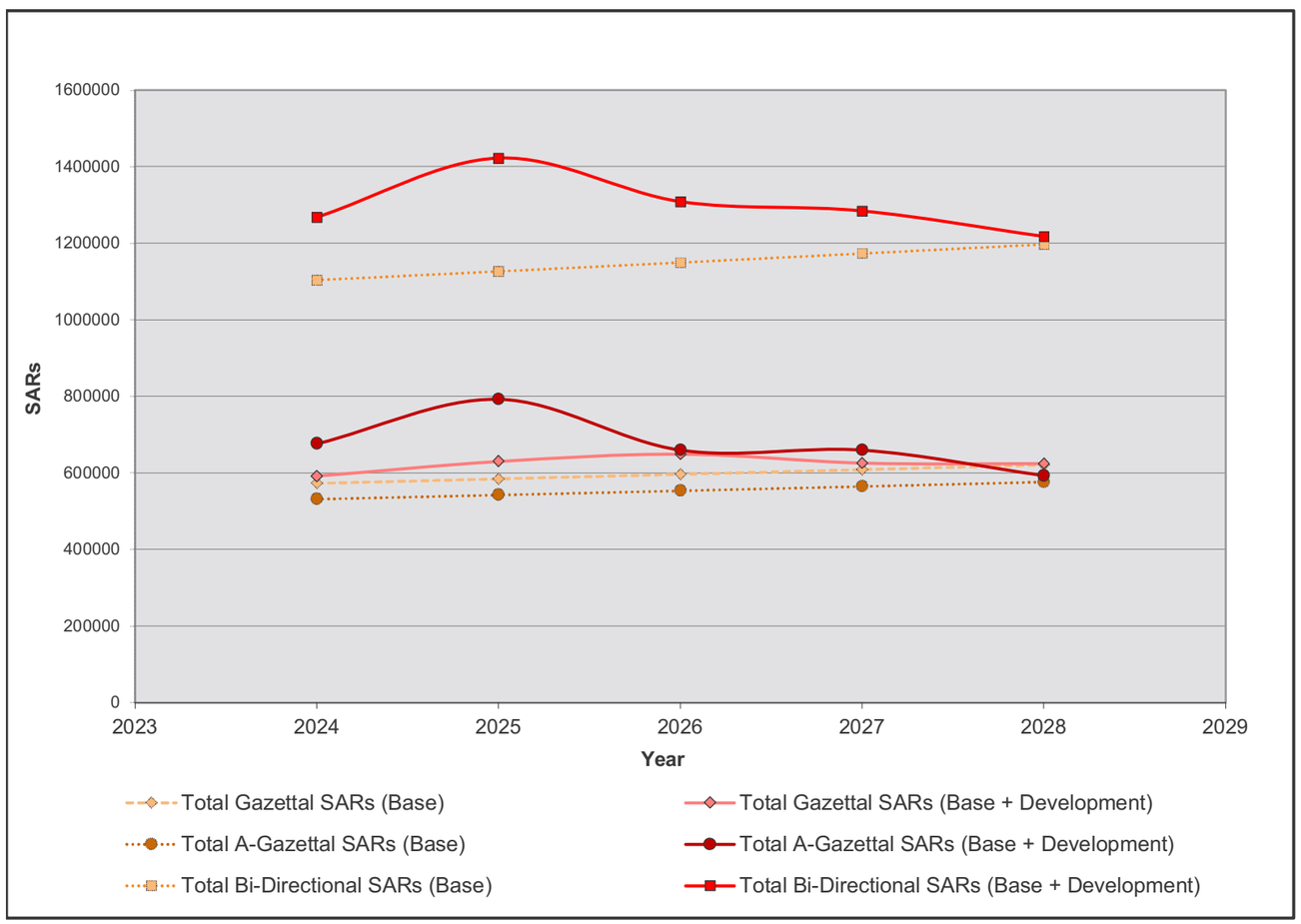
B2G SARs

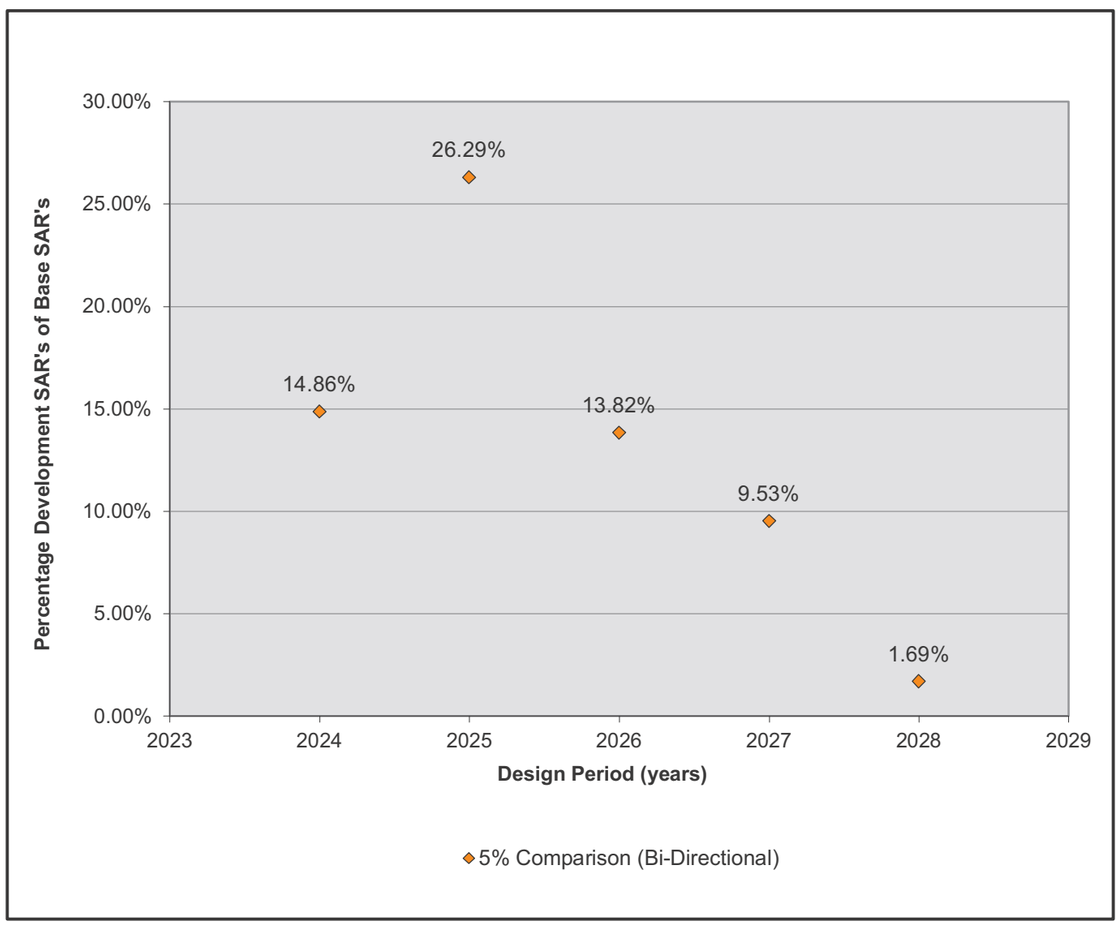
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	572704.9	531303.1	1104008	18933	145147	164080	591638	676450	1268088
2025	584439.3	542189.2	1126629	45619	250535	296155	630058	792725	1422783
2026	596414.2	553298.4	1149713	52767	106148	158915	649182	659446	1308628
2027	608634.5	564635.2	1173270	16928	94838	111766	625562	659474	1285036
2028	621105.1	576204.3	1197309	2991	17185	20176	624096	593390	1217486

5% Comparison

	AG	AG	B
2024	3.31%	27.32%	14.86%
2025	7.81%	46.21%	26.29%
2026	8.85%	19.18%	13.82%
2027	2.78%	16.80%	9.53%
2028	0.48%	2.98%	1.69%





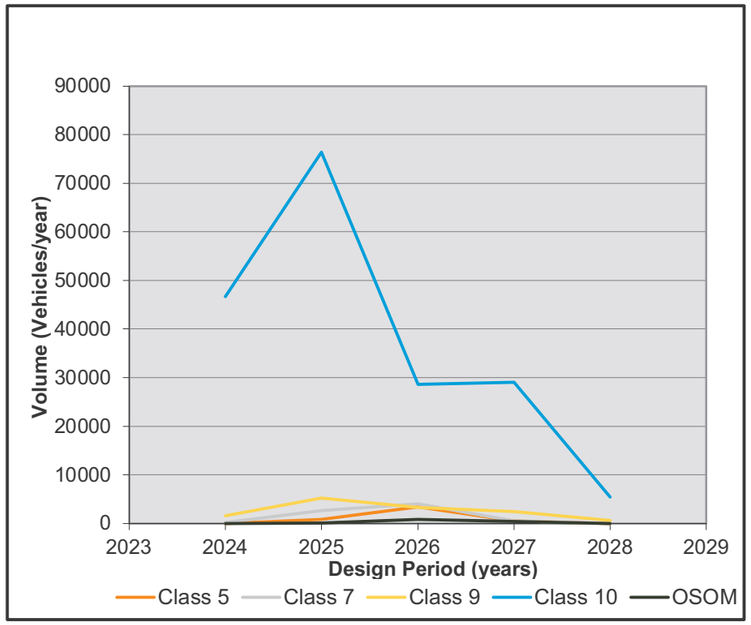


Road ID	X38-X34	G	X38-X34	AG	X34-X38

Road name	Gore Highway (28A)
Road section	Ch. 52.2 to Ch. 53.3
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	75	760	23327	0	0	75	760	23327	0	0	150	1520	46654	0
2025	412	1364	2634	38187	31	412	1364	2634	38187	31	823	2729	5268	76374	62
2026	1721	2001	1631	14319	411	1721	2001	1631	14319	411	3442	4002	3262	28638	821
2027	260	224	1190	14529	206	260	224	1190	14529	206	520	448	2381	29058	413
2028	0	2	298	2701	0	0	2	298	2701	0	0	3	595	5402	0

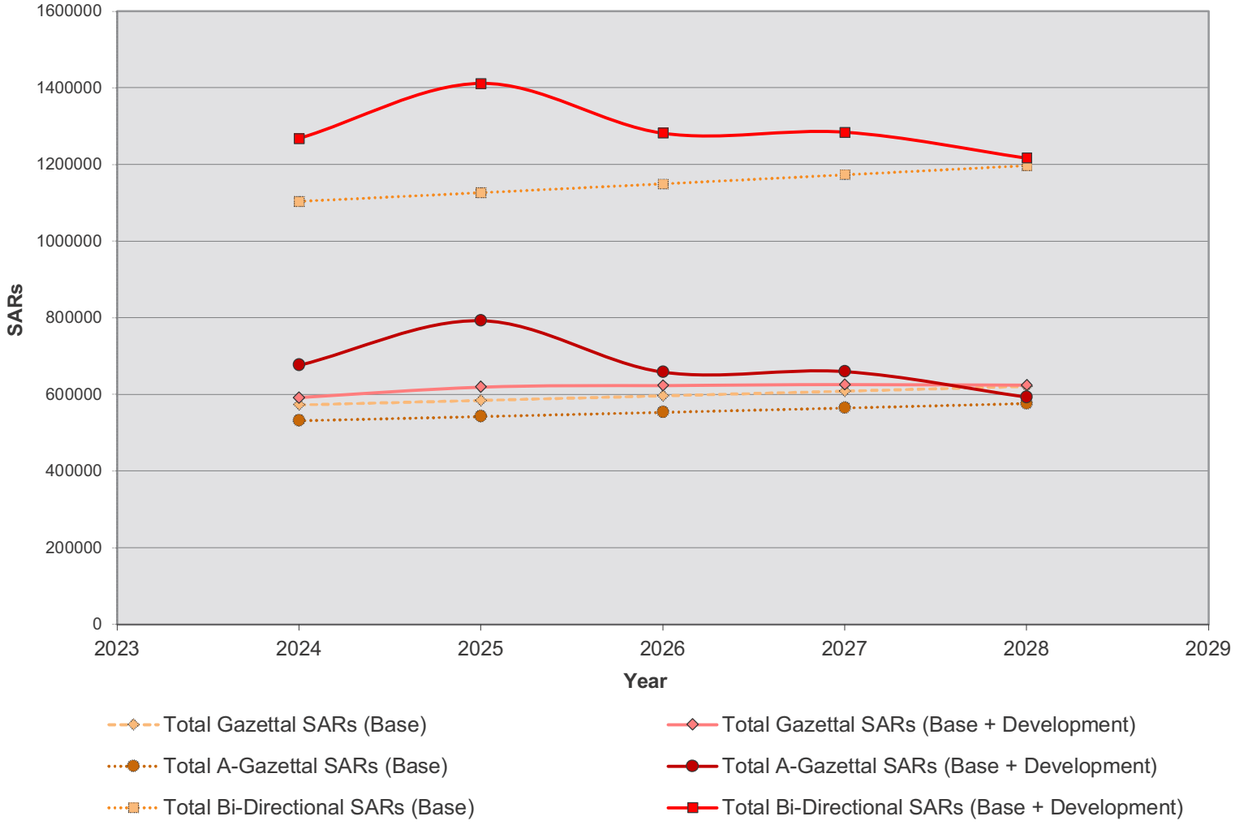


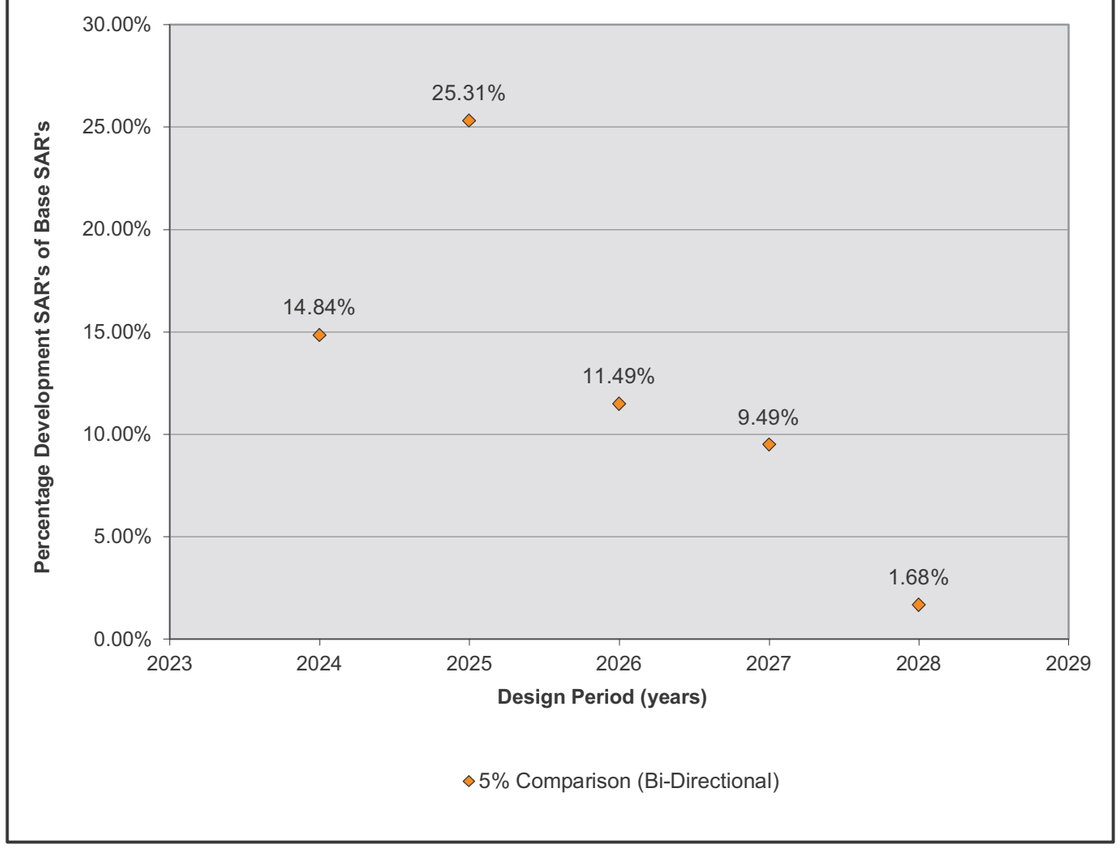
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	572704.9	531303.1	1104008	18749	145128	163878	591454	676431	1267886
2025	584439.3	542189.2	1126629	34934	250182	285117	619373	792372	1411745
2026	596414.2	553298.4	1149713	26953	105120	132073	623367	658419	1281786
2027	608634.5	564635.2	1173270	16561	94801	111362	625196	659436	1284631
2028	621105.1	576204.3	1197309	2900	17176	20075	624005	593380	1217385

5% Comparison

	AG	AG	B
2024	3.27%	27.32%	14.84%
2025	5.98%	46.14%	25.31%
2026	4.52%	19.00%	11.49%
2027	2.72%	16.79%	9.49%
2028	0.47%	2.98%	1.68%





Road ID	X34-X37	G	X34-X37	AG	X37-X34

Road name	Gore Highway (28A)
Road section	Ch. 53.3 to Ch. 60.8
Road authority	DTMR

B2G Development Volumes

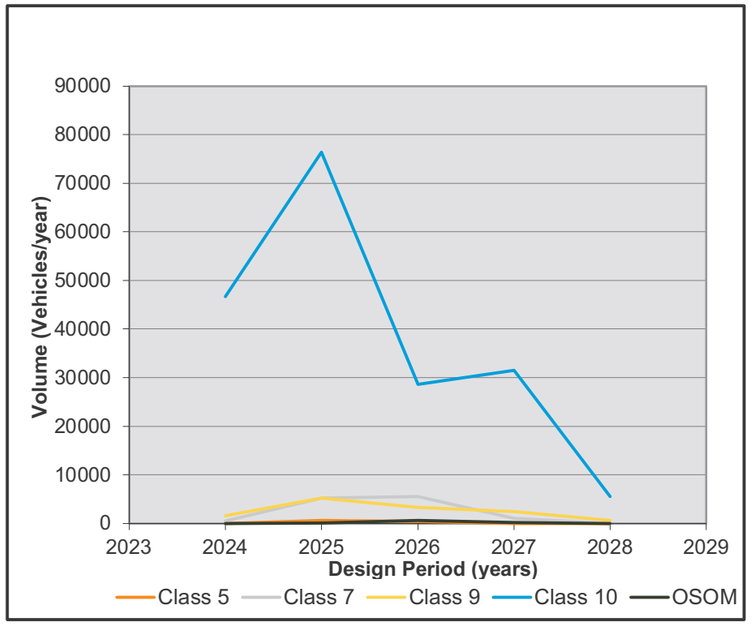
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	224	760	23327	0	0	224	760	23327	0	0	447	1520	46654	0
2025	321	2601	2610	38187	31	321	2601	2610	38187	31	641	5201	5219	76374	62
2026	185	2798	1615	14319	313	185	2798	1615	14319	313	371	5595	3231	28638	626
2027	0	555	1190	15788	109	0	555	1190	15788	109	0	1110	2381	31576	218
2028	0	3	298	2788	0	0	3	298	2788	0	0	6	595	5576	0

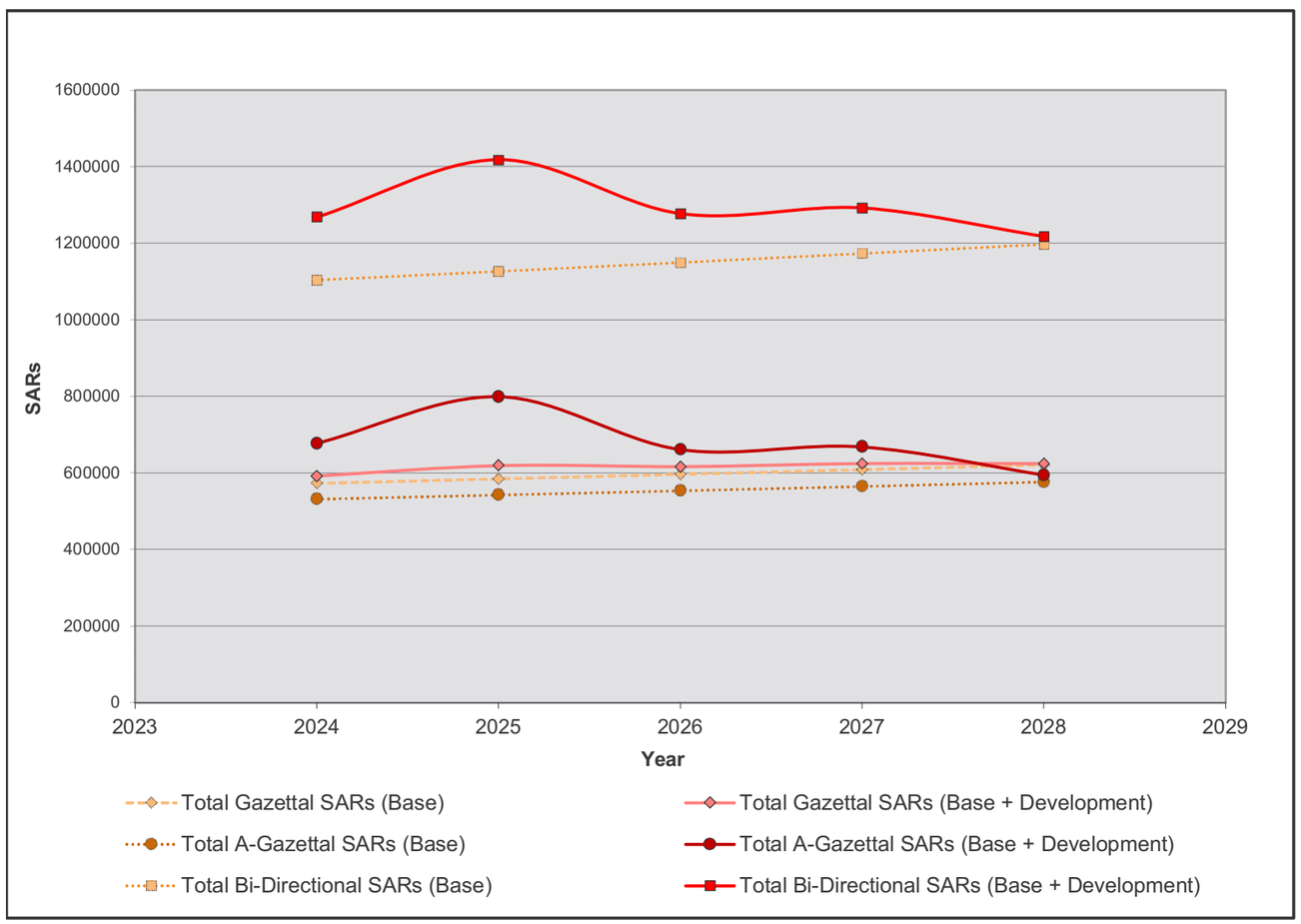
B2G SARs

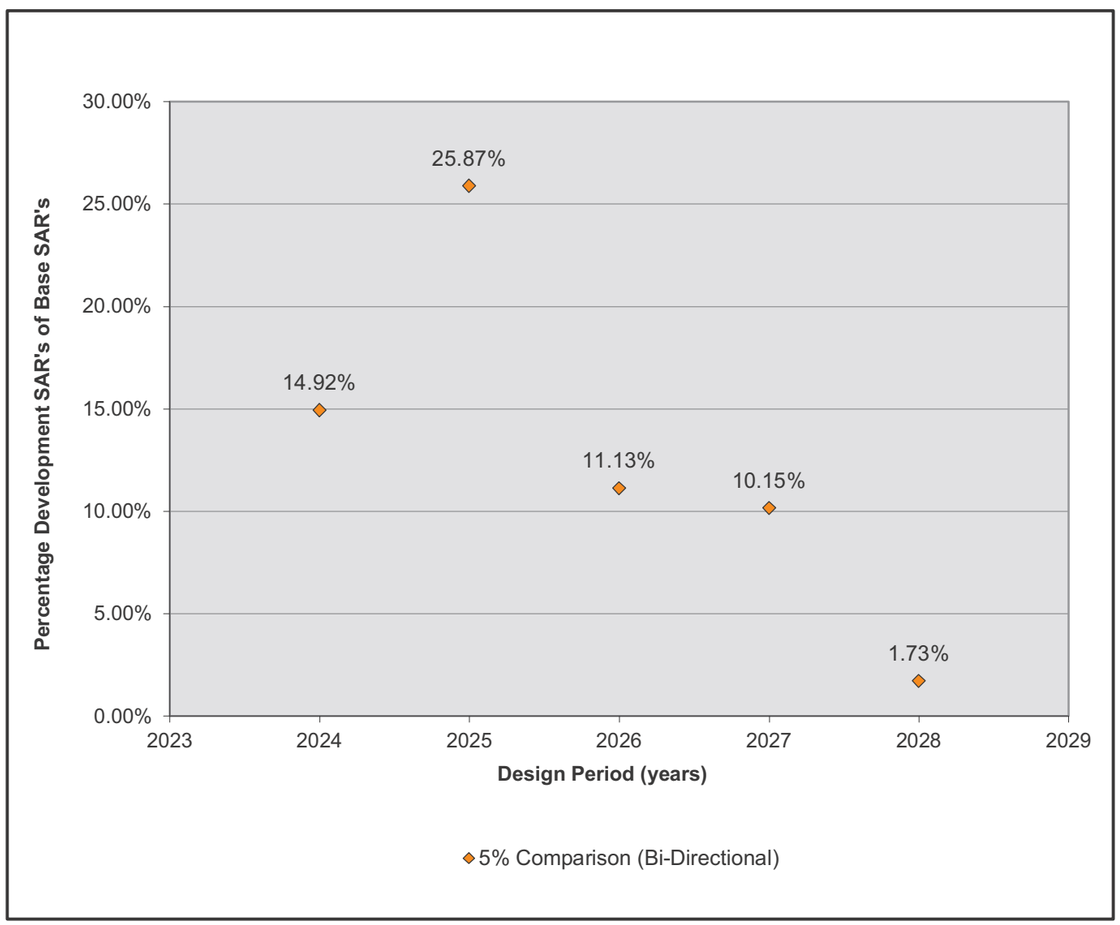
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	572704.9	531303.1	1104008	18833	145874	164706	591537	677177	1268714
2025	584439.3	542189.2	1126629	34992	256477	291469	619431	798666	1418098
2026	596414.2	553298.4	1149713	20062	107864	127926	616476	661162	1277639
2027	608634.5	564635.2	1173270	15461	103642	119104	624096	668278	1292373
2028	621105.1	576204.3	1197309	2946	17731	20677	624052	593935	1217987

5% Comparison

	AG	AG	B
2024	3.29%	27.46%	14.92%
2025	5.99%	47.30%	25.87%
2026	3.36%	19.49%	11.13%
2027	2.54%	18.36%	10.15%
2028	0.47%	3.08%	1.73%







Road ID	X37-X27	G	X37-X27	AG	X27-X37

Road name	Gore Highway (28A)
Road section	Ch. 60.8 to Ch. 63.0
Road authority	DTMR

B2G Development Volumes

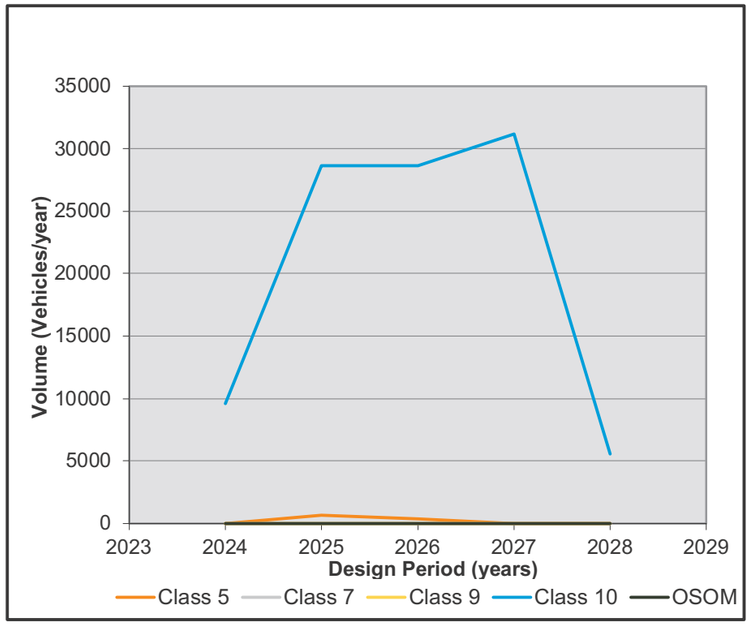
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	4812	0	0	0	0	4812	0	0	0	0	9624	0
2025	321	0	0	14319	0	321	0	0	14319	0	641	0	0	28638	0
2026	185	0	0	14319	0	185	0	0	14319	0	371	0	0	28638	0
2027	0	0	0	15578	0	0	0	0	15578	0	0	0	0	31156	0
2028	0	0	0	2788	0	0	0	0	2788	0	0	0	0	5576	0

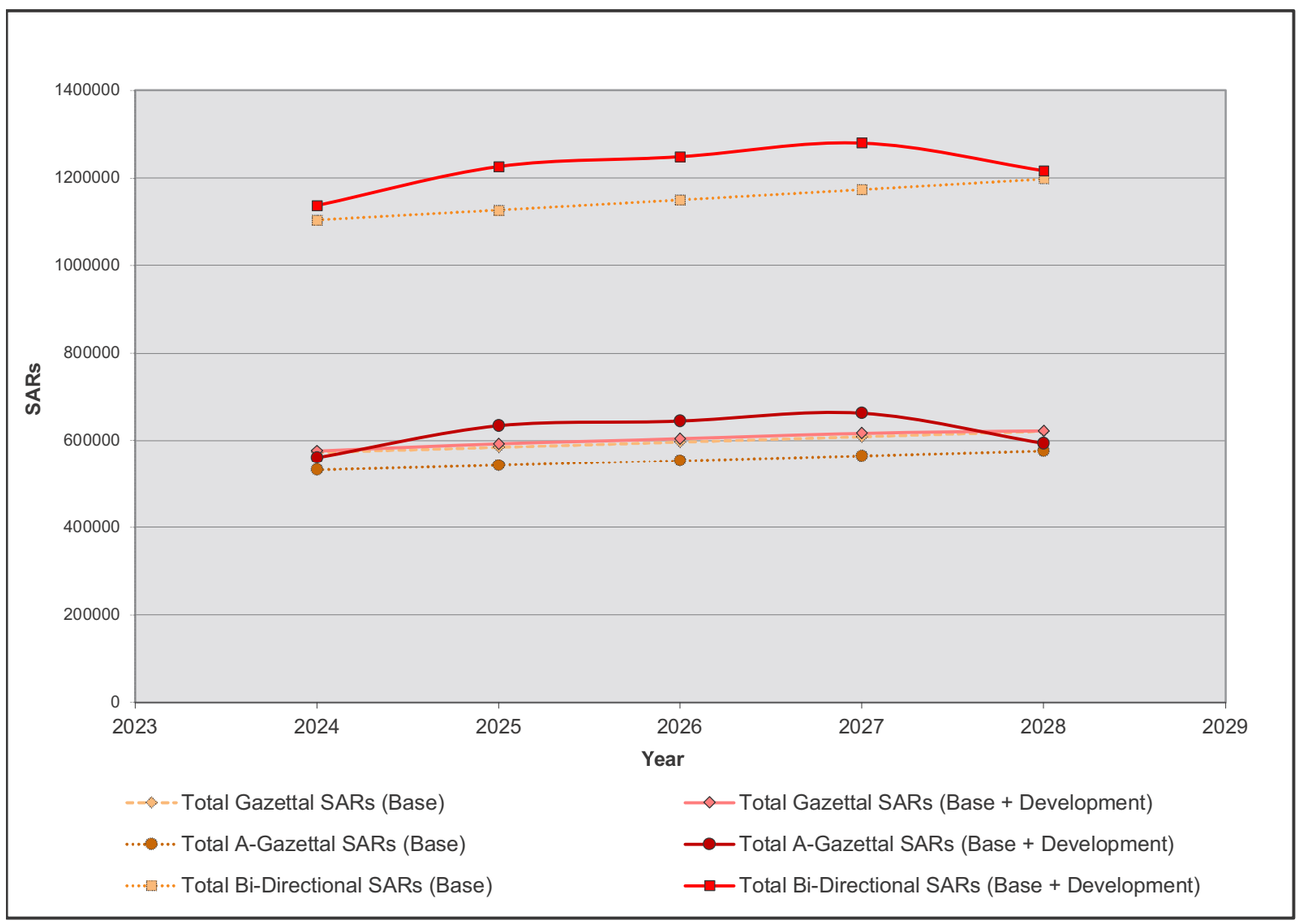
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	572704.9	531303.1	1104008	3416	29450	32866	576121	560753	1136874
2025	584439.3	542189.2	1126629	7737	91522	99258	592176	633711	1225887
2026	596414.2	553298.4	1149713	7674	90968	98642	604089	644266	1248355
2027	608634.5	564635.2	1173270	8256	98140	106397	616891	662776	1279666
2028	621105.1	576204.3	1197309	1478	17565	19043	622583	593769	1216352

5% Comparison

	AG	AG	B
2024	0.60%	5.54%	2.98%
2025	1.32%	16.88%	8.81%
2026	1.29%	16.44%	8.58%
2027	1.36%	17.38%	9.07%
2028	0.24%	3.05%	1.59%







Road ID	X27-X48	G	X27-X48	AG	X48-X27

Road name	Gore Highway (28B)
Road section	Ch. 0.0 to Ch. 0.7
Road authority	DTMR

B2G Development Volumes

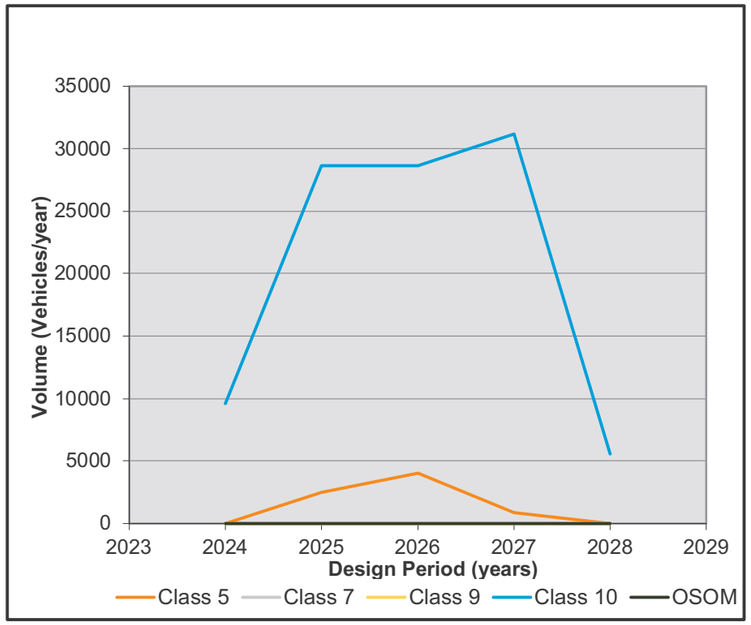
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	0	0	4812	0	3	0	0	4812	0	6	0	0	9624	0
2025	1255	0	0	14319	0	1255	0	0	14319	0	2509	0	0	28638	0
2026	2018	0	0	14319	0	2018	0	0	14319	0	4035	0	0	28638	0
2027	435	0	0	15578	0	435	0	0	15578	0	871	0	0	31156	0
2028	0	0	0	2788	0	0	0	0	2788	0	0	0	0	5576	0

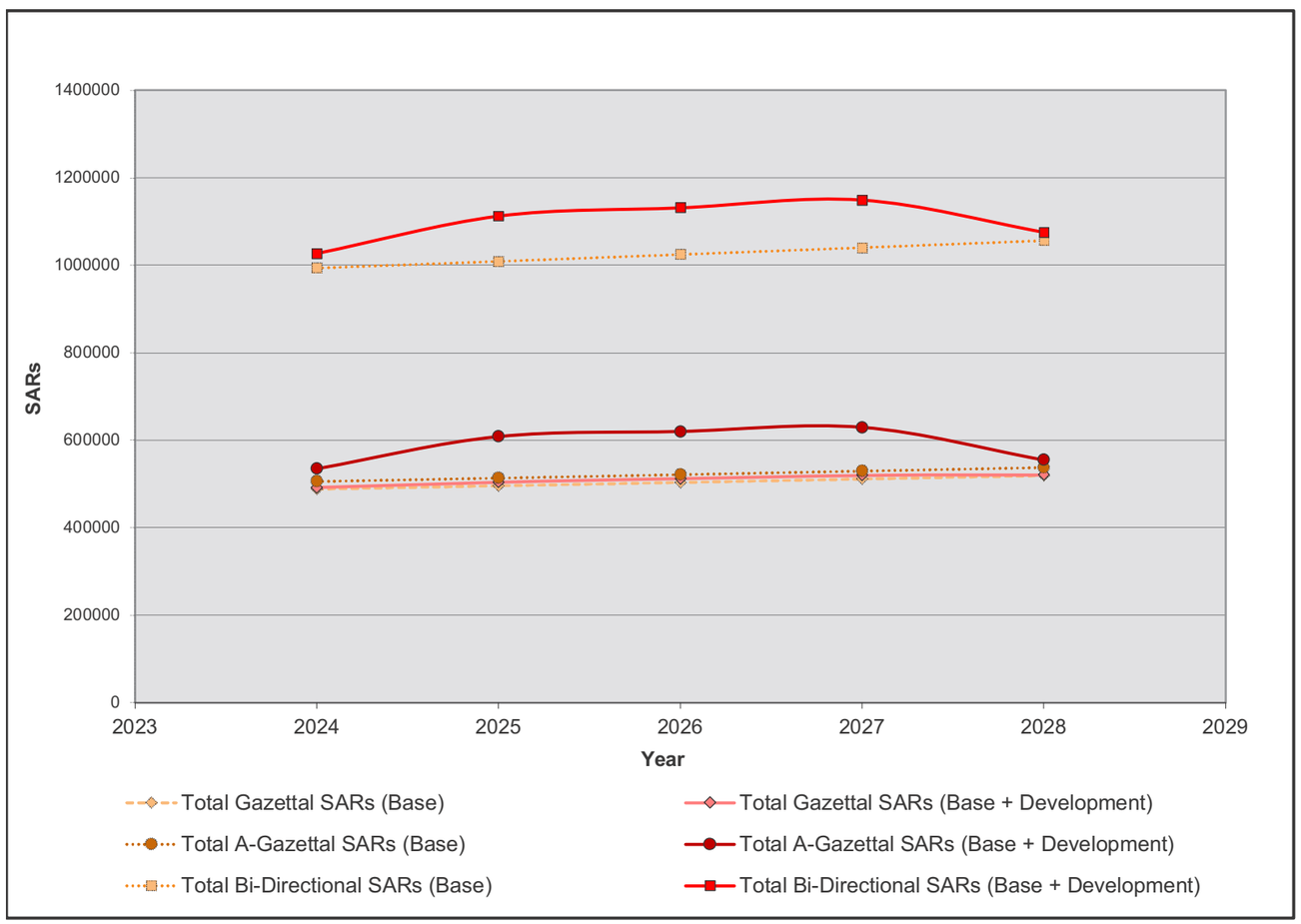
B2G SARs

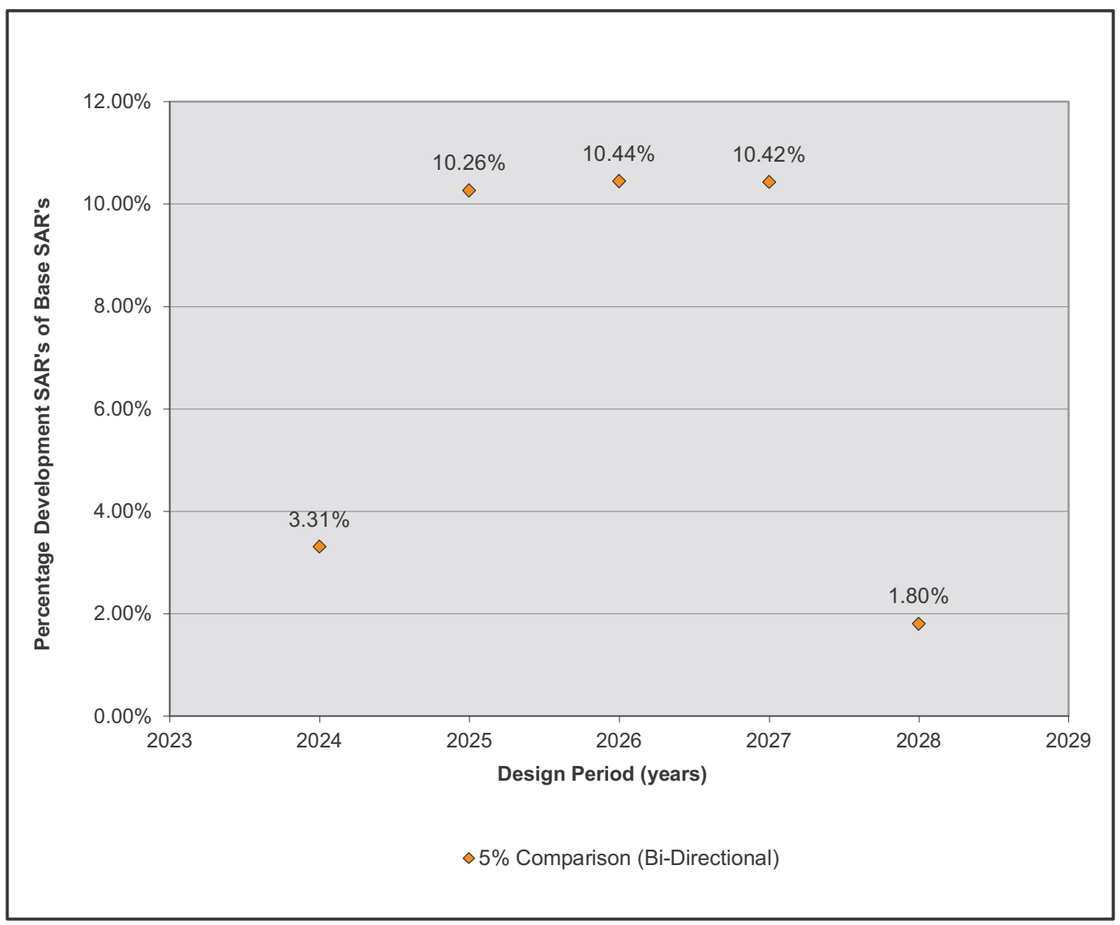
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	488029.5	505389.9	993419.4	3417	29462	32880	491447	534852	1026299
2025	495567	513195.5	1008763	8166	95341	103507	503733	608537	1112270
2026	503221	521121.7	1024343	8517	98462	106979	511738	619584	1131322
2027	510993.1	529170.4	1040163	8456	99921	108377	519450	629091	1148541
2028	518885.3	537343.3	1056229	1478	17565	19043	520363	554908	1075271

5% Comparison

	AG	AG	B
2024	0.70%	5.83%	3.31%
2025	1.65%	18.58%	10.26%
2026	1.69%	18.89%	10.44%
2027	1.65%	18.88%	10.42%
2028	0.28%	3.27%	1.80%





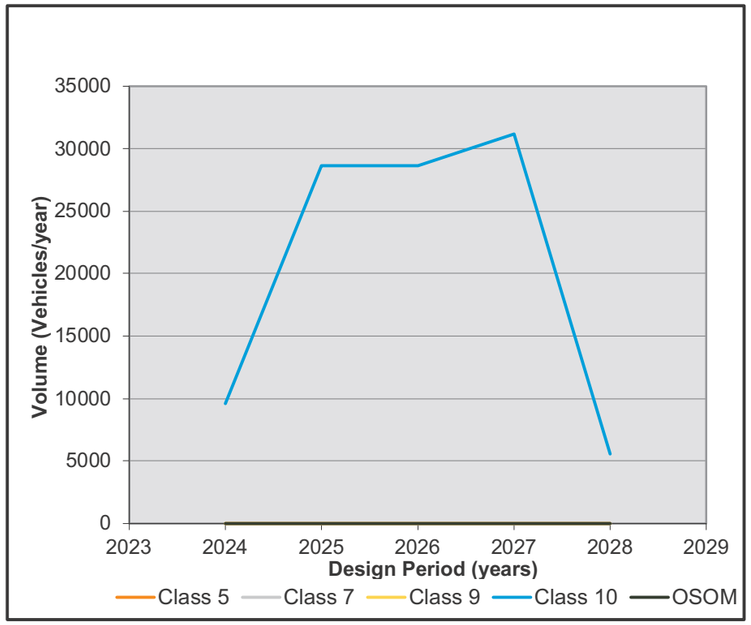


Road ID	X48-X29	G	X48-X29	AG	X29-X48

Road name	Gore Highway (28B)
Road section	Ch. 0.7 to Ch. 0.8
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	4812	0	0	0	0	4812	0	0	0	0	9624	0
2025	0	0	0	14319	0	0	0	0	14319	0	0	0	0	28638	0
2026	0	0	0	14319	0	0	0	0	14319	0	0	0	0	28638	0
2027	0	0	0	15578	0	0	0	0	15578	0	0	0	0	31156	0
2028	0	0	0	2788	0	0	0	0	2788	0	0	0	0	5576	0

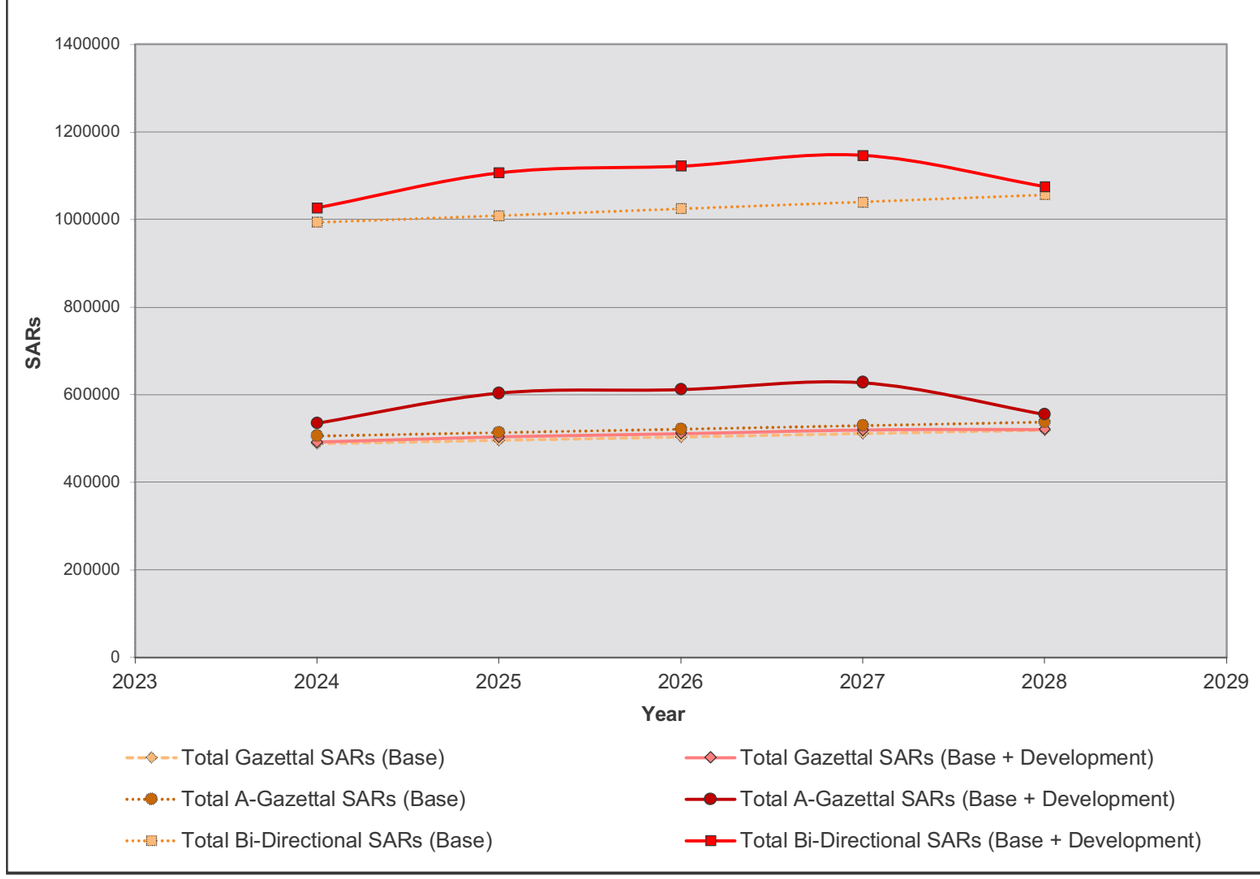


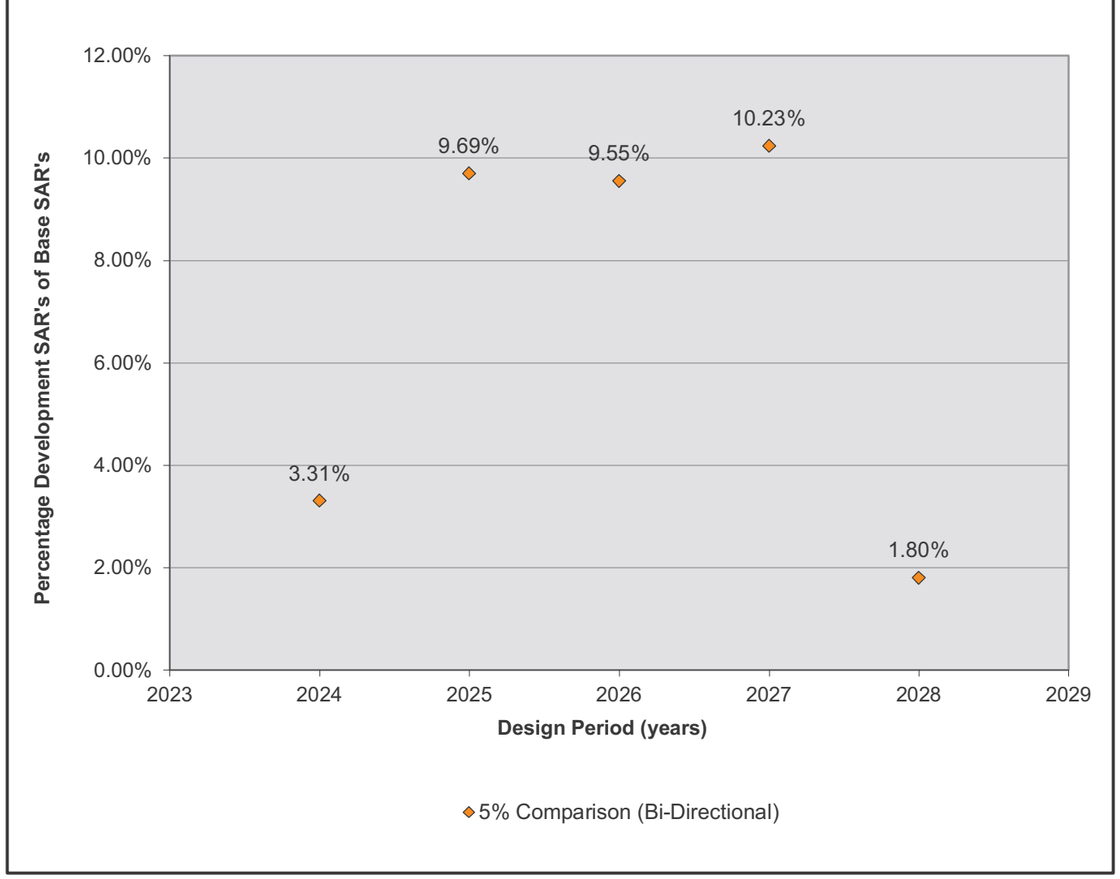
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	488029.5	505389.9	993419.4	3416	29450	32866	491445	534840	1026285
2025	495567	513195.5	1008763	7589	90210	97799	503156	603405	1106561
2026	503221	521121.7	1024343	7589	90210	97799	510810	611331	1122141
2027	510993.1	529170.4	1040163	8256	98140	106397	519249	627311	1146560
2028	518885.3	537343.3	1056229	1478	17565	19043	520363	554908	1075271

5% Comparison

	AG	AG	B
2024	0.70%	5.83%	3.31%
2025	1.53%	17.58%	9.69%
2026	1.51%	17.31%	9.55%
2027	1.62%	18.55%	10.23%
2028	0.28%	3.27%	1.80%





Road ID	X29-X42	G	X29-X42	AG	X42-X29

Road name	Gore Highway (28B)
Road section	Ch. 0.8 to Ch. 1.4
Road authority	DTMR

B2G Development Volumes

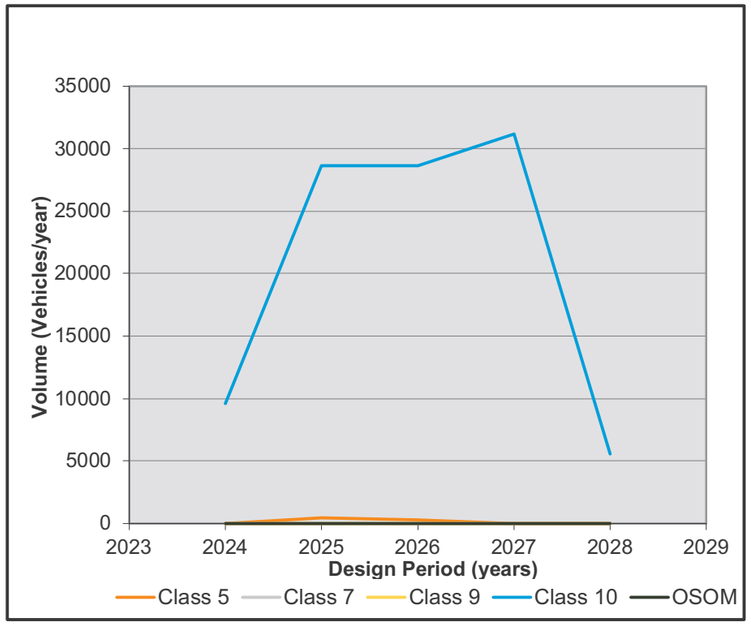
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	4812	0	0	0	0	4812	0	0	0	0	9624	0
2025	237	0	0	14319	0	237	0	0	14319	0	474	0	0	28638	0
2026	151	0	0	14319	0	151	0	0	14319	0	301	0	0	28638	0
2027	0	0	0	15578	0	0	0	0	15578	0	0	0	0	31156	0
2028	0	0	0	2788	0	0	0	0	2788	0	0	0	0	5576	0

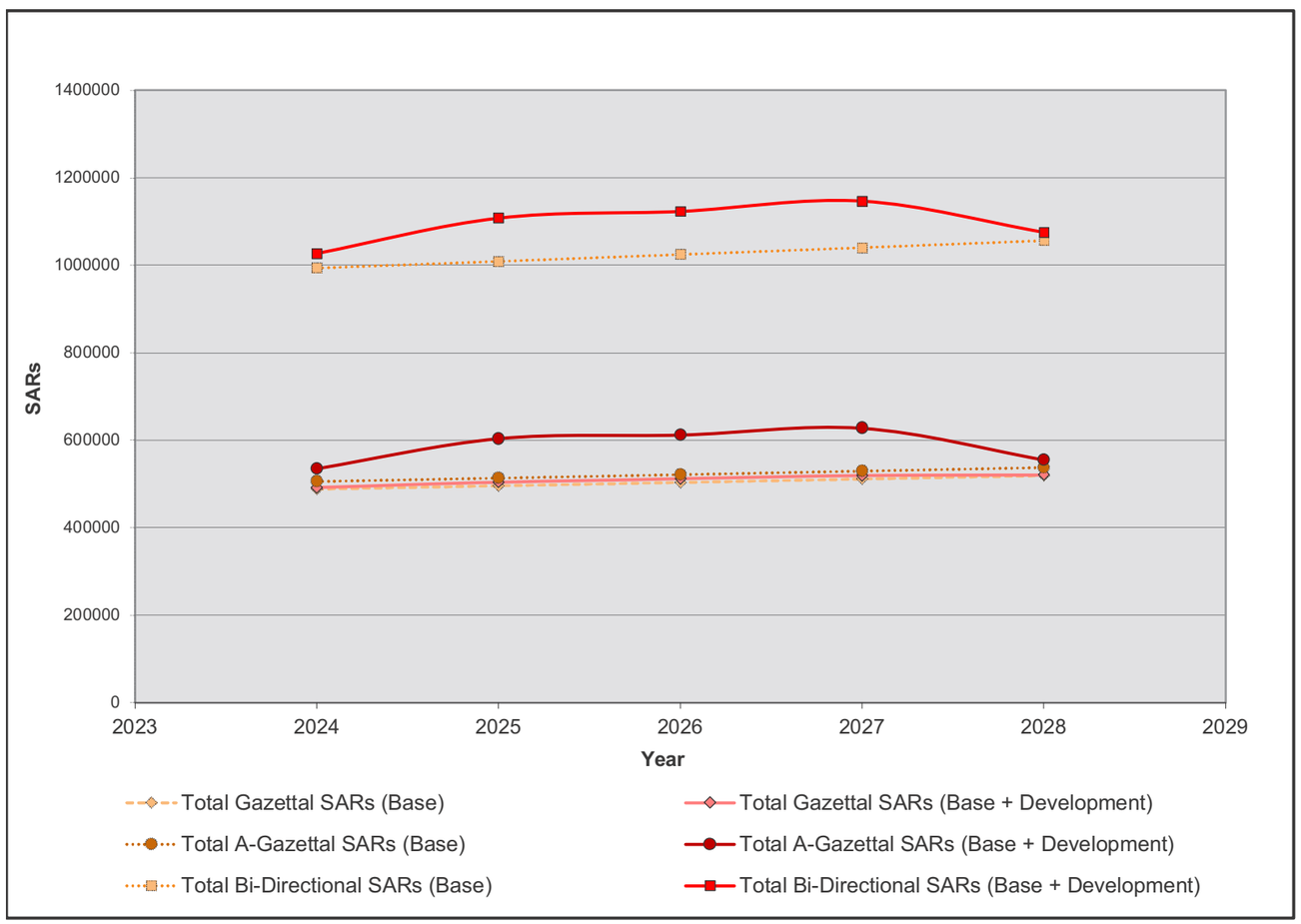
B2G SARs

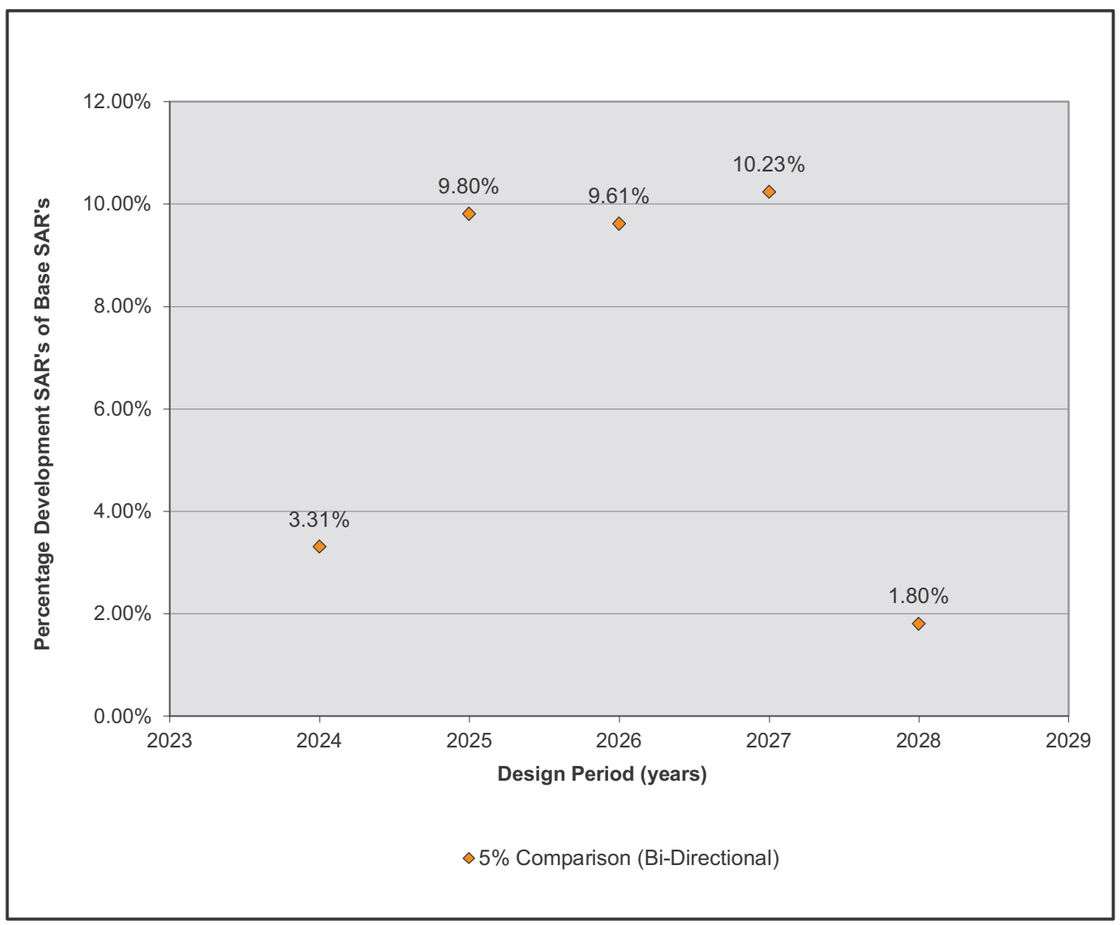
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	488029.5	505389.9	993419.4	3416	29450	32866	491445	534840	1026285
2025	495567	513195.5	1008763	8557	90319	98876	504125	603514	1107639
2026	503221	521121.7	1024343	8205	90279	98484	511426	611401	1122827
2027	510993.1	529170.4	1040163	8256	98140	106397	519249	627311	1146560
2028	518885.3	537343.3	1056229	1478	17565	19043	520363	554908	1075271

5% Comparison

	AG	AG	B
2024	0.70%	5.83%	3.31%
2025	1.73%	17.60%	9.80%
2026	1.63%	17.32%	9.61%
2027	1.62%	18.55%	10.23%
2028	0.28%	3.27%	1.80%







Road ID	X42-X46	G	X42-X46	AG	X46-X42

Road name	Gore Highway (28B)
Road section	Ch. 1.4 to Ch. 3.0
Road authority	DTMR

B2G Development Volumes

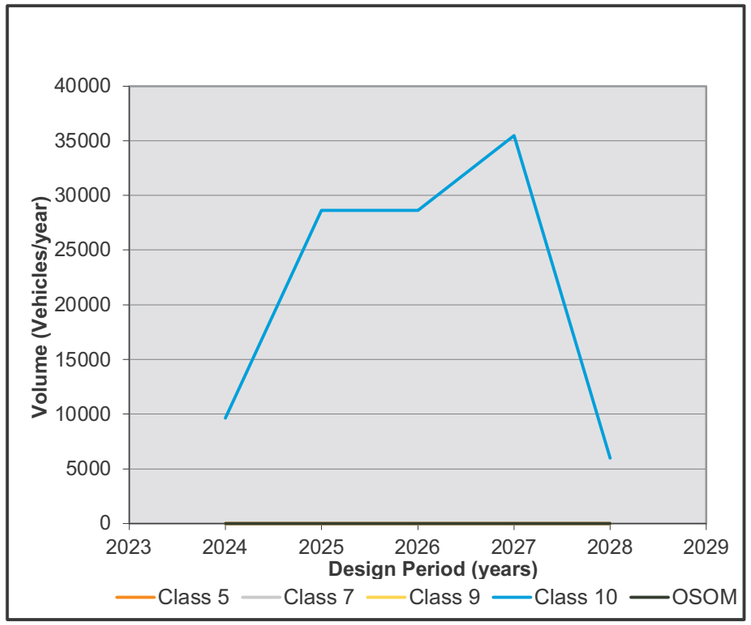
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	4812	0	0	0	0	4812	0	0	0	0	9624	0
2025	0	0	0	14319	0	0	0	0	14319	0	0	0	0	28638	0
2026	0	0	0	14319	0	0	0	0	14319	0	0	0	0	28638	0
2027	0	0	0	17745	0	0	0	0	17745	0	0	0	0	35489	0
2028	0	0	0	2994	0	0	0	0	2994	0	0	0	0	5987	0

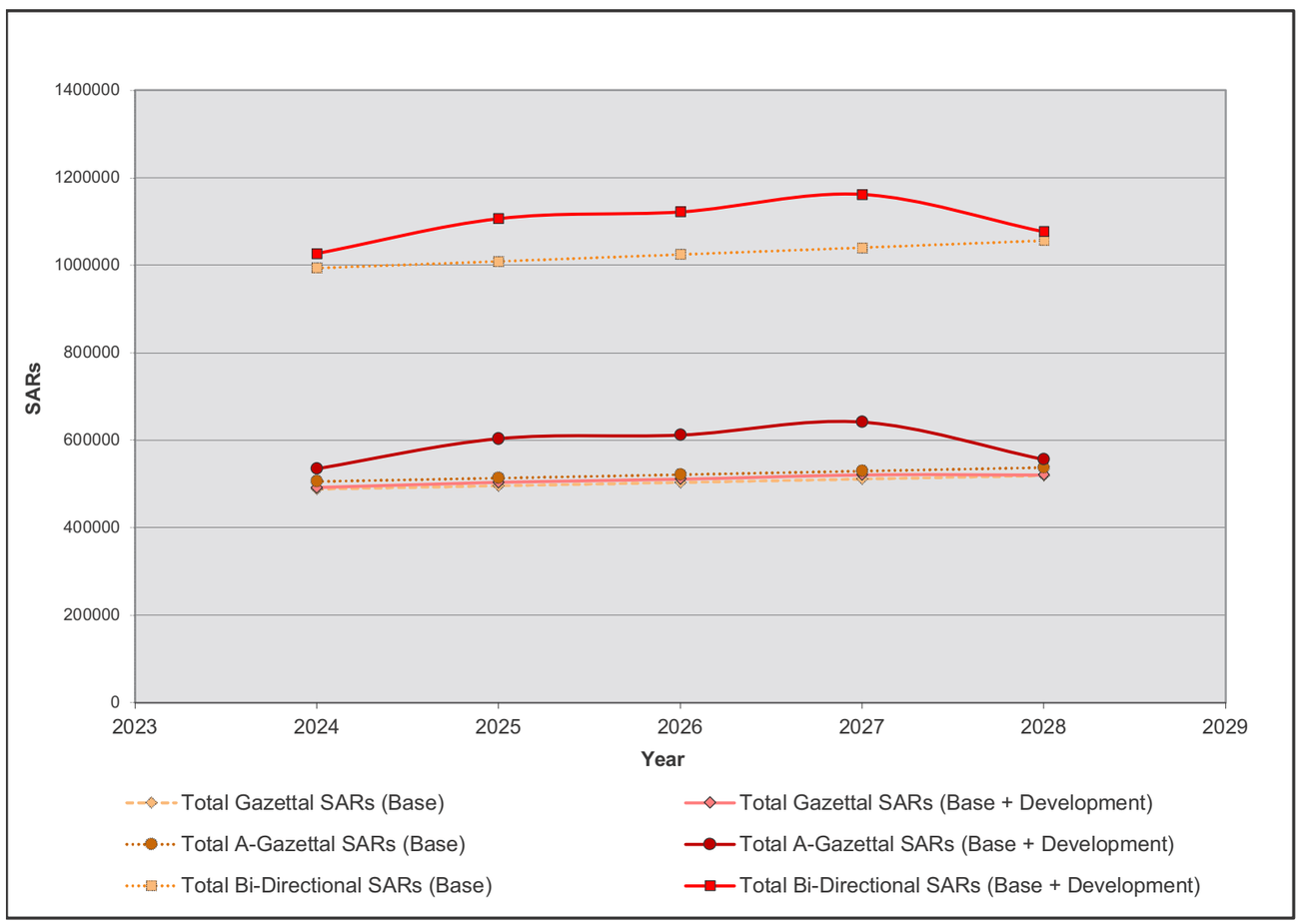
B2G SARs

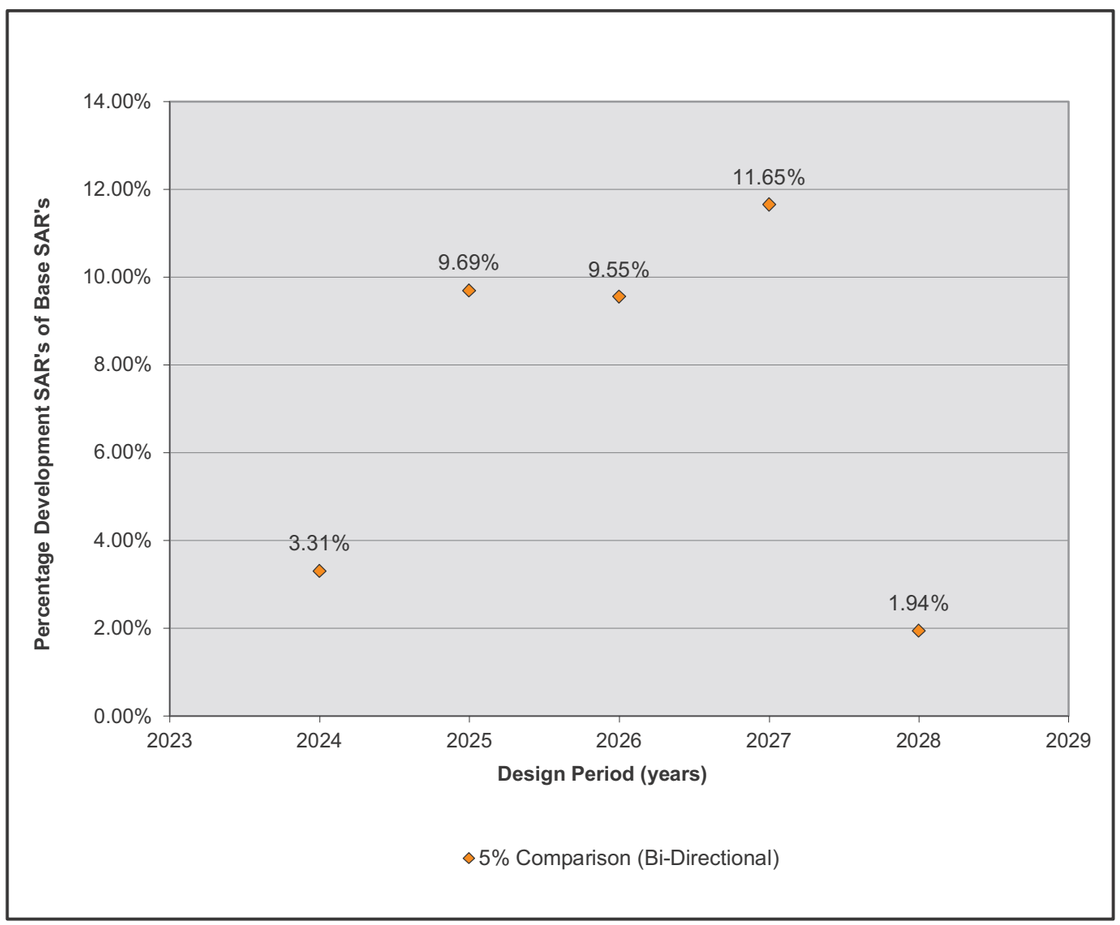
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	488029.5	505389.9	993419.4	3416	29450	32866	491445	534840	1026285
2025	495567	513195.5	1008763	7589	90210	97799	503156	603405	1106561
2026	503221	521121.7	1024343	7589	90210	97799	510810	611331	1122141
2027	510993.1	529170.4	1040163	9405	111792	121196	520398	640962	1161360
2028	518885.3	537343.3	1056229	1587	18861	20447	520472	556204	1076676

5% Comparison

	AG	AG	B
2024	0.70%	5.83%	3.31%
2025	1.53%	17.58%	9.69%
2026	1.51%	17.31%	9.55%
2027	1.84%	21.13%	11.65%
2028	0.31%	3.51%	1.94%







Road ID	X46-X25	G	X46-X25	AG	X25-X46

Road name	Gore Highway (28B)
Road section	Ch. 3.0 to Ch. 13.0
Road authority	DTMR

B2G Development Volumes

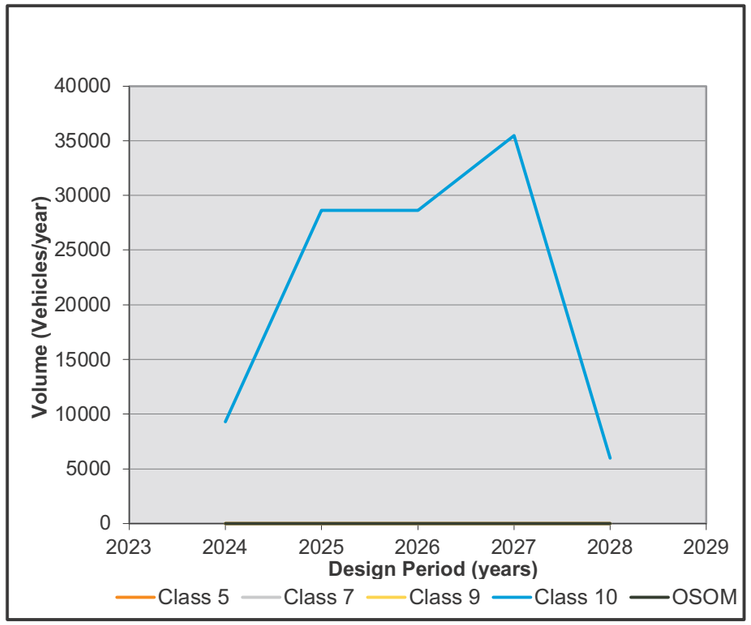
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	4662	0	0	0	0	4662	0	0	0	0	9324	0
2025	0	0	0	14319	0	0	0	0	14319	0	0	0	0	28638	0
2026	0	0	0	14319	0	0	0	0	14319	0	0	0	0	28638	0
2027	0	0	0	17745	0	0	0	0	17745	0	0	0	0	35489	0
2028	0	0	0	2994	0	0	0	0	2994	0	0	0	0	5987	0

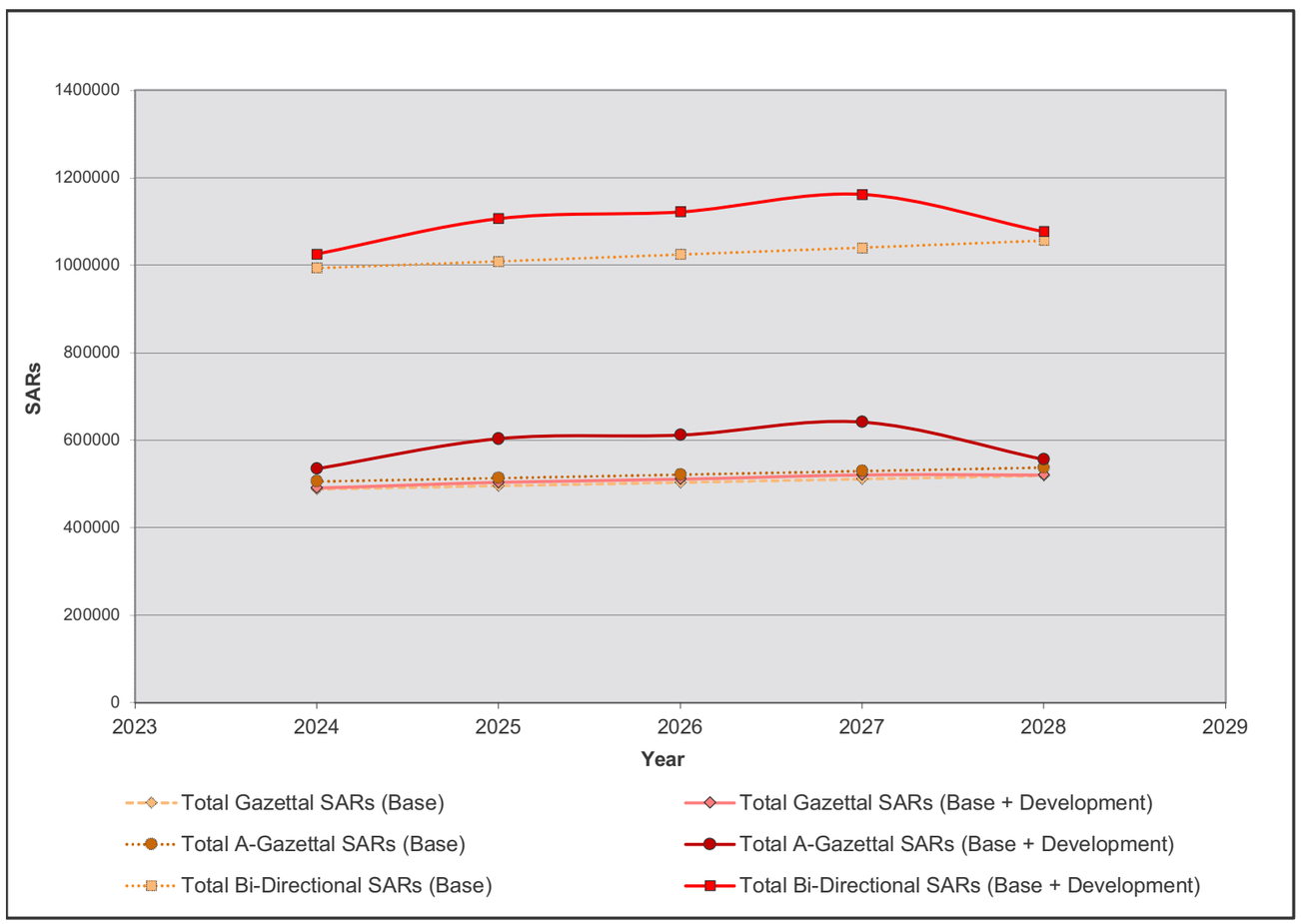
B2G SARs

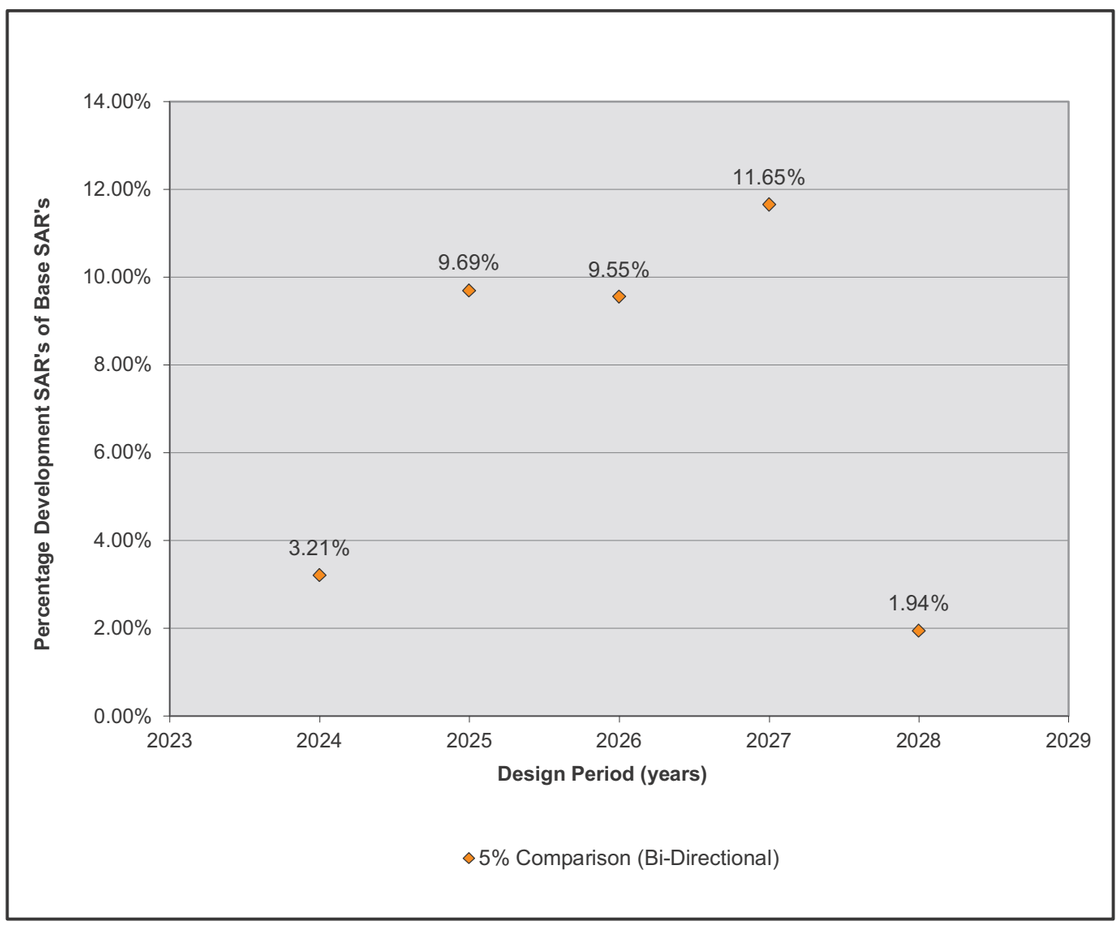
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	488029.5	505389.9	993419.4	2471	29371	31841	490500	534760	1025261
2025	495567	513195.5	1008763	7589	90210	97799	503156	603405	1106561
2026	503221	521121.7	1024343	7589	90210	97799	510810	611331	1122141
2027	510993.1	529170.4	1040163	9405	111792	121196	520398	640962	1161360
2028	518885.3	537343.3	1056229	1587	18861	20447	520472	556204	1076676

5% Comparison

	AG	AG	B
2024	0.51%	5.81%	3.21%
2025	1.53%	17.58%	9.69%
2026	1.51%	17.31%	9.55%
2027	1.84%	21.13%	11.65%
2028	0.31%	3.51%	1.94%







Road ID	X25-M3	G	X25-M3	AG	M3-X25

Road name	Gore Highway (28B)
Road section	Ch. 13.0 to Ch. 121.6
Road authority	DTMR

B2G Development Volumes

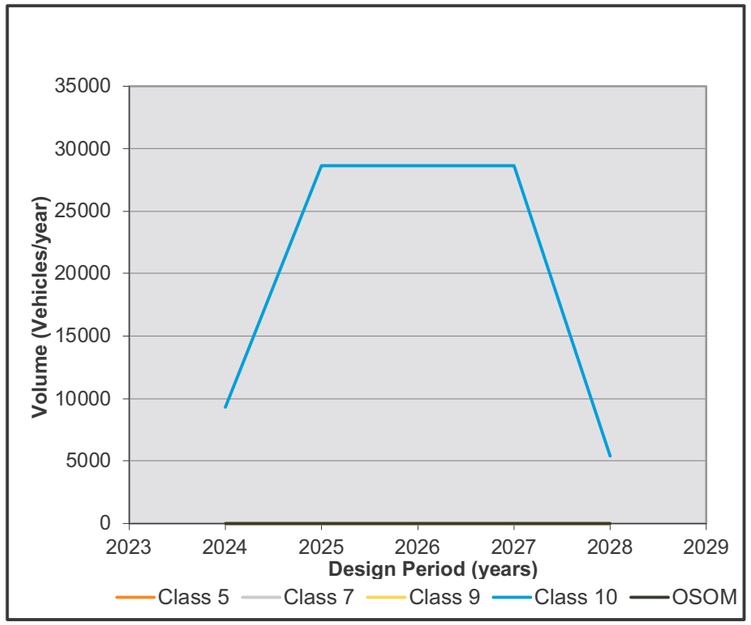
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	4662	0	0	0	0	4662	0	0	0	0	9324	0
2025	0	0	0	14319	0	0	0	0	14319	0	0	0	0	28638	0
2026	0	0	0	14319	0	0	0	0	14319	0	0	0	0	28638	0
2027	0	0	0	14319	0	0	0	0	14319	0	0	0	0	28638	0
2028	0	0	0	2701	0	0	0	0	2701	0	0	0	0	5402	0

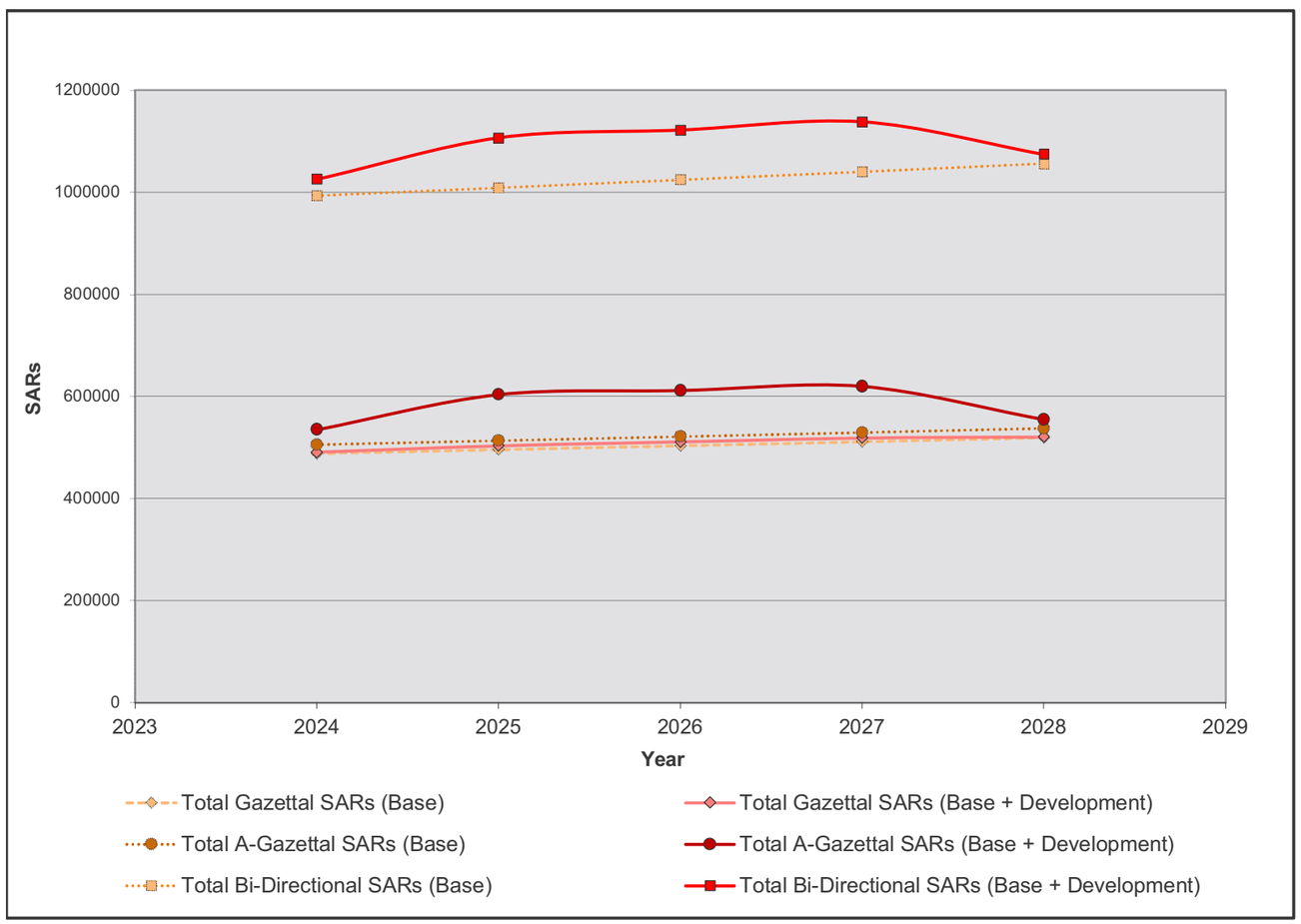
B2G SARs

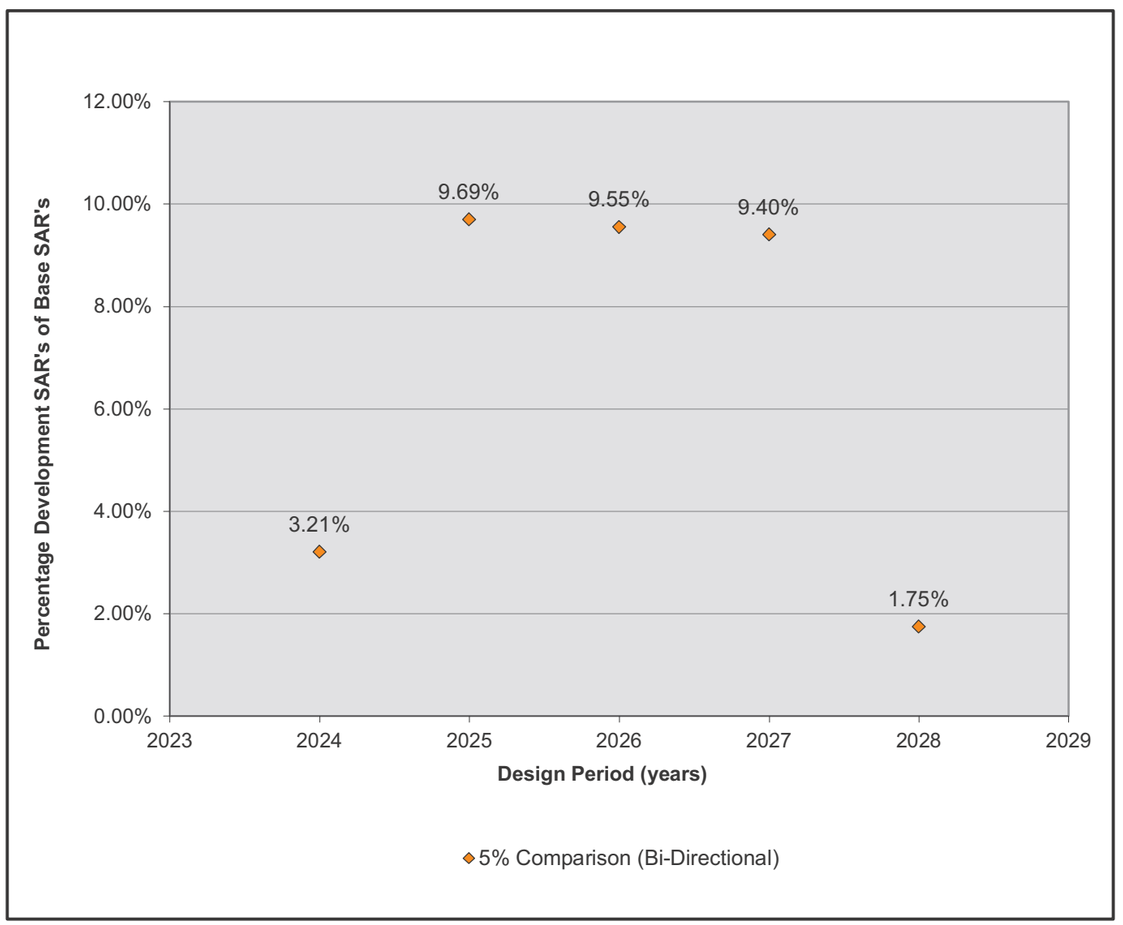
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	488029.5	505389.9	993419.4	2471	29371	31841	490500	534760	1025261
2025	495567	513195.5	1008763	7589	90210	97799	503156	603405	1106561
2026	503221	521121.7	1024343	7589	90210	97799	510810	611331	1122141
2027	510993.1	529170.4	1040163	7589	90210	97799	518582	619380	1137962
2028	518885.3	537343.3	1056229	1432	17016	18448	520317	554360	1074676

5% Comparison

	AG	AG	B
2024	0.51%	5.81%	3.21%
2025	1.53%	17.58%	9.69%
2026	1.51%	17.31%	9.55%
2027	1.49%	17.05%	9.40%
2028	0.28%	3.17%	1.75%







Road ID	M7-M22	G	M7-M22	AG	M22-M7

Road name	Ipswich Motorway (17A)
Road section	Ch. 0.0 to Ch. 3.7
Road authority	DTMR

B2G Development Volumes

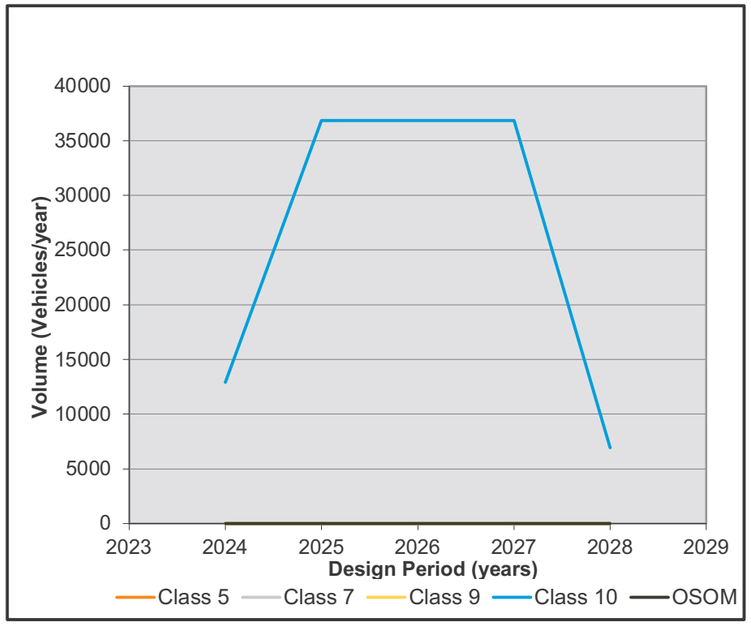
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

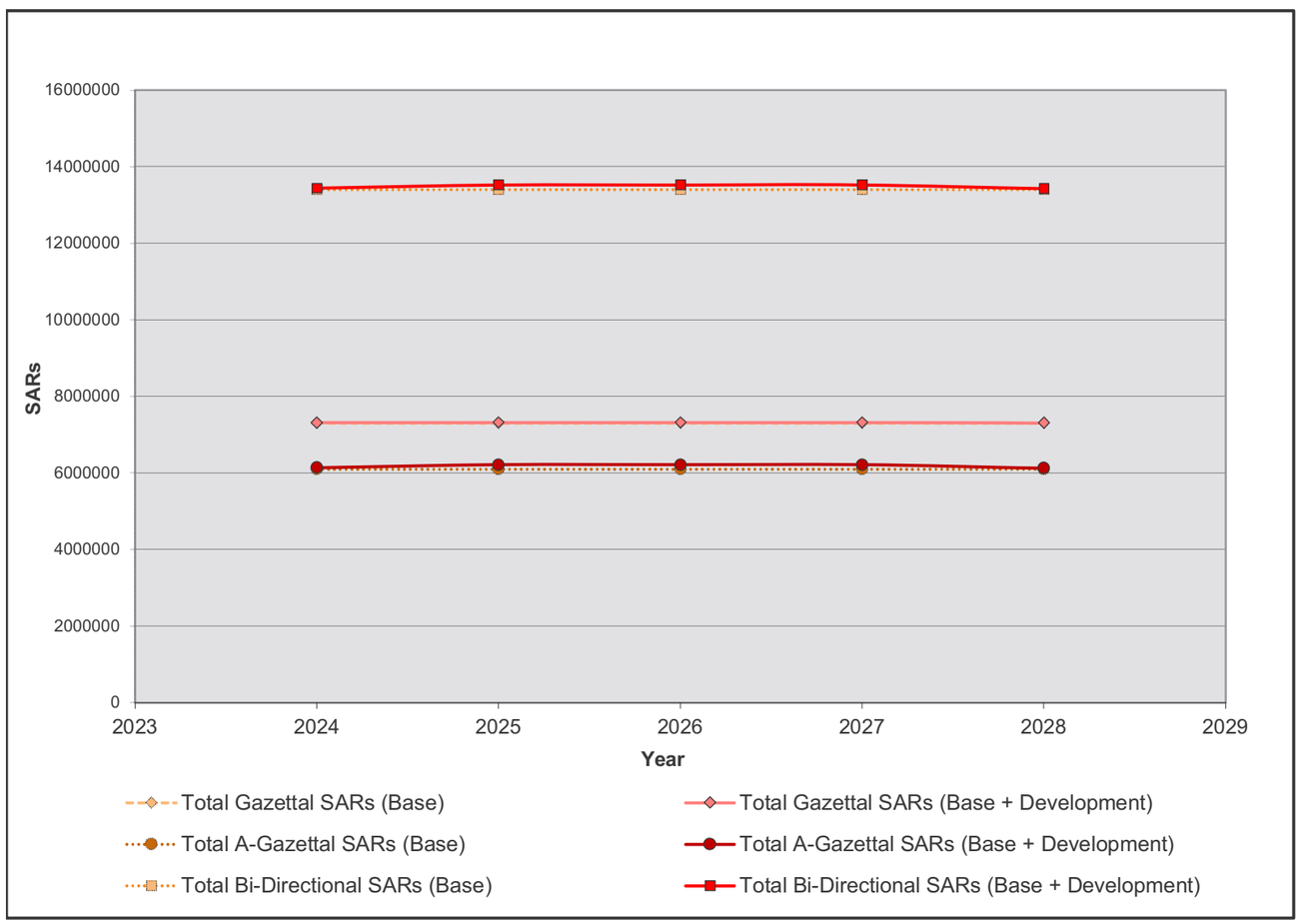
B2G SARs

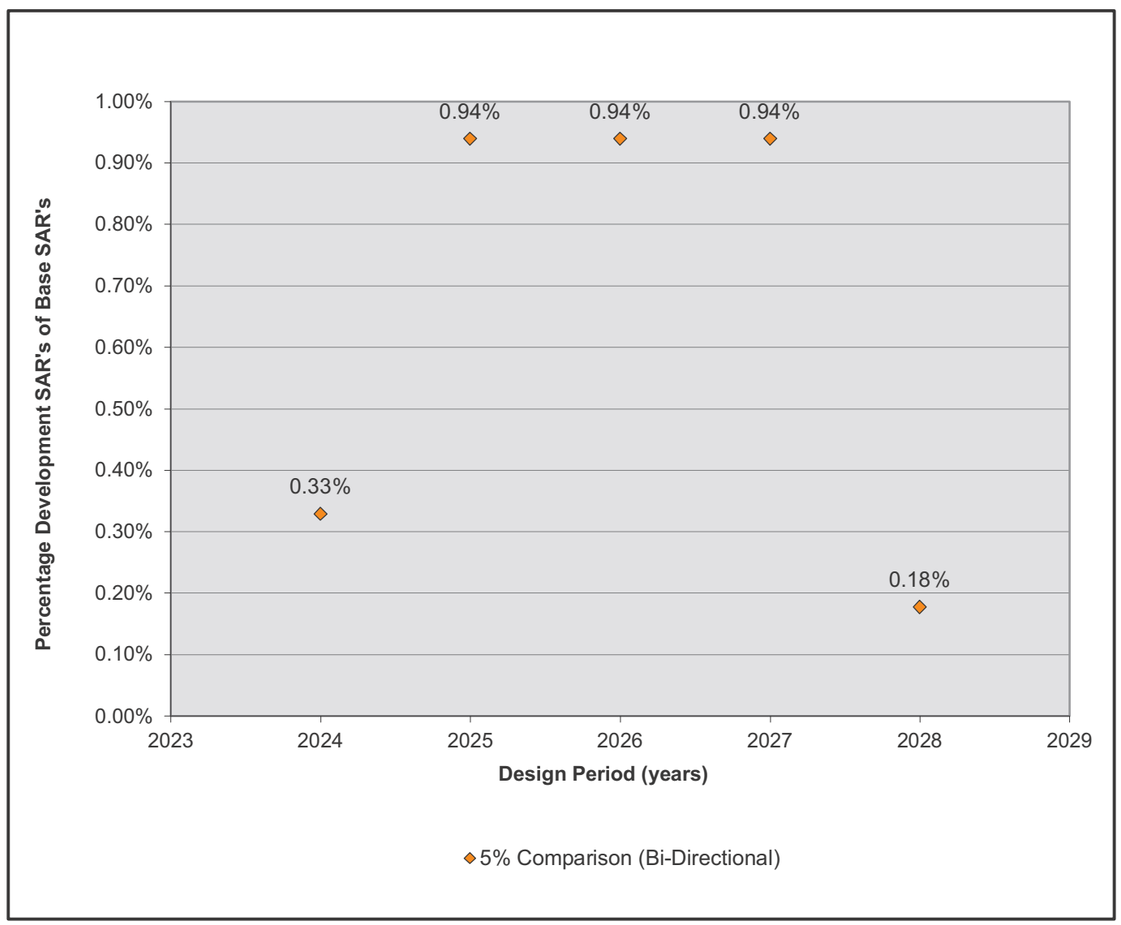
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	7304575	6098648	13403223	6014	38026	44040	7310589	6136674	13447263
2025	7304575	6098648	13403223	9766	116090	125856	7314341	6214739	13529080
2026	7304575	6098648	13403223	9766	116090	125856	7314341	6214739	13529080
2027	7304575	6098648	13403223	9766	116090	125856	7314341	6214739	13529080
2028	7304575	6098648	13403223	1842	21899	23741	7306417	6120547	13426964

5% Comparison

	AG	AG	B
2024	0.08%	0.62%	0.33%
2025	0.13%	1.90%	0.94%
2026	0.13%	1.90%	0.94%
2027	0.13%	1.90%	0.94%
2028	0.03%	0.36%	0.18%







Road ID	M22-M21	G	M22-M21	AG	M21-M22

Road name	Ipswich Motorway (17A)
Road section	Ch. 3.7 to Ch. 6.4
Road authority	DTMR

B2G Development Volumes

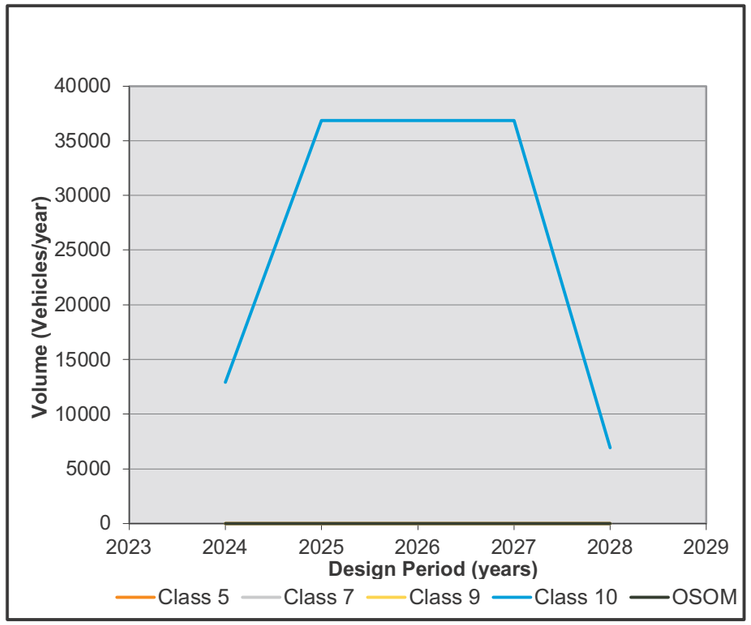
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

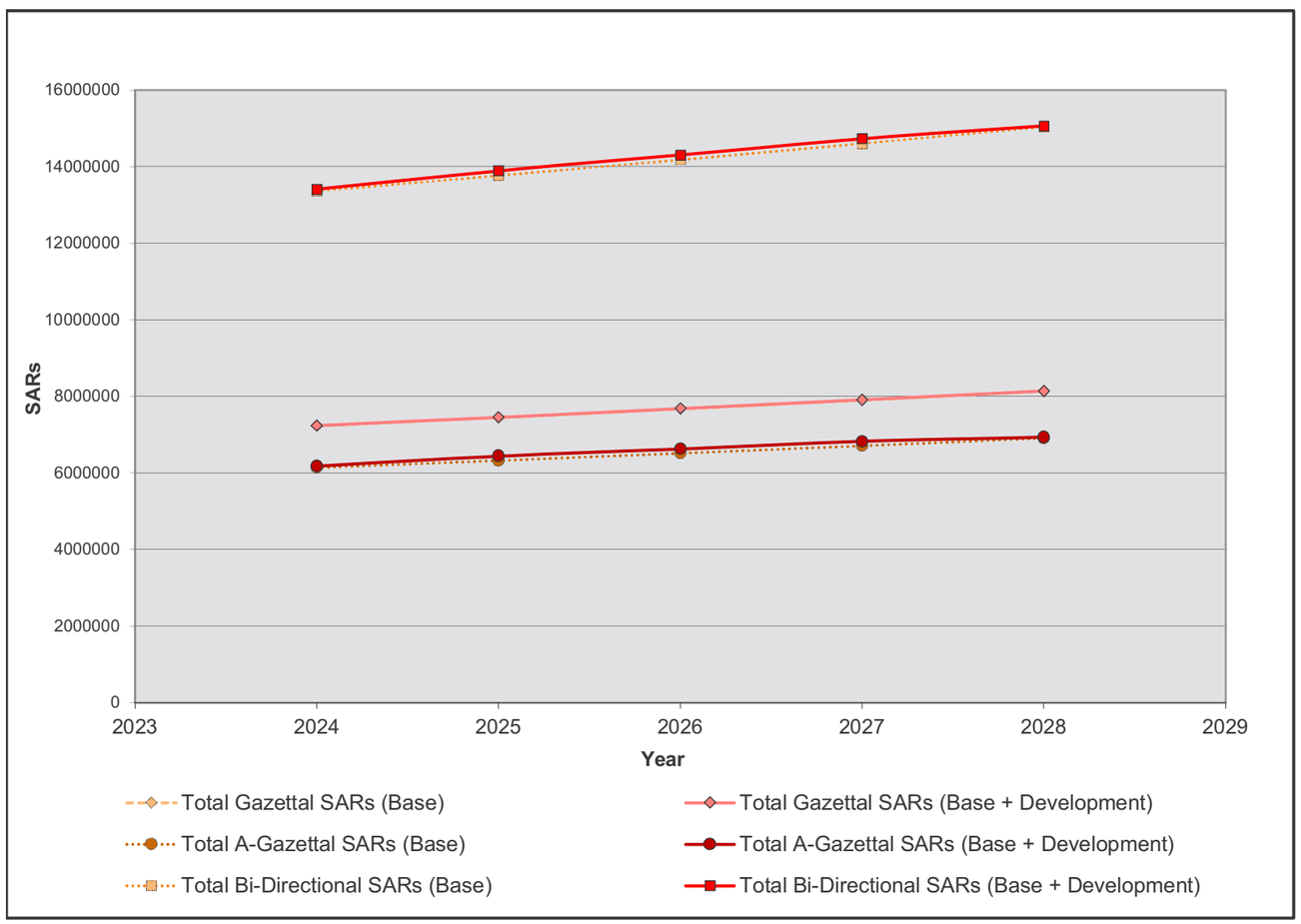
B2G SARs

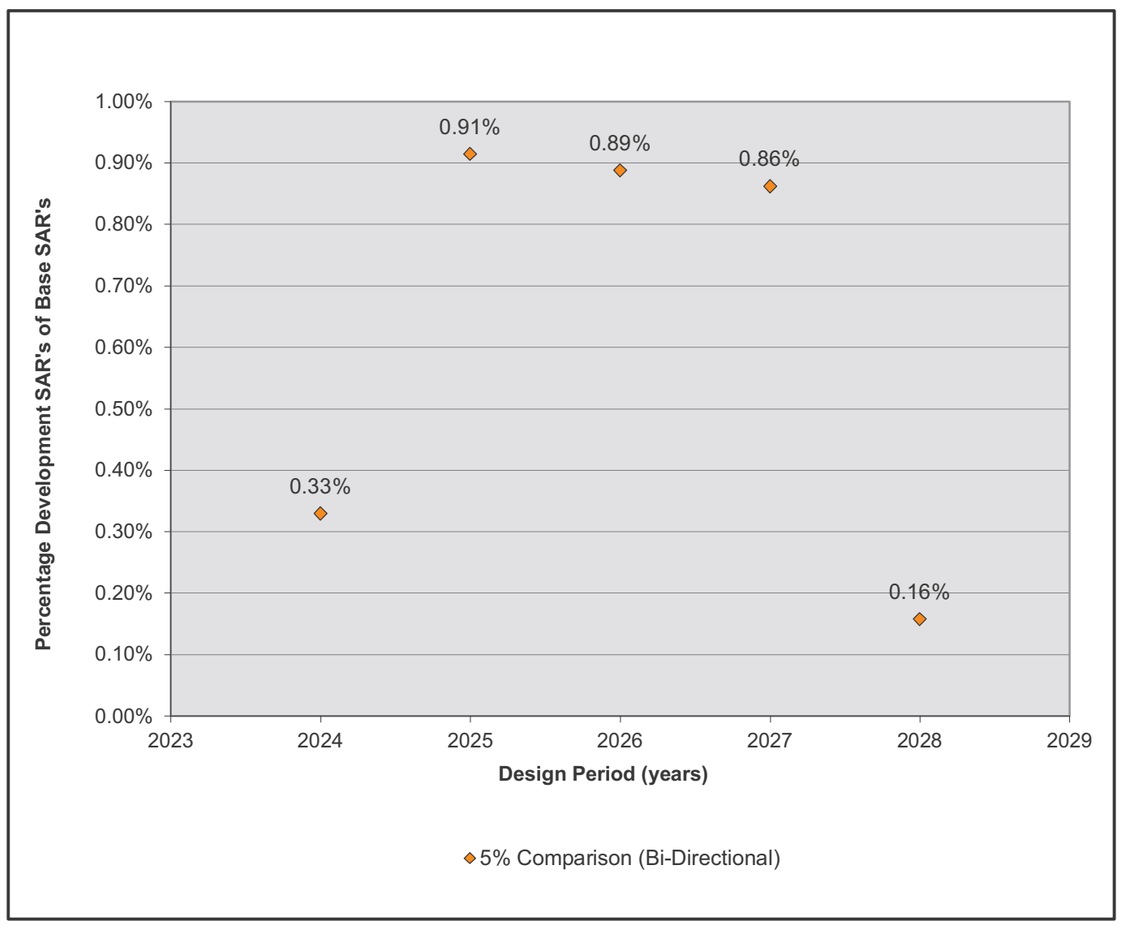
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	7230222	6138767	13368989	6014	38026	44040	7236236	6176793	13413029
2025	7447129	6322930	13770059	9766	116090	125856	7456895	6439020	13895915
2026	7670542	6512618	14183161	9766	116090	125856	7680309	6628708	14309017
2027	7900659	6707997	14608655	9766	116090	125856	7910425	6824087	14734512
2028	8137678	6909237	15046915	1842	21899	23741	8139521	6931136	15070656

5% Comparison

	AG	AG	B
2024	0.08%	0.62%	0.33%
2025	0.13%	1.84%	0.91%
2026	0.13%	1.78%	0.89%
2027	0.12%	1.73%	0.86%
2028	0.02%	0.32%	0.16%





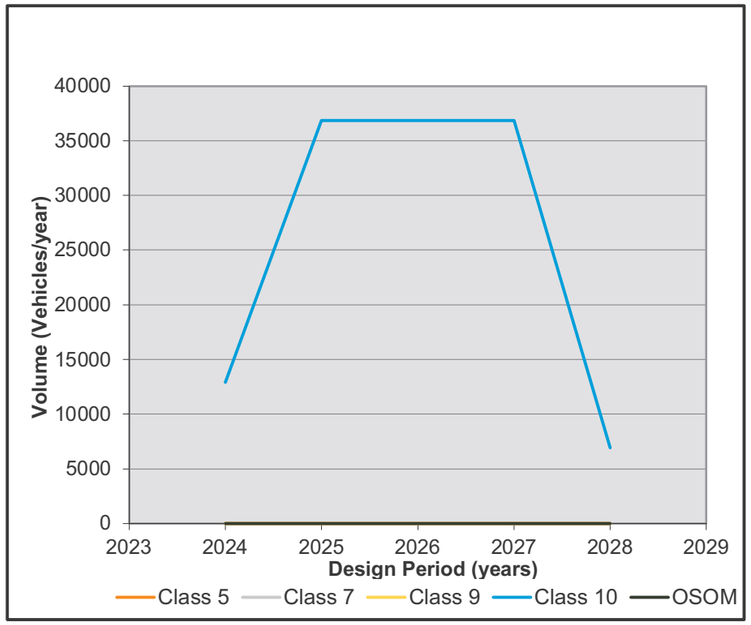


Road ID	M21-M6	G	M21-M6	AG	M6-M21

Road name	Ipswich Motorway (17A)
Road section	Ch. 6.4 to Ch. 8.3
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

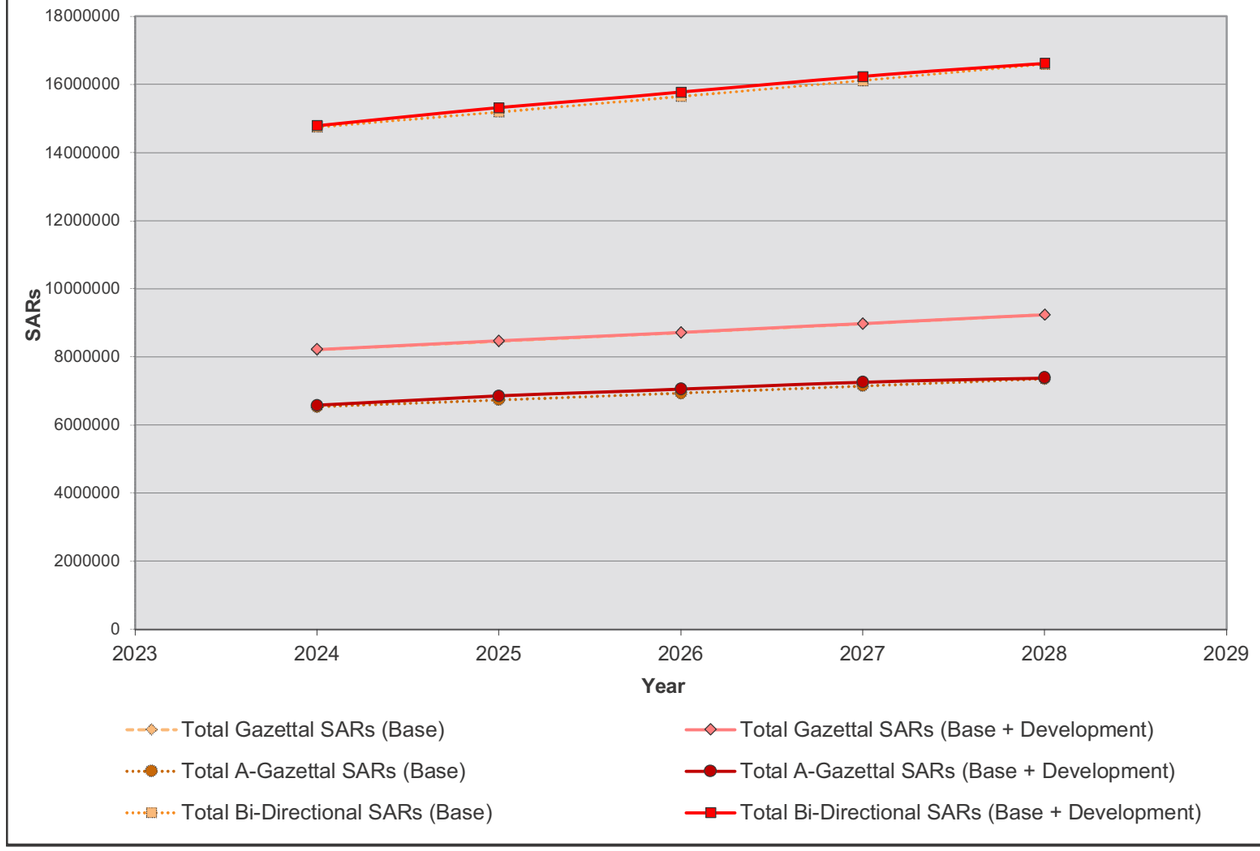


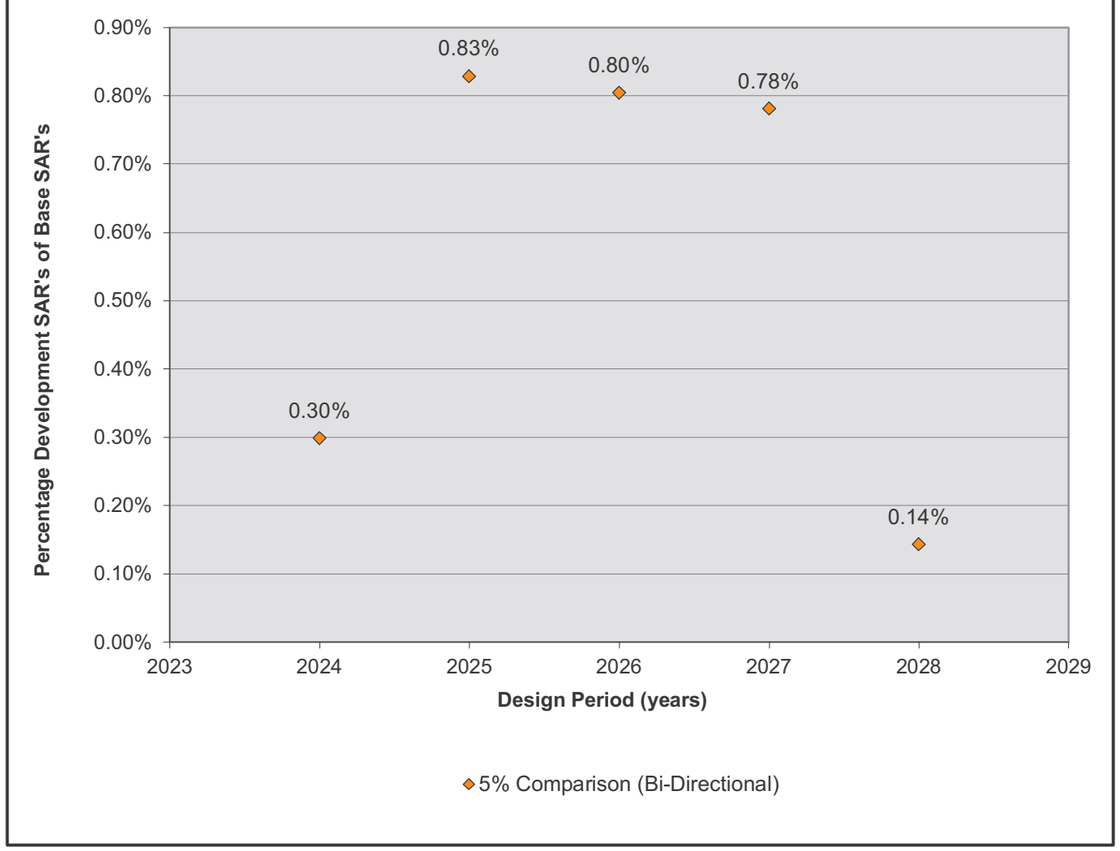
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	8209949	6537118	14747067	6014	38026	44040	8215963	6575143	14791107
2025	8456248	6733231	15189479	9766	116090	125856	8466014	6849321	15315335
2026	8709935	6935228	15645163	9766	116090	125856	8719702	7051318	15771020
2027	8971233	7143285	16114518	9766	116090	125856	8981000	7259375	16240375
2028	9240370	7357583	16597954	1842	21899	23741	9242213	7379482	16621695

5% Comparison

	AG	AG	B
2024	0.07%	0.58%	0.30%
2025	0.12%	1.72%	0.83%
2026	0.11%	1.67%	0.80%
2027	0.11%	1.63%	0.78%
2028	0.02%	0.30%	0.14%





Road ID	M3-X2	G	M3-X2	AG	X2-M3

Road name	Leichhardt Highway (26C)
Road section	Ch. 205.2 to Ch. 220.1
Road authority	DTMR

B2G Development Volumes

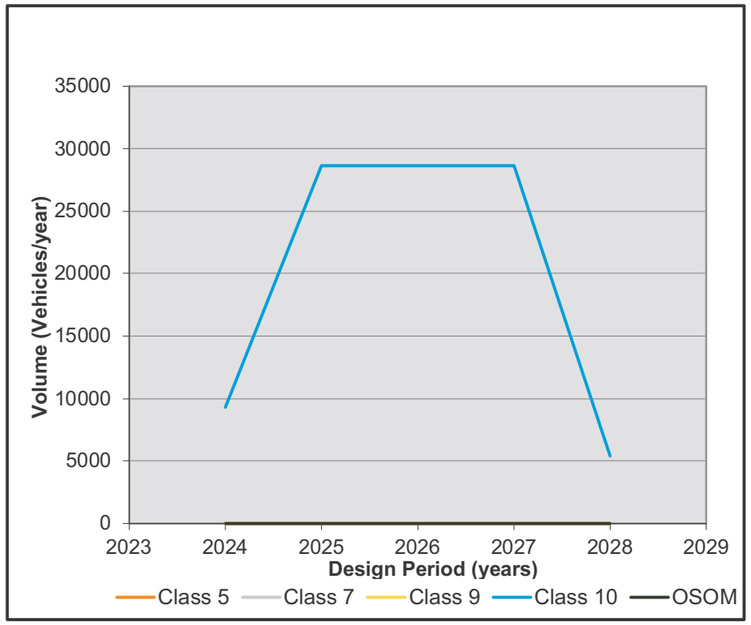
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	4662	0	0	0	0	4662	0	0	0	0	9324	0
2025	0	0	0	14319	0	0	0	0	14319	0	0	0	0	28638	0
2026	0	0	0	14319	0	0	0	0	14319	0	0	0	0	28638	0
2027	0	0	0	14319	0	0	0	0	14319	0	0	0	0	28638	0
2028	0	0	0	2701	0	0	0	0	2701	0	0	0	0	5402	0

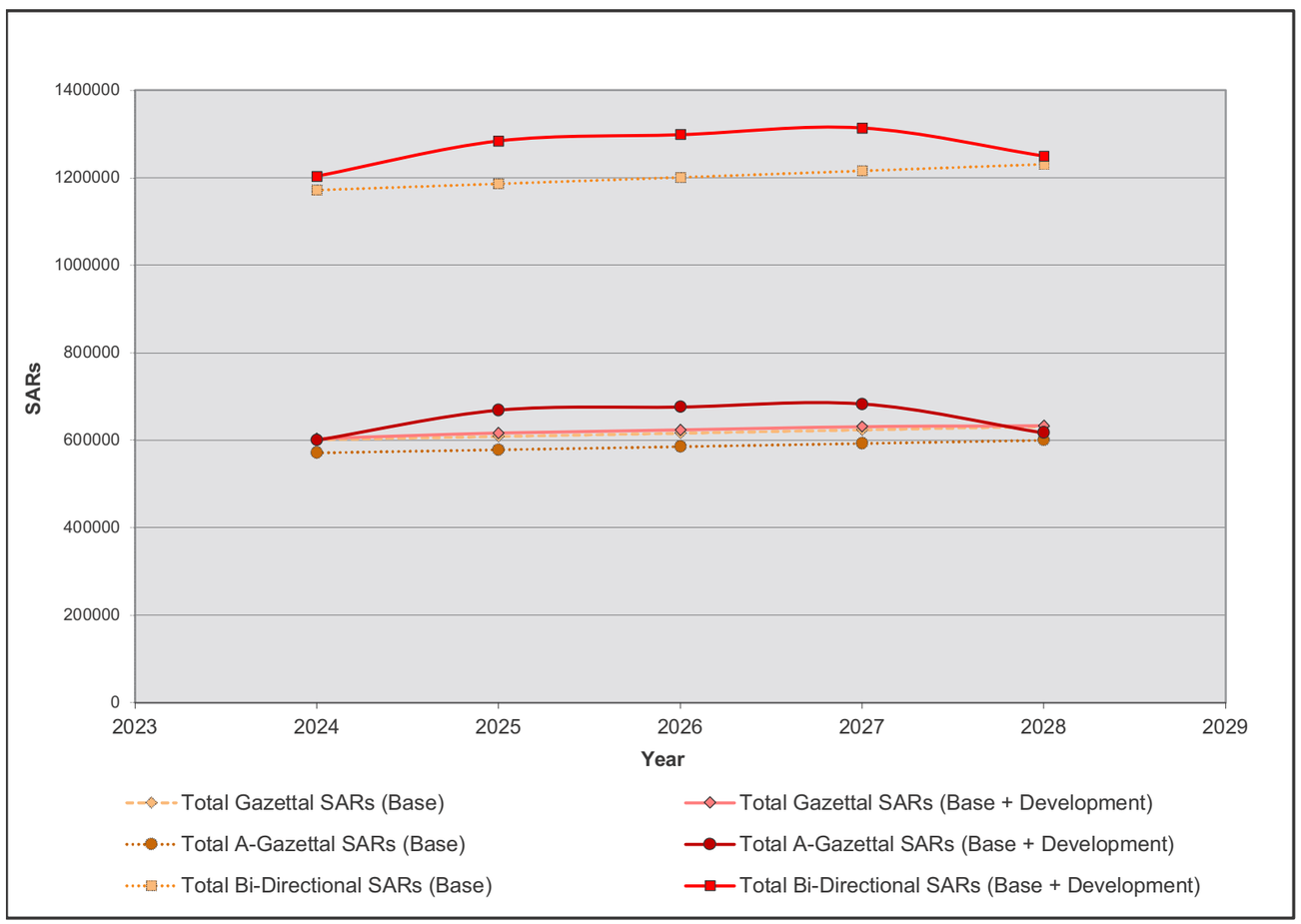
B2G SARs

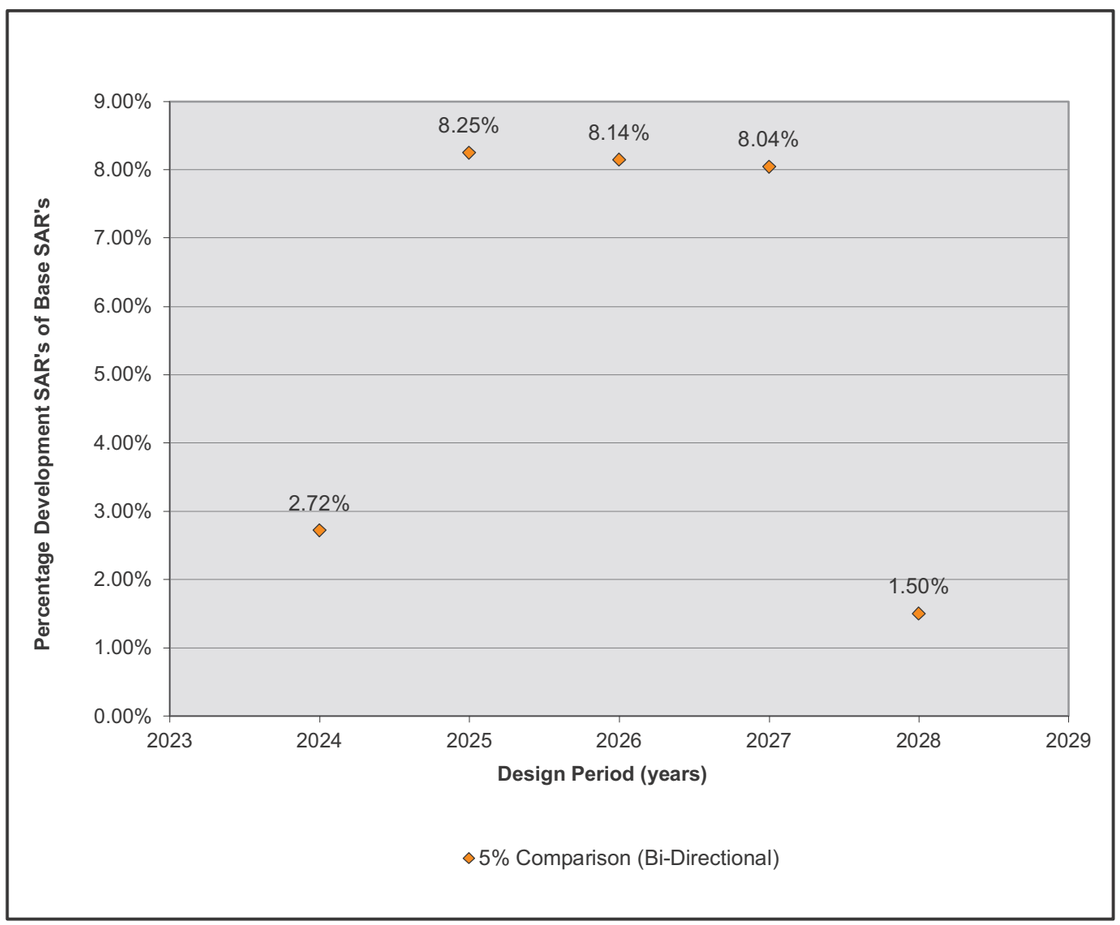
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	600793.3	570832.9	1171626	2471	29371	31841	603264	600204	1203468
2025	608229.4	577898.1	1186127	7589	90210	97799	615818	668108	1283926
2026	615757.4	585050.8	1200808	7589	90210	97799	623346	675260	1298607
2027	623378.7	592292	1215671	7589	90210	97799	630968	682502	1313469
2028	631094.2	599622.8	1230717	1432	17016	18448	632526	616639	1249165

5% Comparison

	AG	AG	B
2024	0.41%	5.15%	2.72%
2025	1.25%	15.61%	8.25%
2026	1.23%	15.42%	8.14%
2027	1.22%	15.23%	8.04%
2028	0.23%	2.84%	1.50%







Road ID	X2-X53	G	X2-X53	AG	X53-X2

Road name	Leichhardt Highway (26C)
Road section	Ch. 220.1 to Ch. 222.4
Road authority	DTMR

B2G Development Volumes

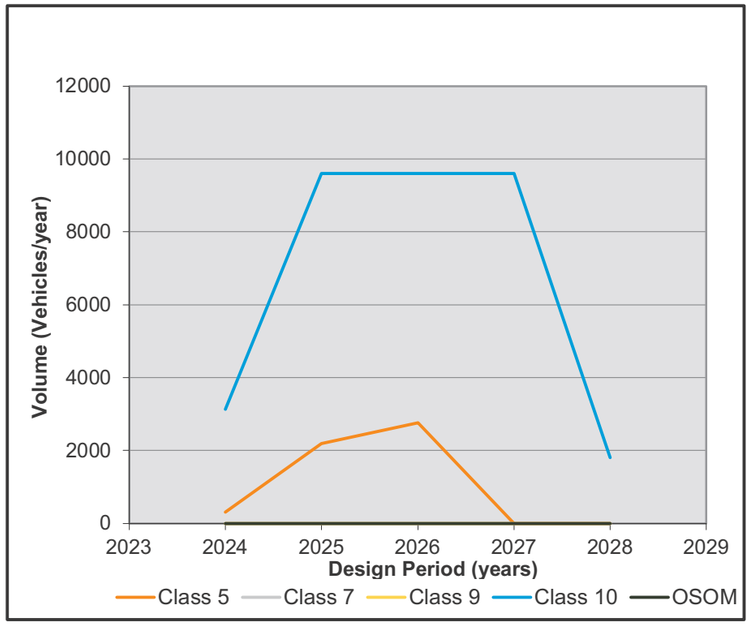
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	156	0	0	1563	0	156	0	0	1563	0	313	0	0	3126	0
2025	1099	0	0	4801	0	1099	0	0	4801	0	2198	0	0	9602	0
2026	1385	0	0	4801	0	1385	0	0	4801	0	2771	0	0	9602	0
2027	0	0	0	4801	0	0	0	0	4801	0	0	0	0	9602	0
2028	0	0	0	905	0	0	0	0	905	0	0	0	0	1810	0

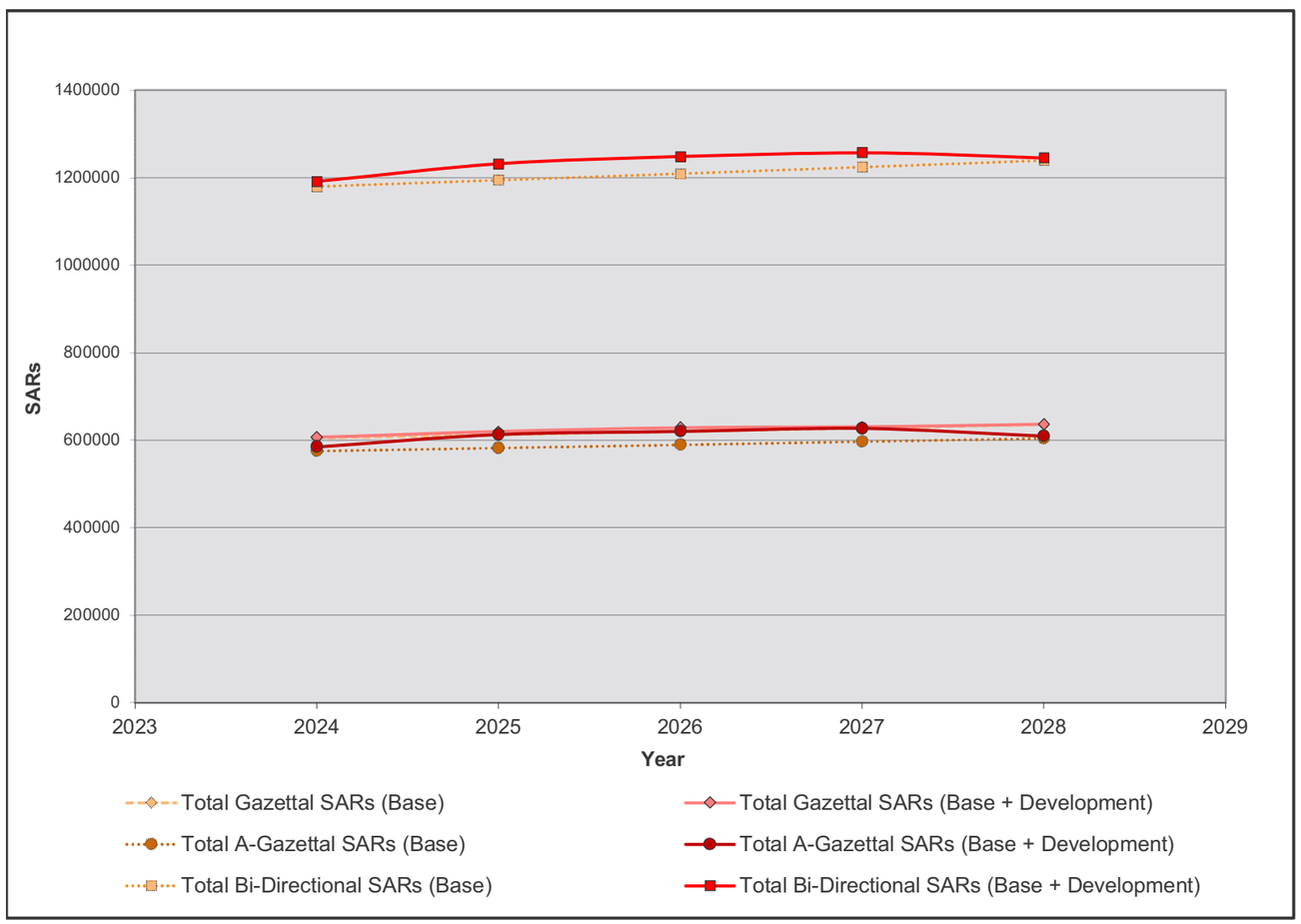
B2G SARs

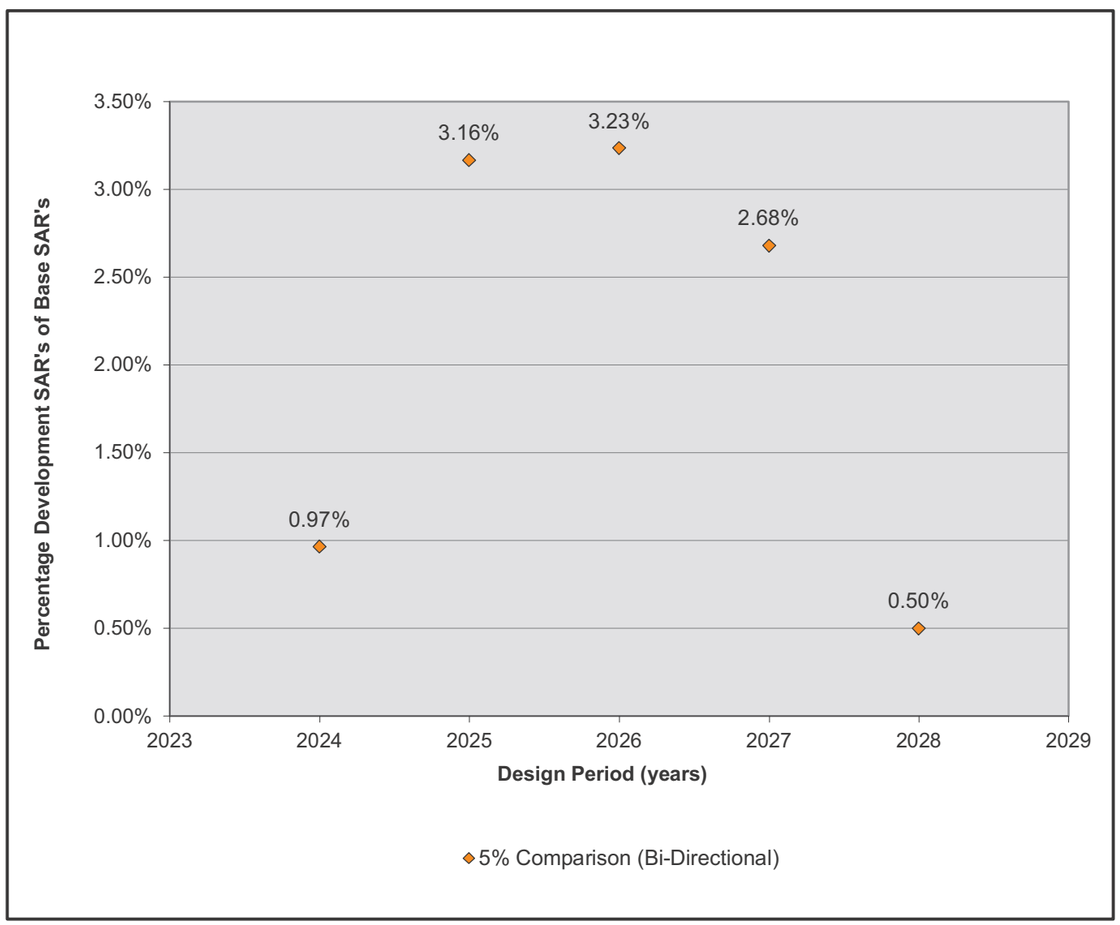
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	604981.4	574812.1	1179793	1468	9919	11387	606450	584731	1191180
2025	612469.2	581926.6	1194396	7040	30752	37791	619509	612678	1232187
2026	620049.8	589129.1	1209179	8210	30884	39094	628260	620013	1248273
2027	627724.1	596420.7	1224145	2545	30246	32791	630269	626667	1256936
2028	635493.5	603802.6	1239296	480	5702	6181	635973	609504	1245477

5% Comparison

	AG	AG	B
2024	0.24%	1.73%	0.97%
2025	1.15%	5.28%	3.16%
2026	1.32%	5.24%	3.23%
2027	0.41%	5.07%	2.68%
2028	0.08%	0.94%	0.50%







Road ID	X53-X13	G	X53-X13	AG	X13-X53

Road name	Leichhardt Highway (26C)
Road section	Ch. 222.4 to Ch. 224.1
Road authority	DTMR

B2G Development Volumes

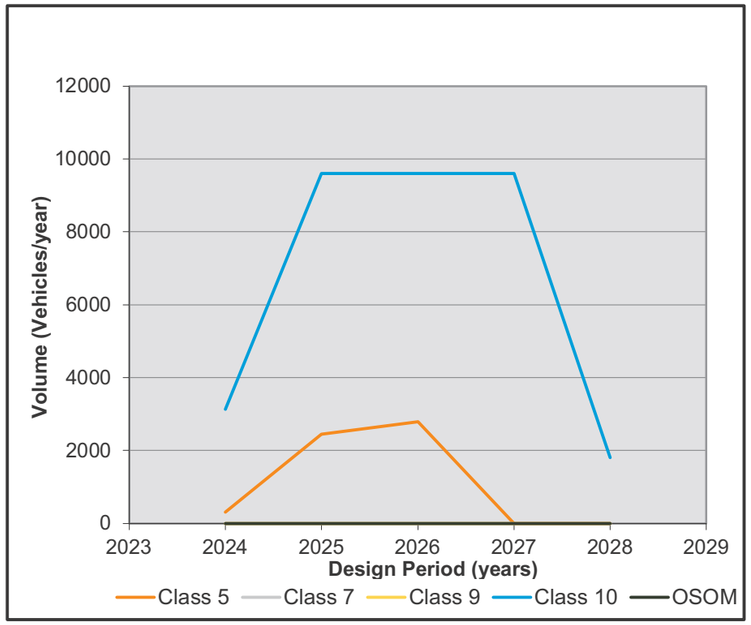
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	156	0	0	1563	0	156	0	0	1563	0	313	0	0	3126	0
2025	1225	0	0	4801	0	1225	0	0	4801	0	2450	0	0	9602	0
2026	1397	0	0	4801	0	1397	0	0	4801	0	2794	0	0	9602	0
2027	0	0	0	4801	0	0	0	0	4801	0	0	0	0	9602	0
2028	0	0	0	905	0	0	0	0	905	0	0	0	0	1810	0

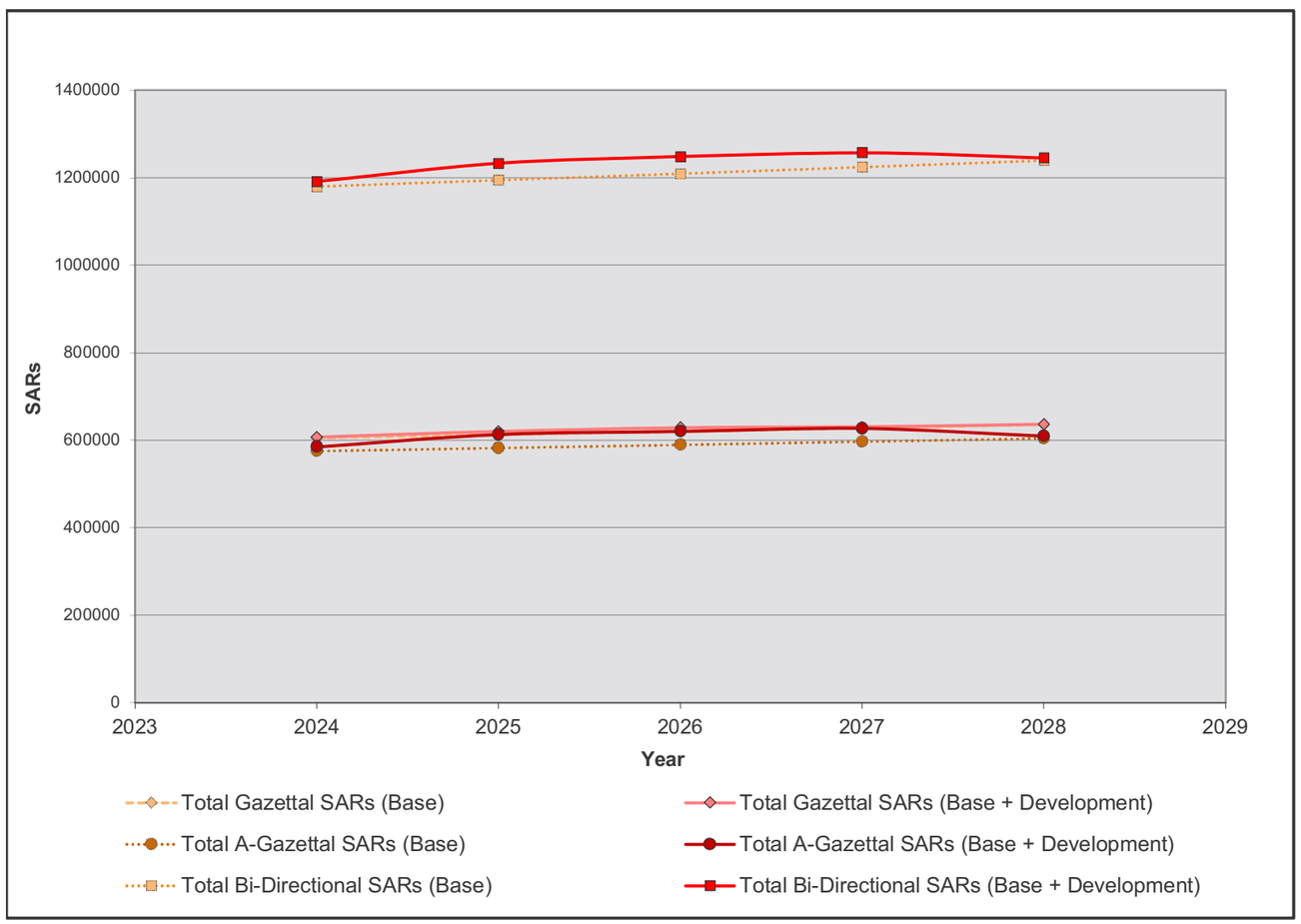
B2G SARs

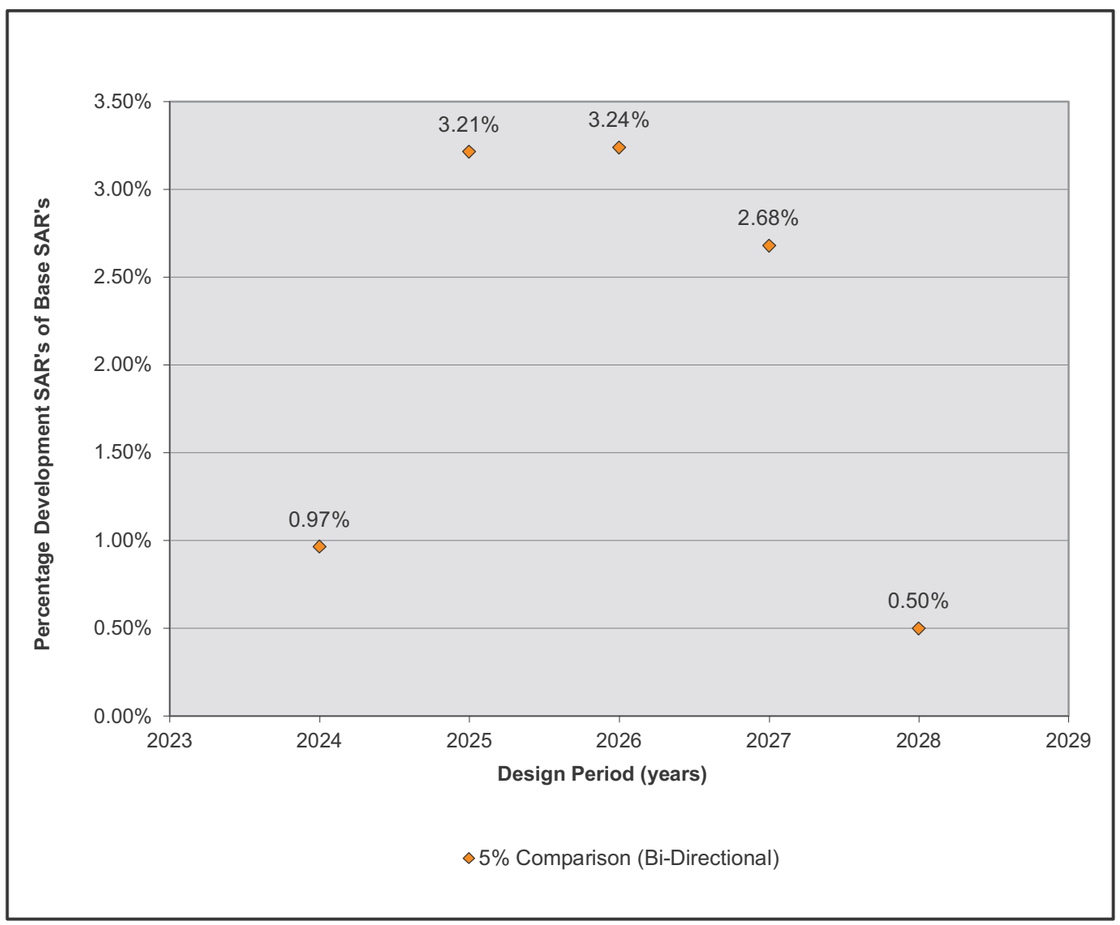
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	604981.4	574812.1	1179793	1468	9919	11387	606450	584731	1191180
2025	612469.2	581926.6	1194396	7555	30810	38365	620025	612736	1232761
2026	620049.8	589129.1	1209179	8257	30889	39146	628307	620018	1248325
2027	627724.1	596420.7	1224145	2545	30246	32791	630269	626667	1256936
2028	635493.5	603802.6	1239296	480	5702	6181	635973	609504	1245477

5% Comparison

	AG	AG	B
2024	0.24%	1.73%	0.97%
2025	1.23%	5.29%	3.21%
2026	1.33%	5.24%	3.24%
2027	0.41%	5.07%	2.68%
2028	0.08%	0.94%	0.50%





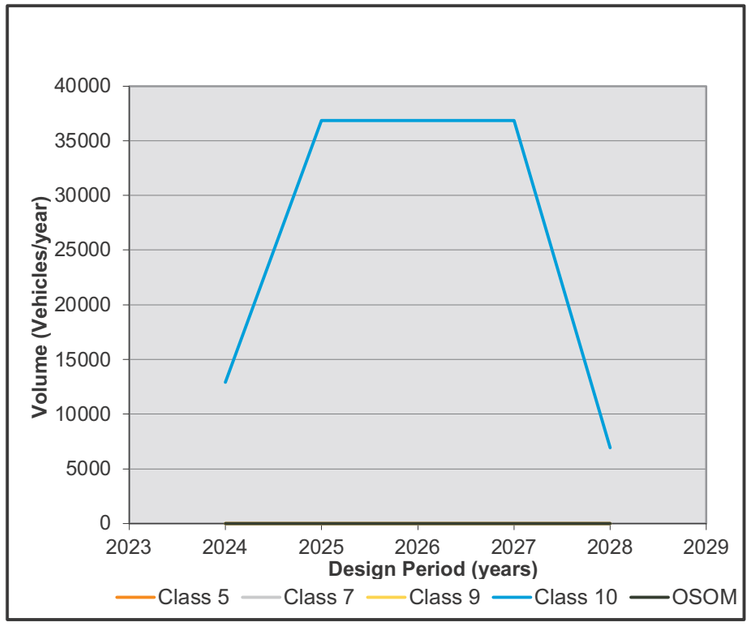


Road ID	M7-M8	G	M7-M8	AG	M8-M7

Road name	Logan Motorway (210A)
Road section	Ch. 0.0 to Ch. 14.5
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

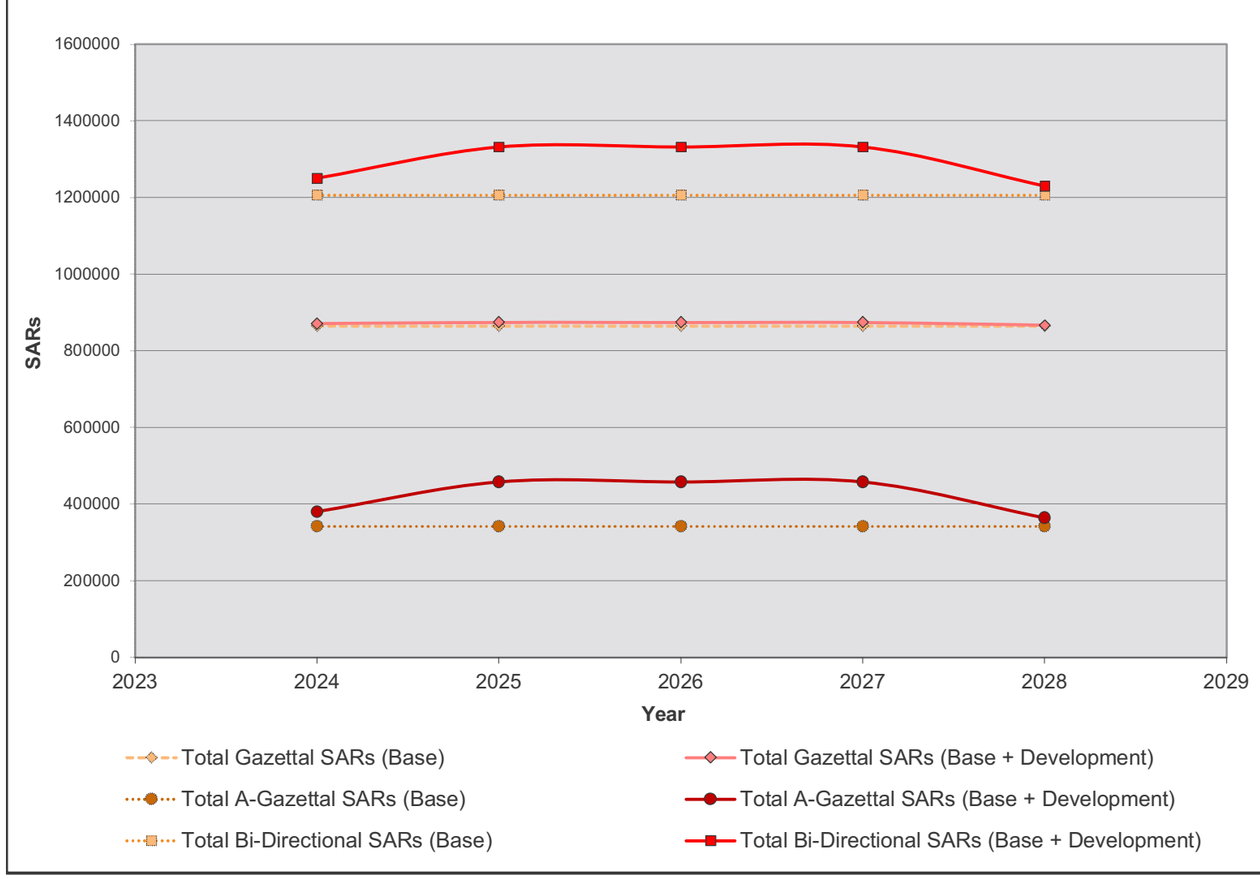


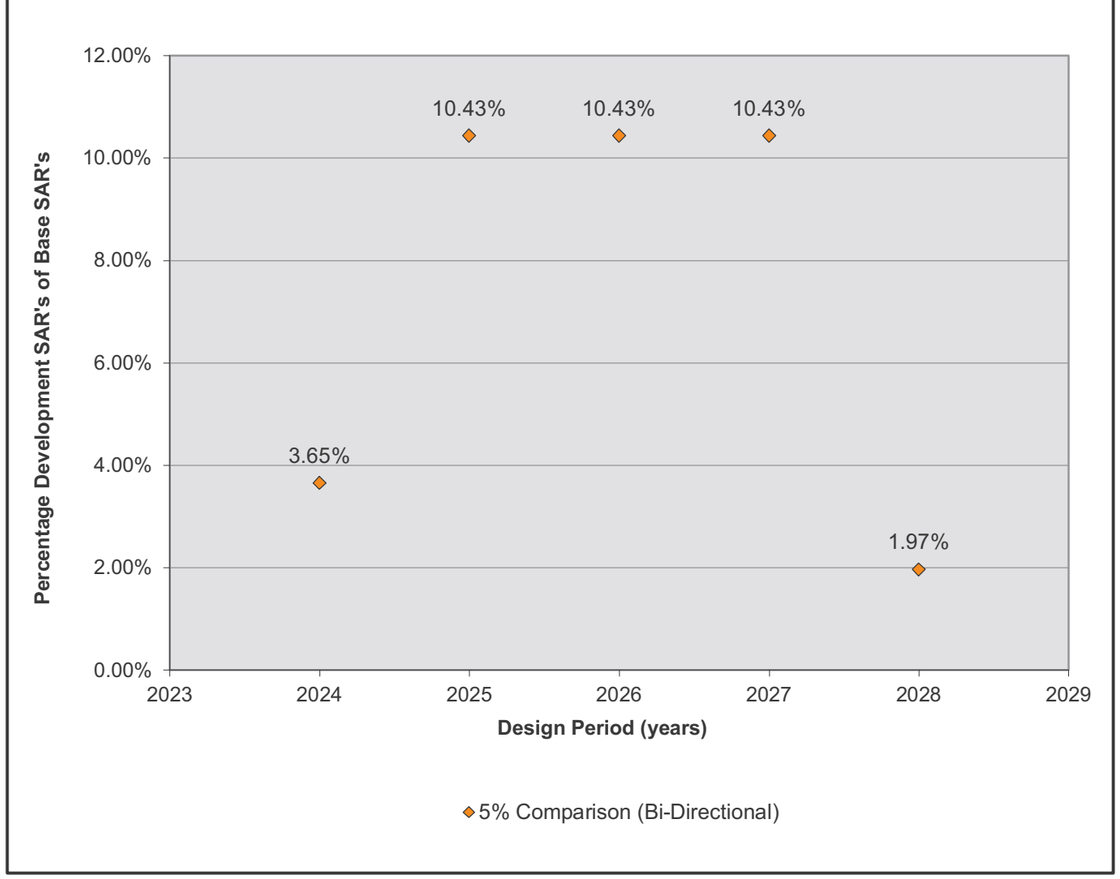
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	864644.4	341669.4	1206314	6014	38026	44040	870658	379695	1250354
2025	864644.4	341669.4	1206314	9766	116090	125856	874411	457760	1332170
2026	864644.4	341669.4	1206314	9766	116090	125856	874411	457760	1332170
2027	864644.4	341669.4	1206314	9766	116090	125856	874411	457760	1332170
2028	864644.4	341669.4	1206314	1842	21899	23741	866487	363568	1230055

5% Comparison

	AG	AG	B
2024	0.70%	11.13%	3.65%
2025	1.13%	33.98%	10.43%
2026	1.13%	33.98%	10.43%
2027	1.13%	33.98%	10.43%
2028	0.21%	6.41%	1.97%





Road ID	X37-X63	G	X37-X63	AG	X63-X37

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 0.0 to Ch. 2.5
Road authority	DTMR

B2G Development Volumes

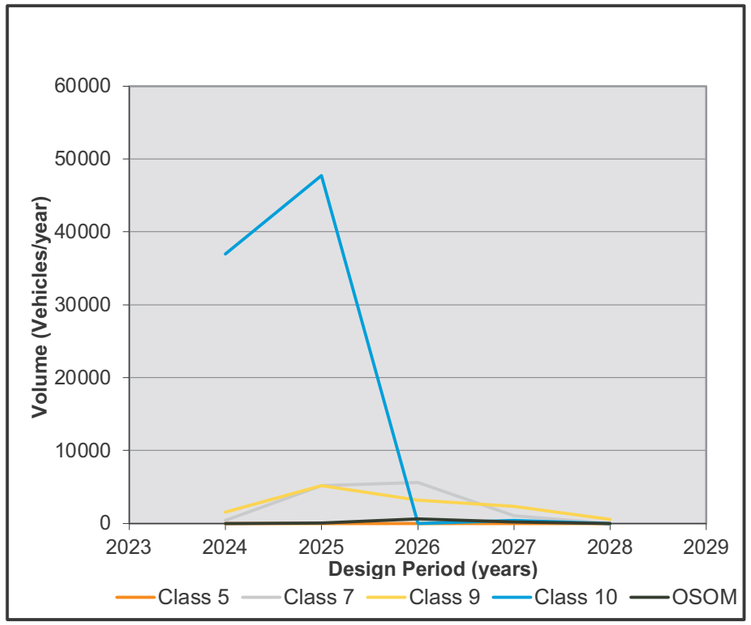
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	224	760	18515	0	0	224	760	18515	0	0	447	1520	37030	0
2025	0	2601	2610	23868	31	0	2601	2610	23868	31	0	5201	5219	47736	62
2026	0	2798	1615	0	313	0	2798	1615	0	313	0	5595	3231	0	626
2027	0	555	1190	210	109	0	555	1190	210	109	0	1110	2381	420	218
2028	0	3	298	0	0	0	3	298	0	0	0	6	595	0	0

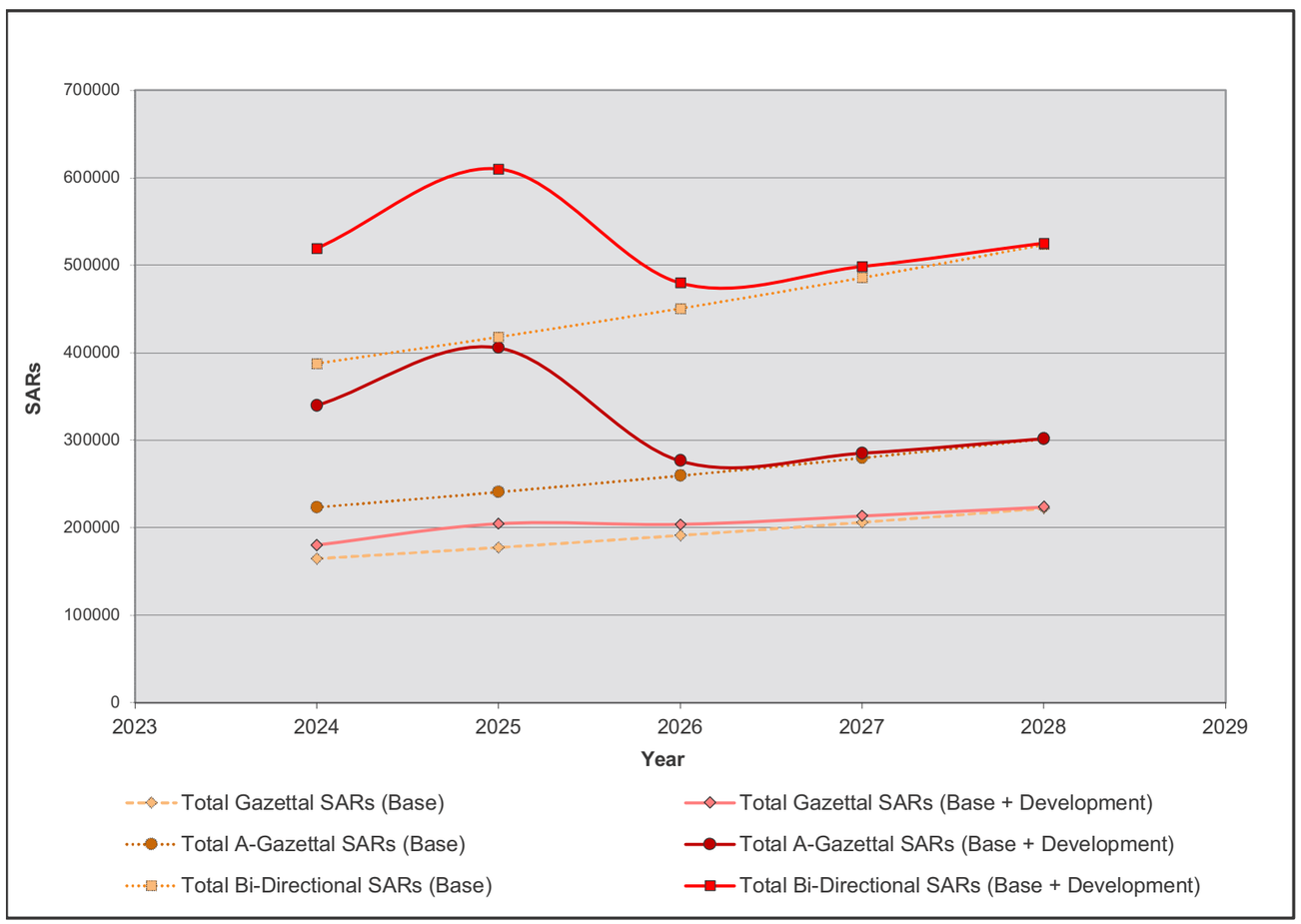
B2G SARs

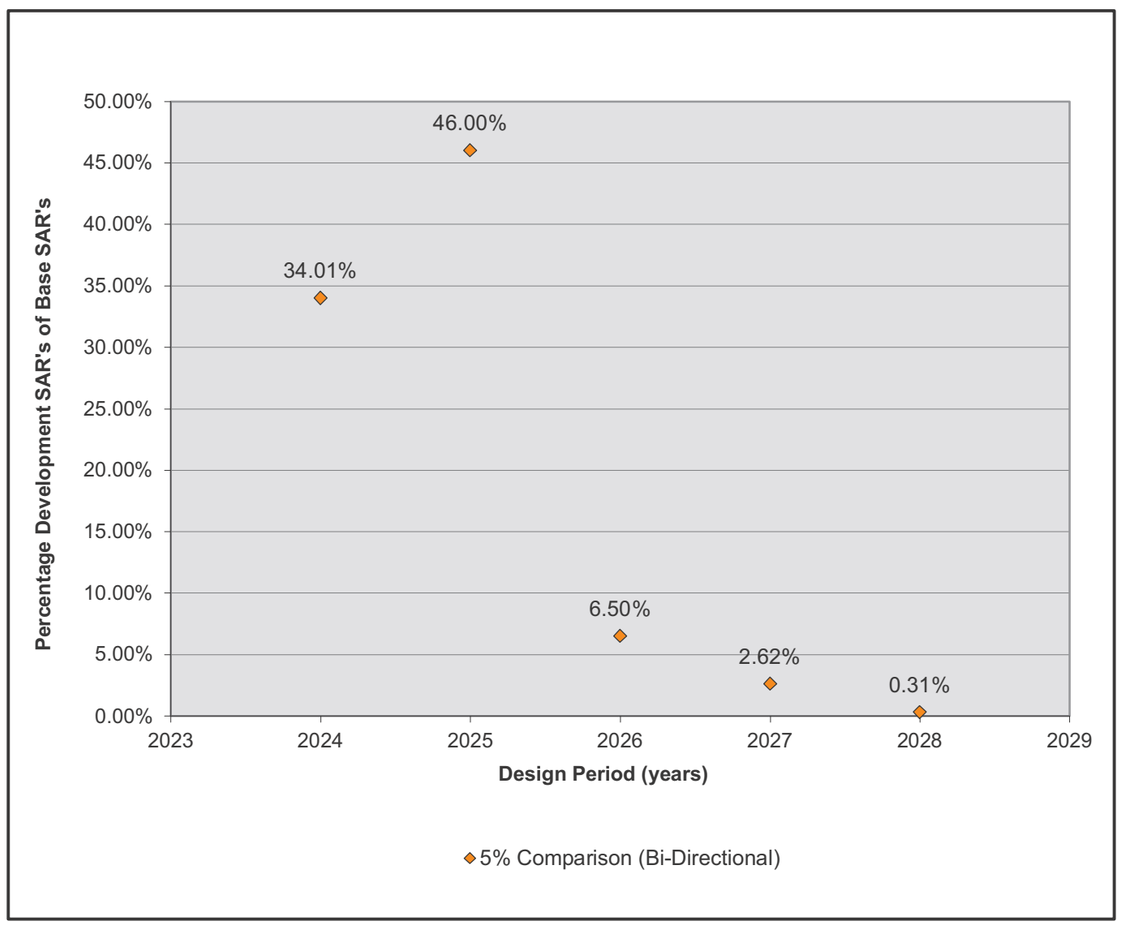
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	164468.8	223197.4	387666.2	15417	116424	131840	179886	339621	519506
2025	177285	240590	417874.9	27256	164955	192211	204541	405545	610086
2026	191099.8	259337.9	450437.7	12388	16896	29284	203488	276234	479721
2027	205991.2	279546.7	485537.9	7205	5502	12707	213196	285049	498245
2028	222043	301330.2	523373.3	1469	166	1635	223512	301496	525008

5% Comparison

	AG	AG	B
2024	9.37%	52.16%	34.01%
2025	15.37%	68.56%	46.00%
2026	6.48%	6.52%	6.50%
2027	3.50%	1.97%	2.62%
2028	0.66%	0.06%	0.31%





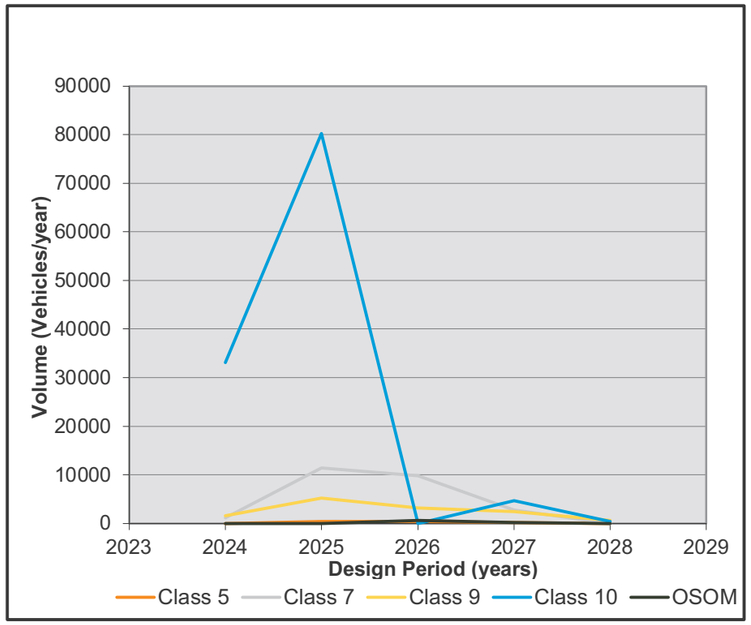


Road ID	X63-X55	G	X63-X55	AG	X55-X63

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 2.5 to Ch. 3.5
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	595	760	16550	0	0	595	760	16550	0	0	1191	1520	33100	0
2025	188	5696	2589	40118	14	188	5696	2589	40118	14	376	11392	5178	80236	28
2026	216	4897	1602	0	296	216	4897	1602	0	296	431	9794	3204	0	593
2027	110	1377	1190	2377	88	110	1377	1190	2377	88	220	2755	2381	4754	177
2028	0	4	298	206	0	0	4	298	206	0	0	8	595	411	0

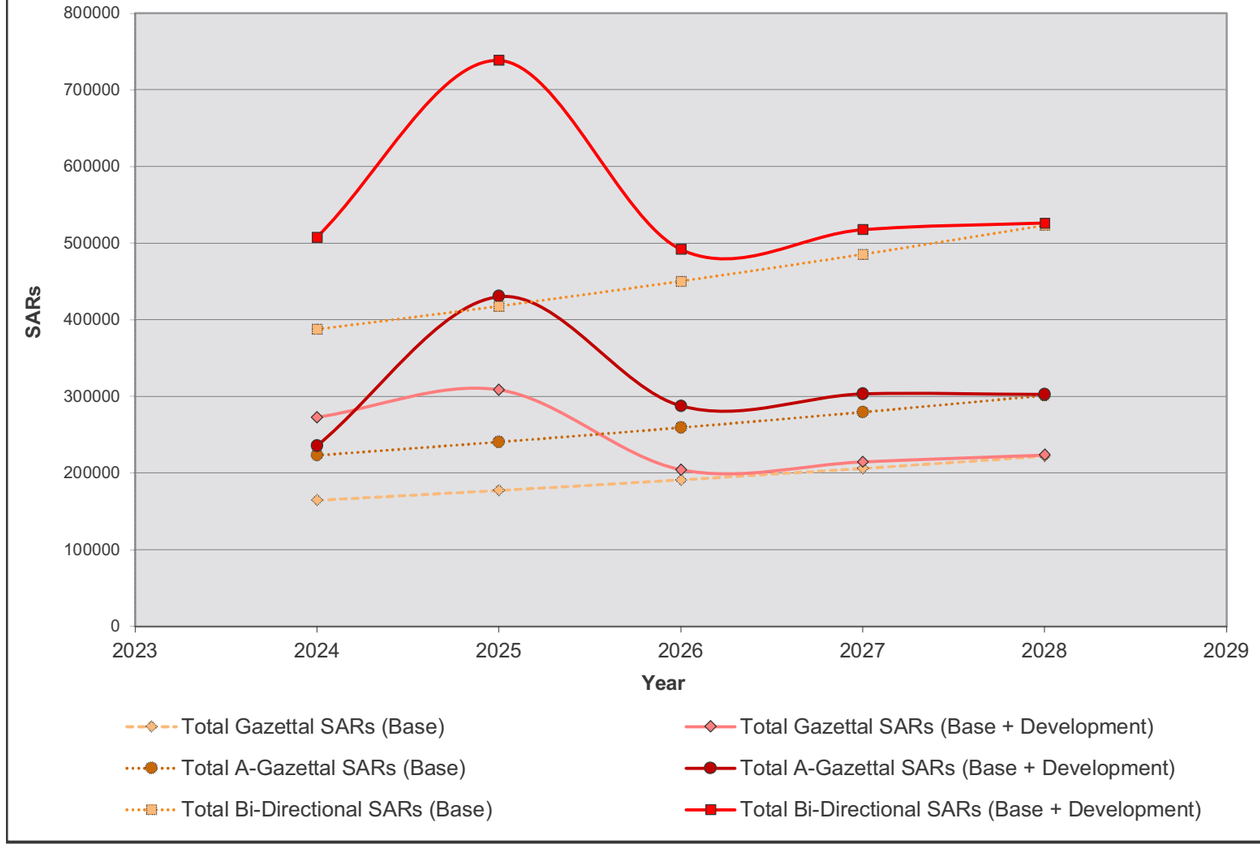


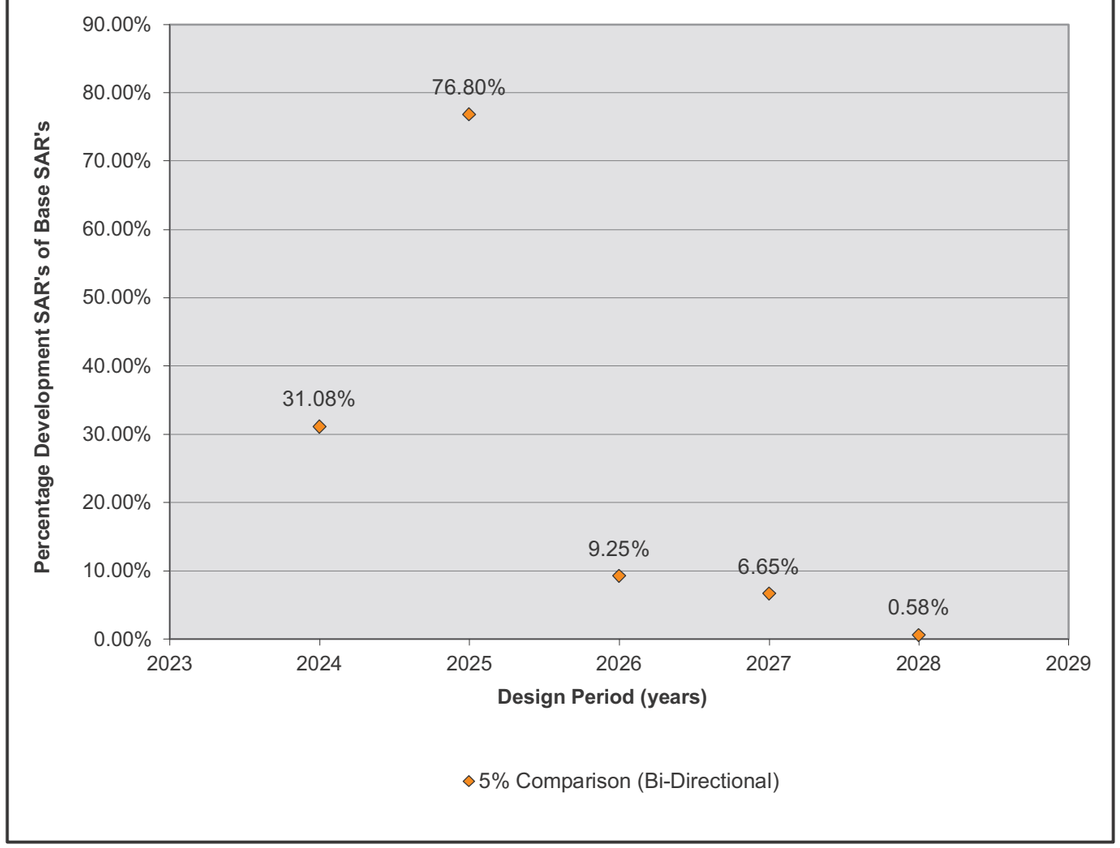
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	164468.8	223197.4	387666.2	108346	12148	120494	272815	235345	508160
2025	177285	240590	417874.9	131194	189755	320949	308479	430344	738824
2026	191099.8	259337.9	450437.7	13444	28200	41644	204543	287538	492081
2027	205991.2	279546.7	485537.9	8678	23598	32276	214669	303145	517814
2028	222043	301330.2	523373.3	1578	1468	3046	223621	302798	526420

5% Comparison

	AG	AG	B
2024	65.88%	5.44%	31.08%
2025	74.00%	78.87%	76.80%
2026	7.03%	10.87%	9.25%
2027	4.21%	8.44%	6.65%
2028	0.71%	0.49%	0.58%





Road ID	X55-X60	G	X55-X60	AG	X60-X55

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 3.5 to Ch. 6.2
Road authority	DTMR

B2G Development Volumes

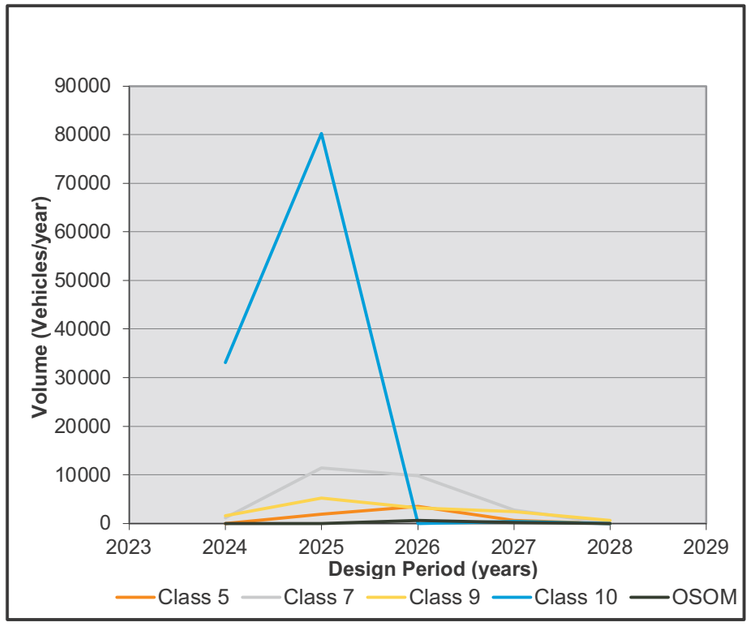
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	595	760	16550	0	3	595	760	16550	0	6	1191	1520	33100	0
2025	983	5696	2589	40118	14	983	5696	2589	40118	14	1966	11392	5178	80236	28
2026	1768	4897	1602	0	296	1768	4897	1602	0	296	3535	9794	3204	0	593
2027	325	1377	1190	210	88	325	1377	1190	210	88	651	2755	2381	420	177
2028	0	4	298	0	0	0	4	298	0	0	0	8	595	0	0

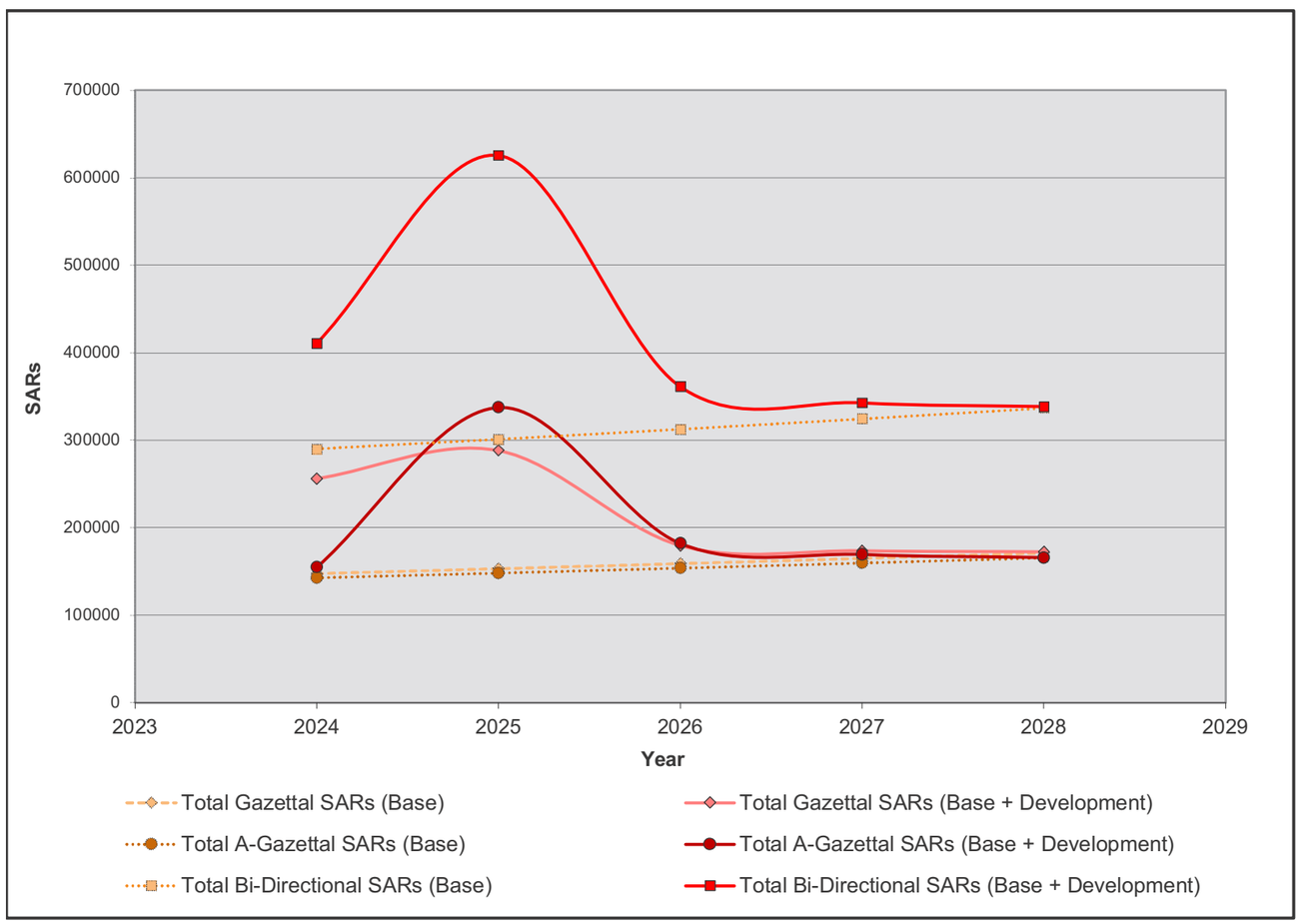
B2G SARs

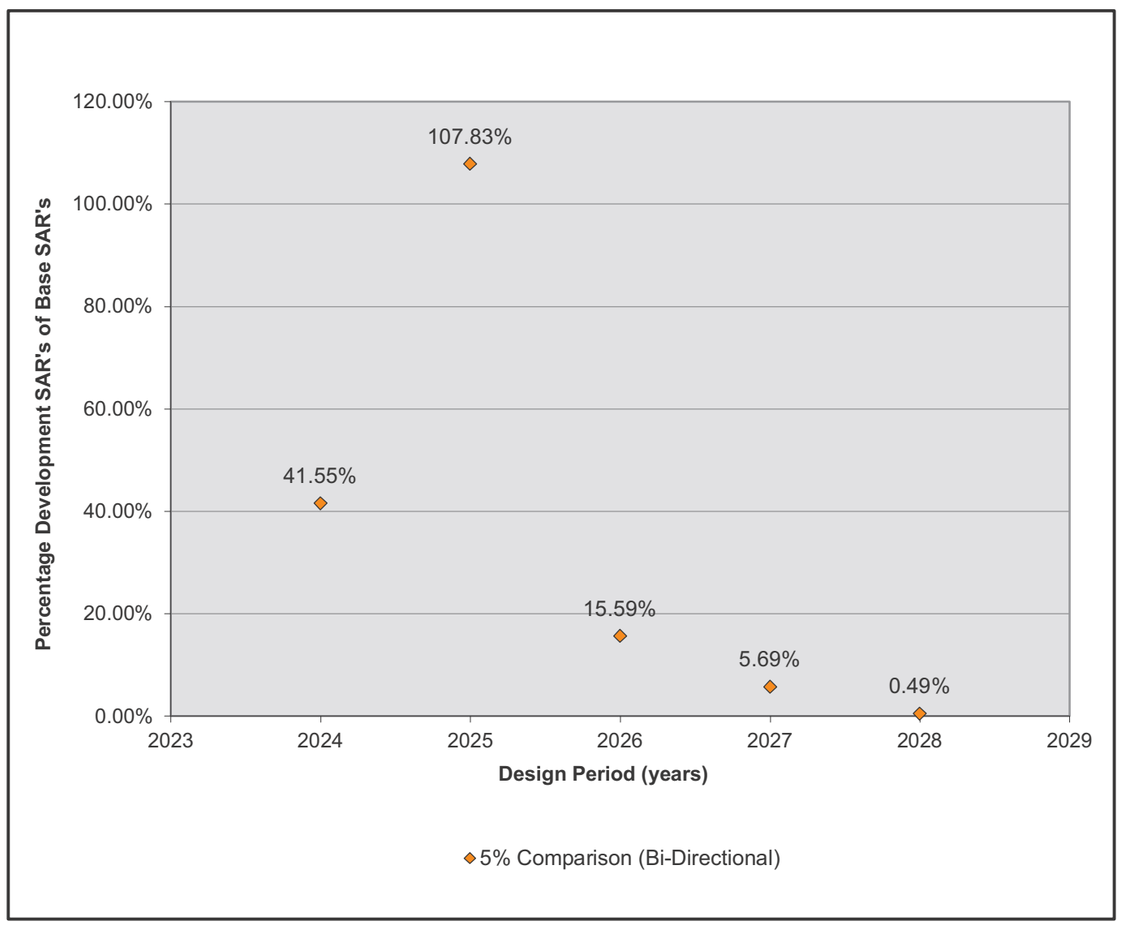
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	147410.7	142596.6	290007.3	108358	12149	120508	255769	154746	410515
2025	152996.2	147999.7	300996	135127	189438	324565	288124	337438	625561
2026	158793.4	153607.6	312401	20574	28132	48705	179367	181739	361106
2027	164810.3	159428	324238.2	8809	9646	18455	173619	169074	342694
2028	171055.1	165468.9	336524	1469	172	1642	172525	165641	338166

5% Comparison

	AG	AG	B
2024	73.51%	8.52%	41.55%
2025	88.32%	128.00%	107.83%
2026	12.96%	18.31%	15.59%
2027	5.34%	6.05%	5.69%
2028	0.86%	0.10%	0.49%







Road ID	X60-X56	G	X60-X56	AG	X56-X60

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 6.2 to Ch. 9.0
Road authority	DTMR

B2G Development Volumes

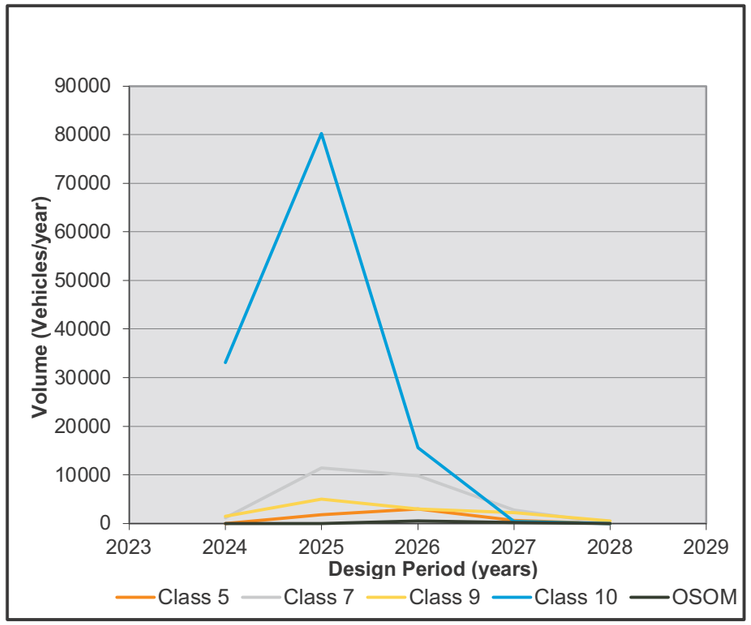
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	595	723	16550	0	3	595	723	16550	0	6	1191	1446	33100	0
2025	934	5706	2497	40118	14	934	5706	2497	40118	14	1868	11413	4994	80236	28
2026	1496	4928	1517	7784	282	1496	4928	1517	7784	282	2992	9857	3033	15568	564
2027	325	1377	1116	210	88	325	1377	1116	210	88	651	2755	2232	420	177
2028	0	4	279	0	0	0	4	279	0	0	0	8	558	0	0

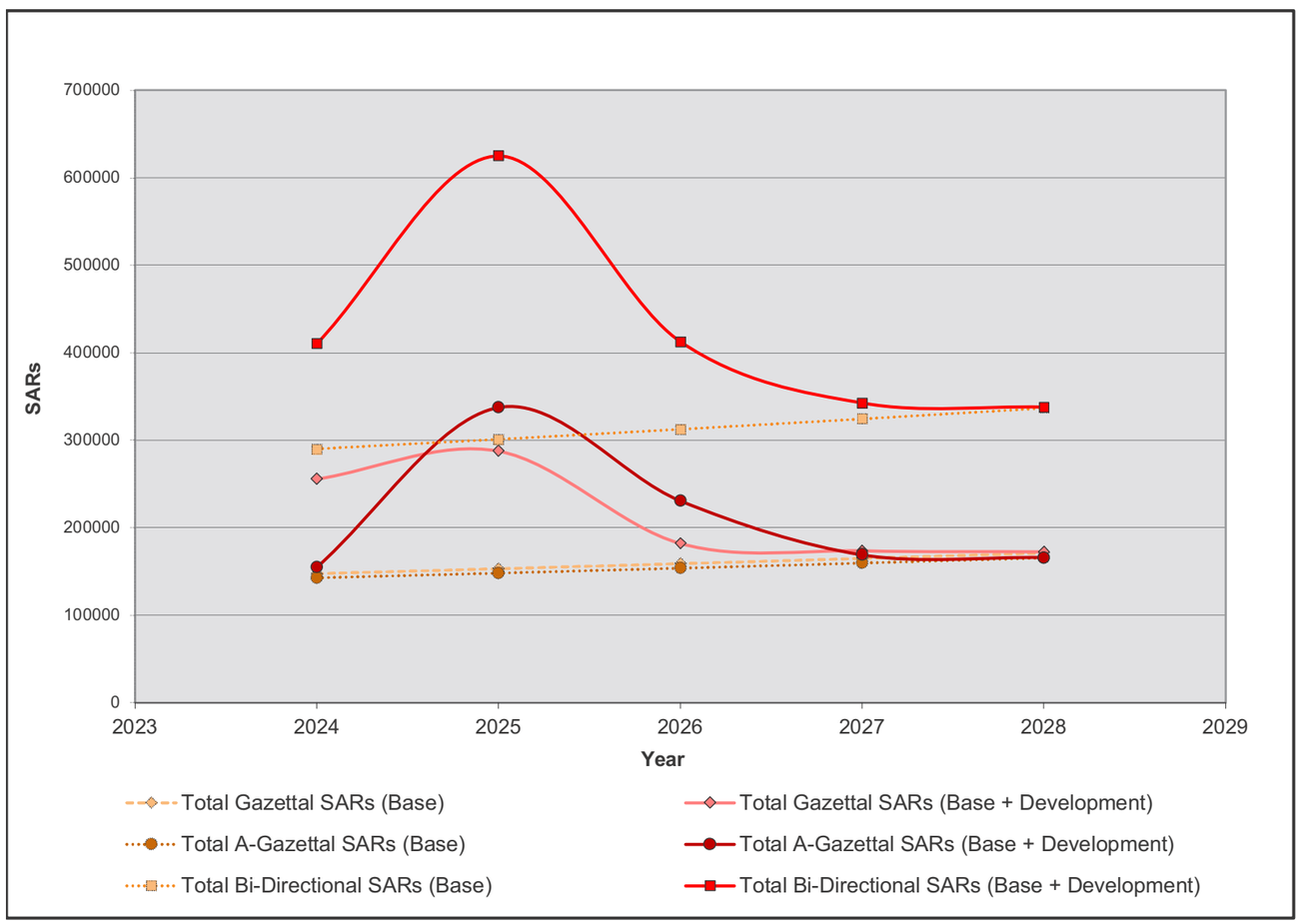
B2G SARs

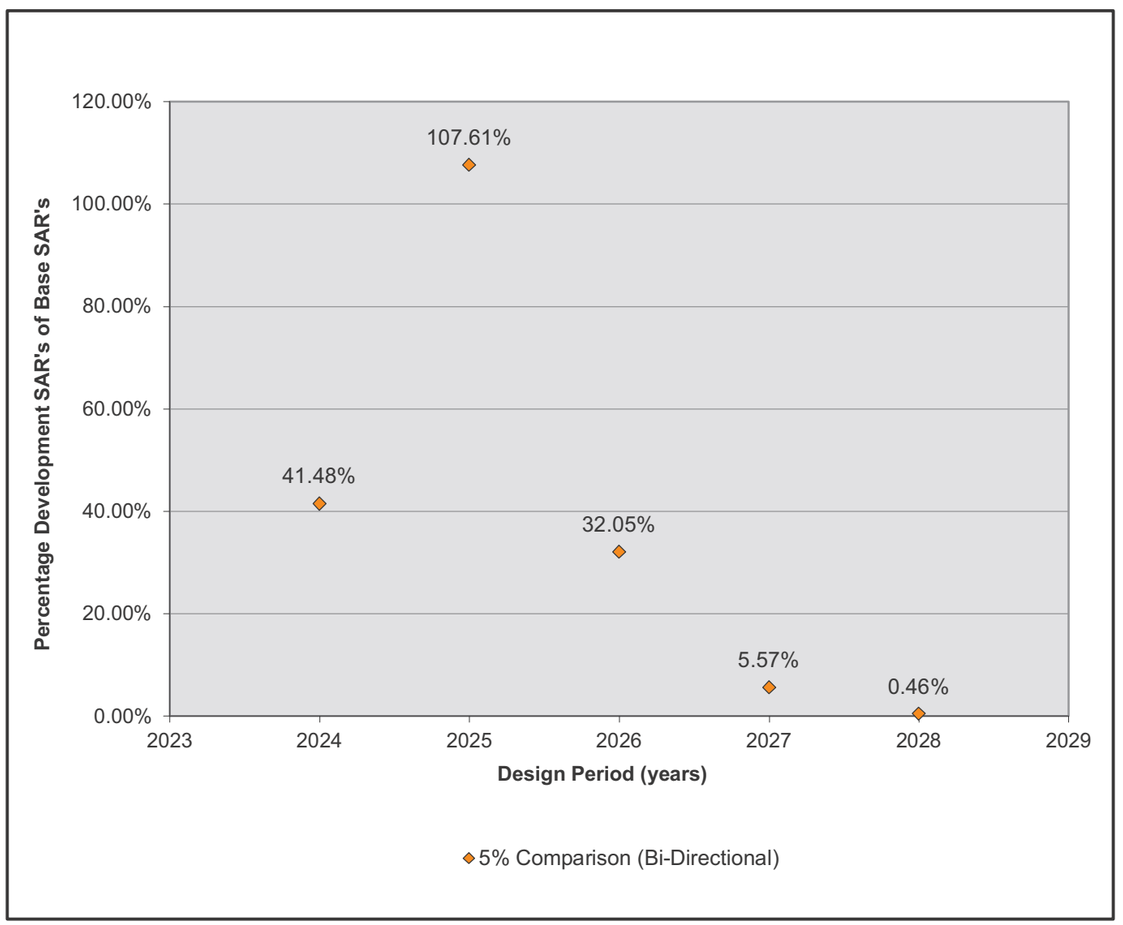
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	147410.7	142596.6	290007.3	108175	12130	120305	255585	154727	410312
2025	152996.2	147999.7	300996	134481	189421	323902	287477	337421	624898
2026	158793.4	153607.6	312401	23053	77067	100120	181847	230674	412521
2027	164810.3	159428	324238.2	8442	9608	18051	173252	169036	342289
2028	171055.1	165468.9	336524	1378	163	1540	172433	165632	338064

5% Comparison

	AG	AG	B
2024	73.38%	8.51%	41.48%
2025	87.90%	127.99%	107.61%
2026	14.52%	50.17%	32.05%
2027	5.12%	6.03%	5.57%
2028	0.81%	0.10%	0.46%







Road ID	X56-X62	G	X56-X62	AG	X62-X56

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 9.0 to Ch. 13.1
Road authority	DTMR

B2G Development Volumes

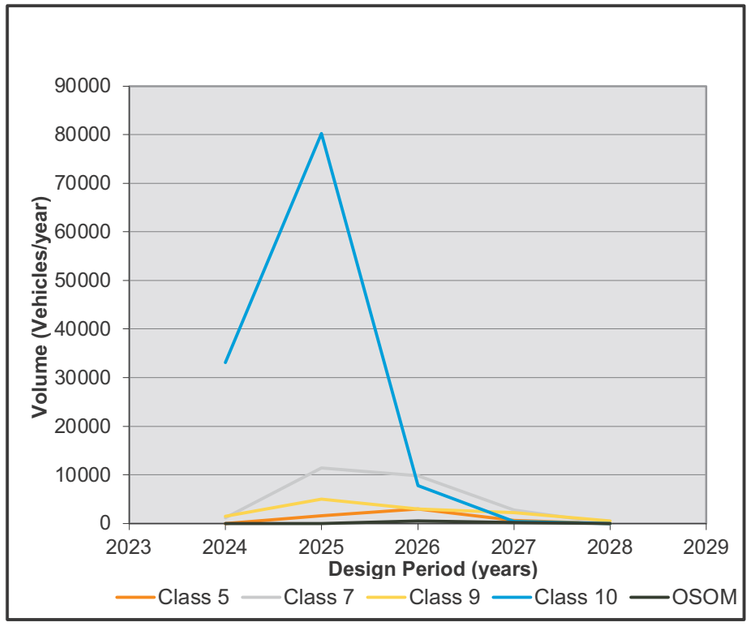
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	595	723	16550	0	3	595	723	16550	0	6	1191	1446	33100	0
2025	794	5706	2497	40118	8	794	5706	2497	40118	8	1589	11413	4994	80236	16
2026	1496	4928	1517	3892	282	1496	4928	1517	3892	282	2992	9857	3033	7784	564
2027	325	1420	1116	210	88	325	1420	1116	210	88	651	2840	2232	420	177
2028	0	4	279	0	0	0	4	279	0	0	0	8	558	0	0

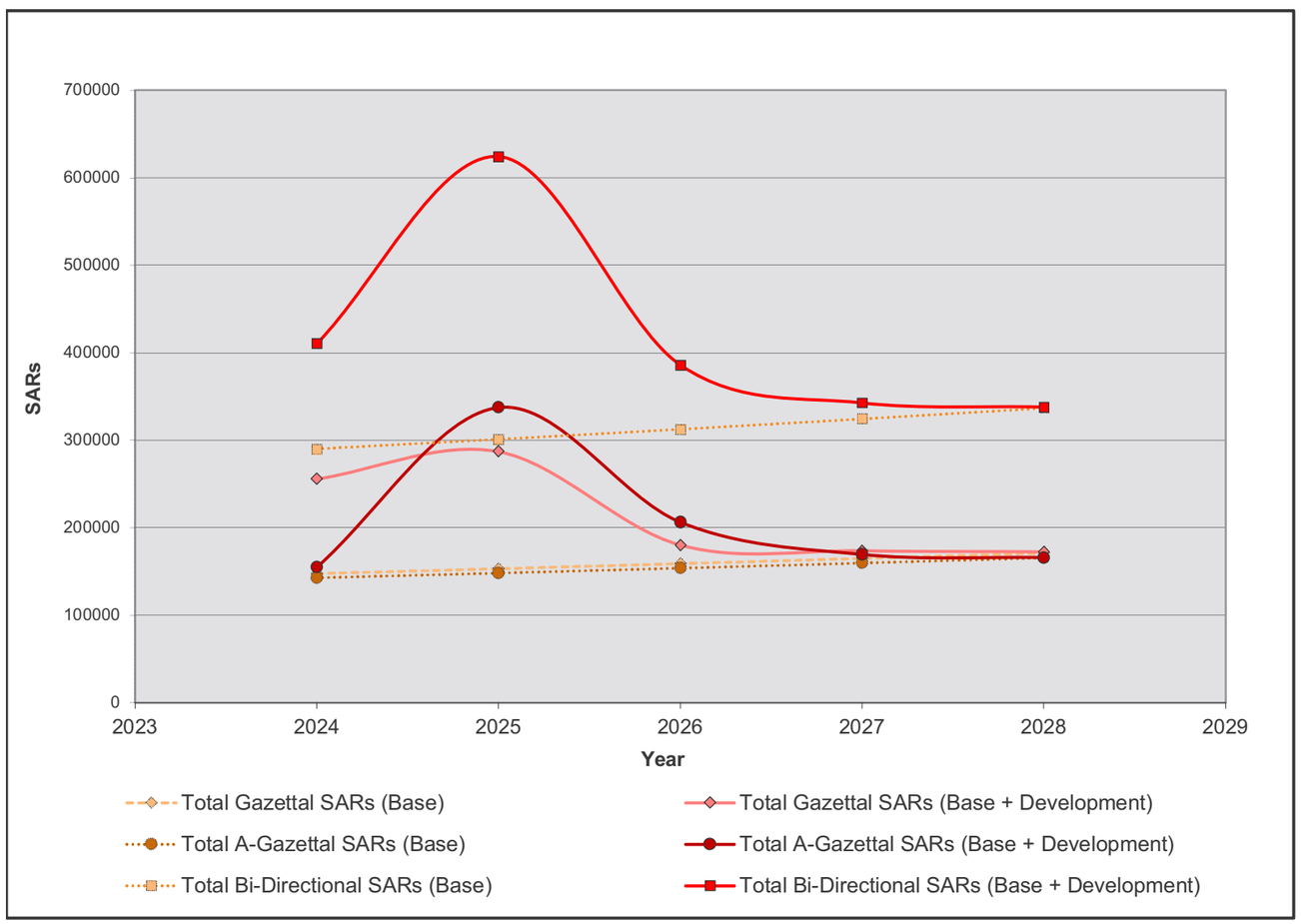
B2G SARs

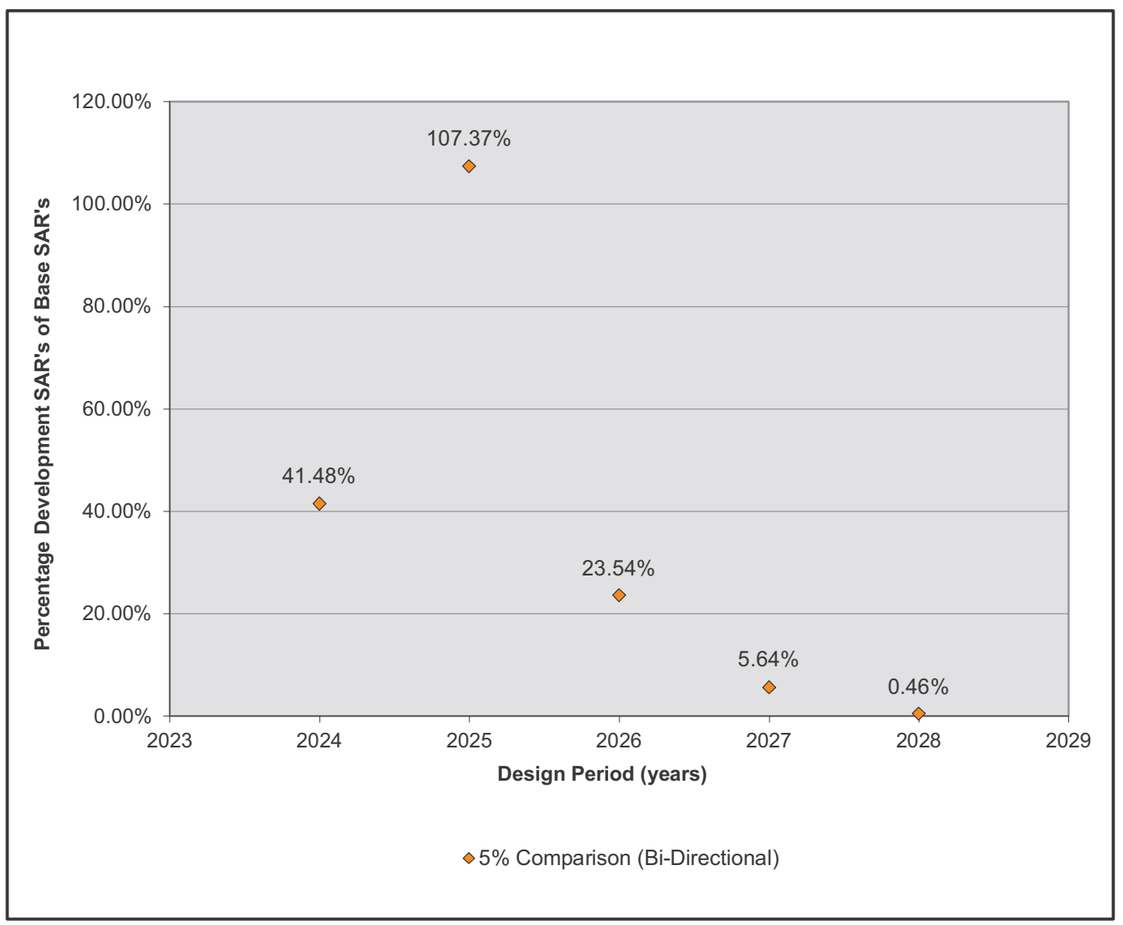
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	147410.7	142596.6	290007.3	108175	12130	120305	255585	154727	410312
2025	152996.2	147999.7	300996	133854	189317	323171	286850	337317	624167
2026	158793.4	153607.6	312401	20990	52547	73538	179784	206155	385939
2027	164810.3	159428	324238.2	8466	9824	18290	173276	169252	342528
2028	171055.1	165468.9	336524	1378	163	1540	172433	165632	338064

5% Comparison

	AG	AG	B
2024	73.38%	8.51%	41.48%
2025	87.49%	127.92%	107.37%
2026	13.22%	34.21%	23.54%
2027	5.14%	6.16%	5.64%
2028	0.81%	0.10%	0.46%







Road ID	X62-X54	G	X62-X54	AG	X54-X62

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 13.1 to Ch. 14.0
Road authority	DTMR

B2G Development Volumes

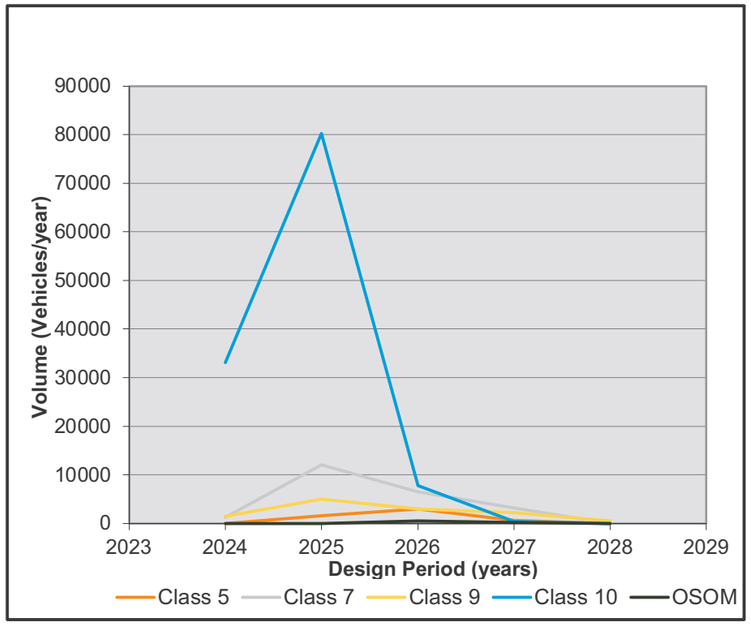
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	645	723	16550	0	3	645	723	16550	0	6	1290	1446	33100	0
2025	794	6017	2497	40118	8	794	6017	2497	40118	8	1589	12035	4994	80236	16
2026	1496	3256	1517	3892	282	1496	3256	1517	3892	282	2992	6512	3033	7784	564
2027	325	1590	1116	210	88	325	1590	1116	210	88	651	3181	2232	420	177
2028	0	4	279	0	0	0	4	279	0	0	0	8	558	0	0

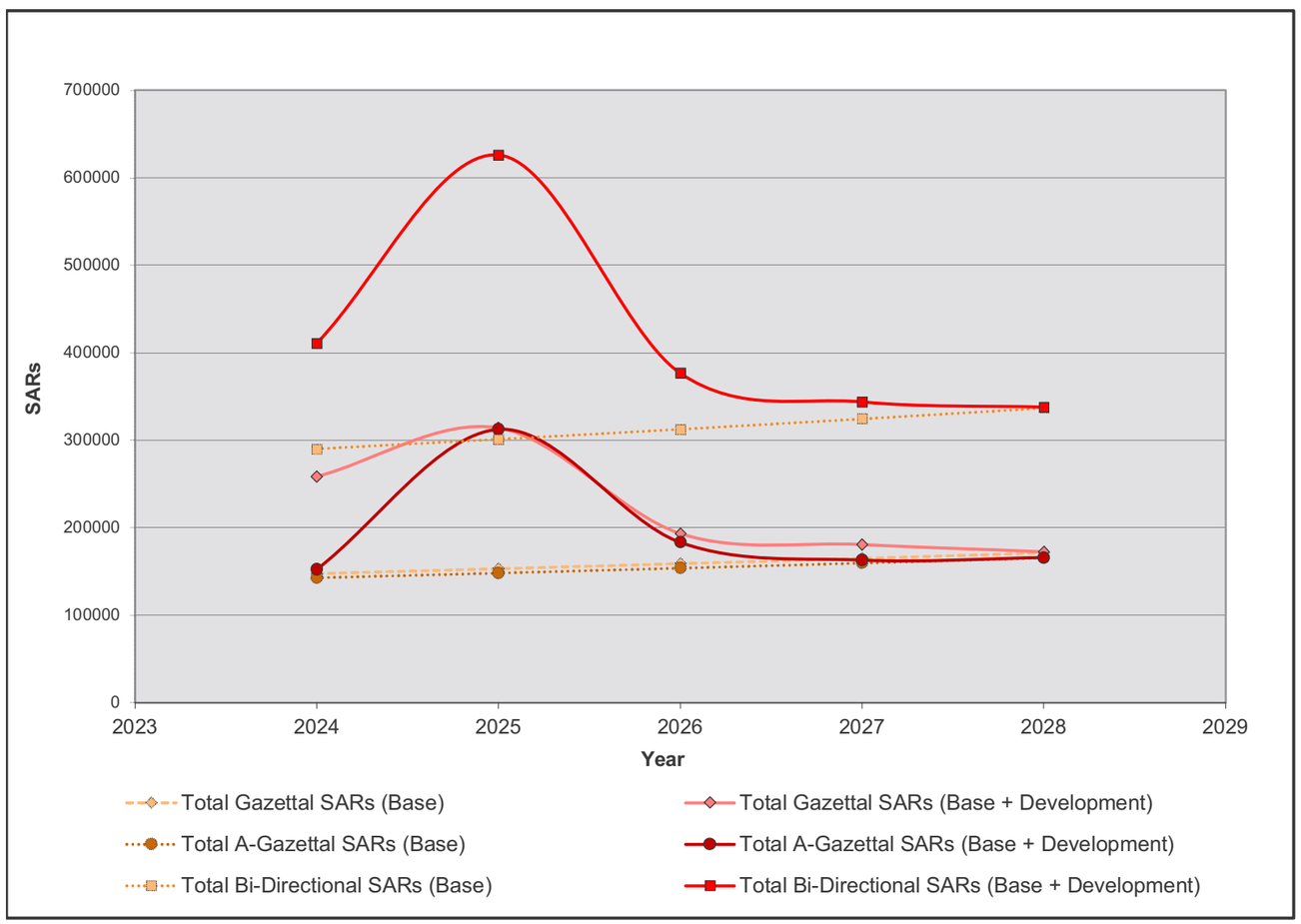
B2G SARs

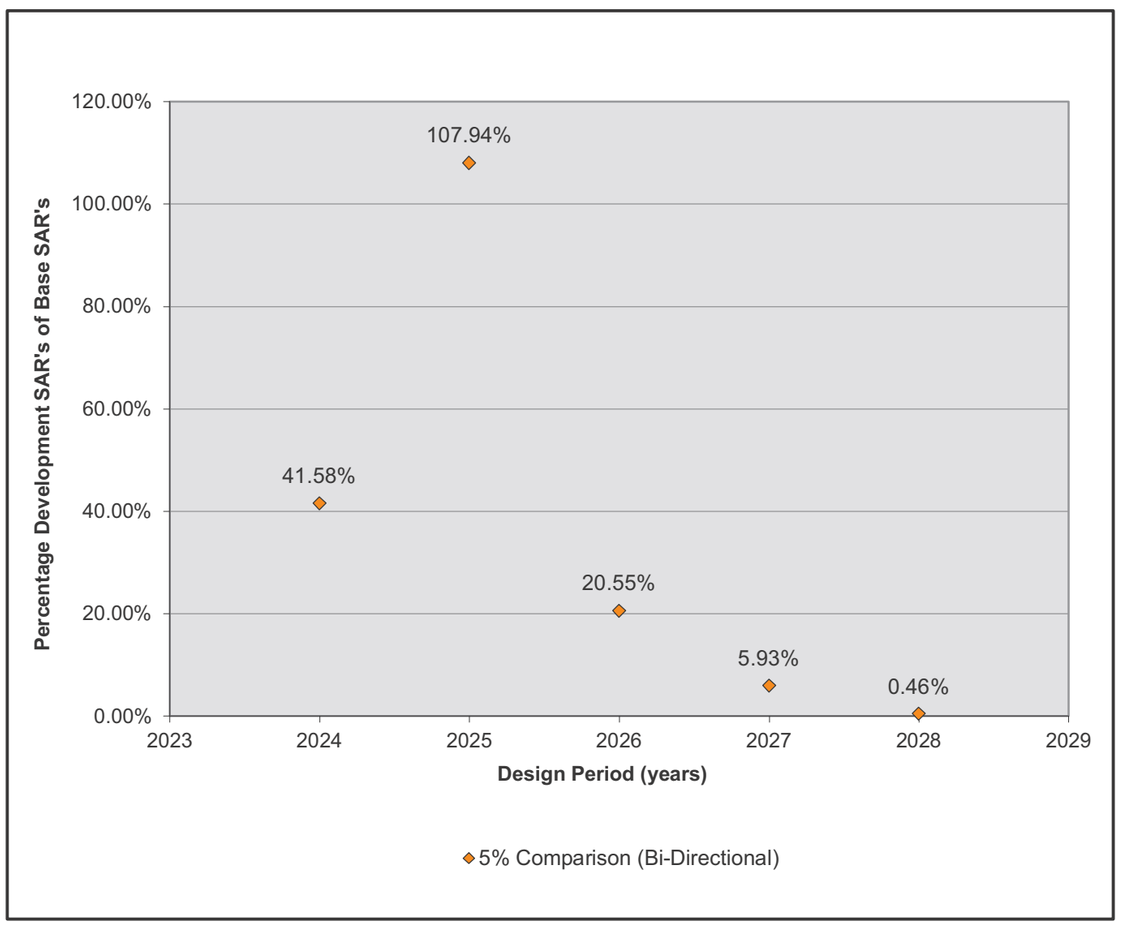
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	147410.7	142596.6	290007.3	111079	9503	120581	258489	152099	410589
2025	152996.2	147999.7	300996	160865	164041	324905	313861	312040	625901
2026	158793.4	153607.6	312401	34575	29630	64205	193369	183238	376606
2027	164810.3	159428	324238.2	15655	3585	19240	180465	163013	343478
2028	171055.1	165468.9	336524	1396	145	1540	172451	165613	338064

5% Comparison

	AG	AG	B
2024	75.35%	6.66%	41.58%
2025	105.14%	110.84%	107.94%
2026	21.77%	19.29%	20.55%
2027	9.50%	2.25%	5.93%
2028	0.82%	0.09%	0.46%





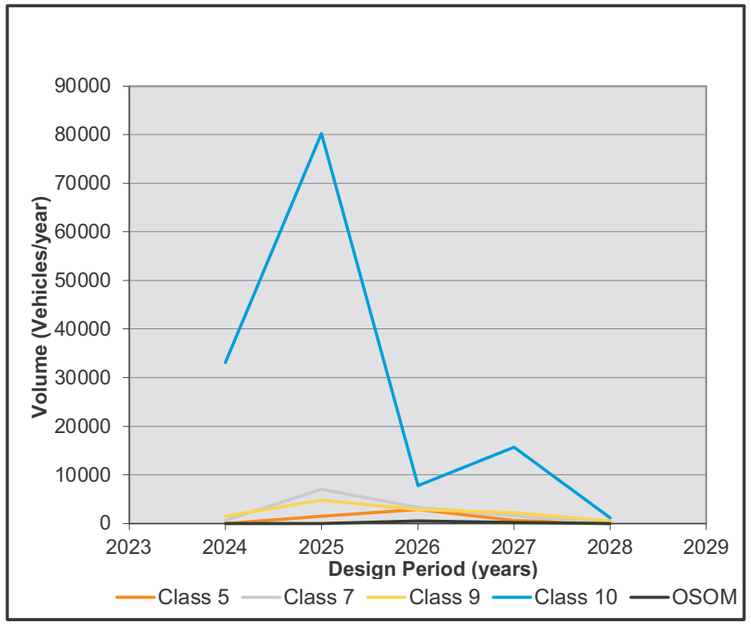


Road ID	X54-X59	G	X54-X59	AG	X59-X54

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 14.0 to Ch. 17.3
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	346	723	16550	0	3	346	723	16550	0	6	693	1446	33100	0
2025	715	3532	2411	40118	8	715	3532	2411	40118	8	1430	7064	4822	80236	16
2026	1445	1655	1462	3892	282	1445	1655	1462	3892	282	2891	3310	2924	7784	564
2027	325	779	1116	7863	88	325	779	1116	7863	88	651	1558	2232	15726	177
2028	0	3	279	601	0	0	3	279	601	0	0	6	558	1202	0

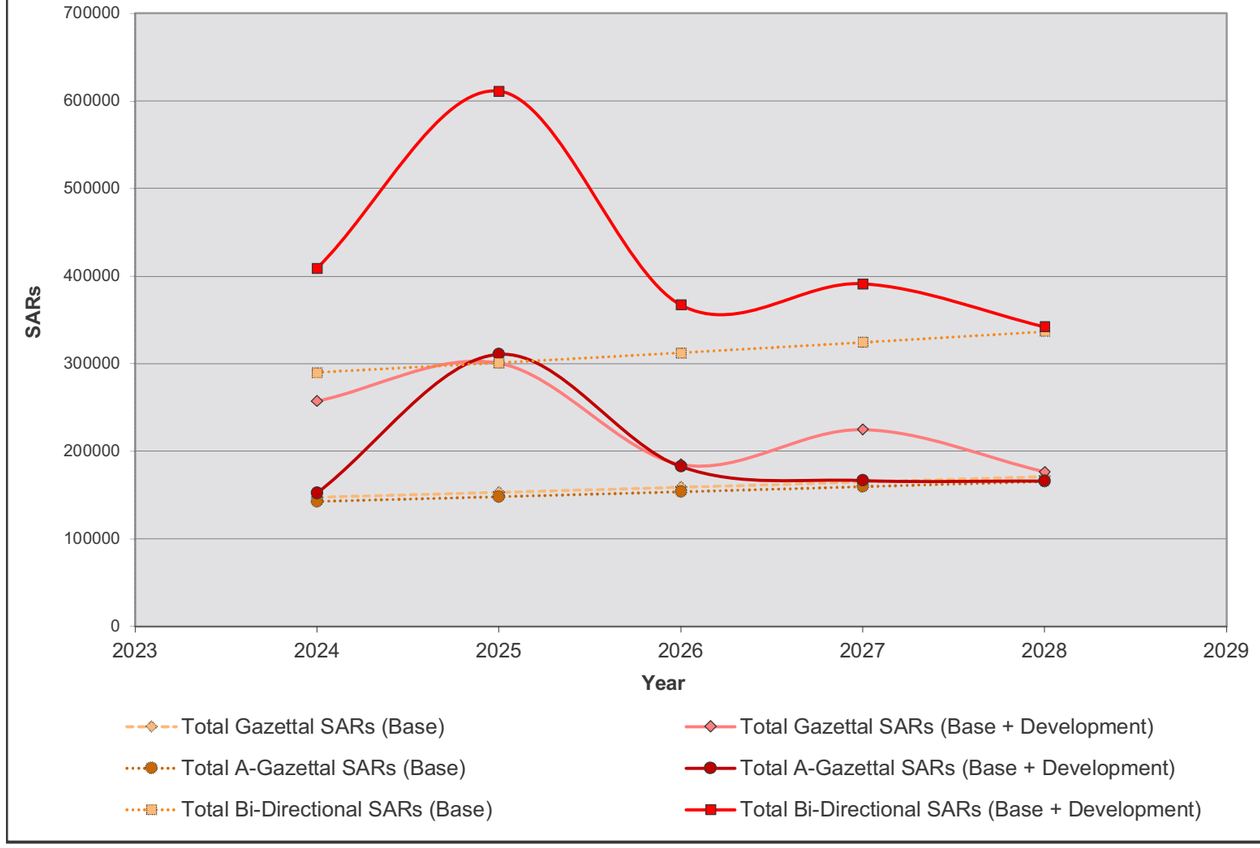


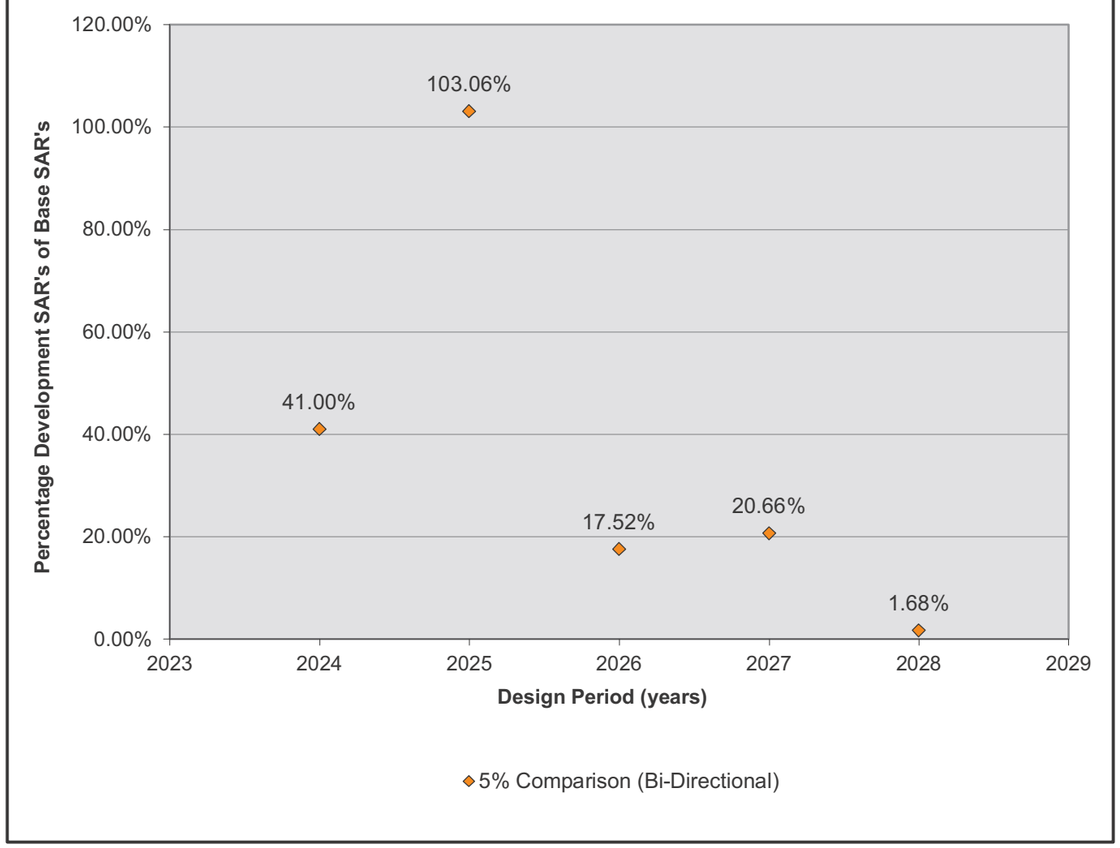
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	147410.7	142596.6	290007.3	109580	9336	118916	256991	151932	408923
2025	152996.2	147999.7	300996	147640	162569	310209	300637	310568	611205
2026	158793.4	153607.6	312401	26063	28683	54745	184856	182290	367146
2027	164810.3	159428	324238.2	59793	7187	66979	224603	166615	391218
2028	171055.1	165468.9	336524	5176	462	5639	176231	165931	342163

5% Comparison

	AG	AG	B
2024	74.34%	6.55%	41.00%
2025	96.50%	109.84%	103.06%
2026	16.41%	18.67%	17.52%
2027	36.28%	4.51%	20.66%
2028	3.03%	0.28%	1.68%



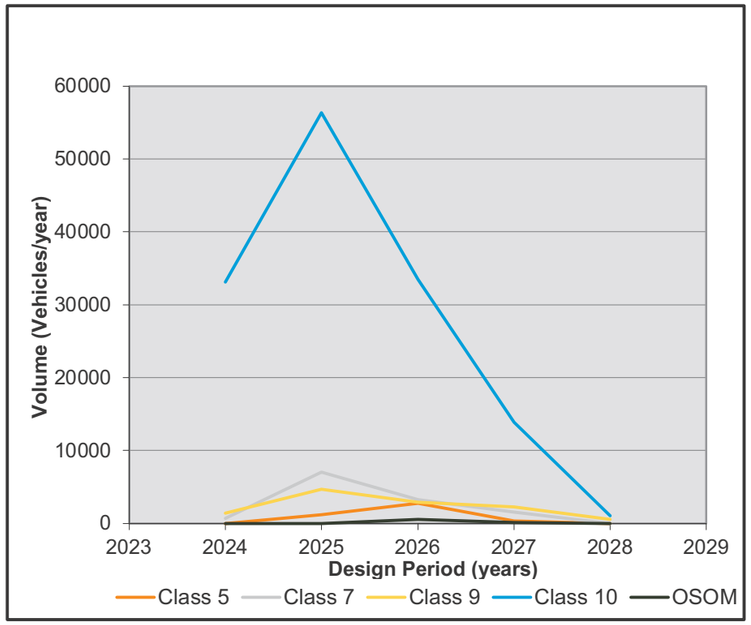


Road ID	X59-E47	G	X59-E47	AG	E47-X59

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 17.3 to Ch. 18.1
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	346	723	16550	0	3	346	723	16550	0	6	693	1446	33100	0
2025	607	3532	2364	28184	8	607	3532	2364	28184	8	1214	7064	4728	56368	16
2026	1377	1644	1432	16733	282	1377	1644	1432	16733	282	2753	3288	2864	33467	564
2027	155	771	1116	6975	69	155	771	1116	6975	69	310	1543	2232	13950	138
2028	0	3	279	529	0	0	3	279	529	0	0	6	558	1058	0

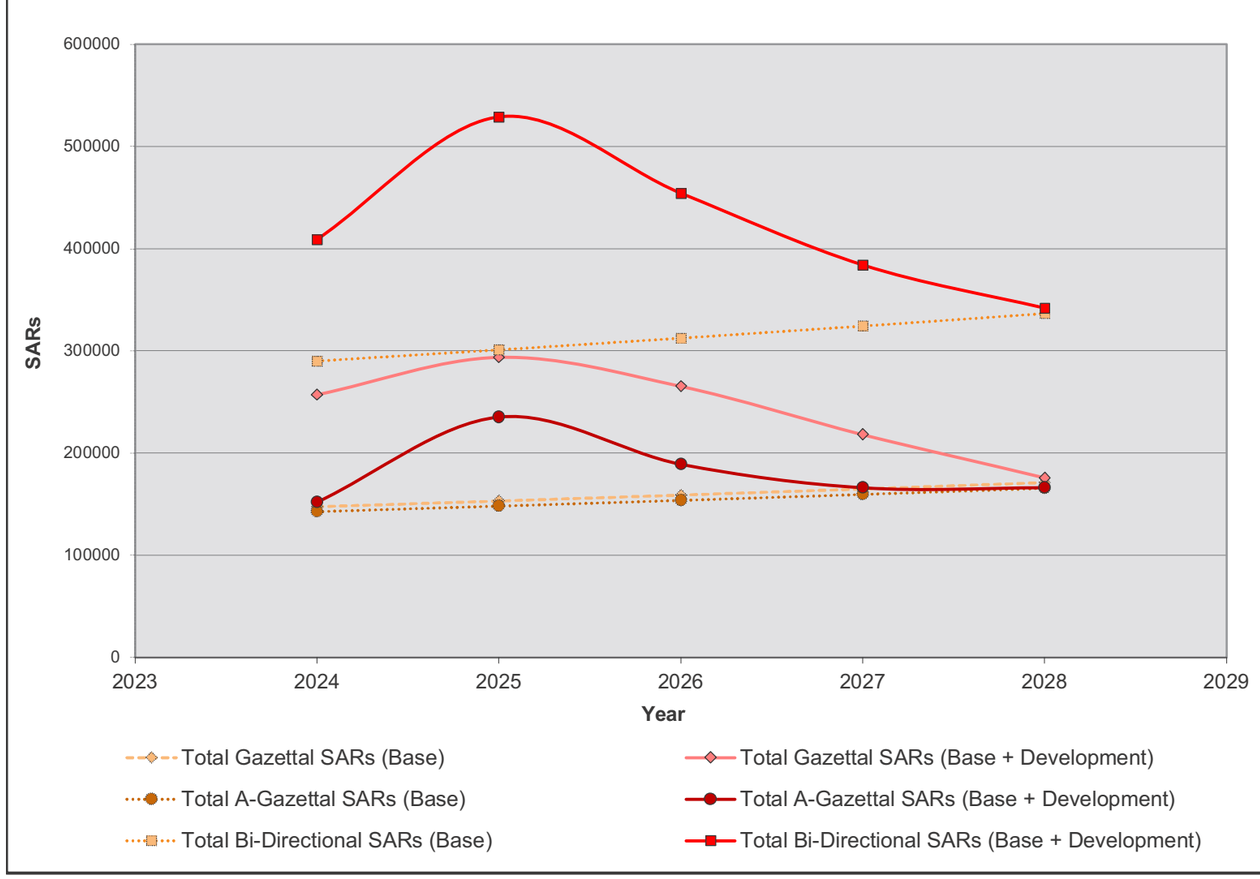


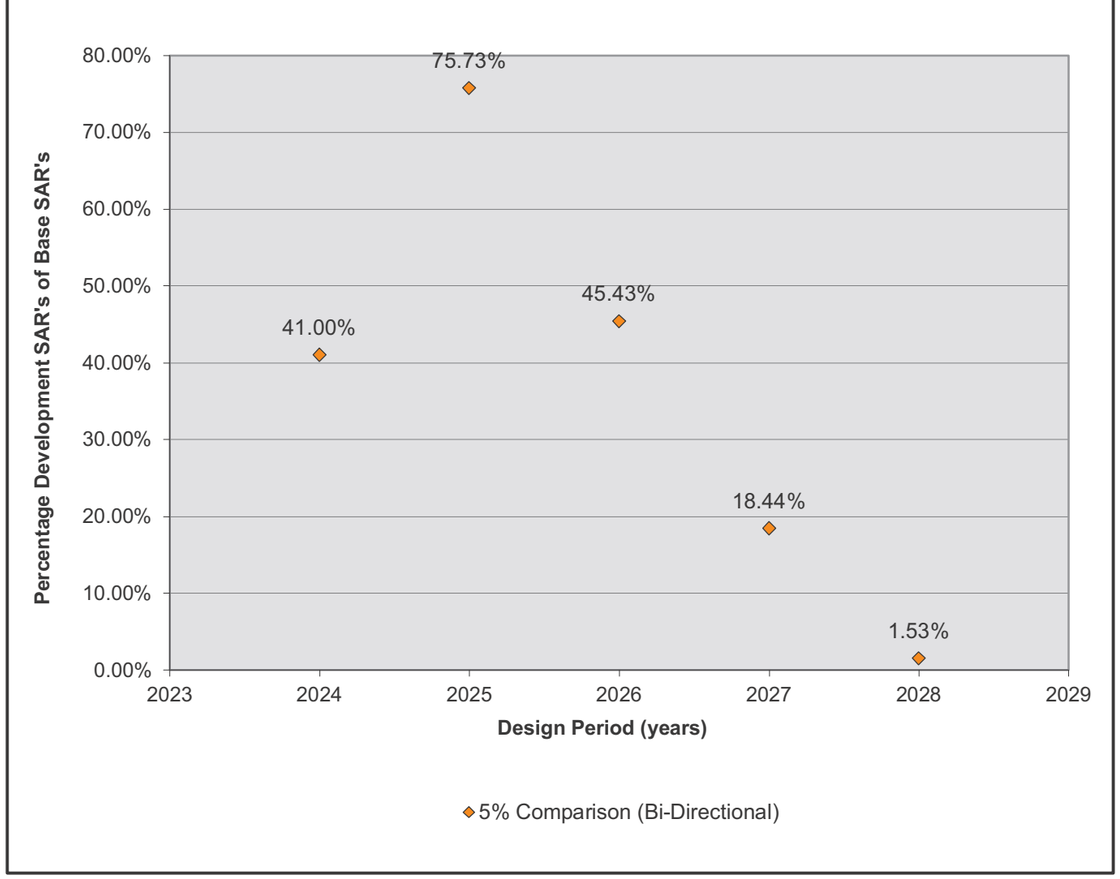
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	147410.7	142596.6	290007.3	109580	9336	118916	256991	151932	408923
2025	152996.2	147999.7	300996	140643	87311	227954	293639	235311	528950
2026	158793.4	153607.6	312401	106479	35435	141915	265273	189043	454316
2027	164810.3	159428	324238.2	53287	6507	59795	218098	165935	384033
2028	171055.1	165468.9	336524	4723	424	5147	175778	165893	341671

5% Comparison

	AG	AG	B
2024	74.34%	6.55%	41.00%
2025	91.93%	58.99%	75.73%
2026	67.06%	23.07%	45.43%
2027	32.33%	4.08%	18.44%
2028	2.76%	0.26%	1.53%





Road ID	E47-X61	G	E47-X61	AG	X61-E47

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 18.1 to Ch. 21.8
Road authority	DTMR

B2G Development Volumes

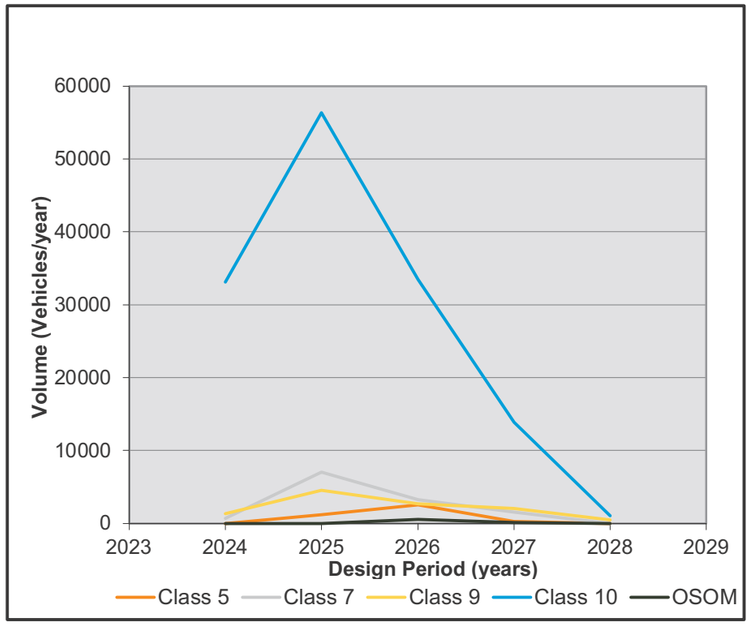
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	346	686	16550	0	3	346	686	16550	0	6	693	1372	33100	0
2025	607	3532	2290	28184	8	607	3532	2290	28184	8	1214	7064	4579	56368	16
2026	1295	1644	1358	16733	282	1295	1644	1358	16733	282	2591	3288	2715	33467	564
2027	139	771	1042	6975	63	139	771	1042	6975	63	278	1543	2083	13950	126
2028	0	3	260	529	0	0	3	260	529	0	0	6	521	1058	0

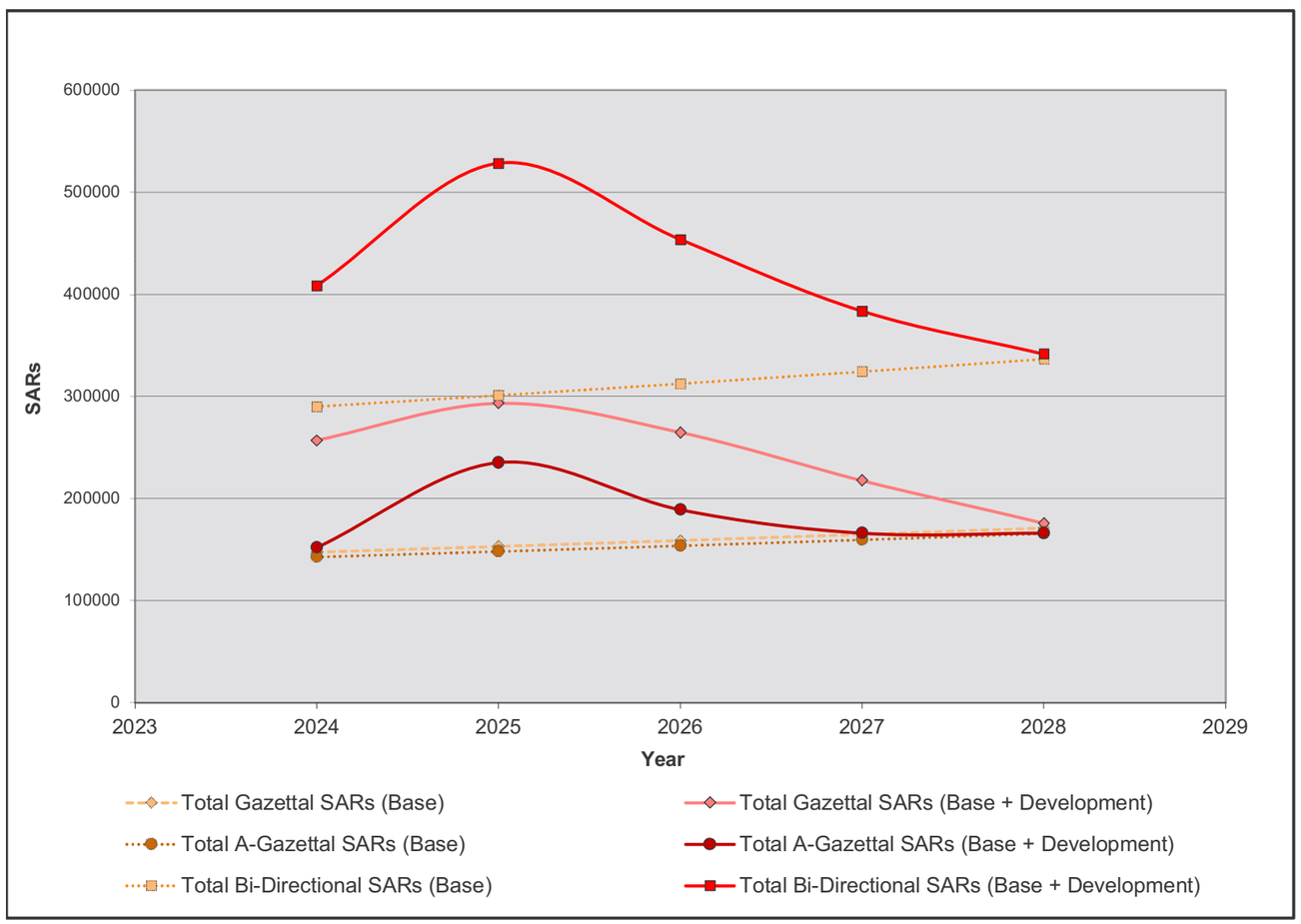
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	147410.7	142596.6	290007.3	109397	9317	118713	256807	151913	408721
2025	152996.2	147999.7	300996	140276	87273	227550	293272	235273	528546
2026	158793.4	153607.6	312401	105780	35360	141140	264573	188968	453541
2027	164810.3	159428	324238.2	52798	6422	59220	217608	165850	383458
2028	171055.1	165468.9	336524	4631	415	5046	175687	165884	341570

5% Comparison

	AG	AG	B
2024	74.21%	6.53%	40.93%
2025	91.69%	58.97%	75.60%
2026	66.61%	23.02%	45.18%
2027	32.04%	4.03%	18.26%
2028	2.71%	0.25%	1.50%







Road ID	X61-X64	G	X61-X64	AG	X64-X61

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 21.8 to Ch. 28.0
Road authority	DTMR

B2G Development Volumes

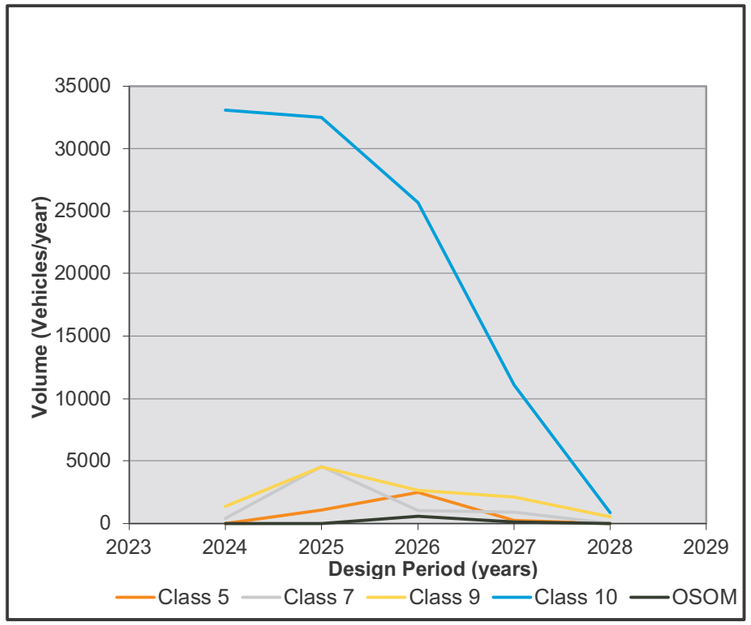
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	202	686	16550	0	3	202	686	16550	0	6	405	1372	33100	0
2025	538	2283	2258	16250	8	538	2283	2258	16250	8	1076	4566	4517	32500	16
2026	1251	523	1338	12841	282	1251	523	1338	12841	282	2502	1046	2676	25683	564
2027	139	450	1042	5546	63	139	450	1042	5546	63	278	900	2083	11092	126
2028	0	2	260	427	0	0	2	260	427	0	0	3	521	854	0

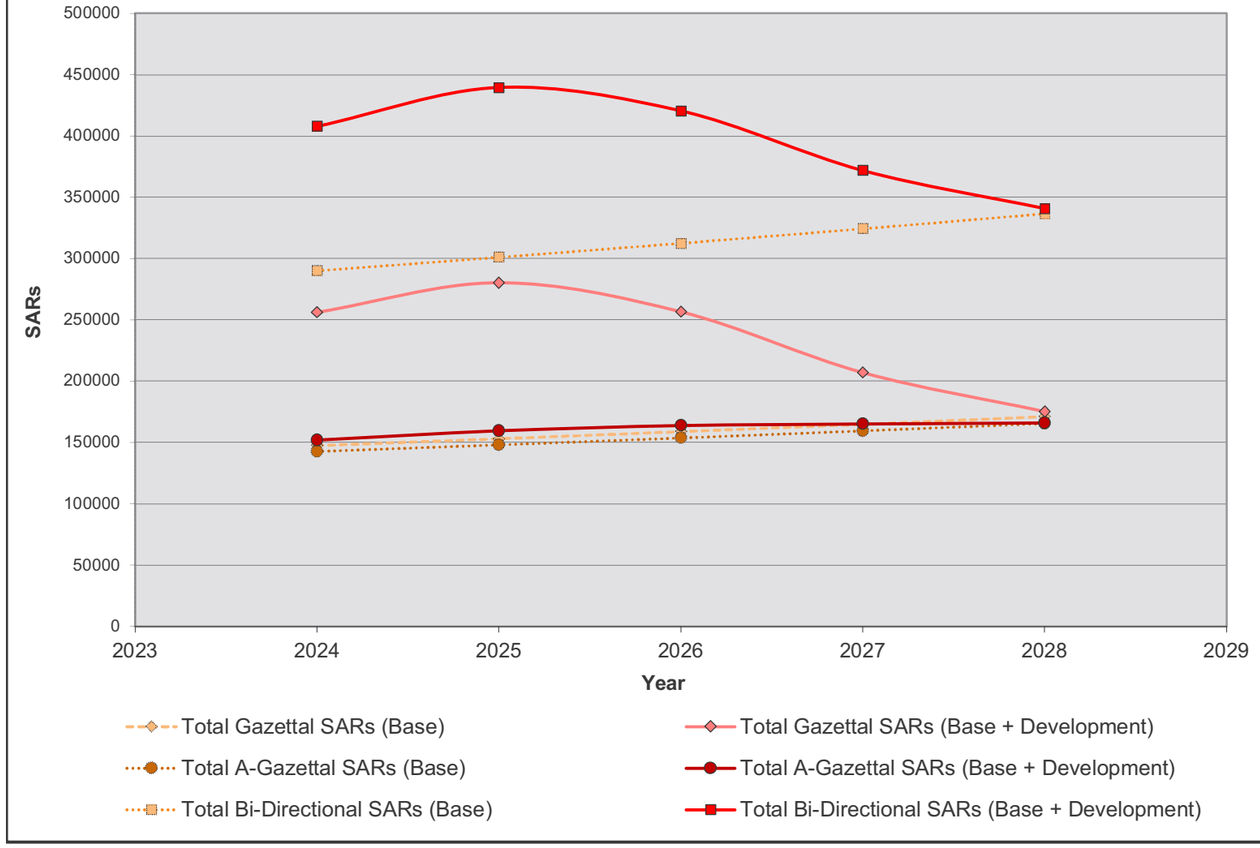
B2G SARs

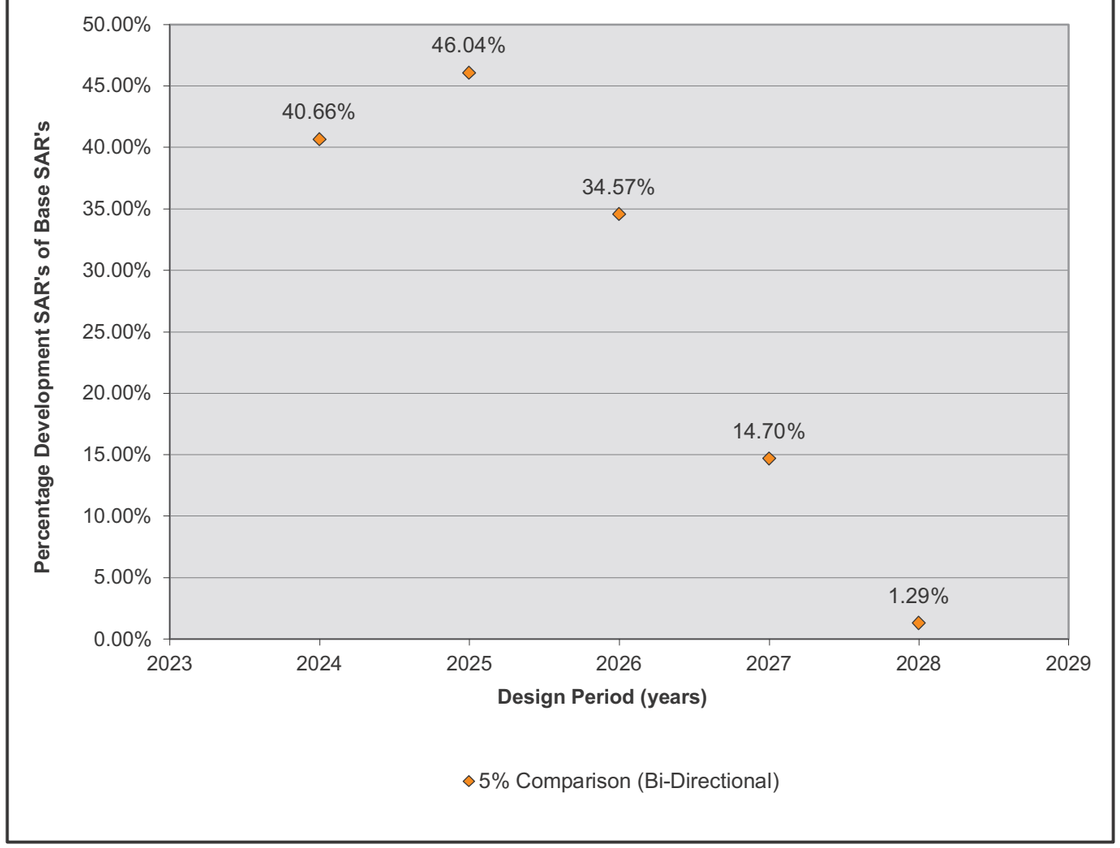
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	147410.7	142596.6	290007.3	108673	9236	117909	256084	151832	407916
2025	152996.2	147999.7	300996	127242	11342	138585	280238	159342	439581
2026	158793.4	153607.6	312401	97811	10182	107993	256604	163790	420394
2027	164810.3	159428	324238.2	42183	5485	47668	206994	164913	371907
2028	171055.1	165468.9	336524	3983	360	4343	175038	165829	340867

5% Comparison

	AG	AG	B
2024	73.72%	6.48%	40.66%
2025	83.17%	7.66%	46.04%
2026	61.60%	6.63%	34.57%
2027	25.60%	3.44%	14.70%
2028	2.33%	0.22%	1.29%





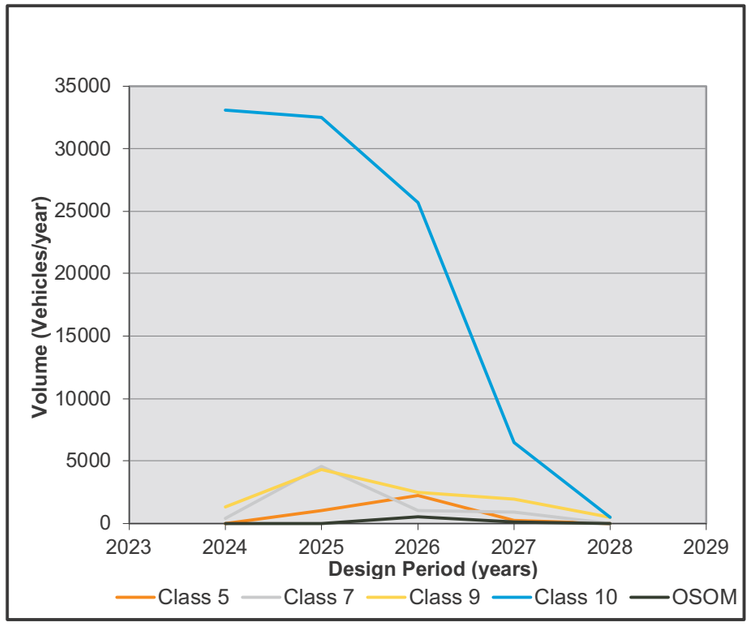


Road ID	X64-E45	G	X64-E45	AG	E45-X64

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 28.0 to Ch. 33.0
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	202	649	16550	0	3	202	649	16550	0	6	405	1297	33100	0
2025	523	2283	2167	16250	8	523	2283	2167	16250	8	1046	4566	4334	32500	16
2026	1123	523	1253	12841	274	1123	523	1253	12841	274	2246	1046	2505	25683	548
2027	139	450	967	3238	63	139	450	967	3238	63	278	900	1934	6477	126
2028	0	2	242	247	0	0	2	242	247	0	0	3	484	495	0

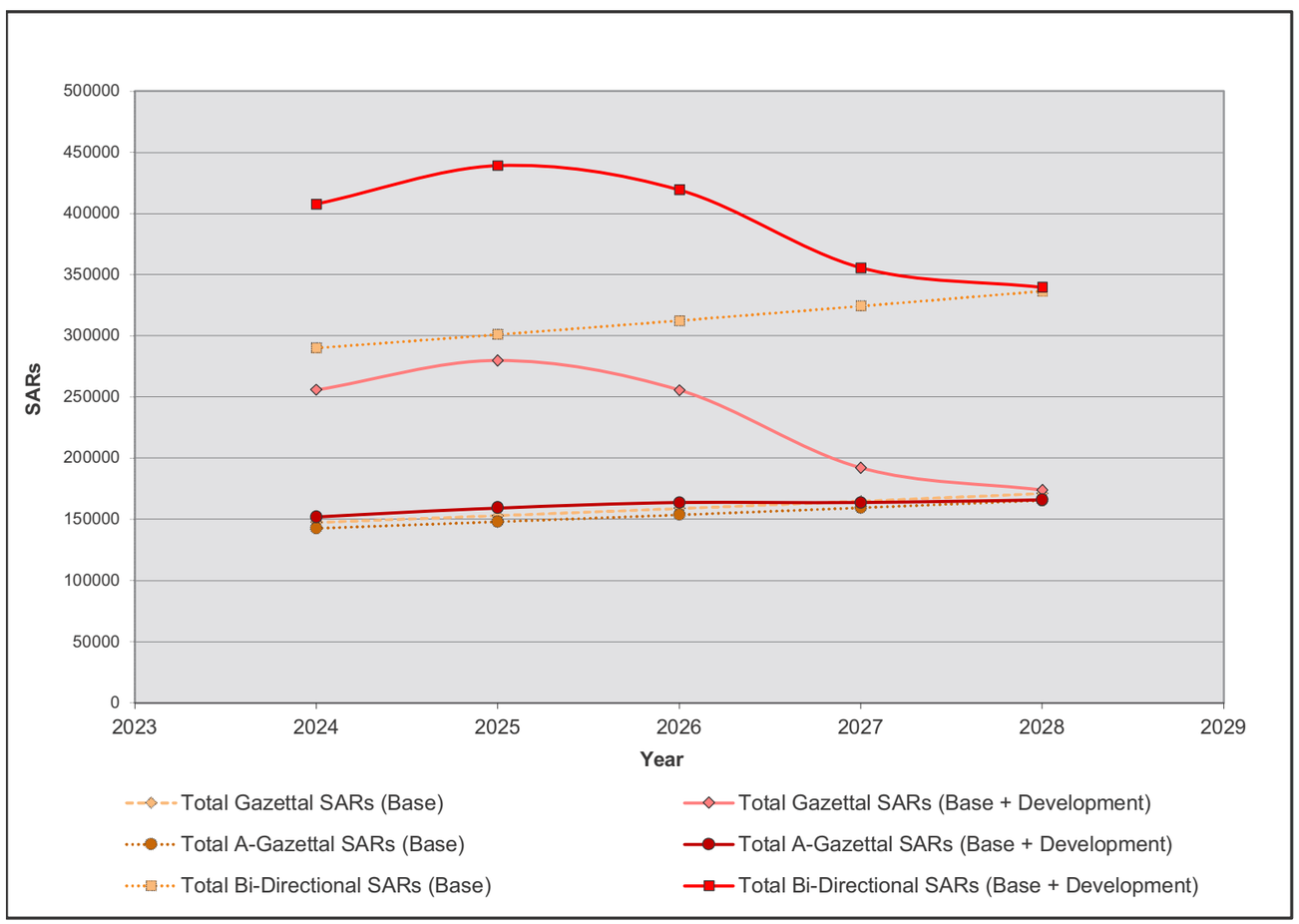


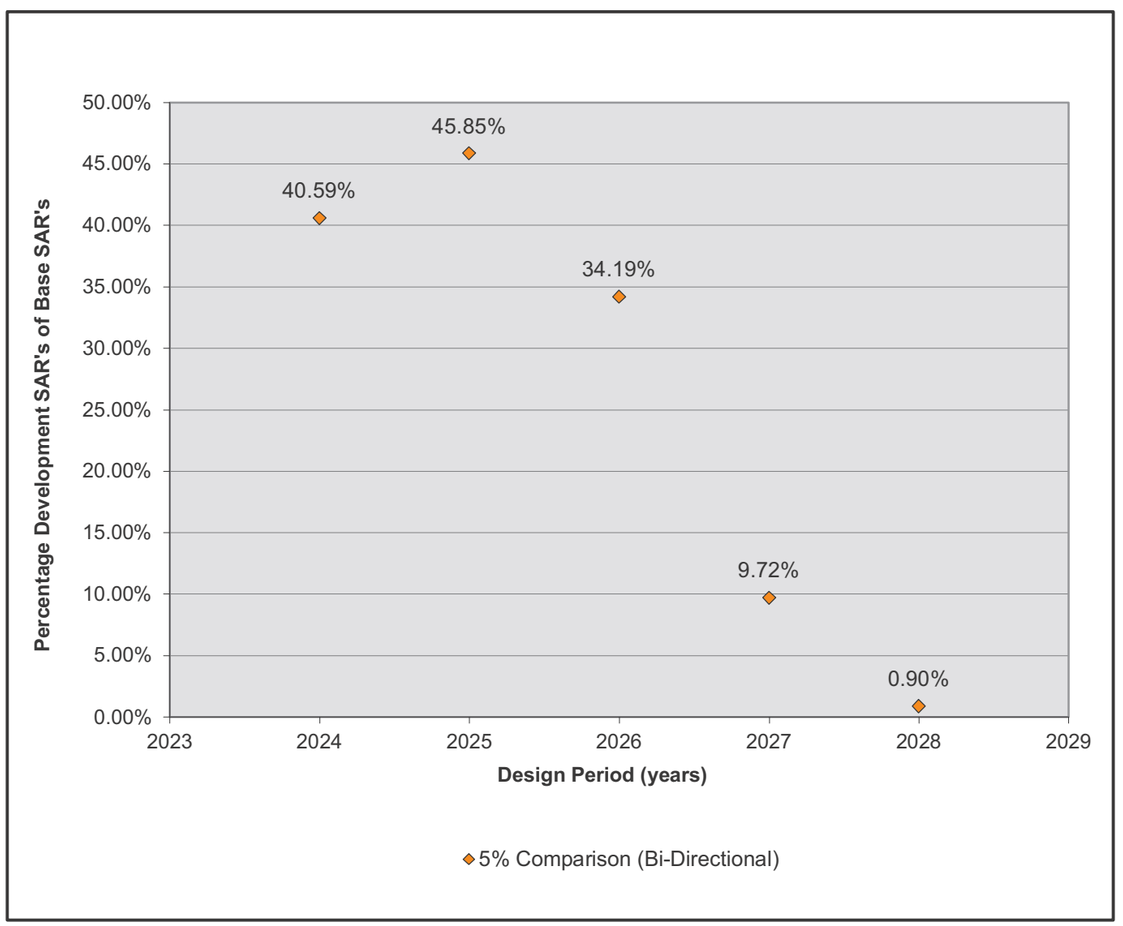
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	147410.7	142596.6	290007.3	108490	9217	117707	255901	151813	407714
2025	152996.2	147999.7	300996	126732	11289	138021	279728	159289	439017
2026	158793.4	153607.6	312401	96792	10027	106819	255586	163634	419220
2027	164810.3	159428	324238.2	27278	4224	31502	192088	163652	355740
2028	171055.1	165468.9	336524	2758	255	3013	173813	165724	339537

5% Comparison

	AG	AG	B
2024	73.60%	6.46%	40.59%
2025	82.83%	7.63%	45.85%
2026	60.95%	6.53%	34.19%
2027	16.55%	2.65%	9.72%
2028	1.61%	0.15%	0.90%





Road ID	E45-E44	G	E45-E44	AG	E44-E45

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 33.0 to Ch. 35.6
Road authority	DTMR

B2G Development Volumes

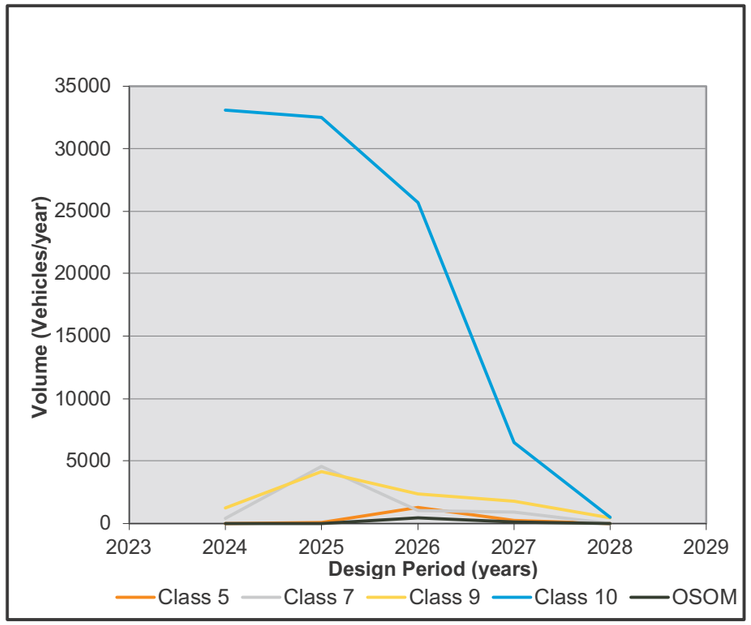
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	202	609	16550	0	3	202	609	16550	0	6	405	1219	33100	0
2025	36	2283	2069	16250	8	36	2283	2069	16250	8	72	4566	4138	32500	16
2026	642	523	1178	12841	218	642	523	1178	12841	218	1285	1046	2356	25683	437
2027	139	450	893	3238	63	139	450	893	3238	63	278	900	1786	6477	126
2028	0	2	223	247	0	0	2	223	247	0	0	3	446	495	0

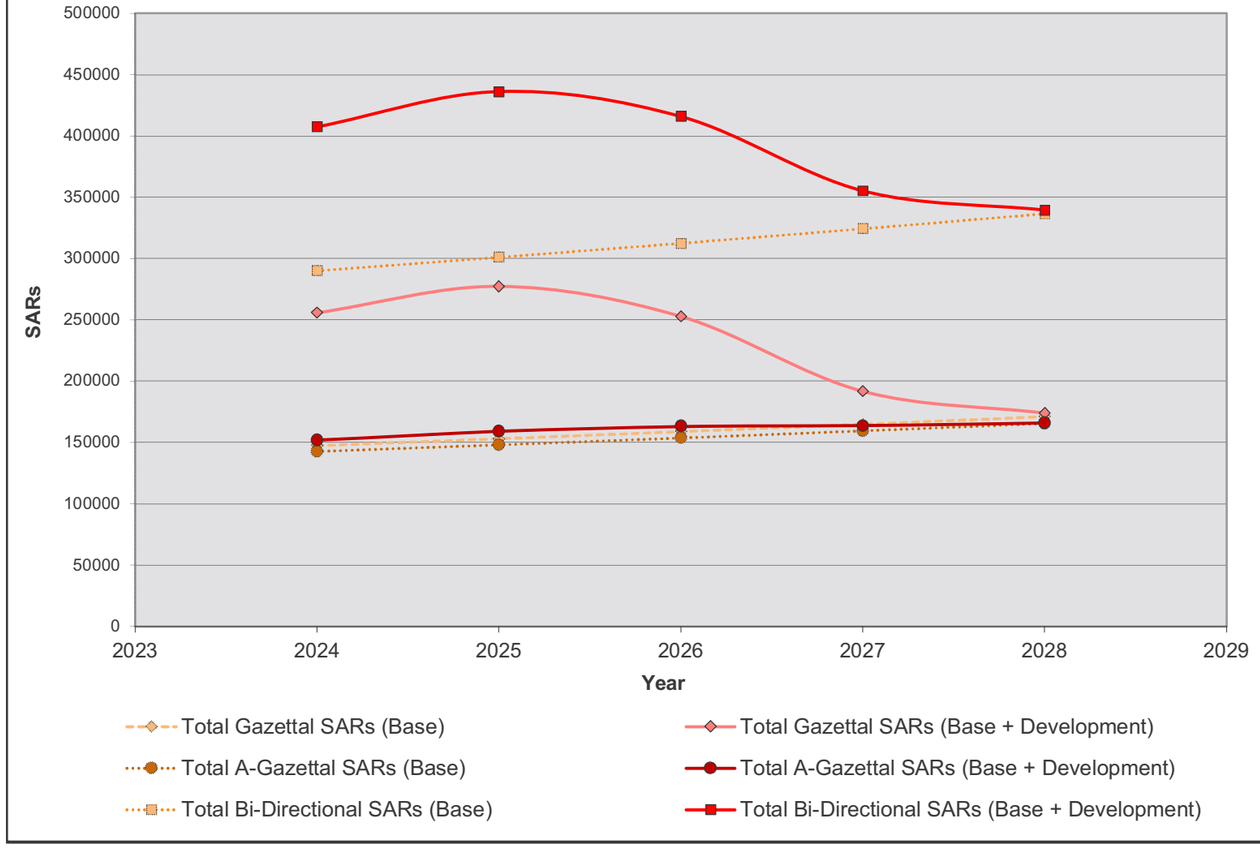
B2G SARs

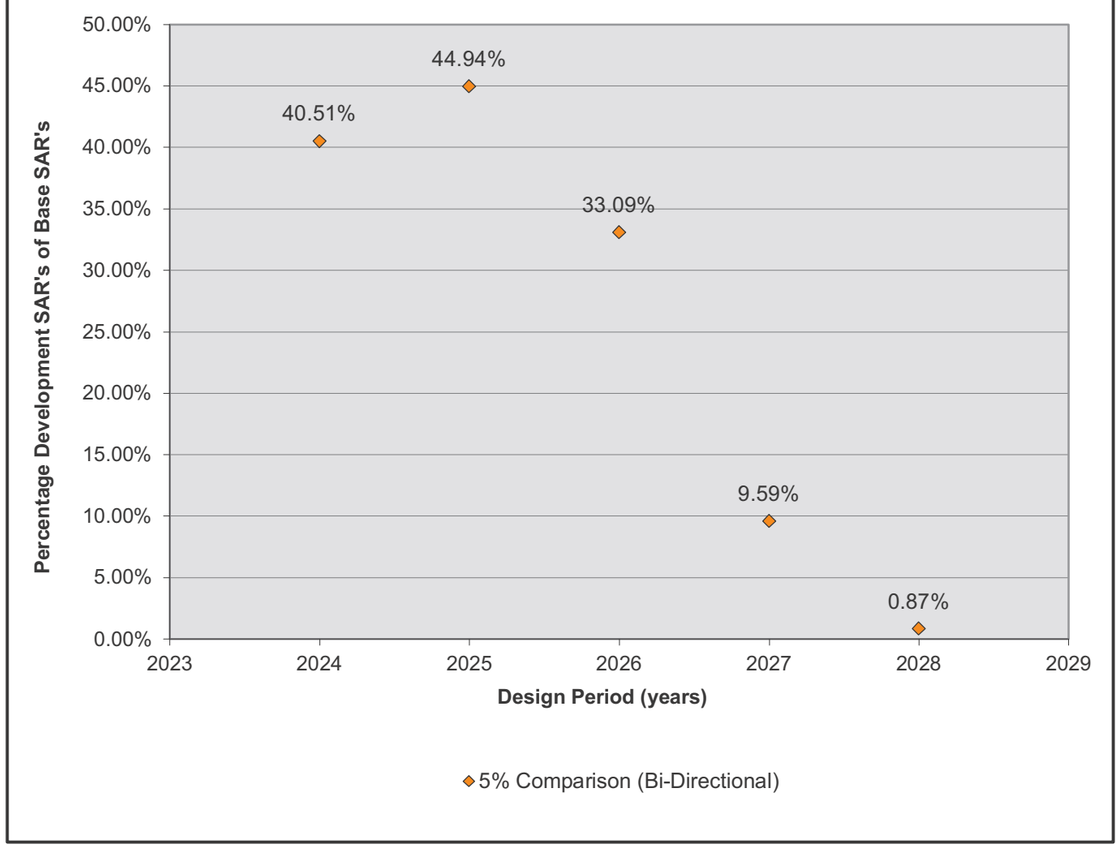
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	147410.7	142596.6	290007.3	108297	9197	117494	255708	151794	407501
2025	152996.2	147999.7	300996	124256	11015	135271	277252	159015	436267
2026	158793.4	153607.6	312401	93954	9409	103363	252747	163017	415764
2027	164810.3	159428	324238.2	26911	4186	31097	191722	163614	355336
2028	171055.1	165468.9	336524	2666	246	2912	173721	165715	339436

5% Comparison

	AG	AG	B
2024	73.47%	6.45%	40.51%
2025	81.21%	7.44%	44.94%
2026	59.17%	6.13%	33.09%
2027	16.33%	2.63%	9.59%
2028	1.56%	0.15%	0.87%







Road ID	E44-X57	G	E44-X57	AG	X57-E44

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 35.6 to Ch. 37.7
Road authority	DTMR

B2G Development Volumes

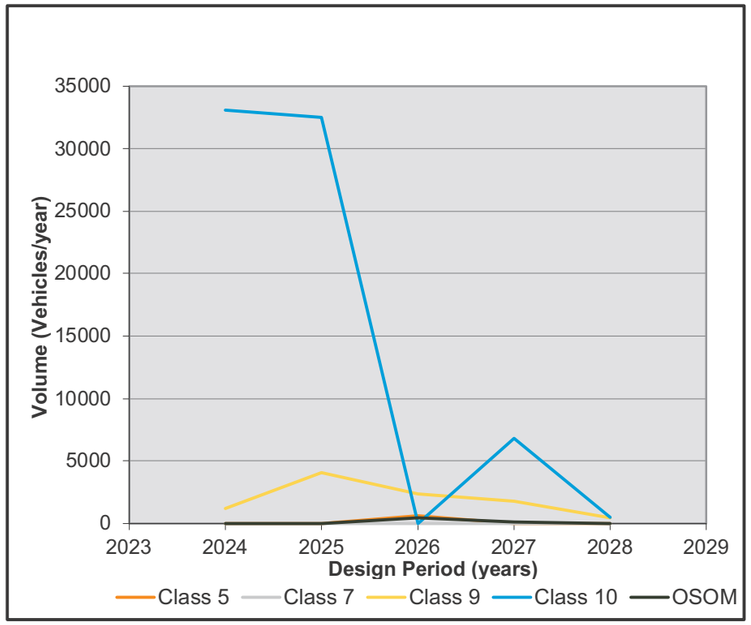
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	606	16550	0	0	0	606	16550	0	0	0	1213	33100	0
2025	0	0	2033	16250	8	0	0	2033	16250	8	0	0	4066	32500	16
2026	318	0	1178	0	218	318	0	1178	0	218	636	0	2356	0	437
2027	0	0	893	3399	58	0	0	893	3399	58	0	0	1786	6798	116
2028	0	0	223	247	0	0	0	223	247	0	0	0	446	495	0

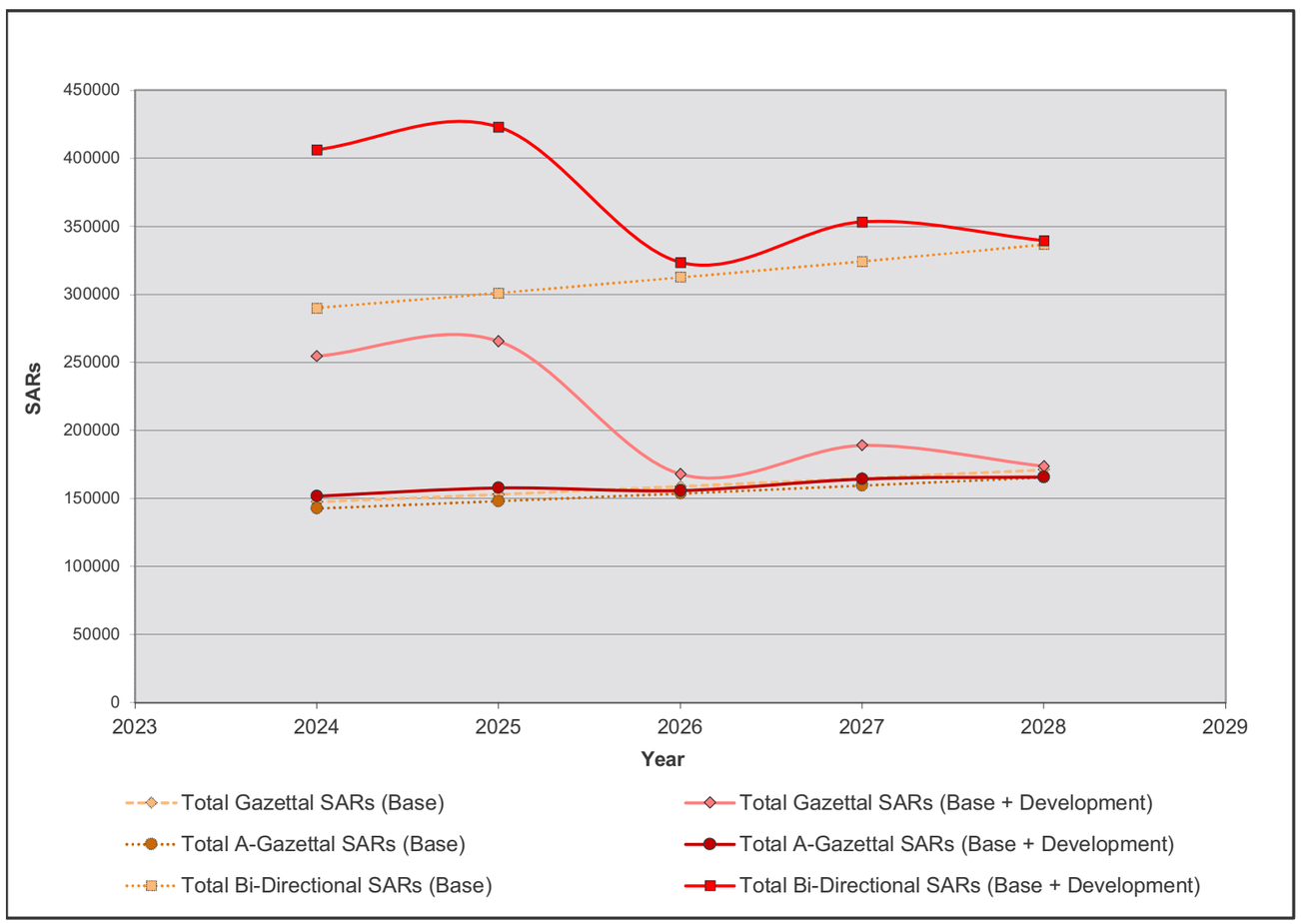
B2G SARs

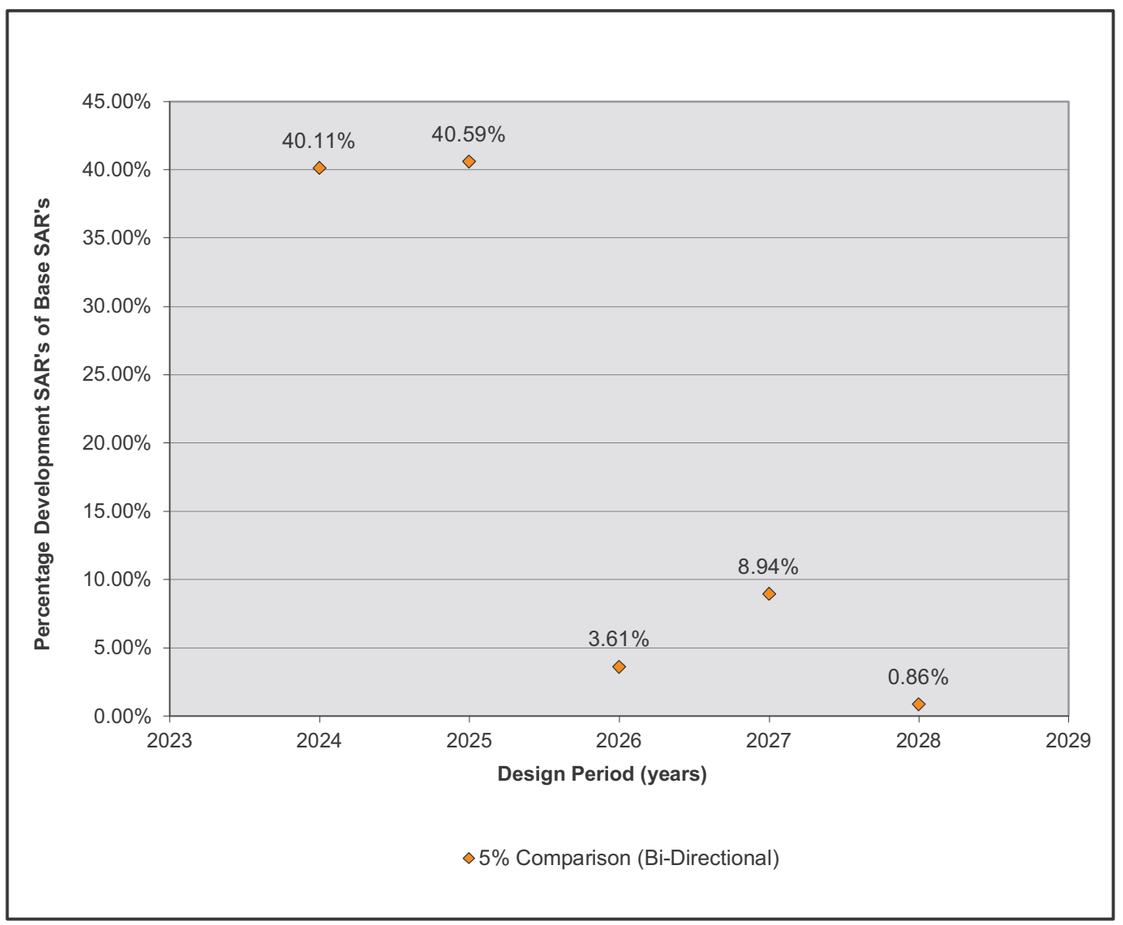
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	147410.7	142596.6	290007.3	107254	9081	116335	254665	151677	406343
2025	152996.2	147999.7	300996	112472	9702	122174	265468	157702	423170
2026	158793.4	153607.6	312401	9102	2161	11264	167896	155769	323665
2027	164810.3	159428	324238.2	24069	4912	28981	188879	164340	353219
2028	171055.1	165468.9	336524	2659	245	2903	173714	165714	339427

5% Comparison

	AG	AG	B
2024	72.76%	6.37%	40.11%
2025	73.51%	6.56%	40.59%
2026	5.73%	1.41%	3.61%
2027	14.60%	3.08%	8.94%
2028	1.55%	0.15%	0.86%







Road ID	X57-E43	G	X57-E43	AG	E43-X57

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 37.7 to Ch. 39.8
Road authority	DTMR

B2G Development Volumes

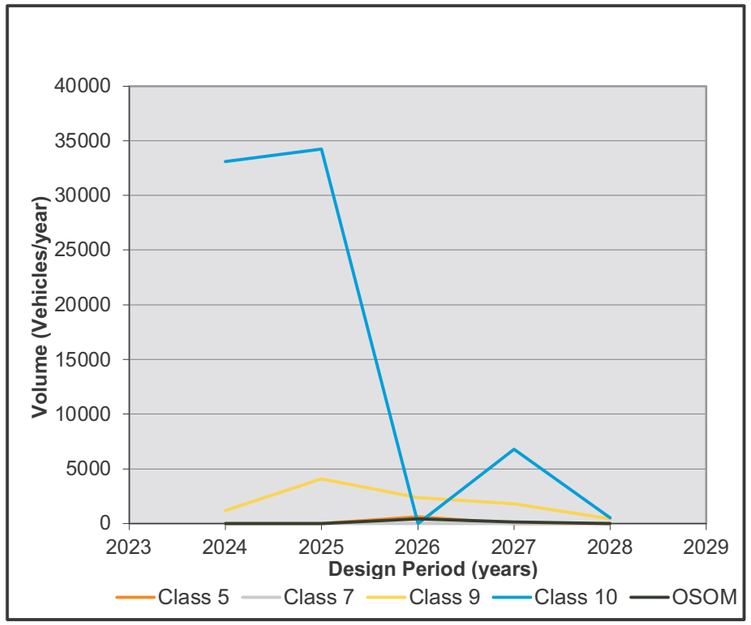
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	606	16550	0	0	0	606	16550	0	0	0	1213	33100	0
2025	0	0	2033	17122	8	0	0	2033	17122	8	0	0	4066	34244	16
2026	318	0	1178	0	218	318	0	1178	0	218	636	0	2356	0	437
2027	0	0	893	3399	58	0	0	893	3399	58	0	0	1786	6798	116
2028	0	0	223	247	0	0	0	223	247	0	0	0	446	495	0

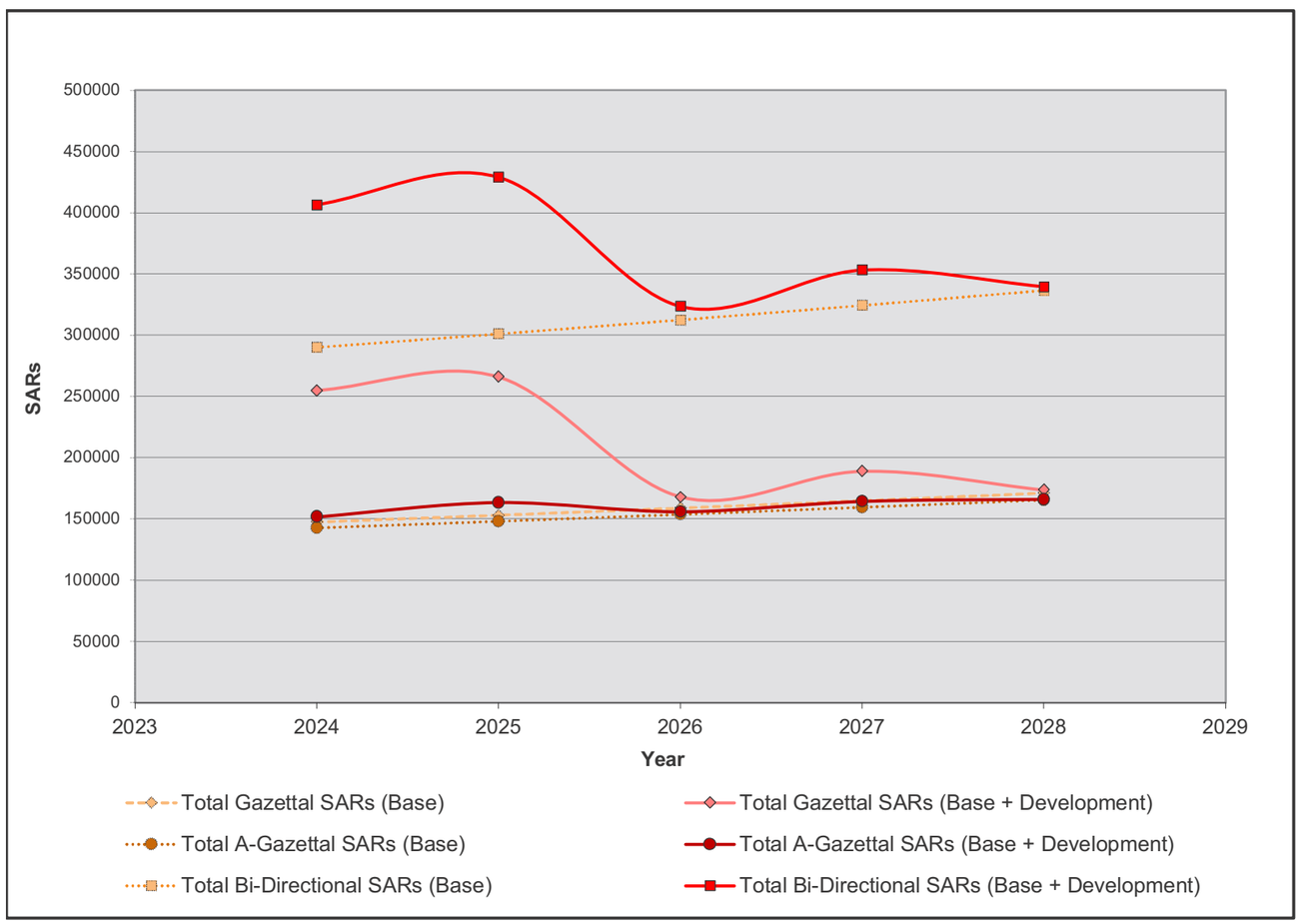
B2G SARs

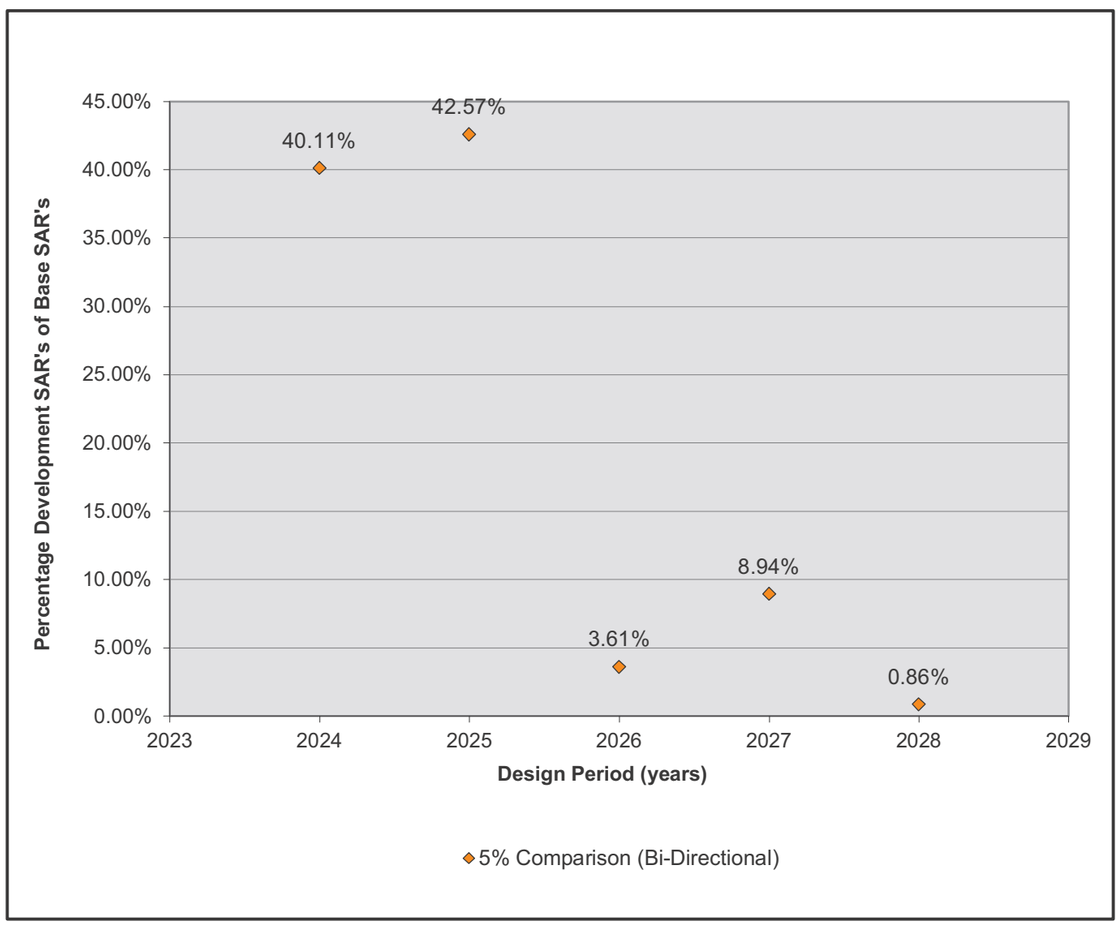
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	147410.7	142596.6	290007.3	107254	9081	116335	254665	151677	406343
2025	152996.2	147999.7	300996	112934	15195	128129	265930	163195	429125
2026	158793.4	153607.6	312401	9102	2161	11264	167896	155769	323665
2027	164810.3	159428	324238.2	24069	4912	28981	188879	164340	353219
2028	171055.1	165468.9	336524	2659	245	2903	173714	165714	339427

5% Comparison

	AG	AG	B
2024	72.76%	6.37%	40.11%
2025	73.81%	10.27%	42.57%
2026	5.73%	1.41%	3.61%
2027	14.60%	3.08%	8.94%
2028	1.55%	0.15%	0.86%







Road ID	E43-E83	G	E43-E83	AG	E83-E43

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 39.8 to Ch. 41.9
Road authority	DTMR

B2G Development Volumes

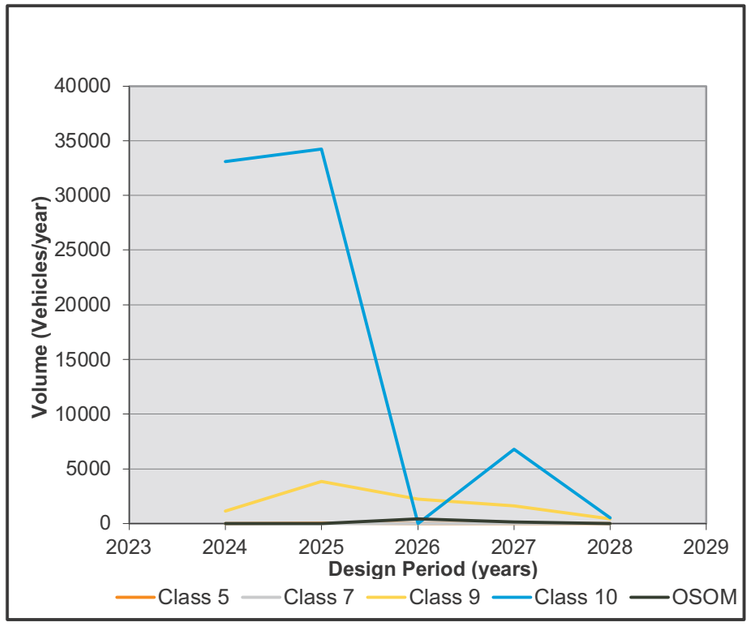
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	1	0	566	16550	0	1	0	566	16550	0	2	0	1133	33100	0
2025	14	0	1926	17122	8	14	0	1926	17122	8	27	0	3851	34244	16
2026	0	0	1104	0	202	0	0	1104	0	202	0	0	2208	0	404
2027	0	0	818	3399	58	0	0	818	3399	58	0	0	1637	6798	116
2028	0	0	205	247	0	0	0	205	247	0	0	0	409	495	0

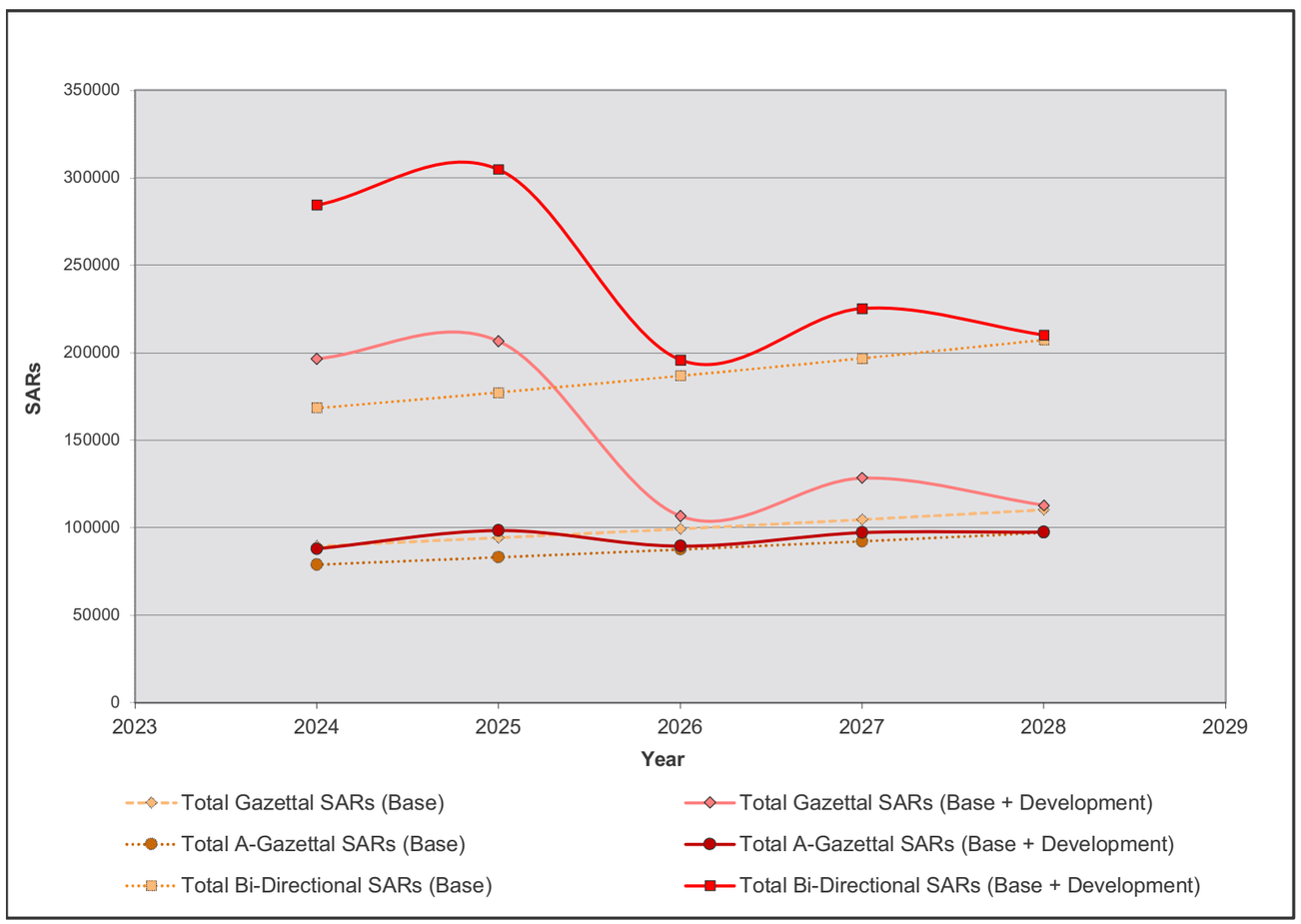
B2G SARs

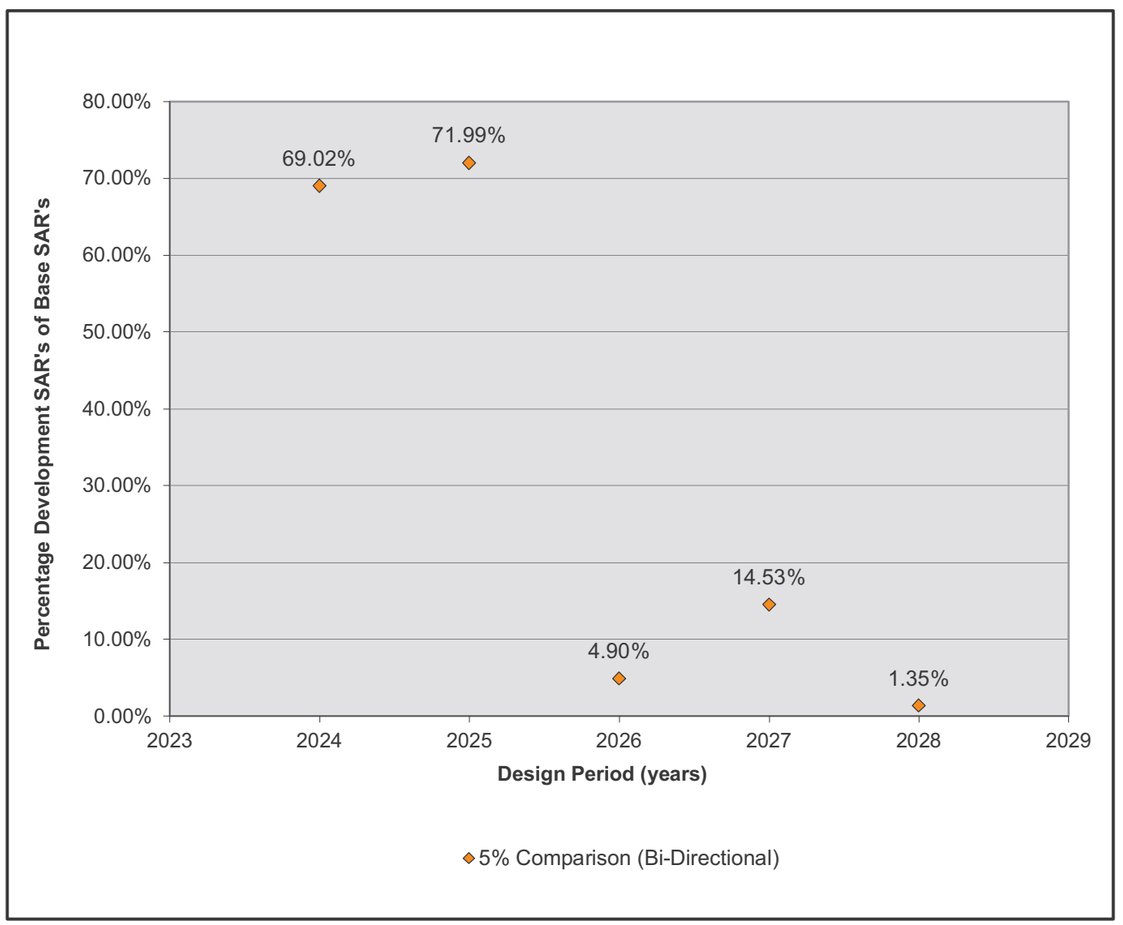
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	89427.15	78825.71	168252.9	107058	9065	116123	196485	87891	284376
2025	94212.25	83043.55	177255.8	112410	15196	127606	206623	98240	304862
2026	99253.39	87487.07	186740.5	7285	1871	9156	106538	89358	195896
2027	104564.3	92168.37	196732.6	23702	4874	28576	128266	97043	225309
2028	110159.3	97100.15	207259.5	2567	235	2802	112726	97336	210062

5% Comparison

	AG	AG	B
2024	119.72%	11.50%	69.02%
2025	119.32%	18.30%	71.99%
2026	7.34%	2.14%	4.90%
2027	22.67%	5.29%	14.53%
2028	2.33%	0.24%	1.35%





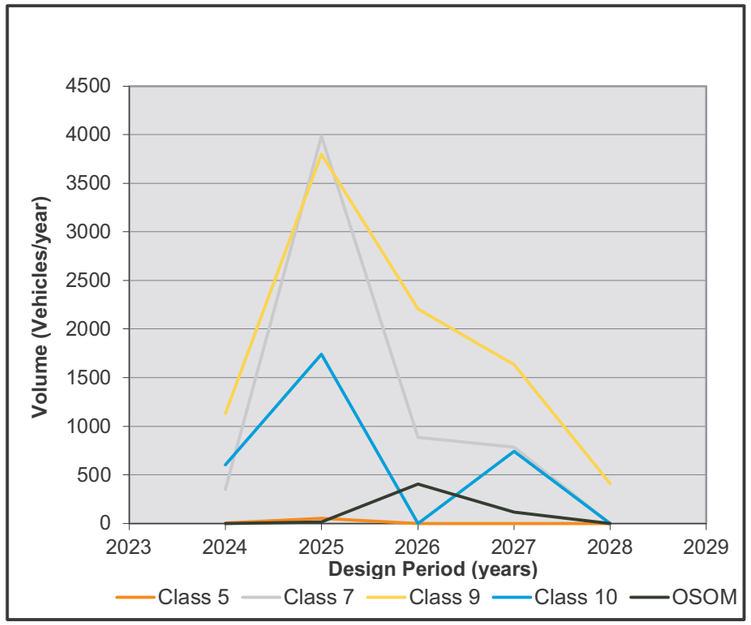


Road ID	E83-E42	G	E83-E42	AG	E42-E83

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 41.9 to Ch. 45.9
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	2	177	564	300	0	2	177	564	300	0	4	353	1129	600	0
2025	26	1993	1900	872	8	26	1993	1900	872	8	52	3987	3800	1744	16
2026	0	444	1104	0	202	0	444	1104	0	202	0	887	2208	0	404
2027	0	392	818	371	58	0	392	818	371	58	0	784	1637	742	116
2028	0	1	205	0	0	0	1	205	0	0	0	2	409	0	0

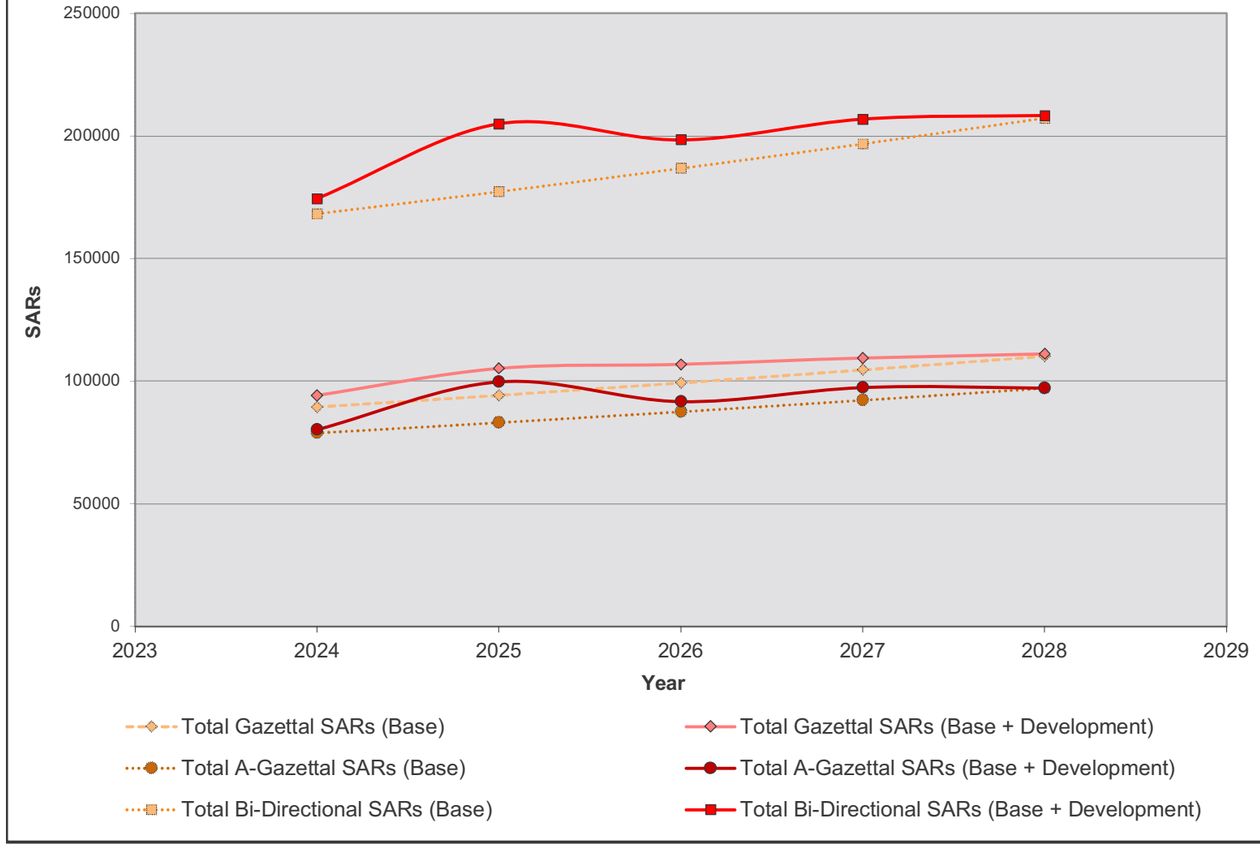


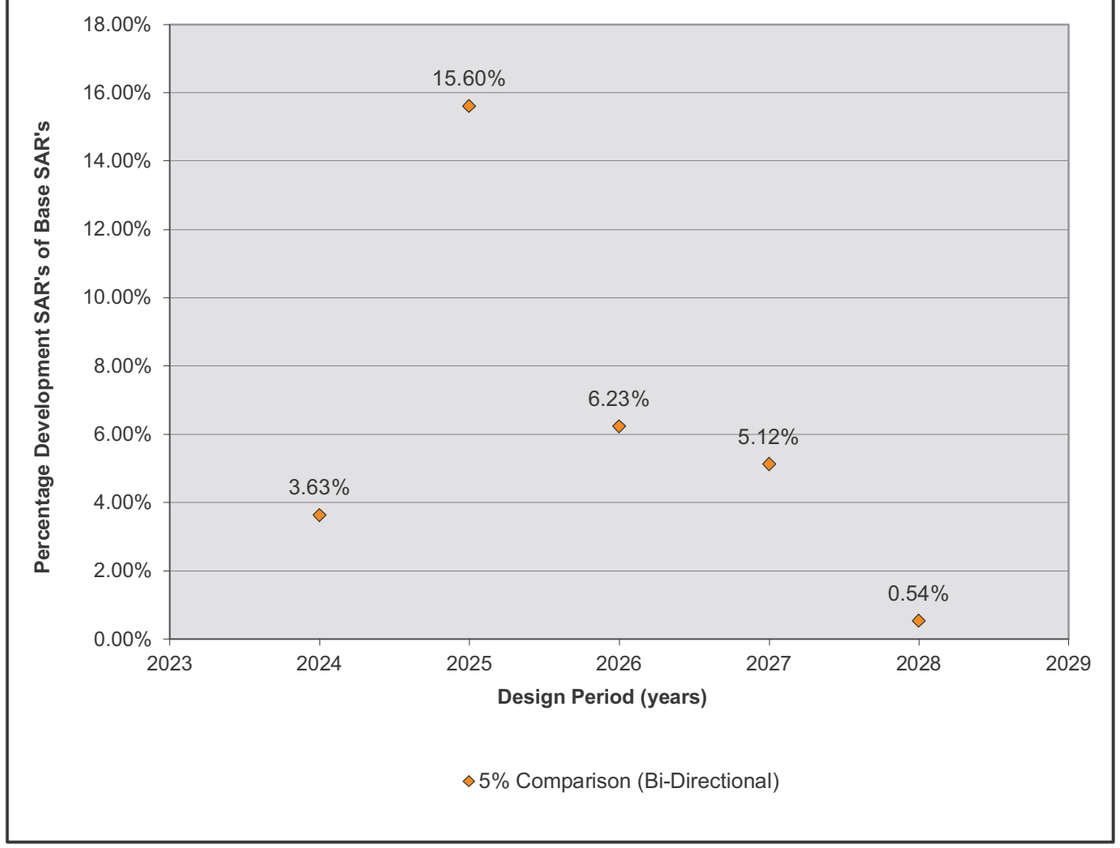
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	89427.15	78825.71	168252.9	4772	1342	6114	94199	80168	174367
2025	94212.25	83043.55	177255.8	11031	16629	27660	105244	99673	204916
2026	99253.39	87487.07	186740.5	7533	4097	11631	106787	91584	198371
2027	104564.3	92168.37	196732.6	4844	5236	10080	109408	97404	206812
2028	110159.3	97100.15	207259.5	1009	109	1119	111169	97210	208378

5% Comparison

	AG	AG	B
2024	5.34%	1.70%	3.63%
2025	11.71%	20.02%	15.60%
2026	7.59%	4.68%	6.23%
2027	4.63%	5.68%	5.12%
2028	0.92%	0.11%	0.54%





Road ID	E42-E118	G	E42-E118	AG	E118-E42

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 45.9 to Ch. 47.6
Road authority	DTMR

B2G Development Volumes

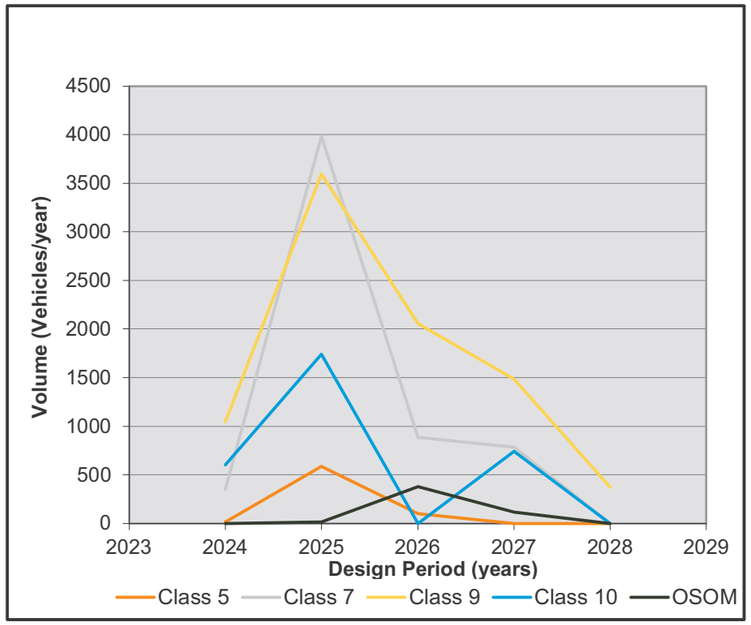
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	8	177	525	300	0	8	177	525	300	0	15	353	1049	600	0
2025	294	1993	1797	872	8	294	1993	1797	872	8	587	3987	3594	1744	16
2026	50	444	1029	0	190	50	444	1029	0	190	101	887	2059	0	379
2027	0	392	744	371	58	0	392	744	371	58	0	784	1488	742	116
2028	0	1	186	0	0	0	1	186	0	0	0	2	372	0	0

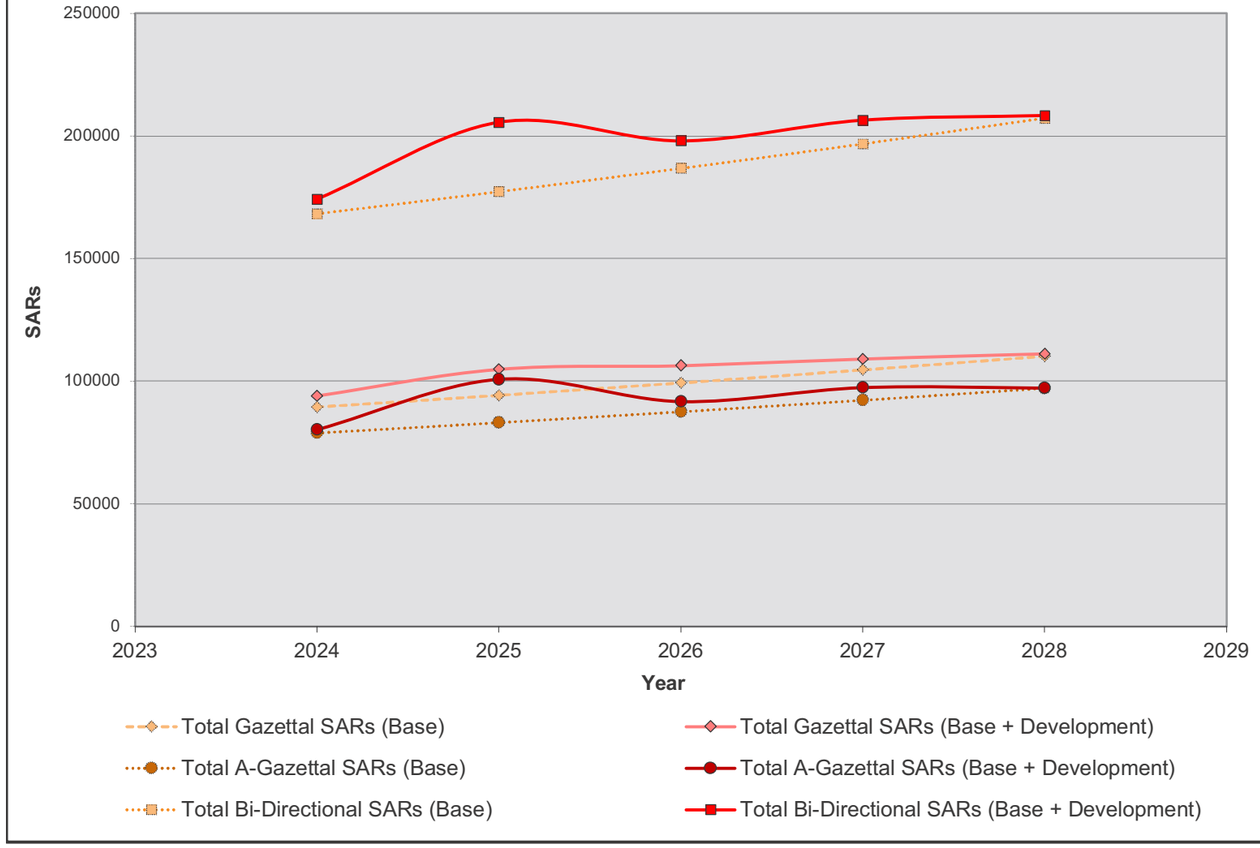
B2G SARs

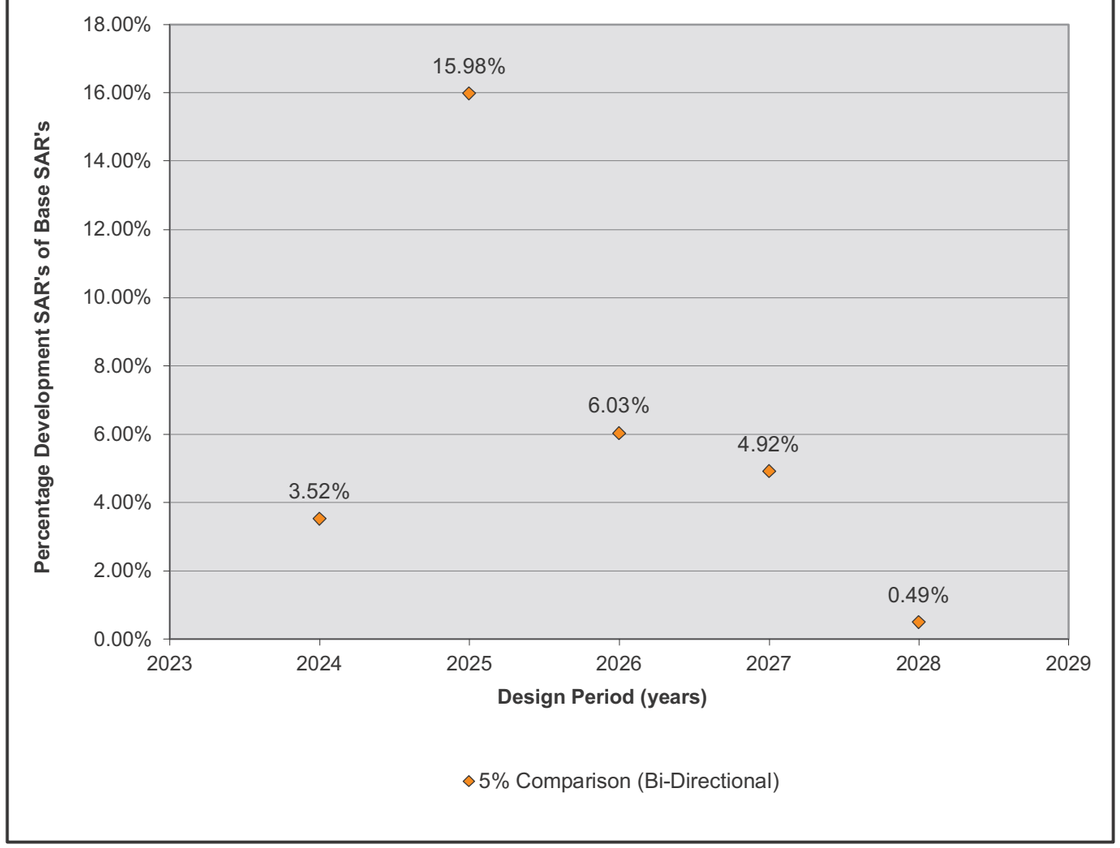
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	89427.15	78825.71	168252.9	4579	1344	5924	94006	80170	174176
2025	94212.25	83043.55	177255.8	10648	17671	28318	104860	100714	205574
2026	99253.39	87487.07	186740.5	7077	4186	11263	106331	91673	198004
2027	104564.3	92168.37	196732.6	4477	5198	9675	109041	97366	206407
2028	110159.3	97100.15	207259.5	918	100	1018	111077	97200	208277

5% Comparison

	AG	AG	B
2024	5.12%	1.71%	3.52%
2025	11.30%	21.28%	15.98%
2026	7.13%	4.78%	6.03%
2027	4.28%	5.64%	4.92%
2028	0.83%	0.10%	0.49%







Road ID	E118-X66	G	E118-X66	AG	X66-E118

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 47.6 to Ch. 53.3
Road authority	DTMR

B2G Development Volumes

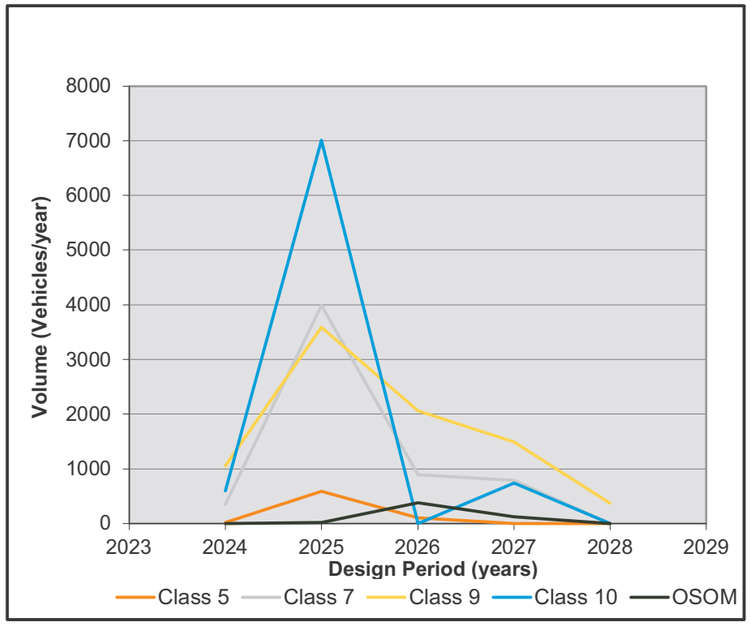
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	8	177	525	300	0	8	177	525	300	0	15	353	1049	600	0
2025	294	1993	1797	3505	8	294	1993	1797	3505	8	587	3987	3594	7009	16
2026	50	444	1029	0	190	50	444	1029	0	190	101	887	2059	0	379
2027	0	392	744	371	58	0	392	744	371	58	0	784	1488	742	116
2028	0	1	186	0	0	0	1	186	0	0	0	2	372	0	0

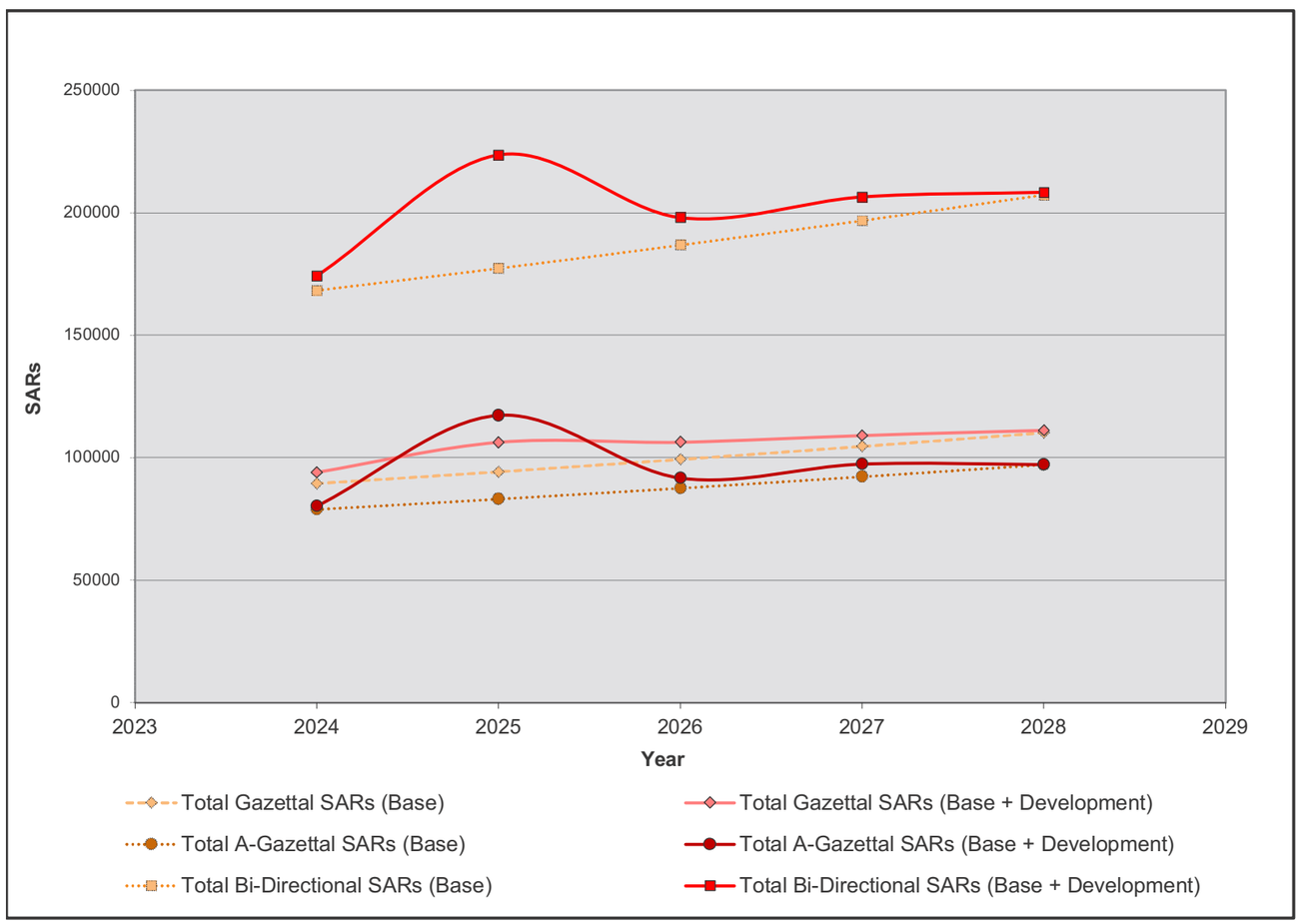
B2G SARs

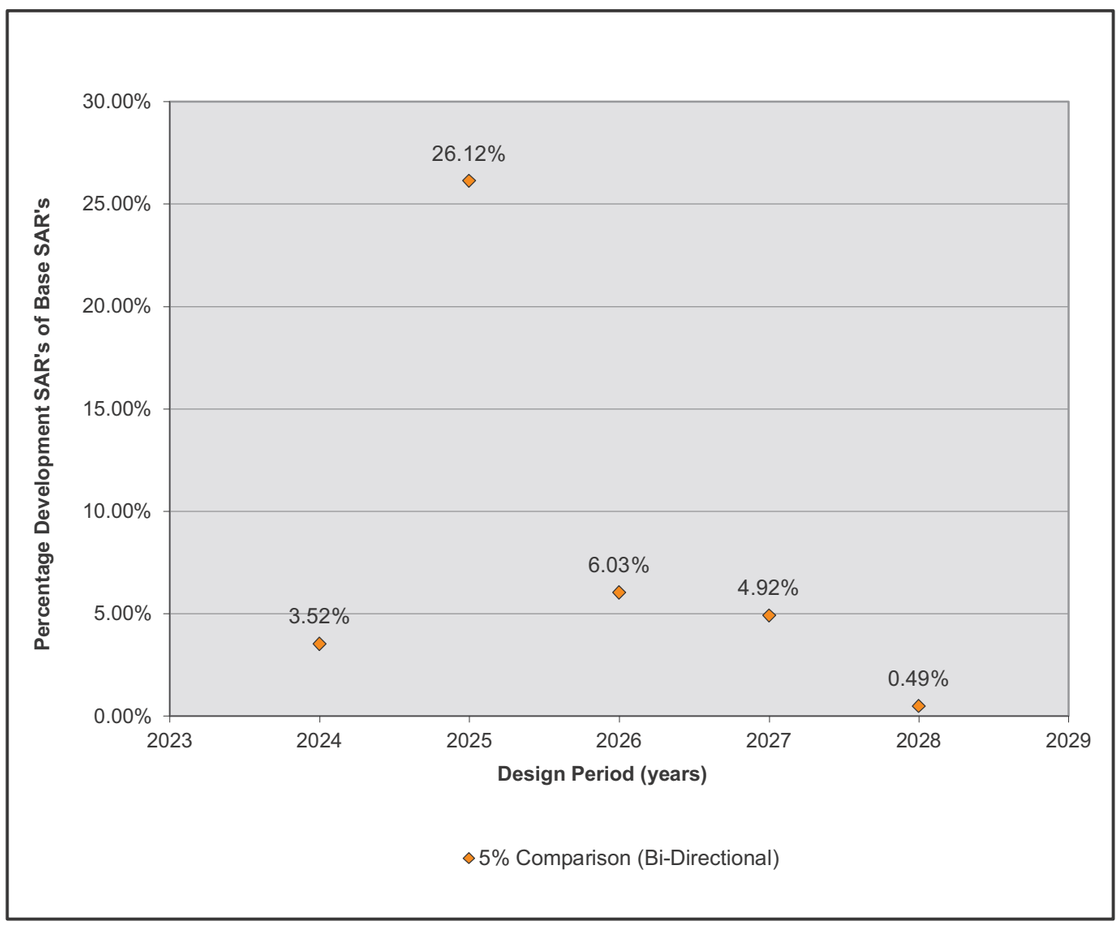
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	89427.15	78825.71	168252.9	4579	1344	5924	94006	80170	174176
2025	94212.25	83043.55	177255.8	12043	34256	46299	106255	117300	223555
2026	99253.39	87487.07	186740.5	7077	4186	11263	106331	91673	198004
2027	104564.3	92168.37	196732.6	4477	5198	9675	109041	97366	206407
2028	110159.3	97100.15	207259.5	918	100	1018	111077	97200	208277

5% Comparison

	AG	AG	B
2024	5.12%	1.71%	3.52%
2025	12.78%	41.25%	26.12%
2026	7.13%	4.78%	6.03%
2027	4.28%	5.64%	4.92%
2028	0.83%	0.10%	0.49%







Road ID	X66-X58	G	X66-X58	AG	X58-X66

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 53.3 to Ch. 55.7
Road authority	DTMR

B2G Development Volumes

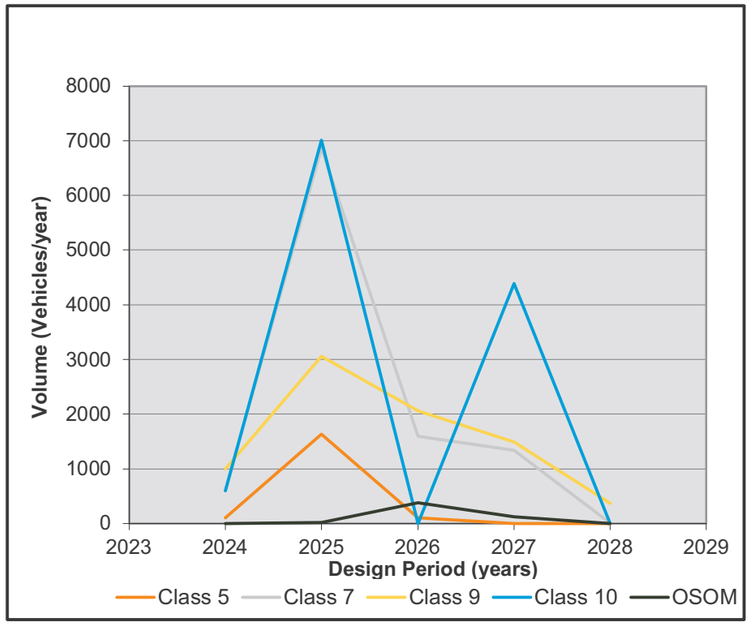
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	51	303	503	300	0	51	303	503	300	0	102	605	1005	600	0
2025	816	3433	1531	3505	8	816	3433	1531	3505	8	1632	6866	3063	7009	16
2026	50	799	1029	0	190	50	799	1029	0	190	101	1597	2059	0	379
2027	0	673	744	2195	58	0	673	744	2195	58	0	1346	1488	4391	116
2028	0	2	186	0	0	0	2	186	0	0	0	5	372	0	0

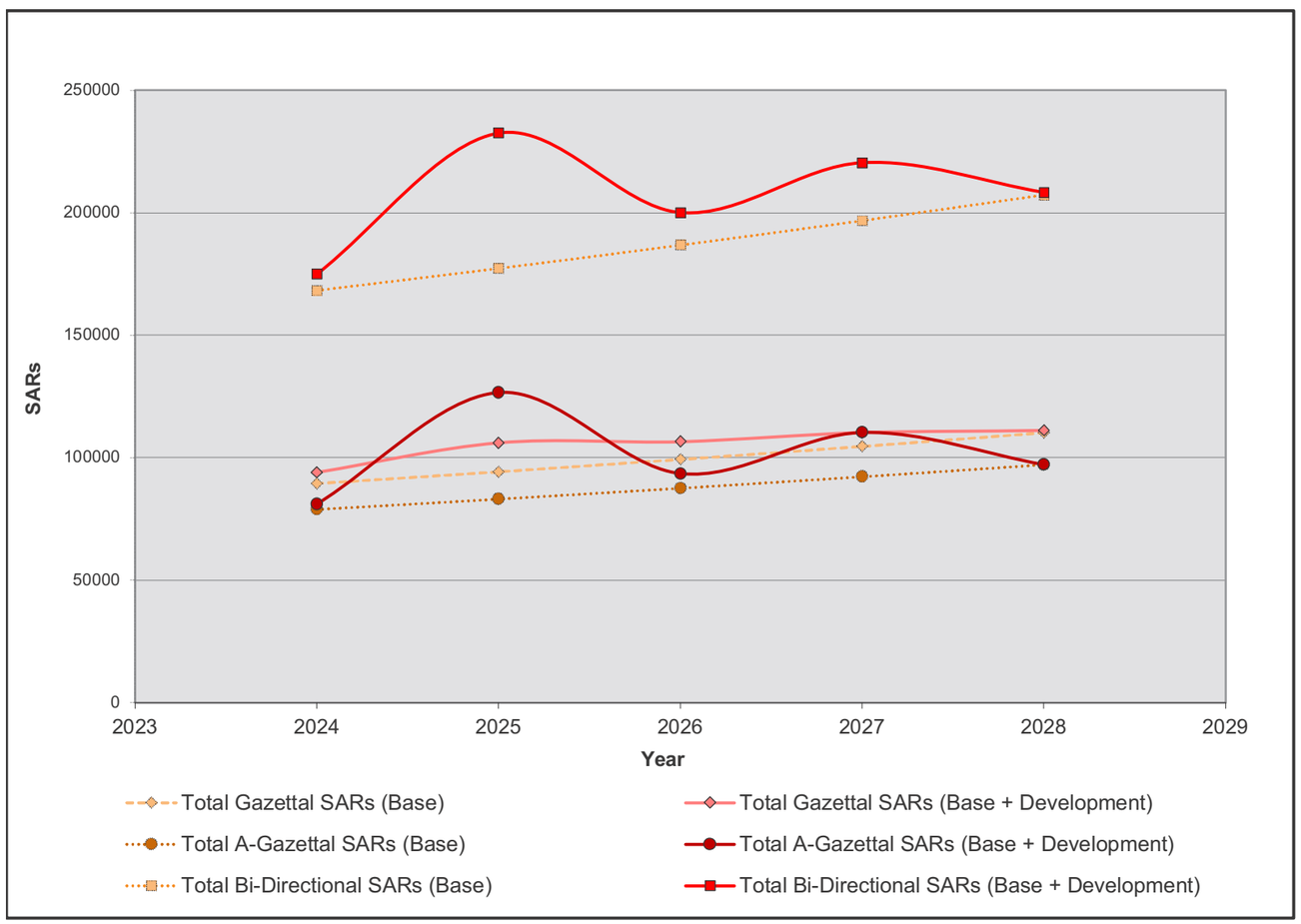
B2G SARs

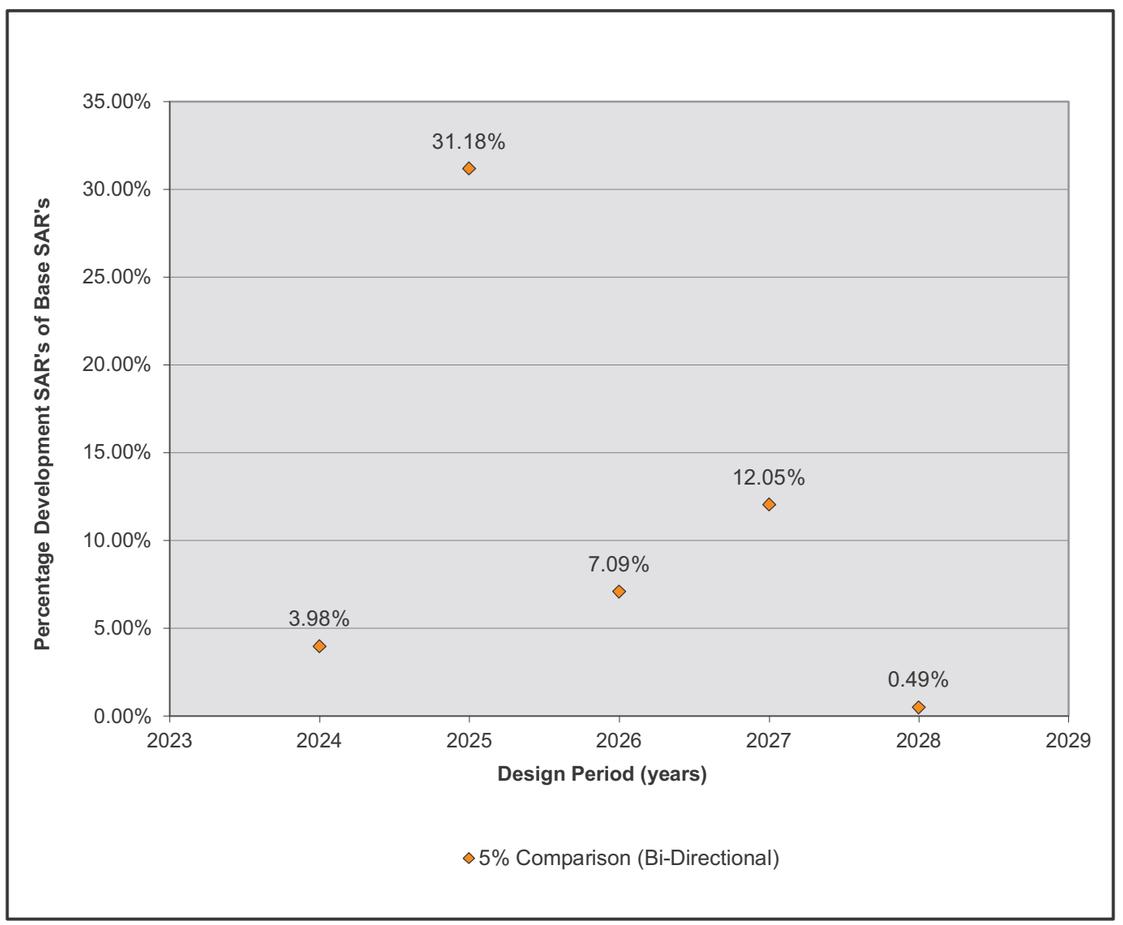
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	89427.15	78825.71	168252.9	4561	2143	6704	93988	80969	174957
2025	94212.25	83043.55	177255.8	11779	43484	55263	105991	126528	232519
2026	99253.39	87487.07	186740.5	7276	5968	13245	106530	93456	199985
2027	104564.3	92168.37	196732.6	5601	18103	23704	110165	110272	220437
2028	110159.3	97100.15	207259.5	918	106	1025	111078	97206	208284

5% Comparison

	AG	AG	B
2024	5.10%	2.72%	3.98%
2025	12.50%	52.36%	31.18%
2026	7.33%	6.82%	7.09%
2027	5.36%	19.64%	12.05%
2028	0.83%	0.11%	0.49%







Road ID	X58-E33	G	X58-E33	AG	E33-X58

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 55.7 to Ch. 56.6
Road authority	DTMR

B2G Development Volumes

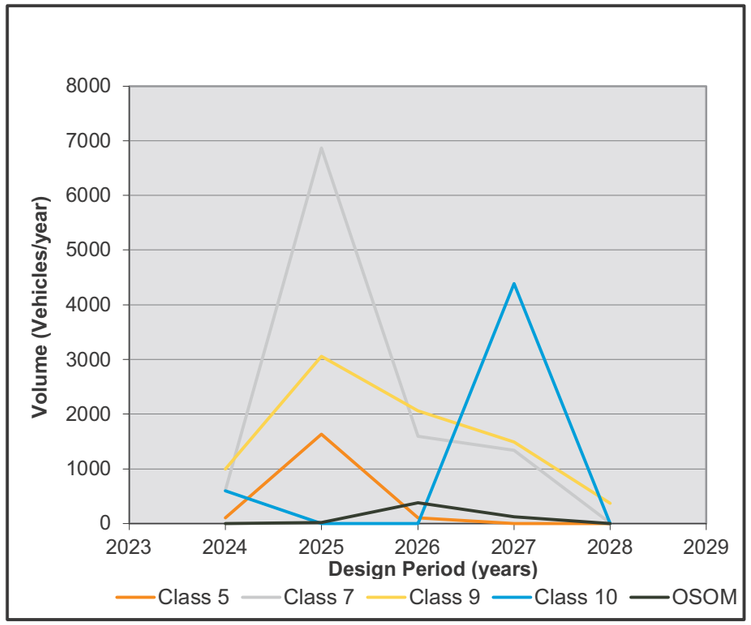
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	51	303	503	300	0	51	303	503	300	0	102	605	1005	600	0
2025	816	3433	1531	0	8	816	3433	1531	0	8	1632	6866	3063	0	16
2026	50	799	1029	0	190	50	799	1029	0	190	101	1597	2059	0	379
2027	0	673	744	2195	58	0	673	744	2195	58	0	1346	1488	4391	116
2028	0	2	186	0	0	0	2	186	0	0	0	5	372	0	0

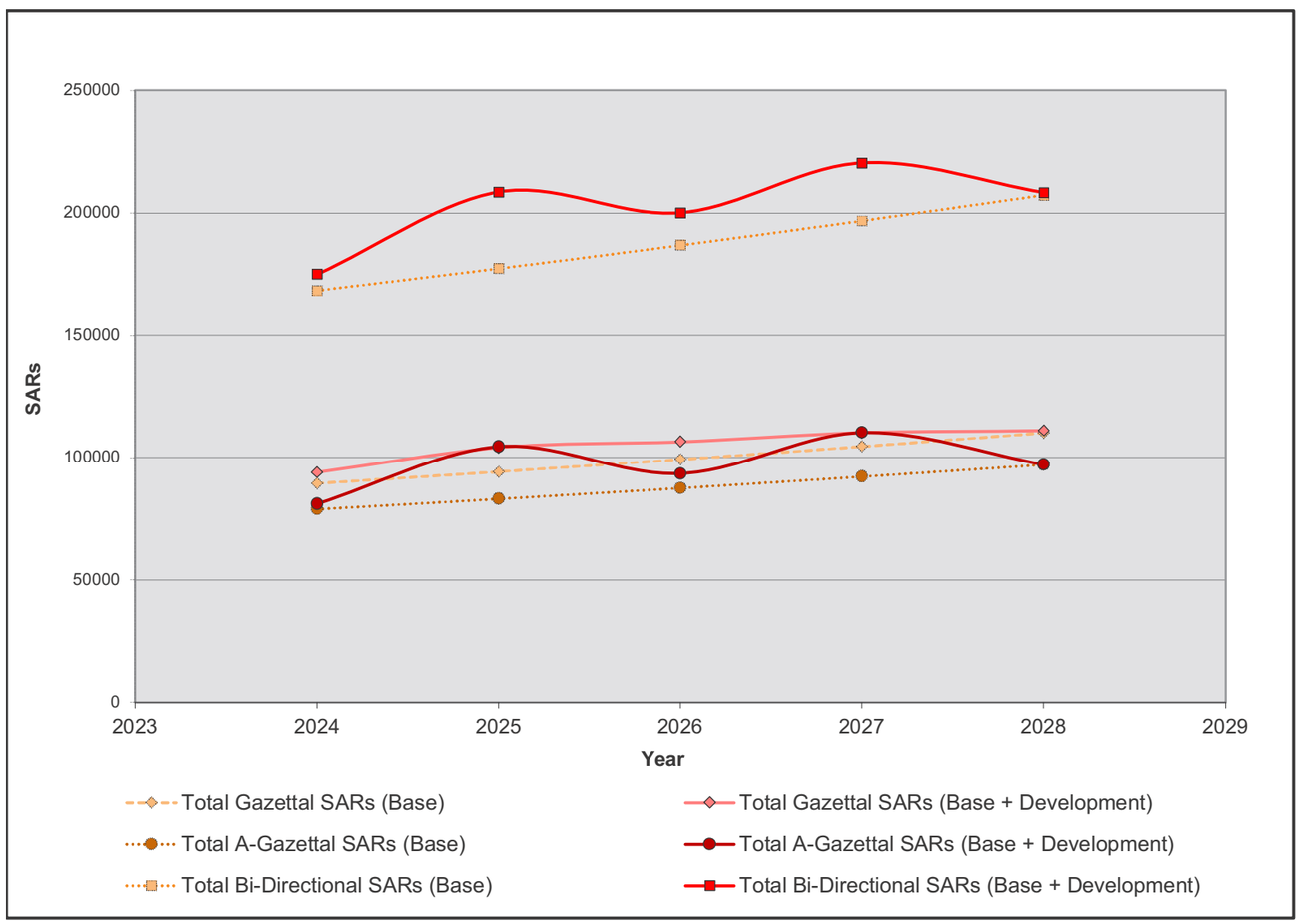
B2G SARs

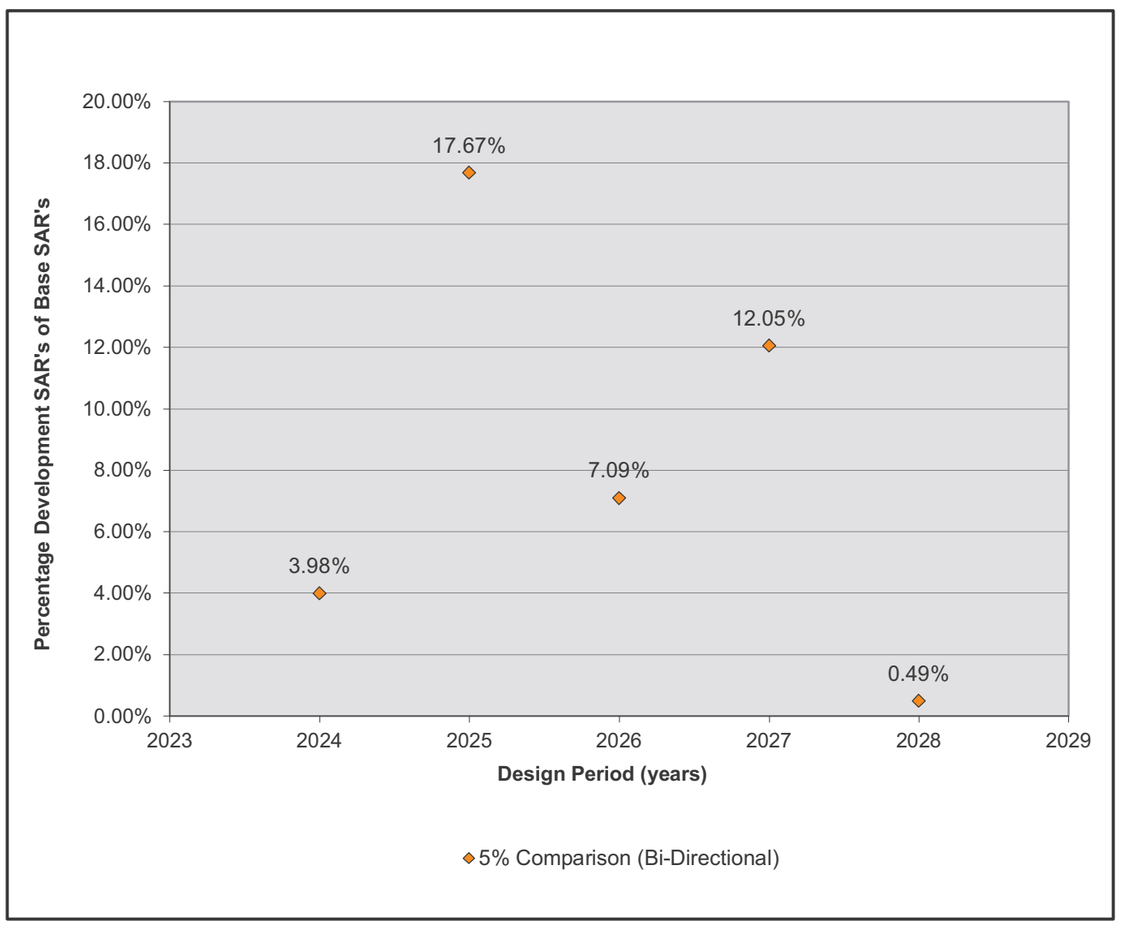
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	89427.15	78825.71	168252.9	4561	2143	6704	93988	80969	174957
2025	94212.25	83043.55	177255.8	9921	21405	31327	104134	104449	208583
2026	99253.39	87487.07	186740.5	7276	5968	13245	106530	93456	199985
2027	104564.3	92168.37	196732.6	5601	18103	23704	110165	110272	220437
2028	110159.3	97100.15	207259.5	918	106	1025	111078	97206	208284

5% Comparison

	AG	AG	B
2024	5.10%	2.72%	3.98%
2025	10.53%	25.78%	17.67%
2026	7.33%	6.82%	7.09%
2027	5.36%	19.64%	12.05%
2028	0.83%	0.11%	0.49%







Road ID	E33-E81	G	E33-E81	AG	E81-E33

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 56.6 to Ch. 59.2
Road authority	DTMR

B2G Development Volumes

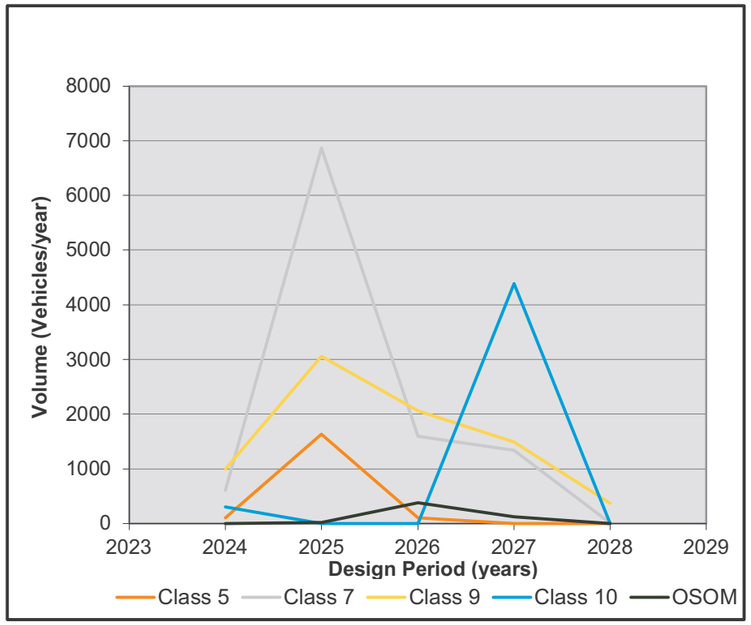
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	51	303	503	150	0	51	303	503	150	0	102	605	1005	300	0
2025	816	3433	1531	0	8	816	3433	1531	0	8	1632	6866	3063	0	16
2026	50	799	1029	0	190	50	799	1029	0	190	101	1597	2059	0	379
2027	0	673	744	2195	58	0	673	744	2195	58	0	1346	1488	4391	116
2028	0	2	186	0	0	0	2	186	0	0	0	5	372	0	0

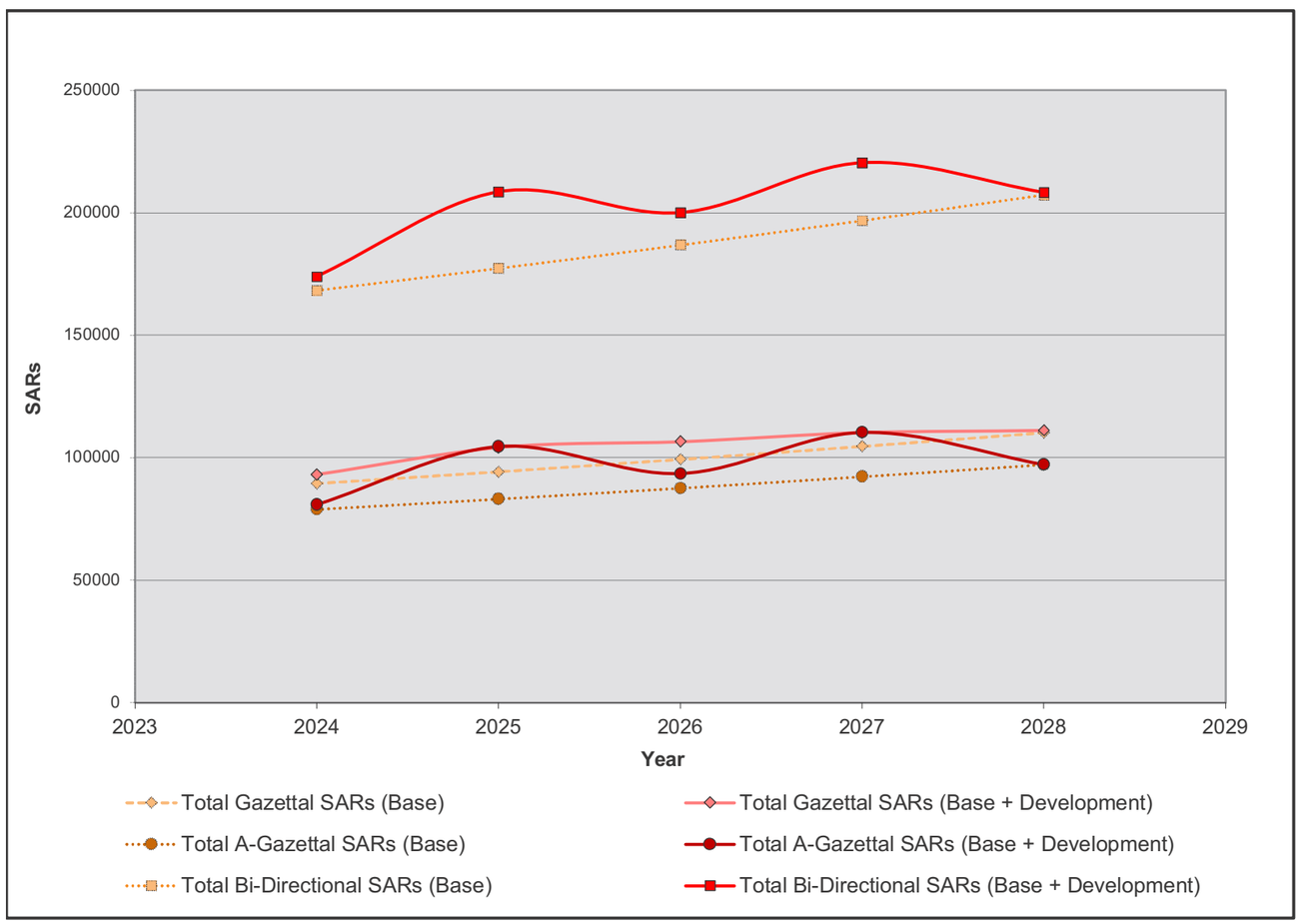
B2G SARs

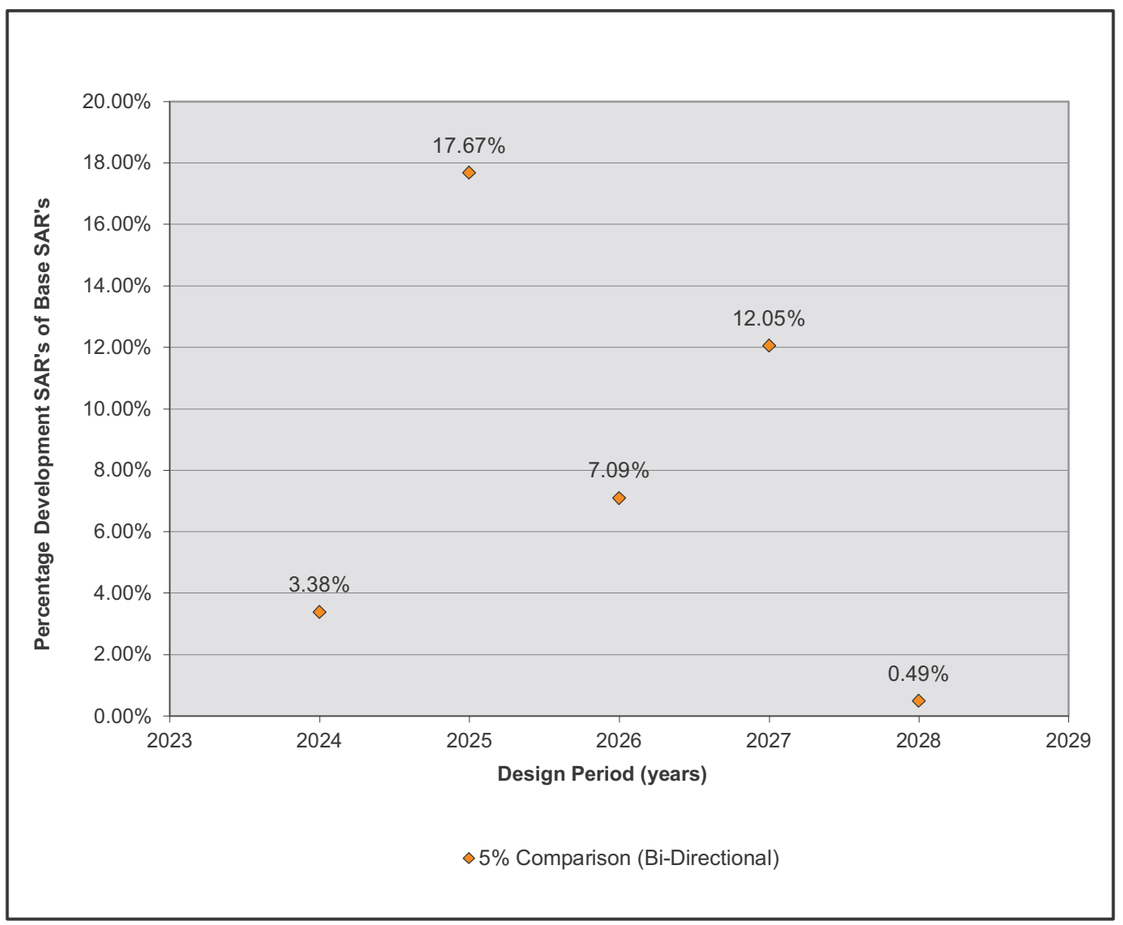
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	89427.15	78825.71	168252.9	3616	2064	5679	93043	80890	173932
2025	94212.25	83043.55	177255.8	9921	21405	31327	104134	104449	208583
2026	99253.39	87487.07	186740.5	7276	5968	13245	106530	93456	199985
2027	104564.3	92168.37	196732.6	5601	18103	23704	110165	110272	220437
2028	110159.3	97100.15	207259.5	918	106	1025	111078	97206	208284

5% Comparison

	AG	AG	B
2024	4.04%	2.62%	3.38%
2025	10.53%	25.78%	17.67%
2026	7.33%	6.82%	7.09%
2027	5.36%	19.64%	12.05%
2028	0.83%	0.11%	0.49%





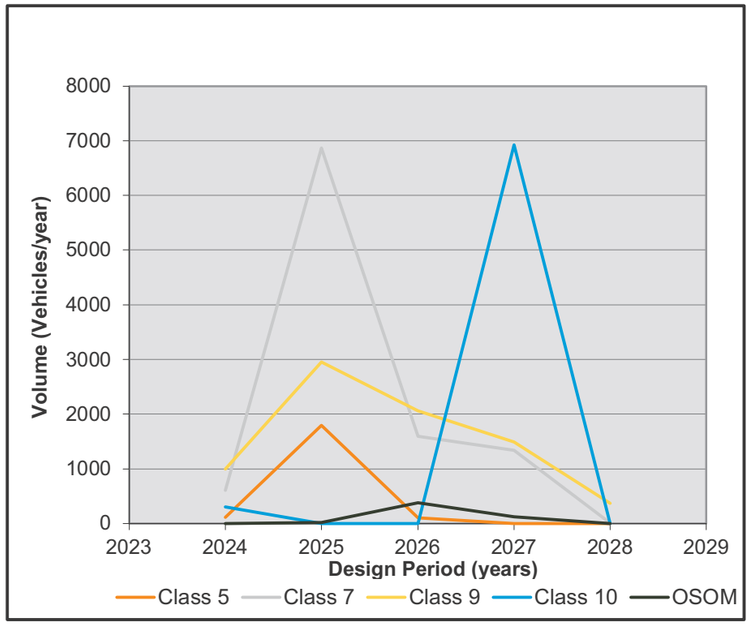


Road ID	E81-E103	G	E81-E103	AG	E103-E81

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 59.2 to Ch. 61.0
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	58	303	498	150	0	58	303	498	150	0	116	605	996	300	0
2025	897	3433	1479	0	8	897	3433	1479	0	8	1793	6866	2959	0	16
2026	50	799	1029	0	190	50	799	1029	0	190	101	1597	2059	0	379
2027	0	673	744	3463	58	0	673	744	3463	58	0	1346	1488	6926	116
2028	0	2	186	0	0	0	2	186	0	0	0	5	372	0	0

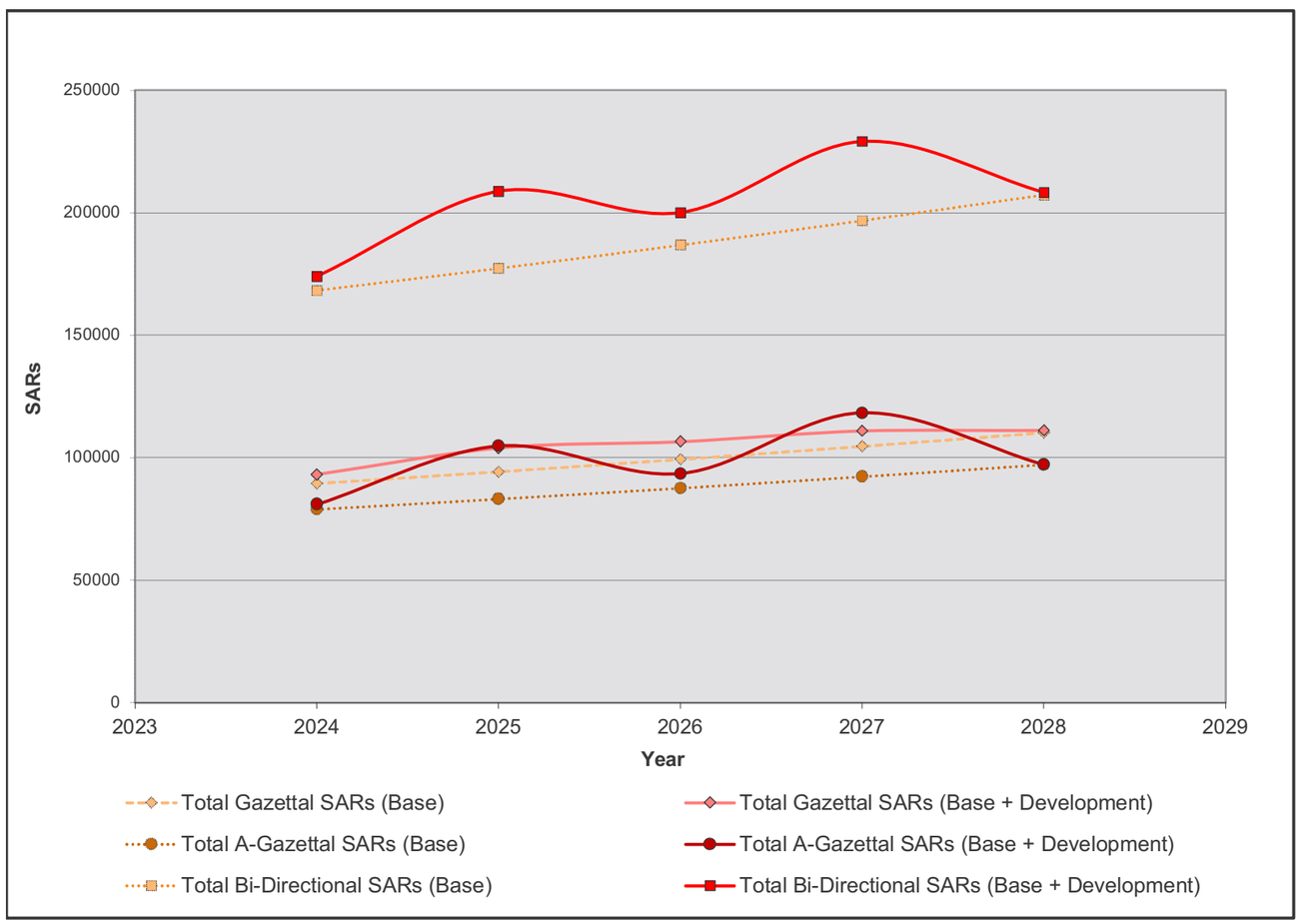


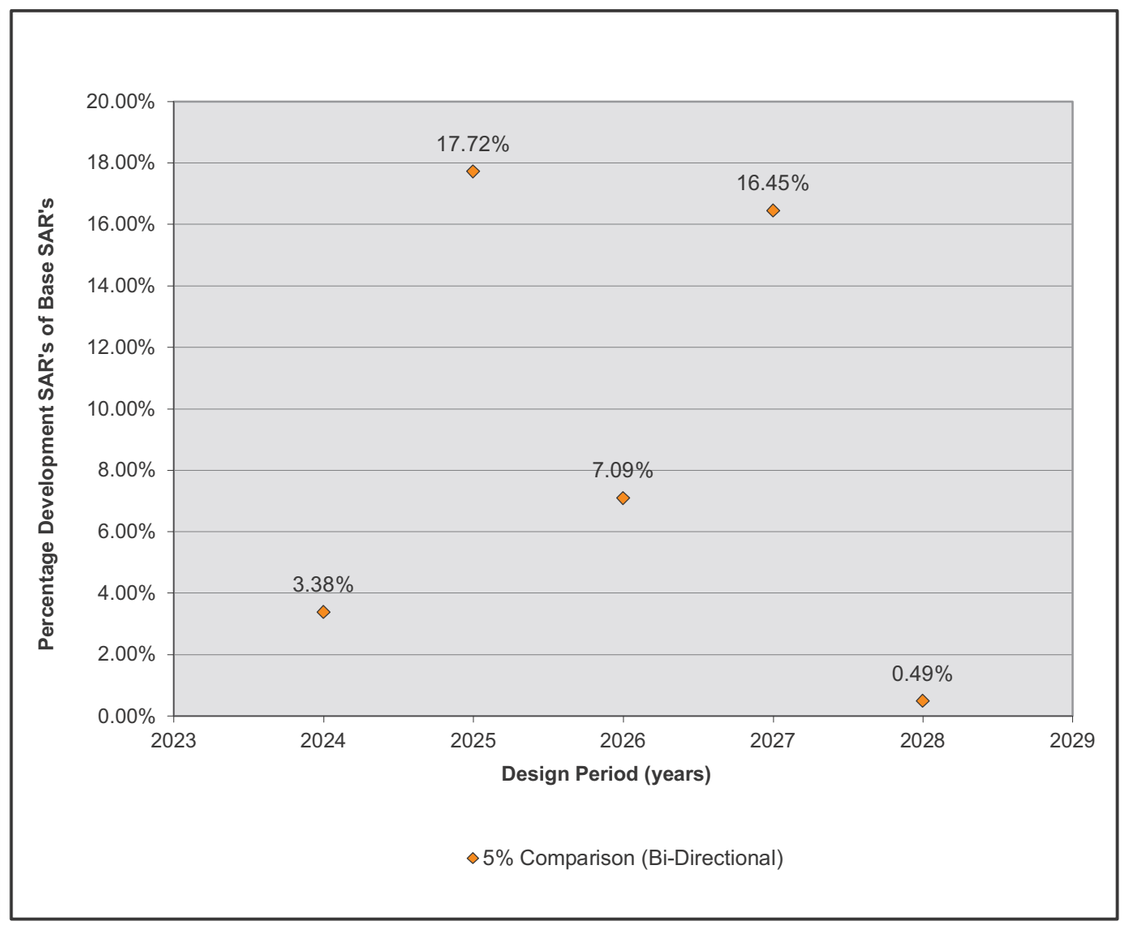
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	89427.15	78825.71	168252.9	3597	2089	5686	93025	80915	173939
2025	94212.25	83043.55	177255.8	9702	21708	31410	103914	104751	208666
2026	99253.39	87487.07	186740.5	7276	5968	13245	106530	93456	199985
2027	104564.3	92168.37	196732.6	6273	26088	32361	110837	118256	229094
2028	110159.3	97100.15	207259.5	918	106	1025	111078	97206	208284

5% Comparison

	AG	AG	B
2024	4.02%	2.65%	3.38%
2025	10.30%	26.14%	17.72%
2026	7.33%	6.82%	7.09%
2027	6.00%	28.30%	16.45%
2028	0.83%	0.11%	0.49%





Road ID	E103-X65	G	E103-X65	AG	X65-E103

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 61.0 to Ch. 65.7
Road authority	DTMR

B2G Development Volumes

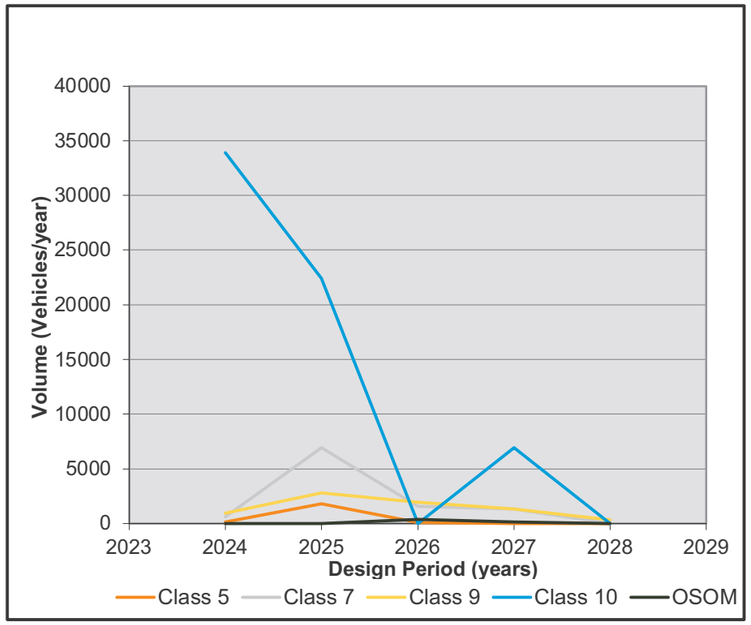
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	58	303	461	16950	0	58	303	461	16950	0	116	605	922	33900	0
2025	897	3457	1405	11200	8	897	3457	1405	11200	8	1793	6915	2810	22400	16
2026	50	799	955	0	190	50	799	955	0	190	101	1597	1910	0	379
2027	0	673	670	3463	58	0	673	670	3463	58	0	1346	1339	6926	116
2028	0	2	167	0	0	0	2	167	0	0	0	5	335	0	0

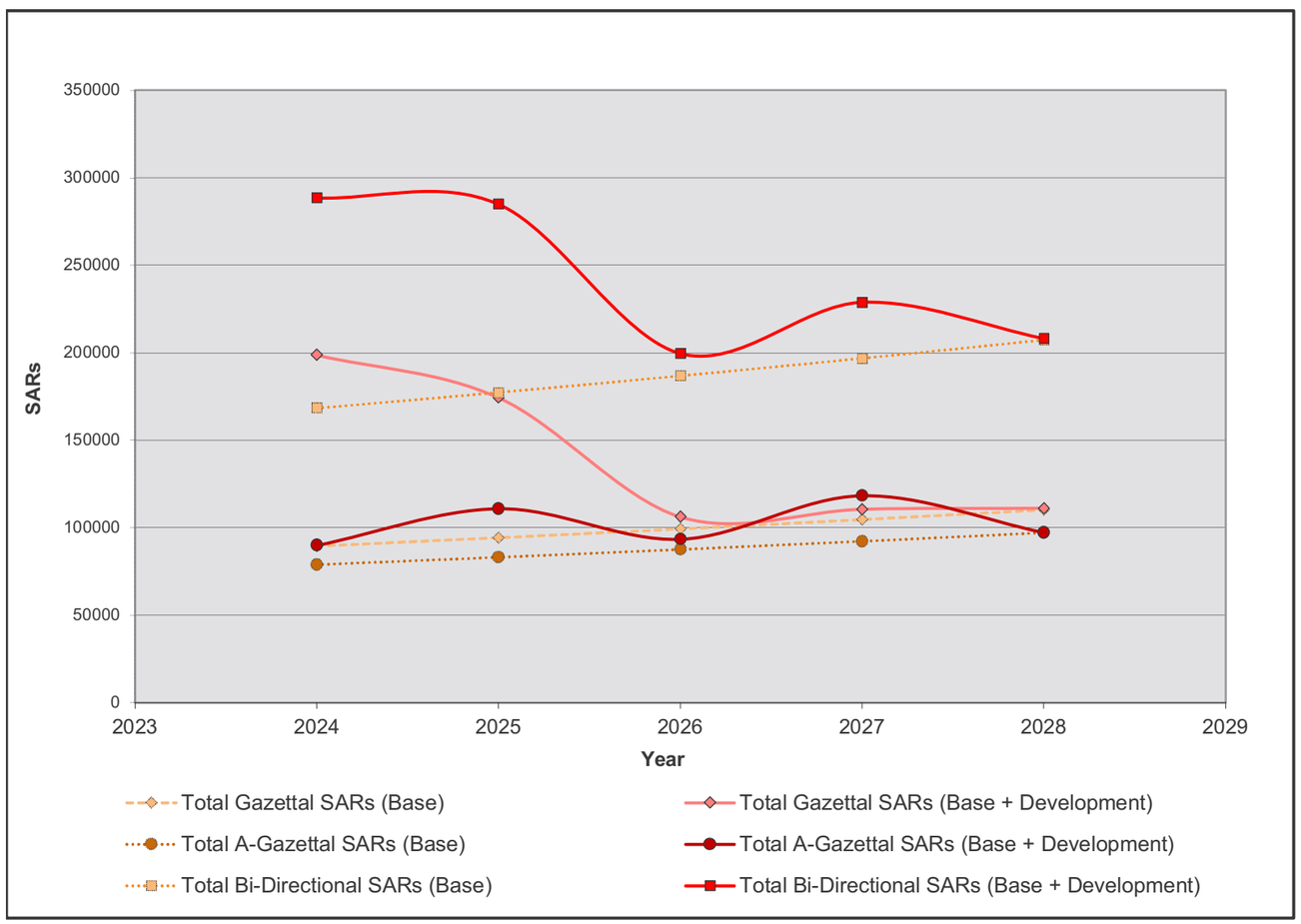
B2G SARs

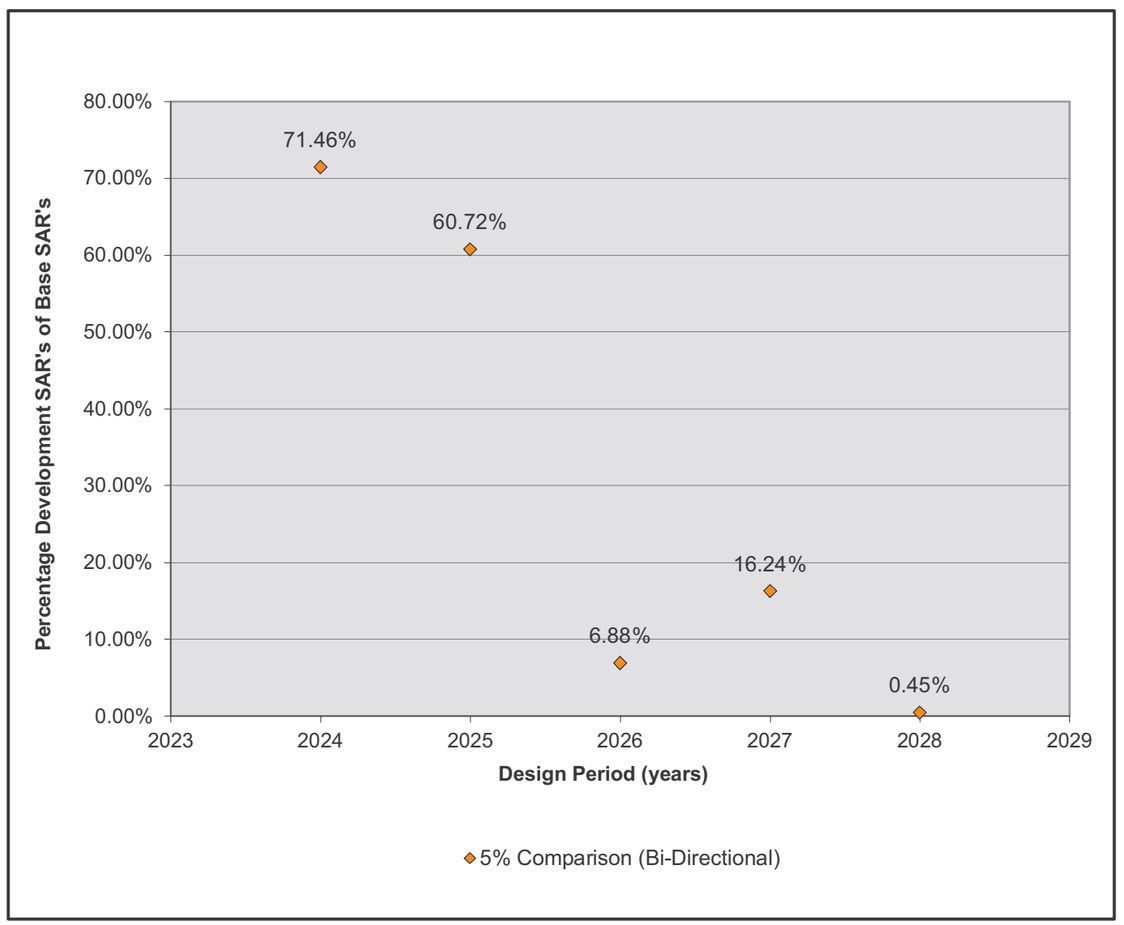
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	89427.15	78825.71	168252.9	109254	10974	120228	198681	89800	288481
2025	94212.25	83043.55	177255.8	79909	27727	107636	174121	110771	284892
2026	99253.39	87487.07	186740.5	6909	5931	12840	106163	93418	199580
2027	104564.3	92168.37	196732.6	5906	26050	31956	110470	118218	228689
2028	110159.3	97100.15	207259.5	827	97	923	110986	97197	208183

5% Comparison

	AG	AG	B
2024	122.17%	13.92%	71.46%
2025	84.82%	33.39%	60.72%
2026	6.96%	6.78%	6.88%
2027	5.65%	28.26%	16.24%
2028	0.75%	0.10%	0.45%







Road ID	X65-X15	G	X65-X15	AG	X15-X65

Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 65.7 to Ch. 68.7
Road authority	DTMR

B2G Development Volumes

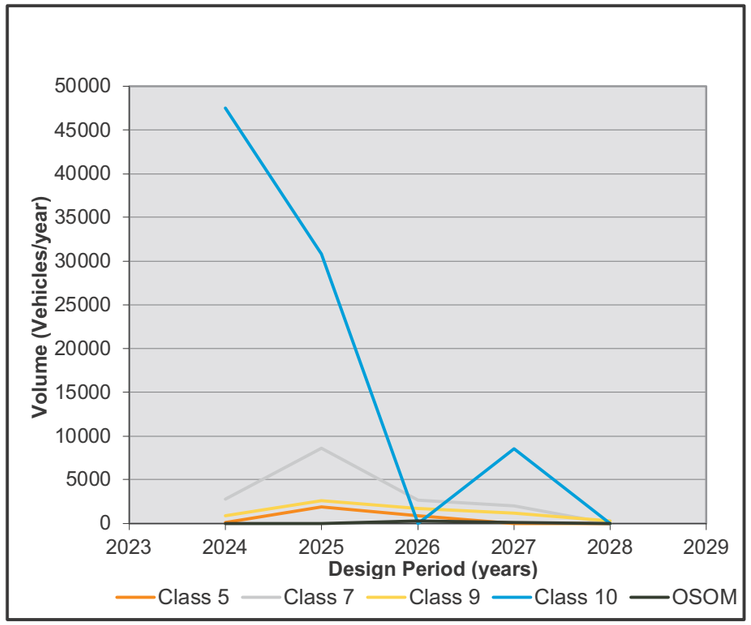
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	65	1404	419	23760	0	65	1404	419	23760	0	130	2808	837	47520	0
2025	940	4310	1299	15384	8	940	4310	1299	15384	8	1880	8621	2598	30769	16
2026	463	1348	857	0	159	463	1348	857	0	159	926	2695	1714	0	318
2027	0	1028	595	4286	58	0	1028	595	4286	58	0	2056	1190	8572	116
2028	0	4	149	0	0	0	4	149	0	0	0	8	298	0	0

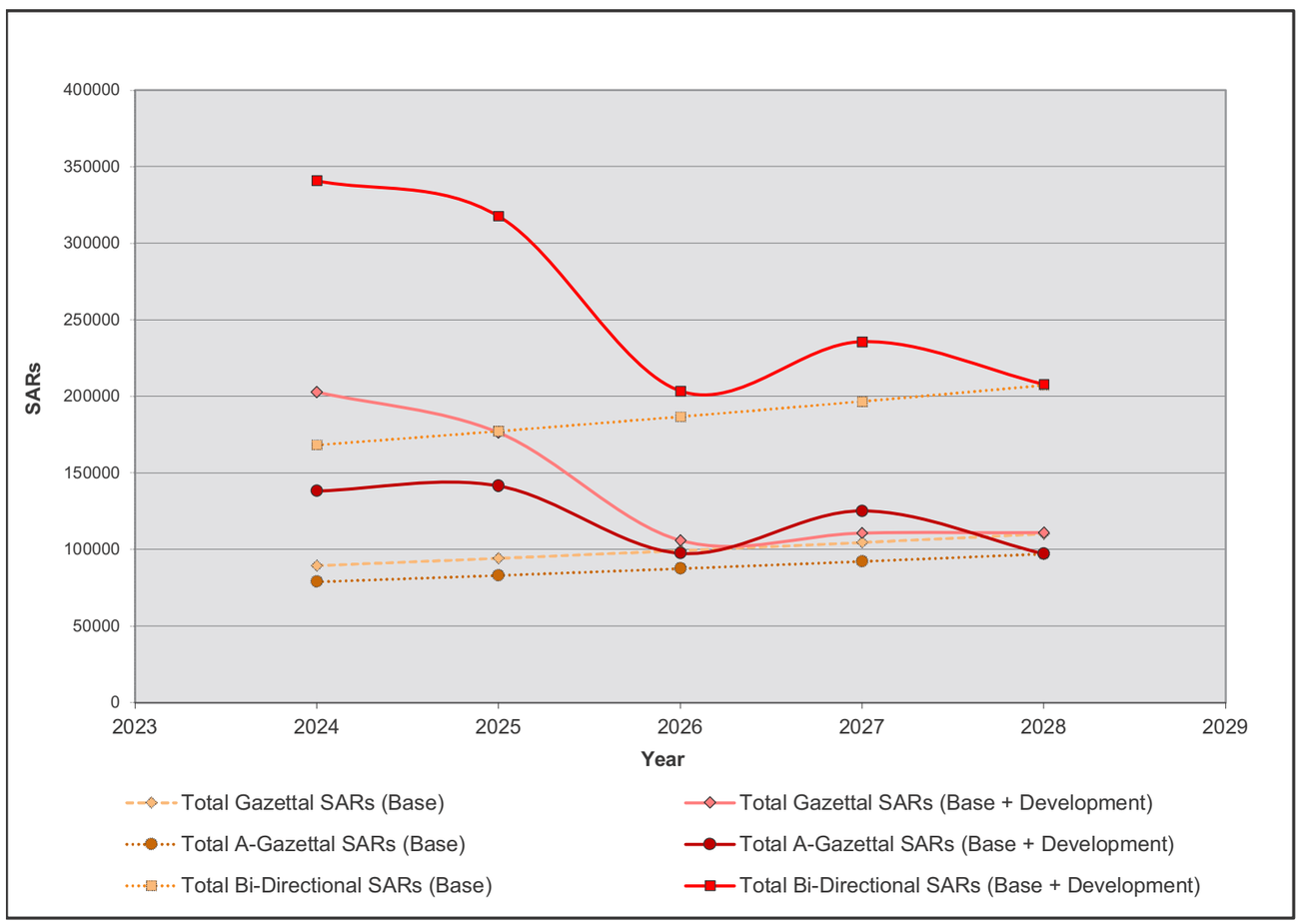
B2G SARs

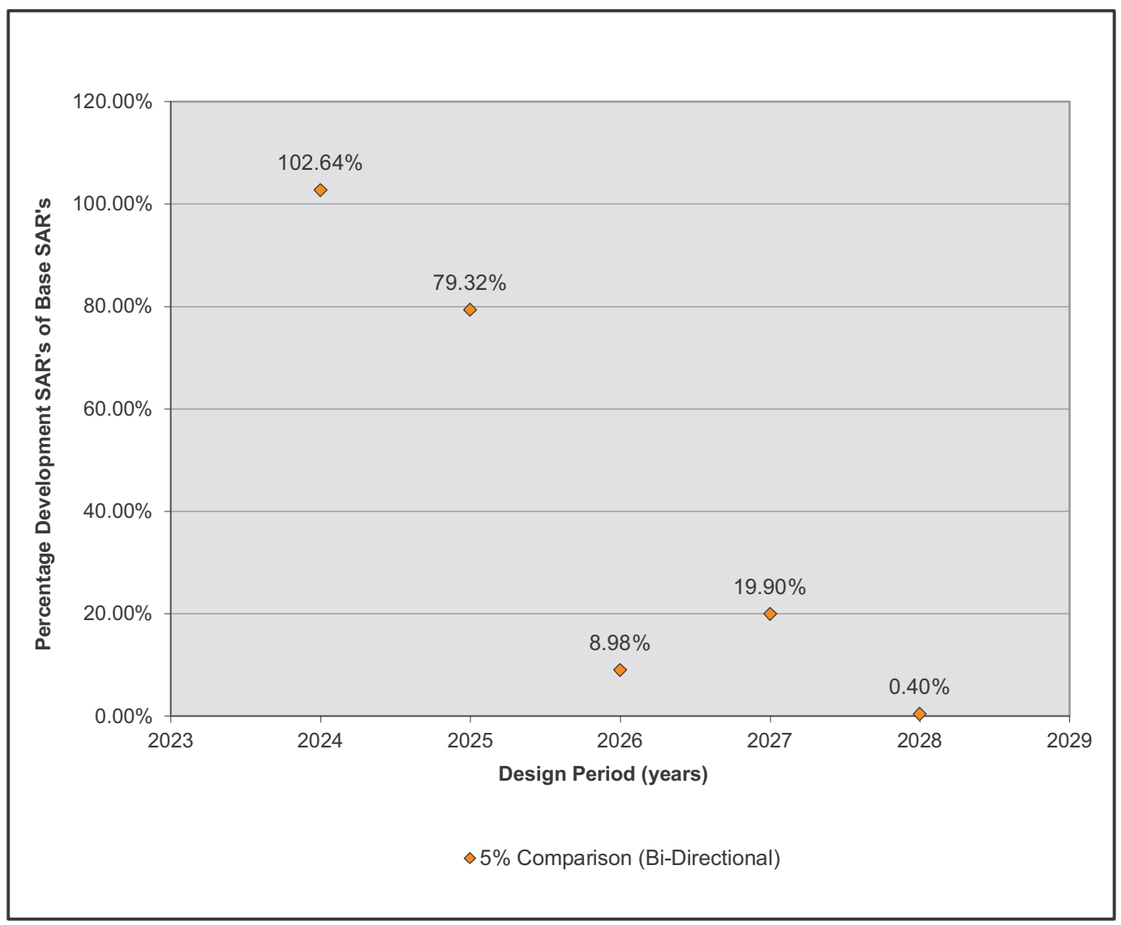
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	89427.15	78825.71	168252.9	113274	59415	172689	202701	138240	340942
2025	94212.25	83043.55	177255.8	82102	58494	140596	176314	141538	317851
2026	99253.39	87487.07	186740.5	6643	10125	16768	105896	97612	203508
2027	104564.3	92168.37	196732.6	6175	32982	39157	110739	125151	235890
2028	110159.3	97100.15	207259.5	736	95	831	110895	97195	208090

5% Comparison

	AG	AG	B
2024	126.67%	75.37%	102.64%
2025	87.15%	70.44%	79.32%
2026	6.69%	11.57%	8.98%
2027	5.91%	35.78%	19.90%
2028	0.67%	0.10%	0.40%







Road ID	X38-E86	G	X38-E86	AG	E86-X38

Road name	Millmerran-Leyburn Road (335)
Road section	Ch. 0.0 to Ch. 2.0
Road authority	DTMR

B2G Development Volumes

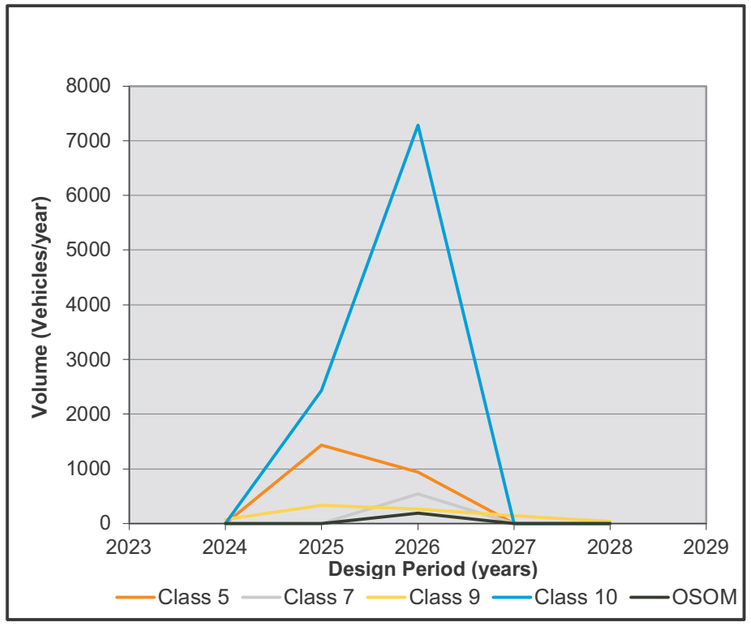
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	37	0	0	0	0	37	0	0	0	0	74	0	0
2025	715	0	165	1215	0	715	0	165	1215	0	1431	0	329	2429	0
2026	472	272	132	3644	96	472	272	132	3644	96	944	543	264	7287	193
2027	0	0	74	0	0	0	0	74	0	0	0	0	149	0	0
2028	0	0	19	0	0	0	0	19	0	0	0	0	37	0	0

B2G SARs

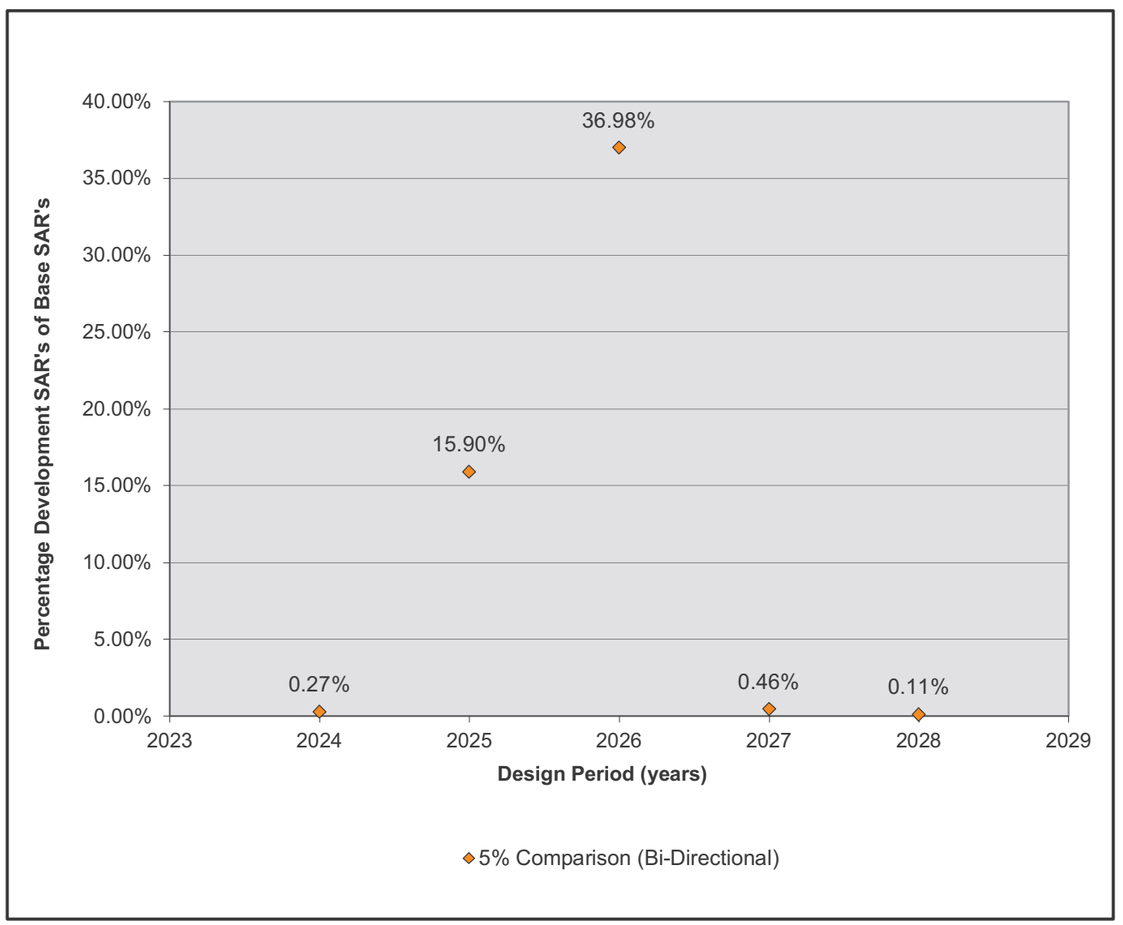
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	31992.2	41659.55	73651.75	183	19	202	32176	41679	73854
2025	34003.89	44279.13	78283.02	11389	1057	12445	45392	45336	90728
2026	36142.08	47063.43	83205.51	27778	2991	30770	63920	50055	113975
2027	38414.72	50022.81	88437.53	367	38	405	38782	50061	88842
2028	40830.26	53168.28	93998.54	92	9	101	40922	53178	94100

5% Comparison

	AG	AG	B
2024	0.57%	0.05%	0.27%
2025	33.49%	2.39%	15.90%
2026	76.86%	6.36%	36.98%
2027	0.95%	0.08%	0.46%
2028	0.22%	0.02%	0.11%







Road ID	E86-E54	G	E86-E54	AG	E54-E86

Road name	Millmerran-Leyburn Road (335)
Road section	Ch. 2.0 to Ch. 2.2
Road authority	DTMR

B2G Development Volumes

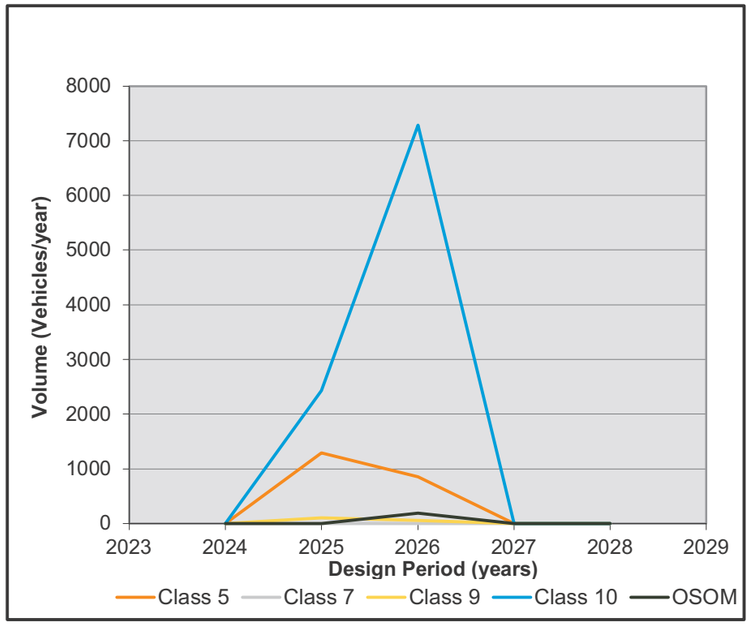
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	643	0	49	1215	0	643	0	49	1215	0	1287	0	99	2429	0
2026	426	0	31	3644	96	426	0	31	3644	96	853	0	63	7287	193
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

B2G SARs

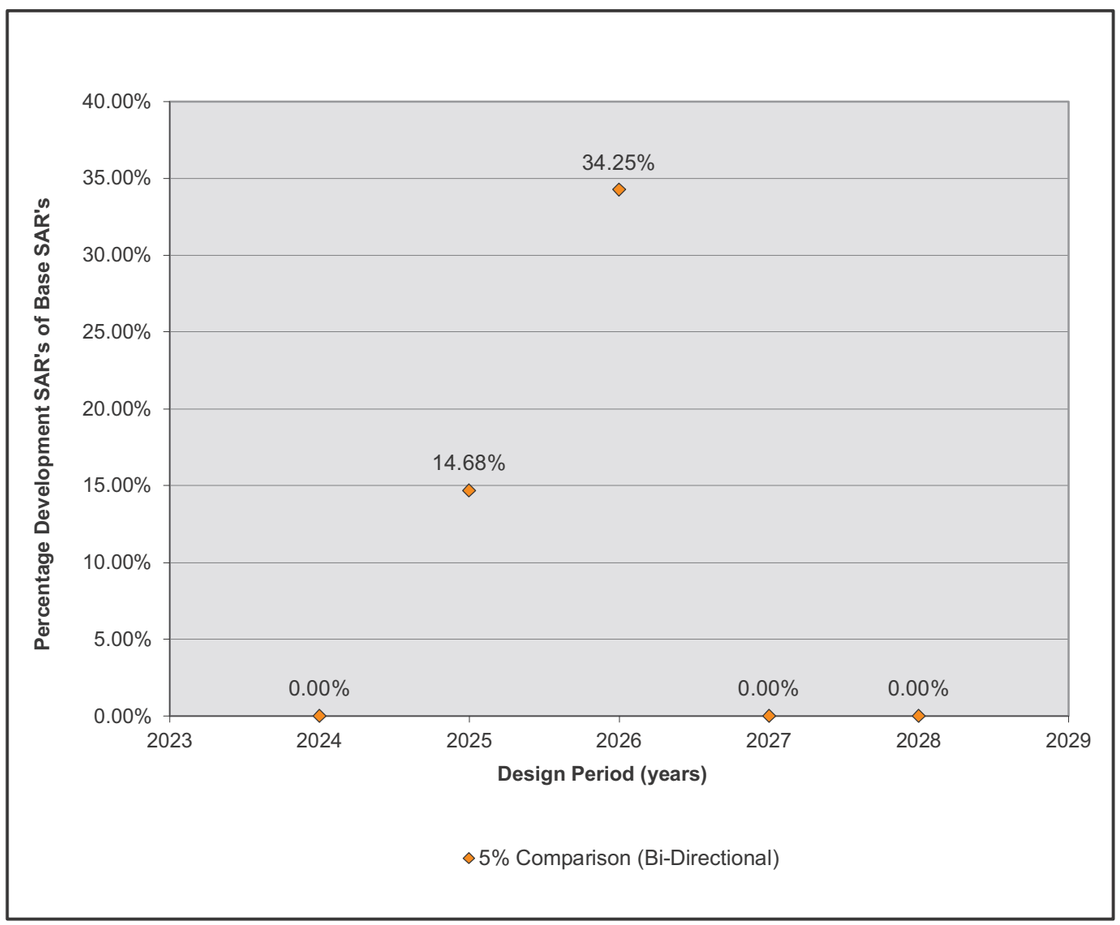
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	31992.2	41659.55	73651.75	0	0	0	31992	41660	73652
2025	34003.89	44279.13	78283.02	10527	965	11492	44531	45244	89775
2026	36142.08	47063.43	83205.51	25733	2767	28500	61875	49831	111705
2027	38414.72	50022.81	88437.53	0	0	0	38415	50023	88438
2028	40830.26	53168.28	93998.54	0	0	0	40830	53168	93999

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	30.96%	2.18%	14.68%
2026	71.20%	5.88%	34.25%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	M11-E122	G	M11-E122	AG	E122-M11

Road name	Port Drive (NA24)
Road section	Ch. 0.0 to Ch. 5.0
Road authority	DTMR

B2G Development Volumes

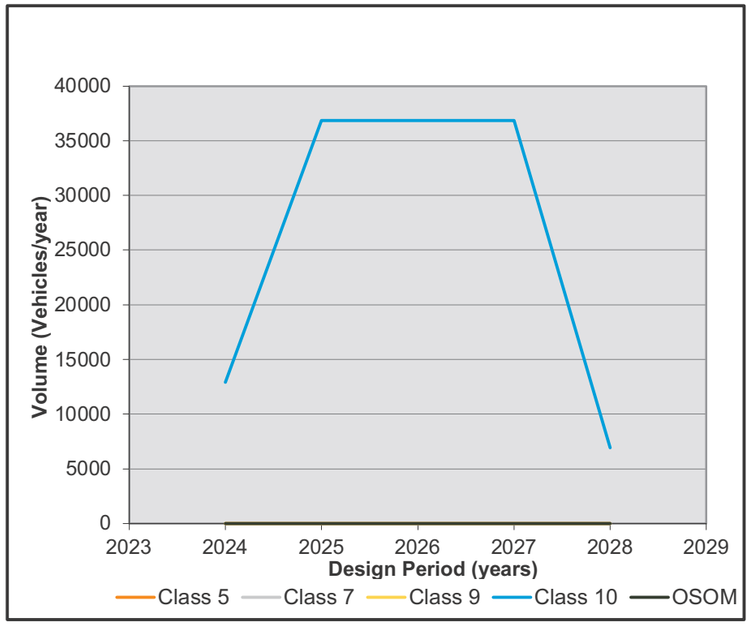
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

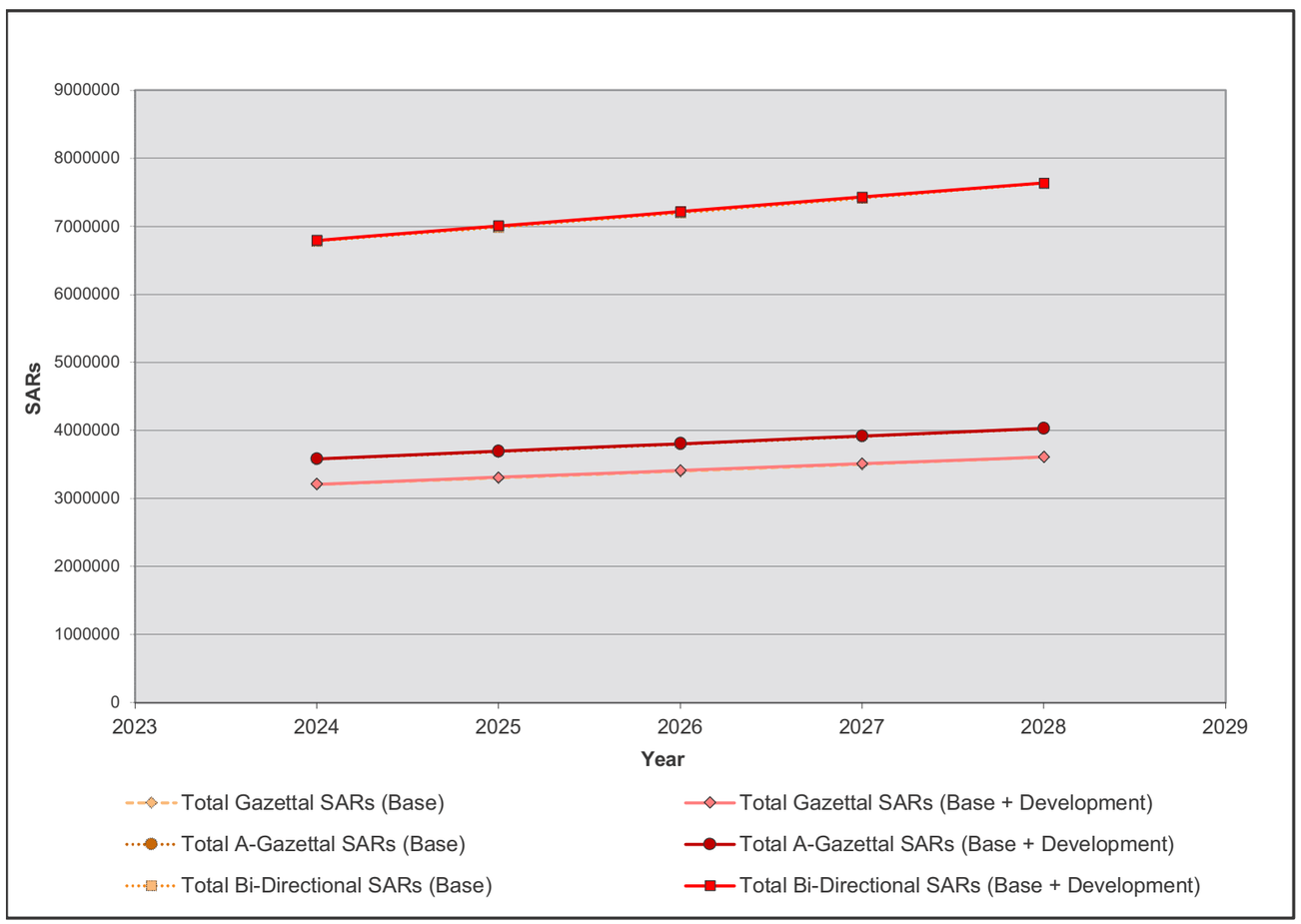
B2G SARs

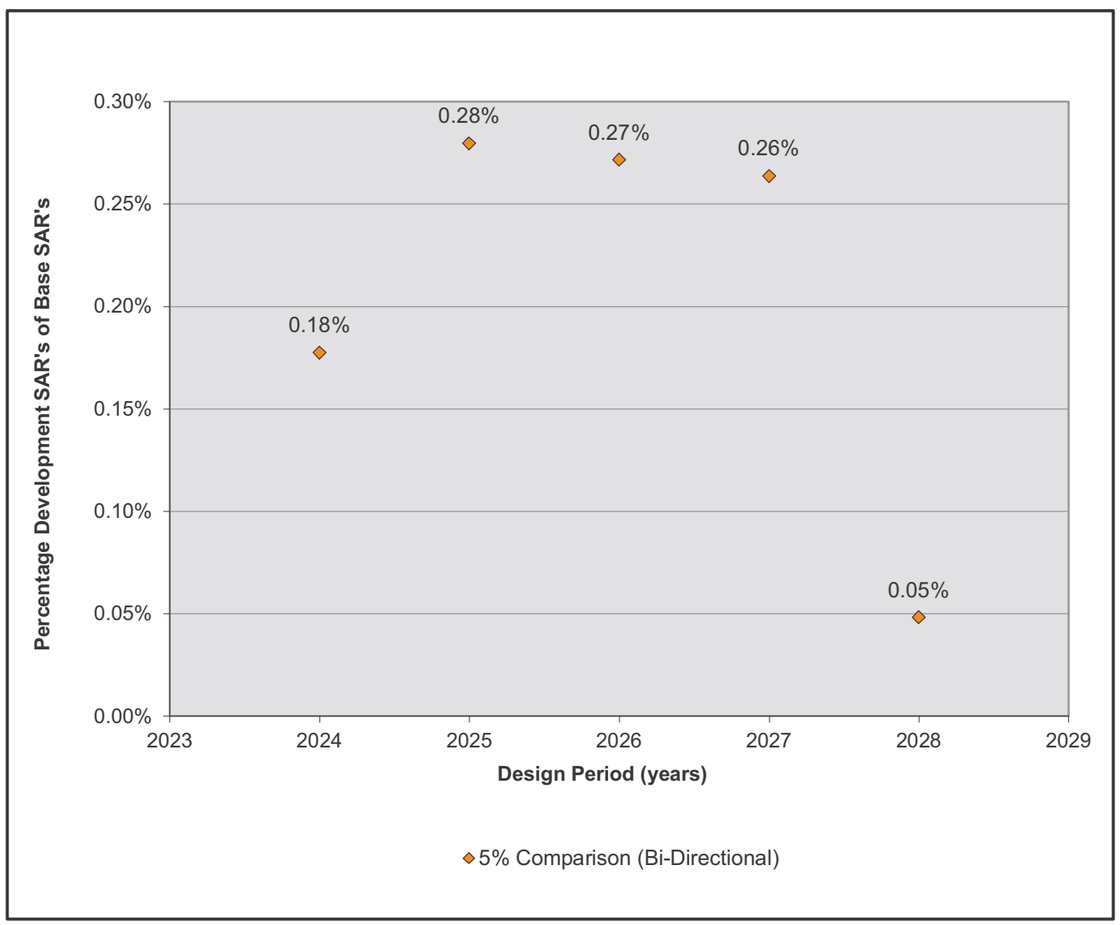
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	3204643	3577632	6782276	6014	6014	12028	3210657	3583646	6794304
2025	3300783	3684961	6985744	9766	9766	19533	3310549	3694728	7005277
2026	3399806	3795510	7195316	9766	9766	19533	3409572	3805277	7214849
2027	3501800	3909376	7411176	9766	9766	19533	3511567	3919142	7430708
2028	3606854	4026657	7633511	1842	1842	3685	3608697	4028499	7637196

5% Comparison

	AG	AG	B
2024	0.19%	0.17%	0.18%
2025	0.30%	0.27%	0.28%
2026	0.29%	0.26%	0.27%
2027	0.28%	0.25%	0.26%
2028	0.05%	0.05%	0.05%







Road ID	M10-M11	G	M10-M11	AG	M11-M10

Road name	Port of Brisbane Motorway (U27)
Road section	Ch. 0.0 to Ch. 6.0
Road authority	DTMR

B2G Development Volumes

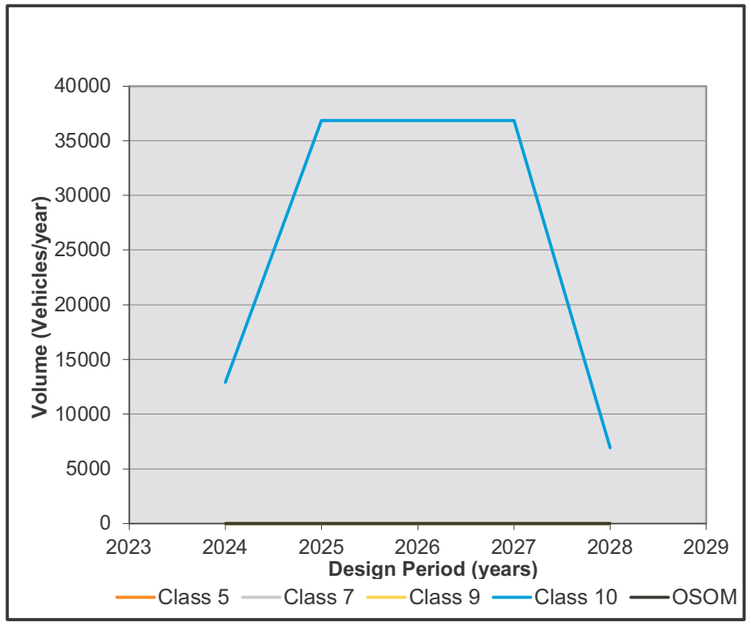
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

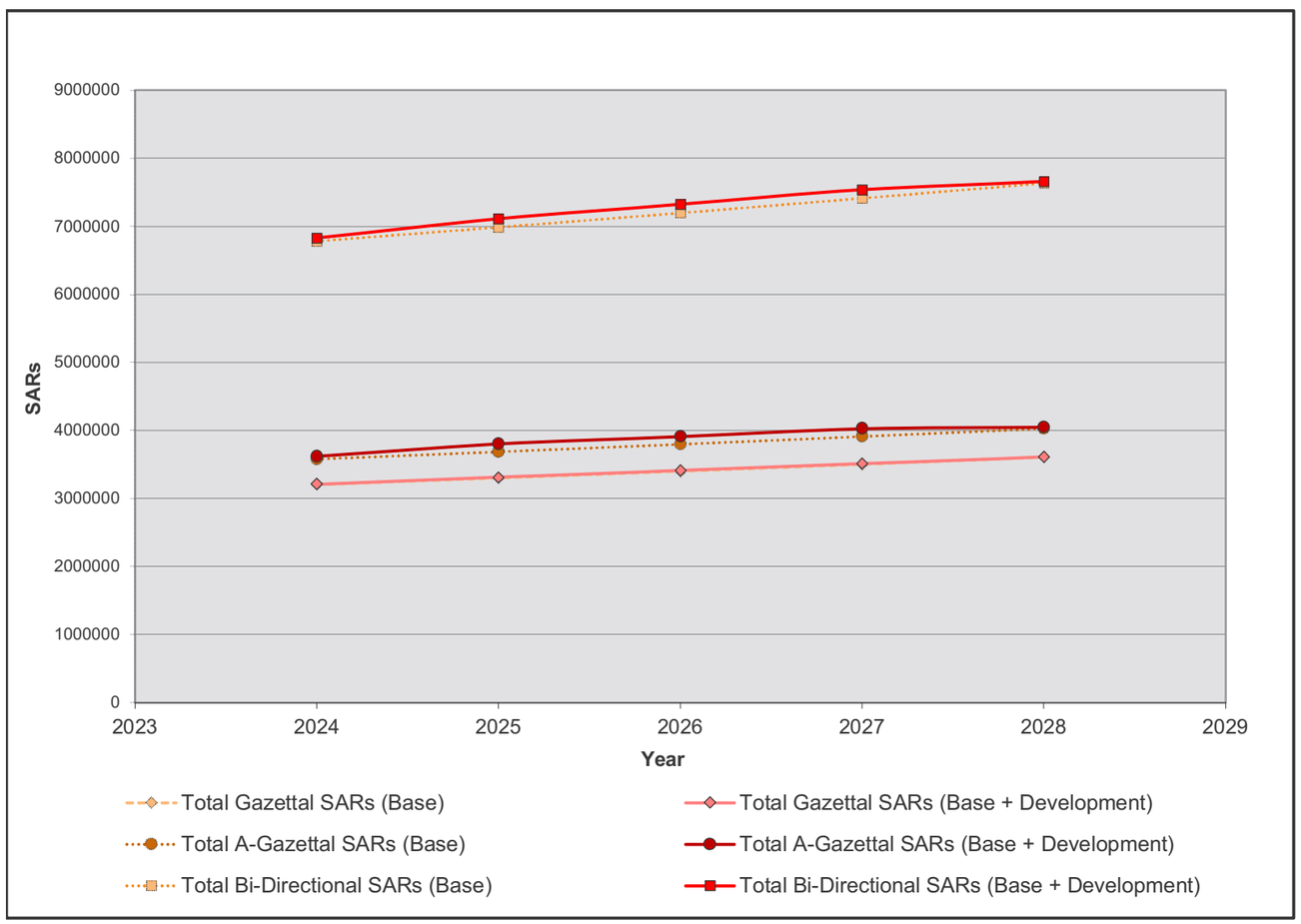
B2G SARs

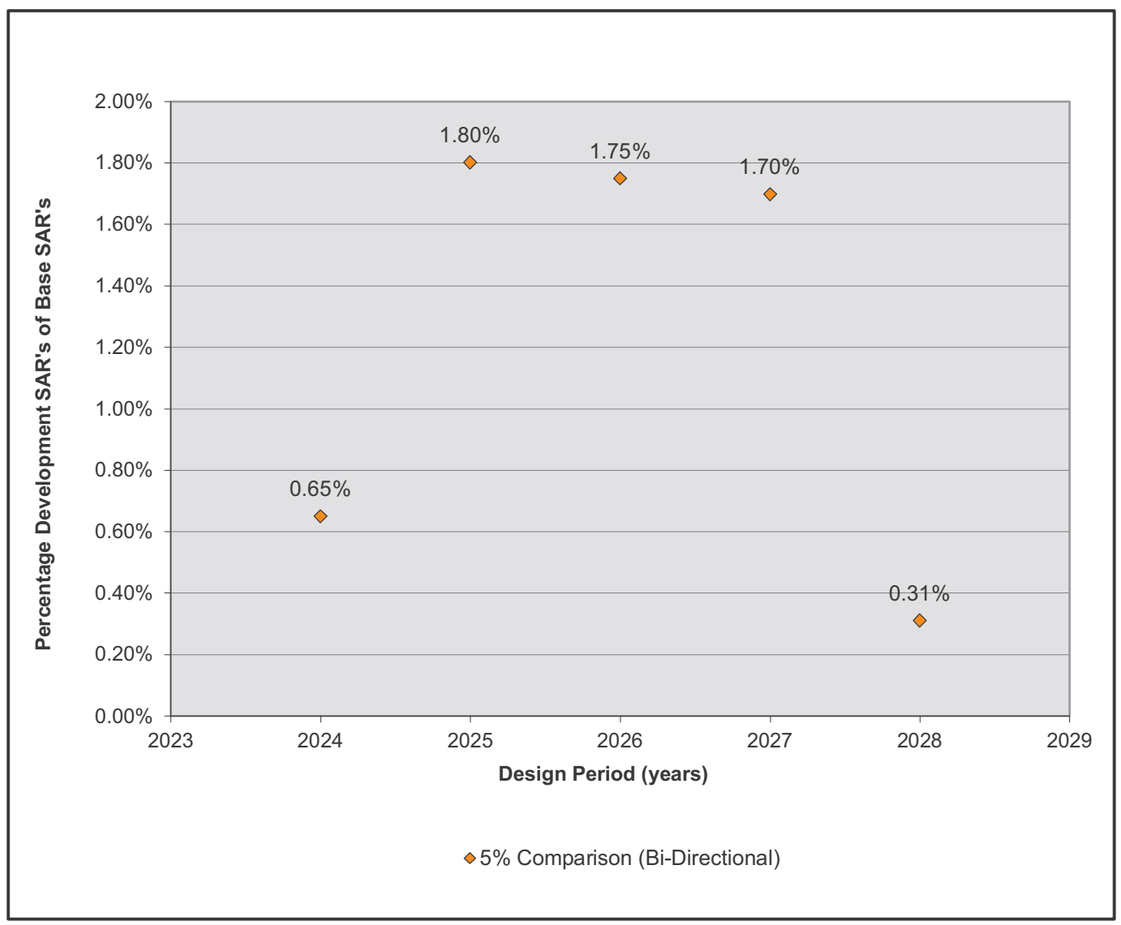
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	3204643	3577632	6782276	6014	38026	44040	3210657	3615658	6826316
2025	3300783	3684961	6985744	9766	116090	125856	3310549	3801051	7111600
2026	3399806	3795510	7195316	9766	116090	125856	3409572	3911600	7321173
2027	3501800	3909376	7411176	9766	116090	125856	3511567	4025466	7537032
2028	3606854	4026657	7633511	1842	21899	23741	3608697	4048556	7657252

5% Comparison

	AG	AG	B
2024	0.19%	1.06%	0.65%
2025	0.30%	3.15%	1.80%
2026	0.29%	3.06%	1.75%
2027	0.28%	2.97%	1.70%
2028	0.05%	0.54%	0.31%







Road ID	X17-X70	G	X17-X70	AG	X70-X17

Road name	Texas-Yelarbon Road (2322)
Road section	Ch. 53.3 to Ch. 54.6
Road authority	DTMR

B2G Development Volumes

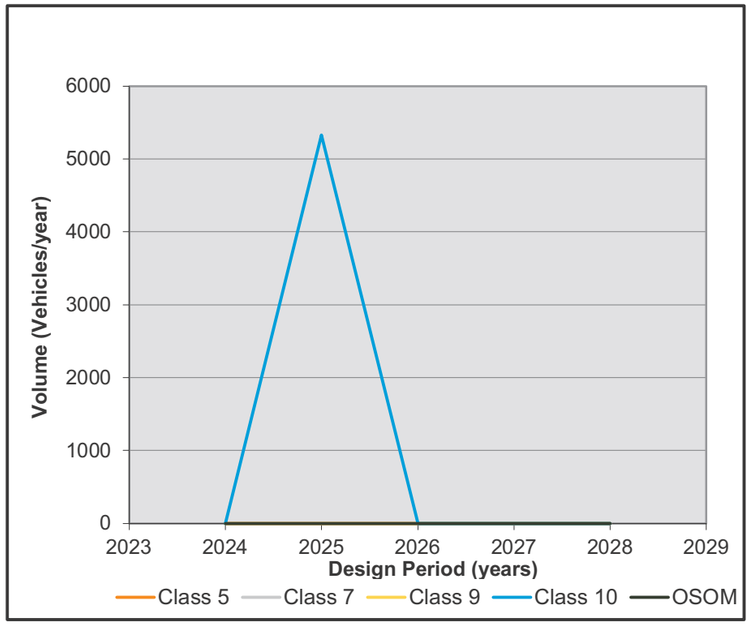
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	2664	0	0	0	0	2664	0	0	0	0	5328	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

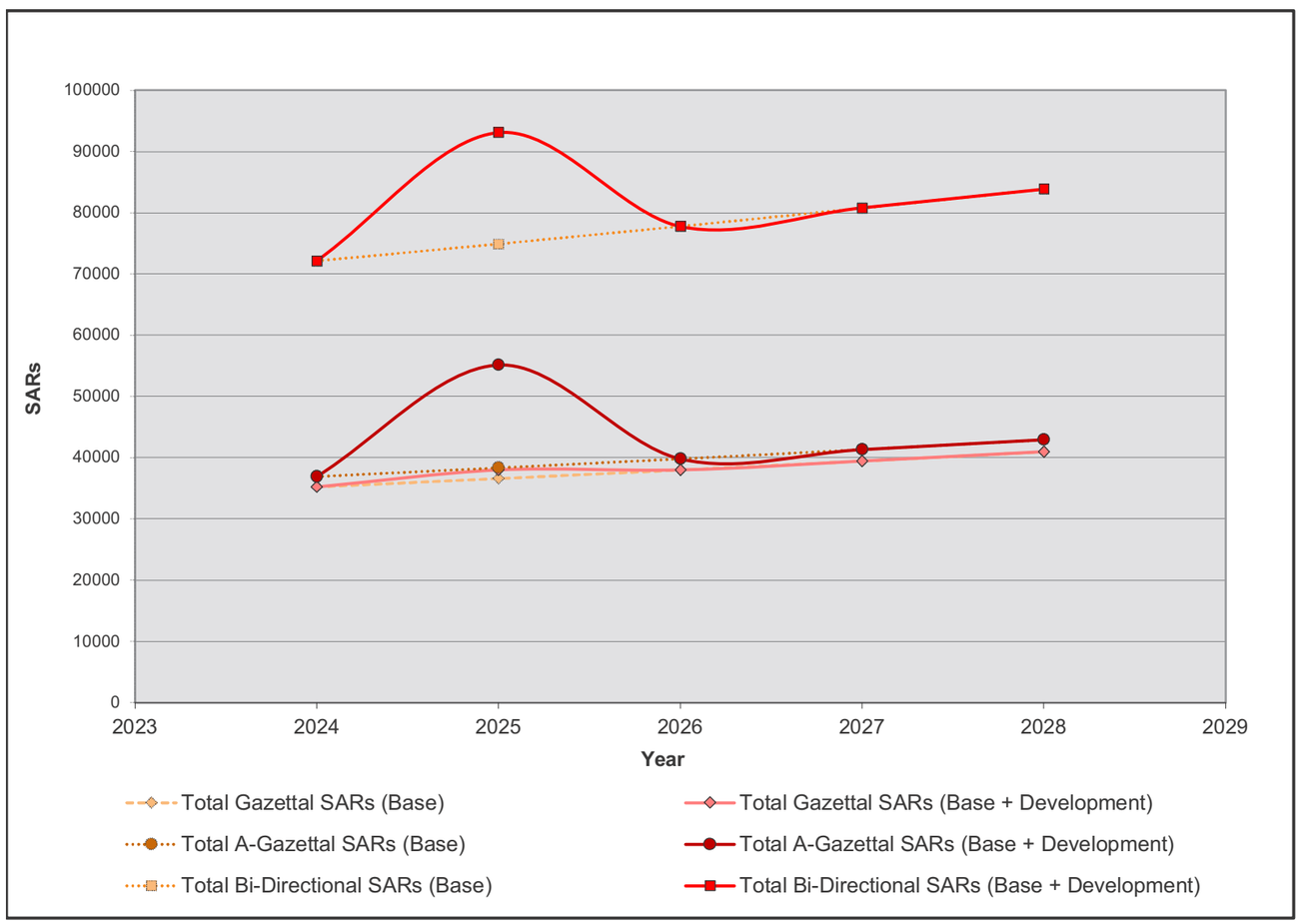
B2G SARs

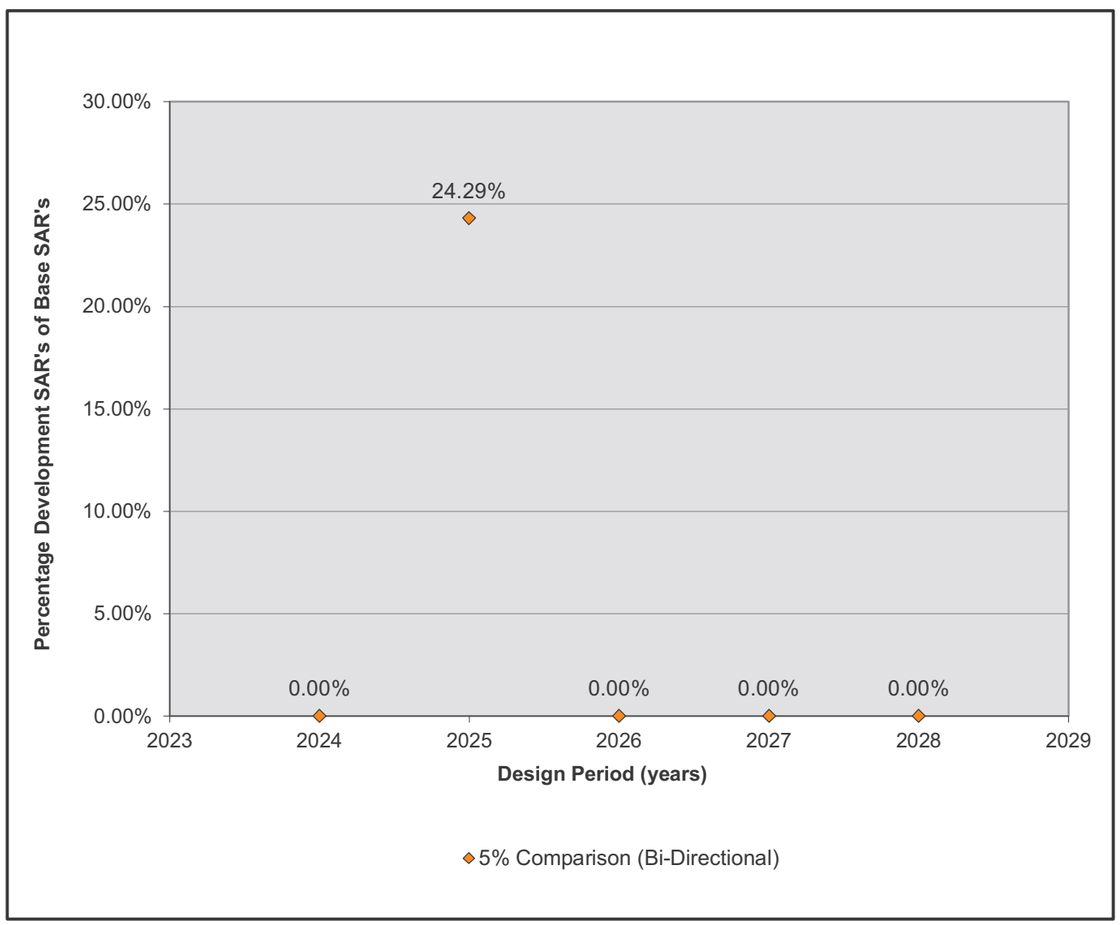
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	35223.06	36911.99	72135.05	0	0	0	35223	36912	72135
2025	36573.63	38327.32	74900.95	1412	16784	18196	37986	55112	93097
2026	37975.98	39796.92	77772.9	0	0	0	37976	39797	77773
2027	39432.11	41322.87	80754.98	0	0	0	39432	41323	80755
2028	40944.07	42907.33	83851.39	0	0	0	40944	42907	83851

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	3.86%	43.79%	24.29%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	X22-X44	G	X22-X44	AG	X44-X22

Road name	Toowoomba-Athol Road (316)
Road section	Ch. 2.1 to Ch. 16.8
Road authority	DTMR

B2G Development Volumes

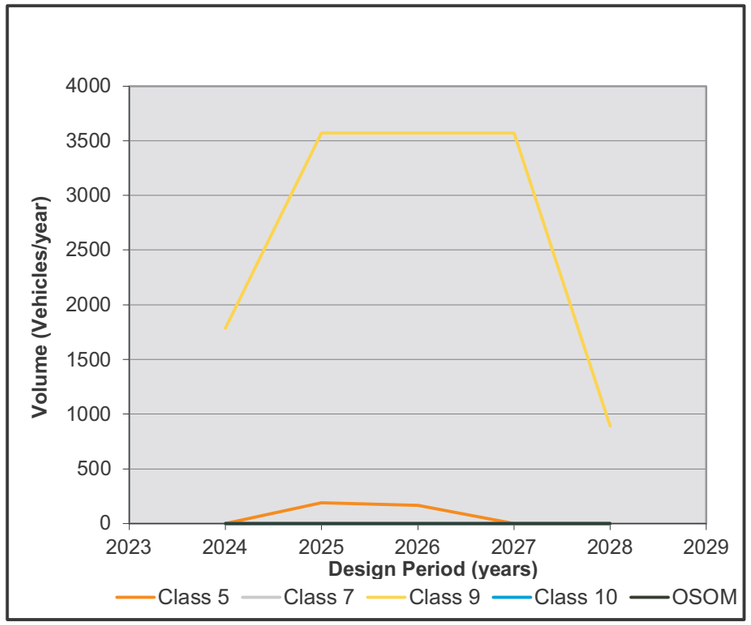
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	893	0	0	0	0	893	0	0	0	0	1786	0	0
2025	96	0	1786	0	0	96	0	1786	0	0	192	0	3571	0	0
2026	84	0	1786	0	0	84	0	1786	0	0	168	0	3571	0	0
2027	0	0	1786	0	0	0	0	1786	0	0	0	0	3571	0	0
2028	0	0	446	0	0	0	0	446	0	0	0	0	893	0	0

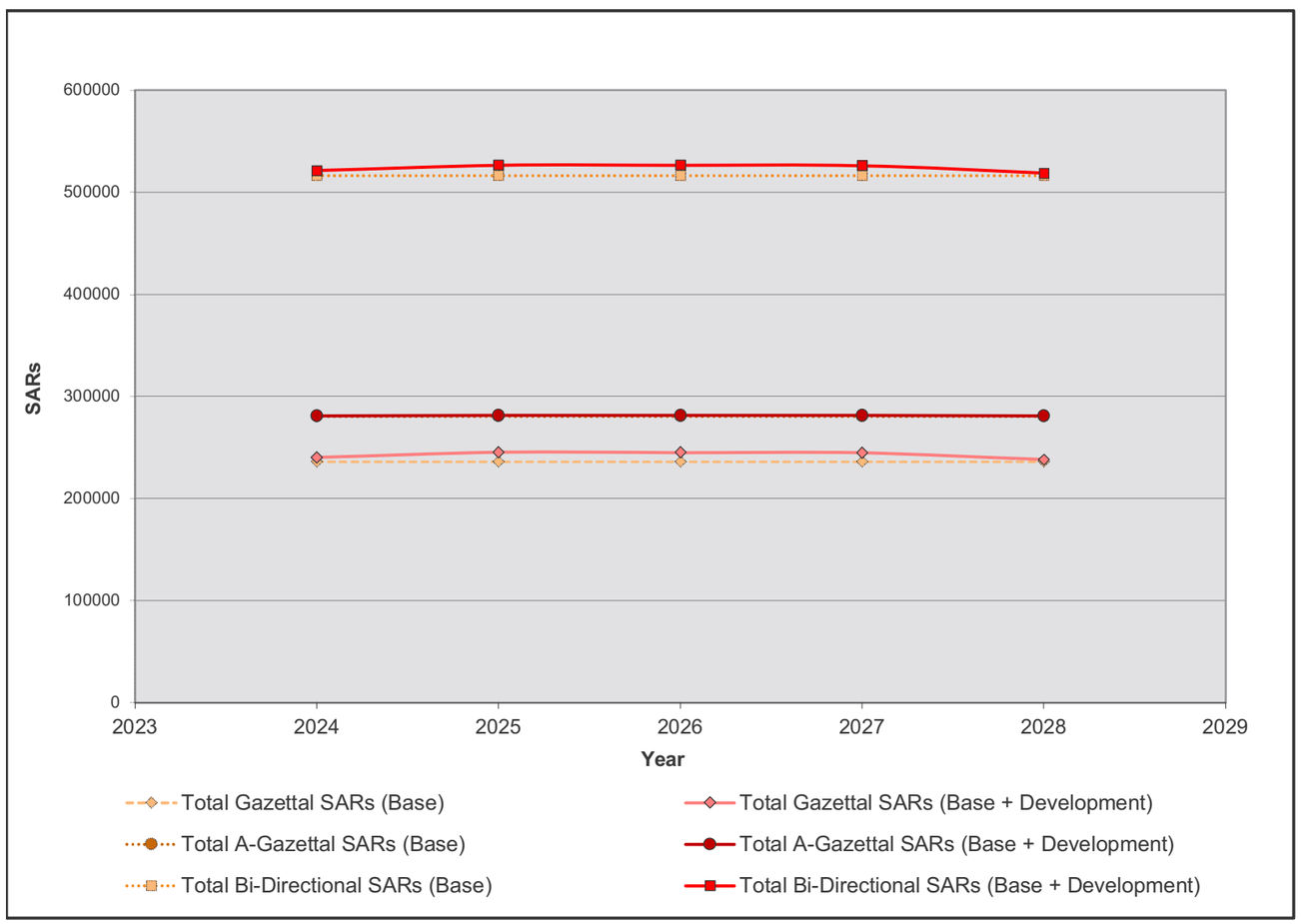
B2G SARs

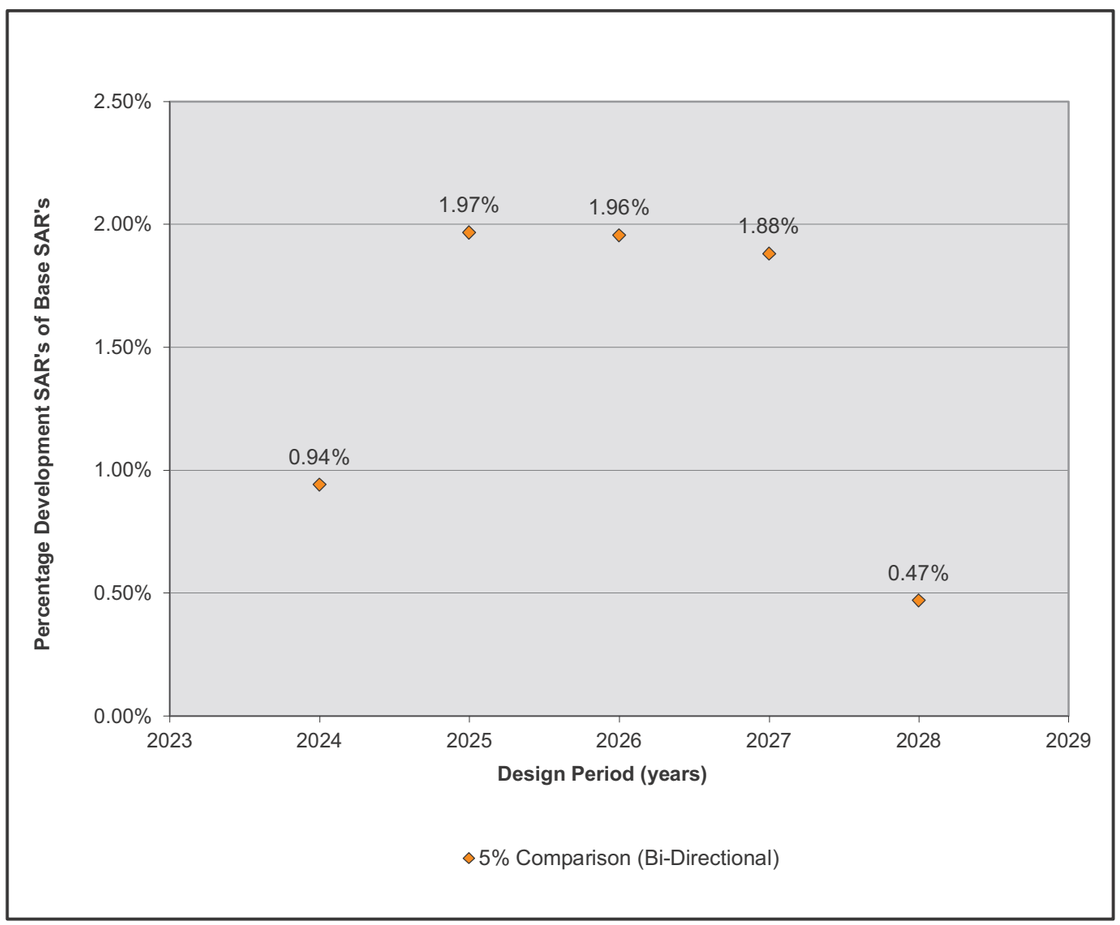
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	235889.3	280427.3	516316.6	4402	455	4857	240291	280883	521173
2025	235889.3	280427.3	516316.6	9195	955	10149	245084	281382	526466
2026	235889.3	280427.3	516316.6	9146	949	10095	245035	281377	526412
2027	235889.3	280427.3	516316.6	8803	911	9714	244692	281338	526030
2028	235889.3	280427.3	516316.6	2201	228	2428	238090	280655	518745

5% Comparison

	AG	AG	B
2024	1.87%	0.16%	0.94%
2025	3.90%	0.34%	1.97%
2026	3.88%	0.34%	1.96%
2027	3.73%	0.32%	1.88%
2028	0.93%	0.08%	0.47%







Road ID	X74-X73	G	X74-X73	AG	X73-X74

Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 2.0 to Ch. 6.0
Road authority	DTMR

B2G Development Volumes

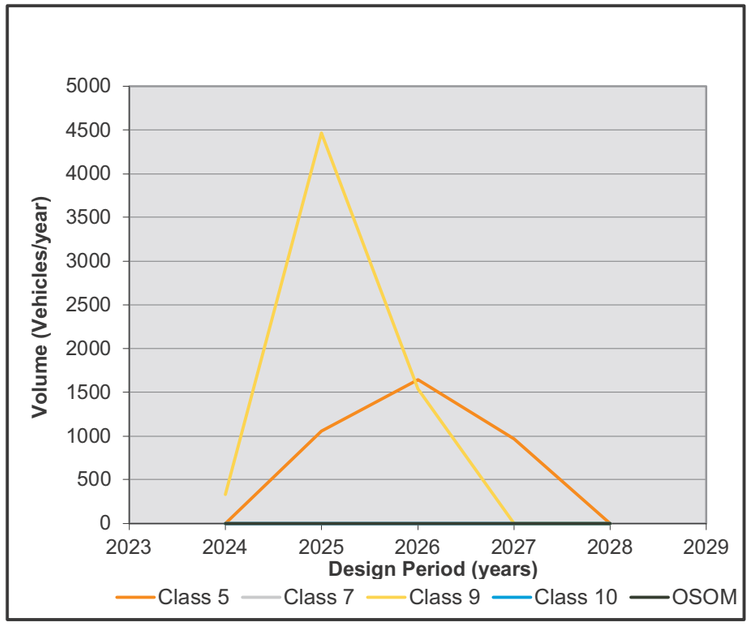
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	165	0	0	0	0	165	0	0	0	0	330	0	0
2025	529	0	2233	0	0	529	0	2233	0	0	1059	0	4467	0	0
2026	822	0	770	0	0	822	0	770	0	0	1644	0	1540	0	0
2027	484	0	0	0	0	484	0	0	0	0	968	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

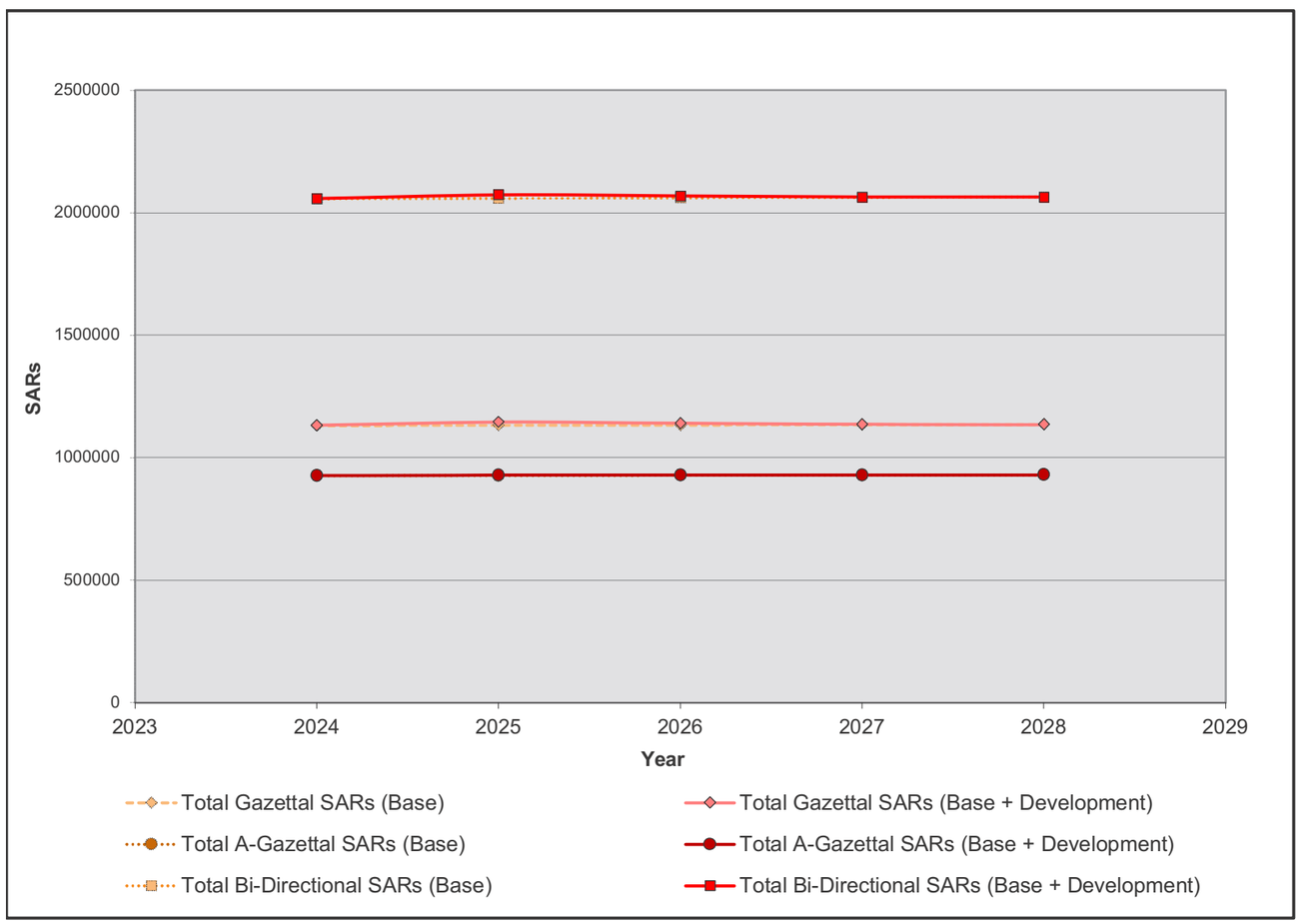
B2G SARs

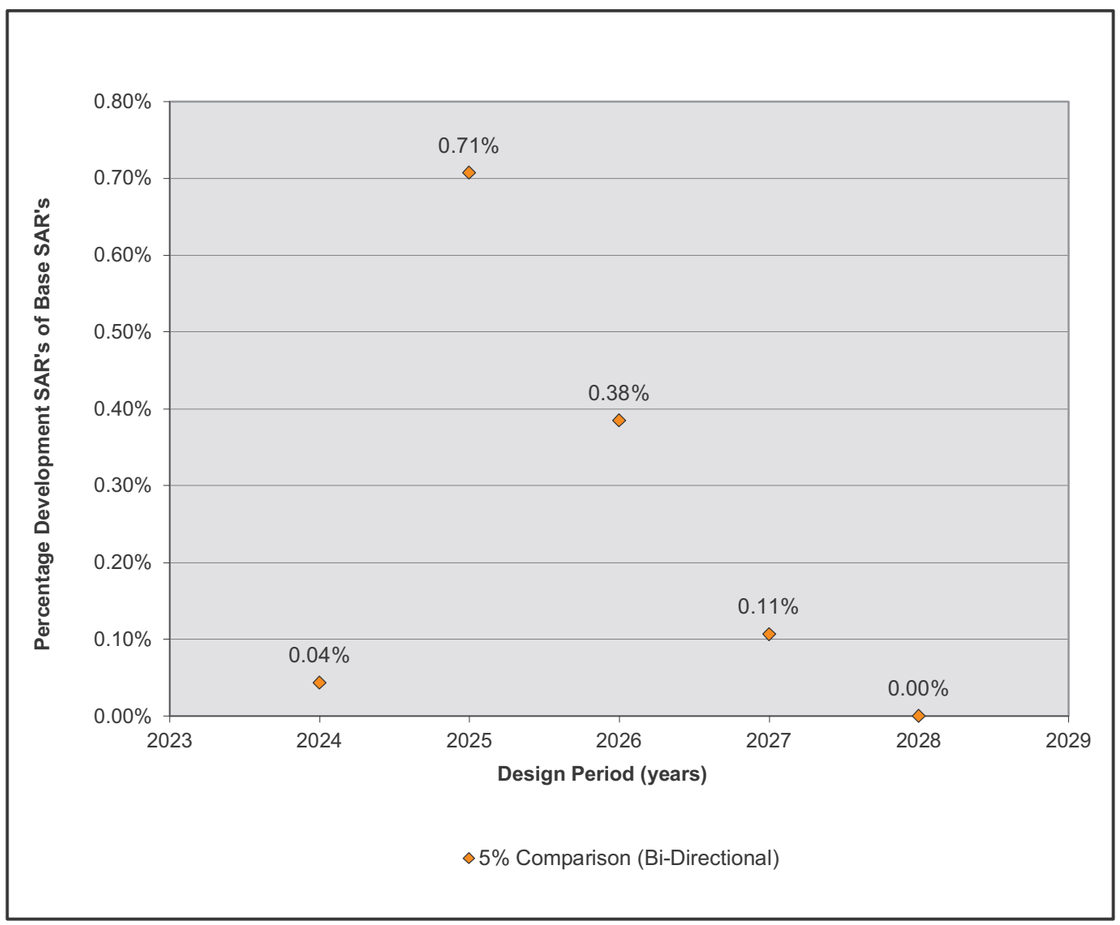
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1130482	925870.3	2056353	813	84	897	1131296	925954	2057250
2025	1131624	926805	2058429	13175	1383	14558	1144799	928188	2072986
2026	1132766	927740.7	2060507	7158	771	7929	1139924	928512	2068436
2027	1133910	928677.3	2062587	1980	223	2202	1135889	928900	2064789
2028	1135054	929614.9	2064669	0	0	0	1135054	929615	2064669

5% Comparison

	AG	AG	B
2024	0.07%	0.01%	0.04%
2025	1.16%	0.15%	0.71%
2026	0.63%	0.08%	0.38%
2027	0.17%	0.02%	0.11%
2028	0.00%	0.00%	0.00%







Road ID	X73-E29	G	X73-E29	AG	E29-X73

Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 6.0 to Ch. 6.4
Road authority	DTMR

B2G Development Volumes

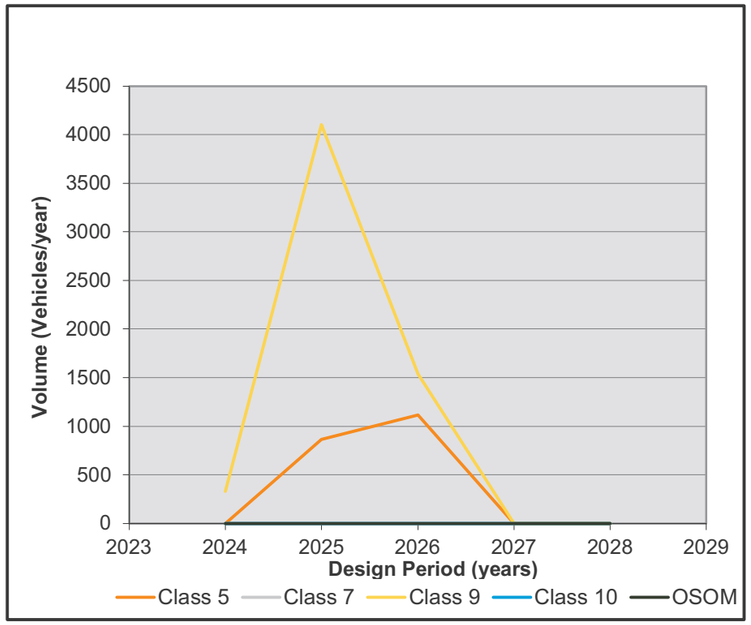
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	165	0	0	0	0	165	0	0	0	0	330	0	0
2025	433	0	2053	0	0	433	0	2053	0	0	866	0	4106	0	0
2026	557	0	770	0	0	557	0	770	0	0	1115	0	1540	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

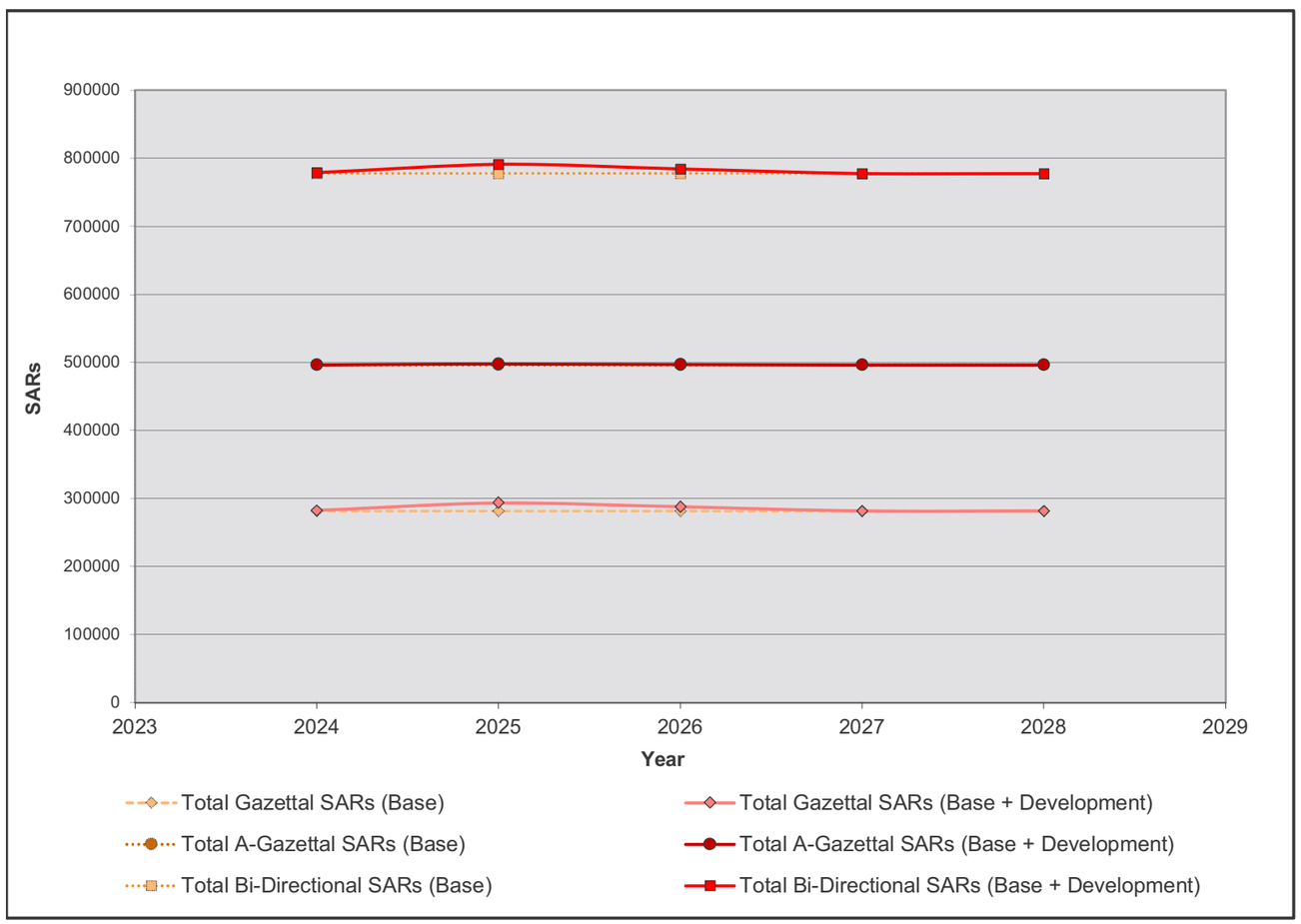
B2G SARs

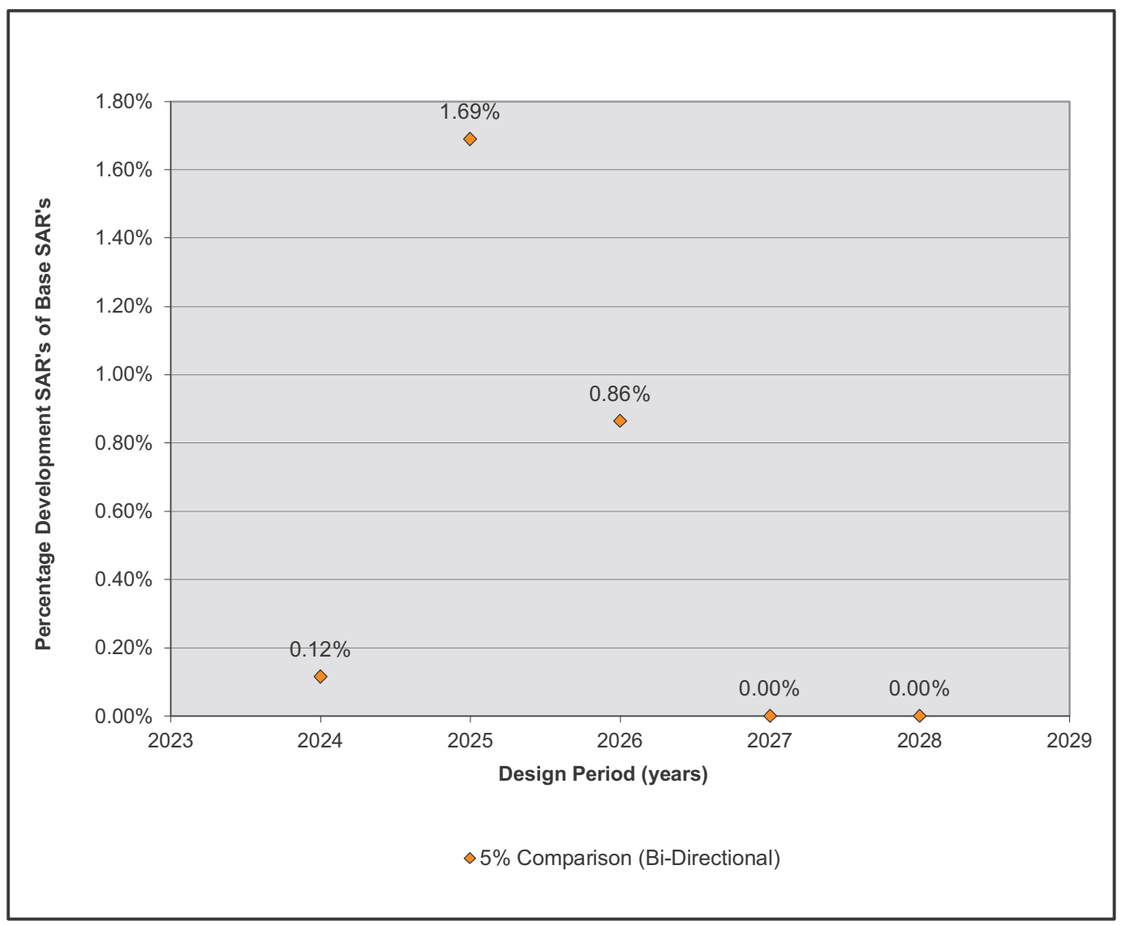
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	281465.1	496333.4	777798.5	813	84	897	282278	496418	778696
2025	281465.1	496333.4	777798.5	11891	1246	13137	293356	497579	790936
2026	281465.1	496333.4	777798.5	6076	649	6725	287541	496983	784523
2027	281465.1	496333.4	777798.5	0	0	0	281465	496333	777799
2028	281465.1	496333.4	777798.5	0	0	0	281465	496333	777799

5% Comparison

	AG	AG	B
2024	0.29%	0.02%	0.12%
2025	4.22%	0.25%	1.69%
2026	2.16%	0.13%	0.86%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	E29-X78	G	E29-X78	AG	X78-E29

Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 6.4 to Ch. 8.3
Road authority	DTMR

B2G Development Volumes

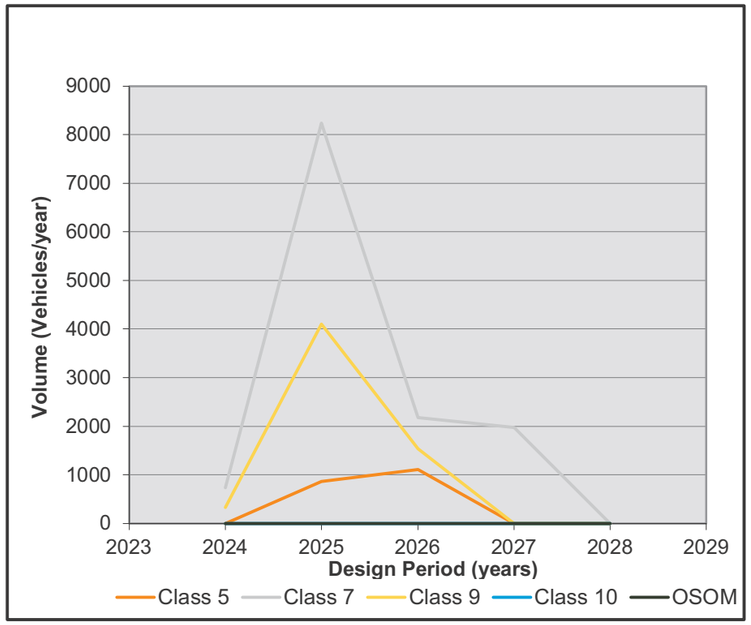
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	365	165	0	0	0	365	165	0	0	0	730	330	0	0
2025	433	4121	2053	0	0	433	4121	2053	0	0	866	8242	4106	0	0
2026	557	1089	770	0	0	557	1089	770	0	0	1115	2179	1540	0	0
2027	0	988	0	0	0	0	988	0	0	0	0	1976	0	0	0
2028	0	1	0	0	0	0	1	0	0	0	0	3	0	0	0

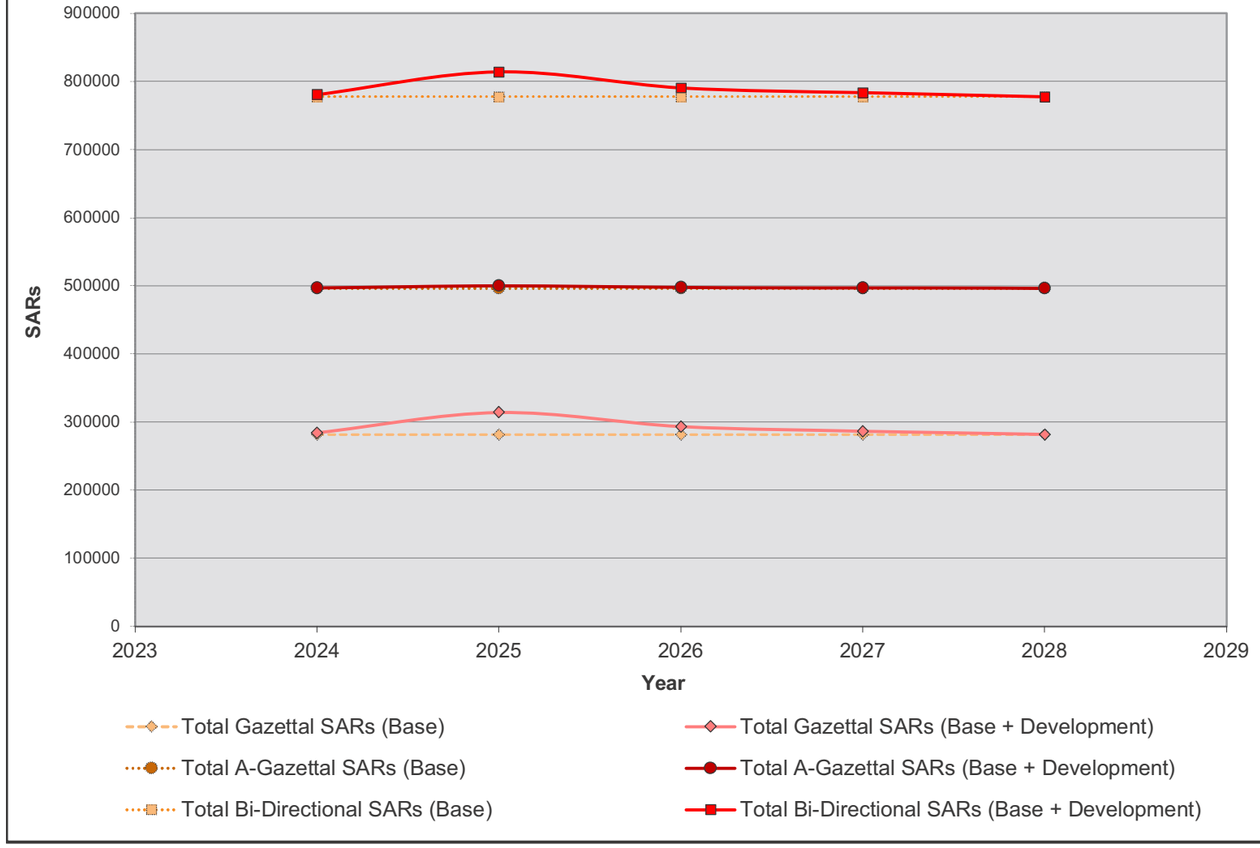
B2G SARs

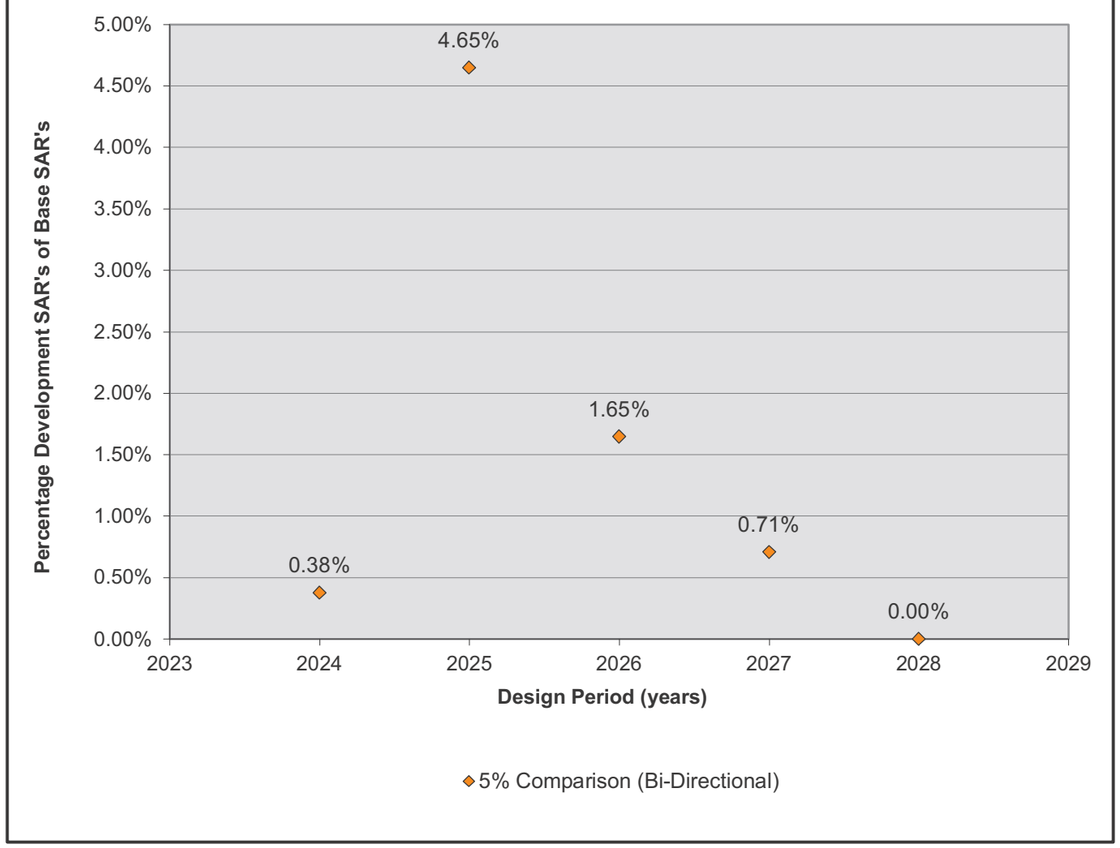
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	281465.1	496333.4	777798.5	2646	289	2934	284111	496622	780733
2025	281465.1	496333.4	777798.5	32579	3554	36133	314044	499887	813932
2026	281465.1	496333.4	777798.5	11544	1259	12803	293009	497593	790602
2027	281465.1	496333.4	777798.5	4960	553	5513	286425	496887	783312
2028	281465.1	496333.4	777798.5	6	1	7	281471	496334	777806

5% Comparison

	AG	AG	B
2024	0.94%	0.06%	0.38%
2025	11.57%	0.72%	4.65%
2026	4.10%	0.25%	1.65%
2027	1.76%	0.11%	0.71%
2028	0.00%	0.00%	0.00%







Road ID	X78-X75	G	X78-X75	AG	X75-X78

Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 8.3 to Ch. 9.2
Road authority	DTMR

B2G Development Volumes

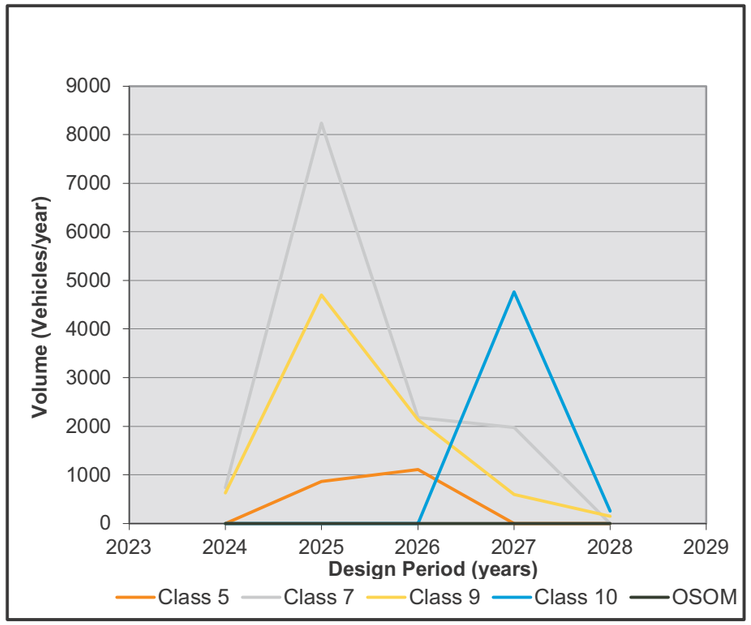
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	365	314	0	0	0	365	314	0	0	0	730	628	0	0
2025	433	4121	2350	0	0	433	4121	2350	0	0	866	8242	4701	0	0
2026	557	1089	1068	0	0	557	1089	1068	0	0	1115	2179	2135	0	0
2027	0	988	298	2383	0	0	988	298	2383	0	0	1976	595	4766	0
2028	0	1	74	124	0	0	1	74	124	0	0	3	149	248	0

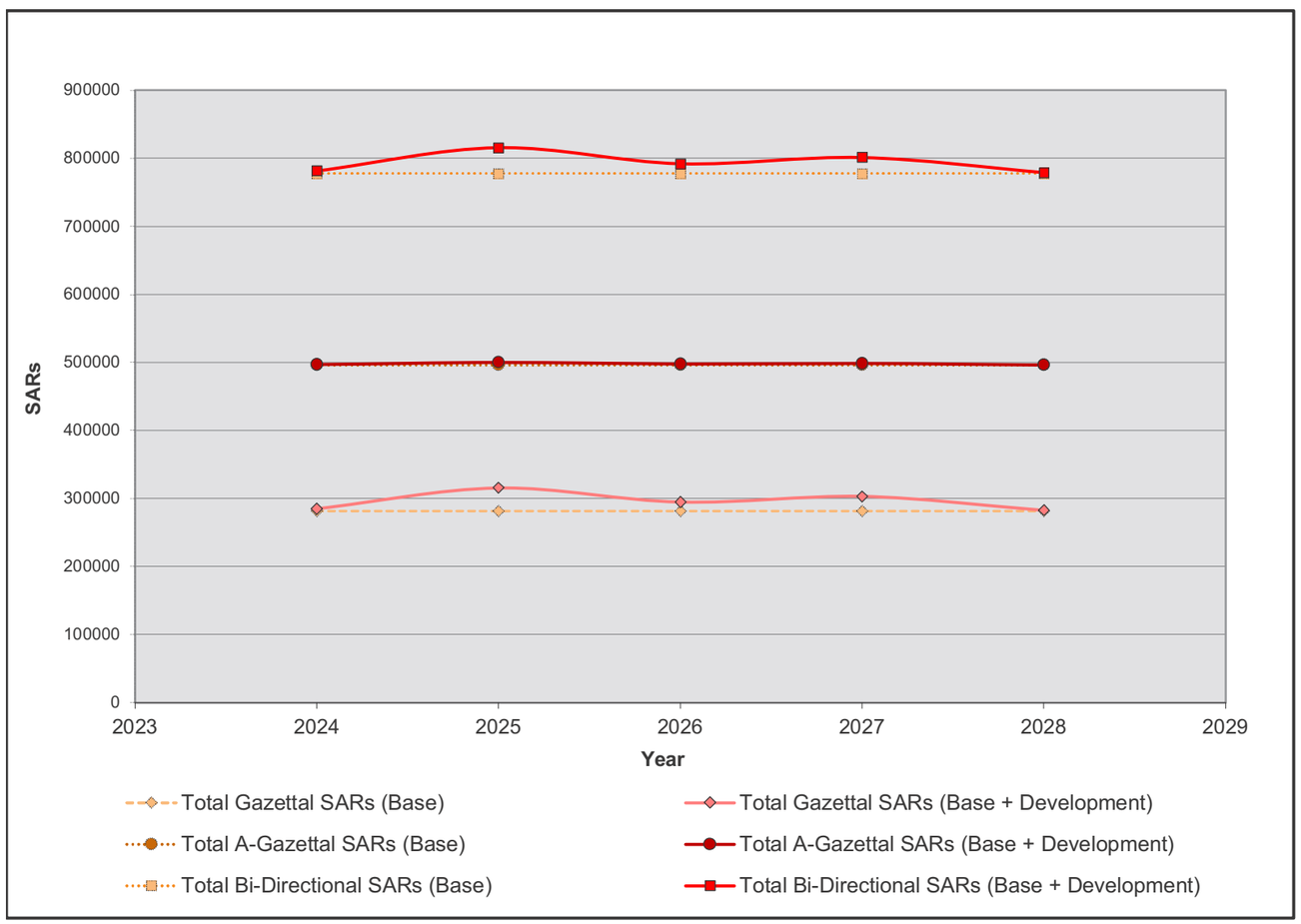
B2G SARs

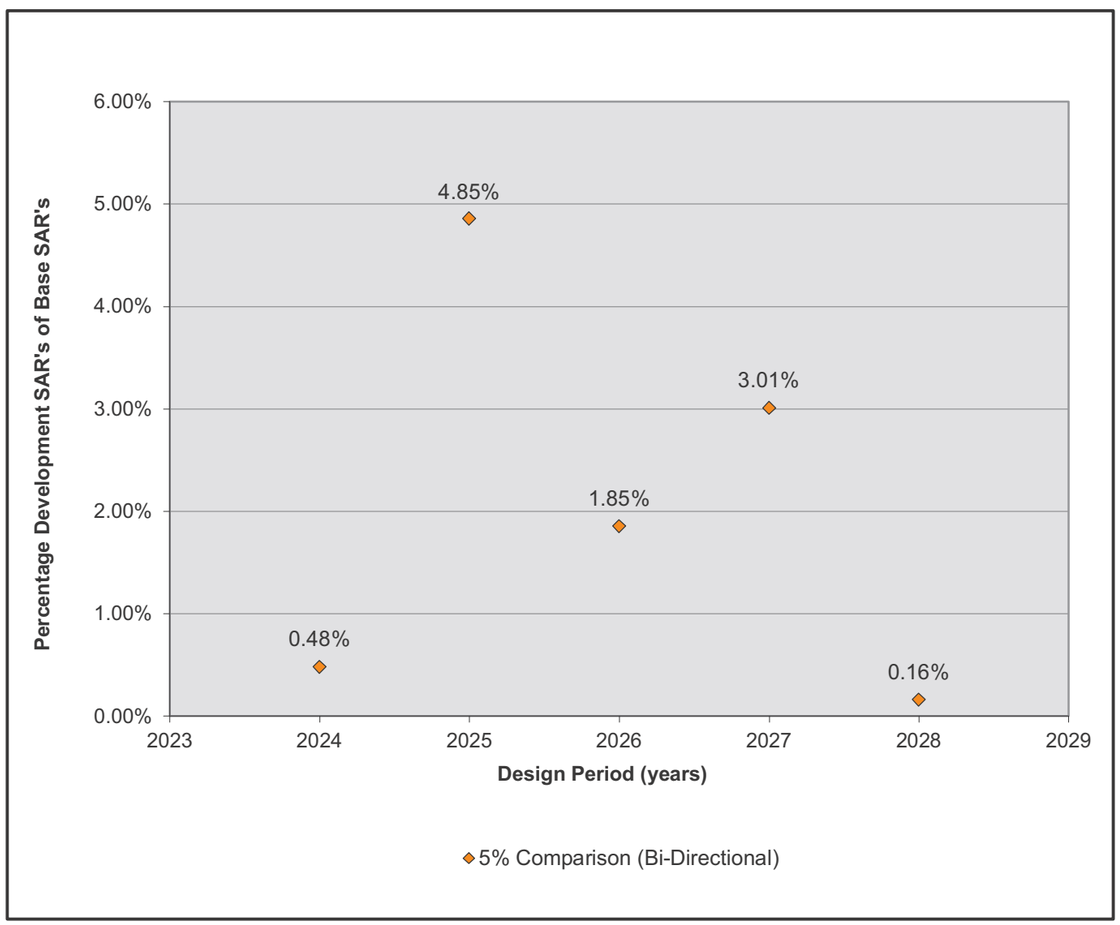
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	281465.1	496333.4	777798.5	3379	364	3744	284845	496698	781542
2025	281465.1	496333.4	777798.5	34046	3706	37752	315511	500039	815550
2026	281465.1	496333.4	777798.5	13011	1411	14422	294476	497744	792221
2027	281465.1	496333.4	777798.5	21439	1968	23407	302904	498301	801206
2028	281465.1	496333.4	777798.5	1155	104	1259	282620	496438	779058

5% Comparison

	AG	AG	B
2024	1.20%	0.07%	0.48%
2025	12.10%	0.75%	4.85%
2026	4.62%	0.28%	1.85%
2027	7.62%	0.40%	3.01%
2028	0.41%	0.02%	0.16%







Road ID	X75-E115	G	X75-E115	AG	E115-X75

Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 9.2 to Ch. 10.0
Road authority	DTMR

B2G Development Volumes

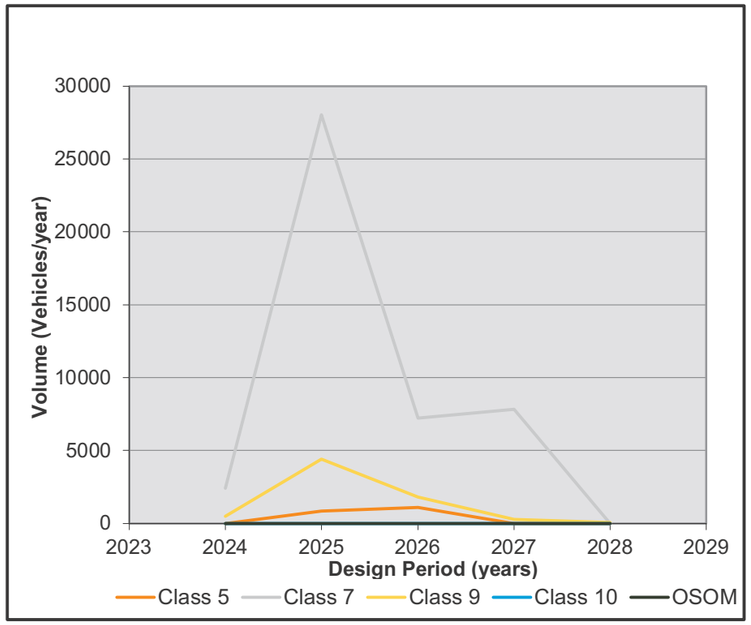
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1210	239	0	0	0	1210	239	0	0	0	2421	479	0	0
2025	433	14012	2202	0	0	433	14012	2202	0	0	866	28025	4403	0	0
2026	557	3606	919	0	0	557	3606	919	0	0	1115	7211	1838	0	0
2027	0	3918	149	0	0	0	3918	149	0	0	0	7835	298	0	0
2028	0	3	37	0	0	0	3	37	0	0	0	7	74	0	0

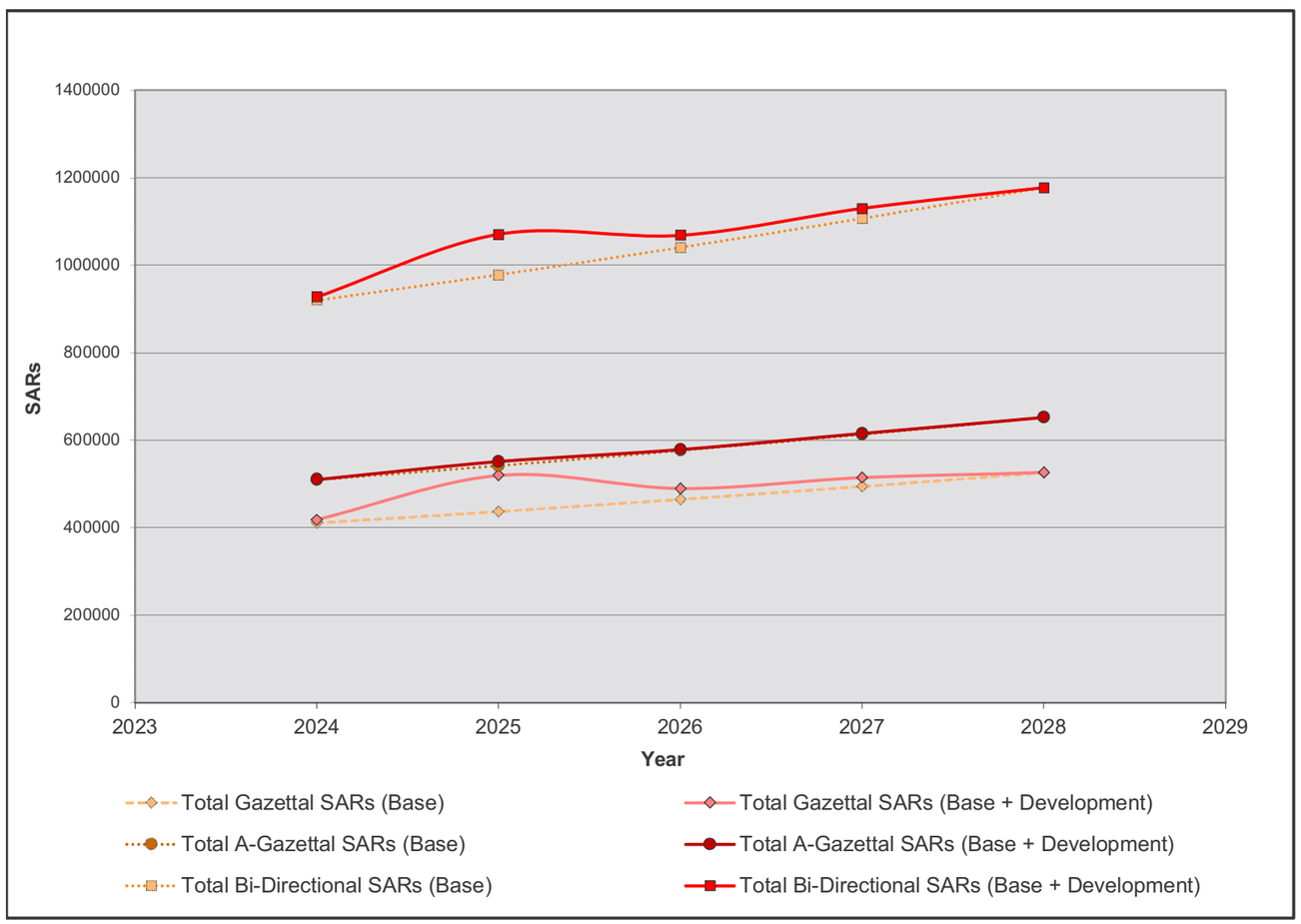
B2G SARs

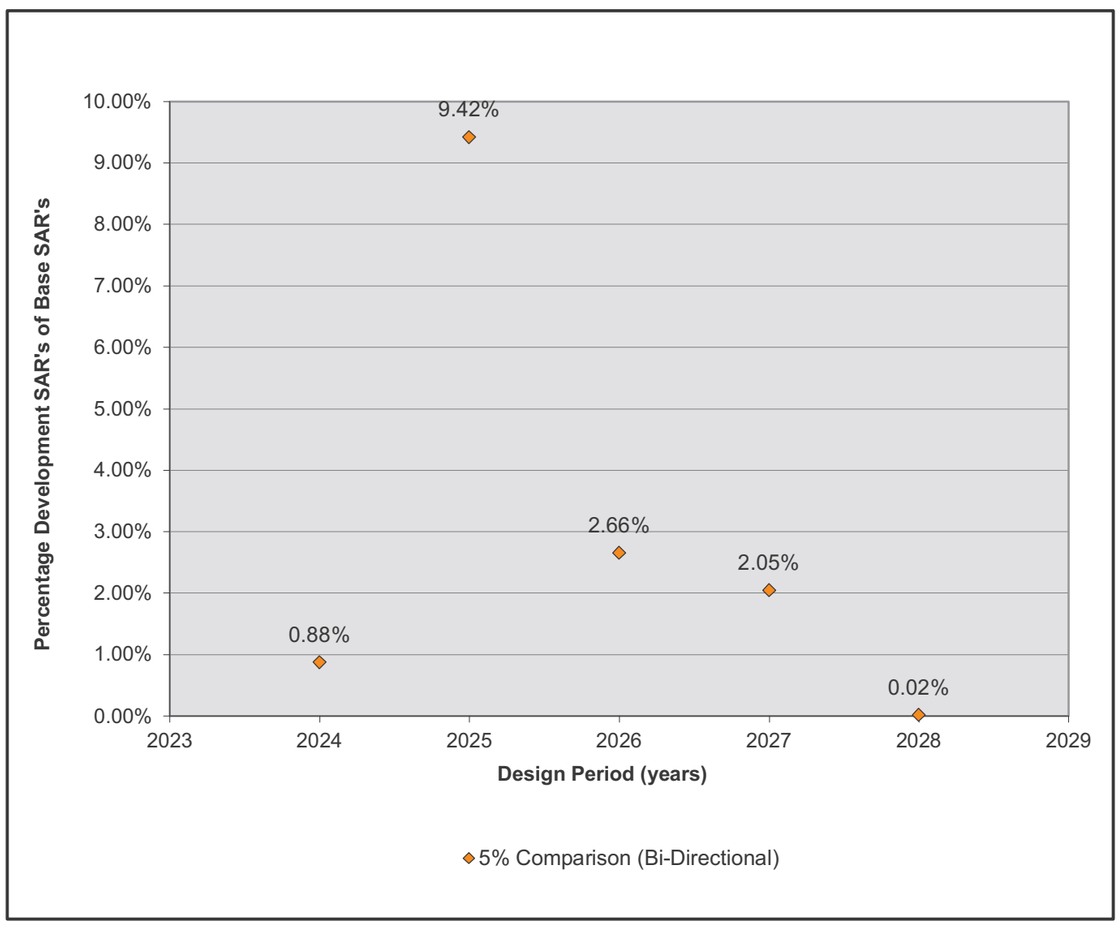
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	410438.5	509141.4	919579.9	7256	800	8055	417694	509941	927635
2025	436593.7	541586.3	978180	82967	9169	92136	519560	550755	1070316
2026	464415.5	576098.9	1040514	24909	2744	27654	489325	578843	1068168
2027	494010.3	612810.7	1106821	20399	2270	22669	514410	615080	1129490
2028	525491.1	651861.9	1177353	200	21	221	525691	651883	1177574

5% Comparison

	AG	AG	B
2024	1.77%	0.16%	0.88%
2025	19.00%	1.69%	9.42%
2026	5.36%	0.48%	2.66%
2027	4.13%	0.37%	2.05%
2028	0.04%	0.00%	0.02%







Road ID	E115-X144	G	E115-X144	AG	X144-E115

Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 10.0 to Ch. 10.1
Road authority	DTMR

B2G Development Volumes

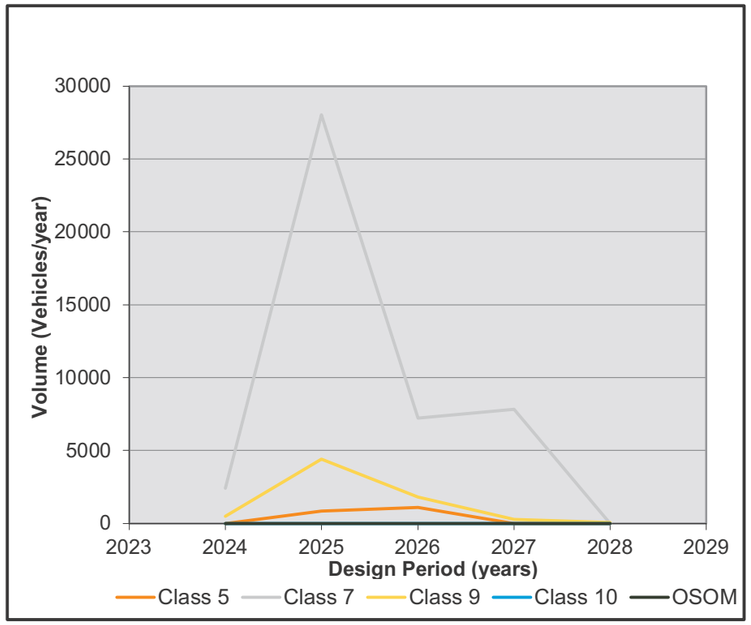
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1210	239	0	0	0	1210	239	0	0	0	2421	479	0	0
2025	433	14012	2202	0	0	433	14012	2202	0	0	866	28025	4403	0	0
2026	557	3606	919	0	0	557	3606	919	0	0	1115	7211	1838	0	0
2027	0	3918	149	0	0	0	3918	149	0	0	0	7835	298	0	0
2028	0	3	37	0	0	0	3	37	0	0	0	7	74	0	0

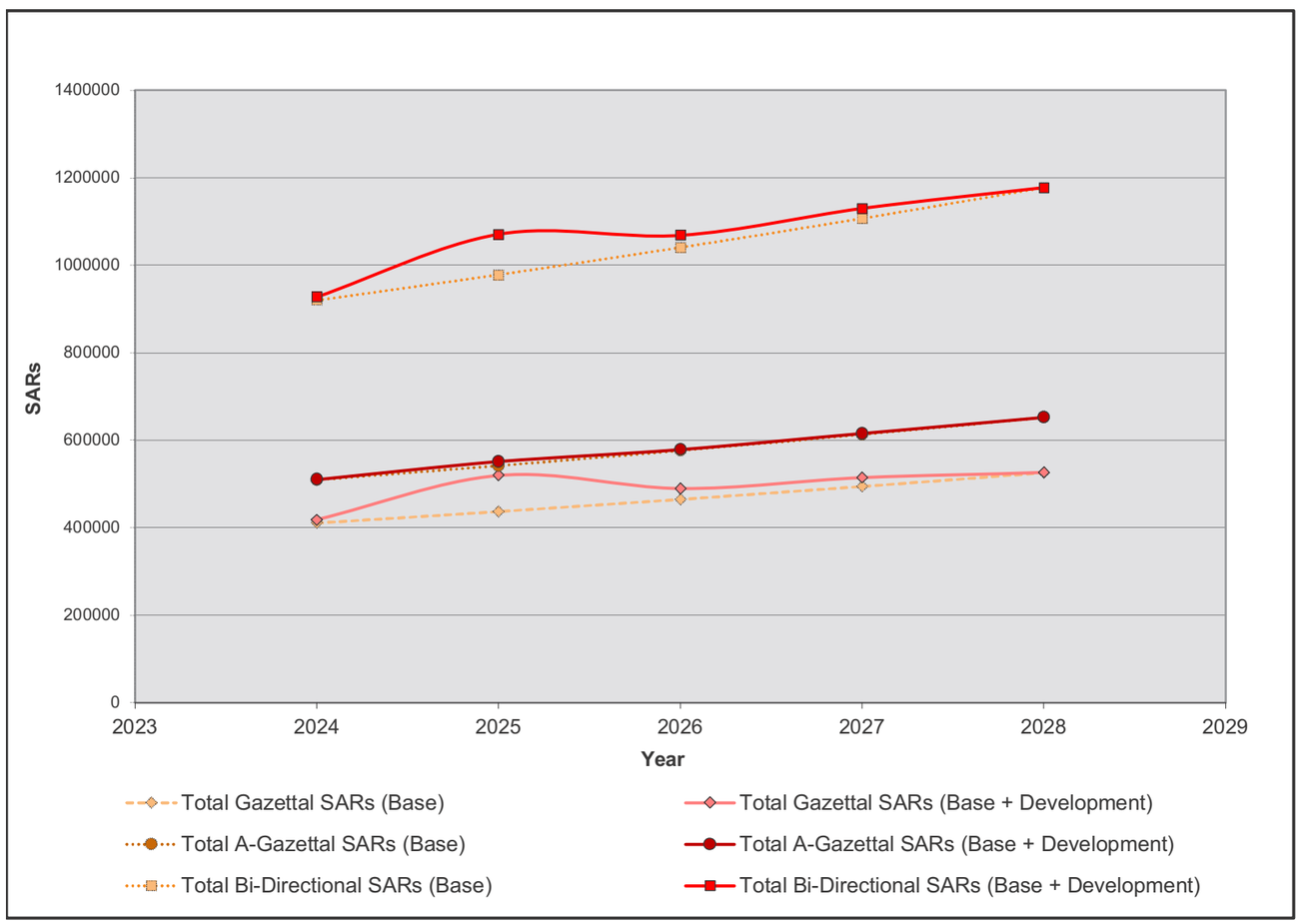
B2G SARs

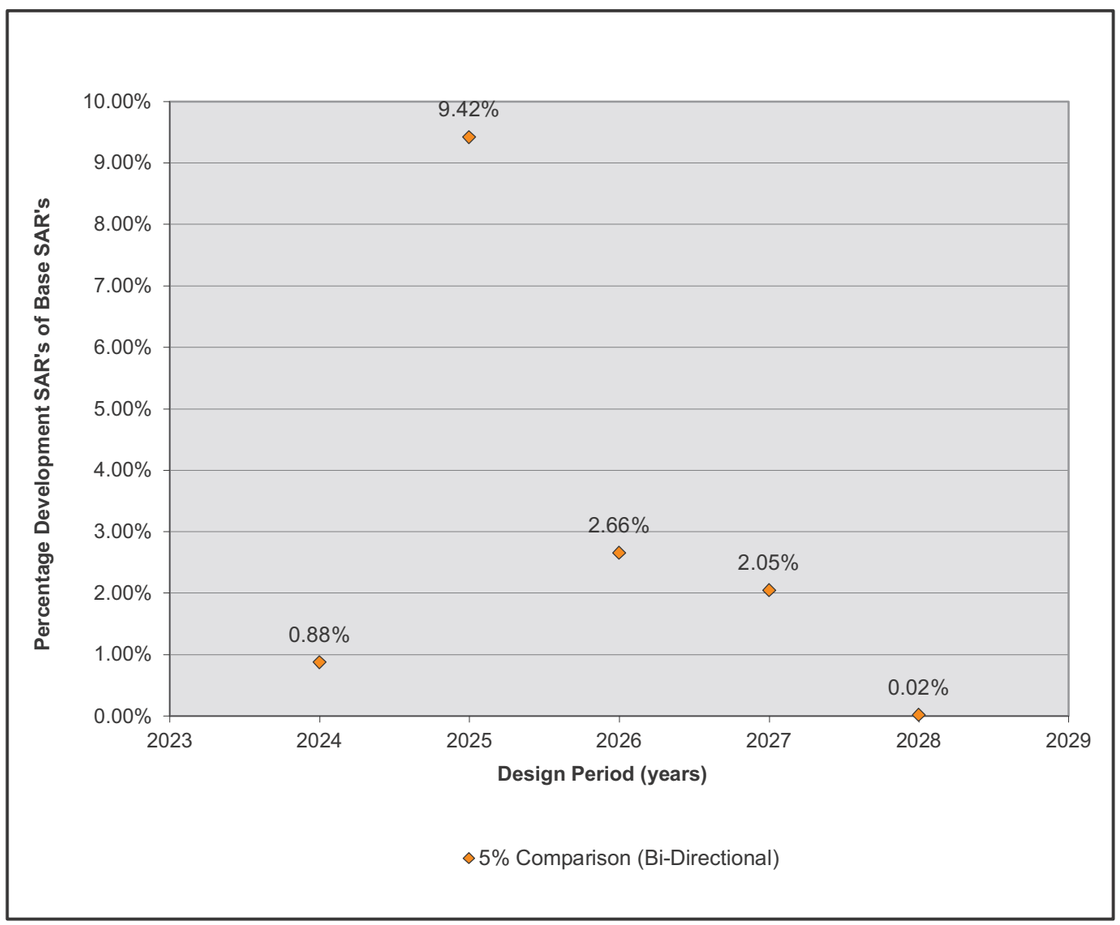
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	410438.5	509141.4	919579.9	7256	800	8055	417694	509941	927635
2025	436593.7	541586.3	978180	82967	9169	92136	519560	550755	1070316
2026	464415.5	576098.9	1040514	24909	2744	27654	489325	578843	1068168
2027	494010.3	612810.7	1106821	20399	2270	22669	514410	615080	1129490
2028	525491.1	651861.9	1177353	200	21	221	525691	651883	1177574

5% Comparison

	AG	AG	B
2024	1.77%	0.16%	0.88%
2025	19.00%	1.69%	9.42%
2026	5.36%	0.48%	2.66%
2027	4.13%	0.37%	2.05%
2028	0.04%	0.00%	0.02%







Road ID	X144-X76	G	X144-X76	AG	X76-X144

Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 10.1 to Ch. 10.3
Road authority	DTMR

B2G Development Volumes

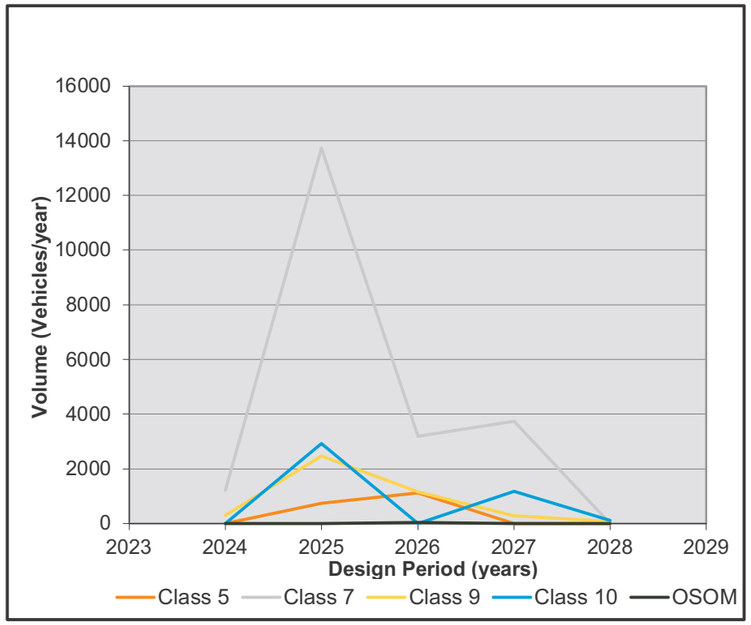
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	74	0	0	0	1210	239	0	0	0	1210	314	0	0
2025	310	0	259	2917	0	433	13739	2202	0	8	743	13739	2460	2917	8
2026	557	0	245	0	0	557	3195	919	0	43	1115	3195	1164	0	43
2027	0	0	149	0	0	0	3746	149	1187	0	0	3746	298	1187	0
2028	0	0	37	0	0	0	3	37	111	0	0	3	74	111	0

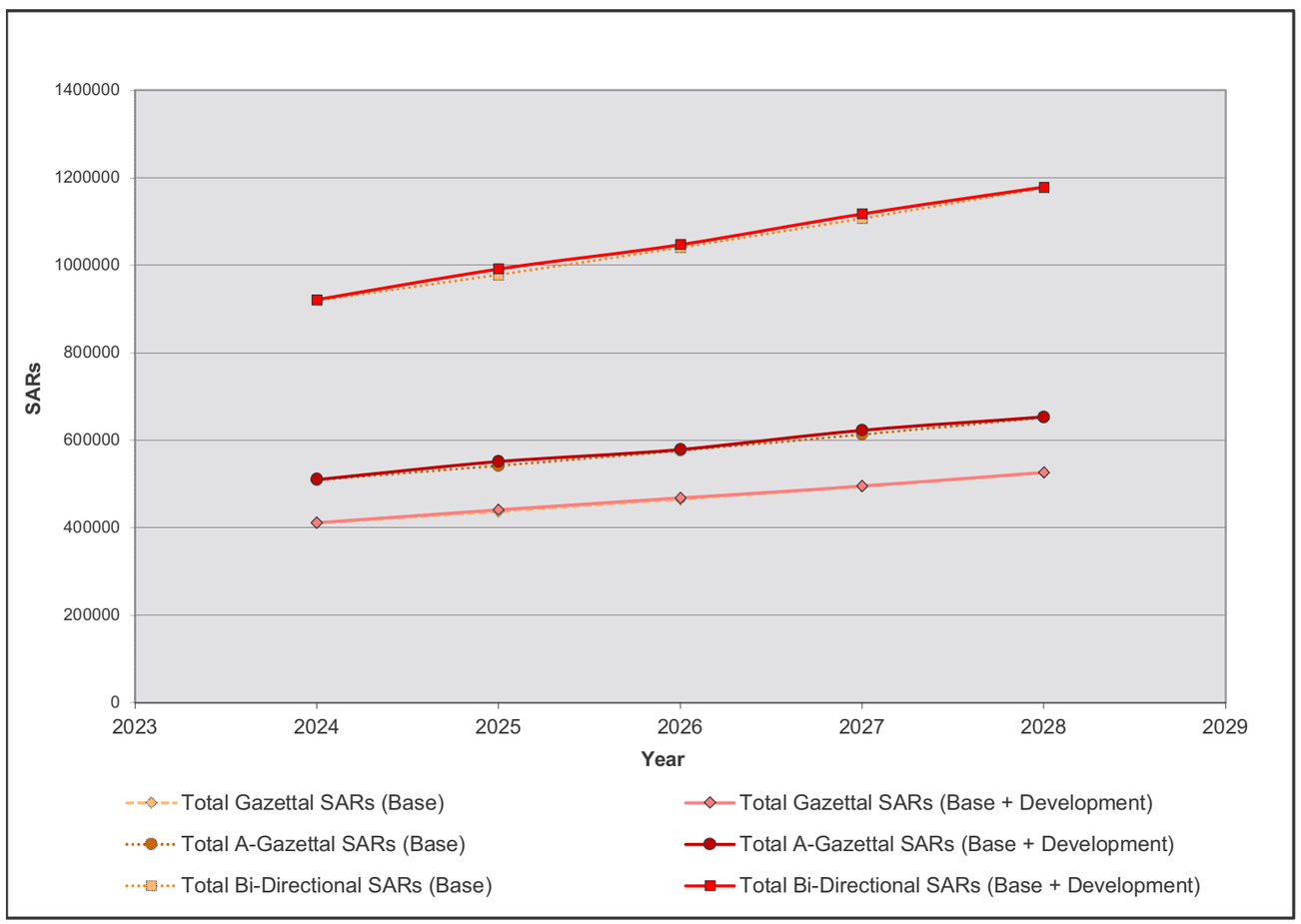
B2G SARs

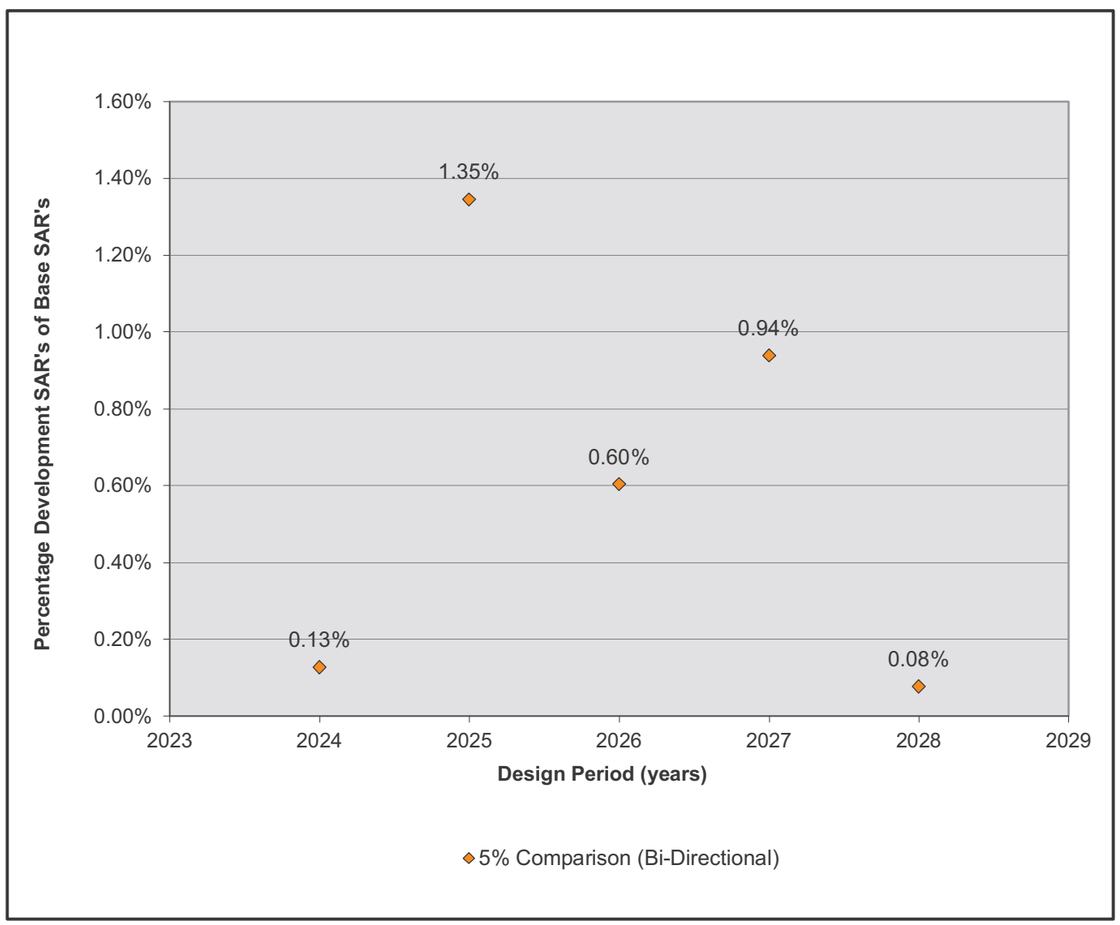
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	410438.5	509141.4	919579.9	367	800	1167	410805	509941	920747
2025	436593.7	541586.3	978180	4089	9069	13158	440683	550655	991338
2026	464415.5	576098.9	1040514	3487	2793	6280	467903	578892	1046794
2027	494010.3	612810.7	1106821	734	9650	10383	494744	622460	1117204
2028	525491.1	651861.9	1177353	183	719	903	525674	652581	1178256

5% Comparison

	AG	AG	B
2024	0.09%	0.16%	0.13%
2025	0.94%	1.67%	1.35%
2026	0.75%	0.48%	0.60%
2027	0.15%	1.57%	0.94%
2028	0.03%	0.11%	0.08%







Road ID	X76-X71	G	X76-X71	AG	X71-X76

Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 10.3 to Ch. 12.1
Road authority	DTMR

B2G Development Volumes

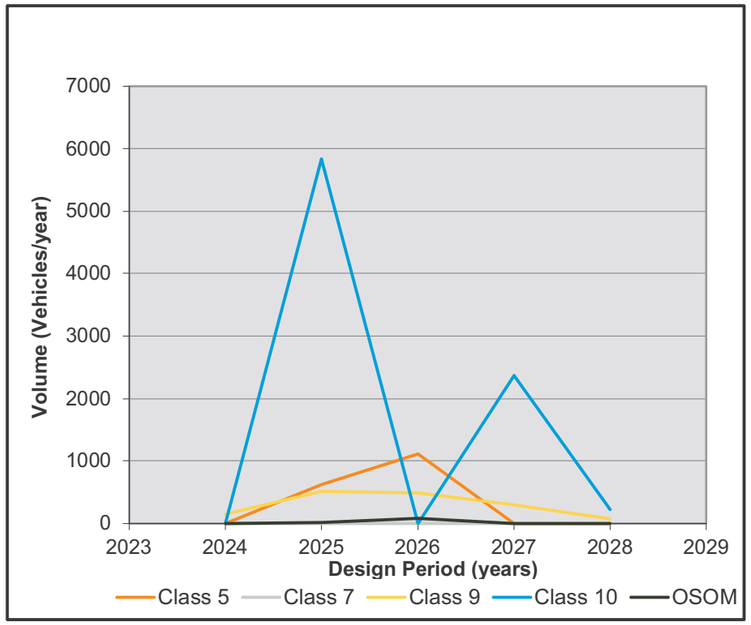
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	74	0	0	0	0	74	0	0	0	0	149	0	0
2025	310	0	259	2917	8	310	0	259	2917	8	620	0	517	5834	16
2026	557	0	245	0	43	557	0	245	0	43	1115	0	490	0	86
2027	0	0	149	1187	0	0	0	149	1187	0	0	0	298	2373	0
2028	0	0	37	111	0	0	0	37	111	0	0	0	74	222	0

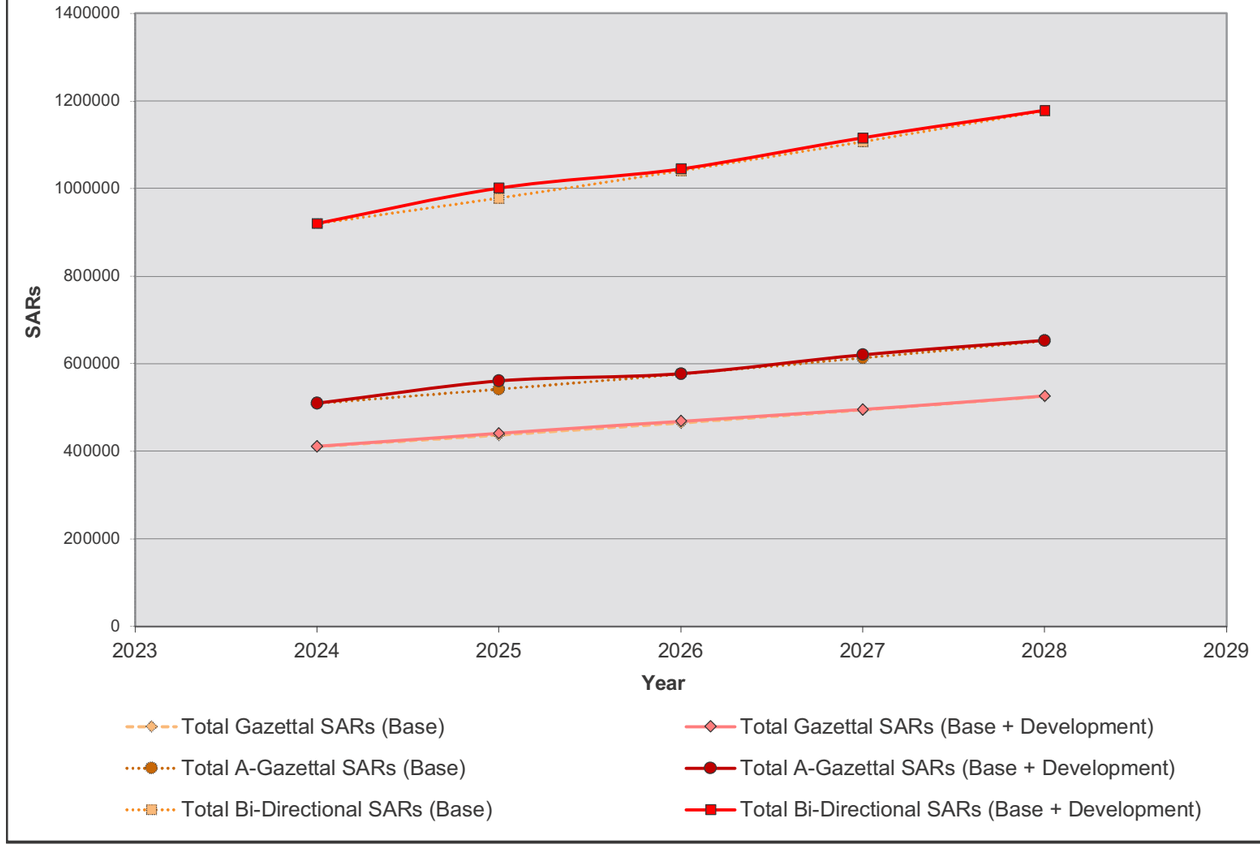
B2G SARs

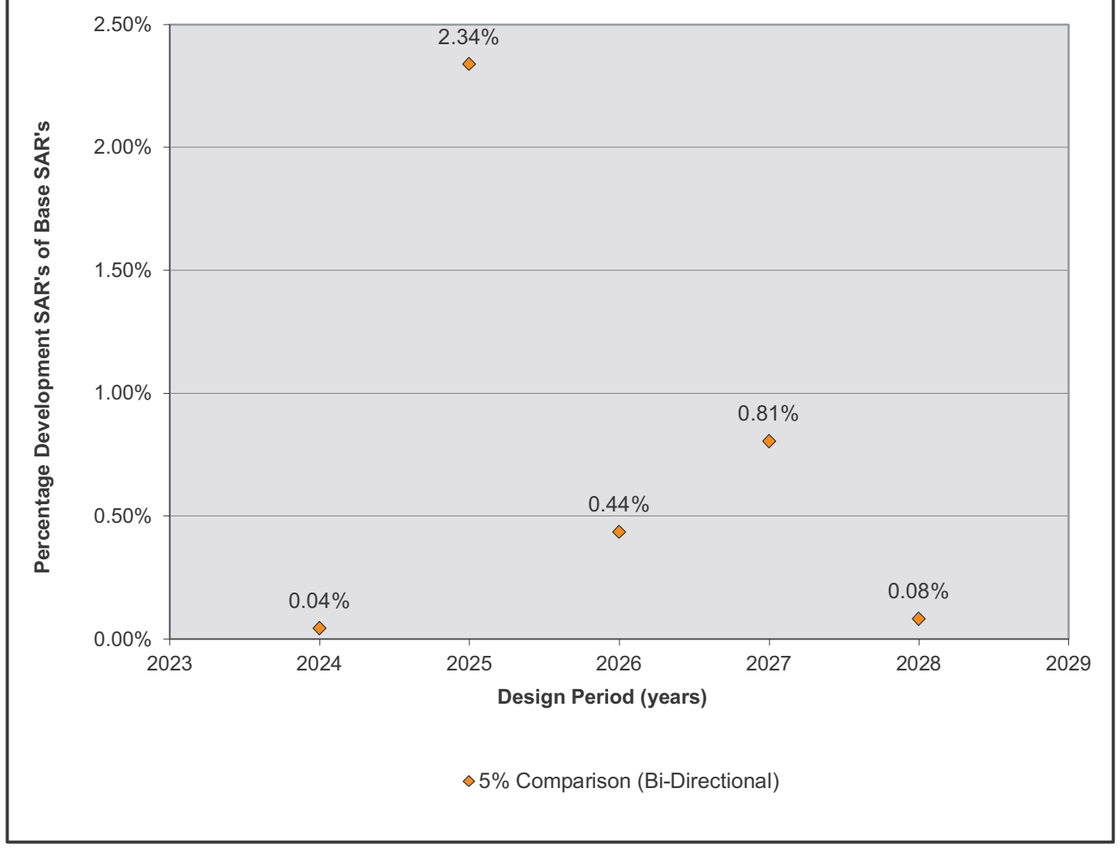
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	410438.5	509141.4	919579.9	367	38	405	410805	509179	919985
2025	436593.7	541586.3	978180	4164	18706	22870	440758	560292	1001050
2026	464415.5	576098.9	1040514	3880	660	4540	468295	576759	1045054
2027	494010.3	612810.7	1106821	1363	7552	8914	495373	620362	1115735
2028	525491.1	651861.9	1177353	242	718	960	525733	652580	1178313

5% Comparison

	AG	AG	B
2024	0.09%	0.01%	0.04%
2025	0.95%	3.45%	2.34%
2026	0.84%	0.11%	0.44%
2027	0.28%	1.23%	0.81%
2028	0.05%	0.11%	0.08%







Road ID	X71-X72	G	X71-X72	AG	X72-X71

Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 12.1 to Ch. 14.5
Road authority	DTMR

B2G Development Volumes

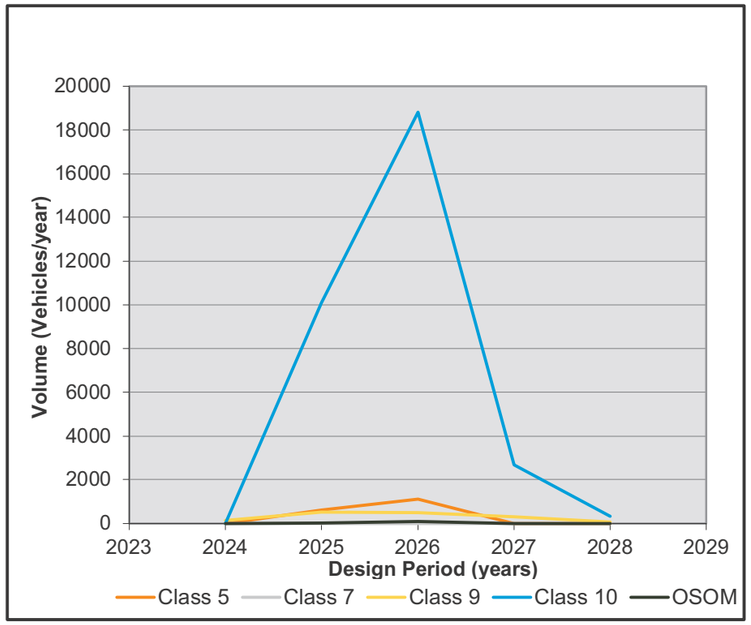
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	74	0	0	0	0	74	0	0	0	0	149	0	0
2025	310	0	259	5042	8	310	0	259	5042	8	620	0	517	10084	16
2026	557	0	245	9403	43	557	0	245	9403	43	1115	0	490	18807	86
2027	0	0	149	1340	0	0	0	149	1340	0	0	0	298	2680	0
2028	0	0	37	161	0	0	0	37	161	0	0	0	74	321	0

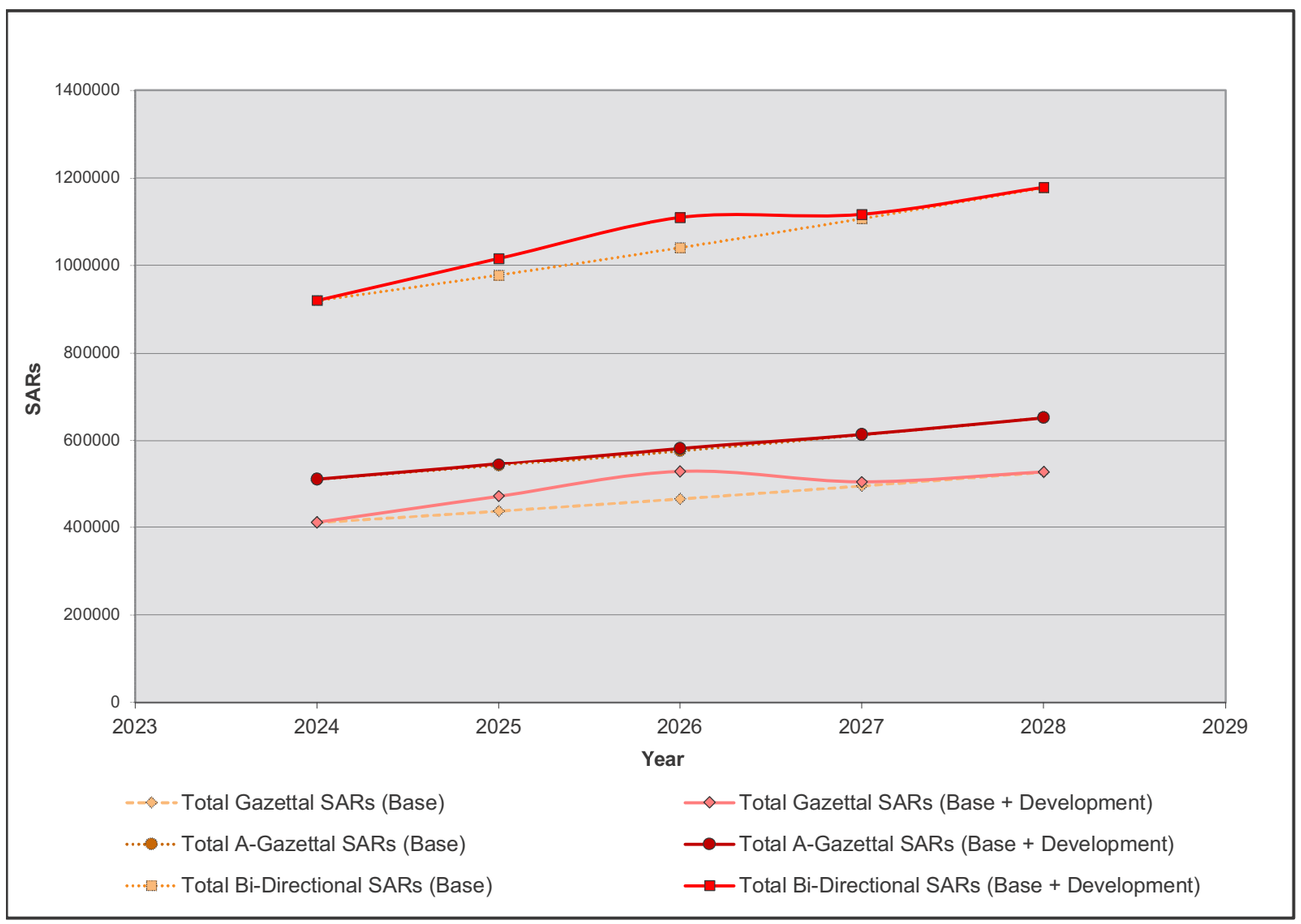
B2G SARs

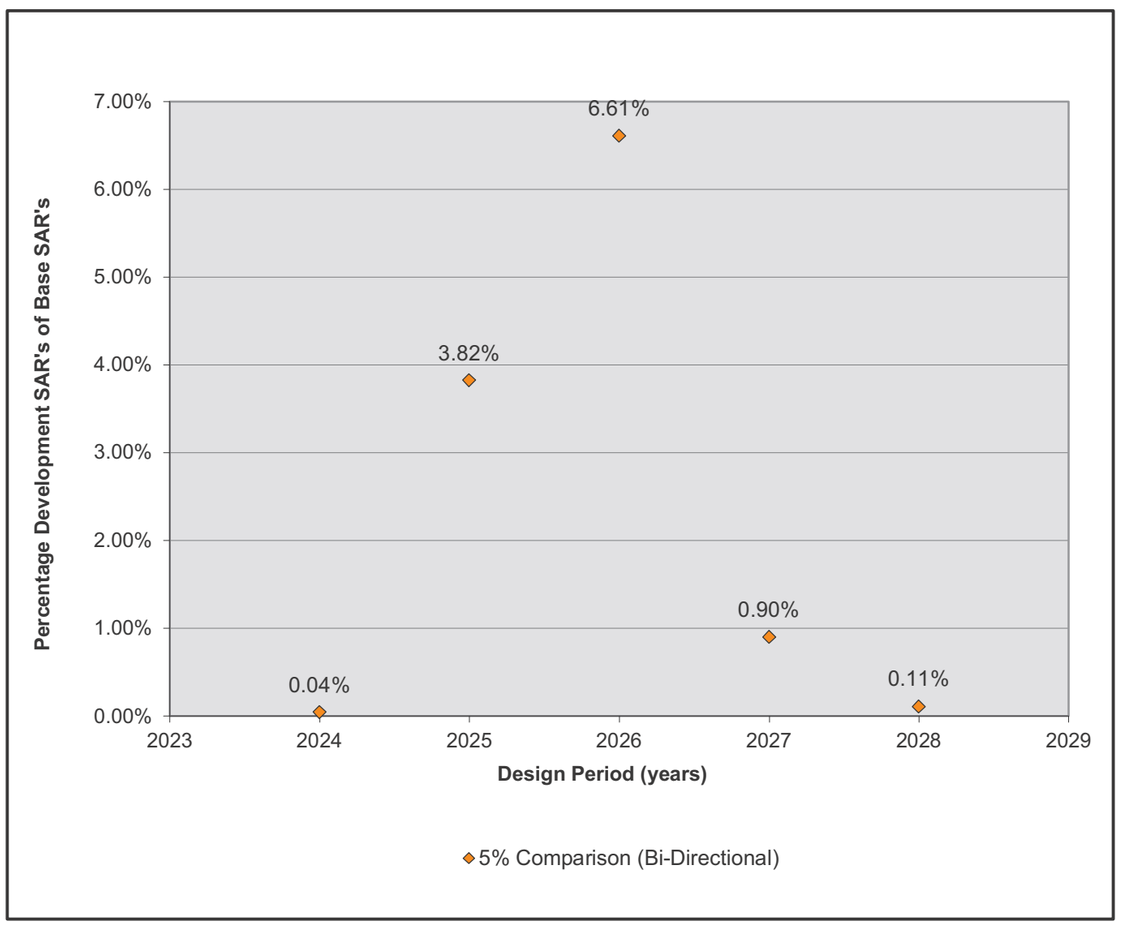
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	410438.5	509141.4	919579.9	367	38	405	410805	509179	919985
2025	436593.7	541586.3	978180	34381	3000	37381	470975	544586	1015561
2026	464415.5	576098.9	1040514	63121	5644	68765	527536	581743	1109279
2027	494010.3	612810.7	1106821	9177	786	9963	503187	613597	1116784
2028	525491.1	651861.9	1177353	1195	104	1299	526686	651966	1178652

5% Comparison

	AG	AG	B
2024	0.09%	0.01%	0.04%
2025	7.87%	0.55%	3.82%
2026	13.59%	0.98%	6.61%
2027	1.86%	0.13%	0.90%
2028	0.23%	0.02%	0.11%







Road ID	X72-X77	G	X72-X77	AG	X77-X72

Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 14.5 to Ch. 16.3
Road authority	DTMR

B2G Development Volumes

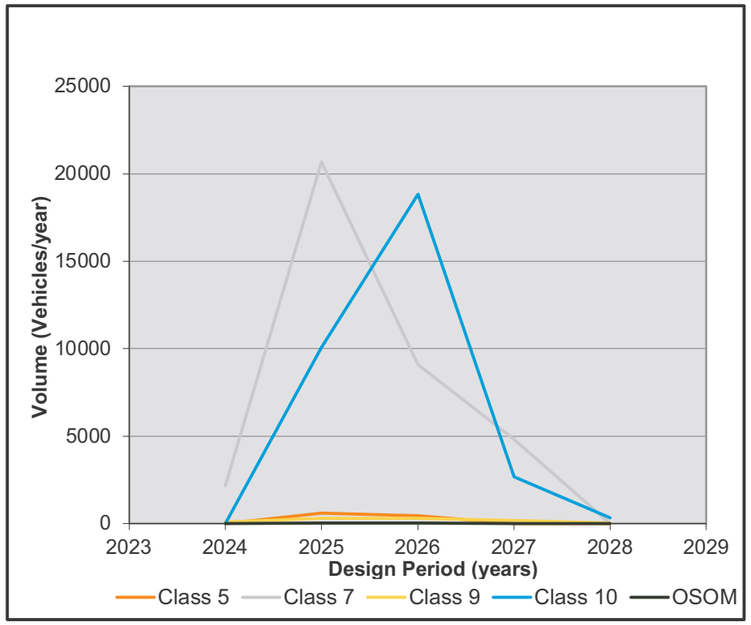
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1086	37	0	0	0	1086	37	0	0	0	2172	74	0	0
2025	297	10329	152	5042	8	297	10329	152	5042	8	593	20658	304	10084	16
2026	223	4537	142	9403	21	223	4537	142	9403	21	446	9074	285	18807	41
2027	0	2400	74	1340	0	0	2400	74	1340	0	0	4800	149	2680	0
2028	0	1	19	161	0	0	1	19	161	0	0	2	37	321	0

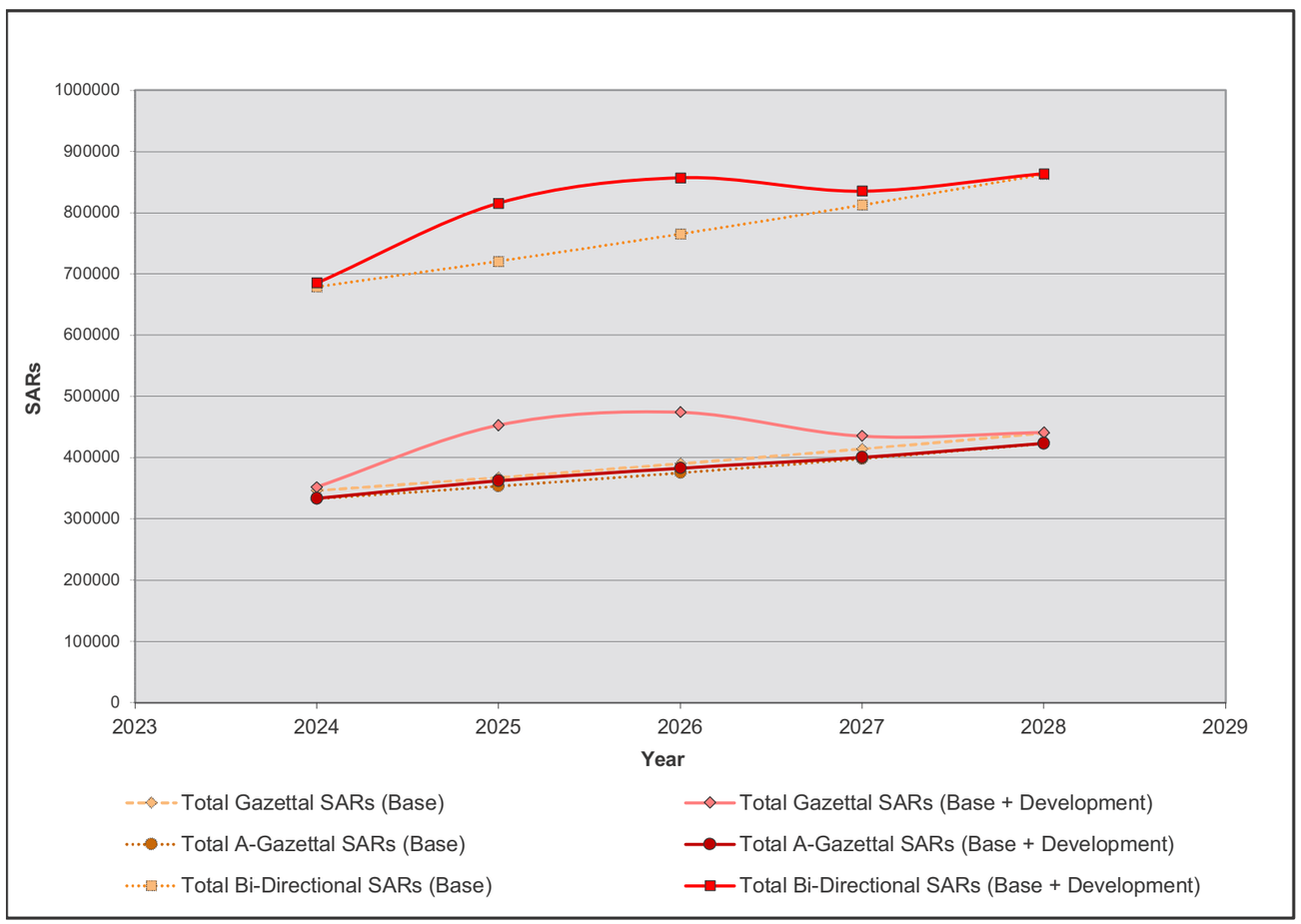
B2G SARs

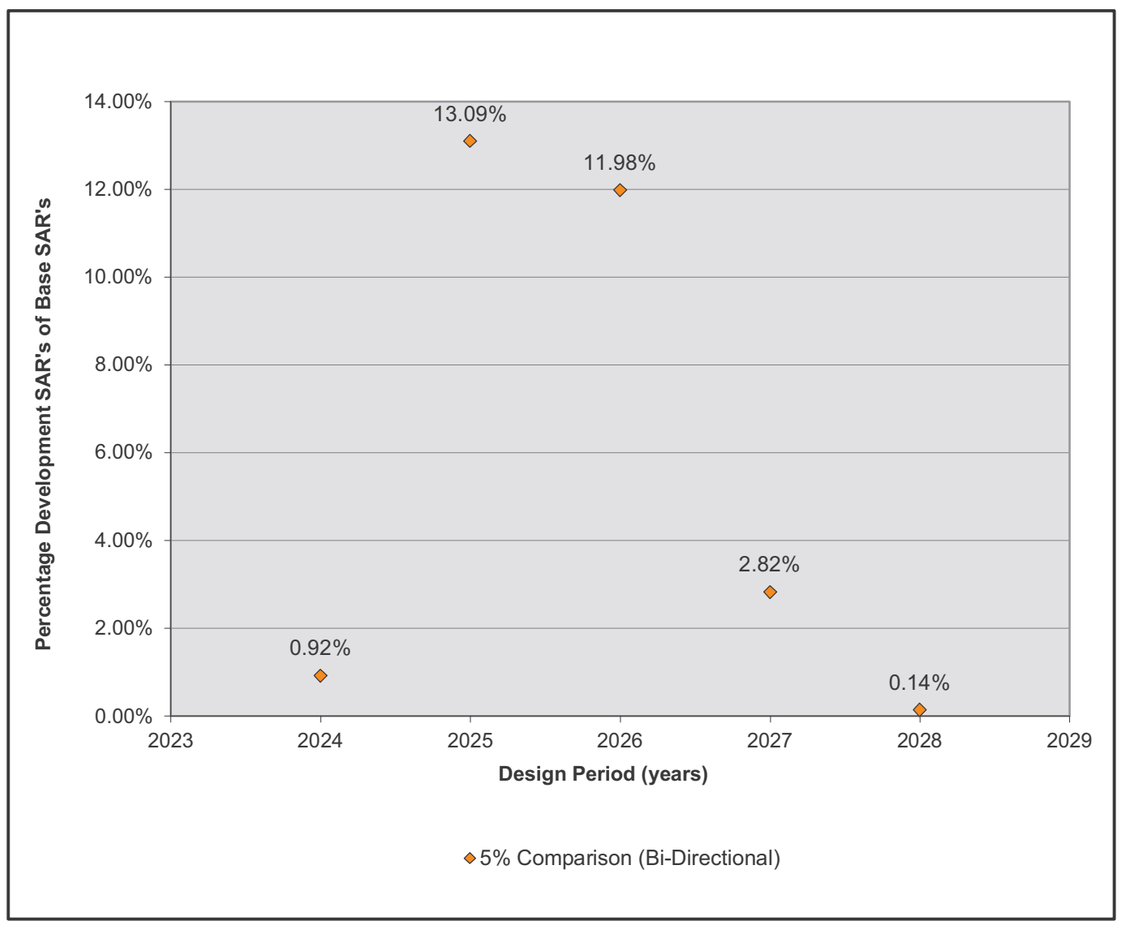
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	346155.6	332768.3	678923.9	5635	627	6262	351791	333395	685186
2025	367506.4	353293.3	720799.8	85653	8724	94377	453160	362017	815177
2026	390174.2	375084.4	765258.6	83819	7833	91651	473993	382917	856910
2027	414240.1	398219.6	812459.6	20859	2092	22952	435099	400312	835411
2028	439790.3	422781.7	862572	1108	95	1203	440898	422877	863775

5% Comparison

	AG	AG	B
2024	1.63%	0.19%	0.92%
2025	23.31%	2.47%	13.09%
2026	21.48%	2.09%	11.98%
2027	5.04%	0.53%	2.82%
2028	0.25%	0.02%	0.14%







Road ID	M1-E116	G	M1-E116	AG	E116-M1

Road name	Toowoomba Connection Road (315)
Road section	Ch. 26.3 to Ch. 26.9
Road authority	DTMR

B2G Development Volumes

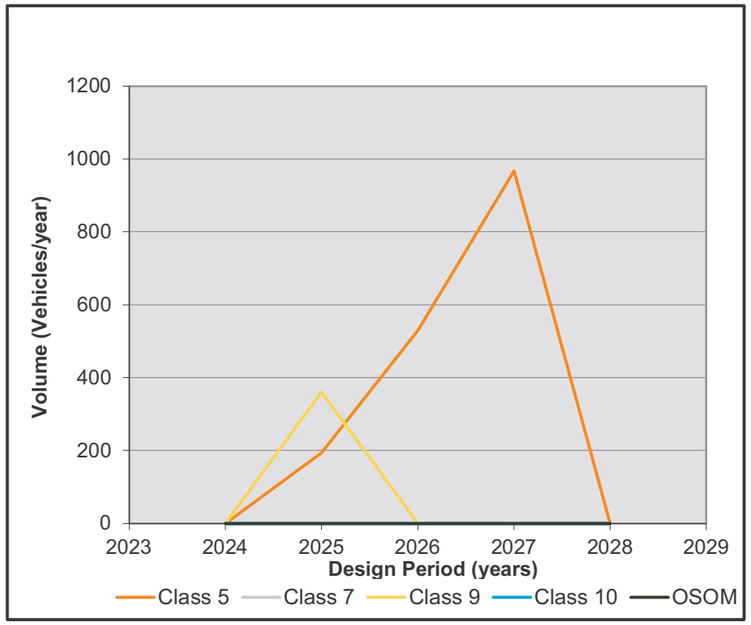
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	97	0	180	0	0	97	0	180	0	0	193	0	361	0	0
2026	265	0	0	0	0	265	0	0	0	0	529	0	0	0	0
2027	484	0	0	0	0	484	0	0	0	0	968	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

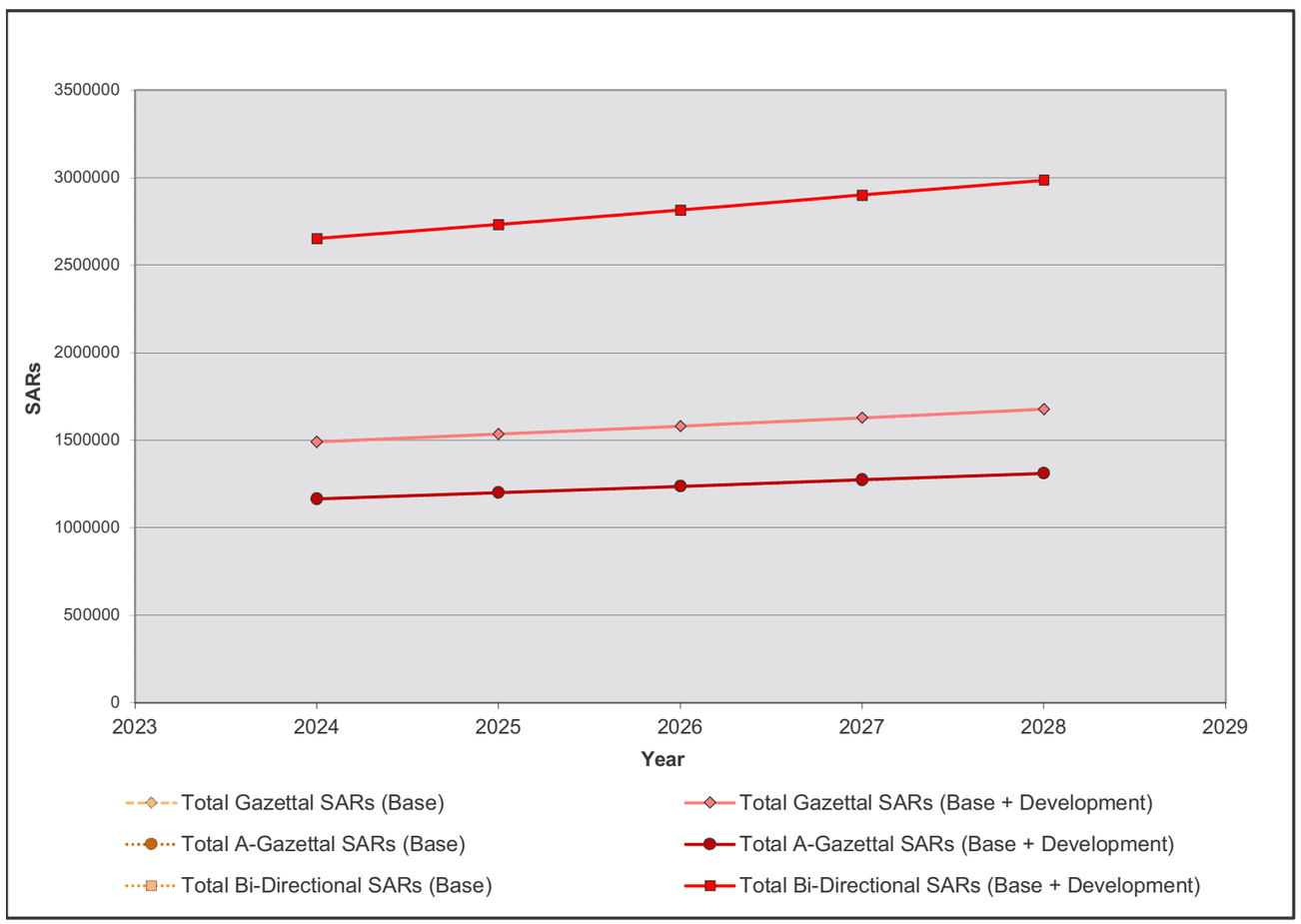
B2G SARs

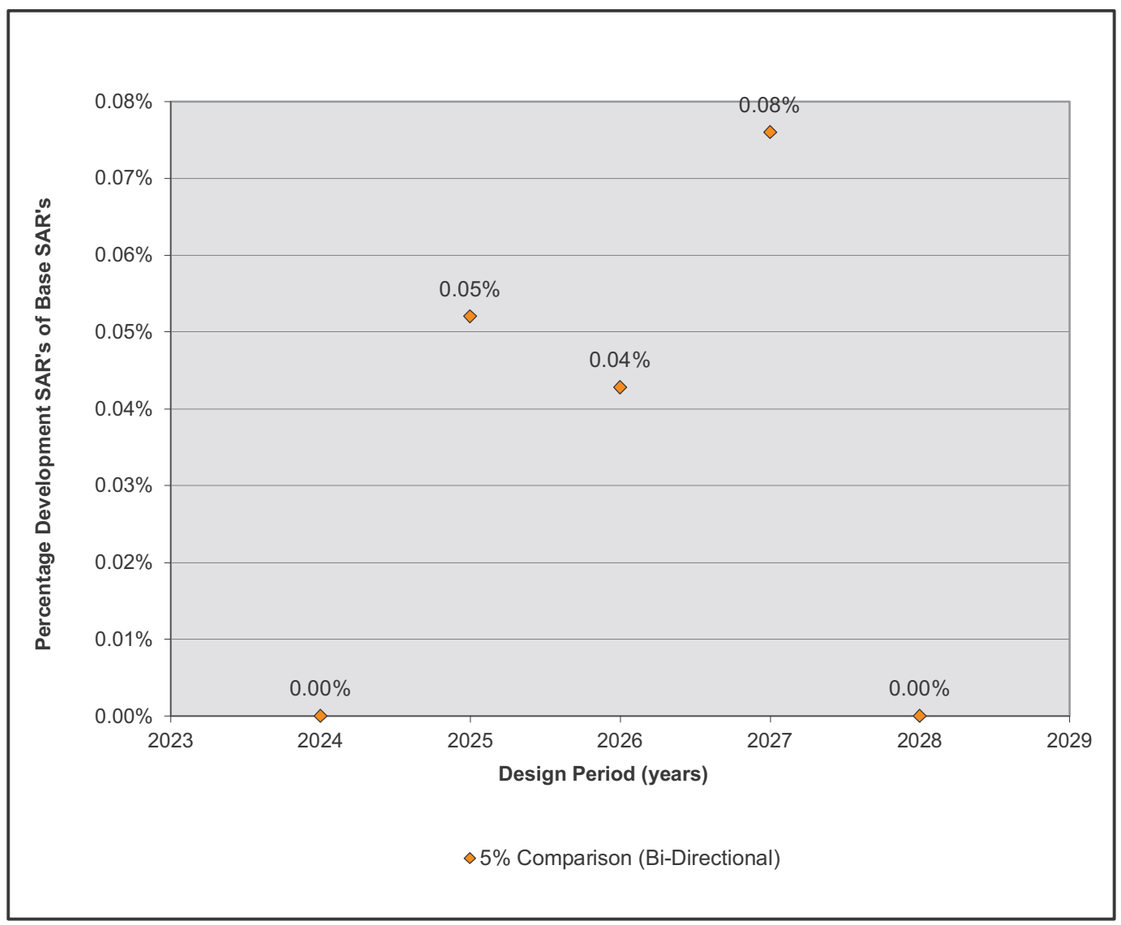
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1489220	1163338	2652558	0	0	0	1489220	1163338	2652558
2025	1533896	1198239	2732135	136	1284	1421	1534033	1199523	2733556
2026	1579913	1234186	2814099	122	1082	1204	1580035	1235268	2815303
2027	1627311	1271211	2898522	223	1980	2202	1627533	1273191	2900724
2028	1676130	1309348	2985478	0	0	0	1676130	1309348	2985478

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.01%	0.11%	0.05%
2026	0.01%	0.09%	0.04%
2027	0.01%	0.16%	0.08%
2028	0.00%	0.00%	0.00%







Road ID	E116-X143	G	E116-X143	AG	X143-E116

Road name	Toowoomba Connection Road (315)
Road section	Ch. 26.9 to Ch. 27.1
Road authority	DTMR

B2G Development Volumes

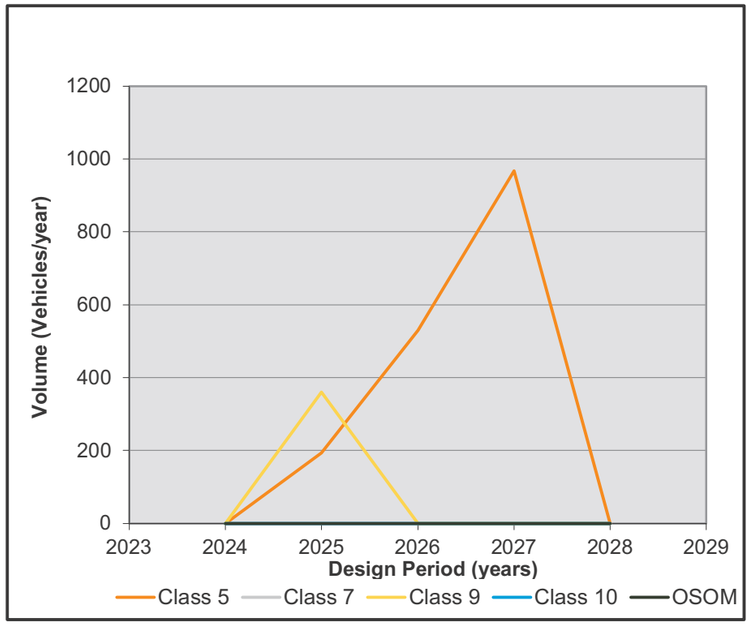
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	97	0	180	0	0	97	0	180	0	0	193	0	361	0	0
2026	265	0	0	0	0	265	0	0	0	0	529	0	0	0	0
2027	484	0	0	0	0	484	0	0	0	0	968	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

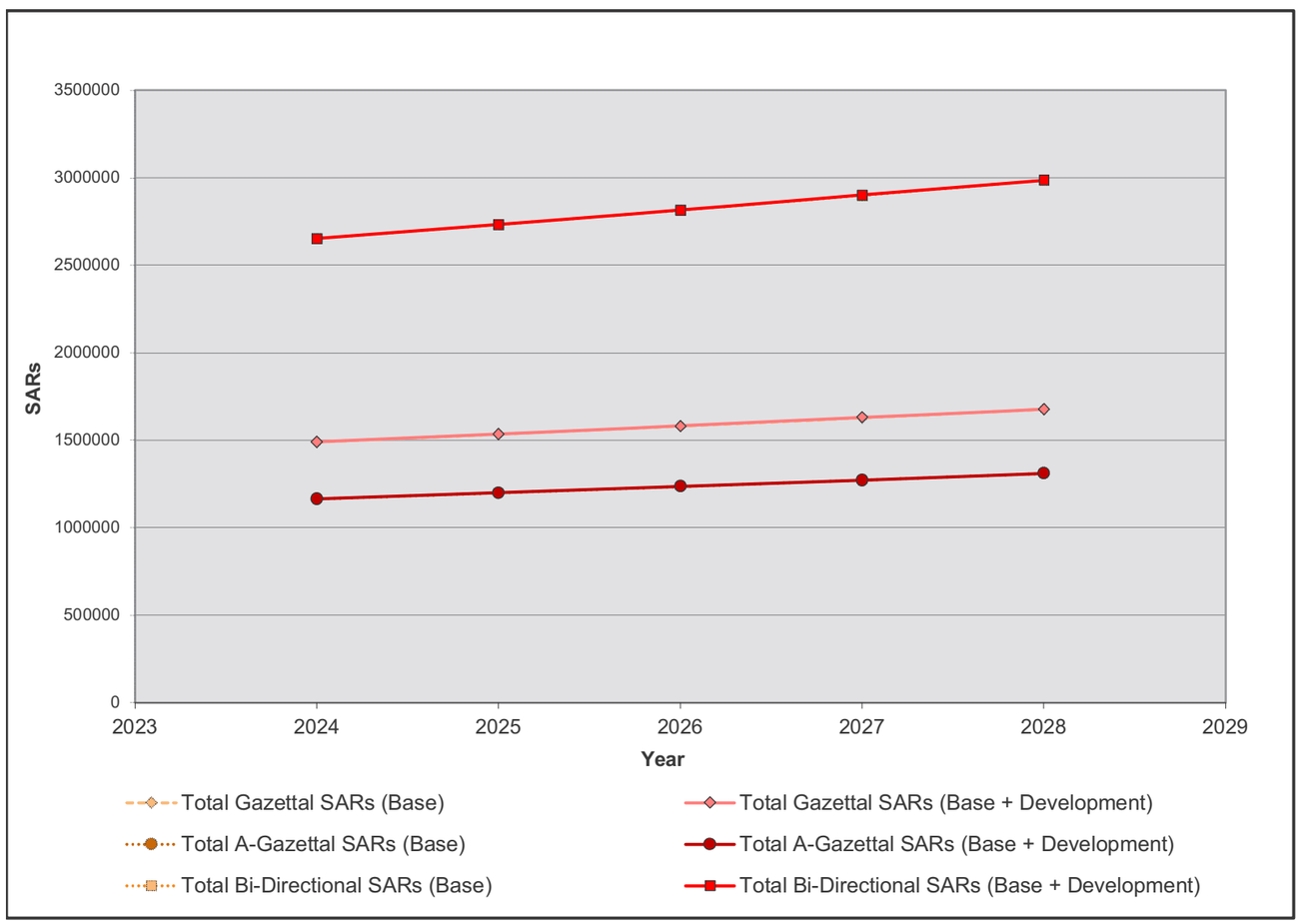
B2G SARs

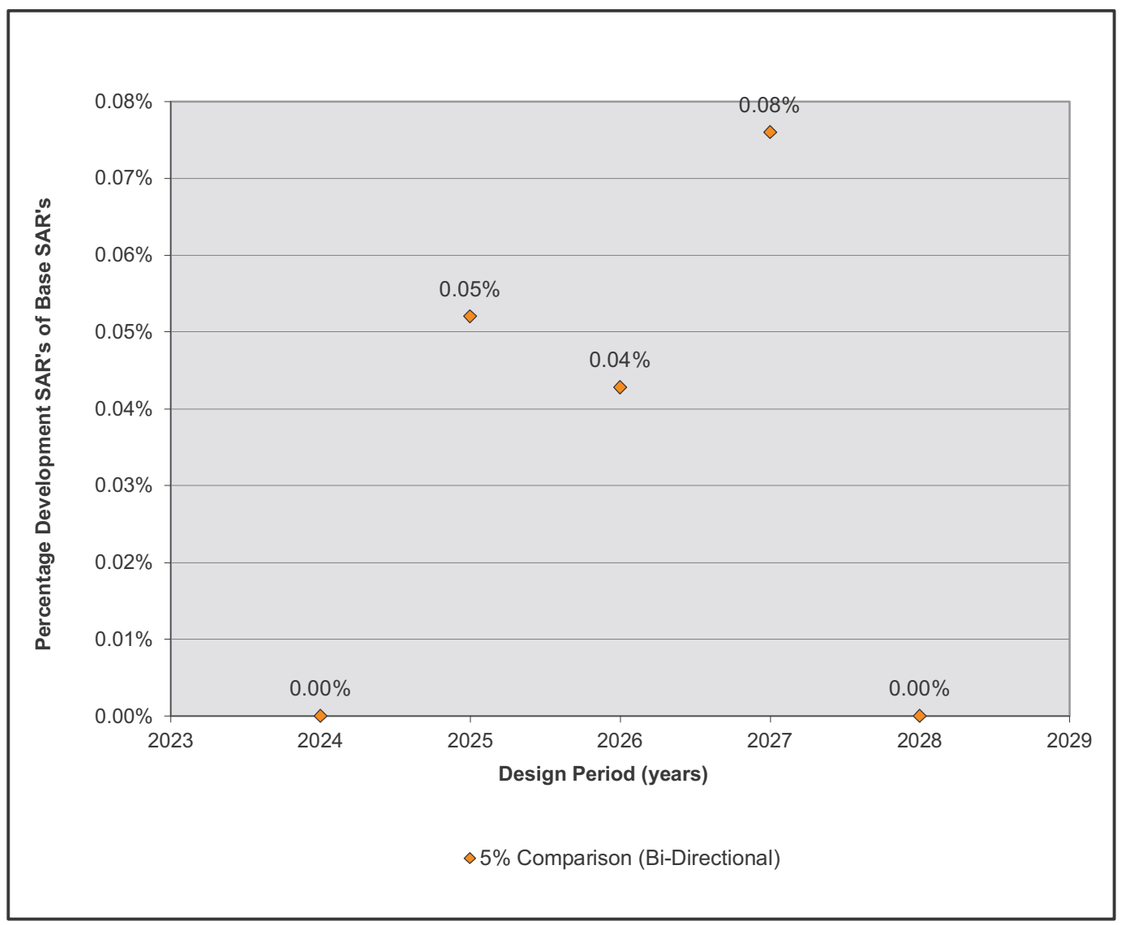
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1489220	1163338	2652558	0	0	0	1489220	1163338	2652558
2025	1533896	1198239	2732135	1284	136	1421	1535181	1198375	2733556
2026	1579913	1234186	2814099	1082	122	1204	1580996	1234307	2815303
2027	1627311	1271211	2898522	1980	223	2202	1629290	1271434	2900724
2028	1676130	1309348	2985478	0	0	0	1676130	1309348	2985478

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.08%	0.01%	0.05%
2026	0.07%	0.01%	0.04%
2027	0.12%	0.02%	0.08%
2028	0.00%	0.00%	0.00%





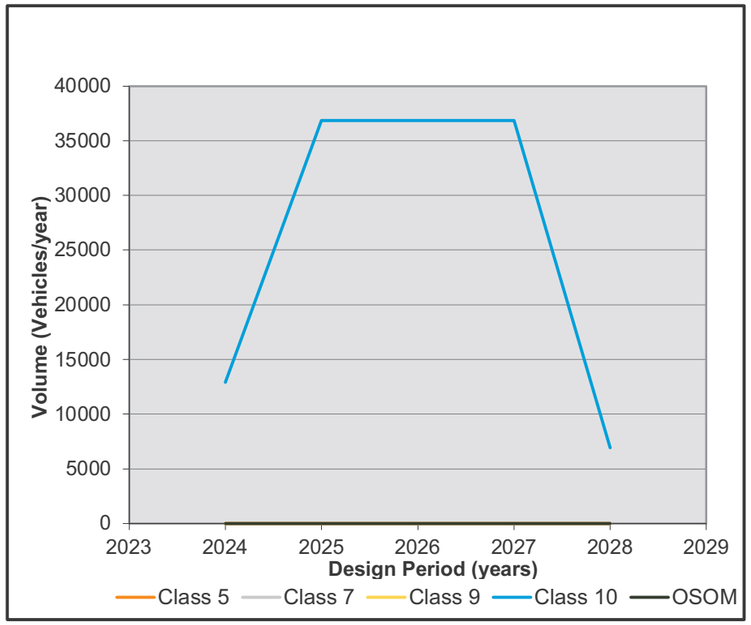


Road ID	M5-M4	G	M5-M4	AG	M4-M5

Road name	Toowoomba Bypass (319A)
Road section	Ch. 0.0 to Ch. 26.8
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

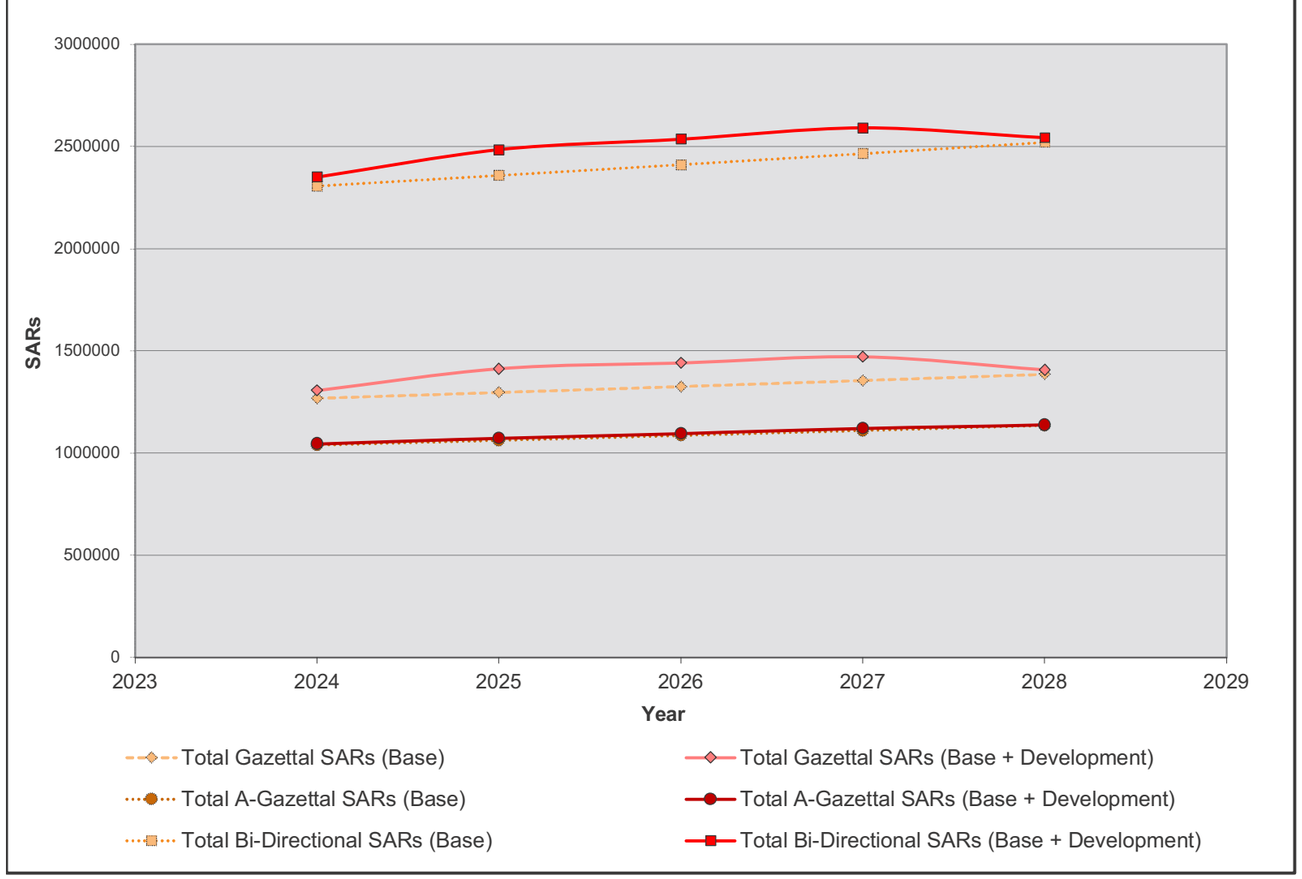


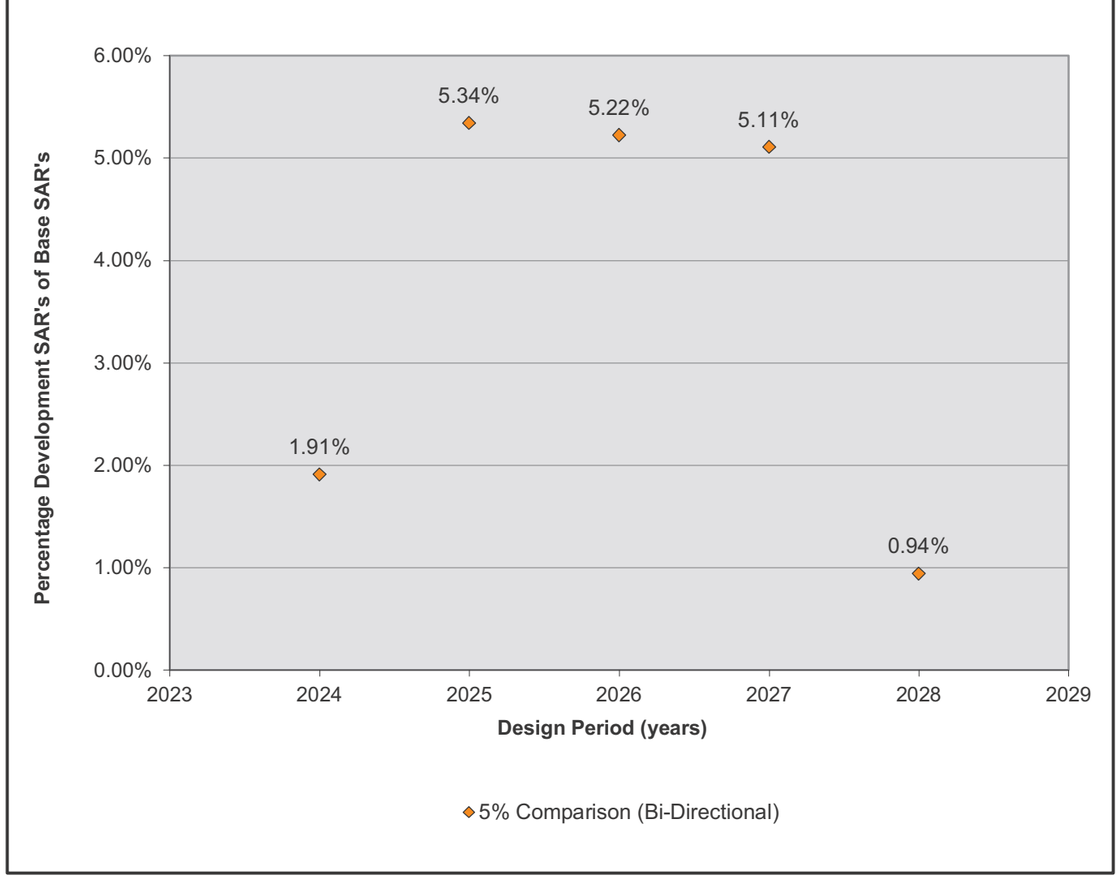
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1267617	1038822	2306440	38026	6014	44040	1305643	1044836	2350479
2025	1296001	1062083	2358084	116090	9766	125856	1412091	1071849	2483941
2026	1325021	1085865	2410886	116090	9766	125856	1441111	1095631	2536742
2027	1354690	1110179	2464869	116090	9766	125856	1470780	1119945	2590726
2028	1385024	1135038	2520062	21899	1842	23741	1406923	1136880	2543803

5% Comparison

	AG	AG	B
2024	3.00%	0.58%	1.91%
2025	8.96%	0.92%	5.34%
2026	8.76%	0.90%	5.22%
2027	8.57%	0.88%	5.11%
2028	1.58%	0.16%	0.94%





Road ID	M4-J5	G	M4-J5	AG	J5-M4

Road name	Toowoomba Bypass (319B)
Road section	Ch. 0.0 to Ch. 0.6
Road authority	DTMR

B2G Development Volumes

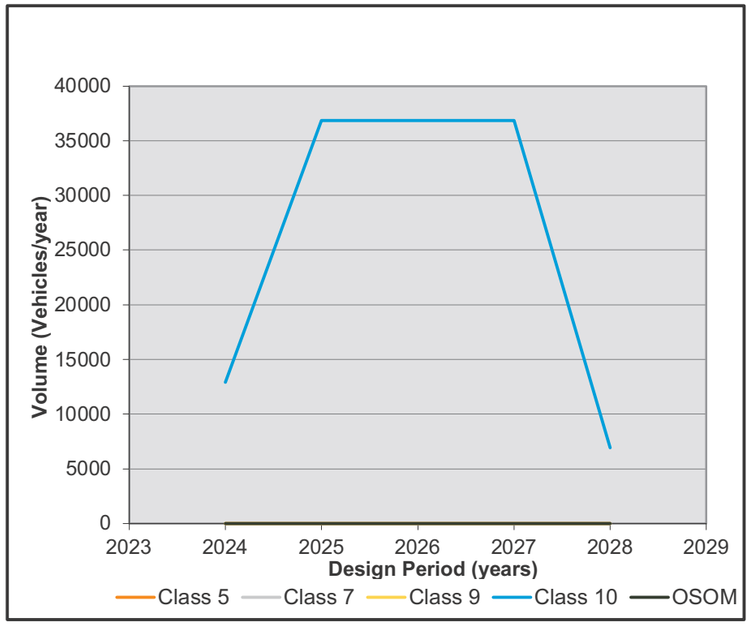
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

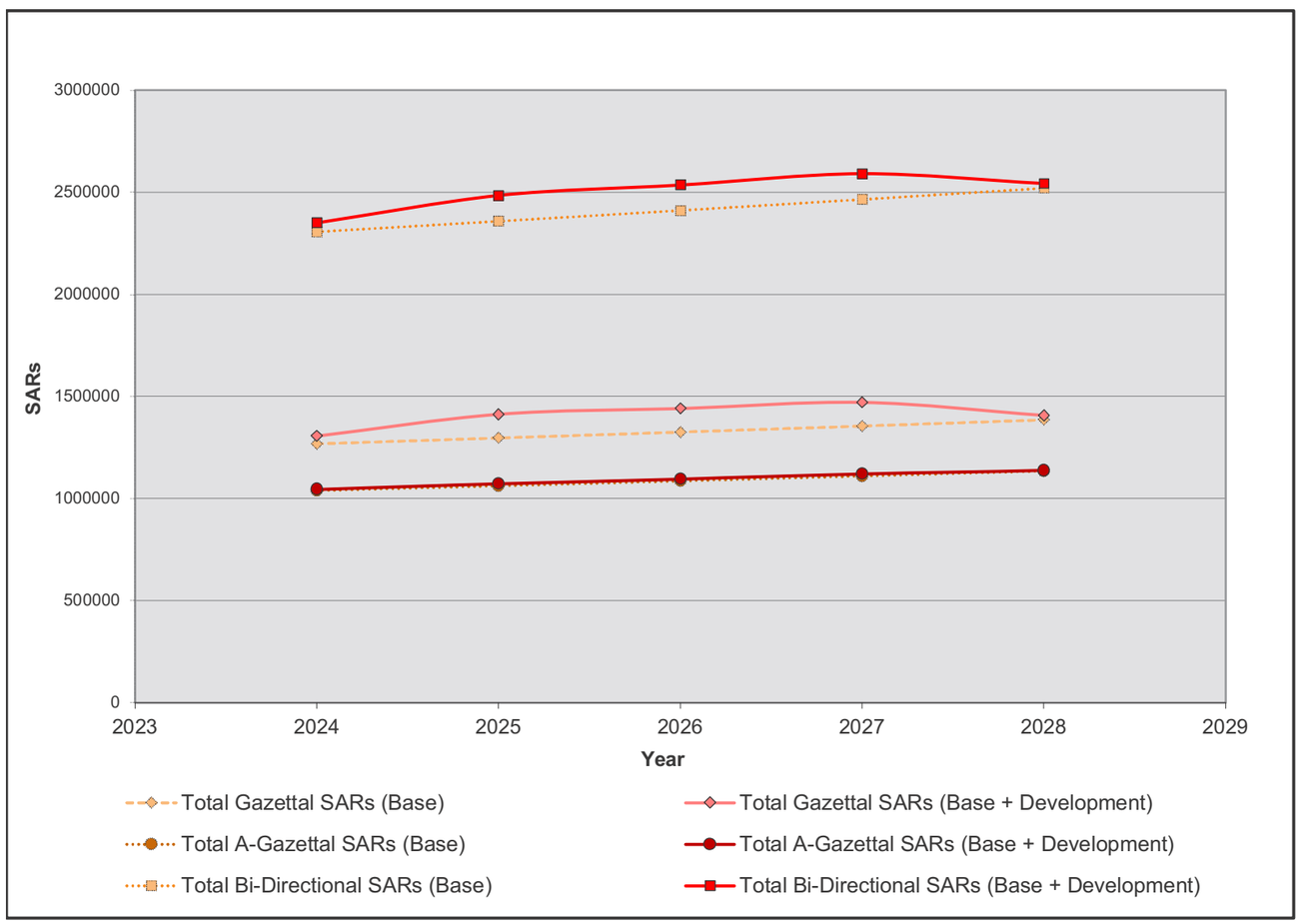
B2G SARs

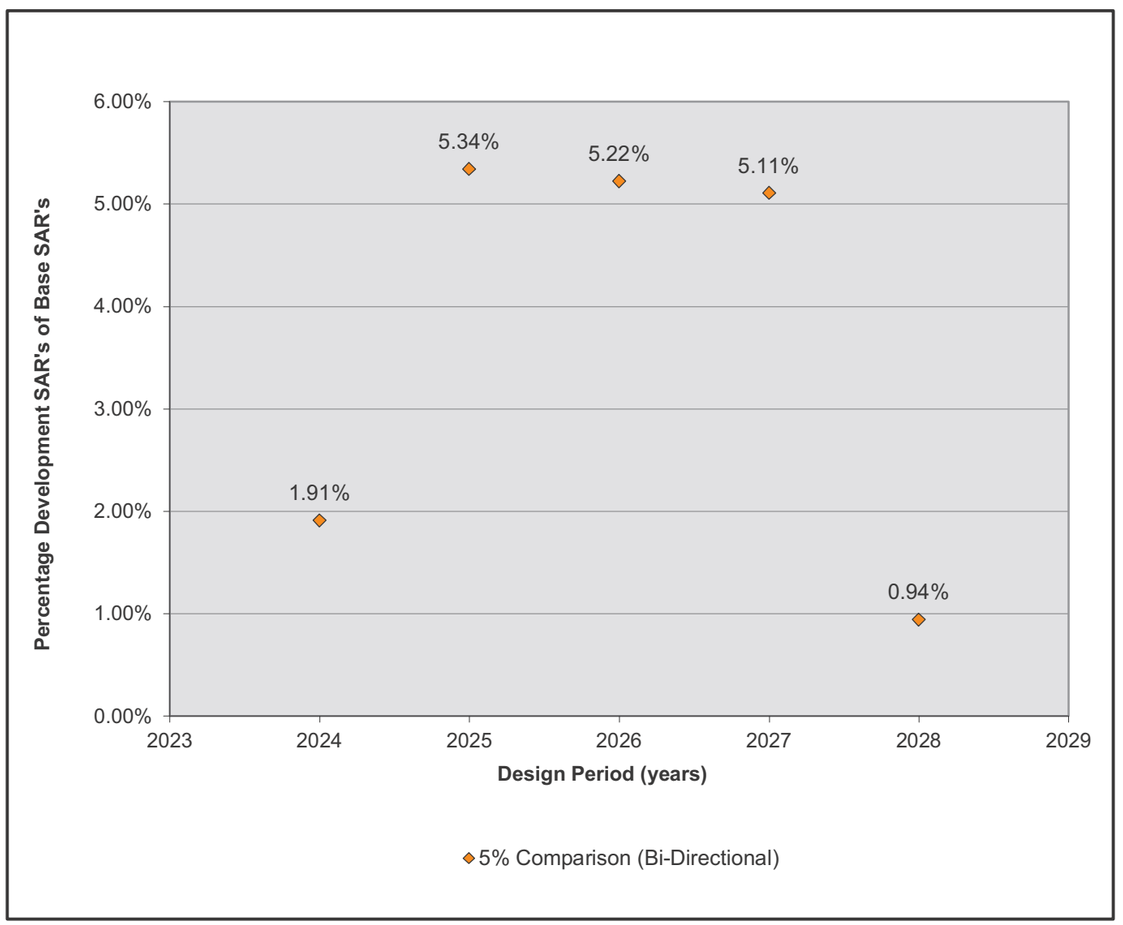
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1267617	1038822	2306440	38026	6014	44040	1305643	1044836	2350479
2025	1296001	1062083	2358084	116090	9766	125856	1412091	1071849	2483941
2026	1325021	1085865	2410886	116090	9766	125856	1441111	1095631	2536742
2027	1354690	1110179	2464869	116090	9766	125856	1470780	1119945	2590726
2028	1385024	1135038	2520062	21899	1842	23741	1406923	1136880	2543803

5% Comparison

	AG	AG	B
2024	3.00%	0.58%	1.91%
2025	8.96%	0.92%	5.34%
2026	8.76%	0.90%	5.22%
2027	8.57%	0.88%	5.11%
2028	1.58%	0.16%	0.94%





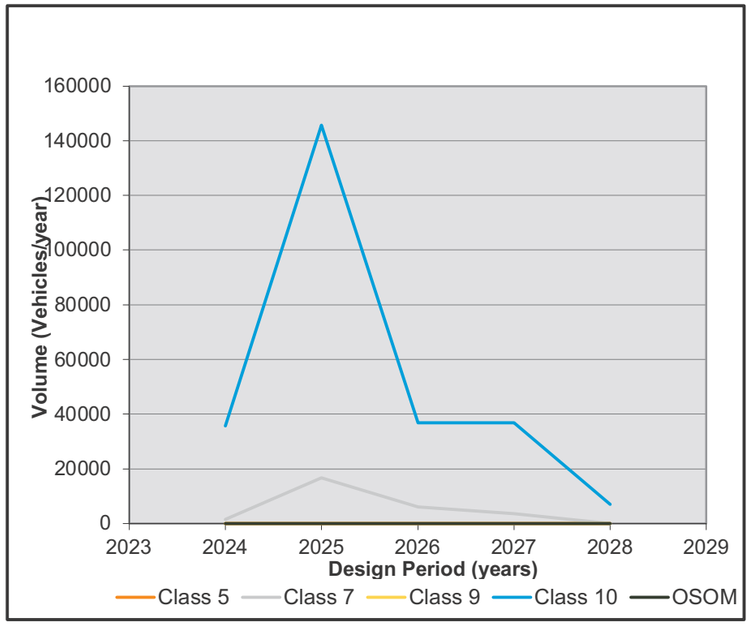


Road ID	J5-J3	G	J5-J3	AG	J3-J5

Road name	Toowoomba Bypass (319B)
Road section	Ch. 0.6 to Ch. 3.2
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	804	0	17903	0	0	804	0	17903	0	0	1608	0	35805	0
2025	0	8361	0	72890	0	0	8361	0	72890	0	0	16722	0	145779	0
2026	0	2975	0	18427	0	0	2975	0	18427	0	0	5950	0	36854	0
2027	0	1798	0	18427	39	0	1798	0	18427	39	0	3595	0	36854	78
2028	0	2	0	3476	0	0	2	0	3476	0	0	4	0	6952	0

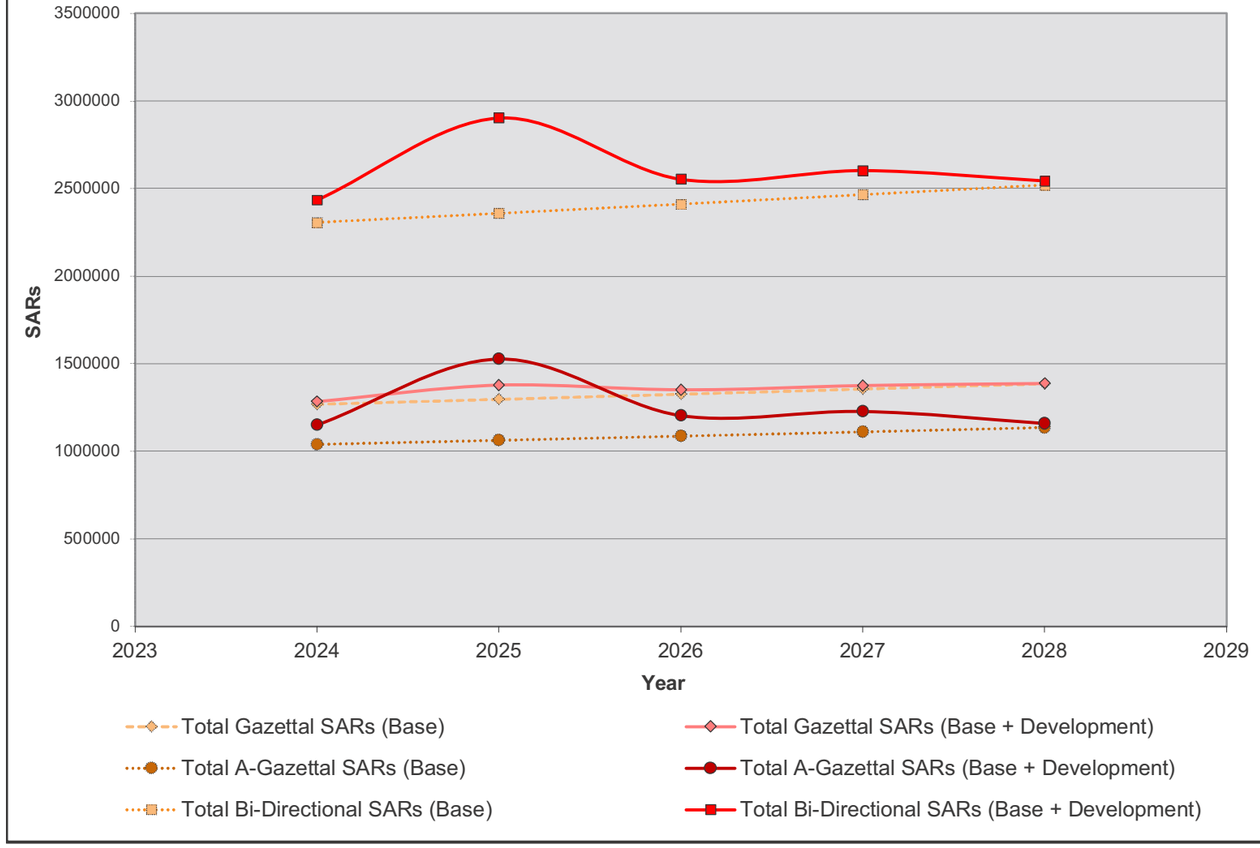


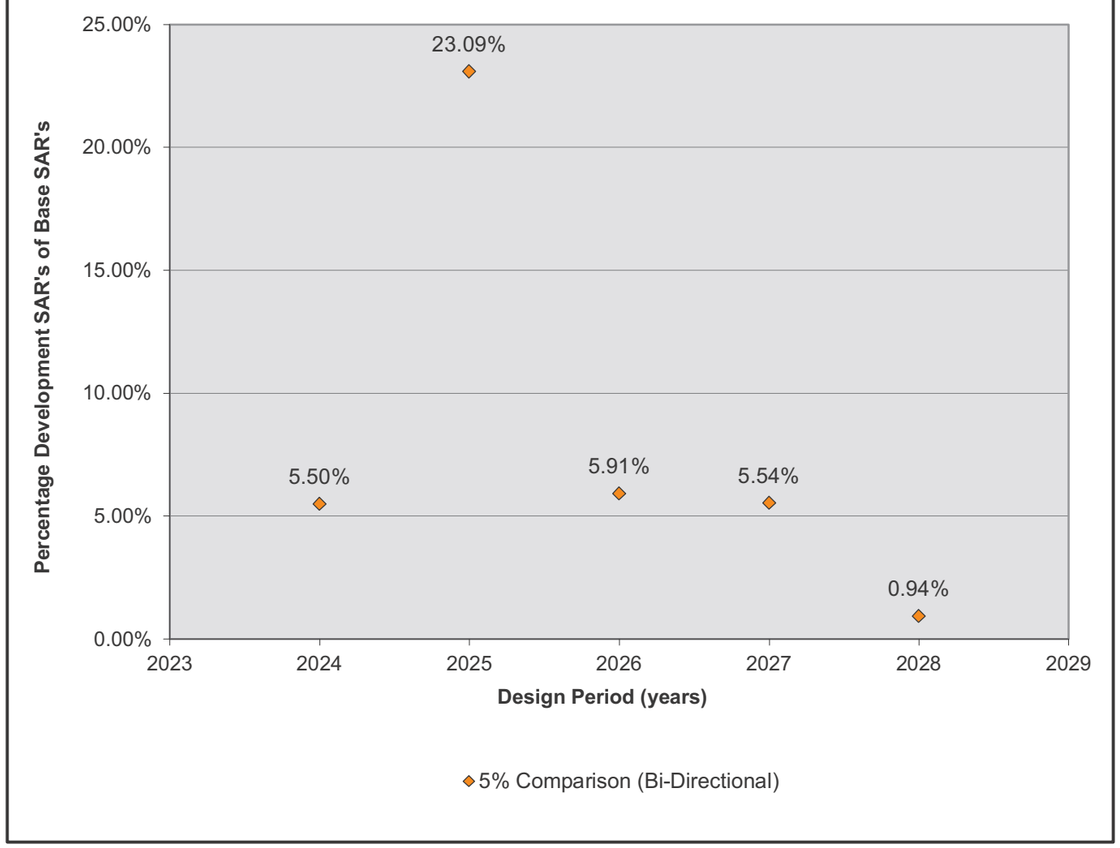
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1267617	1038822	2306440	16121	110640	126761	1283739	1149462	2433201
2025	1296001	1062083	2358084	80603	463887	544490	1376604	1525970	2902574
2026	1325021	1085865	2410886	24700	117756	142456	1349720	1203621	2553341
2027	1354690	1110179	2464869	19043	117452	136495	1373733	1227631	2601364
2028	1385024	1135038	2520062	1851	21900	23751	1386875	1156938	2543813

5% Comparison

	AG	AG	B
2024	1.27%	10.65%	5.50%
2025	6.22%	43.68%	23.09%
2026	1.86%	10.84%	5.91%
2027	1.41%	10.58%	5.54%
2028	0.13%	1.93%	0.94%



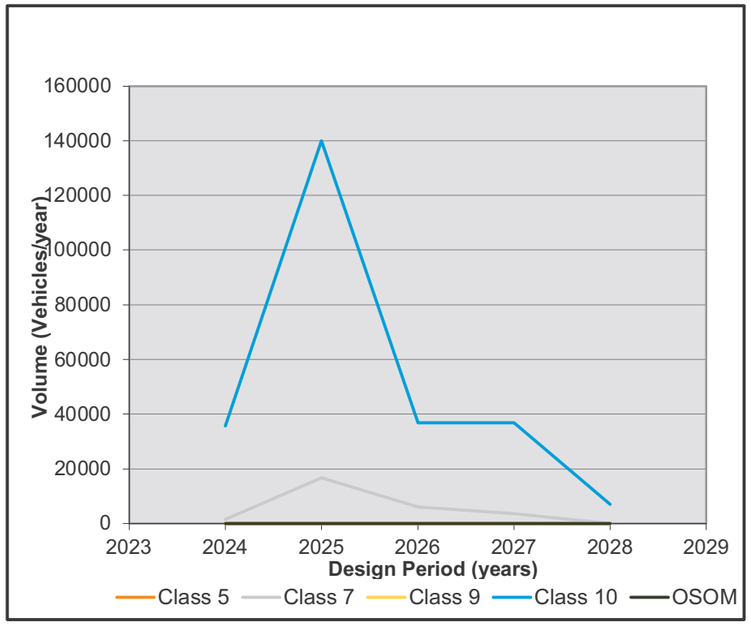


Road ID	J3-J4	G	J3-J4	AG	J4-J3

Road name	Toowoomba Bypass (319B)
Road section	Ch. 3.2 to Ch. 4.1
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	804	0	17903	0	0	804	0	17903	0	0	1608	0	35805	0
2025	0	8361	0	69972	0	0	8361	0	69972	0	0	16722	0	139945	0
2026	0	2975	0	18427	0	0	2975	0	18427	0	0	5950	0	36854	0
2027	0	1798	0	18427	39	0	1798	0	18427	39	0	3595	0	36854	78
2028	0	2	0	3476	0	0	2	0	3476	0	0	4	0	6952	0

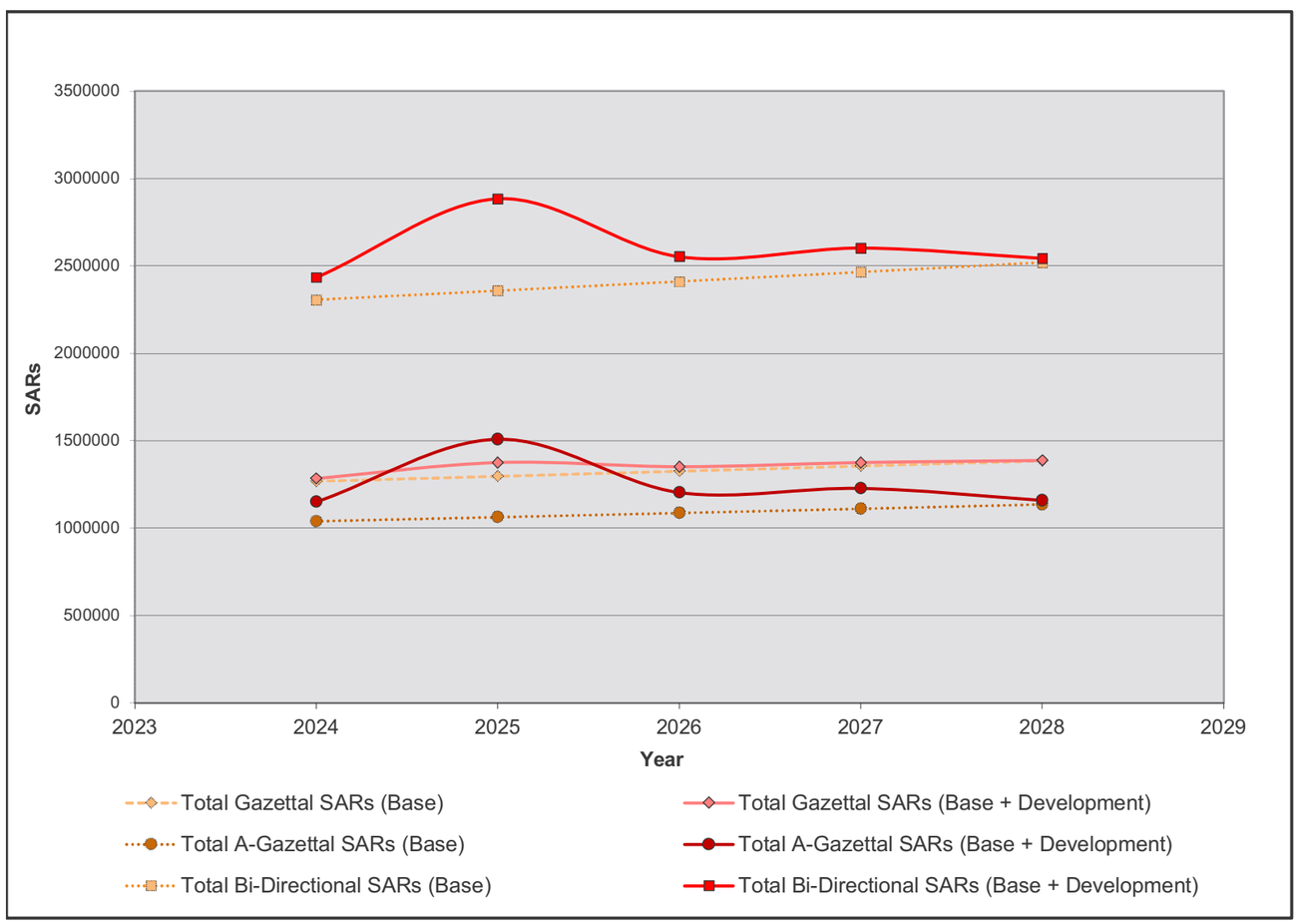


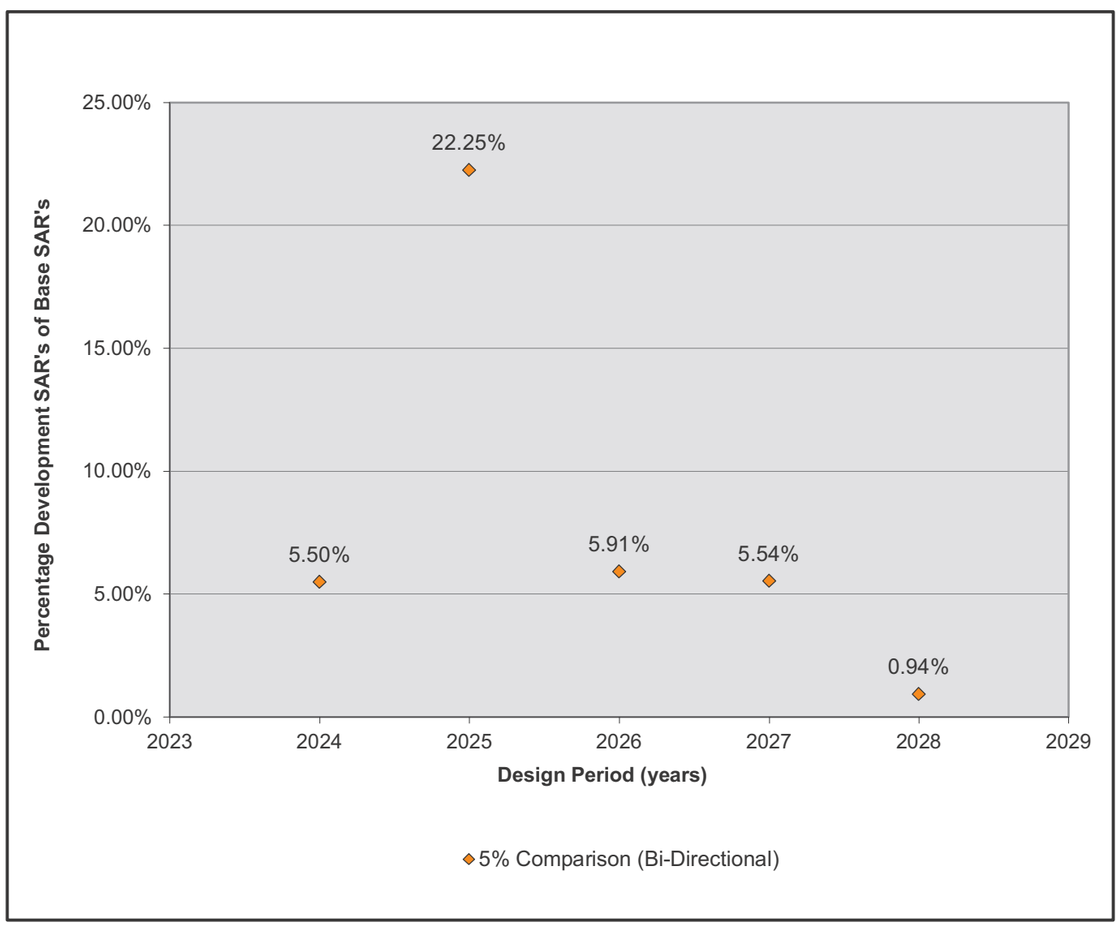
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1267617	1038822	2306440	16121	110640	126761	1283739	1149462	2433201
2025	1296001	1062083	2358084	79057	445509	524566	1375058	1507592	2882650
2026	1325021	1085865	2410886	24700	117756	142456	1349720	1203621	2553341
2027	1354690	1110179	2464869	19043	117452	136495	1373733	1227631	2601364
2028	1385024	1135038	2520062	1851	21900	23751	1386875	1156938	2543813

5% Comparison

	AG	AG	B
2024	1.27%	10.65%	5.50%
2025	6.10%	41.95%	22.25%
2026	1.86%	10.84%	5.91%
2027	1.41%	10.58%	5.54%
2028	0.13%	1.93%	0.94%





Road ID	J4-X44	G	J4-X44	AG	X44-J4

Road name	Toowoomba Bypass (319B)
Road section	Ch. 4.1 to Ch. 13
Road authority	DTMR

B2G Development Volumes

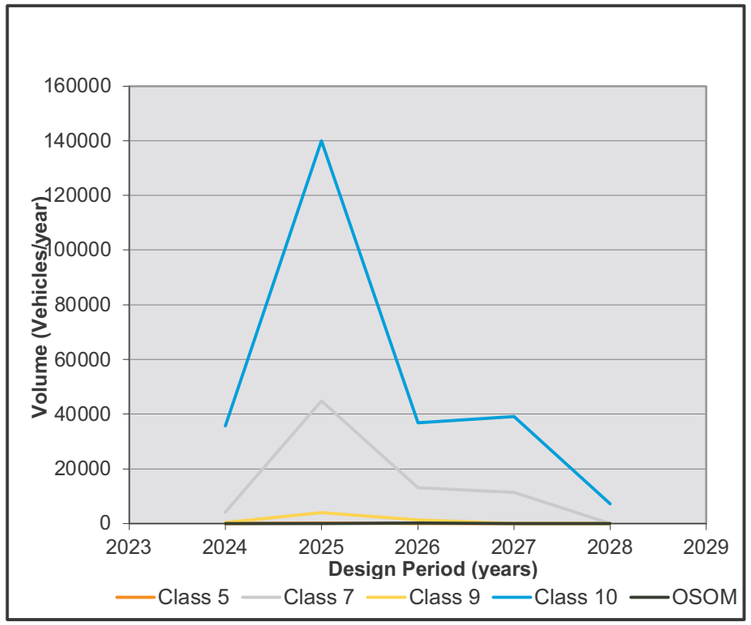
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	2014	165	17903	0	0	2014	165	17903	0	0	4029	330	35805	0
2025	123	22373	1943	69972	8	123	22373	1943	69972	8	246	44747	3886	139945	16
2026	0	6580	674	18427	43	0	6580	674	18427	43	0	13161	1348	36854	86
2027	0	5715	0	19614	39	0	5715	0	19614	39	0	11430	0	39227	78
2028	0	5	0	3587	0	0	5	0	3587	0	0	10	0	7174	0

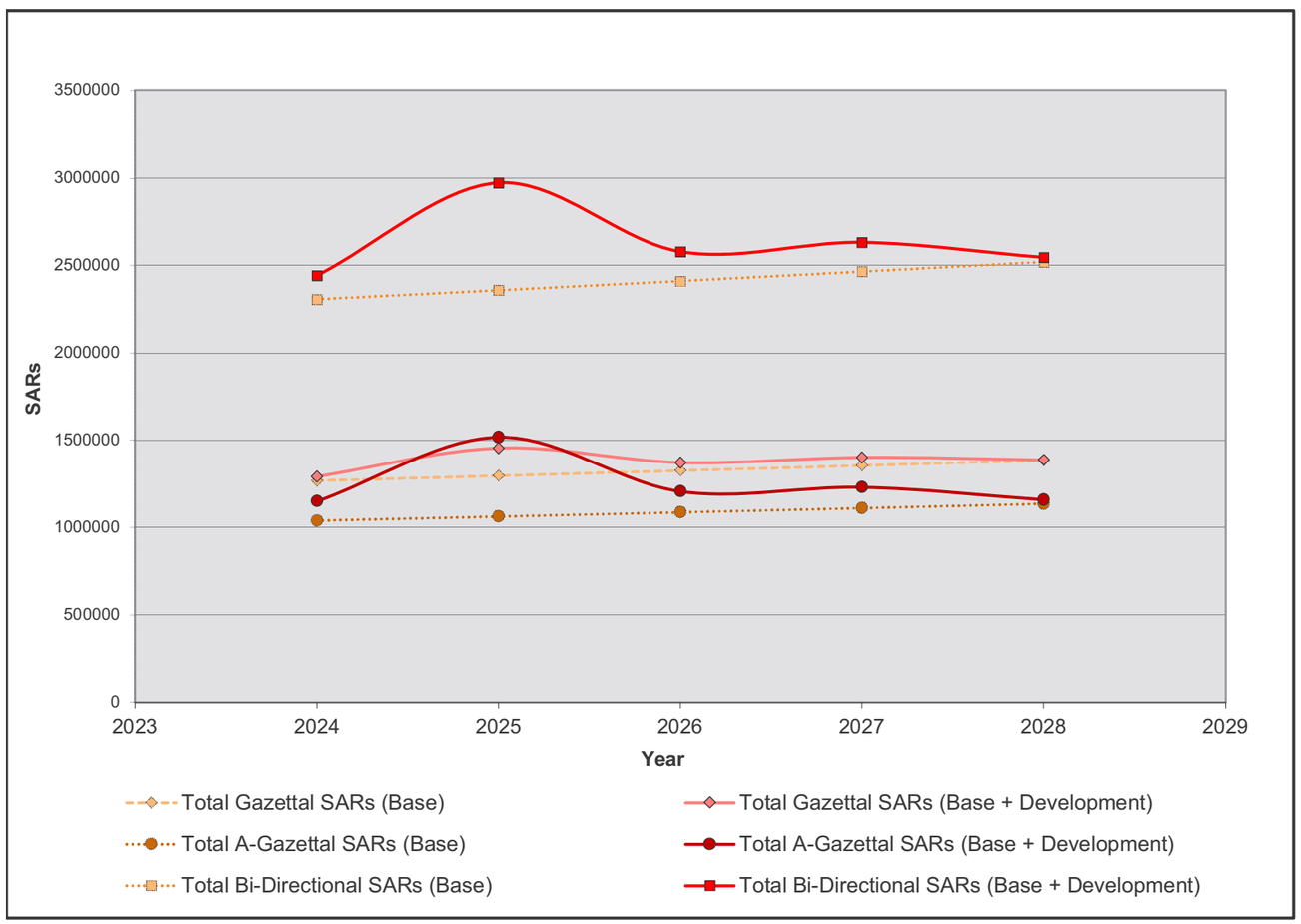
B2G SARs

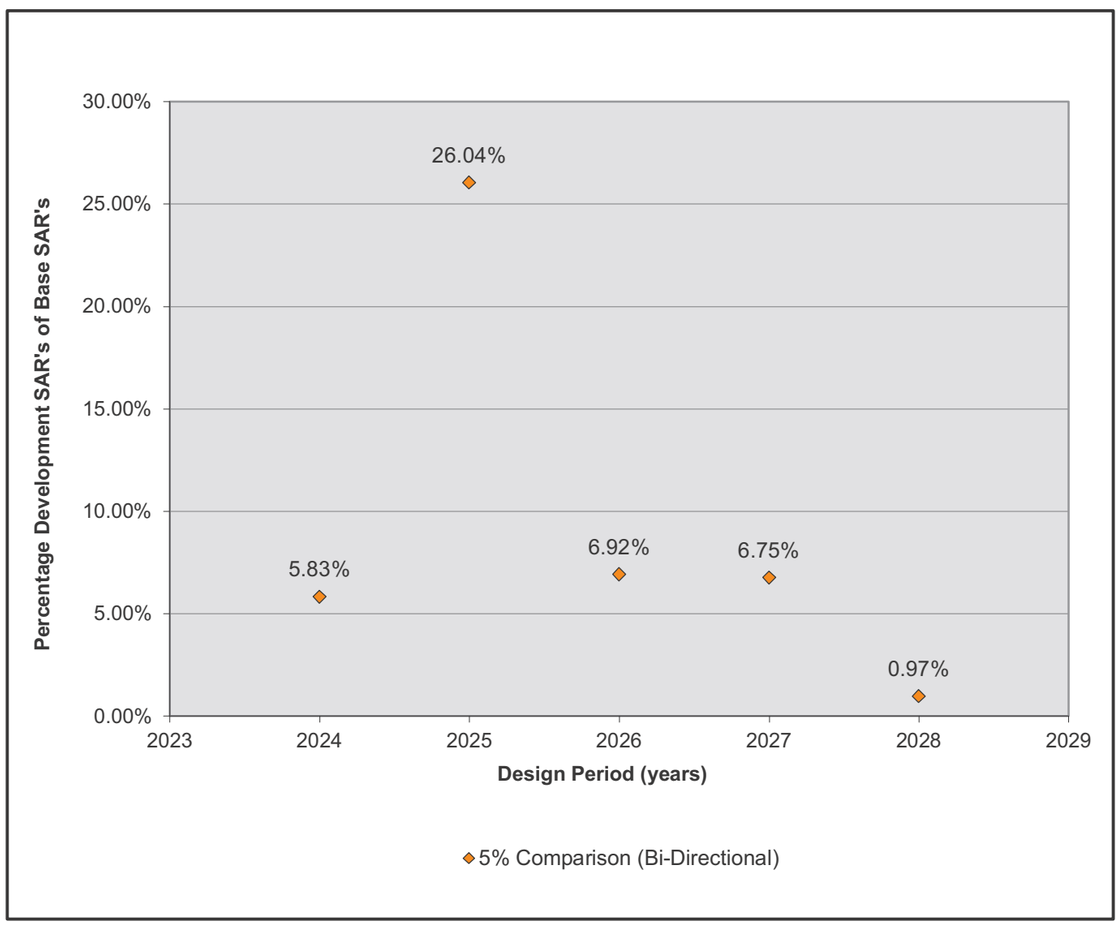
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1267617	1038822	2306440	23010	111402	134412	1290628	1150224	2440851
2025	1296001	1062083	2358084	159534	454478	614012	1455535	1516561	2972096
2026	1325021	1085865	2410886	46401	120512	166912	1371422	1206376	2577798
2027	1354690	1110179	2464869	46185	120275	166459	1400875	1230454	2631329
2028	1385024	1135038	2520062	2566	21960	24527	1387590	1156998	2544588

5% Comparison

	AG	AG	B
2024	1.82%	10.72%	5.83%
2025	12.31%	42.79%	26.04%
2026	3.50%	11.10%	6.92%
2027	3.41%	10.83%	6.75%
2028	0.19%	1.93%	0.97%







Road ID	J5-X141	G	0	AG	J5-X141

Road name	Toowoomba Bypass Off-ramp (319B)
Road section	Toowoomba Bypass to Warrego Highway
Road authority	DTMR

B2G Development Volumes

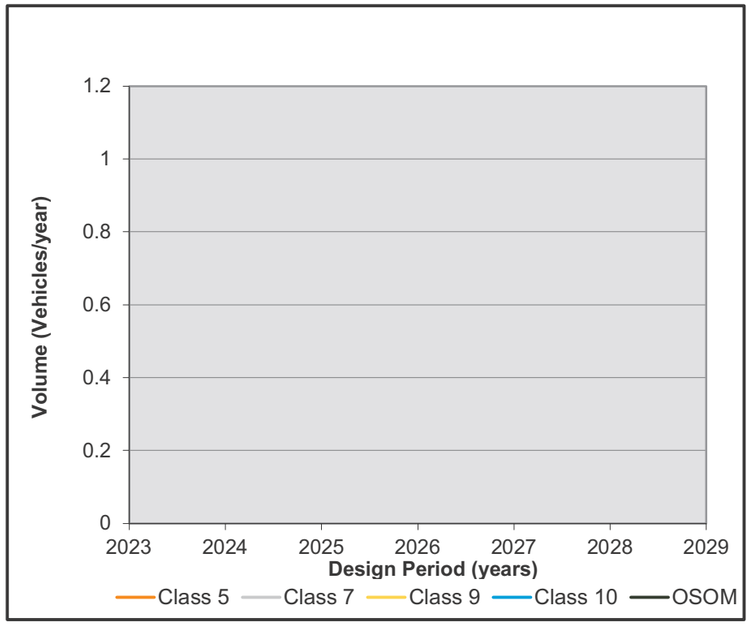
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	#N/A	#N/A	#N/A	#N/A	#N/A	0	804	0	11455	0	#N/A	#N/A	#N/A	#N/A	#N/A
2025	#N/A	#N/A	#N/A	#N/A	#N/A	0	8361	0	54463	0	#N/A	#N/A	#N/A	#N/A	#N/A
2026	#N/A	#N/A	#N/A	#N/A	#N/A	0	2975	0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A
2027	#N/A	#N/A	#N/A	#N/A	#N/A	0	1798	0	0	39	#N/A	#N/A	#N/A	#N/A	#N/A
2028	#N/A	#N/A	#N/A	#N/A	#N/A	0	2	0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A

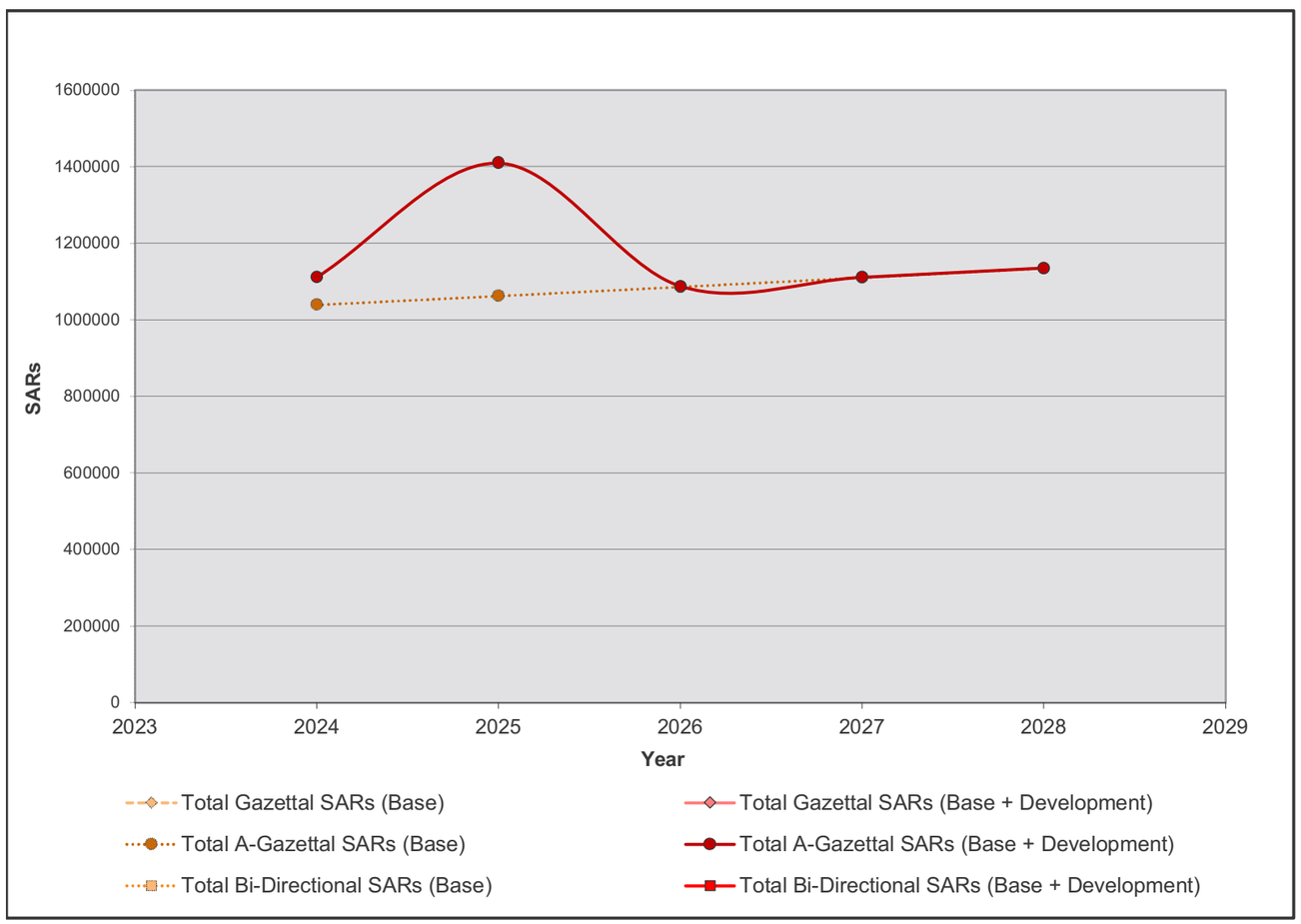
B2G SARs

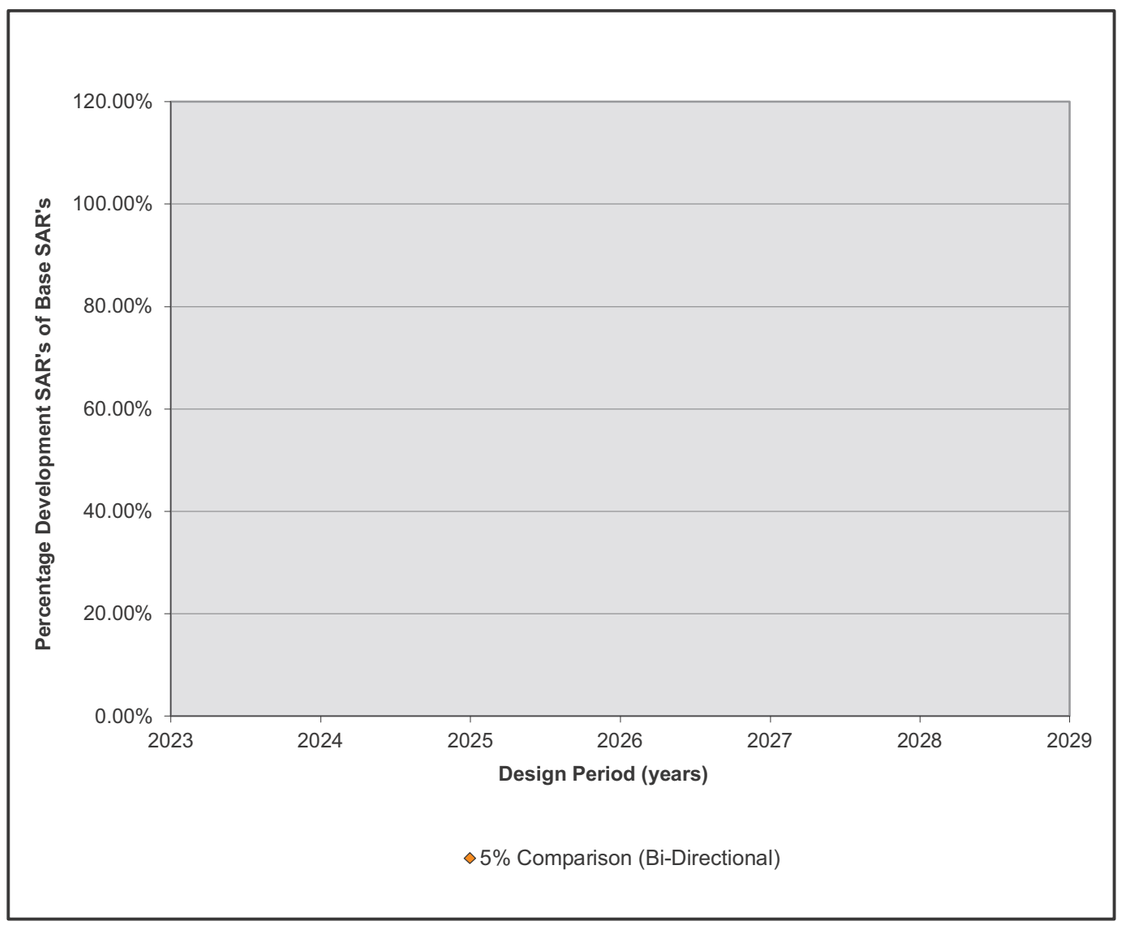
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	#N/A	1038822	#N/A	#N/A	72614	#N/A	#N/A	1111436	#N/A
2025	#N/A	1062083	#N/A	#N/A	347797	#N/A	#N/A	1409880	#N/A
2026	#N/A	1085865	#N/A	#N/A	1666	#N/A	#N/A	1087531	#N/A
2027	#N/A	1110179	#N/A	#N/A	1362	#N/A	#N/A	1111541	#N/A
2028	#N/A	1135038	#N/A	#N/A	1	#N/A	#N/A	1135039	#N/A

5% Comparison

	AG	AG	B
2024	#N/A	6.99%	#N/A
2025	#N/A	32.75%	#N/A
2026	#N/A	0.15%	#N/A
2027	#N/A	0.12%	#N/A
2028	#N/A	0.00%	#N/A







Road ID	X143-J5	G	X143-J5	AG	0

Road name	Toowoomba Bypass On-ramp (319B)
Road section	Warrego Highway to Toowoomba Bypass
Road authority	DTMR

B2G Development Volumes

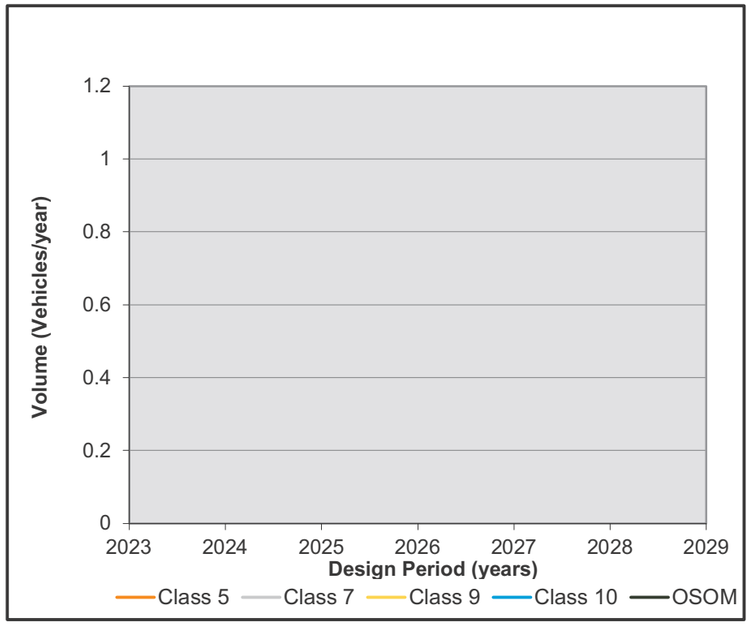
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	804	0	11455	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2025	0	8361	0	54463	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2026	0	2975	0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2027	0	1798	0	0	39	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2028	0	2	0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

B2G SARs

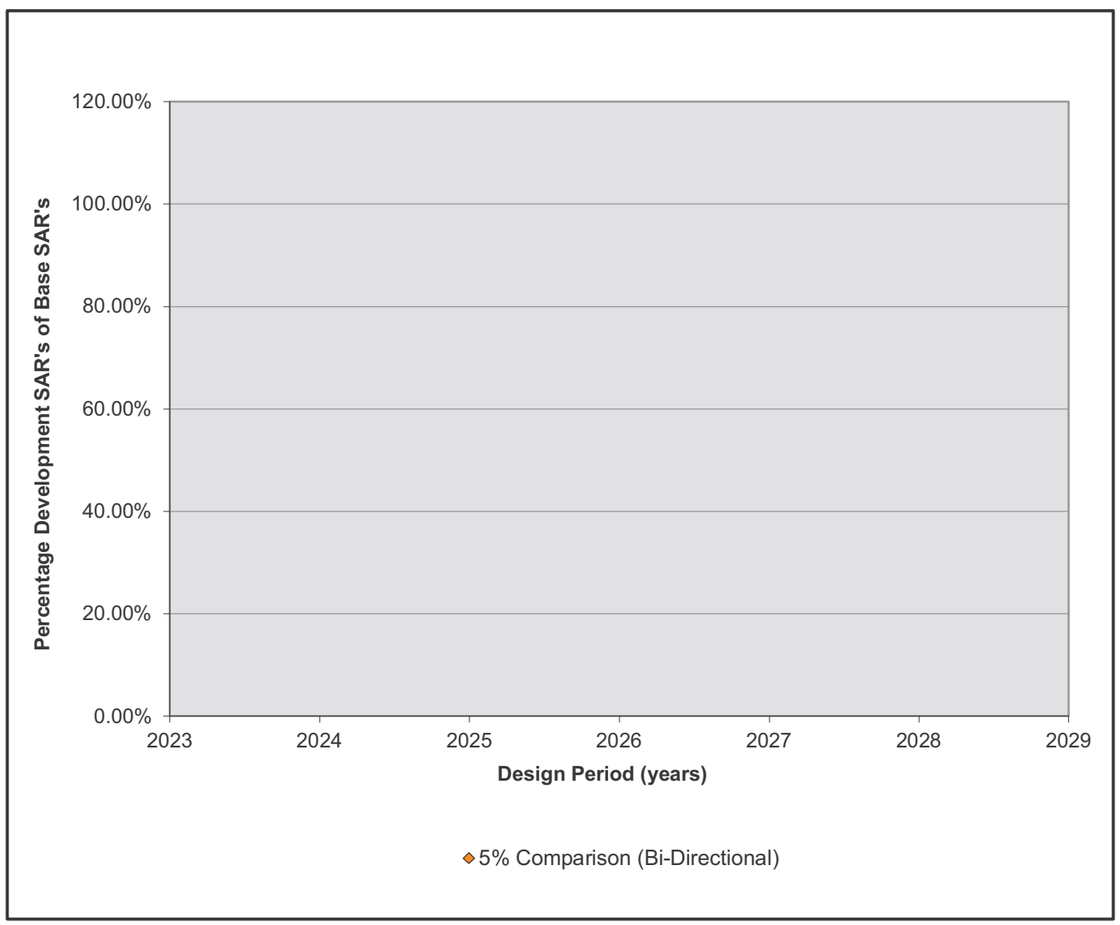
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1267617	#N/A	#N/A	10107	#N/A	#N/A	1277725	#N/A	#N/A
2025	1296001	#N/A	#N/A	70837	#N/A	#N/A	1366838	#N/A	#N/A
2026	1325021	#N/A	#N/A	14933	#N/A	#N/A	1339954	#N/A	#N/A
2027	1354690	#N/A	#N/A	9277	#N/A	#N/A	1363967	#N/A	#N/A
2028	1385024	#N/A	#N/A	9	#N/A	#N/A	1385033	#N/A	#N/A

5% Comparison

	AG	AG	B
2024	0.80%	#N/A	#N/A
2025	5.47%	#N/A	#N/A
2026	1.13%	#N/A	#N/A
2027	0.68%	#N/A	#N/A
2028	0.00%	#N/A	#N/A







Road ID	J3-X144	G	J3-X144	AG	0

Road name	Toowoomba Bypass Off-ramp (319B)
Road section	Toowoomba Bypass to Toowoomba Cecil Plains Road
Road authority	DTMR

B2G Development Volumes

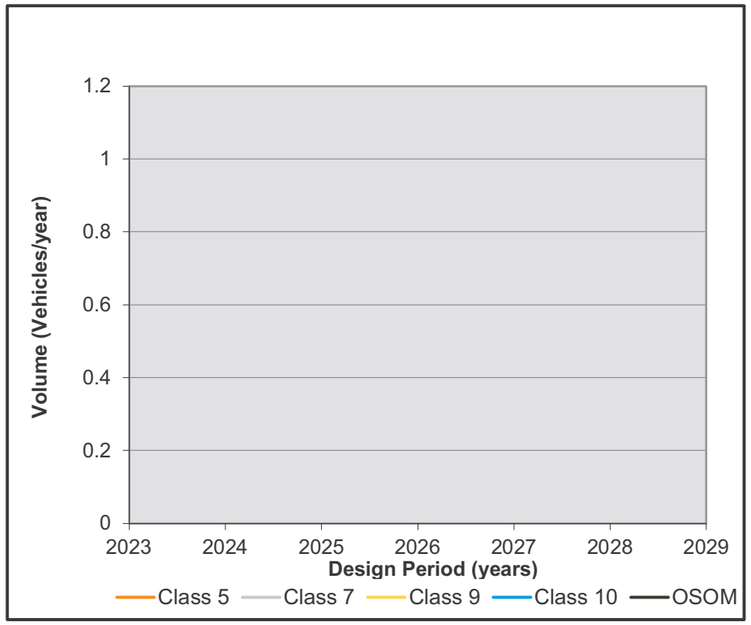
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2025	0	0	0	2917	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2026	0	0	0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2027	0	0	0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2028	0	0	0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

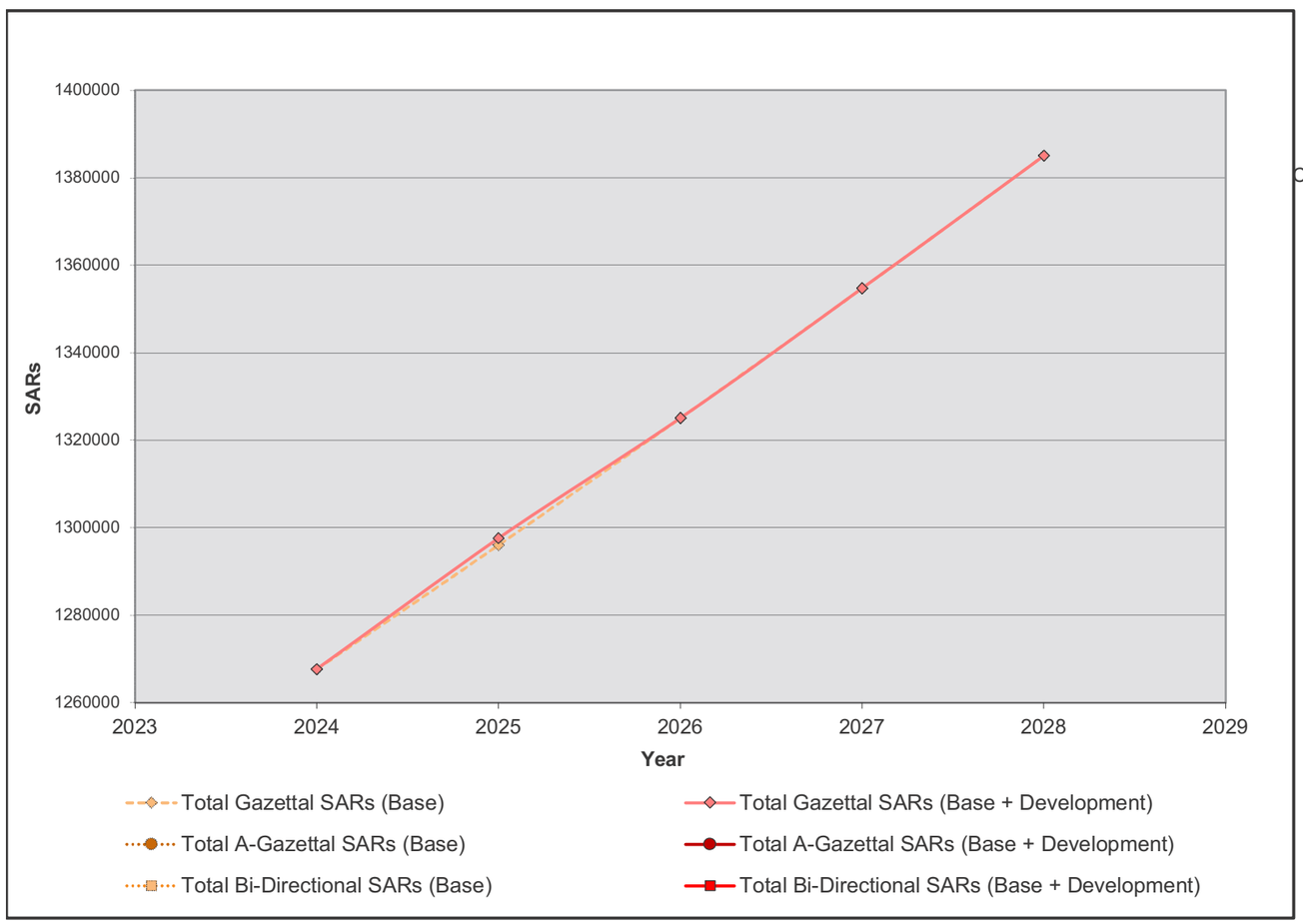
B2G SARs

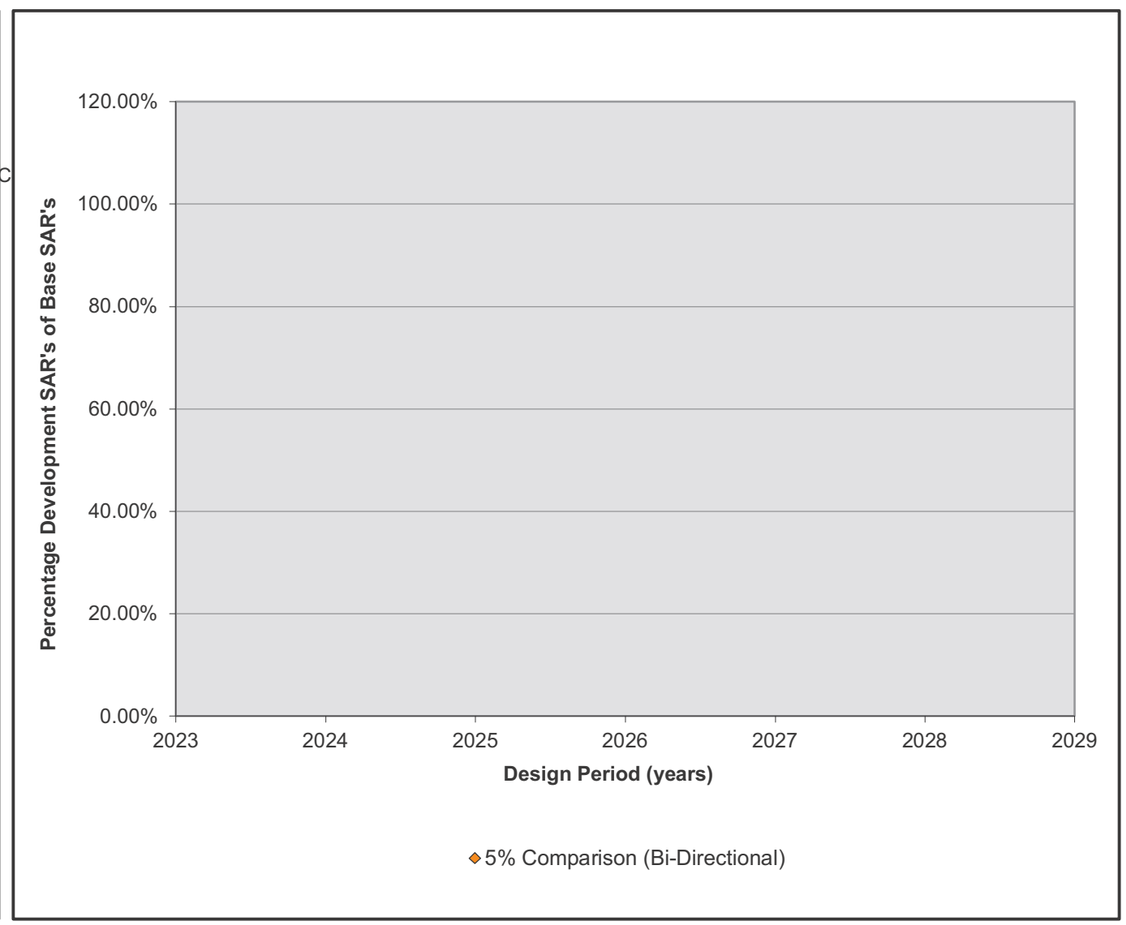
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1267617	#N/A	#N/A	0	#N/A	#N/A	1267617	#N/A	#N/A
2025	1296001	#N/A	#N/A	1546	#N/A	#N/A	1297547	#N/A	#N/A
2026	1325021	#N/A	#N/A	0	#N/A	#N/A	1325021	#N/A	#N/A
2027	1354690	#N/A	#N/A	0	#N/A	#N/A	1354690	#N/A	#N/A
2028	1385024	#N/A	#N/A	0	#N/A	#N/A	1385024	#N/A	#N/A

5% Comparison

	AG	AG	B
2024	0.00%	#N/A	#N/A
2025	0.12%	#N/A	#N/A
2026	0.00%	#N/A	#N/A
2027	0.00%	#N/A	#N/A
2028	0.00%	#N/A	#N/A







Road ID	X76-J3	G	0	AG	X76-J3

Road name	Toowoomba Bypass On-ramp (319B)
Road section	Toowoomba Cecil Plains Road to Toowoomba Bypass
Road authority	DTMR

B2G Development Volumes

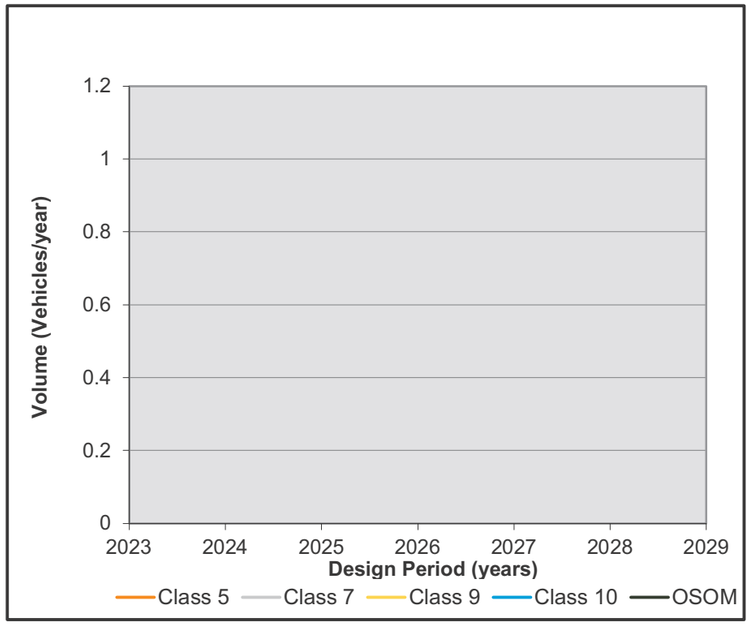
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	#N/A	#N/A	#N/A	#N/A	#N/A	0	0	0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A
2025	#N/A	#N/A	#N/A	#N/A	#N/A	0	0	0	2917	0	#N/A	#N/A	#N/A	#N/A	#N/A
2026	#N/A	#N/A	#N/A	#N/A	#N/A	0	0	0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A
2027	#N/A	#N/A	#N/A	#N/A	#N/A	0	0	0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A
2028	#N/A	#N/A	#N/A	#N/A	#N/A	0	0	0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A

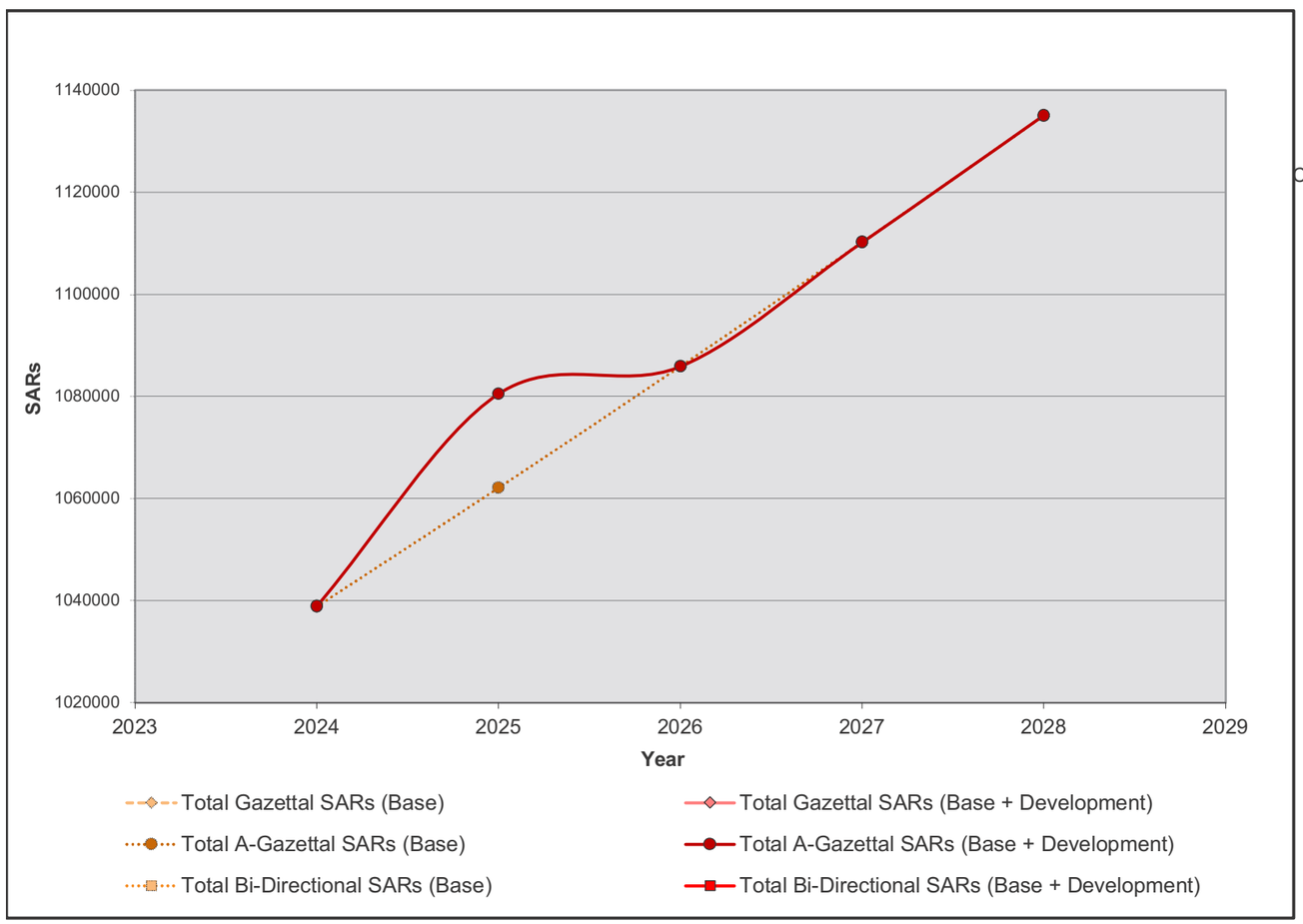
B2G SARs

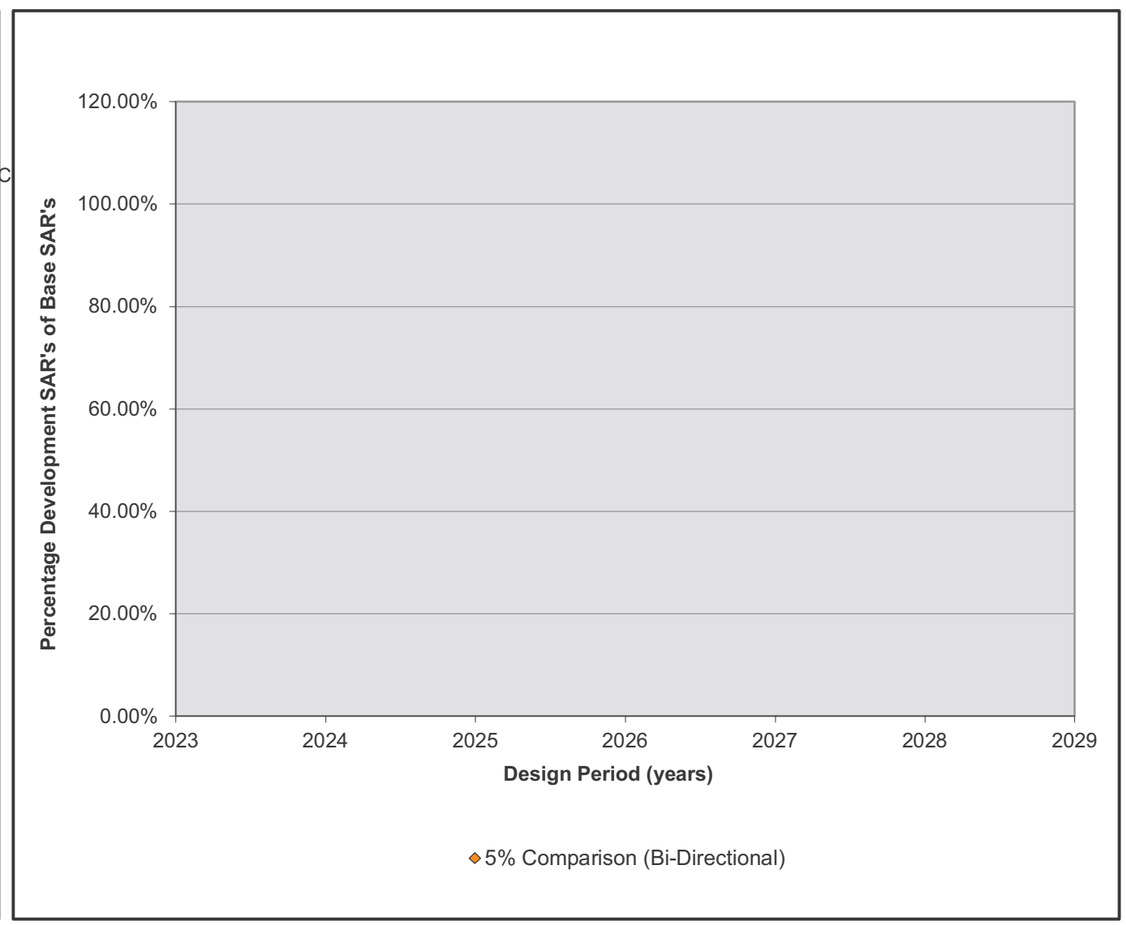
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	#N/A	1038822	#N/A	#N/A	0	#N/A	#N/A	1038822	#N/A
2025	#N/A	1062083	#N/A	#N/A	18378	#N/A	#N/A	1080461	#N/A
2026	#N/A	1085865	#N/A	#N/A	0	#N/A	#N/A	1085865	#N/A
2027	#N/A	1110179	#N/A	#N/A	0	#N/A	#N/A	1110179	#N/A
2028	#N/A	1135038	#N/A	#N/A	0	#N/A	#N/A	1135038	#N/A

5% Comparison

	AG	AG	B
2024	#N/A	0.00%	#N/A
2025	#N/A	1.73%	#N/A
2026	#N/A	0.00%	#N/A
2027	#N/A	0.00%	#N/A
2028	#N/A	0.00%	#N/A







Road ID	J4-X76	G	0	AG	J4-X76

Road name	Toowoomba Bypass Off-ramp (319B)
Road section	Toowoomba Bypass to Toowoomba Cecil Plains Road
Road authority	DTMR

B2G Development Volumes

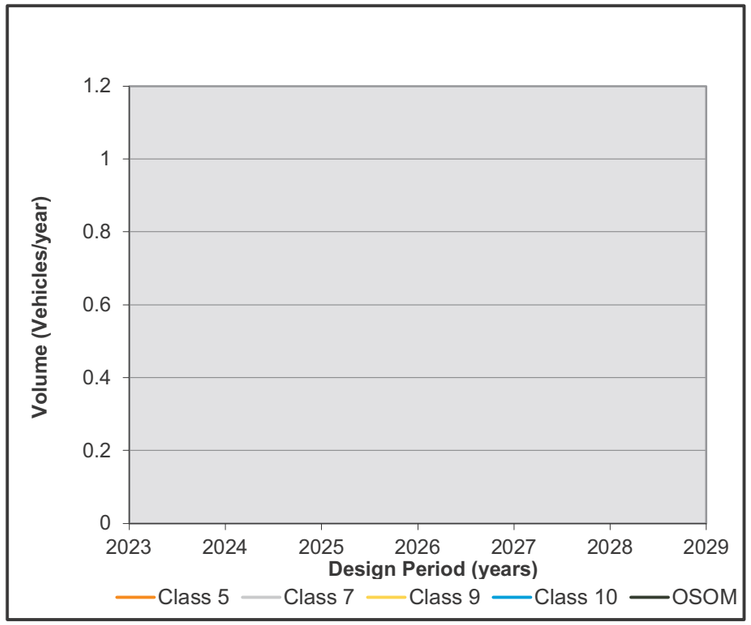
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	#N/A	#N/A	#N/A	#N/A	#N/A	0	1210	165	0	0	#N/A	#N/A	#N/A	#N/A	#N/A
2025	#N/A	#N/A	#N/A	#N/A	#N/A	123	13739	1943	0	8	#N/A	#N/A	#N/A	#N/A	#N/A
2026	#N/A	#N/A	#N/A	#N/A	#N/A	0	3195	674	0	43	#N/A	#N/A	#N/A	#N/A	#N/A
2027	#N/A	#N/A	#N/A	#N/A	#N/A	0	3746	0	1187	0	#N/A	#N/A	#N/A	#N/A	#N/A
2028	#N/A	#N/A	#N/A	#N/A	#N/A	0	3	0	111	0	#N/A	#N/A	#N/A	#N/A	#N/A

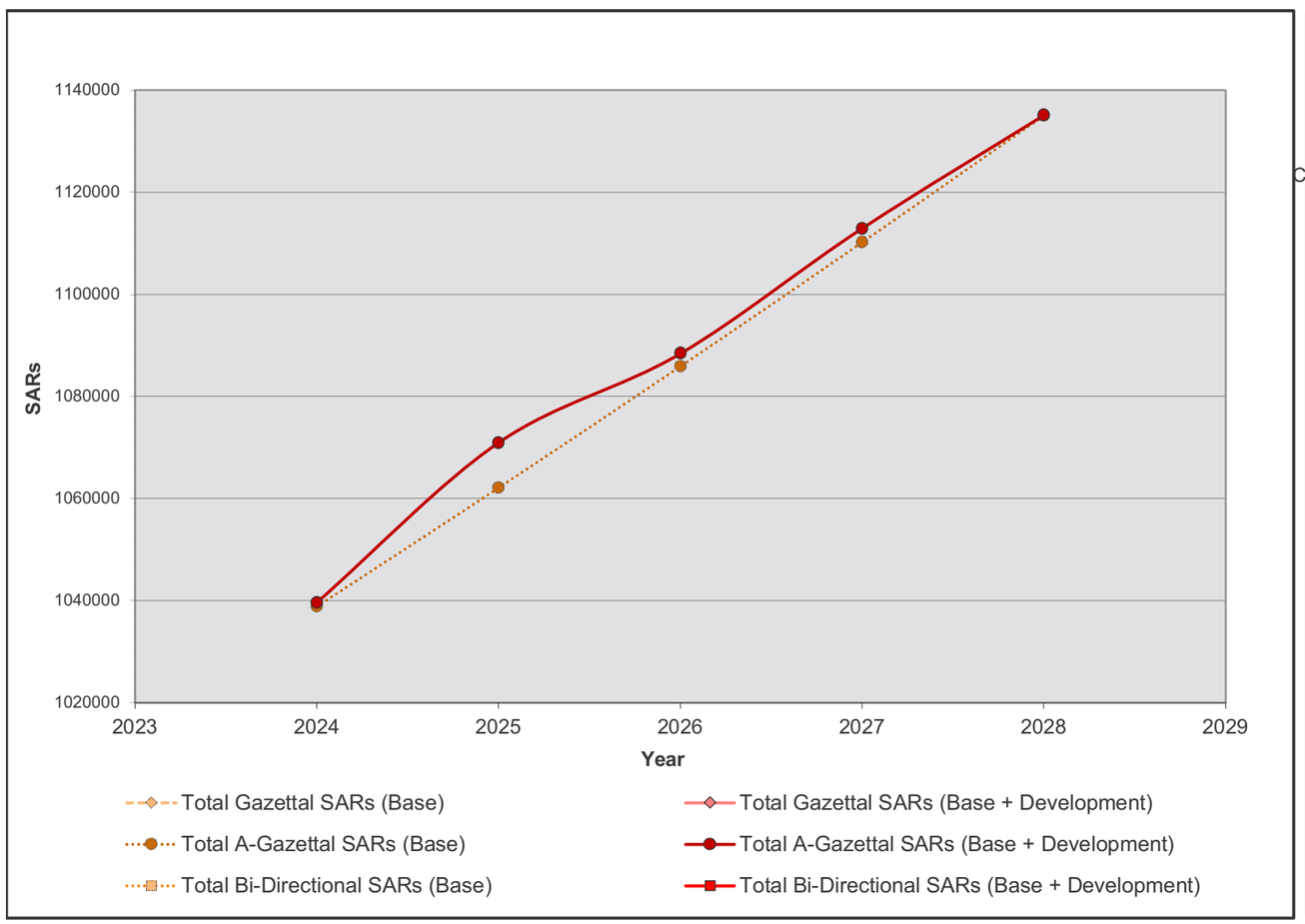
B2G SARs

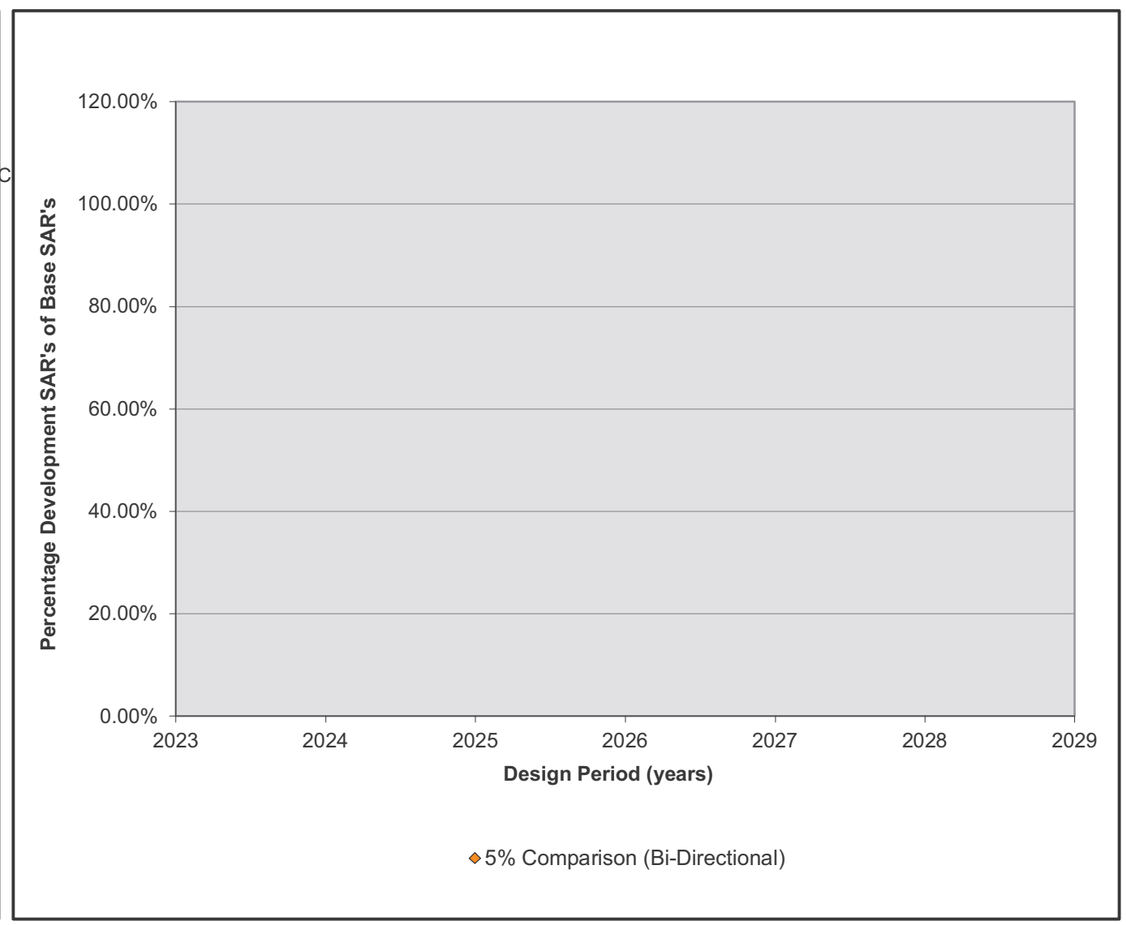
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	#N/A	1038822	#N/A	#N/A	762	#N/A	#N/A	1039584	#N/A
2025	#N/A	1062083	#N/A	#N/A	8816	#N/A	#N/A	1070899	#N/A
2026	#N/A	1085865	#N/A	#N/A	2526	#N/A	#N/A	1088390	#N/A
2027	#N/A	1110179	#N/A	#N/A	2727	#N/A	#N/A	1112906	#N/A
2028	#N/A	1135038	#N/A	#N/A	61	#N/A	#N/A	1135098	#N/A

5% Comparison

	AG	AG	B
2024	#N/A	0.07%	#N/A
2025	#N/A	0.83%	#N/A
2026	#N/A	0.23%	#N/A
2027	#N/A	0.25%	#N/A
2028	#N/A	0.01%	#N/A







Road ID	X144-J4	G	X144-J4	AG	0

Road name	Toowoomba Bypass On-ramp (319B)
Road section	Toowoomba Cecil Plains Road to Toowoomba Bypass
Road authority	DTMR

B2G Development Volumes

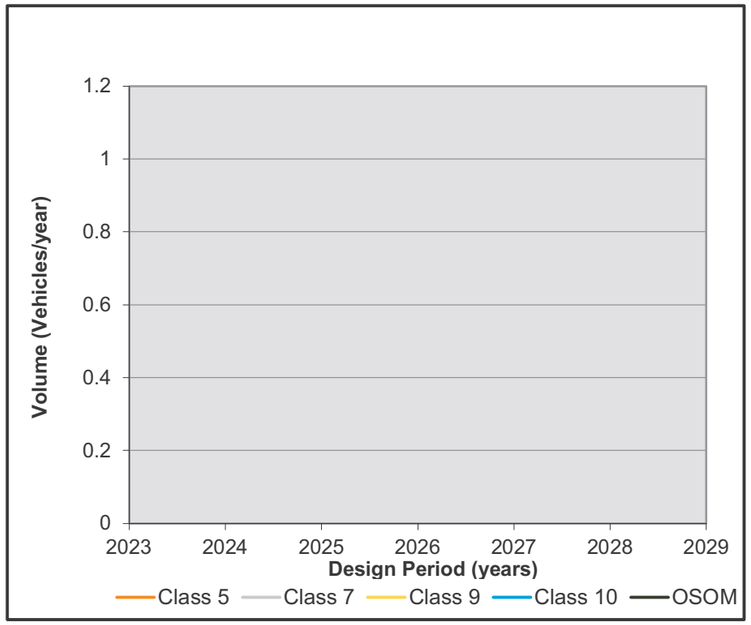
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1210	165	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2025	123	14012	1943	0	8	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2026	0	3606	674	0	43	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2027	0	3918	0	1187	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2028	0	3	0	111	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

B2G SARs

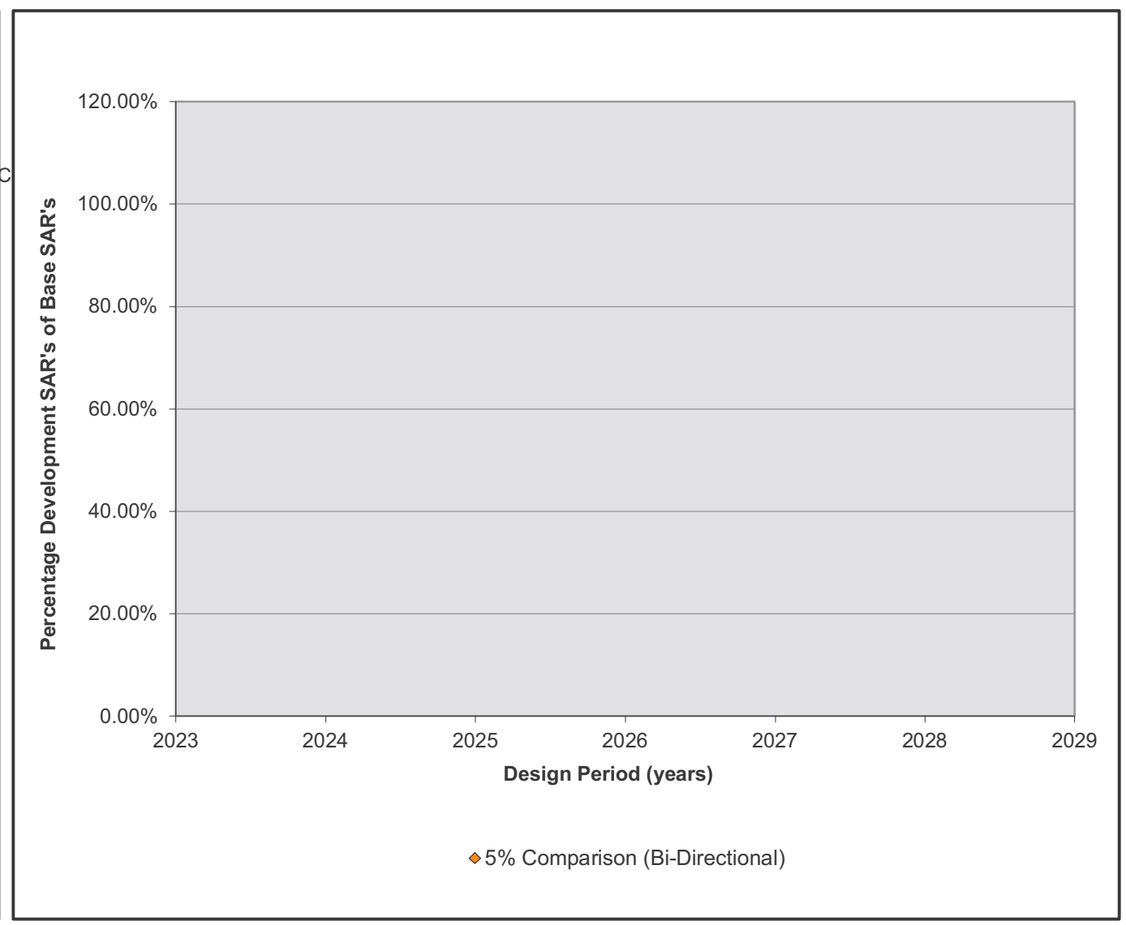
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1267617	#N/A	#N/A	6889	#N/A	#N/A	1274506	#N/A	#N/A
2025	1296001	#N/A	#N/A	80477	#N/A	#N/A	1376478	#N/A	#N/A
2026	1325021	#N/A	#N/A	21701	#N/A	#N/A	1346722	#N/A	#N/A
2027	1354690	#N/A	#N/A	27142	#N/A	#N/A	1381832	#N/A	#N/A
2028	1385024	#N/A	#N/A	715	#N/A	#N/A	1385739	#N/A	#N/A

5% Comparison

	AG	AG	B
2024	0.54%	#N/A	#N/A
2025	6.21%	#N/A	#N/A
2026	1.64%	#N/A	#N/A
2027	2.00%	#N/A	#N/A
2028	0.05%	#N/A	#N/A







Road ID	M6-M20	G	M6-M20	AG	M20-M6

Road name	Warrego Highway (18A)
Road section	Ch. 0.0 to Ch. 7.2
Road authority	DTMR

B2G Development Volumes

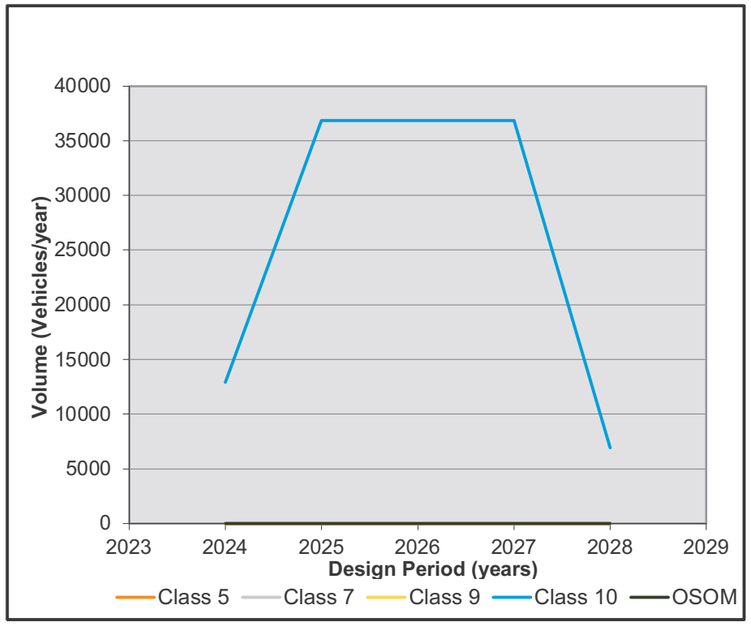
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

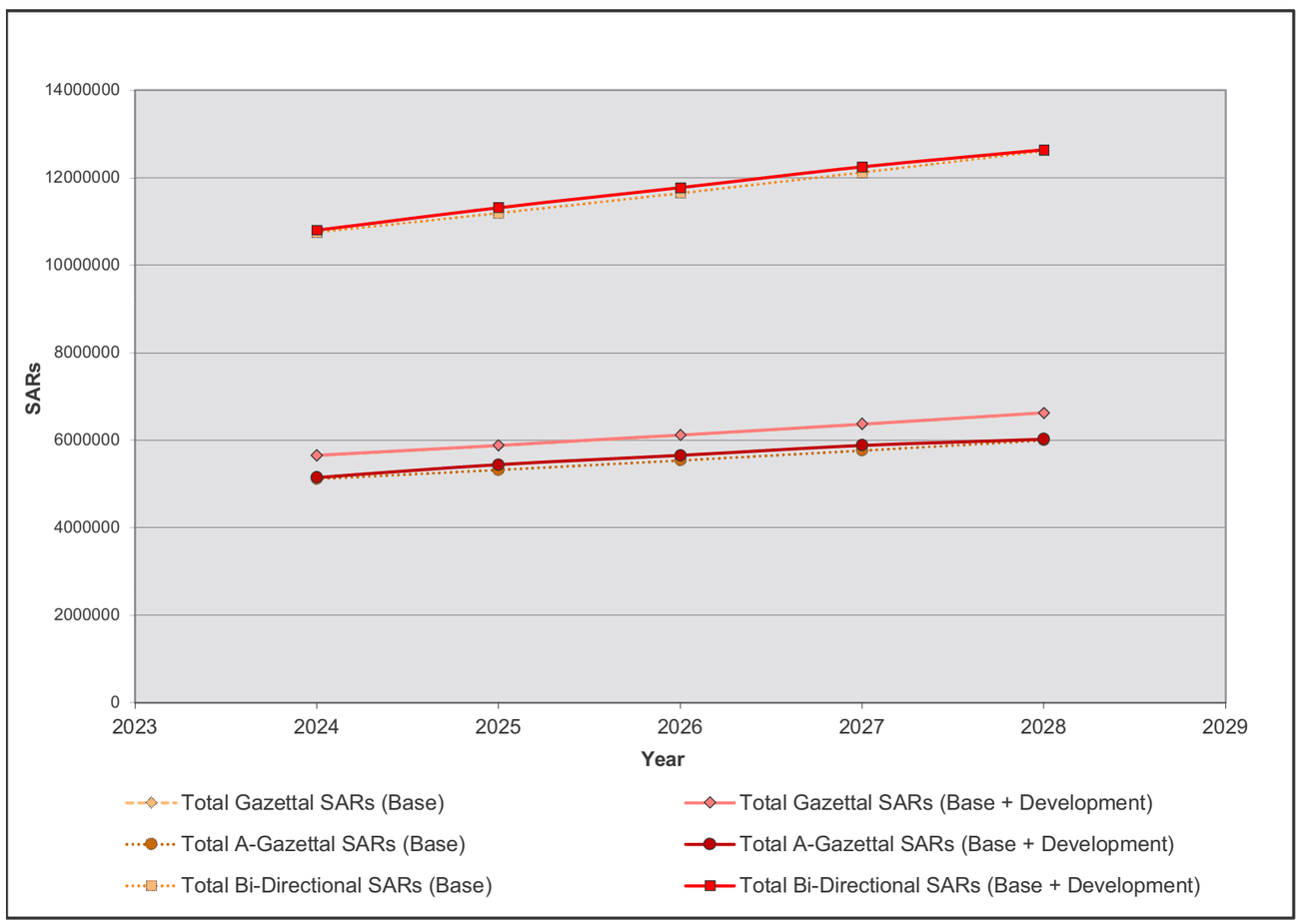
B2G SARs

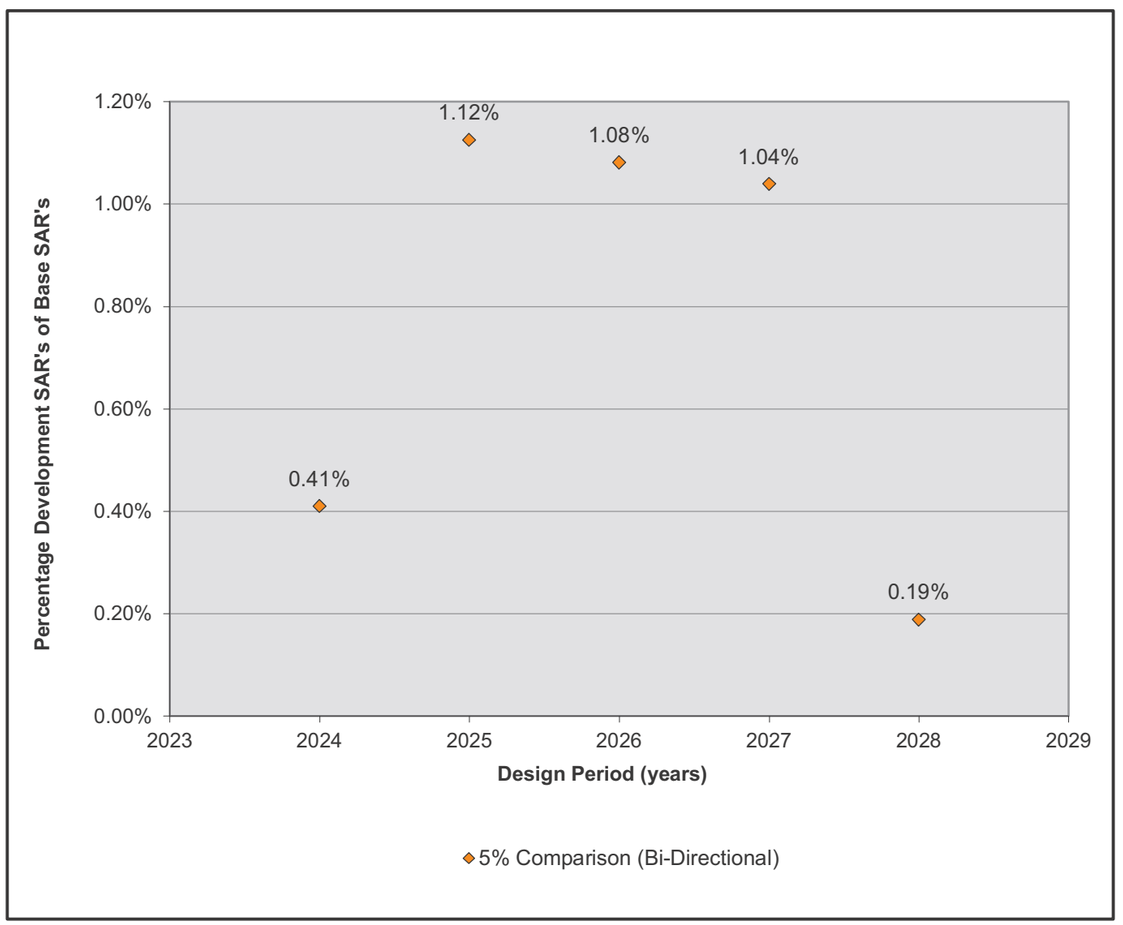
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	5642693	5110705	10753397	6014	38026	44040	5648707	5148731	10797437
2025	5872254	5318623	11190877	9766	116090	125856	5882020	5434713	11316734
2026	6111155	5535001	11646155	9766	116090	125856	6120921	5651091	11772012
2027	6359775	5760181	12119955	9766	116090	125856	6369541	5876271	12245812
2028	6618509	5994522	12613031	1842	21899	23741	6620351	6016421	12636772

5% Comparison

	AG	AG	B
2024	0.11%	0.74%	0.41%
2025	0.17%	2.18%	1.12%
2026	0.16%	2.10%	1.08%
2027	0.15%	2.02%	1.04%
2028	0.03%	0.37%	0.19%







Road ID	M20-M19	G	M20-M19	AG	M19-M20

Road name	Warrego Highway (18A)
Road section	Ch. 7.2 to Ch. 15.1
Road authority	DTMR

B2G Development Volumes

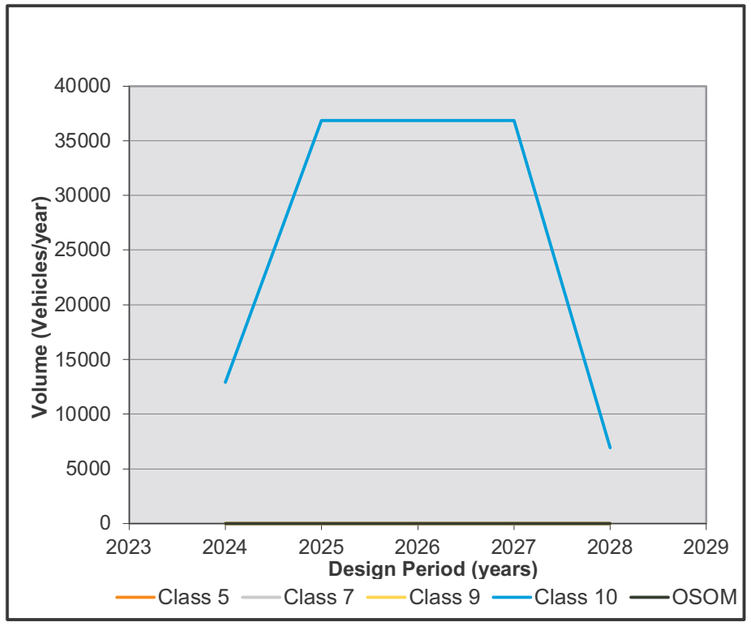
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

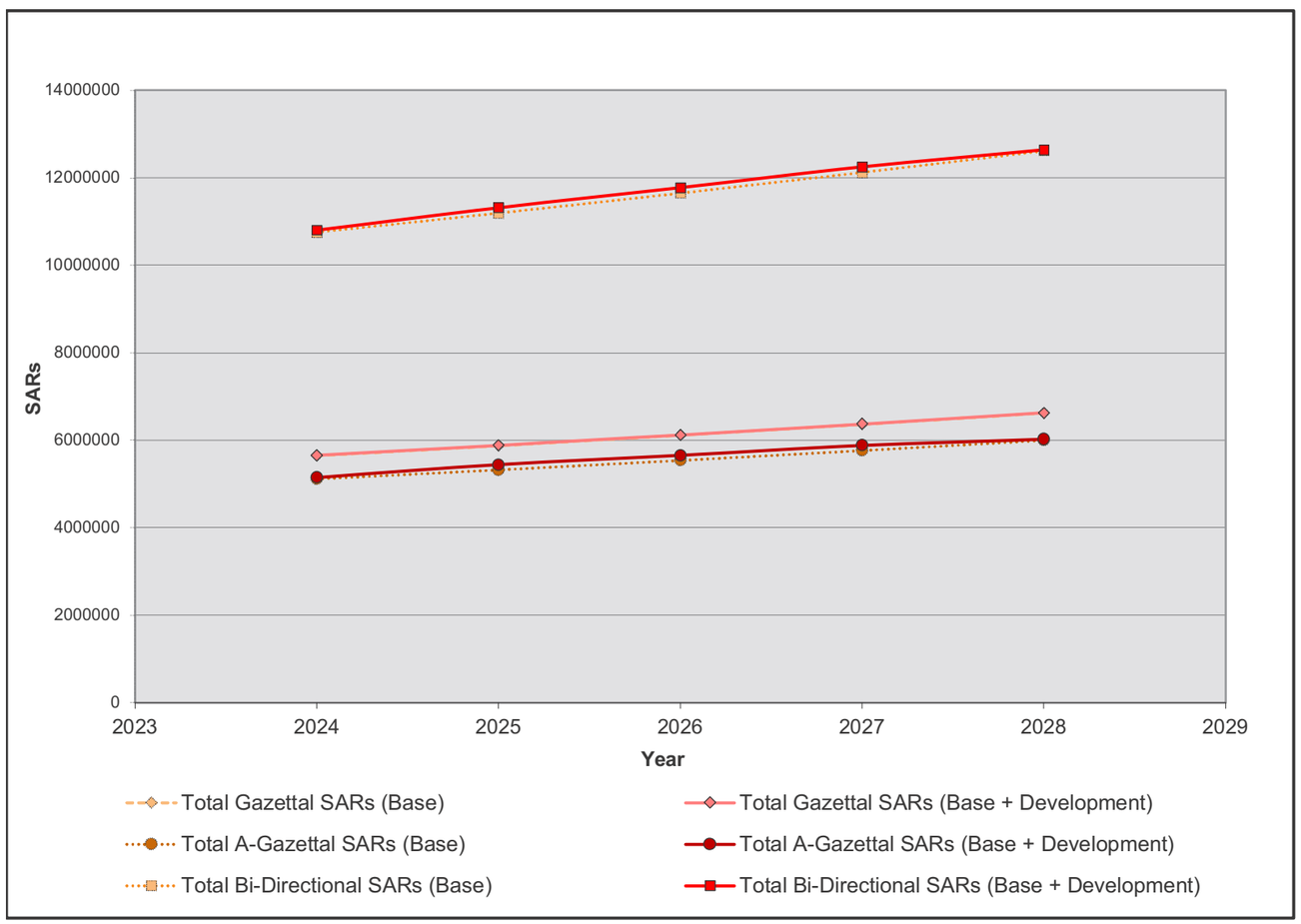
B2G SARs

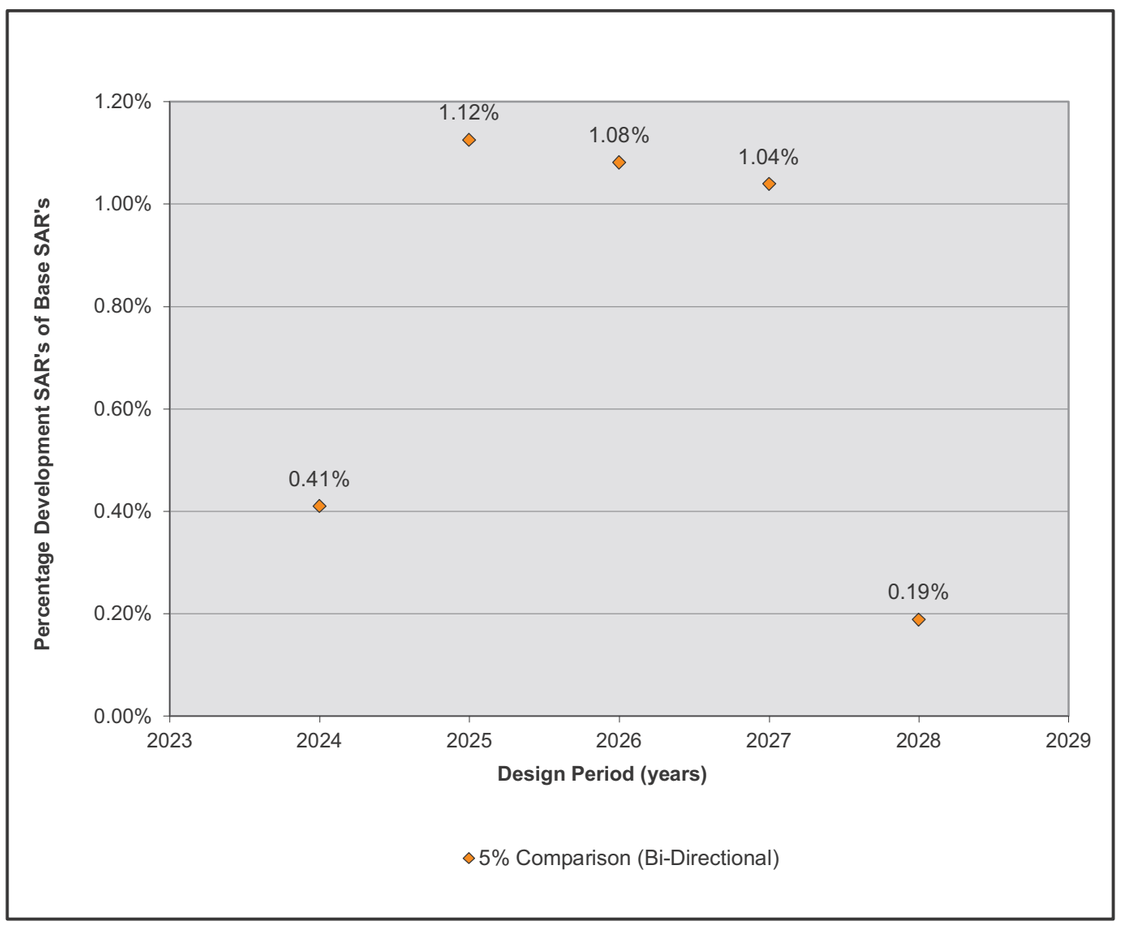
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	5642693	5110705	10753397	6014	38026	44040	5648707	5148731	10797437
2025	5872254	5318623	11190877	9766	116090	125856	5882020	5434713	11316734
2026	6111155	5535001	11646155	9766	116090	125856	6120921	5651091	11772012
2027	6359775	5760181	12119955	9766	116090	125856	6369541	5876271	12245812
2028	6618509	5994522	12613031	1842	21899	23741	6620351	6016421	12636772

5% Comparison

	AG	AG	B
2024	0.11%	0.74%	0.41%
2025	0.17%	2.18%	1.12%
2026	0.16%	2.10%	1.08%
2027	0.15%	2.02%	1.04%
2028	0.03%	0.37%	0.19%







Road ID	M19-M18	G	M19-M18	AG	M18-M19

Road name	Warrego Highway (18A)
Road section	Ch. 15.1 to Ch. 18.9
Road authority	DTMR

B2G Development Volumes

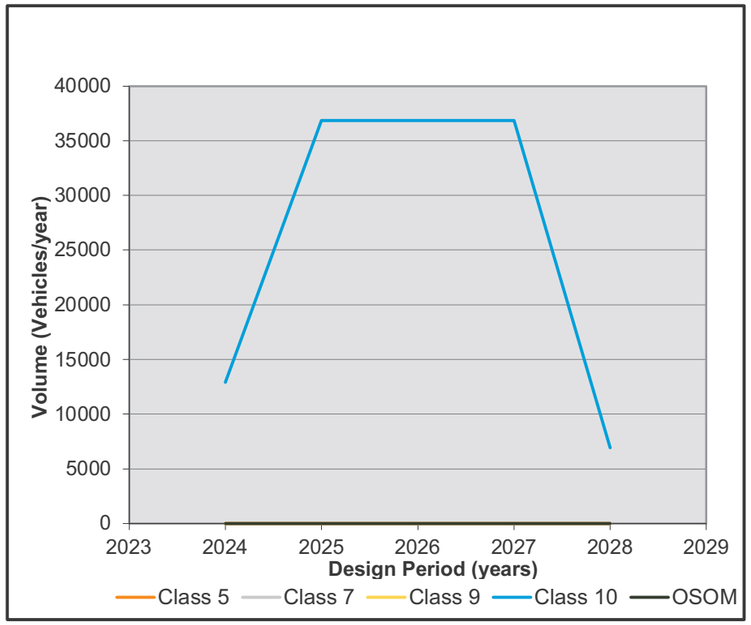
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

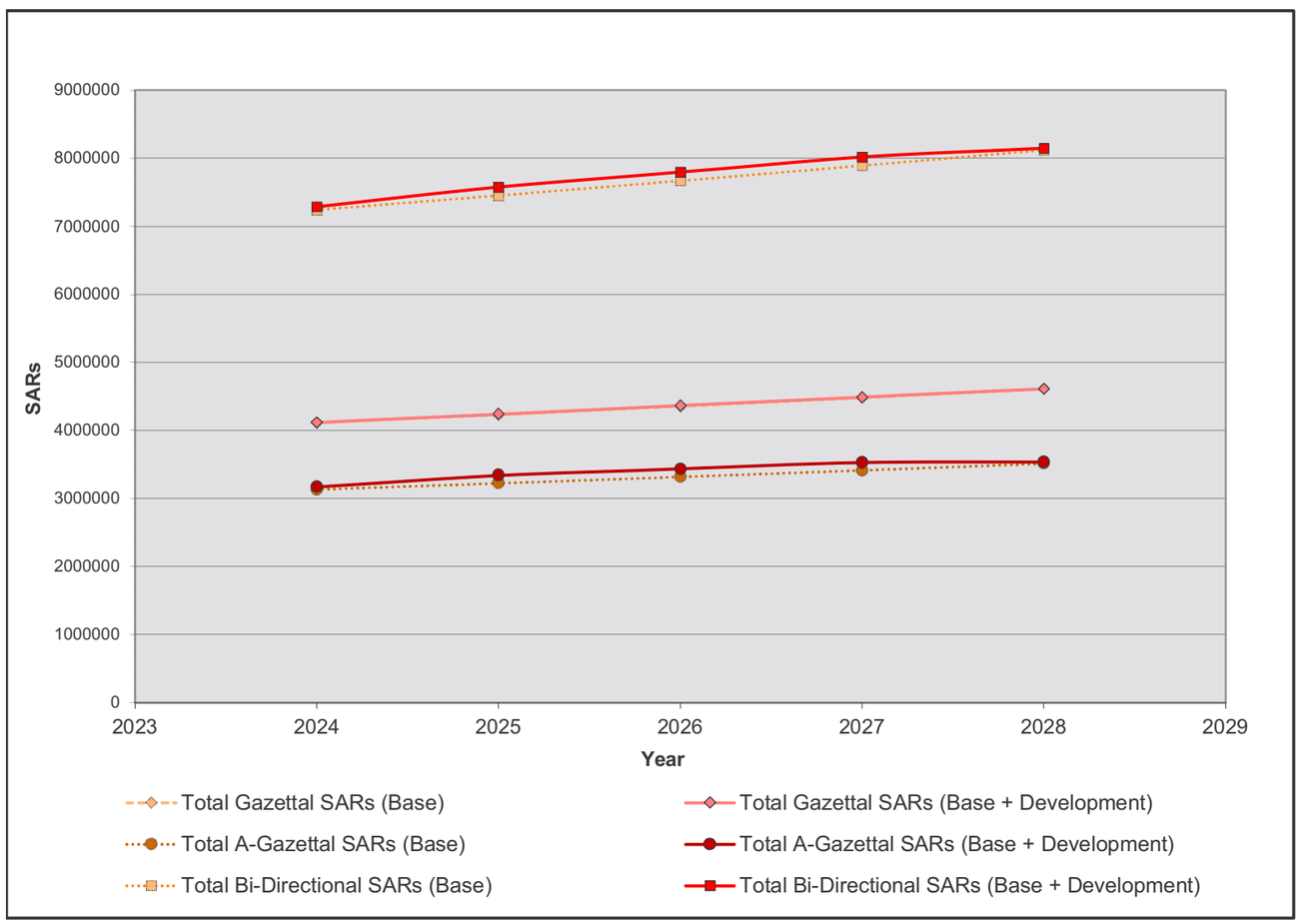
B2G SARs

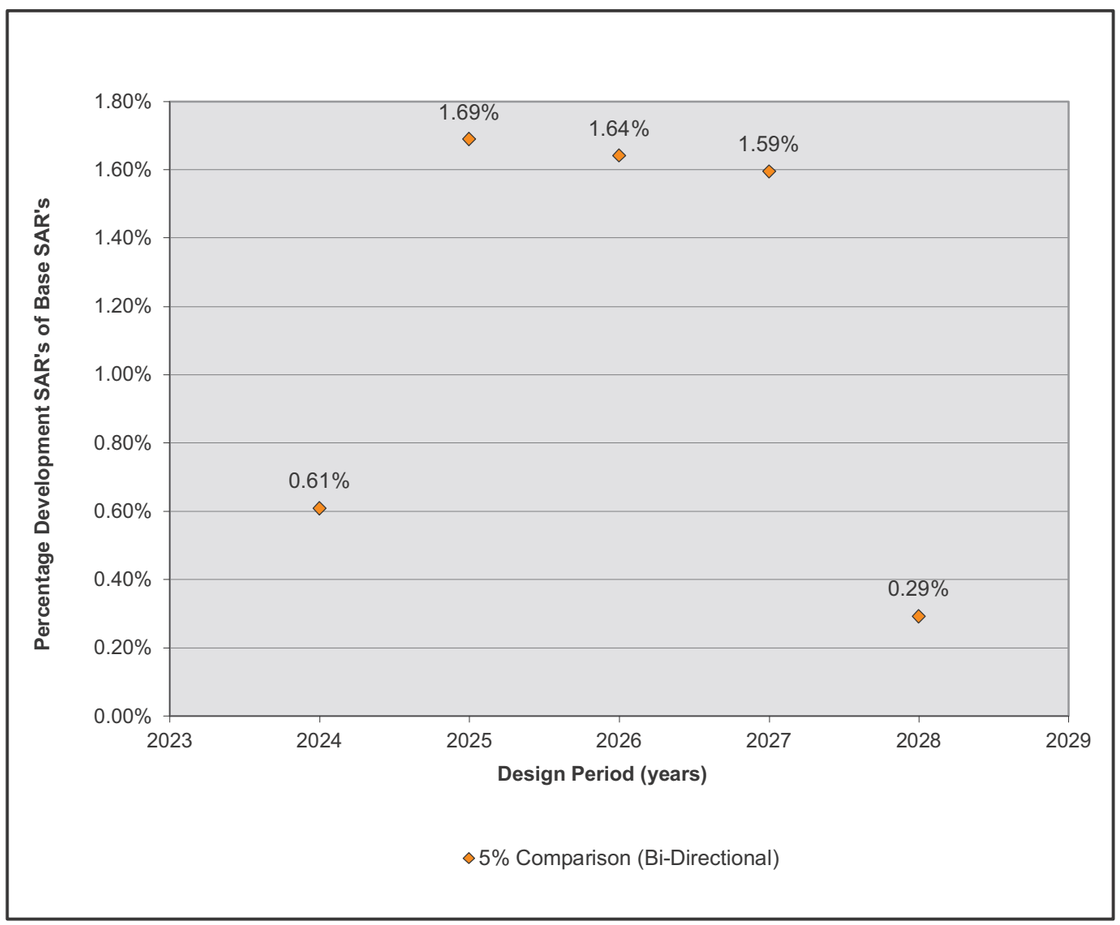
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	4110619	3131353	7241972	6014	38026	44040	4116633	3169379	7286011
2025	4230067	3222345	7452413	9766	116090	125856	4239834	3338436	7578269
2026	4352987	3315982	7668969	9766	116090	125856	4362753	3432072	7794825
2027	4479478	3412340	7891818	9766	116090	125856	4489245	3528430	8017675
2028	4609645	3511497	8121143	1842	21899	23741	4611488	3533396	8144884

5% Comparison

	AG	AG	B
2024	0.15%	1.21%	0.61%
2025	0.23%	3.60%	1.69%
2026	0.22%	3.50%	1.64%
2027	0.22%	3.40%	1.59%
2028	0.04%	0.62%	0.29%







Road ID	M18-M17	G	M18-M17	AG	M17-M18

Road name	Warrego Highway (18A)
Road section	Ch. 18.9 to Ch. 28.9
Road authority	DTMR

B2G Development Volumes

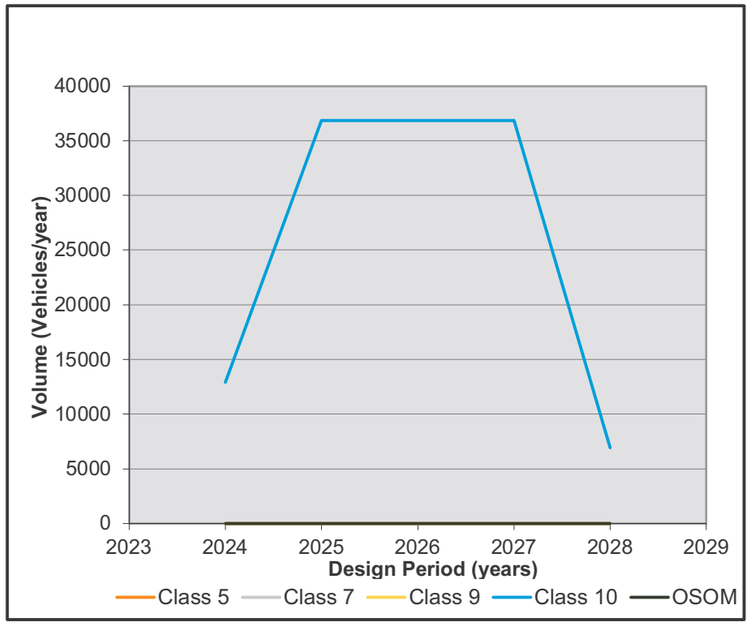
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

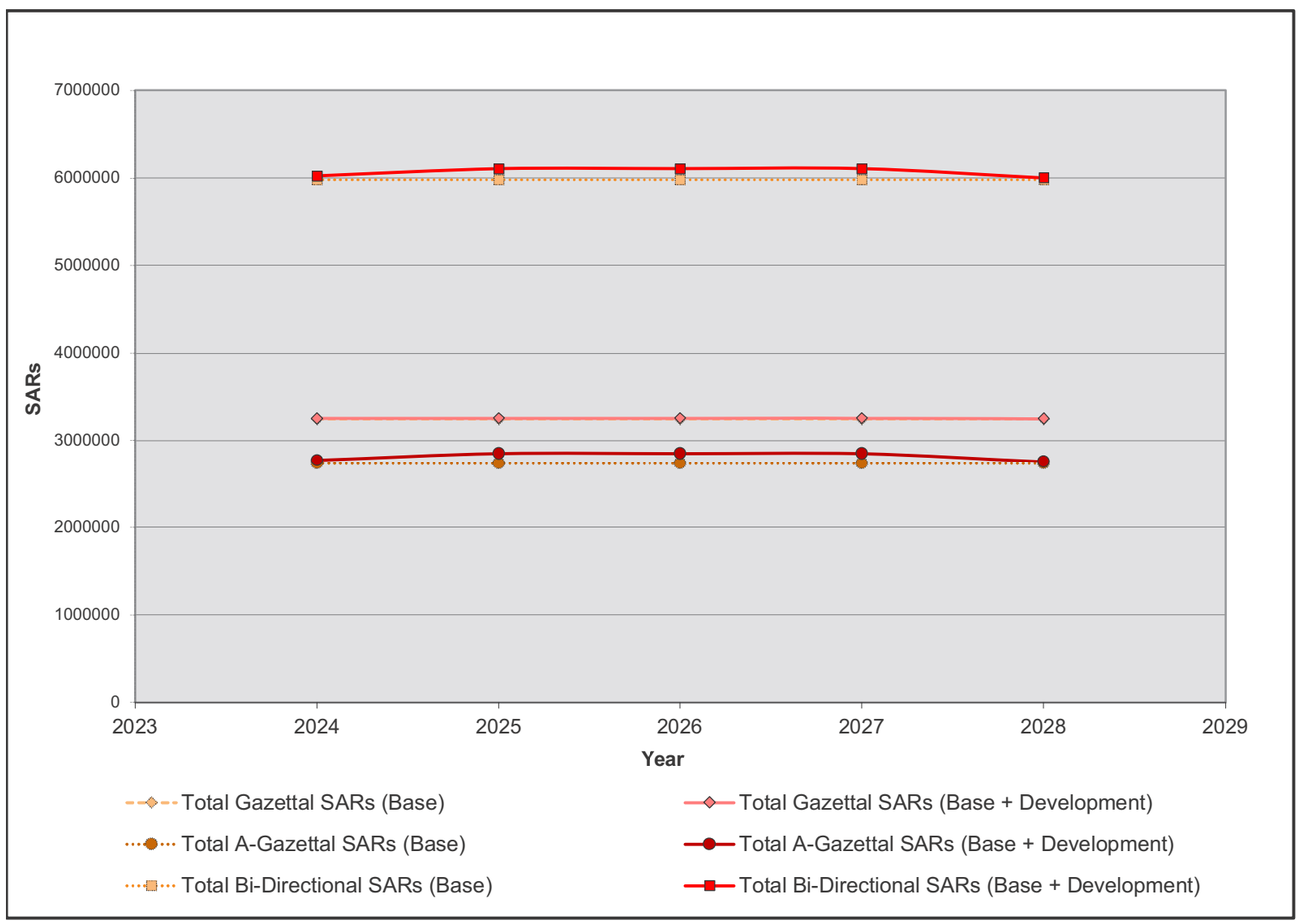
B2G SARs

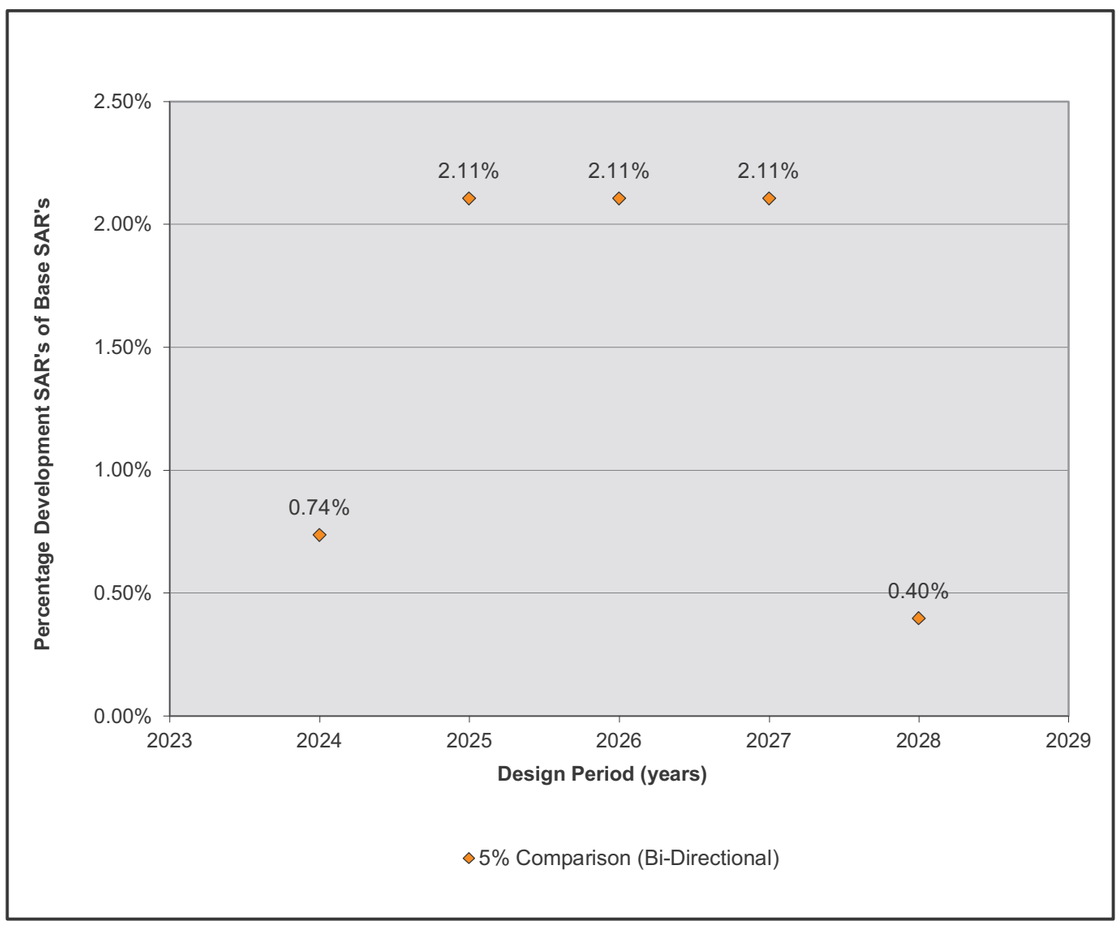
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	3246055	2732512	5978567	6014	38026	44040	3252069	2770538	6022607
2025	3246055	2732512	5978567	9766	116090	125856	3255821	2848602	6104424
2026	3246055	2732512	5978567	9766	116090	125856	3255821	2848602	6104424
2027	3246055	2732512	5978567	9766	116090	125856	3255821	2848602	6104424
2028	3246055	2732512	5978567	1842	21899	23741	3247897	2754411	6002308

5% Comparison

	AG	AG	B
2024	0.19%	1.39%	0.74%
2025	0.30%	4.25%	2.11%
2026	0.30%	4.25%	2.11%
2027	0.30%	4.25%	2.11%
2028	0.06%	0.80%	0.40%







Road ID	M17-M16	G	M17-M16	AG	M16-M17

Road name	Warrego Highway (18A)
Road section	Ch. 28.9 to Ch. 36.6
Road authority	DTMR

B2G Development Volumes

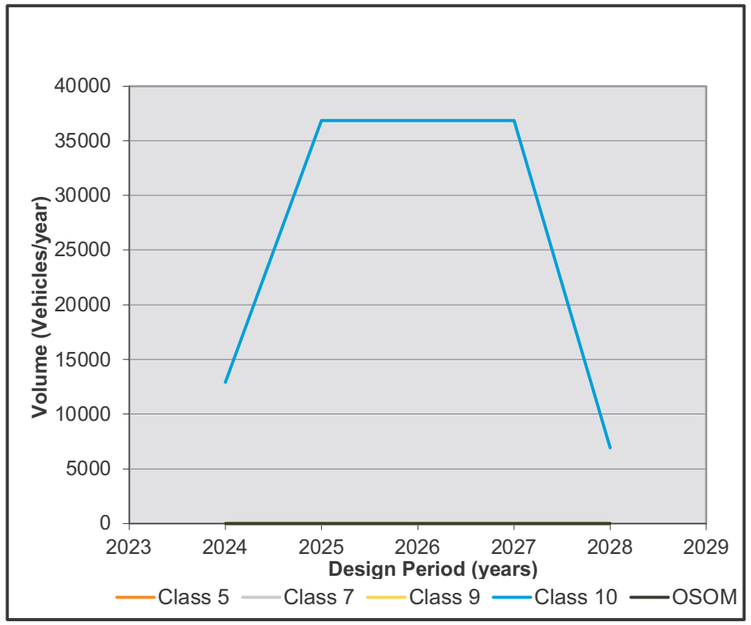
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

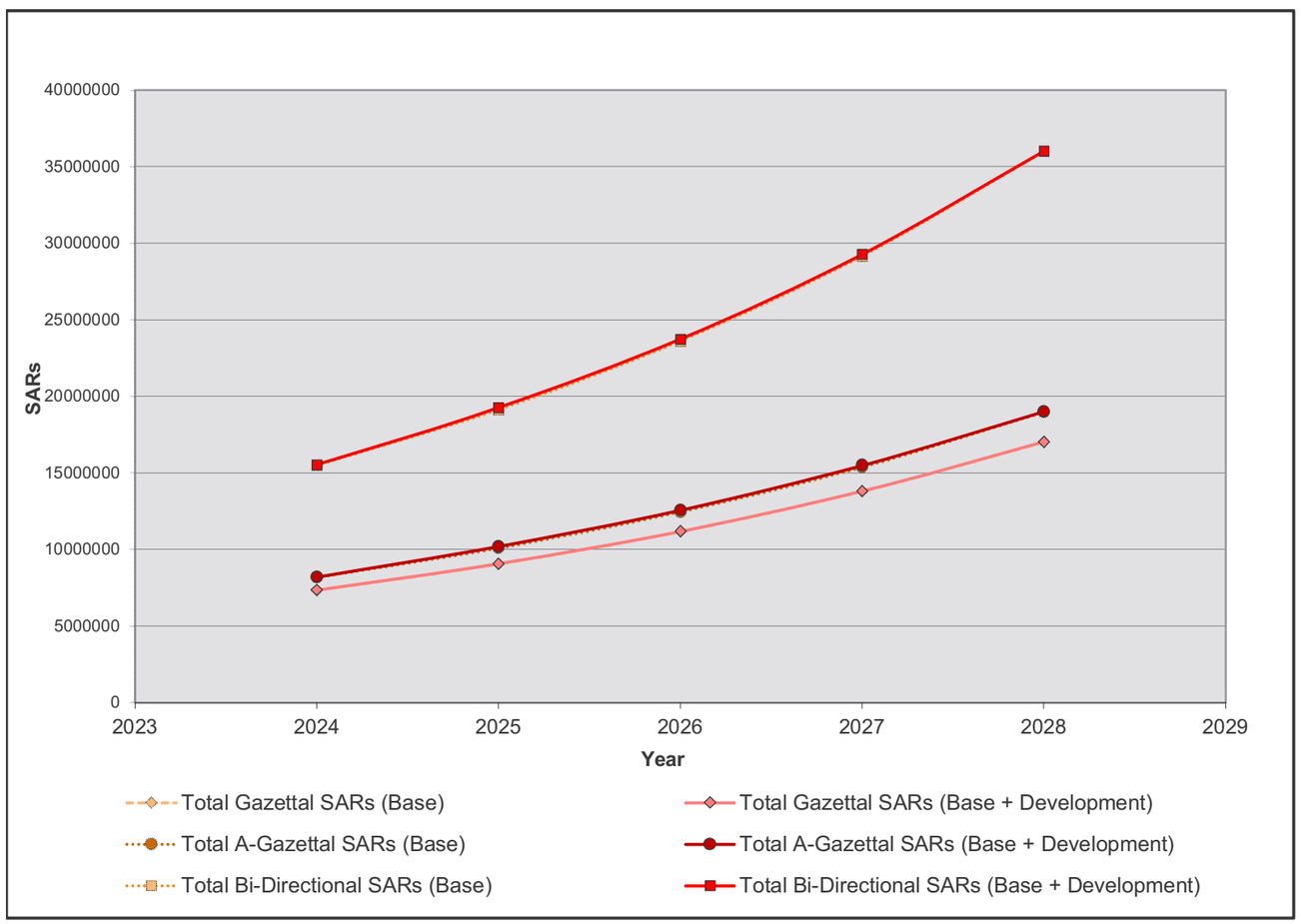
B2G SARs

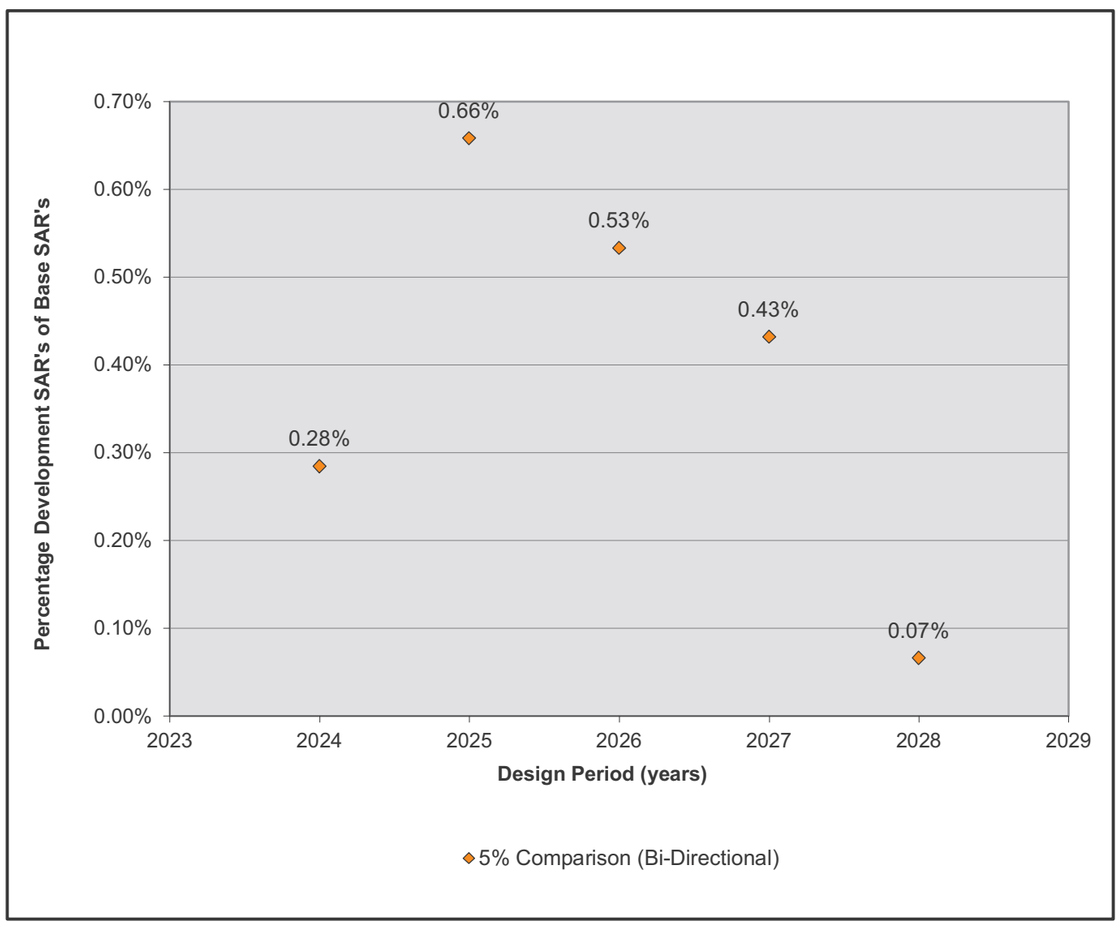
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	7327528	8164732	15492260	6014	38026	44040	7333542	8202758	15536300
2025	9046920	10080572	19127493	9766	116090	125856	9056686	10196662	19253349
2026	11169764	12445961	23615726	9766	116090	125856	11179531	12562052	23741582
2027	13790731	15366385	29157116	9766	116090	125856	13800497	15482475	29282972
2028	17026702	18972081	35998783	1842	21899	23741	17028544	18993980	36022524

5% Comparison

	AG	AG	B
2024	0.08%	0.47%	0.28%
2025	0.11%	1.15%	0.66%
2026	0.09%	0.93%	0.53%
2027	0.07%	0.76%	0.43%
2028	0.01%	0.12%	0.07%







Road ID	M16-M15	G	M16-M15	AG	M15-M16

Road name	Warrego Highway (18A)
Road section	Ch. 36.6 to Ch. 55.5
Road authority	DTMR

B2G Development Volumes

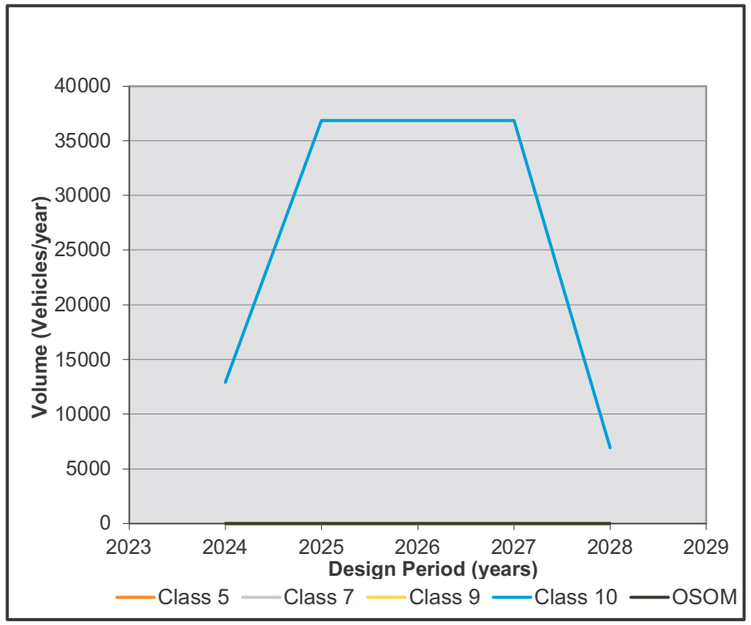
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

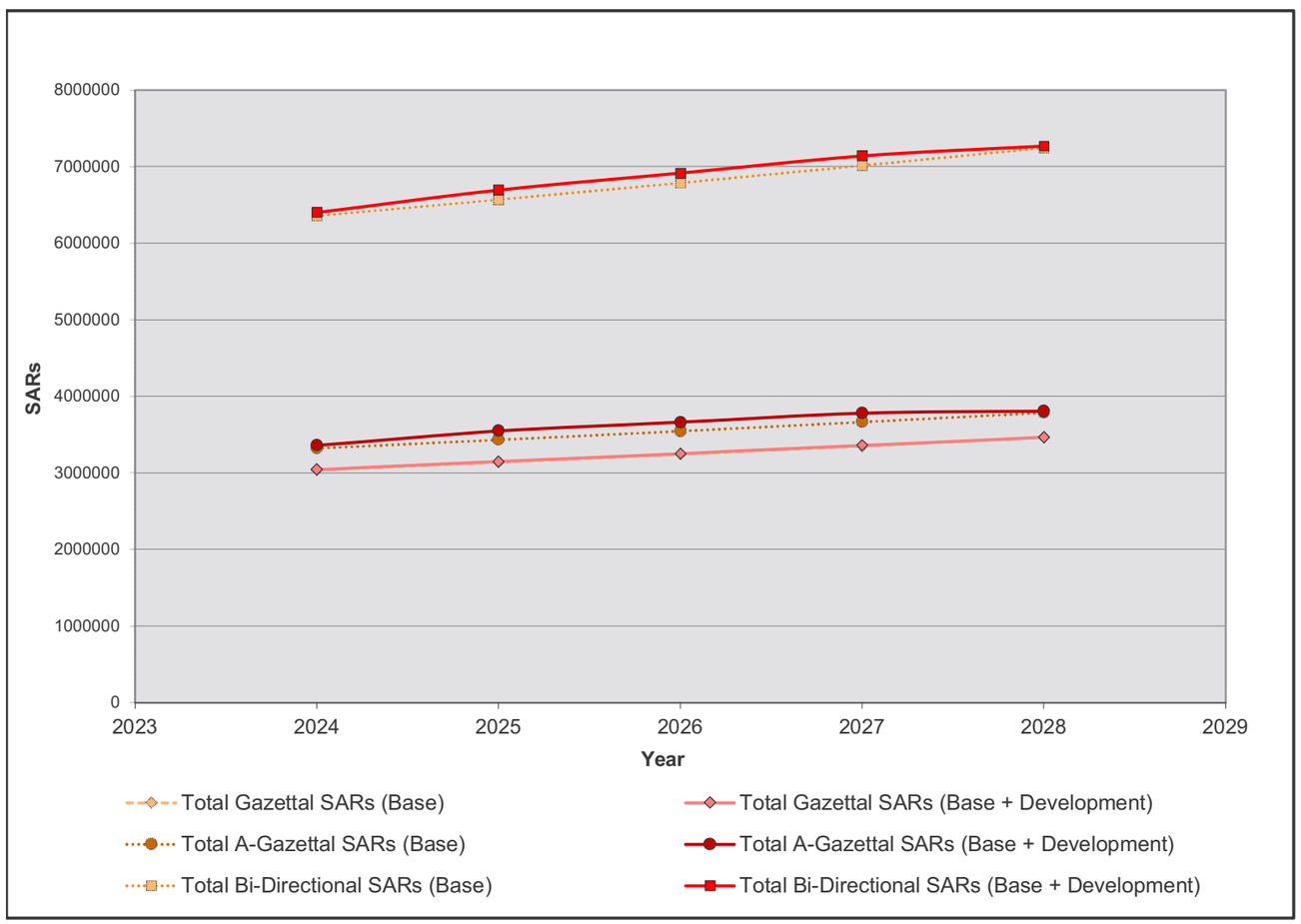
B2G SARs

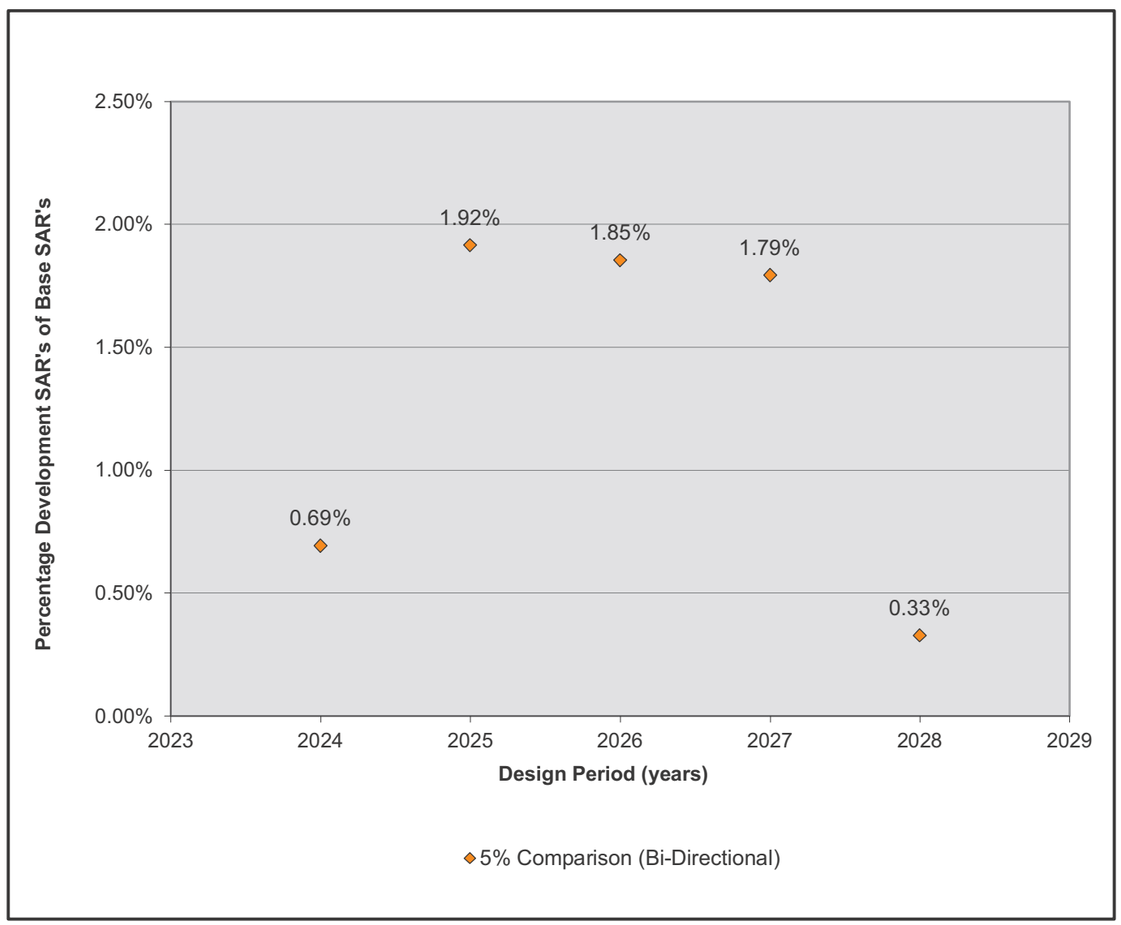
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	3037489	3321145	6358634	6014	38026	44040	3043503	3359171	6402674
2025	3138631	3431732	6570363	9766	116090	125856	3148397	3547822	6696219
2026	3243141	3546001	6789142	9766	116090	125856	3252907	3662091	6914998
2027	3351130	3664075	7015205	9766	116090	125856	3360897	3780165	7141062
2028	3462716	3786081	7248797	1842	21899	23741	3464558	3807980	7272538

5% Comparison

	AG	AG	B
2024	0.20%	1.14%	0.69%
2025	0.31%	3.38%	1.92%
2026	0.30%	3.27%	1.85%
2027	0.29%	3.17%	1.79%
2028	0.05%	0.58%	0.33%







Road ID	M15-M14	G	M15-M14	AG	M14-M15

Road name	Warrego Highway (18A)
Road section	Ch. 55.5 to 75.4
Road authority	DTMR

B2G Development Volumes

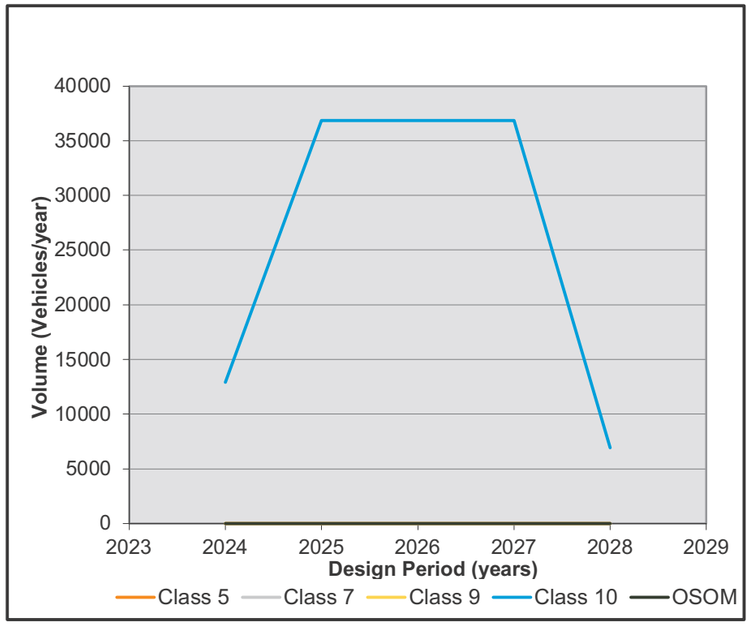
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

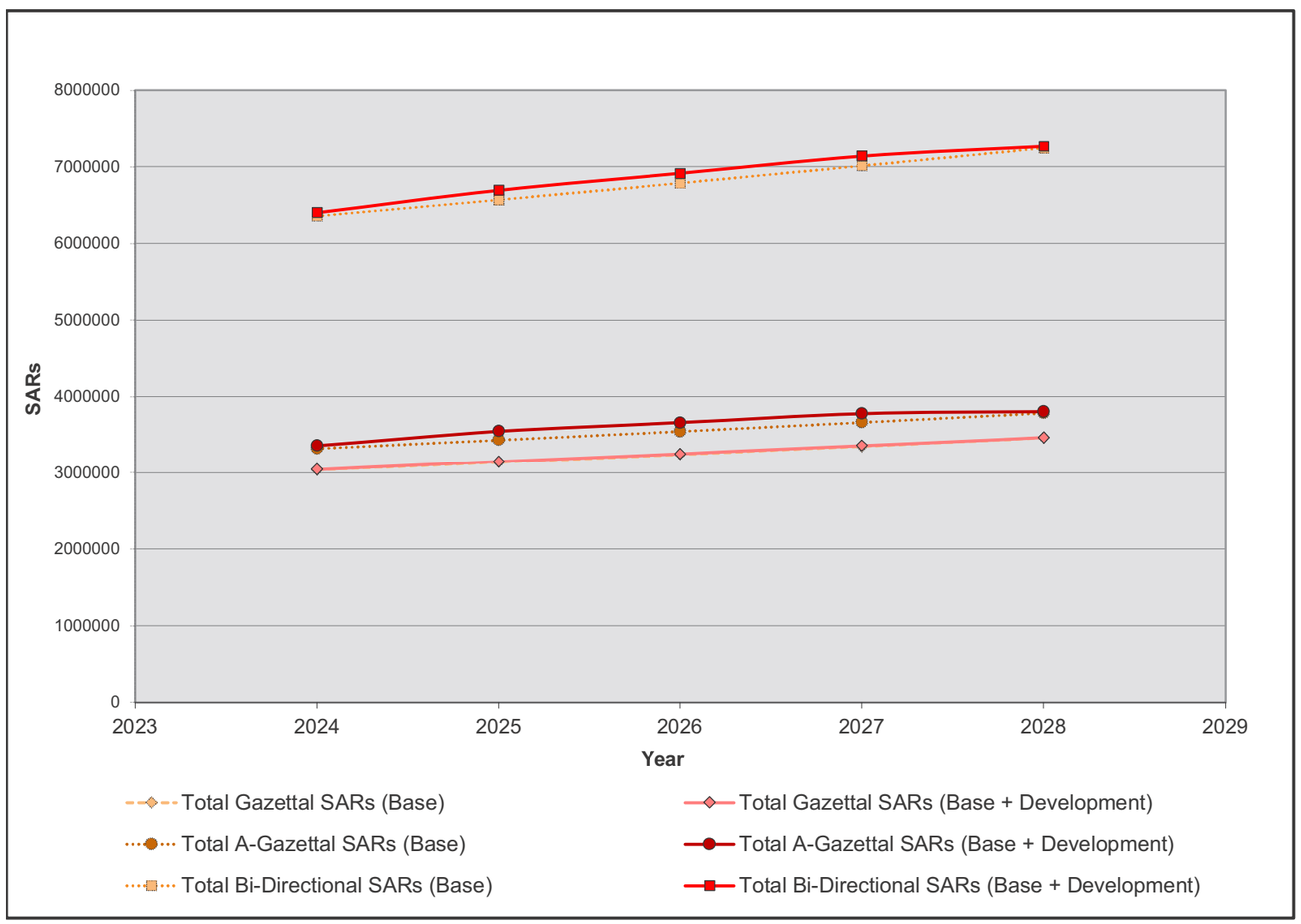
B2G SARs

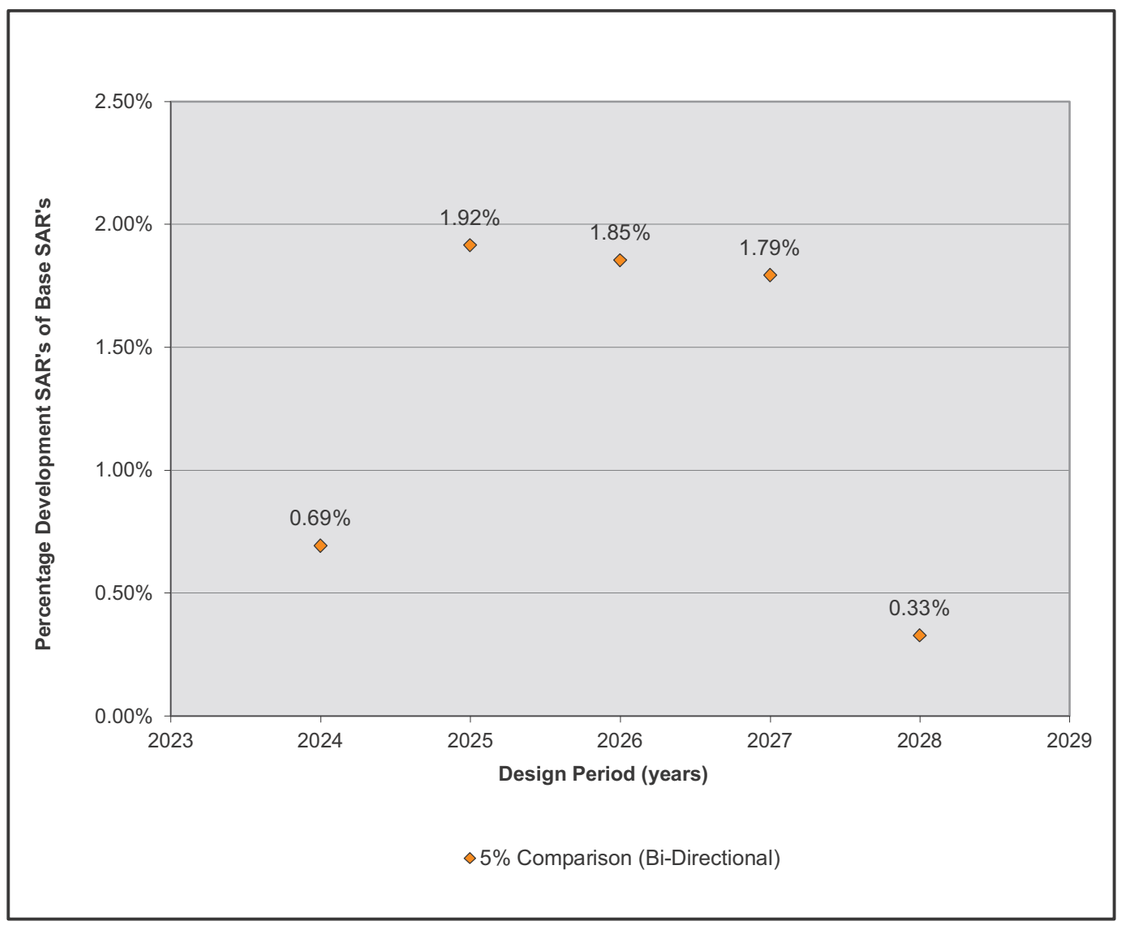
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	3037489	3321145	6358634	6014	38026	44040	3043503	3359171	6402674
2025	3138631	3431732	6570363	9766	116090	125856	3148397	3547822	6696219
2026	3243141	3546001	6789142	9766	116090	125856	3252907	3662091	6914998
2027	3351130	3664075	7015205	9766	116090	125856	3360897	3780165	7141062
2028	3462716	3786081	7248797	1842	21899	23741	3464558	3807980	7272538

5% Comparison

	AG	AG	B
2024	0.20%	1.14%	0.69%
2025	0.31%	3.38%	1.92%
2026	0.30%	3.27%	1.85%
2027	0.29%	3.17%	1.79%
2028	0.05%	0.58%	0.33%







Road ID	M14-M5	G	M14-M5	AG	M5-M14

Road name	Warrego Highway (18A)
Road section	Ch. 75.4 to Ch. 79.6
Road authority	DTMR

B2G Development Volumes

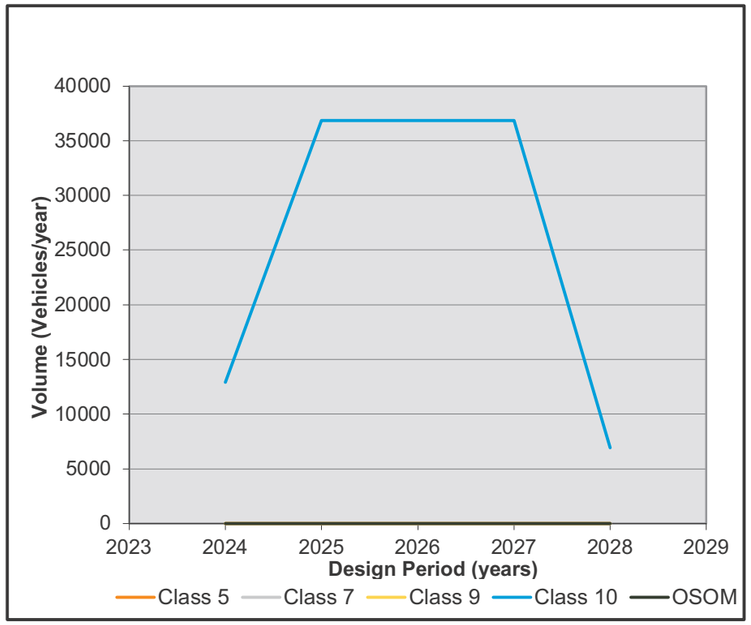
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	6448	0	0	0	0	6448	0	0	0	0	12896	0
2025	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2026	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2027	0	0	0	18427	0	0	0	0	18427	0	0	0	0	36854	0
2028	0	0	0	3476	0	0	0	0	3476	0	0	0	0	6952	0

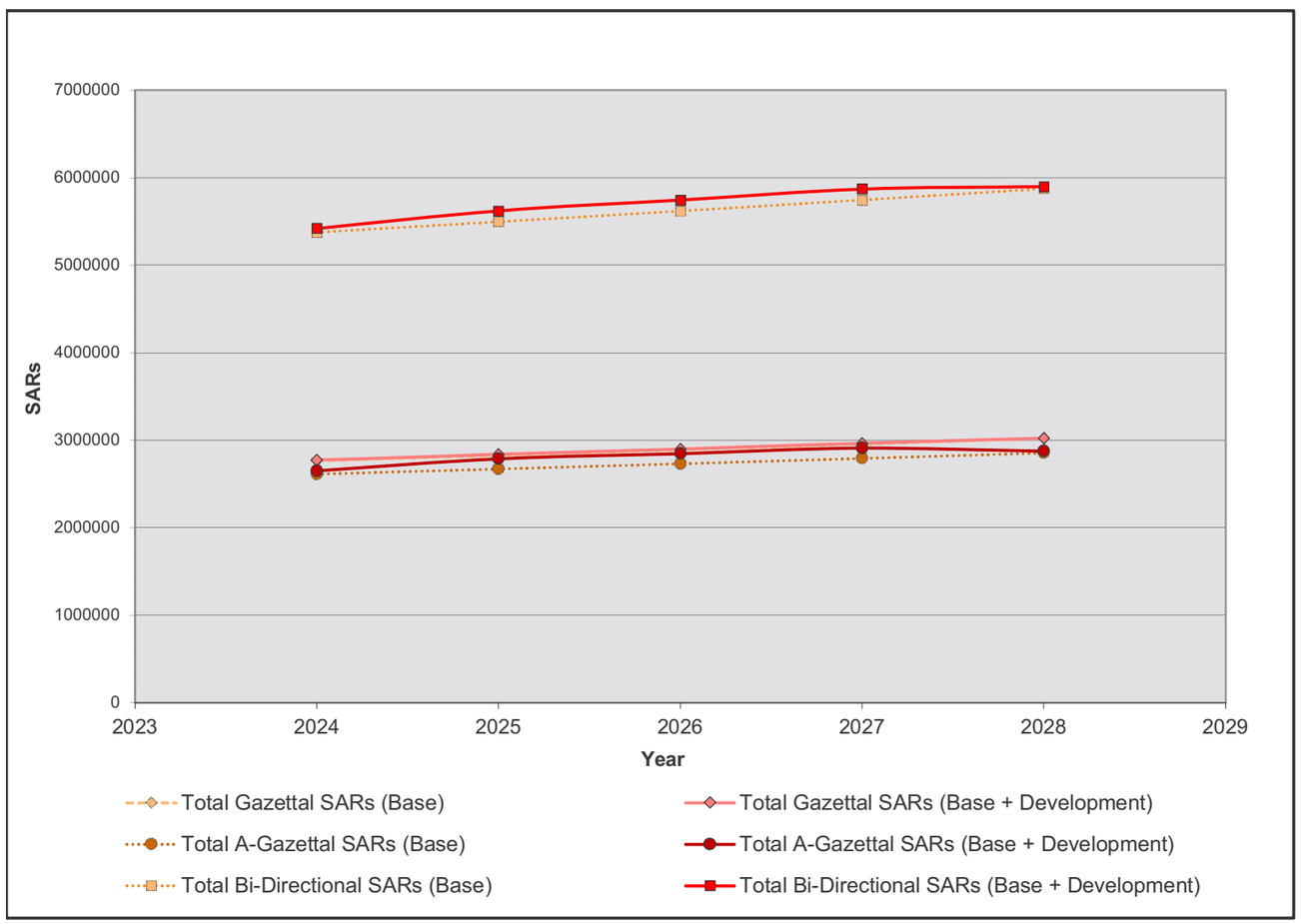
B2G SARs

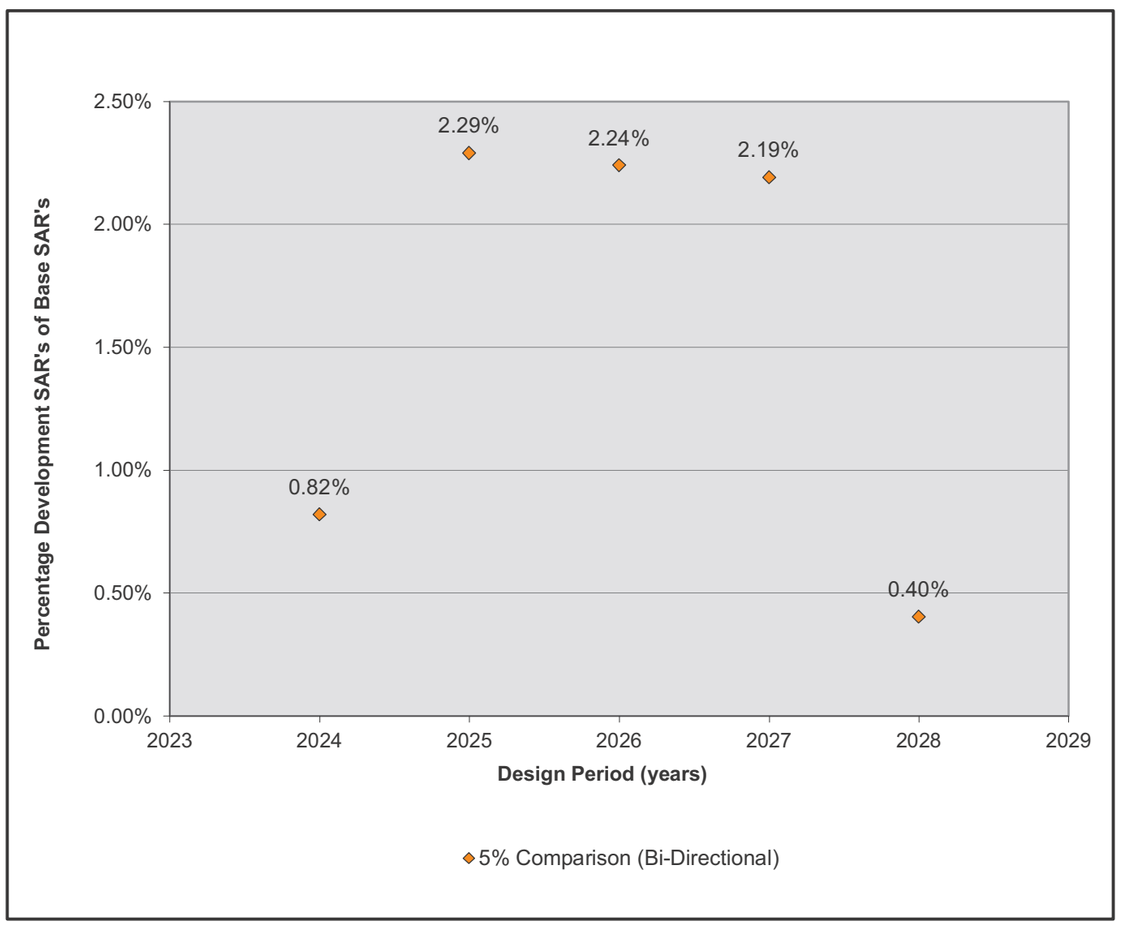
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2764871	2611302	5376174	6014	38026	44040	2770885	2649328	5420214
2025	2826781	2669773	5496555	9766	116090	125856	2836548	2785864	5622411
2026	2890077	2729554	5619631	9766	116090	125856	2899844	2845644	5745488
2027	2954791	2790673	5745464	9766	116090	125856	2964557	2906763	5871320
2028	3020953	2853161	5874114	1842	21899	23741	3022796	2875059	5897855

5% Comparison

	AG	AG	B
2024	0.22%	1.46%	0.82%
2025	0.35%	4.35%	2.29%
2026	0.34%	4.25%	2.24%
2027	0.33%	4.16%	2.19%
2028	0.06%	0.77%	0.40%







Road ID	X143-X141	G	X143-X141	AG	X141-X143

Road name	Warrego Highway (18B)
Road section	Ch. 0.0 to Ch. 0.4
Road authority	DTMR

B2G Development Volumes

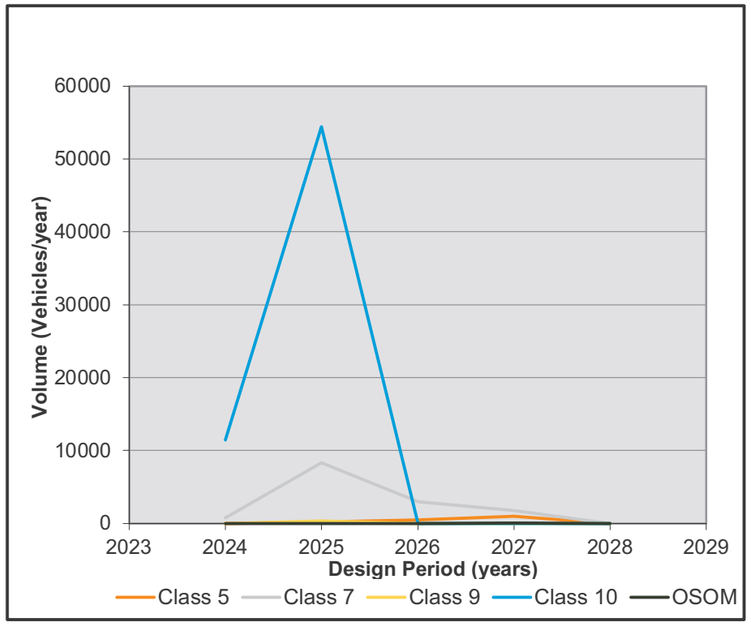
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	804	0	11455	0	0	804	0	11455	0
2025	97	0	180	0	0	97	8361	180	54463	0	193	8361	361	54463	0
2026	265	0	0	0	0	265	2975	0	0	0	529	2975	0	0	0
2027	484	0	0	0	0	484	1798	0	0	39	968	1798	0	0	39
2028	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0

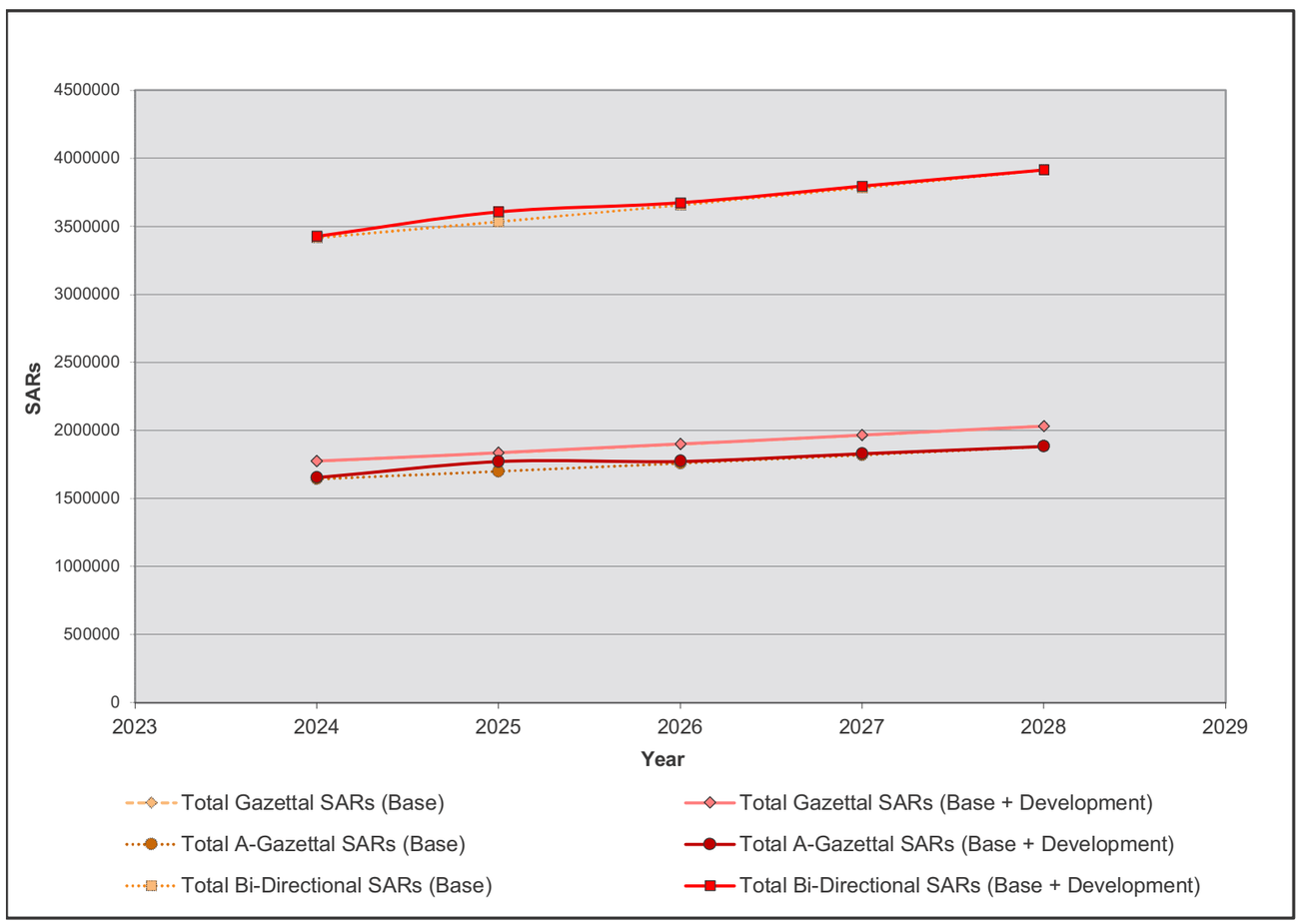
B2G SARs

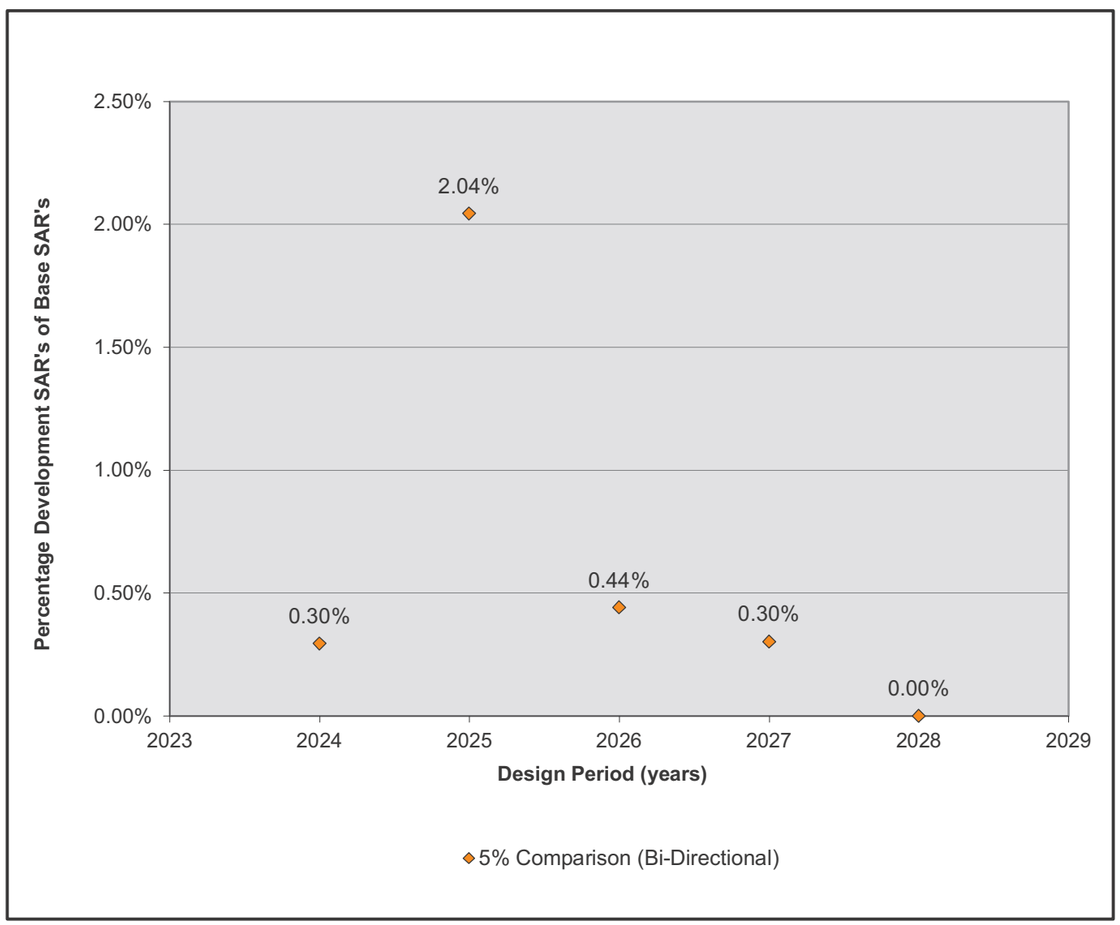
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1773443	1642340	3415783	0	10107	10107	1773443	1652448	3425891
2025	1834824	1699184	3534007	1284	70973	72258	1836108	1770157	3606265
2026	1898329	1757994	3656323	1082	15055	16137	1899411	1773049	3672460
2027	1964032	1818840	3782872	1980	9499	11479	1966012	1828339	3794351
2028	2032009	1881792	3913801	0	9	9	2032009	1881801	3913810

5% Comparison

	AG	AG	B
2024	0.00%	0.62%	0.30%
2025	0.07%	4.18%	2.04%
2026	0.06%	0.86%	0.44%
2027	0.10%	0.52%	0.30%
2028	0.00%	0.00%	0.00%





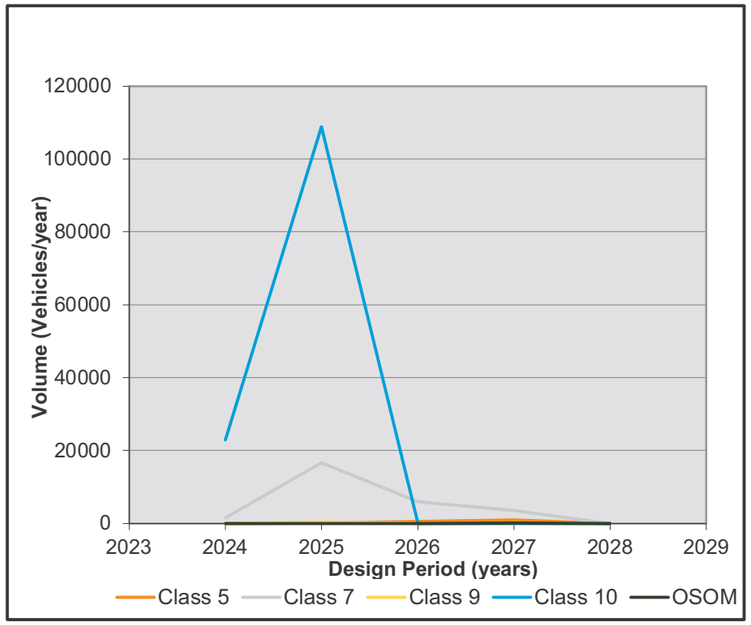


Road ID	X141-X82	G	X141-X82	AG	X82-X141

Road name	Warrego Highway (18B)
Road section	Ch. 0.4 to Ch. 1.5
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	804	0	11455	0	0	804	0	11455	0	0	1608	0	22909	0
2025	97	8361	180	54463	0	97	8361	180	54463	0	193	16722	361	108925	0
2026	265	2975	0	0	0	265	2975	0	0	0	529	5950	0	0	0
2027	484	1798	0	0	39	484	1798	0	0	39	968	3595	0	0	78
2028	0	2	0	0	0	0	2	0	0	0	0	4	0	0	0

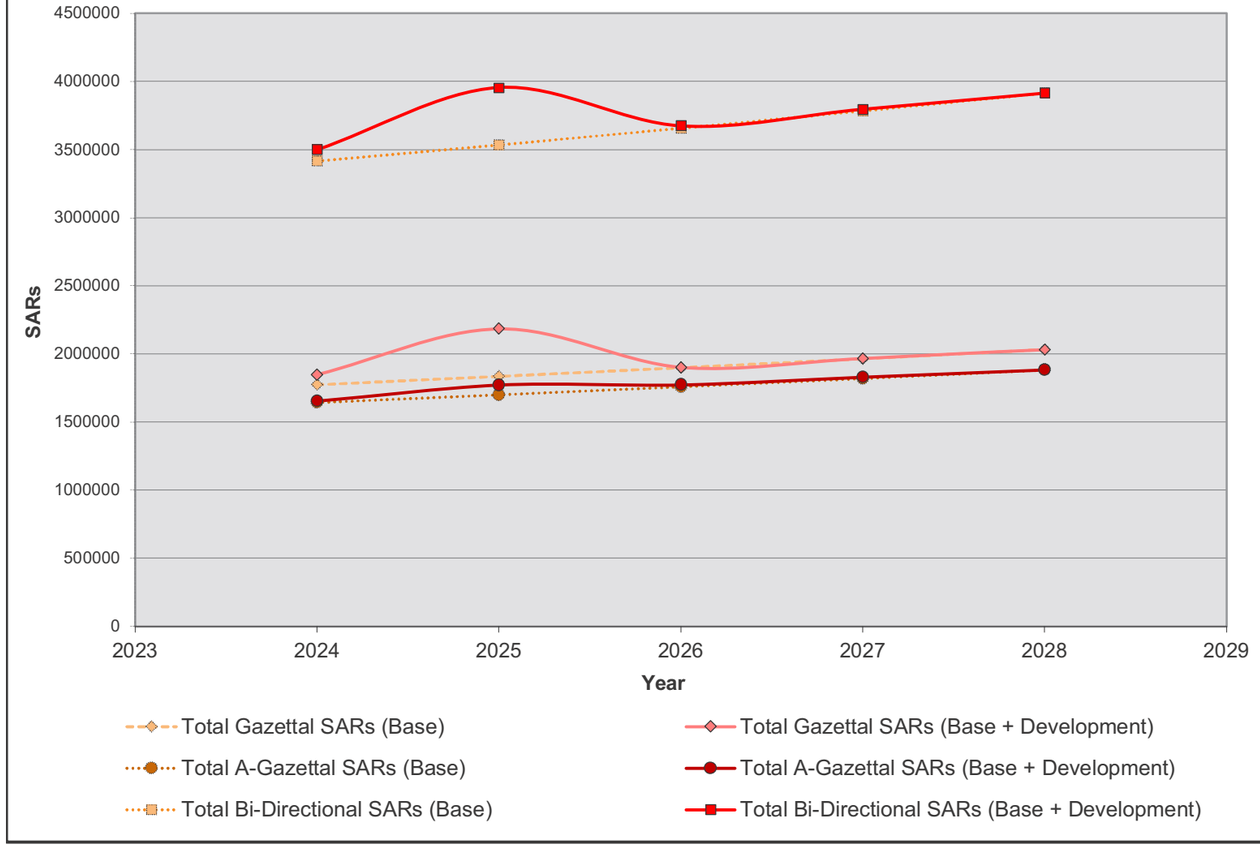


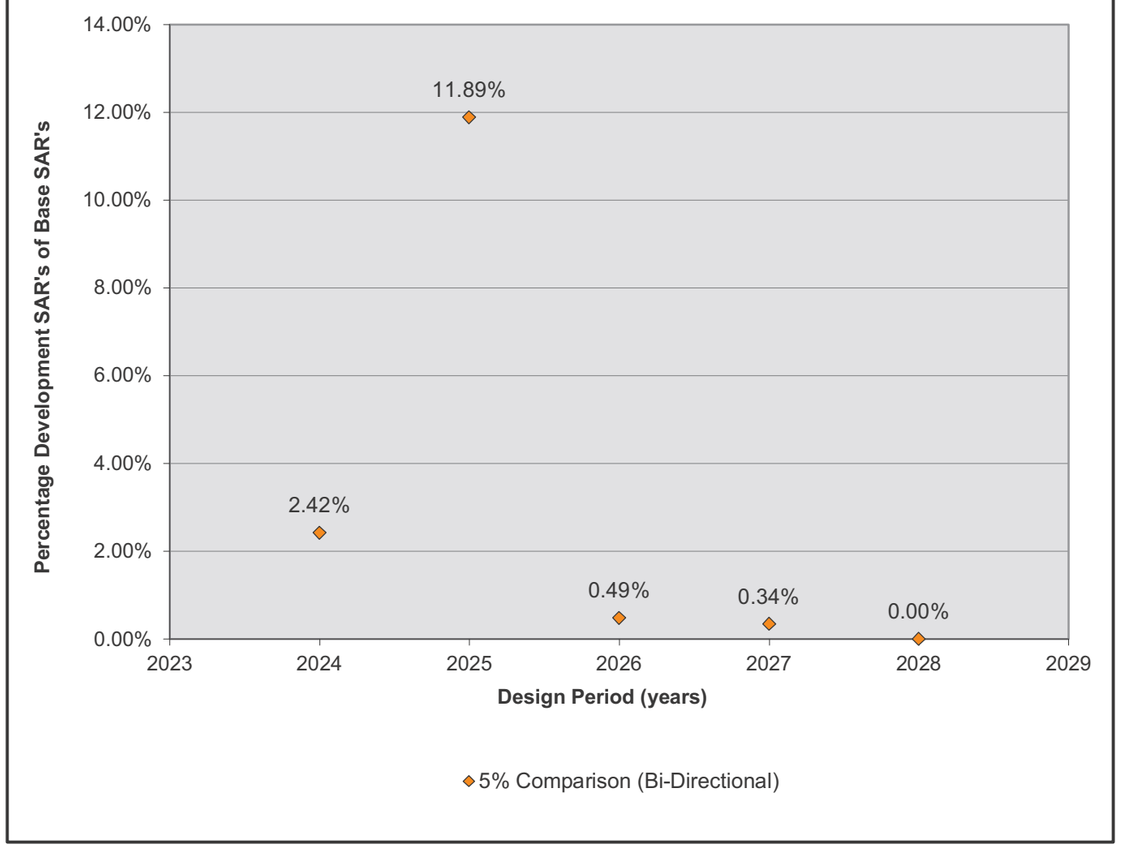
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1773443	1642340	3415783	72614	10107	82721	1846057	1652448	3498505
2025	1834824	1699184	3534007	349081	70973	420055	2183905	1770157	3954062
2026	1898329	1757994	3656323	2748	15055	17803	1901077	1773049	3674126
2027	1964032	1818840	3782872	3342	9499	12841	1967374	1828339	3795713
2028	2032009	1881792	3913801	1	9	10	2032010	1881801	3913811

5% Comparison

	AG	AG	B
2024	4.09%	0.62%	2.42%
2025	19.03%	4.18%	11.89%
2026	0.14%	0.86%	0.49%
2027	0.17%	0.52%	0.34%
2028	0.00%	0.00%	0.00%





Road ID	X82-X81	G	X82-X81	AG	X81-X82

Road name	Warrego Highway (18B)
Road section	Ch. 1.5 to Ch. 2.4
Road authority	DTMR

B2G Development Volumes

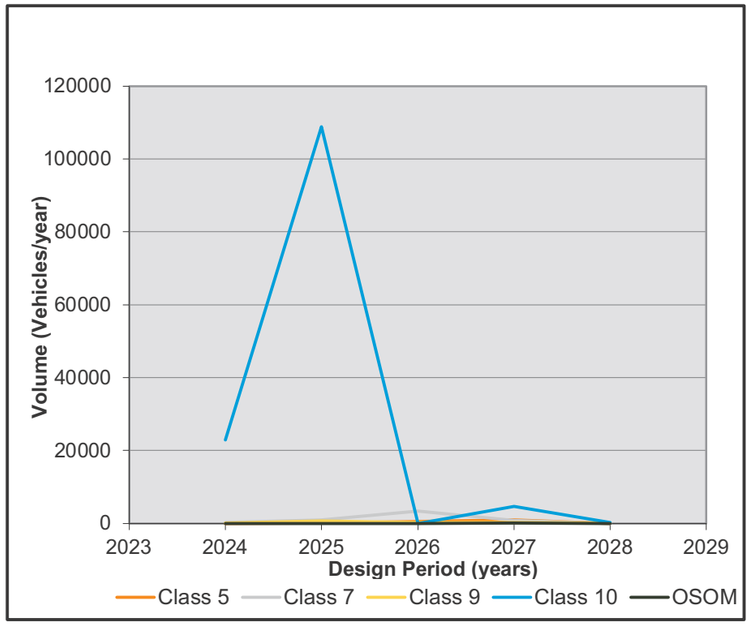
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	163	74	11455	0	0	163	74	11455	0	0	327	149	22909	0
2025	97	524	329	54463	0	97	524	329	54463	0	193	1049	658	108925	0
2026	265	1724	149	0	0	265	1724	149	0	0	529	3449	298	0	0
2027	484	362	149	2383	39	484	362	149	2383	39	968	724	298	4766	78
2028	0	1	37	124	0	0	1	37	124	0	0	2	74	248	0

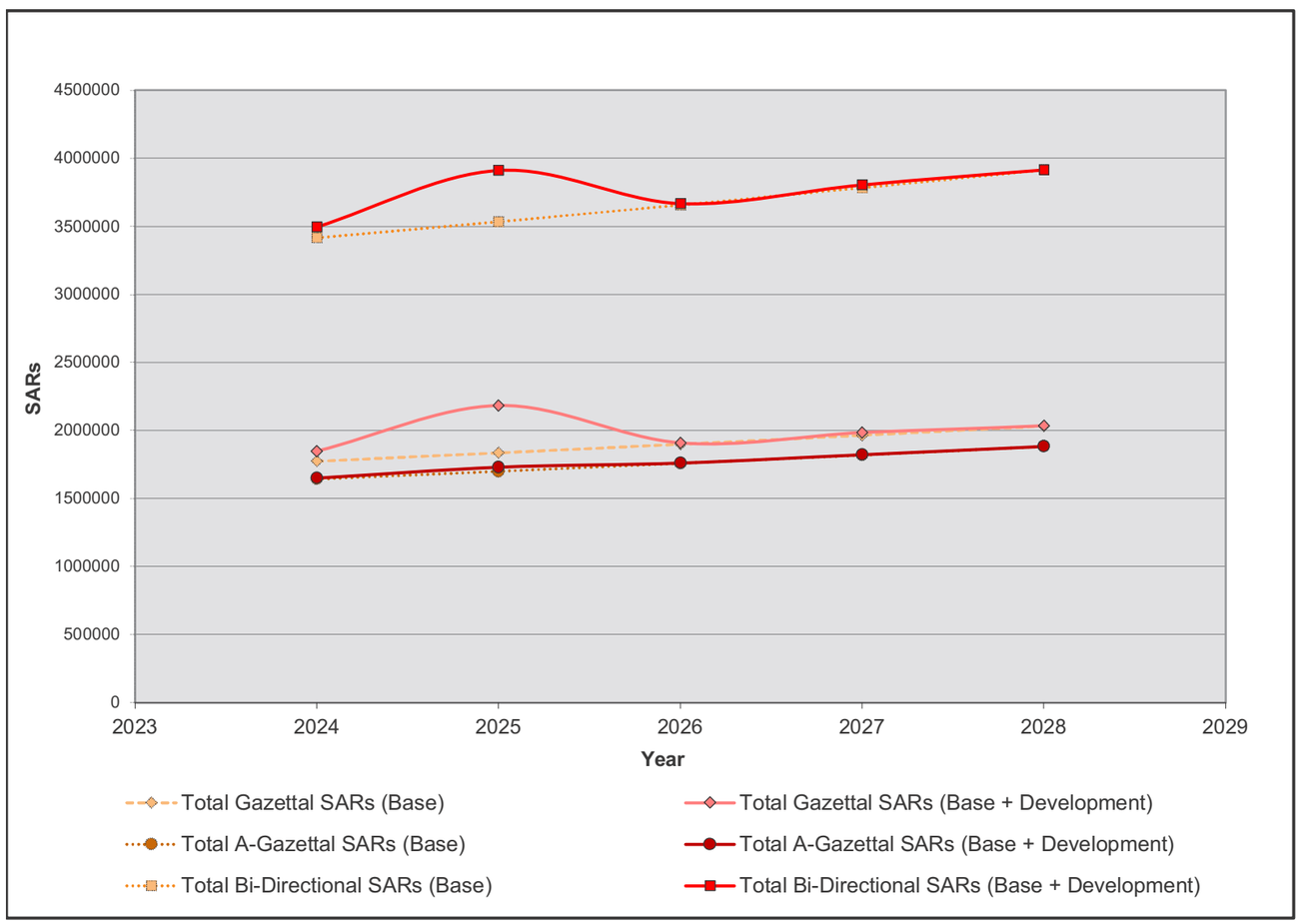
B2G SARs

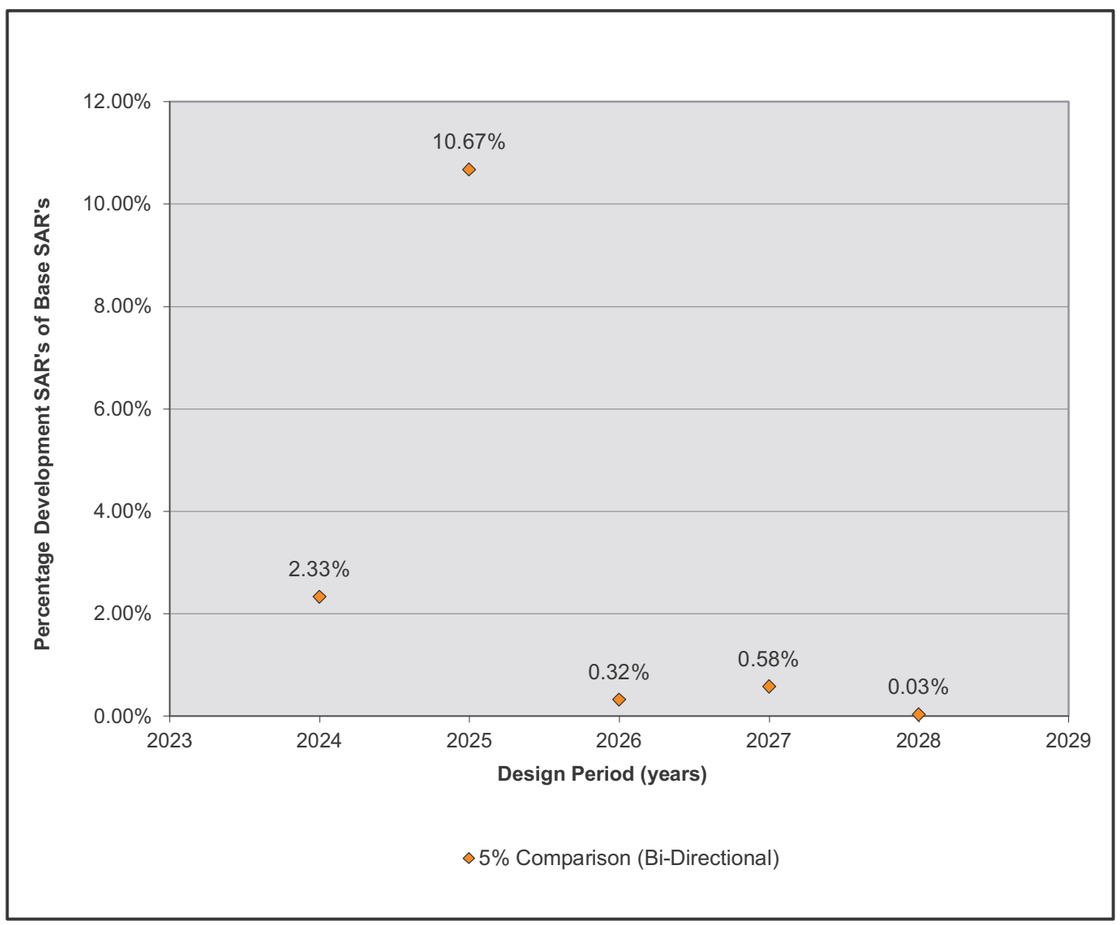
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1773443	1642340	3415783	73351	6200	79552	1846794	1648541	3495335
2025	1834824	1699184	3534007	347766	29371	377137	2182589	1728555	3911144
2026	1898329	1757994	3656323	10472	1163	11635	1908801	1759157	3667958
2027	1964032	1818840	3782872	19899	2016	21915	1983931	1820856	3804787
2028	2032009	1881792	3913801	969	85	1054	2032978	1881877	3914855

5% Comparison

	AG	AG	B
2024	4.14%	0.38%	2.33%
2025	18.95%	1.73%	10.67%
2026	0.55%	0.07%	0.32%
2027	1.01%	0.11%	0.58%
2028	0.05%	0.00%	0.03%







Road ID	X81-X79	G	X81-X79	AG	X79-X81

Road name	Warrego Highway (18B)
Road section	Ch. 2.4 to Ch. 4.5
Road authority	DTMR

B2G Development Volumes

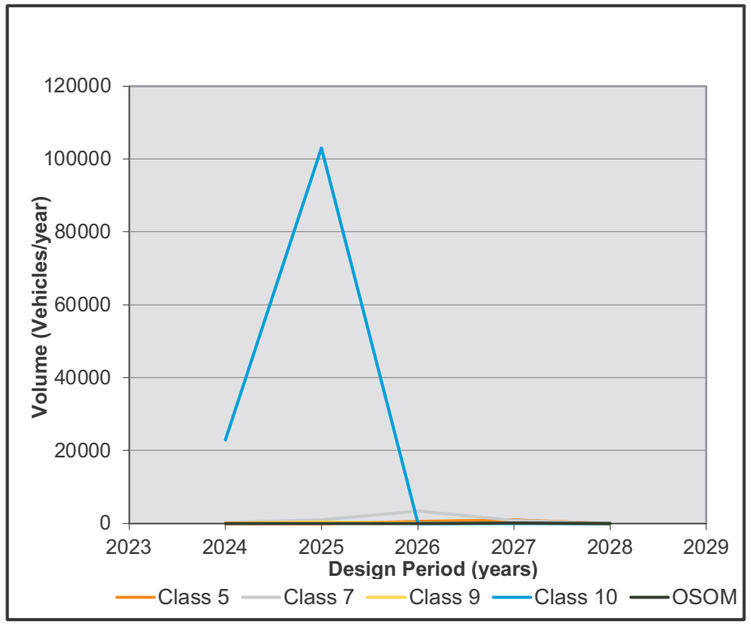
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	163	37	11455	0	0	163	37	11455	0	0	327	74	22909	0
2025	28	524	209	51545	0	28	524	209	51545	0	57	1049	417	103091	0
2026	265	1724	74	0	0	265	1724	74	0	0	529	3449	149	0	0
2027	484	362	74	0	39	484	362	74	0	39	968	724	149	0	78
2028	0	1	19	0	0	0	1	19	0	0	0	2	37	0	0

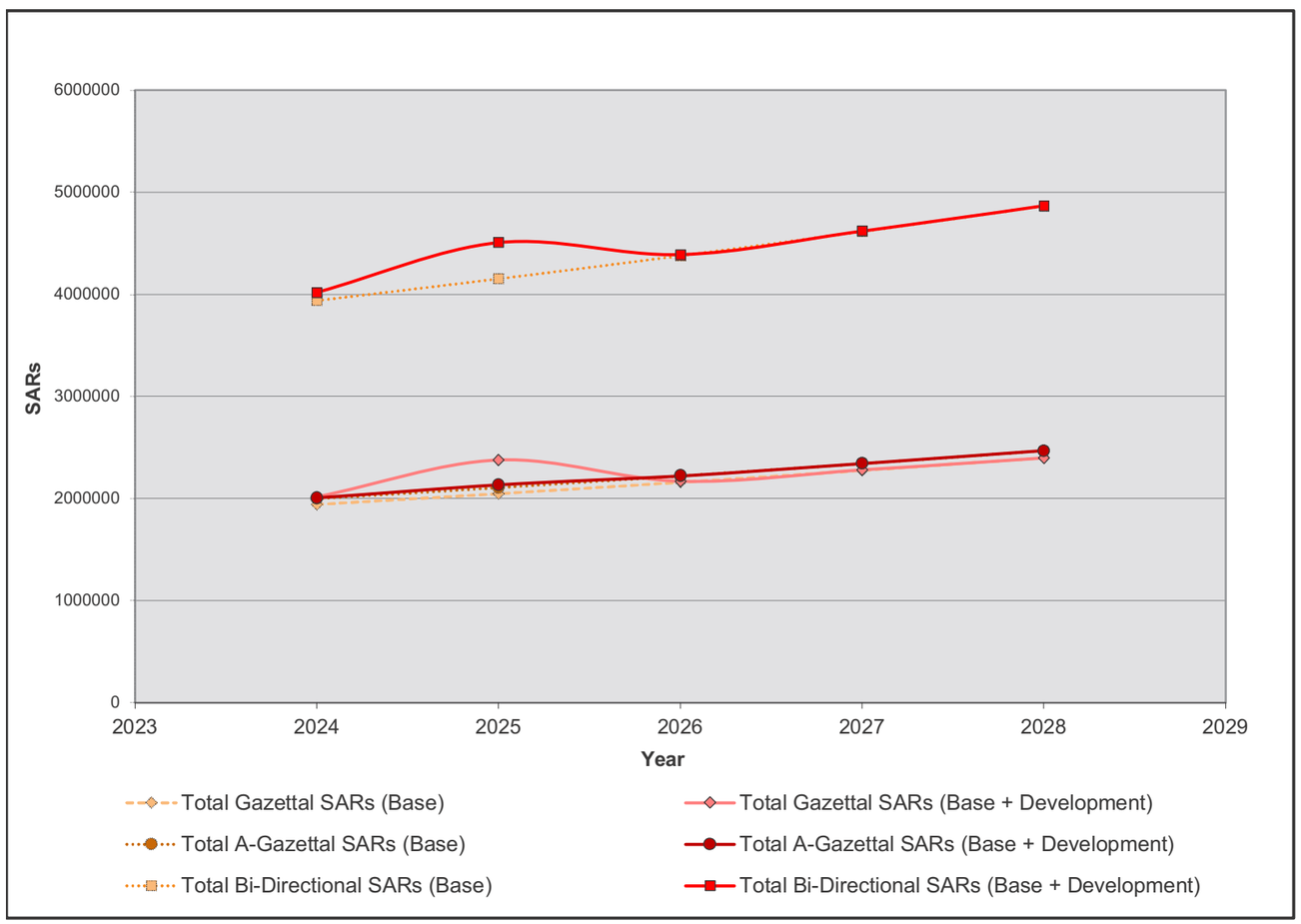
B2G SARs

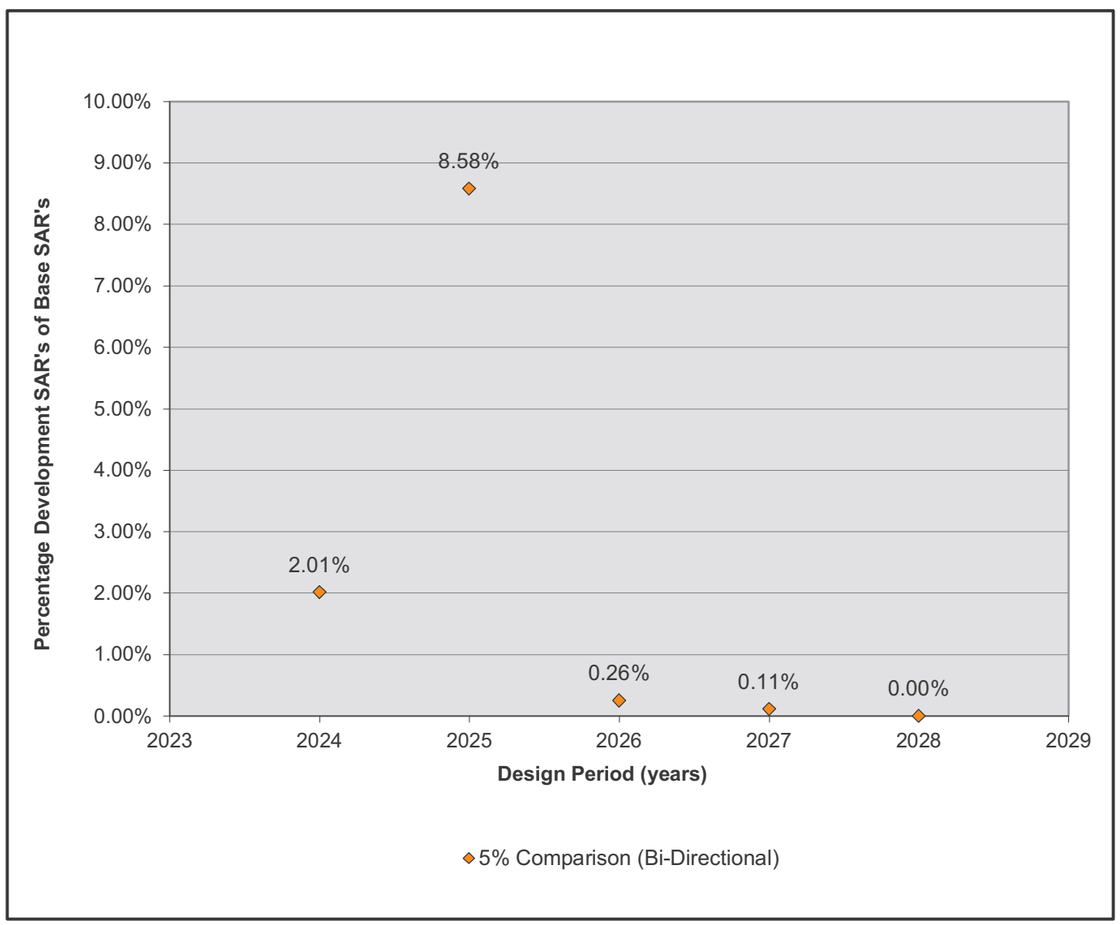
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1941057	1997364	3938420	73168	6181	79349	2014224	2003545	4017769
2025	2046396	2105758	4152154	328514	27732	356246	2374910	2133490	4508400
2026	2157451	2220035	4377487	10105	1125	11231	2167557	2221161	4388717
2027	2274534	2340514	4615048	4520	716	5236	2279054	2341230	4620284
2028	2397970	2467531	4865502	96	10	105	2398066	2467541	4865607

5% Comparison

	AG	AG	B
2024	3.77%	0.31%	2.01%
2025	16.05%	1.32%	8.58%
2026	0.47%	0.05%	0.26%
2027	0.20%	0.03%	0.11%
2028	0.00%	0.00%	0.00%







Road ID	X79-E114	G	X79-E114	AG	E114-X79

Road name	Warrego Highway (18B)
Road section	Ch. 4.5 to Ch. 5.0
Road authority	DTMR

B2G Development Volumes

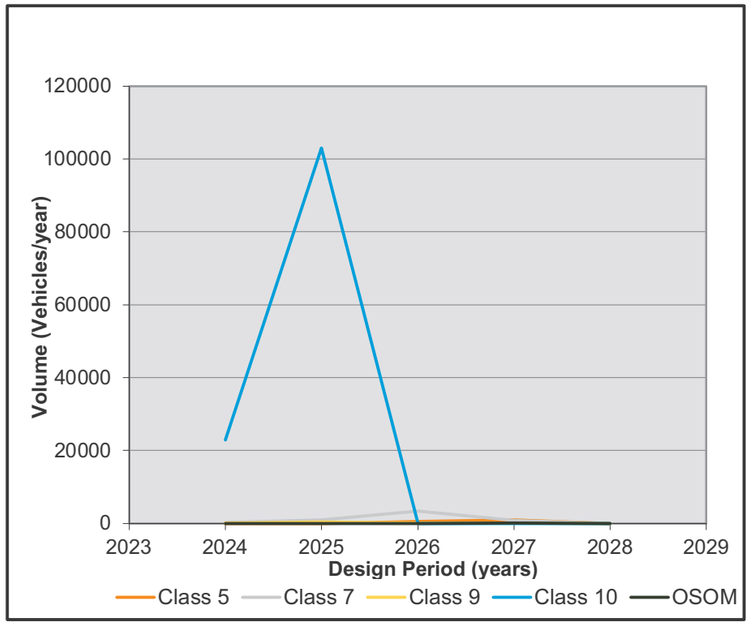
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	163	37	11455	0	0	163	37	11455	0	0	327	74	22909	0
2025	28	524	209	51545	0	28	524	209	51545	0	57	1049	417	103091	0
2026	265	1724	74	0	0	265	1724	74	0	0	529	3449	149	0	0
2027	484	362	74	0	39	484	362	74	0	39	968	724	149	0	78
2028	0	1	19	0	0	0	1	19	0	0	0	2	37	0	0

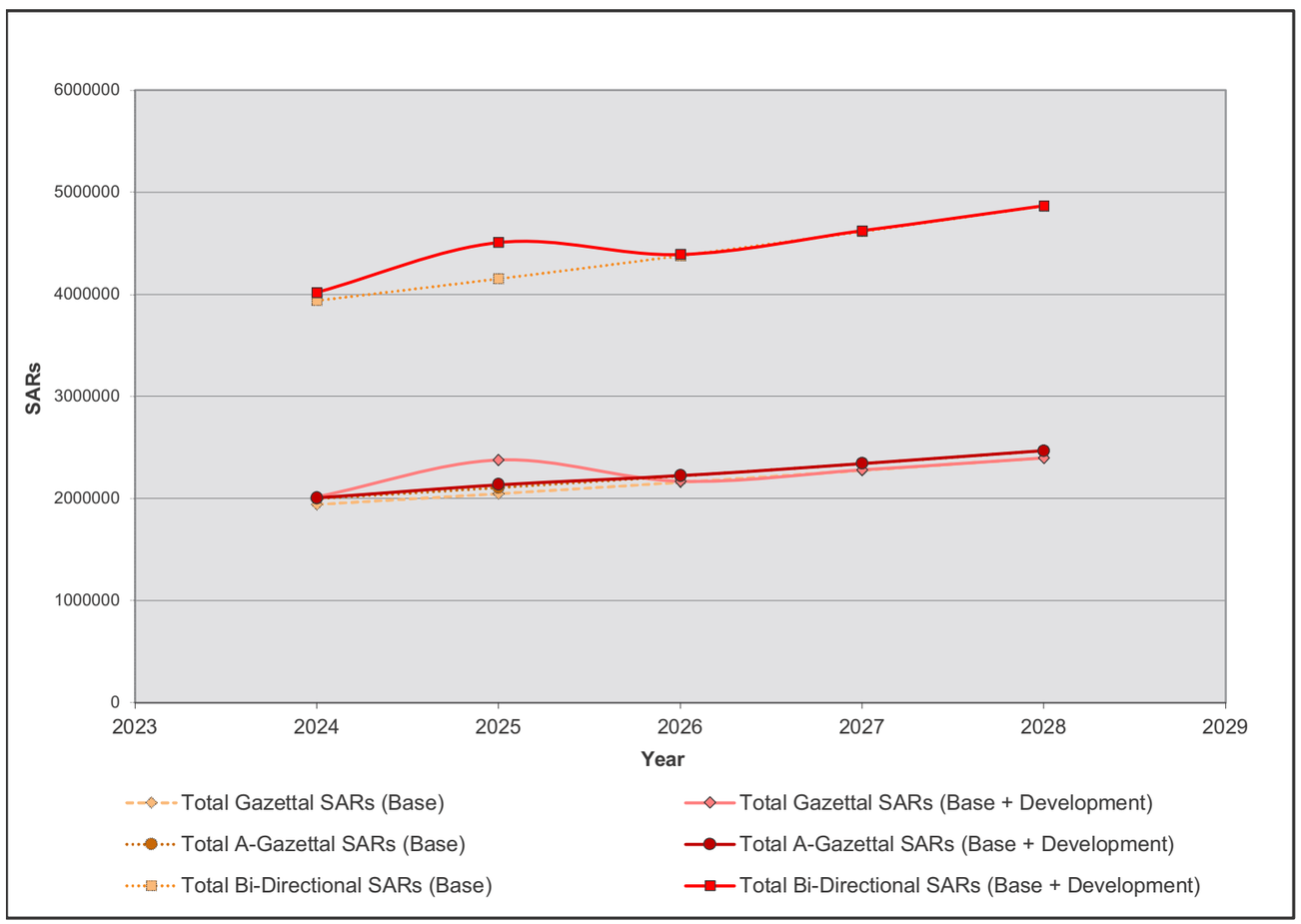
B2G SARs

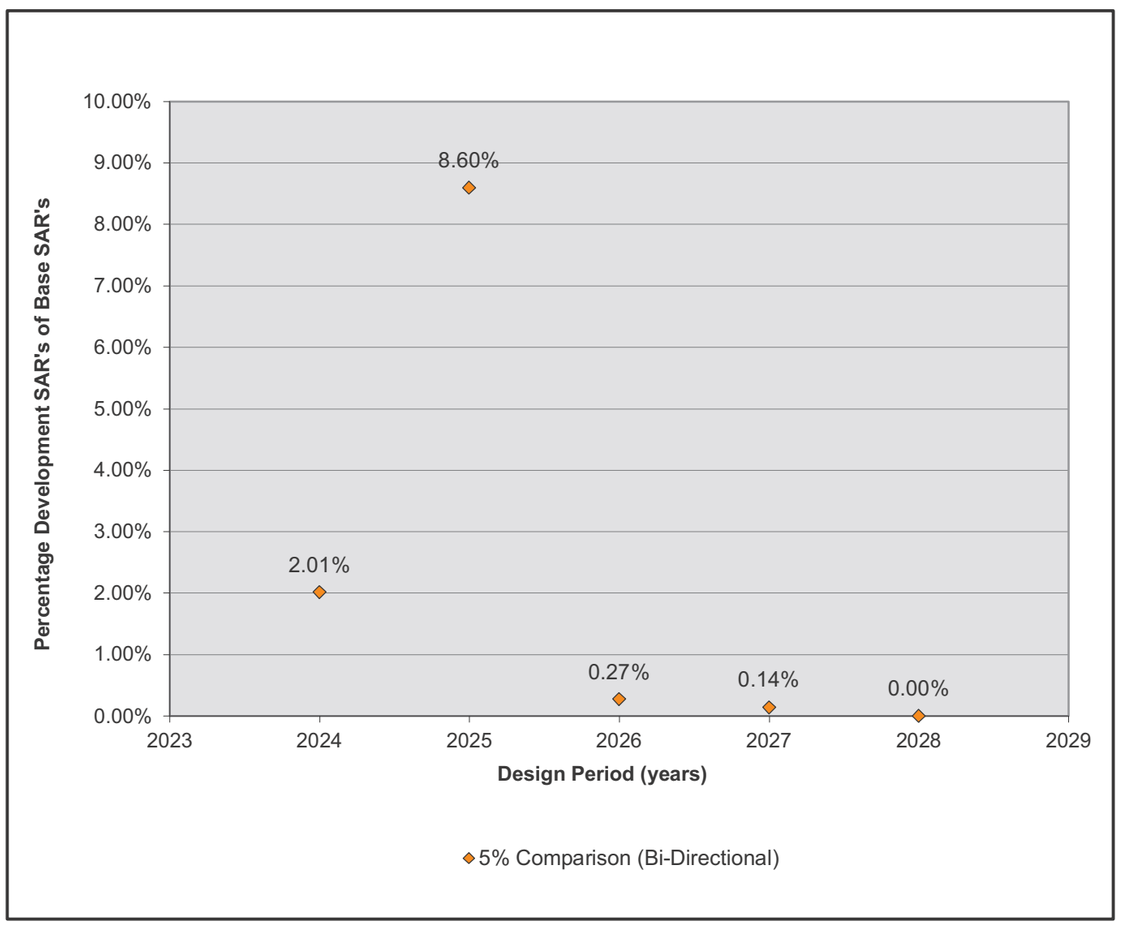
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1941057	1997364	3938420	73168	6181	79349	2014224	2003545	4017769
2025	2046396	2105758	4152154	328514	28429	356943	2374910	2134187	4509097
2026	2157451	2220035	4377487	10105	1899	12004	2167557	2221934	4389491
2027	2274534	2340514	4615048	4520	2075	6595	2279054	2342589	4621643
2028	2397970	2467531	4865502	96	10	105	2398066	2467541	4865607

5% Comparison

	AG	AG	B
2024	3.77%	0.31%	2.01%
2025	16.05%	1.35%	8.60%
2026	0.47%	0.09%	0.27%
2027	0.20%	0.09%	0.14%
2028	0.00%	0.00%	0.00%







Road ID	E114-E69	G	E114-E69	AG	E69-E114

Road name	Warrego Highway (18B)
Road section	Ch. 5.0 to Ch. 5.3
Road authority	DTMR

B2G Development Volumes

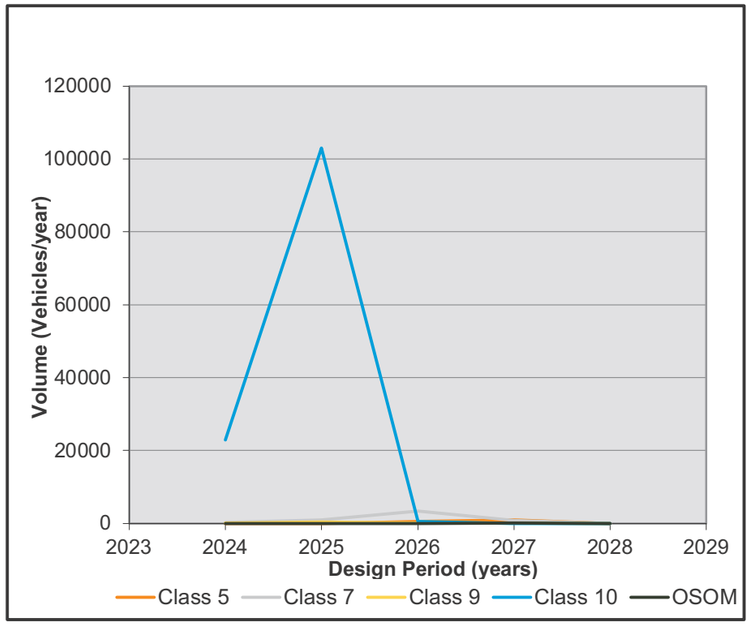
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	163	37	11455	0	0	163	37	11455	0	0	327	74	22909	0
2025	28	524	209	51545	0	28	524	209	51545	0	57	1049	417	103091	0
2026	265	1724	74	0	0	265	1724	74	500	0	529	3449	149	500	0
2027	484	362	74	0	39	484	362	74	0	39	968	724	149	0	78
2028	0	1	19	0	0	0	1	19	0	0	0	2	37	0	0

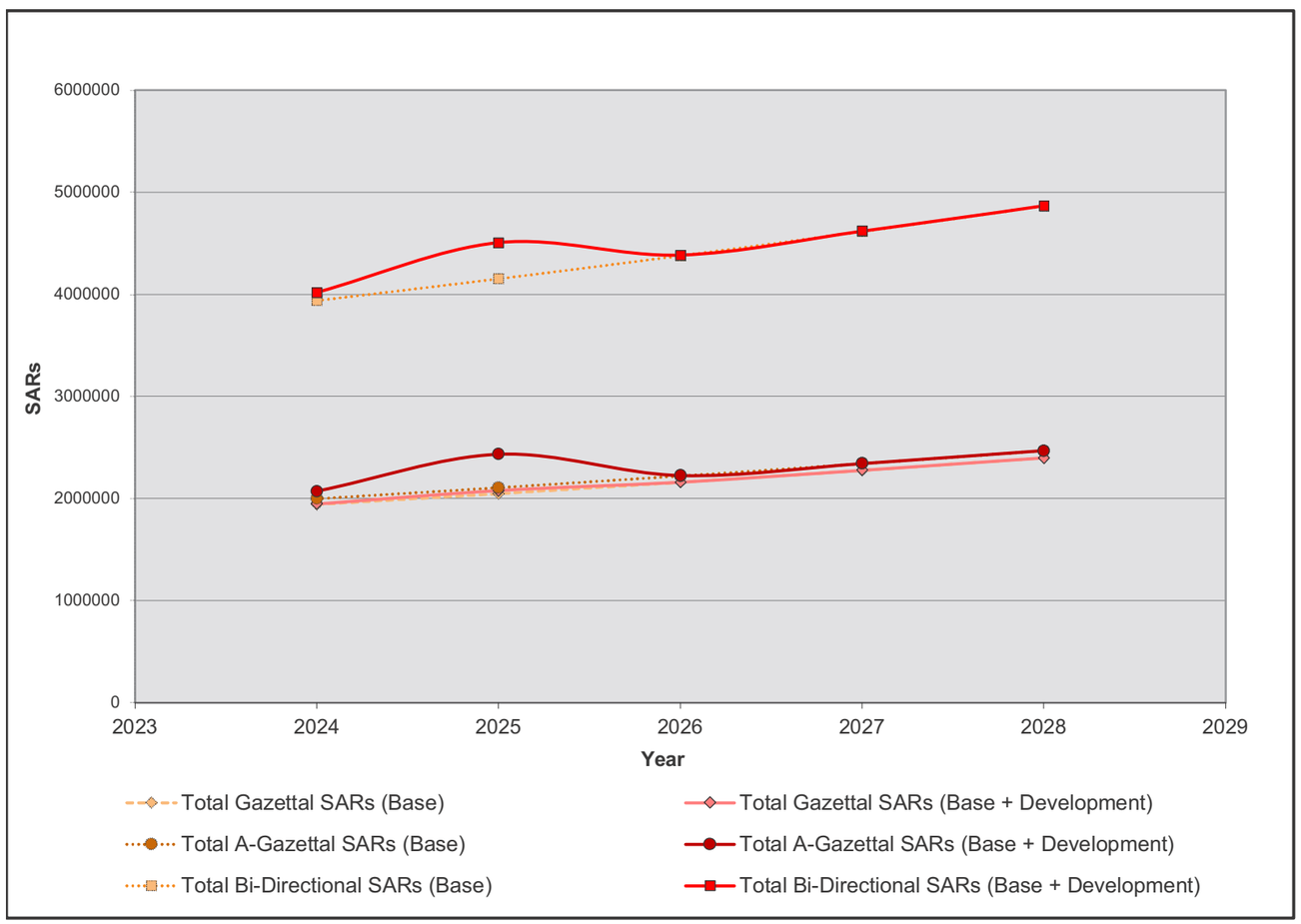
B2G SARs

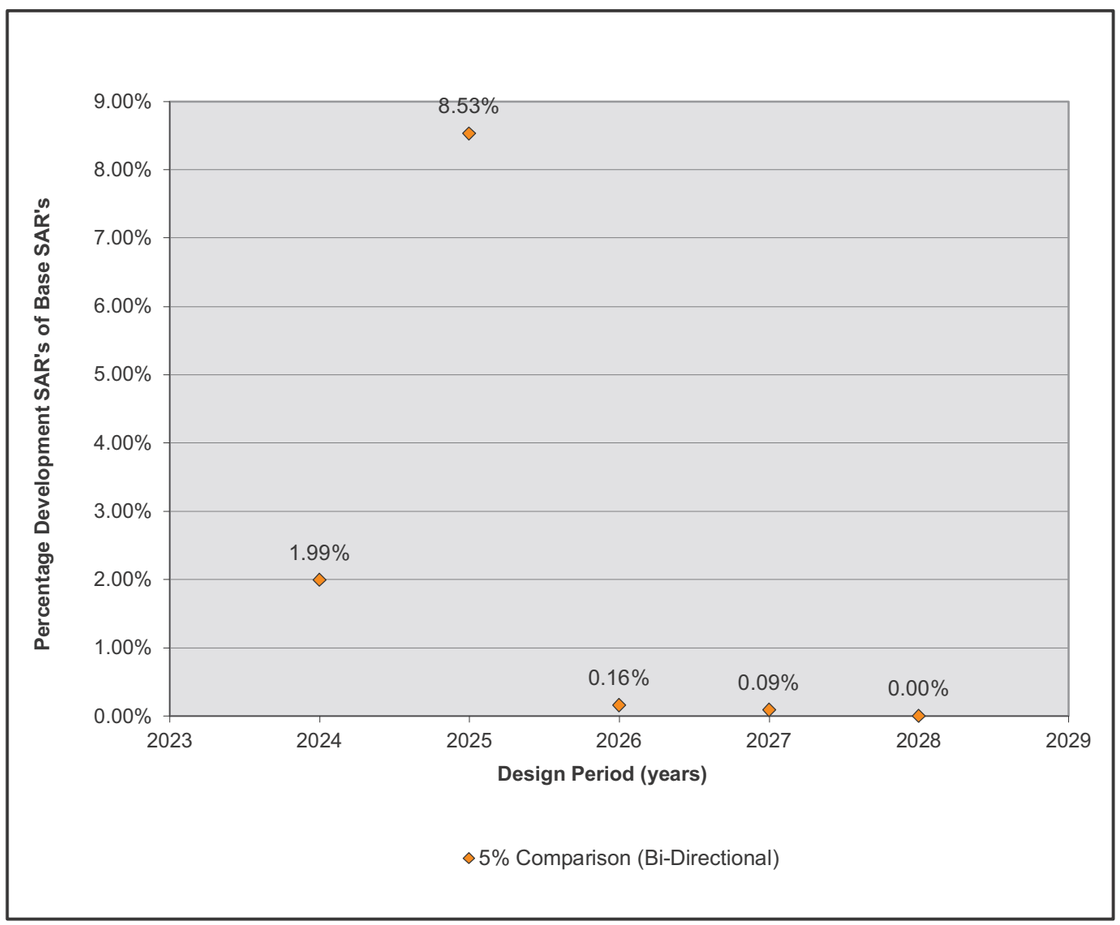
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1941057	1997364	3938420	6181	72274	78456	1947238	2069638	4016876
2025	2046396	2105758	4152154	28429	325846	354275	2074824	2431604	4506429
2026	2157451	2220035	4377487	1899	5049	6947	2159350	2225084	4384434
2027	2274534	2340514	4615048	2075	2075	4150	2276609	2342589	4619198
2028	2397970	2467531	4865502	10	10	20	2397980	2467541	4865521

5% Comparison

	AG	AG	B
2024	0.32%	3.62%	1.99%
2025	1.39%	15.47%	8.53%
2026	0.09%	0.23%	0.16%
2027	0.09%	0.09%	0.09%
2028	0.00%	0.00%	0.00%





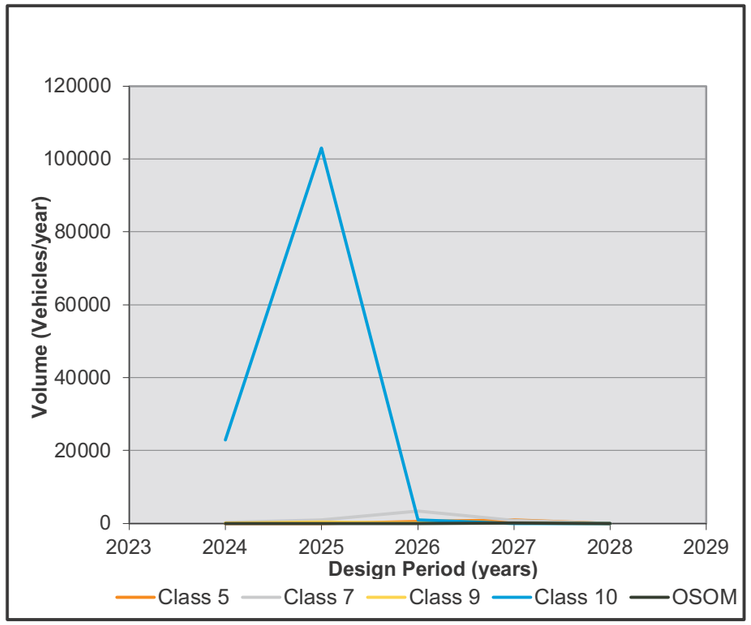


Road ID	E69-M13	G	E69-M13	AG	M13-E69

Road name	Warrego Highway (18B)
Road section	Ch. 5.3 to Ch. 6.2
Road authority	DTMR

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	163	37	11455	0	0	163	37	11455	0	0	327	74	22909	0
2025	28	524	209	51545	0	28	524	209	51545	0	57	1049	417	103091	0
2026	265	1724	74	500	0	265	1724	74	500	0	529	3449	149	1000	0
2027	484	362	74	0	39	484	362	74	0	39	968	724	149	0	78
2028	0	1	19	0	0	0	1	19	0	0	0	2	37	0	0

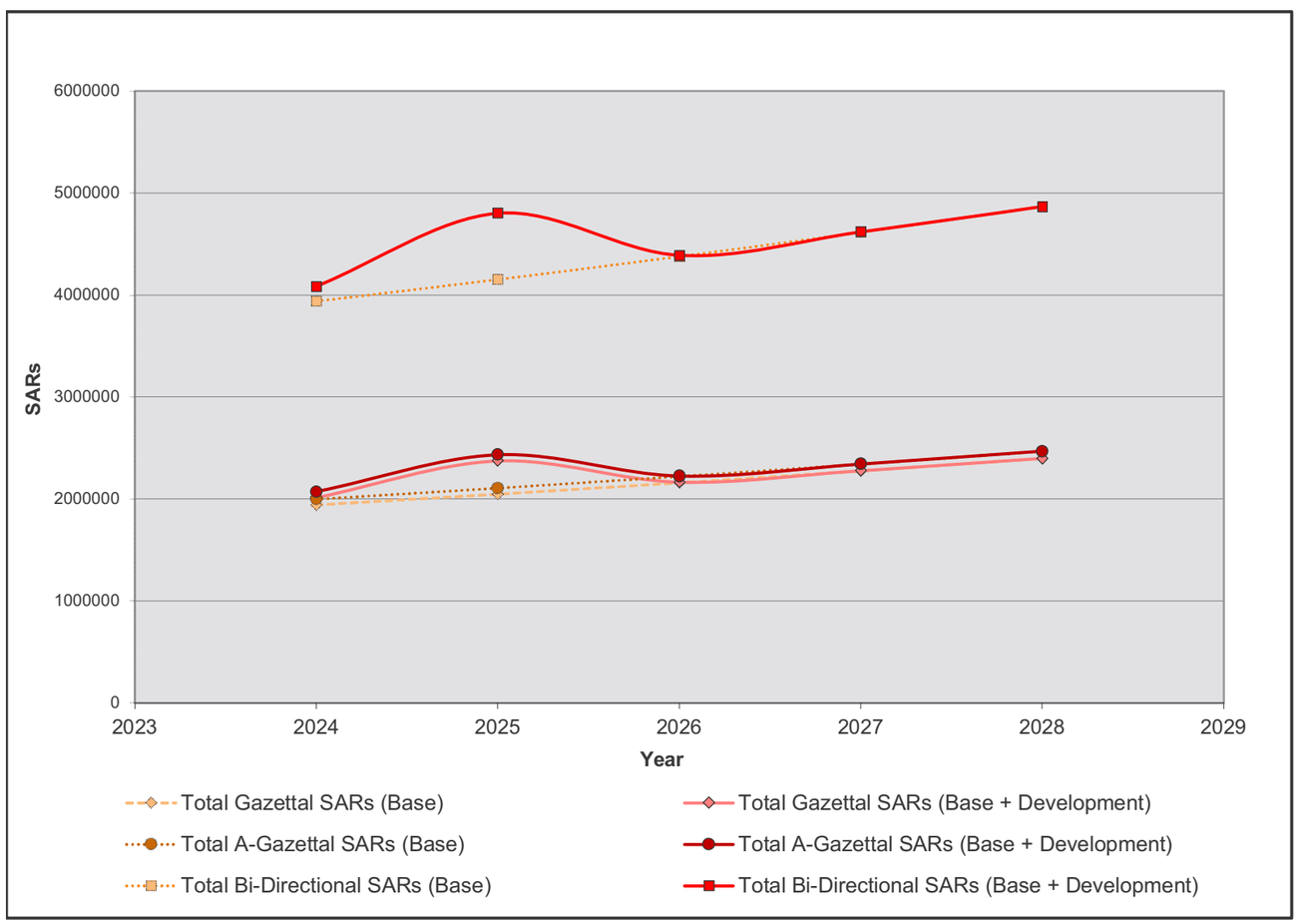


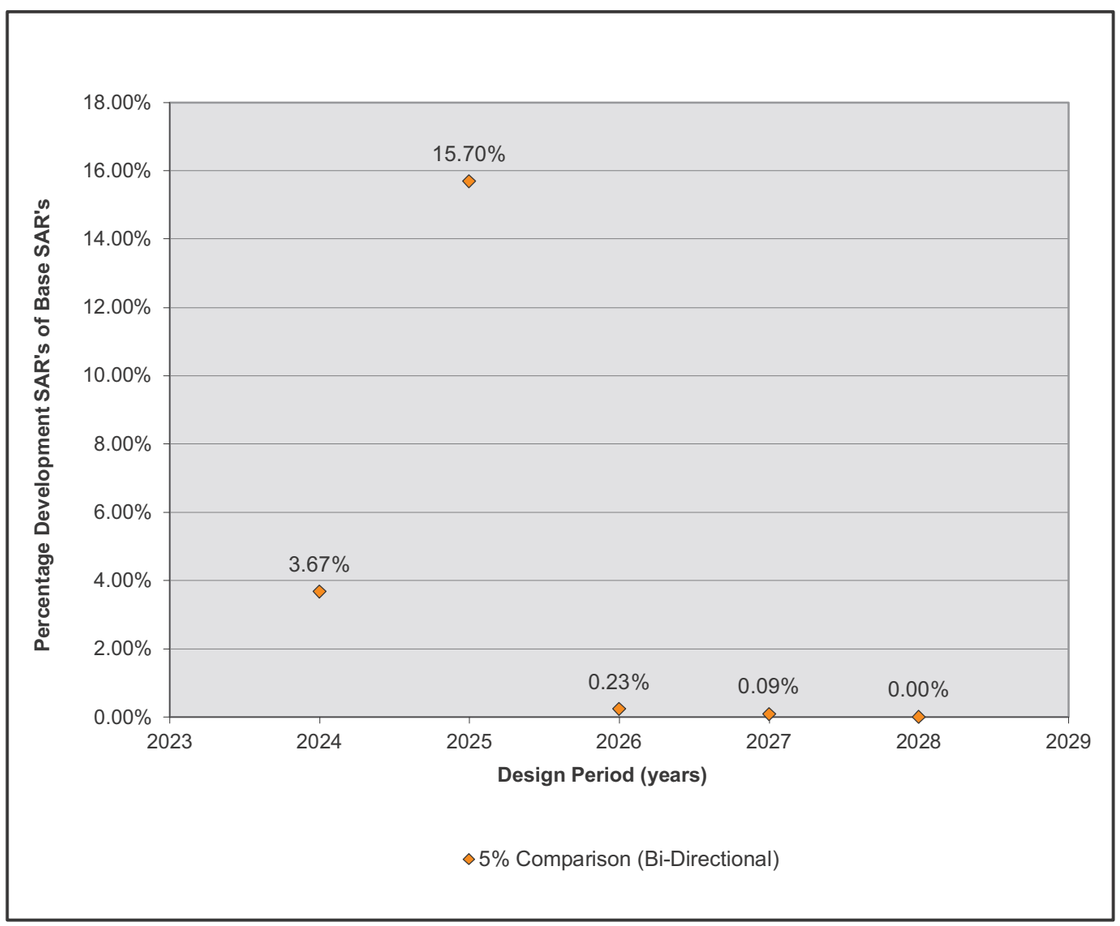
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1941057	1997364	3938420	72274	72274	144548	2013331	2069638	4082969
2025	2046396	2105758	4152154	325846	325846	651692	2372242	2431604	4803846
2026	2157451	2220035	4377487	5049	5049	10097	2162500	2225084	4387584
2027	2274534	2340514	4615048	2075	2075	4150	2276609	2342589	4619198
2028	2397970	2467531	4865502	10	10	20	2397980	2467541	4865521

5% Comparison

	AG	AG	B
2024	3.72%	3.62%	3.67%
2025	15.92%	15.47%	15.70%
2026	0.23%	0.23%	0.23%
2027	0.09%	0.09%	0.09%
2028	0.00%	0.00%	0.00%





Road ID	M13-X87	G	M13-X87	AG	0

Road name	Warrego Highway Off-ramp (18B)
Road section	Warrego Highway to Kingsthorpe Overpass
Road authority	DTMR

B2G Development Volumes

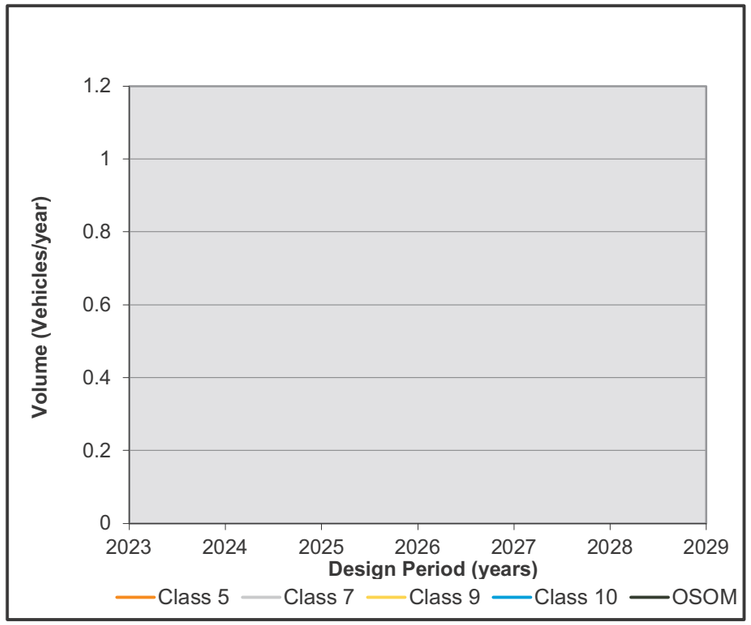
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2025	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2026	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2027	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2028	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

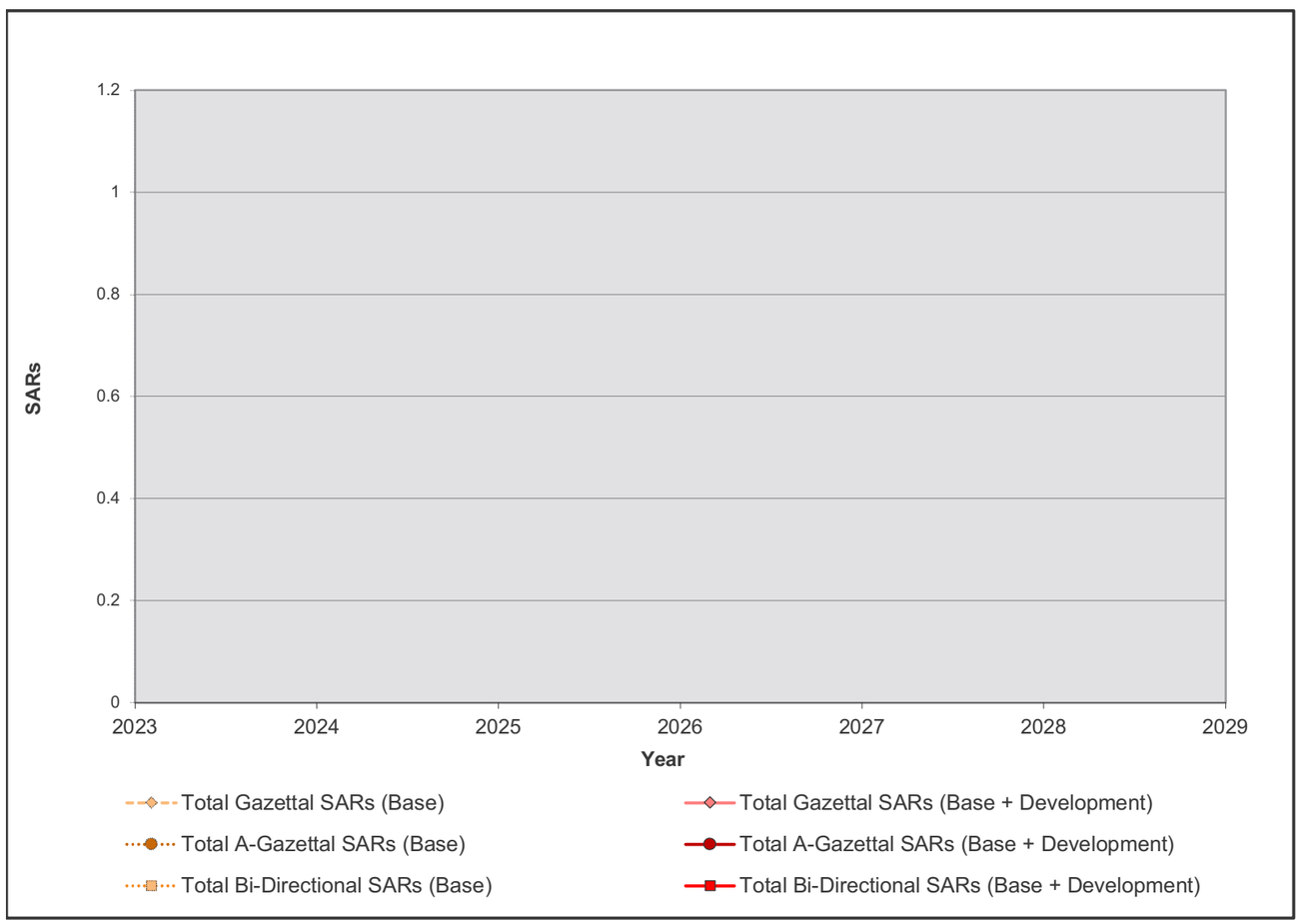
B2G SARs

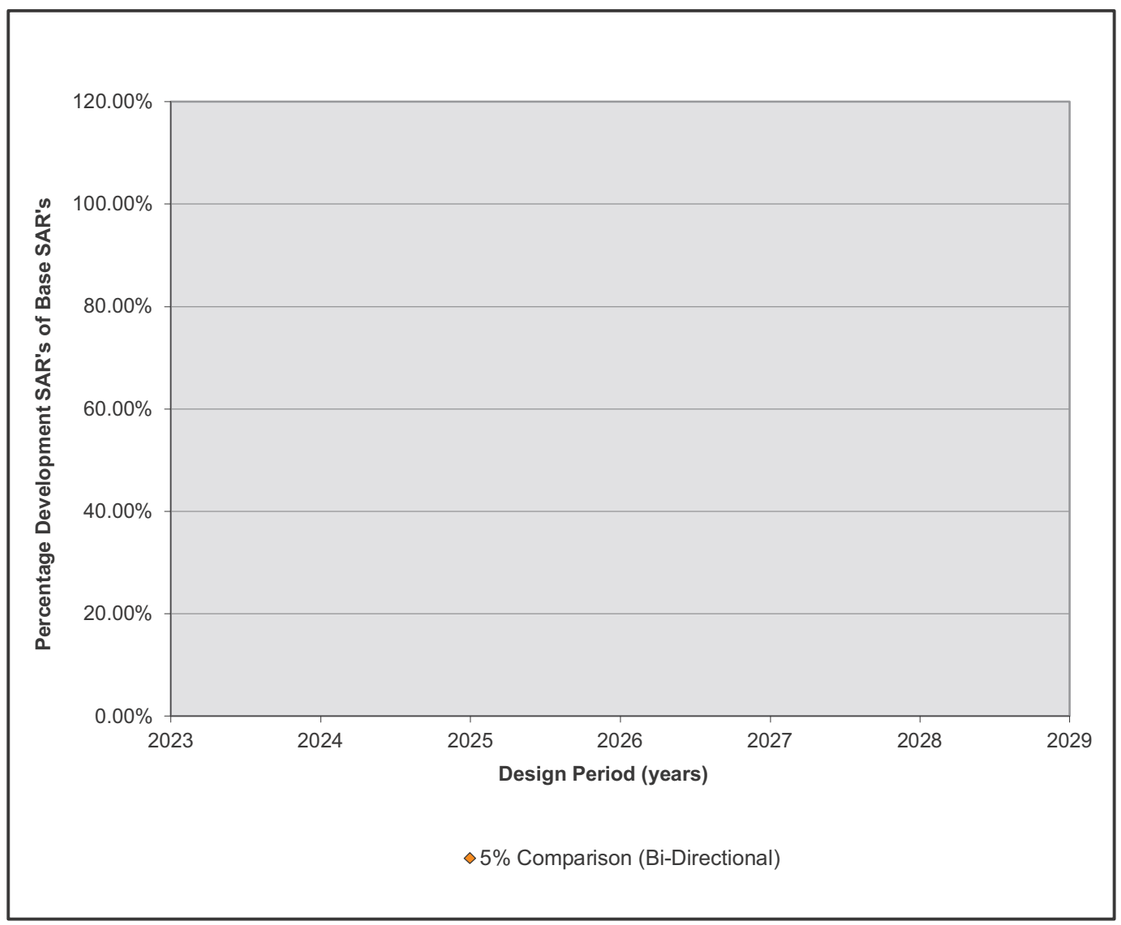
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2025	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2026	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2027	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2028	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

5% Comparison

	AG	AG	B
2024	#N/A	#N/A	#N/A
2025	#N/A	#N/A	#N/A
2026	#N/A	#N/A	#N/A
2027	#N/A	#N/A	#N/A
2028	#N/A	#N/A	#N/A







Road ID	X90-X12	G	X90-X12	AG	X12-X90

Road name	Newell Highway
Road section	River Road to QLD/NSW Border
Road authority	TfNSW

B2G Development Volumes

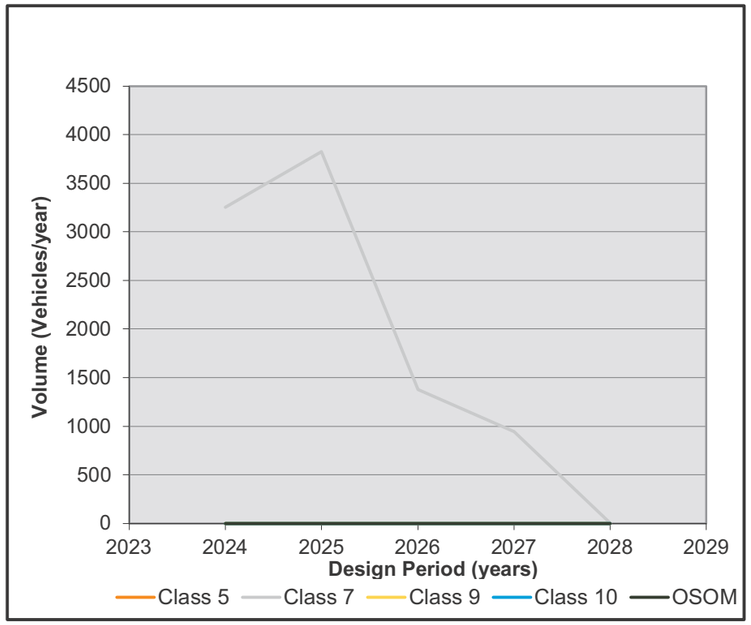
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1626	0	0	0	0	1626	0	0	0	0	3251	0	0	0
2025	0	1914	0	0	0	0	1914	0	0	0	0	3828	0	0	0
2026	0	691	0	0	0	0	691	0	0	0	0	1381	0	0	0
2027	0	474	0	0	0	0	474	0	0	0	0	948	0	0	0
2028	0	1	0	0	0	0	1	0	0	0	0	3	0	0	0

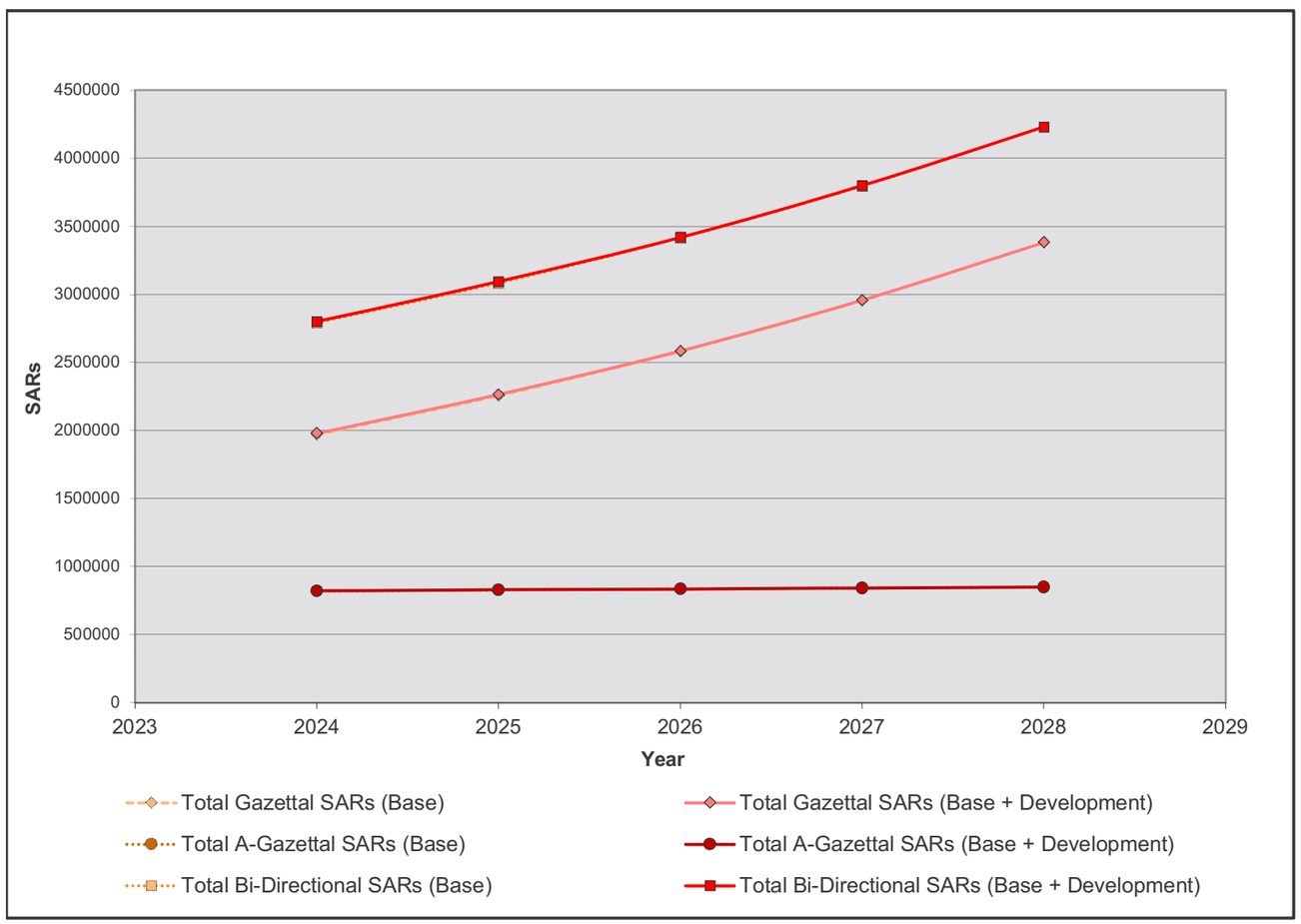
B2G SARs

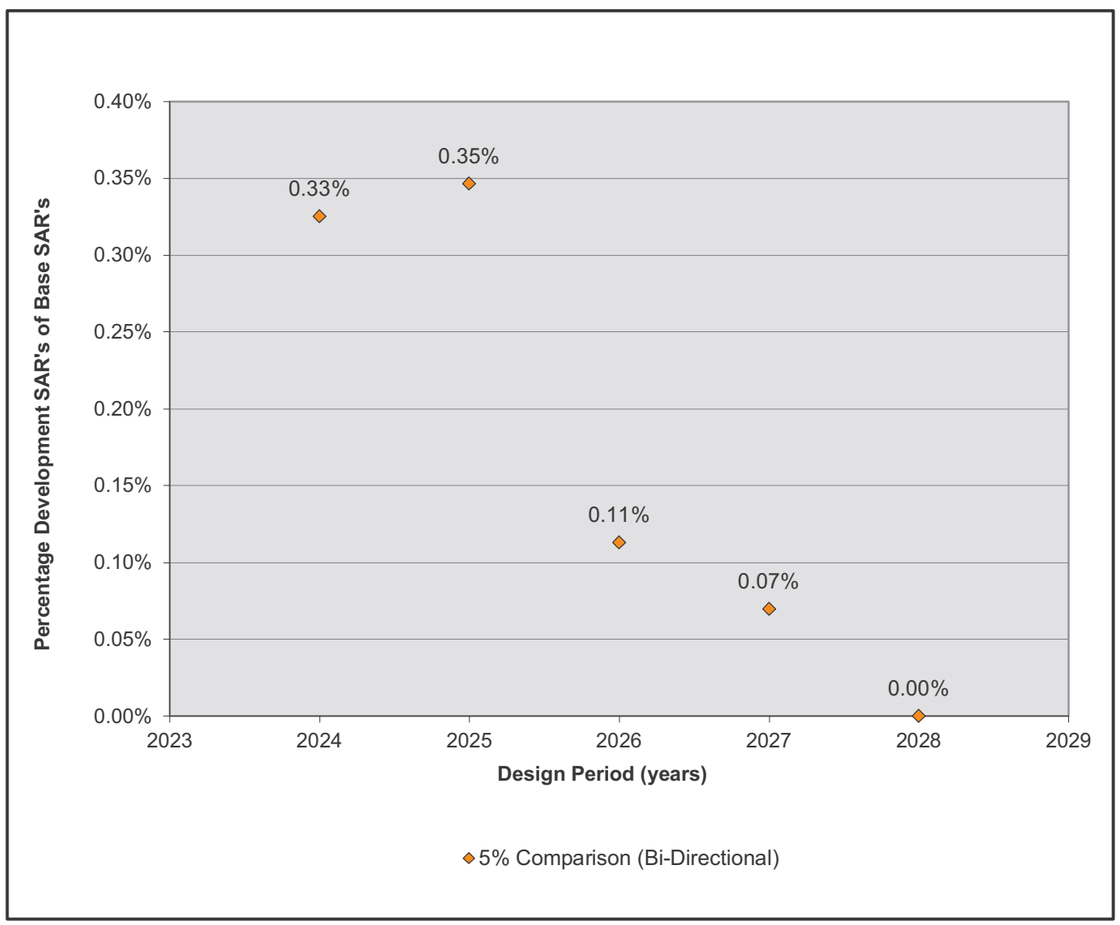
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1970221	819931.7	2790152	8161	910	9071	1978381	820842	2799223
2025	2255126	827012.3	3082139	9609	1072	10681	2264736	828084	3092820
2026	2581231	834154	3415385	3466	387	3853	2584697	834541	3419238
2027	2954492	841357.4	3795850	2380	266	2646	2956873	841623	3798496
2028	3381730	848623	4230353	6	1	7	3381736	848624	4230360

5% Comparison

	AG	AG	B
2024	0.41%	0.11%	0.33%
2025	0.43%	0.13%	0.35%
2026	0.13%	0.05%	0.11%
2027	0.08%	0.03%	0.07%
2028	0.00%	0.00%	0.00%







Road ID	X149-E125	G	X149-E125	AG	E125-X149

Road name	Noondoo Thallon Road
Road section	Graincorp Thallon to Carnarvon Highway
Road authority	BSC

B2G Development Volumes

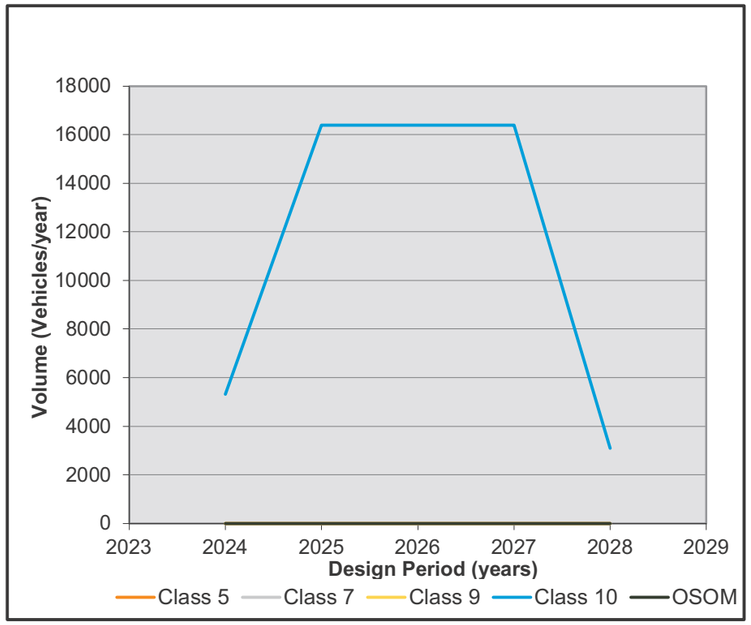
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	2666	0	0	0	0	2666	0	0	0	0	5332	0
2025	0	0	0	8194	0	0	0	0	8194	0	0	0	0	16388	0
2026	0	0	0	8194	0	0	0	0	8194	0	0	0	0	16388	0
2027	0	0	0	8194	0	0	0	0	8194	0	0	0	0	16388	0
2028	0	0	0	1546	0	0	0	0	1546	0	0	0	0	3092	0

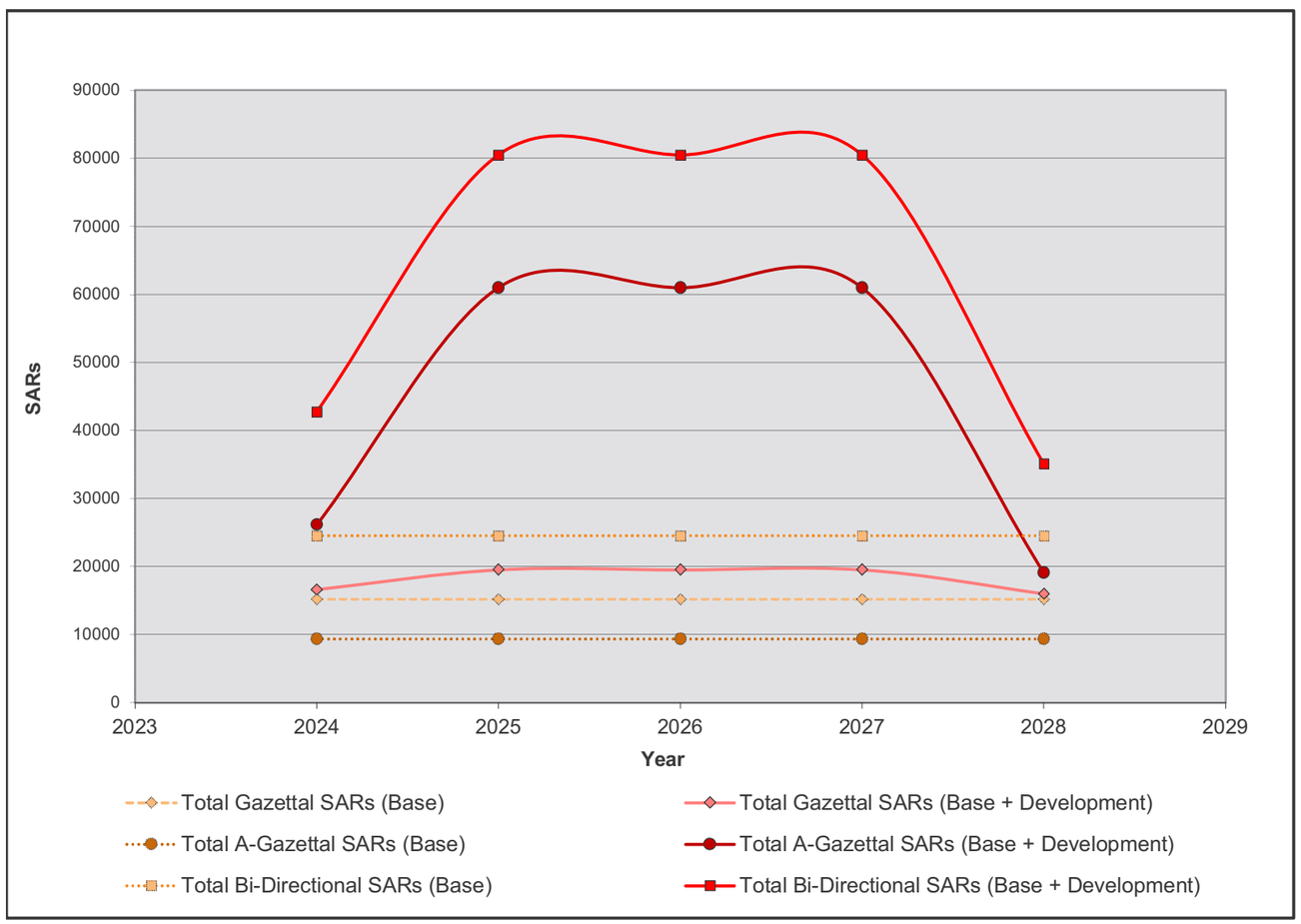
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	15183.77	9343.066	24526.83	1413	16796	18209	16597	26139	42736
2025	15183.77	9343.066	24526.83	4343	51622	55965	19527	60965	80492
2026	15183.77	9343.066	24526.83	4343	51622	55965	19527	60965	80492
2027	15183.77	9343.066	24526.83	4343	51622	55965	19527	60965	80492
2028	15183.77	9343.066	24526.83	819	9740	10559	16003	19083	35086

5% Comparison

	AG	AG	B
2024	9.31%	179.77%	74.24%
2025	28.60%	552.52%	228.18%
2026	28.60%	552.52%	228.18%
2027	28.60%	552.52%	228.18%
2028	5.40%	104.25%	43.05%







Road ID	E121-X105	G	E121-X105	AG	X105-E121

Road name	Boodle Street
Road section	Holcim Concrete Goondiwindi to Hunt Street
Road authority	GRC

B2G Development Volumes

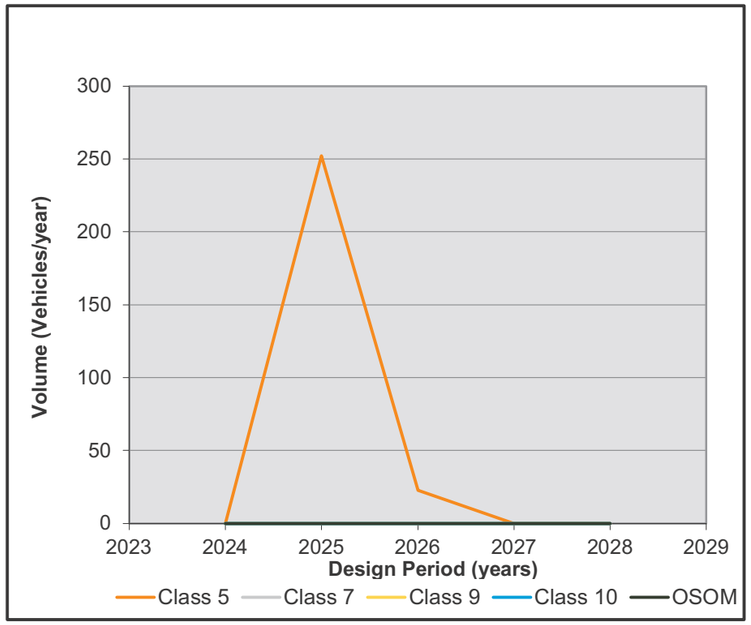
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	126	0	0	0	0	126	0	0	0	0	252	0	0	0	0
2026	11	0	0	0	0	11	0	0	0	0	23	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

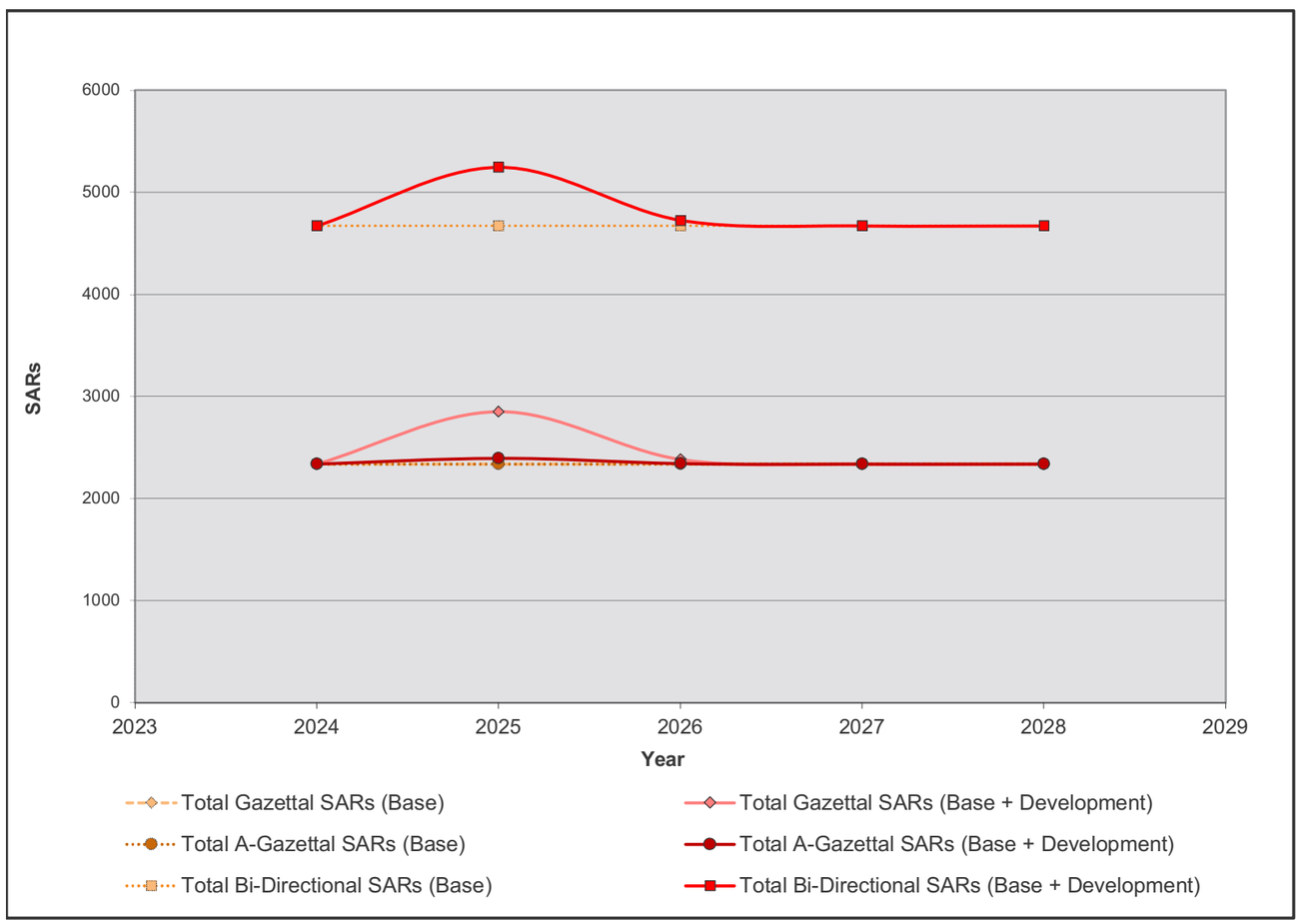
B2G SARs

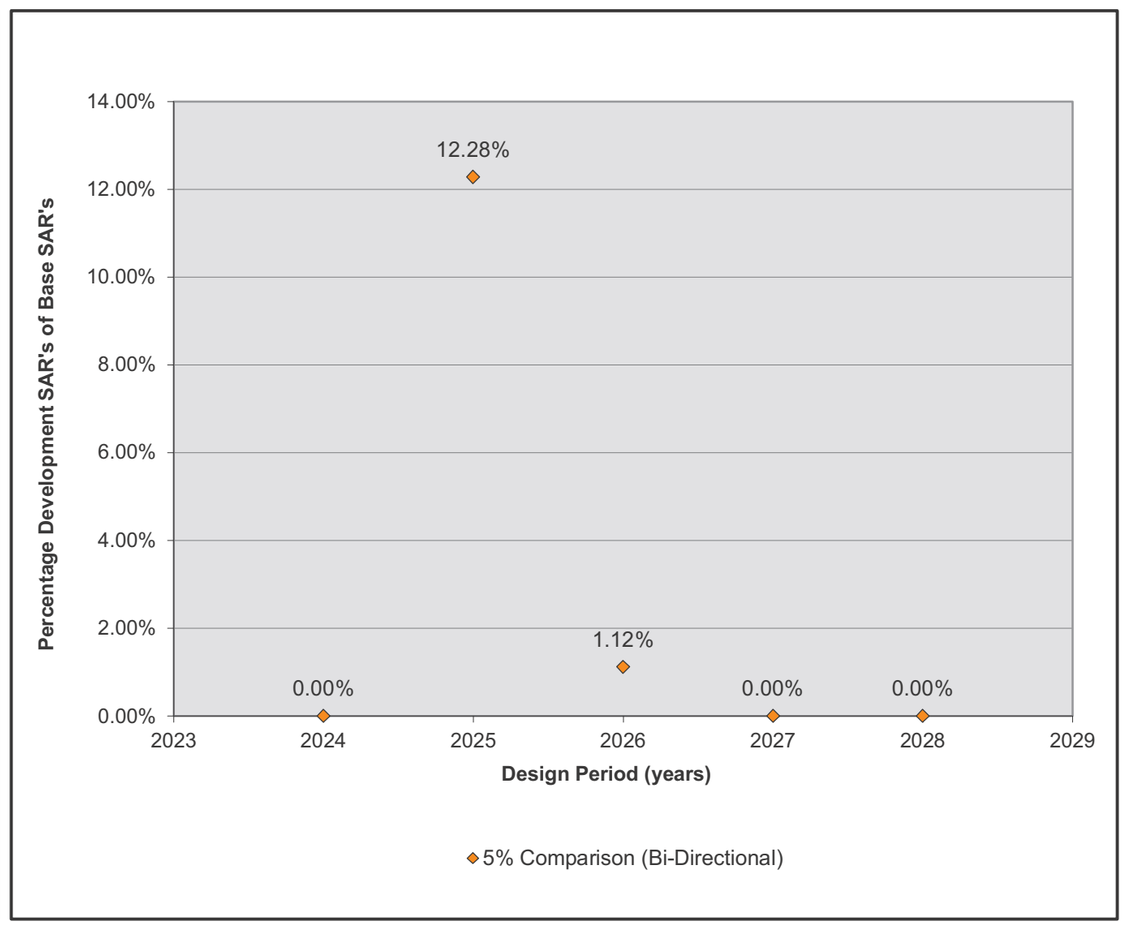
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2336	2336	4672	0	0	0	2336	2336	4672
2025	2336	2336	4672	516	58	574	2852	2394	5246
2026	2336	2336	4672	47	5	52	2383	2341	4724
2027	2336	2336	4672	0	0	0	2336	2336	4672
2028	2336	2336	4672	0	0	0	2336	2336	4672

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	22.08%	2.48%	12.28%
2026	2.01%	0.23%	1.12%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	X4-E40	G	X4-E40	AG	E40-X4

Road name	Bybera Road
Road section	Cunningham Highway to B2G-LDN060.4
Road authority	GRC

B2G Development Volumes

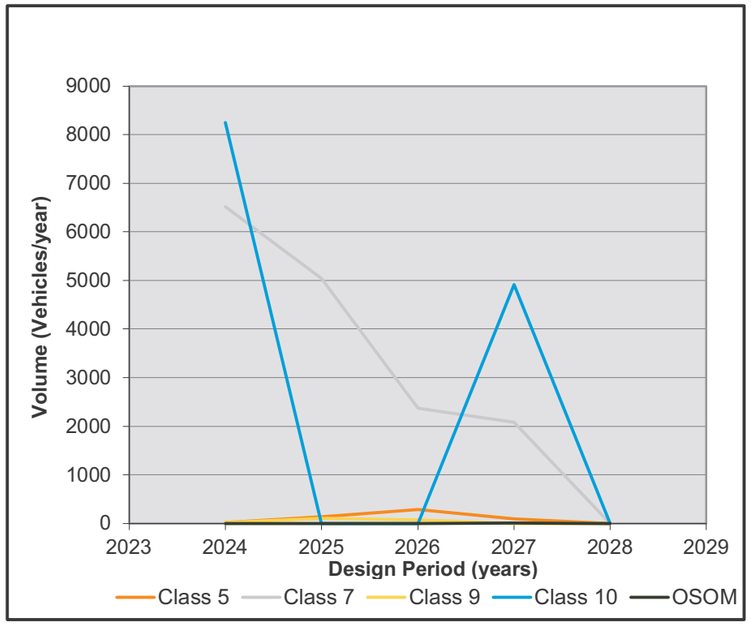
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	11	3258	9	4127	0	11	3258	9	4127	0	23	6516	18	8254	0
2025	68	2523	54	0	0	68	2523	54	0	0	136	5045	108	0	0
2026	144	1183	41	0	0	144	1183	41	0	0	288	2366	81	0	0
2027	47	1039	0	2457	6	47	1039	0	2457	6	93	2078	0	4915	12
2028	0	1	0	0	0	0	1	0	0	0	0	3	0	0	0

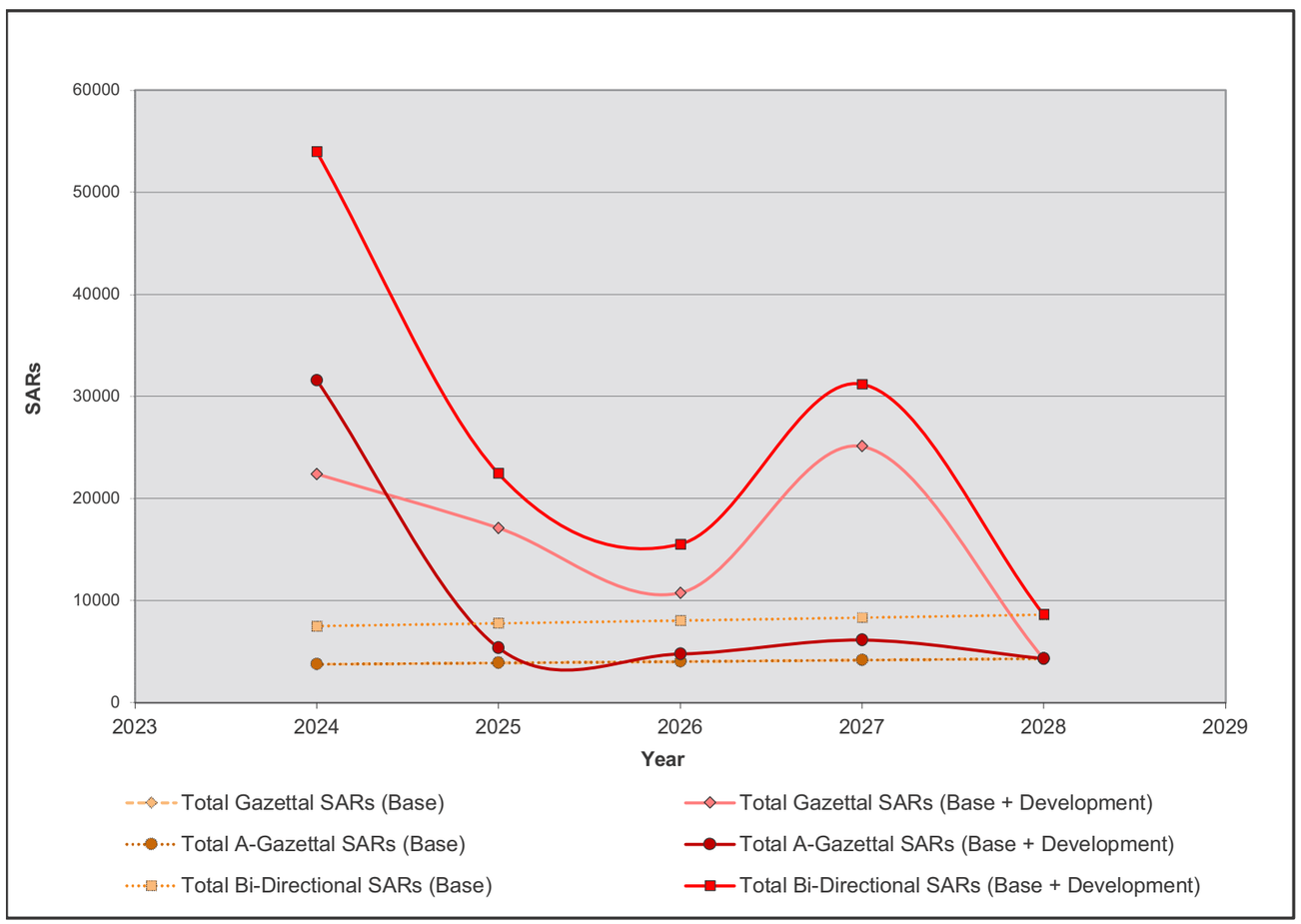
B2G SARs

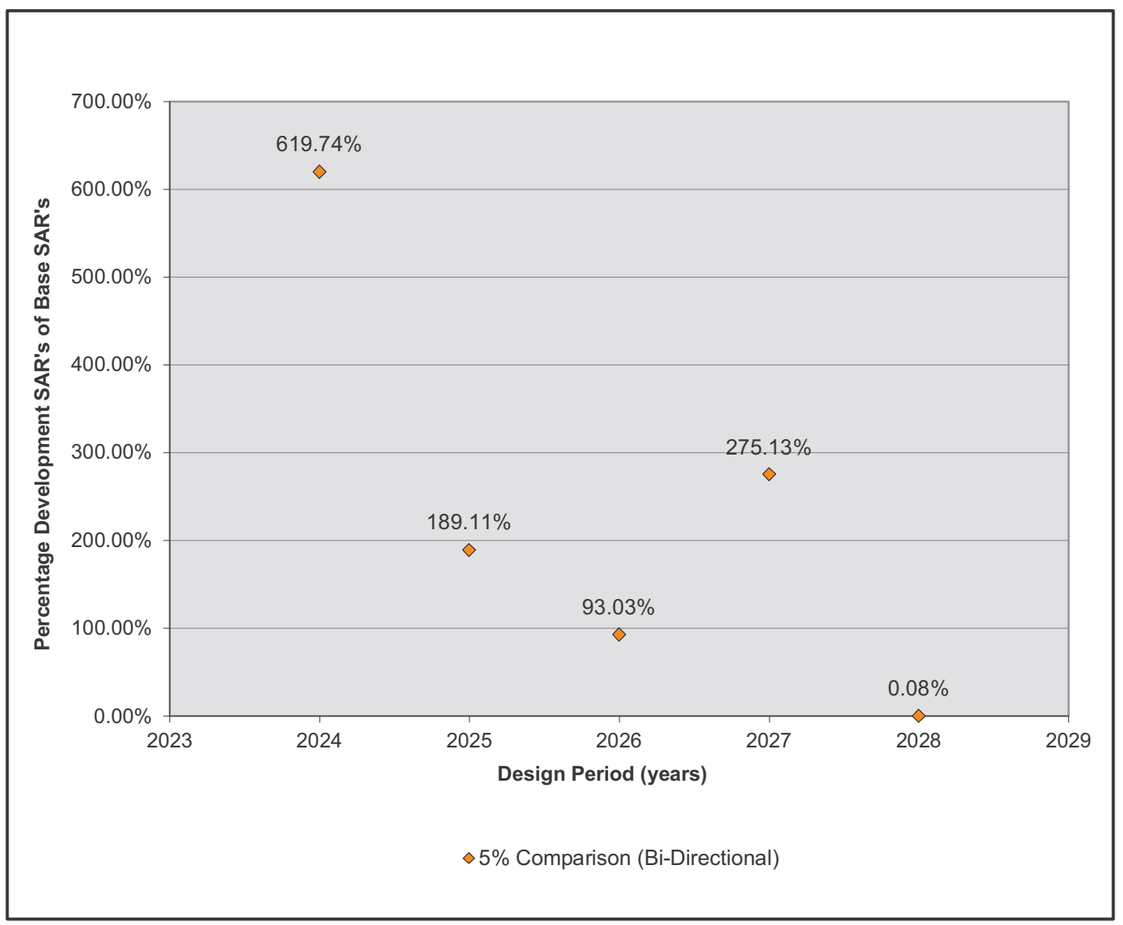
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	3748.889	3748.889	7497.777	18632	27834	46466	22381	31583	53964
2025	3881.175	3881.175	7762.349	13208	1471	14679	17089	5353	22442
2026	4018.129	4018.129	8036.257	6727	749	7476	10745	4767	15512
2027	4159.915	4159.915	8319.83	20945	1946	22890	25105	6105	31210
2028	4306.705	4306.705	8613.41	6	1	7	4313	4307	8620

5% Comparison

	AG	AG	B
2024	497.00%	742.47%	619.74%
2025	340.30%	37.91%	189.11%
2026	167.41%	18.65%	93.03%
2027	503.49%	46.77%	275.13%
2028	0.15%	0.02%	0.08%







Road ID	E40-E98	G	E40-E98	AG	E98-E40

Road name	Bybera Road
Road section	B2G-LDN060.4 to Earthworks Area 2A
Road authority	GRC

B2G Development Volumes

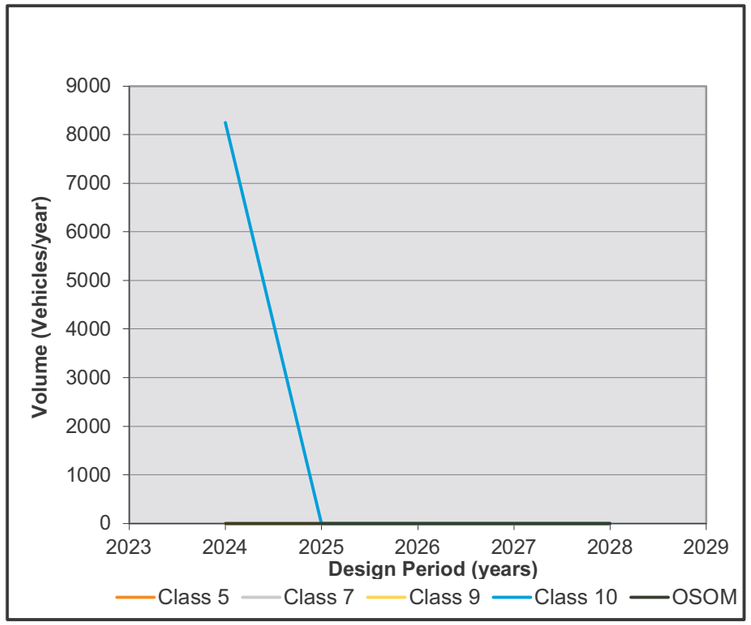
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	4127	0	0	0	0	4127	0	0	0	0	8254	0
2025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

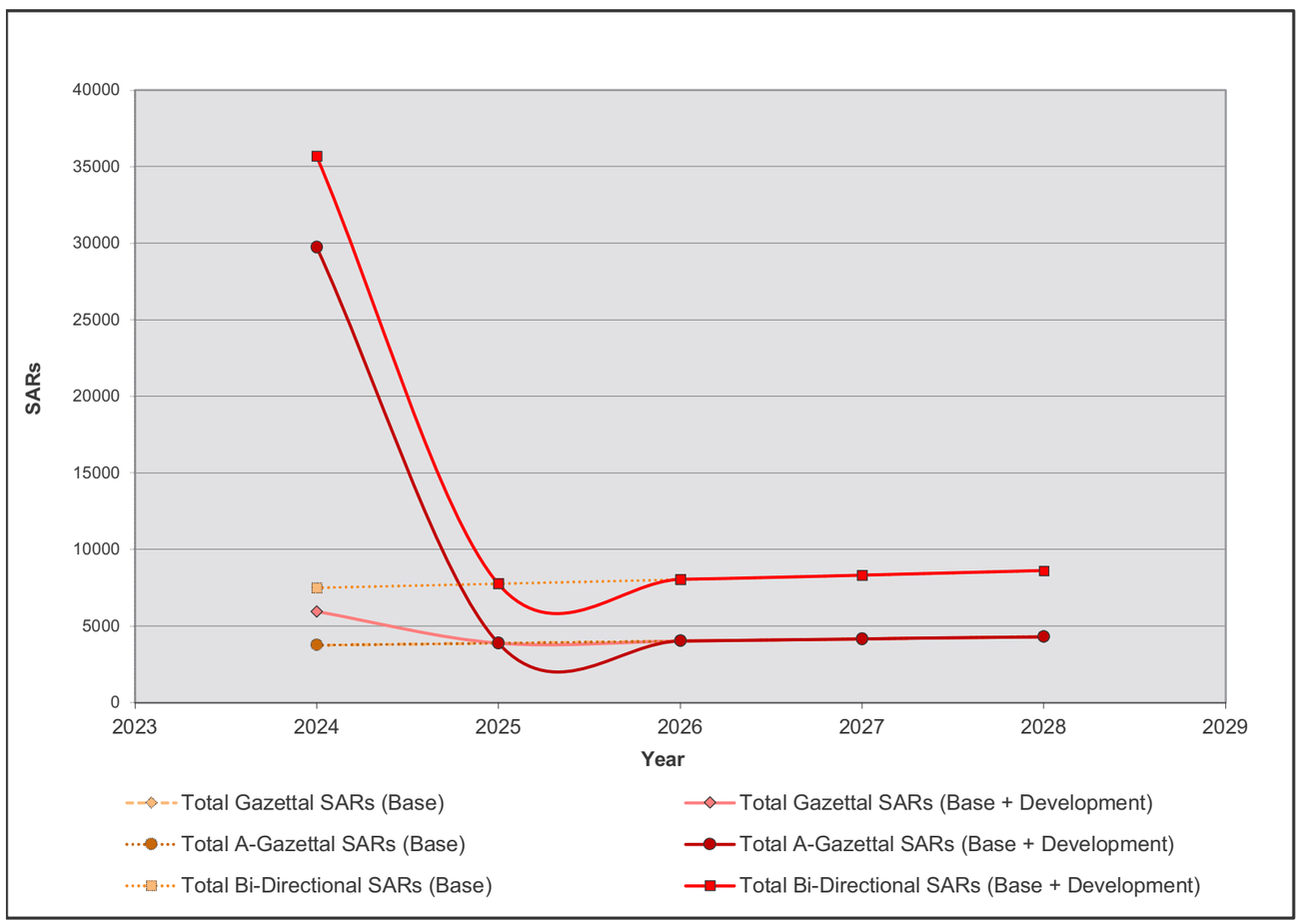
B2G SARs

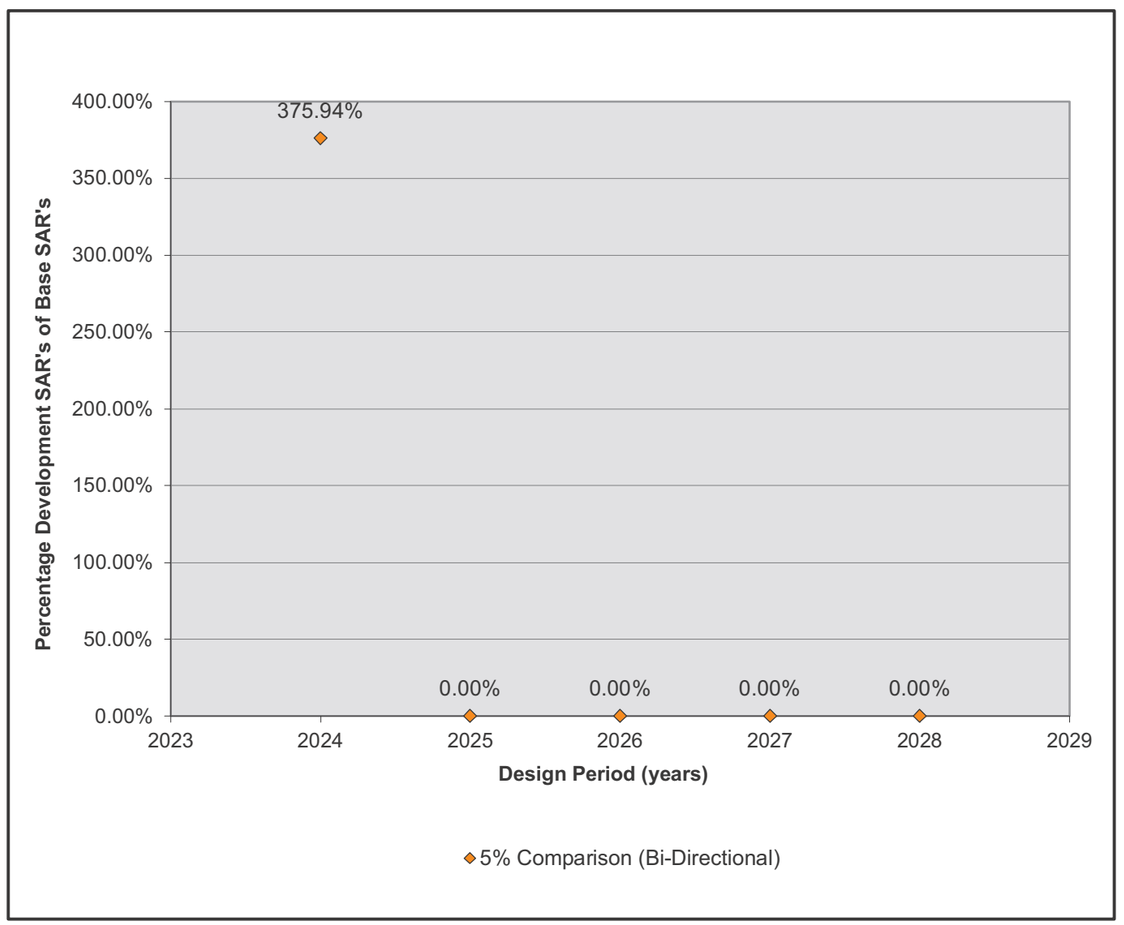
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	3748.889	3748.889	7497.777	2187	26000	28187	5936	29749	35685
2025	3881.175	3881.175	7762.349	0	0	0	3881	3881	7762
2026	4018.129	4018.129	8036.257	0	0	0	4018	4018	8036
2027	4159.915	4159.915	8319.83	0	0	0	4160	4160	8320
2028	4306.705	4306.705	8613.41	0	0	0	4307	4307	8613

5% Comparison

	AG	AG	B
2024	58.35%	693.54%	375.94%
2025	0.00%	0.00%	0.00%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	X103-X109	G	X103-X109	AG	X109-X103

Road name	Cemetery Road
Road section	Access Track to Mooroobie Lane
Road authority	GRC

B2G Development Volumes

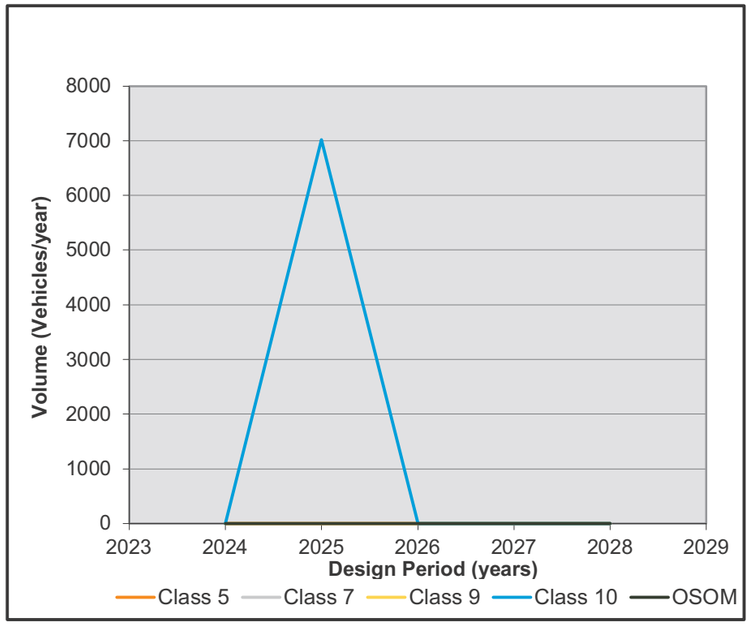
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	3508	0	0	0	0	3508	0	0	0	0	7016	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

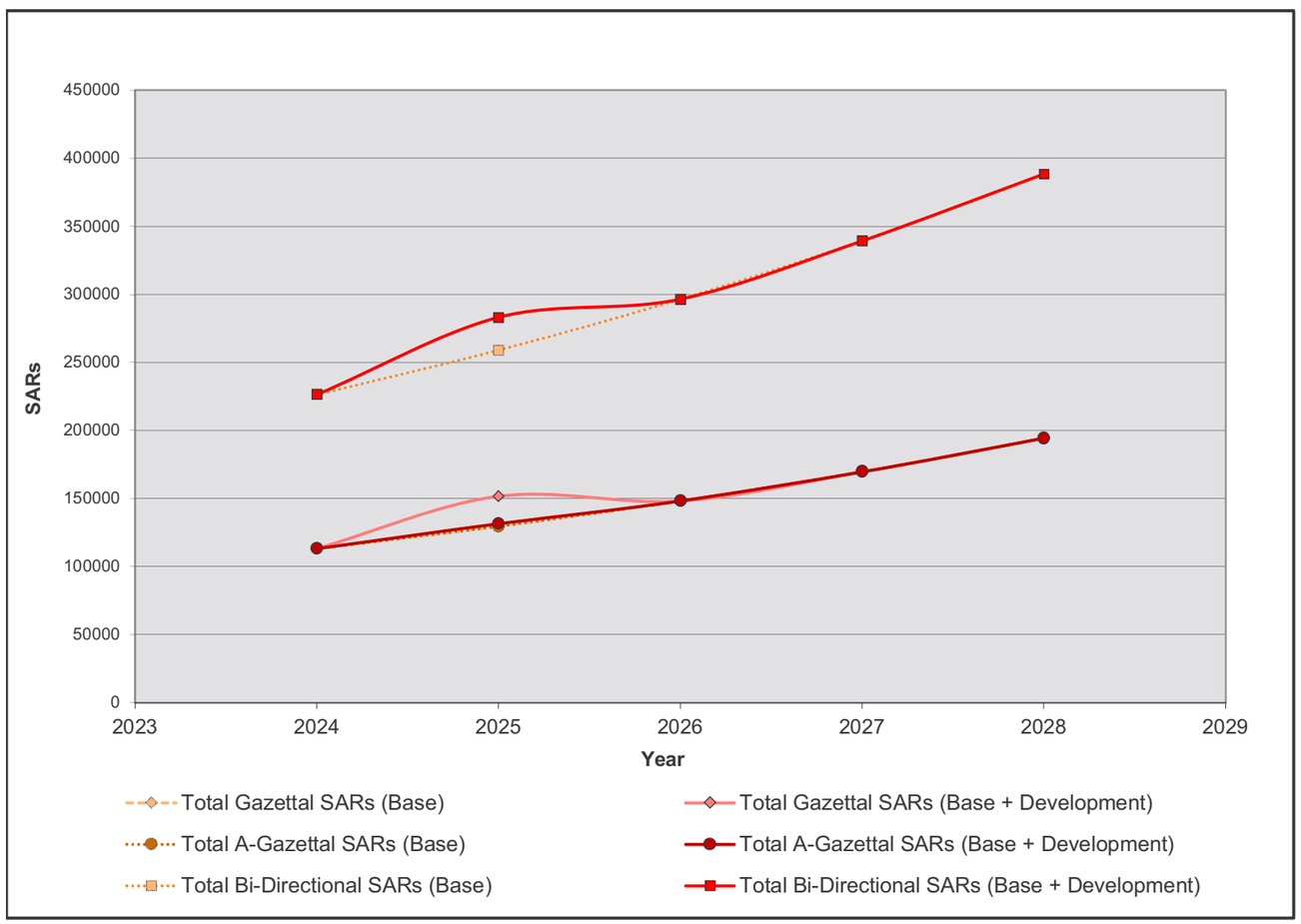
B2G SARs

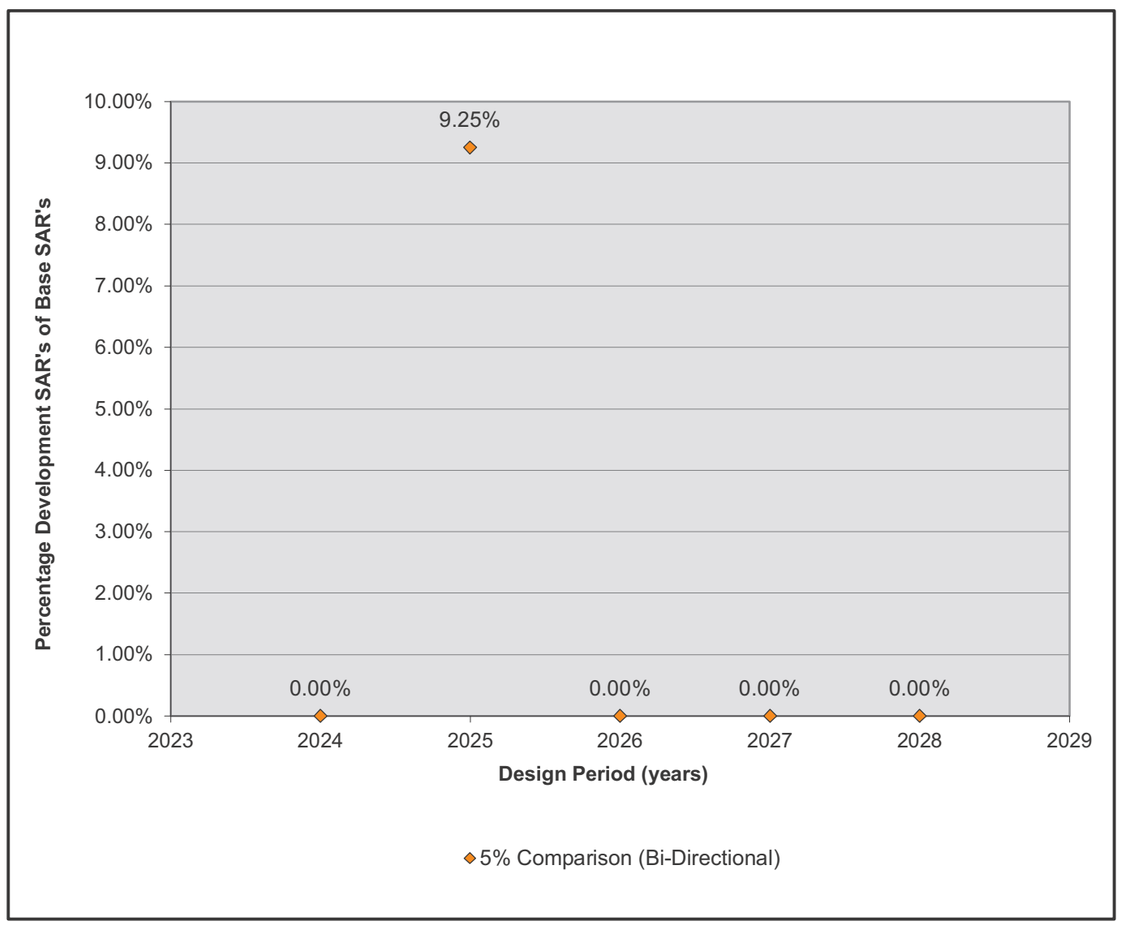
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	113135.7	113135.7	226271.4	0	0	0	113136	113136	226271
2025	129495.8	129495.8	258991.6	22100	1859	23959	151596	131355	282951
2026	148221.7	148221.7	296443.3	0	0	0	148222	148222	296443
2027	169655.4	169655.4	339310.8	0	0	0	169655	169655	339311
2028	194188.6	194188.6	388377.2	0	0	0	194189	194189	388377

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	17.07%	1.44%	9.25%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	X152-E123	G	X152-E123	AG	E123-X152

Road name	Cemetery Road
Road section	Cunningham Highway to Graincorp Goondiwindi
Road authority	GRC

B2G Development Volumes

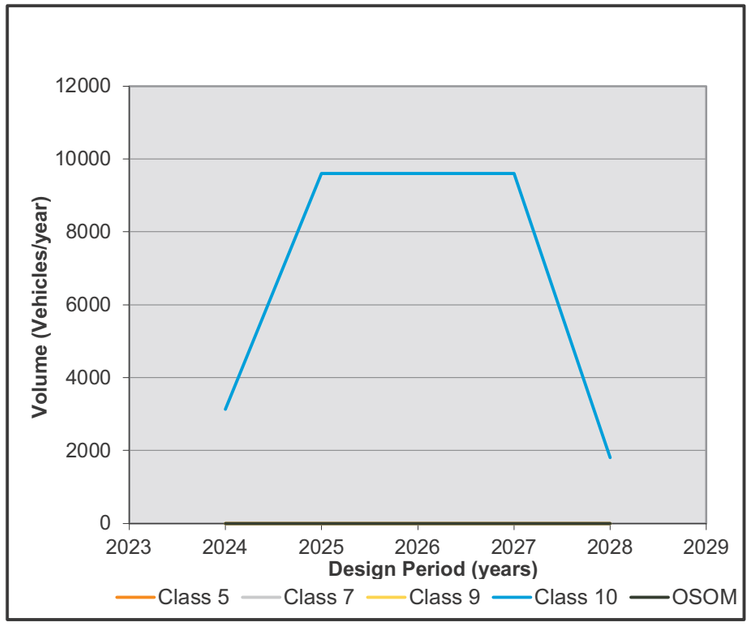
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	1563	0	0	0	0	1563	0	0	0	0	3126	0
2025	0	0	0	4801	0	0	0	0	4801	0	0	0	0	9602	0
2026	0	0	0	4801	0	0	0	0	4801	0	0	0	0	9602	0
2027	0	0	0	4801	0	0	0	0	4801	0	0	0	0	9602	0
2028	0	0	0	905	0	0	0	0	905	0	0	0	0	1810	0

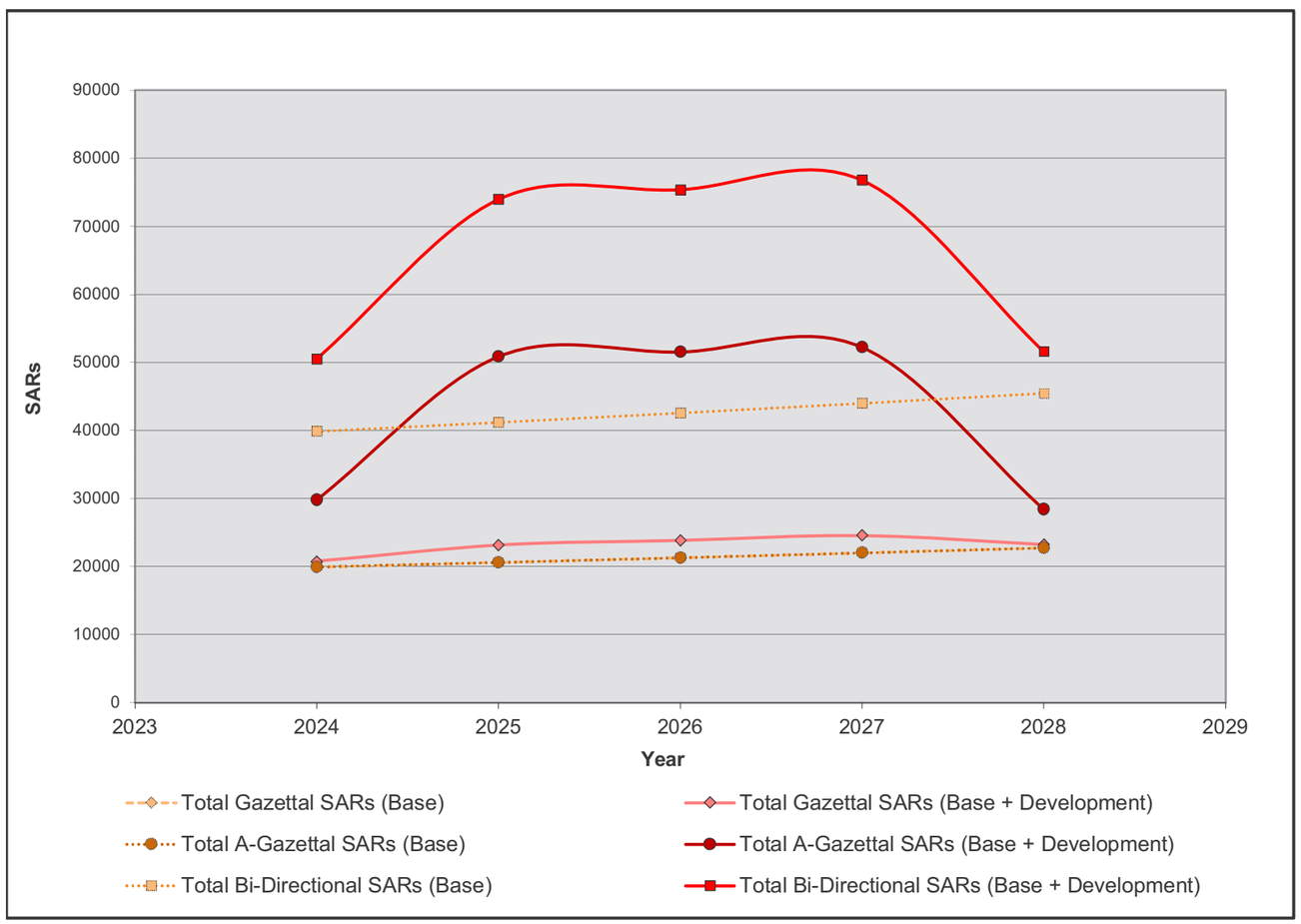
B2G SARs

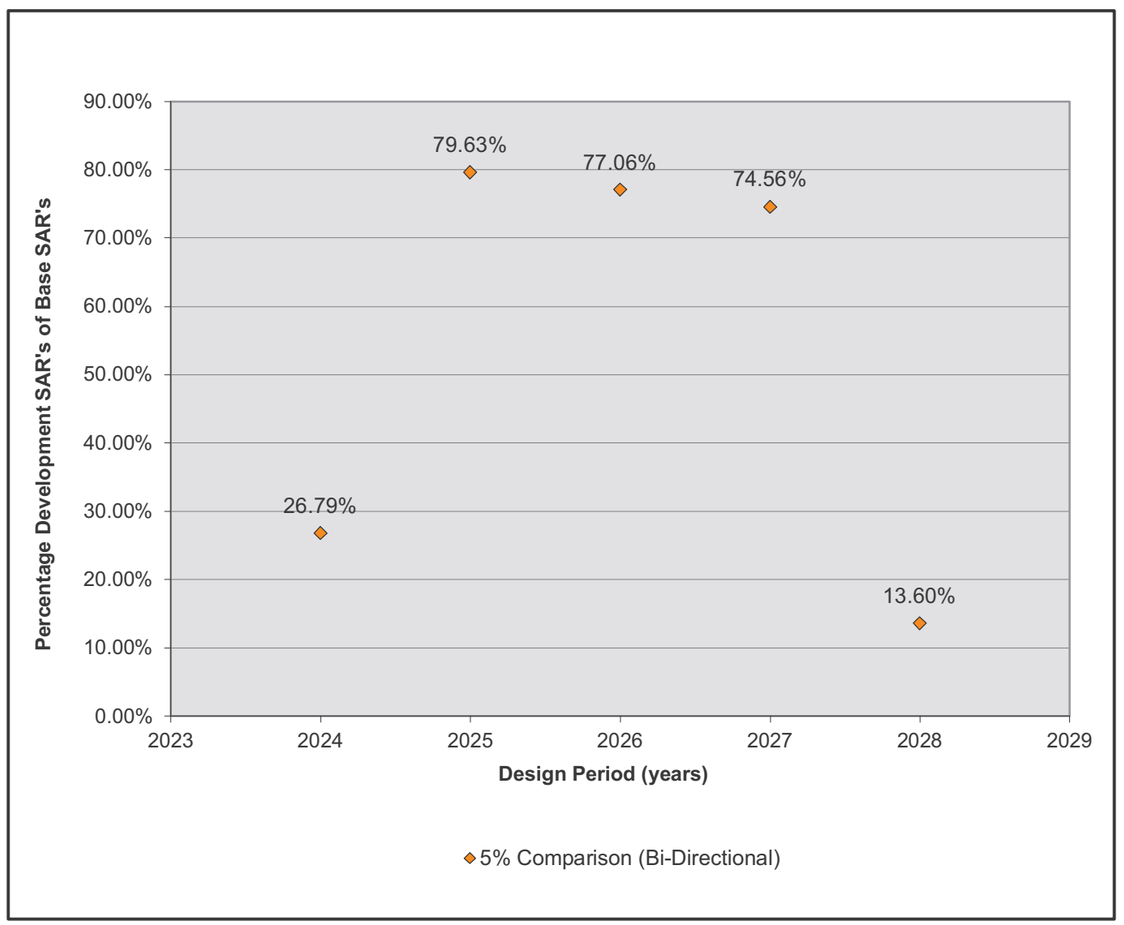
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	19921.93	19921.93	39843.87	828	9847	10675	20750	29769	50519
2025	20588.22	20588.22	41176.44	2545	30246	32791	23133	50835	73967
2026	21276.79	21276.79	42553.58	2545	30246	32791	23821	51523	75344
2027	21988.39	21988.39	43976.78	2545	30246	32791	24533	52235	76768
2028	22723.79	22723.79	45447.57	480	5702	6181	23203	28425	51629

5% Comparison

	AG	AG	B
2024	4.16%	49.43%	26.79%
2025	12.36%	146.91%	79.63%
2026	11.96%	142.16%	77.06%
2027	11.57%	137.56%	74.56%
2028	2.11%	25.09%	13.60%







Road ID	E27-X104	G	E27-X104	AG	X104-E27

Road name	Coolmunda Dam Access
Road section	Inglewood Legacy Bore/Coolmunda Dam to Coolmunda Dam Access
Road authority	GRC

B2G Development Volumes

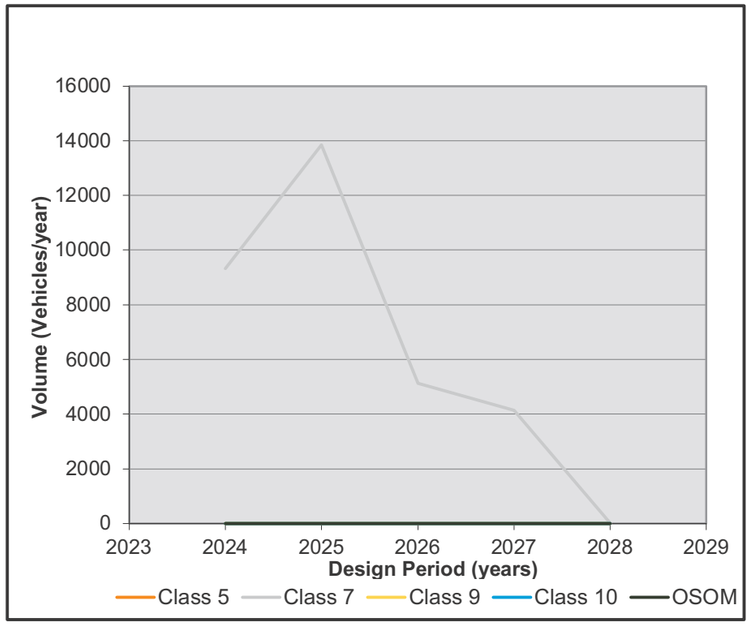
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	4662	0	0	0	0	4662	0	0	0	0	9323	0	0	0
2025	0	6928	0	0	0	0	6928	0	0	0	0	13855	0	0	0
2026	0	2562	0	0	0	0	2562	0	0	0	0	5125	0	0	0
2027	0	2067	0	0	0	0	2067	0	0	0	0	4135	0	0	0
2028	0	5	0	0	0	0	5	0	0	0	0	10	0	0	0

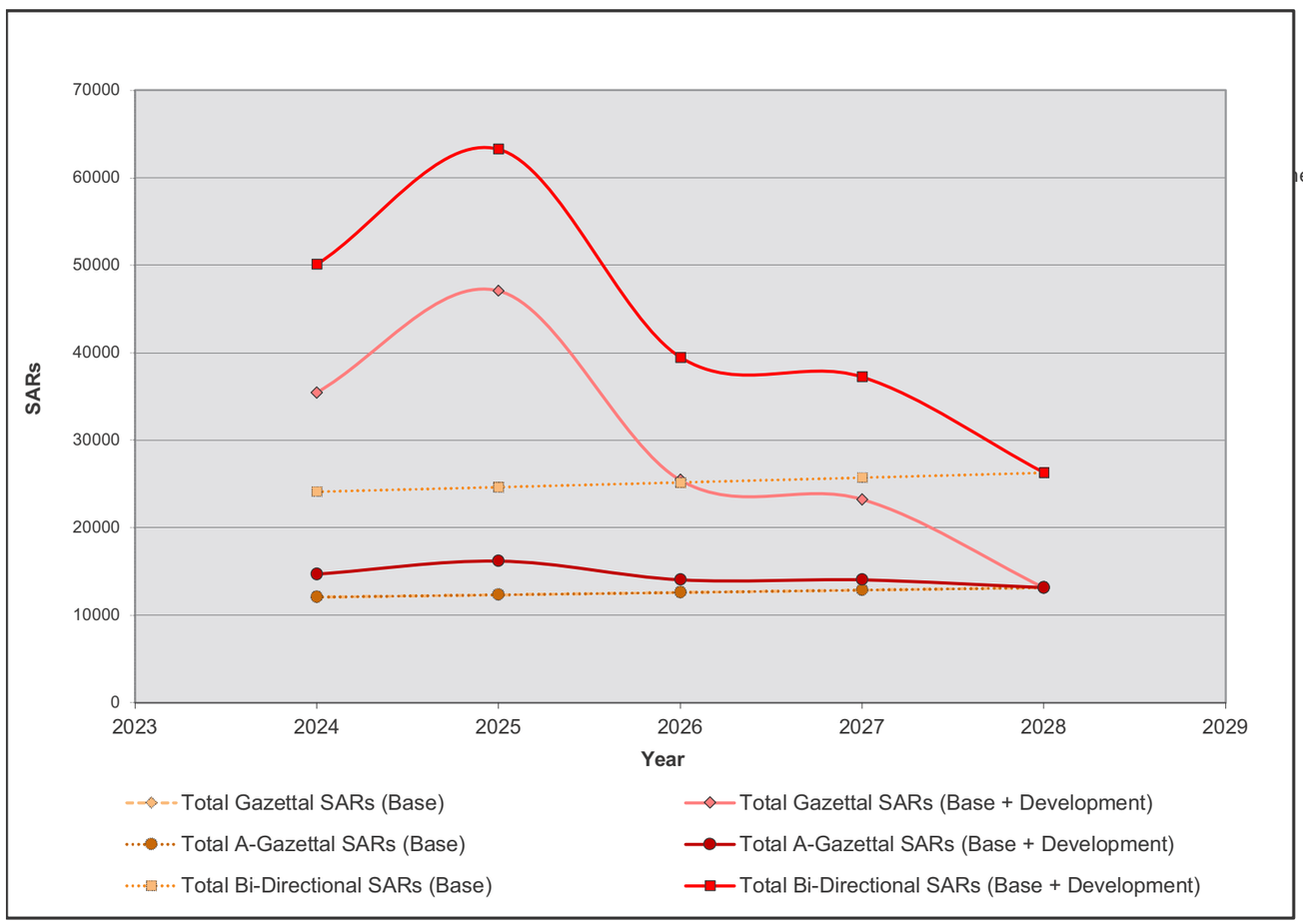
B2G SARs

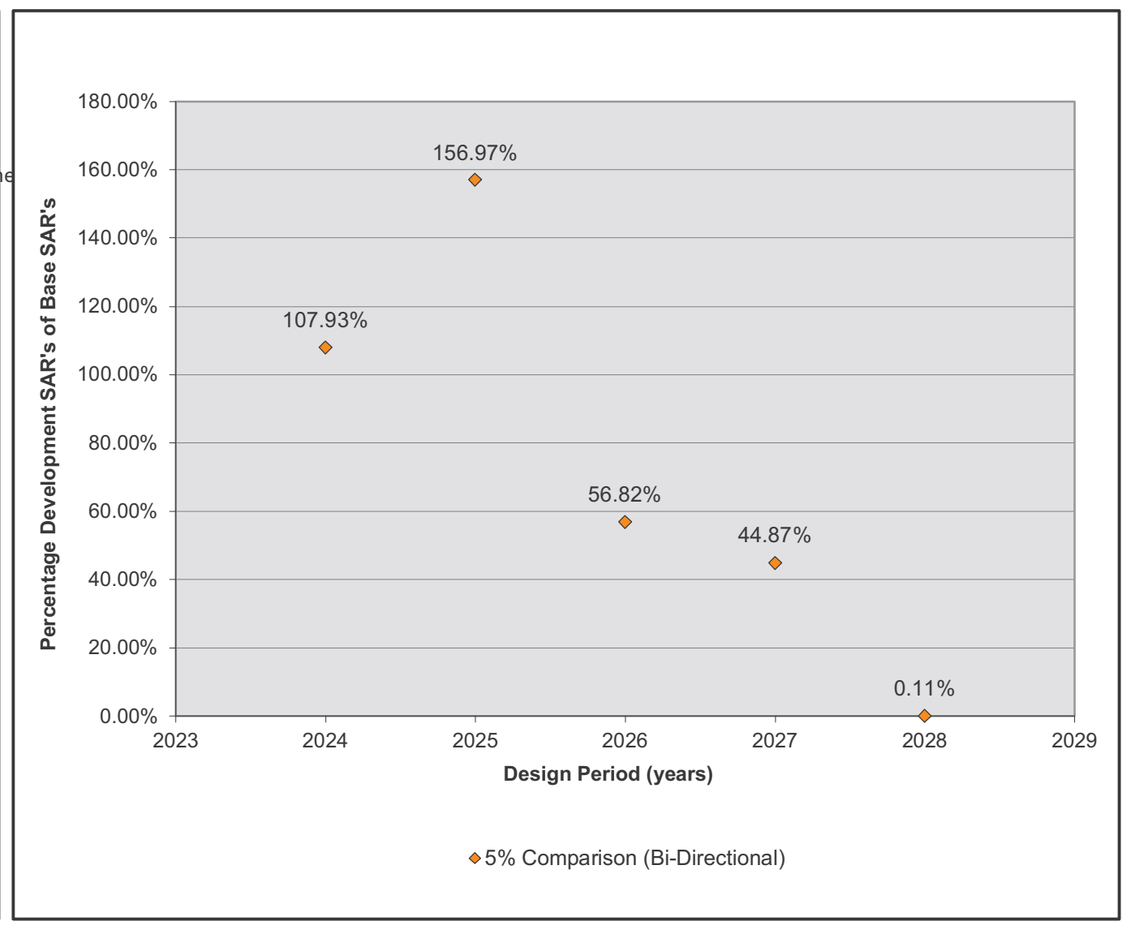
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	12050.59	12050.59	24101.18	23402	2611	26012	35452	14661	50114
2025	12312.83	12312.83	24625.66	34776	3879	38655	47089	16192	63281
2026	12580.78	12580.78	25161.56	12863	1435	14298	25444	14016	39459
2027	12854.56	12854.56	25709.12	10378	1158	11535	23232	14012	37244
2028	13134.3	13134.3	26268.59	25	3	28	13160	13137	26297

5% Comparison

	AG	AG	B
2024	194.20%	21.66%	107.93%
2025	282.44%	31.51%	156.97%
2026	102.24%	11.41%	56.82%
2027	80.73%	9.01%	44.87%
2028	0.19%	0.02%	0.11%







Road ID	X104-X5	G	X104-X5	AG	X5-X104

Road name	Coolmunda Dam Access
Road section	Coolmunda Dam Access to Cunningham Highway
Road authority	GRC

B2G Development Volumes

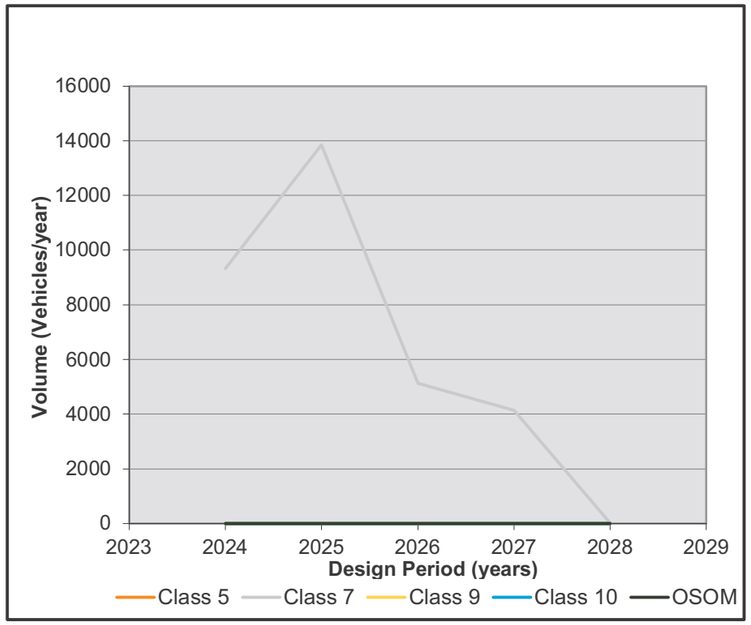
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	4662	0	0	0	0	4662	0	0	0	0	9323	0	0	0
2025	0	6928	0	0	0	0	6928	0	0	0	0	13855	0	0	0
2026	0	2562	0	0	0	0	2562	0	0	0	0	5125	0	0	0
2027	0	2067	0	0	0	0	2067	0	0	0	0	4135	0	0	0
2028	0	5	0	0	0	0	5	0	0	0	0	10	0	0	0

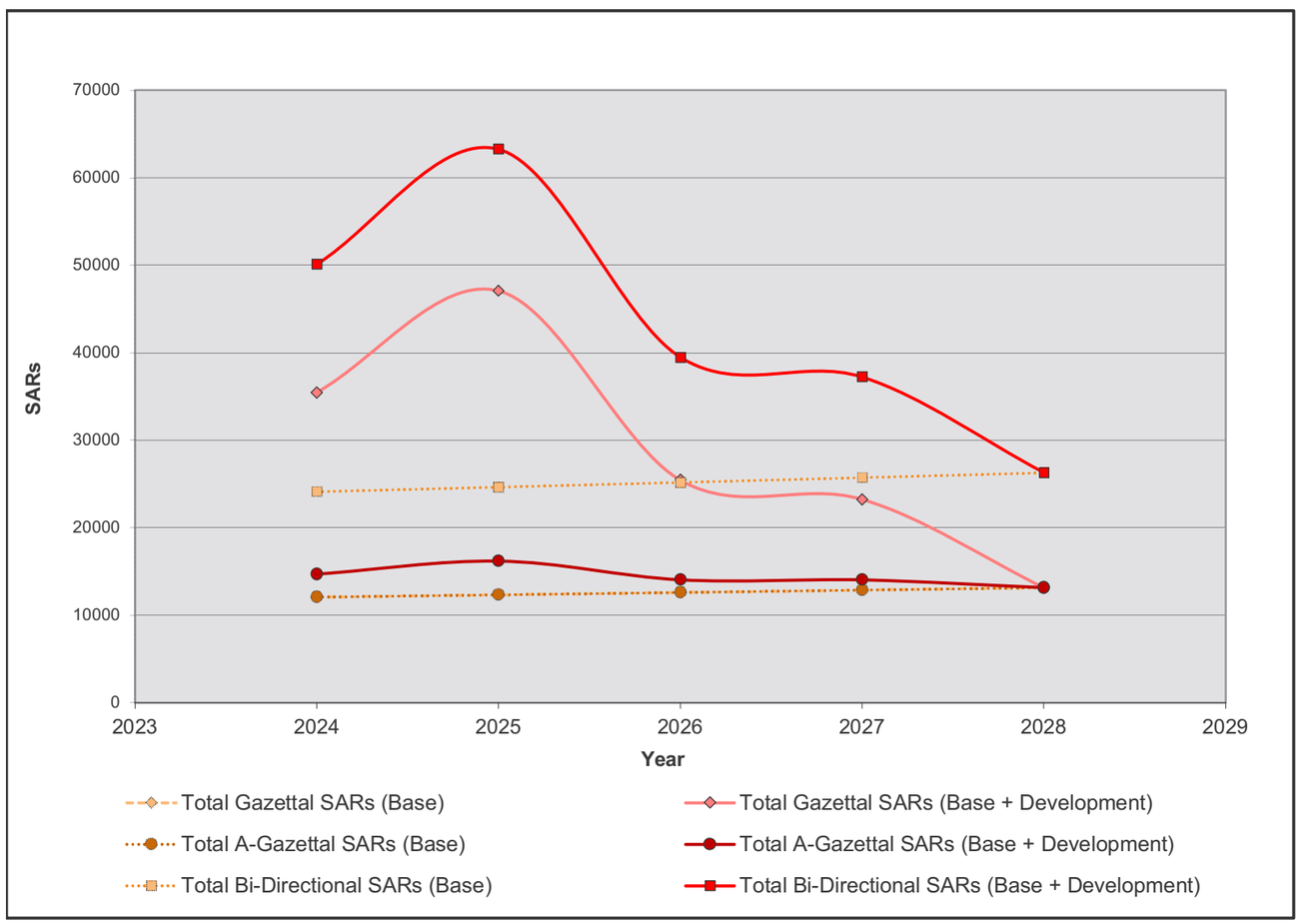
B2G SARs

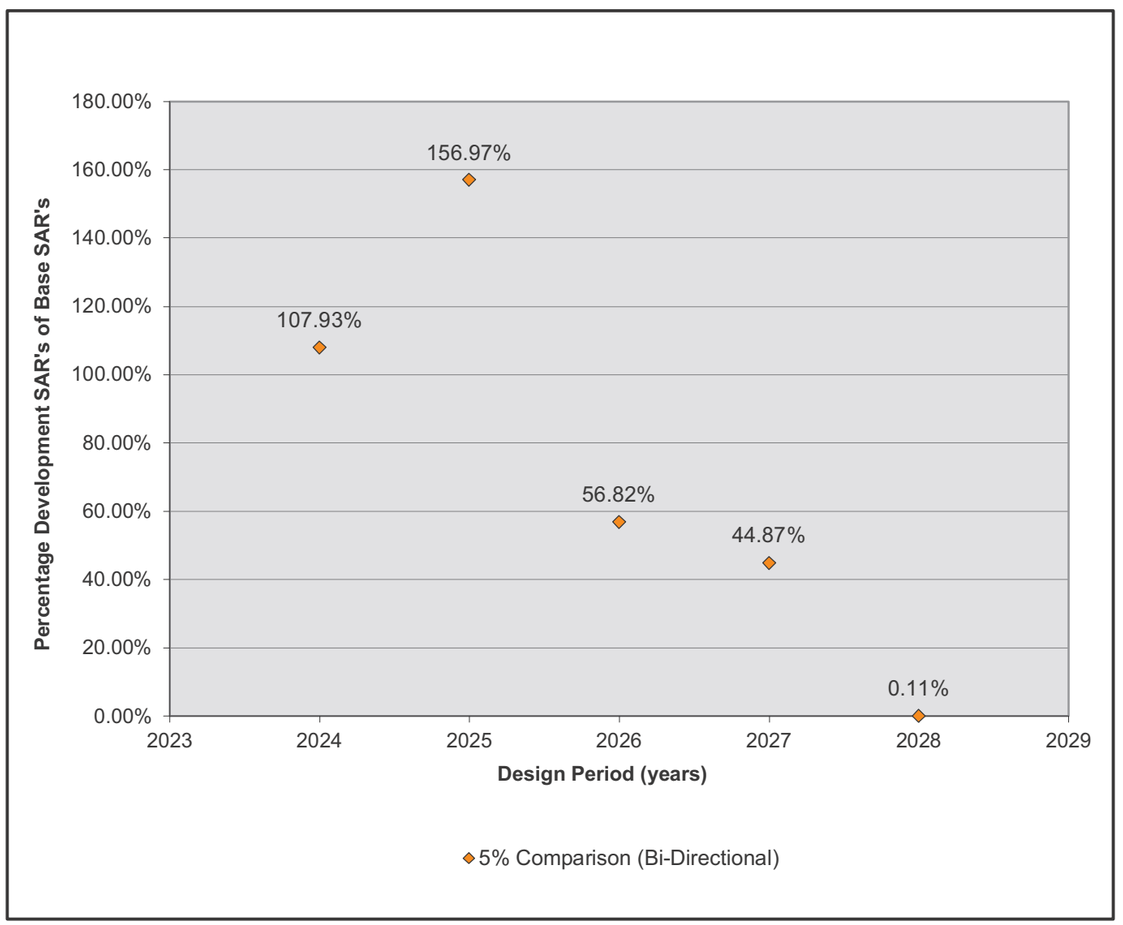
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	12050.59	12050.59	24101.18	23402	2611	26012	35452	14661	50114
2025	12312.83	12312.83	24625.66	34776	3879	38655	47089	16192	63281
2026	12580.78	12580.78	25161.56	12863	1435	14298	25444	14016	39459
2027	12854.56	12854.56	25709.12	10378	1158	11535	23232	14012	37244
2028	13134.3	13134.3	26268.59	25	3	28	13160	13137	26297

5% Comparison

	AG	AG	B
2024	194.20%	21.66%	107.93%
2025	282.44%	31.51%	156.97%
2026	102.24%	11.41%	56.82%
2027	80.73%	9.01%	44.87%
2028	0.19%	0.02%	0.11%







Road ID	E38-E39	G	E38-E39	AG	E39-E38

Road name	Cremascos Road
Road section	B2G-LDN052.8 to B2G-LDN055.4
Road authority	GRC

B2G Development Volumes

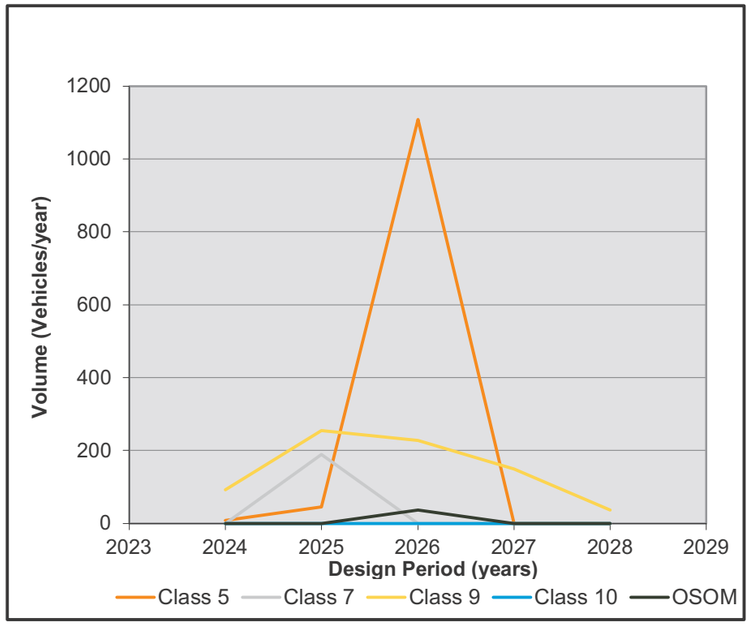
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	4	0	46	0	0	4	0	46	0	0	7	0	92	0	0
2025	22	95	127	0	0	22	95	127	0	0	45	189	255	0	0
2026	554	0	114	0	18	554	0	114	0	18	1109	0	228	0	37
2027	0	0	74	0	0	0	0	74	0	0	0	0	149	0	0
2028	0	0	19	0	0	0	0	19	0	0	0	0	37	0	0

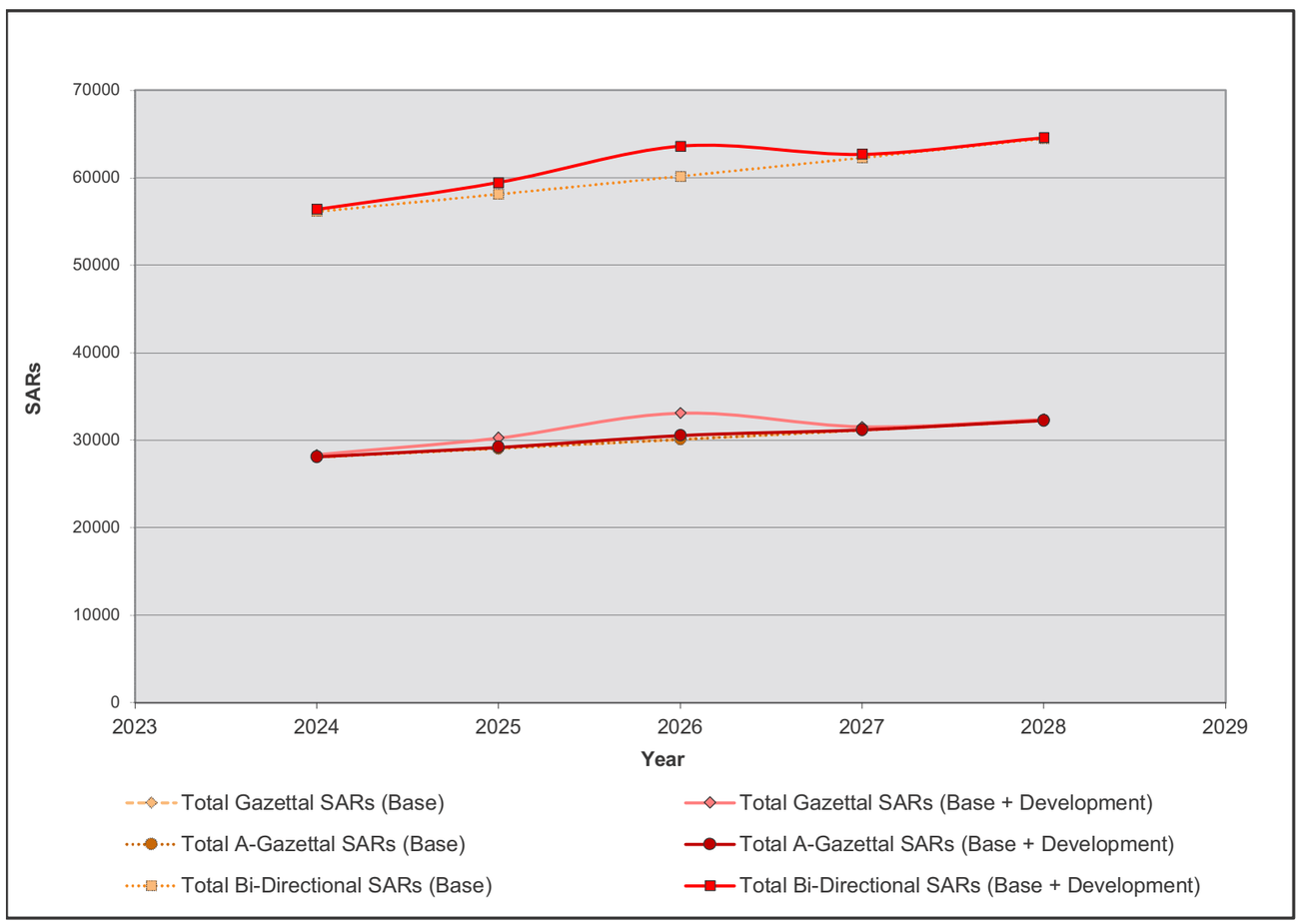
B2G SARs

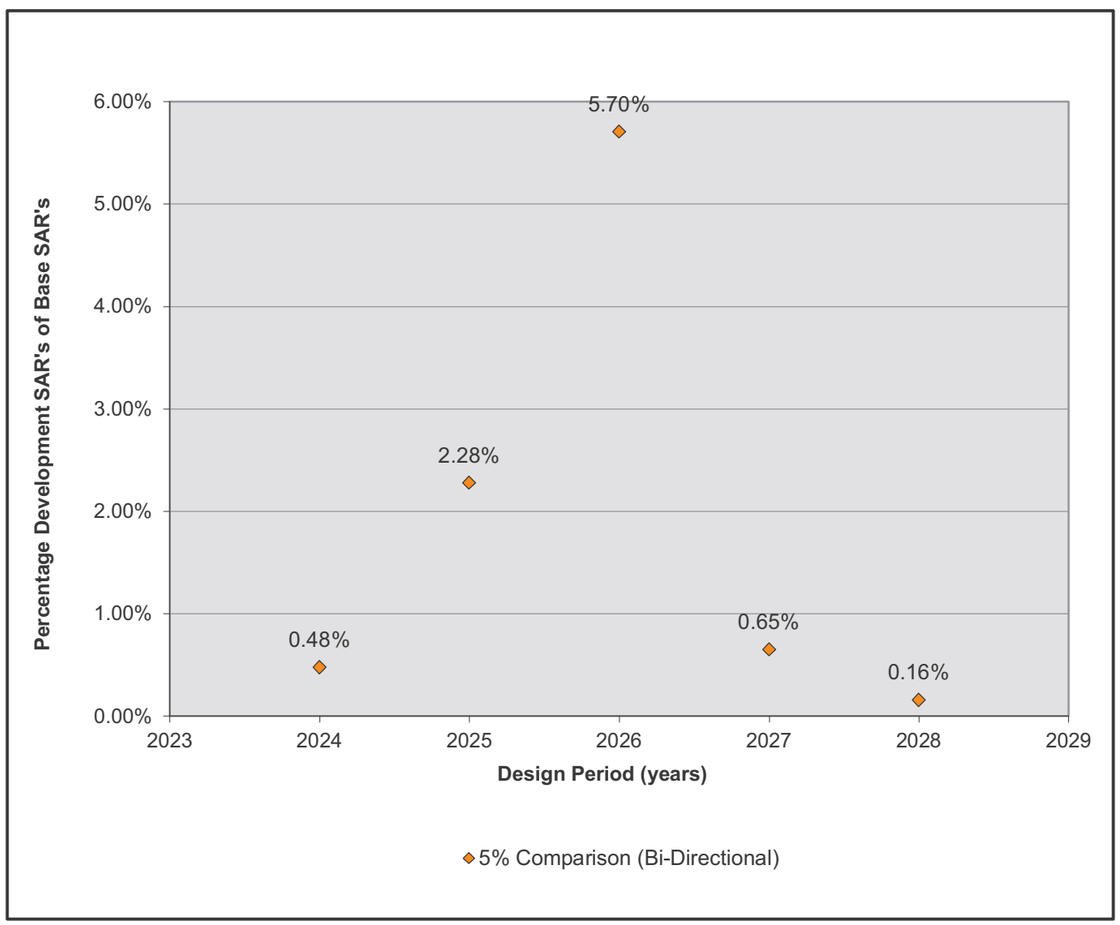
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	28064.48	28064.48	56128.96	242	25	267	28307	28090	56396
2025	29054.79	29054.79	58109.57	1195	128	1323	30249	29183	59432
2026	30080.03	30080.03	60160.07	2999	433	3431	33079	30513	63591
2027	31141.46	31141.46	62282.92	367	38	405	31508	31179	62688
2028	32240.34	32240.34	64480.68	92	9	101	32332	32250	64582

5% Comparison

	AG	AG	B
2024	0.86%	0.09%	0.48%
2025	4.11%	0.44%	2.28%
2026	9.97%	1.44%	5.70%
2027	1.18%	0.12%	0.65%
2028	0.28%	0.03%	0.16%







Road ID	E39-E78	G	E39-E78	AG	E78-E39

Road name	Cremascos Road
Road section	B2G-LDN055.4 to B2G-LDN054.2
Road authority	GRC

B2G Development Volumes

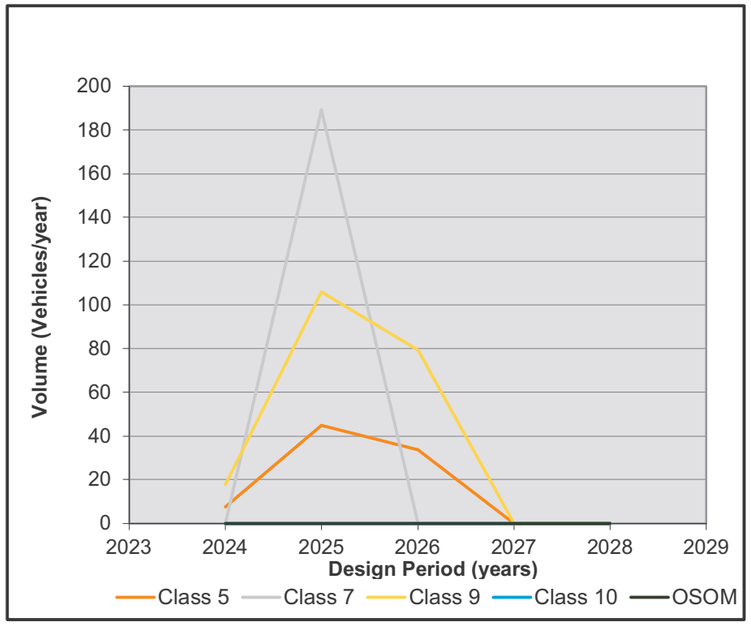
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	4	0	9	0	0	4	0	9	0	0	7	0	18	0	0
2025	22	95	53	0	0	22	95	53	0	0	45	189	106	0	0
2026	17	0	40	0	0	17	0	40	0	0	34	0	79	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

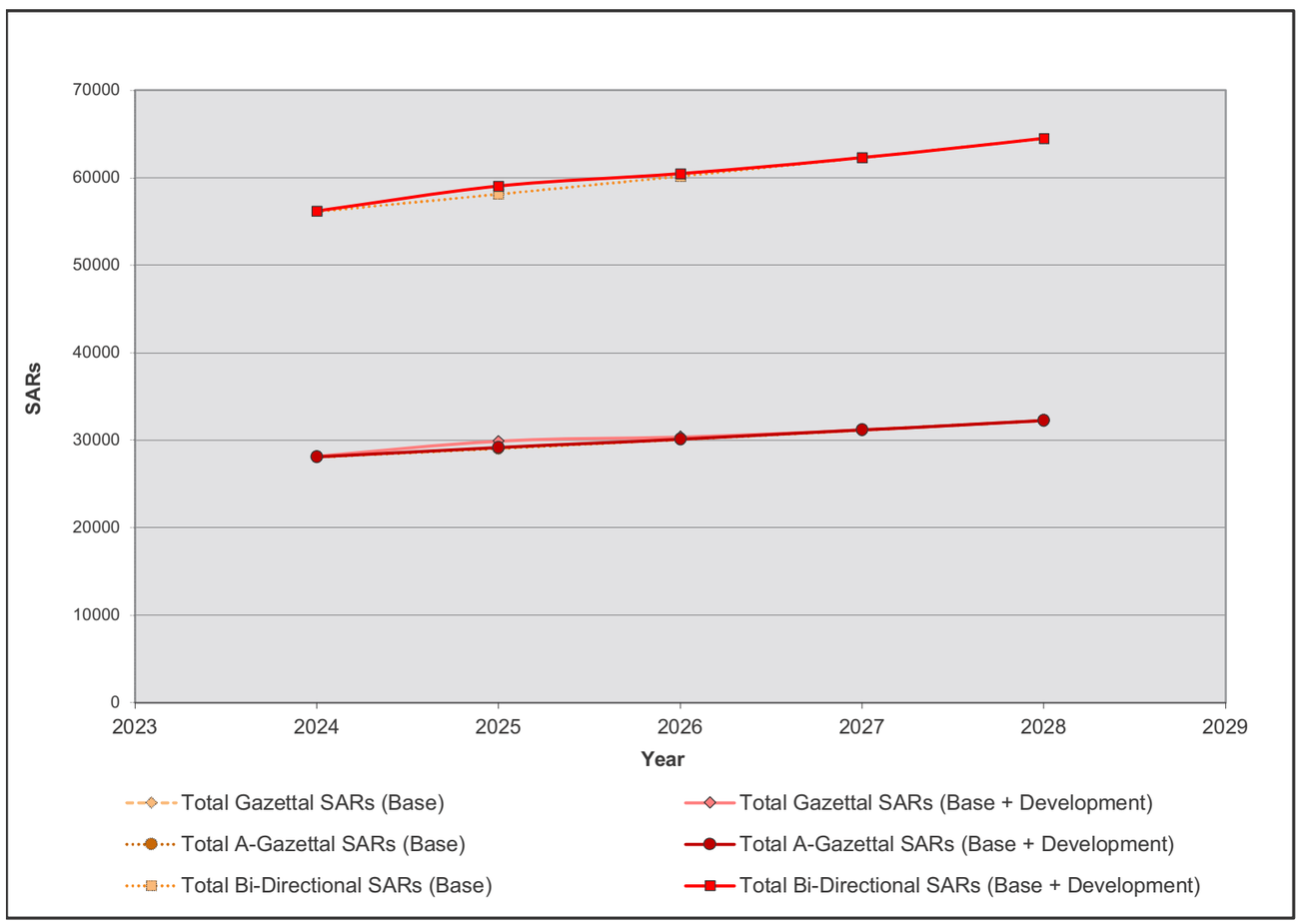
B2G SARs

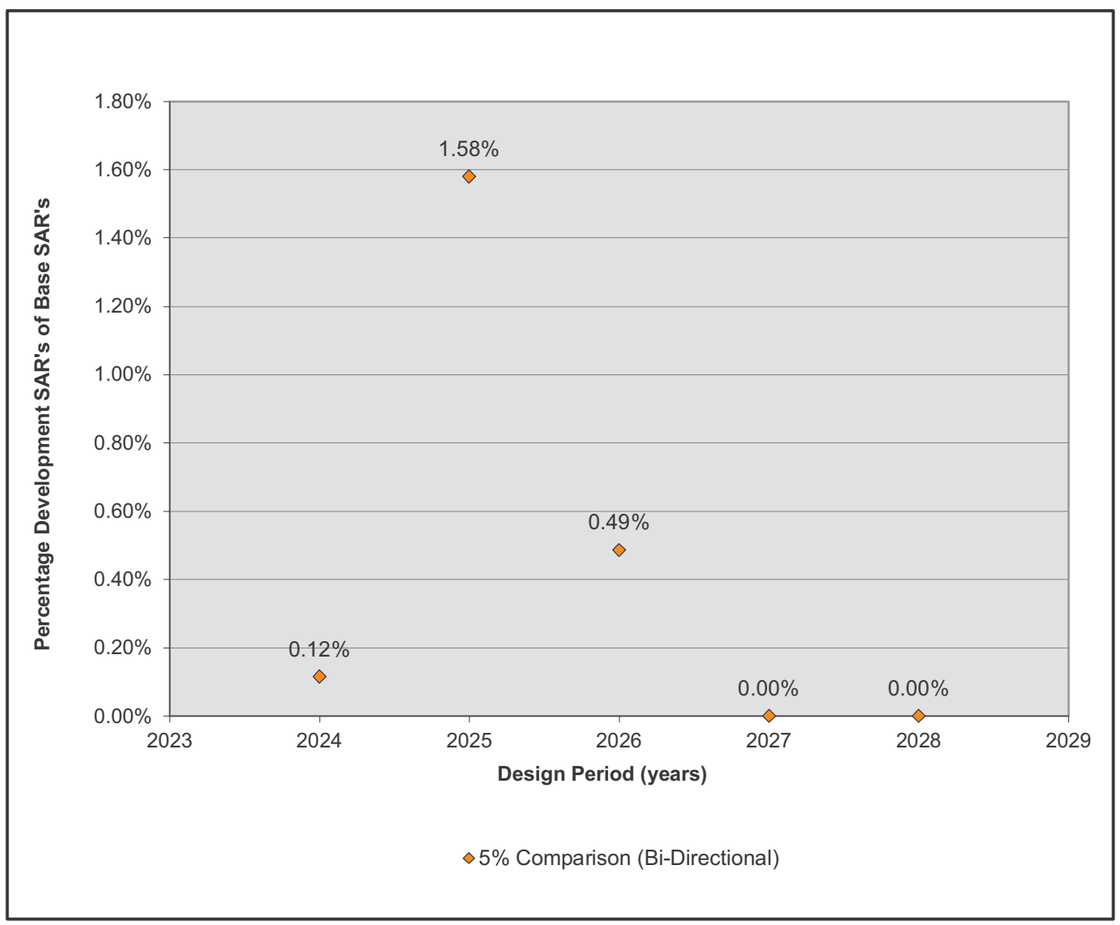
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	28064.48	28064.48	56128.96	59	6	65	28123	28071	56194
2025	29054.79	29054.79	58109.57	828	90	918	29883	29145	59028
2026	30080.03	30080.03	60160.07	265	28	293	30345	30108	60453
2027	31141.46	31141.46	62282.92	0	0	0	31141	31141	62283
2028	32240.34	32240.34	64480.68	0	0	0	32240	32240	64481

5% Comparison

	AG	AG	B
2024	0.21%	0.02%	0.12%
2025	2.85%	0.31%	1.58%
2026	0.88%	0.09%	0.49%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%





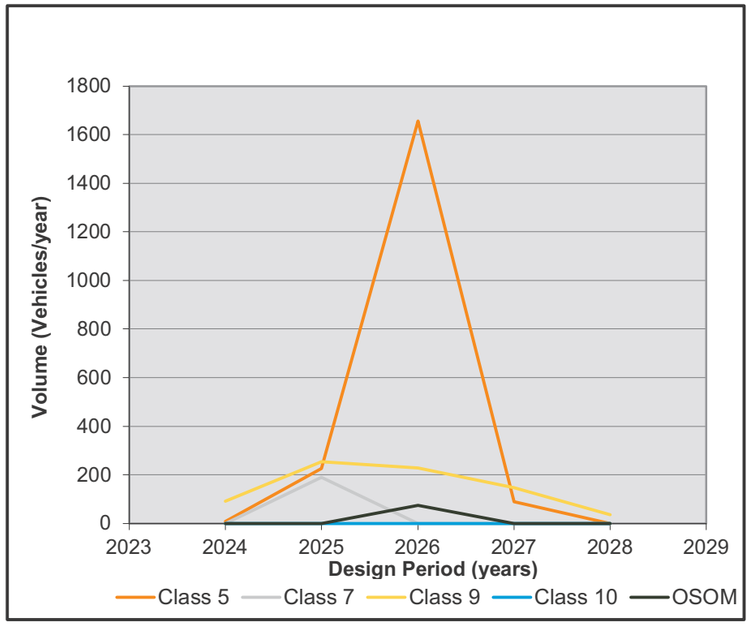


Road ID	X6-E38	G	X6-E38	AG	E38-X6

Road name	Cremascos Road
Road section	Cunningham Highway to B2G-LDN052.8
Road authority	GRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	4	0	46	0	0	4	0	46	0	0	7	0	92	0	0
2025	114	95	127	0	0	114	95	127	0	0	227	189	255	0	0
2026	828	0	114	0	37	828	0	114	0	37	1656	0	228	0	74
2027	46	0	74	0	0	46	0	74	0	0	91	0	149	0	0
2028	0	0	19	0	0	0	0	19	0	0	0	0	37	0	0

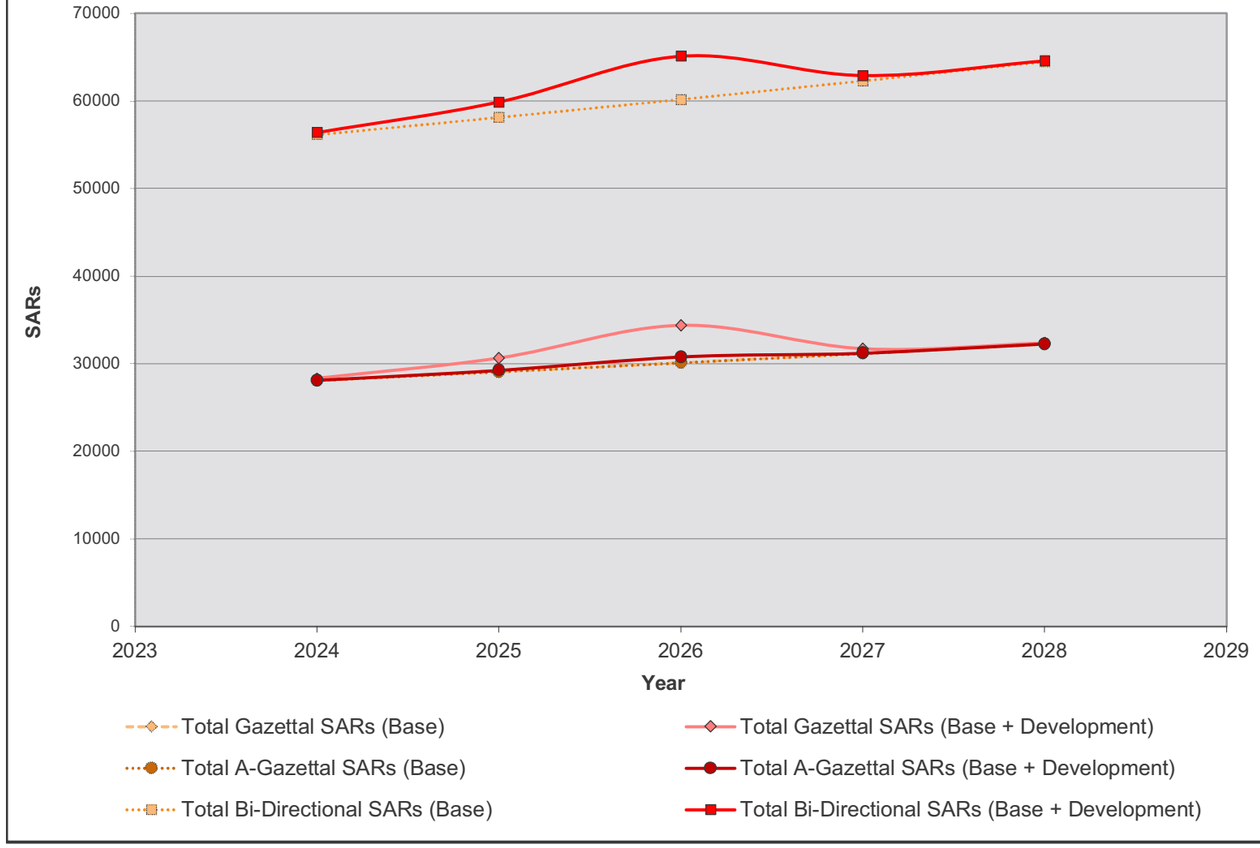


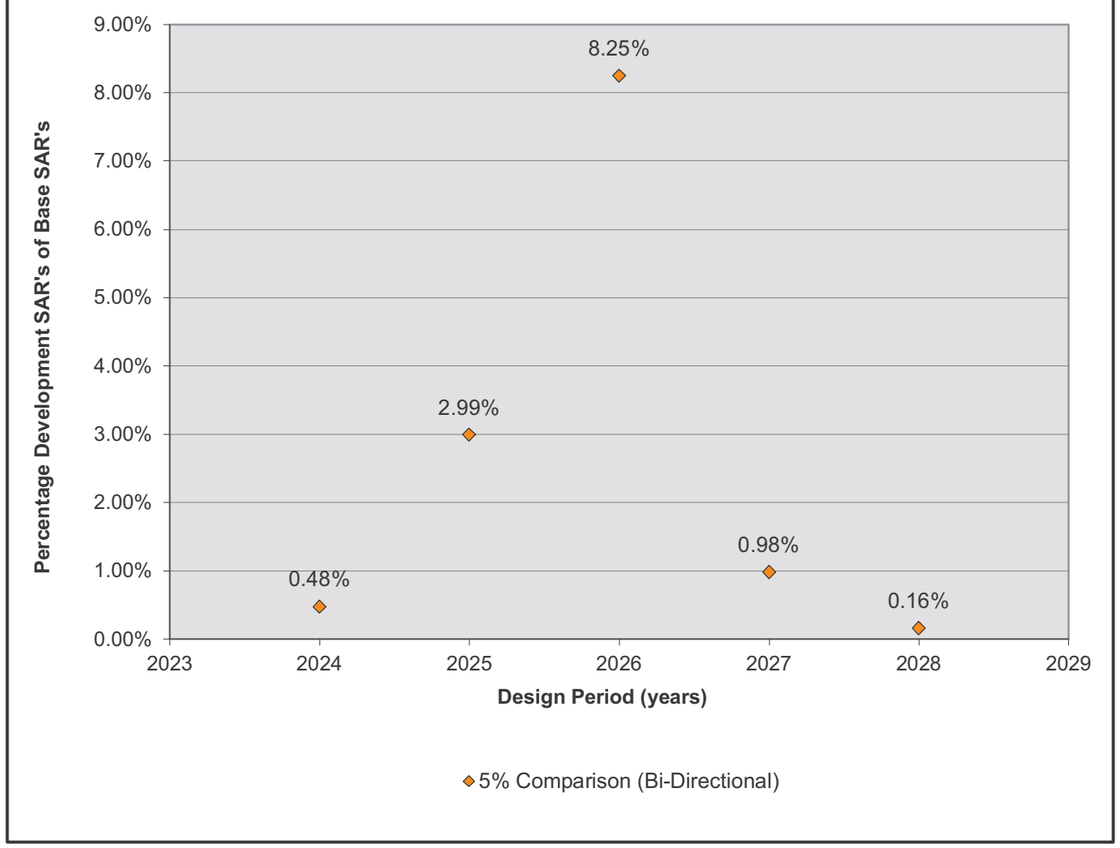
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	28064.48	28064.48	56128.96	242	25	267	28307	28090	56396
2025	29054.79	29054.79	58109.57	1568	170	1738	30622	29225	59847
2026	30080.03	30080.03	60160.07	4286	678	4964	34366	30758	65124
2027	31141.46	31141.46	62282.92	553	59	612	31695	31200	62895
2028	32240.34	32240.34	64480.68	92	9	101	32332	32250	64582

5% Comparison

	AG	AG	B
2024	0.86%	0.09%	0.48%
2025	5.40%	0.59%	2.99%
2026	14.25%	2.25%	8.25%
2027	1.78%	0.19%	0.98%
2028	0.28%	0.03%	0.16%





Road ID	X7-E74	G	X7-E74	AG	E74-X7

Road name	East Sawmill Road
Road section	Cunningham Highway to B2G-LDN030.0
Road authority	GRC

B2G Development Volumes

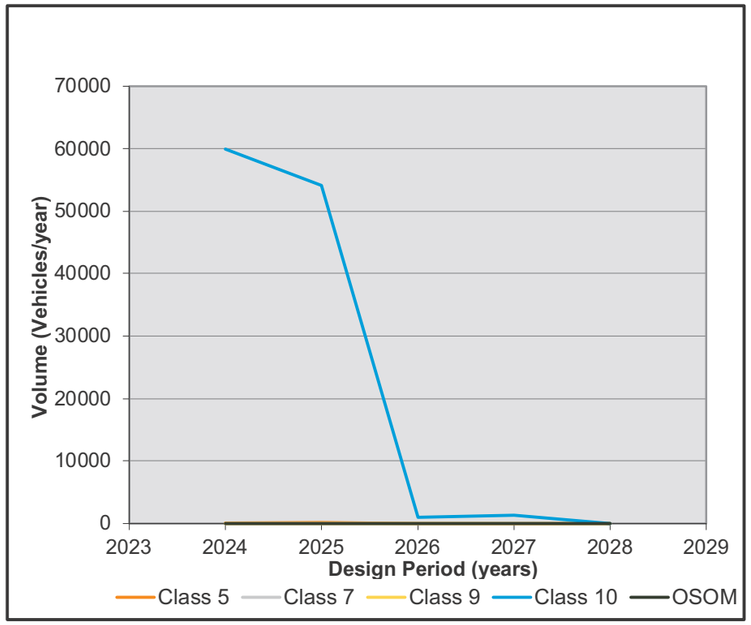
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	22	0	3	29979	0	22	0	3	29979	0	45	0	6	59957	0
2025	82	0	10	27065	0	82	0	10	27065	0	163	0	21	54130	0
2026	0	0	0	497	0	0	0	0	497	0	0	0	0	993	0
2027	0	47	0	674	0	0	47	0	674	0	0	95	0	1348	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

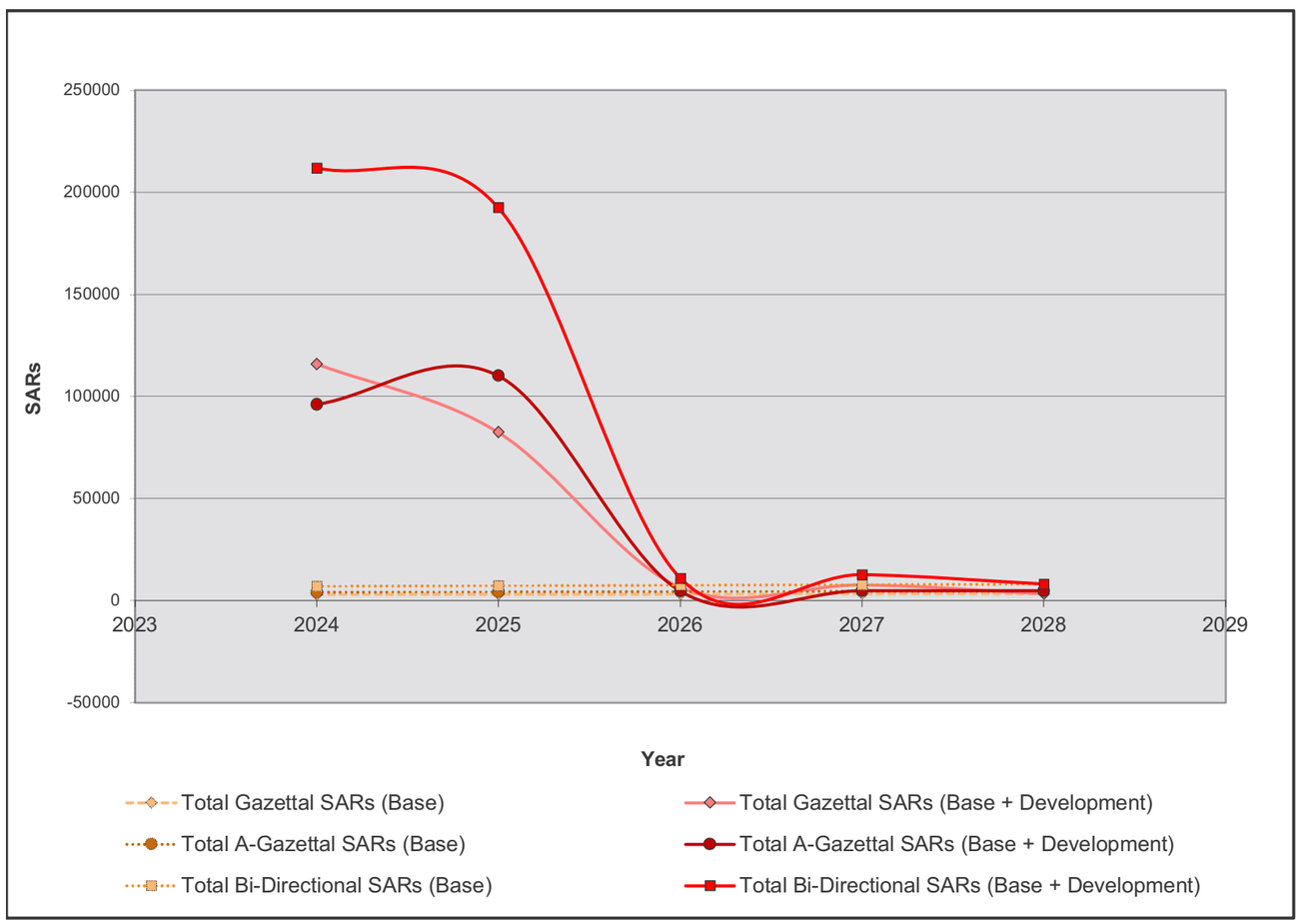
B2G SARs

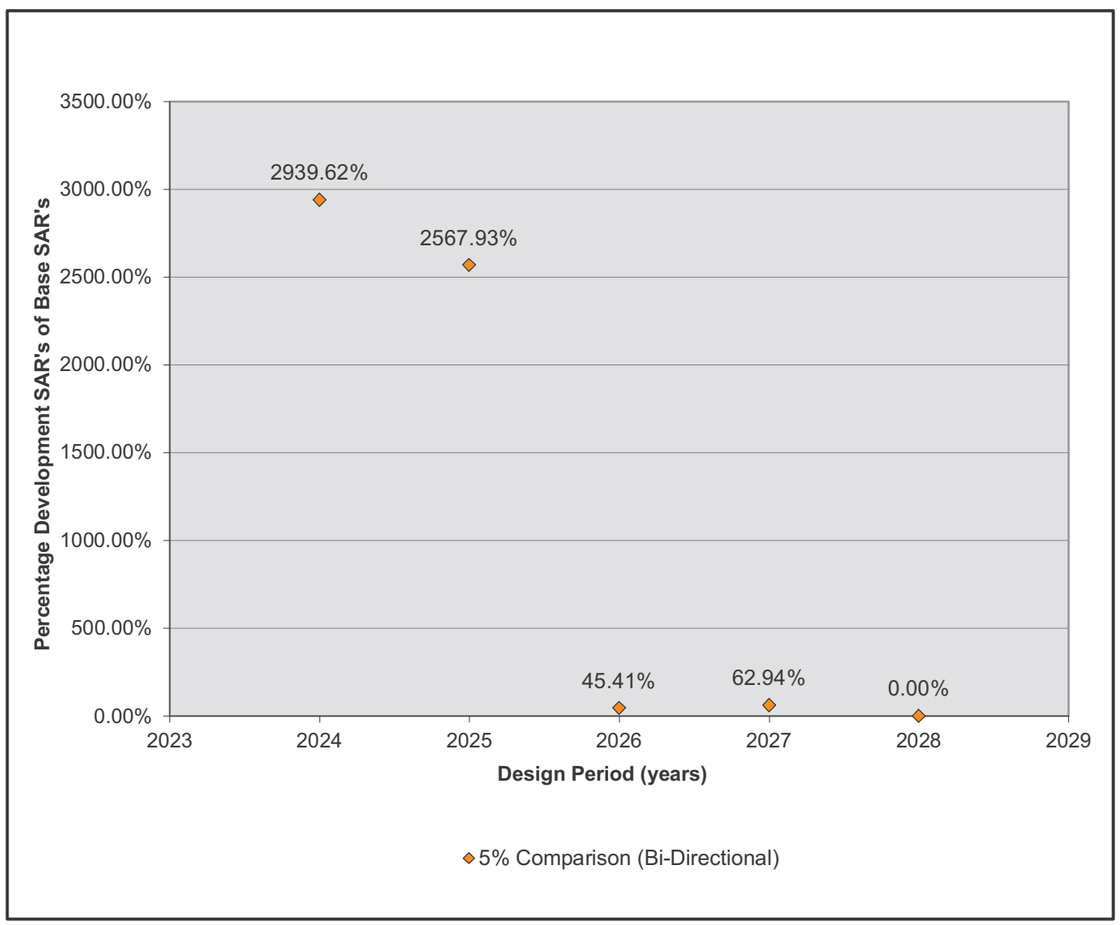
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2903.863	4065.408	6969.27	112930	91941	204870	115834	96006	211840
2025	3006.331	4208.863	7215.193	79354	105927	185281	82360	110136	192496
2026	3112.414	4357.38	7469.794	3129	263	3392	6241	4621	10862
2027	3222.241	4511.137	7733.378	4484	384	4868	7706	4895	12601
2028	3335.943	4670.321	8006.264	0	0	0	3336	4670	8006

5% Comparison

	AG	AG	B
2024	3888.95%	2261.53%	2939.62%
2025	2639.56%	2516.76%	2567.93%
2026	100.53%	6.04%	45.41%
2027	139.15%	8.51%	62.94%
2028	0.00%	0.00%	0.00%







Road ID	X8-E79	G	X8-E79	AG	E79-X8

Road name	Elizabeth Street
Road section	Cunningham Highway to B2G-LDN065.8
Road authority	GRC

B2G Development Volumes

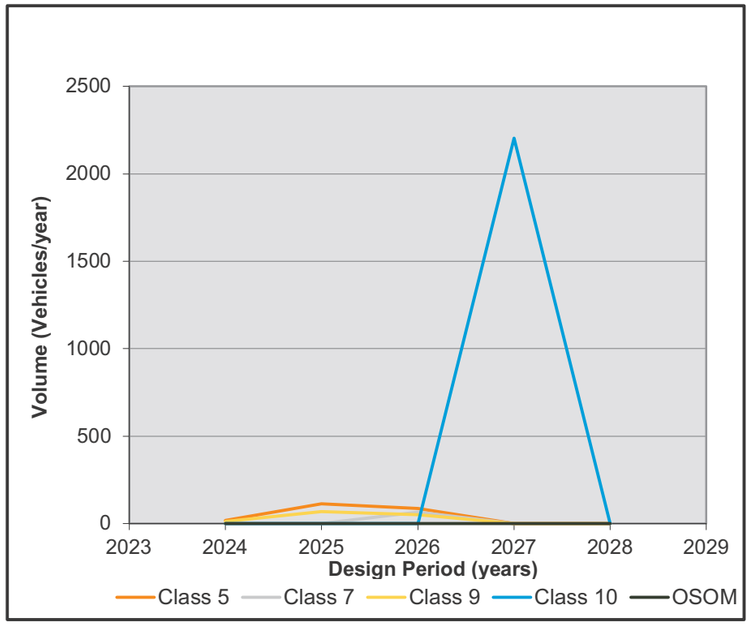
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	9	0	6	0	0	9	0	6	0	0	19	0	11	0	0
2025	56	0	34	0	0	56	0	34	0	0	113	0	68	0	0
2026	42	32	26	0	0	42	32	26	0	0	85	64	51	0	0
2027	0	0	0	1102	0	0	0	0	1102	0	0	0	0	2204	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

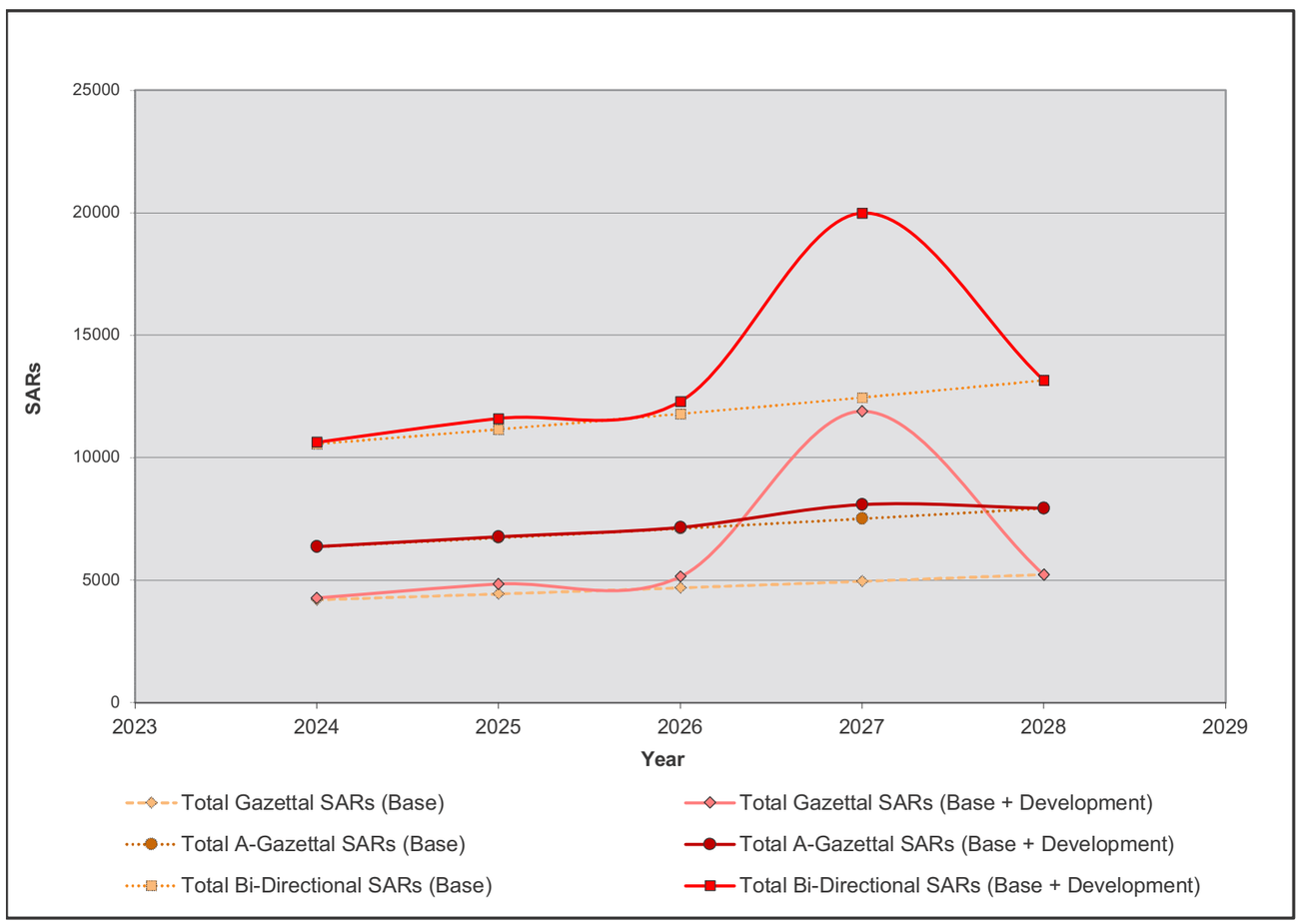
B2G SARs

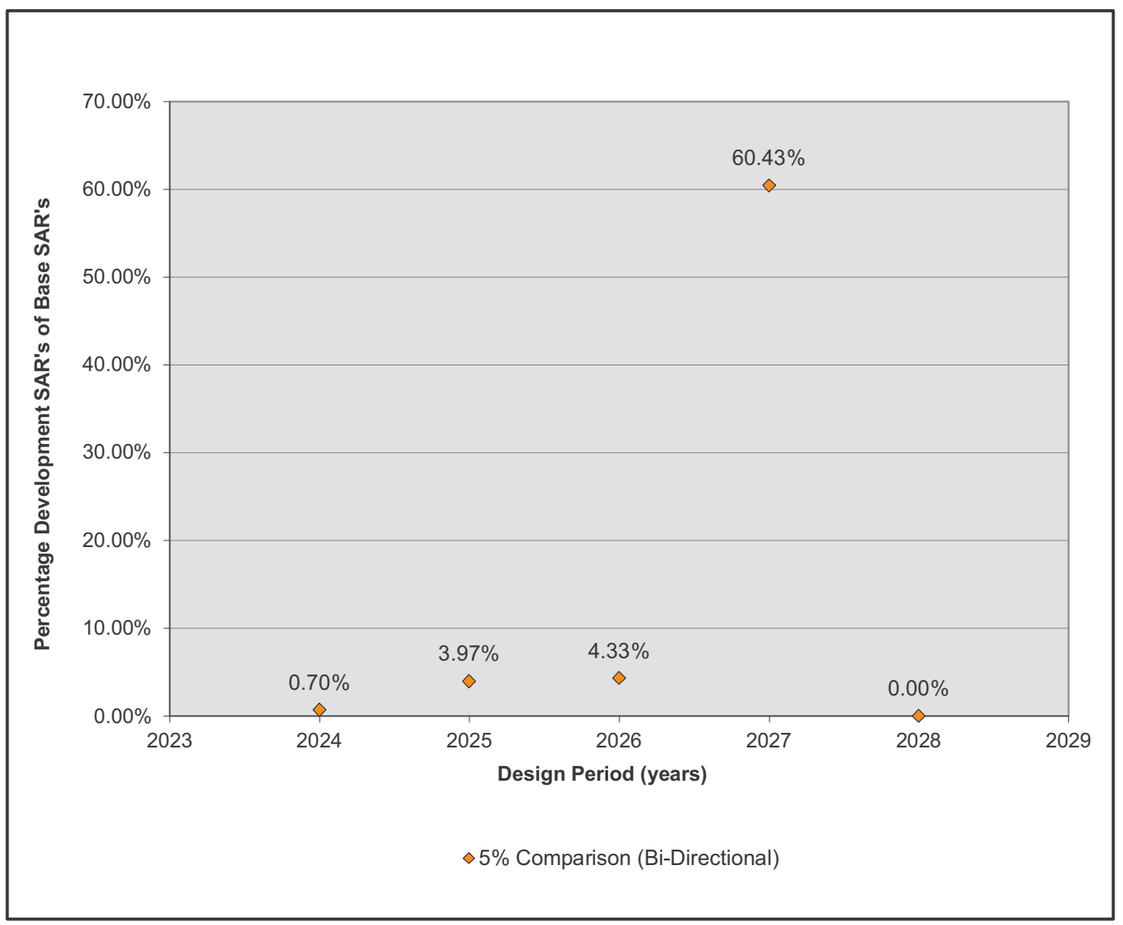
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	4194.547	6363.156	10557.7	67	7	74	4261	6370	10632
2025	4431.882	6723.195	11155.08	400	43	443	4831	6767	11598
2026	4682.646	7103.606	11786.25	460	50	510	5142	7154	12296
2027	4947.598	7505.54	12453.14	6942	584	7526	11889	8090	19979
2028	5227.542	7930.217	13157.76	0	0	0	5228	7930	13158

5% Comparison

	AG	AG	B
2024	1.59%	0.11%	0.70%
2025	9.01%	0.65%	3.97%
2026	9.82%	0.71%	4.33%
2027	140.31%	7.78%	60.43%
2028	0.00%	0.00%	0.00%







Road ID	X106-E36	G	X106-E36	AG	E36-X106

Road name	Eukabilla Road
Road section	Kildonan Road to NS2B-LDN033.2
Road authority	GRC

B2G Development Volumes

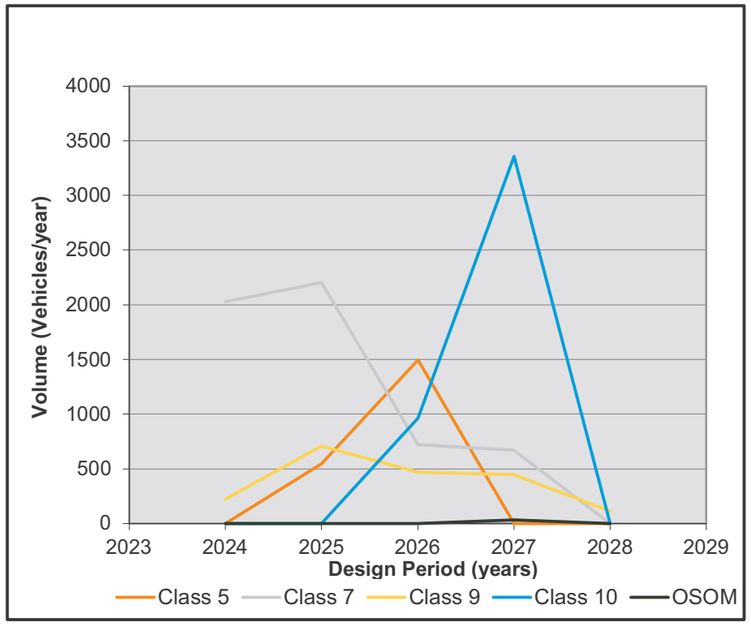
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1013	112	0	0	0	1013	112	0	0	0	2025	223	0	0
2025	273	1103	354	0	0	273	1103	354	0	0	547	2205	708	0	0
2026	747	361	235	482	0	747	361	235	482	0	1495	722	470	964	0
2027	0	334	223	1678	16	0	334	223	1678	16	0	667	446	3357	32
2028	0	0	56	0	0	0	0	56	0	0	0	0	112	0	0

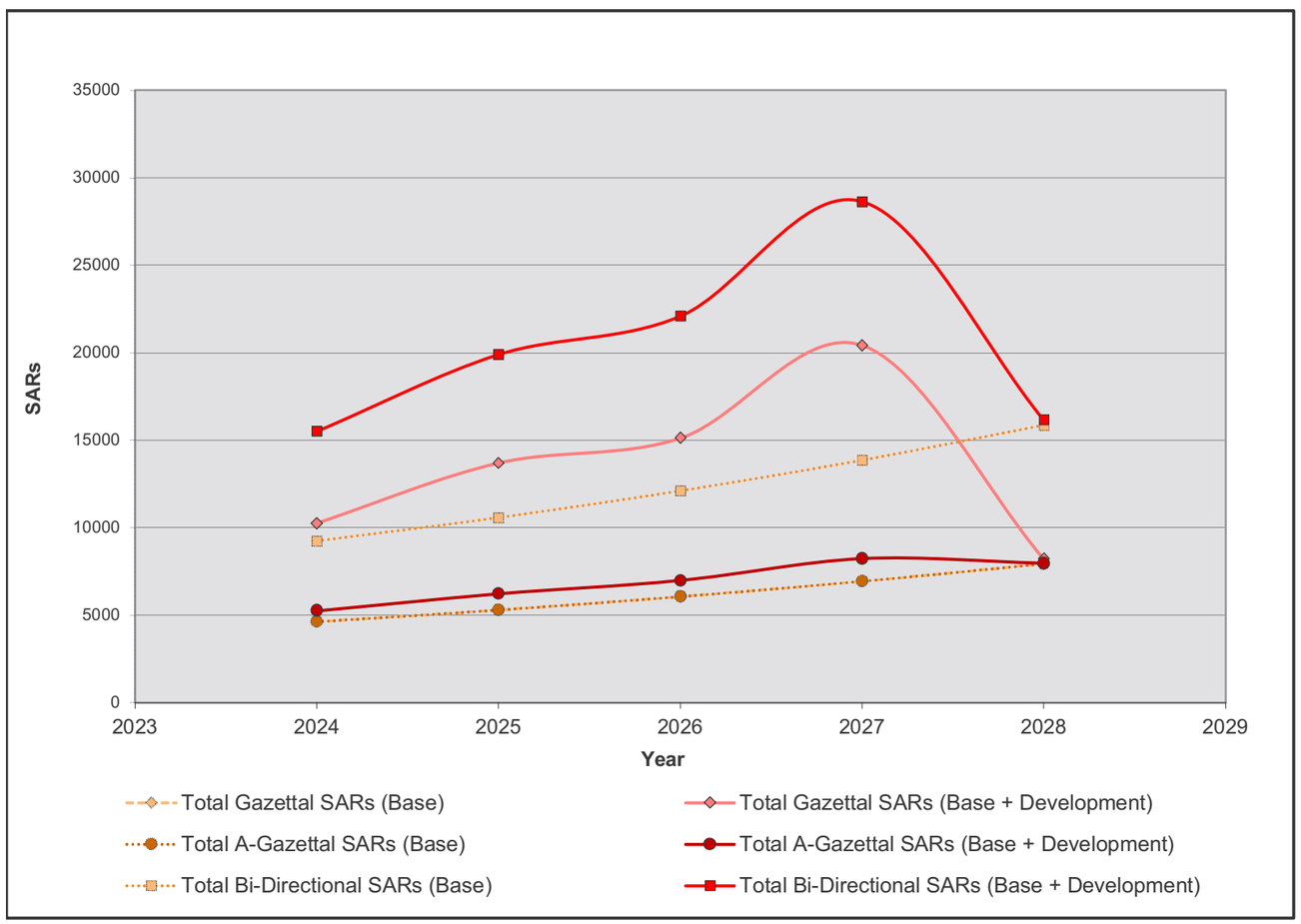
B2G SARs

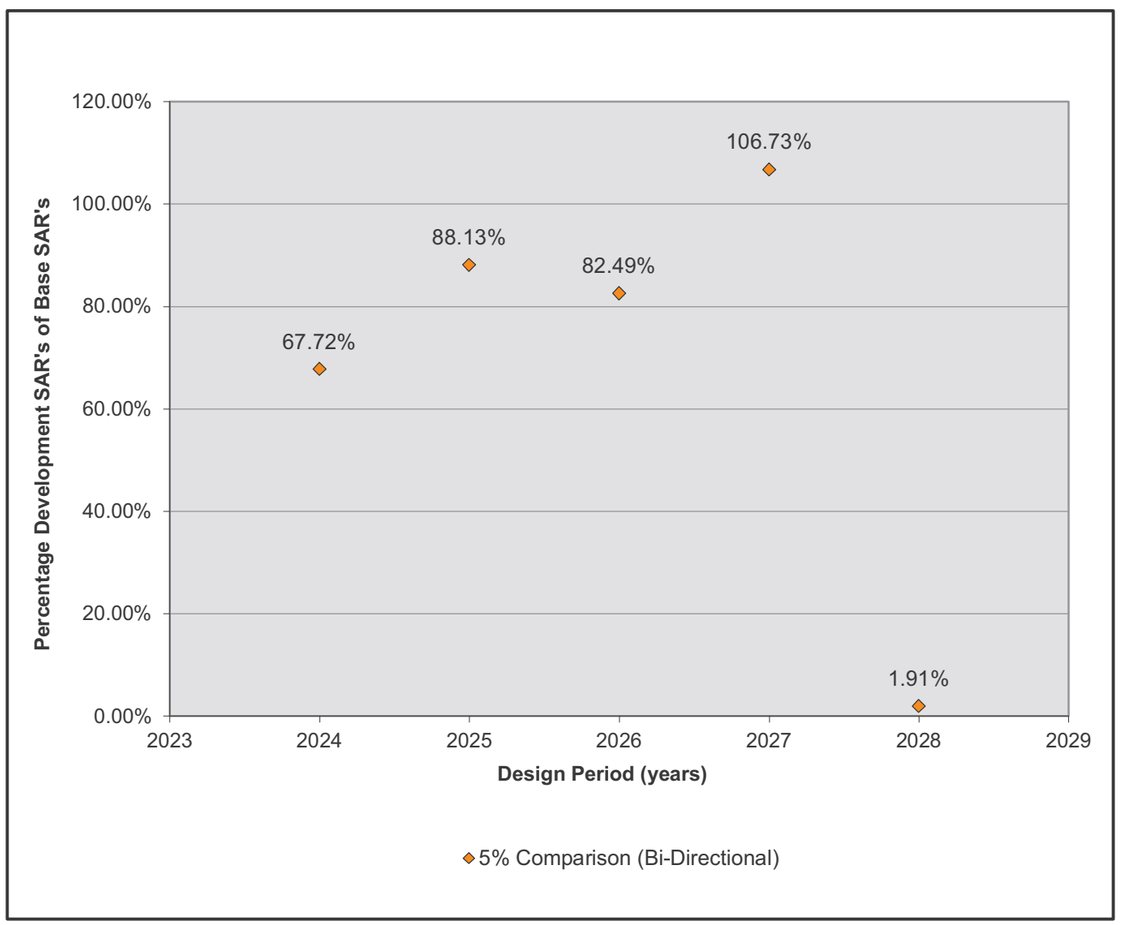
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	4619.741	4619.741	9239.481	5633	624	6257	10253	5244	15496
2025	5287.783	5287.783	10575.57	8396	924	9320	13684	6211	19896
2026	6052.428	6052.428	12104.86	9065	921	9986	15117	6974	22091
2027	6927.645	6927.645	13855.29	13494	1294	14788	20421	8221	28643
2028	7929.424	7929.424	15858.85	275	28	304	8205	7958	16162

5% Comparison

	AG	AG	B
2024	121.93%	13.51%	67.72%
2025	158.79%	17.47%	88.13%
2026	149.77%	15.22%	82.49%
2027	194.78%	18.67%	106.73%
2028	3.47%	0.36%	1.91%







Road ID	E36-E71	G	E36-E71	AG	E71-E36

Road name	Eukabilla Road
Road section	NS2B-LDN033.2 to NS2B-LDN035.6
Road authority	GRC

B2G Development Volumes

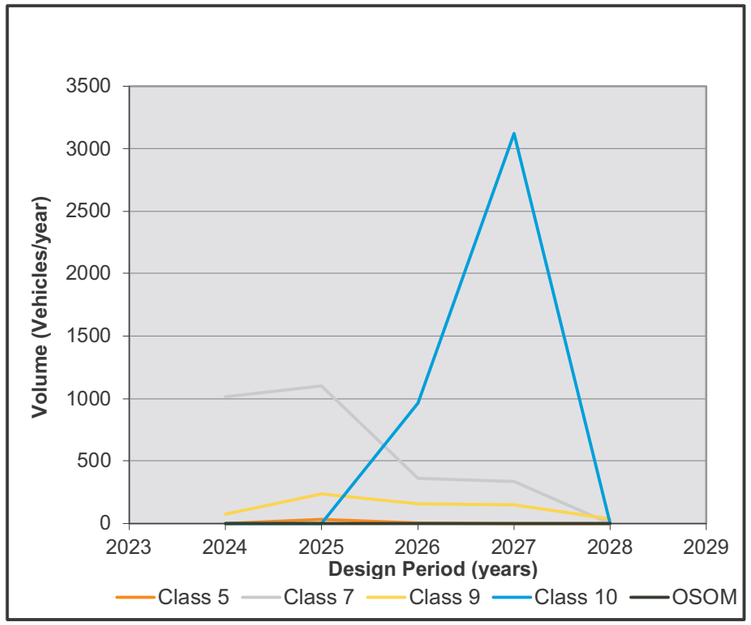
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	506	37	0	0	0	506	37	0	0	0	1013	74	0	0
2025	16	551	119	0	0	16	551	119	0	0	33	1103	237	0	0
2026	1	181	78	482	0	1	181	78	482	0	3	362	157	964	0
2027	0	169	74	1561	0	0	169	74	1561	0	0	337	149	3123	0
2028	0	0	19	0	0	0	0	19	0	0	0	0	37	0	0

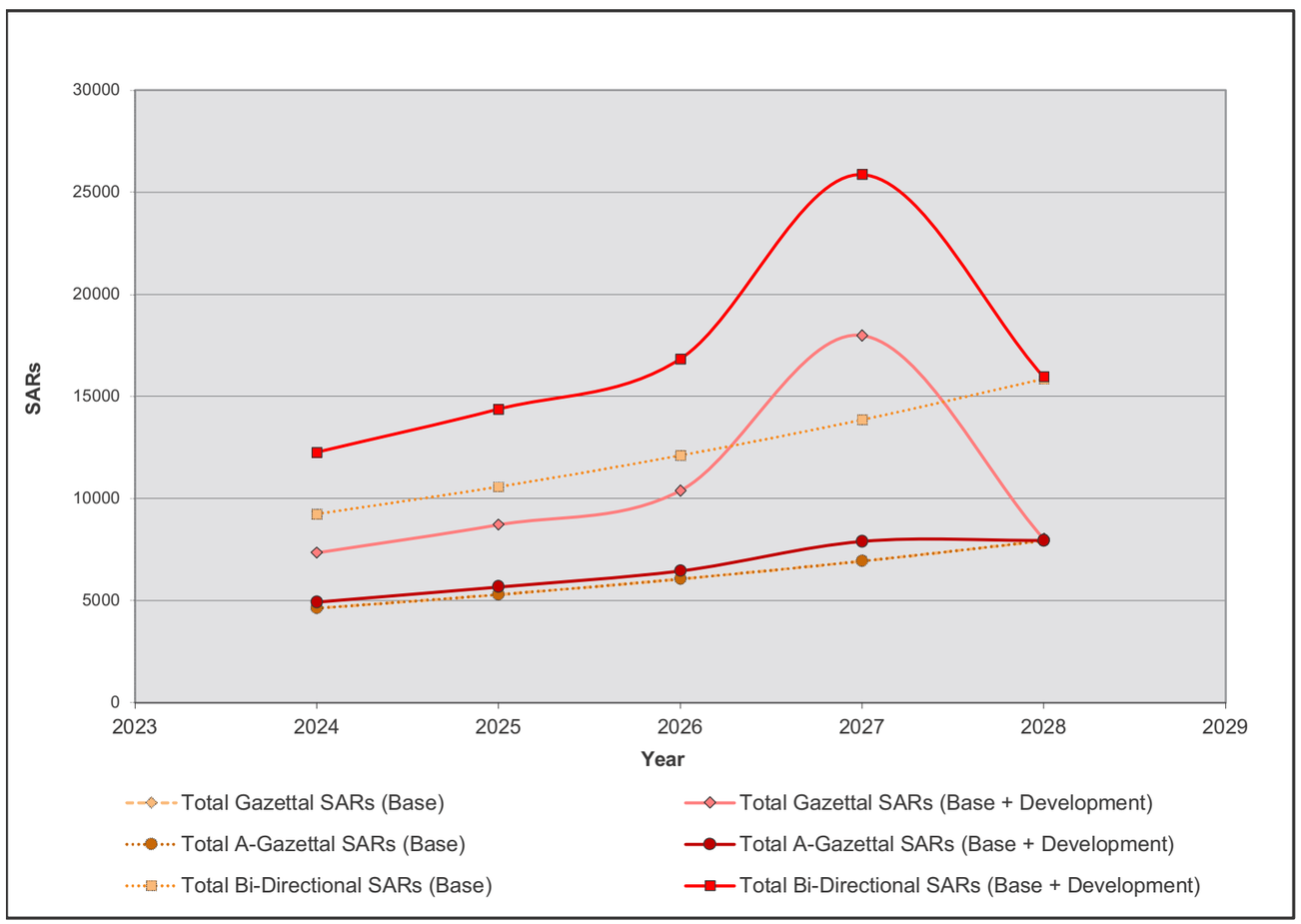
B2G SARs

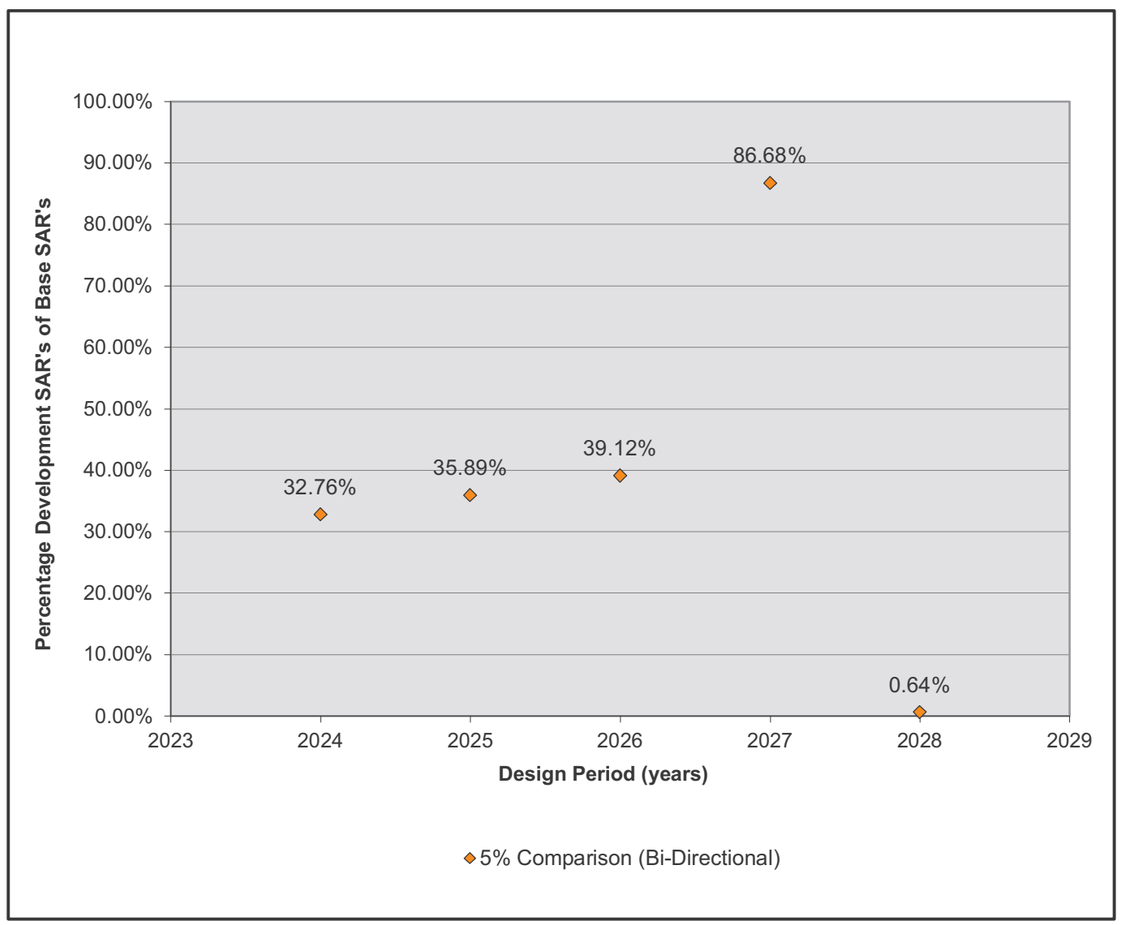
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	4619.741	4619.741	9239.481	2725	302	3027	7345	4922	12267
2025	5287.783	5287.783	10575.57	3419	377	3795	8706	5664	14371
2026	6052.428	6052.428	12104.86	4338	398	4736	10391	6450	16841
2027	6927.645	6927.645	13855.29	11050	960	12010	17977	7888	25865
2028	7929.424	7929.424	15858.85	92	9	101	8021	7939	15960

5% Comparison

	AG	AG	B
2024	58.98%	6.55%	32.76%
2025	64.65%	7.12%	35.89%
2026	71.68%	6.57%	39.12%
2027	159.50%	13.86%	86.68%
2028	1.16%	0.12%	0.64%







Road ID	X9-E13	G	X9-E13	AG	E13-X9

Road name	Fosters Road
Road section	Cunningham Highway to Borrow Site #9 (Fosters Road)
Road authority	GRC

B2G Development Volumes

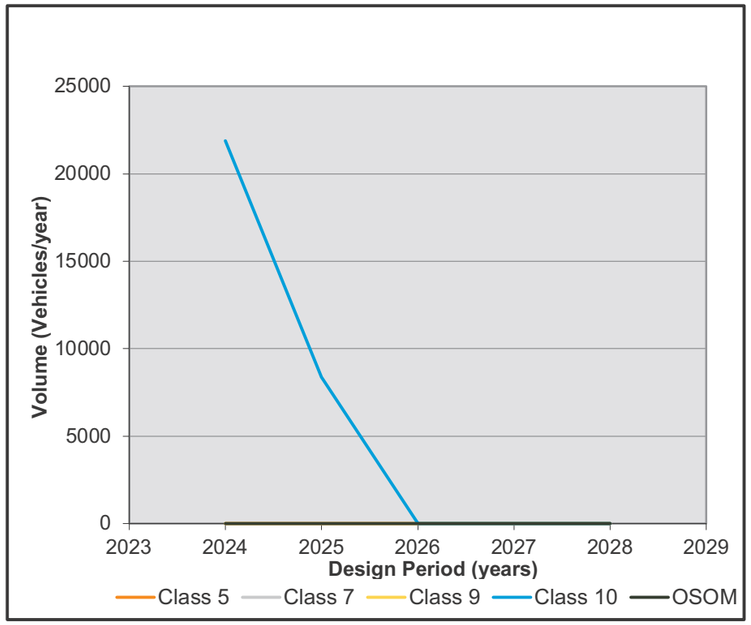
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	10937	0	0	0	0	10937	0	0	0	0	21874	0
2025	0	0	0	4184	0	0	0	0	4184	0	0	0	0	8369	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

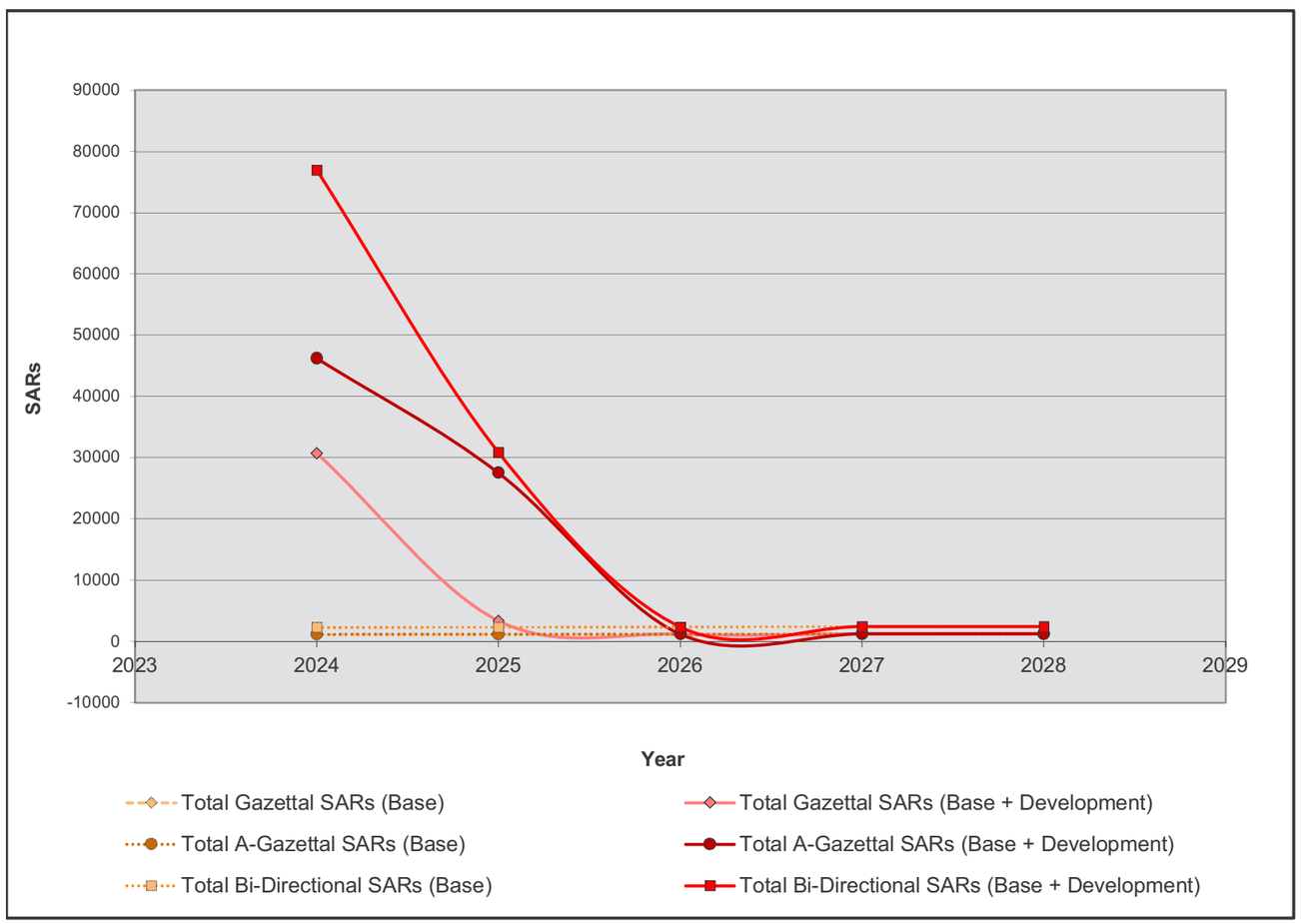
B2G SARs

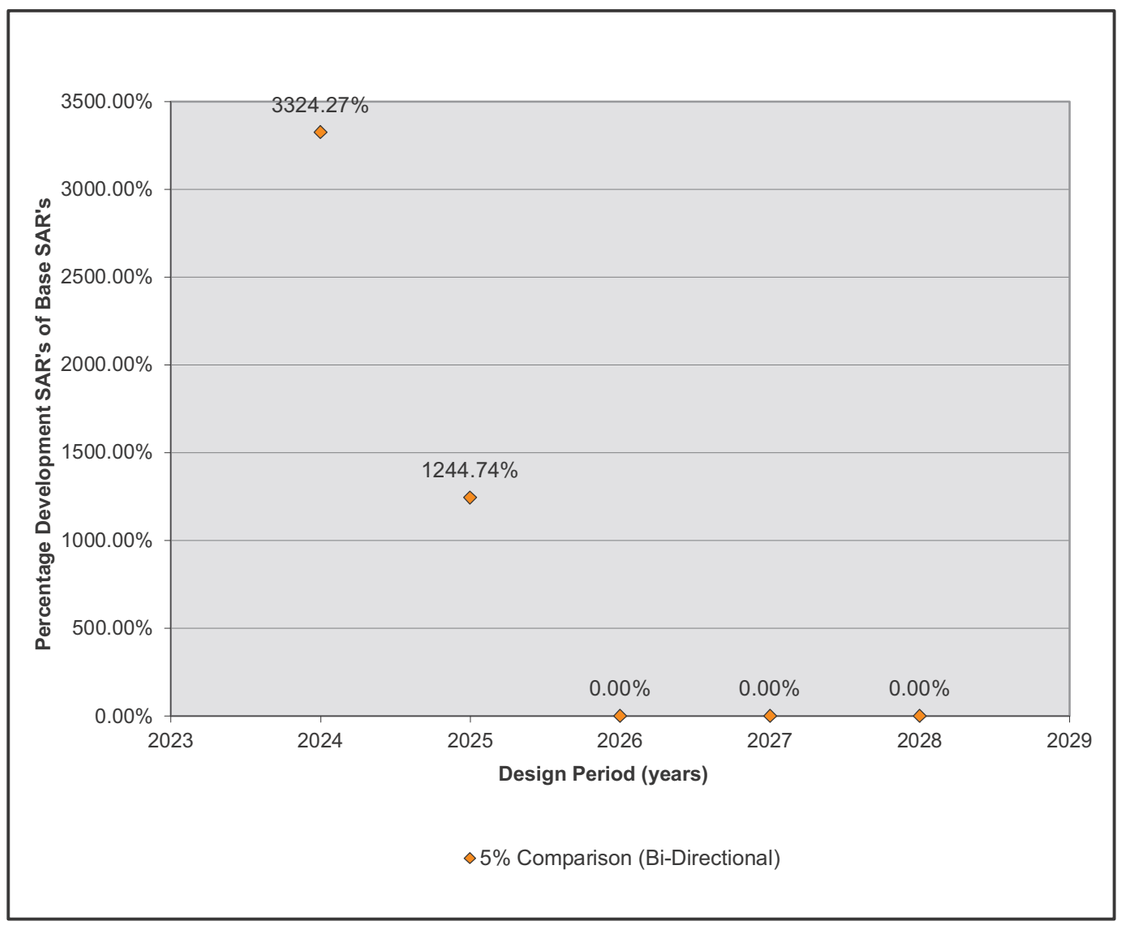
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1123.562	1123.562	2247.124	29609	45091	74700	30733	46215	76948
2025	1148.013	1148.013	2296.026	2218	26362	28579	3366	27510	30875
2026	1172.996	1172.996	2345.991	0	0	0	1173	1173	2346
2027	1198.522	1198.522	2397.044	0	0	0	1199	1199	2397
2028	1224.604	1224.604	2449.208	0	0	0	1225	1225	2449

5% Comparison

	AG	AG	B
2024	2635.32%	4013.21%	3324.27%
2025	193.18%	2296.29%	1244.74%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	E104-X115	G	E104-X115	AG	X115-E104

Road name	Georges Lane
Road section	B2G-LDN000.9 to Yelarbon Kurumbul Road
Road authority	GRC

B2G Development Volumes

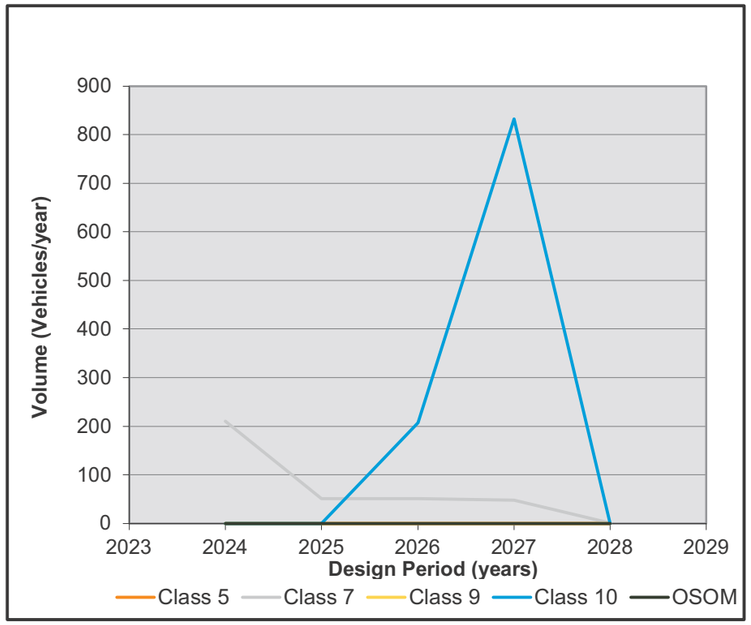
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	105	0	0	0	0	105	0	0	0	0	210	0	0	0
2025	0	25	0	0	0	0	25	0	0	0	0	51	0	0	0
2026	0	25	0	103	0	0	25	0	103	0	0	51	0	206	0
2027	0	24	0	416	0	0	24	0	416	0	0	48	0	832	0
2028	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

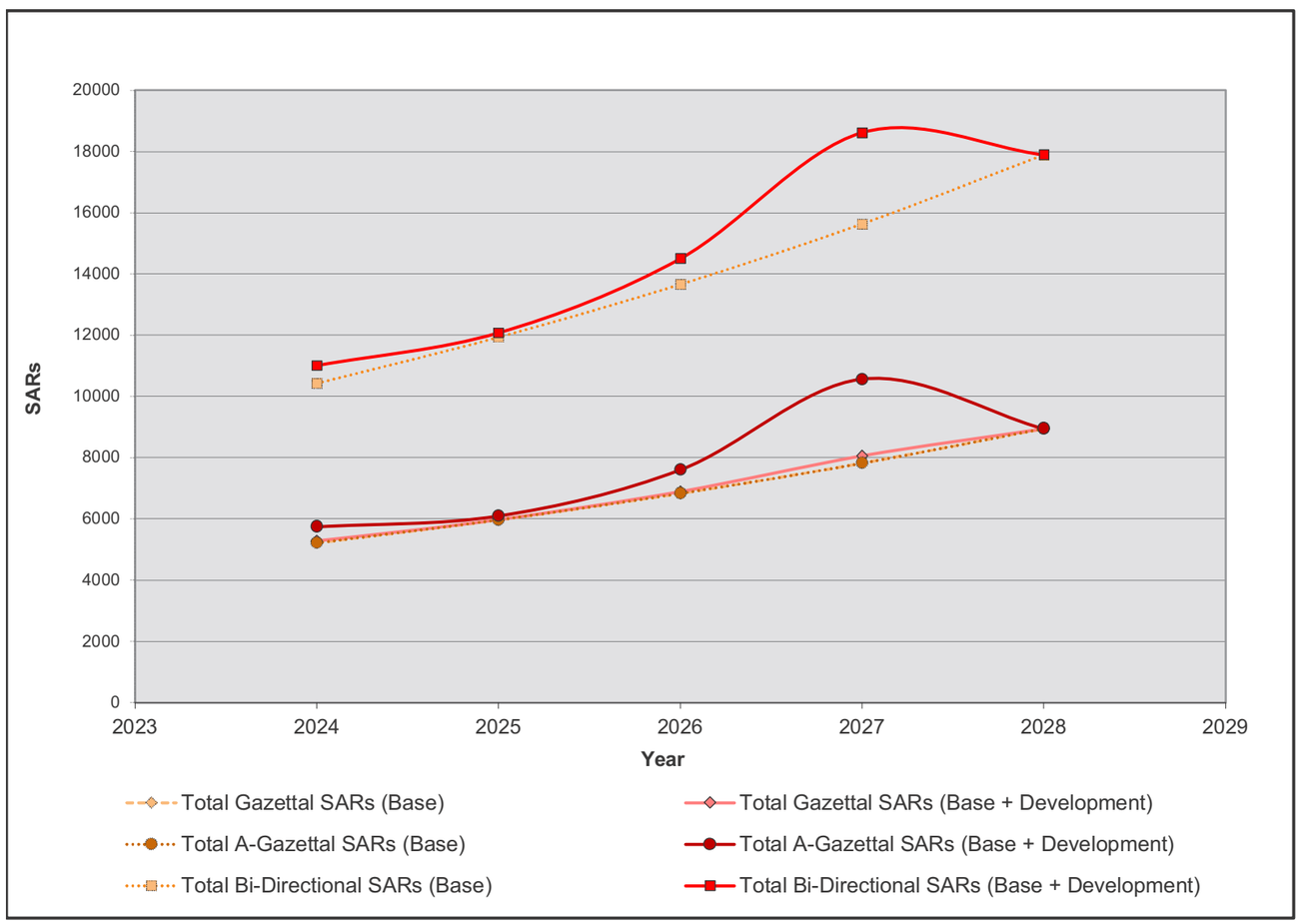
B2G SARs

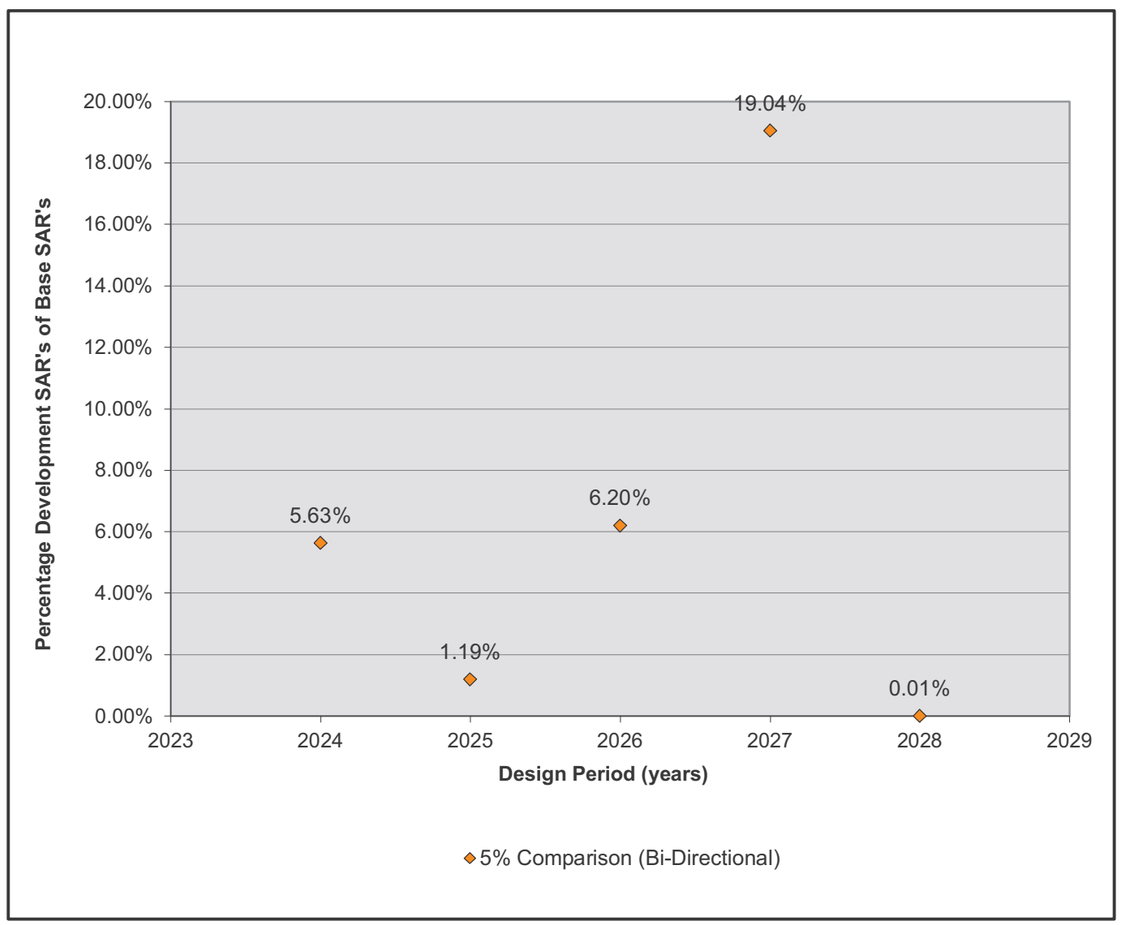
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	5212.473	5212.473	10424.95	59	528	587	5271	5741	11012
2025	5966.228	5966.228	11932.46	14	128	142	5980	6094	12074
2026	6828.98	6828.98	13657.96	69	778	847	6898	7607	14505
2027	7816.491	7816.491	15632.98	234	2742	2976	8051	10559	18609
2028	8946.802	8946.802	17893.6	0	1	1	8947	8948	17895

5% Comparison

	AG	AG	B
2024	1.13%	10.13%	5.63%
2025	0.24%	2.14%	1.19%
2026	1.01%	11.39%	6.20%
2027	2.99%	35.08%	19.04%
2028	0.00%	0.01%	0.01%







Road ID	X58-X111	G	X58-X111	AG	X111-X58

Road name	Grays Road
Road section	Millmerran-Inglewood Road to Mosquito Creek Road
Road authority	GRC

B2G Development Volumes

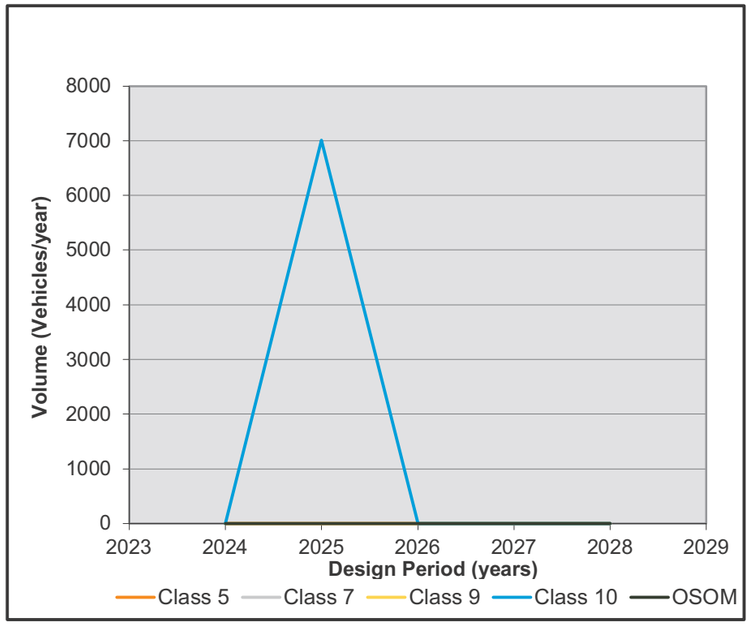
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	3505	0	0	0	0	3505	0	0	0	0	7009	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

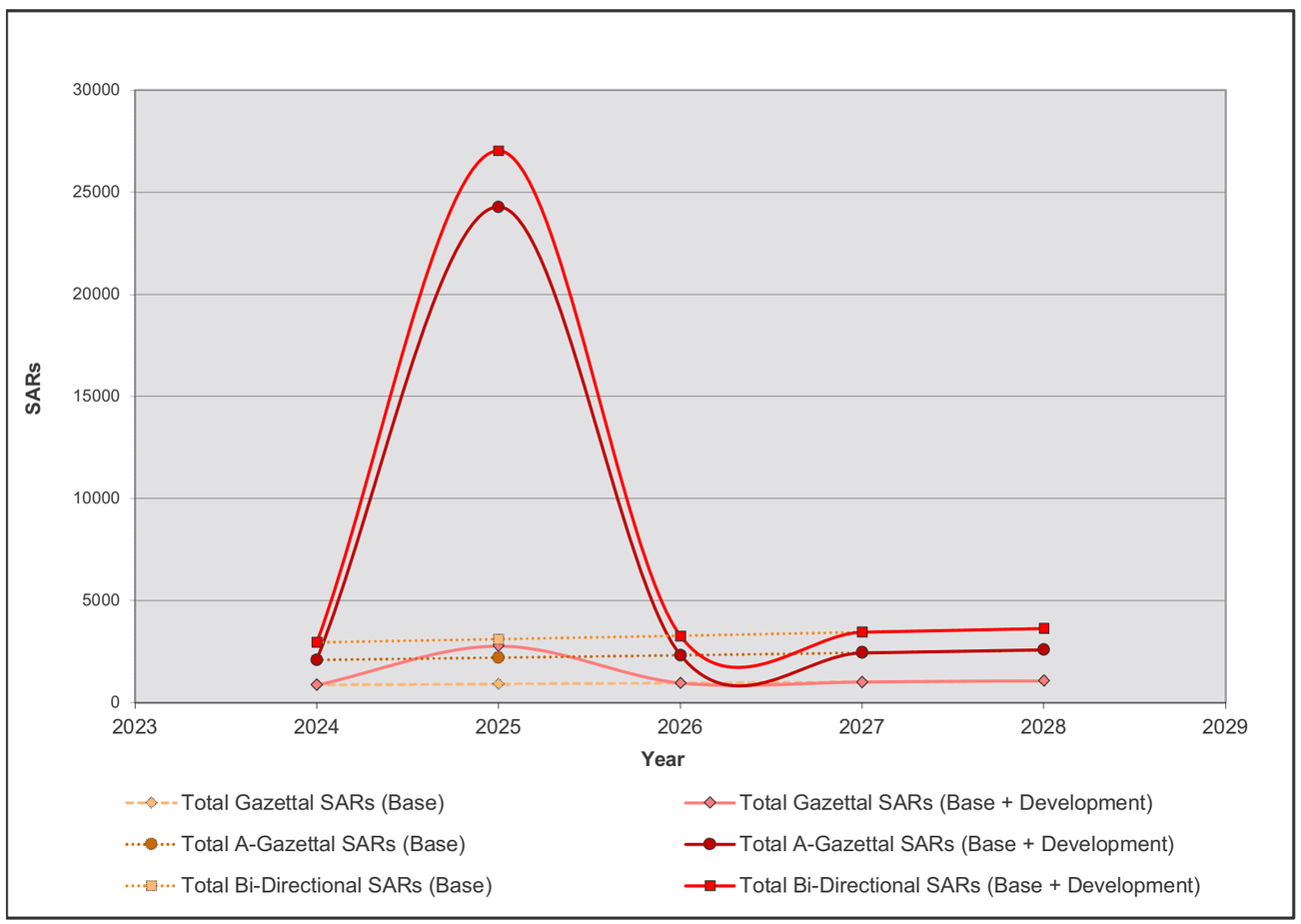
B2G SARs

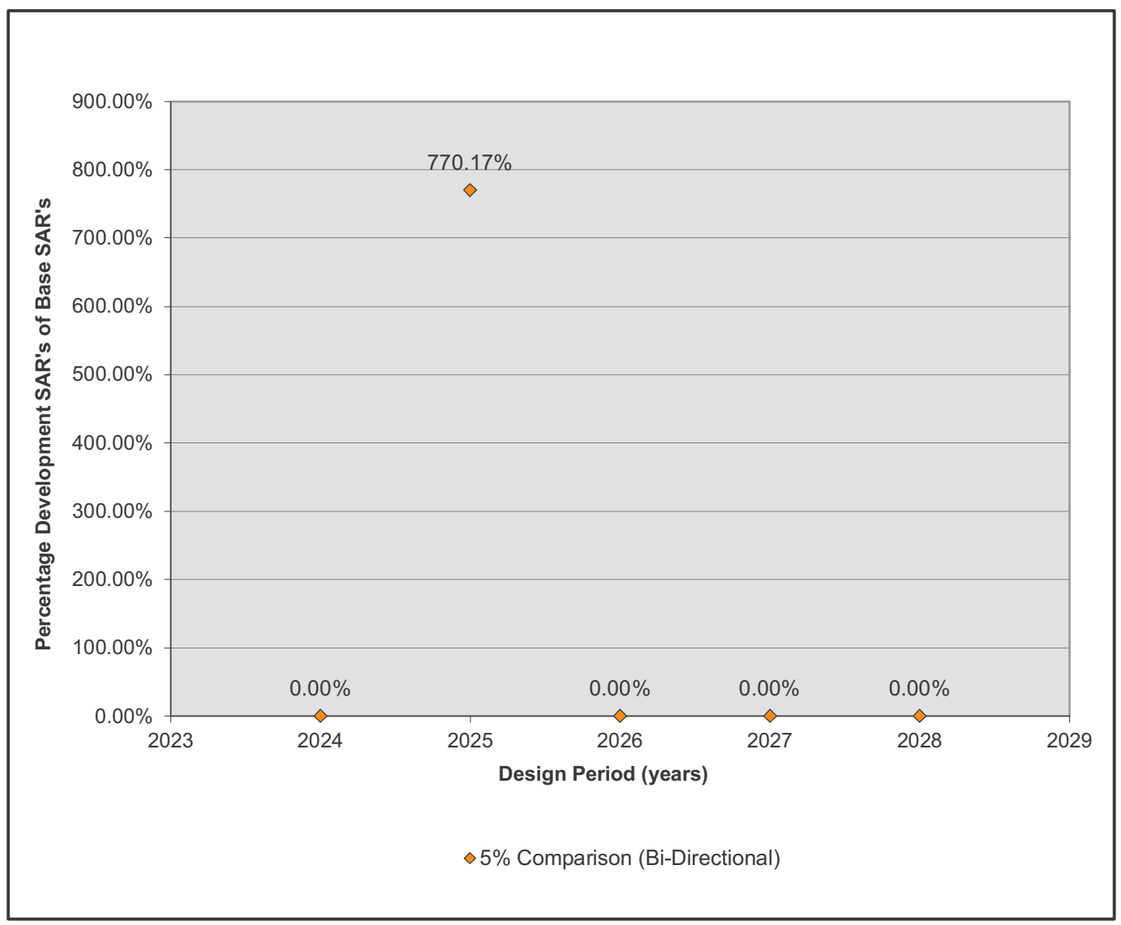
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	862.5973	2087.486	2950.083	0	0	0	863	2087	2950
2025	908.7535	2199.184	3107.937	1857	22079	23936	2766	24278	27044
2026	957.3795	2316.858	3274.238	0	0	0	957	2317	3274
2027	1008.607	2440.83	3449.437	0	0	0	1009	2441	3449
2028	1062.576	2571.434	3634.011	0	0	0	1063	2571	3634

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	204.39%	1003.96%	770.17%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	X53-X105	G	X53-X105	AG	X105-X53

Road name	Hunt Street
Road section	Leichhardt Highway to Boodle Street
Road authority	GRC

B2G Development Volumes

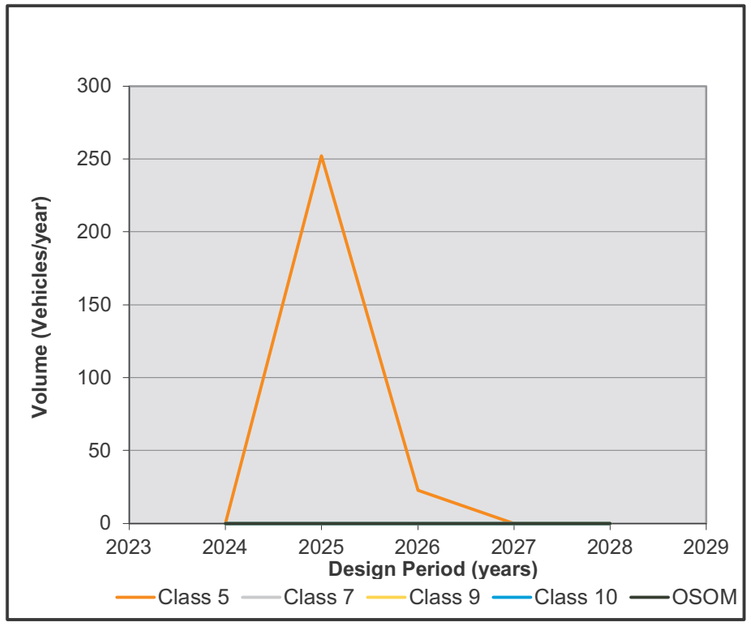
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	126	0	0	0	0	126	0	0	0	0	252	0	0	0	0
2026	11	0	0	0	0	11	0	0	0	0	23	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

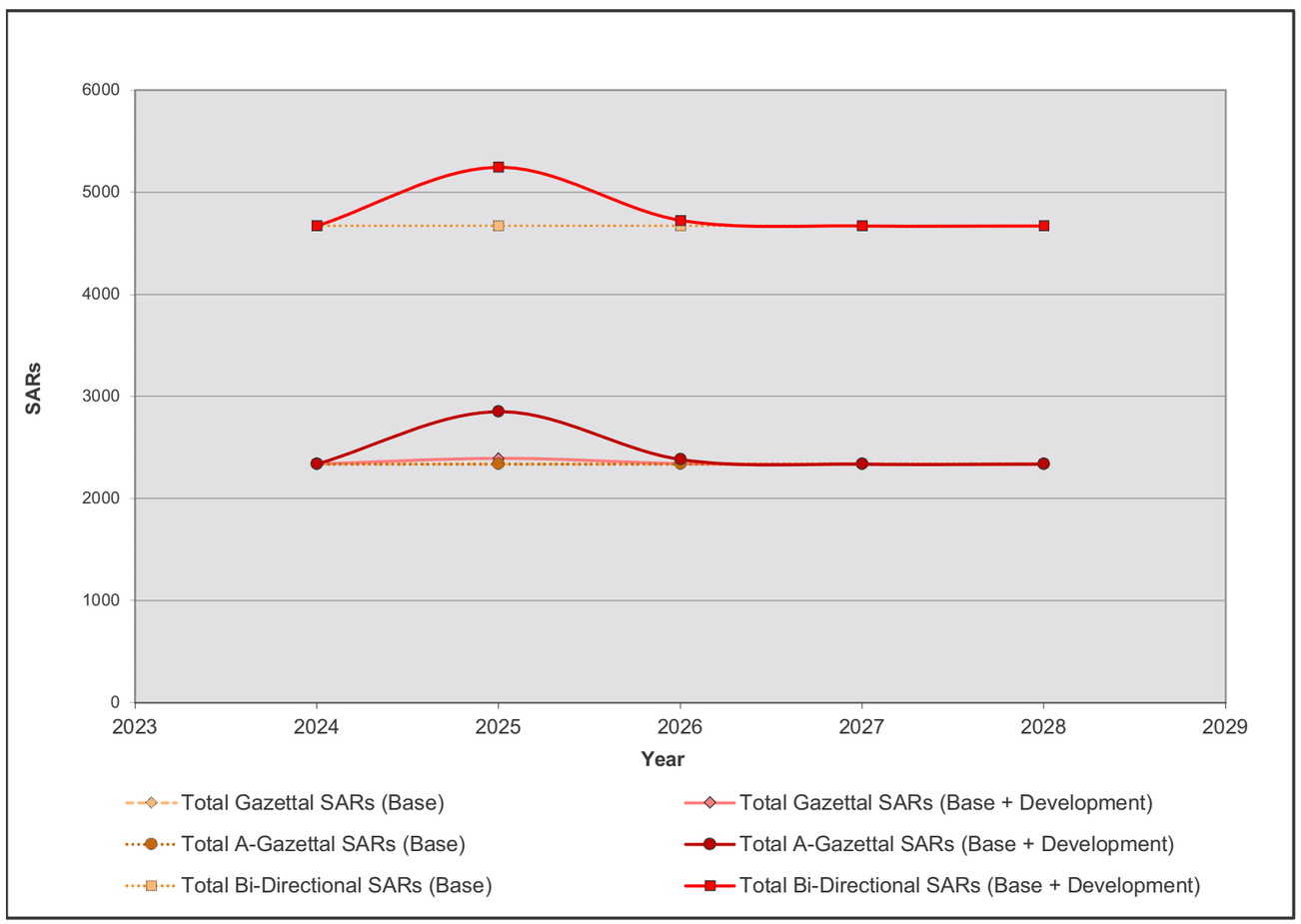
B2G SARs

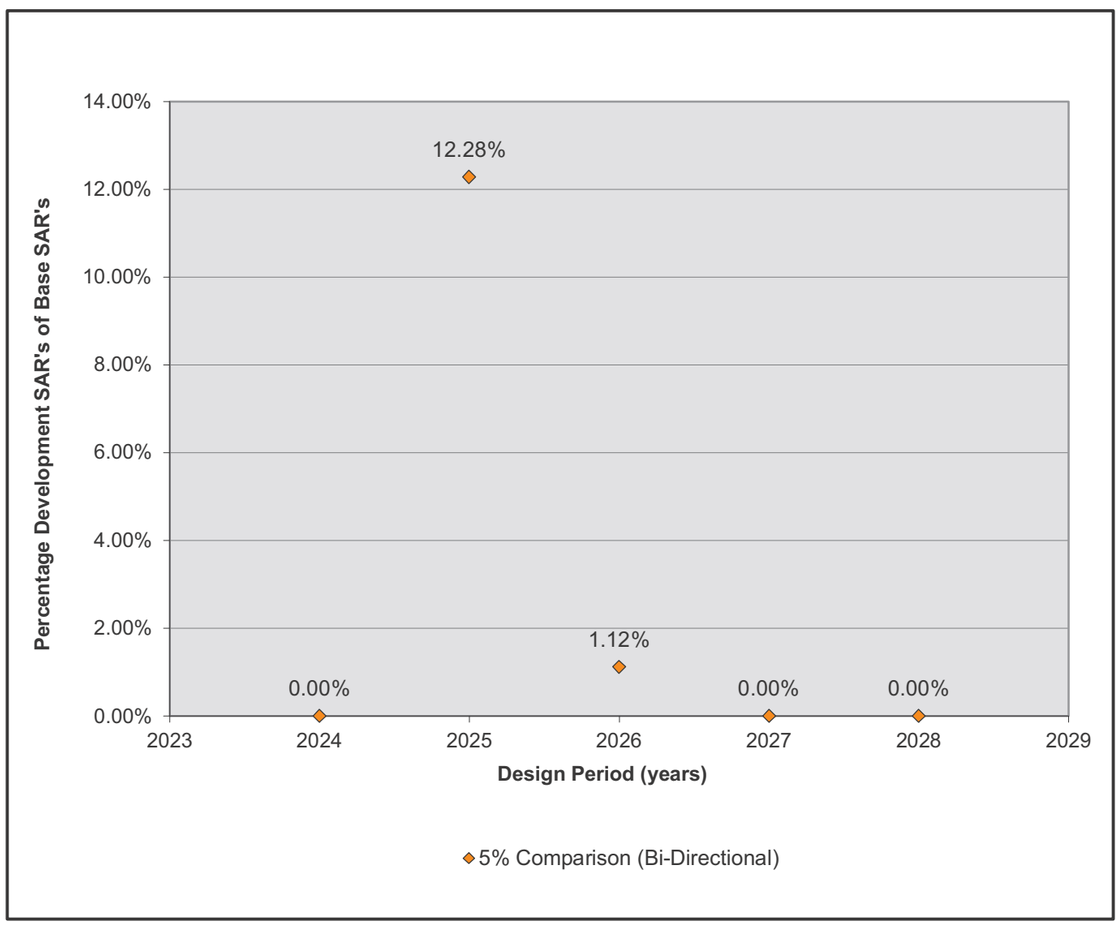
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2336	2336	4672	0	0	0	2336	2336	4672
2025	2336	2336	4672	58	516	574	2394	2852	5246
2026	2336	2336	4672	5	47	52	2341	2383	4724
2027	2336	2336	4672	0	0	0	2336	2336	4672
2028	2336	2336	4672	0	0	0	2336	2336	4672

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	2.48%	22.08%	12.28%
2026	0.23%	2.01%	1.12%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	X106-E35	G	X106-E35	AG	E35-X106

Road name	Kildonan Road
Road section	Eukabilla Road to NS2B-LDN031.0
Road authority	GRC

B2G Development Volumes

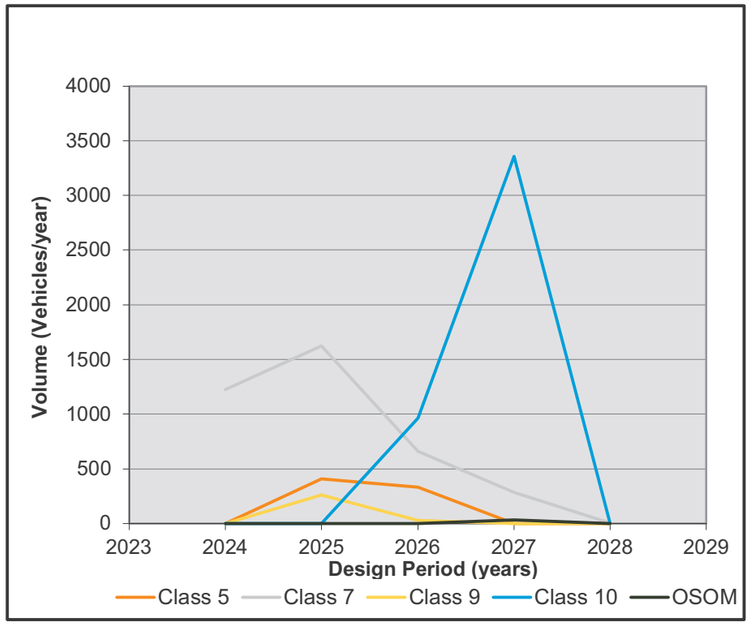
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	613	0	0	0	0	613	0	0	0	0	1226	0	0	0
2025	204	812	131	0	0	204	812	131	0	0	409	1623	261	0	0
2026	167	330	12	482	0	167	330	12	482	0	335	659	24	964	0
2027	0	141	0	1678	16	0	141	0	1678	16	0	281	0	3357	32
2028	0	1	0	0	0	0	1	0	0	0	0	3	0	0	0

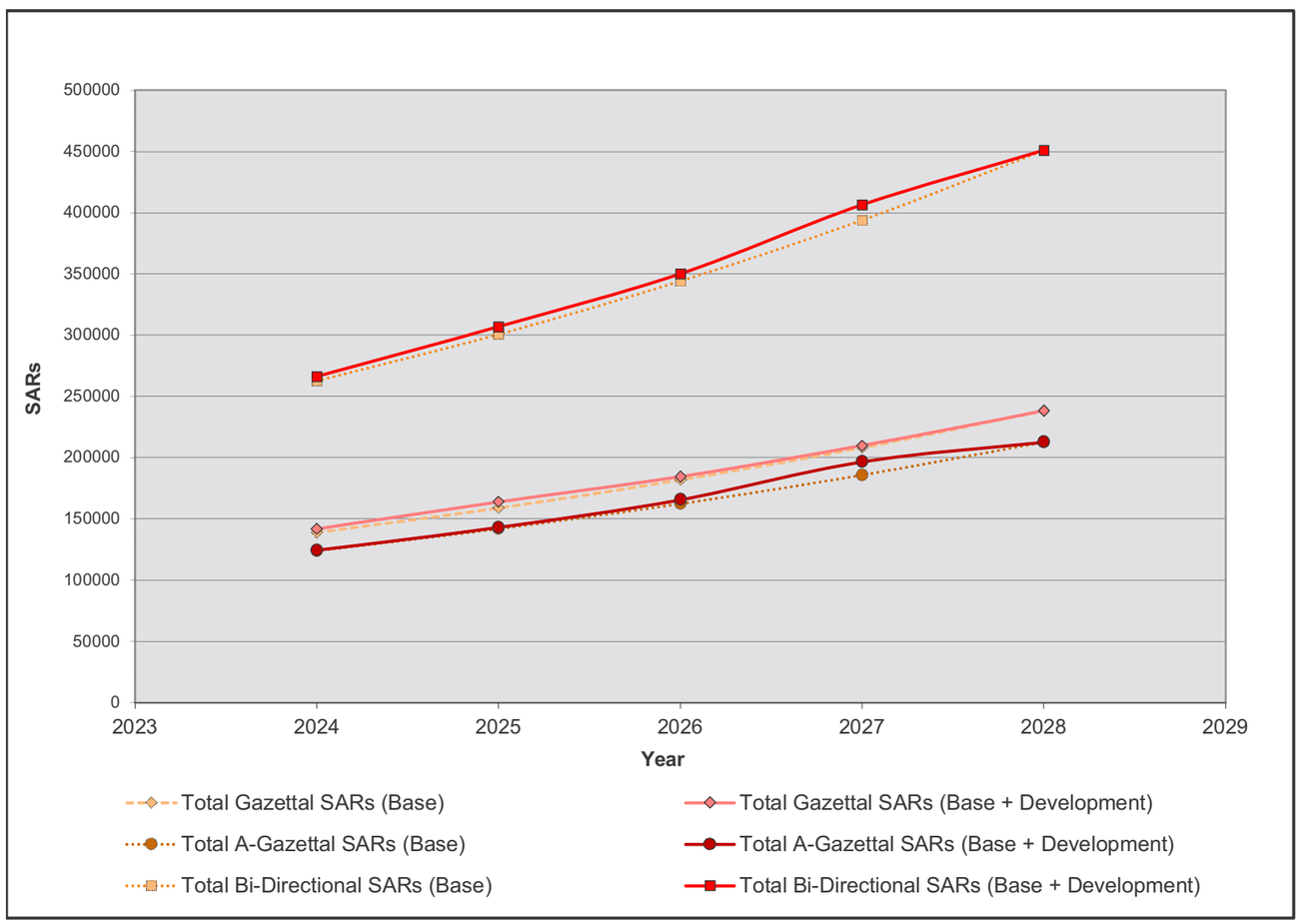
B2G SARs

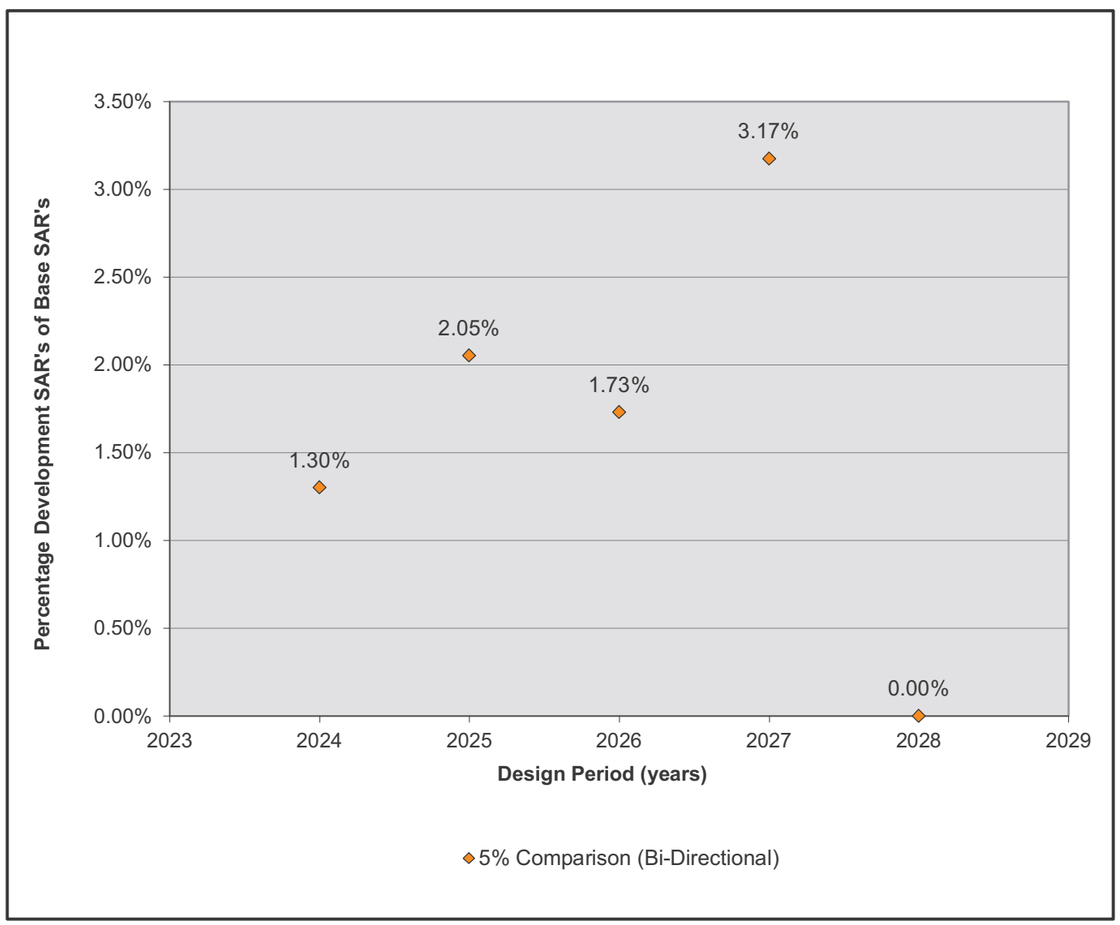
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	138785.3	123877.4	262662.8	3078	343	3421	141863	124221	266084
2025	158854.5	141790.9	300645.4	4978	1192	6170	163832	142983	306816
2026	181825.8	162294.7	344120.5	2600	3358	5958	184426	165652	350078
2027	208118.9	185763.4	393882.4	1699	10798	12497	209818	196561	406380
2028	238214.2	212626	450840.1	6	1	7	238221	212627	450847

5% Comparison

	AG	AG	B
2024	2.22%	0.28%	1.30%
2025	3.13%	0.84%	2.05%
2026	1.43%	2.07%	1.73%
2027	0.82%	5.81%	3.17%
2028	0.00%	0.00%	0.00%





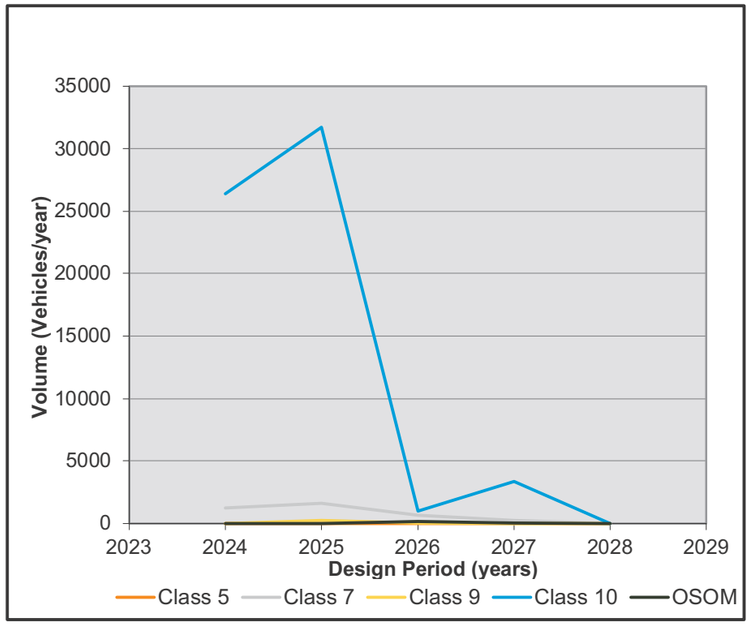


Road ID	E35-X107	G	E35-X107	AG	X107-E35

Road name	Kildonan Road
Road section	NS2B-LDN031.0 to South Kurumbul Road
Road authority	GRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	613	0	13179	0	0	613	0	13179	0	0	1226	0	26357	0
2025	0	812	131	15865	8	0	812	131	15865	8	0	1623	261	31730	16
2026	0	330	12	482	73	0	330	12	482	73	0	659	24	964	146
2027	0	141	0	1678	16	0	141	0	1678	16	0	281	0	3357	32
2028	0	1	0	0	0	0	1	0	0	0	0	3	0	0	0

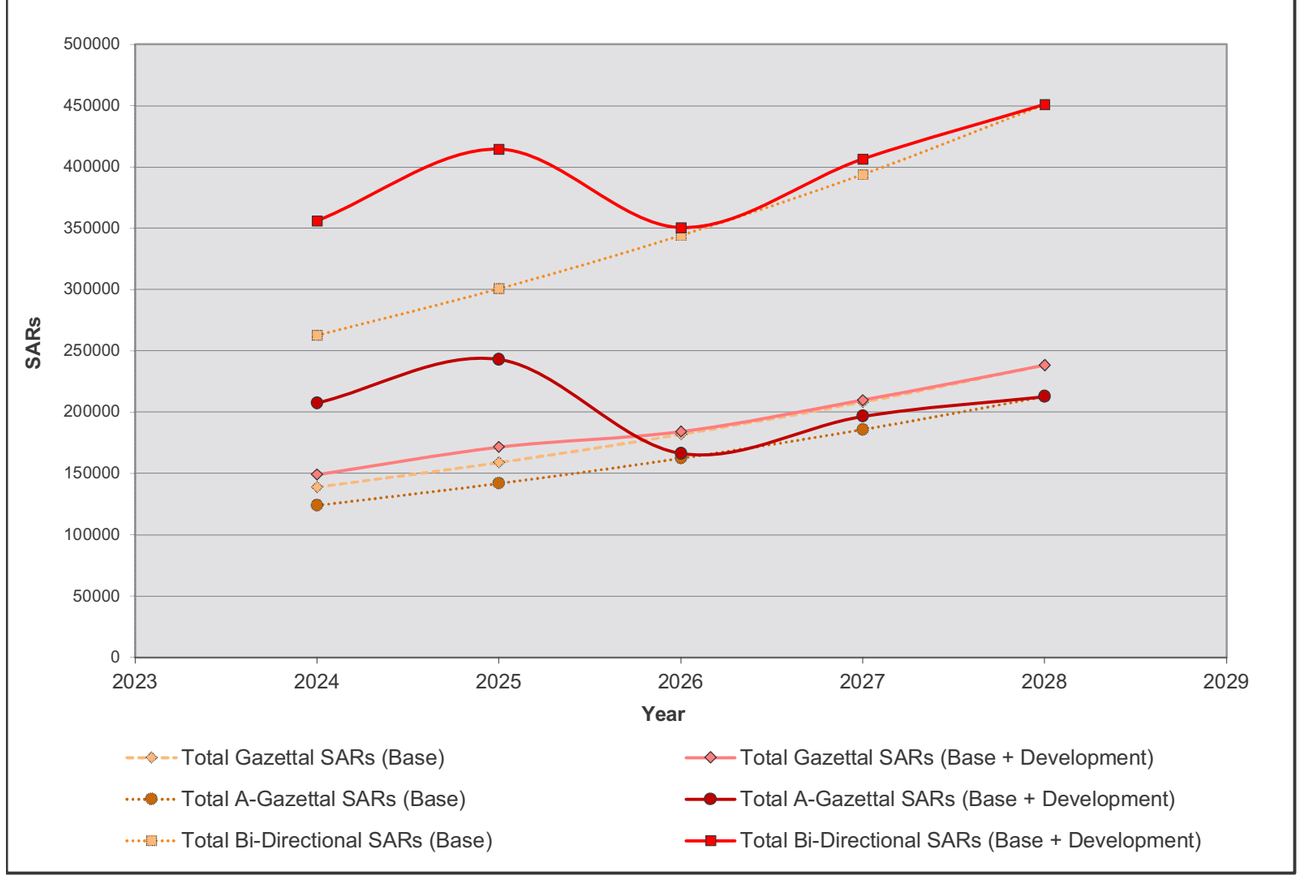


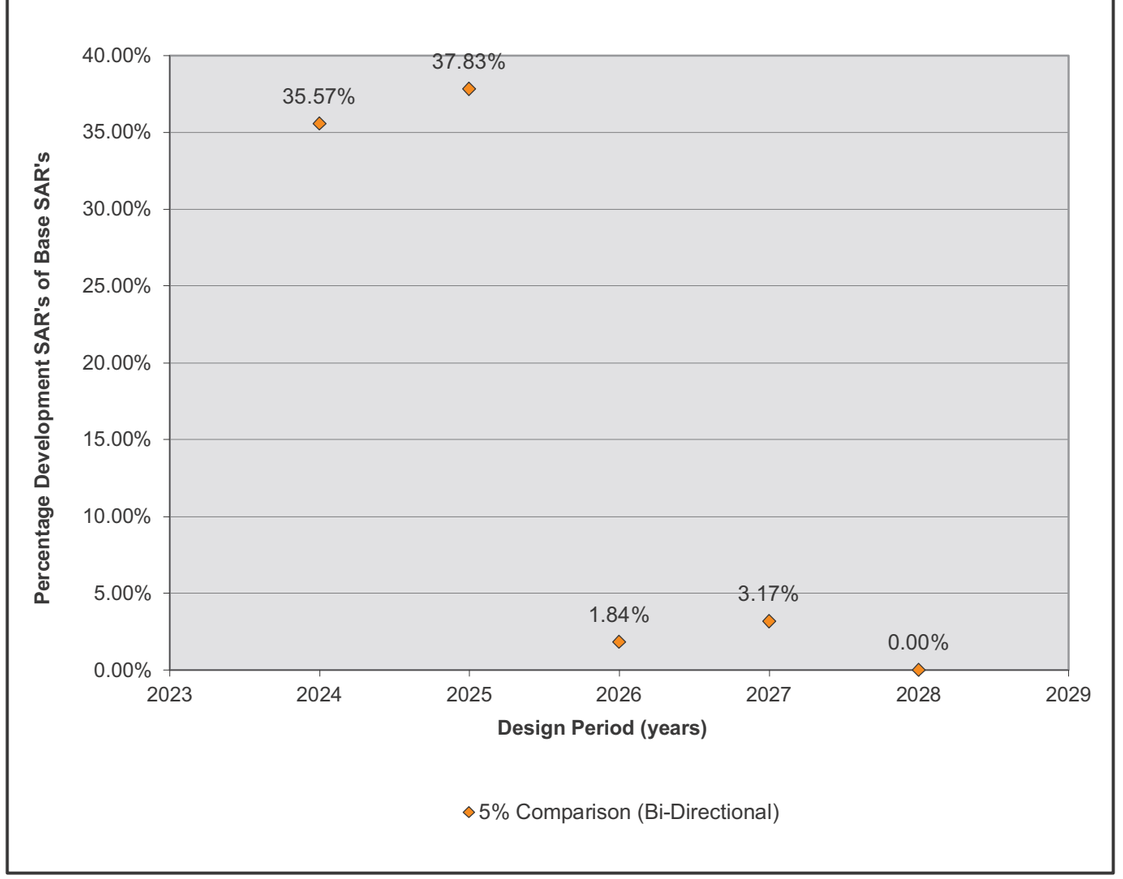
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	138785.3	123877.4	262662.8	10062	83368	93431	148848	207246	356093
2025	158854.5	141790.9	300645.4	12602	101120	113723	171457	242911	414368
2026	181825.8	162294.7	344120.5	2388	3945	6334	184214	166240	350454
2027	208118.9	185763.4	393882.4	1699	10798	12497	209818	196561	406380
2028	238214.2	212626	450840.1	6	1	7	238221	212627	450847

5% Comparison

	AG	AG	B
2024	7.25%	67.30%	35.57%
2025	7.93%	71.32%	37.83%
2026	1.31%	2.43%	1.84%
2027	0.82%	5.81%	3.17%
2028	0.00%	0.00%	0.00%





Road ID	X107-X20	G	X107-X20	AG	X20-X107

Road name	Kildonan Road
Road section	South Kurumbul Road to Cunningham Highway
Road authority	GRC

B2G Development Volumes

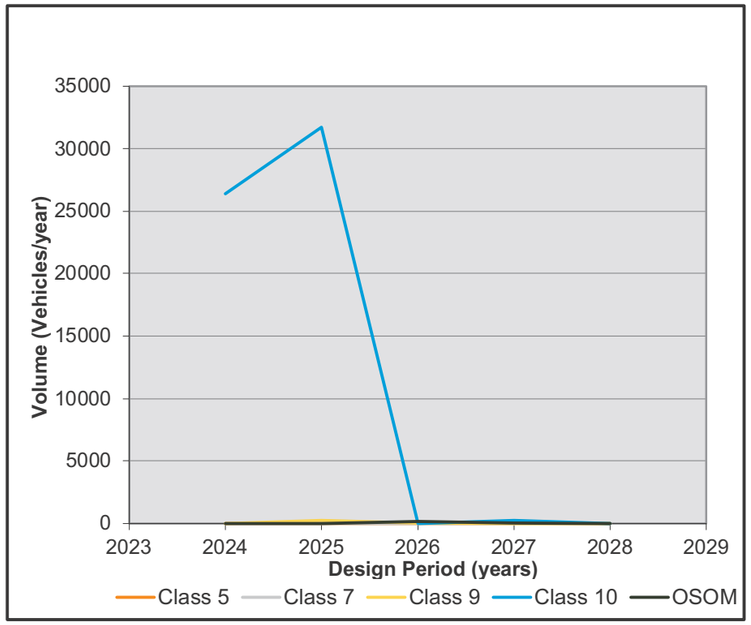
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	13179	0	0	0	0	13179	0	0	0	0	26357	0
2025	0	0	131	15865	8	0	0	131	15865	8	0	0	261	31730	16
2026	0	0	12	0	73	0	0	12	0	73	0	0	24	0	146
2027	0	0	0	117	16	0	0	0	117	16	0	0	0	234	32
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

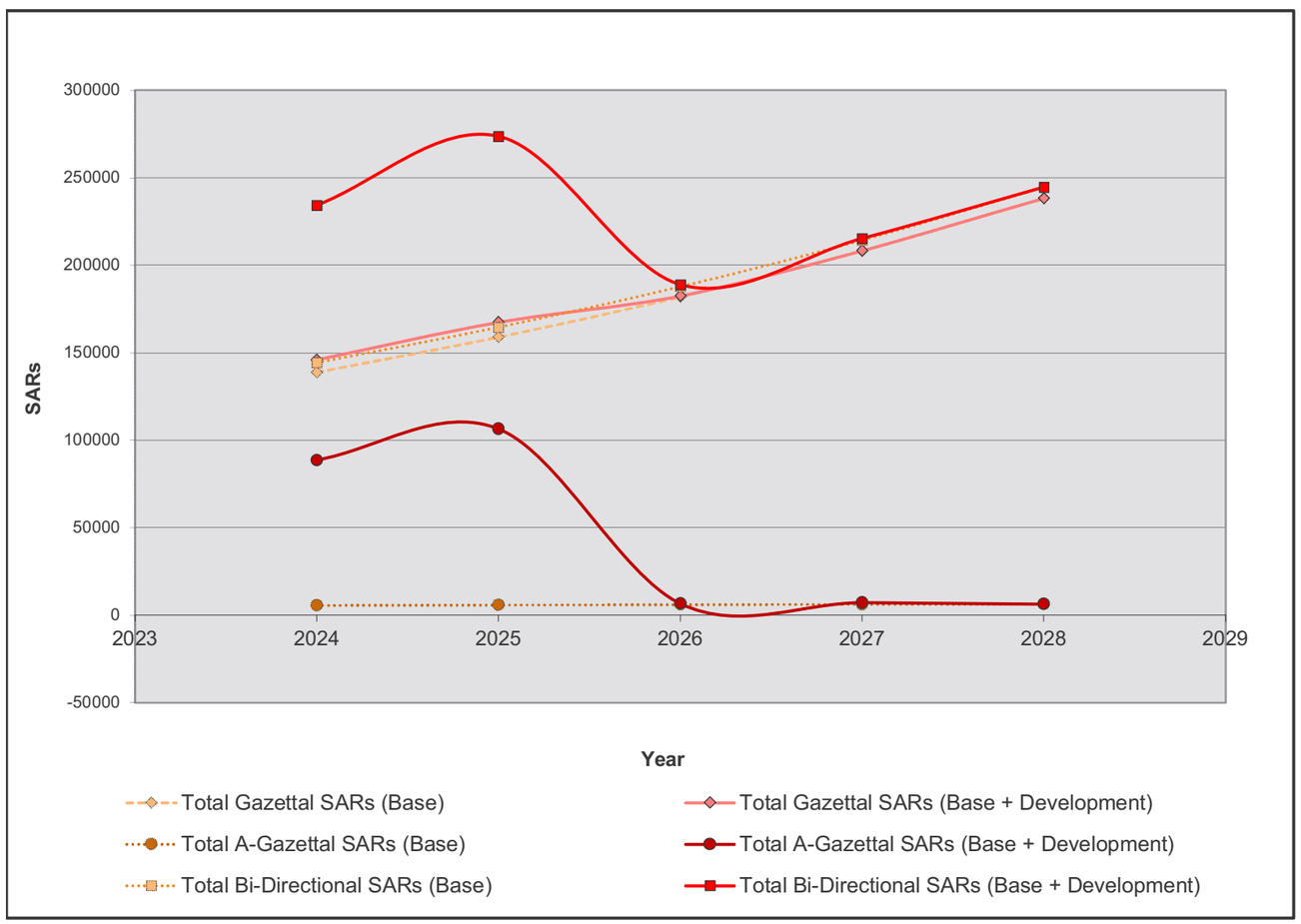
B2G SARs

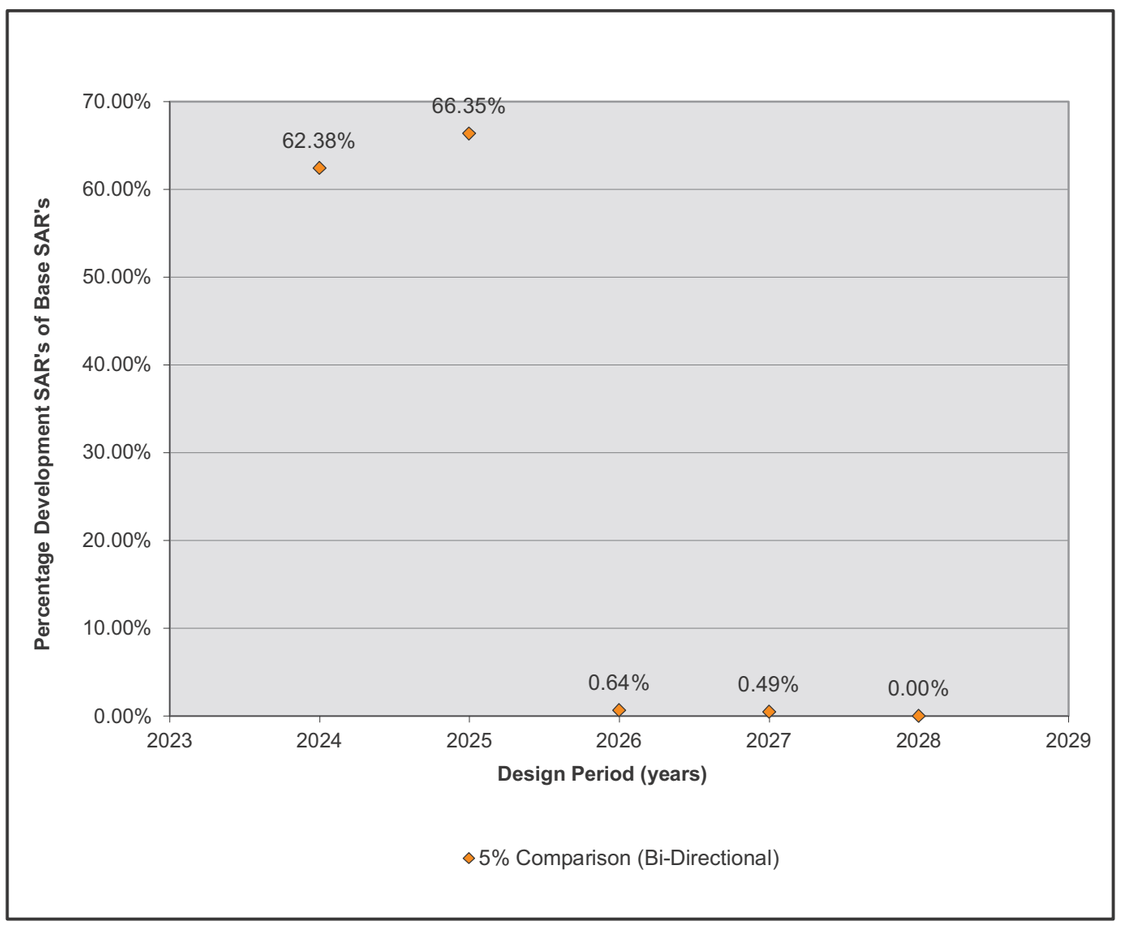
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	138785.3	5517.339	144302.7	6985	83025	90009	145770	88542	234312
2025	158854.5	5712.028	164566.5	8527	100666	109193	167382	106378	273760
2026	181825.8	5913.587	187739.4	478	723	1201	182304	6637	188941
2027	208118.9	6122.258	214241.2	166	882	1048	208284	7004	215289
2028	238214.2	6338.292	244552.5	0	0	0	238214	6338	244552

5% Comparison

	AG	AG	B
2024	5.03%	1504.80%	62.38%
2025	5.37%	1762.35%	66.35%
2026	0.26%	12.23%	0.64%
2027	0.08%	14.41%	0.49%
2028	0.00%	0.00%	0.00%







Road ID	X12-X106	G	X12-X106	AG	X106-X12

Road name	Kildonan Road
Road section	Cunningham Highway to Eukabilla Road
Road authority	GRC

B2G Development Volumes

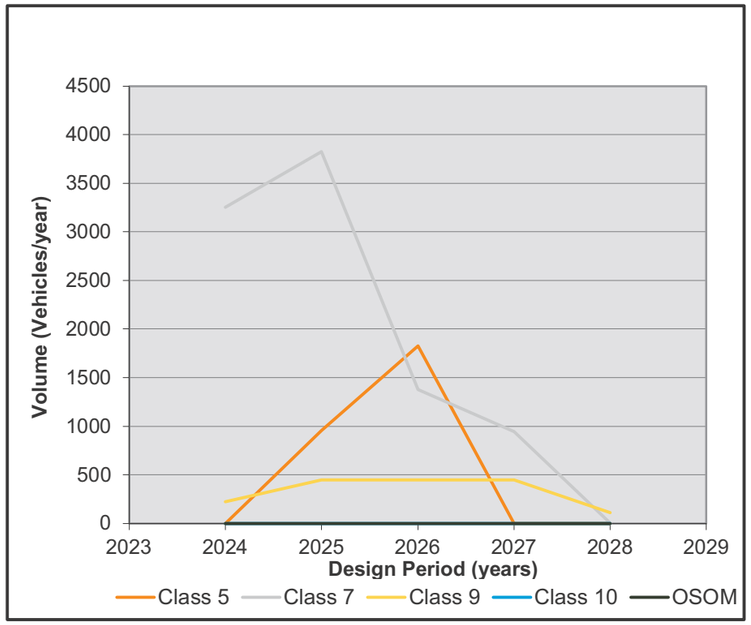
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1626	112	0	0	0	1626	112	0	0	0	3251	223	0	0
2025	478	1914	223	0	0	478	1914	223	0	0	955	3828	446	0	0
2026	915	691	223	0	0	915	691	223	0	0	1829	1381	446	0	0
2027	0	474	223	0	0	0	474	223	0	0	0	948	446	0	0
2028	0	1	56	0	0	0	1	56	0	0	0	3	112	0	0

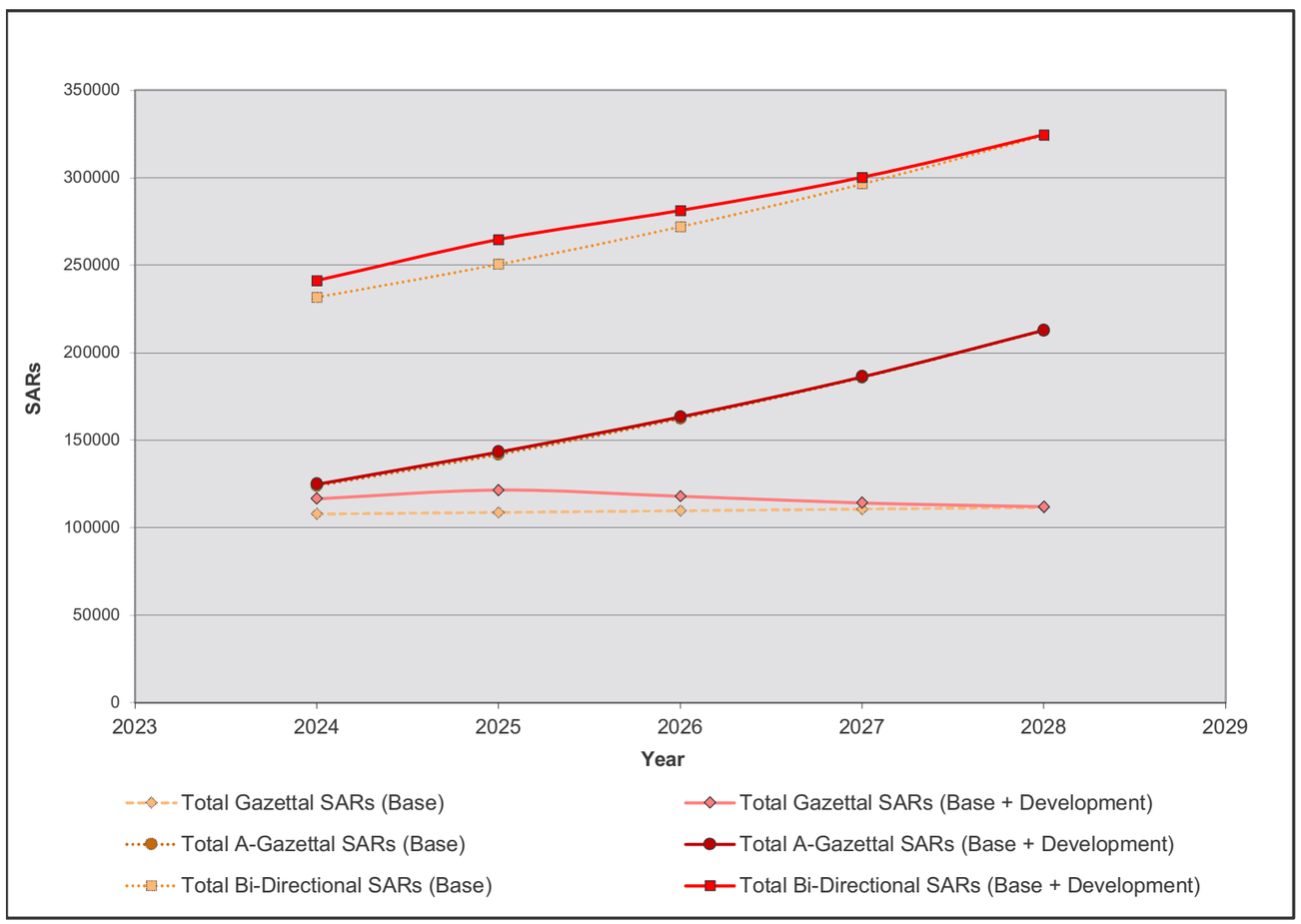
B2G SARs

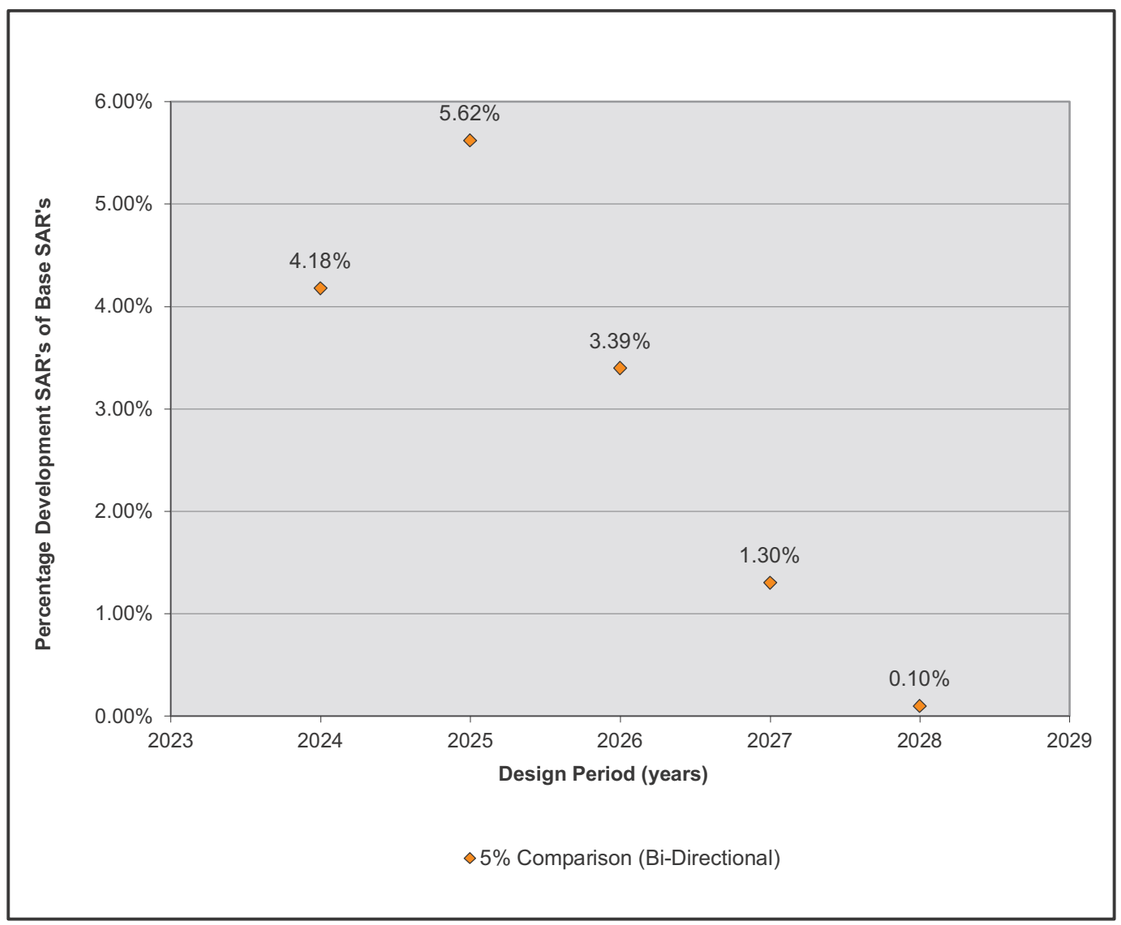
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	107770.5	123877.4	231648	8711	967	9678	116481	124845	241326
2025	108701.2	141790.9	250492.1	12664	1406	14069	121365	143196	264561
2026	109639.9	162294.7	271934.6	8307	921	9229	117947	163216	281163
2027	110586.7	185763.4	296350.2	3481	379	3860	114067	186143	300210
2028	111541.7	212626	324167.6	281	29	311	111823	212655	324478

5% Comparison

	AG	AG	B
2024	8.08%	0.78%	4.18%
2025	11.65%	0.99%	5.62%
2026	7.58%	0.57%	3.39%
2027	3.15%	0.20%	1.30%
2028	0.25%	0.01%	0.10%







Road ID	E77-X108	G	E77-X108	AG	X108-E77

Road name	McDougalls Road
Road section	B2G-LDN049.8 to McDougalls Road
Road authority	GRC

B2G Development Volumes

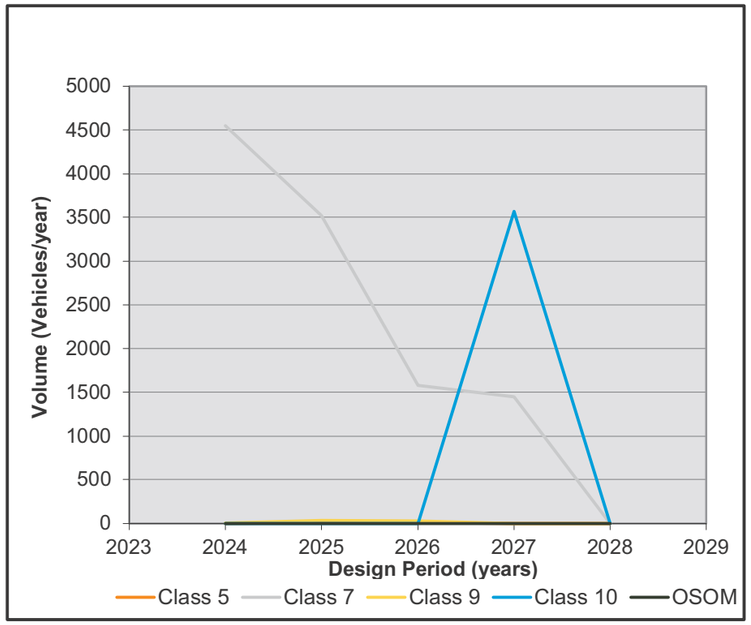
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	1	2273	3	0	0	1	2273	3	0	0	2	4546	6	0	0
2025	7	1760	19	0	0	7	1760	19	0	0	14	3520	37	0	0
2026	5	788	14	0	0	5	788	14	0	0	11	1575	28	0	0
2027	0	725	0	1783	0	0	725	0	1783	0	0	1451	0	3567	0
2028	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0

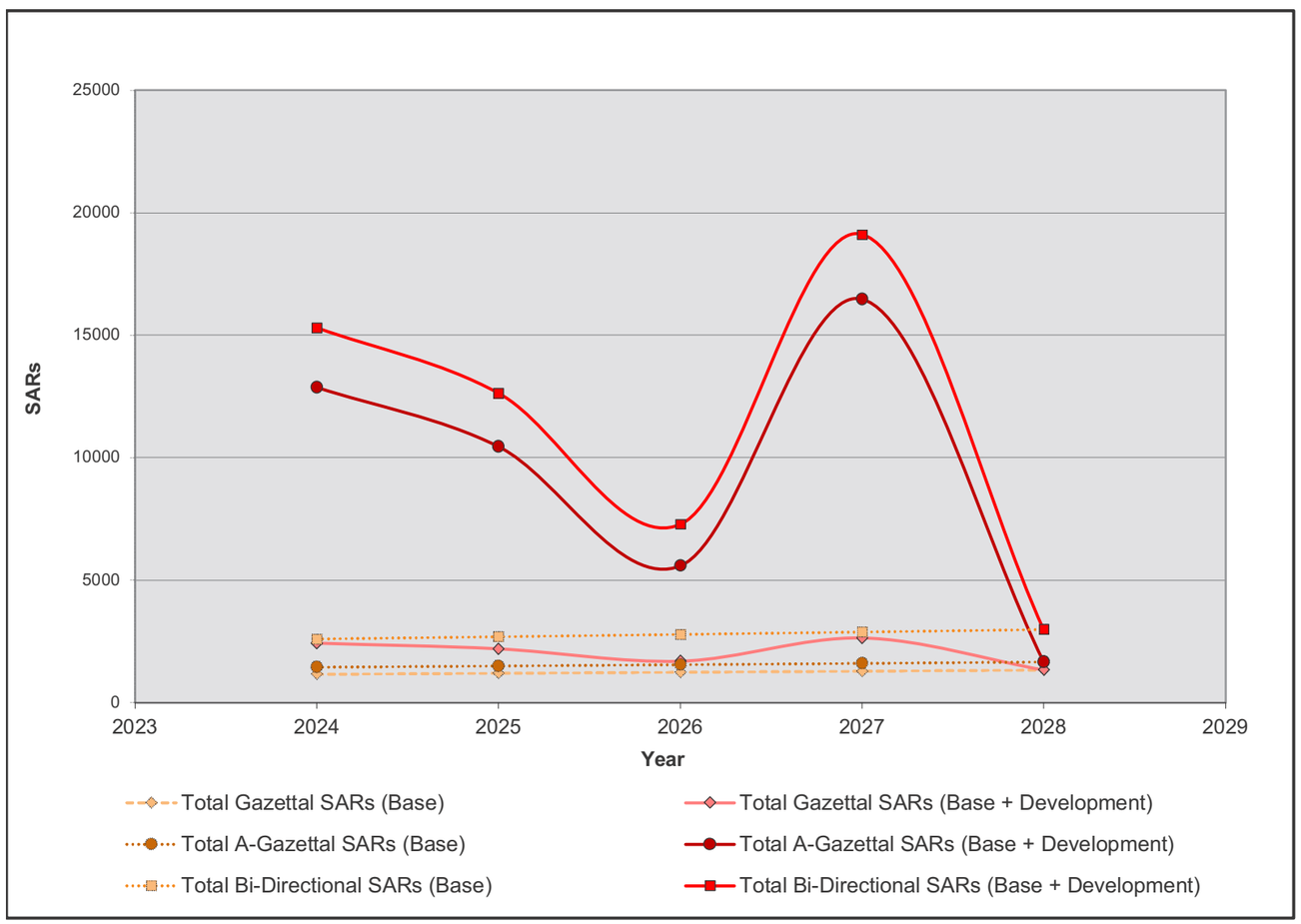
B2G SARs

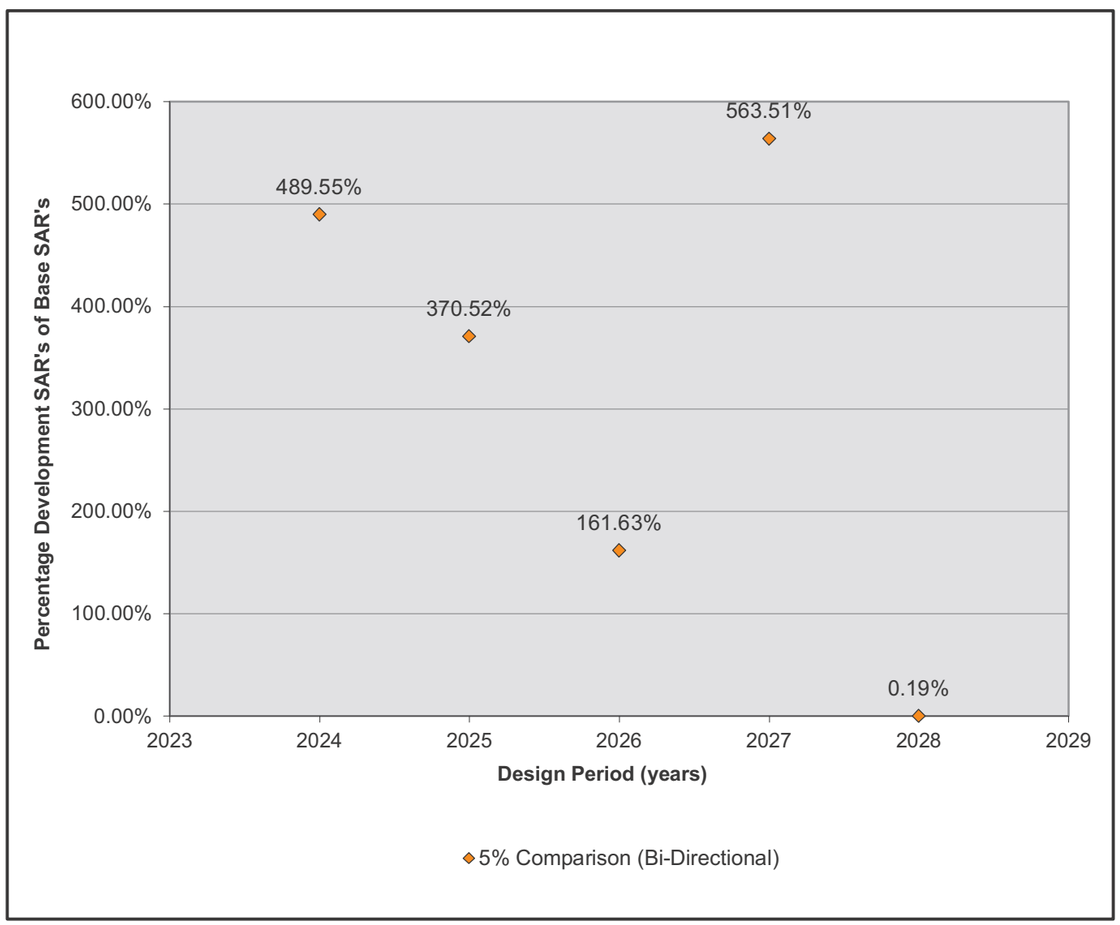
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1153.504	1441.88	2595.384	1275	11431	12706	2429	12873	15301
2025	1194.208	1492.759	2686.967	998	8957	9956	2193	10450	12643
2026	1236.347	1545.434	2781.781	451	4045	4496	1687	5591	7278
2027	1279.974	1599.967	2879.941	1351	14877	16229	2631	16477	19109
2028	1325.14	1656.425	2981.565	1	5	6	1326	1662	2987

5% Comparison

	AG	AG	B
2024	110.53%	792.77%	489.55%
2025	83.61%	600.04%	370.52%
2026	36.46%	261.76%	161.63%
2027	105.59%	929.85%	563.51%
2028	0.04%	0.31%	0.19%







Road ID	X108-X14	G	X108-X14	AG	X14-X108

Road name	McDougalls Road
Road section	McDougalls Road to Cunningham Highway
Road authority	GRC

B2G Development Volumes

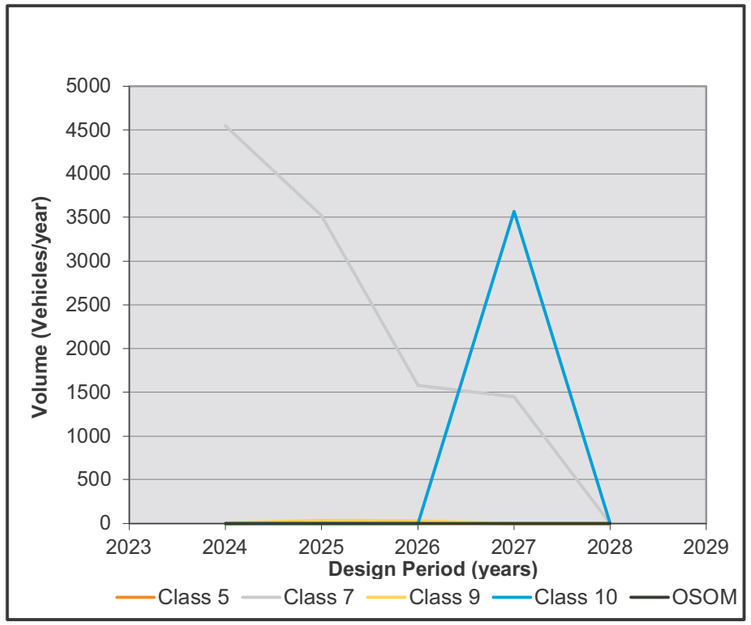
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	1	2273	3	0	0	1	2273	3	0	0	2	4546	6	0	0
2025	7	1760	19	0	0	7	1760	19	0	0	14	3520	37	0	0
2026	5	788	14	0	0	5	788	14	0	0	11	1575	28	0	0
2027	0	725	0	1783	0	0	725	0	1783	0	0	1451	0	3567	0
2028	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0

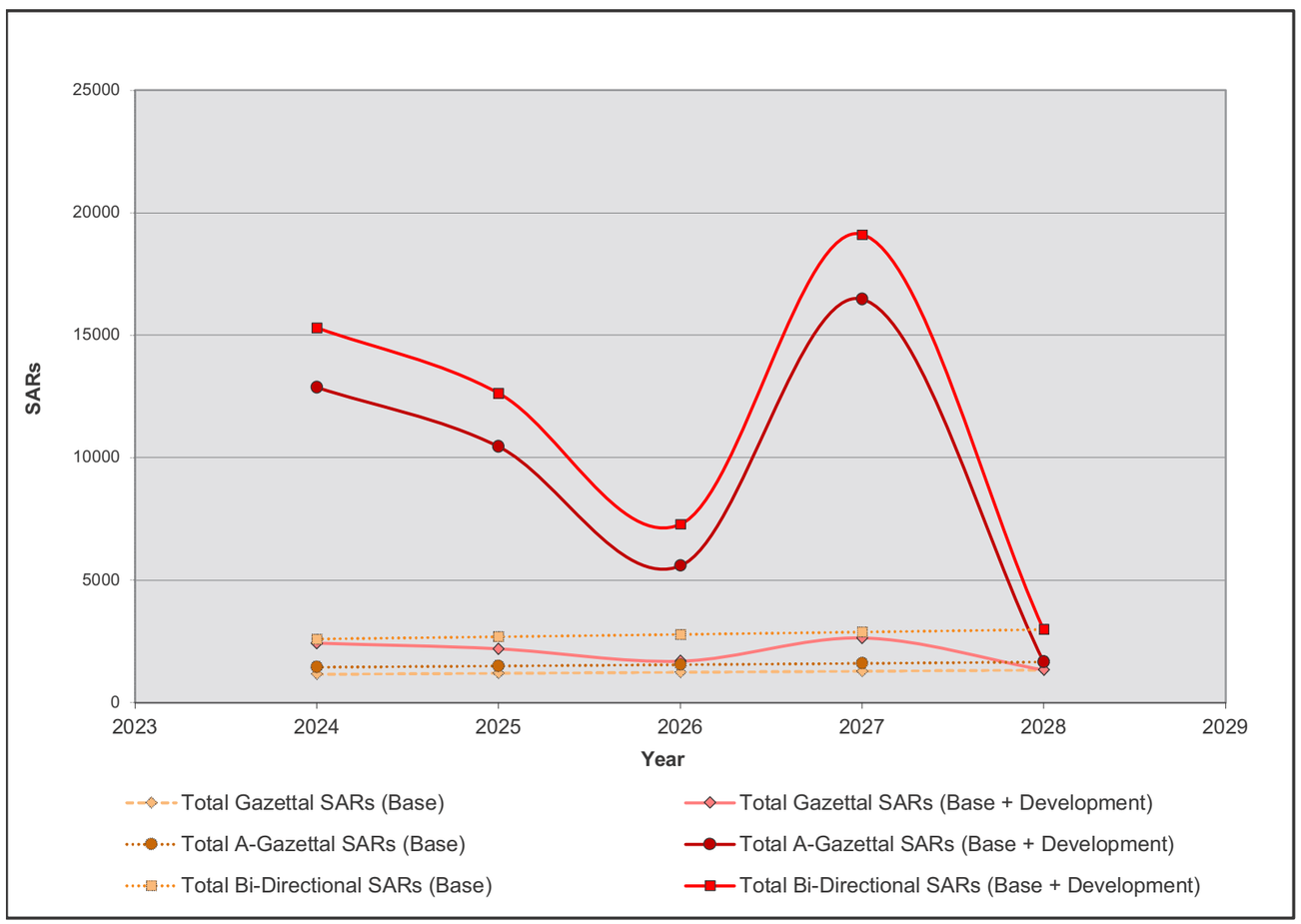
B2G SARs

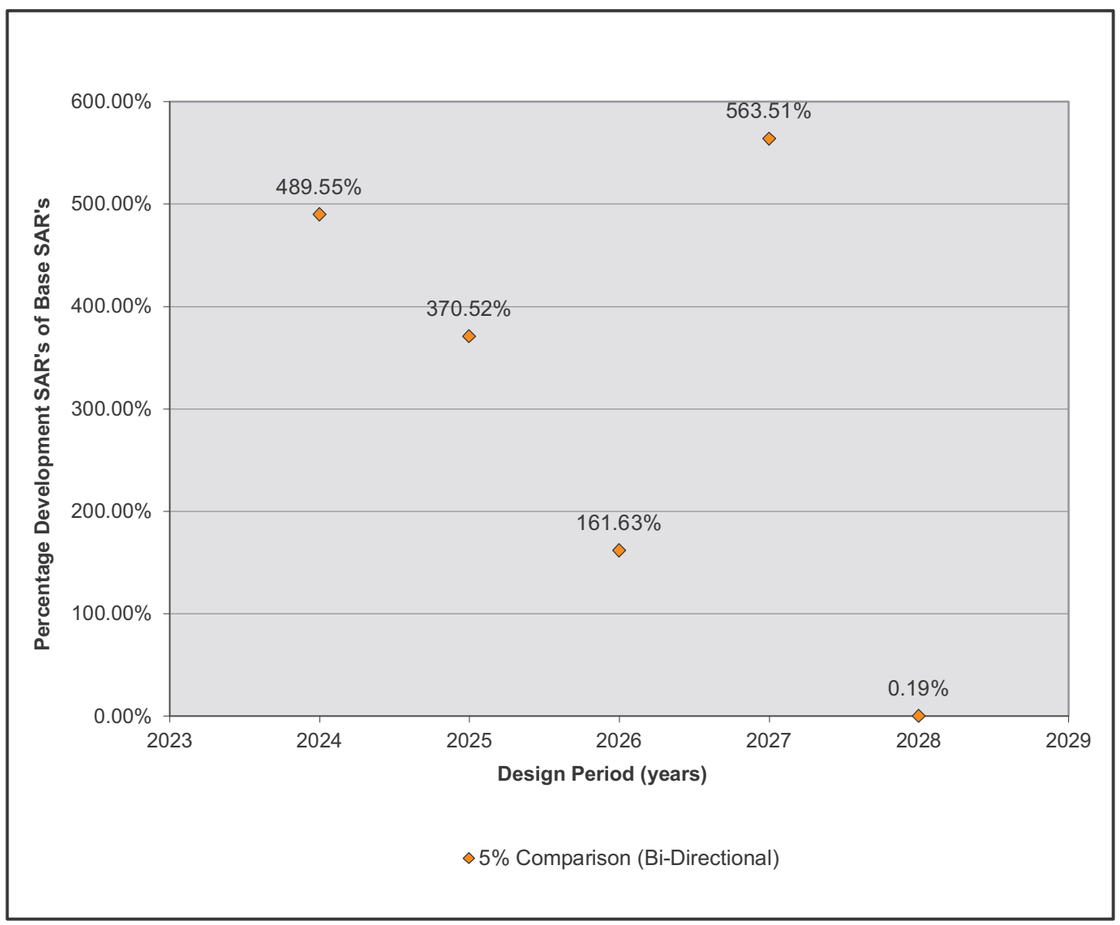
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1153.504	1441.88	2595.384	1275	11431	12706	2429	12873	15301
2025	1194.208	1492.759	2686.967	998	8957	9956	2193	10450	12643
2026	1236.347	1545.434	2781.781	451	4045	4496	1687	5591	7278
2027	1279.974	1599.967	2879.941	1351	14877	16229	2631	16477	19109
2028	1325.14	1656.425	2981.565	1	5	6	1326	1662	2987

5% Comparison

	AG	AG	B
2024	110.53%	792.77%	489.55%
2025	83.61%	600.04%	370.52%
2026	36.46%	261.76%	161.63%
2027	105.59%	929.85%	563.51%
2028	0.04%	0.31%	0.19%







Road ID	X109-E10	G	X109-E10	AG	E10-X109

Road name	Mooroobie Lane
Road section	Cemetery Road to Borrow Site #2 (Mooroobie Lane)
Road authority	GRC

B2G Development Volumes

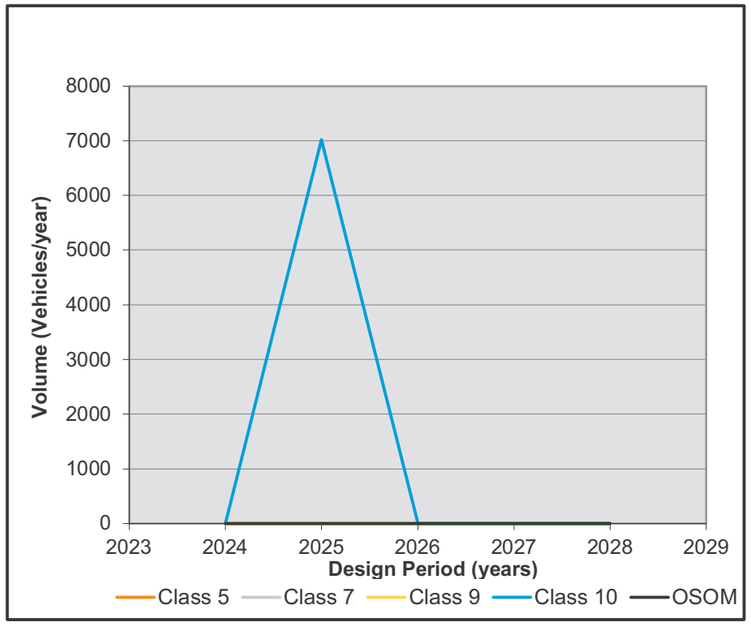
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	3508	0	0	0	0	3508	0	0	0	0	7016	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

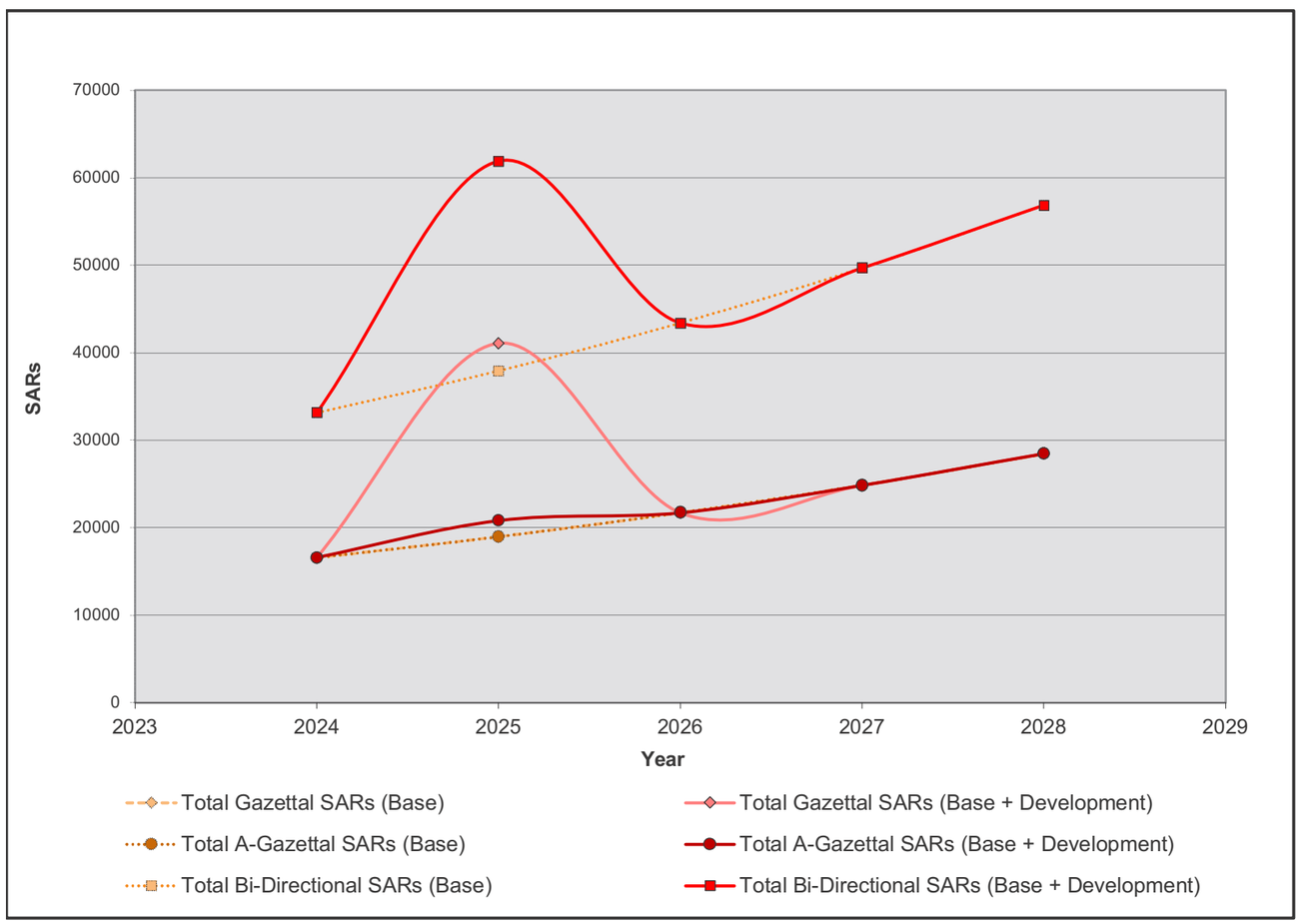
B2G SARs

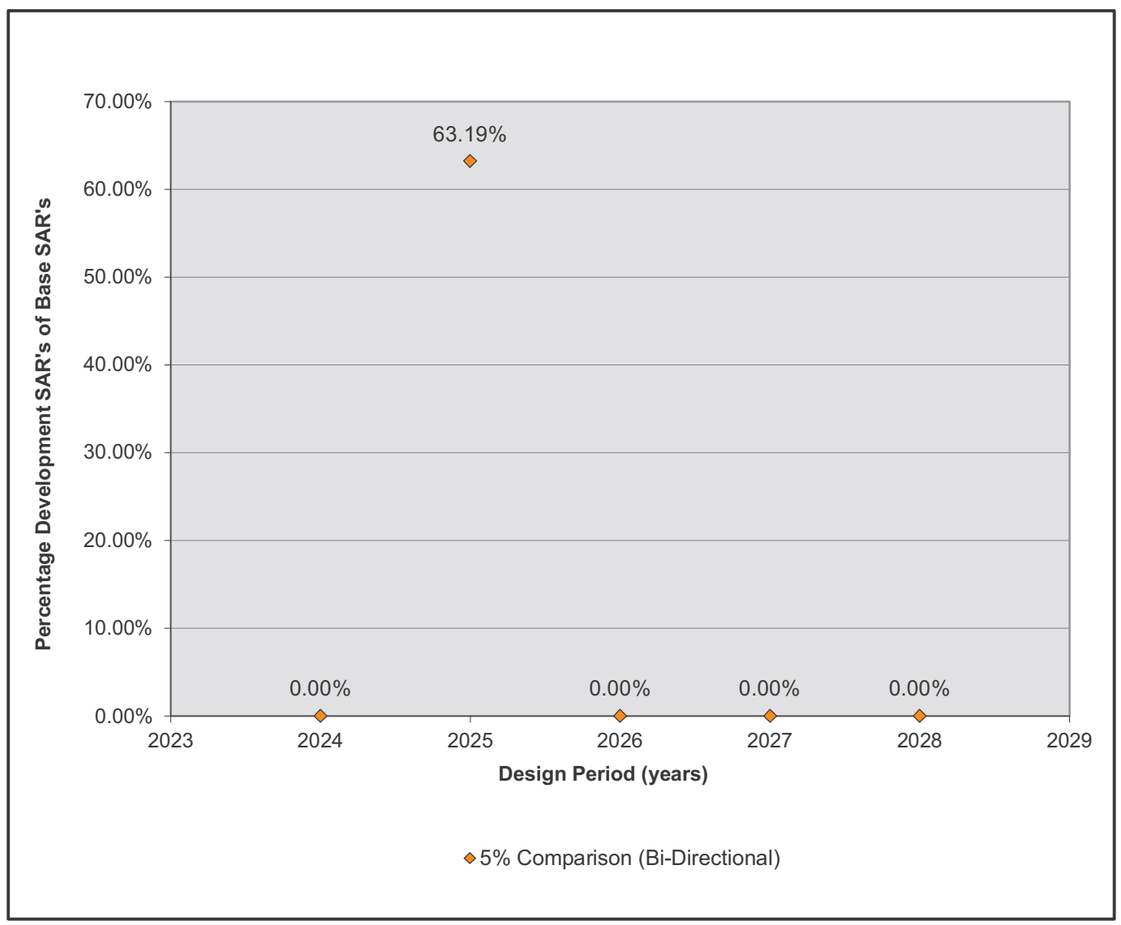
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	16562.45	16562.45	33124.9	0	0	0	16562	16562	33125
2025	18957.48	18957.48	37914.96	22100	1859	23959	41057	20817	61874
2026	21698.85	21698.85	43397.69	0	0	0	21699	21699	43398
2027	24836.63	24836.63	49673.26	0	0	0	24837	24837	49673
2028	28428.15	28428.15	56856.31	0	0	0	28428	28428	56856

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	116.58%	9.81%	63.19%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	E10-X110	G	E10-X110	AG	X110-E10

Road name	Mooroobie Lane
Road section	Borrow Site #2 (Mooroobie Lane) to Mooroobie Lane
Road authority	GRC

B2G Development Volumes

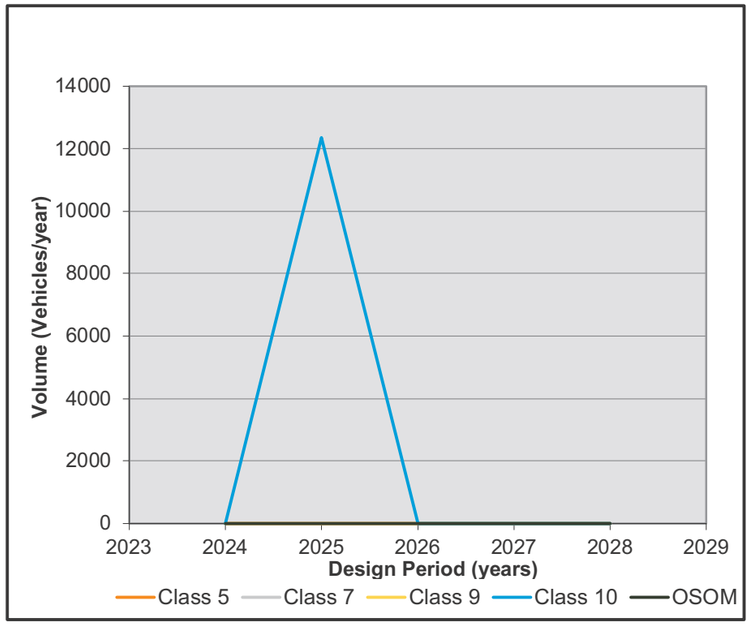
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	6172	0	0	0	0	6172	0	0	0	0	12344	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

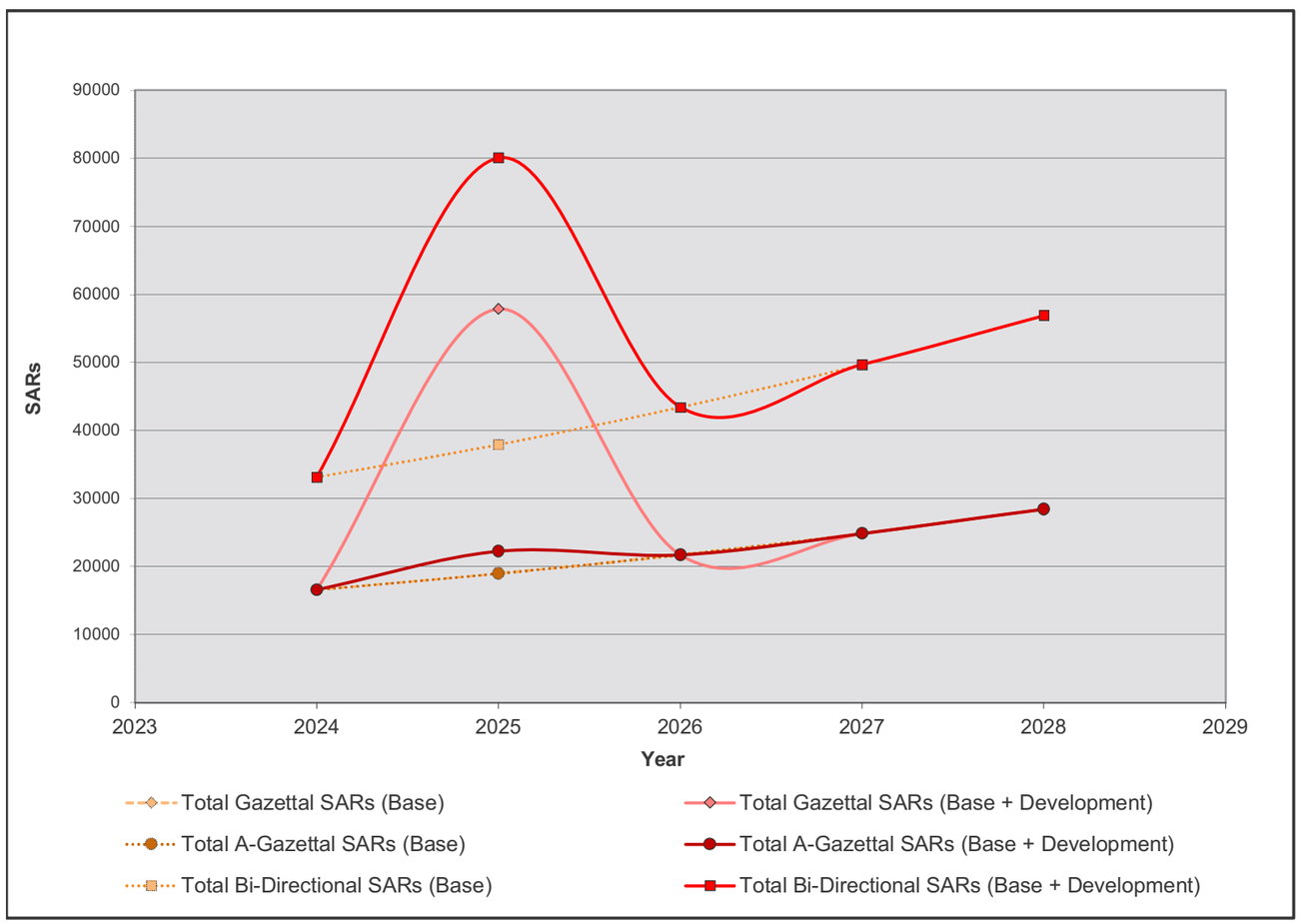
B2G SARs

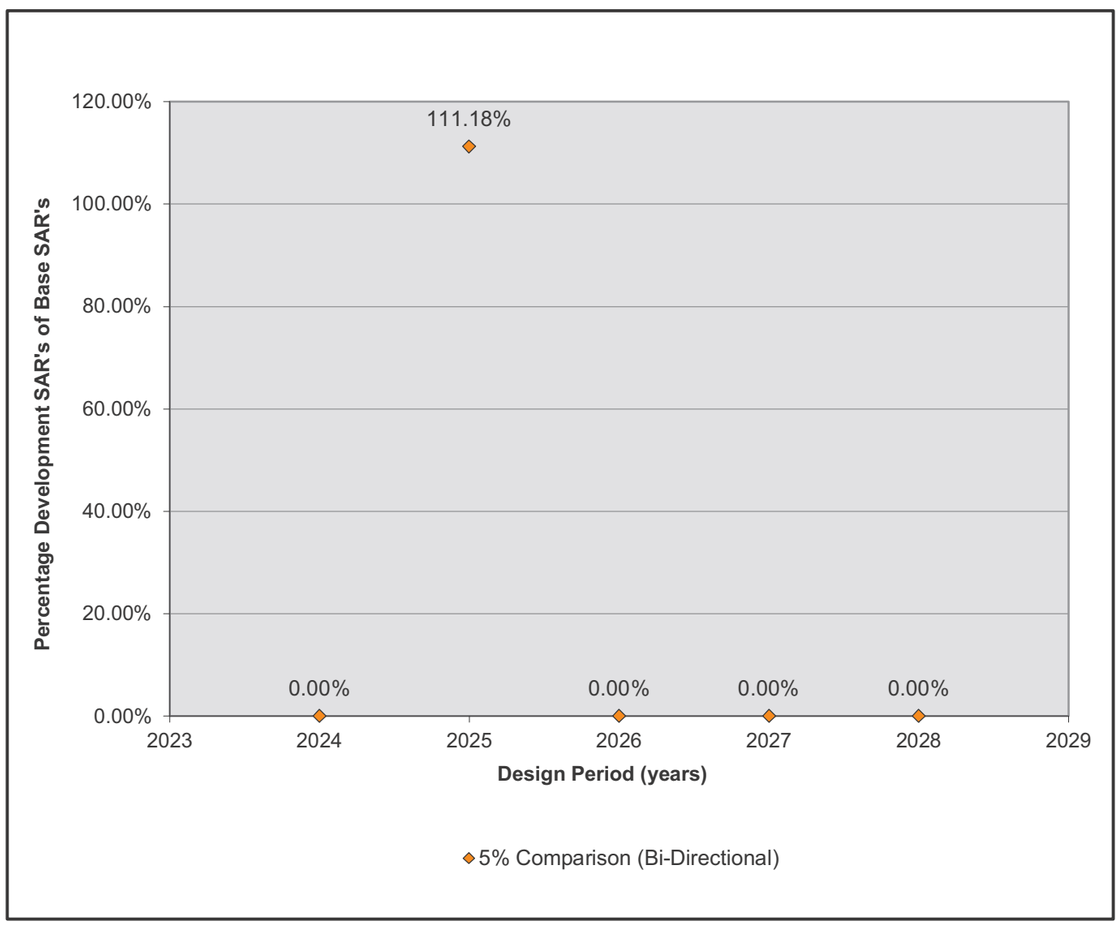
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	16562.45	16562.45	33124.9	0	0	0	16562	16562	33125
2025	18957.48	18957.48	37914.96	38884	3271	42155	57842	22229	80070
2026	21698.85	21698.85	43397.69	0	0	0	21699	21699	43398
2027	24836.63	24836.63	49673.26	0	0	0	24837	24837	49673
2028	28428.15	28428.15	56856.31	0	0	0	28428	28428	56856

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	205.11%	17.26%	111.18%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	X110-X113	G	X110-X113	AG	X113-X110

Road name	Mooroobie Lane
Road section	Mooroobie Lane to Wondalli Kurumbul Road
Road authority	GRC

B2G Development Volumes

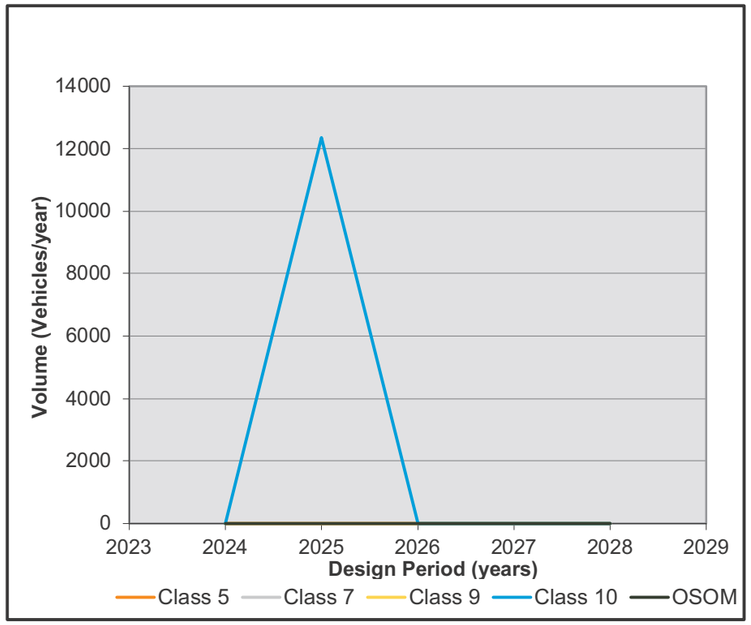
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	6172	0	0	0	0	6172	0	0	0	0	12344	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

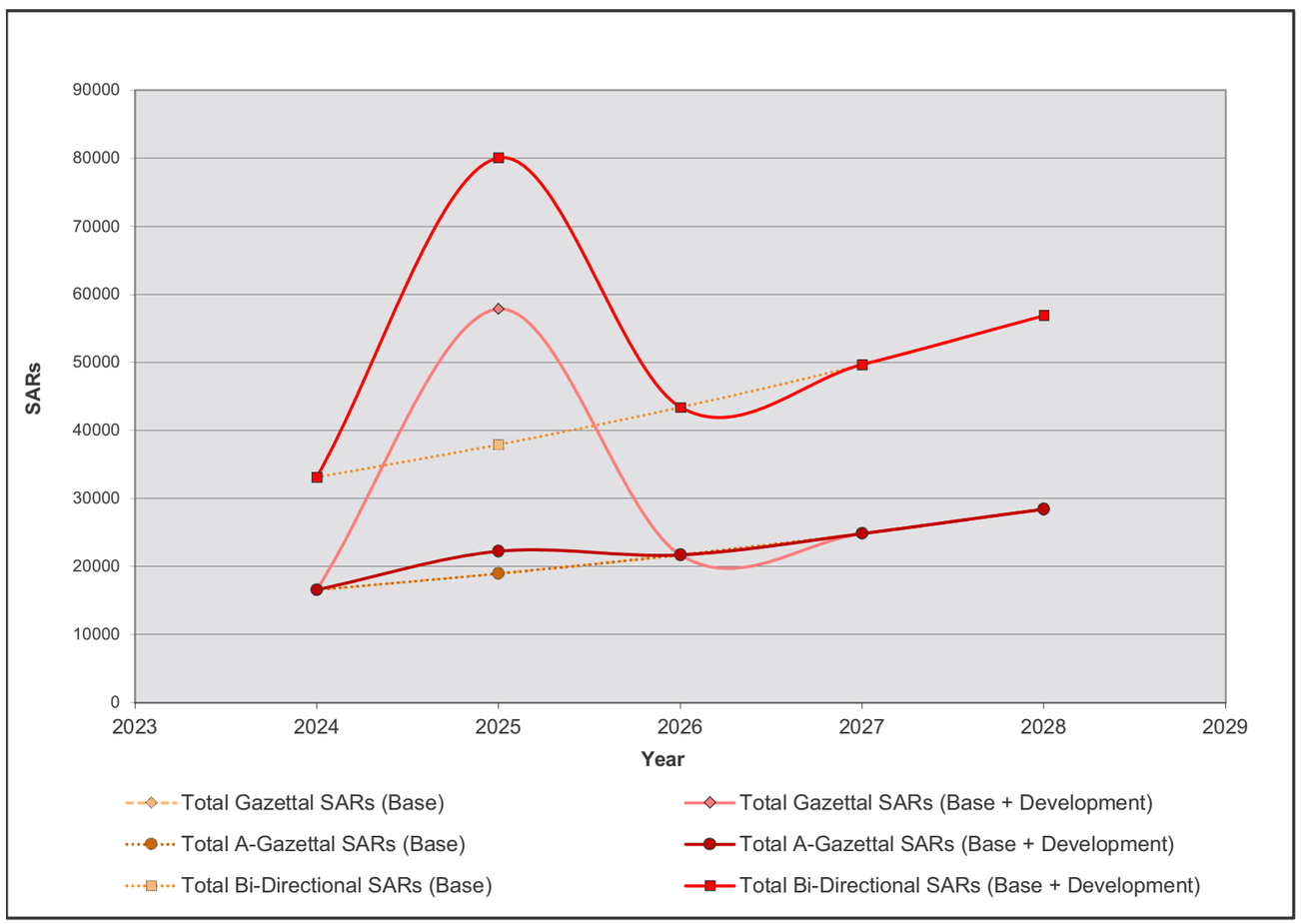
B2G SARs

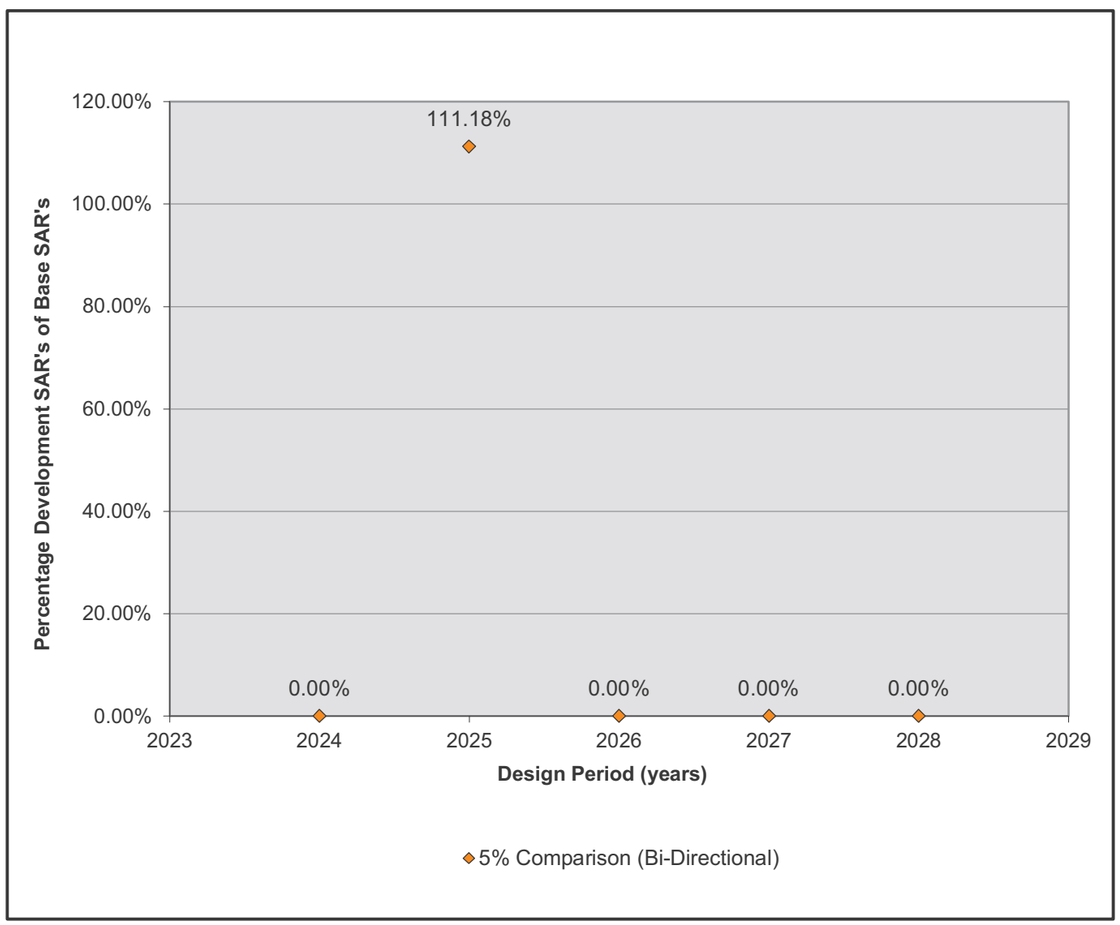
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	16562.45	16562.45	33124.9	0	0	0	16562	16562	33125
2025	18957.48	18957.48	37914.96	38884	3271	42155	57842	22229	80070
2026	21698.85	21698.85	43397.69	0	0	0	21699	21699	43398
2027	24836.63	24836.63	49673.26	0	0	0	24837	24837	49673
2028	28428.15	28428.15	56856.31	0	0	0	28428	28428	56856

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	205.11%	17.26%	111.18%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	E14-X111	G	E14-X111	AG	X111-E14

Road name	Mosquito Creek Road
Road section	Borrow Site #10 (Mosquito Road) to Grays Road
Road authority	GRC

B2G Development Volumes

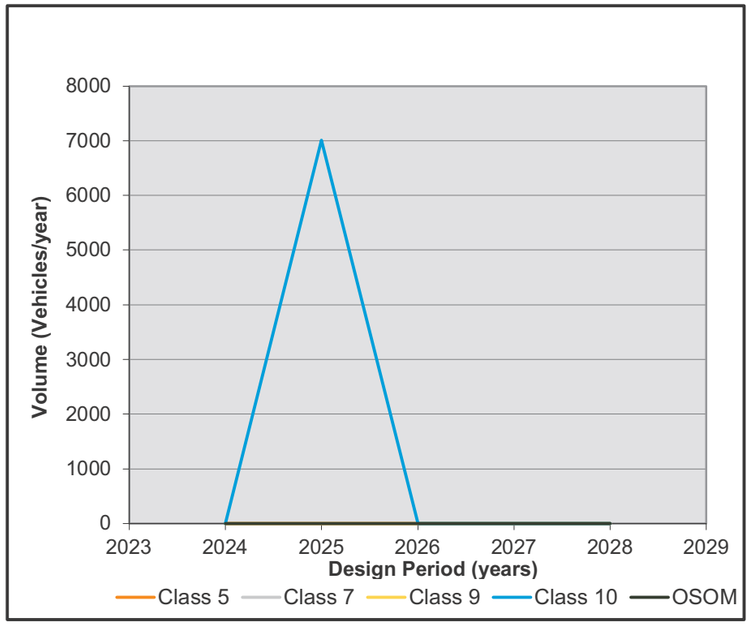
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	3505	0	0	0	0	3505	0	0	0	0	7009	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

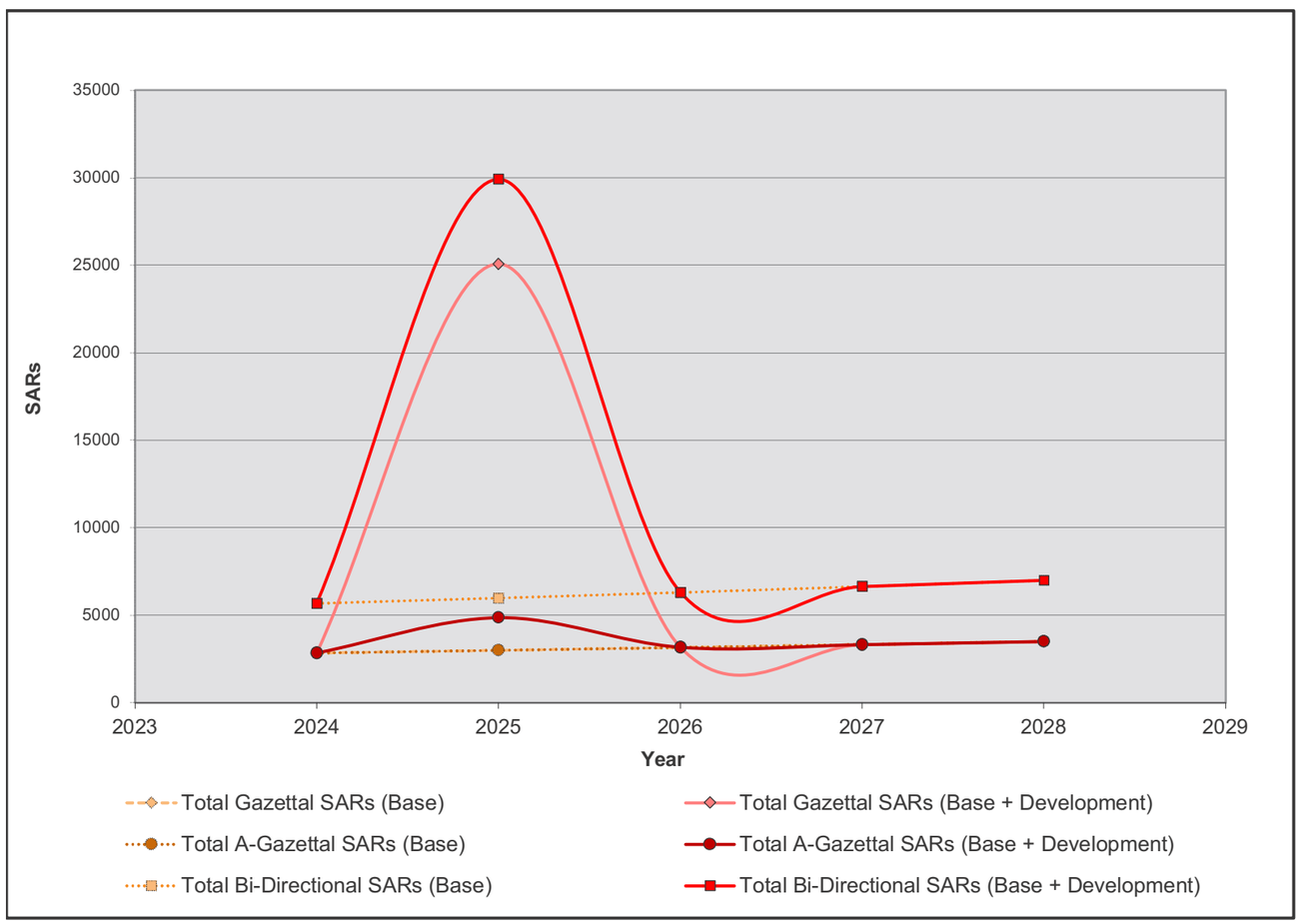
B2G SARs

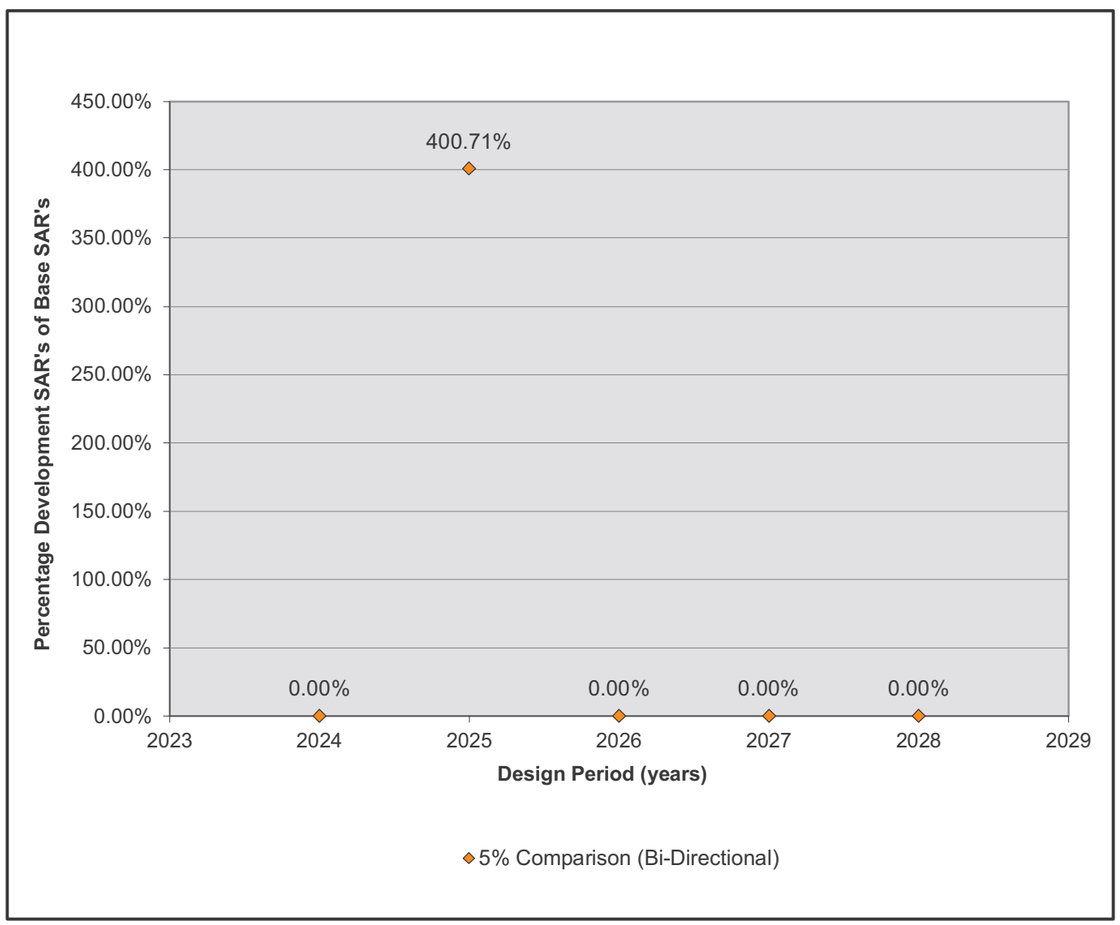
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2835.049	2835.049	5670.099	0	0	0	2835	2835	5670
2025	2986.748	2986.748	5973.497	22079	1857	23936	25066	4844	29910
2026	3146.564	3146.564	6293.129	0	0	0	3147	3147	6293
2027	3314.932	3314.932	6629.864	0	0	0	3315	3315	6630
2028	3492.309	3492.309	6984.617	0	0	0	3492	3492	6985

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	739.23%	62.19%	400.71%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%





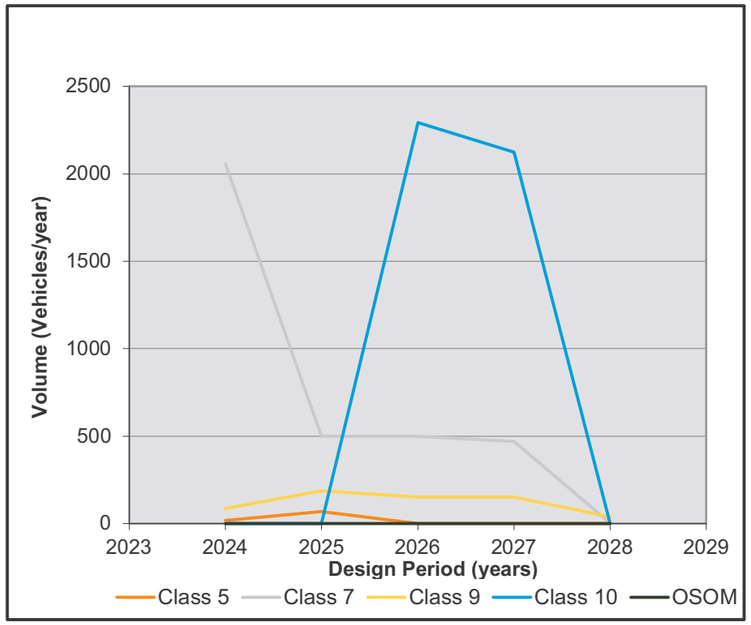


Road ID	X114-E73	G	X114-E73	AG	E73-X114

Road name	Queen Street South
Road section	Yelarbon Kurumbul Road to B2G-LDN016.0
Road authority	GRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	9	1028	42	0	0	9	1028	42	0	0	19	2056	85	0	0
2025	35	249	94	0	0	35	249	94	0	0	69	499	187	0	0
2026	0	249	74	1146	0	0	249	74	1146	0	0	499	149	2292	0
2027	0	234	74	1061	0	0	234	74	1061	0	0	468	149	2122	0
2028	0	2	19	0	0	0	2	19	0	0	0	3	37	0	0

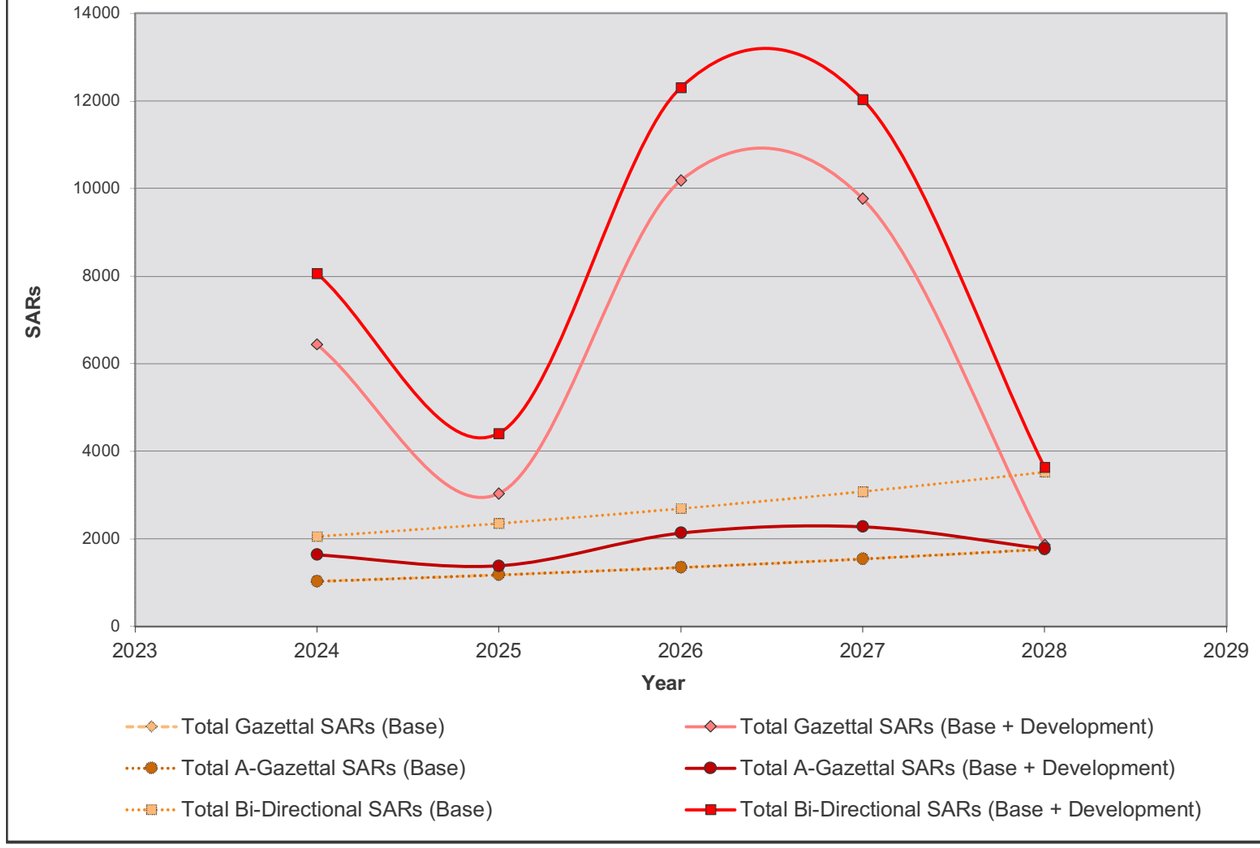


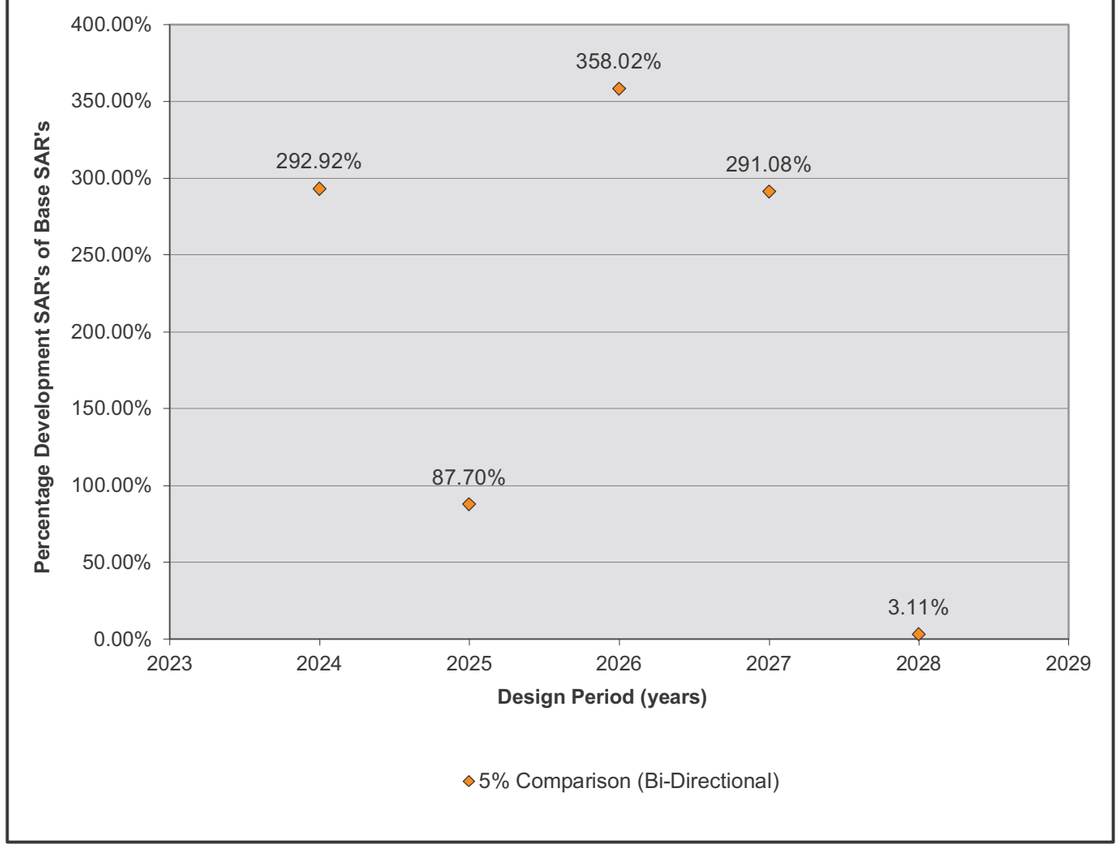
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1025.88	1025.88	2051.761	5408	602	6010	6434	1628	8062
2025	1174.229	1174.229	2348.457	1856	203	2060	3030	1378	4408
2026	1344.029	1344.029	2688.058	8839	785	9624	10183	2129	12312
2027	1538.384	1538.384	3076.768	8225	731	8956	9763	2270	12033
2028	1760.843	1760.843	3521.687	99	10	110	1860	1771	3631

5% Comparison

	AG	AG	B
2024	527.19%	58.65%	292.92%
2025	158.08%	17.33%	87.70%
2026	657.62%	58.41%	358.02%
2027	534.64%	47.53%	291.08%
2028	5.64%	0.59%	3.11%





Road ID	X150-E126	G	X150-E126	AG	E126-X150

Road name	Silo Street
Road section	Barwon Highway to Graincorp Talwood
Road authority	GRC

B2G Development Volumes

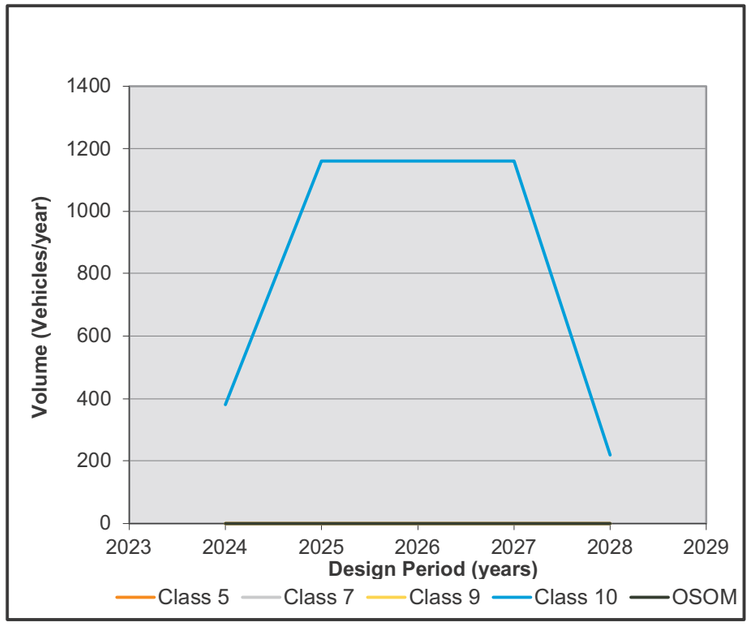
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	190	0	0	0	0	190	0	0	0	0	380	0
2025	0	0	0	580	0	0	0	0	580	0	0	0	0	1160	0
2026	0	0	0	580	0	0	0	0	580	0	0	0	0	1160	0
2027	0	0	0	580	0	0	0	0	580	0	0	0	0	1160	0
2028	0	0	0	110	0	0	0	0	110	0	0	0	0	220	0

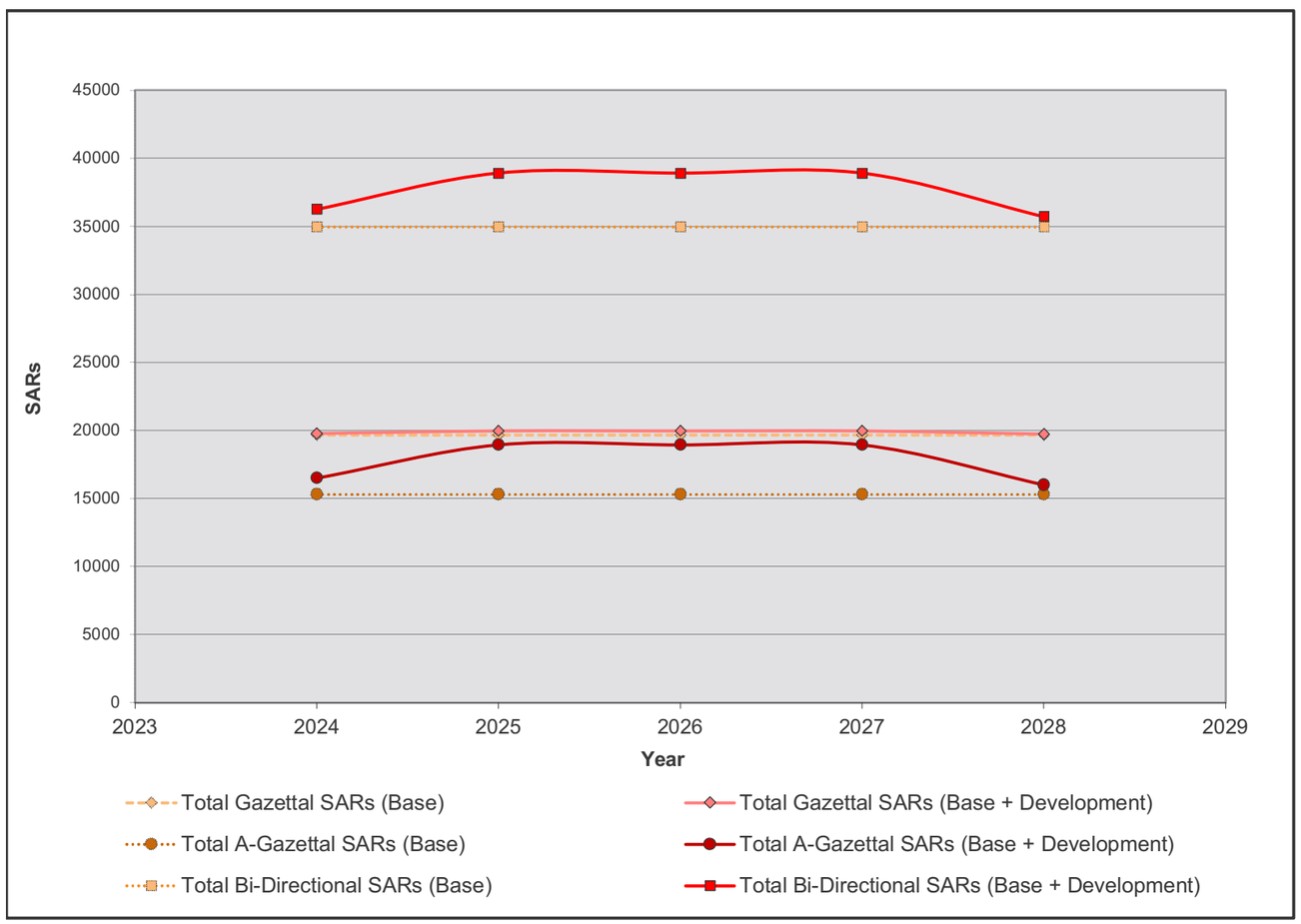
B2G SARs

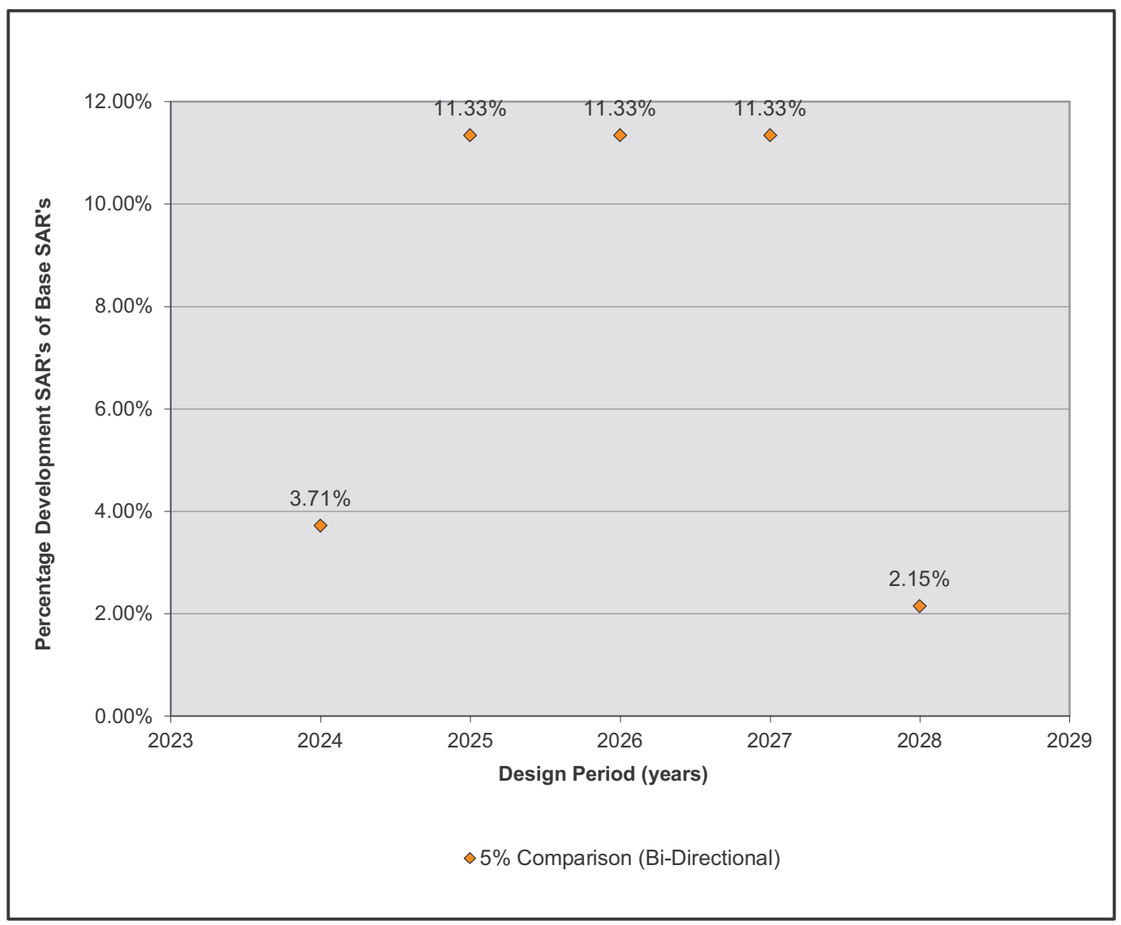
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	19664.45	15291.46	34955.9	101	1197	1298	19765	16488	36254
2025	19664.45	15291.46	34955.9	307	3654	3961	19972	18945	38917
2026	19664.45	15291.46	34955.9	307	3654	3961	19972	18945	38917
2027	19664.45	15291.46	34955.9	307	3654	3961	19972	18945	38917
2028	19664.45	15291.46	34955.9	58	693	751	19723	15984	35707

5% Comparison

	AG	AG	B
2024	0.51%	7.83%	3.71%
2025	1.56%	23.90%	11.33%
2026	1.56%	23.90%	11.33%
2027	1.56%	23.90%	11.33%
2028	0.30%	4.53%	2.15%







Road ID	X107-X115	G	X107-X115	AG	X115-X107

Road name	South Kurumbul Road
Road section	Kildonan Road to Yelarbon Kurumbul Road
Road authority	GRC

B2G Development Volumes

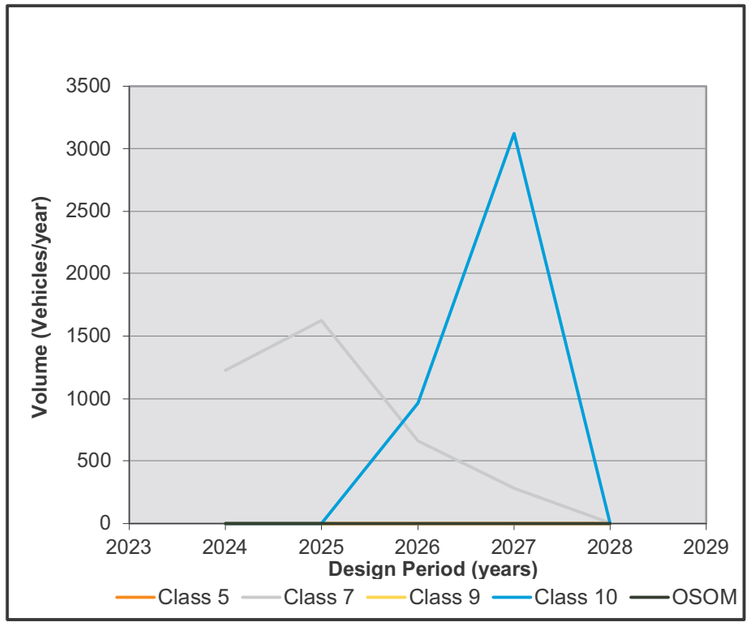
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	613	0	0	0	0	613	0	0	0	0	1226	0	0	0
2025	0	812	0	0	0	0	812	0	0	0	0	1623	0	0	0
2026	0	330	0	482	0	0	330	0	482	0	0	659	0	964	0
2027	0	141	0	1561	0	0	141	0	1561	0	0	281	0	3123	0
2028	0	1	0	0	0	0	1	0	0	0	0	3	0	0	0

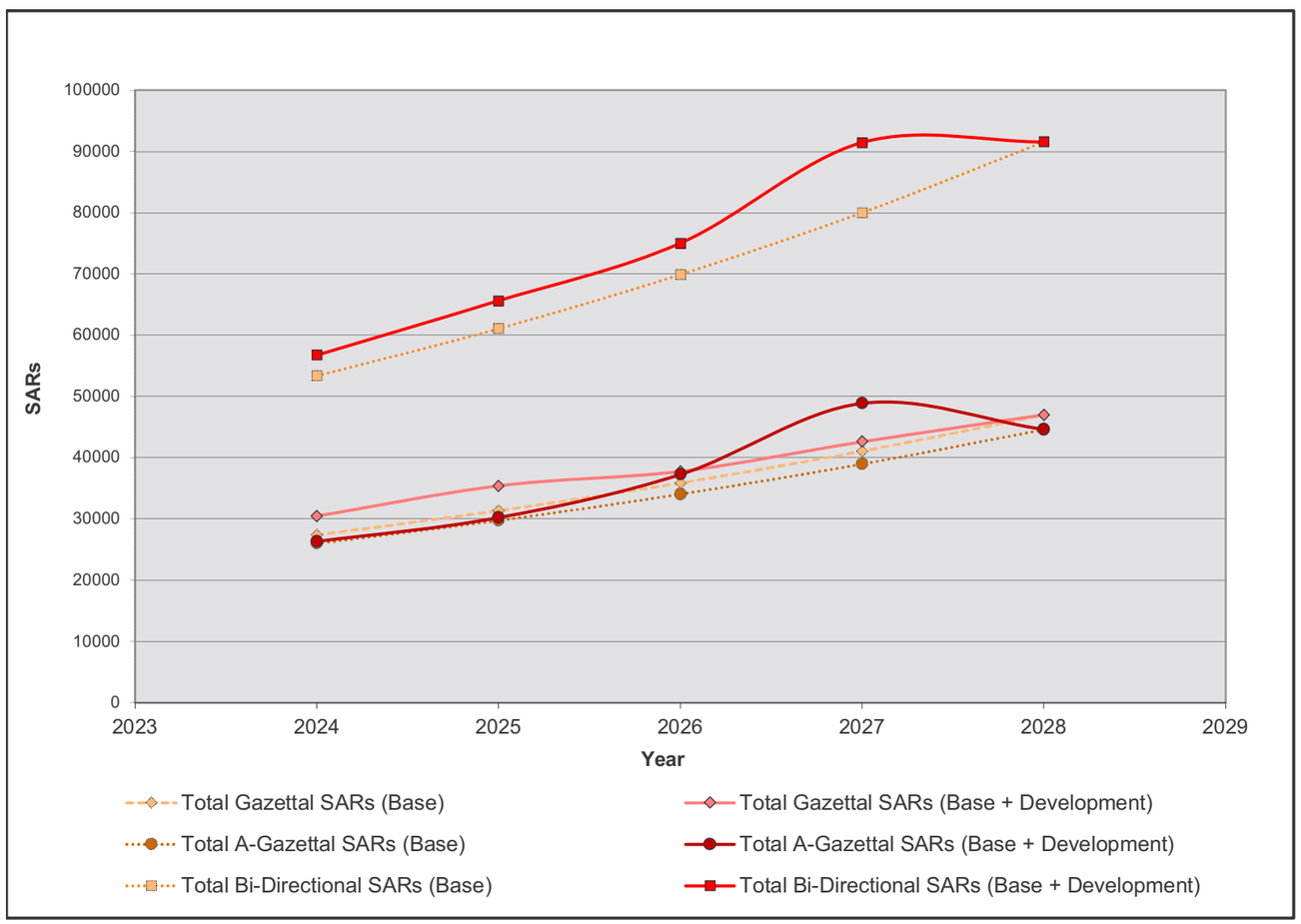
B2G SARs

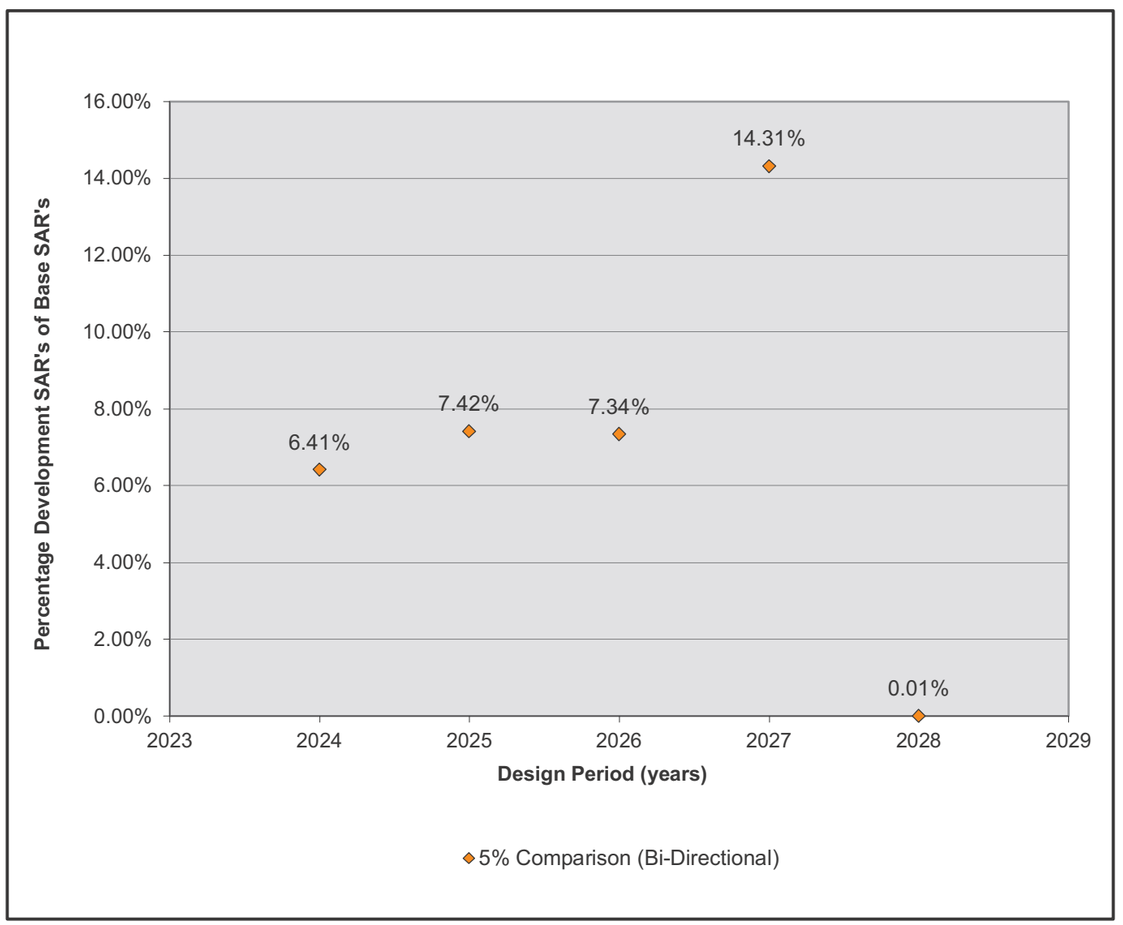
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	27375.13	25971.28	53346.42	3078	343	3421	30453	26315	56768
2025	31333.74	29726.88	61060.63	4075	455	4529	35409	30181	65590
2026	35864.79	34025.57	69890.36	1910	3222	5132	37775	37248	75023
2027	41051.05	38945.87	79996.92	1534	9916	11449	42585	48862	91446
2028	46987.28	44577.68	91564.96	6	1	7	46994	44578	91572

5% Comparison

	AG	AG	B
2024	11.24%	1.32%	6.41%
2025	13.00%	1.53%	7.42%
2026	5.33%	9.47%	7.34%
2027	3.74%	25.46%	14.31%
2028	0.01%	0.00%	0.01%





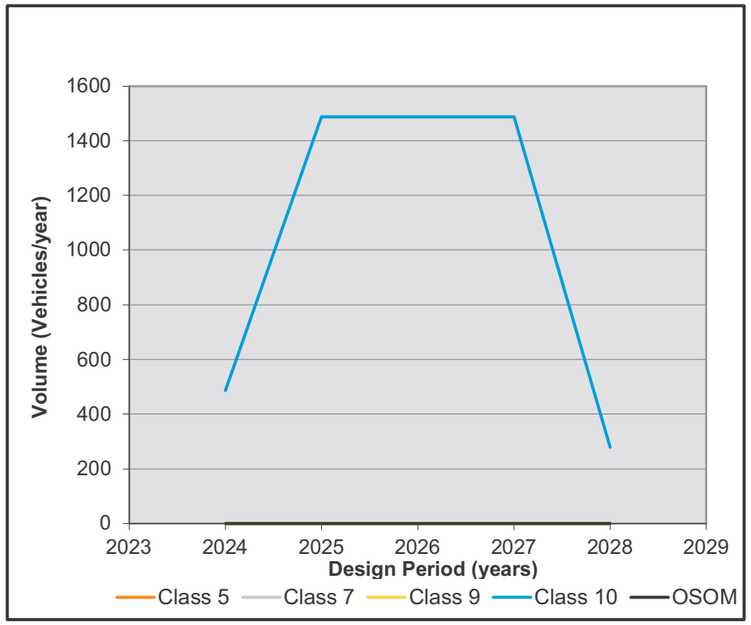


Road ID	E124-X151	G	E124-X151	AG	X151-E124

Road name	South Toobeah Road
Road section	Graincorp Toobeah to Barwon Highway
Road authority	GRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	243	0	0	0	0	243	0	0	0	0	486	0
2025	0	0	0	744	0	0	0	0	744	0	0	0	0	1488	0
2026	0	0	0	744	0	0	0	0	744	0	0	0	0	1488	0
2027	0	0	0	744	0	0	0	0	744	0	0	0	0	1488	0
2028	0	0	0	140	0	0	0	0	140	0	0	0	0	280	0

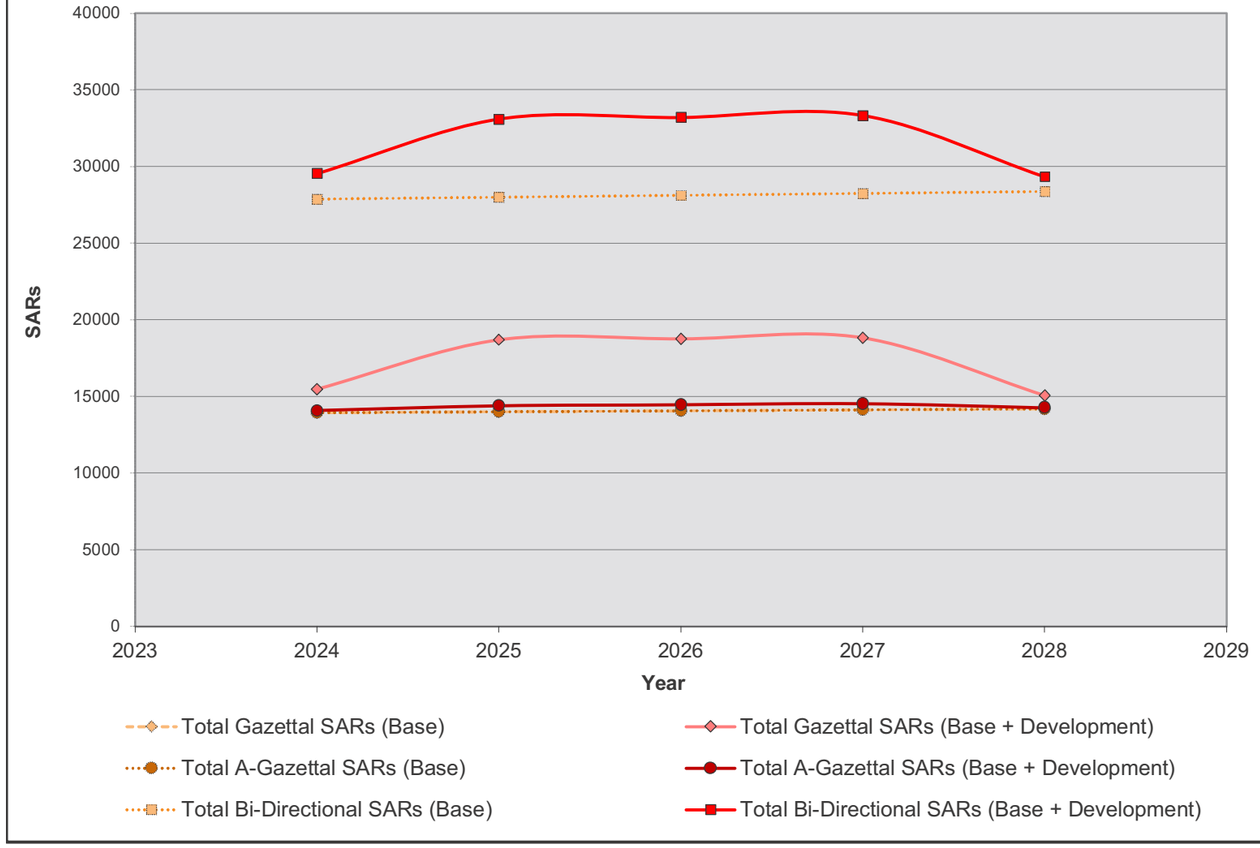


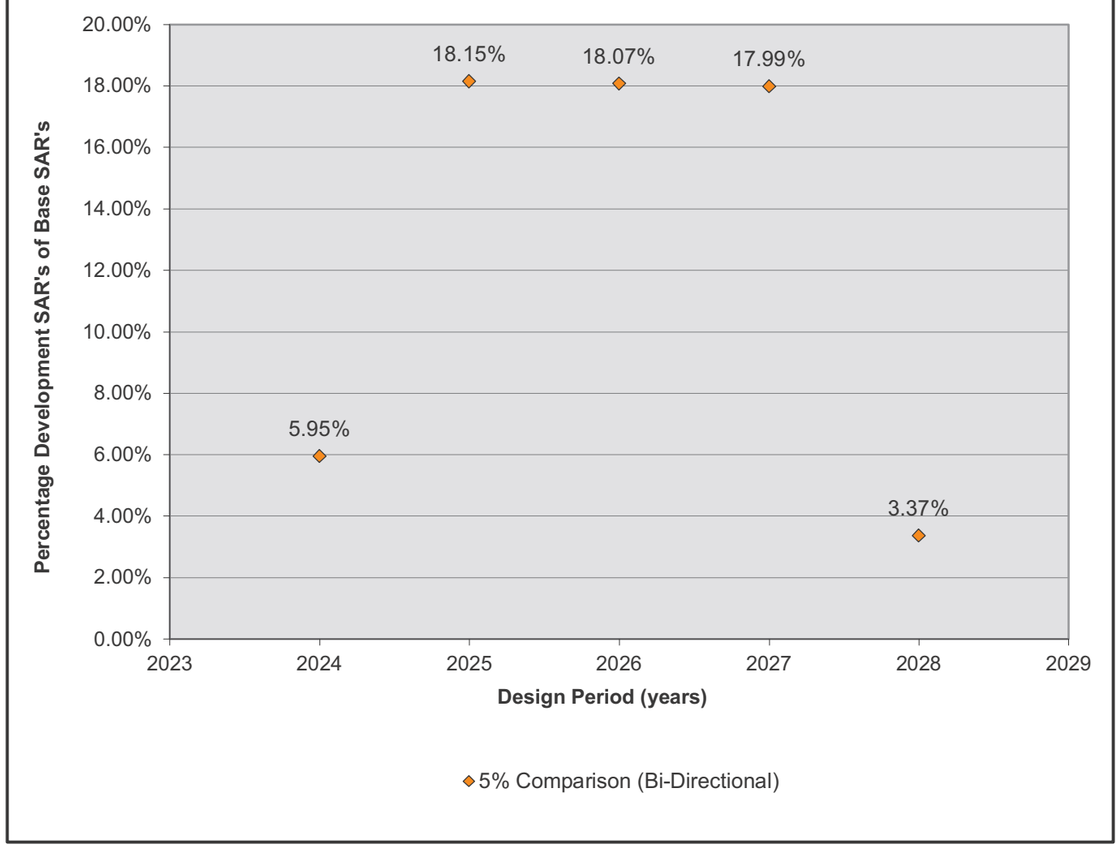
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	13940.08	13940.08	27880.16	1531	129	1660	15471	14069	29540
2025	14001.62	14001.62	28003.24	4687	394	5082	18689	14396	33085
2026	14063.43	14063.43	28126.87	4687	394	5082	18751	14458	33208
2027	14125.52	14125.52	28251.04	4687	394	5082	18813	14520	33333
2028	14187.88	14187.88	28375.77	882	74	956	15070	14262	29332

5% Comparison

	AG	AG	B
2024	10.98%	0.92%	5.95%
2025	33.48%	2.82%	18.15%
2026	33.33%	2.80%	18.07%
2027	33.18%	2.79%	17.99%
2028	6.22%	0.52%	3.37%





Road ID	X16-E75	G	X16-E75	AG	E75-X16

Road name	Springborg Road
Road section	Cunningham highway to B2G-LDN037.6
Road authority	GRC

B2G Development Volumes

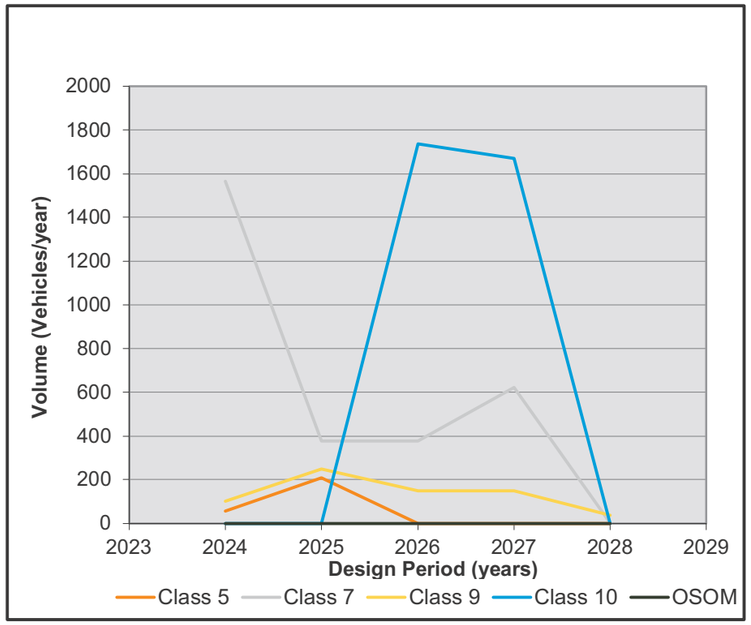
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	28	782	51	0	0	28	782	51	0	0	57	1564	102	0	0
2025	104	190	125	0	0	104	190	125	0	0	208	380	250	0	0
2026	0	190	74	868	0	0	190	74	868	0	0	380	149	1735	0
2027	0	311	74	835	0	0	311	74	835	0	0	623	149	1671	0
2028	0	1	19	0	0	0	1	19	0	0	0	3	37	0	0

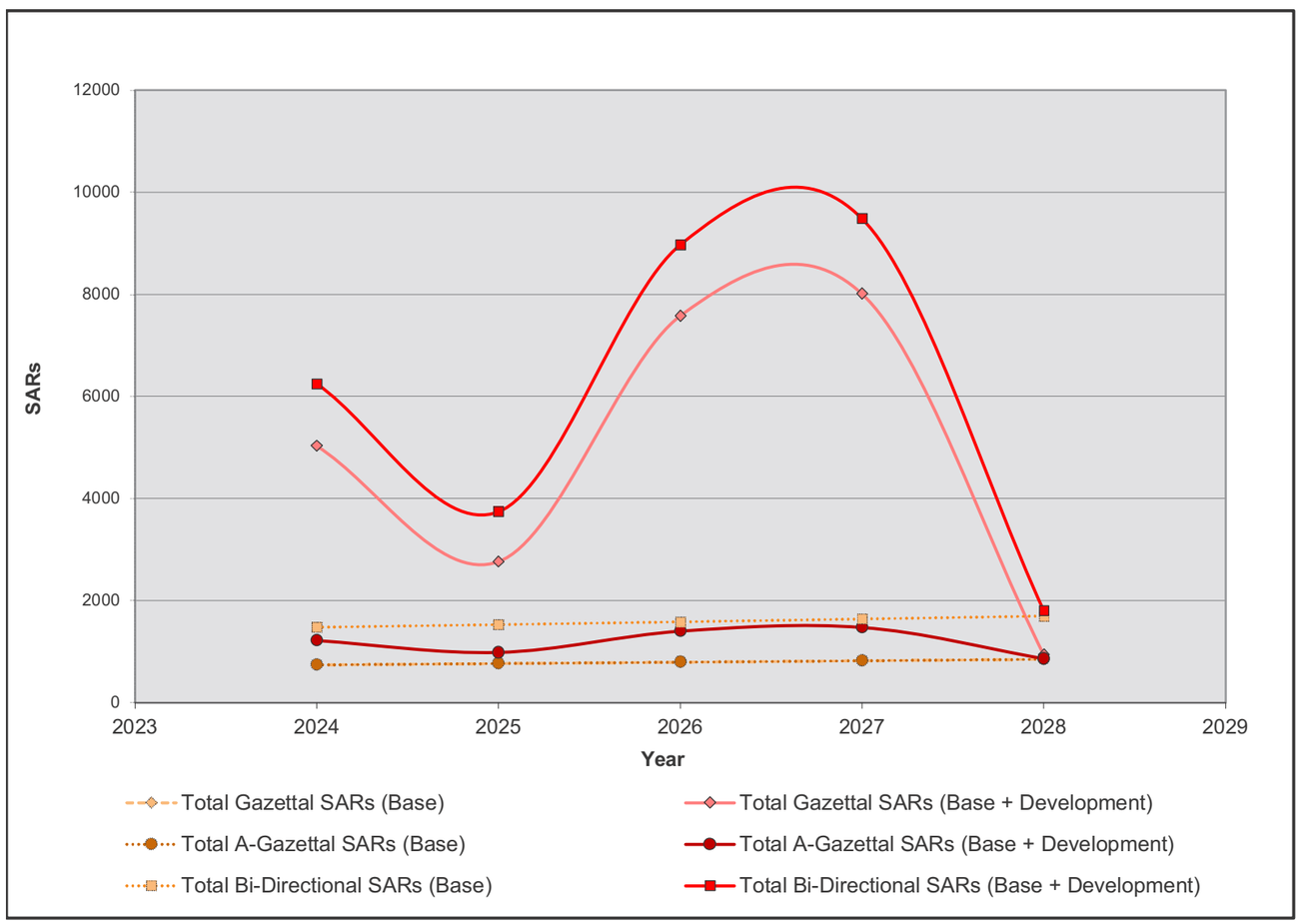
B2G SARs

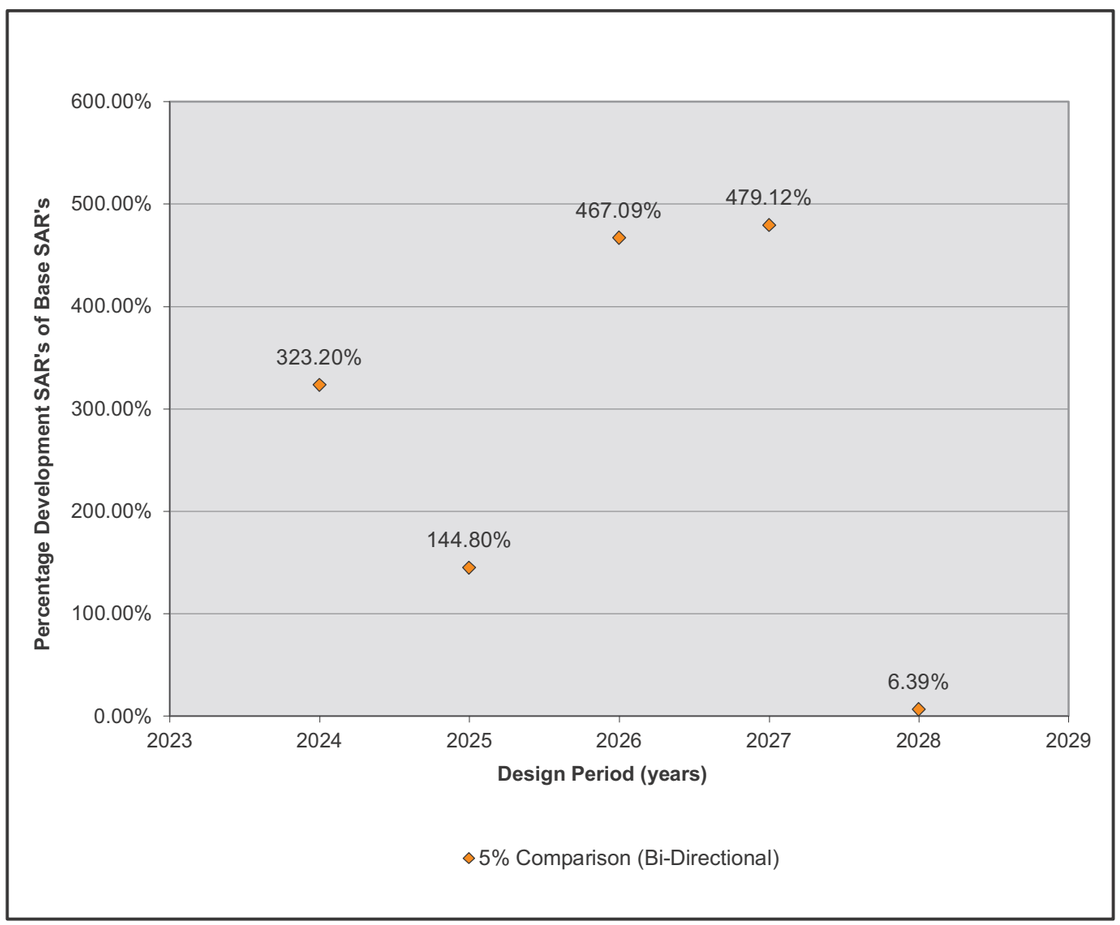
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	737.9394	737.9394	1475.879	4293	477	4770	5031	1215	6246
2025	763.9789	763.9789	1527.958	1995	218	2213	2759	982	3740
2026	790.9372	790.9372	1581.874	6785	604	7389	7576	1395	8971
2027	818.8468	818.8468	1637.694	7192	655	7847	8010	1474	9484
2028	847.7412	847.7412	1695.482	98	10	108	946	858	1804

5% Comparison

	AG	AG	B
2024	581.76%	64.64%	323.20%
2025	261.08%	28.52%	144.80%
2026	857.81%	76.36%	467.09%
2027	878.26%	79.98%	479.12%
2028	11.57%	1.20%	6.39%







Road ID	E74-X112	G	E74-X112	AG	X112-E74

Road name	Suttons Road
Road section	B2G-LDN030.0 to Access Track (Off Suttons Road)
Road authority	GRC

B2G Development Volumes

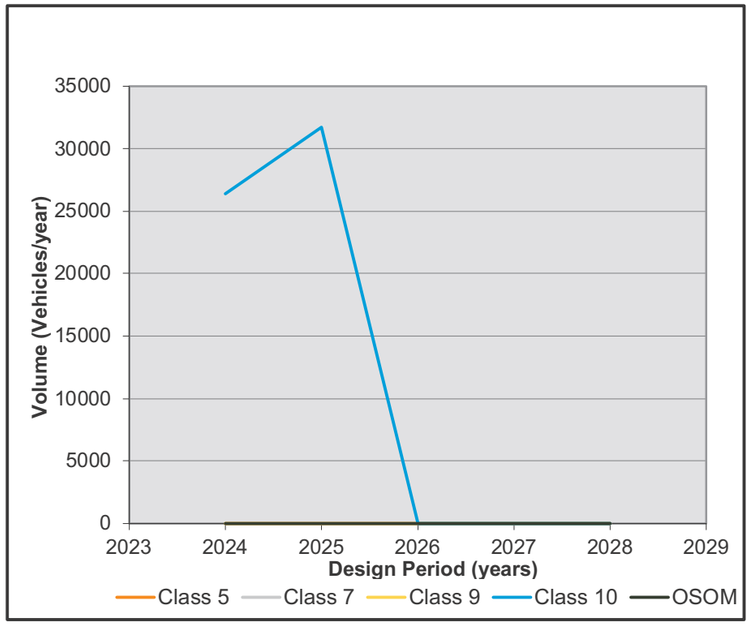
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	13179	0	0	0	0	13179	0	0	0	0	26357	0
2025	0	0	0	15865	0	0	0	0	15865	0	0	0	0	31730	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

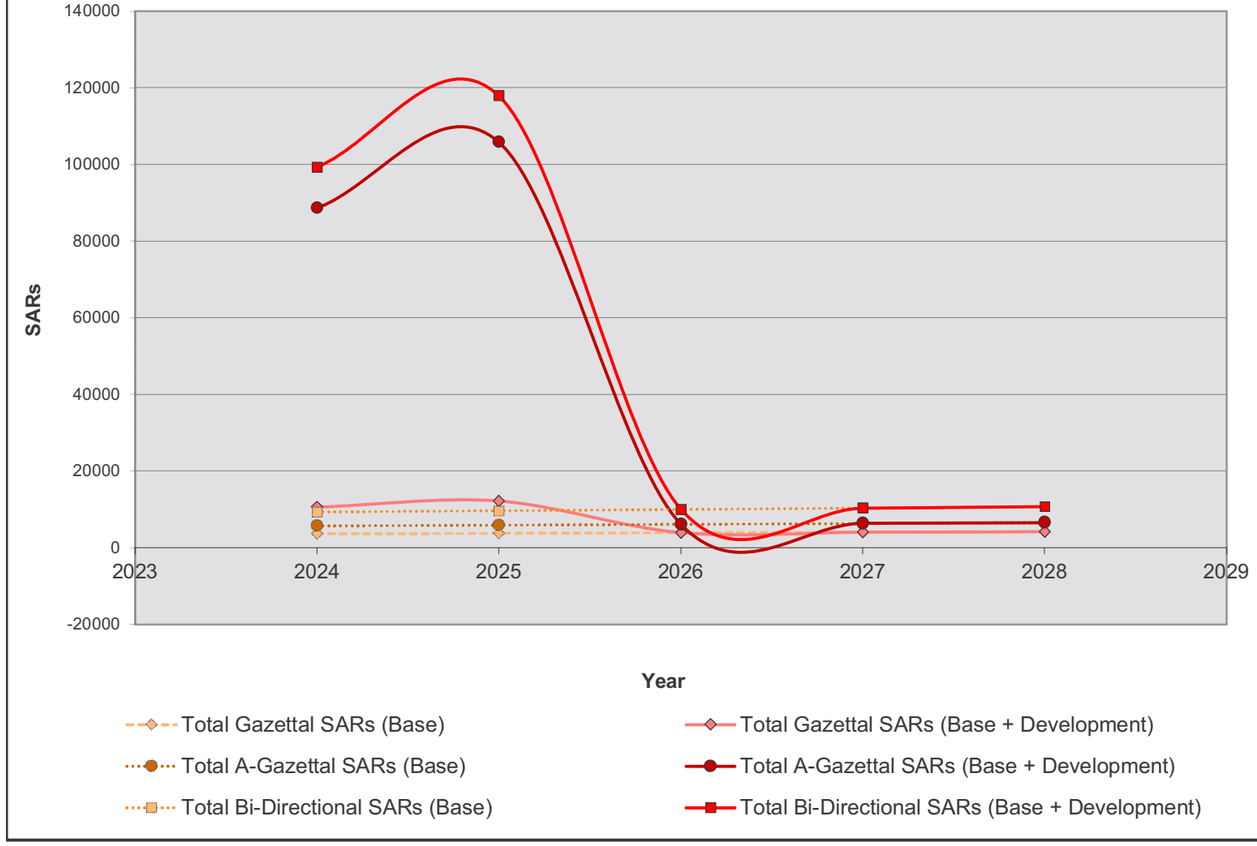
B2G SARs

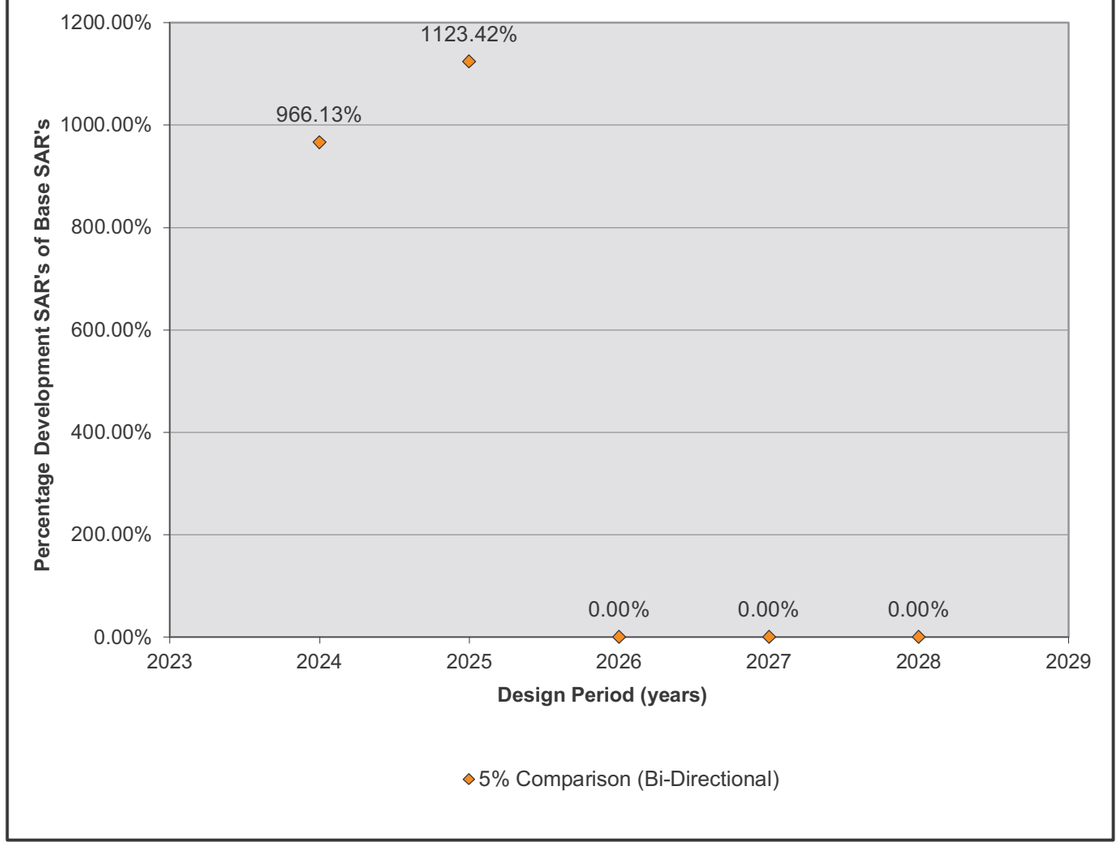
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	3628.202	5688.283	9316.485	6985	83025	90009	10613	88713	99326
2025	3756.23	5889.004	9645.233	8408	99948	108356	12165	105837	118001
2026	3888.775	6096.808	9985.582	0	0	0	3889	6097	9986
2027	4025.997	6311.944	10337.94	0	0	0	4026	6312	10338
2028	4168.061	6534.672	10702.73	0	0	0	4168	6535	10703

5% Comparison

	AG	AG	B
2024	192.51%	1459.58%	966.13%
2025	223.85%	1697.20%	1123.42%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	E80-E41	G	E80-E41	AG	E41-E80

Road name	Thornton Road
Road section	B2G-LDN069.0 to B2G-LDN067.6
Road authority	GRC

B2G Development Volumes

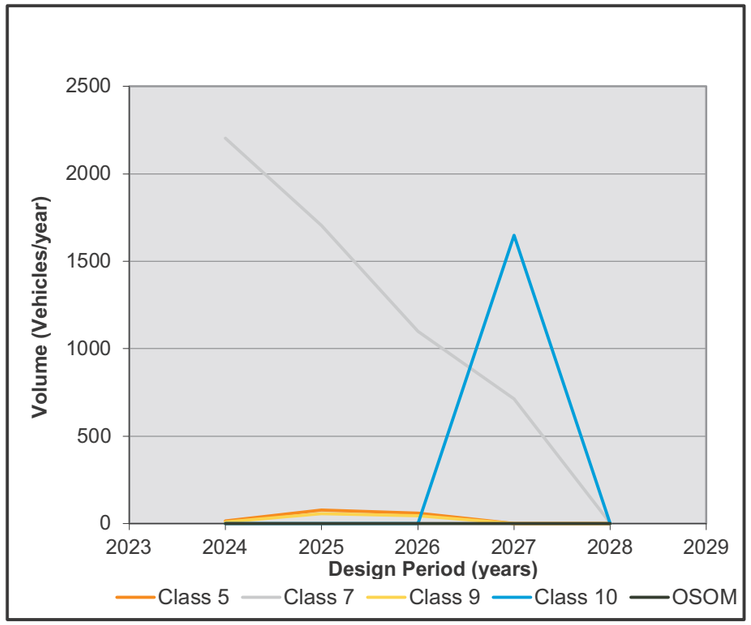
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	6	1101	5	0	0	6	1101	5	0	0	13	2203	9	0	0
2025	39	853	28	0	0	39	853	28	0	0	78	1706	56	0	0
2026	29	549	21	0	0	29	549	21	0	0	58	1098	42	0	0
2027	0	355	0	823	0	0	355	0	823	0	0	710	0	1647	0
2028	0	2	0	0	0	0	2	0	0	0	0	3	0	0	0

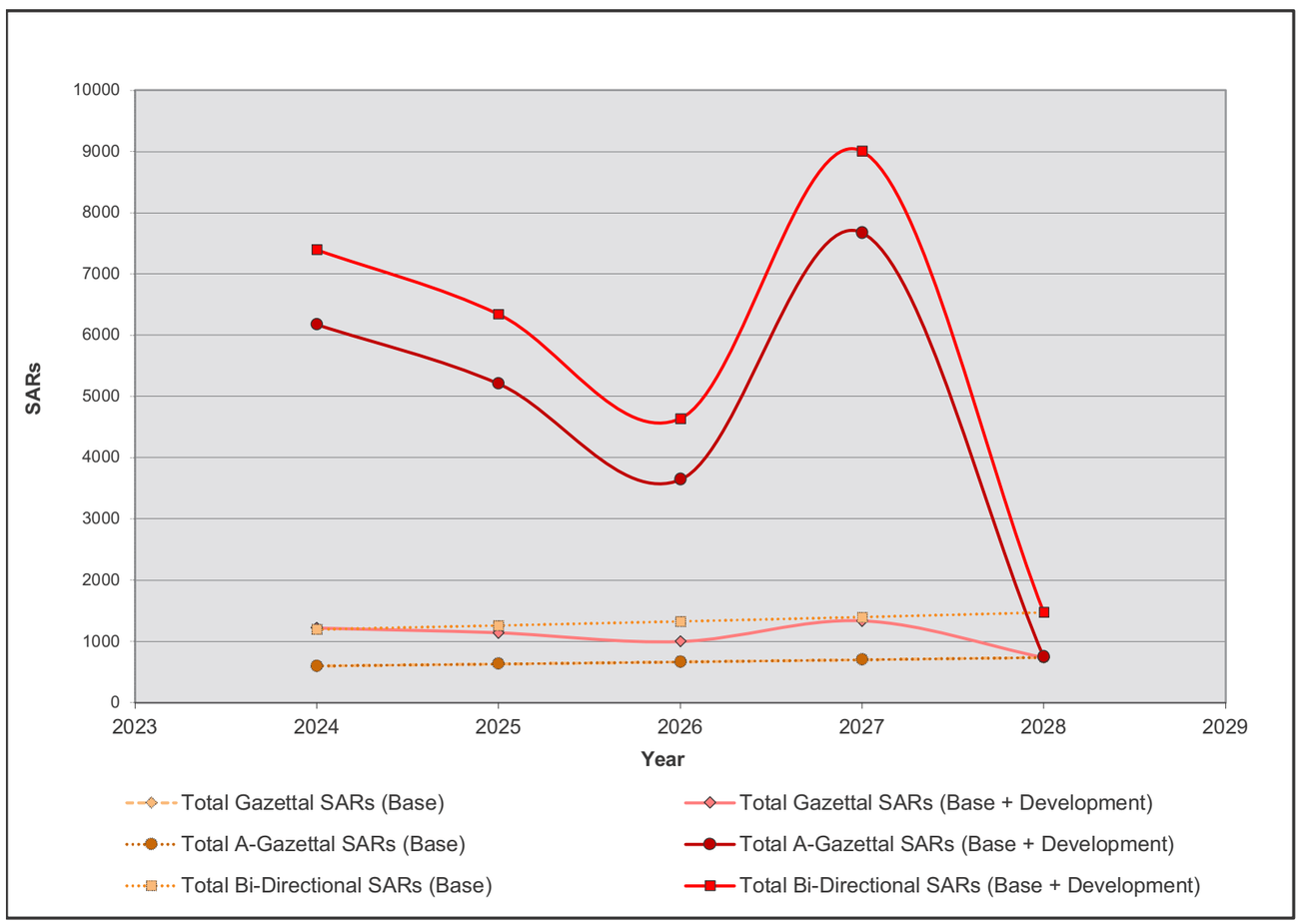
B2G SARs

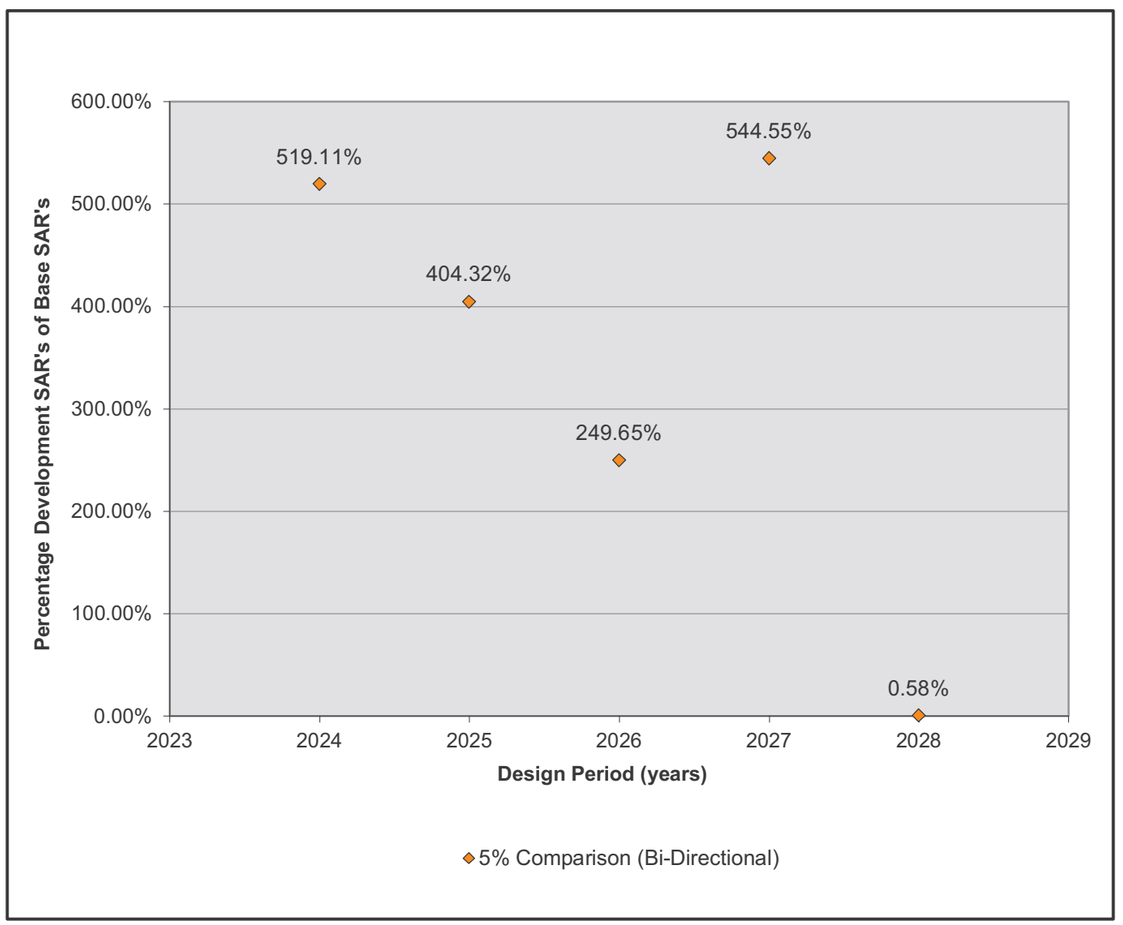
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	597.2331	597.2331	1194.466	622	5578	6201	1219	6176	7395
2025	629.1901	629.1901	1258.38	510	4578	5088	1139	5207	6346
2026	662.857	662.857	1325.714	332	2978	3310	994	3641	4635
2027	698.3254	698.3254	1396.651	635	6970	7605	1334	7669	9002
2028	735.6917	735.6917	1471.383	1	8	8	737	743	1480

5% Comparison

	AG	AG	B
2024	104.17%	934.06%	519.11%
2025	81.02%	727.62%	404.32%
2026	50.01%	449.29%	249.65%
2027	90.97%	998.13%	544.55%
2028	0.12%	1.04%	0.58%







Road ID	E41-X65	G	E41-X65	AG	X65-E41

Road name	Thornton Road
Road section	B2G-LDN067.6 to Millmerran-Inglewood Road
Road authority	GRC

B2G Development Volumes

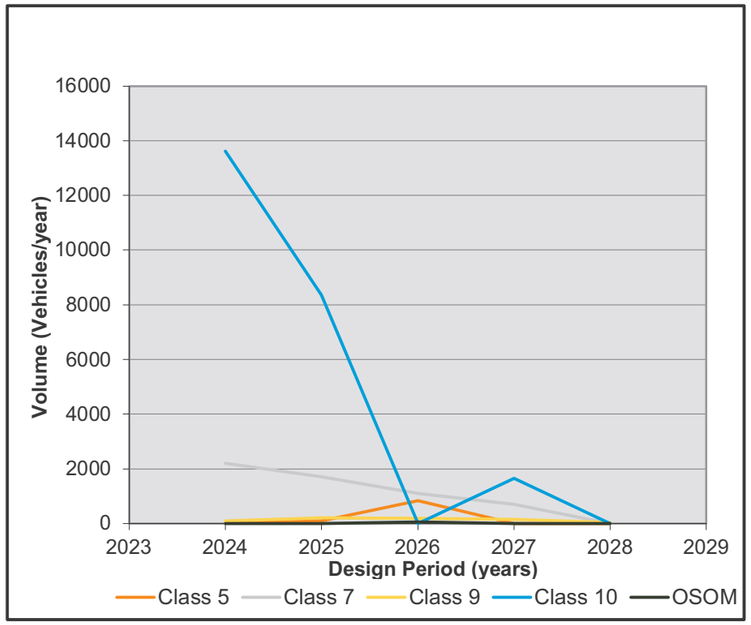
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	7	1101	42	6810	0	7	1101	42	6810	0	14	2203	85	13620	0
2025	43	853	106	4184	0	43	853	106	4184	0	87	1706	212	8369	0
2026	413	549	98	0	31	413	549	98	0	31	825	1098	196	0	62
2027	0	355	74	823	0	0	355	74	823	0	0	710	149	1647	0
2028	0	2	19	0	0	0	2	19	0	0	0	3	37	0	0

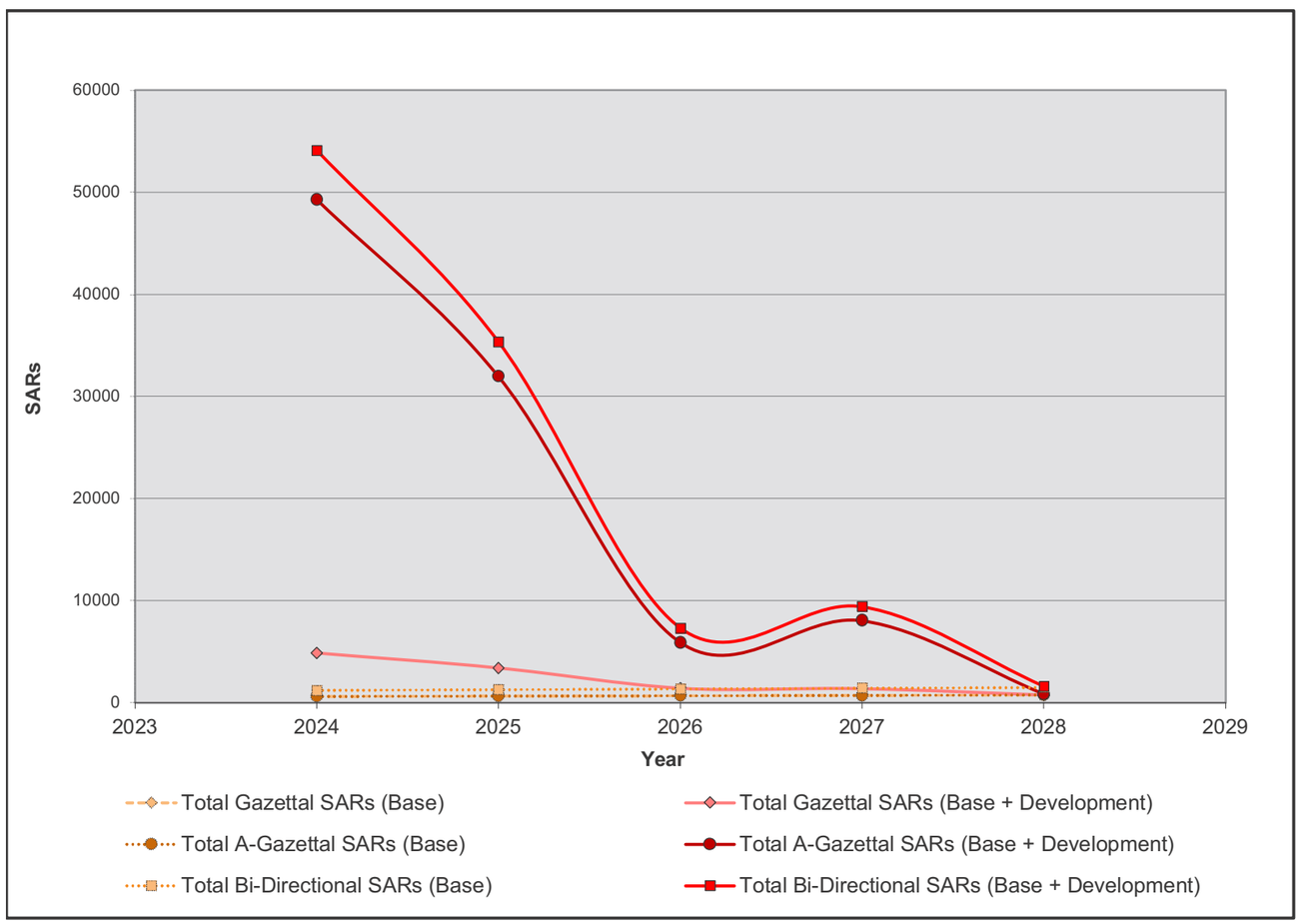
B2G SARs

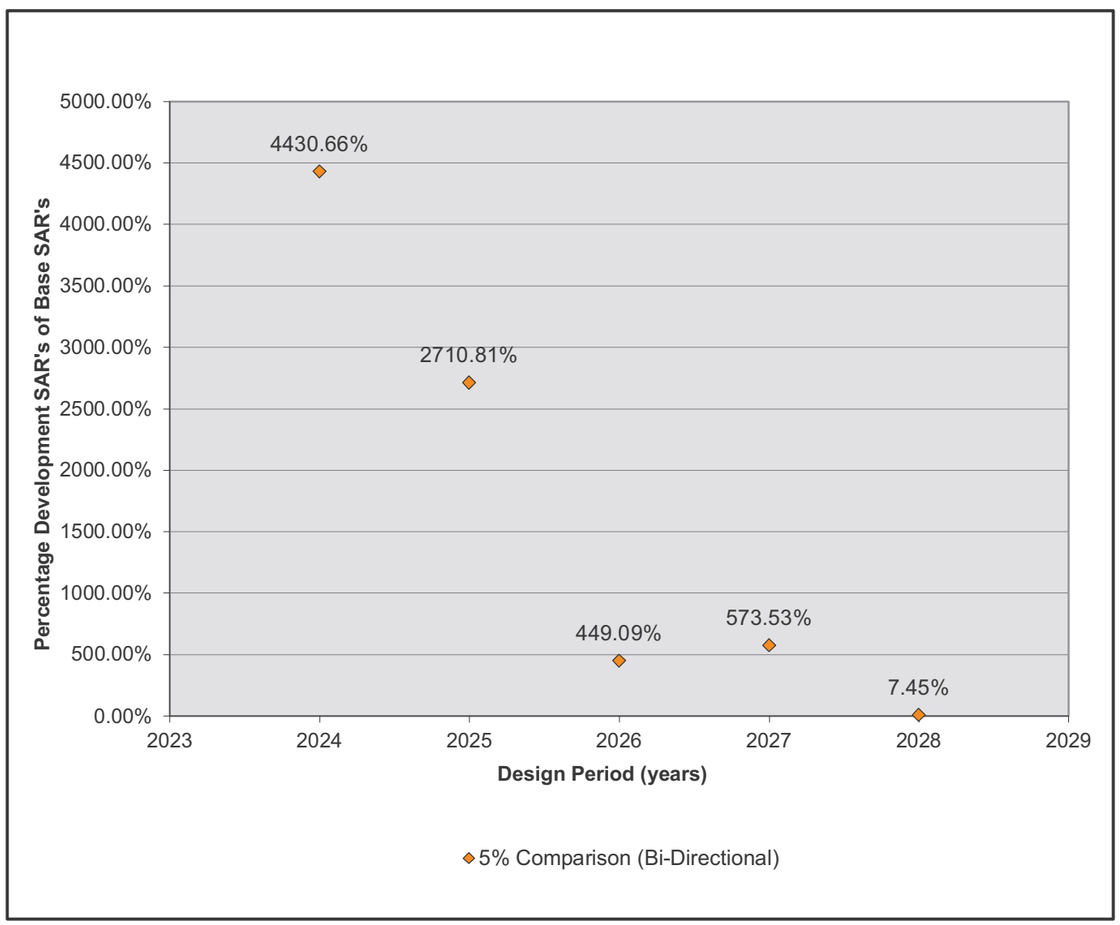
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	597.2331	597.2331	1194.466	4251	48672	52923	4848	49269	54117
2025	629.1901	629.1901	1258.38	2769	31343	34112	3399	31972	35371
2026	662.857	662.857	1325.714	746	5207	5954	1409	5870	7279
2027	698.3254	698.3254	1396.651	673	7337	8010	1372	8035	9407
2028	735.6917	735.6917	1471.383	10	99	110	746	835	1581

5% Comparison

	AG	AG	B
2024	711.80%	8149.51%	4430.66%
2025	440.14%	4981.49%	2710.81%
2026	112.59%	785.60%	449.09%
2027	96.40%	1050.65%	573.53%
2028	1.41%	13.50%	7.45%







Road ID	E1-X3	G	E1-X3	AG	X3-E1

Road name	Town Common Road
Road section	Boral Concrete Goondiwindi to Barwon Highway
Road authority	GRC

B2G Development Volumes

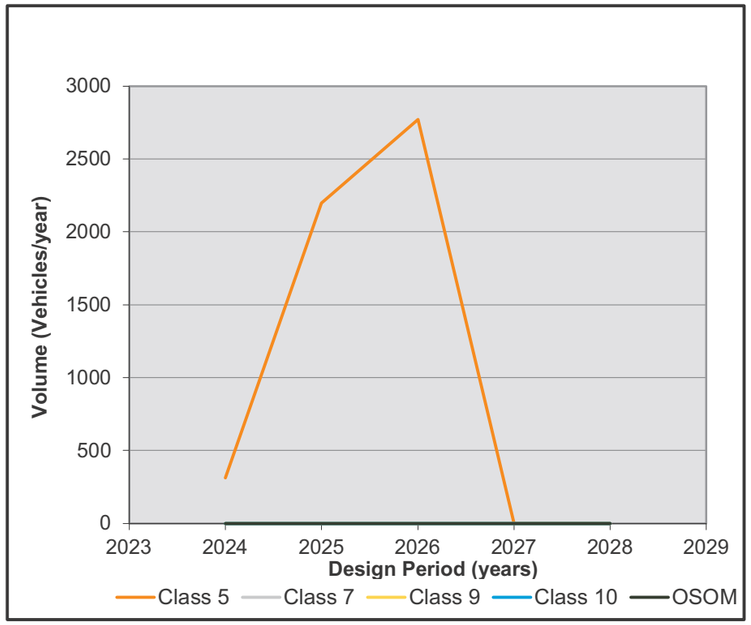
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	156	0	0	0	0	156	0	0	0	0	313	0	0	0	0
2025	1099	0	0	0	0	1099	0	0	0	0	2198	0	0	0	0
2026	1385	0	0	0	0	1385	0	0	0	0	2771	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

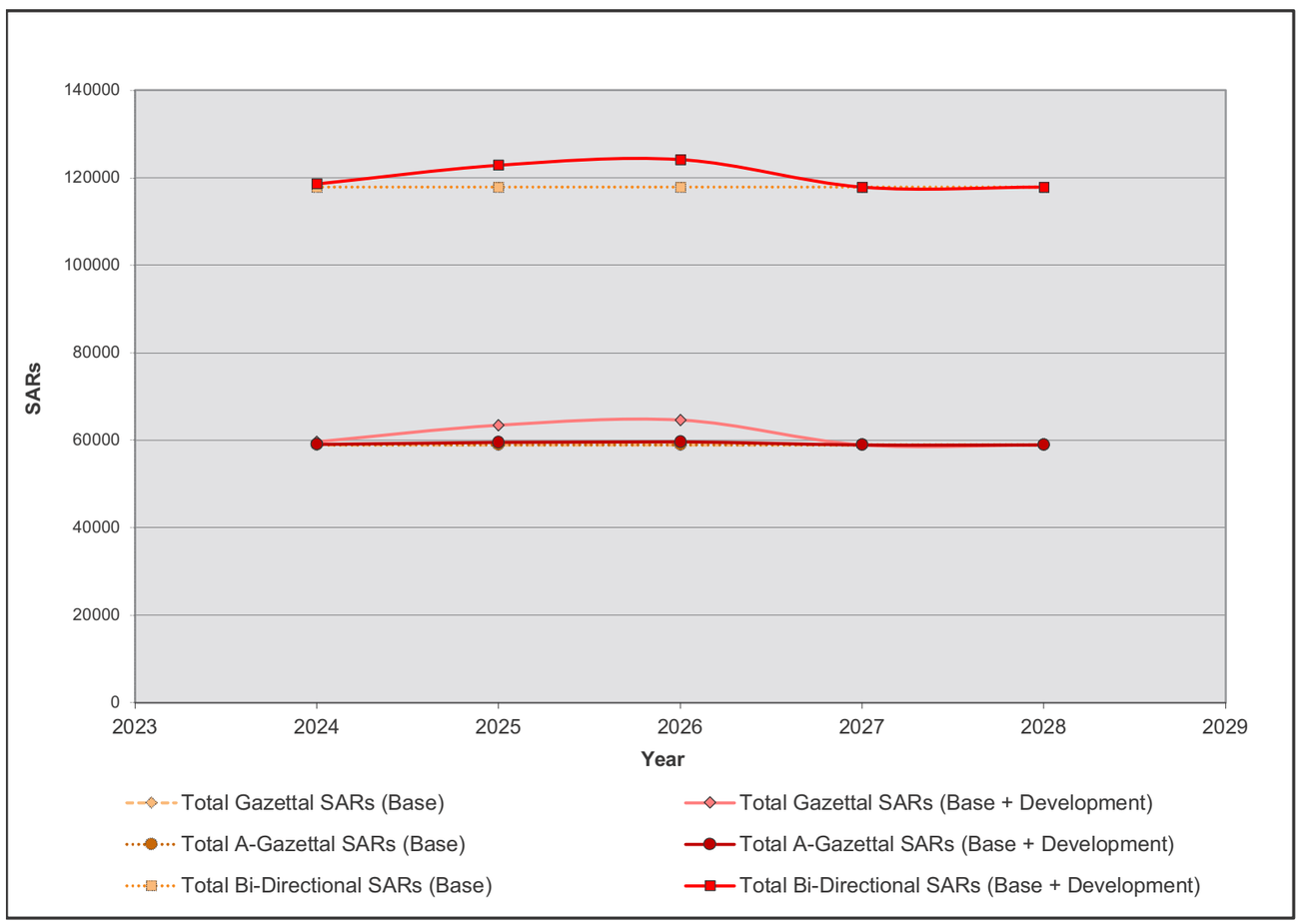
B2G SARs

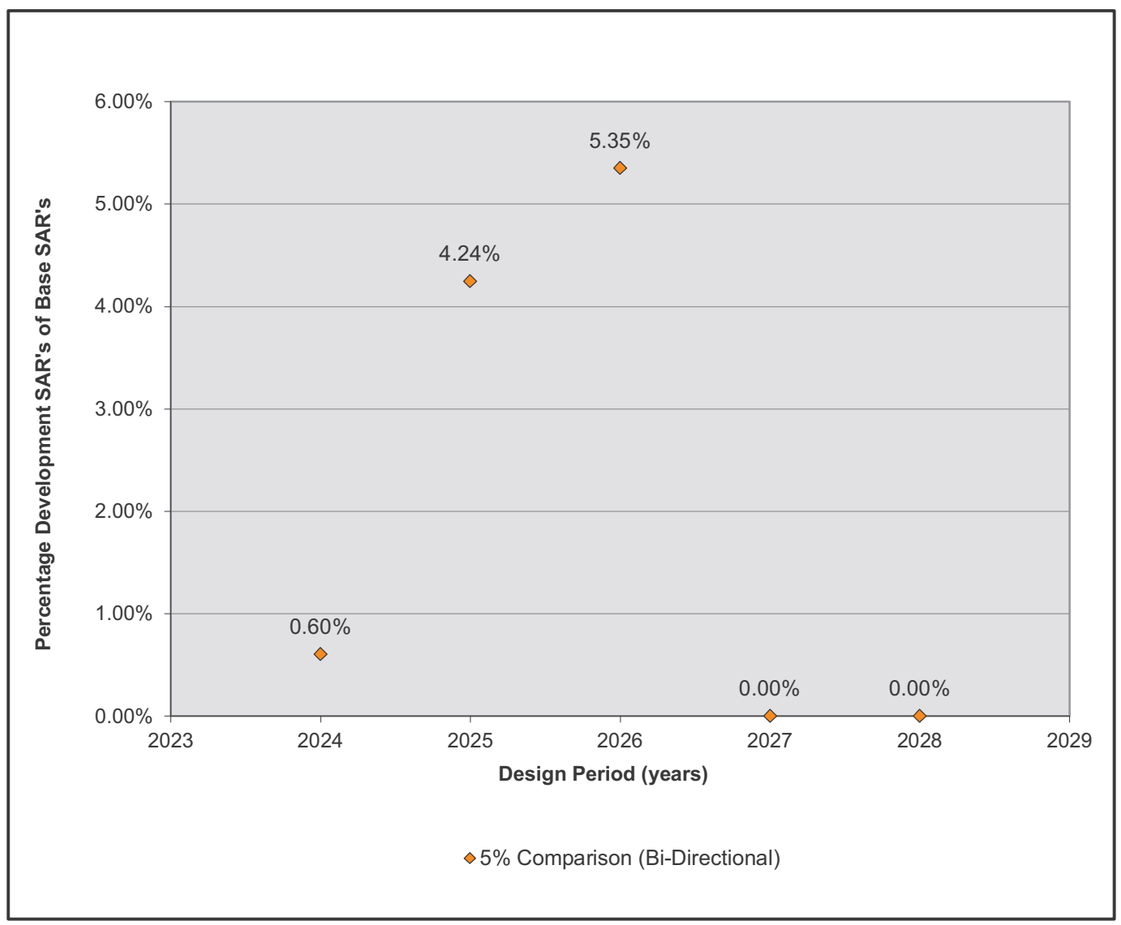
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	58937.28	58937.28	117874.6	640	72	712	59577	59009	118586
2025	58937.28	58937.28	117874.6	4495	506	5001	63432	59443	122875
2026	58937.28	58937.28	117874.6	5666	637	6303	64603	59575	124178
2027	58937.28	58937.28	117874.6	0	0	0	58937	58937	117875
2028	58937.28	58937.28	117874.6	0	0	0	58937	58937	117875

5% Comparison

	AG	AG	B
2024	1.09%	0.12%	0.60%
2025	7.63%	0.86%	4.24%
2026	9.61%	1.08%	5.35%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	E76-X18	G	E76-X18	AG	X18-E76

Road name	Whetstone Access
Road section	B2G-LDN044.5 to Cunningham Highway
Road authority	GRC

B2G Development Volumes

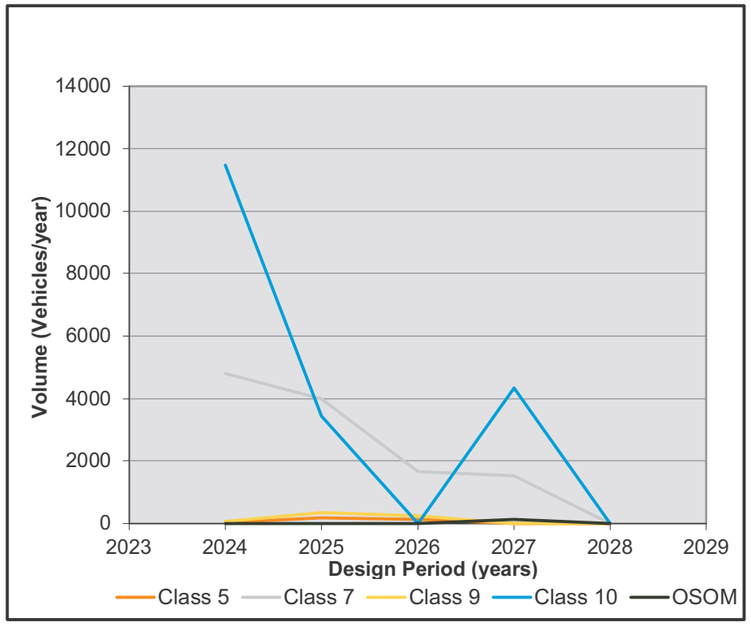
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	16	2400	29	5735	0	16	2400	29	5735	0	32	4800	58	11469	0
2025	95	1990	173	1720	0	95	1990	173	1720	0	190	3981	347	3441	0
2026	71	832	130	0	0	71	832	130	0	0	142	1663	260	0	0
2027	0	766	0	2169	68	0	766	0	2169	68	0	1531	0	4338	136
2028	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0

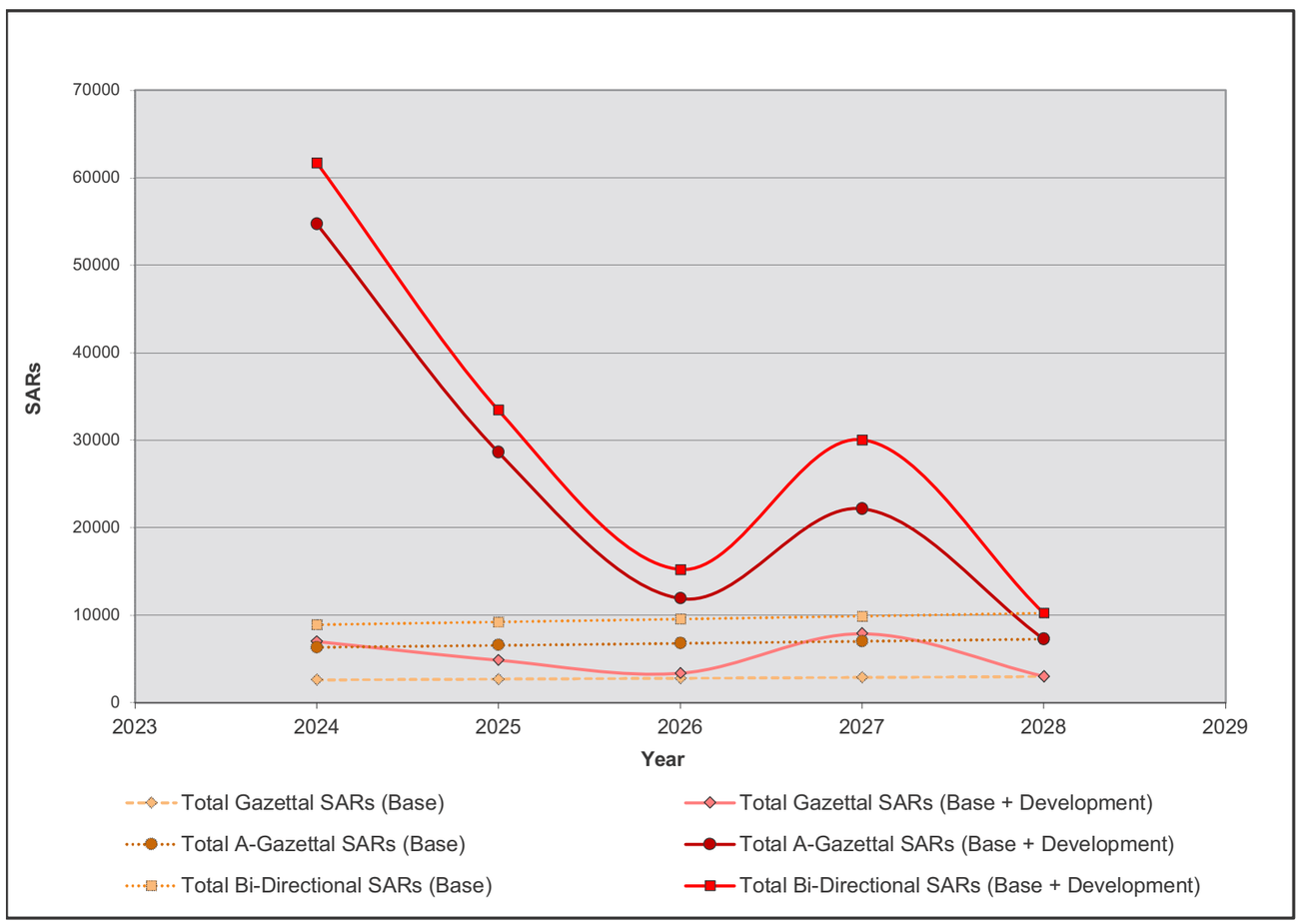
B2G SARs

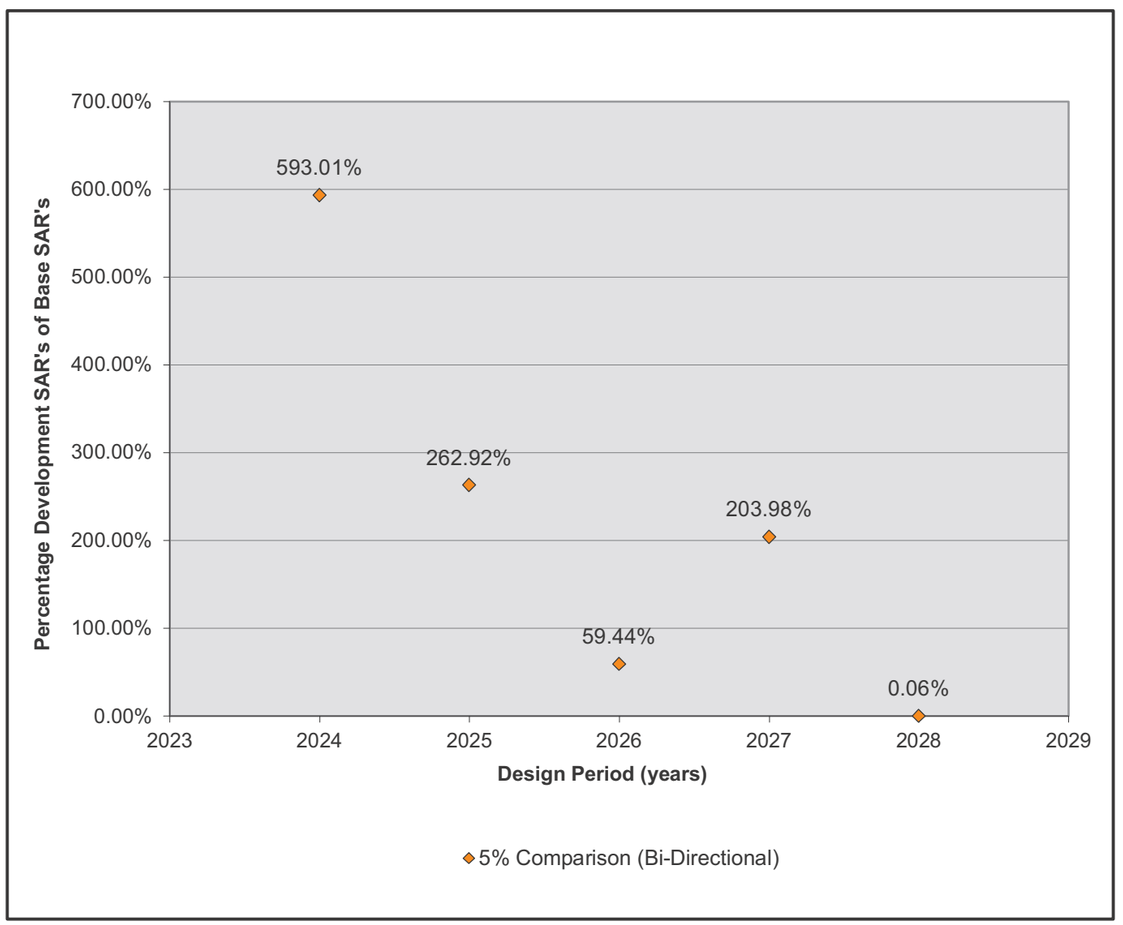
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2589.572	6312.081	8901.652	4405	48383	52788	6995	54695	61690
2025	2680.949	6534.813	9215.763	2158	22072	24230	4839	28606	33446
2026	2775.551	6765.406	9540.957	565	5106	5671	3340	11871	15212
2027	2873.491	7004.135	9877.626	5014	15135	20149	7887	22139	30026
2028	2974.887	7251.288	10226.18	1	5	6	2975	7256	10232

5% Comparison

	AG	AG	B
2024	170.12%	766.51%	593.01%
2025	80.51%	337.75%	262.92%
2026	20.34%	75.47%	59.44%
2027	174.49%	216.08%	203.98%
2028	0.02%	0.07%	0.06%







Road ID	X116-X113	G	X116-X113	AG	X113-X116

Road name	Wondalli Kurumbul Road
Road section	Yelarbon Kurumbul Road to Mooroobie Lane
Road authority	GRC

B2G Development Volumes

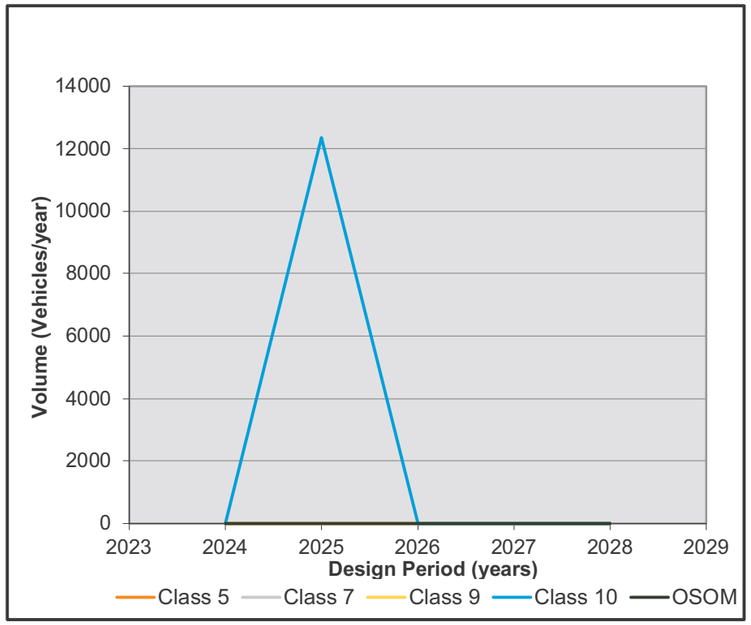
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	6172	0	0	0	0	6172	0	0	0	0	12344	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

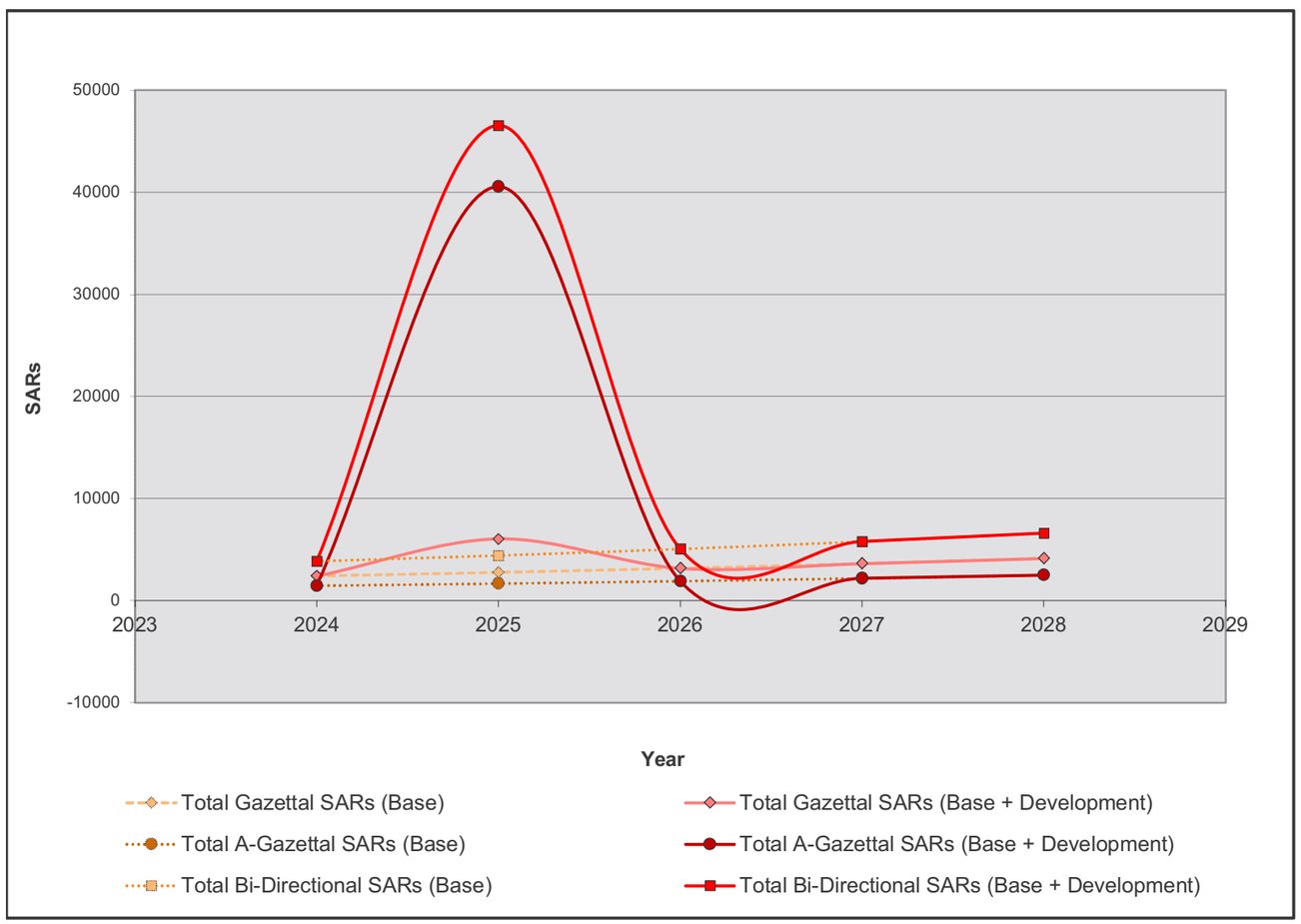
B2G SARs

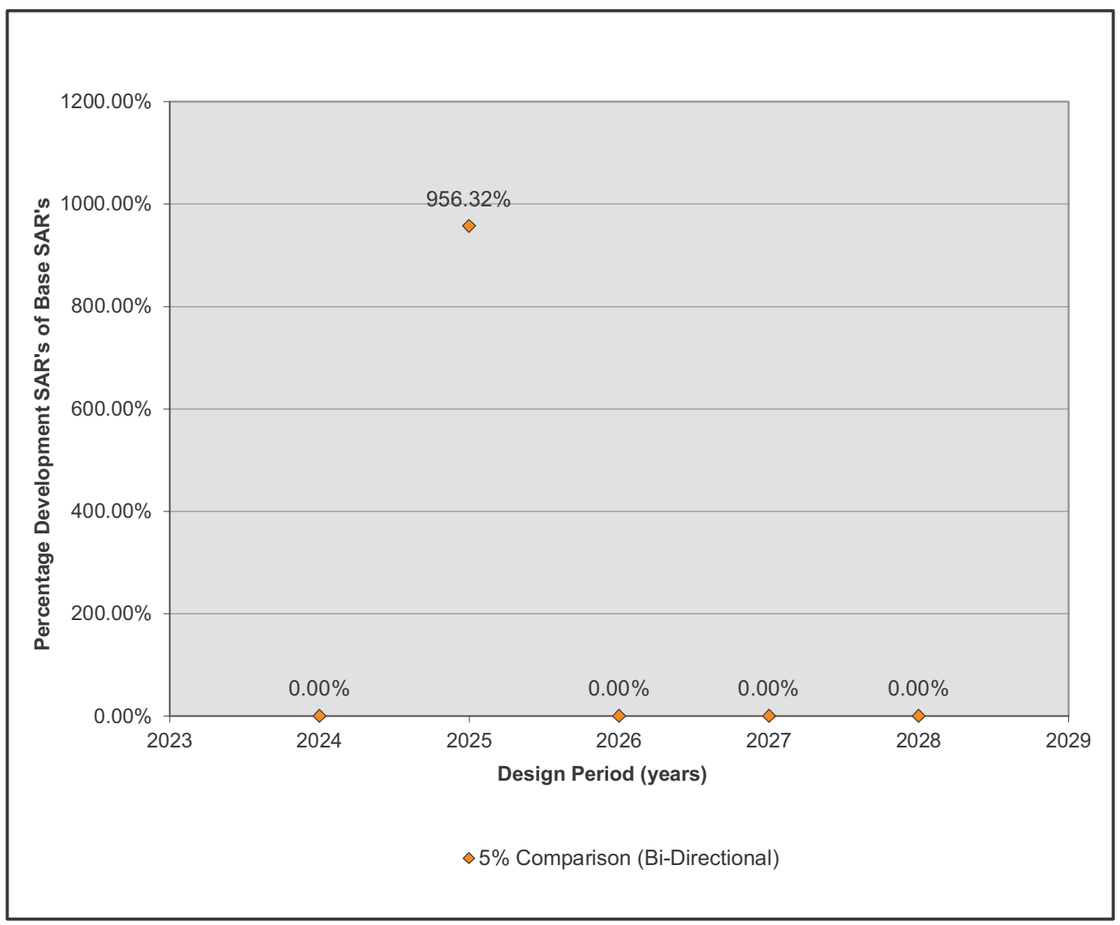
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2406.559	1444.645	3851.204	0	0	0	2407	1445	3851
2025	2754.562	1653.55	4408.111	3271	38884	42155	6026	40538	46564
2026	3152.888	1892.663	5045.551	0	0	0	3153	1893	5046
2027	3608.814	2166.353	5775.167	0	0	0	3609	2166	5775
2028	4130.67	2479.621	6610.291	0	0	0	4131	2480	6610

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	118.76%	2351.56%	956.32%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	X66-E82	G	X66-E82	AG	E82-X66

Road name	Wongavale Yugilbar Road
Road section	Millmerran-Inglewood Road to B2G-LDN081.0
Road authority	GRC

B2G Development Volumes

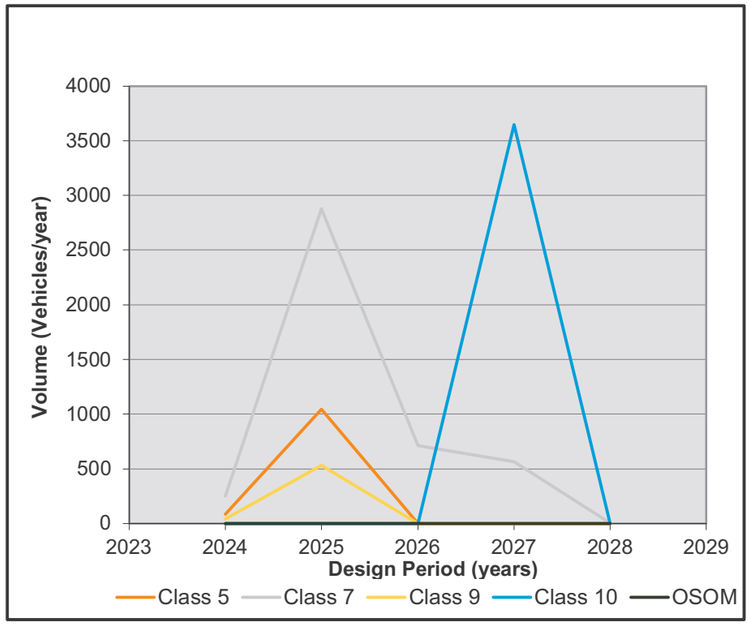
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	44	126	22	0	0	44	126	22	0	0	87	252	44	0	0
2025	522	1440	266	0	0	522	1440	266	0	0	1045	2879	532	0	0
2026	0	355	0	0	0	0	355	0	0	0	0	710	0	0	0
2027	0	281	0	1824	0	0	281	0	1824	0	0	563	0	3649	0
2028	0	1	0	0	0	0	1	0	0	0	0	3	0	0	0

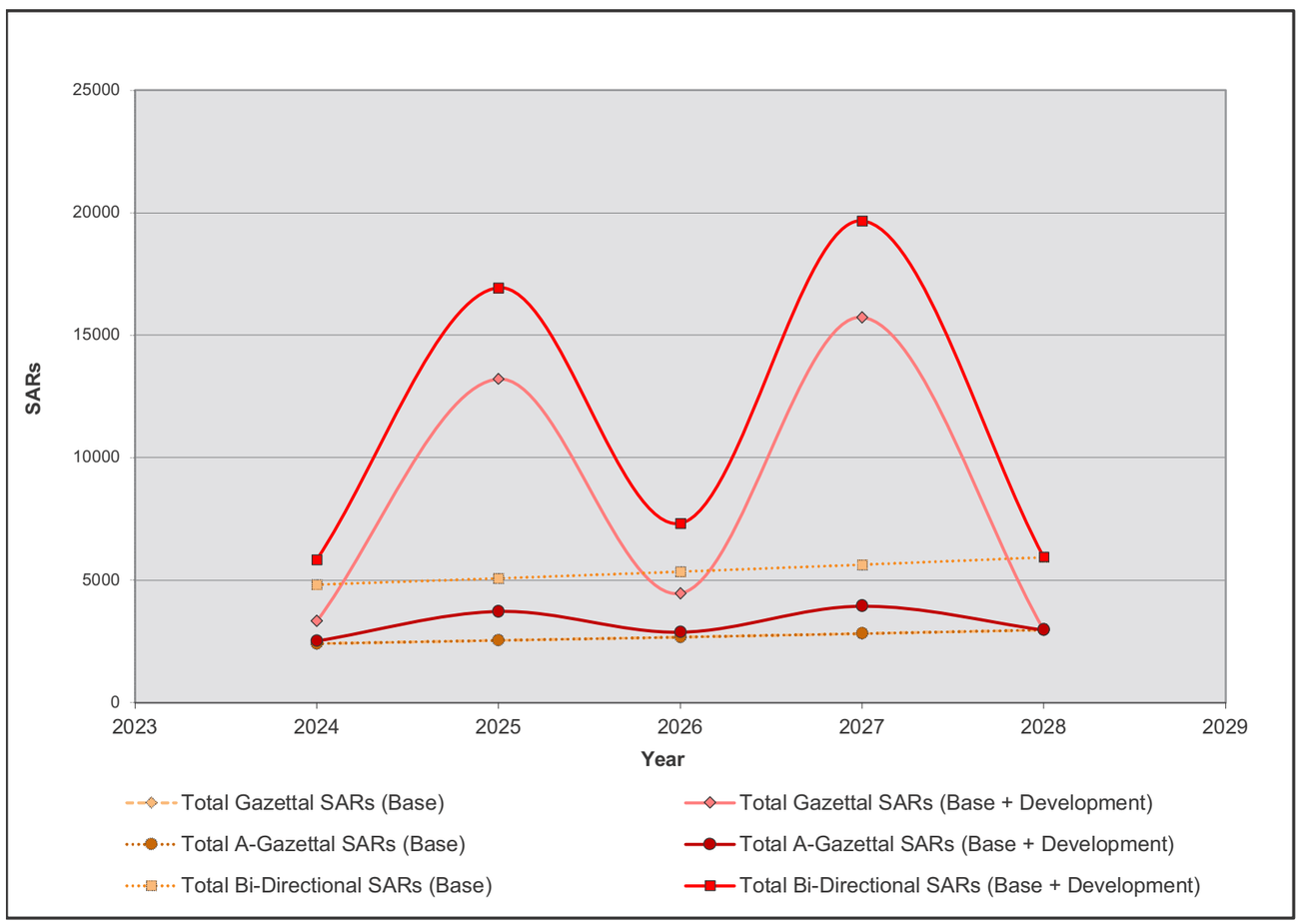
B2G SARs

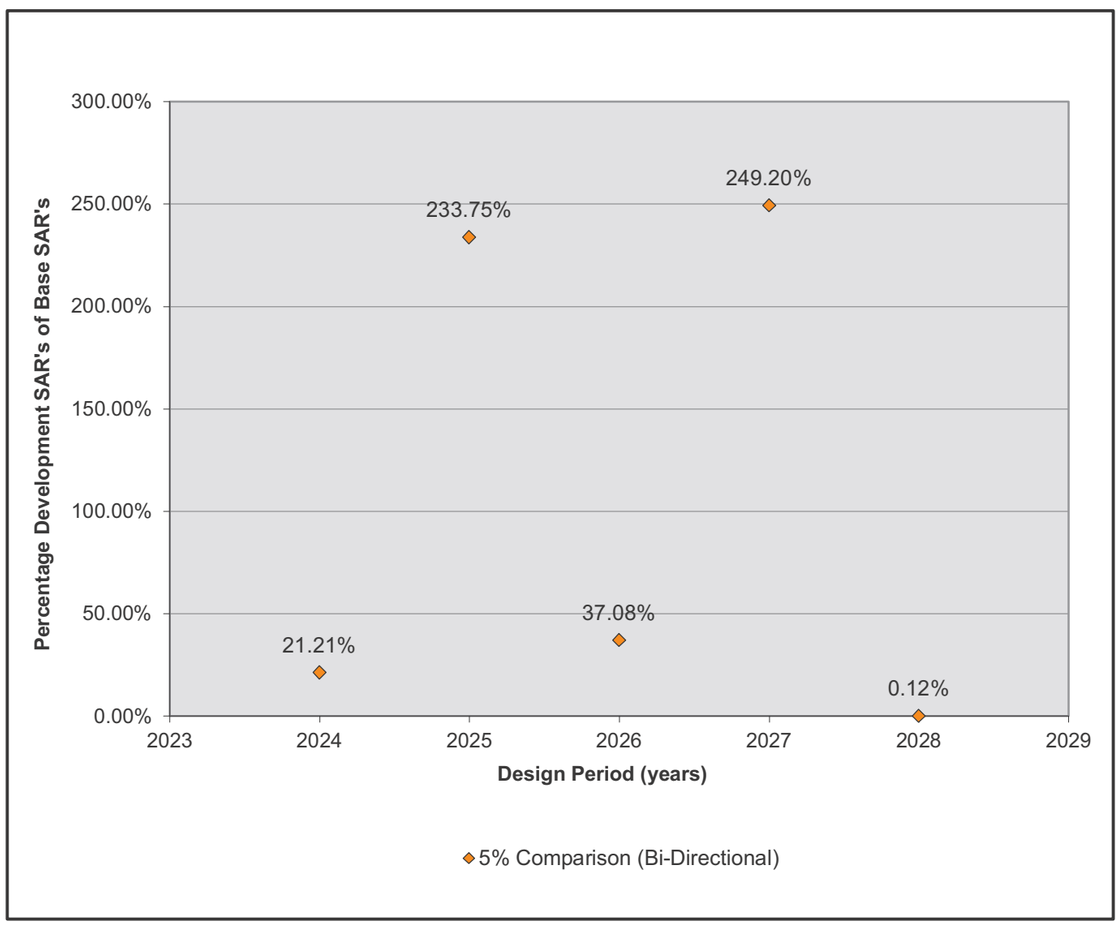
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2407.422	2407.422	4814.845	920	102	1021	3327	2509	5836
2025	2536.24	2536.24	5072.479	10675	1182	11857	13211	3718	16929
2026	2671.95	2671.95	5343.899	1783	199	1981	4454	2871	7325
2027	2814.921	2814.921	5629.843	12905	1124	14030	15720	3939	19659
2028	2965.543	2965.543	5931.086	6	1	7	2972	2966	5938

5% Comparison

	AG	AG	B
2024	38.20%	4.23%	21.21%
2025	420.88%	46.61%	233.75%
2026	66.71%	7.44%	37.08%
2027	458.46%	39.94%	249.20%
2028	0.21%	0.02%	0.12%







Road ID	X19-E11	G	X19-E11	AG	E11-X19

Road name	Woodcocks Road
Road section	Cunningham Highway to Borrow Site #4 (Woodstocks Road)
Road authority	GRC

B2G Development Volumes

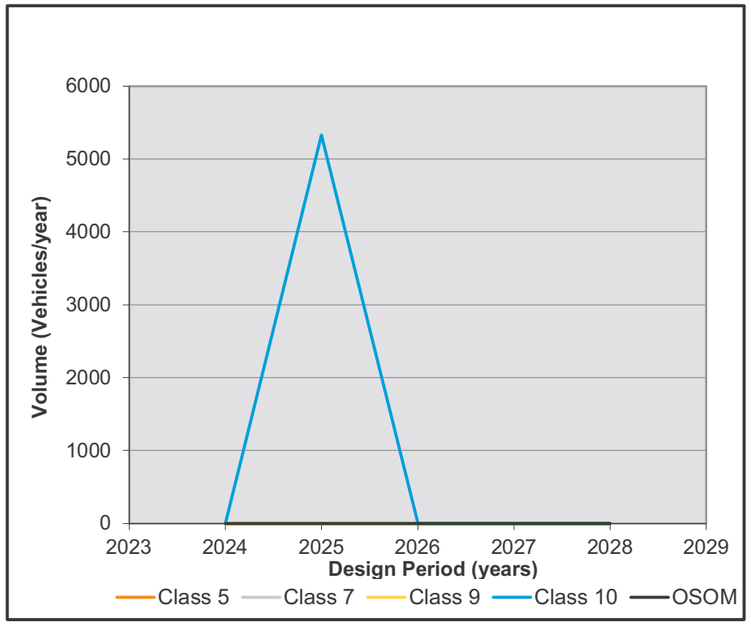
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	2664	0	0	0	0	2664	0	0	0	0	5328	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

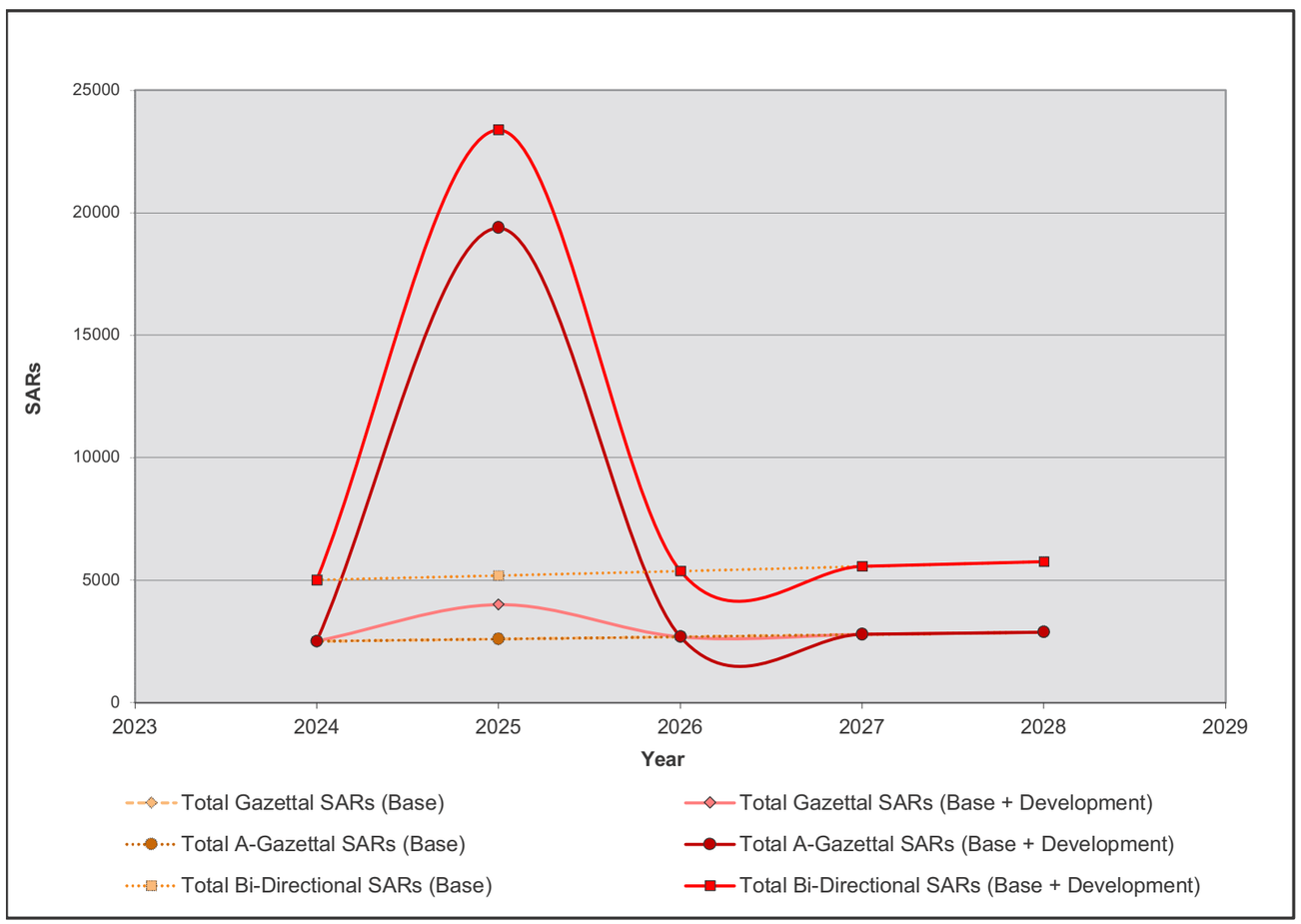
B2G SARs

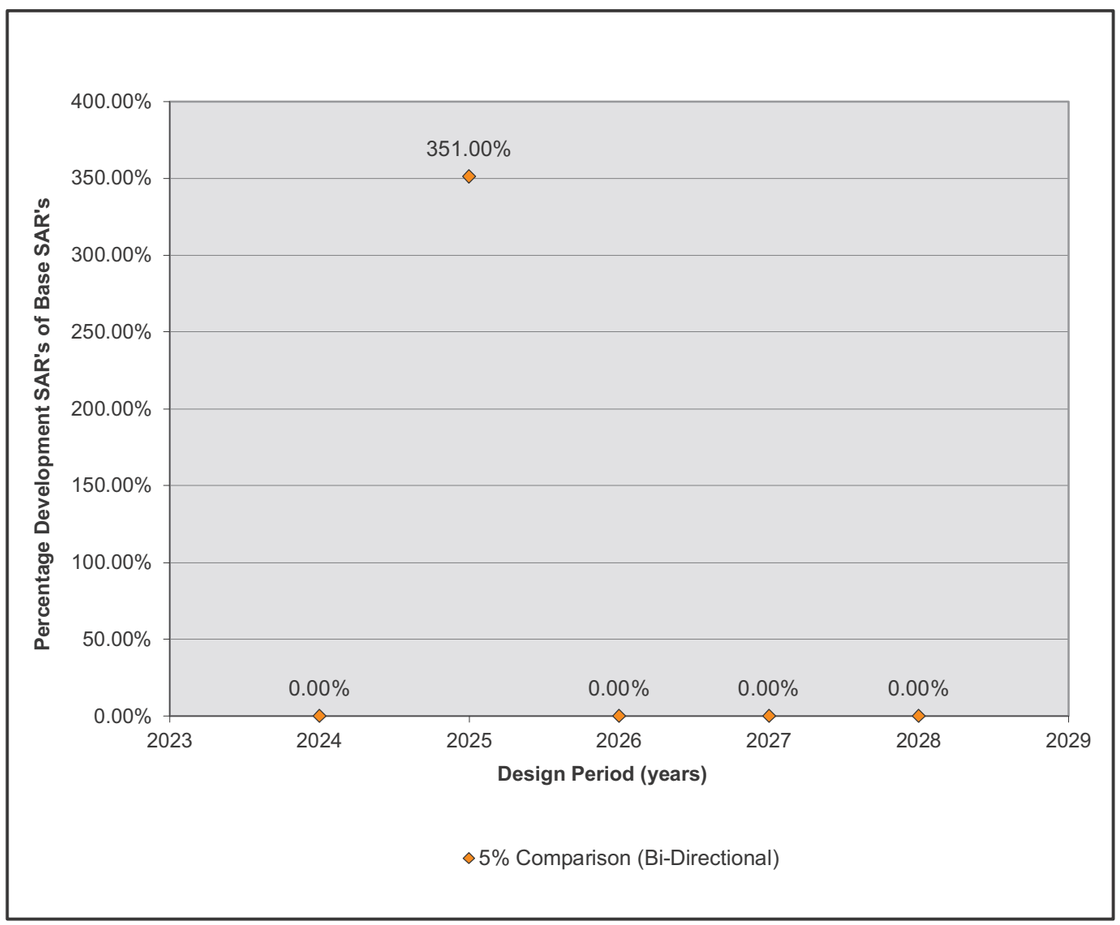
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2503.768	2503.768	5007.537	0	0	0	2504	2504	5008
2025	2592.118	2592.118	5184.236	1412	16784	18196	4004	19377	23381
2026	2683.585	2683.585	5367.171	0	0	0	2684	2684	5367
2027	2778.28	2778.28	5556.561	0	0	0	2778	2778	5557
2028	2876.317	2876.317	5752.634	0	0	0	2876	2876	5753

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	54.47%	647.52%	351.00%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	X115-E72	G	X115-E72	AG	E72-X115

Road name	Yelarbon Kurumbul Road
Road section	South Kurumbul Road to B2G-LDN006.3
Road authority	GRC

B2G Development Volumes

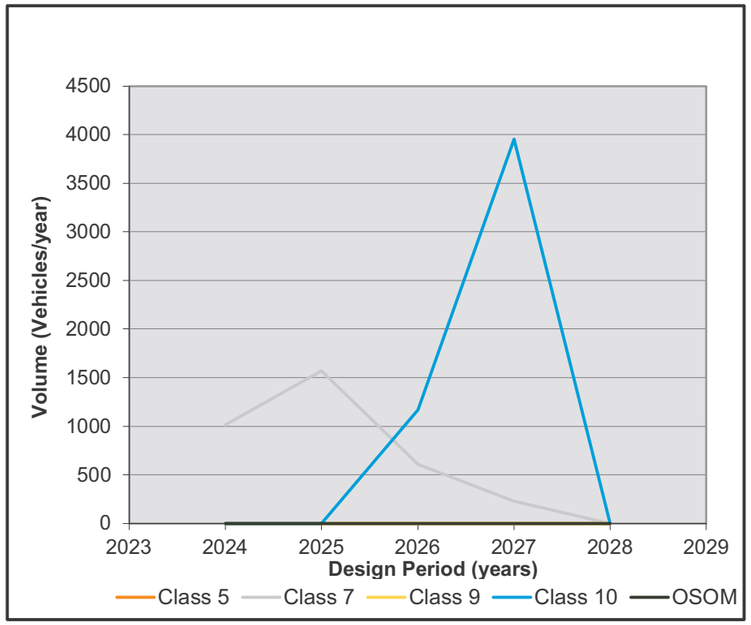
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	508	0	0	0	0	508	0	0	0	0	1016	0	0	0
2025	0	786	0	0	0	0	786	0	0	0	0	1573	0	0	0
2026	0	304	0	585	0	0	304	0	585	0	0	608	0	1171	0
2027	0	117	0	1977	0	0	117	0	1977	0	0	233	0	3955	0
2028	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0

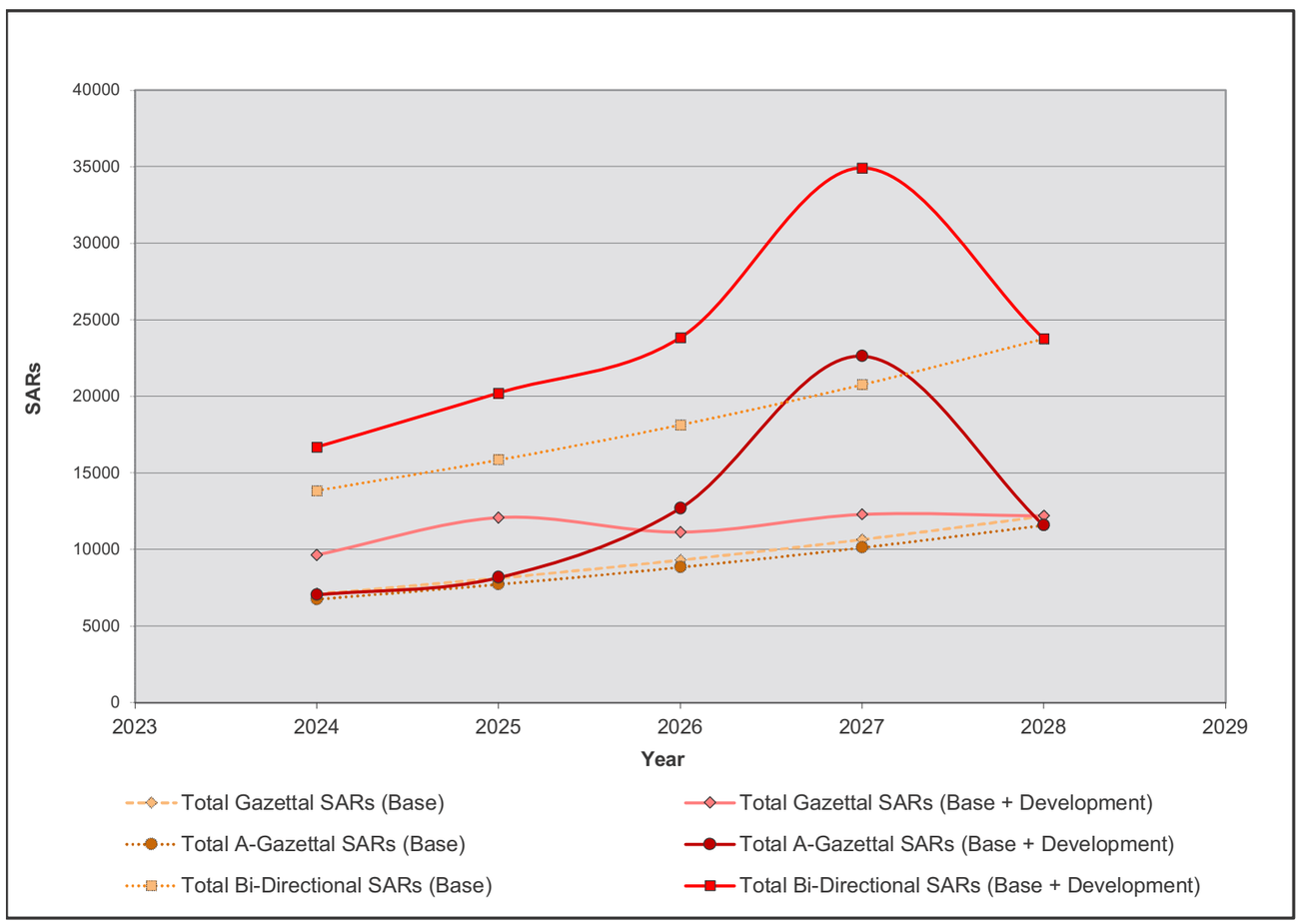
B2G SARs

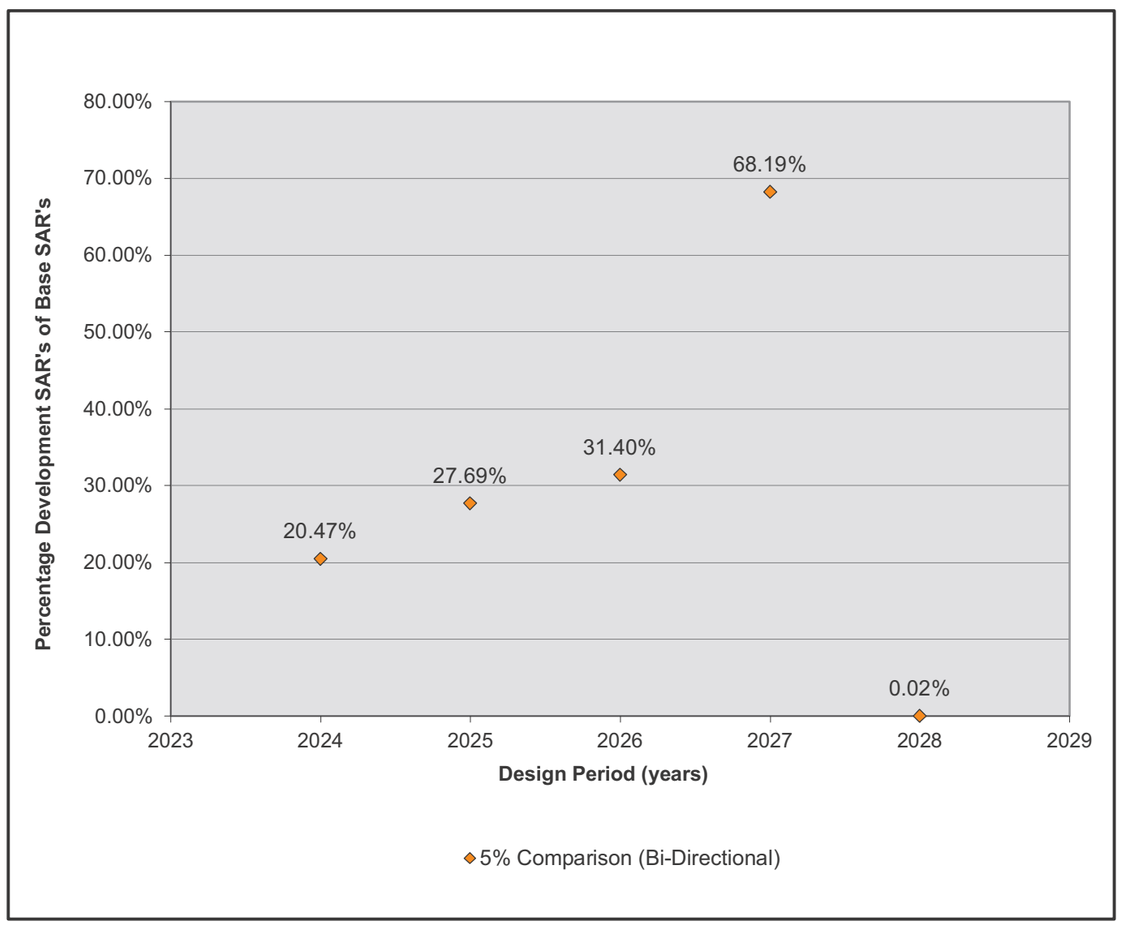
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	7098.994	6744.044	13843.04	2550	284	2834	9649	7028	16677
2025	8125.551	7719.273	15844.82	3947	440	4388	12073	8160	20233
2026	9300.554	8835.526	18136.08	1837	3858	5695	11138	12694	23831
2027	10645.47	10113.2	20758.67	1633	12523	14156	12278	22636	34915
2028	12184.87	11575.62	23760.49	5	1	6	12190	11576	23766

5% Comparison

	AG	AG	B
2024	35.92%	4.22%	20.47%
2025	48.58%	5.70%	27.69%
2026	19.76%	43.66%	31.40%
2027	15.34%	123.83%	68.19%
2028	0.04%	0.00%	0.02%







Road ID	E72-X116	G	E72-X116	AG	X116-E72

Road name	Yelarbon Kurumbul Road
Road section	B2G-LDN006.3 to Wondalli Kurumbul Road
Road authority	GRC

B2G Development Volumes

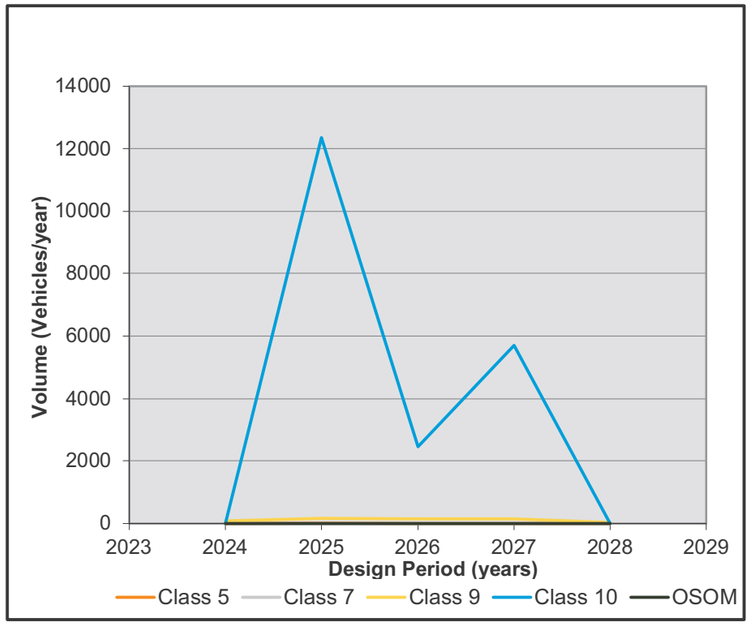
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	0	40	0	0	3	0	40	0	0	6	0	79	0	0
2025	12	0	83	6172	0	12	0	83	6172	0	23	0	167	12344	0
2026	0	0	74	1229	0	0	0	74	1229	0	0	0	149	2459	0
2027	0	0	74	2848	0	0	0	74	2848	0	0	0	149	5696	0
2028	0	0	19	0	0	0	0	19	0	0	0	0	37	0	0

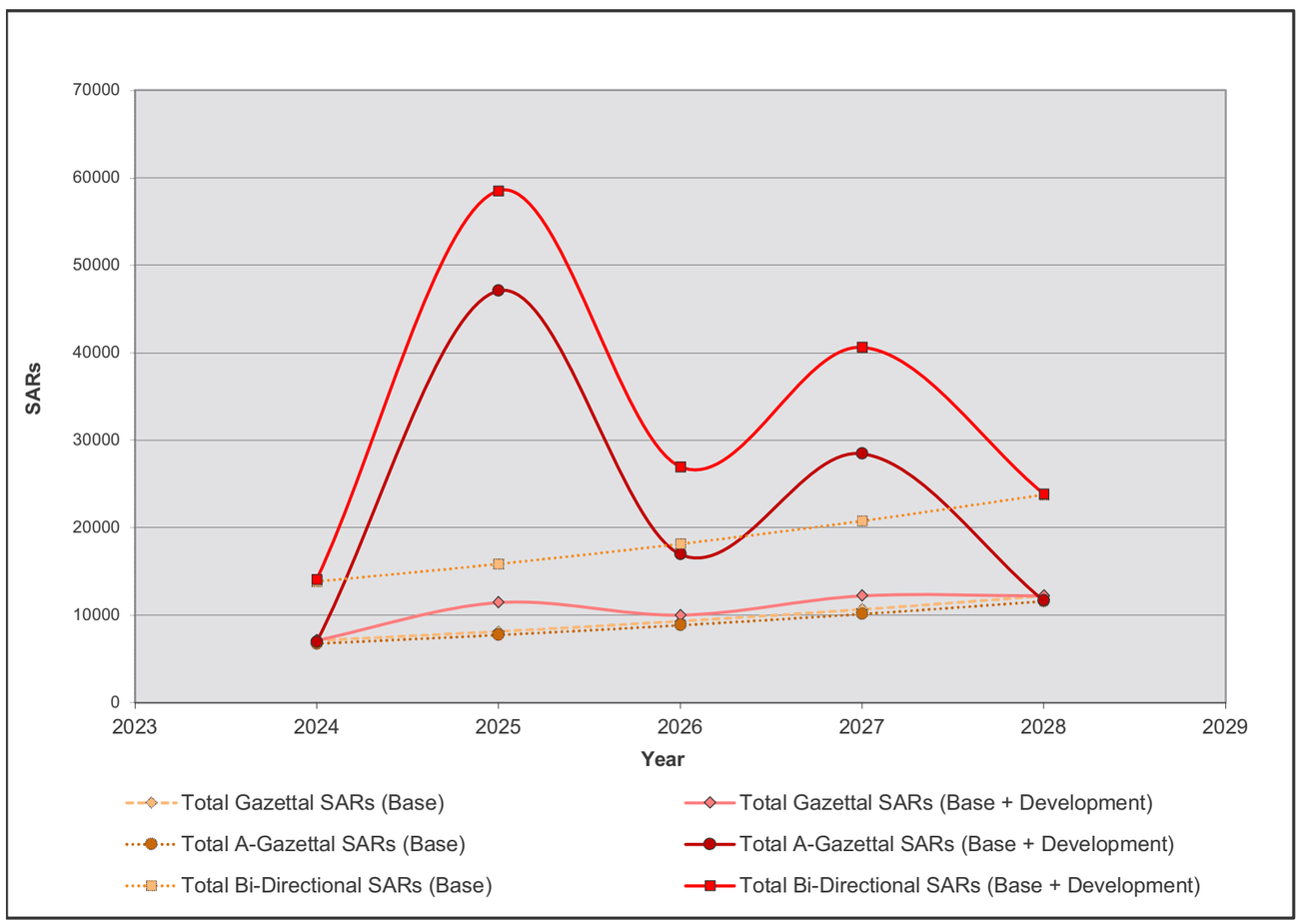
B2G SARs

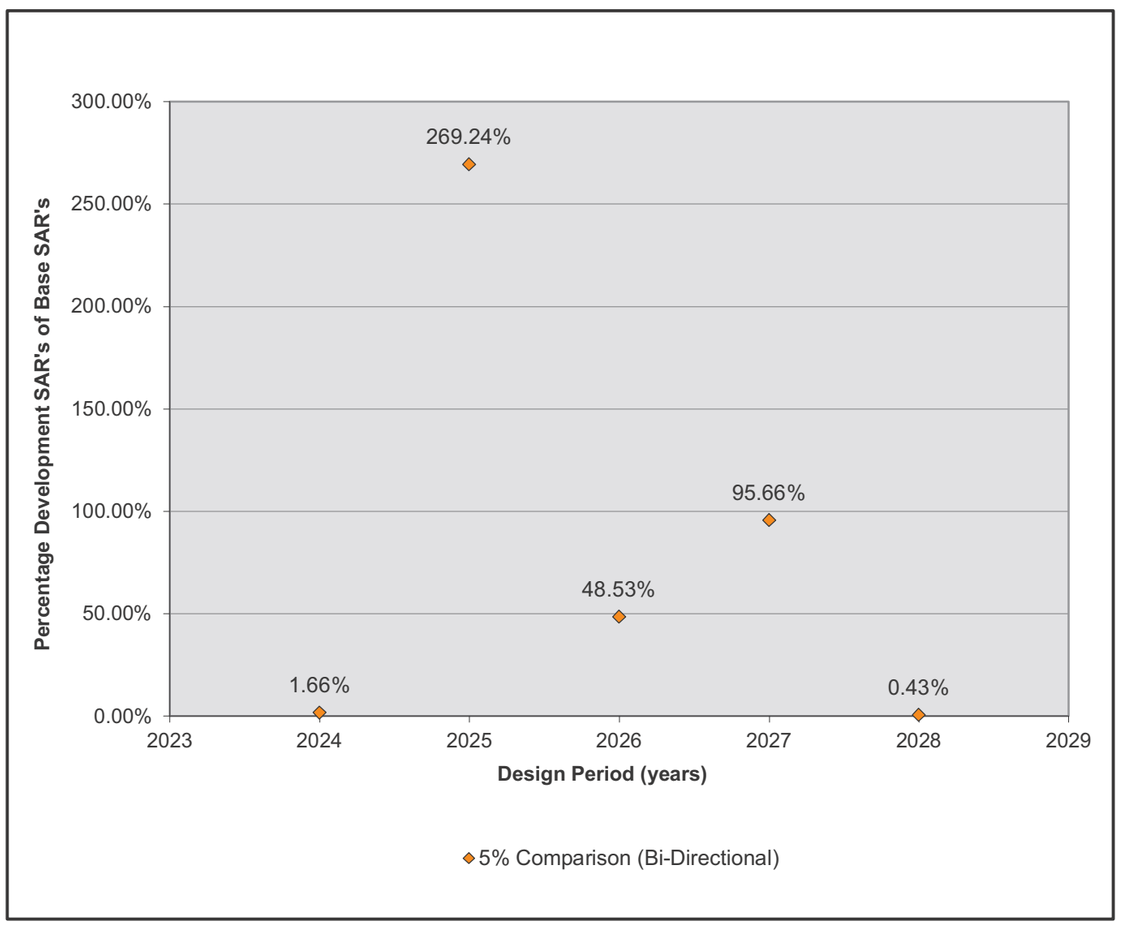
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	7098.994	6744.044	13843.04	22	208	230	7121	6952	14073
2025	8125.551	7719.273	15844.82	3319	39342	42661	11445	47061	58506
2026	9300.554	8835.526	18136.08	689	8111	8801	9990	16947	26937
2027	10645.47	10113.2	20758.67	1547	18311	19858	12193	28424	40617
2028	12184.87	11575.62	23760.49	9	92	101	12194	11667	23862

5% Comparison

	AG	AG	B
2024	0.31%	3.09%	1.66%
2025	40.85%	509.66%	269.24%
2026	7.41%	91.80%	48.53%
2027	14.54%	181.06%	95.66%
2028	0.08%	0.79%	0.43%







Road ID	X116-X114	G	X116-X114	AG	X114-X116

Road name	Yelarbon Kurumbul Road
Road section	Wondalli Kurumbul Road to Yelarbon Kurumbul Road
Road authority	GRC

B2G Development Volumes

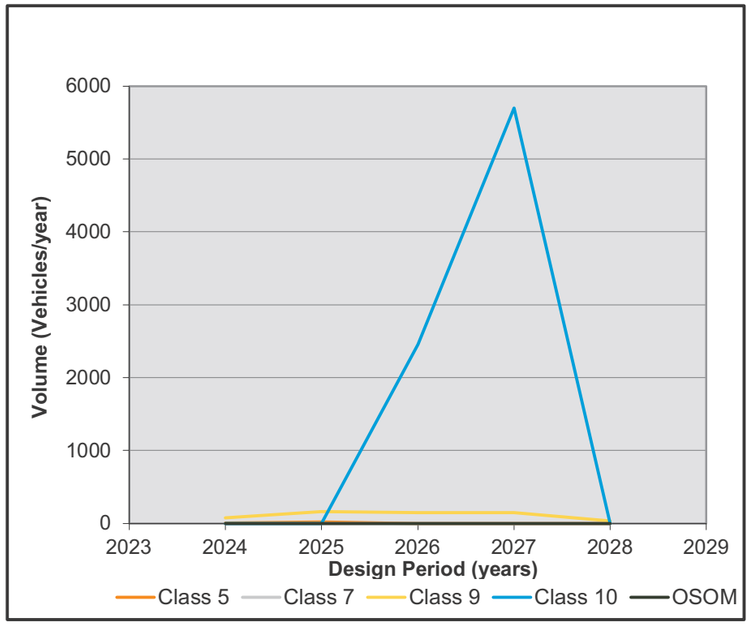
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	0	40	0	0	3	0	40	0	0	6	0	79	0	0
2025	12	0	83	0	0	12	0	83	0	0	23	0	167	0	0
2026	0	0	74	1229	0	0	0	74	1229	0	0	0	149	2459	0
2027	0	0	74	2848	0	0	0	74	2848	0	0	0	149	5696	0
2028	0	0	19	0	0	0	0	19	0	0	0	0	37	0	0

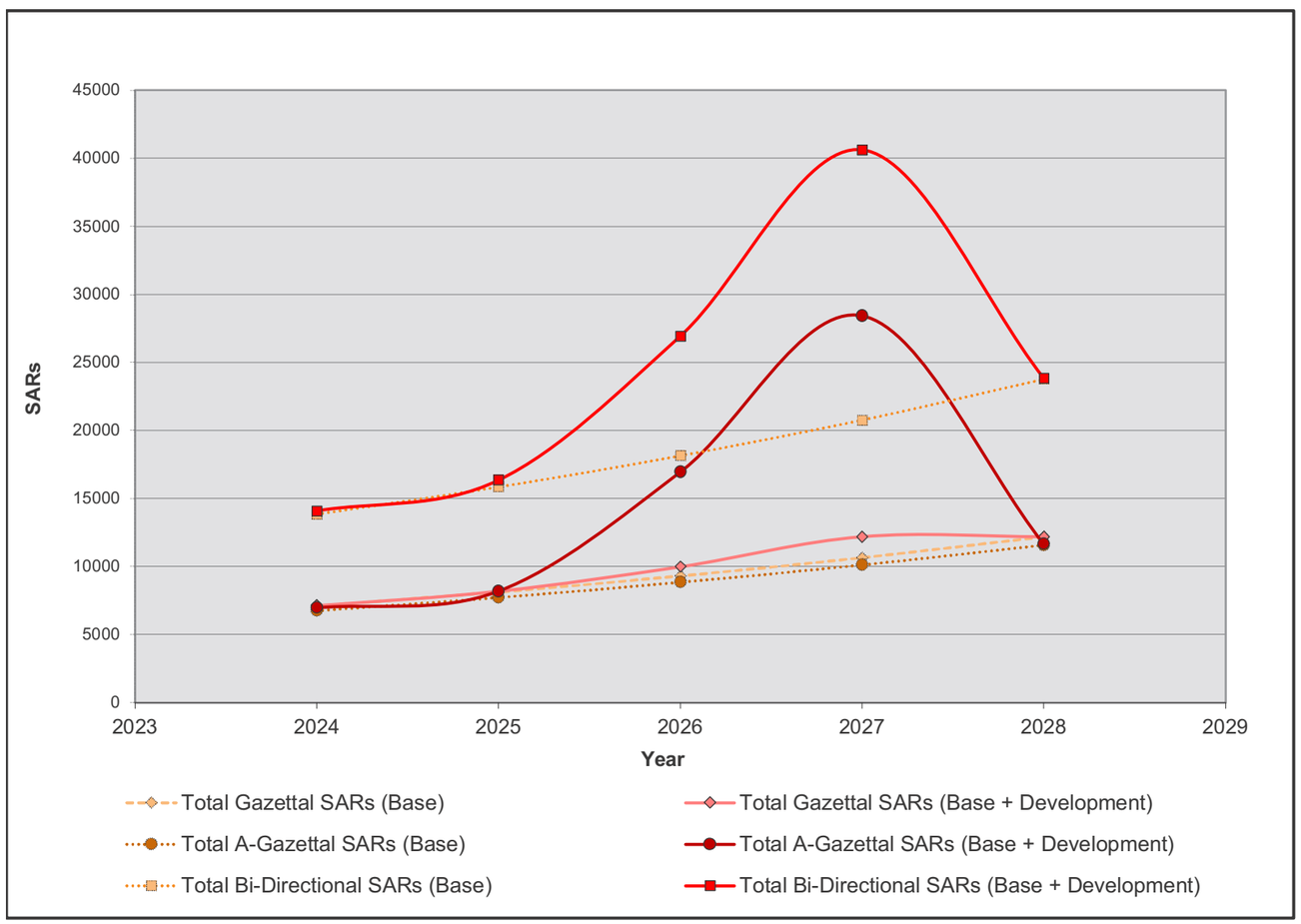
B2G SARs

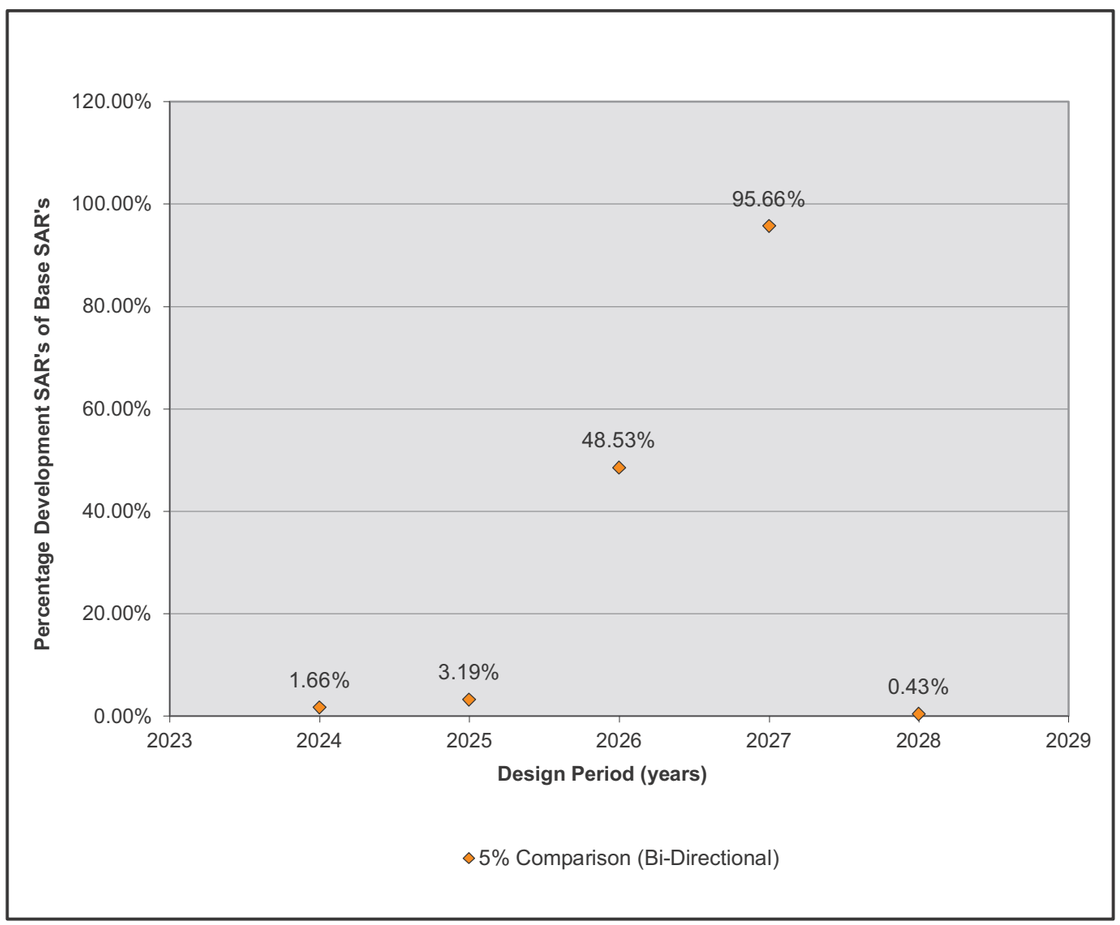
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	7098.994	6744.044	13843.04	22	208	230	7121	6952	14073
2025	8125.551	7719.273	15844.82	48	458	505	8173	8177	16350
2026	9300.554	8835.526	18136.08	689	8111	8801	9990	16947	26937
2027	10645.47	10113.2	20758.67	1547	18311	19858	12193	28424	40617
2028	12184.87	11575.62	23760.49	9	92	101	12194	11667	23862

5% Comparison

	AG	AG	B
2024	0.31%	3.09%	1.66%
2025	0.59%	5.93%	3.19%
2026	7.41%	91.80%	48.53%
2027	14.54%	181.06%	95.66%
2028	0.08%	0.79%	0.43%







Road ID	X114-E105	G	X114-E105	AG	E105-X114

Road name	Yelarbon Kurumbul Road
Road section	Yelarbon Kurumbul Road to B2G-LDN020.3
Road authority	GRC

B2G Development Volumes

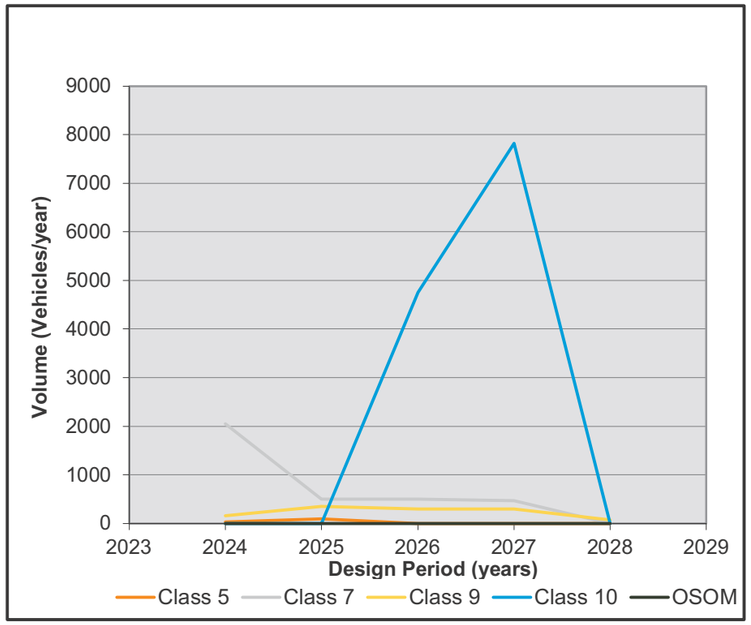
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	13	1028	82	0	0	13	1028	82	0	0	25	2056	164	0	0
2025	46	249	177	0	0	46	249	177	0	0	92	499	354	0	0
2026	0	249	149	2375	0	0	249	149	2375	0	0	499	298	4750	0
2027	0	234	149	3909	0	0	234	149	3909	0	0	468	298	7818	0
2028	0	2	37	0	0	0	2	37	0	0	0	3	74	0	0

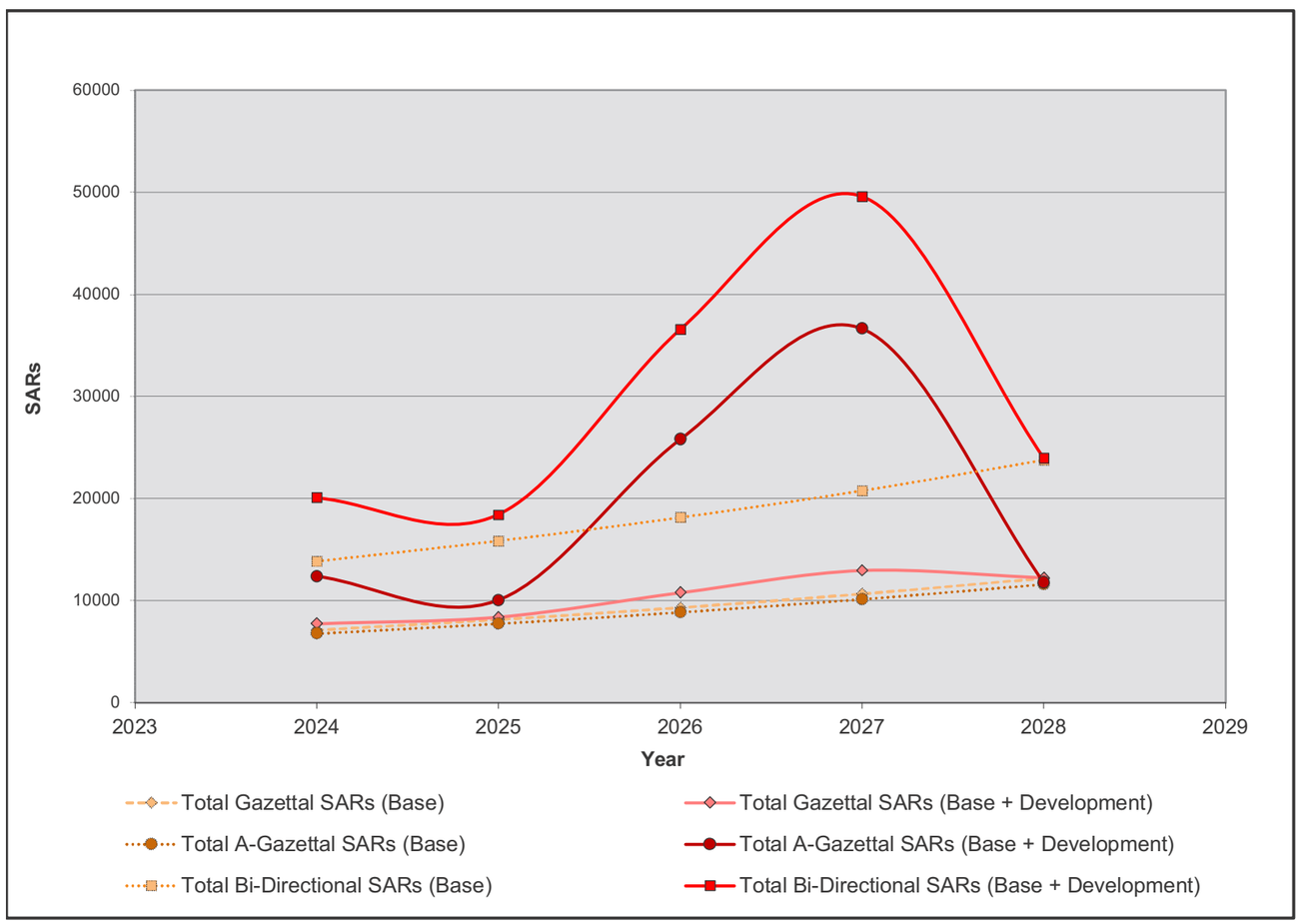
B2G SARs

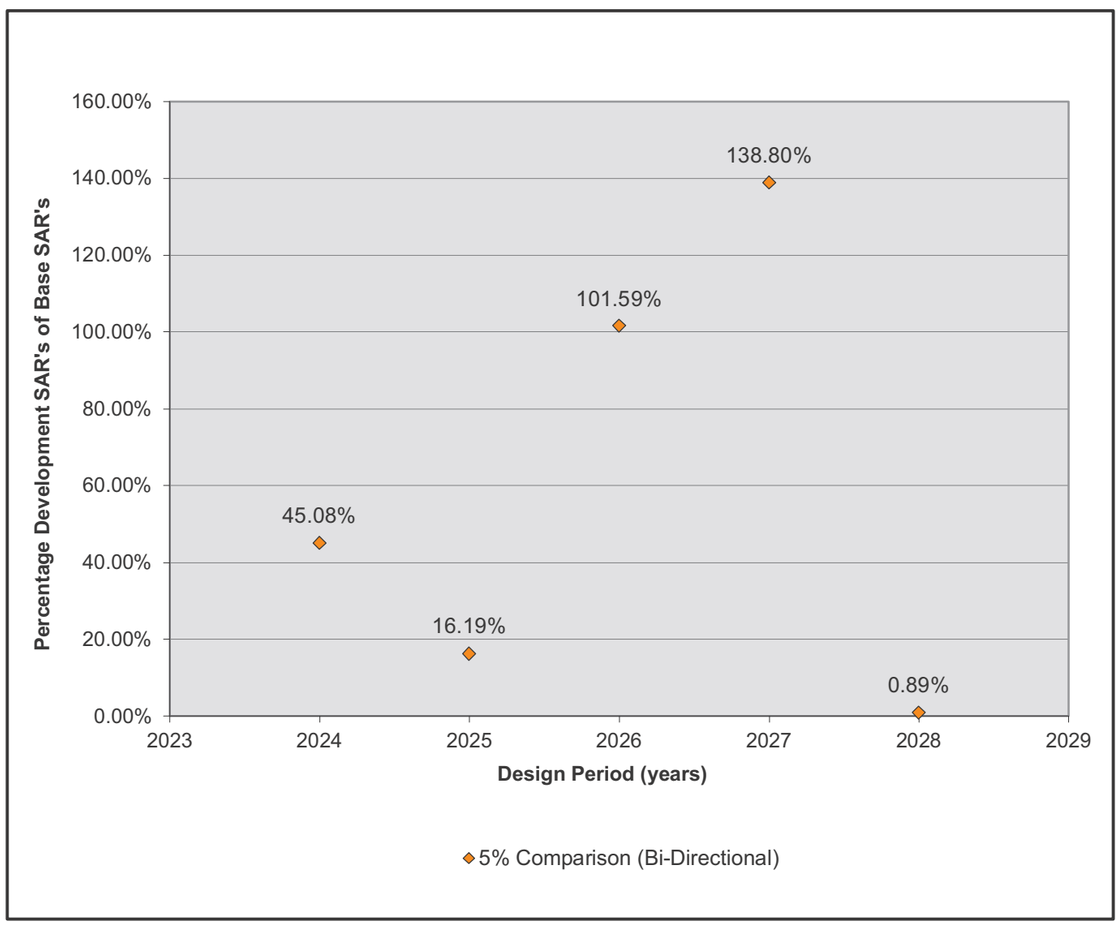
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	7098.994	6744.044	13843.04	623	5617	6240	7722	12361	20083
2025	8125.551	7719.273	15844.82	251	2314	2565	8377	10033	18410
2026	9300.554	8835.526	18136.08	1474	16950	18424	10775	25785	36560
2027	10645.47	10113.2	20758.67	2279	26535	28814	12924	36648	49573
2028	12184.87	11575.62	23760.49	20	191	211	12205	11767	23971

5% Comparison

	AG	AG	B
2024	8.78%	83.28%	45.08%
2025	3.09%	29.98%	16.19%
2026	15.85%	191.84%	101.59%
2027	21.41%	262.38%	138.80%
2028	0.16%	1.65%	0.89%





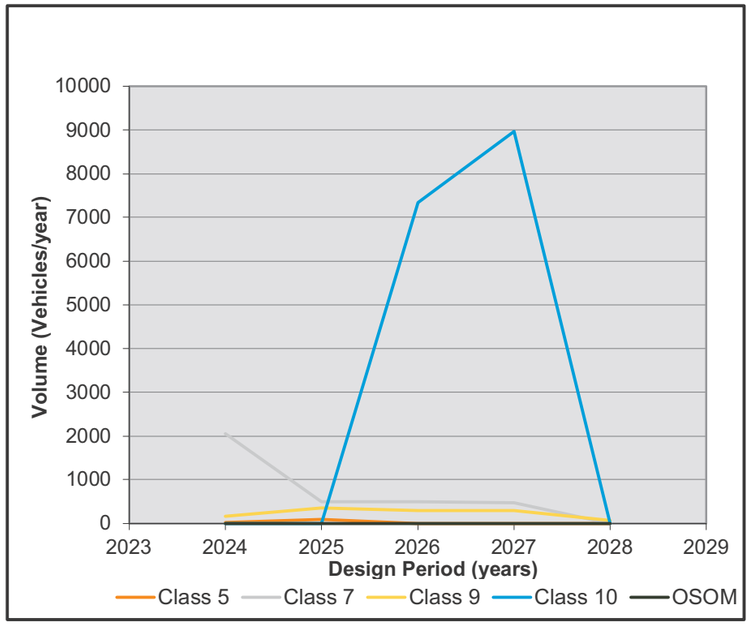


Road ID	E105-E37	G	E105-E37	AG	E37-E105

Road name	Yelarbon Kurumbul Road
Road section	B2G-LDN020.3 to B2G-LDN025.9
Road authority	GRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	13	1028	82	0	0	13	1028	82	0	0	25	2056	164	0	0
2025	46	249	177	0	0	46	249	177	0	0	92	499	354	0	0
2026	0	249	149	3672	0	0	249	149	3672	0	0	499	298	7343	0
2027	0	234	149	4480	0	0	234	149	4480	0	0	468	298	8960	0
2028	0	2	37	0	0	0	2	37	0	0	0	3	74	0	0

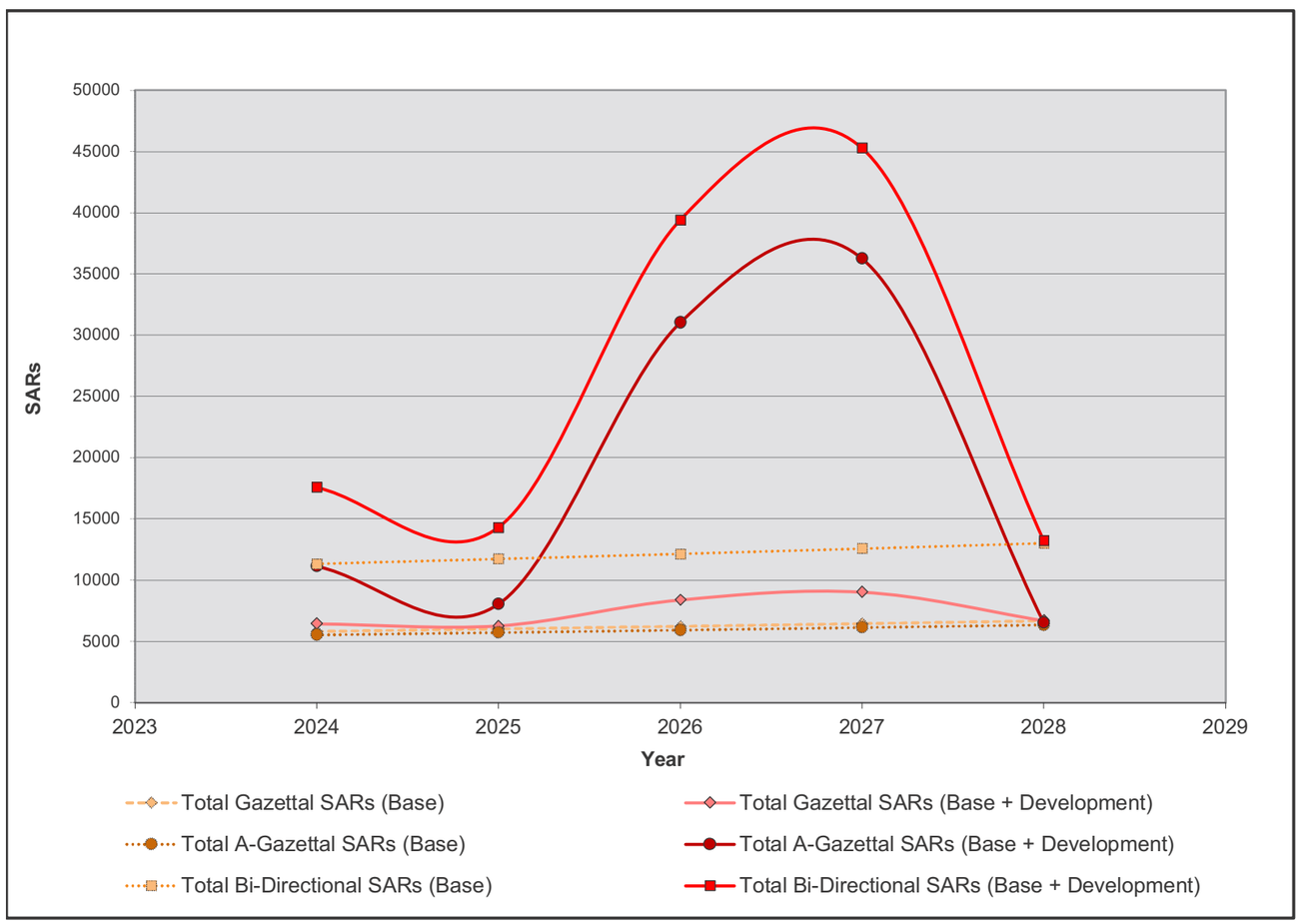


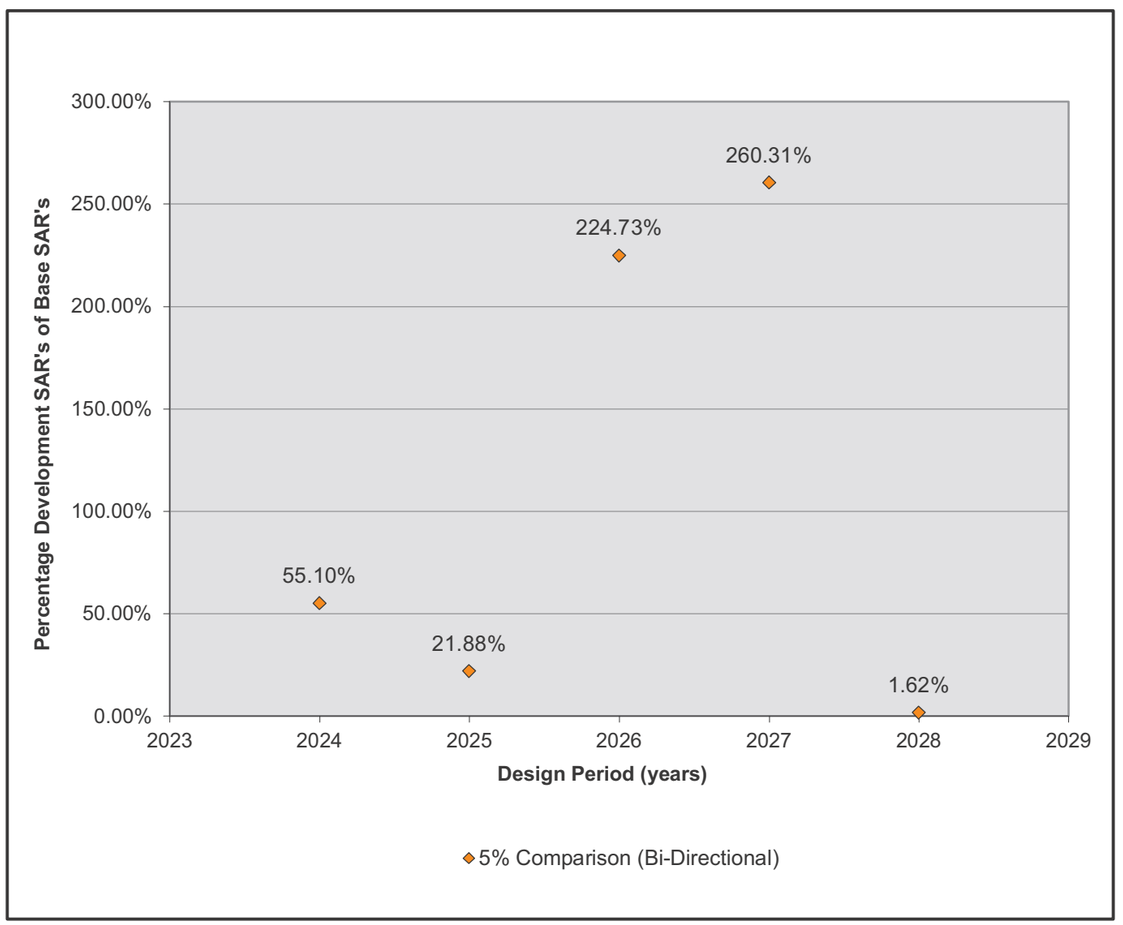
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	5807.725	5517.339	11325.06	623	5617	6240	6431	11134	17565
2025	6012.661	5712.028	11724.69	251	2314	2565	6264	8026	14290
2026	6224.828	5913.587	12138.41	2162	25117	27279	8386	31031	39417
2027	6444.482	6122.258	12566.74	2581	30131	32713	9026	36254	45279
2028	6671.887	6338.292	13010.18	20	191	211	6692	6529	13221

5% Comparison

	AG	AG	B
2024	10.73%	101.80%	55.10%
2025	4.18%	40.51%	21.88%
2026	34.73%	424.74%	224.73%
2027	40.05%	492.16%	260.31%
2028	0.30%	3.01%	1.62%



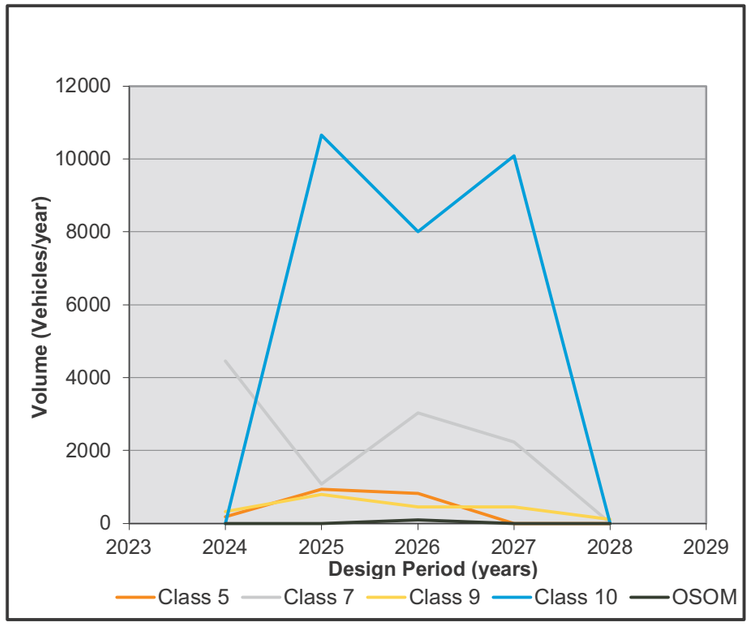


Road ID	E37-X21	G	E37-X21	AG	X21-E37

Road name	Yelarbon Kurumbul Road
Road section	B2G-LDN025.9 to Cunningham Highway
Road authority	GRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	90	2230	160	0	0	90	2230	160	0	0	180	4459	321	0	0
2025	467	541	402	5328	0	467	541	402	5328	0	934	1082	804	10657	0
2026	411	1521	223	4003	49	411	1521	223	4003	49	822	3041	446	8006	98
2027	0	1118	223	5040	0	0	1118	223	5040	0	0	2237	446	10080	0
2028	0	3	56	0	0	0	3	56	0	0	0	6	112	0	0

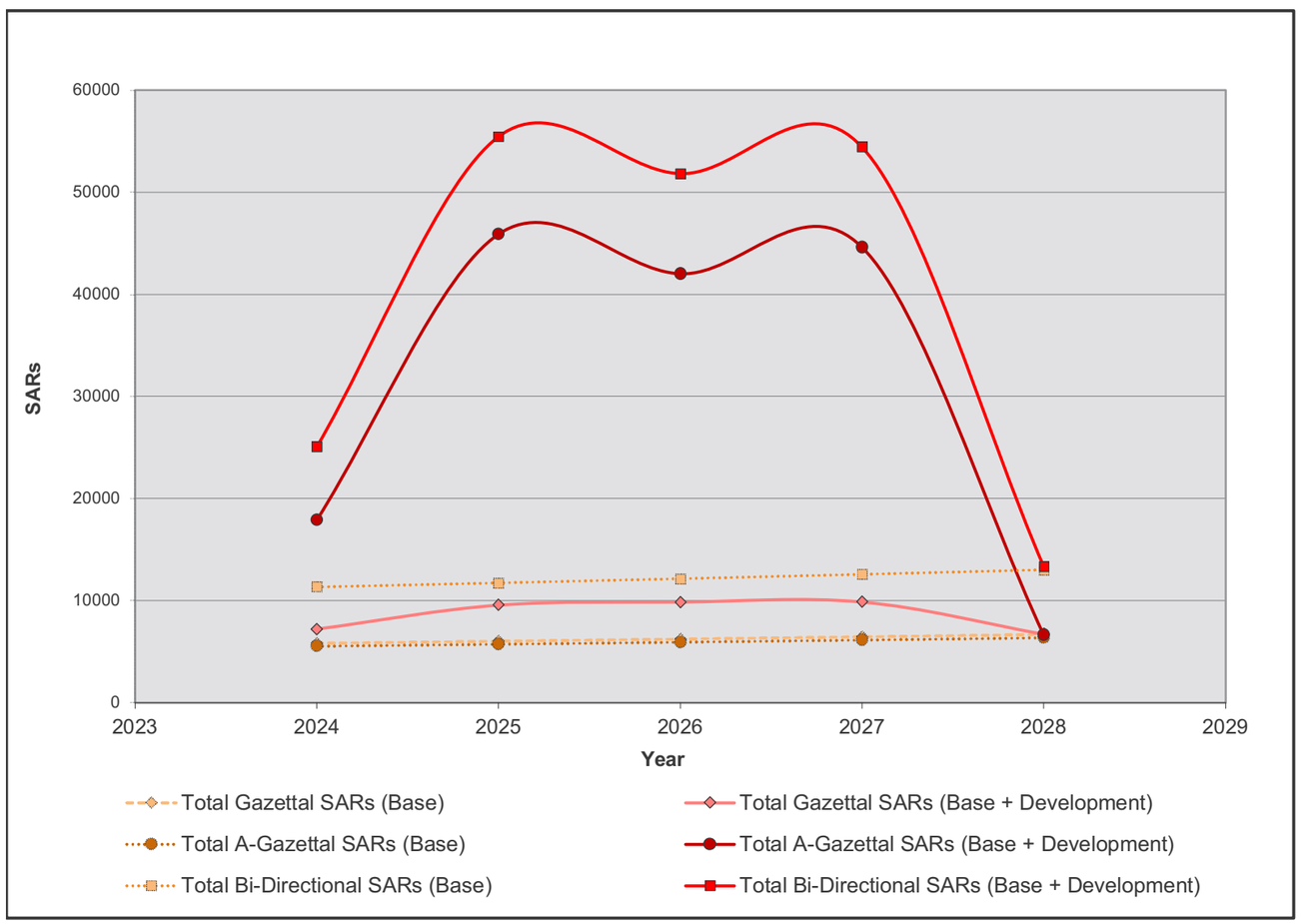


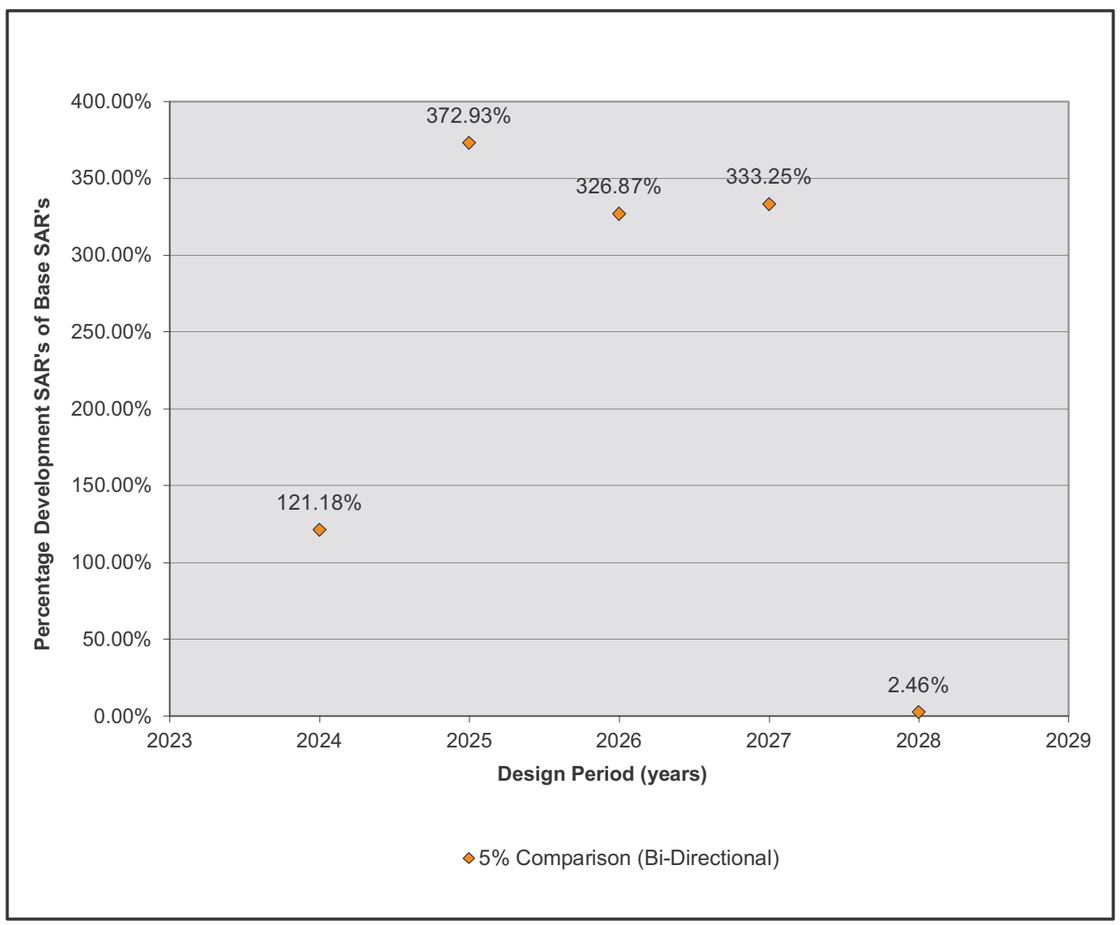
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	5807.725	5517.339	11325.06	1372	12352	13724	7180	17869	25049
2025	6012.661	5712.028	11724.69	3547	40178	43725	9560	45890	55449
2026	6224.828	5913.587	12138.41	3595	36082	39676	9819	41995	51815
2027	6444.482	6122.258	12566.74	3411	38468	41879	9856	44590	54446
2028	6671.887	6338.292	13010.18	30	290	321	6702	6629	13331

5% Comparison

	AG	AG	B
2024	23.62%	223.87%	121.18%
2025	58.99%	703.39%	372.93%
2026	57.74%	610.15%	326.87%
2027	52.94%	628.33%	333.25%
2028	0.45%	4.58%	2.46%





Road ID	X121-E25	G	X121-E25	AG	E25-X121

Road name	Boggabilla Weir Access
Road section	River Road to Boggabilla Weir
Road authority	MPSC

B2G Development Volumes

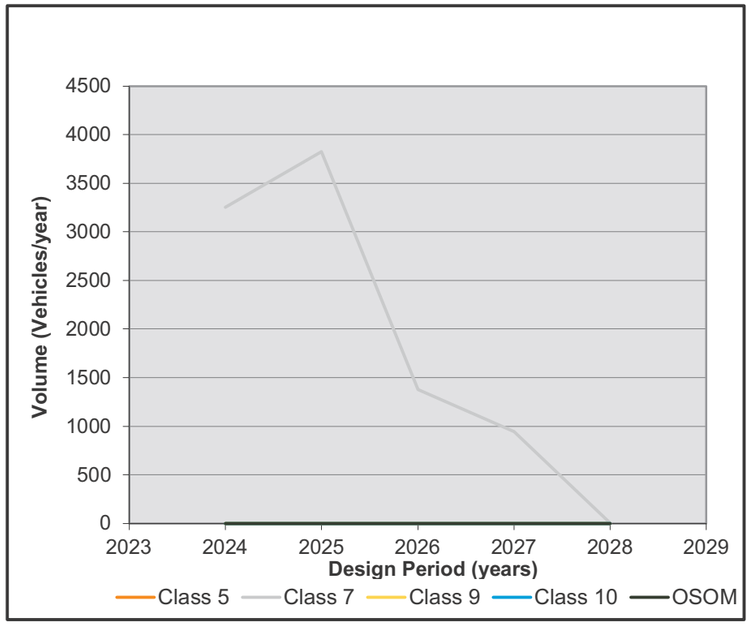
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1626	0	0	0	0	1626	0	0	0	0	3251	0	0	0
2025	0	1914	0	0	0	0	1914	0	0	0	0	3828	0	0	0
2026	0	691	0	0	0	0	691	0	0	0	0	1381	0	0	0
2027	0	474	0	0	0	0	474	0	0	0	0	948	0	0	0
2028	0	1	0	0	0	0	1	0	0	0	0	3	0	0	0

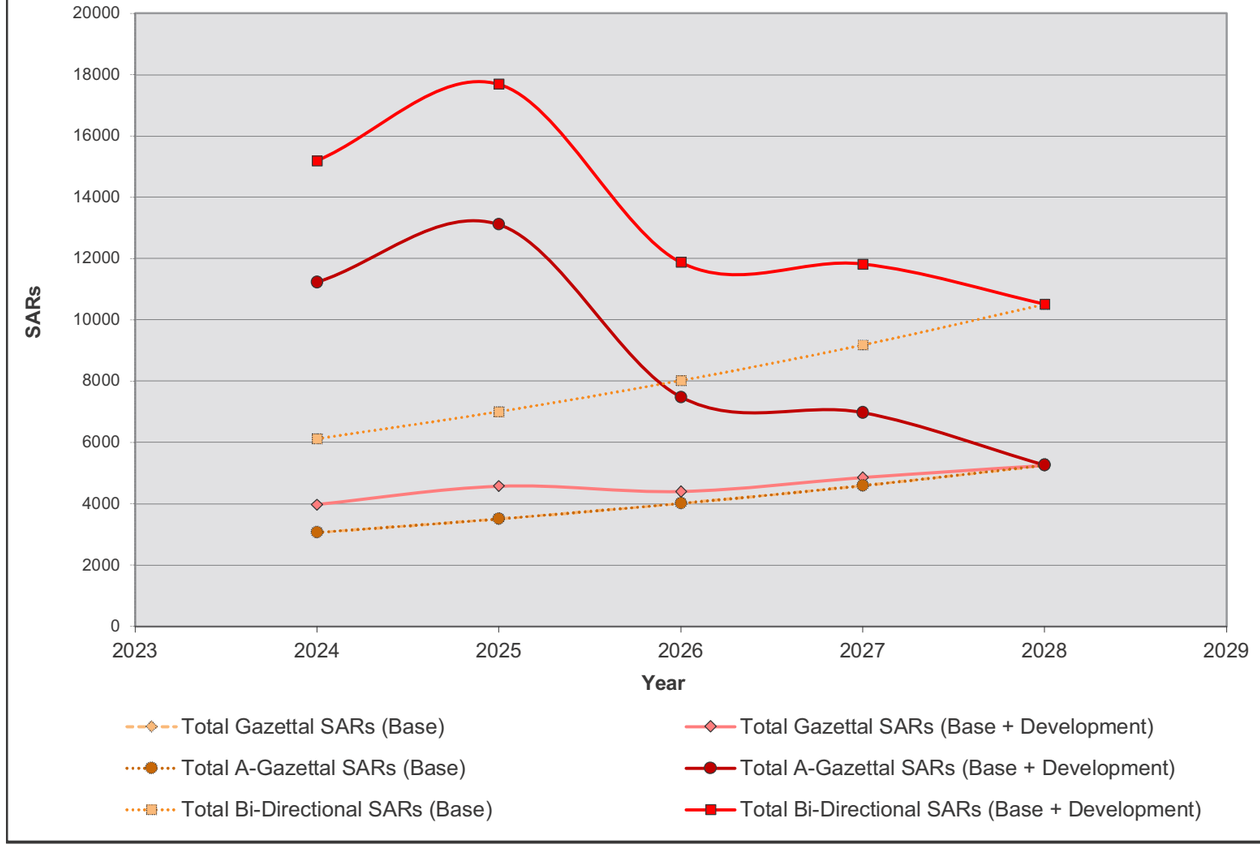
B2G SARs

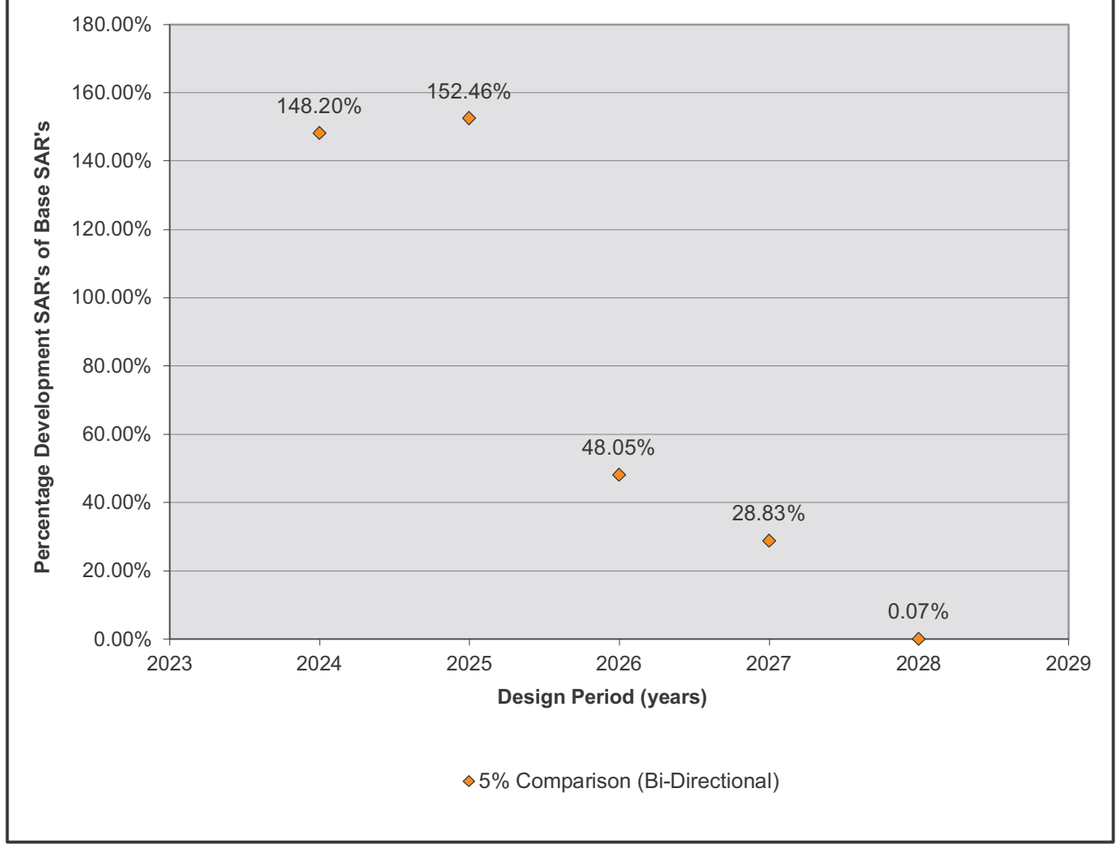
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	3060.447	3060.447	6120.894	910	8161	9071	3971	11221	15192
2025	3503.006	3503.006	7006.012	1072	9609	10681	4575	13112	17687
2026	4009.562	4009.562	8019.123	387	3466	3853	4396	7476	11872
2027	4589.368	4589.368	9178.736	266	2380	2646	4855	6970	11825
2028	5253.018	5253.018	10506.04	1	6	7	5254	5259	10513

5% Comparison

	AG	AG	B
2024	29.75%	266.65%	148.20%
2025	30.60%	274.32%	152.46%
2026	9.64%	86.45%	48.05%
2027	5.79%	51.87%	28.83%
2028	0.01%	0.12%	0.07%







Road ID	X90-X121	G	X90-X121	AG	X121-X90

Road name	River Road
Road section	Newell Highway to Boggabilla Weir Access
Road authority	MPSC

B2G Development Volumes

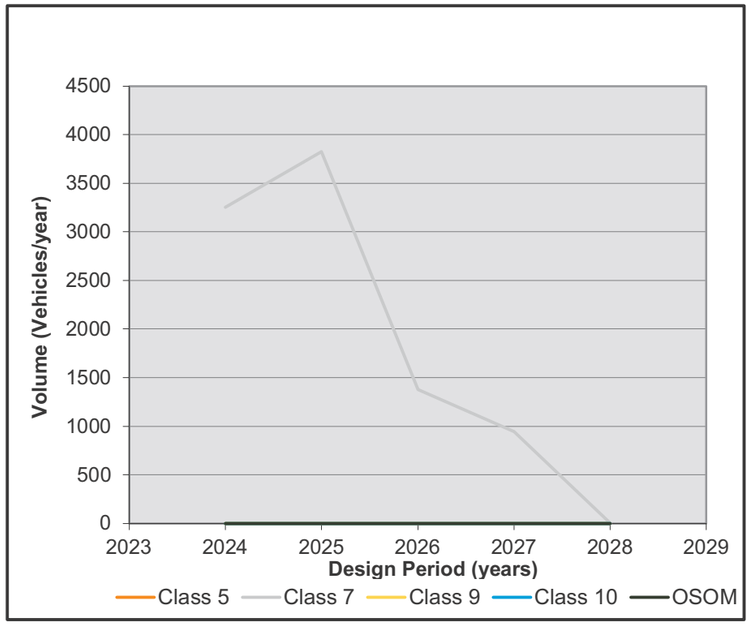
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1626	0	0	0	0	1626	0	0	0	0	3251	0	0	0
2025	0	1914	0	0	0	0	1914	0	0	0	0	3828	0	0	0
2026	0	691	0	0	0	0	691	0	0	0	0	1381	0	0	0
2027	0	474	0	0	0	0	474	0	0	0	0	948	0	0	0
2028	0	1	0	0	0	0	1	0	0	0	0	3	0	0	0

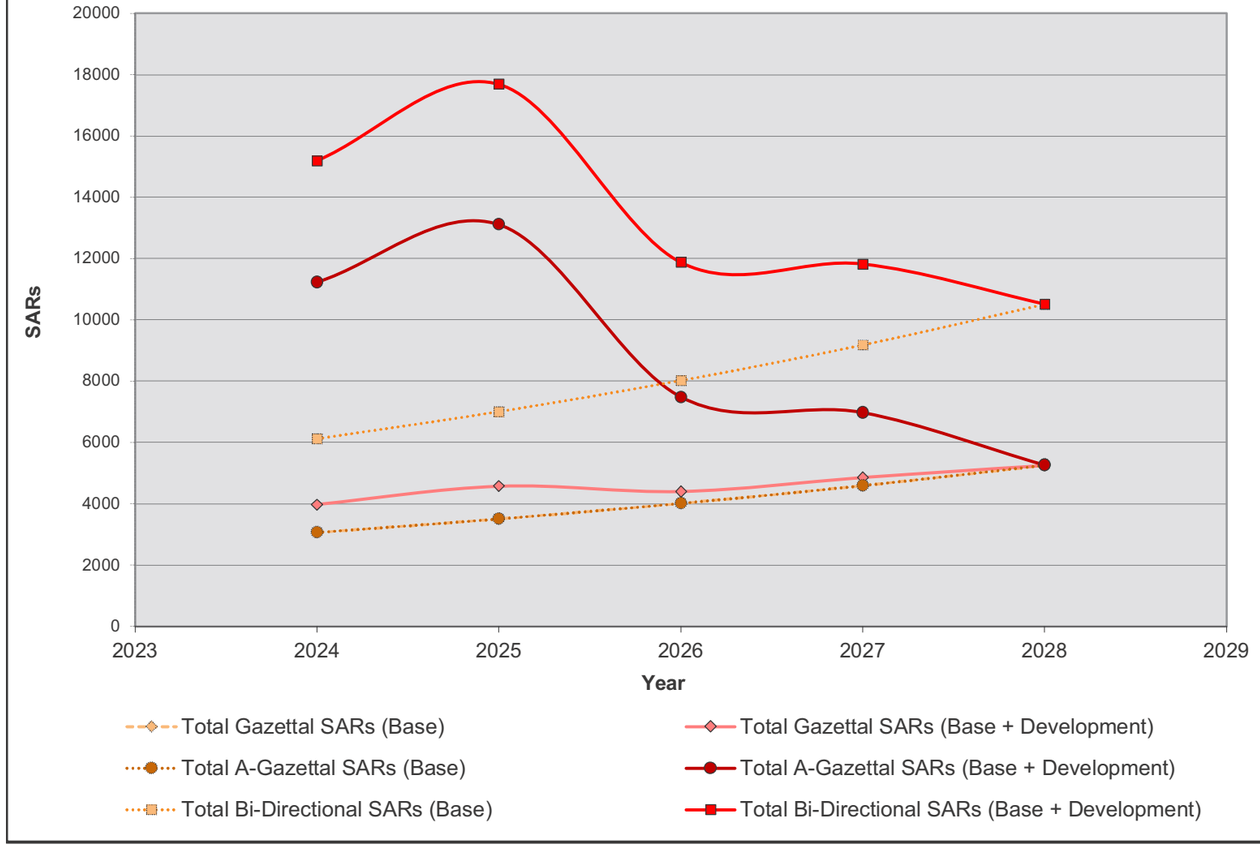
B2G SARs

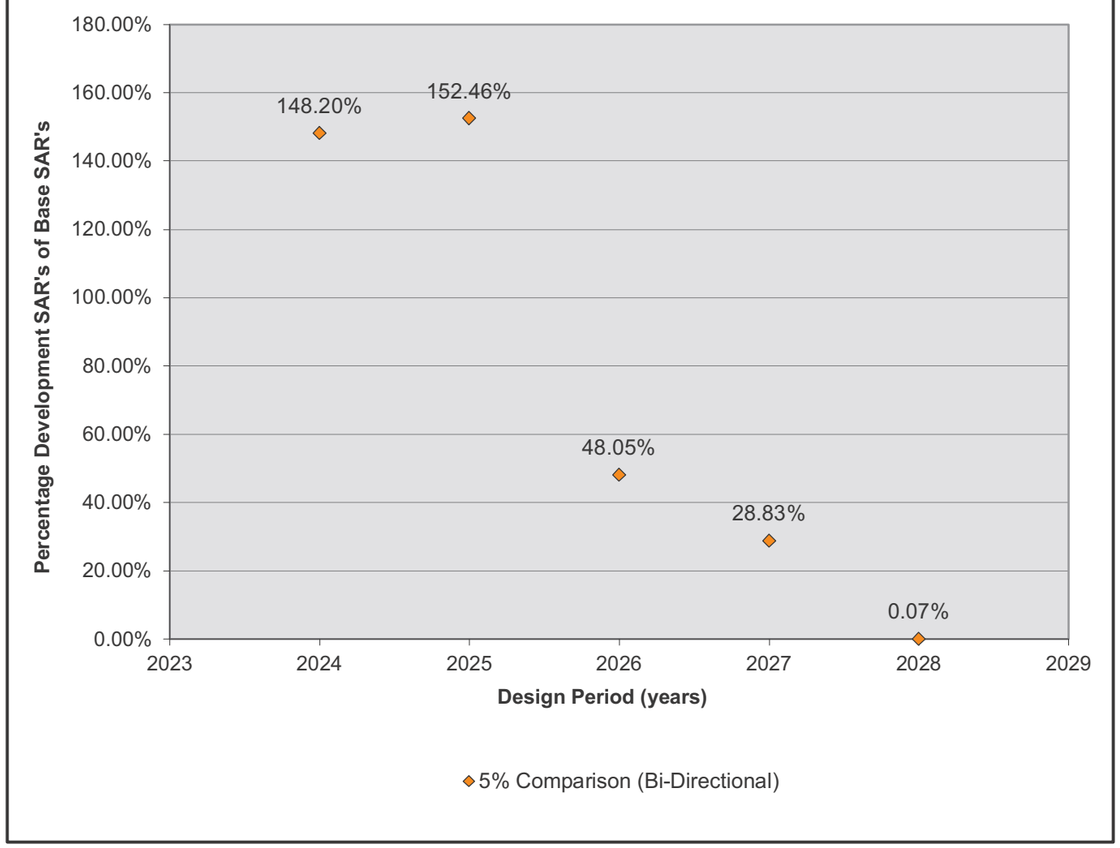
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	3060.447	3060.447	6120.894	910	8161	9071	3971	11221	15192
2025	3503.006	3503.006	7006.012	1072	9609	10681	4575	13112	17687
2026	4009.562	4009.562	8019.123	387	3466	3853	4396	7476	11872
2027	4589.368	4589.368	9178.736	266	2380	2646	4855	6970	11825
2028	5253.018	5253.018	10506.04	1	6	7	5254	5259	10513

5% Comparison

	AG	AG	B
2024	29.75%	266.65%	148.20%
2025	30.60%	274.32%	152.46%
2026	9.64%	86.45%	48.05%
2027	5.79%	51.87%	28.83%
2028	0.01%	0.12%	0.07%







Road ID	X128-E19	G	X128-E19	AG	E19-X128

Road name	Alderley Street
Road section	Greenwattle Street to Toowoomba Workfoce Origin 2
Road authority	TRC

B2G Development Volumes

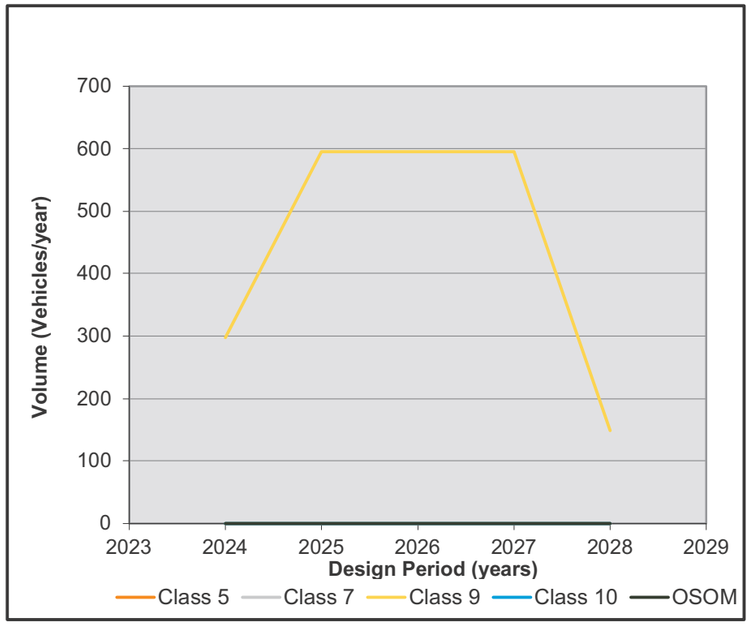
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	149	0	0	0	0	149	0	0	0	0	298	0	0
2025	0	0	298	0	0	0	0	298	0	0	0	0	595	0	0
2026	0	0	298	0	0	0	0	298	0	0	0	0	595	0	0
2027	0	0	298	0	0	0	0	298	0	0	0	0	595	0	0
2028	0	0	74	0	0	0	0	74	0	0	0	0	149	0	0

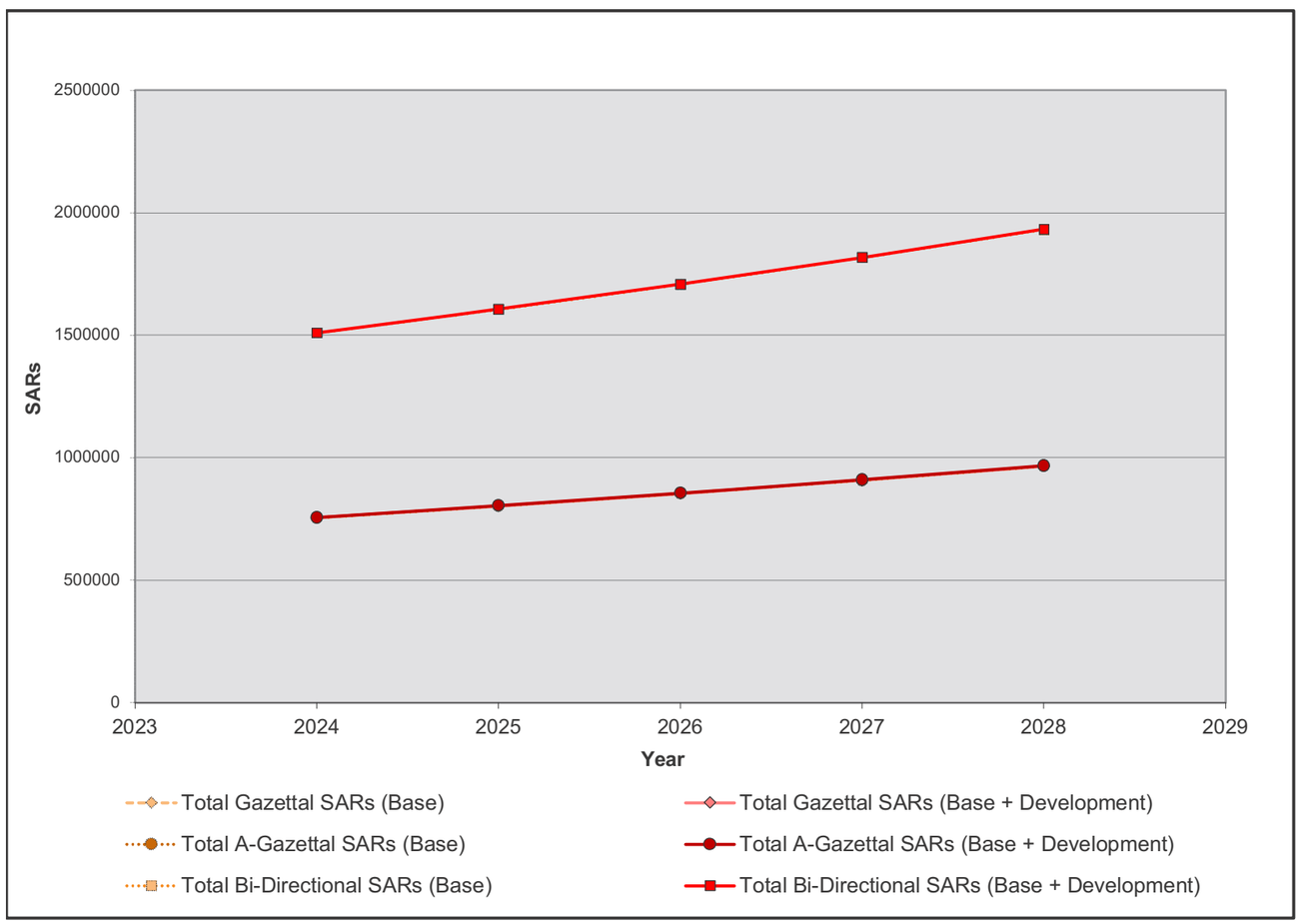
B2G SARs

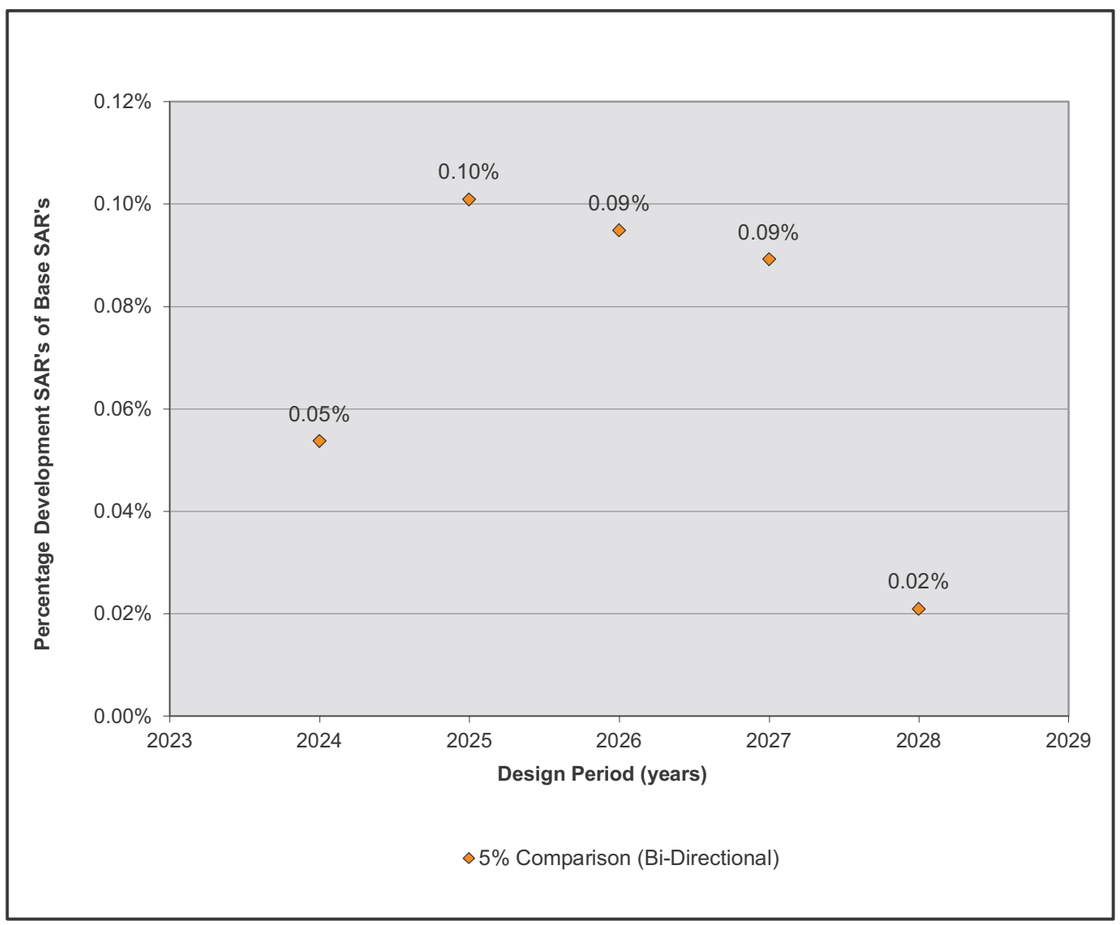
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	754351.8	754351.8	1508704	76	734	809	754428	755085	1509513
2025	802422.8	802422.8	1604846	152	1467	1619	802575	803890	1606465
2026	853557.1	853557.1	1707114	152	1467	1619	853709	855024	1708733
2027	907949.9	907949.9	1815900	152	1467	1619	908102	909417	1817519
2028	965808.8	965808.8	1931618	38	367	405	965847	966176	1932022

5% Comparison

	AG	AG	B
2024	0.01%	0.10%	0.05%
2025	0.02%	0.18%	0.10%
2026	0.02%	0.17%	0.09%
2027	0.02%	0.16%	0.09%
2028	0.00%	0.04%	0.02%







Road ID	E19-X22	G	E19-X22	AG	X22-E19

Road name	Alderley Street
Road section	Toowoomba Workforce Origin B to Toowoomba-Athol Road
Road authority	TRC

B2G Development Volumes

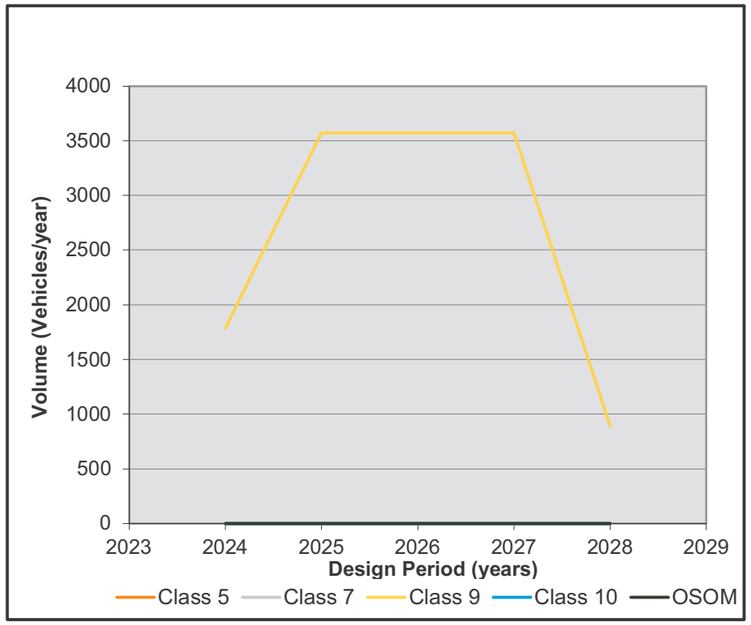
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	893	0	0	0	0	893	0	0	0	0	1786	0	0
2025	0	0	1786	0	0	0	0	1786	0	0	0	0	3571	0	0
2026	0	0	1786	0	0	0	0	1786	0	0	0	0	3571	0	0
2027	0	0	1786	0	0	0	0	1786	0	0	0	0	3571	0	0
2028	0	0	446	0	0	0	0	446	0	0	0	0	893	0	0

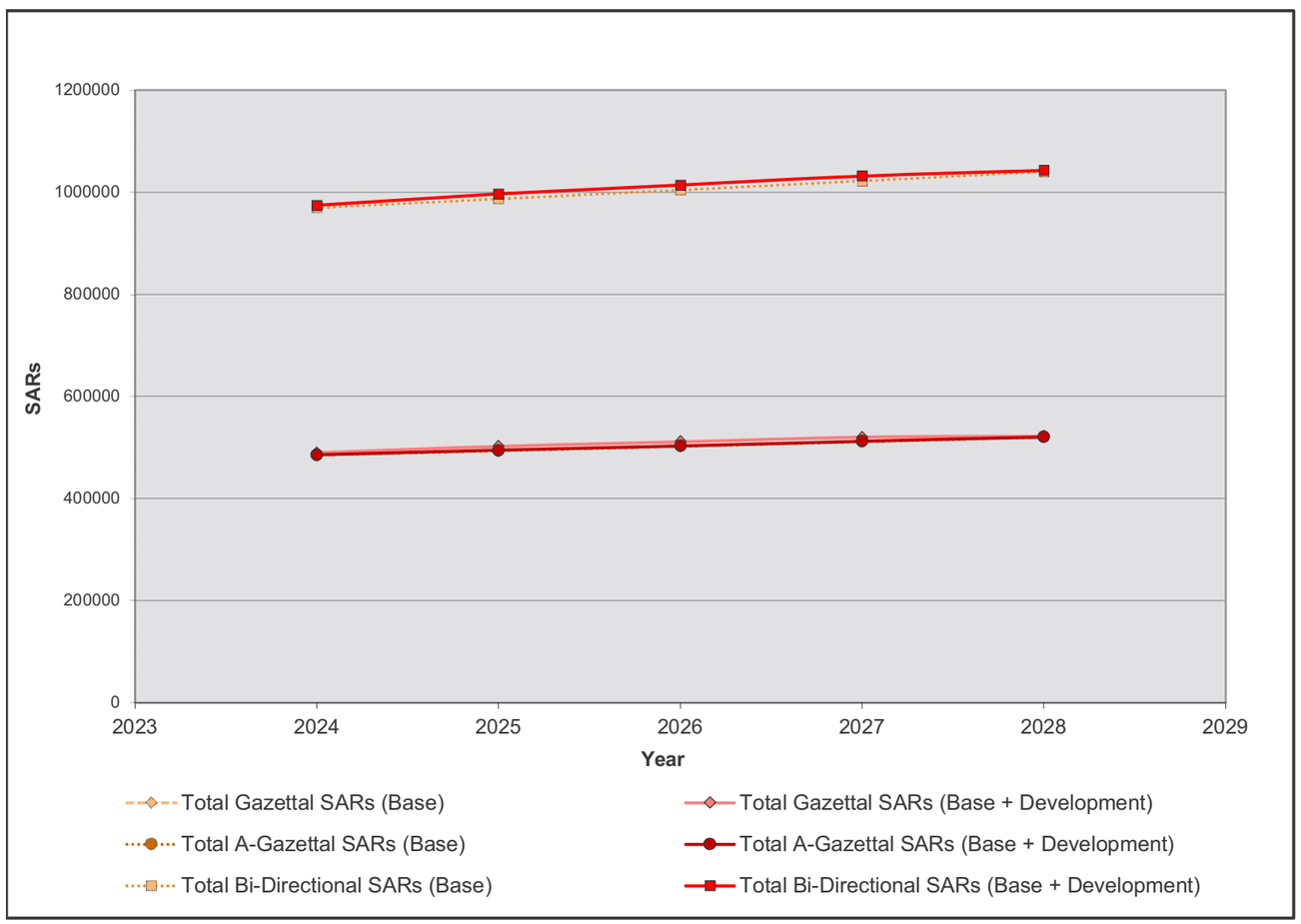
B2G SARs

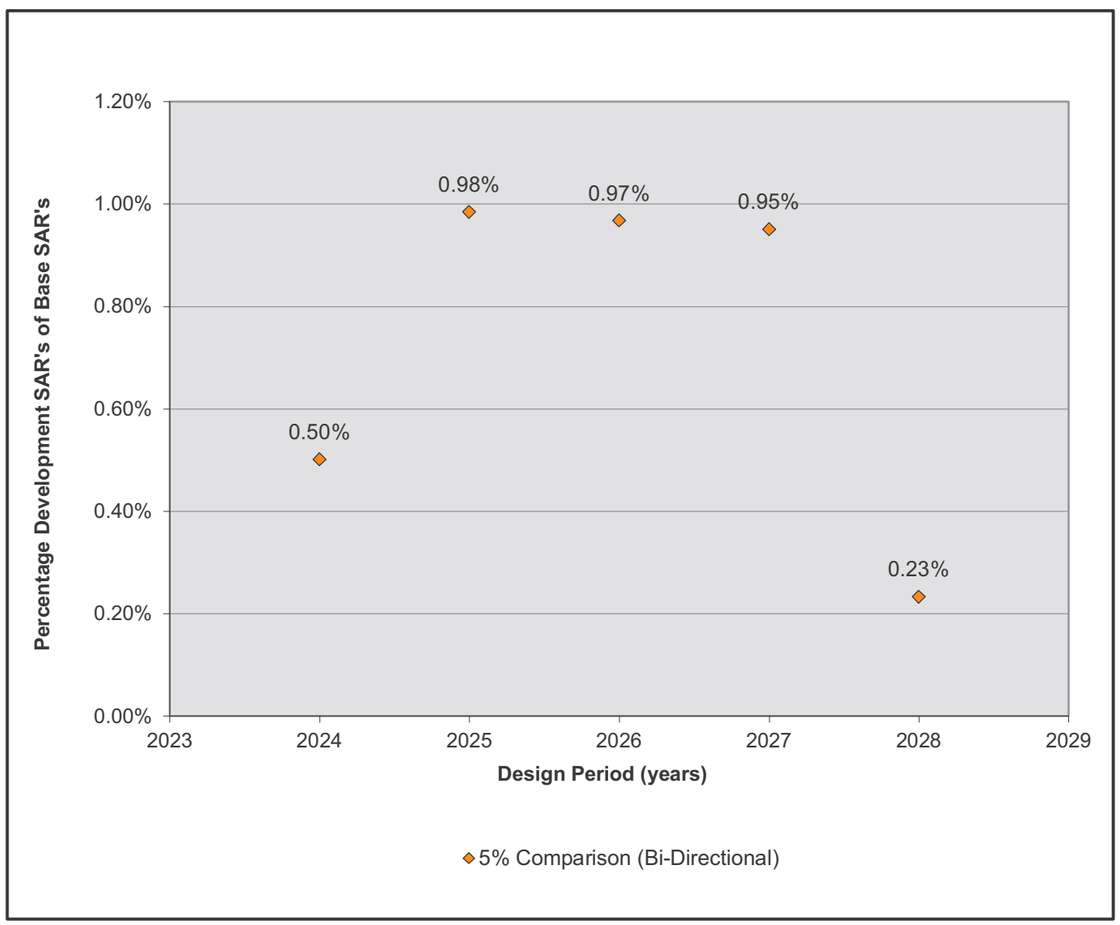
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	484878.9	484878.9	969757.9	4402	455	4857	489280	485334	974615
2025	493478.9	493478.9	986957.7	8803	911	9714	502282	494390	996671
2026	502231.3	502231.3	1004463	8803	911	9714	511034	503142	1014176
2027	511139	511139	1022278	8803	911	9714	519942	512050	1031992
2028	520204.7	520204.7	1040409	2201	228	2428	522405	520432	1042838

5% Comparison

	AG	AG	B
2024	0.91%	0.09%	0.50%
2025	1.78%	0.18%	0.98%
2026	1.75%	0.18%	0.97%
2027	1.72%	0.18%	0.95%
2028	0.42%	0.04%	0.23%







Road ID	X22-X122	G	X22-X122	AG	X122-X22

Road name	Alderley Street
Road section	Toowoomba-Athol Road to Condamine Street
Road authority	TRC

B2G Development Volumes

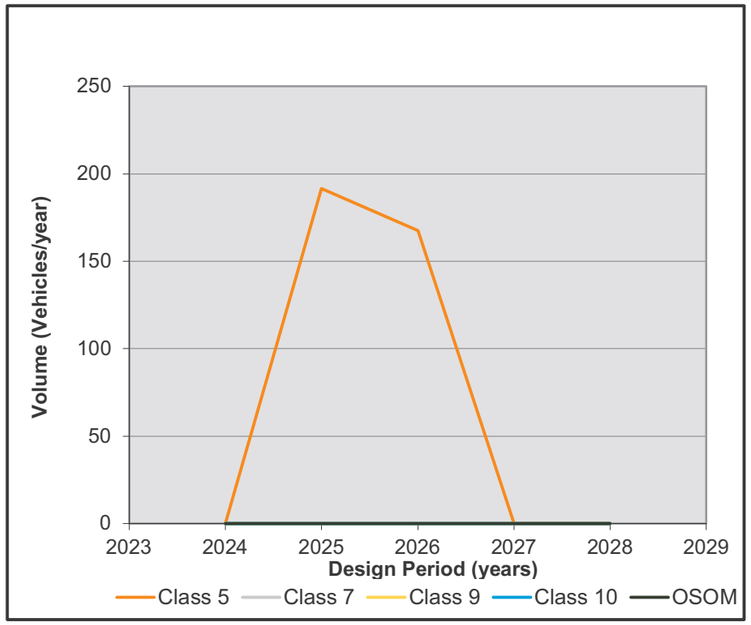
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	96	0	0	0	0	96	0	0	0	0	192	0	0	0	0
2026	84	0	0	0	0	84	0	0	0	0	168	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

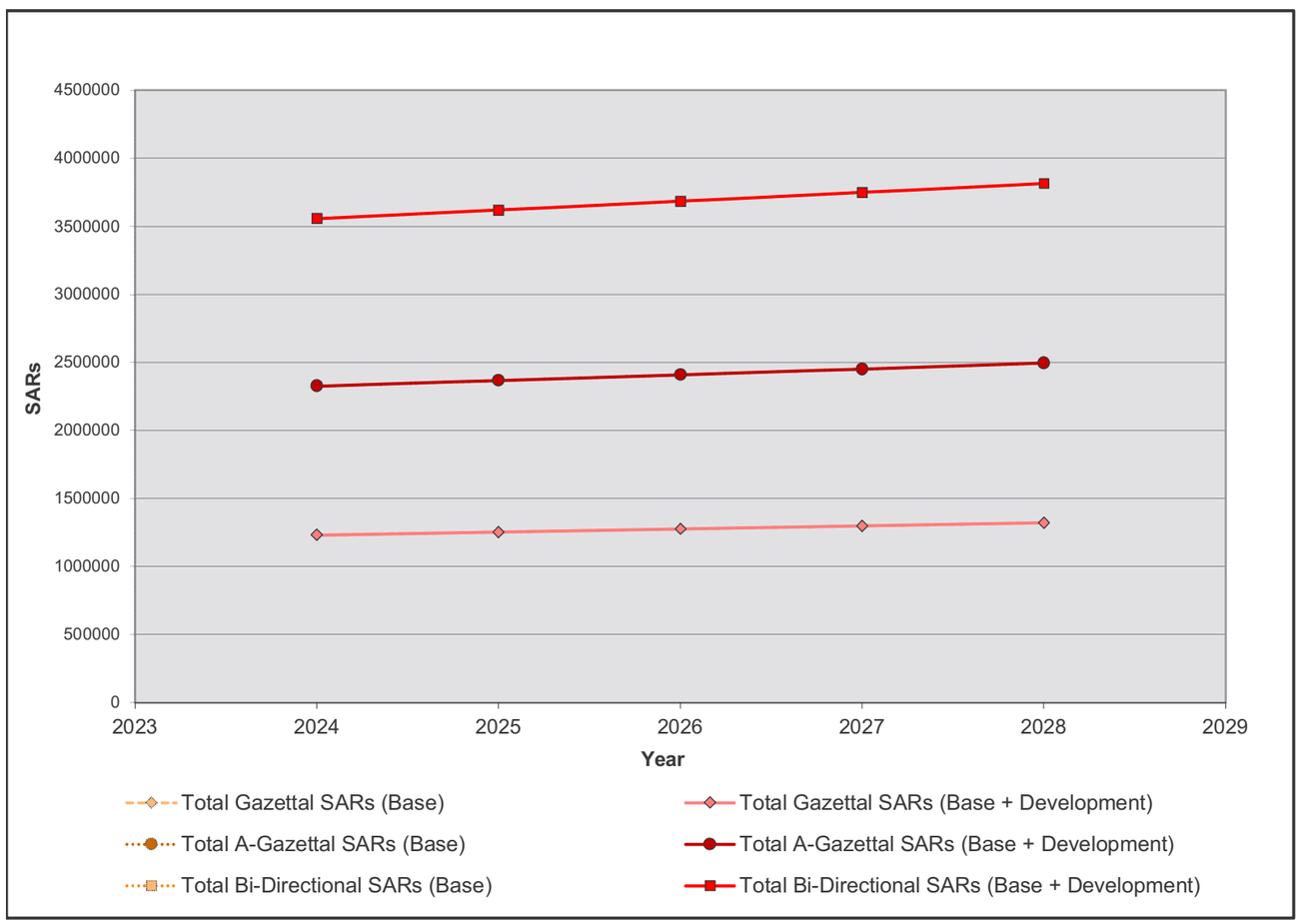
B2G SARs

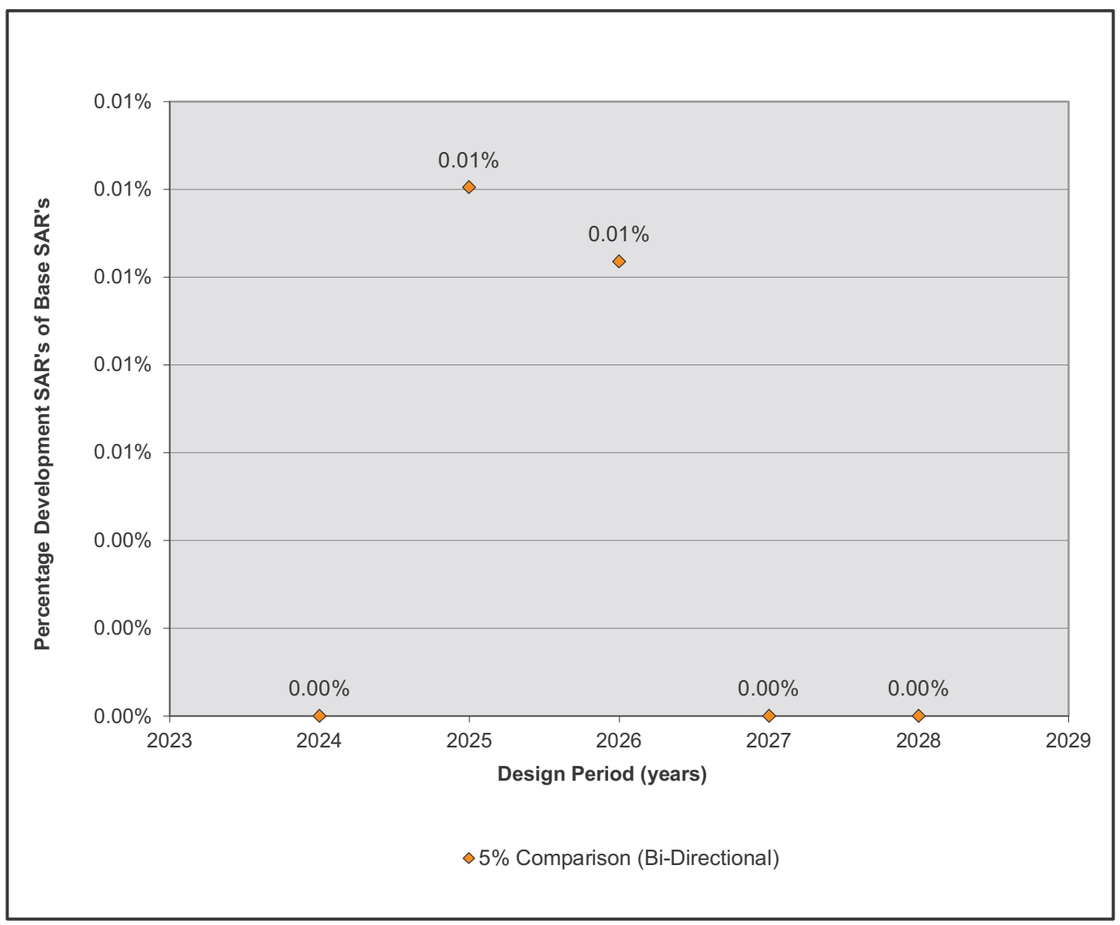
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1231310	2325007	3556317	0	0	0	1231310	2325007	3556317
2025	1253149	2366244	3619393	44	392	436	1253193	2366635	3619828
2026	1275375	2408212	3683587	39	343	381	1275414	2408555	3683968
2027	1297995	2450925	3748920	0	0	0	1297995	2450925	3748920
2028	1321017	2494395	3815412	0	0	0	1321017	2494395	3815412

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.00%	0.02%	0.01%
2026	0.00%	0.01%	0.01%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	E112-E64	G	E112-E64	AG	E64-E112

Road name	Athol School Road
Road section	B2G-LDN187.8 to B2G-LDN188.2
Road authority	TRC

B2G Development Volumes

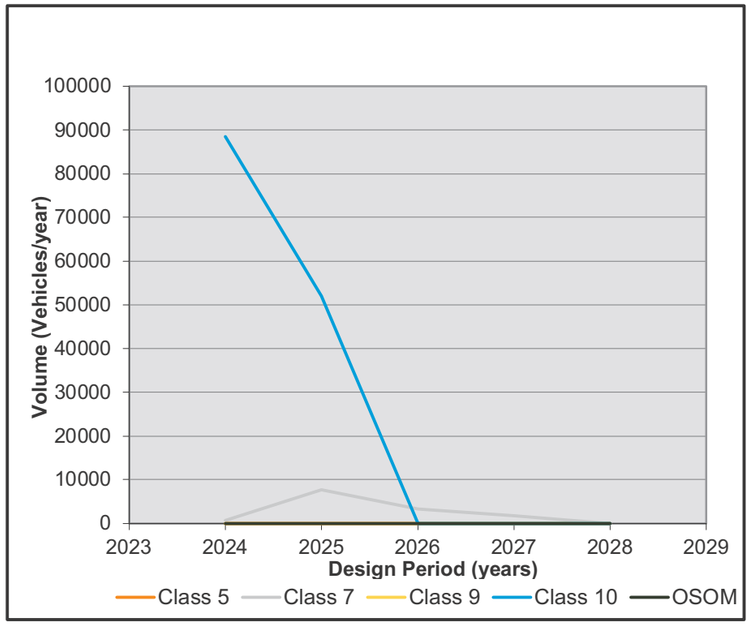
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	403	0	44251	0	0	403	0	44251	0	0	805	0	88502	0
2025	8	3829	0	26036	0	8	3829	0	26036	0	17	7658	0	52072	0
2026	7	1682	0	0	0	7	1682	0	0	0	15	3364	0	0	0
2027	0	889	0	0	0	0	889	0	0	0	0	1778	0	0	0
2028	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0

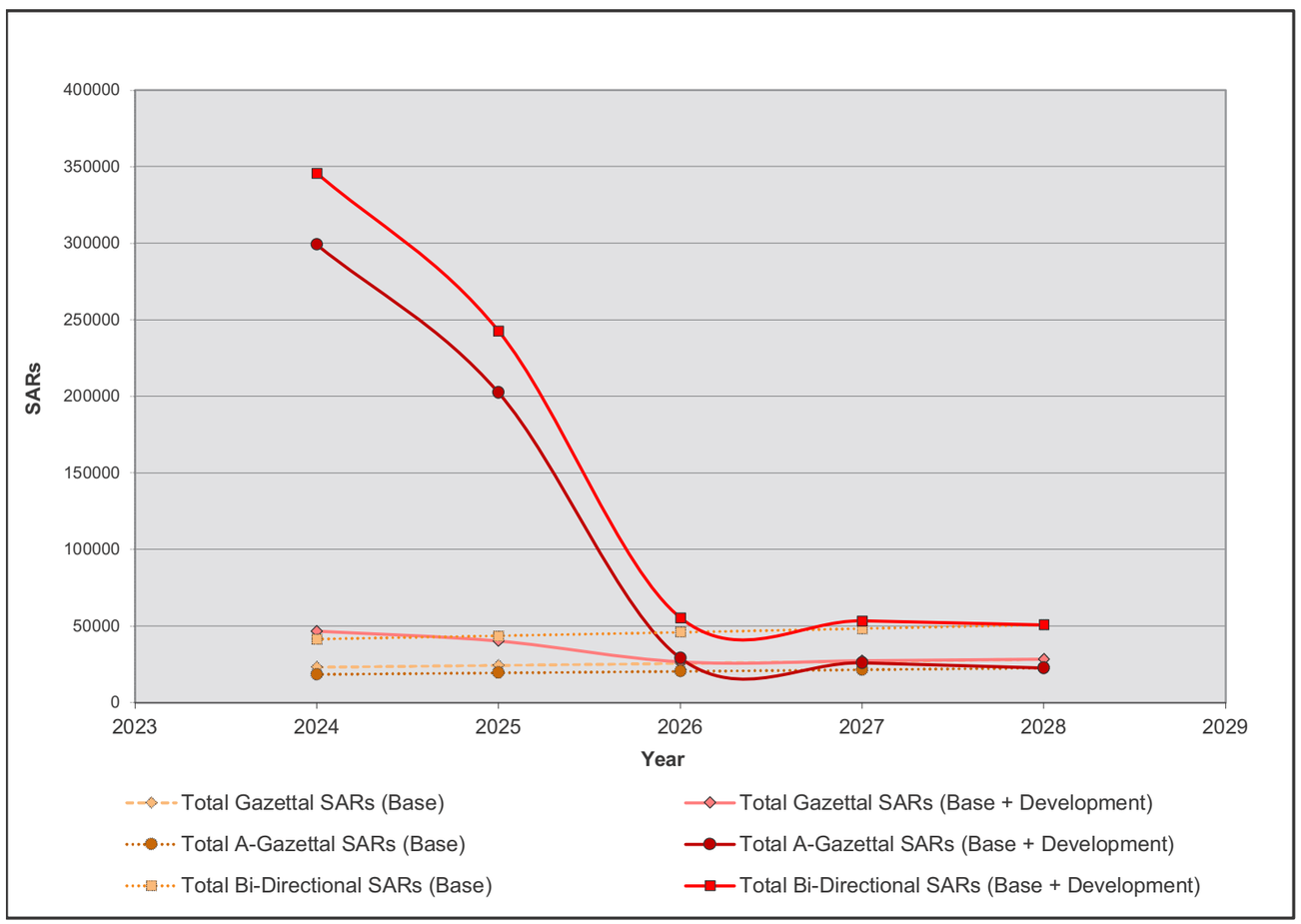
B2G SARs

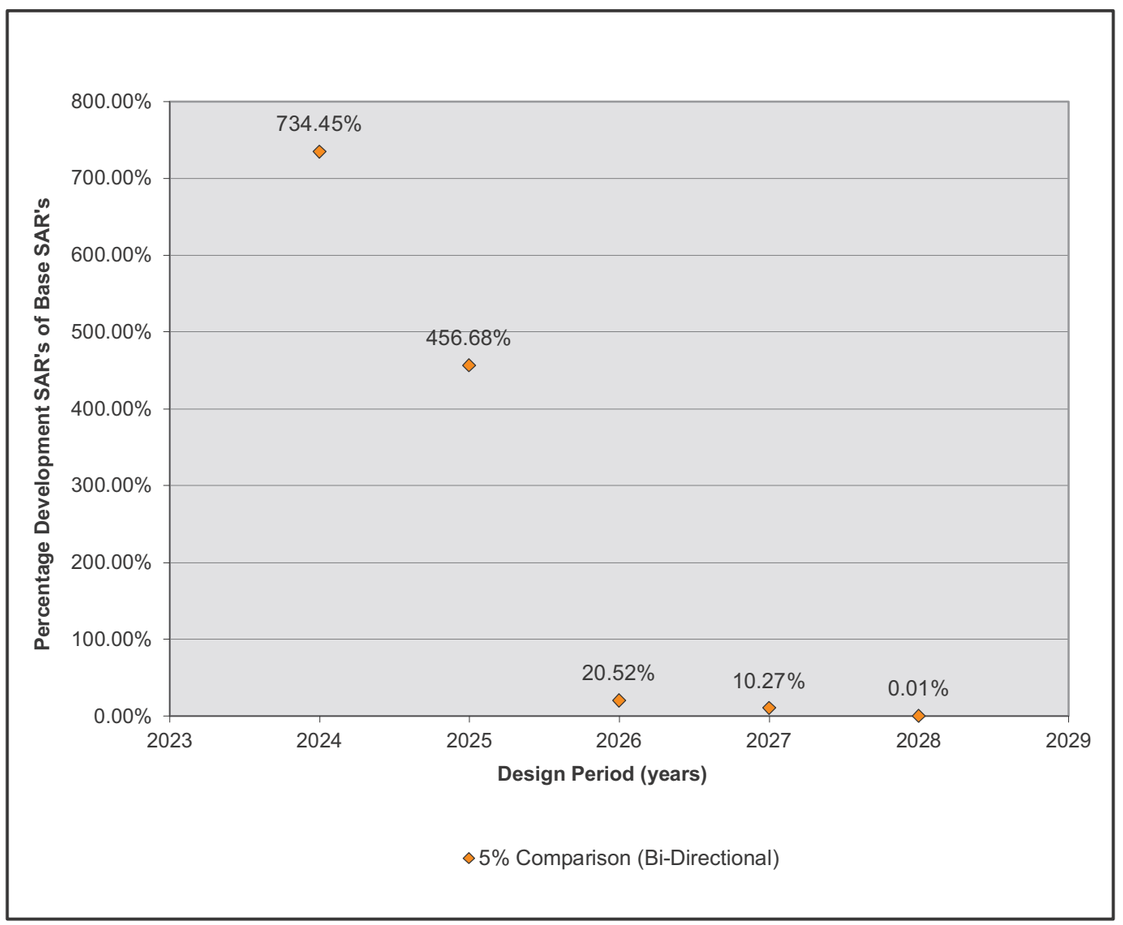
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	23062.02	18394.71	41456.72	23678	280802	304481	46741	299197	345938
2025	24268.61	19357.11	43625.72	15947	183282	199229	40216	202639	242855
2026	25538.33	20369.86	45908.19	945	8473	9418	26484	28843	55327
2027	26874.48	21435.6	48310.08	498	4463	4961	27372	25899	53271
2028	28280.54	22557.1	50837.64	1	5	6	28281	22562	50843

5% Comparison

	AG	AG	B
2024	102.67%	1526.54%	734.45%
2025	65.71%	946.85%	456.68%
2026	3.70%	41.60%	20.52%
2027	1.85%	20.82%	10.27%
2028	0.00%	0.02%	0.01%







Road ID	E64-X23	G	E64-X23	AG	X23-E64

Road name	Athol School Road
Road section	B2G-LDN188.2 to Gore Highway
Road authority	TRC

B2G Development Volumes

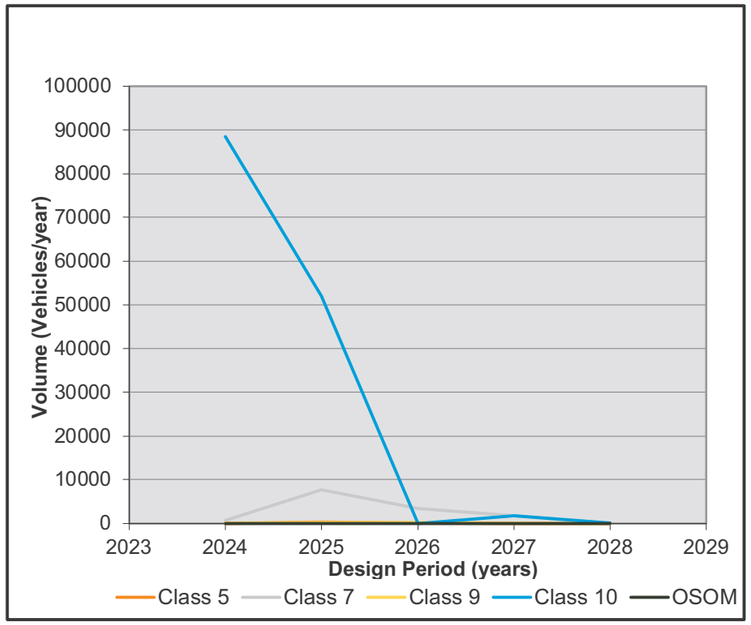
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	403	37	44251	0	0	403	37	44251	0	0	805	74	88502	0
2025	200	3829	121	26036	6	200	3829	121	26036	6	400	7658	243	52072	12
2026	68	1693	116	0	0	68	1693	116	0	0	135	3387	231	0	0
2027	0	912	74	846	18	0	912	74	846	18	0	1824	149	1692	36
2028	0	1	19	65	0	0	1	19	65	0	0	2	37	129	0

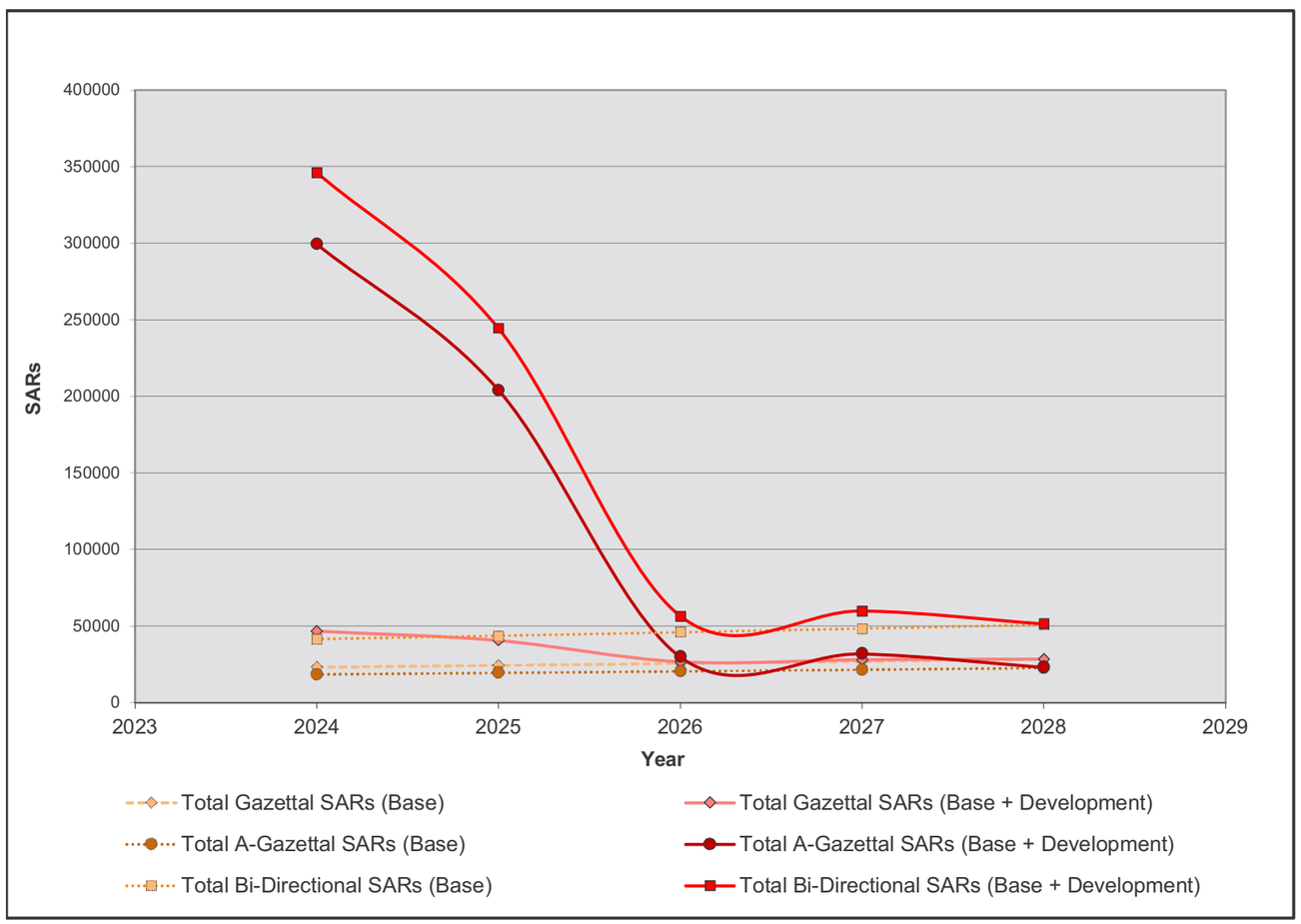
B2G SARs

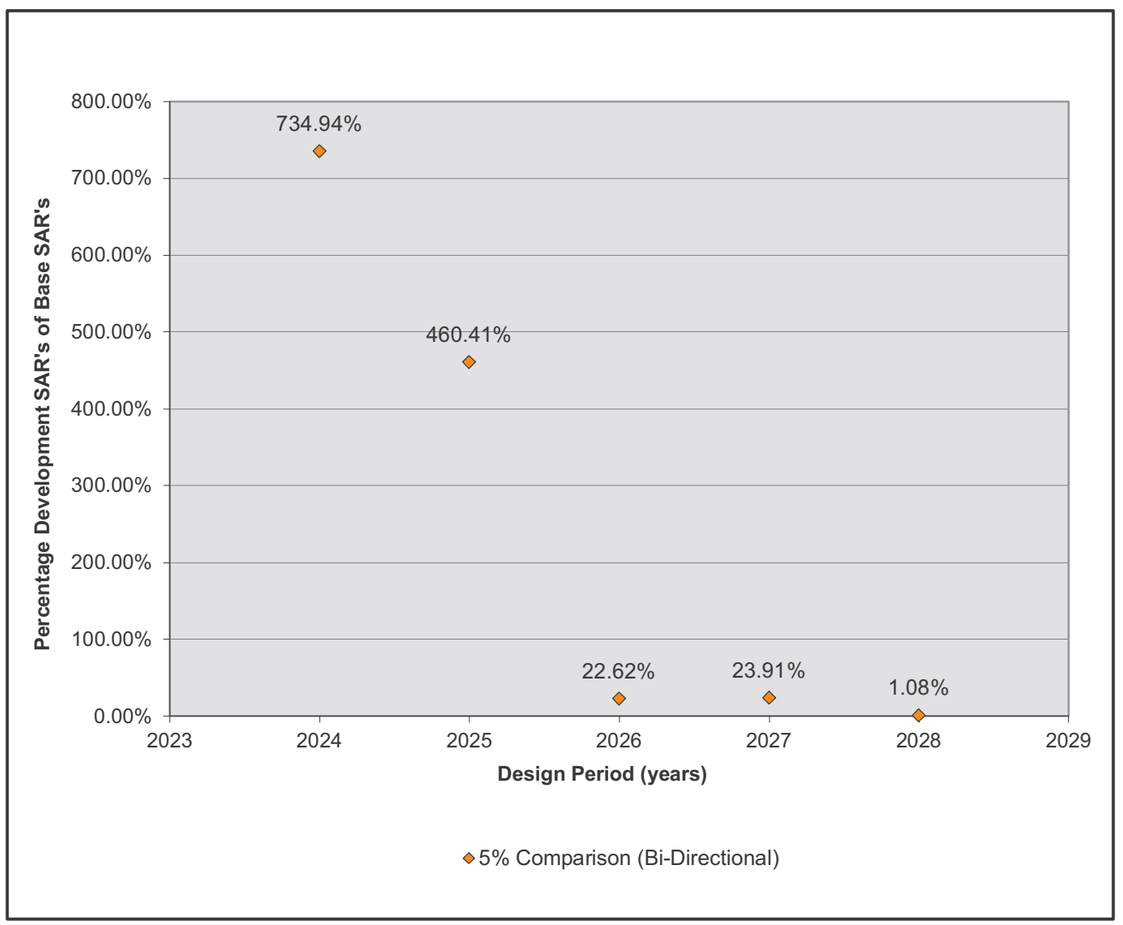
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	23062.02	18394.71	41456.72	23697	280986	304683	46759	299380	346140
2025	24268.61	19357.11	43625.72	16137	184721	200858	40406	204078	244484
2026	25538.33	20369.86	45908.19	1038	9346	10385	26577	29716	56293
2027	26874.48	21435.6	48310.08	1114	10439	11553	27988	31875	59863
2028	28280.54	22557.1	50837.64	44	505	549	28325	23062	51387

5% Comparison

	AG	AG	B
2024	102.76%	1527.54%	734.94%
2025	66.49%	954.28%	460.41%
2026	4.07%	45.88%	22.62%
2027	4.14%	48.70%	23.91%
2028	0.16%	2.24%	1.08%







Road ID	X24-E63	G	X24-E63	AG	E63-X24

Road name	Biddeston Southbrook Road
Road section	Gore Highway to B2G-LDN183.8
Road authority	TRC

B2G Development Volumes

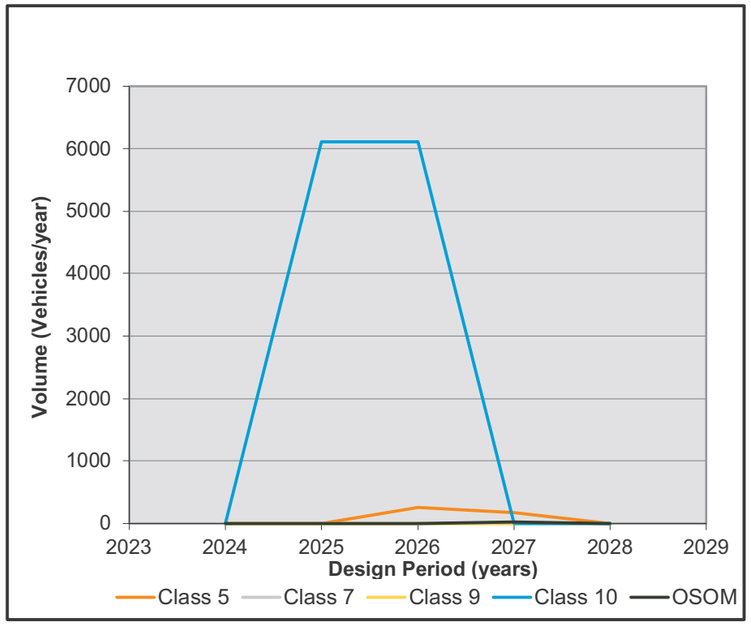
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	3056	0	0	0	0	3056	0	0	0	0	6111	0
2026	129	0	0	3056	0	129	0	0	3056	0	258	0	0	6111	0
2027	86	0	0	0	12	86	0	0	0	12	172	0	0	0	25
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

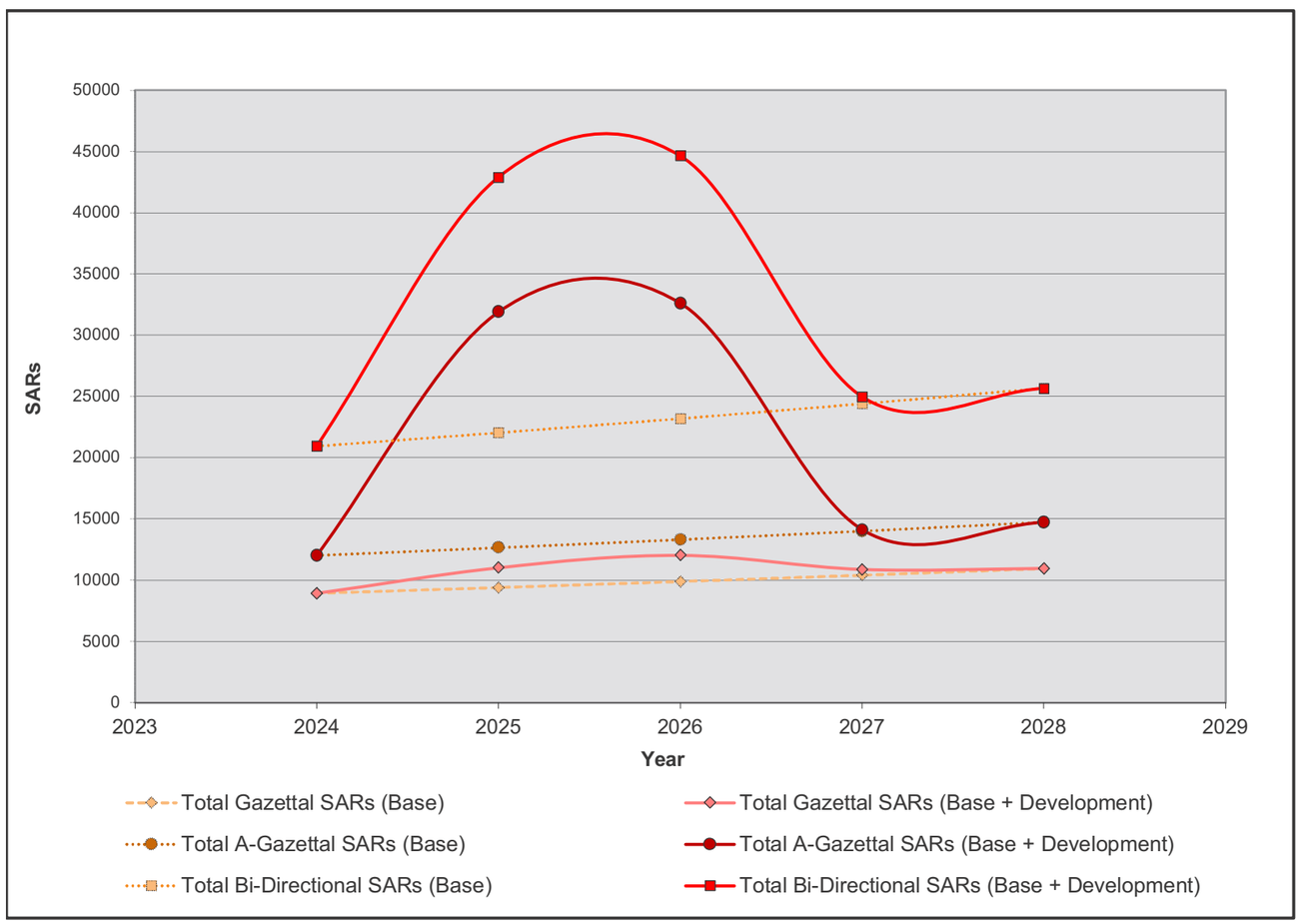
B2G SARs

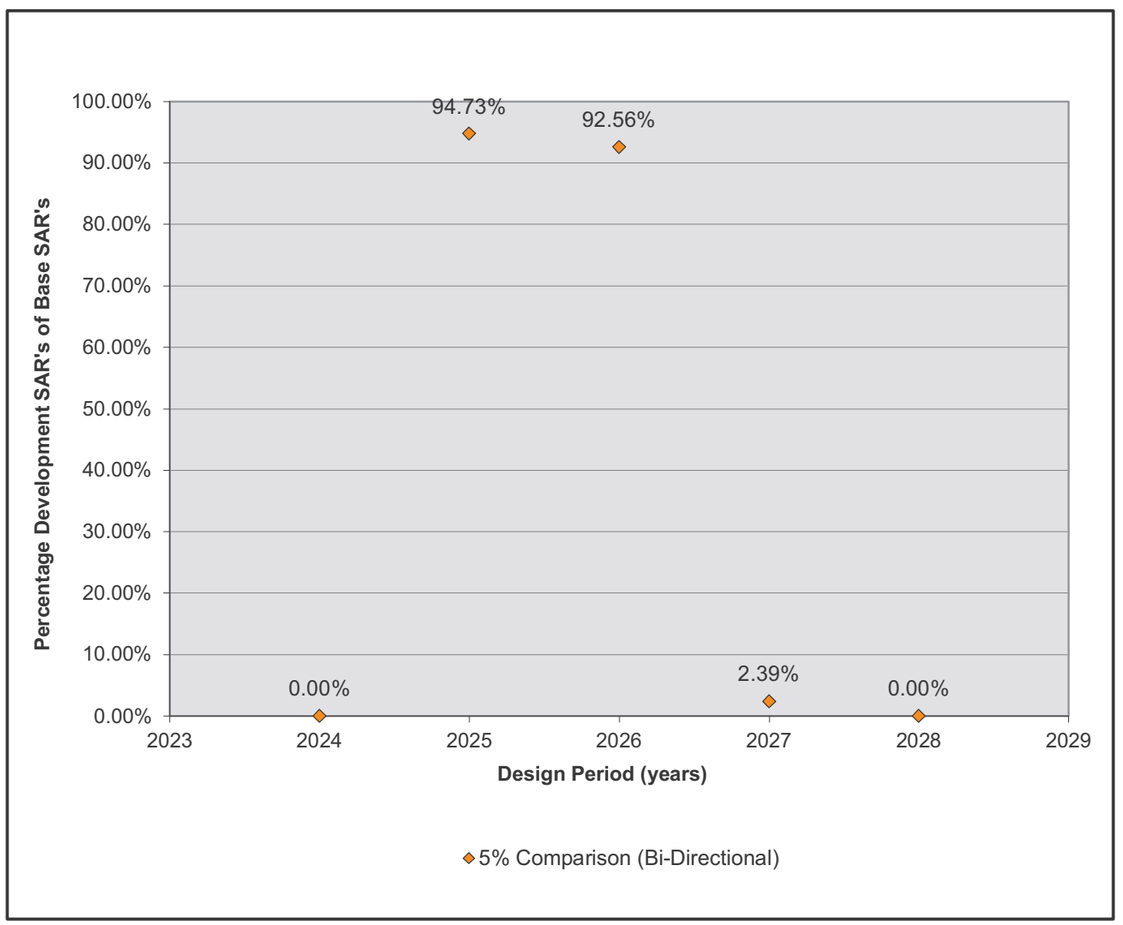
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	8922.805	12011.47	20934.27	0	0	0	8923	12011	20934
2025	9389.641	12639.9	22029.54	1619	19250	20869	11009	31890	42899
2026	9880.902	13301.21	23182.12	2148	19309	21457	12029	32610	44639
2027	10397.87	13997.13	24394.99	464	119	584	10862	14116	24979
2028	10941.88	14729.45	25671.32	0	0	0	10942	14729	25671

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	17.25%	152.29%	94.73%
2026	21.74%	145.17%	92.56%
2027	4.47%	0.85%	2.39%
2028	0.00%	0.00%	0.00%







Road ID	X25-E22	G	X25-E22	AG	E22-X25

Road name	Blackwell Road
Road section	Gore Highway to Millmerran Quarry
Road authority	TRC

B2G Development Volumes

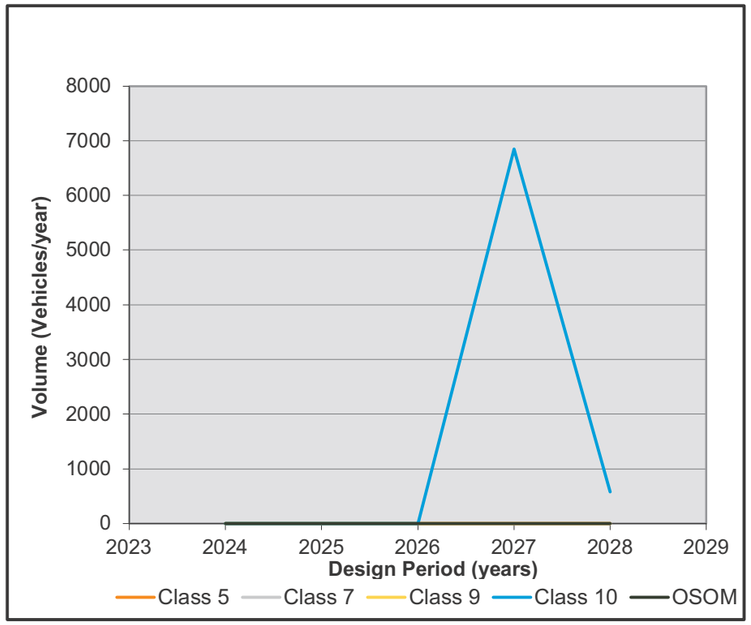
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	3426	0	0	0	0	3426	0	0	0	0	6851	0
2028	0	0	0	293	0	0	0	0	293	0	0	0	0	585	0

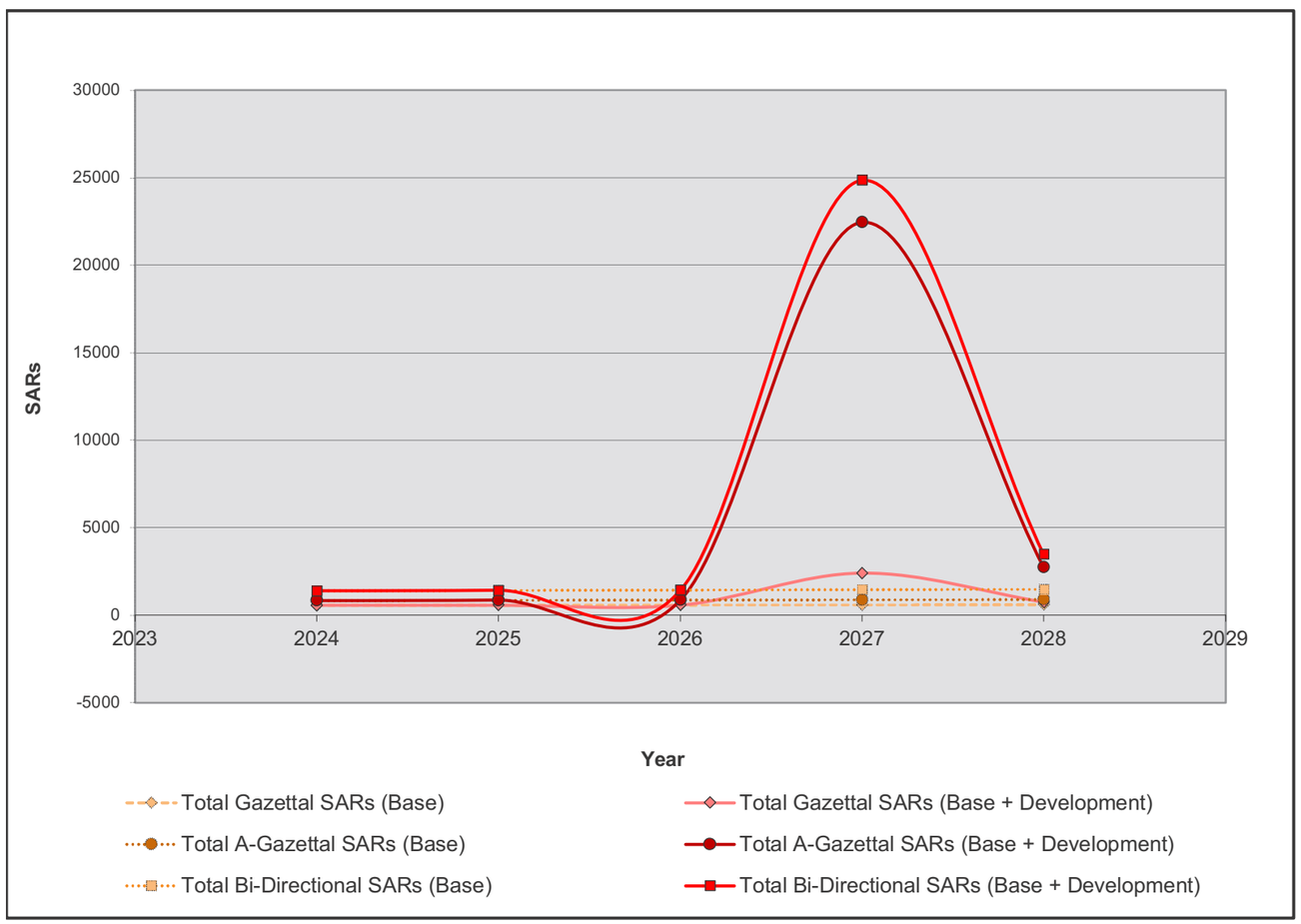
B2G SARs

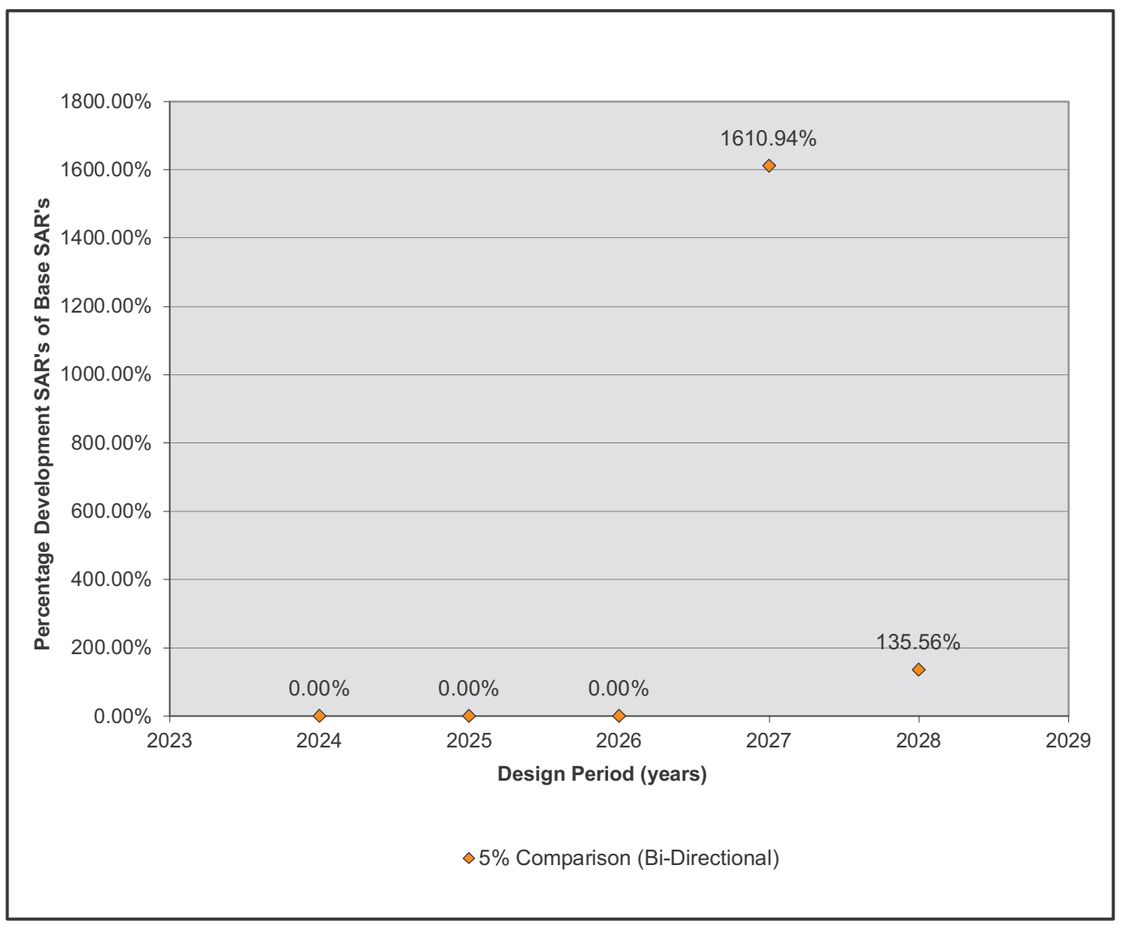
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	554.8563	832.2845	1387.141	0	0	0	555	832	1387
2025	563.4259	845.1389	1408.565	0	0	0	563	845	1409
2026	572.1279	858.1919	1430.32	0	0	0	572	858	1430
2027	580.9643	871.4465	1452.411	1816	21582	23397	2397	22453	24850
2028	589.9372	884.9058	1474.843	155	1844	1999	745	2729	3474

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.00%	0.00%	0.00%
2026	0.00%	0.00%	0.00%
2027	312.52%	2476.56%	1610.94%
2028	26.30%	208.41%	135.56%







Road ID	E22-E85	G	E22-E85	AG	E85-E22

Road name	Blackwell Road
Road section	Millmerran Quarry to B2G-LDN120.2
Road authority	TRC

B2G Development Volumes

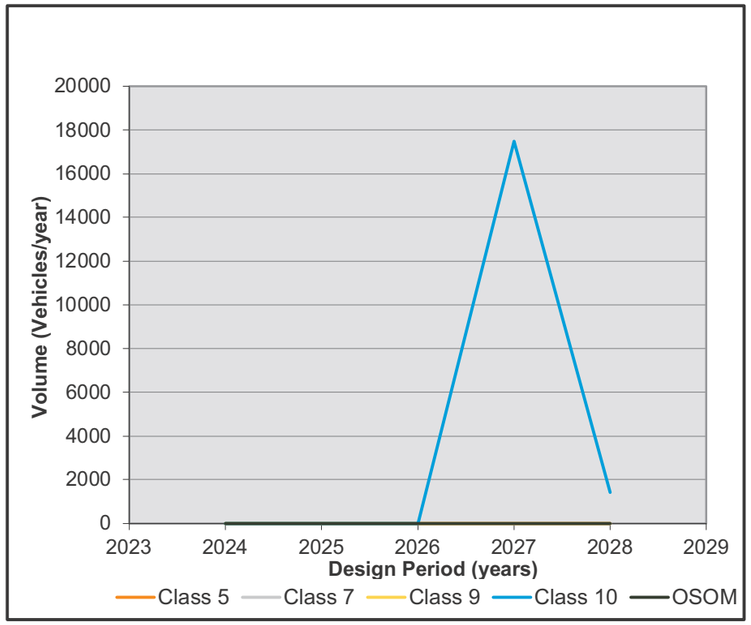
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	8735	0	0	0	0	8735	0	0	0	0	17470	0
2028	0	0	0	721	0	0	0	0	721	0	0	0	0	1442	0

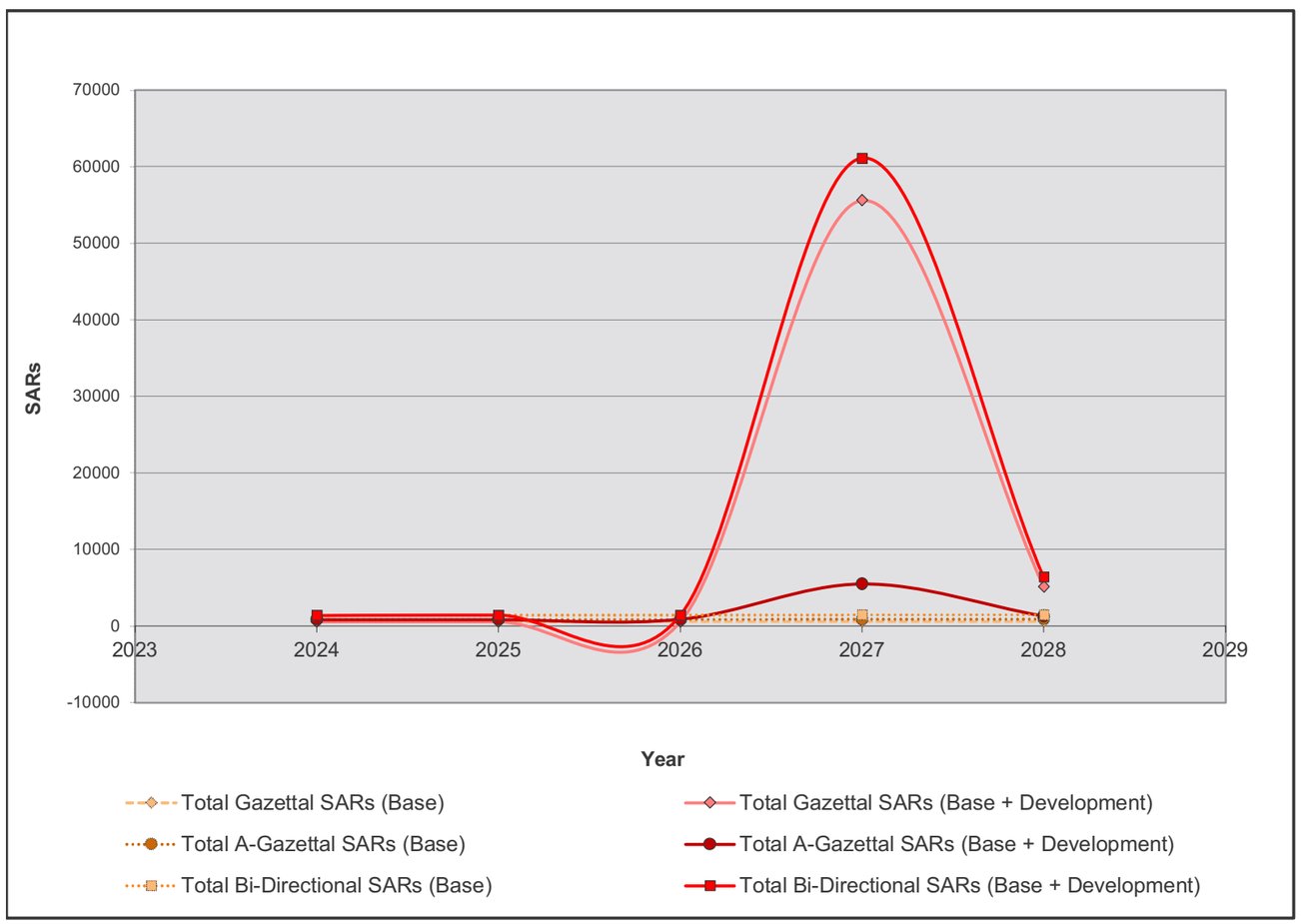
B2G SARs

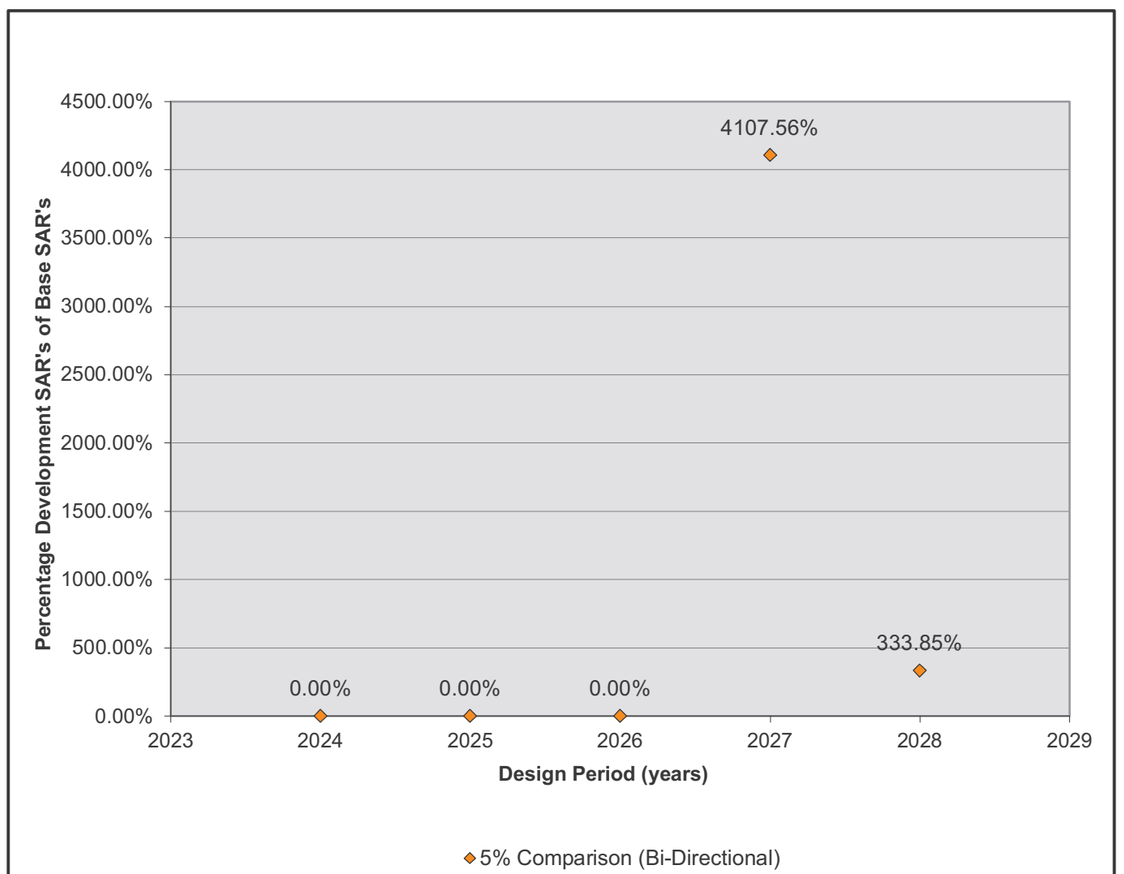
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	554.8563	832.2845	1387.141	0	0	0	555	832	1387
2025	563.4259	845.1389	1408.565	0	0	0	563	845	1409
2026	572.1279	858.1919	1430.32	0	0	0	572	858	1430
2027	580.9643	871.4465	1452.411	55029	4629	59659	55610	5501	61111
2028	589.9372	884.9058	1474.843	4542	382	4924	5132	1267	6399

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.00%	0.00%	0.00%
2026	0.00%	0.00%	0.00%
2027	9472.04%	531.24%	4107.56%
2028	769.87%	43.18%	333.85%







Road ID	E85-X54	G	E85-X54	AG	X54-E85

Road name	Blackwell Road
Road section	B2G-LDN120.2 to Millmerran-Inglewood Road
Road authority	TRC

B2G Development Volumes

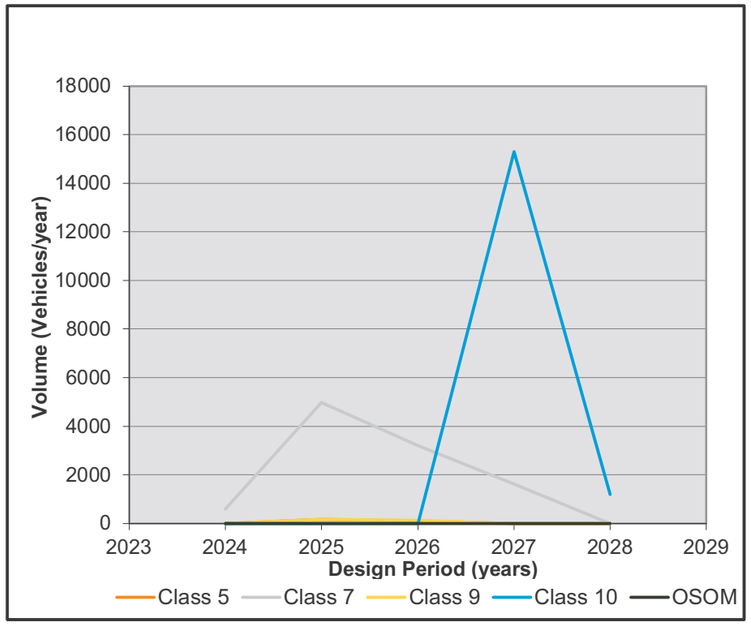
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	299	0	0	0	0	299	0	0	0	0	597	0	0	0
2025	80	2485	86	0	0	80	2485	86	0	0	159	4970	172	0	0
2026	51	1601	55	0	0	51	1601	55	0	0	101	3202	109	0	0
2027	0	812	0	7653	0	0	812	0	7653	0	0	1623	0	15306	0
2028	0	1	0	601	0	0	1	0	601	0	0	3	0	1202	0

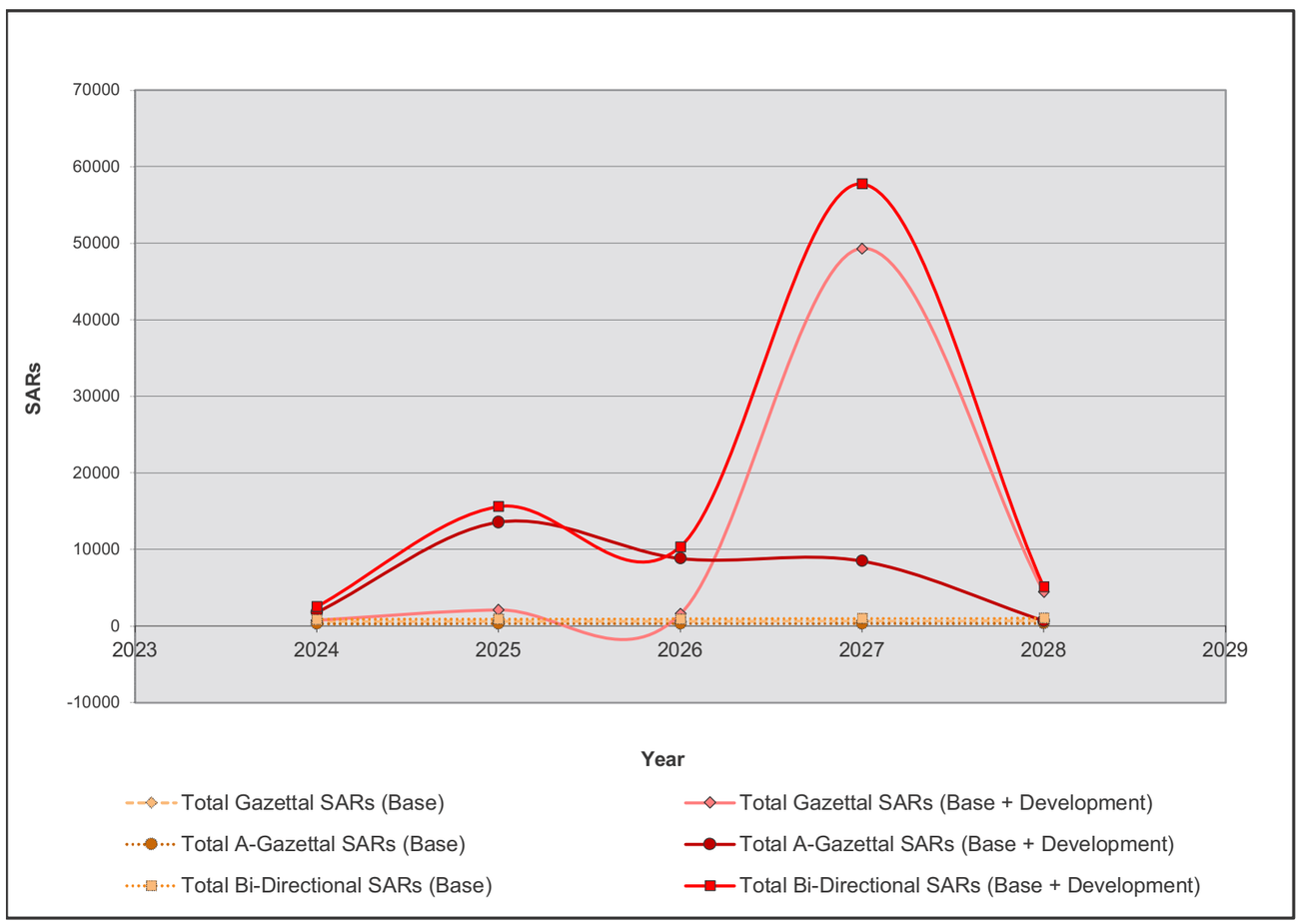
B2G SARs

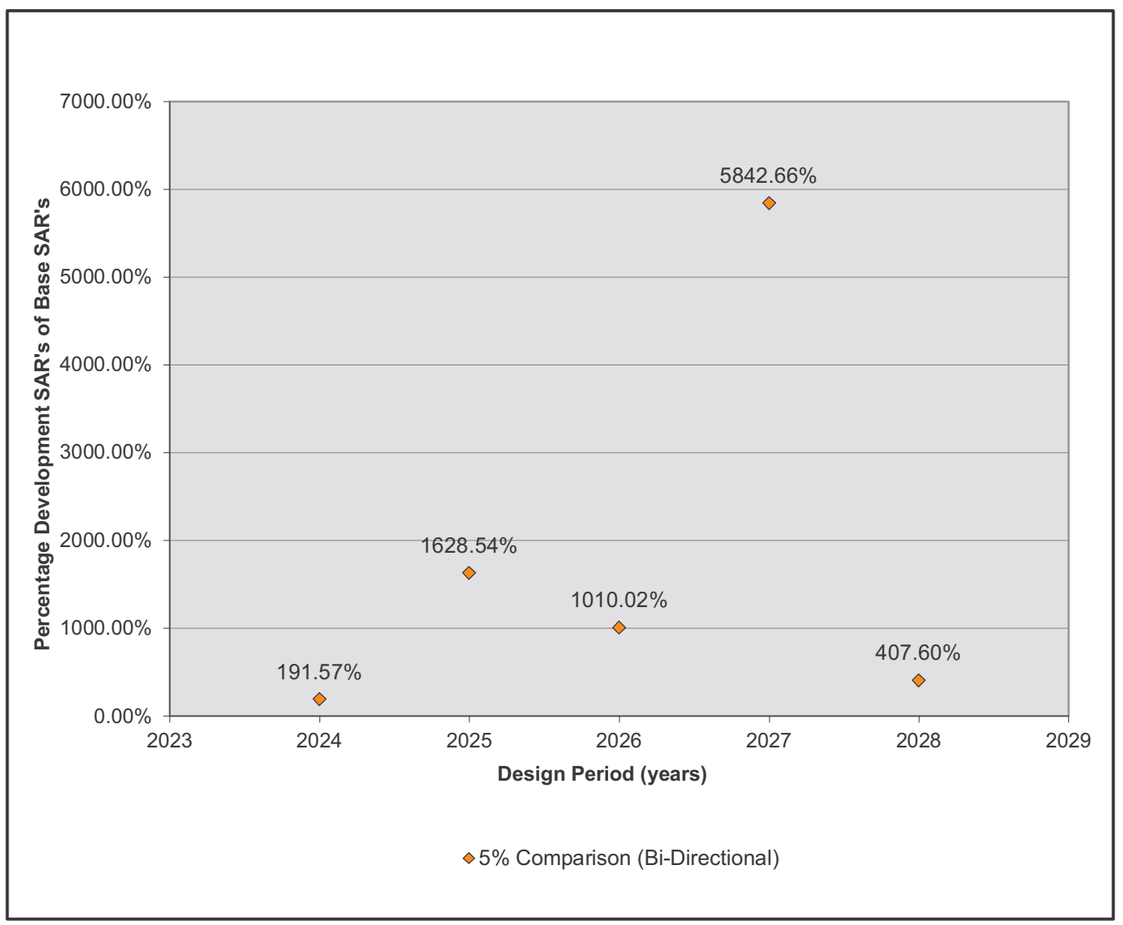
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	579.6575	289.8287	869.4862	167	1499	1666	747	1788	2535
2025	601.6213	300.8107	902.432	1472	13224	14696	2074	13525	15599
2026	624.4174	312.2087	936.6261	948	8512	9460	1572	8825	10397
2027	648.0772	324.0386	972.1158	48667	8130	56797	49315	8455	57770
2028	672.6336	336.3168	1008.95	3788	325	4113	4460	661	5121

5% Comparison

	AG	AG	B
2024	28.84%	517.04%	191.57%
2025	244.69%	4396.24%	1628.54%
2026	151.76%	2726.54%	1010.02%
2027	7509.43%	2509.11%	5842.66%
2028	563.10%	96.62%	407.60%







Road ID	X135-E3	G	X135-E3	AG	E3-X135

Road name	Bligh Street
Road section	Six Mile Road to Boral Concrete Milmerran
Road authority	TRC

B2G Development Volumes

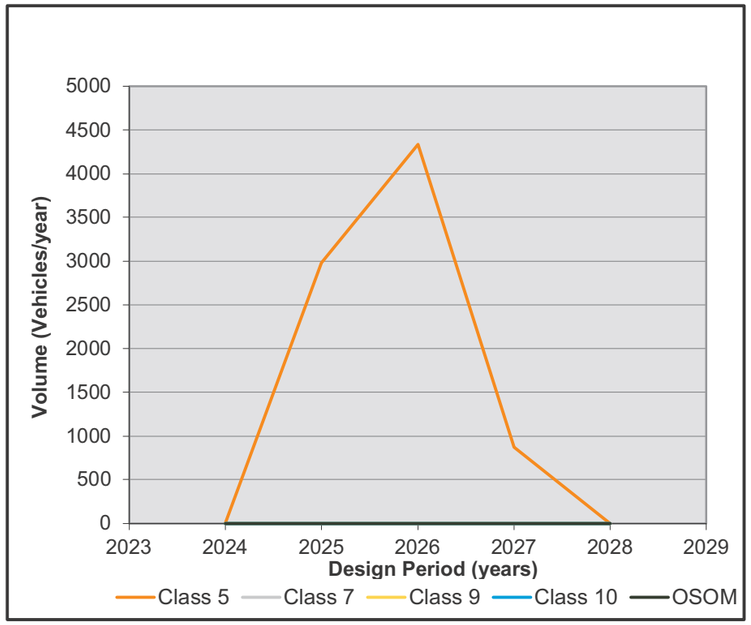
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	0	0	0	0	3	0	0	0	0	6	0	0	0	0
2025	1491	0	0	0	0	1491	0	0	0	0	2983	0	0	0	0
2026	2168	0	0	0	0	2168	0	0	0	0	4337	0	0	0	0
2027	435	0	0	0	0	435	0	0	0	0	871	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

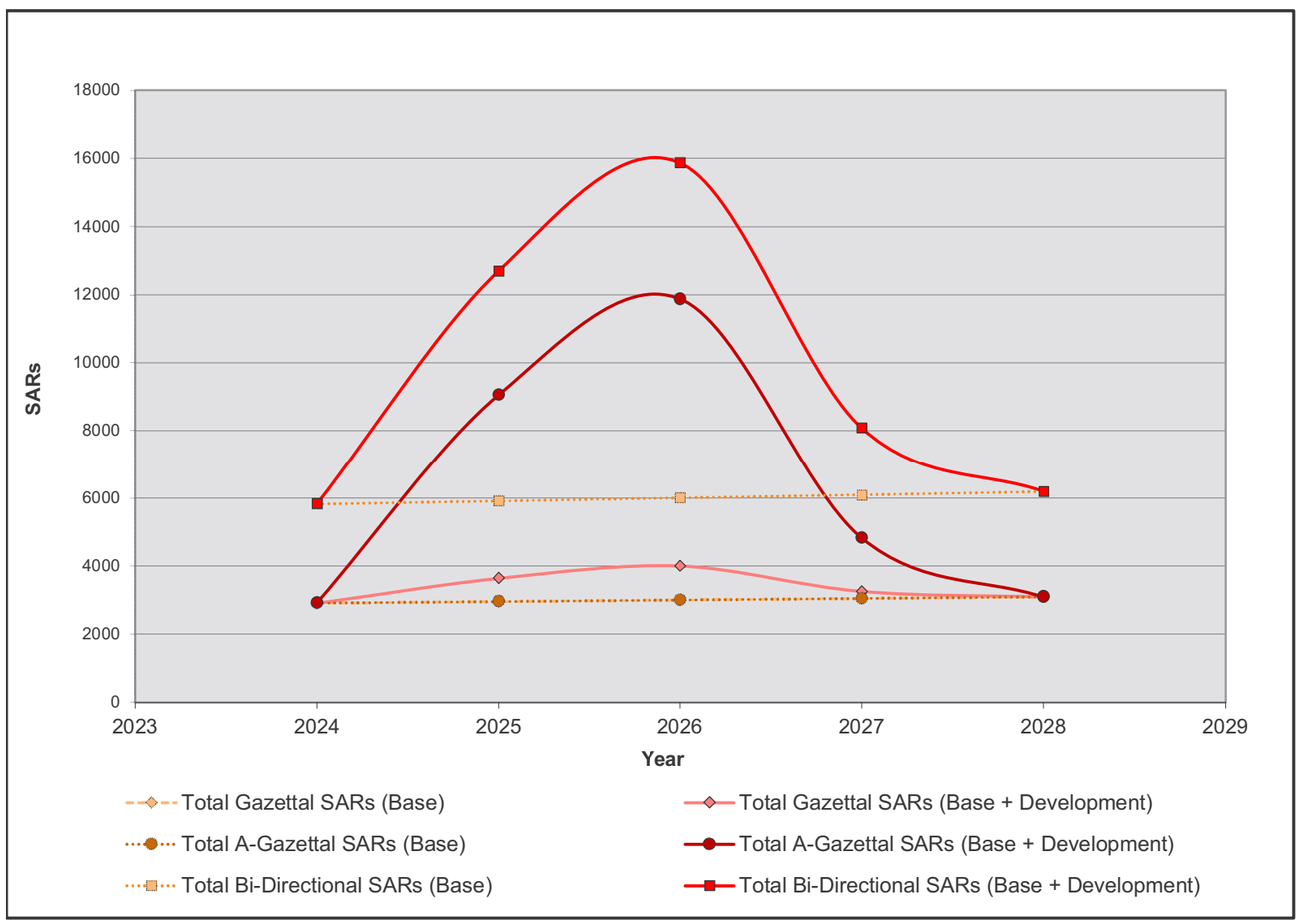
B2G SARs

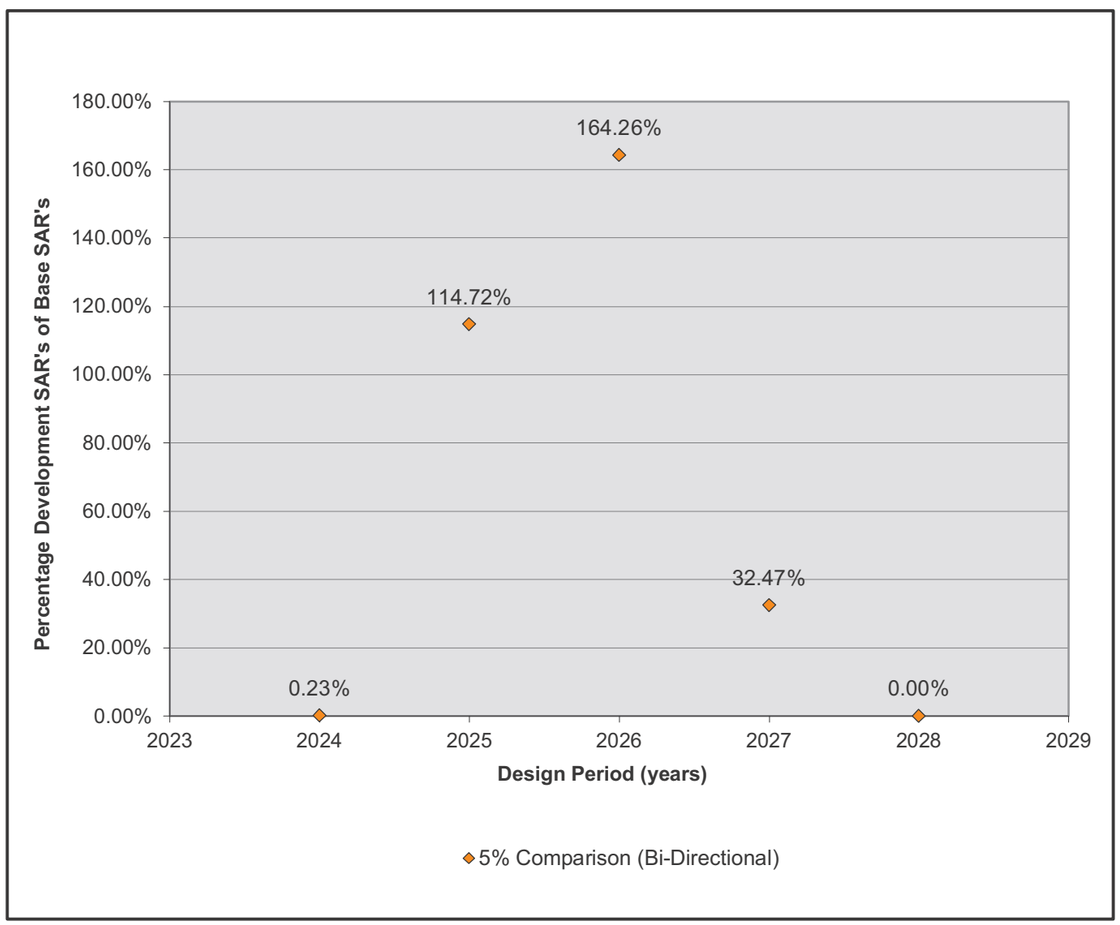
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2912.628	2912.628	5825.257	1	12	14	2914	2925	5839
2025	2957.613	2957.613	5915.227	686	6100	6786	3644	9058	12701
2026	3003.293	3003.293	6006.586	997	8869	9866	4001	11872	15873
2027	3049.678	3049.678	6099.357	200	1780	1981	3250	4830	8080
2028	3096.78	3096.78	6193.56	0	0	0	3097	3097	6194

5% Comparison

	AG	AG	B
2024	0.05%	0.42%	0.23%
2025	23.20%	206.25%	114.72%
2026	33.21%	295.30%	164.26%
2027	6.57%	58.38%	32.47%
2028	0.00%	0.00%	0.00%







Road ID	X72-J1	G	X72-J1	AG	J1-X72

Road name	Brimblecombe Road
Road section	Toowoomba-Cecil Plains Road to Brimblecombe Road
Road authority	TRC

B2G Development Volumes

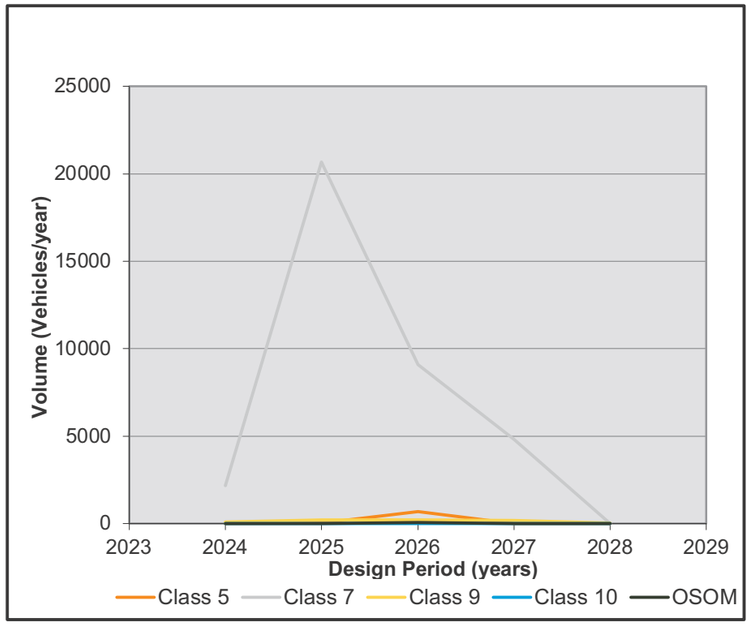
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1086	37	0	0	0	1086	37	0	0	0	2172	74	0	0
2025	13	10329	107	0	0	13	10329	107	0	0	27	20658	213	0	0
2026	334	4537	103	0	23	334	4537	103	0	23	668	9074	205	0	45
2027	0	2400	74	0	0	0	2400	74	0	0	0	4800	149	0	0
2028	0	1	19	0	0	0	1	19	0	0	0	2	37	0	0

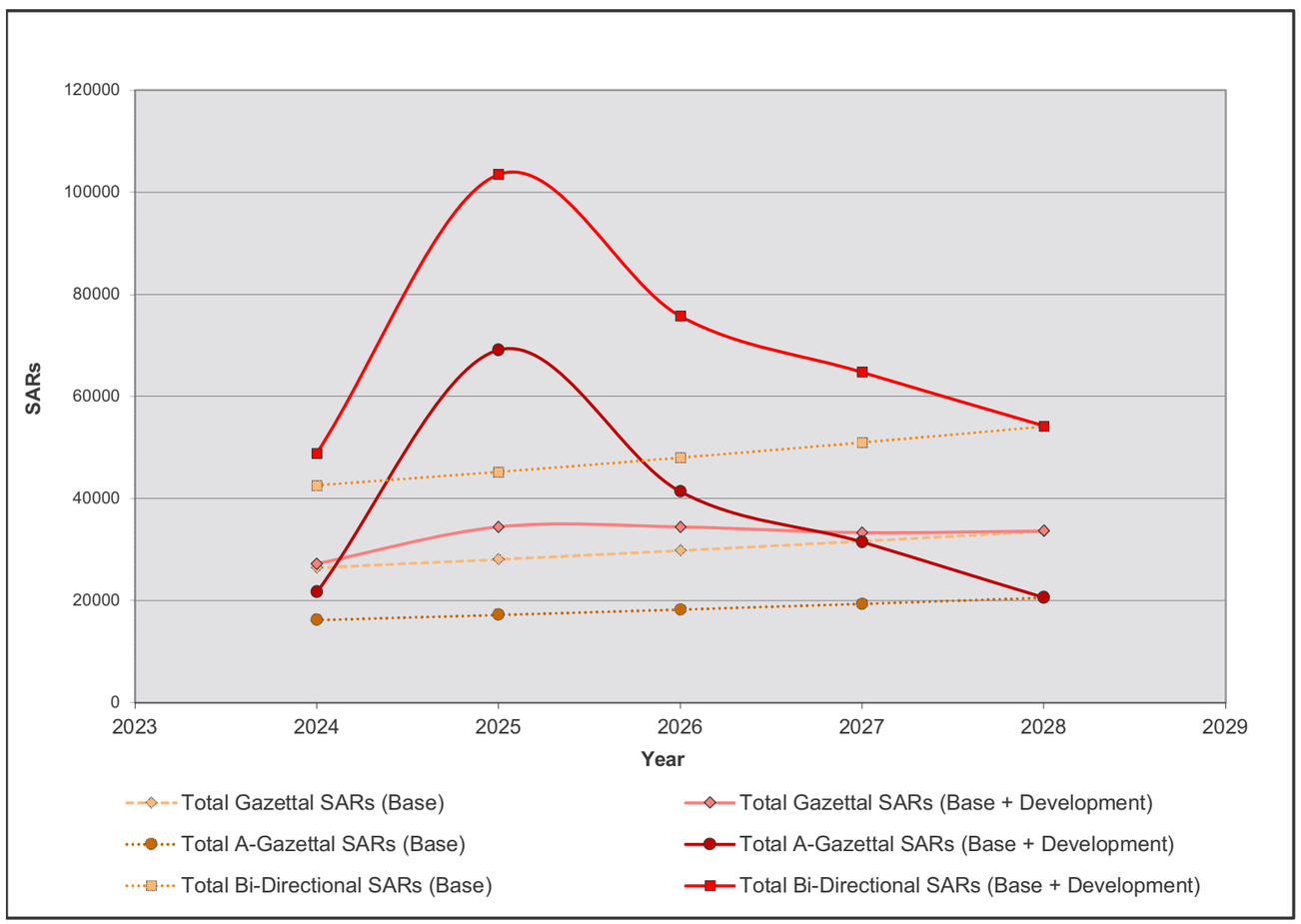
B2G SARs

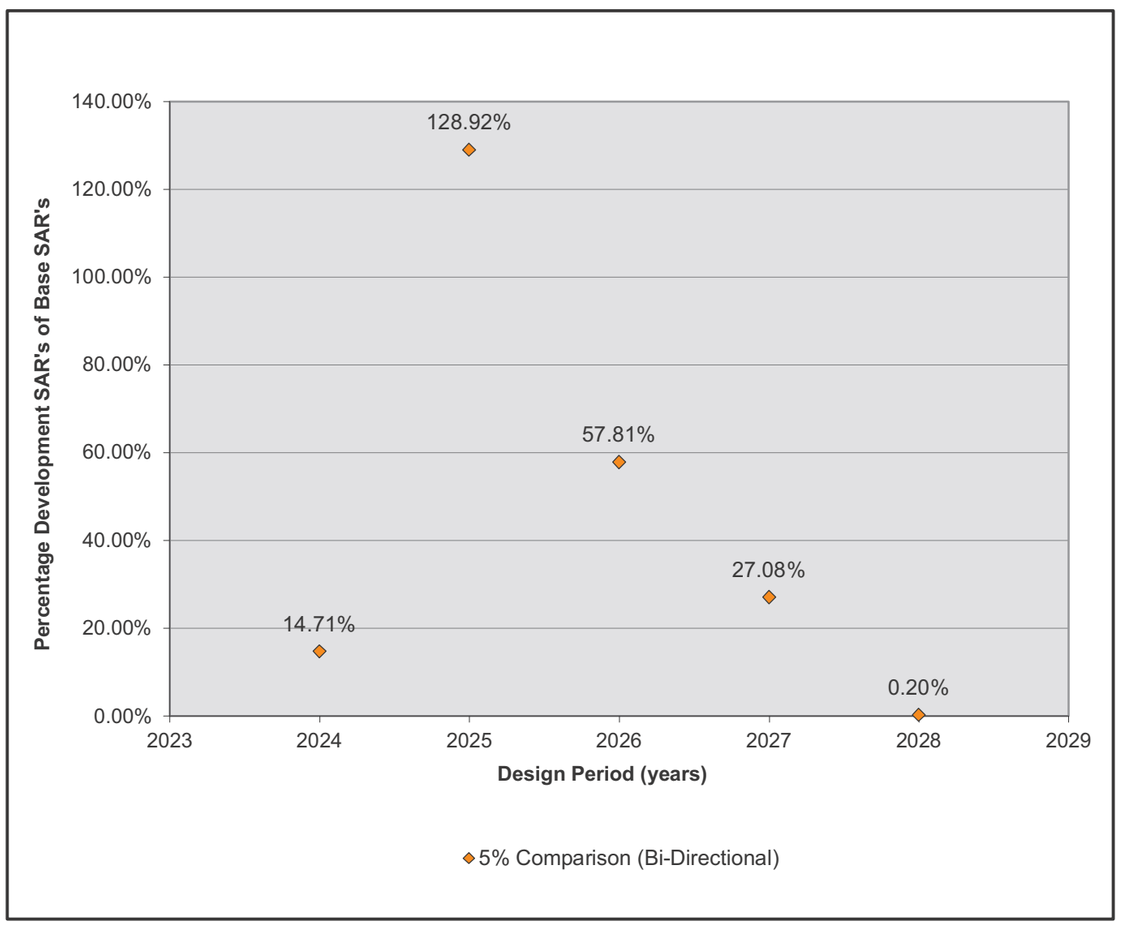
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	26418.53	16161.93	42580.46	792	5471	6262	27210	21632	48843
2025	28048.03	17158.79	45206.82	6365	51913	58278	34413	69072	103485
2026	29778.02	18217.14	47995.17	4619	23128	27747	34397	41345	75742
2027	31614.73	19340.77	50955.5	1711	12087	13798	33326	31428	64754
2028	33564.72	20533.71	54098.43	92	15	107	33657	20548	54205

5% Comparison

	AG	AG	B
2024	3.00%	33.85%	14.71%
2025	22.69%	302.55%	128.92%
2026	15.51%	126.96%	57.81%
2027	5.41%	62.50%	27.08%
2028	0.27%	0.07%	0.20%







Road ID	J1-E31	G	J1-E31	AG	E31-J1

Road name	Brimblecombe Road
Road section	Brimblecombe Road to WL 194467R
Road authority	TRC

B2G Development Volumes

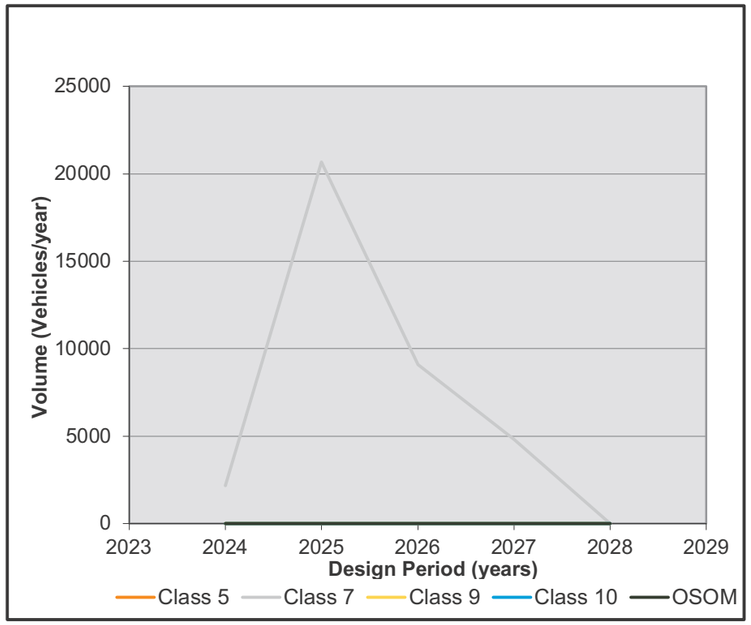
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1086	0	0	0	0	1086	0	0	0	0	2172	0	0	0
2025	0	10329	0	0	0	0	10329	0	0	0	0	20658	0	0	0
2026	0	4537	0	0	0	0	4537	0	0	0	0	9074	0	0	0
2027	0	2400	0	0	0	0	2400	0	0	0	0	4800	0	0	0
2028	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0

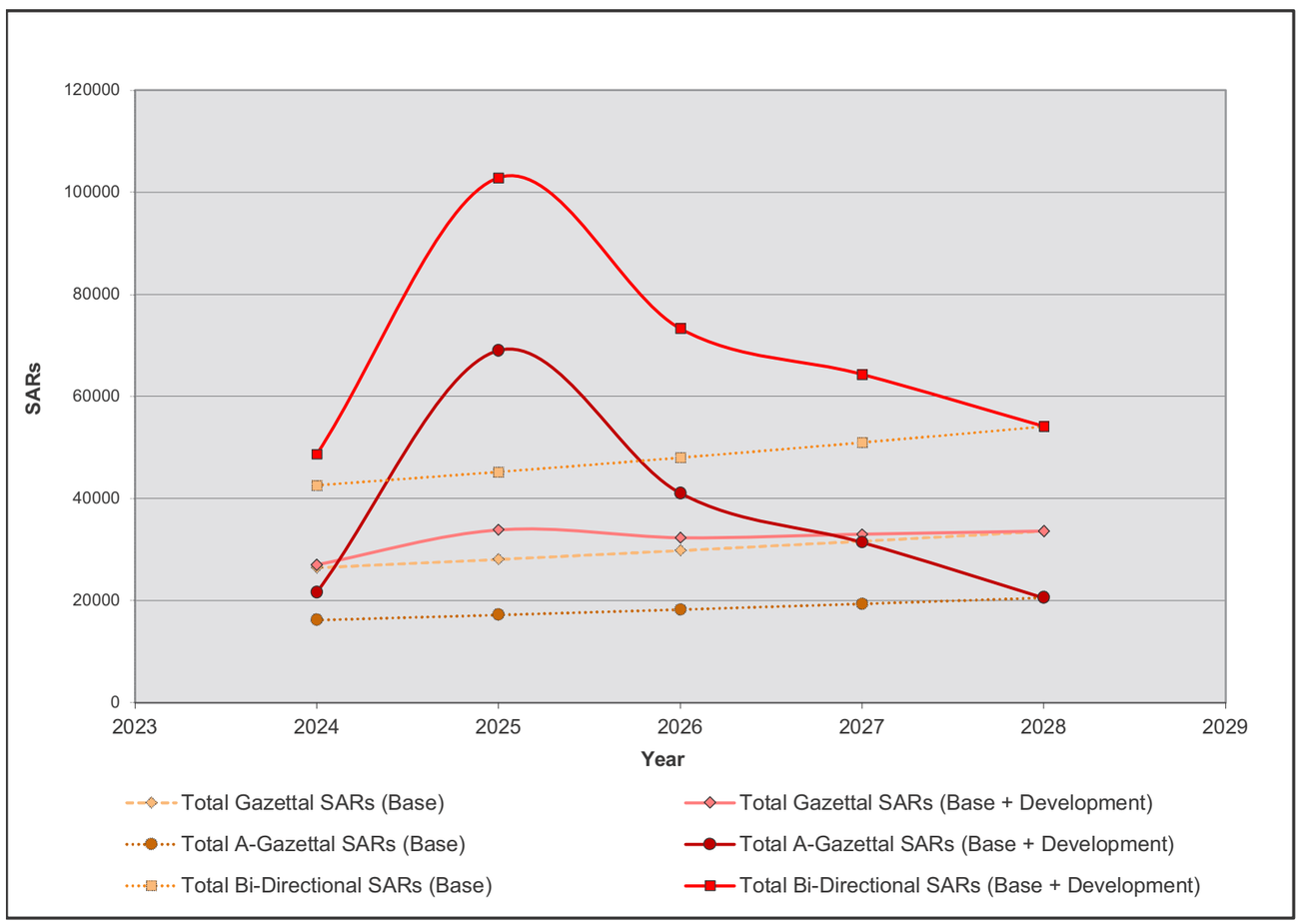
B2G SARs

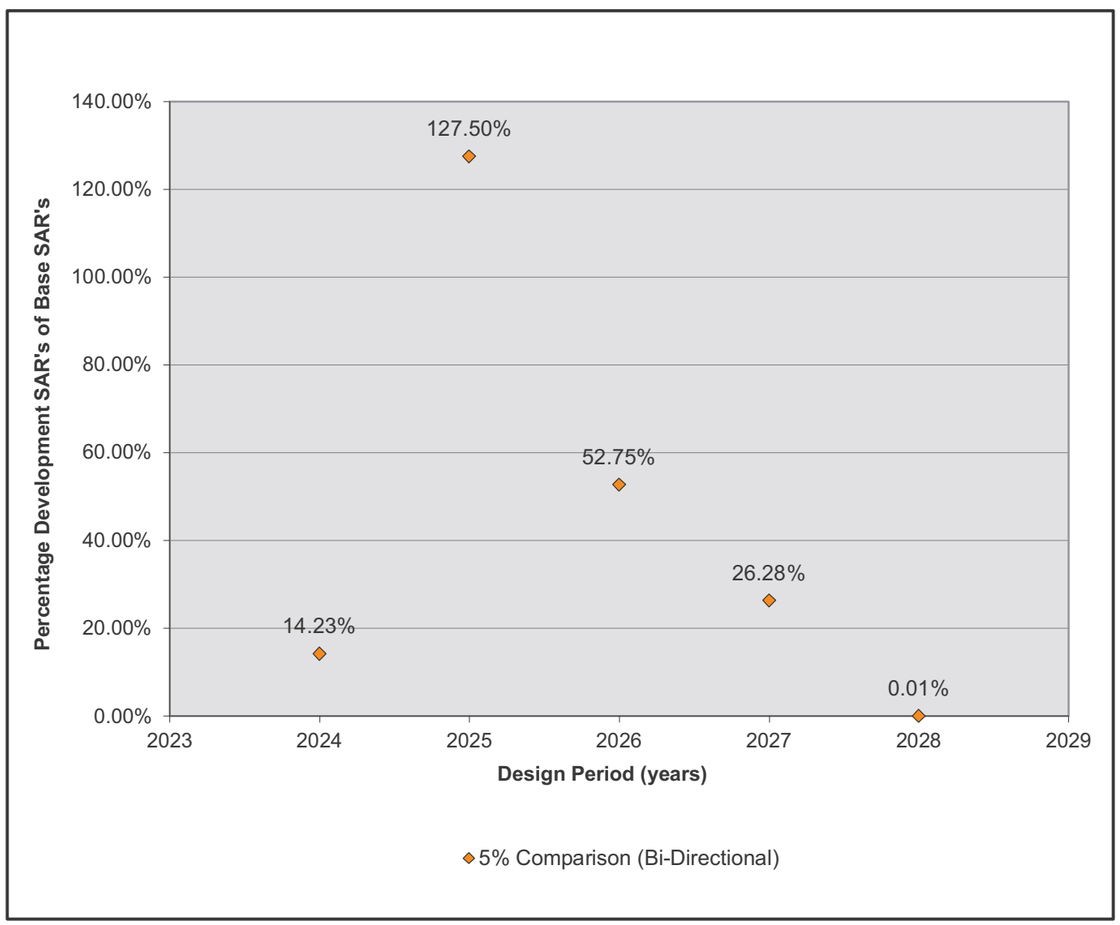
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	26418.53	16161.93	42580.46	608	5452	6060	27027	21614	48640
2025	28048.03	17158.79	45206.82	5784	51853	57637	33832	69011	102844
2026	29778.02	18217.14	47995.17	2541	22776	25317	32319	40993	73312
2027	31614.73	19340.77	50955.5	1344	12049	13393	32959	31390	64349
2028	33564.72	20533.71	54098.43	1	5	6	33565	20539	54104

5% Comparison

	AG	AG	B
2024	2.30%	33.73%	14.23%
2025	20.62%	302.19%	127.50%
2026	8.53%	125.03%	52.75%
2027	4.25%	62.30%	26.28%
2028	0.00%	0.02%	0.01%







Road ID	E93-X26	G	E93-X26	AG	X26-E93

Road name	Bushy Lane
Road section	B2G-LDN183.0 to Gore Highway
Road authority	TRC

B2G Development Volumes

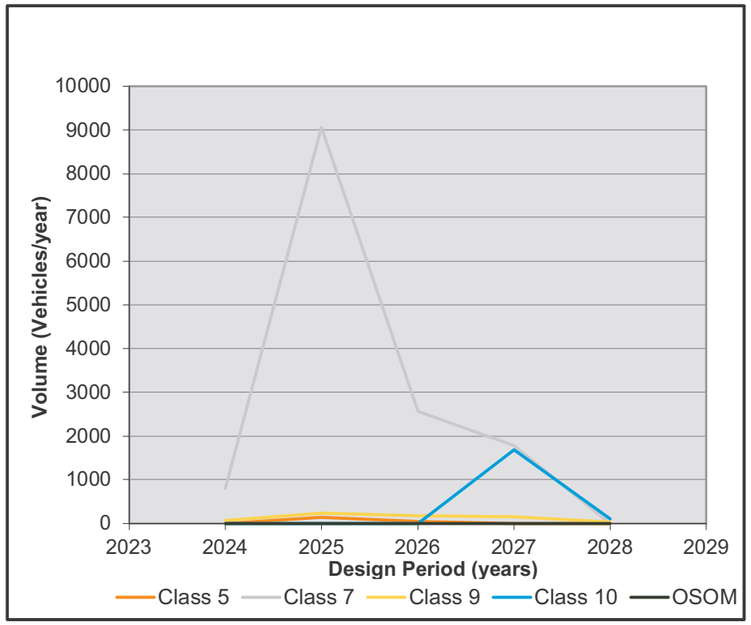
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	402	37	0	0	0	402	37	0	0	0	803	74	0	0
2025	69	4532	119	0	0	69	4532	119	0	0	139	9064	239	0	0
2026	21	1282	88	0	0	21	1282	88	0	0	42	2563	176	0	0
2027	0	886	74	844	0	0	886	74	844	0	0	1772	149	1689	0
2028	0	1	19	53	0	0	1	19	53	0	0	2	37	107	0

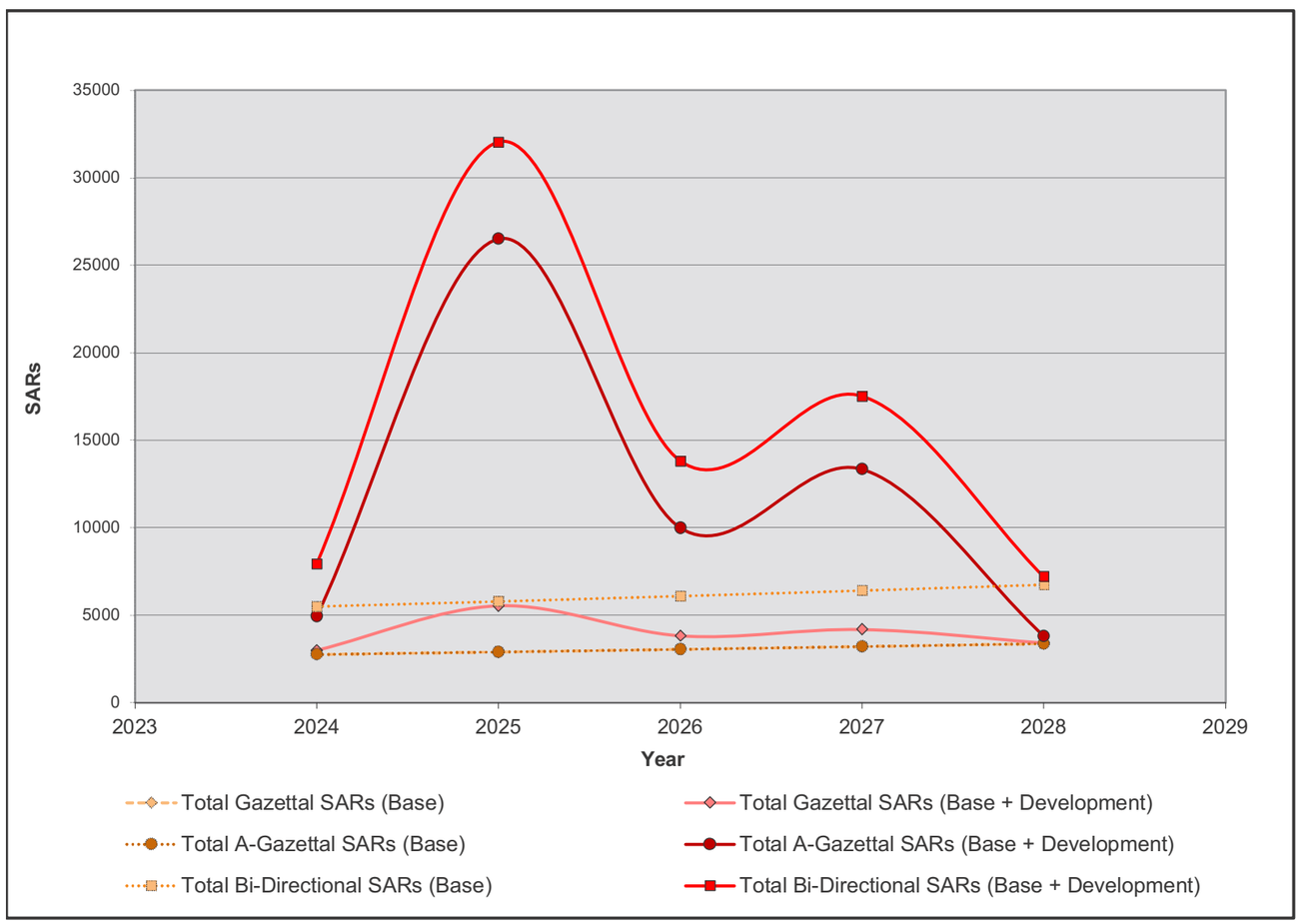
B2G SARs

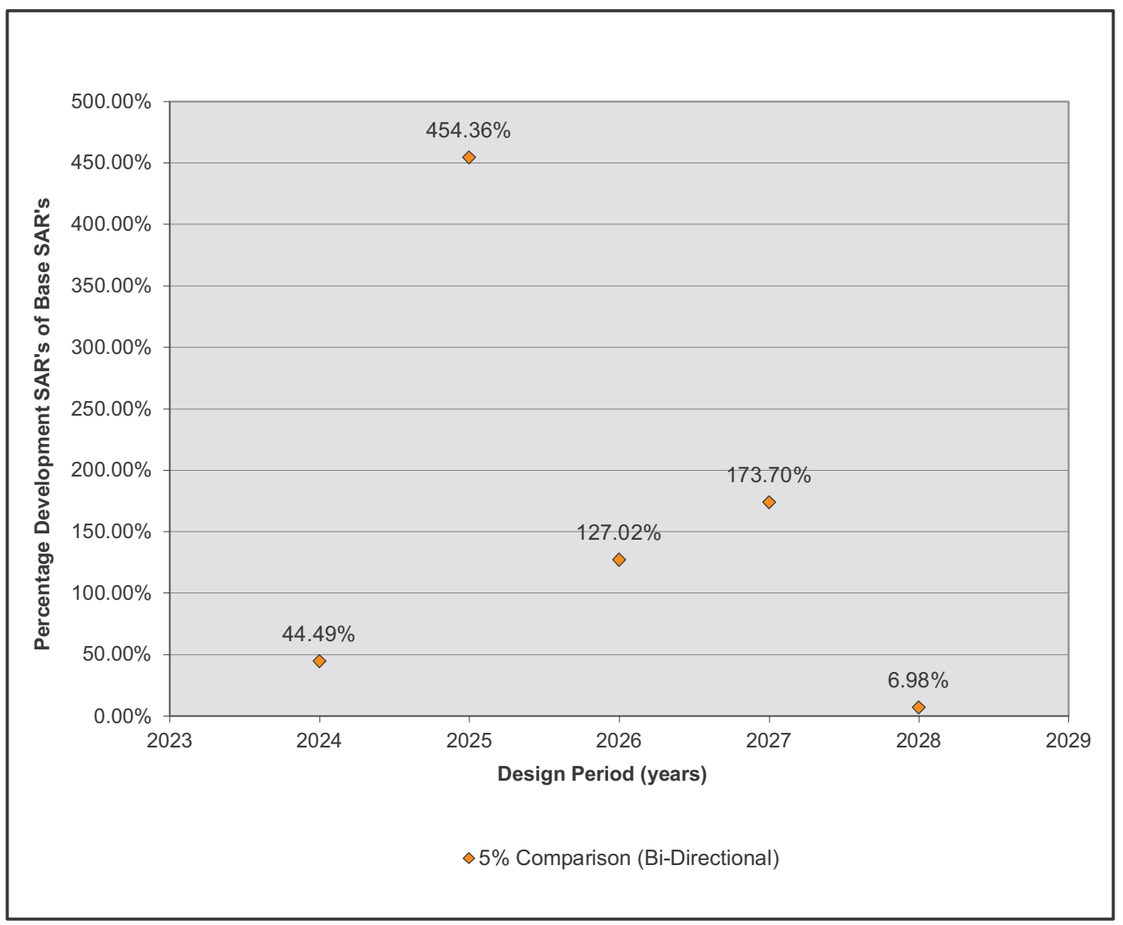
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2745.478	2745.478	5490.957	244	2199	2443	2989	4944	7934
2025	2889.12	2889.12	5778.241	2631	23623	26254	5520	26512	32032
2026	3040.278	3040.278	6080.555	772	6952	7724	3812	9992	13804
2027	3199.343	3199.343	6398.686	981	10133	11114	4181	13332	17513
2028	3366.731	3366.731	6733.462	38	432	470	3405	3798	7203

5% Comparison

	AG	AG	B
2024	8.88%	80.09%	44.49%
2025	91.06%	817.66%	454.36%
2026	25.39%	228.65%	127.02%
2027	30.68%	316.71%	173.70%
2028	1.13%	12.82%	6.98%







Road ID	X55-X123	G	X55-X123	AG	X123-X55

Road name	Campbell Street
Road section	Millmerran-Inglewood Road to Saleyards Road
Road authority	TRC

B2G Development Volumes

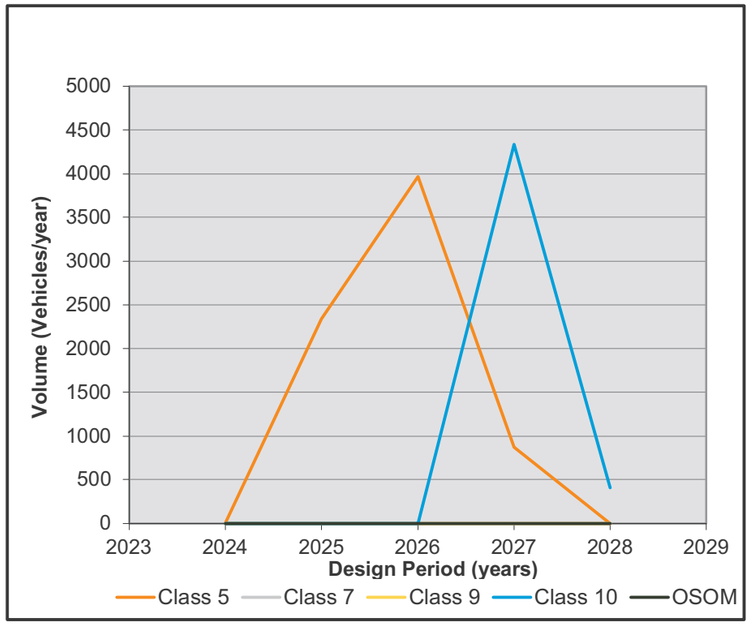
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	0	0	0	0	3	0	0	0	0	6	0	0	0	0
2025	1171	0	0	0	0	1171	0	0	0	0	2341	0	0	0	0
2026	1983	0	0	0	0	1983	0	0	0	0	3966	0	0	0	0
2027	435	0	0	2167	0	435	0	0	2167	0	871	0	0	4334	0
2028	0	0	0	206	0	0	0	0	206	0	0	0	0	411	0

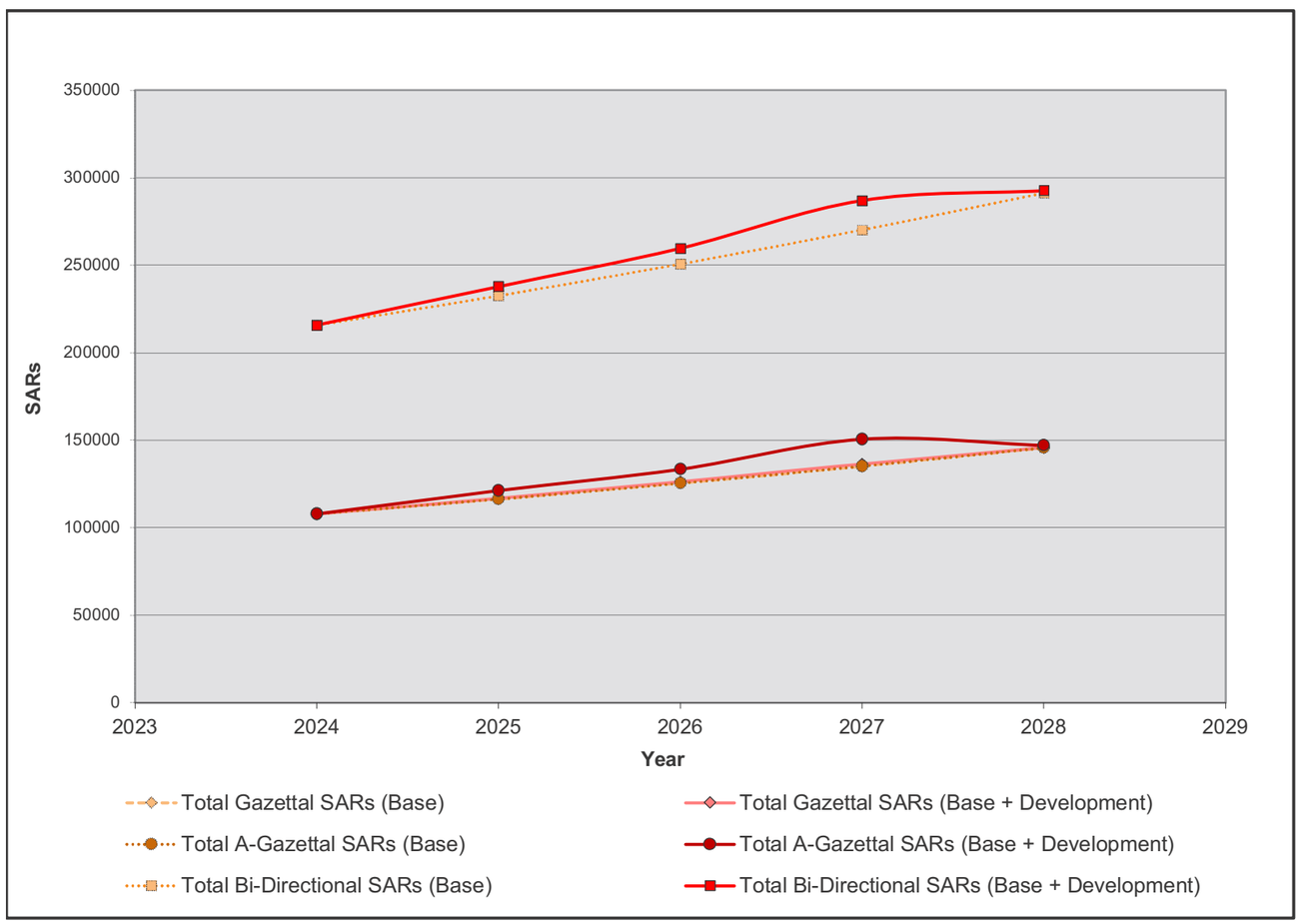
B2G SARs

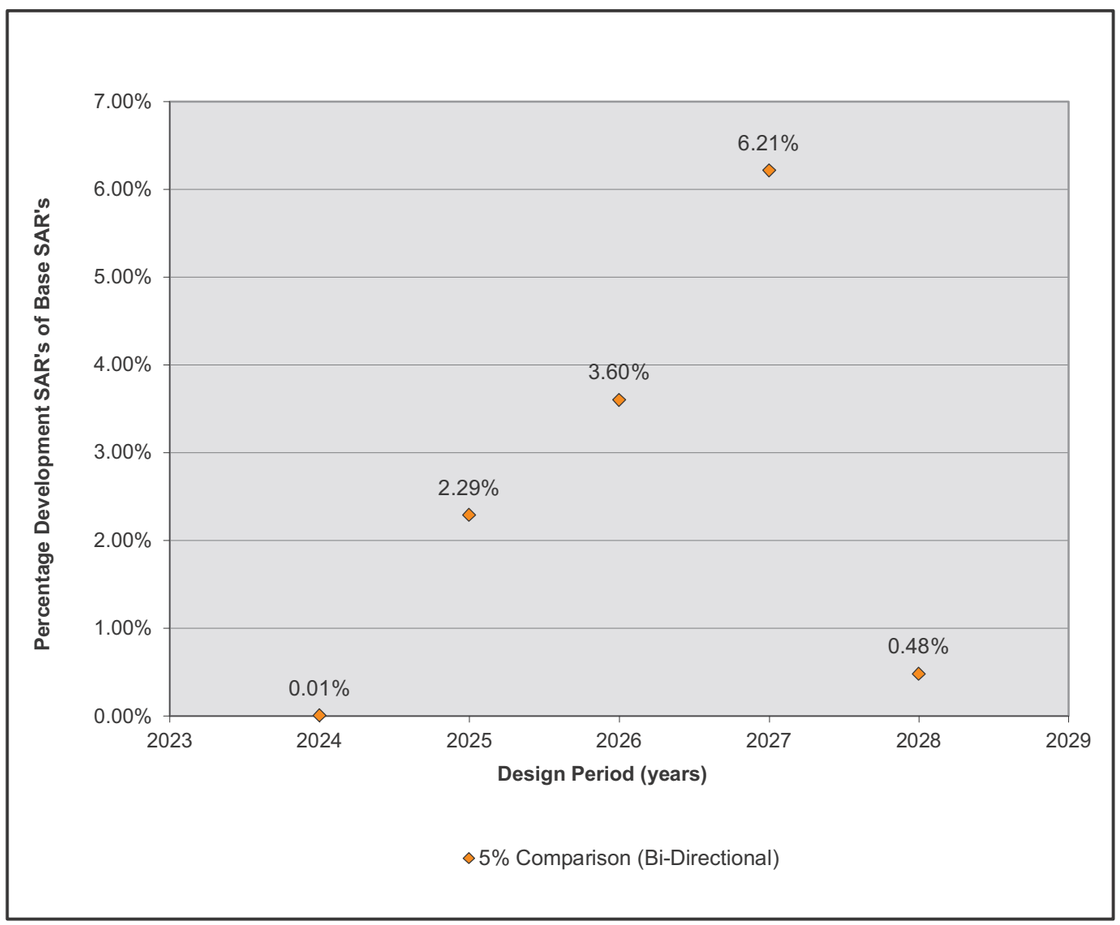
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	107853.4	107853.4	215706.8	1	12	14	107855	107866	215720
2025	116257.8	116257.8	232515.7	539	4788	5327	116796	121046	237842
2026	125317.2	125317.2	250634.4	912	8111	9023	126229	133428	259657
2027	135082.5	135082.5	270165	1349	15432	16780	136431	150514	286945
2028	145608.7	145608.7	291217.5	109	1296	1405	145718	146904	292622

5% Comparison

	AG	AG	B
2024	0.00%	0.01%	0.01%
2025	0.46%	4.12%	2.29%
2026	0.73%	6.47%	3.60%
2027	1.00%	11.42%	6.21%
2028	0.07%	0.89%	0.48%







Road ID	X123-X27	G	X123-X27	AG	X27-X123

Road name	Campbell Street
Road section	Saleyards Road to Gore Highway
Road authority	TRC

B2G Development Volumes

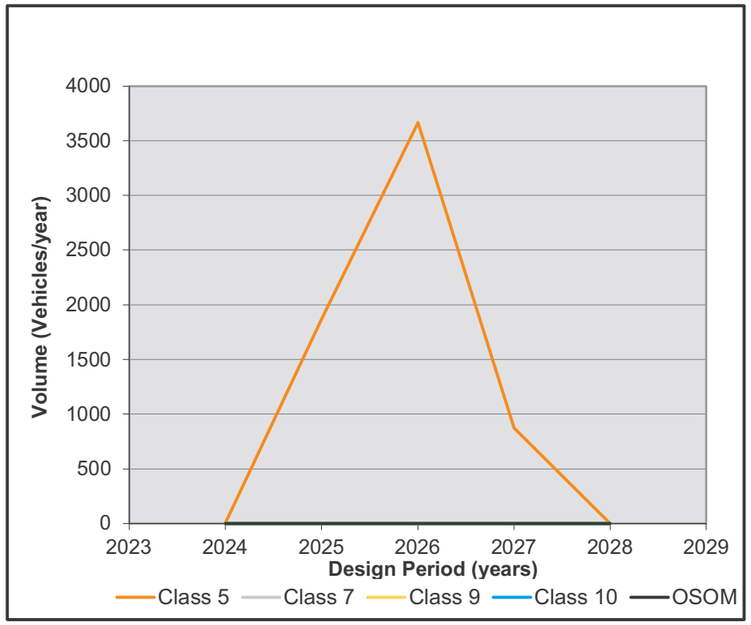
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	0	0	0	0	3	0	0	0	0	6	0	0	0	0
2025	934	0	0	0	0	934	0	0	0	0	1868	0	0	0	0
2026	1832	0	0	0	0	1832	0	0	0	0	3665	0	0	0	0
2027	435	0	0	0	0	435	0	0	0	0	871	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

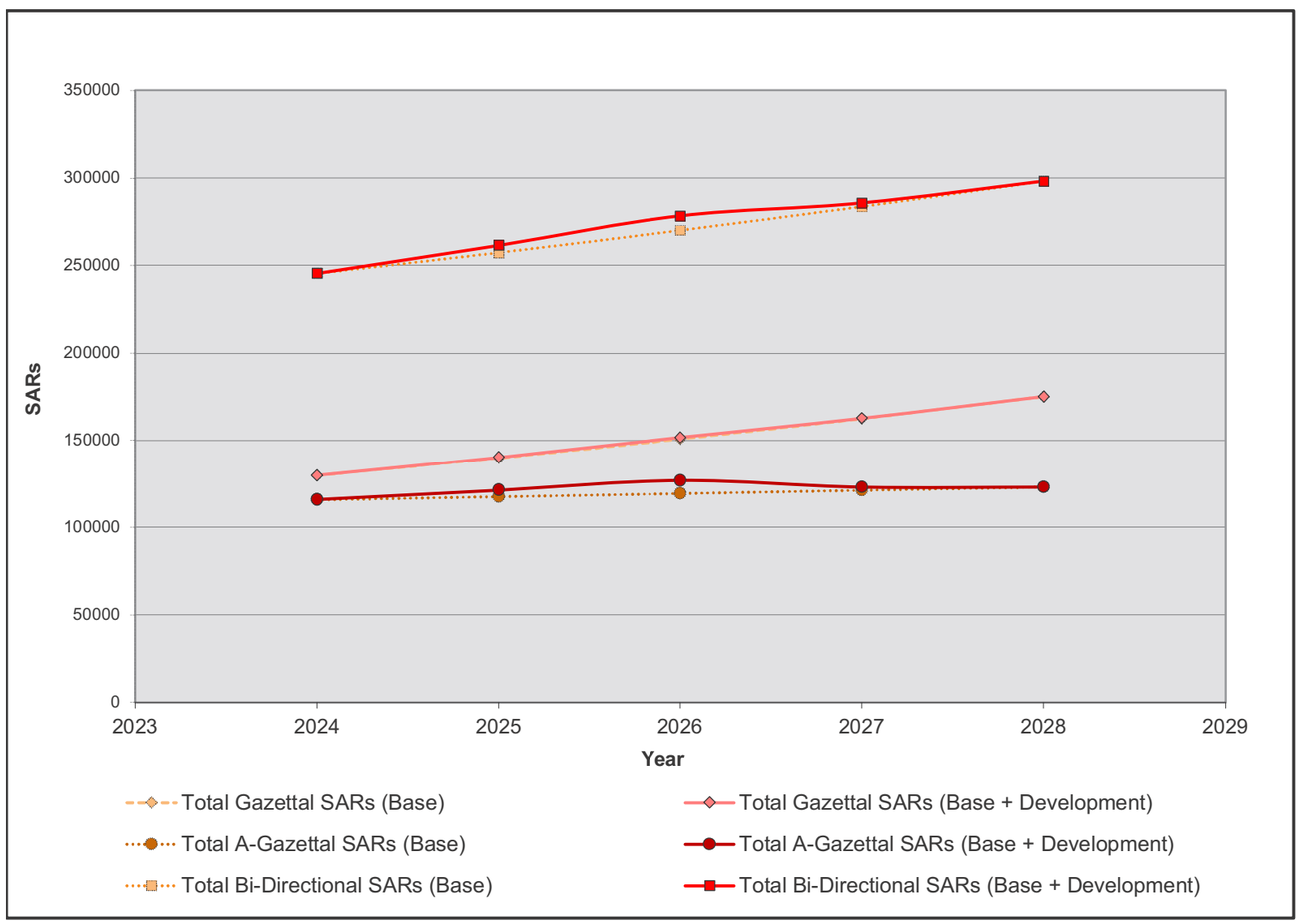
B2G SARs

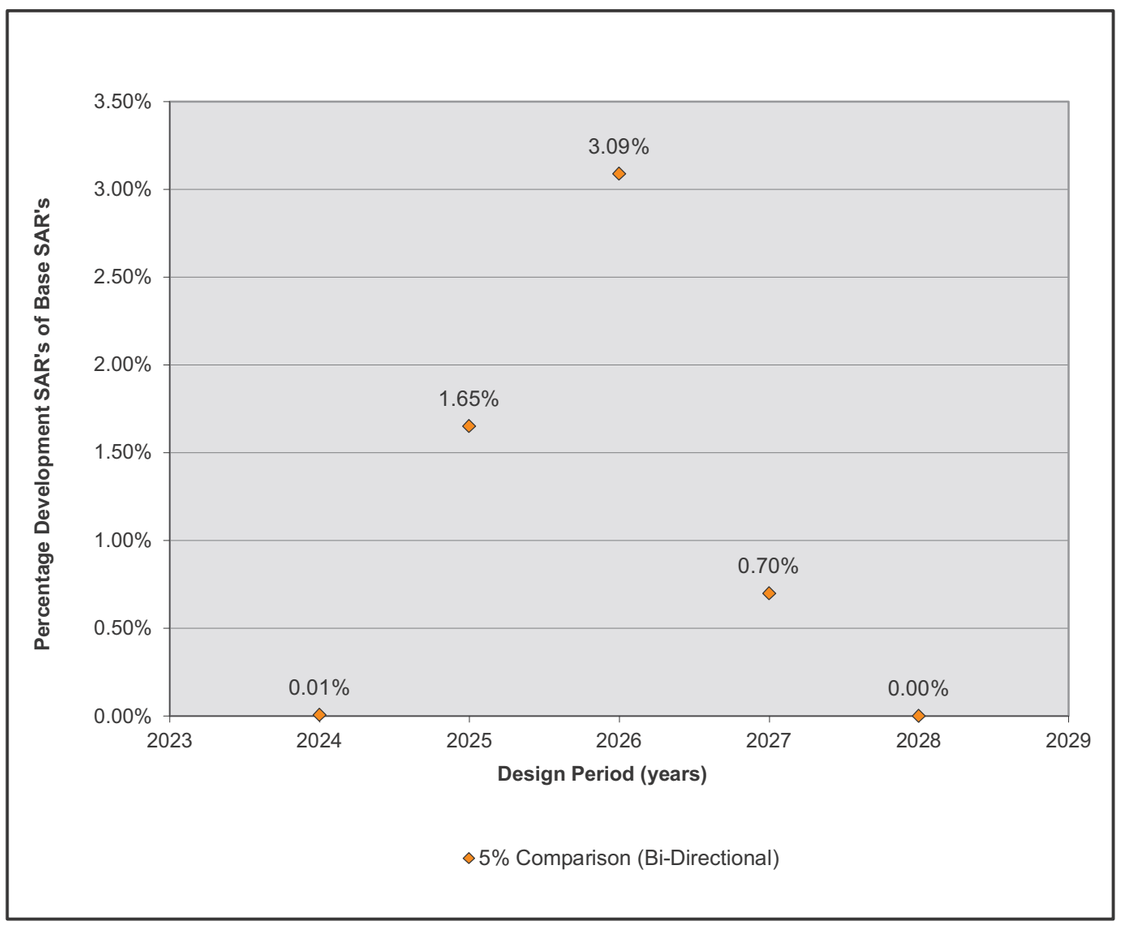
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	129736.7	115687.5	245424.2	1	12	14	129738	115700	245438
2025	139846.4	117474.3	257320.7	430	3820	4249	140276	121294	261570
2026	150743.9	119288.7	270032.5	843	7494	8337	151587	126783	278370
2027	162490.5	121131.1	283621.6	200	1780	1981	162691	122912	285602
2028	175152.5	123001.9	298154.5	0	0	0	175153	123002	298154

5% Comparison

	AG	AG	B
2024	0.00%	0.01%	0.01%
2025	0.31%	3.25%	1.65%
2026	0.56%	6.28%	3.09%
2027	0.12%	1.47%	0.70%
2028	0.00%	0.00%	0.00%







Road ID	X79-E70	G	X79-E70	AG	E70-X79

Road name	Chamberlain Road
Road section	Warrego Highway to B2G-LDN204.2
Road authority	TRC

B2G Development Volumes

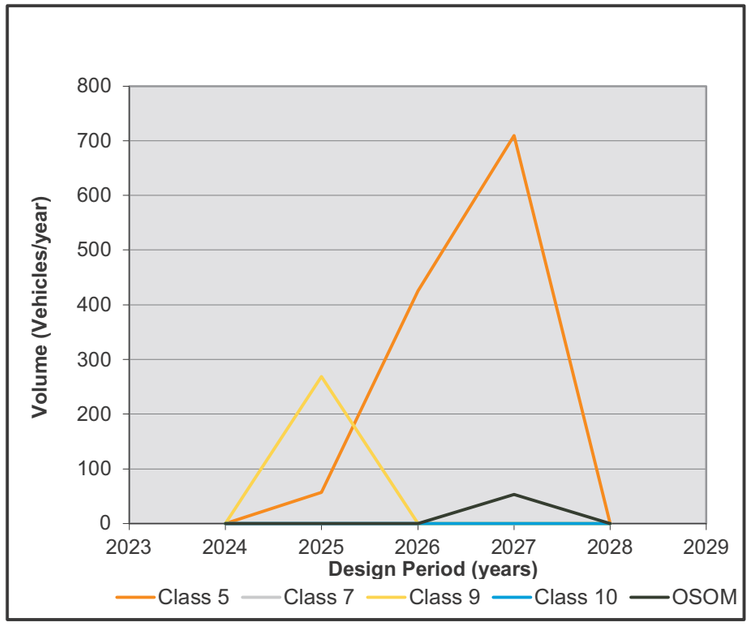
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	28	0	134	0	0	28	0	134	0	0	57	0	269	0	0
2026	213	0	0	0	0	213	0	0	0	0	426	0	0	0	0
2027	355	0	0	0	27	355	0	0	0	27	710	0	0	0	53
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

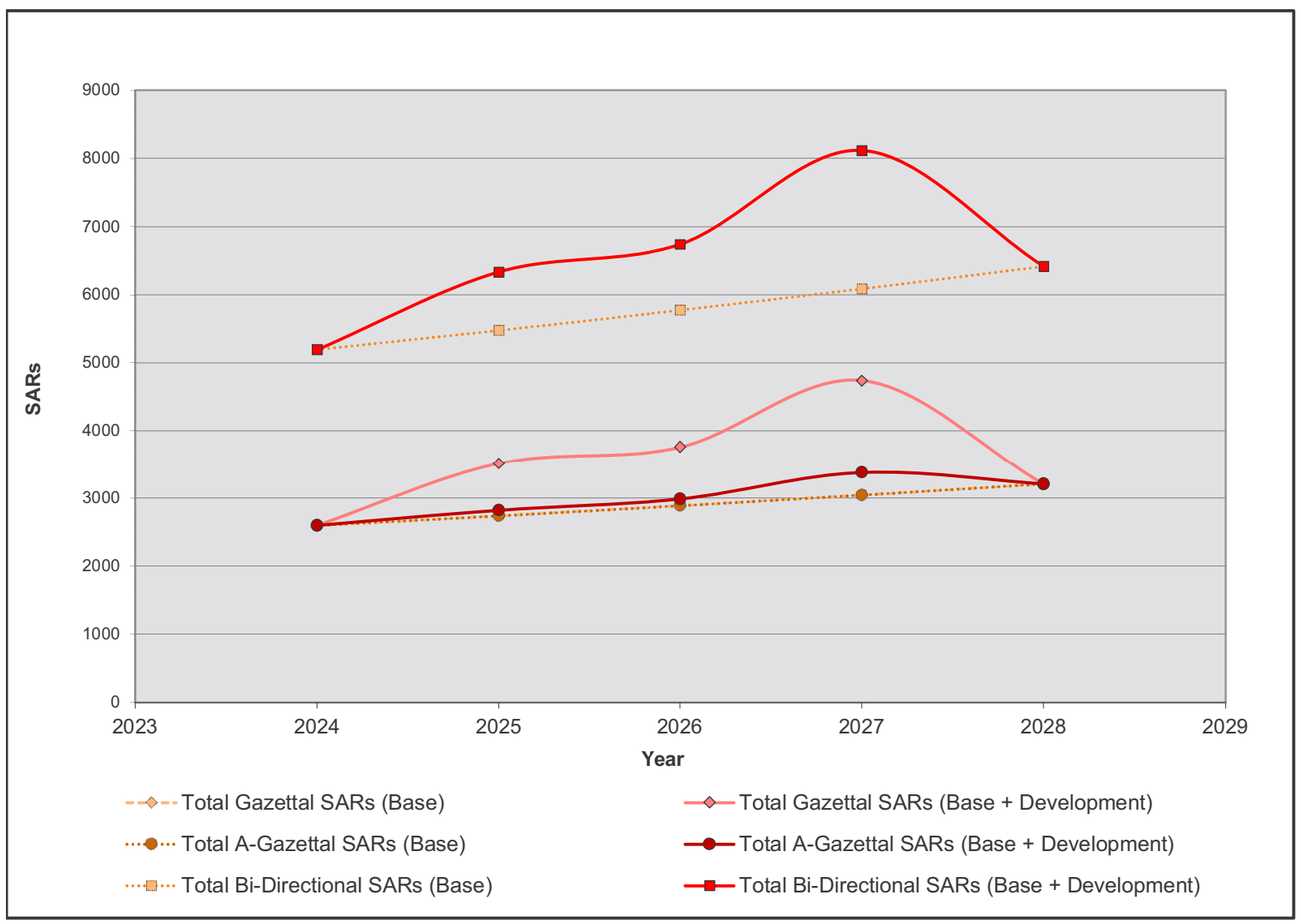
B2G SARs

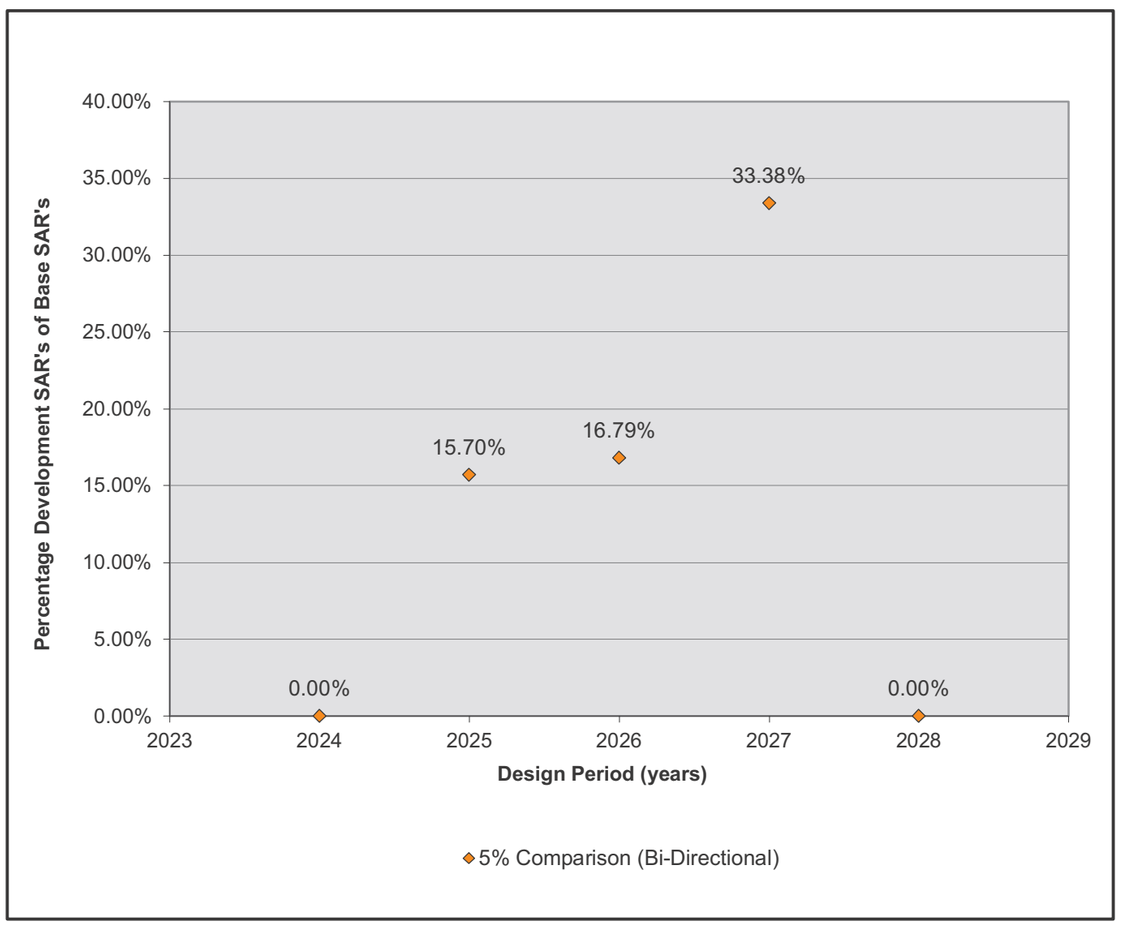
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2596.424	2596.424	5192.848	0	0	0	2596	2596	5193
2025	2737.329	2737.329	5474.658	778	82	859	3515	2819	6334
2026	2885.881	2885.881	5771.762	871	98	969	3757	2984	6741
2027	3042.494	3042.494	6084.989	1695	336	2031	4738	3378	8116
2028	3207.607	3207.607	6415.214	0	0	0	3208	3208	6415

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	28.42%	2.98%	15.70%
2026	30.19%	3.40%	16.79%
2027	55.72%	11.04%	33.38%
2028	0.00%	0.00%	0.00%







Road ID	X124-X56	G	X124-X56	AG	X56-X124

Road name	Commodore Peak Road
Road section	Scragg Road to Millmerran-Inglewood Road
Road authority	TRC

B2G Development Volumes

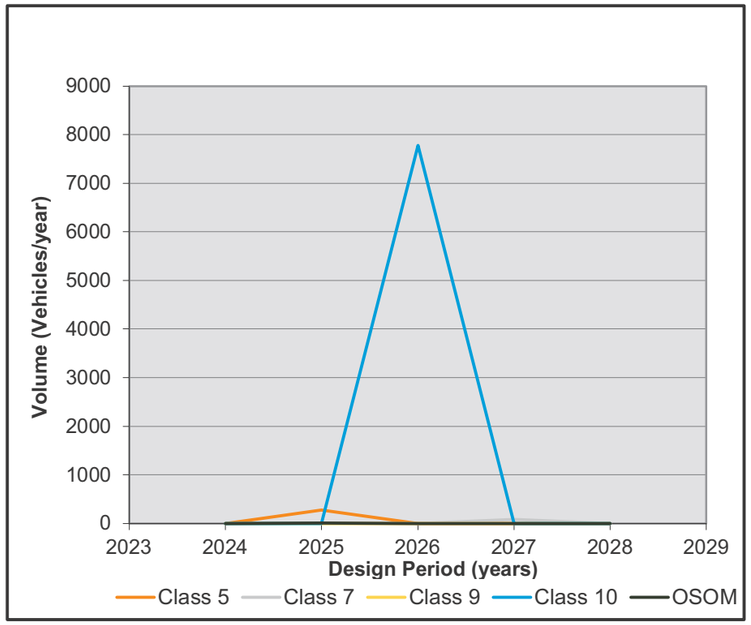
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	140	0	0	0	6	140	0	0	0	6	279	0	0	0	12
2026	0	0	0	3892	0	0	0	0	3892	0	0	0	0	7784	0
2027	0	43	0	0	0	0	43	0	0	0	0	86	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

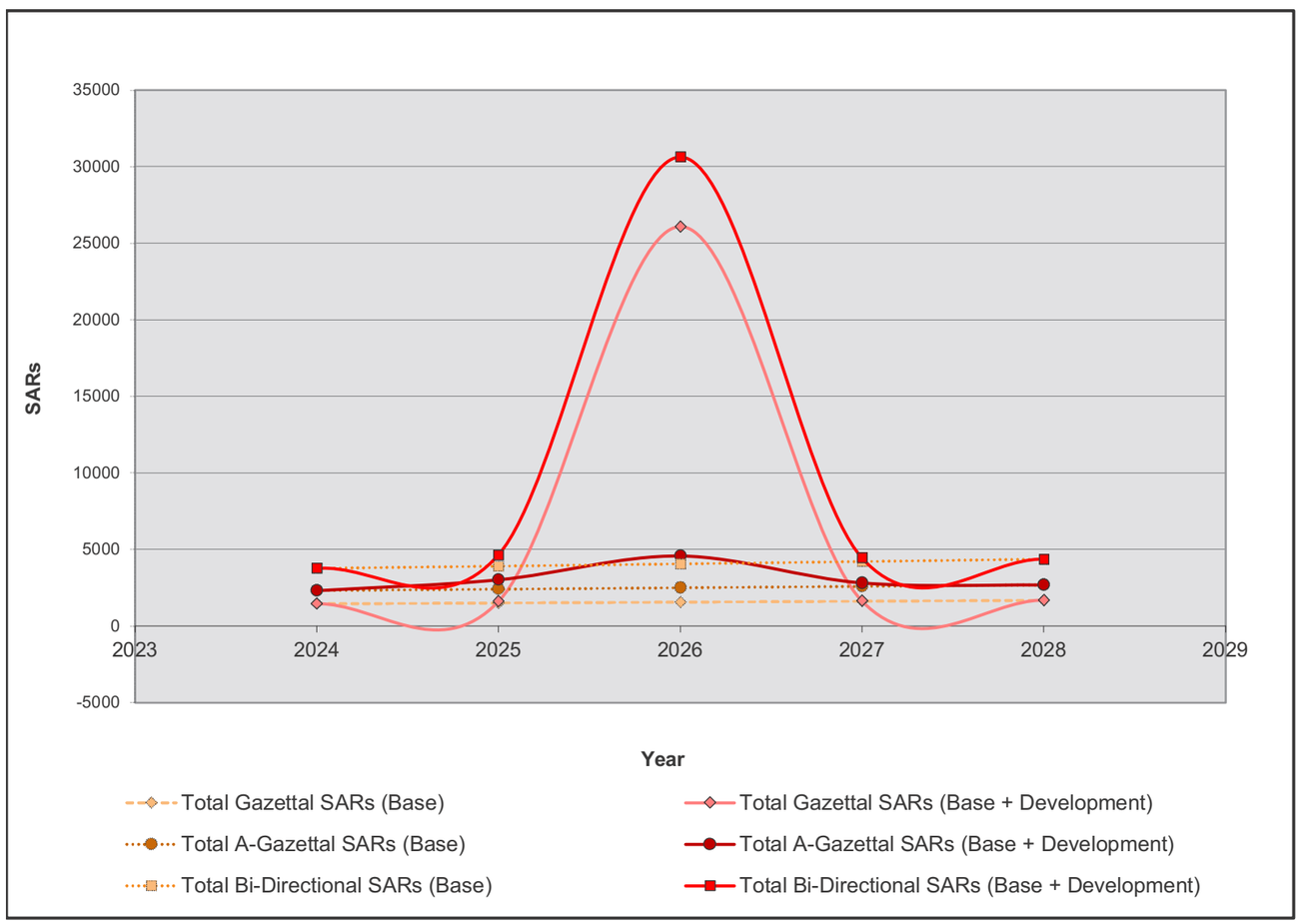
B2G SARs

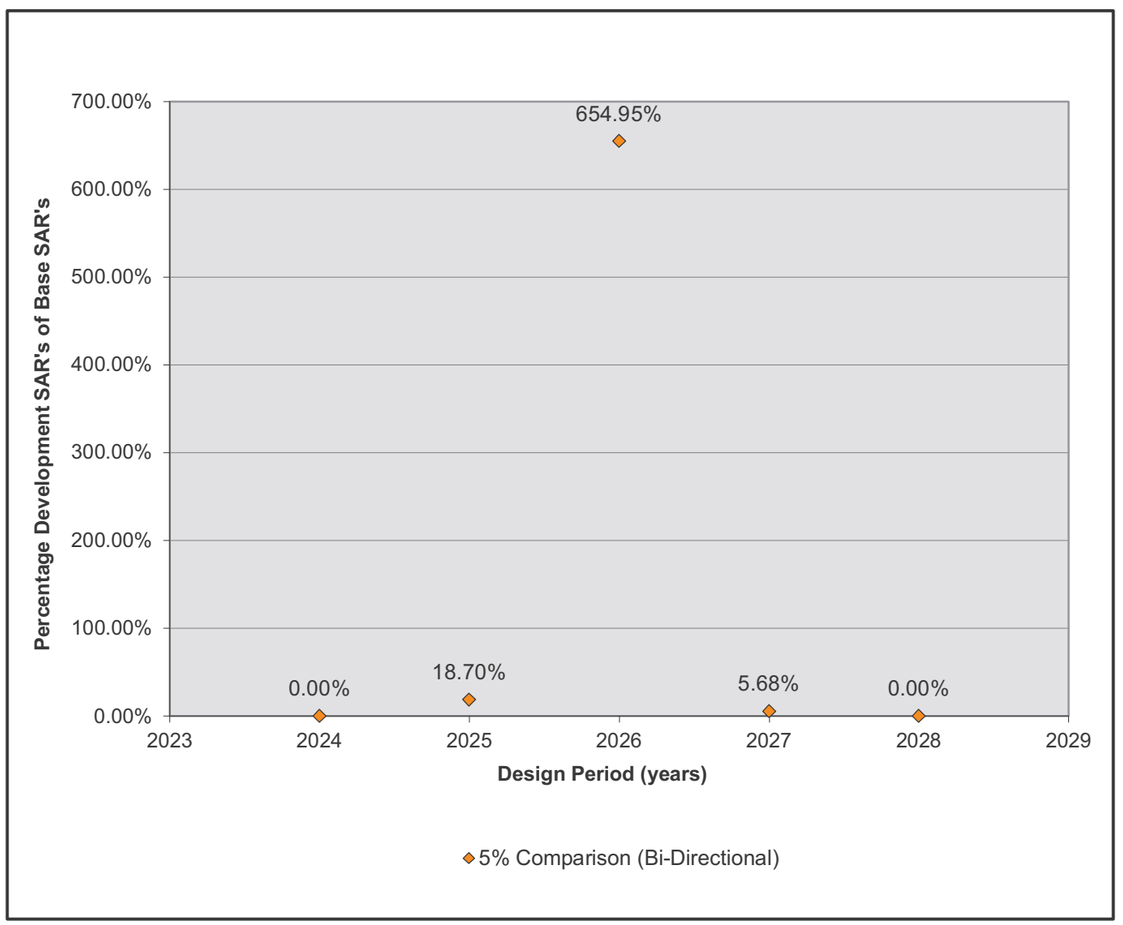
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1449.144	2318.63	3767.774	0	0	0	1449	2319	3768
2025	1504.053	2406.485	3910.539	104	627	731	1608	3034	4642
2026	1561.043	2497.67	4058.713	24520	2063	26582	26081	4560	30641
2027	1620.193	2592.309	4212.502	24	215	239	1644	2808	4452
2028	1681.584	2690.534	4372.118	0	0	0	1682	2691	4372

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	6.92%	26.07%	18.70%
2026	1570.72%	82.59%	654.95%
2027	1.48%	8.31%	5.68%
2028	0.00%	0.00%	0.00%





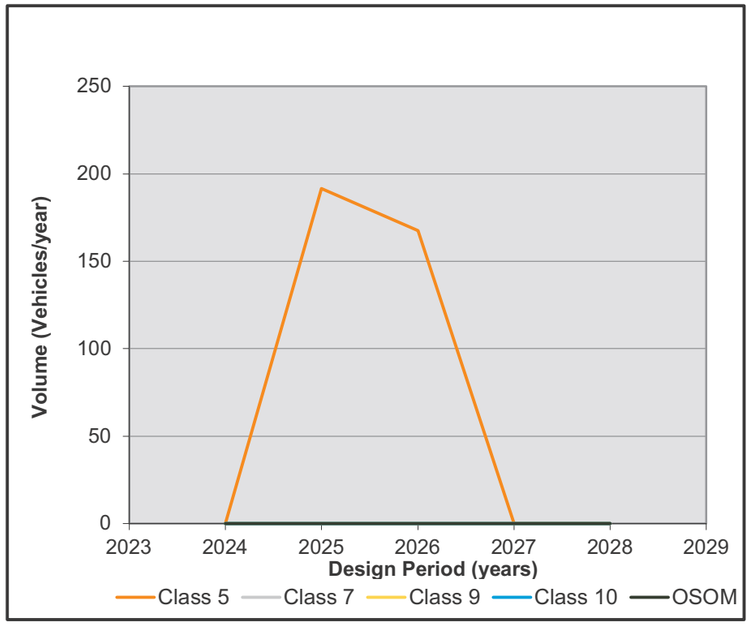


Road ID	X122-E7	G	X122-E7	AG	E7-X122

Road name	Condamine Street
Road section	Alderley Street to Hanson Concrete Supplier
Road authority	TRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	96	0	0	0	0	96	0	0	0	0	192	0	0	0	0
2026	84	0	0	0	0	84	0	0	0	0	168	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

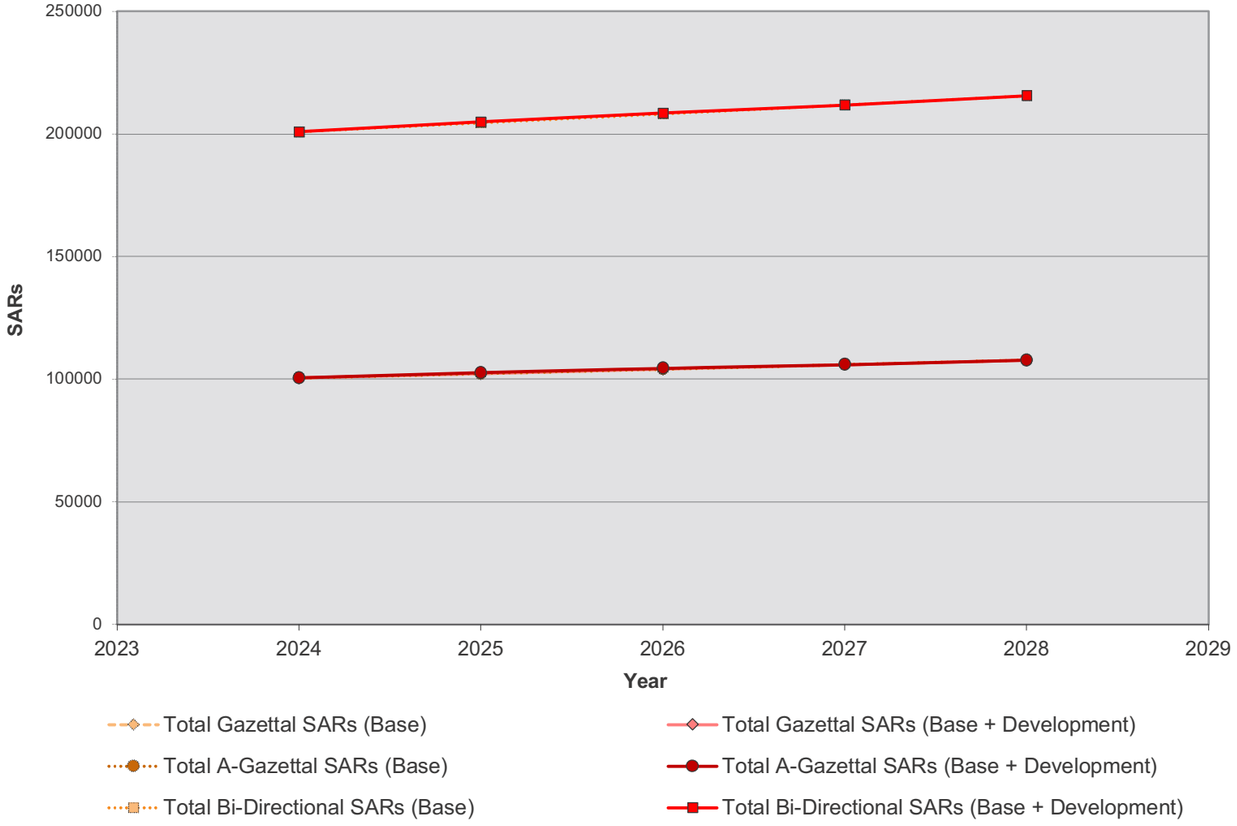


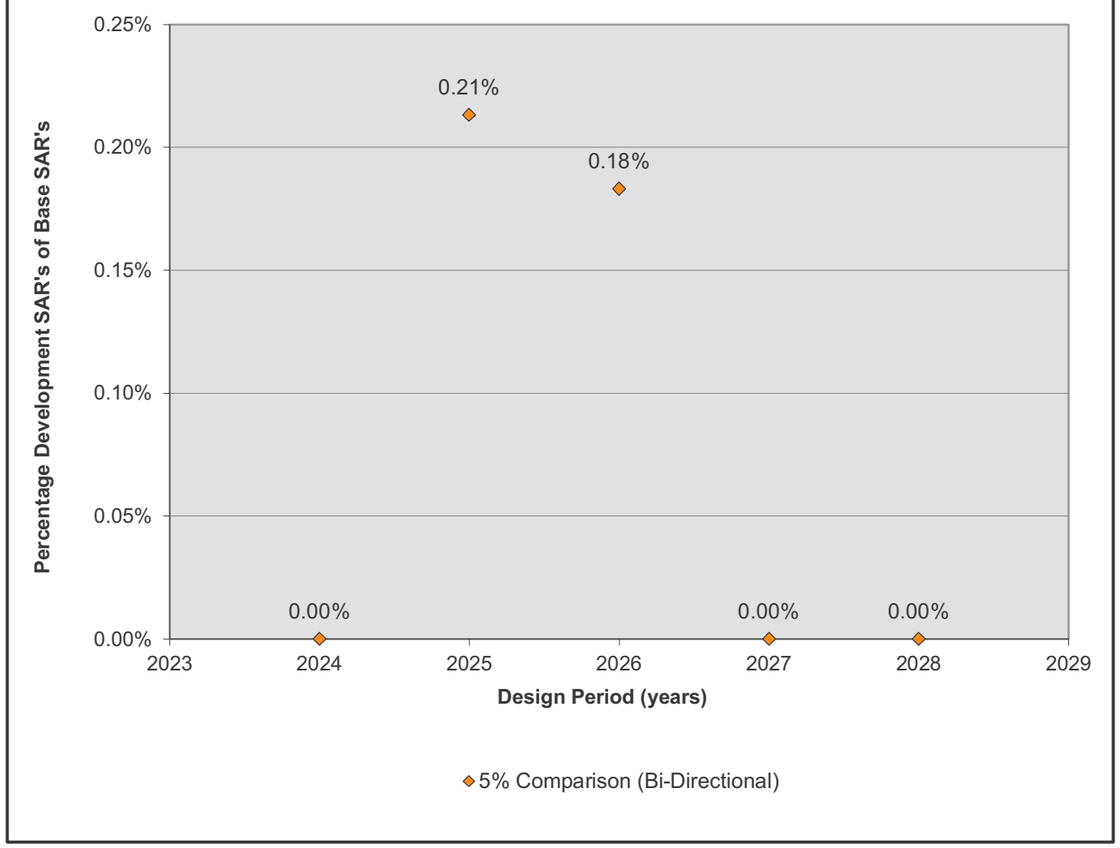
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	100452.7	100452.7	200905.4	0	0	0	100453	100453	200905
2025	102234.4	102234.4	204468.7	44	392	436	102278	102626	204904
2026	104047.6	104047.6	208095.2	39	343	381	104086	104390	208476
2027	105893	105893	211786	0	0	0	105893	105893	211786
2028	107771.2	107771.2	215542.3	0	0	0	107771	107771	215542

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.04%	0.38%	0.21%
2026	0.04%	0.33%	0.18%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%





Road ID	X139-E59	G	X139-E59	AG	E59-X139

Road name	Desmonds Lane
Road section	Yarranlea Road to B2G-LDN163.3
Road authority	TRC

B2G Development Volumes

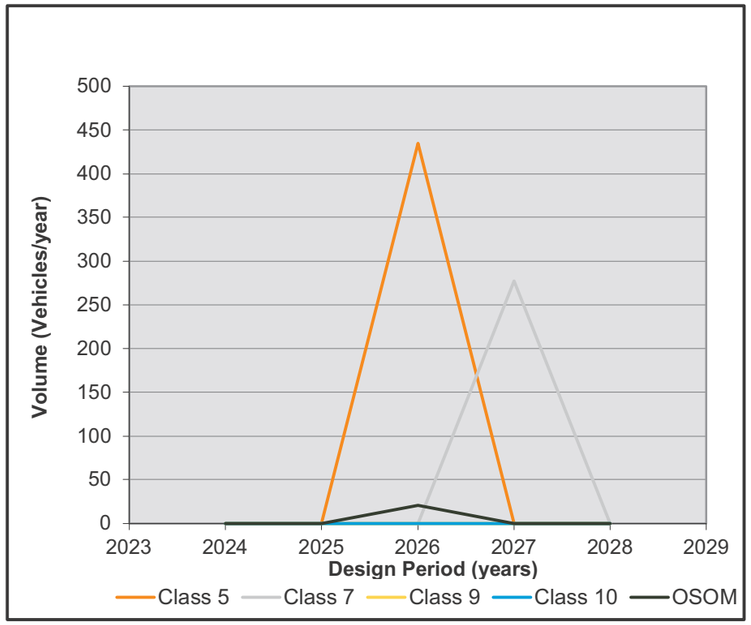
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	217	0	0	0	10	217	0	0	0	10	435	0	0	0	21
2027	0	139	0	0	0	0	139	0	0	0	0	277	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

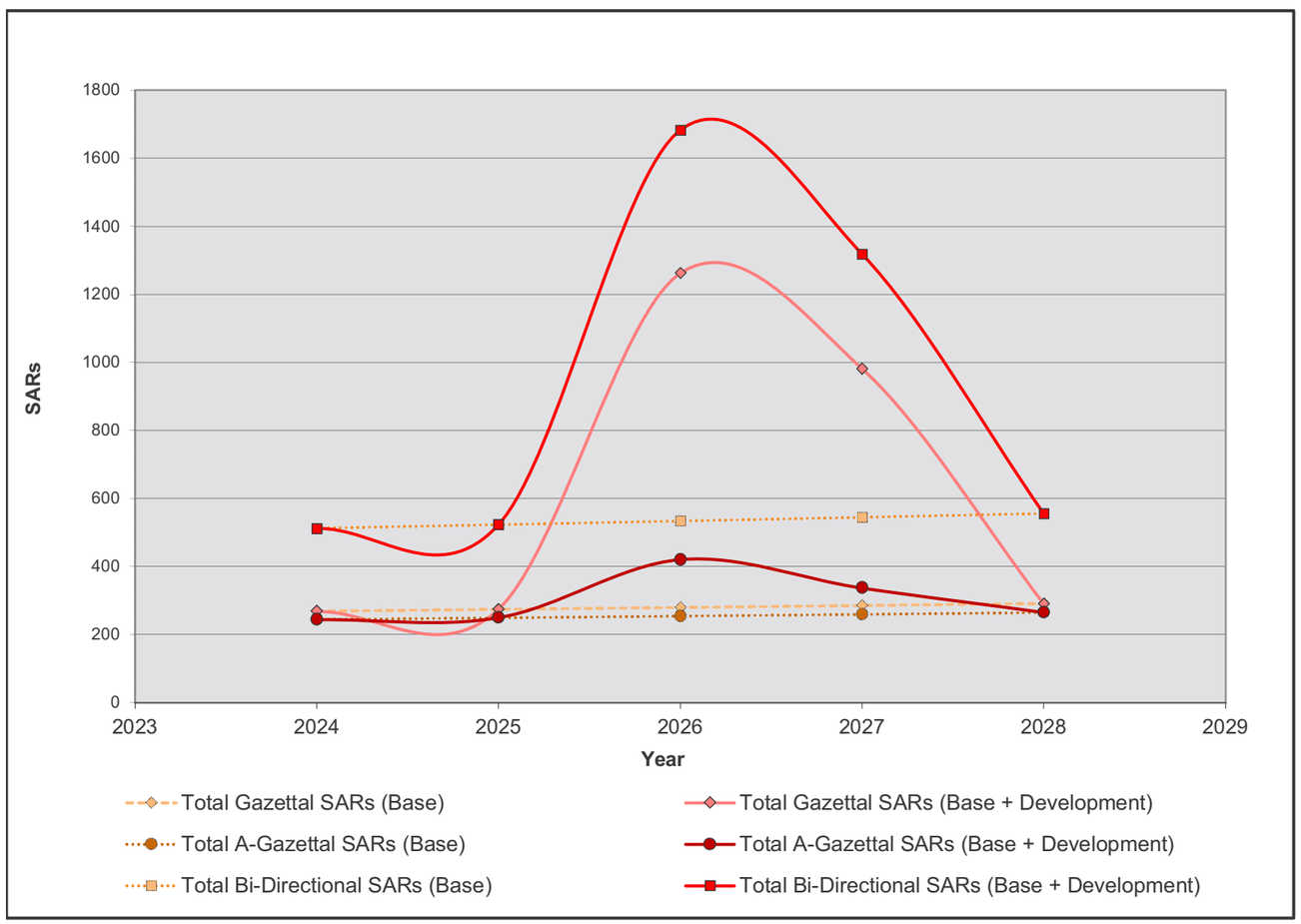
B2G SARs

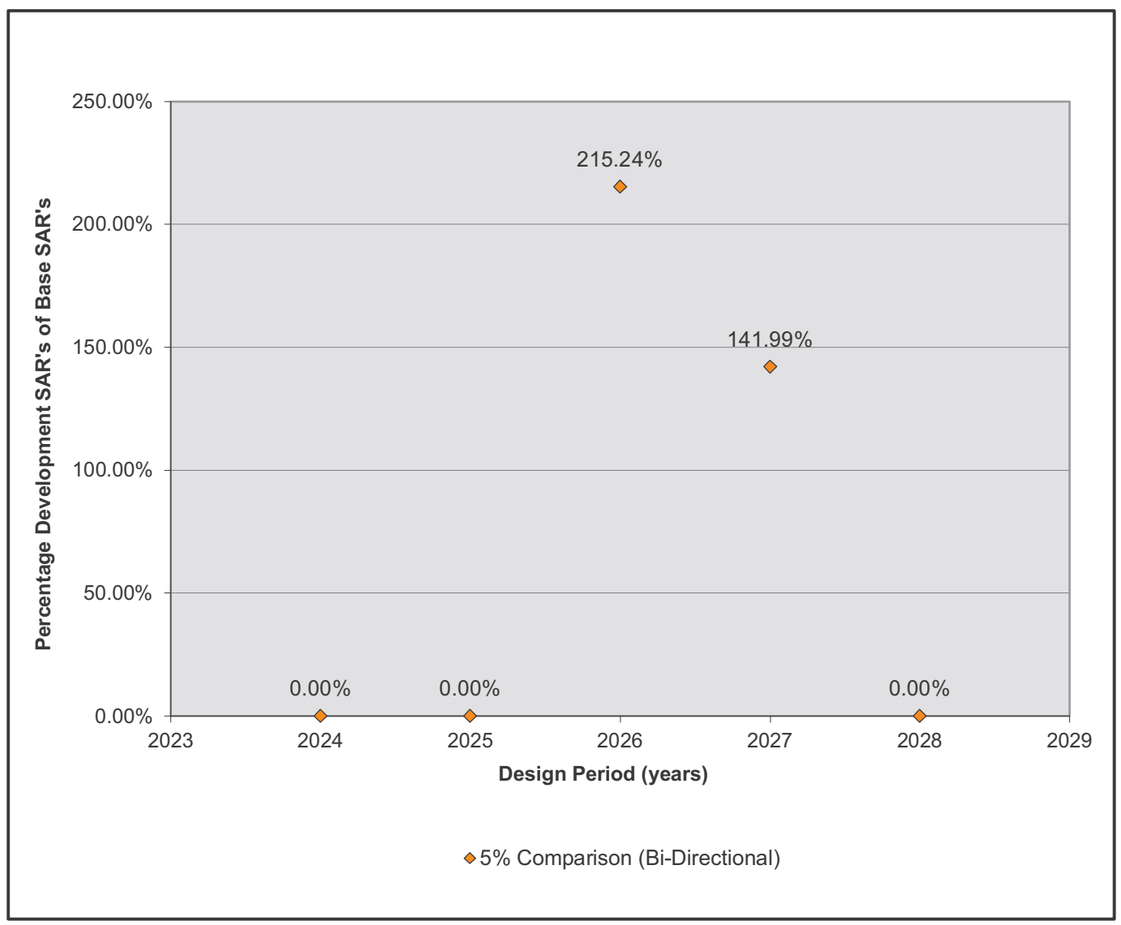
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	268.5179	243.9898	512.5078	0	0	0	269	244	513
2025	274.0197	248.9891	523.0088	0	0	0	274	249	523
2026	279.6343	254.0908	533.725	982	166	1149	1262	420	1683
2027	285.3638	259.297	544.6608	696	78	773	981	337	1318
2028	291.2108	264.6098	555.8206	0	0	0	291	265	556

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.00%	0.00%	0.00%
2026	351.34%	65.47%	215.24%
2027	243.82%	29.93%	141.99%
2028	0.00%	0.00%	0.00%







Road ID	E4-E111	G	E4-E111	AG	E111-E4

Road name	Dieckmann Road
Road section	Precast Concrete Facility and Concrete Batch Plant North to B2G-LDN150.5
Road authority	TRC

B2G Development Volumes

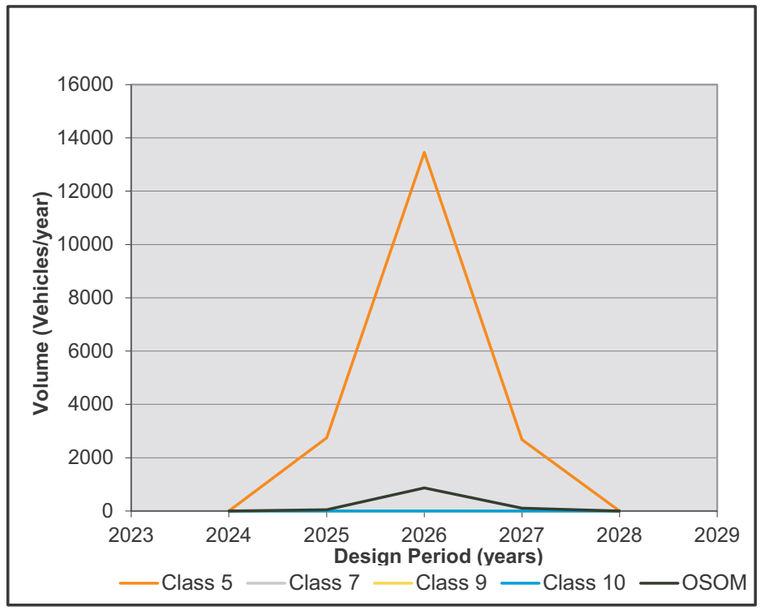
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	1374	0	0	0	22	1374	0	0	0	22	2748	0	0	0	45
2026	6728	0	0	0	434	6728	0	0	0	434	13455	0	0	0	867
2027	1339	0	0	0	51	1339	0	0	0	51	2677	0	0	0	103
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

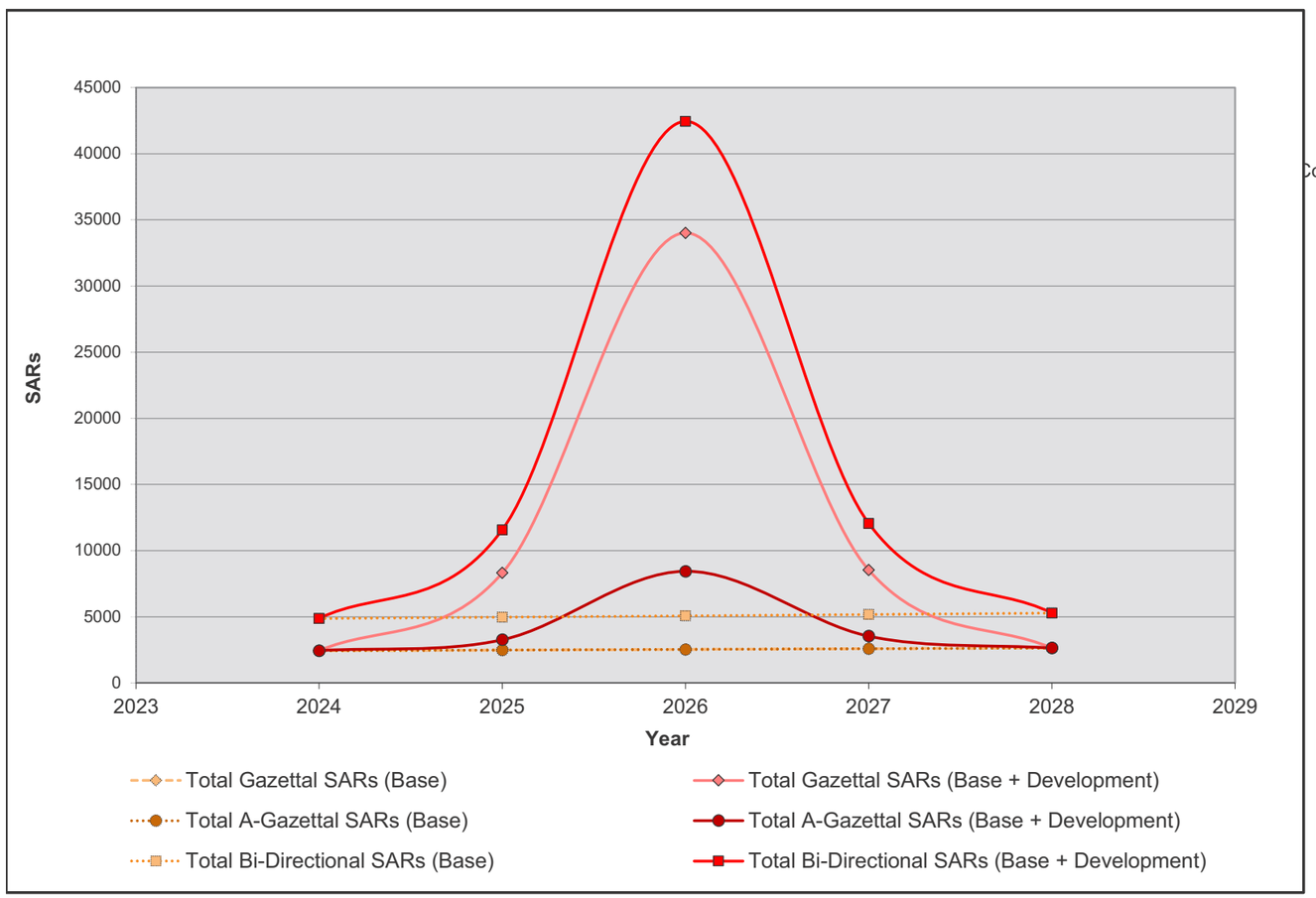
B2G SARs

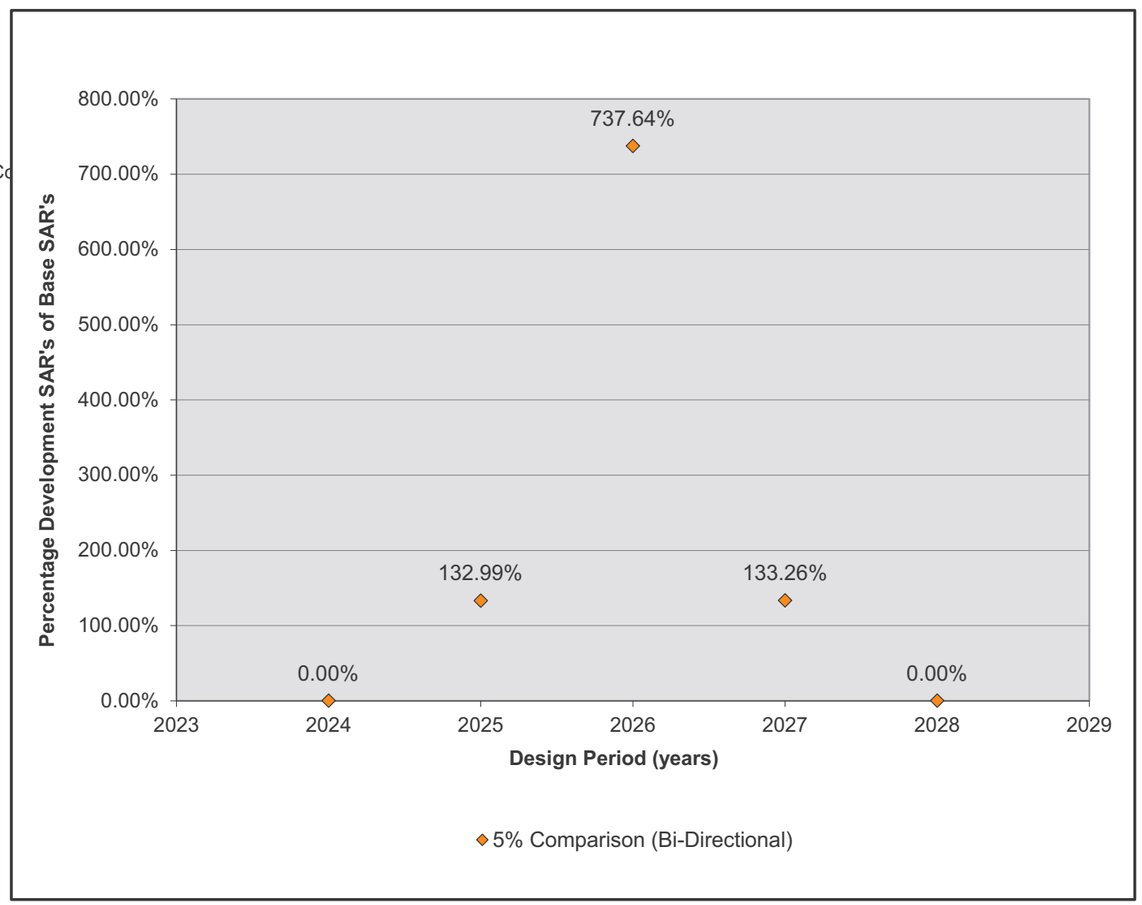
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2432.708	2432.7078	4865.416	0	0	0	2433	2433	4865
2025	2482.553	2482.5528	4965.106	5825	777	6603	8308	3260	11568
2026	2533.419	2533.4191	5066.838	31472	5902	37375	34006	8436	42442
2027	2585.328	2585.3277	5170.655	5943	948	6890	8528	3533	12061
2028	2638.3	2638.2998	5276.6	0	0	0	2638	2638	5277

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	234.66%	31.32%	132.99%
2026	1242.29%	232.98%	737.64%
2027	229.86%	36.65%	133.26%
2028	0.00%	0.00%	0.00%







Road ID	E111-X28	G	E111-X28	AG	X28-E111

Road name	Dieckmann Road
Road section	B2G-LDN150.5 to Gore Highway
Road authority	TRC

B2G Development Volumes

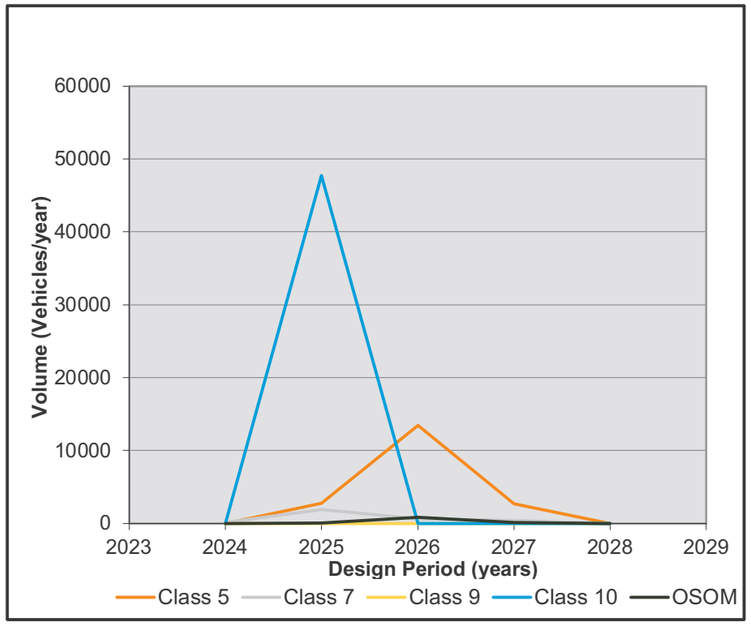
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	75	0	0	0	0	75	0	0	0	0	150	0	0	0
2025	1374	951	0	23868	22	1374	951	0	23868	22	2748	1902	0	47736	45
2026	6728	335	0	0	434	6728	335	0	0	434	13455	670	0	0	867
2027	1339	235	0	0	51	1339	235	0	0	51	2677	469	0	0	103
2028	0	2	0	0	0	0	2	0	0	0	0	3	0	0	0

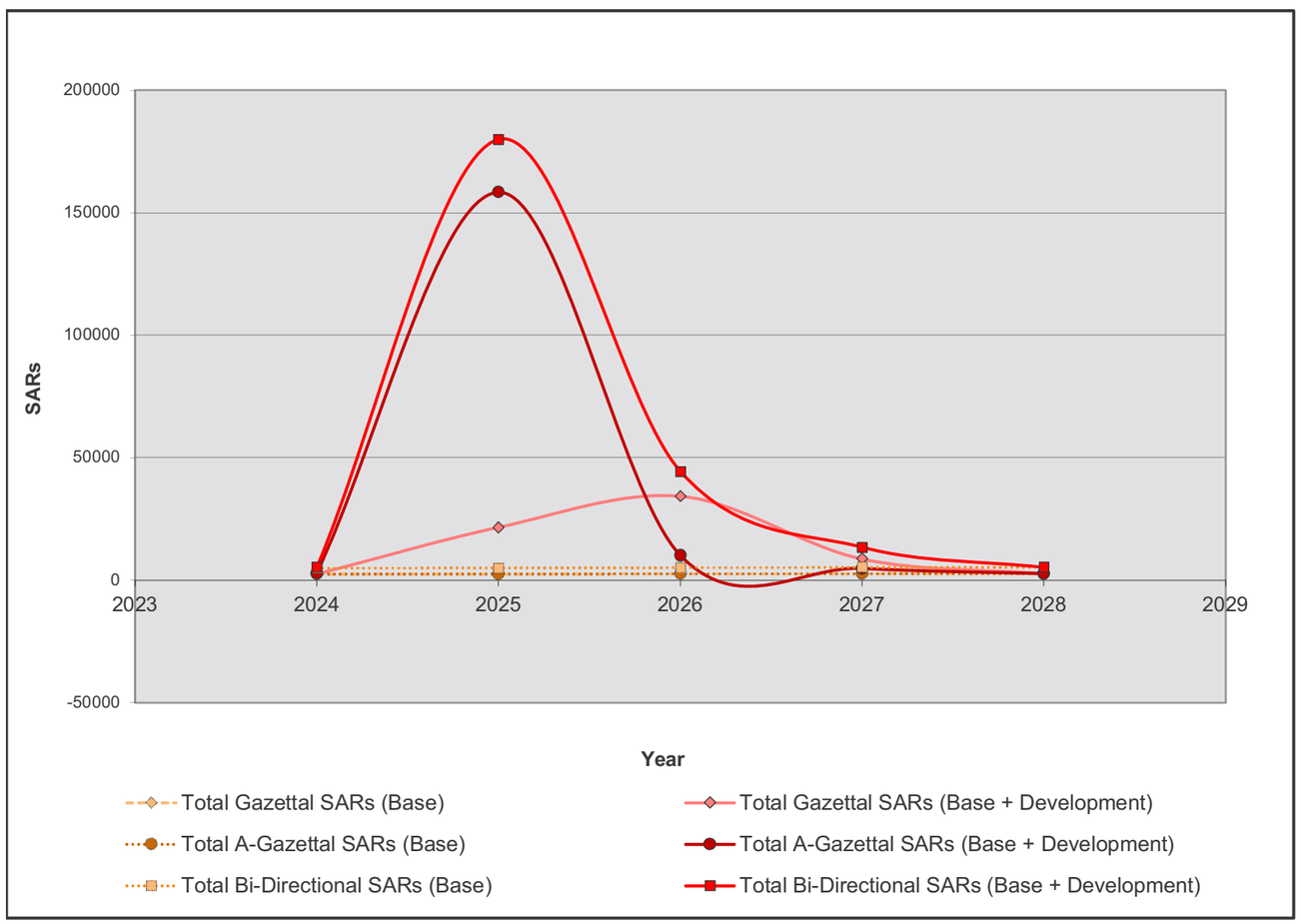
B2G SARs

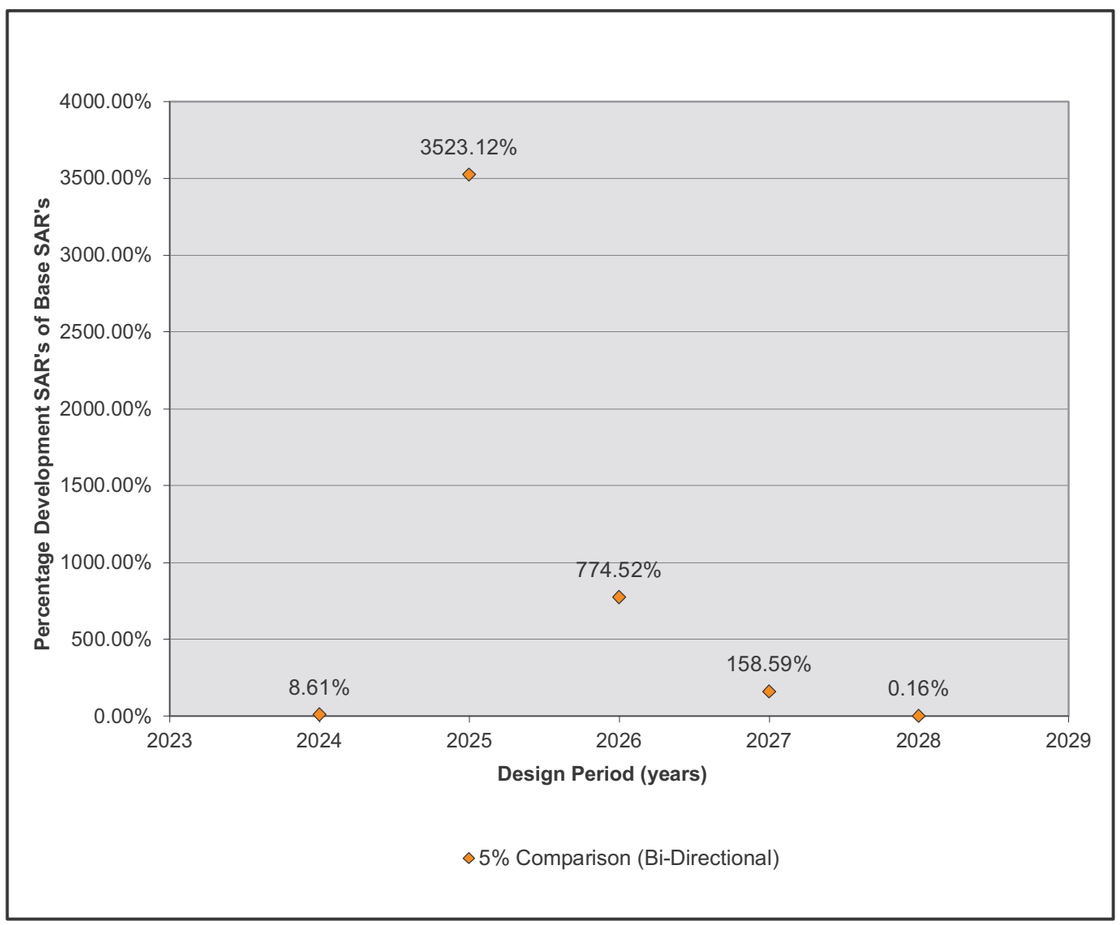
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2432.708	2432.708	4865.416	42	377	419	2475	2810	5284
2025	2482.553	2482.553	4965.106	19008	155919	174927	21490	158401	179892
2026	2533.419	2533.419	5066.838	31660	7584	39244	34193	10117	44310
2027	2585.328	2585.328	5170.655	6074	2126	8200	8659	4711	13371
2028	2638.3	2638.3	5276.6	1	8	8	2639	2646	5285

5% Comparison

	AG	AG	B
2024	1.73%	15.49%	8.61%
2025	765.66%	6280.58%	3523.12%
2026	1249.69%	299.34%	774.52%
2027	234.95%	82.23%	158.59%
2028	0.03%	0.29%	0.16%





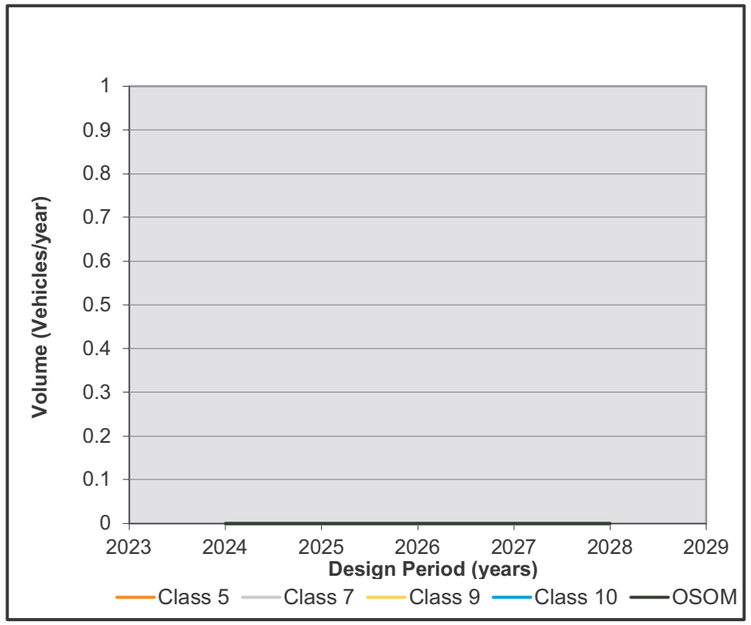


Road ID	X147-E113	G	X147-E113	AG	E113-X147

Road name	Draper Road
Road section	Steger Road to B2G-FBW206.9
Road authority	TRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

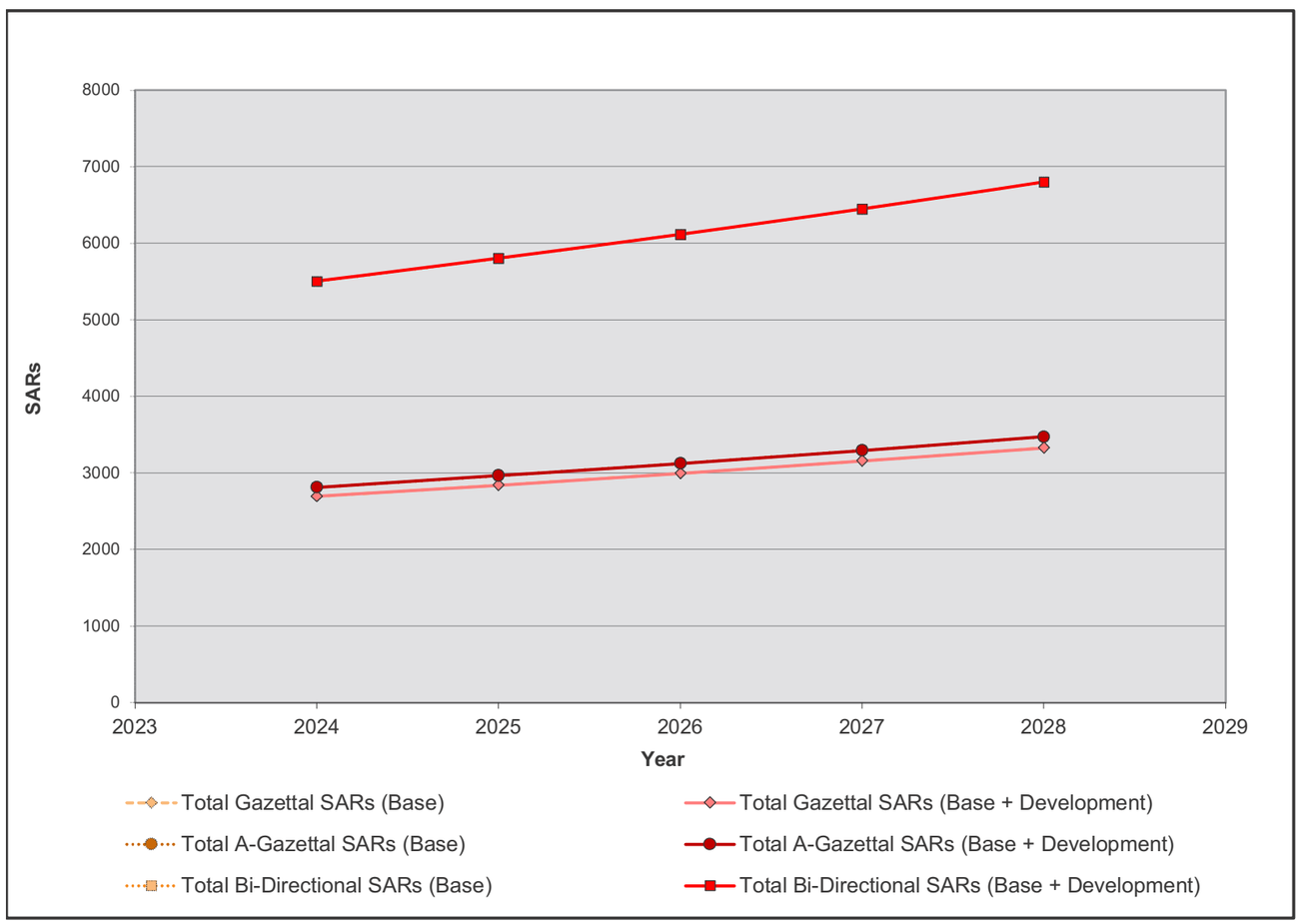


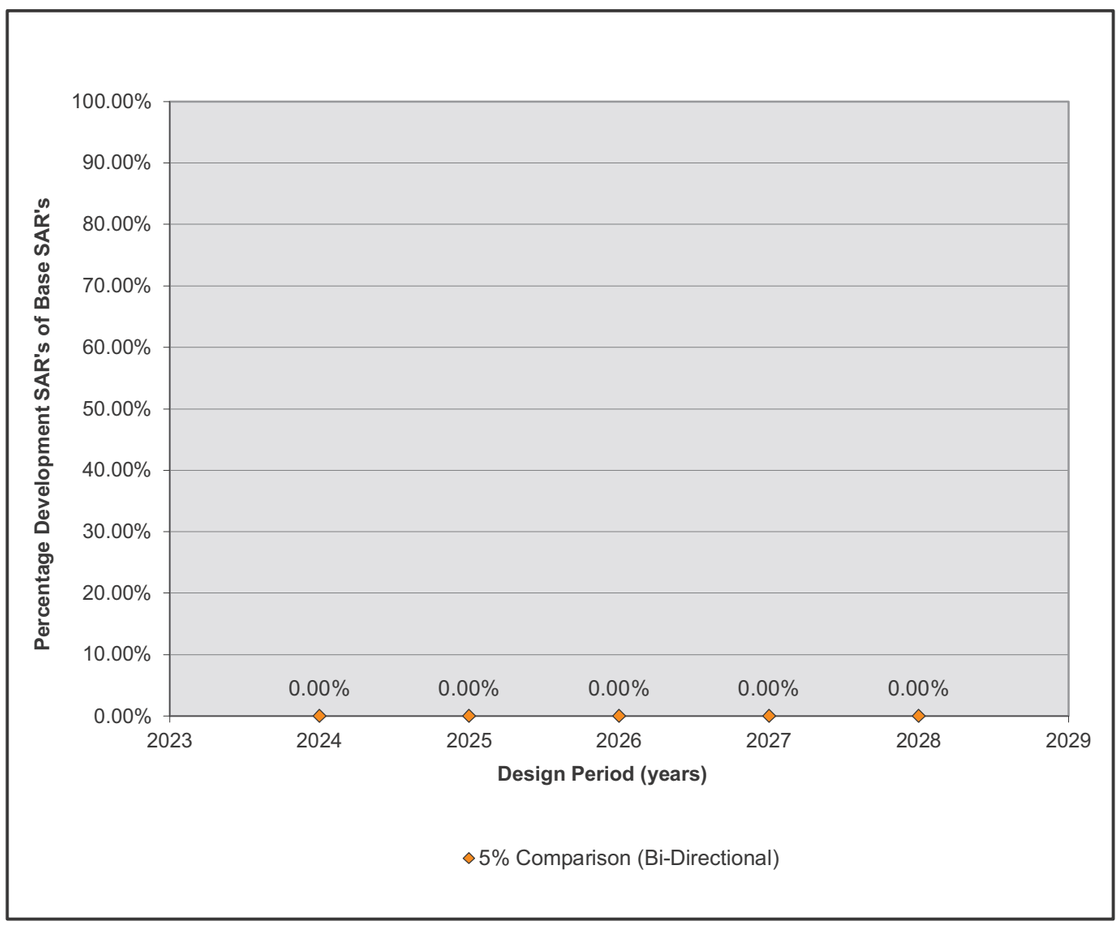
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2693.658	2810.773	5504.431	0	0	0	2694	2811	5504
2025	2839.839	2963.311	5803.15	0	0	0	2840	2963	5803
2026	2993.954	3124.126	6118.081	0	0	0	2994	3124	6118
2027	3156.433	3293.669	6450.102	0	0	0	3156	3294	6450
2028	3327.729	3472.413	6800.142	0	0	0	3328	3472	6800

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.00%	0.00%	0.00%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%





Road ID	X137-X125	G	X137-X125	AG	X125-X137

Road name	Drayton Wellcamp Road
Road section	Wellcamp Westbrook Road to Access Track
Road authority	TRC

B2G Development Volumes

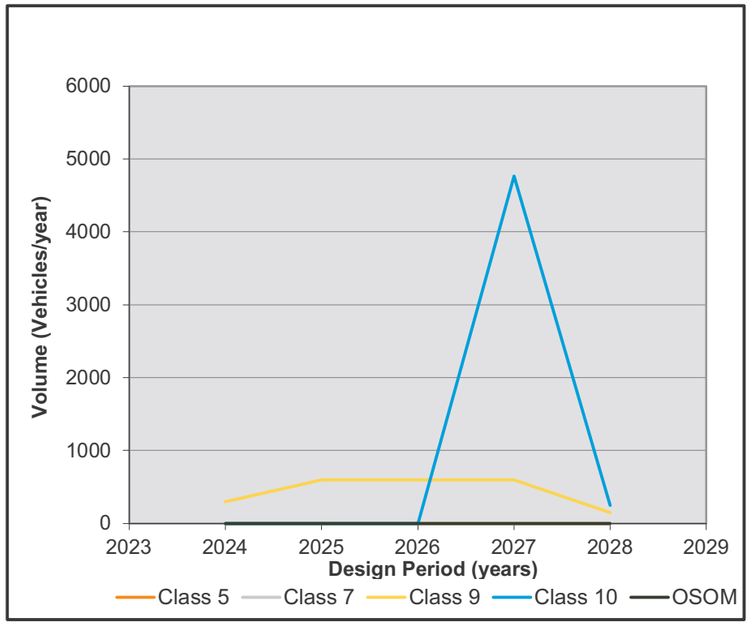
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	149	0	0	0	0	149	0	0	0	0	298	0	0
2025	0	0	298	0	0	0	0	298	0	0	0	0	595	0	0
2026	0	0	298	0	0	0	0	298	0	0	0	0	595	0	0
2027	0	0	298	2383	0	0	0	298	2383	0	0	0	595	4766	0
2028	0	0	74	124	0	0	0	74	124	0	0	0	149	248	0

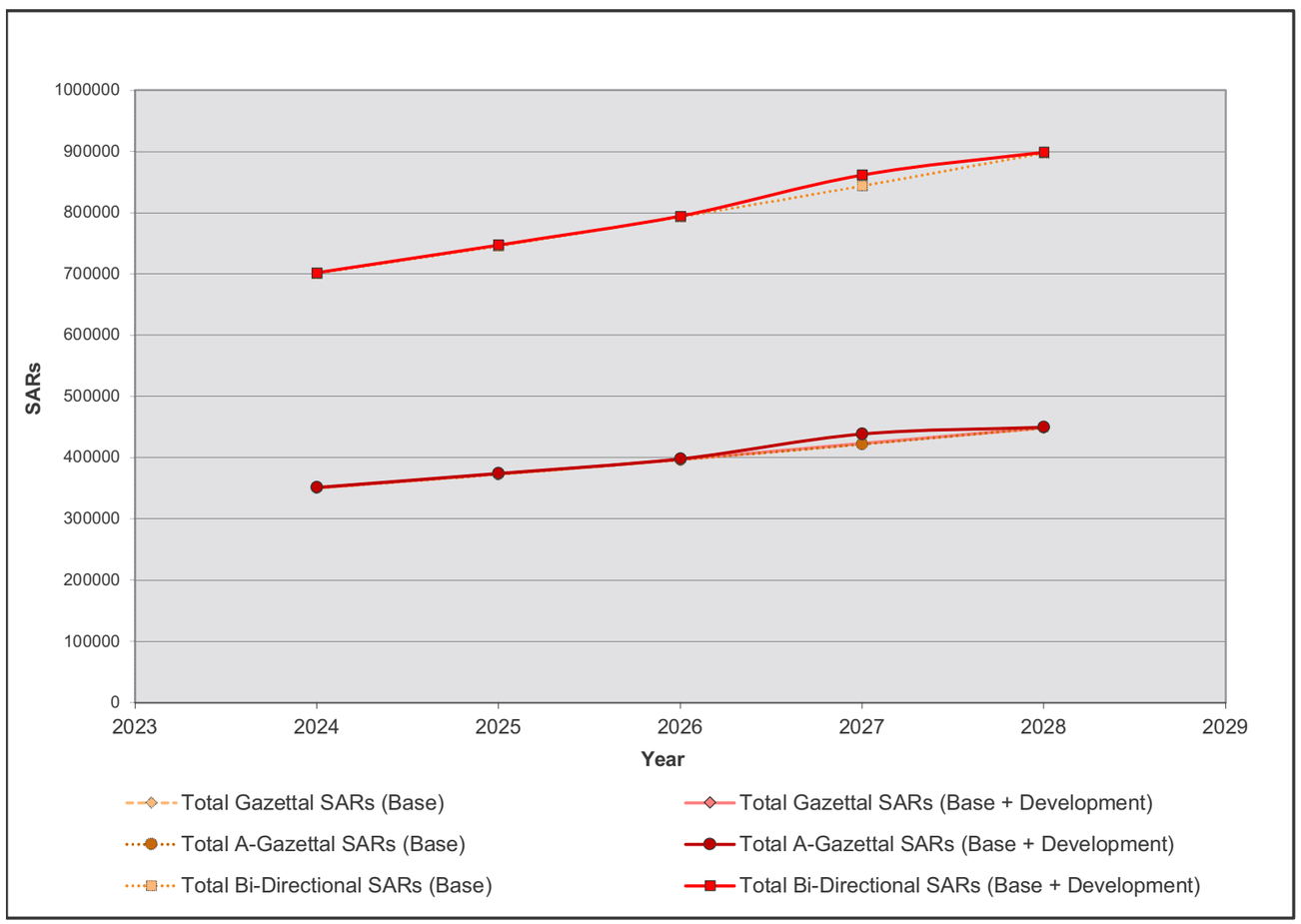
B2G SARs

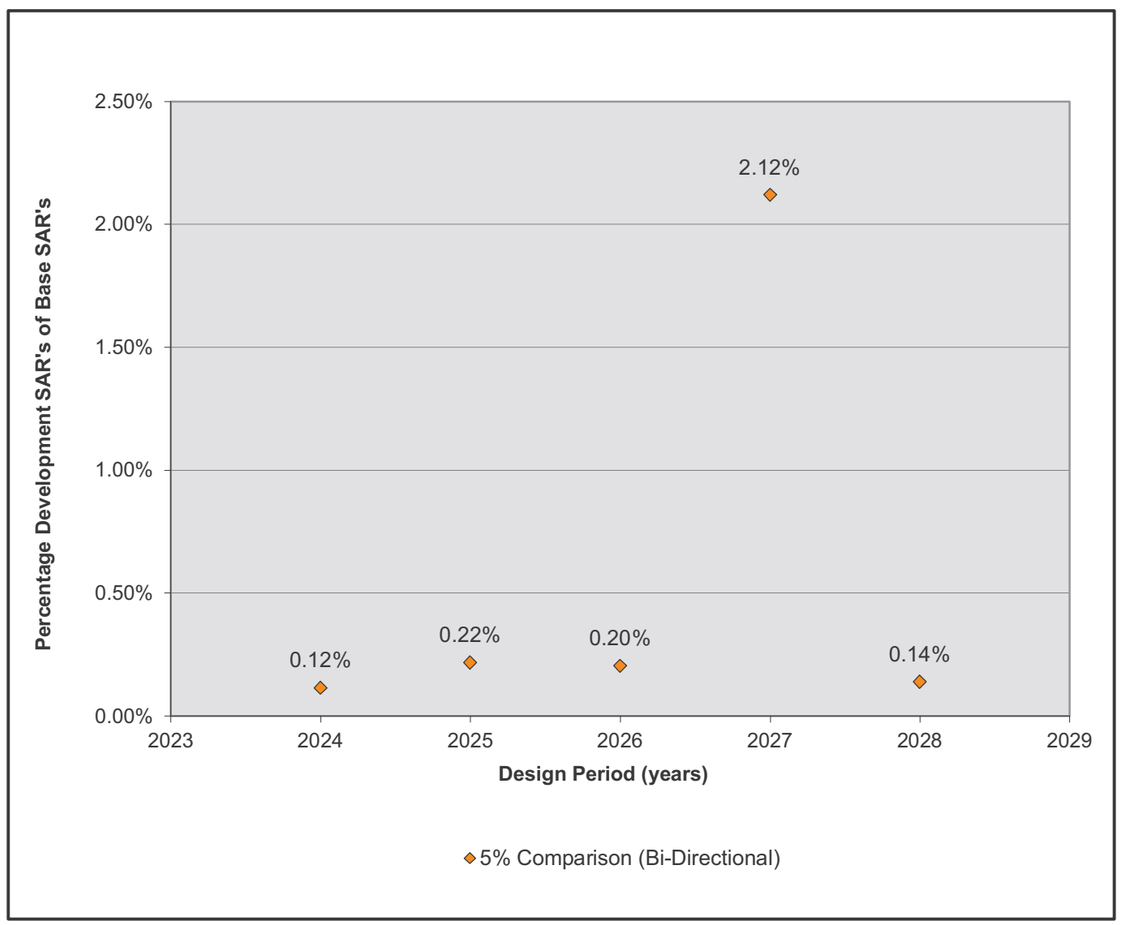
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	350488.3	350488.3	700976.6	76	734	809	350564	351222	701786
2025	372823.1	372823.1	745646.3	152	1467	1619	372975	374290	747265
2026	396581.2	396581.2	793162.4	152	1467	1619	396733	398048	794781
2027	421853.3	421853.3	843706.6	1415	16479	17894	423268	438332	861600
2028	448735.8	448735.8	897471.7	104	1148	1252	448840	449884	898724

5% Comparison

	AG	AG	B
2024	0.02%	0.21%	0.12%
2025	0.04%	0.39%	0.22%
2026	0.04%	0.37%	0.20%
2027	0.34%	3.91%	2.12%
2028	0.02%	0.26%	0.14%





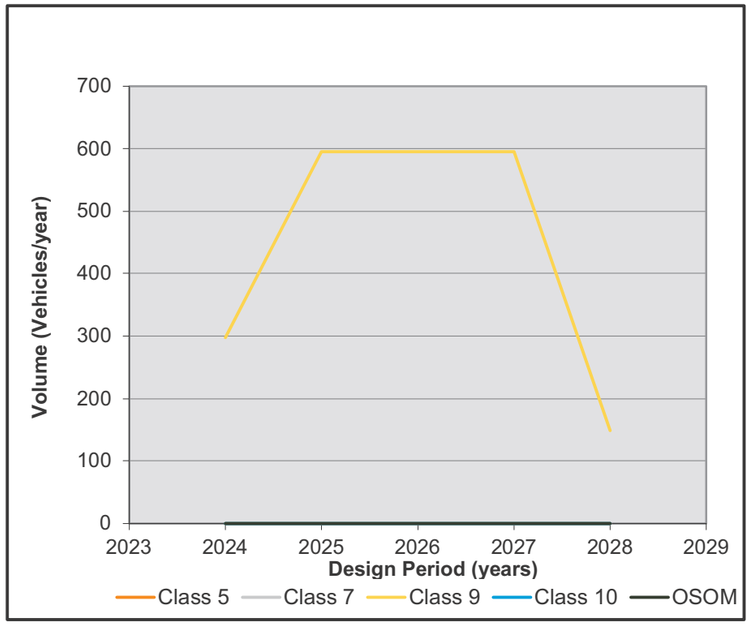


Road ID	X125-X128	G	X125-X128	AG	X128-X125

Road name	Drayton Wellcamp Road
Road section	Access Track to Greenwattle Street
Road authority	TRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	149	0	0	0	0	149	0	0	0	0	298	0	0
2025	0	0	298	0	0	0	0	298	0	0	0	0	595	0	0
2026	0	0	298	0	0	0	0	298	0	0	0	0	595	0	0
2027	0	0	298	0	0	0	0	298	0	0	0	0	595	0	0
2028	0	0	74	0	0	0	0	74	0	0	0	0	149	0	0

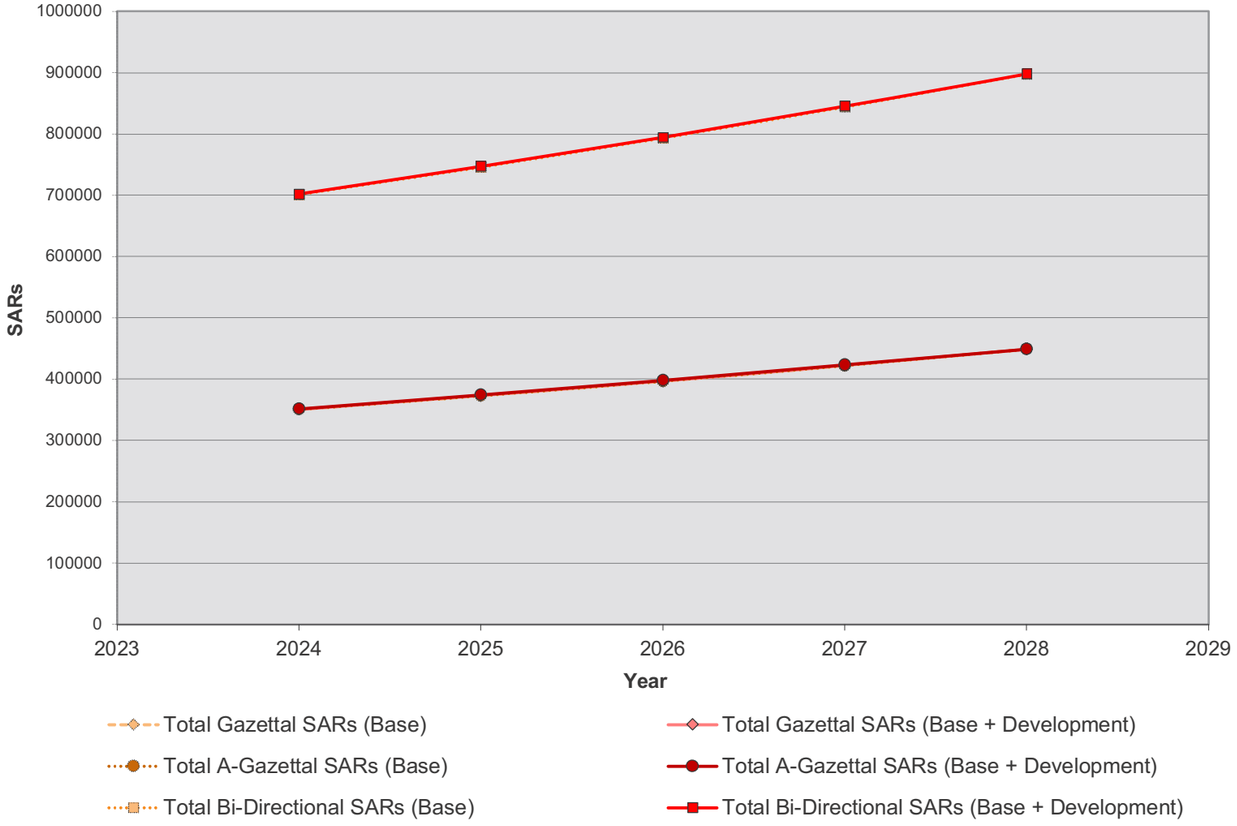


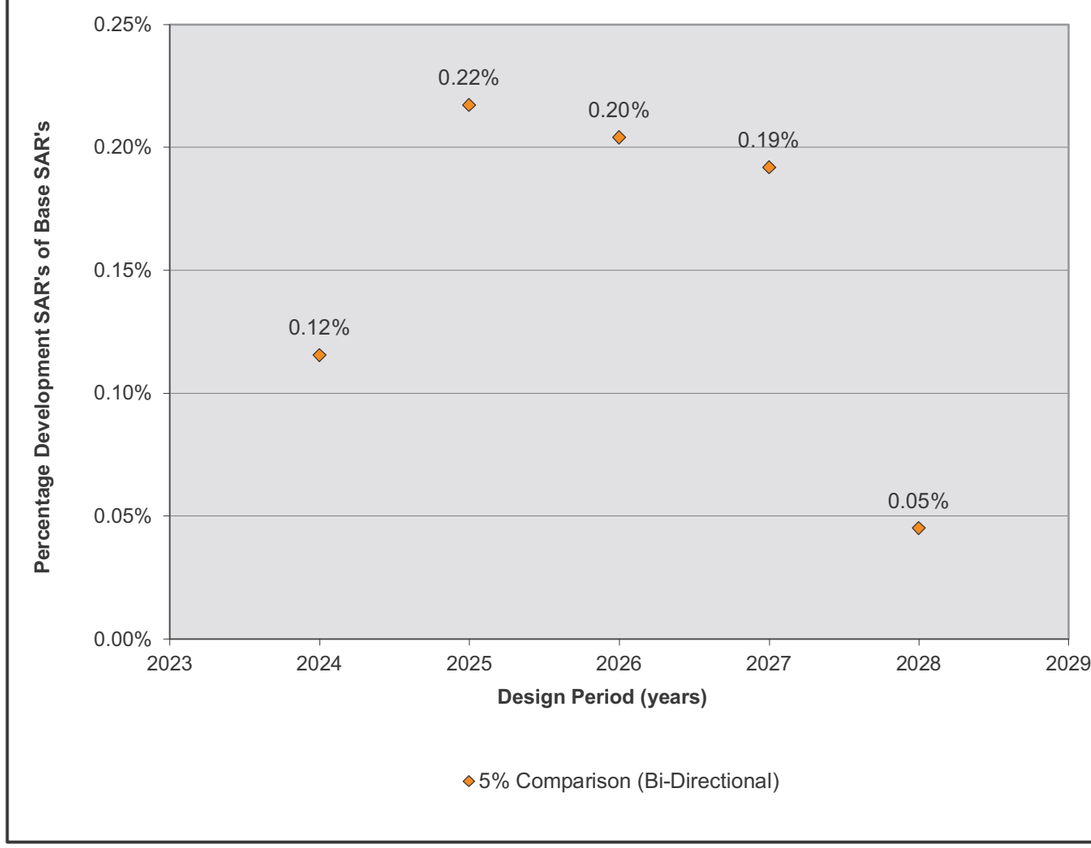
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	350488.3	350488.3	700976.6	76	734	809	350564	351222	701786
2025	372823.1	372823.1	745646.3	152	1467	1619	372975	374290	747265
2026	396581.2	396581.2	793162.4	152	1467	1619	396733	398048	794781
2027	421853.3	421853.3	843706.6	152	1467	1619	422005	423320	845326
2028	448735.8	448735.8	897471.7	38	367	405	448774	449103	897876

5% Comparison

	AG	AG	B
2024	0.02%	0.21%	0.12%
2025	0.04%	0.39%	0.22%
2026	0.04%	0.37%	0.20%
2027	0.04%	0.35%	0.19%
2028	0.01%	0.08%	0.05%





Road ID	X29-X138	G	X29-X138	AG	X138-X29

Road name	Florence Street
Road section	Gore Highway to West Street
Road authority	TRC

B2G Development Volumes

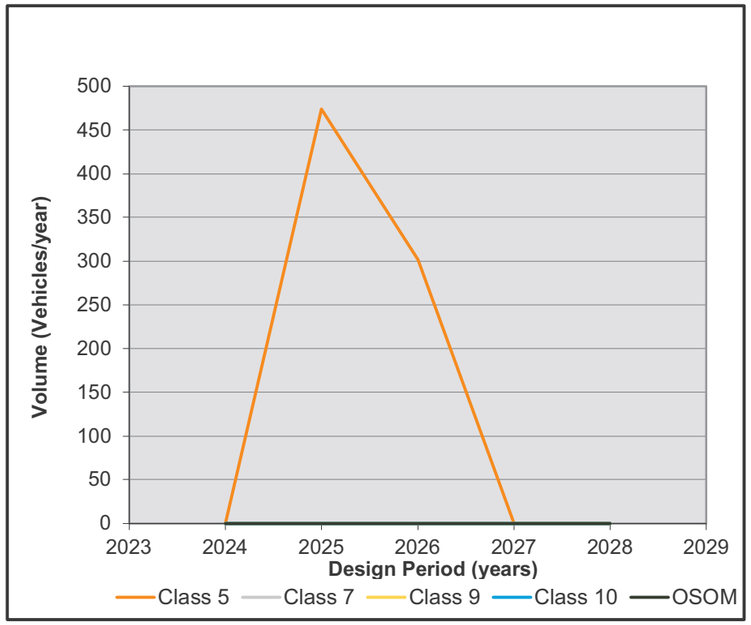
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	237	0	0	0	0	237	0	0	0	0	474	0	0	0	0
2026	151	0	0	0	0	151	0	0	0	0	301	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

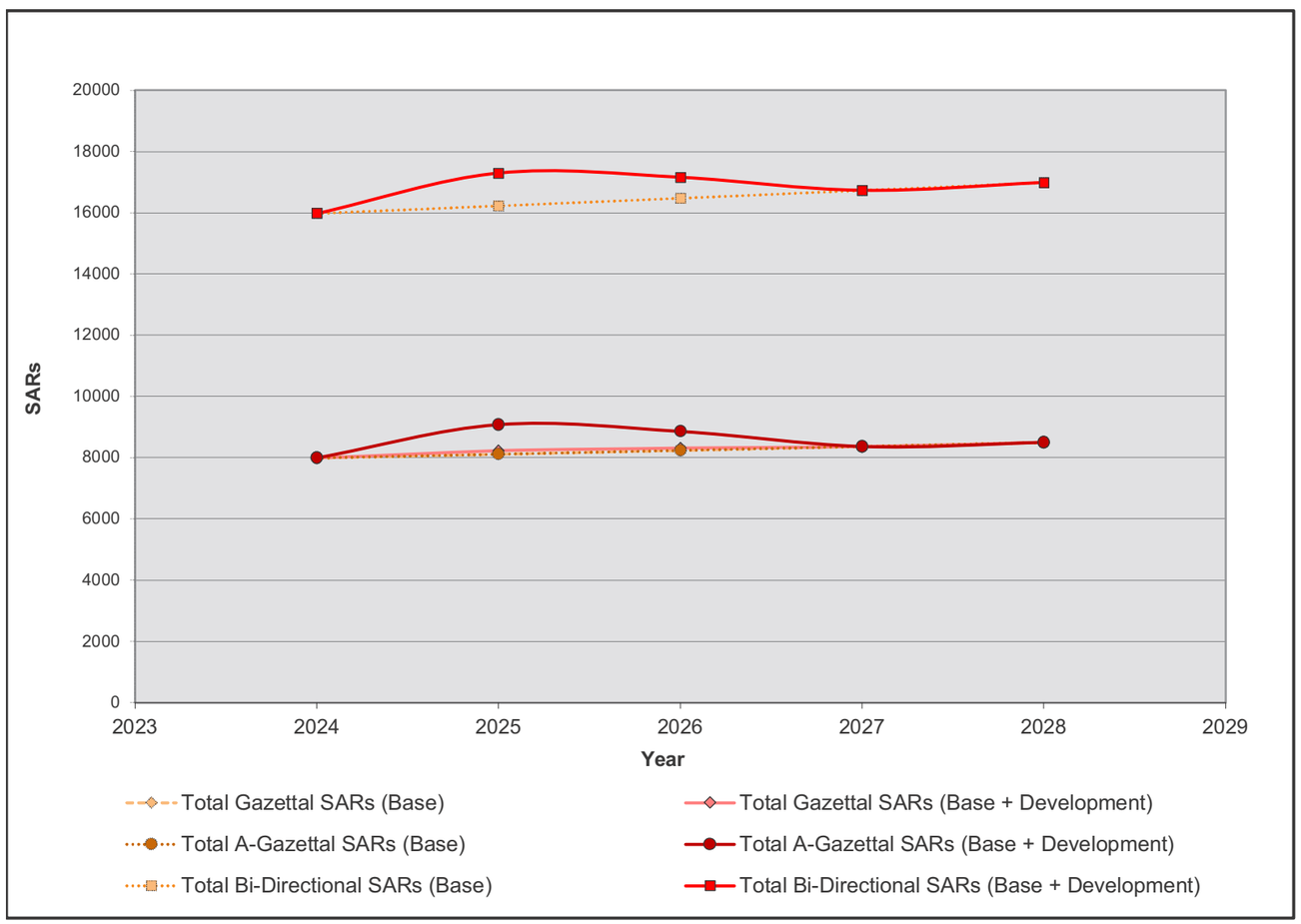
B2G SARs

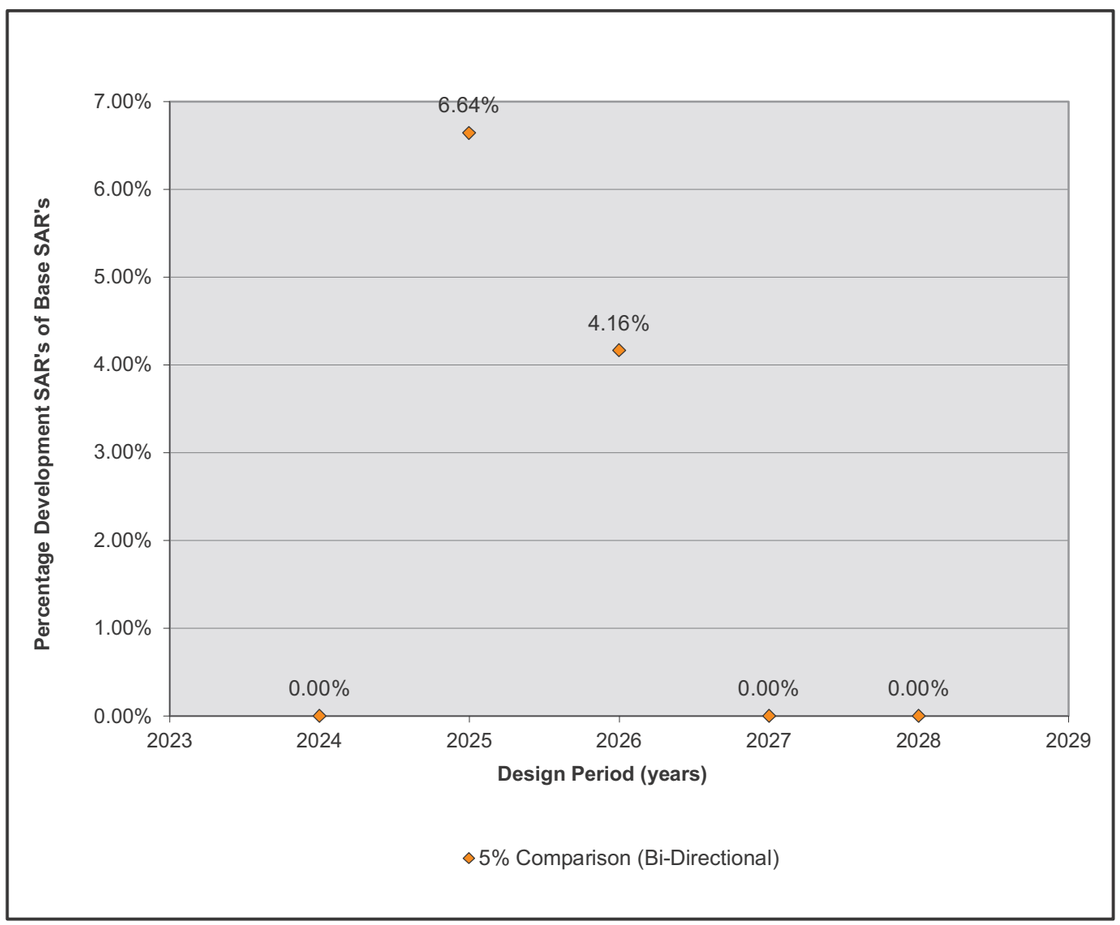
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	7987.438	7987.438	15974.88	0	0	0	7987	7987	15975
2025	8110.803	8110.803	16221.61	109	968	1077	8220	9079	17299
2026	8236.072	8236.072	16472.14	69	616	686	8305	8852	17158
2027	8363.277	8363.277	16726.55	0	0	0	8363	8363	16727
2028	8492.446	8492.446	16984.89	0	0	0	8492	8492	16985

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	1.34%	11.94%	6.64%
2026	0.84%	7.48%	4.16%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	X126-X57	G	X126-X57	AG	X57-X126

Road name	Forestry Road
Road section	Access Track to Millmerran-Inglewood Road
Road authority	TRC

B2G Development Volumes

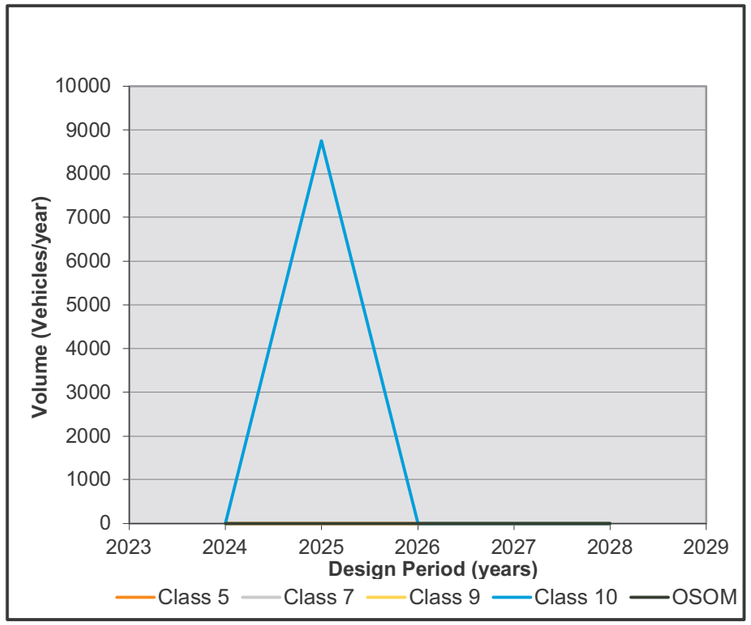
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	4377	0	0	0	0	4377	0	0	0	0	8753	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

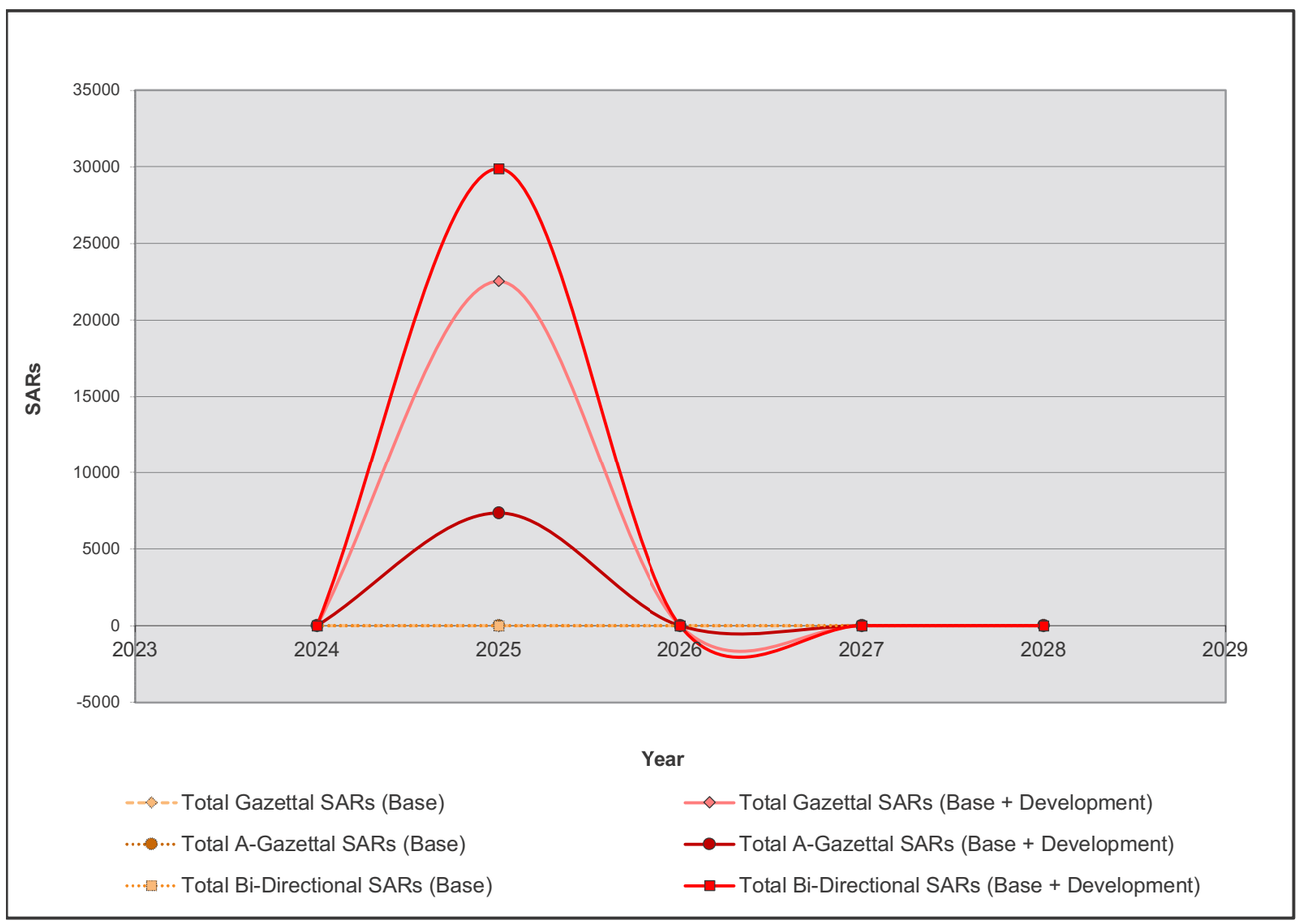
B2G SARs

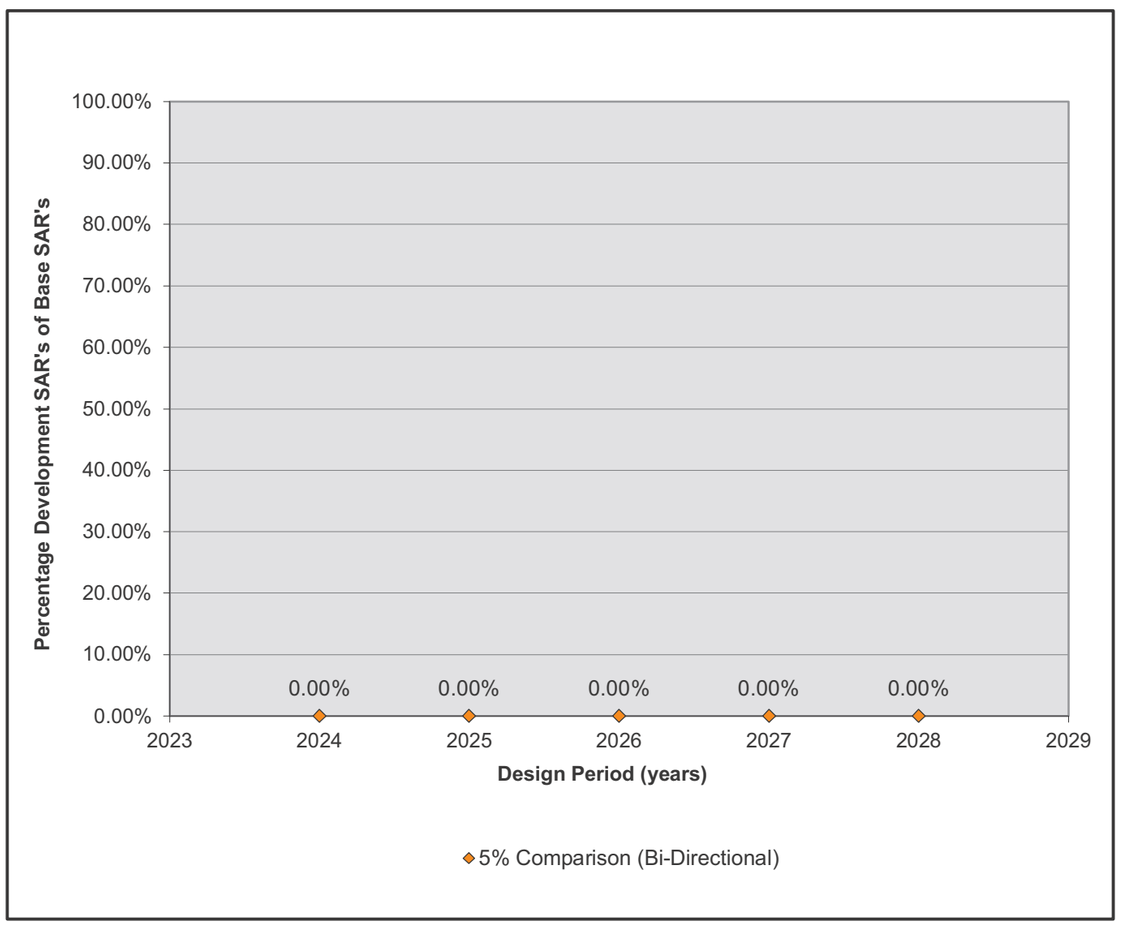
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	0	0	0	0	0	0	0	0	0
2025	0	0	0	22541	7351	29892	22541	7351	29892
2026	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	#DIV/0!
2025	nable to be qu	nable to be qu	#DIV/0!
2026	0.00%	0.00%	#DIV/0!
2027	0.00%	0.00%	#DIV/0!
2028	0.00%	0.00%	#DIV/0!







Road ID	X57-E119	G	X57-E119	AG	E119-X57

Road name	Forestry Road
Road section	Millmerran-Inglewood Road to Earthworks Area 3B
Road authority	TRC

B2G Development Volumes

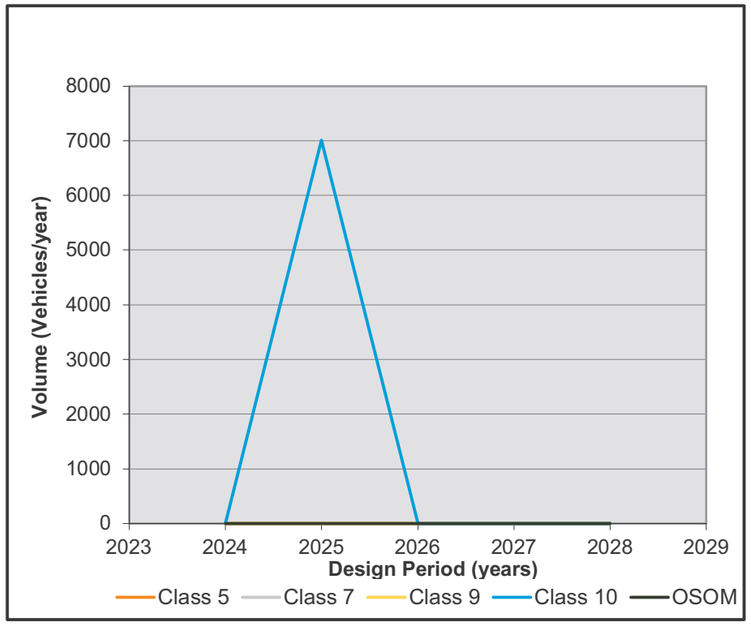
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	3505	0	0	0	0	3505	0	0	0	0	7009	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

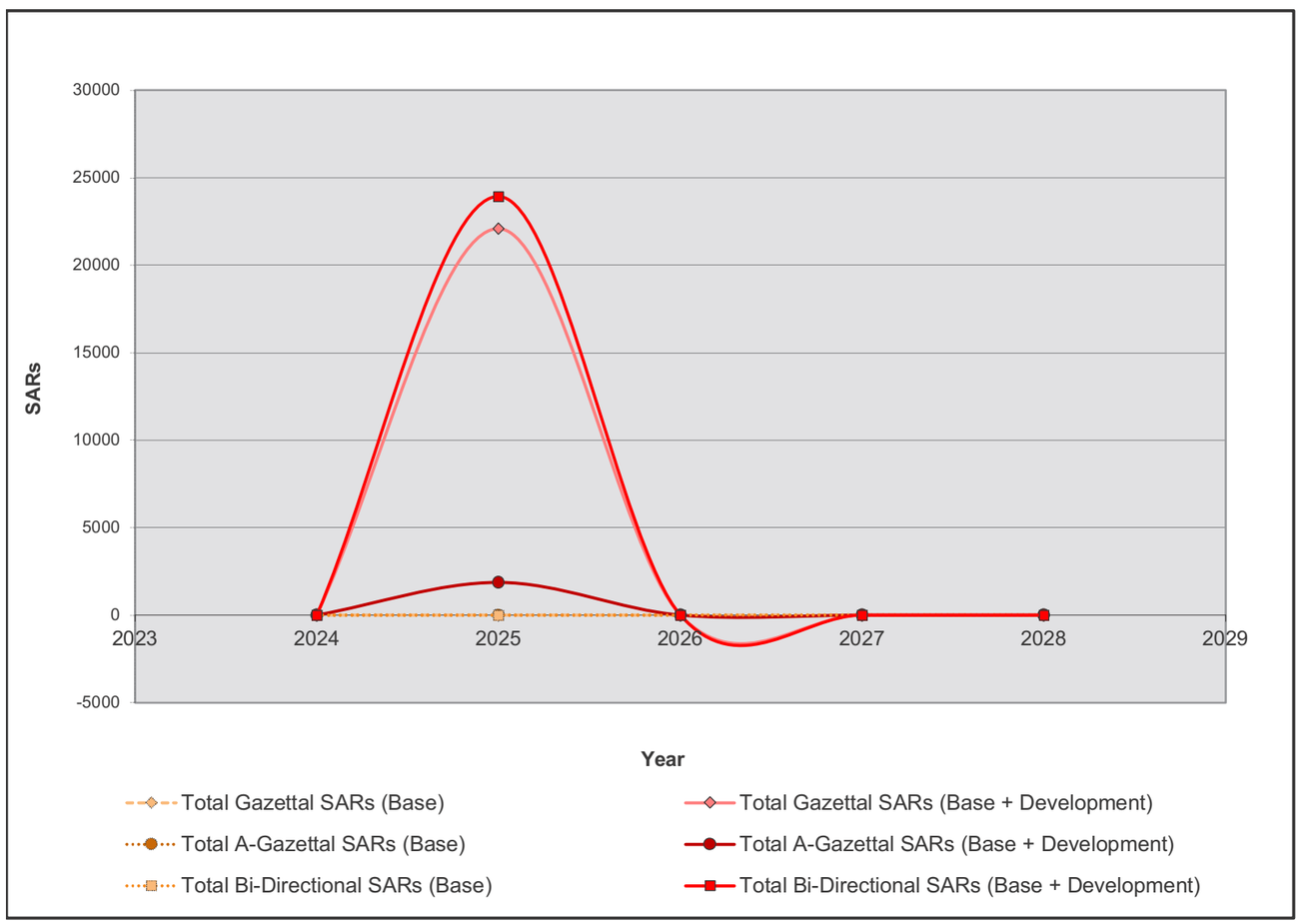
B2G SARs

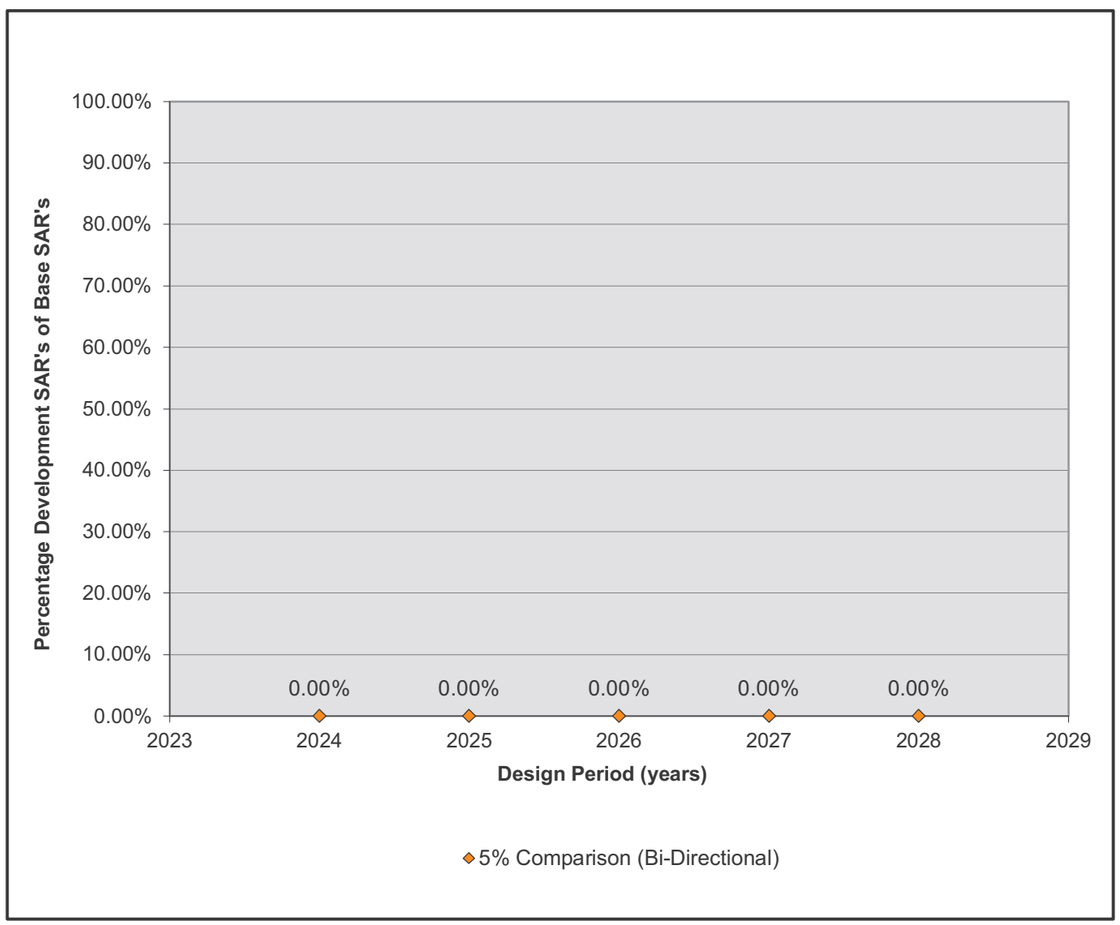
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	0	0	0	0	0	0	0	0	0
2025	0	0	0	22079	1857	23936	22079	1857	23936
2026	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	#DIV/0!
2025	nable to be qu	nable to be qu	#DIV/0!
2026	0.00%	0.00%	#DIV/0!
2027	0.00%	0.00%	#DIV/0!
2028	0.00%	0.00%	#DIV/0!







Road ID	E87-X30	G	E87-X30	AG	X30-E87

Road name	Fysh Road
Road section	B2G-LDN147.1 to Gore Highway
Road authority	TRC

B2G Development Volumes

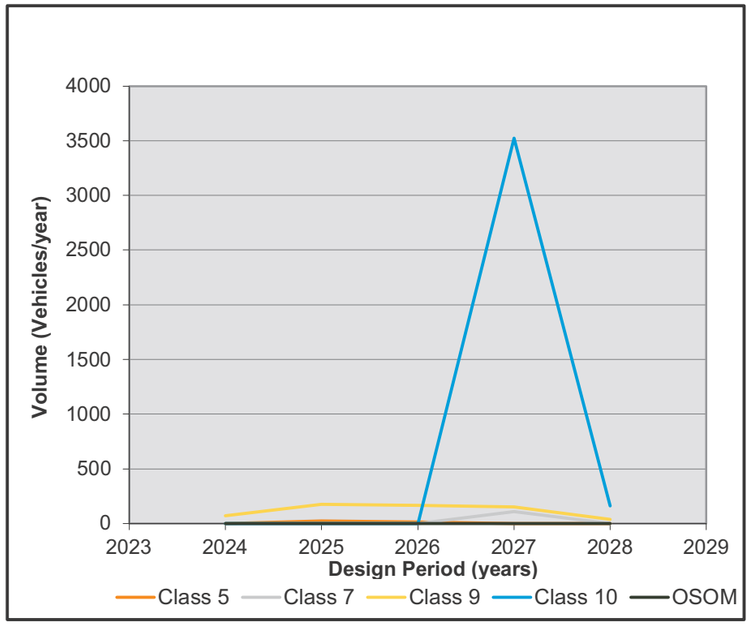
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	37	0	0	0	0	37	0	0	0	0	74	0	0
2025	12	0	88	0	0	12	0	88	0	0	23	0	176	0	0
2026	7	0	83	0	0	7	0	83	0	0	15	0	166	0	0
2027	0	54	74	1762	0	0	54	74	1762	0	0	108	149	3524	0
2028	0	0	19	81	0	0	0	19	81	0	0	0	37	161	0

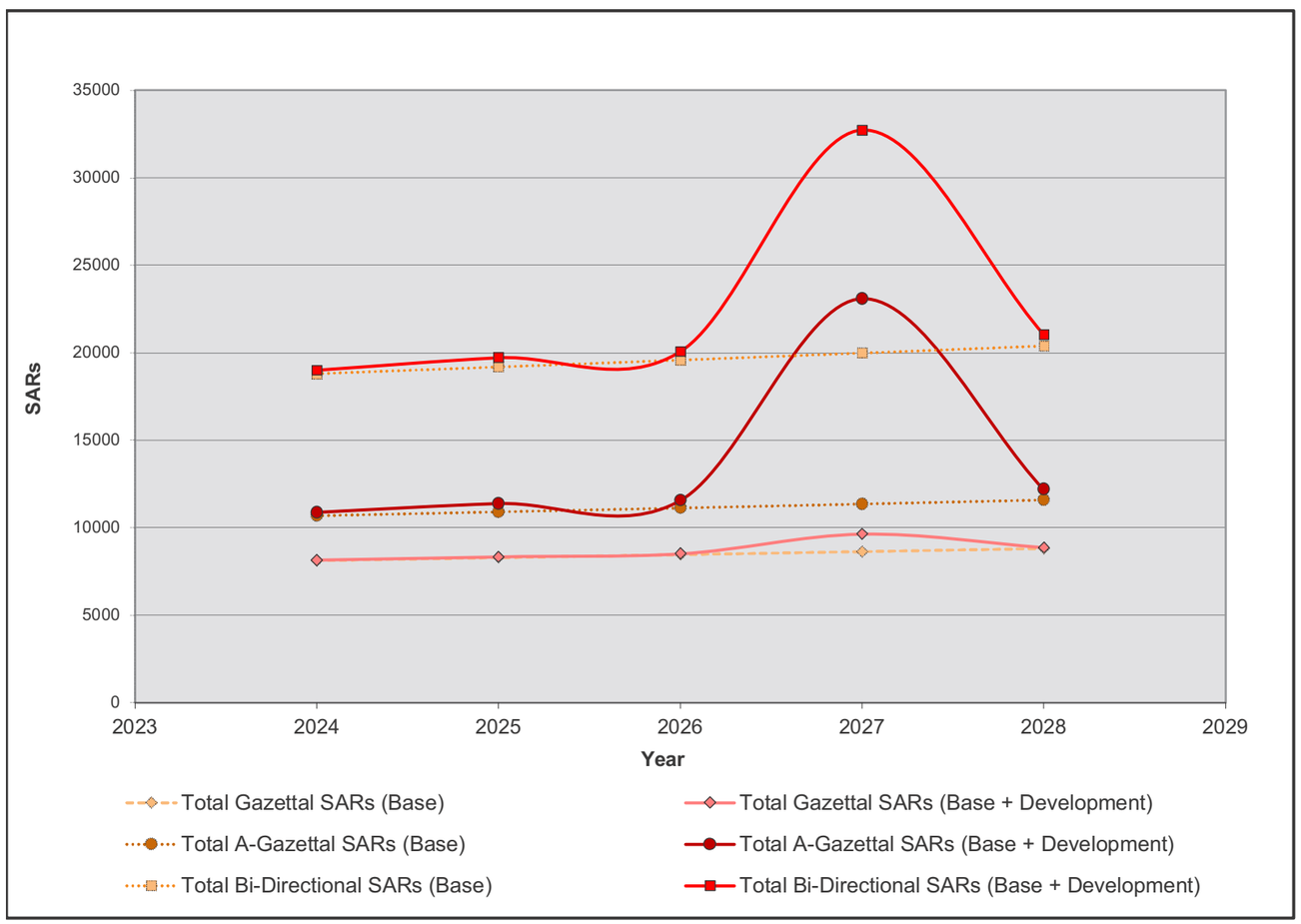
B2G SARs

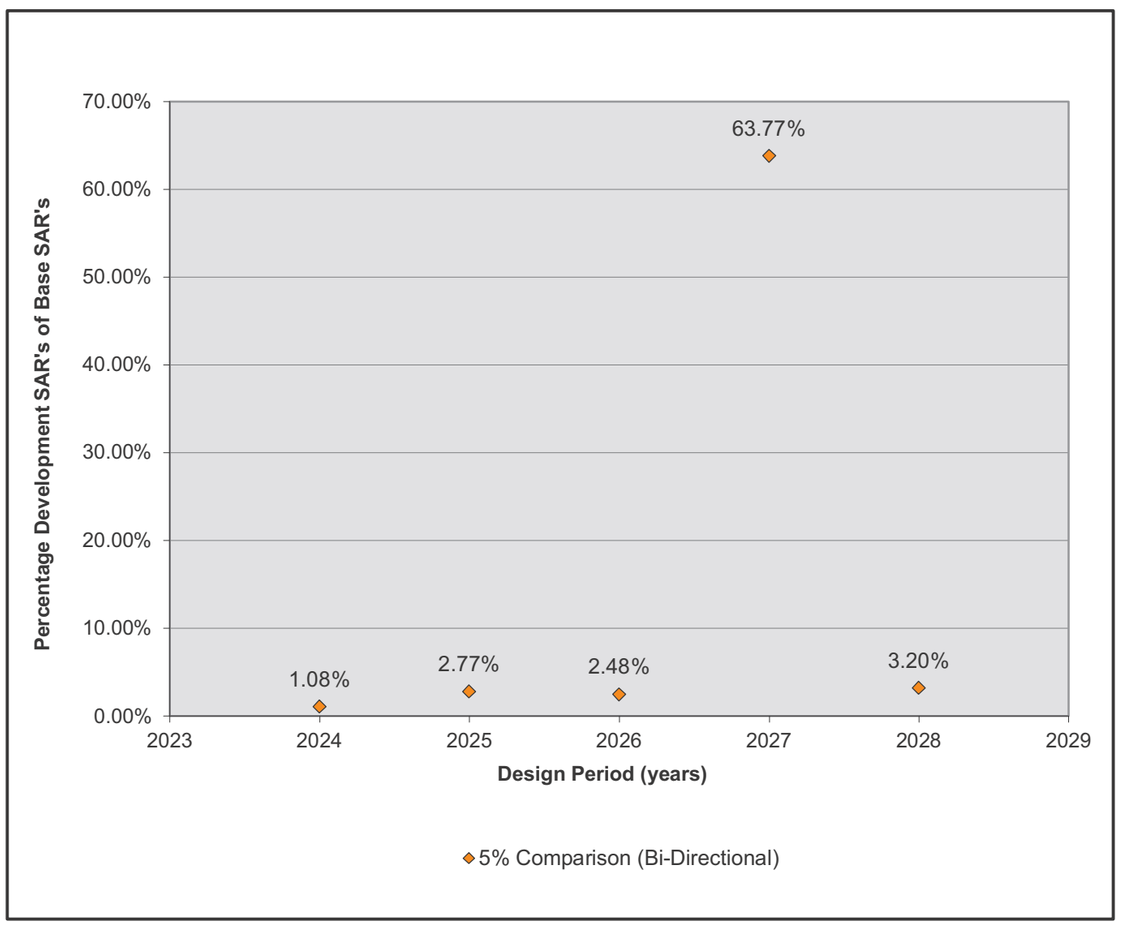
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	8118.413	10678.63	18797.04	19	183	202	8137	10862	18999
2025	8284.756	10897.43	19182.19	50	482	532	8335	11379	19714
2026	8454.506	11120.71	19575.22	46	440	486	8500	11561	20061
2027	8627.735	11348.57	19976.31	1002	11737	12739	9630	23086	32716
2028	8804.513	11581.1	20385.61	52	600	652	8857	12181	21037

5% Comparison

	AG	AG	B
2024	0.23%	1.72%	1.08%
2025	0.61%	4.42%	2.77%
2026	0.54%	3.96%	2.48%
2027	11.61%	103.43%	63.77%
2028	0.59%	5.18%	3.20%







Road ID	X39-X127	G	X39-X127	AG	X127-X39

Road name	Gap Road
Road section	Gore Highway to Grevillea Street
Road authority	TRC

B2G Development Volumes

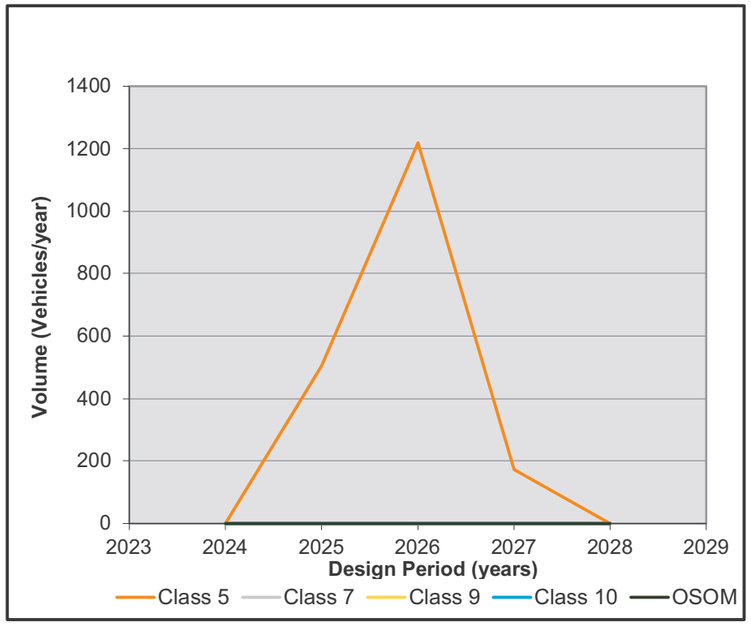
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	252	0	0	0	0	252	0	0	0	0	504	0	0	0	0
2026	609	0	0	0	0	609	0	0	0	0	1218	0	0	0	0
2027	86	0	0	0	0	86	0	0	0	0	172	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

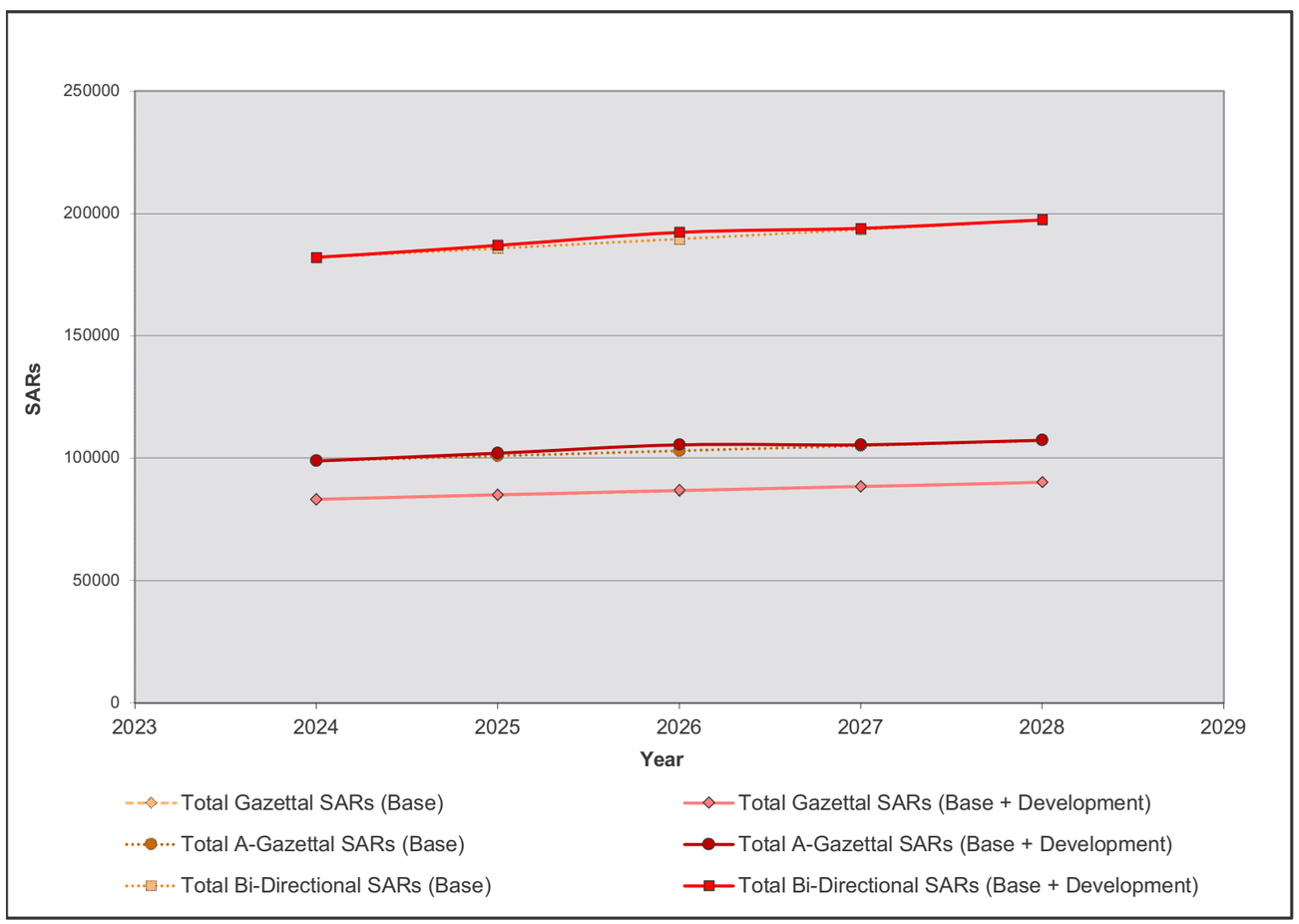
B2G SARs

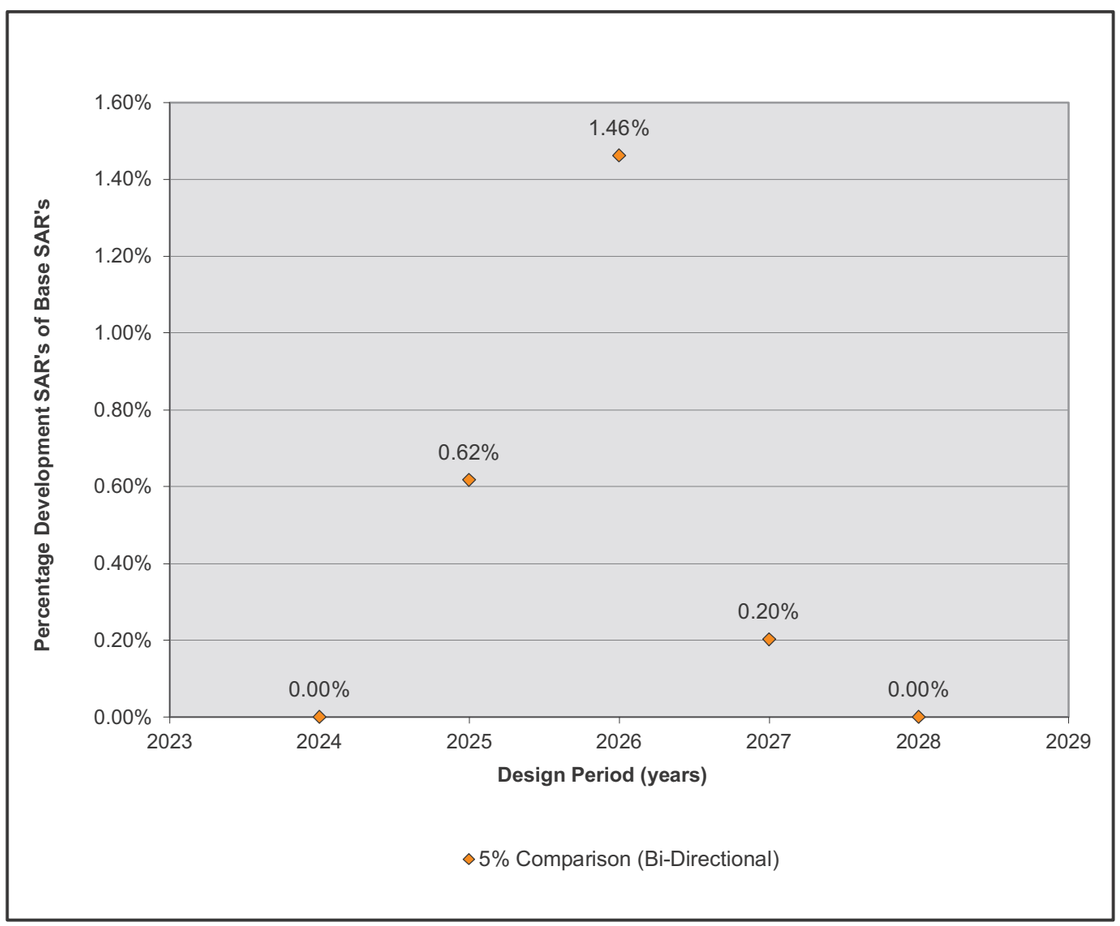
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	83137.28	98886.89	182024.2	0	0	0	83137	98887	182024
2025	84840.73	100913	185753.8	116	1031	1147	84957	101944	186900
2026	86579.07	102980.7	189559.8	280	2491	2771	86859	105472	192331
2027	88353.04	105090.7	193443.8	40	352	392	88393	105443	193836
2028	90163.35	107244	197407.3	0	0	0	90163	107244	197407

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.14%	1.02%	0.62%
2026	0.32%	2.42%	1.46%
2027	0.04%	0.34%	0.20%
2028	0.00%	0.00%	0.00%







Road ID	E92-X145	G	E92-X145	AG	X145-E92

Road name	Geitz Road
Road section	B2G-LDN179.0 to Linthorpe Valley Road
Road authority	TRC

B2G Development Volumes

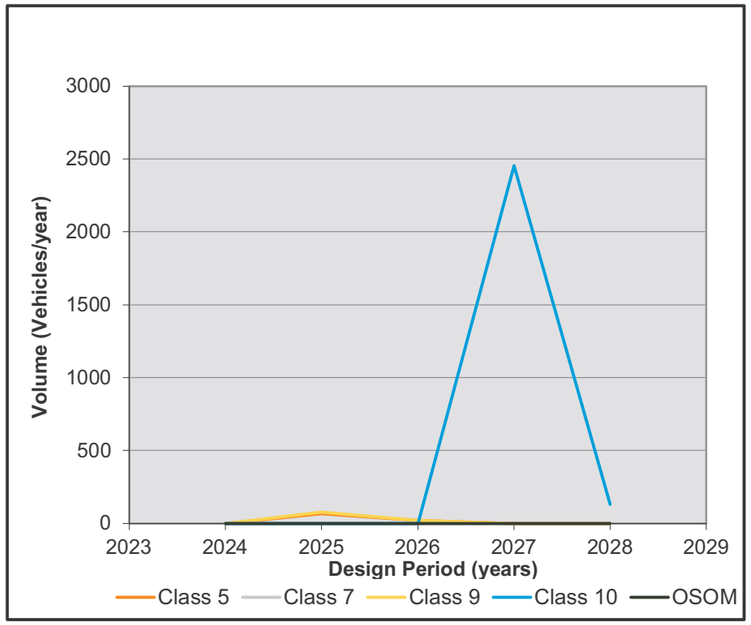
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	34	0	39	0	0	34	0	39	0	0	68	0	77	0	0
2026	10	0	12	0	0	10	0	12	0	0	20	0	23	0	0
2027	0	0	0	1227	0	0	0	0	1227	0	0	0	0	2453	0
2028	0	0	0	66	0	0	0	0	66	0	0	0	0	133	0

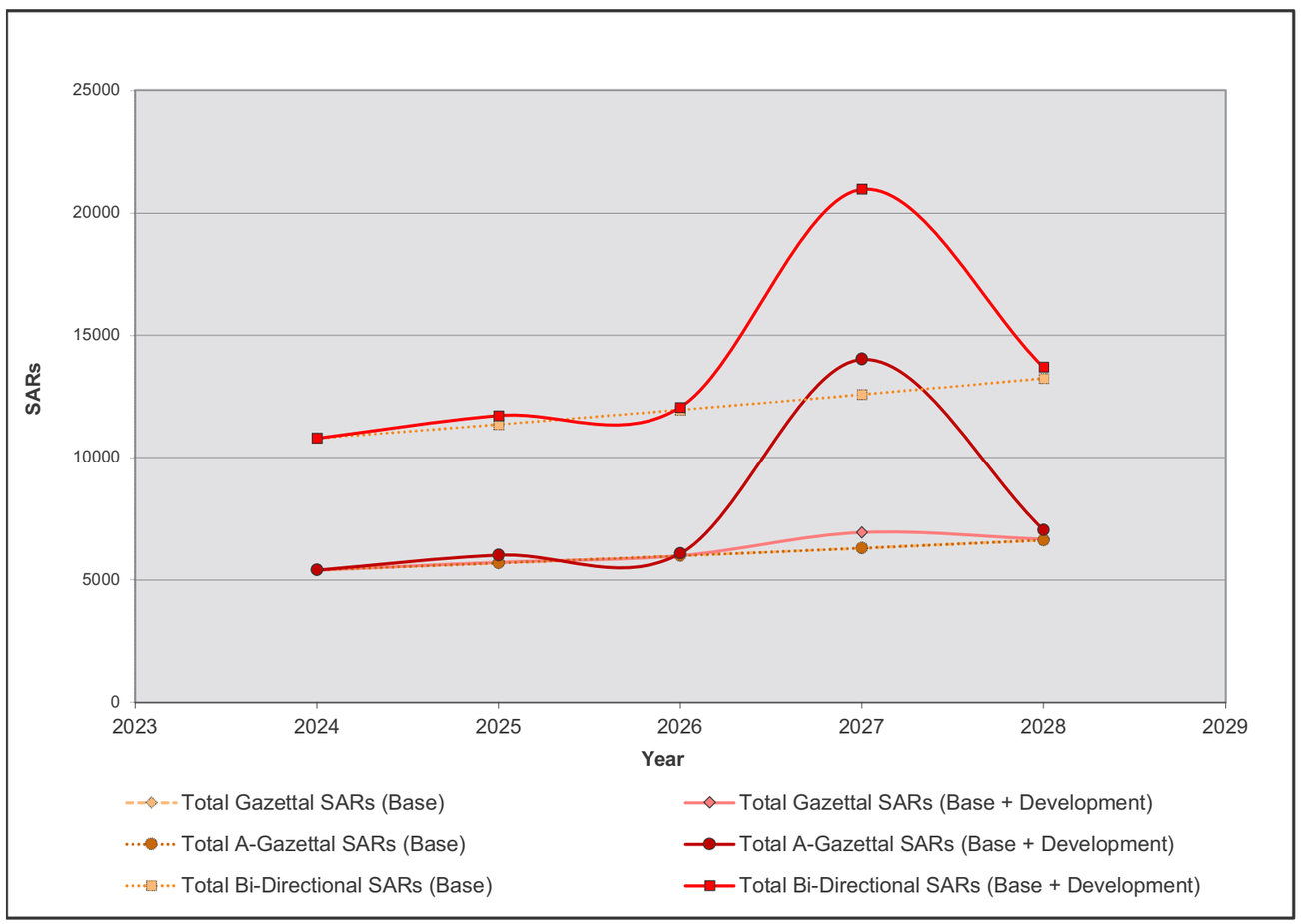
B2G SARs

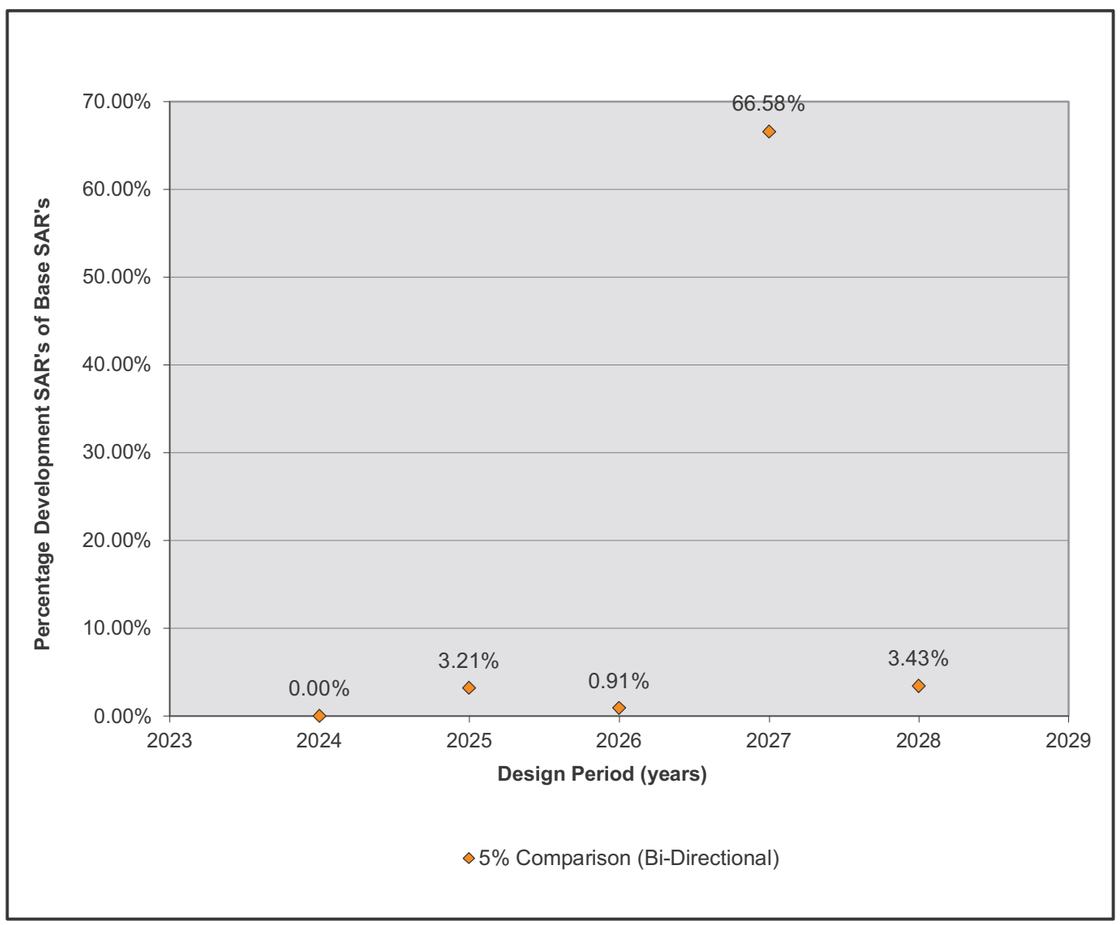
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	5399.809	5399.809	10799.62	0	0	0	5400	5400	10800
2025	5682.324	5682.324	11364.65	35	329	365	5718	6012	11729
2026	5979.62	5979.62	11959.24	11	99	109	5990	6078	12069
2027	6292.47	6292.47	12584.94	650	7728	8379	6943	14021	20964
2028	6621.689	6621.689	13243.38	35	419	454	6657	7041	13697

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.62%	5.79%	3.21%
2026	0.18%	1.65%	0.91%
2027	10.33%	122.82%	66.58%
2028	0.53%	6.33%	3.43%





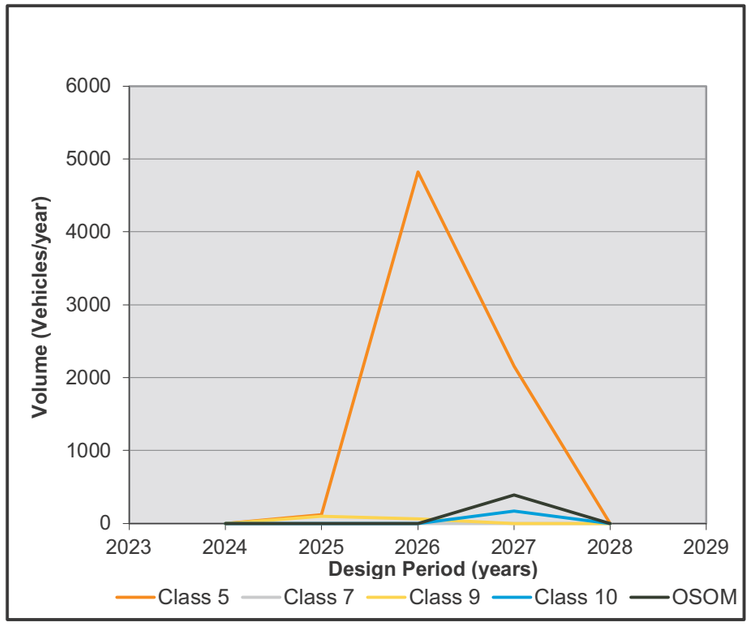


Road ID	E55-X33	G	E55-X33	AG	X33-E55

Road name	Gilgai Lane
Road section	B2G-LDN144.6 to Gore Highway
Road authority	TRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	60	0	50	0	0	60	0	50	0	0	119	0	100	0	0
2026	2411	0	32	0	0	2411	0	32	0	0	4822	0	64	0	0
2027	1079	0	0	86	194	1079	0	0	86	194	2157	0	0	172	389
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



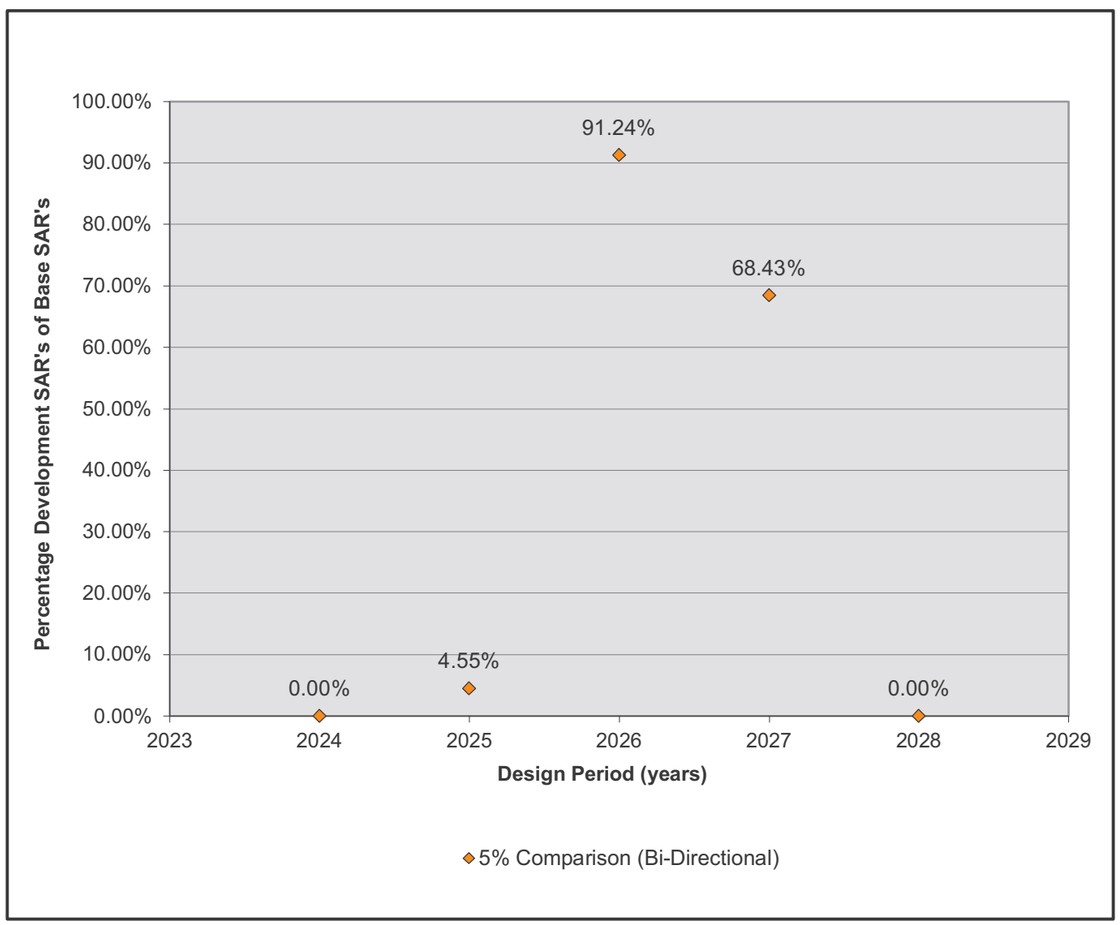
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	4138.799	7587.798	11726.6	0	0	0	4139	7588	11727
2025	4223.601	7743.268	11966.87	53	491	544	4277	8234	12511
2026	4310.14	7901.924	12212.06	1125	10017	11143	5435	17919	23355
2027	4398.453	8063.831	12462.28	1801	6728	8528	6199	14791	20991
2028	4488.575	8229.055	12717.63	0	0	0	4489	8229	12718

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	1.26%	6.34%	4.55%
2026	26.11%	126.77%	91.24%
2027	40.94%	83.43%	68.43%
2028	0.00%	0.00%	0.00%





Road ID	E5-X127	G	E5-X127	AG	X127-E5

Road name	Grevillea Street
Road section	Boral Concrete Pittsworth to Gap Road
Road authority	TRC

B2G Development Volumes

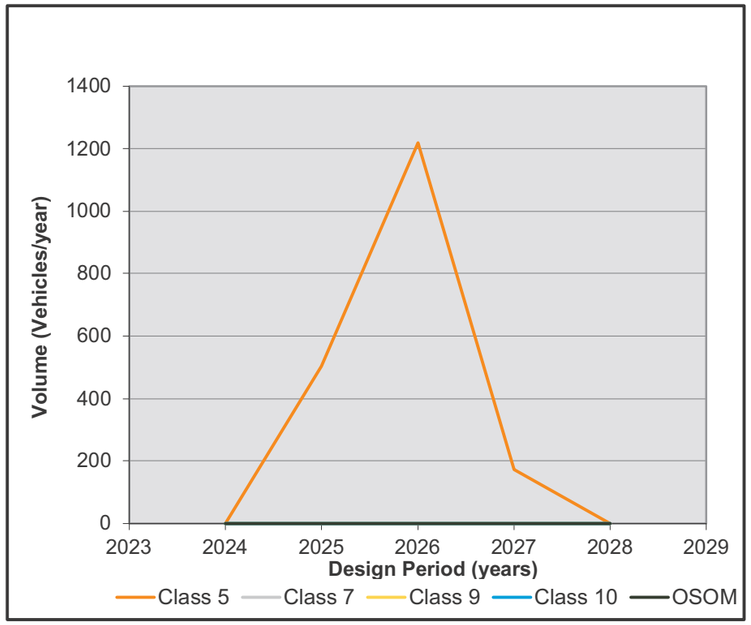
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	252	0	0	0	0	252	0	0	0	0	504	0	0	0	0
2026	609	0	0	0	0	609	0	0	0	0	1218	0	0	0	0
2027	86	0	0	0	0	86	0	0	0	0	172	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

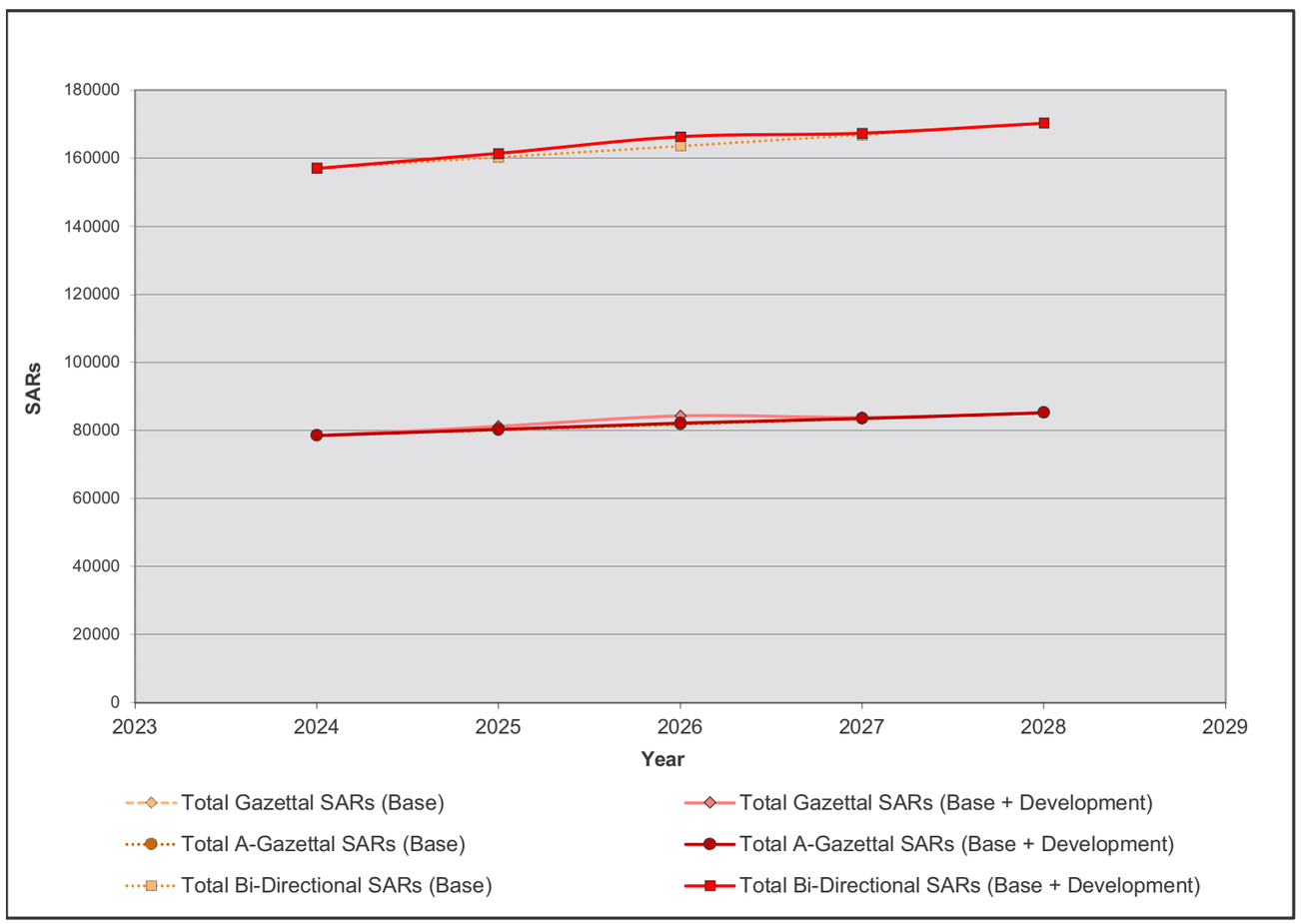
B2G SARs

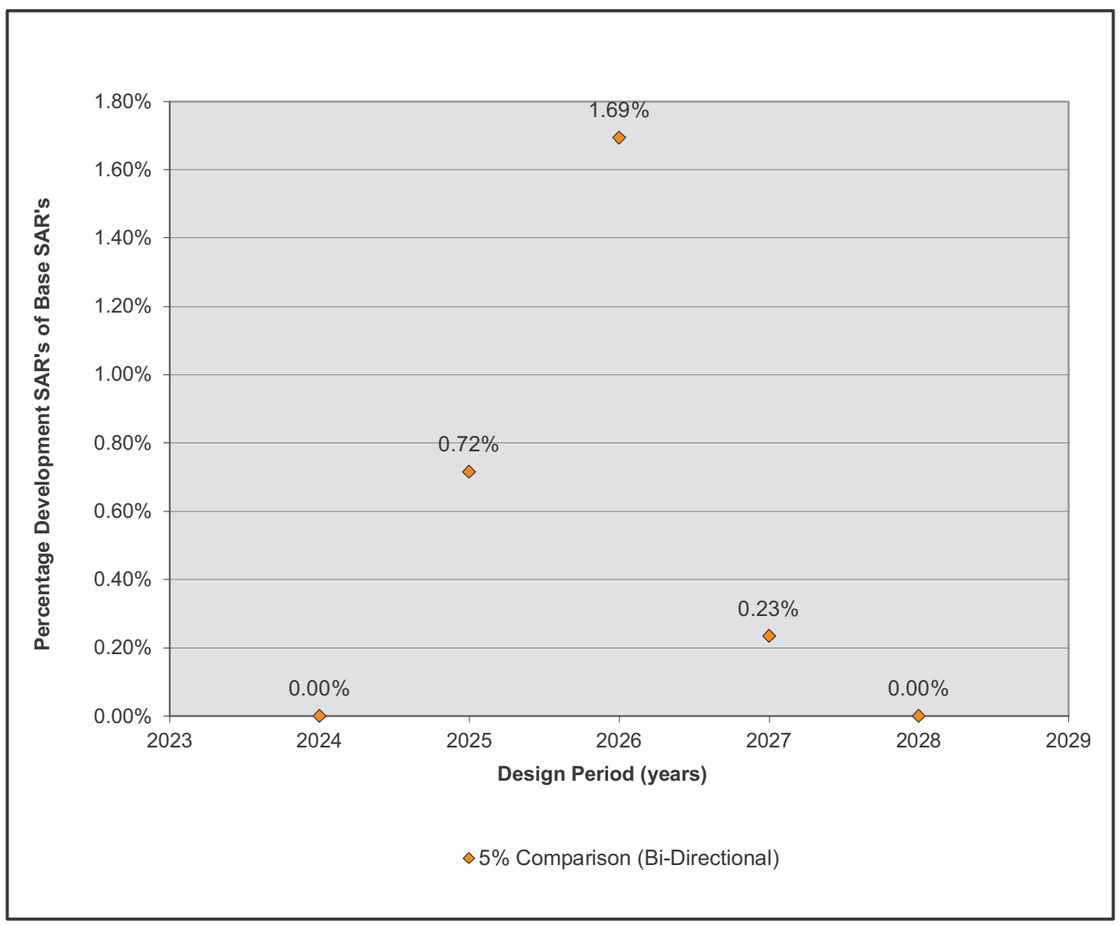
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	78541.95	78541.95	157083.9	0	0	0	78542	78542	157084
2025	80151.24	80151.24	160302.5	1031	116	1147	81182	80267	161449
2026	81793.5	81793.5	163587	2491	280	2771	84284	82074	166358
2027	83469.41	83469.41	166938.8	352	40	392	83822	83509	167331
2028	85179.65	85179.65	170359.3	0	0	0	85180	85180	170359

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	1.29%	0.14%	0.72%
2026	3.05%	0.34%	1.69%
2027	0.42%	0.05%	0.23%
2028	0.00%	0.00%	0.00%





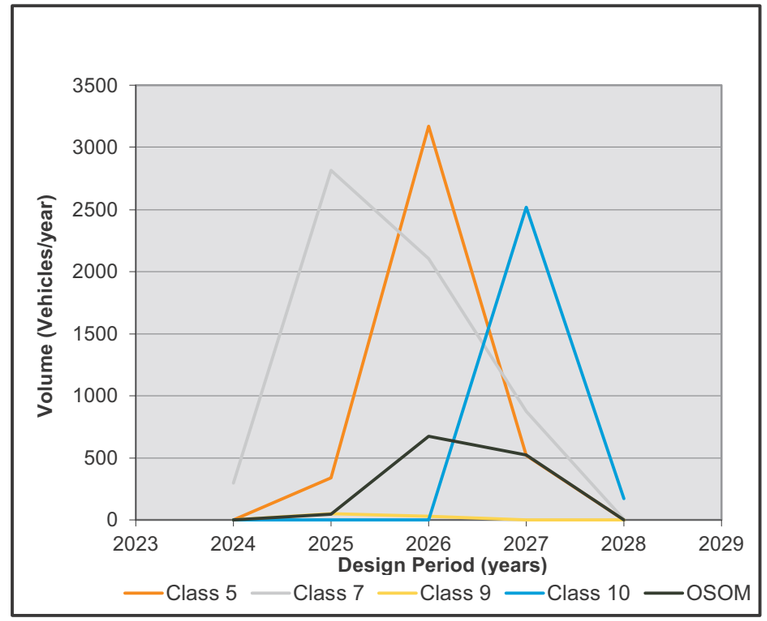


Road ID	E53-X34	G	E53-X34	AG	X34-E53

Road name	Hall Road
Road section	B2G-LDN139.0 to Gore Highway
Road authority	TRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	149	0	0	0	0	149	0	0	0	0	297	0	0	0
2025	169	1407	24	0	23	169	1407	24	0	23	338	2814	49	0	46
2026	1586	1052	16	0	337	1586	1052	16	0	337	3171	2105	31	0	673
2027	260	438	0	1259	261	260	438	0	1259	261	520	875	0	2518	523
2028	0	1	0	87	0	0	1	0	87	0	0	3	0	174	0

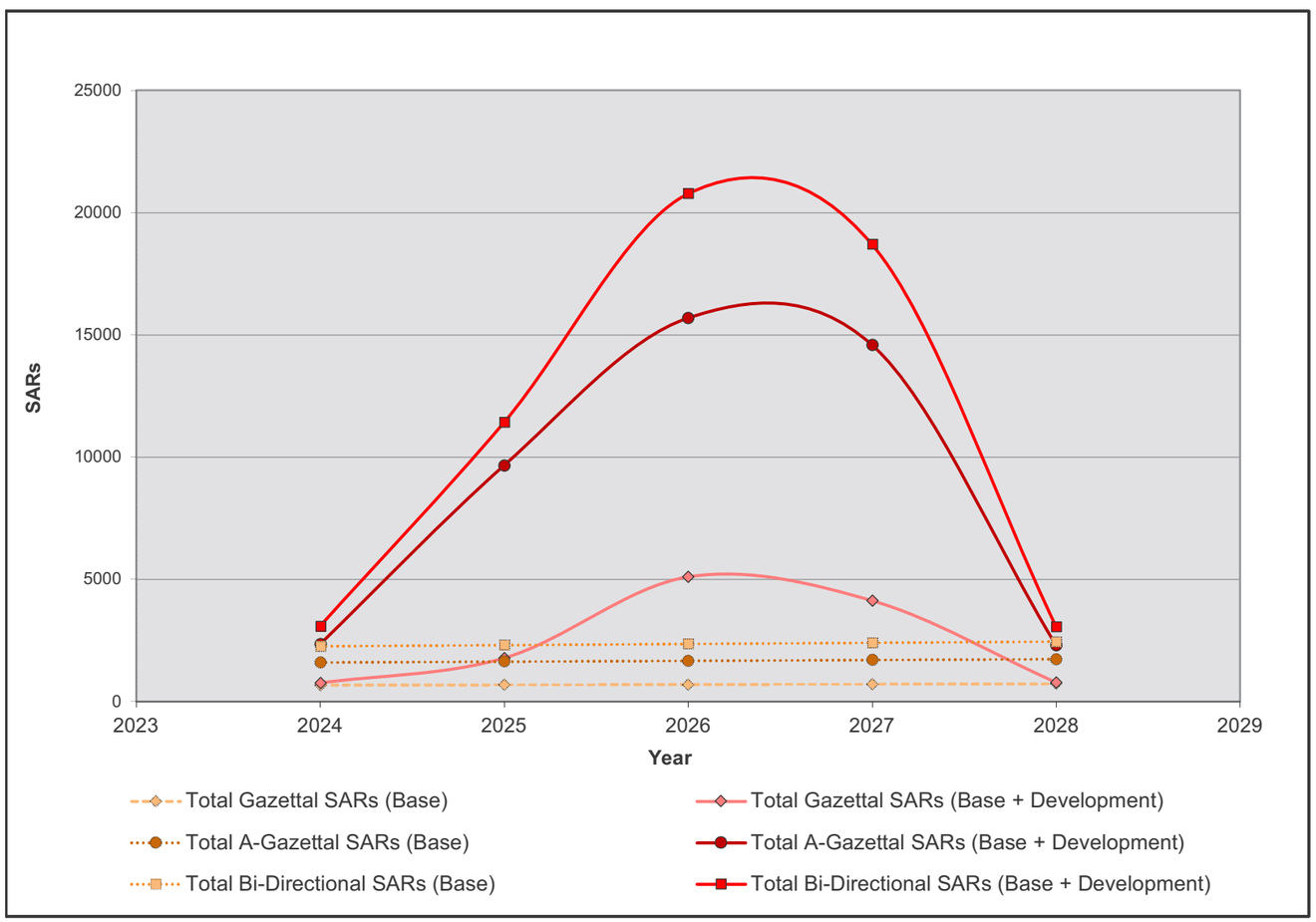


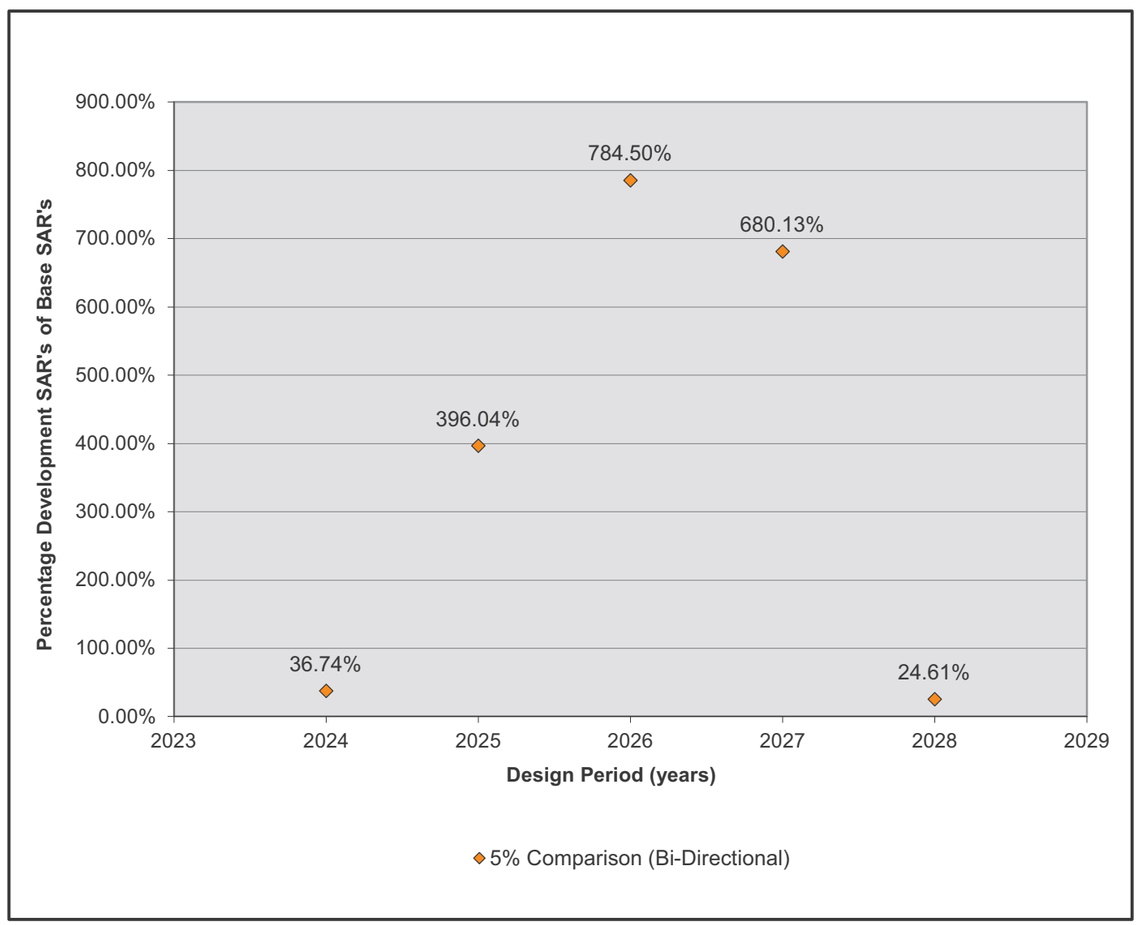
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	663.269	1591.8457	2255.115	83	745	829	746	2337	3084
2025	676.8591	1624.4619	2301.321	1089	8026	9114	1766	9650	11416
2026	690.7276	1657.7463	2348.474	4398	14025	18424	5089	15683	20772
2027	704.8803	1691.7128	2396.593	3416	12884	16300	4121	14575	18697
2028	719.323	1726.3751	2445.698	47	555	602	766	2281	3048

5% Comparison

	AG	AG	B
2024	12.54%	46.83%	36.74%
2025	160.84%	494.04%	396.04%
2026	636.79%	846.05%	784.50%
2027	484.67%	761.57%	680.13%
2028	6.51%	32.15%	24.61%





Road ID	E17-E48	G	E17-E48	AG	E48-E17

Road name	Heckendorf Road
Road section	Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0
Road authority	TRC

B2G Development Volumes

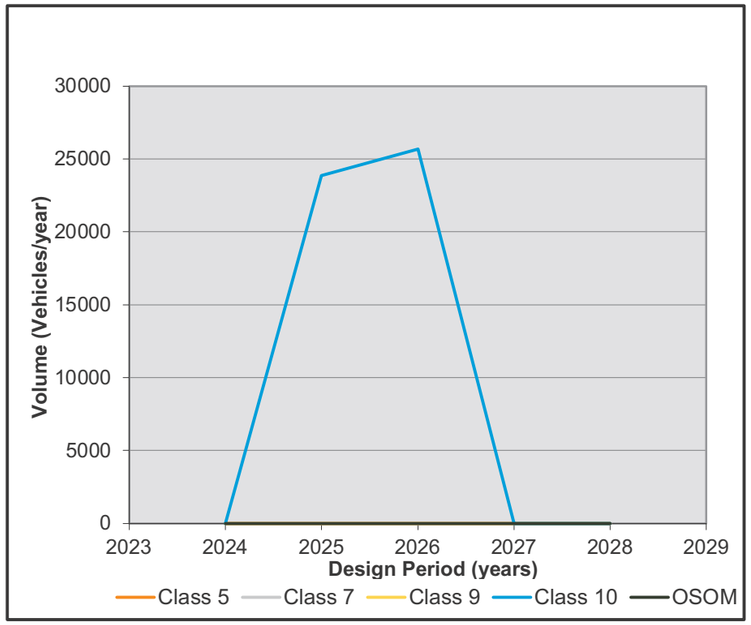
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	11934	0	0	0	0	11934	0	0	0	0	23868	0
2026	0	0	0	12841	0	0	0	0	12841	0	0	0	0	25683	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

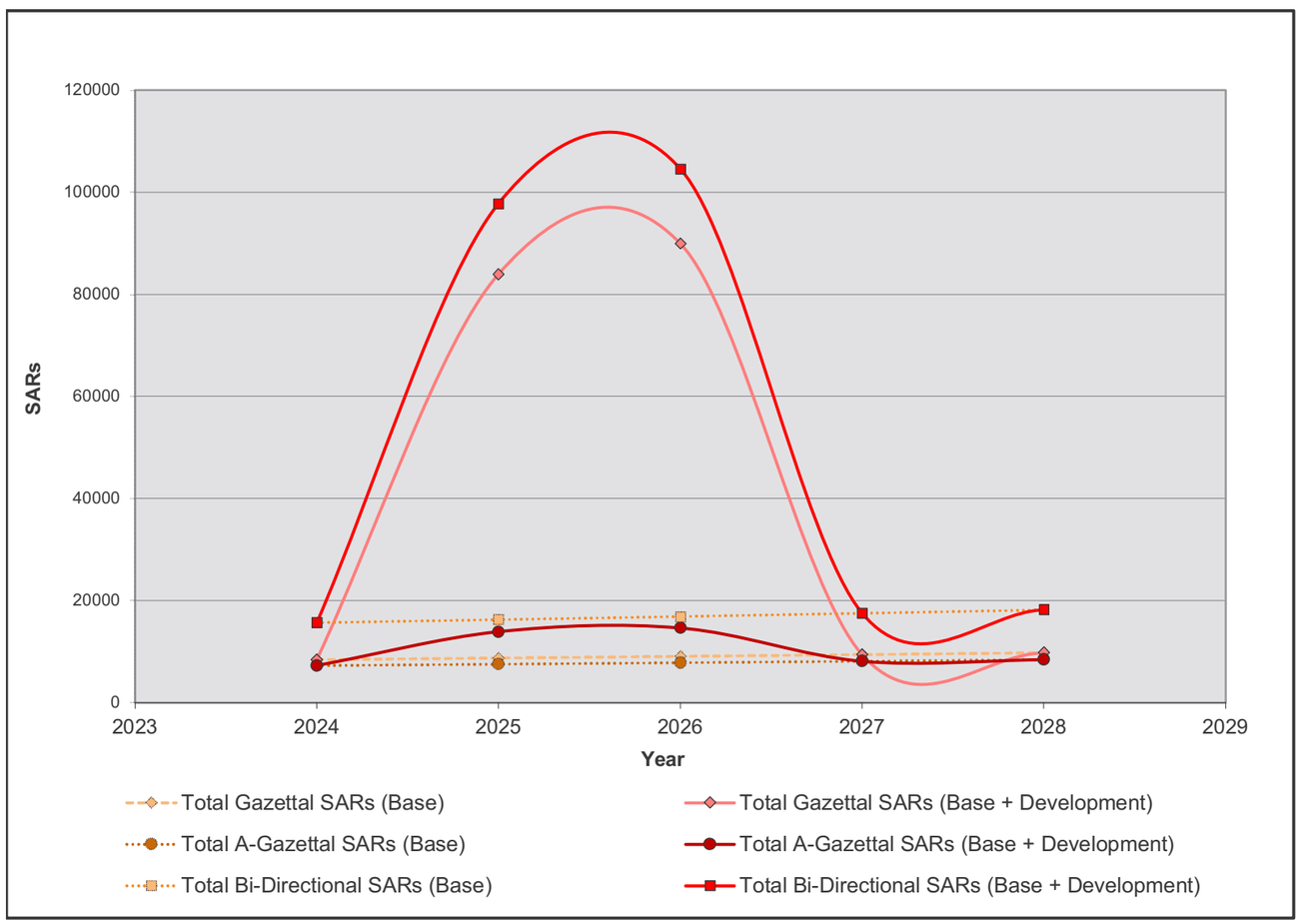
B2G SARs

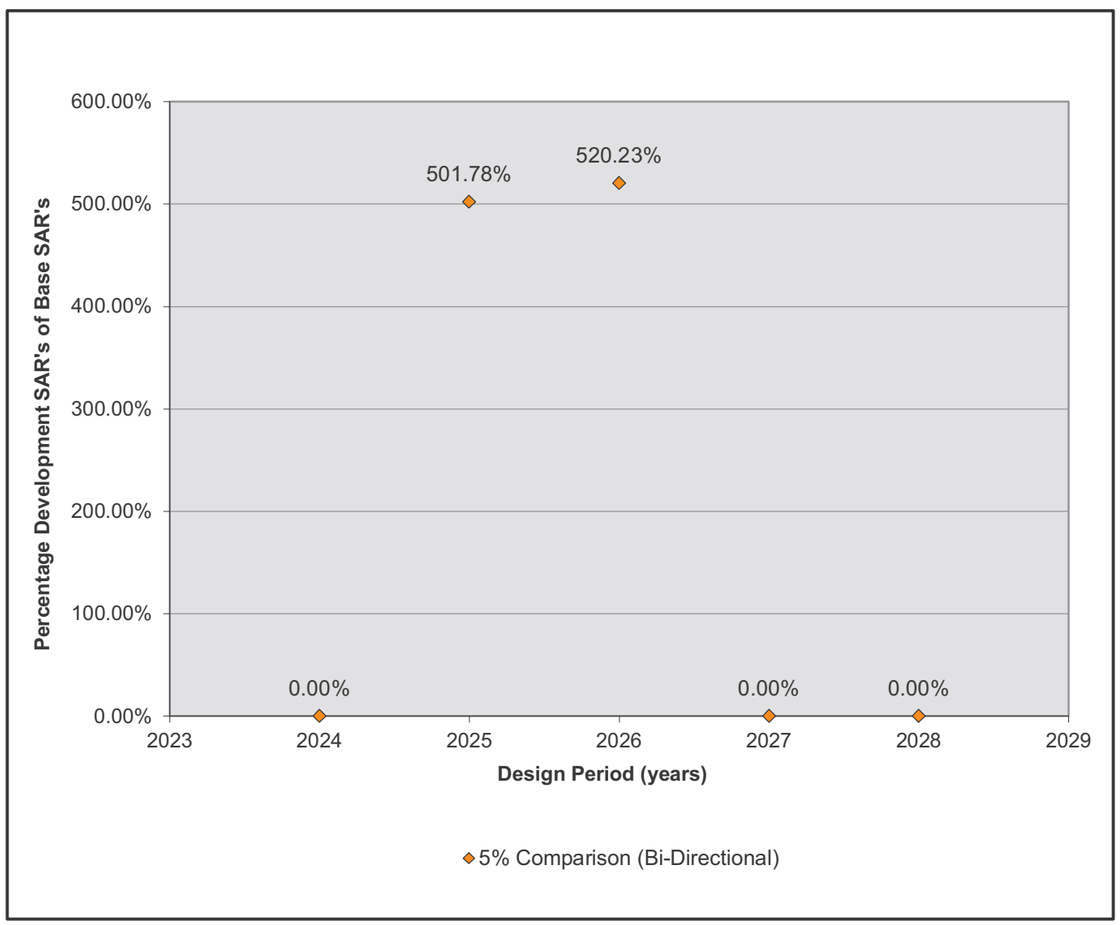
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	8405.033	7245.718	15650.75	0	0	0	8405	7246	15651
2025	8723.509	7520.266	16243.78	75184	6325	81509	83907	13845	97752
2026	9054.052	7805.217	16859.27	80901	6806	87707	89955	14611	104566
2027	9397.12	8100.965	17498.09	0	0	0	9397	8101	17498
2028	9753.187	8407.92	18161.11	0	0	0	9753	8408	18161

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	861.85%	84.11%	501.78%
2026	893.53%	87.20%	520.23%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	E48-X59	G	E48-X59	AG	X59-E48

Road name	Heckendorf Road
Road section	B2G-LDN116.0 to Millmerran-Inglewood Road
Road authority	TRC

B2G Development Volumes

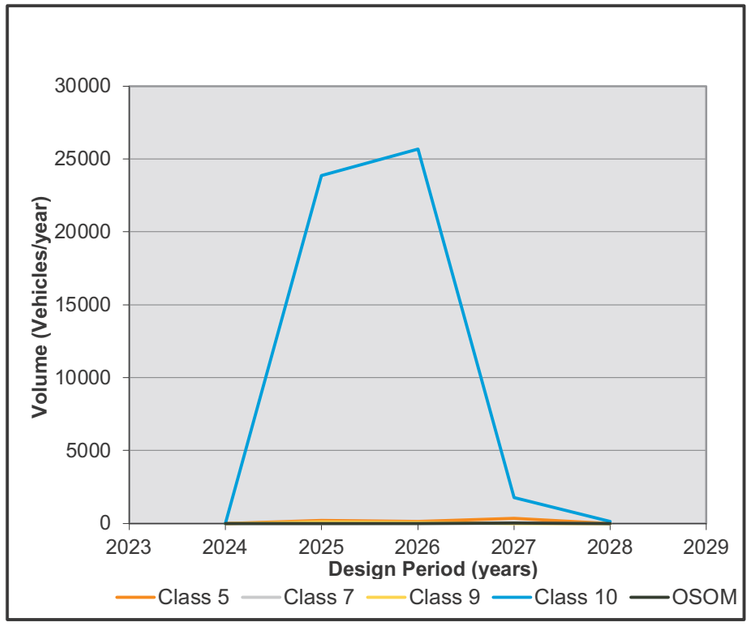
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	108	0	47	11934	0	108	0	47	11934	0	216	0	94	23868	0
2026	69	11	30	12841	0	69	11	30	12841	0	137	22	60	25683	0
2027	170	7	0	888	19	170	7	0	888	19	340	15	0	1776	39
2028	0	0	0	72	0	0	0	0	72	0	0	0	0	144	0

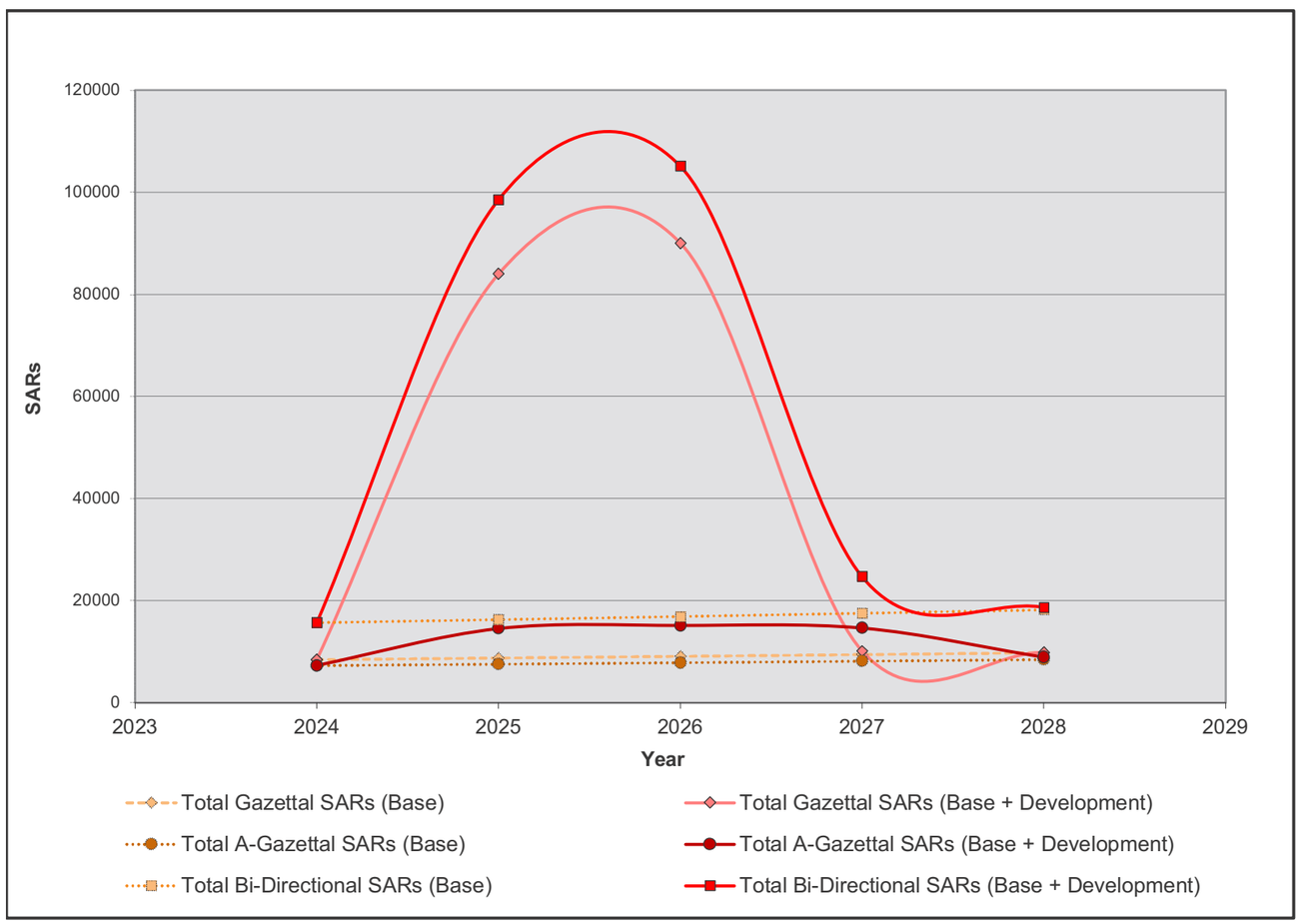
B2G SARs

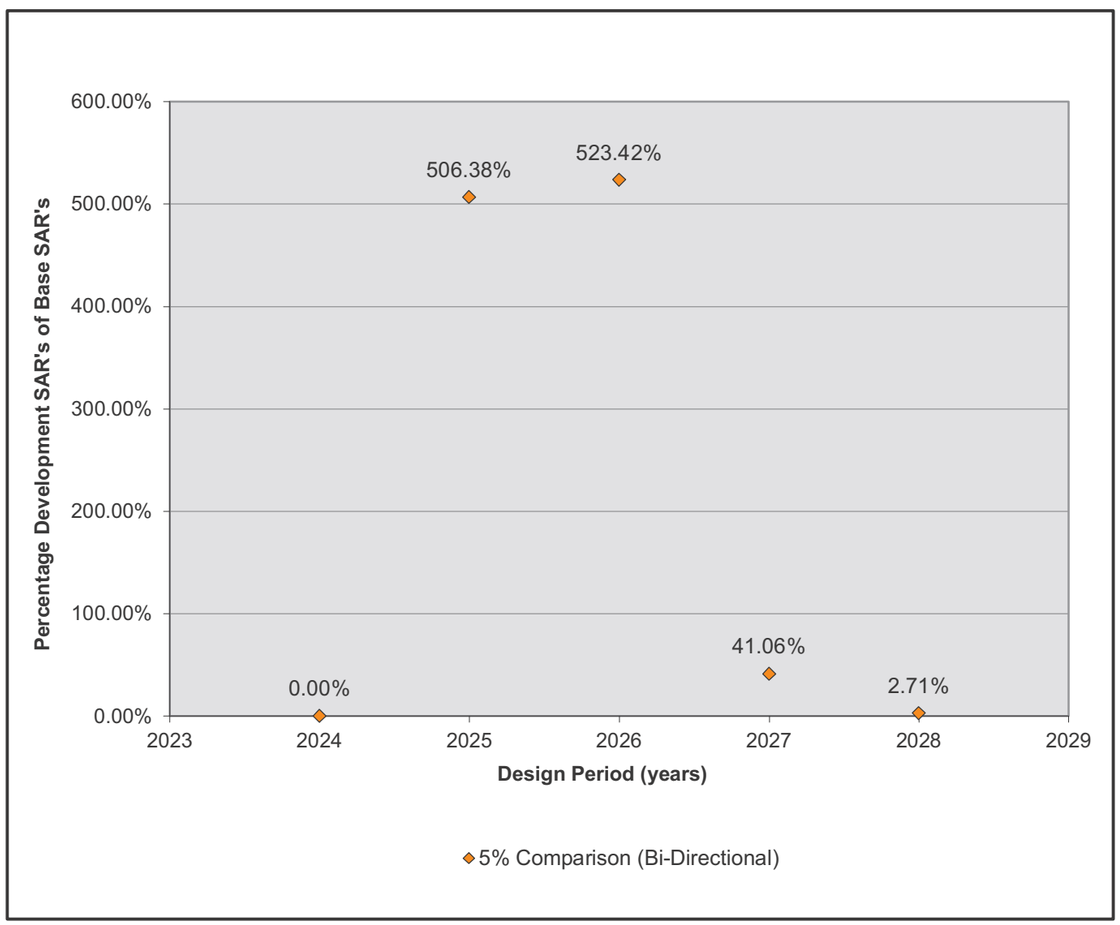
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	8405.033	7245.718	15650.75	0	0	0	8405	7246	15651
2025	8723.509	7520.266	16243.78	75257	6997	82255	83981	14518	98498
2026	9054.052	7805.217	16859.27	80954	7290	88244	90008	15095	105103
2027	9397.12	8100.965	17498.09	679	6506	7185	10076	14606	24683
2028	9753.187	8407.92	18161.11	38	453	491	9791	8861	18652

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	862.69%	93.05%	506.38%
2026	894.12%	93.40%	523.42%
2027	7.23%	80.31%	41.06%
2028	0.39%	5.39%	2.71%







Road ID	X125-E24	G	X125-E24	AG	E24-X125

Road name	Holcim Australia Toowoomba Access
Road section	Drayton Wellcamp Road to Holcim Australia Toowoomba Quarry
Road authority	TRC

B2G Development Volumes

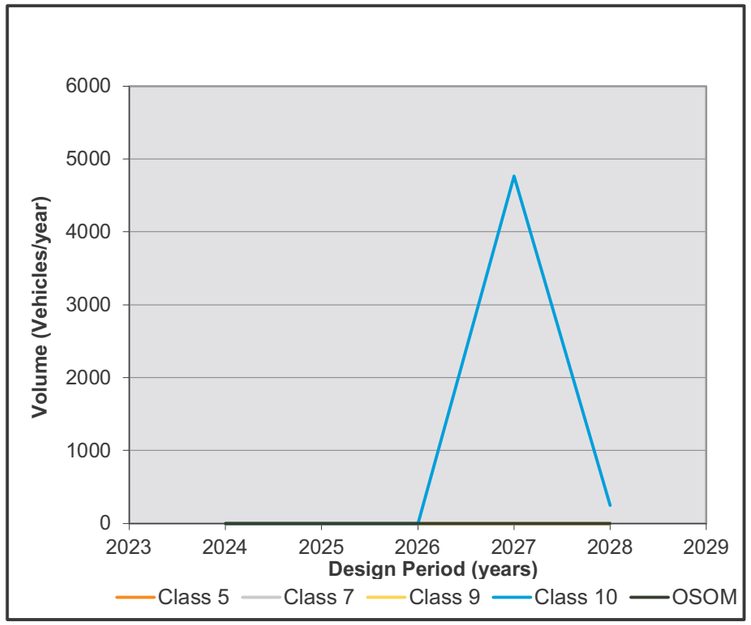
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	2383	0	0	0	0	2383	0	0	0	0	4766	0
2028	0	0	0	124	0	0	0	0	124	0	0	0	0	248	0

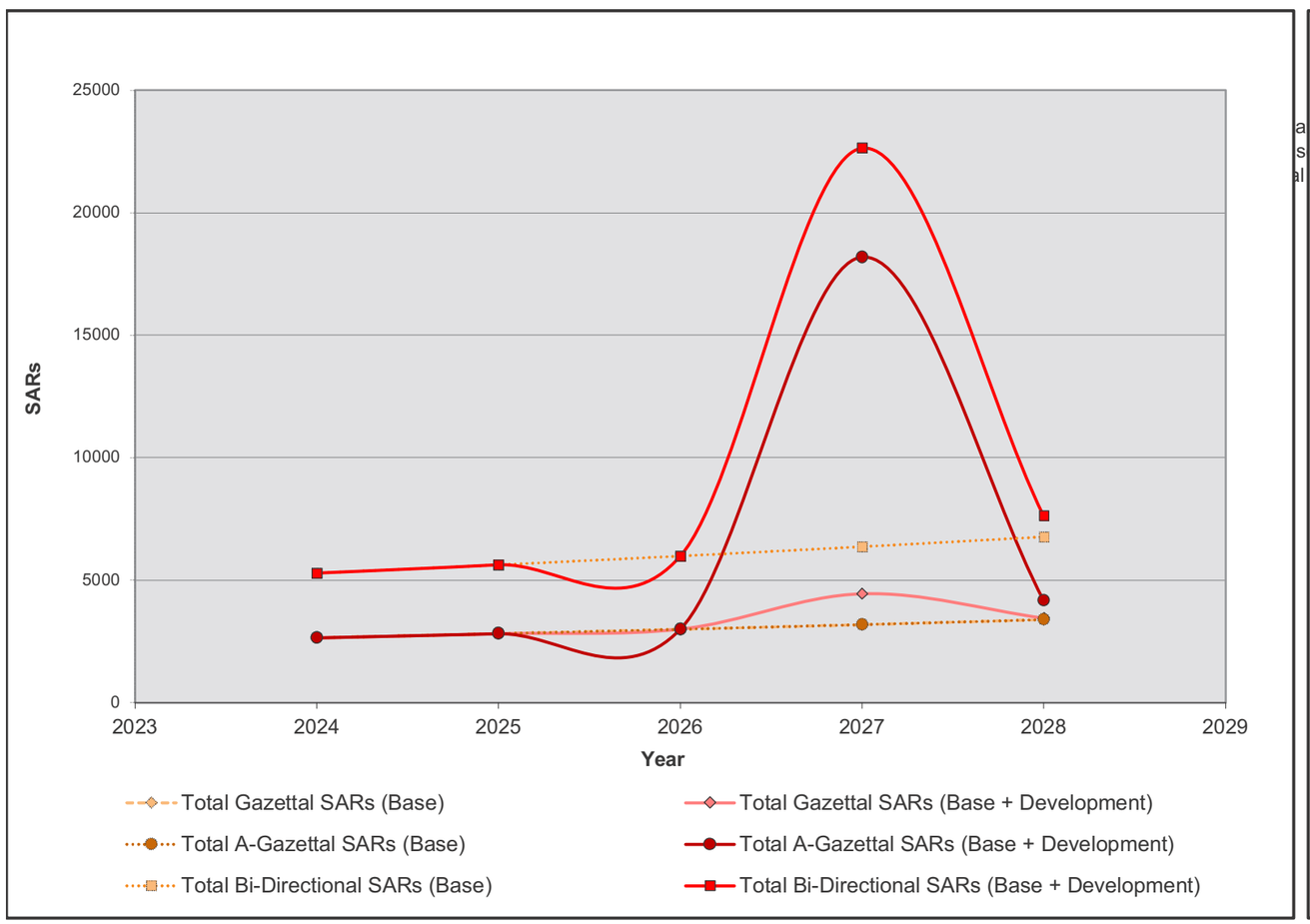
B2G SARs

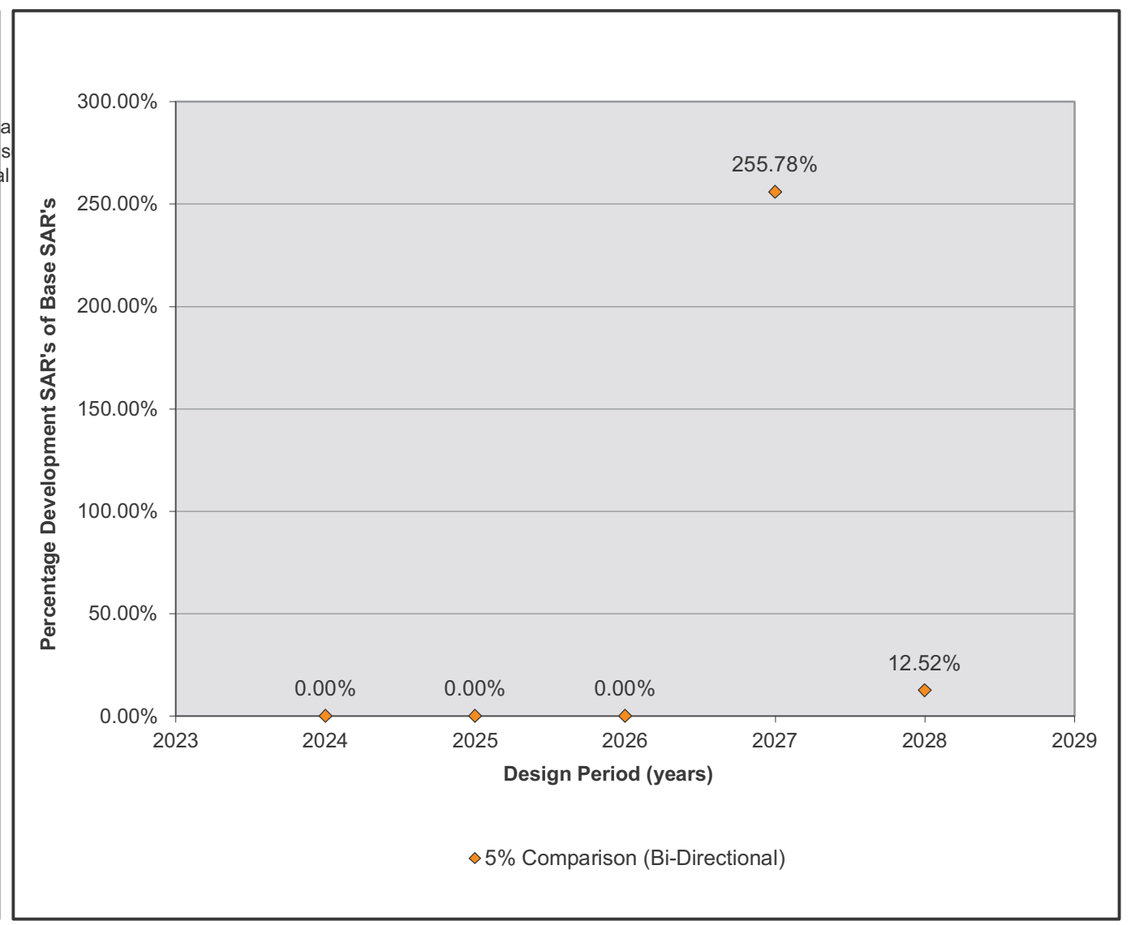
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2643.209	2643.209	5286.417	0	0	0	2643	2643	5286
2025	2811.647	2811.647	5623.293	0	0	0	2812	2812	5623
2026	2990.818	2990.818	5981.637	0	0	0	2991	2991	5982
2027	3181.408	3181.408	6362.816	1263	15012	16275	4444	18193	22638
2028	3384.143	3384.143	6768.285	66	781	847	3450	4166	7615

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.00%	0.00%	0.00%
2026	0.00%	0.00%	0.00%
2027	39.70%	471.87%	255.78%
2028	1.94%	23.09%	12.52%







Road ID	X132-E108	G	X132-E108	AG	E108-X132

Road name	Kahler Road
Road section	Murlaggan Road to B2G-LDN165.6
Road authority	TRC

B2G Development Volumes

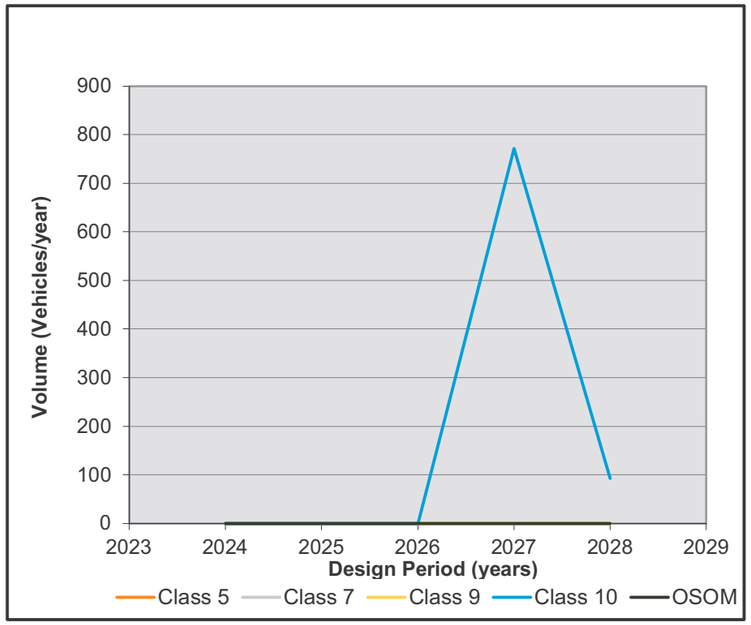
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	386	0	0	0	0	386	0	0	0	0	772	0
2028	0	0	0	46	0	0	0	0	46	0	0	0	0	92	0

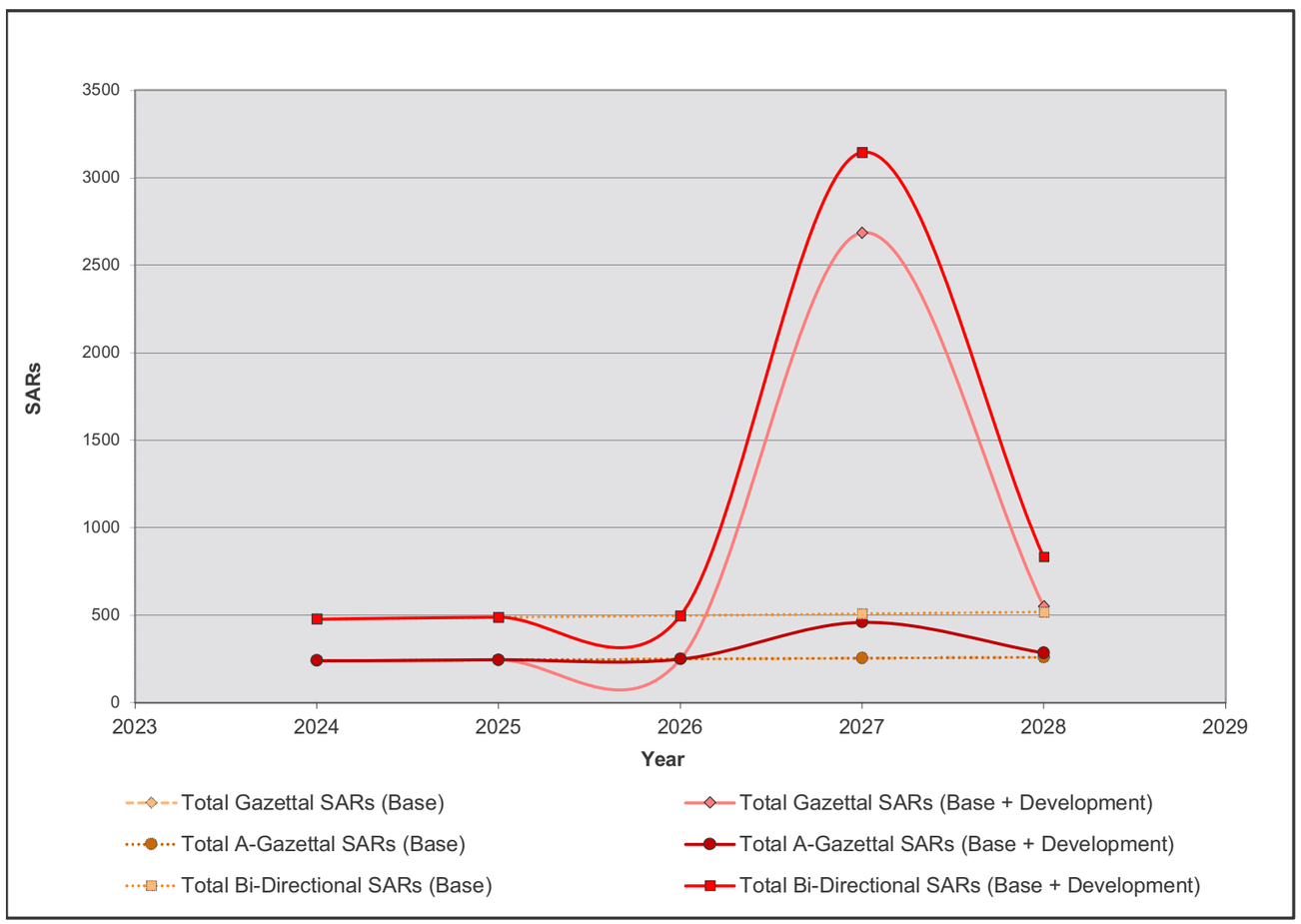
B2G SARs

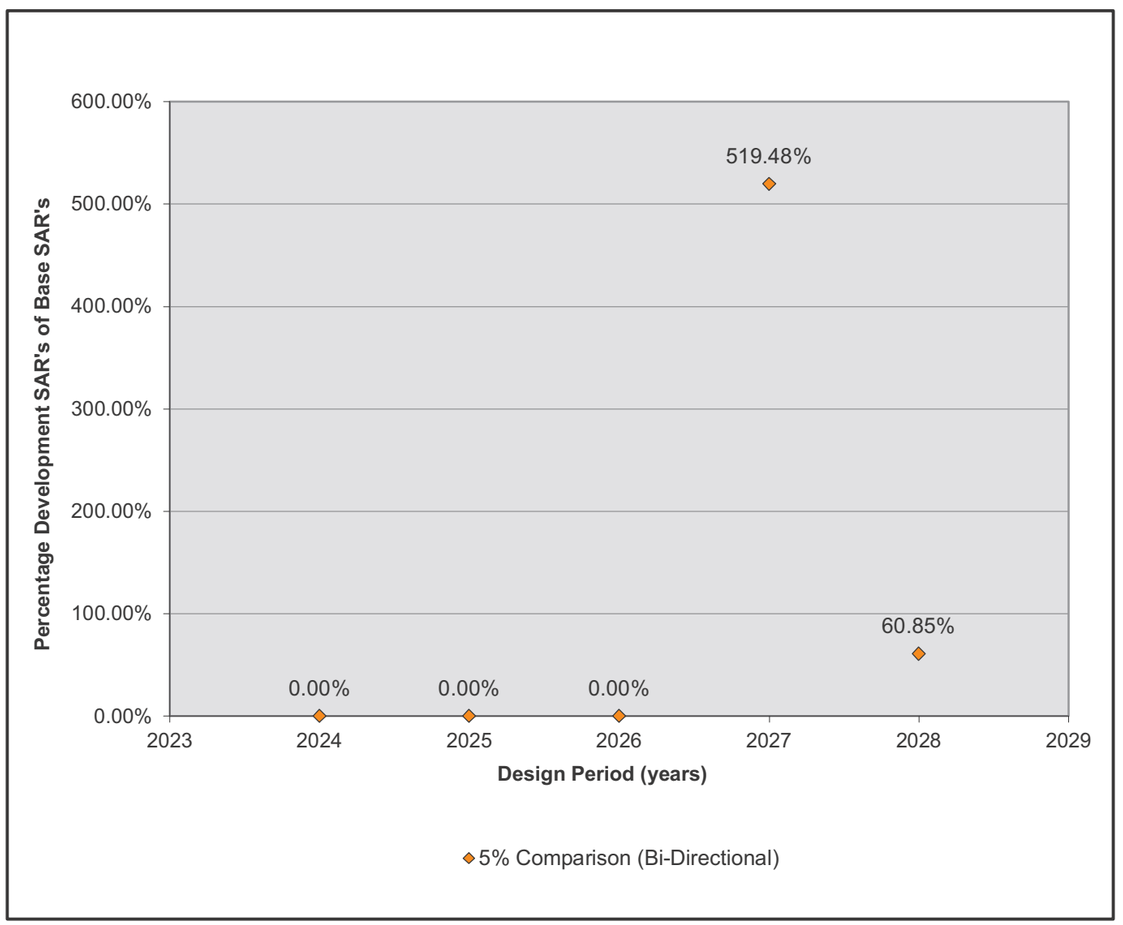
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	238.7769	238.7769	477.5537	0	0	0	239	239	478
2025	243.6693	243.6693	487.3386	0	0	0	244	244	487
2026	248.6619	248.6619	497.3239	0	0	0	249	249	497
2027	253.7569	253.7569	507.5138	2432	205	2636	2686	458	3144
2028	258.9563	258.9563	517.9125	291	24	315	550	283	833

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.00%	0.00%	0.00%
2026	0.00%	0.00%	0.00%
2027	958.34%	80.62%	519.48%
2028	112.26%	9.44%	60.85%







Road ID	X87-X86	G	X87-X86	AG	X86-X87

Road name	Kingsthorpe Haden Overpass
Road section	Warrego Highway Off-ramp to Kingsthorpe Haden Road
Road authority	TRC

B2G Development Volumes

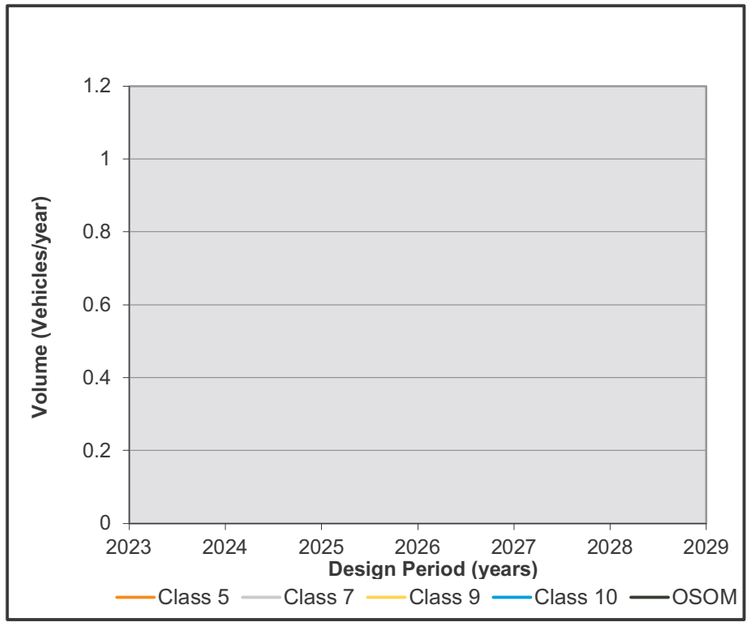
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	163	37	11455	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2025	28	524	209	51545	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2026	265	1724	74	500	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2027	484	362	74	0	39	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
2028	0	1	19	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

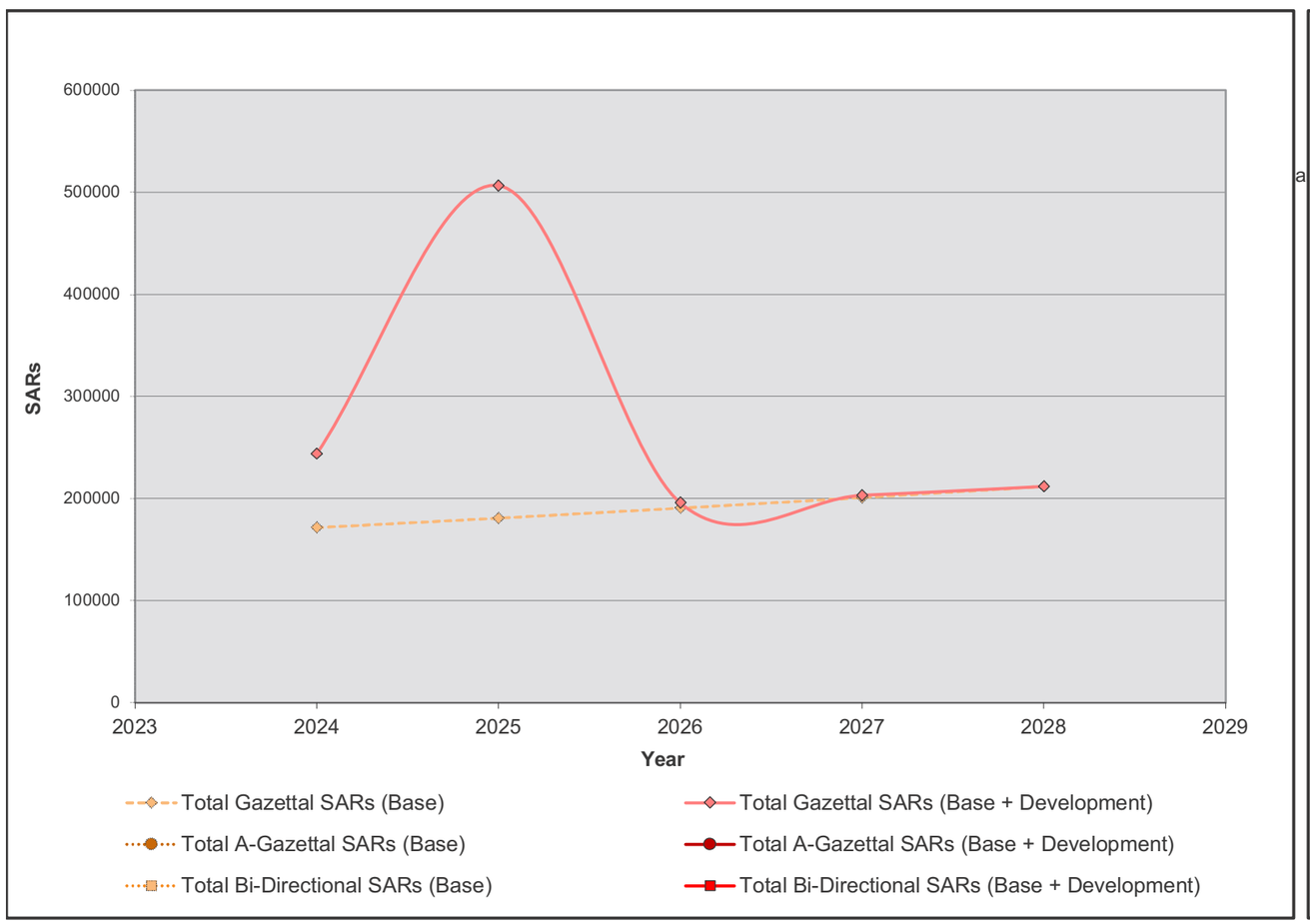
B2G SARs

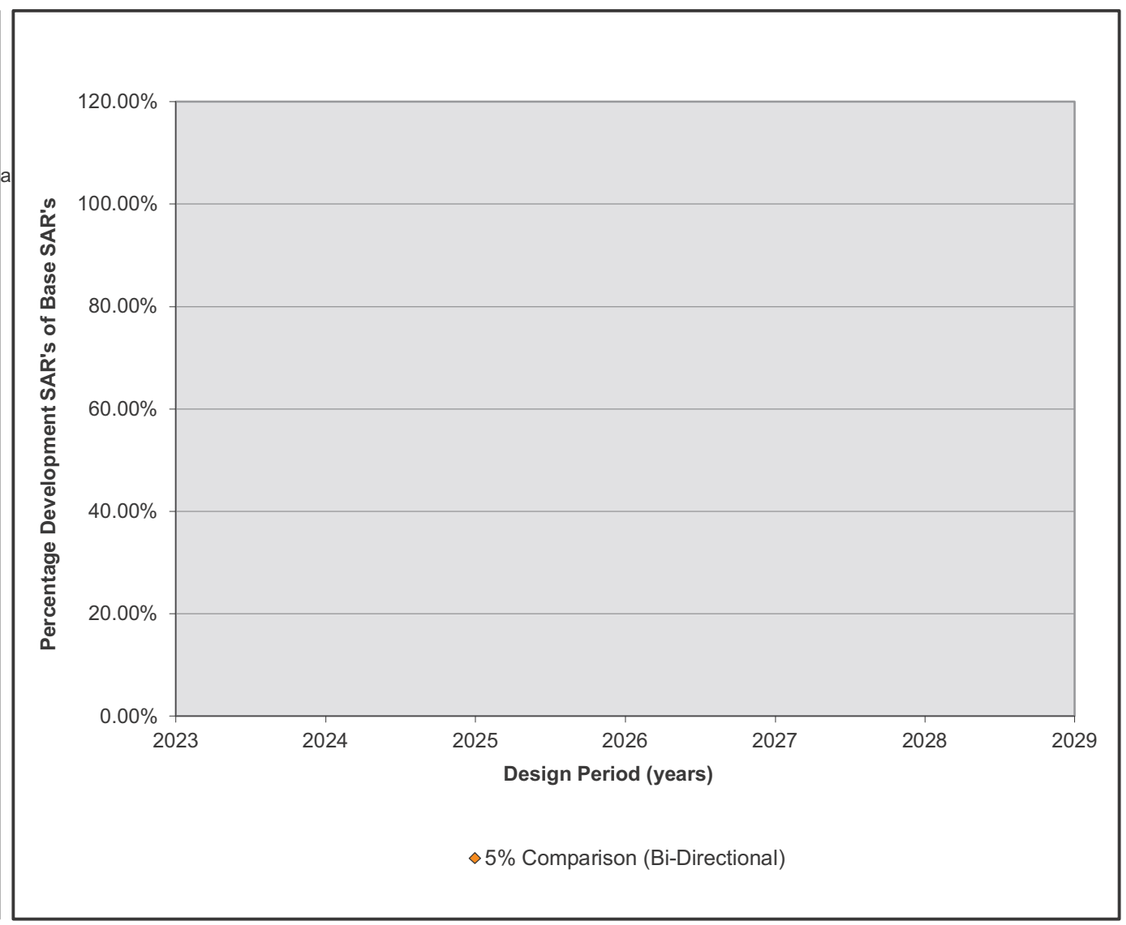
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	171402.1	#N/A	#N/A	72274	#N/A	#N/A	243676	#N/A	#N/A
2025	180703.9	#N/A	#N/A	325846	#N/A	#N/A	506550	#N/A	#N/A
2026	190510.4	#N/A	#N/A	5049	#N/A	#N/A	195559	#N/A	#N/A
2027	200849.2	#N/A	#N/A	2075	#N/A	#N/A	202924	#N/A	#N/A
2028	211749.1	#N/A	#N/A	10	#N/A	#N/A	211759	#N/A	#N/A

5% Comparison

	AG	AG	B
2024	42.17%	#N/A	#N/A
2025	180.32%	#N/A	#N/A
2026	2.65%	#N/A	#N/A
2027	1.03%	#N/A	#N/A
2028	0.00%	#N/A	#N/A







Road ID	X86-M13	G	0	AG	X86-M13

Road name	Kingsthorpe Haden Road
Road section	Kingsthorpe Haden Overpass to Warrego Highway
Road authority	TRC

B2G Development Volumes

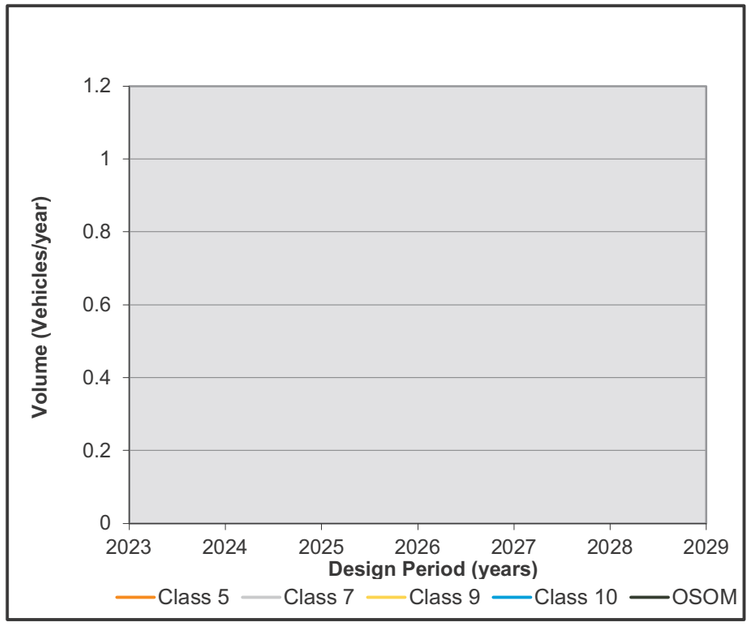
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	#N/A	#N/A	#N/A	#N/A	#N/A	0	163	37	11455	0	#N/A	#N/A	#N/A	#N/A	#N/A
2025	#N/A	#N/A	#N/A	#N/A	#N/A	28	524	209	51545	0	#N/A	#N/A	#N/A	#N/A	#N/A
2026	#N/A	#N/A	#N/A	#N/A	#N/A	265	1724	74	500	0	#N/A	#N/A	#N/A	#N/A	#N/A
2027	#N/A	#N/A	#N/A	#N/A	#N/A	484	362	74	0	39	#N/A	#N/A	#N/A	#N/A	#N/A
2028	#N/A	#N/A	#N/A	#N/A	#N/A	0	1	19	0	0	#N/A	#N/A	#N/A	#N/A	#N/A

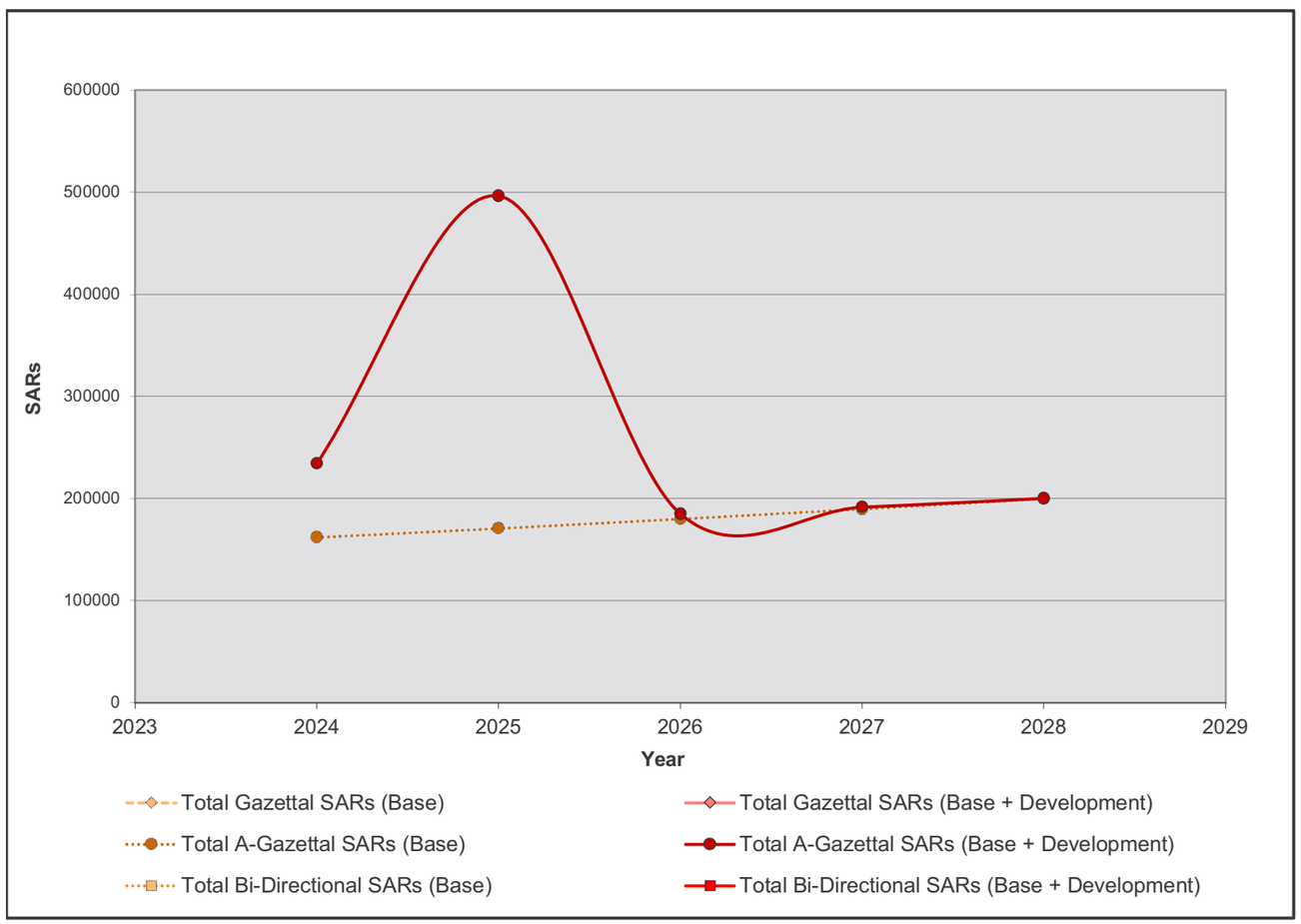
B2G SARs

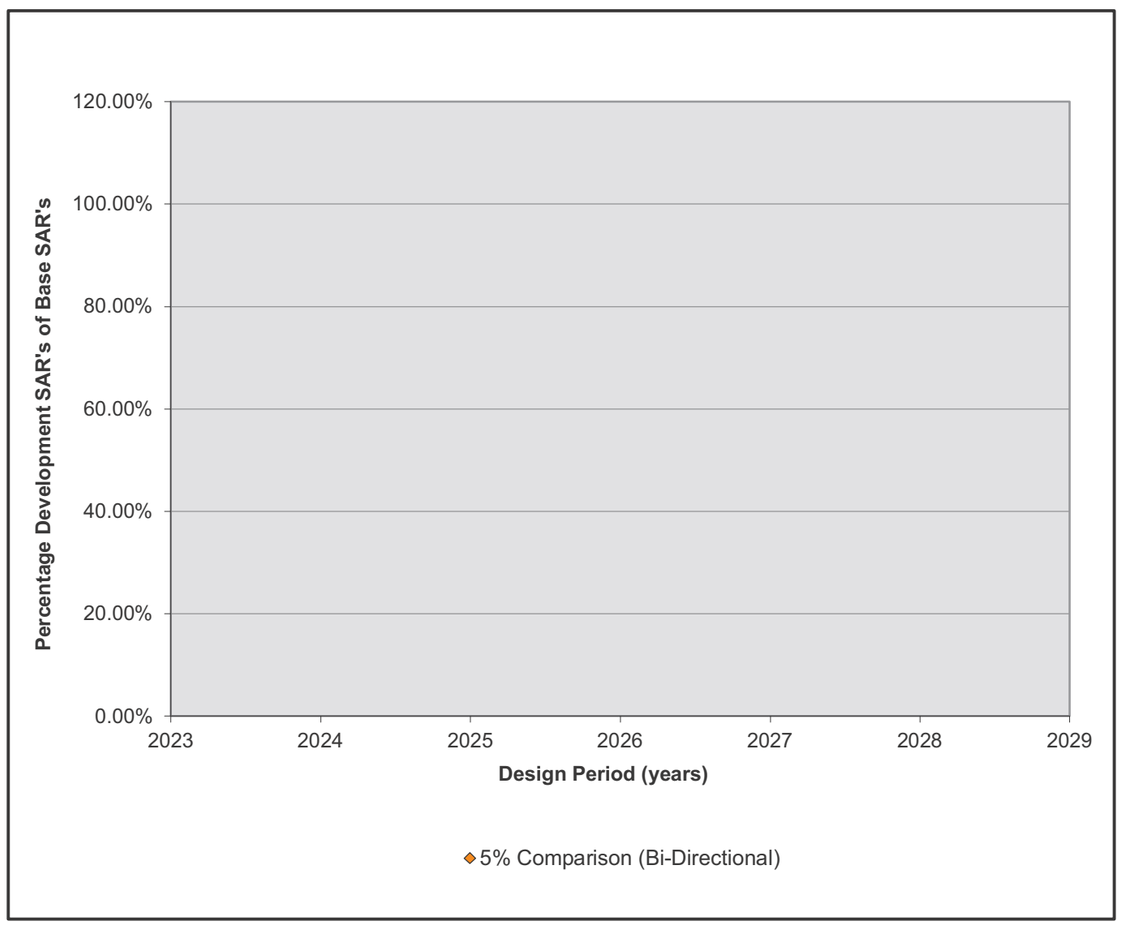
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	#N/A	161757.2	#N/A	#N/A	72274	#N/A	#N/A	234031	#N/A
2025	#N/A	170535.6	#N/A	#N/A	325846	#N/A	#N/A	496382	#N/A
2026	#N/A	179790.4	#N/A	#N/A	5049	#N/A	#N/A	184839	#N/A
2027	#N/A	189547.4	#N/A	#N/A	2075	#N/A	#N/A	191622	#N/A
2028	#N/A	199833.9	#N/A	#N/A	10	#N/A	#N/A	199844	#N/A

5% Comparison

	AG	AG	B
2024	#N/A	44.68%	#N/A
2025	#N/A	191.07%	#N/A
2026	#N/A	2.81%	#N/A
2027	#N/A	1.09%	#N/A
2028	#N/A	0.00%	#N/A







Road ID	E16-X129	G	E16-X129	AG	X129-E16

Road name	Kooroongarra Road
Road section	Borrow Site #13 (Kooroongarra Road) to Millwood Road
Road authority	TRC

B2G Development Volumes

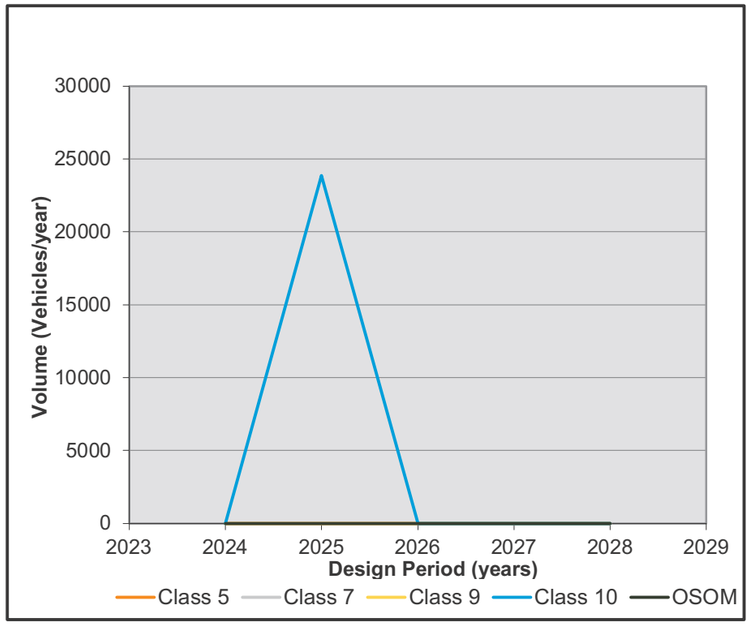
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	11934	0	0	0	0	11934	0	0	0	0	23868	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

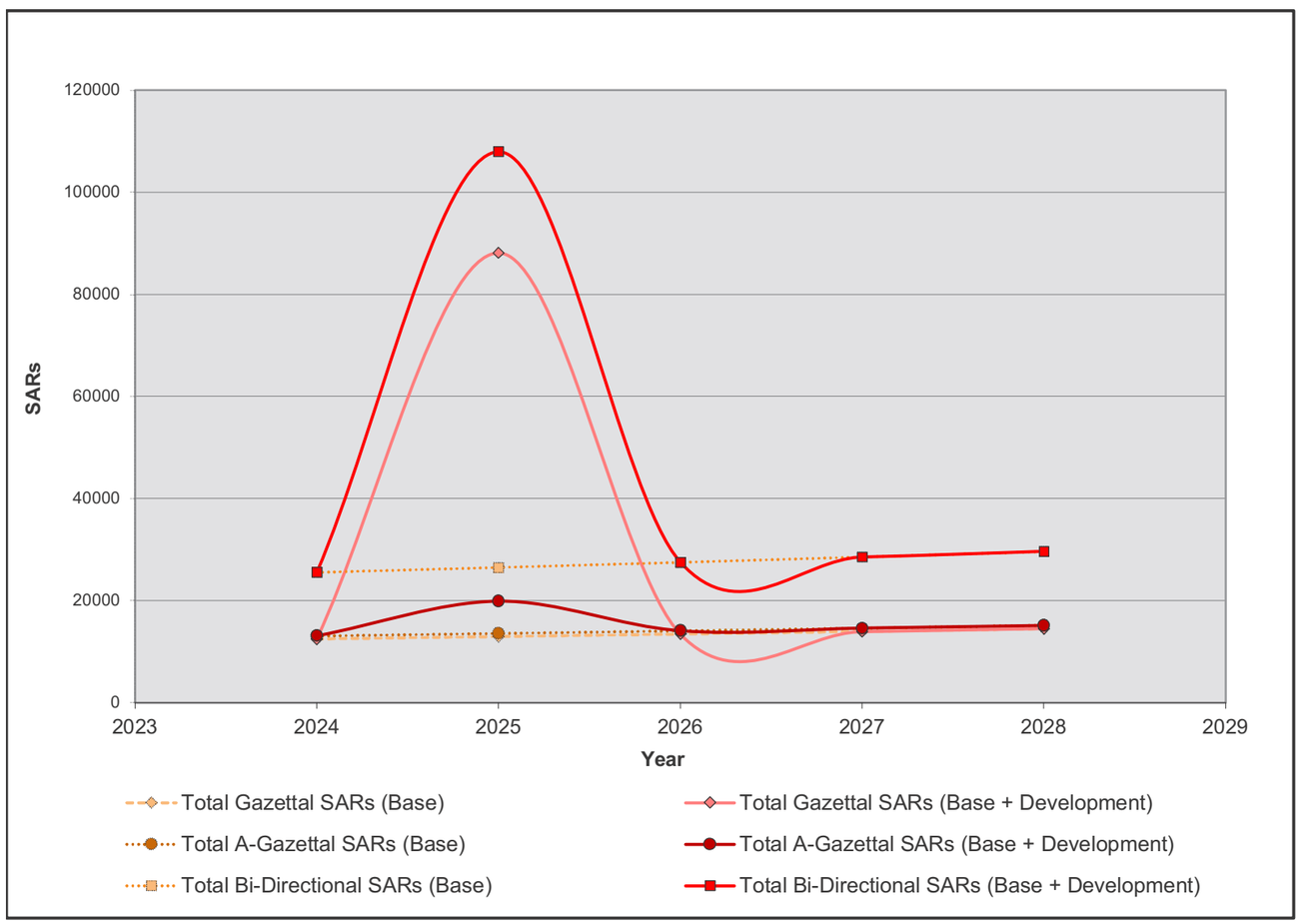
B2G SARs

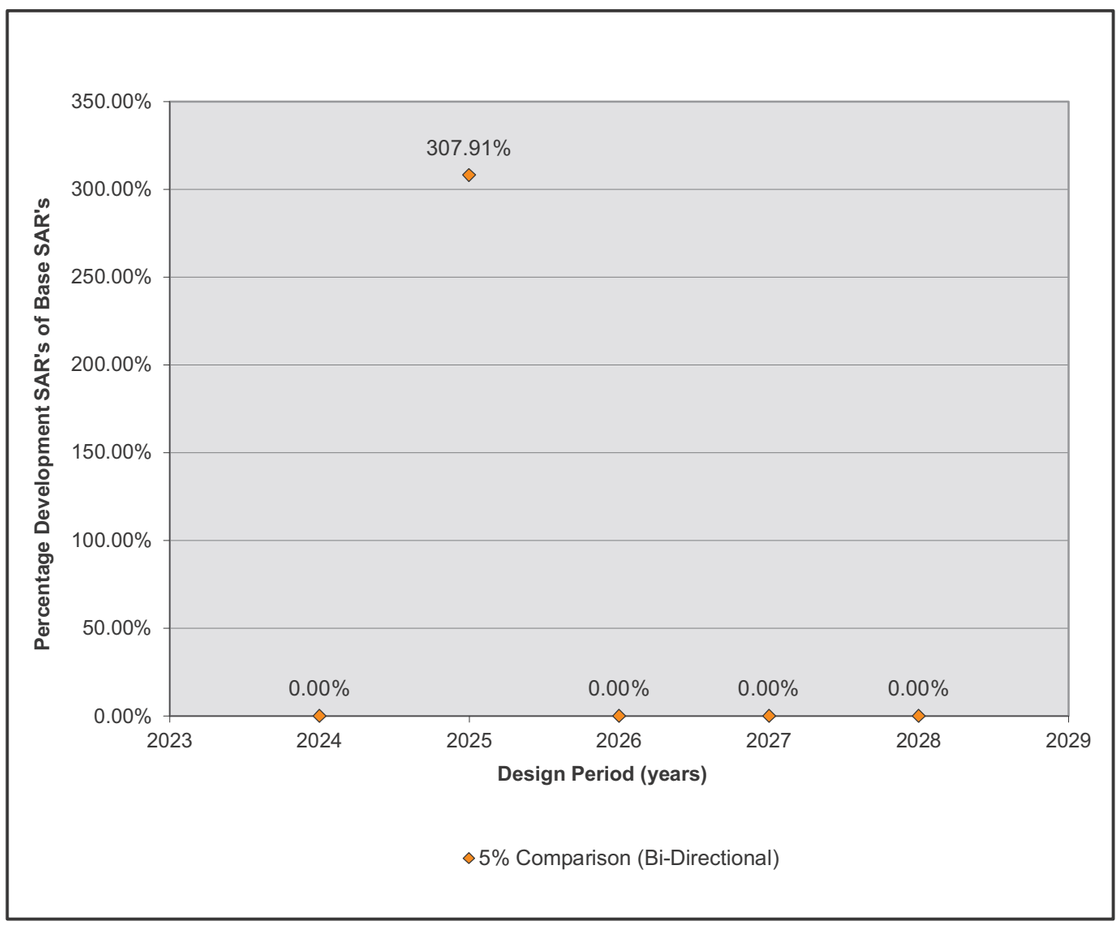
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	12462.64	13042.29	25504.93	0	0	0	12463	13042	25505
2025	12934.86	13536.48	26471.34	75184	6325	81509	88118	19861	107980
2026	13424.97	14049.39	27474.37	0	0	0	13425	14049	27474
2027	13933.66	14581.74	28515.4	0	0	0	13934	14582	28515
2028	14461.62	15134.26	29595.88	0	0	0	14462	15134	29596

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	581.25%	46.73%	307.91%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	X60-E100	G	X60-E100	AG	E100-X60

Road name	Kooroongarra Road
Road section	Millmerran-Inglewood Road to Commodore Mine
Road authority	TRC

B2G Development Volumes

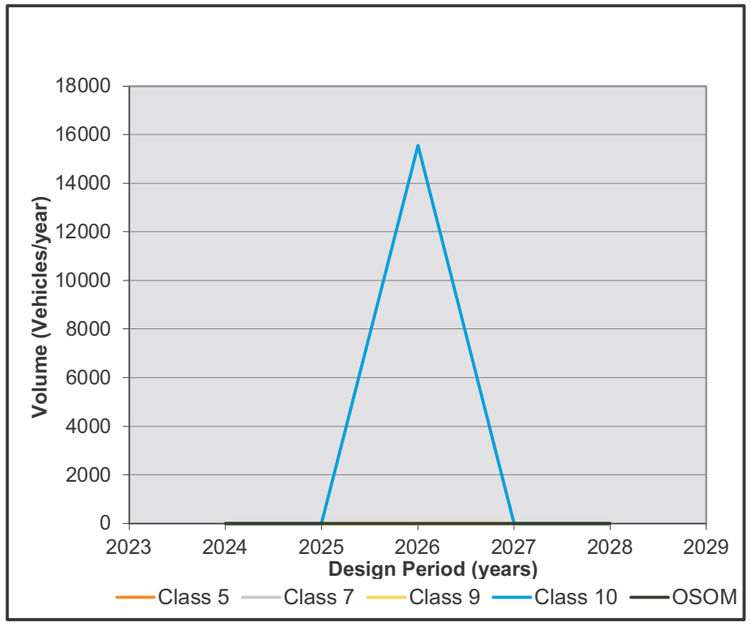
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	0	0	0	7784	0	0	0	0	7784	0	0	0	0	15568	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

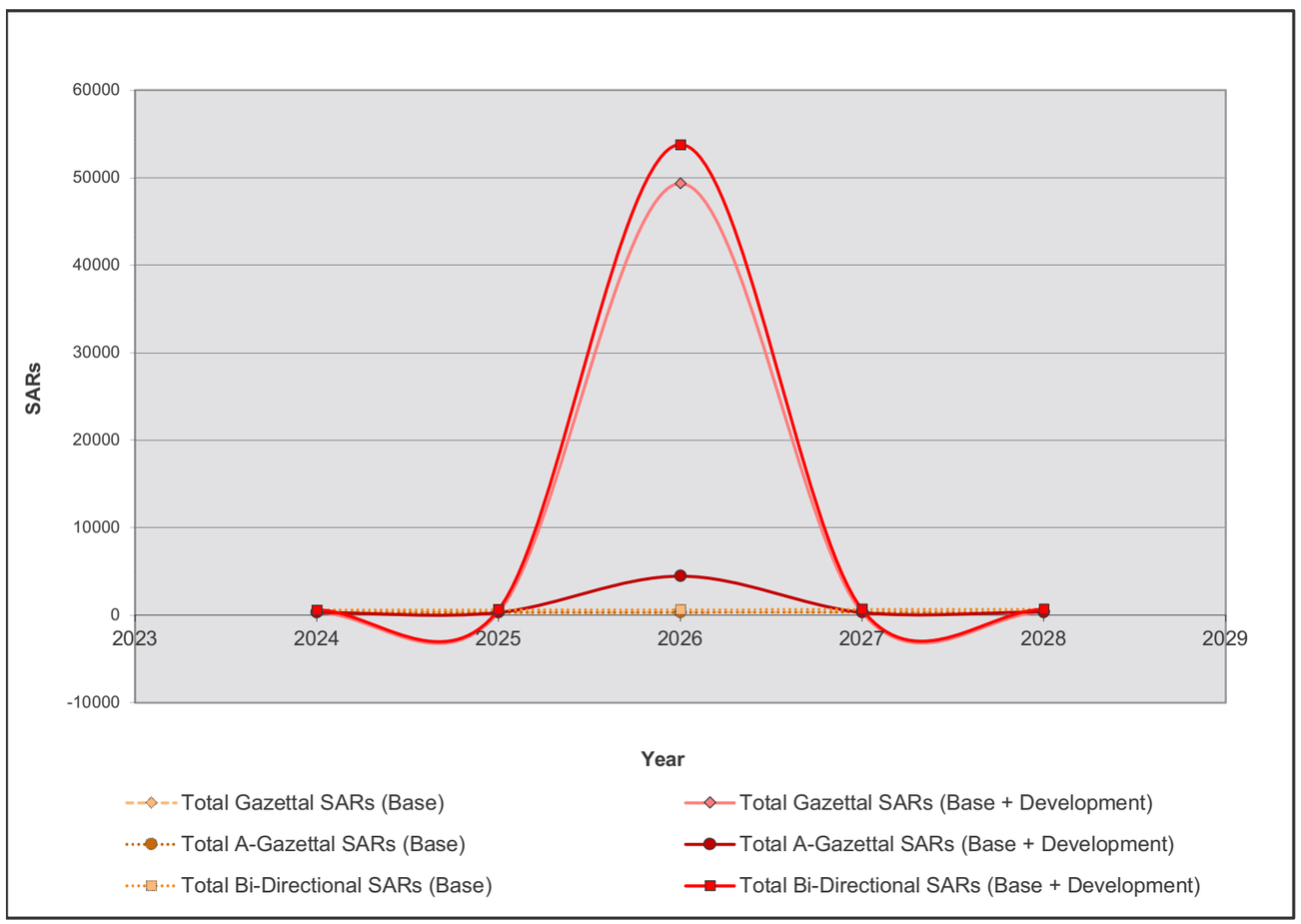
B2G SARs

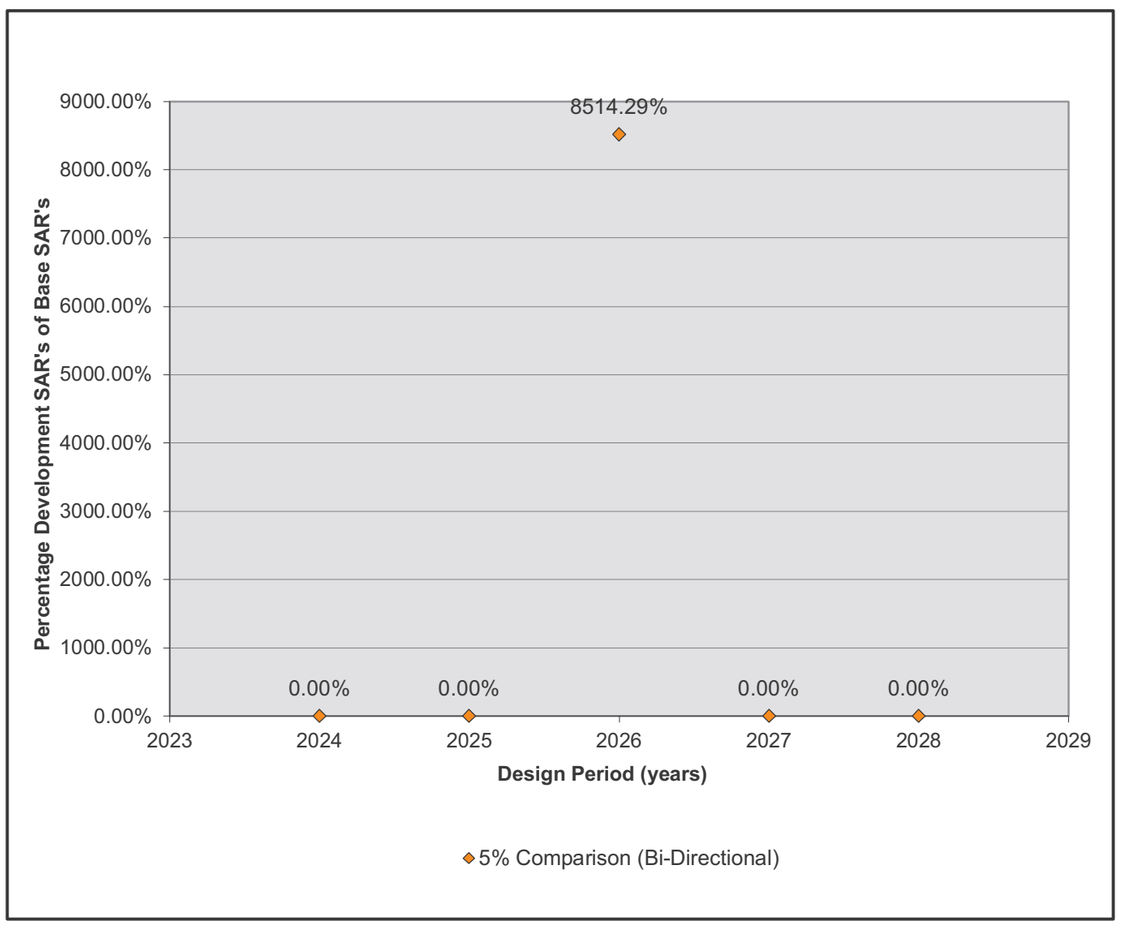
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	289.8287	289.8287	579.6575	0	0	0	290	290	580
2025	300.8107	300.8107	601.6213	0	0	0	301	301	602
2026	312.2087	312.2087	624.4174	49039	4126	53165	49351	4438	53789
2027	324.0386	324.0386	648.0772	0	0	0	324	324	648
2028	336.3168	336.3168	672.6336	0	0	0	336	336	673

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.00%	0.00%	0.00%
2026	15707.19%	1321.40%	8514.29%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	X81-X130	G	X81-X130	AG	X130-X81

Road name	Leesons Road
Road section	Warrego Highway to Steger Road
Road authority	TRC

B2G Development Volumes

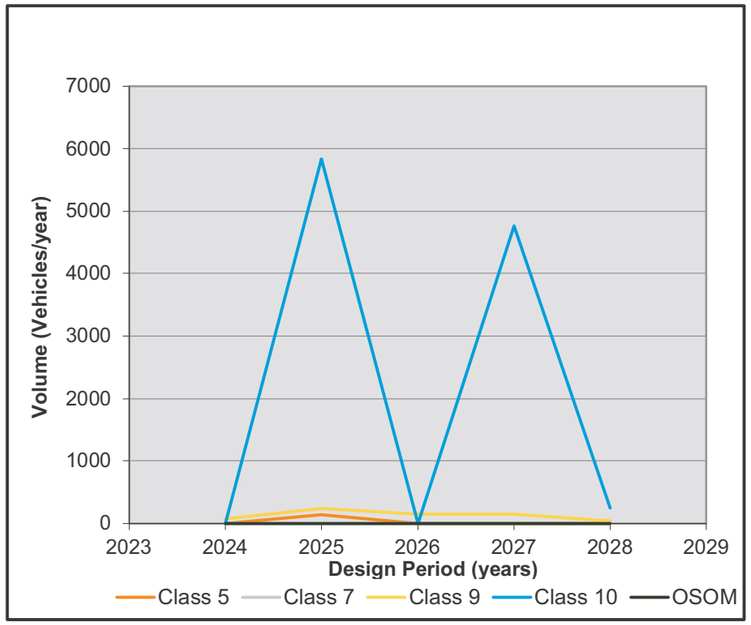
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	37	0	0	0	0	37	0	0	0	0	74	0	0
2025	68	0	121	2917	0	68	0	121	2917	0	137	0	241	5834	0
2026	0	0	74	0	0	0	0	74	0	0	0	0	149	0	0
2027	0	0	74	2383	0	0	0	74	2383	0	0	0	149	4766	0
2028	0	0	19	124	0	0	0	19	124	0	0	0	37	248	0

B2G SARs

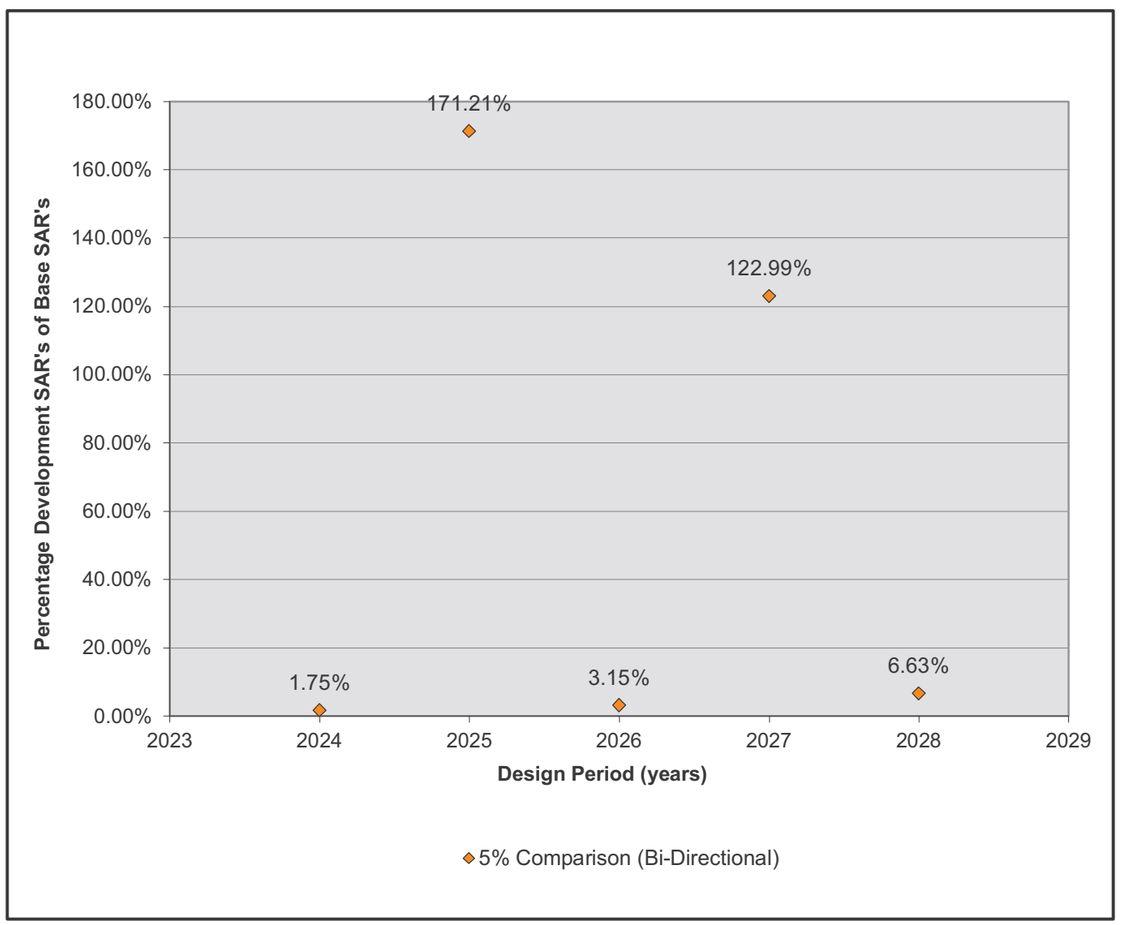
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	6338.018	5235.754	11573.77	183	19	202	6521	5255	11776
2025	6681.975	5519.893	12201.87	19252	1639	20891	25934	7159	33093
2026	7044.599	5819.451	12864.05	367	38	405	7411	5857	13269
2027	7426.901	6135.266	13562.17	15379	1301	16680	22806	7436	30242
2028	7829.951	6468.22	14298.17	873	75	948	8703	6543	15247

5% Comparison

	AG	AG	B
2024	2.89%	0.36%	1.75%
2025	288.11%	29.69%	171.21%
2026	5.21%	0.65%	3.15%
2027	207.07%	21.20%	122.99%
2028	11.15%	1.16%	6.63%







Road ID	X130-E96	G	X130-E96	AG	E96-X130

Road name	Leesons Road
Road section	Steger Road to B2G-LDN206.3
Road authority	TRC

B2G Development Volumes

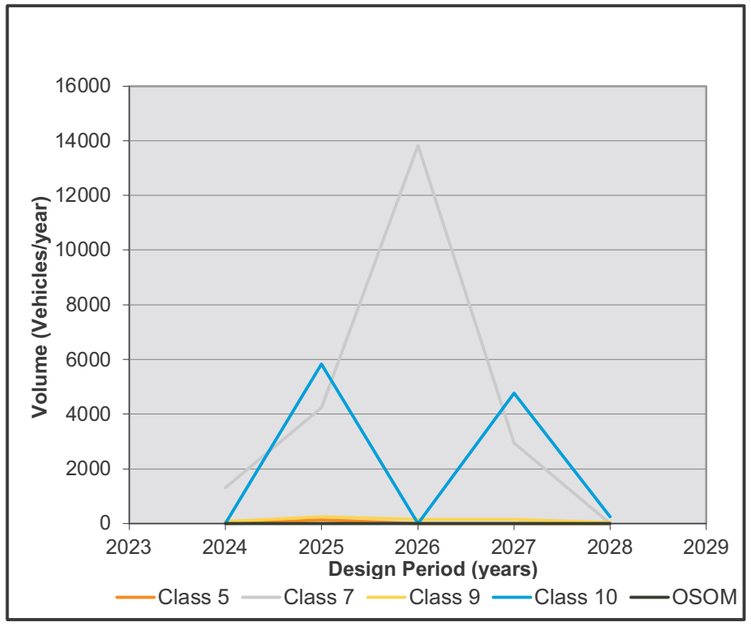
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	661	37	0	0	0	661	37	0	0	0	1322	74	0	0
2025	68	2117	121	2917	0	68	2117	121	2917	0	137	4235	241	5834	0
2026	0	6913	74	0	0	0	6913	74	0	0	0	13826	149	0	0
2027	0	1468	74	2383	0	0	1468	74	2383	0	0	2937	149	4766	0
2028	0	1	19	124	0	0	1	19	124	0	0	2	37	248	0

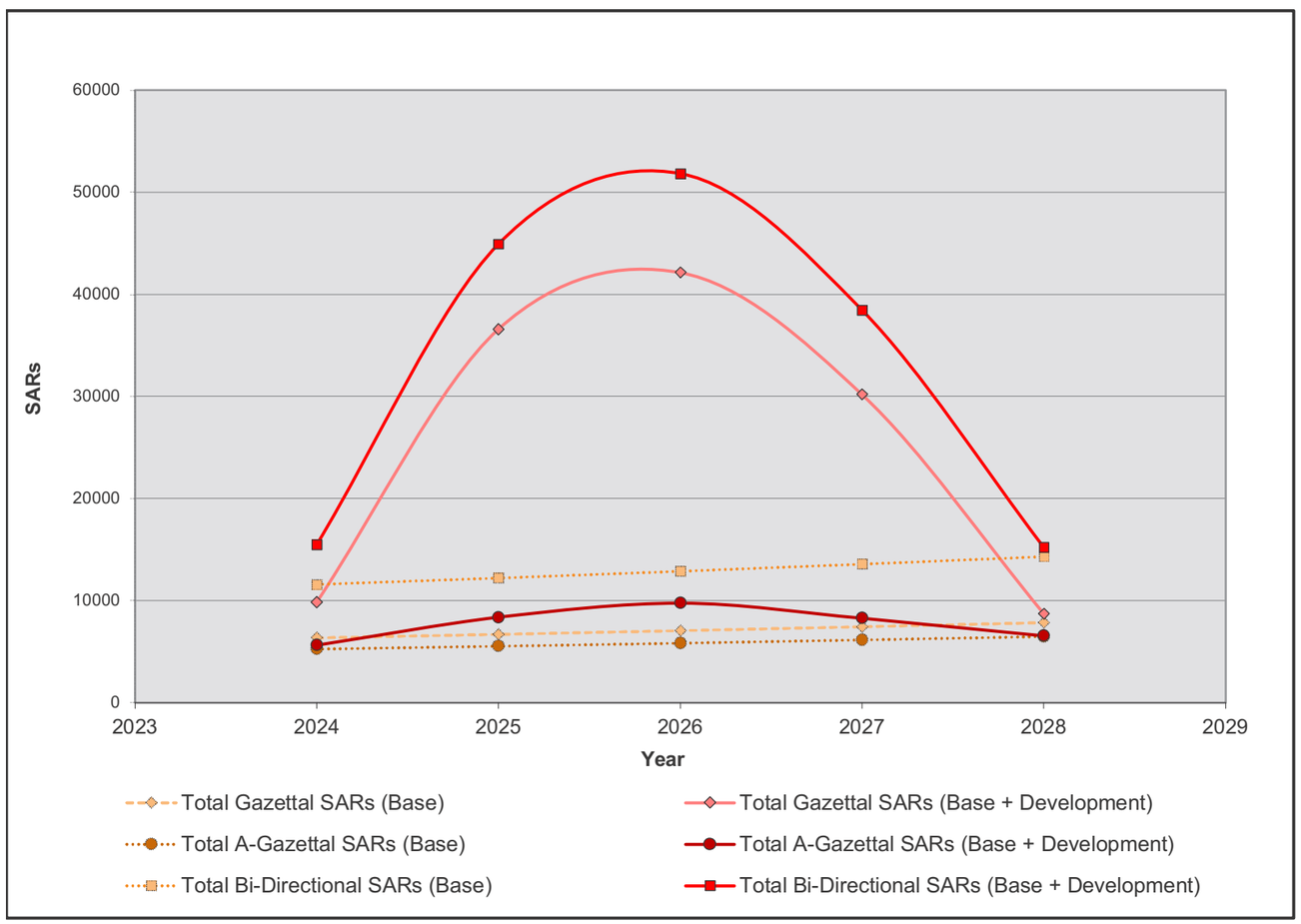
B2G SARs

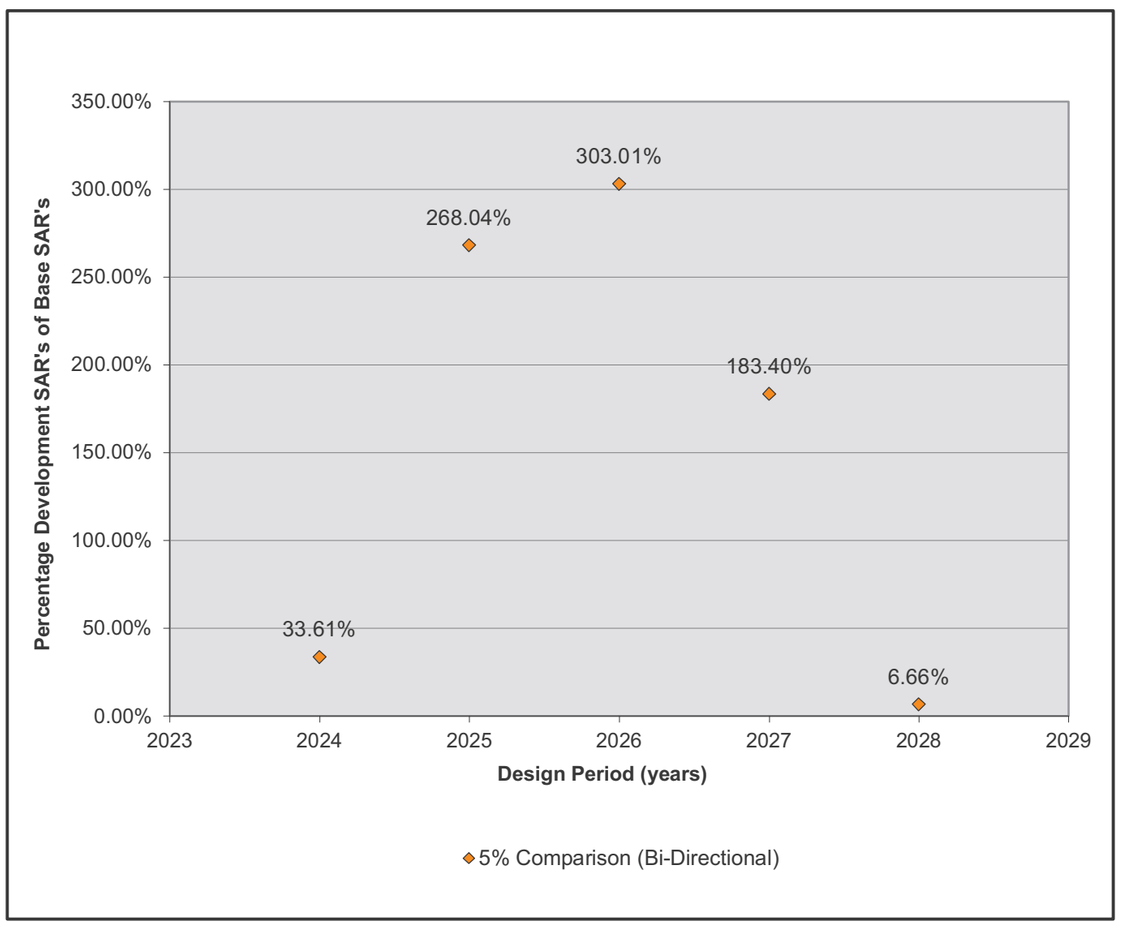
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	6338.018	5235.754	11573.77	3501	389	3890	9839	5625	15464
2025	6681.975	5519.893	12201.87	29881	2825	32706	36563	8345	44908
2026	7044.599	5819.451	12864.05	35070	3909	38980	42115	9729	51844
2027	7426.901	6135.266	13562.17	22750	2123	24874	30177	8258	38436
2028	7829.951	6468.22	14298.17	877	76	953	8707	6544	15251

5% Comparison

	AG	AG	B
2024	55.23%	7.43%	33.61%
2025	447.19%	51.17%	268.04%
2026	497.83%	67.18%	303.01%
2027	306.33%	34.61%	183.40%
2028	11.20%	1.17%	6.66%







Road ID	X35-E62	G	X35-E62	AG	E62-X35

Road name	Linthorpe Road
Road section	Gore Highway to B2G-LDN175.5
Road authority	TRC

B2G Development Volumes

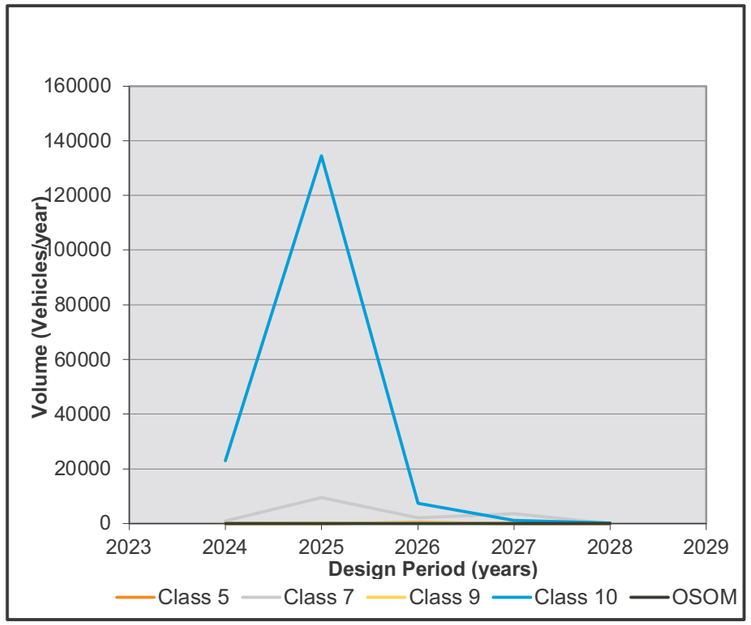
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	416	37	11455	0	0	416	37	11455	0	0	832	74	22909	0
2025	13	4699	91	67225	0	13	4699	91	67225	0	26	9399	182	134450	0
2026	179	999	79	3644	27	179	999	79	3644	27	358	1998	159	7287	53
2027	0	1811	74	519	0	0	1811	74	519	0	0	3622	149	1037	0
2028	0	1	19	49	0	0	1	19	49	0	0	2	37	98	0

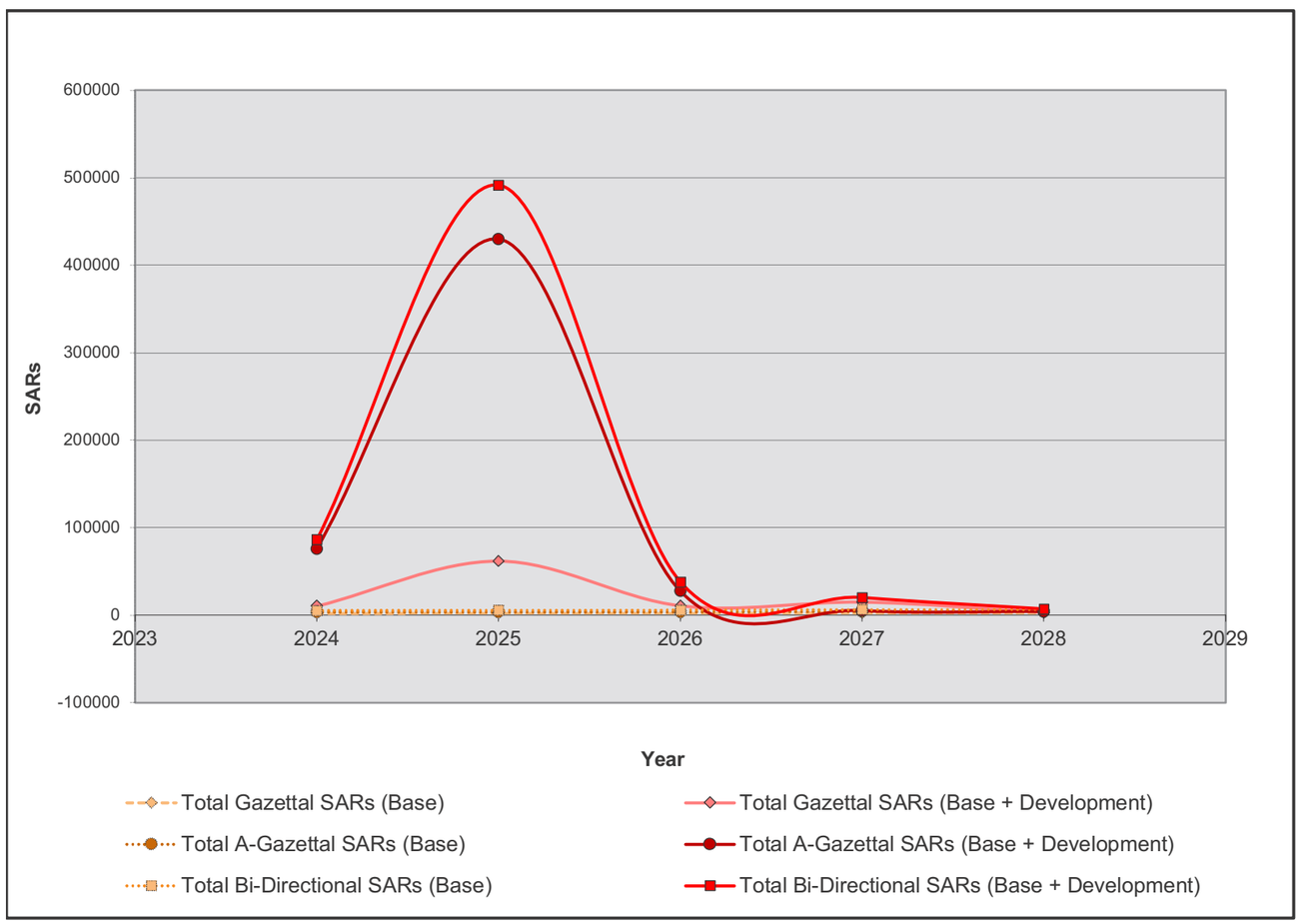
B2G SARs

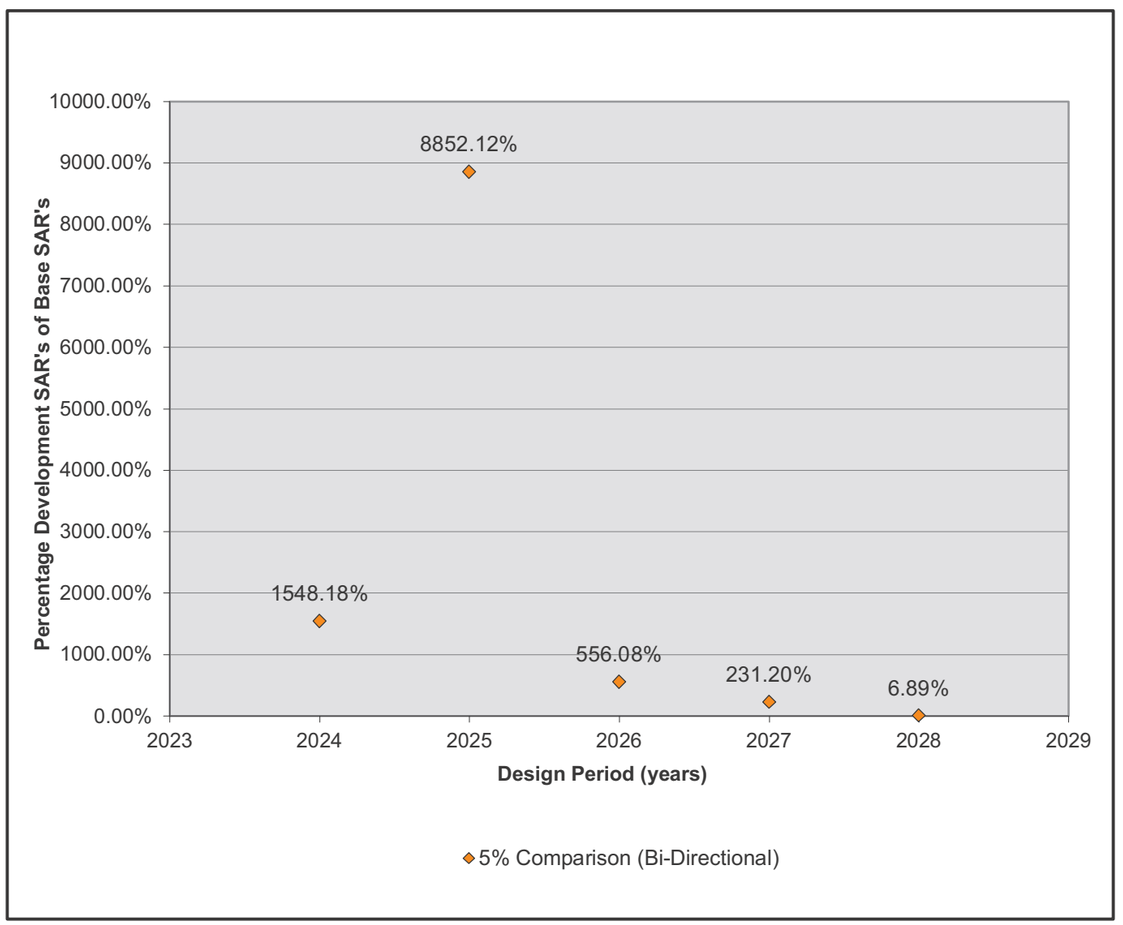
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	1921.835	3294.574	5216.409	8344	72416	80759	10266	75710	85976
2025	2022.384	3466.944	5489.329	59721	426201	485922	61743	429668	491412
2026	2128.194	3648.333	5776.527	8313	23809	32122	10441	27457	37898
2027	2239.54	3839.212	6078.752	12727	1327	14054	14966	5166	20133
2028	2356.712	4040.077	6396.789	405	36	441	2761	4076	6837

5% Comparison

	AG	AG	B
2024	434.15%	2198.03%	1548.18%
2025	2953.00%	12293.28%	8852.12%
2026	390.61%	652.60%	556.08%
2027	568.28%	34.57%	231.20%
2028	17.17%	0.89%	6.89%







Road ID	X145-X32	G	X145-X32	AG	X32-X145

Road name	Linthorpe Valley Road
Road section	Geitz Road to Gore Highway
Road authority	TRC

B2G Development Volumes

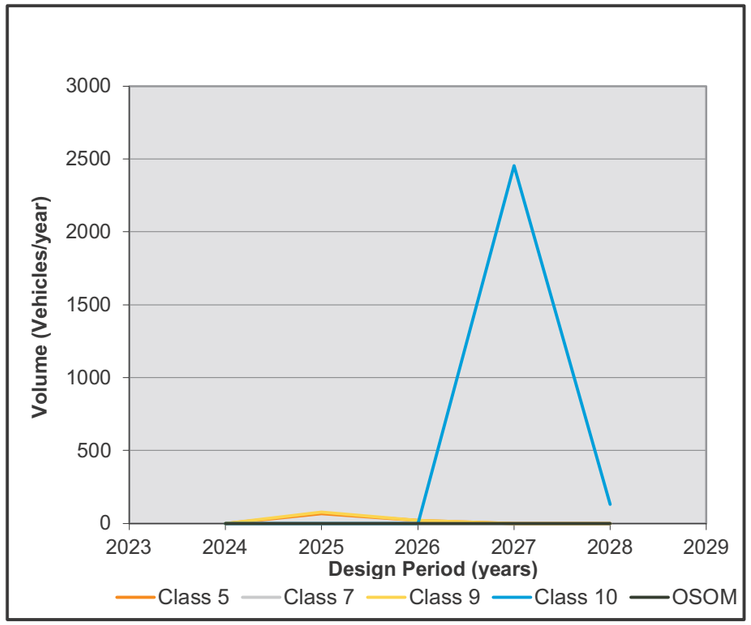
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	34	0	39	0	0	34	0	39	0	0	68	0	77	0	0
2026	10	0	12	0	0	10	0	12	0	0	20	0	23	0	0
2027	0	0	0	1227	0	0	0	0	1227	0	0	0	0	2453	0
2028	0	0	0	66	0	0	0	0	66	0	0	0	0	133	0

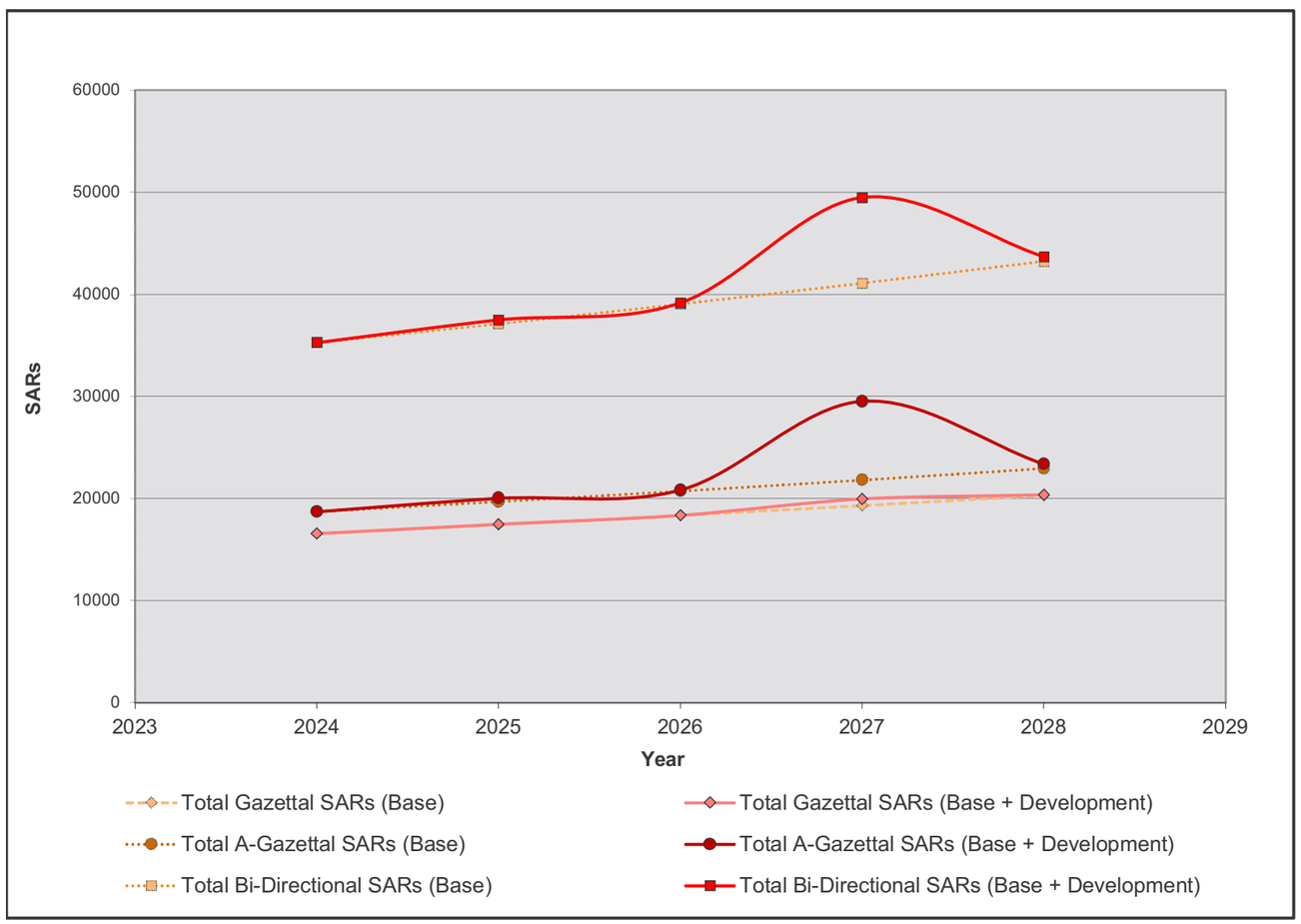
B2G SARs

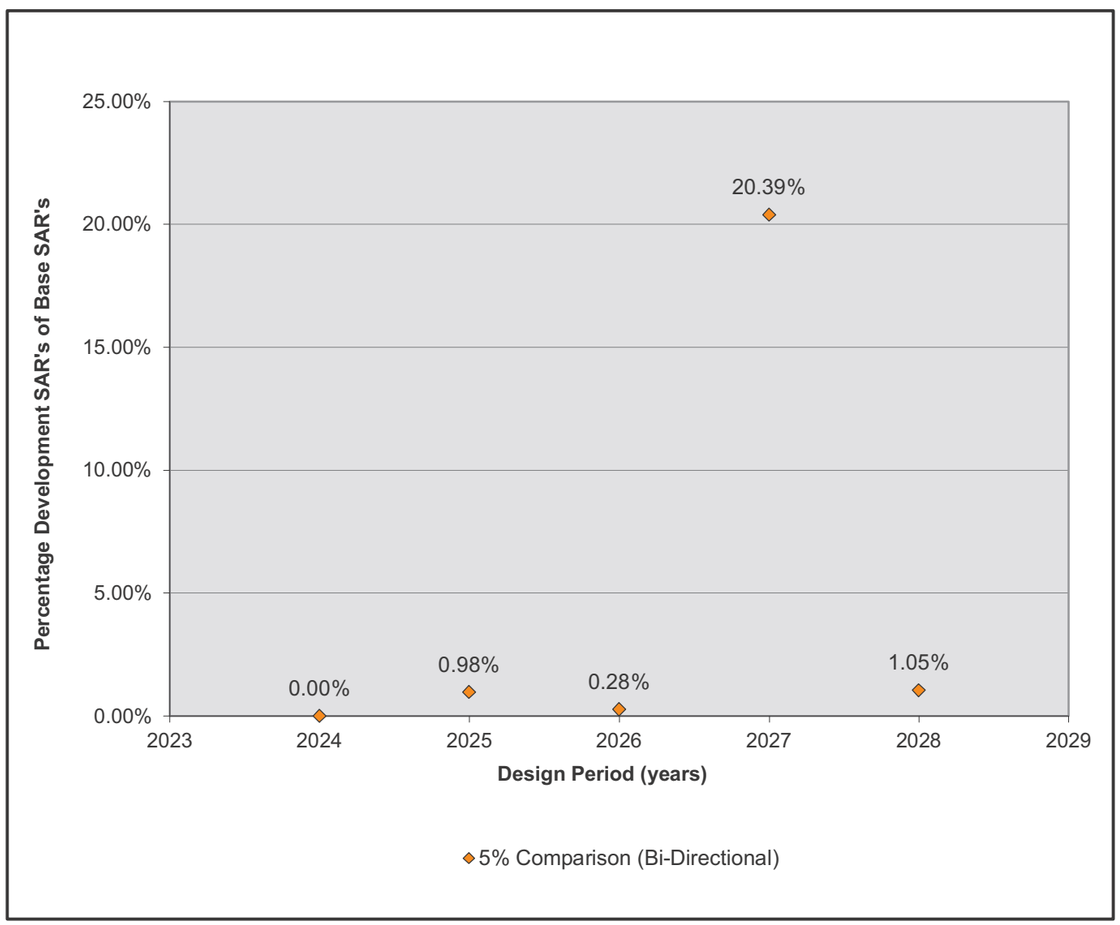
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	16559.41	18704.34	35263.75	0	0	0	16559	18704	35264
2025	17425.79	19682.94	37108.73	35	329	365	17461	20012	37473
2026	18337.5	20712.74	39050.24	11	99	109	18348	20812	39160
2027	19296.91	21796.42	41093.33	650	7728	8379	19947	29525	49472
2028	20306.51	22936.79	43243.31	35	419	454	20342	23356	43697

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.20%	1.67%	0.98%
2026	0.06%	0.48%	0.28%
2027	3.37%	35.46%	20.39%
2028	0.17%	1.83%	1.05%







Road ID	X36-E90	G	X36-E90	AG	E90-X36

Road name	Lochaber Road
Road section	Gore Highway to B2G-LDN172.0
Road authority	TRC

B2G Development Volumes

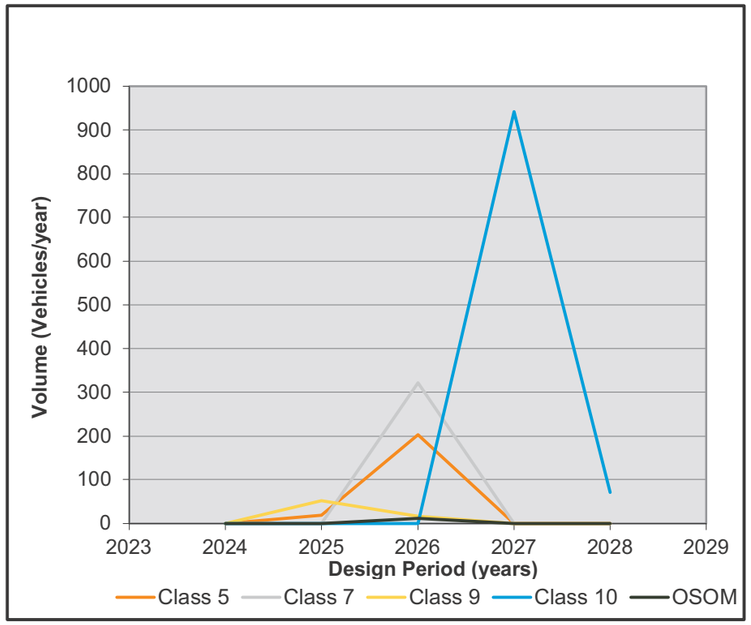
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	10	0	26	0	0	10	0	26	0	0	19	0	52	0	0
2026	102	161	8	0	6	102	161	8	0	6	203	321	16	0	12
2027	0	0	0	471	0	0	0	0	471	0	0	0	0	942	0
2028	0	0	0	35	0	0	0	0	35	0	0	0	0	71	0

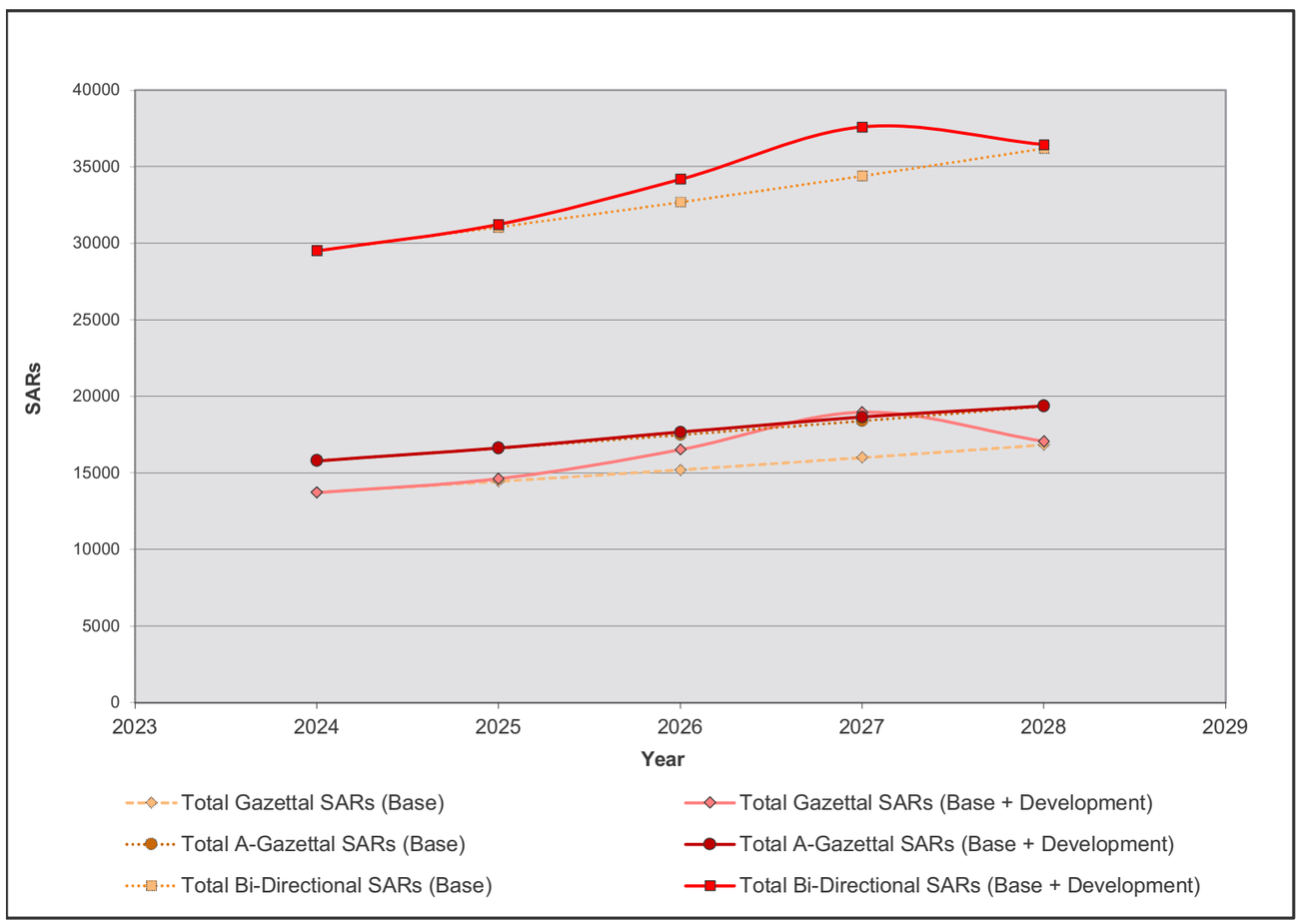
B2G SARs

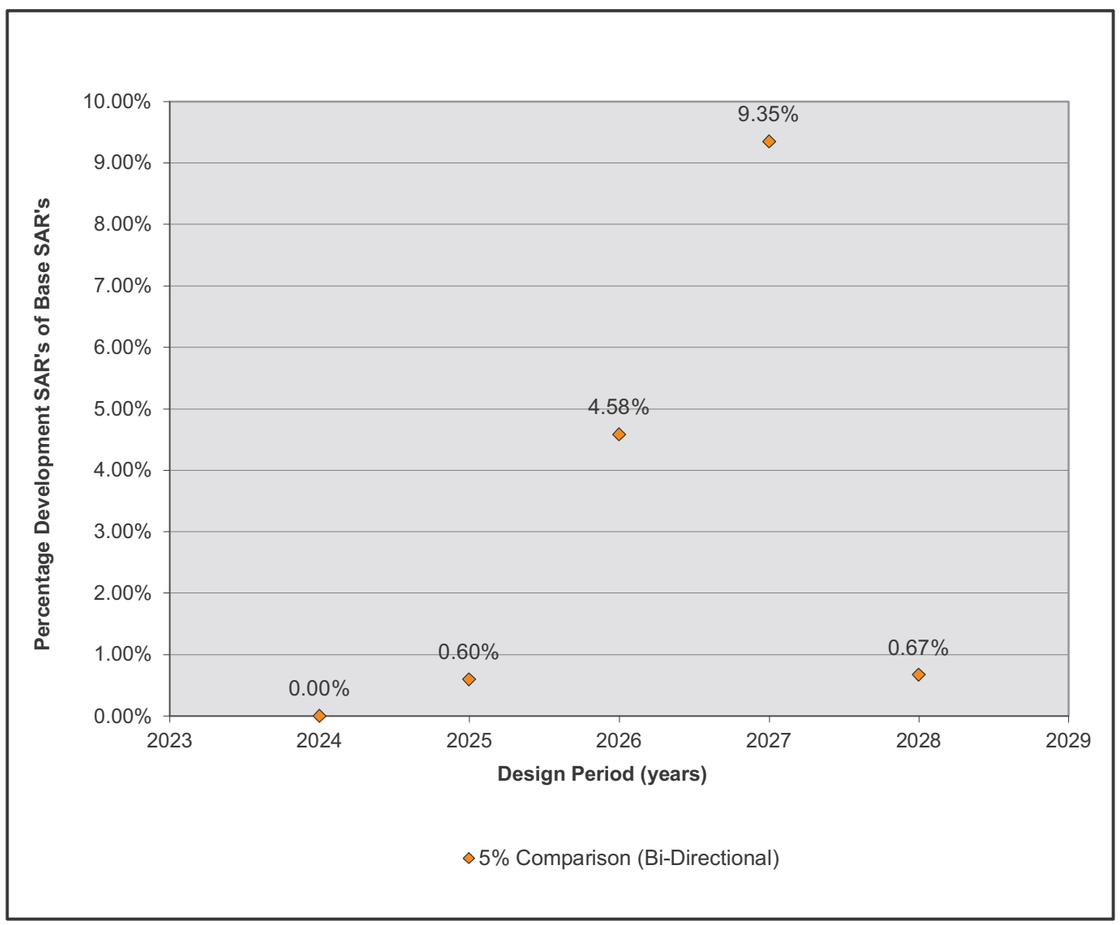
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	13727.39	15786.5	29513.89	0	0	0	13727	15787	29514
2025	14445.6	16612.44	31058.04	168	18	186	14614	16630	31244
2026	15201.39	17481.6	32682.98	1316	180	1497	16518	17662	34180
2027	15996.72	18396.22	34392.94	2966	250	3216	18963	18646	37609
2028	16833.65	19358.7	36192.36	223	19	242	17057	19378	36435

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	1.16%	0.11%	0.60%
2026	8.66%	1.03%	4.58%
2027	18.54%	1.36%	9.35%
2028	1.33%	0.10%	0.67%







Road ID	E90-E61	G	E90-E61	AG	E61-E90

Road name	Lochaber Road
Road section	B2G-LDN172.0 to B2G-LDN172.6
Road authority	TRC

B2G Development Volumes

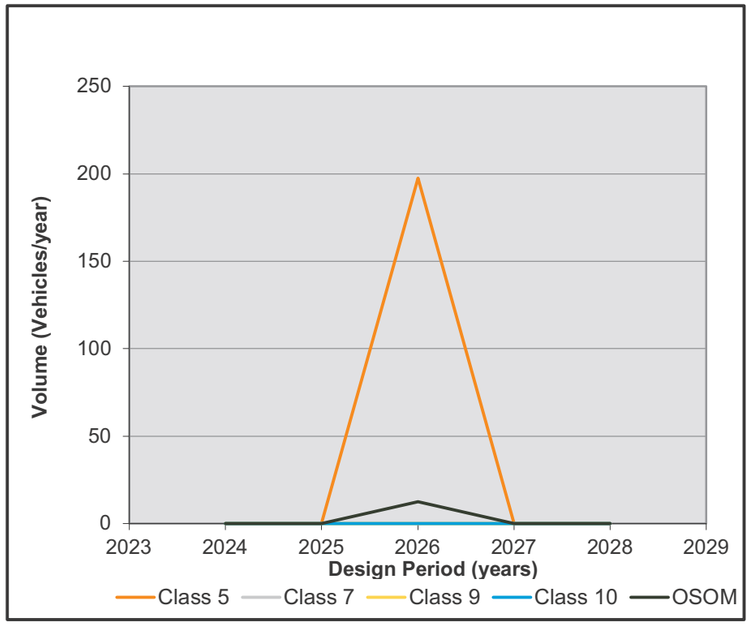
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	99	0	0	0	6	99	0	0	0	6	197	0	0	0	12
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

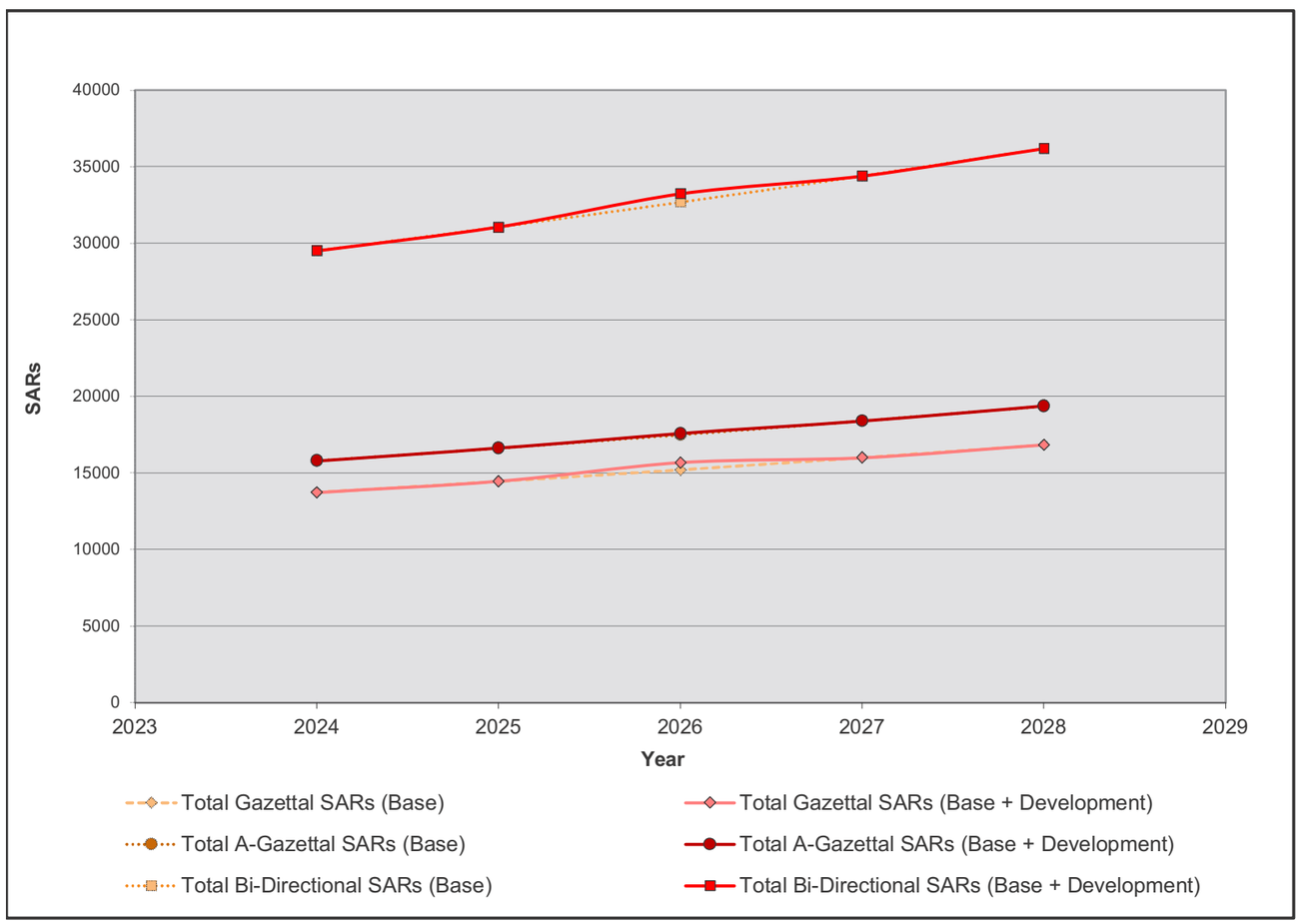
B2G SARs

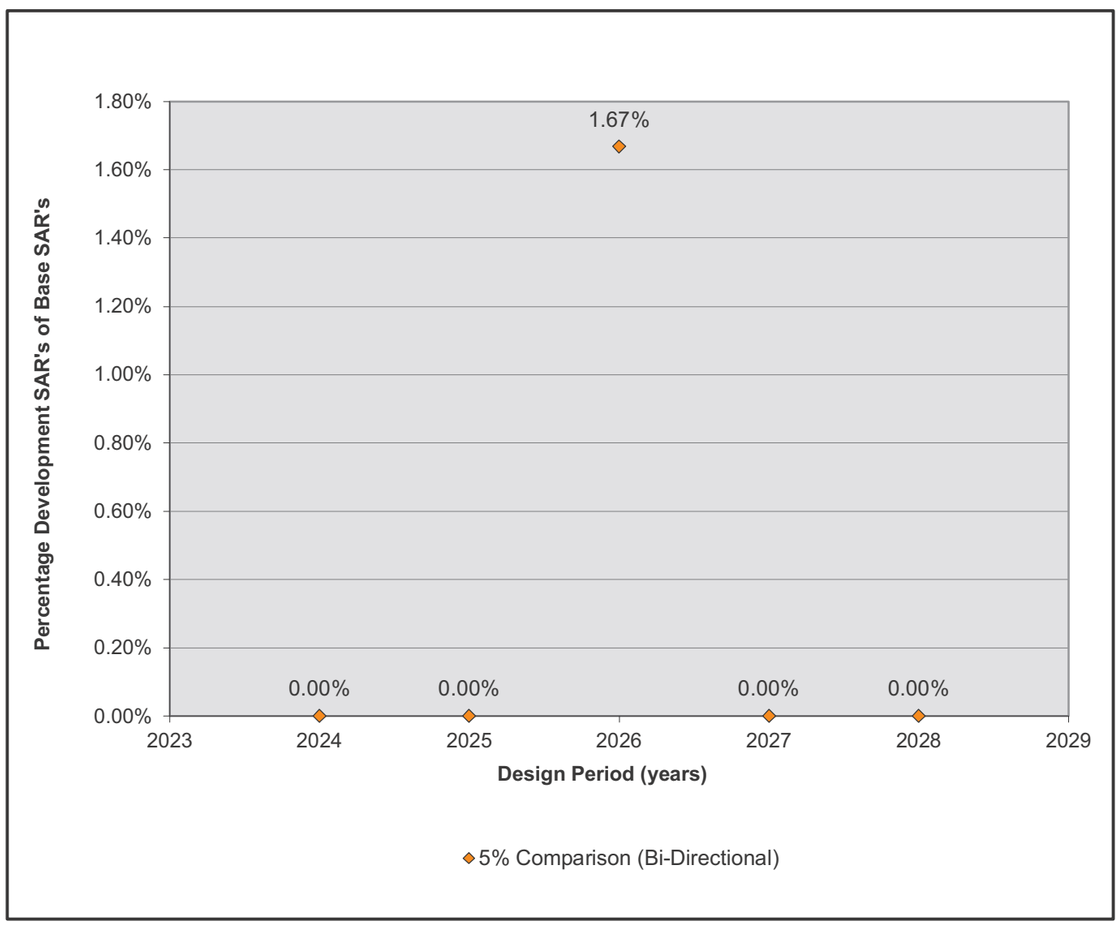
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	13727.39	15786.5	29513.89	0	0	0	13727	15787	29514
2025	14445.6	16612.44	31058.04	0	0	0	14446	16612	31058
2026	15201.39	17481.6	32682.98	460	85	545	15661	17567	33228
2027	15996.72	18396.22	34392.94	0	0	0	15997	18396	34393
2028	16833.65	19358.7	36192.36	0	0	0	16834	19359	36192

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.00%	0.00%	0.00%
2026	3.02%	0.49%	1.67%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	E20-X74	G	E20-X74	AG	X74-E20

Road name	McDougall Street
Road section	Humes Precast Toowoomba to Toowoomba-Cecil Plains Road
Road authority	TRC

B2G Development Volumes

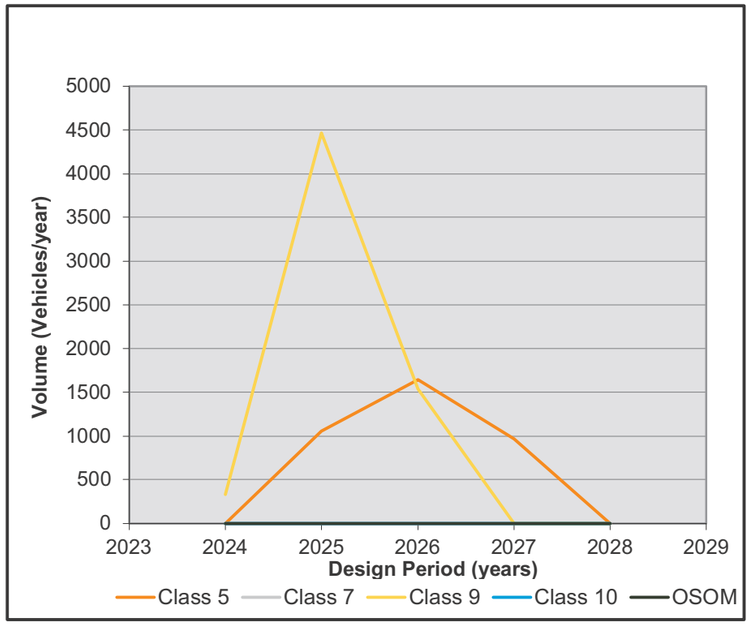
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	165	0	0	0	0	165	0	0	0	0	330	0	0
2025	529	0	2233	0	0	529	0	2233	0	0	1059	0	4467	0	0
2026	822	0	770	0	0	822	0	770	0	0	1644	0	1540	0	0
2027	484	0	0	0	0	484	0	0	0	0	968	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

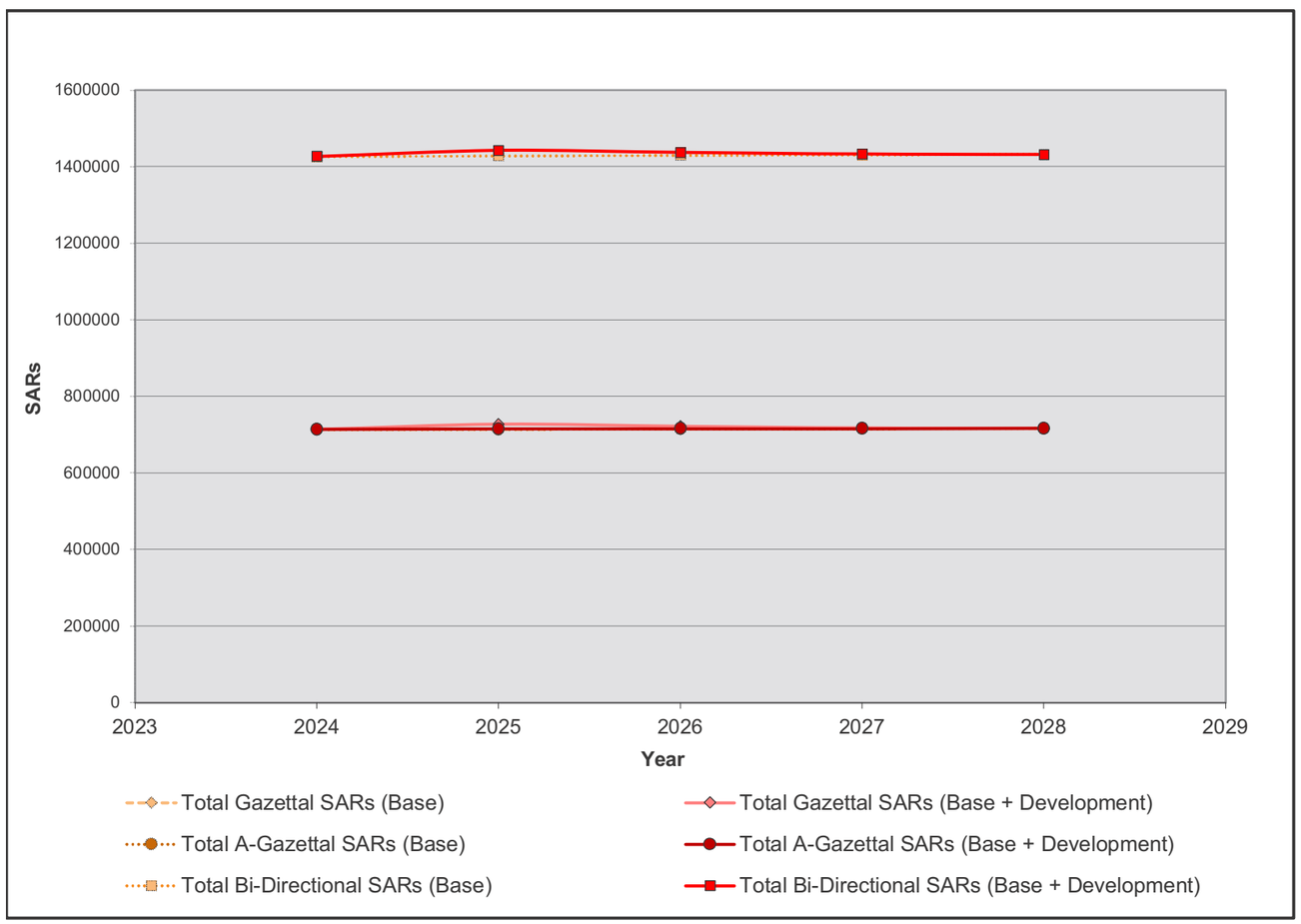
B2G SARs

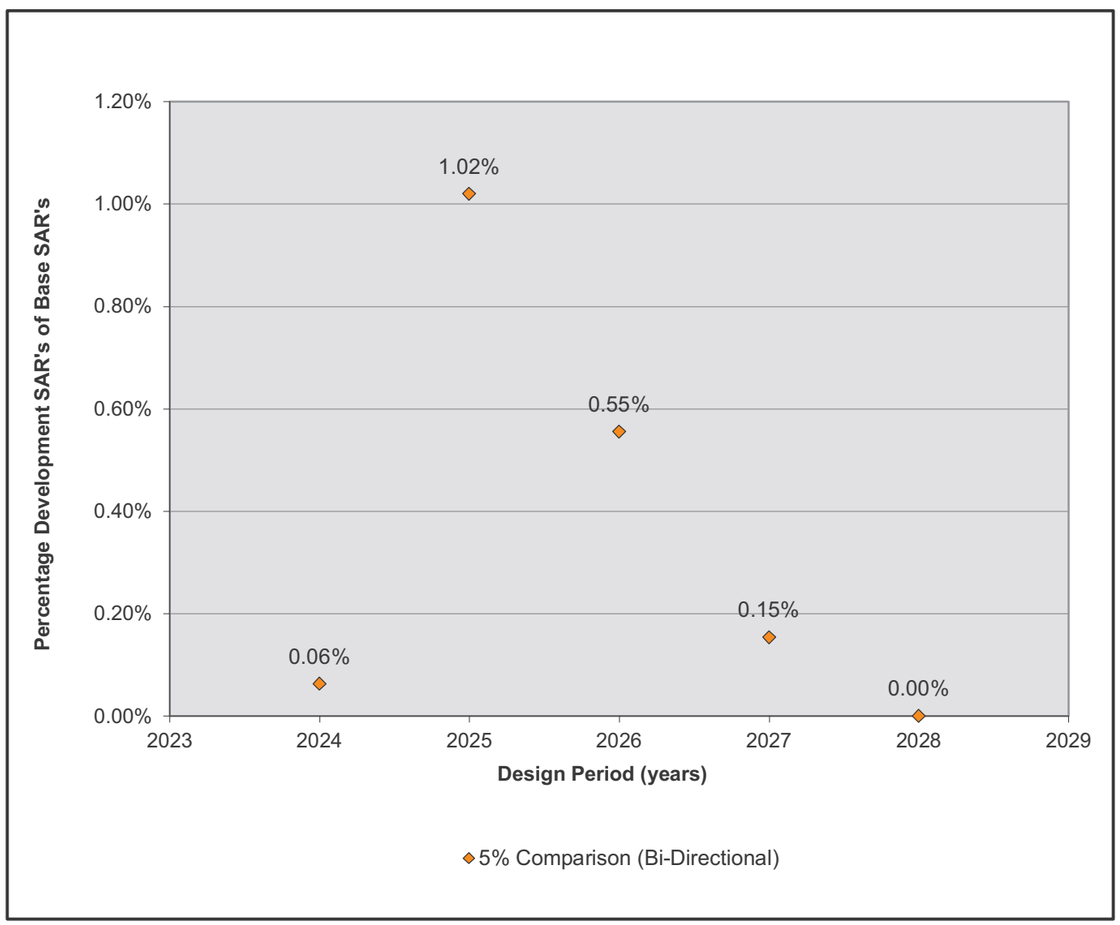
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	713322.4	713322.4	1426645	813	84	897	714136	713407	1427542
2025	714042.6	714042.6	1428085	13175	1383	14558	727218	715425	1442643
2026	714763.5	714763.5	1429527	7158	771	7929	721922	715534	1437456
2027	715485.1	715485.1	1430970	1980	223	2202	717465	715708	1433173
2028	716207.4	716207.4	1432415	0	0	0	716207	716207	1432415

5% Comparison

	AG	AG	B
2024	0.11%	0.01%	0.06%
2025	1.85%	0.19%	1.02%
2026	1.00%	0.11%	0.55%
2027	0.28%	0.03%	0.15%
2028	0.00%	0.00%	0.00%





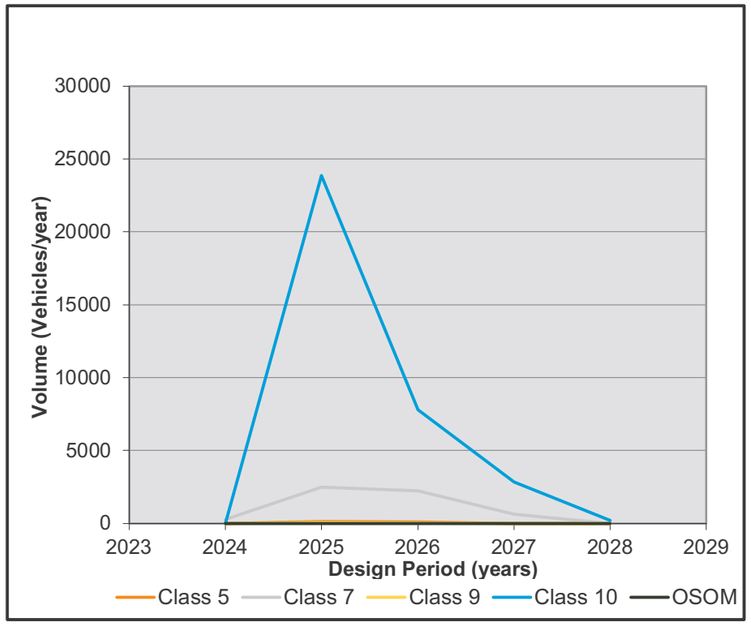


Road ID	X61-E84	G	X61-E84	AG	E84-X61

Road name	Millwood Road
Road section	Millmerran-Inglewood Road to B2G-LDN112.1
Road authority	TRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	144	0	0	0	0	144	0	0	0	0	288	0	0	0
2025	69	1249	31	11934	0	69	1249	31	11934	0	139	2498	63	23868	0
2026	44	1121	20	3892	0	44	1121	20	3892	0	88	2242	40	7784	0
2027	0	321	0	1429	0	0	321	0	1429	0	0	643	0	2858	0
2028	0	1	0	102	0	0	1	0	102	0	0	3	0	204	0

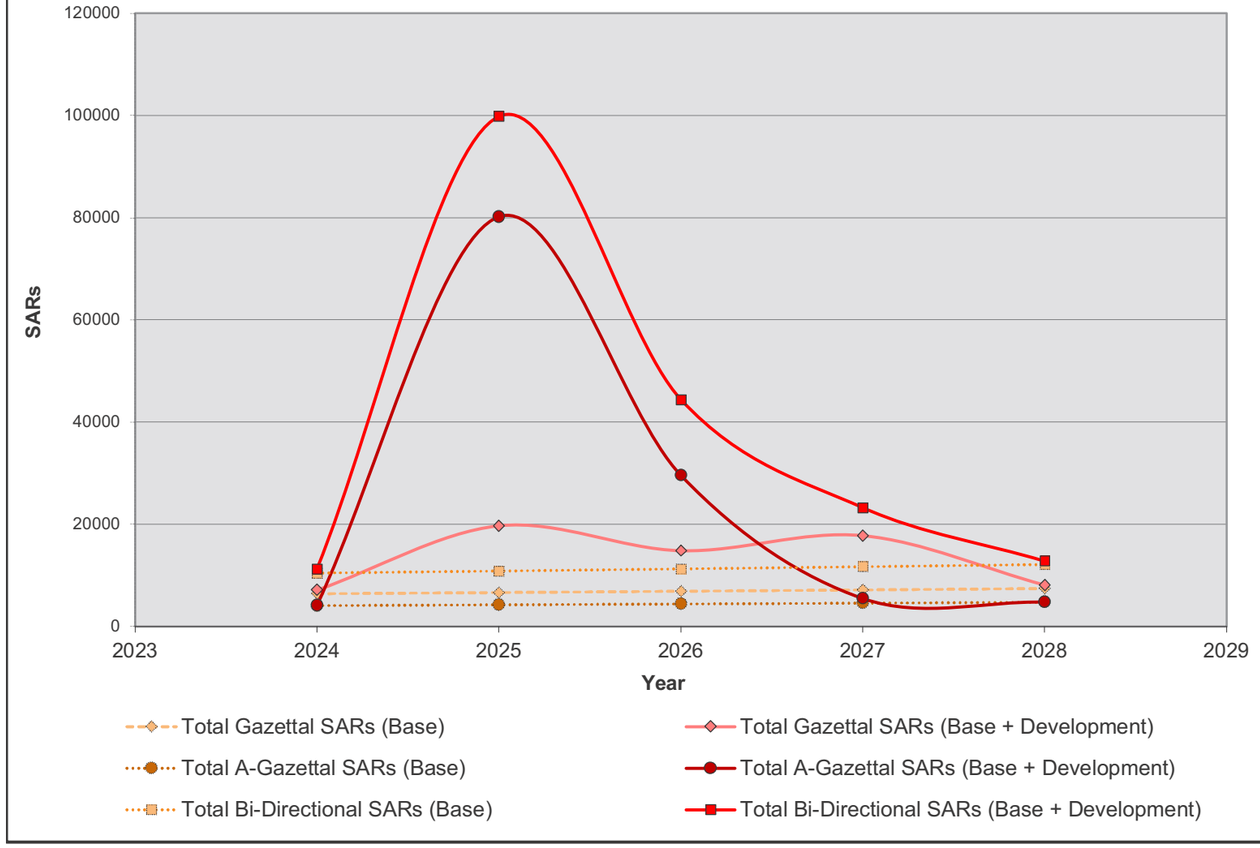


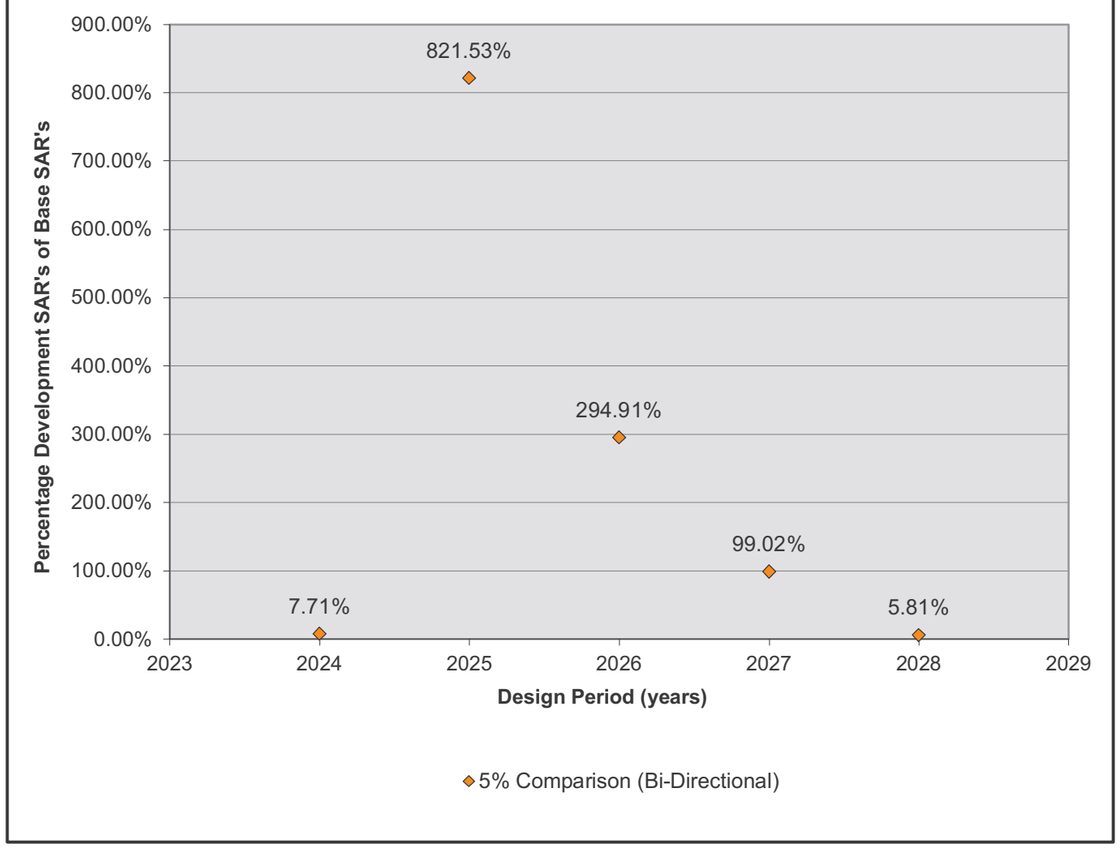
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	6376.232	4057.602	10433.83	723	81	804	7100	4138	11238
2025	6617.834	4211.349	10829.18	13034	75931	88965	19652	80142	99794
2026	6868.591	4370.922	11239.51	7969	25178	33147	14838	29549	44386
2027	7128.85	4536.541	11665.39	10614	937	11552	17743	5474	23217
2028	7398.969	4708.435	12107.4	649	55	703	8048	4763	12811

5% Comparison

	AG	AG	B
2024	11.34%	1.99%	7.71%
2025	196.95%	1803.01%	821.53%
2026	116.02%	576.03%	294.91%
2027	148.89%	20.66%	99.02%
2028	8.77%	1.16%	5.81%



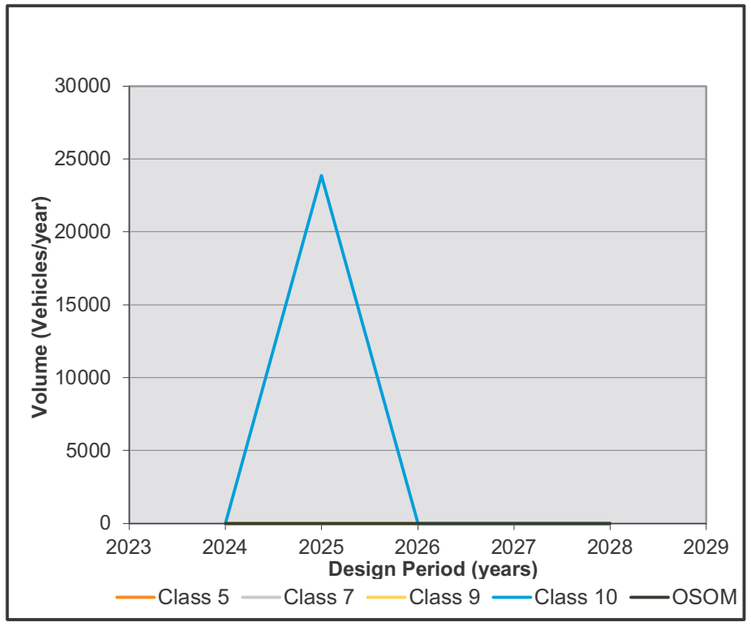


Road ID	E84-X131	G	E84-X131	AG	X131-E84

Road name	Millwood Road
Road section	B2G-LDN112.1 to Millwood Road
Road authority	TRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	11934	0	0	0	0	11934	0	0	0	0	23868	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

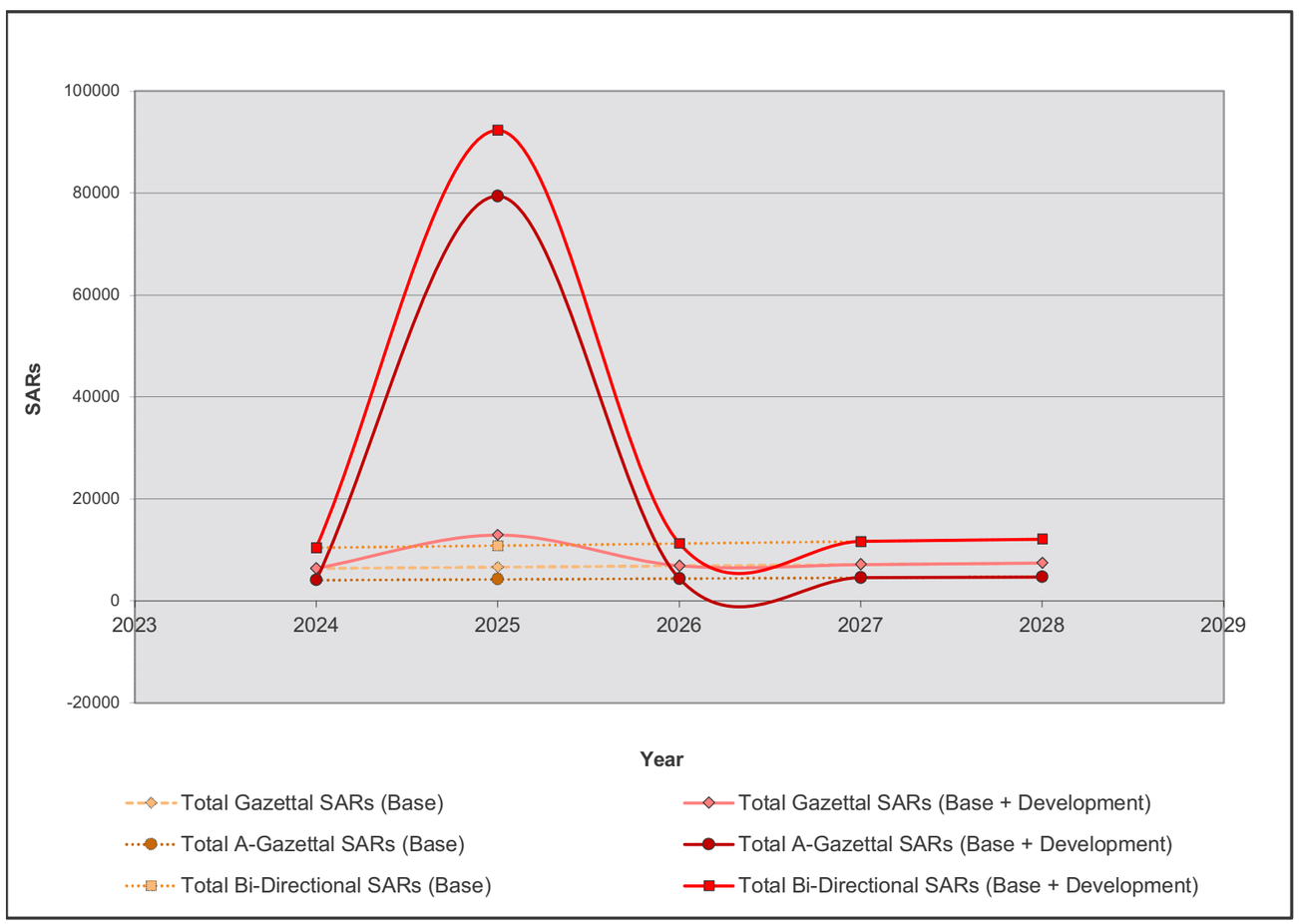


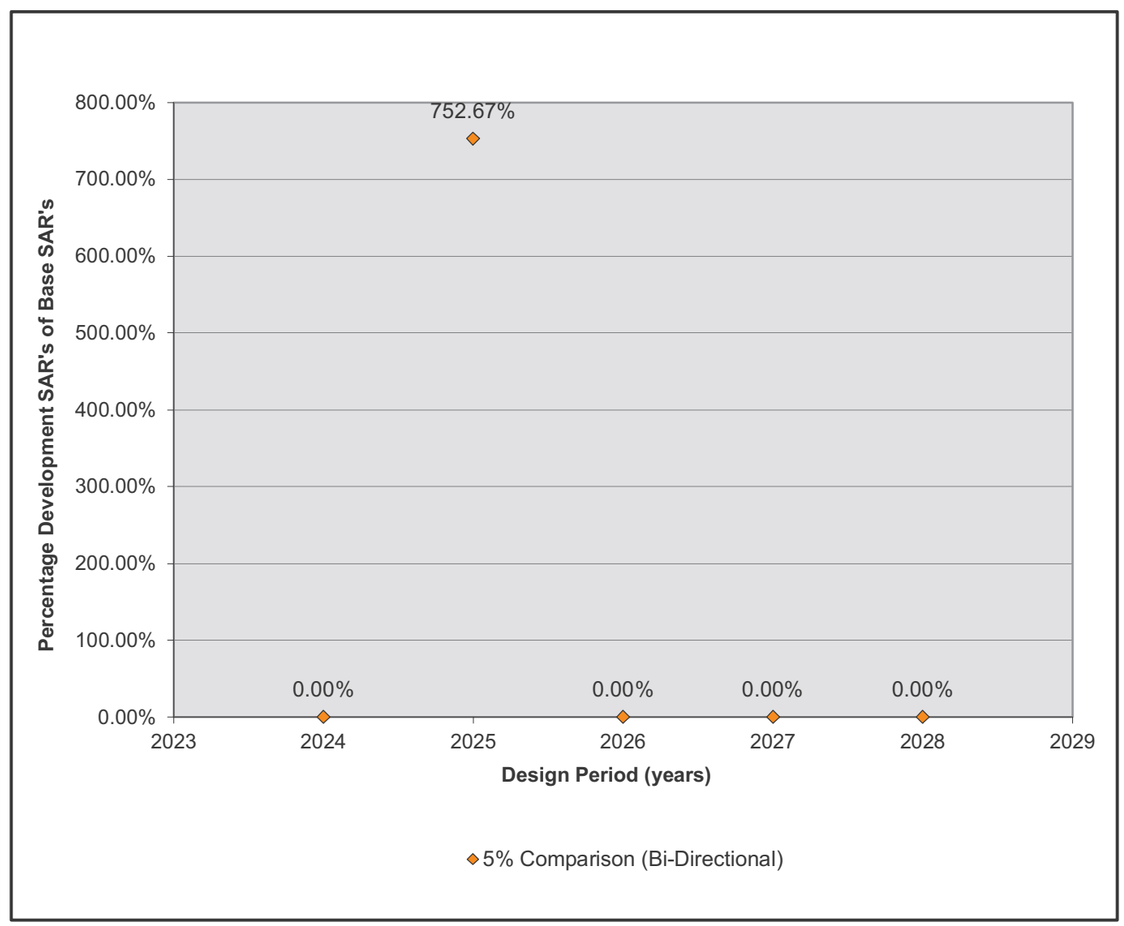
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	6376.232	4057.602	10433.83	0	0	0	6376	4058	10434
2025	6617.834	4211.349	10829.18	6325	75184	81509	12943	79395	92338
2026	6868.591	4370.922	11239.51	0	0	0	6869	4371	11240
2027	7128.85	4536.541	11665.39	0	0	0	7129	4537	11665
2028	7398.969	4708.435	12107.4	0	0	0	7399	4708	12107

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	95.57%	1785.26%	752.67%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%





Road ID	X131-X129	G	X131-X129	AG	X129-X131

Road name	Millwood Road
Road section	Millwood Road to Kooroongarra Road
Road authority	TRC

B2G Development Volumes

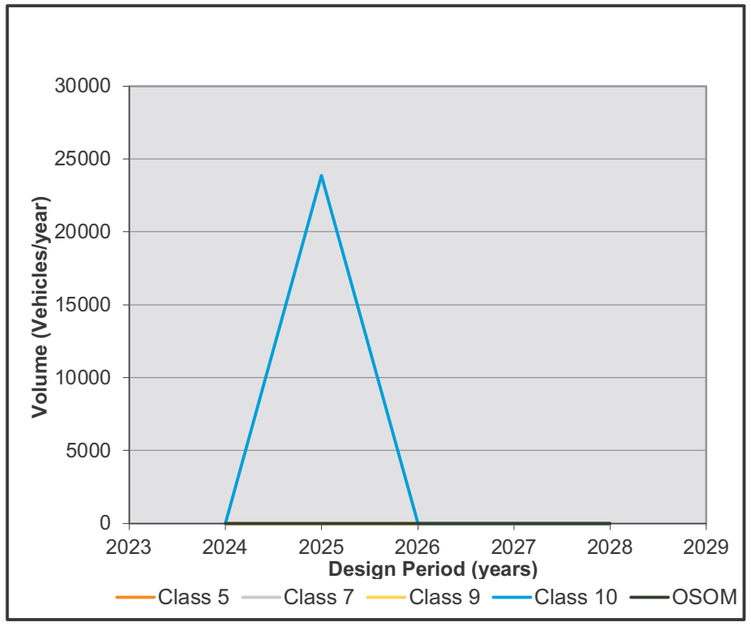
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	11934	0	0	0	0	11934	0	0	0	0	23868	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

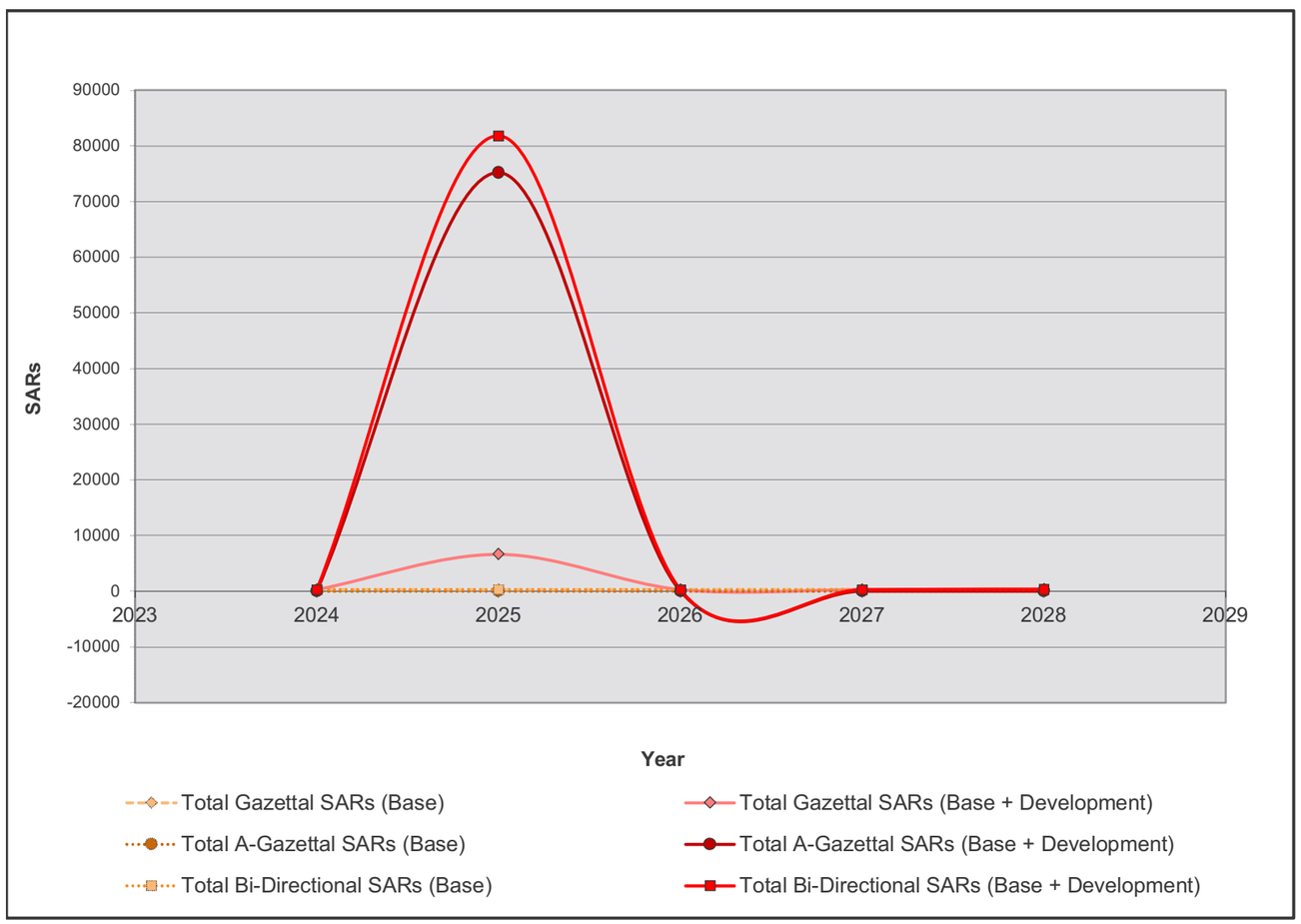
B2G SARs

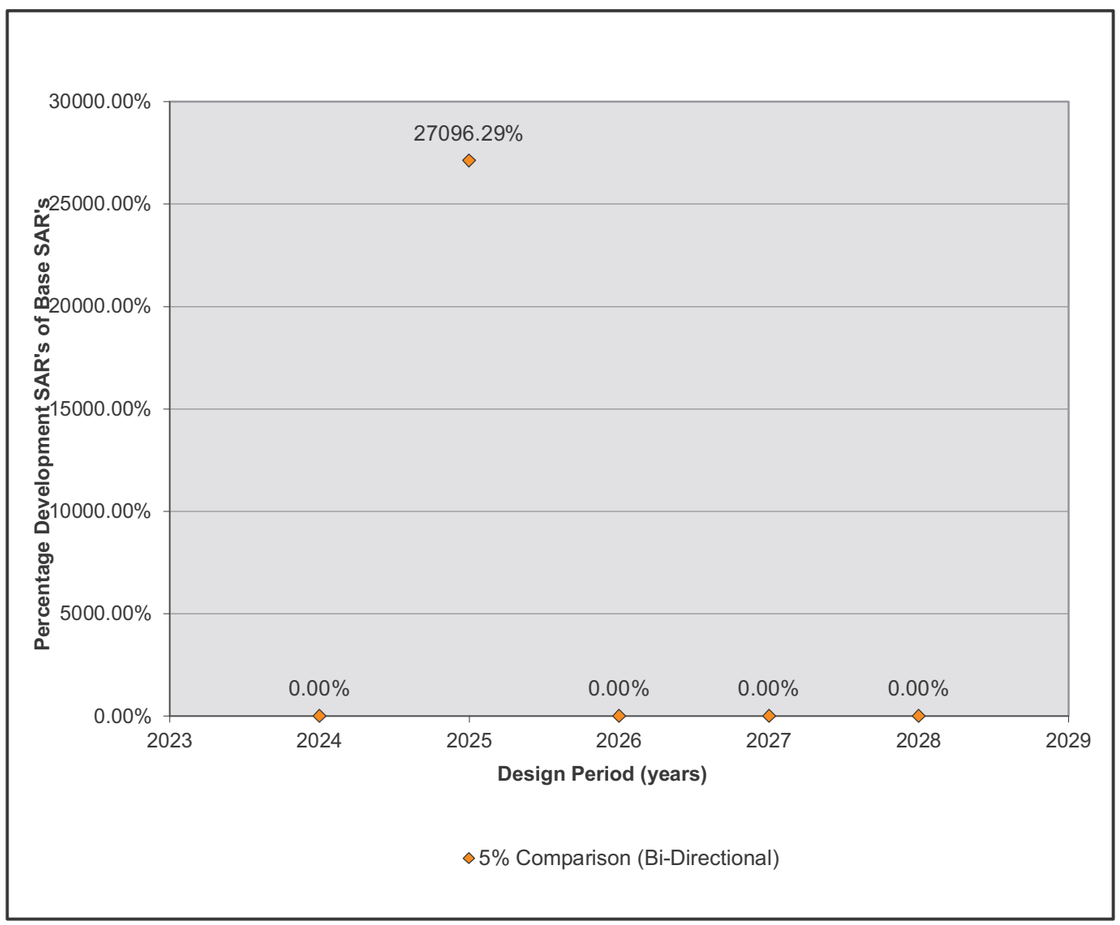
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	289.8287	0	289.8287	0	0	0	290	0	290
2025	300.8107	0	300.8107	6325	75184	81509	6626	75184	81809
2026	312.2087	0	312.2087	0	0	0	312	0	312
2027	324.0386	0	324.0386	0	0	0	324	0	324
2028	336.3168	0	336.3168	0	0	0	336	0	336

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	2102.64%	nable to be qu	27096.29%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	X62-E28	G	X62-E28	AG	E28-X62

Road name	Moffatt Reserve Road
Road section	Millmerran-Inglewood Road to Millmerran Power Station
Road authority	TRC

B2G Development Volumes

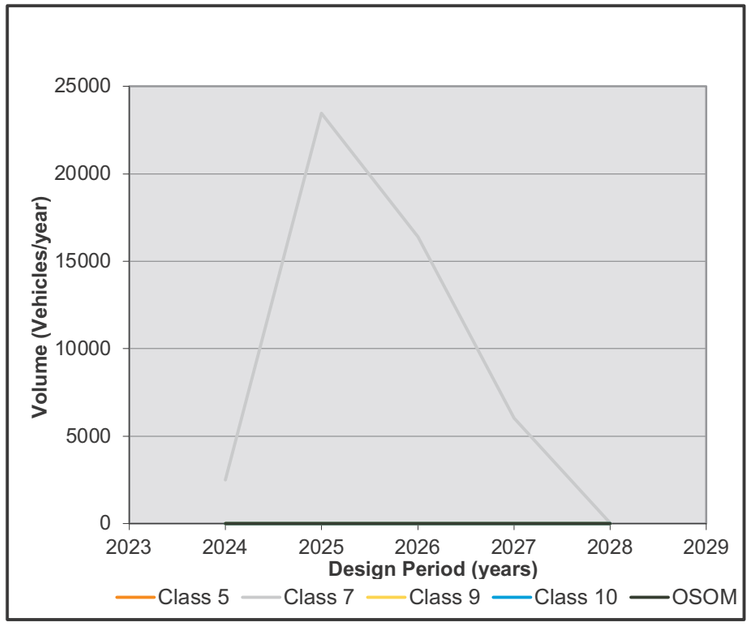
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1240	0	0	0	0	1240	0	0	0	0	2481	0	0	0
2025	0	11724	0	0	0	0	11724	0	0	0	0	23447	0	0	0
2026	0	8184	0	0	0	0	8184	0	0	0	0	16369	0	0	0
2027	0	3011	0	0	0	0	3011	0	0	0	0	6021	0	0	0
2028	0	8	0	0	0	0	8	0	0	0	0	16	0	0	0

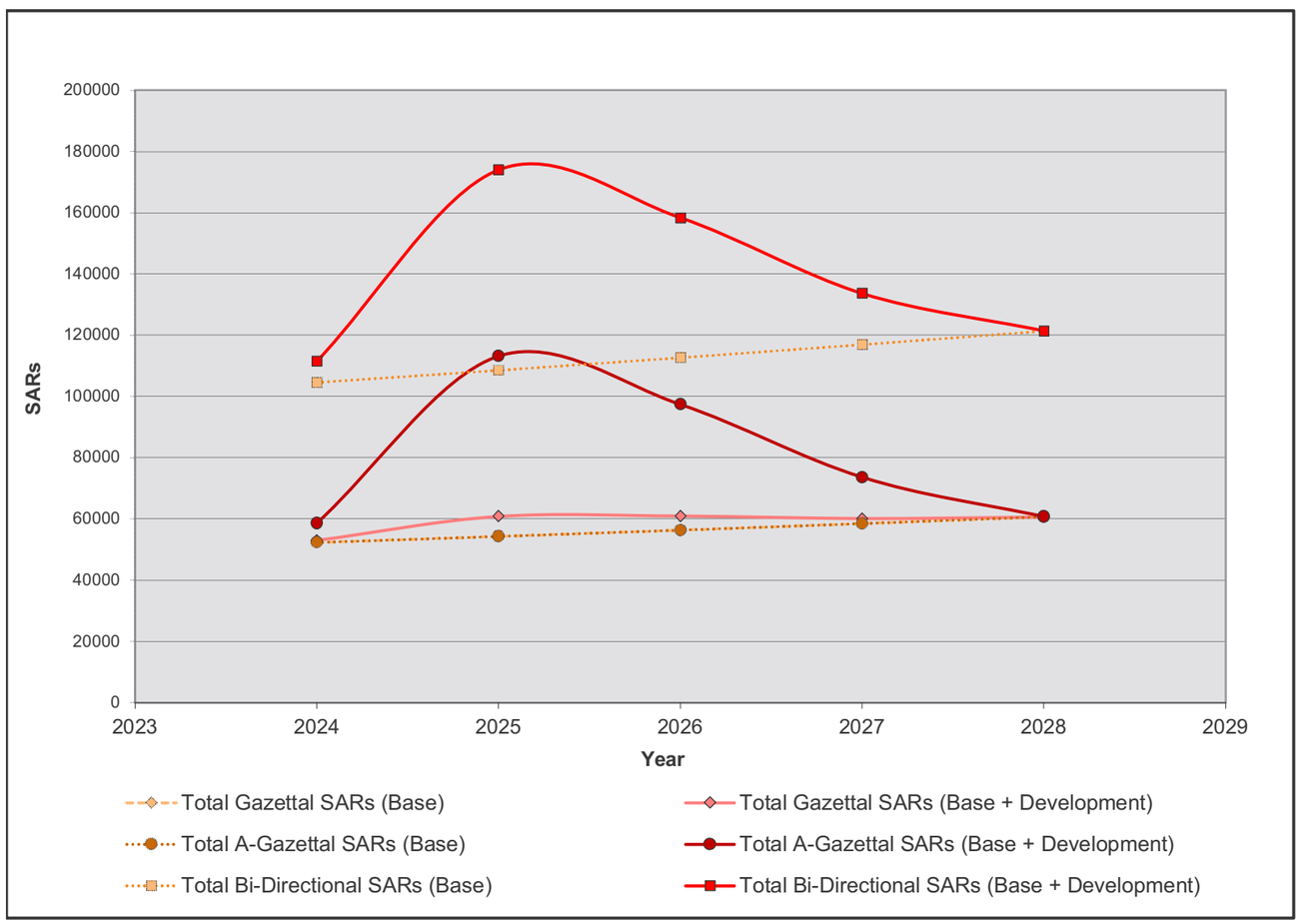
B2G SARs

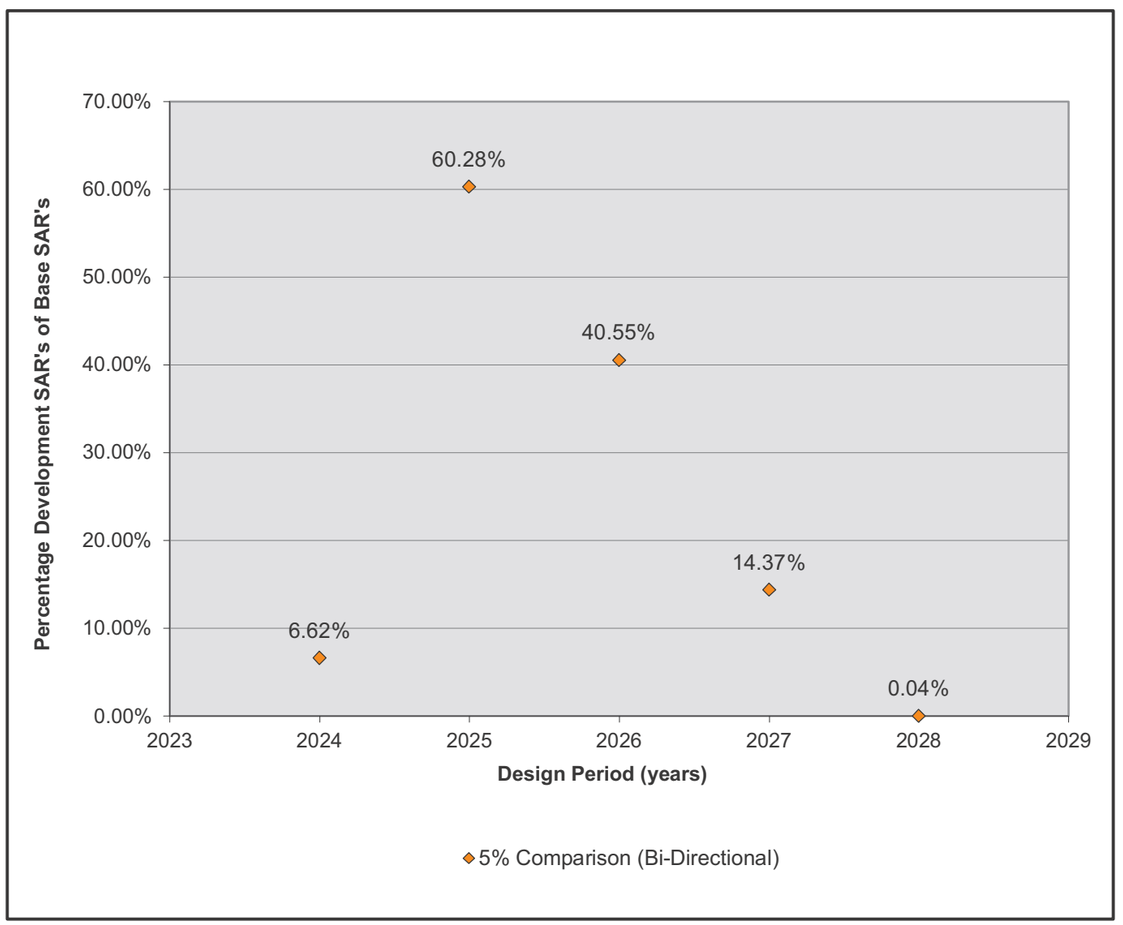
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	52278.65	52278.65	104557.3	695	6226	6921	52973	58505	111478
2025	54259.54	54259.54	108519.1	6565	58853	65418	60825	113113	173937
2026	56315.5	56315.5	112631	4583	41085	45668	60899	97401	158299
2027	58449.35	58449.35	116898.7	1686	15113	16799	60135	73563	133698
2028	60664.06	60664.06	121328.1	5	41	45	60669	60705	121373

5% Comparison

	AG	AG	B
2024	1.33%	11.91%	6.62%
2025	12.10%	108.47%	60.28%
2026	8.14%	72.96%	40.55%
2027	2.88%	25.86%	14.37%
2028	0.01%	0.07%	0.04%





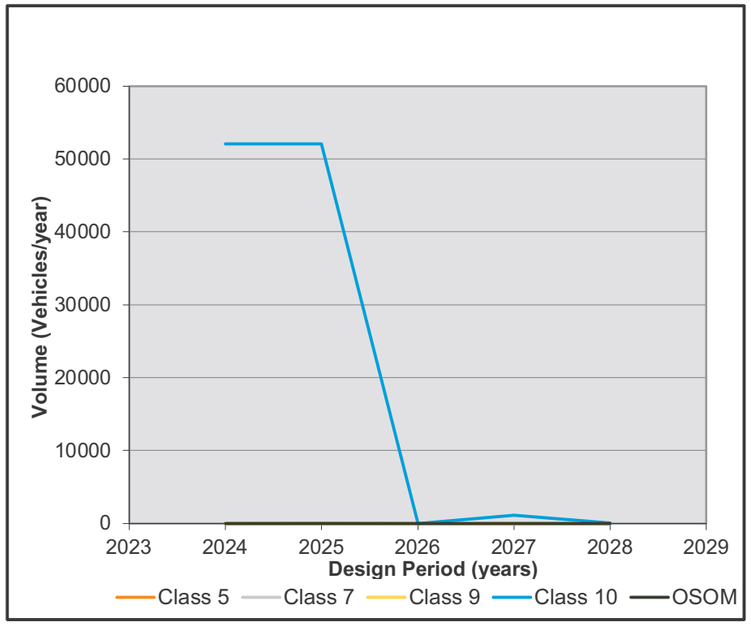


Road ID	E88-X132	G	E88-X132	AG	X132-E88

Road name	Murlaggan Road
Road section	B2G-LDN164.3 to Kahler Road
Road authority	TRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	26036	0	0	0	0	26036	0	0	0	0	52072	0
2025	18	0	7	26036	0	18	0	7	26036	0	36	0	14	52072	0
2026	5	0	2	0	0	5	0	2	0	0	11	0	4	0	0
2027	0	0	0	592	0	0	0	0	592	0	0	0	0	1184	0
2028	0	0	0	41	0	0	0	0	41	0	0	0	0	82	0

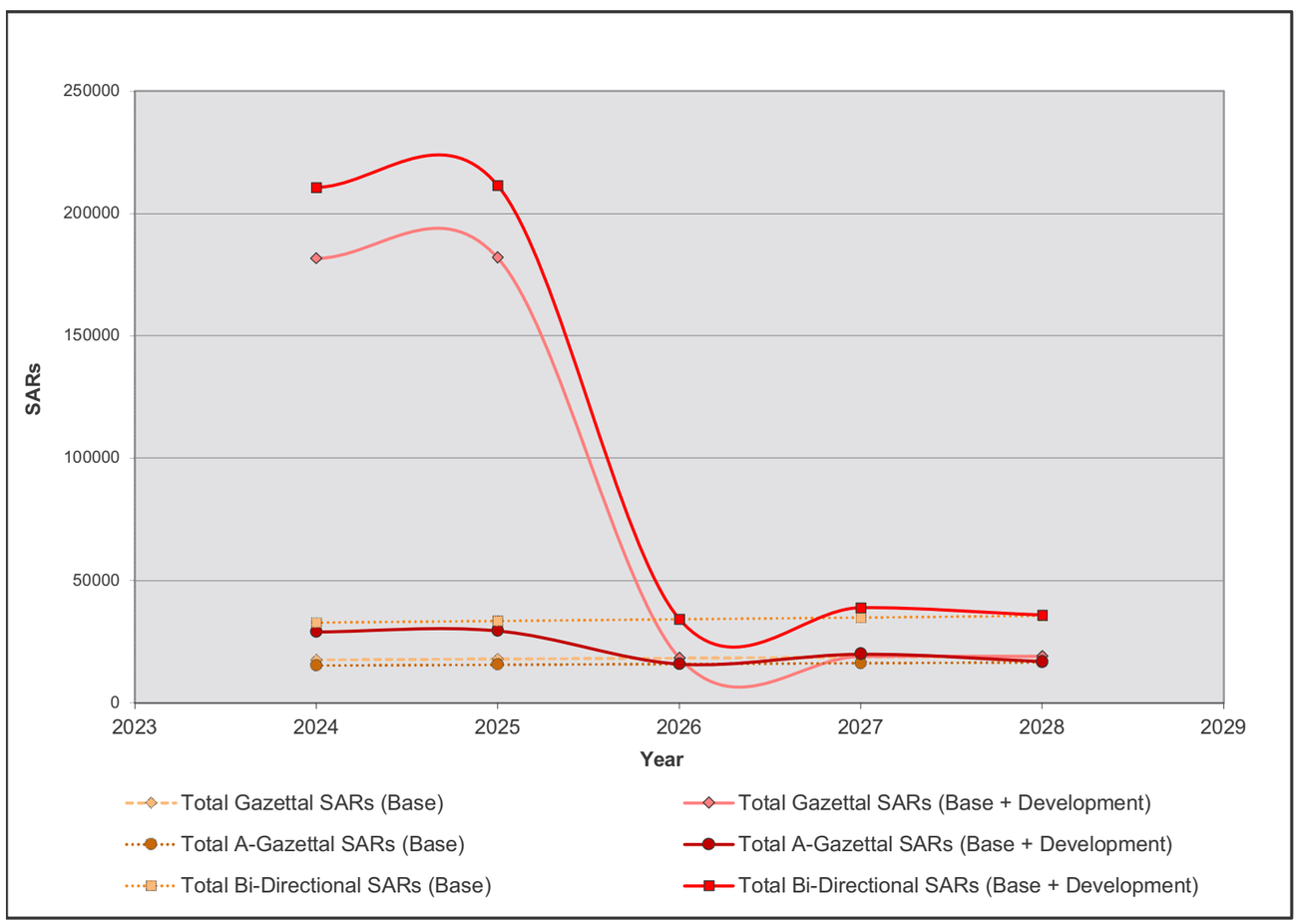


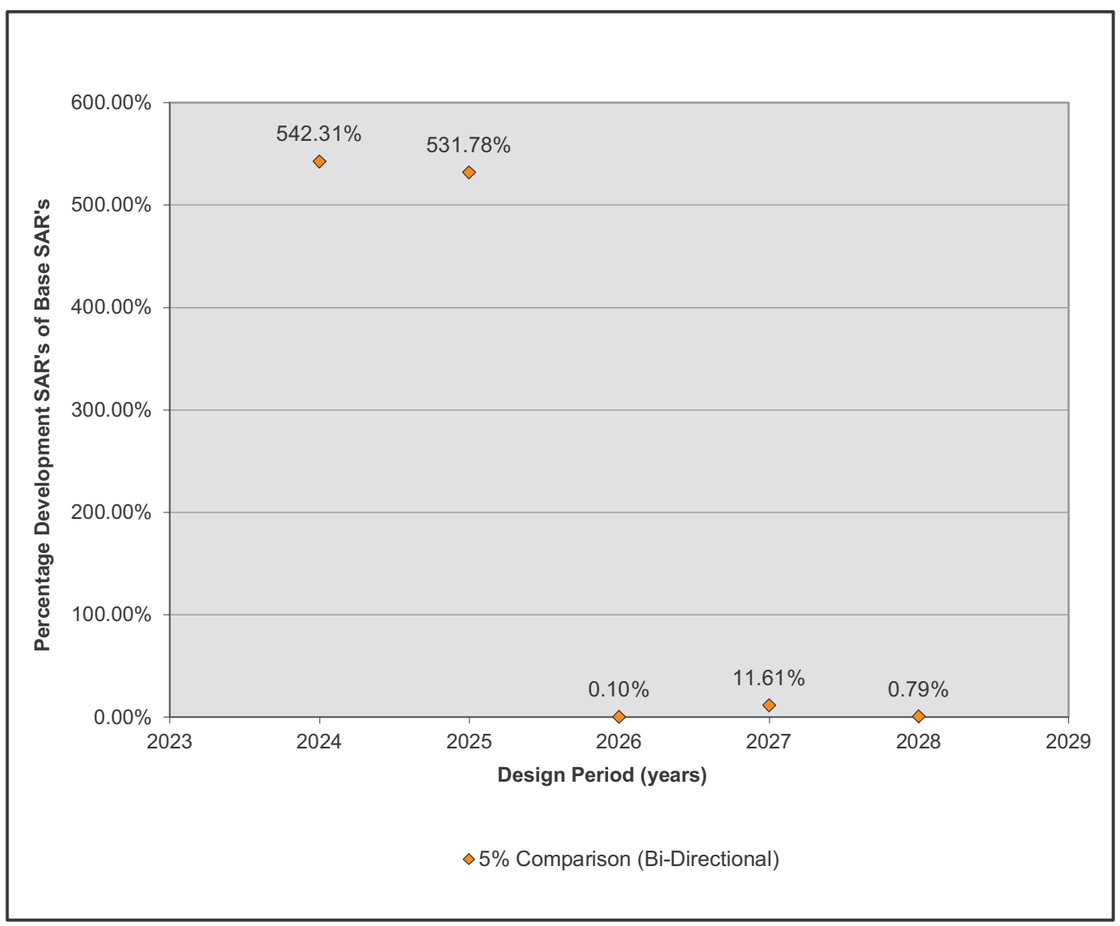
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	17556.94	15233.23	32790.17	164027	13799	177826	181584	29032	210616
2025	17916.67	15545.35	33462.03	164039	13907	177945	181955	29452	211407
2026	18283.78	15863.87	34147.65	4	32	36	18287	15896	34183
2027	18658.41	16188.91	34847.32	314	3731	4045	18972	19920	38892
2028	19040.71	16520.61	35561.32	22	258	280	19062	16778	35841

5% Comparison

	AG	AG	B
2024	934.26%	90.59%	542.31%
2025	915.56%	89.46%	531.78%
2026	0.02%	0.20%	0.10%
2027	1.68%	23.05%	11.61%
2028	0.11%	1.56%	0.79%



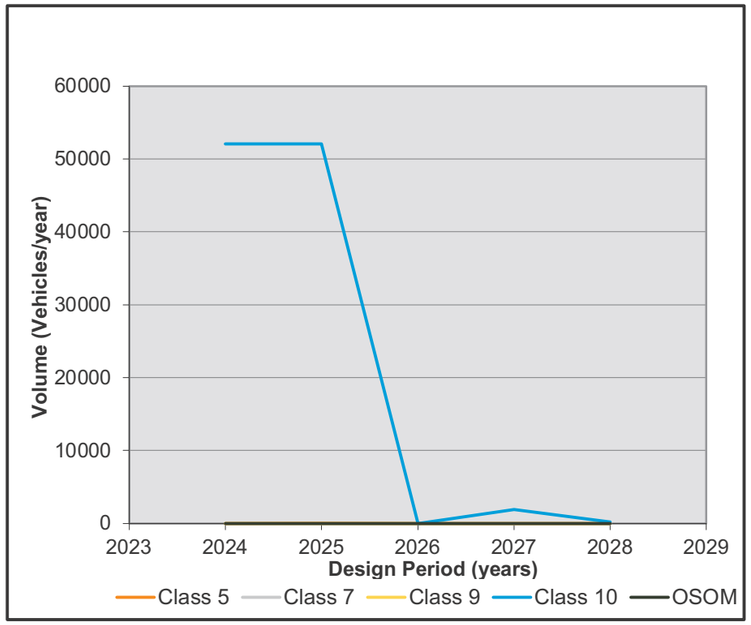


Road ID	X132-X39	G	X132-X39	AG	X39-X132

Road name	Murlaggan Road
Road section	Kahler Road to Gore Highway
Road authority	TRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	26036	0	0	0	0	26036	0	0	0	0	52072	0
2025	18	0	7	26036	0	18	0	7	26036	0	36	0	14	52072	0
2026	5	0	2	0	0	5	0	2	0	0	11	0	4	0	0
2027	0	0	0	978	0	0	0	0	978	0	0	0	0	1957	0
2028	0	0	0	87	0	0	0	0	87	0	0	0	0	174	0

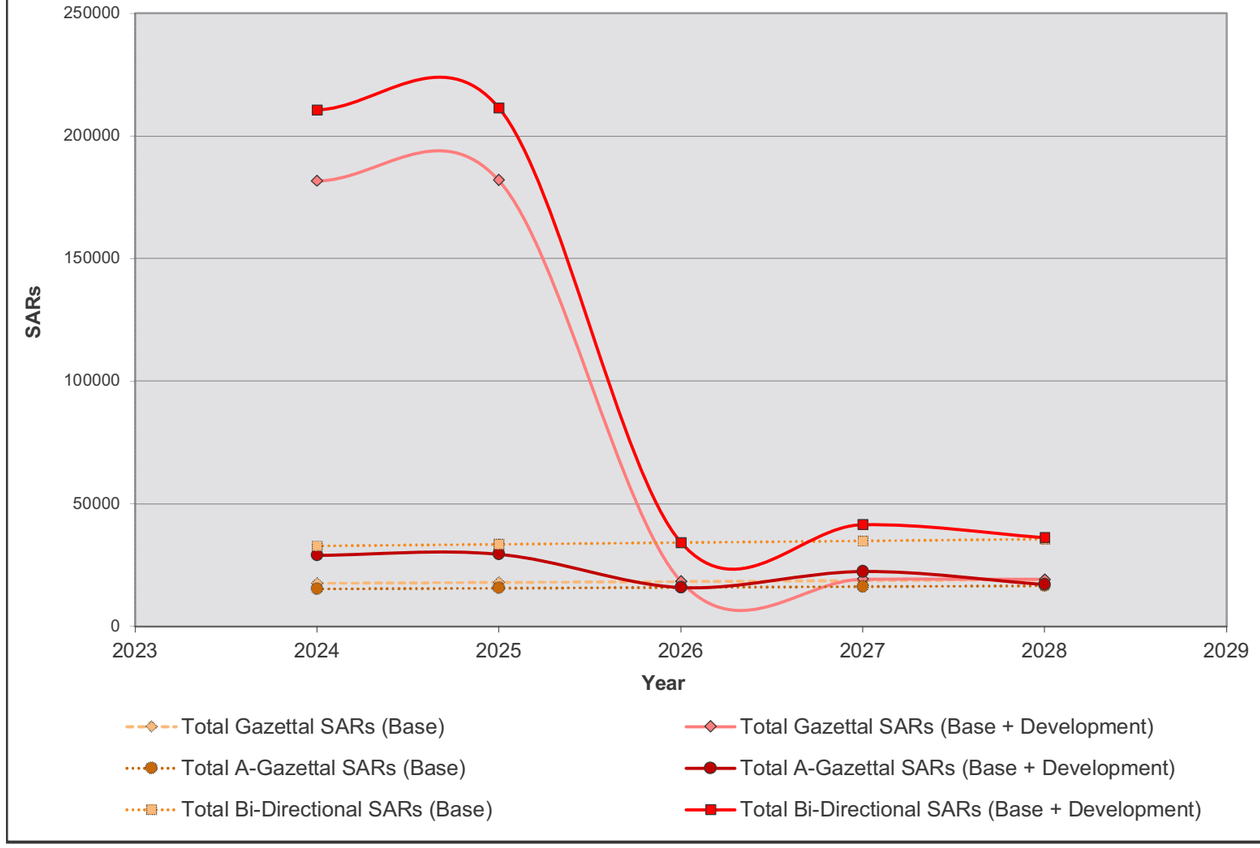


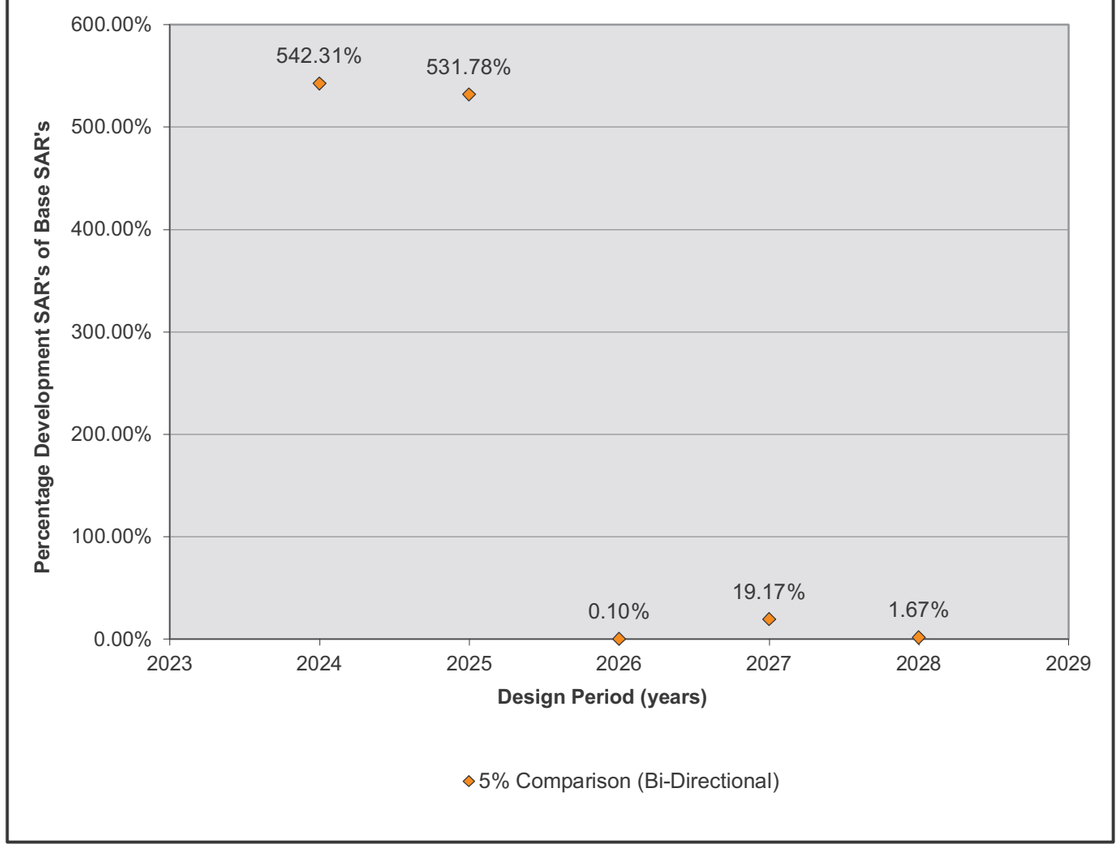
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	17556.94	15233.23	32790.17	164027	13799	177826	181584	29032	210616
2025	17916.67	15545.35	33462.03	164039	13907	177945	181955	29452	211407
2026	18283.78	15863.87	34147.65	4	32	36	18287	15896	34183
2027	18658.41	16188.91	34847.32	518	6163	6681	19177	22352	41529
2028	19040.71	16520.61	35561.32	46	549	595	19087	17069	36156

5% Comparison

	AG	AG	B
2024	934.26%	90.59%	542.31%
2025	915.56%	89.46%	531.78%
2026	0.02%	0.20%	0.10%
2027	2.78%	38.07%	19.17%
2028	0.24%	3.32%	1.67%





Road ID	X40-E60	G	X40-E60	AG	E60-X40

Road name	Oakey-Pittsworth Road
Road section	Gore Highway to B2G-LDN171.0
Road authority	TRC

B2G Development Volumes

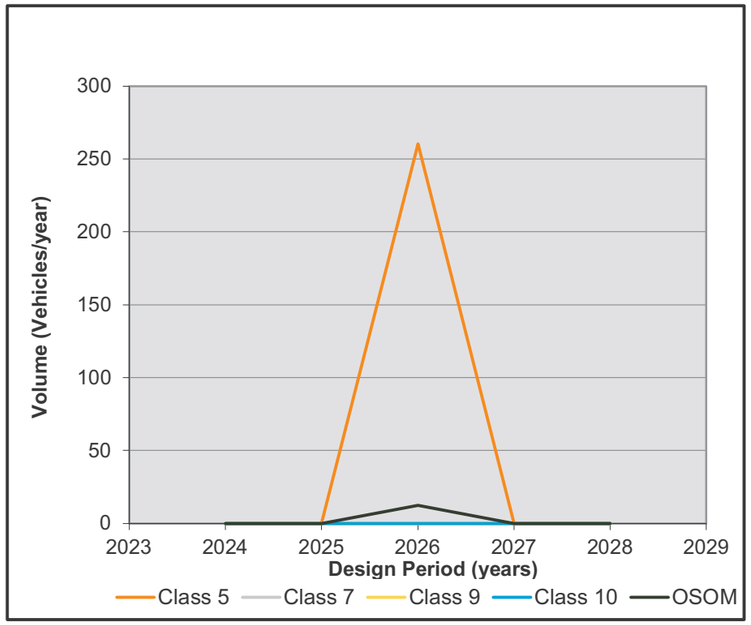
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	130	0	0	0	6	130	0	0	0	6	260	0	0	0	12
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

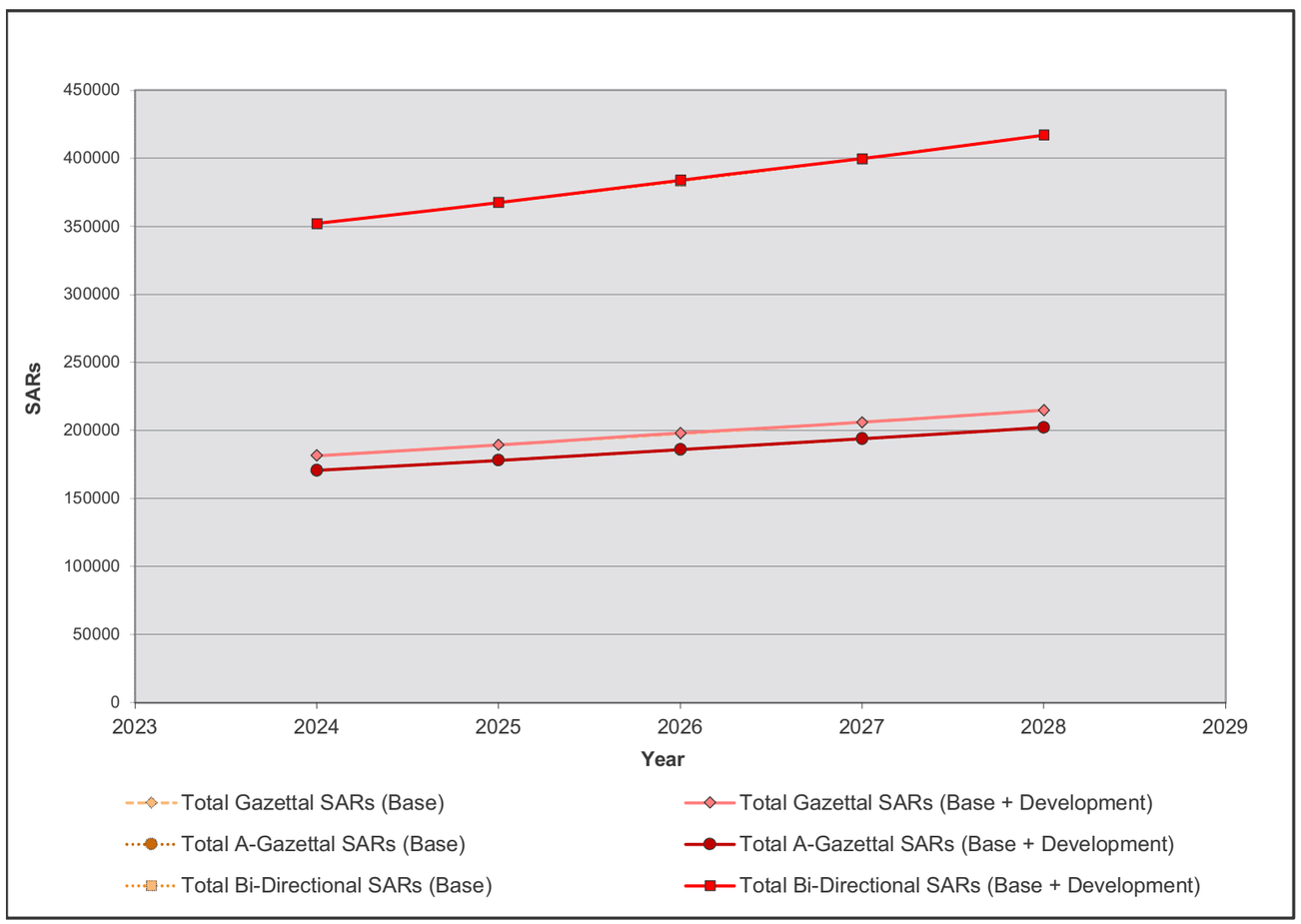
B2G SARs

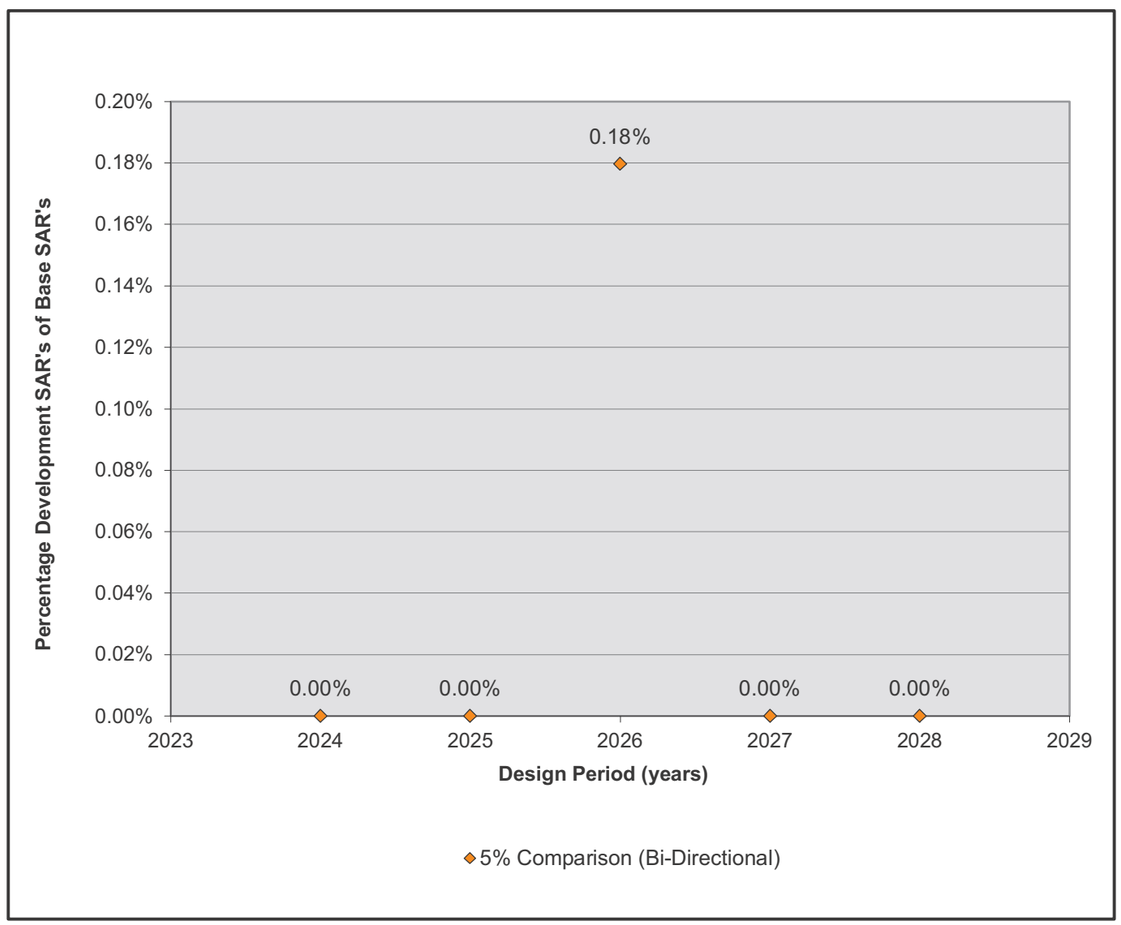
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	181456.6	170663.6	352120.2	0	0	0	181457	170664	352120
2025	189300.4	178040.9	367341.3	0	0	0	189300	178041	367341
2026	197483.3	185737.1	383220.4	589	100	688	198072	185837	383909
2027	206019.9	193766	399785.9	0	0	0	206020	193766	399786
2028	214925.6	202141.9	417067.4	0	0	0	214926	202142	417067

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.00%	0.00%	0.00%
2026	0.30%	0.05%	0.18%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	X75-X82	G	X75-X82	AG	X82-X75

Road name	O'Mara Road
Road section	Toowoomba-Cecil Plains Road to Warrego Highway
Road authority	TRC

B2G Development Volumes

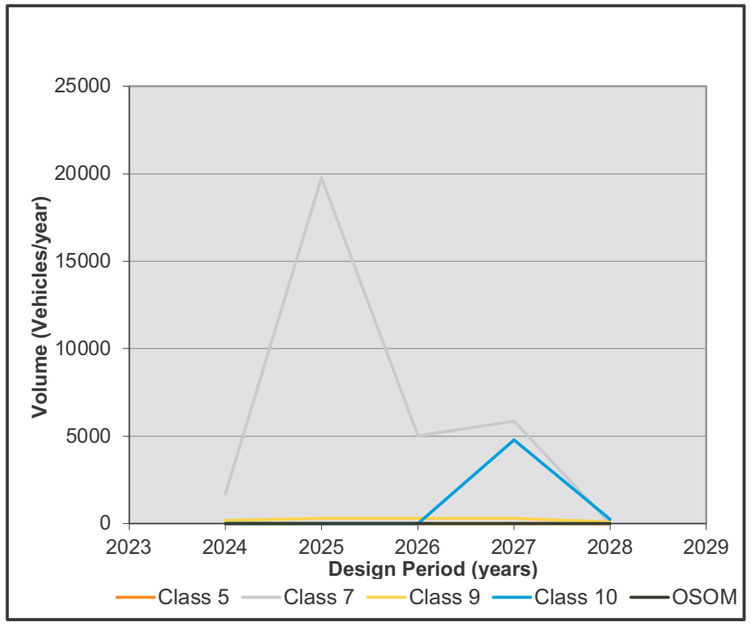
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	845	74	0	0	0	845	74	0	0	0	1690	149	0	0
2025	0	9891	149	0	0	0	9891	149	0	0	0	19783	298	0	0
2026	0	2516	149	0	0	0	2516	149	0	0	0	5033	298	0	0
2027	0	2929	149	2383	0	0	2929	149	2383	0	0	5859	298	4766	0
2028	0	2	37	124	0	0	2	37	124	0	0	4	74	248	0

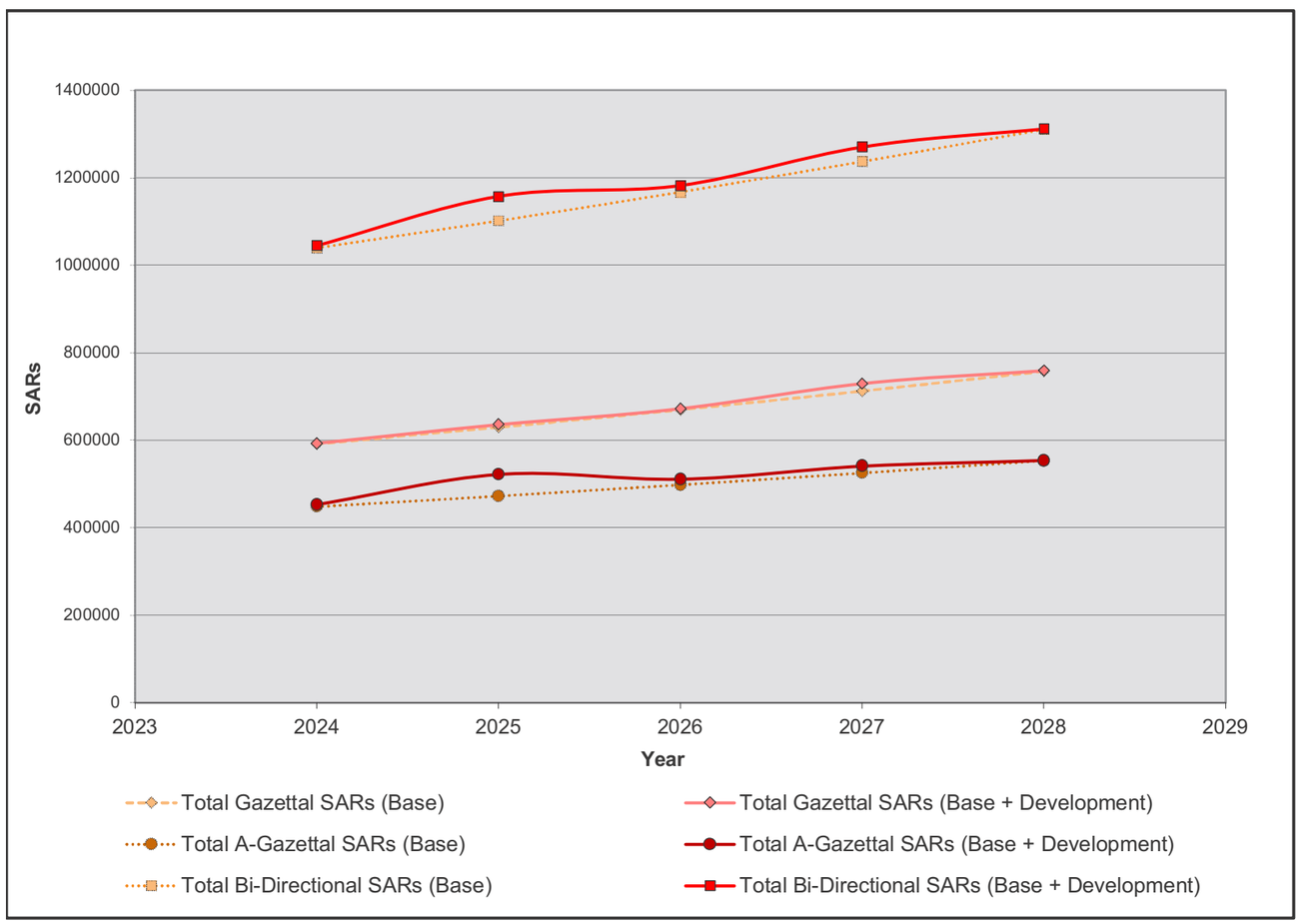
B2G SARs

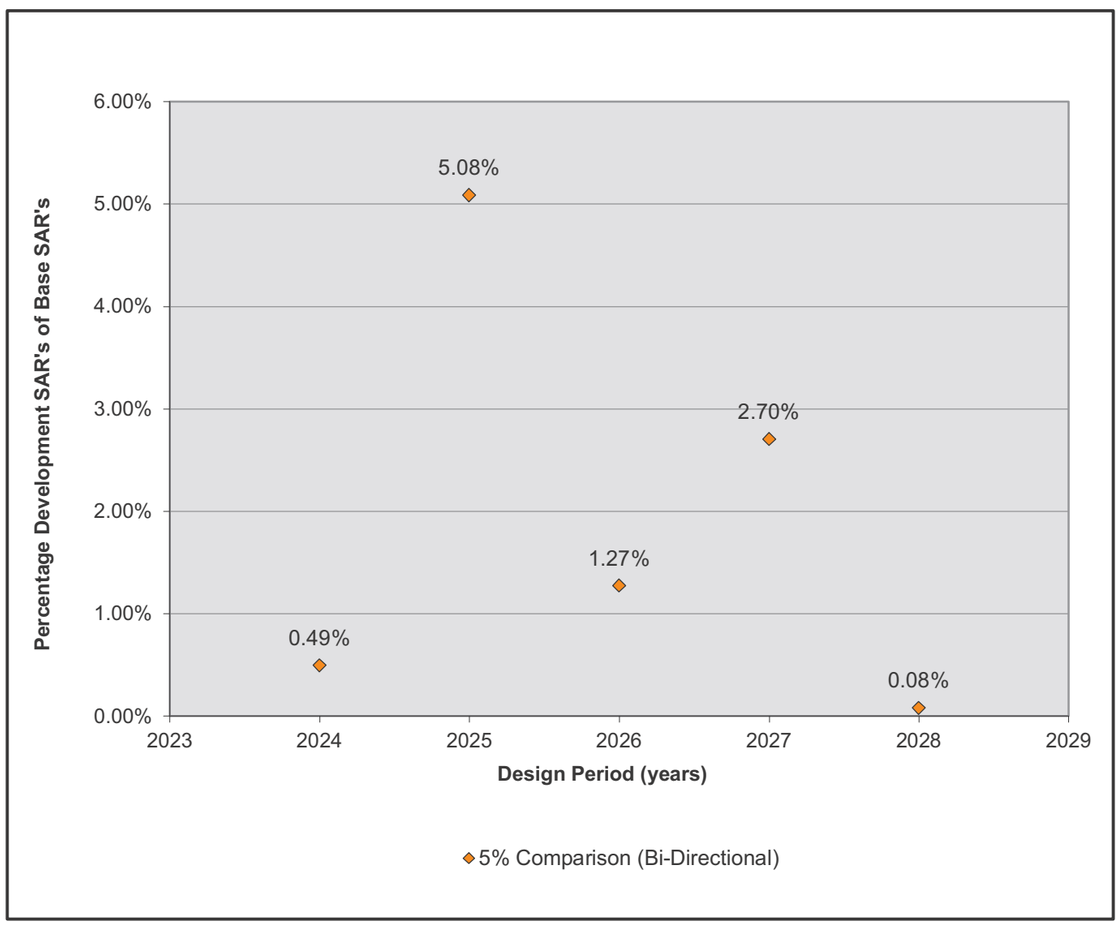
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	591640.7	447794.7	1039435	840	4281	5121	592481	452076	1044556
2025	629342.9	472096.1	1101439	6273	49730	56003	635616	521826	1157442
2026	669447.7	497716.2	1167164	2143	12708	14850	671590	510424	1182014
2027	712108.1	524726.7	1236835	17386	16045	33431	729494	540772	1270266
2028	757487.1	553203	1310690	966	95	1061	758453	553298	1311751

5% Comparison

	AG	AG	B
2024	0.14%	0.96%	0.49%
2025	1.00%	10.53%	5.08%
2026	0.32%	2.55%	1.27%
2027	2.44%	3.06%	2.70%
2028	0.13%	0.02%	0.08%







Road ID	E110-E51	G	E110-E51	AG	E51-E110

Road name	Owens Scrub Road
Road section	B2G-LDN129.5 to B2G-LDN128.2
Road authority	TRC

B2G Development Volumes

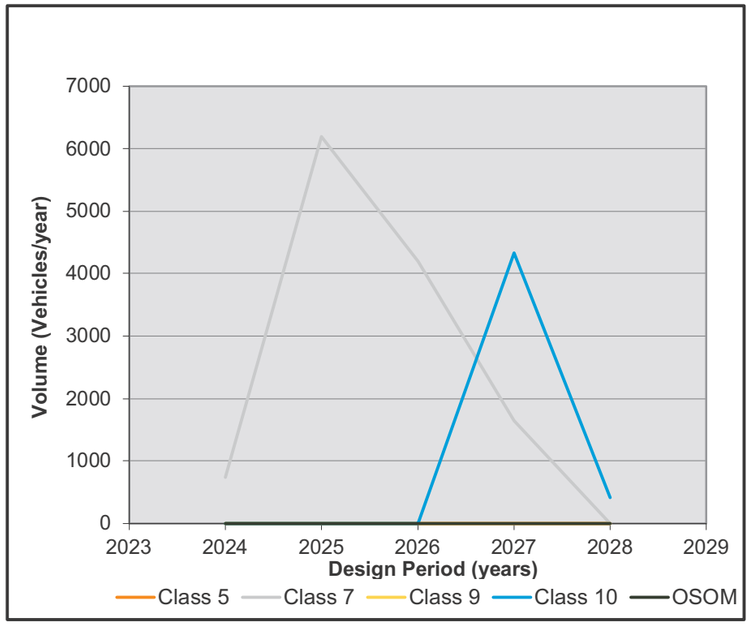
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	372	0	0	0	0	372	0	0	0	0	744	0	0	0
2025	0	3095	0	0	0	0	3095	0	0	0	0	6191	0	0	0
2026	0	2099	0	0	0	0	2099	0	0	0	0	4199	0	0	0
2027	0	822	0	2167	0	0	822	0	2167	0	0	1644	0	4334	0
2028	0	1	0	206	0	0	1	0	206	0	0	3	0	411	0

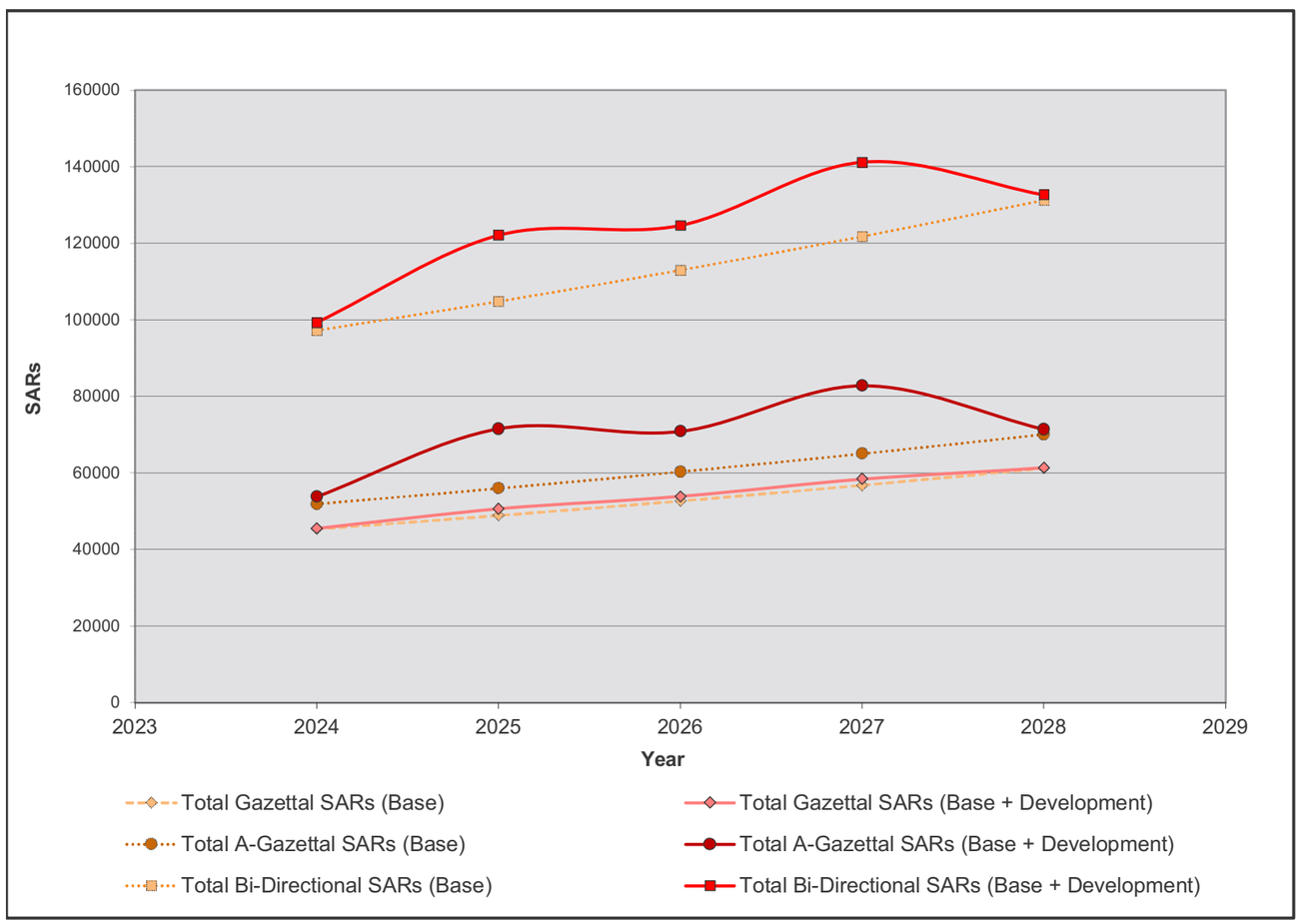
B2G SARs

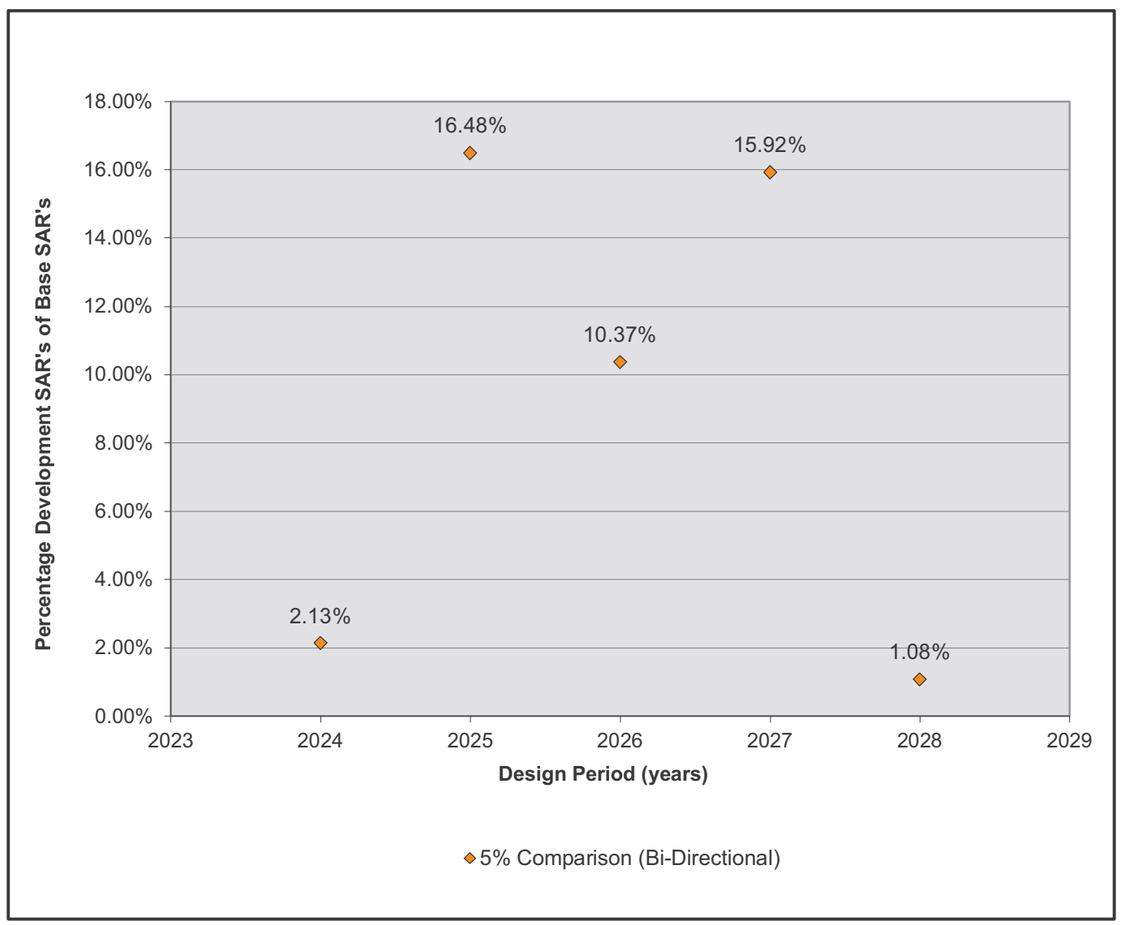
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	45329.69	51894.68	97224.36	208	1866	2075	45538	53761	99299
2025	48861.99	55938.55	104800.5	1733	15538	17272	50595	71477	122072
2026	52669.54	60297.54	112967.1	1176	10539	11715	53845	70836	124682
2027	56773.8	64996.21	121770	1609	17779	19388	58383	82775	141158
2028	61197.88	70061.02	131258.9	110	1302	1412	61308	71363	132671

5% Comparison

	AG	AG	B
2024	0.46%	3.60%	2.13%
2025	3.55%	27.78%	16.48%
2026	2.23%	17.48%	10.37%
2027	2.83%	27.35%	15.92%
2028	0.18%	1.86%	1.08%







Road ID	E51-E52	G	E51-E52	AG	E52-E51

Road name	Owens Scrub Road
Road section	B2G-LDN128.2 to B2G-LDN130.0
Road authority	TRC

B2G Development Volumes

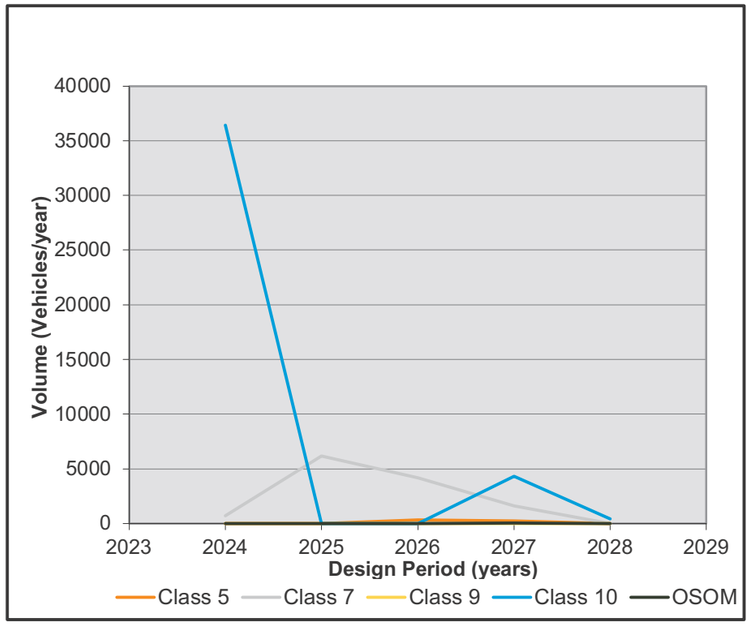
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	372	0	18215	0	0	372	0	18215	0	0	744	0	36430	0
2025	0	3095	0	0	0	0	3095	0	0	0	0	6191	0	0	0
2026	165	2099	0	0	0	165	2099	0	0	0	330	4199	0	0	0
2027	110	822	0	2167	21	110	822	0	2167	21	220	1644	0	4334	41
2028	0	1	0	206	0	0	1	0	206	0	0	3	0	411	0

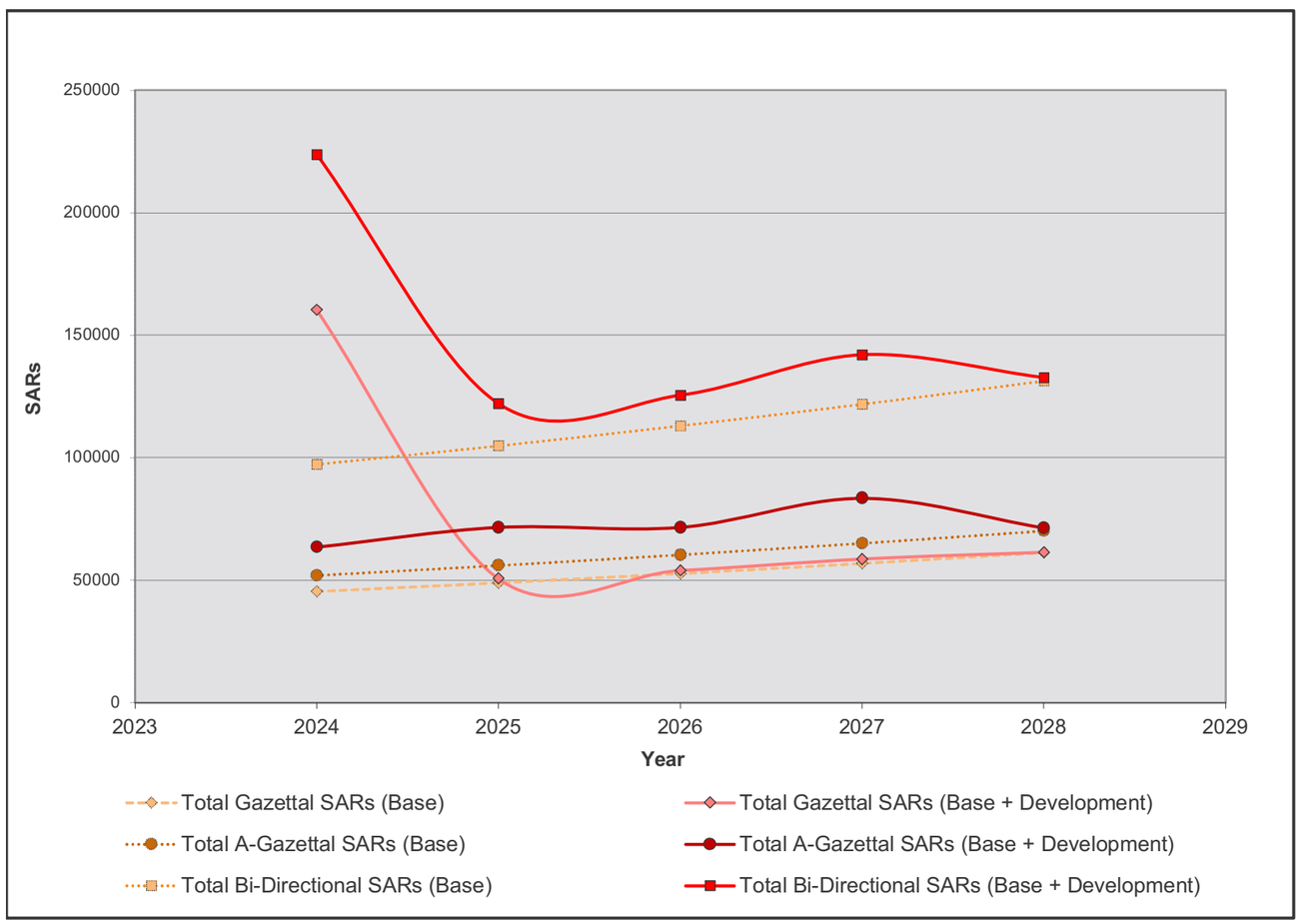
B2G SARs

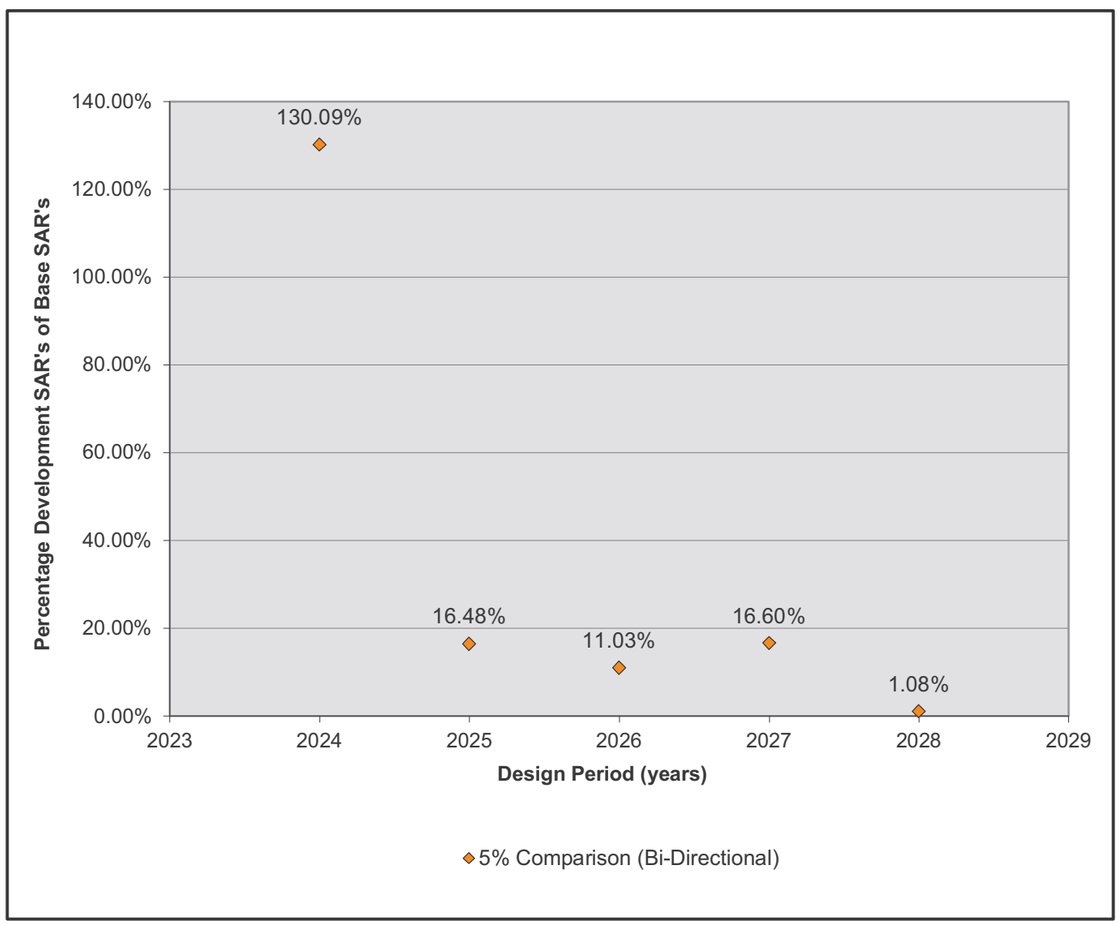
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	45329.69	51894.68	97224.36	114963	11520	126483	160292	63415	223707
2025	48861.99	55938.55	104800.5	1733	15538	17272	50595	71477	122072
2026	52669.54	60297.54	112967.1	1252	11214	12466	53921	71512	125433
2027	56773.8	64996.21	121770	1792	18416	20208	58566	83412	141978
2028	61197.88	70061.02	131258.9	110	1302	1412	61308	71363	132671

5% Comparison

	AG	AG	B
2024	253.61%	22.20%	130.09%
2025	3.55%	27.78%	16.48%
2026	2.38%	18.60%	11.03%
2027	3.16%	28.33%	16.60%
2028	0.18%	1.86%	1.08%





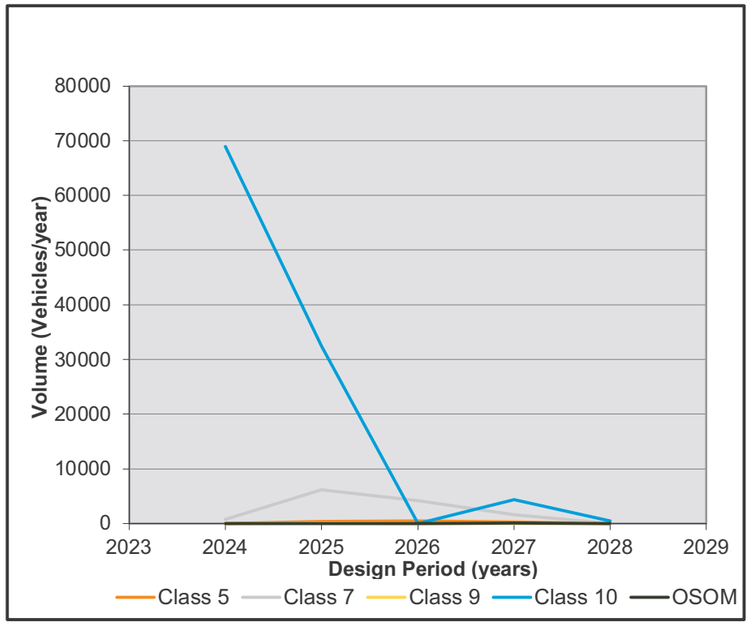


Road ID	E52-X63	G	E52-X63	AG	X63-E52

Road name	Owens Scrub Road
Road section	B2G-LDN130.0 to Millmerran-Inglewood Road
Road authority	TRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	372	0	34465	0	0	372	0	34465	0	0	744	0	68930	0
2025	188	3095	21	16250	17	188	3095	21	16250	17	376	6191	41	32500	34
2026	216	2099	13	0	17	216	2099	13	0	17	431	4199	26	0	34
2027	110	822	0	2167	21	110	822	0	2167	21	220	1644	0	4334	41
2028	0	1	0	206	0	0	1	0	206	0	0	3	0	411	0

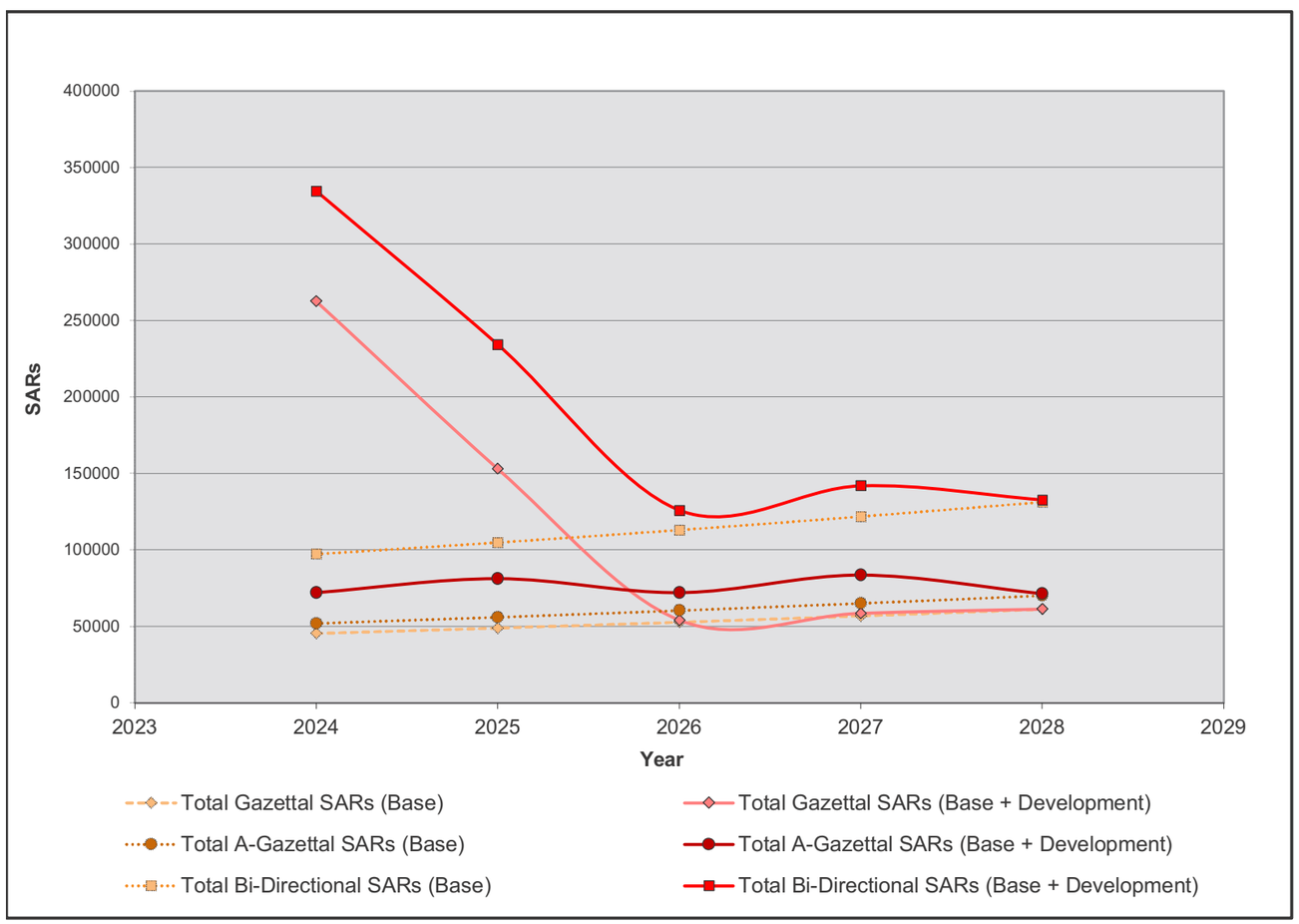


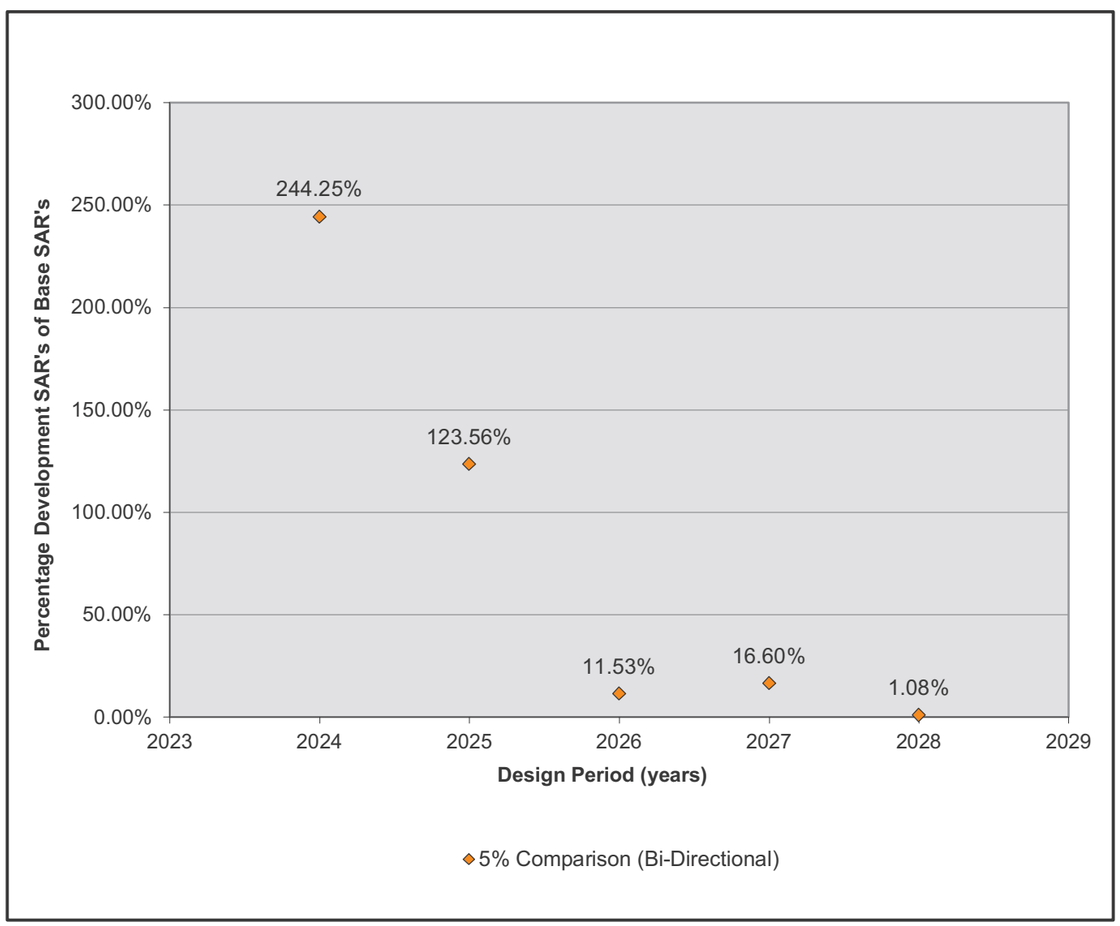
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	45329.69	51894.68	97224.36	217338	20133	237471	262667	72028	334695
2025	48861.99	55938.55	104800.5	104315	25175	129490	153177	81114	234291
2026	52669.54	60297.54	112967.1	1391	11640	13031	54061	71937	125998
2027	56773.8	64996.21	121770	1792	18416	20208	58566	83412	141978
2028	61197.88	70061.02	131258.9	110	1302	1412	61308	71363	132671

5% Comparison

	AG	AG	B
2024	479.46%	38.80%	244.25%
2025	213.49%	45.01%	123.56%
2026	2.64%	19.30%	11.53%
2027	3.16%	28.33%	16.60%
2028	0.18%	1.86%	1.08%





Road ID	X41-E91	G	X41-E91	AG	E91-X41

Road name	Paint Mine Road
Road section	Gore Highway to B2G-LDN173.5
Road authority	TRC

B2G Development Volumes

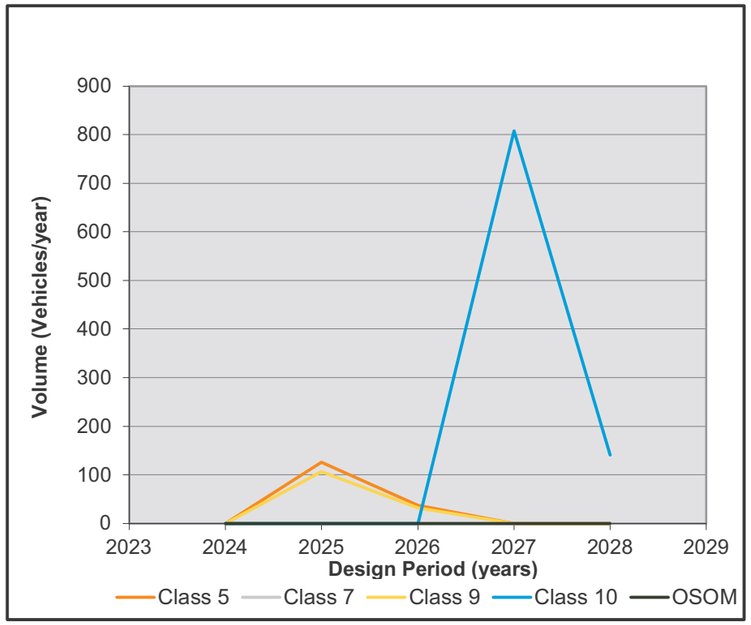
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	63	0	54	0	0	63	0	54	0	0	126	0	107	0	0
2026	19	0	16	0	0	19	0	16	0	0	38	0	32	0	0
2027	0	0	0	404	0	0	0	0	404	0	0	0	0	808	0
2028	0	0	0	70	0	0	0	0	70	0	0	0	0	140	0

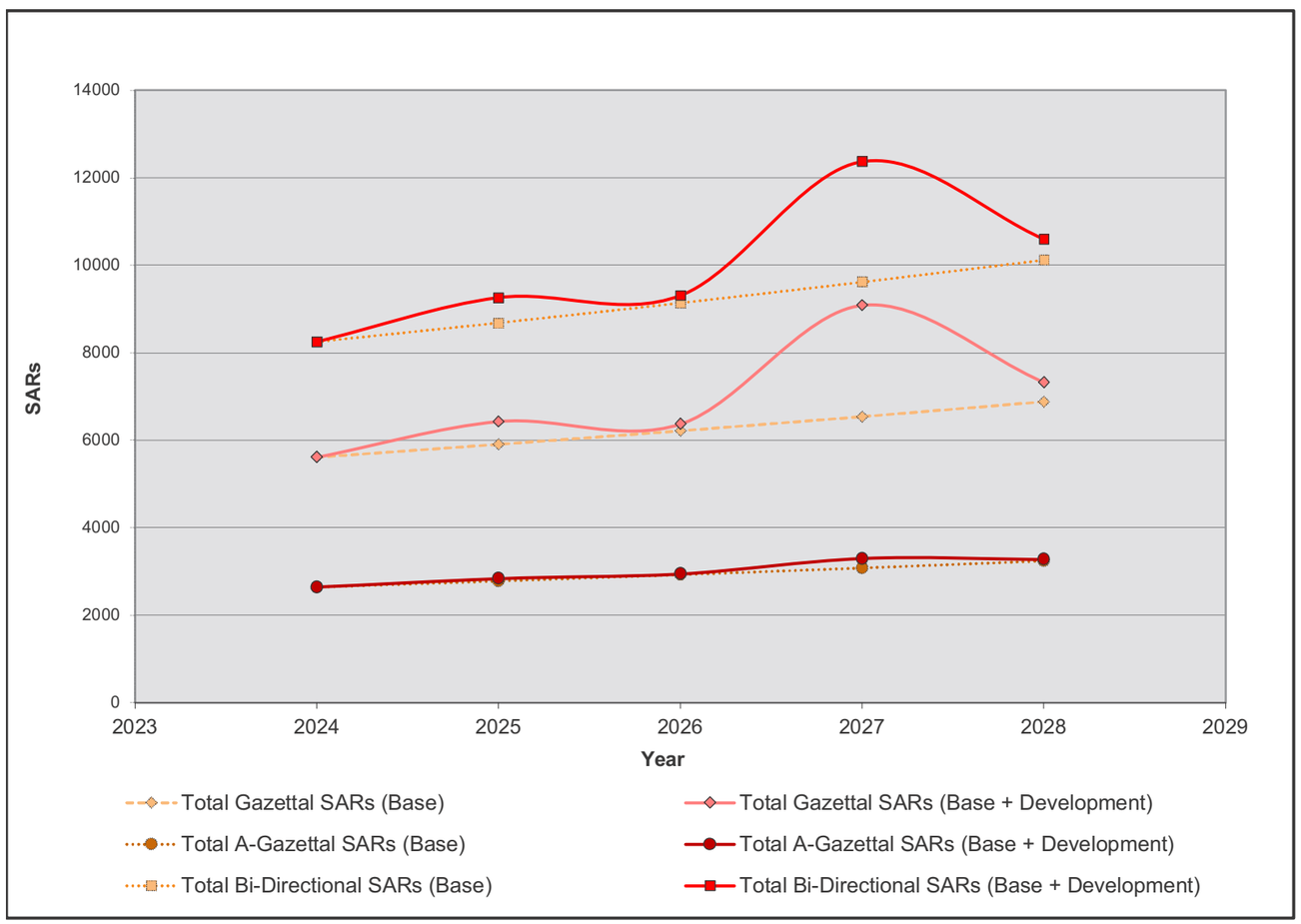
B2G SARs

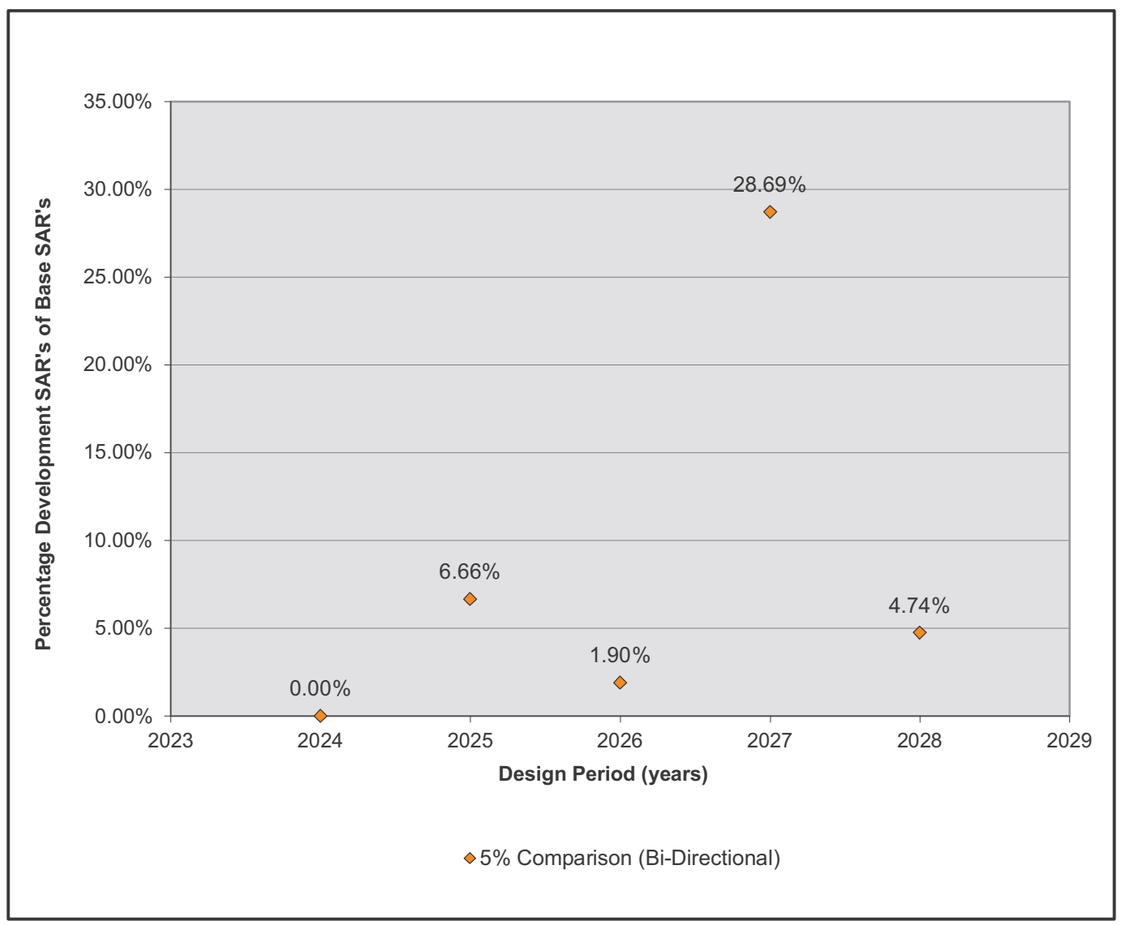
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	5609.802	2639.907	8249.708	0	0	0	5610	2640	8250
2025	5903.303	2778.025	8681.328	522	56	578	6425	2834	9260
2026	6212.161	2923.37	9135.531	157	17	173	6369	2940	9309
2027	6537.178	3076.319	9613.496	2544	214	2758	9082	3290	12372
2028	6879.199	3237.27	10116.47	442	37	480	7321	3274	10596

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	8.84%	2.03%	6.66%
2026	2.52%	0.58%	1.90%
2027	38.92%	6.96%	28.69%
2028	6.43%	1.15%	4.74%







Road ID	X64-E46	G	X64-E46	AG	E46-X64

Road name	Paton Road
Road section	Millmerran-Inglewood Road to B2G-LDN104.5
Road authority	TRC

B2G Development Volumes

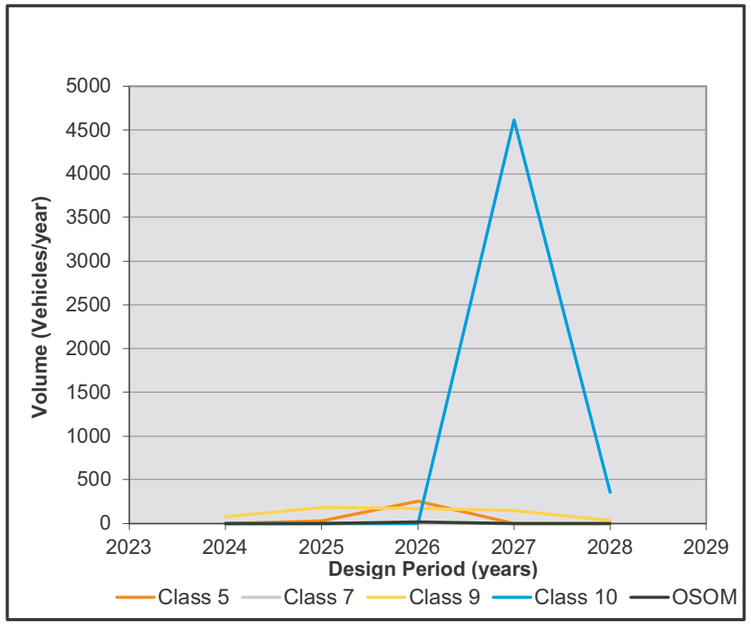
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	37	0	0	0	0	37	0	0	0	0	74	0	0
2025	15	0	91	0	0	15	0	91	0	0	30	0	183	0	0
2026	128	0	85	0	8	128	0	85	0	8	256	0	170	0	16
2027	0	0	74	2308	0	0	0	74	2308	0	0	0	149	4615	0
2028	0	0	19	180	0	0	0	19	180	0	0	0	37	360	0

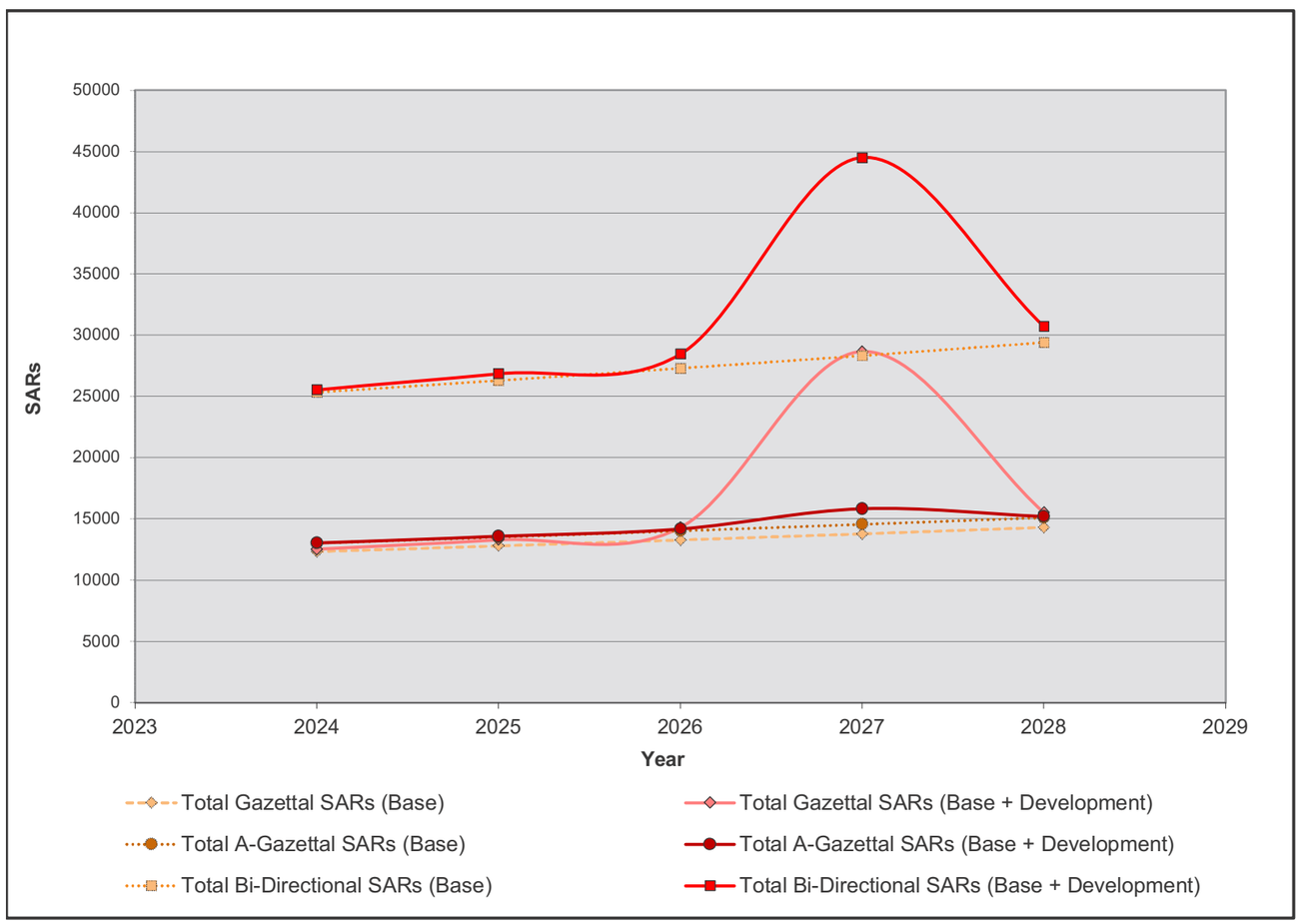
B2G SARs

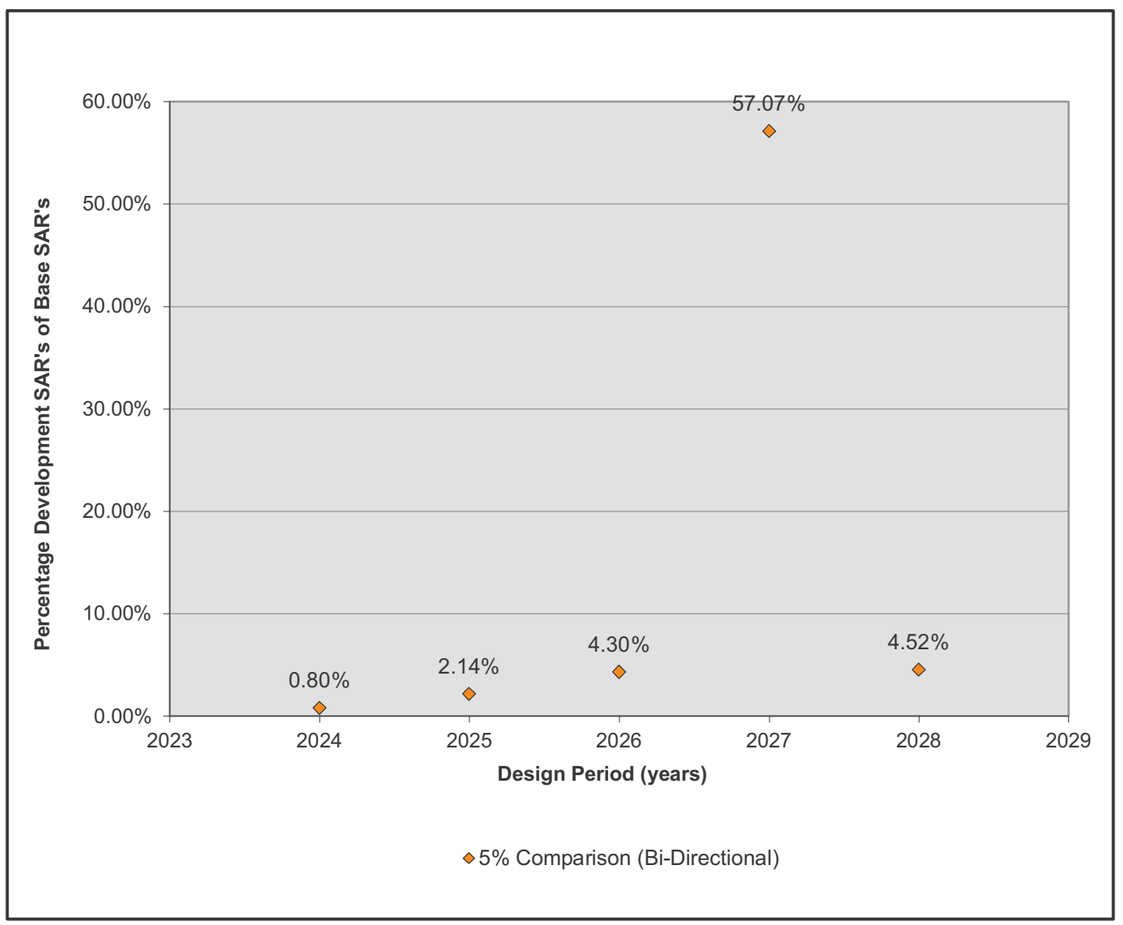
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	12322.99	13013.07	25336.06	183	19	202	12506	13032	25538
2025	12789.92	13506.15	26296.07	511	53	564	13300	13560	26860
2026	13274.54	14017.92	27292.46	1018	155	1174	14293	14173	28466
2027	13777.53	14549.07	28326.6	14905	1261	16166	28683	15810	44493
2028	14299.57	15100.35	29399.92	1225	105	1330	15524	15205	30730

5% Comparison

	AG	AG	B
2024	1.49%	0.15%	0.80%
2025	3.99%	0.40%	2.14%
2026	7.67%	1.11%	4.30%
2027	108.19%	8.67%	57.07%
2028	8.57%	0.69%	4.52%







Road ID	X136-E23	G	X136-E23	AG	E23-X136

Road name	Quarry Road Access
Road section	Tummaville Road to Quarry
Road authority	TRC

B2G Development Volumes

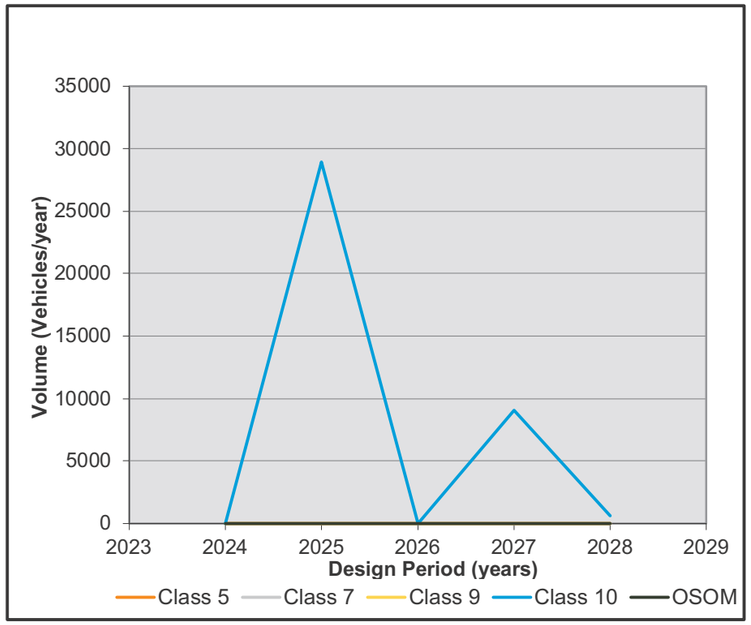
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	14465	0	0	0	0	14465	0	0	0	0	28930	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	4531	0	0	0	0	4531	0	0	0	0	9062	0
2028	0	0	0	323	0	0	0	0	323	0	0	0	0	645	0

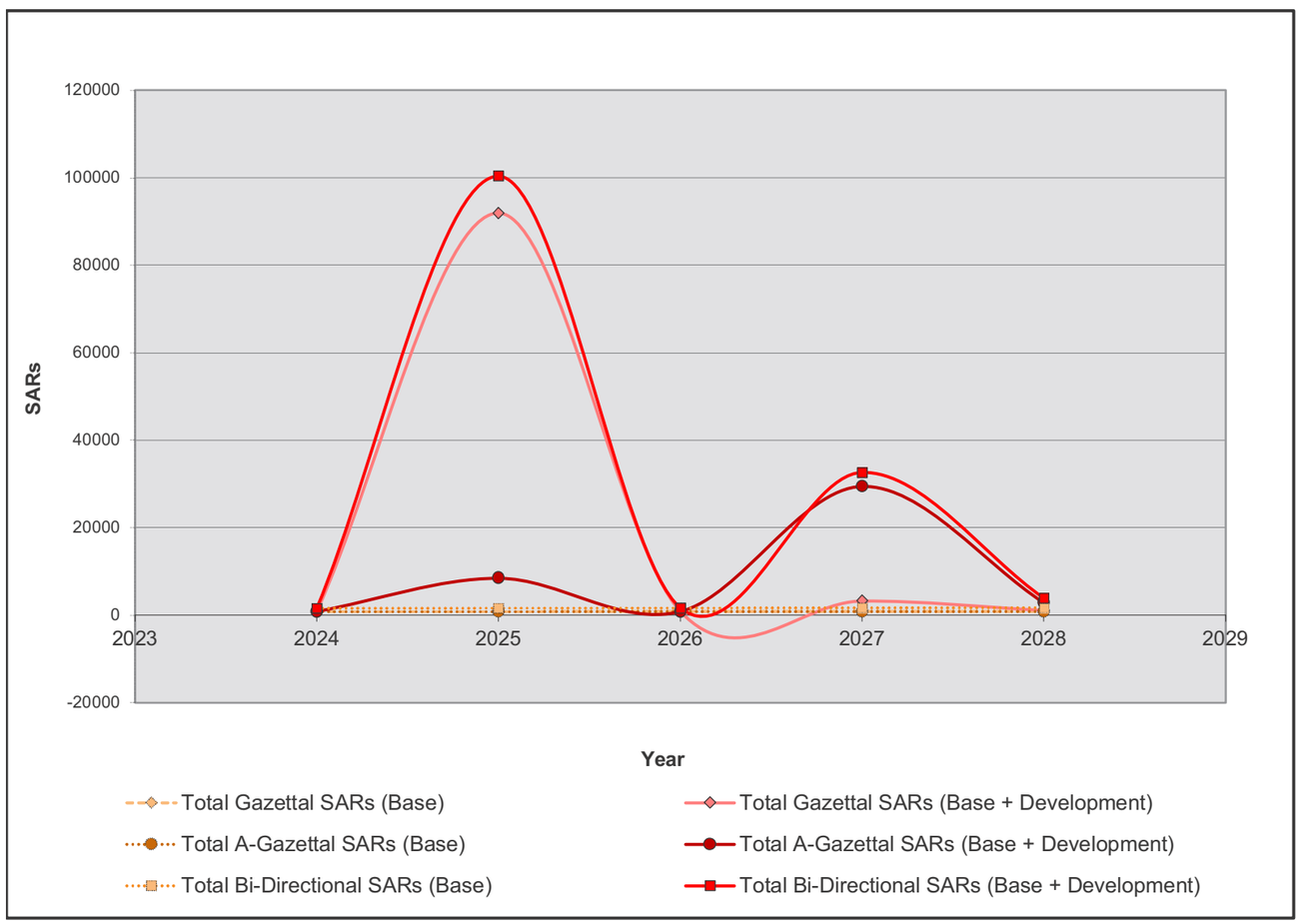
B2G SARs

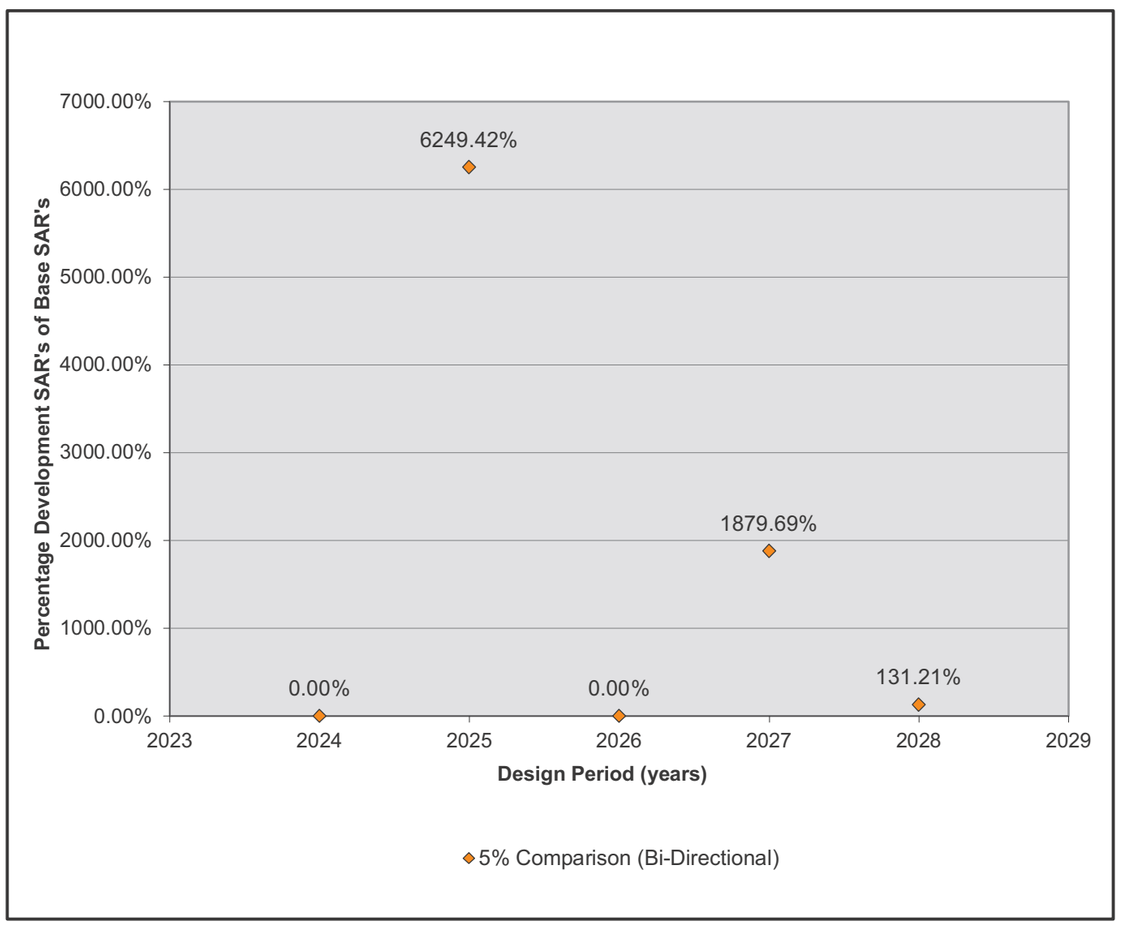
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	774.571	774.571	1549.142	0	0	0	775	775	1549
2025	790.4415	790.4415	1580.883	91130	7666	98796	91920	8457	100377
2026	806.6373	806.6373	1613.275	0	0	0	807	807	1613
2027	823.1649	823.1649	1646.33	2401	28545	30946	3225	29368	32592
2028	840.0312	840.0312	1680.062	171	2033	2204	1011	2873	3884

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	11528.94%	969.89%	6249.42%
2026	0.00%	0.00%	0.00%
2027	291.72%	3467.66%	1879.69%
2028	20.36%	242.05%	131.21%







Road ID	X123-X42	G	X123-X42	AG	X42-X123

Road name	Saleyards Road
Road section	Campbell Street to Gore Highway
Road authority	TRC

B2G Development Volumes

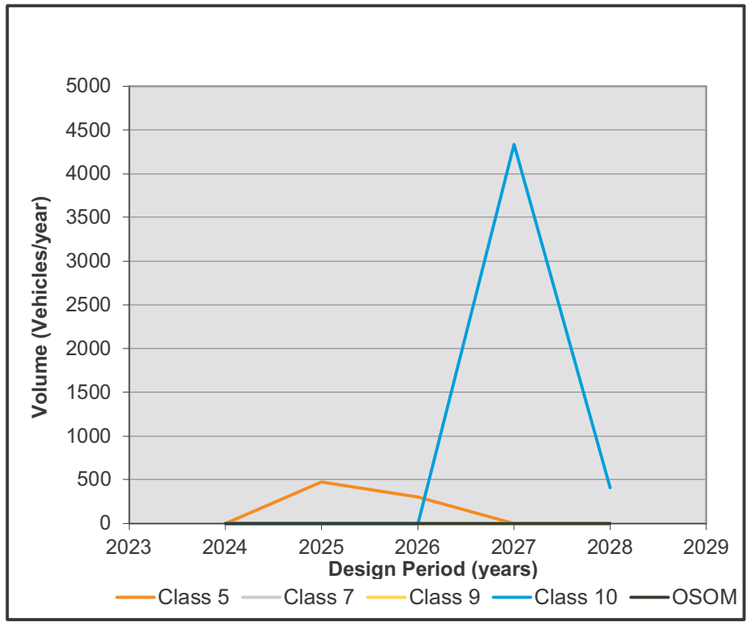
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	237	0	0	0	0	237	0	0	0	0	474	0	0	0	0
2026	151	0	0	0	0	151	0	0	0	0	301	0	0	0	0
2027	0	0	0	2167	0	0	0	0	2167	0	0	0	0	4334	0
2028	0	0	0	206	0	0	0	0	206	0	0	0	0	411	0

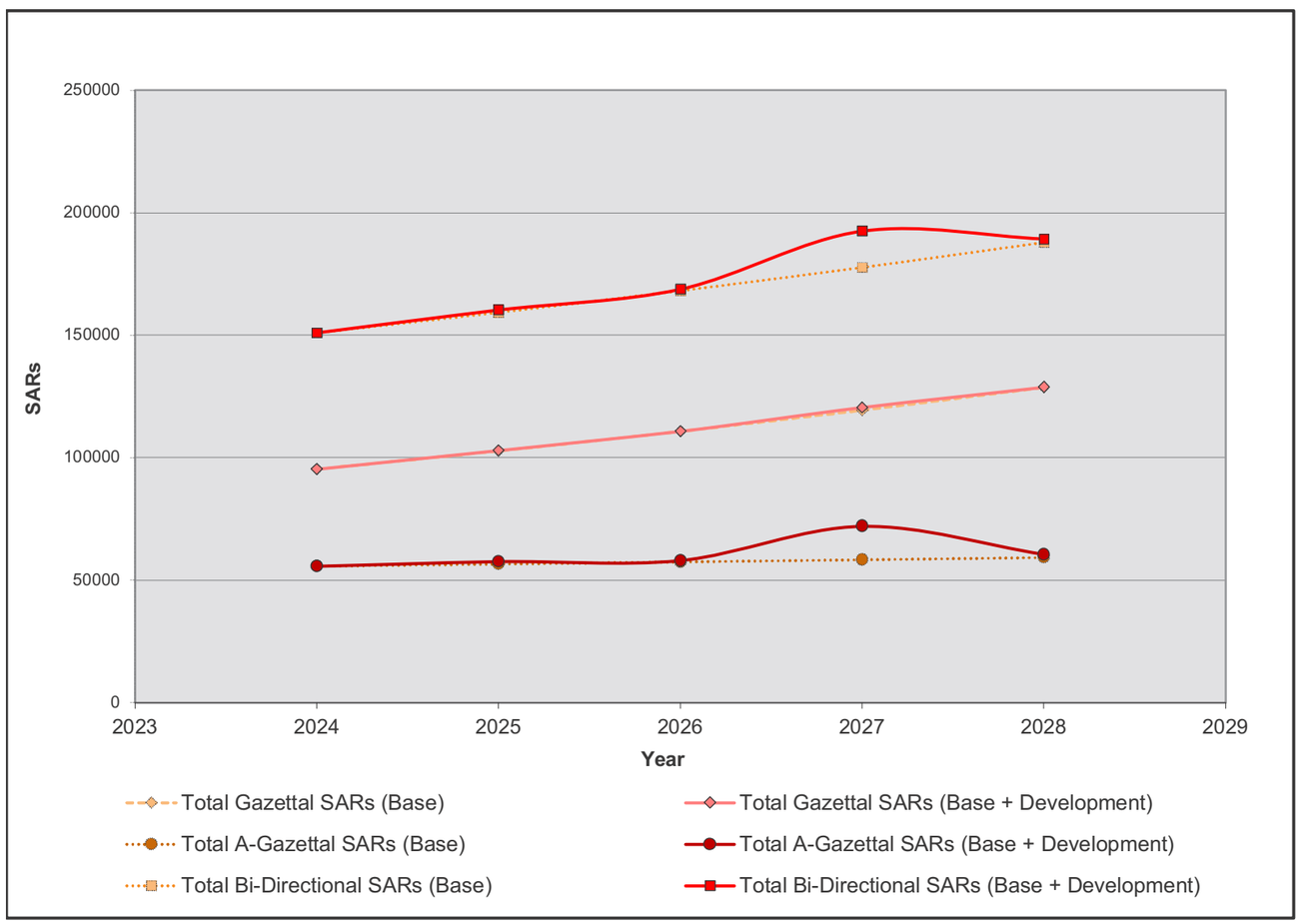
B2G SARs

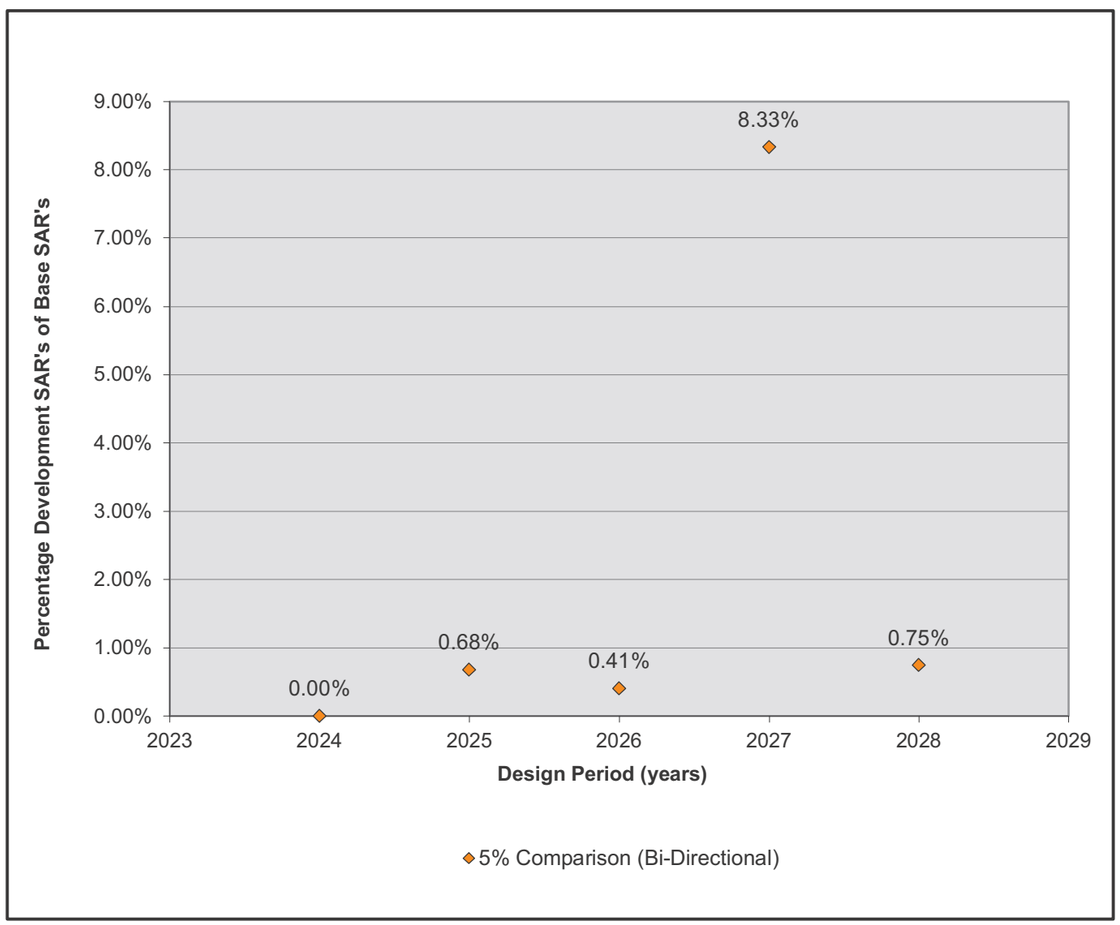
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	95294.12	55677.19	150971.3	0	0	0	95294	55677	150971
2025	102719.9	56537.11	159257	109	968	1077	102829	57506	160334
2026	110724.3	57410.32	168134.6	69	616	686	110794	58027	168820
2027	119352.5	58297.01	177649.5	1148	13651	14800	120501	71948	192449
2028	128653	59197.39	187850.3	109	1296	1405	128762	60493	189255

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.11%	1.71%	0.68%
2026	0.06%	1.07%	0.41%
2027	0.96%	23.42%	8.33%
2028	0.08%	2.19%	0.75%







Road ID	X60-E50	G	X60-E50	AG	E50-X60

Road name	Schwarten Road
Road section	Millmerran-Inglewood Road to B2G-LDN126.9
Road authority	TRC

B2G Development Volumes

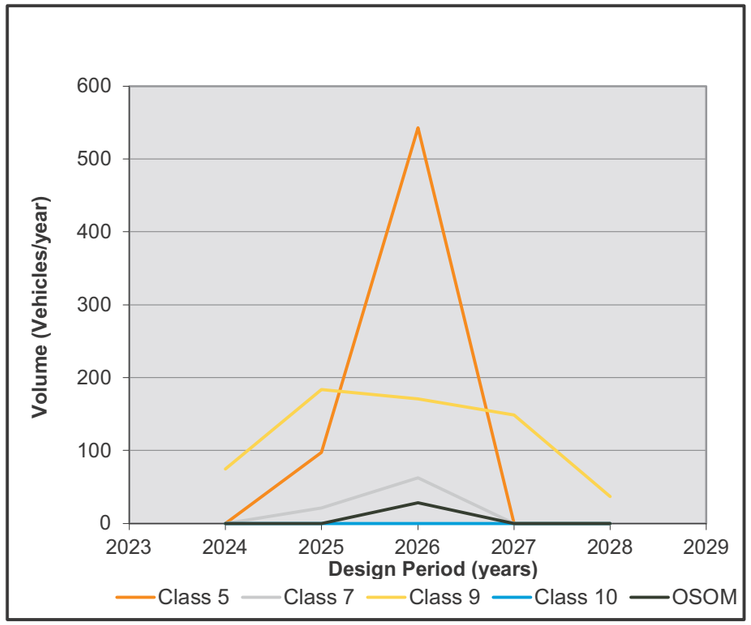
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	37	0	0	0	0	37	0	0	0	0	74	0	0
2025	49	10	92	0	0	49	10	92	0	0	97	21	184	0	0
2026	272	31	86	0	14	272	31	86	0	14	543	63	171	0	29
2027	0	0	74	0	0	0	0	74	0	0	0	0	149	0	0
2028	0	0	19	0	0	0	0	19	0	0	0	0	37	0	0

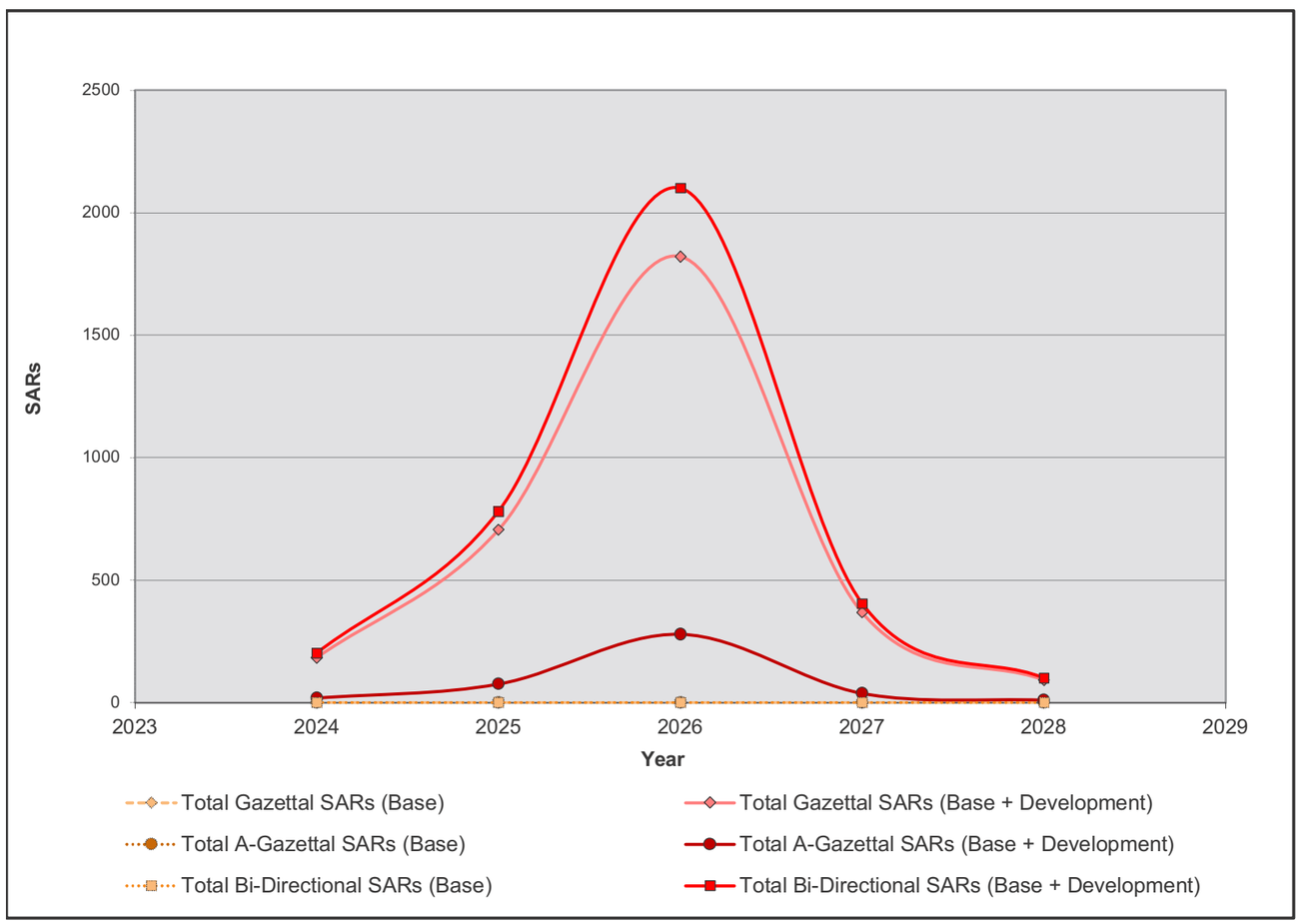
B2G SARs

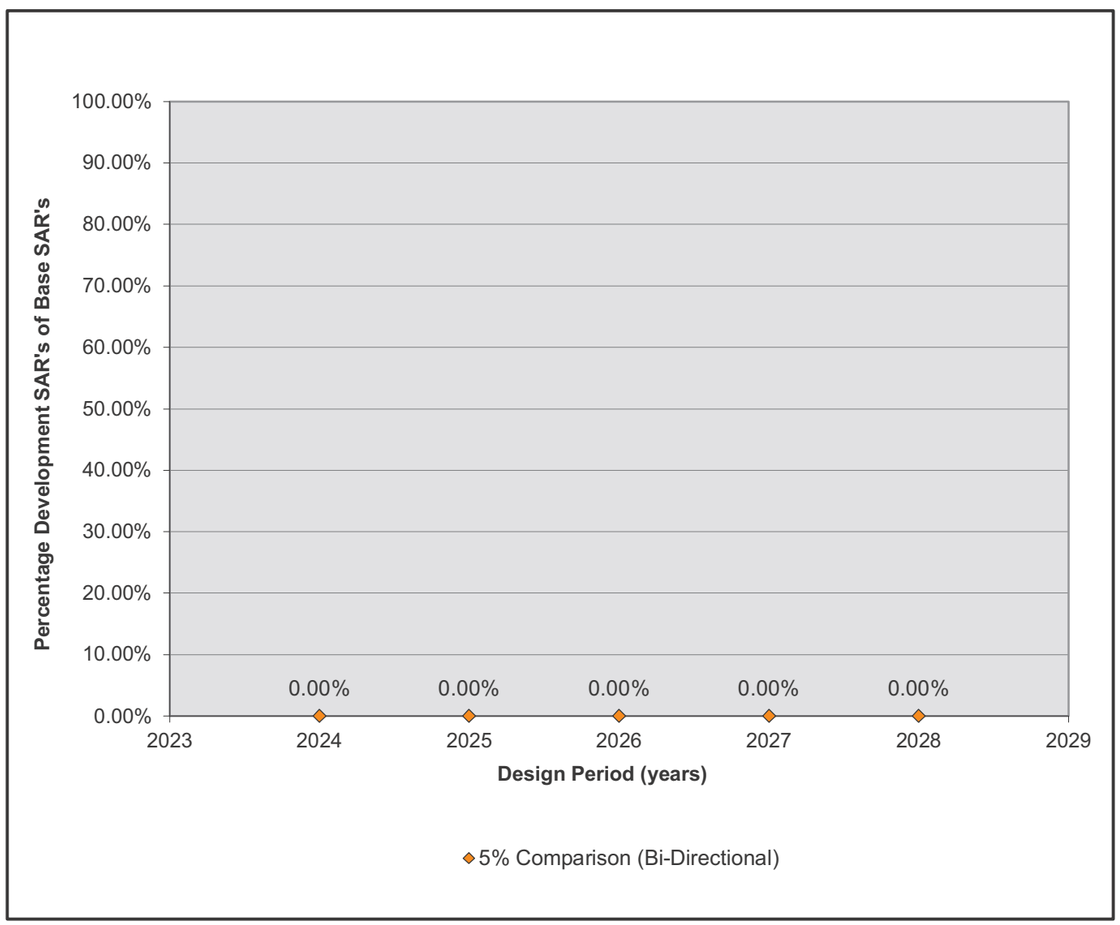
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	0	0	0	183	19	202	183	19	202
2025	0	0	0	705	75	780	705	75	780
2026	0	0	0	1821	279	2100	1821	279	2100
2027	0	0	0	367	38	405	367	38	405
2028	0	0	0	92	9	101	92	9	101

5% Comparison

		AG	B
2024	hable to be qu	nable to be qu	#DIV/0!
2025	hable to be qu	nable to be qu	#DIV/0!
2026	hable to be qu	nable to be qu	#DIV/0!
2027	hable to be qu	nable to be qu	#DIV/0!
2028	hable to be qu	nable to be qu	#DIV/0!







Road ID	X124-E109	G	X124-E109	AG	E109-X124

Road name	Scragg Road
Road section	Commodore Peak Road to B2G-LDN123.6
Road authority	TRC

B2G Development Volumes

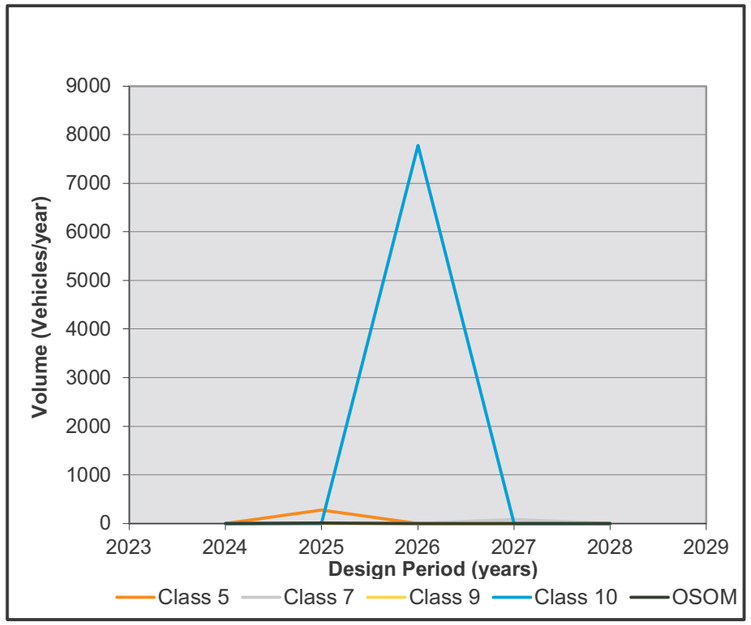
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	140	0	0	0	6	140	0	0	0	6	279	0	0	0	12
2026	0	0	0	3892	0	0	0	0	3892	0	0	0	0	7784	0
2027	0	43	0	0	0	0	43	0	0	0	0	86	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

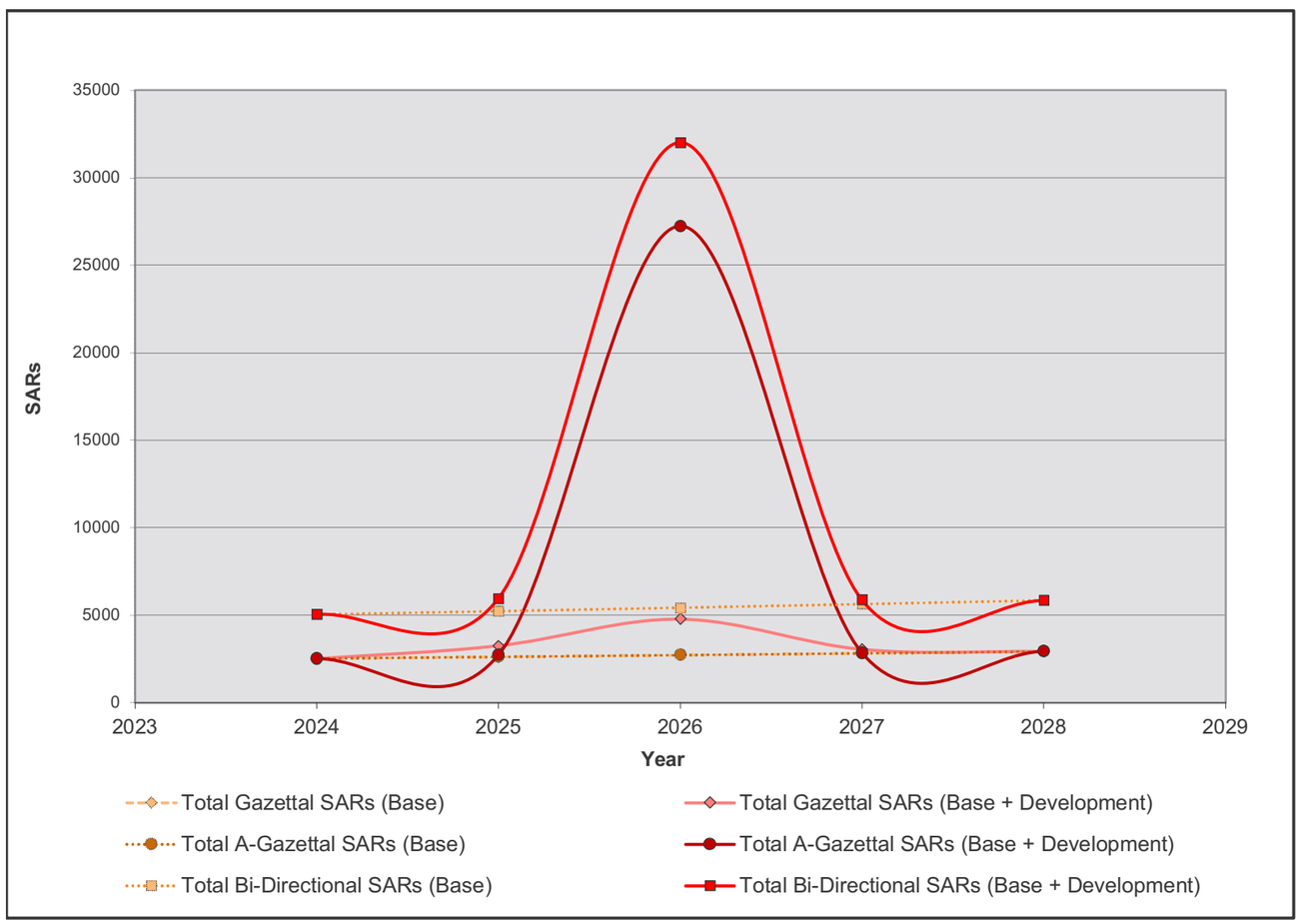
B2G SARs

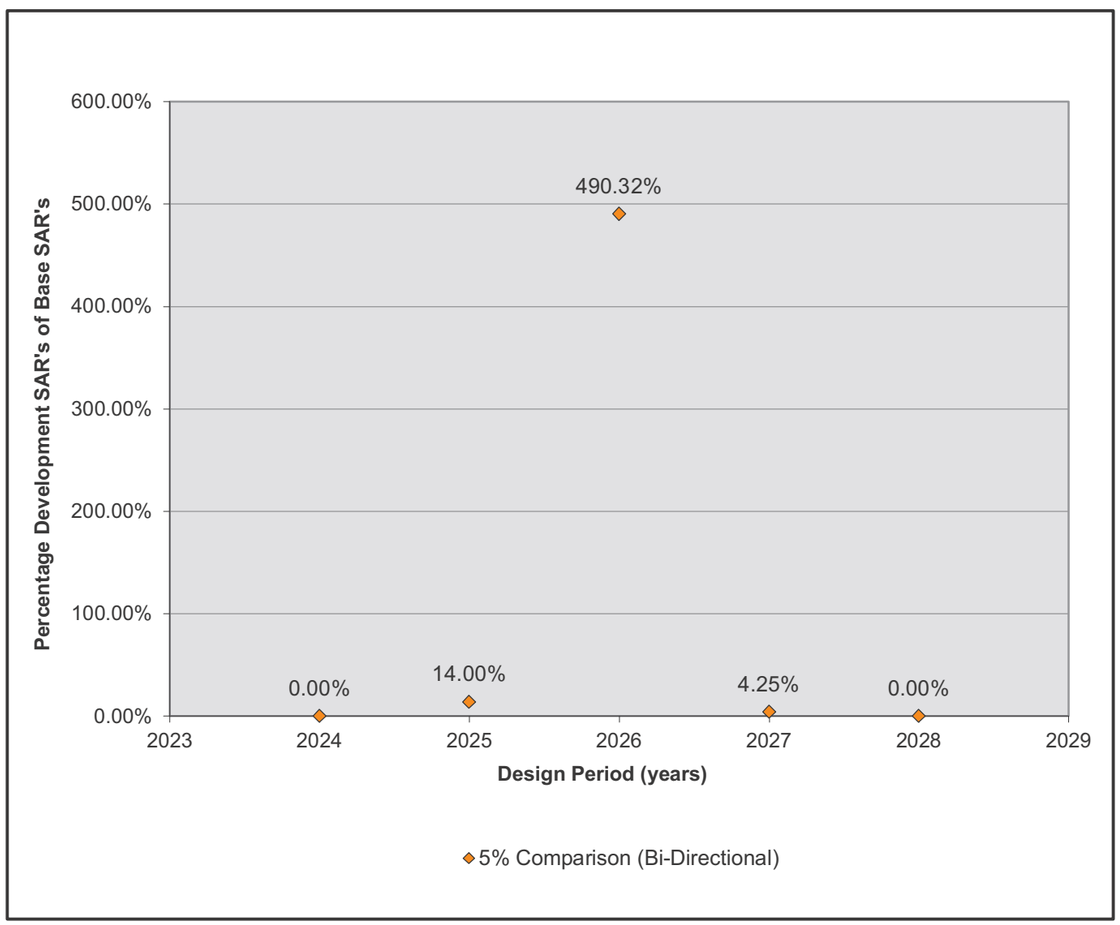
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2516.381	2516.381	5032.762	0	0	0	2516	2516	5033
2025	2611.729	2611.729	5223.459	627	104	731	3239	2716	5955
2026	2710.691	2710.691	5421.381	2063	24520	26582	4773	27230	32004
2027	2813.402	2813.402	5626.803	215	24	239	3029	2837	5866
2028	2920.004	2920.004	5840.009	0	0	0	2920	2920	5840

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	24.02%	3.98%	14.00%
2026	76.10%	904.55%	490.32%
2027	7.65%	0.85%	4.25%
2028	0.00%	0.00%	0.00%







Road ID	E109-E49	G	E109-E49	AG	E49-E109

Road name	Scragg Road
Road section	B2G-LDN123.6 to B2G-LDN123.8
Road authority	TRC

B2G Development Volumes

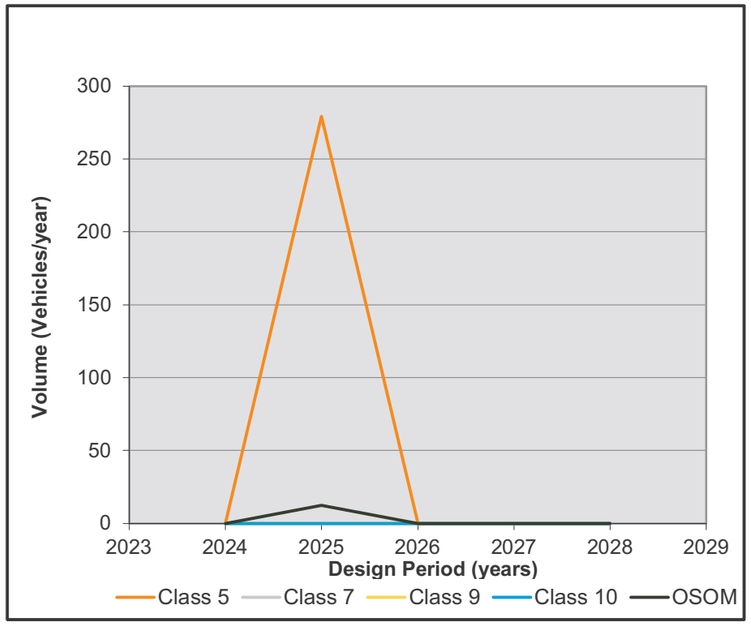
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	140	0	0	0	6	140	0	0	0	6	279	0	0	0	12
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

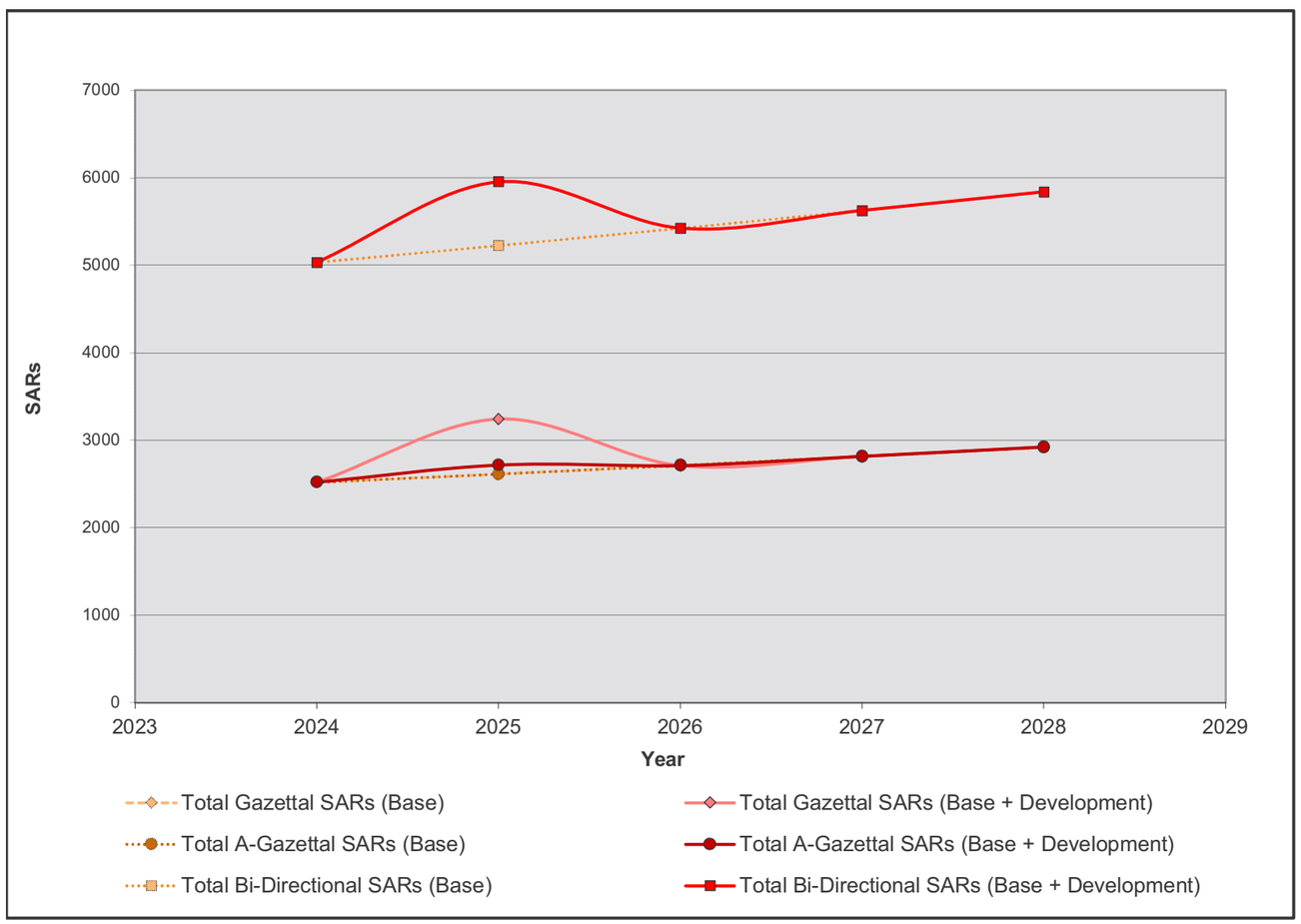
B2G SARs

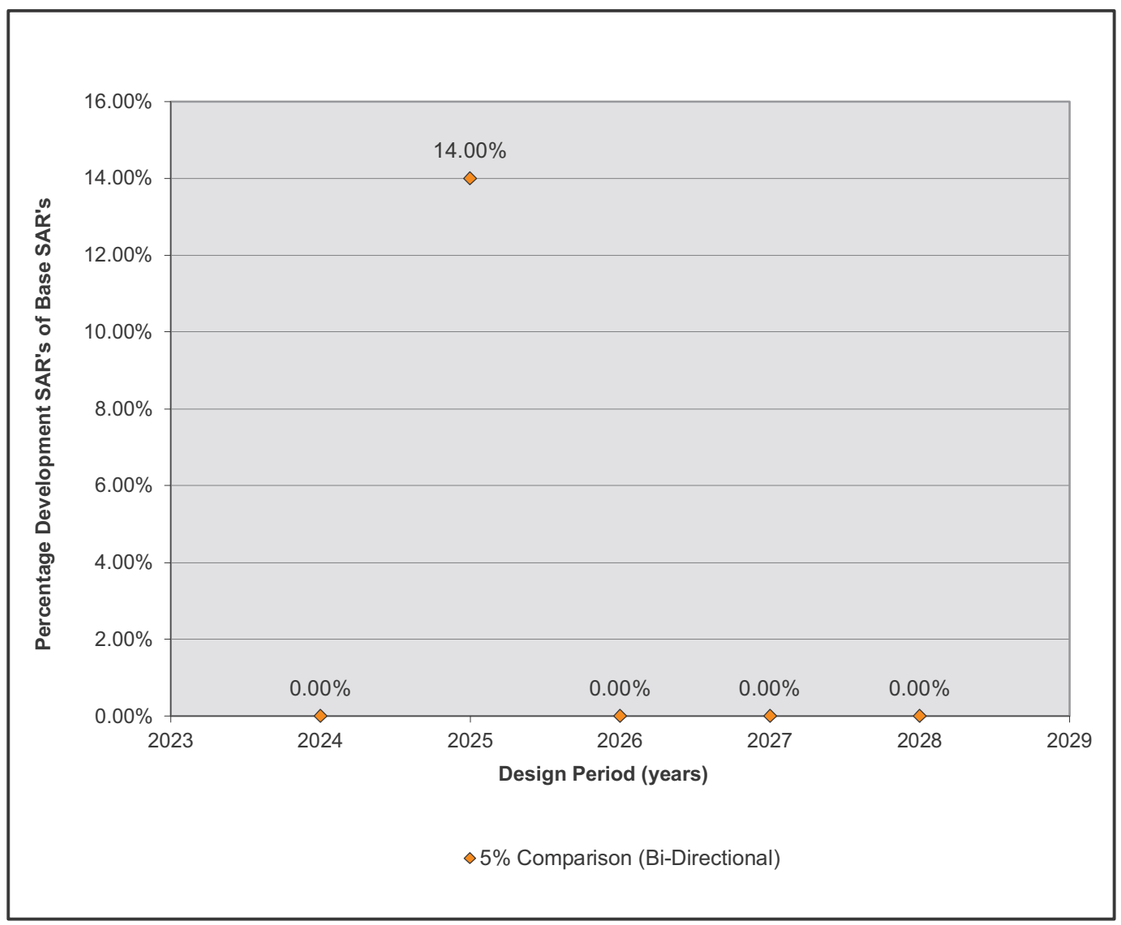
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2516.381	2516.381	5032.762	0	0	0	2516	2516	5033
2025	2611.729	2611.729	5223.459	627	104	731	3239	2716	5955
2026	2710.691	2710.691	5421.381	0	0	0	2711	2711	5421
2027	2813.402	2813.402	5626.803	0	0	0	2813	2813	5627
2028	2920.004	2920.004	5840.009	0	0	0	2920	2920	5840

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	24.02%	3.98%	14.00%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	E102-X43	G	E102-X43	AG	X43-E102

Road name	Scrubby Road
Road section	Bland Quarry Pittsworth to Gore Highway
Road authority	TRC

B2G Development Volumes

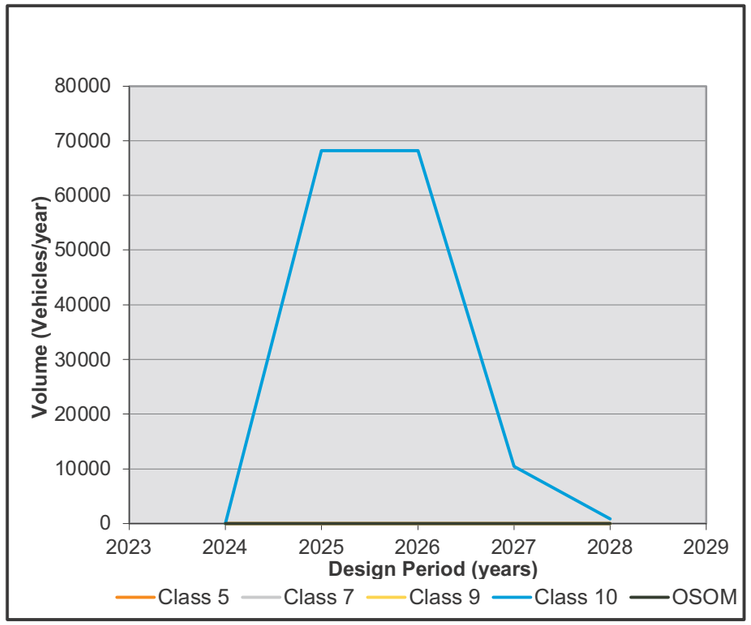
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	34091	0	0	0	0	34091	0	0	0	0	68183	0
2026	0	0	0	34091	0	0	0	0	34091	0	0	0	0	68183	0
2027	0	0	0	5224	0	0	0	0	5224	0	0	0	0	10449	0
2028	0	0	0	418	0	0	0	0	418	0	0	0	0	837	0

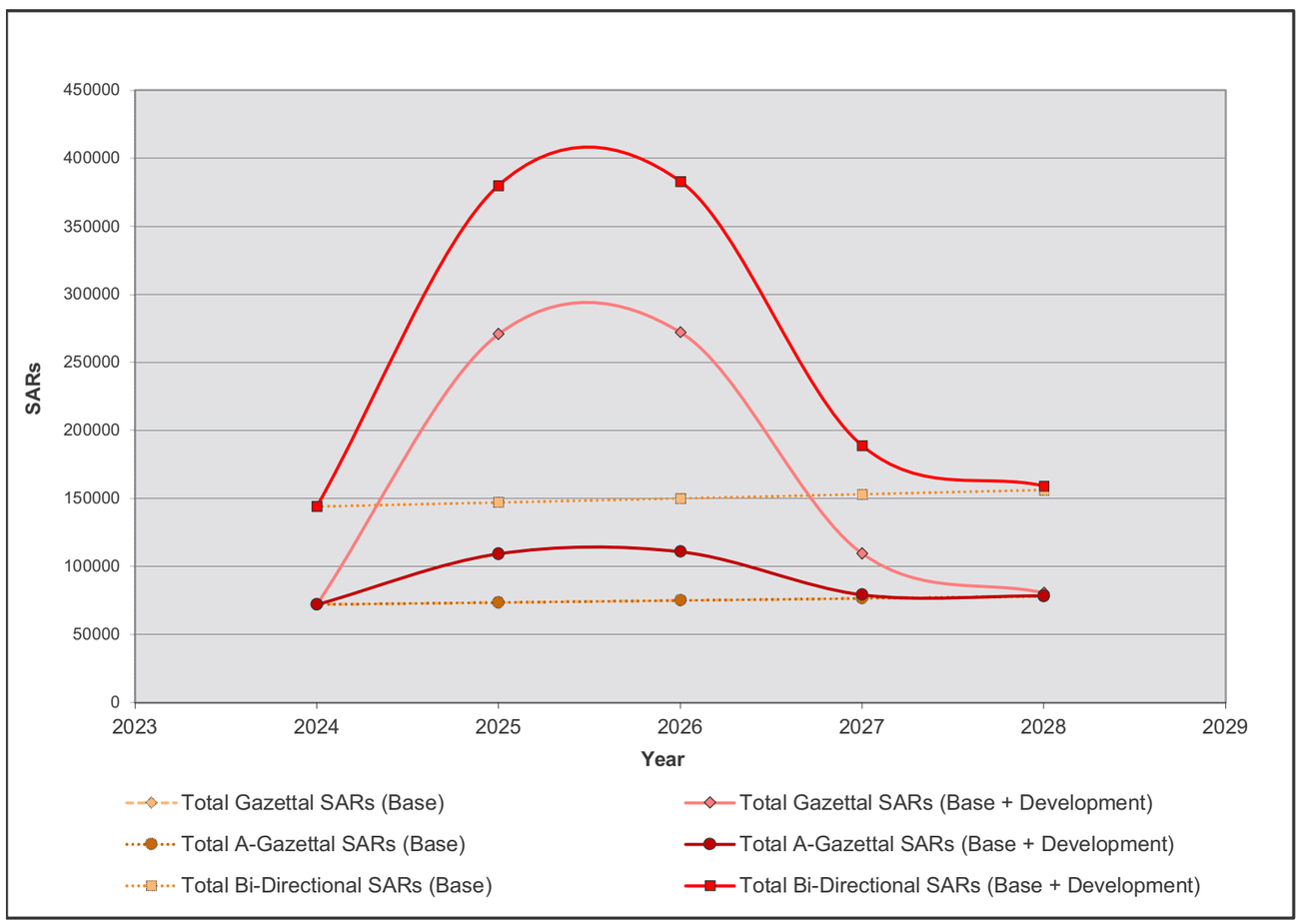
B2G SARs

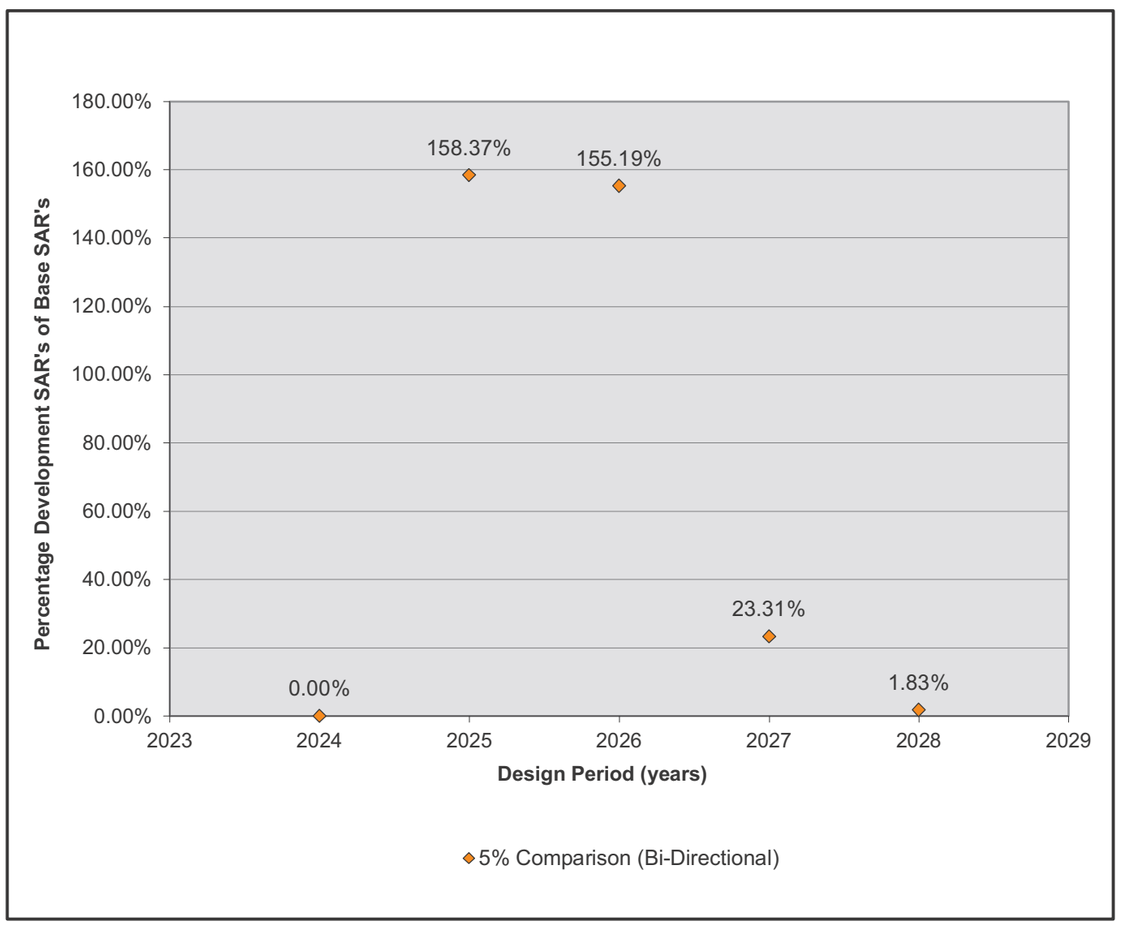
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	72035.1	72035.1	144070.2	0	0	0	72035	72035	144070
2025	73511.06	73511.06	147022.1	197146	35699	232845	270657	109210	379867
2026	75017.27	75017.27	150034.5	197146	35699	232845	272163	110716	382879
2027	76554.34	76554.34	153108.7	32914	2769	35683	109468	79323	188791
2028	78122.9	78122.9	156245.8	2635	222	2857	80758	78345	159103

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	268.19%	48.56%	158.37%
2026	262.80%	47.59%	155.19%
2027	42.99%	3.62%	23.31%
2028	3.37%	0.28%	1.83%







Road ID	X82-E30	G	X82-E30	AG	E30-X82

Road name	Steger Road
Road section	Warrego Highway to New Hope Recycled Water Pipeline
Road authority	TRC

B2G Development Volumes

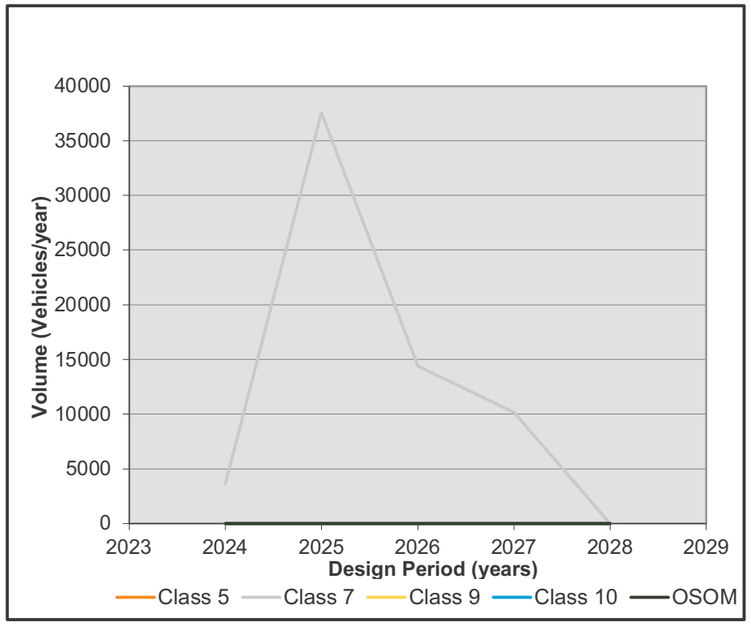
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	1813	0	0	0	0	1813	0	0	0	0	3626	0	0	0
2025	0	18777	0	0	0	0	18777	0	0	0	0	37553	0	0	0
2026	0	7215	0	0	0	0	7215	0	0	0	0	14431	0	0	0
2027	0	5089	0	0	0	0	5089	0	0	0	0	10179	0	0	0
2028	0	5	0	0	0	0	5	0	0	0	0	9	0	0	0

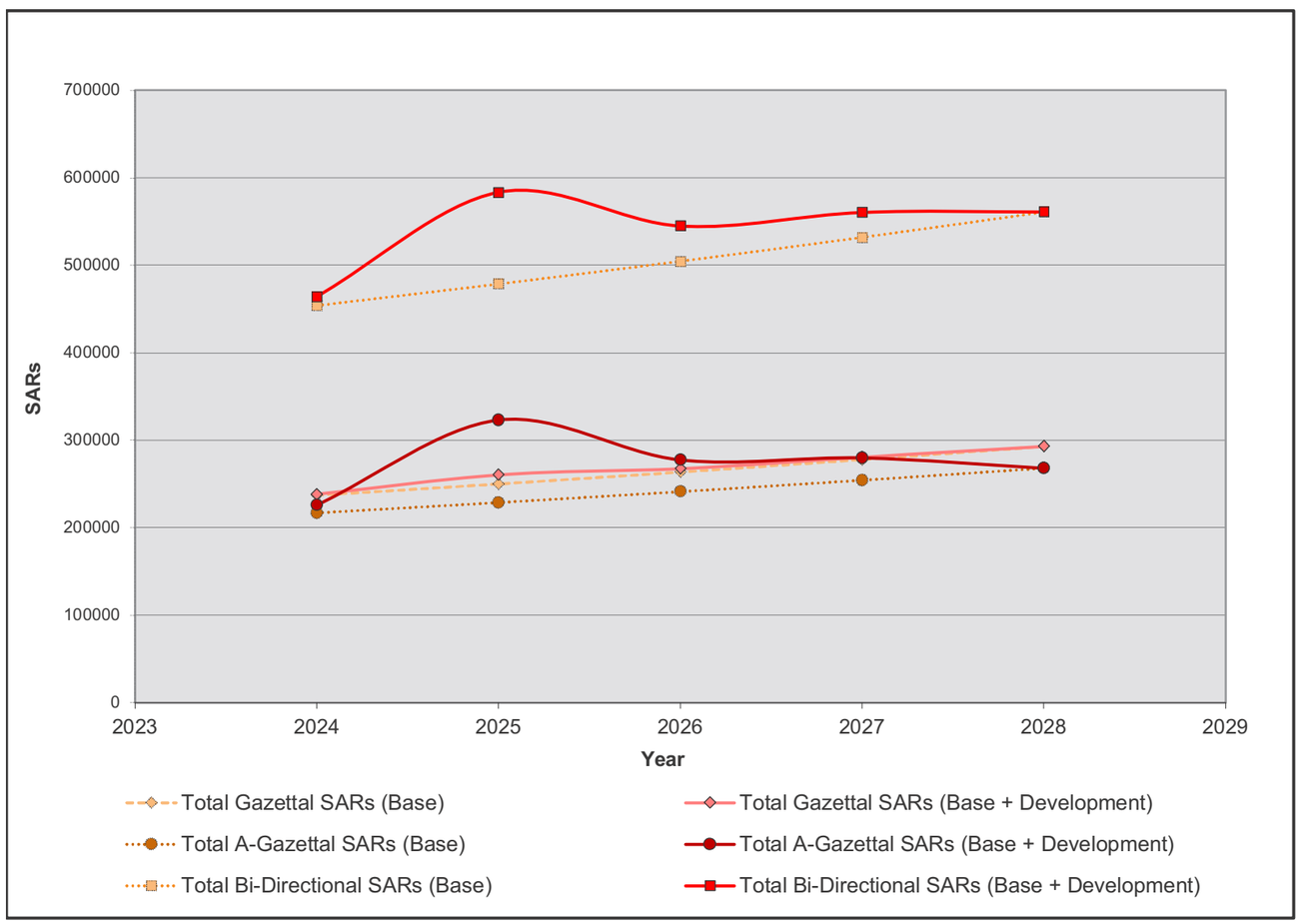
B2G SARs

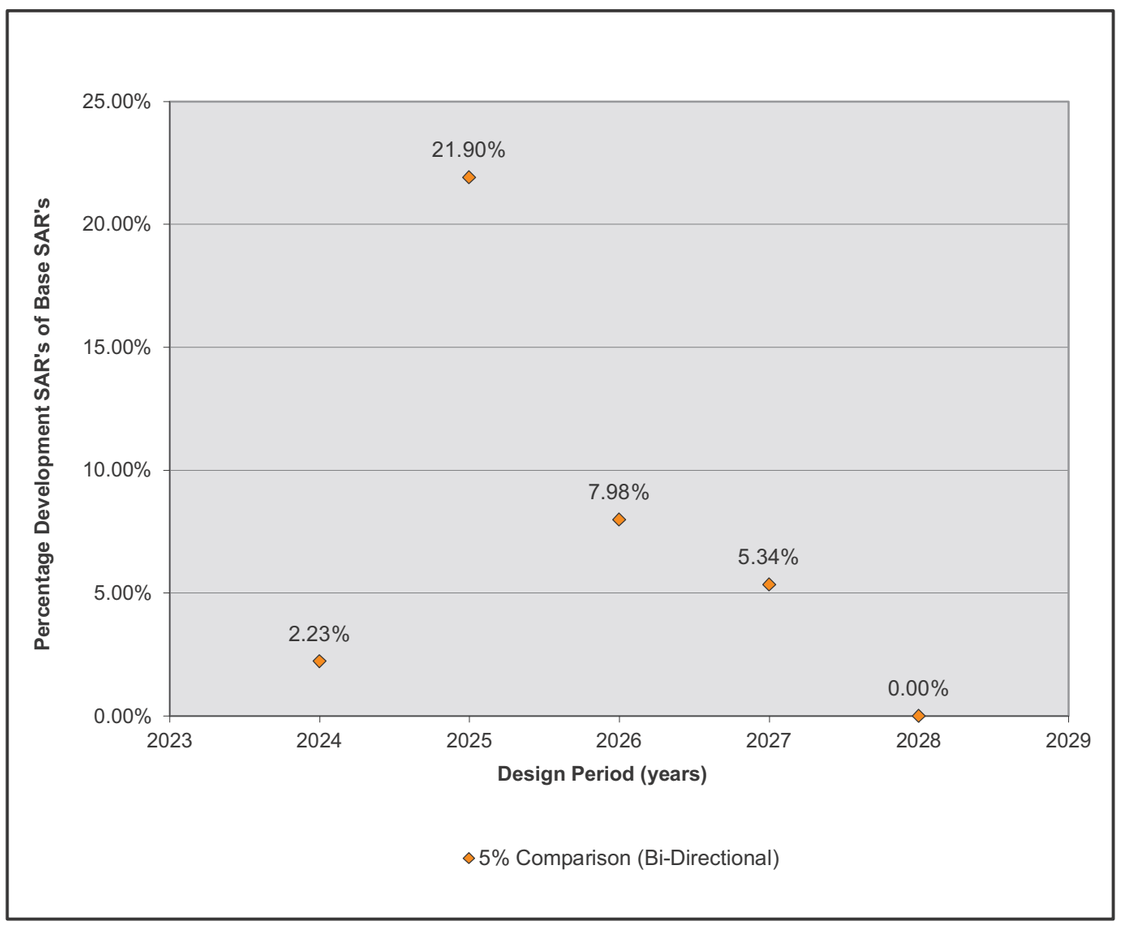
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	236986.8	216870.4	453857.2	1015	9100	10115	238002	225971	463973
2025	249847.8	228639.8	478487.5	10515	94259	104774	260363	322898	583261
2026	263406.7	241047.8	504454.5	4041	36221	40262	267447	277269	544717
2027	277701.5	254129.2	531830.7	2850	25549	28399	280552	279678	560229
2028	292772.1	267920.5	560692.6	3	23	25	292775	267943	560718

5% Comparison

	AG	AG	B
2024	0.43%	4.20%	2.23%
2025	4.21%	41.23%	21.90%
2026	1.53%	15.03%	7.98%
2027	1.03%	10.05%	5.34%
2028	0.00%	0.01%	0.00%







Road ID	E30-X147	G	E30-X147	AG	X147-E30

Road name	Steger Road
Road section	New Hope Recycled Water Pipeline to Draper Road
Road authority	TRC

B2G Development Volumes

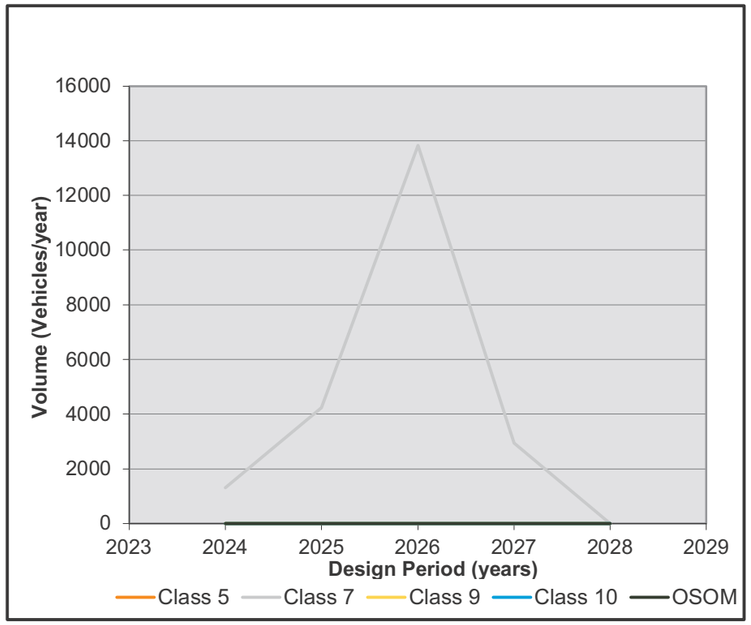
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	661	0	0	0	0	661	0	0	0	0	1322	0	0	0
2025	0	2117	0	0	0	0	2117	0	0	0	0	4235	0	0	0
2026	0	6913	0	0	0	0	6913	0	0	0	0	13826	0	0	0
2027	0	1468	0	0	0	0	1468	0	0	0	0	2937	0	0	0
2028	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0

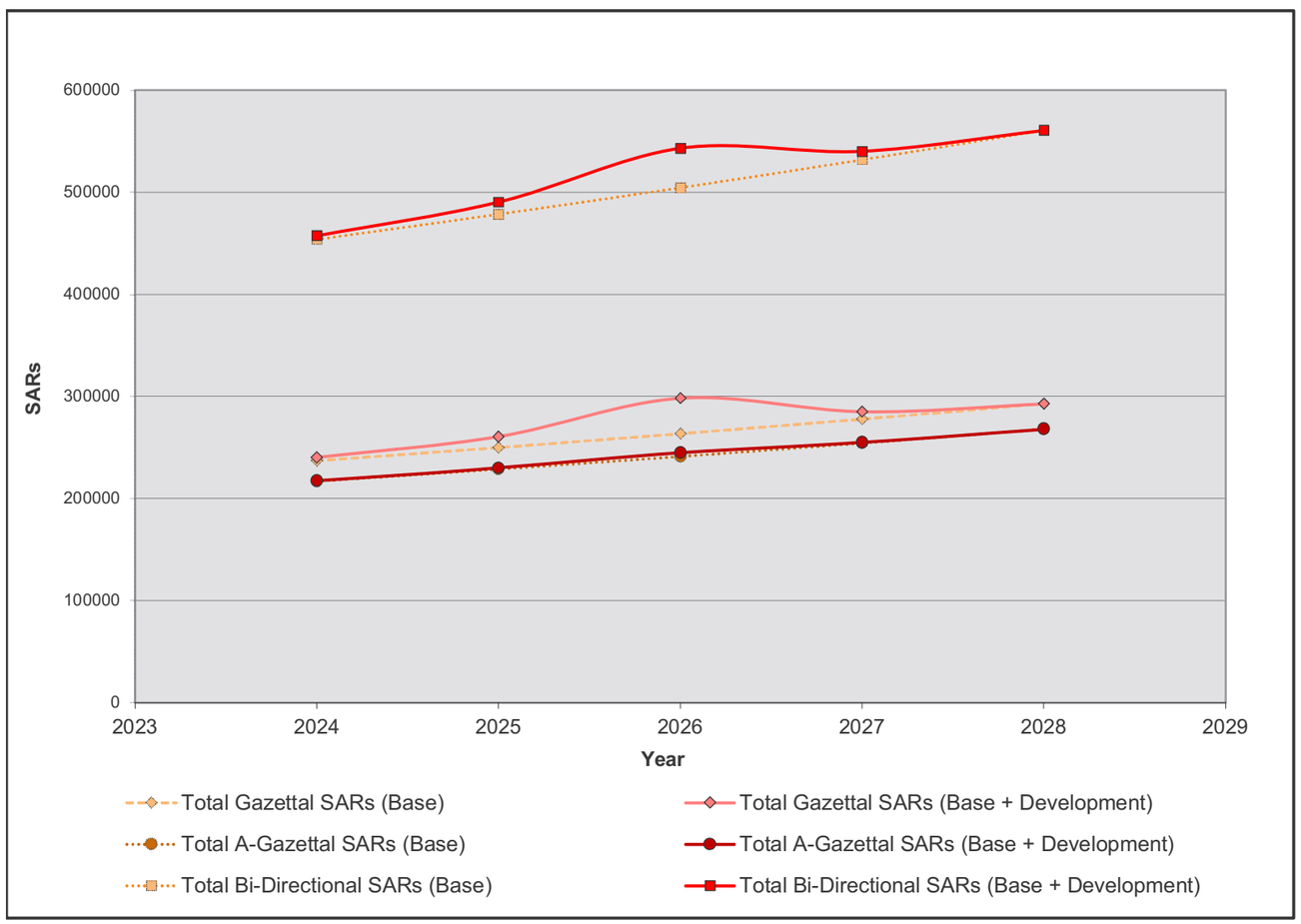
B2G SARs

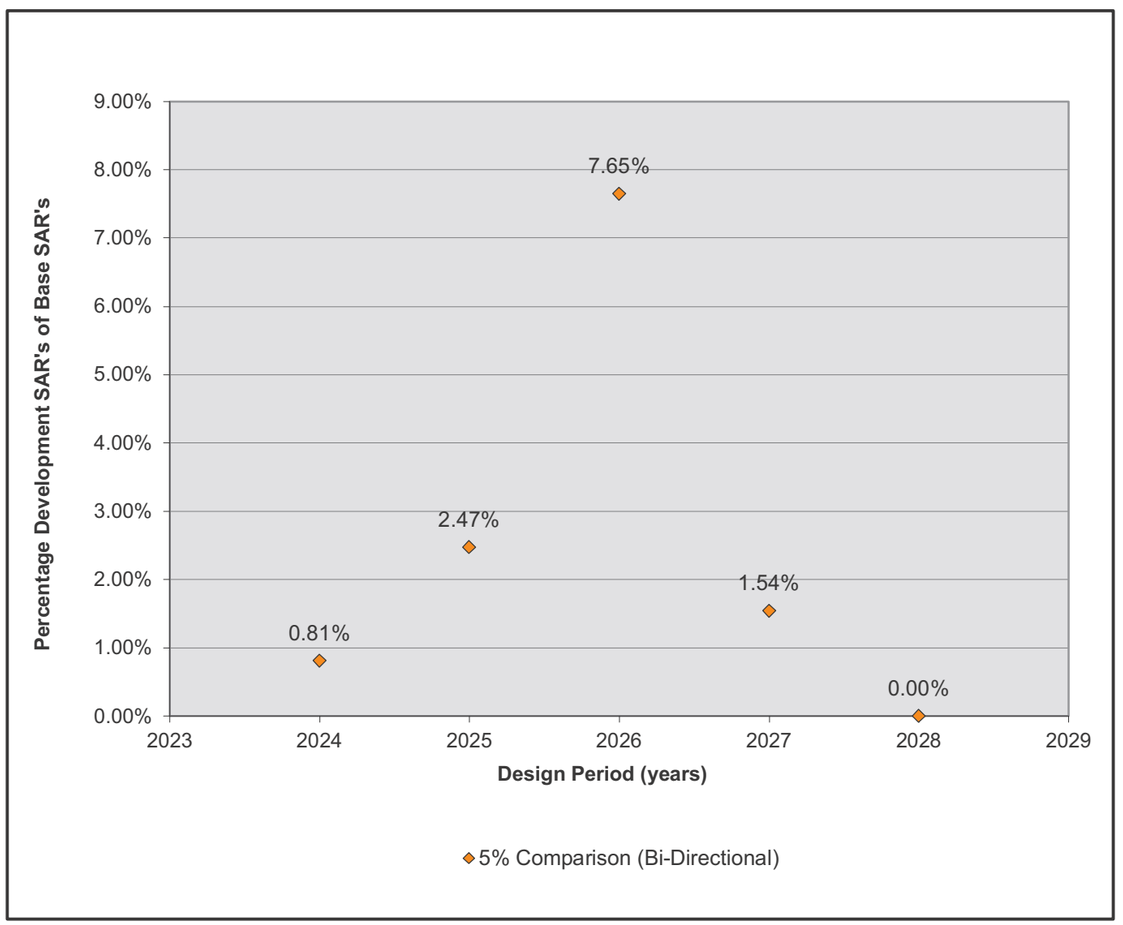
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	236986.8	216870.4	453857.2	3317	370	3687	240304	217241	457545
2025	249847.8	228639.8	478487.5	10630	1186	11816	260478	229826	490303
2026	263406.7	241047.8	504454.5	34704	3871	38575	298110	244919	543030
2027	277701.5	254129.2	531830.7	7372	822	8194	285073	254952	540025
2028	292772.1	267920.5	560692.6	4	0	4	292776	267921	560697

5% Comparison

	AG	AG	B
2024	1.40%	0.17%	0.81%
2025	4.25%	0.52%	2.47%
2026	13.17%	1.61%	7.65%
2027	2.65%	0.32%	1.54%
2028	0.00%	0.00%	0.00%







Road ID	X147-X130	G	X147-X130	AG	X130-X147

Road name	Steger Road
Road section	Draper Road to Leesons Road
Road authority	TRC

B2G Development Volumes

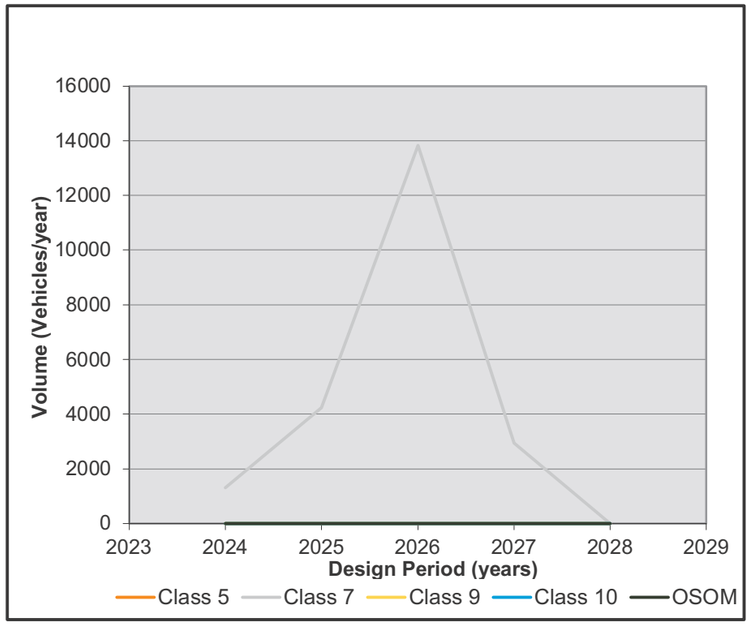
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	661	0	0	0	0	661	0	0	0	0	1322	0	0	0
2025	0	2117	0	0	0	0	2117	0	0	0	0	4235	0	0	0
2026	0	6913	0	0	0	0	6913	0	0	0	0	13826	0	0	0
2027	0	1468	0	0	0	0	1468	0	0	0	0	2937	0	0	0
2028	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0

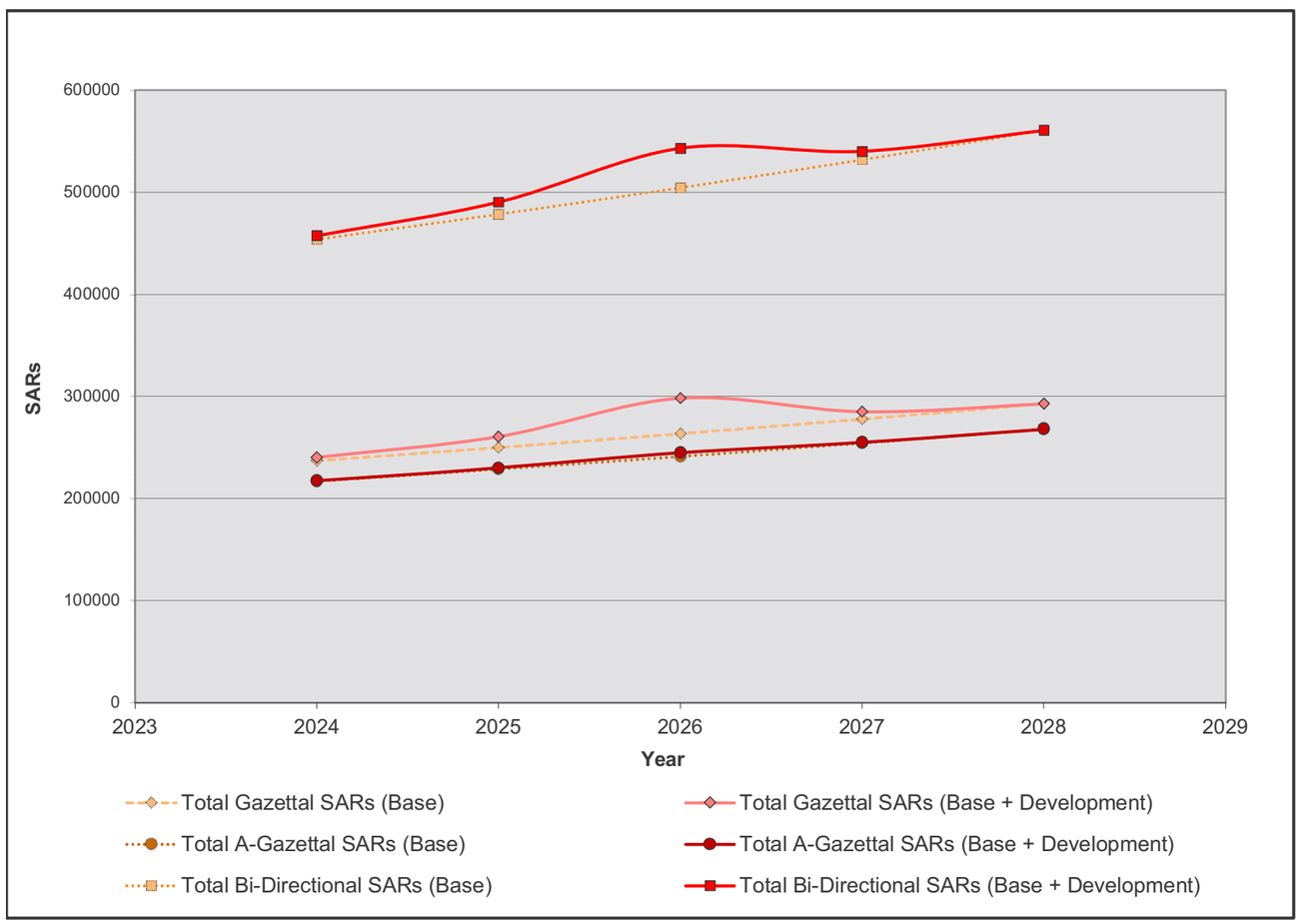
B2G SARs

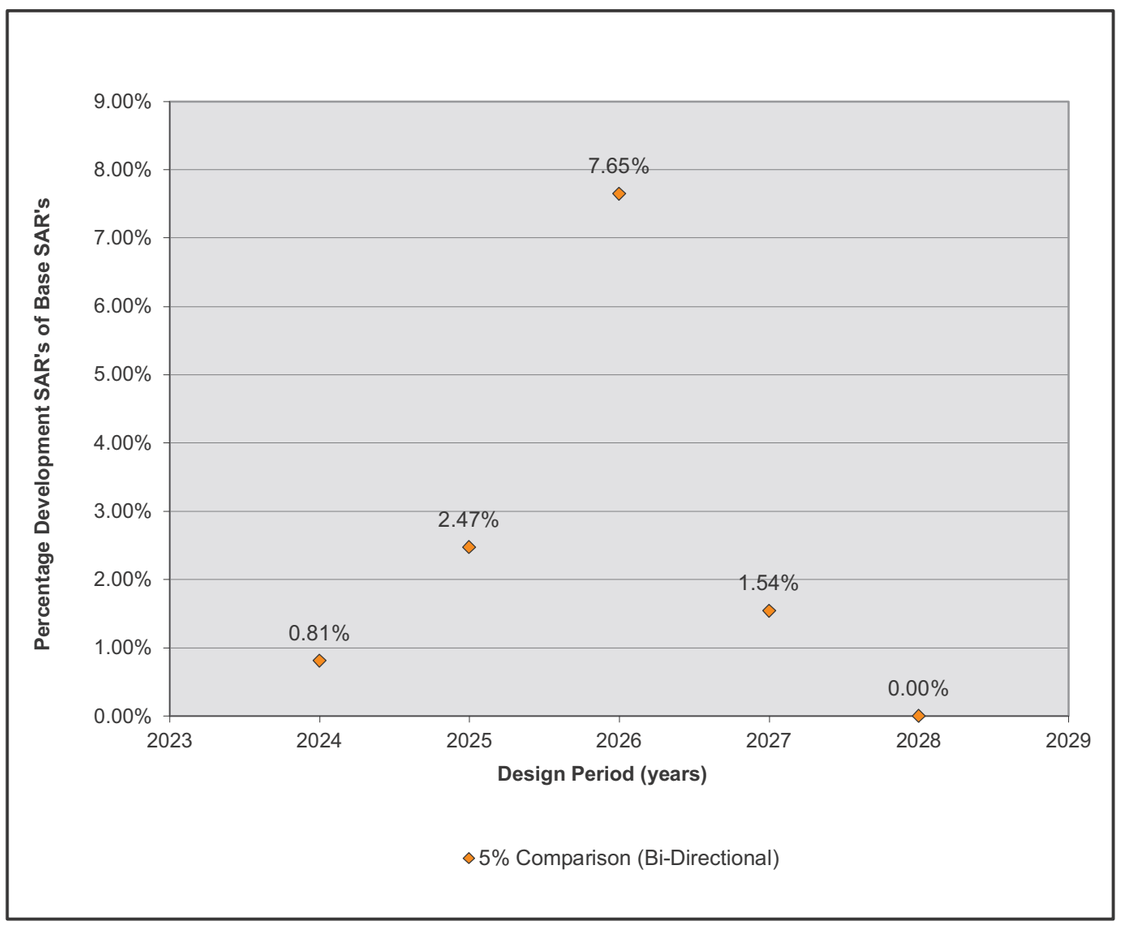
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	236986.8	216870.4	453857.2	3317	370	3687	240304	217241	457545
2025	249847.8	228639.8	478487.5	10630	1186	11816	260478	229826	490303
2026	263406.7	241047.8	504454.5	34704	3871	38575	298110	244919	543030
2027	277701.5	254129.2	531830.7	7372	822	8194	285073	254952	540025
2028	292772.1	267920.5	560692.6	4	0	4	292776	267921	560697

5% Comparison

	AG	AG	B
2024	1.40%	0.17%	0.81%
2025	4.25%	0.52%	2.47%
2026	13.17%	1.61%	7.65%
2027	2.65%	0.32%	1.54%
2028	0.00%	0.00%	0.00%







Road ID	X136-X45	G	X136-X45	AG	X45-X136

Road name	Tummaville Road
Road section	Access Track to Gore Highway
Road authority	TRC

B2G Development Volumes

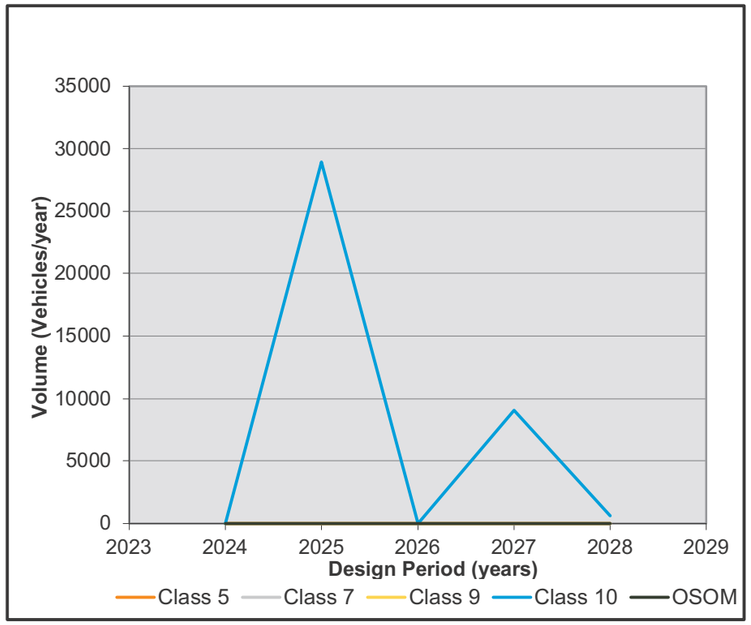
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	14465	0	0	0	0	14465	0	0	0	0	28930	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	4531	0	0	0	0	4531	0	0	0	0	9062	0
2028	0	0	0	323	0	0	0	0	323	0	0	0	0	645	0

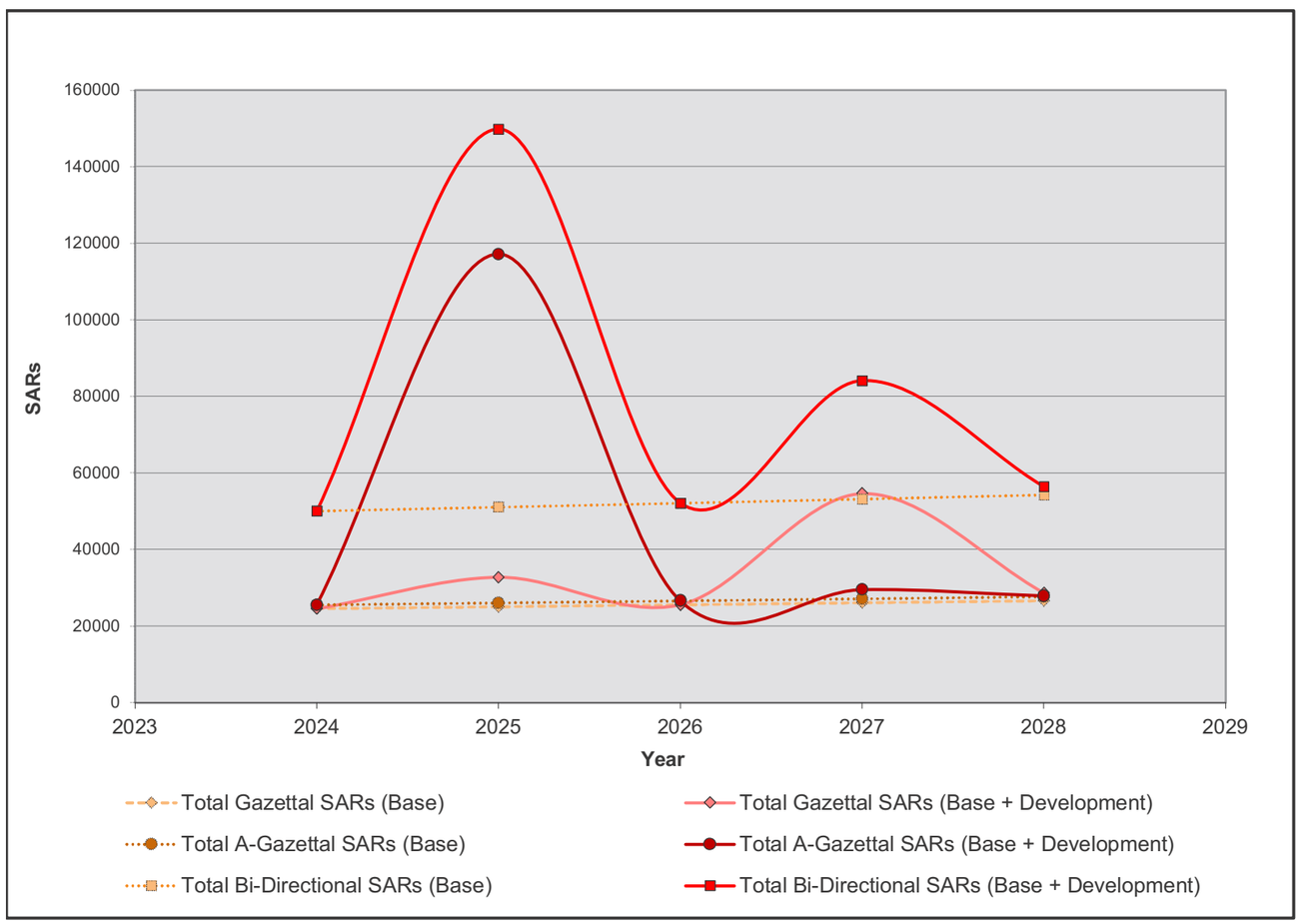
B2G SARs

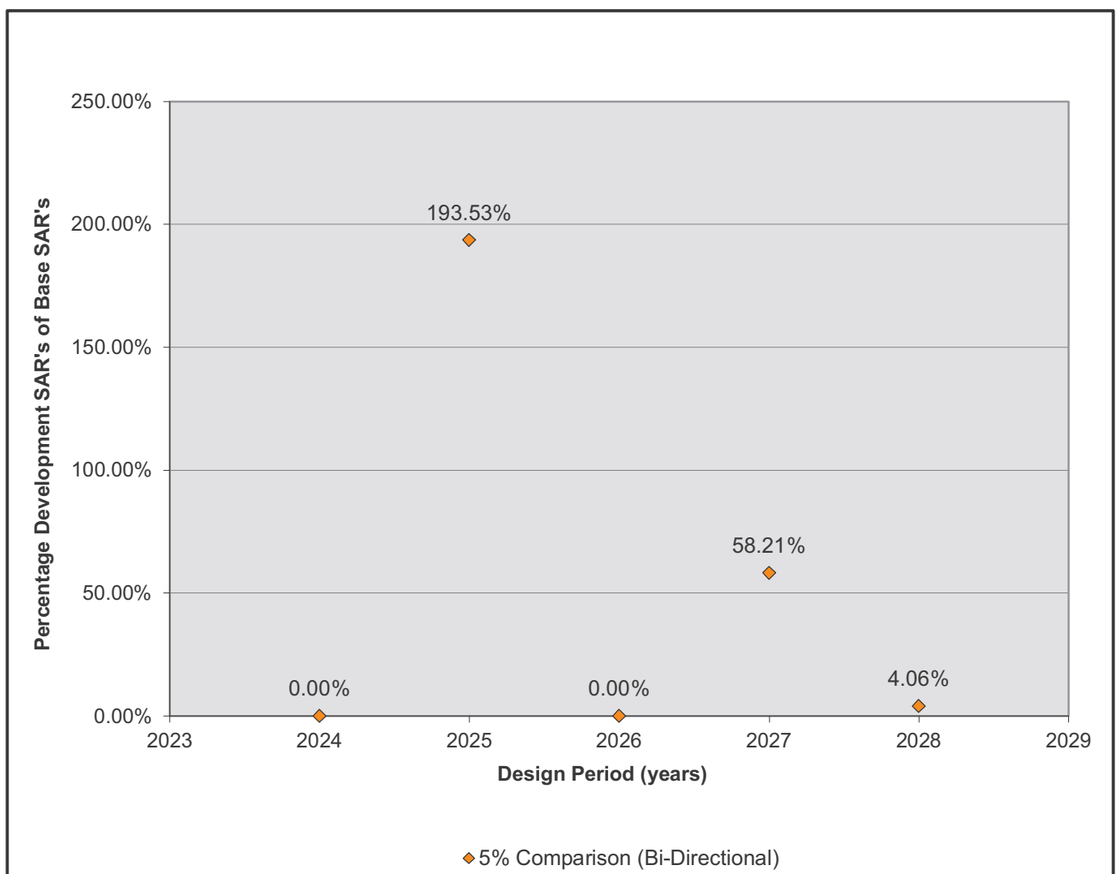
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	24528.08	25496.29	50024.37	0	0	0	24528	25496	50024
2025	25030.65	26018.7	51049.35	7666	91130	98796	32697	117148	149845
2026	25543.51	26551.81	52095.33	0	0	0	25544	26552	52095
2027	26066.89	27095.85	53162.74	28545	2401	30946	54611	29497	84109
2028	26600.99	27651.03	54252.01	2033	171	2204	28634	27822	56456

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	30.63%	350.25%	193.53%
2026	0.00%	0.00%	0.00%
2027	109.50%	8.86%	58.21%
2028	7.64%	0.62%	4.06%







Road ID	X46-E34	G	X46-E34	AG	E34-X46

Road name	Turallin Road
Road section	Gore Highway to Millmerran Construction Camp
Road authority	TRC

B2G Development Volumes

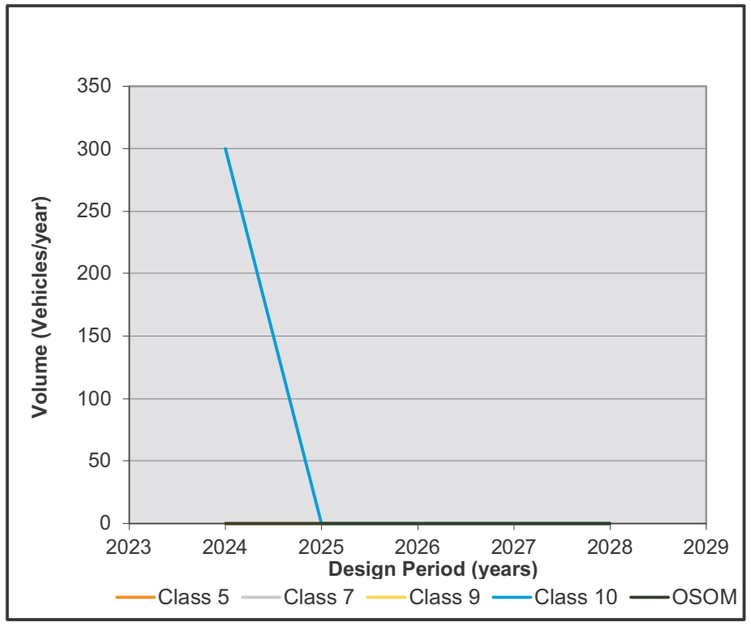
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	150	0	0	0	0	150	0	0	0	0	300	0
2025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

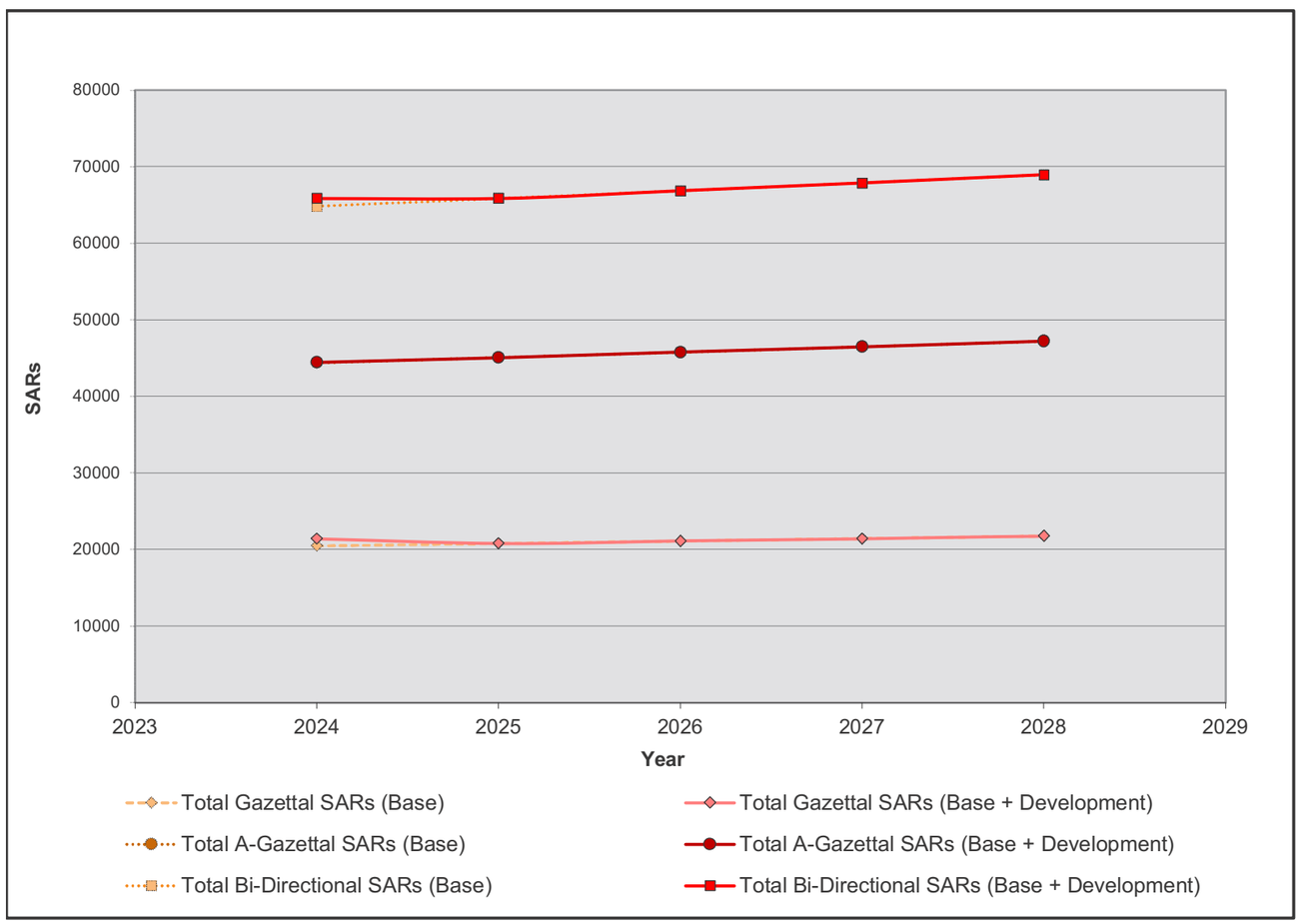
B2G SARs

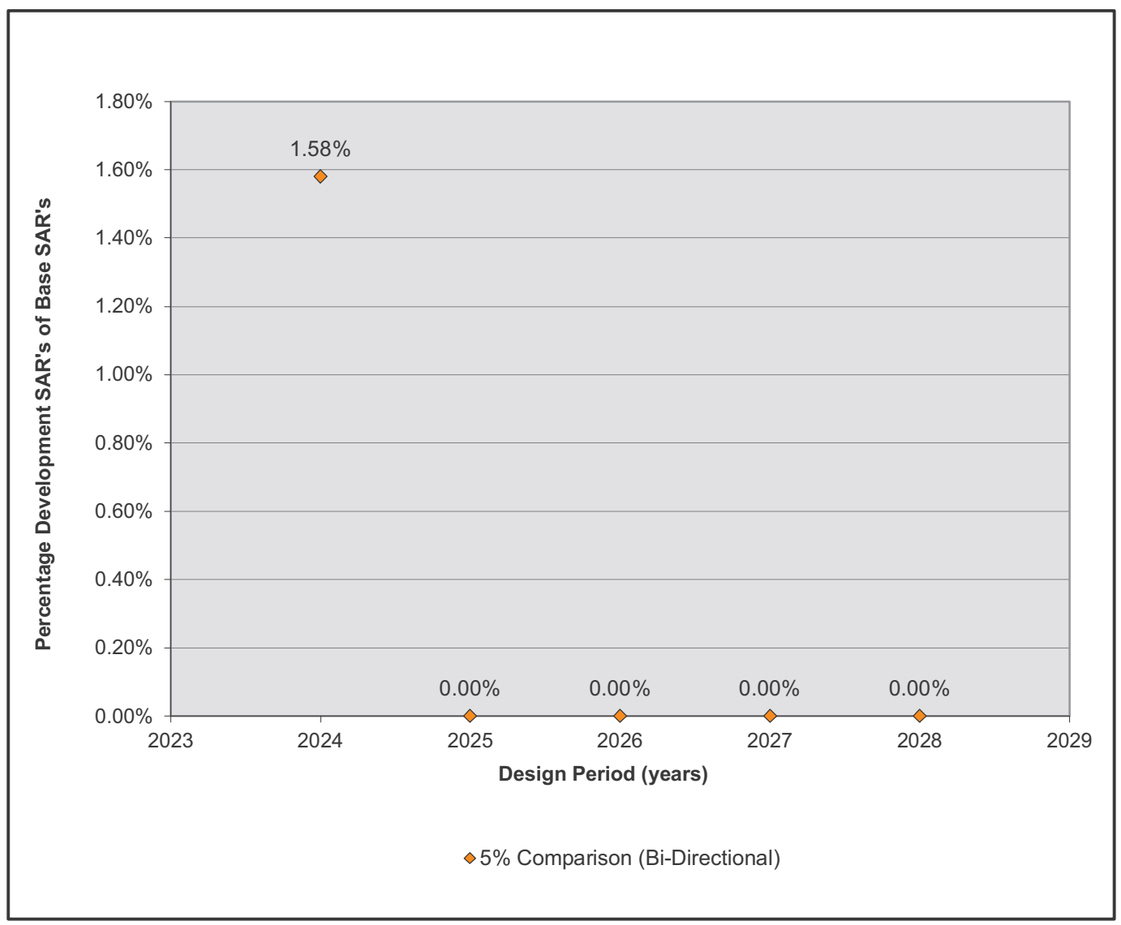
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	20460.33	44388.5	64848.83	945	80	1025	21405	44468	65873
2025	20776.33	45074.08	65850.41	0	0	0	20776	45074	65850
2026	21097.22	45770.24	66867.45	0	0	0	21097	45770	66867
2027	21423.06	46477.15	67900.21	0	0	0	21423	46477	67900
2028	21753.94	47194.98	68948.91	0	0	0	21754	47195	68949

5% Comparison

	AG	AG	B
2024	4.62%	0.18%	1.58%
2025	0.00%	0.00%	0.00%
2026	0.00%	0.00%	0.00%
2027	0.00%	0.00%	0.00%
2028	0.00%	0.00%	0.00%







Road ID	E127-E57	G	E127-E57	AG	E57-E127

Road name	Ware Street
Road section	Graincorp Brookstead to B2G-LDN153.1
Road authority	TRC

B2G Development Volumes

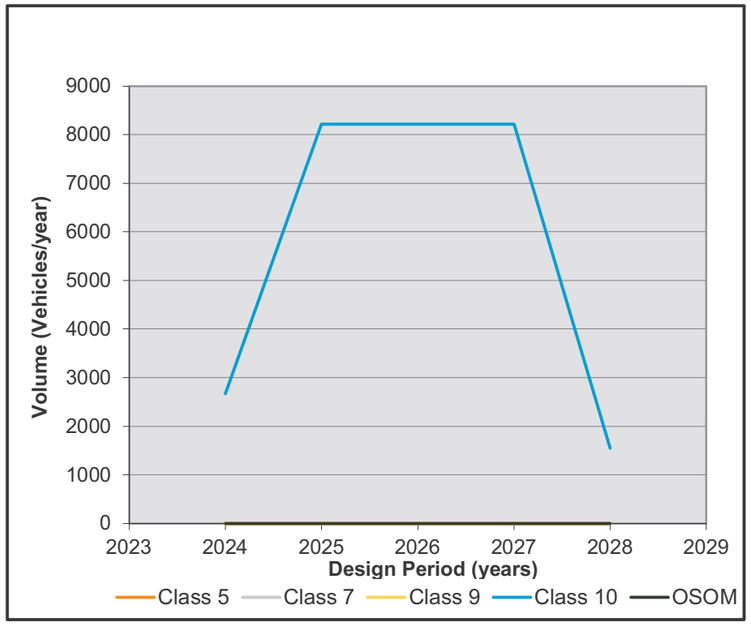
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	1336	0	0	0	0	1336	0	0	0	0	2672	0
2025	0	0	0	4108	0	0	0	0	4108	0	0	0	0	8216	0
2026	0	0	0	4108	0	0	0	0	4108	0	0	0	0	8216	0
2027	0	0	0	4108	0	0	0	0	4108	0	0	0	0	8216	0
2028	0	0	0	775	0	0	0	0	775	0	0	0	0	1550	0

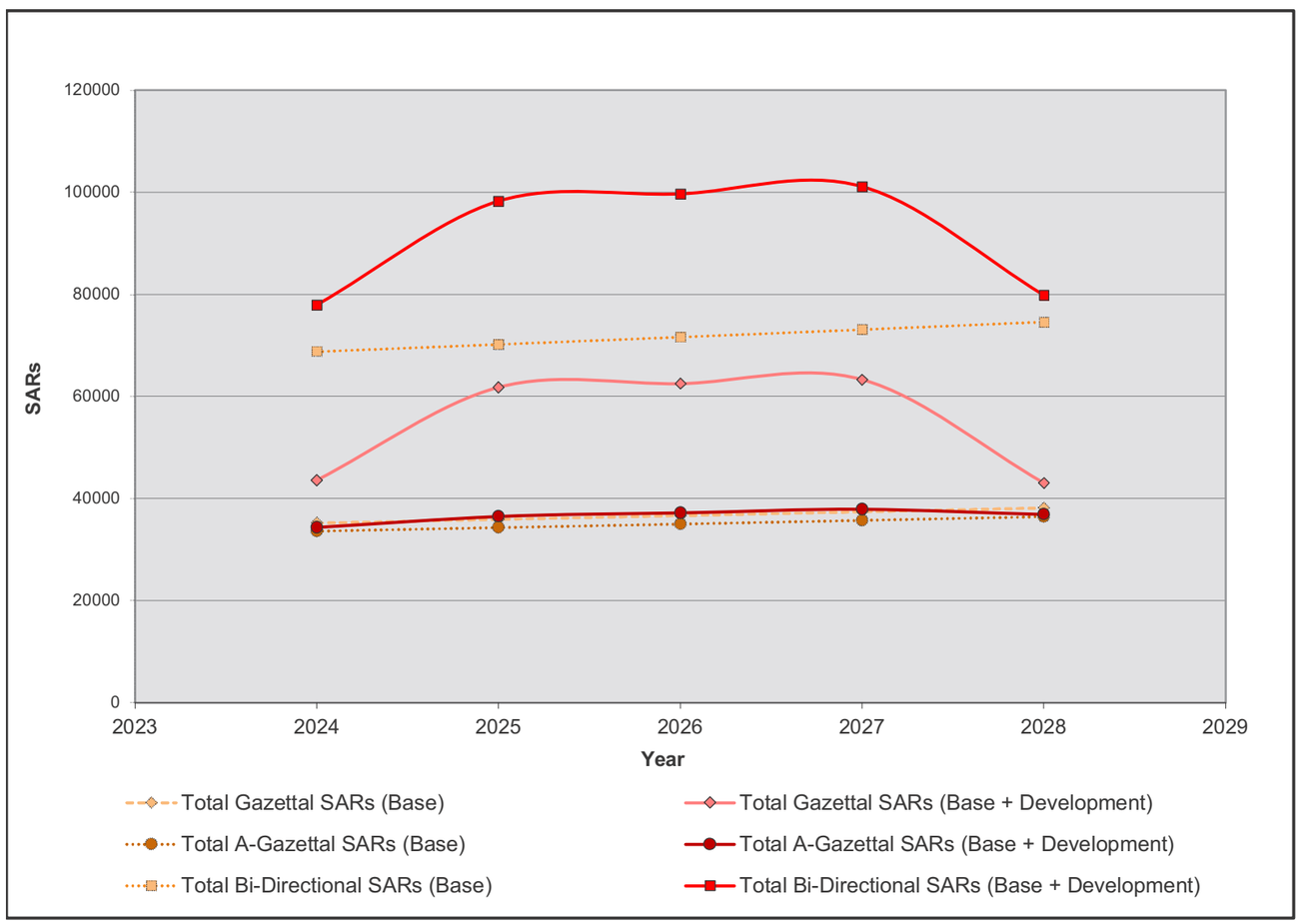
B2G SARs

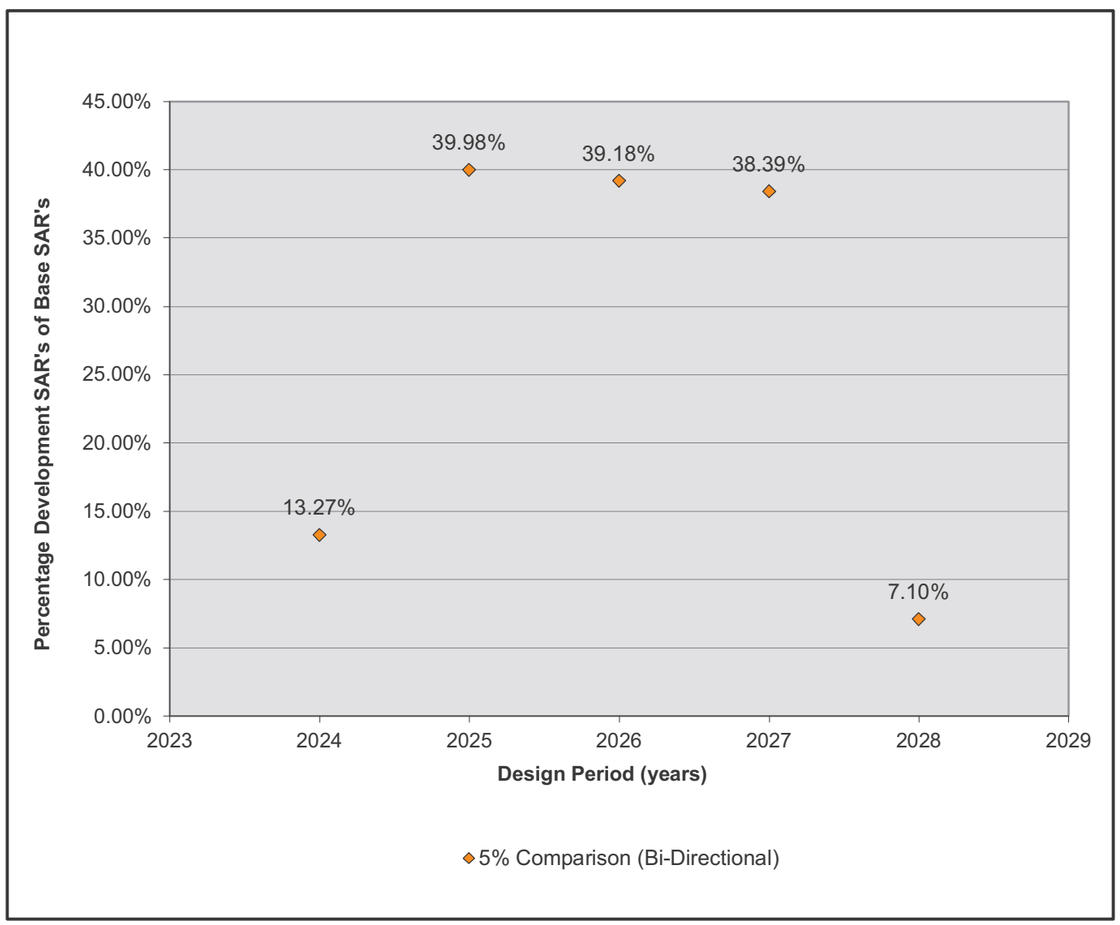
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	35174.65	33593.77	68768.41	8417	708	9125	43591	34302	77893
2025	35895.36	34282.09	70177.45	25880	2177	28058	61776	36459	98235
2026	36630.84	34984.51	71615.35	25880	2177	28058	62511	37162	99673
2027	37381.39	35701.33	73082.71	25880	2177	28058	63262	37879	101140
2028	38147.31	36432.83	74580.14	4883	411	5293	43030	36844	79873

5% Comparison

	AG	AG	B
2024	23.93%	2.11%	13.27%
2025	72.10%	6.35%	39.98%
2026	70.65%	6.22%	39.18%
2027	69.23%	6.10%	38.39%
2028	12.80%	1.13%	7.10%







Road ID	E57-X146	G	E57-X146	AG	X146-E57

Road name	Ware Street
Road section	B2G-LDN153.1 to Gore Highway
Road authority	TRC

B2G Development Volumes

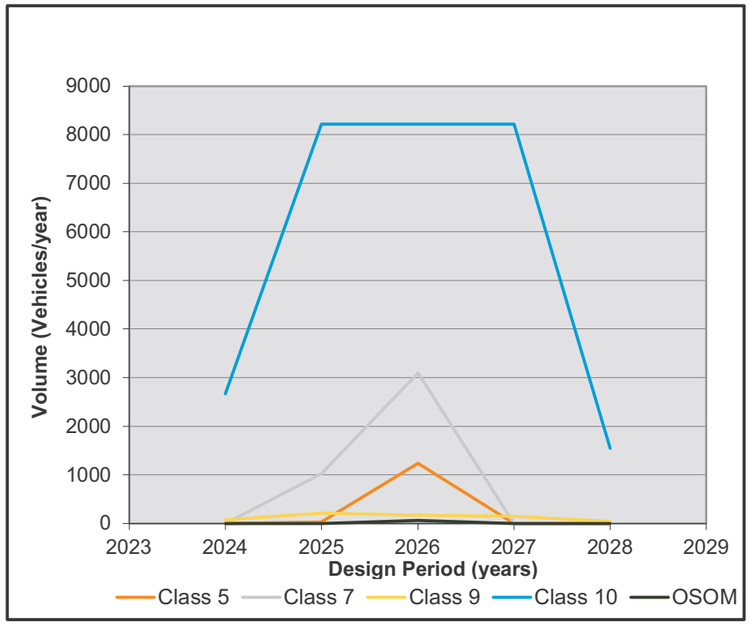
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	37	1336	0	0	0	37	1336	0	0	0	74	2672	0
2025	17	516	109	4108	0	17	516	109	4108	0	34	1033	218	8216	0
2026	620	1549	85	4108	33	620	1549	85	4108	33	1241	3099	170	8216	66
2027	0	0	74	4108	0	0	0	74	4108	0	0	0	149	8216	0
2028	0	0	19	775	0	0	0	19	775	0	0	0	37	1550	0

B2G SARs

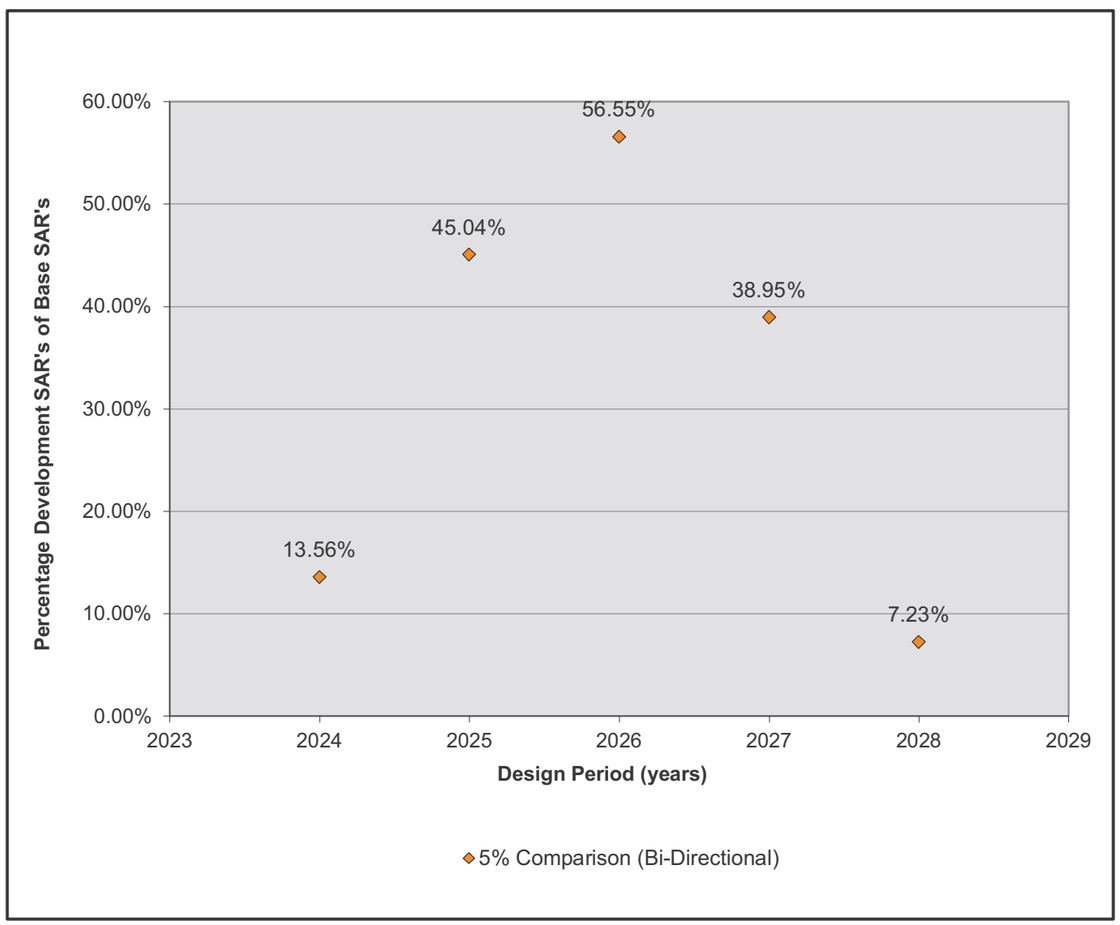
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	35174.65	33593.77	68768.41	8436	891	9327	43610	34485	78096
2025	35895.36	34282.09	70177.45	26233	5377	31610	62128	39659	101788
2026	36630.84	34984.51	71615.35	27289	13210	40499	63920	48194	112114
2027	37381.39	35701.33	73082.71	25918	2544	28462	63300	38245	101545
2028	38147.31	36432.83	74580.14	4892	502	5394	43039	36935	79975

5% Comparison

	AG	AG	B
2024	23.98%	2.65%	13.56%
2025	73.08%	15.68%	45.04%
2026	74.50%	37.76%	56.55%
2027	69.33%	7.13%	38.95%
2028	12.82%	1.38%	7.23%







Road ID	X47-E107	G	X47-E107	AG	E107-X47

Road name	Ware Street
Road section	Gore Highway to B2G-LDN150.9
Road authority	TRC

B2G Development Volumes

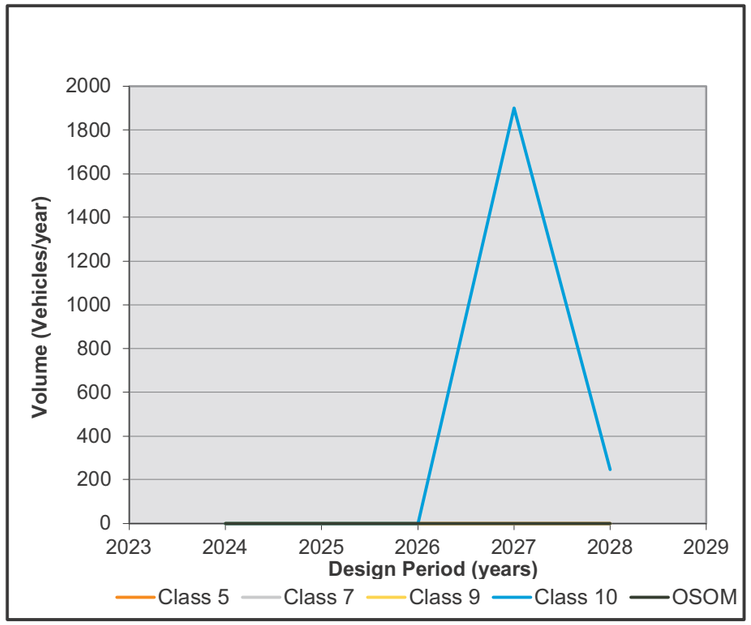
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	0	0	0	950	0	0	0	0	950	0	0	0	0	1899	0
2028	0	0	0	123	0	0	0	0	123	0	0	0	0	247	0

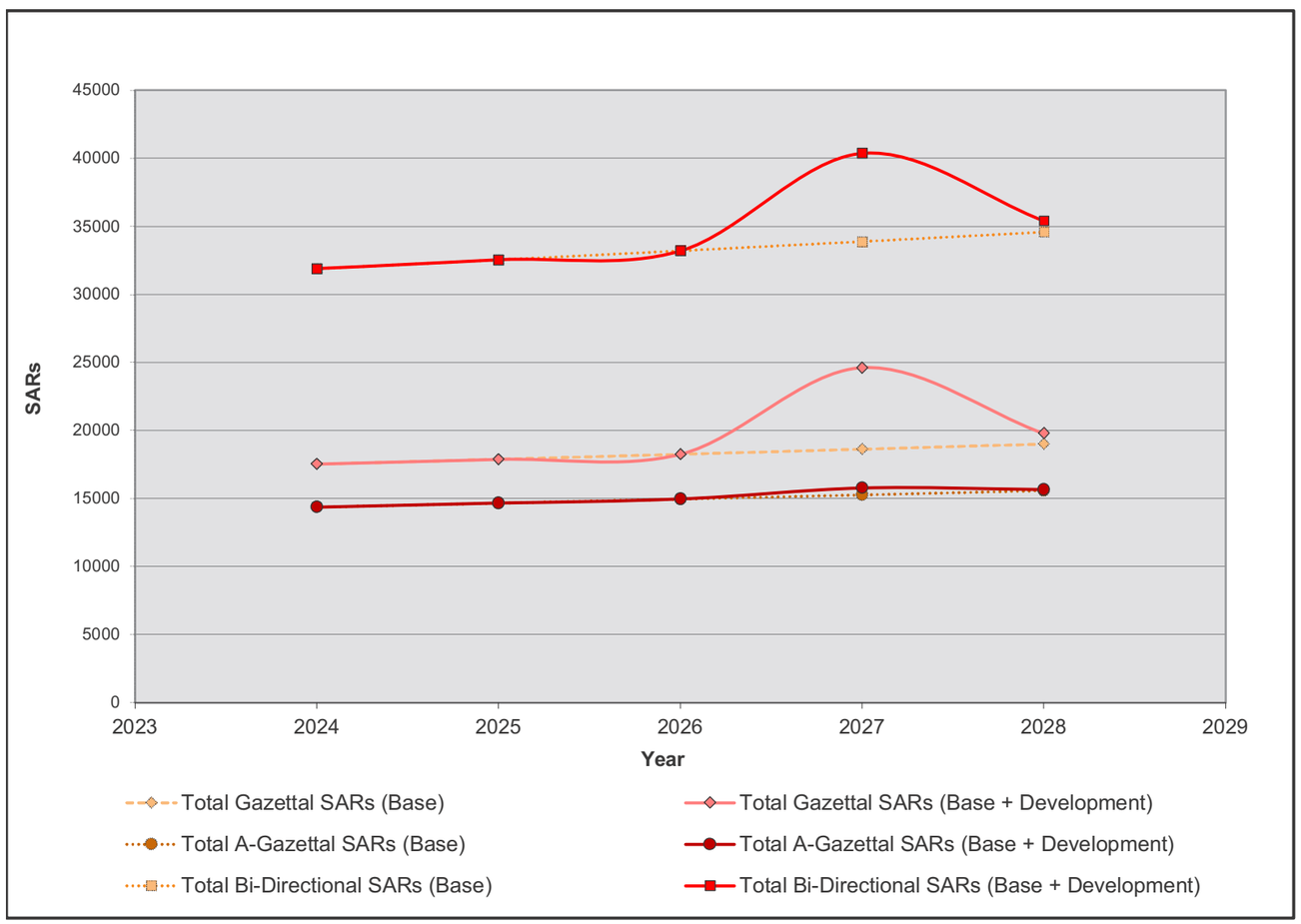
B2G SARs

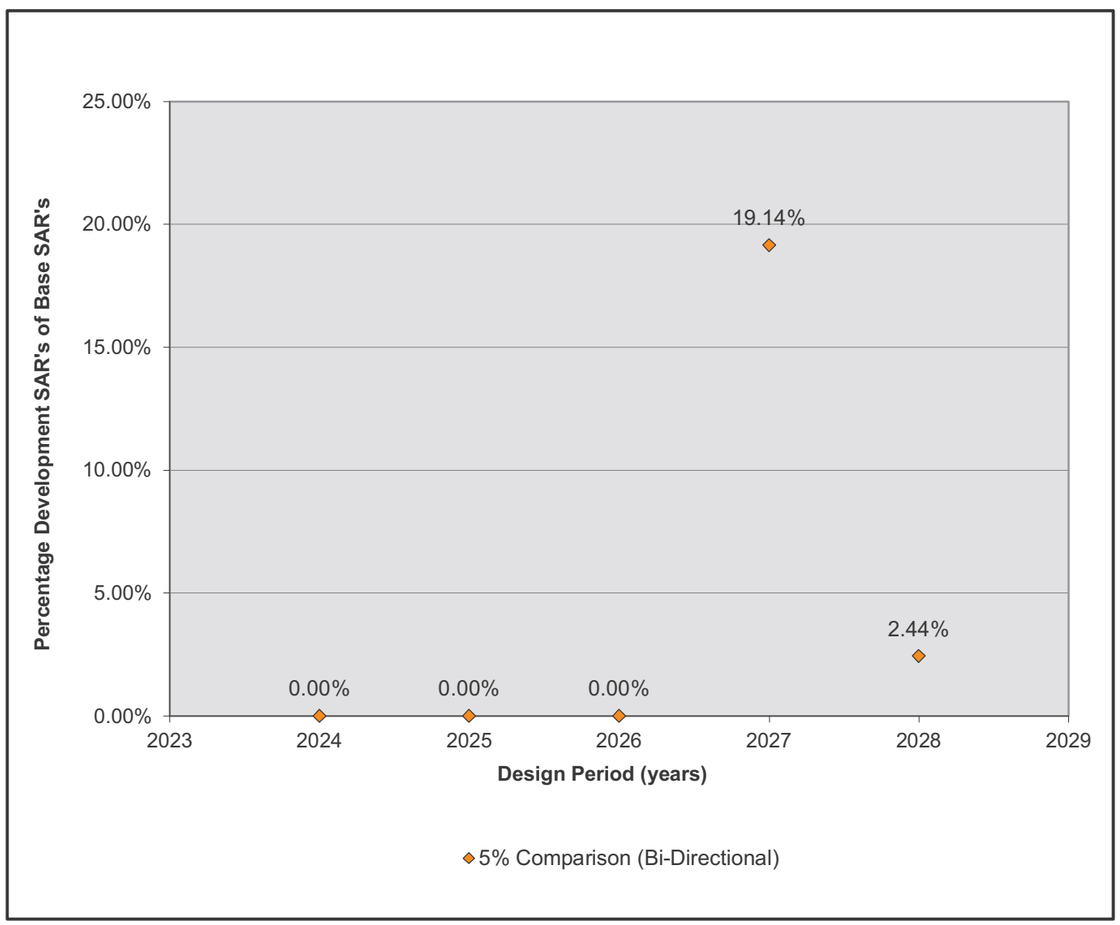
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	17521.45	14359.69	31881.14	0	0	0	17521	14360	31881
2025	17880.46	14653.91	32534.37	0	0	0	17880	14654	32534
2026	18246.82	14954.16	33200.99	0	0	0	18247	14954	33201
2027	18620.69	15260.57	33881.26	5982	503	6485	24603	15764	40367
2028	19002.22	15573.25	34575.47	777	65	842	19779	15639	35418

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.00%	0.00%	0.00%
2026	0.00%	0.00%	0.00%
2027	32.13%	3.30%	19.14%
2028	4.09%	0.42%	2.44%







Road ID	X137-X78	G	X137-X78	AG	X78-X137

Road name	Wellcamp Westbrook Road
Road section	Drayton Wellcamp Road to Toowoomba-Cecil Plains Road
Road authority	TRC

B2G Development Volumes

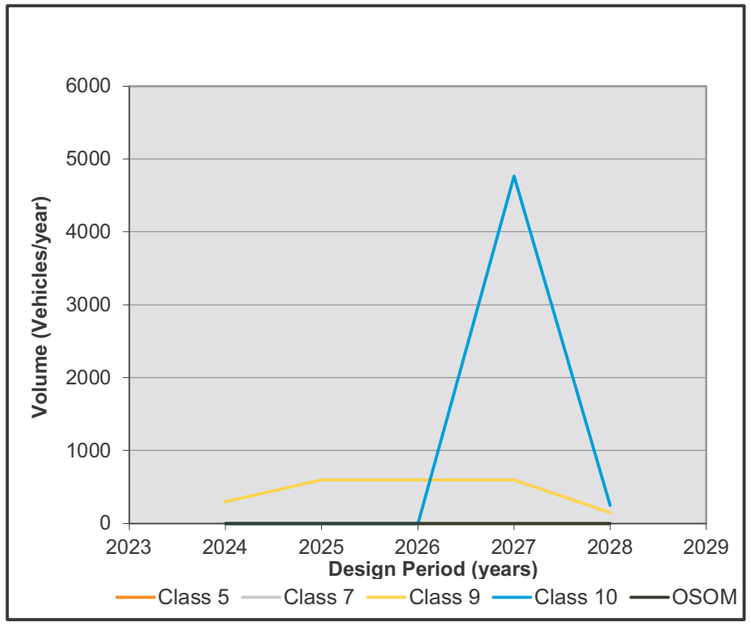
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	149	0	0	0	0	149	0	0	0	0	298	0	0
2025	0	0	298	0	0	0	0	298	0	0	0	0	595	0	0
2026	0	0	298	0	0	0	0	298	0	0	0	0	595	0	0
2027	0	0	298	2383	0	0	0	298	2383	0	0	0	595	4766	0
2028	0	0	74	124	0	0	0	74	124	0	0	0	149	248	0

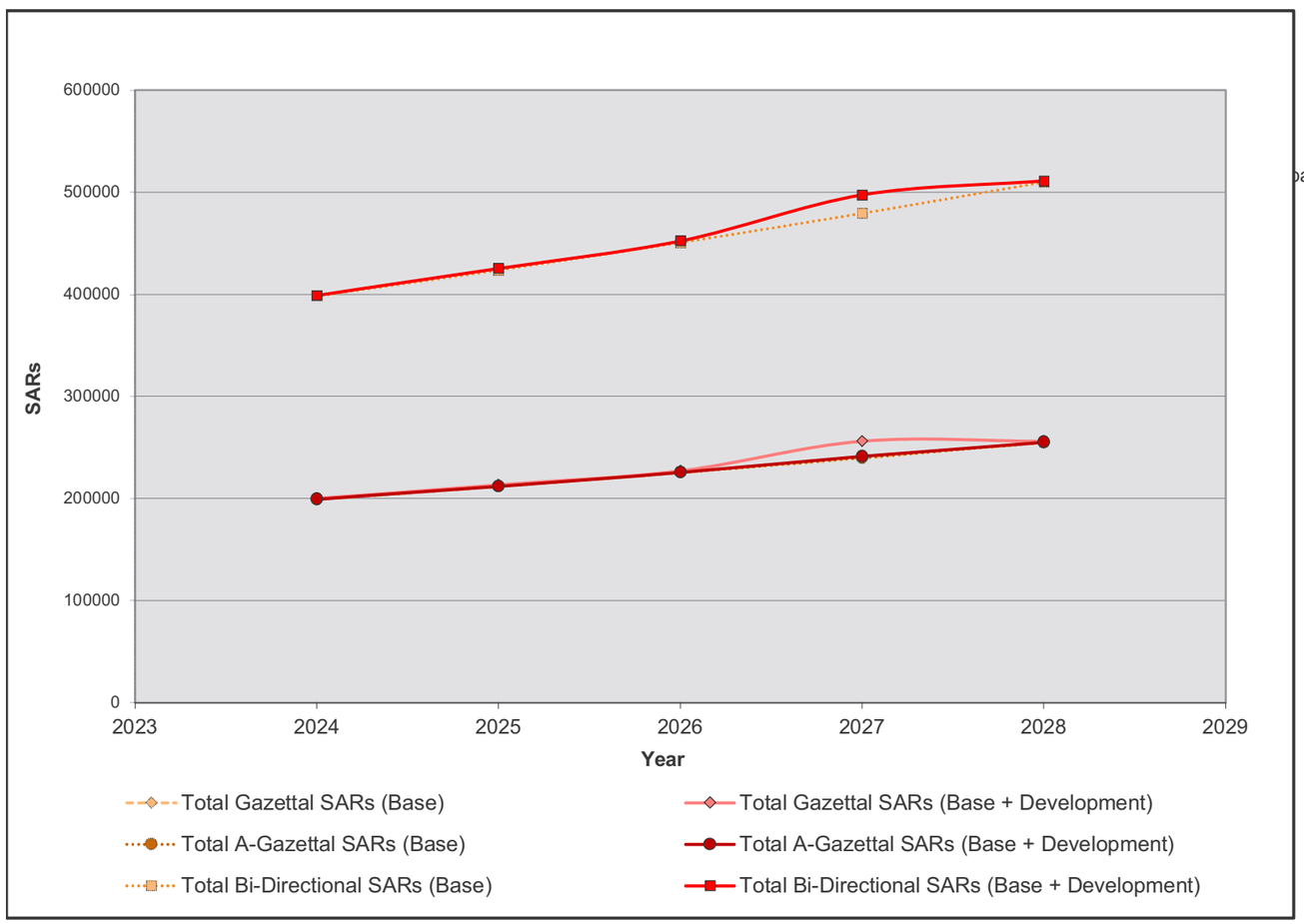
B2G SARs

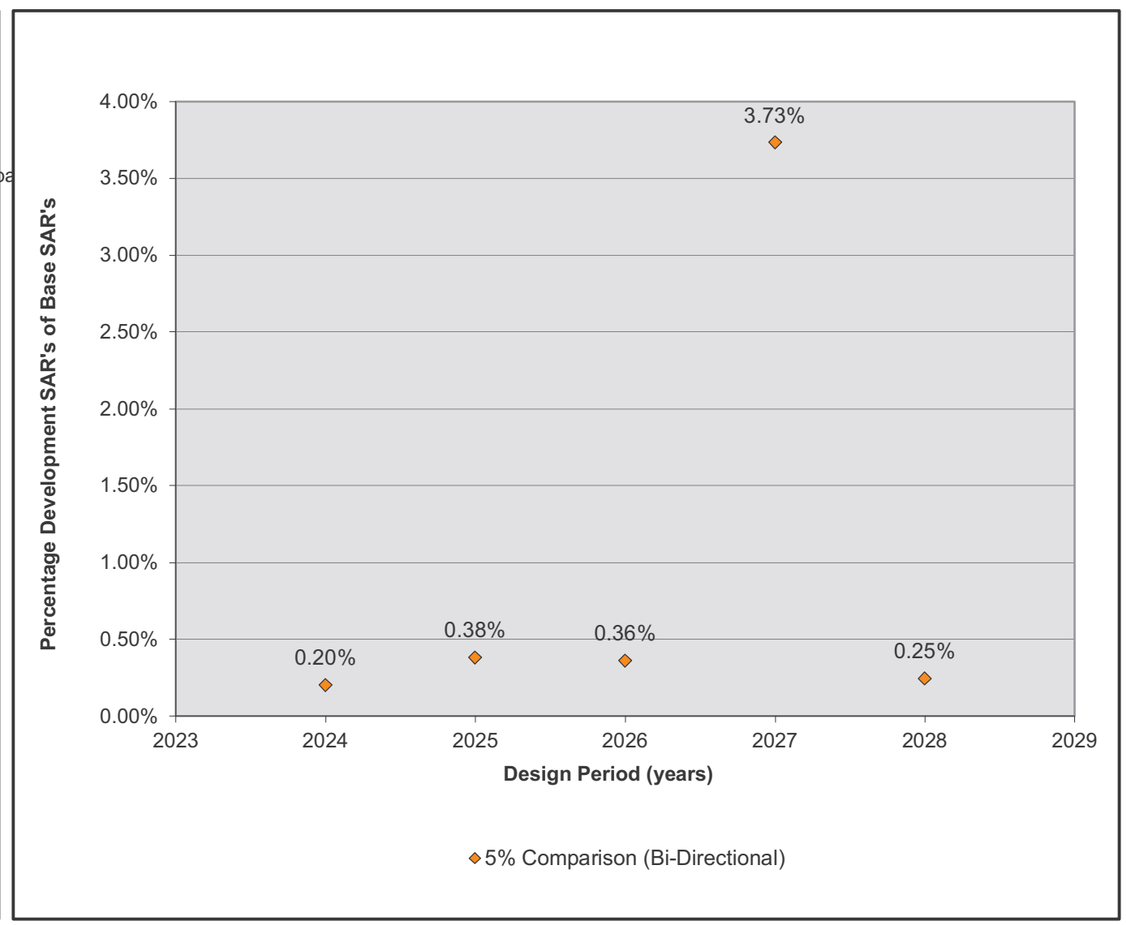
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	199140.7	199140.7	398281.5	734	76	809	199874	199217	399091
2025	211831	211831	423661.9	1467	152	1619	213298	211983	425281
2026	225329.9	225329.9	450659.7	1467	152	1619	226797	225482	452279
2027	239689	239689	479377.9	16479	1415	17894	256168	241104	497272
2028	254963.1	254963.1	509926.2	1148	104	1252	256111	255067	511178

5% Comparison

	AG	AG	B
2024	0.37%	0.04%	0.20%
2025	0.69%	0.07%	0.38%
2026	0.65%	0.07%	0.36%
2027	6.88%	0.59%	3.73%
2028	0.45%	0.04%	0.25%







Road ID	X48-X138	G	X48-X138	AG	X138-X48

Road name	West Street
Road section	Gore Highway to Florence Street
Road authority	TRC

B2G Development Volumes

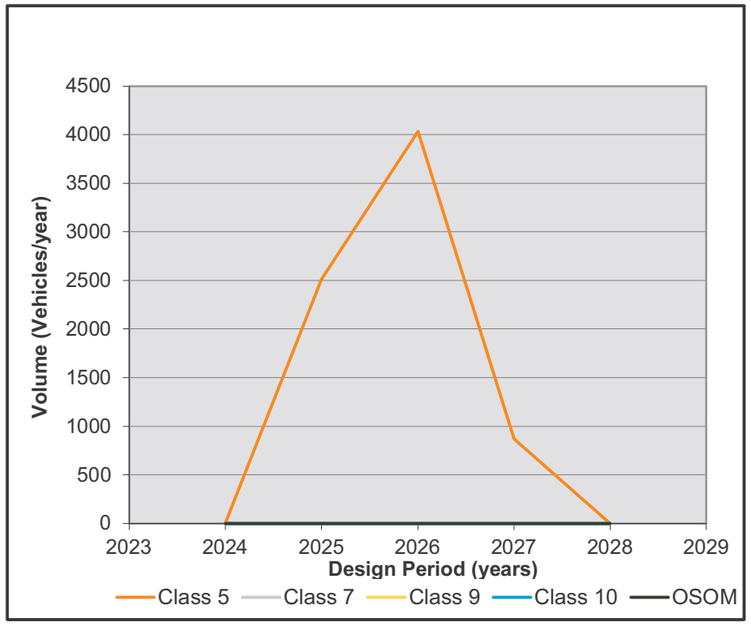
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	0	0	0	0	3	0	0	0	0	6	0	0	0	0
2025	1255	0	0	0	0	1255	0	0	0	0	2509	0	0	0	0
2026	2018	0	0	0	0	2018	0	0	0	0	4035	0	0	0	0
2027	435	0	0	0	0	435	0	0	0	0	871	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

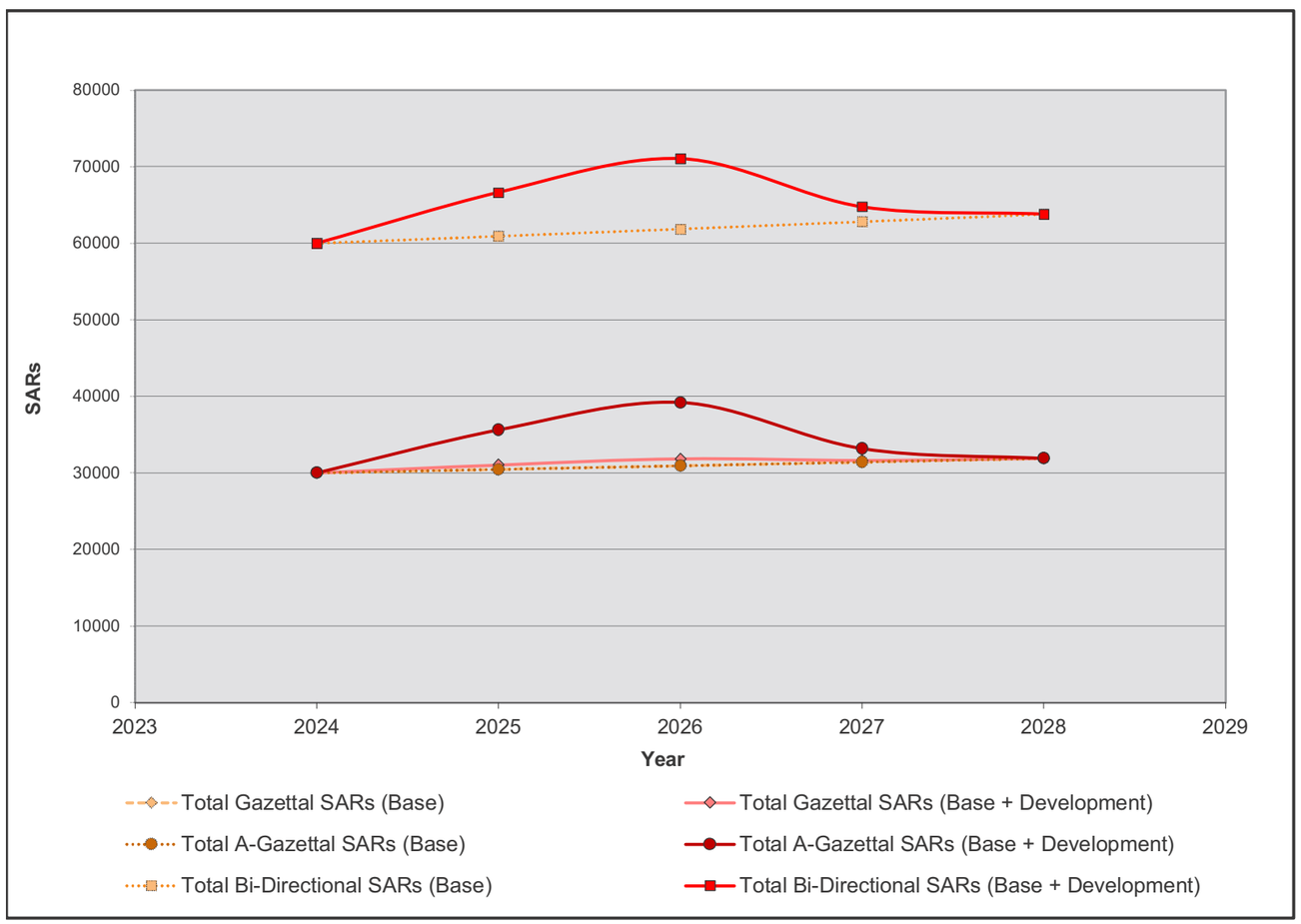
B2G SARs

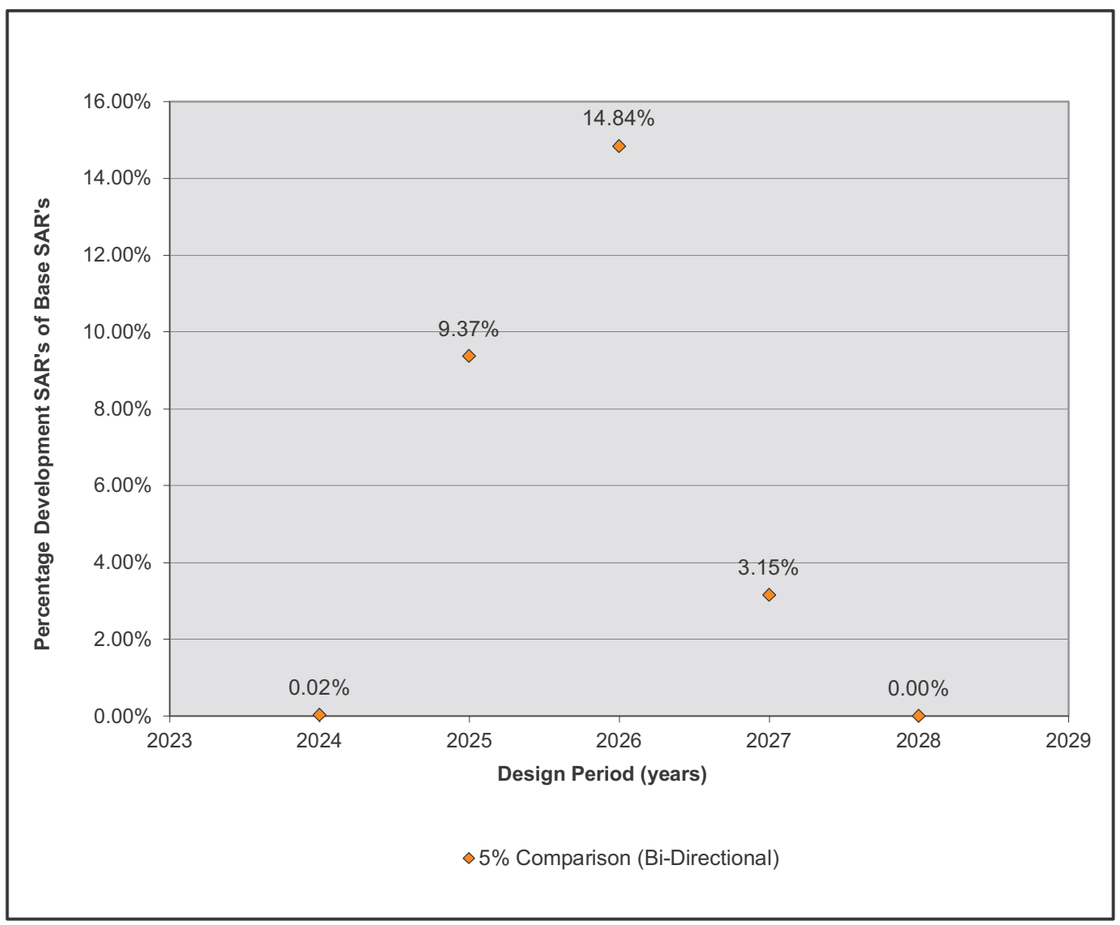
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	29999.33	29999.33	59998.66	1	12	14	30001	30012	60012
2025	30462.66	30462.66	60925.33	577	5132	5709	31040	35594	66634
2026	30933.15	30933.15	61866.31	928	8253	9181	31861	39186	71047
2027	31410.91	31410.91	62821.82	200	1780	1981	31611	33191	64803
2028	31896.05	31896.05	63792.09	0	0	0	31896	31896	63792

5% Comparison

	AG	AG	B
2024	0.00%	0.04%	0.02%
2025	1.89%	16.85%	9.37%
2026	3.00%	26.68%	14.84%
2027	0.64%	5.67%	3.15%
2028	0.00%	0.00%	0.00%







Road ID	X138-X135	G	X138-X135	AG	X135-X138

Road name	West Street
Road section	Florence Street to Six Mile Road
Road authority	TRC

B2G Development Volumes

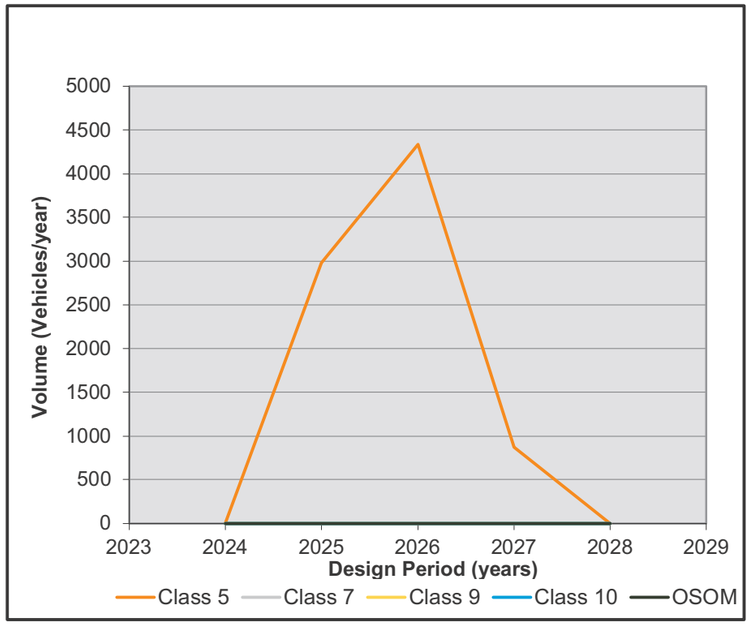
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	3	0	0	0	0	3	0	0	0	0	6	0	0	0	0
2025	1491	0	0	0	0	1491	0	0	0	0	2983	0	0	0	0
2026	2168	0	0	0	0	2168	0	0	0	0	4337	0	0	0	0
2027	435	0	0	0	0	435	0	0	0	0	871	0	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

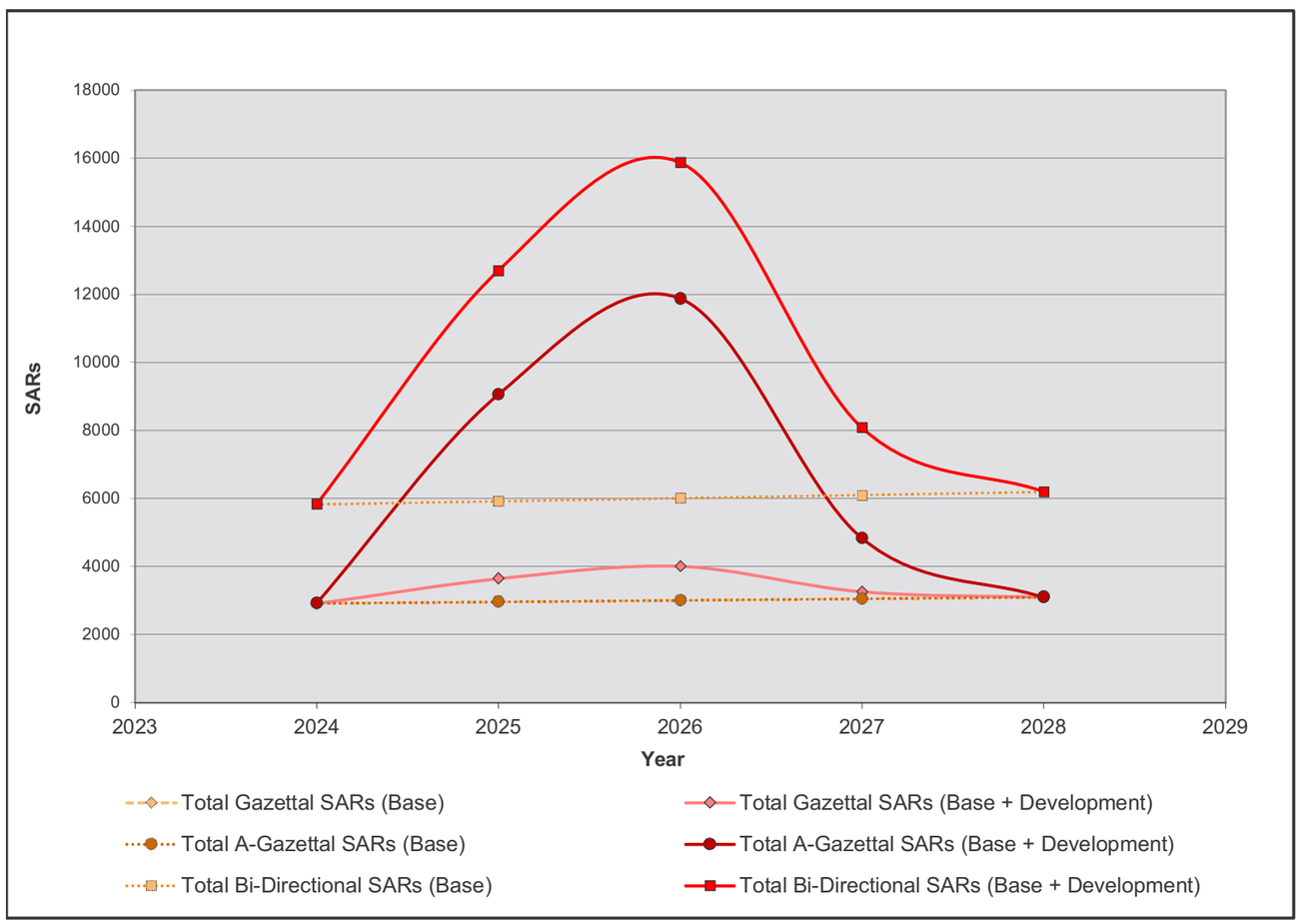
B2G SARs

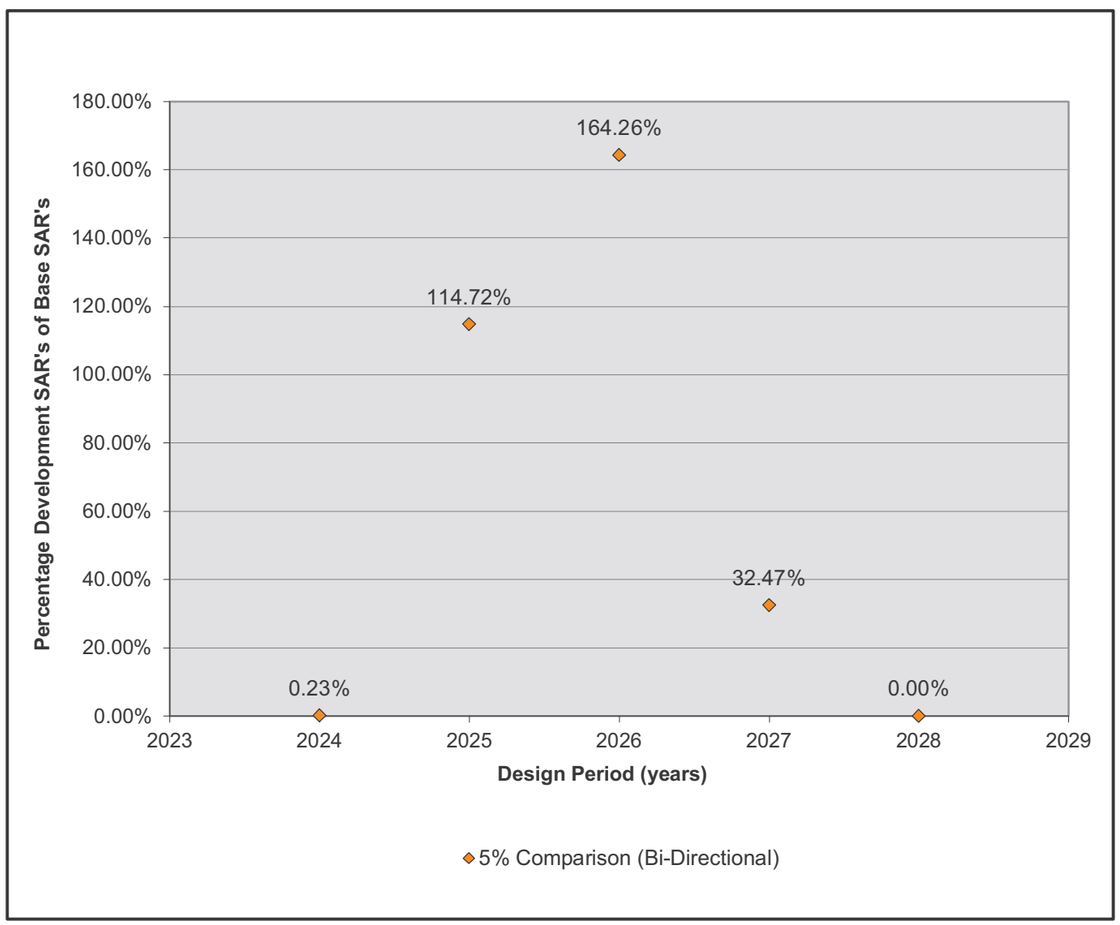
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	2912.628	2912.628	5825.257	1	12	14	2914	2925	5839
2025	2957.613	2957.613	5915.227	686	6100	6786	3644	9058	12701
2026	3003.293	3003.293	6006.586	997	8869	9866	4001	11872	15873
2027	3049.678	3049.678	6099.357	200	1780	1981	3250	4830	8080
2028	3096.78	3096.78	6193.56	0	0	0	3097	3097	6194

5% Comparison

	AG	AG	B
2024	0.05%	0.42%	0.23%
2025	23.20%	206.25%	114.72%
2026	33.21%	295.30%	164.26%
2027	6.57%	58.38%	32.47%
2028	0.00%	0.00%	0.00%







Road ID	X45-E58	G	X45-E58	AG	E58-X45

Road name	Yarranlea Road
Road section	Gore Highway to B2G-LDN161.0
Road authority	TRC

B2G Development Volumes

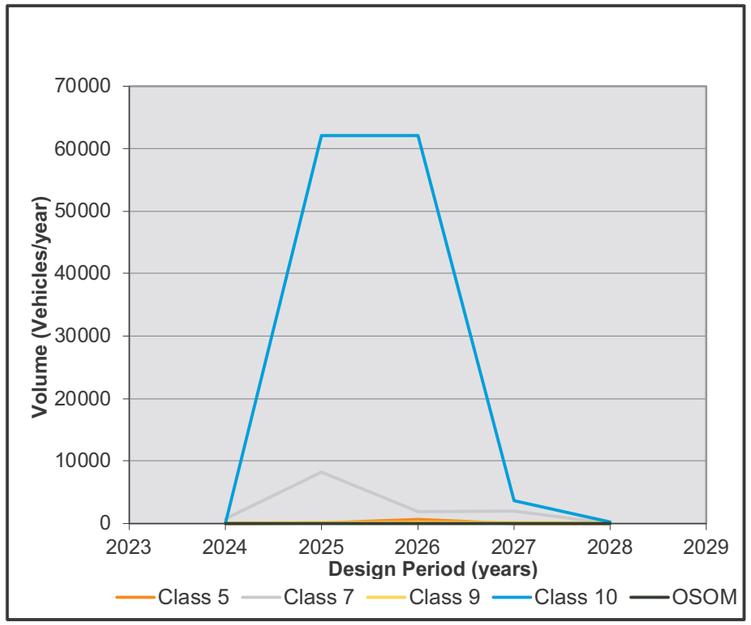
	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	365	37	0	0	0	365	37	0	0	0	730	74	0	0
2025	40	4121	99	31036	0	40	4121	99	31036	0	81	8242	198	62072	0
2026	313	929	82	31036	16	313	929	82	31036	16	627	1857	163	62072	33
2027	0	988	74	1819	0	0	988	74	1819	0	0	1976	149	3639	0
2028	0	1	19	119	0	0	1	19	119	0	0	3	37	238	0

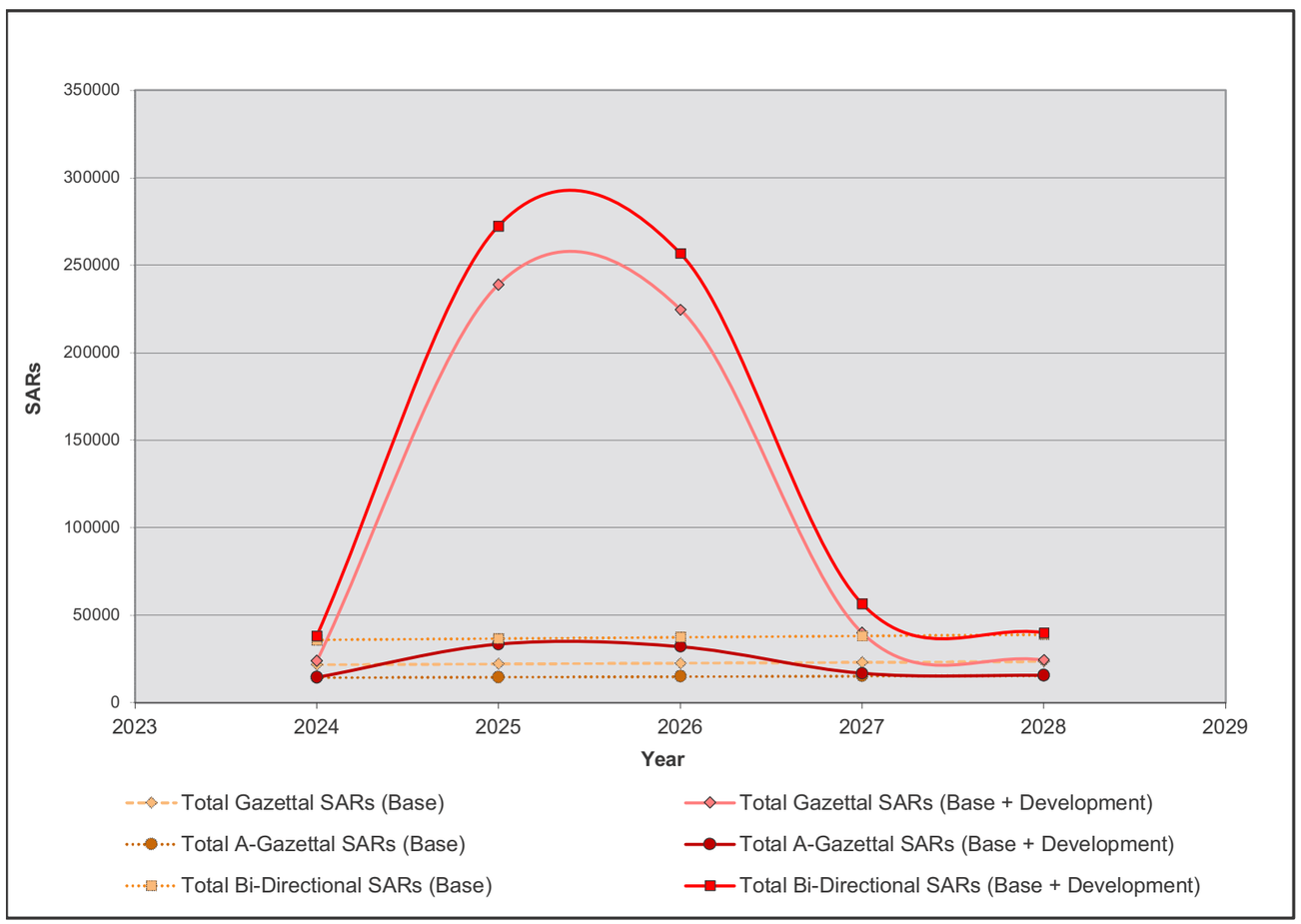
B2G SARs

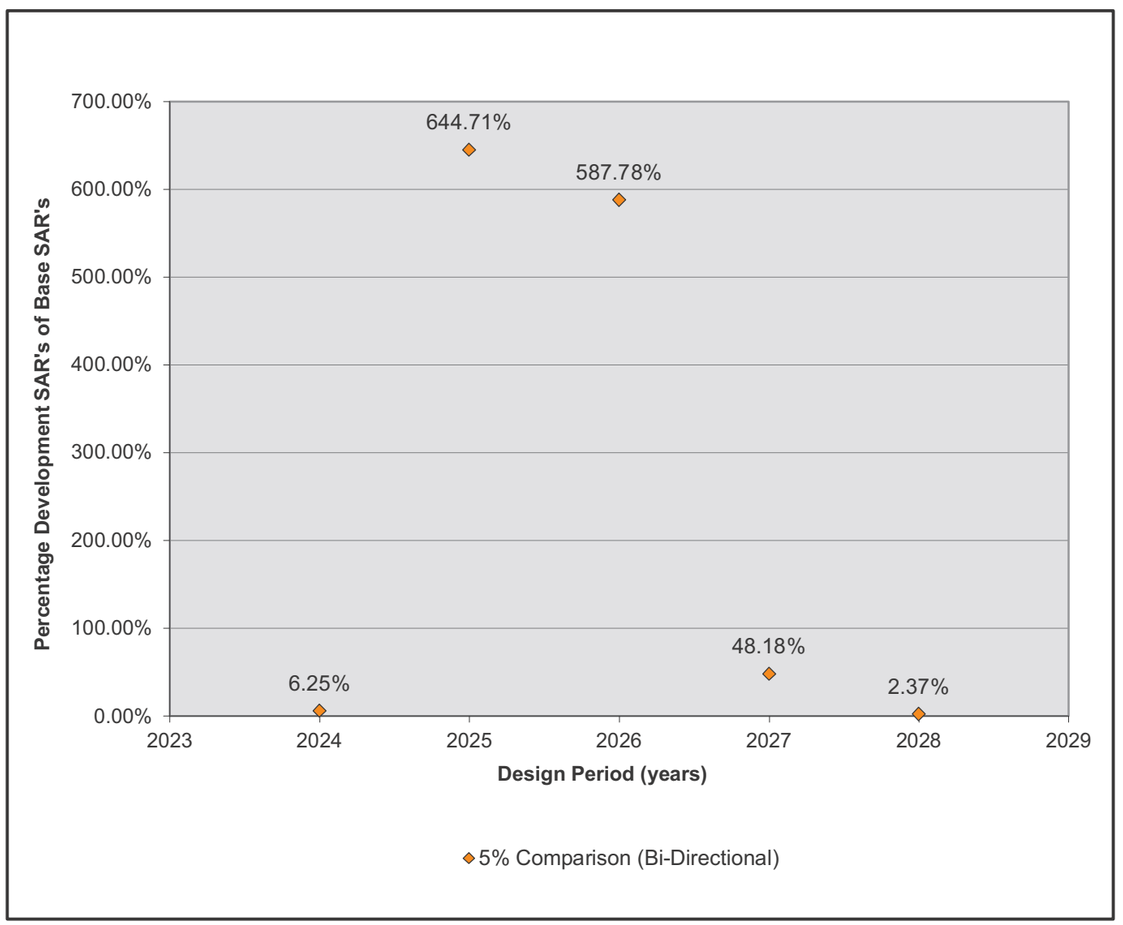
	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	21623.44	14200.47	35823.91	2016	223	2239	23639	14424	38063
2025	22066.49	14491.43	36557.92	216867	18826	235693	238934	33317	272251
2026	22518.63	14788.35	37306.98	202023	17261	219284	224542	32050	256591
2027	22980.02	15091.36	38071.38	16789	1556	18344	39769	16647	56416
2028	23450.87	15400.57	38851.44	847	73	920	24298	15474	39771

5% Comparison

	AG	AG	B
2024	9.32%	1.57%	6.25%
2025	982.79%	129.91%	644.71%
2026	897.14%	116.72%	587.78%
2027	73.06%	10.31%	48.18%
2028	3.61%	0.48%	2.37%





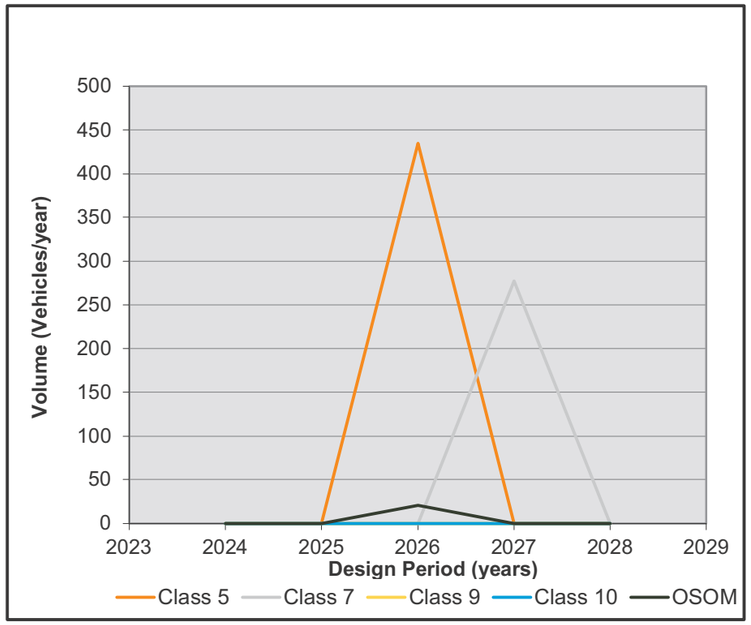


Road ID	E58-X139	G	E58-X139	AG	X139-E58

Road name	Yarranlea Road
Road section	B2G-LDN161.0 to Desmonds Lane
Road authority	TRC

B2G Development Volumes

	Gazettal					Against Gazettal					Bi-Directional				
	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM	Class 5	Class 7	Class 9	Class 10	OSOM
2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	217	0	0	0	10	217	0	0	0	10	435	0	0	0	21
2027	0	139	0	0	0	0	139	0	0	0	0	277	0	0	0
2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

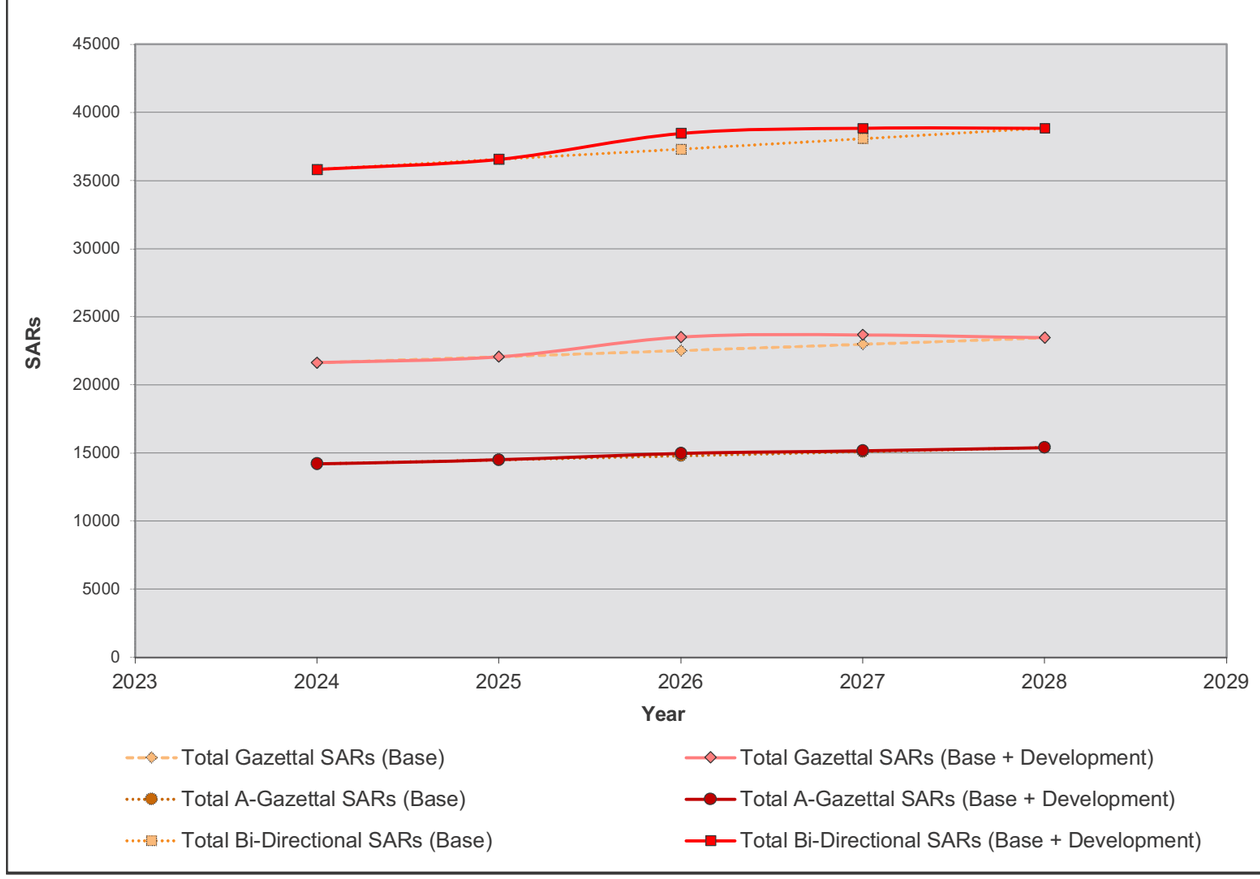


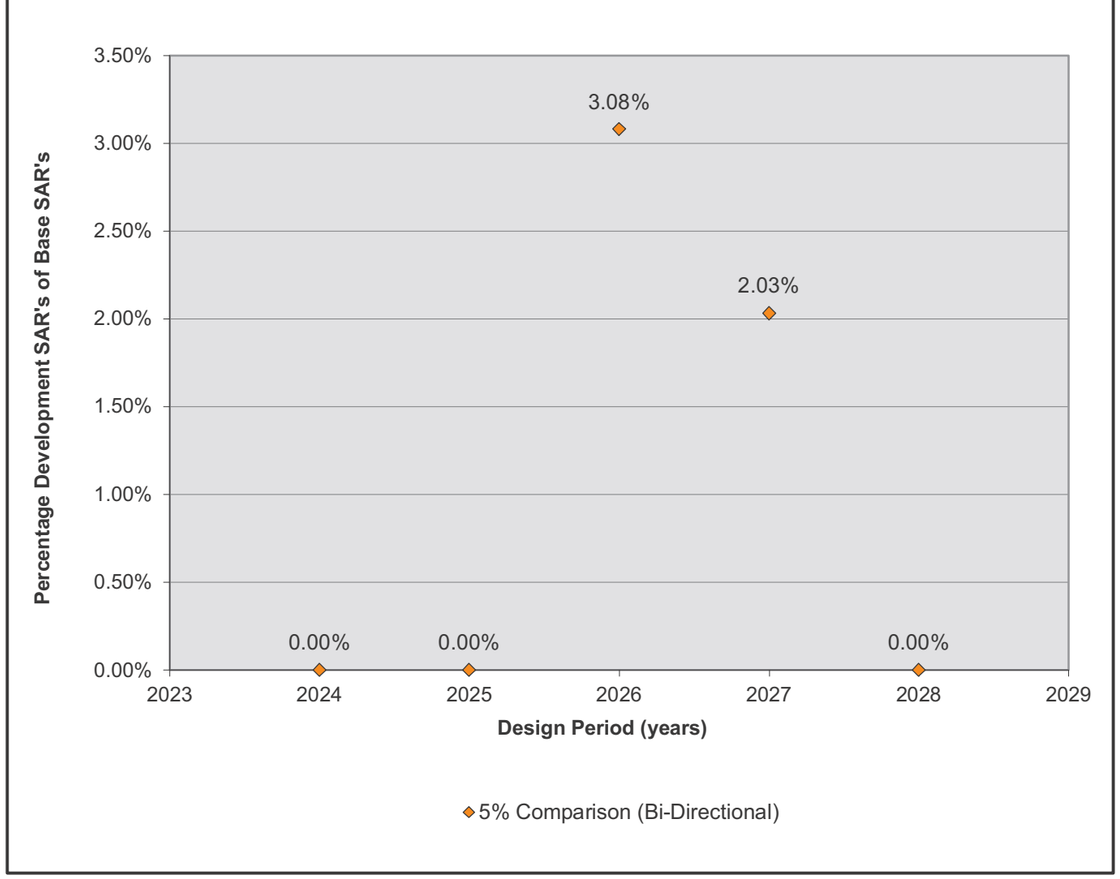
B2G SARs

	Base SARS			Development SARS			Base + Development SARS		
	G	AG	B	G	AG	B	G	AG	B
2024	21623.44	14200.47	35823.91	0	0	0	21623	14200	35824
2025	22066.49	14491.43	36557.92	0	0	0	22066	14491	36558
2026	22518.63	14788.35	37306.98	982	166	1149	23501	14955	38456
2027	22980.02	15091.36	38071.38	696	78	773	23676	15169	38845
2028	23450.87	15400.57	38851.44	0	0	0	23451	15401	38851

5% Comparison

	AG	AG	B
2024	0.00%	0.00%	0.00%
2025	0.00%	0.00%	0.00%
2026	4.36%	1.12%	3.08%
2027	3.03%	0.51%	2.03%
2028	0.00%	0.00%	0.00%





APPENDIX

AA

Traffic Impact Assessment

Appendix BB Oversize overmass swept path vehicle configuration

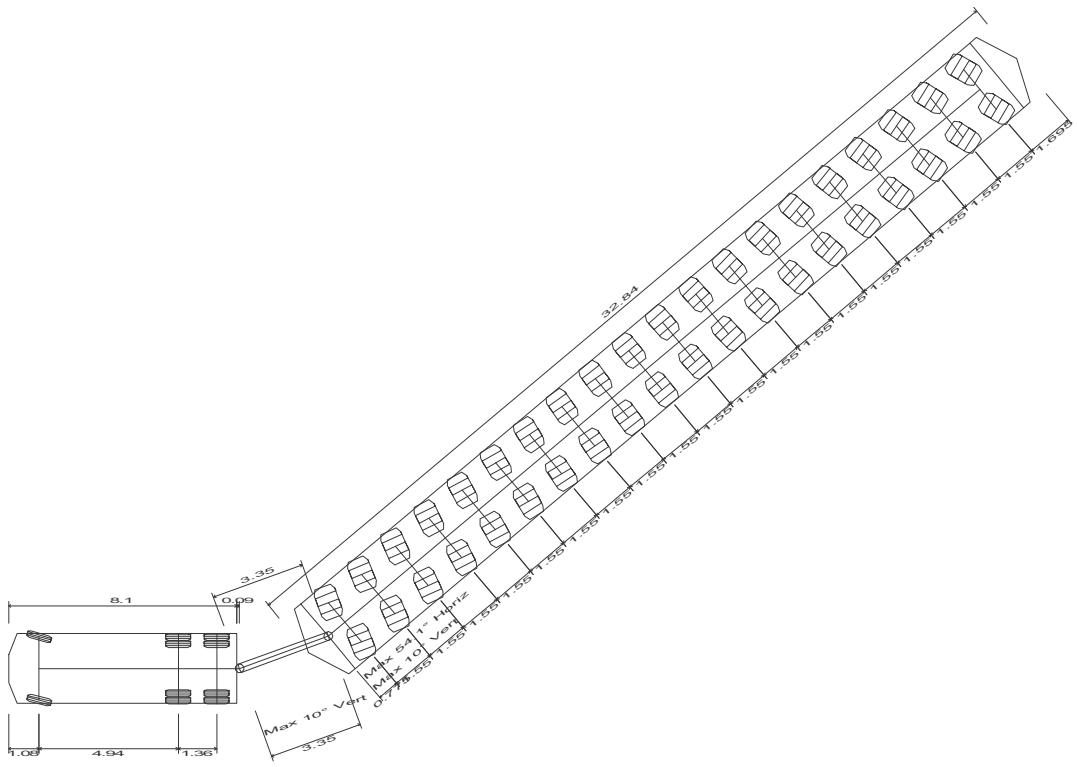
BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Vehicle Tracking Vehicle Details Ref: 100019

Vehicle Name:	**Modified Nicolas 20 Row (2 File)**
Type:	Articulated vehicle
Category	(Unspecified)
Classification	(Unspecified)
Source:	No data
Description:	No data
Notes:	No data
Unit 1 Name:	Modified Nicolas 20 Row (2 File) Tractor
Unit 2 Name:	Modified Nicolas 20 Row (2 File) Trailer 1
Unit 3 Name:	Modified Nicolas 20 Row (2 File) Trailer 2



Modified Nicolas 20 Row (2 File)	
Overall Length	43.460m
Overall Width	2.990m
Overall Body Height	3.341m
Min Body Ground Clearance	0.390m
Max Track Width	2.990m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	23.725m

Vehicle Tracking Vehicle Details Ref: 100019

Unit Name:	**Modified Nicolas 20 Row (2 File) Tractor**
Type:	Tractor (with driver controlled steering)
Body style:	Articulated Vehicle Tractor (Large)
Classification	(Unspecified)
Source:	No data
Description:	No data
Notes:	No data
Datum:	Front Primary Axle
Front Axle(s):	1 Ackerman (axles fixed, wheels turn)
Primary Front Axle Offset:	0.000m
Effective Front Axle Offset:	0.000m (Auto Calculated)
Maximum Wheel Angle:	Unlimited
Status:	Active Non Self-Steered
Track Width:	2.500m
Total Wheels:	2 (positioned at the ends of the axle)
Tire Width:	0.250m (Auto Calculated - proportion of Track Width)
Tire Diameter:	0.875m (Auto Calculated - proportion of Track Width)
Rear Axle(s):	2 Fixed (All axles identical)
Primary Rear Axle Offset:	4.940m (Innermost Axle behind Front Primary Axle)
Effective Rear Axle Offset:	5.620m (Auto Calculated)
Maximum Wheel Angle:	Unlimited
Rear Axle Spacing:	1.360m
Status:	Active Non Self-Steered
Track Width:	2.500m
Total Wheels:	4 (positioned at the ends of the axle)
Tire Width:	0.250m (Auto Calculated - proportion of Track Width)
Tire Diameter:	0.875m (Auto Calculated - proportion of Track Width)
Steering:	Front Axle(s):
Min. Wall / Wall Turning Radius:	23.725m (based upon body only)
Calculated Maximum Wheel Angle:	15.300deg
Lock-to-Lock Time (Fwd/Rev):	6.0sec / 6.0sec
Driver / Pilot	
Driver Offset Longitudinally:	0.420m (in front of Front Primary Axle)
Driver / Pilot Offset Laterally:	-0.600m (Right of Centerline)
Driver Height:	2.200m (Above ground level)
Front Coupling:	None
Rear Coupling:	Generic
Coupling Offset:	7.110m (behind Front Primary Axle)
Coupling Height:	0.438m (Auto Calculated - proportion of Tire Diameter)
Capability:	Can Tow or be Towed
Max. Horizontal Articulation Angle:	72.000deg
Max. Vertical Articulation Angle:	10.000deg
Body outline (plan):	
Outline Type:	Line
Offset (X,Y):	0.000m, 0.000m
Vertices...	
1	-1.080, 0.500
2	-0.780, 1.247
3	7.020, 1.247

Every Effort Has Been Made To Ensure The Accuracy Of This Information
Please Check Data From Your Own Sources

Vehicle Tracking Vehicle Details **Ref: 100019**
(continued...)

4	7.020, -1.247
5	-0.780, -1.247
6	-1.080, -0.500
7	-1.080, 0.500

Every Effort Has Been Made To Ensure The Accuracy Of This Information
Please Check Data From Your Own Sources

Vehicle Tracking Vehicle Details Ref: 100019

Unit Name:	**Modified Nicolas 20 Row (2 File) Trailer 1**
Type:	Towbar
Body style:	(Unspecified)
Classification	(Unspecified)
Source:	No data
Description:	No data
Notes:	No data
Datum:	Front Coupling
Maximum Articulation Angle:	72deg (to previous unit)
Front Axle(s):	None
Rear Axle(s):	None
Front Coupling:	Generic
Coupling Offset:	0.000m (in front of Front Coupling)
Coupling Height:	0.000m (Auto Calculated - proportion of Tire Diameter)
Capability:	Can Tow or be Towed
Max. Horizontal Articulation Angle:	0.000deg
Max. Vertical Articulation Angle:	10.000deg
Rear Coupling:	Generic
Coupling Offset:	3.350m (behind Front Coupling)
Coupling Height:	0.000m (Auto Calculated - proportion of Tire Diameter)
Capability:	Can Tow or be Towed
Max. Horizontal Articulation Angle:	49.200deg
Max. Vertical Articulation Angle:	10.000deg
Body outline (plan):	
Outline Type:	Rectangle
Offset (X,Y):	0.000m, 0.000m
Length / Width:	3.350m / 0.300m

Every Effort Has Been Made To Ensure The Accuracy Of This Information
Please Check Data From Your Own Sources

Vehicle Tracking Vehicle Details Ref: 100019

Unit Name:	**Modified Nicolas 20 Row (2 File) Trailer 2**
Type:	Trailer (no driver-controlled steering)
Body style:	(Unspecified)
Classification	(Unspecified)
Source:	No data
Description:	No data
Notes:	No data
Datum:	Front Coupling
Maximum Articulation Angle:	54deg (to previous unit)
Front Axle(s):	None
Rear Axle(s):	20 Ackerman (axles fixed, wheels turn) (Axles vary)
Primary Rear Axle Offset:	0.775m (Innermost Axle behind Front Coupling)
Effective Rear Axle Offset:	30.225m (Auto Calculated)
Maximum Wheel Angle:	55.000deg (Any Rear Wheel)
Linkage:	Rear axles linked to front axles
Basis	Angle of rear wheels
Rule 1:	Forward and reverse from 0.00deg, 94.90 based upon Tangents
Rear Axle 1	
Status:	Active Non Self-Steered
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 2	
Status:	Active Non Self-Steered
Axle Offset:	1.550m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 3	
Status:	Active Non Self-Steered
Axle Offset:	3.100m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 4	
Status:	Active Non Self-Steered
Axle Offset:	4.650m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 5	
Status:	Active Non Self-Steered
Axle Offset:	6.200m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 6	
Status:	Active Non Self-Steered

Every Effort Has Been Made To Ensure The Accuracy Of This Information
Please Check Data From Your Own Sources

Vehicle Tracking Vehicle Details Ref: 100019

(continued...)

Axle Offset:	7.750m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 7	
Status:	Active Non Self-Steered
Axle Offset:	9.300m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 8	
Status:	Active Non Self-Steered
Axle Offset:	10.850m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 9	
Status:	Active Non Self-Steered
Axle Offset:	12.400m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 10	
Status:	Active Non Self-Steered
Axle Offset:	13.950m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 11	
Status:	Active Non Self-Steered
Axle Offset:	15.500m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 12	
Status:	Active Non Self-Steered
Axle Offset:	17.050m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 13	
Status:	Active Non Self-Steered
Axle Offset:	18.600m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 14	
Status:	Active Non Self-Steered
Axle Offset:	20.150m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)

Every Effort Has Been Made To Ensure The Accuracy Of This Information
Please Check Data From Your Own Sources

Vehicle Tracking Vehicle Details Ref: 100019

(continued...)

Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 15	
Status:	Active Non Self-Steered
Axle Offset:	21.700m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 16	
Status:	Active Non Self-Steered
Axle Offset:	23.250m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 17	
Status:	Active Non Self-Steered
Axle Offset:	24.800m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 18	
Status:	Active Non Self-Steered
Axle Offset:	26.350m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 19	
Status:	Active Non Self-Steered
Axle Offset:	27.900m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m
Rear Axle 20	
Status:	Active Non Self-Steered
Axle Offset:	29.450m (behind Axle 1)
Track Width:	2.990m
Total Wheels:	2 (evenly spaced along the axle)
Tire Width:	1.170m
Tire Diameter:	0.780m

Front Coupling:	Generic
Coupling Offset:	0.000m (in front of Front Coupling)
Coupling Height:	0.390m (Auto Calculated - proportion of Tire Diameter)
Capability:	Can Tow or be Towed
Max. Horizontal Articulation Angle:	54.200deg
Max. Vertical Articulation Angle:	10.000deg

Rear Coupling:	None

Body outline (plan):	
Outline Type:	Rectangle
Offset (X,Y):	0.000m, 0.000m
Length / Width:	31.000m / 2.990m
Outline Type:	Line

Every Effort Has Been Made To Ensure The Accuracy Of This Information
Please Check Data From Your Own Sources

Vehicle Tracking Vehicle Details Ref: 100019

(continued...)

Offset (X,Y):	0.000m, 0.000m
Vertices...	
1	31.000, 1.495
2	31.300, 1.495
3	31.920, 0.000
4	31.300, -1.495
5	31.000, -1.495
Outline Type:	Line
Offset (X,Y):	0.000m, 0.000m
Vertices...	
1	0.000, 1.495
2	-0.300, 1.495
3	-0.920, 0.000
4	-0.300, -1.495
5	0.000, -1.495

Every Effort Has Been Made To Ensure The Accuracy Of This Information
Please Check Data From Your Own Sources

APPENDIX

AA

Traffic Impact Assessment

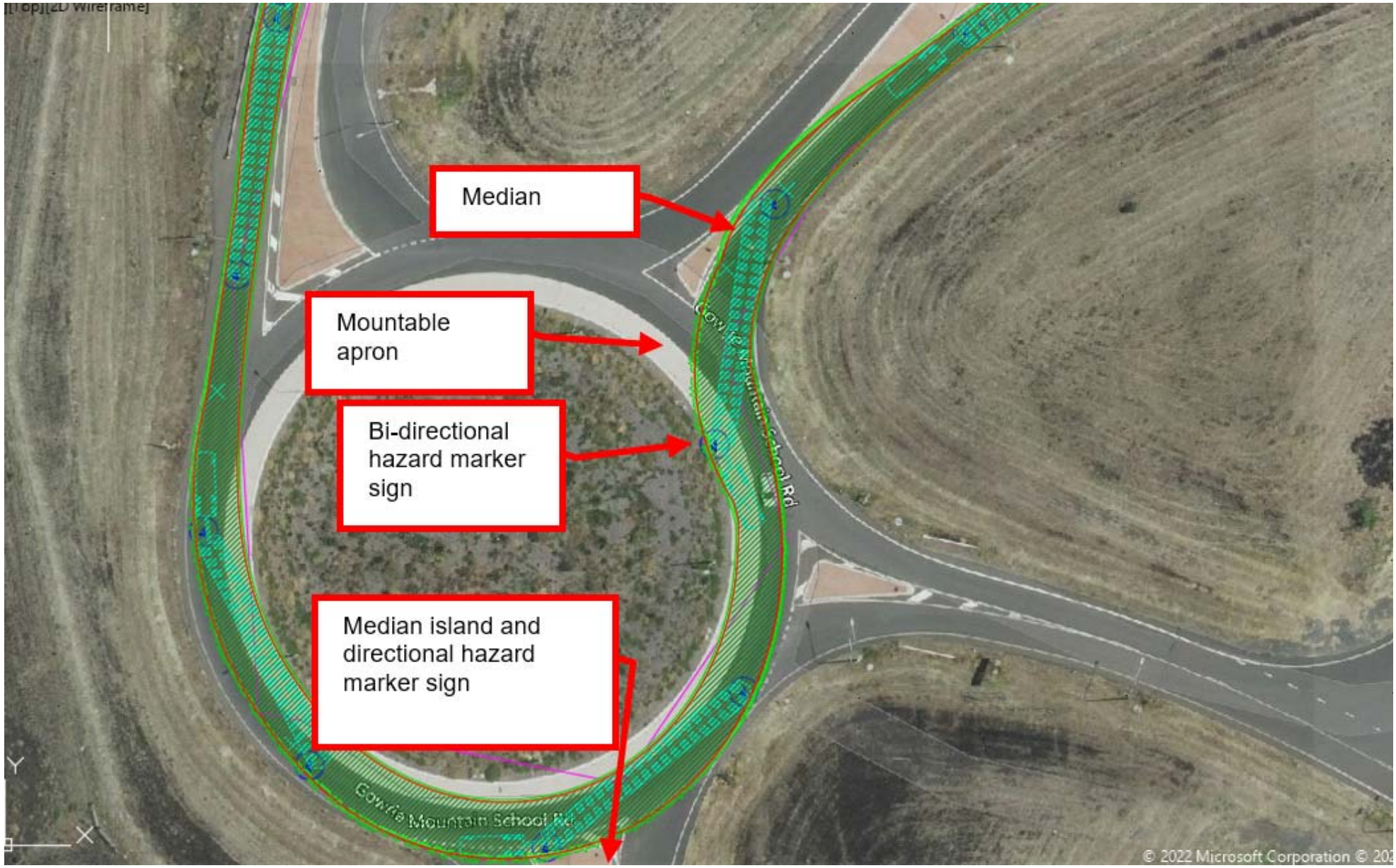
Appendix BC Oversize overmass swept path assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

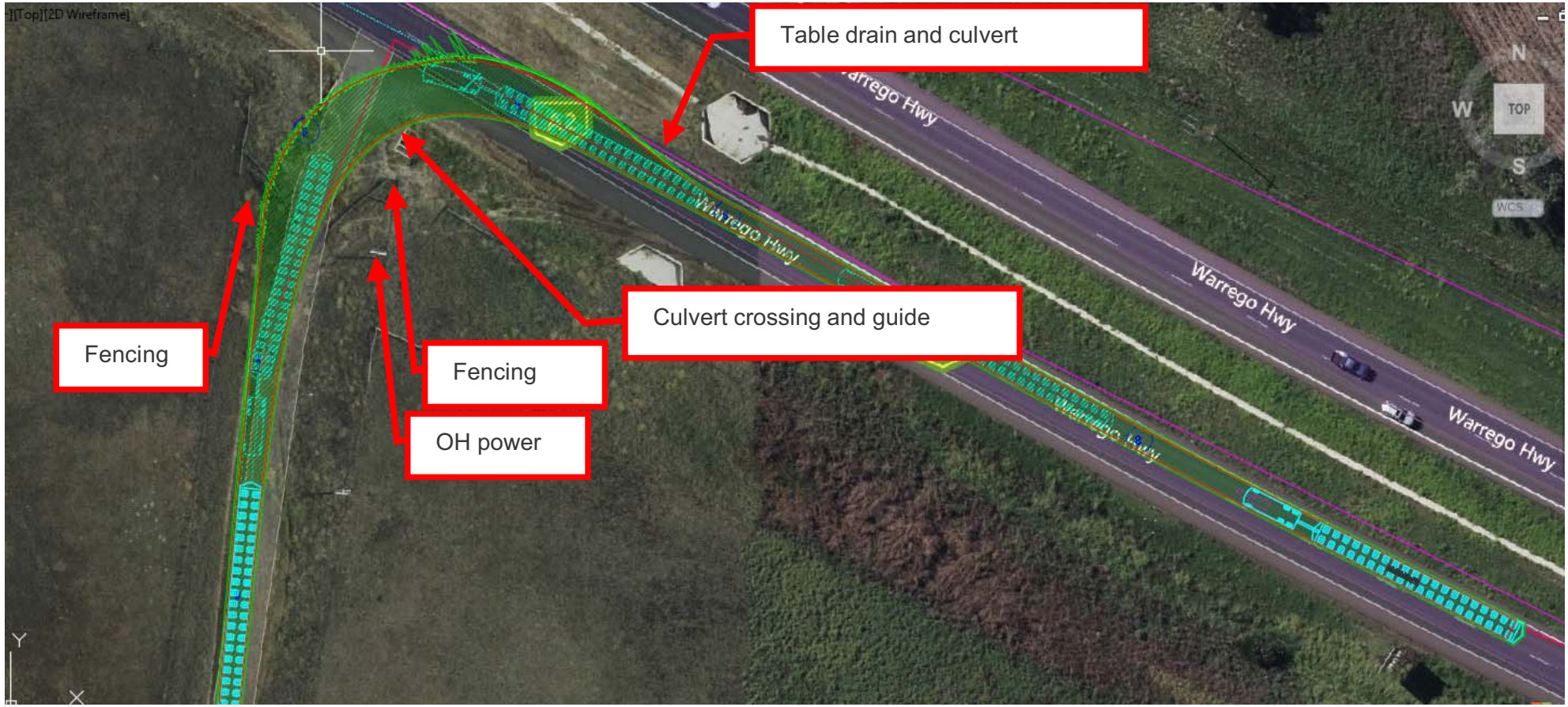
Pinch Point 1 - Right Turn Movement



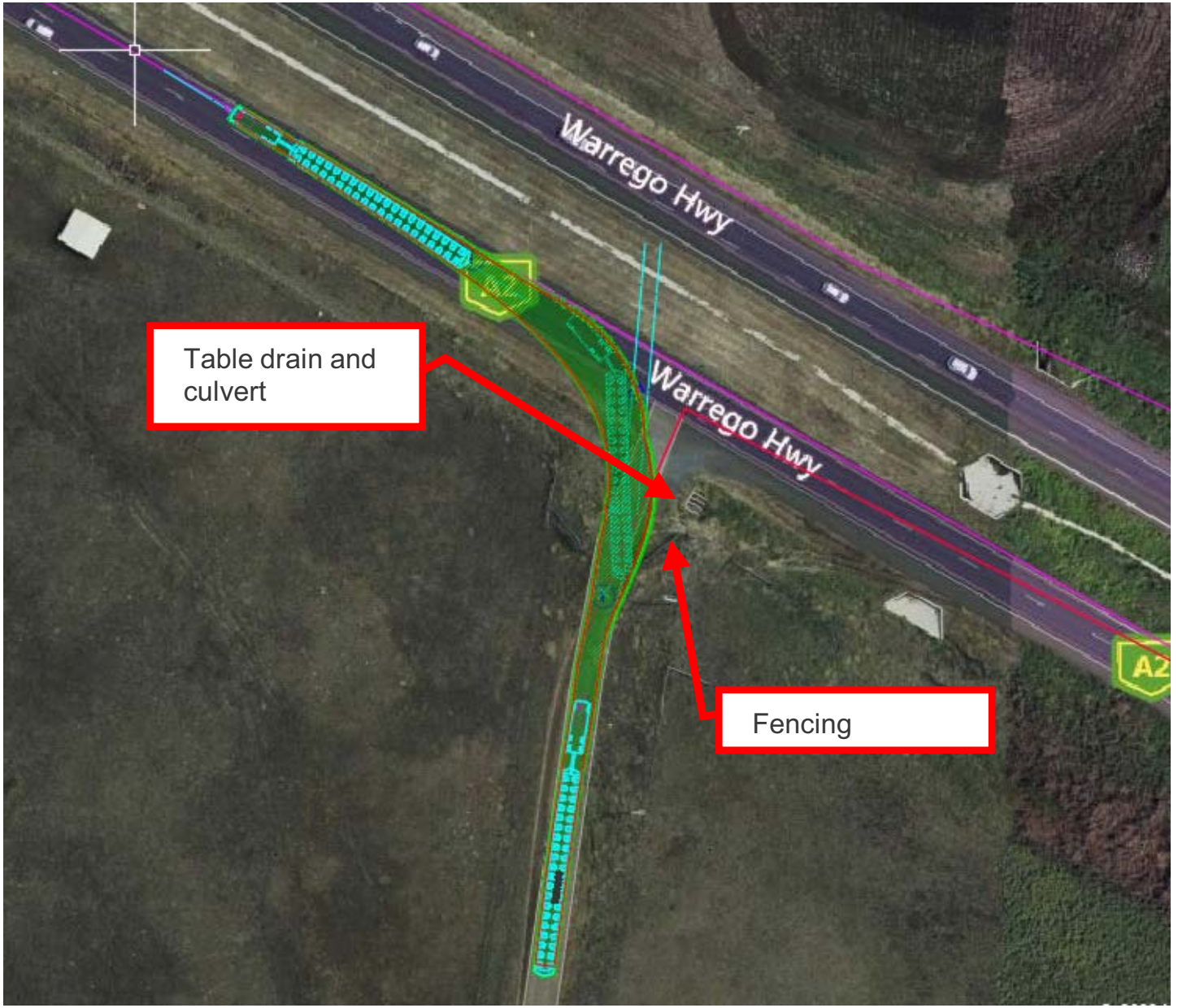
Pinch Point 2 - Right In



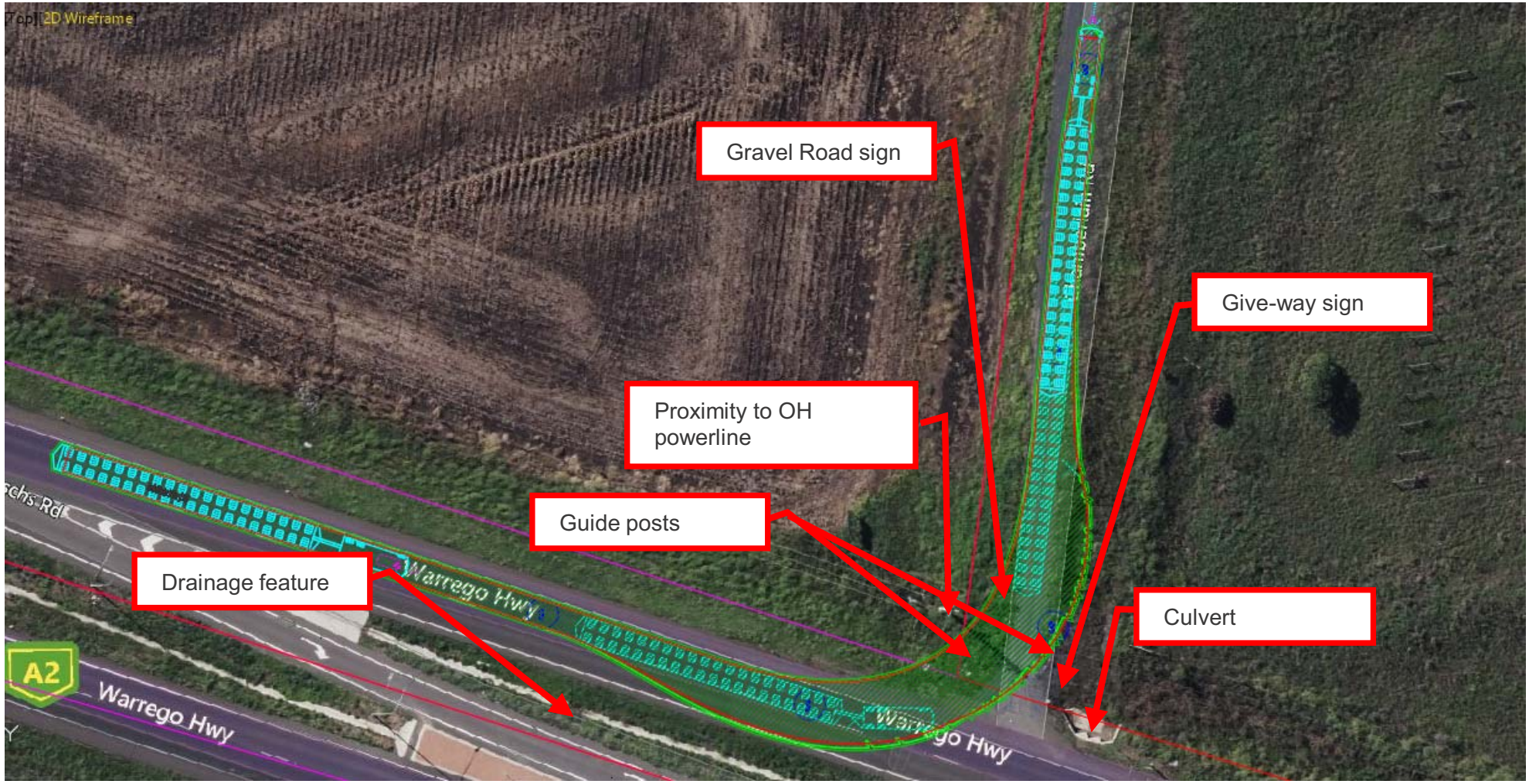
Pinch Point 3 - Left In



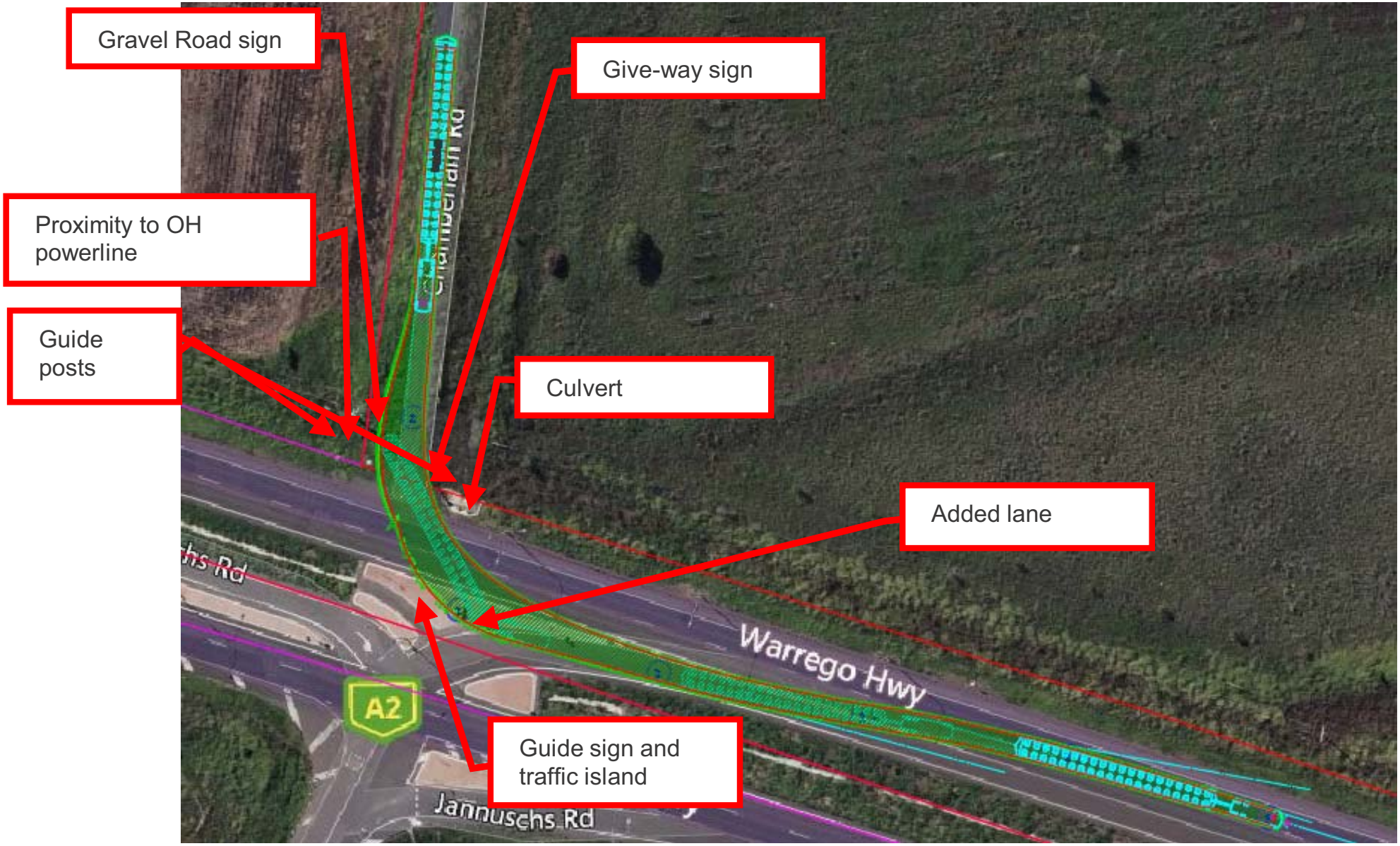
Pinch Point 3 - Left Out



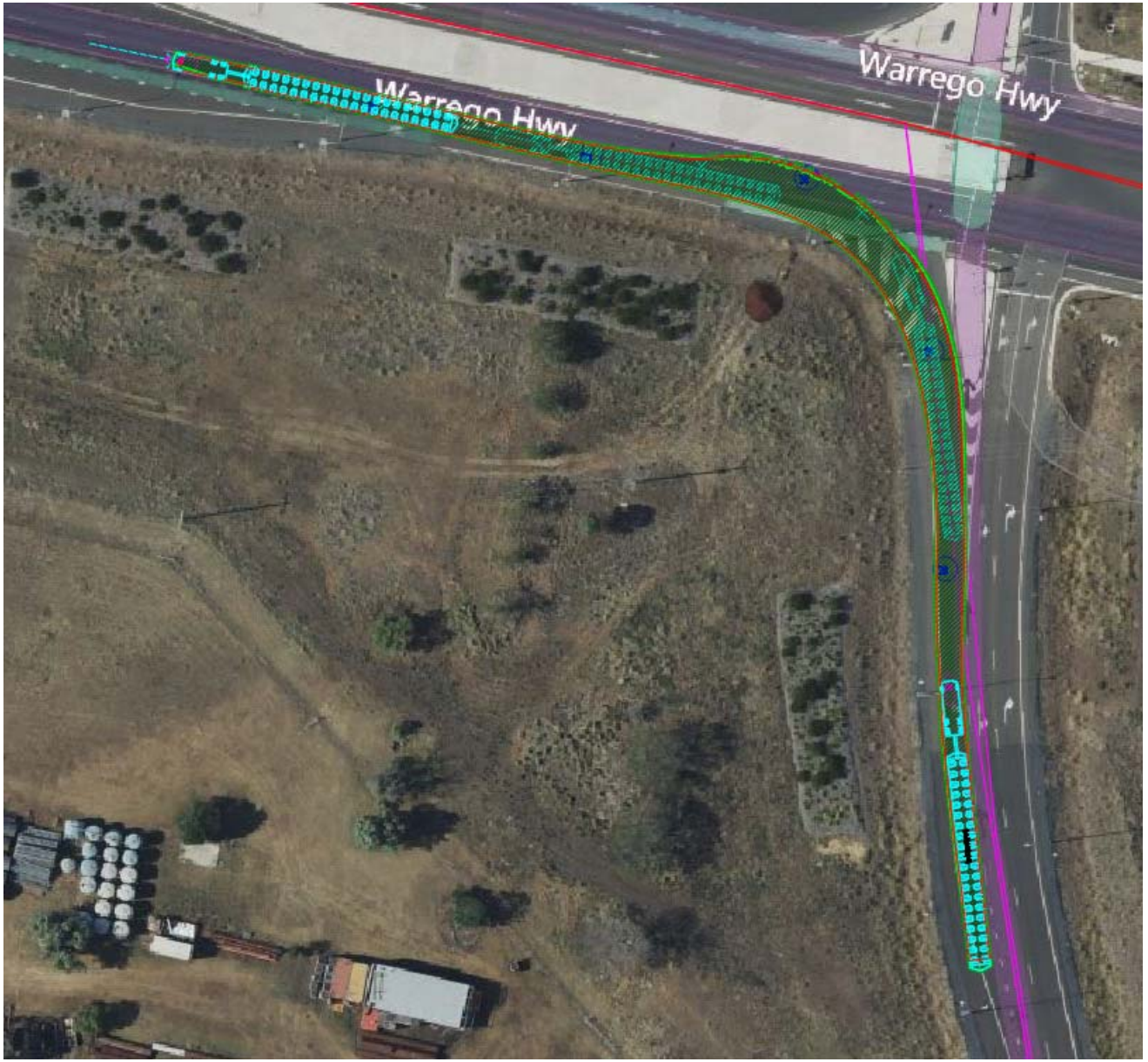
Pinch Point 4 - Left In



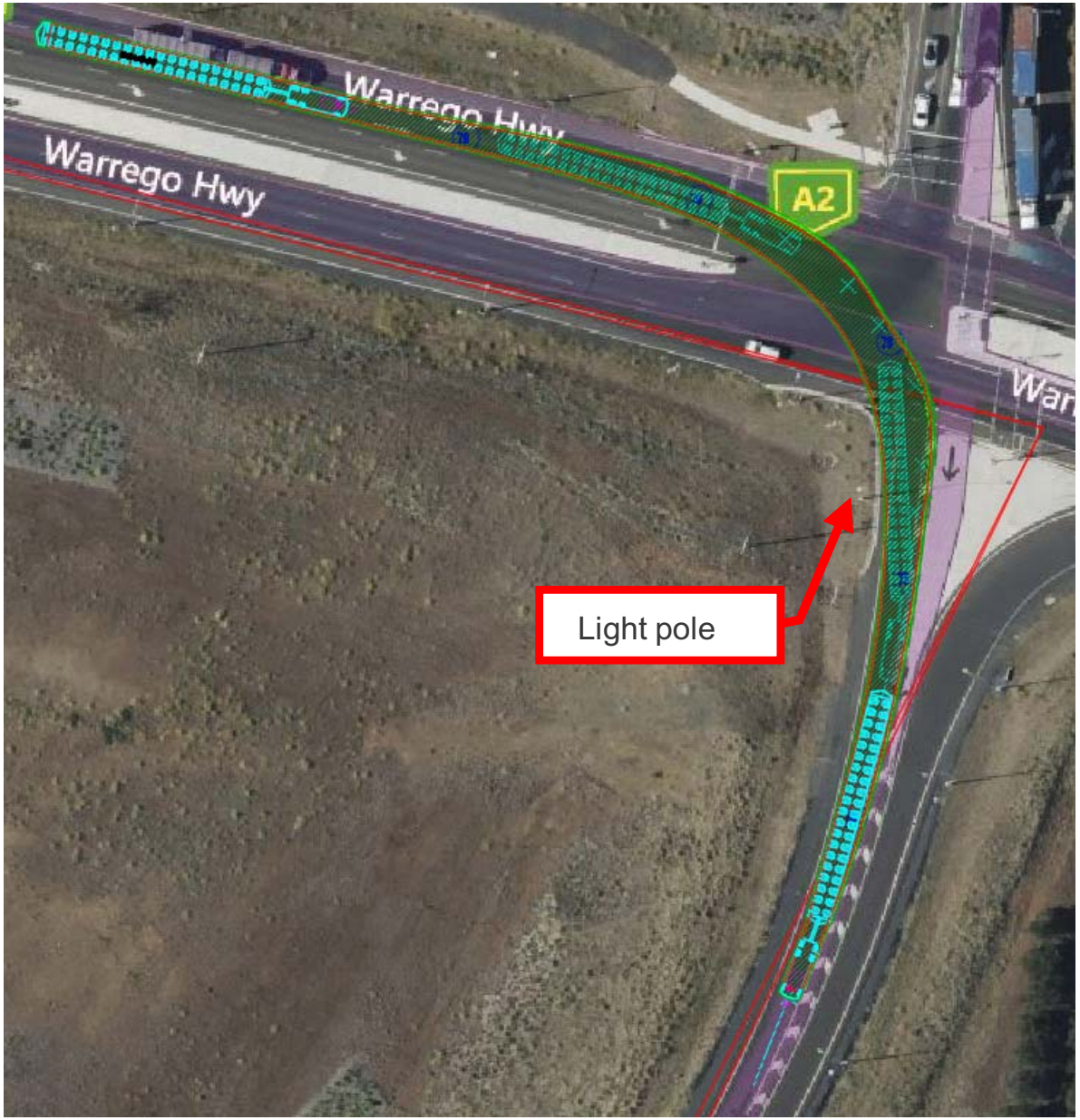
Pinch Point 4 - Left Out



Pinch Point 5 - Left Turn



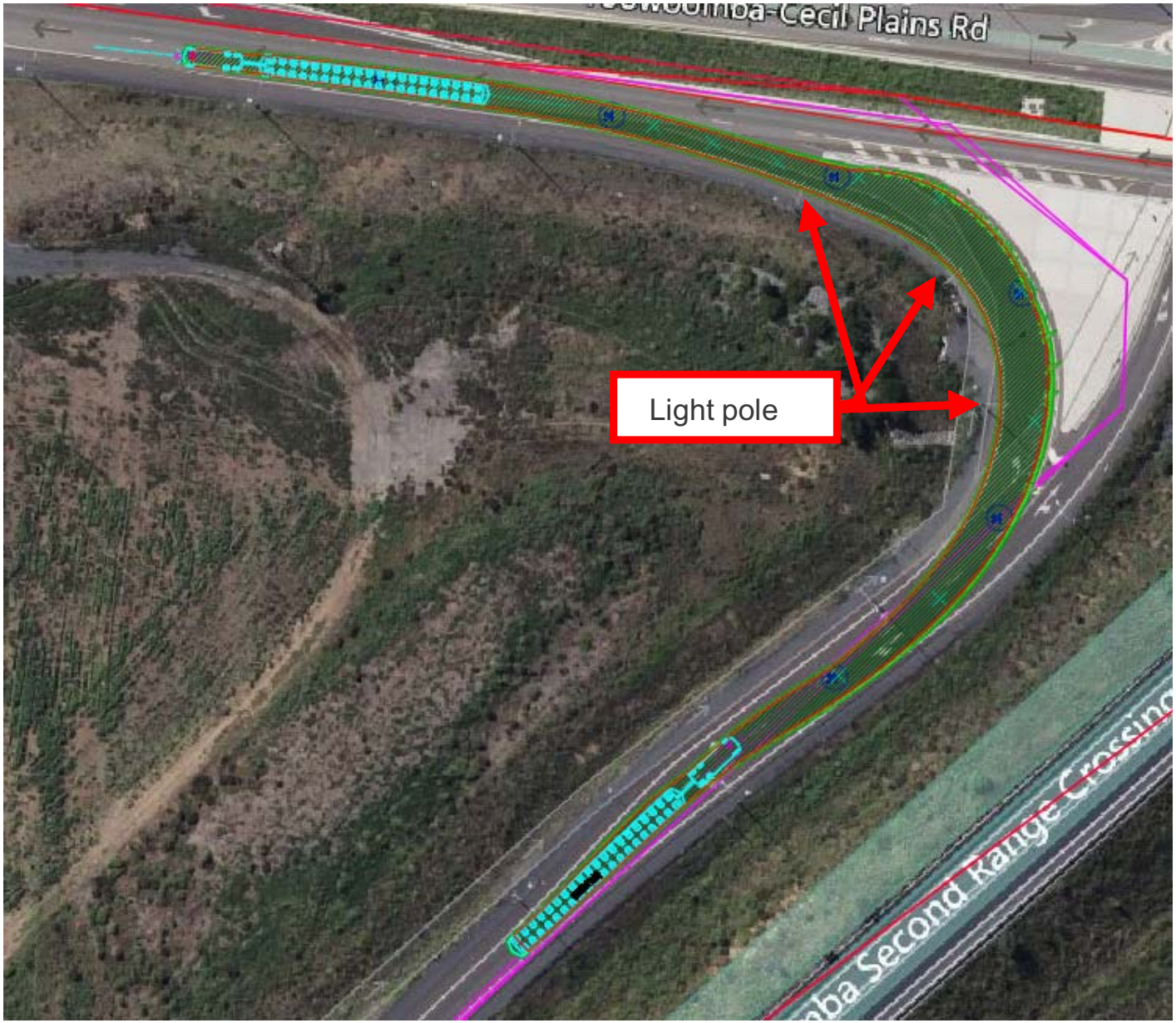
Pinch Point 6 - Right Out



Pinch Point 7 - Right Out



Pinch Point 8 - Left In



Pinch Point 9 - Left In



Pinch Point 9 - Right Out



Pinch Point 10 - Left In



Pinch Point 10 - Right Out



Pinch Point 11 - Left In



Pinch Point 11 - Right Out



Pinch Point 12 - Left In



Pinch Point 12 - Right Out



Pinch Point 13 - Left In



Pinch Point 13 - Right Out



Pinch Point 14 - Left In



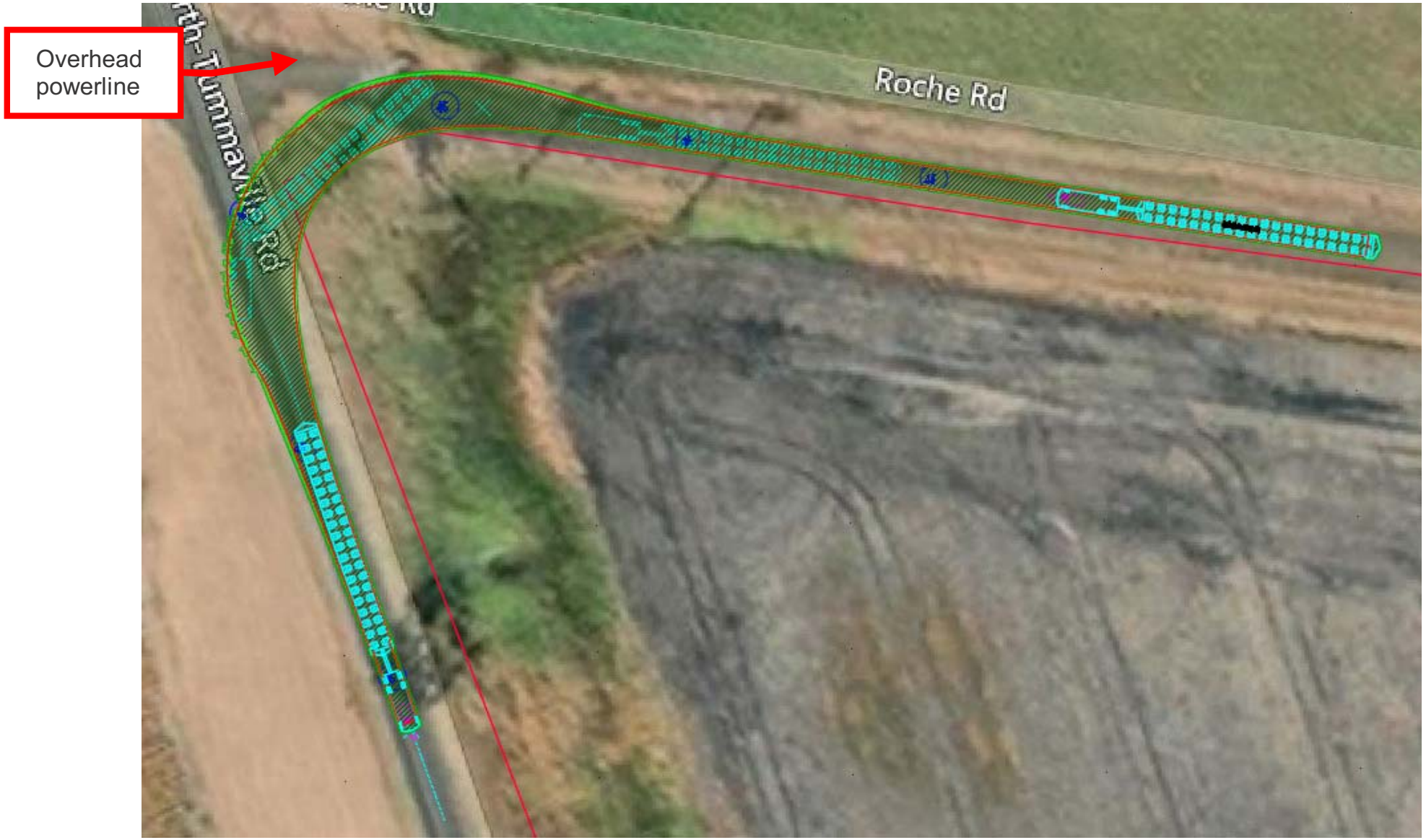
Pinch Point 14 - Right Out



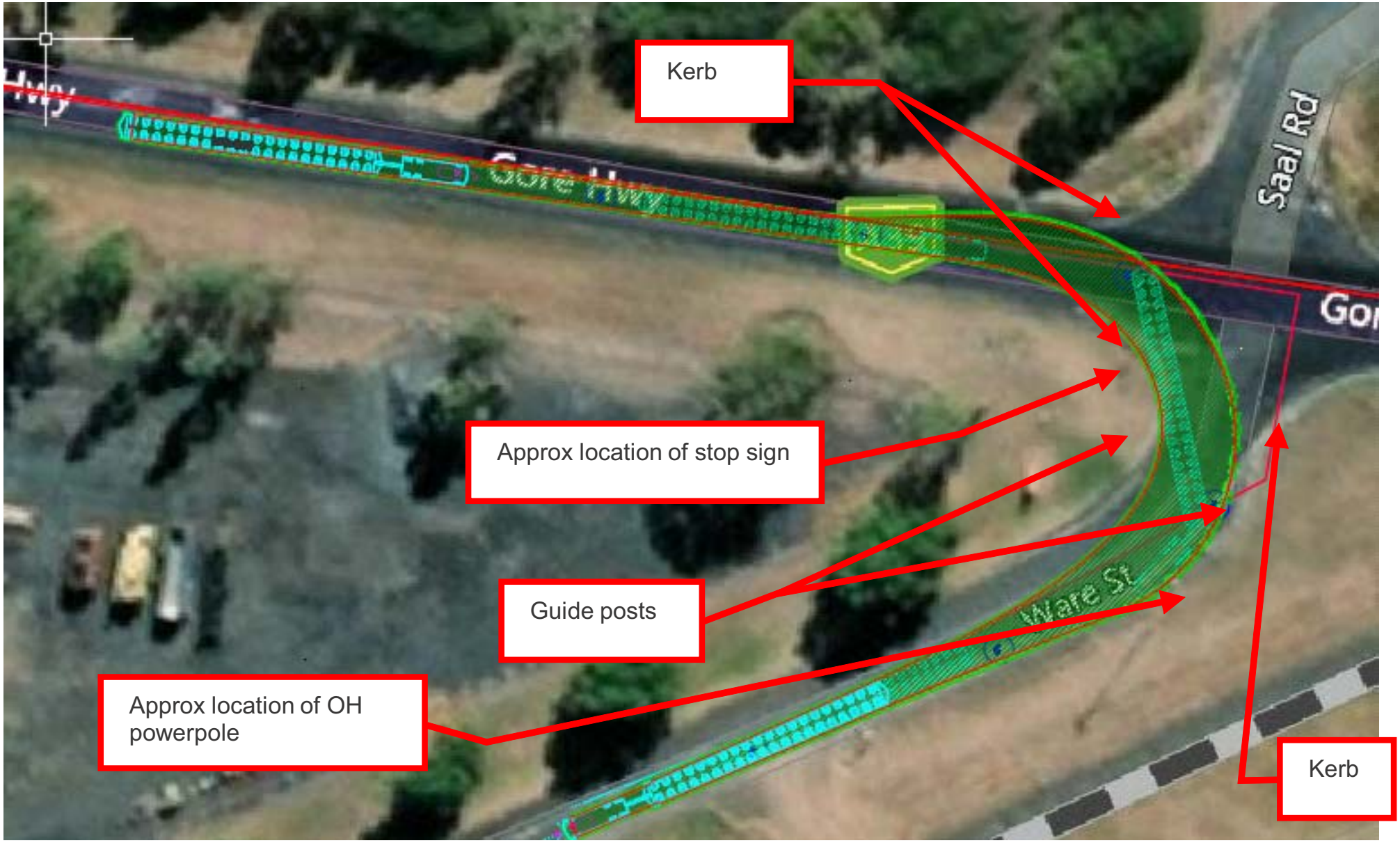
Pinch Point 15 - Right In



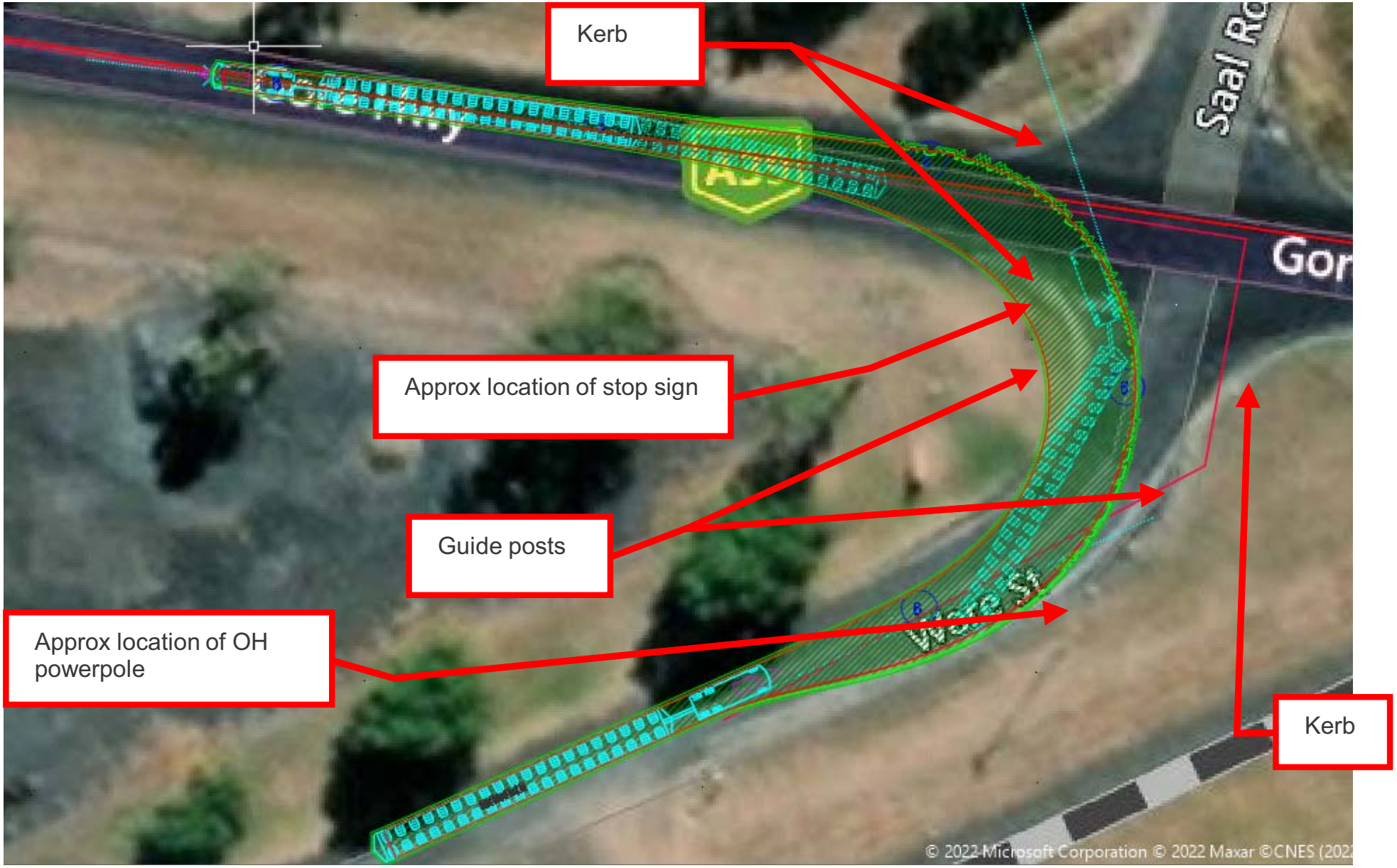
Pinch Point 15 - Left Out



Pinch Point 16 - Right In



Pinch Point 16 - Left Out



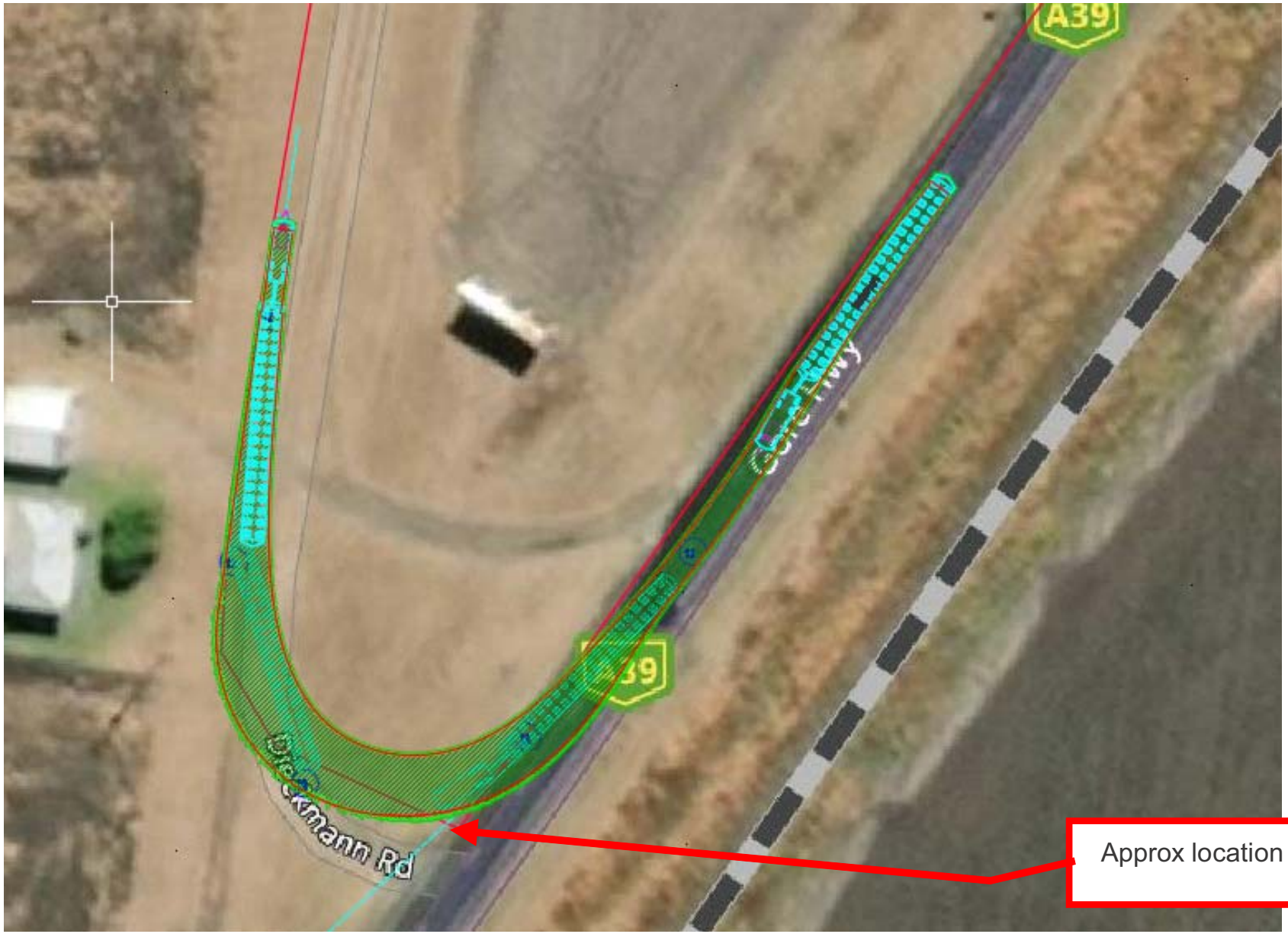
Pinch Point 17 - Left In



Pinch Point 17 - Right Out



Pinch Point 17 - Right In



Pinch Point 17 - Left Out



Pinch Point 18 - Left In



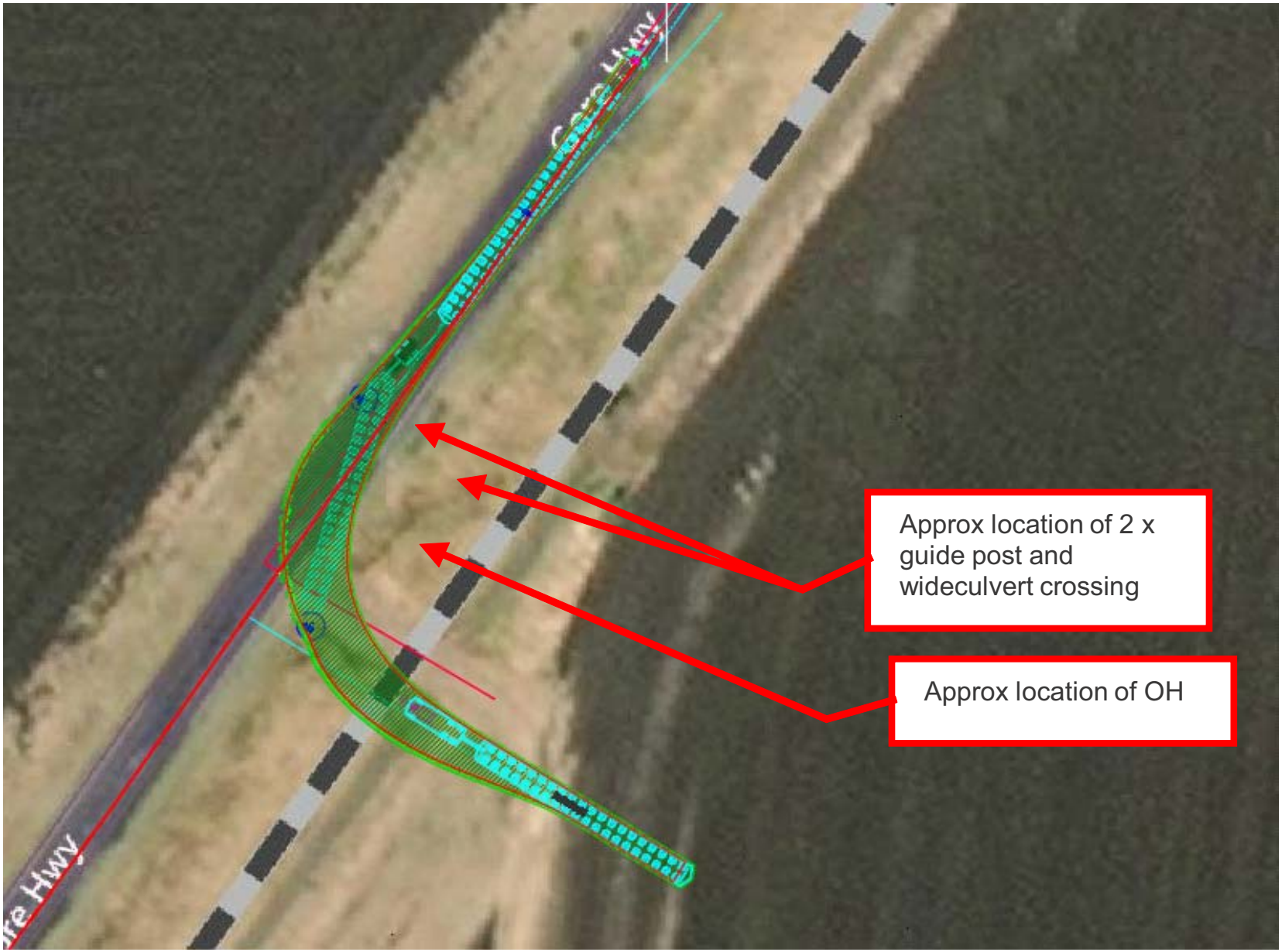
Pinch Point 18 - Right Out



Pinch Point 19 - Left In



Pinch Point 19 - Right Out



Pinch Point 20 - Left In



Pinch Point 20 - Right Out



Pinch Point 21 - Left In



Pinch Point 21 - Right Out



Pinch Point 22 - Left In



Pinch Point 22 - Right Out



Pinch Point 23 - Left In



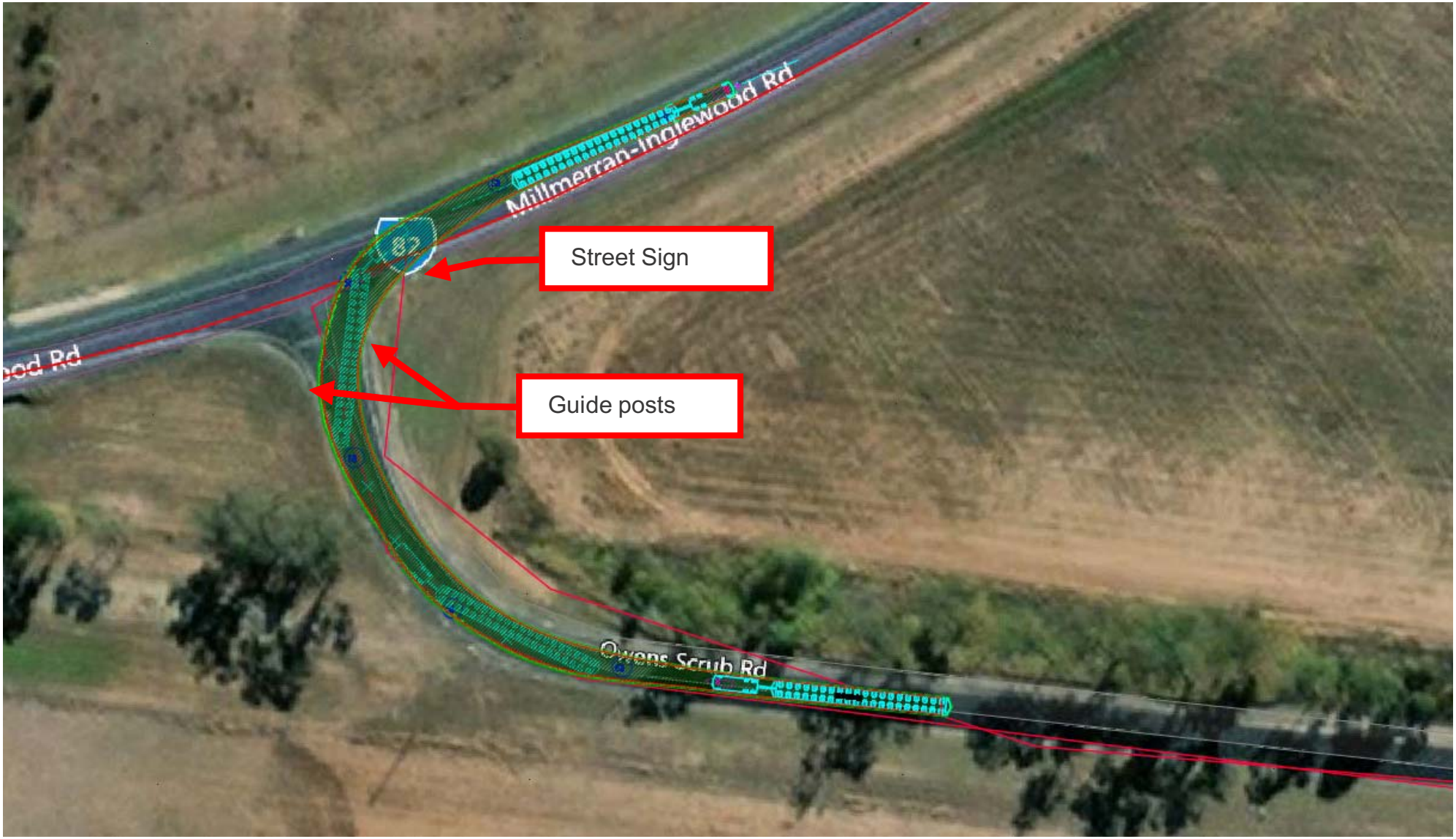
Pinch Point 23 - Right Out



Pinch Point 24 - Left In



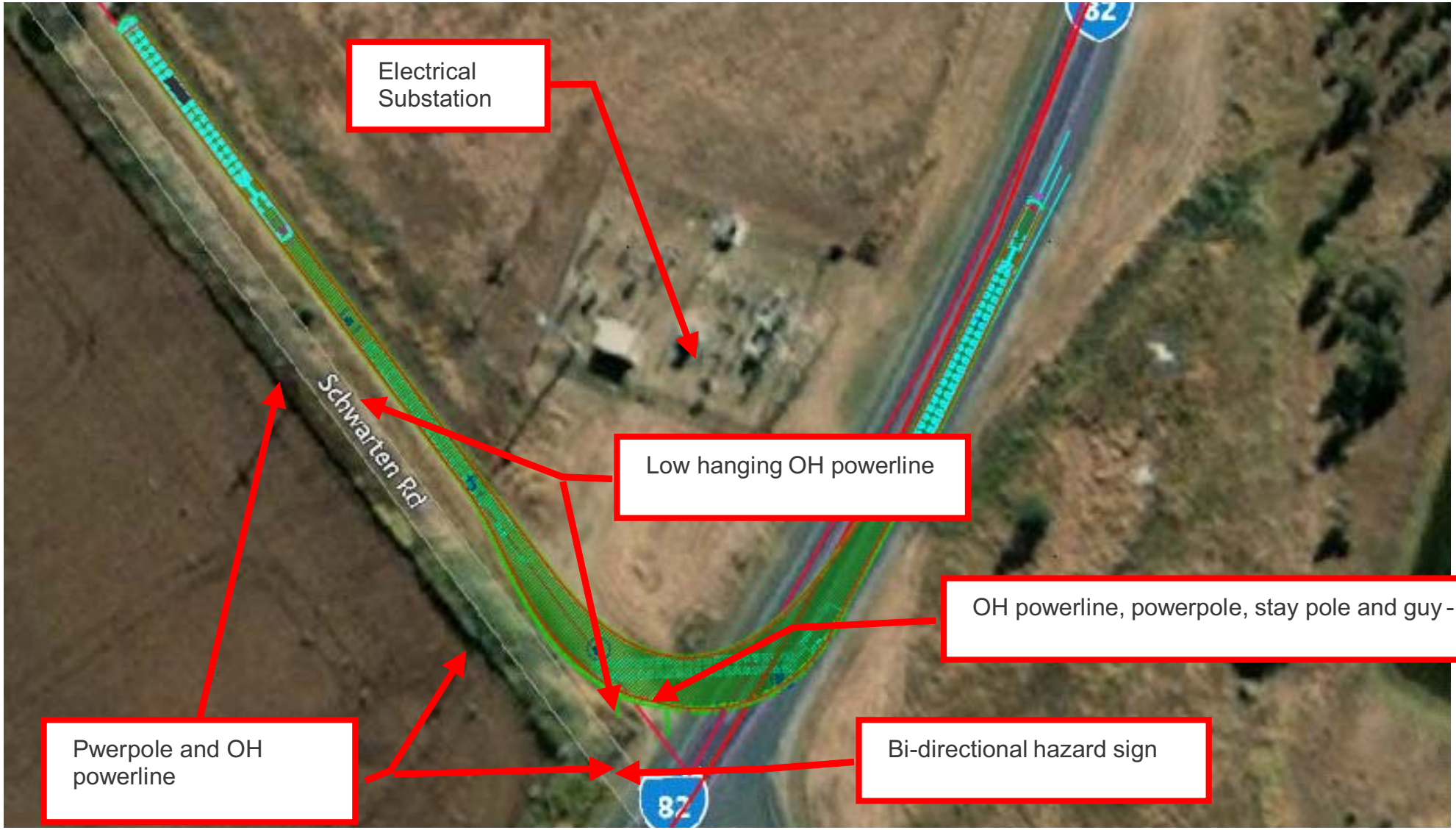
Pinch Point 24 - Right Out



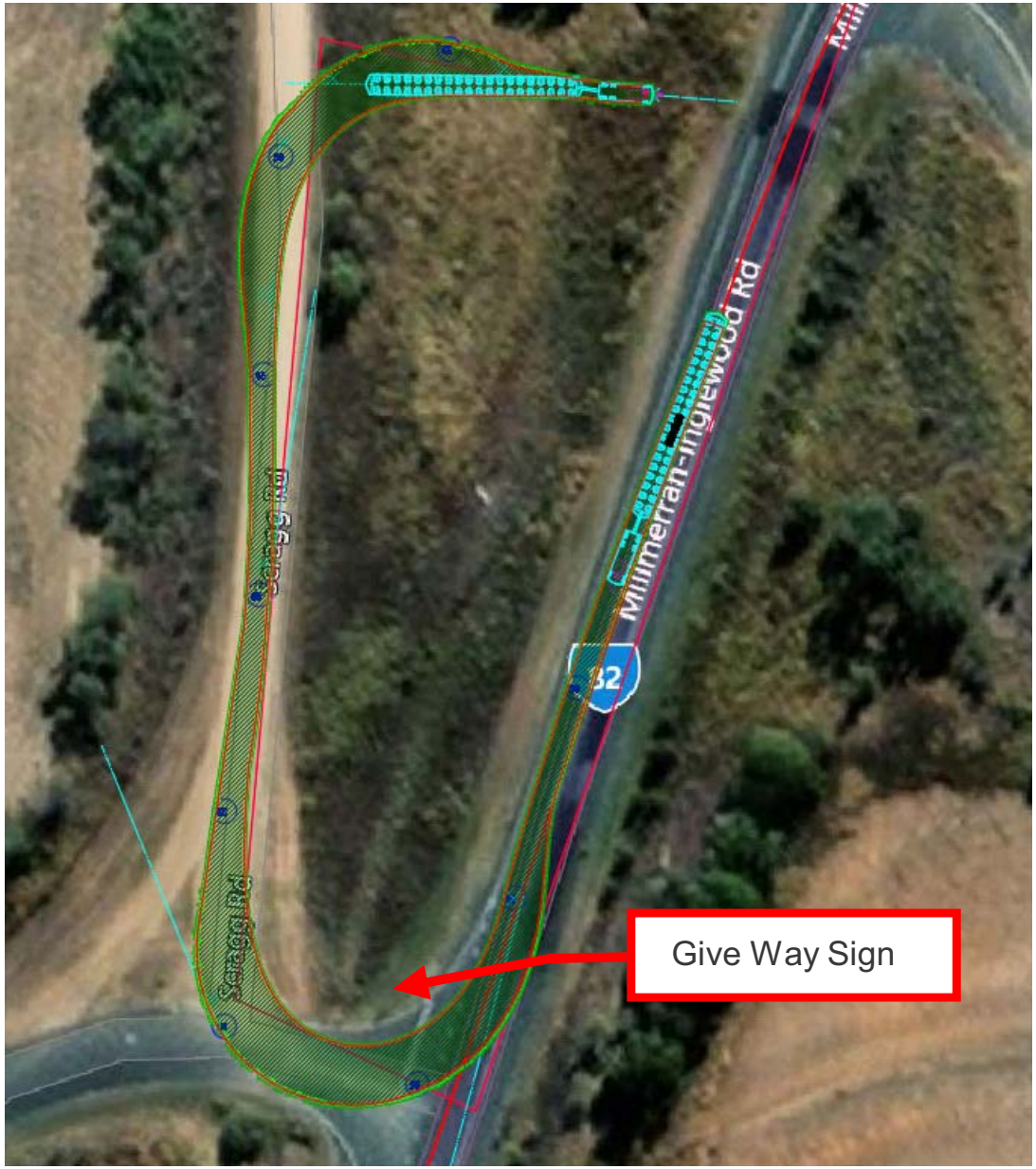
Pinch Point 25 - Right In



Pinch Point 25 - Left Out



Pinch Point 26 - Right In



Pinch Point 26 - Left Out



Pinch Point 27 - Right In



Pinch Point 27 - Left Out



Pinch Point 28 - Left In



Pinch Point 28 - Right Out



Pinch Point 29 - Right In



Pinch Point 29 - Left Out



Pinch Point 30 - Left In



Pinch Point 30 - Right Out



Pinch Point 31 - Right In



Pinch Point 31 - Left Out



Pinch Point 32 - Right In



Pinch Point 32 - Left Out



Pinch Point 33 - Left In



Pinch Point 33 - Right Out



Pinch Point 33 - Right In



Pinch Point 33 - Left Out



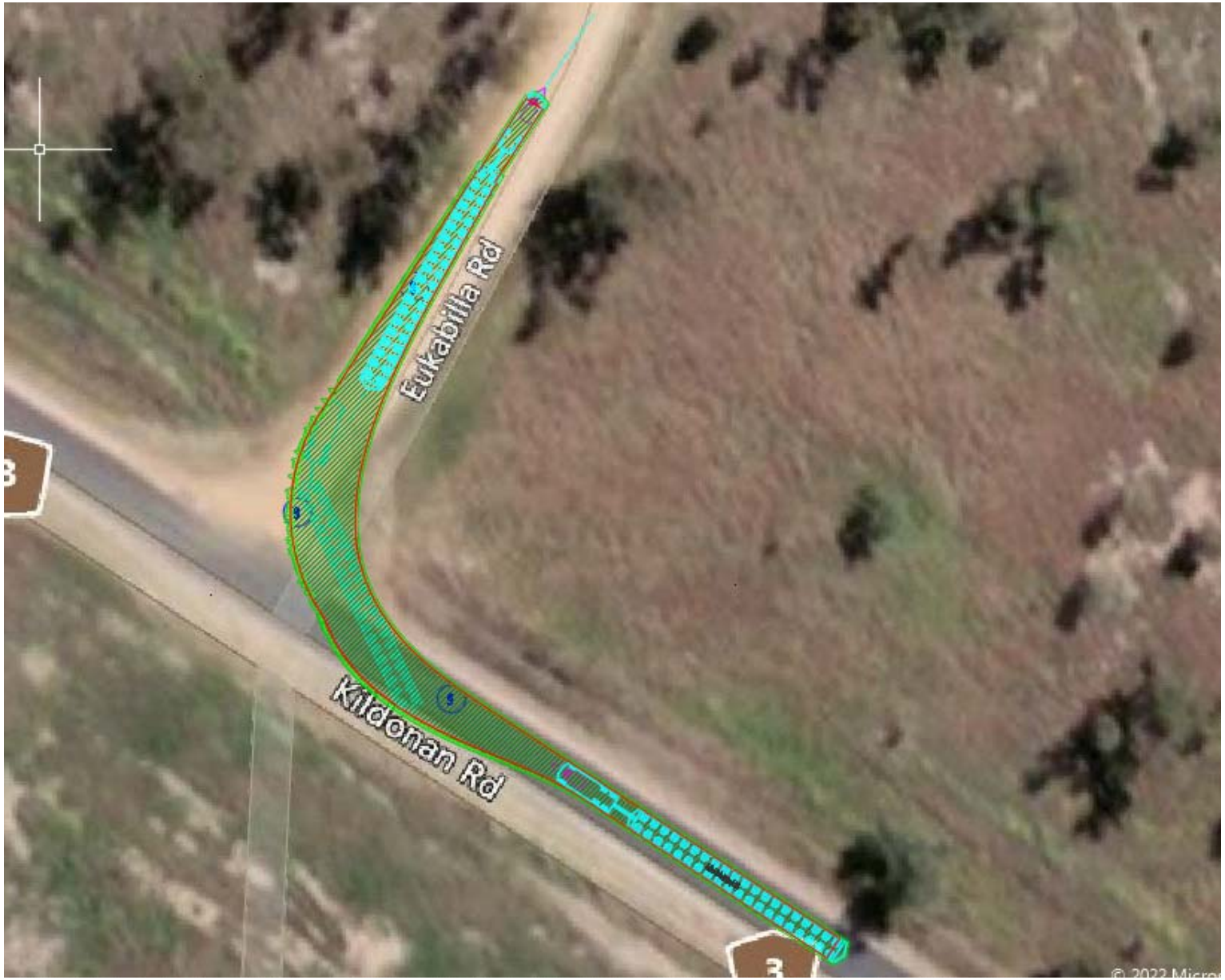
Pinch Point 34 - Left In



Pinch Point 34 - Right Out



Pinch Point 35 - Right In



Pinch Point 35 - Left Out



APPENDIX

AA

Traffic Impact Assessment

Appendix BD Level crossing road diversion turn warrants

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Intersection Code	3A

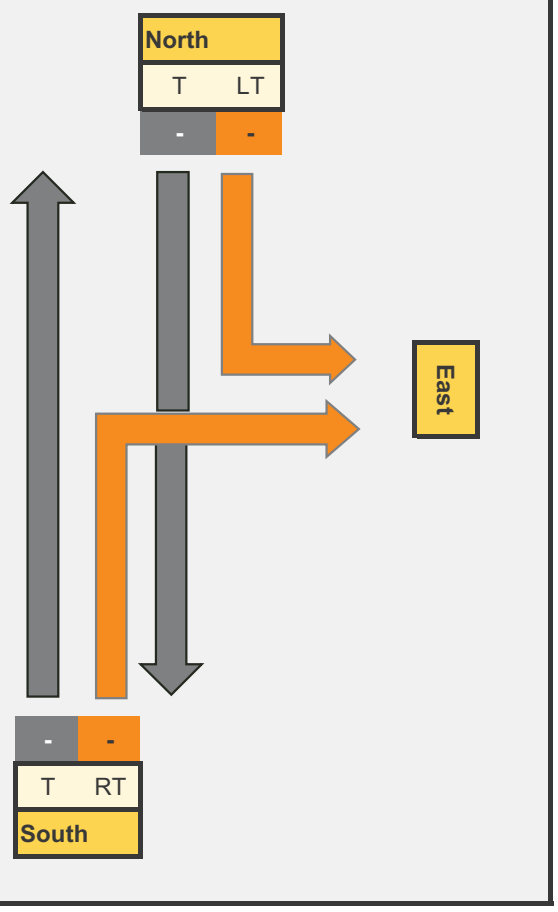
Year	2028

Intersection ID	X1
Intersection Name	Athol School Road / New Service Road

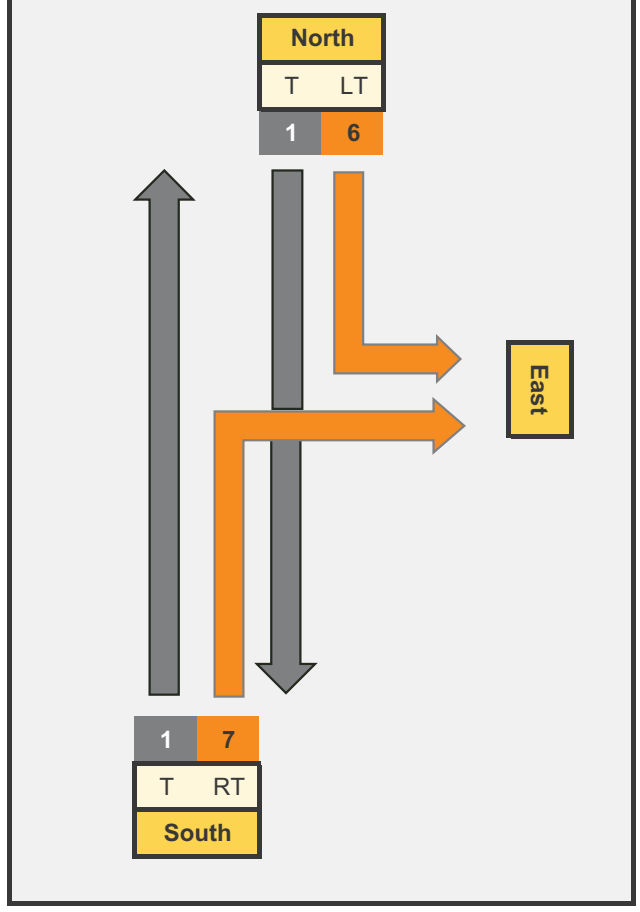
Speed	60			
Existing Treatment	L	0	R	0

AM

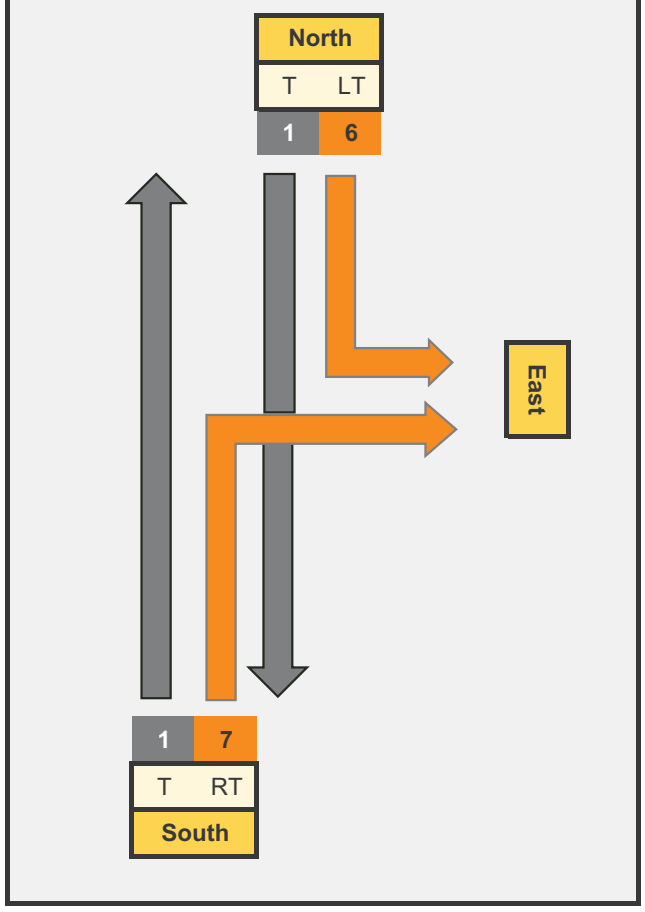
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	8	7
Left	1	6

Graph Terminolgy

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

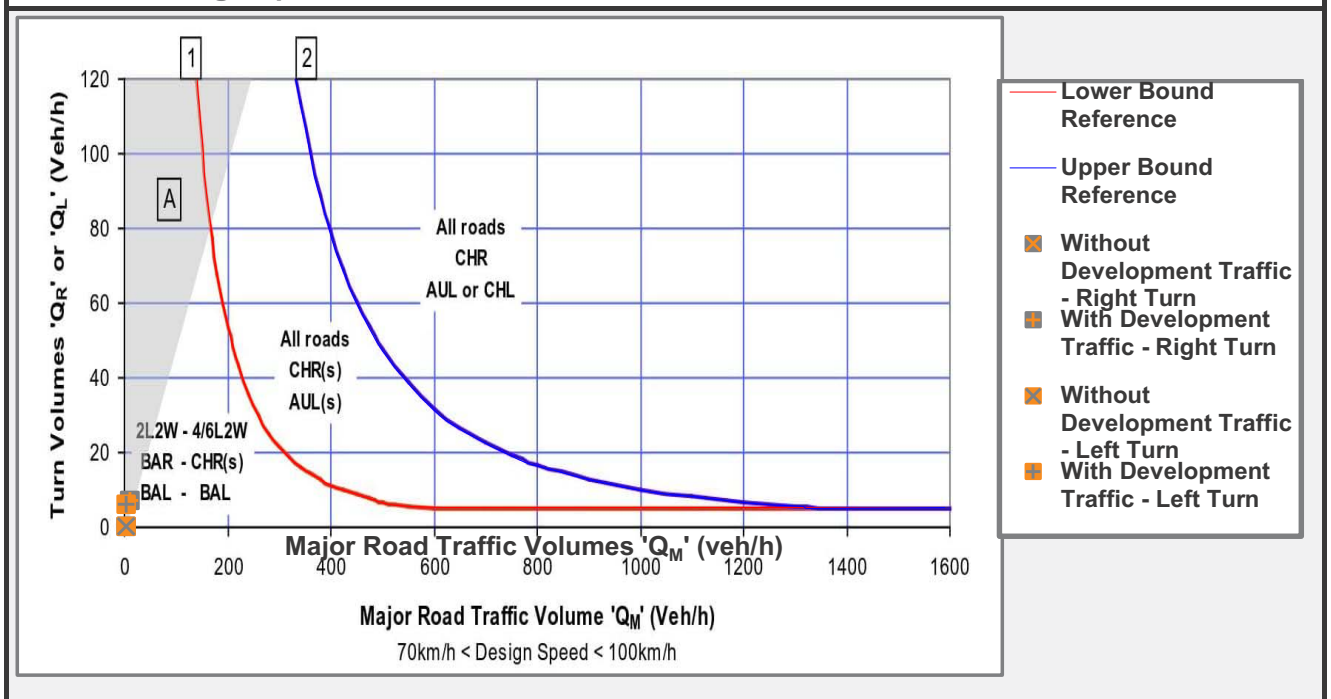
Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	8	7
Left	1	6

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

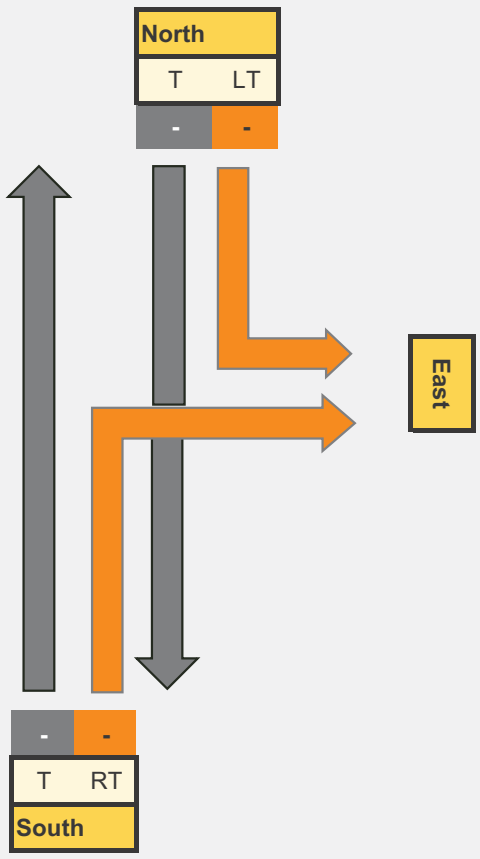
Year	2028

Intersection ID	X1
Intersection Name	Athol School Road / New Service Road

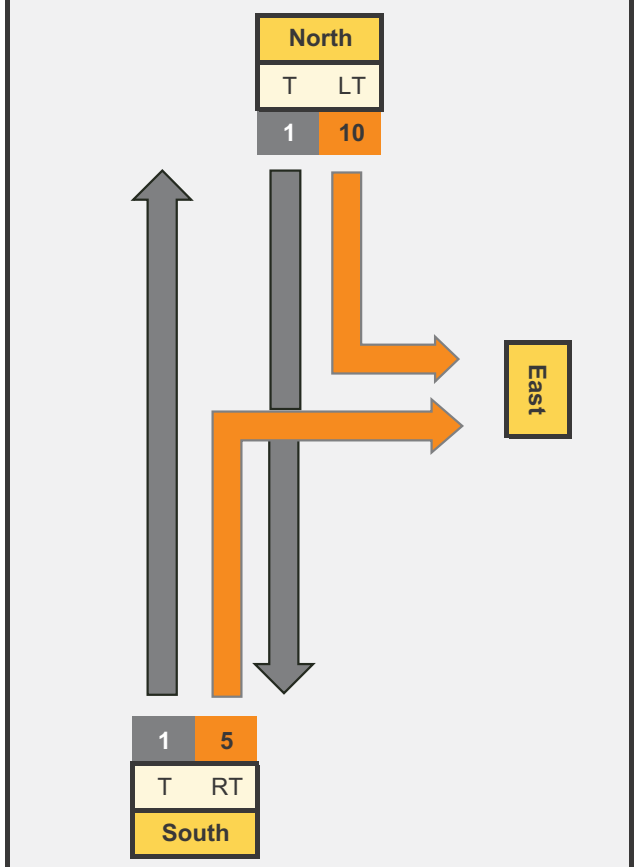
Speed	60			
Existing Treatment	L	0	R	0

PM

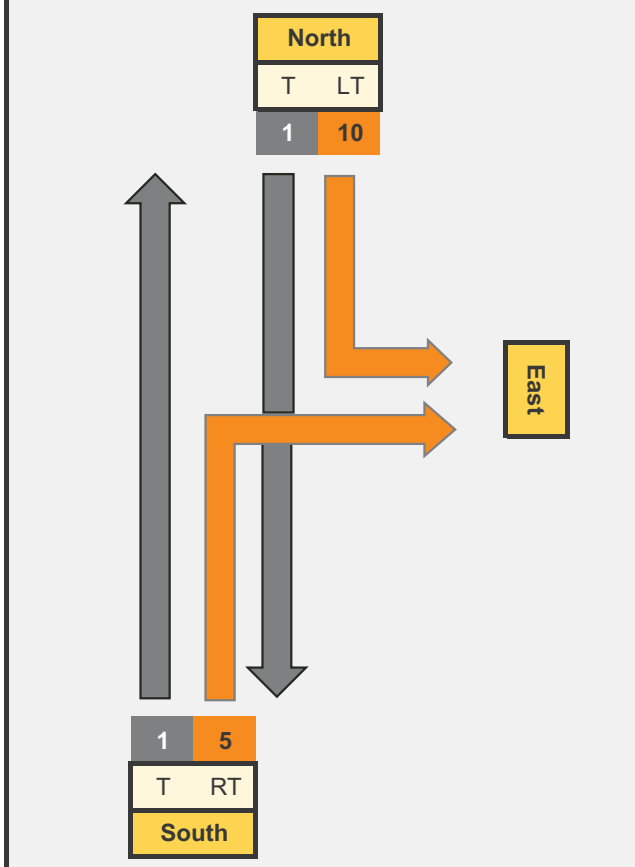
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	12	5
Left	1	10

Graph Terminolgy

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

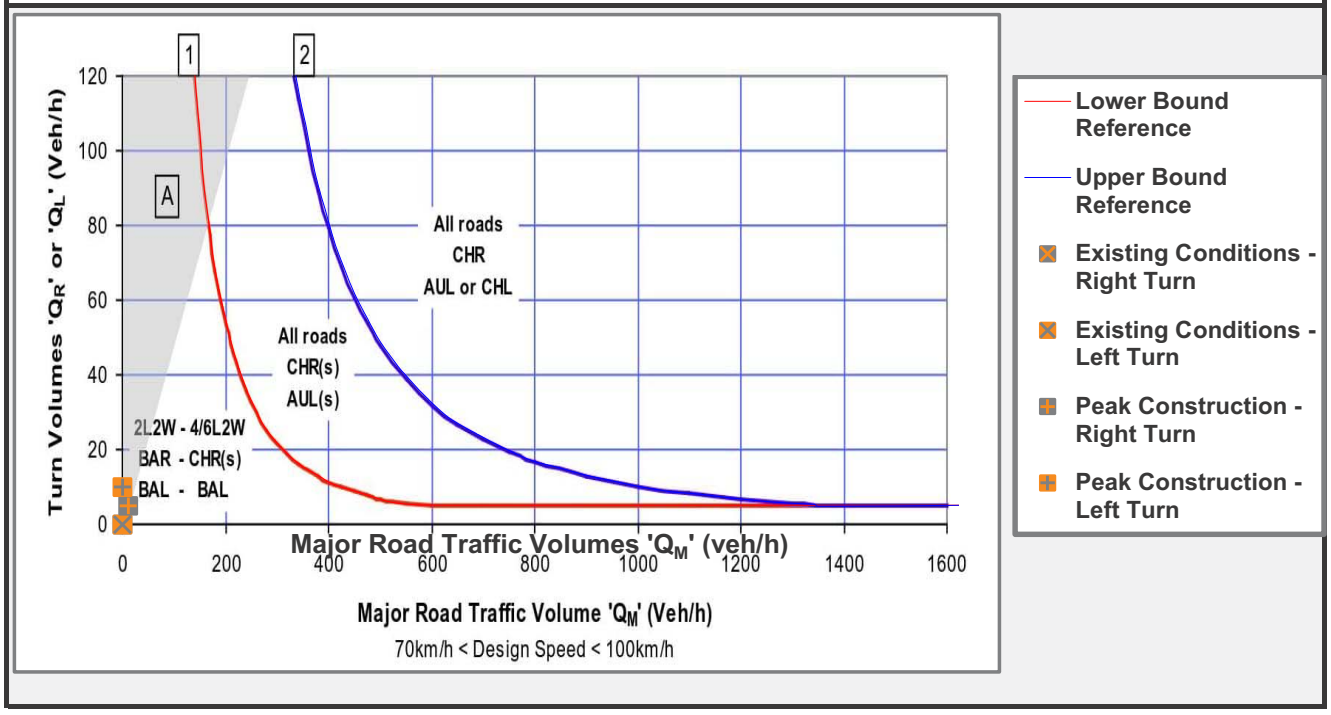
Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	12	5
Left	1	10

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h

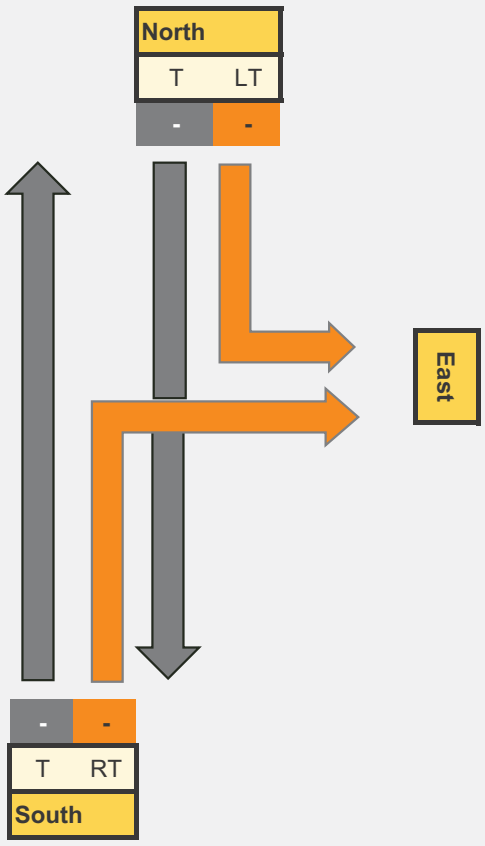


Intersection Code	3A
Intersection ID	X1
Intersection Name	Athol School Road / New Service Road

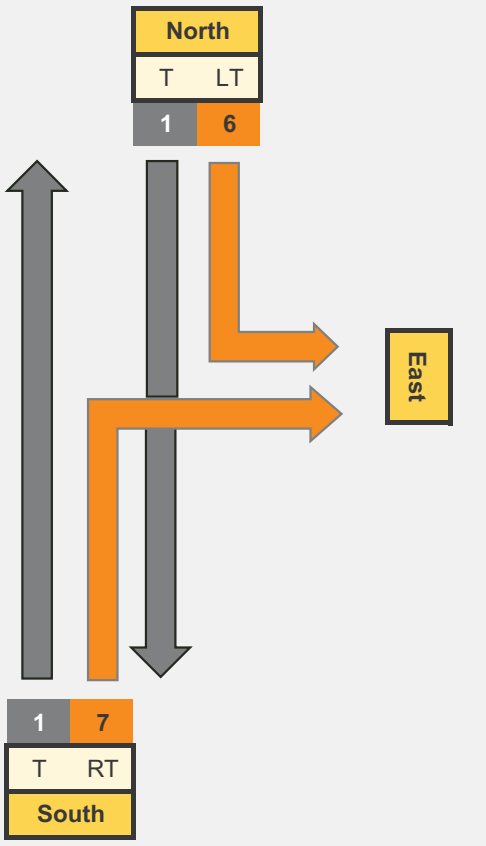
Year	2028			
Speed	60			
Existing Treatment	L	0	R	0

AM

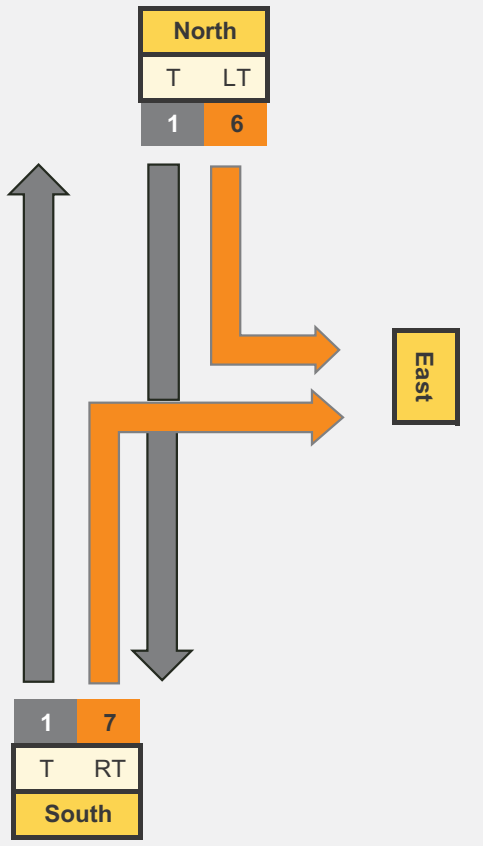
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	8	7
Left	1	6

Graph Terminolgy

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

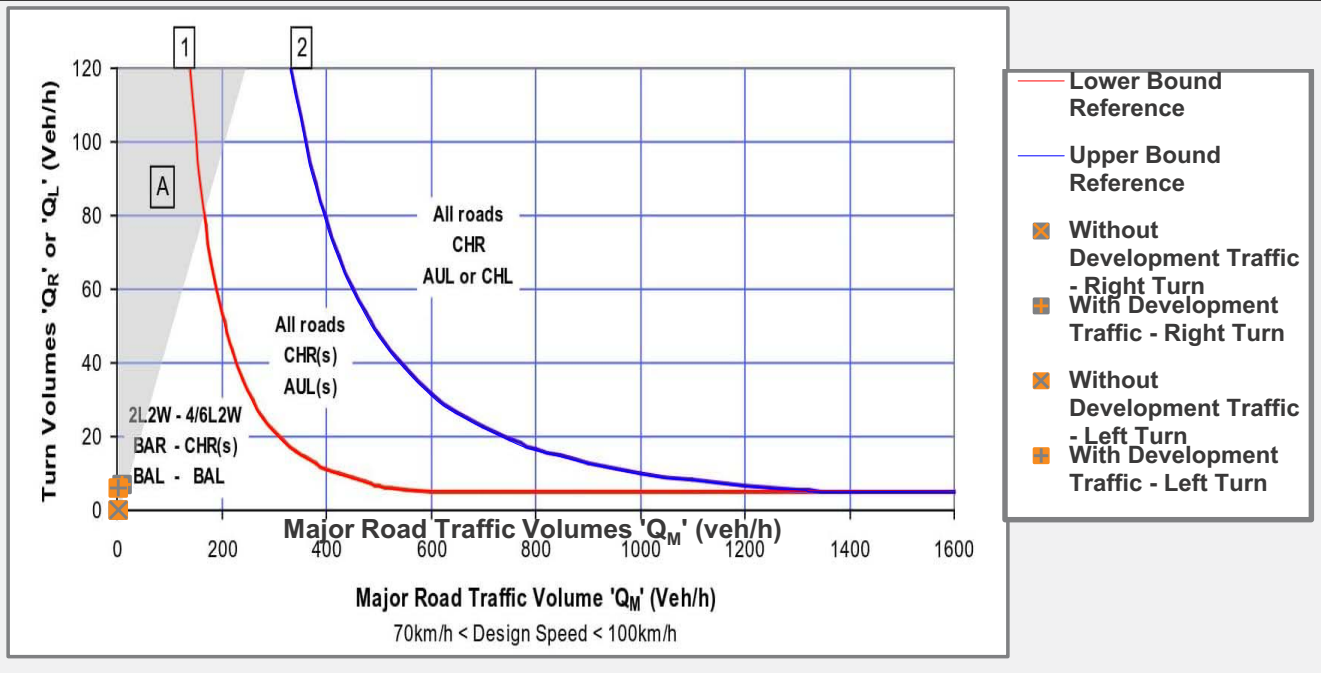
Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	8	7
Left	1	6

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3A

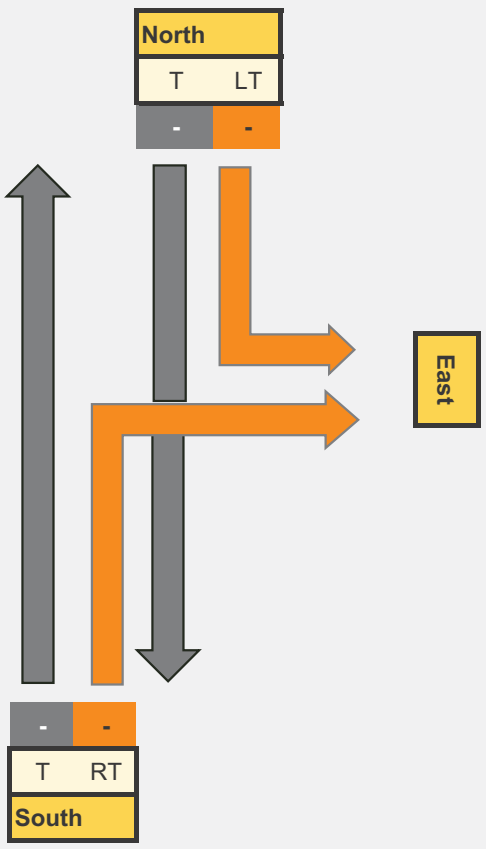
Year	2028

Intersection ID	X1
Intersection Name	Athol School Road / New Service Road

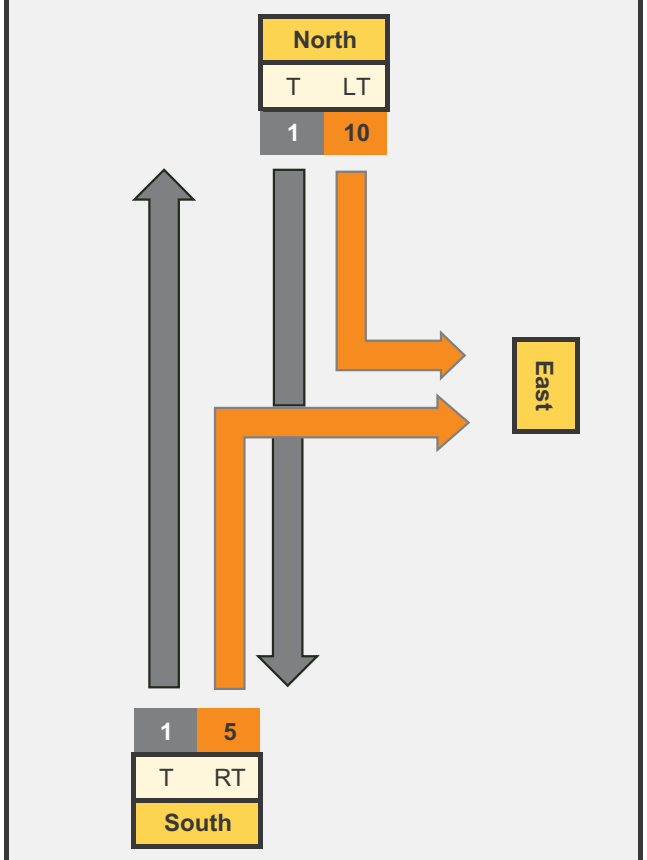
Speed	60			
Existing Treatment	L	0	R	0

PM

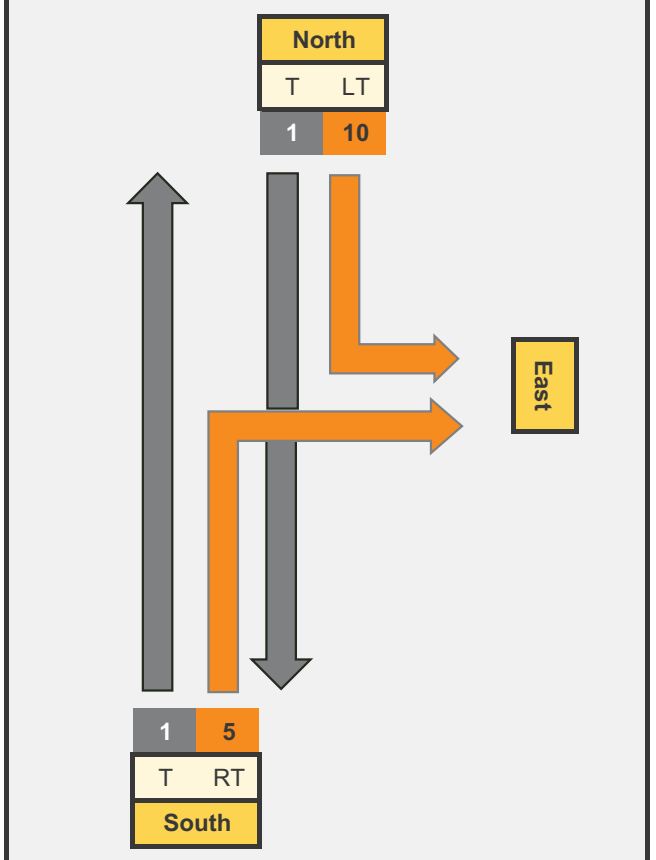
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	12	5
Left	1	10

Graph Terminolgy

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

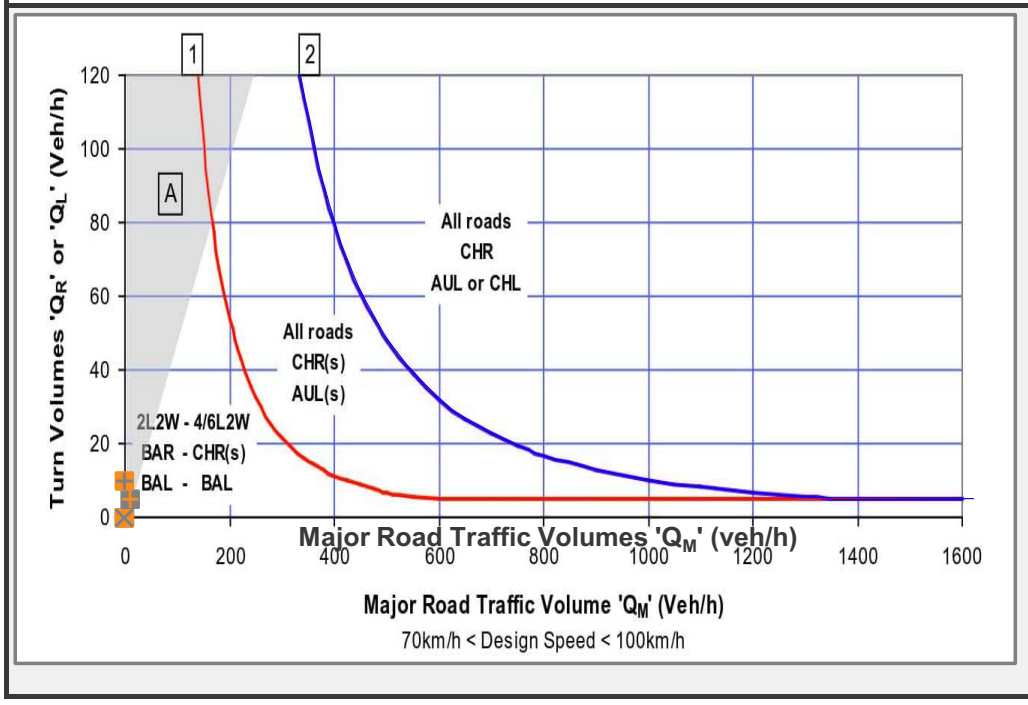
Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	12	5
Left	1	10

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3B

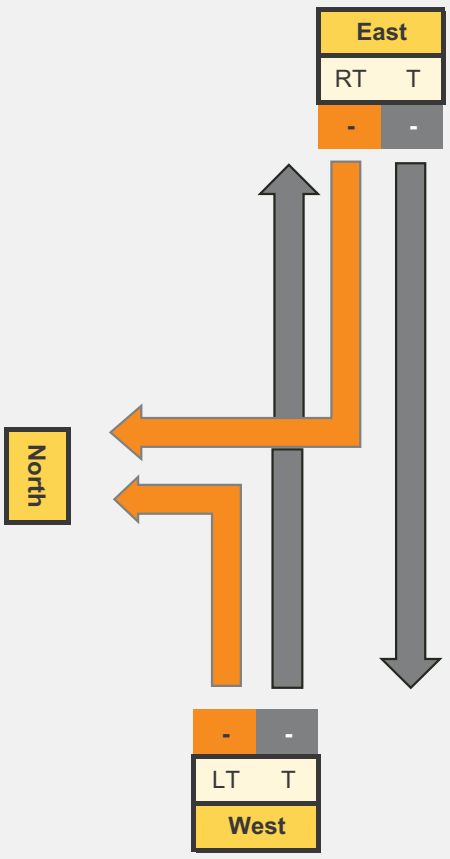
Year	2028

Intersection ID	X2
Intersection Name	Gore Highway / New Service Road

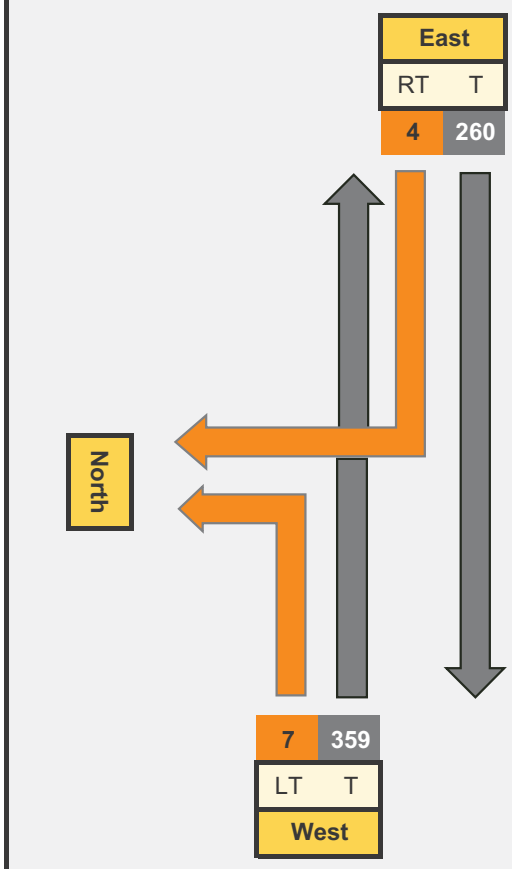
Speed	60			
Existing Treatment	L	0	R	0

AM

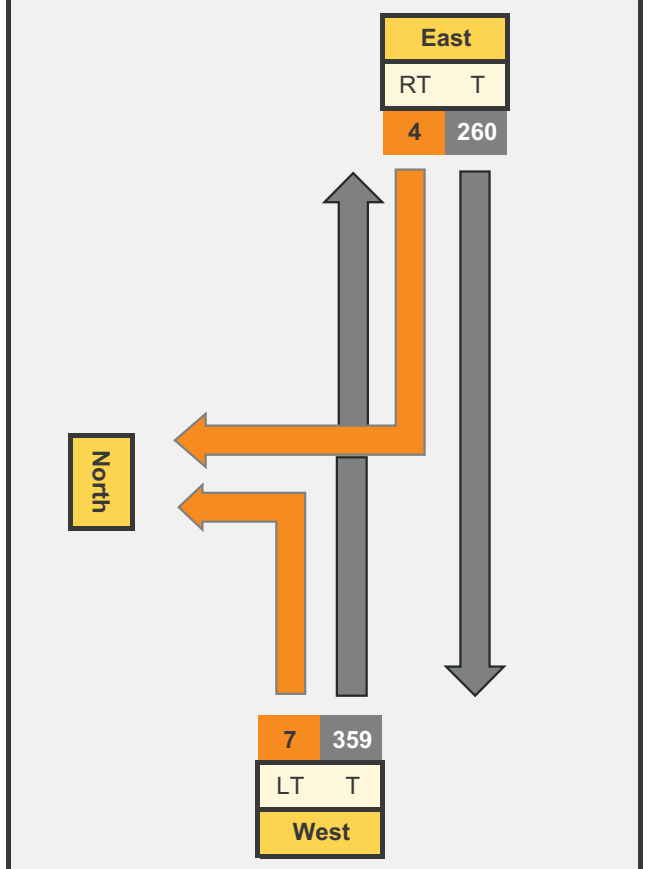
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	626	4
Left	359	7

Graph Terminolgy

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

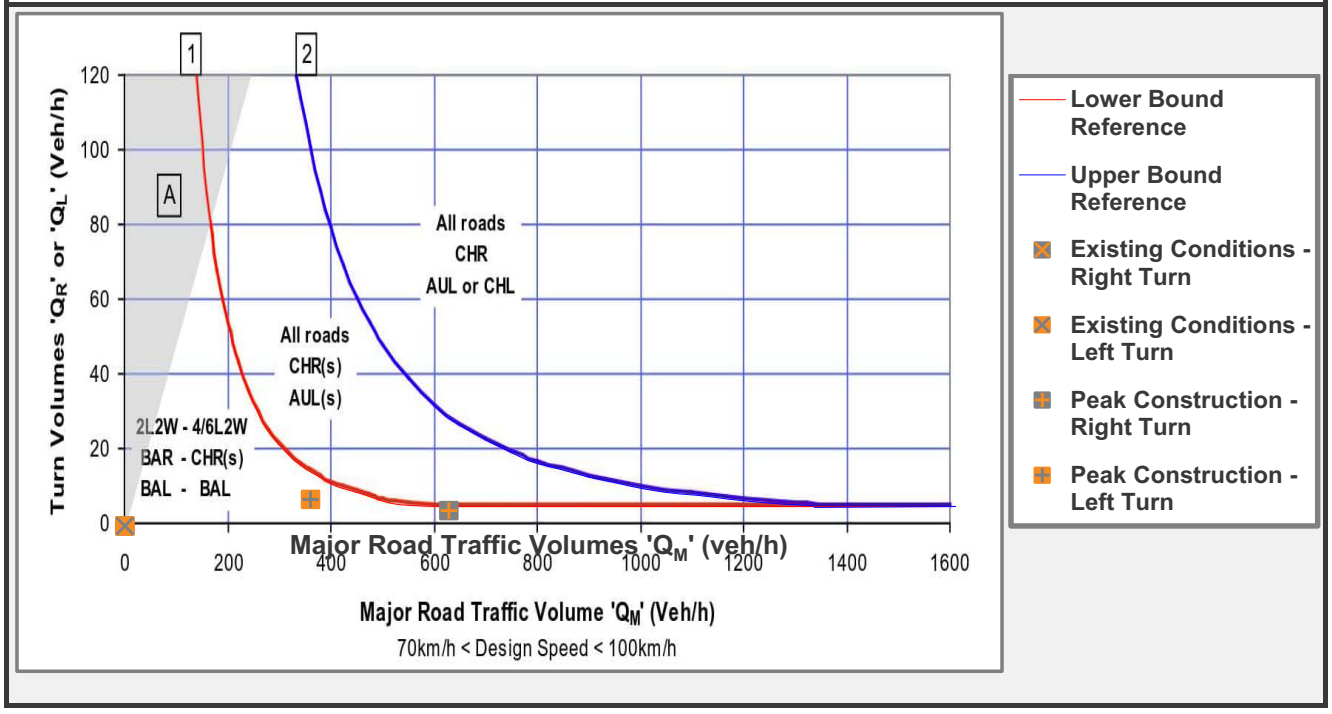
Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	626	4
Left	359	7

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3B

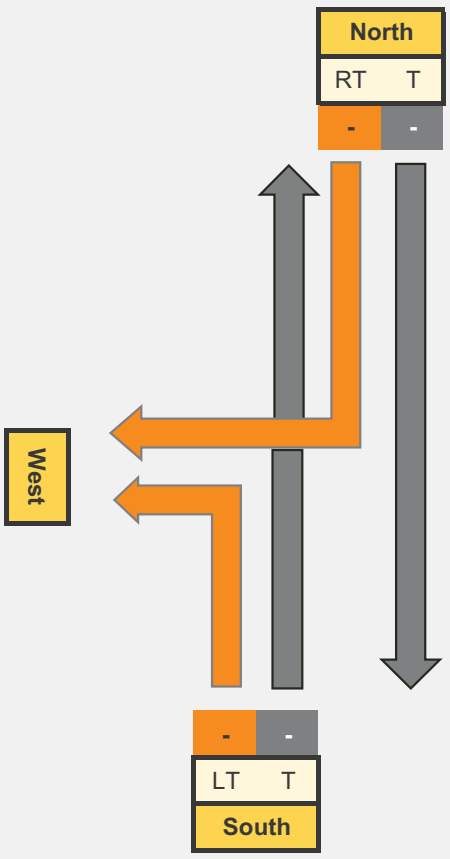
Year	2028

Intersection ID	X2
Intersection Name	Gore Highway / New Service Road

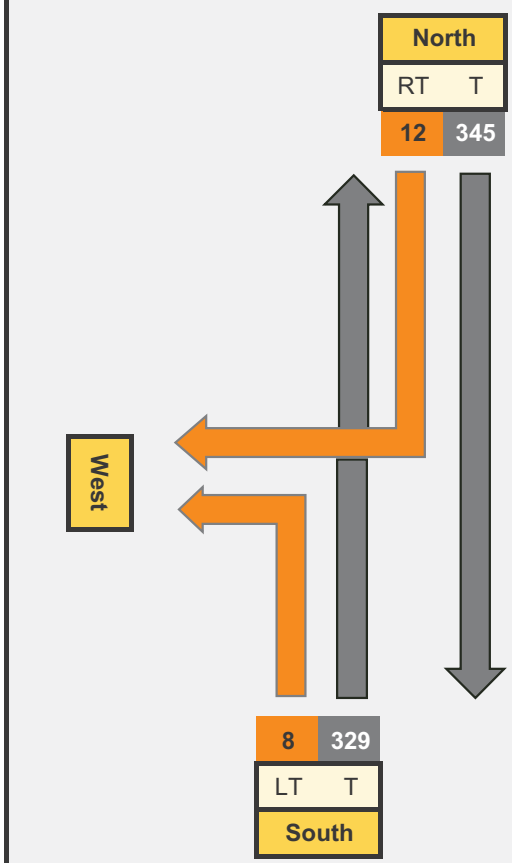
Speed	60			
Existing Treatment	L	0	R	0

PM

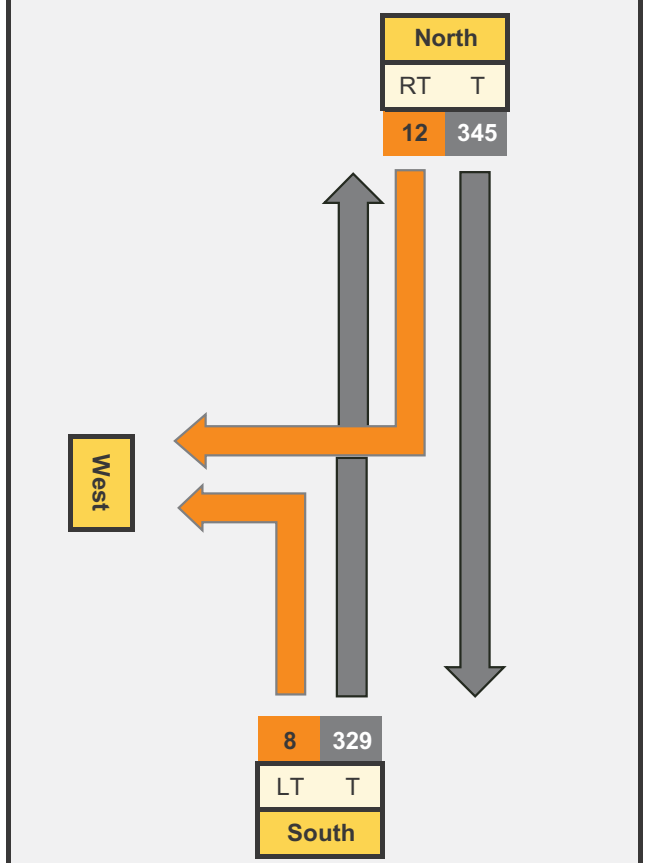
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	682	12
Left	329	8

Graph Terminolgy

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

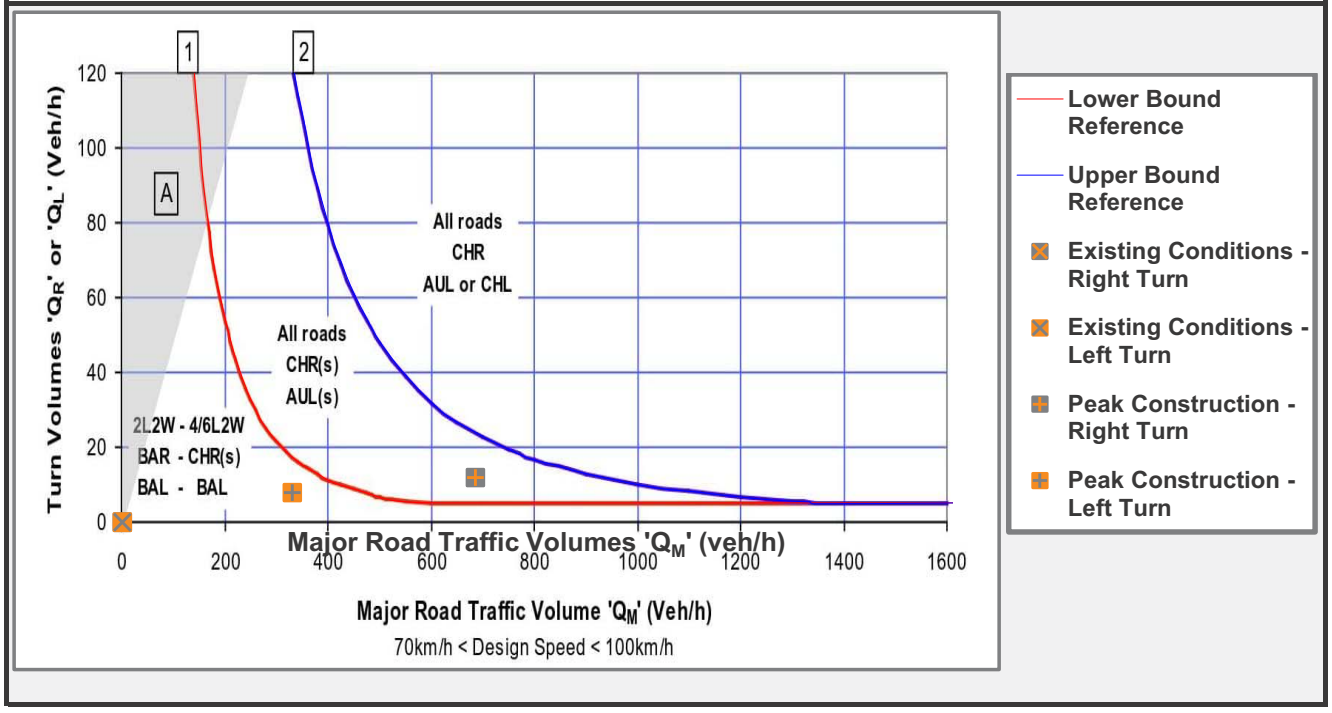
Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	682	12
Left	329	8

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3B

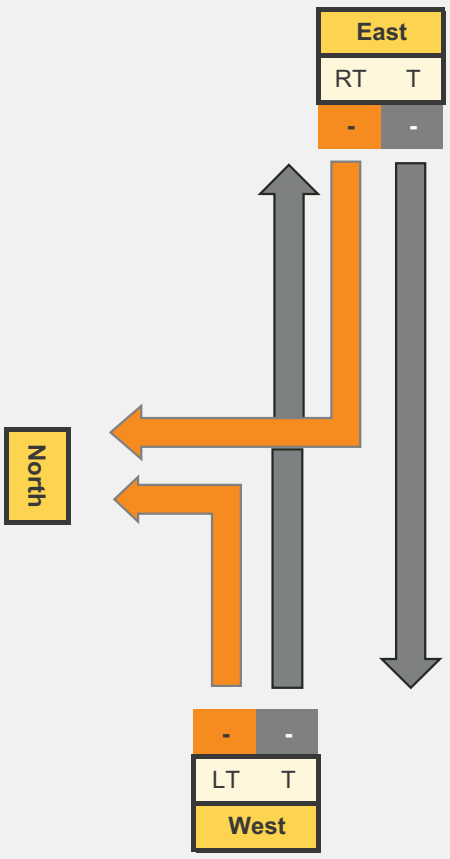
Year	2038

Intersection ID	X2
Intersection Name	Gore Highway / New Service Road

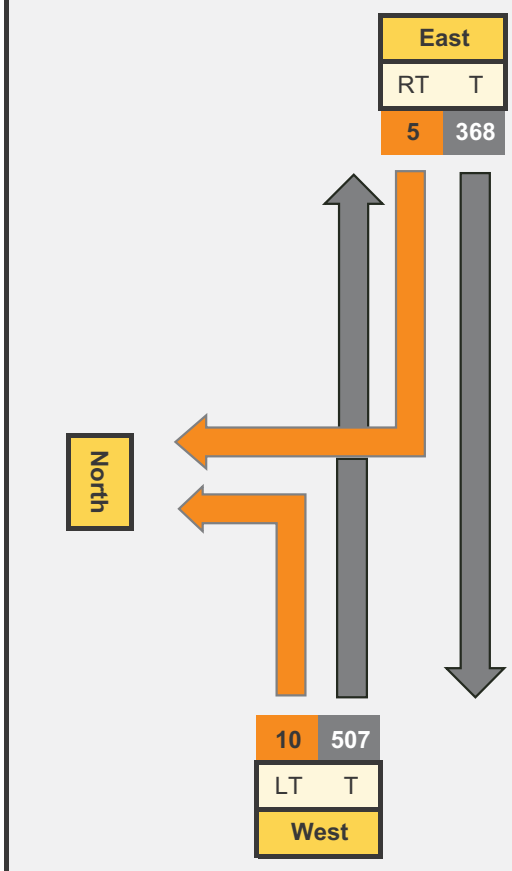
Speed	60			
Existing Treatment	L	0	R	0

AM

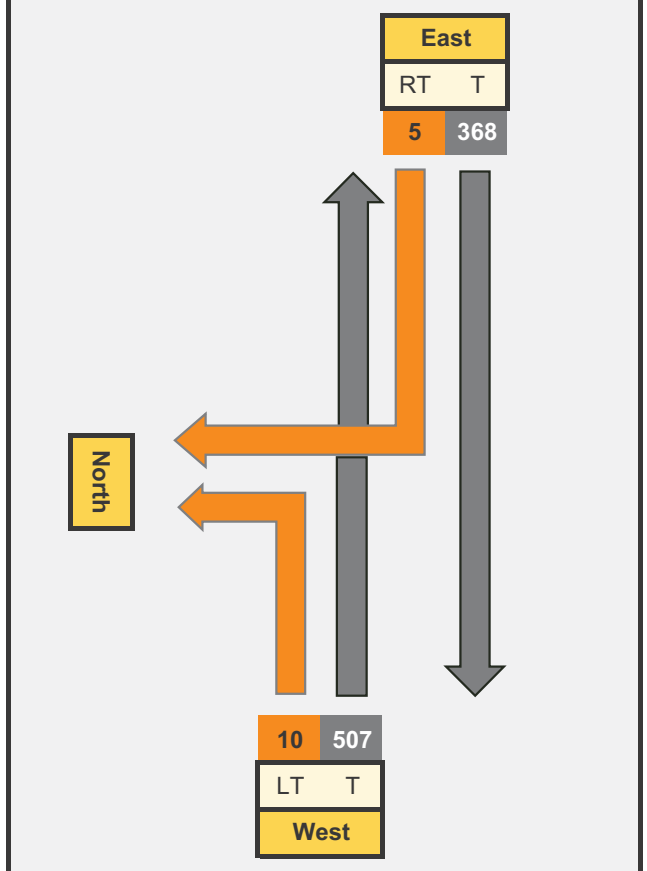
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	885	5
Left	507	10

Graph Terminolgy

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

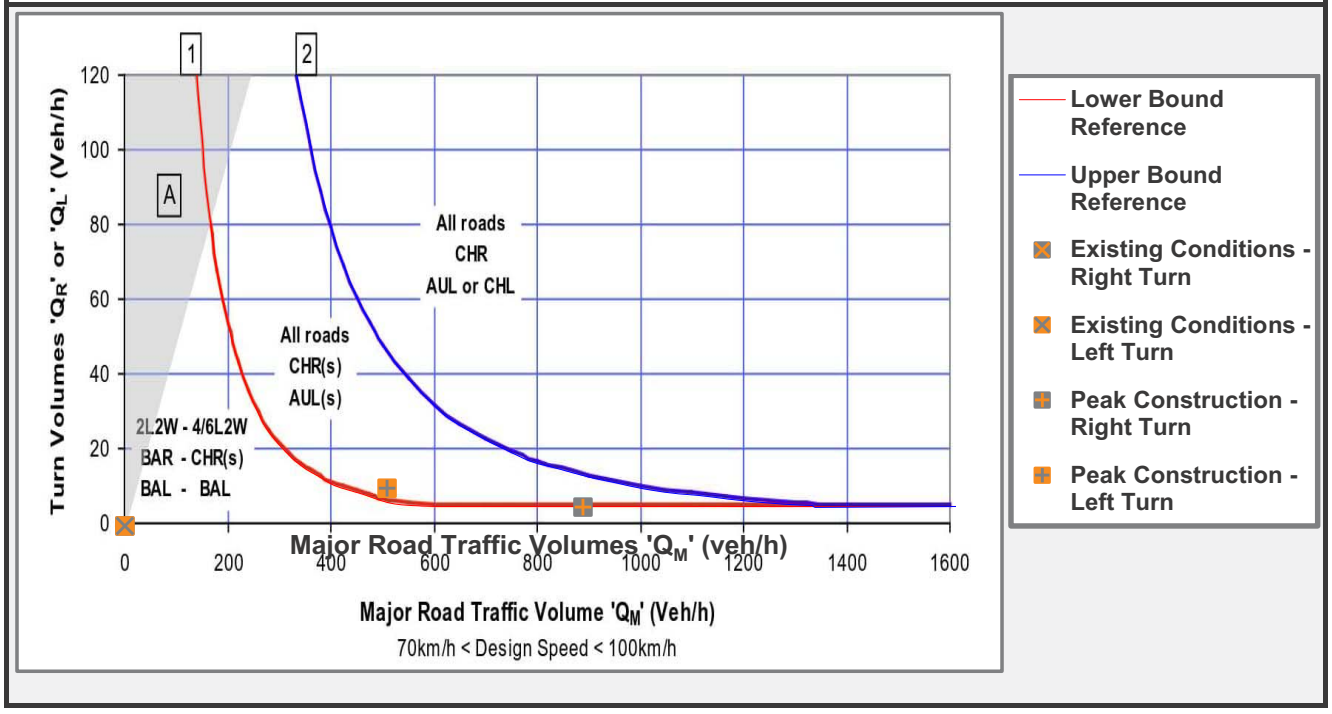
Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	885	5
Left	507	10

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3B

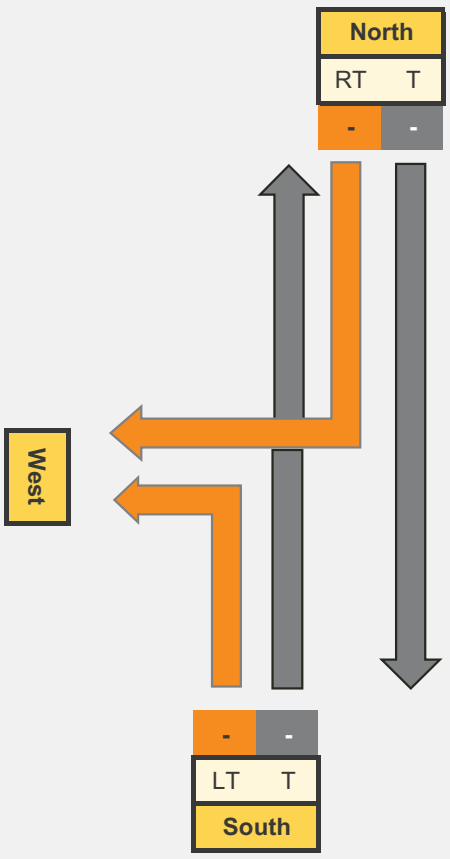
Year	2028

Intersection ID	X2
Intersection Name	Gore Highway / New Service Road

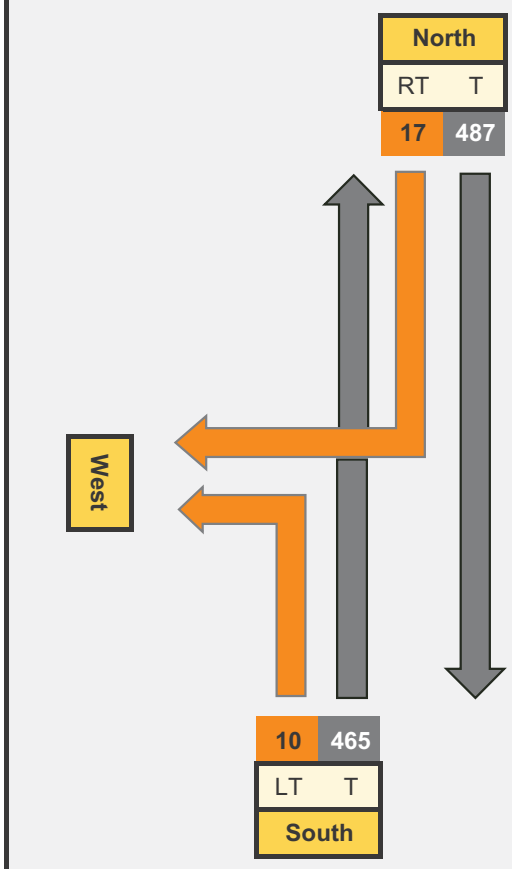
Speed	60			
Existing Treatment	L	0	R	0

PM

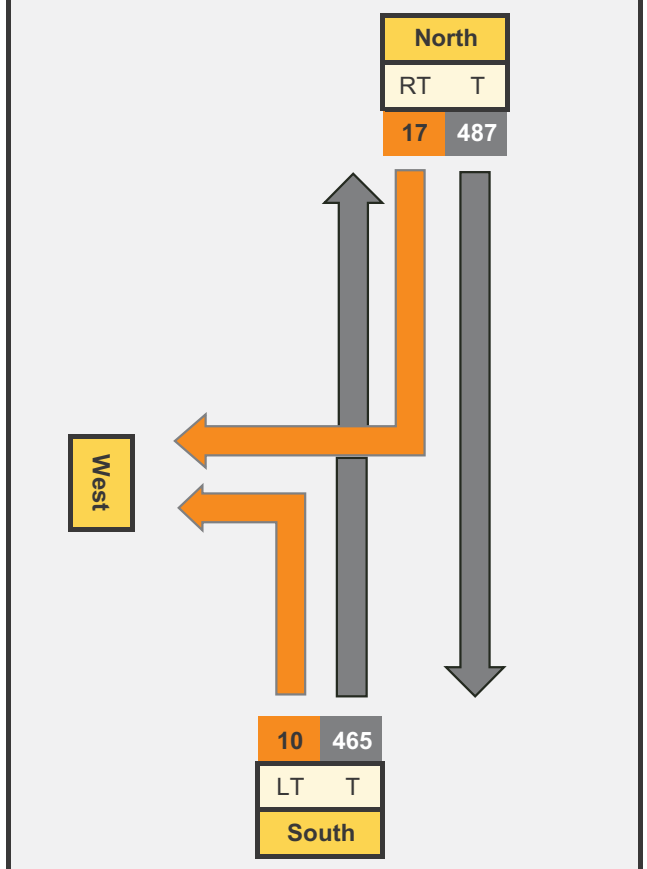
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	962	17
Left	465	10

Graph Terminolgy

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

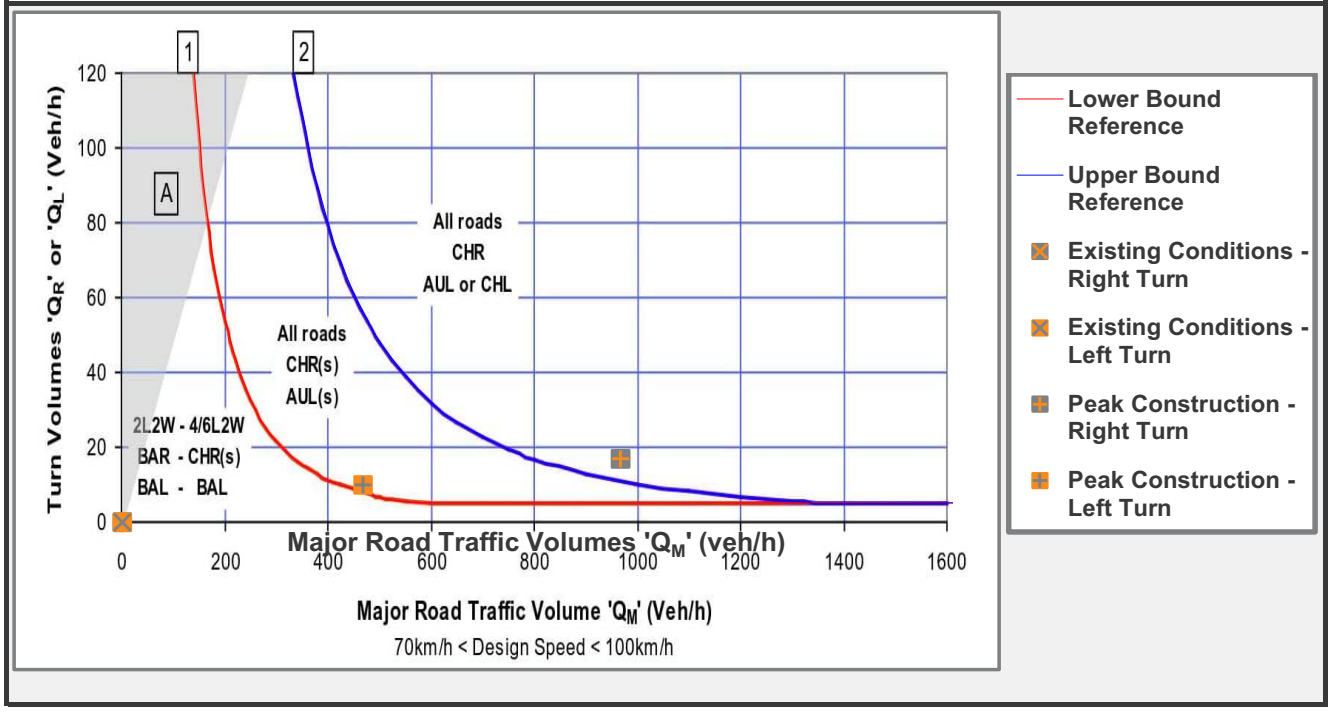
Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	-
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	962	17
Left	465	10

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3B

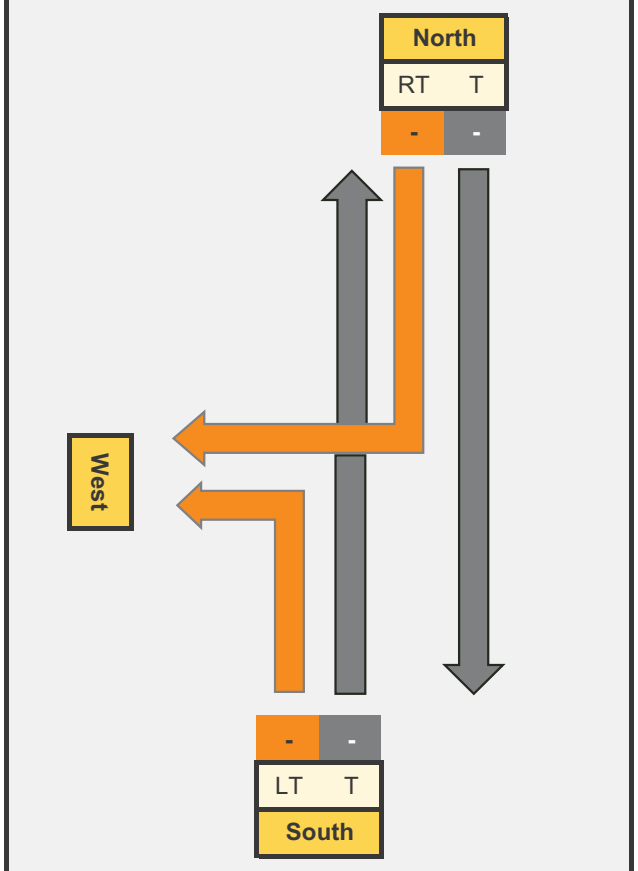
Year	2028

Intersection ID	X3
Intersection Name	Biddeston Southbrook Road / New Service Road

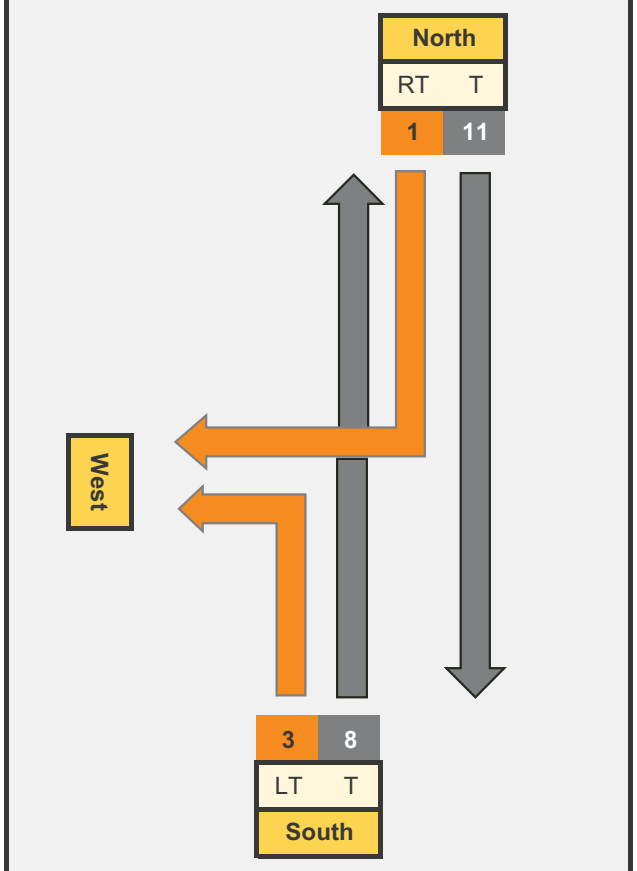
Speed	100			
Existing Treatment	L	0	R	0

AM

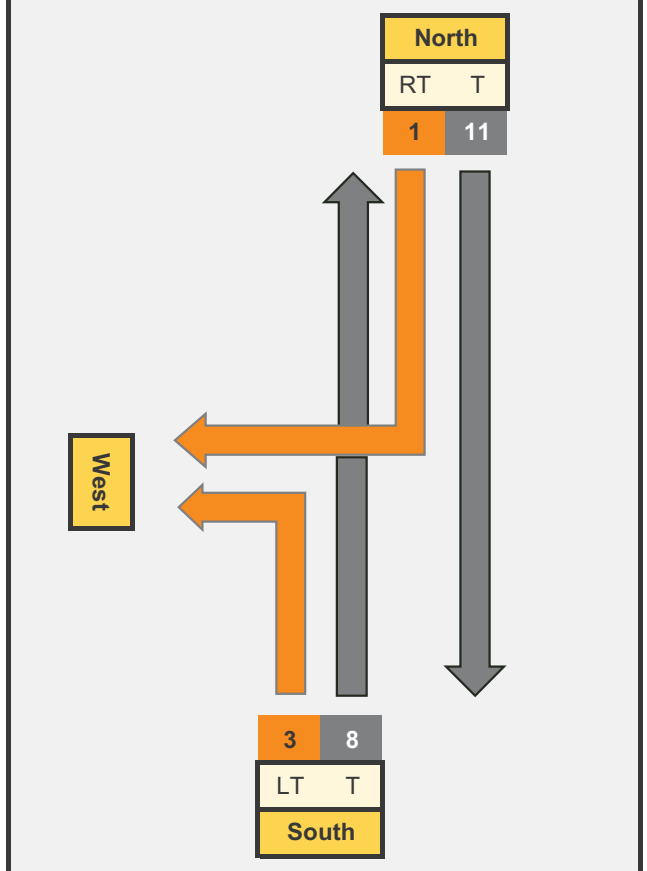
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



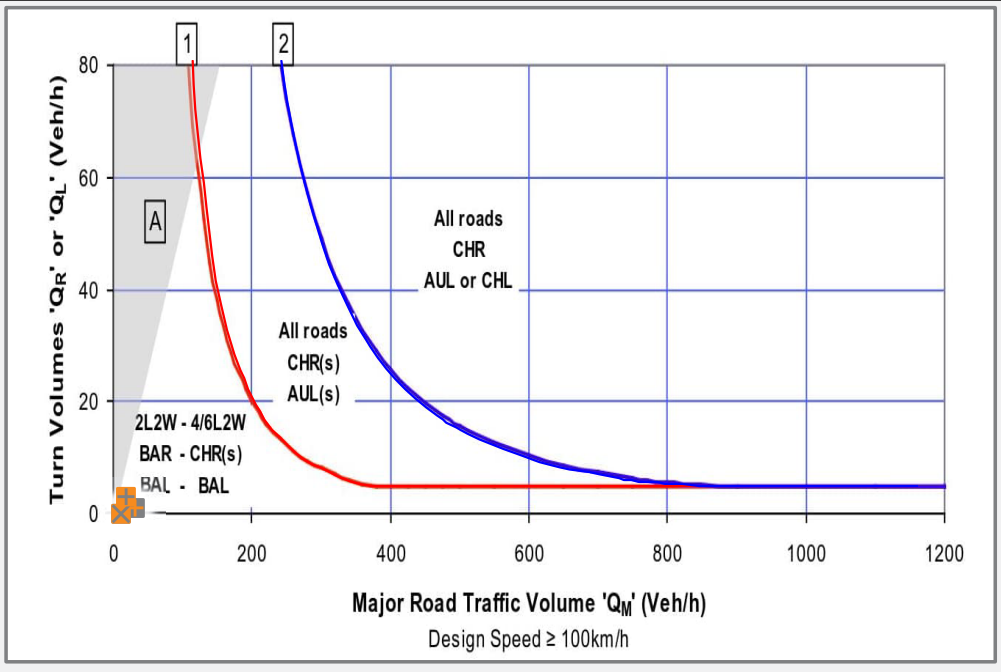
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	22	1
Left	8	3

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



- Lower Bound Reference
- Upper Bound Reference
- Existing Conditions - Right Turn
- Peak Construction - Right Turn
- Existing Conditions - Left Turn
- Peak Construction - Left Turn

50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	22	1
Left	8	3

Intersection Code	3B

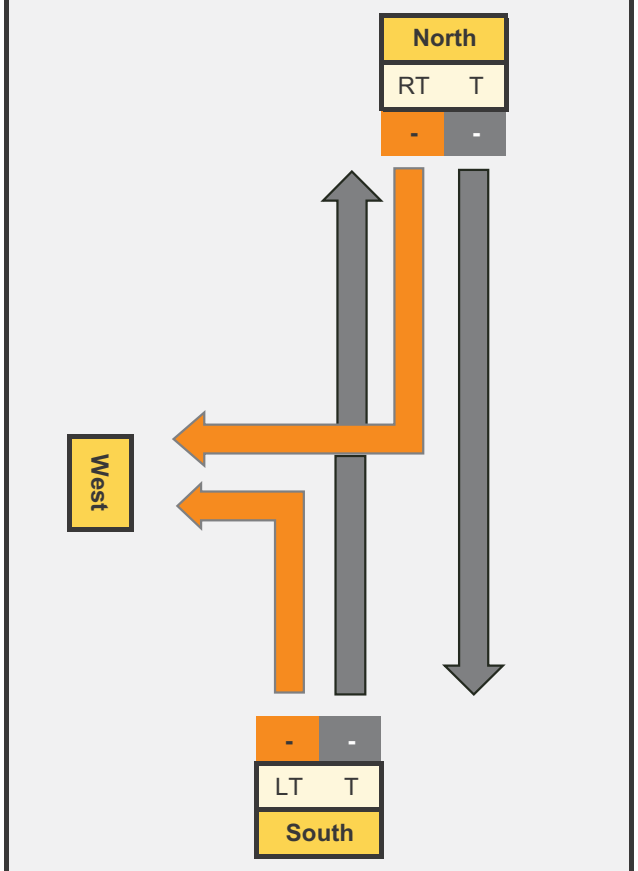
Year	2028

Intersection ID	X3
Intersection Name	Biddeston Southbrook Road / New Service Road

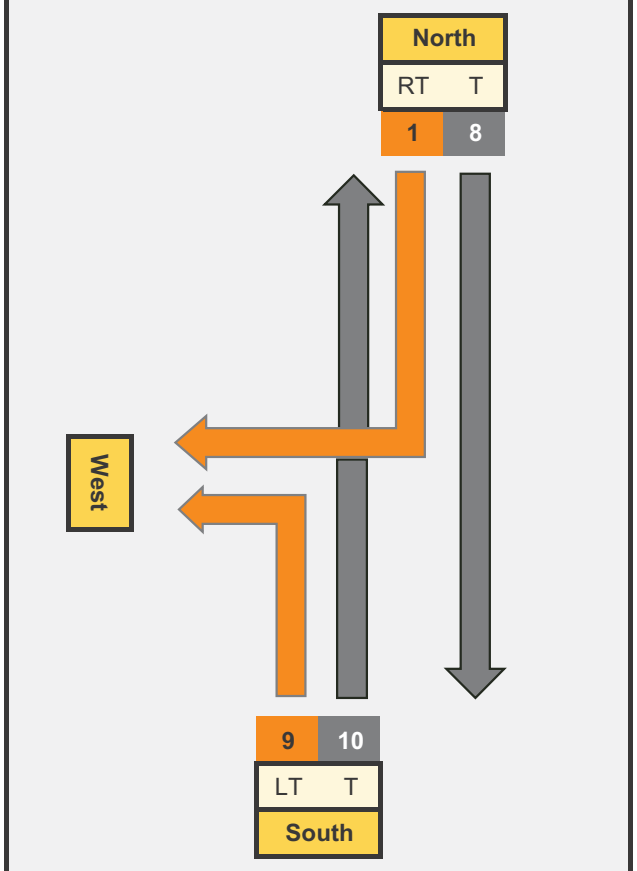
Speed	100			
Existing Treatment	L	0	R	0

PM

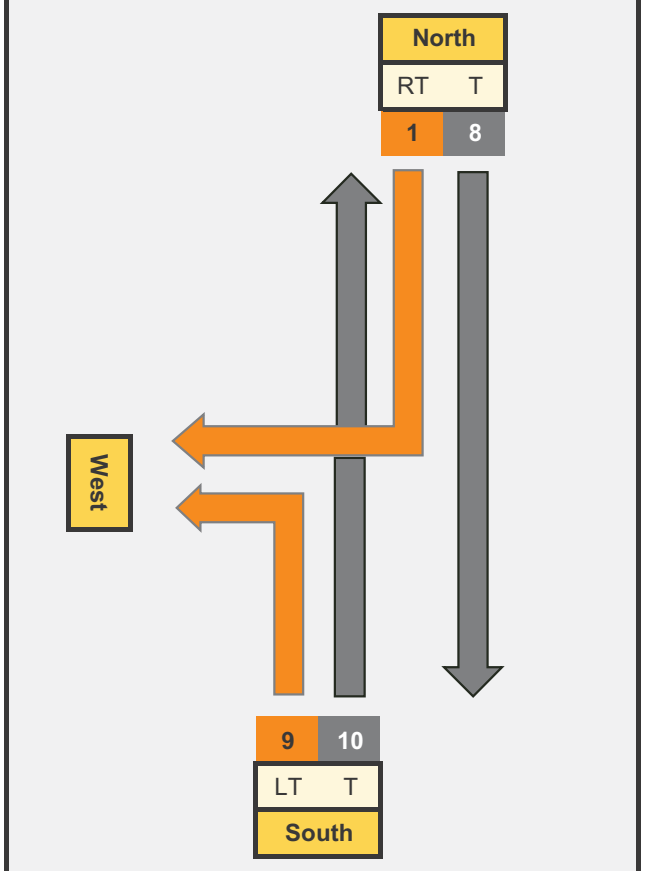
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



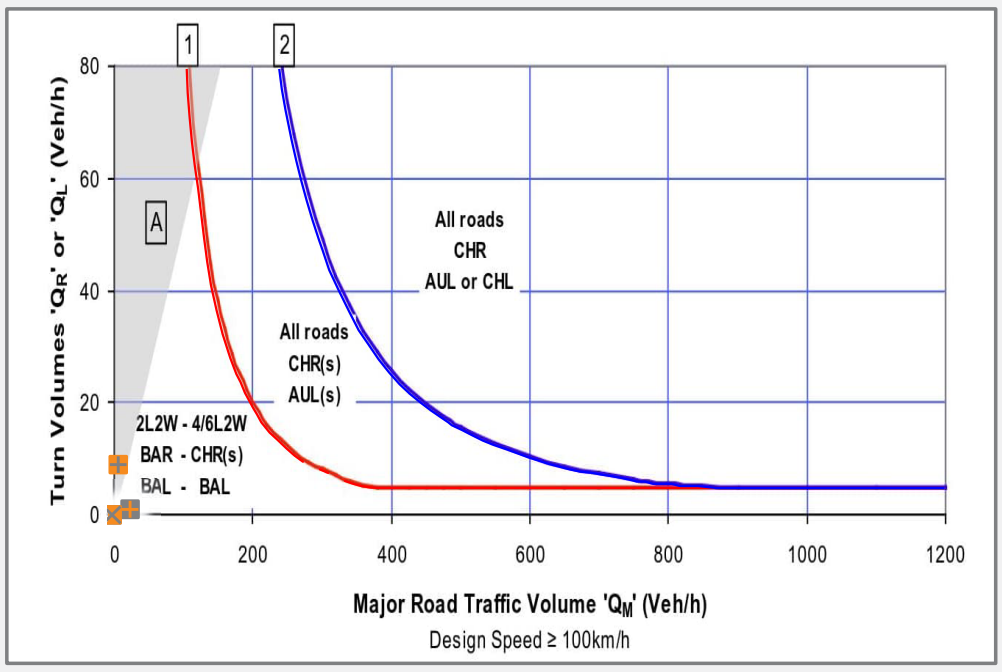
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	27	1
Left	10	9

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	27	1
Left	10	9

Intersection Code	3B

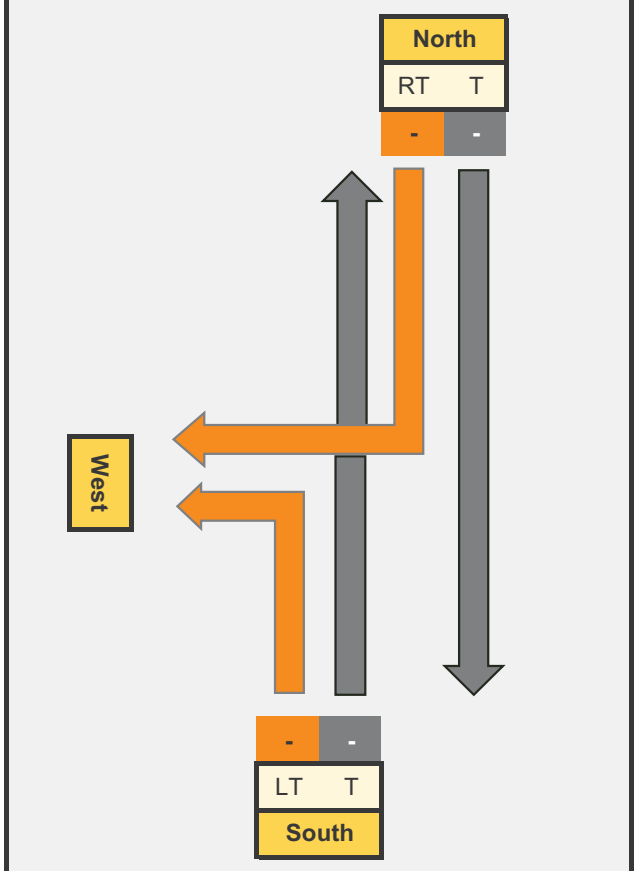
Year	2038

Intersection ID	X3
Intersection Name	Biddeston Southbrook Road / New Service Road

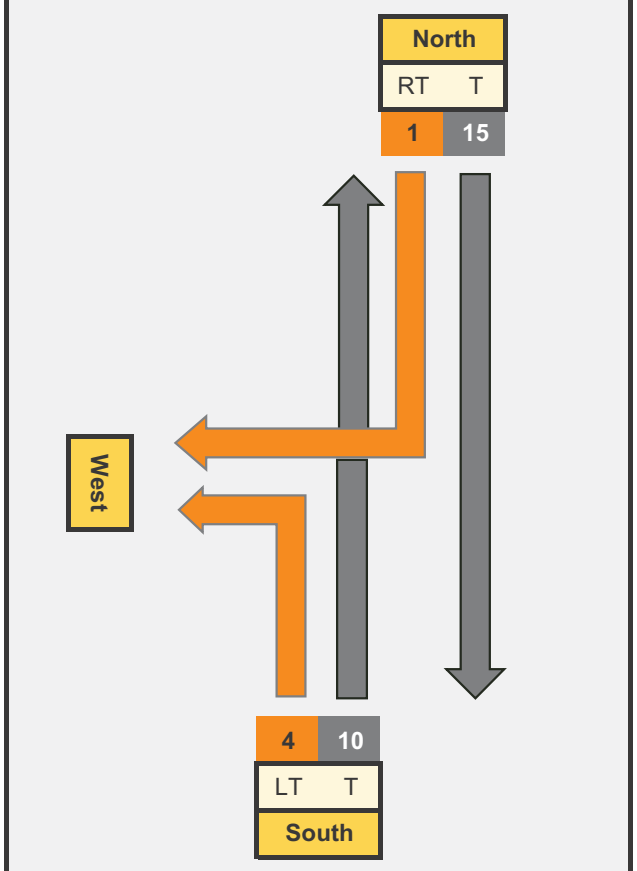
Speed	100			
Existing Treatment	L	0	R	0

AM

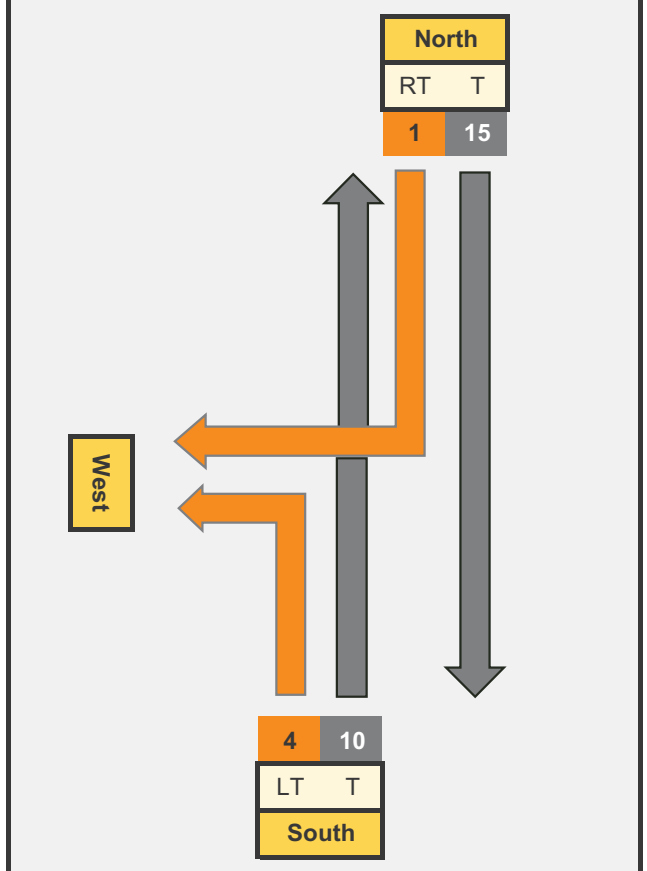
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	29	1
Left	10	4

Graph Terminolgy

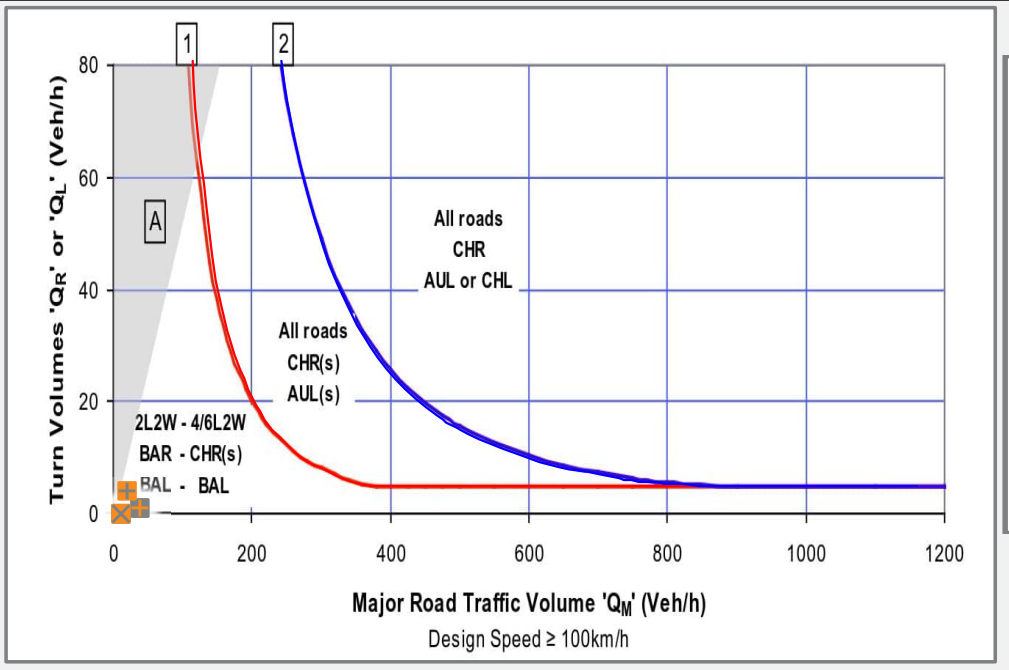
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	29	1
Left	10	4

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

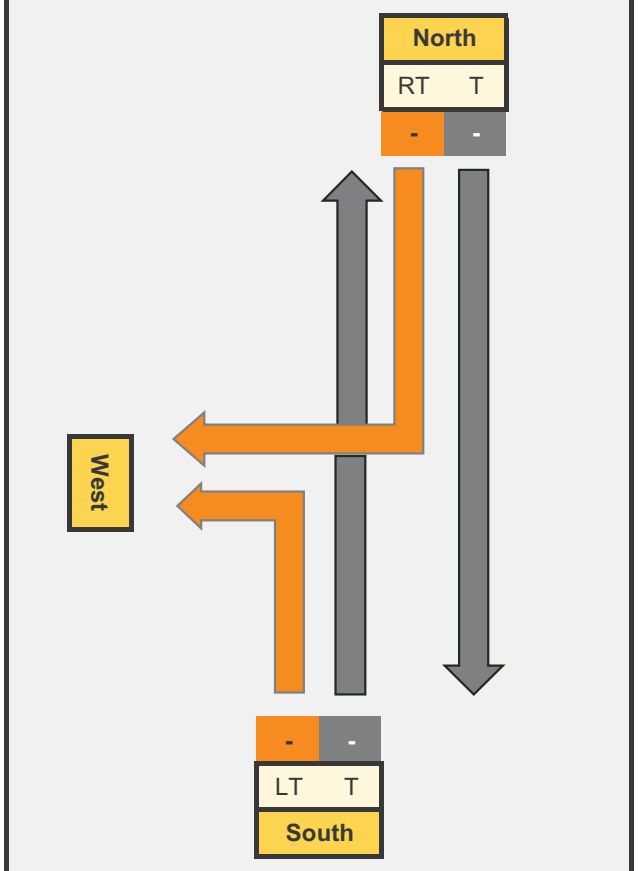
Year	2028

Intersection ID	X3
Intersection Name	Biddeston Southbrook Road / New Service Road

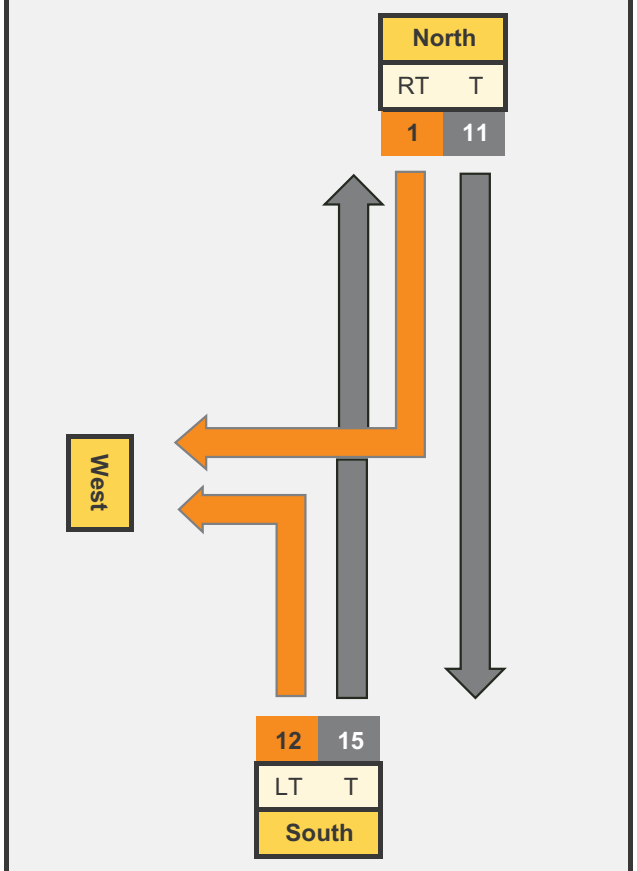
Speed	100			
Existing Treatment	L	0	R	0

PM

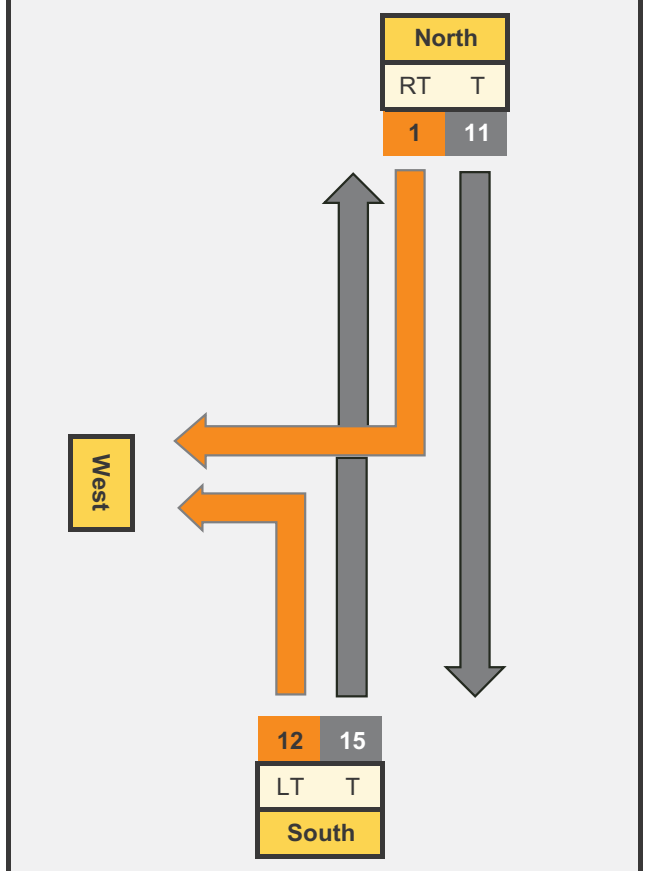
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	38	1
Left	15	12

Graph Terminolgy

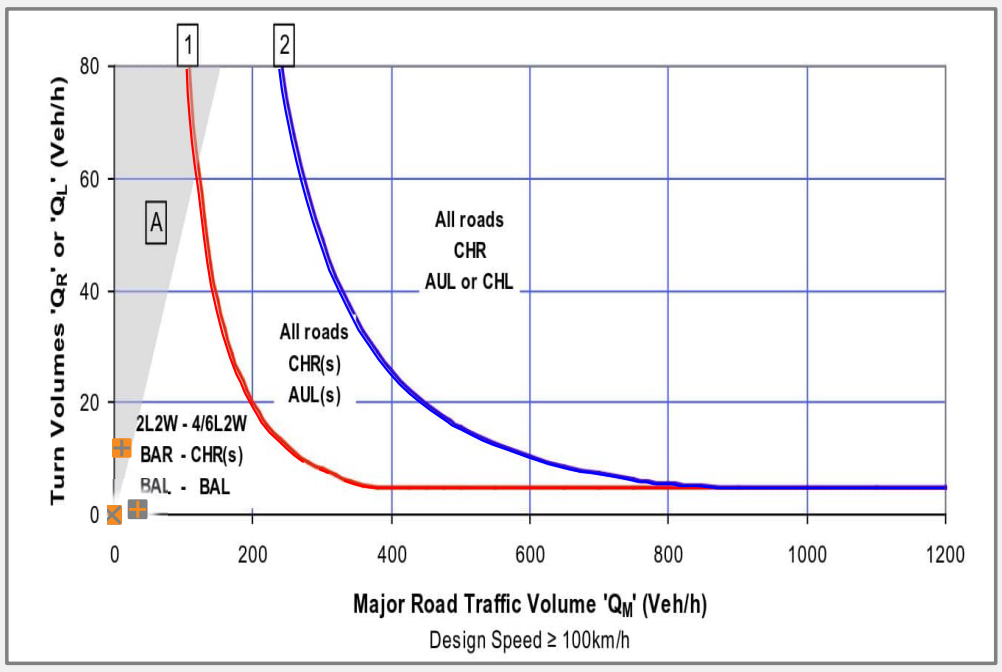
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	38	1
Left	15	12

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

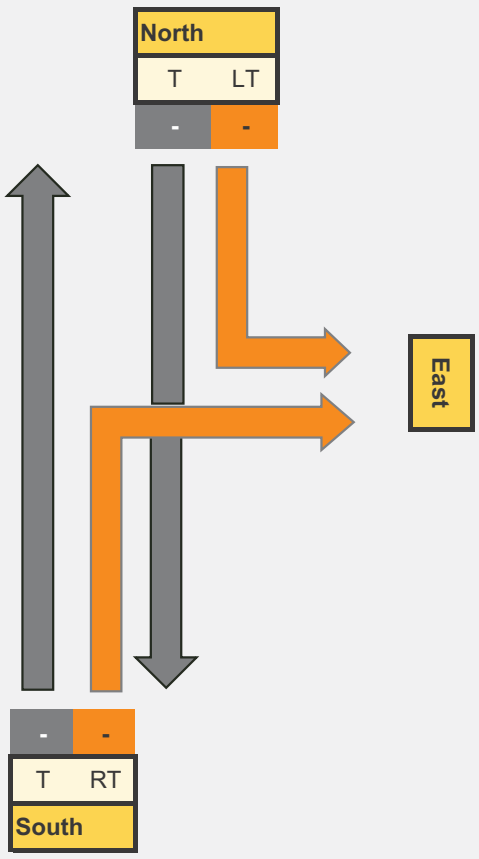
Year	2028

Intersection ID	X4
Intersection Name	Lochaber Road / New Service Road

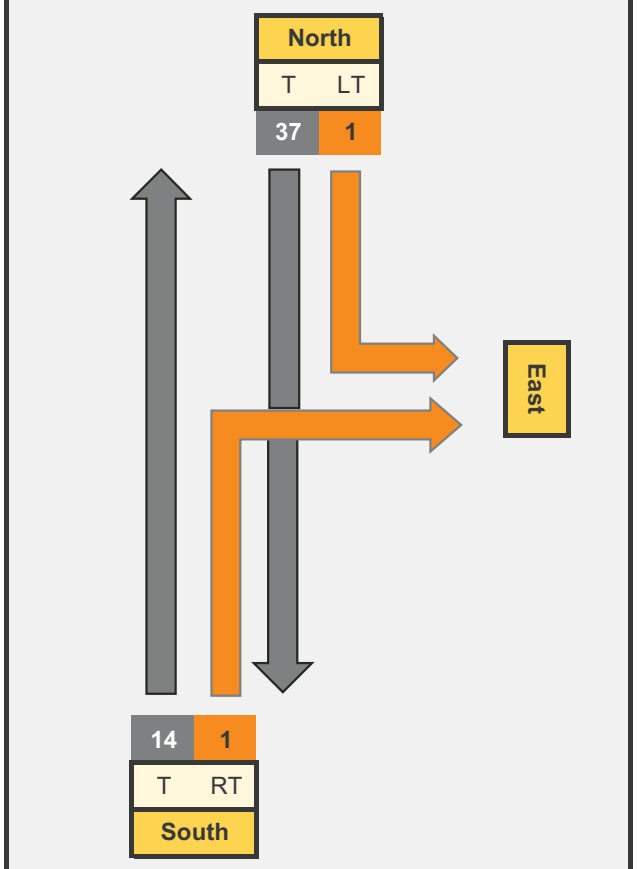
Speed	100			
Existing Treatment	L	0	R	0

AM

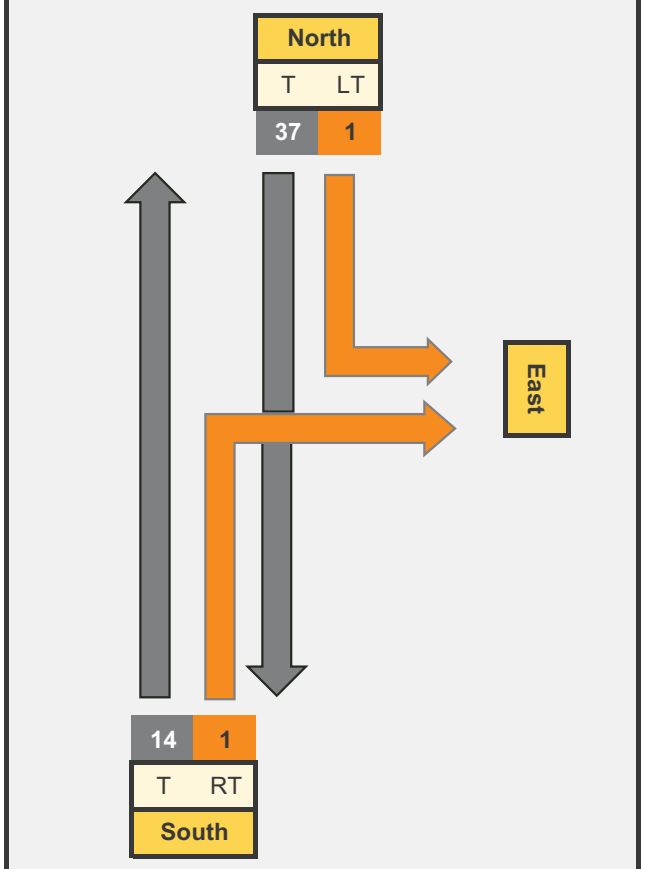
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	52	1
Left	37	1

Graph Terminolgy

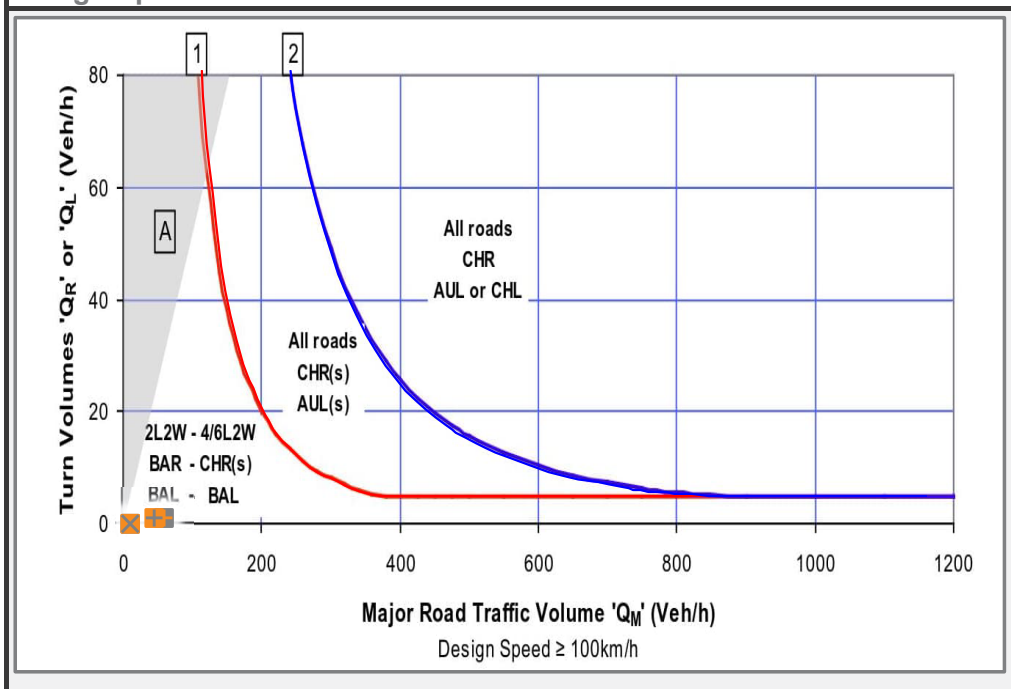
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	52	1
Left	37	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

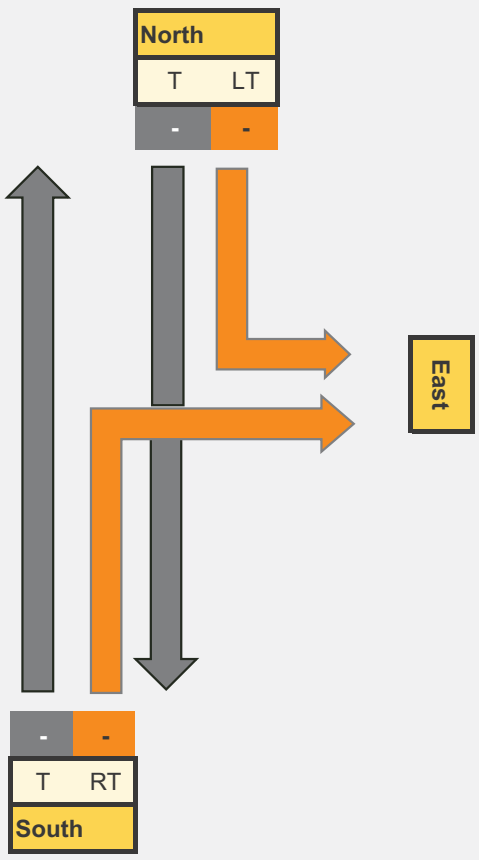
Year	2028

Intersection ID	X4
Intersection Name	Lochaber Road / New Service Road

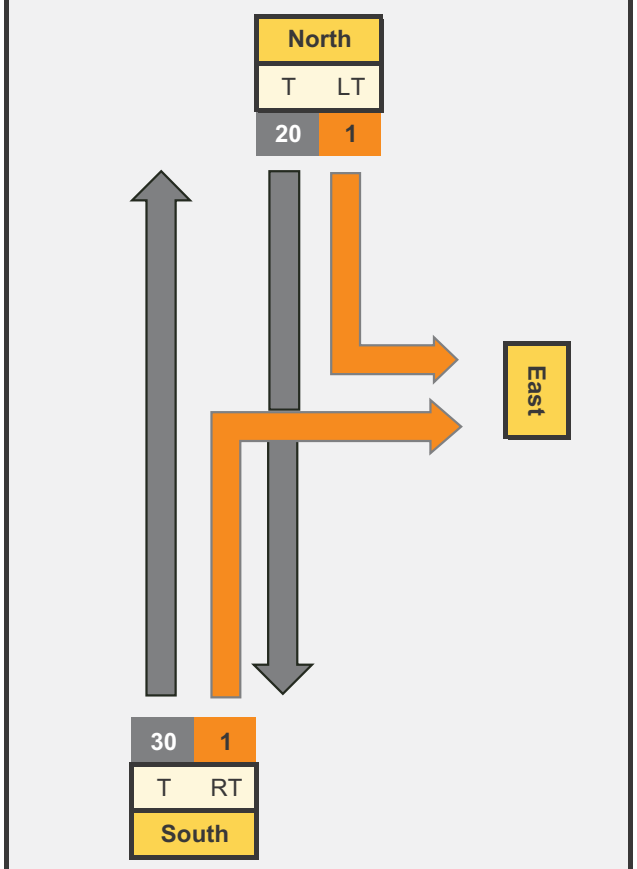
Speed	100			
Existing Treatment	L	0	R	0

PM

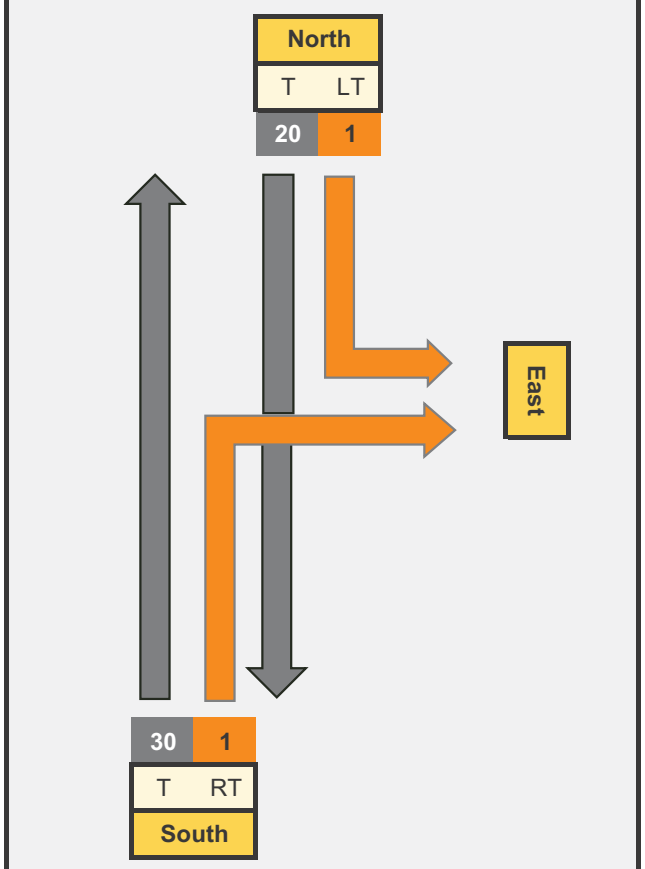
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	51	1
Left	20	1

Graph Terminolgy

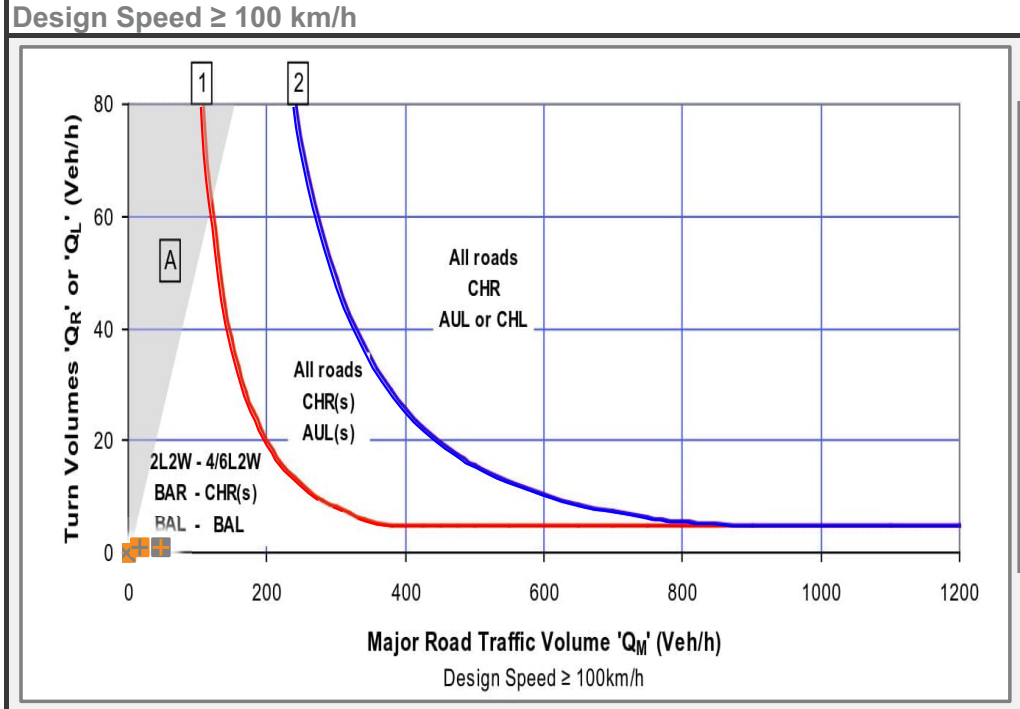
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	51	1
Left	20	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

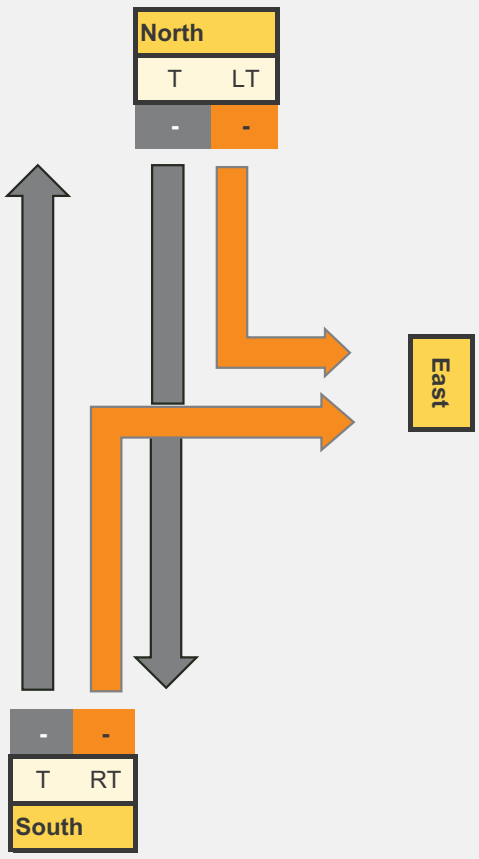
Year	2038

Intersection ID	X4
Intersection Name	Lochaber Road / New Service Road

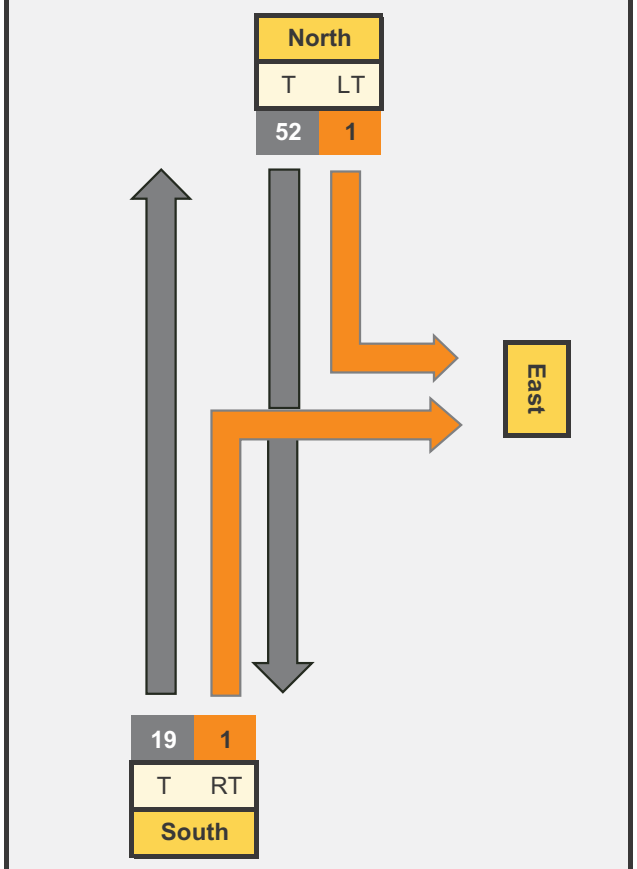
Speed	100			
Existing Treatment	L	0	R	0

AM

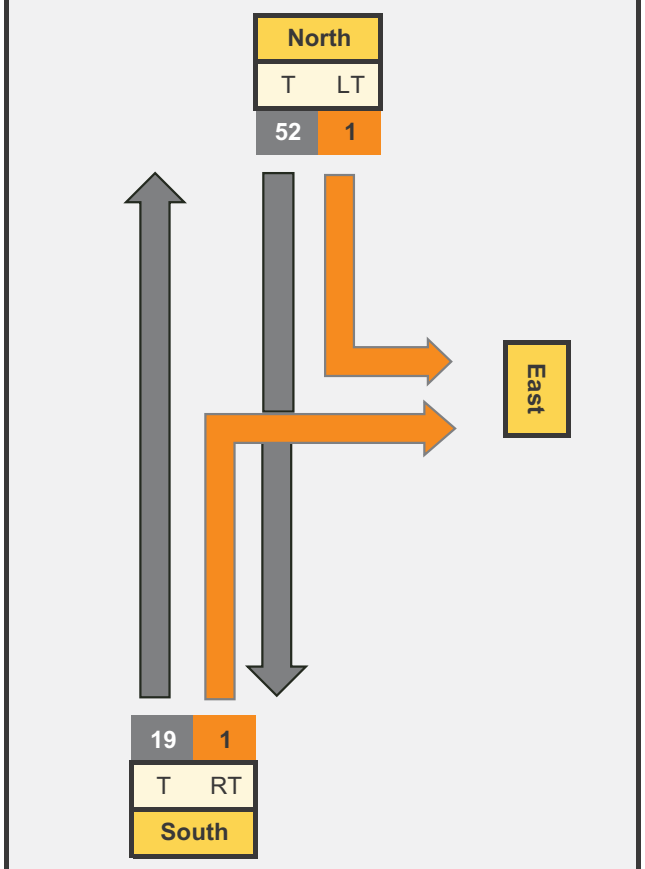
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	72	1
Left	52	1

Graph Terminolgy

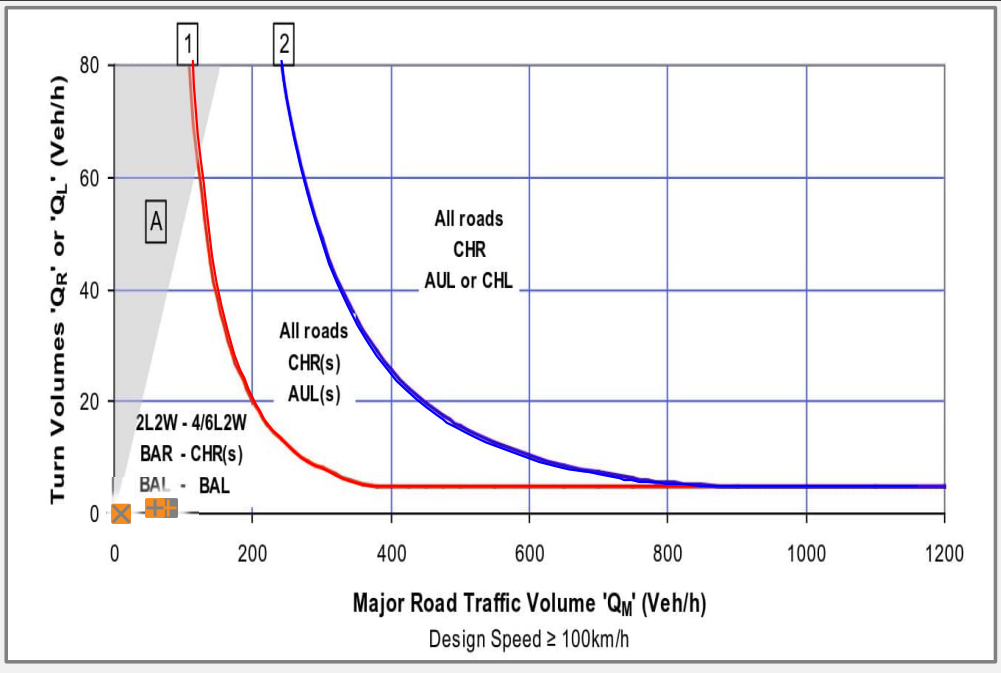
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	72	1
Left	52	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

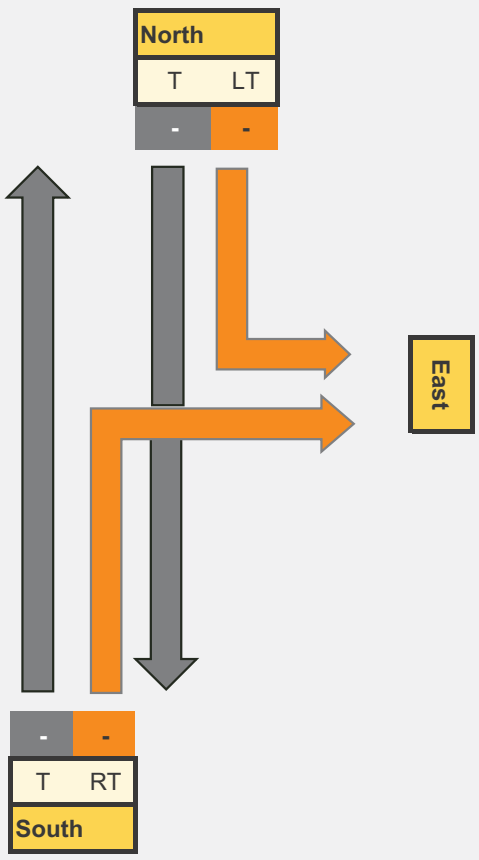
Year	2028

Intersection ID	X4
Intersection Name	Lochaber Road / New Service Road

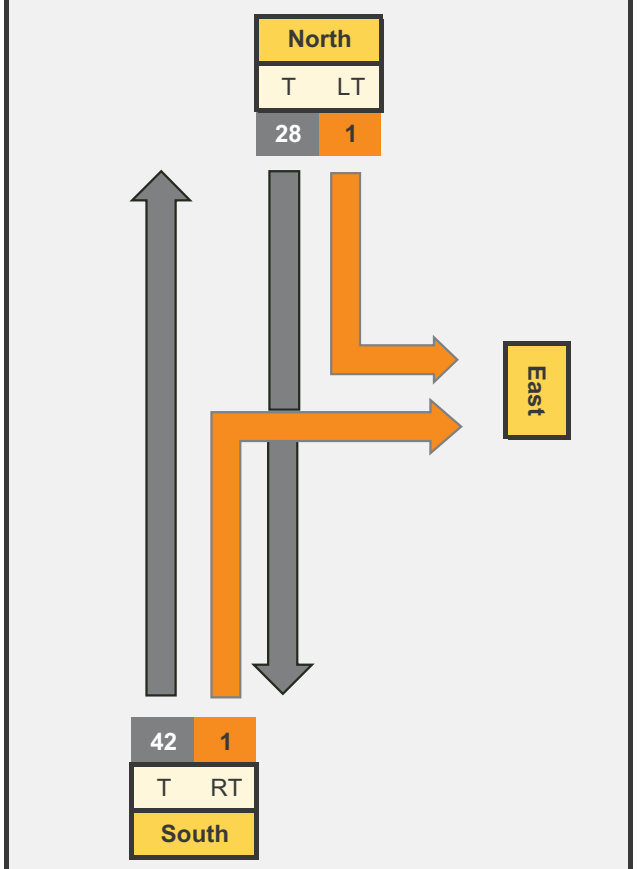
Speed	100			
Existing Treatment	L	0	R	0

PM

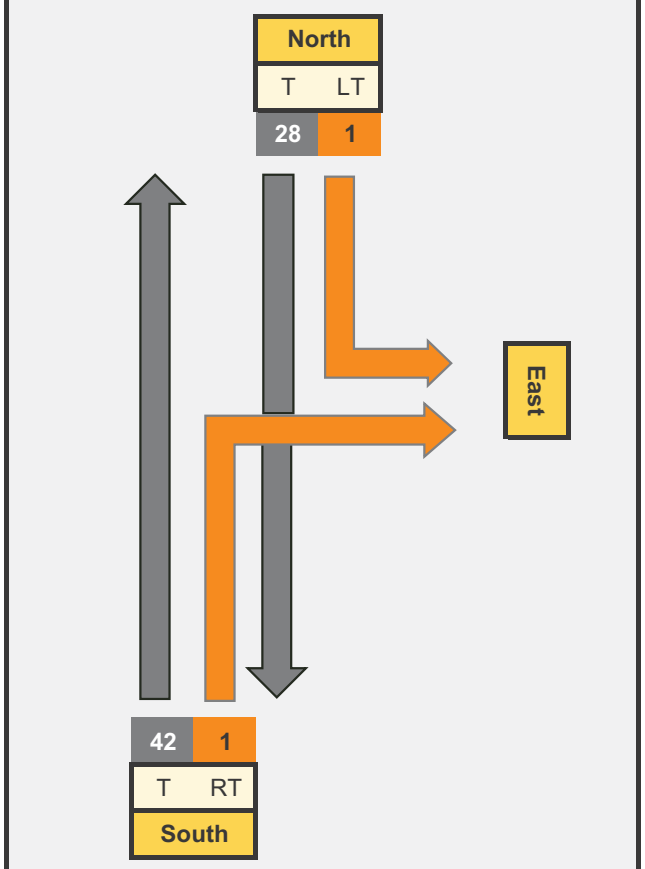
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



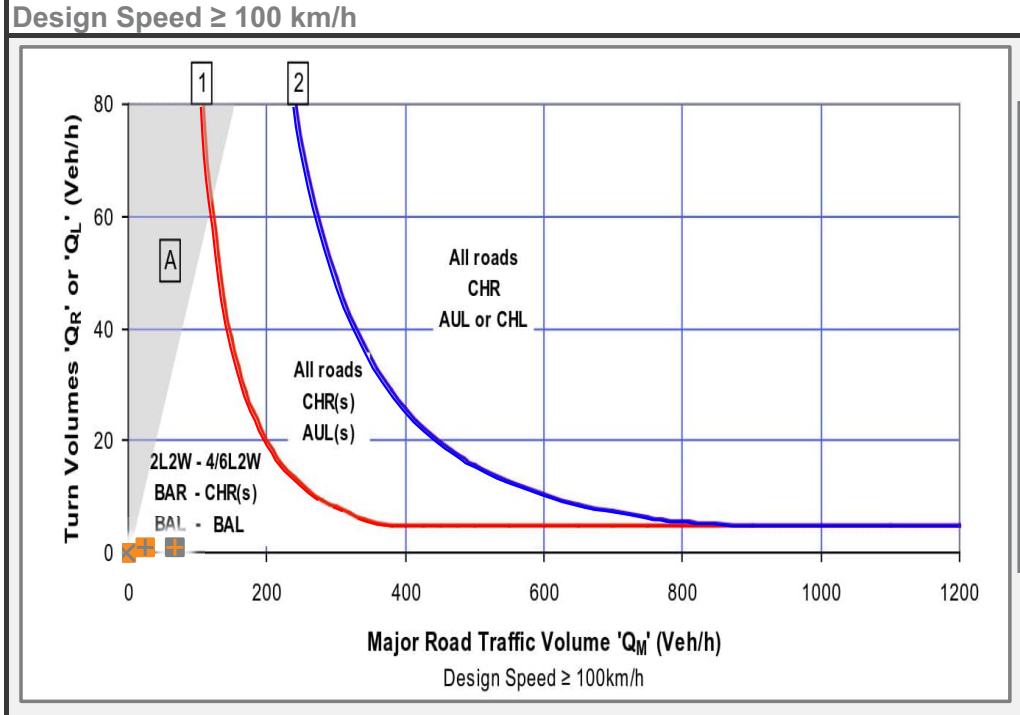
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	71	1
Left	28	1

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	71	1
Left	28	1

Intersection Code	3A

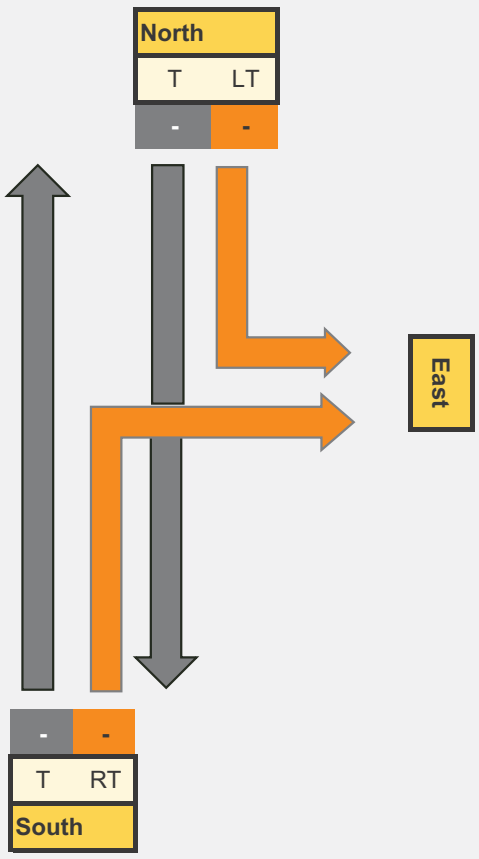
Year	2028

Intersection ID	X5
Intersection Name	Gore Highway / Lochaber Road / New Service Road

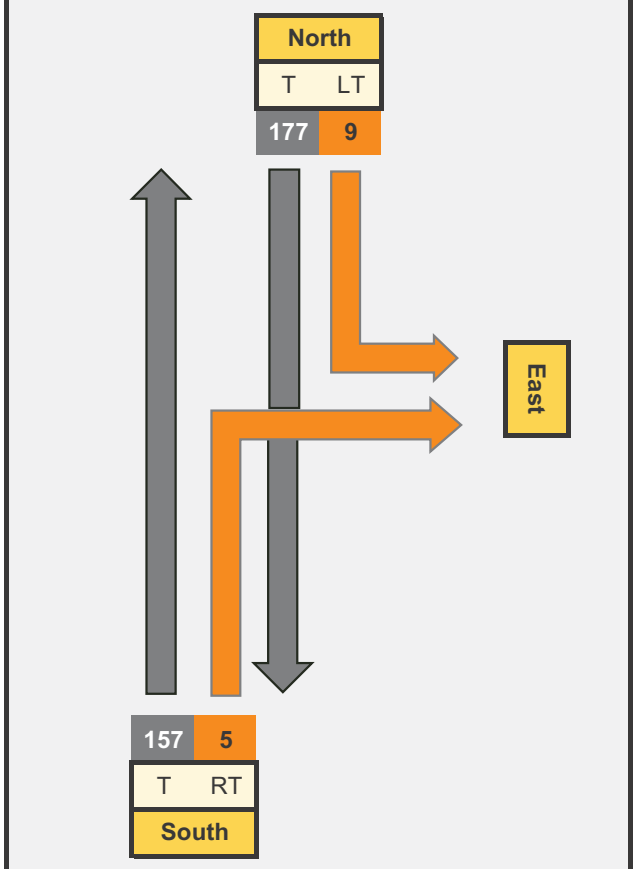
Speed	100			
Existing Treatment	L	0	R	0

AM

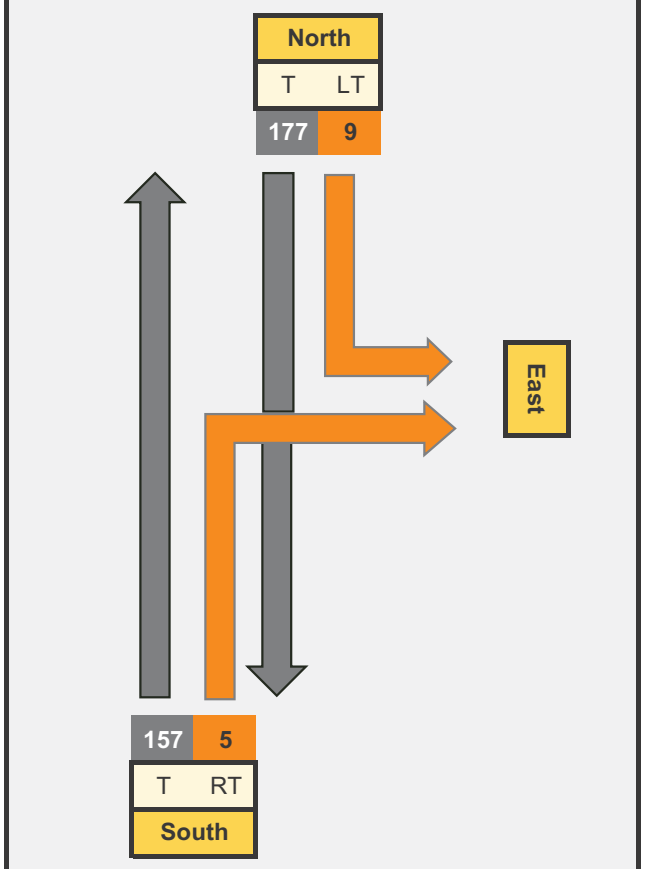
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



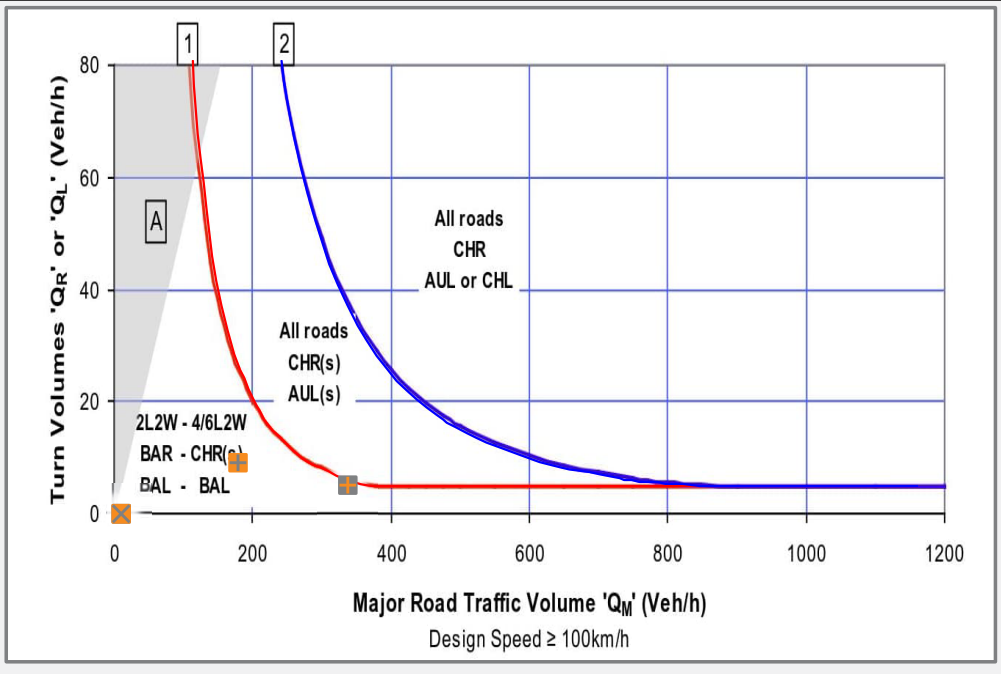
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	343	5
Left	177	9

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	343	5
Left	177	9

50 km/h < Design Speed < 100 km/h

Intersection Code	3A

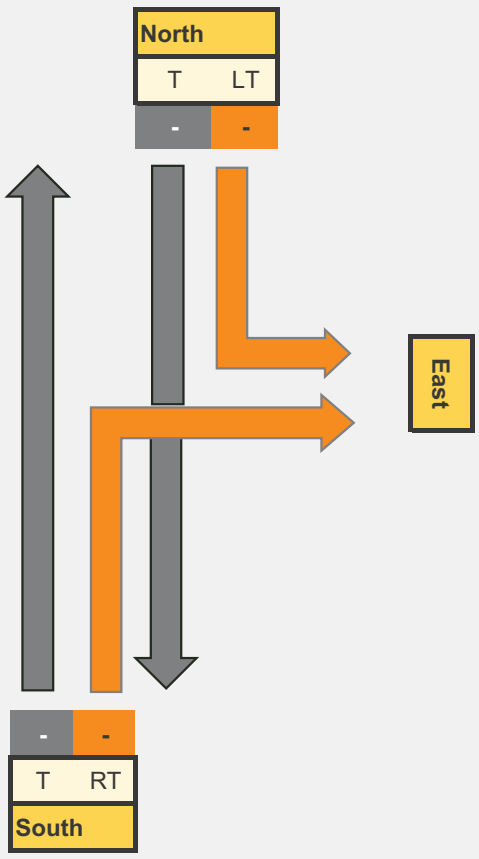
Year	2028

Intersection ID	X5
Intersection Name	Gore Highway / Lochaber Road / New Service Road

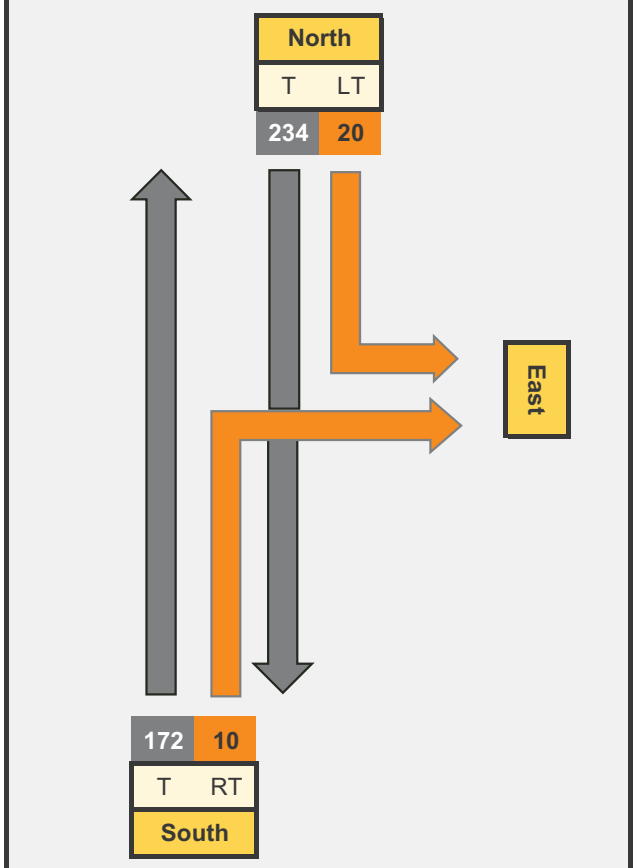
Speed	100			
Existing Treatment	L	0	R	0

PM

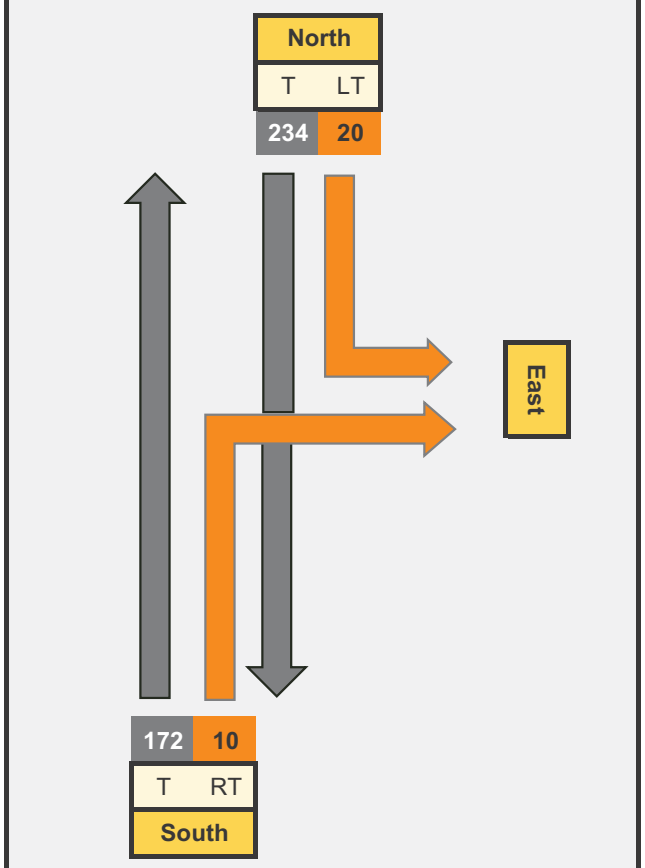
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	426	10
Left	234	20

Graph Terminolgy

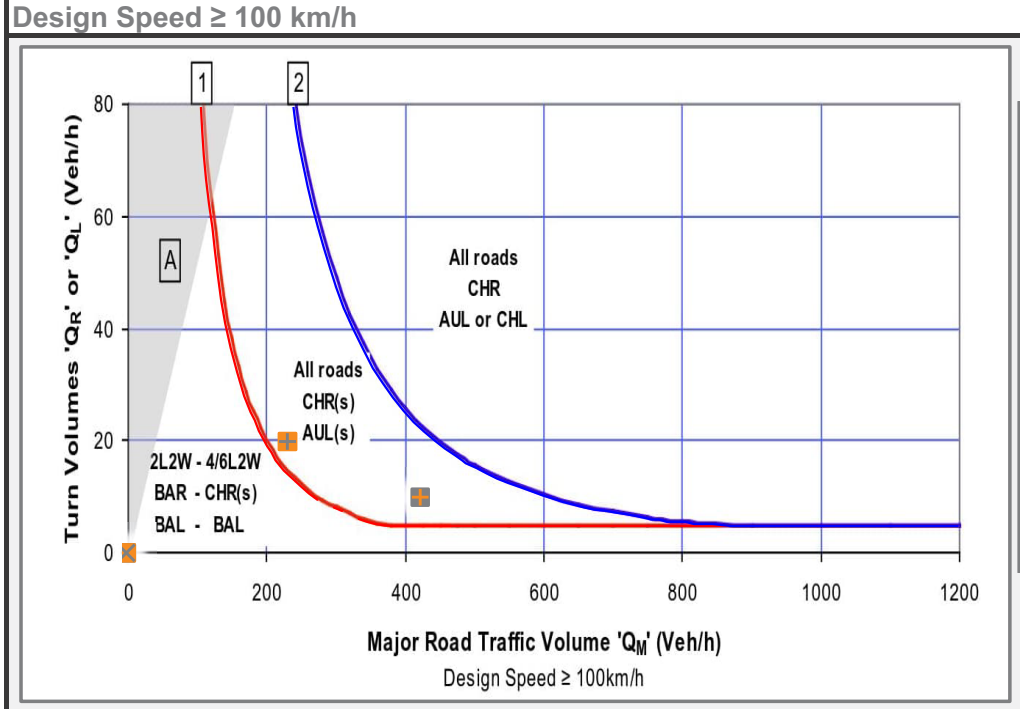
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	-
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	426	10
Left	234	20

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

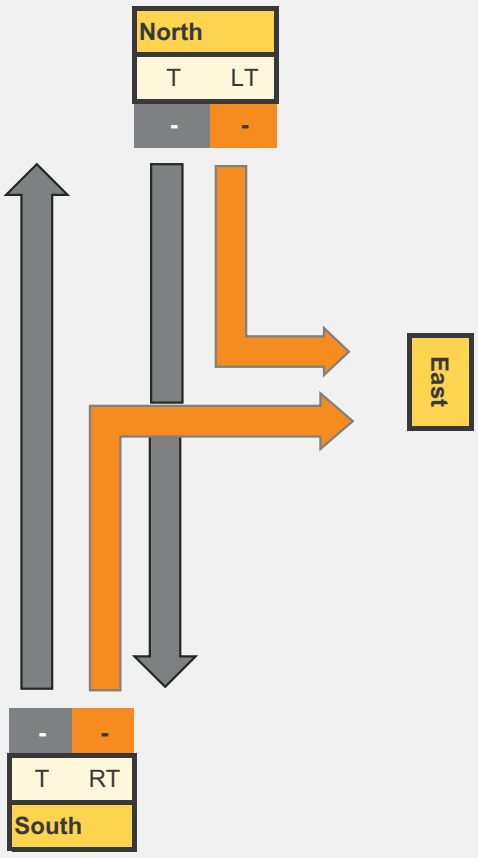
Year	2038

Intersection ID	X5
Intersection Name	Gore Highway / Lochaber Road / New Service Road

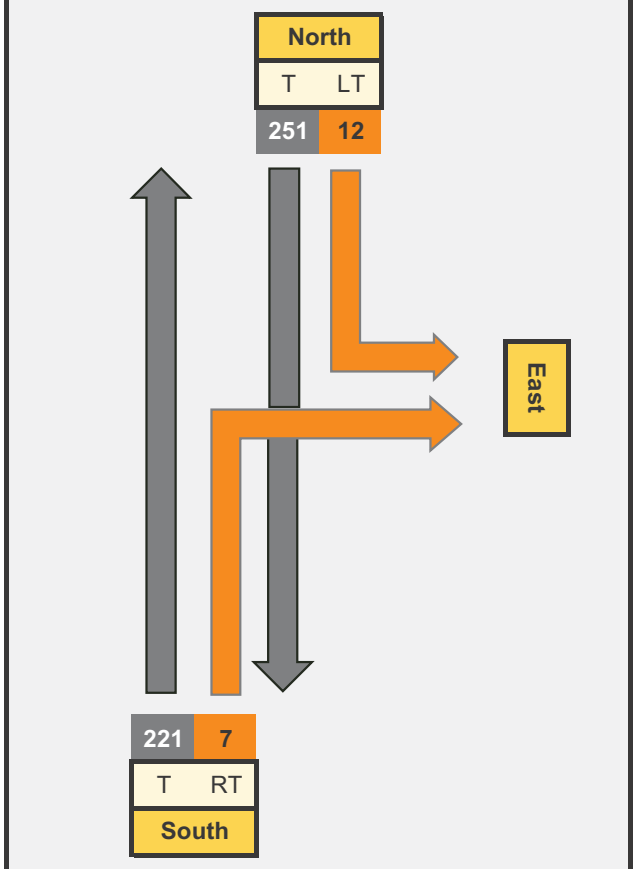
Speed	100			
Existing Treatment	L	0	R	0

AM

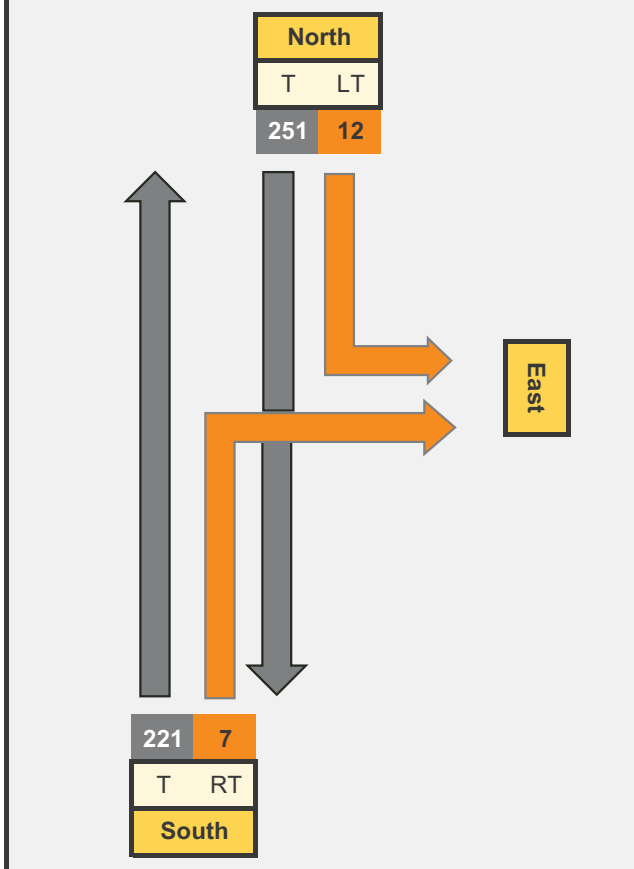
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	484	7
Left	251	12

Graph Terminolgy

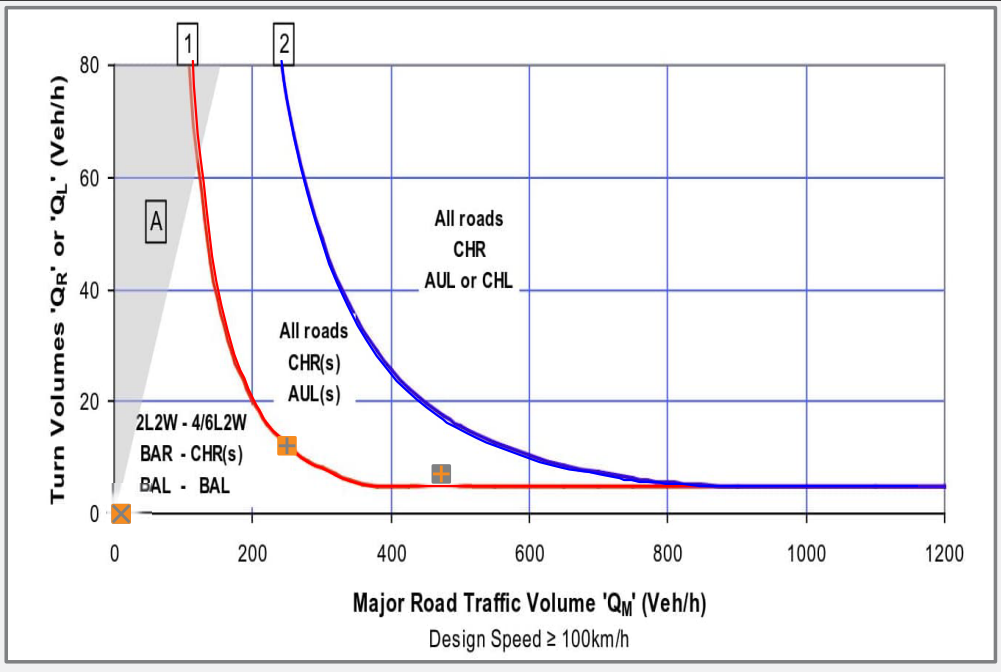
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	484	7
Left	251	12

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

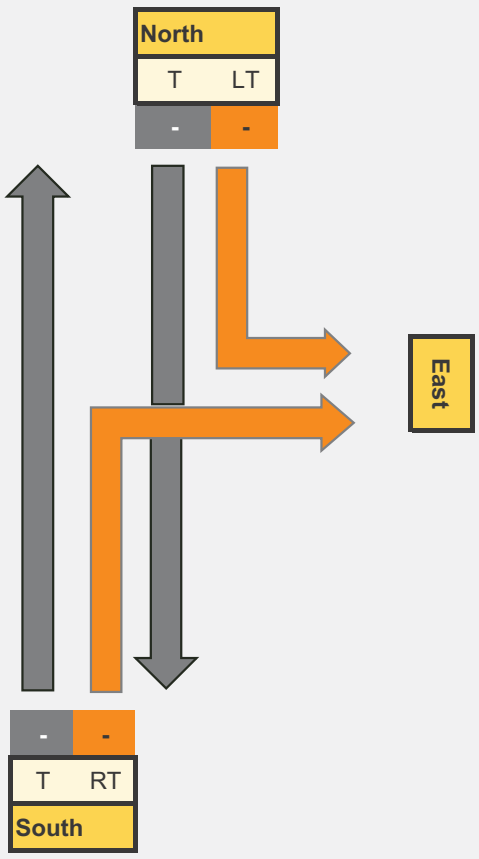
Year	2028

Intersection ID	X5
Intersection Name	Gore Highway / Lochaber Road / New Service Road

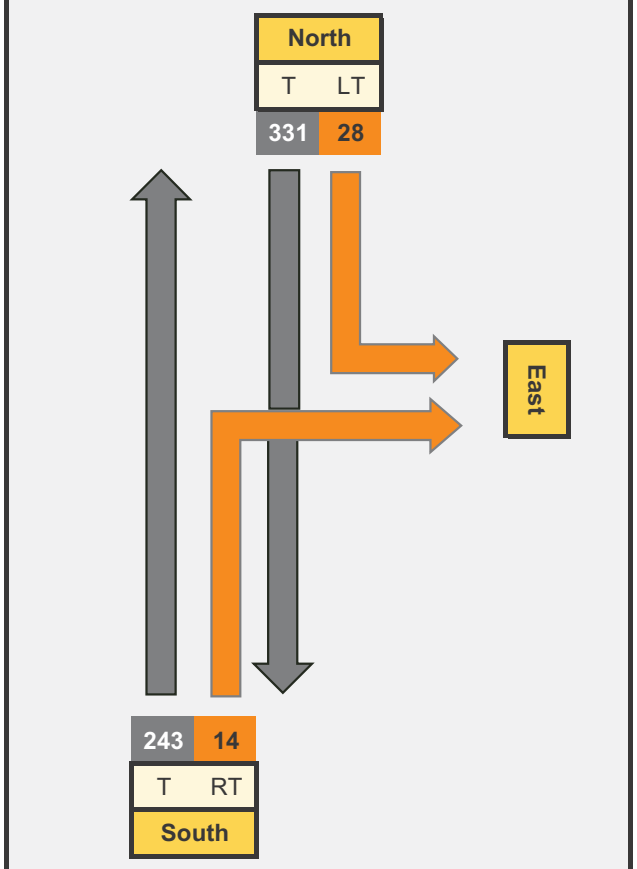
Speed	100			
Existing Treatment	L	0	R	0

PM

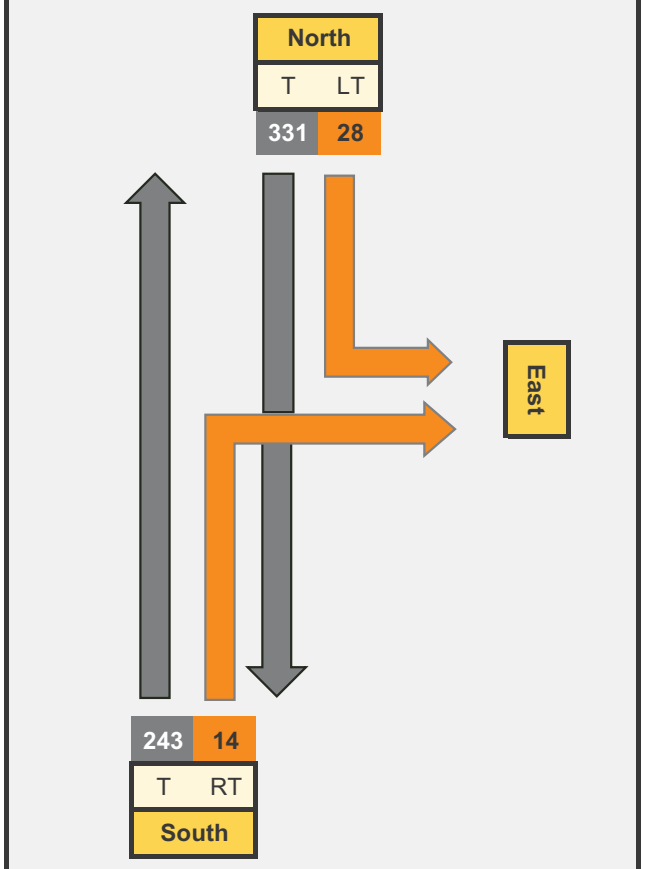
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	602	14
Left	331	28

Graph Terminolgy

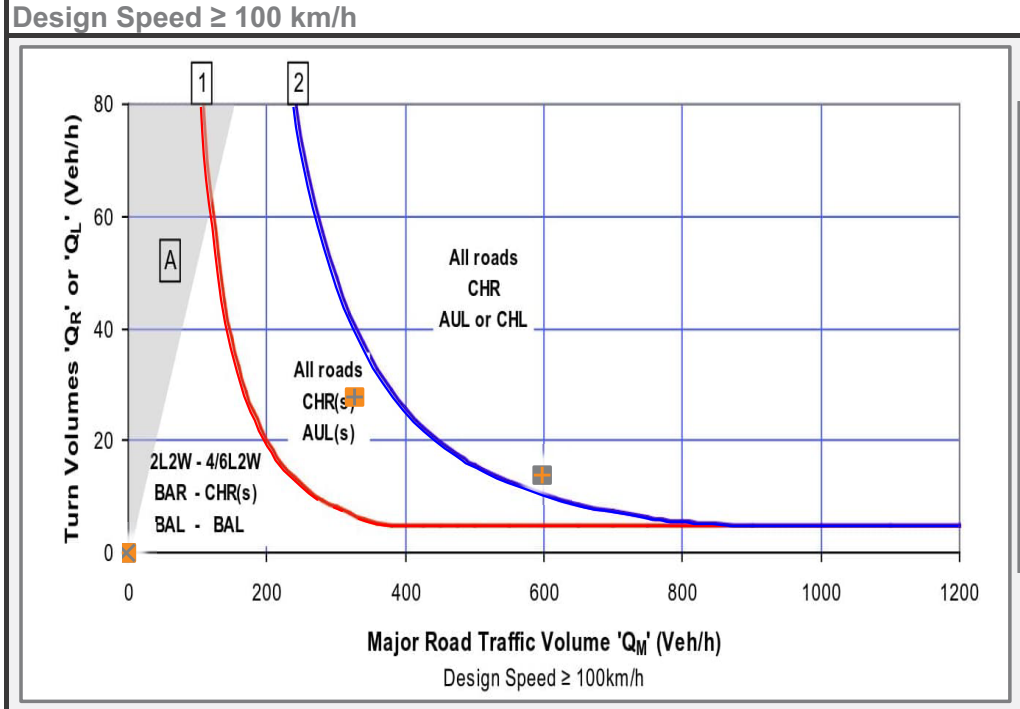
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	-
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	602	14
Left	331	28

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

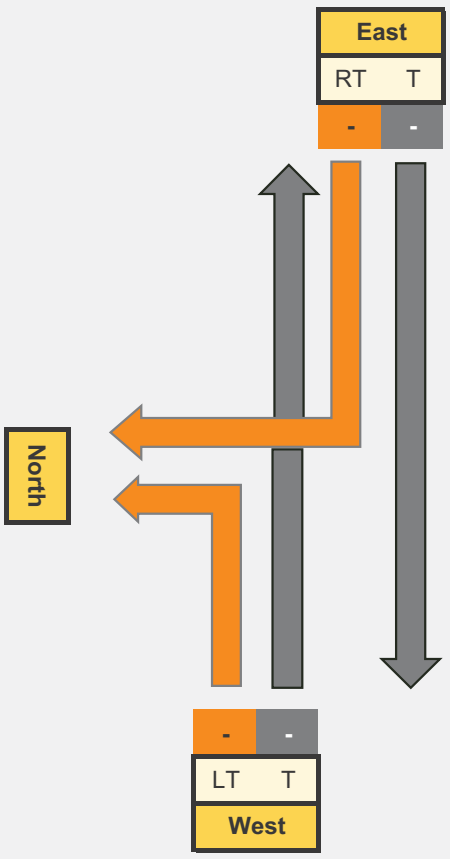
Year	2028

Intersection ID	X6
Intersection Name	Oakey Pittsworth Road / Quibet Road

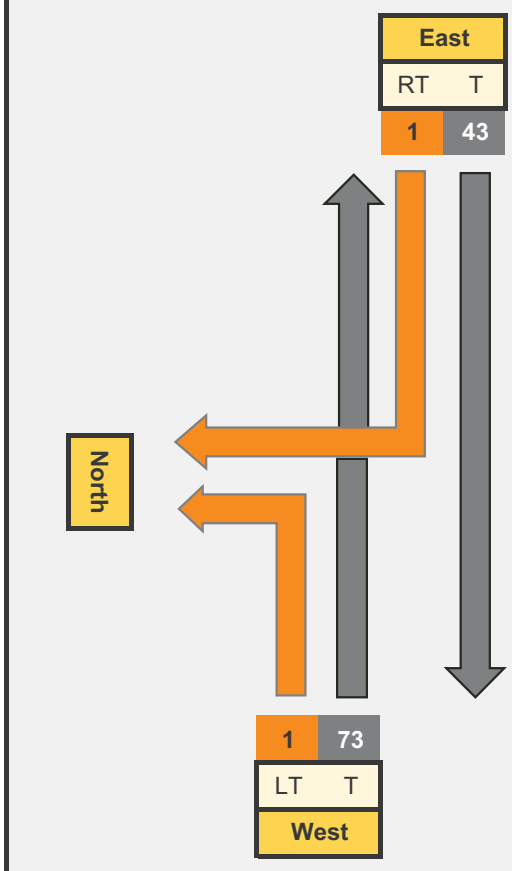
Speed	50			
Existing Treatment	L	0	R	0

AM

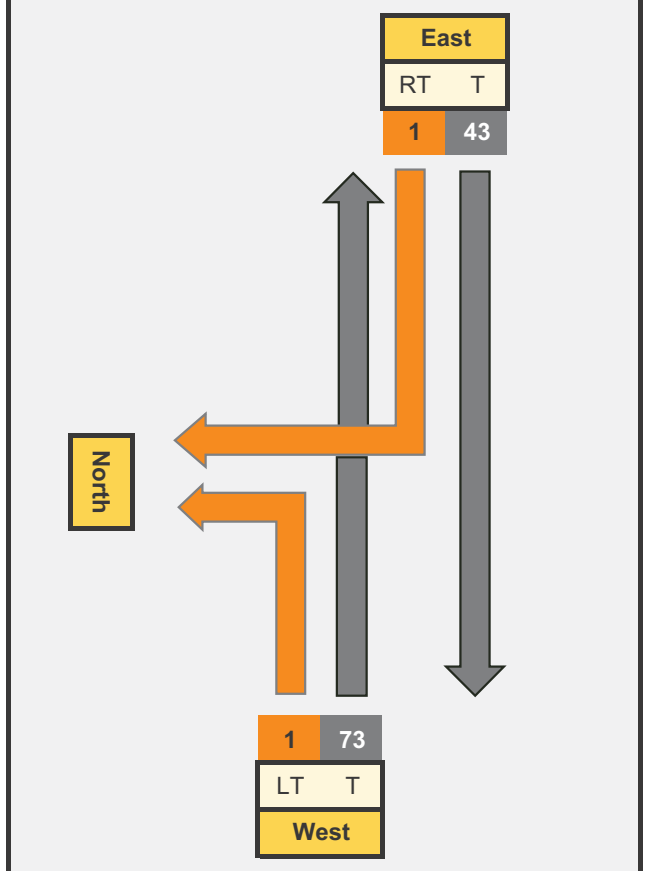
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	117	1
Left	73	1

Graph Terminolgy

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

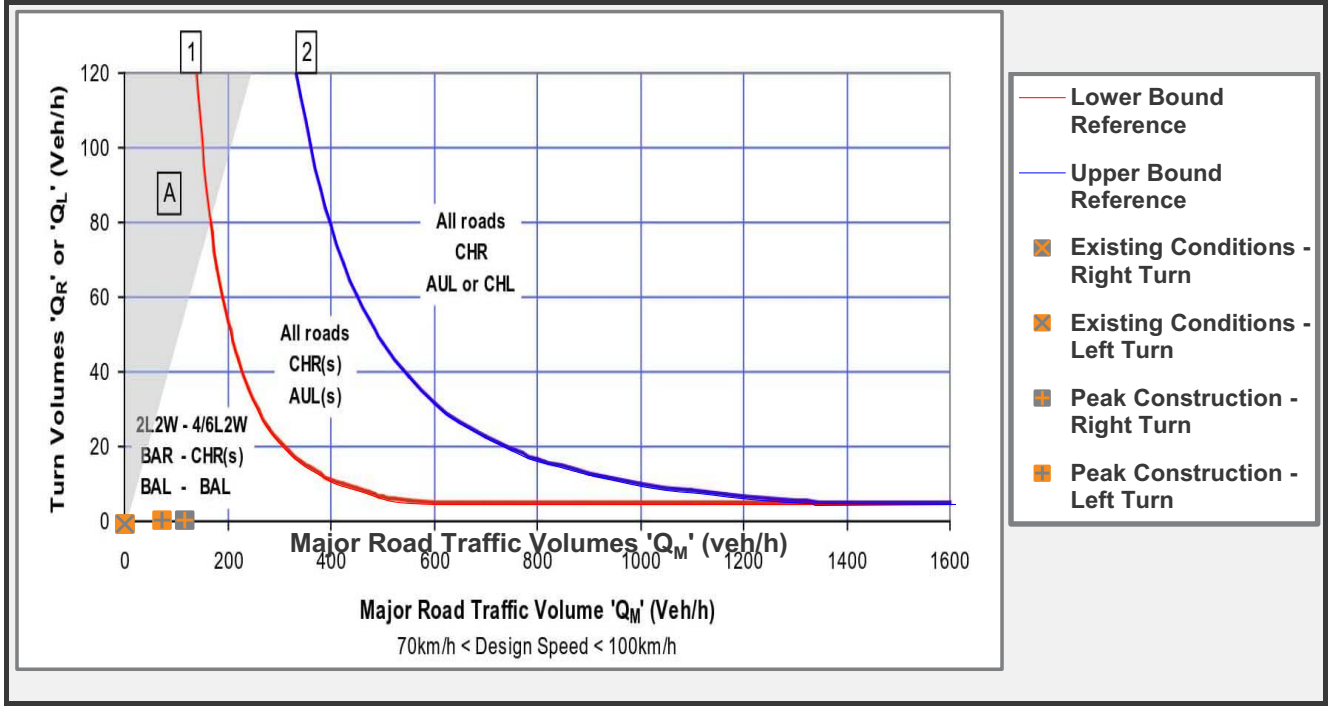
Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	117	1
Left	73	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3B

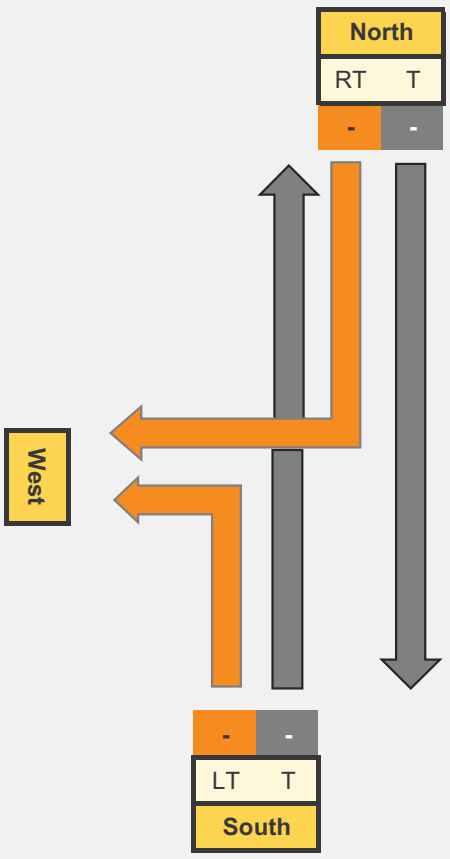
Year	2028

Intersection ID	X6
Intersection Name	Oakey Pittsworth Road / Quibet Road

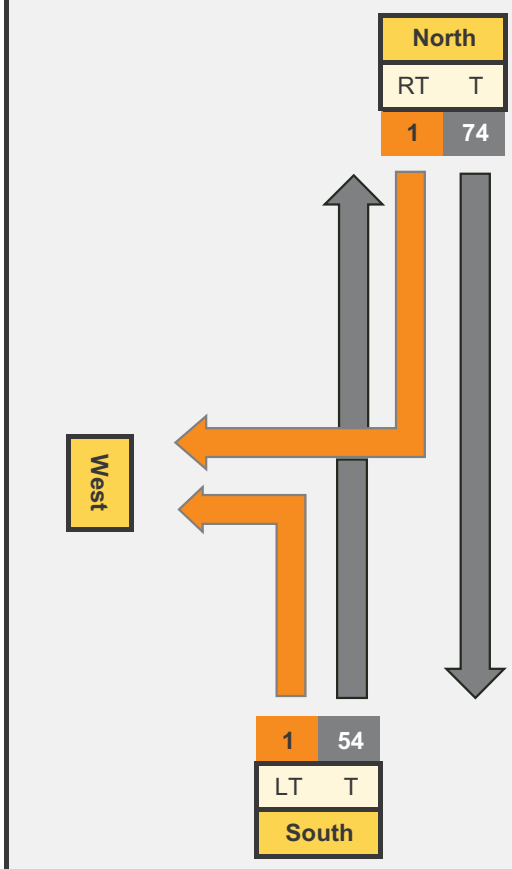
Speed	50			
Existing Treatment	L	0	R	0

PM

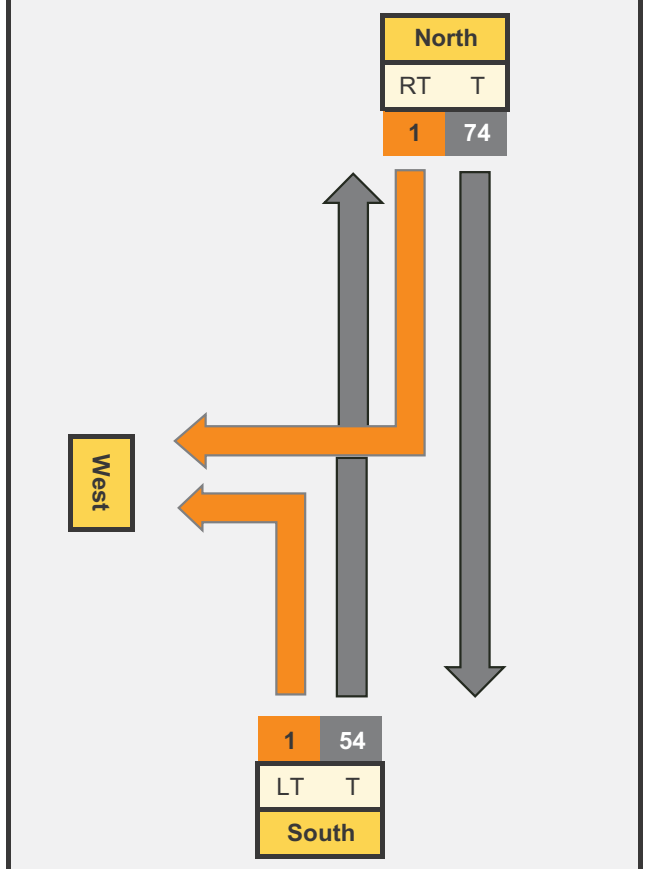
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	129	1
Left	54	1

Graph Terminolgy

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

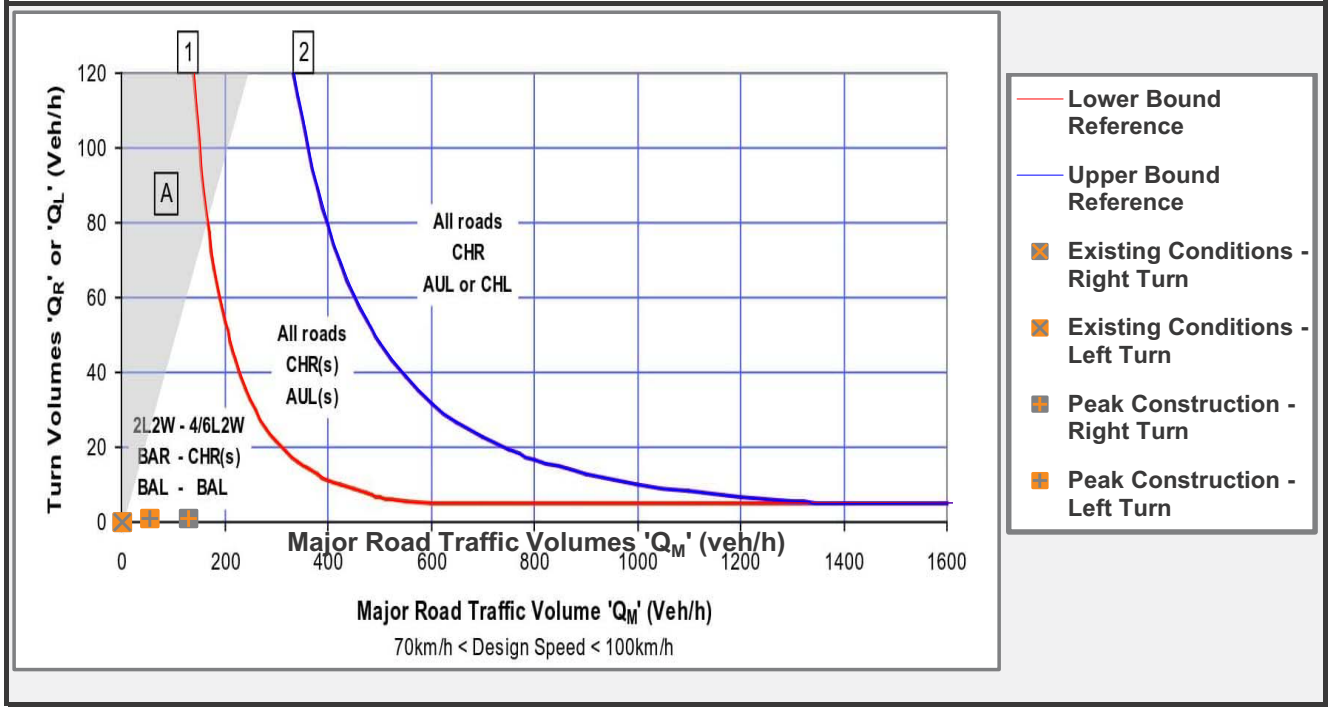
Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	129	1
Left	54	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3B

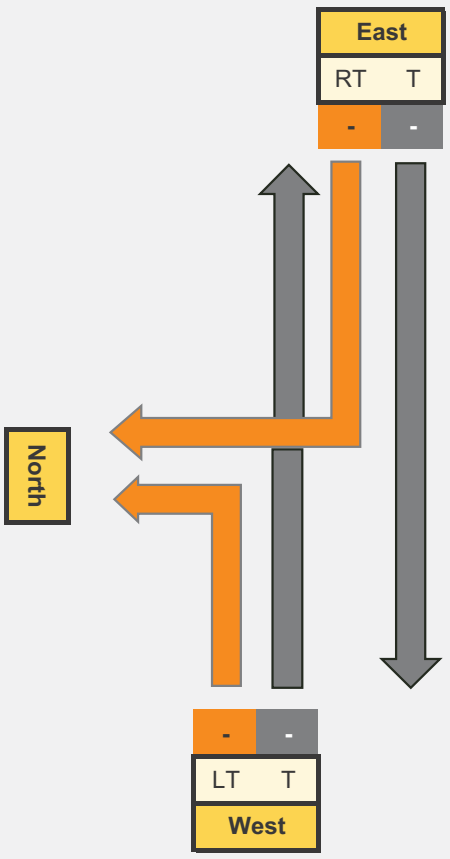
Year	2038

Intersection ID	X6
Intersection Name	Oakey Pittsworth Road / Quibet Road

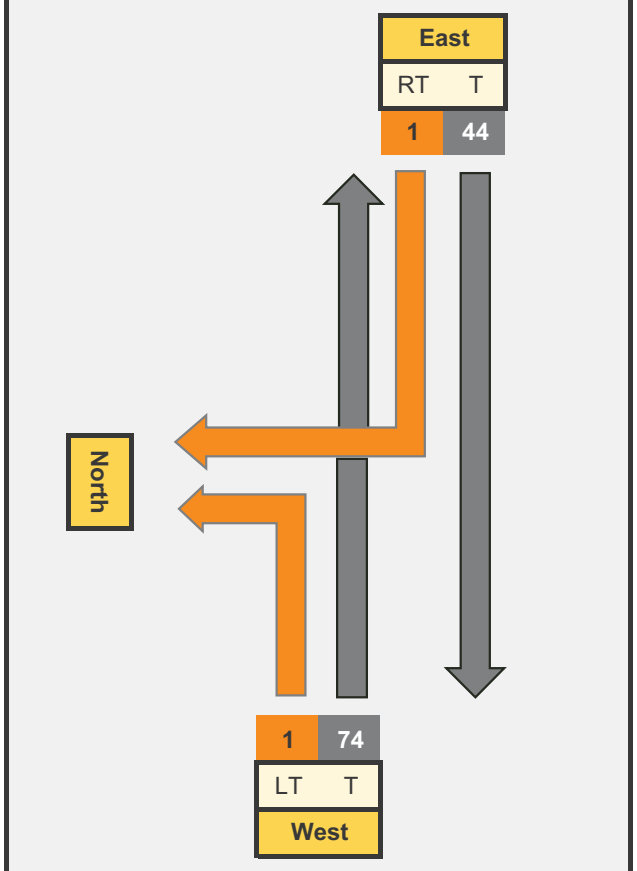
Speed	50			
Existing Treatment	L	0	R	0

AM

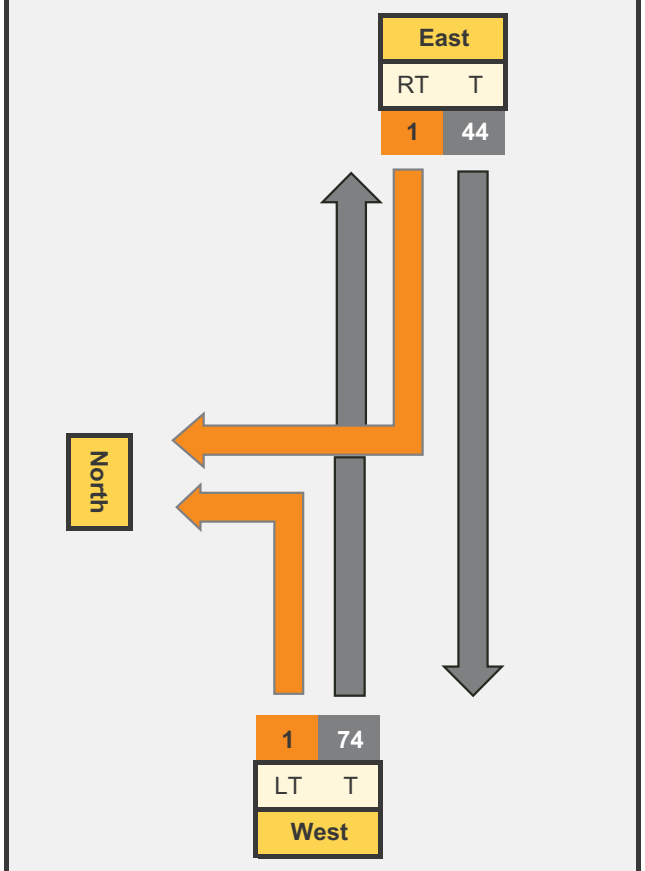
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	119	1
Left	74	1

Graph Terminolgy

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

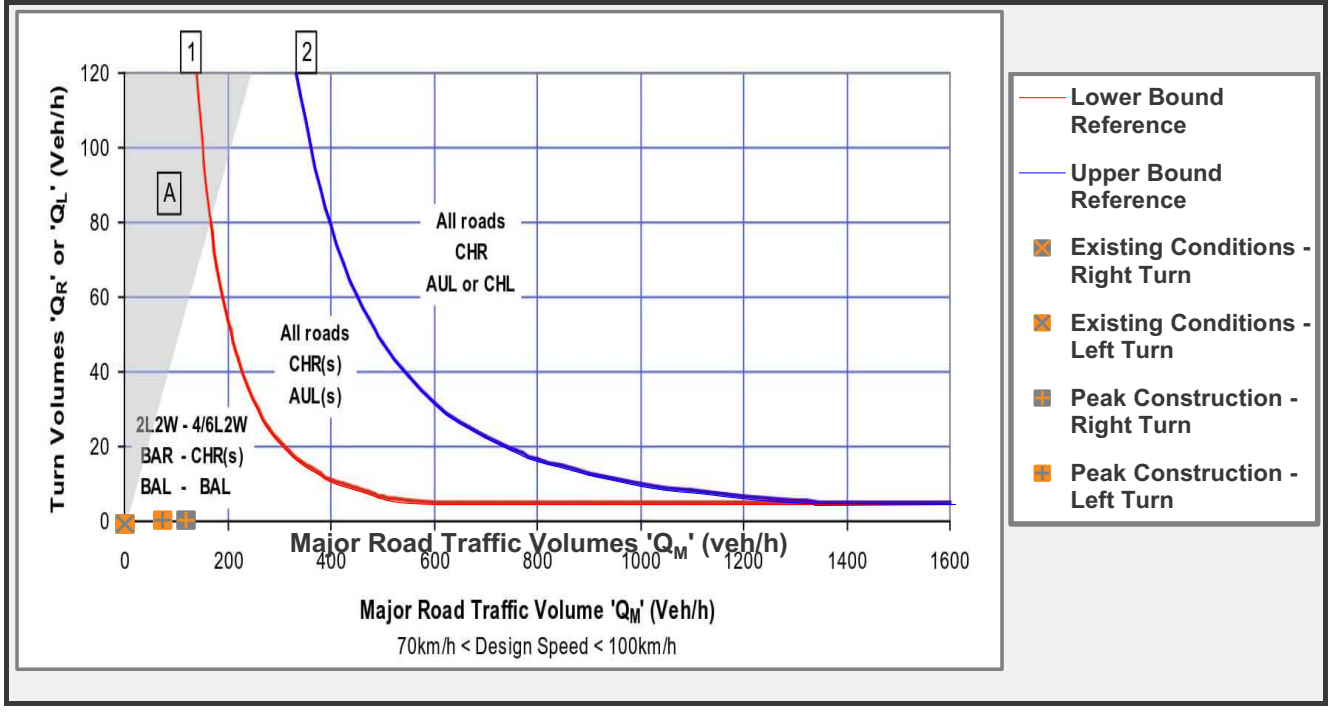
Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	119	1
Left	74	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3B

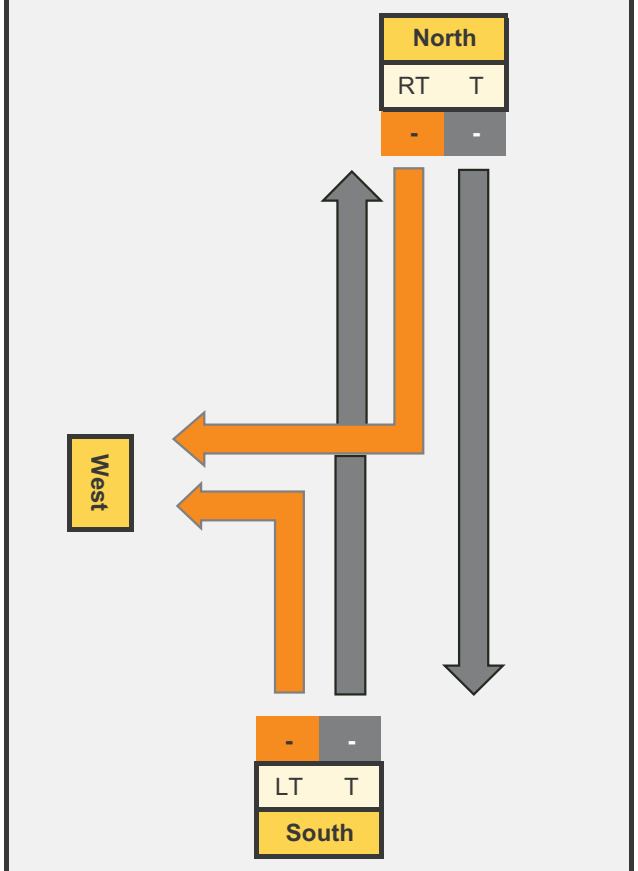
Year	2028

Intersection ID	X6
Intersection Name	Oakey Pittsworth Road / Quibet Road

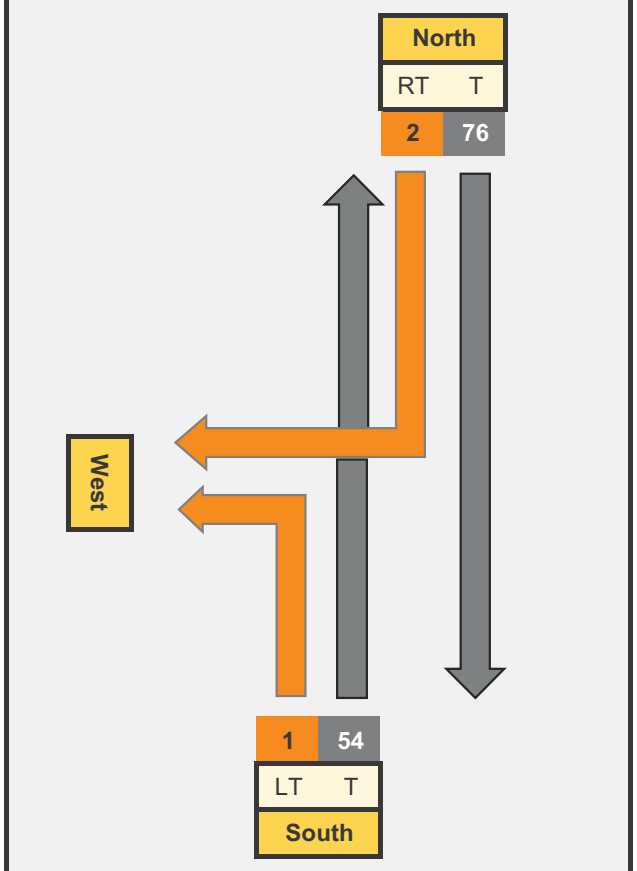
Speed	50			
Existing Treatment	L	0	R	0

PM

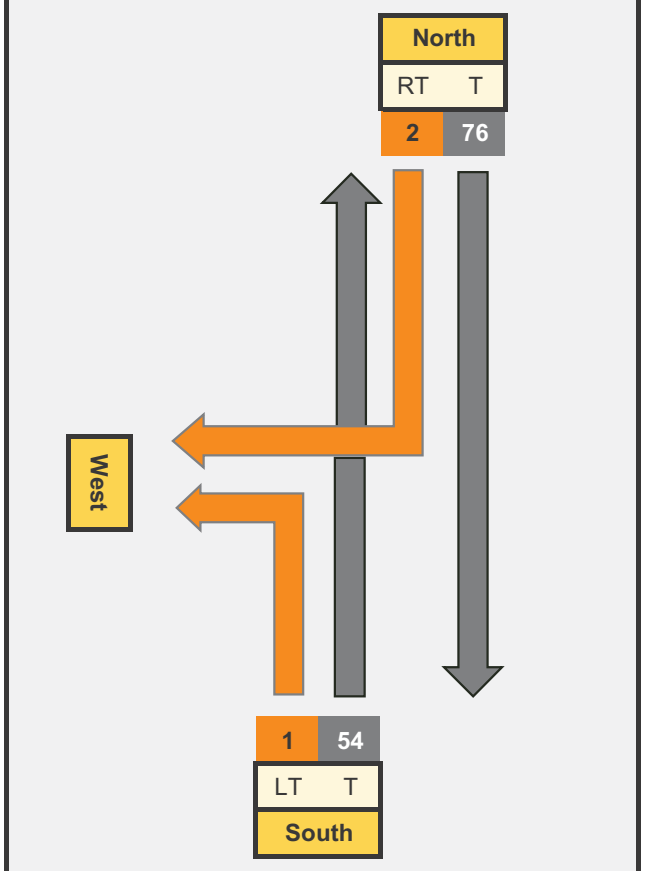
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	131	2
Left	54	1

Graph Terminolgy

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

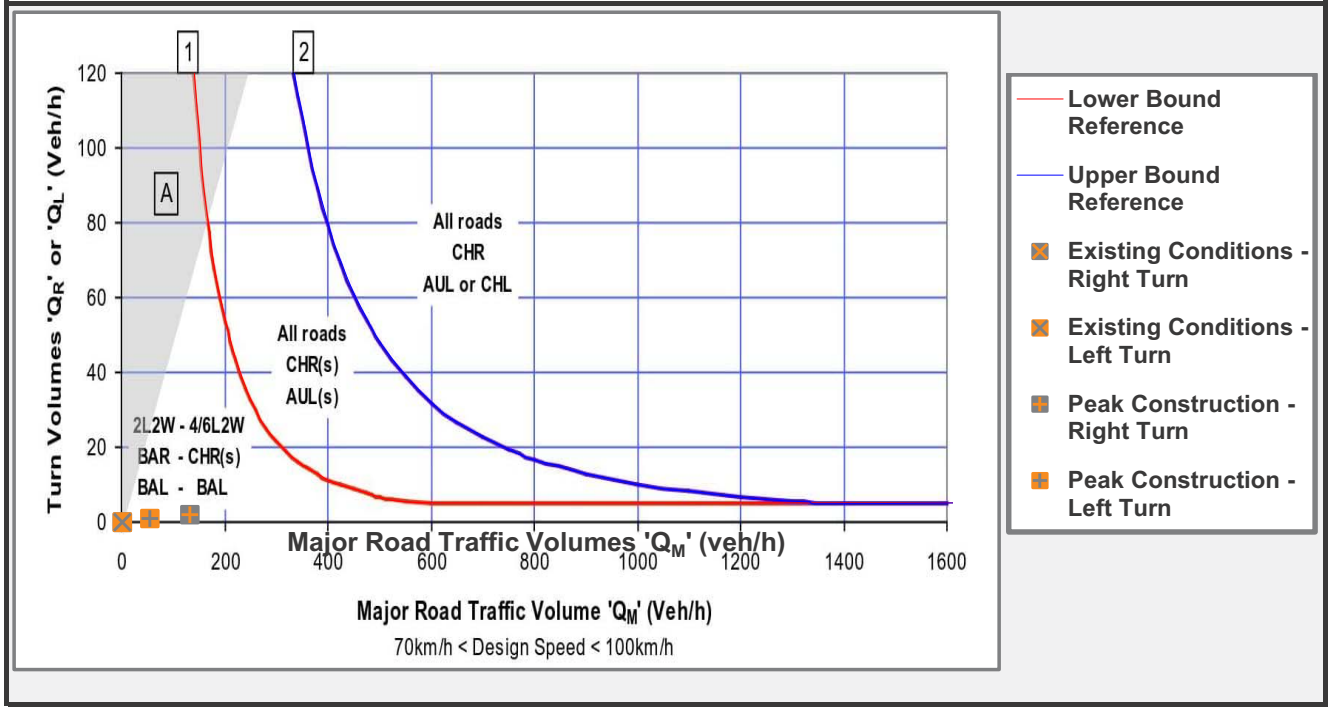
Turn Warrant Requirements	
Existing Right Turn Warrant	-
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	-
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	-	-
Left	-	-
With Development Traffic		
Right	131	2
Left	54	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h

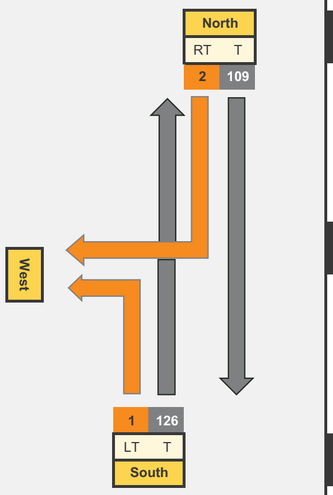


Intersection Code	4A
Intersection ID	X39
Intersection Name	Gore Highway / Murlaggan Road

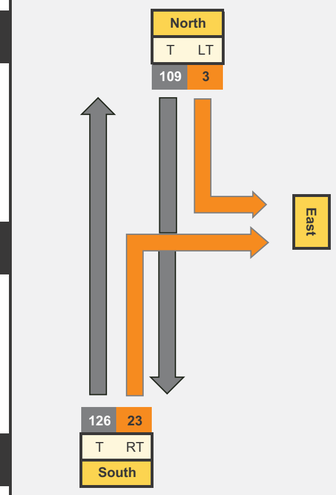
Year	2028
Speed	110
Existing Treatment	L 0 R 0

AM

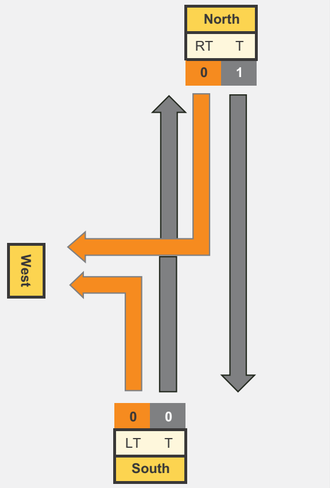
Peak Impact Year - Without Development Traffic



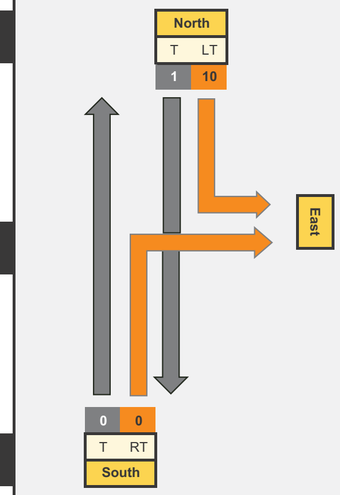
Peak Impact Year - Without Development Traffic



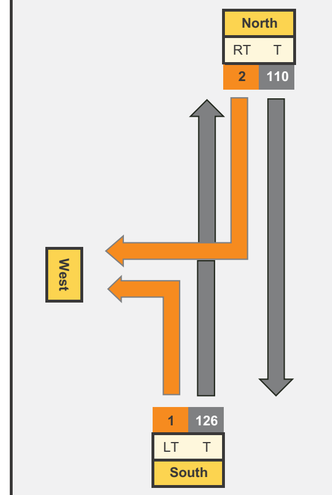
Peak Impact Year - Development Traffic



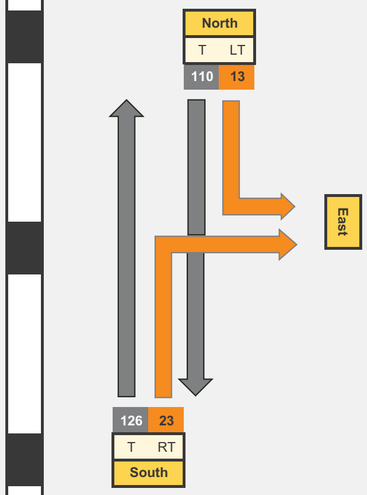
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	236	2
Left	126	1
With Development Traffic		
Right	237	2
Left	126	1

Graph Terminolgy

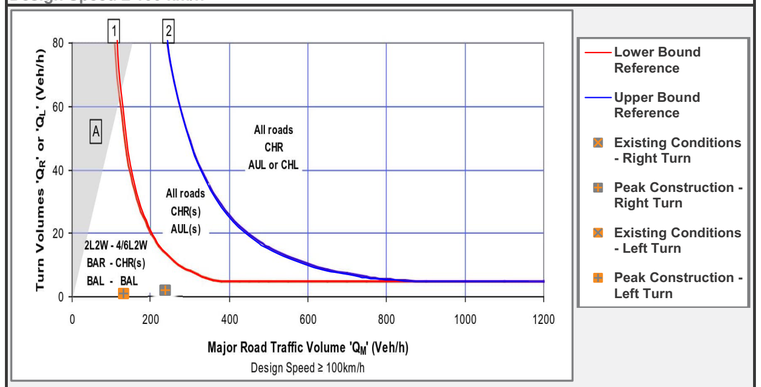
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	236	2
Left	126	1
With Development Traffic		
Right	237	2
Left	126	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	238	23
Left	109	3
With Development Traffic		
Right	249	23
Left	110	13

Graph Terminolgy

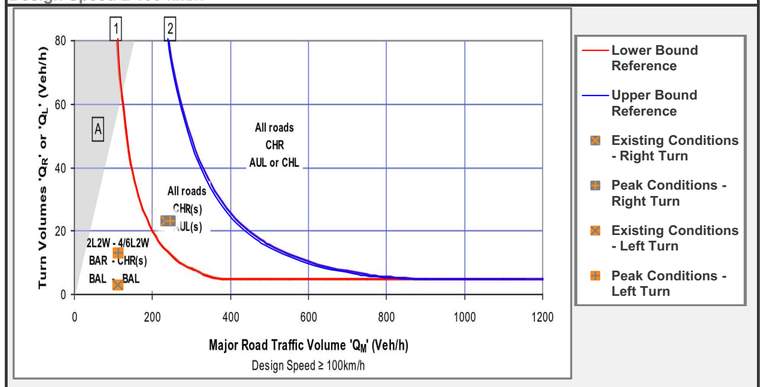
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	238	23
Left	109	3
With Development Traffic		
Right	249	23
Left	110	13

Graphing

Design Speed ≥ 100 km/h



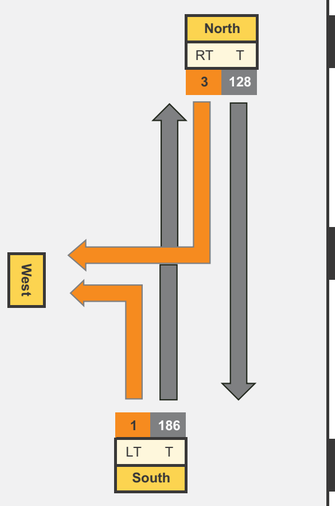
50 km/h < Design Speed < 100 km/h

Intersection Code	4A
Intersection ID	X39
Intersection Name	Gore Highway / Murlaggan Road

Year	2028			
Speed	110			
Existing Treatment	L	0	R	0

PM

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	315	3
Left	186	1
With Development Traffic		
Right	316	3
Left	186	1

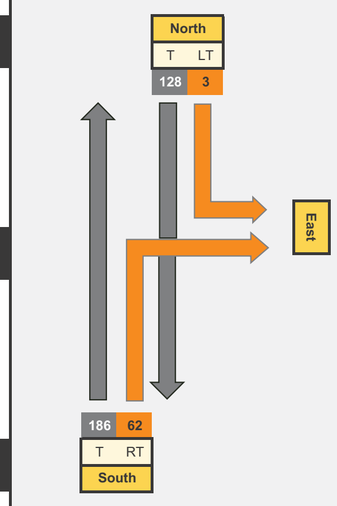
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

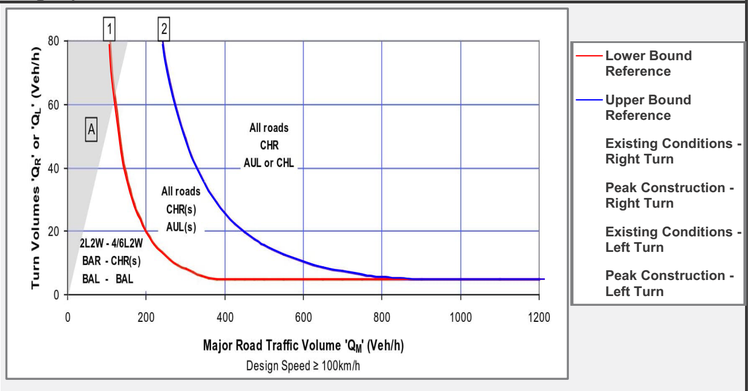
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	315	3
Left	186	1
With Development Traffic		
Right	316	3
Left	186	1

Peak Impact Year - Without Development Traffic



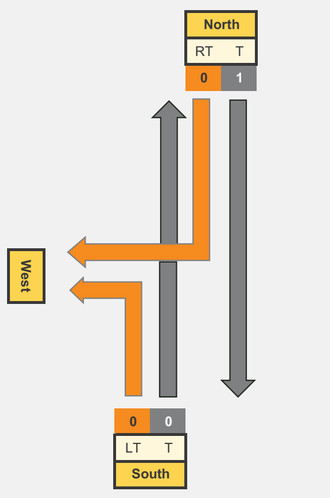
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	317	62
Left	128	3
With Development Traffic		
Right	337	62
Left	129	22

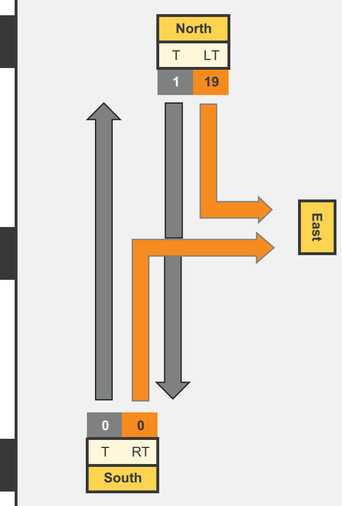
Graph Terminolgy

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

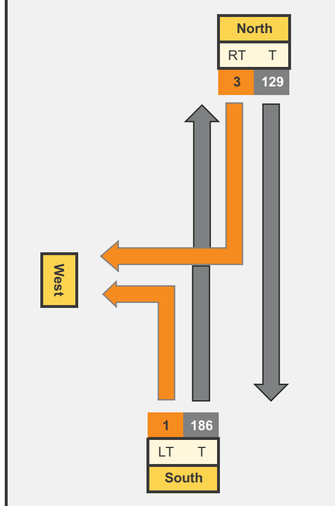
Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	317	62
Left	128	3
With Development Traffic		
Right	337	62
Left	129	22

Peak Impact Year - Development Traffic

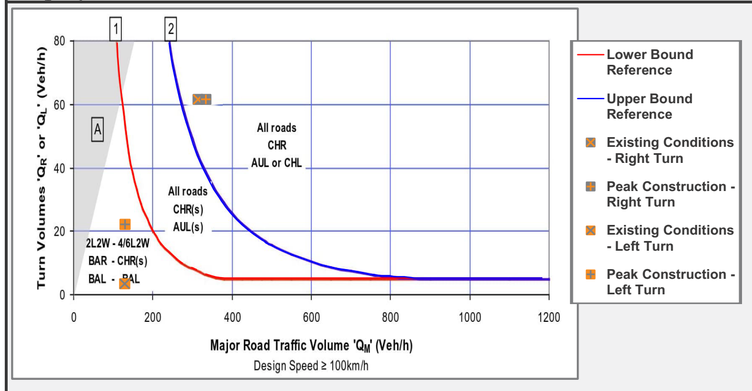


Peak Impact Year - With Development Traffic



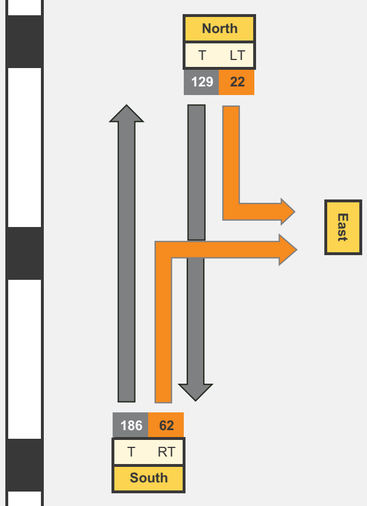
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic

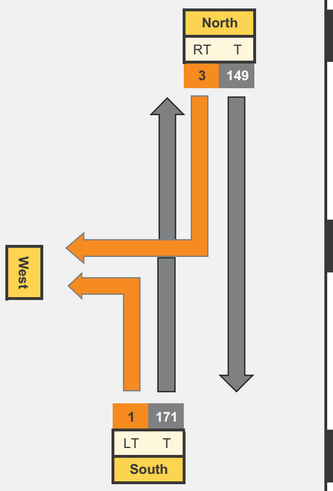


Intersection Code	4A
Intersection ID	X39
Intersection Name	Gore Highway / Murlaggan Road

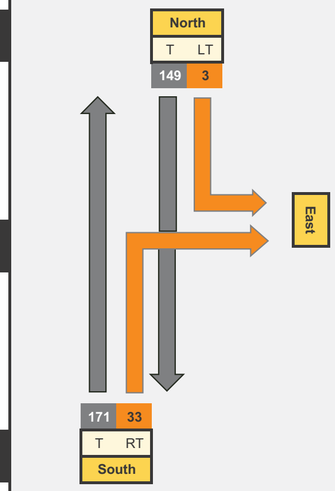
Year	2038			
Speed	110			
Existing Treatment	L	0	R	0

AM

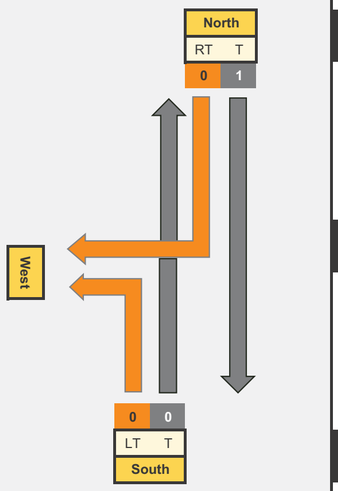
Peak Impact Year - Without Development Traffic



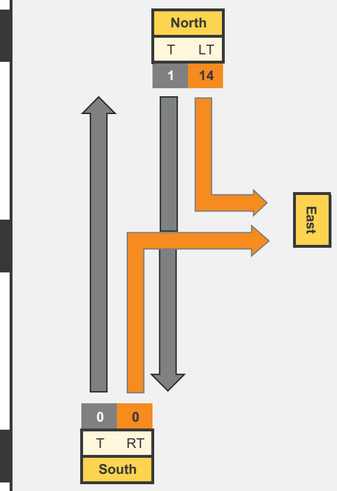
Peak Impact Year - Without Development Traffic



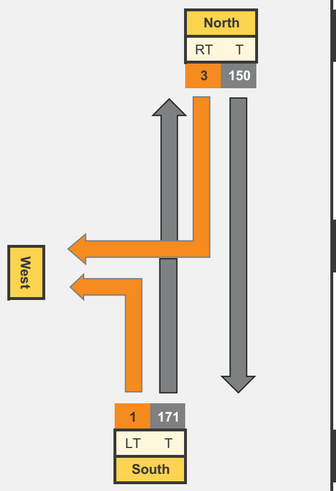
Peak Impact Year - Development Traffic



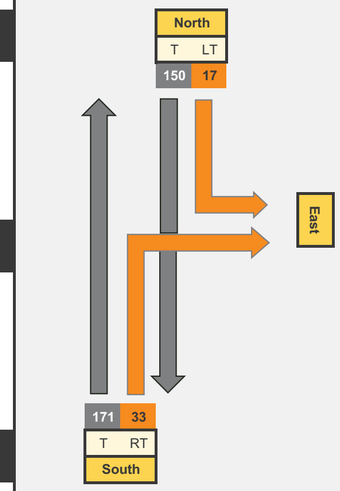
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	321	3
Left	171	1
With Development Traffic		
Right	322	3
Left	171	1

Graph Terminolgy

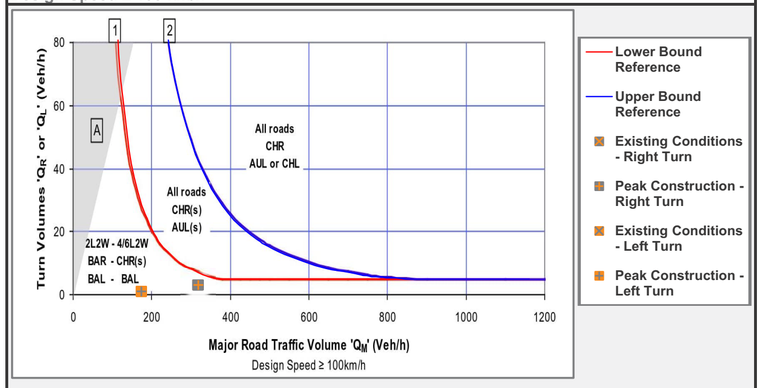
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	321	3
Left	171	1
With Development Traffic		
Right	322	3
Left	171	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	323	33
Left	149	3
With Development Traffic		
Right	338	33
Left	150	17

Graph Terminolgy

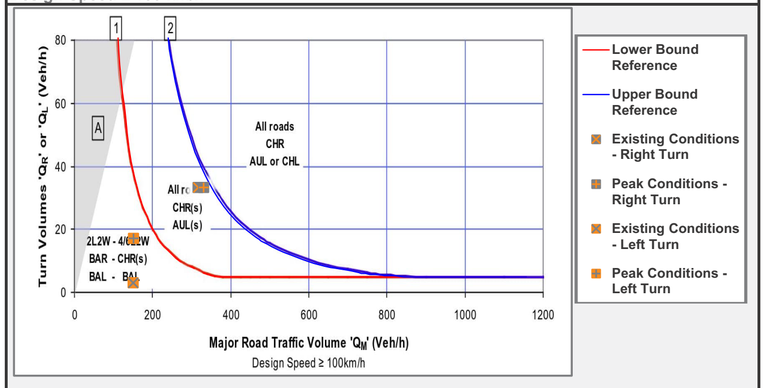
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	323	33
Left	149	3
With Development Traffic		
Right	338	33
Left	150	17

Graphing

Design Speed ≥ 100 km/h



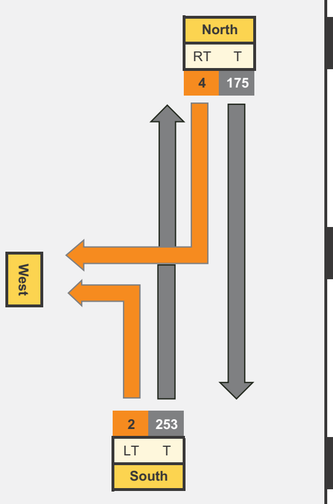
50 km/h < Design Speed < 100 km/h

Intersection Code	4A
Intersection ID	X39
Intersection Name	Gore Highway / Murlaggan Road

Year	2028			
Speed	110			
Existing Treatment	L	0	R	0

PM

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	430	4
Left	253	2
With Development Traffic		
Right	431	4
Left	253	2

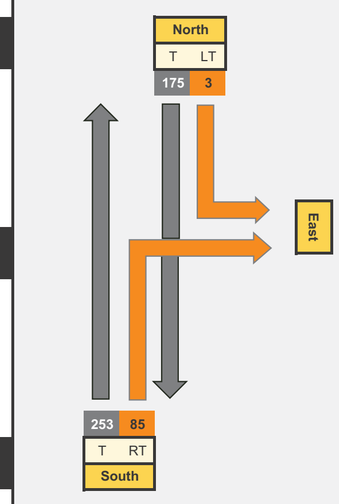
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

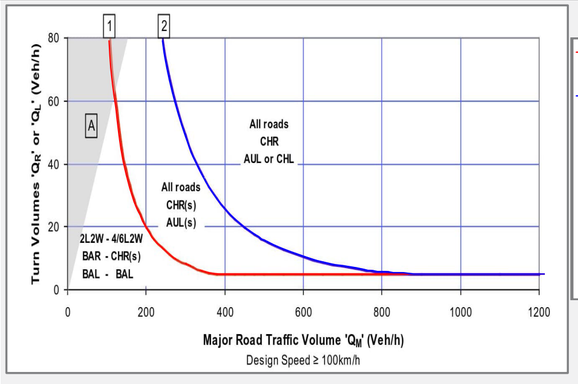
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	430	4
Left	253	2
With Development Traffic		
Right	431	4
Left	253	2

Peak Impact Year - Without Development Traffic



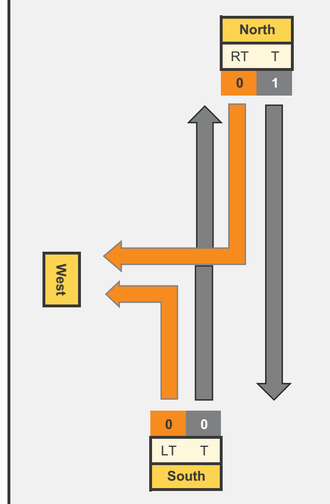
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	431	80
Left	175	3
With Development Traffic		
Right	459	80
Left	176	30

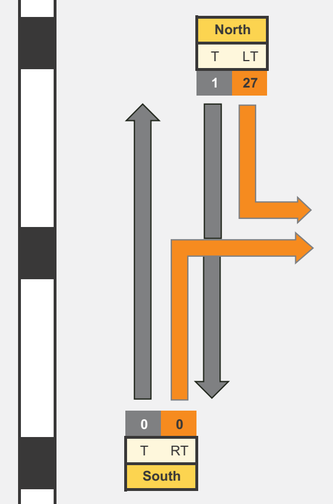
Graph Terminolgy

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

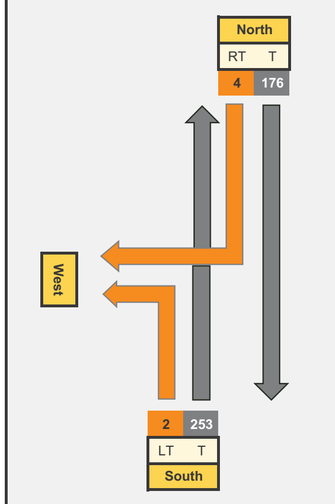
Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	431	85
Left	175	3
With Development Traffic		
Right	459	85
Left	176	30

Peak Impact Year - Development Traffic

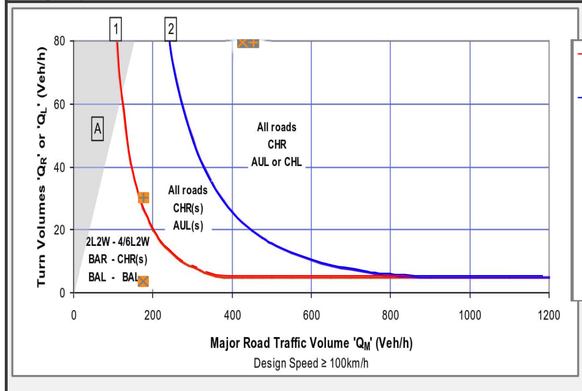


Peak Impact Year - With Development Traffic



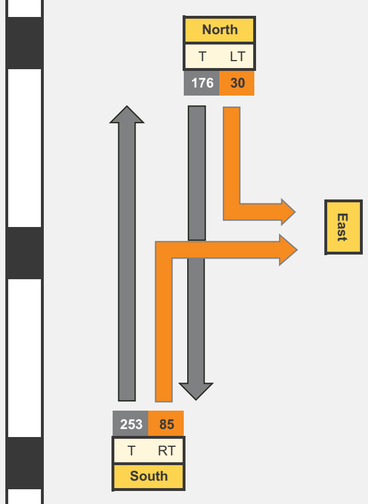
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic

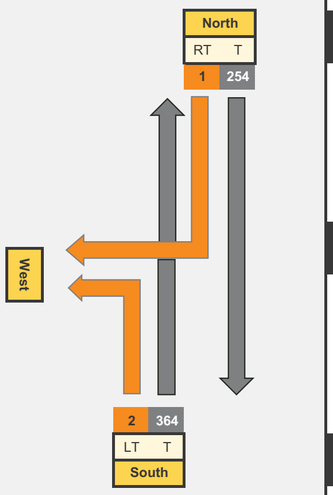


Intersection Code	4A
Intersection ID	Xa
Intersection Name	Gore Highway / Purcell Road / Wyreema Athol Road

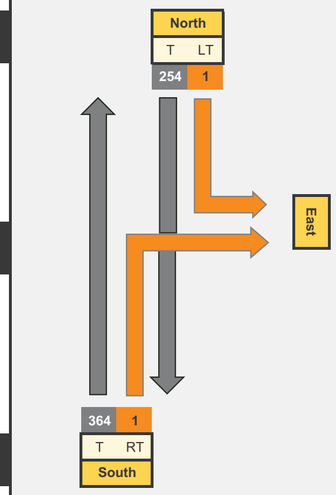
Year	2028
Speed	110
Existing Treatment	L: CHL, R: CHR

AM

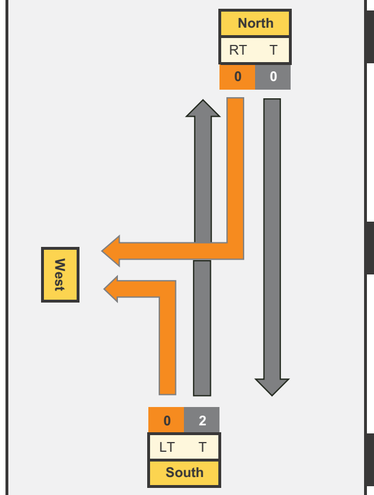
Peak Impact Year - Without Development Traffic



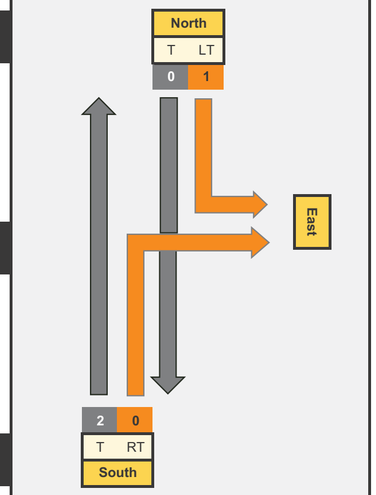
Peak Impact Year - Without Development Traffic



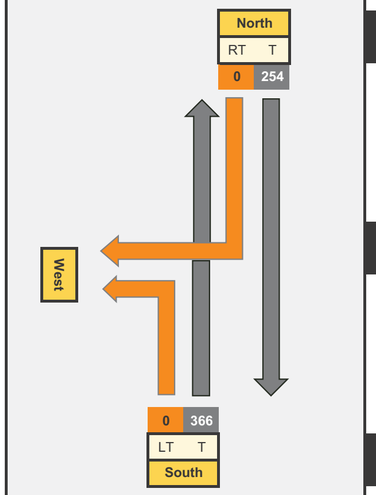
Peak Impact Year - Development Traffic



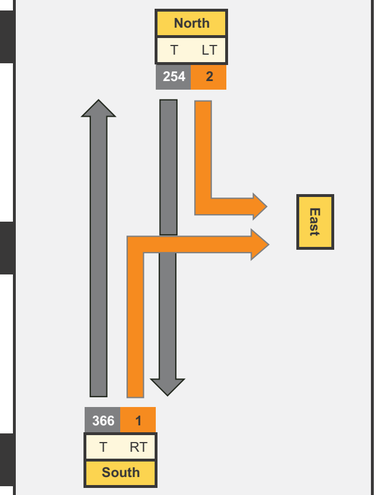
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	620	1
Left	364	2
With Development Traffic		
Right	620	0
Left	366	0

Graph Terminolgy

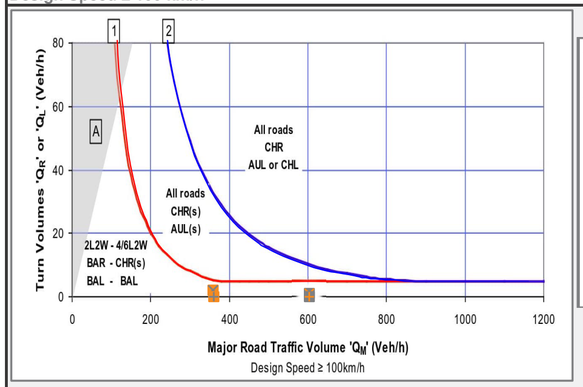
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	620	1
Left	364	2
With Development Traffic		
Right	620	0
Left	366	0

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	619	1
Left	254	1
With Development Traffic		
Right	622	1
Left	254	2

Graph Terminolgy

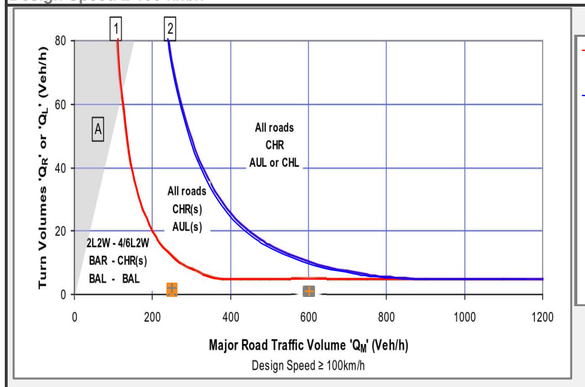
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	619	1
Left	254	1
With Development Traffic		
Right	622	1
Left	254	2

Graphing

Design Speed ≥ 100 km/h



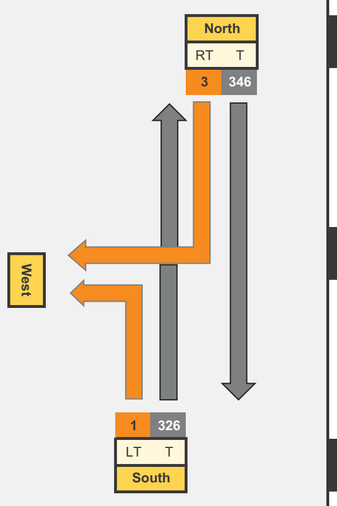
50 km/h < Design Speed < 100 km/h

Intersection Code	4A
Intersection ID	Xa
Intersection Name	Gore Highway / Purcell Road / Wyreema Athol Road

Year	2028
Speed	110
Existing Treatment	L: CHL; R: CHR

PM

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	673	3
Left	326	1
With Development Traffic		
Right	673	0
Left	327	0

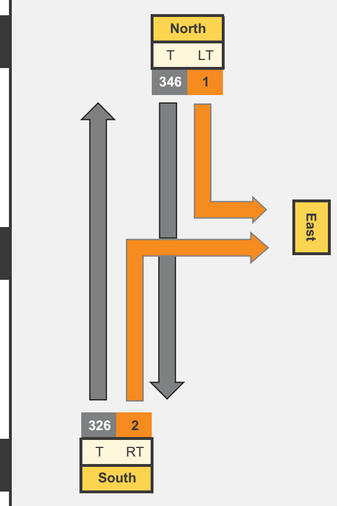
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

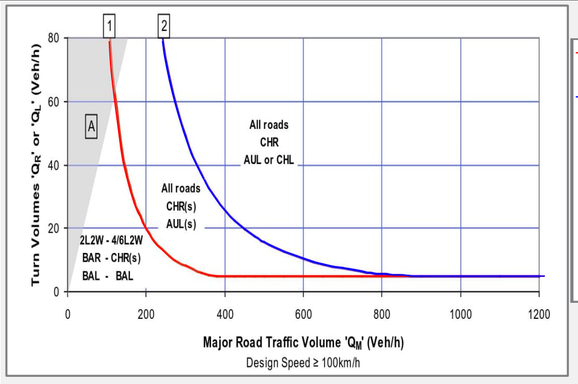
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	673	3
Left	326	1
With Development Traffic		
Right	673	0
Left	327	0

Peak Impact Year - Without Development Traffic



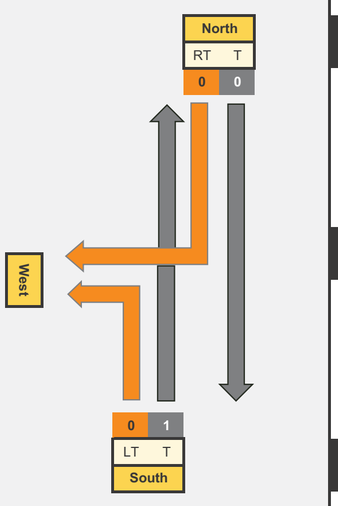
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	673	2
Left	346	1
With Development Traffic		
Right	675	2
Left	346	2

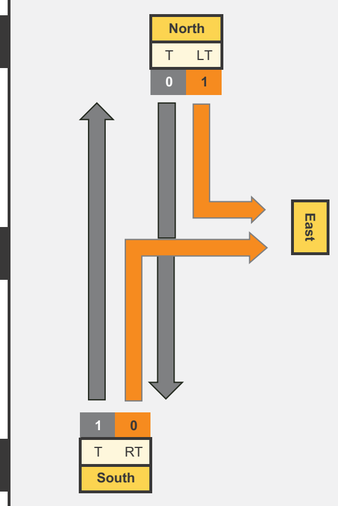
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

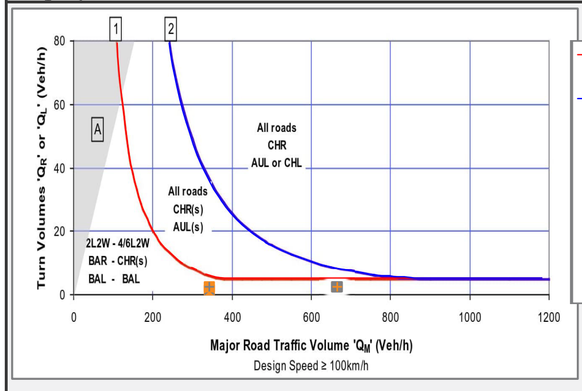
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	673	2
Left	346	1
With Development Traffic		
Right	675	2
Left	346	2

Peak Impact Year - Development Traffic



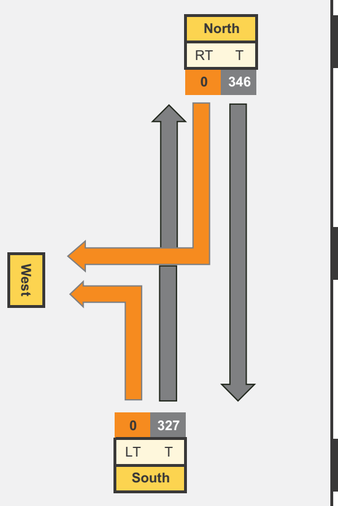
Graphing

Design Speed ≥ 100 km/h

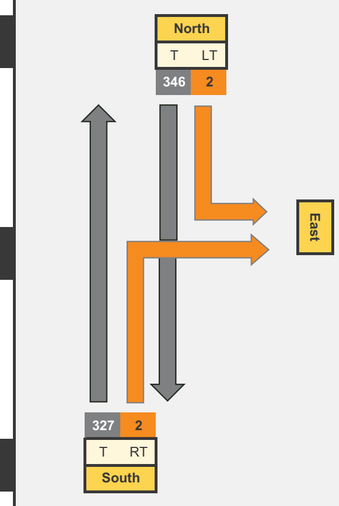


50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graphing

Design Speed ≥ 100 km/h

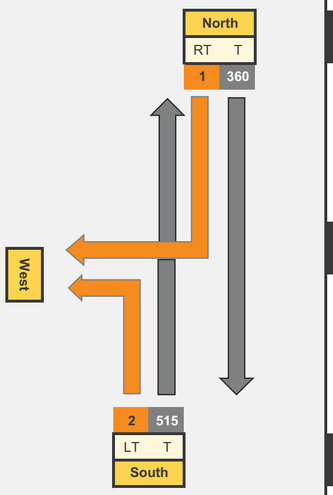
50 km/h < Design Speed < 100 km/h

Intersection Code	4A
Intersection ID	Xa
Intersection Name	Gore Highway / Purcell Road / Wyreema Athol Road

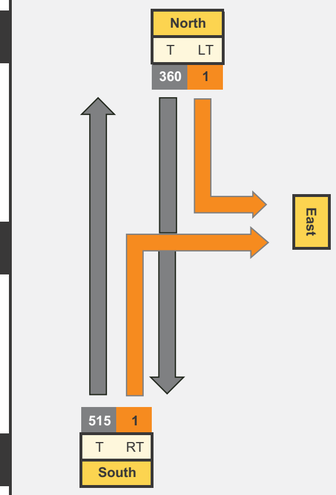
Year	2038
Speed	110
Existing Treatment	L: CHL, R: CHR

AM

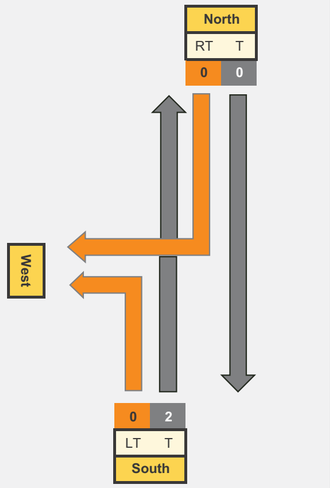
Peak Impact Year - Without Development Traffic



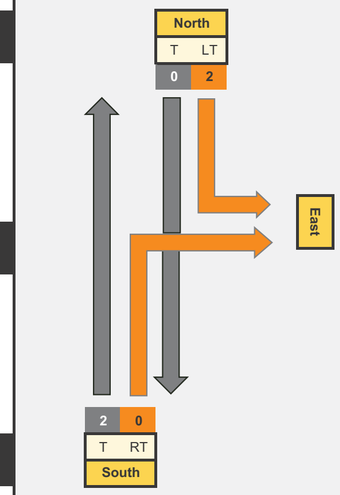
Peak Impact Year - Without Development Traffic



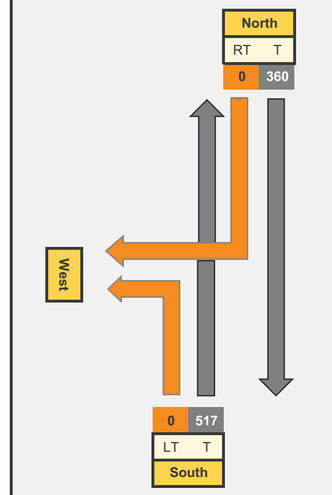
Peak Impact Year - Development Traffic



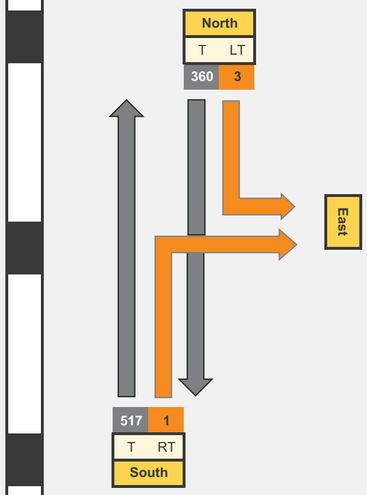
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	877	1
Left	515	2
With Development Traffic		
Right	877	0
Left	517	0

Graph Terminolgy

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

Turn Warrant Requirements

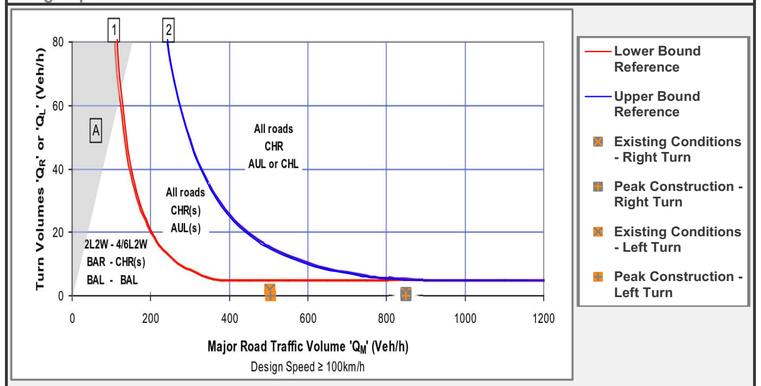
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	877	1
Left	515	2
With Development Traffic		
Right	877	0
Left	517	0

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	876	1
Left	360	1
With Development Traffic		
Right	880	1
Left	360	3

Graph Terminolgy

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

Turn Warrant Requirements

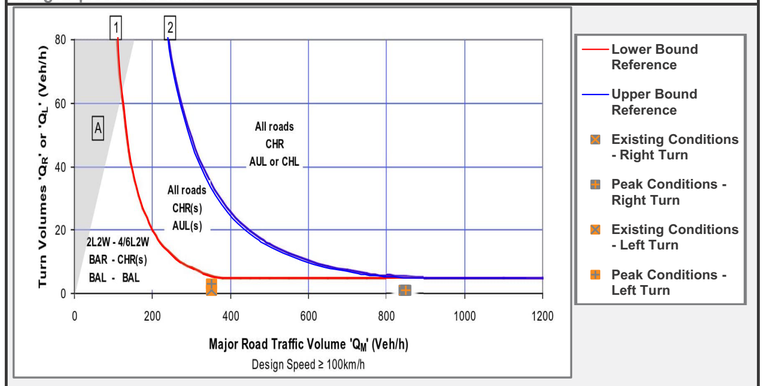
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	876	1
Left	360	1
With Development Traffic		
Right	880	1
Left	360	3

Graphing

Design Speed ≥ 100 km/h



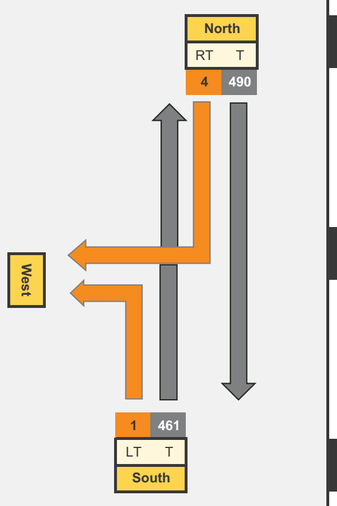
50 km/h < Design Speed < 100 km/h

Intersection Code	4A
Intersection ID	Xa
Intersection Name	Gore Highway / Purcell Road / Wyreema Athol Road

Year	2038
Speed	110
Existing Treatment	L: CHL, R: CHR

PM

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	952	4
Left	461	1
With Development Traffic		
Right	951	0
Left	461	0

Graph Terminolgy

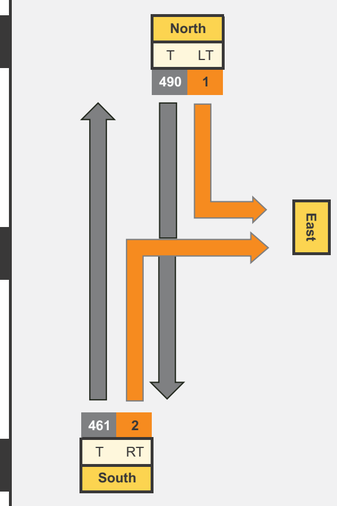
Legend

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

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

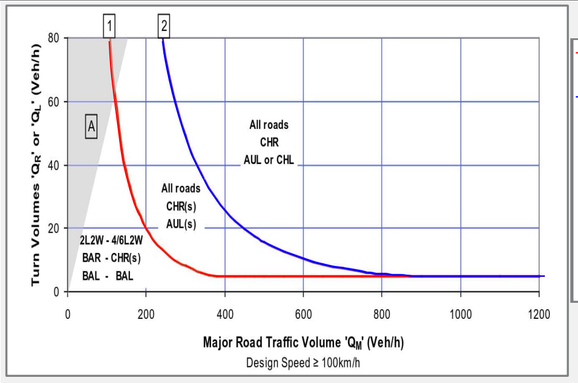
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	952	4
Left	461	1
With Development Traffic		
Right	951	0
Left	461	0

Peak Impact Year - Without Development Traffic



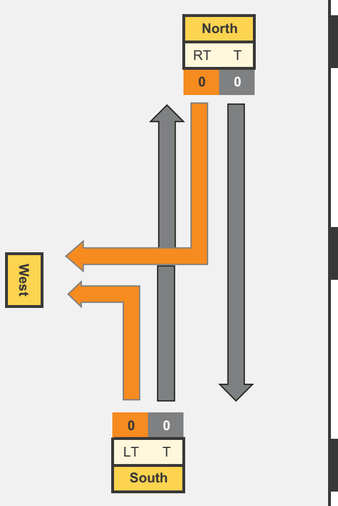
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	952	2
Left	490	1
With Development Traffic		
Right	954	2
Left	490	3

Graph Terminolgy

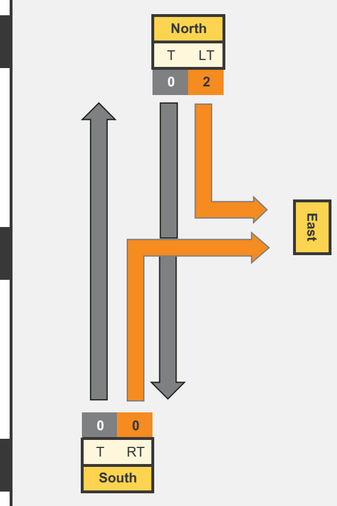
Legend

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

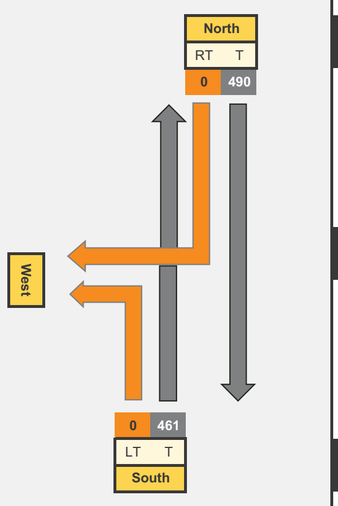
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	952	2
Left	490	1
With Development Traffic		
Right	954	2
Left	490	3

Peak Impact Year - Development Traffic

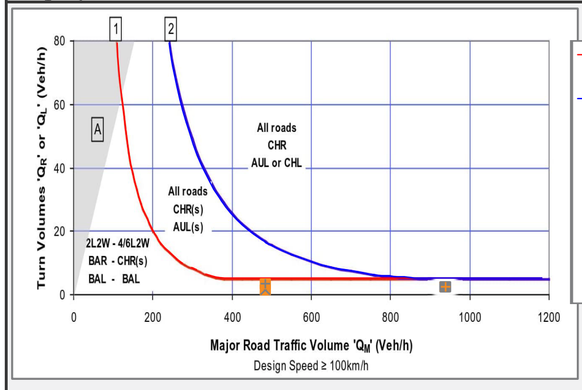


Peak Impact Year - With Development Traffic



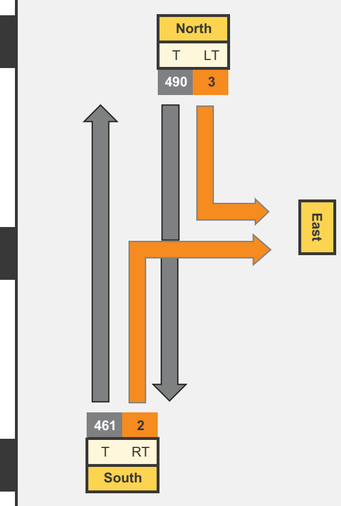
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Intersection Code	3A

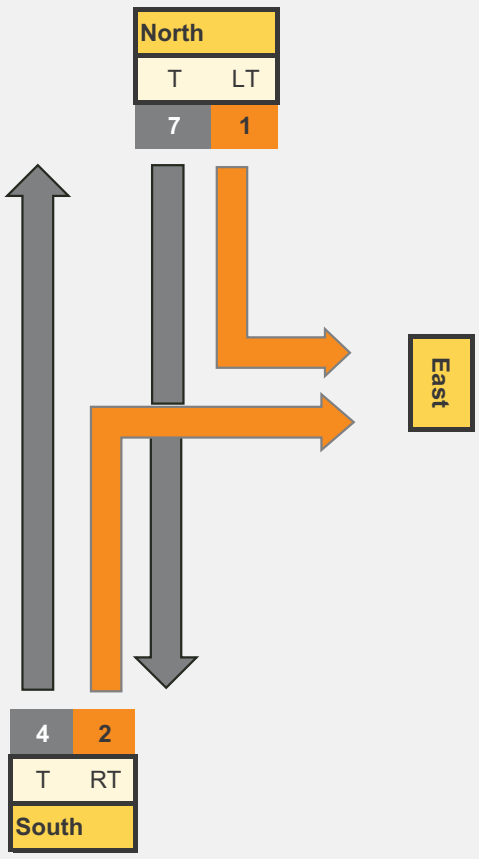
Year	2028

Intersection ID	Xb
Intersection Name	Biddeston Southbrook Road / Purcell Road

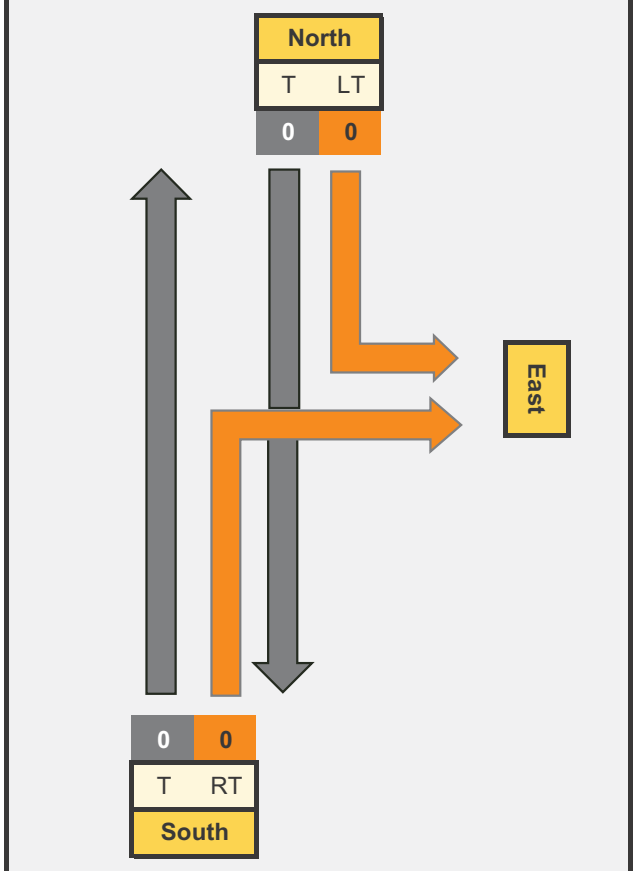
Speed	100			
Existing Treatment	L	BAL	R	BAR

AM

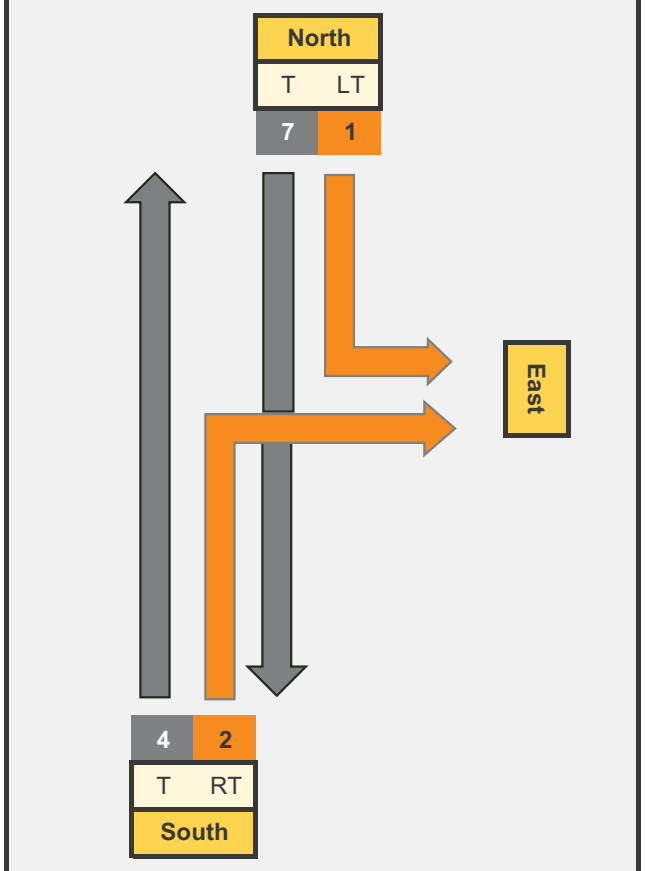
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	12	2
Left	7	1
With Development Traffic		
Right	12	2
Left	7	1

Graph Terminolgy

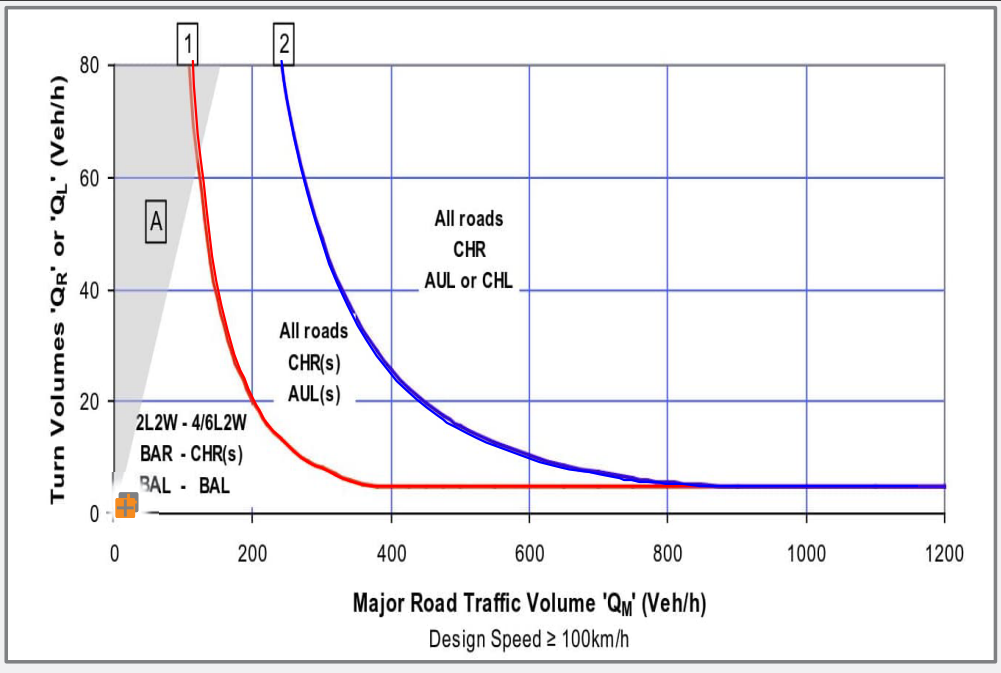
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	12	2
Left	7	1
With Development Traffic		
Right	12	2
Left	7	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

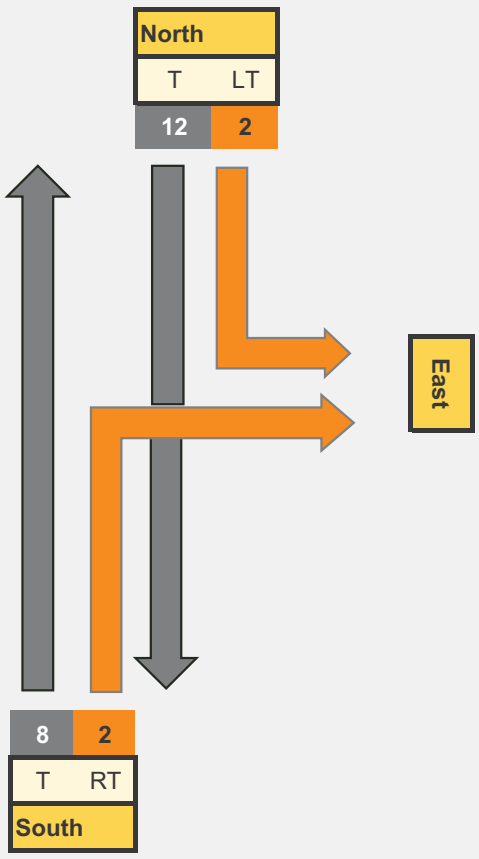
Intersection Code	3A

Intersection ID	Xb
Intersection Name	Biddeston Southbrook Road / Purcell Road

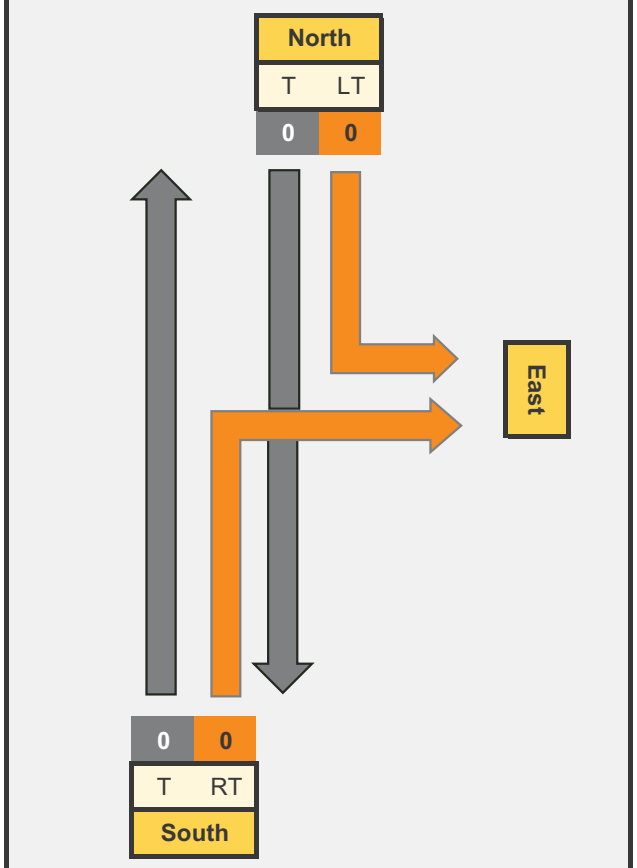
Year	2028			
Speed	100			
Existing Treatment	L	BAL	R	BAR

PM

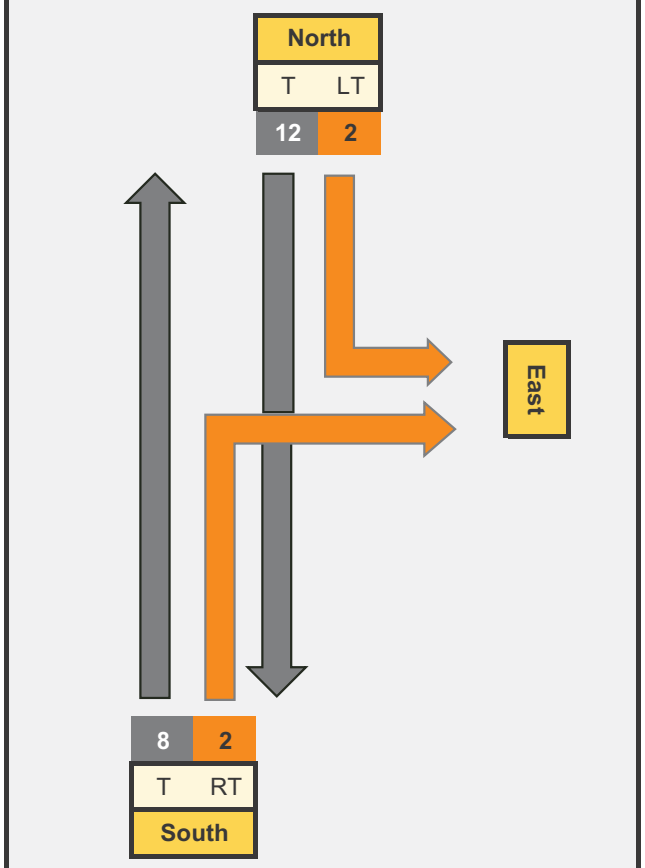
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	22	2
Left	12	2
With Development Traffic		
Right	22	2
Left	12	2

Graph Terminolgy

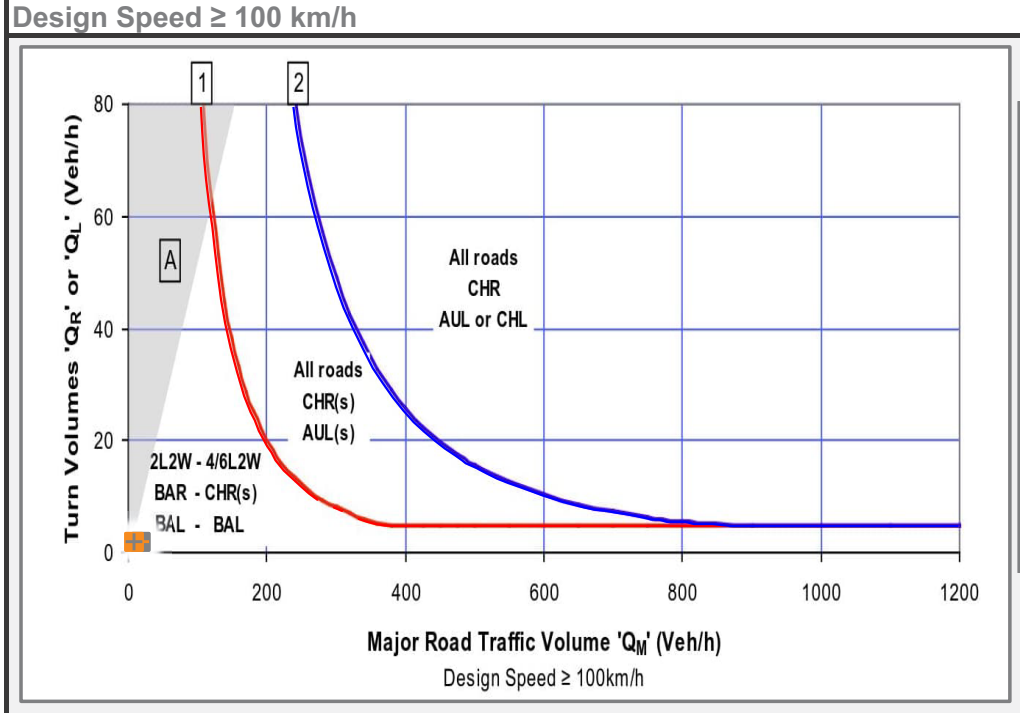
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	22	2
Left	12	2
With Development Traffic		
Right	22	2
Left	12	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

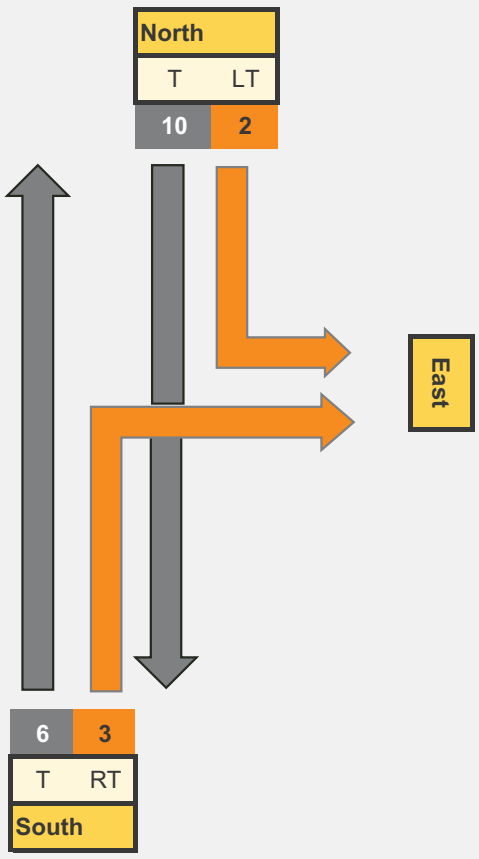
Year	2038

Intersection ID	Xb
Intersection Name	Biddeston Southbrook Road / Purcell Road

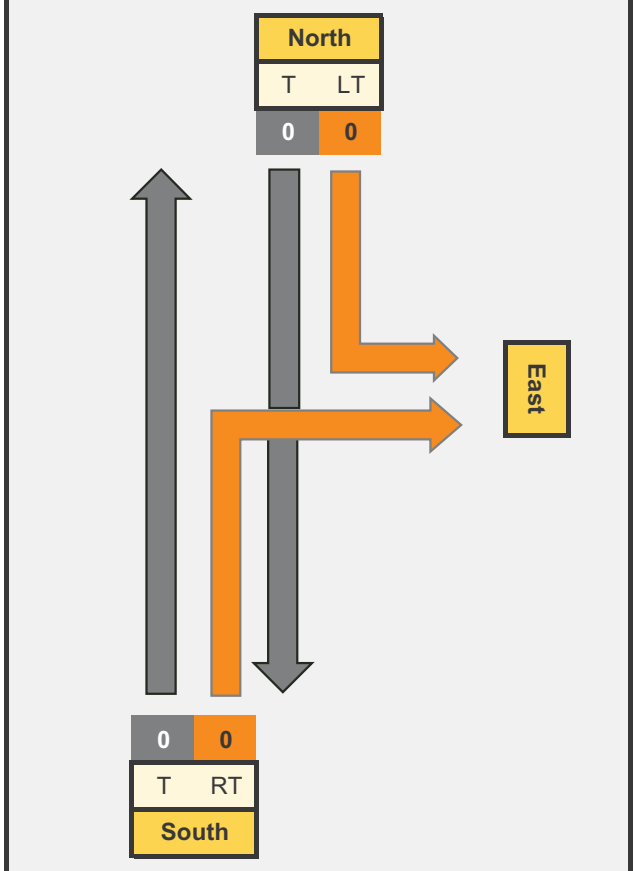
Speed	100			
Existing Treatment	L	BAL	R	BAR

AM

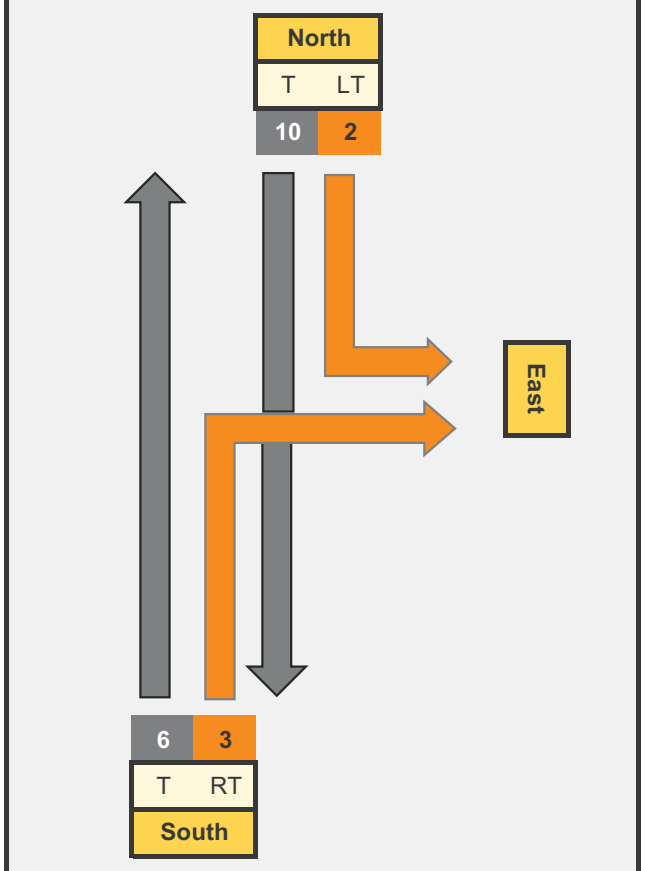
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	18	3
Left	10	2
With Development Traffic		
Right	18	3
Left	10	2

Graph Terminolgy

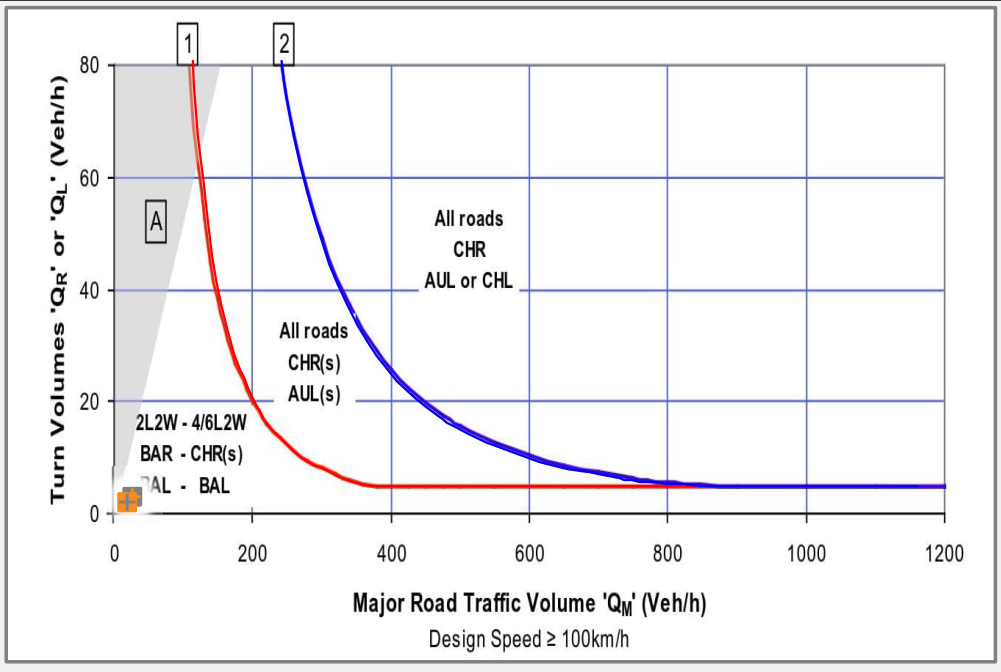
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	18	3
Left	10	2
With Development Traffic		
Right	18	3
Left	10	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

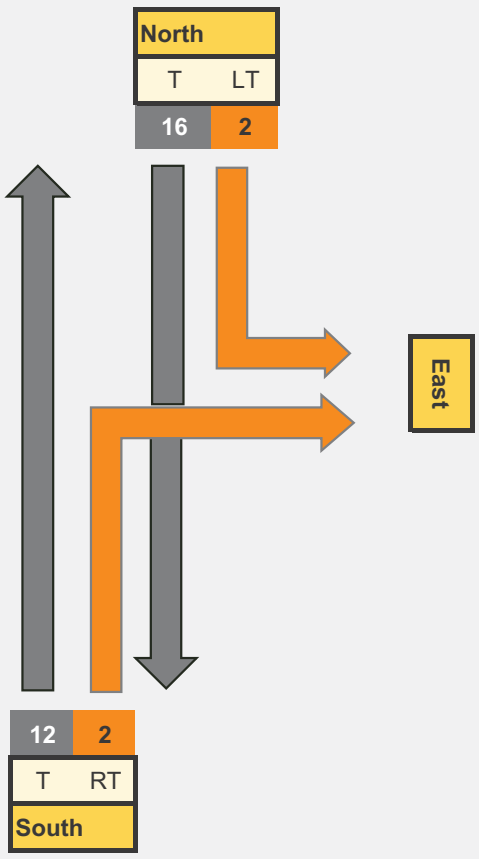
Year	2028

Intersection ID	Xb
Intersection Name	Biddeston Southbrook Road / Purcell Road

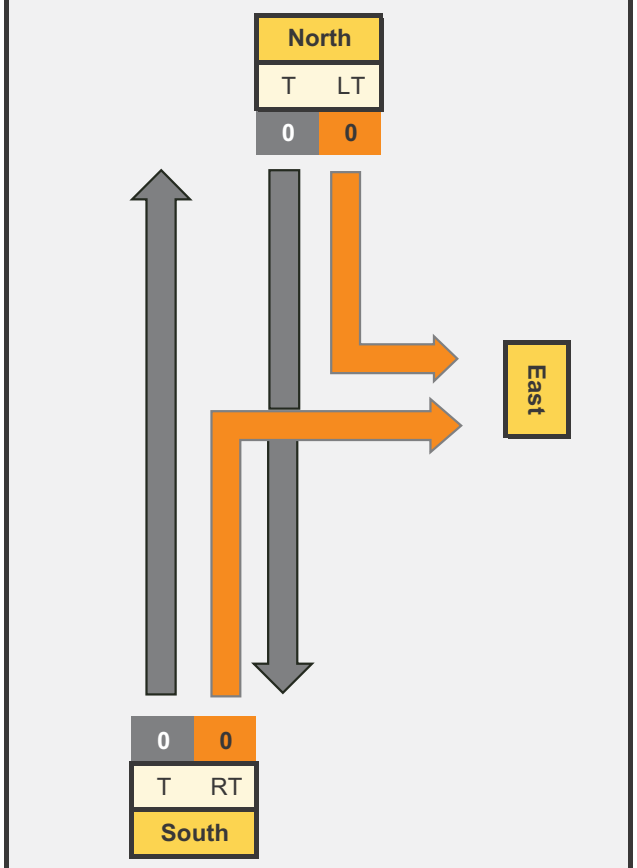
Speed	100			
Existing Treatment	L	BAL	R	BAR

PM

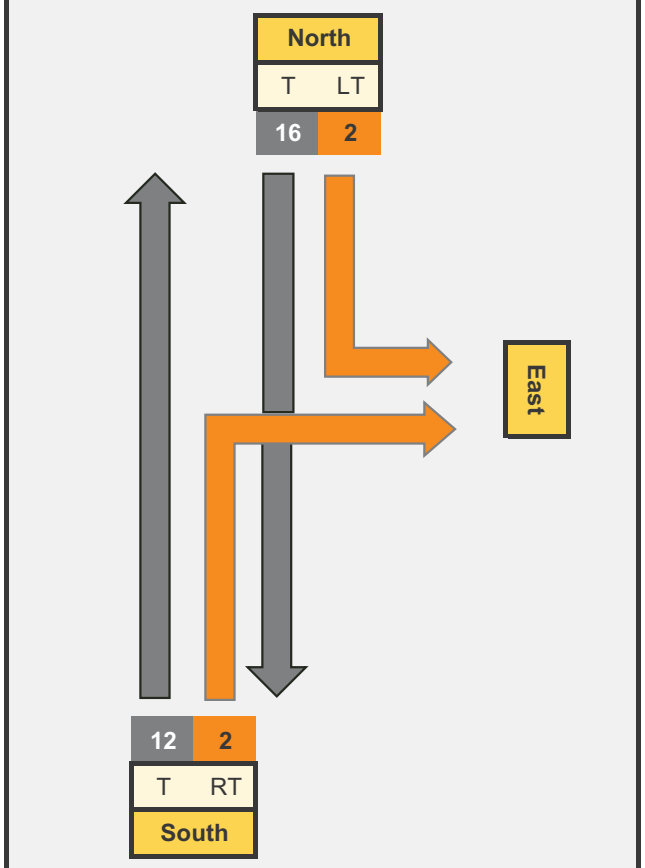
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	30	2
Left	16	2
With Development Traffic		
Right	30	2
Left	16	2

Graph Terminolgy

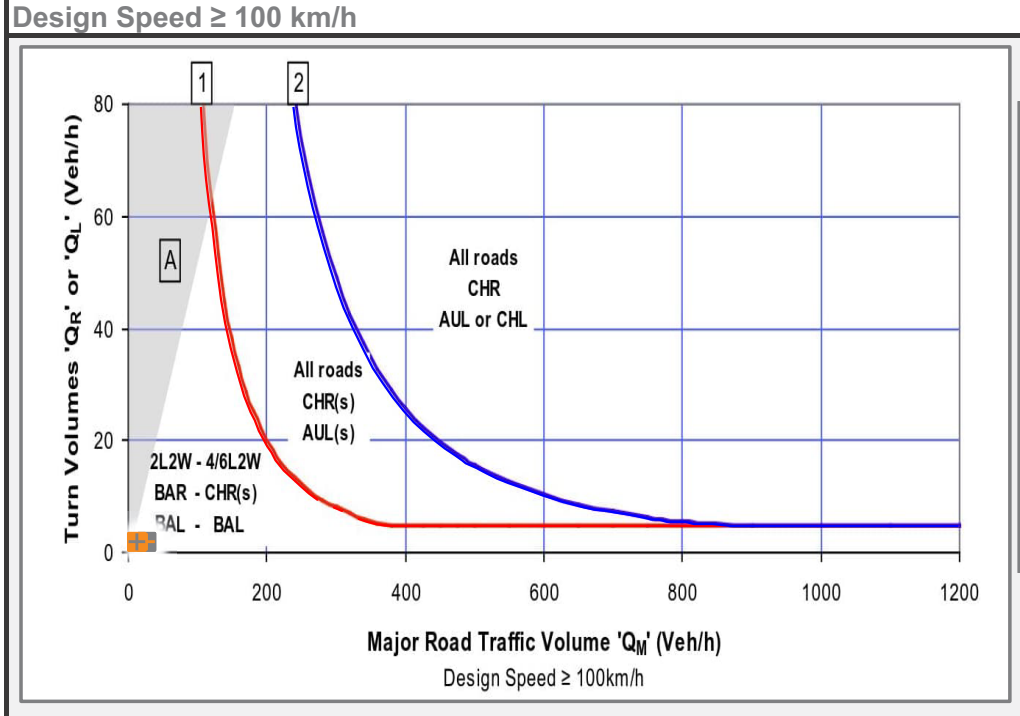
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	30	2
Left	16	2
With Development Traffic		
Right	30	2
Left	16	2

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

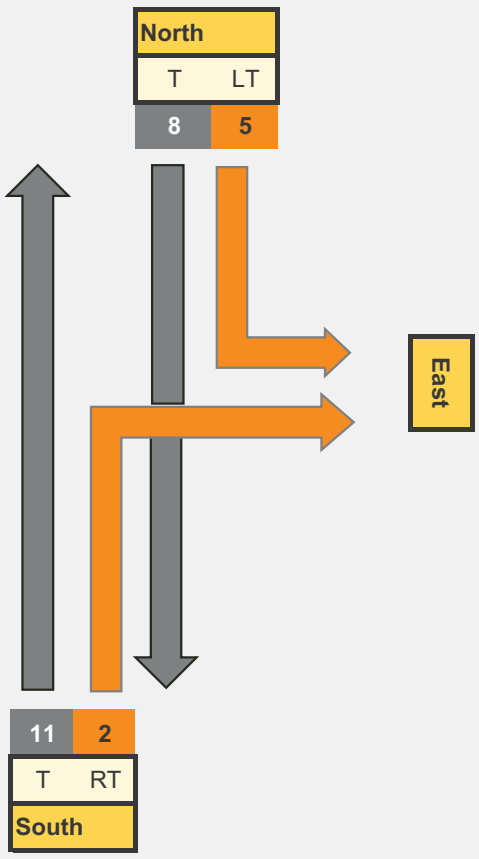
Year	2028

Intersection ID	Xc
Intersection Name	Biddeston Southbrook Road / Athol School Road

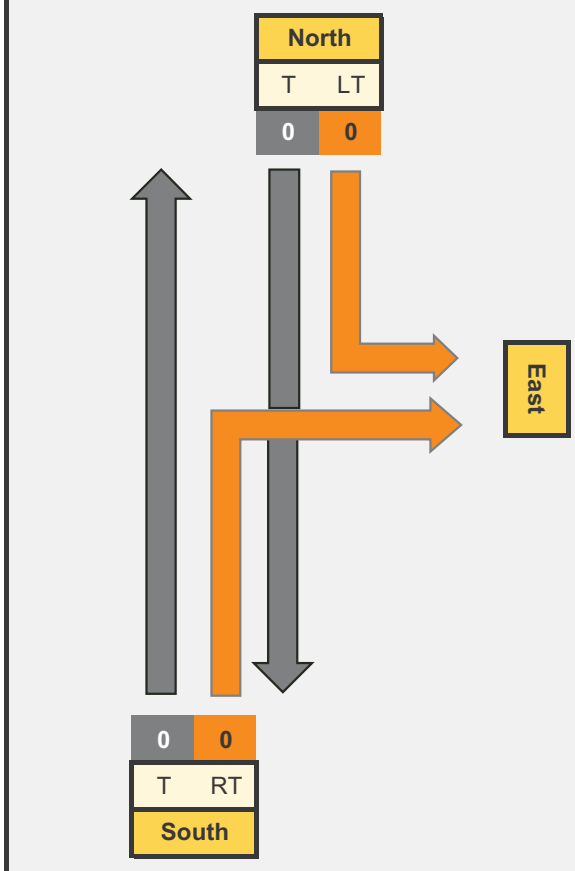
Speed	100			
Existing Treatment	L	AUL	R	BAR

AM

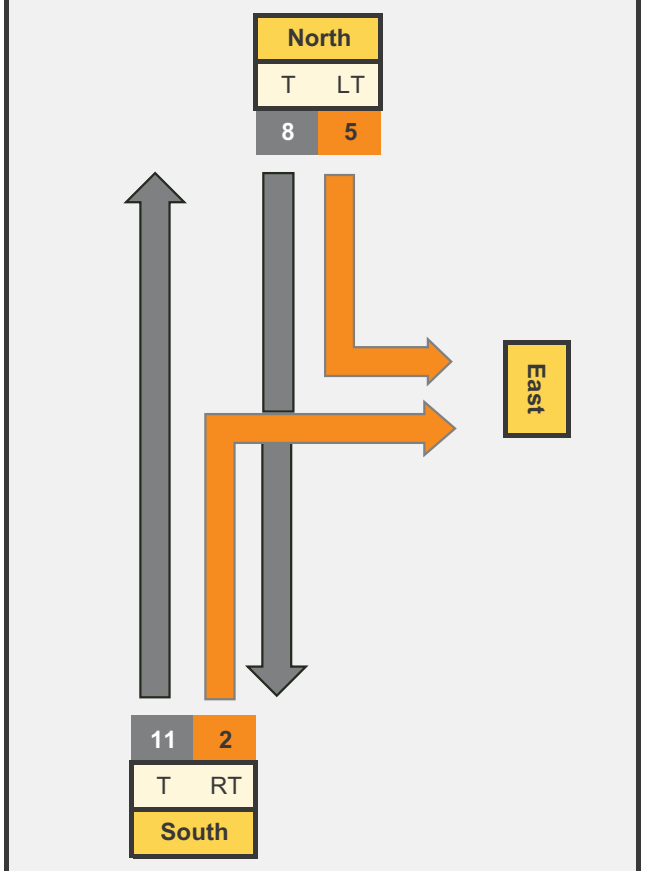
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	24	2
Left	8	5
With Development Traffic		
Right	24	2
Left	8	5

Graph Terminolgy

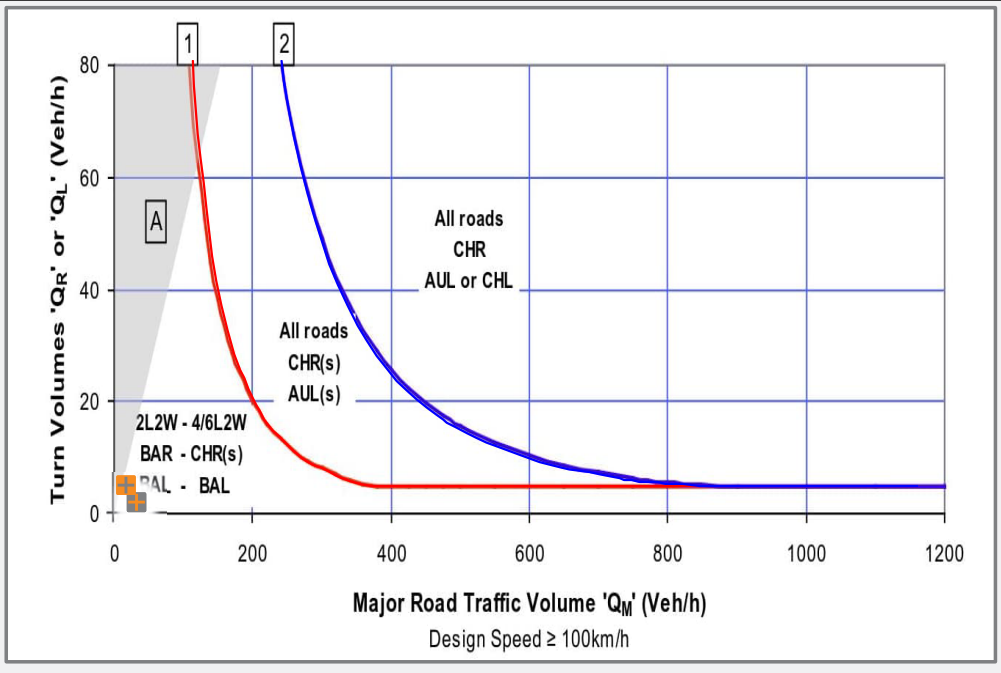
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	24	2
Left	8	5
With Development Traffic		
Right	24	2
Left	8	5

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

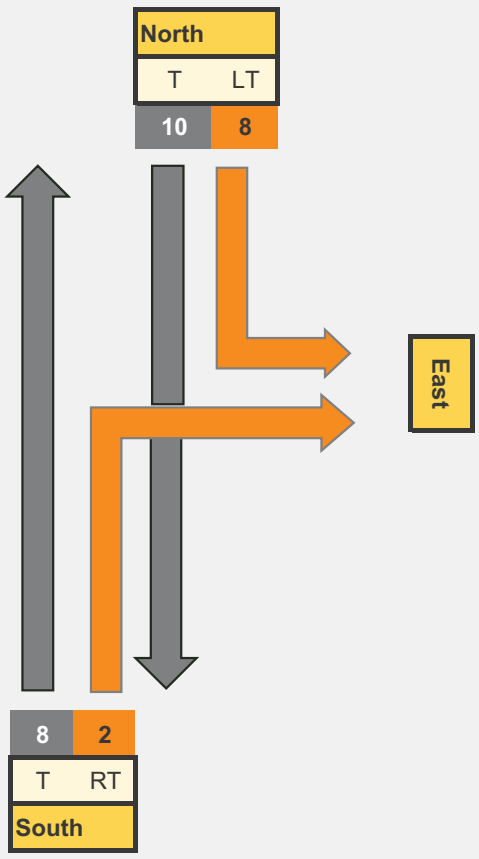
Year	2028

Intersection ID	Xc
Intersection Name	Biddeston Southbrook Road / Athol School Road

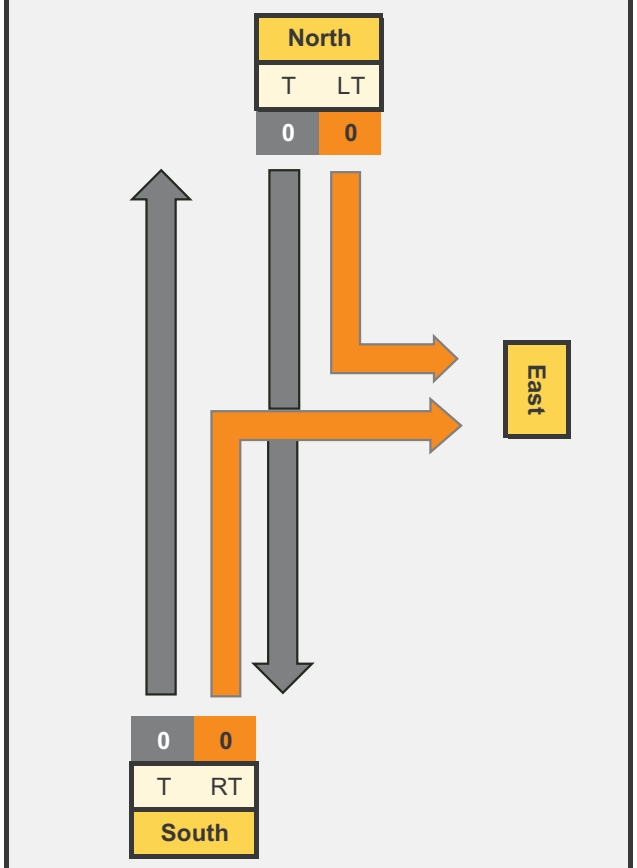
Speed	100			
Existing Treatment	L	AUL	R	BAR

PM

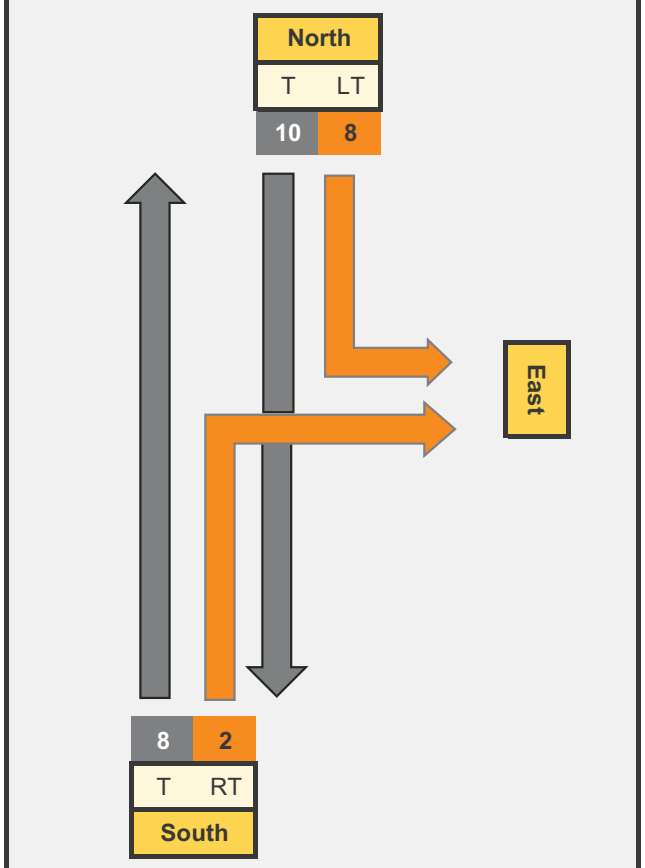
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	26	2
Left	10	8
With Development Traffic		
Right	26	2
Left	10	8

Graph Terminolgy

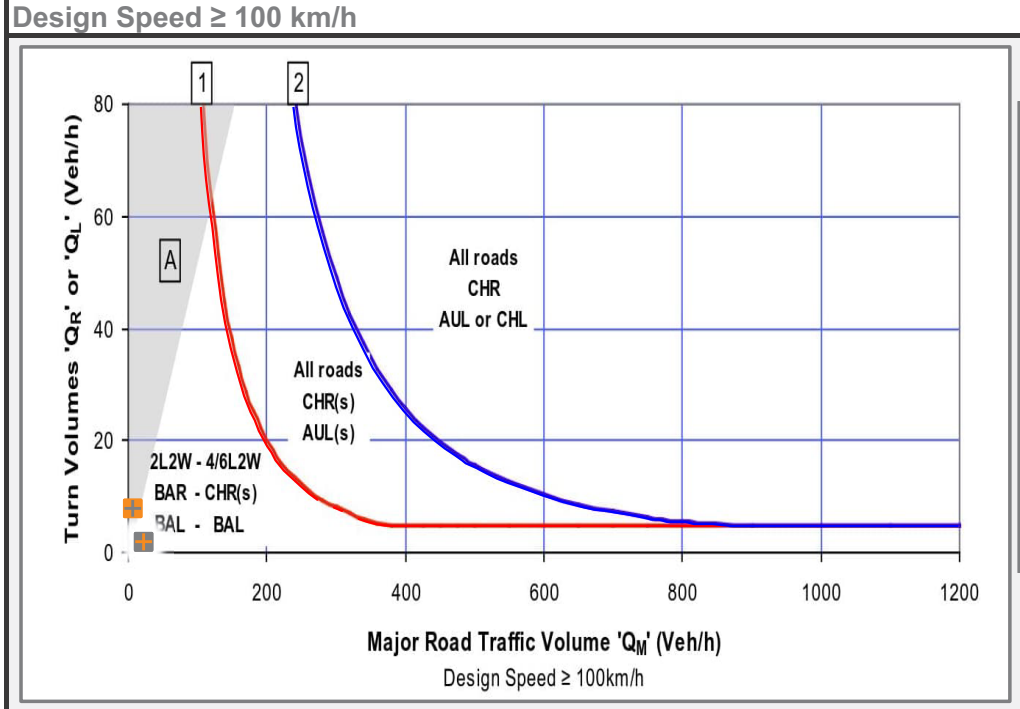
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	26	2
Left	10	8
With Development Traffic		
Right	26	2
Left	10	8

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

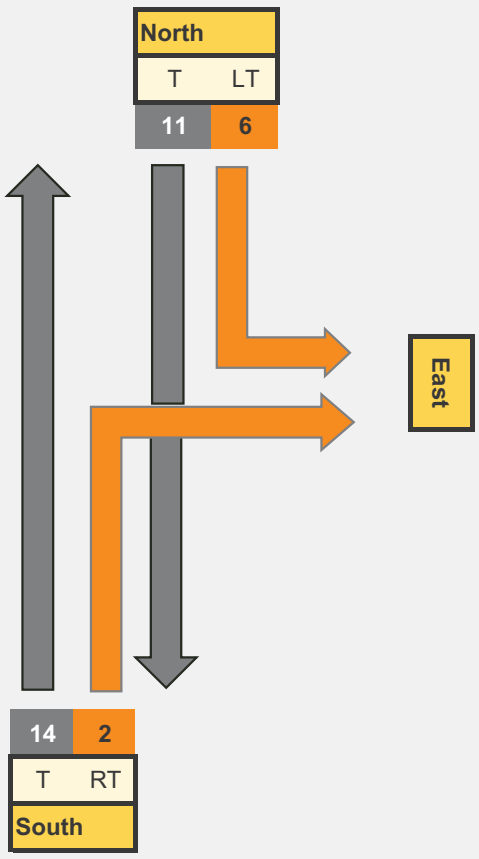
Year	2038

Intersection ID	Xc
Intersection Name	Biddeston Southbrook Road / Athol School Road

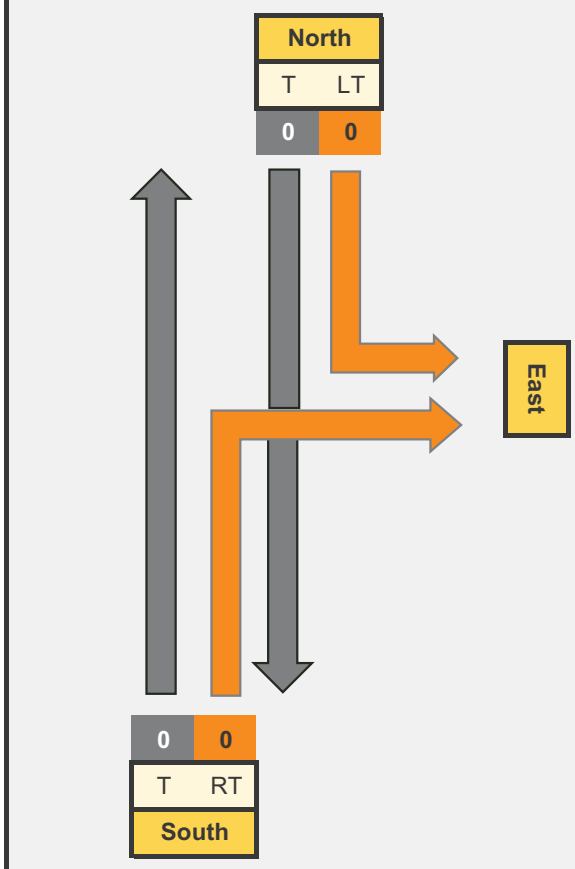
Speed	100			
Existing Treatment	L	AUL	R	BAR

AM

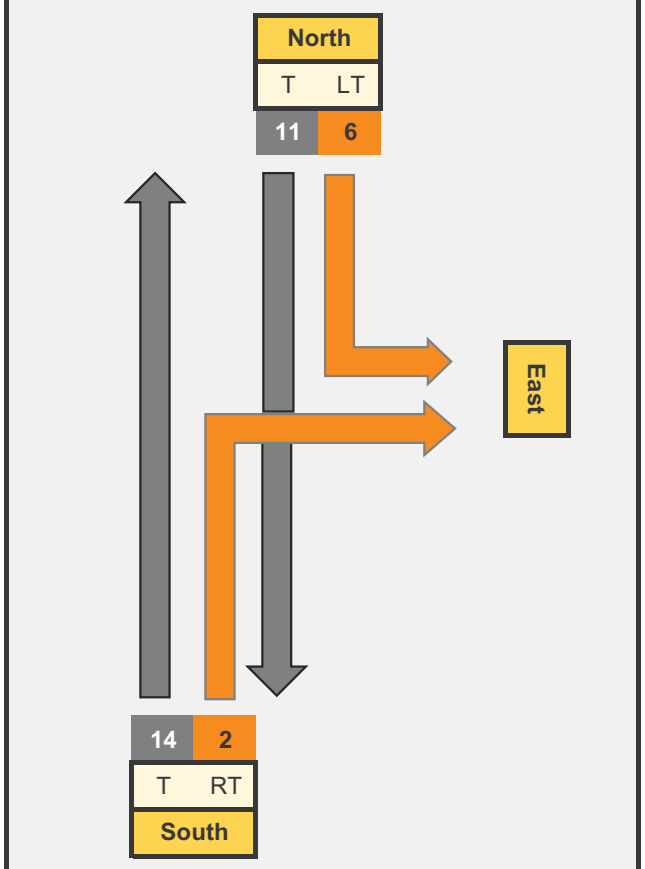
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	31	2
Left	11	6
With Development Traffic		
Right	31	2
Left	11	6

Graph Terminolgy

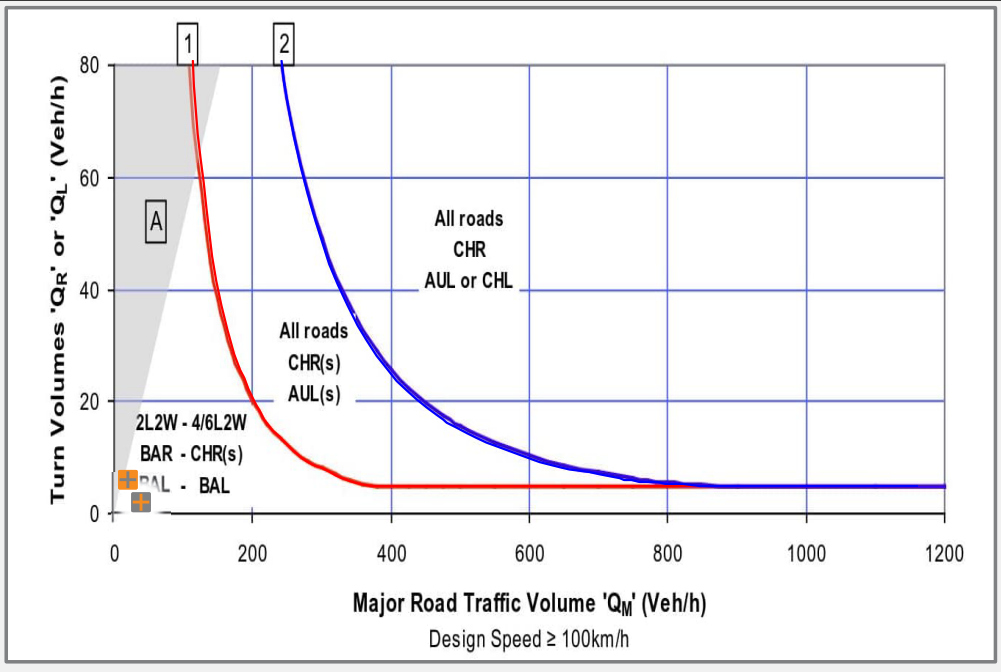
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	31	2
Left	11	6
With Development Traffic		
Right	31	2
Left	11	6

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

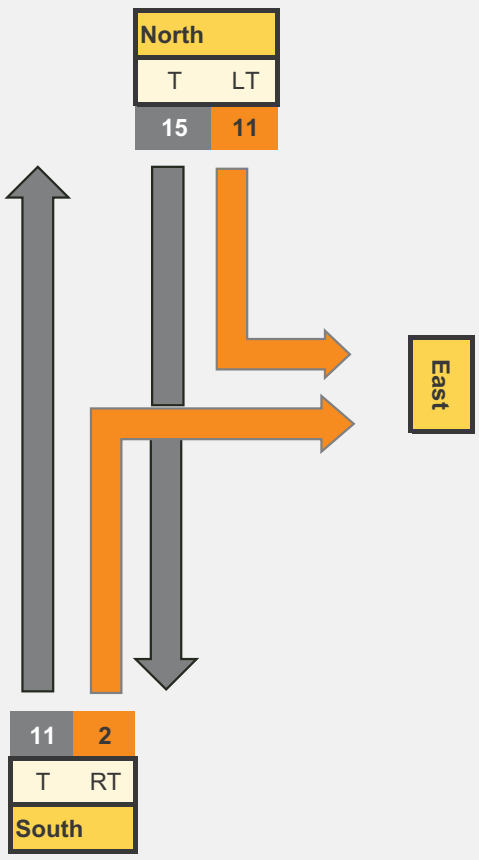
Year	2028

Intersection ID	Xc
Intersection Name	Biddeston Southbrook Road / Athol School Road

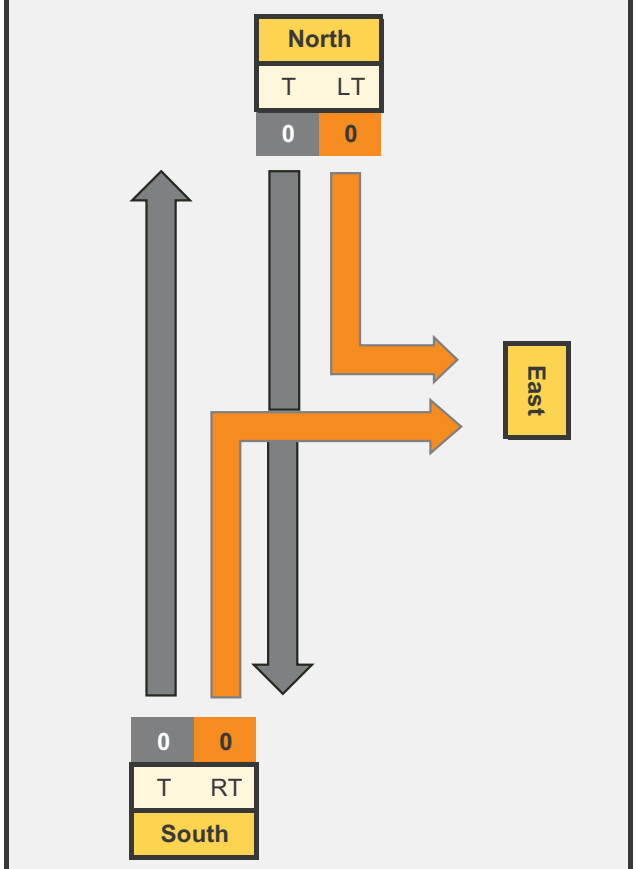
Speed	100			
Existing Treatment	L	AUL	R	BAR

PM

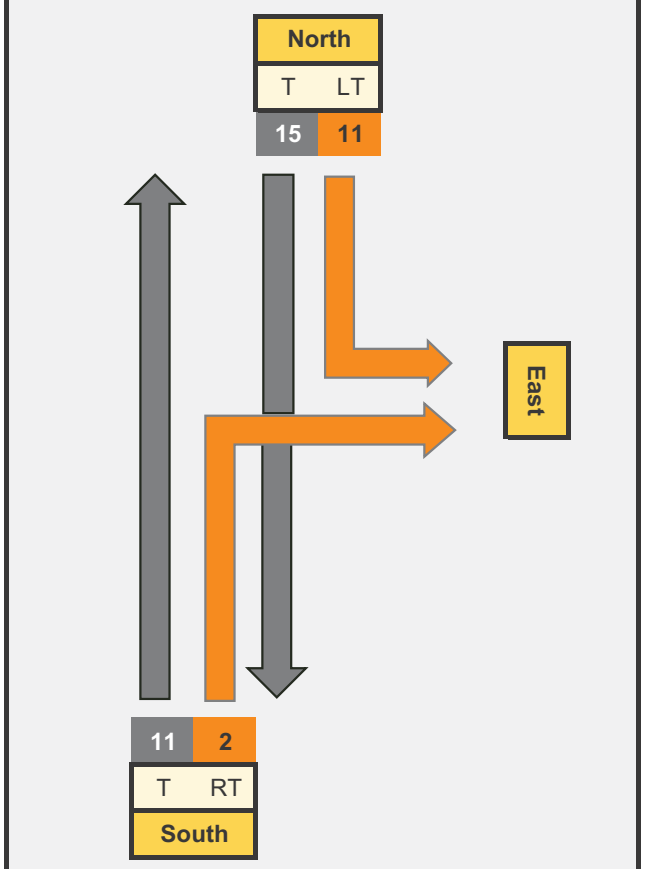
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



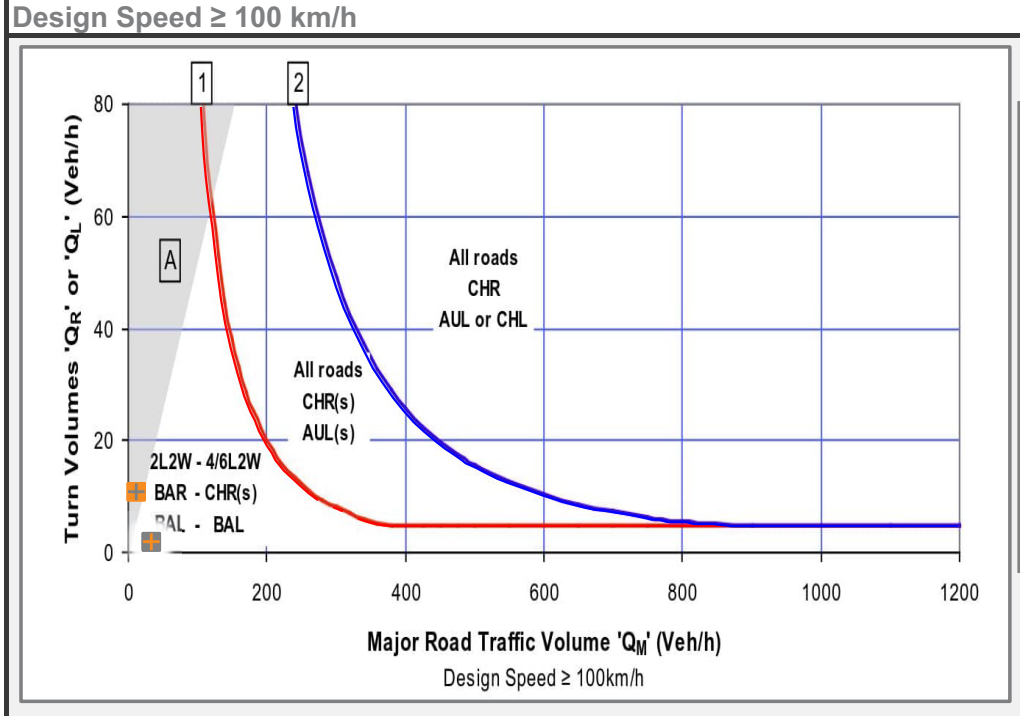
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	37	2
Left	15	11
With Development Traffic		
Right	37	2
Left	15	11

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



- Lower Bound Reference
- Upper Bound Reference
- Existing Conditions - Right Turn
- Peak Construction - Right Turn
- Existing Conditions - Left Turn
- Peak Construction - Left Turn

50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

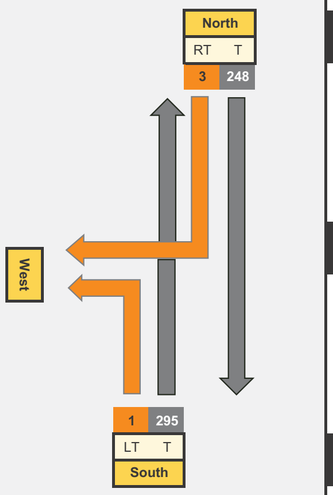
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	37	2
Left	15	11
With Development Traffic		
Right	37	2
Left	15	11

Intersection Code	4A
Intersection ID	Xd
Intersection Name	Gore Highway / Bushy Lane

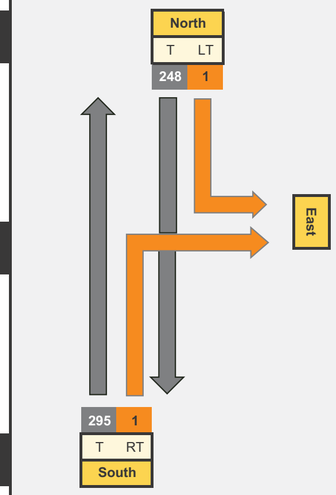
Year	2028
Speed	100
Existing Treatment	L: BAL R: BAR

AM

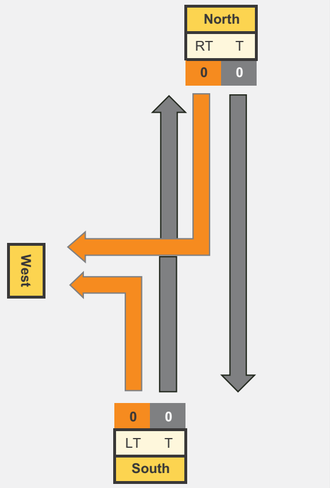
Peak Impact Year - Without Development Traffic



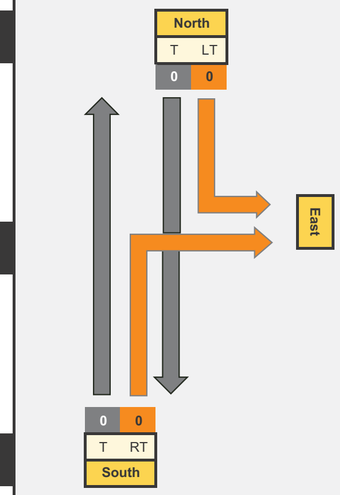
Peak Impact Year - Without Development Traffic



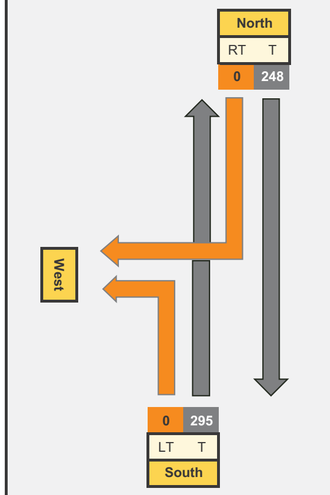
Peak Impact Year - Development Traffic



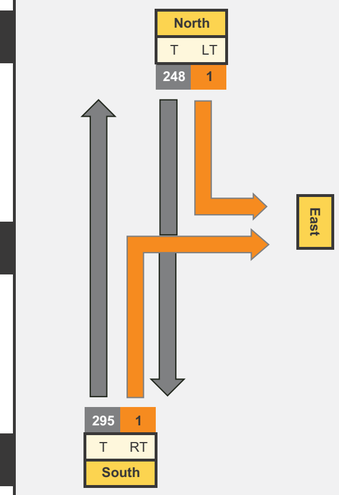
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	544	3
Left	295	1
With Development Traffic		
Right	543	0
Left	295	0

Graph Terminolgy

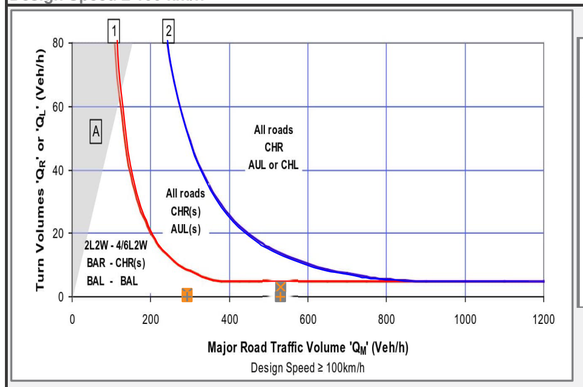
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	544	3
Left	295	1
With Development Traffic		
Right	543	0
Left	295	0

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	544	1
Left	248	1
With Development Traffic		
Right	544	1
Left	248	1

Graph Terminolgy

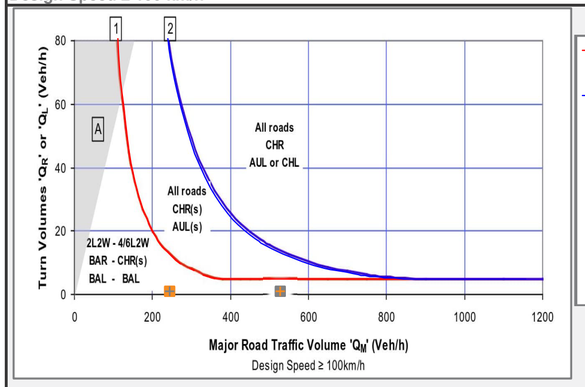
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	544	1
Left	248	1
With Development Traffic		
Right	544	1
Left	248	1

Graphing

Design Speed ≥ 100 km/h



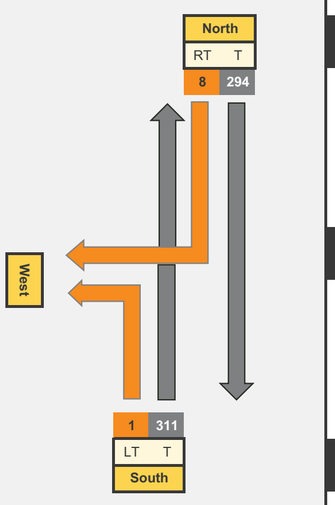
50 km/h < Design Speed < 100 km/h

Intersection Code	4A
Intersection ID	Xd
Intersection Name	Gore Highway / Bushy Lane

Year	2028
Speed	100
Existing Treatment	L: BAL, R: BAR

PM

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	606	8
Left	311	1
With Development Traffic		
Right	605	0
Left	311	0

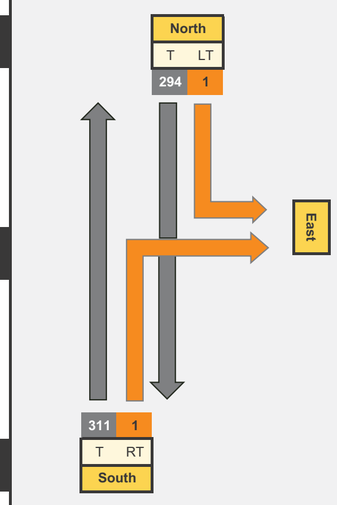
Graph Terminolgy

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

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

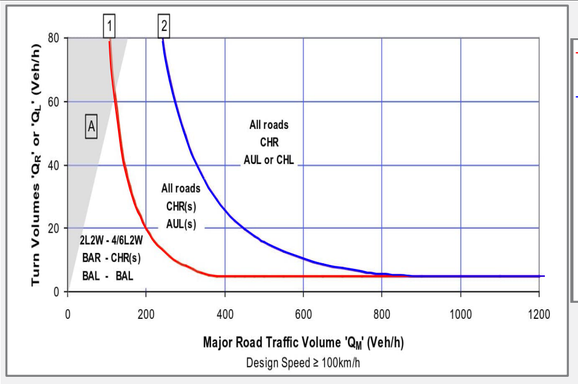
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	606	8
Left	311	1
With Development Traffic		
Right	605	0
Left	311	0

Peak Impact Year - Without Development Traffic



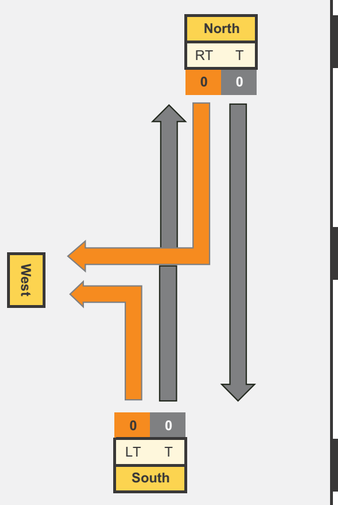
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	606	1
Left	294	1
With Development Traffic		
Right	606	1
Left	294	1

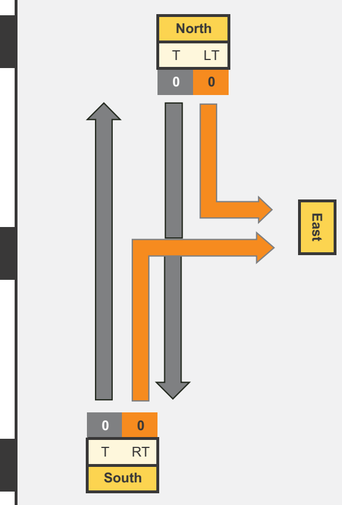
Graph Terminolgy

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

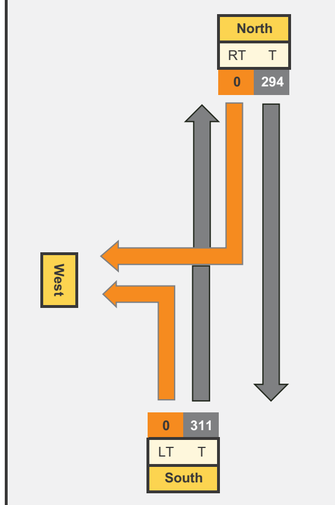
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	606	1
Left	294	1
With Development Traffic		
Right	606	1
Left	294	1

Peak Impact Year - Development Traffic

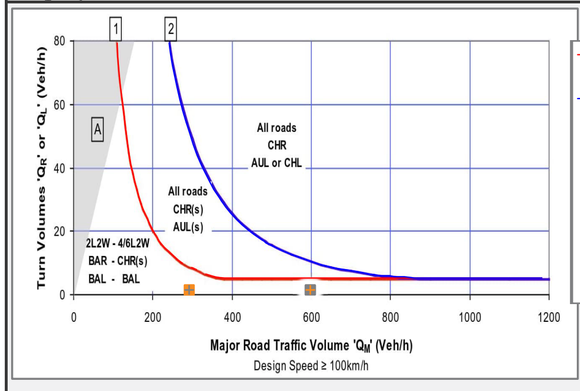


Peak Impact Year - With Development Traffic



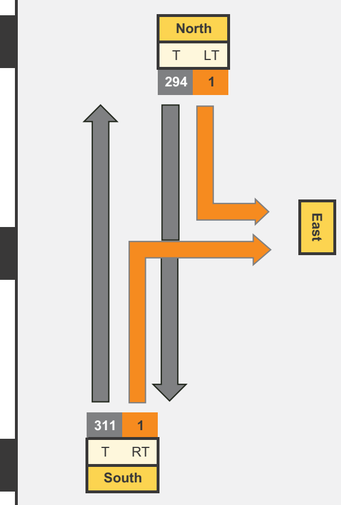
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic

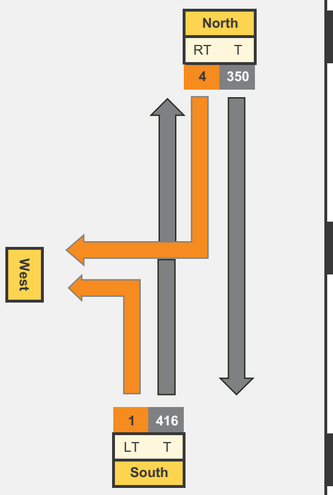


Intersection Code	4A
Intersection ID	Xd
Intersection Name	Gore Highway / Bushy Lane

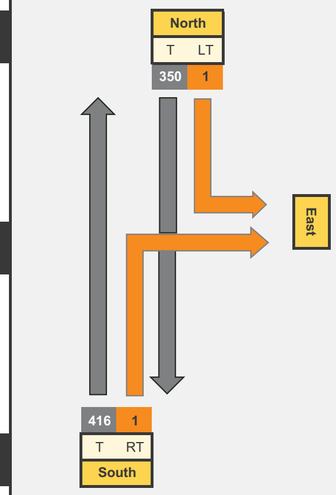
Year	2038
Speed	100
Existing Treatment	L: BAL R: BAR

AM

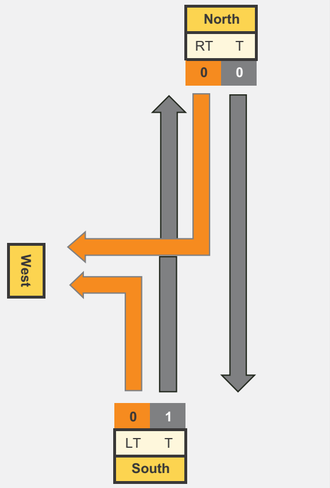
Peak Impact Year - Without Development Traffic



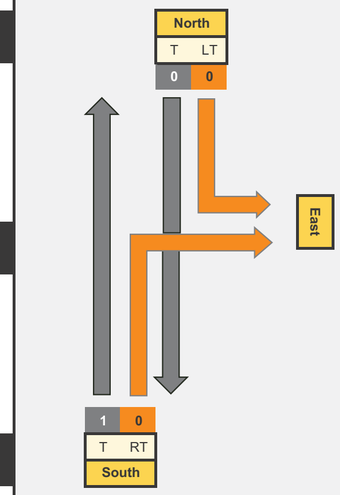
Peak Impact Year - Without Development Traffic



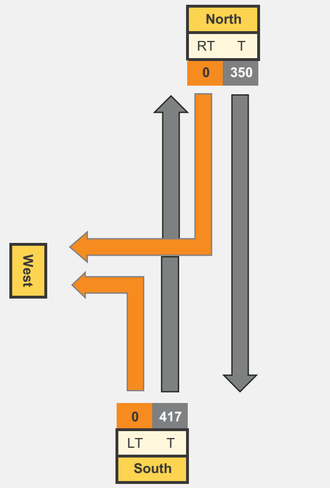
Peak Impact Year - Development Traffic



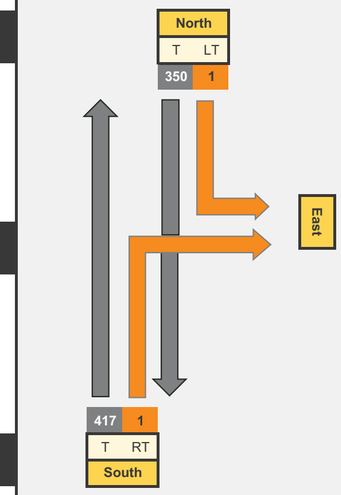
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	767	4
Left	416	1
With Development Traffic		
Right	767	0
Left	417	0

Graph Terminolgy

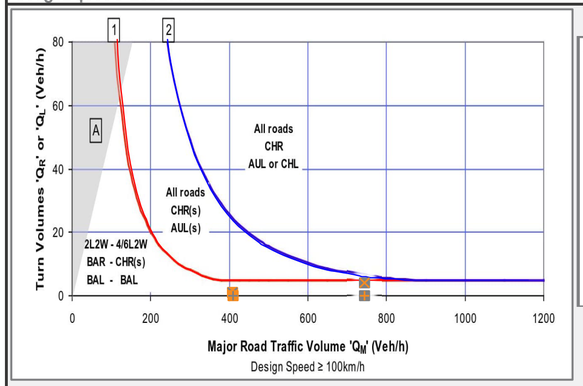
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	767	4
Left	416	1
With Development Traffic		
Right	767	0
Left	417	0

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	767	1
Left	350	1
With Development Traffic		
Right	768	1
Left	350	1

Graph Terminolgy

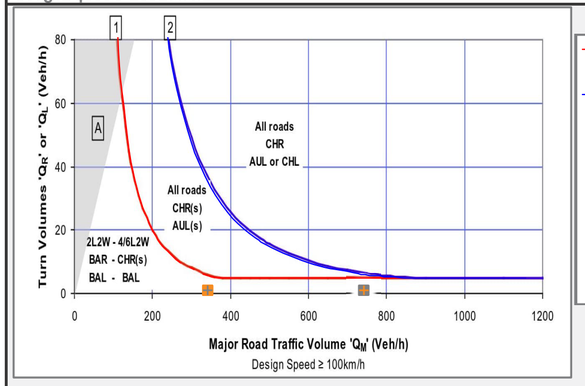
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	767	1
Left	350	1
With Development Traffic		
Right	768	1
Left	350	1

Graphing

Design Speed ≥ 100 km/h



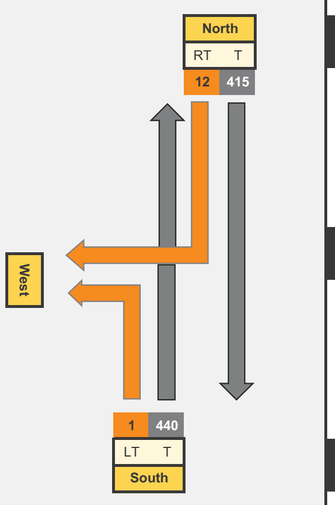
50 km/h < Design Speed < 100 km/h

Intersection Code	4A
Intersection ID	Xd
Intersection Name	Gore Highway / Bushy Lane

Year	2028
Speed	100
Existing Treatment	L: BAL, R: BAR

PM

Peak Impact Year - Without Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	856	12
Left	440	1
With Development Traffic		
Right	855	0
Left	440	0

Graph Terminolgy

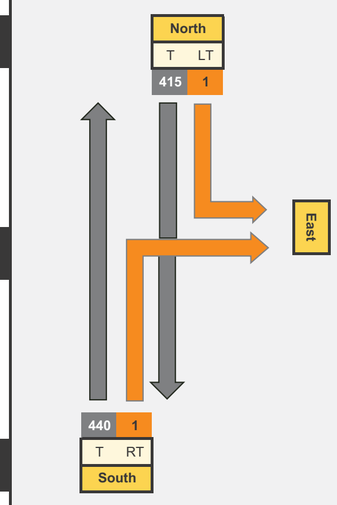
Legend

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

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

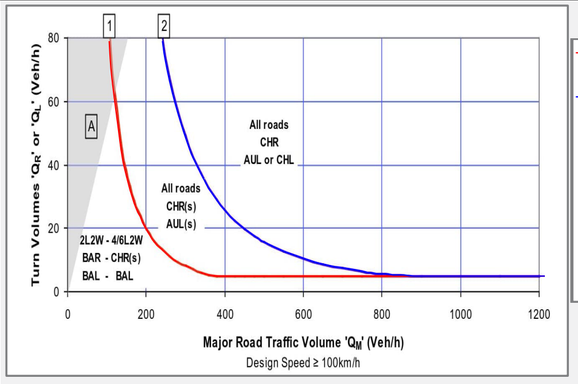
Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	856	12
Left	440	1
With Development Traffic		
Right	855	0
Left	440	0

Peak Impact Year - Without Development Traffic



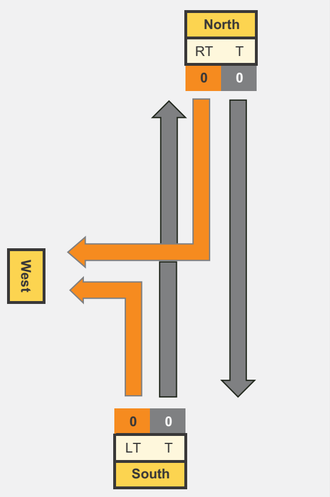
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	856	1
Left	415	1
With Development Traffic		
Right	856	1
Left	415	1

Graph Terminolgy

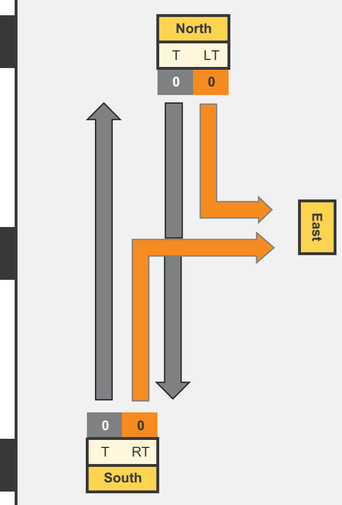
Legend

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

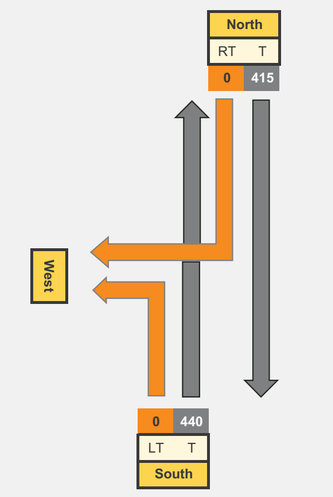
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	856	1
Left	415	1
With Development Traffic		
Right	856	1
Left	415	1

Peak Impact Year - Development Traffic

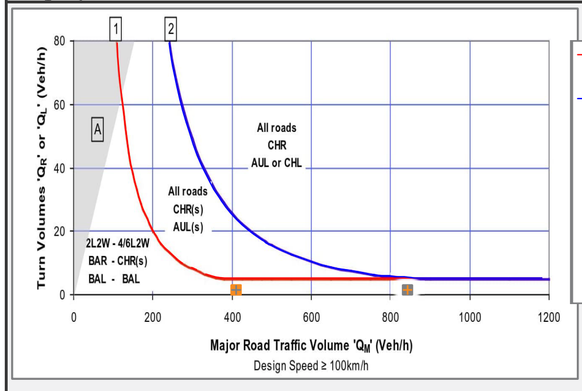


Peak Impact Year - With Development Traffic



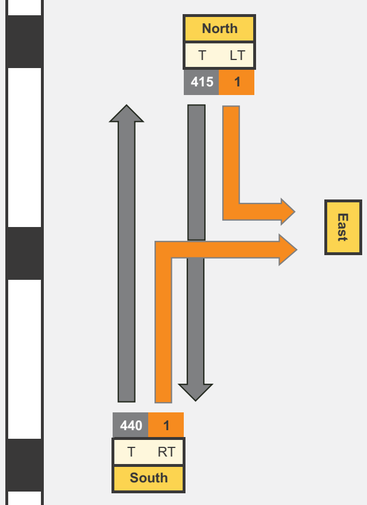
Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Peak Impact Year - With Development Traffic



Intersection Code	3B

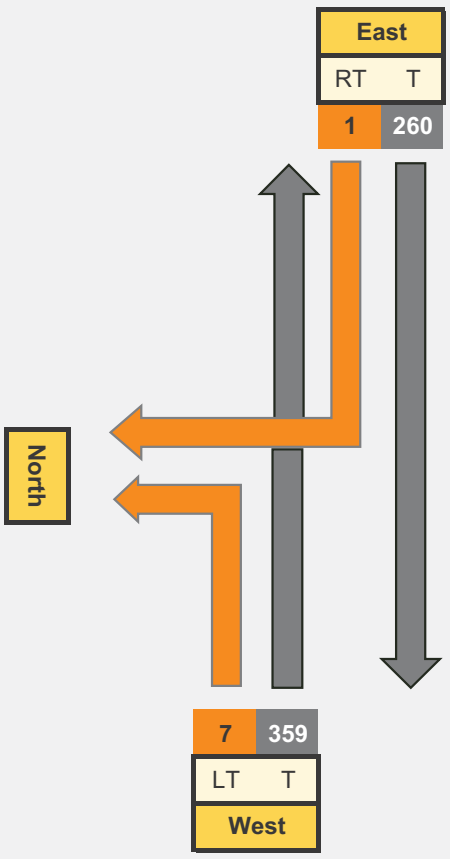
Year	2028

Intersection ID	Xe
Intersection Name	Gore Highway / Biddeston Southbrook Road

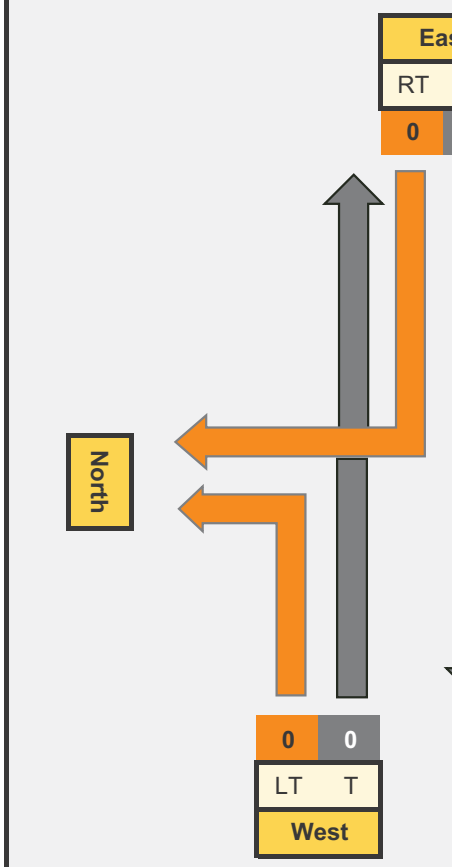
Speed	100			
Existing Treatment	L	BAL	R	BAR

AM

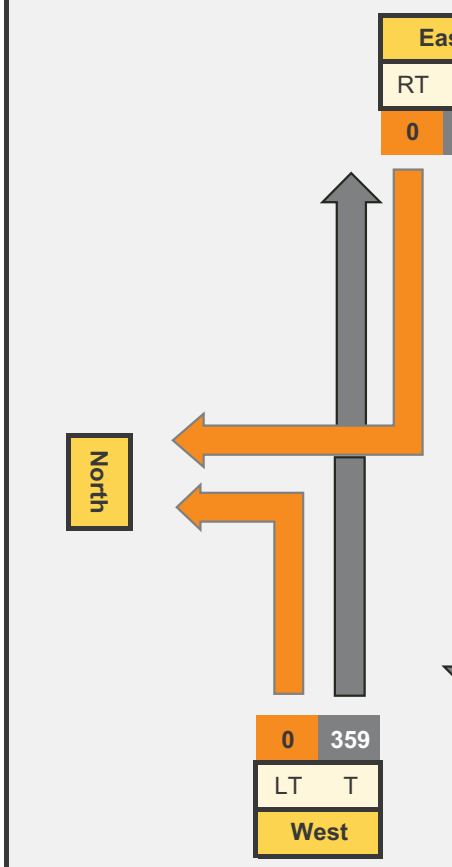
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



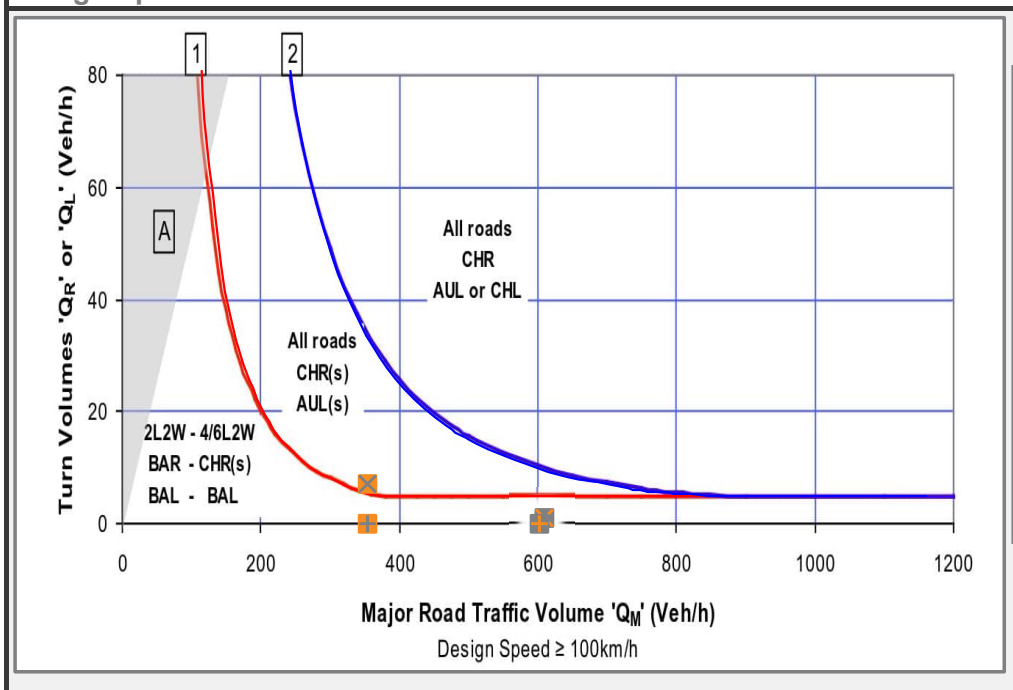
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	626	1
Left	359	7
With Development Traffic		
Right	619	0
Left	359	0

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	626	1
Left	359	7
With Development Traffic		
Right	619	0
Left	359	0

Intersection Code	3B

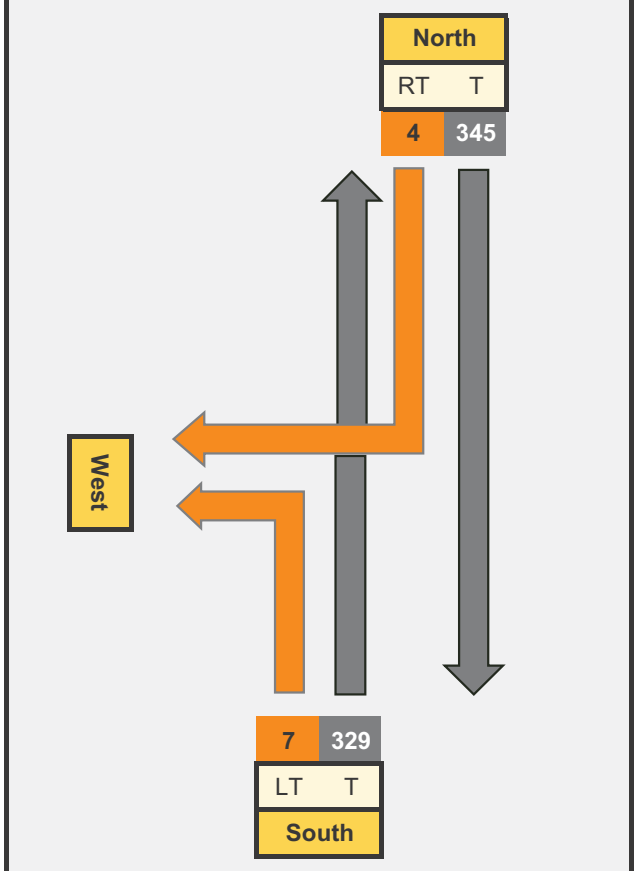
Year	2028

Intersection ID	Xe
Intersection Name	Gore Highway / Biddeston Southbrook Road

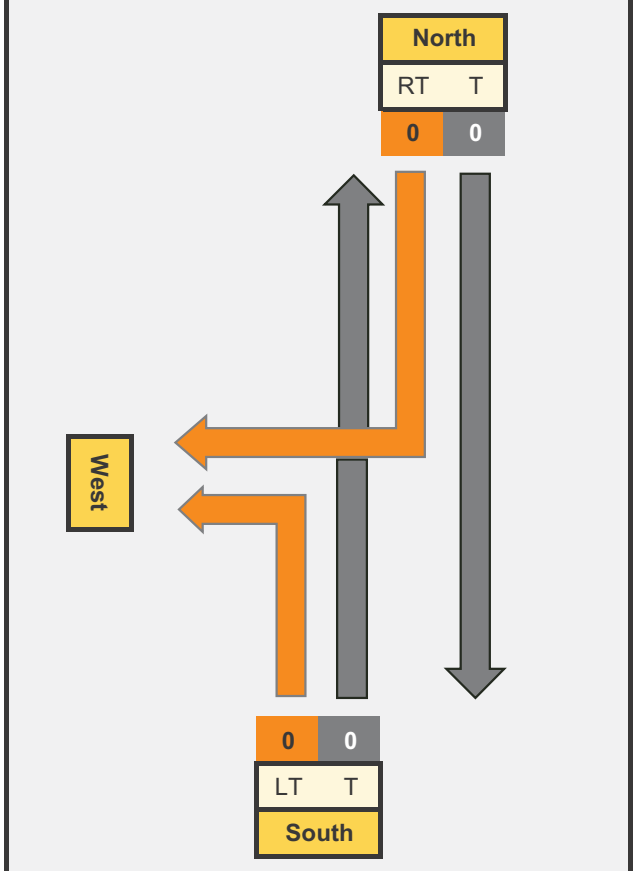
Speed	100			
Existing Treatment	L	BAL	R	BAR

PM

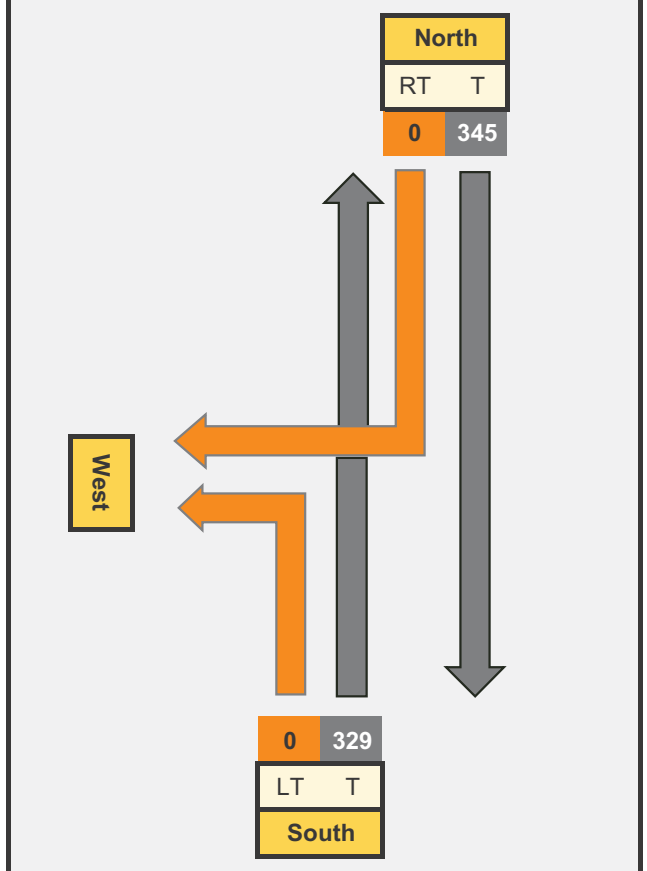
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



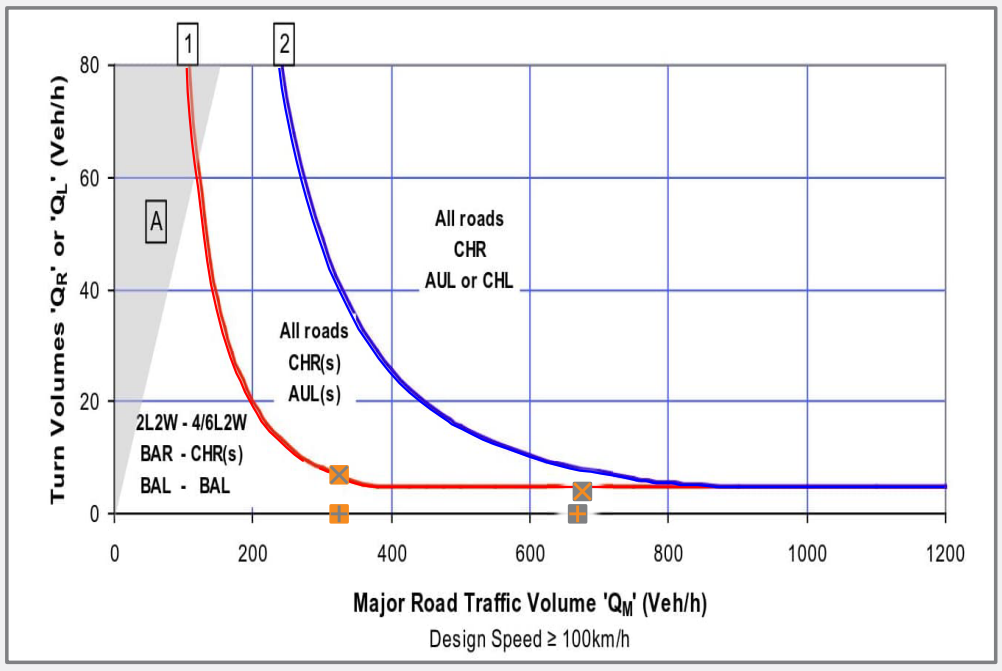
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	681	4
Left	329	7
With Development Traffic		
Right	674	0
Left	329	0

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	681	4
Left	329	7
With Development Traffic		
Right	674	0
Left	329	0

Intersection Code	3B

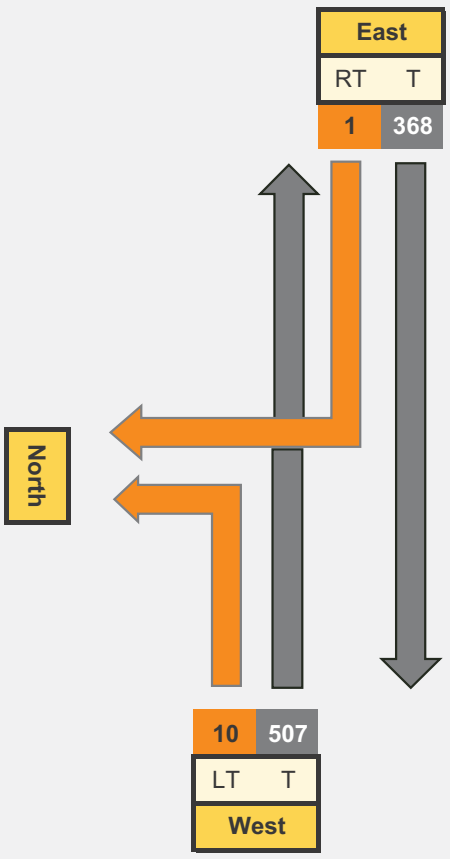
Year	2038

Intersection ID	Xe
Intersection Name	Gore Highway / Biddeston Southbrook Road

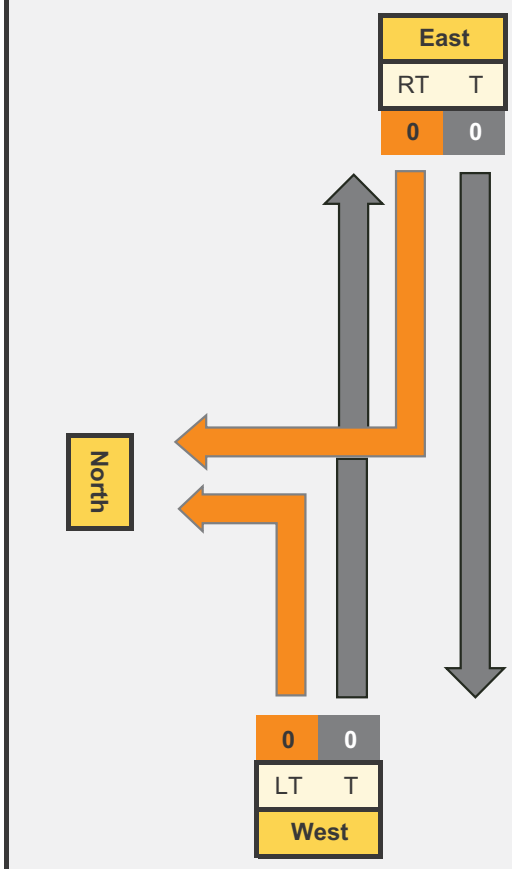
Speed	100			
Existing Treatment	L	BAL	R	BAR

AM

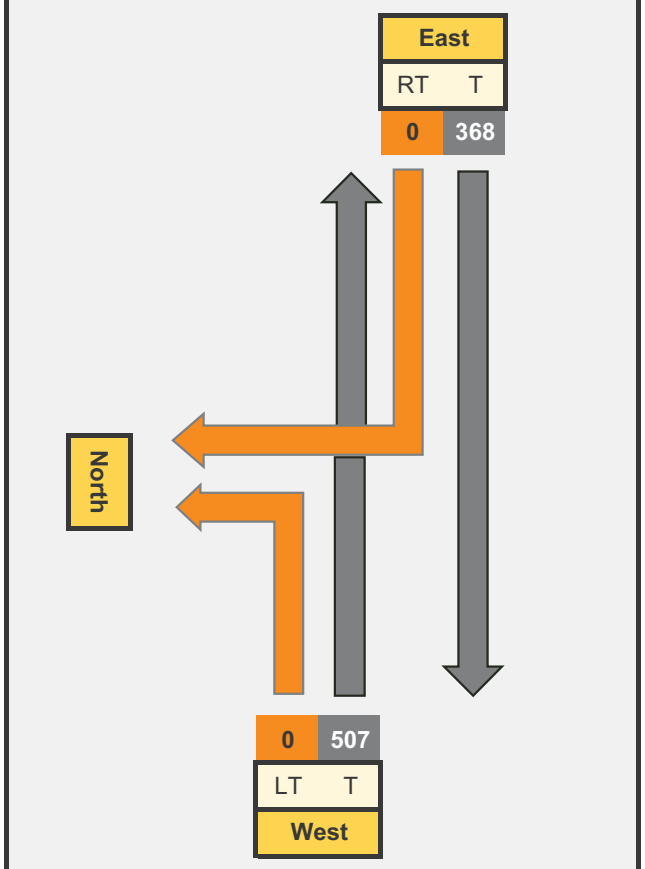
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



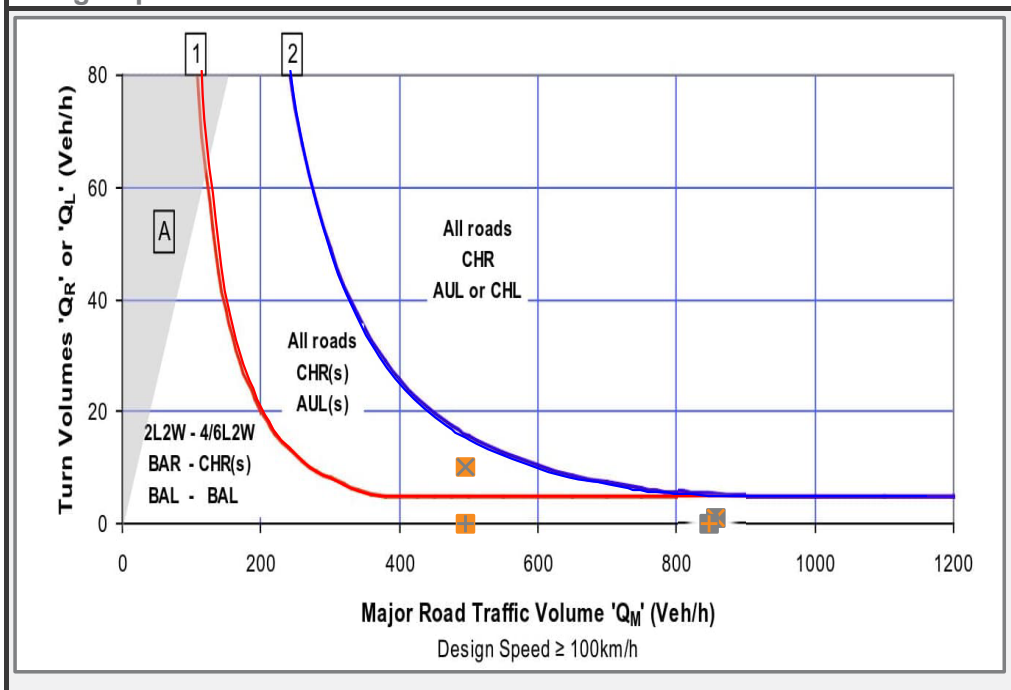
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	885	1
Left	507	10
With Development Traffic		
Right	875	0
Left	507	0

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	885	1
Left	507	10
With Development Traffic		
Right	875	0
Left	507	0

Intersection Code	3B

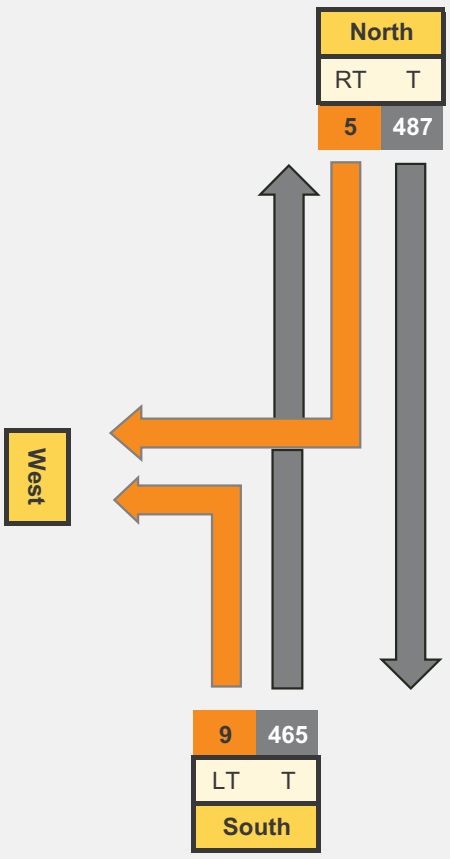
Year	2028

Intersection ID	Xe
Intersection Name	Gore Highway / Biddeston Southbrook Road

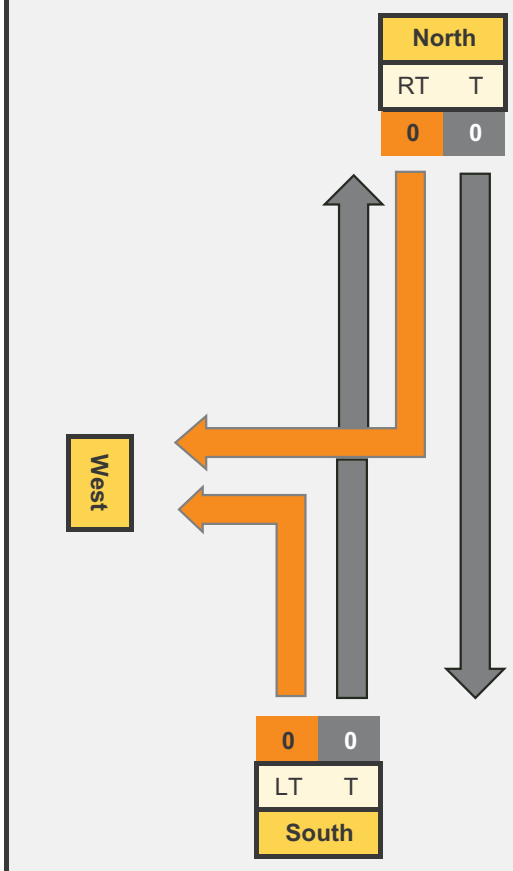
Speed	100			
Existing Treatment	L	BAL	R	BAR

PM

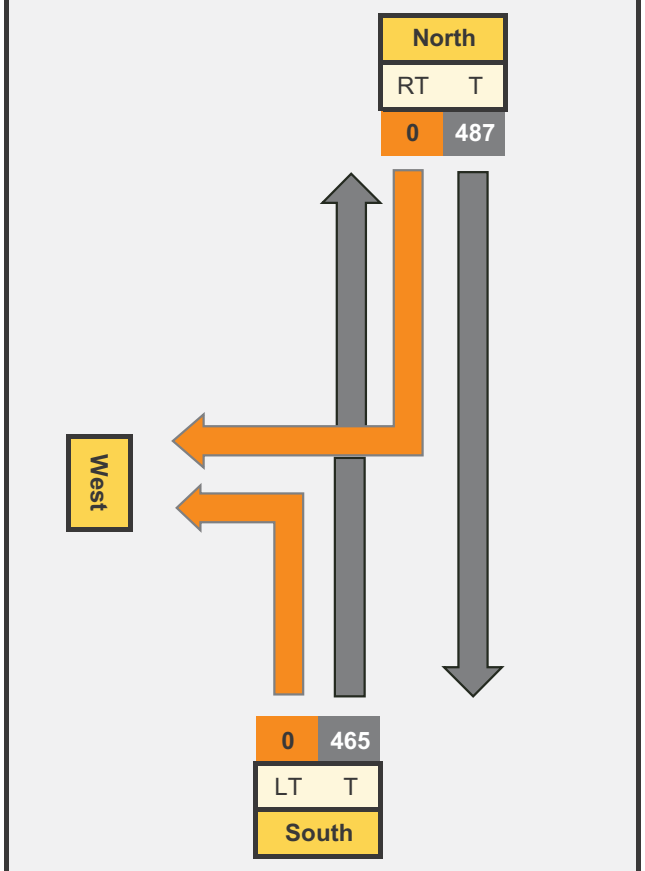
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



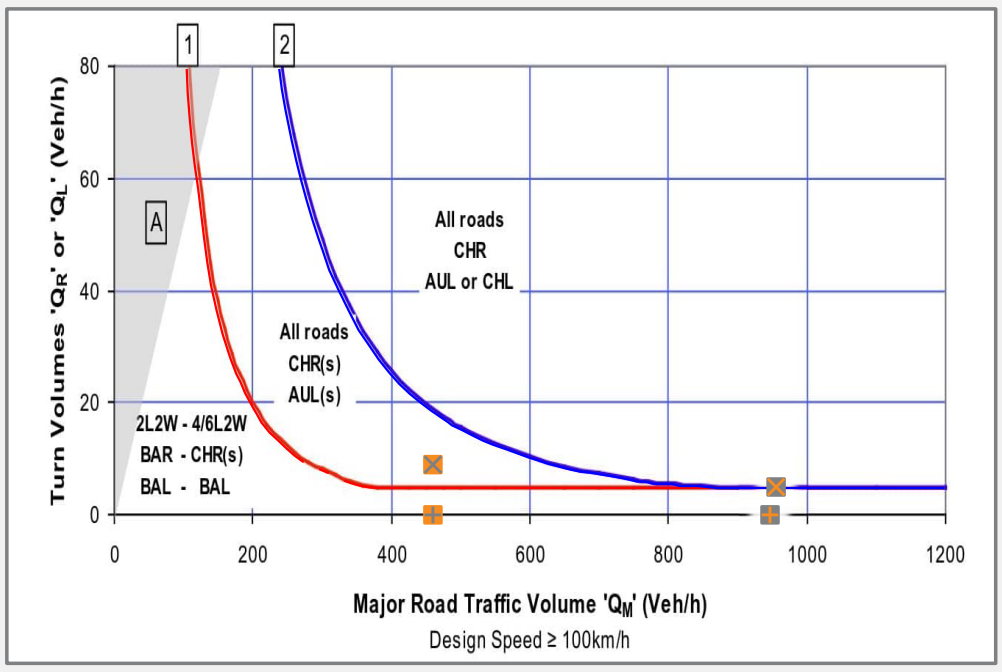
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	961	5
Left	465	9
With Development Traffic		
Right	952	0
Left	465	0

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	961	5
Left	465	9
With Development Traffic		
Right	952	0
Left	465	0

Intersection Code	3B

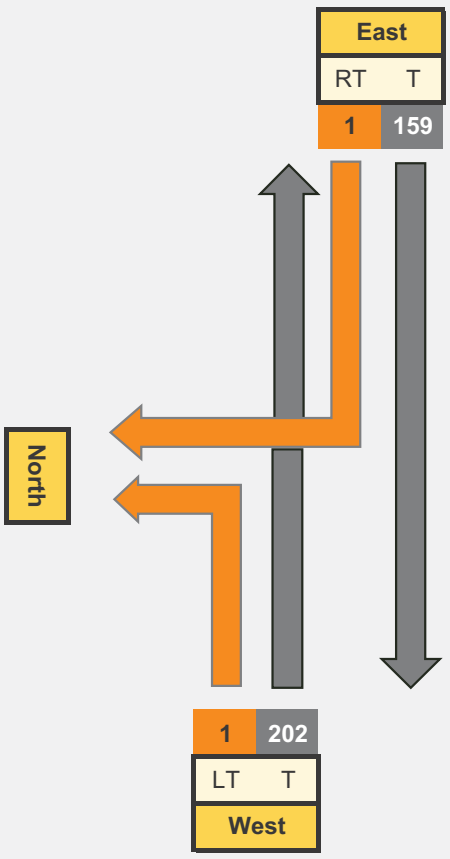
Year	2028

Intersection ID	Xf
Intersection Name	Gore Highway / Paint Mine Road

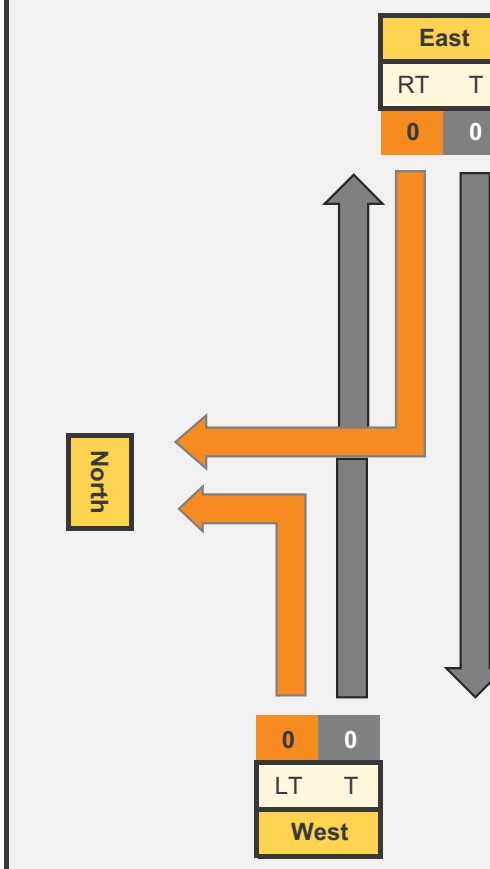
Speed	110			
Existing Treatment	L	BAL	R	CHR

AM

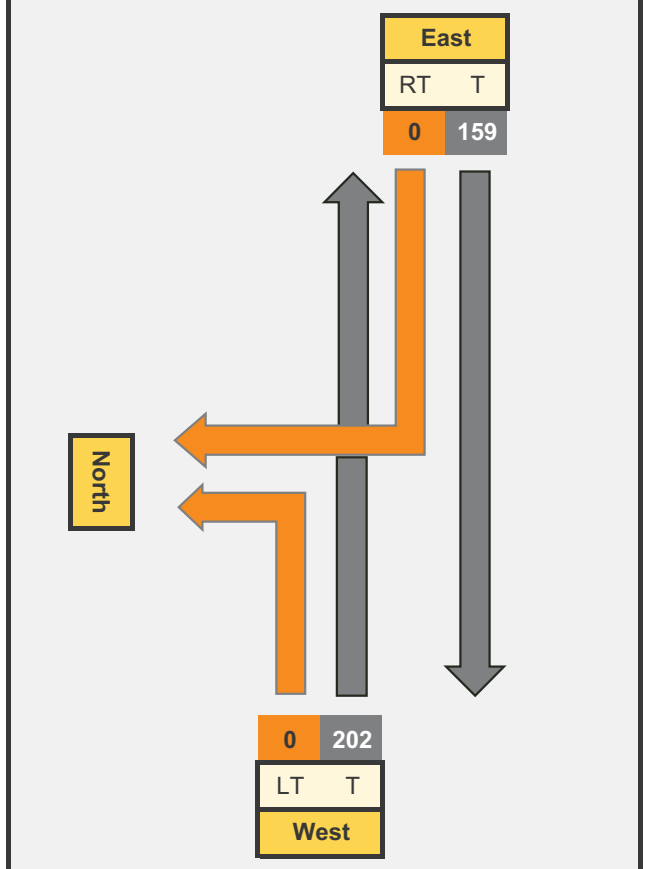
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



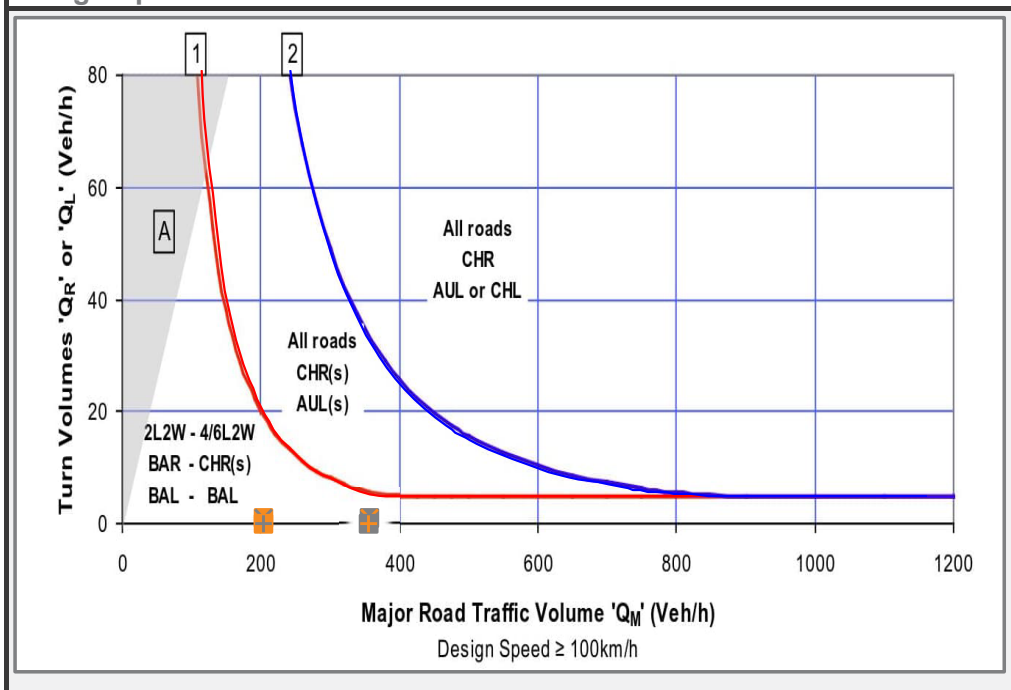
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	362	1
Left	202	1
With Development Traffic		
Right	361	0
Left	202	0

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	362	1
Left	202	1
With Development Traffic		
Right	361	0
Left	202	0

Intersection Code	3B

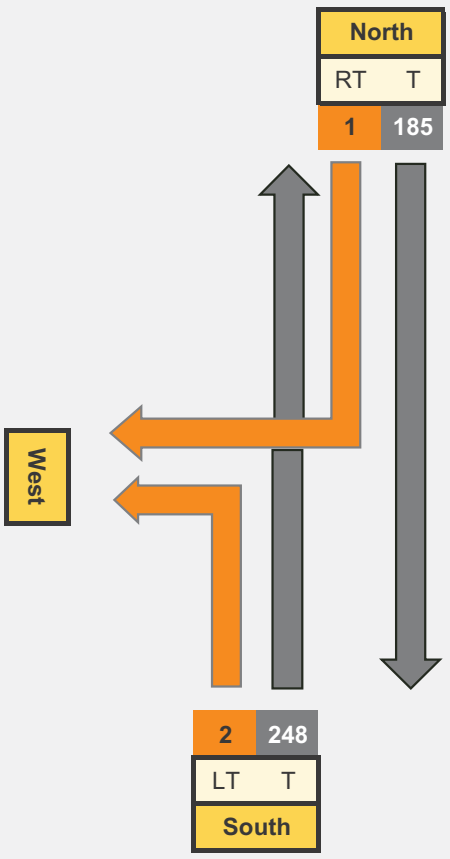
Year	2028

Intersection ID	Xf
Intersection Name	Gore Highway / Paint Mine Road

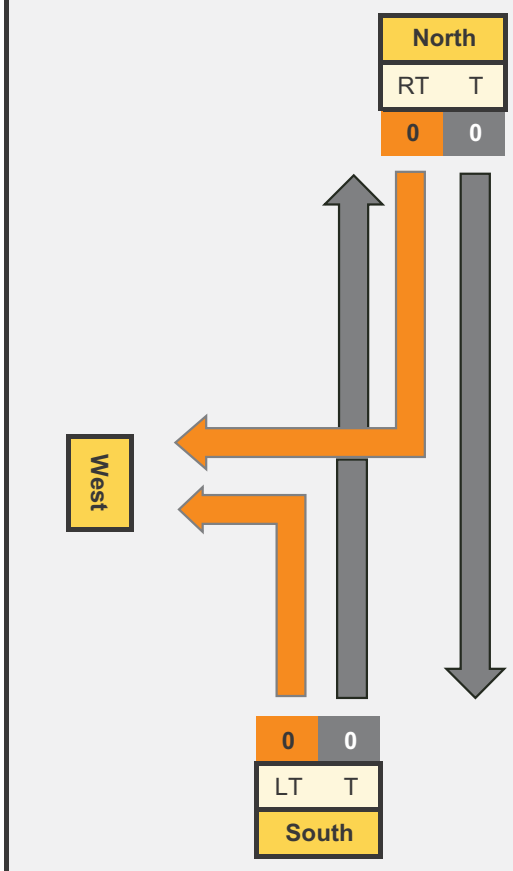
Speed	110			
Existing Treatment	L	BAL	R	CHR

PM

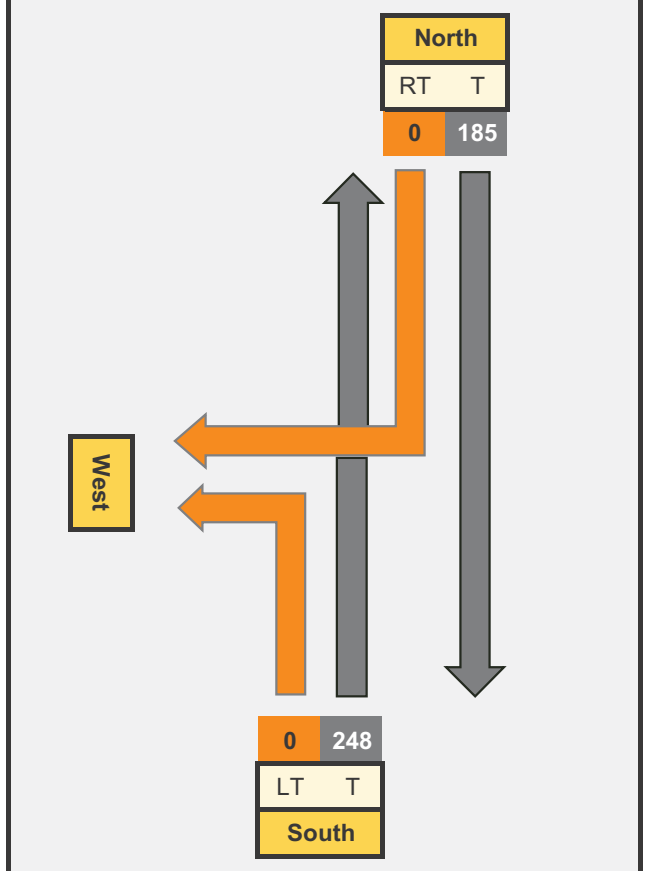
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



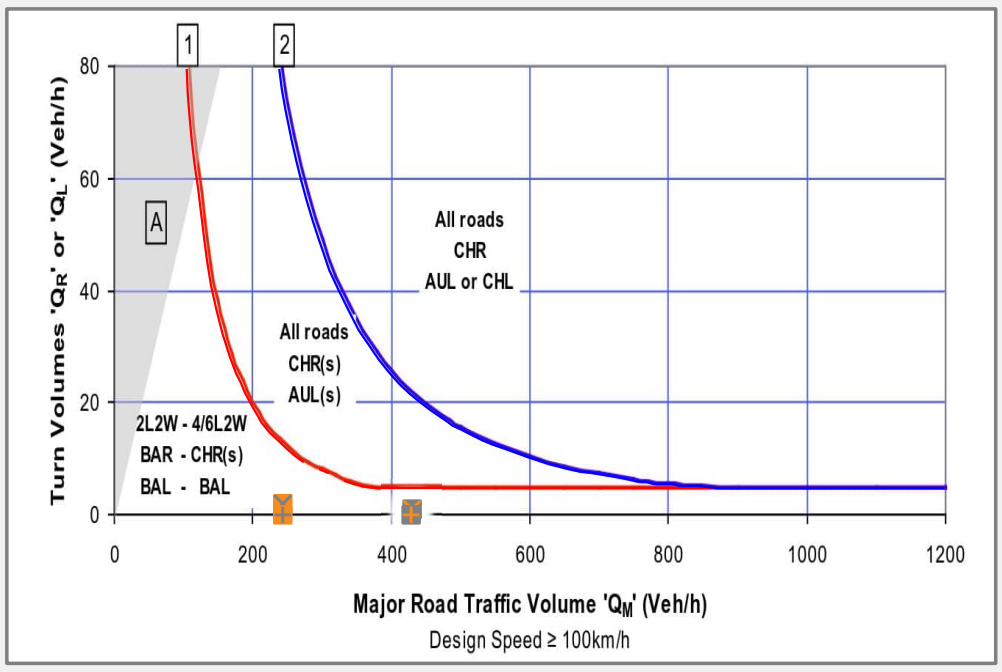
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	435	1
Left	248	2
With Development Traffic		
Right	433	0
Left	248	0

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	435	1
Left	248	2
With Development Traffic		
Right	433	0
Left	248	0

Intersection Code	3B

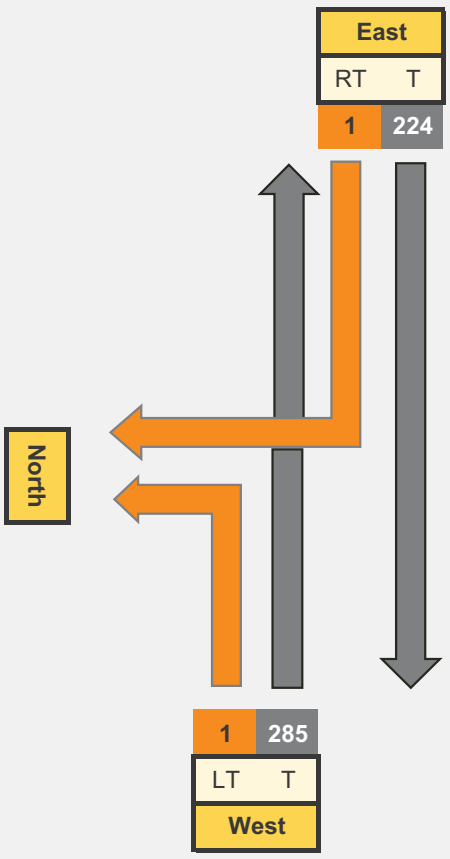
Year	2038

Intersection ID	Xf
Intersection Name	Gore Highway / Paint Mine Road

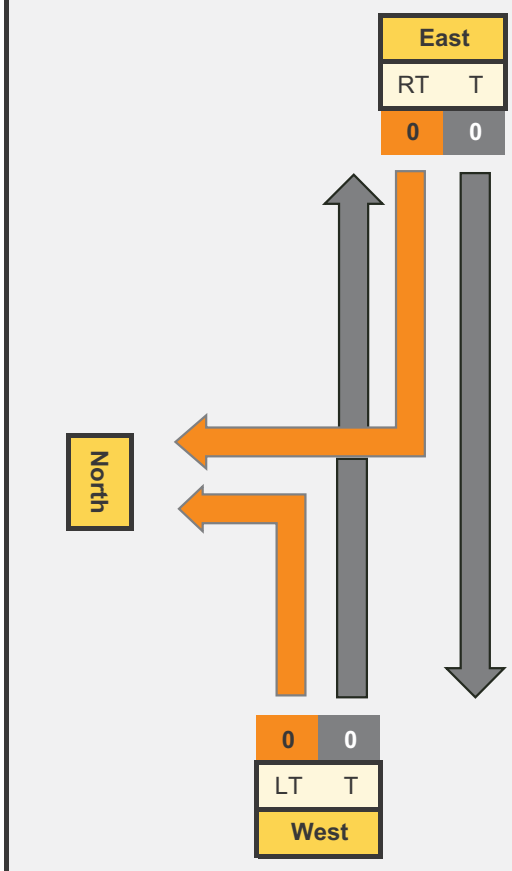
Speed	110			
Existing Treatment	L	BAL	R	CHR

AM

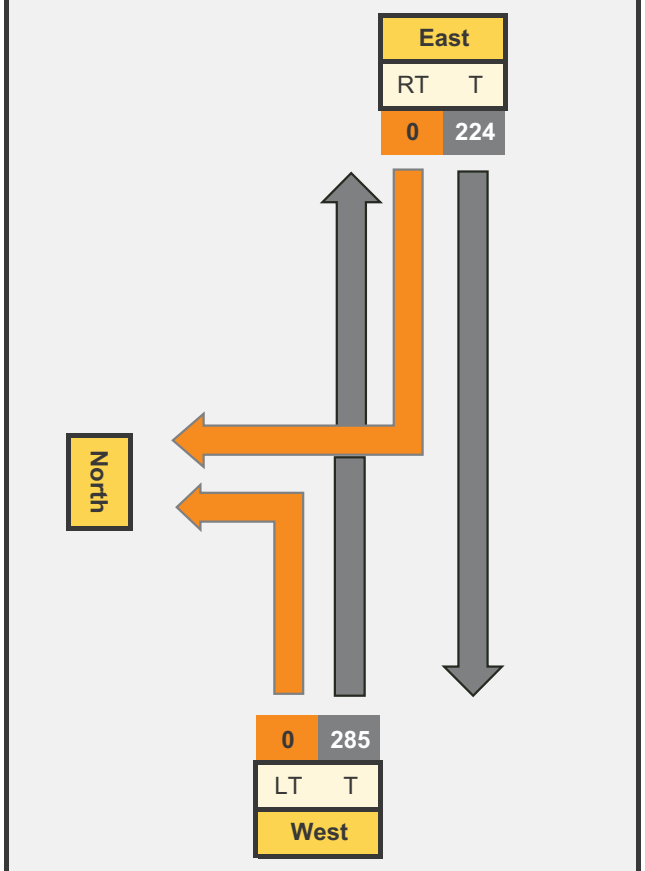
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	510	1
Left	285	1
With Development Traffic		
Right	509	0
Left	285	0

Graph Terminolgy

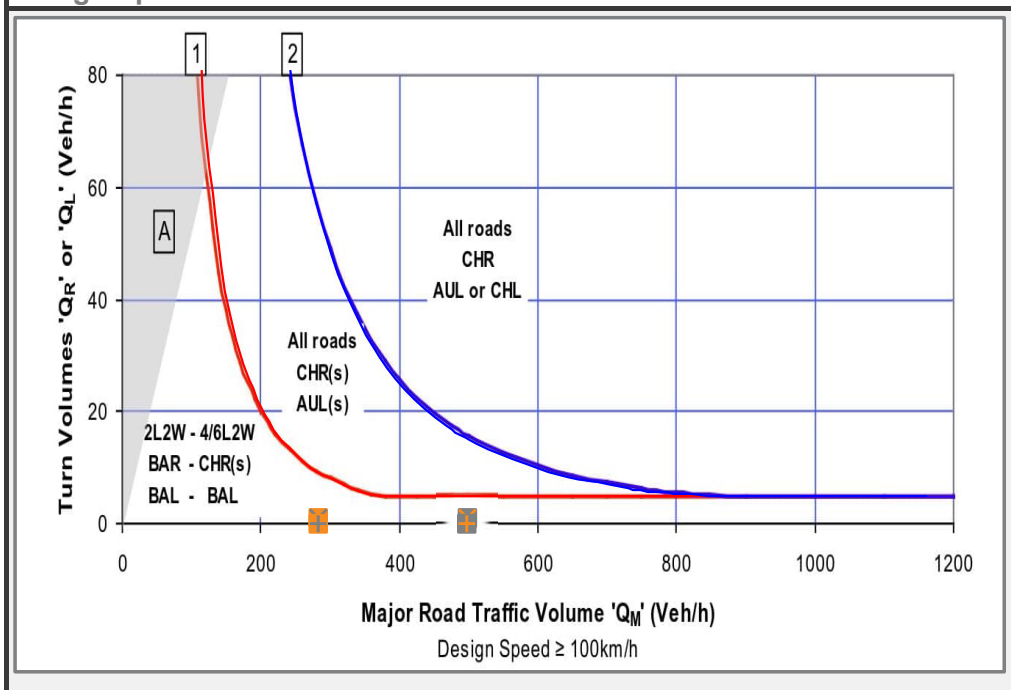
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	510	1
Left	285	1
With Development Traffic		
Right	509	0
Left	285	0

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

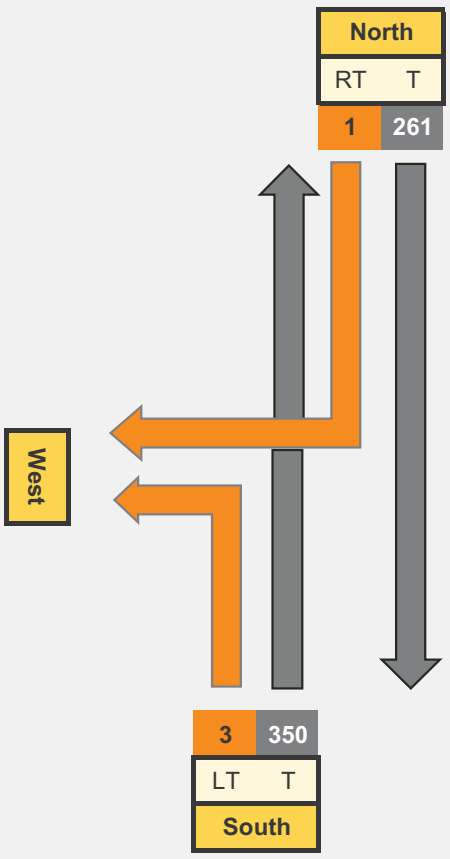
Year	2028

Intersection ID	Xf
Intersection Name	Gore Highway / Paint Mine Road

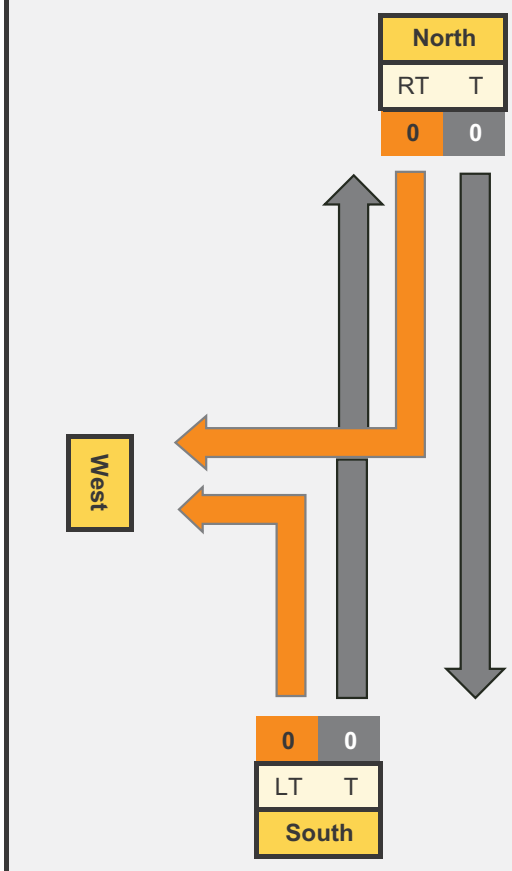
Speed	110			
Existing Treatment	L	BAL	R	CHR

PM

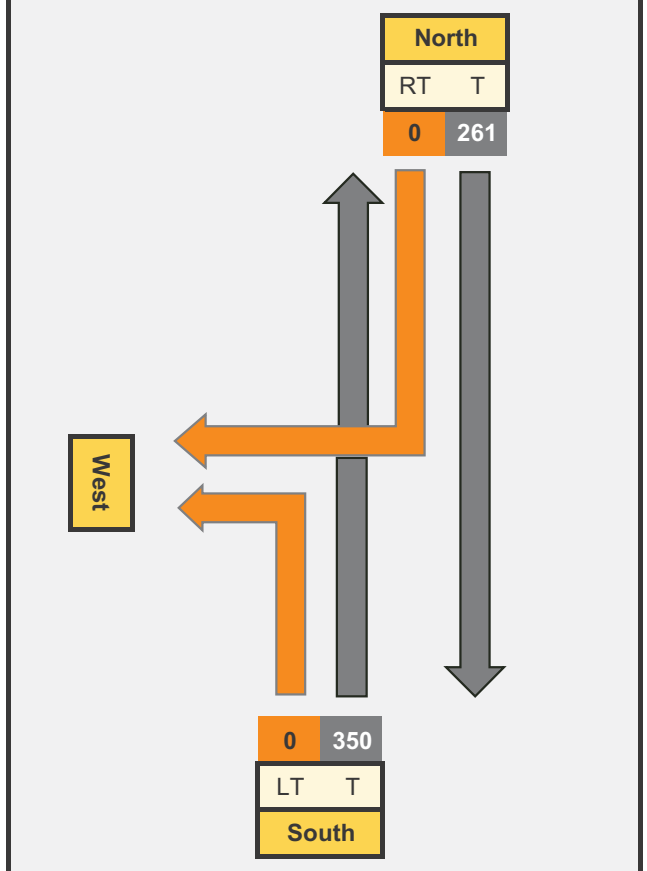
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	614	1
Left	350	3
With Development Traffic		
Right	611	0
Left	350	0

Graph Terminolgy

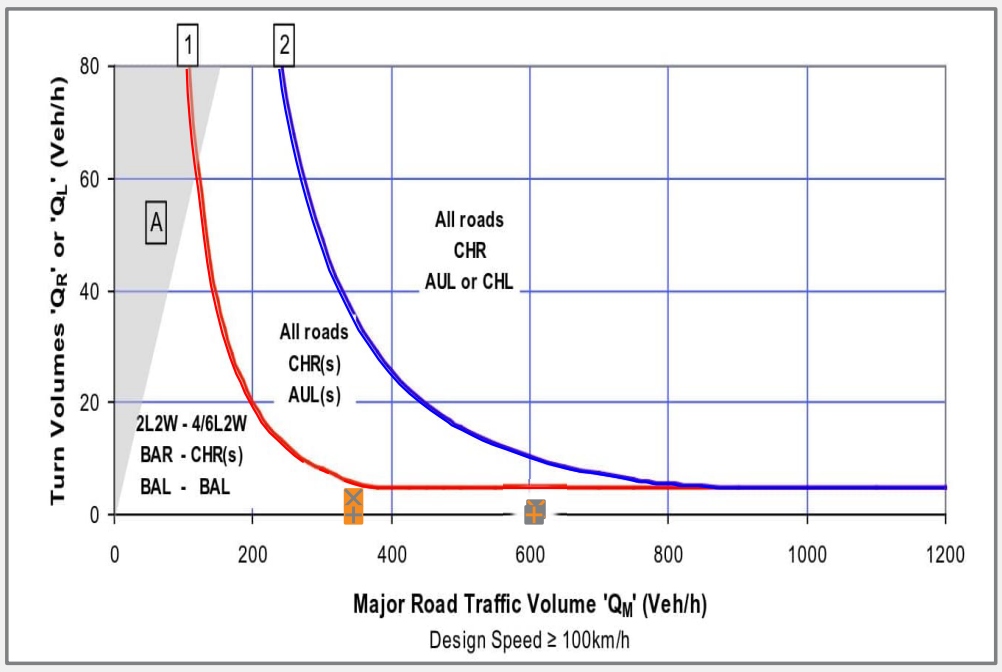
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	614	1
Left	350	3
With Development Traffic		
Right	611	0
Left	350	0

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

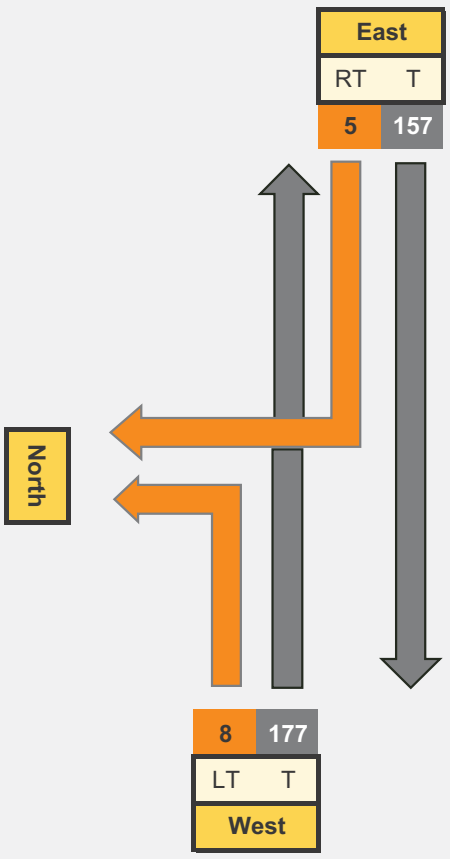
Year	2028

Intersection ID	Xg
Intersection Name	Gore Highway / Lochaber Road

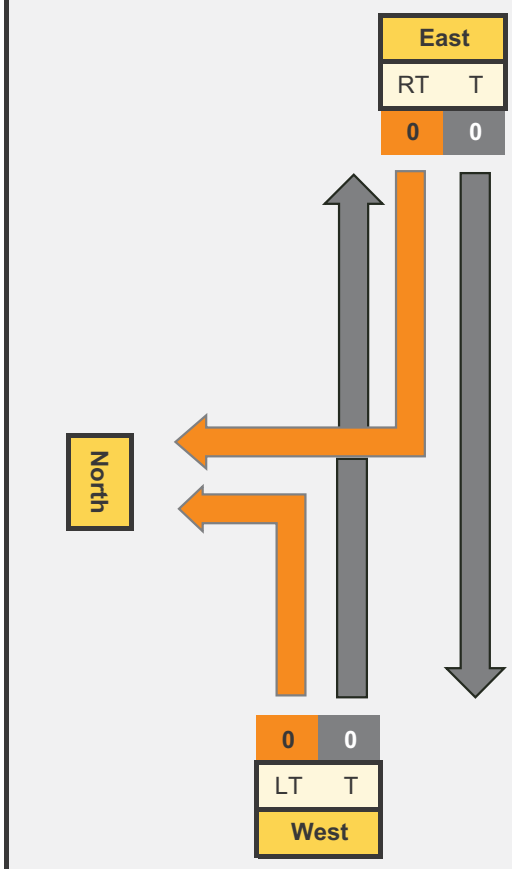
Speed	110			
Existing Treatment	L	BAL	R	CHR

AM

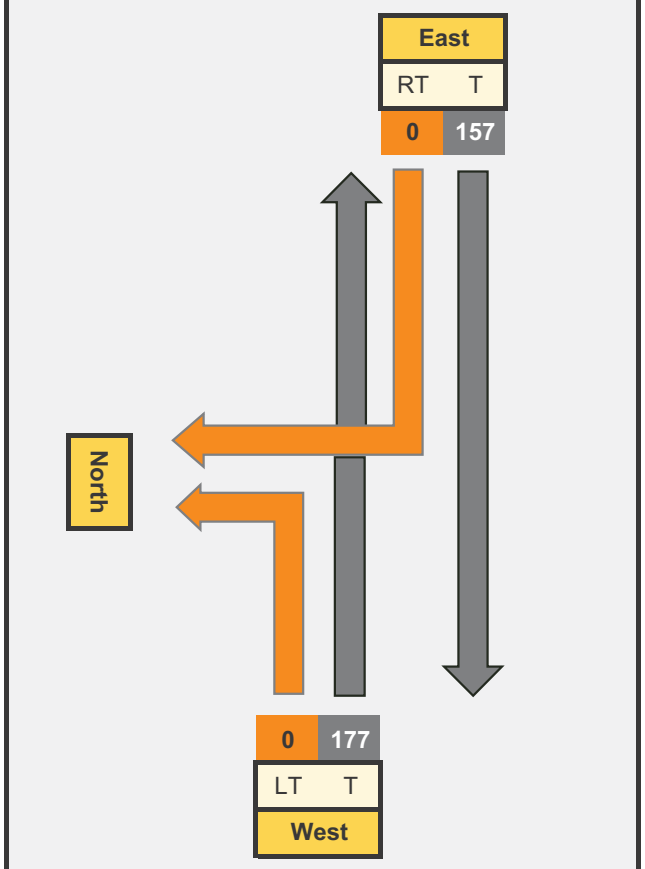
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



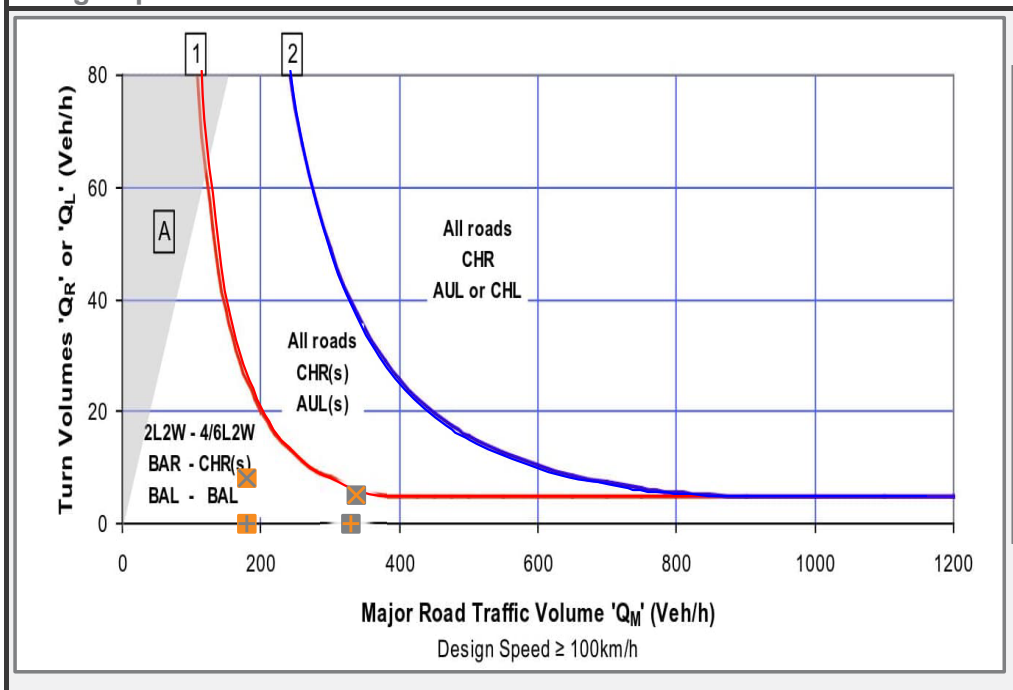
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	342	5
Left	177	8
With Development Traffic		
Right	334	0
Left	177	0

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	342	5
Left	177	8
With Development Traffic		
Right	334	0
Left	177	0

Intersection Code	3B

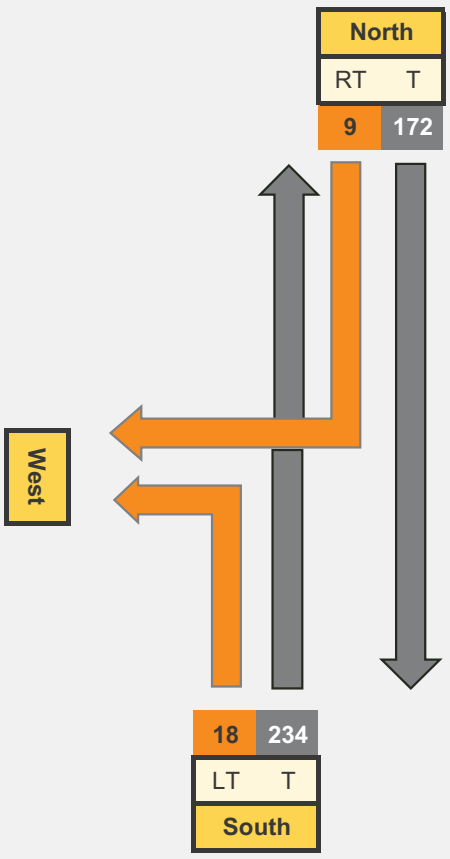
Year	2028

Intersection ID	Xg
Intersection Name	Gore Highway / Lochaber Road

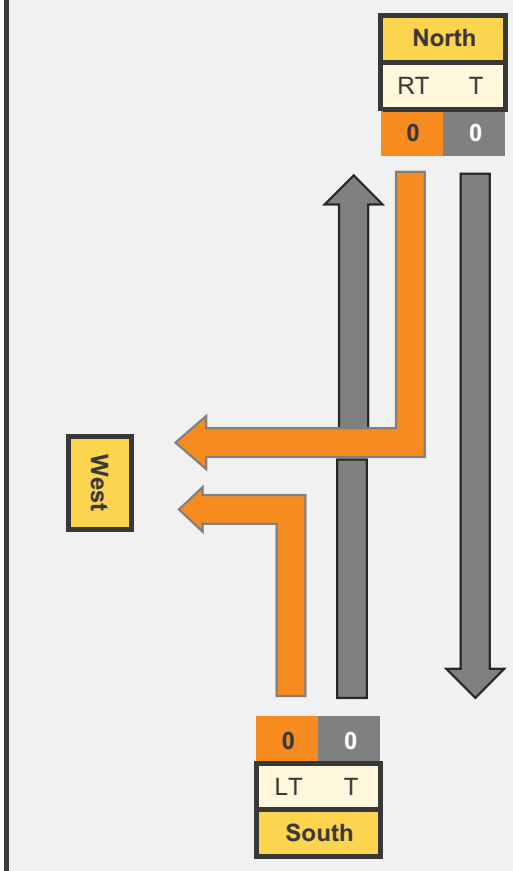
Speed	110			
Existing Treatment	L	BAL	R	CHR

PM

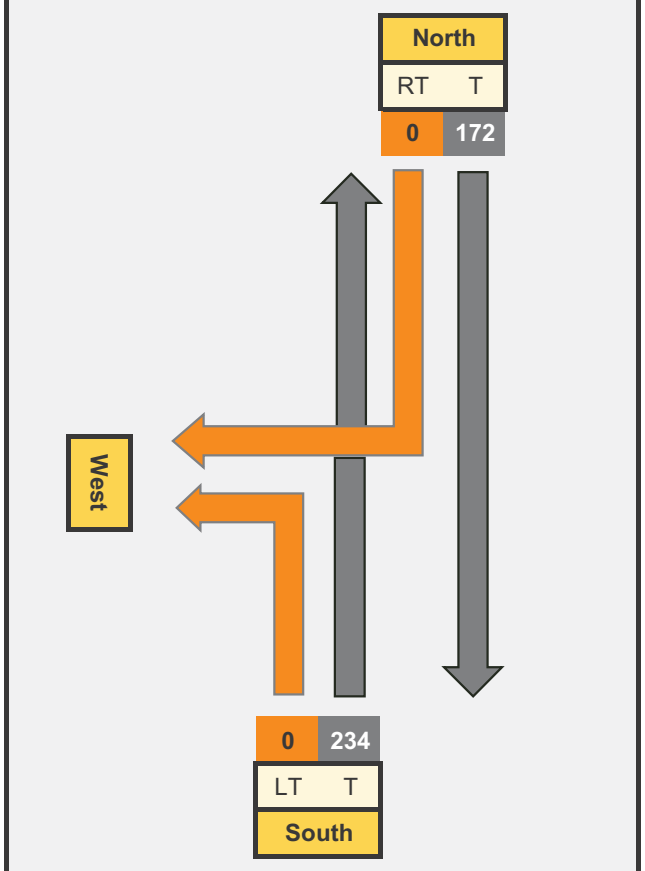
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



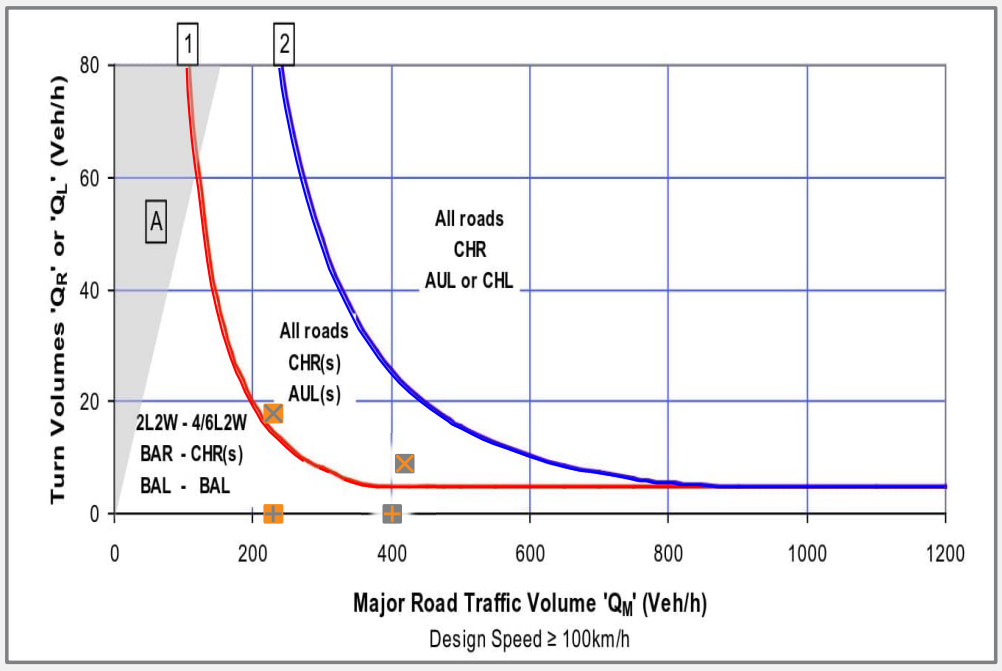
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	424	9
Left	234	18
With Development Traffic		
Right	406	0
Left	234	0

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	None
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	424	9
Left	234	18
With Development Traffic		
Right	406	0
Left	234	0

Intersection Code	3B

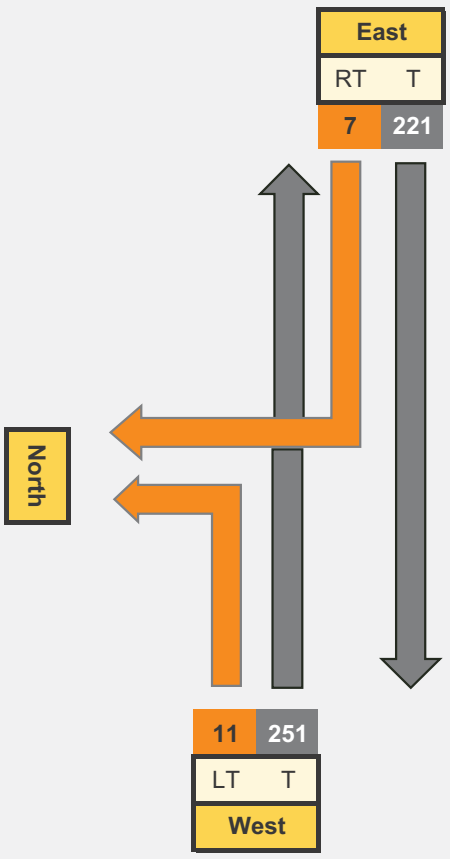
Year	2038

Intersection ID	Xg
Intersection Name	Gore Highway / Lochaber Road

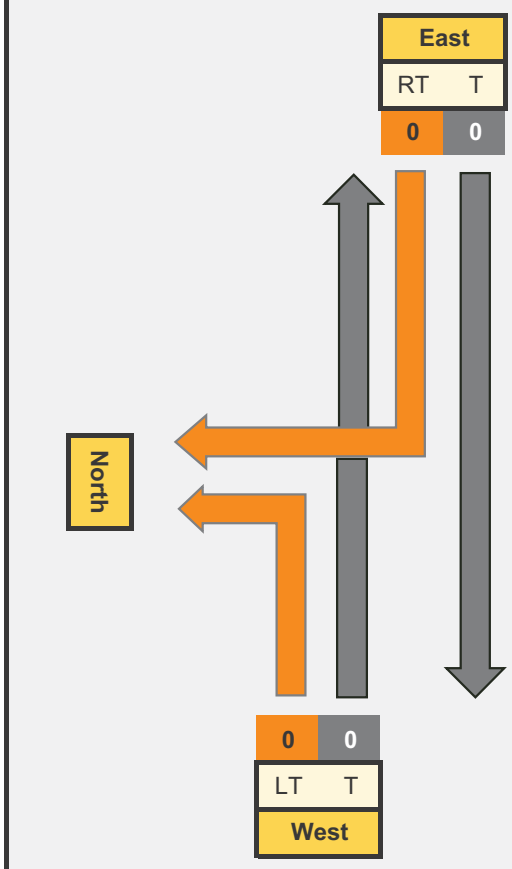
Speed	110			
Existing Treatment	L	BAL	R	CHR

AM

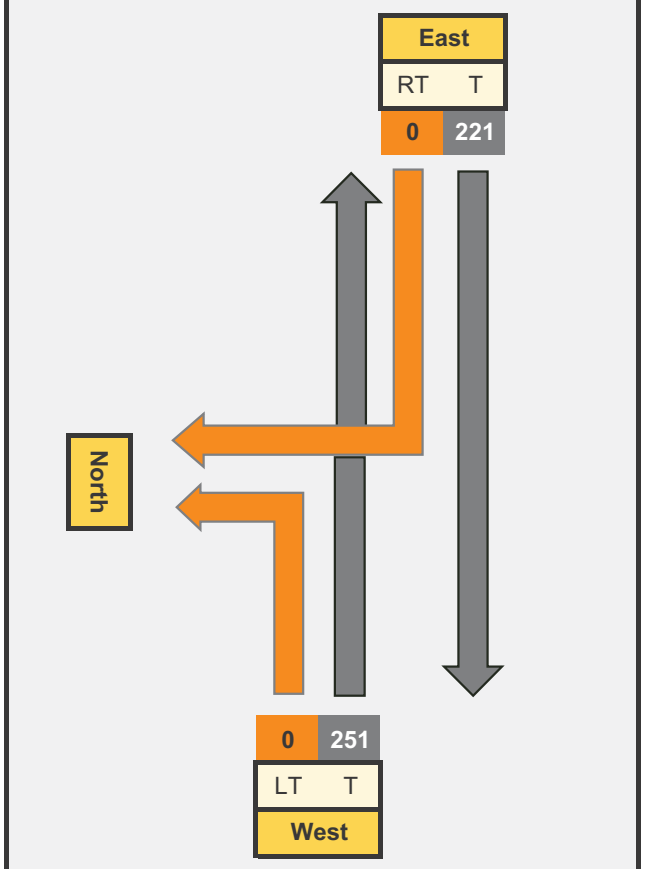
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



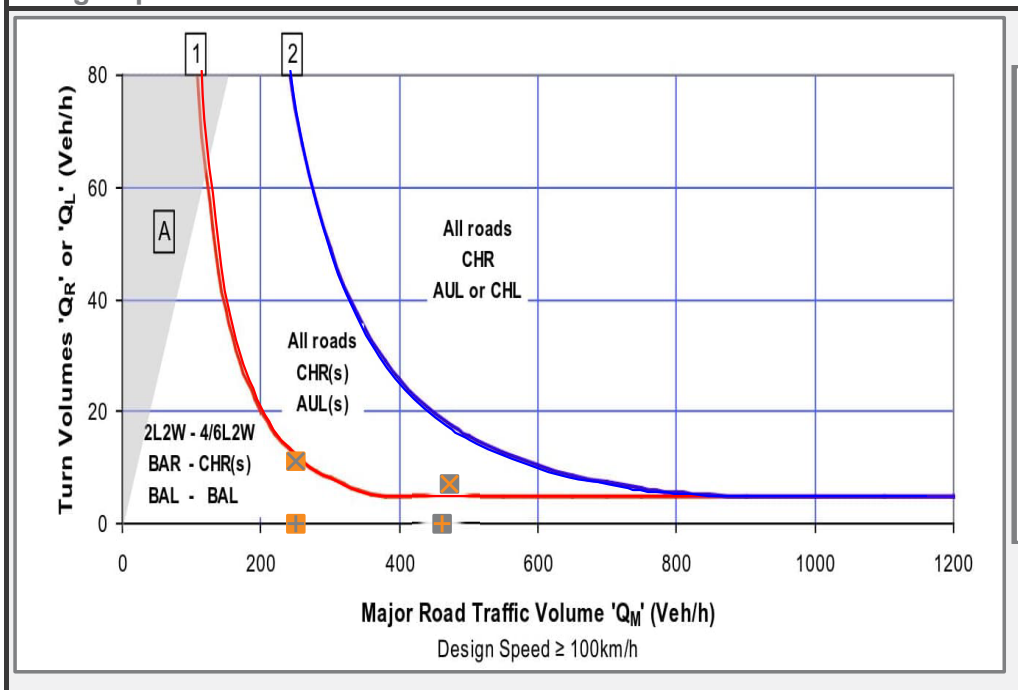
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	483	7
Left	251	11
With Development Traffic		
Right	472	0
Left	251	0

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	483	7
Left	251	11
With Development Traffic		
Right	472	0
Left	251	0

Intersection Code	3B

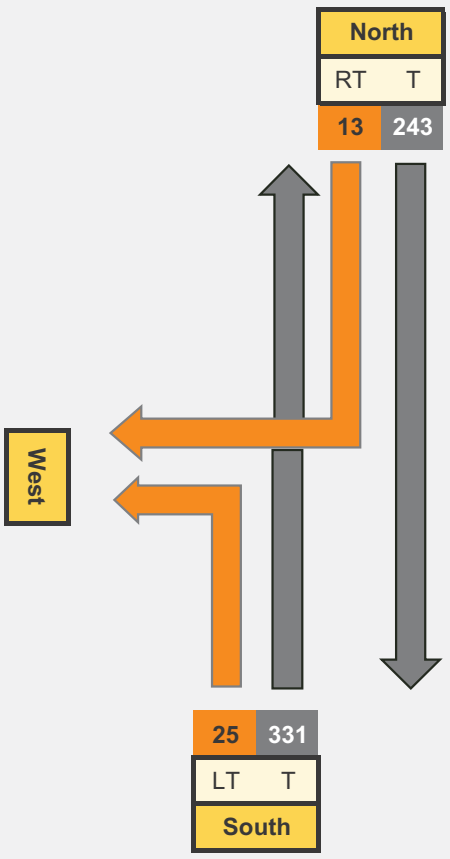
Year	2028

Intersection ID	Xg
Intersection Name	Gore Highway / Lochaber Road

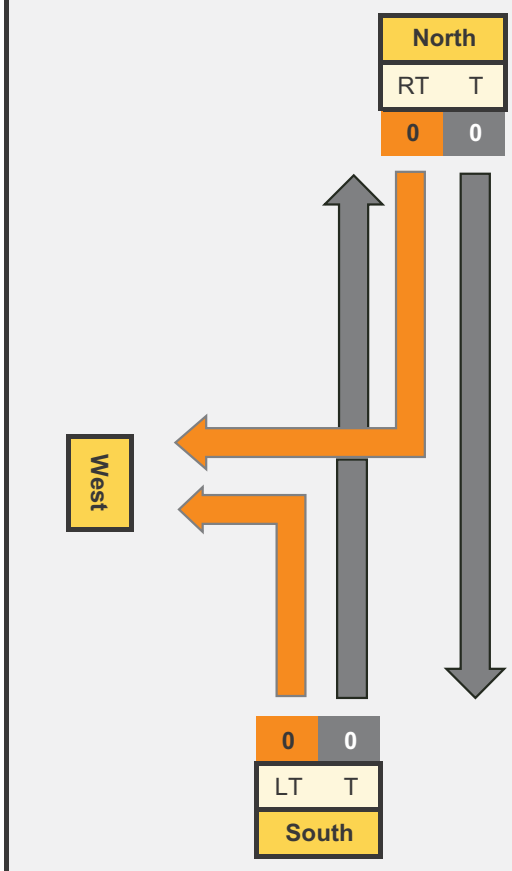
Speed	110			
Existing Treatment	L	BAL	R	CHR

PM

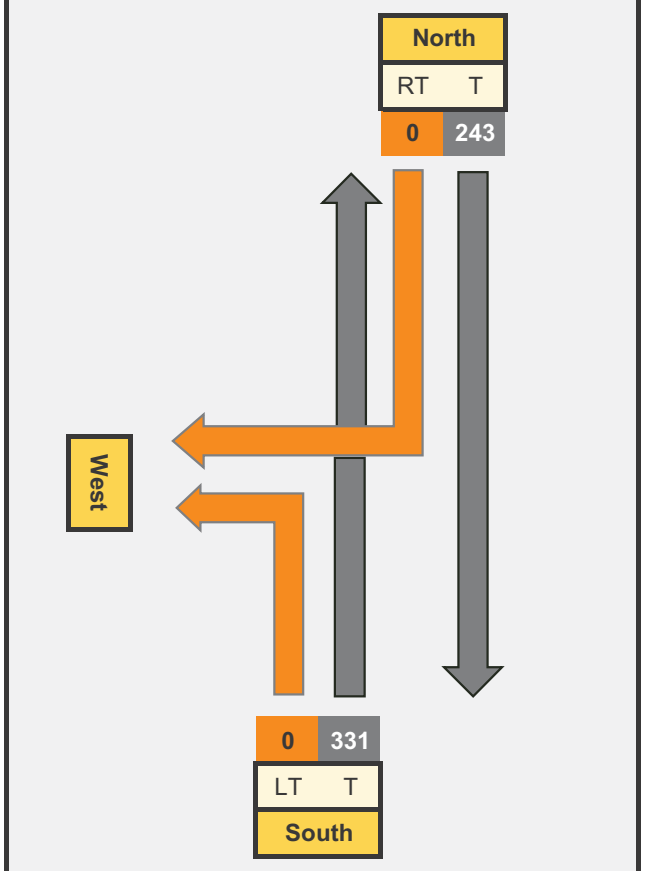
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



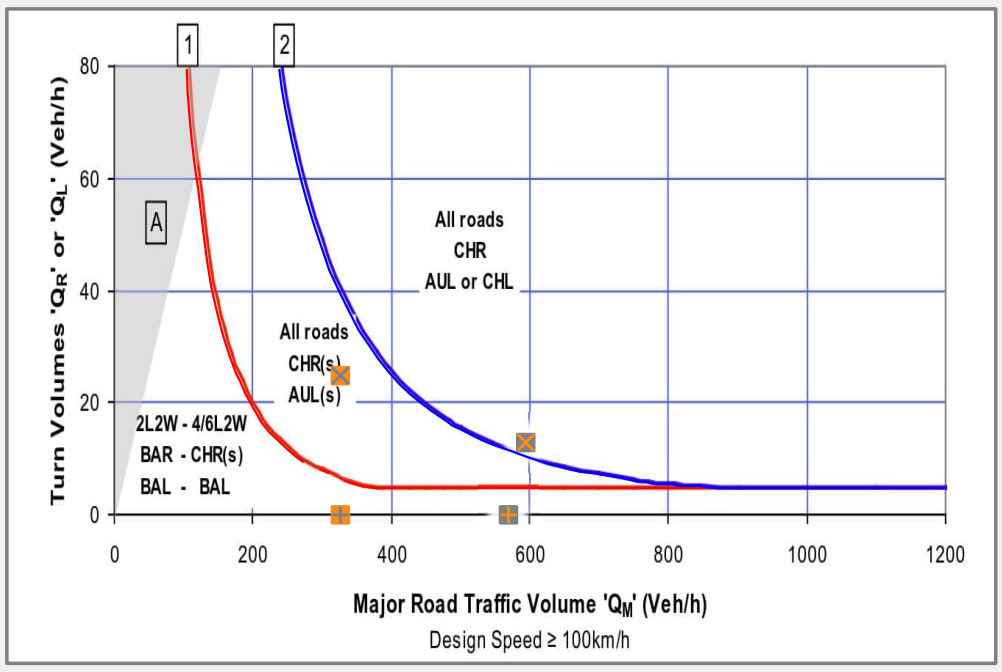
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	599	13
Left	331	25
With Development Traffic		
Right	574	0
Left	331	0

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	None
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	599	13
Left	331	25
With Development Traffic		
Right	574	0
Left	331	0

Intersection Code	3B

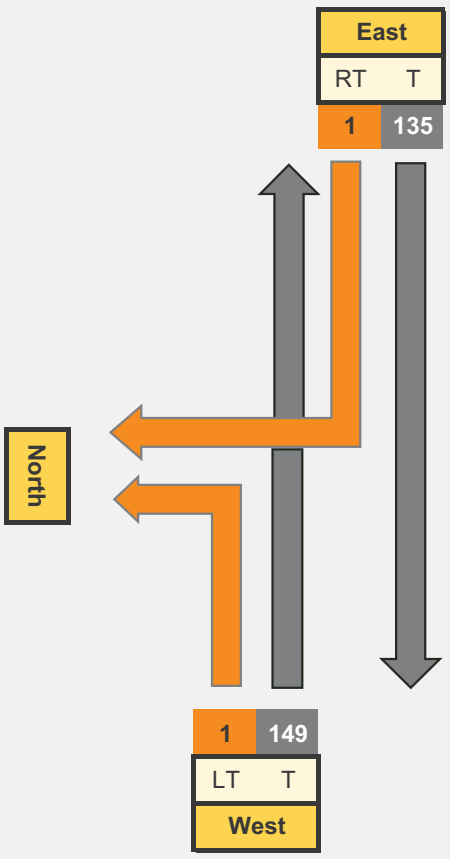
Year	2028

Intersection ID	Xh
Intersection Name	Gore Highway / Dallman Road

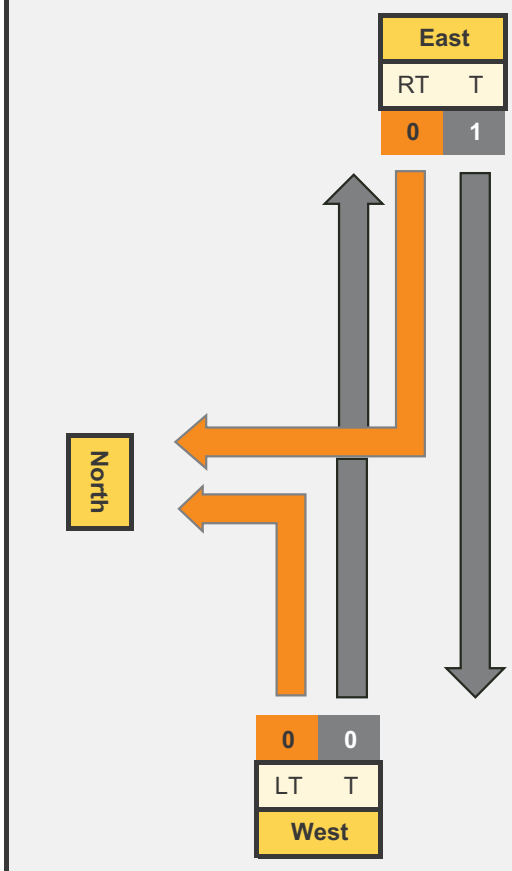
Speed	110			
Existing Treatment	L	BAL	R	CHR

AM

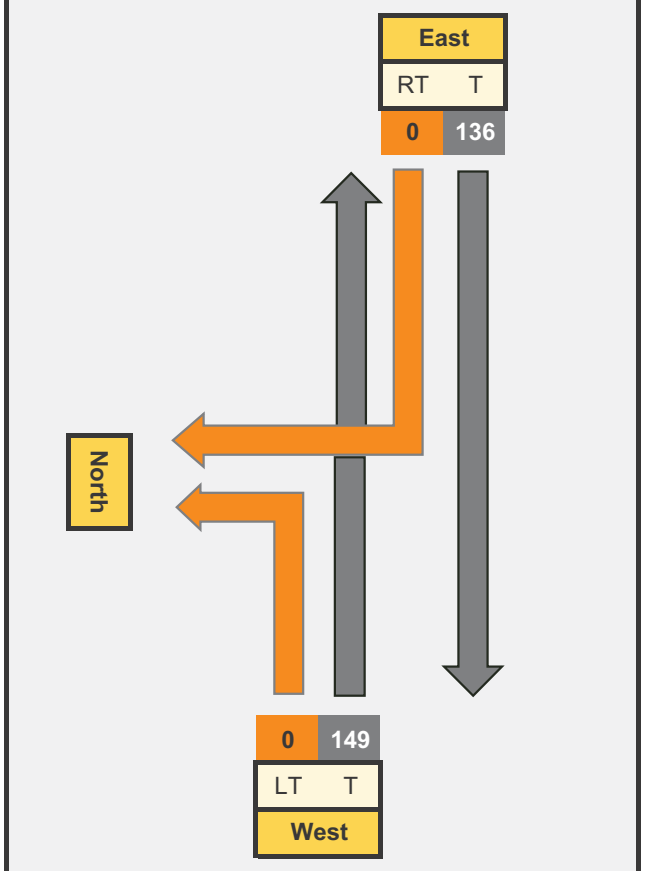
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



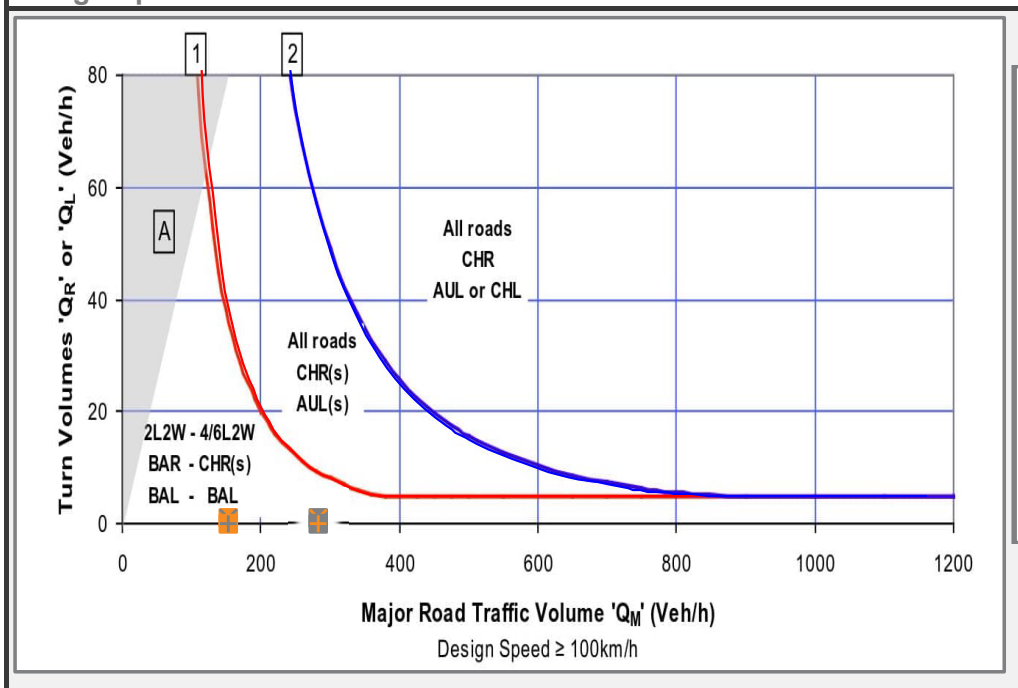
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	285	1
Left	149	1
With Development Traffic		
Right	285	0
Left	149	0

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	285	1
Left	149	1
With Development Traffic		
Right	285	0
Left	149	0

Intersection Code	3B

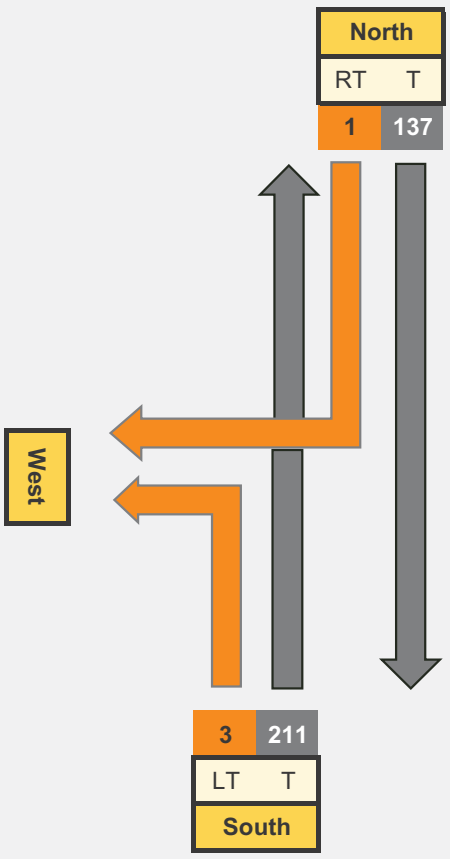
Year	2028

Intersection ID	Xh
Intersection Name	Gore Highway / Dallman Road

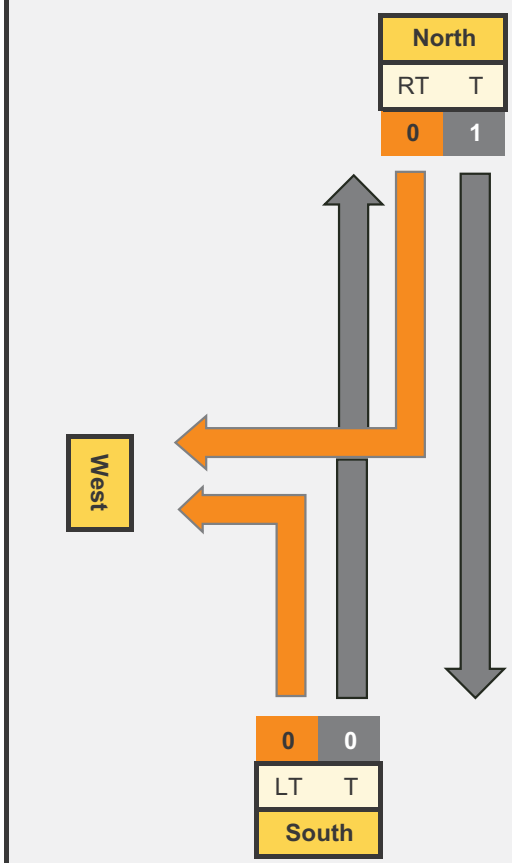
Speed	110			
Existing Treatment	L	BAL	R	CHR

PM

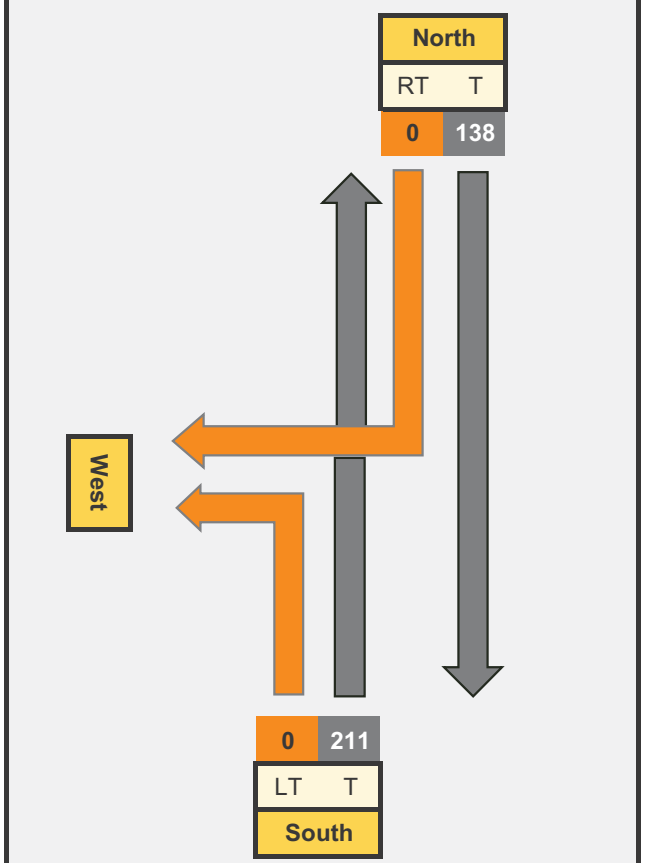
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



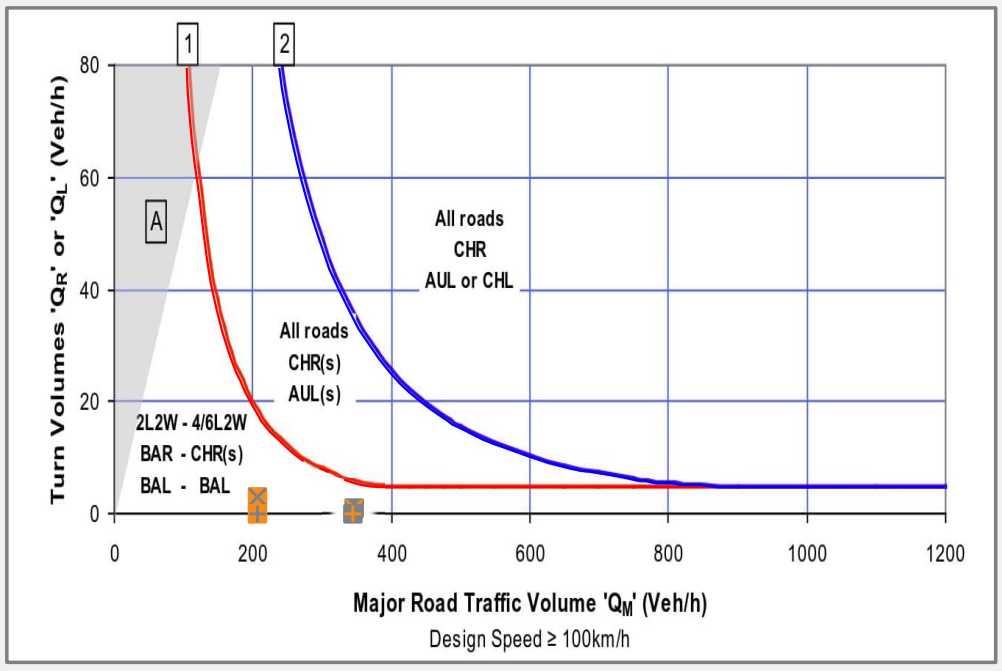
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	351	1
Left	211	3
With Development Traffic		
Right	349	0
Left	211	0

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	351	1
Left	211	3
With Development Traffic		
Right	349	0
Left	211	0

Intersection Code	3B

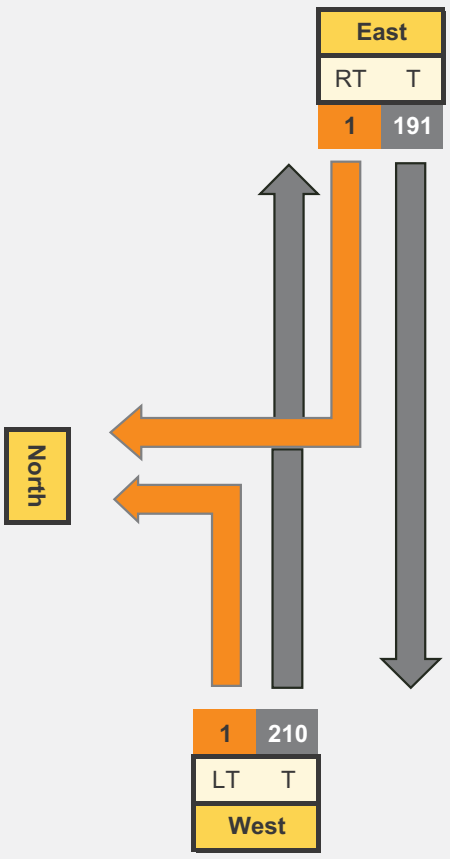
Year	2038

Intersection ID	Xh
Intersection Name	Gore Highway / Dallman Road

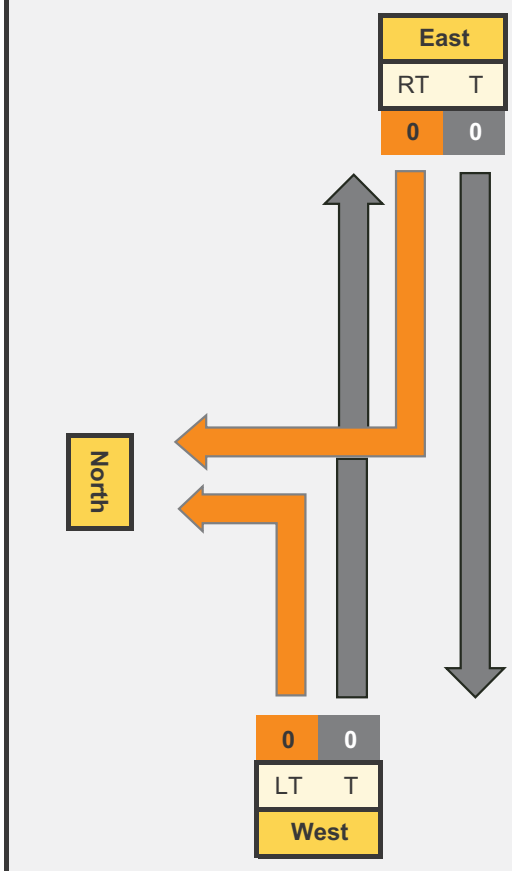
Speed	110			
Existing Treatment	L	BAL	R	CHR

AM

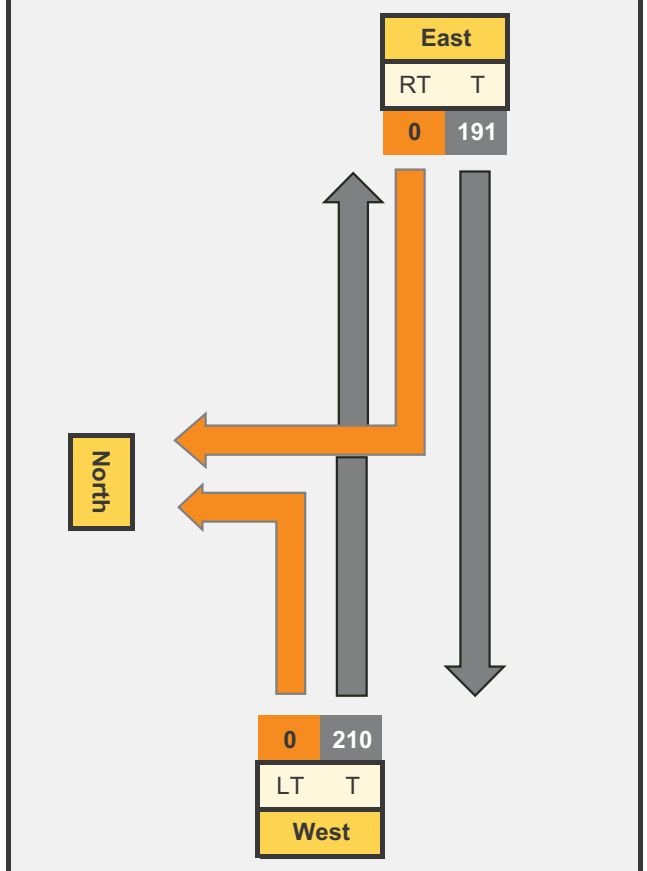
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



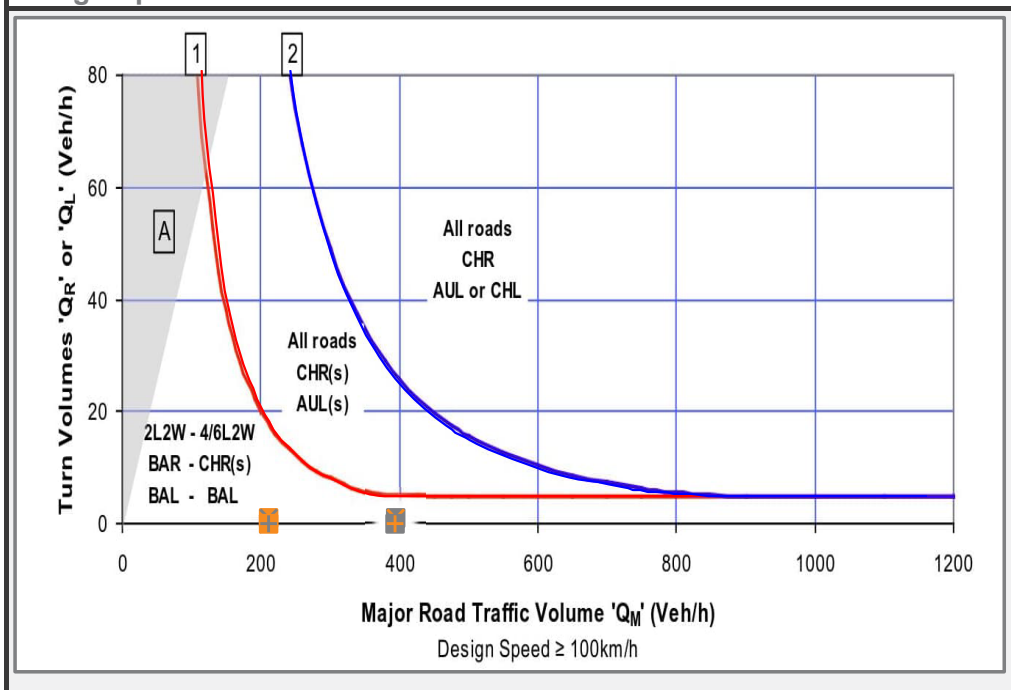
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	402	1
Left	210	1
With Development Traffic		
Right	401	0
Left	210	0

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	402	1
Left	210	1
With Development Traffic		
Right	401	0
Left	210	0

Intersection Code	3B

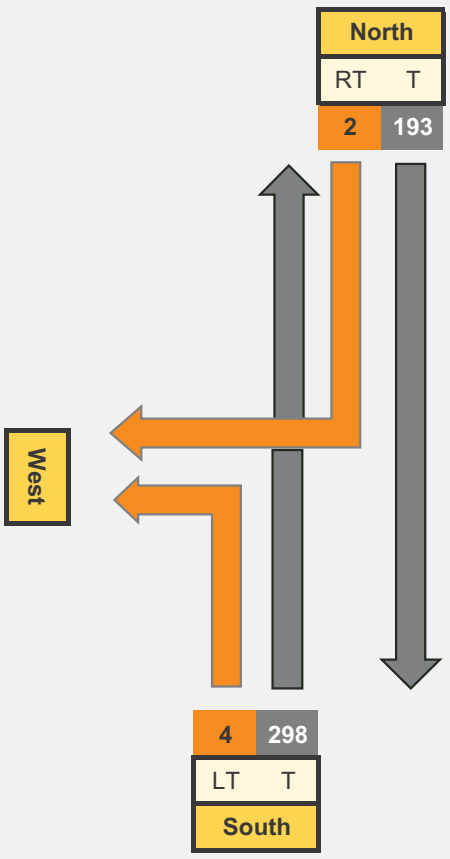
Year	2028

Intersection ID	Xh
Intersection Name	Gore Highway / Dallman Road

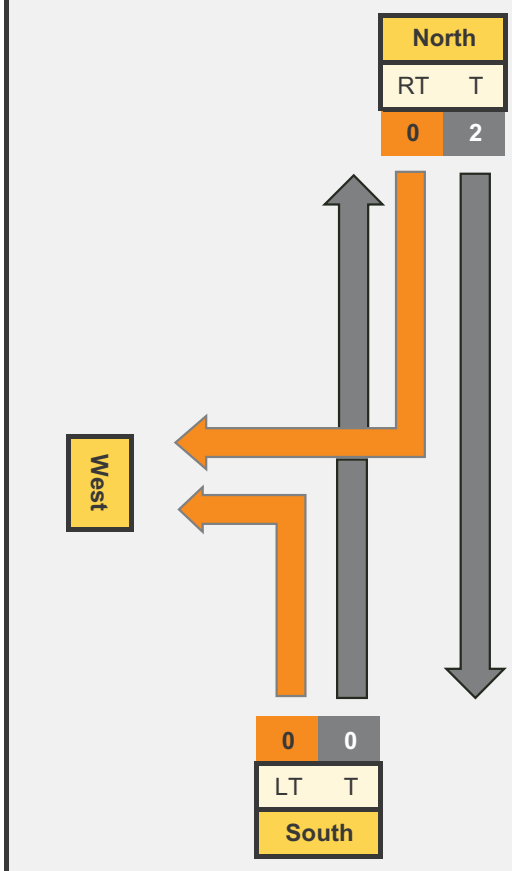
Speed	110			
Existing Treatment	L	BAL	R	CHR

PM

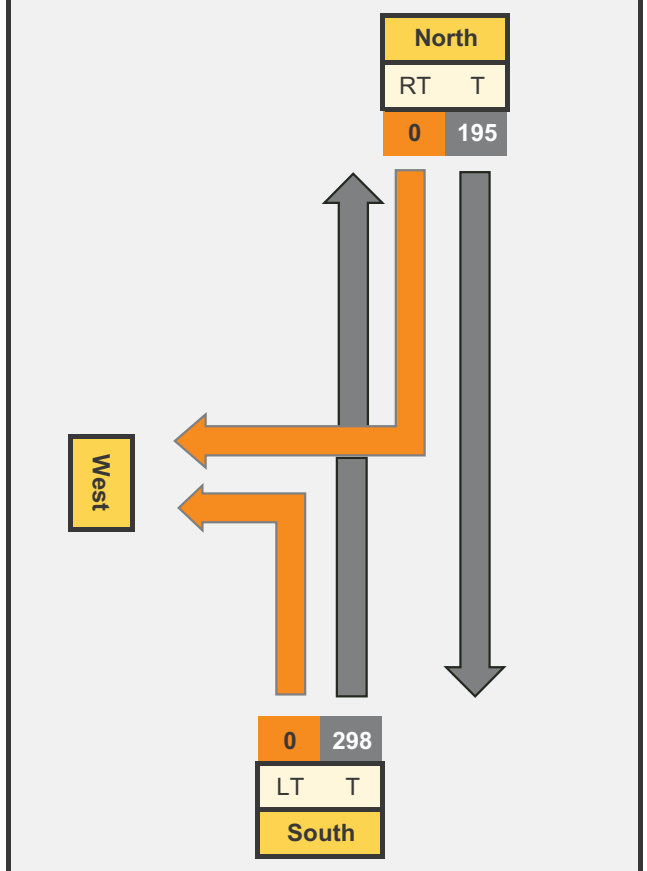
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



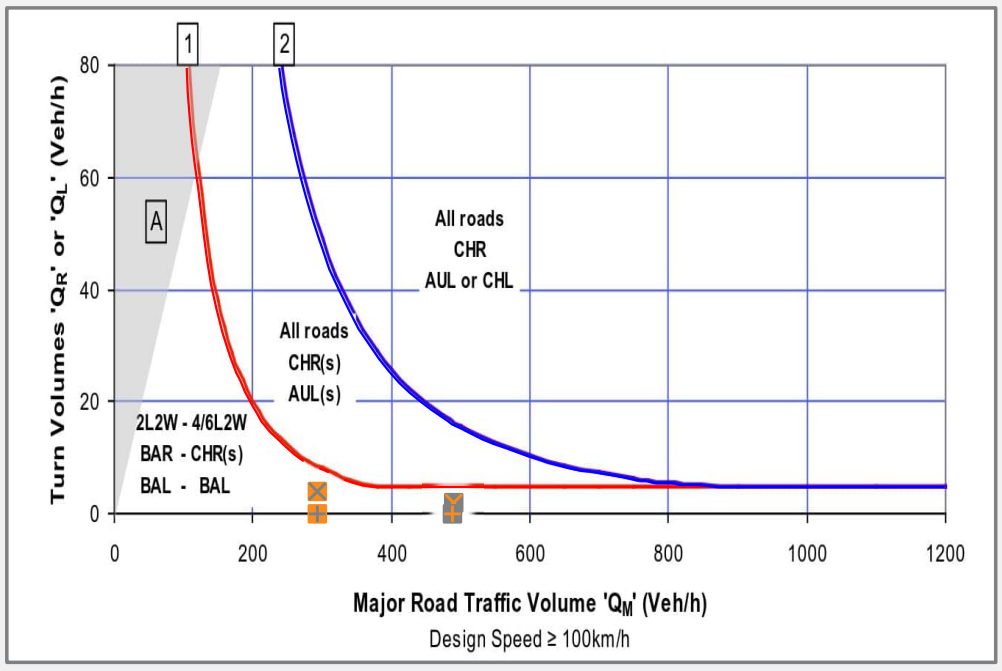
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	495	2
Left	298	4
With Development Traffic		
Right	493	0
Left	298	0

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	495	2
Left	298	4
With Development Traffic		
Right	493	0
Left	298	0

Intersection Code	3B

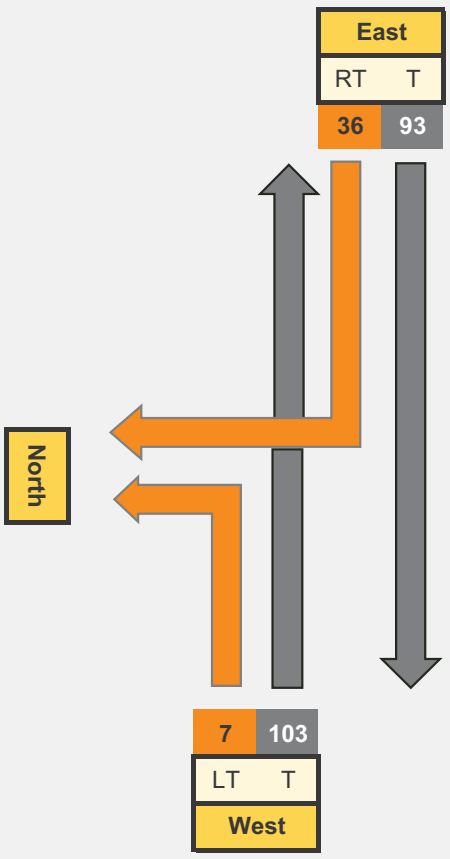
Year	2028

Intersection ID	Xi
Intersection Name	Gore Highway / Oakey Pittsworth Road

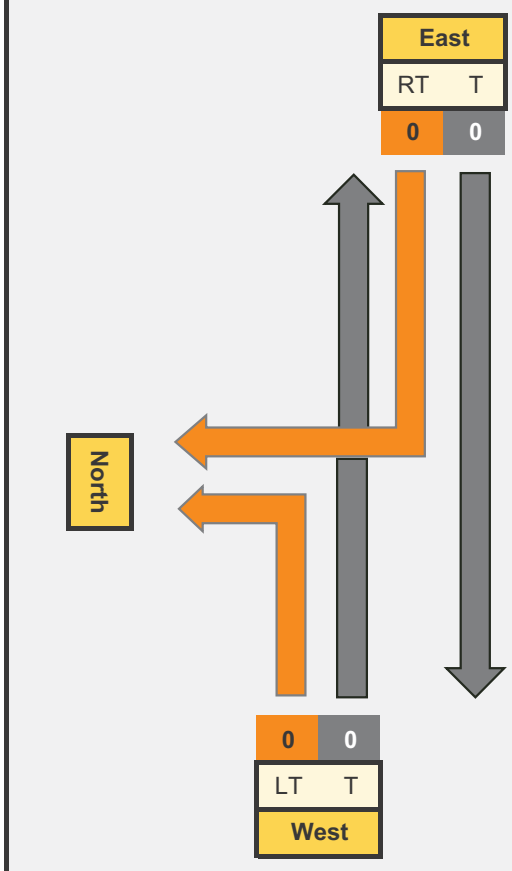
Speed	110			
Existing Treatment	L	BAL	R	CHR

AM

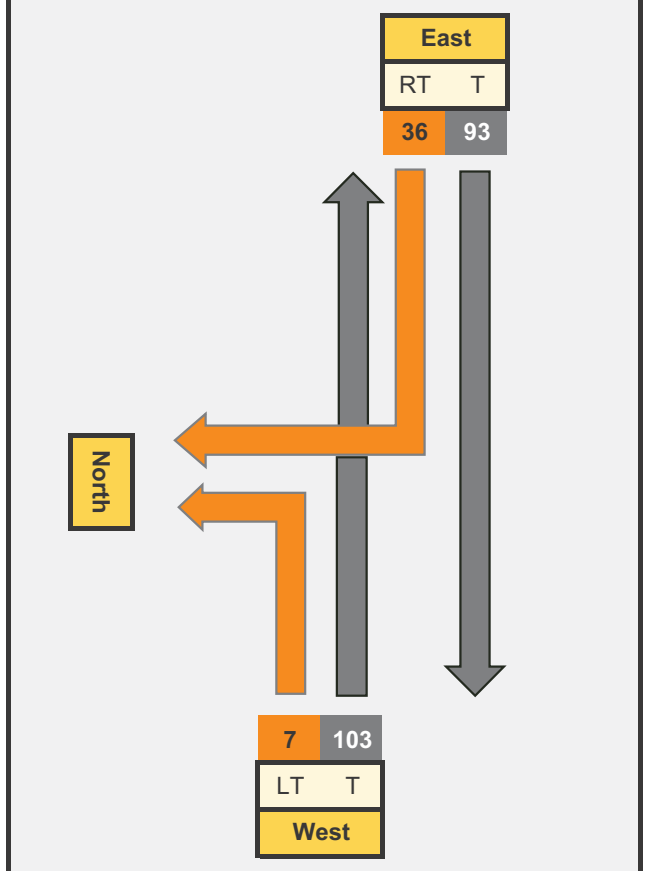
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	203	36
Left	103	7
With Development Traffic		
Right	203	36
Left	103	7

Graph Terminolgy

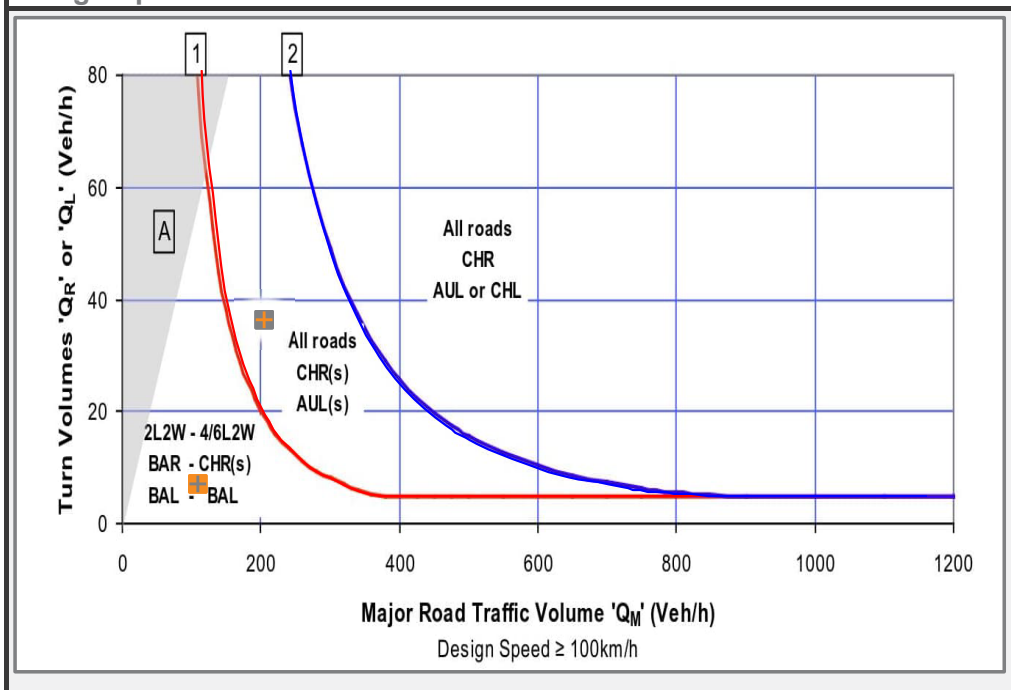
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	203	36
Left	103	7
With Development Traffic		
Right	203	36
Left	103	7

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

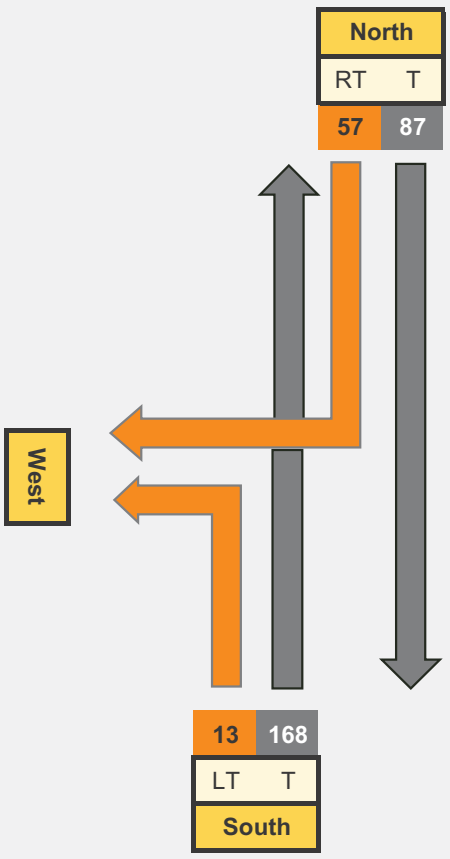
Year	2028

Intersection ID	Xi
Intersection Name	Gore Highway / Oakey Pittsworth Road

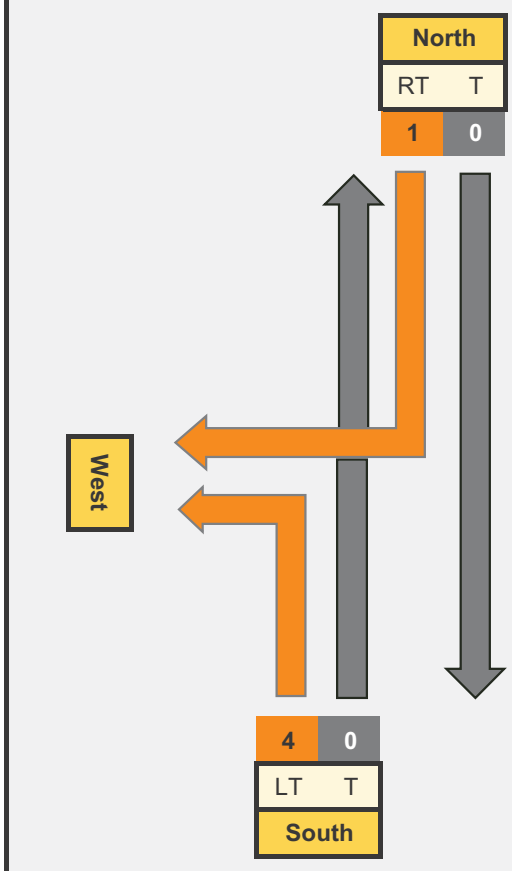
Speed	110			
Existing Treatment	L	BAL	R	CHR

PM

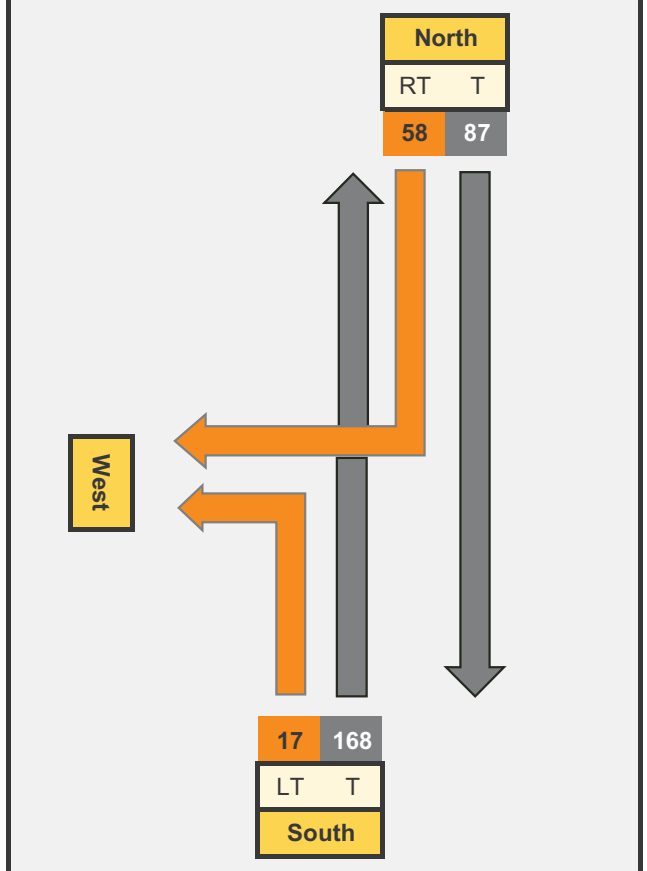
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



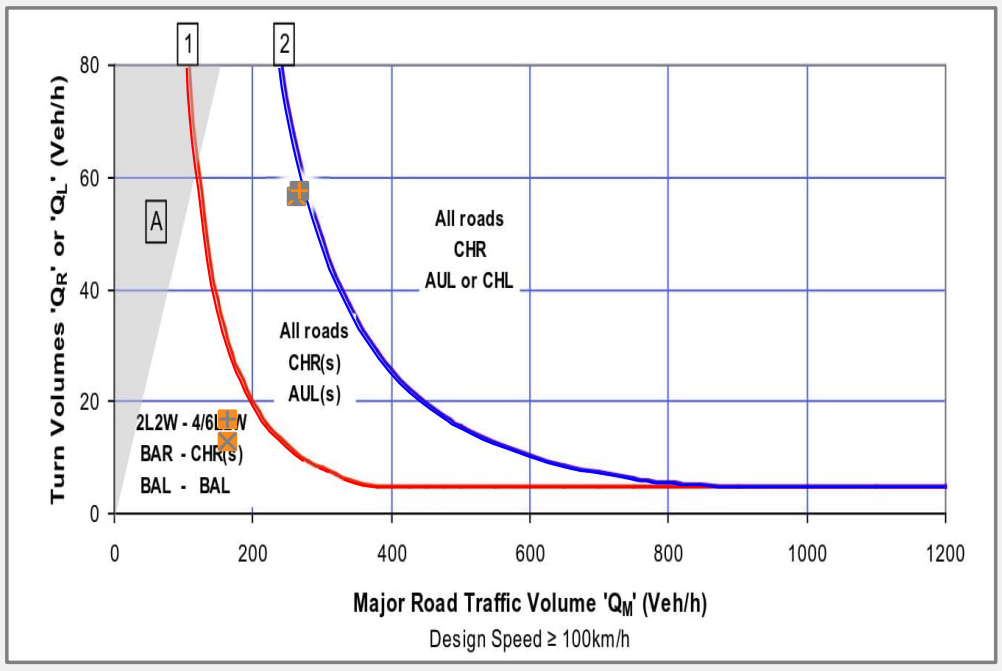
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	268	57
Left	168	13
With Development Traffic		
Right	272	58
Left	168	17

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	268	57
Left	168	13
With Development Traffic		
Right	272	58
Left	168	17

Intersection Code	3B

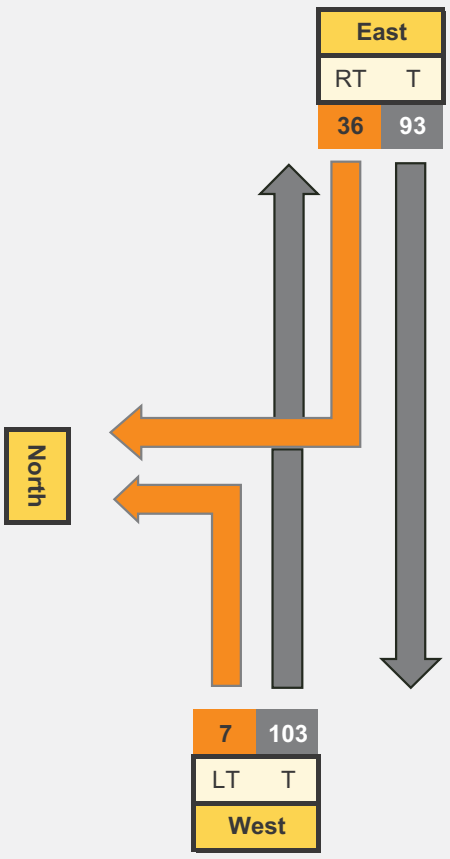
Year	2038

Intersection ID	Xi
Intersection Name	Gore Highway / Oakey Pittsworth Road

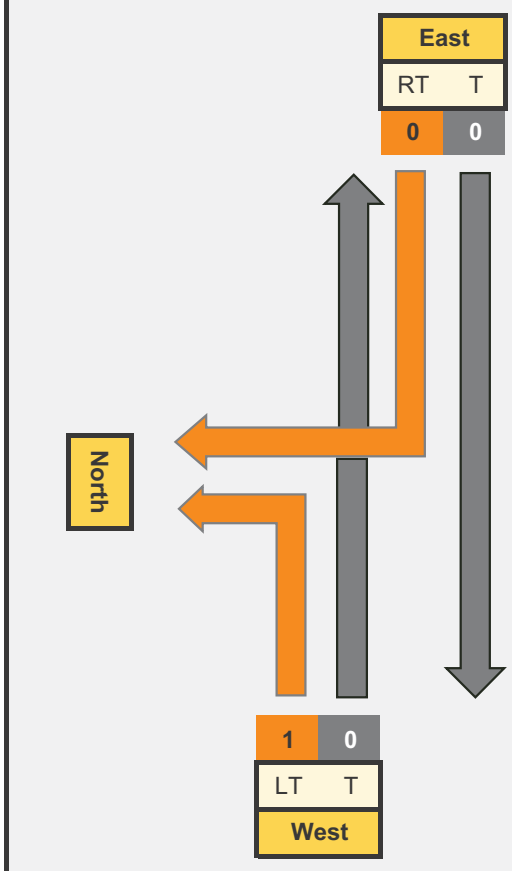
Speed	110			
Existing Treatment	L	BAL	R	CHR

AM

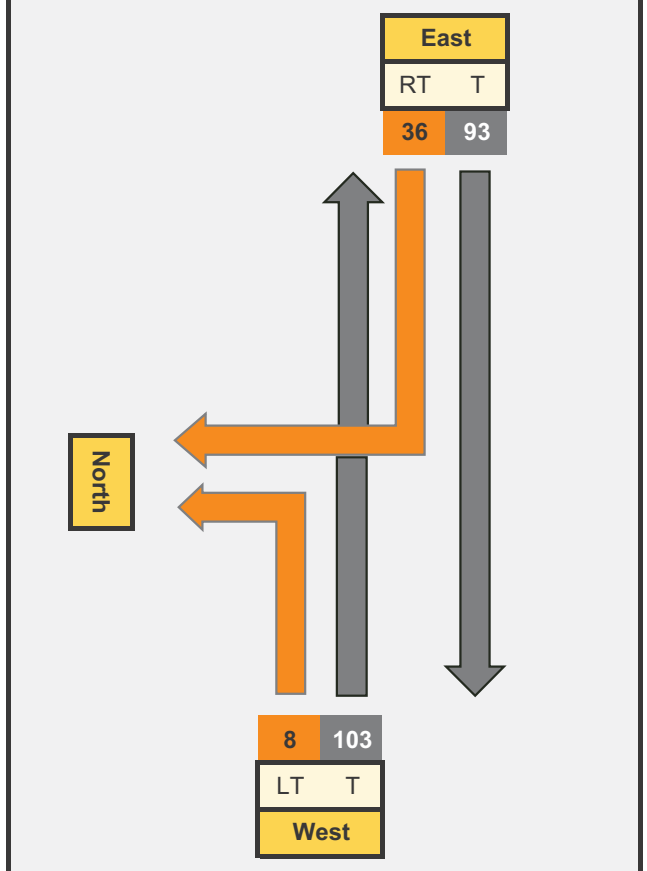
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	203	36
Left	103	7
With Development Traffic		
Right	204	36
Left	103	8

Graph Terminolgy

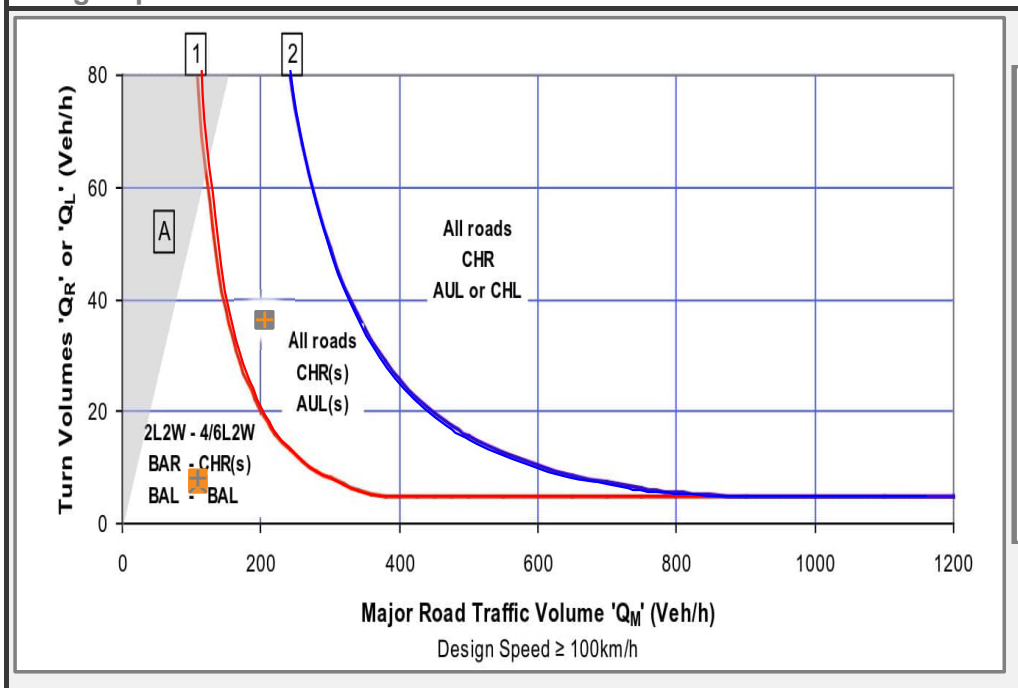
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	203	36
Left	103	7
With Development Traffic		
Right	204	36
Left	103	8

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

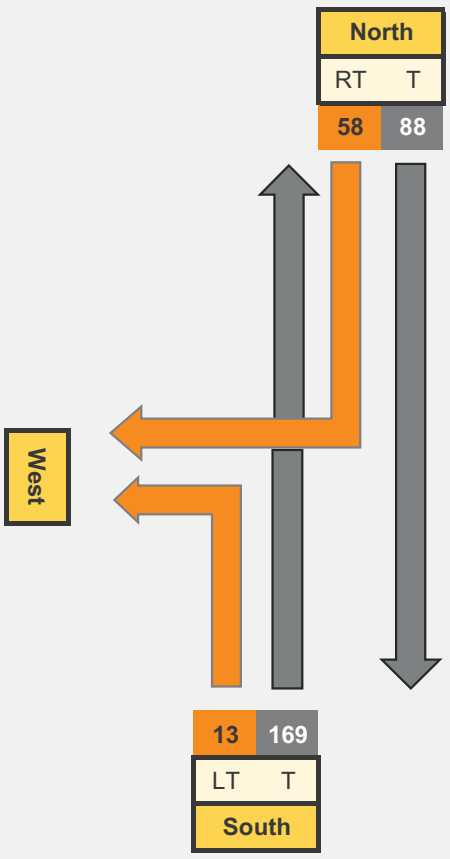
Year	2028

Intersection ID	Xi
Intersection Name	Gore Highway / Oakey Pittsworth Road

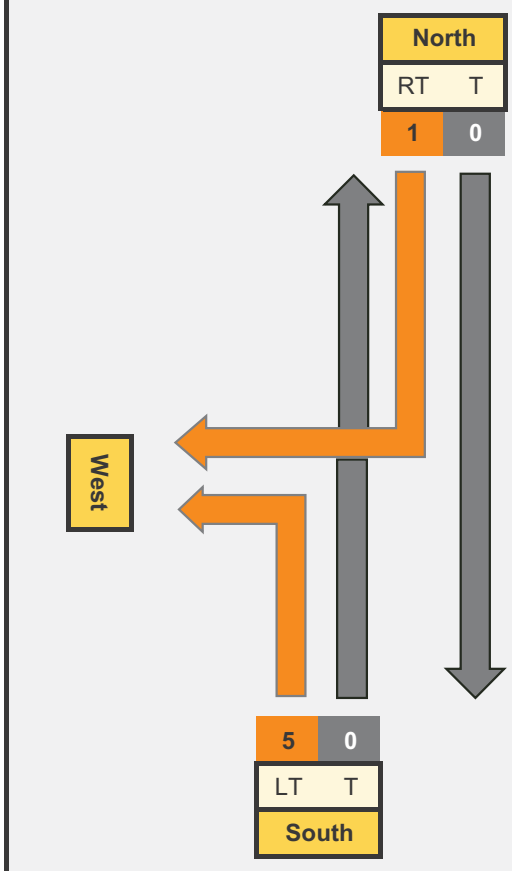
Speed	110			
Existing Treatment	L	BAL	R	CHR

PM

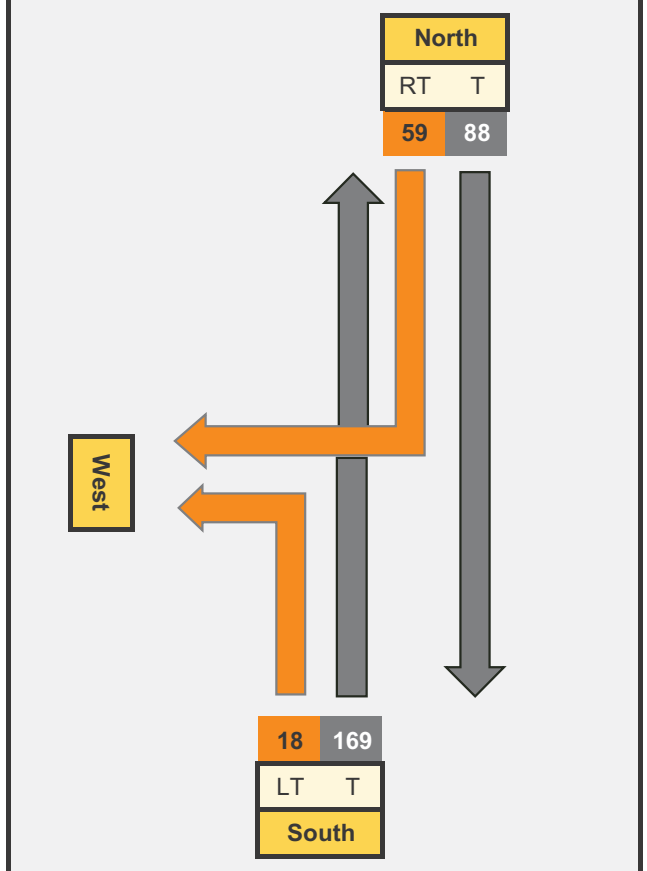
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



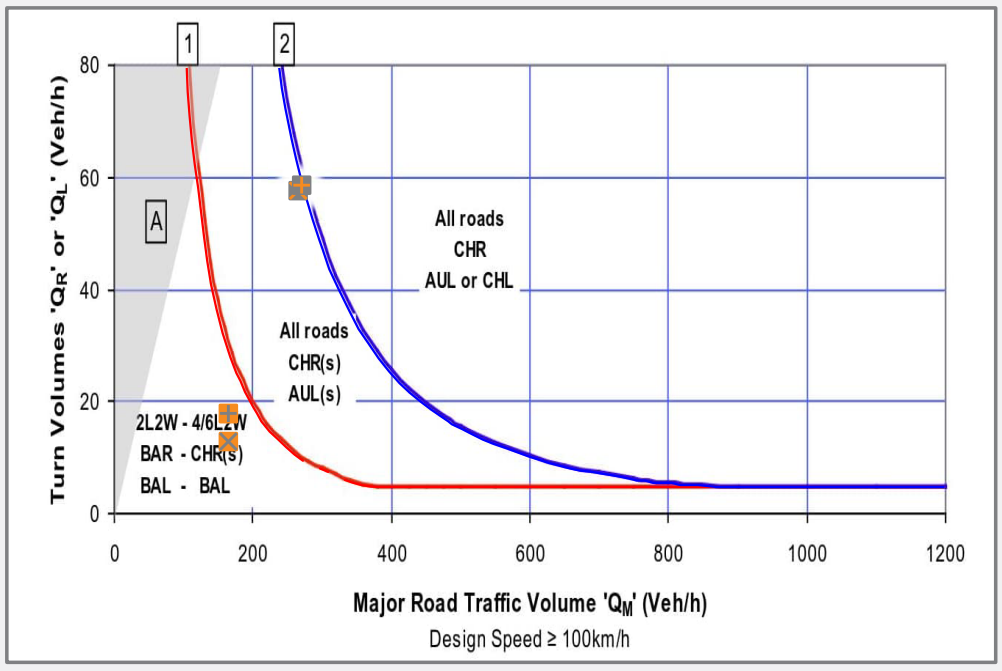
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	270	58
Left	169	13
With Development Traffic		
Right	275	59
Left	169	18

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	270	58
Left	169	13
With Development Traffic		
Right	275	59
Left	169	18

Intersection Code	3B

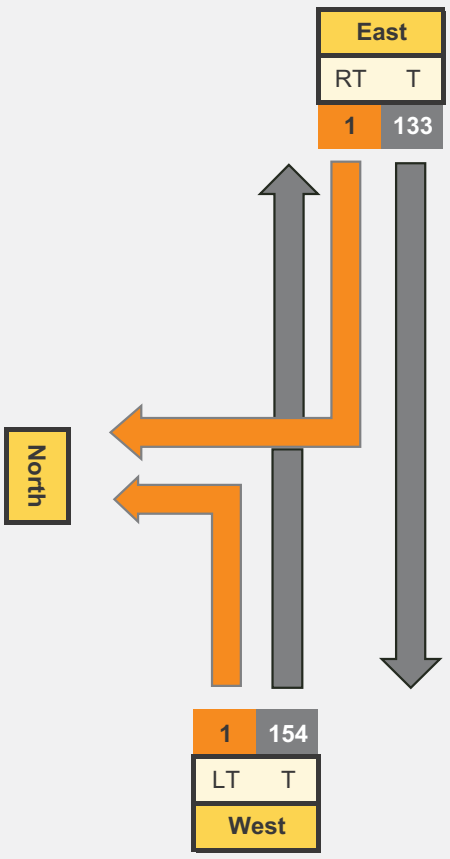
Year	2028

Intersection ID	Xj
Intersection Name	Gore Highway / Tip Road

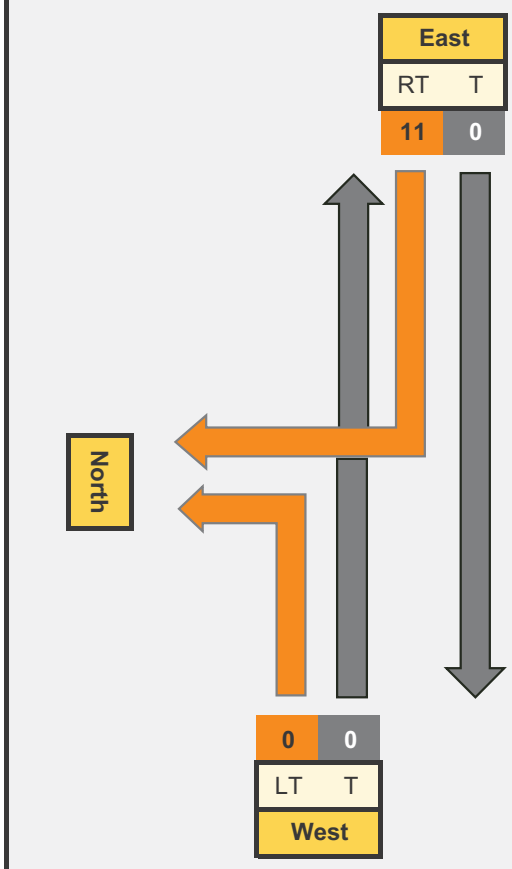
Speed	110			
Existing Treatment	L	BAL	R	BAR

AM

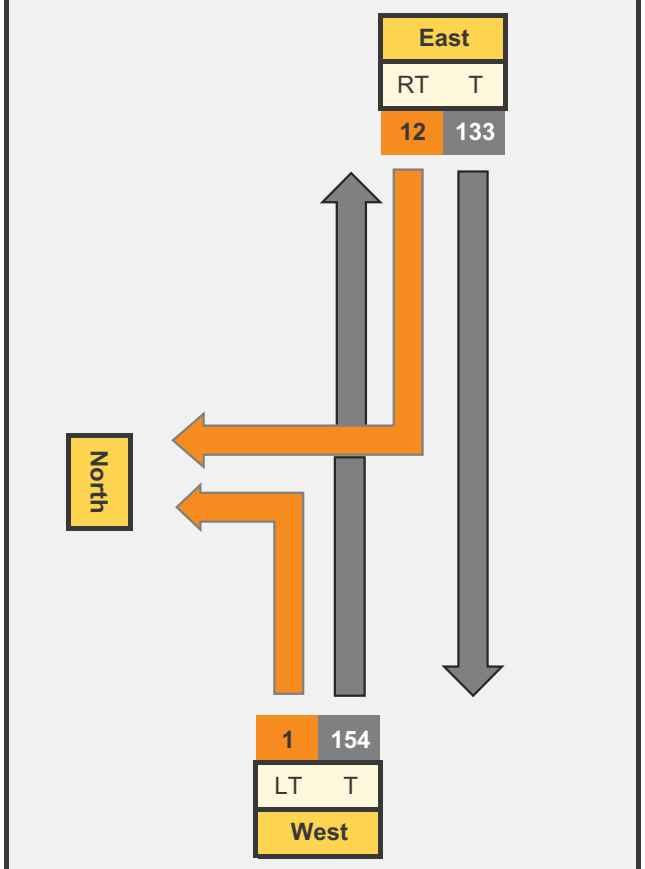
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



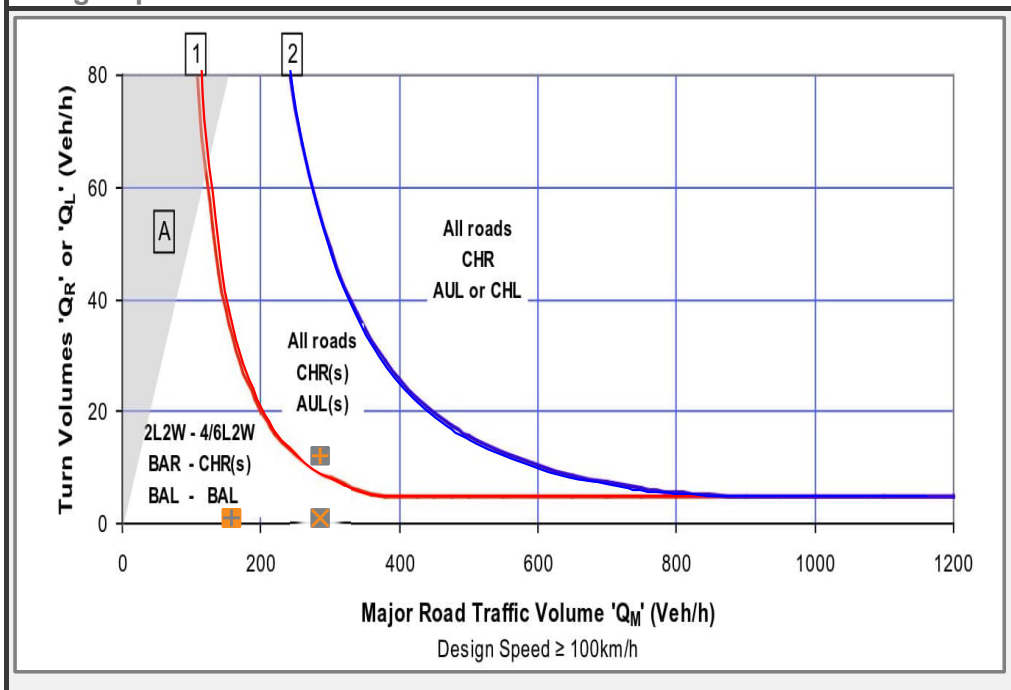
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	288	1
Left	154	1
With Development Traffic		
Right	288	12
Left	154	1

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	288	1
Left	154	1
With Development Traffic		
Right	288	12
Left	154	1

Intersection Code	3B

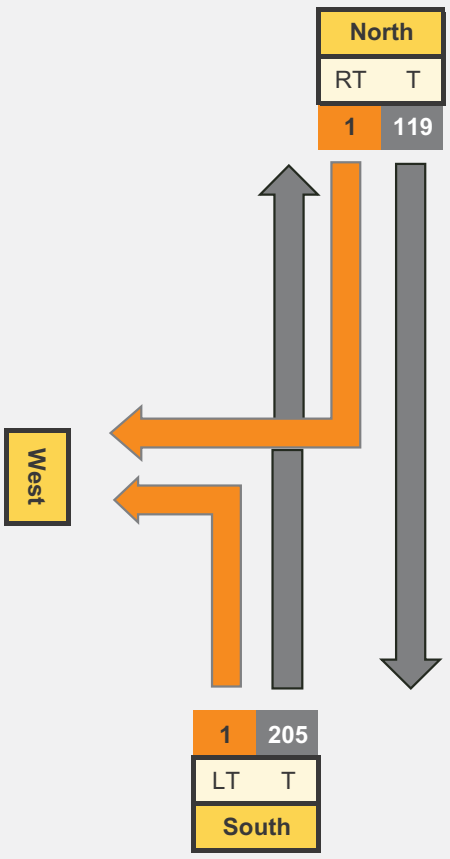
Year	2028

Intersection ID	Xj
Intersection Name	Gore Highway / Tip Road

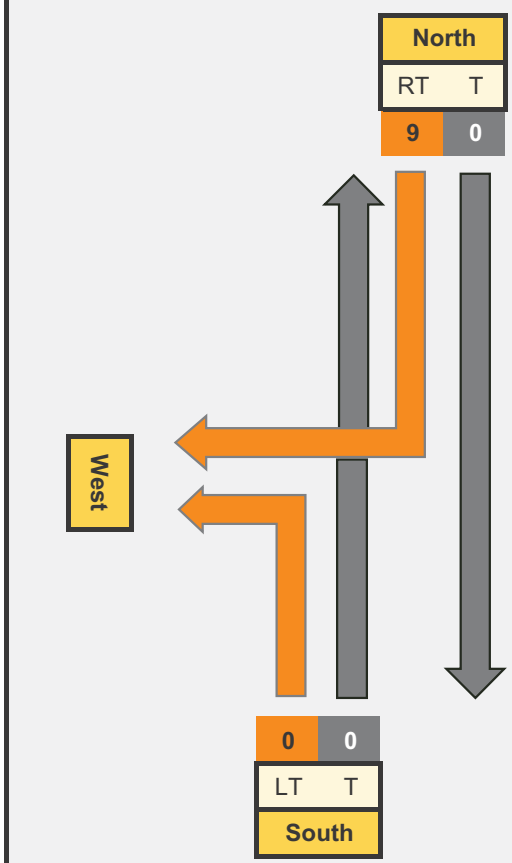
Speed	110			
Existing Treatment	L	BAL	R	BAR

PM

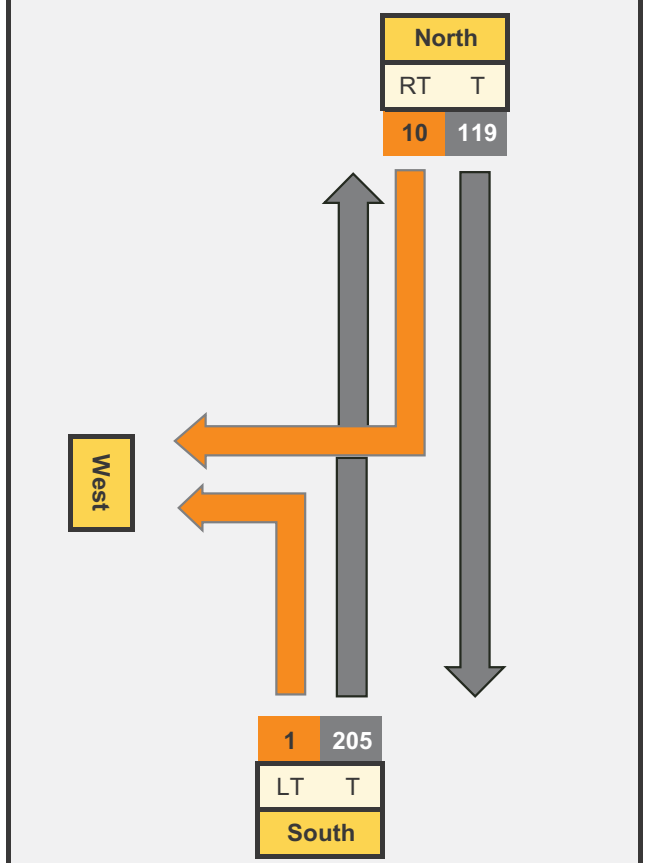
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



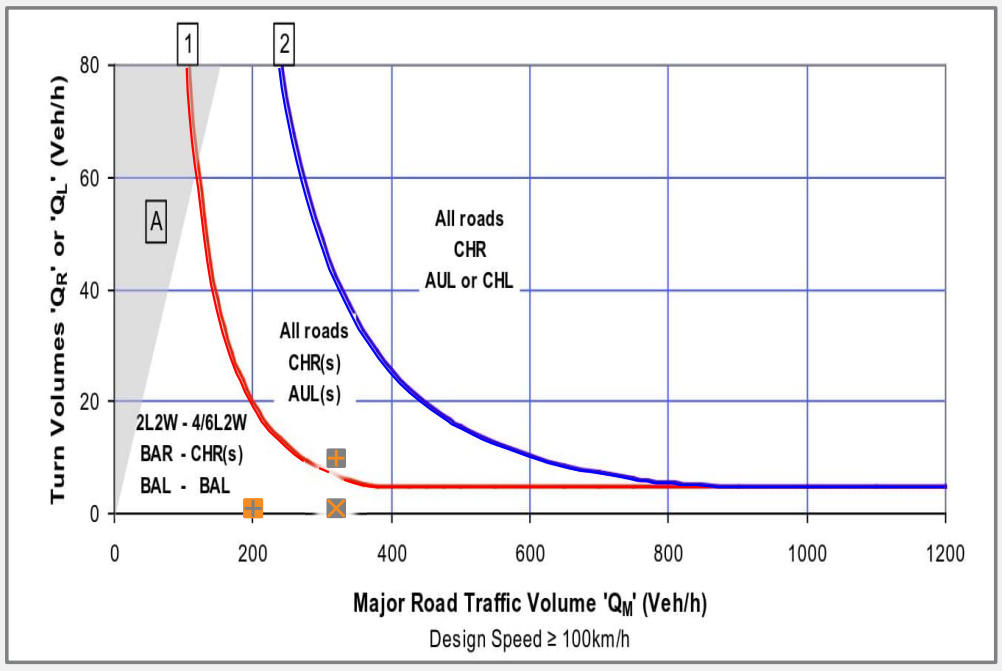
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	325	1
Left	205	1
With Development Traffic		
Right	325	10
Left	205	1

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	325	1
Left	205	1
With Development Traffic		
Right	325	10
Left	205	1

Intersection Code	3B

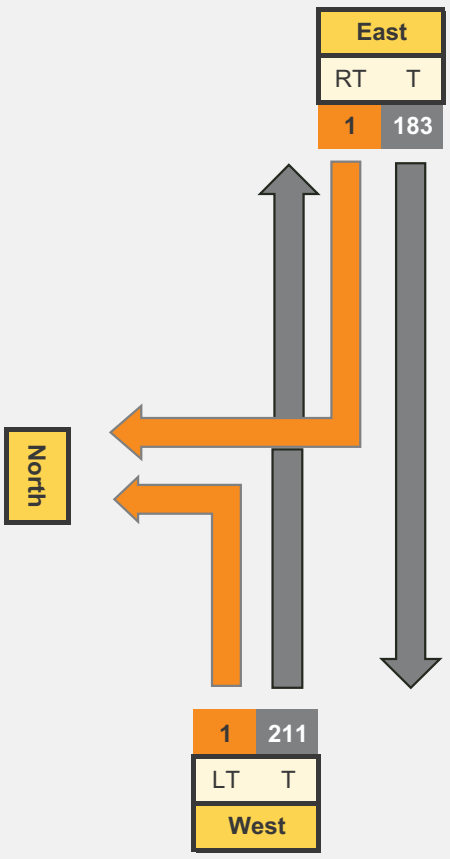
Year	2038

Intersection ID	Xj
Intersection Name	Gore Highway / Tip Road

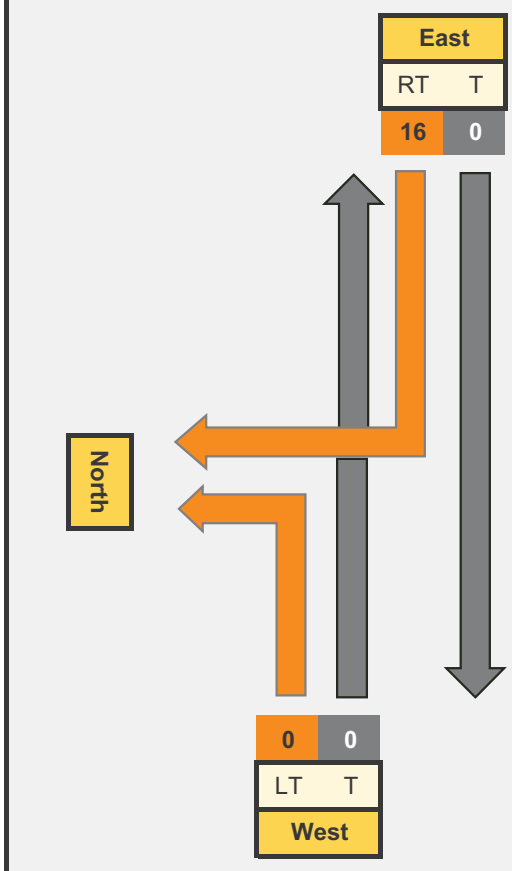
Speed	110			
Existing Treatment	L	BAL	R	BAR

AM

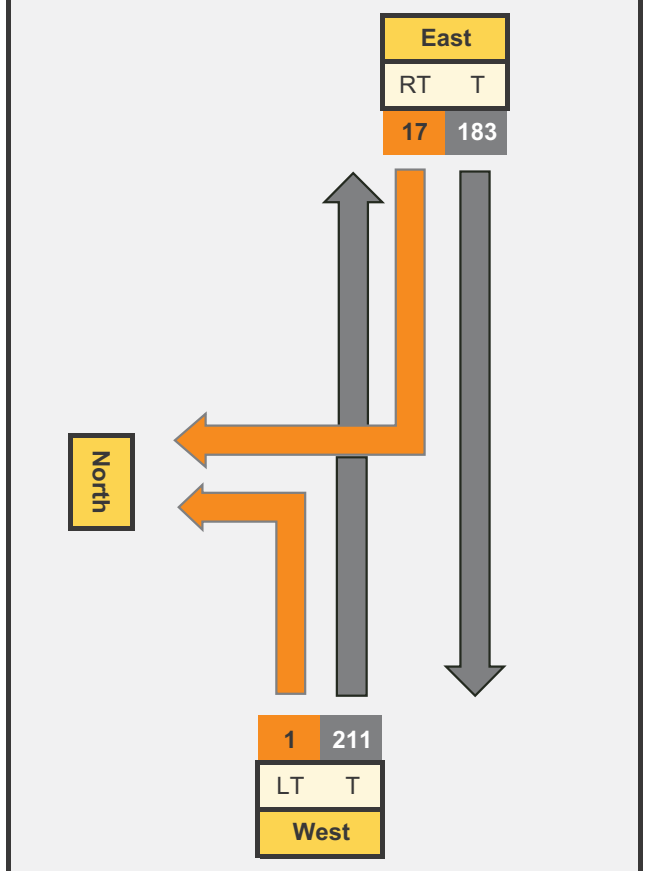
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



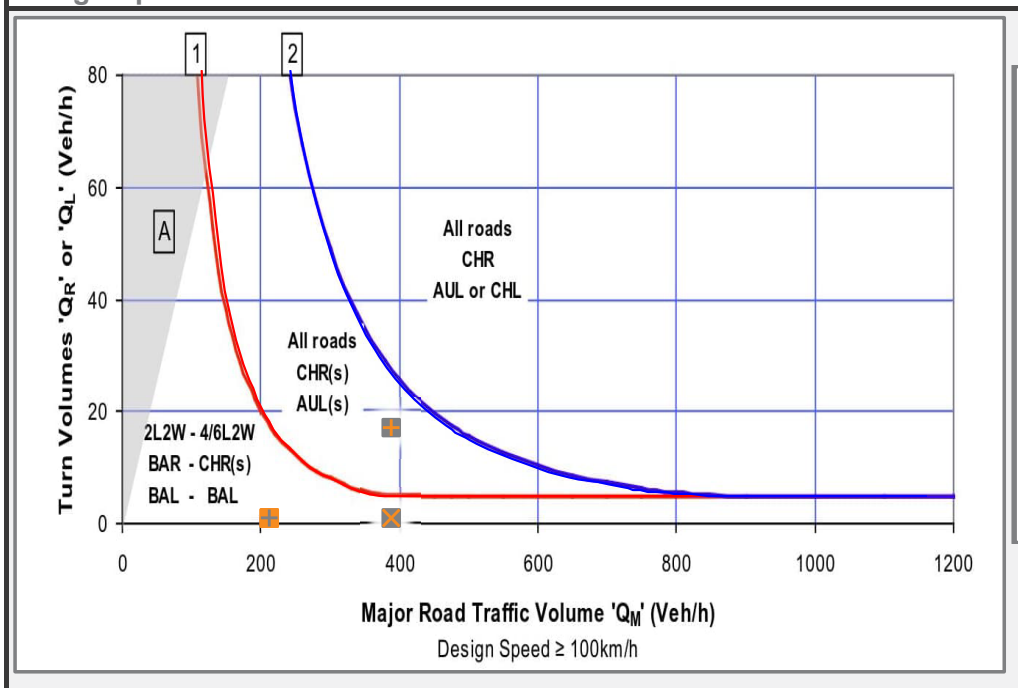
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	395	1
Left	211	1
With Development Traffic		
Right	395	17
Left	211	1

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	395	1
Left	211	1
With Development Traffic		
Right	395	17
Left	211	1

Intersection Code	3B

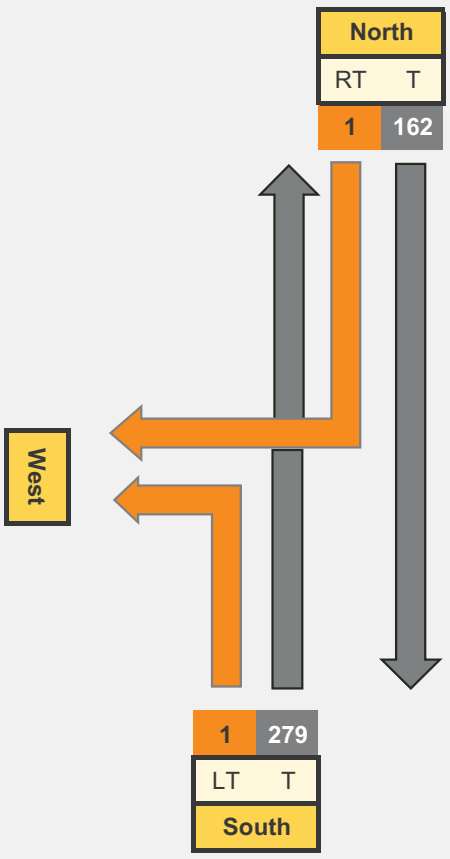
Year	2028

Intersection ID	Xj
Intersection Name	Gore Highway / Tip Road

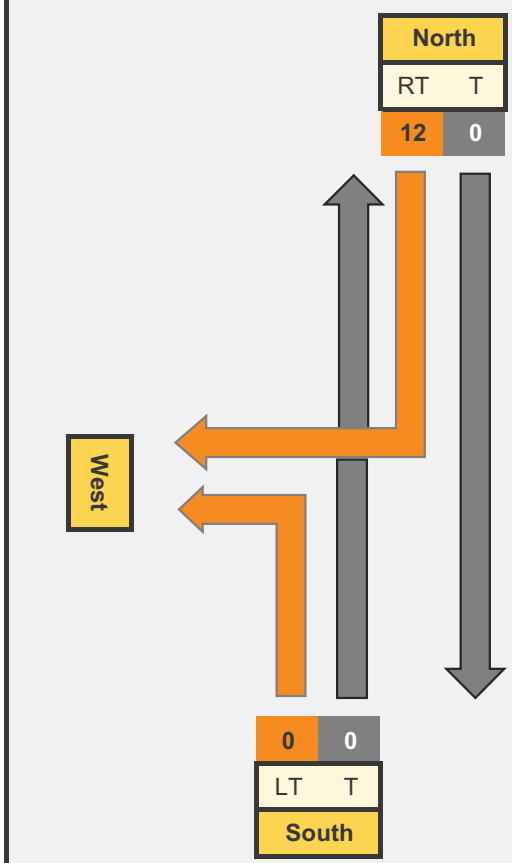
Speed	110			
Existing Treatment	L	BAL	R	BAR

PM

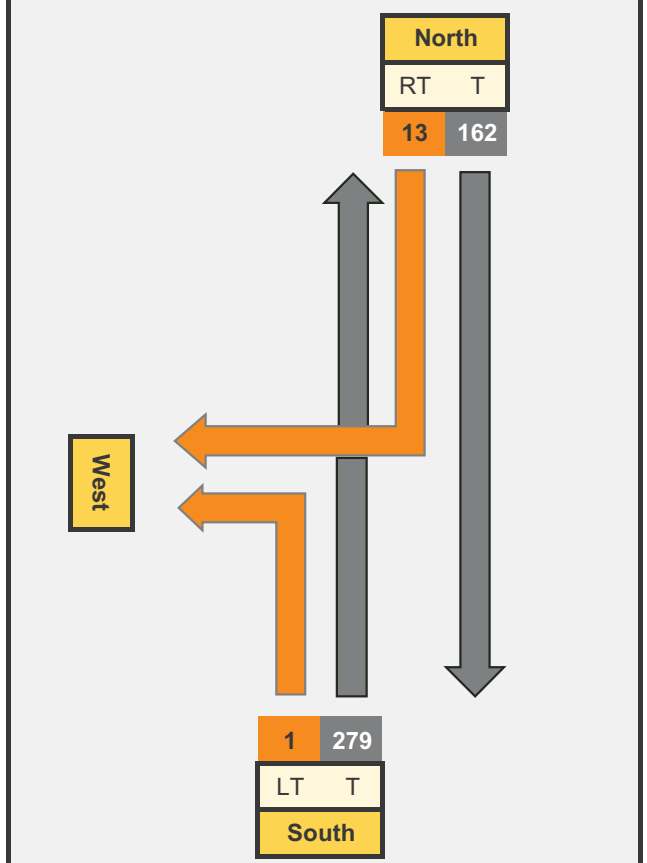
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



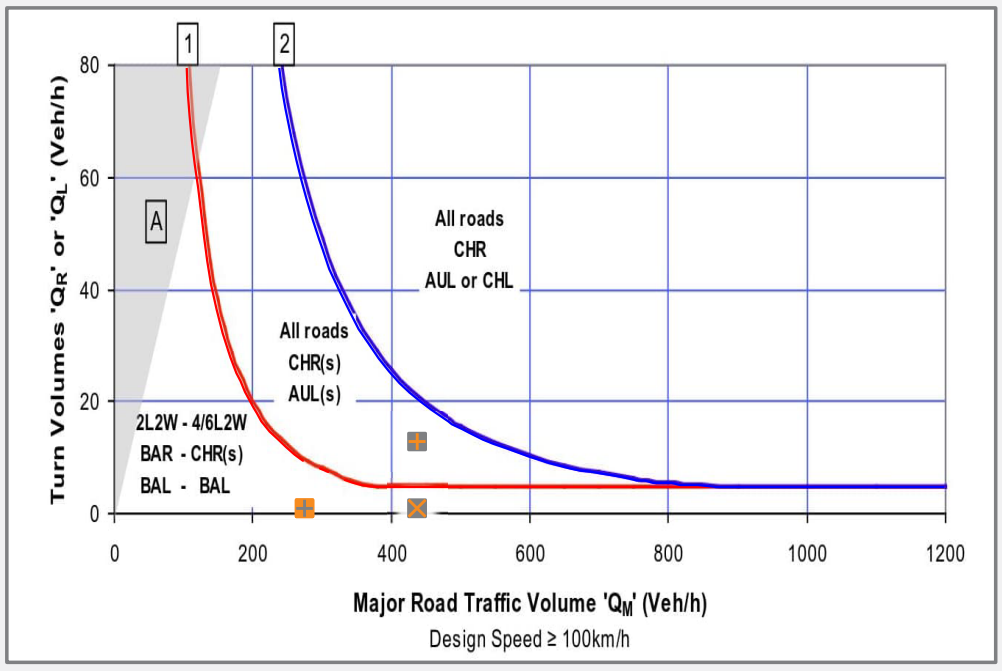
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	442	1
Left	279	1
With Development Traffic		
Right	442	13
Left	279	1

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	442	1
Left	279	1
With Development Traffic		
Right	442	13
Left	279	1

Intersection Code	3B

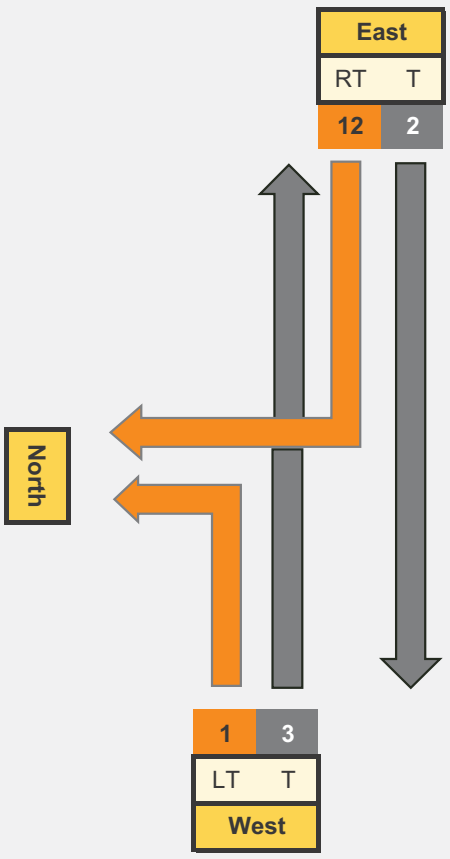
Year	2028

Intersection ID	Xk
Intersection Name	Murlaggan Road / French Road

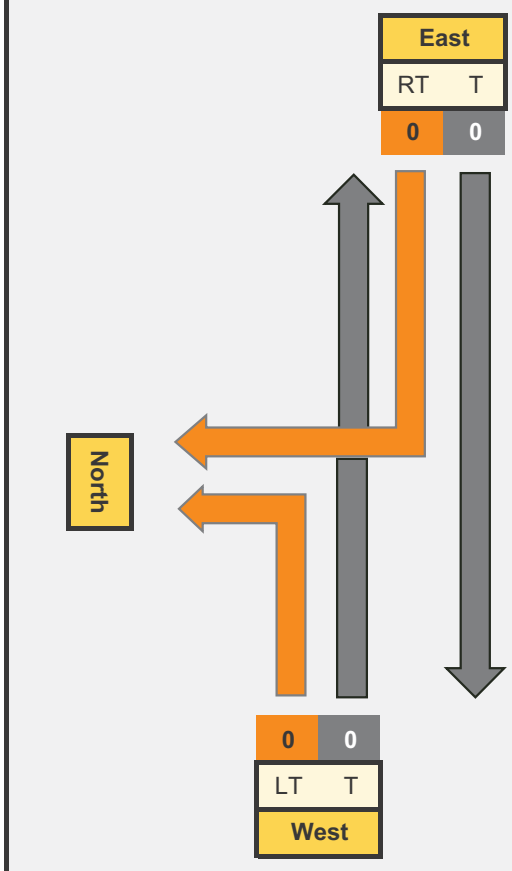
Speed	50			
Existing Treatment	L	BAL	R	BAR

AM

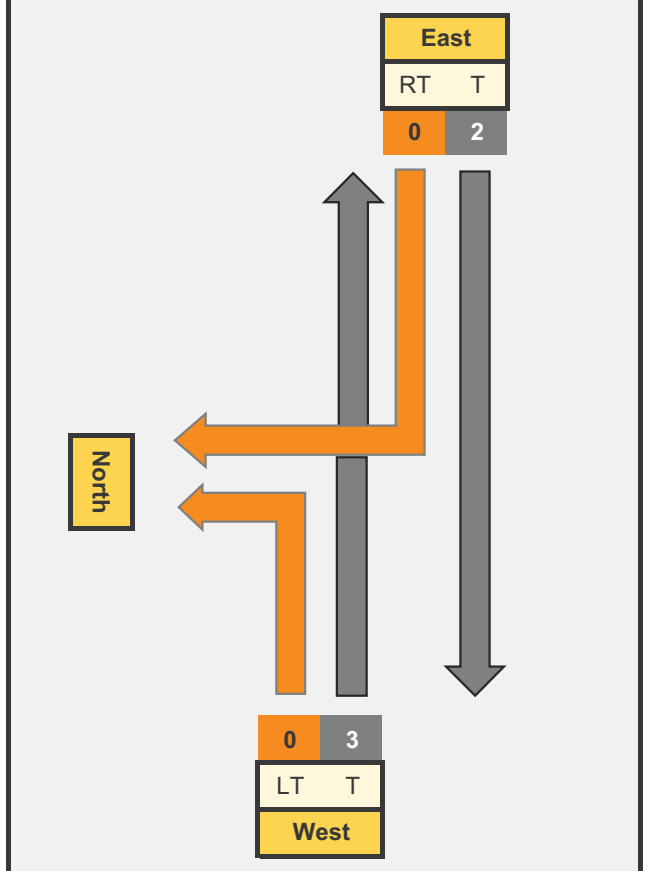
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	12
Left	3	1
With Development Traffic		
Right	5	0
Left	3	0

Graph Terminolgy

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

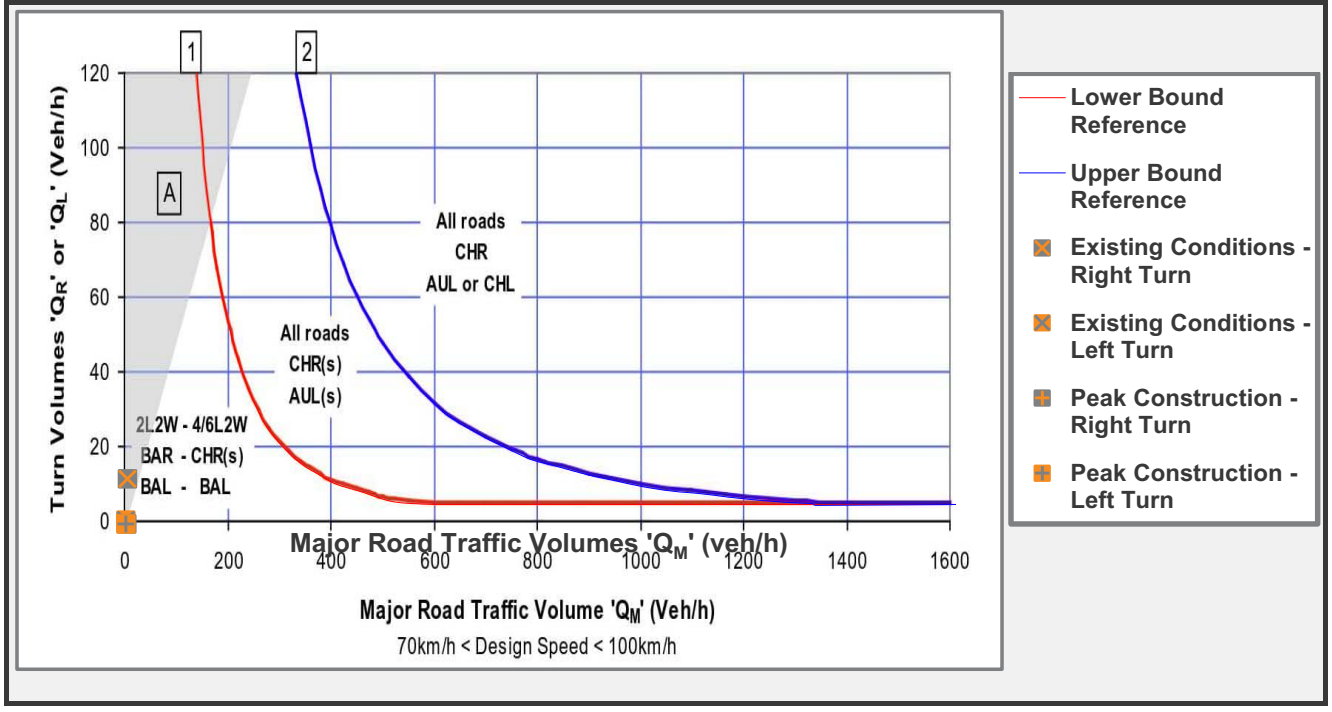
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	6	12
Left	3	1
With Development Traffic		
Right	5	0
Left	3	0

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3B

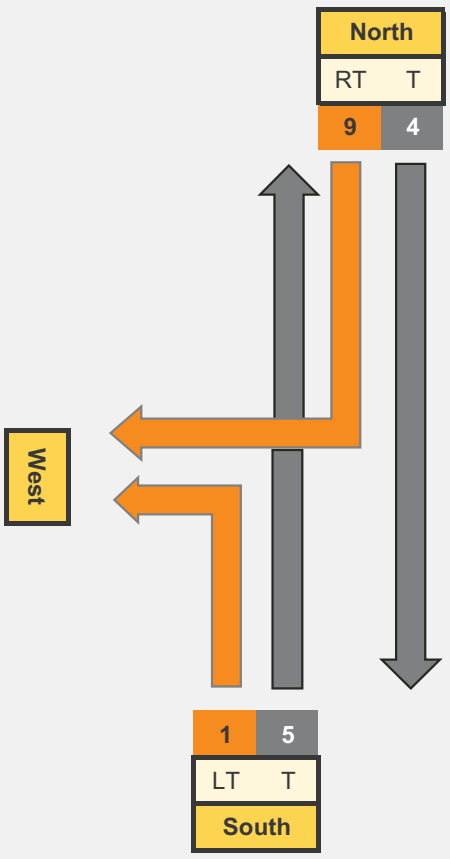
Year	2028

Intersection ID	Xk
Intersection Name	Murlaggan Road / French Road

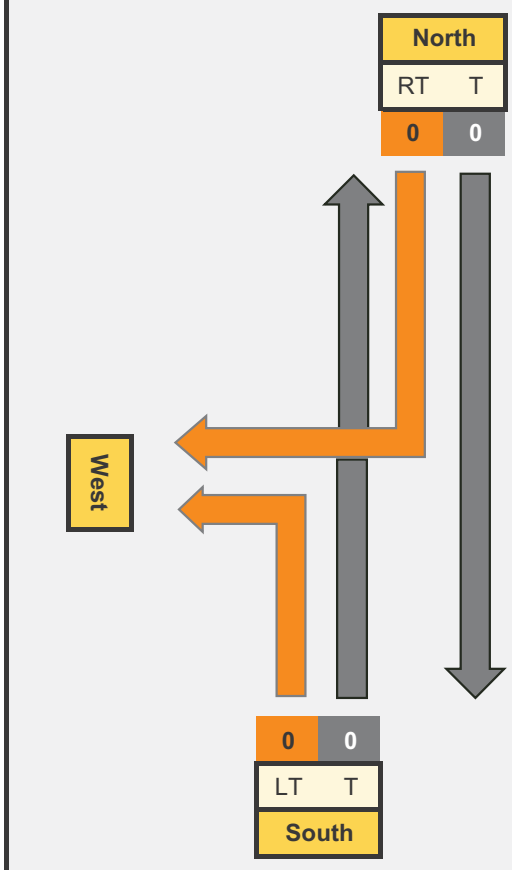
Speed	50			
Existing Treatment	L	BAL	R	BAR

PM

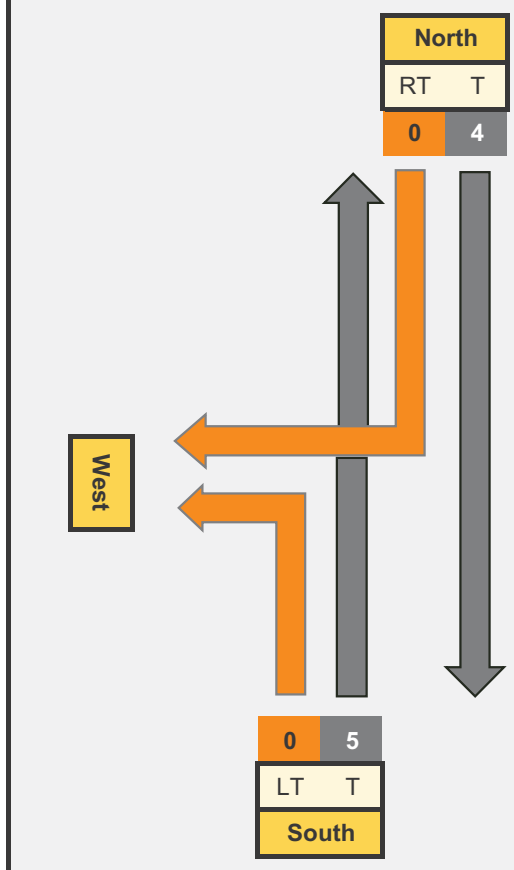
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	9
Left	5	1
With Development Traffic		
Right	9	0
Left	5	0

Graph Terminolgy

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

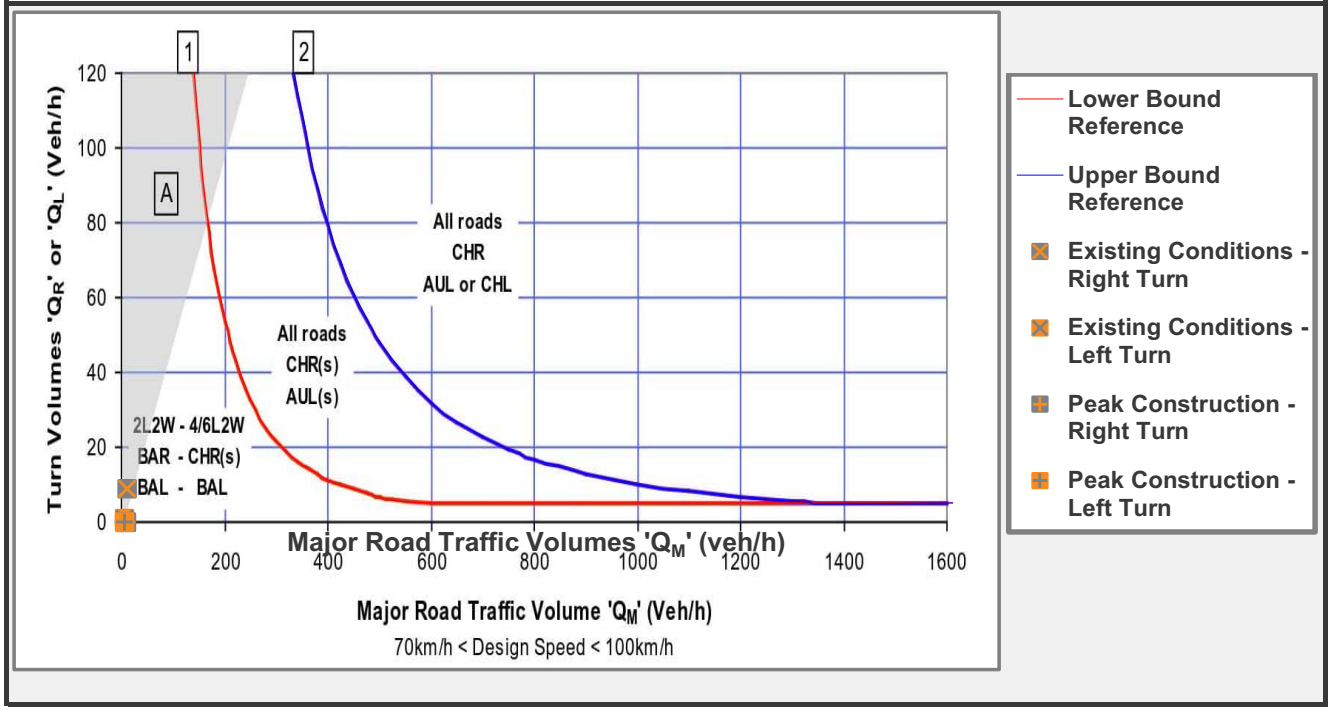
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	9
Left	5	1
With Development Traffic		
Right	9	0
Left	5	0

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3B

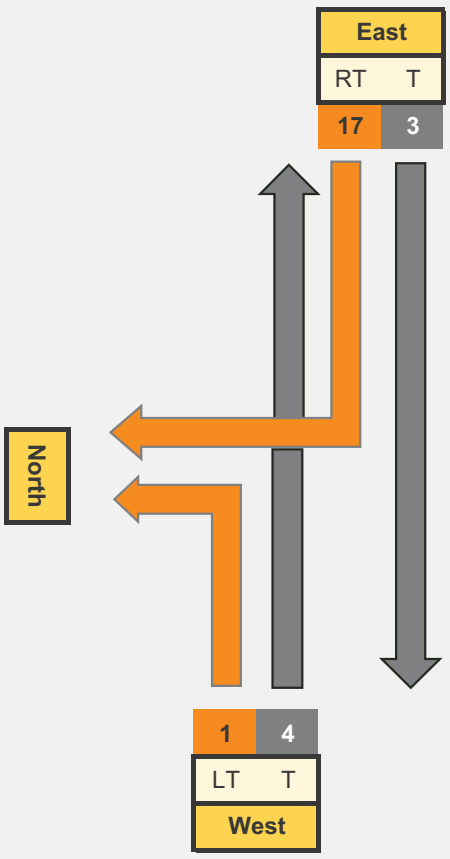
Year	2038

Intersection ID	Xk
Intersection Name	Murlaggan Road / French Road

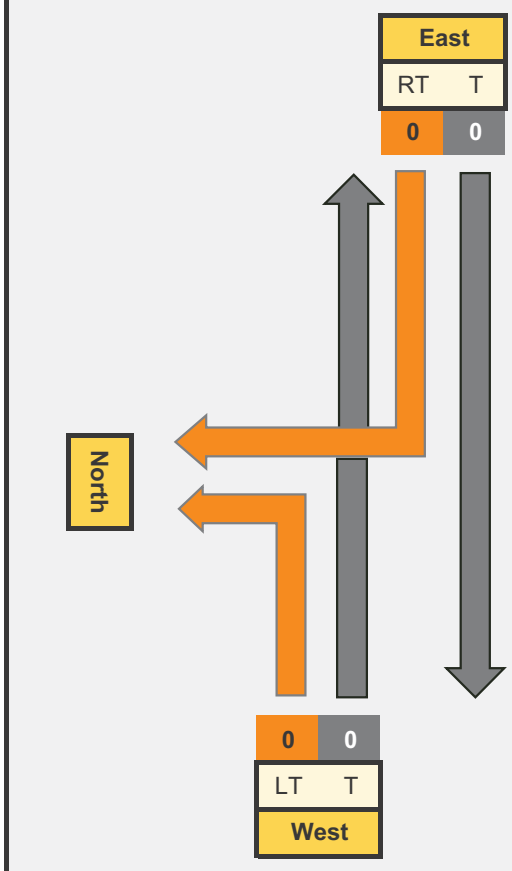
Speed	50			
Existing Treatment	L	BAL	R	BAR

AM

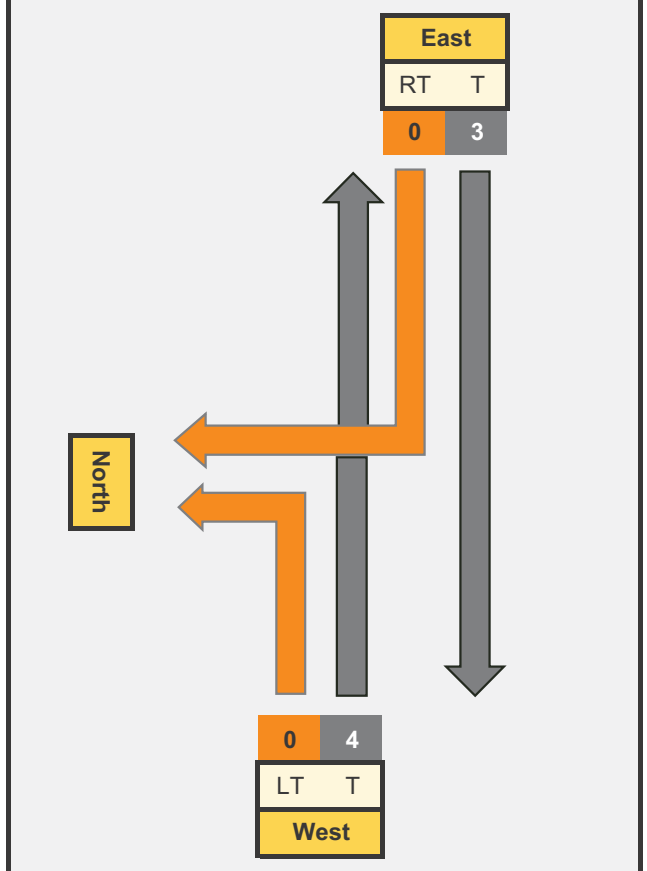
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	8	17
Left	4	1
With Development Traffic		
Right	7	0
Left	4	0

Graph Terminolgy

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

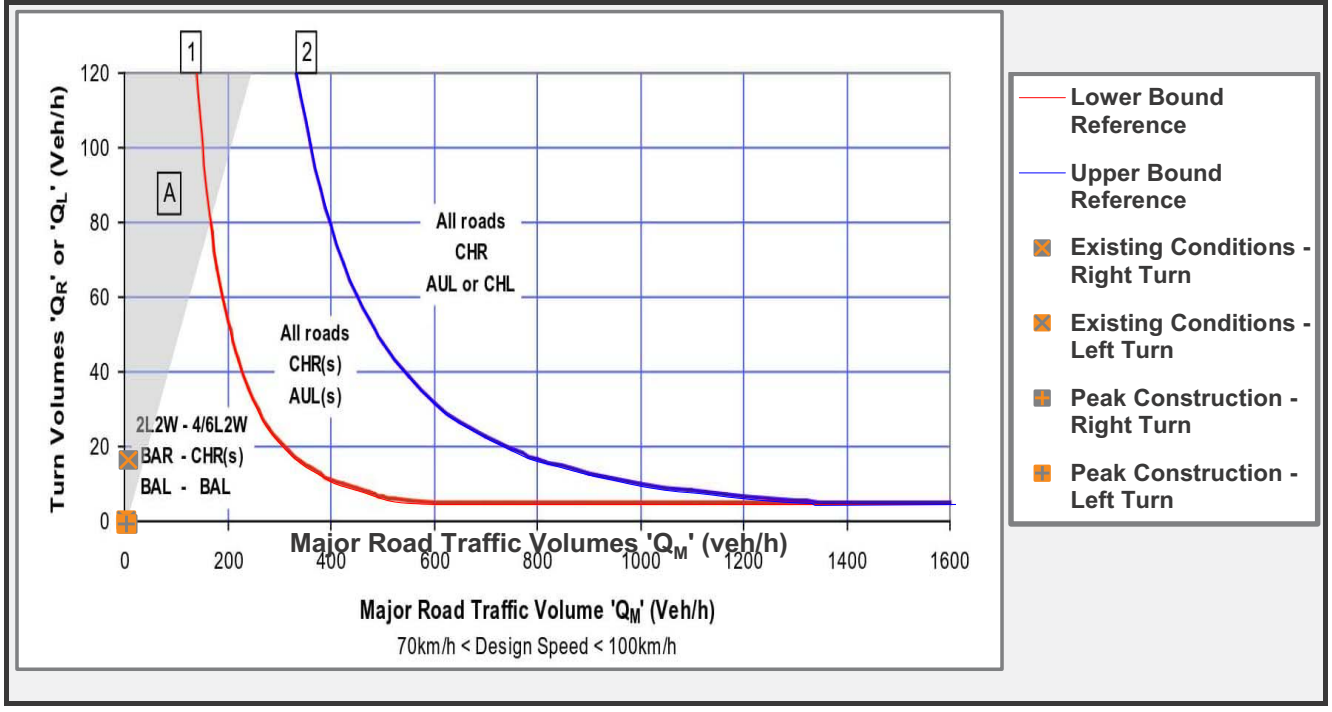
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	8	17
Left	4	1
With Development Traffic		
Right	7	0
Left	4	0

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3B

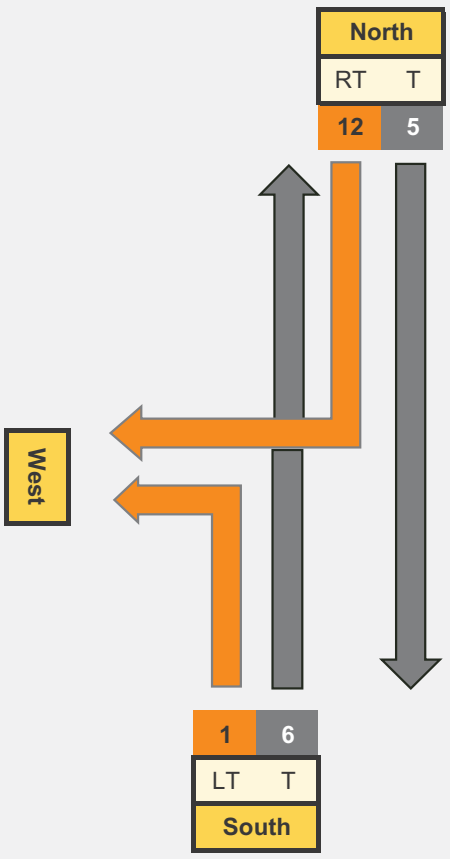
Year	2028

Intersection ID	Xk
Intersection Name	Murlaggan Road / French Road

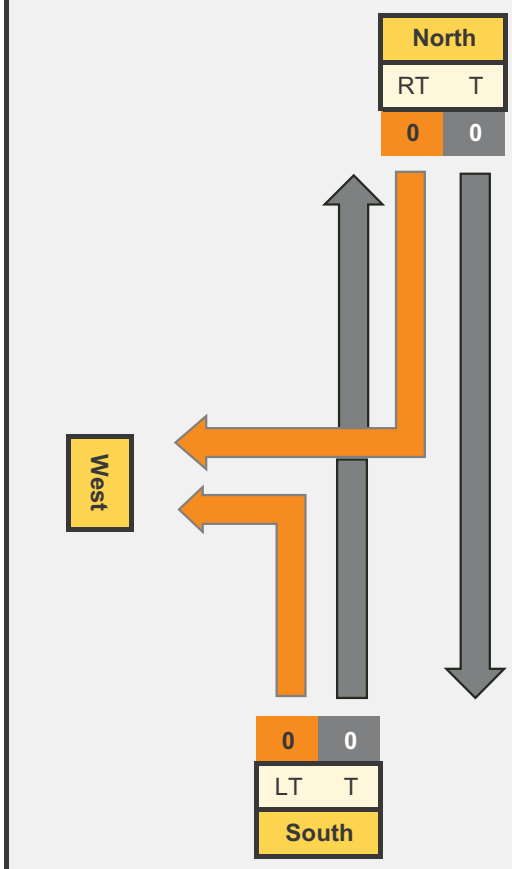
Speed	50			
Existing Treatment	L	BAL	R	BAR

PM

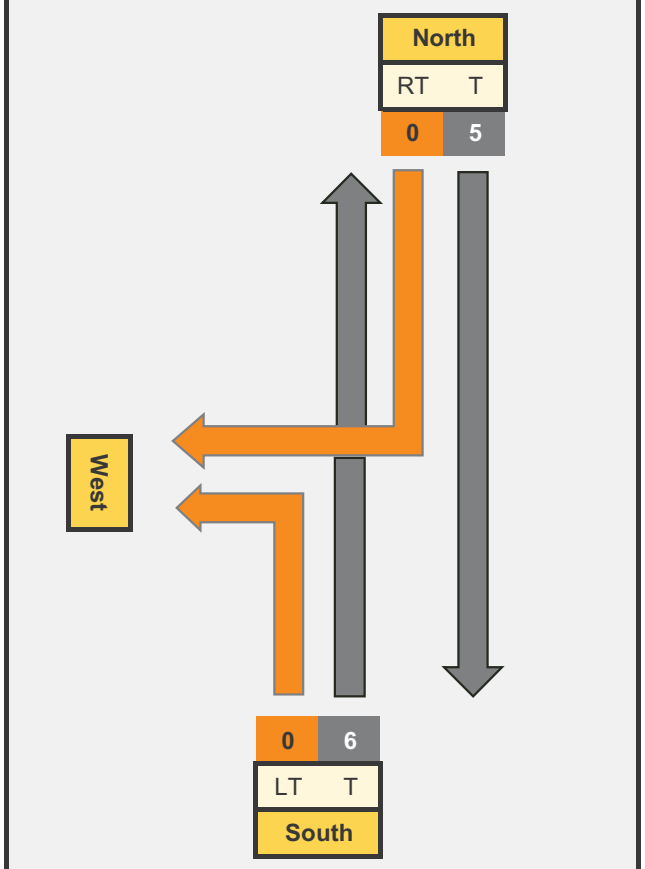
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	12	12
Left	6	1
With Development Traffic		
Right	11	0
Left	6	0

Graph Terminolgy

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

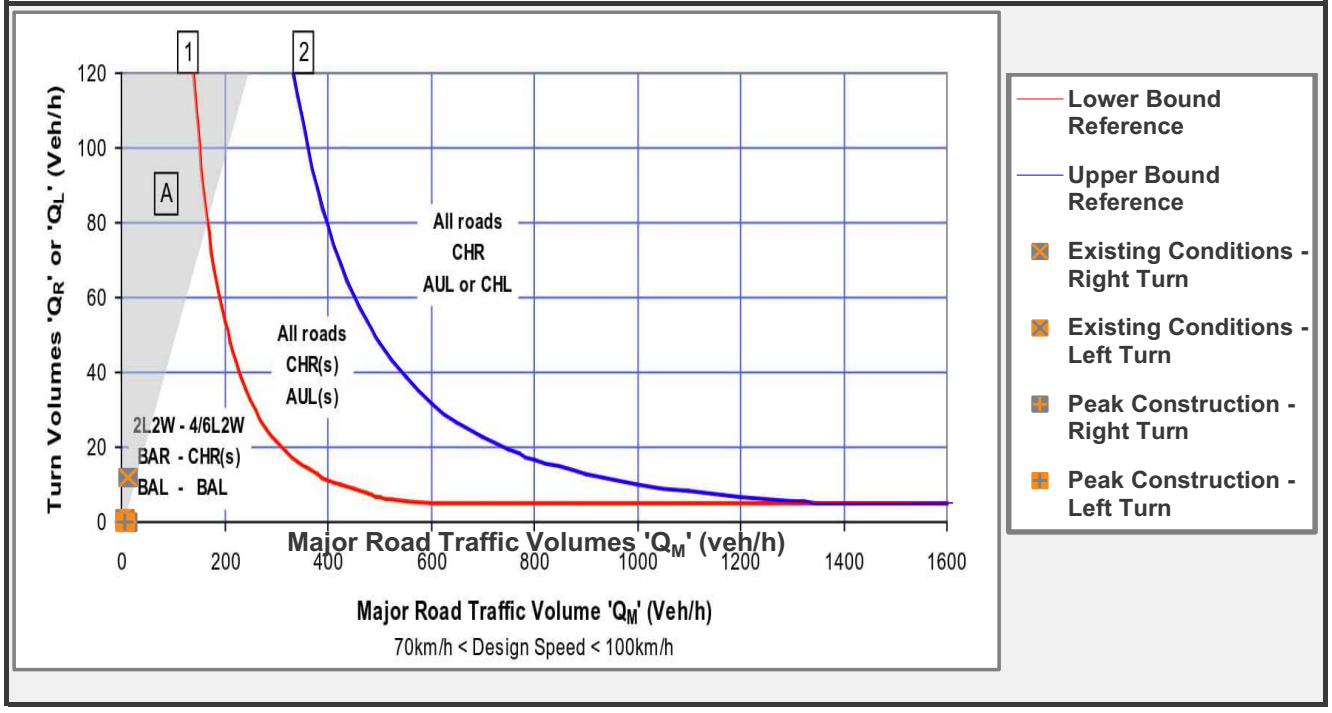
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	None
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	None

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	12	12
Left	6	1
With Development Traffic		
Right	11	0
Left	6	0

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3D

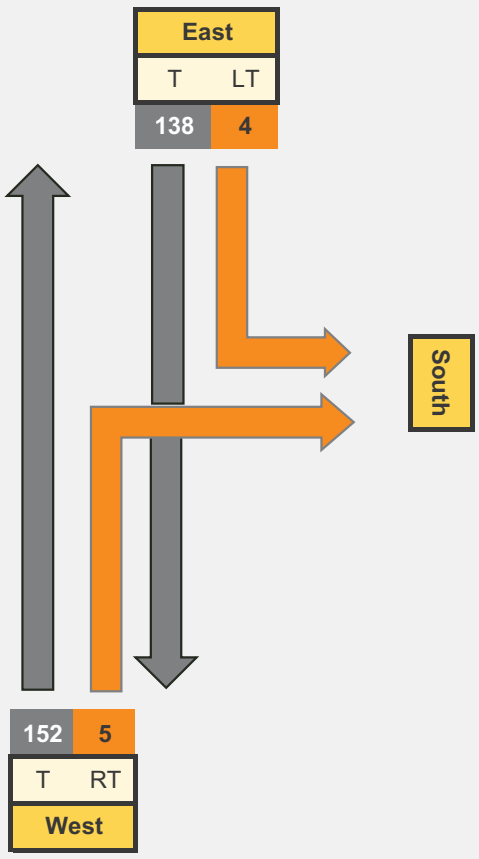
Year	2028

Intersection ID	XI
Intersection Name	Gore Highway / Fysh Road

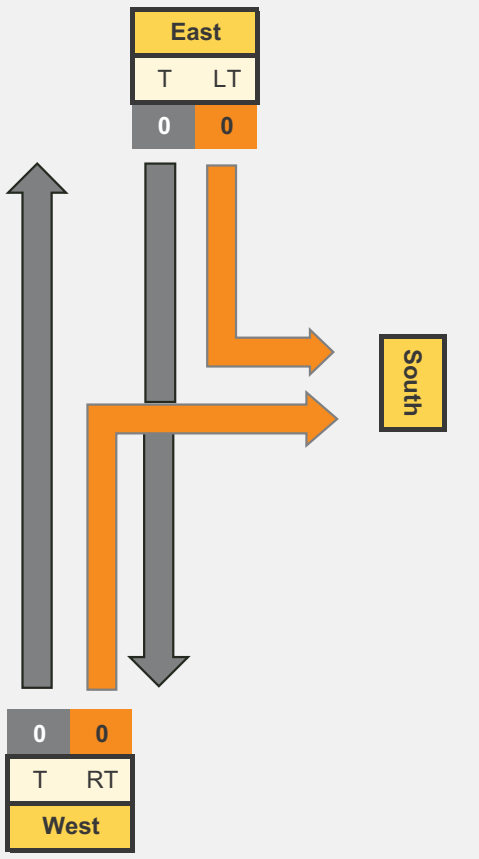
Speed	60			
Existing Treatment	L	BAL	R	BAR

AM

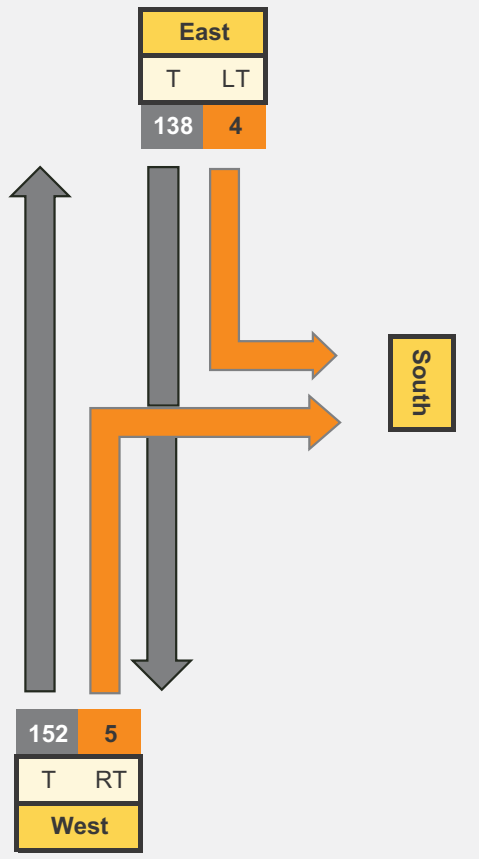
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	294	5
Left	138	4
With Development Traffic		
Right	294	5
Left	138	4

Graph Terminolgy

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

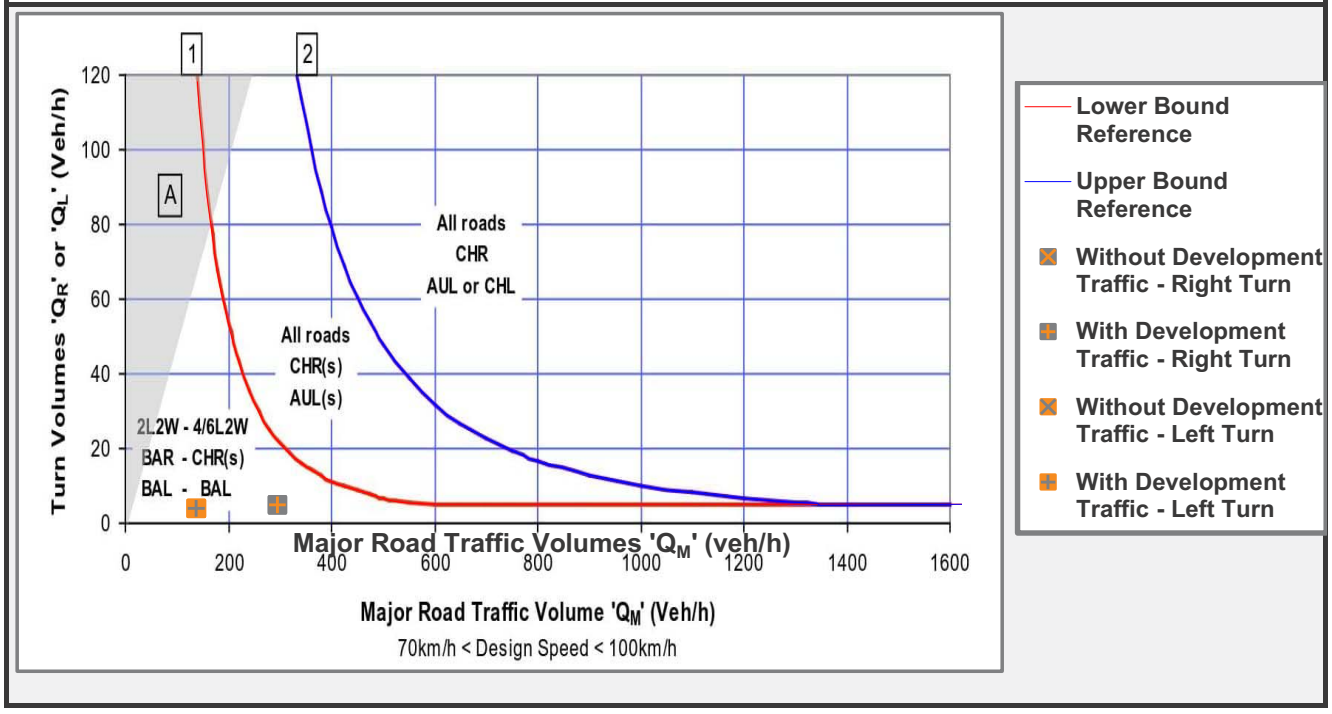
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	294	5
Left	138	4
With Development Traffic		
Right	294	5
Left	138	4

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3D

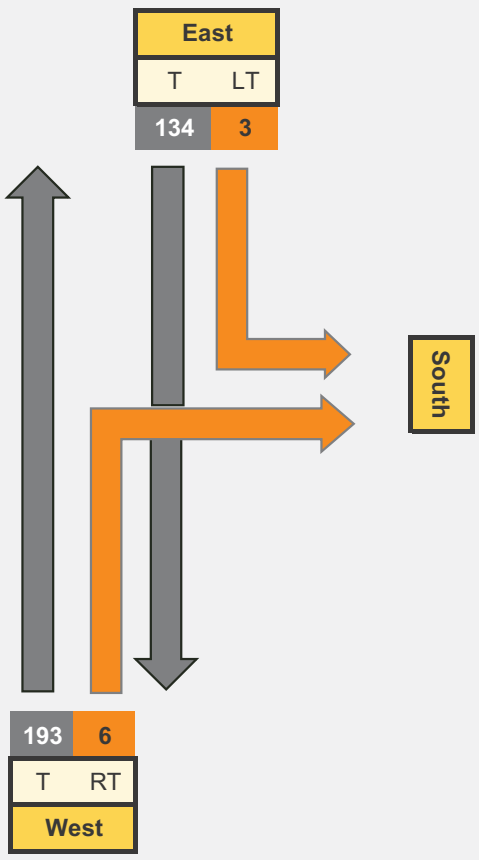
Year	2028

Intersection ID	XI
Intersection Name	Gore Highway / Fysh Road

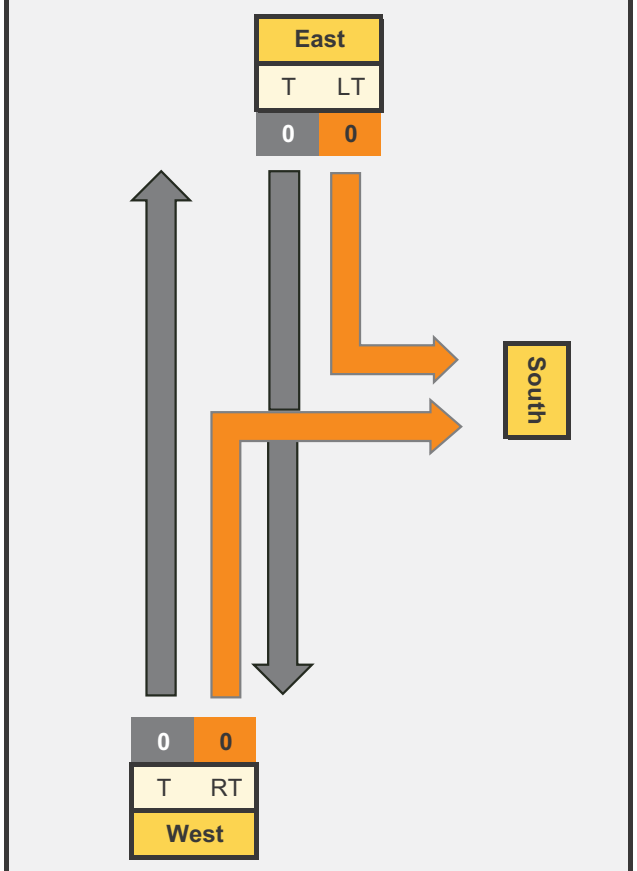
Speed	60			
Existing Treatment	L	BAL	R	BAR

PM

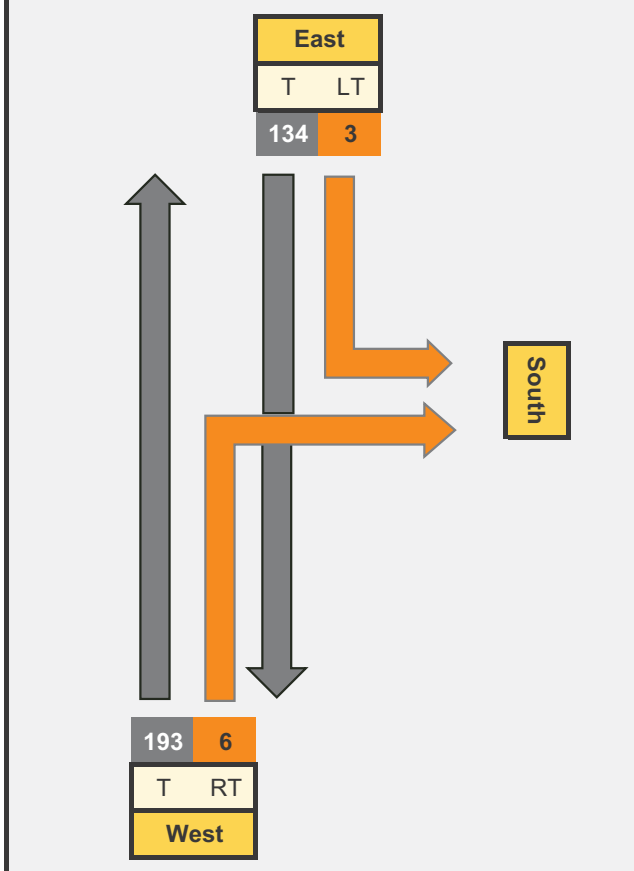
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	330	6
Left	134	3
With Development Traffic		
Right	330	6
Left	134	3

Graph Terminolgy

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

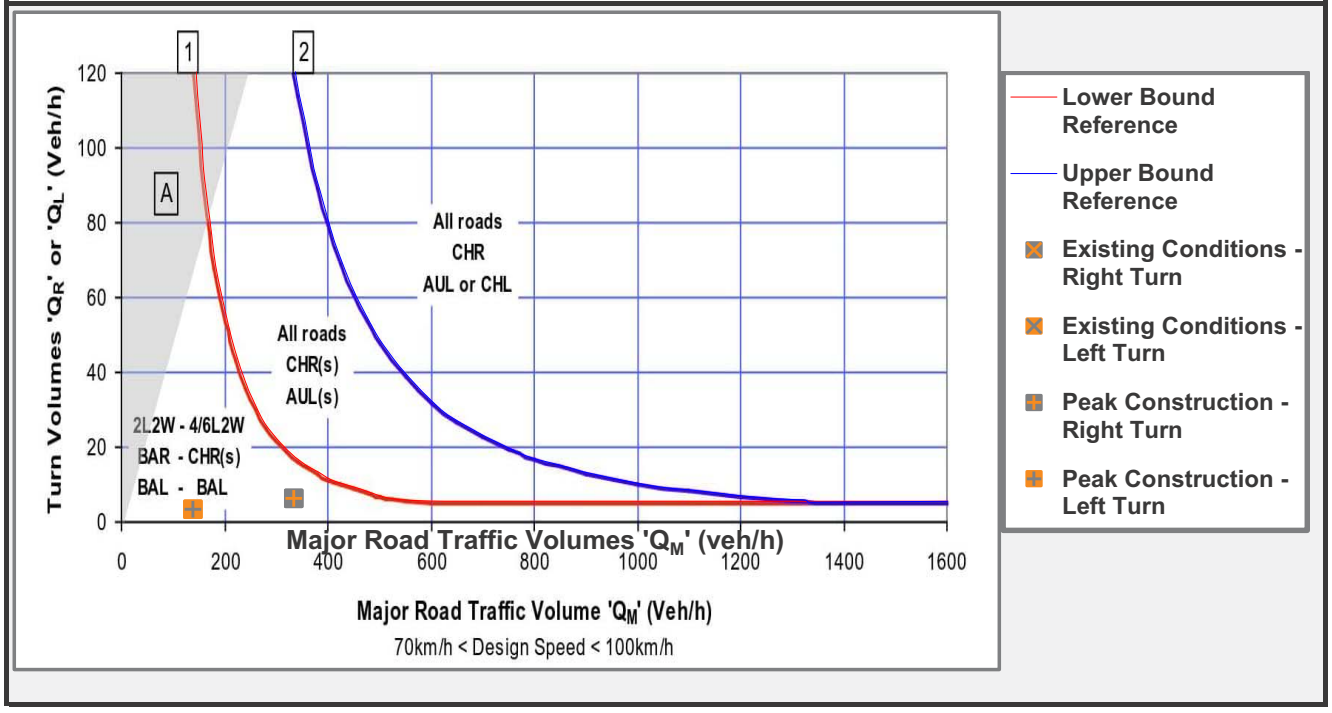
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	330	6
Left	134	3
With Development Traffic		
Right	330	6
Left	134	3

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3D

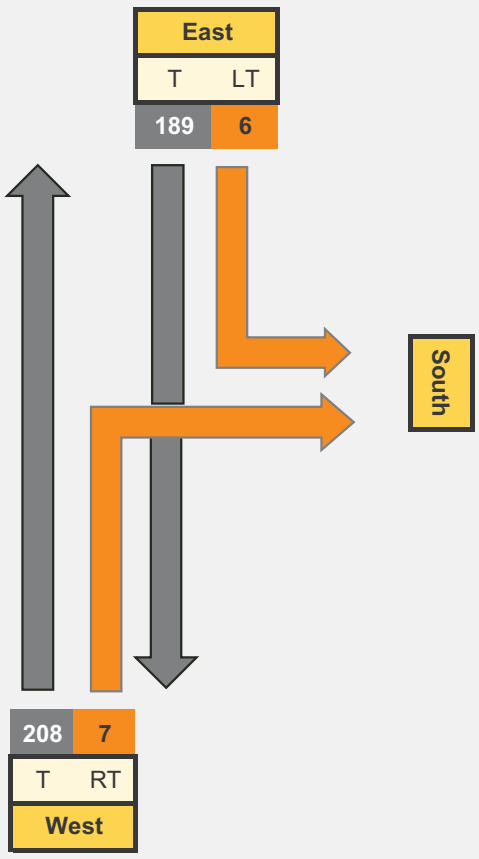
Year	2038

Intersection ID	XI
Intersection Name	Gore Highway / Fysh Road

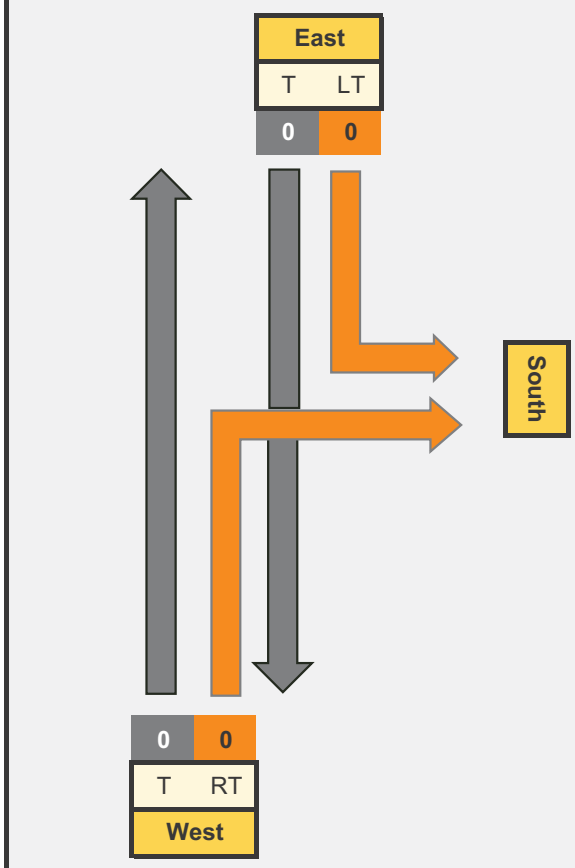
Speed	60			
Existing Treatment	L	BAL	R	BAR

AM

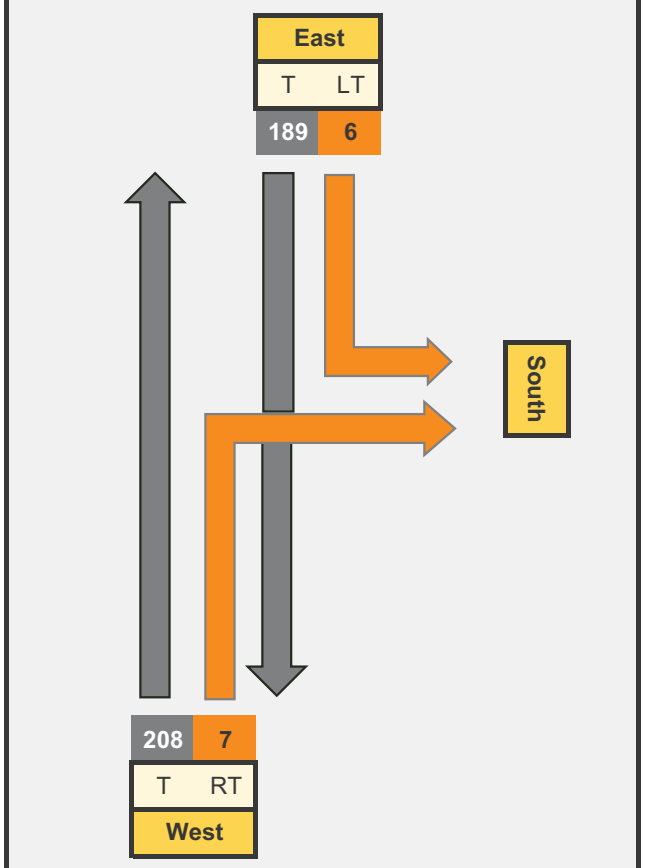
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	403	7
Left	189	6
With Development Traffic		
Right	403	7
Left	189	6

Graph Terminolgy

Legend

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

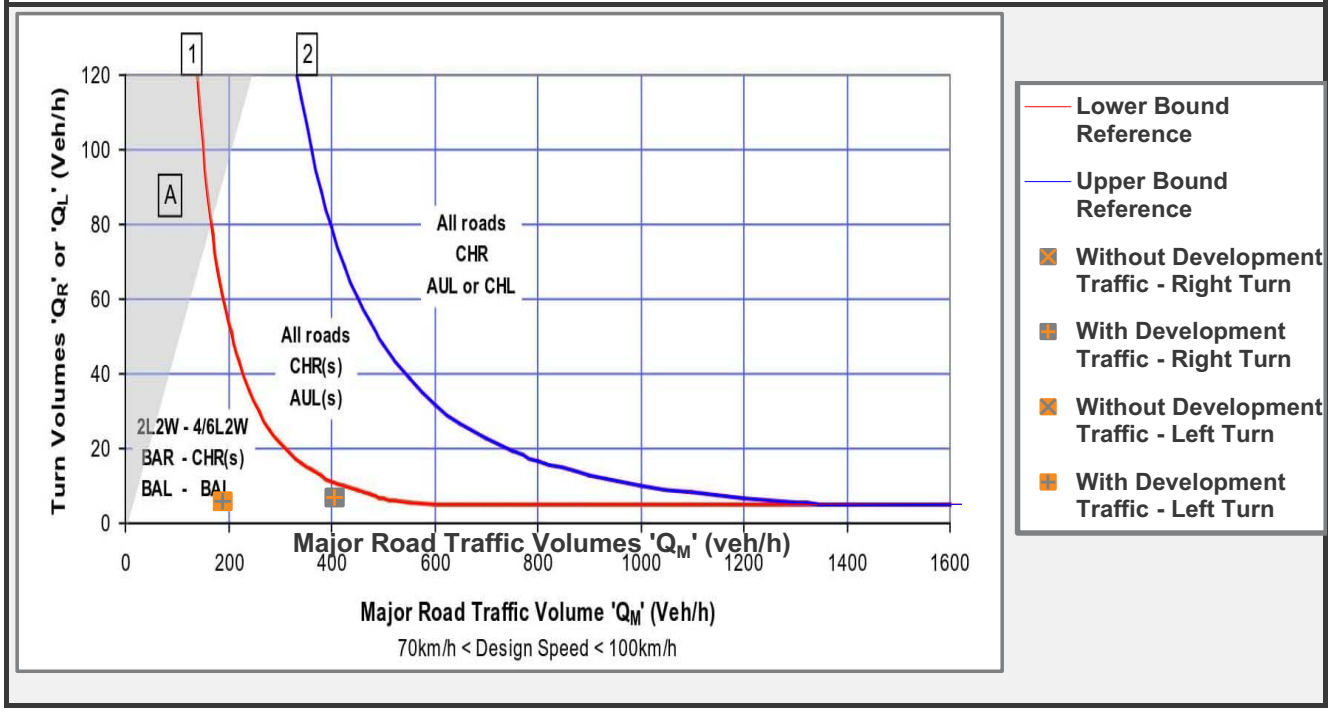
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	403	7
Left	189	6
With Development Traffic		
Right	403	7
Left	189	6

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3D

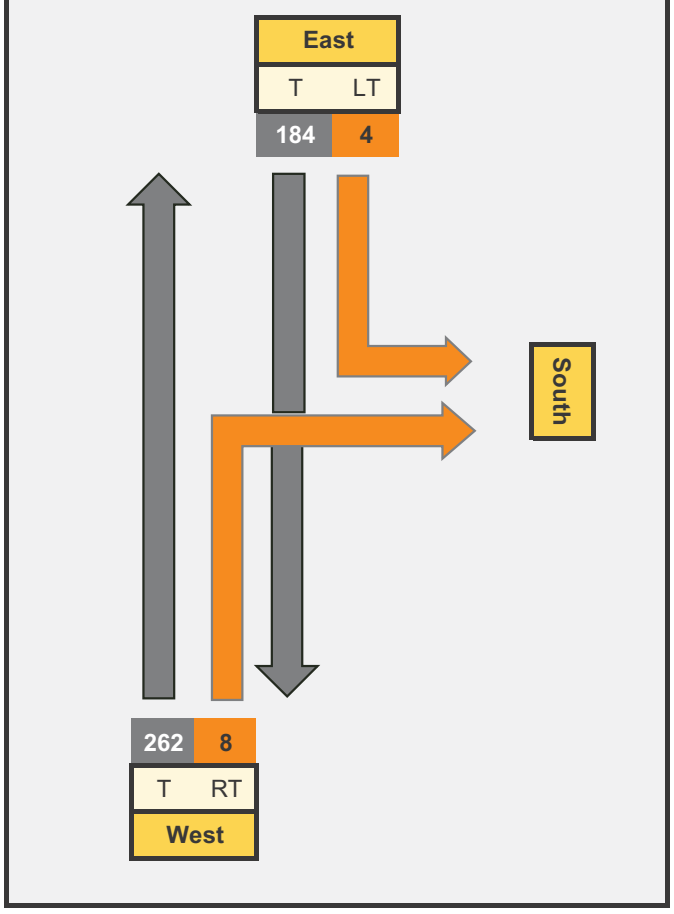
Year	2028

Intersection ID	XI
Intersection Name	Gore Highway / Fysh Road

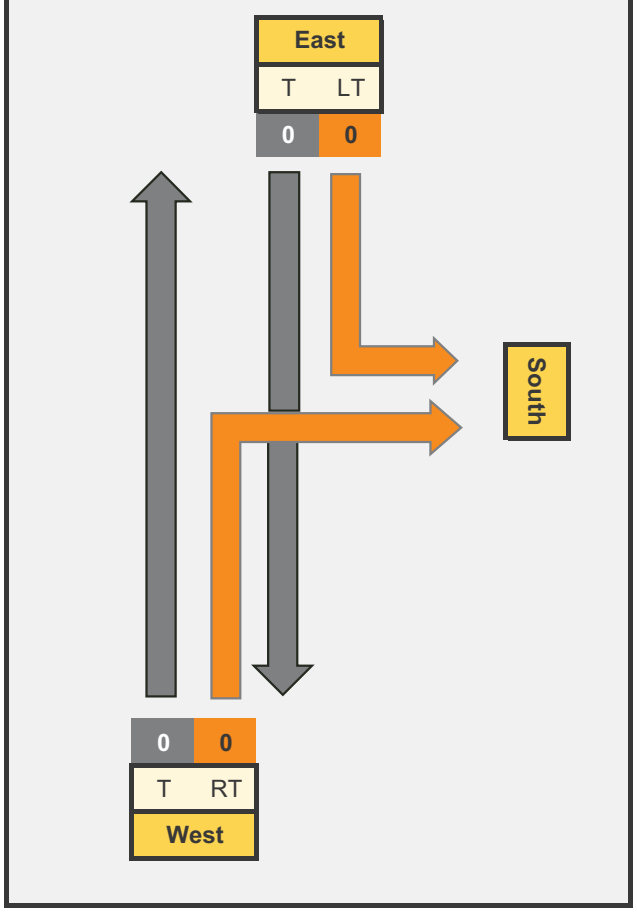
Speed	60			
Existing Treatment	L	BAL	R	BAR

PM

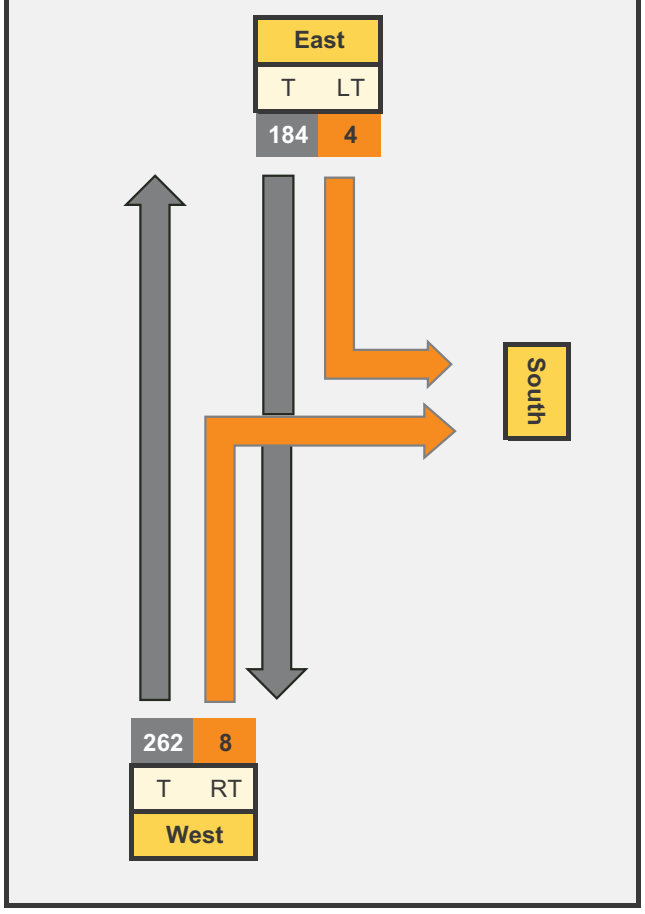
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	450	8
Left	184	4
With Development Traffic		
Right	450	8
Left	184	4

Graph Terminolgy

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

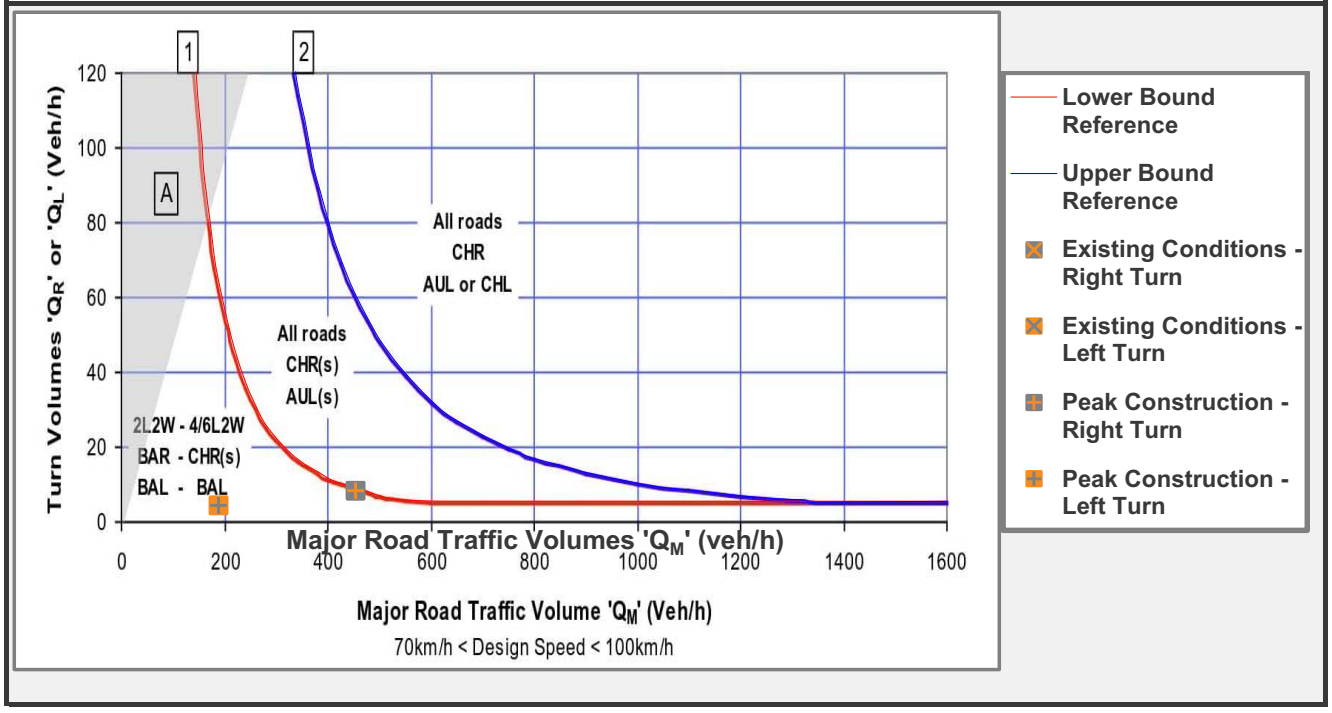
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	450	8
Left	184	4
With Development Traffic		
Right	450	8
Left	184	4

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3D

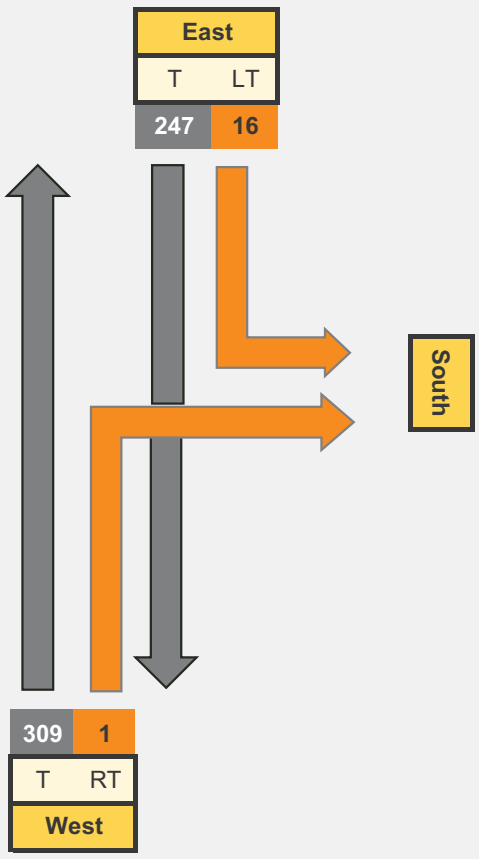
Year	2028

Intersection ID	Xm
Intersection Name	Gore Highway / Harelmar Road

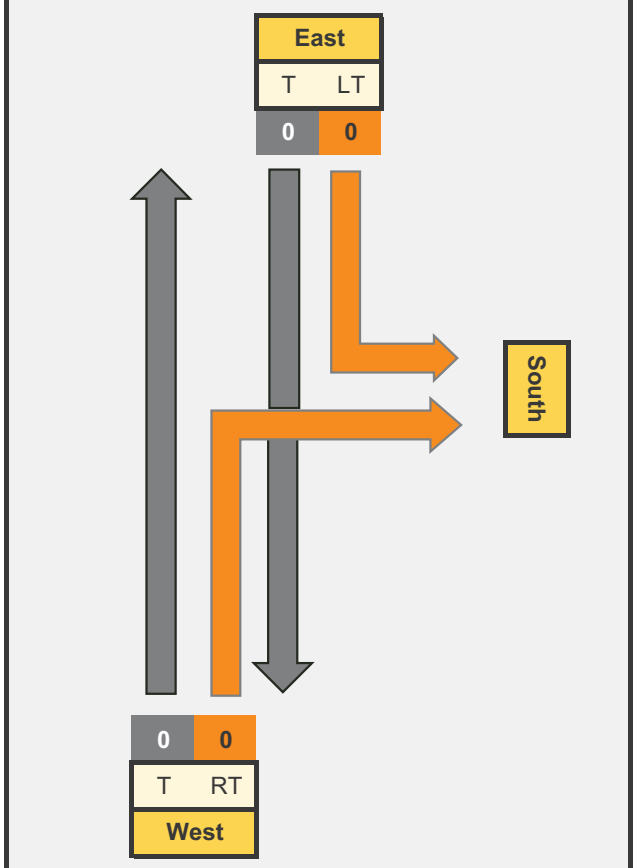
Speed	100			
Existing Treatment	L	BAL	R	-

AM

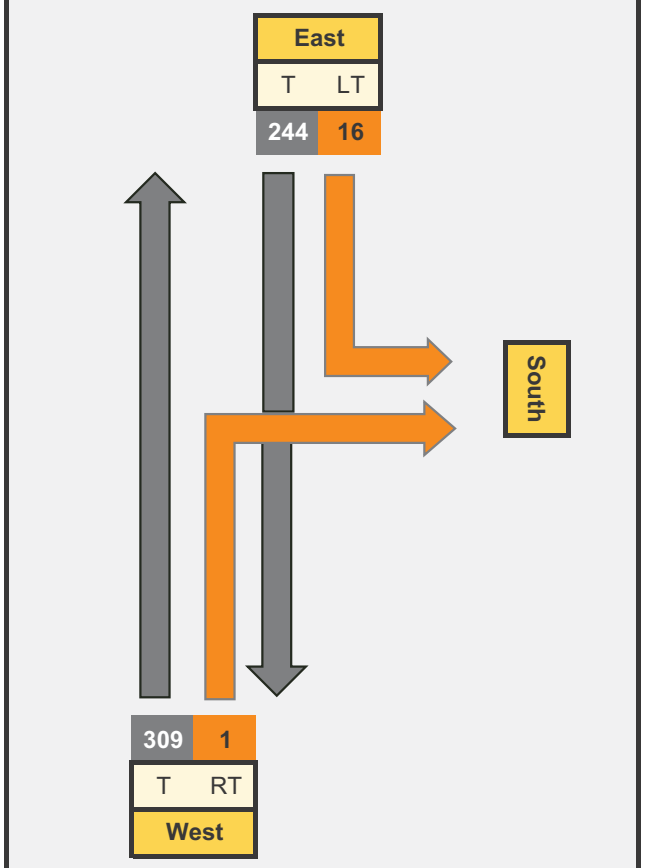
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	572	1
Left	247	16
With Development Traffic		
Right	569	1
Left	244	16

Graph Terminolgy

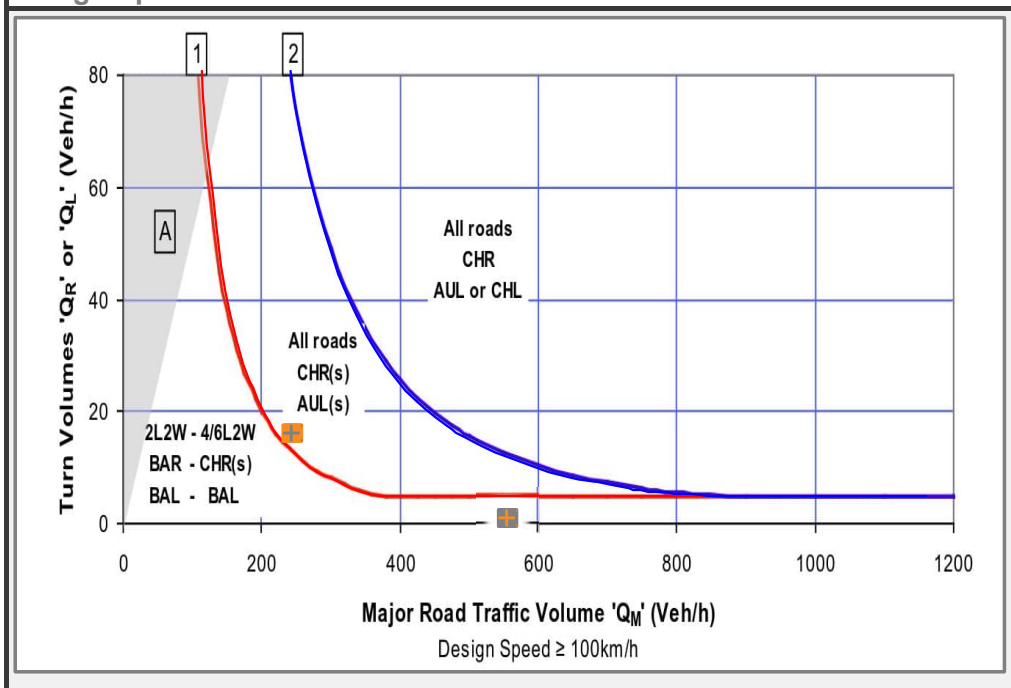
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	572	1
Left	247	16
With Development Traffic		
Right	569	1
Left	244	16

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

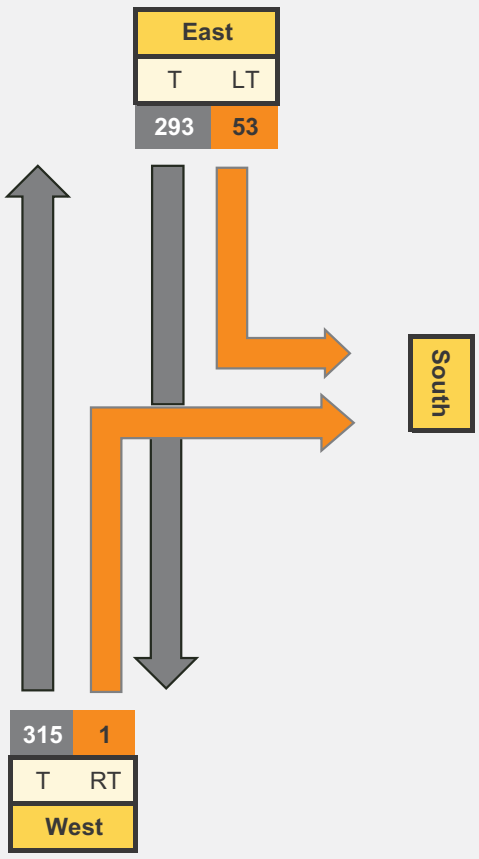
Intersection Code	3D

Intersection ID	Xm
Intersection Name	Gore Highway / Harelmar Road

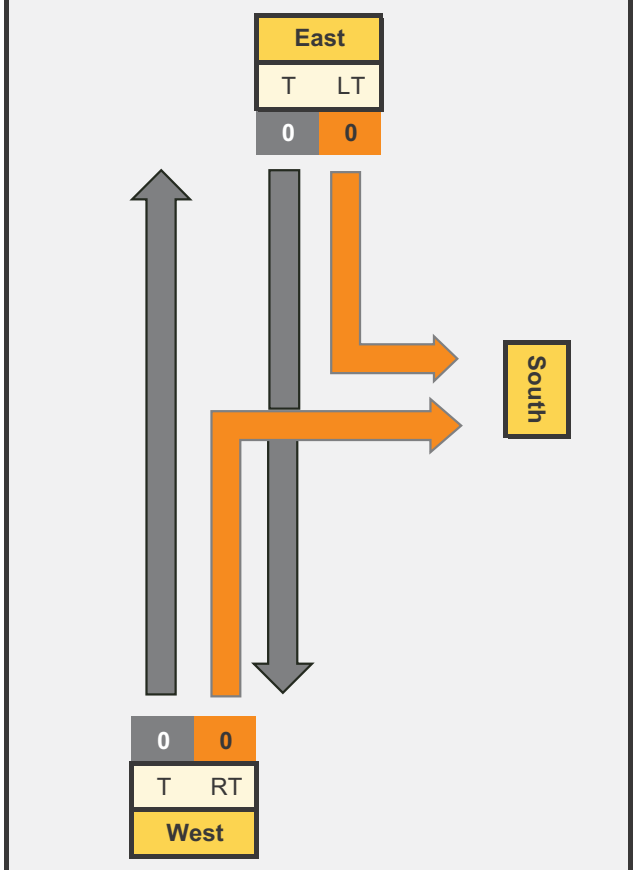
Year	2028			
Speed	100			
Existing Treatment	L	BAL	R	-

PM

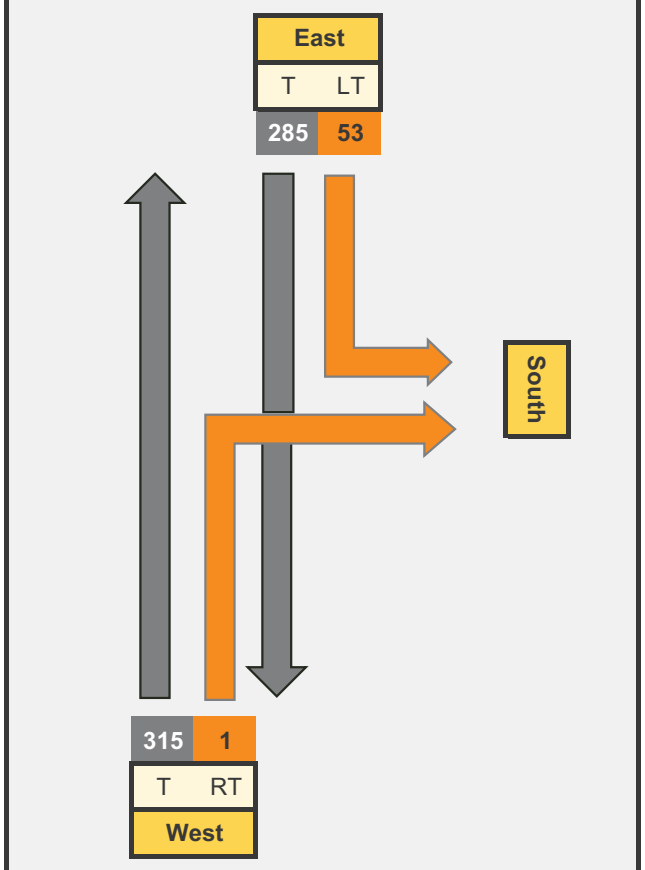
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	661	1
Left	293	53
With Development Traffic		
Right	653	1
Left	285	53

Graph Terminolgy

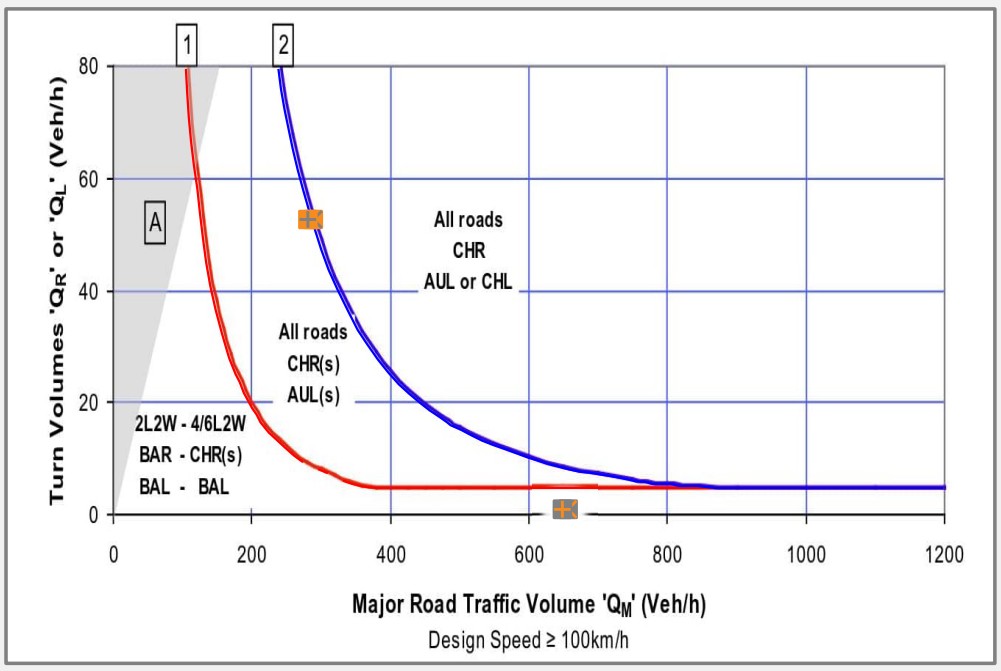
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	AUL or CHL
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	661	1
Left	293	53
With Development Traffic		
Right	653	1
Left	285	53

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

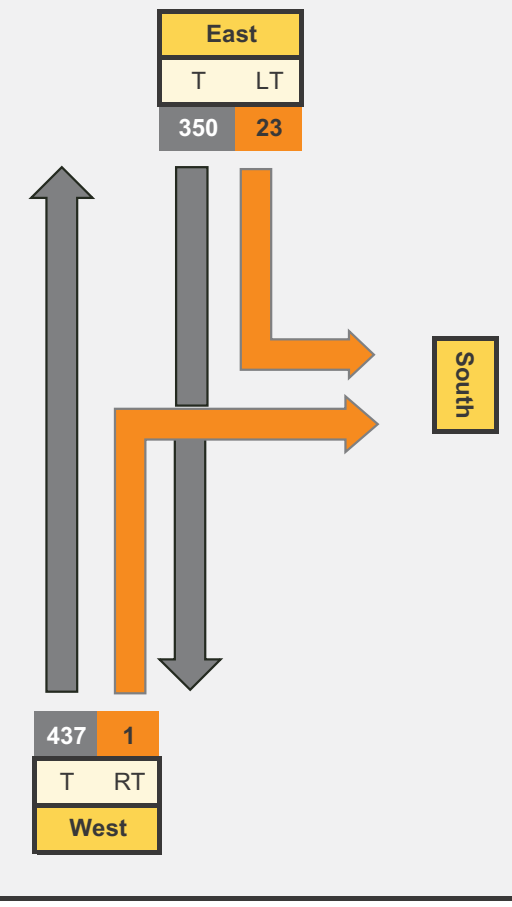
Year	2038

Intersection ID	Xm
Intersection Name	Gore Highway / Harelmar Road

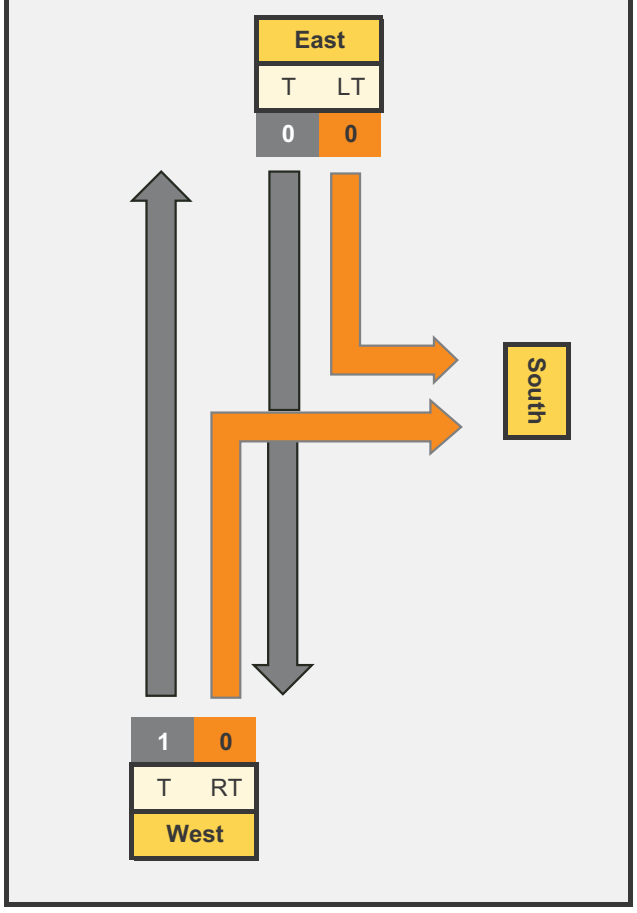
Speed	100			
Existing Treatment	L	BAL	R	-

AM

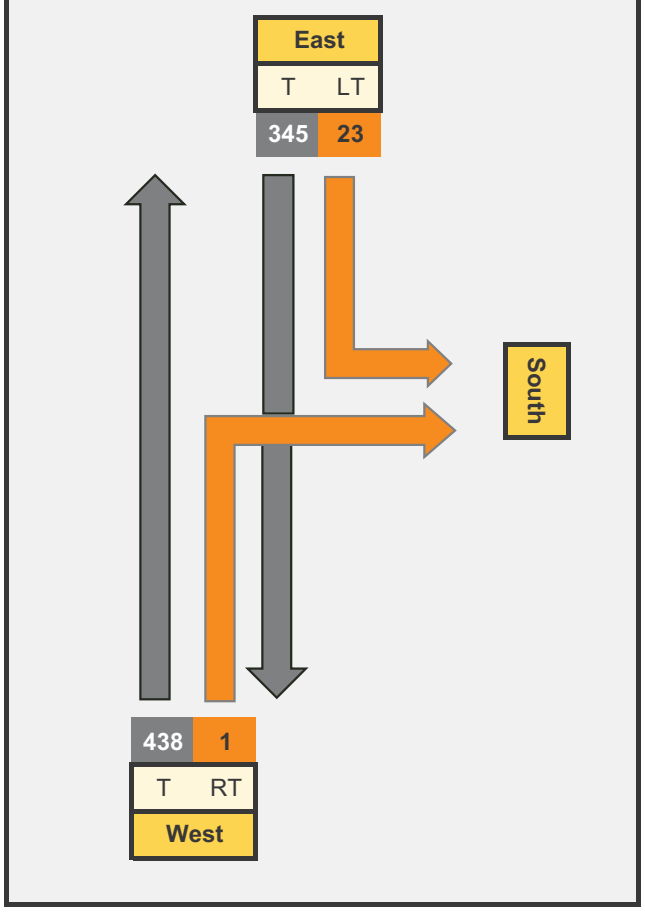
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	810	1
Left	350	23
With Development Traffic		
Right	806	1
Left	345	23

Graph Terminolgy

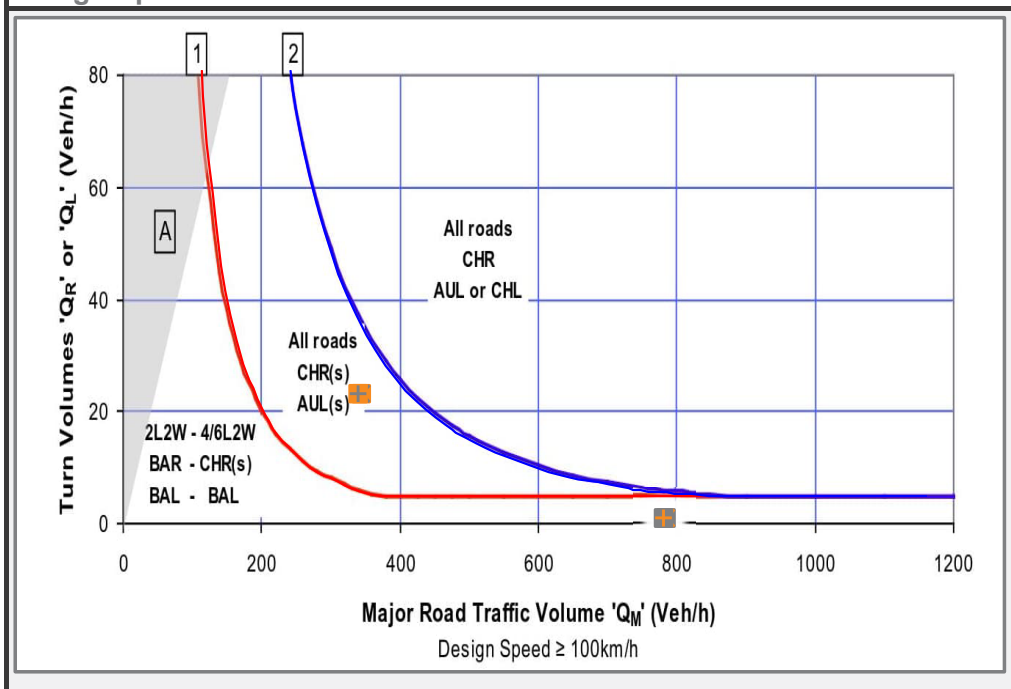
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	810	1
Left	350	23
With Development Traffic		
Right	806	1
Left	345	23

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

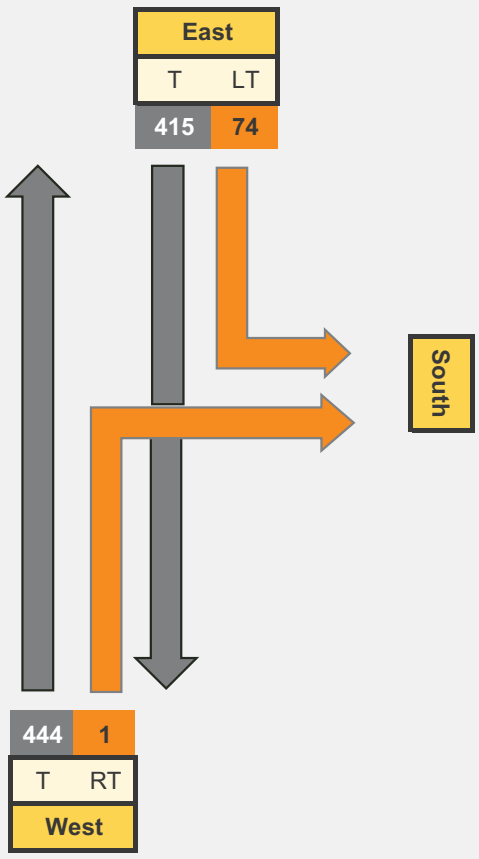
Intersection Code	3D

Intersection ID	Xm
Intersection Name	Gore Highway / Harelmar Road

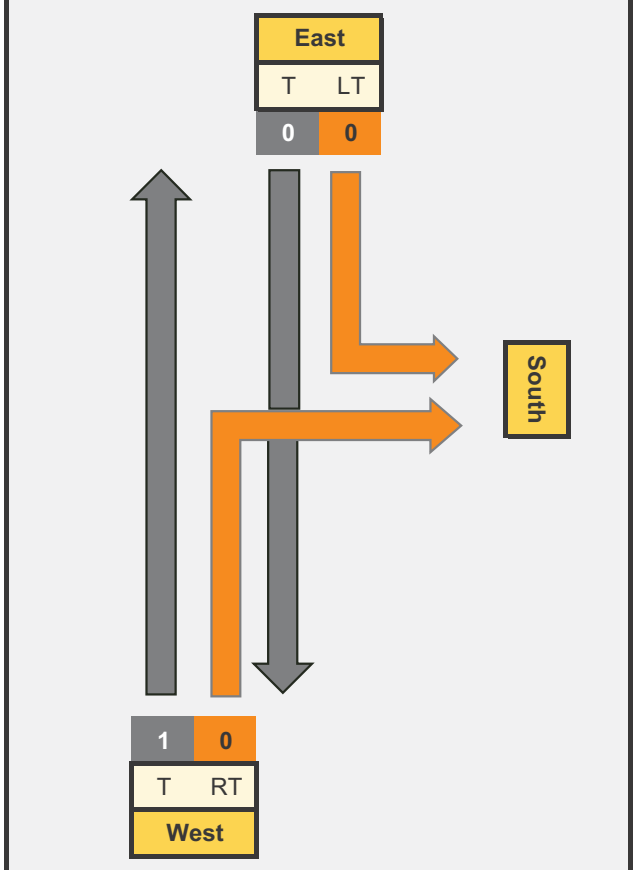
Year	2028			
Speed	100			
Existing Treatment	L	BAL	R	-

PM

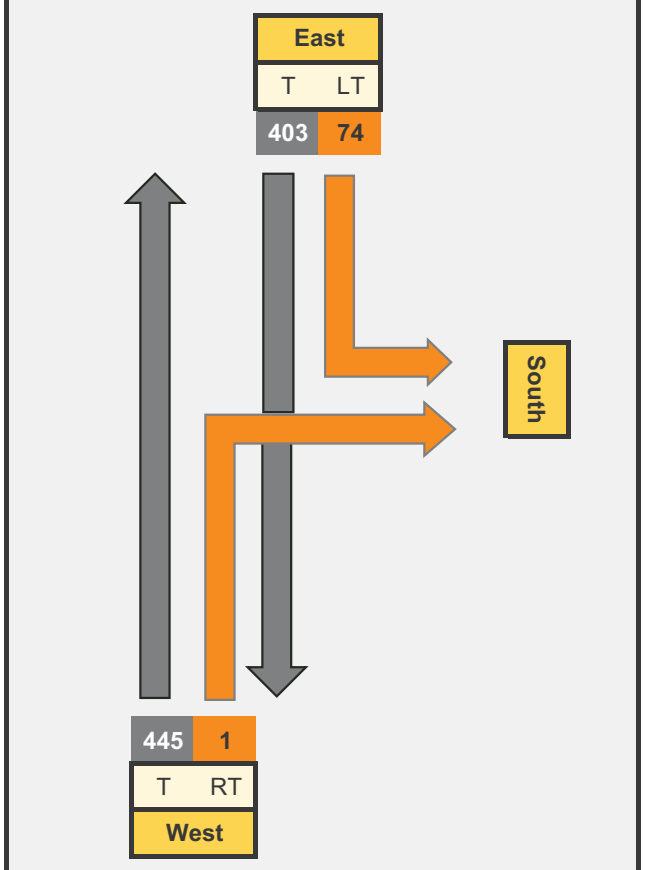
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	933	1
Left	415	74
With Development Traffic		
Right	922	1
Left	403	74

Graph Terminolgy

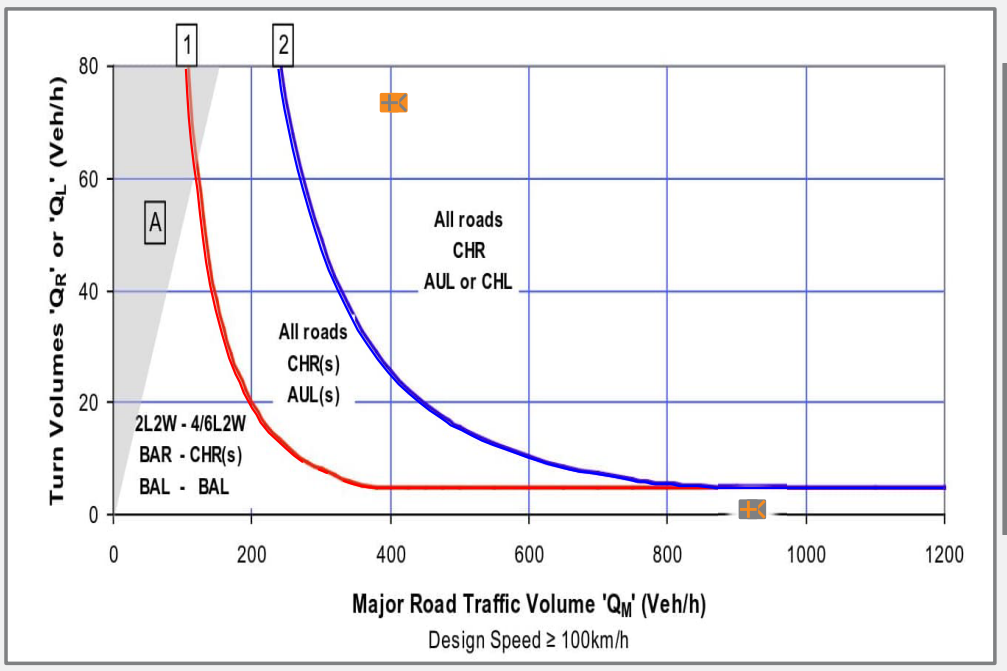
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	AUL or CHL
Development Left Turn Warrant	AUL or CHL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	933	1
Left	415	74
With Development Traffic		
Right	922	1
Left	403	74

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

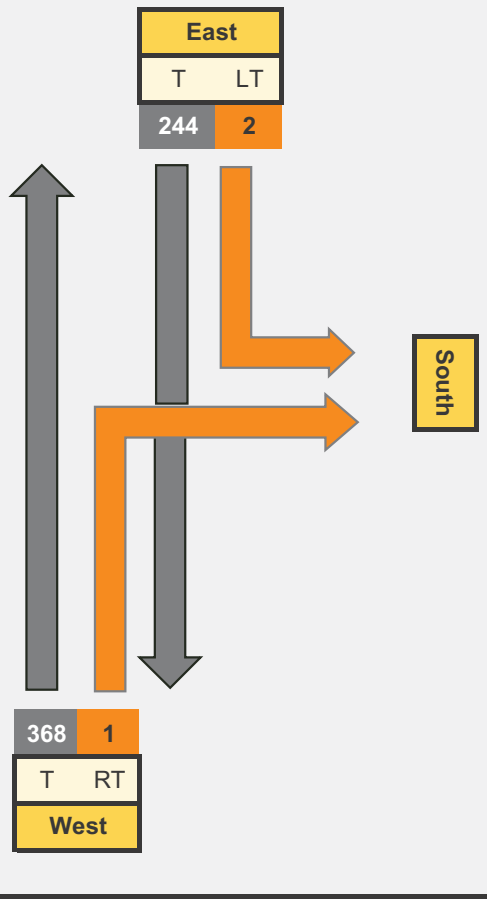
Year	2028

Intersection ID	Xn
Intersection Name	Gore Highway / Short Road

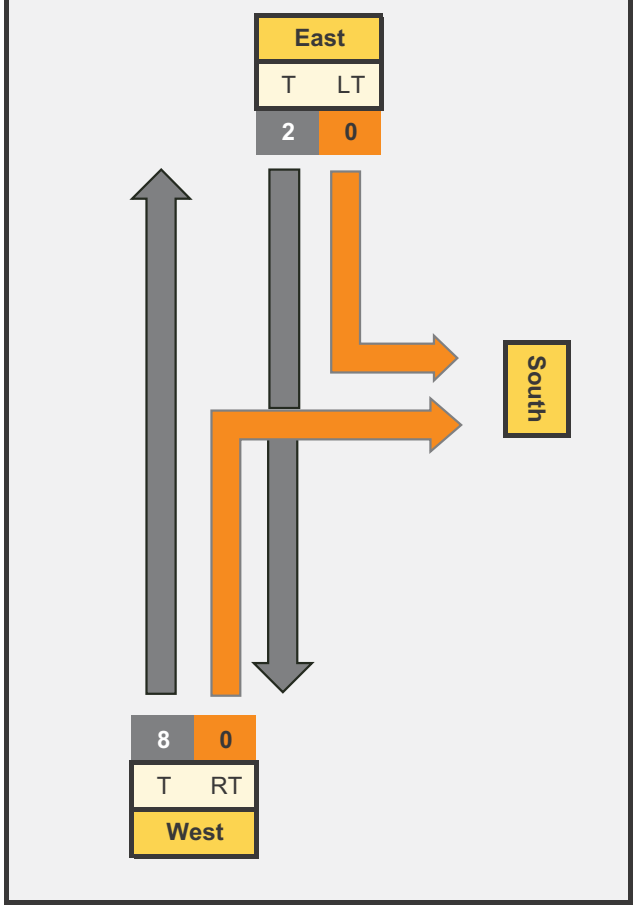
Speed	100			
Existing Treatment	L	BAL	R	BAR

AM

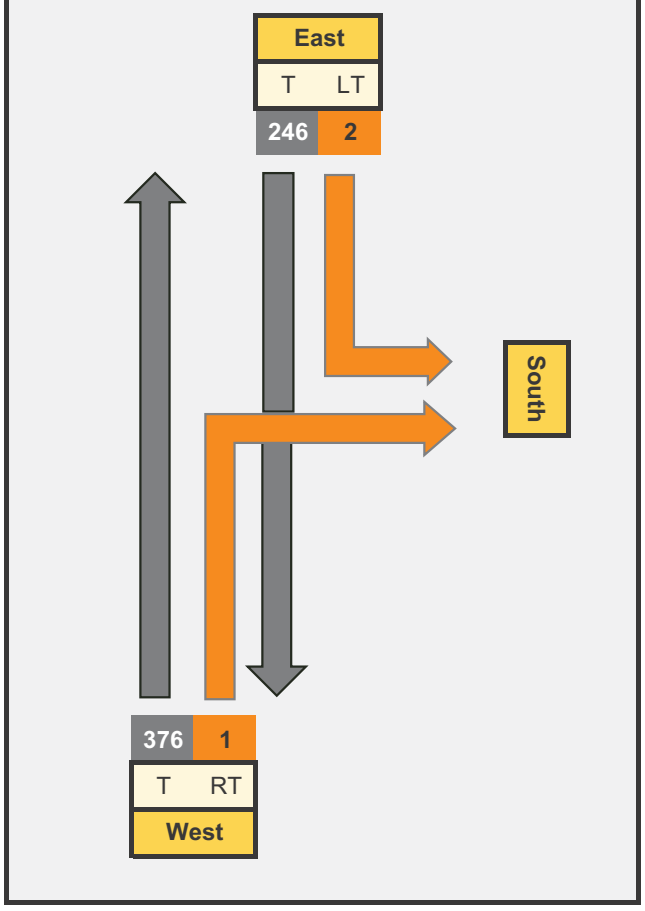
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



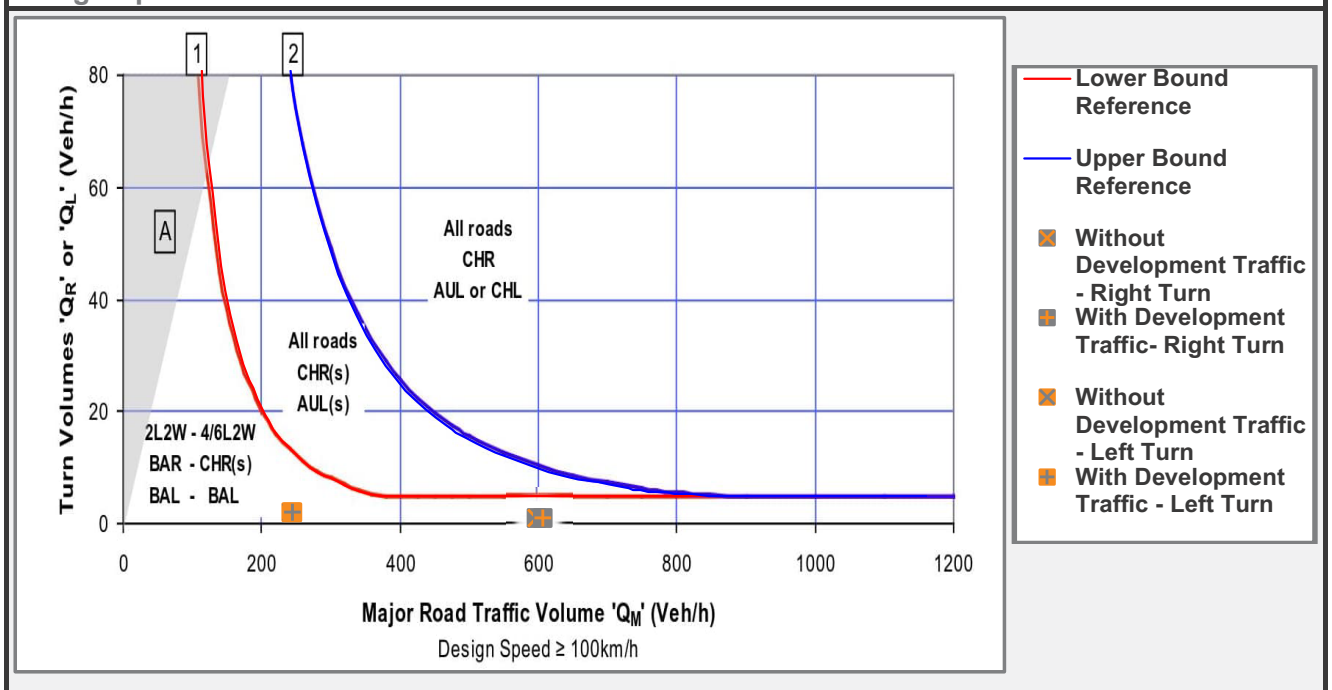
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	614	1
Left	244	2
With Development Traffic		
Right	624	1
Left	246	2

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	614	1
Left	244	2
With Development Traffic		
Right	624	1
Left	246	2

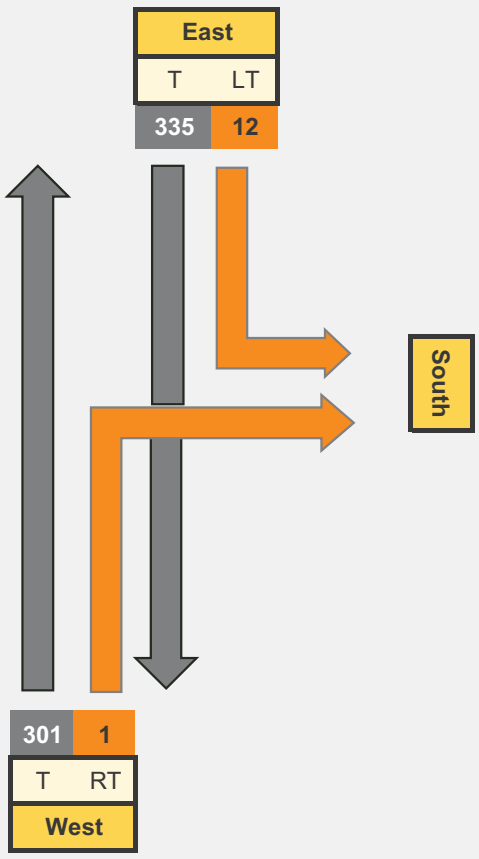
Intersection Code	3D

Intersection ID	Xn
Intersection Name	Gore Highway / Short Road

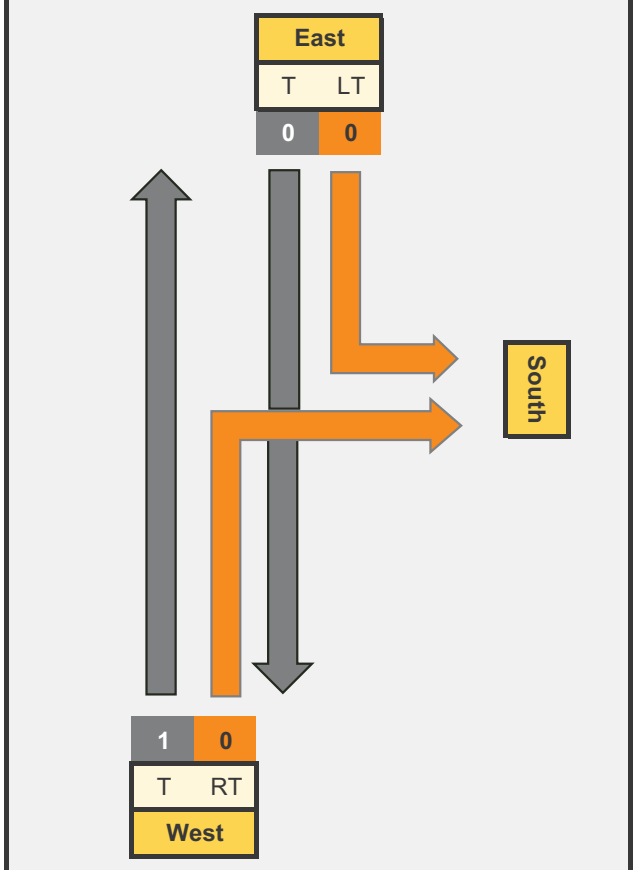
Year	2028			
Speed	100			
Existing Treatment	L	BAL	R	BAR

PM

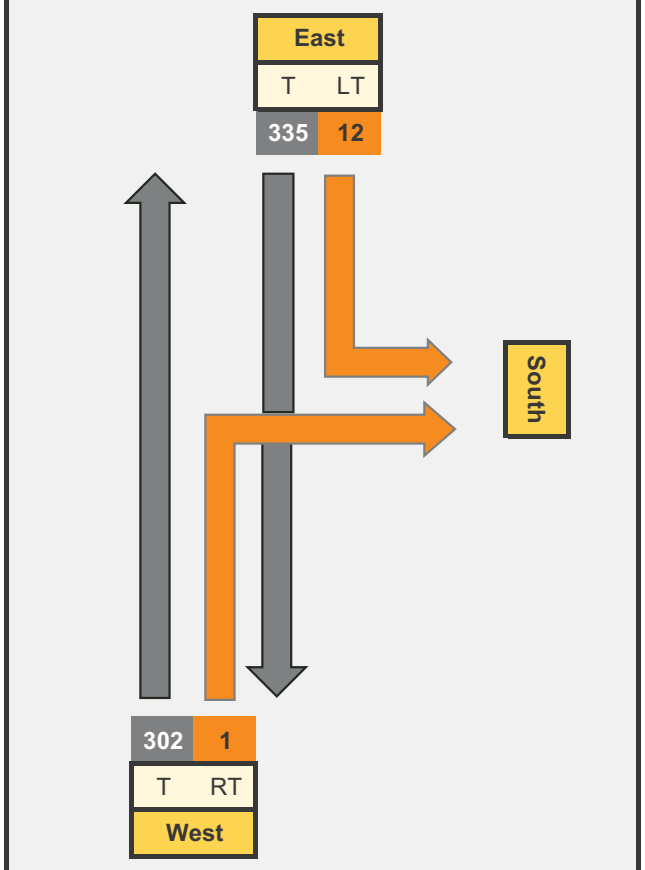
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	648	1
Left	335	12
With Development Traffic		
Right	649	1
Left	335	12

Graph Terminolgy

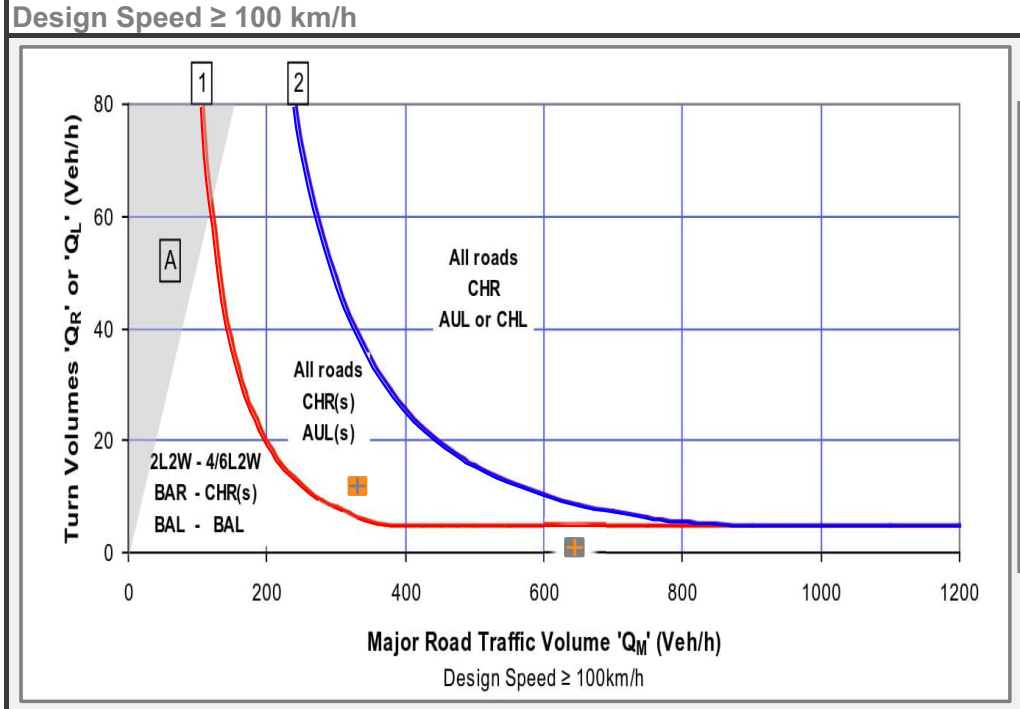
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	648	1
Left	335	12
With Development Traffic		
Right	649	1
Left	335	12

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

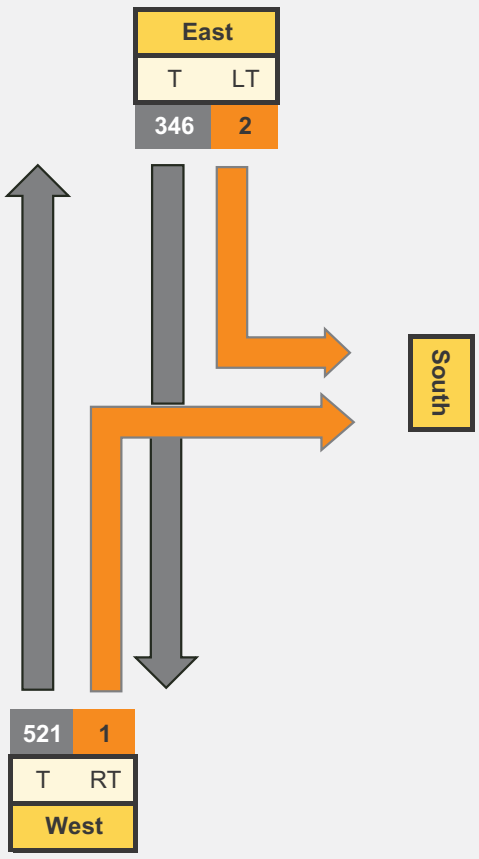
Year	2038

Intersection ID	Xn
Intersection Name	Gore Highway / Short Road

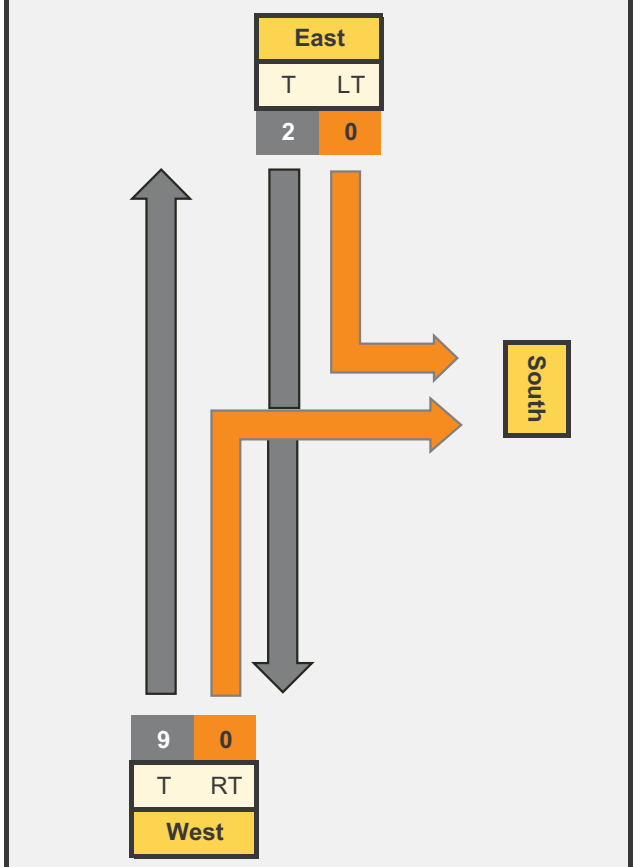
Speed	100			
Existing Treatment	L	BAL	R	BAR

AM

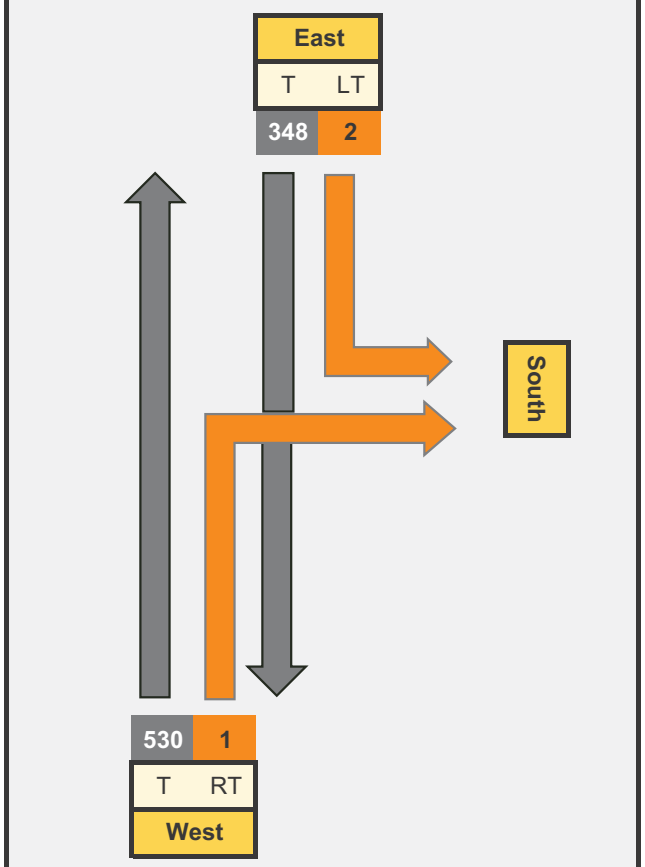
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



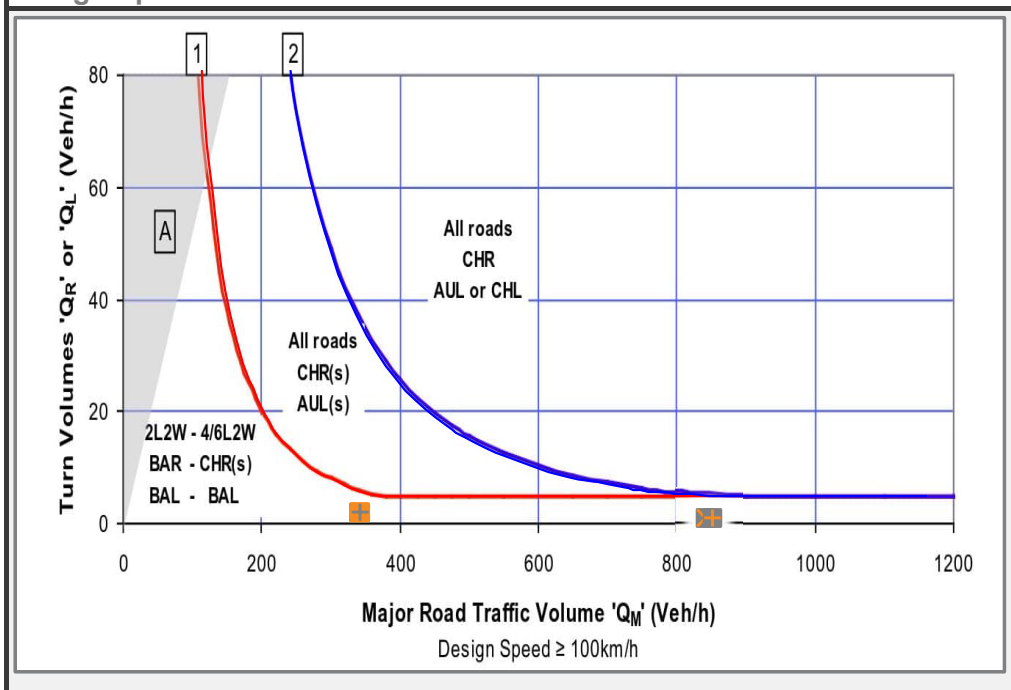
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	869	1
Left	346	2
With Development Traffic		
Right	880	1
Left	348	2

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	869	1
Left	346	2
With Development Traffic		
Right	880	1
Left	348	2

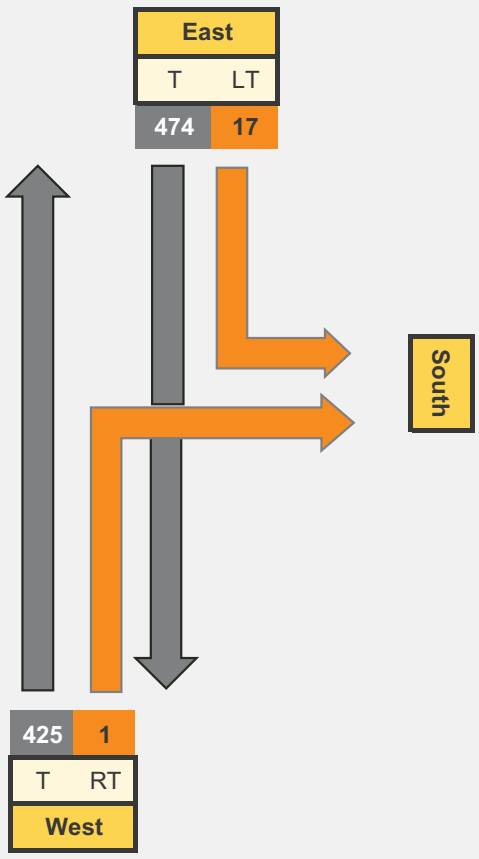
Intersection Code	3D

Intersection ID	Xn
Intersection Name	Gore Highway / Short Road

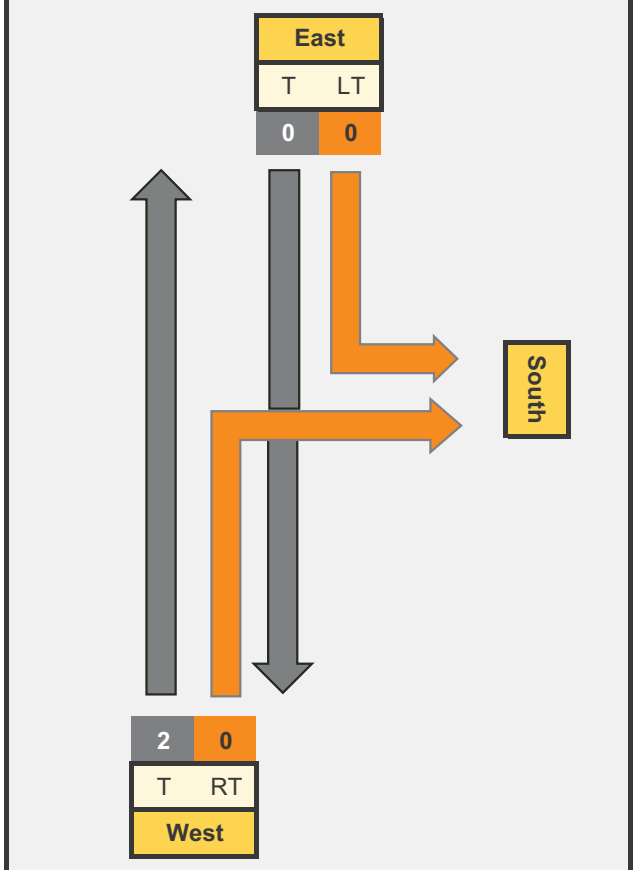
Year	2028			
Speed	100			
Existing Treatment	L	BAL	R	BAR

PM

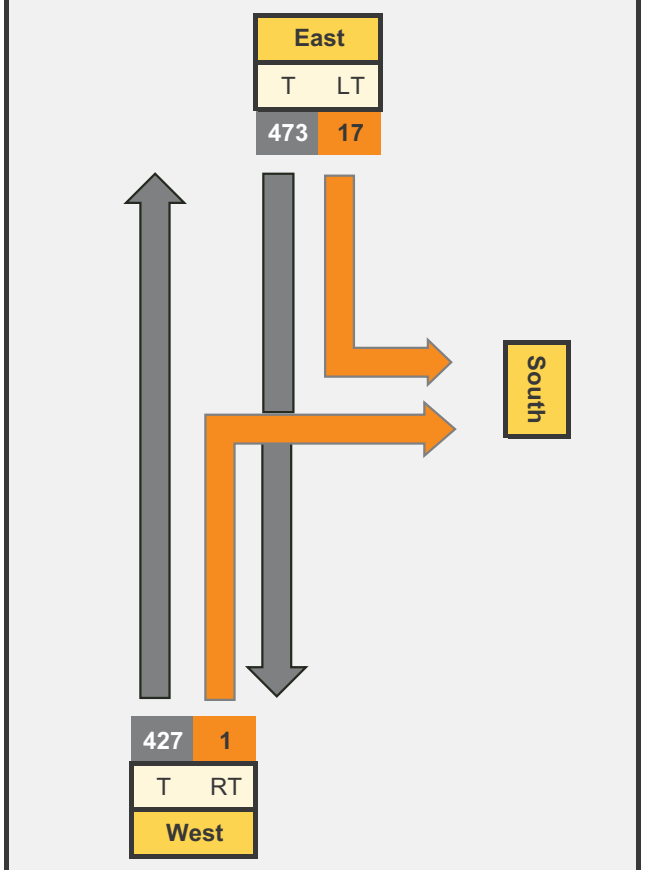
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	916	1
Left	474	17
With Development Traffic		
Right	917	1
Left	473	17

Graph Terminolgy

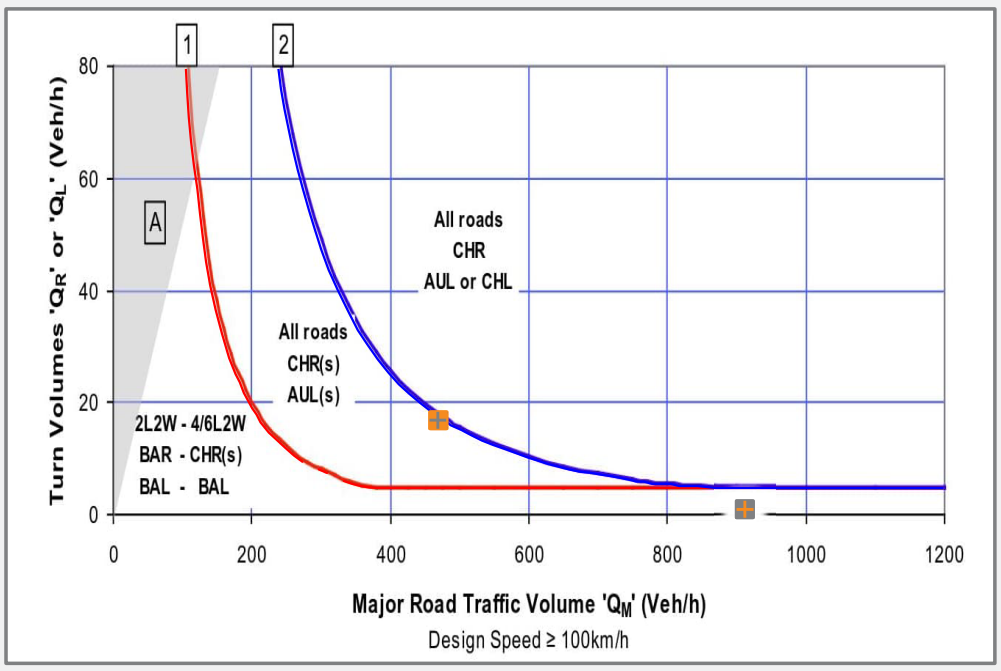
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	916	1
Left	474	17
With Development Traffic		
Right	917	1
Left	473	17

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

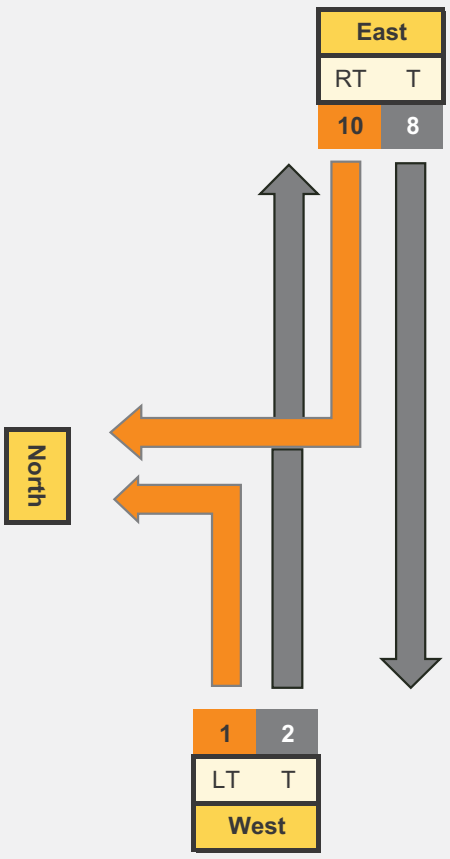
Year	2028

Intersection ID	Xo
Intersection Name	Wyreema Athol Road / Short Road

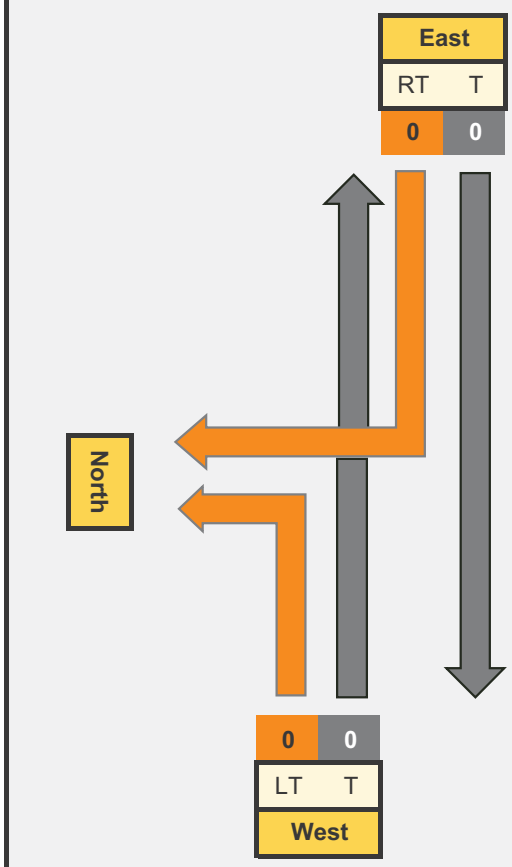
Speed	100			
Existing Treatment	L	-	R	BAR

AM

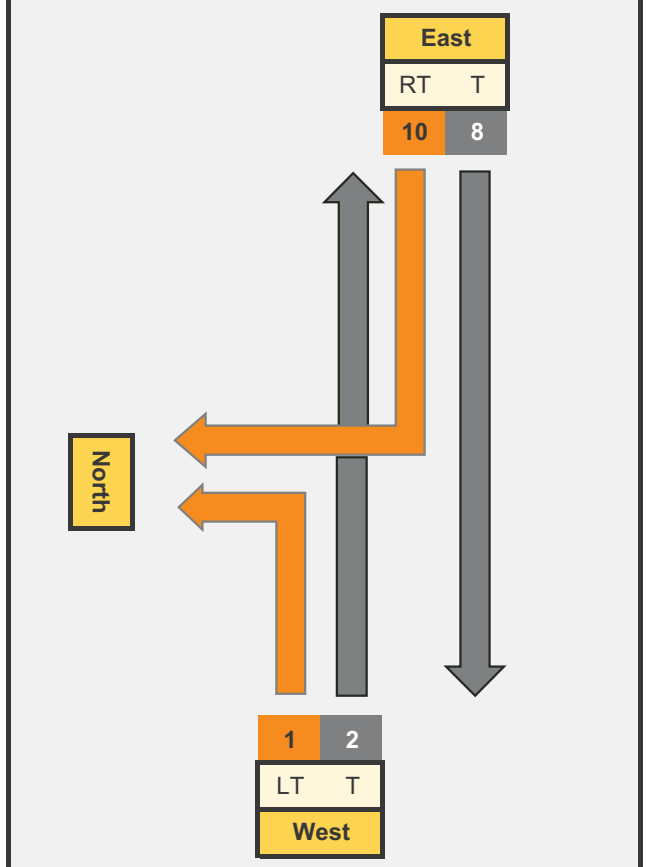
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	11	10
Left	2	1
With Development Traffic		
Right	11	10
Left	2	1

Graph Terminolgy

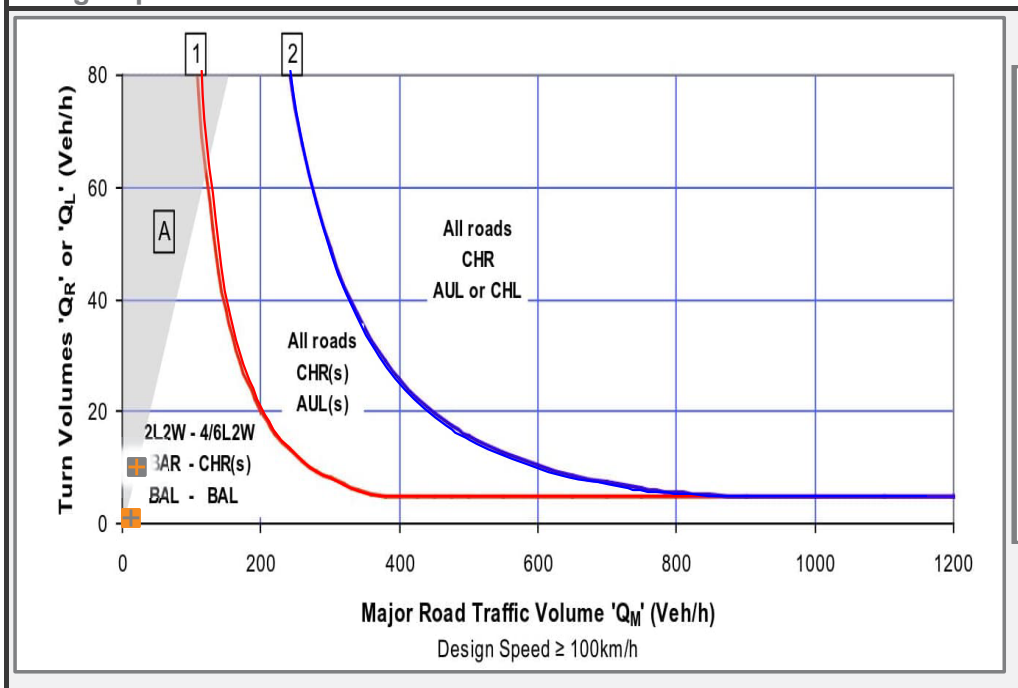
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	11	10
Left	2	1
With Development Traffic		
Right	11	10
Left	2	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

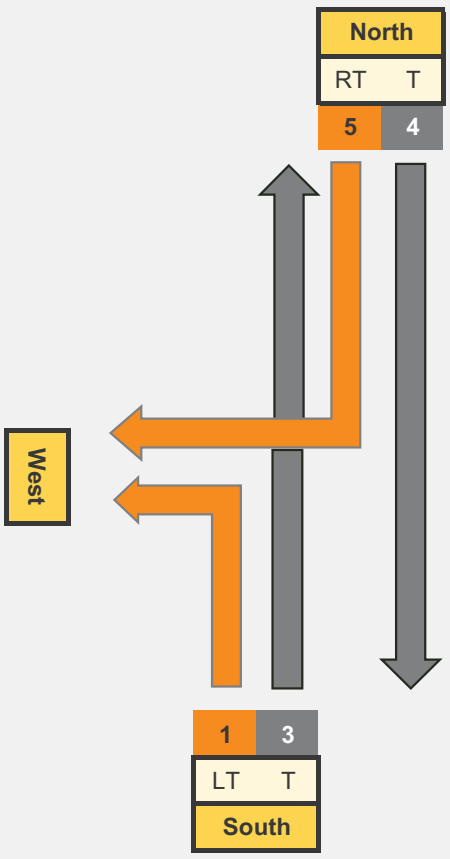
Year	2028

Intersection ID	Xo
Intersection Name	Wyreema Athol Road / Short Road

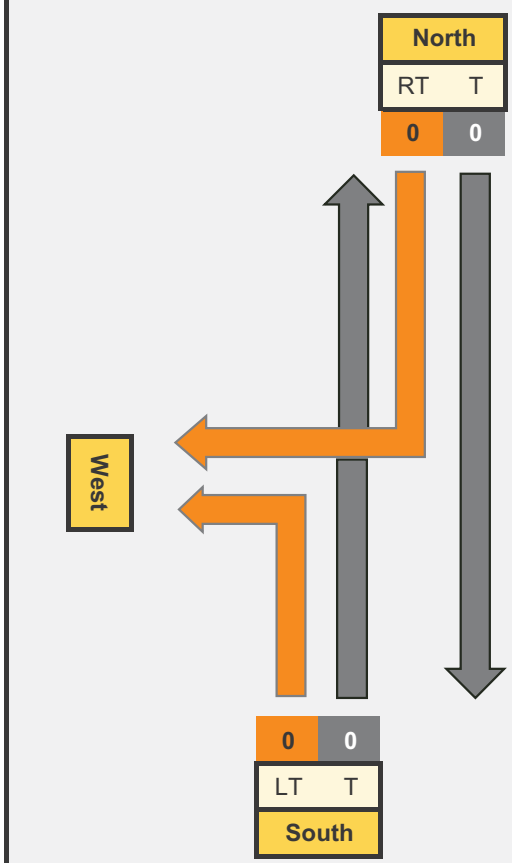
Speed	100			
Existing Treatment	L	-	R	BAR

PM

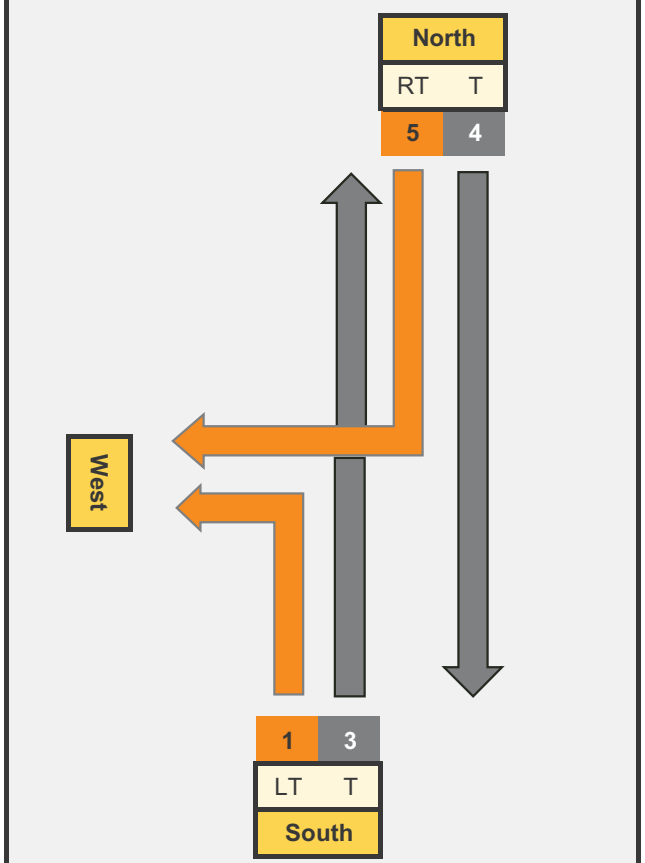
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	8	5
Left	3	1
With Development Traffic		
Right	8	5
Left	3	1

Graph Terminolgy

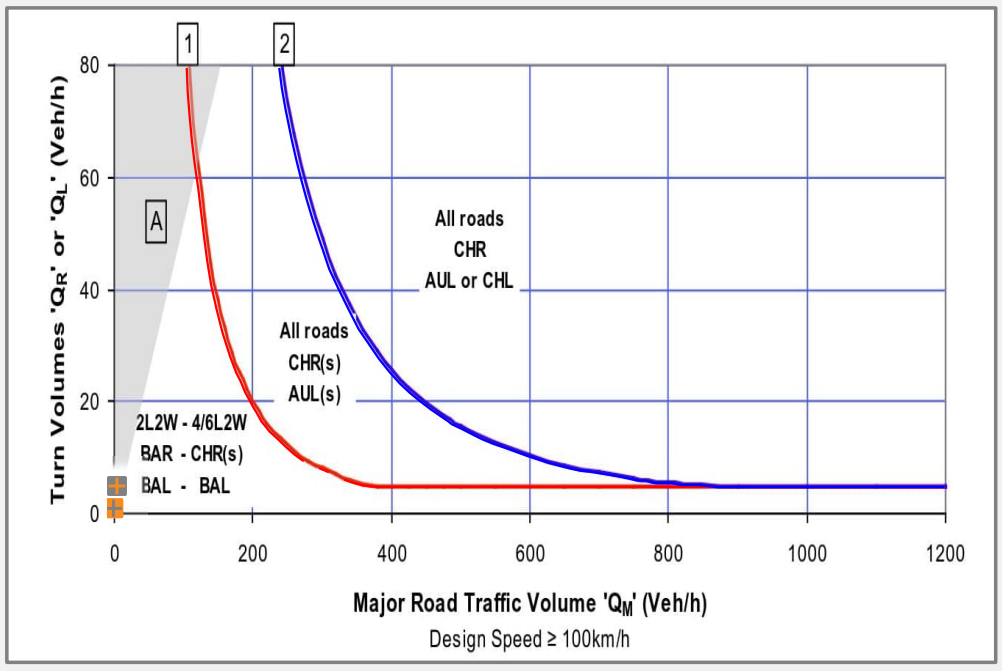
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	8	5
Left	3	1
With Development Traffic		
Right	8	5
Left	3	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

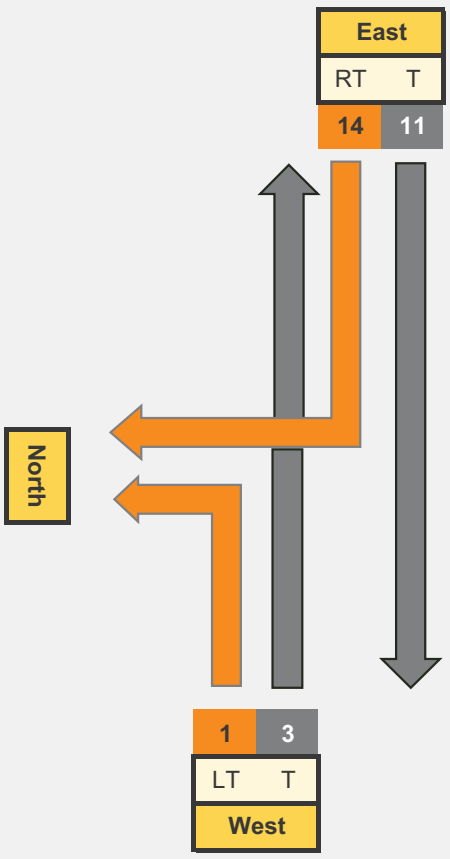
Year	2038

Intersection ID	Xo
Intersection Name	Wyreema Athol Road / Short Road

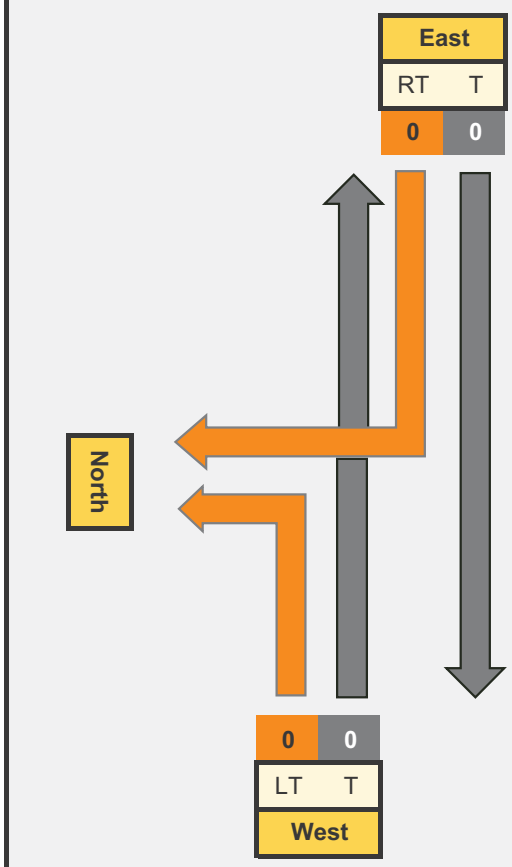
Speed	100			
Existing Treatment	L	-	R	BAR

AM

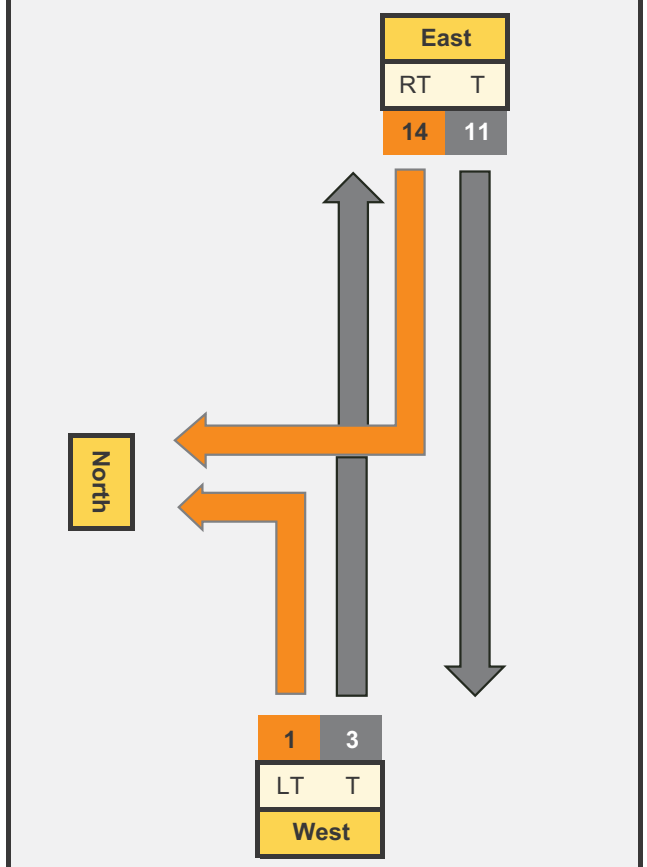
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	15	14
Left	3	1
With Development Traffic		
Right	15	14
Left	3	1

Graph Terminolgy

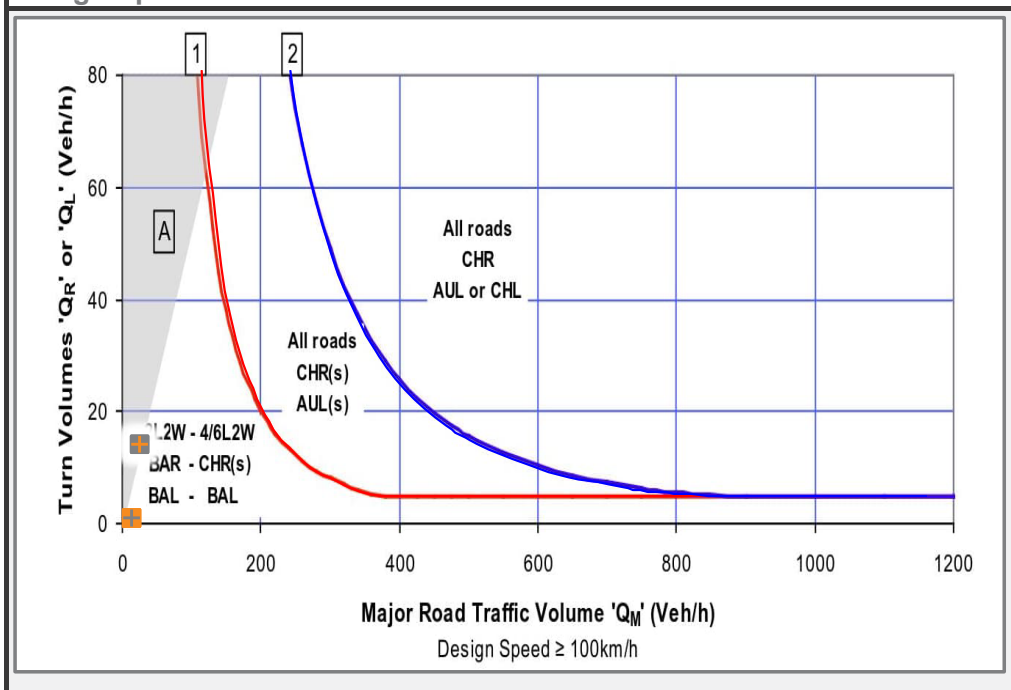
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	15	14
Left	3	1
With Development Traffic		
Right	15	14
Left	3	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

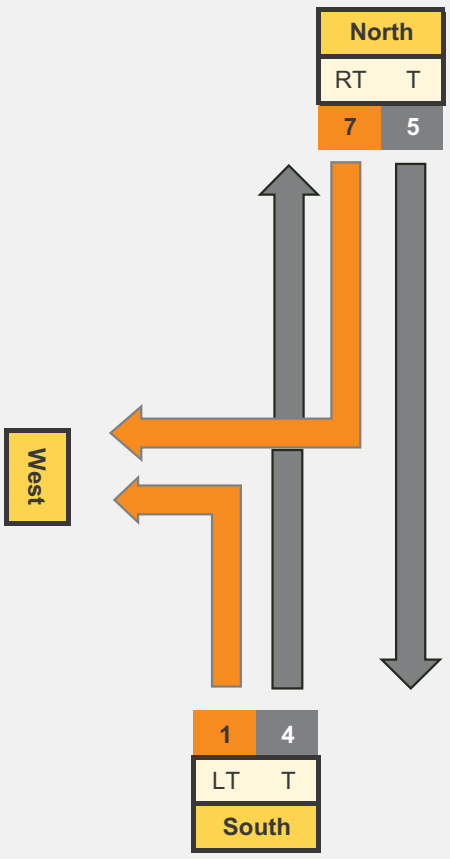
Year	2028

Intersection ID	Xo
Intersection Name	Wyreema Athol Road / Short Road

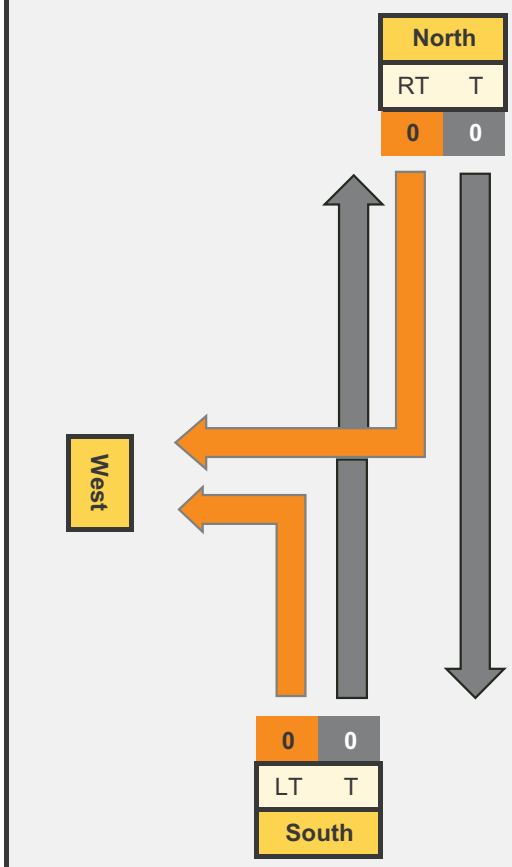
Speed	100			
Existing Treatment	L	-	R	BAR

PM

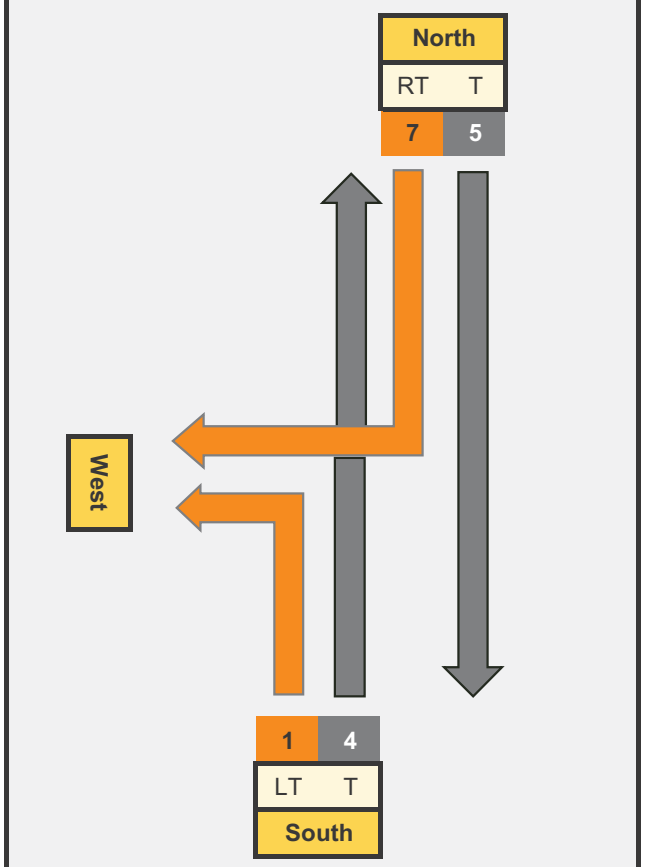
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	7
Left	4	1
With Development Traffic		
Right	10	7
Left	4	1

Graph Terminolgy

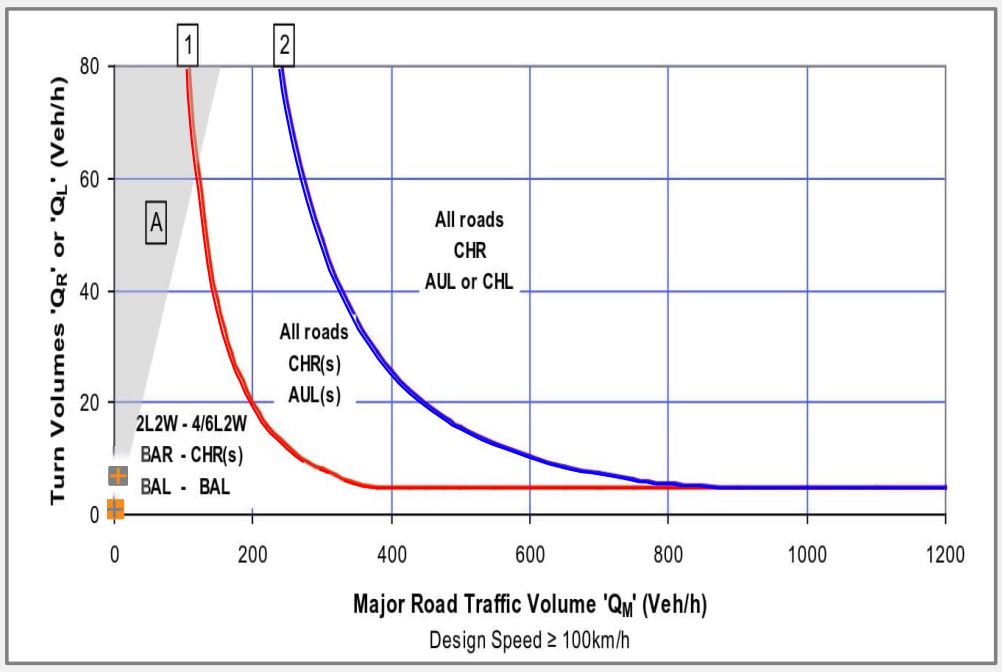
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	10	7
Left	4	1
With Development Traffic		
Right	10	7
Left	4	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

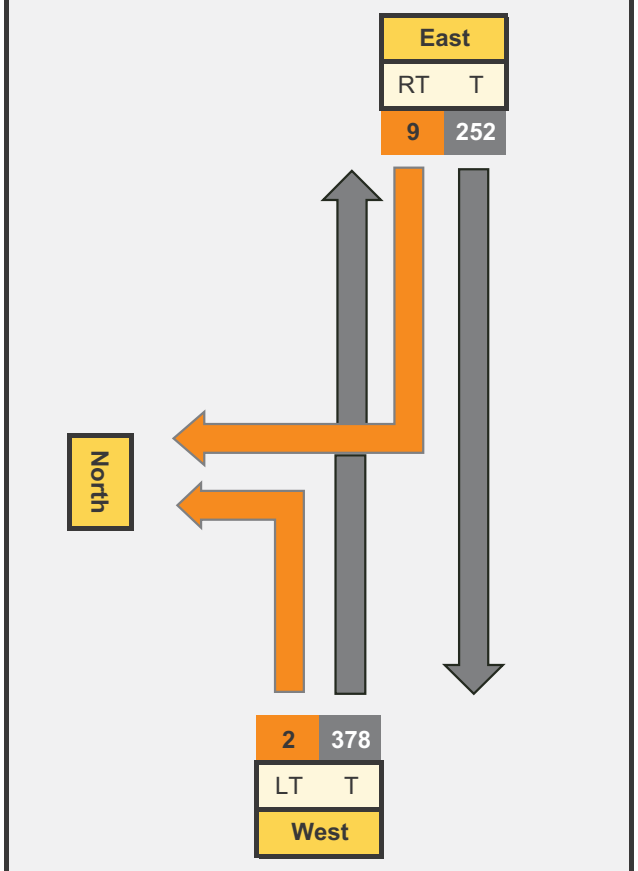
Year	2028

Intersection ID	Xp
Intersection Name	Gore Highway / Athol School Road

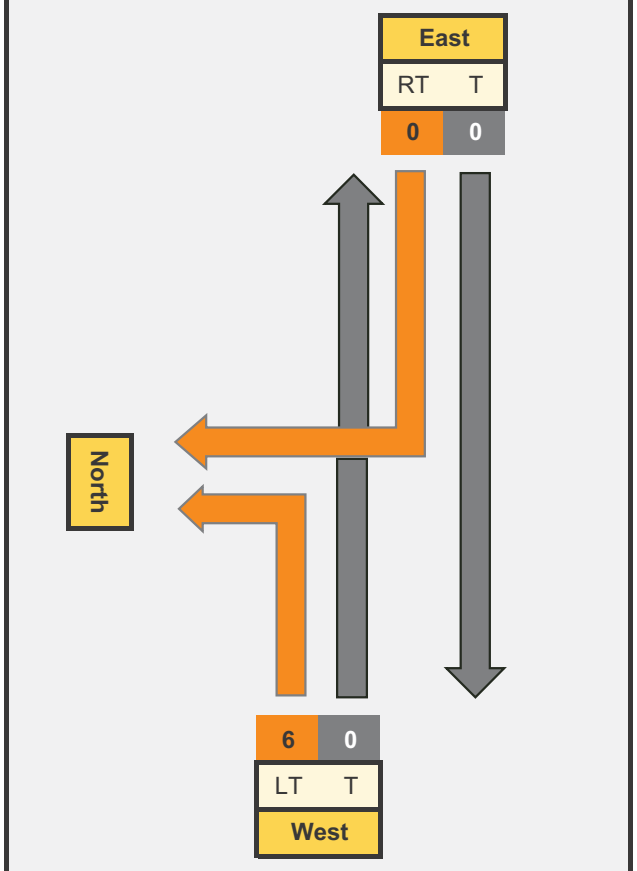
Speed	100			
Existing Treatment	L	CHL	R	BAR

AM

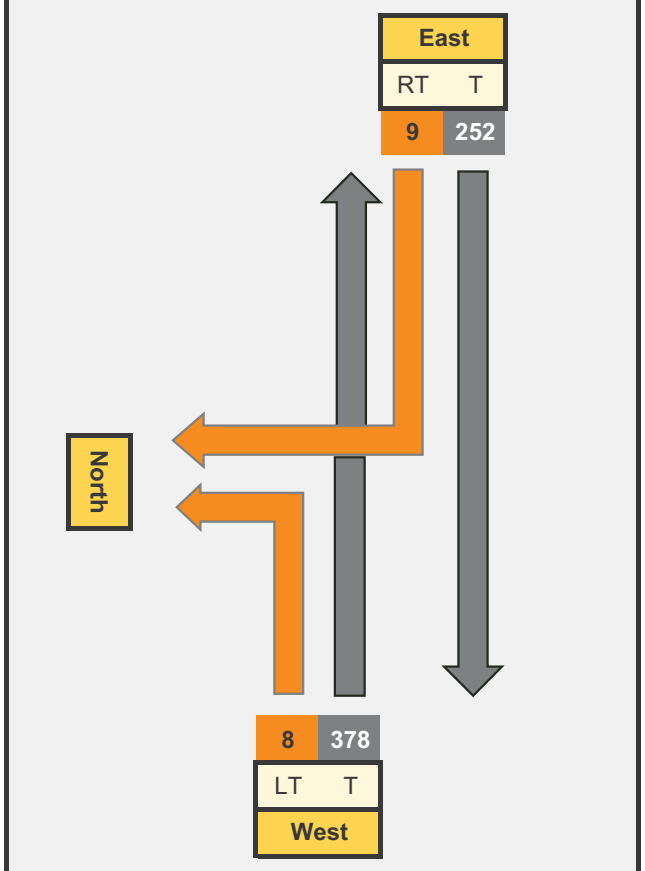
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



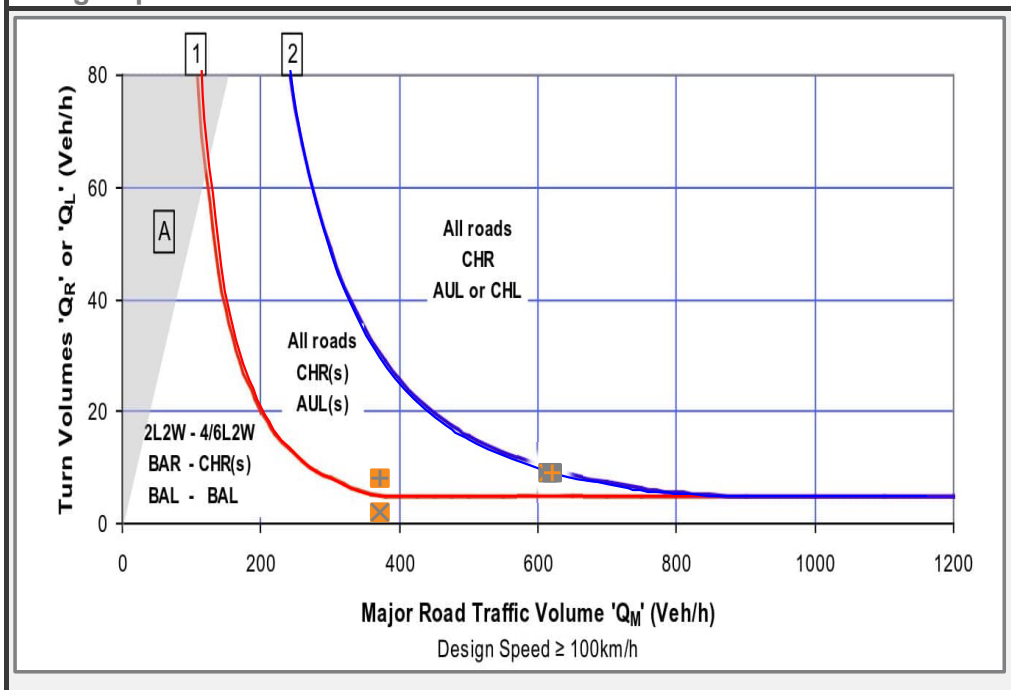
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	632	9
Left	378	2
With Development Traffic		
Right	638	9
Left	378	8

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR(s)
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	632	9
Left	378	2
With Development Traffic		
Right	638	9
Left	378	8

Intersection Code	3B

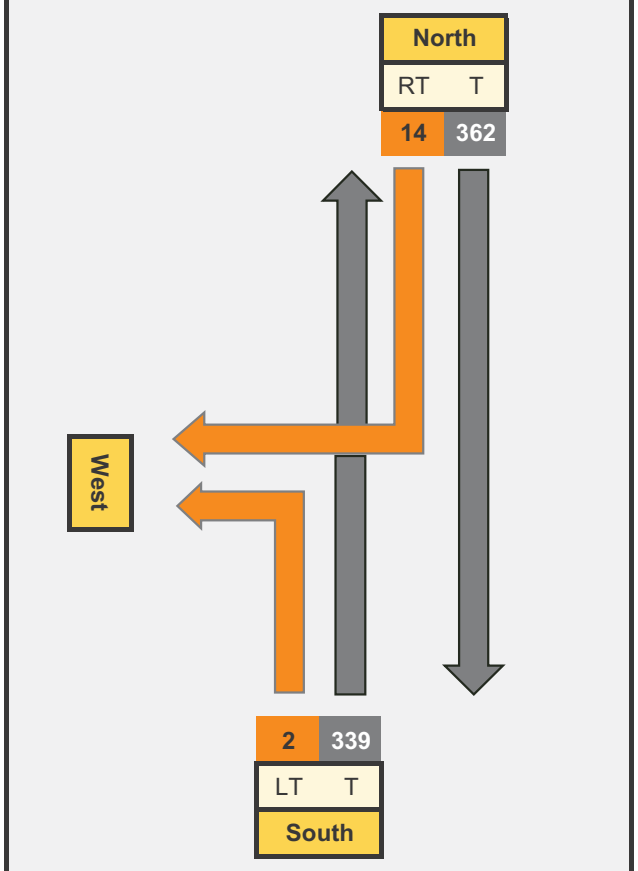
Year	2028

Intersection ID	Xp
Intersection Name	Gore Highway / Athol School Road

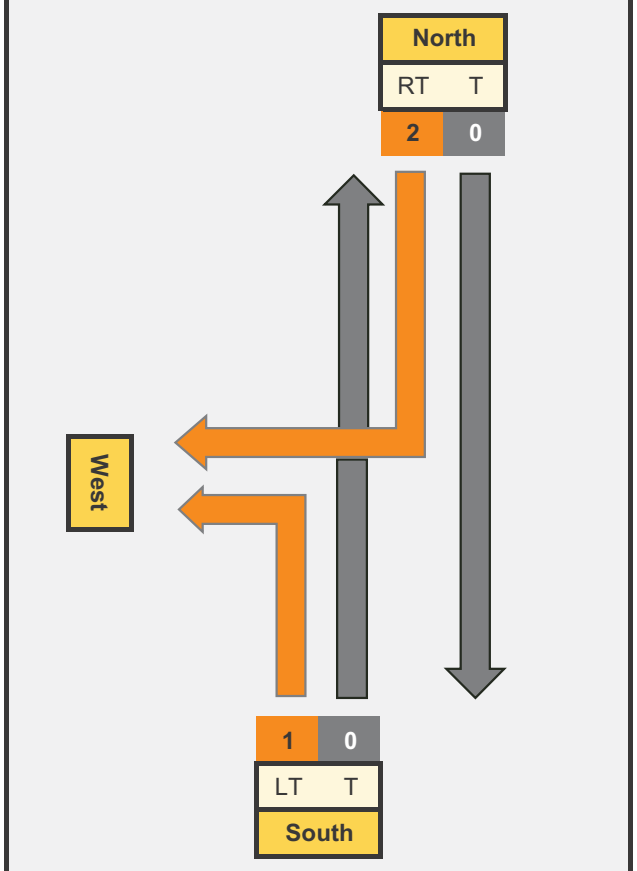
Speed	100			
Existing Treatment	L	CHL	R	BAR

PM

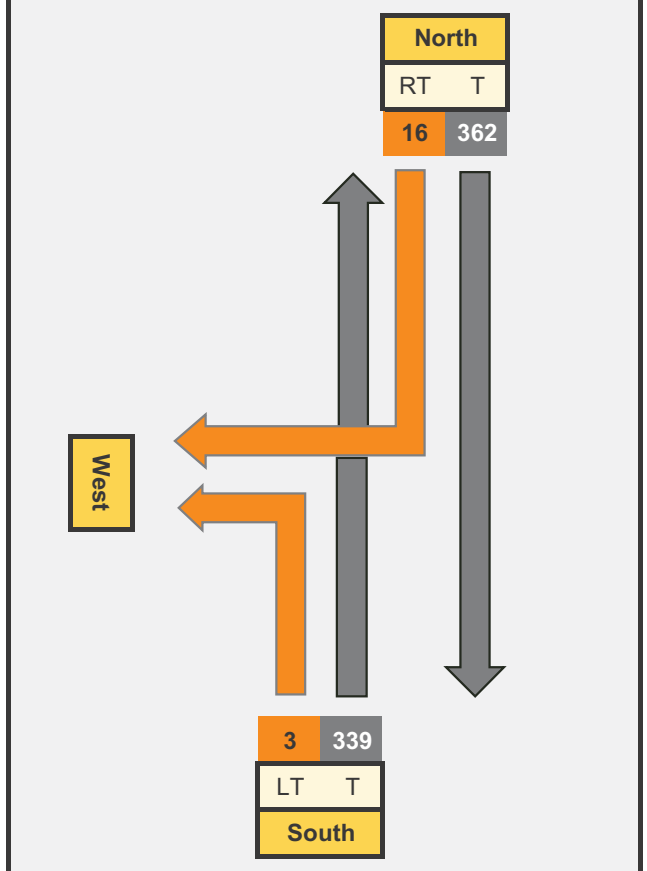
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



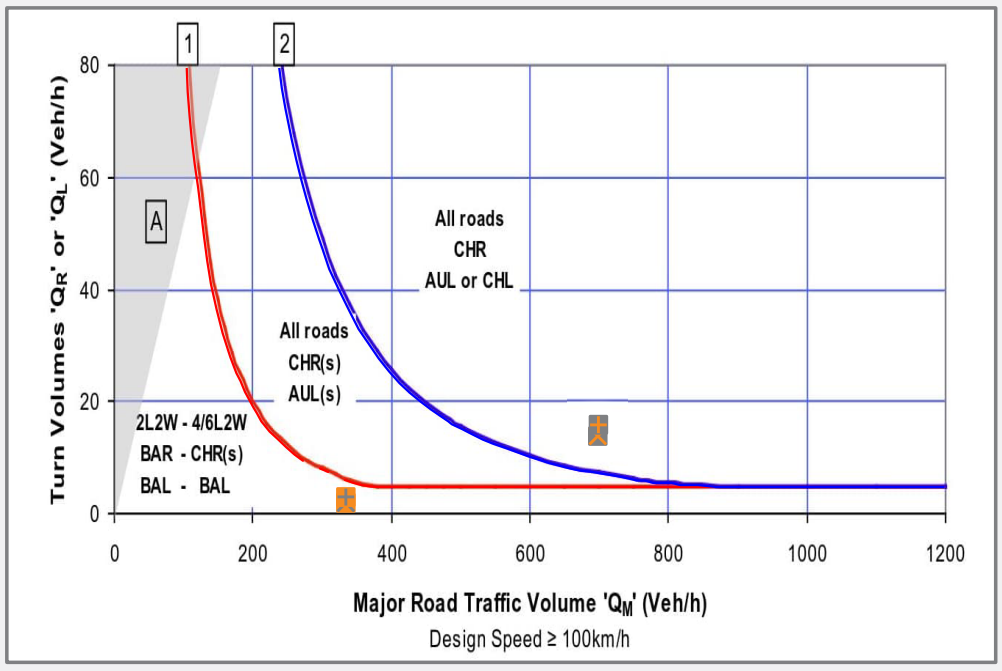
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	703	14
Left	339	2
With Development Traffic		
Right	704	16
Left	339	3

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	703	14
Left	339	2
With Development Traffic		
Right	704	16
Left	339	3

Intersection Code	3B

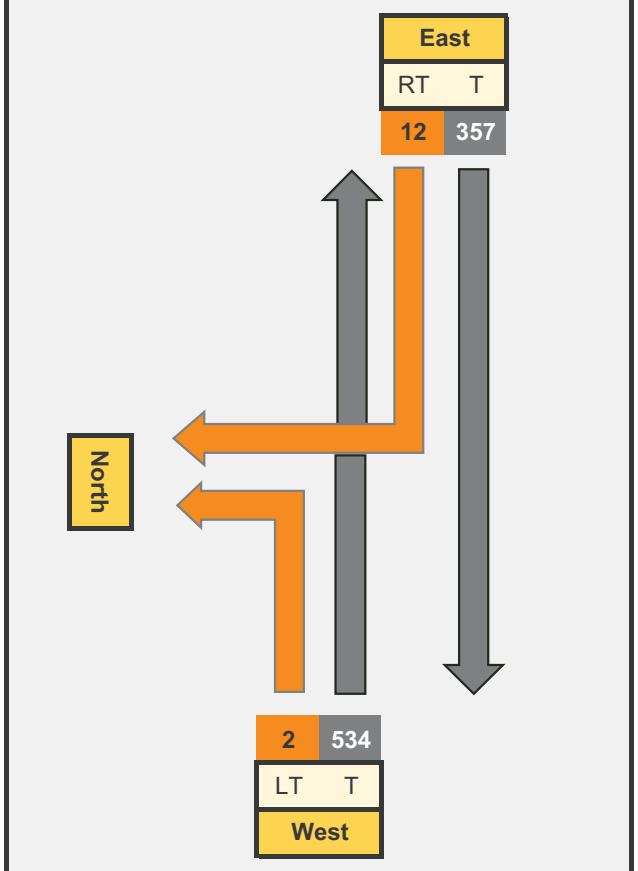
Year	2038

Intersection ID	Xp
Intersection Name	Gore Highway / Athol School Road

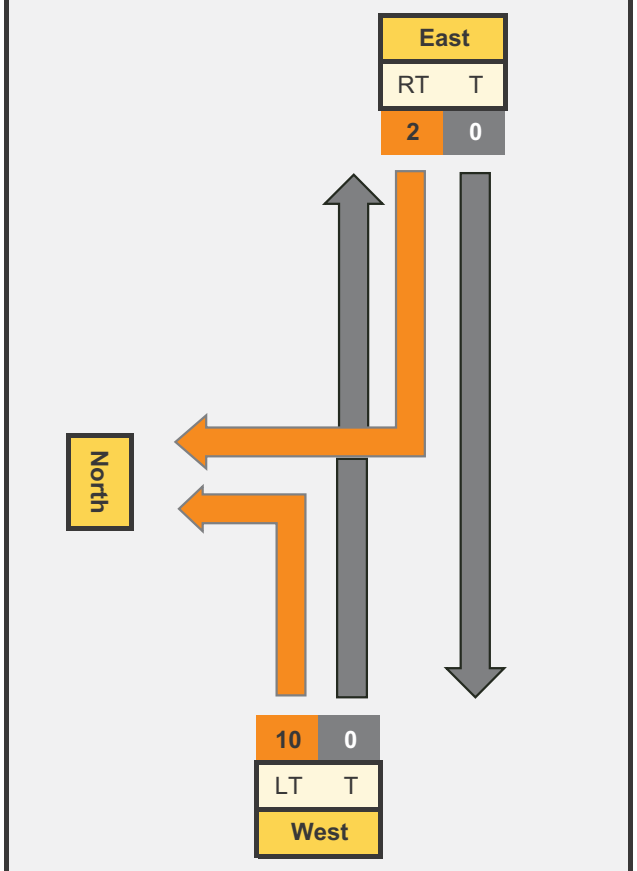
Speed	100			
Existing Treatment	L	CHL	R	BAR

AM

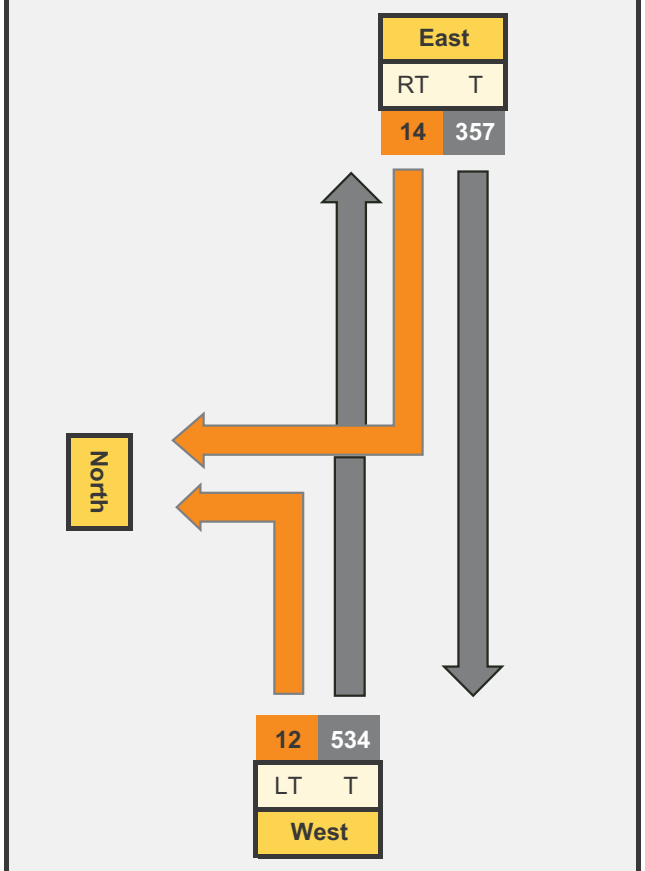
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	893	12
Left	534	2
With Development Traffic		
Right	903	14
Left	534	12

Graph Terminolgy

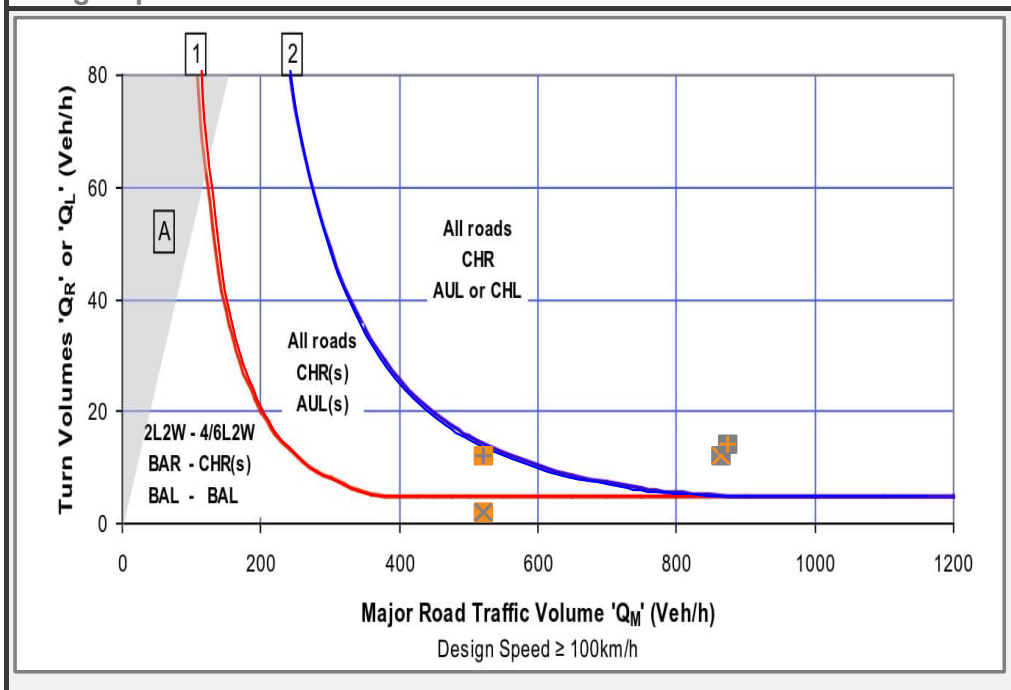
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	893	12
Left	534	2
With Development Traffic		
Right	903	14
Left	534	12

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

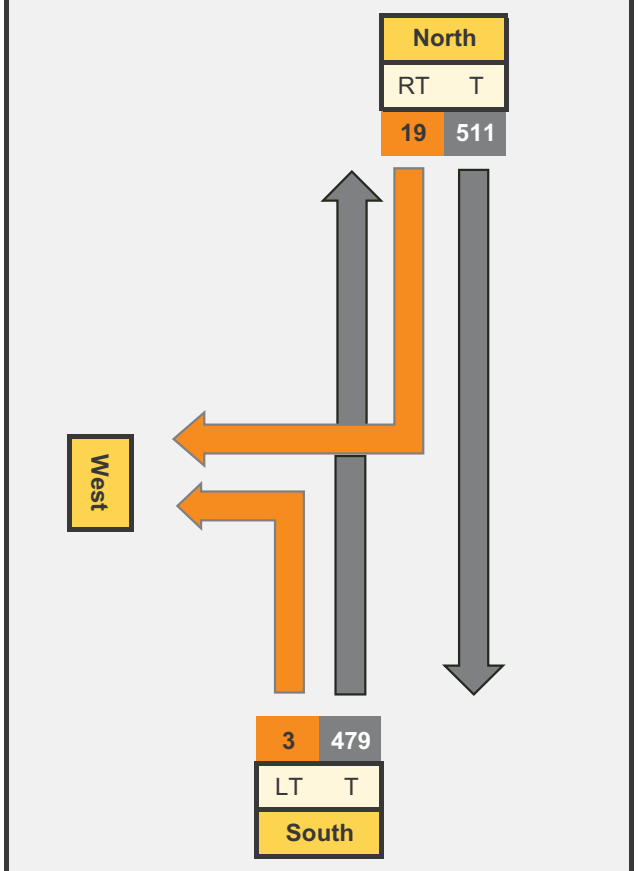
Year	2028

Intersection ID	Xp
Intersection Name	Gore Highway / Athol School Road

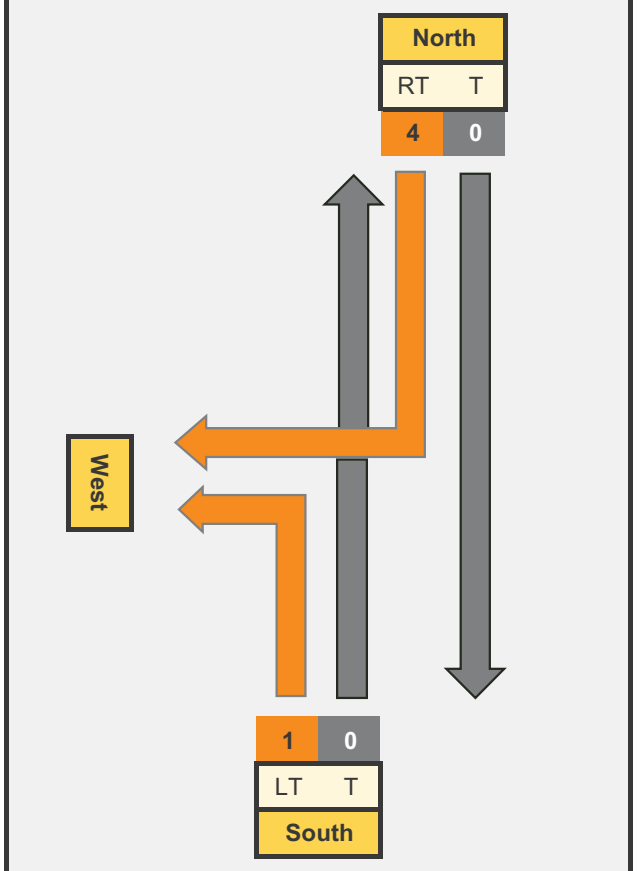
Speed	100			
Existing Treatment	L	CHL	R	BAR

PM

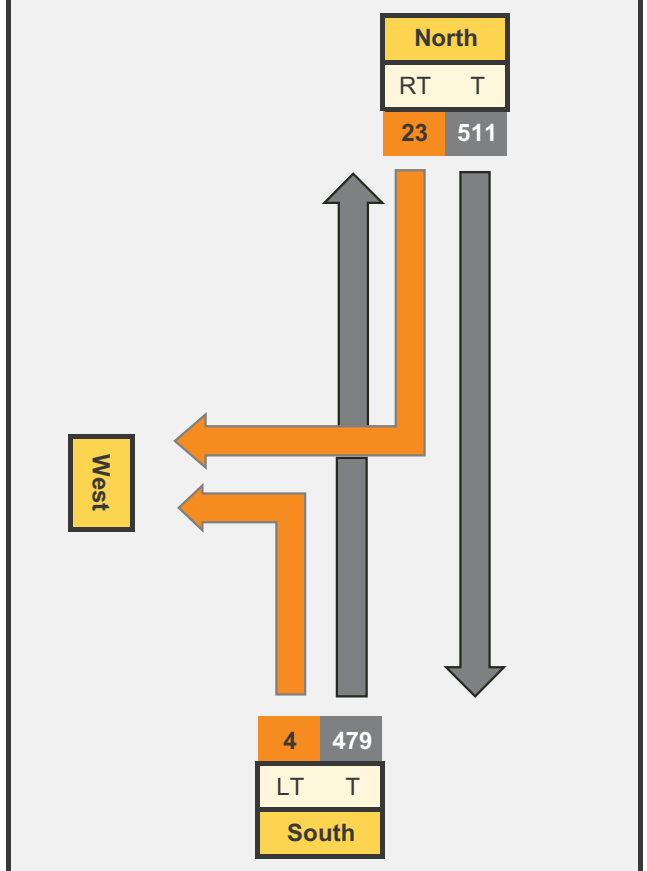
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



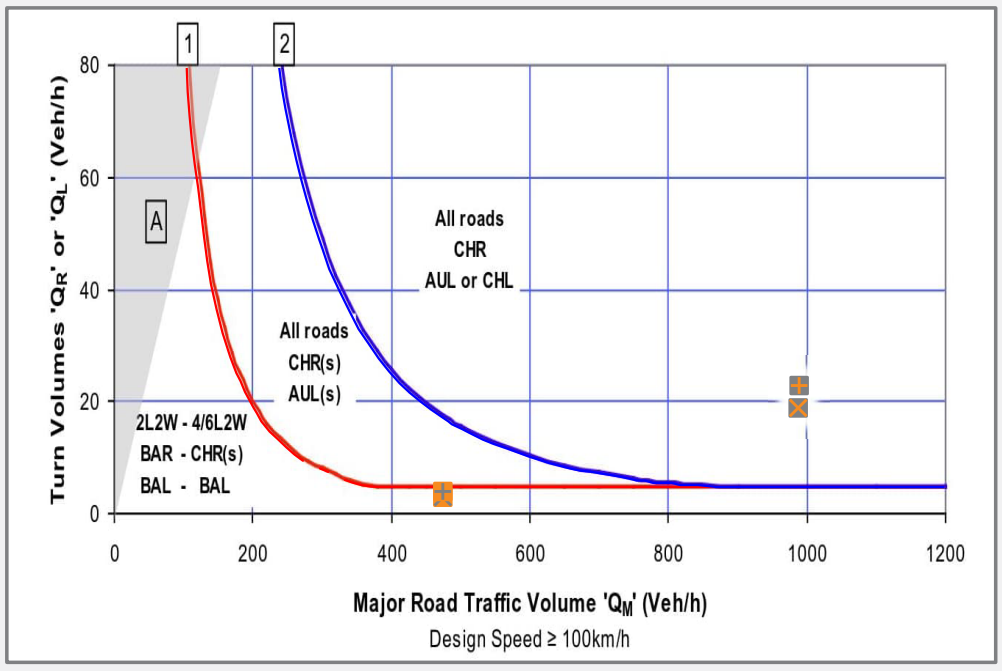
Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	993	19
Left	479	3
With Development Traffic		
Right	994	23
Left	479	4

Graph Terminolgy

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

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	993	19
Left	479	3
With Development Traffic		
Right	994	23
Left	479	4

APPENDIX

AA

Traffic Impact Assessment

Appendix BE Level crossing road diversion sight distance

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Diversion Intersection	Rt: Driver Reaction Time (s)	Dt: Decision Time (s)	d_car: Car Coefficient of Deceleration	d_truck: Truck Coefficient of Deceleration (d)	V_car: Car Operating Speed (km/h)	V_truck: Truck Operating Speed (km/h)	Longitudinal grade in %	Car SISD (m)	Truck SISD (m)	SISD (m)
Athol School Road / New Service Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Gore Highway / Purcell Road / Wyreema Athol Road	2.5	5.5	0.36	0.29	110	100	-3%	300	289	300
Biddeston Southbrook Road / Purcell Road	2.5	5.5	0.36	0.29	110	100	-3%	300	289	300
Biddeston Southbrook Road / Athol School Road	2.5	5.5	0.36	0.29	110	100	-5%	301	289	301
Gore Highway / Short Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Wyreema Athol Road / Short Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Gore Highway / Athol School Road	2.5	5.5	0.36	0.29	110	100	-4%	301	289	301
Biddeston Southbrook Road / New Service Road	2.5	5.5	0.36	0.29	110	100	-4%	301	289	301
Gore Highway / Bushy Lane	2.5	5.5	0.36	0.29	110	100	-3%	300	289	300
Gore Highway / Biddeston Southbrook Road	2.5	5.5	0.36	0.29	110	100	-3%	300	289	300
Gore Highway / Harelmar Road	2.5	5.5	0.36	0.29	110	100	-4%	301	289	301
Lochaber Road / New Service Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Lochaber Road (New Service Road) / Gore Highway	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Gore Highway / Paint Mine Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Gore Highway / existing Lochaber Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Gore Highway / Dallman Road	2.5	5.5	0.36	0.29	110	100	-4%	301	289	301
Oakey Pittsworth Road / Quibet Road	2.5	5.5	0.36	0.29	110	100	-1%	300	289	300
Gore Highway / Oakey Pittsworth Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Murlaggan Road / French Road	2.5	5.5	0.36	0.29	110	100	-2%	300	289	300
Gore Highway / Murlaggan Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345
Gore Highway / Tip Road	2.5	5.5	0.27	0.27	110	100	-2%	345	299	345
Gore Highway / Fysh Road	2.5	5.5	0.27	0.27	110	100	-1%	345	299	345

APPENDIX

AA

Traffic Impact Assessment

Appendix BF Level crossing road diversion SIDRAs

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

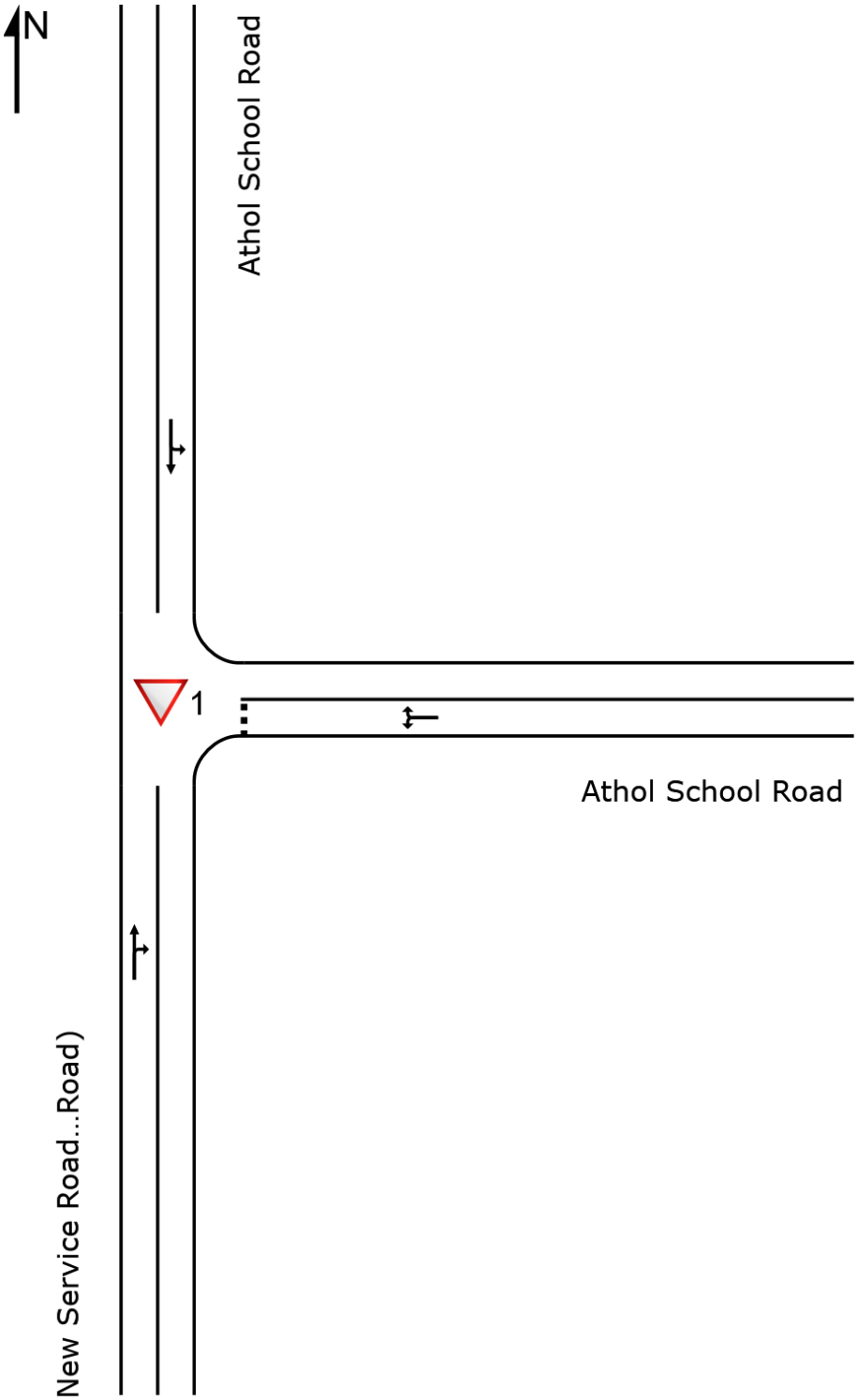
INLAND RAIL

SITE LAYOUT

Site: 1 [2028 AM Peak - Athol School Road / New Service Road-With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 1 [2028 AM Peak - Athol School Road / New Service Road-With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: New Service Road(Purcell Road)														
25	T1	1	0	1	0.0	0.004	0.0	LOS A	0.0	0.1	0.04	0.51	0.04	55.5
26	R2	7	0	7	0.0	0.004	5.5	LOS A	0.0	0.1	0.04	0.51	0.04	53.6
Approach		8	0	8	0.0	0.004	4.8	NA	0.0	0.1	0.04	0.51	0.04	53.8
East: Athol School Road														
27	L2	8	1	8	12.5	0.006	5.7	LOS A	0.0	0.2	0.01	0.57	0.01	53.1
29	R2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.2	0.01	0.57	0.01	53.1
Approach		9	1	9	11.1	0.006	5.7	LOS A	0.0	0.2	0.01	0.57	0.01	53.1
North: Athol School Road														
30	L2	6	0	6	0.0	0.004	5.5	LOS A	0.0	0.0	0.00	0.50	0.00	54.3
31	T1	1	0	1	0.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.50	0.00	55.7
Approach		7	0	7	0.0	0.004	4.8	NA	0.0	0.0	0.00	0.50	0.00	54.4
All Vehicles		24	1	24	4.2	0.006	5.1	NA	0.0	0.2	0.02	0.53	0.02	53.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [2028 PM Peak - Athol School Road / New Service Road-With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: New Service Road(Purcell Road)														
25	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.1	0.05	0.48	0.05	55.7
26	R2	5	0	5	0.0	0.003	5.5	LOS A	0.0	0.1	0.05	0.48	0.05	53.7
Approach		6	0	6	0.0	0.003	4.6	NA	0.0	0.1	0.05	0.48	0.05	54.0
East: Athol School Road														
27	L2	4	0	4	0.0	0.003	5.5	LOS A	0.0	0.1	0.01	0.58	0.01	53.6
29	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.01	0.58	0.01	53.1
Approach		5	0	5	0.0	0.003	5.5	LOS A	0.0	0.1	0.01	0.58	0.01	53.5
North: Athol School Road														
30	L2	10	0	10	0.0	0.006	5.5	LOS A	0.0	0.0	0.00	0.53	0.00	54.0
31	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.53	0.00	55.4
Approach		11	0	11	0.0	0.006	5.0	NA	0.0	0.0	0.00	0.53	0.00	54.1
All Vehicles		22	0	22	0.0	0.006	5.0	NA	0.0	0.1	0.02	0.53	0.02	54.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
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Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [2038 AM Peak - Athol School Road / New Service Road-With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: New Service Road(Purcell Road)														
25	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.2	0.05	0.52	0.05	55.4
26	R2	9	0	9	0.0	0.006	5.5	LOS A	0.0	0.2	0.05	0.52	0.05	53.4
Approach		10	0	10	0.0	0.006	4.9	NA	0.0	0.2	0.05	0.52	0.05	53.6
East: Athol School Road														
27	L2	10	1	10	10.0	0.007	5.7	LOS A	0.0	0.2	0.01	0.57	0.01	53.2
29	R2	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.2	0.01	0.57	0.01	53.1
Approach		11	1	11	9.1	0.007	5.6	LOS A	0.0	0.2	0.01	0.57	0.01	53.2
North: Athol School Road														
30	L2	9	0	9	0.0	0.005	5.5	LOS A	0.0	0.0	0.00	0.52	0.00	54.1
31	T1	1	0	1	0.0	0.005	0.0	LOS A	0.0	0.0	0.00	0.52	0.00	55.5
Approach		10	0	10	0.0	0.005	5.0	NA	0.0	0.0	0.00	0.52	0.00	54.2
All Vehicles		31	1	31	3.2	0.007	5.2	NA	0.0	0.2	0.02	0.54	0.02	53.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
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Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [2038 PM Peak - Athol School Road / New Service Road-With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: New Service Road(Purcell Road)														
25	T1	1	0	1	0.0	0.004	0.0	LOS A	0.0	0.1	0.06	0.50	0.06	55.4
26	R2	7	0	7	0.0	0.004	5.5	LOS A	0.0	0.1	0.06	0.50	0.06	53.5
Approach		8	0	8	0.0	0.004	4.8	NA	0.0	0.1	0.06	0.50	0.06	53.7
East: Athol School Road														
27	L2	6	0	6	0.0	0.004	5.5	LOS A	0.0	0.1	0.01	0.58	0.01	53.6
29	R2	1	0	1	0.0	0.004	5.5	LOS A	0.0	0.1	0.01	0.58	0.01	53.1
Approach		7	0	7	0.0	0.004	5.5	LOS A	0.0	0.1	0.01	0.58	0.01	53.5
North: Athol School Road														
30	L2	14	0	14	0.0	0.008	5.5	LOS A	0.0	0.0	0.00	0.54	0.00	53.9
31	T1	1	0	1	0.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.54	0.00	55.3
Approach		15	0	15	0.0	0.008	5.2	NA	0.0	0.0	0.00	0.54	0.00	54.0
All Vehicles		30	0	30	0.0	0.008	5.2	NA	0.0	0.1	0.02	0.54	0.02	53.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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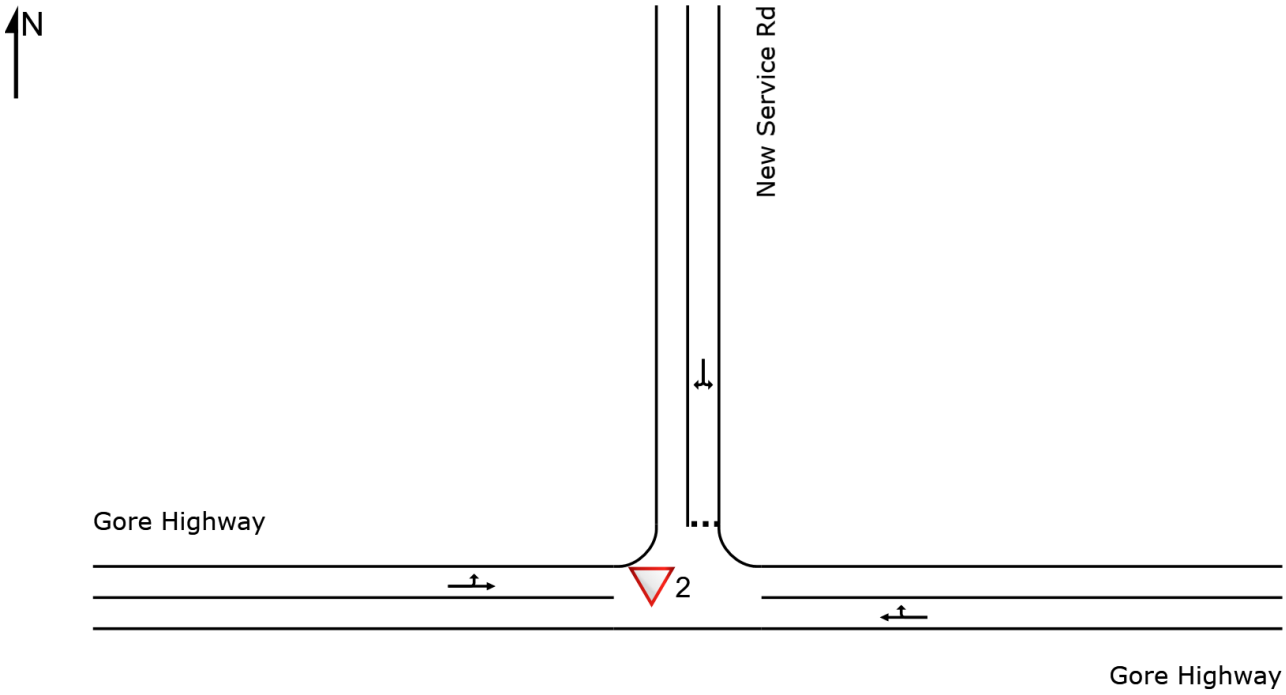
SITE LAYOUT

Site: 2 [2028 AM Peak - Gore Highway / New Service Road-With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 2 [2028 AM Peak - Gore Highway / New Service Road- With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
25	T1	260	48	260	18.5	0.153	0.1	LOS A	0.0	0.4	0.02	0.01	0.02	59.8
26	R2	4	1	4	25.0	0.153	7.9	LOS A	0.0	0.4	0.02	0.01	0.02	56.3
Approach		264	49	264	18.6	0.153	0.2	NA	0.0	0.4	0.02	0.01	0.02	59.8
North: New Service Rd														
27	L2	15	0	15	0.0	0.026	6.8	LOS A	0.1	0.7	0.44	0.64	0.44	52.0
29	R2	8	1	8	12.5	0.026	9.3	LOS A	0.1	0.7	0.44	0.64	0.44	51.0
Approach		23	1	23	4.3	0.026	7.7	LOS A	0.1	0.7	0.44	0.64	0.44	51.7
West: Gore Highway														
30	L2	7	1	7	14.3	0.202	5.8	LOS A	0.0	0.0	0.00	0.01	0.00	57.5
31	T1	359	40	359	11.1	0.202	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		366	41	366	11.2	0.202	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles		653	91	653	13.9	0.202	0.4	NA	0.1	0.7	0.02	0.03	0.02	59.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [2028 PM Peak - Gore Highway / New Service Road- With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
25	T1	345	34	345	9.9	0.199	0.1	LOS A	0.1	1.0	0.04	0.02	0.04	59.6
26	R2	12	1	12	8.3	0.199	7.3	LOS A	0.1	1.0	0.04	0.02	0.04	56.9
Approach		357	35	357	9.8	0.199	0.3	NA	0.1	1.0	0.04	0.02	0.04	59.5
North: New Service Rd														
27	L2	7	0	7	0.0	0.019	6.7	LOS A	0.1	0.4	0.45	0.65	0.45	51.8
29	R2	8	0	8	0.0	0.019	9.0	LOS A	0.1	0.4	0.45	0.65	0.45	51.3
Approach		15	0	15	0.0	0.019	7.9	LOS A	0.1	0.4	0.45	0.65	0.45	51.5
West: Gore Highway														
30	L2	8	1	8	12.5	0.191	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.5
31	T1	329	53	329	16.1	0.191	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		337	54	337	16.0	0.191	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles		709	89	709	12.6	0.199	0.4	NA	0.1	1.0	0.03	0.03	0.03	59.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2 [2038 AM Peak - Gore Highway / New Service Road- With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
25	T1	368	68	368	18.5	0.217	0.1	LOS A	0.1	0.6	0.02	0.01	0.02	59.8
26	R2	5	1	5	20.0	0.217	9.3	LOS A	0.1	0.6	0.02	0.01	0.02	56.5
Approach		373	69	373	18.5	0.217	0.2	NA	0.1	0.6	0.02	0.01	0.02	59.7
North: New Service Rd														
27	L2	21	0	21	0.0	0.048	7.6	LOS A	0.2	1.2	0.54	0.73	0.54	50.9
29	R2	11	1	11	9.1	0.048	12.1	LOS B	0.2	1.2	0.54	0.73	0.54	50.1
Approach		32	1	32	3.1	0.048	9.2	LOS A	0.2	1.2	0.54	0.73	0.54	50.6
West: Gore Highway														
30	L2	10	2	10	20.0	0.285	5.8	LOS A	0.0	0.0	0.00	0.01	0.00	57.1
31	T1	507	57	507	11.2	0.285	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		517	59	517	11.4	0.285	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles		922	129	922	14.0	0.285	0.5	NA	0.2	1.2	0.03	0.04	0.03	59.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [2038 PM Peak - Gore Highway / New Service Road- With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
25	T1	487	47	487	9.7	0.282	0.2	LOS A	0.2	1.8	0.06	0.02	0.06	59.5
26	R2	17	1	17	5.9	0.282	8.6	LOS A	0.2	1.8	0.06	0.02	0.06	57.0
Approach		504	48	504	9.5	0.282	0.5	NA	0.2	1.8	0.06	0.02	0.06	59.4
North: New Service Rd														
27	L2	9	0	9	0.0	0.038	7.4	LOS A	0.1	0.8	0.57	0.76	0.57	50.2
29	R2	12	0	12	0.0	0.038	12.1	LOS B	0.1	0.8	0.57	0.76	0.57	49.8
Approach		21	0	21	0.0	0.038	10.1	LOS B	0.1	0.8	0.57	0.76	0.57	50.0
West: Gore Highway														
30	L2	10	1	10	10.0	0.269	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.6
31	T1	465	75	465	16.1	0.269	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		475	76	475	16.0	0.269	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles		1000	124	1000	12.4	0.282	0.5	NA	0.2	1.8	0.04	0.03	0.04	59.3

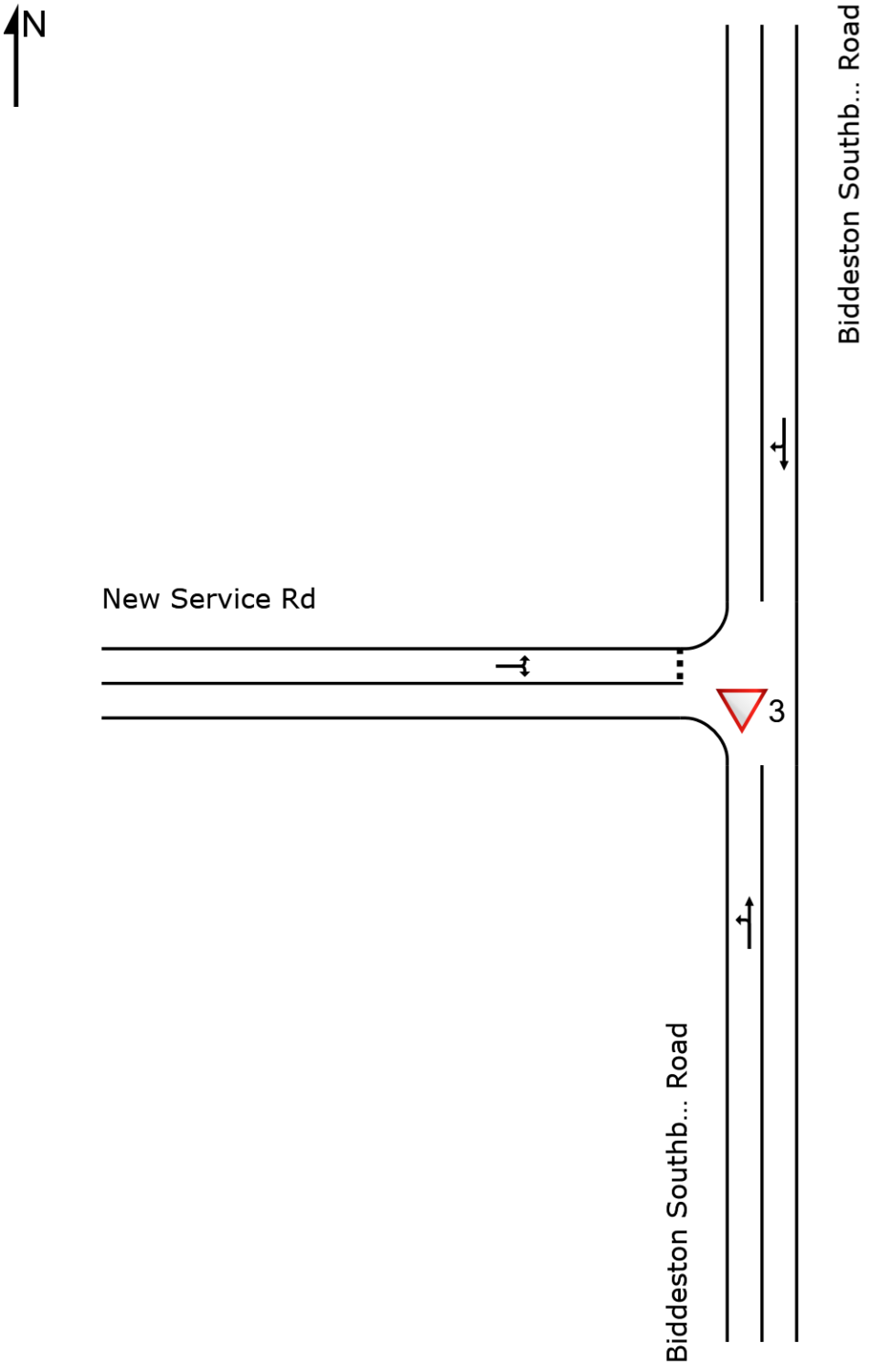
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 3 [2028 AM Peak - Biddeston Southbrook Road / New Service Road-With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 3 [2028 AM Peak - Biddeston Southbrook Road / New Service Road-With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Biddeston Southbrook Road														
30	L2	3	0	3	0.0	0.006	5.5	LOS A	0.0	0.0	0.00	0.16	0.00	56.7
31	T1	8	2	8	25.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	58.2
Approach		11	2	11	18.2	0.006	1.5	NA	0.0	0.0	0.00	0.16	0.00	57.8
North: Biddeston Southbrook Road														
25	T1	11	1	11	9.1	0.007	0.0	LOS A	0.0	0.0	0.01	0.05	0.01	59.5
26	R2	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.0	0.01	0.05	0.01	57.2
Approach		12	1	12	8.3	0.007	0.5	NA	0.0	0.0	0.01	0.05	0.01	59.3
West: New Service Rd														
27	L2	1	0	1	0.0	0.010	5.6	LOS A	0.0	0.2	0.06	0.57	0.06	53.5
29	R2	12	0	12	0.0	0.010	5.5	LOS A	0.0	0.2	0.06	0.57	0.06	53.0
Approach		13	0	13	0.0	0.010	5.5	LOS A	0.0	0.2	0.06	0.57	0.06	53.0
All Vehicles		36	3	36	8.3	0.010	2.6	NA	0.0	0.2	0.03	0.27	0.03	56.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3 [2028 PM Peak - Biddeston Southbrook Road / New Service Road-With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Biddeston Southbrook Road														
30	L2	9	0	9	0.0	0.010	5.5	LOS A	0.0	0.0	0.00	0.28	0.00	55.9
31	T1	10	1	10	10.0	0.010	0.0	LOS A	0.0	0.0	0.00	0.28	0.00	57.4
Approach		19	1	19	5.3	0.010	2.6	NA	0.0	0.0	0.00	0.28	0.00	56.7
North: Biddeston Southbrook Road														
25	T1	8	0	8	0.0	0.005	0.0	LOS A	0.0	0.0	0.02	0.07	0.02	59.3
26	R2	1	0	1	0.0	0.005	5.5	LOS A	0.0	0.0	0.02	0.07	0.02	57.1
Approach		9	0	9	0.0	0.005	0.6	NA	0.0	0.0	0.02	0.07	0.02	59.1
West: New Service Rd														
27	L2	1	0	1	0.0	0.005	5.6	LOS A	0.0	0.1	0.06	0.57	0.06	53.5
29	R2	6	0	6	0.0	0.005	5.5	LOS A	0.0	0.1	0.06	0.57	0.06	53.0
Approach		7	0	7	0.0	0.005	5.5	LOS A	0.0	0.1	0.06	0.57	0.06	53.0
All Vehicles		35	1	35	2.9	0.010	2.7	NA	0.0	0.1	0.02	0.28	0.02	56.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3 [2038 AM Peak - Biddeston Southbrook Road / New Service Road-With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Biddeston Southbrook Road														
30	L2	4	0	4	0.0	0.008	5.5	LOS A	0.0	0.0	0.00	0.17	0.00	56.7
31	T1	10	2	10	20.0	0.008	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	58.2
Approach		14	2	14	14.3	0.008	1.6	NA	0.0	0.0	0.00	0.17	0.00	57.8
North: Biddeston Southbrook Road														
25	T1	15	1	15	6.7	0.009	0.0	LOS A	0.0	0.0	0.01	0.04	0.01	59.6
26	R2	1	0	1	0.0	0.009	5.5	LOS A	0.0	0.0	0.01	0.04	0.01	57.4
Approach		16	1	16	6.3	0.009	0.3	NA	0.0	0.0	0.01	0.04	0.01	59.5
West: New Service Rd														
27	L2	1	0	1	0.0	0.013	5.6	LOS A	0.0	0.3	0.08	0.57	0.08	53.5
29	R2	16	0	16	0.0	0.013	5.5	LOS A	0.0	0.3	0.08	0.57	0.08	52.9
Approach		17	0	17	0.0	0.013	5.5	LOS A	0.0	0.3	0.08	0.57	0.08	53.0
All Vehicles		47	3	47	6.4	0.013	2.6	NA	0.0	0.3	0.03	0.27	0.03	56.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3 [2038 PM Peak - Biddeston Southbrook Road / New Service Road-With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Biddeston Southbrook Road														
30	L2	12	0	12	0.0	0.015	5.5	LOS A	0.0	0.0	0.00	0.26	0.00	56.0
31	T1	15	2	15	13.3	0.015	0.0	LOS A	0.0	0.0	0.00	0.26	0.00	57.5
Approach		27	2	27	7.4	0.015	2.5	NA	0.0	0.0	0.00	0.26	0.00	56.8
North: Biddeston Southbrook Road														
25	T1	11	0	11	0.0	0.006	0.0	LOS A	0.0	0.0	0.02	0.05	0.02	59.5
26	R2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.02	0.05	0.02	57.3
Approach		12	0	12	0.0	0.006	0.5	NA	0.0	0.0	0.02	0.05	0.02	59.3
West: New Service Rd														
27	L2	1	0	1	0.0	0.007	5.6	LOS A	0.0	0.2	0.08	0.57	0.08	53.4
29	R2	8	0	8	0.0	0.007	5.5	LOS A	0.0	0.2	0.08	0.57	0.08	52.9
Approach		9	0	9	0.0	0.007	5.5	LOS A	0.0	0.2	0.08	0.57	0.08	53.0
All Vehicles		48	2	48	4.2	0.015	2.5	NA	0.0	0.2	0.02	0.27	0.02	56.6

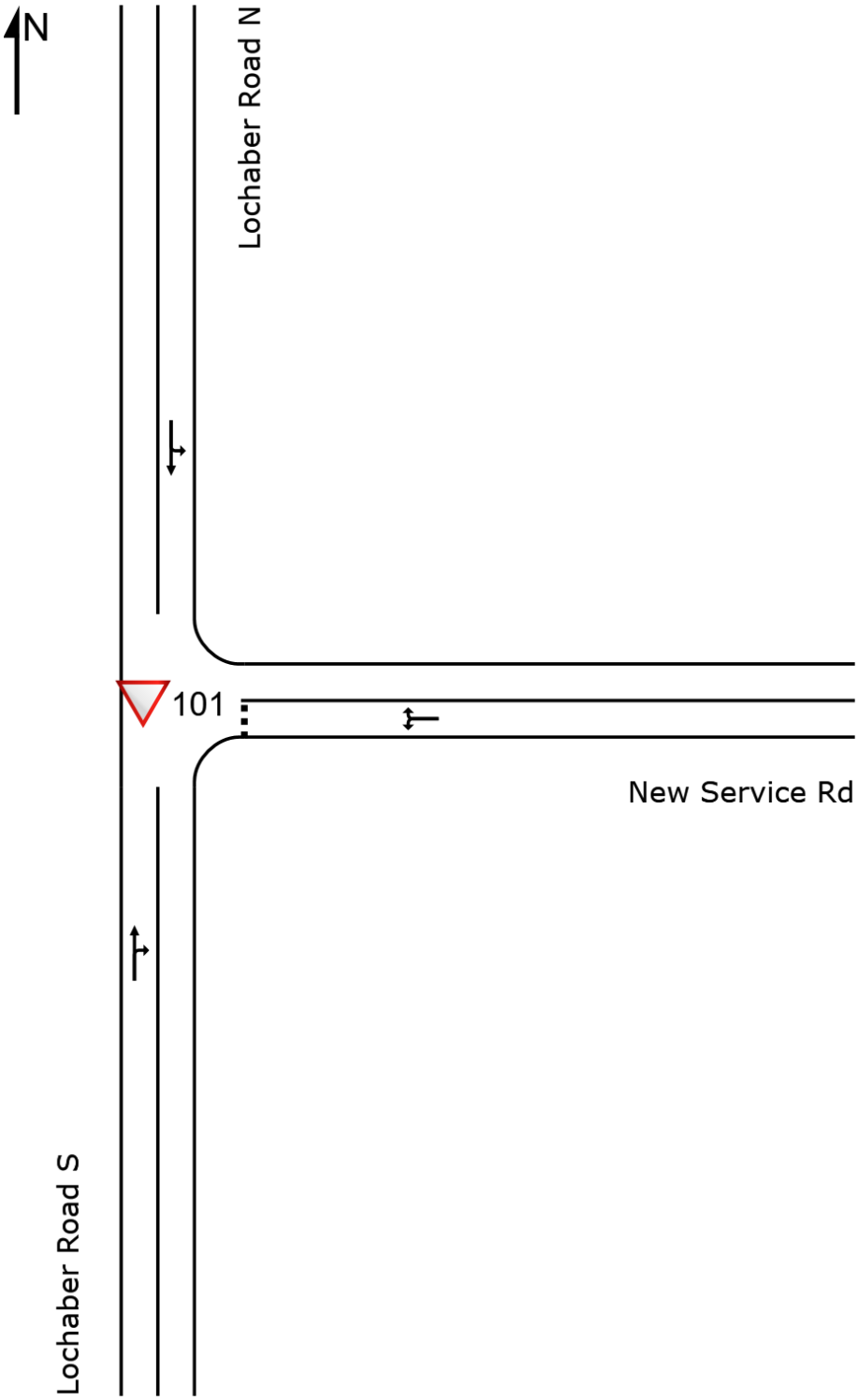
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [2028 AM Peak-Lochaber Road/ New Service Road-With Project (Site Folder: Design Year-With Project)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [2028 AM Peak-Lochaber Road/ New Service Road-With Project (Site Folder: Design Year-With Project)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lochaber Road S														
2	T1	14	3	14	21.4	0.009	0.0	LOS A	0.0	0.0	0.02	0.04	0.02	59.5
3	R2	1	0	1	0.0	0.009	5.5	LOS A	0.0	0.0	0.02	0.04	0.02	57.3
Approach		15	3	15	20.0	0.009	0.4	NA	0.0	0.0	0.02	0.04	0.02	59.3
East: New Service Rd														
4	L2	4	0	4	0.0	0.003	5.6	LOS A	0.0	0.1	0.10	0.54	0.10	53.3
6	R2	1	0	1	0.0	0.003	5.6	LOS A	0.0	0.1	0.10	0.54	0.10	52.8
Approach		5	0	5	0.0	0.003	5.6	LOS A	0.0	0.1	0.10	0.54	0.10	53.2
North: Lochaber Road N														
7	L2	1	0	1	0.0	0.021	5.5	LOS A	0.0	0.0	0.00	0.02	0.00	58.2
8	T1	37	3	37	8.1	0.021	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		38	3	38	7.9	0.021	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.8
All Vehicles		58	6	58	10.3	0.021	0.7	NA	0.0	0.1	0.01	0.07	0.01	59.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [2028 PM Peak-Lochaber Road/ New Service Road-With Project (Site Folder: Design Year-With Project)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lochaber Road S														
2	T1	30	1	30	3.3	0.016	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	59.8
3	R2	1	0	1	0.0	0.016	5.5	LOS A	0.0	0.0	0.01	0.02	0.01	57.5
Approach		31	1	31	3.2	0.016	0.2	NA	0.0	0.0	0.01	0.02	0.01	59.7
East: New Service Rd														
4	L2	3	0	3	0.0	0.003	5.6	LOS A	0.0	0.1	0.07	0.55	0.07	53.4
6	R2	1	0	1	0.0	0.003	5.6	LOS A	0.0	0.1	0.07	0.55	0.07	52.9
Approach		4	0	4	0.0	0.003	5.6	LOS A	0.0	0.1	0.07	0.55	0.07	53.3
North: Lochaber Road N														
7	L2	1	0	1	0.0	0.011	5.5	LOS A	0.0	0.0	0.00	0.03	0.00	58.1
8	T1	20	0	20	0.0	0.011	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		21	0	21	0.0	0.011	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.7
All Vehicles		56	1	56	1.8	0.016	0.6	NA	0.0	0.1	0.01	0.06	0.01	59.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [2038 AM Peak-Lochaber Road/ New Service Road-With Project (Site Folder: Design Year-With Project)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lochaber Road S														
2	T1	19	4	19	21.1	0.012	0.0	LOS A	0.0	0.0	0.02	0.03	0.02	59.6
3	R2	1	0	1	0.0	0.012	5.6	LOS A	0.0	0.0	0.02	0.03	0.02	57.4
Approach		20	4	20	20.0	0.012	0.3	NA	0.0	0.0	0.02	0.03	0.02	59.5
East: New Service Rd														
4	L2	6	0	6	0.0	0.005	5.7	LOS A	0.0	0.1	0.13	0.54	0.13	53.2
6	R2	1	0	1	0.0	0.005	5.7	LOS A	0.0	0.1	0.13	0.54	0.13	52.7
Approach		7	0	7	0.0	0.005	5.7	LOS A	0.0	0.1	0.13	0.54	0.13	53.2
North: Lochaber Road N														
7	L2	1	0	1	0.0	0.029	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
8	T1	52	4	52	7.7	0.029	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		53	4	53	7.5	0.029	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		80	8	80	10.0	0.029	0.6	NA	0.0	0.1	0.02	0.06	0.02	59.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [2038 PM Peak-Lochaber Road/ New Service Road-With Project (Site Folder: Design Year-With Project)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lochaber Road S														
2	T1	42	1	42	2.4	0.022	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	59.8
3	R2	1	0	1	0.0	0.022	5.5	LOS A	0.0	0.0	0.01	0.01	0.01	57.6
Approach		43	1	43	2.3	0.022	0.1	NA	0.0	0.0	0.01	0.01	0.01	59.8
East: New Service Rd														
4	L2	4	0	4	0.0	0.003	5.6	LOS A	0.0	0.1	0.09	0.55	0.09	53.4
6	R2	1	0	1	0.0	0.003	5.7	LOS A	0.0	0.1	0.09	0.55	0.09	52.8
Approach		5	0	5	0.0	0.003	5.6	LOS A	0.0	0.1	0.09	0.55	0.09	53.3
North: Lochaber Road N														
7	L2	1	0	1	0.0	0.015	5.5	LOS A	0.0	0.0	0.00	0.02	0.00	58.2
8	T1	28	0	28	0.0	0.015	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		29	0	29	0.0	0.015	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
All Vehicles		77	1	77	1.3	0.022	0.5	NA	0.0	0.1	0.01	0.05	0.01	59.3

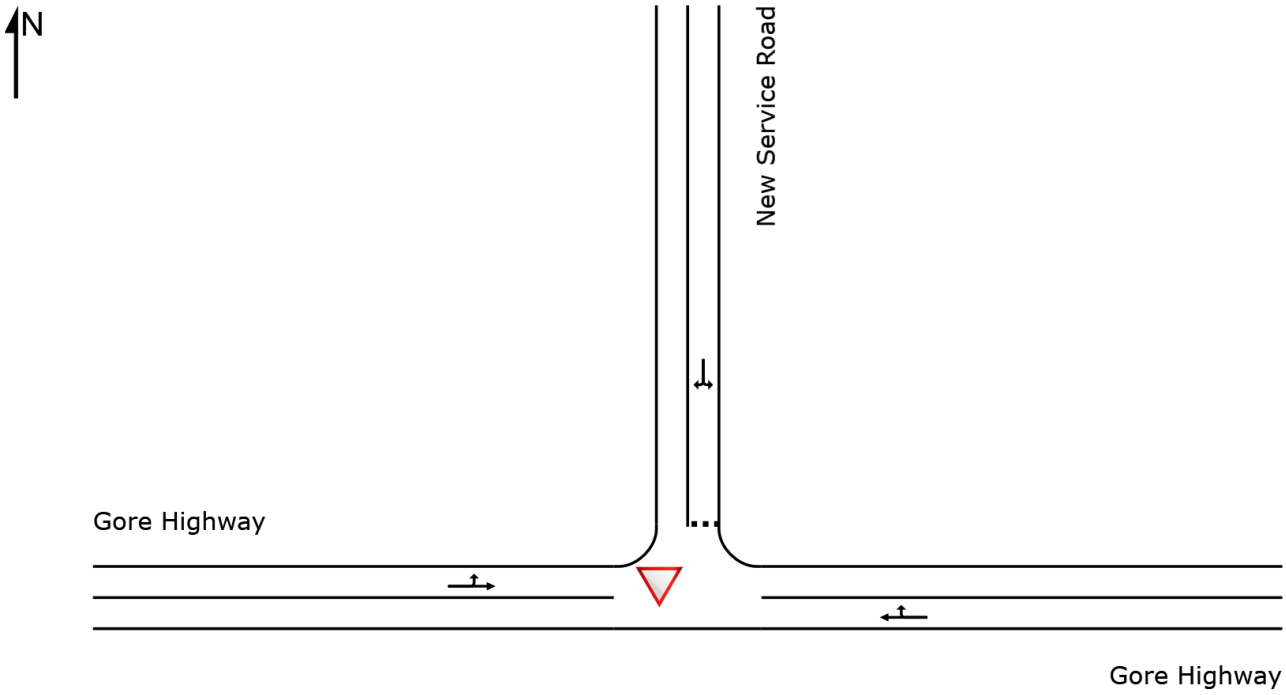
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: [2028 AM Peak-Gore Highway/New Service Road-With Project (Site Folder: Design Year-With Project)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: [2028 AM Peak-Gore Highway/New Service Road-With Project (Site Folder: Design Year-With Project)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	157	42	157	26.8	0.099	0.0	LOS A	0.0	0.4	0.03	0.02	0.03	59.7
6	R2	5	2	5	40.0	0.099	6.9	LOS A	0.0	0.4	0.03	0.02	0.03	55.4
Approach		162	44	162	27.2	0.099	0.3	NA	0.0	0.4	0.03	0.02	0.03	59.6
North: New Service Road														
7	L2	17	1	17	5.9	0.041	6.2	LOS A	0.1	1.0	0.32	0.61	0.32	52.4
9	R2	24	2	24	8.3	0.041	7.2	LOS A	0.1	1.0	0.32	0.61	0.32	51.8
Approach		41	3	41	7.3	0.041	6.8	LOS A	0.1	1.0	0.32	0.61	0.32	52.1
West: Gore Highway														
10	L2	9	1	9	11.1	0.108	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.5
11	T1	177	35	177	19.8	0.108	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		186	36	186	19.4	0.108	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
All Vehicles		389	83	389	21.3	0.108	1.0	NA	0.1	1.0	0.05	0.09	0.05	58.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: [2028 PM Peak-Gore Highway/New Service Road-With Project (Site Folder: Design Year-With Project)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	172	32	172	18.6	0.107	0.1	LOS A	0.1	0.7	0.05	0.03	0.05	59.4
6	R2	10	1	10	10.0	0.107	6.7	LOS A	0.1	0.7	0.05	0.03	0.05	56.7
Approach		182	33	182	18.1	0.107	0.5	NA	0.1	0.7	0.05	0.03	0.05	59.3
North: New Service Road														
7	L2	6	0	6	0.0	0.025	6.3	LOS A	0.1	0.6	0.38	0.63	0.38	52.4
9	R2	17	0	17	0.0	0.025	7.3	LOS A	0.1	0.6	0.38	0.63	0.38	51.9
Approach		23	0	23	0.0	0.025	7.1	LOS A	0.1	0.6	0.38	0.63	0.38	52.1
West: Gore Highway														
10	L2	20	0	20	0.0	0.147	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.8
11	T1	234	49	234	20.9	0.147	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.4
Approach		254	49	254	19.3	0.147	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.3
All Vehicles		459	82	459	17.9	0.147	0.8	NA	0.1	0.7	0.04	0.07	0.04	58.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: [2038 AM Peak-Gore Highway/New Service Road-With Project (Site Folder: Design Year-With Project)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	221	59	221	26.7	0.140	0.1	LOS A	0.1	0.7	0.04	0.02	0.04	59.7
6	R2	7	3	7	42.9	0.140	7.6	LOS A	0.1	0.7	0.04	0.02	0.04	55.3
Approach		228	62	228	27.2	0.140	0.3	NA	0.1	0.7	0.04	0.02	0.04	59.6
North: New Service Road														
7	L2	24	1	24	4.2	0.064	6.5	LOS A	0.2	1.6	0.40	0.66	0.40	52.0
9	R2	33	2	33	6.1	0.064	8.1	LOS A	0.2	1.6	0.40	0.66	0.40	51.4
Approach		57	3	57	5.3	0.064	7.4	LOS A	0.2	1.6	0.40	0.66	0.40	51.7
West: Gore Highway														
10	L2	12	1	12	8.3	0.152	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.6
11	T1	251	50	251	19.9	0.152	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
Approach		263	51	263	19.4	0.152	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
All Vehicles		548	116	548	21.2	0.152	1.0	NA	0.2	1.6	0.06	0.09	0.06	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: [2038 PM Peak-Gore Highway/New Service Road-With Project (Site Folder: Design Year-With Project)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	243	45	243	18.5	0.151	0.2	LOS A	0.1	1.1	0.07	0.03	0.07	59.4
6	R2	14	1	14	7.1	0.151	7.3	LOS A	0.1	1.1	0.07	0.03	0.07	56.8
Approach		257	46	257	17.9	0.151	0.5	NA	0.1	1.1	0.07	0.03	0.07	59.2
North: New Service Road														
7	L2	8	0	8	0.0	0.043	6.8	LOS A	0.1	1.0	0.47	0.70	0.47	51.6
9	R2	24	0	24	0.0	0.043	8.6	LOS A	0.1	1.0	0.47	0.70	0.47	51.1
Approach		32	0	32	0.0	0.043	8.1	LOS A	0.1	1.0	0.47	0.70	0.47	51.3
West: Gore Highway														
10	L2	28	0	28	0.0	0.208	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.8
11	T1	331	69	331	20.8	0.208	0.1	LOS A	0.0	0.0	0.00	0.05	0.00	59.4
Approach		359	69	359	19.2	0.208	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.2
All Vehicles		648	115	648	17.7	0.208	0.9	NA	0.1	1.1	0.05	0.07	0.05	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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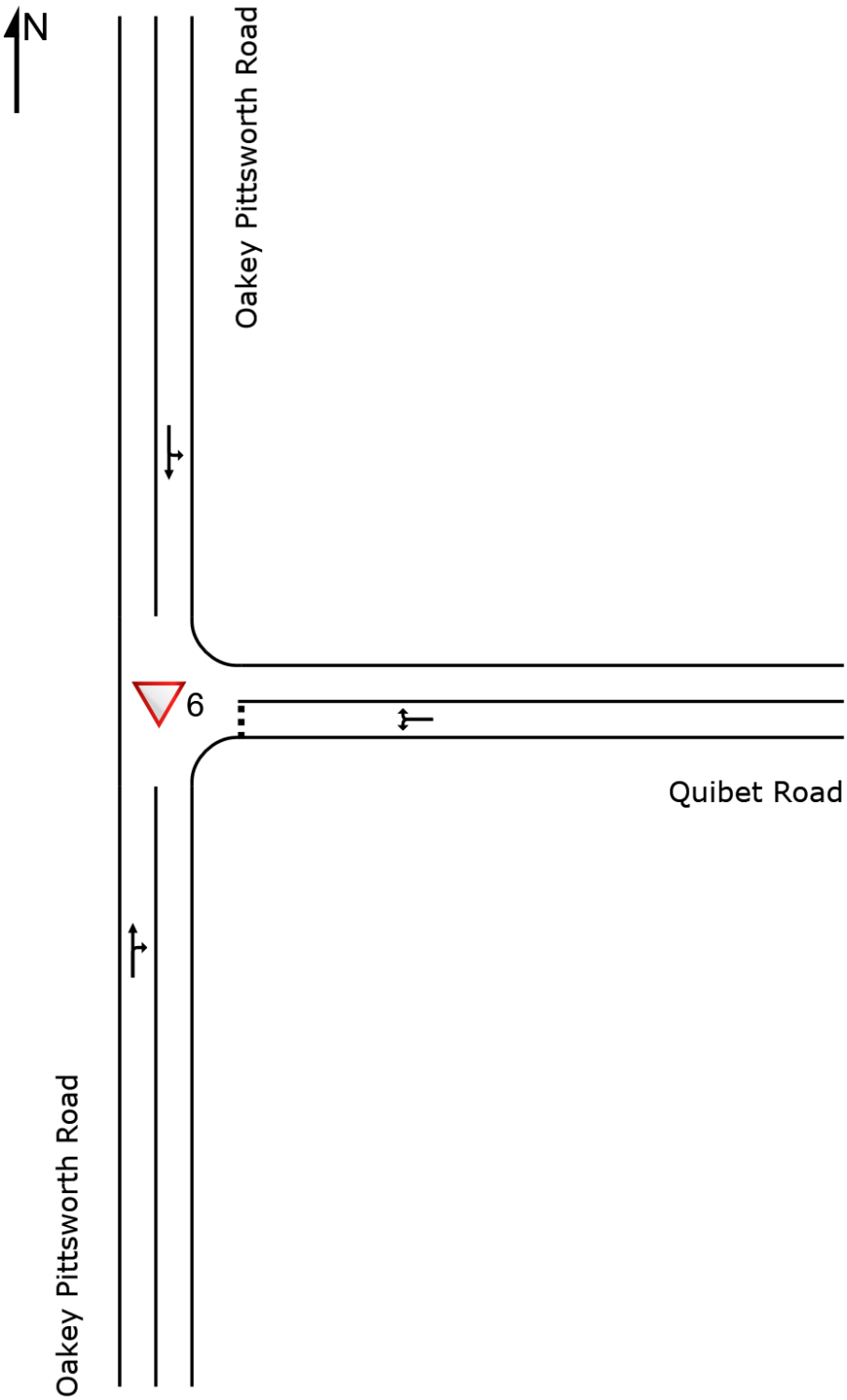
Project: Not Saved

SITE LAYOUT

Site: 6 [2028 AM Peak-Oakey Pittsworth Rd/ Quibet Road-With Project (Site Folder: Design Year-With Project)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 6 [2028 AM Peak-Oakey Pittsworth Rd/ Quibet Road-With Project (Site Folder: Design Year-With Project)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Oakey Pittsworth Road														
2	T1	43	8	43	18.6	0.025	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	59.8
3	R2	1	0	1	0.0	0.025	5.7	LOS A	0.0	0.0	0.01	0.01	0.01	57.6
Approach		44	8	44	18.2	0.025	0.1	NA	0.0	0.0	0.01	0.01	0.01	59.8
East: Quibet Road														
4	L2	2	0	2	0.0	0.002	5.7	LOS A	0.0	0.1	0.16	0.54	0.16	53.1
6	R2	1	0	1	0.0	0.002	5.8	LOS A	0.0	0.1	0.16	0.54	0.16	52.6
Approach		3	0	3	0.0	0.002	5.8	LOS A	0.0	0.1	0.16	0.54	0.16	53.0
North: Oakey Pittsworth Road														
7	L2	1	0	1	0.0	0.042	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.3
8	T1	73	12	73	16.4	0.042	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		74	12	74	16.2	0.042	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles		121	20	121	16.5	0.042	0.2	NA	0.0	0.1	0.01	0.02	0.01	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 6 [2028 PM Peak-Oakey Pittsworth Rd/ Quibet Road-With Project (Site Folder: Design Year-With Project)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Oakey Pittsworth Road														
2	T1	74	6	74	8.1	0.041	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
3	R2	1	0	1	0.0	0.041	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.6
Approach		75	6	75	8.0	0.041	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
East: Quibet Road														
4	L2	2	0	2	0.0	0.002	5.7	LOS A	0.0	0.1	0.14	0.54	0.14	53.2
6	R2	1	0	1	0.0	0.002	5.9	LOS A	0.0	0.1	0.14	0.54	0.14	52.7
Approach		3	0	3	0.0	0.002	5.7	LOS A	0.0	0.1	0.14	0.54	0.14	53.0
North: Oakey Pittsworth Road														
7	L2	1	0	1	0.0	0.031	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
8	T1	54	9	54	16.7	0.031	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		55	9	55	16.4	0.031	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		133	15	133	11.3	0.041	0.2	NA	0.0	0.1	0.01	0.02	0.01	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 6 [2038 AM Peak-Oakey Pittsworth Rd/ Quibet Road-With Project (Site Folder: Design Year-With Project)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Oakey Pittsworth Road														
2	T1	44	8	44	18.2	0.026	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	59.8
3	R2	1	0	1	0.0	0.026	5.7	LOS A	0.0	0.0	0.01	0.01	0.01	57.6
Approach		45	8	45	17.8	0.026	0.1	NA	0.0	0.0	0.01	0.01	0.01	59.8
East: Quibet Road														
4	L2	2	0	2	0.0	0.002	5.7	LOS A	0.0	0.1	0.16	0.54	0.16	53.1
6	R2	1	0	1	0.0	0.002	5.8	LOS A	0.0	0.1	0.16	0.54	0.16	52.6
Approach		3	0	3	0.0	0.002	5.8	LOS A	0.0	0.1	0.16	0.54	0.16	53.0
North: Oakey Pittsworth Road														
7	L2	1	0	1	0.0	0.042	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.3
8	T1	74	12	74	16.2	0.042	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		75	12	75	16.0	0.042	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles		123	20	123	16.3	0.042	0.2	NA	0.0	0.1	0.01	0.02	0.01	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 6 [2038 PM Peak-Oakey Pittsworth Rd/ Quibet Road-With Project (Site Folder: Design Year-With Project)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Oakey Pittsworth Road														
2	T1	76	6	76	7.9	0.042	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	59.8
3	R2	2	0	2	0.0	0.042	5.6	LOS A	0.0	0.1	0.01	0.02	0.01	57.6
Approach		78	6	78	7.7	0.042	0.1	NA	0.0	0.1	0.01	0.02	0.01	59.8
East: Quibet Road														
4	L2	3	0	3	0.0	0.003	5.7	LOS A	0.0	0.1	0.13	0.54	0.13	53.2
6	R2	1	0	1	0.0	0.003	5.9	LOS A	0.0	0.1	0.13	0.54	0.13	52.7
Approach		4	0	4	0.0	0.003	5.7	LOS A	0.0	0.1	0.13	0.54	0.13	53.1
North: Oakey Pittsworth Road														
7	L2	1	0	1	0.0	0.031	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
8	T1	54	9	54	16.7	0.031	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		55	9	55	16.4	0.031	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		137	15	137	10.9	0.042	0.3	NA	0.0	0.1	0.01	0.03	0.01	59.6

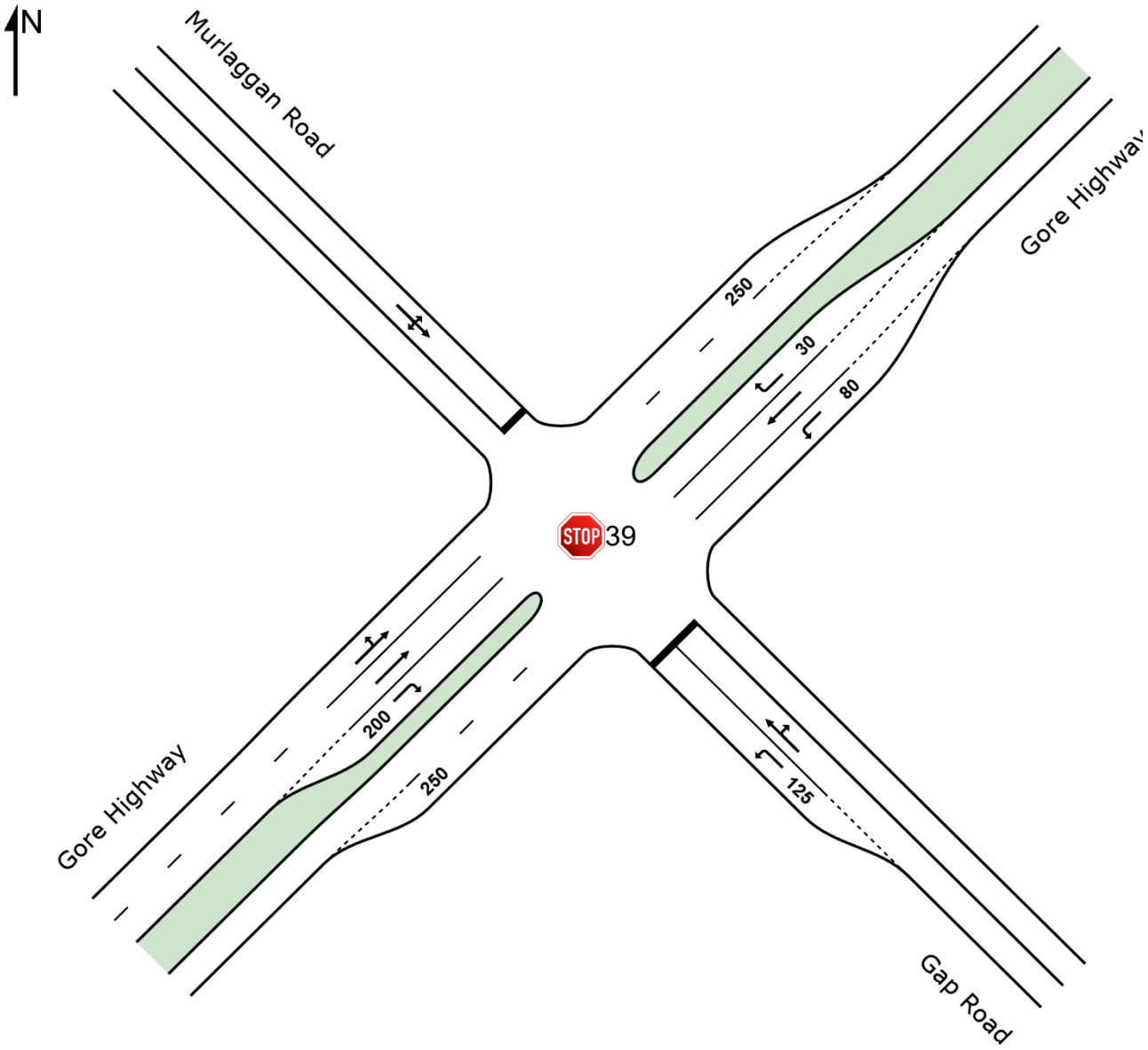
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 39 [2022 AM Peak - Gore Highway / Murlaggan Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 39 [2022 AM Peak - Gore Highway / Murlaggan Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Gap Road														
21	L2	22	1	22	4.5	0.021	9.2	LOS A	0.1	0.5	0.21	0.89	0.21	62.1
22	T1	3	0	3	0.0	0.017	11.8	LOS B	0.1	0.5	0.45	0.89	0.45	48.6
23	R2	4	2	4	50.0	0.017	16.4	LOS C	0.1	0.5	0.45	0.89	0.45	49.5
Approach		29	3	29	10.3	0.021	10.4	LOS B	0.1	0.5	0.27	0.89	0.27	58.4
NorthEast: Gore Highway														
24	L2	2	1	2	50.0	0.001	9.1	LOS A	0.0	0.0	0.00	0.66	0.00	59.4
25	T1	88	38	88	43.2	0.058	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	2	0	2	0.0	0.002	8.0	LOS A	0.0	0.0	0.22	0.59	0.22	57.0
Approach		92	39	92	42.4	0.058	0.4	NA	0.0	0.0	0.00	0.03	0.00	96.9
NorthWest: Murlaggan Road														
27	L2	2	0	2	0.0	0.011	7.8	LOS A	0.0	0.3	0.26	0.88	0.26	53.3
28	T1	4	0	4	0.0	0.011	10.7	LOS B	0.0	0.3	0.26	0.88	0.26	49.0
29	R2	1	0	1	0.0	0.011	11.1	LOS B	0.0	0.3	0.26	0.88	0.26	53.3
Approach		7	0	7	0.0	0.011	9.9	LOS A	0.0	0.3	0.26	0.88	0.26	50.7
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.033	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.1
31	T1	102	39	102	38.2	0.033	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
32	R2	20	3	20	15.0	0.017	8.7	LOS A	0.1	0.5	0.22	0.60	0.22	60.7
Approach		123	42	123	34.1	0.033	1.5	NA	0.1	0.5	0.04	0.10	0.04	90.1
All Vehicles		251	84	251	33.5	0.058	2.4	NA	0.1	0.5	0.06	0.19	0.06	85.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 39 [2022 PM Peak - Gore Highway / Murlaggan Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Gap Road														
21	L2	42	2	42	4.8	0.041	9.3	LOS A	0.1	1.1	0.23	0.89	0.23	62.0
22	T1	5	1	5	20.0	0.021	15.2	LOS C	0.1	0.6	0.52	0.90	0.52	47.0
23	R2	2	1	2	50.0	0.021	20.6	LOS C	0.1	0.6	0.52	0.90	0.52	48.1
Approach		49	4	49	8.2	0.041	10.3	LOS B	0.1	1.1	0.27	0.89	0.27	59.4
NorthEast: Gore Highway														
24	L2	2	1	2	50.0	0.001	9.1	LOS A	0.0	0.0	0.00	0.66	0.00	59.4
25	T1	104	35	104	33.7	0.065	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	2	0	2	0.0	0.002	8.2	LOS A	0.0	0.0	0.27	0.58	0.27	56.8
Approach		108	36	108	33.3	0.065	0.3	NA	0.0	0.0	0.00	0.02	0.00	97.4
NorthWest: Murlaggan Road														
27	L2	14	0	14	0.0	0.067	8.0	LOS A	0.2	1.7	0.32	0.90	0.32	52.0
28	T1	20	1	20	5.0	0.067	12.9	LOS B	0.2	1.7	0.32	0.90	0.32	47.3
29	R2	2	1	2	50.0	0.067	20.3	LOS C	0.2	1.7	0.32	0.90	0.32	44.2
Approach		36	2	36	5.6	0.067	11.4	LOS B	0.2	1.7	0.32	0.90	0.32	48.8
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.047	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
31	T1	151	47	151	31.1	0.047	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
32	R2	51	5	51	9.8	0.042	8.6	LOS A	0.2	1.3	0.23	0.61	0.23	62.3
Approach		203	52	203	25.6	0.047	2.3	NA	0.2	1.3	0.06	0.16	0.06	86.6
All Vehicles		396	94	396	23.7	0.067	3.6	NA	0.2	1.7	0.09	0.28	0.09	78.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 39 [2028 AM Peak - Gore Highway / Murlaggan Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Gap Road														
21	L2	28	2	28	7.1	0.028	9.4	LOS A	0.1	0.7	0.24	0.88	0.24	61.3
22	T1	4	0	4	0.0	0.022	12.7	LOS B	0.1	0.6	0.49	0.90	0.49	48.0
23	R2	4	2	4	50.0	0.022	18.2	LOS C	0.1	0.6	0.49	0.90	0.49	48.8
Approach		36	4	36	11.1	0.028	10.8	LOS B	0.1	0.7	0.30	0.89	0.30	57.9
NorthEast: Gore Highway														
24	L2	3	1	3	33.3	0.002	8.7	LOS A	0.0	0.0	0.00	0.66	0.00	63.7
25	T1	109	47	109	43.1	0.072	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	2	0	2	0.0	0.002	8.1	LOS A	0.0	0.0	0.25	0.59	0.25	56.9
Approach		114	48	114	42.1	0.072	0.4	NA	0.0	0.0	0.00	0.03	0.00	97.2
NorthWest: Murlaggan Road														
27	L2	2	0	2	0.0	0.015	7.9	LOS A	0.0	0.3	0.32	0.88	0.32	52.7
28	T1	5	0	5	0.0	0.015	11.6	LOS B	0.0	0.3	0.32	0.88	0.32	48.6
29	R2	1	0	1	0.0	0.015	12.3	LOS B	0.0	0.3	0.32	0.88	0.32	52.8
Approach		8	0	8	0.0	0.015	10.7	LOS B	0.0	0.3	0.32	0.88	0.32	50.1
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.041	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
31	T1	126	48	126	38.1	0.041	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
32	R2	23	3	23	13.0	0.020	8.7	LOS A	0.1	0.6	0.25	0.61	0.25	61.2
Approach		150	51	150	34.0	0.041	1.4	NA	0.1	0.6	0.04	0.10	0.04	90.8
All Vehicles		308	103	308	33.4	0.072	2.4	NA	0.1	0.7	0.06	0.18	0.06	85.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 39 [2028 PM Peak - Gore Highway / Murlaggan Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Gap Road														
21	L2	52	3	52	5.8	0.052	9.5	LOS A	0.2	1.4	0.26	0.89	0.26	61.6
22	T1	6	1	6	16.7	0.030	16.7	LOS C	0.1	0.8	0.58	0.94	0.58	46.0
23	R2	3	1	3	33.3	0.030	21.5	LOS C	0.1	0.8	0.58	0.94	0.58	49.7
Approach		61	5	61	8.2	0.052	10.8	LOS B	0.2	1.4	0.31	0.89	0.31	59.0
NorthEast: Gore Highway														
24	L2	3	1	3	33.3	0.002	8.7	LOS A	0.0	0.0	0.00	0.66	0.00	63.7
25	T1	128	43	128	33.6	0.080	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	3	0	3	0.0	0.003	8.4	LOS A	0.0	0.1	0.30	0.59	0.30	56.7
Approach		134	44	134	32.8	0.080	0.4	NA	0.0	0.1	0.01	0.03	0.01	97.1
NorthWest: Murlaggan Road														
27	L2	17	0	17	0.0	0.092	8.1	LOS A	0.3	2.4	0.38	0.91	0.38	51.3
28	T1	25	1	25	4.0	0.092	14.6	LOS B	0.3	2.4	0.38	0.91	0.38	46.9
29	R2	2	1	2	50.0	0.092	24.9	LOS C	0.3	2.4	0.38	0.91	0.38	43.7
Approach		44	2	44	4.5	0.092	12.6	LOS B	0.3	2.4	0.38	0.91	0.38	48.3
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.058	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
31	T1	186	58	186	31.2	0.058	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
32	R2	62	6	62	9.7	0.053	8.7	LOS A	0.2	1.6	0.27	0.62	0.27	62.2
Approach		249	64	249	25.7	0.058	2.3	NA	0.2	1.6	0.07	0.16	0.07	86.7
All Vehicles		488	115	488	23.6	0.092	3.8	NA	0.3	2.4	0.11	0.28	0.11	78.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 39 [2038 AM Peak - Gore Highway / Murlaggan Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Gap Road														
21	L2	37	2	37	5.4	0.039	9.6	LOS A	0.1	1.0	0.29	0.88	0.29	61.6
22	T1	6	0	6	0.0	0.042	14.8	LOS B	0.1	1.2	0.58	0.96	0.58	46.0
23	R2	6	3	6	50.0	0.042	22.9	LOS C	0.1	1.2	0.58	0.96	0.58	46.8
Approach		49	5	49	10.2	0.042	11.9	LOS B	0.1	1.2	0.36	0.90	0.36	57.0
NorthEast: Gore Highway														
24	L2	3	1	3	33.3	0.002	8.7	LOS A	0.0	0.0	0.00	0.66	0.00	63.7
25	T1	149	64	149	43.0	0.098	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
26	R2	3	0	3	0.0	0.003	8.4	LOS A	0.0	0.1	0.29	0.59	0.29	56.7
Approach		155	65	155	41.9	0.098	0.3	NA	0.0	0.1	0.01	0.02	0.01	97.4
NorthWest: Murlaggan Road														
27	L2	4	1	4	25.0	0.025	9.1	LOS A	0.1	0.6	0.37	0.91	0.37	47.4
28	T1	7	0	7	0.0	0.025	13.6	LOS B	0.1	0.6	0.37	0.91	0.37	47.9
29	R2	1	0	1	0.0	0.025	15.1	LOS C	0.1	0.6	0.37	0.91	0.37	51.6
Approach		12	1	12	8.3	0.025	12.2	LOS B	0.1	0.6	0.37	0.91	0.37	48.0
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.055	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
31	T1	171	65	171	38.0	0.055	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
32	R2	33	5	33	15.2	0.030	9.0	LOS A	0.1	0.9	0.30	0.62	0.30	60.3
Approach		205	70	205	34.1	0.055	1.6	NA	0.1	0.9	0.05	0.10	0.05	90.2
All Vehicles		421	141	421	33.5	0.098	2.6	NA	0.1	1.2	0.08	0.19	0.08	84.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 39 [2038 PM Peak - Gore Highway / Murlaggan Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Gap Road														
21	L2	71	4	71	5.6	0.076	9.9	LOS A	0.3	2.0	0.32	0.89	0.32	61.4
22	T1	8	1	8	12.5	0.062	20.7	LOS C	0.2	1.7	0.72	1.01	0.72	42.4
23	R2	4	2	4	50.0	0.062	35.5	LOS E	0.2	1.7	0.72	1.01	0.72	43.2
Approach		83	7	83	8.4	0.076	12.1	LOS B	0.3	2.0	0.38	0.91	0.38	57.8
NorthEast: Gore Highway														
24	L2	3	1	3	33.3	0.002	8.7	LOS A	0.0	0.0	0.00	0.66	0.00	63.7
25	T1	175	59	175	33.7	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
26	R2	4	0	4	0.0	0.004	8.7	LOS A	0.0	0.1	0.36	0.60	0.36	56.5
Approach		182	60	182	33.0	0.109	0.4	NA	0.0	0.1	0.01	0.02	0.01	97.4
NorthWest: Murlaggan Road														
27	L2	23	0	23	0.0	0.162	8.4	LOS A	0.6	4.1	0.49	0.92	0.49	49.4
28	T1	34	1	34	2.9	0.162	18.8	LOS C	0.6	4.1	0.49	0.92	0.49	45.5
29	R2	3	1	3	33.3	0.162	32.4	LOS D	0.6	4.1	0.49	0.92	0.49	44.4
Approach		60	2	60	3.3	0.162	15.5	LOS C	0.6	4.1	0.49	0.92	0.49	46.8
SouthWest: Gore Highway														
30	L2	2	0	2	0.0	0.079	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
31	T1	253	79	253	31.2	0.079	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
32	R2	85	8	85	9.4	0.076	9.0	LOS A	0.3	2.3	0.32	0.64	0.32	62.0
Approach		340	87	340	25.6	0.079	2.4	NA	0.3	2.3	0.08	0.16	0.08	86.5
All Vehicles		665	156	665	23.5	0.162	4.2	NA	0.6	4.1	0.13	0.29	0.13	78.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 39 [2028 AM Peak - Gore Highway / Murlaggan Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Gap Road														
21	L2	28	2	28	7.1	0.028	9.5	LOS A	0.1	0.7	0.24	0.88	0.24	61.3
22	T1	4	0	4	0.0	0.022	12.8	LOS B	0.1	0.6	0.49	0.90	0.49	47.9
23	R2	4	2	4	50.0	0.022	18.4	LOS C	0.1	0.6	0.49	0.90	0.49	48.7
Approach		36	4	36	11.1	0.028	10.8	LOS B	0.1	0.7	0.30	0.89	0.30	57.9
NorthEast: Gore Highway														
24	L2	13	1	13	7.7	0.007	8.0	LOS A	0.0	0.0	0.00	0.66	0.00	71.7
25	T1	110	47	110	42.7	0.072	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	2	0	2	0.0	0.002	8.1	LOS A	0.0	0.0	0.25	0.59	0.25	56.9
Approach		125	48	125	38.4	0.072	1.0	NA	0.0	0.0	0.00	0.08	0.00	94.9
NorthWest: Murlaggan Road														
27	L2	2	0	2	0.0	0.015	7.9	LOS A	0.1	0.4	0.32	0.88	0.32	52.7
28	T1	5	0	5	0.0	0.015	11.7	LOS B	0.1	0.4	0.32	0.88	0.32	48.5
29	R2	1	0	1	0.0	0.015	12.3	LOS B	0.1	0.4	0.32	0.88	0.32	52.7
Approach		8	0	8	0.0	0.015	10.8	LOS B	0.1	0.4	0.32	0.88	0.32	50.0
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.041	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.2
31	T1	126	48	126	38.1	0.041	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
32	R2	23	3	23	13.0	0.020	8.8	LOS A	0.1	0.6	0.26	0.61	0.26	61.1
Approach		150	51	150	34.0	0.041	1.5	NA	0.1	0.6	0.04	0.10	0.04	90.8
All Vehicles		319	103	319	32.3	0.072	2.6	NA	0.1	0.7	0.06	0.20	0.06	85.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 39 [2028 PM Peak - Gore Highway / Murlaggan Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Gap Road														
21	L2	52	3	52	5.8	0.052	9.5	LOS A	0.2	1.4	0.26	0.89	0.26	61.6
22	T1	6	1	6	16.7	0.031	17.0	LOS C	0.1	0.9	0.59	0.95	0.59	45.8
23	R2	3	1	3	33.3	0.031	22.0	LOS C	0.1	0.9	0.59	0.95	0.59	49.5
Approach		61	5	61	8.2	0.052	10.9	LOS B	0.2	1.4	0.31	0.89	0.31	58.9
NorthEast: Gore Highway														
24	L2	22	1	22	4.5	0.012	8.0	LOS A	0.0	0.0	0.00	0.66	0.00	72.8
25	T1	129	43	129	33.3	0.080	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	3	0	3	0.0	0.003	8.4	LOS A	0.0	0.1	0.30	0.59	0.30	56.7
Approach		154	44	154	28.6	0.080	1.3	NA	0.0	0.1	0.01	0.11	0.01	93.6
NorthWest: Murlaggan Road														
27	L2	17	0	17	0.0	0.094	8.1	LOS A	0.3	2.4	0.38	0.92	0.38	51.1
28	T1	25	1	25	4.0	0.094	15.0	LOS C	0.3	2.4	0.38	0.92	0.38	46.7
29	R2	2	1	2	50.0	0.094	25.0	LOS C	0.3	2.4	0.38	0.92	0.38	43.5
Approach		44	2	44	4.5	0.094	12.8	LOS B	0.3	2.4	0.38	0.92	0.38	48.1
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.058	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
31	T1	186	58	186	31.2	0.058	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
32	R2	62	6	62	9.7	0.054	8.8	LOS A	0.2	1.6	0.29	0.62	0.29	62.1
Approach		249	64	249	25.7	0.058	2.3	NA	0.2	1.6	0.07	0.16	0.07	86.6
All Vehicles		508	115	508	22.6	0.094	3.9	NA	0.3	2.4	0.11	0.30	0.11	78.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 39 [2038 AM Peak - Gore Highway / Murlaggan Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Gap Road														
21	L2	37	2	37	5.4	0.039	9.6	LOS A	0.1	1.0	0.29	0.88	0.29	61.6
22	T1	6	0	6	0.0	0.043	14.9	LOS B	0.1	1.2	0.58	0.96	0.58	45.9
23	R2	6	3	6	50.0	0.043	23.3	LOS C	0.1	1.2	0.58	0.96	0.58	46.7
Approach		49	5	49	10.2	0.043	12.0	LOS B	0.1	1.2	0.36	0.90	0.36	57.0
NorthEast: Gore Highway														
24	L2	17	1	17	5.9	0.010	8.0	LOS A	0.0	0.0	0.00	0.66	0.00	72.3
25	T1	150	64	150	42.7	0.098	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
26	R2	3	0	3	0.0	0.003	8.4	LOS A	0.0	0.1	0.29	0.59	0.29	56.7
Approach		170	65	170	38.2	0.098	1.0	NA	0.0	0.1	0.01	0.08	0.01	95.0
NorthWest: Murlaggan Road														
27	L2	4	1	4	25.0	0.025	9.1	LOS A	0.1	0.6	0.37	0.91	0.37	47.3
28	T1	7	0	7	0.0	0.025	13.9	LOS B	0.1	0.6	0.37	0.91	0.37	47.8
29	R2	1	0	1	0.0	0.025	15.2	LOS C	0.1	0.6	0.37	0.91	0.37	51.5
Approach		12	1	12	8.3	0.025	12.4	LOS B	0.1	0.6	0.37	0.91	0.37	47.9
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.055	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
31	T1	171	65	171	38.0	0.055	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
32	R2	33	5	33	15.2	0.030	9.1	LOS A	0.1	0.9	0.31	0.62	0.31	60.3
Approach		205	70	205	34.1	0.055	1.6	NA	0.1	0.9	0.05	0.10	0.05	90.2
All Vehicles		436	141	436	32.3	0.098	2.8	NA	0.1	1.2	0.08	0.20	0.08	84.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 39 [2038 PM Peak - Gore Highway / Murlaggan Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Gap Road														
21	L2	71	4	71	5.6	0.076	9.9	LOS A	0.3	2.0	0.32	0.89	0.32	61.4
22	T1	8	1	8	12.5	0.064	21.1	LOS C	0.2	1.7	0.73	1.01	0.73	42.1
23	R2	4	2	4	50.0	0.064	36.6	LOS E	0.2	1.7	0.73	1.01	0.73	42.9
Approach		83	7	83	8.4	0.076	12.2	LOS B	0.3	2.0	0.38	0.91	0.38	57.7
NorthEast: Gore Highway														
24	L2	30	2	30	6.7	0.017	8.0	LOS A	0.0	0.0	0.00	0.66	0.00	72.1
25	T1	176	59	176	33.5	0.110	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
26	R2	4	0	4	0.0	0.004	8.7	LOS A	0.0	0.1	0.36	0.60	0.36	56.5
Approach		210	61	210	29.0	0.110	1.3	NA	0.0	0.1	0.01	0.11	0.01	93.4
NorthWest: Murlaggan Road														
27	L2	23	0	23	0.0	0.169	8.4	LOS A	0.6	4.2	0.49	0.92	0.49	49.0
28	T1	34	1	34	2.9	0.169	19.7	LOS C	0.6	4.2	0.49	0.92	0.49	45.2
29	R2	3	1	3	33.3	0.169	32.5	LOS D	0.6	4.2	0.49	0.92	0.49	44.1
Approach		60	2	60	3.3	0.169	16.0	LOS C	0.6	4.2	0.49	0.92	0.49	46.5
SouthWest: Gore Highway														
30	L2	2	0	2	0.0	0.079	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.3
31	T1	253	79	253	31.2	0.079	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
32	R2	85	8	85	9.4	0.079	9.2	LOS A	0.3	2.4	0.35	0.65	0.35	61.9
Approach		340	87	340	25.6	0.079	2.4	NA	0.3	2.4	0.09	0.17	0.09	86.4
All Vehicles		693	157	693	22.7	0.169	4.5	NA	0.6	4.2	0.13	0.30	0.13	77.7

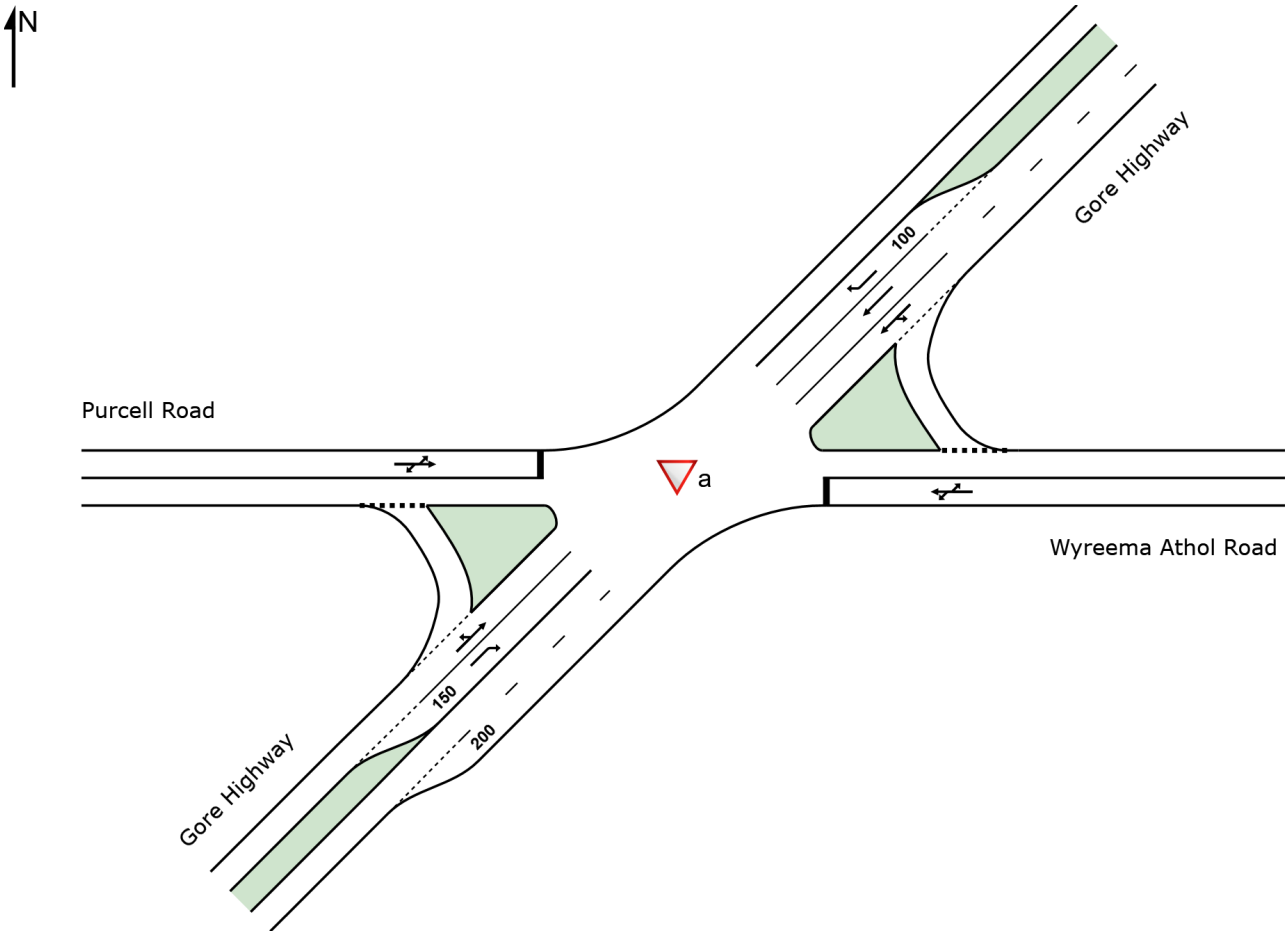
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: a [2022 AM Peak - Gore Highway / Wyreema Athol Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: c:\pw_work\dms33918\a. Gore Highway_Wyreema Athol Road.sip9

MOVEMENT SUMMARY

Site: a [2022 AM Peak - Gore Highway / Wyreema Athol Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
4a	L1	1	0	1	0.0	0.014	8.7	LOS A	0.1	0.4	0.47	0.90	0.47	47.4
5	T1	4	0	4	0.0	0.014	14.3	LOS B	0.1	0.4	0.47	0.90	0.47	47.4
6b	R3	1	0	1	0.0	0.014	16.6	LOS C	0.1	0.4	0.47	0.90	0.47	46.3
Approach		6	0	6	0.0	0.014	13.7	LOS B	0.1	0.4	0.47	0.90	0.47	47.2
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.059	6.7	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
25	T1	203	38	203	18.7	0.059	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
26a	R1	1	0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.37	0.47	0.37	52.9
Approach		205	38	205	18.5	0.059	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.9
West: Purcell Road														
10a	L1	4	0	4	0.0	0.010	9.5	LOS A	0.0	0.2	0.46	0.92	0.46	49.1
11	T1	1	0	1	0.0	0.010	14.2	LOS B	0.0	0.2	0.46	0.92	0.46	49.1
12b	R3	1	0	1	0.0	0.010	16.2	LOS C	0.0	0.2	0.46	0.92	0.46	49.8
Approach		6	0	6	0.0	0.010	11.4	LOS B	0.0	0.2	0.46	0.92	0.46	49.2
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.161	6.7	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
31	T1	290	34	290	11.7	0.161	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
32a	R1	1	0	1	0.0	0.001	5.1	LOS A	0.0	0.0	0.31	0.46	0.31	53.5
Approach		292	34	292	11.6	0.161	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		509	72	509	14.1	0.161	0.4	NA	0.1	0.4	0.01	0.03	0.01	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: a [2022 PM Peak - Gore Highway / Wyreema Athol Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
4a	L1	1	0	1	0.0	0.007	8.9	LOS A	0.0	0.2	0.45	0.89	0.45	47.5
5	T1	1	0	1	0.0	0.007	14.9	LOS B	0.0	0.2	0.45	0.89	0.45	47.4
6b	R3	1	0	1	0.0	0.007	17.4	LOS C	0.0	0.2	0.45	0.89	0.45	46.4
Approach		3	0	3	0.0	0.007	13.7	LOS B	0.0	0.2	0.45	0.89	0.45	47.1
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.076	6.7	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
25	T1	276	28	276	10.1	0.076	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
26a	R1	2	0	2	0.0	0.001	5.3	LOS A	0.0	0.0	0.36	0.48	0.36	53.0
Approach		279	28	279	10.0	0.076	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.9
West: Purcell Road														
10a	L1	2	0	2	0.0	0.011	9.4	LOS A	0.0	0.3	0.52	0.90	0.52	47.9
11	T1	2	0	2	0.0	0.011	15.0	LOS B	0.0	0.3	0.52	0.90	0.52	47.8
12b	R3	1	0	1	0.0	0.011	17.1	LOS C	0.0	0.3	0.52	0.90	0.52	48.7
Approach		5	0	5	0.0	0.011	13.2	LOS B	0.0	0.3	0.52	0.90	0.52	48.1
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.148	6.7	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
31	T1	260	41	260	15.8	0.148	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
32a	R1	1	0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.36	0.47	0.36	53.3
Approach		262	41	262	15.6	0.148	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		549	69	549	12.6	0.148	0.3	NA	0.0	0.3	0.01	0.02	0.01	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: a [2028 AM Peak - Gore Highway / Wyreema Athol Road -Without Development (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
4a	L1	1	0	1	0.0	0.022	8.8	LOS A	0.1	0.5	0.57	0.93	0.57	45.6
5	T1	5	0	5	0.0	0.022	17.4	LOS C	0.1	0.5	0.57	0.93	0.57	45.6
6b	R3	1	0	1	0.0	0.022	20.6	LOS C	0.1	0.5	0.57	0.93	0.57	44.4
Approach		7	0	7	0.0	0.022	16.7	LOS C	0.1	0.5	0.57	0.93	0.57	45.4
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.073	6.7	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
25	T1	254	47	254	18.5	0.073	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
26a	R1	1	0	1	0.0	0.001	5.7	LOS A	0.0	0.0	0.42	0.49	0.42	52.7
Approach		256	47	256	18.4	0.073	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Purcell Road														
10a	L1	5	0	5	0.0	0.017	10.1	LOS B	0.1	0.4	0.54	0.94	0.54	48.0
11	T1	2	0	2	0.0	0.017	17.5	LOS C	0.1	0.4	0.54	0.94	0.54	47.9
12b	R3	1	0	1	0.0	0.017	20.3	LOS C	0.1	0.4	0.54	0.94	0.54	48.8
Approach		8	0	8	0.0	0.017	13.2	LOS B	0.1	0.4	0.54	0.94	0.54	48.1
SouthWest: Gore Highway														
30b	L3	2	0	2	0.0	0.202	6.7	LOS A	0.0	0.1	0.00	0.00	0.00	59.8
31	T1	364	43	364	11.8	0.202	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
32a	R1	1	0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.35	0.47	0.35	53.4
Approach		367	43	367	11.7	0.202	0.1	NA	0.0	0.1	0.00	0.00	0.00	59.9
All Vehicles		638	90	638	14.1	0.202	0.4	NA	0.1	0.5	0.01	0.03	0.01	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: a [2028 PM Peak - Gore Highway / Wyreema Athol Road -Without Development (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
4a	L1	1	0	1	0.0	0.009	9.1	LOS A	0.0	0.2	0.53	0.90	0.53	45.8
5	T1	1	0	1	0.0	0.009	18.5	LOS C	0.0	0.2	0.53	0.90	0.53	45.7
6b	R3	1	0	1	0.0	0.009	21.9	LOS C	0.0	0.2	0.53	0.90	0.53	44.6
Approach		3	0	3	0.0	0.009	16.5	LOS C	0.0	0.2	0.53	0.90	0.53	45.4
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.095	6.7	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
25	T1	346	35	346	10.1	0.095	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
26a	R1	3	0	3	0.0	0.002	5.6	LOS A	0.0	0.1	0.40	0.50	0.40	52.8
Approach		350	35	350	10.0	0.095	0.2	NA	0.0	0.1	0.00	0.01	0.00	59.9
West: Purcell Road														
10a	L1	3	0	3	0.0	0.016	9.8	LOS A	0.1	0.4	0.57	0.92	0.57	46.9
11	T1	2	0	2	0.0	0.016	18.6	LOS C	0.1	0.4	0.57	0.92	0.57	46.9
12b	R3	1	0	1	0.0	0.016	21.6	LOS C	0.1	0.4	0.57	0.92	0.57	47.8
Approach		6	0	6	0.0	0.016	14.7	LOS B	0.1	0.4	0.57	0.92	0.57	47.1
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.185	6.7	LOS A	0.0	0.1	0.00	0.00	0.00	59.8
31	T1	326	51	326	15.6	0.185	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
32a	R1	2	0	2	0.0	0.002	5.8	LOS A	0.0	0.1	0.40	0.50	0.40	53.1
Approach		329	51	329	15.5	0.185	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.9
All Vehicles		688	86	688	12.5	0.185	0.3	NA	0.1	0.4	0.01	0.02	0.01	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: a [2038 AM Peak - Gore Highway / Wyreema Athol Road -Without Development (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
4a	L1	1	0	1	0.0	0.051	9.3	LOS A	0.2	1.1	0.77	0.97	0.77	40.3
5	T1	7	0	7	0.0	0.051	28.0	LOS D	0.2	1.1	0.77	0.97	0.77	40.2
6b	R3	1	0	1	0.0	0.051	34.5	LOS D	0.2	1.1	0.77	0.97	0.77	38.8
Approach		9	0	9	0.0	0.051	26.7	LOS D	0.2	1.1	0.77	0.97	0.77	40.1
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.104	6.7	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
25	T1	360	67	360	18.6	0.104	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
26a	R1	1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.51	0.52	0.51	52.4
Approach		362	67	362	18.5	0.104	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Purcell Road														
10a	L1	7	0	7	0.0	0.031	11.6	LOS B	0.1	0.7	0.66	0.98	0.66	45.6
11	T1	2	0	2	0.0	0.031	28.0	LOS D	0.1	0.7	0.66	0.98	0.66	45.5
12b	R3	1	0	1	0.0	0.031	34.0	LOS D	0.1	0.7	0.66	0.98	0.66	46.6
Approach		10	0	10	0.0	0.031	17.1	LOS C	0.1	0.7	0.66	0.98	0.66	45.7
SouthWest: Gore Highway														
30b	L3	2	0	2	0.0	0.286	6.7	LOS A	0.0	0.1	0.00	0.00	0.00	59.8
31	T1	515	61	515	11.8	0.286	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
32a	R1	1	0	1	0.0	0.001	5.9	LOS A	0.0	0.0	0.42	0.49	0.42	53.1
Approach		518	61	518	11.8	0.286	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
All Vehicles		899	128	899	14.2	0.286	0.6	NA	0.2	1.1	0.02	0.02	0.02	59.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: a [2038 PM Peak - Gore Highway / Wyreema Athol Road -Without Development (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
4a	L1	1	0	1	0.0	0.052	9.7	LOS A	0.2	1.2	0.84	0.94	0.84	33.7
5	T1	1	0	1	0.0	0.052	30.8	LOS D	0.2	1.2	0.84	0.94	0.84	33.6
6b	R3	3	1	3	33.3	0.052	59.4	LOS F	0.2	1.2	0.84	0.94	0.84	31.4
Approach		5	1	5	20.0	0.052	43.8	LOS E	0.2	1.2	0.84	0.94	0.84	32.3
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.134	6.7	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
25	T1	490	50	490	10.2	0.134	0.3	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
26a	R1	4	0	4	0.0	0.004	6.2	LOS A	0.0	0.1	0.49	0.55	0.49	52.5
Approach		495	50	495	10.1	0.134	0.3	NA	0.0	0.1	0.00	0.01	0.00	59.9
West: Purcell Road														
10a	L1	4	0	4	0.0	0.035	11.1	LOS B	0.1	0.8	0.74	0.96	0.74	42.8
11	T1	3	0	3	0.0	0.035	31.0	LOS D	0.1	0.8	0.74	0.96	0.74	42.8
12b	R3	1	0	1	0.0	0.035	37.5	LOS E	0.1	0.8	0.74	0.96	0.74	44.0
Approach		8	0	8	0.0	0.035	21.8	LOS C	0.1	0.8	0.74	0.96	0.74	43.0
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.261	6.7	LOS A	0.0	0.1	0.00	0.00	0.00	59.8
31	T1	461	72	461	15.6	0.261	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
32a	R1	2	0	2	0.0	0.002	6.6	LOS A	0.0	0.1	0.48	0.53	0.48	52.8
Approach		464	72	464	15.5	0.261	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
All Vehicles		972	123	972	12.7	0.261	0.6	NA	0.2	1.2	0.01	0.02	0.01	59.5

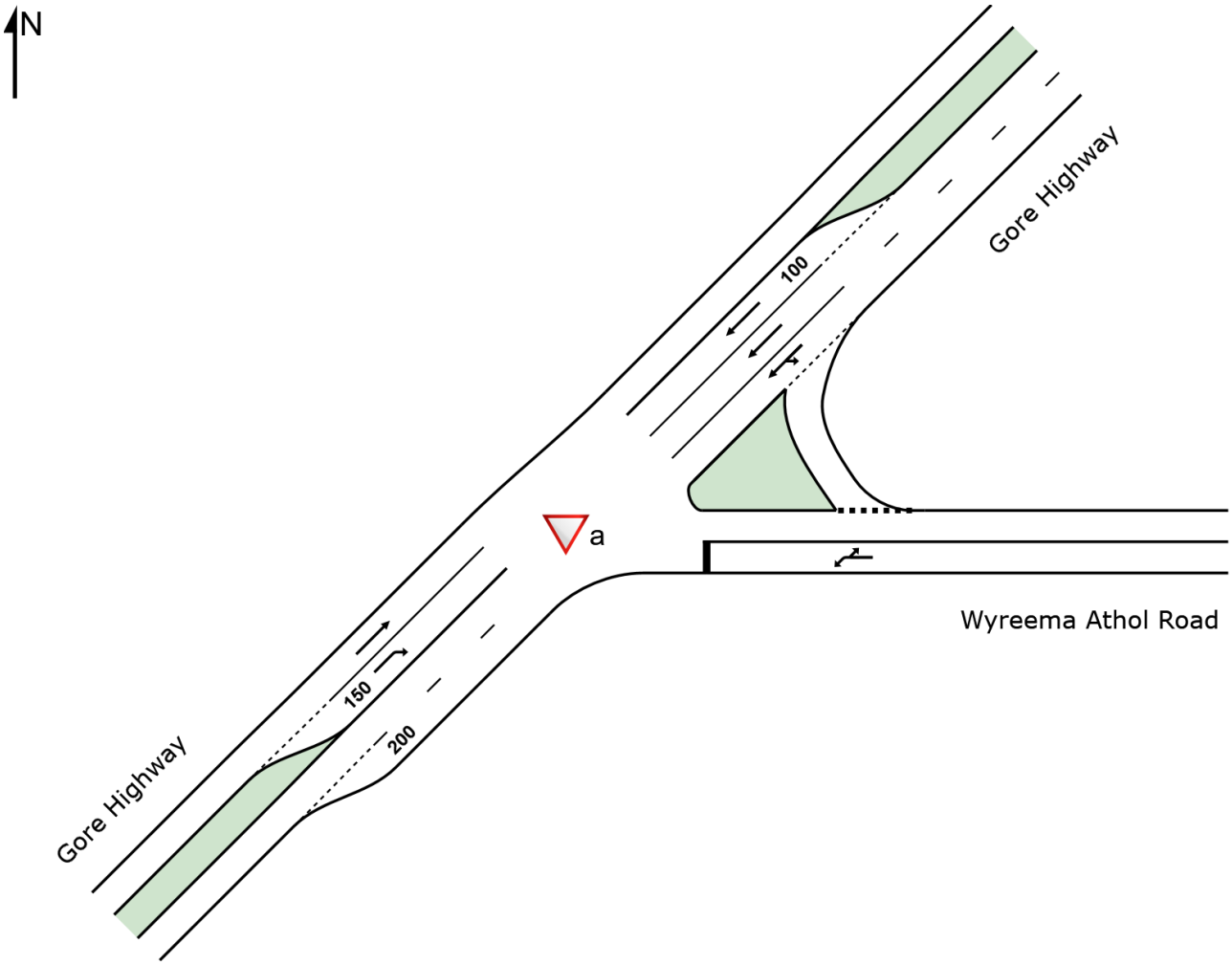
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: a [2028 AM Peak - Gore Highway / Wyreema Athol Road -With Development (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: a [2028 AM Peak - Gore Highway / Wyreema Athol Road -With Development (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
4a	L1	1	0	1	0.0	0.021	8.5	LOS A	0.1	0.5	0.29	0.97	0.29	45.4
6b	R3	6	0	6	0.0	0.021	17.8	LOS C	0.1	0.5	0.29	0.97	0.29	44.2
Approach		7	0	7	0.0	0.021	16.5	LOS C	0.1	0.5	0.29	0.97	0.29	44.4
NorthEast: Gore Highway														
24b	L3	2	0	2	0.0	0.013	6.7	LOS A	0.0	0.1	0.00	0.06	0.00	59.0
25	T1	254	47	254	18.5	0.067	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
Approach		256	47	256	18.4	0.067	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.9
SouthWest: Gore Highway														
31	T1	366	43	366	11.7	0.202	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
32a	R1	1	0	1	0.0	0.001	5.9	LOS A	0.0	0.0	0.35	0.49	0.35	53.3
Approach		367	43	367	11.7	0.202	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		630	90	630	14.3	0.202	0.3	NA	0.1	0.5	0.00	0.01	0.00	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: a [2028 PM Peak - Gore Highway / Wyreema Athol Road -With Development (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
4a	L1	1	0	1	0.0	0.008	8.7	LOS A	0.0	0.2	0.20	0.98	0.20	46.1
6b	R3	2	0	2	0.0	0.008	18.7	LOS C	0.0	0.2	0.20	0.98	0.20	44.9
Approach		3	0	3	0.0	0.008	15.3	LOS C	0.0	0.2	0.20	0.98	0.20	45.4
NorthEast: Gore Highway														
24b	L3	2	0	2	0.0	0.017	6.7	LOS A	0.0	0.1	0.00	0.04	0.00	59.2
25	T1	346	35	346	10.1	0.087	0.1	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
Approach		348	35	348	10.1	0.087	0.1	NA	0.0	0.1	0.00	0.00	0.00	59.9
SouthWest: Gore Highway														
31	T1	327	51	327	15.6	0.185	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
32a	R1	2	0	2	0.0	0.003	6.5	LOS A	0.0	0.1	0.41	0.53	0.41	52.9
Approach		329	51	329	15.5	0.185	0.1	NA	0.0	0.1	0.00	0.00	0.00	59.9
All Vehicles		680	86	680	12.6	0.185	0.2	NA	0.0	0.2	0.00	0.01	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: a [2038 AM Peak - Gore Highway / Wyreema Athol Road -With Development (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
4a	L1	1	0	1	0.0	0.048	8.8	LOS A	0.1	1.0	0.54	0.97	0.54	40.7
6b	R3	8	0	8	0.0	0.048	27.6	LOS D	0.1	1.0	0.54	0.97	0.54	39.2
Approach		9	0	9	0.0	0.048	25.5	LOS D	0.1	1.0	0.54	0.97	0.54	39.4
NorthEast: Gore Highway														
24b	L3	3	0	3	0.0	0.019	6.7	LOS A	0.0	0.1	0.00	0.06	0.00	58.9
25	T1	360	67	360	18.6	0.095	0.1	LOS A	0.0	0.1	0.00	0.01	0.00	59.9
Approach		363	67	363	18.5	0.095	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.9
SouthWest: Gore Highway														
31	T1	517	61	517	11.8	0.285	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
32a	R1	1	0	1	0.0	0.002	6.7	LOS A	0.0	0.0	0.42	0.52	0.42	52.7
Approach		518	61	518	11.8	0.285	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles		890	128	890	14.4	0.285	0.4	NA	0.1	1.0	0.01	0.01	0.01	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: a [2038 PM Peak - Gore Highway / Wyreema Athol Road -With Development (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
4a	L1	1	0	1	0.0	0.021	9.1	LOS A	0.1	0.4	0.43	0.95	0.43	41.1
6b	R3	3	0	3	0.0	0.021	29.7	LOS D	0.1	0.4	0.43	0.95	0.43	39.7
Approach		4	0	4	0.0	0.021	24.6	LOS C	0.1	0.4	0.43	0.95	0.43	40.1
NorthEast: Gore Highway														
24b	L3	3	0	3	0.0	0.025	6.7	LOS A	0.0	0.1	0.00	0.05	0.00	59.2
25	T1	490	50	490	10.2	0.123	0.1	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
Approach		493	50	493	10.1	0.123	0.1	NA	0.0	0.1	0.00	0.00	0.00	59.9
SouthWest: Gore Highway														
31	T1	461	72	461	15.6	0.260	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
32a	R1	2	0	2	0.0	0.004	7.8	LOS A	0.0	0.1	0.48	0.58	0.48	51.8
Approach		463	72	463	15.6	0.260	0.1	NA	0.0	0.1	0.00	0.00	0.00	59.8
All Vehicles		960	122	960	12.7	0.260	0.2	NA	0.1	0.4	0.00	0.01	0.00	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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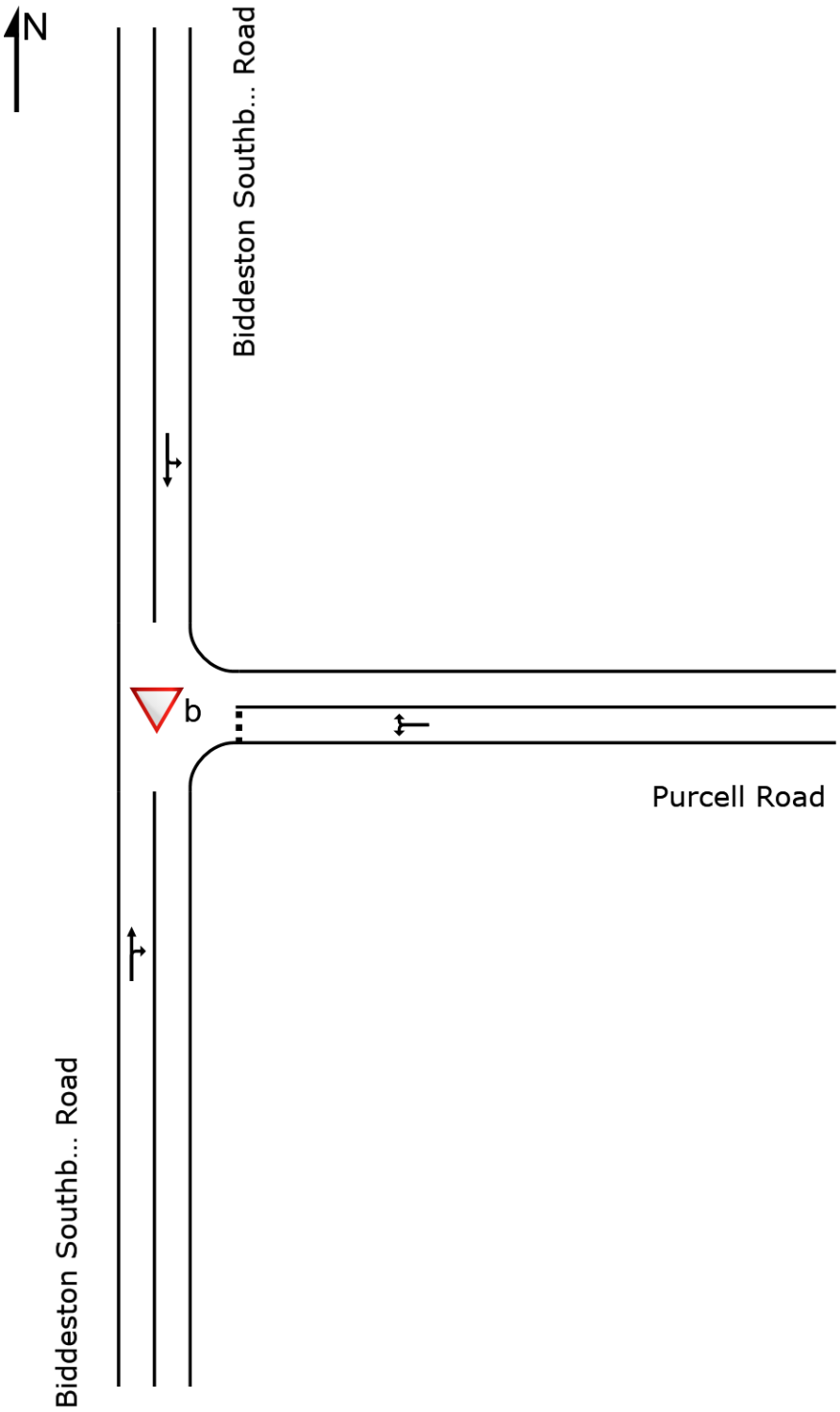
SITE LAYOUT

Site: b [2022 AM Peak - Biddeston Southbrook Road / Purcell Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: b [2022 AM Peak - Biddeston Southbrook Road / Purcell Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Biddeston Southbrook Road														
2	T1	4	1	4	25.0	0.004	0.0	LOS A	0.0	0.1	0.02	0.20	0.02	57.8
3	R2	2	0	2	0.0	0.004	5.5	LOS A	0.0	0.1	0.02	0.20	0.02	55.7
Approach		6	1	6	16.7	0.004	1.8	NA	0.0	0.1	0.02	0.20	0.02	57.1
East: Purcell Road														
4	L2	1	0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.04	0.58	0.04	53.5
6	R2	4	0	4	0.0	0.004	5.5	LOS A	0.0	0.1	0.04	0.58	0.04	53.0
Approach		5	0	5	0.0	0.004	5.5	LOS A	0.0	0.1	0.04	0.58	0.04	53.1
North: Biddeston Southbrook Road														
7	L2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.00	0.10	0.00	57.5
8	T1	5	0	5	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.1
Approach		6	0	6	0.0	0.003	0.9	NA	0.0	0.0	0.00	0.10	0.00	58.8
All Vehicles		17	1	18	5.9	0.004	2.6	NA	0.0	0.1	0.02	0.28	0.02	56.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
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Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: b [2022 PM Peak - Biddeston Southbrook Road / Purcell Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Biddeston Southbrook Road														
2	T1	7	1	7	14.3	0.004	0.0	LOS A	0.0	0.0	0.01	0.08	0.01	59.2
3	R2	1	0	1	0.0	0.004	5.5	LOS A	0.0	0.0	0.01	0.08	0.01	57.0
Approach		8	1	8	12.5	0.004	0.7	NA	0.0	0.0	0.01	0.08	0.01	58.9
East: Purcell Road														
4	L2	1	0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.05	0.57	0.05	53.5
6	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.05	0.57	0.05	53.0
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.05	0.57	0.05	53.2
North: Biddeston Southbrook Road														
7	L2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.0	0.00	0.05	0.00	57.8
8	T1	10	1	10	10.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach		11	1	11	9.1	0.006	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.3
All Vehicles		21	2	21	9.5	0.006	1.1	NA	0.0	0.0	0.01	0.11	0.01	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
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NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: b [2028 AM Peak - Biddeston Southbrook Road / Purcell Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Biddeston Southbrook Road														
2	T1	4	1	4	25.0	0.004	0.0	LOS A	0.0	0.1	0.03	0.20	0.03	57.8
3	R2	2	0	2	0.0	0.004	5.5	LOS A	0.0	0.1	0.03	0.20	0.03	55.7
Approach		6	1	6	16.7	0.004	1.8	NA	0.0	0.1	0.03	0.20	0.03	57.1
East: Purcell Road														
4	L2	1	0	1	0.0	0.006	5.6	LOS A	0.0	0.2	0.05	0.58	0.05	53.5
6	R2	6	1	6	16.7	0.006	5.7	LOS A	0.0	0.2	0.05	0.58	0.05	52.2
Approach		7	1	7	14.3	0.006	5.7	LOS A	0.0	0.2	0.05	0.58	0.05	52.4
North: Biddeston Southbrook Road														
7	L2	1	0	1	0.0	0.005	5.5	LOS A	0.0	0.0	0.00	0.07	0.00	57.6
8	T1	7	1	7	14.3	0.005	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.2
Approach		8	1	8	12.5	0.005	0.7	NA	0.0	0.0	0.00	0.07	0.00	59.0
All Vehicles		21	3	22	14.3	0.006	2.7	NA	0.0	0.2	0.03	0.28	0.03	56.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: b [2028 PM Peak - Biddeston Southbrook Road / Purcell Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Biddeston Southbrook Road														
2	T1	8	1	8	12.5	0.006	0.0	LOS A	0.0	0.1	0.03	0.12	0.03	58.7
3	R2	2	0	2	0.0	0.006	5.5	LOS A	0.0	0.1	0.03	0.12	0.03	56.5
Approach		10	1	10	10.0	0.006	1.1	NA	0.0	0.1	0.03	0.12	0.03	58.3
East: Purcell Road														
4	L2	2	0	2	0.0	0.002	5.6	LOS A	0.0	0.1	0.05	0.56	0.05	53.5
6	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.1	0.05	0.56	0.05	52.9
Approach		3	0	3	0.0	0.002	5.6	LOS A	0.0	0.1	0.05	0.56	0.05	53.3
North: Biddeston Southbrook Road														
7	L2	2	0	2	0.0	0.008	5.5	LOS A	0.0	0.0	0.00	0.09	0.00	57.6
8	T1	12	1	12	8.3	0.008	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.2
Approach		14	1	14	7.1	0.008	0.8	NA	0.0	0.0	0.00	0.09	0.00	58.9
All Vehicles		27	2	27	7.4	0.008	1.4	NA	0.0	0.1	0.02	0.15	0.02	58.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: b [2038 AM Peak - Biddeston Southbrook Road / Purcell Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Biddeston Southbrook Road														
2	T1	6	1	6	16.7	0.005	0.0	LOS A	0.0	0.1	0.04	0.20	0.04	57.9
3	R2	3	0	3	0.0	0.005	5.5	LOS A	0.0	0.1	0.04	0.20	0.04	55.8
Approach		9	1	9	11.1	0.005	1.8	NA	0.0	0.1	0.04	0.20	0.04	57.2
East: Purcell Road														
4	L2	1	0	1	0.0	0.008	5.6	LOS A	0.0	0.2	0.07	0.57	0.07	53.5
6	R2	8	1	8	12.5	0.008	5.7	LOS A	0.0	0.2	0.07	0.57	0.07	52.4
Approach		9	1	9	11.1	0.008	5.7	LOS A	0.0	0.2	0.07	0.57	0.07	52.5
North: Biddeston Southbrook Road														
7	L2	2	0	2	0.0	0.007	5.5	LOS A	0.0	0.0	0.00	0.10	0.00	57.4
8	T1	10	1	11	10.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.0
Approach		12	1	13	8.3	0.007	0.9	NA	0.0	0.0	0.00	0.10	0.00	58.7
All Vehicles		30	3	32	10.0	0.008	2.6	NA	0.0	0.2	0.03	0.27	0.03	56.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
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Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: b [2038 PM Peak - Biddeston Southbrook Road / Purcell Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Biddeston Southbrook Road														
2	T1	12	2	12	16.7	0.008	0.0	LOS A	0.0	0.1	0.02	0.09	0.02	59.0
3	R2	2	0	2	0.0	0.008	5.5	LOS A	0.0	0.1	0.02	0.09	0.02	56.8
Approach		14	2	14	14.3	0.008	0.8	NA	0.0	0.1	0.02	0.09	0.02	58.7
East: Purcell Road														
4	L2	2	0	2	0.0	0.002	5.6	LOS A	0.0	0.1	0.06	0.56	0.06	53.4
6	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.1	0.06	0.56	0.06	52.9
Approach		3	0	3	0.0	0.002	5.6	LOS A	0.0	0.1	0.06	0.56	0.06	53.3
North: Biddeston Southbrook Road														
7	L2	2	0	2	0.0	0.010	5.5	LOS A	0.0	0.0	0.00	0.07	0.00	57.8
8	T1	16	1	16	6.3	0.010	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.4
Approach		18	1	18	5.6	0.010	0.6	NA	0.0	0.0	0.00	0.07	0.00	59.2
All Vehicles		35	3	35	8.6	0.010	1.1	NA	0.0	0.1	0.01	0.12	0.01	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
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NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
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Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: b [2028 AM Peak - Biddeston Southbrook Road / Purcell Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Biddeston Southbrook Road														
2	T1	4	1	4	25.0	0.004	0.0	LOS A	0.0	0.1	0.03	0.20	0.03	57.8
3	R2	2	0	2	0.0	0.004	5.5	LOS A	0.0	0.1	0.03	0.20	0.03	55.7
Approach		6	1	6	16.7	0.004	1.8	NA	0.0	0.1	0.03	0.20	0.03	57.1
East: Purcell Road														
4	L2	1	0	1	0.0	0.006	5.6	LOS A	0.0	0.2	0.05	0.58	0.05	53.5
6	R2	6	1	6	16.7	0.006	5.7	LOS A	0.0	0.2	0.05	0.58	0.05	52.2
Approach		7	1	7	14.3	0.006	5.7	LOS A	0.0	0.2	0.05	0.58	0.05	52.4
North: Biddeston Southbrook Road														
7	L2	1	0	1	0.0	0.005	5.5	LOS A	0.0	0.0	0.00	0.07	0.00	57.6
8	T1	7	1	7	14.3	0.005	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.2
Approach		8	1	8	12.5	0.005	0.7	NA	0.0	0.0	0.00	0.07	0.00	59.0
All Vehicles		21	3	22	14.3	0.006	2.7	NA	0.0	0.2	0.03	0.28	0.03	56.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: b [2028 PM Peak - Biddeston Southbrook Road / Purcell Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Biddeston Southbrook Road														
2	T1	8	1	8	12.5	0.006	0.0	LOS A	0.0	0.1	0.03	0.12	0.03	58.7
3	R2	2	0	2	0.0	0.006	5.5	LOS A	0.0	0.1	0.03	0.12	0.03	56.5
Approach		10	1	10	10.0	0.006	1.1	NA	0.0	0.1	0.03	0.12	0.03	58.3
East: Purcell Road														
4	L2	2	0	2	0.0	0.002	5.6	LOS A	0.0	0.1	0.05	0.56	0.05	53.5
6	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.1	0.05	0.56	0.05	52.9
Approach		3	0	3	0.0	0.002	5.6	LOS A	0.0	0.1	0.05	0.56	0.05	53.3
North: Biddeston Southbrook Road														
7	L2	2	0	2	0.0	0.008	5.5	LOS A	0.0	0.0	0.00	0.09	0.00	57.6
8	T1	12	1	12	8.3	0.008	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.2
Approach		14	1	14	7.1	0.008	0.8	NA	0.0	0.0	0.00	0.09	0.00	58.9
All Vehicles		27	2	27	7.4	0.008	1.4	NA	0.0	0.1	0.02	0.15	0.02	58.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: b [2038 AM Peak - Biddeston Southbrook Road / Purcell Road -With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Biddeston Southbrook Road														
2	T1	6	1	6	16.7	0.005	0.0	LOS A	0.0	0.1	0.04	0.20	0.04	57.9
3	R2	3	0	3	0.0	0.005	5.5	LOS A	0.0	0.1	0.04	0.20	0.04	55.8
Approach		9	1	9	11.1	0.005	1.8	NA	0.0	0.1	0.04	0.20	0.04	57.2
East: Purcell Road														
4	L2	1	0	1	0.0	0.008	5.6	LOS A	0.0	0.2	0.07	0.57	0.07	53.5
6	R2	8	1	8	12.5	0.008	5.7	LOS A	0.0	0.2	0.07	0.57	0.07	52.4
Approach		9	1	9	11.1	0.008	5.7	LOS A	0.0	0.2	0.07	0.57	0.07	52.5
North: Biddeston Southbrook Road														
7	L2	2	0	2	0.0	0.007	5.5	LOS A	0.0	0.0	0.00	0.10	0.00	57.4
8	T1	10	1	11	10.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.0
Approach		12	1	13	8.3	0.007	0.9	NA	0.0	0.0	0.00	0.10	0.00	58.7
All Vehicles		30	3	32	10.0	0.008	2.6	NA	0.0	0.2	0.03	0.27	0.03	56.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: b [2038 PM Peak - Biddeston Southbrook Road / Purcell Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Biddeston Southbrook Road														
2	T1	12	2	12	16.7	0.008	0.0	LOS A	0.0	0.1	0.02	0.09	0.02	59.0
3	R2	2	0	2	0.0	0.008	5.5	LOS A	0.0	0.1	0.02	0.09	0.02	56.8
Approach		14	2	14	14.3	0.008	0.8	NA	0.0	0.1	0.02	0.09	0.02	58.7
East: Purcell Road														
4	L2	2	0	2	0.0	0.002	5.6	LOS A	0.0	0.1	0.06	0.56	0.06	53.4
6	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.1	0.06	0.56	0.06	52.9
Approach		3	0	3	0.0	0.002	5.6	LOS A	0.0	0.1	0.06	0.56	0.06	53.3
North: Biddeston Southbrook Road														
7	L2	2	0	2	0.0	0.010	5.5	LOS A	0.0	0.0	0.00	0.07	0.00	57.8
8	T1	16	1	16	6.3	0.010	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.4
Approach		18	1	18	5.6	0.010	0.6	NA	0.0	0.0	0.00	0.07	0.00	59.2
All Vehicles		35	3	35	8.6	0.010	1.1	NA	0.0	0.1	0.01	0.12	0.01	58.4

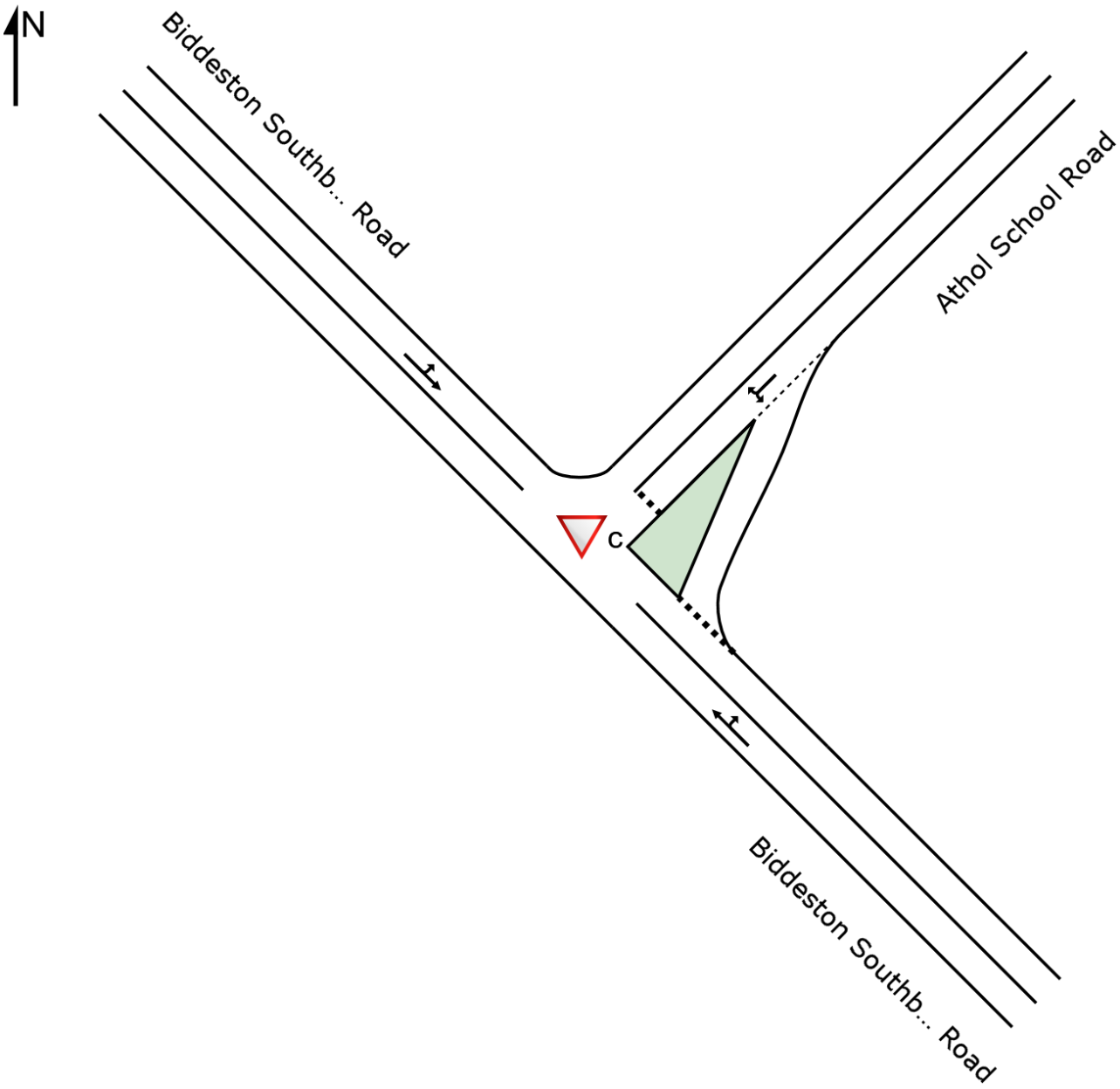
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: c [2022 AM Peak - Biddeston Southbrook Road / Athol School Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: c [2022 AM Peak - Biddeston Southbrook Road / Athol School Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Biddeston Southbrook Road														
22	T1	9	1	9	11.1	0.005	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	59.4
23	R2	1	0	1	0.0	0.005	5.5	LOS A	0.0	0.0	0.01	0.06	0.01	57.1
Approach		10	1	10	10.0	0.005	0.6	NA	0.0	0.0	0.01	0.06	0.01	59.1
NorthEast: Athol School Road														
24	L2	1	0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.05	0.57	0.05	54.2
26	R2	4	0	4	0.0	0.004	5.5	LOS A	0.0	0.1	0.05	0.57	0.05	53.0
Approach		5	0	5	0.0	0.004	5.5	LOS A	0.0	0.1	0.05	0.57	0.05	53.2
NorthWest: Biddeston Southbrook Road														
27	L2	4	0	4	0.0	0.005	5.5	LOS A	0.0	0.0	0.00	0.24	0.00	56.4
28	T1	6	0	6	0.0	0.005	0.0	LOS A	0.0	0.0	0.00	0.24	0.00	57.9
Approach		10	0	10	0.0	0.005	2.2	NA	0.0	0.0	0.00	0.24	0.00	57.3
All Vehicles		25	1	25	4.0	0.005	2.2	NA	0.0	0.1	0.01	0.23	0.01	57.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: c [2022 PM Peak - Biddeston Southbrook Road / Athol School Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: RoadName														
22	T1	6	0	6	0.0	0.004	0.0	LOS A	0.0	0.0	0.02	0.09	0.02	59.2
23	R2	1	0	1	0.0	0.004	5.5	LOS A	0.0	0.0	0.02	0.09	0.02	57.0
Approach		7	0	7	0.0	0.004	0.8	NA	0.0	0.0	0.02	0.09	0.02	58.8
NorthEast: RoadName														
24	L2	1	0	1	0.0	0.003	5.6	LOS A	0.0	0.1	0.05	0.57	0.05	54.2
26	R2	3	0	3	0.0	0.003	5.5	LOS A	0.0	0.1	0.05	0.57	0.05	53.0
Approach		4	0	4	0.0	0.003	5.5	LOS A	0.0	0.1	0.05	0.57	0.05	53.3
NorthWest: RoadName														
27	L2	6	0	6	0.0	0.007	5.5	LOS A	0.0	0.0	0.00	0.25	0.00	56.2
28	T1	8	0	8	0.0	0.007	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	57.7
Approach		14	0	14	0.0	0.007	2.4	NA	0.0	0.0	0.00	0.25	0.00	57.1
All Vehicles		25	0	25	0.0	0.007	2.4	NA	0.0	0.1	0.01	0.26	0.01	56.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
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Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: c [2028 AM Peak - Biddeston Southbrook Road / Athol School Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Biddeston Southbrook Road														
22	T1	11	1	11	9.1	0.007	0.0	LOS A	0.0	0.1	0.02	0.09	0.02	59.0
23	R2	2	0	2	0.0	0.007	5.5	LOS A	0.0	0.1	0.02	0.09	0.02	56.8
Approach		13	1	13	7.7	0.007	0.8	NA	0.0	0.1	0.02	0.09	0.02	58.7
NorthEast: Athol School Road														
24	L2	1	0	1	0.0	0.005	5.6	LOS A	0.0	0.1	0.06	0.57	0.06	54.2
26	R2	5	0	5	0.0	0.005	5.5	LOS A	0.0	0.1	0.06	0.57	0.06	53.0
Approach		6	0	6	0.0	0.005	5.5	LOS A	0.0	0.1	0.06	0.57	0.06	53.2
NorthWest: Biddeston Southbrook Road														
27	L2	5	0	5	0.0	0.007	5.5	LOS A	0.0	0.0	0.00	0.23	0.00	56.3
28	T1	8	1	8	12.5	0.007	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	57.8
Approach		13	1	13	7.7	0.007	2.1	NA	0.0	0.0	0.00	0.23	0.00	57.2
All Vehicles		32	2	32	6.3	0.007	2.2	NA	0.0	0.1	0.02	0.24	0.02	57.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: c [2028 PM Peak - Biddeston Southbrook Road / Athol School Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: RoadName														
22	T1	8	0	8	0.0	0.005	0.0	LOS A	0.0	0.1	0.03	0.12	0.03	58.8
23	R2	2	0	2	0.0	0.005	5.5	LOS A	0.0	0.1	0.03	0.12	0.03	56.6
Approach		10	0	10	0.0	0.005	1.1	NA	0.0	0.1	0.03	0.12	0.03	58.4
NorthEast: RoadName														
24	L2	1	0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.06	0.57	0.06	54.2
26	R2	4	0	4	0.0	0.004	5.5	LOS A	0.0	0.1	0.06	0.57	0.06	53.0
Approach		5	0	5	0.0	0.004	5.5	LOS A	0.0	0.1	0.06	0.57	0.06	53.2
NorthWest: RoadName														
27	L2	8	0	8	0.0	0.009	5.5	LOS A	0.0	0.0	0.00	0.26	0.00	56.1
28	T1	10	0	10	0.0	0.009	0.0	LOS A	0.0	0.0	0.00	0.26	0.00	57.7
Approach		18	0	18	0.0	0.009	2.5	NA	0.0	0.0	0.00	0.26	0.00	57.0
All Vehicles		33	0	33	0.0	0.009	2.5	NA	0.0	0.1	0.02	0.27	0.02	56.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: c [2038 AM Peak - Biddeston Southbrook Road / Athol School Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Biddeston Southbrook Road														
22	T1	14	1	14	7.1	0.009	0.0	LOS A	0.0	0.1	0.02	0.08	0.02	59.2
23	R2	2	0	2	0.0	0.009	5.5	LOS A	0.0	0.1	0.02	0.08	0.02	57.0
Approach		16	1	16	6.3	0.009	0.7	NA	0.0	0.1	0.02	0.08	0.02	58.9
NorthEast: Athol School Road														
24	L2	1	0	1	0.0	0.005	5.6	LOS A	0.0	0.1	0.07	0.57	0.07	54.1
26	R2	6	0	6	0.0	0.005	5.5	LOS A	0.0	0.1	0.07	0.57	0.07	52.9
Approach		7	0	7	0.0	0.005	5.6	LOS A	0.0	0.1	0.07	0.57	0.07	53.1
NorthWest: Biddeston Southbrook Road														
27	L2	6	0	6	0.0	0.009	5.5	LOS A	0.0	0.0	0.00	0.21	0.00	56.5
28	T1	11	1	11	9.1	0.009	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	58.0
Approach		17	1	17	5.9	0.009	2.0	NA	0.0	0.0	0.00	0.21	0.00	57.5
All Vehicles		40	2	40	5.0	0.009	2.1	NA	0.0	0.1	0.02	0.22	0.02	57.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: c [2038 PM Peak - Biddeston Southbrook Road / Athol School Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: RoadName														
22	T1	11	0	11	0.0	0.007	0.0	LOS A	0.0	0.1	0.03	0.09	0.03	59.1
23	R2	2	0	2	0.0	0.007	5.5	LOS A	0.0	0.1	0.03	0.09	0.03	56.9
Approach		13	0	13	0.0	0.007	0.9	NA	0.0	0.1	0.03	0.09	0.03	58.7
NorthEast: RoadName														
24	L2	1	0	1	0.0	0.005	5.6	LOS A	0.0	0.1	0.08	0.56	0.08	54.1
26	R2	6	0	6	0.0	0.005	5.5	LOS A	0.0	0.1	0.08	0.56	0.08	52.9
Approach		7	0	7	0.0	0.005	5.6	LOS A	0.0	0.1	0.08	0.56	0.08	53.1
NorthWest: RoadName														
27	L2	11	0	11	0.0	0.014	5.5	LOS A	0.0	0.0	0.00	0.25	0.00	56.3
28	T1	15	0	15	0.0	0.014	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	57.8
Approach		26	0	26	0.0	0.014	2.3	NA	0.0	0.0	0.00	0.25	0.00	57.1
All Vehicles		46	0	46	0.0	0.014	2.4	NA	0.0	0.1	0.02	0.25	0.02	56.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: c [2028 AM Peak - Biddeston Southbrook Road / Athol School Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Biddeston Southbrook Road														
22	T1	11	1	11	9.1	0.007	0.0	LOS A	0.0	0.1	0.02	0.09	0.02	59.0
23	R2	2	0	2	0.0	0.007	5.5	LOS A	0.0	0.1	0.02	0.09	0.02	56.8
Approach		13	1	13	7.7	0.007	0.8	NA	0.0	0.1	0.02	0.09	0.02	58.7
NorthEast: Athol School Road														
24	L2	1	0	1	0.0	0.005	5.6	LOS A	0.0	0.1	0.06	0.57	0.06	54.2
26	R2	5	0	5	0.0	0.005	5.5	LOS A	0.0	0.1	0.06	0.57	0.06	53.0
Approach		6	0	6	0.0	0.005	5.5	LOS A	0.0	0.1	0.06	0.57	0.06	53.2
NorthWest: Biddeston Southbrook Road														
27	L2	5	0	5	0.0	0.007	5.5	LOS A	0.0	0.0	0.00	0.23	0.00	56.3
28	T1	8	1	8	12.5	0.007	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	57.8
Approach		13	1	13	7.7	0.007	2.1	NA	0.0	0.0	0.00	0.23	0.00	57.2
All Vehicles		32	2	32	6.3	0.007	2.2	NA	0.0	0.1	0.02	0.24	0.02	57.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: c [2028 PM Peak - Biddeston Southbrook Road / Athol School Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: RoadName														
22	T1	8	0	8	0.0	0.005	0.0	LOS A	0.0	0.1	0.03	0.12	0.03	58.8
23	R2	2	0	2	0.0	0.005	5.5	LOS A	0.0	0.1	0.03	0.12	0.03	56.6
Approach		10	0	10	0.0	0.005	1.1	NA	0.0	0.1	0.03	0.12	0.03	58.4
NorthEast: RoadName														
24	L2	1	0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.06	0.57	0.06	54.2
26	R2	4	0	4	0.0	0.004	5.5	LOS A	0.0	0.1	0.06	0.57	0.06	53.0
Approach		5	0	5	0.0	0.004	5.5	LOS A	0.0	0.1	0.06	0.57	0.06	53.2
NorthWest: RoadName														
27	L2	8	0	8	0.0	0.009	5.5	LOS A	0.0	0.0	0.00	0.26	0.00	56.1
28	T1	10	0	10	0.0	0.009	0.0	LOS A	0.0	0.0	0.00	0.26	0.00	57.7
Approach		18	0	18	0.0	0.009	2.5	NA	0.0	0.0	0.00	0.26	0.00	57.0
All Vehicles		33	0	33	0.0	0.009	2.5	NA	0.0	0.1	0.02	0.27	0.02	56.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: c [2038 AM Peak - Biddeston Southbrook Road / Athol School Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Biddeston Southbrook Road														
22	T1	14	1	14	7.1	0.009	0.0	LOS A	0.0	0.1	0.02	0.08	0.02	59.2
23	R2	2	0	2	0.0	0.009	5.5	LOS A	0.0	0.1	0.02	0.08	0.02	57.0
Approach		16	1	16	6.3	0.009	0.7	NA	0.0	0.1	0.02	0.08	0.02	58.9
NorthEast: Athol School Road														
24	L2	1	0	1	0.0	0.005	5.6	LOS A	0.0	0.1	0.07	0.57	0.07	54.1
26	R2	6	0	6	0.0	0.005	5.5	LOS A	0.0	0.1	0.07	0.57	0.07	52.9
Approach		7	0	7	0.0	0.005	5.6	LOS A	0.0	0.1	0.07	0.57	0.07	53.1
NorthWest: Biddeston Southbrook Road														
27	L2	6	0	6	0.0	0.009	5.5	LOS A	0.0	0.0	0.00	0.21	0.00	56.5
28	T1	11	1	11	9.1	0.009	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	58.0
Approach		17	1	17	5.9	0.009	2.0	NA	0.0	0.0	0.00	0.21	0.00	57.5
All Vehicles		40	2	40	5.0	0.009	2.1	NA	0.0	0.1	0.02	0.22	0.02	57.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: c [2038 PM Peak - Biddeston Southbrook Road / Athol School Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: RoadName														
22	T1	11	0	11	0.0	0.007	0.0	LOS A	0.0	0.1	0.03	0.09	0.03	59.1
23	R2	2	0	2	0.0	0.007	5.5	LOS A	0.0	0.1	0.03	0.09	0.03	56.9
Approach		13	0	13	0.0	0.007	0.9	NA	0.0	0.1	0.03	0.09	0.03	58.7
NorthEast: RoadName														
24	L2	1	0	1	0.0	0.005	5.6	LOS A	0.0	0.1	0.08	0.56	0.08	54.1
26	R2	6	0	6	0.0	0.005	5.5	LOS A	0.0	0.1	0.08	0.56	0.08	52.9
Approach		7	0	7	0.0	0.005	5.6	LOS A	0.0	0.1	0.08	0.56	0.08	53.1
NorthWest: RoadName														
27	L2	11	0	11	0.0	0.014	5.5	LOS A	0.0	0.0	0.00	0.25	0.00	56.3
28	T1	15	0	15	0.0	0.014	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	57.8
Approach		26	0	26	0.0	0.014	2.3	NA	0.0	0.0	0.00	0.25	0.00	57.1
All Vehicles		46	0	46	0.0	0.014	2.4	NA	0.0	0.1	0.02	0.25	0.02	56.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
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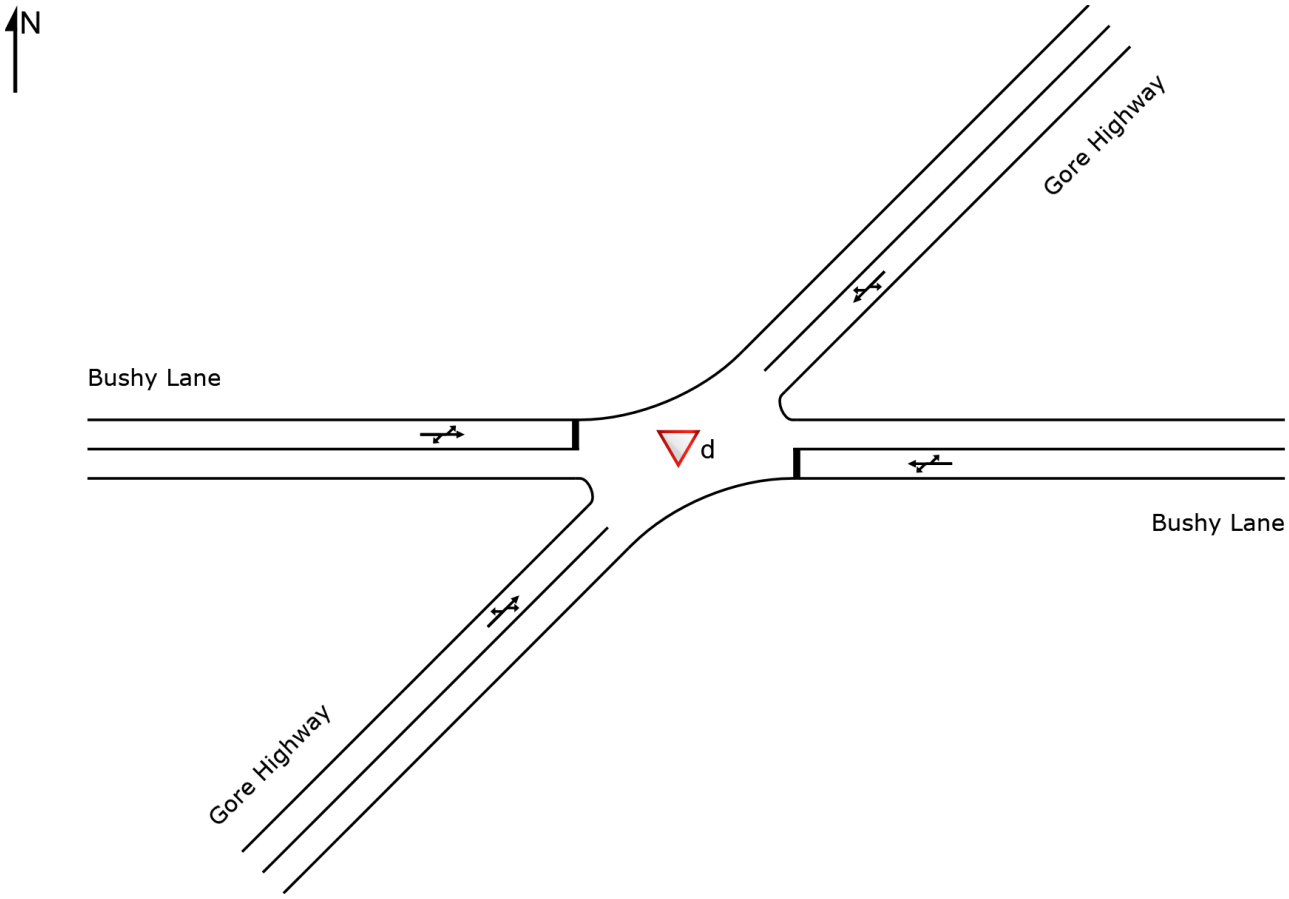
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: d [2022 AM Peak - Gore Highway / Bushy Lane - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: d [2022 AM Peak - Gore Highway / Bushy Lane - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Bushy Lane														
4a	L1	2	1	2	50.0	0.005	8.1	LOS A	0.0	0.2	0.39	0.92	0.39	43.8
5	T1	1	0	1	0.0	0.005	8.4	LOS A	0.0	0.2	0.39	0.92	0.39	47.1
6b	R3	1	0	1	0.0	0.005	9.2	LOS A	0.0	0.2	0.39	0.92	0.39	46.6
Approach		4	1	4	25.0	0.005	8.5	LOS A	0.0	0.2	0.39	0.92	0.39	45.3
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.116	7.1	LOS A	0.0	0.1	0.01	0.01	0.01	55.8
25	T1	198	37	198	18.7	0.116	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
26a	R1	2	0	2	0.0	0.116	5.4	LOS A	0.0	0.1	0.01	0.01	0.01	58.2
Approach		201	37	201	18.4	0.116	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
West: Bushy Lane														
10a	L1	9	0	9	0.0	0.011	8.3	LOS A	0.0	0.3	0.35	0.85	0.35	51.2
11	T1	1	0	1	0.0	0.011	10.3	LOS B	0.0	0.3	0.35	0.85	0.35	45.8
12b	R3	1	0	1	0.0	0.011	11.0	LOS B	0.0	0.3	0.35	0.85	0.35	51.1
Approach		11	0	11	0.0	0.011	8.8	LOS A	0.0	0.3	0.35	0.85	0.35	50.9
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.132	6.9	LOS A	0.0	0.1	0.00	0.01	0.00	58.7
31	T1	235	31	235	13.2	0.132	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	59.9
32a	R1	1	0	1	0.0	0.132	5.3	LOS A	0.0	0.1	0.00	0.01	0.00	56.3
Approach		237	31	237	13.1	0.132	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.9
All Vehicles		453	69	453	15.2	0.132	0.4	NA	0.0	0.3	0.02	0.04	0.02	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: d [2022 PM Peak - Gore Highway / Bushy Lane - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Bushy Lane														
4a	L1	1	0	1	0.0	0.004	6.5	LOS A	0.0	0.1	0.42	0.86	0.42	46.4
5	T1	1	0	1	0.0	0.004	8.8	LOS A	0.0	0.1	0.42	0.86	0.42	46.7
6b	R3	1	0	1	0.0	0.004	9.7	LOS A	0.0	0.1	0.42	0.86	0.42	46.2
Approach		3	0	3	0.0	0.004	8.3	LOS A	0.0	0.1	0.42	0.86	0.42	46.5
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.134	7.4	LOS A	0.1	0.5	0.03	0.02	0.03	55.6
25	T1	234	26	234	11.1	0.134	0.0	LOS A	0.1	0.5	0.03	0.02	0.03	59.7
26a	R1	7	0	7	0.0	0.134	5.5	LOS A	0.1	0.5	0.03	0.02	0.03	58.0
Approach		242	26	242	10.7	0.134	0.2	NA	0.1	0.5	0.03	0.02	0.03	59.6
West: Bushy Lane														
10a	L1	5	0	5	0.0	0.008	8.4	LOS A	0.0	0.2	0.38	0.85	0.38	50.9
11	T1	1	0	1	0.0	0.008	10.6	LOS B	0.0	0.2	0.38	0.85	0.38	45.4
12b	R3	1	0	1	0.0	0.008	11.5	LOS B	0.0	0.2	0.38	0.85	0.38	50.8
Approach		7	0	7	0.0	0.008	9.2	LOS A	0.0	0.2	0.38	0.85	0.38	50.4
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.142	6.9	LOS A	0.0	0.1	0.00	0.00	0.00	58.7
31	T1	248	41	248	16.5	0.142	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
32a	R1	1	0	1	0.0	0.142	5.5	LOS A	0.0	0.1	0.00	0.00	0.00	56.3
Approach		250	41	250	16.4	0.142	0.1	NA	0.0	0.1	0.00	0.00	0.00	59.9
All Vehicles		502	67	502	13.3	0.142	0.3	NA	0.1	0.5	0.02	0.03	0.02	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
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Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: d [2028 AM Peak - Gore Highway / Bushy Lane - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Bushy Lane														
4a	L1	2	1	2	50.0	0.006	8.5	LOS A	0.0	0.2	0.44	0.92	0.44	43.2
5	T1	1	0	1	0.0	0.006	9.4	LOS A	0.0	0.2	0.44	0.92	0.44	46.4
6b	R3	1	0	1	0.0	0.006	10.5	LOS B	0.0	0.2	0.44	0.92	0.44	45.9
Approach		4	1	4	25.0	0.006	9.2	LOS A	0.0	0.2	0.44	0.92	0.44	44.6
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.145	7.5	LOS A	0.0	0.2	0.01	0.01	0.01	55.8
25	T1	248	46	248	18.5	0.145	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	59.8
26a	R1	3	0	3	0.0	0.145	5.8	LOS A	0.0	0.2	0.01	0.01	0.01	58.2
Approach		252	46	252	18.3	0.145	0.1	NA	0.0	0.2	0.01	0.01	0.01	59.8
West: Bushy Lane														
10a	L1	12	0	12	0.0	0.015	8.7	LOS A	0.1	0.4	0.40	0.85	0.40	51.0
11	T1	1	0	1	0.0	0.015	11.3	LOS B	0.1	0.4	0.40	0.85	0.40	45.5
12b	R3	1	0	1	0.0	0.015	12.3	LOS B	0.1	0.4	0.40	0.85	0.40	50.9
Approach		14	0	14	0.0	0.015	9.1	LOS A	0.1	0.4	0.40	0.85	0.40	50.7
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.166	7.0	LOS A	0.0	0.1	0.00	0.00	0.00	58.8
31	T1	295	39	295	13.2	0.166	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
32a	R1	1	0	1	0.0	0.166	5.6	LOS A	0.0	0.1	0.00	0.00	0.00	56.3
Approach		297	39	297	13.1	0.166	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
All Vehicles		567	86	567	15.2	0.166	0.4	NA	0.1	0.4	0.02	0.03	0.02	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: d [2028 PM Peak - Gore Highway / Bushy Lane - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Bushy Lane														
4a	L1	1	0	1	0.0	0.005	6.8	LOS A	0.0	0.1	0.48	0.86	0.48	45.5
5	T1	1	0	1	0.0	0.005	10.0	LOS B	0.0	0.1	0.48	0.86	0.48	45.8
6b	R3	1	0	1	0.0	0.005	11.2	LOS B	0.0	0.1	0.48	0.86	0.48	45.3
Approach		3	0	3	0.0	0.005	9.3	LOS A	0.0	0.1	0.48	0.86	0.48	45.5
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.168	7.8	LOS A	0.1	0.6	0.03	0.02	0.03	55.6
25	T1	294	33	294	11.2	0.168	0.1	LOS A	0.1	0.6	0.03	0.02	0.03	59.7
26a	R1	8	0	8	0.0	0.168	5.9	LOS A	0.1	0.6	0.03	0.02	0.03	58.0
Approach		303	33	303	10.9	0.168	0.2	NA	0.1	0.6	0.03	0.02	0.03	59.7
West: Bushy Lane														
10a	L1	6	0	6	0.0	0.010	8.8	LOS A	0.0	0.2	0.43	0.85	0.43	50.6
11	T1	1	0	1	0.0	0.010	11.9	LOS B	0.0	0.2	0.43	0.85	0.43	45.0
12b	R3	1	0	1	0.0	0.010	13.0	LOS B	0.0	0.2	0.43	0.85	0.43	50.5
Approach		8	0	8	0.0	0.010	9.7	LOS A	0.0	0.2	0.43	0.85	0.43	50.2
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.178	7.1	LOS A	0.0	0.1	0.00	0.00	0.00	58.8
31	T1	311	51	311	16.4	0.178	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
32a	R1	1	0	1	0.0	0.178	5.8	LOS A	0.0	0.1	0.00	0.00	0.00	56.3
Approach		313	51	313	16.3	0.178	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
All Vehicles		627	84	627	13.4	0.178	0.3	NA	0.1	0.6	0.02	0.03	0.02	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: d [2038 AM Peak - Gore Highway / Bushy Lane - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Bushy Lane														
4a	L1	2	1	2	50.0	0.011	9.5	LOS A	0.0	0.3	0.56	0.95	0.56	40.9
5	T1	1	0	1	0.0	0.011	12.2	LOS B	0.0	0.3	0.56	0.95	0.56	43.8
6b	R3	2	0	2	0.0	0.011	14.1	LOS B	0.0	0.3	0.56	0.95	0.56	43.4
Approach		5	1	5	20.0	0.011	11.9	LOS B	0.0	0.3	0.56	0.95	0.56	42.4
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.205	8.3	LOS A	0.0	0.4	0.02	0.01	0.02	55.8
25	T1	350	65	350	18.6	0.205	0.0	LOS A	0.0	0.4	0.02	0.01	0.02	59.8
26a	R1	4	0	4	0.0	0.205	6.6	LOS A	0.0	0.4	0.02	0.01	0.02	58.2
Approach		355	65	355	18.3	0.205	0.1	NA	0.0	0.4	0.02	0.01	0.02	59.8
West: Bushy Lane														
10a	L1	16	0	16	0.0	0.023	9.4	LOS A	0.1	0.6	0.48	0.88	0.48	50.4
11	T1	1	0	1	0.0	0.023	14.2	LOS B	0.1	0.6	0.48	0.88	0.48	44.7
12b	R3	1	0	1	0.0	0.023	16.0	LOS C	0.1	0.6	0.48	0.88	0.48	50.3
Approach		18	0	18	0.0	0.023	10.1	LOS B	0.1	0.6	0.48	0.88	0.48	50.2
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.233	7.4	LOS A	0.0	0.1	0.00	0.00	0.00	58.8
31	T1	416	55	416	13.2	0.233	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
32a	R1	1	0	1	0.0	0.233	6.3	LOS A	0.0	0.1	0.00	0.00	0.00	56.4
Approach		418	55	418	13.2	0.233	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
All Vehicles		796	121	796	15.2	0.233	0.4	NA	0.1	0.6	0.02	0.03	0.02	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: d [2038 PM Peak - Gore Highway / Bushy Lane - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Bushy Lane														
4a	L1	1	0	1	0.0	0.007	7.5	LOS A	0.0	0.2	0.61	0.89	0.61	42.9
5	T1	1	0	1	0.0	0.007	13.6	LOS B	0.0	0.2	0.61	0.89	0.61	43.2
6b	R3	1	0	1	0.0	0.007	15.7	LOS C	0.0	0.2	0.61	0.89	0.61	42.8
Approach		3	0	3	0.0	0.007	12.3	LOS B	0.0	0.2	0.61	0.89	0.61	42.9
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.239	8.8	LOS A	0.1	1.1	0.04	0.02	0.04	55.5
25	T1	415	46	415	11.1	0.239	0.1	LOS A	0.1	1.1	0.04	0.02	0.04	59.6
26a	R1	12	0	12	0.0	0.239	7.0	LOS A	0.1	1.1	0.04	0.02	0.04	58.0
Approach		428	46	428	10.7	0.239	0.3	NA	0.1	1.1	0.04	0.02	0.04	59.6
West: Bushy Lane														
10a	L1	8	0	8	0.0	0.016	9.6	LOS A	0.1	0.4	0.52	0.88	0.52	49.8
11	T1	1	0	1	0.0	0.016	15.5	LOS C	0.1	0.4	0.52	0.88	0.52	43.8
12b	R3	1	0	1	0.0	0.016	17.6	LOS C	0.1	0.4	0.52	0.88	0.52	49.7
Approach		10	0	10	0.0	0.016	11.0	LOS B	0.1	0.4	0.52	0.88	0.52	49.4
SouthWest: Gore Highway														
30b	L3	1	0	1	0.0	0.251	7.7	LOS A	0.0	0.1	0.00	0.00	0.00	58.8
31	T1	440	72	440	16.4	0.251	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
32a	R1	1	0	1	0.0	0.251	6.8	LOS A	0.0	0.1	0.00	0.00	0.00	56.4
Approach		442	72	442	16.3	0.251	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
All Vehicles		883	118	883	13.4	0.251	0.3	NA	0.1	1.1	0.03	0.02	0.03	59.6

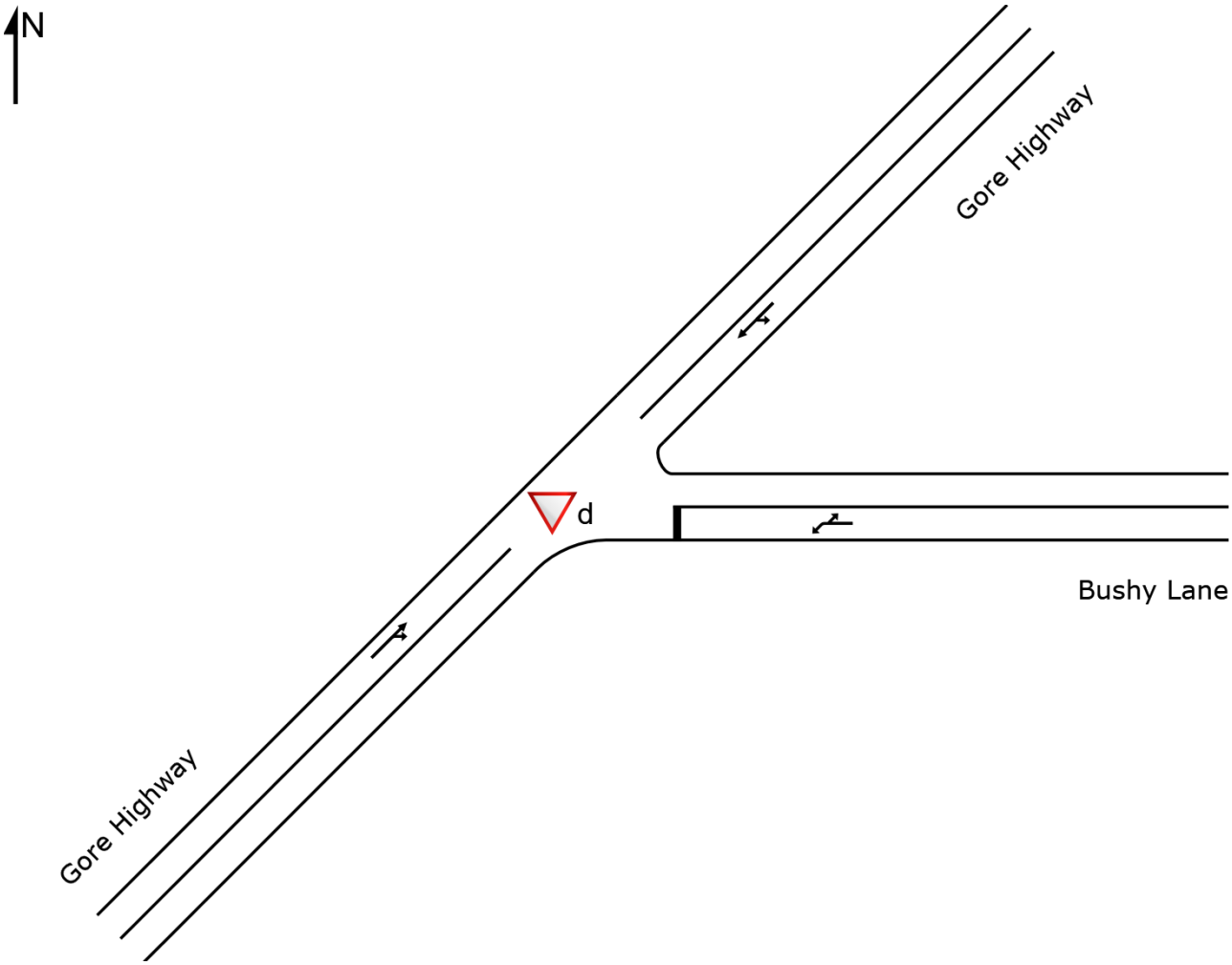
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: d [2028 AM Peak - Gore Highway / Bushy Lane - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: d [2028 AM Peak - Gore Highway / Bushy Lane - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Bushy Lane														
4a	L1	2	1	2	50.0	0.004	8.5	LOS A	0.0	0.1	0.41	0.91	0.41	43.7
6b	R3	1	0	1	0.0	0.004	9.2	LOS A	0.0	0.1	0.41	0.91	0.41	46.5
Approach		3	1	3	33.3	0.004	8.7	LOS A	0.0	0.1	0.41	0.91	0.41	44.6
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.143	6.5	LOS A	0.0	0.0	0.00	0.00	0.00	56.0
25	T1	248	46	248	18.5	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		249	46	249	18.5	0.143	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Gore Highway														
31	T1	295	39	295	13.2	0.165	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
32a	R1	1	0	1	0.0	0.165	5.6	LOS A	0.0	0.1	0.00	0.00	0.00	56.4
Approach		296	39	296	13.2	0.165	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		548	86	548	15.7	0.165	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: d [2028 PM Peak - Gore Highway / Bushy Lane - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Bushy Lane														
4a	L1	1	0	1	0.0	0.003	6.8	LOS A	0.0	0.1	0.43	0.83	0.43	46.4
6b	R3	1	0	1	0.0	0.003	9.7	LOS A	0.0	0.1	0.43	0.83	0.43	46.3
Approach		2	0	2	0.0	0.003	8.2	LOS A	0.0	0.1	0.43	0.83	0.43	46.4
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.162	6.5	LOS A	0.0	0.0	0.00	0.00	0.00	56.0
25	T1	294	33	294	11.2	0.162	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		295	33	295	11.2	0.162	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Gore Highway														
31	T1	311	51	311	16.4	0.177	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
32a	R1	1	0	1	0.0	0.177	5.8	LOS A	0.0	0.1	0.00	0.00	0.00	56.4
Approach		312	51	312	16.3	0.177	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		609	84	609	13.8	0.177	0.1	NA	0.0	0.1	0.00	0.00	0.00	59.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: d [2038 AM Peak - Gore Highway / Bushy Lane - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Bushy Lane														
4a	L1	2	1	2	50.0	0.007	9.5	LOS A	0.0	0.2	0.51	0.92	0.51	42.0
6b	R3	2	0	2	0.0	0.007	11.6	LOS B	0.0	0.2	0.51	0.92	0.51	44.6
Approach		4	1	4	25.0	0.007	10.6	LOS B	0.0	0.2	0.51	0.92	0.51	43.3
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.202	6.5	LOS A	0.0	0.0	0.00	0.00	0.00	55.9
25	T1	350	65	350	18.6	0.202	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		351	65	351	18.5	0.202	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Gore Highway														
31	T1	417	55	417	13.2	0.233	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
32a	R1	1	0	1	0.0	0.233	6.3	LOS A	0.0	0.1	0.00	0.00	0.00	56.4
Approach		418	55	418	13.2	0.233	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		773	121	773	15.7	0.233	0.1	NA	0.0	0.2	0.00	0.01	0.00	59.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: d [2038 PM Peak - Gore Highway / Bushy Lane - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Bushy Lane														
4a	L1	1	0	1	0.0	0.004	7.5	LOS A	0.0	0.1	0.53	0.84	0.53	44.7
6b	R3	1	0	1	0.0	0.004	12.7	LOS B	0.0	0.1	0.53	0.84	0.53	44.6
Approach		2	0	2	0.0	0.004	10.1	LOS B	0.0	0.1	0.53	0.84	0.53	44.6
NorthEast: Gore Highway														
24b	L3	1	0	1	0.0	0.229	6.5	LOS A	0.0	0.0	0.00	0.00	0.00	55.9
25	T1	415	46	415	11.1	0.229	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		416	46	416	11.1	0.229	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
SouthWest: Gore Highway														
31	T1	440	72	440	16.4	0.250	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
32a	R1	1	0	1	0.0	0.250	6.8	LOS A	0.0	0.1	0.00	0.00	0.00	56.4
Approach		441	72	441	16.3	0.250	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		859	118	859	13.7	0.250	0.1	NA	0.0	0.1	0.00	0.00	0.00	59.9

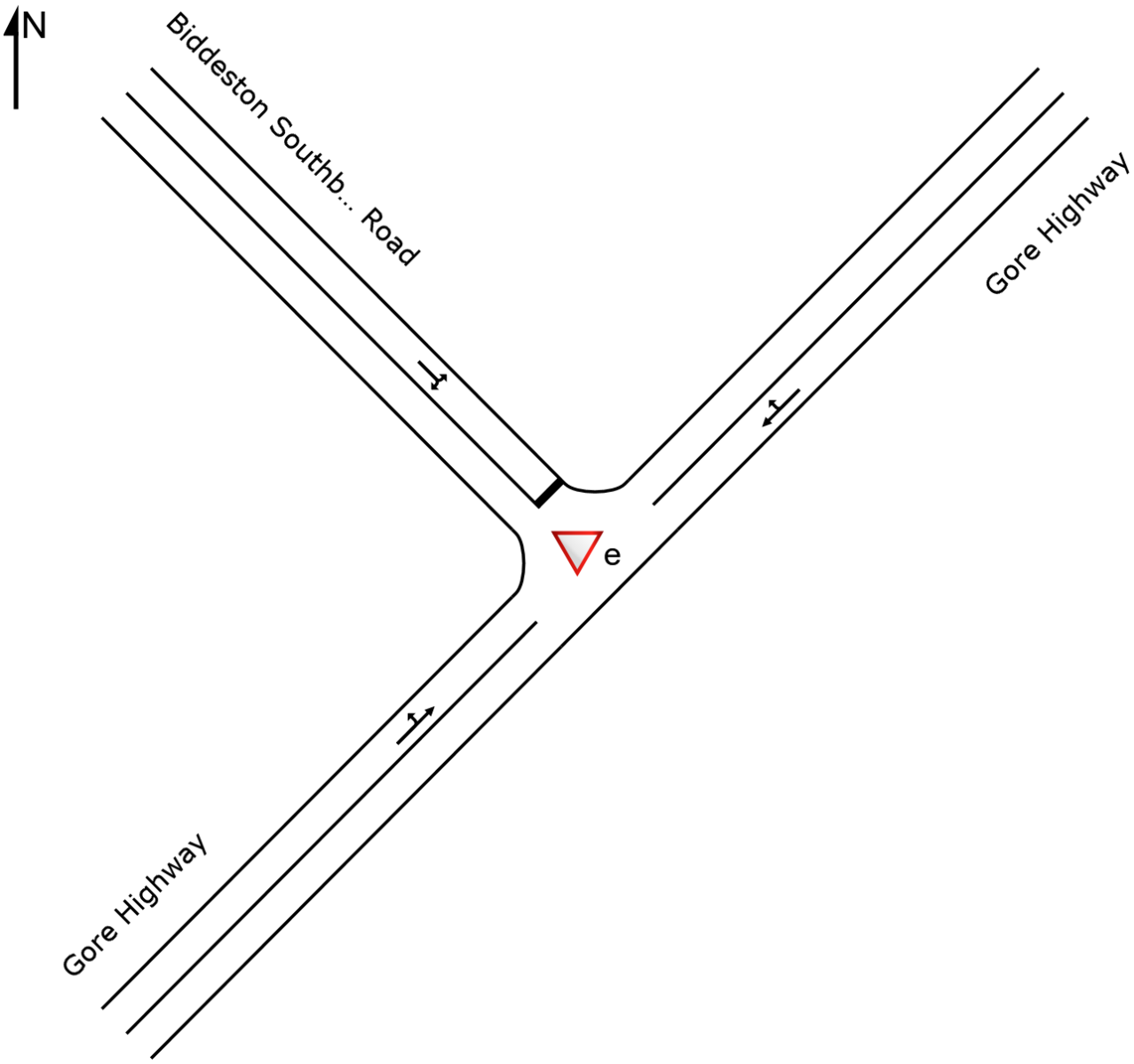
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: e [2022 AM Peak - Gore Highway / Biddeston Southbrook Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: e [2022 AM Peak - Gore Highway / Biddeston Southbrook Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	207	38	207	18.4	0.120	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
26	R2	1	0	1	0.0	0.120	6.6	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		208	38	208	18.3	0.120	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
NorthWest: Biddeston Southbrook Road														
27	L2	3	0	3	0.0	0.013	9.2	LOS A	0.0	0.3	0.44	0.88	0.44	50.7
29	R2	6	1	6	16.7	0.013	11.5	LOS B	0.0	0.3	0.44	0.88	0.44	49.5
Approach		9	1	9	11.1	0.013	10.8	LOS B	0.0	0.3	0.44	0.88	0.44	49.9
SouthWest: Gore Highway														
30	L2	6	1	6	16.7	0.161	5.8	LOS A	0.0	0.0	0.00	0.01	0.00	57.4
31	T1	286	32	286	11.2	0.161	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		292	33	292	11.3	0.161	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		509	72	509	14.1	0.161	0.3	NA	0.0	0.3	0.01	0.02	0.01	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: e [2022 PM Peak - Gore Highway / Biddeston Southbrook Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	275	27	275	9.8	0.154	0.0	LOS A	0.0	0.3	0.02	0.01	0.02	59.9
26	R2	4	1	4	25.0	0.154	7.2	LOS A	0.0	0.3	0.02	0.01	0.02	56.3
Approach		279	28	279	10.0	0.154	0.1	NA	0.0	0.3	0.02	0.01	0.02	59.8
NorthWest: Biddeston Southbrook Road														
27	L2	1	0	1	0.0	0.011	9.1	LOS A	0.0	0.2	0.46	0.87	0.46	50.6
29	R2	6	0	6	0.0	0.011	10.6	LOS B	0.0	0.2	0.46	0.87	0.46	50.2
Approach		7	0	7	0.0	0.011	10.4	LOS B	0.0	0.2	0.46	0.87	0.46	50.2
SouthWest: Gore Highway														
30	L2	6	1	6	16.7	0.152	5.8	LOS A	0.0	0.0	0.00	0.01	0.00	57.3
31	T1	262	42	262	16.0	0.152	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		268	43	268	16.0	0.152	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles		554	71	554	12.8	0.154	0.3	NA	0.0	0.3	0.01	0.02	0.01	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: e [2028 AM Peak - Gore Highway / Biddeston Southbrook Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	260	48	260	18.5	0.150	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
26	R2	1	0	1	0.0	0.150	7.1	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		261	48	261	18.4	0.150	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
NorthWest: Biddeston Southbrook Road														
27	L2	3	0	3	0.0	0.019	9.6	LOS A	0.1	0.5	0.50	0.91	0.50	50.0
29	R2	8	1	8	12.5	0.019	12.6	LOS B	0.1	0.5	0.50	0.91	0.50	49.0
Approach		11	1	11	9.1	0.019	11.8	LOS B	0.1	0.5	0.50	0.91	0.50	49.3
SouthWest: Gore Highway														
30	L2	7	1	7	14.3	0.202	5.8	LOS A	0.0	0.0	0.00	0.01	0.00	57.5
31	T1	359	40	359	11.1	0.202	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		366	41	366	11.2	0.202	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles		638	90	638	14.1	0.202	0.3	NA	0.1	0.5	0.01	0.02	0.01	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: e [2028 PM Peak - Gore Highway / Biddeston Southbrook Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	345	34	345	9.9	0.192	0.0	LOS A	0.0	0.4	0.02	0.01	0.02	59.9
26	R2	4	1	4	25.0	0.192	7.8	LOS A	0.0	0.4	0.02	0.01	0.02	56.3
Approach		349	35	349	10.0	0.192	0.1	NA	0.0	0.4	0.02	0.01	0.02	59.8
NorthWest: Biddeston Southbrook Road														
27	L2	1	0	1	0.0	0.015	9.5	LOS A	0.0	0.3	0.52	0.90	0.52	49.9
29	R2	7	0	7	0.0	0.015	11.9	LOS B	0.0	0.3	0.52	0.90	0.52	49.4
Approach		8	0	8	0.0	0.015	11.6	LOS B	0.0	0.3	0.52	0.90	0.52	49.5
SouthWest: Gore Highway														
30	L2	7	1	7	14.3	0.191	5.8	LOS A	0.0	0.0	0.00	0.01	0.00	57.4
31	T1	329	53	329	16.1	0.191	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		336	54	336	16.1	0.191	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles		693	89	693	12.8	0.192	0.3	NA	0.0	0.4	0.01	0.02	0.01	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: e [2038 AM Peak - Gore Highway / Biddeston Southbrook Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	368	68	368	18.5	0.212	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
26	R2	1	0	1	0.0	0.212	8.3	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		369	68	369	18.4	0.212	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
NorthWest: Biddeston Southbrook Road														
27	L2	5	0	5	0.0	0.037	10.7	LOS B	0.1	0.9	0.64	0.96	0.64	48.2
29	R2	10	1	10	10.0	0.037	16.6	LOS C	0.1	0.9	0.64	0.96	0.64	47.4
Approach		15	1	15	6.7	0.037	14.6	LOS B	0.1	0.9	0.64	0.96	0.64	47.7
SouthWest: Gore Highway														
30	L2	10	2	10	20.0	0.285	5.8	LOS A	0.0	0.0	0.00	0.01	0.00	57.1
31	T1	507	57	507	11.2	0.285	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		517	59	517	11.4	0.285	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles		901	128	901	14.2	0.285	0.4	NA	0.1	0.9	0.01	0.02	0.01	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: e [2038 PM Peak - Gore Highway / Biddeston Southbrook Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	487	47	487	9.7	0.271	0.1	LOS A	0.1	0.6	0.02	0.01	0.02	59.8
26	R2	5	1	5	20.0	0.271	9.2	LOS A	0.1	0.6	0.02	0.01	0.02	56.5
Approach		492	48	492	9.8	0.271	0.2	NA	0.1	0.6	0.02	0.01	0.02	59.8
NorthWest: Biddeston Southbrook Road														
27	L2	1	0	1	0.0	0.031	10.5	LOS B	0.1	0.7	0.70	0.99	0.70	47.5
29	R2	10	0	10	0.0	0.031	16.1	LOS C	0.1	0.7	0.70	0.99	0.70	47.1
Approach		11	0	11	0.0	0.031	15.6	LOS C	0.1	0.7	0.70	0.99	0.70	47.1
SouthWest: Gore Highway														
30	L2	9	1	9	11.1	0.269	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.6
31	T1	465	75	465	16.1	0.269	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		474	76	474	16.0	0.269	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles		977	124	977	12.7	0.271	0.3	NA	0.1	0.7	0.02	0.02	0.02	59.6

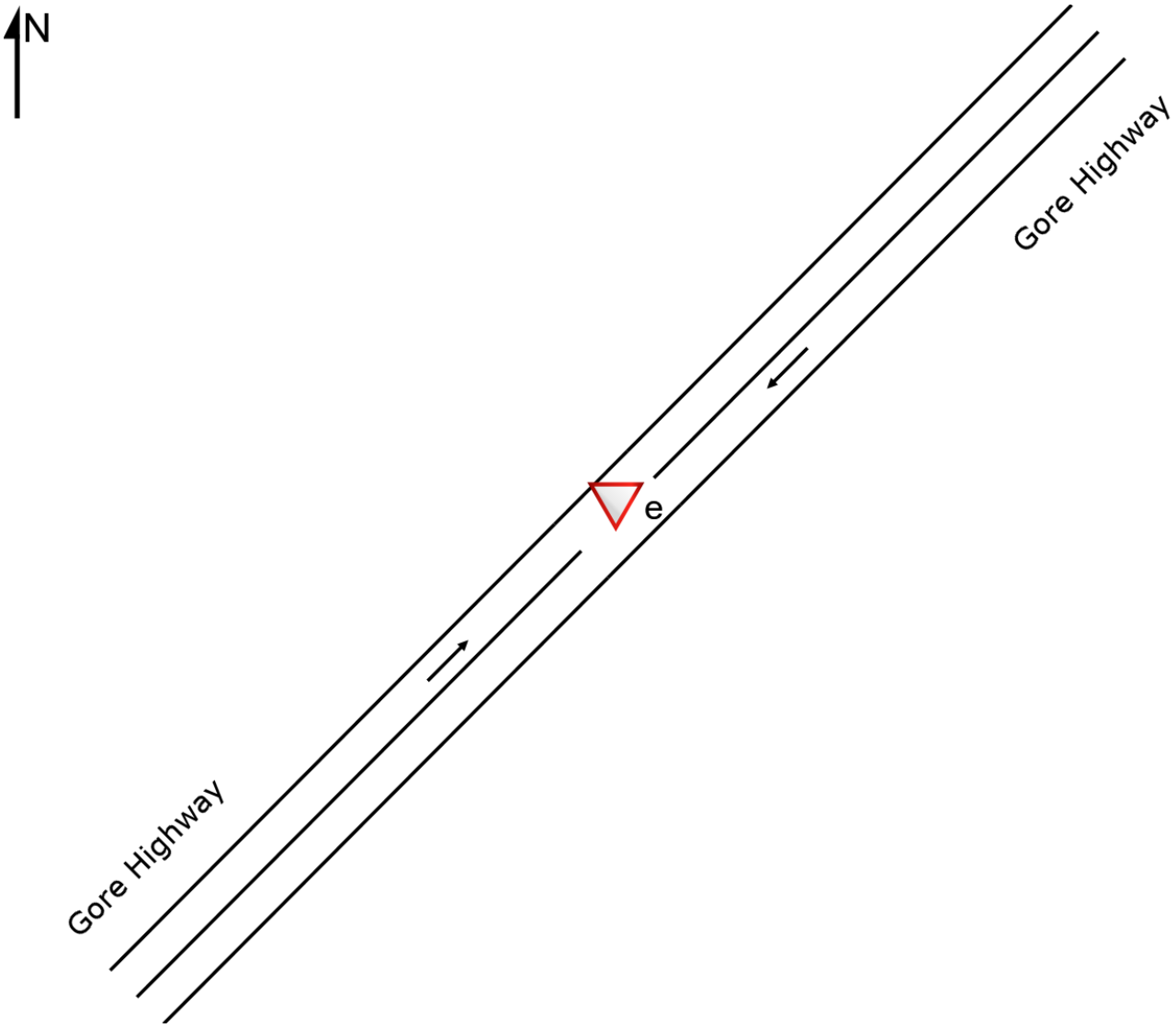
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: e [2028 AM Peak - Gore Highway / Biddeston Southbrook Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: e [2028 AM Peak - Gore Highway / Biddeston Southbrook Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	260	48	260	18.5	0.149	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		260	48	260	18.5	0.149	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Gore Highway														
31	T1	359	40	359	11.1	0.197	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		359	40	359	11.1	0.197	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		619	88	619	14.2	0.197	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: e [2028 PM Peak - Gore Highway / Biddeston Southbrook Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	345	34	345	9.9	0.188	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		345	34	345	9.9	0.188	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Gore Highway														
31	T1	329	53	329	16.1	0.186	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		329	53	329	16.1	0.186	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		674	87	674	12.9	0.188	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: e [2038 AM Peak - Gore Highway / Biddeston Southbrook Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	368	68	368	18.5	0.211	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		368	68	368	18.5	0.211	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Gore Highway														
31	T1	507	57	507	11.2	0.279	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		507	57	507	11.2	0.279	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles		875	125	875	14.3	0.279	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: e [2038 PM Peak - Gore Highway / Biddeston Southbrook Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	487	47	487	9.7	0.265	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		487	47	487	9.7	0.265	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
SouthWest: Gore Highway														
31	T1	465	75	465	16.1	0.263	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		465	75	465	16.1	0.263	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles		952	122	952	12.8	0.265	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8

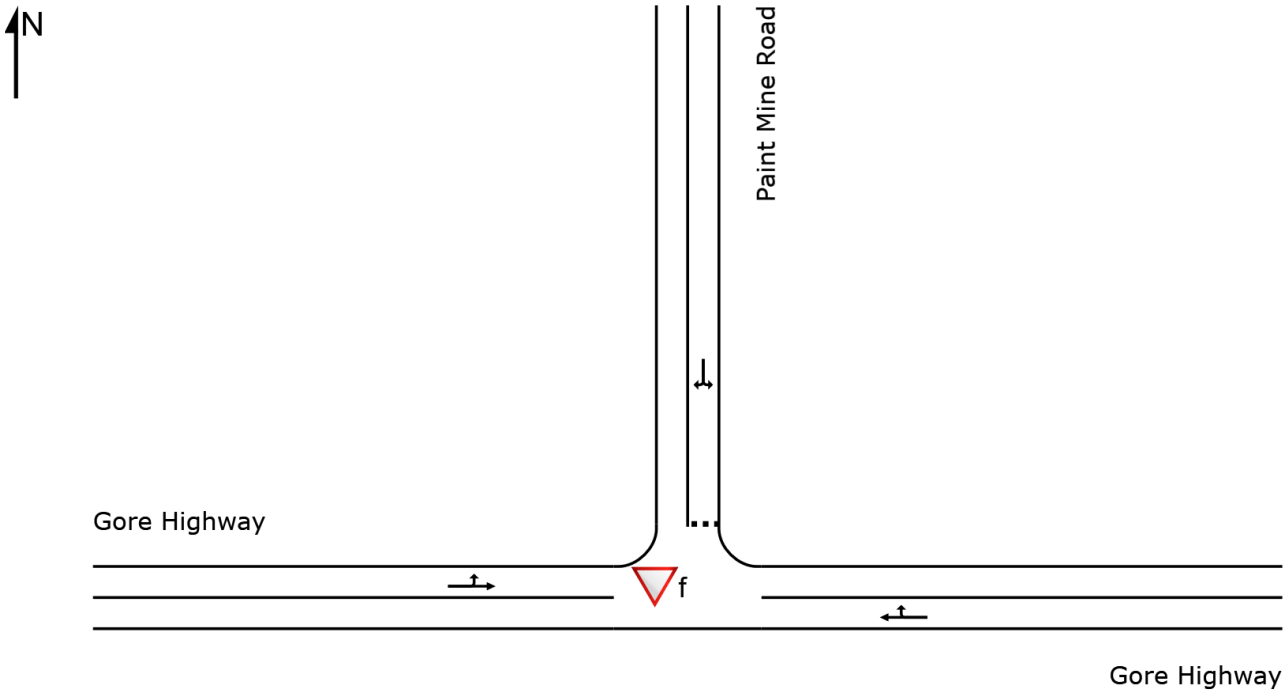
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: f [2022 AM Peak - Gore Highway / Paint Mine Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: f [2022 AM Peak - Gore Highway / Paint Mine Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	127	37	127	29.1	0.078	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	59.9
6	R2	1	0	1	0.0	0.078	6.0	LOS A	0.0	0.1	0.01	0.00	0.01	57.7
Approach		128	37	128	28.9	0.078	0.1	NA	0.0	0.1	0.01	0.00	0.01	59.9
North: Paint Mine Road														
7	L2	2	0	2	0.0	0.003	6.0	LOS A	0.0	0.1	0.28	0.55	0.28	52.8
9	R2	2	0	2	0.0	0.003	6.6	LOS A	0.0	0.1	0.28	0.55	0.28	52.0
Approach		4	0	4	0.0	0.003	6.3	LOS A	0.0	0.1	0.28	0.55	0.28	52.4
West: Gore Highway														
10	L2	1	0	1	0.0	0.093	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
11	T1	161	29	161	18.0	0.093	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		162	29	162	17.9	0.093	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		294	66	294	22.4	0.093	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: f [2022 PM Peak - Gore Highway / Paint Mine Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	148	27	148	18.2	0.086	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	59.9
6	R2	1	0	1	0.0	0.086	6.2	LOS A	0.0	0.1	0.01	0.00	0.01	57.7
Approach		149	27	149	18.1	0.086	0.0	NA	0.0	0.1	0.01	0.00	0.01	59.9
North: Paint Mine Road														
7	L2	1	0	1	0.0	0.003	6.2	LOS A	0.0	0.1	0.33	0.56	0.33	52.7
9	R2	2	0	2	0.0	0.003	6.8	LOS A	0.0	0.1	0.33	0.56	0.33	51.8
Approach		3	0	3	0.0	0.003	6.6	LOS A	0.0	0.1	0.33	0.56	0.33	52.1
West: Gore Highway														
10	L2	2	0	2	0.0	0.116	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
11	T1	197	41	197	20.8	0.116	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		199	41	199	20.6	0.116	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		351	68	351	19.4	0.116	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: f [2028 AM Peak - Gore Highway / Paint Mine Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	159	46	159	28.9	0.097	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
6	R2	1	0	1	0.0	0.097	6.2	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		160	46	160	28.8	0.097	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Paint Mine Road														
7	L2	2	0	2	0.0	0.004	6.2	LOS A	0.0	0.1	0.32	0.56	0.32	52.7
9	R2	2	0	2	0.0	0.004	6.9	LOS A	0.0	0.1	0.32	0.56	0.32	51.8
Approach		4	0	4	0.0	0.004	6.5	LOS A	0.0	0.1	0.32	0.56	0.32	52.3
West: Gore Highway														
10	L2	1	0	1	0.0	0.116	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
11	T1	202	36	202	17.8	0.116	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		203	36	203	17.7	0.116	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		367	82	367	22.3	0.116	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: f [2028 PM Peak - Gore Highway / Paint Mine Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	185	33	185	17.8	0.107	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
6	R2	1	0	1	0.0	0.107	6.4	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		186	33	186	17.7	0.107	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Paint Mine Road														
7	L2	1	0	1	0.0	0.004	6.3	LOS A	0.0	0.1	0.38	0.59	0.38	52.4
9	R2	3	0	3	0.0	0.004	7.3	LOS A	0.0	0.1	0.38	0.59	0.38	51.6
Approach		4	0	4	0.0	0.004	7.1	LOS A	0.0	0.1	0.38	0.59	0.38	51.8
West: Gore Highway														
10	L2	2	0	2	0.0	0.146	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
11	T1	248	52	248	21.0	0.146	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		250	52	250	20.8	0.146	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles		440	85	440	19.3	0.146	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: f [2038 AM Peak - Gore Highway / Paint Mine Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	224	65	224	29.0	0.137	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
6	R2	1	0	1	0.0	0.137	6.6	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		225	65	225	28.9	0.137	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Paint Mine Road														
7	L2	3	0	3	0.0	0.006	6.5	LOS A	0.0	0.2	0.39	0.59	0.39	52.4
9	R2	3	0	3	0.0	0.006	7.8	LOS A	0.0	0.2	0.39	0.59	0.39	51.5
Approach		6	0	6	0.0	0.006	7.1	LOS A	0.0	0.2	0.39	0.59	0.39	51.9
West: Gore Highway														
10	L2	1	0	1	0.0	0.164	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
11	T1	285	51	285	17.9	0.164	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		286	51	286	17.8	0.164	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		517	116	517	22.4	0.164	0.1	NA	0.0	0.2	0.01	0.01	0.01	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: f [2038 PM Peak - Gore Highway / Paint Mine Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	261	47	261	18.0	0.150	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
6	R2	1	0	1	0.0	0.150	7.1	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		262	47	262	17.9	0.150	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Paint Mine Road														
7	L2	1	0	1	0.0	0.007	6.8	LOS A	0.0	0.2	0.47	0.65	0.47	51.6
9	R2	4	0	4	0.0	0.007	8.5	LOS A	0.0	0.2	0.47	0.65	0.47	50.7
Approach		5	0	5	0.0	0.007	8.2	LOS A	0.0	0.2	0.47	0.65	0.47	50.9
West: Gore Highway														
10	L2	3	0	3	0.0	0.205	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.1
11	T1	350	73	350	20.9	0.205	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		353	73	353	20.7	0.205	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		620	120	620	19.4	0.205	0.1	NA	0.0	0.2	0.01	0.01	0.01	59.8

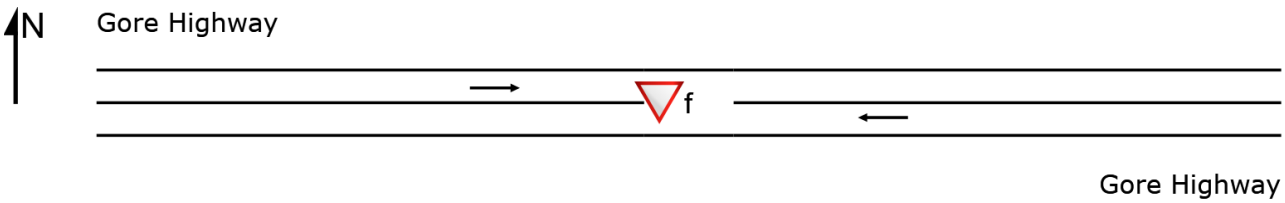
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: f [2028 AM Peak - Gore Highway / Paint Mine Road -With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: c:\pw_work\dms33923\f. Gore Highway_Paint Mine Road.sip9

MOVEMENT SUMMARY

Site: f [2028 AM Peak - Gore Highway / Paint Mine Road -With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	159	46	159	28.9	0.097	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		159	46	159	28.9	0.097	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Gore Highway														
11	T1	202	36	202	17.8	0.116	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		202	36	202	17.8	0.116	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		361	82	361	22.7	0.116	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: f [2028 PM Peak - Gore Highway / Paint Mine Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	185	33	185	17.8	0.106	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		185	33	185	17.8	0.106	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Gore Highway														
11	T1	248	52	248	21.0	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		248	52	248	21.0	0.145	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		433	85	433	19.6	0.145	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: f [2038 AM Peak - Gore Highway / Paint Mine Road -With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	224	65	224	29.0	0.137	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		224	65	224	29.0	0.137	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Gore Highway														
11	T1	285	51	285	17.9	0.163	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		285	51	285	17.9	0.163	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		509	116	509	22.8	0.163	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
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Queue Model: SIDRA Standard.
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HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: f [2038 PM Peak - Gore Highway / Paint Mine Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	261	47	261	18.0	0.150	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		261	47	261	18.0	0.150	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Gore Highway														
11	T1	350	73	350	20.9	0.204	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		350	73	350	20.9	0.204	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		611	120	611	19.6	0.204	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9

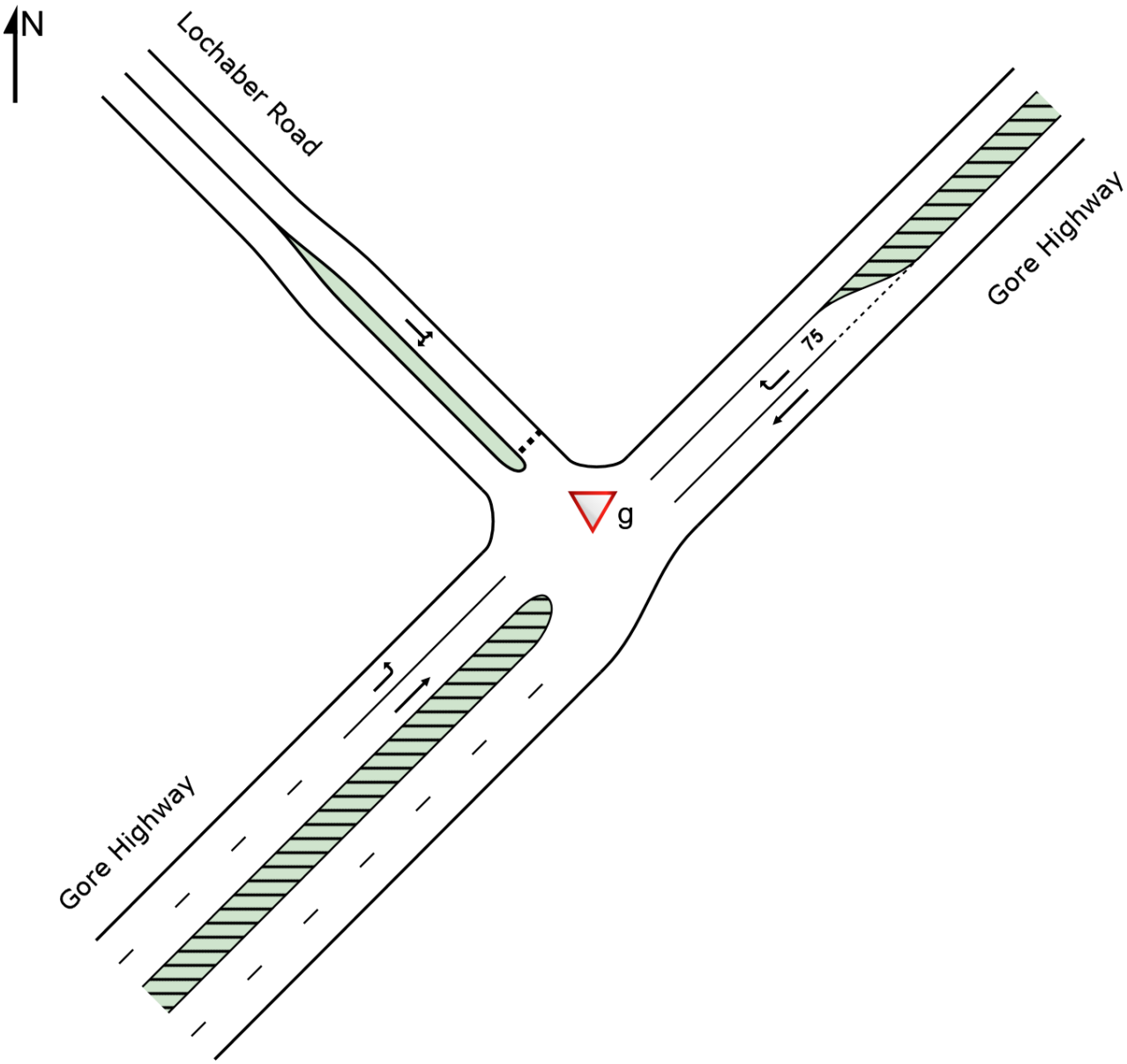
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: g [2022 AM Peak - Gore Highway / Lochaber Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: g [2022 AM Peak - Gore Highway / Lochaber Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	124	33	124	26.6	0.075	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26	R2	4	2	4	50.0	0.004	7.0	LOS A	0.0	0.2	0.29	0.56	0.29	50.2
Approach		128	35	128	27.3	0.075	0.2	NA	0.0	0.2	0.01	0.02	0.01	59.3
NorthWest: Lochaber Road														
27	L2	13	1	13	7.7	0.035	6.3	LOS A	0.1	1.0	0.33	0.59	0.33	52.1
29	R2	17	1	17	5.9	0.035	7.8	LOS A	0.1	1.0	0.33	0.59	0.33	36.5
Approach		30	2	30	6.7	0.035	7.1	LOS A	0.1	1.0	0.33	0.59	0.33	44.1
SouthWest: Gore Highway														
30	L2	7	1	7	14.3	0.004	4.1	LOS A	0.0	0.0	0.00	0.55	0.00	50.3
31	T1	141	28	141	19.9	0.082	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		148	29	148	19.6	0.082	0.2	NA	0.0	0.0	0.00	0.03	0.00	59.4
All Vehicles		306	66	306	21.6	0.082	0.9	NA	0.1	1.0	0.04	0.08	0.04	56.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: g [2022 PM Peak - Gore Highway / Lochaber Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	138	26	138	18.8	0.079	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26	R2	8	1	8	12.5	0.007	6.5	LOS A	0.0	0.2	0.32	0.57	0.32	51.7
Approach		146	27	146	18.5	0.079	0.4	NA	0.0	0.2	0.02	0.03	0.02	59.1
NorthWest: Lochaber Road														
27	L2	5	0	5	0.0	0.021	6.3	LOS A	0.1	0.5	0.40	0.61	0.40	52.1
29	R2	11	0	11	0.0	0.021	8.2	LOS A	0.1	0.5	0.40	0.61	0.40	30.1
Approach		16	0	16	0.0	0.021	7.6	LOS A	0.1	0.5	0.40	0.61	0.40	37.1
SouthWest: Gore Highway														
30	L2	14	0	14	0.0	0.008	4.1	LOS A	0.0	0.0	0.00	0.55	0.00	51.3
31	T1	187	39	187	20.9	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		201	39	201	19.4	0.109	0.3	NA	0.0	0.0	0.00	0.04	0.00	59.2
All Vehicles		363	66	363	18.2	0.109	0.6	NA	0.1	0.5	0.02	0.06	0.02	57.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: g [2028 AM Peak - Gore Highway / Lochaber Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	157	42	157	26.8	0.095	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26	R2	5	2	5	40.0	0.005	7.0	LOS A	0.0	0.2	0.33	0.56	0.33	50.5
Approach		162	44	162	27.2	0.095	0.2	NA	0.0	0.2	0.01	0.02	0.01	59.4
NorthWest: Lochaber Road														
27	L2	15	1	15	6.7	0.049	6.4	LOS A	0.2	1.4	0.39	0.63	0.39	51.7
29	R2	22	2	22	9.1	0.049	8.8	LOS A	0.2	1.4	0.39	0.63	0.39	36.1
Approach		37	3	37	8.1	0.049	7.8	LOS A	0.2	1.4	0.39	0.63	0.39	43.2
SouthWest: Gore Highway														
30	L2	8	1	8	12.5	0.005	4.1	LOS A	0.0	0.0	0.00	0.55	0.00	50.4
31	T1	177	35	177	19.8	0.102	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		185	36	185	19.5	0.102	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.5
All Vehicles		384	83	384	21.6	0.102	0.9	NA	0.2	1.4	0.04	0.08	0.04	56.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: g [2028 PM Peak - Gore Highway / Lochaber Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	172	32	172	18.6	0.099	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26	R2	9	1	9	11.1	0.009	6.8	LOS A	0.0	0.3	0.36	0.58	0.36	51.7
Approach		181	33	181	18.2	0.099	0.4	NA	0.0	0.3	0.02	0.03	0.02	59.1
NorthWest: Lochaber Road														
27	L2	6	0	6	0.0	0.029	6.6	LOS A	0.1	0.7	0.45	0.65	0.45	51.5
29	R2	14	0	14	0.0	0.029	9.1	LOS A	0.1	0.7	0.45	0.65	0.45	29.8
Approach		20	0	20	0.0	0.029	8.4	LOS A	0.1	0.7	0.45	0.65	0.45	36.4
SouthWest: Gore Highway														
30	L2	18	0	18	0.0	0.010	4.1	LOS A	0.0	0.0	0.00	0.55	0.00	51.3
31	T1	234	49	234	20.9	0.136	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		252	49	252	19.4	0.136	0.3	NA	0.0	0.0	0.00	0.04	0.00	59.2
All Vehicles		453	82	453	18.1	0.136	0.7	NA	0.1	0.7	0.03	0.06	0.03	57.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: g [2038 AM Peak - Gore Highway / Lochaber Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	221	59	221	26.7	0.133	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
26	R2	7	3	7	42.9	0.008	7.7	LOS A	0.0	0.3	0.40	0.59	0.40	50.0
Approach		228	62	228	27.2	0.133	0.3	NA	0.0	0.3	0.01	0.02	0.01	59.3
NorthWest: Lochaber Road														
27	L2	21	1	21	4.8	0.081	6.8	LOS A	0.3	2.2	0.48	0.70	0.48	50.8
29	R2	30	2	30	6.7	0.081	10.7	LOS B	0.3	2.2	0.48	0.70	0.48	35.3
Approach		51	3	51	5.9	0.081	9.1	LOS A	0.3	2.2	0.48	0.70	0.48	42.5
SouthWest: Gore Highway														
30	L2	11	1	11	9.1	0.006	4.1	LOS A	0.0	0.0	0.00	0.55	0.00	50.7
31	T1	251	50	251	19.9	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		262	51	262	19.5	0.145	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.5
All Vehicles		541	116	541	21.4	0.145	1.1	NA	0.3	2.2	0.05	0.08	0.05	56.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: g [2038 PM Peak - Gore Highway / Lochaber Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	243	45	243	18.5	0.140	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
26	R2	13	1	13	7.7	0.014	7.4	LOS A	0.1	0.4	0.43	0.62	0.43	51.4
Approach		256	46	256	18.0	0.140	0.4	NA	0.1	0.4	0.02	0.03	0.02	59.1
NorthWest: Lochaber Road														
27	L2	8	0	8	0.0	0.054	7.2	LOS A	0.2	1.3	0.55	0.75	0.55	50.0
29	R2	20	0	20	0.0	0.054	11.8	LOS B	0.2	1.3	0.55	0.75	0.55	28.9
Approach		28	0	28	0.0	0.054	10.5	LOS B	0.2	1.3	0.55	0.75	0.55	35.0
SouthWest: Gore Highway														
30	L2	25	0	25	0.0	0.013	4.1	LOS A	0.0	0.0	0.00	0.55	0.00	51.3
31	T1	331	69	331	20.8	0.193	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		356	69	356	19.4	0.193	0.3	NA	0.0	0.0	0.00	0.04	0.00	59.2
All Vehicles		640	115	640	18.0	0.193	0.8	NA	0.2	1.3	0.03	0.07	0.03	57.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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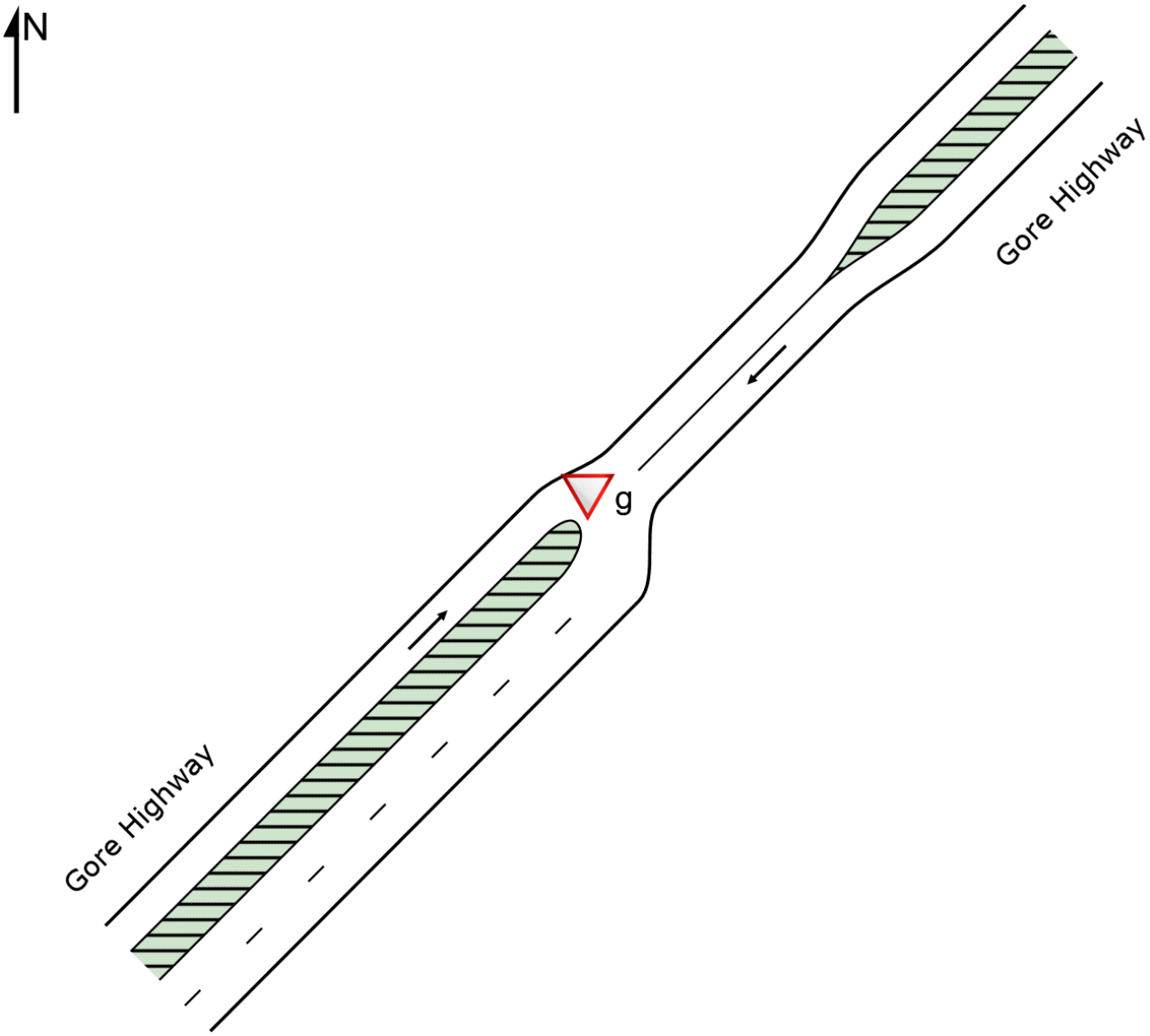
SITE LAYOUT

Site: g [2028 AM Peak - Gore Highway / Lochaber Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: g [2028 AM Peak - Gore Highway / Lochaber Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	157	42	157	26.8	0.095	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		157	42	157	26.8	0.095	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
SouthWest: Gore Highway														
31	T1	177	35	177	19.8	0.102	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		177	35	177	19.8	0.102	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		334	77	334	23.1	0.102	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: g [2028 PM Peak - Gore Highway / Lochaber Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	172	32	172	18.6	0.099	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		172	32	172	18.6	0.099	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
SouthWest: Gore Highway														
31	T1	234	49	234	20.9	0.136	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		234	49	234	20.9	0.136	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		406	81	406	20.0	0.136	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: g [2038 AM Peak - Gore Highway / Lochaber Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	221	59	221	26.7	0.133	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		221	59	221	26.7	0.133	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Gore Highway														
31	T1	251	50	251	19.9	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		251	50	251	19.9	0.145	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		472	109	472	23.1	0.145	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: g [2038 PM Peak - Gore Highway / Lochaber Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	243	45	243	18.5	0.140	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		243	45	243	18.5	0.140	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Gore Highway														
31	T1	331	69	331	20.8	0.193	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		331	69	331	20.8	0.193	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		574	114	574	19.9	0.193	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9

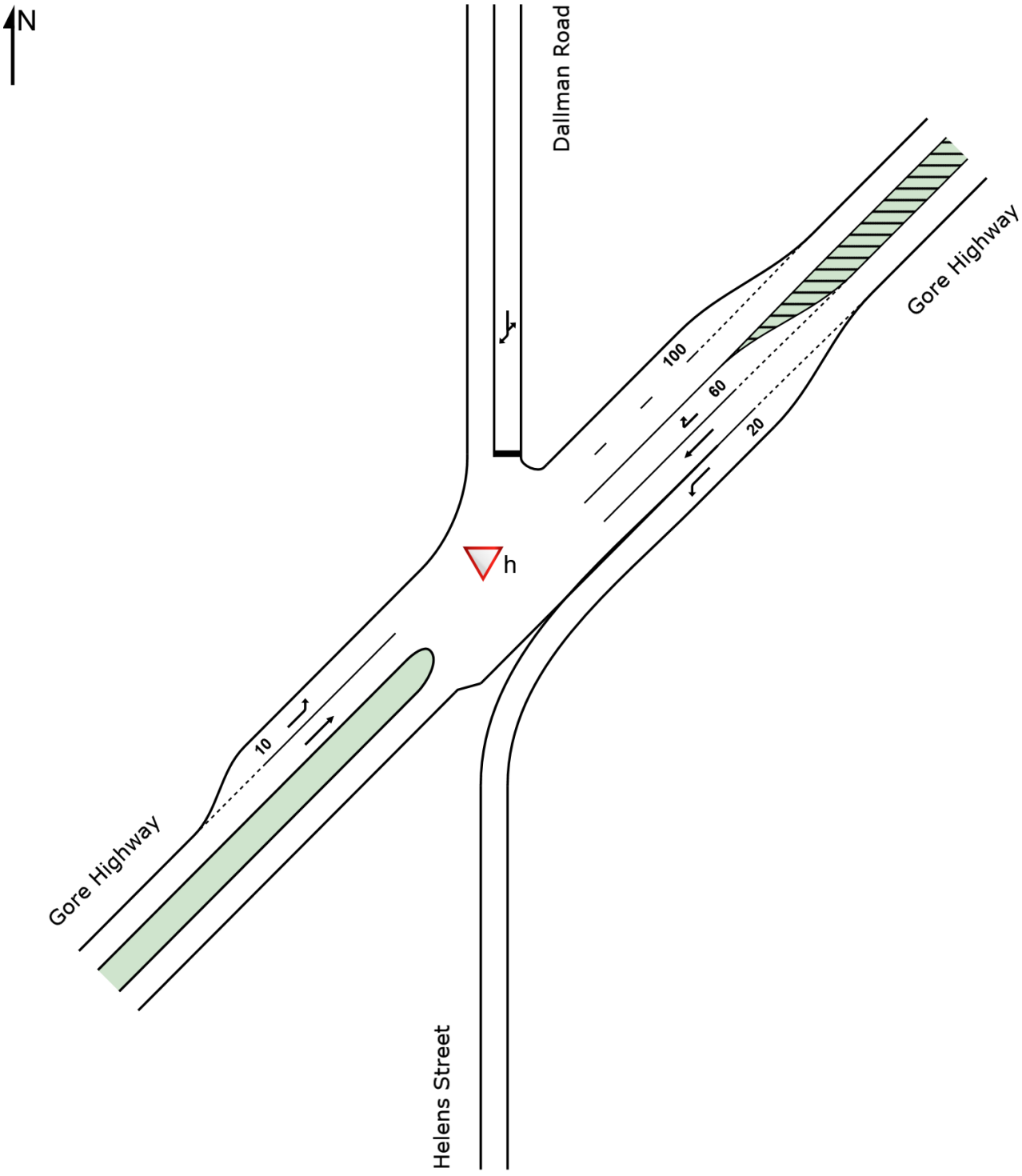
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: h [2022 AM Peak - Gore Highway / Dallman Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: h [2022 AM Peak - Gore Highway / Dallman Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
24a	L1	6	0	6	0.0	0.003	5.7	LOS A	0.0	0.0	0.00	0.63	0.00	52.8
25	T1	107	33	107	30.8	0.066	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26b	R3	1	0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.23	0.56	0.23	52.2
Approach		114	33	114	28.9	0.066	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.5
North: Dallman Road														
7b	L3	1	0	1	0.0	0.003	9.5	LOS A	0.0	0.1	0.31	0.90	0.31	51.3
9a	R1	1	0	1	0.0	0.003	10.4	LOS B	0.0	0.1	0.31	0.90	0.31	50.8
Approach		2	0	2	0.0	0.003	9.9	LOS A	0.0	0.1	0.31	0.90	0.31	51.0
SouthWest: Gore Highway														
30a	L1	1	0	1	0.0	0.001	5.3	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
31	T1	119	28	119	23.5	0.070	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		120	28	120	23.3	0.070	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		236	61	236	25.8	0.070	0.3	NA	0.0	0.1	0.00	0.03	0.00	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: h [2022 PM Peak - Gore Highway / Dallman Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
24a	L1	6	0	6	0.0	0.003	5.7	LOS A	0.0	0.0	0.00	0.63	0.00	52.8
25	T1	109	27	109	24.8	0.065	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26b	R3	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.29	0.56	0.29	52.0
Approach		116	27	116	23.3	0.065	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.5
North: Dallman Road														
7b	L3	1	0	1	0.0	0.003	9.8	LOS A	0.0	0.1	0.37	0.88	0.37	51.0
9a	R1	1	0	1	0.0	0.003	11.1	LOS B	0.0	0.1	0.37	0.88	0.37	50.6
Approach		2	0	2	0.0	0.003	10.4	LOS B	0.0	0.1	0.37	0.88	0.37	50.8
SouthWest: Gore Highway														
30a	L1	2	0	2	0.0	0.001	5.3	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
31	T1	169	45	169	26.6	0.102	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		171	45	171	26.3	0.102	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles		289	72	289	24.9	0.102	0.3	NA	0.0	0.1	0.00	0.03	0.00	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: h [2028 AM Peak - Gore Highway / Dallman Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
24a	L1	8	0	8	0.0	0.004	5.7	LOS A	0.0	0.0	0.00	0.63	0.00	52.8
25	T1	135	42	135	31.1	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26b	R3	1	0	1	0.0	0.001	6.8	LOS A	0.0	0.0	0.26	0.56	0.26	52.1
Approach		144	42	144	29.2	0.083	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.4
North: Dallman Road														
7b	L3	1	0	1	0.0	0.003	9.7	LOS A	0.0	0.1	0.35	0.89	0.35	51.0
9a	R1	1	0	1	0.0	0.003	11.2	LOS B	0.0	0.1	0.35	0.89	0.35	50.5
Approach		2	0	2	0.0	0.003	10.4	LOS B	0.0	0.1	0.35	0.89	0.35	50.8
SouthWest: Gore Highway														
30a	L1	1	0	1	0.0	0.001	5.3	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
31	T1	149	35	149	23.5	0.088	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		150	35	150	23.3	0.088	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		296	77	296	26.0	0.088	0.3	NA	0.0	0.1	0.00	0.03	0.00	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: h [2028 PM Peak - Gore Highway / Dallman Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
24a	L1	8	0	8	0.0	0.004	5.7	LOS A	0.0	0.0	0.00	0.63	0.00	52.8
25	T1	137	34	137	24.8	0.082	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26b	R3	1	0	1	0.0	0.001	7.1	LOS A	0.0	0.0	0.33	0.56	0.33	51.9
Approach		146	34	146	23.3	0.082	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.5
North: Dallman Road														
7b	L3	1	0	1	0.0	0.003	10.0	LOS B	0.0	0.1	0.42	0.87	0.42	50.6
9a	R1	1	0	1	0.0	0.003	12.2	LOS B	0.0	0.1	0.42	0.87	0.42	50.2
Approach		2	0	2	0.0	0.003	11.1	LOS B	0.0	0.1	0.42	0.87	0.42	50.4
SouthWest: Gore Highway														
30a	L1	3	0	3	0.0	0.002	5.3	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
31	T1	211	56	211	26.5	0.127	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		214	56	214	26.2	0.127	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		362	90	362	24.9	0.127	0.3	NA	0.0	0.1	0.00	0.03	0.00	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: h [2038 AM Peak - Gore Highway / Dallman Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
24a	L1	11	0	11	0.0	0.006	5.7	LOS A	0.0	0.0	0.00	0.63	0.00	52.8
25	T1	191	59	191	30.9	0.118	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
26b	R3	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.32	0.56	0.32	51.9
Approach		203	59	203	29.1	0.118	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.5
North: Dallman Road														
7b	L3	2	0	2	0.0	0.004	10.0	LOS B	0.0	0.1	0.40	0.86	0.40	50.6
9a	R1	1	0	1	0.0	0.004	13.2	LOS B	0.0	0.1	0.40	0.86	0.40	50.1
Approach		3	0	3	0.0	0.004	11.1	LOS B	0.0	0.1	0.40	0.86	0.40	50.4
SouthWest: Gore Highway														
30a	L1	1	0	1	0.0	0.001	5.3	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
31	T1	210	49	210	23.3	0.124	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		211	49	211	23.2	0.124	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		417	108	417	25.9	0.124	0.3	NA	0.0	0.1	0.00	0.03	0.00	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: h [2038 PM Peak - Gore Highway / Dallman Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
24a	L1	11	0	11	0.0	0.006	5.7	LOS A	0.0	0.0	0.00	0.63	0.00	52.8
25	T1	193	48	193	24.9	0.115	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
26b	R3	2	0	2	0.0	0.002	7.6	LOS A	0.0	0.1	0.40	0.58	0.40	51.7
Approach		206	48	206	23.3	0.115	0.4	NA	0.0	0.1	0.00	0.04	0.00	59.4
North: Dallman Road														
7b	L3	1	0	1	0.0	0.004	10.7	LOS B	0.0	0.1	0.51	0.87	0.51	49.5
9a	R1	1	0	1	0.0	0.004	15.2	LOS C	0.0	0.1	0.51	0.87	0.51	49.1
Approach		2	0	2	0.0	0.004	12.9	LOS B	0.0	0.1	0.51	0.87	0.51	49.3
SouthWest: Gore Highway														
30a	L1	4	0	4	0.0	0.002	5.3	LOS A	0.0	0.0	0.00	0.59	0.00	53.3
31	T1	298	79	298	26.5	0.179	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		302	79	302	26.2	0.179	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		510	127	510	24.9	0.179	0.3	NA	0.0	0.1	0.00	0.02	0.00	59.6

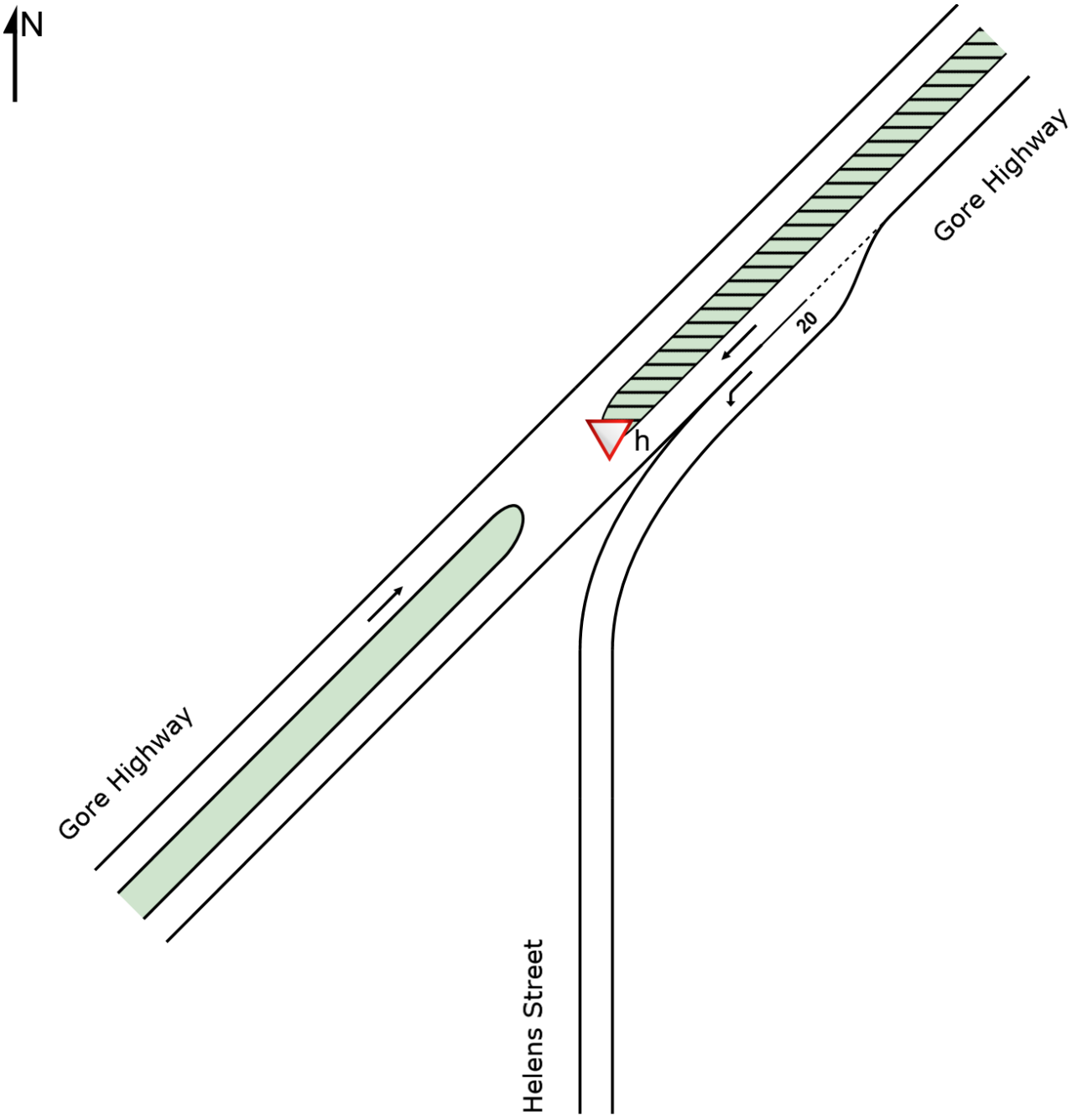
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: h [2028 AM Peak - Gore Highway / Dallman Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: h [2028 AM Peak - Gore Highway / Dallman Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
24a	L1	8	0	8	0.0	0.004	5.7	LOS A	0.0	0.0	0.00	0.63	0.00	52.8
25	T1	136	42	136	30.9	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		144	42	144	29.2	0.084	0.3	NA	0.0	0.0	0.00	0.04	0.00	59.5
SouthWest: Gore Highway														
31	T1	149	35	149	23.5	0.088	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		149	35	149	23.5	0.088	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles		293	77	293	26.3	0.088	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: h [2028 PM Peak - Gore Highway / Dallman Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
24a	L1	8	0	8	0.0	0.004	5.7	LOS A	0.0	0.0	0.00	0.63	0.00	52.8
25	T1	138	34	138	24.6	0.082	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		146	34	146	23.3	0.082	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
SouthWest: Gore Highway														
31	T1	211	56	211	26.5	0.127	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		211	56	211	26.5	0.127	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		357	90	357	25.2	0.127	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: h [2038 AM Peak - Gore Highway / Dallman Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
24a	L1	11	0	11	0.0	0.006	5.7	LOS A	0.0	0.0	0.00	0.63	0.00	52.8
25	T1	191	59	191	30.9	0.118	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		202	59	202	29.2	0.118	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
SouthWest: Gore Highway														
31	T1	210	49	210	23.3	0.124	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		210	49	210	23.3	0.124	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		412	108	412	26.2	0.124	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: h [2038 PM Peak - Gore Highway / Dallman Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
24a	L1	11	0	11	0.0	0.006	5.7	LOS A	0.0	0.0	0.00	0.63	0.00	52.8
25	T1	195	48	195	24.6	0.116	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		206	48	206	23.3	0.116	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
SouthWest: Gore Highway														
31	T1	298	79	298	26.5	0.179	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		298	79	298	26.5	0.179	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		504	127	504	25.2	0.179	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7

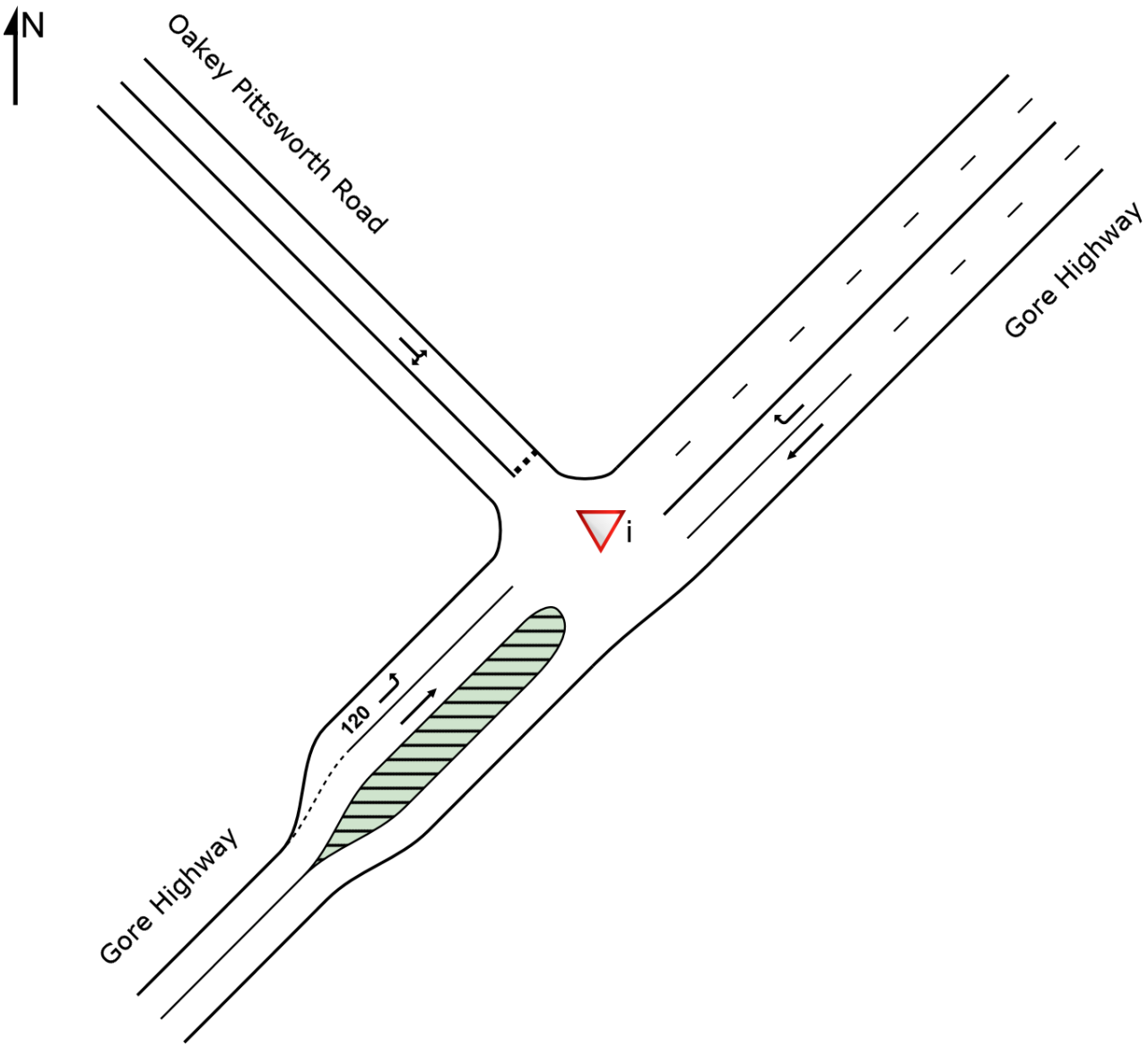
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: i [2022 AM Peak - Gore Highway / Oakey Pittsworth Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: i [2022 AM Peak - Gore Highway / Oakey Pittsworth Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	90	30	90	33.3	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26	R2	35	3	35	8.6	0.029	5.6	LOS A	0.1	0.8	0.23	0.55	0.23	46.7
Approach		125	33	125	26.4	0.056	1.6	NA	0.1	0.8	0.06	0.15	0.06	56.0
NorthWest: Oakey Pittsworth Road														
27	L2	58	3	58	5.2	0.073	6.1	LOS A	0.3	2.2	0.24	0.56	0.24	45.7
29	R2	13	8	13	61.5	0.073	9.5	LOS A	0.3	2.2	0.24	0.56	0.24	49.2
Approach		71	11	71	15.5	0.073	6.7	LOS A	0.3	2.2	0.24	0.56	0.24	46.7
SouthWest: Gore Highway														
30	L2	7	5	7	71.4	0.006	6.4	LOS A	0.0	0.0	0.00	0.57	0.00	49.9
31	T1	101	22	101	21.8	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		108	27	108	25.0	0.059	0.4	NA	0.0	0.0	0.00	0.04	0.00	58.8
All Vehicles		304	71	304	23.4	0.073	2.4	NA	0.3	2.2	0.08	0.21	0.08	54.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: i [2022 PM Peak - Gore Highway / Oakey Pittsworth Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	85	23	85	27.1	0.051	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26	R2	56	1	56	1.8	0.048	5.9	LOS A	0.2	1.3	0.30	0.57	0.30	46.8
Approach		141	24	141	17.0	0.051	2.3	NA	0.2	1.3	0.12	0.23	0.12	54.5
NorthWest: Oakey Pittsworth Road														
27	L2	44	3	44	6.8	0.059	6.4	LOS A	0.2	1.7	0.32	0.58	0.32	45.1
29	R2	8	6	8	75.0	0.059	11.6	LOS B	0.2	1.7	0.32	0.58	0.32	48.3
Approach		52	9	52	17.3	0.059	7.2	LOS A	0.2	1.7	0.32	0.58	0.32	45.9
SouthWest: Gore Highway														
30	L2	13	5	13	38.5	0.009	6.0	LOS A	0.0	0.0	0.00	0.57	0.00	51.3
31	T1	164	37	164	22.6	0.096	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		177	42	177	23.7	0.096	0.5	NA	0.0	0.0	0.00	0.04	0.00	58.9
All Vehicles		370	75	370	20.3	0.096	2.1	NA	0.2	1.7	0.09	0.19	0.09	55.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: i [2028 AM Peak - Gore Highway / Oakey Pittsworth Road-Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	93	31	93	33.3	0.058	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26	R2	36	3	36	8.3	0.029	5.6	LOS A	0.1	0.9	0.23	0.55	0.23	46.7
Approach		129	34	129	26.4	0.058	1.6	NA	0.1	0.9	0.06	0.15	0.06	56.1
NorthWest: Oakey Pittsworth Road														
27	L2	59	3	59	5.1	0.074	6.1	LOS A	0.3	2.2	0.24	0.56	0.24	45.7
29	R2	13	8	13	61.5	0.074	9.6	LOS A	0.3	2.2	0.24	0.56	0.24	49.2
Approach		72	11	72	15.3	0.074	6.7	LOS A	0.3	2.2	0.24	0.56	0.24	46.7
SouthWest: Gore Highway														
30	L2	7	5	7	71.4	0.006	6.4	LOS A	0.0	0.0	0.00	0.57	0.00	49.9
31	T1	103	22	103	21.4	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		110	27	110	24.5	0.060	0.4	NA	0.0	0.0	0.00	0.04	0.00	58.8
All Vehicles		311	72	311	23.2	0.074	2.3	NA	0.3	2.2	0.08	0.21	0.08	54.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: i [2028 PM Peak - Gore Highway / Oakey Pittsworth Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	87	24	87	27.6	0.053	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26	R2	57	1	57	1.8	0.049	5.9	LOS A	0.2	1.4	0.31	0.57	0.31	46.8
Approach		144	25	144	17.4	0.053	2.4	NA	0.2	1.4	0.12	0.23	0.12	54.5
NorthWest: Oakey Pittsworth Road														
27	L2	45	3	45	6.7	0.061	6.4	LOS A	0.2	1.8	0.32	0.58	0.32	45.1
29	R2	8	6	8	75.0	0.061	11.8	LOS B	0.2	1.8	0.32	0.58	0.32	48.3
Approach		53	9	53	17.0	0.061	7.2	LOS A	0.2	1.8	0.32	0.58	0.32	45.8
SouthWest: Gore Highway														
30	L2	13	5	13	38.5	0.009	6.0	LOS A	0.0	0.0	0.00	0.57	0.00	51.3
31	T1	168	38	168	22.6	0.099	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		181	43	181	23.8	0.099	0.5	NA	0.0	0.0	0.00	0.04	0.00	58.9
All Vehicles		378	77	378	20.4	0.099	2.1	NA	0.2	1.8	0.09	0.19	0.09	55.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: i [2038 AM Peak - Gore Highway / Oakey Pittsworth Road-Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	93	31	93	33.3	0.058	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26	R2	36	3	36	8.3	0.029	5.6	LOS A	0.1	0.9	0.23	0.55	0.23	46.7
Approach		129	34	129	26.4	0.058	1.6	NA	0.1	0.9	0.06	0.15	0.06	56.1
NorthWest: Oakey Pittsworth Road														
27	L2	60	3	60	5.0	0.075	6.1	LOS A	0.3	2.2	0.24	0.56	0.24	45.7
29	R2	13	8	13	61.5	0.075	9.6	LOS A	0.3	2.2	0.24	0.56	0.24	49.2
Approach		73	11	73	15.1	0.075	6.7	LOS A	0.3	2.2	0.24	0.56	0.24	46.7
SouthWest: Gore Highway														
30	L2	7	5	7	71.4	0.006	6.4	LOS A	0.0	0.0	0.00	0.57	0.00	49.9
31	T1	103	22	103	21.4	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		110	27	110	24.5	0.060	0.4	NA	0.0	0.0	0.00	0.04	0.00	58.8
All Vehicles		312	72	312	23.1	0.075	2.4	NA	0.3	2.2	0.08	0.21	0.08	54.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: i [2038 PM Peak - Gore Highway / Oakey Pittsworth Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	88	24	88	27.3	0.053	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26	R2	58	1	58	1.7	0.050	5.9	LOS A	0.2	1.4	0.31	0.57	0.31	46.8
Approach		146	25	146	17.1	0.053	2.4	NA	0.2	1.4	0.12	0.23	0.12	54.5
NorthWest: Oakey Pittsworth Road														
27	L2	46	3	46	6.5	0.062	6.4	LOS A	0.2	1.8	0.32	0.58	0.32	45.1
29	R2	8	6	8	75.0	0.062	11.8	LOS B	0.2	1.8	0.32	0.58	0.32	48.3
Approach		54	9	54	16.7	0.062	7.2	LOS A	0.2	1.8	0.32	0.58	0.32	45.8
SouthWest: Gore Highway														
30	L2	13	5	13	38.5	0.009	6.0	LOS A	0.0	0.0	0.00	0.57	0.00	51.3
31	T1	169	38	169	22.5	0.099	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		182	43	182	23.6	0.099	0.5	NA	0.0	0.0	0.00	0.04	0.00	58.9
All Vehicles		382	77	382	20.2	0.099	2.1	NA	0.2	1.8	0.09	0.19	0.09	55.2

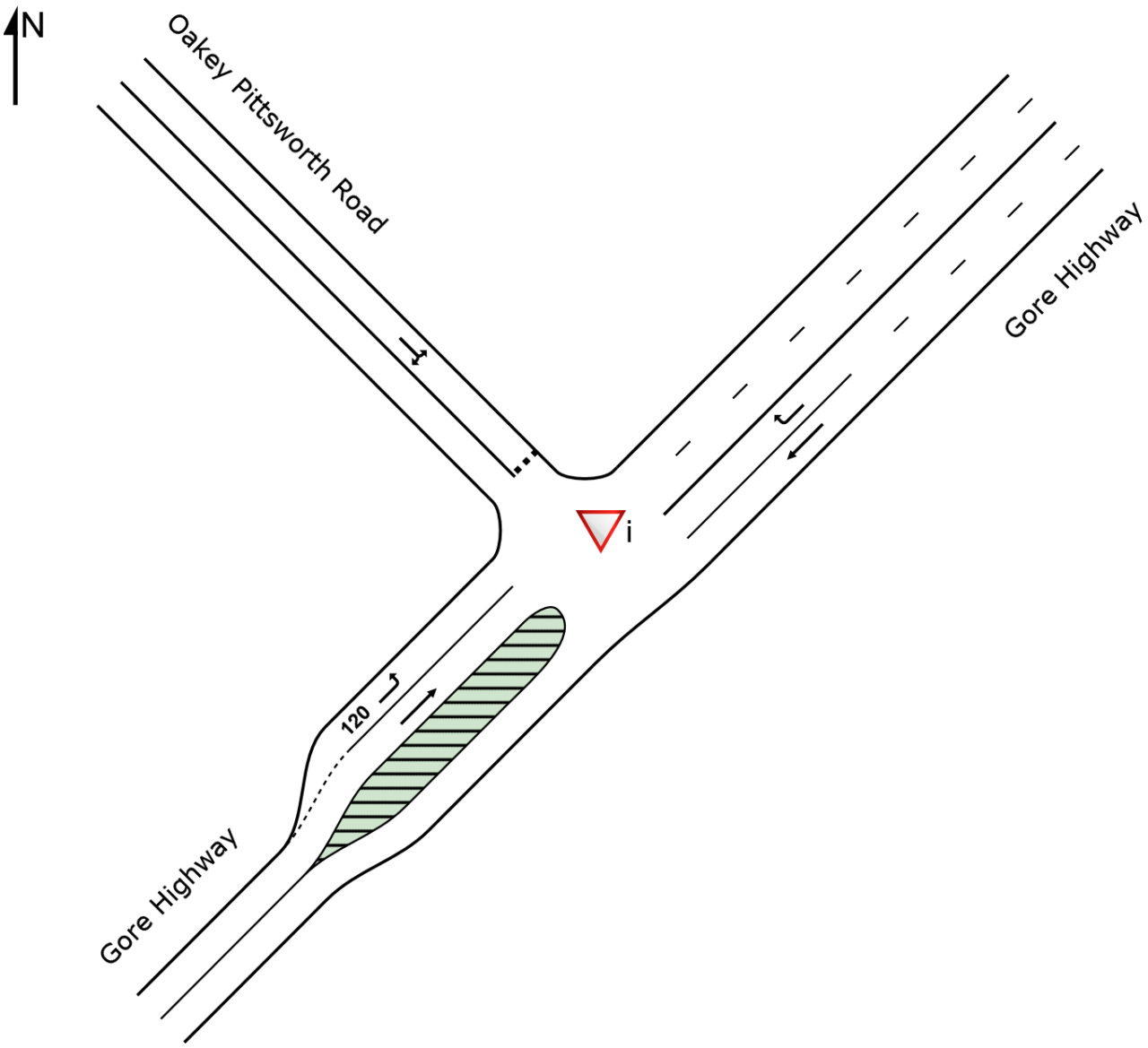
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: i [2028 AM Peak - Gore Highway / Oakey Pittsworth Road-With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: i [2028 AM Peak - Gore Highway / Oakey Pittsworth Road-With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	93	31	93	33.3	0.058	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26	R2	36	3	36	8.3	0.029	5.6	LOS A	0.1	0.9	0.23	0.55	0.23	46.7
Approach		129	34	129	26.4	0.058	1.6	NA	0.1	0.9	0.06	0.15	0.06	56.1
NorthWest: Oakey Pittsworth Road														
27	L2	61	4	61	6.6	0.077	6.1	LOS A	0.3	2.3	0.24	0.56	0.24	45.7
29	R2	13	8	13	61.5	0.077	9.6	LOS A	0.3	2.3	0.24	0.56	0.24	49.2
Approach		74	12	74	16.2	0.077	6.7	LOS A	0.3	2.3	0.24	0.56	0.24	46.6
SouthWest: Gore Highway														
30	L2	7	5	7	71.4	0.006	6.4	LOS A	0.0	0.0	0.00	0.57	0.00	49.9
31	T1	103	22	103	21.4	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		110	27	110	24.5	0.060	0.4	NA	0.0	0.0	0.00	0.04	0.00	58.8
All Vehicles		313	73	313	23.3	0.077	2.4	NA	0.3	2.3	0.08	0.21	0.08	54.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: i [2028 PM Peak - Gore Highway / Oakey Pittsworth Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	87	24	87	27.6	0.053	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26	R2	58	1	58	1.7	0.050	6.0	LOS A	0.2	1.4	0.31	0.58	0.31	46.8
Approach		145	25	145	17.2	0.053	2.4	NA	0.2	1.4	0.12	0.23	0.12	54.5
NorthWest: Oakey Pittsworth Road														
27	L2	47	3	47	6.4	0.064	6.4	LOS A	0.2	1.8	0.32	0.58	0.32	45.1
29	R2	9	6	9	66.7	0.064	11.4	LOS B	0.2	1.8	0.32	0.58	0.32	48.7
Approach		56	9	56	16.1	0.064	7.2	LOS A	0.2	1.8	0.32	0.58	0.32	46.0
SouthWest: Gore Highway														
30	L2	17	6	17	35.3	0.011	6.0	LOS A	0.0	0.0	0.00	0.57	0.00	51.4
31	T1	168	38	168	22.6	0.099	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		185	44	185	23.8	0.099	0.6	NA	0.0	0.0	0.00	0.05	0.00	58.6
All Vehicles		386	78	386	20.2	0.099	2.2	NA	0.2	1.8	0.09	0.20	0.09	55.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: i [2038 AM Peak - Gore Highway / Oakey Pittsworth Road-With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	93	31	93	33.3	0.058	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26	R2	36	3	36	8.3	0.029	5.6	LOS A	0.1	0.9	0.23	0.55	0.23	46.7
Approach		129	34	129	26.4	0.058	1.6	NA	0.1	0.9	0.06	0.15	0.06	56.1
NorthWest: Oakey Pittsworth Road														
27	L2	62	4	62	6.5	0.079	6.1	LOS A	0.3	2.3	0.24	0.56	0.24	45.6
29	R2	14	8	14	57.1	0.079	9.4	LOS A	0.3	2.3	0.24	0.56	0.24	49.4
Approach		76	12	76	15.8	0.079	6.7	LOS A	0.3	2.3	0.24	0.56	0.24	46.7
SouthWest: Gore Highway														
30	L2	8	5	8	62.5	0.006	6.3	LOS A	0.0	0.0	0.00	0.57	0.00	50.2
31	T1	103	22	103	21.4	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		111	27	111	24.3	0.060	0.5	NA	0.0	0.0	0.00	0.04	0.00	58.7
All Vehicles		316	73	316	23.1	0.079	2.4	NA	0.3	2.3	0.09	0.21	0.09	54.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: i [2038 PM Peak - Gore Highway / Oakey Pittsworth Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	88	24	88	27.3	0.053	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
26	R2	59	1	59	1.7	0.051	6.0	LOS A	0.2	1.4	0.31	0.58	0.31	46.8
Approach		147	25	147	17.0	0.053	2.4	NA	0.2	1.4	0.12	0.23	0.12	54.4
NorthWest: Oakey Pittsworth Road														
27	L2	48	3	48	6.3	0.065	6.4	LOS A	0.2	1.9	0.33	0.58	0.33	45.1
29	R2	9	6	9	66.7	0.065	11.5	LOS B	0.2	1.9	0.33	0.58	0.33	48.7
Approach		57	9	57	15.8	0.065	7.2	LOS A	0.2	1.9	0.33	0.58	0.33	46.0
SouthWest: Gore Highway														
30	L2	18	6	18	33.3	0.012	5.9	LOS A	0.0	0.0	0.00	0.57	0.00	51.5
31	T1	169	38	169	22.5	0.099	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		187	44	187	23.5	0.099	0.6	NA	0.0	0.0	0.00	0.05	0.00	58.6
All Vehicles		391	78	391	19.9	0.099	2.2	NA	0.2	1.9	0.09	0.20	0.09	55.0

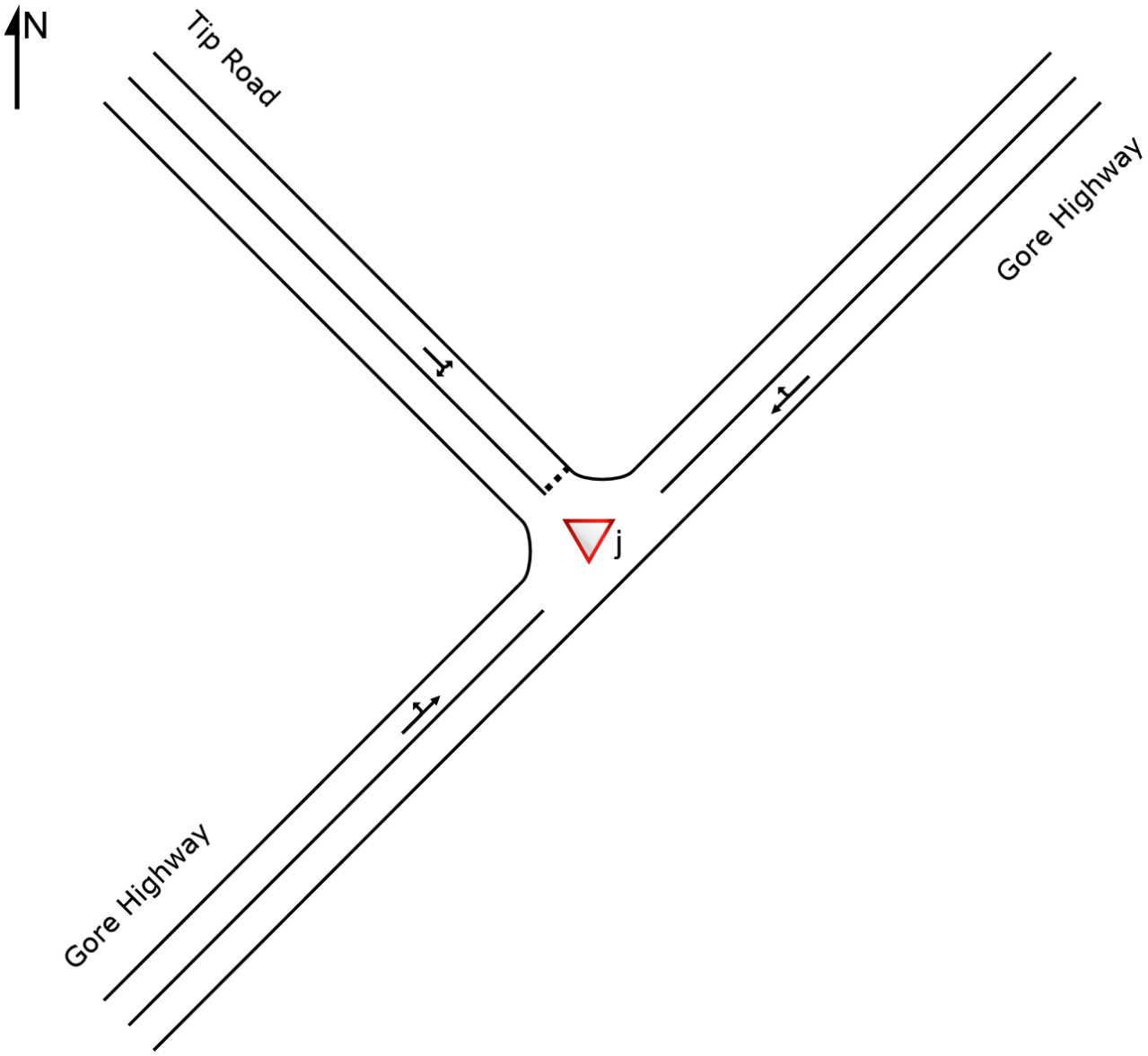
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: j [2022 AM Peak - Gore Highway / Tip Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: j [2022 AM Peak - Gore Highway / Tip Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	109	39	109	35.8	0.069	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
26	R2	1	0	1	0.0	0.069	5.9	LOS A	0.0	0.1	0.01	0.01	0.01	57.6
Approach		110	39	110	35.5	0.069	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.9
NorthWest: Tip Road														
27	L2	1	0	1	0.0	0.002	5.9	LOS A	0.0	0.0	0.25	0.54	0.25	52.9
29	R2	1	0	1	0.0	0.002	6.4	LOS A	0.0	0.0	0.25	0.54	0.25	52.4
Approach		2	0	2	0.0	0.002	6.1	LOS A	0.0	0.0	0.25	0.54	0.25	52.6
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.079	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.3
31	T1	126	42	126	33.3	0.079	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		127	42	127	33.1	0.079	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		239	81	239	33.9	0.079	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: j [2022 PM Peak - Gore Highway / Tip Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	97	31	97	32.0	0.061	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
26	R2	1	0	1	0.0	0.061	6.1	LOS A	0.0	0.1	0.01	0.01	0.01	57.6
Approach		98	31	98	31.6	0.061	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.9
NorthWest: Tip Road														
27	L2	1	0	1	0.0	0.002	6.1	LOS A	0.0	0.0	0.29	0.54	0.29	52.8
29	R2	1	0	1	0.0	0.002	6.5	LOS A	0.0	0.0	0.29	0.54	0.29	52.3
Approach		2	0	2	0.0	0.002	6.3	LOS A	0.0	0.0	0.29	0.54	0.29	52.5
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.103	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.3
31	T1	167	49	167	29.3	0.103	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		168	49	168	29.2	0.103	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		268	80	268	29.9	0.103	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: j [2028 AM Peak - Gore Highway / Tip Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	133	47	133	35.3	0.084	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
26	R2	1	0	1	0.0	0.084	6.0	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		134	47	134	35.1	0.084	0.1	NA	0.0	0.1	0.00	0.00	0.00	59.9
NorthWest: Tip Road														
27	L2	1	0	1	0.0	0.002	6.0	LOS A	0.0	0.0	0.28	0.54	0.28	52.8
29	R2	1	0	1	0.0	0.002	6.6	LOS A	0.0	0.0	0.28	0.54	0.28	52.3
Approach		2	0	2	0.0	0.002	6.3	LOS A	0.0	0.0	0.28	0.54	0.28	52.5
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.097	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.3
31	T1	154	51	154	33.1	0.097	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		155	51	155	32.9	0.097	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		291	98	291	33.7	0.097	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: j [2028 PM Peak - Gore Highway / Tip Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	119	38	119	31.9	0.074	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
26	R2	1	0	1	0.0	0.074	6.2	LOS A	0.0	0.1	0.01	0.01	0.01	57.6
Approach		120	38	120	31.7	0.074	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.9
NorthWest: Tip Road														
27	L2	1	0	1	0.0	0.002	6.2	LOS A	0.0	0.0	0.32	0.55	0.32	52.7
29	R2	1	0	1	0.0	0.002	6.8	LOS A	0.0	0.0	0.32	0.55	0.32	52.2
Approach		2	0	2	0.0	0.002	6.5	LOS A	0.0	0.0	0.32	0.55	0.32	52.4
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.126	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.3
31	T1	205	60	205	29.3	0.126	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		206	60	206	29.1	0.126	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		328	98	328	29.9	0.126	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: j [2038 AM Peak - Gore Highway / Tip Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	183	65	183	35.5	0.116	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
26	R2	1	0	1	0.0	0.116	6.3	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		184	65	184	35.3	0.116	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
NorthWest: Tip Road														
27	L2	1	0	1	0.0	0.002	6.2	LOS A	0.0	0.0	0.34	0.56	0.34	52.6
29	R2	1	0	1	0.0	0.002	7.2	LOS A	0.0	0.0	0.34	0.56	0.34	52.1
Approach		2	0	2	0.0	0.002	6.7	LOS A	0.0	0.0	0.34	0.56	0.34	52.4
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.132	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.3
31	T1	211	70	211	33.2	0.132	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		212	70	212	33.0	0.132	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		398	135	398	33.9	0.132	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: j [2038 PM Peak - Gore Highway / Tip Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	162	52	162	32.1	0.101	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	59.9
26	R2	1	0	1	0.0	0.101	6.6	LOS A	0.0	0.1	0.01	0.00	0.01	57.7
Approach		163	52	163	31.9	0.101	0.1	NA	0.0	0.1	0.01	0.00	0.01	59.9
NorthWest: Tip Road														
27	L2	1	0	1	0.0	0.002	6.5	LOS A	0.0	0.0	0.39	0.57	0.39	52.5
29	R2	1	0	1	0.0	0.002	7.4	LOS A	0.0	0.0	0.39	0.57	0.39	52.0
Approach		2	0	2	0.0	0.002	7.0	LOS A	0.0	0.0	0.39	0.57	0.39	52.2
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.171	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.3
31	T1	279	81	279	29.0	0.171	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		280	81	280	28.9	0.171	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		445	133	445	29.9	0.171	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: j [2028 AM Peak - Gore Highway / Tip Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	133	47	133	35.3	0.091	0.1	LOS A	0.1	0.8	0.06	0.05	0.06	59.2
26	R2	12	1	12	8.3	0.091	6.2	LOS A	0.1	0.8	0.06	0.05	0.06	56.5
Approach		145	48	145	33.1	0.091	0.6	NA	0.1	0.8	0.06	0.05	0.06	58.9
NorthWest: Tip Road														
27	L2	6	1	6	16.7	0.016	6.3	LOS A	0.1	0.4	0.31	0.59	0.31	52.1
29	R2	11	0	11	0.0	0.016	6.7	LOS A	0.1	0.4	0.31	0.59	0.31	52.3
Approach		17	1	17	5.9	0.016	6.6	LOS A	0.1	0.4	0.31	0.59	0.31	52.2
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.097	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.3
31	T1	154	51	154	33.1	0.097	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		155	51	155	32.9	0.097	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		317	100	317	31.5	0.097	0.6	NA	0.1	0.8	0.04	0.06	0.04	59.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: j [2028 PM Peak - Gore Highway / Tip Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	119	38	119	31.9	0.081	0.1	LOS A	0.1	0.7	0.06	0.05	0.06	59.2
26	R2	10	1	10	10.0	0.081	6.4	LOS A	0.1	0.7	0.06	0.05	0.06	56.5
Approach		129	39	129	30.2	0.081	0.6	NA	0.1	0.7	0.06	0.05	0.06	59.0
NorthWest: Tip Road														
27	L2	13	0	13	0.0	0.034	6.3	LOS A	0.1	0.8	0.34	0.61	0.34	52.6
29	R2	21	1	21	4.8	0.034	7.1	LOS A	0.1	0.8	0.34	0.61	0.34	51.9
Approach		34	1	34	2.9	0.034	6.8	LOS A	0.1	0.8	0.34	0.61	0.34	52.2
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.126	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.3
31	T1	205	60	205	29.3	0.126	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		206	60	206	29.1	0.126	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		369	100	369	27.1	0.126	0.9	NA	0.1	0.8	0.05	0.07	0.05	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: j [2038 AM Peak - Gore Highway / Tip Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	183	65	183	35.5	0.127	0.1	LOS A	0.1	1.2	0.07	0.05	0.07	59.1
26	R2	17	2	17	11.8	0.127	6.6	LOS A	0.1	1.2	0.07	0.05	0.07	56.3
Approach		200	67	200	33.5	0.127	0.7	NA	0.1	1.2	0.07	0.05	0.07	58.8
NorthWest: Tip Road														
27	L2	8	1	8	12.5	0.027	6.5	LOS A	0.1	0.7	0.38	0.63	0.38	51.9
29	R2	16	1	16	6.3	0.027	7.6	LOS A	0.1	0.7	0.38	0.63	0.38	51.6
Approach		24	2	24	8.3	0.027	7.2	LOS A	0.1	0.7	0.38	0.63	0.38	51.7
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.132	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.3
31	T1	211	70	211	33.2	0.132	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		212	70	212	33.0	0.132	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		436	139	436	31.9	0.132	0.7	NA	0.1	1.2	0.05	0.06	0.05	58.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: j [2038 PM Peak - Gore Highway / Tip Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	162	52	162	32.1	0.110	0.1	LOS A	0.1	1.0	0.07	0.05	0.07	59.2
26	R2	13	1	13	7.7	0.110	6.8	LOS A	0.1	1.0	0.07	0.05	0.07	56.6
Approach		175	53	175	30.3	0.110	0.6	NA	0.1	1.0	0.07	0.05	0.07	59.0
NorthWest: Tip Road														
27	L2	18	0	18	0.0	0.053	6.6	LOS A	0.2	1.3	0.41	0.66	0.41	52.2
29	R2	29	1	29	3.4	0.053	7.9	LOS A	0.2	1.3	0.41	0.66	0.41	51.6
Approach		47	1	47	2.1	0.053	7.4	LOS A	0.2	1.3	0.41	0.66	0.41	51.8
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.171	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.3
31	T1	279	81	279	29.0	0.171	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		280	81	280	28.9	0.171	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		502	135	502	26.9	0.171	1.0	NA	0.2	1.3	0.06	0.08	0.06	58.7

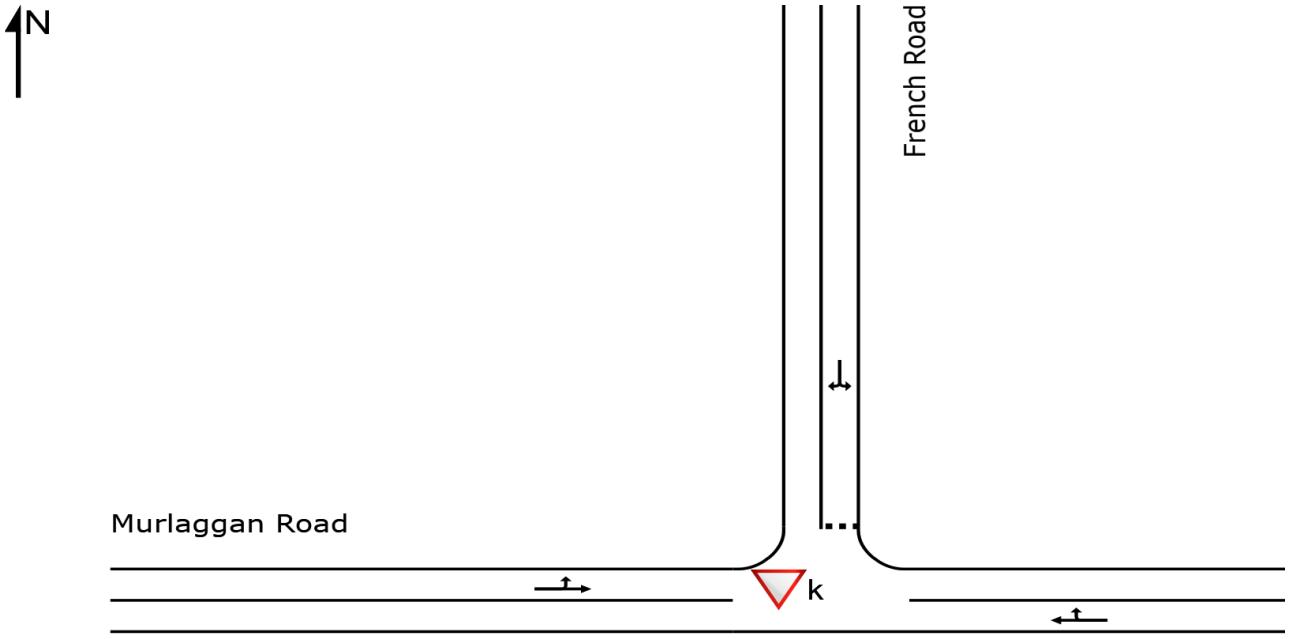
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: k [2022 AM Peak - Murlaggan Road / French Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: k [2022 AM Peak - Murlaggan Road / French Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Murlaggan Road														
5	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.2	0.03	0.50	0.03	46.2
6	R2	10	1	10	10.0	0.006	4.7	LOS A	0.0	0.2	0.03	0.50	0.03	44.8
Approach		11	1	11	9.1	0.006	4.2	NA	0.0	0.2	0.03	0.50	0.03	44.9
North: French Road														
7	L2	14	1	14	7.1	0.010	4.6	LOS A	0.0	0.3	0.02	0.52	0.02	45.1
9	R2	1	0	1	0.0	0.010	4.6	LOS A	0.0	0.3	0.02	0.52	0.02	46.1
Approach		15	1	15	6.7	0.010	4.6	LOS A	0.0	0.3	0.02	0.52	0.02	45.2
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.00	0.14	0.00	48.8
11	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	48.9
Approach		4	0	4	0.0	0.002	1.1	NA	0.0	0.0	0.00	0.14	0.00	48.9
All Vehicles		30	2	30	6.7	0.010	4.0	NA	0.0	0.3	0.02	0.46	0.02	45.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: k [2022 PM Peak - Murlaggan Road / French Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Murlaggan Road														
5	T1	3	0	3	0.0	0.006	0.0	LOS A	0.0	0.2	0.03	0.40	0.03	47.0
6	R2	8	1	8	12.5	0.006	4.7	LOS A	0.0	0.2	0.03	0.40	0.03	45.5
Approach		11	1	11	9.1	0.006	3.4	NA	0.0	0.2	0.03	0.40	0.03	45.9
North: French Road														
7	L2	28	1	28	3.6	0.018	4.6	LOS A	0.1	0.5	0.03	0.52	0.03	45.2
9	R2	1	0	1	0.0	0.018	4.6	LOS A	0.1	0.5	0.03	0.52	0.03	46.1
Approach		29	1	29	3.4	0.018	4.6	LOS A	0.1	0.5	0.03	0.52	0.03	45.2
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.003	4.6	LOS A	0.0	0.0	0.00	0.11	0.00	48.9
11	T1	4	0	4	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	49.1
Approach		5	0	5	0.0	0.003	0.9	NA	0.0	0.0	0.00	0.11	0.00	49.1
All Vehicles		45	2	45	4.4	0.018	3.9	NA	0.1	0.5	0.03	0.44	0.03	45.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: k [2028 AM Peak - Murlaggan Road / French Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Murlaggan Road														
5	T1	2	0	2	0.0	0.008	0.0	LOS A	0.0	0.3	0.03	0.47	0.03	46.4
6	R2	12	1	12	8.3	0.008	4.7	LOS A	0.0	0.3	0.03	0.47	0.03	45.0
Approach		14	1	14	7.1	0.008	4.0	NA	0.0	0.3	0.03	0.47	0.03	45.2
North: French Road														
7	L2	17	1	17	5.9	0.012	4.6	LOS A	0.0	0.3	0.02	0.52	0.02	45.2
9	R2	1	0	1	0.0	0.012	4.6	LOS A	0.0	0.3	0.02	0.52	0.02	46.2
Approach		18	1	18	5.6	0.012	4.6	LOS A	0.0	0.3	0.02	0.52	0.02	45.2
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.00	0.14	0.00	48.8
11	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	48.9
Approach		4	0	4	0.0	0.002	1.1	NA	0.0	0.0	0.00	0.14	0.00	48.9
All Vehicles		36	2	36	5.6	0.012	4.0	NA	0.0	0.3	0.02	0.46	0.02	45.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: k [2028 PM Peak - Murlaggan Road / French Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Murlaggan Road														
5	T1	4	0	4	0.0	0.008	0.0	LOS A	0.0	0.3	0.04	0.38	0.04	47.1
6	R2	9	1	9	11.1	0.008	4.7	LOS A	0.0	0.3	0.04	0.38	0.04	45.6
Approach		13	1	13	7.7	0.008	3.2	NA	0.0	0.3	0.04	0.38	0.04	46.0
North: French Road														
7	L2	34	1	34	2.9	0.022	4.6	LOS A	0.1	0.6	0.03	0.52	0.03	45.2
9	R2	1	0	1	0.0	0.022	4.6	LOS A	0.1	0.6	0.03	0.52	0.03	46.1
Approach		35	1	35	2.9	0.022	4.6	LOS A	0.1	0.6	0.03	0.52	0.03	45.2
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.003	4.6	LOS A	0.0	0.0	0.00	0.09	0.00	49.0
11	T1	5	0	5	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	49.3
Approach		6	0	6	0.0	0.003	0.8	NA	0.0	0.0	0.00	0.09	0.00	49.2
All Vehicles		54	2	54	3.7	0.022	3.8	NA	0.1	0.6	0.03	0.44	0.03	45.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: k [2038 AM Peak - Murlaggan Road / French Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Murlaggan Road														
5	T1	3	1	3	33.3	0.012	0.0	LOS A	0.1	0.4	0.03	0.46	0.03	46.2
6	R2	17	2	17	11.8	0.012	4.7	LOS A	0.1	0.4	0.03	0.46	0.03	44.8
Approach		20	3	20	15.0	0.012	4.0	NA	0.1	0.4	0.03	0.46	0.03	45.0
North: French Road														
7	L2	24	2	24	8.3	0.016	4.6	LOS A	0.1	0.5	0.03	0.52	0.03	45.1
9	R2	1	0	1	0.0	0.016	4.6	LOS A	0.1	0.5	0.03	0.52	0.03	46.1
Approach		25	2	25	8.0	0.016	4.6	LOS A	0.1	0.5	0.03	0.52	0.03	45.2
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.003	4.6	LOS A	0.0	0.0	0.00	0.11	0.00	48.9
11	T1	4	0	4	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	49.1
Approach		5	0	5	0.0	0.003	0.9	NA	0.0	0.0	0.00	0.11	0.00	49.1
All Vehicles		50	5	50	10.0	0.016	4.0	NA	0.1	0.5	0.03	0.45	0.03	45.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: k [2038 PM Peak - Murlaggan Road / French Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Murlaggan Road														
5	T1	5	0	5	0.0	0.010	0.0	LOS A	0.0	0.3	0.04	0.39	0.04	47.0
6	R2	12	1	12	8.3	0.010	4.7	LOS A	0.0	0.3	0.04	0.39	0.04	45.6
Approach		17	1	17	5.9	0.010	3.3	NA	0.0	0.3	0.04	0.39	0.04	46.0
North: French Road														
7	L2	47	1	47	2.1	0.030	4.6	LOS A	0.1	0.9	0.03	0.51	0.03	45.2
9	R2	1	0	1	0.0	0.030	4.6	LOS A	0.1	0.9	0.03	0.51	0.03	46.1
Approach		48	1	48	2.1	0.030	4.6	LOS A	0.1	0.9	0.03	0.51	0.03	45.2
West: Murlaggan Road														
10	L2	1	0	1	0.0	0.004	4.6	LOS A	0.0	0.0	0.00	0.08	0.00	49.1
11	T1	6	0	6	0.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	49.4
Approach		7	0	7	0.0	0.004	0.7	NA	0.0	0.0	0.00	0.08	0.00	49.3
All Vehicles		72	2	72	2.8	0.030	3.9	NA	0.1	0.9	0.03	0.44	0.03	45.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: k [2028 AM Peak - Murlaggan Road / French Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Murlaggan Road														
5	T1	2	0	2	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		2	0	2	0.0	0.001	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
West: Murlaggan Road														
11	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		3	0	3	0.0	0.002	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
All Vehicles		5	0	5	0.0	0.002	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: k [2028 PM Peak - Murlaggan Road / French Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Murlaggan Road														
5	T1	4	0	4	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		4	0	4	0.0	0.002	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
West: Murlaggan Road														
11	T1	5	0	5	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		5	0	5	0.0	0.003	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
All Vehicles		9	0	9	0.0	0.003	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
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Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: k [2038 AM Peak - Murlaggan Road / French Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Murlaggan Road														
5	T1	3	1	3	33.3	0.002	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		3	1	3	33.3	0.002	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
West: Murlaggan Road														
11	T1	4	0	4	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		4	0	4	0.0	0.002	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
All Vehicles		7	1	7	14.3	0.002	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
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Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: k [2038 PM Peak - Murlaggan Road / French Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Murlaggan Road														
5	T1	5	0	5	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		5	0	5	0.0	0.003	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
West: Murlaggan Road														
11	T1	6	0	6	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		6	0	6	0.0	0.003	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
All Vehicles		11	0	11	0.0	0.003	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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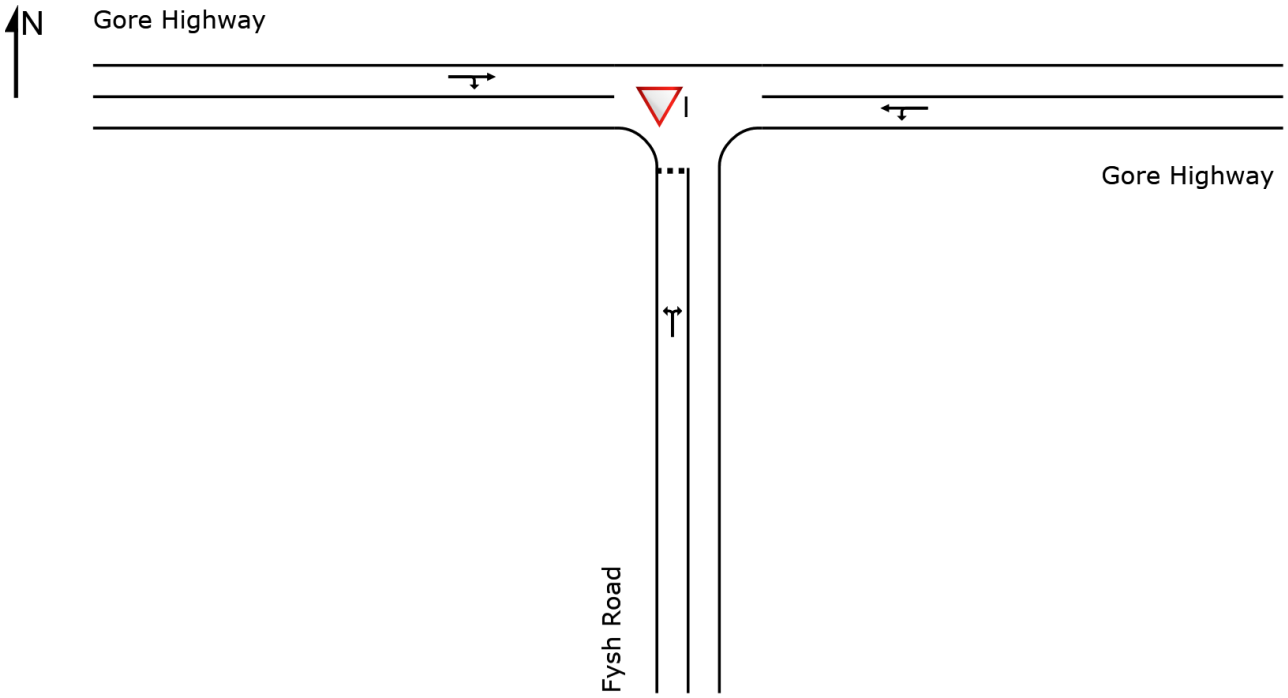
SITE LAYOUT

Site: I [2022 AM Peak - Gore Highway / Fysh Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: I [2022 AM Peak - Gore Highway / Fysh Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fysh Road														
1	L2	3	0	3	0.0	0.007	4.3	LOS A	0.0	0.2	0.27	0.53	0.27	17.3
3	R2	4	2	4	50.0	0.007	5.2	LOS A	0.0	0.2	0.27	0.53	0.27	46.1
Approach		7	2	7	28.6	0.007	4.8	LOS A	0.0	0.2	0.27	0.53	0.27	36.8
East: Gore Highway														
4	L2	4	2	4	50.0	0.073	6.1	LOS A	0.0	0.0	0.00	0.02	0.00	54.6
5	T1	113	37	113	32.7	0.073	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		117	39	117	33.3	0.073	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.5
West: Gore Highway														
11	T1	124	37	124	29.8	0.079	0.0	LOS A	0.0	0.3	0.02	0.02	0.02	59.6
12	R2	4	1	4	25.0	0.079	5.2	LOS A	0.0	0.3	0.02	0.02	0.02	41.8
Approach		128	38	128	29.7	0.079	0.2	NA	0.0	0.3	0.02	0.02	0.02	59.4
All Vehicles		252	79	252	31.3	0.079	0.3	NA	0.0	0.3	0.02	0.03	0.02	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: I [2022 PM Peak - Gore Highway / Fysh Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fysh Road														
1	L2	3	0	3	0.0	0.006	4.2	LOS A	0.0	0.2	0.25	0.53	0.25	17.3
3	R2	3	1	3	33.3	0.006	5.2	LOS A	0.0	0.2	0.25	0.53	0.25	47.2
Approach		6	1	6	16.7	0.006	4.7	LOS A	0.0	0.2	0.25	0.53	0.25	35.5
East: Gore Highway														
4	L2	3	1	3	33.3	0.068	5.9	LOS A	0.0	0.0	0.00	0.02	0.00	55.0
5	T1	110	29	110	26.4	0.068	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		113	30	113	26.5	0.068	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.6
West: Gore Highway														
11	T1	157	49	157	31.2	0.100	0.0	LOS A	0.0	0.3	0.02	0.02	0.02	59.6
12	R2	5	1	5	20.0	0.100	5.1	LOS A	0.0	0.3	0.02	0.02	0.02	42.1
Approach		162	50	162	30.9	0.100	0.2	NA	0.0	0.3	0.02	0.02	0.02	59.4
All Vehicles		281	81	281	28.8	0.100	0.3	NA	0.0	0.3	0.02	0.03	0.02	59.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: I [2028 AM Peak - Gore Highway / Fysh Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fysh Road														
1	L2	4	0	4	0.0	0.009	4.4	LOS A	0.0	0.2	0.29	0.53	0.29	17.2
3	R2	4	2	4	50.0	0.009	5.7	LOS A	0.0	0.2	0.29	0.53	0.29	45.9
Approach		8	2	8	25.0	0.009	5.0	LOS A	0.0	0.2	0.29	0.53	0.29	34.8
East: Gore Highway														
4	L2	4	2	4	50.0	0.089	6.1	LOS A	0.0	0.0	0.00	0.02	0.00	54.6
5	T1	138	45	138	32.6	0.089	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		142	47	142	33.1	0.089	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.6
West: Gore Highway														
11	T1	152	46	152	30.3	0.097	0.0	LOS A	0.0	0.3	0.02	0.02	0.02	59.6
12	R2	5	1	5	20.0	0.097	5.3	LOS A	0.0	0.3	0.02	0.02	0.02	42.1
Approach		157	47	157	29.9	0.097	0.2	NA	0.0	0.3	0.02	0.02	0.02	59.4
All Vehicles		307	96	307	31.3	0.097	0.3	NA	0.0	0.3	0.02	0.03	0.02	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: I [2028 PM Peak - Gore Highway / Fysh Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fysh Road														
1	L2	4	0	4	0.0	0.007	4.3	LOS A	0.0	0.2	0.27	0.53	0.27	17.3
3	R2	3	1	3	33.3	0.007	5.7	LOS A	0.0	0.2	0.27	0.53	0.27	47.1
Approach		7	1	7	14.3	0.007	4.9	LOS A	0.0	0.2	0.27	0.53	0.27	33.3
East: Gore Highway														
4	L2	3	1	3	33.3	0.082	5.9	LOS A	0.0	0.0	0.00	0.01	0.00	55.0
5	T1	134	35	134	26.1	0.082	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		137	36	137	26.3	0.082	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
West: Gore Highway														
11	T1	193	60	193	31.1	0.123	0.0	LOS A	0.0	0.4	0.02	0.02	0.02	59.6
12	R2	6	1	6	16.7	0.123	5.2	LOS A	0.0	0.4	0.02	0.02	0.02	42.3
Approach		199	61	199	30.7	0.123	0.2	NA	0.0	0.4	0.02	0.02	0.02	59.4
All Vehicles		343	98	343	28.6	0.123	0.3	NA	0.0	0.4	0.02	0.03	0.02	59.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
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Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: I [2038 AM Peak - Gore Highway / Fysh Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fysh Road														
1	L2	5	0	5	0.0	0.014	4.6	LOS A	0.0	0.4	0.37	0.57	0.37	16.7
3	R2	6	3	6	50.0	0.014	6.8	LOS A	0.0	0.4	0.37	0.57	0.37	45.1
Approach		11	3	11	27.3	0.014	5.8	LOS A	0.0	0.4	0.37	0.57	0.37	35.2
East: Gore Highway														
4	L2	6	3	6	50.0	0.122	6.1	LOS A	0.0	0.0	0.00	0.02	0.00	54.6
5	T1	189	62	189	32.8	0.122	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		195	65	195	33.3	0.122	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.5
West: Gore Highway														
11	T1	208	63	208	30.3	0.133	0.0	LOS A	0.1	0.5	0.03	0.02	0.03	59.5
12	R2	7	1	7	14.3	0.133	5.6	LOS A	0.1	0.5	0.03	0.02	0.03	42.3
Approach		215	64	215	29.8	0.133	0.2	NA	0.1	0.5	0.03	0.02	0.03	59.3
All Vehicles		421	132	421	31.4	0.133	0.4	NA	0.1	0.5	0.02	0.03	0.02	58.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
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NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: I [2038 PM Peak - Gore Highway / Fysh Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fysh Road														
1	L2	6	0	6	0.0	0.011	4.5	LOS A	0.0	0.3	0.33	0.55	0.33	17.0
3	R2	4	1	4	25.0	0.011	6.5	LOS A	0.0	0.3	0.33	0.55	0.33	47.2
Approach		10	1	10	10.0	0.011	5.3	LOS A	0.0	0.3	0.33	0.55	0.33	32.2
East: Gore Highway														
4	L2	4	1	4	25.0	0.113	5.9	LOS A	0.0	0.0	0.00	0.01	0.00	55.2
5	T1	184	48	184	26.1	0.113	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		188	49	188	26.1	0.113	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.6
West: Gore Highway														
11	T1	262	81	262	30.9	0.167	0.0	LOS A	0.1	0.6	0.03	0.02	0.03	59.5
12	R2	8	1	8	12.5	0.167	5.5	LOS A	0.1	0.6	0.03	0.02	0.03	42.6
Approach		270	82	270	30.4	0.167	0.2	NA	0.1	0.6	0.03	0.02	0.03	59.4
All Vehicles		468	132	468	28.2	0.167	0.3	NA	0.1	0.6	0.02	0.03	0.02	58.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
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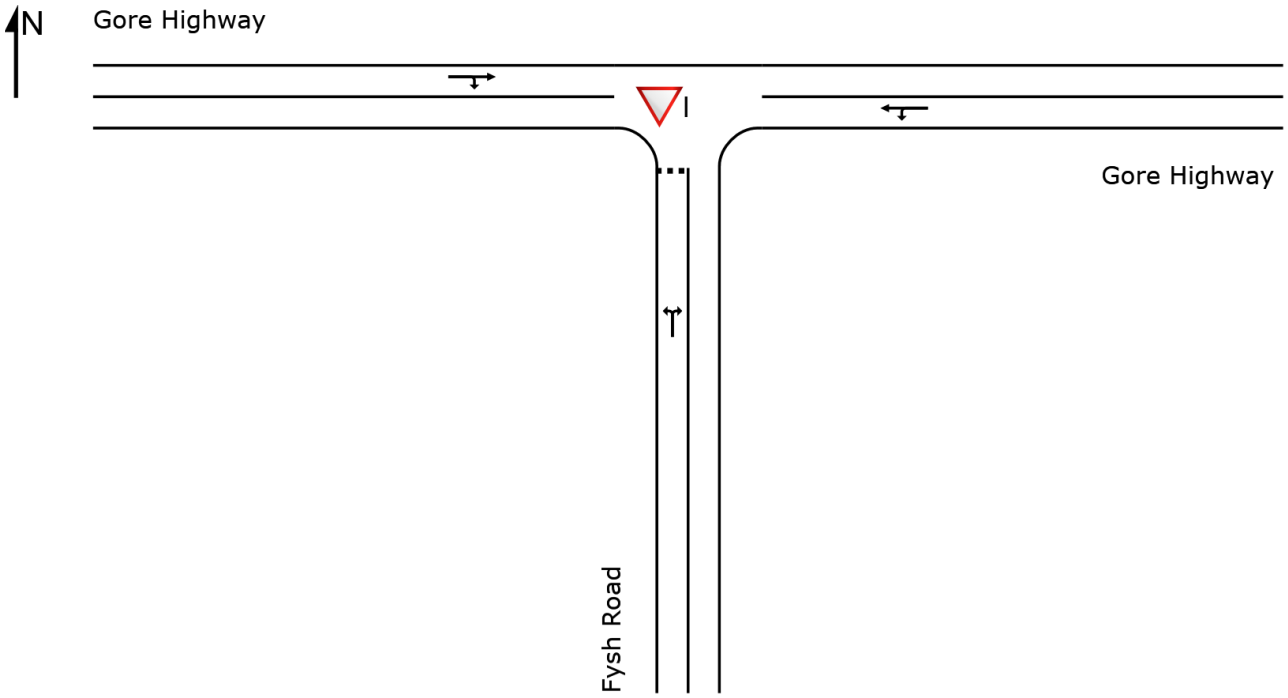
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: I [2028 AM Peak - Gore Highway / Fysh Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: I [2028 AM Peak - Gore Highway / Fysh Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fysh Road														
1	L2	4	0	4	0.0	0.009	4.4	LOS A	0.0	0.2	0.29	0.53	0.29	17.2
3	R2	4	2	4	50.0	0.009	5.7	LOS A	0.0	0.2	0.29	0.53	0.29	45.9
Approach		8	2	8	25.0	0.009	5.0	LOS A	0.0	0.2	0.29	0.53	0.29	34.8
East: Gore Highway														
4	L2	4	2	4	50.0	0.089	6.1	LOS A	0.0	0.0	0.00	0.02	0.00	54.6
5	T1	138	45	138	32.6	0.089	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		142	47	142	33.1	0.089	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.6
West: Gore Highway														
11	T1	152	46	152	30.3	0.097	0.0	LOS A	0.0	0.3	0.02	0.02	0.02	59.6
12	R2	5	1	5	20.0	0.097	5.3	LOS A	0.0	0.3	0.02	0.02	0.02	42.1
Approach		157	47	157	29.9	0.097	0.2	NA	0.0	0.3	0.02	0.02	0.02	59.4
All Vehicles		307	96	307	31.3	0.097	0.3	NA	0.0	0.3	0.02	0.03	0.02	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: I [2028 PM Peak - Gore Highway / Fysh Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fysh Road														
1	L2	4	0	4	0.0	0.007	4.3	LOS A	0.0	0.2	0.27	0.53	0.27	17.3
3	R2	3	1	3	33.3	0.007	5.7	LOS A	0.0	0.2	0.27	0.53	0.27	47.1
Approach		7	1	7	14.3	0.007	4.9	LOS A	0.0	0.2	0.27	0.53	0.27	33.3
East: Gore Highway														
4	L2	3	1	3	33.3	0.082	5.9	LOS A	0.0	0.0	0.00	0.01	0.00	55.0
5	T1	134	35	134	26.1	0.082	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		137	36	137	26.3	0.082	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
West: Gore Highway														
11	T1	193	60	193	31.1	0.123	0.0	LOS A	0.0	0.4	0.02	0.02	0.02	59.6
12	R2	6	1	6	16.7	0.123	5.2	LOS A	0.0	0.4	0.02	0.02	0.02	42.3
Approach		199	61	199	30.7	0.123	0.2	NA	0.0	0.4	0.02	0.02	0.02	59.4
All Vehicles		343	98	343	28.6	0.123	0.3	NA	0.0	0.4	0.02	0.03	0.02	59.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: I [2038 AM Peak - Gore Highway / Fysh Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fysh Road														
1	L2	5	0	5	0.0	0.014	4.6	LOS A	0.0	0.4	0.37	0.57	0.37	16.7
3	R2	6	3	6	50.0	0.014	6.8	LOS A	0.0	0.4	0.37	0.57	0.37	45.1
Approach		11	3	11	27.3	0.014	5.8	LOS A	0.0	0.4	0.37	0.57	0.37	35.2
East: Gore Highway														
4	L2	6	3	6	50.0	0.122	6.1	LOS A	0.0	0.0	0.00	0.02	0.00	54.6
5	T1	189	62	189	32.8	0.122	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		195	65	195	33.3	0.122	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.5
West: Gore Highway														
11	T1	208	63	208	30.3	0.133	0.0	LOS A	0.1	0.5	0.03	0.02	0.03	59.5
12	R2	7	1	7	14.3	0.133	5.6	LOS A	0.1	0.5	0.03	0.02	0.03	42.3
Approach		215	64	215	29.8	0.133	0.2	NA	0.1	0.5	0.03	0.02	0.03	59.3
All Vehicles		421	132	421	31.4	0.133	0.4	NA	0.1	0.5	0.02	0.03	0.02	58.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: I [2038 PM Peak - Gore Highway / Fysh Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fysh Road														
1	L2	6	0	6	0.0	0.011	4.5	LOS A	0.0	0.3	0.33	0.55	0.33	17.0
3	R2	4	1	4	25.0	0.011	6.5	LOS A	0.0	0.3	0.33	0.55	0.33	47.2
Approach		10	1	10	10.0	0.011	5.3	LOS A	0.0	0.3	0.33	0.55	0.33	32.2
East: Gore Highway														
4	L2	4	1	4	25.0	0.113	5.9	LOS A	0.0	0.0	0.00	0.01	0.00	55.2
5	T1	184	48	184	26.1	0.113	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		188	49	188	26.1	0.113	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.6
West: Gore Highway														
11	T1	262	81	262	30.9	0.167	0.0	LOS A	0.1	0.6	0.03	0.02	0.03	59.5
12	R2	8	1	8	12.5	0.167	5.5	LOS A	0.1	0.6	0.03	0.02	0.03	42.6
Approach		270	82	270	30.4	0.167	0.2	NA	0.1	0.6	0.03	0.02	0.03	59.4
All Vehicles		468	132	468	28.2	0.167	0.3	NA	0.1	0.6	0.02	0.03	0.02	58.9

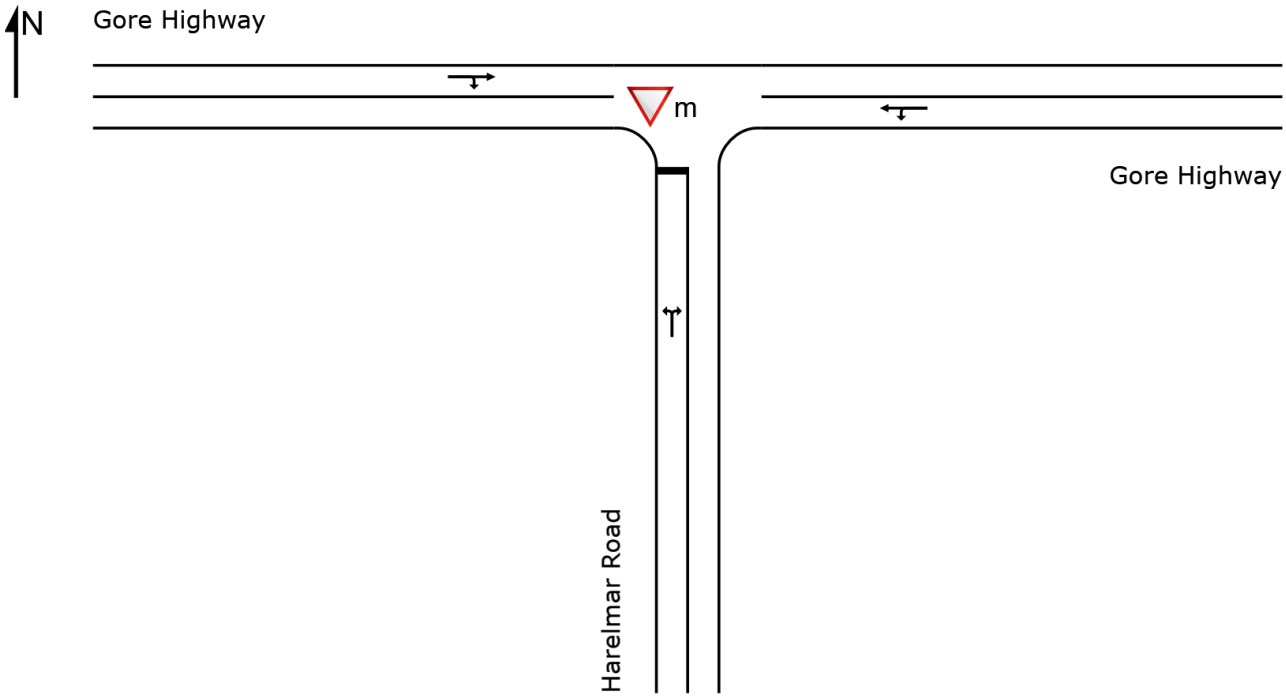
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: m [2022 AM Peak - Gore Highway / Harelmar Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: m [2022 AM Peak - Gore Highway / Harelmar Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Harelmar Road														
1	L2	1	0	1	0.0	0.066	8.9	LOS A	0.2	1.6	0.46	0.94	0.46	49.9
3	R2	44	2	44	4.5	0.066	10.4	LOS B	0.2	1.6	0.46	0.94	0.46	49.2
Approach		45	2	45	4.4	0.066	10.4	LOS B	0.2	1.6	0.46	0.94	0.46	49.2
East: Gore Highway														
4	L2	14	2	14	14.3	0.121	5.7	LOS A	0.0	0.0	0.00	0.04	0.00	57.0
5	T1	197	35	197	17.8	0.121	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		211	37	211	17.5	0.121	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.4
West: Gore Highway														
11	T1	246	32	246	13.0	0.137	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.137	6.3	LOS A	0.0	0.1	0.00	0.00	0.00	57.5
Approach		247	32	247	13.0	0.137	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		503	71	503	14.1	0.137	1.1	NA	0.2	1.6	0.04	0.10	0.04	58.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
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Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: m [2022 PM Peak - Gore Highway / Harelmar Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Harelmar Road														
1	L2	1	0	1	0.0	0.025	9.0	LOS A	0.1	0.6	0.46	0.91	0.46	49.7
3	R2	15	1	15	6.7	0.025	10.8	LOS B	0.1	0.6	0.46	0.91	0.46	48.9
Approach		16	1	16	6.3	0.025	10.7	LOS B	0.1	0.6	0.46	0.91	0.46	49.0
East: Gore Highway														
4	L2	42	1	42	2.4	0.151	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	57.1
5	T1	234	25	234	10.7	0.151	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.0
Approach		276	26	276	9.4	0.151	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.8
West: Gore Highway														
11	T1	250	41	250	16.4	0.143	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.143	6.5	LOS A	0.0	0.1	0.00	0.00	0.00	57.5
Approach		251	41	251	16.3	0.143	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
All Vehicles		543	68	543	12.5	0.151	0.8	NA	0.1	0.6	0.02	0.07	0.02	59.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: m [2028 AM Peak - Gore Highway / Harelmar Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Harelmar Road														
1	L2	1	0	1	0.0	0.094	9.2	LOS A	0.3	2.2	0.51	0.98	0.51	49.2
3	R2	54	2	54	3.7	0.094	11.5	LOS B	0.3	2.2	0.51	0.98	0.51	48.5
Approach		55	2	55	3.6	0.094	11.4	LOS B	0.3	2.2	0.51	0.98	0.51	48.5
East: Gore Highway														
4	L2	16	2	16	12.5	0.151	5.7	LOS A	0.0	0.0	0.00	0.04	0.00	57.1
5	T1	247	44	247	17.8	0.151	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		263	46	263	17.5	0.151	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.4
West: Gore Highway														
11	T1	309	40	309	12.9	0.173	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.173	6.6	LOS A	0.0	0.1	0.00	0.00	0.00	57.5
Approach		310	40	310	12.9	0.173	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		628	88	628	14.0	0.173	1.2	NA	0.3	2.2	0.05	0.10	0.05	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: m [2028 PM Peak - Gore Highway / Harelmar Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Harelmar Road														
1	L2	1	0	1	0.0	0.039	9.3	LOS A	0.1	0.9	0.54	0.96	0.54	48.7
3	R2	19	2	19	10.5	0.039	12.6	LOS B	0.1	0.9	0.54	0.96	0.54	47.8
Approach		20	2	20	10.0	0.039	12.4	LOS B	0.1	0.9	0.54	0.96	0.54	47.8
East: Gore Highway														
4	L2	53	1	53	1.9	0.190	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	57.1
5	T1	293	31	293	10.6	0.190	0.1	LOS A	0.0	0.0	0.00	0.09	0.00	59.0
Approach		346	32	346	9.2	0.190	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.7
West: Gore Highway														
11	T1	315	52	315	16.5	0.180	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.180	7.0	LOS A	0.0	0.1	0.00	0.00	0.00	57.5
Approach		316	52	316	16.5	0.180	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		682	86	682	12.6	0.190	0.8	NA	0.1	0.9	0.02	0.08	0.02	58.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: m [2038 AM Peak - Gore Highway / Harelmar Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Harelmar Road														
1	L2	1	0	1	0.0	0.191	9.9	LOS A	0.6	4.5	0.69	1.00	0.70	47.0
3	R2	77	3	77	3.9	0.191	15.0	LOS B	0.6	4.5	0.69	1.00	0.70	46.4
Approach		78	3	78	3.8	0.191	14.9	LOS B	0.6	4.5	0.69	1.00	0.70	46.4
East: Gore Highway														
4	L2	23	3	23	13.0	0.214	5.7	LOS A	0.0	0.0	0.00	0.04	0.00	57.0
5	T1	350	63	350	18.0	0.214	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
Approach		373	66	373	17.7	0.214	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.4
West: Gore Highway														
11	T1	437	57	437	13.0	0.244	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.244	7.4	LOS A	0.0	0.1	0.00	0.00	0.00	57.5
Approach		438	57	438	13.0	0.244	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		889	126	889	14.2	0.244	1.5	NA	0.6	4.5	0.06	0.10	0.06	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: m [2038 PM Peak - Gore Highway / Harelmar Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Harelmar Road														
1	L2	1	0	1	0.0	0.078	10.1	LOS B	0.2	1.8	0.70	1.00	0.70	46.3
3	R2	26	2	26	7.7	0.078	16.4	LOS C	0.2	1.8	0.70	1.00	0.70	45.5
Approach		27	2	27	7.4	0.078	16.1	LOS C	0.2	1.8	0.70	1.00	0.70	45.6
East: Gore Highway														
4	L2	74	1	74	1.4	0.268	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	57.1
5	T1	415	44	415	10.6	0.268	0.1	LOS A	0.0	0.0	0.00	0.09	0.00	59.0
Approach		489	45	489	9.2	0.268	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.7
West: Gore Highway														
11	T1	444	73	444	16.4	0.253	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.253	8.2	LOS A	0.0	0.1	0.00	0.00	0.00	57.5
Approach		445	73	445	16.4	0.253	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		961	120	961	12.5	0.268	0.9	NA	0.2	1.8	0.02	0.07	0.02	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: m [2028 AM Peak - Gore Highway / Harelmar Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Harelmar Road														
1	L2	1	0	1	0.0	0.093	9.1	LOS A	0.3	2.2	0.51	0.98	0.51	49.2
3	R2	54	2	54	3.7	0.093	11.5	LOS B	0.3	2.2	0.51	0.98	0.51	48.5
Approach		55	2	55	3.6	0.093	11.4	LOS B	0.3	2.2	0.51	0.98	0.51	48.5
East: Gore Highway														
4	L2	16	2	16	12.5	0.149	5.7	LOS A	0.0	0.0	0.00	0.04	0.00	57.1
5	T1	244	44	244	18.0	0.149	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		260	46	260	17.7	0.149	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.4
West: Gore Highway														
11	T1	309	40	309	12.9	0.172	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.172	6.6	LOS A	0.0	0.1	0.00	0.00	0.00	57.5
Approach		310	40	310	12.9	0.172	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		625	88	625	14.1	0.172	1.2	NA	0.3	2.2	0.05	0.10	0.05	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: m [2028 PM Peak - Gore Highway / Harelmar Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Harelmar Road														
1	L2	1	0	1	0.0	0.038	9.2	LOS A	0.1	0.9	0.53	0.96	0.53	48.7
3	R2	19	2	19	10.5	0.038	12.5	LOS B	0.1	0.9	0.53	0.96	0.53	47.8
Approach		20	2	20	10.0	0.038	12.3	LOS B	0.1	0.9	0.53	0.96	0.53	47.9
East: Gore Highway														
4	L2	53	1	53	1.9	0.185	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	57.1
5	T1	285	31	285	10.9	0.185	0.1	LOS A	0.0	0.0	0.00	0.09	0.00	59.0
Approach		338	32	338	9.5	0.185	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.7
West: Gore Highway														
11	T1	315	52	315	16.5	0.180	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.180	6.9	LOS A	0.0	0.1	0.00	0.00	0.00	57.5
Approach		316	52	316	16.5	0.180	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		674	86	674	12.8	0.185	0.8	NA	0.1	0.9	0.02	0.08	0.02	58.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: m [2038 AM Peak - Gore Highway / Harelmar Road- With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Harelmar Road														
1	L2	1	0	1	0.0	0.190	9.9	LOS A	0.6	4.5	0.68	1.00	0.69	47.0
3	R2	77	3	77	3.9	0.190	14.9	LOS B	0.6	4.5	0.68	1.00	0.69	46.4
Approach		78	3	78	3.8	0.190	14.8	LOS B	0.6	4.5	0.68	1.00	0.69	46.4
East: Gore Highway														
4	L2	23	3	23	13.0	0.211	5.7	LOS A	0.0	0.0	0.00	0.04	0.00	57.0
5	T1	345	62	345	18.0	0.211	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
Approach		368	65	368	17.7	0.211	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.4
West: Gore Highway														
11	T1	438	57	438	13.0	0.244	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.244	7.4	LOS A	0.0	0.1	0.00	0.00	0.00	57.5
Approach		439	57	439	13.0	0.244	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		885	125	885	14.1	0.244	1.5	NA	0.6	4.5	0.06	0.10	0.06	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: m [2038 PM Peak - Gore Highway / Harelmar Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Harelmar Road														
1	L2	1	0	1	0.0	0.076	10.0	LOS A	0.2	1.8	0.70	1.00	0.70	46.4
3	R2	26	2	26	7.7	0.076	16.2	LOS C	0.2	1.8	0.70	1.00	0.70	45.6
Approach		27	2	27	7.4	0.076	16.0	LOS C	0.2	1.8	0.70	1.00	0.70	45.7
East: Gore Highway														
4	L2	74	1	74	1.4	0.262	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	57.0
5	T1	403	44	403	10.9	0.262	0.1	LOS A	0.0	0.0	0.00	0.09	0.00	58.9
Approach		477	45	477	9.4	0.262	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.7
West: Gore Highway														
11	T1	445	73	445	16.4	0.253	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.253	8.1	LOS A	0.0	0.1	0.00	0.00	0.00	57.5
Approach		446	73	446	16.4	0.253	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		950	120	950	12.6	0.262	0.9	NA	0.2	1.8	0.02	0.08	0.02	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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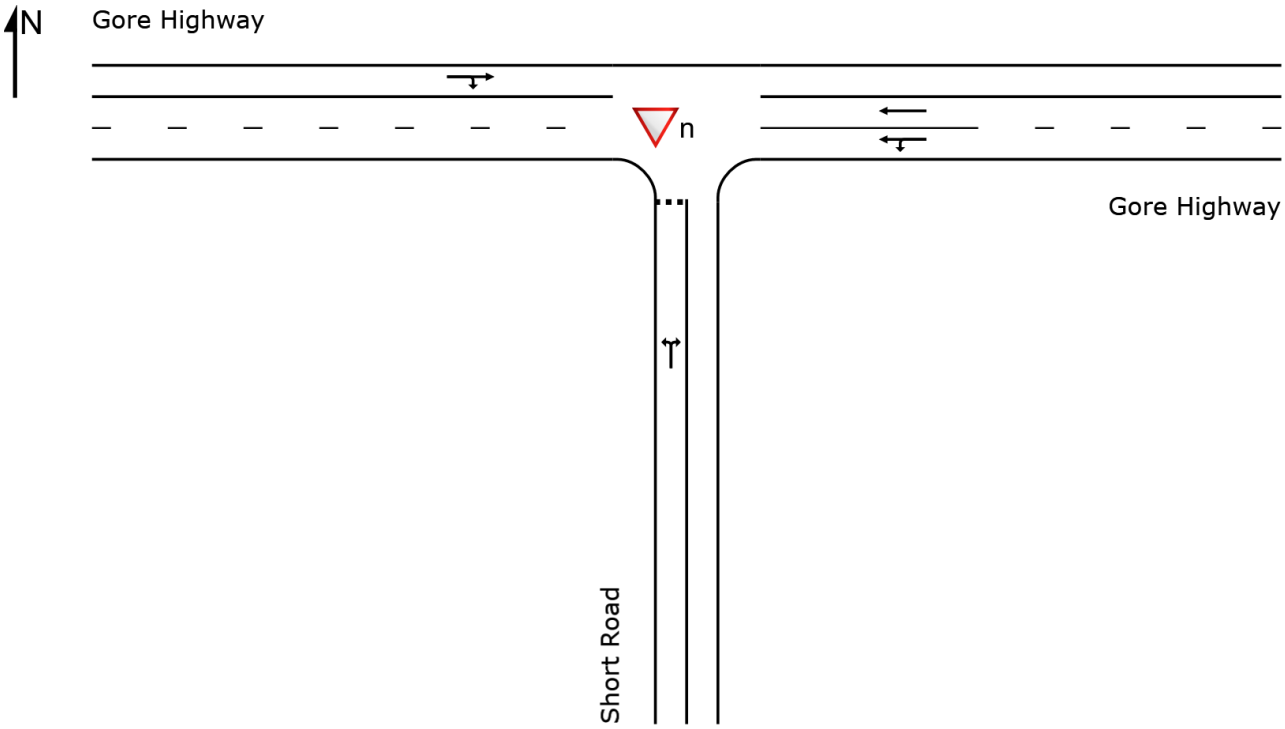
SITE LAYOUT

Site: n [2022 AM Peak - Gore Highway / Short Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: n [2022 AM Peak - Gore Highway / Short Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Short Road														
1	L2	1	0	1	0.0	0.012	5.8	LOS A	0.0	0.3	0.42	0.62	0.42	51.4
3	R2	7	0	7	0.0	0.012	8.9	LOS A	0.0	0.3	0.42	0.62	0.42	51.2
Approach		8	0	8	0.0	0.012	8.5	LOS A	0.0	0.3	0.42	0.62	0.42	51.2
East: Gore Highway														
4	L2	1	0	1	0.0	0.056	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.3
5	T1	195	36	195	18.5	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		196	36	196	18.4	0.056	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Gore Highway														
11	T1	294	32	294	10.9	0.162	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.162	6.5	LOS A	0.0	0.1	0.00	0.00	0.00	58.0
Approach		295	32	295	10.8	0.162	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		499	68	499	13.6	0.162	0.2	NA	0.0	0.3	0.01	0.01	0.01	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: n [2022 PM Peak - Gore Highway / Short Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Short Road														
1	L2	1	0	1	0.0	0.007	5.9	LOS A	0.0	0.2	0.41	0.60	0.41	51.5
3	R2	4	0	4	0.0	0.007	8.9	LOS A	0.0	0.2	0.41	0.60	0.41	51.3
Approach		5	0	5	0.0	0.007	8.3	LOS A	0.0	0.2	0.41	0.60	0.41	51.3
East: Gore Highway														
4	L2	9	0	9	0.0	0.075	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	58.0
5	T1	267	25	267	9.4	0.075	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		276	25	276	9.1	0.075	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
West: Gore Highway														
11	T1	240	35	240	14.6	0.136	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.136	6.9	LOS A	0.0	0.1	0.00	0.00	0.00	58.0
Approach		241	35	241	14.5	0.136	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
All Vehicles		522	60	522	11.5	0.136	0.2	NA	0.0	0.2	0.01	0.02	0.01	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: n [2028 AM Peak - Gore Highway / Short Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Short Road														
1	L2	1	0	1	0.0	0.018	5.9	LOS A	0.1	0.4	0.50	0.68	0.50	50.4
3	R2	9	0	9	0.0	0.018	10.3	LOS B	0.1	0.4	0.50	0.68	0.50	50.2
Approach		10	0	10	0.0	0.018	9.9	LOS A	0.1	0.4	0.50	0.68	0.50	50.2
East: Gore Highway														
4	L2	2	0	2	0.0	0.071	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
5	T1	244	45	244	18.4	0.071	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		246	45	246	18.3	0.071	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Gore Highway														
11	T1	368	40	368	10.9	0.203	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.203	6.9	LOS A	0.0	0.1	0.00	0.00	0.00	58.1
Approach		369	40	369	10.8	0.203	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		625	85	625	13.6	0.203	0.2	NA	0.1	0.4	0.01	0.01	0.01	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: n [2028 PM Peak - Gore Highway / Short Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Short Road														
1	L2	1	0	1	0.0	0.010	6.0	LOS A	0.0	0.3	0.49	0.65	0.49	50.6
3	R2	5	0	5	0.0	0.010	10.4	LOS B	0.0	0.3	0.49	0.65	0.49	50.4
Approach		6	0	6	0.0	0.010	9.7	LOS A	0.0	0.3	0.49	0.65	0.49	50.4
East: Gore Highway														
4	L2	12	1	12	8.3	0.094	5.7	LOS A	0.0	0.0	0.00	0.04	0.00	57.5
5	T1	335	31	335	9.3	0.094	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		347	32	347	9.2	0.094	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
West: Gore Highway														
11	T1	301	44	301	14.6	0.170	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.170	7.4	LOS A	0.0	0.1	0.00	0.00	0.00	58.0
Approach		302	44	302	14.6	0.170	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		655	76	655	11.6	0.170	0.2	NA	0.0	0.3	0.01	0.02	0.01	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: n [2038 AM Peak - Gore Highway / Short Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Short Road														
1	L2	1	0	1	0.0	0.036	6.1	LOS A	0.1	0.8	0.66	0.83	0.66	47.8
3	R2	12	0	12	0.0	0.036	14.5	LOS B	0.1	0.8	0.66	0.83	0.66	47.6
Approach		13	0	13	0.0	0.036	13.9	LOS B	0.1	0.8	0.66	0.83	0.66	47.6
East: Gore Highway														
4	L2	2	0	2	0.0	0.100	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
5	T1	346	64	346	18.5	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		348	64	348	18.4	0.100	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Gore Highway														
11	T1	521	57	521	10.9	0.287	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.287	7.9	LOS A	0.0	0.1	0.00	0.00	0.00	58.1
Approach		522	57	522	10.9	0.287	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		883	121	883	13.7	0.287	0.2	NA	0.1	0.8	0.01	0.01	0.01	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: n [2038 PM Peak - Gore Highway / Short Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Short Road														
1	L2	1	0	1	0.0	0.021	6.2	LOS A	0.1	0.5	0.65	0.78	0.65	48.0
3	R2	7	0	7	0.0	0.021	14.6	LOS B	0.1	0.5	0.65	0.78	0.65	47.8
Approach		8	0	8	0.0	0.021	13.5	LOS B	0.1	0.5	0.65	0.78	0.65	47.8
East: Gore Highway														
4	L2	17	1	17	5.9	0.134	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.6
5	T1	474	44	474	9.3	0.134	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		491	45	491	9.2	0.134	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
West: Gore Highway														
11	T1	425	62	425	14.6	0.240	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.240	8.8	LOS A	0.0	0.1	0.00	0.00	0.00	58.0
Approach		426	62	426	14.6	0.240	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		925	107	925	11.6	0.240	0.3	NA	0.1	0.5	0.01	0.02	0.01	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: n [2028 AM Peak - Gore Highway / Short Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Short Road														
1	L2	1	0	1	0.0	0.018	5.9	LOS A	0.1	0.4	0.50	0.68	0.50	50.3
3	R2	9	0	9	0.0	0.018	10.4	LOS B	0.1	0.4	0.50	0.68	0.50	50.1
Approach		10	0	10	0.0	0.018	10.0	LOS A	0.1	0.4	0.50	0.68	0.50	50.1
East: Gore Highway														
4	L2	2	0	2	0.0	0.071	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
5	T1	246	45	246	18.3	0.071	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		248	45	248	18.1	0.071	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Gore Highway														
11	T1	376	41	376	10.9	0.207	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.207	6.9	LOS A	0.0	0.1	0.00	0.00	0.00	58.1
Approach		377	41	377	10.9	0.207	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		635	86	635	13.5	0.207	0.2	NA	0.1	0.4	0.01	0.01	0.01	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: n [2028 PM Peak - Gore Highway / Short Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Short Road														
1	L2	1	0	1	0.0	0.010	6.0	LOS A	0.0	0.3	0.49	0.65	0.49	50.6
3	R2	5	0	5	0.0	0.010	10.4	LOS B	0.0	0.3	0.49	0.65	0.49	50.3
Approach		6	0	6	0.0	0.010	9.7	LOS A	0.0	0.3	0.49	0.65	0.49	50.4
East: Gore Highway														
4	L2	12	1	12	8.3	0.094	5.7	LOS A	0.0	0.0	0.00	0.04	0.00	57.5
5	T1	335	31	335	9.3	0.094	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		347	32	347	9.2	0.094	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
West: Gore Highway														
11	T1	302	44	302	14.6	0.171	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.171	7.4	LOS A	0.0	0.1	0.00	0.00	0.00	58.0
Approach		303	44	303	14.5	0.171	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		656	76	656	11.6	0.171	0.2	NA	0.0	0.3	0.01	0.02	0.01	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: n [2038 AM Peak - Gore Highway / Short Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Short Road														
1	L2	1	0	1	0.0	0.036	6.1	LOS A	0.1	0.9	0.67	0.83	0.67	47.6
3	R2	12	0	12	0.0	0.036	14.8	LOS B	0.1	0.9	0.67	0.83	0.67	47.4
Approach		13	0	13	0.0	0.036	14.1	LOS B	0.1	0.9	0.67	0.83	0.67	47.5
East: Gore Highway														
4	L2	2	0	2	0.0	0.100	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
5	T1	348	64	348	18.4	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		350	64	350	18.3	0.100	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Gore Highway														
11	T1	530	57	530	10.8	0.292	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.292	7.9	LOS A	0.0	0.1	0.00	0.00	0.00	58.1
Approach		531	57	531	10.7	0.292	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		894	121	894	13.5	0.292	0.2	NA	0.1	0.9	0.01	0.01	0.01	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: n [2038 PM Peak - Gore Highway / Short Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Short Road														
1	L2	1	0	1	0.0	0.021	6.2	LOS A	0.1	0.5	0.65	0.78	0.65	48.0
3	R2	7	0	7	0.0	0.021	14.6	LOS B	0.1	0.5	0.65	0.78	0.65	47.8
Approach		8	0	8	0.0	0.021	13.5	LOS B	0.1	0.5	0.65	0.78	0.65	47.8
East: Gore Highway														
4	L2	17	1	17	5.9	0.133	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.6
5	T1	473	44	473	9.3	0.133	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		490	45	490	9.2	0.133	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
West: Gore Highway														
11	T1	427	62	427	14.5	0.241	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	1	0	1	0.0	0.241	8.8	LOS A	0.0	0.1	0.00	0.00	0.00	58.0
Approach		428	62	428	14.5	0.241	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		926	107	926	11.6	0.241	0.3	NA	0.1	0.5	0.01	0.02	0.01	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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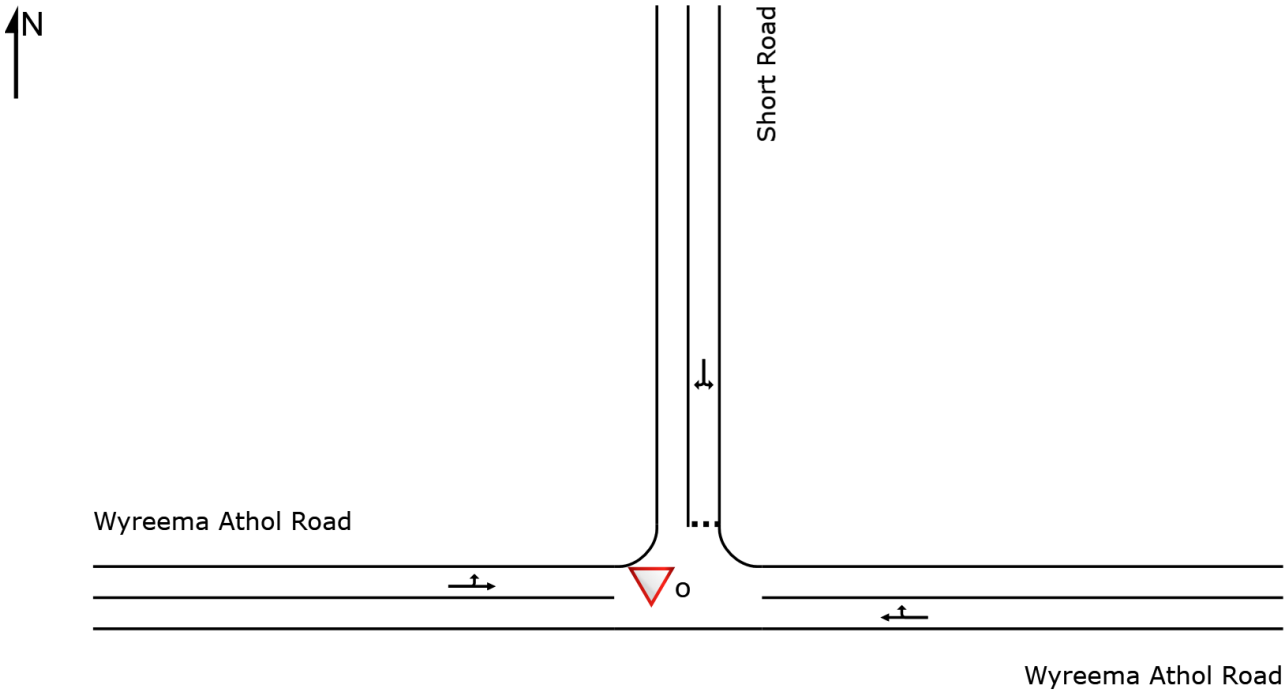
SITE LAYOUT

Site: o [2022 AM Peak - Wyreema Athol Road / Short Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: o [2022 AM Peak - Wyreema Athol Road / Short Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
5	T1	6	0	6	0.0	0.007	0.0	LOS A	0.0	0.2	0.02	0.32	0.02	56.4
6	R2	7	0	7	0.0	0.007	5.5	LOS A	0.0	0.2	0.02	0.32	0.02	54.2
Approach		13	0	13	0.0	0.007	2.9	NA	0.0	0.2	0.02	0.32	0.02	55.1
North: Short Road														
7	L2	3	0	3	0.0	0.003	5.5	LOS A	0.0	0.1	0.01	0.58	0.01	52.2
9	R2	1	1	1	100.0	0.003	6.8	LOS A	0.0	0.1	0.01	0.58	0.01	29.2
Approach		4	1	4	25.0	0.003	5.9	LOS A	0.0	0.1	0.01	0.58	0.01	45.2
West: Wyreema Athol Road														
10	L2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.00	0.20	0.00	54.7
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	57.7
Approach		3	0	3	0.0	0.002	1.8	NA	0.0	0.0	0.00	0.20	0.00	56.8
All Vehicles		20	1	20	5.0	0.007	3.4	NA	0.0	0.2	0.02	0.35	0.02	53.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: o [2022 PM Peak - Wyreema Athol Road / Short Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
5	T1	2	0	2	0.0	0.003	0.0	LOS A	0.0	0.1	0.02	0.40	0.02	55.6
6	R2	4	0	4	0.0	0.003	5.5	LOS A	0.0	0.1	0.02	0.40	0.02	53.5
Approach		6	0	6	0.0	0.003	3.6	NA	0.0	0.1	0.02	0.40	0.02	54.2
North: Short Road														
7	L2	9	0	9	0.0	0.006	5.5	LOS A	0.0	0.2	0.02	0.57	0.02	52.5
9	R2	1	0	1	0.0	0.006	5.5	LOS A	0.0	0.2	0.02	0.57	0.02	49.3
Approach		10	0	10	0.0	0.006	5.5	LOS A	0.0	0.2	0.02	0.57	0.02	52.2
West: Wyreema Athol Road														
10	L2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.00	0.20	0.00	54.7
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	57.7
Approach		3	0	3	0.0	0.002	1.8	NA	0.0	0.0	0.00	0.20	0.00	56.8
All Vehicles		19	0	19	0.0	0.006	4.4	NA	0.0	0.2	0.02	0.46	0.02	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: o [2028 AM Peak - Wyreema Athol Road / Short Road - Without Project (Site Folder: Development Year-Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
5	T1	8	1	8	12.5	0.010	0.0	LOS A	0.0	0.3	0.02	0.33	0.02	56.2
6	R2	10	1	10	10.0	0.010	5.6	LOS A	0.0	0.3	0.02	0.33	0.02	53.5
Approach		18	2	18	11.1	0.010	3.1	NA	0.0	0.3	0.02	0.33	0.02	54.6
North: Short Road														
7	L2	4	0	4	0.0	0.004	5.5	LOS A	0.0	0.1	0.01	0.58	0.01	52.2
9	R2	1	1	1	100.0	0.004	6.8	LOS A	0.0	0.1	0.01	0.58	0.01	29.2
Approach		5	1	5	20.0	0.004	5.8	LOS A	0.0	0.1	0.01	0.58	0.01	46.6
West: Wyreema Athol Road														
10	L2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.00	0.20	0.00	54.7
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	57.7
Approach		3	0	3	0.0	0.002	1.8	NA	0.0	0.0	0.00	0.20	0.00	56.8
All Vehicles		26	3	26	11.5	0.010	3.5	NA	0.0	0.3	0.02	0.36	0.02	53.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: o [2028 PM Peak - Wyreema Athol Road / Short Road - Without Project (Site Folder: Development Year-Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
5	T1	4	1	4	25.0	0.005	0.0	LOS A	0.0	0.2	0.03	0.33	0.03	55.8
6	R2	5	0	5	0.0	0.005	5.5	LOS A	0.0	0.2	0.03	0.33	0.03	53.7
Approach		9	1	9	11.1	0.005	3.0	NA	0.0	0.2	0.03	0.33	0.03	54.6
North: Short Road														
7	L2	12	1	12	8.3	0.008	5.6	LOS A	0.0	0.2	0.02	0.57	0.02	52.0
9	R2	1	0	1	0.0	0.008	5.5	LOS A	0.0	0.2	0.02	0.57	0.02	49.3
Approach		13	1	13	7.7	0.008	5.6	LOS A	0.0	0.2	0.02	0.57	0.02	51.9
West: Wyreema Athol Road														
10	L2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.00	0.15	0.00	55.3
11	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	58.3
Approach		4	0	4	0.0	0.002	1.4	NA	0.0	0.0	0.00	0.15	0.00	57.6
All Vehicles		26	2	26	7.7	0.008	4.1	NA	0.0	0.2	0.02	0.42	0.02	53.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: o [2038 AM Peak - Wyreema Athol Road / Short Road - Without Project (Site Folder: Development Year-Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
5	T1	11	1	11	9.1	0.014	0.0	LOS A	0.1	0.4	0.03	0.33	0.03	56.2
6	R2	14	1	14	7.1	0.014	5.5	LOS A	0.1	0.4	0.03	0.33	0.03	53.6
Approach		25	2	25	8.0	0.014	3.1	NA	0.1	0.4	0.03	0.33	0.03	54.7
North: Short Road														
7	L2	6	0	6	0.0	0.006	5.5	LOS A	0.0	0.2	0.02	0.58	0.02	52.2
9	R2	2	2	2	100.0	0.006	6.9	LOS A	0.0	0.2	0.02	0.58	0.02	29.2
Approach		8	2	8	25.0	0.006	5.9	LOS A	0.0	0.2	0.02	0.58	0.02	45.2
West: Wyreema Athol Road														
10	L2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.00	0.15	0.00	55.3
11	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	58.3
Approach		4	0	4	0.0	0.002	1.4	NA	0.0	0.0	0.00	0.15	0.00	57.6
All Vehicles		37	4	37	10.8	0.014	3.5	NA	0.1	0.4	0.02	0.37	0.02	52.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: o [2038 PM Peak - Wyreema Athol Road / Short Road - Without Project (Site Folder: Development Year-Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
5	T1	5	1	5	20.0	0.007	0.0	LOS A	0.0	0.2	0.03	0.35	0.03	55.7
6	R2	7	0	7	0.0	0.007	5.5	LOS A	0.0	0.2	0.03	0.35	0.03	53.7
Approach		12	1	12	8.3	0.007	3.2	NA	0.0	0.2	0.03	0.35	0.03	54.5
North: Short Road														
7	L2	17	1	17	5.9	0.012	5.6	LOS A	0.0	0.3	0.03	0.56	0.03	52.1
9	R2	1	0	1	0.0	0.012	5.5	LOS A	0.0	0.3	0.03	0.56	0.03	49.3
Approach		18	1	18	5.6	0.012	5.6	LOS A	0.0	0.3	0.03	0.56	0.03	52.0
West: Wyreema Athol Road														
10	L2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.00	0.12	0.00	55.7
11	T1	4	0	4	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	58.6
Approach		5	0	5	0.0	0.003	1.1	NA	0.0	0.0	0.00	0.12	0.00	58.1
All Vehicles		35	2	35	5.7	0.012	4.1	NA	0.0	0.3	0.02	0.43	0.02	53.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: o [2028 AM Peak - Wyreema Athol Road / Short Road - With Project (Site Folder: Development Year-With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
5	T1	8	1	8	12.5	0.010	0.0	LOS A	0.0	0.3	0.02	0.33	0.02	56.2
6	R2	10	1	10	10.0	0.010	5.6	LOS A	0.0	0.3	0.02	0.33	0.02	53.5
Approach		18	2	18	11.1	0.010	3.1	NA	0.0	0.3	0.02	0.33	0.02	54.6
North: Short Road														
7	L2	4	0	4	0.0	0.004	5.5	LOS A	0.0	0.1	0.01	0.58	0.01	52.2
9	R2	1	1	1	100.0	0.004	6.8	LOS A	0.0	0.1	0.01	0.58	0.01	29.2
Approach		5	1	5	20.0	0.004	5.8	LOS A	0.0	0.1	0.01	0.58	0.01	46.6
West: Wyreema Athol Road														
10	L2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.00	0.20	0.00	54.7
11	T1	2	0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	57.7
Approach		3	0	3	0.0	0.002	1.8	NA	0.0	0.0	0.00	0.20	0.00	56.8
All Vehicles		26	3	26	11.5	0.010	3.5	NA	0.0	0.3	0.02	0.36	0.02	53.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: o [2028 PM Peak - Wyreema Athol Road / Short Road - With Project (Site Folder: Development Year-With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
5	T1	4	1	4	25.0	0.005	0.0	LOS A	0.0	0.2	0.03	0.33	0.03	55.8
6	R2	5	0	5	0.0	0.005	5.5	LOS A	0.0	0.2	0.03	0.33	0.03	53.7
Approach		9	1	9	11.1	0.005	3.0	NA	0.0	0.2	0.03	0.33	0.03	54.6
North: Short Road														
7	L2	12	1	12	8.3	0.008	5.6	LOS A	0.0	0.2	0.02	0.57	0.02	52.0
9	R2	1	0	1	0.0	0.008	5.5	LOS A	0.0	0.2	0.02	0.57	0.02	49.3
Approach		13	1	13	7.7	0.008	5.6	LOS A	0.0	0.2	0.02	0.57	0.02	51.9
West: Wyreema Athol Road														
10	L2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.00	0.15	0.00	55.3
11	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	58.3
Approach		4	0	4	0.0	0.002	1.4	NA	0.0	0.0	0.00	0.15	0.00	57.6
All Vehicles		26	2	26	7.7	0.008	4.1	NA	0.0	0.2	0.02	0.42	0.02	53.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: o [2038 AM Peak - Wyreema Athol Road / Short Road - With Project (Site Folder: Development Year-With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
5	T1	11	1	11	9.1	0.014	0.0	LOS A	0.1	0.4	0.03	0.33	0.03	56.2
6	R2	14	1	14	7.1	0.014	5.5	LOS A	0.1	0.4	0.03	0.33	0.03	53.6
Approach		25	2	25	8.0	0.014	3.1	NA	0.1	0.4	0.03	0.33	0.03	54.7
North: Short Road														
7	L2	6	0	6	0.0	0.006	5.5	LOS A	0.0	0.2	0.02	0.58	0.02	52.2
9	R2	2	2	2	100.0	0.006	6.9	LOS A	0.0	0.2	0.02	0.58	0.02	29.2
Approach		8	2	8	25.0	0.006	5.9	LOS A	0.0	0.2	0.02	0.58	0.02	45.2
West: Wyreema Athol Road														
10	L2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.00	0.15	0.00	55.3
11	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	58.3
Approach		4	0	4	0.0	0.002	1.4	NA	0.0	0.0	0.00	0.15	0.00	57.6
All Vehicles		37	4	37	10.8	0.014	3.5	NA	0.1	0.4	0.02	0.37	0.02	52.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: o [2038 PM Peak - Wyreema Athol Road / Short Road - With Project (Site Folder: Development Year-With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Wyreema Athol Road														
5	T1	5	1	5	20.0	0.007	0.0	LOS A	0.0	0.2	0.03	0.35	0.03	55.7
6	R2	7	0	7	0.0	0.007	5.5	LOS A	0.0	0.2	0.03	0.35	0.03	53.7
Approach		12	1	12	8.3	0.007	3.2	NA	0.0	0.2	0.03	0.35	0.03	54.5
North: Short Road														
7	L2	17	1	17	5.9	0.012	5.6	LOS A	0.0	0.3	0.03	0.56	0.03	52.1
9	R2	1	0	1	0.0	0.012	5.5	LOS A	0.0	0.3	0.03	0.56	0.03	49.3
Approach		18	1	18	5.6	0.012	5.6	LOS A	0.0	0.3	0.03	0.56	0.03	52.0
West: Wyreema Athol Road														
10	L2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.00	0.12	0.00	55.7
11	T1	4	0	4	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	58.6
Approach		5	0	5	0.0	0.003	1.1	NA	0.0	0.0	0.00	0.12	0.00	58.1
All Vehicles		35	2	35	5.7	0.012	4.1	NA	0.0	0.3	0.02	0.43	0.02	53.6

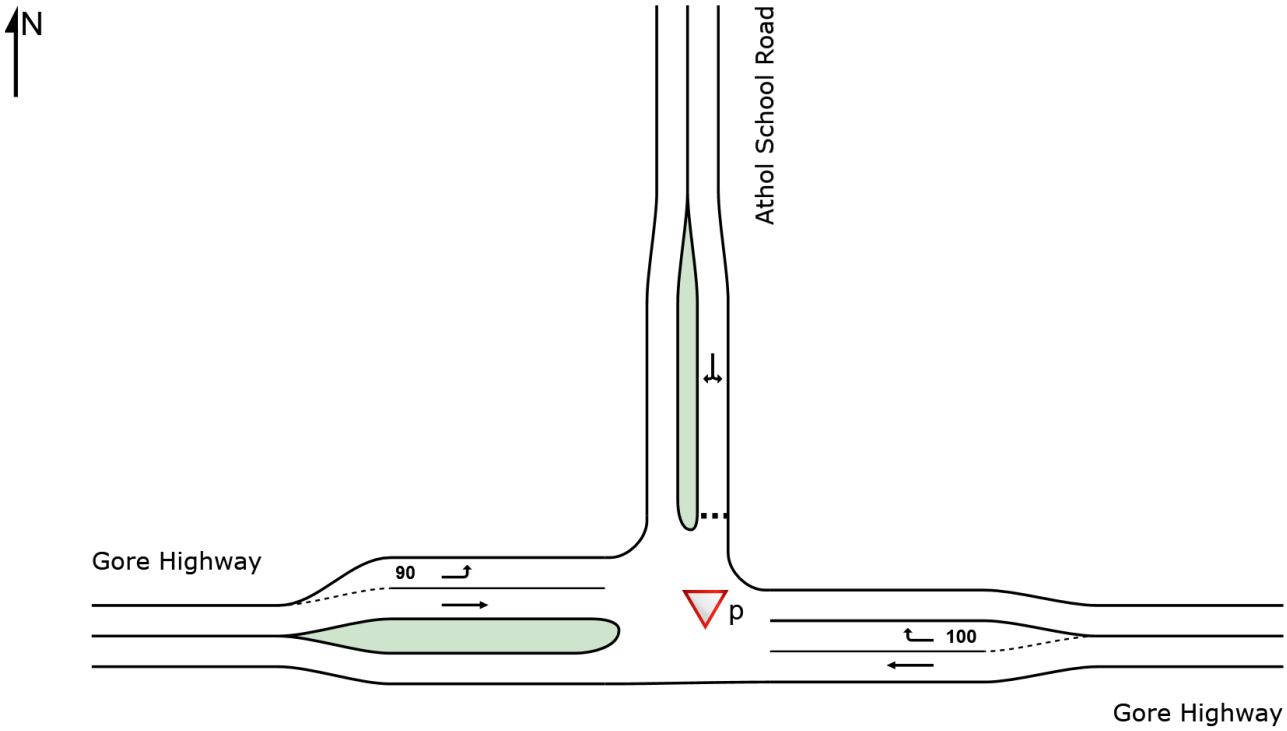
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: p [2022 AM Peak - Gore Highway / Athol School Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: p [2022 AM Peak - Gore Highway / Athol School Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	201	38	201	18.9	0.116	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	8	3	8	37.5	0.010	10.3	LOS B	0.0	0.3	0.42	0.65	0.42	60.1
Approach		209	41	209	19.6	0.116	0.4	NA	0.0	0.3	0.02	0.02	0.02	97.5
North: Athol School Road														
7	L2	14	3	14	21.4	0.022	10.0	LOS B	0.1	0.7	0.43	0.67	0.43	64.3
9	R2	2	1	2	50.0	0.022	17.0	LOS C	0.1	0.7	0.43	0.67	0.43	56.7
Approach		16	4	16	25.0	0.022	10.9	LOS B	0.1	0.7	0.43	0.67	0.43	63.2
West: Gore Highway														
10	L2	2	1	2	50.0	0.001	9.1	LOS A	0.0	0.0	0.00	0.66	0.00	59.4
11	T1	301	34	301	11.3	0.166	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		303	35	303	11.6	0.166	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.5
All Vehicles		528	80	528	15.2	0.166	0.5	NA	0.1	0.7	0.02	0.03	0.02	97.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: p [2022 PM Peak - Gore Highway / Athol School Road - Existing Conditions (Site Folder: Existing Conditions)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	289	27	289	9.3	0.157	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	11	2	11	18.2	0.012	9.3	LOS A	0.0	0.4	0.38	0.64	0.38	66.2
Approach		300	29	300	9.7	0.157	0.4	NA	0.0	0.4	0.01	0.02	0.01	98.1
North: Athol School Road														
7	L2	9	2	9	22.2	0.012	9.9	LOS A	0.0	0.4	0.39	0.65	0.39	64.8
9	R2	1	0	1	0.0	0.012	12.9	LOS B	0.0	0.4	0.39	0.65	0.39	71.7
Approach		10	2	10	20.0	0.012	10.2	LOS B	0.0	0.4	0.39	0.65	0.39	65.4
West: Gore Highway														
10	L2	2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	271	41	271	15.1	0.153	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		273	41	273	15.0	0.153	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
All Vehicles		583	72	583	12.3	0.157	0.4	NA	0.0	0.4	0.01	0.03	0.01	98.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: p [2028 AM Peak - Gore Highway / Athol School Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	252	47	252	18.7	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	9	3	9	33.3	0.012	10.8	LOS B	0.0	0.4	0.47	0.68	0.47	60.6
Approach		261	50	261	19.2	0.145	0.4	NA	0.0	0.4	0.02	0.02	0.02	97.7
North: Athol School Road														
7	L2	16	3	16	18.8	0.028	10.5	LOS B	0.1	0.8	0.48	0.71	0.48	64.1
9	R2	2	1	2	50.0	0.028	21.0	LOS C	0.1	0.8	0.48	0.71	0.48	56.0
Approach		18	4	18	22.2	0.028	11.7	LOS B	0.1	0.8	0.48	0.71	0.48	63.1
West: Gore Highway														
10	L2	2	1	2	50.0	0.001	9.1	LOS A	0.0	0.0	0.00	0.66	0.00	59.4
11	T1	378	43	378	11.4	0.208	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		380	44	380	11.6	0.208	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.5
All Vehicles		659	98	659	14.9	0.208	0.5	NA	0.1	0.8	0.02	0.03	0.02	97.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: p [2028 PM Peak - Gore Highway / Athol School Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	362	34	362	9.4	0.197	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	14	2	14	14.3	0.016	9.6	LOS A	0.1	0.5	0.43	0.67	0.43	67.0
Approach		376	36	376	9.6	0.197	0.4	NA	0.1	0.5	0.02	0.02	0.02	98.1
North: Athol School Road														
7	L2	10	2	10	20.0	0.015	10.3	LOS B	0.1	0.4	0.44	0.67	0.44	64.7
9	R2	1	0	1	0.0	0.015	15.3	LOS C	0.1	0.4	0.44	0.67	0.44	70.9
Approach		11	2	11	18.2	0.015	10.7	LOS B	0.1	0.4	0.44	0.67	0.44	65.2
West: Gore Highway														
10	L2	2	0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	339	51	339	15.0	0.191	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		341	51	341	15.0	0.191	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
All Vehicles		728	89	728	12.2	0.197	0.4	NA	0.1	0.5	0.01	0.02	0.01	98.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: p [2038 AM Peak - Gore Highway / Athol School Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	357	67	357	18.8	0.205	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	12	4	12	33.3	0.021	12.6	LOS B	0.1	0.7	0.56	0.76	0.56	58.8
Approach		369	71	369	19.2	0.205	0.4	NA	0.1	0.7	0.02	0.02	0.02	97.7
North: Athol School Road														
7	L2	23	4	23	17.4	0.052	12.0	LOS B	0.2	1.4	0.58	0.80	0.58	62.0
9	R2	2	1	2	50.0	0.052	35.2	LOS E	0.2	1.4	0.58	0.80	0.58	54.1
Approach		25	5	25	20.0	0.052	13.8	LOS B	0.2	1.4	0.58	0.80	0.58	61.3
West: Gore Highway														
10	L2	2	1	2	50.0	0.001	9.1	LOS A	0.0	0.0	0.00	0.66	0.00	59.4
11	T1	534	60	534	11.2	0.294	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		536	61	536	11.4	0.294	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.6
All Vehicles		930	137	930	14.7	0.294	0.6	NA	0.2	1.4	0.02	0.03	0.02	97.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: p [2038 PM Peak - Gore Highway / Athol School Road - Without Project (Site Folder: Design Year - Without Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	511	47	511	9.2	0.278	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
6	R2	19	3	19	15.8	0.027	10.9	LOS B	0.1	0.8	0.52	0.73	0.52	65.0
Approach		530	50	530	9.4	0.278	0.4	NA	0.1	0.8	0.02	0.03	0.02	98.0
North: Athol School Road														
7	L2	15	3	15	20.0	0.028	11.6	LOS B	0.1	0.8	0.53	0.75	0.53	63.0
9	R2	1	0	1	0.0	0.028	23.5	LOS C	0.1	0.8	0.53	0.75	0.53	68.8
Approach		16	3	16	18.8	0.028	12.3	LOS B	0.1	0.8	0.53	0.75	0.53	63.3
West: Gore Highway														
10	L2	3	0	3	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	479	72	479	15.0	0.270	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		482	72	482	14.9	0.270	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.6
All Vehicles		1028	125	1028	12.2	0.278	0.4	NA	0.1	0.8	0.02	0.03	0.02	97.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: p [2028 AM Peak - Gore Highway / Athol School Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	252	47	252	18.7	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	9	3	9	33.3	0.012	10.8	LOS B	0.0	0.4	0.47	0.68	0.47	60.6
Approach		261	50	261	19.2	0.145	0.4	NA	0.0	0.4	0.02	0.02	0.02	97.7
North: Athol School Road														
7	L2	21	3	21	14.3	0.039	10.3	LOS B	0.1	1.1	0.48	0.72	0.48	65.4
9	R2	4	1	4	25.0	0.039	17.6	LOS C	0.1	1.1	0.48	0.72	0.48	62.1
Approach		25	4	25	16.0	0.039	11.5	LOS B	0.1	1.1	0.48	0.72	0.48	64.9
West: Gore Highway														
10	L2	8	1	8	12.5	0.005	8.2	LOS A	0.0	0.0	0.00	0.66	0.00	70.0
11	T1	378	43	378	11.4	0.208	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		386	44	386	11.4	0.208	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.0
All Vehicles		672	98	672	14.6	0.208	0.7	NA	0.1	1.1	0.02	0.04	0.02	96.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
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NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: p [2028 PM Peak - Gore Highway / Athol School Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	362	34	362	9.4	0.197	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	16	2	16	12.5	0.018	9.5	LOS A	0.1	0.5	0.43	0.67	0.43	67.6
Approach		378	36	378	9.5	0.197	0.4	NA	0.1	0.5	0.02	0.03	0.02	97.9
North: Athol School Road														
7	L2	13	2	13	15.4	0.024	10.1	LOS B	0.1	0.6	0.46	0.70	0.46	65.5
9	R2	3	0	3	0.0	0.024	15.5	LOS C	0.1	0.6	0.46	0.70	0.46	70.2
Approach		16	2	16	12.5	0.024	11.1	LOS B	0.1	0.6	0.46	0.70	0.46	66.3
West: Gore Highway														
10	L2	3	0	3	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	339	51	339	15.0	0.191	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		342	51	342	14.9	0.191	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		736	89	736	12.1	0.197	0.5	NA	0.1	0.6	0.02	0.03	0.02	97.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: p [2038 AM Peak - Gore Highway / Athol School Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	357	67	357	18.8	0.205	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
6	R2	14	5	14	35.7	0.025	12.9	LOS B	0.1	0.8	0.56	0.77	0.56	58.1
Approach		371	72	371	19.4	0.205	0.5	NA	0.1	0.8	0.02	0.03	0.02	97.2
North: Athol School Road														
7	L2	31	5	31	16.1	0.076	12.0	LOS B	0.3	2.0	0.59	0.83	0.59	62.1
9	R2	5	1	5	20.0	0.076	26.5	LOS D	0.3	2.0	0.59	0.83	0.59	60.9
Approach		36	6	36	16.7	0.076	14.0	LOS B	0.3	2.0	0.59	0.83	0.59	62.0
West: Gore Highway														
10	L2	12	2	12	16.7	0.007	8.3	LOS A	0.0	0.0	0.00	0.66	0.00	68.7
11	T1	534	60	534	11.2	0.294	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		546	62	546	11.4	0.294	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.8
All Vehicles		953	140	953	14.7	0.294	0.8	NA	0.3	2.0	0.03	0.05	0.03	96.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: c:\pw_work\aurecon_emogen.collins\aurecon-au-pw-34\dms33933\p. Gore Highway_Athol School Road.sip9

MOVEMENT SUMMARY

Site: p [2038 PM Peak - Gore Highway / Athol School Road - With Project (Site Folder: Design Year - With Project)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gore Highway														
5	T1	511	47	511	9.2	0.280	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
6	R2	23	3	23	13.0	0.032	10.8	LOS B	0.1	0.9	0.52	0.74	0.52	66.0
Approach		534	50	534	9.4	0.280	0.5	NA	0.1	0.9	0.02	0.03	0.02	97.7
North: Athol School Road														
7	L2	19	3	19	15.8	0.047	11.4	LOS B	0.2	1.2	0.57	0.79	0.57	62.6
9	R2	4	0	4	0.0	0.047	23.8	LOS C	0.2	1.2	0.57	0.79	0.57	67.1
Approach		23	3	23	13.0	0.047	13.5	LOS B	0.2	1.2	0.57	0.79	0.57	63.3
West: Gore Highway														
10	L2	4	0	4	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
11	T1	479	72	479	15.0	0.270	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		483	72	483	14.9	0.270	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		1040	125	1040	12.0	0.280	0.6	NA	0.2	1.2	0.02	0.04	0.02	97.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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APPENDIX

AA

Traffic Impact Assessment

Appendix BG Level crossing queue analysis

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
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INLAND RAIL

Active/passive level crossing sites (public and formed roads only)

Interface ID	Road name	Proposed treatment	Road type	Total wait time per closure (seconds)	Total wait time per closure (minutes)	Background Traffic Data Source	Growth Rate (% p.a.)	Gazettal Direction	Background Year	Hourly Gazettal Volume in Volume Year		Hourly A-Gazettal Volume in Volume Year	
										AM Peak	PM Peak	AM Peak	PM Peak
State Government: Department of Transport and Main Roads (DTMR)													
310-24-P-2	Millmerran-Inglewood Road	Active level crossing	Rural - SCR	101	1.69	2022 Construction Route Volumes	3.1%	South	2022	15	15	16	15
310-40-E-2	Millmerran-Leyburn Road	Active level crossing	Rural - SCR	101	1.69	2022 Construction Route Volumes	6.1%	South East	2022	10	12	10	10
Local Government: Goondiwindi Regional Council (GRC)													
270-12-P-1	Kildonan Road	Active level crossing	Rural - Major connection Goondiwindi-Yelarbon	101	1.69	2022 Construction Route Volumes	3.3%	East	2022	80	71	78	76
310-4-E-2	South Kurumbul Road	Active level crossing	Rural	101	1.69	2022 Construction Route Volumes	3.3%	North	2022	3	2	3	3
310-7-E-1	Unnamed Road	Passive level crossing	Rural Property Access	133	2.22	Assumed	0.0%	North	2022	10	10	10	10
310-10-P-1	Unnamed Road	Passive level crossing	Rural Property Access	78	1.30	Assumed	0.0%	North	2022	10	10	10	10
310-12-E-1	Suttons Road	Passive level crossing	Rural	78	1.30	2022 Construction Route Volumes	0.8%	East	2022	0	0	0	0
310-14-E-0	Springborg Road	Passive level crossing	Rural	78	1.30	2022 Construction Route Volumes	0.8%	North	2022	0	0	0	0
310-16-P-1a	Whetstone Access Road	Active level crossing	Rural	104	1.74	2022 Construction Route Volumes	0.8%	East	2022	1	1	1	1
310-18-P-8	Cremascos Road	Active level crossing	Rural	133	2.22	2022 Construction Route Volumes	0.8%	East	2022	4	4	4	4
310-21-P-9	Lovells Crossing Road	Active level crossing	Rural	101	1.69	2022 Construction Route Volumes	1.3%	North	2022	2	2	2	2
310-22-P-9	Thornton Road	Active level crossing	Rural	101	1.69	2022 Construction Route Volumes	3.1%	East	2022	1	1	1	1
310-25-P-3	Grays Road	Passive level crossing	Rural	78	1.30	2022 Construction Route Volumes	3.1%	East	2022	1	1	1	1
310-26-P-2	Wongavale-Yugilbar Road	Passive level crossing	Rural	78	1.30	2022 Construction Route Volumes	3.1%	North/East	2022	1	1	1	1
310-28-P-3	Unnamed Road	Active level crossing	Rural	181	3.02	Assumed	0.0%	East	2022	10	10	10	10
Local Government: Toowoomba Regional Council (TRC)													
310-30-P-2	Kooroongarra Anderson Road	Passive level crossing	Rural Property Access	81	1.35	Assumed	0.0%	East	2022	10	10	10	10
310-31-P-7	Kooroongarra Road	Active level crossing	Rural	101	1.69	Assumed	0.0%	East	2022	10	10	10	10
310-32-P-4	Paton Road	Active level crossing	Rural	101	1.69	2022 Construction Route Volumes	0.0%	East	2022	1	1	1	1
310-33-P-1	Nicol Creek Road	Active level crossing	Rural	101	1.69	Assumed	0.0%	East	2022	10	10	10	10
310-34-P-1	Millwood Road	Active level crossing	Rural	101	1.69	2022 Construction Route Volumes	0.0%	East	2022	2	1	2	2
310-36-P-1	Blackwell Road	Active level crossing	Rural	101	1.69	2022 Construction Route Volumes	0.0%	East	2022	0	0	1	1
310-42-E-0a	Harris Road	Active level crossing	Small township	101	1.69	2022 Construction Route Volumes	3.2%	North	2022	3	3	3	3
310-43-E-3	Elsden Road	Active level crossing	Rural	101	1.69	Assumed	0.0%	East	2022	10	10	10	10
310-43-P-8a	Mann Silo Access Road	Active level crossing	Township outskirts	101	1.69	Brookstead Assessment	0.0%	North	2021	5	14	5	11
310-45-E-1	Longhurst Road	Active level crossing	Rural	101	1.69	Assumed	0.0%	North	2022	10	10	10	10
310-48-P-1	Tip Road	Active level crossing	Rural	101	1.69	Diversions Assessment (Int. J Gore Highway/Tip Road)	3.2%	North	2028	13	18	9	34
310-50-P-11	Linthorpe Valley Road	Active level crossing	Rural	111	1.84	2022 Construction Route Volumes	3.5%	East	2022	3	4	4	4
310-57-P-4	Leesons Road	Active level crossing	Rural	101	1.69	2022 Construction Route Volumes	1.2%	North	2022	2	3	3	4

Active/passive level crossing sites (public and formed roads only)

				Volumes (veh/hr)								Arrival Rate (veh/minute)							
				Gazettal 2028		Against-Gazettal 2028		Gazettal 2040		Against-Gazettal 2040		Gazettal 2028		Against-Gazettal 2028		Gazettal 2040		Against-Gazettal 2040	
Interface ID	Road name	Proposed treatment	Road type	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
State Government: Department of Transport and Main Roads (DTMR)																			
310-24-P-2	Millmerran-Inglewood Road	Active level crossing	Rural - SCR	18	18	19	18	25	26	27	26	0.3	0.3	0.3	0.3	0.4	0.4	0.4	0.4
310-40-E-2	Millmerran-Leyburn Road	Active level crossing	Rural - SCR	14	17	14	14	28	35	29	28	0.2	0.3	0.2	0.2	0.5	0.6	0.5	0.5
Local Government: Goondiwindi Regional Council (GRC)																			
270-12-P-1	Kildonan Road	Active level crossing	Rural - Major connection Goondiwindi-Yelarbon	97	86	94	92	143	126	139	136	1.6	1.4	1.6	1.5	2.4	2.1	2.3	2.3
310-4-E-2	South Kurumbul Road	Active level crossing	Rural	3	3	4	3	5	4	5	5	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
310-7-E-1	Unnamed Road	Passive level crossing	Rural Property Access	10	10	10	10	10	10	10	10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
310-10-P-1	Unnamed Road	Passive level crossing	Rural Property Access	10	10	10	10	10	10	10	10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
310-12-E-1	Suttons Road	Passive level crossing	Rural	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
310-14-E-0	Springborg Road	Passive level crossing	Rural	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
310-16-P-1a	Whetstone Access Road	Active level crossing	Rural	1	1	1	1	1	1	1	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
310-18-P-8	Cremascos Road	Active level crossing	Rural	4	4	4	5	5	5	5	5	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
310-21-P-9	Lovells Crossing Road	Active level crossing	Rural	2	2	2	2	2.1	2	2	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
310-22-P-9	Thornton Road	Active level crossing	Rural	1	1	1	1	1	1	1	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
310-25-P-3	Grays Road	Passive level crossing	Rural	1	1	1	1	1.7	2	2	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
310-26-P-2	Wongavale-Yugilbar Road	Passive level crossing	Rural	1	1	1	1	1	1	1	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
310-28-P-3	Unnamed Road	Active level crossing	Rural	10	10	10	10	10	10	10	10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Local Government: Toowoomba Regional Council (TRC)																			
310-30-P-2	Kooroongarra Anderson Road	Passive level crossing	Rural Property Access	10	10	10	10	10	10	10	10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
310-31-P-7	Kooroongarra Road	Active level crossing	Rural	10	10	10	10	10	10	10	10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
310-32-P-4	Paton Road	Active level crossing	Rural	1	1	1	1	1	1	1	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
310-33-P-1	Nicol Creek Road	Active level crossing	Rural	10	10	10	10	10	10	10	10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
310-34-P-1	Millwood Road	Active level crossing	Rural	2	1	2	2	2	1	2	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
310-36-P-1	Blackwell Road	Active level crossing	Rural	0	0	1	1	0	0	1	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
310-42-E-0a	Harris Road	Active level crossing	Small township	3	4	4	4	5	5	5	6	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
310-43-E-3	Elsden Road	Active level crossing	Rural	10	10	10	10	10	10	10	10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
310-43-P-8a	Mann Silo Access Road	Active level crossing	Township outskirts	5	14	5	11	5	14	5	11	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.2
310-45-E-1	Longhurst Road	Active level crossing	Rural	10	10	10	10	10	10	10	10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
310-48-P-1	Tip Road	Active level crossing	Rural	13	18	9	34	19	26	13	50	0.2	0.3	0.2	0.6	0.3	0.4	0.2	0.8
310-50-P-11	Linthorpe Valley Road	Active level crossing	Rural	4	5	5	4	6	7	7	7	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
310-57-P-4	Leesons Road	Active level crossing	Rural	3	3	4	4	3	4	4	4	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1

Active/passive level crossing sites (public and formed roads only)

Interface ID	Road name	Proposed treatment	Road type	Total vehicles queued per closure								Maximum vehicles queued per closure				Available storage length		Sufficient storage?	Design Vehicle
				Gazettal 2028		Against-Gazettal 2028		Gazettal 2040		Against-Gazettal 2040		Gazettal		Against-Gazettal					
				AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	2028	2040	2028	2040	Gazettal	Against-Gazettal		
State Government: Department of Transport and Main Roads (DTMR)																			
310-24-P-2	Millmerran-Inglewood Road	Active level crossing	Rural - SCR	0.5	0.5	0.5	0.5	0.7	0.7	0.8	0.7	1	1	1	1	200m +	200m +	Yes	PBS3B (42m)
310-40-E-2	Millmerran-Leyburn Road	Active level crossing	Rural - SCR	0.4	0.5	0.4	0.4	0.8	1.0	0.8	0.8	1	1	1	1	200m +	200m +	Yes	PBS2B (30m)
Local Government: Goondiwindi Regional Council (GRC)																			
270-12-P-1	Kildonan Road	Active level crossing	Rural - Major connection Goondiwindi-Yelarbon	2.7	2.4	2.7	2.6	4.0	3.6	3.9	3.8	3	3	5	4	200m +	200m +	Yes	PBS3B (42m)
310-4-E-2	South Kurumbul Road	Active level crossing	Rural	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1	1	1	1	200m +	200m +	Yes	PBS3B (42m)
310-7-E-1	Unnamed Road	Passive level crossing	Rural Property Access	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	1	1	1	1	200m +	40m	Yes	PBS3A (36.5m)
310-10-P-1	Unnamed Road	Passive level crossing	Rural Property Access	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1	1	1	1	200m +	24m	Yes	PBS1 (19m)
310-12-E-1	Suttons Road	Passive level crossing	Rural	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	1	1	1	200m +	200m +	Yes	PBS3B (42m)
310-14-E-0	Springborg Road	Passive level crossing	Rural	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	1	1	1	200m +	200m +	Yes	PBS3B (42m)
310-16-P-1a	Whetstone Access Road	Active level crossing	Rural	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	1	1	1	200m +	200m +	Yes	PBS3B (42m)
310-18-P-8	Cremascos Road	Active level crossing	Rural	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1	1	1	1	200m +	200m +	Yes	PBS3B (42m)
310-21-P-9	Lovells Crossing Road	Active level crossing	Rural	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	1	1	1	1	200m +	200m +	Yes	PBS3B (42m)
310-22-P-9	Thornton Road	Active level crossing	Rural	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	1	1	1	200m +	200m +	Yes	PBS3B (42m)
310-25-P-3	Grays Road	Passive level crossing	Rural	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	1	1	1	55m	200m +	Yes	PBS3B (42m)
310-26-P-2	Wongavale-Yugilbar Road	Passive level crossing	Rural	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	1	1	1	56m	200m +	Yes	PBS3B (42m)
310-28-P-3	Unnamed Road	Active level crossing	Rural	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1	1	1	1	48m	200m +	Yes	PBS3B (42m)
Local Government: Toowoomba Regional Council (TRC)																			
310-30-P-2	Kooroongarra Anderson Road	Passive level crossing	Rural Property Access	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1	1	1	1	48m	200m +	Yes	PBS3B (42m)
310-31-P-7	Kooroongarra Road	Active level crossing	Rural	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	1	1	1	1	62m	200m +	Yes	PBS3B (42m)
310-32-P-4	Paton Road	Active level crossing	Rural	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	1	1	1	200m +	200m +	Yes	PBS3B (42m)
310-33-P-1	Nicol Creek Road	Active level crossing	Rural	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	1	1	1	1	200m +	200m +	Yes	PBS3B (42m)
310-34-P-1	Millwood Road	Active level crossing	Rural	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1	1	1	1	1	200m +	200m +	Yes	PBS3B (42m)
310-36-P-1	Blackwell Road	Active level crossing	Rural	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	1	1	1	200m +	200m +	Yes	PBS3B (42m)
310-42-E-0a	Harris Road	Active level crossing	Small township	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	1	1	1	1	160m	200m +	Yes	PBS3B (42m)
310-43-E-3	Elsden Road	Active level crossing	Rural	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	1	1	1	1	49,	200m +	Yes	PBS3B (42m)
310-43-P-8a	Mann Silo Access Road	Active level crossing	Township outskirts	0.1	0.4	0.1	0.3	0.1	0.4	0.1	0.3	1	1	1	1	200m +	120m	Yes	PBS3B (42m)
310-45-E-1	Longhurst Road	Active level crossing	Rural	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	1	1	1	1	200m +	200m +	Yes	PBS3B (42m)
310-48-P-1	Tip Road	Active level crossing	Rural	0.4	0.5	0.3	1.0	0.5	0.7	0.4	1.4	1	1	1	2	200m +	200m +	Yes	PBS3B (42m)
310-50-P-11	Linthorpe Valley Road	Active level crossing	Rural	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	1	1	1	1	200m +	200m +	Yes	PBS3B (42m)
310-57-P-4	Leesons Road	Active level crossing	Rural	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1	1	1	1	200m +	200m +	Yes	PBS3B (42m)

APPENDIX

AA

Traffic Impact Assessment

Appendix BH Cumulative intersections turn warrants assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
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INLAND RAIL

Intersection Code	3B

Time Period	AM

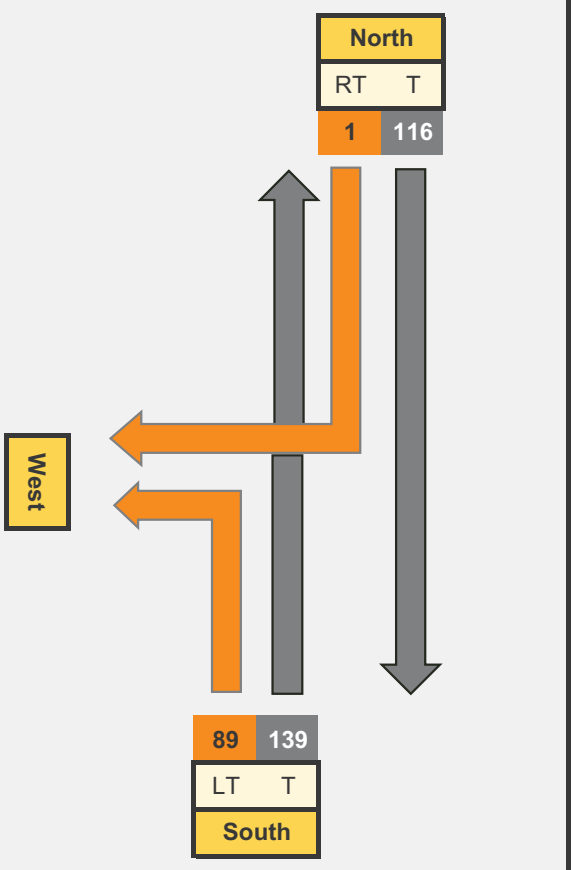
Intersection ID	X13
Intersection Name	Cunningham Highway/Leichhardt Highway

Speed	100			
Existing Treatment	L	CHL	R	CHR

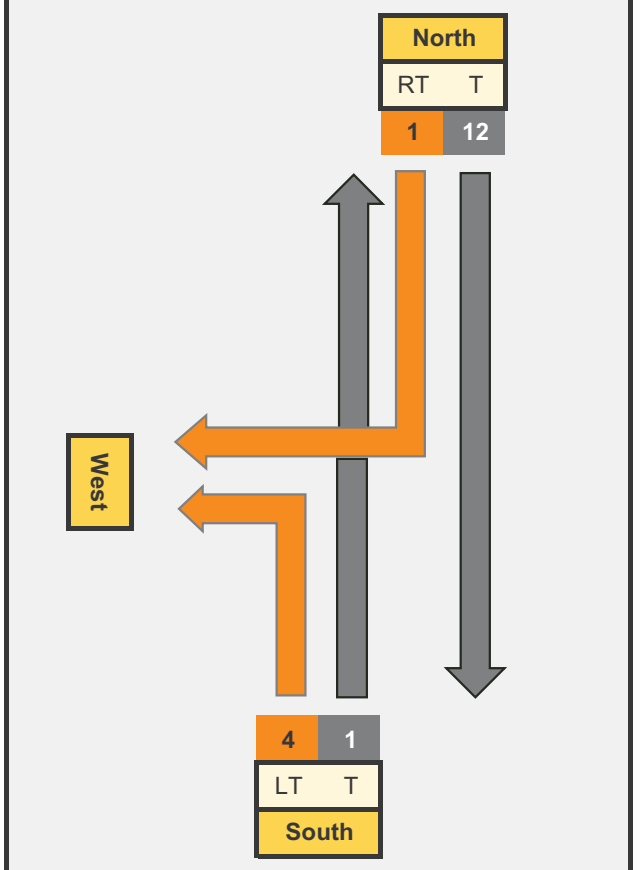
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 1: Cumulative 1

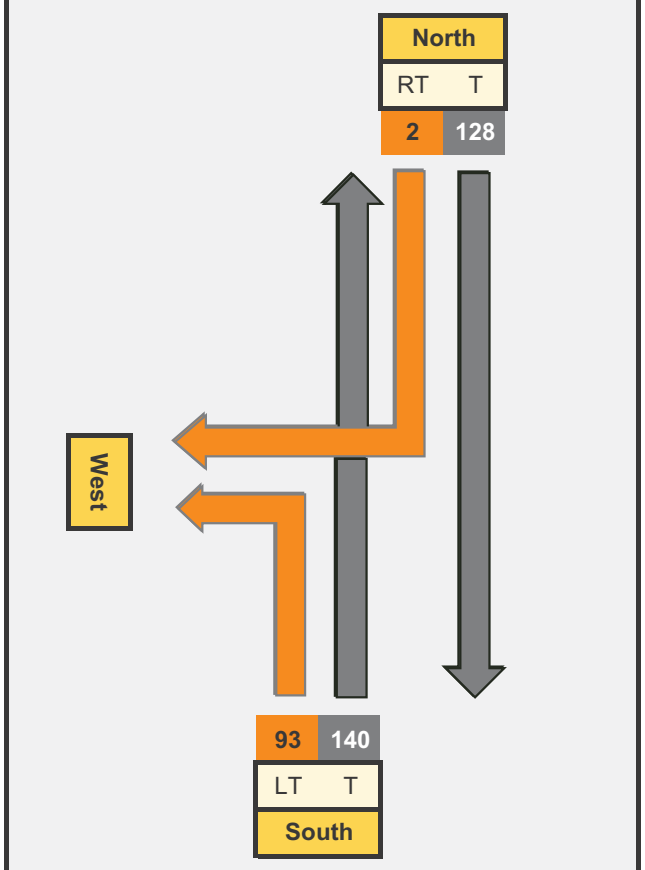
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	344	1
Left	139	80
With Development Traffic		
Right	361	2
Left	140	80

Graph Terminolgy

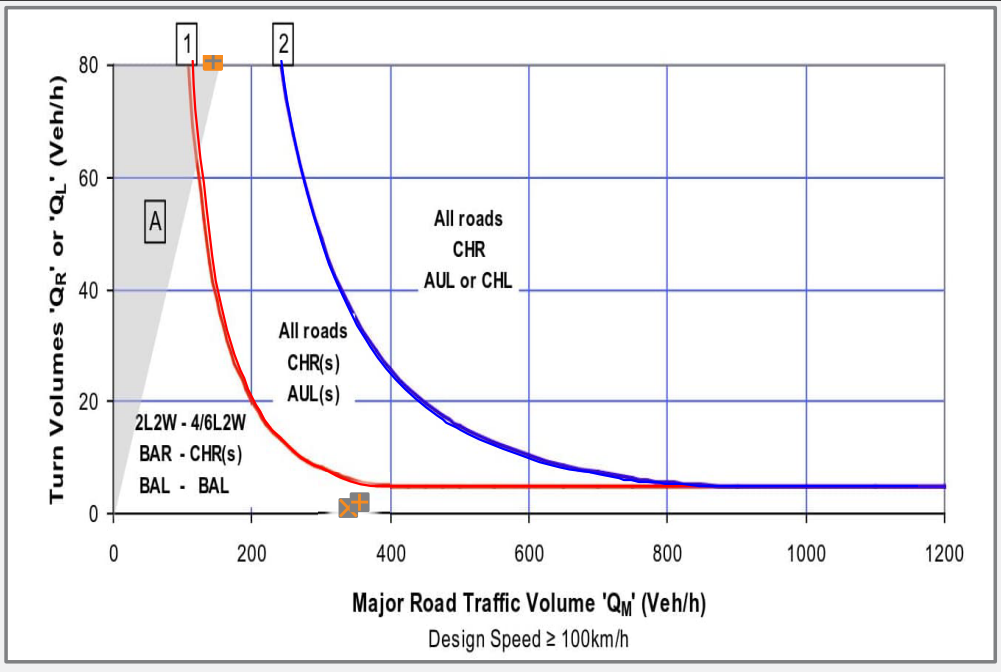
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	344	1
Left	139	89
With Development Traffic		
Right	361	2
Left	140	93

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

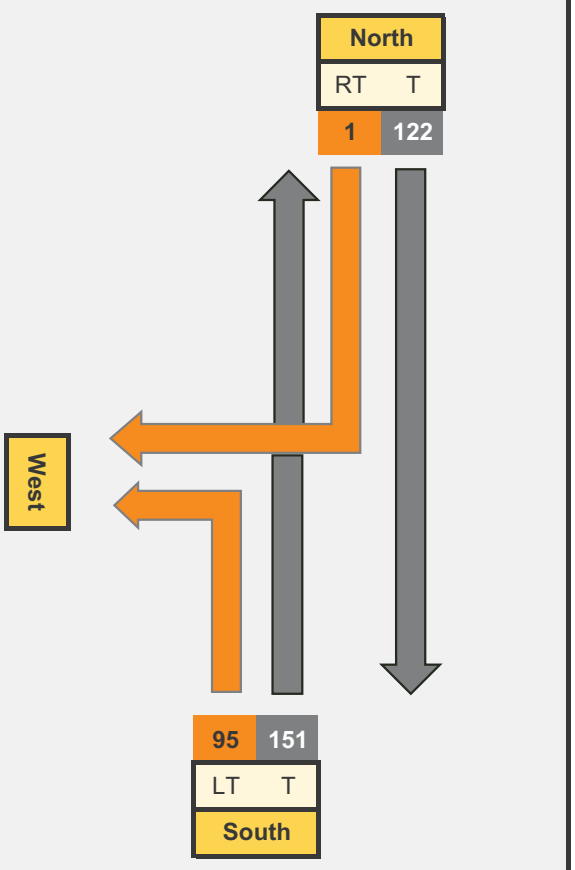
Intersection ID	X13
Intersection Name	Cunningham Highway/Leichhardt Highway

Speed	100			
Existing Treatment	L	CHL	R	CHR

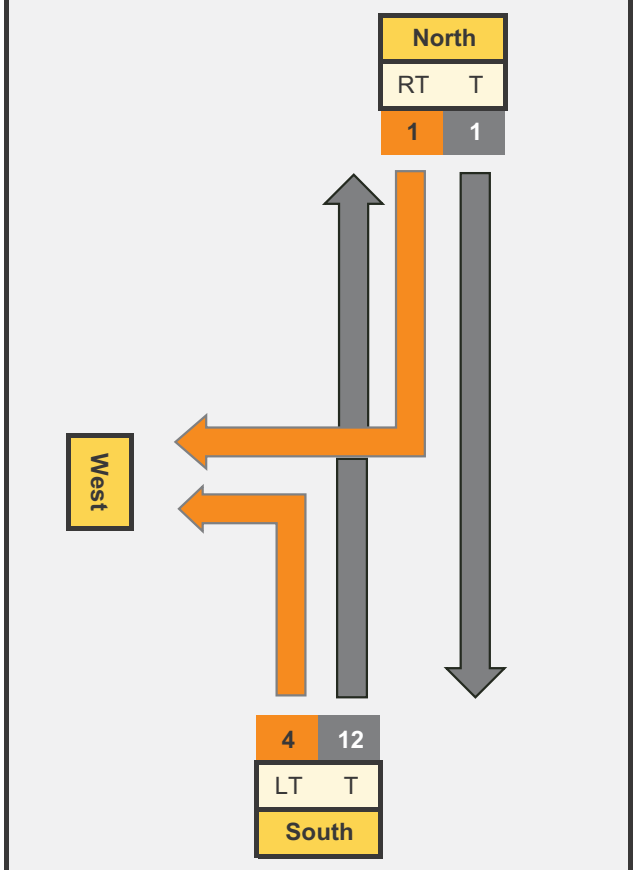
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 1: Cumulative 1

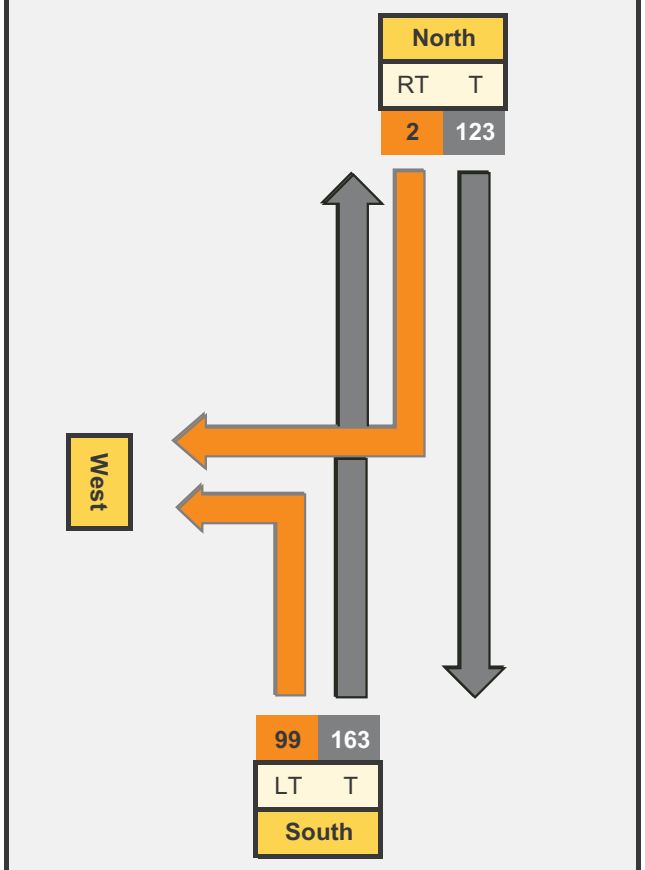
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	368	1
Left	151	80
With Development Traffic		
Right	385	2
Left	163	80

Graph Terminolgy

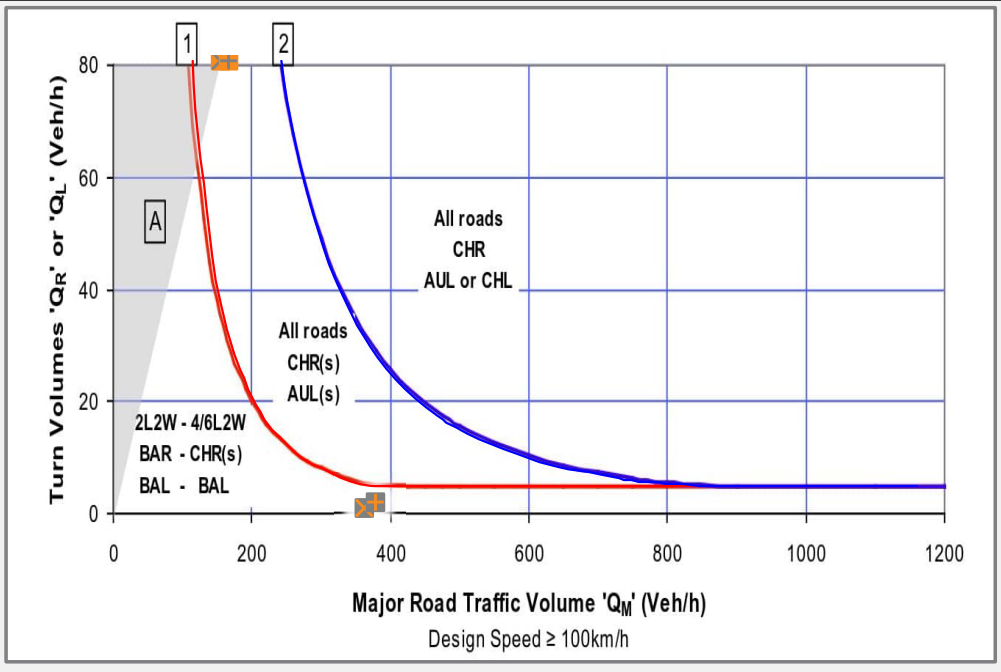
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	AUL(s)
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	368	1
Left	151	95
With Development Traffic		
Right	385	2
Left	163	99

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	AM

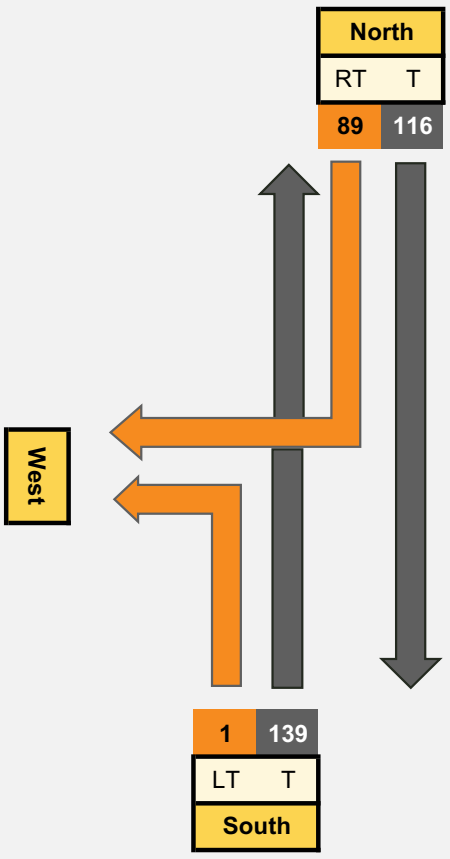
Intersection ID	X13
Intersection Name	Cunningham Highway/Leichhardt Highway

Speed	100			
Existing Treatment	L	CHL	R	CHR

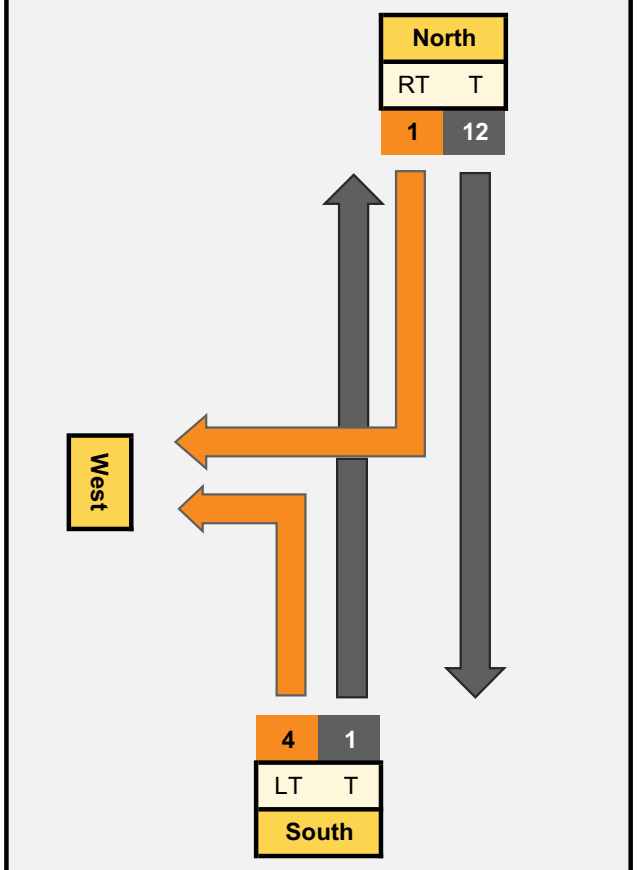
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 2: Cumulative — 2

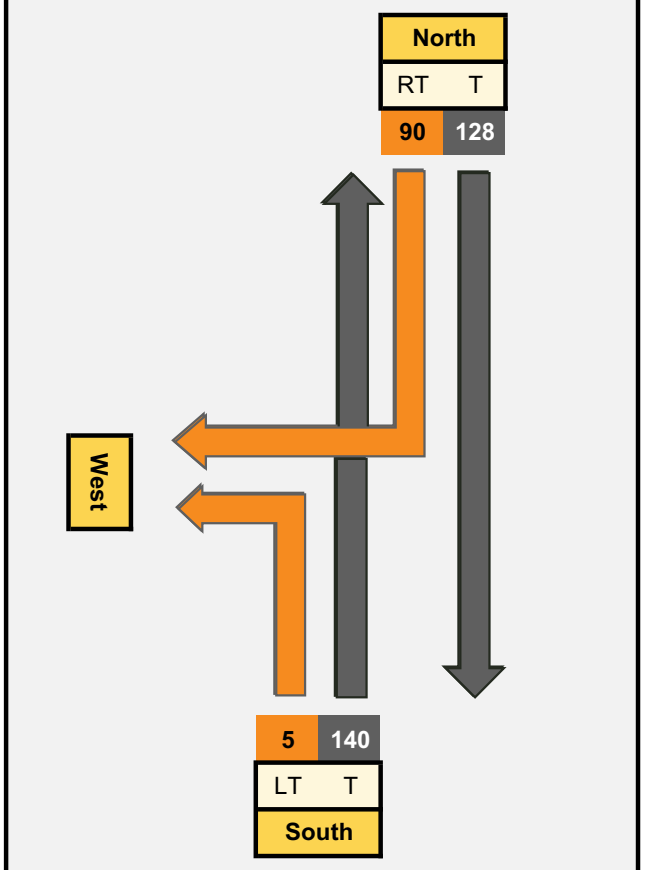
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	256	80
Left	139	1
With Development Traffic		
Right	273	80
Left	140	5

Graph Terminolgy

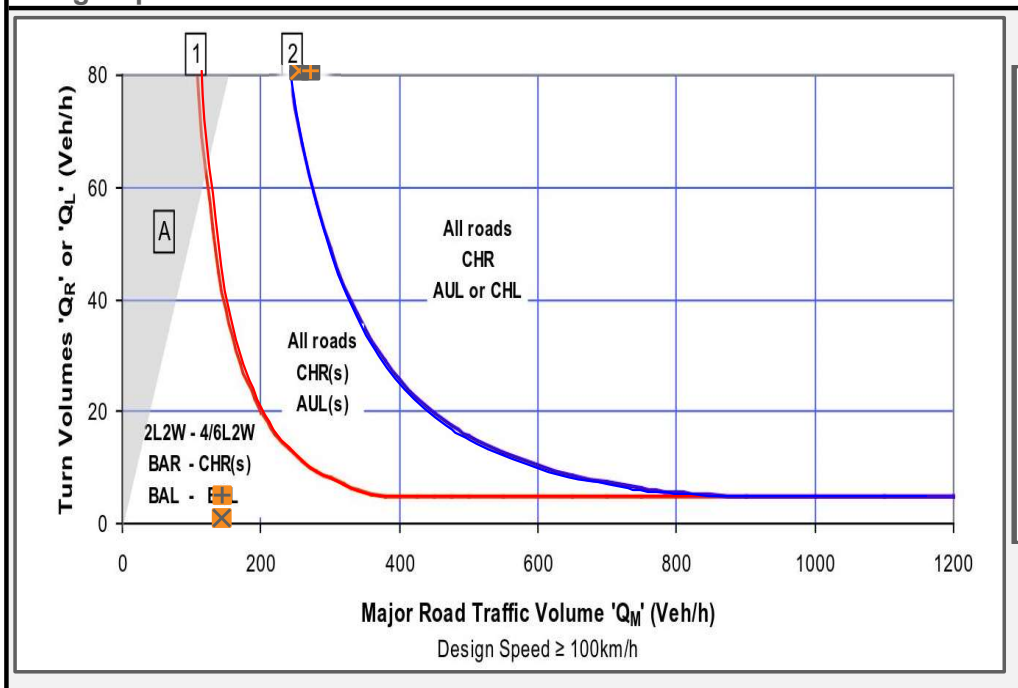
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	256	89
Left	139	1
With Development Traffic		
Right	273	90
Left	140	5

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3B

Time Period	PM

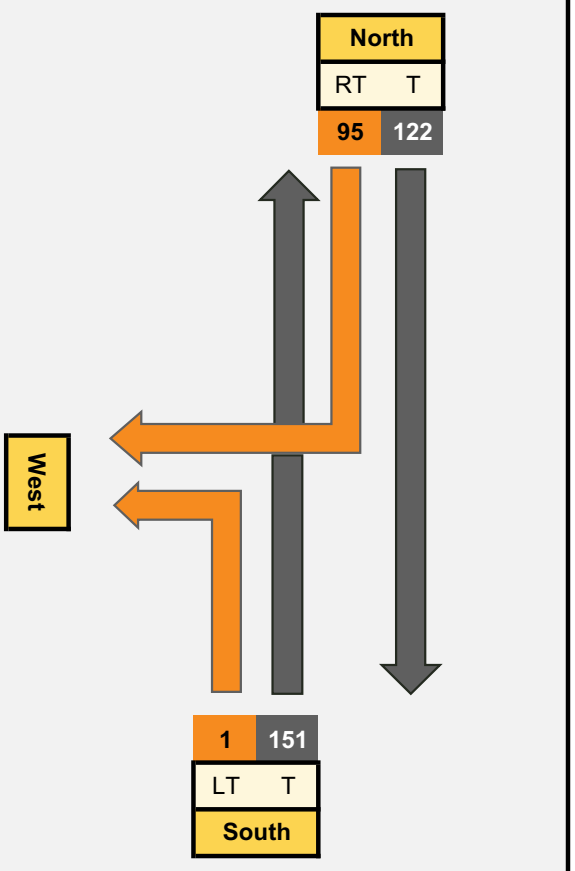
Intersection ID	X13
Intersection Name	Cunningham Highway/Leichhardt Highway

Speed	100			
Existing Treatment	L	CHL	R	CHR

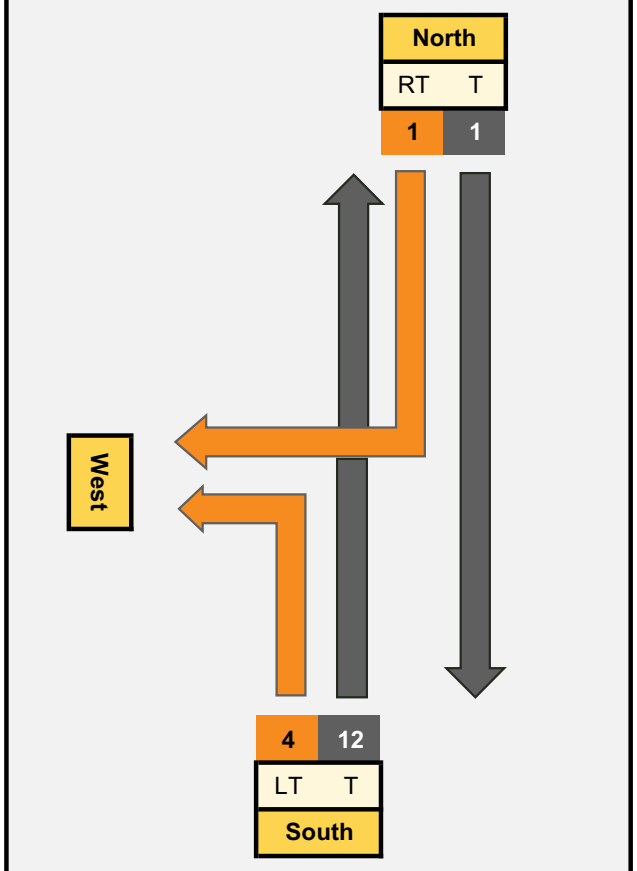
Peak Impact Month	May-25
Peak Impact Year	2025

Scenario 2: Cumulative — 2

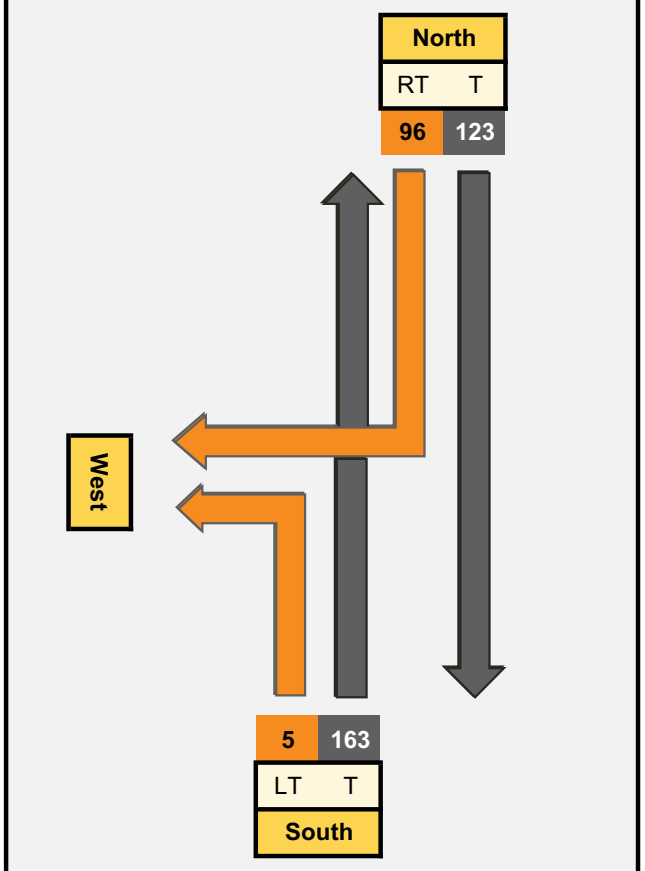
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	274	80
Left	151	1
With Development Traffic		
Right	291	80
Left	163	5

Graph Terminolgy

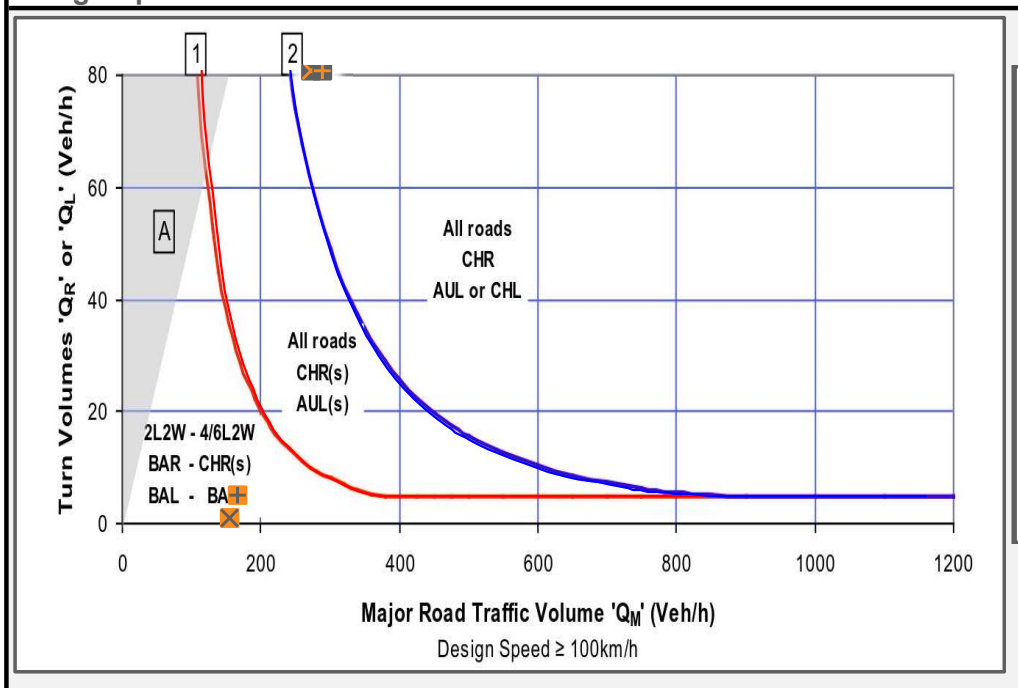
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	CHR
Development Right Turn Warrant	CHR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	274	95
Left	151	1
With Development Traffic		
Right	291	96
Left	163	5

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	AM

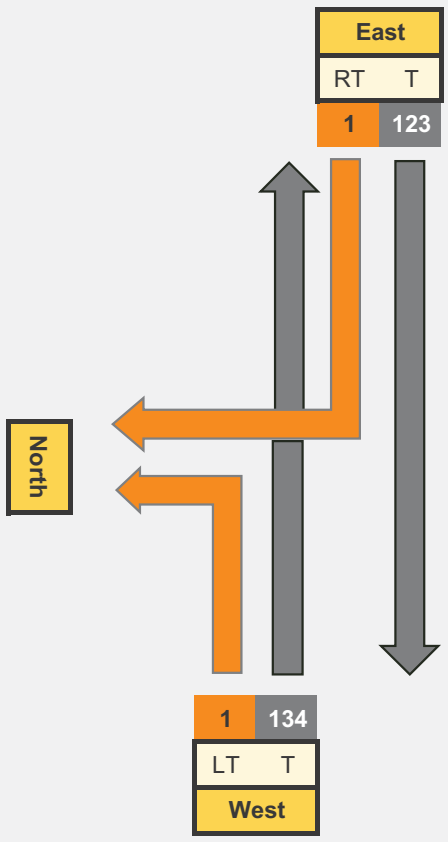
Intersection ID	X28
Intersection Name	Gore Highway/Dieckmann Road

Speed	100			
Existing Treatment	L	-	R	-

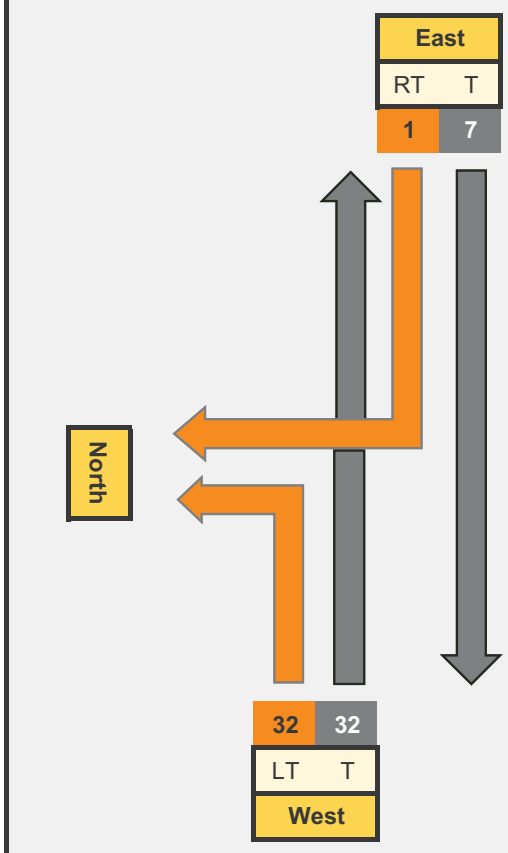
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 1: Cumulative — 1

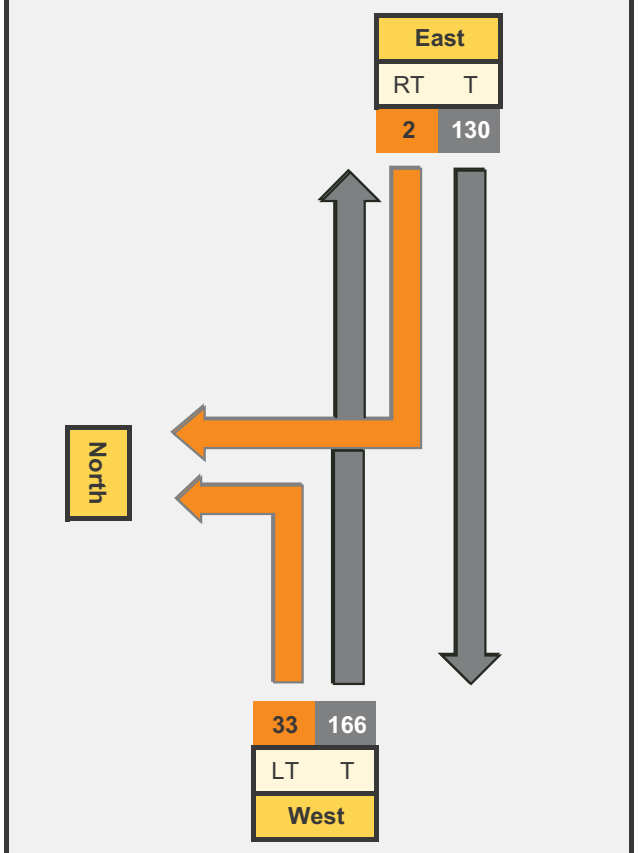
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	258	1
Left	134	1
With Development Traffic		
Right	329	2
Left	166	33

Graph Terminolgy

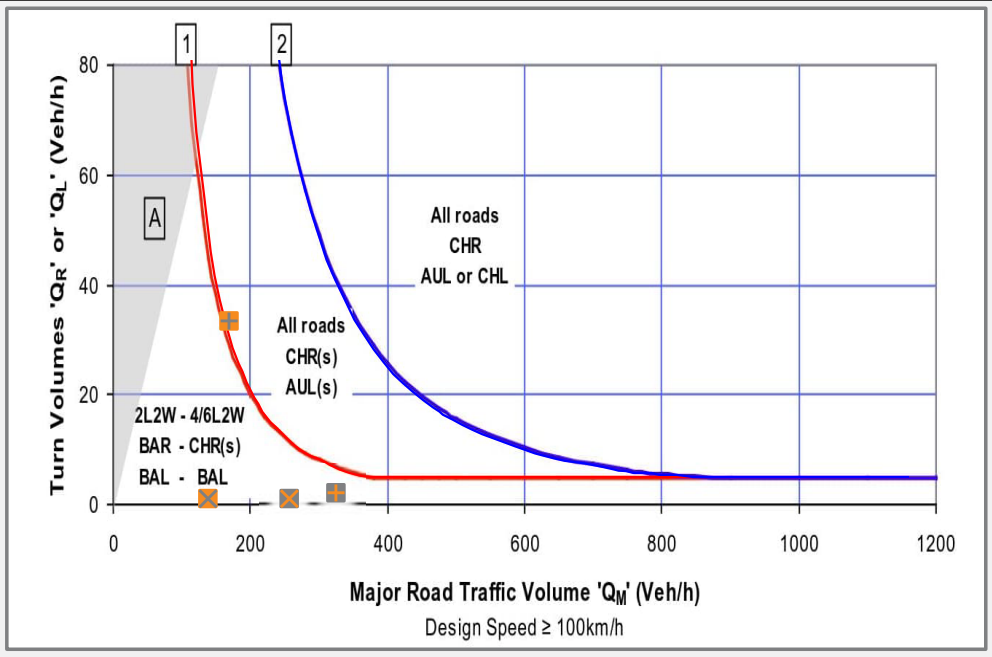
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	AUL(s)

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	258	1
Left	134	1
With Development Traffic		
Right	329	2
Left	166	33

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3C

Time Period	PM

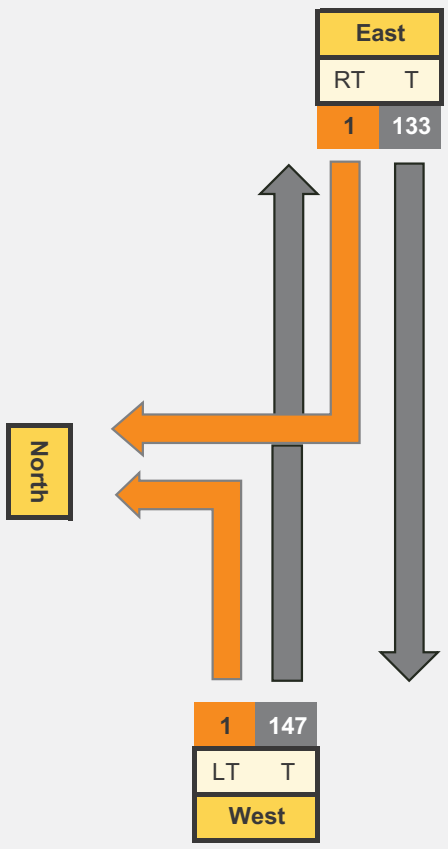
Intersection ID	X28
Intersection Name	Gore Highway/Dieckmann Road

Speed	100			
Existing Treatment	L	-	R	-

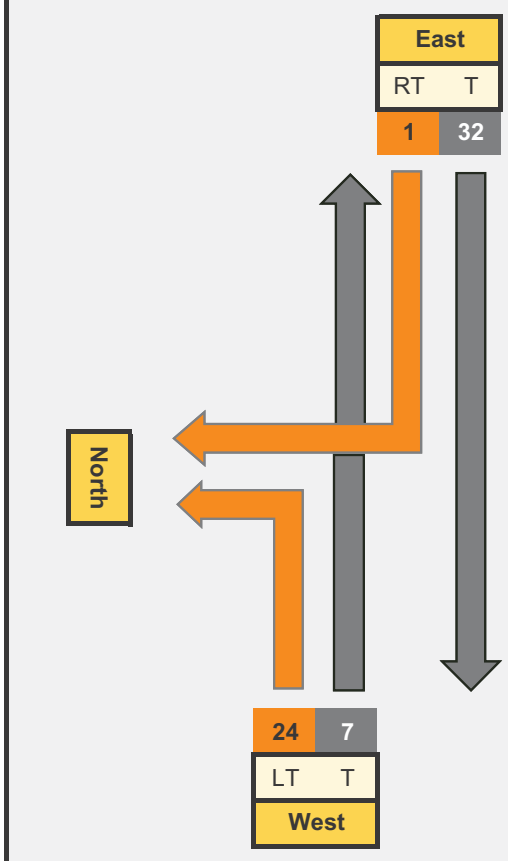
Peak Impact Month	Feb-25
Peak Impact Year	2025

Scenario 1: Cumulative 1

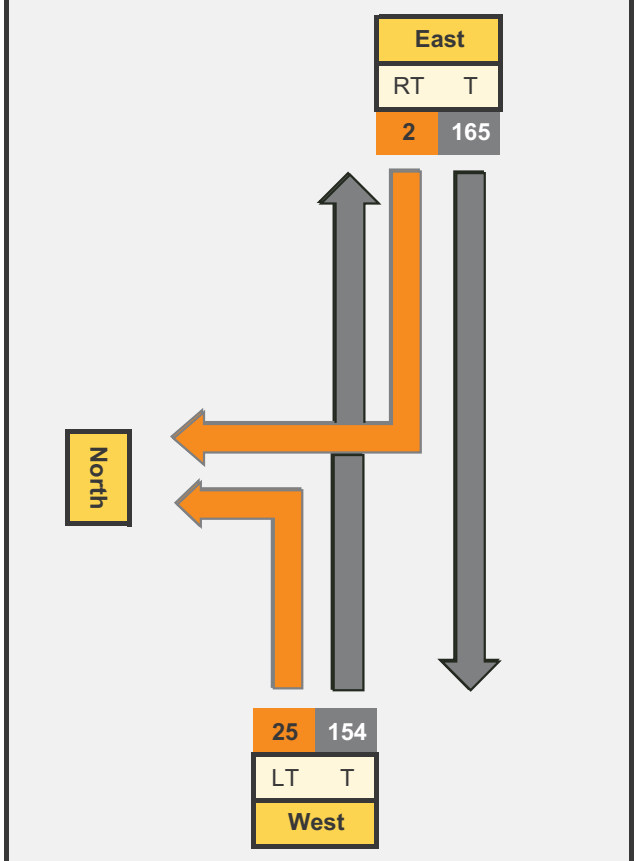
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	281	1
Left	147	1
With Development Traffic		
Right	344	2
Left	154	25

Graph Terminolgy

Legend

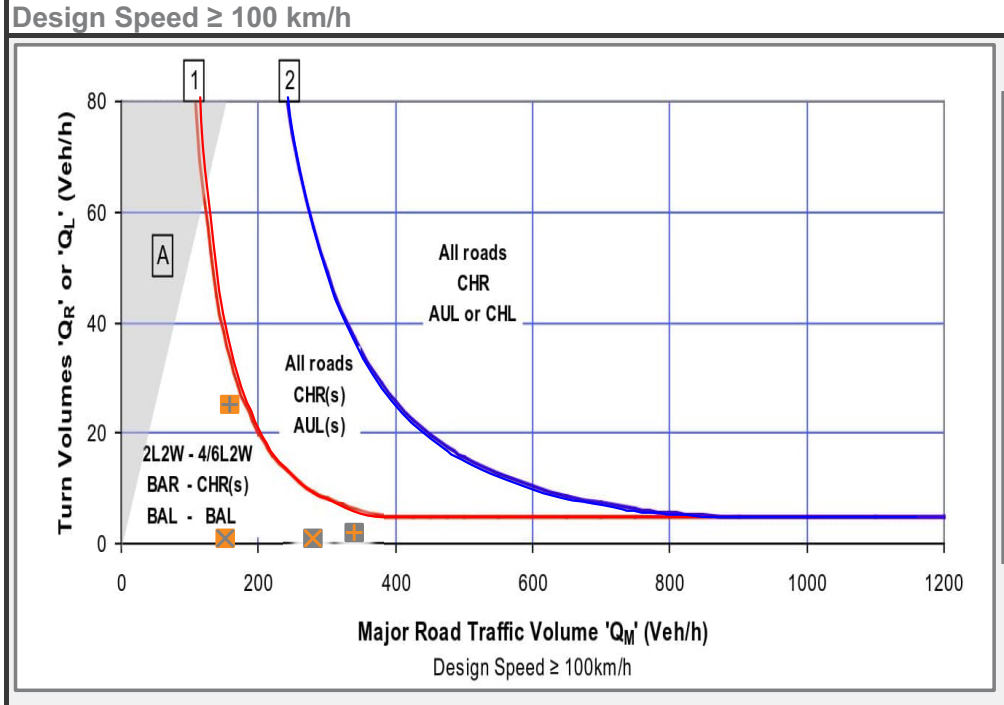
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	281	1
Left	147	1
With Development Traffic		
Right	344	2
Left	154	25

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

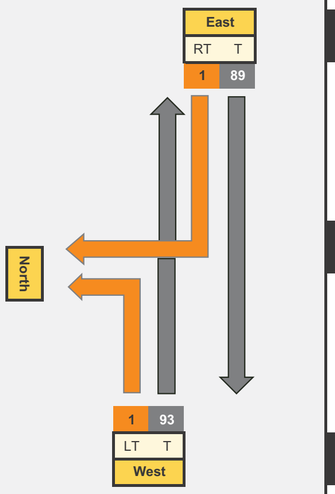
Intersection Code	4B
Intersection ID	X53
Intersection Name	Leichhardt Highway/Hunt Street

Time Period	AM
Speed	100
Existing Treatment	L: AUL, R: CHR

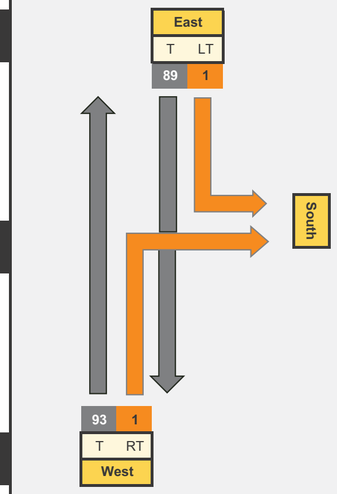
Peak Impact Month	Jun-24
Peak Impact Year	2024

Scenario 1: Cumulative — 1

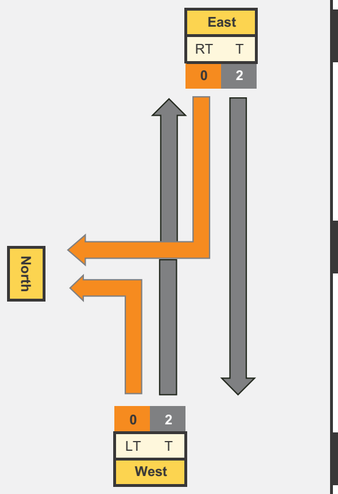
Peak Impact Year - Without Development Traffic



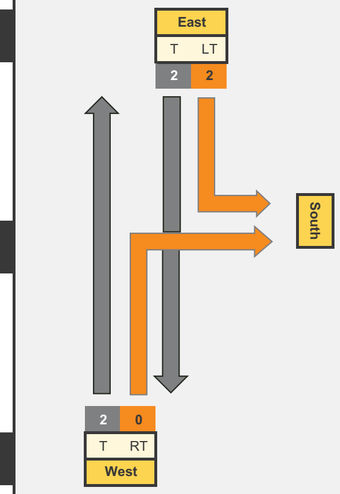
Peak Impact Year - Without Development Traffic



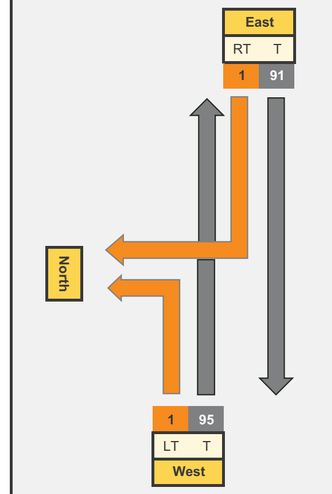
Peak Impact Year - Development Traffic



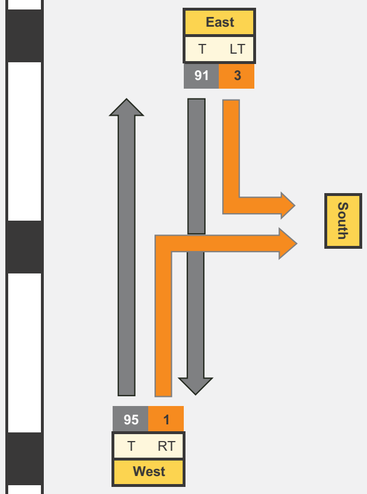
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	183	1
Left	93	1
With Development Traffic		
Right	187	80
Left	95	1

Graph Terminolgy

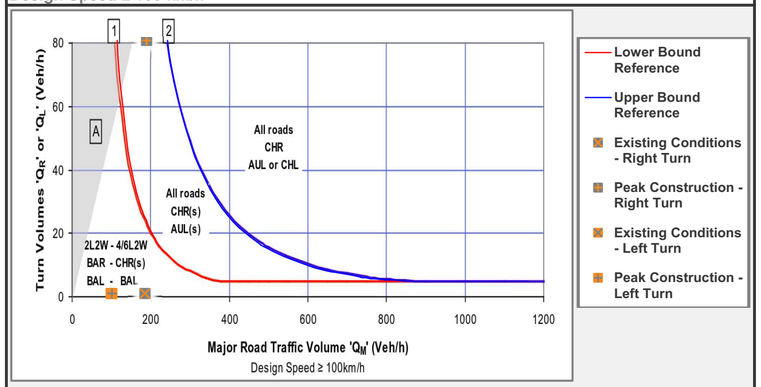
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	183	1
Left	93	1
With Development Traffic		
Right	187	91
Left	95	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	183	1
Left	89	1
With Development Traffic		
Right	189	1
Left	91	3

Graph Terminolgy

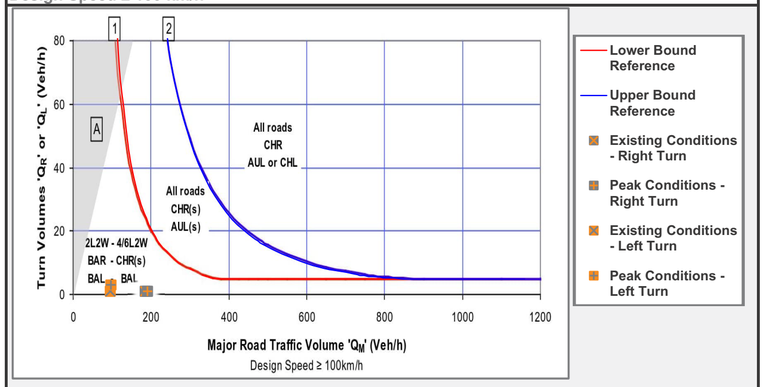
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	183	1
Left	89	1
With Development Traffic		
Right	189	1
Left	91	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

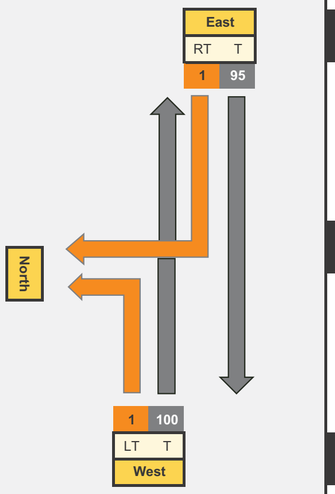
Intersection Code	4B
Intersection ID	X53
Intersection Name	Leichhardt Highway/Hunt Street

Time Period	PM
Speed	100
Existing Treatment	L: AUL, R: CHR

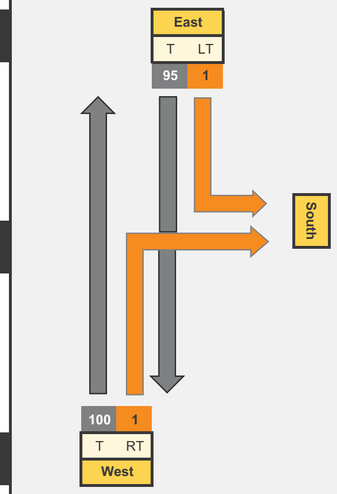
Peak Impact Month	Jun-24
Peak Impact Year	2024

Scenario 1: Cumulative — 1

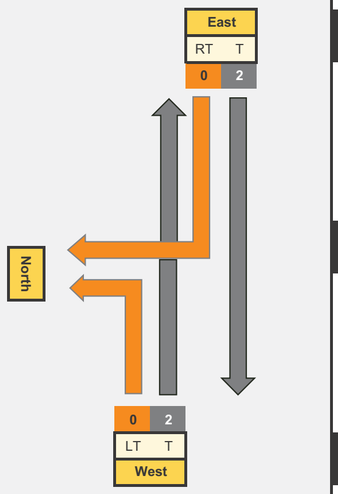
Peak Impact Year - Without Development Traffic



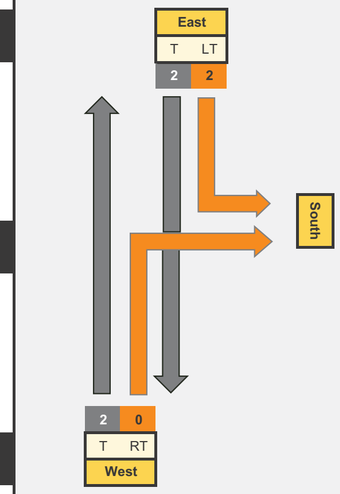
Peak Impact Year - Without Development Traffic



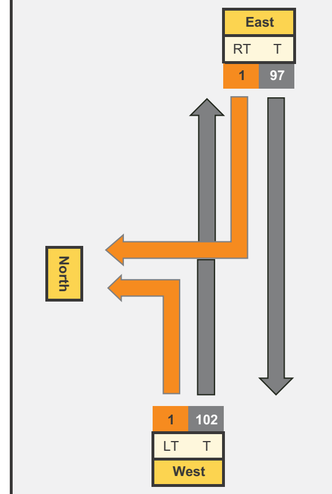
Peak Impact Year - Development Traffic



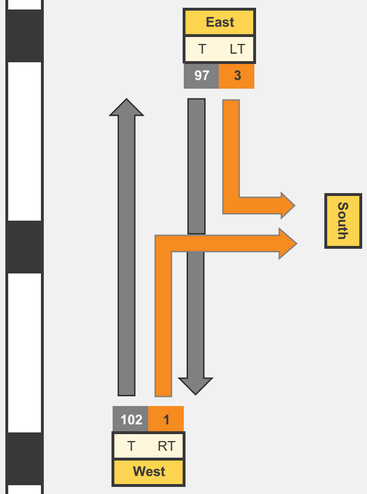
Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	196	1
Left	100	1
With Development Traffic		
Right	200	80
Left	102	1

Graph Terminolgy

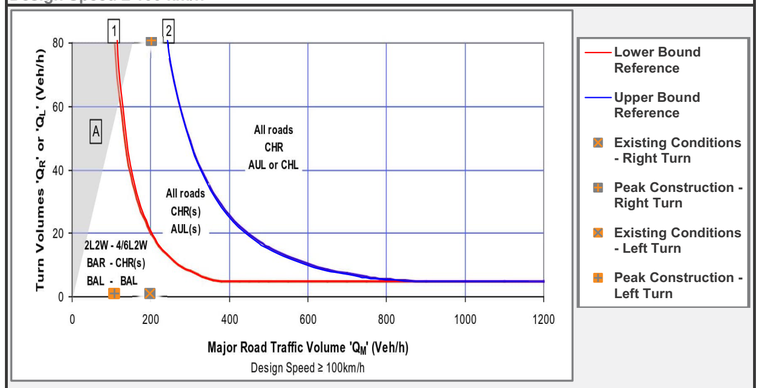
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	CHR(s)
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	196	1
Left	100	1
With Development Traffic		
Right	200	97
Left	102	1

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	196	1
Left	95	1
With Development Traffic		
Right	202	1
Left	97	3

Graph Terminolgy

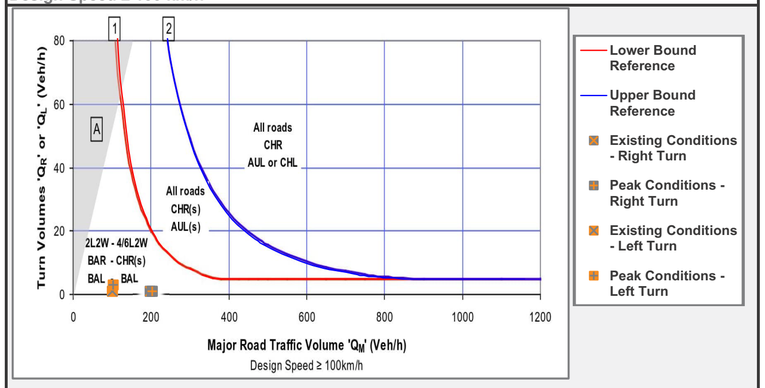
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	196	1
Left	95	1
With Development Traffic		
Right	202	1
Left	97	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

Time Period	AM

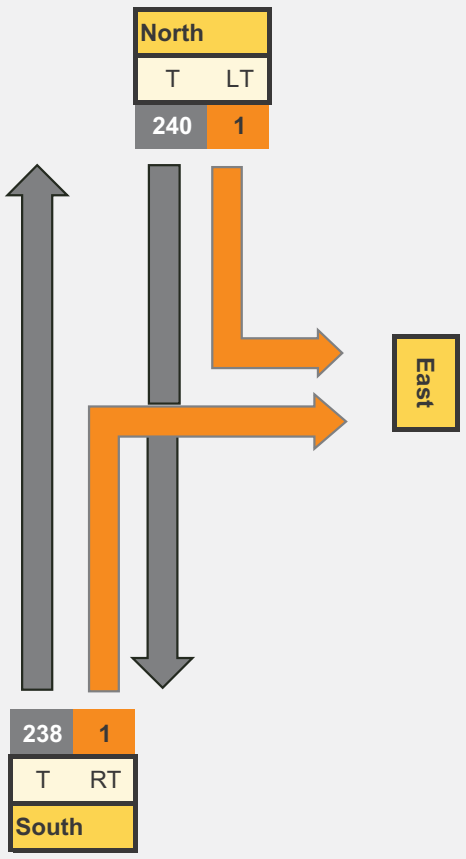
Intersection ID	X90
Intersection Name	Newell Highway/River Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

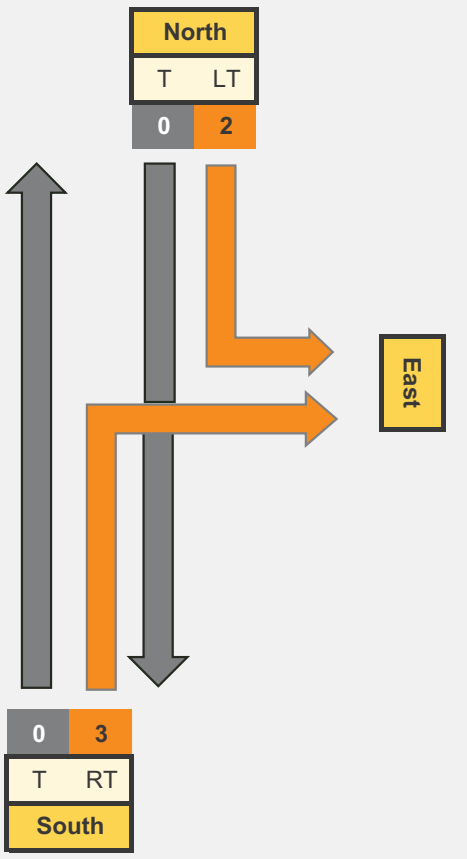
Peak Impact Month	Jan-24
Peak Impact Year	2024

Scenario 1: Cumulative — 1

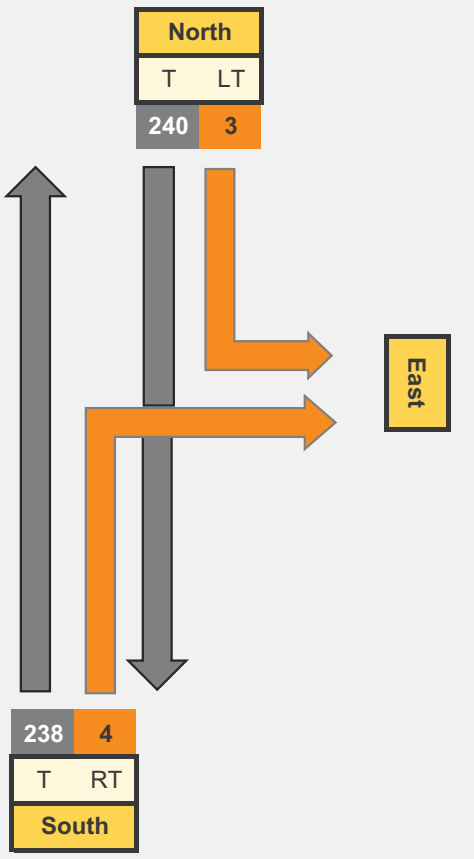
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	479	1
Left	240	1
With Development Traffic		
Right	481	4
Left	240	3

Graph Terminolgy

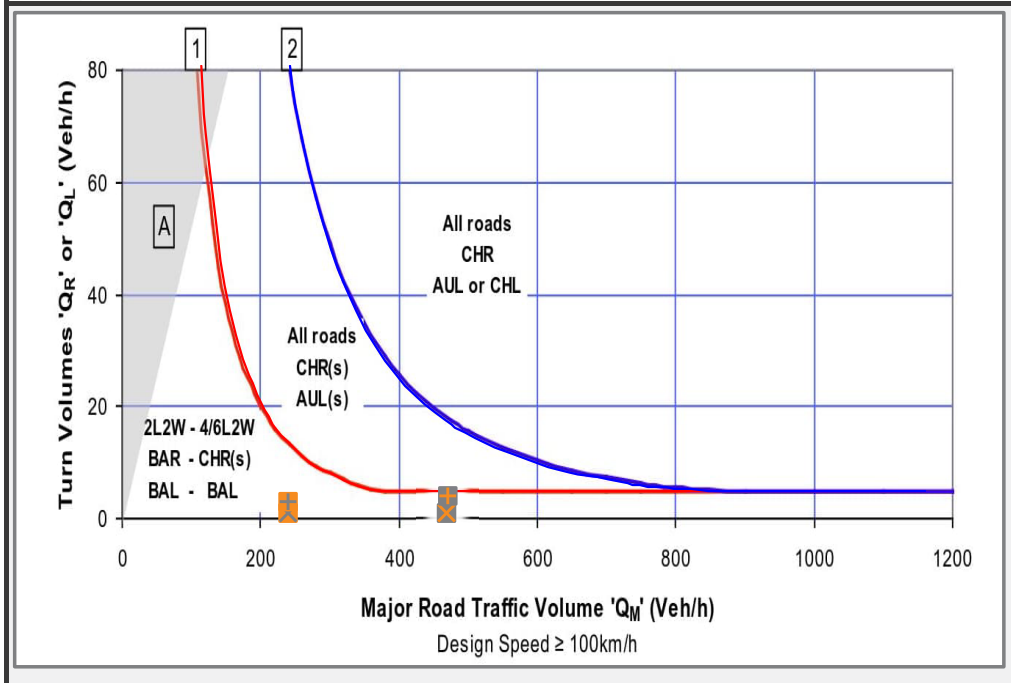
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	479	1
Left	240	1
With Development Traffic		
Right	481	4
Left	240	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3A

Time Period	PM

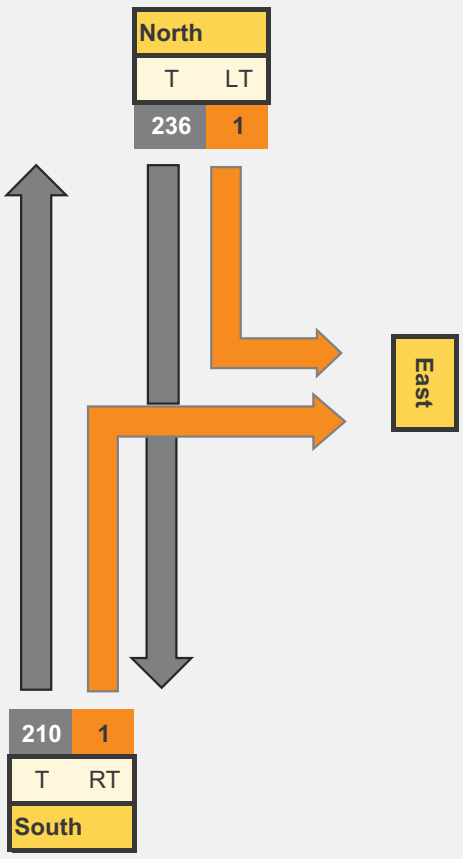
Intersection ID	X90
Intersection Name	Newell Highway/River Road

Speed	100			
Existing Treatment	L	BAL	R	BAR

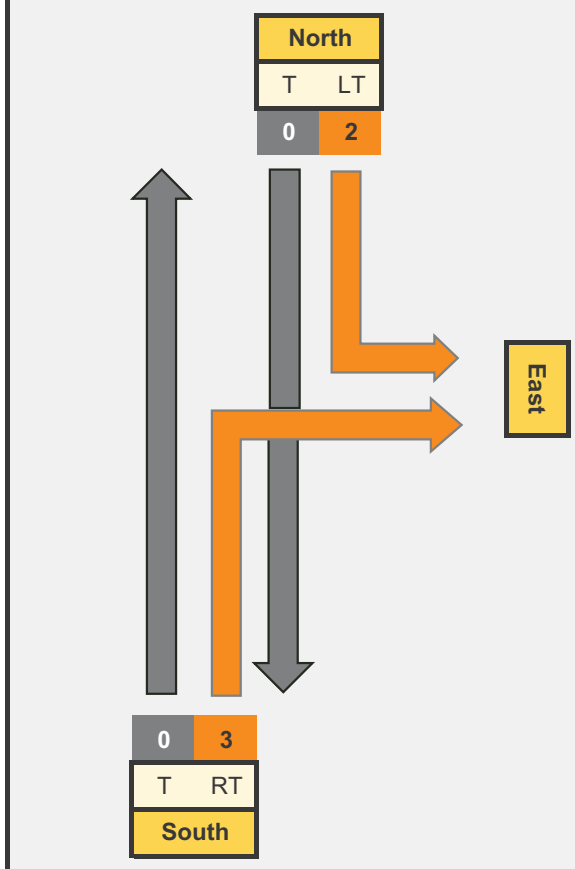
Peak Impact Month	Jan-24
Peak Impact Year	2024

Scenario 1: Cumulative — 1

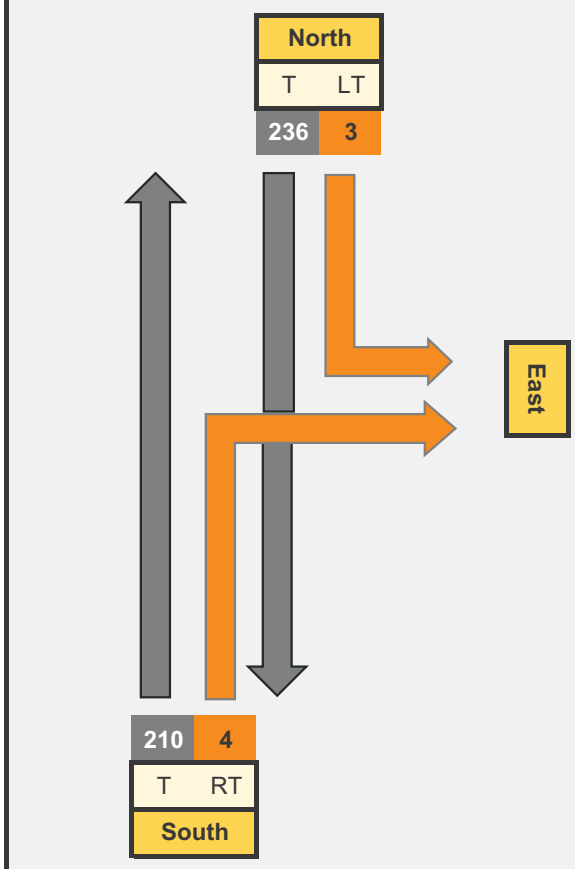
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	447	1
Left	236	1
With Development Traffic		
Right	449	4
Left	236	3

Graph Terminolgy

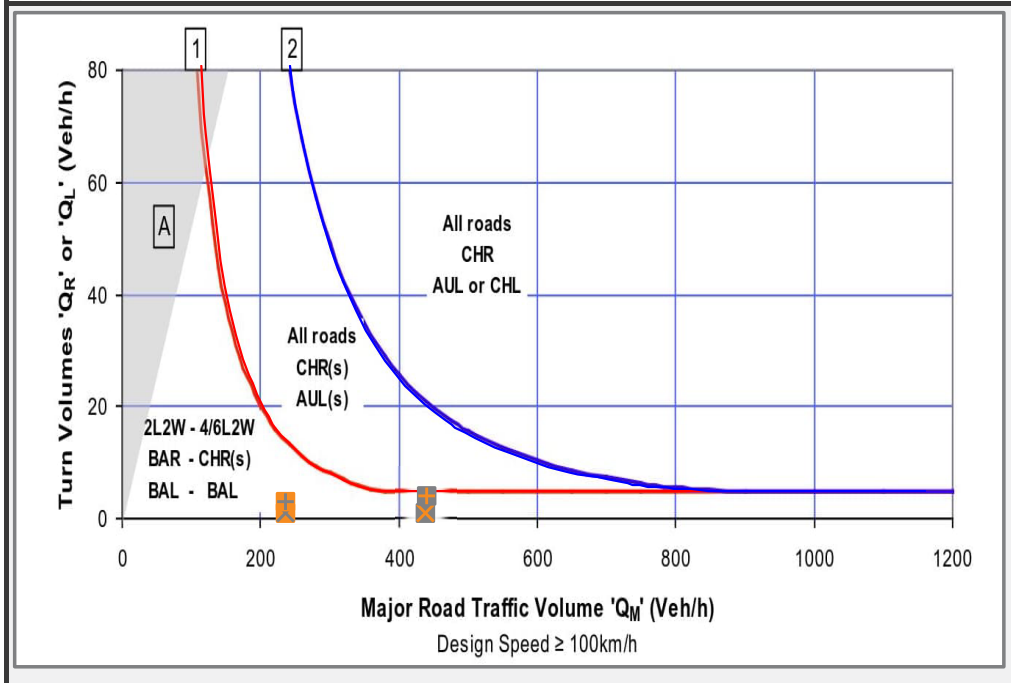
Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
		CHL	Channelised Left Turn

Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	447	1
Left	236	1
With Development Traffic		
Right	449	4
Left	236	3

Graphing

Design Speed ≥ 100 km/h



50 km/h < Design Speed < 100 km/h

Intersection Code	3D

Time Period	AM

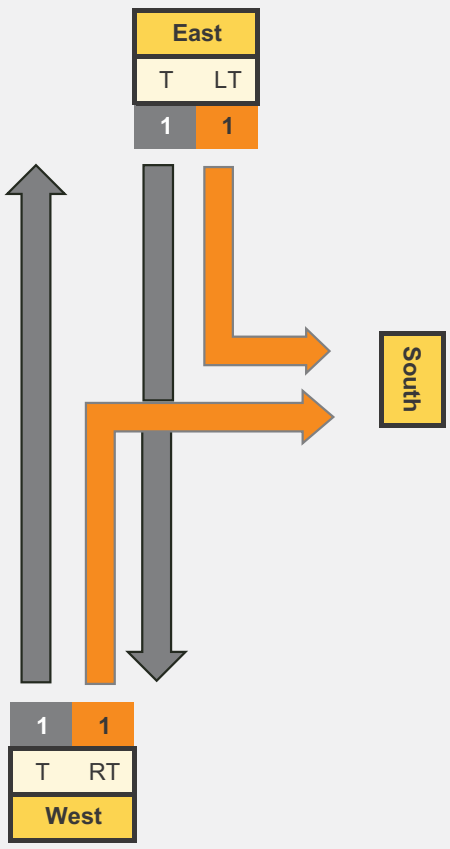
Intersection ID	X105
Intersection Name	Hunt Street/Boodle Street

Speed	50			
Existing Treatment	L	-	R	-

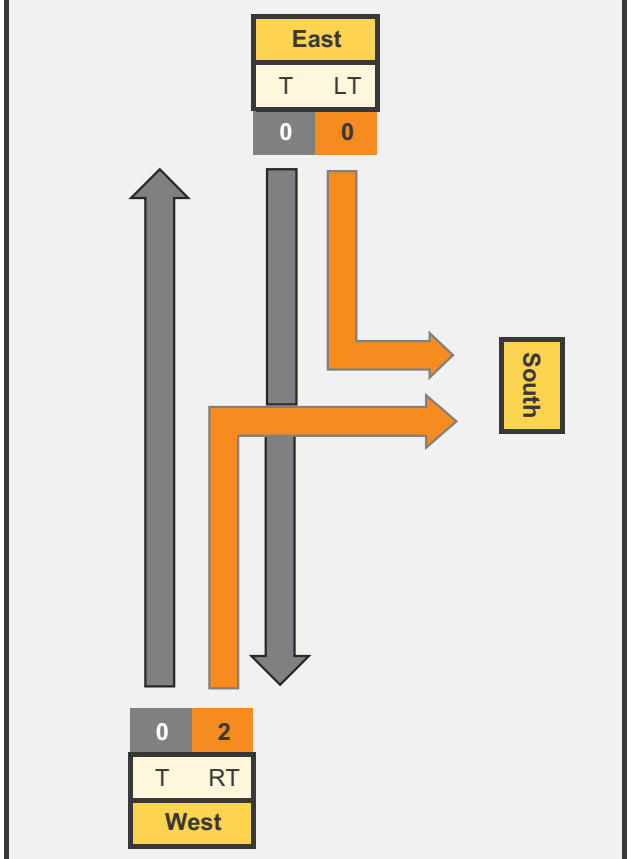
Peak Impact Month	Jun-24
Peak Impact Year	2024

Scenario 1: Cumulative — 1

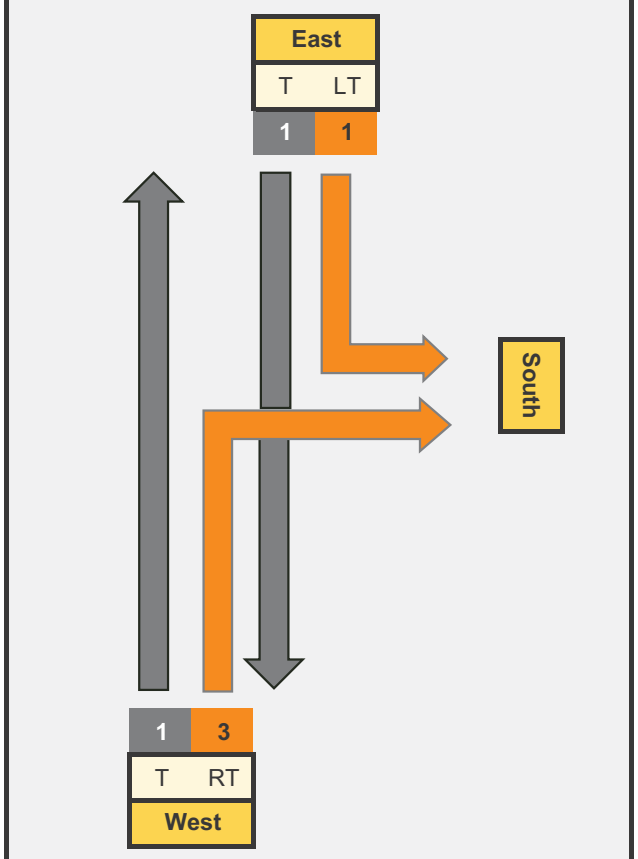
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	3
Left	1	1

Graph Terminolgy

Legend

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

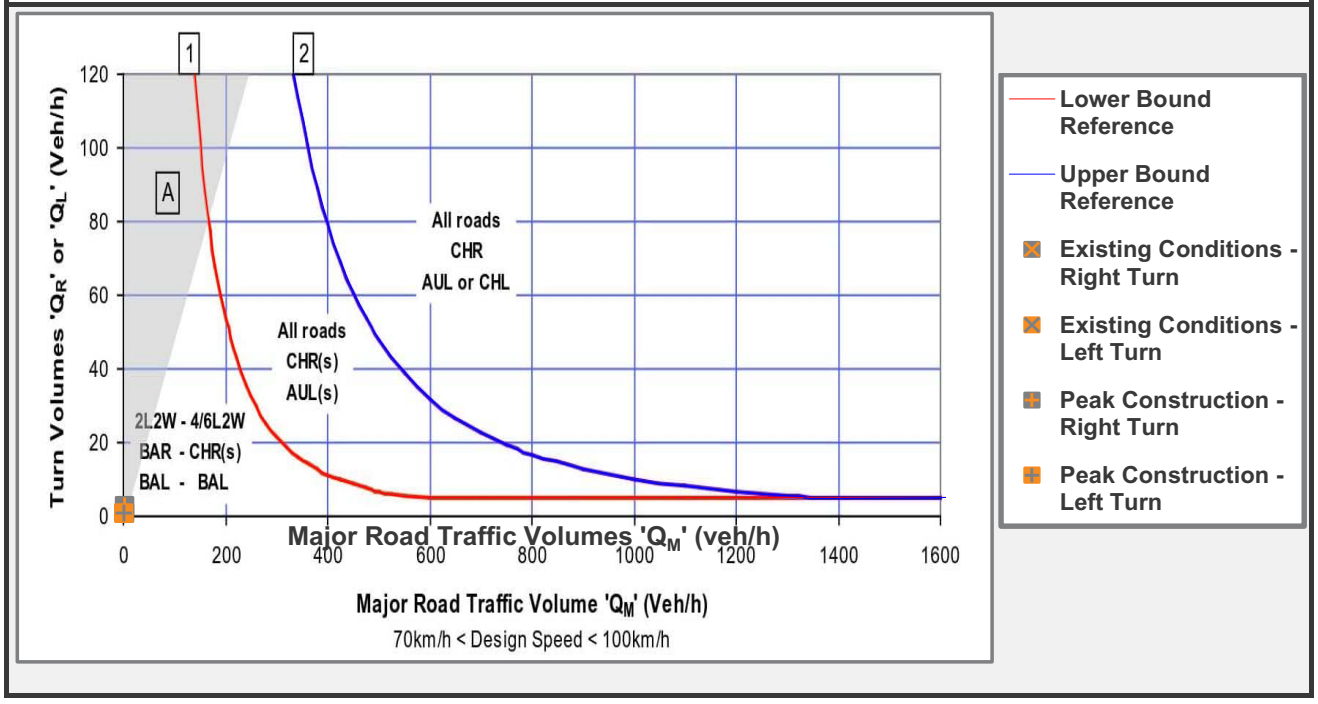
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	3
Left	1	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3D

Time Period	PM

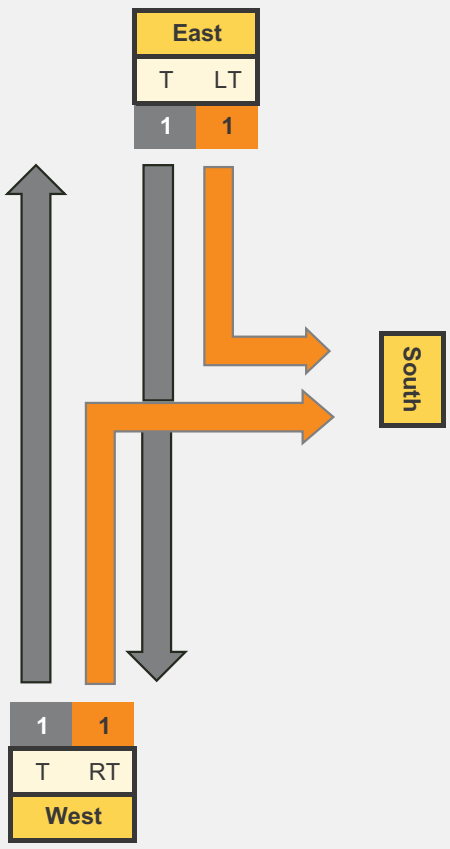
Intersection ID	X105
Intersection Name	Hunt Street/Boodle Street

Speed	50			
Existing Treatment	L	-	R	-

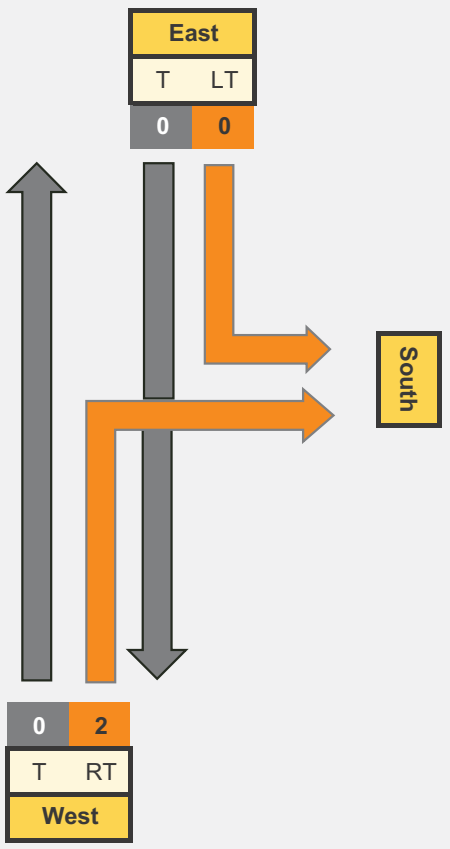
Peak Impact Month	Jun-24
Peak Impact Year	2024

Scenario 1: Cumulative 1

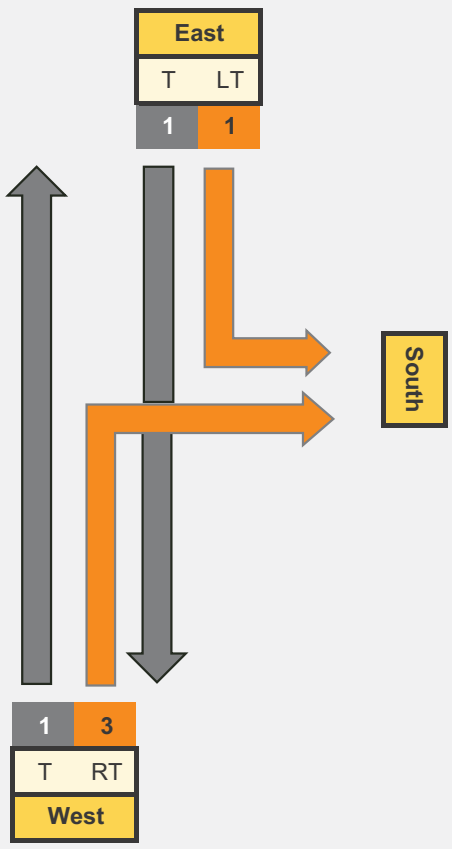
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	3
Left	1	1

Graph Terminolgy

Legend

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

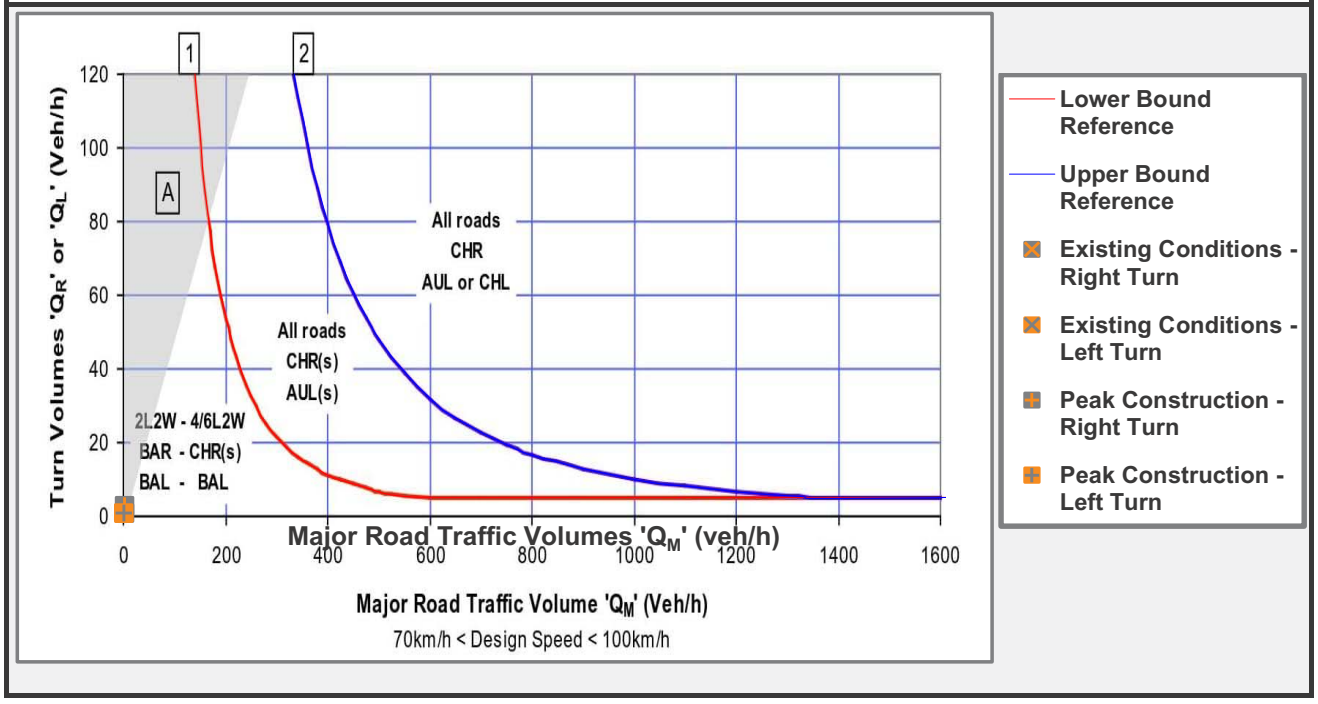
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	3	3
Left	1	1

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3D

Time Period	AM

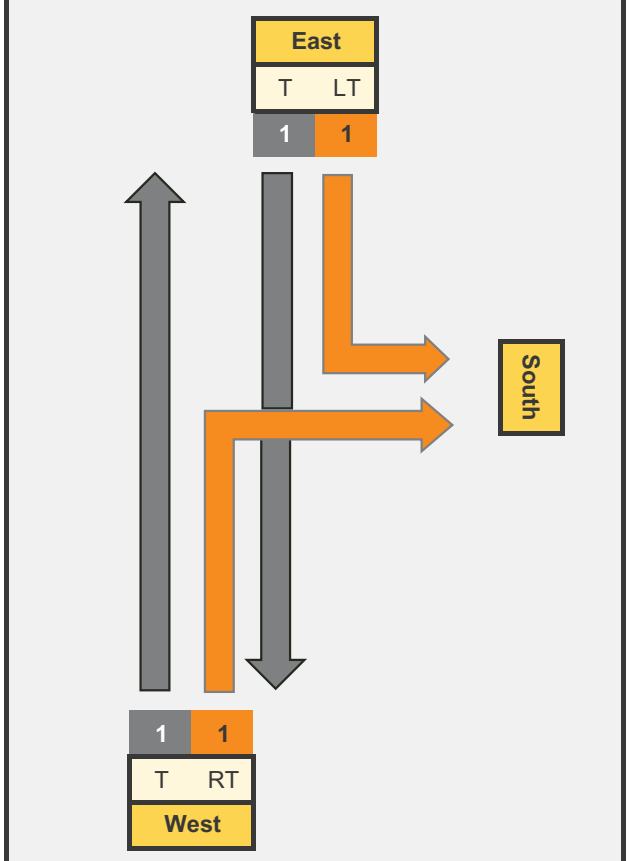
Intersection ID	X121
Intersection Name	River Road/River Road

Speed	50			
Existing Treatment	L	-	R	-

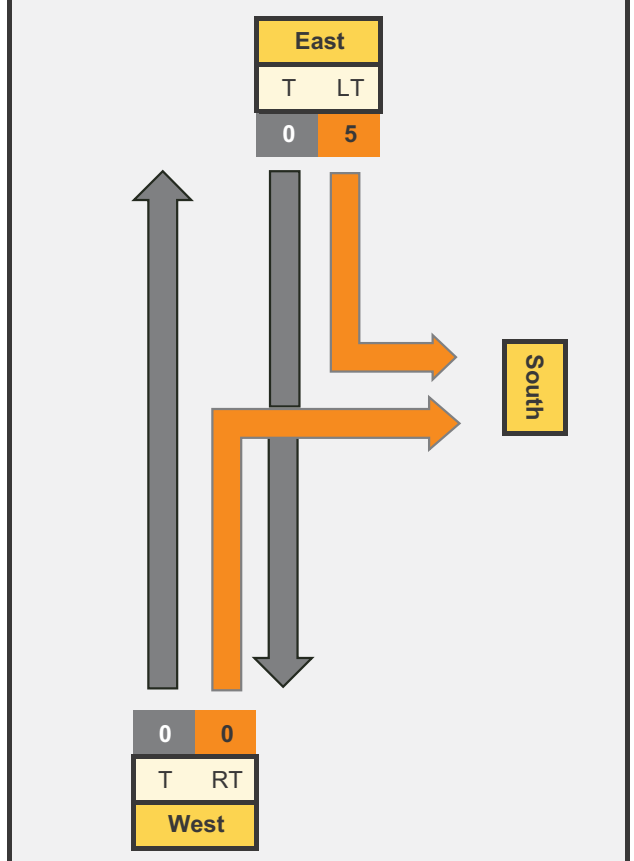
Peak Impact Month	Jan-24
Peak Impact Year	2024

Scenario 1: Cumulative 1

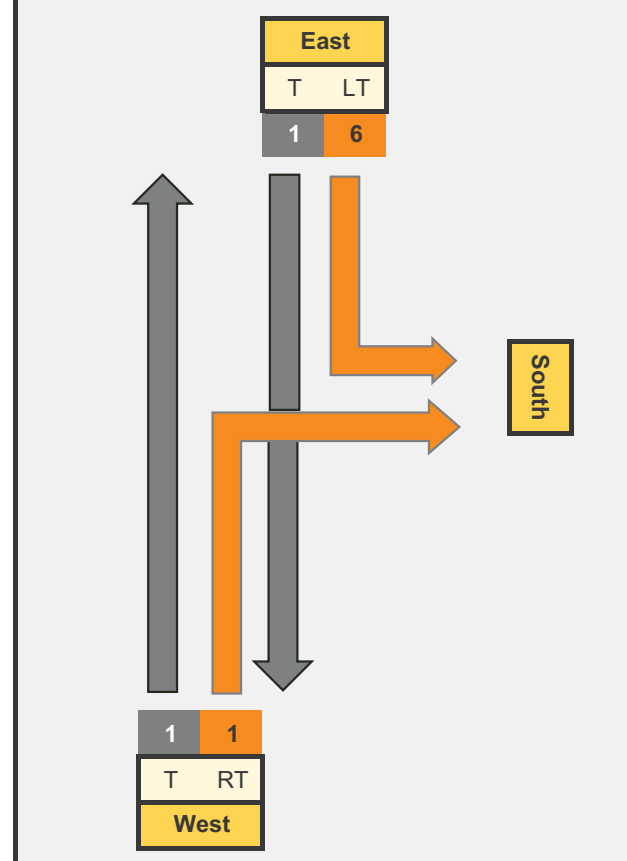
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	8	1
Left	1	6

Graph Terminolgy

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

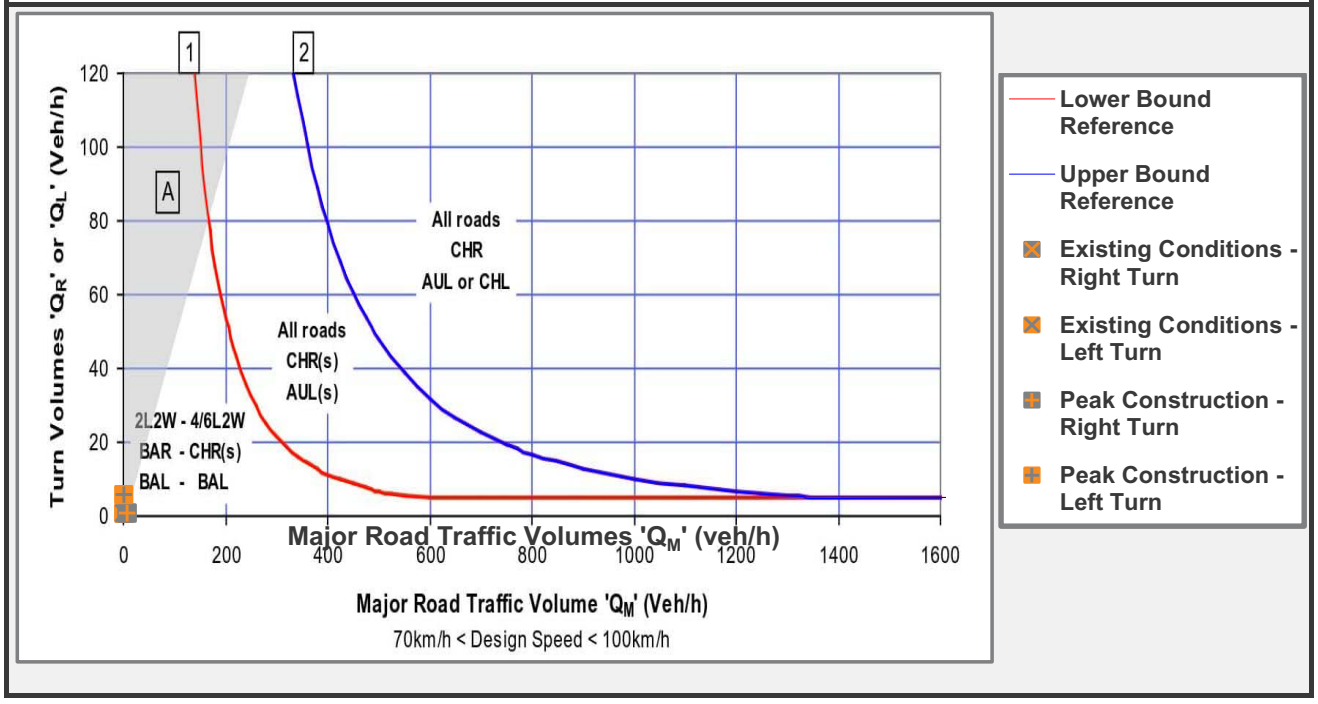
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	8	1
Left	1	6

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



Intersection Code	3D

Time Period	PM

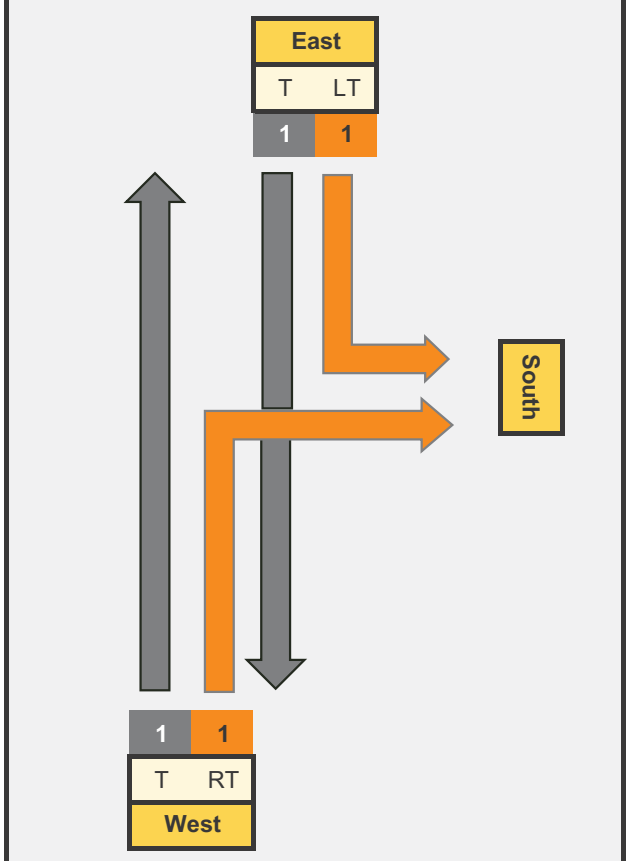
Intersection ID	X121
Intersection Name	River Road/River Road

Speed	50			
Existing Treatment	L	-	R	-

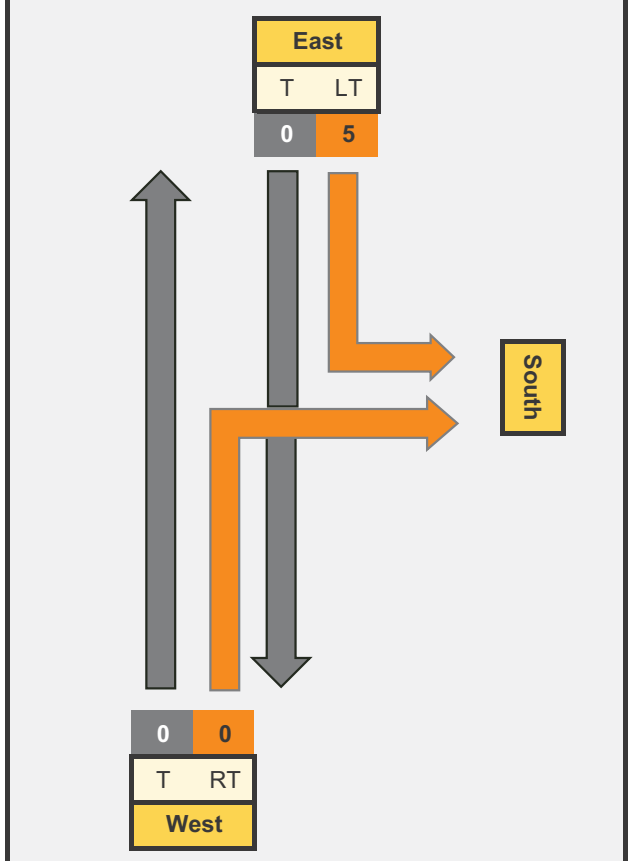
Peak Impact Month	Jan-24
Peak Impact Year	2024

Scenario 1: Cumulative 1

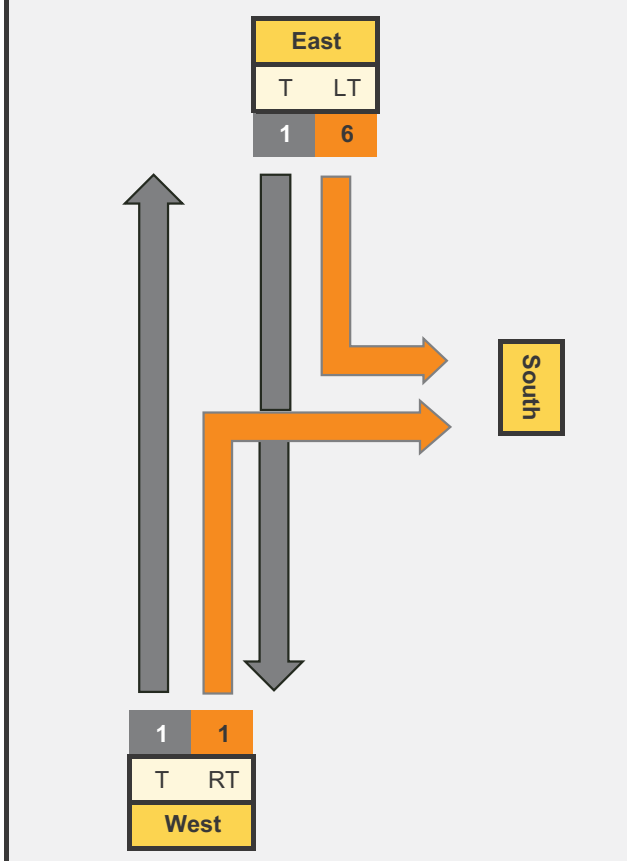
Peak Impact Year - Without Development Traffic



Peak Impact Year - Development Traffic



Peak Impact Year - With Development Traffic



Graph Inputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	8	1
Left	1	6

Graph Terminolgy

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

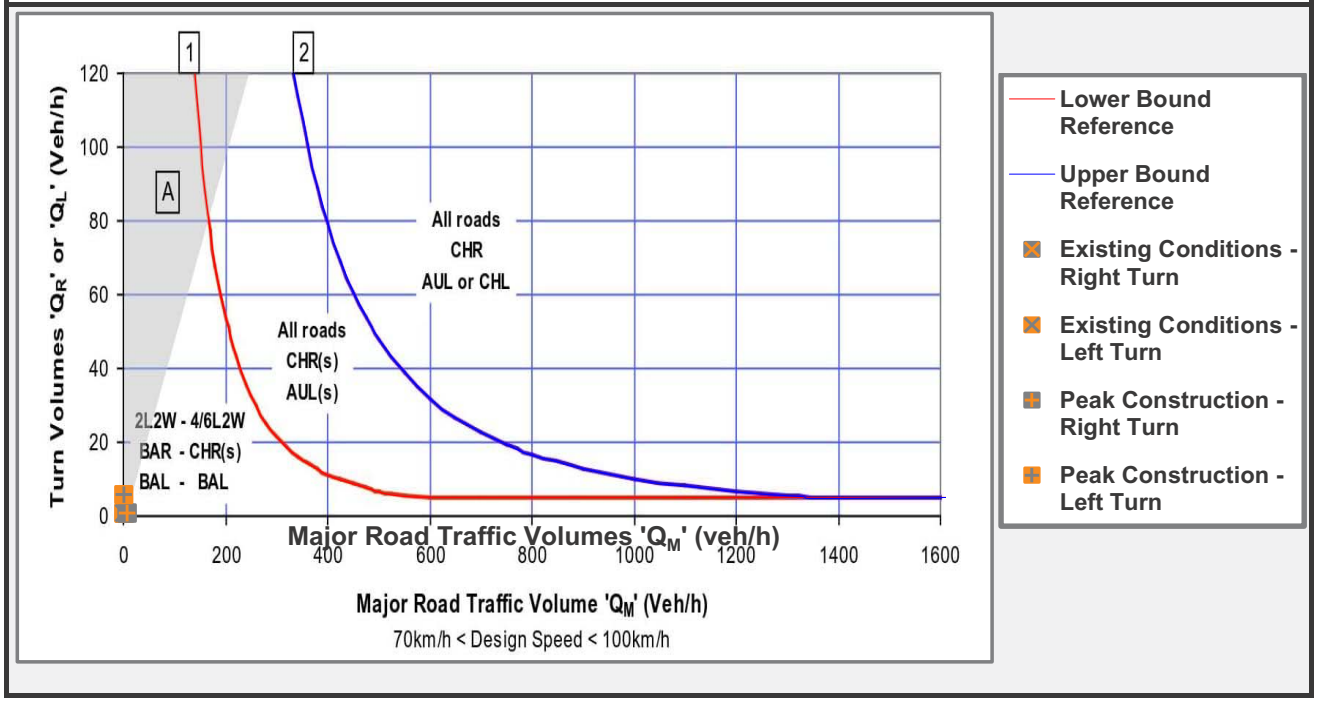
Turn Warrant Requirements	
Existing Right Turn Warrant	BAR
Development Right Turn Warrant	BAR
Existing Left Turn Warrant	BAL
Development Left Turn Warrant	BAL

Outputs	Q_M	Q_R/Q_L
Without Development Traffic		
Right	3	1
Left	1	1
With Development Traffic		
Right	8	1
Left	1	6

Graphing

Design Speed ≥ 100 km/h

50 km/h < Design Speed < 100 km/h



APPENDIX

AA

Traffic Impact Assessment

Appendix BI Cumulative SIDRA peak impact year assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Intersection	Approach	Turn	Peak Impact Year Without Cumulative Traffic				Cumulative Traffic				Intersection movement 5% inrease				
			AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
			LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Cunningham Highway / Leichhardt Highway	South - Cunningham Highway	LT	57	32	61	34		4		4	0%	13%	0%	12%	5%
		T	77	62	83	68		1	11	1	0%	2%	13%	1%	
	North - Cunningham Highway	T	57	59	60	62	11	1		1	19%	2%	0%	2%	
		RT	1	0	1	0		1		1	0%	100%	0%	100%	
	West - Leichhardt Highway	LT	1	0	1	0		1		1	0%	100%	0%	100%	
		RT	58	35	62	38		4		4	0%	11%	0%	11%	
Gore Highway / Dieckmann Road	NorthEast - Gore Highway	T	86	37	93	40		7	25	7	0%	19%	27%	18%	34%
		RT	1	0	1	0		1		1	0%	100%	0%	100%	
	NorthWest - Dieckmann Road	LT	1	0	1	0		1		1	0%	100%	0%	100%	
		RT	1	0	1	0		24	8	24	0%	2400%	800%	2400%	
	SouthWest - Gore Highway	LT	1	0	1	0	8	24		24	800%	2400%	0%	2400%	
		T	97	37	106	41	25	7		7	26%	19%	0%	17%	
Leichhardt Highway / Hunt Street	South - Hunt Street	LT	1	0	1	0					0%	0%	0%	0%	4%
		T	1	0	1	0					0%	0%	0%	0%	
		RT	1	0	1	0		2		2	0%	200%	0%	200%	
	East - Leichhardt Highway	LT	1	0	1	0		2		2	0%	200%	0%	200%	
		T	57	32	61	34		2		2	0%	6%	0%	6%	
		RT	1	0	1	0					0%	0%	0%	0%	
	North - Access Road	LT	1	0	1	0					0%	0%	0%	0%	
		T	1	0	1	0					0%	0%	0%	0%	
		RT	1	0	1	0					0%	0%	0%	0%	
	West - Leichhardt Highway	LT	1	0	1	0					0%	0%	0%	0%	
		T	58	35	62	38		2		2	0%	6%	0%	5%	
		RT	1	0	1	0					0%	0%	0%	0%	

Intersection	Approach	Turn	Peak Impact Year Without Cumulative Traffic				Cumulative Traffic				Intersection movement 5% inrease				
			AM peak		PM peak		AM peak		PM peak		AM peak		PM peak		
			LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	Intersection Total
Newell Highway / River Road	South - Newell Highway	T	162	76	143	67					0%	0%	0%	0%	2%
		RT	1	0	1	0		3		3	0%	300%	0%	300%	
	East - River Road South	LT	1	0	1	0		3		3	0%	300%	0%	300%	
		RT	1	0	1	0		2		2	0%	200%	0%	200%	
	North - Newell Highway	LT	1	0	1	0		2		2	0%	200%	0%	200%	
		T	161	79	158	78					0%	0%	0%	0%	
Hunt Street / Boodle Street	South - Boodle Street	LT	1	0	1	0		2		2	0%	200%	0%	200%	67%
		RT	1	0	1	0					0%	0%	0%	0%	
	East - Hunt Street	LT	1	0	1	0					0%	0%	0%	0%	
		T	1	0	1	0					0%	0%	0%	0%	
	West - Hunt Street	T	1	0	1	0					0%	0%	0%	0%	
		RT	1	0	1	0		2		2	0%	200%	0%	200%	
River Road / River Road	South - River Road	LT	1	0	1	0					0%	0%	0%	0%	167%
		RT	1	0	1	0		5		5	0%	500%	0%	500%	
	East - River Road	LT	1	0	1	0		5		5	0%	500%	0%	500%	
		T	1	0	1	0					0%	0%	0%	0%	
	West - Unnamed Road	T	1	0	1	0					0%	0%	0%	0%	
		RT	1	0	1	0					0%	0%	0%	0%	

Delay Assessment_Cumulative

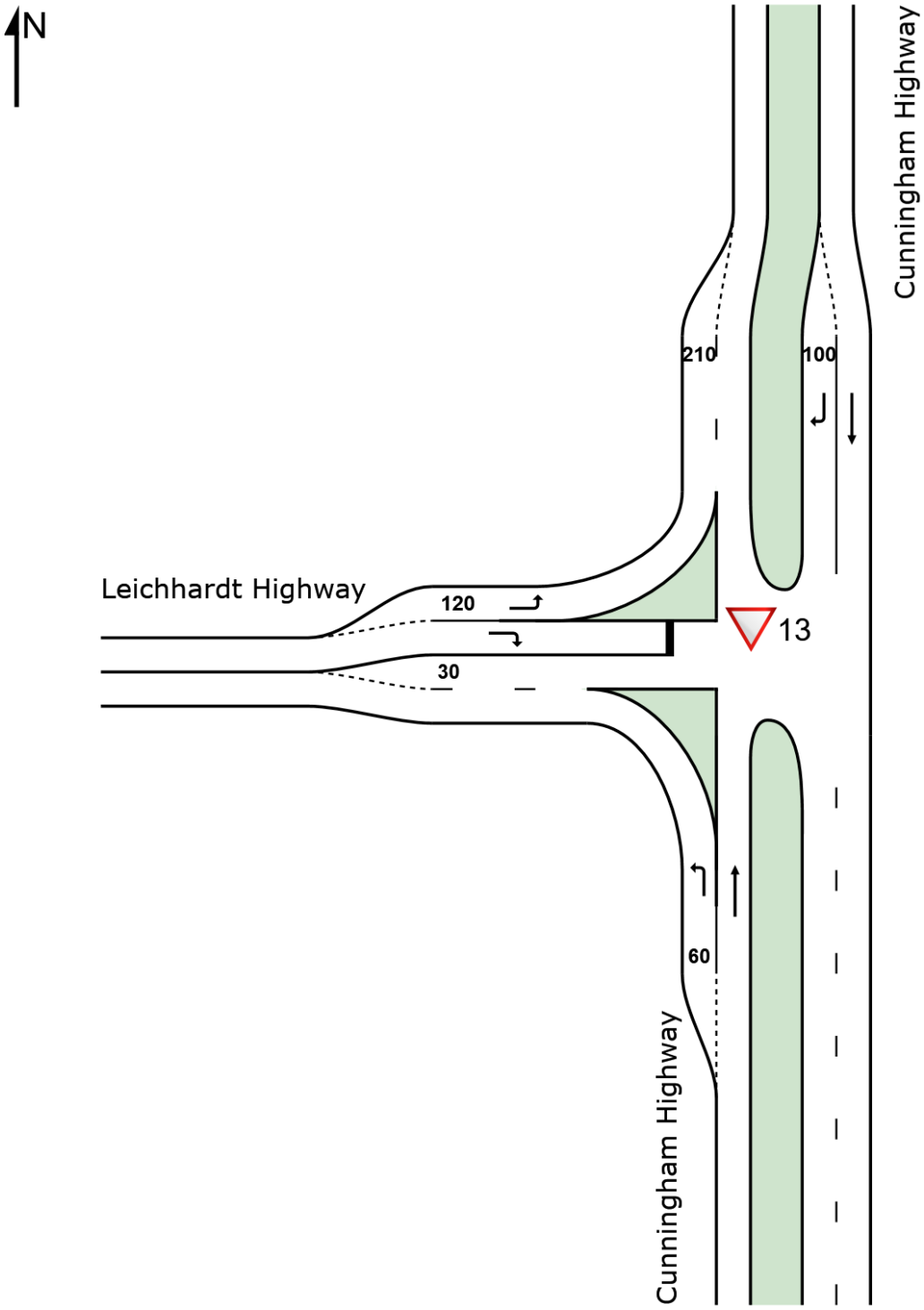
Intersection name	Peak period	Analysis scenario	Worst movement			Vehicle Minutes Delay	
			Mov.	Delay (s)	LoS	Vehicle Minutes Delay (h:mm:ss)	Vehicle Minutes Delay (net) %
Cunningham Highway / Leichhardt Highway	AM Peak	With development	W-RT	15	B	0:33:23	8%
	PM Peak	With development	W-RT	15	C	0:36:44	8%
Cunningham Highway / Leichhardt Highway	AM Peak	With development	W-RT	18.4	C	0:22:26	10.7%
	PM Peak	With development	W-RT	19.1	C	0:24:25	11.7%
Gore Highway / Dieckmann Road	AM Peak	With development	NW-RT	13	B	0:11:35	2052%
	PM Peak	With development	NW-RT	12	B	0:11:47	2074%
Gore Highway / Dieckmann Road	AM Peak	With development	NW-RT	13.4	B	0:11:29	2031.9%
	PM Peak	With development	NW-RT	12.6	B	0:11:41	2056.0%
Leichhardt Highway / Hunt Street	AM Peak	With development	S-RT	11	B	0:01:48	65%
	PM Peak	With development	S-RT	11	B	0:01:51	66%
Leichhardt Highway / Hunt Street	AM Peak	With development	S-RT	10.9	B	0:01:48	65.0%
	PM Peak	With development	S-RT	11.4	B	0:01:51	66.5%
Newell Highway / River Road	AM Peak	With development	S-RT	13	B	0:52:21	3%
	PM Peak	With development	S-RT	12	B	0:48:09	4%
Newell Highway / River Road	AM Peak	With development	S-RT	12.5	B	0:52:21	3.3%
	PM Peak	With development	S-RT	12.4	B	0:48:09	3.6%
Hunt Street / Boodle Street	AM Peak	With development	S-LT	6	A	0:00:49	122%
	PM Peak	With development	S-LT	6	A	0:00:49	122%
Hunt Street / Boodle Street	AM Peak	With development	S-LT	6.3	A	0:00:49	121.8%
	PM Peak	With development	S-LT	6.3	A	0:00:49	121.8%
River Road / River Road	AM Peak	With development	S-RT	7	A	0:01:33	258%
	PM Peak	With development	S-RT	7	A	0:01:33	258%
River Road / River Road	AM Peak	With development	S-RT	6.5	A	0:01:33	258.5%
	PM Peak	With development	S-RT	6.5	A	0:01:33	258.5%

SITE LAYOUT

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 AM Scenario 1-Without Cumulative Traffic (Site Folder: Peak Impact Year-Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 AM Scenario 1-Without Cumulative Traffic (Site Folder: Peak Impact Year-Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	89	32	89	36.0	0.060	6.0	LOS A	0.0	0.0	0.00	0.51	0.00	53.7
2	T1	139	62	139	44.6	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		228	94	228	41.2	0.092	2.4	NA	0.0	0.0	0.00	0.20	0.00	57.3
North: Cunningham Highway														
8	T1	116	59	116	50.9	0.079	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.35	0.52	0.35	52.5
Approach		117	59	117	50.4	0.079	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	5.9	LOS A	0.0	0.0	0.00	0.53	0.00	54.9
12	R2	93	35	93	37.6	0.176	14.0	LOS B	0.7	6.5	0.53	0.98	0.53	48.1
Approach		94	35	94	37.2	0.176	13.9	LOS B	0.7	6.5	0.53	0.98	0.53	48.1
All Vehicles		439	188	439	42.8	0.176	4.2	NA	0.7	6.5	0.11	0.31	0.11	55.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 PM Scenario 1-Without Cumulative Traffic (Site Folder: Peak Impact Year-Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	95	34	95	35.8	0.064	6.0	LOS A	0.0	0.0	0.00	0.51	0.00	53.7
2	T1	151	68	151	45.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		246	102	246	41.5	0.100	2.3	NA	0.0	0.0	0.00	0.20	0.00	57.3
North: Cunningham Highway														
8	T1	122	62	122	50.8	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	1	0	1	0.0	0.001	6.8	LOS A	0.0	0.0	0.36	0.52	0.36	52.5
Approach		123	62	123	50.4	0.083	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	5.9	LOS A	0.0	0.0	0.00	0.53	0.00	54.9
12	R2	100	38	100	38.0	0.199	14.6	LOS B	0.8	7.4	0.56	1.00	0.56	47.8
Approach		101	38	101	37.6	0.199	14.5	LOS B	0.8	7.4	0.55	0.99	0.55	47.8
All Vehicles		470	202	470	43.0	0.199	4.4	NA	0.8	7.4	0.12	0.32	0.12	55.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 AM Scenario 2-Without Cumulative Traffic (Site Folder: Peak Impact Year-Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	1	0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	54.9
2	T1	139	62	139	44.6	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		140	62	140	44.3	0.092	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Cunningham Highway														
8	T1	116	59	116	50.9	0.080	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	89	32	89	36.0	0.089	6.9	LOS A	0.4	3.3	0.31	0.58	0.31	51.2
Approach		205	91	205	44.4	0.089	3.0	NA	0.4	3.3	0.14	0.25	0.14	55.8
West: Leichhardt Highway														
10	L2	93	35	93	37.6	0.064	6.3	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
12	R2	1	0	1	0.0	0.002	10.9	LOS B	0.0	0.0	0.48	0.79	0.48	50.4
Approach		94	35	94	37.2	0.064	6.3	LOS A	0.0	0.0	0.01	0.51	0.01	53.6
All Vehicles		439	188	439	42.8	0.092	2.8	NA	0.4	3.3	0.06	0.23	0.06	56.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 PM Scenario 2-Without Cumulative Traffic (Site Folder: Peak Impact Year-Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	1	0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	54.9
2	T1	151	68	151	45.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		152	68	152	44.7	0.100	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Cunningham Highway														
8	T1	122	62	122	50.8	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	95	34	95	35.8	0.096	7.0	LOS A	0.4	3.6	0.33	0.59	0.33	51.1
Approach		217	96	217	44.2	0.096	3.1	NA	0.4	3.6	0.14	0.26	0.14	55.7
West: Leichhardt Highway														
10	L2	100	38	100	38.0	0.068	6.3	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
12	R2	1	0	1	0.0	0.002	11.2	LOS B	0.0	0.0	0.49	0.79	0.49	50.2
Approach		101	38	101	37.6	0.068	6.4	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
All Vehicles		470	202	470	43.0	0.100	2.8	NA	0.4	3.6	0.07	0.23	0.07	56.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 AM Scenario 1– With Cumulative Traffic (Site Folder: Peak Impact Year-Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	93	36	93	38.7	0.064	6.0	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
2	T1	140	63	140	45.0	0.093	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		233	99	233	42.5	0.093	2.4	NA	0.0	0.0	0.00	0.20	0.00	57.2
North: Cunningham Highway														
8	T1	128	60	128	46.9	0.086	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	2	1	2	50.0	0.002	8.0	LOS A	0.0	0.1	0.39	0.54	0.39	50.3
Approach		130	61	130	46.9	0.086	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
West: Leichhardt Highway														
10	L2	2	1	2	50.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.50	0.00	53.2
12	R2	97	39	97	40.2	0.193	14.6	LOS B	0.8	7.3	0.55	0.99	0.55	47.7
Approach		99	40	99	40.4	0.193	14.4	LOS B	0.8	7.3	0.54	0.98	0.54	47.8
All Vehicles		462	200	462	43.3	0.193	4.4	NA	0.8	7.3	0.12	0.32	0.12	55.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 PM Scenario 1– With Cumulative Traffic (Site Folder: Peak Impact Year-Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	99	38	99	38.4	0.068	6.0	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
2	T1	163	69	163	42.3	0.107	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		262	107	262	40.8	0.107	2.3	NA	0.0	0.0	0.00	0.19	0.00	57.3
North: Cunningham Highway														
8	T1	123	63	123	51.2	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	2	1	2	50.0	0.003	8.2	LOS A	0.0	0.1	0.42	0.55	0.42	50.2
Approach		125	64	125	51.2	0.084	0.2	NA	0.0	0.1	0.01	0.01	0.01	59.8
West: Leichhardt Highway														
10	L2	2	1	2	50.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.50	0.00	53.2
12	R2	104	42	104	40.4	0.217	15.2	LOS C	0.9	8.2	0.57	1.01	0.57	47.4
Approach		106	43	106	40.6	0.217	15.0	LOS B	0.9	8.2	0.56	1.00	0.56	47.5
All Vehicles		493	214	493	43.4	0.217	4.5	NA	0.9	8.2	0.12	0.32	0.12	55.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 AM Scenario 2– With Cumulative Traffic (Site Folder: Peak Impact Year-Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	5	4	5	80.0	0.004	6.4	LOS A	0.0	0.0	0.00	0.49	0.00	52.2
2	T1	140	63	140	45.0	0.093	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		145	67	145	46.2	0.093	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.6
North: Cunningham Highway														
8	T1	128	60	128	46.9	0.086	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	90	33	90	36.7	0.091	7.0	LOS A	0.4	3.4	0.32	0.58	0.32	51.1
Approach		218	93	218	42.7	0.091	2.9	NA	0.4	3.4	0.13	0.24	0.13	56.0
West: Leichhardt Highway														
10	L2	94	36	94	38.3	0.064	6.3	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
12	R2	5	4	5	80.0	0.014	18.4	LOS C	0.1	0.6	0.56	0.93	0.56	45.2
Approach		99	40	99	40.4	0.064	6.9	LOS A	0.1	0.6	0.03	0.53	0.03	53.1
All Vehicles		462	200	462	43.3	0.093	2.9	NA	0.4	3.4	0.07	0.23	0.07	56.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 13 [Cunningham Highway / Leichhardt Highway 2026 PM Scenario 2– With Cumulative Traffic (Site Folder: Peak Impact Year-Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	5	4	5	80.0	0.004	6.4	LOS A	0.0	0.0	0.00	0.49	0.00	52.2
2	T1	163	69	163	42.3	0.107	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		168	73	168	43.5	0.107	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
North: Cunningham Highway														
8	T1	123	63	123	51.2	0.085	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	96	35	96	36.5	0.100	7.2	LOS A	0.4	3.7	0.35	0.59	0.35	51.1
Approach		219	98	219	44.7	0.100	3.2	NA	0.4	3.7	0.15	0.26	0.15	55.7
West: Leichhardt Highway														
10	L2	101	39	101	38.6	0.069	6.4	LOS A	0.0	0.0	0.00	0.51	0.00	53.6
12	R2	5	4	5	80.0	0.015	19.1	LOS C	0.1	0.6	0.58	0.94	0.58	44.8
Approach		106	43	106	40.6	0.069	7.0	LOS A	0.1	0.6	0.03	0.53	0.03	53.1
All Vehicles		493	214	493	43.4	0.107	3.0	NA	0.4	3.7	0.07	0.23	0.07	56.4

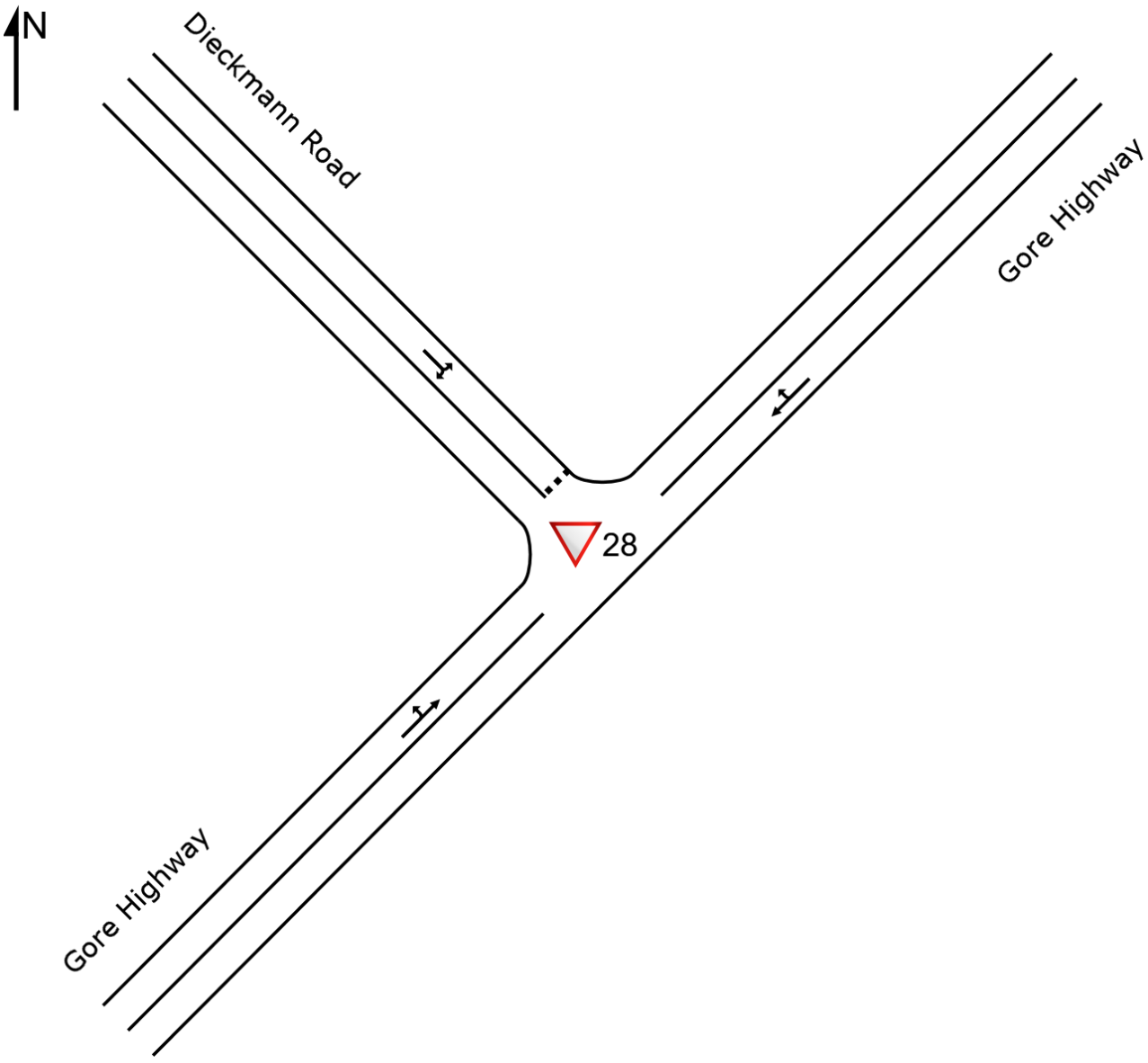
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 28 [Gore Highway / Dieckmann Road 2025 AM-Scenario 1 – Without Cumulative Traffic (Site Folder: Peak Impact Year – Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 AM-Scenario 1 – Without Cumulative Traffic (Site Folder: Peak Impact Year – Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	123	37	123	30.1	0.076	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
26	R2	1	0	1	0.0	0.076	7.9	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		124	37	124	29.8	0.076	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
NorthWest: Dieckmann Road														
27	L2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.26	0.60	0.26	74.1
29	R2	1	0	1	0.0	0.002	8.4	LOS A	0.0	0.0	0.26	0.60	0.26	73.6
Approach		2	0	2	0.0	0.002	8.3	LOS A	0.0	0.0	0.26	0.60	0.26	73.8
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.082	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
31	T1	134	37	134	27.6	0.082	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		135	37	135	27.4	0.082	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		261	74	261	28.4	0.082	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 PM-Scenario 1 – Without Cumulative Traffic (Site Folder: Peak Impact Year – Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	133	40	133	30.1	0.082	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
26	R2	1	0	1	0.0	0.082	7.9	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		134	40	134	29.9	0.082	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
NorthWest: Dieckmann Road														
27	L2	1	0	1	0.0	0.002	8.3	LOS A	0.0	0.0	0.27	0.60	0.27	74.0
29	R2	1	0	1	0.0	0.002	8.5	LOS A	0.0	0.0	0.27	0.60	0.27	73.5
Approach		2	0	2	0.0	0.002	8.4	LOS A	0.0	0.0	0.27	0.60	0.27	73.7
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.090	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.4
31	T1	147	41	147	27.9	0.090	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		148	41	148	27.7	0.090	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
All Vehicles		284	81	284	28.5	0.090	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 AM-Scenario 2 – Without Cumulative Traffic (Site Folder: Peak Impact Year – Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	123	37	123	30.1	0.076	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
26	R2	1	0	1	0.0	0.076	7.9	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		124	37	124	29.8	0.076	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
NorthWest: Dieckmann Road														
27	L2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.26	0.60	0.26	74.1
29	R2	1	0	1	0.0	0.002	8.4	LOS A	0.0	0.0	0.26	0.60	0.26	73.6
Approach		2	0	2	0.0	0.002	8.3	LOS A	0.0	0.0	0.26	0.60	0.26	73.8
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.082	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
31	T1	134	37	134	27.6	0.082	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		135	37	135	27.4	0.082	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
All Vehicles		261	74	261	28.4	0.082	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 PM-Scenario 2 – Without Cumulative Traffic (Site Folder: Peak Impact Year – Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	133	40	133	30.1	0.082	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
26	R2	1	0	1	0.0	0.082	7.9	LOS A	0.0	0.1	0.00	0.01	0.00	87.9
Approach		134	40	134	29.9	0.082	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.6
NorthWest: Dieckmann Road														
27	L2	1	0	1	0.0	0.002	8.3	LOS A	0.0	0.0	0.27	0.60	0.27	74.0
29	R2	1	0	1	0.0	0.002	8.5	LOS A	0.0	0.0	0.27	0.60	0.27	73.5
Approach		2	0	2	0.0	0.002	8.4	LOS A	0.0	0.0	0.27	0.60	0.27	73.7
SouthWest: Gore Highway														
30	L2	1	0	1	0.0	0.090	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.4
31	T1	147	41	147	27.9	0.090	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		148	41	148	27.7	0.090	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
All Vehicles		284	81	284	28.5	0.090	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 AM-Scenario 1 – With Cumulative Traffic (Site Folder: Peak Impact Year-Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	130	44	130	33.8	0.083	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.5
26	R2	2	1	2	50.0	0.083	10.0	LOS B	0.0	0.2	0.01	0.01	0.01	66.4
Approach		132	45	132	34.1	0.083	0.2	NA	0.0	0.2	0.01	0.01	0.01	98.8
NorthWest: Dieckmann Road														
27	L2	2	1	2	50.0	0.049	10.0	LOS B	0.2	2.0	0.43	0.70	0.43	56.6
29	R2	25	24	25	96.0	0.049	13.4	LOS B	0.2	2.0	0.43	0.70	0.43	46.9
Approach		27	25	27	92.6	0.049	13.2	LOS B	0.2	2.0	0.43	0.70	0.43	47.5
SouthWest: Gore Highway														
30	L2	33	24	33	72.7	0.127	9.7	LOS A	0.0	0.0	0.00	0.11	0.00	60.8
31	T1	166	44	166	26.5	0.127	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	98.5
Approach		199	68	199	34.2	0.127	1.6	NA	0.0	0.0	0.00	0.11	0.00	89.3
All Vehicles		358	138	358	38.5	0.127	2.0	NA	0.2	2.0	0.04	0.12	0.04	86.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 PM-Scenario 1 – With Cumulative Traffic (Site Folder: Peak Impact Year-Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	165	47	165	28.5	0.102	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.7
26	R2	2	1	2	50.0	0.102	10.0	LOS A	0.0	0.2	0.01	0.01	0.01	66.5
Approach		167	48	167	28.7	0.102	0.1	NA	0.0	0.2	0.01	0.01	0.01	99.1
NorthWest: Dieckmann Road														
27	L2	2	1	2	50.0	0.058	10.0	LOS A	0.2	2.1	0.43	0.74	0.43	56.9
29	R2	33	24	33	72.7	0.058	12.4	LOS B	0.2	2.1	0.43	0.74	0.43	51.2
Approach		35	25	35	71.4	0.058	12.3	LOS B	0.2	2.1	0.43	0.74	0.43	51.5
SouthWest: Gore Highway														
30	L2	25	24	25	96.0	0.118	10.3	LOS B	0.0	0.0	0.00	0.09	0.00	55.8
31	T1	154	48	154	31.2	0.118	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	99.7
Approach		179	72	179	40.2	0.118	1.5	NA	0.0	0.0	0.00	0.09	0.00	89.8
All Vehicles		381	145	381	38.1	0.118	1.9	NA	0.2	2.1	0.04	0.12	0.04	87.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 AM-Scenario 2 – With Cumulative Traffic (Site Folder: Peak Impact Year-Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	130	44	130	33.8	0.083	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.5
26	R2	2	1	2	50.0	0.083	10.0	LOS B	0.0	0.2	0.01	0.01	0.01	66.4
Approach		132	45	132	34.1	0.083	0.2	NA	0.0	0.2	0.01	0.01	0.01	98.8
NorthWest: Dieckmann Road														
27	L2	2	1	2	50.0	0.049	10.0	LOS B	0.2	2.0	0.43	0.70	0.43	56.6
29	R2	25	24	25	96.0	0.049	13.4	LOS B	0.2	2.0	0.43	0.70	0.43	46.9
Approach		27	25	27	92.6	0.049	13.1	LOS B	0.2	2.0	0.43	0.70	0.43	47.5
SouthWest: Gore Highway														
30	L2	32	24	32	75.0	0.126	9.8	LOS A	0.0	0.0	0.00	0.11	0.00	60.3
31	T1	166	44	166	26.5	0.126	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	98.6
Approach		198	68	198	34.3	0.126	1.6	NA	0.0	0.0	0.00	0.11	0.00	89.4
All Vehicles		357	138	357	38.7	0.126	1.9	NA	0.2	2.0	0.04	0.12	0.04	86.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 28 [Gore Highway / Dieckmann Road 2025 PM-Scenario 2 – With Cumulative Traffic (Site Folder: Peak Impact Year-Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Highway														
25	T1	165	47	165	28.5	0.102	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	99.7
26	R2	2	1	2	50.0	0.102	10.0	LOS A	0.0	0.2	0.01	0.01	0.01	66.5
Approach		167	48	167	28.7	0.102	0.1	NA	0.0	0.2	0.01	0.01	0.01	99.1
NorthWest: Dieckmann Road														
27	L2	2	1	2	50.0	0.057	10.0	LOS A	0.2	2.1	0.43	0.74	0.43	56.9
29	R2	32	24	32	75.0	0.057	12.6	LOS B	0.2	2.1	0.43	0.74	0.43	50.8
Approach		34	25	34	73.5	0.057	12.4	LOS B	0.2	2.1	0.43	0.74	0.43	51.1
SouthWest: Gore Highway														
30	L2	25	24	25	96.0	0.118	10.3	LOS B	0.0	0.0	0.00	0.09	0.00	55.8
31	T1	154	48	154	31.2	0.118	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	99.7
Approach		179	72	179	40.2	0.118	1.5	NA	0.0	0.0	0.00	0.09	0.00	89.8
All Vehicles		380	145	380	38.2	0.118	1.9	NA	0.2	2.1	0.04	0.11	0.04	87.5

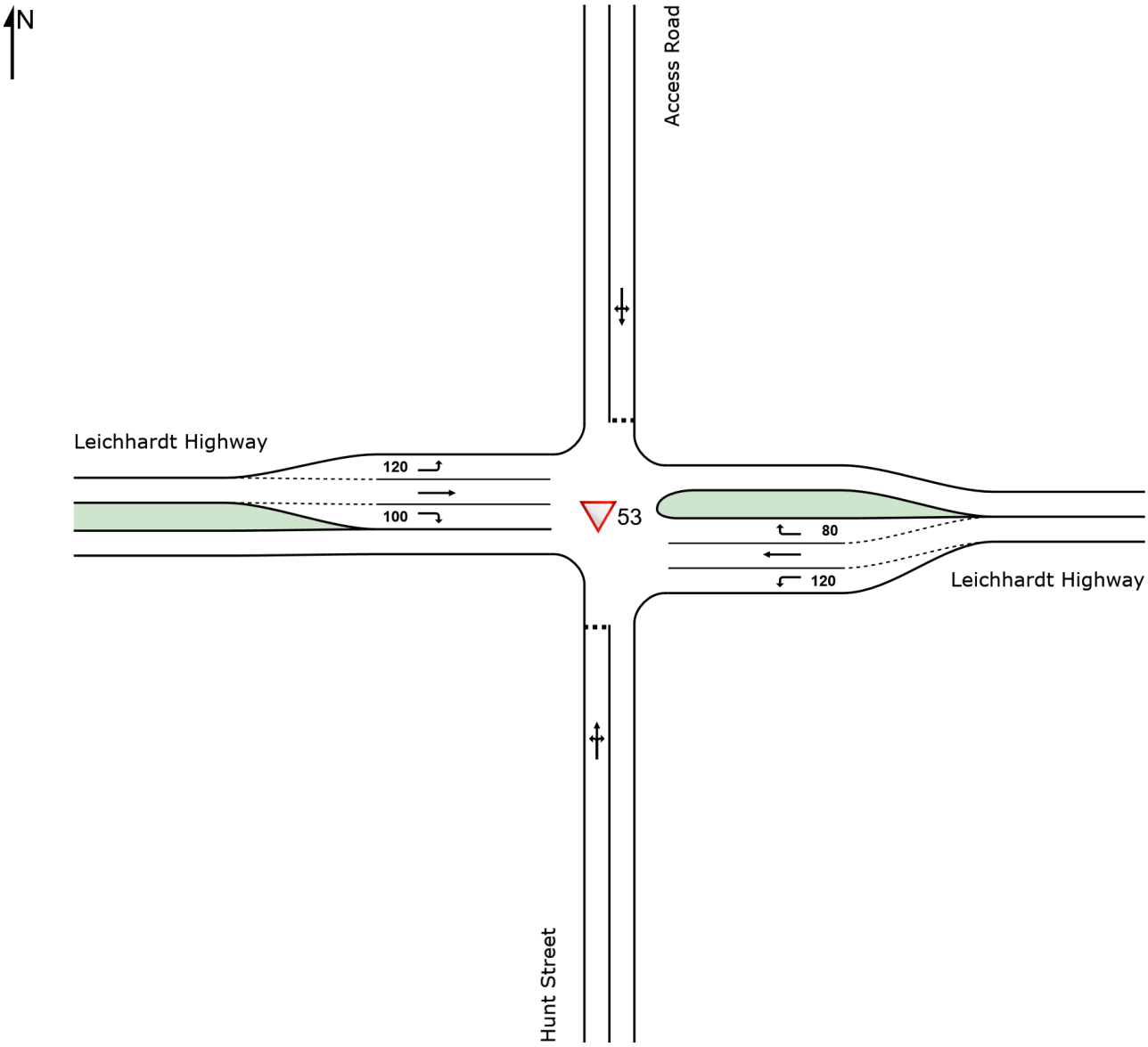
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 53 [Leichhardt Highway/Hunt Street 2025 AM Scenario 1 – Without Cumulative Traffic (Site Folder: Peak Impact Year – Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2025 AM Scenario 1 – Without Cumulative Traffic (Site Folder: Peak Impact Year – Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.29	0.53	0.29	57.6
2	T1	1	0	1	0.0	0.004	6.7	LOS A	0.0	0.1	0.29	0.53	0.29	49.5
3	R2	1	0	1	0.0	0.004	7.9	LOS A	0.0	0.1	0.29	0.53	0.29	57.6
Approach		3	0	3	0.0	0.004	6.8	LOS A	0.0	0.1	0.29	0.53	0.29	54.6
East: Leichhardt Highway														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
5	T1	89	32	89	36.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	53.7
Approach		91	32	91	35.2	0.056	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.3
North: Access Road														
7	L2	1	0	1	0.0	0.004	4.9	LOS A	0.0	0.1	0.29	0.50	0.29	53.2
8	T1	1	0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.29	0.50	0.29	49.4
9	R2	1	0	1	0.0	0.004	6.9	LOS A	0.0	0.1	0.29	0.50	0.29	53.3
Approach		3	0	3	0.0	0.004	5.8	LOS A	0.0	0.1	0.29	0.50	0.29	51.9
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	93	35	93	37.6	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.20	0.57	0.20	58.0
Approach		95	35	95	36.8	0.059	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		192	67	192	34.9	0.059	0.4	NA	0.0	0.1	0.01	0.03	0.01	78.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2025 PM Scenario 1 – Without Cumulative Traffic (Site Folder: Peak Impact Year – Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.30	0.54	0.30	57.5
2	T1	1	0	1	0.0	0.004	6.8	LOS A	0.0	0.1	0.30	0.54	0.30	49.4
3	R2	1	0	1	0.0	0.004	8.1	LOS A	0.0	0.1	0.30	0.54	0.30	57.5
Approach		3	0	3	0.0	0.004	6.9	LOS A	0.0	0.1	0.30	0.54	0.30	54.5
East: Leichhardt Highway														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
5	T1	95	34	95	35.8	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.22	0.57	0.22	53.6
Approach		97	34	97	35.1	0.060	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.4
North: Access Road														
7	L2	1	0	1	0.0	0.004	5.0	LOS A	0.0	0.1	0.31	0.50	0.31	53.1
8	T1	1	0	1	0.0	0.004	5.8	LOS A	0.0	0.1	0.31	0.50	0.31	49.3
9	R2	1	0	1	0.0	0.004	7.1	LOS A	0.0	0.1	0.31	0.50	0.31	53.2
Approach		3	0	3	0.0	0.004	5.9	LOS A	0.0	0.1	0.31	0.50	0.31	51.8
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	100	38	100	38.0	0.064	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	58.0
Approach		102	38	102	37.3	0.064	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		205	72	205	35.1	0.064	0.3	NA	0.0	0.1	0.01	0.03	0.01	78.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2025 AM Scenario 2 – Without Cumulative Traffic (Site Folder: Peak Impact Year – Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.29	0.53	0.29	57.6
2	T1	1	0	1	0.0	0.004	6.7	LOS A	0.0	0.1	0.29	0.53	0.29	49.5
3	R2	1	0	1	0.0	0.004	7.9	LOS A	0.0	0.1	0.29	0.53	0.29	57.6
Approach		3	0	3	0.0	0.004	6.8	LOS A	0.0	0.1	0.29	0.53	0.29	54.6
East: Leichhardt Highway														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
5	T1	89	32	89	36.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	53.7
Approach		91	32	91	35.2	0.056	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.3
North: Access Road														
7	L2	1	0	1	0.0	0.004	4.9	LOS A	0.0	0.1	0.29	0.50	0.29	53.2
8	T1	1	0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.29	0.50	0.29	49.4
9	R2	1	0	1	0.0	0.004	6.9	LOS A	0.0	0.1	0.29	0.50	0.29	53.3
Approach		3	0	3	0.0	0.004	5.8	LOS A	0.0	0.1	0.29	0.50	0.29	51.9
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	93	35	93	37.6	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.20	0.57	0.20	58.0
Approach		95	35	95	36.8	0.059	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		192	67	192	34.9	0.059	0.4	NA	0.0	0.1	0.01	0.03	0.01	78.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2025 PM Scenario 2 – Without Cumulative Traffic (Site Folder: Peak Impact Year – Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.30	0.54	0.30	57.5
2	T1	1	0	1	0.0	0.004	6.8	LOS A	0.0	0.1	0.30	0.54	0.30	49.4
3	R2	1	0	1	0.0	0.004	8.1	LOS A	0.0	0.1	0.30	0.54	0.30	57.5
Approach		3	0	3	0.0	0.004	6.9	LOS A	0.0	0.1	0.30	0.54	0.30	54.5
East: Leichhardt Highway														
4	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
5	T1	95	34	95	35.8	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.22	0.57	0.22	53.6
Approach		97	34	97	35.1	0.060	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.4
North: Access Road														
7	L2	1	0	1	0.0	0.004	5.0	LOS A	0.0	0.1	0.31	0.50	0.31	53.1
8	T1	1	0	1	0.0	0.004	5.8	LOS A	0.0	0.1	0.31	0.50	0.31	49.3
9	R2	1	0	1	0.0	0.004	7.1	LOS A	0.0	0.1	0.31	0.50	0.31	53.2
Approach		3	0	3	0.0	0.004	5.9	LOS A	0.0	0.1	0.31	0.50	0.31	51.8
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	100	38	100	38.0	0.064	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	58.0
Approach		102	38	102	37.3	0.064	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		205	72	205	35.1	0.064	0.3	NA	0.0	0.1	0.01	0.03	0.01	78.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2025 AM Scenario 1 – With Cumulative Traffic (Site Folder: Peak Impact Year – Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.011	5.9	LOS A	0.0	0.3	0.37	0.55	0.37	56.1
2	T1	1	0	1	0.0	0.011	6.8	LOS A	0.0	0.3	0.37	0.55	0.37	48.4
3	R2	3	2	3	66.7	0.011	10.9	LOS B	0.0	0.3	0.37	0.55	0.37	43.1
Approach		5	2	5	40.0	0.011	9.1	LOS A	0.0	0.3	0.37	0.55	0.37	46.3
East: Leichhardt Highway														
4	L2	3	2	3	66.7	0.002	8.2	LOS A	0.0	0.0	0.00	0.63	0.00	48.4
5	T1	91	34	91	37.4	0.058	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	53.7
Approach		95	36	95	37.9	0.058	0.3	NA	0.0	0.0	0.00	0.03	0.00	77.9
North: Access Road														
7	L2	1	0	1	0.0	0.004	4.9	LOS A	0.0	0.1	0.30	0.50	0.30	53.2
8	T1	1	0	1	0.0	0.004	5.7	LOS A	0.0	0.1	0.30	0.50	0.30	49.3
9	R2	1	0	1	0.0	0.004	6.9	LOS A	0.0	0.1	0.30	0.50	0.30	53.2
Approach		3	0	3	0.0	0.004	5.9	LOS A	0.0	0.1	0.30	0.50	0.30	51.8
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	95	37	95	38.9	0.061	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	58.0
Approach		97	37	97	38.1	0.061	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		200	75	200	37.5	0.061	0.6	NA	0.0	0.3	0.02	0.04	0.02	76.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2025 PM Scenario 1 – With Cumulative Traffic (Site Folder: Peak Impact Year – Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.011	5.9	LOS A	0.0	0.3	0.38	0.56	0.38	55.8
2	T1	1	0	1	0.0	0.011	7.0	LOS A	0.0	0.3	0.38	0.56	0.38	48.2
3	R2	3	2	3	66.7	0.011	11.4	LOS B	0.0	0.3	0.38	0.56	0.38	43.0
Approach		5	2	5	40.0	0.011	9.4	LOS A	0.0	0.3	0.38	0.56	0.38	46.1
East: Leichhardt Highway														
4	L2	3	2	3	66.7	0.002	8.2	LOS A	0.0	0.0	0.00	0.63	0.00	48.4
5	T1	97	36	97	37.1	0.062	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.22	0.57	0.22	53.6
Approach		101	38	101	37.6	0.062	0.3	NA	0.0	0.0	0.00	0.02	0.00	78.1
North: Access Road														
7	L2	1	0	1	0.0	0.004	5.0	LOS A	0.0	0.1	0.31	0.50	0.31	53.1
8	T1	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.31	0.50	0.31	49.3
9	R2	1	0	1	0.0	0.004	7.2	LOS A	0.0	0.1	0.31	0.50	0.31	53.1
Approach		3	0	3	0.0	0.004	6.0	LOS A	0.0	0.1	0.31	0.50	0.31	51.7
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	102	40	102	39.2	0.066	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.22	0.57	0.22	58.0
Approach		104	40	104	38.5	0.066	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		213	80	213	37.6	0.066	0.5	NA	0.0	0.3	0.02	0.04	0.02	76.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2025 AM Scenario 2 – With Cumulative Traffic (Site Folder: Peak Impact Year – Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.011	5.9	LOS A	0.0	0.3	0.37	0.55	0.37	56.1
2	T1	1	0	1	0.0	0.011	6.8	LOS A	0.0	0.3	0.37	0.55	0.37	48.4
3	R2	3	2	3	66.7	0.011	10.9	LOS B	0.0	0.3	0.37	0.55	0.37	43.1
Approach		5	2	5	40.0	0.011	9.1	LOS A	0.0	0.3	0.37	0.55	0.37	46.3
East: Leichhardt Highway														
4	L2	3	2	3	66.7	0.002	8.2	LOS A	0.0	0.0	0.00	0.63	0.00	48.4
5	T1	91	34	91	37.4	0.058	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	53.7
Approach		95	36	95	37.9	0.058	0.3	NA	0.0	0.0	0.00	0.03	0.00	77.9
North: Access Road														
7	L2	1	0	1	0.0	0.004	4.9	LOS A	0.0	0.1	0.30	0.50	0.30	53.2
8	T1	1	0	1	0.0	0.004	5.7	LOS A	0.0	0.1	0.30	0.50	0.30	49.3
9	R2	1	0	1	0.0	0.004	6.9	LOS A	0.0	0.1	0.30	0.50	0.30	53.2
Approach		3	0	3	0.0	0.004	5.9	LOS A	0.0	0.1	0.30	0.50	0.30	51.8
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	95	37	95	38.9	0.061	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.21	0.57	0.21	58.0
Approach		97	37	97	38.1	0.061	0.2	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		200	75	200	37.5	0.061	0.6	NA	0.0	0.3	0.02	0.04	0.02	76.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 53 [Leichhardt Highway/Hunt Street 2025 PM Scenario 2 – With Cumulative Traffic (Site Folder: Peak Impact Year – Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Hunt Street														
1	L2	1	0	1	0.0	0.011	5.9	LOS A	0.0	0.3	0.38	0.56	0.38	55.8
2	T1	1	0	1	0.0	0.011	7.0	LOS A	0.0	0.3	0.38	0.56	0.38	48.2
3	R2	3	2	3	66.7	0.011	11.4	LOS B	0.0	0.3	0.38	0.56	0.38	43.0
Approach		5	2	5	40.0	0.011	9.4	LOS A	0.0	0.3	0.38	0.56	0.38	46.1
East: Leichhardt Highway														
4	L2	3	2	3	66.7	0.002	8.2	LOS A	0.0	0.0	0.00	0.63	0.00	48.4
5	T1	97	36	97	37.1	0.062	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
6	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.22	0.57	0.22	53.6
Approach		101	38	101	37.6	0.062	0.3	NA	0.0	0.0	0.00	0.02	0.00	78.1
North: Access Road														
7	L2	1	0	1	0.0	0.004	5.0	LOS A	0.0	0.1	0.31	0.50	0.31	53.1
8	T1	1	0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.31	0.50	0.31	49.3
9	R2	1	0	1	0.0	0.004	7.2	LOS A	0.0	0.1	0.31	0.50	0.31	53.1
Approach		3	0	3	0.0	0.004	6.0	LOS A	0.0	0.1	0.31	0.50	0.31	51.7
West: Leichhardt Highway														
10	L2	1	0	1	0.0	0.001	6.9	LOS A	0.0	0.0	0.00	0.63	0.00	65.4
11	T1	102	40	102	39.2	0.066	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
12	R2	1	0	1	0.0	0.001	7.0	LOS A	0.0	0.0	0.22	0.57	0.22	58.0
Approach		104	40	104	38.5	0.066	0.1	NA	0.0	0.0	0.00	0.01	0.00	79.5
All Vehicles		213	80	213	37.6	0.066	0.5	NA	0.0	0.3	0.02	0.04	0.02	76.9

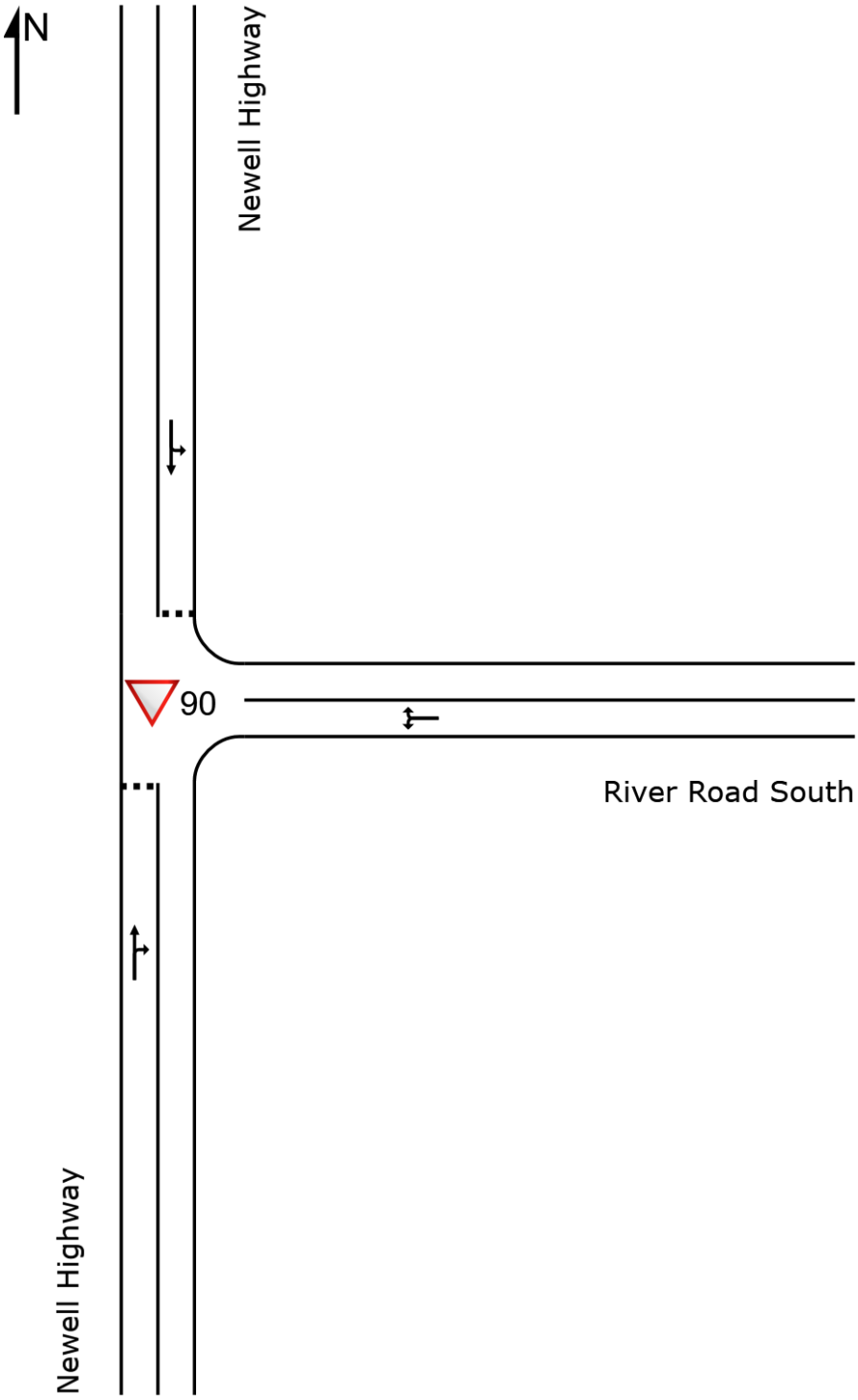
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 90 [Newell Highway_River Road_South 2024 AM Scenario 1– Without Cumulative Traffic (Site Folder: Peak Impact Year – Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 90 [Newell Highway_River Road_South 2024 AM Scenario 1– Without Cumulative Traffic (Site Folder: Peak Impact Year – Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	238	76	238	31.9	0.185	7.4	LOS A	0.8	6.9	0.01	0.64	0.01	66.0
3	R2	1	0	1	0.0	0.185	8.9	LOS A	0.8	6.9	0.01	0.64	0.01	75.8
Approach		239	76	239	31.8	0.185	7.4	LOS A	0.8	6.9	0.01	0.64	0.01	66.0
East: River Road South														
4	L2	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.00	0.63	0.00	62.8
6	R2	1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.63	0.00	62.3
Approach		2	0	2	0.0	0.001	6.5	NA	0.0	0.0	0.00	0.63	0.00	62.5
North: Newell Highway														
7	L2	1	0	1	0.0	0.214	7.8	LOS A	0.9	8.0	0.27	0.55	0.27	62.3
8	T1	240	79	240	32.9	0.214	5.2	LOS A	0.9	8.0	0.27	0.55	0.27	52.9
Approach		241	79	241	32.8	0.214	5.2	LOS A	0.9	8.0	0.27	0.55	0.27	52.9
All Vehicles		482	155	482	32.2	0.214	6.3	NA	0.9	8.0	0.14	0.59	0.14	58.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 89 [Newell Highway_River Road_South 2024 PM Scenario 1– Without Cumulative Traffic (Site Folder: Peak Impact Year – Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	210	67	210	31.9	0.164	7.4	LOS A	0.7	5.9	0.01	0.65	0.01	66.0
3	R2	1	0	1	0.0	0.164	8.8	LOS A	0.7	5.9	0.01	0.65	0.01	75.8
Approach		211	67	211	31.8	0.164	7.4	LOS A	0.7	5.9	0.01	0.65	0.01	66.0
East: River Road North														
4	L2	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.00	0.63	0.00	62.8
6	R2	1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.63	0.00	62.3
Approach		2	0	2	0.0	0.001	6.5	NA	0.0	0.0	0.00	0.63	0.00	62.5
North: Newell Highway														
7	L2	1	0	1	0.0	0.207	7.8	LOS A	0.9	7.7	0.25	0.54	0.25	62.4
8	T1	236	78	236	33.1	0.207	5.1	LOS A	0.9	7.7	0.25	0.54	0.25	53.0
Approach		237	78	237	32.9	0.207	5.1	LOS A	0.9	7.7	0.25	0.54	0.25	53.0
All Vehicles		450	145	450	32.2	0.207	6.2	NA	0.9	7.7	0.14	0.59	0.14	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 89 [Newell Highway_River Road_South 2024 AM Scenario 2– Without Cumulative Traffic (Site Folder: Peak Impact Year – Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	238	76	238	31.9	0.185	7.4	LOS A	0.8	6.9	0.01	0.64	0.01	66.0
3	R2	1	0	1	0.0	0.185	8.9	LOS A	0.8	6.9	0.01	0.64	0.01	75.8
Approach		239	76	239	31.8	0.185	7.4	LOS A	0.8	6.9	0.01	0.64	0.01	66.0
East: River Road North														
4	L2	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.00	0.63	0.00	62.8
6	R2	1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.63	0.00	62.3
Approach		2	0	2	0.0	0.001	6.5	NA	0.0	0.0	0.00	0.63	0.00	62.5
North: Newell Highway														
7	L2	1	0	1	0.0	0.214	7.8	LOS A	0.9	8.0	0.27	0.55	0.27	62.3
8	T1	240	79	240	32.9	0.214	5.2	LOS A	0.9	8.0	0.27	0.55	0.27	52.9
Approach		241	79	241	32.8	0.214	5.2	LOS A	0.9	8.0	0.27	0.55	0.27	52.9
All Vehicles		482	155	482	32.2	0.214	6.3	NA	0.9	8.0	0.14	0.59	0.14	58.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 89 [Newell Highway_River Road_South 2024 PM Scenario 2– Without Cumulative Traffic (Site Folder: Peak Impact Year – Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	210	67	210	31.9	0.164	7.4	LOS A	0.7	5.9	0.01	0.65	0.01	66.0
3	R2	1	0	1	0.0	0.164	8.8	LOS A	0.7	5.9	0.01	0.65	0.01	75.8
Approach		211	67	211	31.8	0.164	7.4	LOS A	0.7	5.9	0.01	0.65	0.01	66.0
East: River Road North														
4	L2	1	0	1	0.0	0.001	6.7	LOS A	0.0	0.0	0.00	0.63	0.00	62.8
6	R2	1	0	1	0.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.63	0.00	62.3
Approach		2	0	2	0.0	0.001	6.5	NA	0.0	0.0	0.00	0.63	0.00	62.5
North: Newell Highway														
7	L2	1	0	1	0.0	0.207	7.8	LOS A	0.9	7.7	0.25	0.54	0.25	62.4
8	T1	236	78	236	33.1	0.207	5.1	LOS A	0.9	7.7	0.25	0.54	0.25	53.0
Approach		237	78	237	32.9	0.207	5.1	LOS A	0.9	7.7	0.25	0.54	0.25	53.0
All Vehicles		450	145	450	32.2	0.207	6.2	NA	0.9	7.7	0.14	0.59	0.14	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 90 [Newell Highway_River Road_South 2024 AM Scenario 1– With Cumulative Traffic (Site Folder: Peak Impact Year – Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	238	76	238	31.9	0.192	7.4	LOS A	0.8	7.2	0.04	0.64	0.04	65.9
3	R2	4	3	4	75.0	0.192	12.5	LOS B	0.8	7.2	0.04	0.64	0.04	53.4
Approach		242	79	242	32.6	0.192	7.5	LOS A	0.8	7.2	0.04	0.64	0.04	65.6
East: River Road South														
4	L2	4	3	4	75.0	0.006	7.7	LOS A	0.0	0.0	0.00	0.62	0.00	44.2
6	R2	3	2	3	66.7	0.006	7.3	LOS A	0.0	0.0	0.00	0.62	0.00	44.9
Approach		7	5	7	71.4	0.006	7.5	NA	0.0	0.0	0.00	0.62	0.00	44.5
North: Newell Highway														
7	L2	3	2	3	66.7	0.216	9.6	LOS A	0.9	8.1	0.28	0.55	0.28	48.4
8	T1	240	79	240	32.9	0.216	5.2	LOS A	0.9	8.1	0.28	0.55	0.28	52.9
Approach		243	81	243	33.3	0.216	5.3	LOS A	0.9	8.1	0.28	0.55	0.28	52.8
All Vehicles		492	165	492	33.5	0.216	6.4	NA	0.9	8.1	0.16	0.59	0.16	58.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 89 [Newell Highway_River Road_South 2024 PM Scenario 1– With Cumulative Traffic (Site Folder: Peak Impact Year – Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	210	67	210	31.9	0.170	7.4	LOS A	0.7	6.2	0.03	0.64	0.03	65.9
3	R2	4	3	4	75.0	0.170	12.4	LOS B	0.7	6.2	0.03	0.64	0.03	53.5
Approach		214	70	214	32.7	0.170	7.5	LOS A	0.7	6.2	0.03	0.64	0.03	65.6
East: River Road North														
4	L2	4	3	4	75.0	0.006	7.7	LOS A	0.0	0.0	0.00	0.62	0.00	44.2
6	R2	3	2	3	66.7	0.006	7.3	LOS A	0.0	0.0	0.00	0.62	0.00	44.9
Approach		7	5	7	71.4	0.006	7.5	NA	0.0	0.0	0.00	0.62	0.00	44.5
North: Newell Highway														
7	L2	3	2	3	66.7	0.210	9.6	LOS A	0.9	7.9	0.26	0.54	0.26	48.5
8	T1	236	78	236	33.1	0.210	5.1	LOS A	0.9	7.9	0.26	0.54	0.26	52.9
Approach		239	80	239	33.5	0.210	5.2	LOS A	0.9	7.9	0.26	0.54	0.26	52.9
All Vehicles		460	155	460	33.7	0.210	6.3	NA	0.9	7.9	0.15	0.59	0.15	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 89 [Newell Highway_River Road_South 2024 AM Scenario 2– With Cumulative Traffic (Site Folder: Peak Impact Year – Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	238	76	238	31.9	0.192	7.4	LOS A	0.8	7.2	0.04	0.64	0.04	65.9
3	R2	4	3	4	75.0	0.192	12.5	LOS B	0.8	7.2	0.04	0.64	0.04	53.4
Approach		242	79	242	32.6	0.192	7.5	LOS A	0.8	7.2	0.04	0.64	0.04	65.6
East: River Road North														
4	L2	4	3	4	75.0	0.006	7.7	LOS A	0.0	0.0	0.00	0.62	0.00	44.2
6	R2	3	2	3	66.7	0.006	7.3	LOS A	0.0	0.0	0.00	0.62	0.00	44.9
Approach		7	5	7	71.4	0.006	7.5	NA	0.0	0.0	0.00	0.62	0.00	44.5
North: Newell Highway														
7	L2	3	2	3	66.7	0.216	9.6	LOS A	0.9	8.1	0.28	0.55	0.28	48.4
8	T1	240	79	240	32.9	0.216	5.2	LOS A	0.9	8.1	0.28	0.55	0.28	52.9
Approach		243	81	243	33.3	0.216	5.3	LOS A	0.9	8.1	0.28	0.55	0.28	52.8
All Vehicles		492	165	492	33.5	0.216	6.4	NA	0.9	8.1	0.16	0.59	0.16	58.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 89 [Newell Highway_River Road_South 2024 PM Scenario 2– With Cumulative Traffic (Site Folder: Peak Impact Year – Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Newell Highway														
2	T1	210	67	210	31.9	0.170	7.4	LOS A	0.7	6.2	0.03	0.64	0.03	65.9
3	R2	4	3	4	75.0	0.170	12.4	LOS B	0.7	6.2	0.03	0.64	0.03	53.5
Approach		214	70	214	32.7	0.170	7.5	LOS A	0.7	6.2	0.03	0.64	0.03	65.6
East: River Road North														
4	L2	4	3	4	75.0	0.006	7.7	LOS A	0.0	0.0	0.00	0.62	0.00	44.2
6	R2	3	2	3	66.7	0.006	7.3	LOS A	0.0	0.0	0.00	0.62	0.00	44.9
Approach		7	5	7	71.4	0.006	7.5	NA	0.0	0.0	0.00	0.62	0.00	44.5
North: Newell Highway														
7	L2	3	2	3	66.7	0.210	9.6	LOS A	0.9	7.9	0.26	0.54	0.26	48.5
8	T1	236	78	236	33.1	0.210	5.1	LOS A	0.9	7.9	0.26	0.54	0.26	52.9
Approach		239	80	239	33.5	0.210	5.2	LOS A	0.9	7.9	0.26	0.54	0.26	52.9
All Vehicles		460	155	460	33.7	0.210	6.3	NA	0.9	7.9	0.15	0.59	0.15	57.9

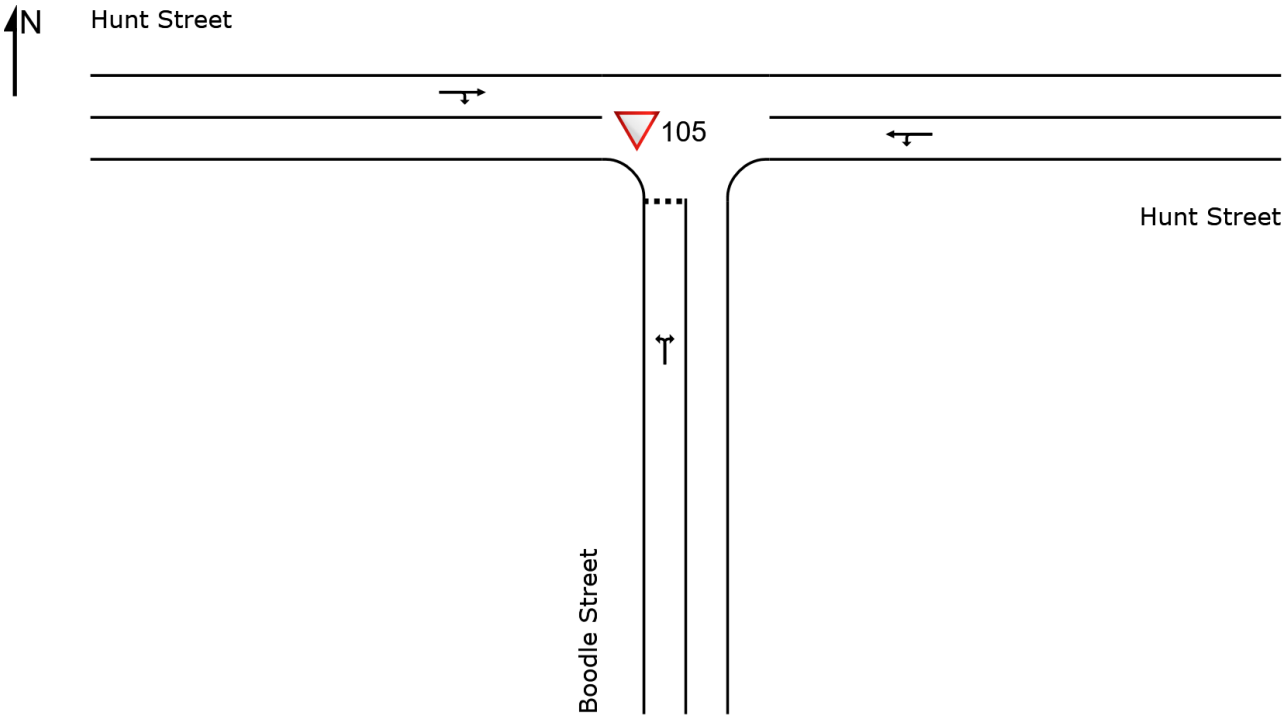
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 105 [Hunt Street / Boodle Street 2025 AM Peak Scenario 1-Without Cumulative Traffic (Site Folder: Peak Impact Year-Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2025 AM Peak Scenario 1-Without Cumulative Traffic (Site Folder: Peak Impact Year-Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	48.2
3	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	52.5
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	50.8
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.29	0.02	55.9
12	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.29	0.02	51.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.02	0.29	0.02	54.0
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2025 PM Peak Scenario 1-Without Cumulative Traffic (Site Folder: Peak Impact Year-Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	48.2
3	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	52.5
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	50.8
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.29	0.02	55.9
12	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.29	0.02	51.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.02	0.29	0.02	54.0
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2025 AM Peak Scenario 2-Without Cumulative Traffic (Site Folder: Peak Impact Year-Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	48.2
3	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	52.5
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	50.8
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.29	0.02	55.9
12	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.29	0.02	51.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.02	0.29	0.02	54.0
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2025 PM Peak Scenario 2-Without Cumulative Traffic (Site Folder: Peak Impact Year-Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	48.2
3	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	52.5
Approach		2	0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.57	0.01	50.8
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.02	0.29	0.02	55.9
12	R2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.02	0.29	0.02	51.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.02	0.29	0.02	54.0
All Vehicles		6	0	6	0.0	0.001	3.7	NA	0.0	0.0	0.01	0.39	0.01	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2025 AM Peak Scenario 1-With Cumulative Traffic (Site Folder: Peak Impact Year – Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.1	0.01	0.56	0.01	43.0
3	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.01	0.56	0.01	52.5
Approach		4	2	4	50.0	0.003	6.1	LOS A	0.0	0.1	0.01	0.56	0.01	46.0
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.1	0.02	0.43	0.02	55.9
12	R2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.1	0.02	0.43	0.02	46.6
Approach		4	2	4	50.0	0.003	4.7	NA	0.0	0.1	0.02	0.43	0.02	49.1
All Vehicles		10	4	10	40.0	0.003	4.9	NA	0.0	0.1	0.01	0.46	0.01	49.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2025 PM Peak Scenario 1-With Cumulative Traffic (Site Folder: Peak Impact Year – Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.1	0.01	0.56	0.01	43.0
3	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.01	0.56	0.01	52.5
Approach		4	2	4	50.0	0.003	6.1	LOS A	0.0	0.1	0.01	0.56	0.01	46.0
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.1	0.02	0.43	0.02	55.9
12	R2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.1	0.02	0.43	0.02	46.6
Approach		4	2	4	50.0	0.003	4.7	NA	0.0	0.1	0.02	0.43	0.02	49.1
All Vehicles		10	4	10	40.0	0.003	4.9	NA	0.0	0.1	0.01	0.46	0.01	49.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2025 AM Peak Scenario 2-With Cumulative Traffic (Site Folder: Peak Impact Year – Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.1	0.01	0.56	0.01	43.0
3	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.01	0.56	0.01	52.5
Approach		4	2	4	50.0	0.003	6.1	LOS A	0.0	0.1	0.01	0.56	0.01	46.0
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.1	0.02	0.43	0.02	55.9
12	R2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.1	0.02	0.43	0.02	46.6
Approach		4	2	4	50.0	0.003	4.7	NA	0.0	0.1	0.02	0.43	0.02	49.1
All Vehicles		10	4	10	40.0	0.003	4.9	NA	0.0	0.1	0.01	0.46	0.01	49.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 105 [Hunt Street / Boodle Street 2025 PM Peak Scenario 2-With Cumulative Traffic (Site Folder: Peak Impact Year – Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Boodle Street														
1	L2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.1	0.01	0.56	0.01	43.0
3	R2	1	0	1	0.0	0.003	5.5	LOS A	0.0	0.1	0.01	0.56	0.01	52.5
Approach		4	2	4	50.0	0.003	6.1	LOS A	0.0	0.1	0.01	0.56	0.01	46.0
East: Hunt Street														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.2
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.0
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	55.6
West: Hunt Street														
11	T1	1	0	1	0.0	0.003	0.0	LOS A	0.0	0.1	0.02	0.43	0.02	55.9
12	R2	3	2	3	66.7	0.003	6.3	LOS A	0.0	0.1	0.02	0.43	0.02	46.6
Approach		4	2	4	50.0	0.003	4.7	NA	0.0	0.1	0.02	0.43	0.02	49.1
All Vehicles		10	4	10	40.0	0.003	4.9	NA	0.0	0.1	0.01	0.46	0.01	49.3

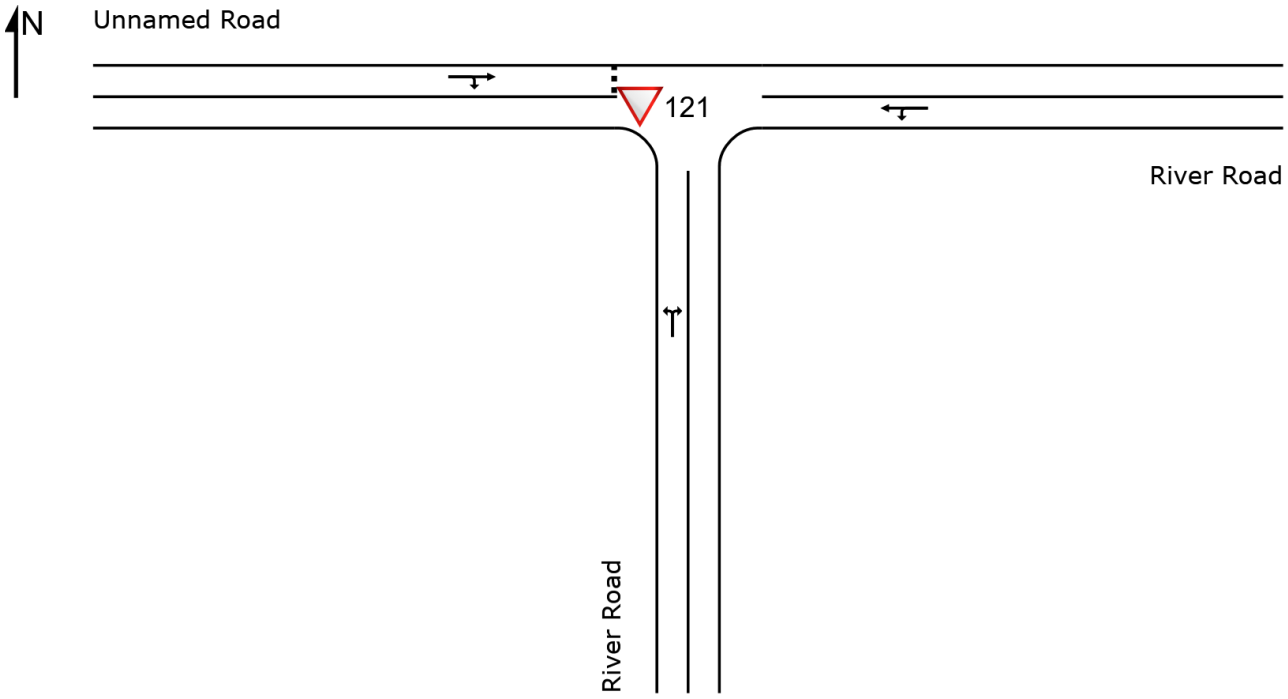
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 121 [River Road / River Road 2025 AM Peak Scenario 1- Without Cumulative Traffic (Site Folder: Peak Impact Year- Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2025 AM Peak Scenario 1- Without Cumulative Traffic (Site Folder: Peak Impact Year- Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	52.2
3	R2	1	0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	NA	0.0	0.0	0.01	0.58	0.01	52.7
East: River Road														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.3
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.02	0.56	0.02	53.1
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.56	0.02	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.02	0.56	0.02	52.7
All Vehicles		6	0	6	0.0	0.002	4.4	NA	0.0	0.0	0.01	0.48	0.01	53.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2025 PM Peak Scenario 1- Without Cumulative Traffic (Site Folder: Peak Impact Year- Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	52.2
3	R2	1	0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	NA	0.0	0.0	0.01	0.58	0.01	52.7
East: River Road														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.3
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.02	0.56	0.02	53.1
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.56	0.02	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.02	0.56	0.02	52.7
All Vehicles		6	0	6	0.0	0.002	4.4	NA	0.0	0.0	0.01	0.48	0.01	53.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2025 AM Peak Scenario 2- Without Cumulative Traffic (Site Folder: Peak Impact Year- Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	52.2
3	R2	1	0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	NA	0.0	0.0	0.01	0.58	0.01	52.7
East: River Road														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.3
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.02	0.56	0.02	53.1
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.56	0.02	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.02	0.56	0.02	52.7
All Vehicles		6	0	6	0.0	0.002	4.4	NA	0.0	0.0	0.01	0.48	0.01	53.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2025 PM Peak Scenario 2- Without Cumulative Traffic (Site Folder: Peak Impact Year- Without Cumulative Traffic)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.01	0.58	0.01	52.2
3	R2	1	0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.01	0.58	0.01	53.1
Approach		2	0	2	0.0	0.001	5.5	NA	0.0	0.0	0.01	0.58	0.01	52.7
East: River Road														
4	L2	1	0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	55.9
5	T1	1	0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.8
Approach		2	0	2	0.0	0.001	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.3
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.1	LOS A	0.0	0.0	0.02	0.56	0.02	53.1
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.02	0.56	0.02	52.2
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.02	0.56	0.02	52.7
All Vehicles		6	0	6	0.0	0.002	4.4	NA	0.0	0.0	0.01	0.48	0.01	53.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2025 AM Peak Scenario 1- With Cumulative Traffic (Site Folder: Peak Impact Year- Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.005	5.5	LOS A	0.0	0.3	0.02	0.59	0.02	52.2
3	R2	6	5	6	83.3	0.005	6.5	LOS A	0.0	0.3	0.02	0.59	0.02	49.5
Approach		7	5	7	71.4	0.005	6.3	NA	0.0	0.3	0.02	0.59	0.02	49.8
East: River Road														
4	L2	6	5	6	83.3	0.006	6.5	LOS A	0.0	0.0	0.00	0.48	0.00	52.2
5	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.48	0.00	56.8
Approach		7	5	7	71.4	0.006	5.6	NA	0.0	0.0	0.00	0.48	0.00	52.7
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.2	LOS A	0.0	0.0	0.05	0.55	0.05	53.0
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.05	0.55	0.05	52.1
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.05	0.55	0.05	52.5
All Vehicles		16	10	16	62.5	0.006	5.8	NA	0.0	0.3	0.01	0.54	0.01	51.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2025 PM Peak Scenario 1- With Cumulative Traffic (Site Folder: Peak Impact Year- Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.005	5.5	LOS A	0.0	0.3	0.02	0.59	0.02	52.2
3	R2	6	5	6	83.3	0.005	6.5	LOS A	0.0	0.3	0.02	0.59	0.02	49.5
Approach		7	5	7	71.4	0.005	6.3	NA	0.0	0.3	0.02	0.59	0.02	49.8
East: River Road														
4	L2	6	5	6	83.3	0.006	6.5	LOS A	0.0	0.0	0.00	0.48	0.00	52.2
5	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.48	0.00	56.8
Approach		7	5	7	71.4	0.006	5.6	NA	0.0	0.0	0.00	0.48	0.00	52.7
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.2	LOS A	0.0	0.0	0.05	0.55	0.05	53.0
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.05	0.55	0.05	52.1
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.05	0.55	0.05	52.5
All Vehicles		16	10	16	62.5	0.006	5.8	NA	0.0	0.3	0.01	0.54	0.01	51.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
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Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2025 AM Peak Scenario 2- With Cumulative Traffic (Site Folder: Peak Impact Year- Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.005	5.5	LOS A	0.0	0.3	0.02	0.59	0.02	52.2
3	R2	6	5	6	83.3	0.005	6.5	LOS A	0.0	0.3	0.02	0.59	0.02	49.5
Approach		7	5	7	71.4	0.005	6.3	NA	0.0	0.3	0.02	0.59	0.02	49.8
East: River Road														
4	L2	6	5	6	83.3	0.006	6.5	LOS A	0.0	0.0	0.00	0.48	0.00	52.2
5	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.48	0.00	56.8
Approach		7	5	7	71.4	0.006	5.6	NA	0.0	0.0	0.00	0.48	0.00	52.7
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.2	LOS A	0.0	0.0	0.05	0.55	0.05	53.0
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.05	0.55	0.05	52.1
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.05	0.55	0.05	52.5
All Vehicles		16	10	16	62.5	0.006	5.8	NA	0.0	0.3	0.01	0.54	0.01	51.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 121 [River Road / River Road 2025 PM Peak Scenario 2- With Cumulative Traffic (Site Folder: Peak Impact Year- Cumulative Assessment)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: River Road														
1	L2	1	0	1	0.0	0.005	5.5	LOS A	0.0	0.3	0.02	0.59	0.02	52.2
3	R2	6	5	6	83.3	0.005	6.5	LOS A	0.0	0.3	0.02	0.59	0.02	49.5
Approach		7	5	7	71.4	0.005	6.3	NA	0.0	0.3	0.02	0.59	0.02	49.8
East: River Road														
4	L2	6	5	6	83.3	0.006	6.5	LOS A	0.0	0.0	0.00	0.48	0.00	52.2
5	T1	1	0	1	0.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.48	0.00	56.8
Approach		7	5	7	71.4	0.006	5.6	NA	0.0	0.0	0.00	0.48	0.00	52.7
West: Unnamed Road														
11	T1	1	0	1	0.0	0.002	4.2	LOS A	0.0	0.0	0.05	0.55	0.05	53.0
12	R2	1	0	1	0.0	0.002	5.5	LOS A	0.0	0.0	0.05	0.55	0.05	52.1
Approach		2	0	2	0.0	0.002	4.8	LOS A	0.0	0.0	0.05	0.55	0.05	52.5
All Vehicles		16	10	16	62.5	0.006	5.8	NA	0.0	0.3	0.01	0.54	0.01	51.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

APPENDIX

AA

Traffic Impact Assessment

Appendix BJ Cumulative road link volume/capacity assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
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INLAND RAIL

Road Name	Extents	Type of Capacity Check	Average Slope	Peak Impact Year	Peak Impact Year - Without Development Traffic
Boodle Street	Holcim Concrete Goondiwindi to Hunt Street	Narrow Seal (>4.5m)	0.9%	2025	1
Boodle Street	Hunt Street to Holcim Concrete Goondiwindi	Narrow Seal (>4.5m)	0.9%	2025	1
Hunt Street	Boodle Street to Leichhardt Highway	Narrow Seal (>4.5m)	1.6%	2025	1
Hunt Street	Leichhardt Highway to Boodle Street	Narrow Seal (>4.5m)	1.6%	2025	1
River Road	River Road to Newell Highway	Narrow Seal (>4.5m)	1.3%	2024	1
River Road	Newell Highway to River Road	Narrow Seal (>4.5m)	1.3%	2024	1

			Passenger Car Equivalents				
Peak Impact Year - Without Development Traffic HV%	Peak Impact Year - Development Traffic	Peak Impact Year - Development Traffic HV%	Peak Impact Year - Without Development Traffic	Peak Impact Year - Development Traffic	Capacity allowance	V/c - without	V/c -with
20.00%	1	24%	0.96	1.06	2000	0.00	0.00
20.00%	1	24%	0.95	1.05	2000	0.00	0.00
20.00%	1	24%	0.95	1.05	2000	0.00	0.00
20.00%	1	24%	0.96	1.06	2000	0.00	0.00
20.00%	3	72%	1.31	5.89	2000	0.00	0.00
20.00%	3	73%	1.27	5.85	2000	0.00	0.00

APPENDIX

AA

Traffic Impact Assessment

Appendix BK Cumulative Highway Capacity Software highway facility assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 6.2 to Ch. 3.5 (AG)	Date	16/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2780.6
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	100	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.5
Speed Slope Coefficient (m)	4.18086	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23741	PF Power Coefficient (p)	0.76324
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2780.6	-	-	106.5

Vehicle Results

Average Speed, km/h	106.5	Percent Followers, %	10.1
Segment Travel Time, minutes	1.57	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	26	0.00	0.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 6.2 to Ch. 3.5 (AG)	Date	16/12/2022
Agency	FFJV	Analysis Year	2025 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2780.6
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	100	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	118	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	33.75
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.1
Speed Slope Coefficient (m)	4.16690	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23900	PF Power Coefficient (p)	0.76372
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2780.6	-	-	104.9

Vehicle Results

Average Speed, km/h	104.9	Percent Followers, %	21.6
Segment Travel Time, minutes	1.59	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	77	0.01	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Millmerran - Inglewood Road - Ch. 3.5 to Ch. 6.2 (G)	Date	16/12/2022
Agency	FFJV	Analysis Year	2025 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2780.8
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	100	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	26.02
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.5
Speed Slope Coefficient (m)	4.18087	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23741	PF Power Coefficient (p)	0.76324
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2780.8	-	-	106.5

Vehicle Results

Average Speed, km/h	106.5	Percent Followers, %	9.0
Segment Travel Time, minutes	1.57	Follower Density (FD), followers/km/ln	0.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	23	0.00	0.0	A

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Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	2780.8
Lane Width, m	3.5	Shoulder Width, m	0.5
Speed Limit, km/h	100	Access Point Density, pts/km	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	113	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	34.14
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	106.1
Speed Slope Coefficient (m)	4.16621	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.23908	PF Power Coefficient (p)	0.76374
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	2780.8	-	-	105.0

Vehicle Results

Average Speed, km/h	105.0	Percent Followers, %	20.9
Segment Travel Time, minutes	1.59	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	74	0.01	0.2	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 30.1 to Ch. 25 (AG)	Date	16/12/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5110.2
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	160	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.2
Speed Slope Coefficient (m)	4.68331	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.21381	PF Power Coefficient (p)	0.72015
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5110.2	-	-	117.8

Vehicle Results

Average Speed, km/h	117.8	Percent Followers, %	27.7
Segment Travel Time, minutes	2.60	Follower Density (FD), followers/km/ln	0.4
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	193	0.03	0.4	A

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Project Information

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Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5110.2
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	310	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	59.61
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.18

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	118.5
Speed Slope Coefficient (m)	4.62803	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22158	PF Power Coefficient (p)	0.72213
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5110.2	-	-	114.7

Vehicle Results

Average Speed, km/h	114.7	Percent Followers, %	40.8
Segment Travel Time, minutes	2.67	Follower Density (FD), followers/km/ln	1.1
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	372	0.11	1.1	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 25 to Ch. 30.1 (G)	Date	16/12/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5110.2
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	146	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	28.98
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	120.2
Speed Slope Coefficient (m)	4.68331	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.21381	PF Power Coefficient (p)	0.72015
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5110.2	-	-	118.1

Vehicle Results

Average Speed, km/h	118.1	Percent Followers, %	26.2
Segment Travel Time, minutes	2.60	Follower Density (FD), followers/km/ln	0.3
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	175	0.03	0.3	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Gore Highway - Ch. 25 to Ch. 30.1 (G)	Date	16/12/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	TMR	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	5110.2
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	110	Access Point Density, pts/km	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	295	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	61.14
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, km/h	118.5
Speed Slope Coefficient (m)	4.62526	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.22196	PF Power Coefficient (p)	0.72223
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	5110.2	-	-	114.7

Vehicle Results

Average Speed, km/h	114.7	Percent Followers, %	39.7
Segment Travel Time, minutes	2.67	Follower Density (FD), followers/km/ln	1.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	354	0.10	1.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Toowoomba Second Range Crossing - Ch. 0 to Ch. 0.6 (G)	Date	16/12/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	595.3
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	170	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	89.4
Speed Slope Coefficient (m)	10.32320	Speed Power Coefficient (p)	0.53073
PF Slope Coefficient (m)	-1.31504	PF Power Coefficient (p)	0.80583
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	595.3	-	-	85.3

Vehicle Results

Average Speed, km/h	85.3	Percent Followers, %	27.0
Segment Travel Time, minutes	0.42	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	24	0.01	0.5	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Toowoomba Second Range Crossing - Ch. 0 to Ch. 0.6 (G)	Date	16/12/2022
Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	595.3
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	241	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	54.73
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	90.3
Speed Slope Coefficient (m)	10.51755	Speed Power Coefficient (p)	0.54378
PF Slope Coefficient (m)	-1.31743	PF Power Coefficient (p)	0.80429
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	595.3	-	-	84.5

Vehicle Results

Average Speed, km/h	84.5	Percent Followers, %	34.2
Segment Travel Time, minutes	0.42	Follower Density (FD), followers/km/ln	1.0
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	34	0.03	1.0	A

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HCS Two-Lane Highway Report

Project Information

Analyst	Toowoomba Second Range Crossing - Ch. 0.6 to Ch. 0 (AG)	Date	16/12/2022
Agency	FFJV	Analysis Year	2026 - Without Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	595.3
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	103	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	57.18
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	89.4
Speed Slope Coefficient (m)	10.32320	Speed Power Coefficient (p)	0.53073
PF Slope Coefficient (m)	-1.31504	PF Power Coefficient (p)	0.80583
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	595.3	-	-	88.6

Vehicle Results

Average Speed, km/h	88.6	Percent Followers, %	19.0
Segment Travel Time, minutes	0.40	Follower Density (FD), followers/km/ln	0.2
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	14	0.00	0.2	A

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Project Information

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Agency	FFJV	Analysis Year	2026 - With Development
Jurisdiction	Transurban	Time Analyzed	
Project Description	AECOM	Units	Metric System

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, m	595.3
Lane Width, m	3.5	Shoulder Width, m	1.5
Speed Limit, km/h	100	Access Point Density, pts/km	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	169	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	55.11
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, km/h	90.2
Speed Slope Coefficient (m)	10.48859	Speed Power Coefficient (p)	0.54177
PF Slope Coefficient (m)	-1.31705	PF Power Coefficient (p)	0.80453
In Passing Lane Effective Length?	No	Total Segment Density, veh/km/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, m	Radius, m	Superelevation, %	Average Speed, km/h
1	Tangent	595.3	-	-	86.2

Vehicle Results

Average Speed, km/h	86.2	Percent Followers, %	27.0
Segment Travel Time, minutes	0.41	Follower Density (FD), followers/km/ln	0.5
Vehicle LOS	A		

Facility Results

T	VkmT veh-km/p	VHD veh-h/p	Follower Density, followers/ km/ln	LOS
1	24	0.01	0.5	A

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HCS Multilane Highway Report

Project Information

Analyst	AECOM	Date	22/12/2022
Agency		Analysis Year	2022
Jurisdiction	TMR	Time Analyzed	
Project Description	Toowoomba Bypass (Ch. 0 to Ch. 26.8)	Units	Metric System

Direction 1 Geometric Data

Direction 1	Gazettal		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), m	1609.3	Percent Grade, %	4.40
Measured or Base Free-Flow Speed	Base	Grade Length, km	26.85
Base Free-Flow Speed (BFFS), km/h	100.0	Access Point Density, pts/km	0.0
Lane Width, m	3.5	Left-Side Lateral Clearance (LC_R), m	1.8
Median Type	Divided	Total Lateral Clearance (TLC), m	3.7
Free-Flow Speed (FFS), km/h	96.9		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V) veh/h	160	Heavy Vehicle Adjustment Factor (f_{HV})	0.511
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	166
Total Trucks, %	57.00	Capacity (c), pc/h/ln	2204
Single-Unit Trucks (SUT), %	30	Adjusted Capacity (c_{adj}), pc/h/ln	2204
Tractor-Trailers (TT), %	70	Volume-to-Capacity Ratio (v/c)	0.08

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	3.1	Average Speed (S), km/h	96.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/km/ln	1.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Geometric Data			
Direction 2	Gazettal		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), m	1609.3	Percent Grade, %	4.40
Measured or Base Free-Flow Speed	Base	Grade Length, km	26.85
Base Free-Flow Speed (BFFS), km/h	100.0	Access Point Density, pts/km	0.0
Lane Width, m	3.5	Left-Side Lateral Clearance (LC_R), m	1.8
Median Type	Divided	Total Lateral Clearance (TLC), m	3.7
Free-Flow Speed (FFS), km/h	96.9		

Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity			
Volume (V) veh/h	97	Heavy Vehicle Adjustment Factor (f_{HV})	0.511
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	101
Total Trucks, %	57.00	Capacity (c), pc/h/ln	2204
Single-Unit Trucks (SUT), %	30	Adjusted Capacity (c_{adj}), pc/h/ln	2204
Tractor-Trailers (TT), %	70	Volume-to-Capacity Ratio (v/c)	0.05

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	3.1	Average Speed (S), km/h	96.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/km/ln	1.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v_{OL}), veh/h	85	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), m	6.7	Bicyle LOS Score (BLOS)	43.72
Average Effective Width (W_e), m	8.5	Bicycle Level of Service (LOS)	F

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HCS Multilane Highway Report

Project Information

Analyst	AECOM	Date	22/12/2022
Agency		Analysis Year	2022
Jurisdiction	TMR	Time Analyzed	
Project Description	Toowoomba Bypass (Ch. 0 to Ch. 26.8) (W Development)	Units	Metric System

Direction 1 Geometric Data

Direction 1	Gazettal		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), m	1609.3	Percent Grade, %	4.40
Measured or Base Free-Flow Speed	Base	Grade Length, km	26.85
Base Free-Flow Speed (BFFS), km/h	100.0	Access Point Density, pts/km	0.0
Lane Width, m	3.5	Left-Side Lateral Clearance (LC_R), m	1.8
Median Type	Divided	Total Lateral Clearance (TLC), m	3.7
Free-Flow Speed (FFS), km/h	96.9		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V) veh/h	226	Heavy Vehicle Adjustment Factor (f_{HV})	0.520
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	231
Total Trucks, %	55.00	Capacity (c), pc/h/ln	2204
Single-Unit Trucks (SUT), %	30	Adjusted Capacity (c_{adj}), pc/h/ln	2204
Tractor-Trailers (TT), %	70	Volume-to-Capacity Ratio (v/c)	0.10

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	3.1	Average Speed (S), km/h	96.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/km/ln	2.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Geometric Data

Direction 2	Gazettal		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), m	1609.3	Percent Grade, %	4.40
Measured or Base Free-Flow Speed	Base	Grade Length, km	26.85
Base Free-Flow Speed (BFFS), km/h	100.0	Access Point Density, pts/km	0.0
Lane Width, m	3.5	Left-Side Lateral Clearance (LC_R), m	1.8
Median Type	Divided	Total Lateral Clearance (TLC), m	3.7
Free-Flow Speed (FFS), km/h	96.9		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V) veh/h	159	Heavy Vehicle Adjustment Factor (f_{HV})	0.520
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	162
Total Trucks, %	55.00	Capacity (c), pc/h/ln	2204
Single-Unit Trucks (SUT), %	30	Adjusted Capacity (c_{adj}), pc/h/ln	2204
Tractor-Trailers (TT), %	70	Volume-to-Capacity Ratio (v/c)	0.07

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	3.1	Average Speed (S), km/h	96.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/km/ln	1.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	120	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), m	5.5	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), m	7.3	Bicycle Level of Service (LOS)	F

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APPENDIX

AA

Traffic Impact Assessment

Appendix BL Cumulative pavement 5% comparison

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Road Name	Extent	Gazettal / Anti Gazettal	TMR Road ID	TMR Site	Background						Development						5% Comparison					
					2024 SAR4s	2025 SAR4s	2026 SAR4s	2027 SAR4s	2028 SAR4s	2029 SAR4s	2024 SAR4s	2025 SAR4s	2026 SAR4s	2027 SAR4s	2028 SAR4s	2029 SAR4s	2024 SAR4s	2025 SAR4s	2026 SAR4s	2027 SAR4s	2028 SAR4s	2029 SAR4s
Millmerran - Inglewood Road	Ch. 61 to Ch. 59.2	AG	337	50024	78826	83044	87487	92168	97100	102296	2089	22852	7609	25580	106	0	2.65%	27.52%	8.70%	27.75%	0.11%	0.00%
Millmerran - Inglewood Road	Ch. 61 to Ch. 65.7	G	337	50024	89427	94212	99253	104564	110159	116054	109254	81520	9221	5899	827	0	122.17%	86.53%	9.29%	5.64%	0.75%	0.00%
Warrego Highway	Ch. 5 to Ch. 4.5	AG	18B	30025	1997364	2105758	2220035	2340514	2467531	2601442	12363	56857	3797	4150	20	0	0.62%	2.70%	0.17%	0.18%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 10 to Ch. 10.05	G	324	32664	410439	436594	464416	494010	525491	558978	7256	82967	24909	20399	200	0	1.77%	19.00%	5.36%	4.13%	0.04%	0.00%
Toowoomba - Cecil Plains Road	Ch. 10 to Ch. 9.2	AG	324	32664	509141	541586	576099	612811	651862	693402	800	9169	2744	2270	21	0	0.16%	1.69%	0.48%	0.37%	0.00%	0.00%
Toowoomba Connection Road	Ch. 26.9 to Ch. 26.3	AG	315	38586	1163338	1198239	1234186	1271211	1309348	1348628	0	1523	1082	1980	0	0	0.00%	0.13%	0.09%	0.16%	0.00%	0.00%
Toowoomba Connection Road	Ch. 26.9 to Ch. 27.05	G	315	38586	1489220	1533896	1579913	1627311	1676130	1726414	0	1523	1082	1980	0	0	0.00%	0.10%	0.07%	0.12%	0.00%	0.00%
Millmerran - Inglewood Road	Ch. 47.6 to Ch. 45.9	AG	337	50024	78826	83044	87487	92168	97100	102296	1344	18815	5826	4690	100	0	1.71%	22.66%	6.66%	5.09%	0.10%	0.00%
Millmerran - Inglewood Road	Ch. 47.6 to Ch. 53.3	G	337	50024	89427	94212	99253	104564	110159	116054	4579	13655	9389	4469	918	0	5.12%	14.49%	9.46%	4.27%	0.83%	0.00%
Port Drive	Ch. 5 to Ch. 0	AG	NA24	136238	3577632	3684961	3795510	3909376	4026657	4147456	6524	16502	20973	55370	23324	2841	0.18%	0.45%	0.55%	1.42%	0.58%	0.07%
Noondoo Thallon Road	Ch. 0.4 to Ch. 0	AG	3514	55459	9343	9343	9343	9343	9343	9343	16796	51622	51622	51622	9740	0	179.77%	552.52%	552.52%	552.52%	104.25%	0.00%
Cunningham Highway	Ch. 29.3 to Ch. 27.1	AG	17D	50023	468182	484703	501806	519514	537845	556824	36687	28115	14421	12467	73	0	7.84%	5.80%	2.87%	2.40%	0.01%	0.00%
Cunningham Highway	Ch. 29.3 to Ch. 34.7	G	17D	50023	450079	465961	482403	499426	517049	535294	119353	78831	41697	44774	565	0	26.52%	16.92%	8.64%	8.97%	0.11%	0.00%
Toowoomba - Cecil Plains Road	Ch. 6.4 to Ch. 6	AG	324	38585	496333	496333	496333	496333	496333	496333	84	2390	2289	0	0	0	0.02%	0.48%	0.46%	0.00%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 6.4 to Ch. 8.3	G	324	38585	281465	281465	281465	281465	281465	281465	2646	34191	13855	4960	6	0	0.94%	12.15%	4.92%	1.76%	0.00%	0.00%
Cunningham Highway	Ch. 2 to Ch. 3.9	G	17D	50023	450079	465961	482403	499426	517049	535294	163557	103230	51607	87681	740	0	36.34%	22.15%	10.70%	17.56%	0.14%	0.00%
Cunningham Highway	Ch. 2 to Ch. 0	AG	17D	50023	468182	484703	501806	519514	537845	556824	40363	14229	8667	9839	77	0	8.62%	2.94%	1.73%	1.89%	0.01%	0.00%
Cunningham Highway	Ch. 107.6 to Ch. 107.4	AG	17C	51840	722797	763694	806905	852561	900800	951769	40363	14229	8667	9839	77	0	5.58%	1.86%	1.07%	1.15%	0.01%	0.00%
Cunningham Highway	Ch. 43.9 to Ch. 46.3	G	17D	50023	450079	465961	482403	499426	517049	535294	622	4468	3633	1100	275	0	0.14%	0.96%	0.75%	0.22%	0.05%	0.00%
Cunningham Highway	Ch. 43.9 to Ch. 40.5	AG	17D	50023	468182	484703	501806	519514	537845	556824	776	21099	3726	114	28	0	0.17%	4.35%	0.74%	0.02%	0.01%	0.00%
Millmerran - Inglewood Road	Ch. 56.6 to Ch. 59.2	G	337	50024	89427	94212	99253	104564	110159	116054	3616	11533	9587	5594	918	0	4.04%	12.24%	9.66%	5.35%	0.83%	0.00%
Millmerran - Inglewood Road	Ch. 56.6 to Ch. 55.7	AG	337	50024	78826	83044	87487	92168	97100	102296	2143	22549	7609	17595	106	0	2.72%	27.15%	8.70%	19.09%	0.11%	0.00%
Millmerran - Inglewood Road	Ch. 45.9 to Ch. 47.6	G	337	50024	89427	94212	99253	104564	110159	116054	4579	12259	9389	4469	918	0	5.12%	13.01%	9.46%	4.27%	0.83%	0.00%
Millmerran - Inglewood Road	Ch. 45.9 to Ch. 41.9	AG	337	50024	78826	83044	87487	92168	97100	102296	1342	17773	5738	4728	109	0	1.70%	21.40%	6.56%	5.13%	0.11%	0.00%
Millmerran - Inglewood Road	Ch. 39.8 to Ch. 41.9	G	337	50024	89427	94212	99253	104564	110159	116054	107058	114022	9596	23694	2567	0	119.72%	121.03%	9.67%	22.66%	2.33%	0.00%
Millmerran - Inglewood Road	Ch. 39.8 to Ch. 37.7	AG	337	32562	142597	148000	153608	159428	165469	171739	9081	16339	3802	4404	245	0	6.37%	11.04%	2.47%	2.76%	0.15%	0.00%
Millmerran - Inglewood Road	Ch. 35.6 to Ch. 33	AG	337	32562	142597	148000	153608	159428	165469	171739	9197	12159	11049	3898	246	0	6.45%	8.22%	7.19%	2.45%	0.15%	0.00%
Millmerran - Inglewood Road	Ch. 35.6 to Ch. 37.7	G	337	32562	147411	152996	158793	164810	171055	177537	107254	114084	11414	24061	2659	0	72.76%	74.57%	7.19%	14.60%	1.55%	0.00%
Millmerran - Inglewood Road	Ch. 33 to Ch. 35.6	G	337	32562	147411	152996	158793	164810	171055	177537	108297	125867	96265	26907	2666	0	73.47%	82.27%	60.62%	16.33%	1.56%	0.00%
Millmerran - Inglewood Road	Ch. 33 to Ch. 28	AG	337	32562	142597	148000	153608	159428	165469	171739	9217	12433	11667	3936	255	0	6.46%	8.40%	7.60%	2.47%	0.15%	0.00%
Millmerran - Inglewood Road	Ch. 18.1 to Ch. 17.3	AG	337	32562	142597	148000	153608	159428	165469	171739	9336	88455	37076	6220	424	0	6.55%	59.77%	24.14%	3.90%	0.26%	0.00%
Millmerran - Inglewood Road	Ch. 18.1 to Ch. 21.8	G	337	32562	147411	152996	158793	164810	171055	177537	109397	141888	108091	52794	4631	0	74.21%	92.74%	68.07%	32.03%	2.71%	0.00%
Millmerran - Leyburn Road	Ch. 2.2 to Ch. 2	AG	335	32032	41660	44279	47063	50023	53168	56512	0	965	2767	0	0	0	0.00%	2.18%	5.88%	0.00%	0.00%	0.00%
Gore Highway	Ch. 43.2 to Ch. 41.7	AG	28A	30024	531303	542189	553298	564635	576204	588010	145166	251635	110890	96395	17237	0	27.32%	46.41%	20.04%	17.07%	2.99%	0.00%
Gore Highway	Ch. 43.2 to Ch. 44.7	G	28A	30024	572705	584439	596414	608634	621105	633831	19116	47880	65330	34315	3591	0	3.34%	8.19%	10.95%	5.64%	0.58%	0.00%
Millmerran - Inglewood Road	Ch. 59.2 to Ch. 61	G	337	50024	89427	94212	99253	104564	110159	116054	3597	11314	9587	6265	918	0	4.02%	12.01%	9.66%	5.99%	0.83%	0.00%
Millmerran - Inglewood Road	Ch. 59.2 to Ch. 56.6	AG	337	50024	78826	83044	87487	92168	97100	102296	2064	22549	7609	17595	106	0	2.62%	27.15%	8.70%	19.09%	0.11%	0.00%
Millmerran - Inglewood Road	Ch. 41.9 to Ch. 45.9	G	337	50024	89427	94212	99253	104564	110159	116054	4772	12643	9844	4836	1009	0	5.34%	13.42%	9.92%	4.63%	0.92%	0.00%
Millmerran - Inglewood Road	Ch. 41.9 to Ch. 39.8	AG	337	50024	78826	83044	87487	92168	97100	102296	9065	16340	3511	4366	235	0	11.50%	19.68%	4.01%	4.74%	0.24%	0.00%
Millmerran - Leyburn Road	Ch. 2 to Ch. 2.2	G	335	32032	31992	34004	36142	38415	40830	43398	0	10527	25733	0	0	0	0.00%	30.96%	71.20%	0.00%	0.00%	0.00%
Millmerran - Leyburn Road	Ch. 2 to Ch. 0	AG	335	32032	41660	44279	47063	50023	53168	56512	19	1057	2991	38	9	0	0.05%	2.39%	6.36%	0.08%	0.02%	0.00%
Gore Highway	Ch. 21.5 to Ch. 23.2	G	28A	30024	572705	584439	596414	608634	621105	633831	35781	181190	71957	25723	3858	0	6.25%	31.00%	12.06%	4.23%	0.62%	0.00%
Gore Highway	Ch. 21.5 to Ch. 20.3	AG	28A	30024	531303	542189	553298	564635	576204	588010	317734	298977	126900	141488	23828	0	59.80%	55.14%	22.94%	25.06%	4.14%	0.00%
Gore Highway	Ch. 5.4 to Ch. 2.2	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	390394	618361	122063	121030	22144	0	42.59%	64.11%	12.03%	11.33%	1.97%	0.00%
Gore Highway	Ch. 5.4 to Ch. 6.7	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	48660	163425	48410	42747	3972	0	5.43%	17.32%	4.88%	4.09%	0.36%	0.00%
Toowoomba Second Range Crossing	Ch. 3.2 to Ch. 4.1	G	319B	TU 1	1267617	1296001	1325021	1354690	1385024	1416037	16121	79057	24700	19043	1851	0	1.27%	6.10%	1.86%	1.41%	0.13%	0.00%
Toowoomba Second Range Crossing	Ch. 3.2 to Ch. 0.6	AG	319B	TU 1	1038822	1062083	1085865	1110179	1135038	1160453	110640	463887	117756	117452	44195	0	10.65%	43.68%	10.84%	10.58%	3.89%	0.00%
Toowoomba Second Range Crossing	Ch. 3.2 to Ch. 3.7	G	319B	TU 1	1267617	1296001	1325021	1354690	1385024	1416037	0	1546	0	0	0	0	0.00%	0.12%	0.00%	0.00%	0.00%	0.00%
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 3.2	AG	319B	TU 1	1038822	1062083	1085865	1110179	1135038	1160453	110640	445509	117756	117452	21900	0	10.65%	41.95%	10.84%	10.58%	1.93%	0.00%
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 13	G	319B	TU 1	1267617	1296001	1325021	1354690	1385024	1416037	23010	159534	46401	46185	2566	0	1.82%	12.31%	3.50%	3.41%	0.19%	0.00%
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 3.7	AG	319B	TU 1	1038822	1062083	1085865	1110179	1135038	1160453	762	8816	2526	2727	61	0	0.07%	0.83%	0.23%	0.25%	0.01%	0.00%
Toowoomba Second Range Crossing	Ch. 0.6 to Ch. 3.2	G	319B	TU 1	1267617	1296001	1325021	1354690	1385024	1416037	16121	80603	24700	19043	1851	0	1.27%	6.22%	1.86%	1.41%	0.13%	0.00%
Toowoomba Second Range Crossing	Ch. 0.6 to Ch. 0	AG	319B	TU 1	1038822	1062083	1085865	1110179	1135038	1160453	38281	121888	204076	183355	67754	98	3.69%	11.48%	18.79%	16.52%	5.97%	0.01%
Toowoomba Second Range Crossing	Ch. 0.6 to Ch. 0	AG	319B	TU 1	1038822	1062083	1085865	1110179	1135038	1160453	72614	347797	1666	1362	22296	0	6.99%	32.75%	0.15%	0.12%	1.96%	0.00%
Port of Brisbane Motorway	Ch. 0 to Ch. 6	G	U27	136238	3204643	3300783	3399806	3501800	3606854	3715060	38079	117594	120152	147293	28300	126	1.19%	3.56%	3.53%	4.21%	0.78%	0.00%
Gateway Motorway	Ch. 15 to Ch. 0	AG	N239	TU 5	24762058	28749591	33379251	38754444	44995225	52240985	6524	16502	20973	55370	23324	2841	0.03%	0.06%	0.06%	0.14%	0.05%	0.01%
Port Drive	Ch. 0 to Ch. 5	G	NA24	136238	3204643	3300783	3399806	3501800	3606854	3715060	38079	117594	120152	147293	28300	126	1.19%	3.56%	3.53%	4.21%	0.78%	0.00%
Port of Brisbane Motorway	Ch. 6 to Ch. 0	AG	U27	136238	3577632	3684961	3795510	3909376	4026657	4147456	6524	16502	20973	55370	23324	2841	0.18%	0.45%	0.55%	1.42%	0.58%	0.07%
Toowoomba Connection Road	Ch. 26.3 to Ch. 26.9	G	315	38586	1489220	1533896	1579913	1627311	1676130	1726414	0	473	122	223	0	0	0.00%	0.03%	0.01%	0.01%	0.00%	0.00%
Charlton Connection Road	Ch. 0 to Ch. 1.6	G	320	32074	926788	964167	1003054	1043509	1085595	1129379	0	1523	1082	1980	0	0	0.00%	0.16%	0.11%	0.19%	0.00%	0.00%
Barwon Highway	Ch. 0 to Ch. 1.6	G	31B	50329	32703	32703	32703	32703	32703	32703	1514	4650	4650	4650	878	0	4.63%	14.22%	14.22%	14.22%	2.68%	0.00%
Barwon Highway	Ch. 88 to Ch. 45.9	AG	31A	50010	102671	103124	103579	104036	104496	104957	17993	55276	55276	55276	10433	0	17.52%	53.60%	53.37%	53.13%	9.98%	0.00%
Leichhardt Highway	Ch. 205.2 to Ch. 220.1	G	26C	50019	600793	608229	615757	623379	631094	638905	2471	7589	7589	7589	1432	0	0.41%	1.25%	1.23%	1.22%	0.23%	0.00%
Gore Highway	Ch. 121.6 to Ch. 13	AG	28B	30027	505390	513196	521122	529170	537343	545642	29371	90210	90210	90210	17016	0	5.81%	17.58%	17.31%	17.05%	3.17%	0.00%
Toowoomba Second Range Crossing	Ch. 0 to Ch. 0.6	G	319B	TU 1	1267617	1296001	1325021	1354690	1385024	1416037	6156	12901	60000	71664	36010	2570	0.49%	1.00%	4.53%	5.29%	2.60%	0.18%
Toowoomba Second Range Crossing	Ch. 26.8 to Ch. 0	AG	319A	TU 2	1038822	1062083	1085865	1110179	1135038	1160453	38281	121888	204076	183355	67754	98	3.69%	11.48%	18.79%	16.52%	5.97%	0.01%
Toowoomba Second Range Crossing	Ch. 0 to Ch. 26.8	G	319A	TU 2	1267617	1296001	1325021	1354690	1385024	1416037	6156	12901	60000	71664	36010	2570	0.49%	1.00%	4.53%	5.29%	2.60%	0.18%
Logan Motorway	Ch. 0 to Ch. 14.5	G	210A	TU 3	864644	864644	864644	864644	864644	864644	38079	117594	120152	147293	28300	126	4.40%	13.60%	13.90%	17.04%	3.27%	0.01%
Logan Motorway	Ch. 14.5 to Ch. 0	AG	210A	TU 3	341669	341669	341669	341669	341669	341669	6524	16502	20973	55370	23324	2841	1.91%	4.83%	6.14%	16.21%	6.83%	0.83%
Gateway Motorway Extension	Ch. 0 to Ch. 10	G	N332	TU 4	864644	864644	864644	864644	864644	864644	38079	117594	120152	147293	28300	126	4.40%	13.60%	13.90%	17.04%	3.27%	0.01%
Gateway Motorway	Ch. 0 to Ch. 15	G	N239	TU 5	18796287	21823127	25337392	29417572	34154800	39654883	38079	117594	120152	147293	28300	126	0.20%	0.54%	0.47%	0.50%	0.08%	0.00%
Gateway Motorway Extension	Ch. 10 to Ch. 0	AG	N332	TU 4	341669	341669	341669	341669	341669	341669	6524	16502	20973	55370	23324	2841	1.91%	4.83%	6.14%	16.21%	6.83%	0.83%
Cunningham Highway	Ch. 96.2 to Ch. 94.4	AG	17C	50005	513782	524963	536387	548060	559987	572173	2611	3879	1435	1158	3	0	0.51%	0.74%	0.27%	0.21%	0.00%	0.00%
Cunningham Highway	Ch. 96.2 to Ch. 97.5	G	17C	50005	442215	451839	461672	471718	481984	492472	59530	45615	46675	120556	25	0	13.46%	10.10%	10.11%	25.56%	0.01%	0.00%
Cunningham Highway	Ch. 90 to Ch. 88.2	AG	17D	50574	1197779	1237839	1279238	1322022	1366237	1411930	57	2413	3626	301	28	0	0.00%	0.19%	0.28%	0.02%	0.00%	0.00%

Cunningham Highway	Ch. 88 to Ch. 88.2	G	17D	50574	1157873	1196598	1236618	1277976	1320718	1364889	1379	15529	22600	5312	755	0	0.12%	1.30%	1.83%	0.42%	0.06%	0.00%
Cunningham Highway	Ch. 88 to Ch. 46.3	AG	17D	50023	468182	484703	501806	519514	537845	556824	697	4315	3726	114	28	0	0.15%	0.89%	0.74%	0.02%	0.01%	0.00%
Leichhardt Highway	Ch. 224.1 to Ch. 222.4	AG	26C	50019	574812	581927	589129	596421	603803	611276	9919	31745	32340	30434	5702	0	1.73%	5.46%	5.49%	5.10%	0.94%	0.00%
Warrego Highway	Ch. 0.4 to Ch. 0	AG	18B	38587	1642340	1699184	1757994	1818840	1881792	1946923	10107	71310	15055	9499	22304	0	0.62%	4.20%	0.86%	0.52%	1.19%	0.00%
Warrego Highway	Ch. 0.4 to Ch. 1.5	G	18B	38587	1773443	1834824	1898329	1964032	2032009	2102339	72614	349320	2748	3342	1	0	4.09%	19.04%	0.14%	0.17%	0.00%	0.00%
Toowoomba Connection Road	Ch. 27.05 to Ch. 26.9	AG	315	38586	1163338	1198239	1234186	1271211	1309348	1348628	0	473	122	223	22295	0	0.00%	0.04%	0.01%	0.02%	1.70%	0.00%
Toowoomba Second Range Crossing	Ch. 0 to Ch. 0.6	G	319B	TU 1	1267617	1296001	1325021	1354690	1385024	1416037	10107	70837	14933	9277	9	0	0.80%	5.47%	1.13%	0.68%	0.00%	0.00%
Warrego Highway	Ch. 0 to Ch. 0.4	G	18B	38587	1773443	1834824	1898329	1964032	2032009	2102339	0	1523	1082	1980	0	0	0.00%	0.08%	0.06%	0.10%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 10.05 to Ch. 10	AG	324	32664	509141	541586	576099	612811	651862	693402	800	9169	2744	2270	21	0	0.16%	1.69%	0.48%	0.37%	0.00%	0.00%
Toowoomba Second Range Crossing	Ch. 3.7 to Ch. 4.1	G	319B	TU 1	1267617	1296001	1325021	1354690	1385024	1416037	6889	80477	21701	27142	715	0	0.54%	6.21%	1.64%	2.00%	0.05%	0.00%
Toowoomba - Cecil Plains Road	Ch. 10.05 to Ch. 10.3	G	324	32664	410439	436594	464416	494010	525491	558978	367	4089	3487	734	183	0	0.09%	0.94%	0.75%	0.15%	0.03%	0.00%
Gore Highway	Ch. 38.7 to Ch. 30.1	AG	28A	30024	531303	542189	553298	564635	576204	588010	153225	119736	123029	119587	22187	0	28.84%	22.08%	22.24%	21.18%	3.85%	0.00%
Gore Highway	Ch. 38.7 to Ch. 41.1	G	28A	30024	572705	584439	596414	608634	621105	633831	19074	33294	46374	32644	4367	0	3.33%	5.70%	7.78%	5.36%	0.70%	0.00%
Carnavon Highway	Ch. 73.5 to Ch. 40.5	AG	24A	51406	35041	35041	35041	35041	35041	35041	1413	4343	4343	4343	819	0	4.03%	12.39%	12.39%	12.39%	2.34%	0.00%
Barwon Highway	Ch. 66.8 to Ch. 1.6	AG	31B	50329	39707	39707	39707	39707	39707	39707	16796	51622	51622	51622	9740	0	42.30%	130.01%	130.01%	130.01%	24.53%	0.00%
Noondoo Thallon Road	Ch. 0 to Ch. 0.4	G	3514	55459	15184	15184	15184	15184	15184	15184	1413	4343	4343	4343	819	0	9.31%	28.60%	28.60%	28.60%	5.40%	0.00%
Carnavon Highway	Ch. 40.5 to Ch. 73.5	G	24A	51406	38540	38540	38540	38540	38540	38540	16796	51622	51622	51622	9740	0	43.58%	133.94%	133.94%	133.94%	25.27%	0.00%
Cunningham Highway	Ch. 13.9 to Ch. 18.5	G	17D	50023	450079	465961	482403	499426	517049	535294	145935	89319	40944	55353	642	0	32.42%	19.17%	8.49%	11.08%	0.12%	0.00%
Cunningham Highway	Ch. 13.9 to Ch. 10.2	AG	17D	50023	468182	484703	501806	519514	537845	556824	12206	8600	5623	7877	66	0	2.61%	1.77%	1.12%	1.52%	0.01%	0.00%
Barwon Highway	Ch. 1.6 to Ch. 0	AG	31B	50329	39707	39707	39707	39707	39707	39707	17993	55276	55276	55276	10433	0	45.31%	139.21%	139.21%	139.21%	26.27%	0.00%
Barwon Highway	Ch. 1.6 to Ch. 66.8	G	31B	50329	32703	32703	32703	32703	32703	32703	1413	4343	4343	4343	819	0	4.32%	13.28%	13.28%	13.28%	2.51%	0.00%
Barwon Highway	Ch. 45.9 to Ch. 88	G	31A	50010	101509	101957	102407	102859	103313	103769	1514	4650	4650	4650	878	0	1.49%	4.56%	4.54%	4.52%	0.85%	0.00%
Barwon Highway	Ch. 45.9 to Ch. 2	AG	31A	50010	102671	103124	103579	104036	104496	104957	19524	59963	59963	59963	11315	0	19.02%	58.15%	57.89%	57.64%	10.83%	0.00%
Cunningham Highway	Ch. 88.2 to Ch. 90	G	17D	50574	1157873	1196598	1236618	1277976	1320718	1364889	550	12984	20056	2767	275	0	0.05%	1.09%	1.62%	0.22%	0.02%	0.00%
Cunningham Highway	Ch. 88.2 to Ch. 88	AG	17D	50574	1197779	1237839	1279238	1322022	1366237	1411930	9904	32659	33872	30548	5730	0	0.83%	2.64%	2.65%	2.31%	0.42%	0.00%
Millmerran - Inglewood Road	Ch. 68.7 to Ch. 65.7	AG	337	50024	78826	83044	87487	92168	97100	102296	59415	59638	11765	32474	95	0	75.37%	71.82%	13.45%	35.23%	0.10%	0.00%
Cunningham Highway	Ch. 105.7 to Ch. 107.4	G	17C	50005	442215	451839	461672	471718	481984	492472	163549	103059	48109	94246	740	0	36.98%	22.81%	10.42%	19.98%	0.15%	0.00%
Cunningham Highway	Ch. 105.7 to Ch. 97.5	AG	17C	50005	513782	524963	536387	548060	559987	572173	35259	7009	4279	10427	3	0	6.86%	1.34%	0.80%	1.90%	0.00%	0.00%
Cunningham Highway	Ch. 27.1 to Ch. 29.3	G	17D	50023	450079	465961	482403	499426	517049	535294	111215	78321	35076	39931	552	0	24.71%	16.81%	7.27%	8.00%	0.11%	0.00%
Cunningham Highway	Ch. 27.1 to Ch. 18.5	AG	17D	50023	468182	484703	501806	519514	537845	556824	32672	26801	13966	11385	77	0	6.98%	5.53%	2.78%	2.19%	0.01%	0.00%
Cunningham Highway	Ch. 34.7 to Ch. 29.3	AG	17D	50023	468182	484703	501806	519514	537845	556824	10553	8639	6191	4072	59	0	2.25%	1.78%	1.23%	0.78%	0.01%	0.00%
Cunningham Highway	Ch. 34.7 to Ch. 39.6	G	17D	50023	450079	465961	482403	499426	517049	535294	119353	95616	41697	44774	565	0	26.52%	20.52%	8.64%	8.97%	0.11%	0.00%
Texas - Yelarbon Road	Ch. 53.3 to Ch. 54.6	G	2322	51254	35223	36574	37976	39432	40944	42514	0	1412	0	0	0	0	0.00%	3.86%	0.00%	0.00%	0.00%	0.00%
Cunningham Highway	Ch. 18.5 to Ch. 13.9	AG	17D	50023	468182	484703	501806	519514	537845	556824	23614	17423	9567	10573	71	0	5.04%	3.59%	1.91%	2.04%	0.01%	0.00%
Cunningham Highway	Ch. 18.5 to Ch. 27.1	G	17D	50023	450079	465961	482403	499426	517049	535294	111016	78784	40802	45386	643	0	24.67%	16.91%	8.46%	9.09%	0.12%	0.00%
Cunningham Highway	Ch. 46.3 to Ch. 43.9	AG	17D	50023	468182	484703	501806	519514	537845	556824	697	21099	3726	114	28	0	0.15%	4.35%	0.74%	0.02%	0.01%	0.00%
Cunningham Highway	Ch. 46.3 to Ch. 88	G	17D	50023	450079	465961	482403	499426	517049	535294	622	3056	3633	1100	275	0	0.14%	0.66%	0.75%	0.22%	0.05%	0.00%
Barwon Highway	Ch. 0.8 to Ch. 0	AG	31A	55427	263701	268752	273900	279147	284494	289944	20163	64458	65629	59963	11315	0	7.65%	23.98%	23.96%	21.48%	3.98%	0.00%
Barwon Highway	Ch. 0.8 to Ch. 2	G	31A	55427	349294	355984	362803	369753	376836	384054	1714	5550	5682	5045	952	0	0.49%	1.56%	1.57%	1.36%	0.25%	0.00%
Cunningham Highway	Ch. 40.3 to Ch. 40.5	G	17D	50023	450079	465961	482403	499426	517049	535294	13509	24324	37845	39568	565	0	3.00%	5.22%	7.85%	7.92%	0.11%	0.00%
Cunningham Highway	Ch. 40.3 to Ch. 39.6	AG	17D	50023	468182	484703	501806	519514	537845	556824	8723	12852	5928	3688	59	0	1.86%	2.65%	1.18%	0.71%	0.01%	0.00%
Cunningham Highway	Ch. 40.5 to Ch. 43.9	G	17D	50023	450079	465961	482403	499426	517049	535294	1567	4468	3633	1100	275	0	0.35%	0.96%	0.75%	0.22%	0.05%	0.00%
Cunningham Highway	Ch. 40.5 to Ch. 40.3	AG	17D	50023	468182	484703	501806	519514	537845	556824	1738	4325	5450	3525	59	0	0.37%	0.89%	1.09%	0.68%	0.01%	0.00%
Toowoomba - Athol Road	Ch. 2.1 to Ch. 16.8	G	316	38584	235889	235889	235889	235889	235889	235889	4402	9195	9146	8803	2201	0	1.87%	3.90%	3.88%	3.73%	0.93%	0.00%
Gore Highway	Ch. 2.2 to Ch. 5.4	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	48660	163541	48511	45674	4262	0	5.43%	17.33%	4.89%	4.37%	0.39%	0.00%
Gore Highway	Ch. 2.2 to Ch. 0	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	111857	456576	123101	121186	22188	0	12.20%	47.34%	12.13%	11.35%	1.97%	0.00%
Gore Highway	Ch. 6.7 to Ch. 5.4	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	390394	618348	122052	120784	22119	0	42.59%	64.11%	12.02%	11.31%	1.97%	0.00%
Gore Highway	Ch. 6.7 to Ch. 7.7	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	48660	182675	67719	42867	3972	0	5.43%	19.36%	6.82%	4.10%	0.36%	0.00%
Gore Highway	Ch. 13 to Ch. 121.6	G	28B	30027	488030	495567	503221	510993	518885	526899	2471	7589	7589	7589	1432	0	0.51%	1.53%	1.51%	1.49%	0.28%	0.00%
Gore Highway	Ch. 13 to Ch. 3	AG	28B	30027	505390	513196	521122	529170	537343	545642	29371	90210	90210	111792	18861	0	5.81%	17.58%	17.31%	21.13%	3.51%	0.00%
Gore Highway	Ch. 7.7 to Ch. 6.7	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	390394	619968	124199	121248	22119	0	42.59%	64.28%	12.24%	11.35%	1.97%	0.00%
Gore Highway	Ch. 7.7 to Ch. 11.2	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	46461	159368	60862	38500	3904	0	5.18%	16.89%	6.13%	3.68%	0.36%	0.00%
Gore Highway	Ch. 63 to Ch. 60.8	AG	28A	30024	531303	542189	553298	564635	576204	588010	29450	91522	90968	98140	17565	0	5.54%	16.88%	16.44%	17.38%	3.05%	0.00%
Gore Highway	Ch. 0 to Ch. 0.7	G	28B	30027	488030	495567	503221	510993	518885	526899	3417	8166	8517	8456	1478	0	0.70%	1.65%	1.69%	1.65%	0.28%	0.00%
Gore Highway	Ch. 41.7 to Ch. 43.2	G	28A	30024	572705	584439	596414	608634	621105	633831	19116	50856	73628	34315	3591	0	3.34%	8.70%	12.35%	5.64%	0.58%	0.00%
Gore Highway	Ch. 41.7 to Ch. 41.1	AG	28A	30024	531303	542189	553298	564635	576204	588010	144789	96462	107719	93166	17230	0	27.25%	17.79%	19.47%	16.50%	2.99%	0.00%
Gore Highway	Ch. 0.8 to Ch. 1.4	G	28B	30027	488030	495567	503221	510993	518885	526899	3416	8557	8205	8256	1478	0	0.70%	1.73%	1.63%	1.62%	0.28%	0.00%
Gore Highway	Ch. 0.8 to Ch. 0.7	AG	28B	30027	505390	513196	521122	529170	537343	545642	29450	90210	90210	98140	17565	0	5.83%	17.58%	17.31%	18.55%	3.27%	0.00%
Leichhardt Highway	Ch. 220.1 to Ch. 205.2	AG	26C	50019	570833	577898	585051	592292	599623	607044	29371	90210	90210	90210	17016	0	5.15%	15.61%	15.42%	15.23%	2.84%	0.00%
Barwon Highway	Ch. 0 to Ch. 0.8	G	31A	55427	349294	355984	362803	369753	376836	384054	1714	5550	5682	5045	952	0	0.49%	1.56%	1.57%	1.36%	0.25%	0.00%
Leichhardt Highway	Ch. 220.1 to Ch. 222.4	G	26C	50019	604981	612469	620050	627724	635493	643359	1468	7040	8210	2545	480	0	0.24%	1.15%	1.32%	0.41%	0.08%	0.00%
Gore Highway	Ch. 44.7 to Ch. 43.2	AG	28A	30024	531303	542189	553298	564635	576204	588010	145166	251458	108753	96395	17237	0	27.32%	46.38%	19.66%	17.07%	2.99%	0.00%
Gore Highway	Ch. 44.7 to Ch. 47.6	G	28A	30024	572705	584439	596414	608634	621105	633831	18933	47450	64923	22878	2991	0	3.31%	8.12%	10.89%	3.76%	0.48%	0.00%
Gore Highway	Ch. 11.2 to Ch. 7.7	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	390150	617653	123522	126033	22445	0	42.57%	64.04%	12.17%	11.80%	2.00%	0.00%
Gore Highway	Ch. 11.2 to Ch. 15.3	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	46461	159193	60809	39150	3940	0	5.18%	16.87%	6.12%	3.75%	0.36%	0.00%
Gore Highway	Ch. 47.6 to Ch. 44.7	AG	28A	30024	531303	542189	553298	564635	576204	588010	145147	251461	108740	95694	17185	0	27.32%	46.38%	19.65%	16.95%	2.98%	0.00%
Gore Highway	Ch. 47.6 to Ch. 52.2	G	28A	30024	572705	584439	596414	608634	621105	633831	18933	47231	55078	16924	2991	0	3.31%	8.08%	9.23%	2.78%	0.48%	0.00%
Gore Highway	Ch. 53.3 to Ch. 60.8	G	28A	30024	572705	584439	596414	608634	621105	633831	18833	36604	22373	15457	2946	0	3.29%	6.26%	3.75%	2.54%	0.47%	0.00%
Gore Highway	Ch. 53.3 to Ch. 52.2	AG	28A	30024	531303	542189	553298	564635	576204	588010	145128	251326	106760	94513	17176	0	27.32%	46.35%	19.30%	16.74%	2.98%	0.00%
Gore Highway	Ch. 15.3 to Ch. 11.2	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	390150	617772	123558	133761	22864	0	42.57%	64.05%	12.17%	12.52%	2.03%	0.00%
Gore Highway	Ch. 15.3 to Ch. 17.5	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	38118	206622	78613	29967	3869	0	4.25%	21.90%	7.92%	2.87%	0.35%	0.00%
Gore Highway	Ch. 19 to Ch. 20.3	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	38118	206262	77784	30430	3925	0	4.25%	21.86%	7.83%	2.91%	0.36%	0.00%
Gore Highway	Ch. 19 to Ch. 17.5	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	317734	298951	125934	138522	23604	0	34.67%	30.99%	12.41%	12.97%	2.10%	0.00%
Gore Highway	Ch. 60.8 to Ch. 63	G	28A	30024	572705	584439	596414	608634	621105	633831	3416	7737	7674	8256	1478	0	0.60%	1.32%	1.29%	1.36%	0.24%	0.00%
Gore Highway	Ch. 60.8 to Ch. 53.3	AG	28A	30024	531303	542189	553298	564635	576204	588010	145874	257621	109504	103354	17731	0	27.46%	47.51%	19.79%	18.30%	3.08%	0.00%
Millmerran - Inglewood Road	Ch. 0 to Ch. 2.5	G	337	32644	164469	177285	191100	205991	222043	239346	15417	28867	14699	7201	1469	0	9.37%	16.28%	7.69%	3.50%	0.66%	0.00%
Millmerran - Leyburn Road	Ch. 0 to Ch. 2	G	335	32032	31992	34004	36142	38415	40830	43398	183	11389	27778	367	92	0	0.57%	33.49%	76.86%	0.95%	0.22%	0.00%
Gore Highway	Ch. 52.2 to Ch. 47.6	AG	28A	30024	531303	542189	553298	564635	576204	588010	145147	251679	107788	94551	17185	0	27.32%	46.42%	19.48%	16.75%	2.98%	0.00%
Gore Highway	Ch. 52.2 to Ch. 53.3	G	28A	30024	572705	584439	596414	608634	621105	633831	18749	36546	29264	16557	2900	0	3.27%	6.25%	4.91%	2.72%	0.47%	0.00%
Gore Highway	Ch. 23.2 to Ch. 21.5	AG	28A	30024	531303	542189	553298	564635	576204	588010	317475	296203	126248	145844	24176	0	59.75%	54.63%	22.82%	25.83%	4.20%	0.00%
Gore Highway	Ch. 23.2 to Ch. 25	G	28A	30024	572705	584439	596414	608634	621105	633831	21982	167431	71724	26202	3904	0	3.84%	28.65%	12.03%	4.31%	0.63%	0.00%

Barwon Highway	Ch. 2 to Ch. 0.8	AG	31A	55427	263701	268752	273900	279147	284494	289944	20163	64458	65629	59963	11315	0	7.65%	23.98%	23.96%	21.48%	3.98%	0.00%
Barwon Highway	Ch. 2 to Ch. 45.9	G	31A	50010	101509	101957	102407	102859	103313	103769	1642	5045	5045	5045	952	0	1.62%	4.95%	4.93%	4.90%	0.92%	0.00%
Gore Highway	Ch. 20.3 to Ch. 21.5	G	28A	30024	572705	584439	596414	608634	621105	633831	38118	206262	77884	30430	3925	0	6.66%	35.29%	13.06%	5.00%	0.63%	0.00%
Gore Highway	Ch. 20.3 to Ch. 19	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	317734	298977	126312	141488	23828	0	34.67%	31.00%	12.44%	13.25%	2.12%	0.00%
Gore Highway	Ch. 17.5 to Ch. 15.3	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	317734	298721	125865	135977	23162	0	34.67%	30.97%	12.40%	12.73%	2.06%	0.00%
Gore Highway	Ch. 17.5 to Ch. 19	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	38118	206386	78542	30181	3906	0	4.25%	21.87%	7.91%	2.89%	0.36%	0.00%
Gore Highway	Ch. 1.4 to Ch. 0.8	AG	28B	30027	505390	513196	521122	529170	537343	545642	29450	90319	90279	98140	17565	0	5.83%	17.60%	17.32%	18.55%	3.27%	0.00%
Gore Highway	Ch. 1.4 to Ch. 3	G	28B	30027	488030	495567	503221	510993	518885	526899	3416	7589	7589	9405	1587	0	0.70%	1.53%	1.51%	1.84%	0.31%	0.00%
Gore Highway	Ch. 25 to Ch. 23.2	AG	28A	30024	531303	542189	553298	564635	576204	588010	153448	131398	123833	151655	24724	0	28.88%	24.23%	22.38%	26.86%	4.29%	0.00%
Gore Highway	Ch. 25 to Ch. 30.1	G	28A	30024	572705	584439	596414	608634	621105	633831	21982	343708	248000	23433	3683	0	3.84%	58.81%	41.58%	3.85%	0.59%	0.00%
Toowoomba Second Range Crossing	Ch. 13 to Ch. 4.1	AG	319B	TU 1	1038822	1062083	1085865	1110179	1135038	1160453	111402	454478	120512	120275	21960	0	10.72%	42.79%	11.10%	10.83%	1.93%	0.00%
Toowoomba - Athol Road	Ch. 16.8 to Ch. 2.1	AG	316	38584	280427	280427	280427	280427	280427	280427	455	955	949	911	228	0	0.16%	0.34%	0.34%	0.32%	0.08%	0.00%
Gore Highway	Ch. 0 to Ch. 2.2	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	27412	170340	57858	54988	4767	0	3.06%	18.05%	5.83%	5.26%	0.43%	0.00%
Gore Highway	Ch. 30.1 to Ch. 38.7	G	28A	30024	572705	584439	596414	608634	621105	633831	19966	35712	47604	35189	4869	0	3.49%	6.11%	7.98%	5.78%	0.78%	0.00%
Gore Highway	Ch. 30.1 to Ch. 25	AG	28A	30024	531303	542189	553298	564635	576204	588010	153448	146228	138663	118741	22089	0	28.88%	26.97%	25.06%	21.03%	3.83%	0.00%
Gore Highway	Ch. 3 to Ch. 13	G	28B	30027	488030	495567	503221	510993	518885	526899	2471	7589	7589	9405	1587	0	0.51%	1.53%	1.51%	1.84%	0.31%	0.00%
Gore Highway	Ch. 3 to Ch. 1.4	AG	28B	30027	505390	513196	521122	529170	537343	545642	29450	90210	90210	111792	18861	0	5.83%	17.58%	17.31%	21.13%	3.51%	0.00%
Gore Highway	Ch. 41.1 to Ch. 38.7	AG	28A	30024	531303	542189	553298	564635	576204	588010	144789	96462	107719	93669	17295	0	27.25%	17.79%	19.47%	16.59%	3.00%	0.00%
Gore Highway	Ch. 41.1 to Ch. 41.7	G	28A	30024	572705	584439	596414	608634	621105	633831	19074	33294	46374	26662	3590	0	3.33%	5.70%	7.78%	4.38%	0.58%	0.00%
Gore Highway	Ch. 0.7 to Ch. 0	AG	28B	30027	505390	513196	521122	529170	537343	545642	29462	95341	98462	99921	17565	0	5.83%	18.58%	18.89%	18.88%	3.27%	0.00%
Gore Highway	Ch. 0.7 to Ch. 0.8	G	28B	30027	488030	495567	503221	510993	518885	526899	3416	7589	7589	8256	1478	0	0.70%	1.53%	1.51%	1.62%	0.28%	0.00%
Cunningham Highway	Ch. 3.9 to Ch. 2	AG	17D	50023	468182	484703	501806	519514	537845	556824	40065	10242	7050	9881	77	0	8.56%	2.11%	1.40%	1.90%	0.01%	0.00%
Cunningham Highway	Ch. 3.9 to Ch. 10.2	G	17D	50023	450079	465961	482403	499426	517049	535294	144925	90022	44881	66736	734	0	32.20%	19.32%	9.30%	13.36%	0.14%	0.00%
Leichhardt Highway	Ch. 222.4 to Ch. 224.1	G	26C	50019	604981	612469	620050	627724	635493	643359	1468	15874	21161	4212	480	0	0.24%	2.59%	3.41%	0.67%	0.08%	0.00%
Leichhardt Highway	Ch. 222.4 to Ch. 220.1	AG	26C	50019	574812	581927	589129	596421	603803	611276	9919	30752	30884	30246	5702	0	1.73%	5.28%	5.24%	5.07%	0.94%	0.00%
Millmerran - Inglewood Road	Ch. 14 to Ch. 17.3	G	337	32562	147411	152996	158793	164810	171055	177537	109580	149252	28374	59789	5176	0	74.34%	97.55%	17.87%	36.28%	3.03%	0.00%
Millmerran - Inglewood Road	Ch. 14 to Ch. 13.1	AG	337	32562	142597	148000	153608	159428	165469	171739	9503	165184	31270	3297	145	0	6.66%	111.61%	20.36%	2.07%	0.09%	0.00%
Millmerran - Inglewood Road	Ch. 3.5 to Ch. 6.2	G	337	32562	147411	152996	158793	164810	171055	177537	108358	136739	22885	8805	1469	0	73.51%	89.37%	14.41%	5.34%	0.86%	0.00%
Millmerran - Inglewood Road	Ch. 3.5 to Ch. 2.5	AG	337	32644	223197	240590	259338	279547	301330	324811	12148	190898	29840	23310	1468	0	5.44%	79.35%	11.51%	8.34%	0.49%	0.00%
Millmerran - Inglewood Road	Ch. 9 to Ch. 6.2	AG	337	32562	142597	148000	153608	159428	165469	171739	12130	190565	78707	9321	163	0	8.51%	128.76%	51.24%	5.85%	0.10%	0.00%
Millmerran - Inglewood Road	Ch. 9 to Ch. 13.1	G	337	32562	147411	152996	158793	164810	171055	177537	108175	135465	23301	8462	1378	0	73.38%	88.54%	14.67%	5.13%	0.81%	0.00%
Millmerran - Inglewood Road	Ch. 37.7 to Ch. 39.8	G	337	32562	147411	152996	158793	164810	171055	177537	107254	114546	11414	24061	2659	0	72.76%	74.87%	7.19%	14.60%	1.55%	0.00%
Millmerran - Inglewood Road	Ch. 37.7 to Ch. 35.6	AG	337	32562	142597	148000	153608	159428	165469	171739	9081	10846	3802	4404	245	0	6.37%	7.33%	2.47%	2.76%	0.15%	0.00%
Millmerran - Inglewood Road	Ch. 55.7 to Ch. 56.6	G	337	50024	89427	94212	99253	104564	110159	116054	4561	11533	9587	5594	918	0	5.10%	12.24%	9.66%	5.35%	0.83%	0.00%
Millmerran - Inglewood Road	Ch. 55.7 to Ch. 53.3	AG	337	50024	78826	83044	87487	92168	97100	102296	2143	44628	7609	17595	106	0	2.72%	53.74%	8.70%	19.09%	0.11%	0.00%
Millmerran - Inglewood Road	Ch. 17.3 to Ch. 18.1	G	337	32562	147411	152996	158793	164810	171055	177537	109580	142255	108790	53283	4723	0	74.34%	92.98%	68.51%	32.33%	2.76%	0.00%
Millmerran - Inglewood Road	Ch. 17.3 to Ch. 14	AG	337	32562	142597	148000	153608	159428	165469	171739	9336	163712	30323	6899	462	0	6.55%	110.62%	19.74%	4.33%	0.28%	0.00%
Cunningham Highway	Ch. 94.4 to Ch. 96.2	G	17C	50005	442215	451839	461672	471718	481984	492472	23402	34776	12863	10378	25	0	5.29%	7.70%	2.79%	2.20%	0.01%	0.00%
Millmerran - Inglewood Road	Ch. 6.2 to Ch. 3.5	AG	337	32562	142597	148000	153608	159428	165469	171739	12149	190582	29772	9358	172	0	8.52%	128.77%	19.38%	5.87%	0.10%	0.00%
Millmerran - Inglewood Road	Ch. 6.2 to Ch. 9	G	337	32562	147411	152996	158793	164810	171055	177537	108175	136093	25364	8438	1378	0	73.38%	88.95%	15.97%	5.12%	0.81%	0.00%
Millmerran - Inglewood Road	Ch. 21.8 to Ch. 18.1	AG	337	32562	142597	148000	153608	159428	165469	171739	9317	88417	37000	6134	415	0	6.53%	59.74%	24.09%	3.85%	0.25%	0.00%
Millmerran - Inglewood Road	Ch. 21.8 to Ch. 28	G	337	32562	147411	152996	158793	164810	171055	177537	108673	128854	100122	42179	3983	0	73.72%	84.22%	63.05%	25.59%	2.33%	0.00%
Millmerran - Inglewood Road	Ch. 13.1 to Ch. 14	G	337	32562	147411	152996	158793	164810	171055	177537	111079	162476	36886	15651	1396	0	75.35%	106.20%	23.23%	9.50%	0.82%	0.00%
Millmerran - Inglewood Road	Ch. 13.1 to Ch. 9	AG	337	32562	142597	148000	153608	159428	165469	171739	12130	190461	54187	9536	163	0	8.51%	128.69%	35.28%	5.98%	0.10%	0.00%
Millmerran - Inglewood Road	Ch. 2.5 to Ch. 0	AG	337	32644	223197	240590	259338	279547	301330	324811	116424	166099	18536	5214	166	0	52.16%	69.04%	7.15%	1.87%	0.06%	0.00%
Millmerran - Inglewood Road	Ch. 2.5 to Ch. 3.5	G	337	32644	164469	177285	191100	205991	222043	239346	108346	132806	15755	8673	1578	0	65.88%	74.91%	8.24%	4.21%	0.71%	0.00%
Millmerran - Inglewood Road	Ch. 28 to Ch. 33	G	337	32562	147411	152996	158793	164810	171055	177537	108490	128343	99103	27274	2758	0	73.60%	83.89%	62.41%	16.55%	1.61%	0.00%
Millmerran - Inglewood Road	Ch. 28 to Ch. 21.8	AG	337	32562	142597	148000	153608	159428	165469	171739	9236	12486	11822	5197	360	0	6.48%	8.44%	7.70%	3.26%	0.22%	0.00%
Millmerran - Inglewood Road	Ch. 65.7 to Ch. 61	AG	337	50024	78826	83044	87487	92168	97100	102296	10974	28871	7571	25542	97	0	13.92%	34.77%	8.65%	27.71%	0.10%	0.00%
Millmerran - Inglewood Road	Ch. 65.7 to Ch. 68.7	G	337	50024	89427	94212	99253	104564	110159	116054	113274	83713	8954	6167	736	0	126.67%	88.86%	9.02%	5.90%	0.67%	0.00%
Millmerran - Inglewood Road	Ch. 53.3 to Ch. 47.6	AG	337	50024	78826	83044	87487	92168	97100	102296	1344	35400	5826	4690	100	0	1.71%	42.63%	6.66%	5.09%	0.10%	0.00%
Millmerran - Inglewood Road	Ch. 53.3 to Ch. 55.7	G	337	50024	89427	94212	99253	104564	110159	116054	4561	13391	9587	5594	918	0	5.10%	14.21%	9.66%	5.35%	0.83%	0.00%
Cunningham Highway	Ch. 10.2 to Ch. 13.9	G	17D	50023	450079	465961	482403	499426	517049	535294	144683	88454	40594	66183	642	0	32.15%	18.98%	8.42%	13.25%	0.12%	0.00%
Cunningham Highway	Ch. 10.2 to Ch. 3.9	AG	17D	50023	468182	484703	501806	519514	537845	556824	12231	8770	6301	7936	76	0	2.61%	1.81%	1.26%	1.53%	0.01%	0.00%
Texas - Yelarbon Road	Ch. 54.6 to Ch. 53.3	AG	2322	51254	36912	38327	39797	41323	42907	44553	0	16784	0	0	0	0	0.00%	43.79%	0.00%	0.00%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 12.1 to Ch. 14.5	G	324	32664	410439	436594	464416	494010	525491	558978	367	34381	63121	9177	1195	0	0.09%	7.87%	13.59%	1.86%	0.23%	0.00%
Toowoomba - Cecil Plains Road	Ch. 12.1 to Ch. 10.3	AG	324	32664	509141	541586	576099	612811	651862	693402	38	18706	660	7552	23013	0	0.01%	3.45%	0.11%	1.23%	3.53%	0.00%
Toowoomba - Cecil Plains Road	Ch. 14.5 to Ch. 12.1	AG	324	32664	509141	541586	576099	612811	651862	693402	38	3000	5644	786	104	0	0.01%	0.55%	0.98%	0.13%	0.02%	0.00%
Toowoomba - Cecil Plains Road	Ch. 14.5 to Ch. 16.3	G	324	32062	346156	367506	390174	414240	439790	466917	5635	85653	83819	20859	1108	0	1.63%	23.31%	21.48%	5.04%	0.25%	0.00%
Toowoomba - Cecil Plains Road	Ch. 6 to Ch. 6.4	G	324	38585	281465	281465	281465	281465	281465	281465	813	13503	8387	0	0	0	0.29%	4.80%	2.98%	0.00%	0.00%	0.00%
Charlton Connection Road	Ch. 1.6 to Ch. 0	AG	320	32074	980128	1019658	1060783	1103566	1148075	1194379	0	473	122	223	0	0	0.00%	0.05%	0.01%	0.02%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 6 to Ch. 2	AG	324	32014	925870	926805	927741	928677	929615	930553	84	2526	2411	223	0	0	0.01%	0.27%	0.26%	0.02%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 2 to Ch. 6	G	324	32014	1130482	1131624	1132766	1133910	1135054	1136200	813	14787	9469	1980	0	0	0.07%	1.31%	0.84%	0.17%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 9.2 to Ch. 10	G	324	32664	410439	436594	464416	494010	525491	558978	7256	82967	24909	20399	200	0	1.77%	19.00%	5.36%	4.13%	0.04%	0.00%
Toowoomba - Cecil Plains Road	Ch. 9.2 to Ch. 8.3	AG	324	38585	496333	496333	496333	496333	496333	496333	364	3706	1411	1968	104	0	0.07%	0.75%	0.28%	0.40%	0.02%	0.00%
Toowoomba Second Range Crossing	Ch. 3.7 to Ch. 3.2	AG	319B	TU 1	1038822	1062083	1085865	1110179	1135038	1160453	0	18378	0	0	22295	0	0.00%	1.73%	0.00%	0.00%	1.96%	0.00%
Toowoomba - Cecil Plains Road	Ch. 10.3 to Ch. 10.05	AG	324	32664	509141	541586	576099	612811	651862	693402	800	9069	2793	9650	719	0	0.16%	1.67%	0.48%	1.57%	0.11%	0.00%
Toowoomba - Cecil Plains Road	Ch. 10.3 to Ch. 12.1	G	324	32664	410439	436594	464416	494010	525491	558978	367	4164	3880	1363	2118	0	0.09%	0.95%	0.84%	0.28%	0.40%	0.00%
Toowoomba - Cecil Plains Road	Ch. 16.3 to Ch. 14.5	AG	324	32062	332768	353293	375084	398220	422782	448859	627	8724	7833	2092	95	0	0.19%	2.47%	2.09%	0.53%	0.02%	0.00%
Toowoomba - Cecil Plains Road	Ch. 8.3 to Ch. 6.4	AG	324	38585	496333	496333	496333	496333	496333	496333	289	4698	2899	553	1	0	0.06%	0.95%	0.58%	0.11%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 8.3 to Ch. 9.2	G	324	38585	281465	281465	281465	281465	281465	281465	3379	34046	13011	21439	1155	0	1.20%	12.10%	4.62%	7.62%	0.41%	0.00%
Cunningham Highway	Ch. 39.6 to Ch. 34.7	AG	17D	50023	468182	484703	501806	519514	537845	556824	10553	10051	6191	4072	59	0	2.25%	2.07%	1.23%	0.78%	0.01%	0.00%
Cunningham Highway	Ch. 39.6 to Ch. 40.3	G	17D	50023	450079	465961	482403	499426	517049	535294	96534	124990	38568	40290	565	0	21.45%	26.82%	7.99%	8.07%	0.11%	0.00%
Warrego Highway	Ch. 2.4 to Ch. 1.5	AG	18B	38587	1642340	1699184	1757994	1818840	1881792	1946923	6200	29371	1163	2016	85	0	0.38%	1.73%	0.07%	0.11%	0.00%	0.00%
Warrego Highway	Ch. 1.5 to Ch. 0.4	AG	18B	38587	1642340	1699184	1757994	1818840	1881792	1946923	10107	71310	15583	9499	9	0	0.62%	4.20%	0.89%	0.52%	0.00%	0.00%
Warrego Highway	Ch. 1.5 to Ch. 2.4	G	18B	38587	1773443	1834824	1898329	1964032	2032009	2102339	73351	347766	10472	19899	969	0	4.14%	18.95%	0.55%	1.01%	0.05%	0.00%
Cunningham Highway	Ch. 107.4 to Ch. 107.6	G	17C	51840	1010468	1067642	1128051	1191878	1259317	1330571	163525	102916	47842	87304	740	0	16.18%	9.64%	4.24%	7.32%	0.06%	0.00%
Cunningham Highway	Ch. 0 to Ch. 2	G	17D	50023	450079	465961	482403	499426	517049	535294	163525	102916	47842	87304	740	0	36.33%	22.09%	9.92%	17.48%	0.14%	0.00%
Cunningham Highway	Ch. 107.4 to Ch. 105.7	AG	17C	50005	513782	524963	536387	548060	559987	572173	40327	14016	8525	10423	77	0	7.85%	2.67%	1.59%	1.90%	0.01%	0.00%
Cunningham Highway	Ch. 97.5 to Ch. 96.2	AG	17C	50005	513782	524963	536387	548060	559987	572173	5650	4791	4279	10427	3	0	1.10%	0.91%	0.80%	1.90%	0.00%	0.00%
Cunningham Highway	Ch. 97.5 to Ch. 105.7	G	17C	50005	442215	451839	461672	471718	481984	492472	104621	71976	46675	120556	25	0	23.66%	15.93%	10.11%	25.56%	0.01%	0.00%

Warrego Highway	Ch. 2.4 to Ch. 4.5	G	18B	30025	1941057	2046396	2157451	2274534	2397970	2528105	73168	328514	10105	4520	96	0	3.77%	16.05%	0.47%	0.20%	0.00%	0.00%
Warrego Highway	Ch. 4.5 to Ch. 2.4	AG	18B	30025	1997364	2105758	2220035	2340514	2467531	2601442	6181	27732	1125	716	10	0	0.31%	1.32%	0.05%	0.03%	0.00%	0.00%
Warrego Highway	Ch. 4.5 to Ch. 5.0	G	18B	30025	1941057	2046396	2157451	2274534	2397970	2528105	73168	328514	10105	4520	96	0	3.77%	16.05%	0.47%	0.20%	0.00%	0.00%
Warrego Highway	Ch. 5.0 to Ch. 4.5	AG	18B	30025	1997364	2105758	2220035	2340514	2467531	2601442	12363	56857	3797	4150	20	0	0.62%	2.70%	0.17%	0.18%	0.00%	0.00%
Warrego Highway	Ch. 5.0 to Ch. 5.3	G	18B	30025	1941057	2046396	2157451	2274534	2397970	2528105	6181	28429	1899	2075	10	0	0.32%	1.39%	0.09%	0.09%	0.00%	0.00%
Warrego Highway	Ch. 5.3 to Ch. 5.0	AG	18B	30025	1997364	2105758	2220035	2340514	2467531	2601442	72274	325846	5049	2075	10	0	3.62%	15.47%	0.23%	0.09%	0.00%	0.00%
Warrego Highway	Ch. 5.3 to Ch. 6.2	G	18B	30025	1941057	2046396	2157451	2274534	2397970	2528105	72274	325846	5049	2075	10	0	3.72%	15.92%	0.23%	0.09%	0.00%	0.00%
Warrego Highway	Ch. 6.2 to Ch. 5.3	AG	18B	30025	1997364	2105758	2220035	2340514	2467531	2601442	72274	325846	5049	2075	10	0	3.62%	15.47%	0.23%	0.09%	0.00%	0.00%
Ipswich Motorway (17A)	Ch. 0.0 to Ch. 3.7	G	17A	140035	7304575	7304575	7304575	7304575	7304575	7304575	6524	16502	20973	55370	23324	2841	0.09%	0.23%	0.29%	0.76%	0.32%	0.04%
Ipswich Motorway (17A)	Ch. 3.7 to Ch. 6.4	G	17A	140027	7230222	7447129	7670542	7900659	8137678	8381809	6524	16502	20973	55370	23324	2841	0.09%	0.22%	0.27%	0.70%	0.29%	0.03%
Ipswich Motorway (17A)	Ch. 6.4 to Ch. 8.3	G	17A	136081	8209949	8456248	8709935	8971233	9240370	9517581	6524	16502	20973	55370	23324	2841	0.08%	0.20%	0.24%	0.62%	0.25%	0.03%
Ipswich Motorway (17A)	Ch. 3.7 to Ch. 0.0	AG	17A	140035	6098648	6098648	6098648	6098648	6098648	6098648	38079	117594	120152	147293	28300	126	0.62%	1.93%	1.97%	2.42%	0.46%	0.00%
Ipswich Motorway (17A)	Ch. 6.4 to Ch. 3.7	AG	17A	140027	6138767	6322930	6512618	6707997	6909237	7116514	38079	117594	120152	147293	28300	126	0.62%	1.86%	1.84%	2.20%	0.41%	0.00%
Ipswich Motorway (17A)	Ch. 8.3 to Ch. 6.4	AG	17A	136081	6537118	6733231	6935228	7143285	7357583	7578311	38079	117594	120152	147293	28300	126	0.58%	1.75%	1.73%	2.06%	0.38%	0.00%
Warrego Highway (18A)	Ch. 0.0 to Ch. 7.2	G	18A	135546	5642693	5872254	6111155	6359775	6618509	6887769	6524	16502	20973	55370	23324	2841	0.12%	0.28%	0.34%	0.87%	0.35%	0.04%
Warrego Highway (18A)	Ch. 7.2 to Ch. 15.1	G	18A	135715	5642693	5872254	6111155	6359775	6618509	6887769	6524	16502	20973	55370	23324	2841	0.12%	0.28%	0.34%	0.87%	0.35%	0.04%
Warrego Highway (18A)	Ch. 15.1 to Ch. 18.9	G	18A	135964	4110619	4230067	4352987	4479478	4609645	4743595	6524	16502	20973	55370	23324	2841	0.16%	0.39%	0.48%	1.24%	0.51%	0.06%
Warrego Highway (18A)	Ch. 18.9 to Ch. 28.9	G	18A	10021	3246055	3246055	3246055	3246055	3246055	3246055	7012	19334	23415	125316	70248	2841	0.22%	0.60%	0.72%	3.86%	2.16%	0.09%
Warrego Highway (18A)	Ch. 28.9 to Ch. 36.6	G	18A	160004	7327528	9046920	11169764	13790731	17026702	21021988	7012	19334	23415	125316	70248	2841	0.10%	0.21%	0.21%	0.91%	0.41%	0.01%
Warrego Highway (18A)	Ch. 36.6 to Ch. 55.5	G	18A	30066	3037489	3138631	3243141	3351130	3462716	3578017	28218	330628	82764	126326	70577	2570	0.93%	10.53%	2.55%	3.77%	2.04%	0.07%
Warrego Highway (18A)	Ch. 55.5 to Ch. 75.4	G	18A	30041	3037489	3138631	3243141	3351130	3462716	3578017	28218	330628	82764	126326	70577	2570	0.93%	10.53%	2.55%	3.77%	2.04%	0.07%
Warrego Highway (18A)	Ch. 75.4 to Ch. 79.6	G	18A	30070	2764871	2826781	2890077	2954791	3020953	3088597	6156	12901	60000	71664	36010	2570	0.22%	0.46%	2.08%	2.43%	1.19%	0.08%
Warrego Highway (18A)	Ch. 7.2 to Ch. 0.0	AG	18A	135546	5110705	5318623	5535001	5760181	5994522	6238397	38079	117594	120152	147293	28300	126	0.75%	2.21%	2.17%	2.56%	0.47%	0.00%
Warrego Highway (18A)	Ch. 15.1 to Ch. 7.2	AG	18A	135715	5110705	5318623	5535001	5760181	5994522	6238397	38079	117594	120152	147293	28300	126	0.75%	2.21%	2.17%	2.56%	0.47%	0.00%
Warrego Highway (18A)	Ch. 18.9 to Ch. 15.1	AG	18A	135964	3131353	3222345	3315982	3412340	3511497	3613536	38079	117594	120152	147293	28300	126	1.22%	3.65%	3.62%	4.32%	0.81%	0.00%
Warrego Highway (18A)	Ch. 28.9 to Ch. 18.9	AG	18A	10021	2732512	2732512	2732512	2732512	2732512	2732512	41908	140242	142298	158462	49088	126	1.53%	5.13%	5.21%	5.80%	1.80%	0.00%
Warrego Highway (18A)	Ch. 36.6 to Ch. 28.9	AG	18A	160004	8164732	10080572	12445961	15366385	18972081	23423847	41908	140242	142298	158462	49088	126	0.51%	1.39%	1.14%	1.03%	0.26%	0.00%
Warrego Highway (18A)	Ch. 55.5 to Ch. 36.6	AG	18A	30066	3321145	3431732	3546001	3664075	3786081	3912149	43851	167506	148474	175014	57370	98	1.32%	4.88%	4.19%	4.78%	1.52%	0.00%
Warrego Highway (18A)	Ch. 75.4 to Ch. 55.5	AG	18A	30041	3321145	3431732	3546001	3664075	3786081	3912149	43851	167506	148474	175014	57370	98	1.32%	4.88%	4.19%	4.78%	1.52%	0.00%
Warrego Highway (18A)	Ch. 79.6 to Ch. 75.4	AG	18A	30070	2611302	2669773	2729554	2790673	2853161	2917047	38281	121888	204076	183355	67754	98	1.47%	4.57%	7.48%	6.57%	2.37%	0.00%

Road Name	Extent	Gazettal / Anti Gazettal	TMR Road ID	TMR Site	Background						Development						5% Comparison					
					2024 SAR4s	2025 SAR4s	2026 SAR4s	2027 SAR4s	2028 SAR4s	2029 SAR4s	2024 SAR4s	2025 SAR4s	2026 SAR4s	2027 SAR4s	2028 SAR4s	2029 SAR4s	2024 SAR4s	2025 SAR4s	2026 SAR4s	2027 SAR4s	2028 SAR4s	2029 SAR4s
Millmerran - Inglewood Road	Ch. 61 to Ch. 59.2	AG	337	50024	78826	83044	87487	92168	97100	102296	2089	22852	7609	25580	106	0	2.65%	27.52%	8.70%	27.75%	0.11%	0.00%
Millmerran - Inglewood Road	Ch. 61 to Ch. 65.7	G	337	50024	89427	94212	99253	104564	110159	116054	109254	81520	9221	5899	827	0	122.17%	86.53%	9.29%	5.64%	0.75%	0.00%
Warrego Highway	Ch. 5 to Ch. 4.5	AG	18B	30025	1997364	2105758	2220035	2340514	2467531	2601442	12363	56857	3797	4150	20	0	0.62%	2.70%	0.17%	0.18%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 10 to Ch. 10.05	G	324	32664	410439	436594	464416	494010	525491	558978	7256	82967	24909	20399	200	0	1.77%	19.00%	5.36%	4.13%	0.04%	0.00%
Toowoomba - Cecil Plains Road	Ch. 10 to Ch. 9.2	AG	324	32664	509141	541586	576099	612811	651862	693402	800	9169	2744	2270	21	0	0.16%	1.69%	0.48%	0.37%	0.00%	0.00%
Toowoomba Connection Road	Ch. 26.9 to Ch. 26.3	AG	315	38586	1163338	1198239	1234186	1271211	1309348	1348628	0	1523	1082	1980	0	0	0.00%	0.13%	0.09%	0.16%	0.00%	0.00%
Toowoomba Connection Road	Ch. 26.9 to Ch. 27.05	G	315	38586	1489220	1533896	1579913	1627311	1676130	1726414	0	1523	1082	1980	0	0	0.00%	0.10%	0.07%	0.12%	0.00%	0.00%
Millmerran - Inglewood Road	Ch. 47.6 to Ch. 45.9	AG	337	50024	78826	83044	87487	92168	97100	102296	1344	18815	5826	4690	100	0	1.71%	22.66%	6.66%	5.09%	0.10%	0.00%
Millmerran - Inglewood Road	Ch. 47.6 to Ch. 53.3	G	337	50024	89427	94212	99253	104564	110159	116054	4579	13655	9389	4469	918	0	5.12%	14.49%	9.46%	4.27%	0.83%	0.00%
Port Drive	Ch. 5 to Ch. 0	AG	NA24	136238	3577632	3684961	3795510	3909376	4026657	4147456	6524	16502	20973	55370	23324	2841	0.18%	0.45%	0.55%	1.42%	0.58%	0.07%
Noondoo Thallon Road	Ch. 0.4 to Ch. 0	AG	3514	55459	9343	9343	9343	9343	9343	9343	16796	51622	51622	51622	9740	0	179.77%	552.52%	552.52%	552.52%	104.25%	0.00%
Cunningham Highway	Ch. 29.3 to Ch. 27.1	AG	17D	50023	468182	484703	501806	519514	537845	556824	36687	28115	14421	12467	73	0	7.84%	5.80%	2.87%	2.40%	0.01%	0.00%
Cunningham Highway	Ch. 29.3 to Ch. 34.7	G	17D	50023	450079	465961	482403	499426	517049	535294	119353	78831	41697	44774	565	0	26.52%	16.92%	8.64%	8.97%	0.11%	0.00%
Toowoomba - Cecil Plains Road	Ch. 6.4 to Ch. 6	AG	324	38585	496333	496333	496333	496333	496333	496333	84	2390	2289	0	0	0	0.02%	0.48%	0.46%	0.00%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 6.4 to Ch. 8.3	G	324	38585	281465	281465	281465	281465	281465	281465	2646	34191	13855	4960	6	0	0.94%	12.15%	4.92%	1.76%	0.00%	0.00%
Cunningham Highway	Ch. 2 to Ch. 3.9	G	17D	50023	450079	465961	482403	499426	517049	535294	163557	103230	51607	87681	740	0	36.34%	22.15%	10.70%	17.56%	0.14%	0.00%
Cunningham Highway	Ch. 2 to Ch. 0	AG	17D	50023	468182	484703	501806	519514	537845	556824	40363	14229	8667	9839	77	0	8.62%	2.94%	1.73%	1.89%	0.01%	0.00%
Cunningham Highway	Ch. 107.6 to Ch. 107.4	AG	17C	51840	722797	763694	806905	852561	900800	951769	40363	14229	8667	9839	77	0	5.58%	1.86%	1.07%	1.15%	0.01%	0.00%
Cunningham Highway	Ch. 43.9 to Ch. 46.3	G	17D	50023	450079	465961	482403	499426	517049	535294	622	4468	3633	1100	275	0	0.14%	0.96%	0.75%	0.22%	0.05%	0.00%
Cunningham Highway	Ch. 43.9 to Ch. 40.5	AG	17D	50023	468182	484703	501806	519514	537845	556824	776	21099	3726	114	28	0	0.17%	4.35%	0.74%	0.02%	0.01%	0.00%
Millmerran - Inglewood Road	Ch. 56.6 to Ch. 59.2	G	337	50024	89427	94212	99253	104564	110159	116054	3616	11533	9587	5594	918	0	4.04%	12.24%	9.66%	5.35%	0.83%	0.00%
Millmerran - Inglewood Road	Ch. 56.6 to Ch. 55.7	AG	337	50024	78826	83044	87487	92168	97100	102296	2143	22549	7609	17595	106	0	2.72%	27.15%	8.70%	19.09%	0.11%	0.00%
Millmerran - Inglewood Road	Ch. 45.9 to Ch. 47.6	G	337	50024	89427	94212	99253	104564	110159	116054	4579	12259	9389	4469	918	0	5.12%	13.01%	9.46%	4.27%	0.83%	0.00%
Millmerran - Inglewood Road	Ch. 45.9 to Ch. 41.9	AG	337	50024	78826	83044	87487	92168	97100	102296	1342	17773	5738	4728	109	0	1.70%	21.40%	6.56%	5.13%	0.11%	0.00%
Millmerran - Inglewood Road	Ch. 39.8 to Ch. 41.9	G	337	50024	89427	94212	99253	104564	110159	116054	107058	114022	9596	23694	2567	0	119.72%	121.03%	9.67%	22.66%	2.33%	0.00%
Millmerran - Inglewood Road	Ch. 39.8 to Ch. 37.7	AG	337	32562	142597	148000	153608	159428	165469	171739	9081	16339	3802	4404	245	0	6.37%	11.04%	2.47%	2.76%	0.15%	0.00%
Millmerran - Inglewood Road	Ch. 35.6 to Ch. 33	AG	337	32562	142597	148000	153608	159428	165469	171739	9197	12159	11049	3898	246	0	6.45%	8.22%	7.19%	2.45%	0.15%	0.00%
Millmerran - Inglewood Road	Ch. 35.6 to Ch. 37.7	G	337	32562	147411	152996	158793	164810	171055	177537	107254	114084	11414	24061	2659	0	72.76%	74.57%	7.19%	14.60%	1.55%	0.00%
Millmerran - Inglewood Road	Ch. 33 to Ch. 35.6	G	337	32562	147411	152996	158793	164810	171055	177537	108297	125867	96265	26907	2666	0	73.47%	82.27%	60.62%	16.33%	1.56%	0.00%
Millmerran - Inglewood Road	Ch. 33 to Ch. 28	AG	337	32562	142597	148000	153608	159428	165469	171739	9217	12433	11667	3936	255	0	6.46%	8.40%	7.60%	2.47%	0.15%	0.00%
Millmerran - Inglewood Road	Ch. 18.1 to Ch. 17.3	AG	337	32562	142597	148000	153608	159428	165469	171739	9336	88455	37076	6220	424	0	6.55%	59.77%	24.14%	3.90%	0.26%	0.00%
Millmerran - Inglewood Road	Ch. 18.1 to Ch. 21.8	G	337	32562	147411	152996	158793	164810	171055	177537	109397	141888	108091	52794	4631	0	74.21%	92.74%	68.07%	32.03%	2.71%	0.00%
Millmerran - Leyburn Road	Ch. 2.2 to Ch. 2	AG	335	32032	41660	44279	47063	50023	53168	56512	0	965	2767	0	0	0	0.00%	2.18%	5.88%	0.00%	0.00%	0.00%
Gore Highway	Ch. 43.2 to Ch. 41.7	AG	28A	30024	531303	542189	553298	564635	576204	588010	145166	251635	110890	96395	17237	0	27.32%	46.41%	20.04%	17.07%	2.99%	0.00%
Gore Highway	Ch. 43.2 to Ch. 44.7	G	28A	30024	572705	584439	596414	608634	621105	633831	19116	47880	65330	34315	3591	0	3.34%	8.19%	10.95%	5.64%	0.58%	0.00%
Millmerran - Inglewood Road	Ch. 59.2 to Ch. 61	G	337	50024	89427	94212	99253	104564	110159	116054	3597	11314	9587	6265	918	0	4.02%	12.01%	9.66%	5.99%	0.83%	0.00%
Millmerran - Inglewood Road	Ch. 59.2 to Ch. 56.6	AG	337	50024	78826	83044	87487	92168	97100	102296	2064	22549	7609	17595	106	0	2.62%	27.15%	8.70%	19.09%	0.11%	0.00%
Millmerran - Inglewood Road	Ch. 41.9 to Ch. 45.9	G	337	50024	89427	94212	99253	104564	110159	116054	4772	12643	9844	4836	1009	0	5.34%	13.42%	9.92%	4.63%	0.92%	0.00%
Millmerran - Inglewood Road	Ch. 41.9 to Ch. 39.8	AG	337	50024	78826	83044	87487	92168	97100	102296	9065	16340	3511	4366	235	0	11.50%	19.68%	4.01%	4.74%	0.24%	0.00%
Millmerran - Leyburn Road	Ch. 2 to Ch. 2.2	G	335	32032	31992	34004	36142	38415	40830	43398	0	10527	25733	0	0	0	0.00%	30.96%	71.20%	0.00%	0.00%	0.00%
Millmerran - Leyburn Road	Ch. 2 to Ch. 0	AG	335	32032	41660	44279	47063	50023	53168	56512	19	1057	2991	38	9	0	0.05%	2.39%	6.36%	0.08%	0.02%	0.00%
Gore Highway	Ch. 21.5 to Ch. 23.2	G	28A	30024	572705	584439	596414	608634	621105	633831	35781	181190	71957	25723	3858	0	6.25%	31.00%	12.06%	4.23%	0.62%	0.00%
Gore Highway	Ch. 21.5 to Ch. 20.3	AG	28A	30024	531303	542189	553298	564635	576204	588010	317734	298977	126900	141488	23828	0	59.80%	55.14%	22.94%	25.06%	4.14%	0.00%
Gore Highway	Ch. 5.4 to Ch. 2.2	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	390394	618361	122063	121030	22144	0	42.59%	64.11%	12.03%	11.33%	1.97%	0.00%
Gore Highway	Ch. 5.4 to Ch. 6.7	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	48660	163425	48410	42747	3972	0	5.43%	17.32%	4.88%	4.09%	0.36%	0.00%
Toowoomba Second Range Crossing	Ch. 3.2 to Ch. 4.1	G	319B	TU 1	1267617	1296001	1325021	1354690	1385024	1416037	16121	79057	24700	19043	1851	0	1.27%	6.10%	1.86%	1.41%	0.13%	0.00%
Toowoomba Second Range Crossing	Ch. 3.2 to Ch. 0.6	AG	319B	TU 1	1038822	1062083	1085865	1110179	1135038	1160453	110640	463887	117756	117452	44195	0	10.65%	43.68%	10.84%	10.58%	3.89%	0.00%
Toowoomba Second Range Crossing	Ch. 3.2 to Ch. 3.7	G	319B	TU 1	1267617	1296001	1325021	1354690	1385024	1416037	0	1546	0	0	0	0	0.00%	0.12%	0.00%	0.00%	0.00%	0.00%
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 3.2	AG	319B	TU 1	1038822	1062083	1085865	1110179	1135038	1160453	110640	445509	117756	117452	21900	0	10.65%	41.95%	10.84%	10.58%	1.93%	0.00%
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 13	G	319B	TU 1	1267617	1296001	1325021	1354690	1385024	1416037	23010	159534	46401	46185	2566	0	1.82%	12.31%	3.50%	3.41%	0.19%	0.00%
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 3.7	AG	319B	TU 1	1038822	1062083	1085865	1110179	1135038	1160453	762	8816	2526	2727	61	0	0.07%	0.83%	0.23%	0.25%	0.01%	0.00%
Toowoomba Second Range Crossing	Ch. 0.6 to Ch. 3.2	G	319B	TU 1	1267617	1296001	1325021	1354690	1385024	1416037	16121	80603	24700	19043	1851	0	1.27%	6.22%	1.86%	1.41%	0.13%	0.00%
Toowoomba Second Range Crossing	Ch. 0.6 to Ch. 0	AG	319B	TU 1	1038822	1062083	1085865	1110179	1135038	1160453	38281	121888	204076	183355	67754	98	3.69%	11.48%	18.79%	16.52%	5.97%	0.01%
Toowoomba Second Range Crossing	Ch. 0.6 to Ch. 0	AG	319B	TU 1	1038822	1062083	1085865	1110179	1135038	1160453	72614	347797	1666	1362	22296	0	6.99%	32.75%	0.15%	0.12%	1.96%	0.00%
Port of Brisbane Motorway	Ch. 0 to Ch. 6	G	U27	136238	3204643	3300783	3399806	3501800	3606854	3715060	38079	117594	120152	147293	28300	126	1.19%	3.56%	3.53%	4.21%	0.78%	0.00%
Gateway Motorway	Ch. 15 to Ch. 0	AG	N239	TU 5	24762058	28749591	33379251	38754444	44995225	52240985	6524	16502	20973	55370	23324	2841	0.03%	0.06%	0.06%	0.14%	0.05%	0.01%
Port Drive	Ch. 0 to Ch. 5	G	NA24	136238	3204643	3300783	3399806	3501800	3606854	3715060	38079	117594	120152	147293	28300	126	1.19%	3.56%	3.53%	4.21%	0.78%	0.00%
Port of Brisbane Motorway	Ch. 6 to Ch. 0	AG	U27	136238	3577632	3684961	3795510	3909376	4026657	4147456	6524	16502	20973	55370	23324	2841	0.18%	0.45%	0.55%	1.42%	0.58%	0.07%
Toowoomba Connection Road	Ch. 26.3 to Ch. 26.9	G	315	38586	1489220	1533896	1579913	1627311	1676130	1726414	0	473	122	223	0	0	0.00%	0.03%	0.01%	0.01%	0.00%	0.00%
Charlton Connection Road	Ch. 0 to Ch. 1.6	G	320	32074	926788	964167	1003054	1043509	1085595	1129379	0	1523	1082	1980	0	0	0.00%	0.16%	0.11%	0.19%	0.00%	0.00%
Barwon Highway	Ch. 0 to Ch. 1.6	G	31B	50329	32703	32703	32703	32703	32703	32703	1514	4650	4650	4650	878	0	4.63%	14.22%	14.22%	14.22%	2.68%	0.00%
Barwon Highway	Ch. 88 to Ch. 45.9	AG	31A	50010	102671	103124	103579	104036	104496	104957	17993	55276	55276	55276	10433	0	17.52%	53.60%	53.37%	53.13%	9.98%	0.00%
Leichhardt Highway	Ch. 205.2 to Ch. 220.1	G	26C	50019	600793	608229	615757	623379	631094	638905	2471	7589	7589	7589	1432	0	0.41%	1.25%	1.23%	1.22%	0.23%	0.00%
Gore Highway	Ch. 121.6 to Ch. 13	AG	28B	30027	505390	513196	521122	529170	537343	545642	29371	90210	90210	90210	17016	0	5.81%	17.58%	17.31%	17.05%	3.17%	0.00%
Toowoomba Second Range Crossing	Ch. 0 to Ch. 0.6	G	319B	TU 1	1267617	1296001	1325021	1354690	1385024	1416037	6156	12901	60000	71664	36010	2570	0.49%	1.00%	4.53%	5.29%	2.60%	0.18%
Toowoomba Second Range Crossing	Ch. 26.8 to Ch. 0	AG	319A	TU 2	1038822	1062083	1085865	1110179	1135038	1160453	38281	121888	204076	183355	67754	98	3.69%	11.48%	18.79%	16.52%	5.97%	0.01%
Toowoomba Second Range Crossing	Ch. 0 to Ch. 26.8	G	319A	TU 2	1267617	1296001	1325021	1354690	1385024	1416037	6156	12901	60000	71664	36010	2570	0.49%	1.00%	4.53%	5.29%	2.60%	0.18%
Logan Motorway	Ch. 0 to Ch. 14.5	G	210A	TU 3	864644	864644	864644	864644	864644	864644	38079	117594	120152	147293	28300	126	4.40%	13.60%	13.90%	17.04%	3.27%	0.01%
Logan Motorway	Ch. 14.5 to Ch. 0	AG	210A	TU 3	341669	341669	341669	341669	341669	341669	6524	16502	20973	55370	23324	2841	1.91%	4.83%	6.14%	16.21%	6.83%	0.83%
Gateway Motorway Extension	Ch. 0 to Ch. 10	G	N332	TU 4	864644	864644	864644	864644	864644	864644	38079	117594	120152	147293	28300	126	4.40%	13.60%	13.90%	17.04%	3.27%	0.01%
Gateway Motorway	Ch. 0 to Ch. 15	G	N239	TU 5	18796287	21823127	25337392	29417572	34154800	39654883	38079	117594	120152	147293	28300	126	0.20%	0.54%	0.47%	0.50%	0.08%	0.00%
Gateway Motorway Extension	Ch. 10 to Ch. 0	AG	N332	TU 4	341669	341669	341669	341669	341669	341669	6524	16502	20973	55370	23324	2841	1.91%	4.83%	6.14%	16.21%	6.83%	0.83%
Cunningham Highway	Ch. 96.2 to Ch. 94.4	AG	17C	50005	513782	524963	536387	548060	559987	572173	2611	3879	1435	1158	3	0	0.51%	0.74%	0.27%	0.21%	0.00%	0.00%
Cunningham Highway	Ch. 96.2 to Ch. 97.5	G	17C	50005	442215	451839	461672	471718	481984	492472	59530	45615	46675	120556	25	0	13.46%	10.10%	10.11%	25.56%	0.01%	0.00%
Cunningham Highway	Ch. 90 to Ch. 88.2	AG	17D	50574	1197779	1237839	1279238	1322022	1366237	1411930	57	2413	3626	301	28	0	0.00%	0.19%	0.28%	0.02%	0.00%	0.00%

Cunningham Highway	Ch. 88 to Ch. 88.2	G	17D	50574	1157873	1196598	1236618	1277976	1320718	1364889	1379	15529	22600	5312	755	0	0.12%	1.30%	1.83%	0.42%	0.06%	0.00%
Cunningham Highway	Ch. 88 to Ch. 46.3	AG	17D	50023	468182	484703	501806	519514	537845	556824	697	4315	3726	114	28	0	0.15%	0.89%	0.74%	0.02%	0.01%	0.00%
Leichhardt Highway	Ch. 224.1 to Ch. 222.4	AG	26C	50019	574812	581927	589129	596421	603803	611276	9919	31745	32340	30434	5702	0	1.73%	5.46%	5.49%	5.10%	0.94%	0.00%
Warrego Highway	Ch. 0.4 to Ch. 0	AG	18B	38587	1642340	1699184	1757994	1818840	1881792	1946923	10107	71310	15055	9499	22304	0	0.62%	4.20%	0.86%	0.52%	1.19%	0.00%
Warrego Highway	Ch. 0.4 to Ch. 1.5	G	18B	38587	1773443	1834824	1898329	1964032	2032009	2102339	72614	349320	2748	3342	1	0	4.09%	19.04%	0.14%	0.17%	0.00%	0.00%
Toowoomba Connection Road	Ch. 27.05 to Ch. 26.9	AG	315	38586	1163338	1198239	1234186	1271211	1309348	1348628	0	473	122	223	22295	0	0.00%	0.04%	0.01%	0.02%	1.70%	0.00%
Toowoomba Second Range Crossing	Ch. 0 to Ch. 0.6	G	319B	TU 1	1267617	1296001	1325021	1354690	1385024	1416037	10107	70837	14933	9277	9	0	0.80%	5.47%	1.13%	0.68%	0.00%	0.00%
Warrego Highway	Ch. 0 to Ch. 0.4	G	18B	38587	1773443	1834824	1898329	1964032	2032009	2102339	0	1523	1082	1980	0	0	0.00%	0.08%	0.06%	0.10%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 10.05 to Ch. 10	AG	324	32664	509141	541586	576099	612811	651862	693402	800	9169	2744	2270	21	0	0.16%	1.69%	0.48%	0.37%	0.00%	0.00%
Toowoomba Second Range Crossing	Ch. 3.7 to Ch. 4.1	G	319B	TU 1	1267617	1296001	1325021	1354690	1385024	1416037	6889	80477	21701	27142	715	0	0.54%	6.21%	1.64%	2.00%	0.05%	0.00%
Toowoomba - Cecil Plains Road	Ch. 10.05 to Ch. 10.3	G	324	32664	410439	436594	464416	494010	525491	558978	367	4089	3487	734	183	0	0.09%	0.94%	0.75%	0.15%	0.03%	0.00%
Gore Highway	Ch. 38.7 to Ch. 30.1	AG	28A	30024	531303	542189	553298	564635	576204	588010	153225	119736	123029	119587	22187	0	28.84%	22.08%	22.24%	21.18%	3.85%	0.00%
Gore Highway	Ch. 38.7 to Ch. 41.1	G	28A	30024	572705	584439	596414	608634	621105	633831	19074	33294	46374	32644	4367	0	3.33%	5.70%	7.78%	5.36%	0.70%	0.00%
Carnavon Highway	Ch. 73.5 to Ch. 40.5	AG	24A	51406	35041	35041	35041	35041	35041	35041	1413	4343	4343	4343	819	0	4.03%	12.39%	12.39%	12.39%	2.34%	0.00%
Barwon Highway	Ch. 66.8 to Ch. 1.6	AG	31B	50329	39707	39707	39707	39707	39707	39707	16796	51622	51622	51622	9740	0	42.30%	130.01%	130.01%	130.01%	24.53%	0.00%
Noondoo Thallon Road	Ch. 0 to Ch. 0.4	G	3514	55459	15184	15184	15184	15184	15184	15184	1413	4343	4343	4343	819	0	9.31%	28.60%	28.60%	28.60%	5.40%	0.00%
Carnavon Highway	Ch. 40.5 to Ch. 73.5	G	24A	51406	38540	38540	38540	38540	38540	38540	16796	51622	51622	51622	9740	0	43.58%	133.94%	133.94%	133.94%	25.27%	0.00%
Cunningham Highway	Ch. 13.9 to Ch. 18.5	G	17D	50023	450079	465961	482403	499426	517049	535294	145935	89319	40944	55353	642	0	32.42%	19.17%	8.49%	11.08%	0.12%	0.00%
Cunningham Highway	Ch. 13.9 to Ch. 10.2	AG	17D	50023	468182	484703	501806	519514	537845	556824	12206	8600	5623	7877	66	0	2.61%	1.77%	1.12%	1.52%	0.01%	0.00%
Barwon Highway	Ch. 1.6 to Ch. 0	AG	31B	50329	39707	39707	39707	39707	39707	39707	17993	55276	55276	55276	10433	0	45.31%	139.21%	139.21%	139.21%	26.27%	0.00%
Barwon Highway	Ch. 1.6 to Ch. 66.8	G	31B	50329	32703	32703	32703	32703	32703	32703	1413	4343	4343	4343	819	0	4.32%	13.28%	13.28%	13.28%	2.51%	0.00%
Barwon Highway	Ch. 45.9 to Ch. 88	G	31A	50010	101509	101957	102407	102859	103313	103769	1514	4650	4650	4650	878	0	1.49%	4.56%	4.54%	4.52%	0.85%	0.00%
Barwon Highway	Ch. 45.9 to Ch. 2	AG	31A	50010	102671	103124	103579	104036	104496	104957	19524	59963	59963	59963	11315	0	19.02%	58.15%	57.89%	57.64%	10.83%	0.00%
Cunningham Highway	Ch. 88.2 to Ch. 90	G	17D	50574	1157873	1196598	1236618	1277976	1320718	1364889	550	12984	20056	2767	275	0	0.05%	1.09%	1.62%	0.22%	0.02%	0.00%
Cunningham Highway	Ch. 88.2 to Ch. 88	AG	17D	50574	1197779	1237839	1279238	1322022	1366237	1411930	9904	32659	33872	30548	5730	0	0.83%	2.64%	2.65%	2.31%	0.42%	0.00%
Millmerran - Inglewood Road	Ch. 68.7 to Ch. 65.7	AG	337	50024	78826	83044	87487	92168	97100	102296	59415	59638	11765	32474	95	0	75.37%	71.82%	13.45%	35.23%	0.10%	0.00%
Cunningham Highway	Ch. 105.7 to Ch. 107.4	G	17C	50005	442215	451839	461672	471718	481984	492472	163549	103059	48109	94246	740	0	36.98%	22.81%	10.42%	19.98%	0.15%	0.00%
Cunningham Highway	Ch. 105.7 to Ch. 97.5	AG	17C	50005	513782	524963	536387	548060	559987	572173	35259	7009	4279	10427	3	0	6.86%	1.34%	0.80%	1.90%	0.00%	0.00%
Cunningham Highway	Ch. 27.1 to Ch. 29.3	G	17D	50023	450079	465961	482403	499426	517049	535294	111215	78321	35076	39931	552	0	24.71%	16.81%	7.27%	8.00%	0.11%	0.00%
Cunningham Highway	Ch. 27.1 to Ch. 18.5	AG	17D	50023	468182	484703	501806	519514	537845	556824	32672	26801	13966	11385	77	0	6.98%	5.53%	2.78%	2.19%	0.01%	0.00%
Cunningham Highway	Ch. 34.7 to Ch. 29.3	AG	17D	50023	468182	484703	501806	519514	537845	556824	10553	8639	6191	4072	59	0	2.25%	1.78%	1.23%	0.78%	0.01%	0.00%
Cunningham Highway	Ch. 34.7 to Ch. 39.6	G	17D	50023	450079	465961	482403	499426	517049	535294	119353	95616	41697	44774	565	0	26.52%	20.52%	8.64%	8.97%	0.11%	0.00%
Texas - Yelarbon Road	Ch. 53.3 to Ch. 54.6	G	2322	51254	35223	36574	37976	39432	40944	42514	0	1412	0	0	0	0	0.00%	3.86%	0.00%	0.00%	0.00%	0.00%
Cunningham Highway	Ch. 18.5 to Ch. 13.9	AG	17D	50023	468182	484703	501806	519514	537845	556824	23614	17423	9567	10573	71	0	5.04%	3.59%	1.91%	2.04%	0.01%	0.00%
Cunningham Highway	Ch. 18.5 to Ch. 27.1	G	17D	50023	450079	465961	482403	499426	517049	535294	111016	78784	40802	45386	643	0	24.67%	16.91%	8.46%	9.09%	0.12%	0.00%
Cunningham Highway	Ch. 46.3 to Ch. 43.9	AG	17D	50023	468182	484703	501806	519514	537845	556824	697	21099	3726	114	28	0	0.15%	4.35%	0.74%	0.02%	0.01%	0.00%
Cunningham Highway	Ch. 46.3 to Ch. 88	G	17D	50023	450079	465961	482403	499426	517049	535294	622	3056	3633	1100	275	0	0.14%	0.66%	0.75%	0.22%	0.05%	0.00%
Barwon Highway	Ch. 0.8 to Ch. 0	AG	31A	55427	263701	268752	273900	279147	284494	289944	20163	64458	65629	59963	11315	0	7.65%	23.98%	23.96%	21.48%	3.98%	0.00%
Barwon Highway	Ch. 0.8 to Ch. 2	G	31A	55427	349294	355984	362803	369753	376836	384054	1714	5550	5682	5045	952	0	0.49%	1.56%	1.57%	1.36%	0.25%	0.00%
Cunningham Highway	Ch. 40.3 to Ch. 40.5	G	17D	50023	450079	465961	482403	499426	517049	535294	13509	24324	37845	39568	565	0	3.00%	5.22%	7.85%	7.92%	0.11%	0.00%
Cunningham Highway	Ch. 40.3 to Ch. 39.6	AG	17D	50023	468182	484703	501806	519514	537845	556824	8723	12852	5928	3688	59	0	1.86%	2.65%	1.18%	0.71%	0.01%	0.00%
Cunningham Highway	Ch. 40.5 to Ch. 43.9	G	17D	50023	450079	465961	482403	499426	517049	535294	1567	4468	3633	1100	275	0	0.35%	0.96%	0.75%	0.22%	0.05%	0.00%
Cunningham Highway	Ch. 40.5 to Ch. 40.3	AG	17D	50023	468182	484703	501806	519514	537845	556824	1738	4325	5450	3525	59	0	0.37%	0.89%	1.09%	0.68%	0.01%	0.00%
Toowoomba - Athol Road	Ch. 2.1 to Ch. 16.8	G	316	38584	235889	235889	235889	235889	235889	235889	4402	9195	9146	8803	2201	0	1.87%	3.90%	3.88%	3.73%	0.93%	0.00%
Gore Highway	Ch. 2.2 to Ch. 5.4	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	48660	163541	48511	45674	4262	0	5.43%	17.33%	4.89%	4.37%	0.39%	0.00%
Gore Highway	Ch. 2.2 to Ch. 0	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	111857	456576	123101	121186	22188	0	12.20%	47.34%	12.13%	11.35%	1.97%	0.00%
Gore Highway	Ch. 6.7 to Ch. 5.4	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	390394	618348	122052	120784	22119	0	42.59%	64.11%	12.02%	11.31%	1.97%	0.00%
Gore Highway	Ch. 6.7 to Ch. 7.7	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	48660	182675	67719	42867	3972	0	5.43%	19.36%	6.82%	4.10%	0.36%	0.00%
Gore Highway	Ch. 13 to Ch. 121.6	G	28B	30027	488030	495567	503221	510993	518885	526899	2471	7589	7589	7589	1432	0	0.51%	1.53%	1.51%	1.49%	0.28%	0.00%
Gore Highway	Ch. 13 to Ch. 3	AG	28B	30027	505390	513196	521122	529170	537343	545642	29371	90210	90210	111792	18861	0	5.81%	17.58%	17.31%	21.13%	3.51%	0.00%
Gore Highway	Ch. 7.7 to Ch. 6.7	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	390394	619968	124199	121248	22119	0	42.59%	64.28%	12.24%	11.35%	1.97%	0.00%
Gore Highway	Ch. 7.7 to Ch. 11.2	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	46461	159368	60862	38500	3904	0	5.18%	16.89%	6.13%	3.68%	0.36%	0.00%
Gore Highway	Ch. 63 to Ch. 60.8	AG	28A	30024	531303	542189	553298	564635	576204	588010	29450	91522	90968	98140	17565	0	5.54%	16.88%	16.44%	17.38%	3.05%	0.00%
Gore Highway	Ch. 0 to Ch. 0.7	G	28B	30027	488030	495567	503221	510993	518885	526899	3417	8166	8517	8456	1478	0	0.70%	1.65%	1.69%	1.65%	0.28%	0.00%
Gore Highway	Ch. 41.7 to Ch. 43.2	G	28A	30024	572705	584439	596414	608634	621105	633831	19116	50856	73628	34315	3591	0	3.34%	8.70%	12.35%	5.64%	0.58%	0.00%
Gore Highway	Ch. 41.7 to Ch. 41.1	AG	28A	30024	531303	542189	553298	564635	576204	588010	144789	96462	107719	93166	17230	0	27.25%	17.79%	19.47%	16.50%	2.99%	0.00%
Gore Highway	Ch. 0.8 to Ch. 1.4	G	28B	30027	488030	495567	503221	510993	518885	526899	3416	8557	8205	8256	1478	0	0.70%	1.73%	1.63%	1.62%	0.28%	0.00%
Gore Highway	Ch. 0.8 to Ch. 0.7	AG	28B	30027	505390	513196	521122	529170	537343	545642	29450	90210	90210	98140	17565	0	5.83%	17.58%	17.31%	18.55%	3.27%	0.00%
Leichhardt Highway	Ch. 220.1 to Ch. 205.2	AG	26C	50019	570833	577898	585051	592292	599623	607044	29371	90210	90210	90210	17016	0	5.15%	15.61%	15.42%	15.23%	2.84%	0.00%
Barwon Highway	Ch. 0 to Ch. 0.8	G	31A	55427	349294	355984	362803	369753	376836	384054	1714	5550	5682	5045	952	0	0.49%	1.56%	1.57%	1.36%	0.25%	0.00%
Leichhardt Highway	Ch. 220.1 to Ch. 222.4	G	26C	50019	604981	612469	620050	627724	635493	643359	1468	7040	8210	2545	480	0	0.24%	1.15%	1.32%	0.41%	0.08%	0.00%
Gore Highway	Ch. 44.7 to Ch. 43.2	AG	28A	30024	531303	542189	553298	564635	576204	588010	145166	251458	108753	96395	17237	0	27.32%	46.38%	19.66%	17.07%	2.99%	0.00%
Gore Highway	Ch. 44.7 to Ch. 47.6	G	28A	30024	572705	584439	596414	608634	621105	633831	18933	47450	64923	22878	2991	0	3.31%	8.12%	10.89%	3.76%	0.48%	0.00%
Gore Highway	Ch. 11.2 to Ch. 7.7	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	390150	617653	123522	126033	22445	0	42.57%	64.04%	12.17%	11.80%	2.00%	0.00%
Gore Highway	Ch. 11.2 to Ch. 15.3	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	46461	159193	60809	39150	3940	0	5.18%	16.87%	6.12%	3.75%	0.36%	0.00%
Gore Highway	Ch. 47.6 to Ch. 44.7	AG	28A	30024	531303	542189	553298	564635	576204	588010	145147	251461	108740	95694	17185	0	27.32%	46.38%	19.65%	16.95%	2.98%	0.00%
Gore Highway	Ch. 47.6 to Ch. 52.2	G	28A	30024	572705	584439	596414	608634	621105	633831	18933	47231	55078	16924	2991	0	3.31%	8.08%	9.23%	2.78%	0.48%	0.00%
Gore Highway	Ch. 53.3 to Ch. 60.8	G	28A	30024	572705	584439	596414	608634	621105	633831	18833	36604	22373	15457	2946	0	3.29%	6.26%	3.75%	2.54%	0.47%	0.00%
Gore Highway	Ch. 53.3 to Ch. 52.2	AG	28A	30024	531303	542189	553298	564635	576204	588010	145128	251326	106760	94513	17176	0	27.32%	46.35%	19.30%	16.74%	2.98%	0.00%
Gore Highway	Ch. 15.3 to Ch. 11.2	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	390150	617772	123558	133761	22864	0	42.57%	64.05%	12.17%	12.52%	2.03%	0.00%
Gore Highway	Ch. 15.3 to Ch. 17.5	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	38118	206622	78613	29967	3869	0	4.25%	21.90%	7.92%	2.87%	0.35%	0.00%
Gore Highway	Ch. 19 to Ch. 20.3	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	38118	206262	77784	30430	3925	0	4.25%	21.86%	7.83%	2.91%	0.36%	0.00%
Gore Highway	Ch. 19 to Ch. 17.5	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	317734	298951	125934	138522	23604	0	34.67%	30.99%	12.41%	12.97%	2.10%	0.00%
Gore Highway	Ch. 60.8 to Ch. 63	G	28A	30024	572705	584439	596414	608634	621105	633831	3416	7737	7674	8256	1478	0	0.60%	1.32%	1.29%	1.36%	0.24%	0.00%
Gore Highway	Ch. 60.8 to Ch. 53.3	AG	28A	30024	531303	542189	553298	564635	576204	588010	145874	257621	109504	103354	17731	0	27.46%	47.51%	19.79%	18.30%	3.08%	0.00%
Millmerran - Inglewood Road	Ch. 0 to Ch. 2.5	G	337	32644	164469	177285	191100	205991	222043	239346	15417	28867	14699	7201	1469	0	9.37%	16.28%	7.69%	3.50%	0.66%	0.00%
Millmerran - Leyburn Road	Ch. 0 to Ch. 2	G	335	32032	31992	34004	36142	38415	40830	43398	183	11389	27778	367	92	0	0.57%	33.49%	76.86%	0.95%	0.22%	0.00%
Gore Highway	Ch. 52.2 to Ch. 47.6	AG	28A	30024	531303	542189	553298	564635	576204	588010	145147	251679	107788	94551	17185	0	27.32%	46.42%	19.48%	16.75%	2.98%	0.00%
Gore Highway	Ch. 52.2 to Ch. 53.3	G	28A	30024	572705	584439	596414	608634	621105	633831	18749	36546	29264	16557	2900	0	3.27%	6.25%	4.91%	2.72%	0.47%	0.00%
Gore Highway	Ch. 23.2 to Ch. 21.5	AG	28A	30024	531303	542189	553298	564635	576204	588010	317475	296203	126248	145844	24176	0	59.75%	54.63%	22.82%	25.83%	4.20%	0.00%
Gore Highway	Ch. 23.2 to Ch. 25	G	28A	30024	572705	584439	596414	608634	621105	633831	21982	167431	71724	26202	3904	0	3.84%	28.65%	12.03%	4.31%	0.63%	0.00%

Barwon Highway	Ch. 2 to Ch. 0.8	AG	31A	55427	263701	268752	273900	279147	284494	289944	20163	64458	65629	59963	11315	0	7.65%	23.98%	23.96%	21.48%	3.98%	0.00%
Barwon Highway	Ch. 2 to Ch. 45.9	G	31A	50010	101509	101957	102407	102859	103313	103769	1642	5045	5045	5045	952	0	1.62%	4.95%	4.93%	4.90%	0.92%	0.00%
Gore Highway	Ch. 20.3 to Ch. 21.5	G	28A	30024	572705	584439	596414	608634	621105	633831	38118	206262	77884	30430	3925	0	6.66%	35.29%	13.06%	5.00%	0.63%	0.00%
Gore Highway	Ch. 20.3 to Ch. 19	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	317734	298977	126312	141488	23828	0	34.67%	31.00%	12.44%	13.25%	2.12%	0.00%
Gore Highway	Ch. 17.5 to Ch. 15.3	AG	28A	30042	916568	964522	1014986	1068089	1123971	1182776	317734	298721	125865	135977	23162	0	34.67%	30.97%	12.40%	12.73%	2.06%	0.00%
Gore Highway	Ch. 17.5 to Ch. 19	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	38118	206386	78542	30181	3906	0	4.25%	21.87%	7.91%	2.89%	0.36%	0.00%
Gore Highway	Ch. 1.4 to Ch. 0.8	AG	28B	30027	505390	513196	521122	529170	537343	545642	29450	90319	90279	98140	17565	0	5.83%	17.60%	17.32%	18.55%	3.27%	0.00%
Gore Highway	Ch. 1.4 to Ch. 3	G	28B	30027	488030	495567	503221	510993	518885	526899	3416	7589	7589	9405	1587	0	0.70%	1.53%	1.51%	1.84%	0.31%	0.00%
Gore Highway	Ch. 25 to Ch. 23.2	AG	28A	30024	531303	542189	553298	564635	576204	588010	153448	131398	123833	151655	24724	0	28.88%	24.23%	22.38%	26.86%	4.29%	0.00%
Gore Highway	Ch. 25 to Ch. 30.1	G	28A	30024	572705	584439	596414	608634	621105	633831	21982	343708	248000	23433	3683	0	3.84%	58.81%	41.58%	3.85%	0.59%	0.00%
Toowoomba Second Range Crossing	Ch. 13 to Ch. 4.1	AG	319B	TU 1	1038822	1062083	1085865	1110179	1135038	1160453	111402	454478	120512	120275	21960	0	10.72%	42.79%	11.10%	10.83%	1.93%	0.00%
Toowoomba - Athol Road	Ch. 16.8 to Ch. 2.1	AG	316	38584	280427	280427	280427	280427	280427	280427	455	955	949	911	228	0	0.16%	0.34%	0.34%	0.32%	0.08%	0.00%
Gore Highway	Ch. 0 to Ch. 2.2	G	28A	30042	896653	943565	992932	1044881	1099549	1157077	27412	170340	57858	54988	4767	0	3.06%	18.05%	5.83%	5.26%	0.43%	0.00%
Gore Highway	Ch. 30.1 to Ch. 38.7	G	28A	30024	572705	584439	596414	608634	621105	633831	19966	35712	47604	35189	4869	0	3.49%	6.11%	7.98%	5.78%	0.78%	0.00%
Gore Highway	Ch. 30.1 to Ch. 25	AG	28A	30024	531303	542189	553298	564635	576204	588010	153448	146228	138663	118741	22089	0	28.88%	26.97%	25.06%	21.03%	3.83%	0.00%
Gore Highway	Ch. 3 to Ch. 13	G	28B	30027	488030	495567	503221	510993	518885	526899	2471	7589	7589	9405	1587	0	0.51%	1.53%	1.51%	1.84%	0.31%	0.00%
Gore Highway	Ch. 3 to Ch. 1.4	AG	28B	30027	505390	513196	521122	529170	537343	545642	29450	90210	90210	111792	18861	0	5.83%	17.58%	17.31%	21.13%	3.51%	0.00%
Gore Highway	Ch. 41.1 to Ch. 38.7	AG	28A	30024	531303	542189	553298	564635	576204	588010	144789	96462	107719	93669	17295	0	27.25%	17.79%	19.47%	16.59%	3.00%	0.00%
Gore Highway	Ch. 41.1 to Ch. 41.7	G	28A	30024	572705	584439	596414	608634	621105	633831	19074	33294	46374	26662	3590	0	3.33%	5.70%	7.78%	4.38%	0.58%	0.00%
Gore Highway	Ch. 0.7 to Ch. 0	AG	28B	30027	505390	513196	521122	529170	537343	545642	29462	95341	98462	99921	17565	0	5.83%	18.58%	18.89%	18.88%	3.27%	0.00%
Gore Highway	Ch. 0.7 to Ch. 0.8	G	28B	30027	488030	495567	503221	510993	518885	526899	3416	7589	7589	8256	1478	0	0.70%	1.53%	1.51%	1.62%	0.28%	0.00%
Cunningham Highway	Ch. 3.9 to Ch. 2	AG	17D	50023	468182	484703	501806	519514	537845	556824	40065	10242	7050	9881	77	0	8.56%	2.11%	1.40%	1.90%	0.01%	0.00%
Cunningham Highway	Ch. 3.9 to Ch. 10.2	G	17D	50023	450079	465961	482403	499426	517049	535294	144925	90022	44881	66736	734	0	32.20%	19.32%	9.30%	13.36%	0.14%	0.00%
Leichhardt Highway	Ch. 222.4 to Ch. 224.1	G	26C	50019	604981	612469	620050	627724	635493	643359	1468	15874	21161	4212	480	0	0.24%	2.59%	3.41%	0.67%	0.08%	0.00%
Leichhardt Highway	Ch. 222.4 to Ch. 220.1	AG	26C	50019	574812	581927	589129	596421	603803	611276	9919	30752	30884	30246	5702	0	1.73%	5.28%	5.24%	5.07%	0.94%	0.00%
Millmerran - Inglewood Road	Ch. 14 to Ch. 17.3	G	337	32562	147411	152996	158793	164810	171055	177537	109580	149252	28374	59789	5176	0	74.34%	97.55%	17.87%	36.28%	3.03%	0.00%
Millmerran - Inglewood Road	Ch. 14 to Ch. 13.1	AG	337	32562	142597	148000	153608	159428	165469	171739	9503	165184	31270	3297	145	0	6.66%	111.61%	20.36%	2.07%	0.09%	0.00%
Millmerran - Inglewood Road	Ch. 3.5 to Ch. 6.2	G	337	32562	147411	152996	158793	164810	171055	177537	108358	136739	22885	8805	1469	0	73.51%	89.37%	14.41%	5.34%	0.86%	0.00%
Millmerran - Inglewood Road	Ch. 3.5 to Ch. 2.5	AG	337	32644	223197	240590	259338	279547	301330	324811	12148	190898	29840	23310	1468	0	5.44%	79.35%	11.51%	8.34%	0.49%	0.00%
Millmerran - Inglewood Road	Ch. 9 to Ch. 6.2	AG	337	32562	142597	148000	153608	159428	165469	171739	12130	190565	78707	9321	163	0	8.51%	128.76%	51.24%	5.85%	0.10%	0.00%
Millmerran - Inglewood Road	Ch. 9 to Ch. 13.1	G	337	32562	147411	152996	158793	164810	171055	177537	108175	135465	23301	8462	1378	0	73.38%	88.54%	14.67%	5.13%	0.81%	0.00%
Millmerran - Inglewood Road	Ch. 37.7 to Ch. 39.8	G	337	32562	147411	152996	158793	164810	171055	177537	107254	114546	11414	24061	2659	0	72.76%	74.87%	7.19%	14.60%	1.55%	0.00%
Millmerran - Inglewood Road	Ch. 37.7 to Ch. 35.6	AG	337	32562	142597	148000	153608	159428	165469	171739	9081	10846	3802	4404	245	0	6.37%	7.33%	2.47%	2.76%	0.15%	0.00%
Millmerran - Inglewood Road	Ch. 55.7 to Ch. 56.6	G	337	50024	89427	94212	99253	104564	110159	116054	4561	11533	9587	5594	918	0	5.10%	12.24%	9.66%	5.35%	0.83%	0.00%
Millmerran - Inglewood Road	Ch. 55.7 to Ch. 53.3	AG	337	50024	78826	83044	87487	92168	97100	102296	2143	44628	7609	17595	106	0	2.72%	53.74%	8.70%	19.09%	0.11%	0.00%
Millmerran - Inglewood Road	Ch. 17.3 to Ch. 18.1	G	337	32562	147411	152996	158793	164810	171055	177537	109580	142255	108790	53283	4723	0	74.34%	92.98%	68.51%	32.33%	2.76%	0.00%
Millmerran - Inglewood Road	Ch. 17.3 to Ch. 14	AG	337	32562	142597	148000	153608	159428	165469	171739	9336	163712	30323	6899	462	0	6.55%	110.62%	19.74%	4.33%	0.28%	0.00%
Cunningham Highway	Ch. 94.4 to Ch. 96.2	G	17C	50005	442215	451839	461672	471718	481984	492472	23402	34776	12863	10378	25	0	5.29%	7.70%	2.79%	2.20%	0.01%	0.00%
Millmerran - Inglewood Road	Ch. 6.2 to Ch. 3.5	AG	337	32562	142597	148000	153608	159428	165469	171739	12149	190582	29772	9358	172	0	8.52%	128.77%	19.38%	5.87%	0.10%	0.00%
Millmerran - Inglewood Road	Ch. 6.2 to Ch. 9	G	337	32562	147411	152996	158793	164810	171055	177537	108175	136093	25364	8438	1378	0	73.38%	88.95%	15.97%	5.12%	0.81%	0.00%
Millmerran - Inglewood Road	Ch. 21.8 to Ch. 18.1	AG	337	32562	142597	148000	153608	159428	165469	171739	9317	88417	37000	6134	415	0	6.53%	59.74%	24.09%	3.85%	0.25%	0.00%
Millmerran - Inglewood Road	Ch. 21.8 to Ch. 28	G	337	32562	147411	152996	158793	164810	171055	177537	108673	128854	100122	42179	3983	0	73.72%	84.22%	63.05%	25.59%	2.33%	0.00%
Millmerran - Inglewood Road	Ch. 13.1 to Ch. 14	G	337	32562	147411	152996	158793	164810	171055	177537	111079	162476	36886	15651	1396	0	75.35%	106.20%	23.23%	9.50%	0.82%	0.00%
Millmerran - Inglewood Road	Ch. 13.1 to Ch. 9	AG	337	32562	142597	148000	153608	159428	165469	171739	12130	190461	54187	9536	163	0	8.51%	128.69%	35.28%	5.98%	0.10%	0.00%
Millmerran - Inglewood Road	Ch. 2.5 to Ch. 0	AG	337	32644	223197	240590	259338	279547	301330	324811	116424	166099	18536	5214	166	0	52.16%	69.04%	7.15%	1.87%	0.06%	0.00%
Millmerran - Inglewood Road	Ch. 2.5 to Ch. 3.5	G	337	32644	164469	177285	191100	205991	222043	239346	108346	132806	15755	8673	1578	0	65.88%	74.91%	8.24%	4.21%	0.71%	0.00%
Millmerran - Inglewood Road	Ch. 28 to Ch. 33	G	337	32562	147411	152996	158793	164810	171055	177537	108490	128343	99103	27274	2758	0	73.60%	83.89%	62.41%	16.55%	1.61%	0.00%
Millmerran - Inglewood Road	Ch. 28 to Ch. 21.8	AG	337	32562	142597	148000	153608	159428	165469	171739	9236	12486	11822	5197	360	0	6.48%	8.44%	7.70%	3.26%	0.22%	0.00%
Millmerran - Inglewood Road	Ch. 65.7 to Ch. 61	AG	337	50024	78826	83044	87487	92168	97100	102296	10974	28871	7571	25542	97	0	13.92%	34.77%	8.65%	27.71%	0.10%	0.00%
Millmerran - Inglewood Road	Ch. 65.7 to Ch. 68.7	G	337	50024	89427	94212	99253	104564	110159	116054	113274	83713	8954	6167	736	0	126.67%	88.86%	9.02%	5.90%	0.67%	0.00%
Millmerran - Inglewood Road	Ch. 53.3 to Ch. 47.6	AG	337	50024	78826	83044	87487	92168	97100	102296	1344	35400	5826	4690	100	0	1.71%	42.63%	6.66%	5.09%	0.10%	0.00%
Millmerran - Inglewood Road	Ch. 53.3 to Ch. 55.7	G	337	50024	89427	94212	99253	104564	110159	116054	4561	13391	9587	5594	918	0	5.10%	14.21%	9.66%	5.35%	0.83%	0.00%
Cunningham Highway	Ch. 10.2 to Ch. 13.9	G	17D	50023	450079	465961	482403	499426	517049	535294	144683	88454	40594	66183	642	0	32.15%	18.98%	8.42%	13.25%	0.12%	0.00%
Cunningham Highway	Ch. 10.2 to Ch. 3.9	AG	17D	50023	468182	484703	501806	519514	537845	556824	12231	8770	6301	7936	76	0	2.61%	1.81%	1.26%	1.53%	0.01%	0.00%
Texas - Yelarbon Road	Ch. 54.6 to Ch. 53.3	AG	2322	51254	36912	38327	39797	41323	42907	44553	0	16784	0	0	0	0	0.00%	43.79%	0.00%	0.00%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 12.1 to Ch. 14.5	G	324	32664	410439	436594	464416	494010	525491	558978	367	34381	63121	9177	1195	0	0.09%	7.87%	13.59%	1.86%	0.23%	0.00%
Toowoomba - Cecil Plains Road	Ch. 12.1 to Ch. 10.3	AG	324	32664	509141	541586	576099	612811	651862	693402	38	18706	660	7552	23013	0	0.01%	3.45%	0.11%	1.23%	3.53%	0.00%
Toowoomba - Cecil Plains Road	Ch. 14.5 to Ch. 12.1	AG	324	32664	509141	541586	576099	612811	651862	693402	38	3000	5644	786	104	0	0.01%	0.55%	0.98%	0.13%	0.02%	0.00%
Toowoomba - Cecil Plains Road	Ch. 14.5 to Ch. 16.3	G	324	32062	346156	367506	390174	414240	439790	466917	5635	85653	83819	20859	1108	0	1.63%	23.31%	21.48%	5.04%	0.25%	0.00%
Toowoomba - Cecil Plains Road	Ch. 6 to Ch. 6.4	G	324	38585	281465	281465	281465	281465	281465	281465	813	13503	8387	0	0	0	0.29%	4.80%	2.98%	0.00%	0.00%	0.00%
Charlton Connection Road	Ch. 1.6 to Ch. 0	AG	320	32074	980128	1019658	1060783	1103566	1148075	1194379	0	473	122	223	0	0	0.00%	0.05%	0.01%	0.02%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 6 to Ch. 2	AG	324	32014	925870	926805	927741	928677	929615	930553	84	2526	2411	223	0	0	0.01%	0.27%	0.26%	0.02%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 2 to Ch. 6	G	324	32014	1130482	1131624	1132766	1133910	1135054	1136200	813	14787	9469	1980	0	0	0.07%	1.31%	0.84%	0.17%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 9.2 to Ch. 10	G	324	32664	410439	436594	464416	494010	525491	558978	7256	82967	24909	20399	200	0	1.77%	19.00%	5.36%	4.13%	0.04%	0.00%
Toowoomba - Cecil Plains Road	Ch. 9.2 to Ch. 8.3	AG	324	38585	496333	496333	496333	496333	496333	496333	364	3706	1411	1968	104	0	0.07%	0.75%	0.28%	0.40%	0.02%	0.00%
Toowoomba Second Range Crossing	Ch. 3.7 to Ch. 3.2	AG	319B	TU 1	1038822	1062083	1085865	1110179	1135038	1160453	0	18378	0	0	22295	0	0.00%	1.73%	0.00%	0.00%	1.96%	0.00%
Toowoomba - Cecil Plains Road	Ch. 10.3 to Ch. 10.05	AG	324	32664	509141	541586	576099	612811	651862	693402	800	9069	2793	9650	719	0	0.16%	1.67%	0.48%	1.57%	0.11%	0.00%
Toowoomba - Cecil Plains Road	Ch. 10.3 to Ch. 12.1	G	324	32664	410439	436594	464416	494010	525491	558978	367	4164	3880	1363	2118	0	0.09%	0.95%	0.84%	0.28%	0.40%	0.00%
Toowoomba - Cecil Plains Road	Ch. 16.3 to Ch. 14.5	AG	324	32062	332768	353293	375084	398220	422782	448859	627	8724	7833	2092	95	0	0.19%	2.47%	2.09%	0.53%	0.02%	0.00%
Toowoomba - Cecil Plains Road	Ch. 8.3 to Ch. 6.4	AG	324	38585	496333	496333	496333	496333	496333	496333	289	4698	2899	553	1	0	0.06%	0.95%	0.58%	0.11%	0.00%	0.00%
Toowoomba - Cecil Plains Road	Ch. 8.3 to Ch. 9.2	G	324	38585	281465	281465	281465	281465	281465	281465	3379	34046	13011	21439	1155	0	1.20%	12.10%	4.62%	7.62%	0.41%	0.00%
Cunningham Highway	Ch. 39.6 to Ch. 34.7	AG	17D	50023	468182	484703	501806	519514	537845	556824	10553	10051	6191	4072	59	0	2.25%	2.07%	1.23%	0.78%	0.01%	0.00%
Cunningham Highway	Ch. 39.6 to Ch. 40.3	G	17D	50023	450079	465961	482403	499426	517049	535294	96534	124990	38568	40290	565	0	21.45%	26.82%	7.99%	8.07%	0.11%	0.00%
Warrego Highway	Ch. 2.4 to Ch. 1.5	AG	18B	38587	1642340	1699184	1757994	1818840	1881792	1946923	6200	29371	1163	2016	85	0	0.38%	1.73%	0.07%	0.11%	0.00%	0.00%
Warrego Highway	Ch. 1.5 to Ch. 0.4	AG	18B	38587	1642340	1699184	1757994	1818840	1881792	1946923	10107	71310	15583	9499	9	0	0.62%	4.20%	0.89%	0.52%	0.00%	0.00%
Warrego Highway	Ch. 1.5 to Ch. 2.4	G	18B	38587	1773443	1834824	1898329	1964032	2032009	2102339	73351	347766	10472	19899	969	0	4.14%	18.95%	0.55%	1.01%	0.05%	0.00%
Cunningham Highway	Ch. 107.4 to Ch. 107.6	G	17C	51840	1010468	1067642	1128051	1191878	1259317	1330571	163525	102916	47842	87304	740	0	16.18%	9.64%	4.24%	7.32%	0.06%	0.00%
Cunningham Highway	Ch. 0 to Ch. 2	G	17D	50023	450079	465961	482403	499426	517049	535294	163525	102916	47842	87304	740	0	36.33%	22.09%	9.92%	17.48%	0.14%	0.00%
Cunningham Highway	Ch. 107.4 to Ch. 105.7	AG	17C	50005	513782	524963	536387	548060	559987	572173	40327	14016	8525	10423	77	0	7.85%	2.67%	1.59%	1.90%	0.01%	0.00%
Cunningham Highway	Ch. 97.5 to Ch. 96.2	AG	17C	50005	513782	524963	536387	548060	559987	572173	5650	4791	4279	10427	3	0	1.10%	0.91%	0.80%	1.90%	0.00%	0.00%
Cunningham Highway	Ch. 97.5 to Ch. 105.7	G	17C	50005	442215	451839	461672	471718	481984	492472	104621	71976	46675	120556	25	0	23.66%	15.93%	10.11%	25.56%	0.01%	0.00%

Warrego Highway	Ch. 2.4 to Ch. 4.5	G	18B	30025	1941057	2046396	2157451	2274534	2397970	2528105	73168	328514	10105	4520	96	0	3.77%	16.05%	0.47%	0.20%	0.00%	0.00%
Warrego Highway	Ch. 4.5 to Ch. 2.4	AG	18B	30025	1997364	2105758	2220035	2340514	2467531	2601442	6181	27732	1125	716	10	0	0.31%	1.32%	0.05%	0.03%	0.00%	0.00%
Warrego Highway	Ch. 4.5 to Ch. 5.0	G	18B	30025	1941057	2046396	2157451	2274534	2397970	2528105	73168	328514	10105	4520	96	0	3.77%	16.05%	0.47%	0.20%	0.00%	0.00%
Warrego Highway	Ch. 5.0 to Ch. 4.5	AG	18B	30025	1997364	2105758	2220035	2340514	2467531	2601442	12363	56857	3797	4150	20	0	0.62%	2.70%	0.17%	0.18%	0.00%	0.00%
Warrego Highway	Ch. 5.0 to Ch. 5.3	G	18B	30025	1941057	2046396	2157451	2274534	2397970	2528105	6181	28429	1899	2075	10	0	0.32%	1.39%	0.09%	0.09%	0.00%	0.00%
Warrego Highway	Ch. 5.3 to Ch. 5.0	AG	18B	30025	1997364	2105758	2220035	2340514	2467531	2601442	72274	325846	5049	2075	10	0	3.62%	15.47%	0.23%	0.09%	0.00%	0.00%
Warrego Highway	Ch. 5.3 to Ch. 6.2	G	18B	30025	1941057	2046396	2157451	2274534	2397970	2528105	72274	325846	5049	2075	10	0	3.72%	15.92%	0.23%	0.09%	0.00%	0.00%
Warrego Highway	Ch. 6.2 to Ch. 5.3	AG	18B	30025	1997364	2105758	2220035	2340514	2467531	2601442	72274	325846	5049	2075	10	0	3.62%	15.47%	0.23%	0.09%	0.00%	0.00%
Ipswich Motorway (17A)	Ch. 0.0 to Ch. 3.7	G	17A	140035	7304575	7304575	7304575	7304575	7304575	7304575	6524	16502	20973	55370	23324	2841	0.09%	0.23%	0.29%	0.76%	0.32%	0.04%
Ipswich Motorway (17A)	Ch. 3.7 to Ch. 6.4	G	17A	140027	7230222	7447129	7670542	7900659	8137678	8381809	6524	16502	20973	55370	23324	2841	0.09%	0.22%	0.27%	0.70%	0.29%	0.03%
Ipswich Motorway (17A)	Ch. 6.4 to Ch. 8.3	G	17A	136081	8209949	8456248	8709935	8971233	9240370	9517581	6524	16502	20973	55370	23324	2841	0.08%	0.20%	0.24%	0.62%	0.25%	0.03%
Ipswich Motorway (17A)	Ch. 3.7 to Ch. 0.0	AG	17A	140035	6098648	6098648	6098648	6098648	6098648	6098648	38079	117594	120152	147293	28300	126	0.62%	1.93%	1.97%	2.42%	0.46%	0.00%
Ipswich Motorway (17A)	Ch. 6.4 to Ch. 3.7	AG	17A	140027	6138767	6322930	6512618	6707997	6909237	7116514	38079	117594	120152	147293	28300	126	0.62%	1.86%	1.84%	2.20%	0.41%	0.00%
Ipswich Motorway (17A)	Ch. 8.3 to Ch. 6.4	AG	17A	136081	6537118	6733231	6935228	7143285	7357583	7578311	38079	117594	120152	147293	28300	126	0.58%	1.75%	1.73%	2.06%	0.38%	0.00%
Warrego Highway (18A)	Ch. 0.0 to Ch. 7.2	G	18A	135546	5642693	5872254	6111155	6359775	6618509	6887769	6524	16502	20973	55370	23324	2841	0.12%	0.28%	0.34%	0.87%	0.35%	0.04%
Warrego Highway (18A)	Ch. 7.2 to Ch. 15.1	G	18A	135715	5642693	5872254	6111155	6359775	6618509	6887769	6524	16502	20973	55370	23324	2841	0.12%	0.28%	0.34%	0.87%	0.35%	0.04%
Warrego Highway (18A)	Ch. 15.1 to Ch. 18.9	G	18A	135964	4110619	4230067	4352987	4479478	4609645	4743595	6524	16502	20973	55370	23324	2841	0.16%	0.39%	0.48%	1.24%	0.51%	0.06%
Warrego Highway (18A)	Ch. 18.9 to Ch. 28.9	G	18A	10021	3246055	3246055	3246055	3246055	3246055	3246055	7012	19334	23415	125316	70248	2841	0.22%	0.60%	0.72%	3.86%	2.16%	0.09%
Warrego Highway (18A)	Ch. 28.9 to Ch. 36.6	G	18A	160004	7327528	9046920	11169764	13790731	17026702	21021988	7012	19334	23415	125316	70248	2841	0.10%	0.21%	0.21%	0.91%	0.41%	0.01%
Warrego Highway (18A)	Ch. 36.6 to Ch. 55.5	G	18A	30066	3037489	3138631	3243141	3351130	3462716	3578017	28218	330628	82764	126326	70577	2570	0.93%	10.53%	2.55%	3.77%	2.04%	0.07%
Warrego Highway (18A)	Ch. 55.5 to Ch. 75.4	G	18A	30041	3037489	3138631	3243141	3351130	3462716	3578017	28218	330628	82764	126326	70577	2570	0.93%	10.53%	2.55%	3.77%	2.04%	0.07%
Warrego Highway (18A)	Ch. 75.4 to Ch. 79.6	G	18A	30070	2764871	2826781	2890077	2954791	3020953	3088597	6156	12901	60000	71664	36010	2570	0.22%	0.46%	2.08%	2.43%	1.19%	0.08%
Warrego Highway (18A)	Ch. 7.2 to Ch. 0.0	AG	18A	135546	5110705	5318623	5535001	5760181	5994522	6238397	38079	117594	120152	147293	28300	126	0.75%	2.21%	2.17%	2.56%	0.47%	0.00%
Warrego Highway (18A)	Ch. 15.1 to Ch. 7.2	AG	18A	135715	5110705	5318623	5535001	5760181	5994522	6238397	38079	117594	120152	147293	28300	126	0.75%	2.21%	2.17%	2.56%	0.47%	0.00%
Warrego Highway (18A)	Ch. 18.9 to Ch. 15.1	AG	18A	135964	3131353	3222345	3315982	3412340	3511497	3613536	38079	117594	120152	147293	28300	126	1.22%	3.65%	3.62%	4.32%	0.81%	0.00%
Warrego Highway (18A)	Ch. 28.9 to Ch. 18.9	AG	18A	10021	2732512	2732512	2732512	2732512	2732512	2732512	41908	140242	142298	158462	49088	126	1.53%	5.13%	5.21%	5.80%	1.80%	0.00%
Warrego Highway (18A)	Ch. 36.6 to Ch. 28.9	AG	18A	160004	8164732	10080572	12445961	15366385	18972081	23423847	41908	140242	142298	158462	49088	126	0.51%	1.39%	1.14%	1.03%	0.26%	0.00%
Warrego Highway (18A)	Ch. 55.5 to Ch. 36.6	AG	18A	30066	3321145	3431732	3546001	3664075	3786081	3912149	43851	167506	148474	175014	57370	98	1.32%	4.88%	4.19%	4.78%	1.52%	0.00%
Warrego Highway (18A)	Ch. 75.4 to Ch. 55.5	AG	18A	30041	3321145	3431732	3546001	3664075	3786081	3912149	43851	167506	148474	175014	57370	98	1.32%	4.88%	4.19%	4.78%	1.52%	0.00%
Warrego Highway (18A)	Ch. 79.6 to Ch. 75.4	AG	18A	30070	2611302	2669773	2729554	2790673	2853161	2917047	38281	121888	204076	183355	67754	98	1.47%	4.57%	7.48%	6.57%	2.37%	0.00%

2024

Road Name	Extent	Gazettal / Anti Gazettal	TMR Road ID	TMR SDK	Class 3: ACB			2.98	0.54	3	Class 5: ICB, ICC			4.09	0.46	5	Class 7: WAT			5.02	0.56	7	Class 9: PCC, PLT			4.93	0.51	9	Class 10: GRA, CTF, CTS, FIL, QRY, CMP, SPR			6.3	0.53	10	OSOM Vehicle: PCN, RAI			9.12	6.47	0	TOTAL					
					Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SAREs	Unloaded Development SAREs	Total Development SAREs

| | | |

2025

Road Name	Extent	Gazettal / Anti Gazettal	TMR Road ID	TMR Site	Class 3: ACB Loaded Construction Volumes	Class 3: ACB Unloaded Construction Volumes	Class 3: ACB Total Construction Volumes	2.98 Loaded Development SAREs	0.54 Unloaded Development SAREs	3 Total Development SAREs
Millmerran - Inglewood Road	Ch. 61 to Ch. 59.2	AG	337	50024	0	0	0	897	267	3667
Millmerran - Inglewood Road	Ch. 61 to Ch. 65.7	G	337	50024	0	0	0	897	267	3667
Warrego Highway	Ch. 5 to Ch. 4.5	AG	18B	30025	0	0	0	57	232	289
Toowoomba - Cecil Plains Road	Ch. 10 to Ch. 10.05	G	324	32664	0	0	0	433	0	433
Toowoomba - Cecil Plains Road	Ch. 10 to Ch. 9.2	AG	324	32664	0	0	0	433	0	433
Toowoomba Connection Road	Ch. 26.9 to Ch. 26.3	AG	315	38586	0	0	0	97	0	97
Toowoomba Connection Road	Ch. 26.9 to Ch. 27.05	G	315	38586	0	0	0	97	0	97
Millmerran - Inglewood Road	Ch. 47.6 to Ch. 45.9	AG	337	50024	0	0	0	294	294	588
Millmerran - Inglewood Road	Ch. 47.6 to Ch. 53.3	G	337	50024	0	0	0	0	294	294
Hervey Range Road	Ch. 5 to Ch. 0	AG	NA24	13622	0	0	0	0	0	0
Noondoo Thallon Road	Ch. 0.4 to Ch. 0	AG	3514	55459	0	0	0	0	0	0
Cunninghams Highway	Ch. 29.3 to Ch. 27.1	AG	17D	50023	0	0	0	199	0	199
Cunninghams Highway	Ch. 29.3 to Ch. 34.7	G	17D	50023	0	0	0	199	199	398
Toowoomba - Cecil Plains Road	Ch. 6.4 to Ch. 6	AG	324	38585	0	0	0	0	433	433
Toowoomba - Cecil Plains Road	Ch. 6.4 to Ch. 8.3	G	324	38585	0	0	0	433	433	866
Cunninghams Highway	Ch. 2 to Ch. 3.9	G	17D	50023	0	0	0	189	0	189
Cunninghams Highway	Ch. 2 to Ch. 1.5	AG	17D	50023	0	0	0	996	0	996
Cunninghams Highway	Ch. 107.6 to Ch. 107.4	AG	17C	51840	0	0	0	0	996	996
Cunninghams Highway	Ch. 43.9 to Ch. 46.3	G	17D	50023	0	0	0	747	0	747
Cunninghams Highway	Ch. 43.9 to Ch. 40.5	AG	17D	50023	0	0	0	747	0	747
Millmerran - Inglewood Road	Ch. 56.6 to Ch. 59.2	G	337	50024	0	0	0	816	0	816
Millmerran - Inglewood Road	Ch. 56.6 to Ch. 55.7	AG	337	50024	0	0	0	816	0	816
Millmerran - Inglewood Road	Ch. 45.9 to Ch. 47.6	G	337	50024	0	0	0	294	294	588
Millmerran - Inglewood Road	Ch. 45.9 to Ch. 41.9	AG	337	50024	0	0	0	26	0	26
Millmerran - Inglewood Road	Ch. 39.8 to Ch. 41.9	G	337	50024	0	0	0	14	0	14
Millmerran - Inglewood Road	Ch. 39.8 to Ch. 37.7	AG	337	32562	0	0	0	0	0	0
Millmerran - Inglewood Road	Ch. 35.6 to Ch. 33	AG	337	32562	0	0	0	36	36	72
Millmerran - Inglewood Road	Ch. 35.6 to Ch. 37.7	G	337	32562	0	0	0	0	0	0
Millmerran - Inglewood Road	Ch. 33 to Ch. 35.6	G	337	32562	0	0	0	36	36	72
Millmerran - Inglewood Road	Ch. 33 to Ch. 28	AG	337	32562	0	0	0	523	523	0
Millmerran - Inglewood Road	Ch. 18.1 to Ch. 17.3	AG	337	32562	0	0	0	607	607	1214
Millmerran - Inglewood Road	Ch. 18.1 to Ch. 21.8	G	337	32562	0	0	0	607	0	607
Millmerran - Leyburn Road	Ch. 2.2 to Ch. 2	AG	335	32032	0	0	0	643	643	1286
Gore Highway	Ch. 2 to Ch. 41.7	AG	28A	30042	0	0	0	17	1374	1391
Gore Highway	Ch. 43.2 to Ch. 44.7	G	28A	30024	0	0	0	691	56	746
Millmerran - Inglewood Road	Ch. 59.2 to Ch. 57	AG	337	50024	0	0	0	0	897	897
Millmerran - Inglewood Road	Ch. 59.2 to Ch. 56.6	AG	337	50024	0	0	0	816	0	816
Millmerran - Inglewood Road	Ch. 41.9 to Ch. 45.9	G	337	50024	0	0	0	0	26	26
Millmerran - Inglewood Road	Ch. 41.9 to Ch. 39.8	AG	337	50024	0	0	0	14	0	14
Millmerran - Leyburn Road	Ch. 2 to Ch. 2.2	G	335	32032	0	0	0	643	0	643
Millmerran - Leyburn Road	Ch. 2 to Ch. 0	AG	335	32032	0	0	0	715	0	715
Gore Highway	Ch. 21.5 to Ch. 23.2	G	28A	30024	0	0	0	194	0	194
Gore Highway	Ch. 21.5 to Ch. 20.3	AG	28A	30042	0	0	0	189	0	189
Gore Highway	Ch. 5.4 to Ch. 2.2	AG	28A	30042	0	0	0	18	18	36
Gore Highway	Ch. 5.4 to Ch. 6.7	G	28A	30042	0	0	0	9	9	18
Toowoomba Second Range Crossing	Ch. 3.2 to Ch. 4.1	G	319B	TU 1	0	0	0	0	0	0
Toowoomba Second Range Crossing	Ch. 3.2 to Ch. 0.6	AG	319B	TU 1	0	0	0	0	0	0
Toowoomba Second Range Crossing	Ch. 3.2 to Ch. 3.7	G	319B	TU 1	0	0	0	0	0	0
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 3.2	AG	319B	TU 1	0	0	0	0	0	0
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 13	G	319B	TU 1	0	0	0	0	0	0
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 3.7	AG	319B	TU 1	0	0	0	0	0	0
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 4.7	G	319B	TU 1	0	0	0	0	0	0
Toowoomba Second Range Crossing	Ch. 0.6 to Ch. 0	AG	319B	TU 1	0	0	0	918	918	1836
Toowoomba Second Range Crossing	Ch. 0.6 to Ch. 0	AG	319B	TU 1	0	0	0	0	0	0
Port of Brisbane Motorway	Ch. 0 to Ch. 6	G	U27	13623B	0	0	0	0	0	0
Gateway Motorway	Ch. 15 to Ch. 0	AG	N239	TU 5	0	0	0	0	0	0
Port Drive	Ch. 0 to Ch. 0.4	AG	NA24	13623B	0	0	0	0	0	0
Port of Brisbane Motorway	Ch. 6 to Ch. 0	AG	U27	13623B	0	0	0	0	0	0
Toowoomba Connection Road	Ch. 26.3 to Ch. 26.9	G	315	38586	0	0	0	97	97	194
Charlton Connection Road	Ch. 0 to Ch. 1.6	G	320	32074	0	0	0	97	0	97
Barwon Highway	Ch. 0 to Ch. 1.6	G	31B	50329	0	0	0	0	0	0
Barwon Highway	Ch. 88 to Ch. 45.9	AG	31A	50010	0	0	0	0	0	0
Leichhardt Highway	Ch. 205.2 to Ch. 220.1	G	26C	50019	0	0	0	0	0	0
Gore Highway	Ch. 121.8 to Ch. 113	AG	28B	30027	0	0	0	0	0	0
Toowoomba Second Range Crossing	Ch. 0 to Ch. 0.6	G	319B	TU 1	0	0	0	0	0	0
Toowoomba Second Range Crossing	Ch. 26.8 to Ch. 0	AG	319A	TU 2	0	0	0	918	918	1836
Toowoomba Second Range Crossing	Ch. 0 to Ch. 26.8	G	319A	TU 2	0	0	0	0	0	0
Logan Motorway	Ch. 0 to Ch. 14.5	G	210A	TU 3	0	0	0	0	0	0
Logan Motorway	Ch. 14.5 to Ch. 27	AG	210A	TU 3	0	0	0	0	0	0
Gateway Motorway Extension	Ch. 0 to Ch. 10	G	N332	TU 4	0	0	0	0	0	0
Gateway Motorway	Ch. 0 to Ch. 15	AG	N239	TU 5	0	0	0	0	0	0
Gateway Motorway Extension	Ch. 10 to Ch. 0	AG	N332	TU 4	0	0	0	0	0	0
Cunninghams Highway	Ch. 96.2 to Ch. 94.4	AG	17C	50005	0	0	0	0	0	0
Cunninghams Highway	Ch. 96.2 to Ch. 97.6	G	17C	50005	0	0	0	0	0	0
Cunninghams Highway	Ch. 90 to Ch. 88.2	AG	17D	50574	0	0	0	0	0	0
Cunninghams Highway	Ch. 88 to Ch. 88.2	G	17D	50574	0	0	0	2512	0	2512
Cunninghams Highway	Ch. 88 to Ch. 46.3	AG	17D	50023	0	0	0	747	0	747
Leichhardt Highway	Ch. 224.1 to Ch. 222.4	AG	26C	50019	0	0	0	0	3259	3259
Warrego Highway	Ch. 0.4 to Ch. 0	AG	18B	38587	0	0	0	0	97	97
Warrego Highway	Ch. 0.4 to Ch. 1.5	G	18B	38587	0	0	0	97	0	97
Toowoomba Connection Road	Ch. 27.05 to Ch. 26.9	AG	315	38586	0	0	0	0	97	97
Toowoomba Second Range Crossing	Ch. 0 to Ch. 0.6	G	319B	TU 1	0	0	0	0	0	0
Warrego Highway	Ch. 0 to Ch. 0.4	AG	18B	38587	0	0	0	97	0	97
Toowoomba - Cecil Plains Road	Ch. 10.05 to Ch. 10	AG	324	32664	0	0	0	0	433	433
Toowoomba Second Range Crossing	Ch. 3.7 to Ch. 4.1	G	319B	TU 1	0	0	0	123	0	123
Toowoomba - Cecil Plains Road	Ch. 10.05 to Ch. 10.3	G	324	32664	0	0	0	310	0	310
Gore Highway	Ch. 38.7 to Ch. 30.1	AG	28A	30024	0	0	0	0	0	0
Gore Highway	Ch. 38.7 to Ch. 41.1	G	28A	30024	0	0	0	17	0	17
Carnarvon Highway	Ch. 73.5 to Ch. 40.5	AG	24A	51406	0	0	0	0	0	0
Barwon Highway	Ch. 66.8 to Ch. 1.6	AG	31B	50329	0	0	0	0	0	0
Noondoo Thallon Road	Ch. 0 to Ch. 0.4	G	3514	55459	0	0	0	0	0	0
Carnarvon Highway	Ch. 40.5 to Ch. 73.5	G	24A	51406	0	0	0	0	0	0
Cunninghams Highway	Ch. 13.9 to Ch. 18.5	G	17D	50023	0	0	0	0	0	0
Cunninghams Highway	Ch. 13.9 to Ch. 10.2	AG	17D	50023	0	0	0	0	0	0
Millmerran - Inglewood Road	Ch. 55.7 to Ch. 56.6	G	337	50024	0	0	0	0	0	0
Millmerran - Inglewood Road	Ch. 55.7 to Ch. 53.6	AG	337	50024	0	0	0	0	0	0
Millmerran - Inglewood Road	Ch. 14 to Ch. 17.3	AG	337	32562	0	0	0	715	0	715
Millmerran - Inglewood Road	Ch. 14 to Ch. 13.1	AG	337	32562	0	0	0	0	794	794
Millmerran - Inglewood Road	Ch. 3.5 to Ch. 6.2	G	337	32562	0	0	0	0	983	983
Millmerran - Inglewood Road	Ch. 3.5 to Ch. 2.5	AG	337	32562	0	0	0	188	0	188
Millmerran - Inglewood Road	Ch. 9 to Ch. 6.2	AG	337	32562	0	0	0	0	934	934
Millmerran - Inglewood Road	Ch. 9 to Ch. 13.1	G	337	32562	0	0	0	0	794	794
Millmerran - Inglewood Road	Ch. 37.7 to Ch. 39.8	G	337	32562	0	0	0	0	0	0
Millmerran - Inglewood Road	Ch. 37.7 to Ch. 35.6	AG	337	32562	0	0	0	0	0	0
Millmerran - Inglewood Road	Ch. 55.7 to Ch. 56.6	G	337	50024	0	0	0	0	816	816

Class 5: ICB, ICC Loaded Construction Volumes	Class 5: ICB, ICC Unloaded Construction Volumes	Class 5: ICB, ICC Total Construction Volumes	4.09 Loaded Development SAREs	0.46 Unloaded Development SAREs	5 Total Development SAREs
0	0	0	897	267	3667
0	0	0	57	232	289
0	0	0	433	0	433
0	0	0	433	0	433
0	0	0	97	0	97
0	0	0	97	0	97
0	0	0	294	294	588
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	199	0	199
0	0	0	199	199	398
0	0	0	433	0	433
0	0	0	433	1770	2203
0	0	0	189	0	189
0	0	0	996	0	996
0	0	0	996	4075	5071
0	0	0	747	0	747
0	0	0	747	3057	3804
0	0	0	816	0	816
0	0	0	816	3338	4154
0	0	0	294	294	588
0	0	0	26	107	133
0	0	0	14	14	28
0	0	0	0	0	0
0	0	0	36	36	72
0	0	0	0	0	0
0	0	0	36	36	72
0	0	0	523	523	0
0	0	0	607	607	1214
0	0	0	607	0	607
0	0	0	643	643	1286
0	0	0	17	1374	1391
0	0	0	691	56	746
0	0	0	0	897	897
0	0	0	816	0	816
0	0	0	0	26	26
0	0	0	14	0	14
0	0	0	643	2632	3275
0	0	0	715	0	715
0	0	0	194	0	194
0	0	0	189	773	962
0	0	0	18	18	36
0	0	0	9	9	18
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

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2026

Road Name	Extent	Gazettal / Anti Gazettal	TMR Road ID	TMR Sect
Millmerran - Inglewood Road	Ch. 61 to Ch. 59.2	G	337	50024
Millmerran - Inglewood Road	Ch. 61 to Ch. 65.7	G	337	50024
Warrego Highway	Ch. 5 to Ch. 4.5	AG	18B	30025
Toowoomba - Cecil Plains Road	Ch. 10 to Ch. 10.05	G	324	32664
Toowoomba - Cecil Plains Road	Ch. 10 to Ch. 9.2	AG	324	32664
Toowoomba Connection Road	Ch. 26.9 to Ch. 26.3	AG	315	38586
Toowoomba Connection Road	Ch. 26.9 to Ch. 27.05	G	315	38586
Millmerran - Inglewood Road	Ch. 47.6 to Ch. 45.9	AG	337	50024
Millmerran - Inglewood Road	Ch. 47.6 to Ch. 53.3	G	337	50024
Port Drive	Ch. 5 to Ch. 0	AG	NA24	13239
Noondoo Thallon Road	Ch. 0.4 to Ch. 0	G	3514	55459
Cunningham Highway	Ch. 29.3 to Ch. 27.1	AG	17D	50023
Cunningham Highway	Ch. 29.3 to Ch. 34.7	G	17D	50023
Toowoomba - Cecil Plains Road	Ch. 6.4 to Ch. 6	G	324	38585
Toowoomba - Cecil Plains Road	Ch. 6.4 to Ch. 8.3	G	324	38585
Cunningham Highway	Ch. 2 to Ch. 3.9	G	17D	50023
Cunningham Highway	Ch. 2 to Ch. 5	G	17D	50023
Cunningham Highway	Ch. 107.6 to Ch. 107.4	AG	17C	51840
Cunningham Highway	Ch. 43.9 to Ch. 46.3	G	17D	50023
Cunningham Highway	Ch. 43.9 to Ch. 40.5	AG	17D	50023
Millmerran - Inglewood Road	Ch. 56.6 to Ch. 59.2	G	337	50024
Millmerran - Inglewood Road	Ch. 56.6 to Ch. 55.7	AG	337	50024
Millmerran - Inglewood Road	Ch. 45.9 to Ch. 47.6	G	337	50024
Millmerran - Inglewood Road	Ch. 45.9 to Ch. 41.9	AG	337	50024
Millmerran - Inglewood Road	Ch. 39.8 to Ch. 41.9	G	337	50024
Millmerran - Inglewood Road	Ch. 39.8 to Ch. 37.7	AG	337	32562
Millmerran - Inglewood Road	Ch. 35.6 to Ch. 33	AG	337	32562
Millmerran - Inglewood Road	Ch. 35.6 to Ch. 37.7	G	337	32562
Millmerran - Inglewood Road	Ch. 33 to Ch. 35.6	G	337	32562
Millmerran - Inglewood Road	Ch. 33 to Ch. 28	AG	337	32562
Millmerran - Inglewood Road	Ch. 18.1 to Ch. 21.7	G	337	32562
Millmerran - Inglewood Road	Ch. 18.1 to Ch. 21.8	G	337	32562
Millmerran - Leyburn Road	Ch. 2.2 to Ch. 2	AG	335	32032
Gore Highway	Ch. 5.4 to Ch. 67.7	AG	28A	30042
Gore Highway	Ch. 43.2 to Ch. 44.7	G	28A	30042
Millmerran - Inglewood Road	Ch. 59.2 to Ch. 61	G	337	50024
Millmerran - Inglewood Road	Ch. 59.2 to Ch. 56.6	AG	337	50024
Millmerran - Inglewood Road	Ch. 41.9 to Ch. 45.9	G	337	50024
Millmerran - Inglewood Road	Ch. 41.9 to Ch. 39.8	AG	337	50024
Millmerran - Leyburn Road	Ch. 2 to Ch. 2.2	G	335	32032
Millmerran - Leyburn Road	Ch. 2 to Ch. 0	G	335	32032
Gore Highway	Ch. 21.5 to Ch. 23.2	G	28A	30042
Gore Highway	Ch. 21.5 to Ch. 20.3	AG	28A	30042
Gore Highway	Ch. 5.4 to Ch. 2.2	AG	28A	30042
Gore Highway	Ch. 5.4 to Ch. 8.7	G	28A	30042
Toowoomba Second Range Crossing	Ch. 3.2 to Ch. 4.1	G	319B	TU 1
Toowoomba Second Range Crossing	Ch. 3.2 to Ch. 0.6	AG	319B	TU 1
Toowoomba Second Range Crossing	Ch. 3.2 to Ch. 3.7	G	319B	TU 1
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 3.2	AG	319B	TU 1
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 13	G	319B	TU 1
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 3.7	AG	319B	TU 1
Toowoomba Second Range Crossing	Ch. 0.6 to Ch. 3.2	G	319B	TU 1
Toowoomba Second Range Crossing	Ch. 0.6 to Ch. 0	AG	319B	TU 1
Toowoomba Second Range Crossing	Ch. 0.6 to Ch. 0	G	319B	TU 1
Port of Brisbane Motorway	Ch. 0 to Ch. 6	G	U27	13623
Gateway Motorway	Ch. 15 to Ch. 0	AG	N239	TU 5
Port Drive	Ch. 0 to Ch. 5	G	NA24	13623
Port of Brisbane Motorway	Ch. 6 to Ch. 0	AG	U27	13623
Toowoomba Connection Road	Ch. 26.3 to Ch. 26.9	G	315	38586
Charlton Connection Road	Ch. 0 to Ch. 1.6	G	326	50074
Barwon Highway	Ch. 0 to Ch. 1.6	G	31B	50329
Barwon Highway	Ch. 88 to Ch. 65.9	AG	31A	50010
Leichhardt Highway	Ch. 205.2 to Ch. 220.1	G	28C	50019
Gore Highway	Ch. 121.6 to Ch. 13	AG	28B	30027
Toowoomba Second Range Crossing	Ch. 0 to Ch. 0.6	G	319B	TU 1
Toowoomba Second Range Crossing	Ch. 26.8 to Ch. 0	AG	319A	TU 2
Toowoomba Second Range Crossing	Ch. 0 to Ch. 26.8	G	319A	TU 2
Logan Motorway	Ch. 0 to Ch. 14.5	G	210A	TU 3
Logan Motorway	Ch. 14.5 to Ch. 0	AG	210A	TU 3
Gateway Motorway Extension	Ch. 0 to Ch. 10	G	N332	TU 4
Gateway Motorway	Ch. 0 to Ch. 15	G	N239	TU 5
Gateway Motorway Extension	Ch. 10 to Ch. 0	AG	N332	TU 4
Cunningham Highway	Ch. 96.2 to Ch. 94.4	AG	17C	50005
Cunningham Highway	Ch. 96.2 to Ch. 97.5	G	17C	50005
Cunningham Highway	Ch. 90 to Ch. 88.2	AG	17D	50574
Cunningham Highway	Ch. 88 to Ch. 88.2	G	17D	50574
Cunningham Highway	Ch. 88 to Ch. 46.3	AG	17D	50023
Leichhardt Highway	Ch. 224.1 to Ch. 222.4	AG	28C	50019
Warrego Highway	Ch. 0.4 to Ch. 0	G	18B	38587
Warrego Highway	Ch. 0.4 to Ch. 1.5	AG	18B	38587
Toowoomba Connection Road	Ch. 27.05 to Ch. 26.9	AG	315	38586
Toowoomba Second Range Crossing	Ch. 0 to Ch. 0.6	AG	319B	TU 1
Warrego Highway	Ch. 0 to Ch. 0.4	G	18B	38587
Toowoomba - Cecil Plains Road	Ch. 10.05 to Ch. 10	AG	324	32664
Toowoomba Second Range Crossing	Ch. 3.7 to Ch. 4.1	G	319B	TU 1
Toowoomba - Cecil Plains Road	Ch. 10.05 to Ch. 10.3	G	324	32664
Gore Highway	Ch. 38.7 to Ch. 30.1	AG	28A	30024
Gore Highway	Ch. 38.7 to Ch. 41.1	G	28A	30024
Carnarvon Highway	Ch. 73.5 to Ch. 40.5	AG	24A	51406
Barwon Highway	Ch. 66.8 to Ch. 1.6	AG	31B	50329
Noondoo Thallon Road	Ch. 0 to Ch. 0.4	G	3514	55459
Carnarvon Highway	Ch. 40.5 to Ch. 73.5	G	24A	51406
Cunningham Highway	Ch. 13.9 to Ch. 18.5	G	17D	50023
Cunningham Highway	Ch. 13.9 to Ch. 10.2	AG	17D	50023

Class 3: ACB			2.98	0.54	3
Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SARAs	Unloaded Development SARAs	Total Development SARAs
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

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2027

Road Name	Extent	Gazettal / Ant Gazettal	TMR Road ID	TMR SAR#	Class 3: ACB			2.98	0.54	3	Class 5: ICB, ICG			4.09	0.46	5	Class 7: WAT			5.02	0.56	7	Class 9: PCC, PLT			4.93	0.51	9	Class 10: GRA, CTF, CTS, FIL, QRY, CMP, SPR			6.3	0.53	10	OSOM Vehicle: PCN, RAI			9.12	6.47	0	TOTAL					
					Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SAR#s	Unloaded Development SAR#s	Total Development SAR#s

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2025

Road Name	Extent	Gazettal / Anti Gazettal	TMR Road ID	TMR Site
Millmerran - Inglewood Road	Ch. 61 to Ch. 59.2	AG	337	50024
Millmerran - Inglewood Road	Ch. 61 to Ch. 65.7	G	337	50024
Warrego Highway	Ch. 5 to Ch. 4.5	AG	188	35025
Toowoomba - Cecil Plains Road	Ch. 10 to Ch. 10.05	G	324	32664
Toowoomba - Cecil Plains Road	Ch. 10 to Ch. 9.2	AG	324	32664
Toowoomba Connection Road	Ch. 26.9 to Ch. 28.3	AG	315	38586
Toowoomba Connection Road	Ch. 26.9 to Ch. 27.05	G	315	38586
Millmerran - Inglewood Road	Ch. 47.6 to Ch. 45.9	AG	337	50024
Millmerran - Inglewood Road	Ch. 47.6 to Ch. 53.3	G	337	50024
Port Drive	Ch. 0 to Ch. 0	AG	NA24	1E+05
Noondoo Thallon Road	Ch. 0.4 to Ch. 0	AG	3514	55459
Cunningham Highway	Ch. 29.3 to Ch. 27.1	AG	17D	50023
Cunningham Highway	Ch. 29.3 to Ch. 34.7	G	17D	50023
Toowoomba - Cecil Plains Road	Ch. 6.4 to Ch. 6	AG	324	38585
Toowoomba - Cecil Plains Road	Ch. 6.4 to Ch. 8.3	G	324	38585
Cunningham Highway	Ch. 2 to Ch. 3.9	G	17D	50023
Cunningham Highway	Ch. 2 to Ch. 0	AG	17D	50023
Cunningham Highway	Ch. 107.6 to Ch. 107.4	AG	17C	51842
Cunningham Highway	Ch. 43.9 to Ch. 46.3	G	17D	50023
Cunningham Highway	Ch. 43.9 to Ch. 40.5	AG	17D	50023
Millmerran - Inglewood Road	Ch. 56.6 to Ch. 59.2	AG	337	50024
Millmerran - Inglewood Road	Ch. 56.6 to Ch. 55.7	AG	337	50024
Millmerran - Inglewood Road	Ch. 45.9 to Ch. 47.6	G	337	50024
Millmerran - Inglewood Road	Ch. 45.9 to Ch. 41.9	AG	337	50024
Millmerran - Inglewood Road	Ch. 39.8 to Ch. 41.9	G	337	50024
Millmerran - Inglewood Road	Ch. 39.8 to Ch. 37.7	AG	337	32562
Millmerran - Inglewood Road	Ch. 35.6 to Ch. 33	AG	337	32562
Millmerran - Inglewood Road	Ch. 35.6 to Ch. 37.7	G	337	32562
Millmerran - Inglewood Road	Ch. 33 to Ch. 35.6	G	337	32562
Millmerran - Inglewood Road	Ch. 33 to Ch. 29	AG	337	32562
Millmerran - Inglewood Road	Ch. 18.1 to Ch. 17.3	AG	337	32562
Millmerran - Inglewood Road	Ch. 18.1 to Ch. 21.8	G	337	32562
Millmerran - Leyburn Road	Ch. 2.2 to Ch. 2	AG	335	32032
Gore Highway	Ch. 43.2 to Ch. 41.7	AG	28A	30024
Gore Highway	Ch. 43.2 to Ch. 44.7	G	28A	30024
Millmerran - Inglewood Road	Ch. 59.2 to Ch. 61	G	337	50024
Millmerran - Inglewood Road	Ch. 59.2 to Ch. 56.6	AG	337	50024
Millmerran - Inglewood Road	Ch. 41.9 to Ch. 45.9	G	337	50024
Millmerran - Inglewood Road	Ch. 41.9 to Ch. 39.8	AG	337	50024
Millmerran - Leyburn Road	Ch. 2 to Ch. 2.2	G	335	32032
Millmerran - Leyburn Road	Ch. 2 to Ch. 0	AG	335	32032
Gore Highway	Ch. 21.5 to Ch. 23.2	G	28A	30024
Gore Highway	Ch. 21.5 to Ch. 20.3	AG	28A	30024
Gore Highway	Ch. 5.4 to Ch. 2.2	AG	28A	30042
Gore Highway	Ch. 5.4 to Ch. 6.7	G	28A	30042
Toowoomba Second Range Crossing	Ch. 3.2 to Ch. 4.1	G	319B	TU 1
Toowoomba Second Range Crossing	Ch. 3.2 to Ch. 0.6	AG	319B	TU 1
Toowoomba Second Range Crossing	Ch. 3.2 to Ch. 3.7	G	319B	TU 1
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 3.2	AG	319B	TU 1
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 13	G	319B	TU 1
Toowoomba Second Range Crossing	Ch. 4.1 to Ch. 3.7	AG	319B	TU 1
Toowoomba Second Range Crossing	Ch. 0.6 to Ch. 3	AG	319B	TU 1
Toowoomba Second Range Crossing	Ch. 0.6 to Ch. 0	AG	319B	TU 1
Toowoomba Second Range Crossing	Ch. 0.6 to Ch. 0.8	G	319B	TU 1
Port of Brisbane Motorway	Ch. 0 to Ch. 6	G	U27	1E+05
Gateway Motorway	Ch. 15 to Ch. 0	AG	N23I	TU 5
Port Drive	Ch. 0 to Ch. 5	AG	NA24	1E+05
Port of Brisbane Motorway	Ch. 6 to Ch. 0	AG	U27	1E+05
Toowoomba Connection Road	Ch. 26.9 to Ch. 26.9	G	315	38586
Charlton Connection Road	Ch. 0 to Ch. 1.6	G	320	32074
Barwon Highway	Ch. 0 to Ch. 1.6	G	31B	50329
Barwon Highway	Ch. 88 to Ch. 45.9	AG	31A	50010
Leichhardt Highway	Ch. 209.2 to Ch. 220.1	G	26C	50019
Gore Highway	Ch. 121.6 to Ch. 13	AG	28B	30027
Toowoomba Second Range Crossing	Ch. 0 to Ch. 0.6	G	319B	TU 1
Toowoomba Second Range Crossing	Ch. 26.8 to Ch. 0	AG	319A	TU 2
Toowoomba Second Range Crossing	Ch. 0 to Ch. 26.8	G	319A	TU 2
Logan Motorway	Ch. 0 to Ch. 14.5	G	210A	TU 3
Logan Motorway	Ch. 14.5 to Ch. 0	AG	210A	TU 3
Gateway Motorway Extension	Ch. 10 to Ch. 0	AG	N33J	TU 4
Gateway Motorway	Ch. 0 to Ch. 15	G	N23I	TU 5
Gateway Motorway Extension	Ch. 0 to Ch. 10	AG	N33J	TU 4
Cunningham Highway	Ch. 96.2 to Ch. 94.4	AG	17C	50005
Cunningham Highway	Ch. 96.2 to Ch. 97.5	G	17C	50005
Cunningham Highway	Ch. 90 to Ch. 88.2	AG	17D	50574
Cunningham Highway	Ch. 88 to Ch. 88.2	G	17D	50574
Cunningham Highway	Ch. 88 to Ch. 46.3	AG	17D	50023
Leichhardt Highway	Ch. 224.1 to Ch. 222.4	AG	26C	50019
Warrego Highway	Ch. 0.4 to Ch. 0	AG	188	38587
Warrego Highway	Ch. 0.4 to Ch. 1.5	G	188	38587
Toowoomba Connection Road	Ch. 27.05 to Ch. 26.9	AG	315	38586
Toowoomba Second Range Crossing	Ch. 0 to Ch. 0.6	G	319B	TU 1
Warrego Highway	Ch. 0 to Ch. 0.4	G	188	38587
Toowoomba - Cecil Plains Road	Ch. 10.05 to Ch. 10	AG	324	32664
Toowoomba Second Range Crossing	Ch. 3.7 to Ch. 4.1	G	319B	TU 1
Toowoomba - Cecil Plains Road	Ch. 10.05 to Ch. 10.3	G	324	32664
Gore Highway	Ch. 38.7 to Ch. 30.1	AG	28A	30024
Gore Highway	Ch. 38.7 to Ch. 41.1	G	28A	30024
Carnarvon Highway	Ch. 73.5 to Ch. 40.5	AG	24A	51406
Barwon Highway	Ch. 66.8 to Ch. 1.6	AG	31B	50329
Noondoo Thallon Road	Ch. 0 to Ch. 0.4	G	3514	55459
Carnarvon Highway	Ch. 40.5 to Ch. 73.5	G	24A	51406
Cunningham Highway	Ch. 13.9 to Ch. 18.5	G	17D	50023
Cunningham Highway	Ch. 13.9 to Ch. 10.2	AG	17D	50023
Barwon Highway	Ch. 1.6 to Ch. 0	AG	31B	50329
Barwon Highway	Ch. 1.6 to Ch. 66.8	G	31B	50329
Barwon Highway	Ch. 45.9 to Ch. 88	G	31A	50010
Barwon Highway	Ch. 45.9 to Ch. 2	AG	31A	50010
Cunningham Highway	Ch. 88.2 to Ch. 90	G	17D	50574
Cunningham Highway	Ch. 88.2 to Ch. 88	AG	17D	50574
Millmerran - Inglewood Road	Ch. 68.7 to Ch. 65.7	AG	337	50024
Cunningham Highway	Ch. 105.7 to Ch. 107.4	G	17C	50005
Cunningham Highway	Ch. 105.7 to Ch. 97.5	AG	17C	50005
Cunningham Highway	Ch. 27.1 to Ch. 29.3	G	17D	50023
Cunningham Highway	Ch. 27.1 to Ch. 18.5	AG	17D	50023
Cunningham Highway	Ch. 34.7 to Ch. 29.3	AG	17D	50023
Cunningham Highway	Ch. 34.7 to Ch. 39.6	G	17D	50023
Texas - Yelarbon Road	Ch. 53.3 to Ch. 54.6	G	2322	51254
Cunningham Highway	Ch. 18.5 to Ch. 13.9	AG	17D	50023
Cunningham Highway	Ch. 18.5 to Ch. 27.1	G	17D	50023
Cunningham Highway	Ch. 46.3 to Ch. 43.9	AG	17D	50023
Cunningham Highway	Ch. 46.3 to Ch. 88	G	17D	50023
Barwon Highway	Ch. 0.8 to Ch. 0	AG	31A	55427
Barwon Highway	Ch. 0.8 to Ch. 2	G	31A	55427
Cunningham Highway	Ch. 40.3 to Ch. 40.5	G	17D	50023
Cunningham Highway	Ch. 40.3 to Ch. 39.6	AG	17D	50023
Cunningham Highway	Ch. 40.5 to Ch. 43.9	G	17D	50023
Cunningham Highway	Ch. 40.5 to Ch. 40.3	AG	17D	50023
Toowoomba - Athol Road	Ch. 2.1 to Ch. 16.8	G	316	38584
Gore Highway	Ch. 2.2 to Ch. 5.4	G	28A	30042
Gore Highway	Ch. 2.2 to Ch. 0	AG	28A	30042
Gore Highway	Ch. 6.7 to Ch. 5.4	AG	28A	30042
Gore Highway	Ch. 6.7 to Ch. 7.7	G	28A	30042
Gore Highway	Ch. 13 to Ch. 12.6	G	28B	30027
Gore Highway	Ch. 13 to Ch. 3	AG	28B	30027
Gore Highway	Ch. 7.7 to Ch. 6.7	AG	28A	30042
Gore Highway	Ch. 7.7 to Ch. 11.2	G	28A	30042
Gore Highway	Ch. 63 to Ch. 60.8	AG	28A	30024
Gore Highway	Ch. 0 to Ch. 0.7	G	28B	30027
Gore Highway	Ch. 41.7 to Ch. 43.2	G	28A	30024
Gore Highway	Ch. 41.7 to Ch. 41.1	AG	28A	30024
Gore Highway	Ch. 0.8 to Ch. 1.4	G	28B	30027
Gore Highway	Ch. 0.8 to Ch. 0.7	AG	28B	30027
Leichhardt Highway	Ch. 220.1 to Ch. 205.2	AG	26C	50019
Barwon Highway	Ch. 0 to Ch. 0.8	G	31A	55427
Leichhardt Highway	Ch. 220.1 to Ch. 222.4	G	26C	50019
Gore Highway	Ch. 44.7 to Ch. 43.2	AG	28A	30024
Gore Highway	Ch. 44.7 to Ch. 47.6	G	28A	30024
Gore Highway	Ch. 11.2 to Ch. 7.7	AG	28A	30042
Gore Highway	Ch. 11.2 to Ch. 15.3	G	28A	30042
Gore Highway	Ch. 47.6 to Ch. 44.7	AG	28A	30024
Gore Highway	Ch. 47.6 to Ch. 52.2	G	28A	30024
Gore Highway	Ch. 53.3 to Ch. 60.8	G	28A	30024
Gore Highway	Ch. 53.3 to Ch. 52.2	AG	28A	30024
Gore Highway	Ch. 15.3 to Ch. 11.2	AG	28A	30042
Gore Highway	Ch. 15.3 to Ch. 17.5	G	28A	30042
Gore Highway	Ch. 19 to Ch. 20.3	G	28A	30042
Gore Highway	Ch. 19 to Ch. 17.5	AG	28A	30042
Gore Highway	Ch. 60.8 to Ch. 63	G	28A	30024
Gore Highway	Ch. 60.8 to Ch. 53.3	AG	28A	30024
Millmerran - Inglewood Road	Ch. 0 to Ch. 2.5	G	337	32644
Millmerran - Leyburn Road	Ch. 0 to Ch. 2	G	335	32032
Gore Highway	Ch. 52.2 to Ch. 47.6	AG	28A	30024
Gore Highway	Ch. 52.2 to Ch. 53.3	G	28A	30024
Gore Highway	Ch. 23.2 to Ch. 21.5	AG	28A	30024
Gore Highway	Ch. 23.2 to Ch. 25	G	28A	30024
Barwon Highway	Ch. 2 to Ch. 0.8	AG	31A	55427
Barwon Highway	Ch. 2 to Ch. 45.9	G	31A	50010
Gore Highway	Ch. 20.3 to Ch. 21.5	AG	28A	30024
Gore Highway	Ch. 20.3 to Ch. 19	AG	28A	30042
Gore Highway	Ch. 17.5 to Ch. 15.3	AG	28A	30042
Gore Highway	Ch. 17.5 to Ch. 19	G	28A	30042
Gore Highway	Ch. 1.4 to Ch. 0.8	AG	28B	30027
Gore Highway	Ch. 1.4 to Ch. 3	G	28B	30027
Gore Highway	Ch. 25 to Ch. 23.2	AG	28A	30024
Gore Highway	Ch. 25 to Ch. 30.1	G	28A	30024
Toowoomba Second Range Crossing	Ch. 13 to Ch. 4.1	AG	319B	TU 1
Toowoomba - Athol Road	Ch. 16.8 to Ch. 2.1	AG	316	38584
Gore Highway	Ch. 0 to Ch. 2.2	AG	28A	30042
Gore Highway	Ch. 30.1 to Ch. 38.7	G	28A	30024
Gore Highway	Ch. 30.1 to Ch. 25	AG	28A	30024
Gore Highway	Ch. 3 to Ch. 13	AG	28B	30027
Gore Highway	Ch. 3 to Ch. 1.4	AG	28B	30027
Gore Highway	Ch. 41.1 to Ch. 38.7	AG	28A	30024
Gore Highway	Ch. 41.1 to Ch. 41.7	G	28A	30024
Gore Highway	Ch. 0.7 to Ch. 0	AG	28B	30027
Gore Highway	Ch. 0.7 to Ch. 0.8	G	28B	30027
Cunningham Highway	Ch. 3.9 to Ch. 2	AG	17D	50023
Cunningham Highway	Ch. 3.9 to Ch. 10.2	G	17D	50023
Leichhardt Highway	Ch. 222.4 to Ch. 224.1	G	26C	50019
Leichhardt Highway	Ch. 222.4 to Ch. 220.1	AG	26C	50019
Millmerran - Inglewood Road	Ch. 14 to Ch. 17.3	G	337	32562
Millmerran - Inglewood Road	Ch. 14 to Ch. 13.1	AG	337	32562
Millmerran - Inglewood Road	Ch. 3.5 to Ch. 6.2	G	337	32562
Millmerran - Inglewood Road	Ch. 3.5 to Ch. 2.5	AG	337	32644
Millmerran - Inglewood Road	Ch. 9 to Ch. 6.2	AG	337	32562
Millmerran - Inglewood Road	Ch. 9 to Ch. 13.1	G	337	32562
Millmerran - Inglewood Road	Ch. 39.8 to Ch. 35.6	AG	337	32562
Millmerran - Inglewood Road	Ch. 37.7 to Ch. 35.6	AG	337	32562
Millmerran - Inglewood Road	Ch. 55.7 to Ch. 56.6	AG	337	50024
Millmerran - Inglewood Road	Ch. 55.7 to Ch. 53.3	AG	337	50024
Millmerran - Inglewood Road	Ch. 17.3 to Ch. 18.1	G	337	32562
Millmerran - Inglewood Road	Ch. 17.3 to Ch. 14	AG	337	32562
Cunningham Highway	Ch. 94.4 to Ch. 96.2	G	17C	50005
Millmerran - Inglewood Road	Ch. 6.2 to Ch. 3.5	AG	337	32562
Millmerran - Inglewood Road	Ch. 6.2 to Ch. 9	G	337	32562
Millmerran - Inglewood Road	Ch. 21.8 to Ch. 18.1	AG	337	32562

Class 3: ACB			2.98	0.54	3	Class 5: ICB, ICC			4.09	0.46	5	Class 7: WAT			5.02	0.56	7	Class 9: PCC, PLT			4.93	0.51	9	Class 10: GRA, CTF, CTS, FIL, QRY, CMP, SPR			6.3	0.53	10	VSOM Vehicle: PCN, RAI			9.12	6.47	0	TOTAL					
Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SARAs	Unloaded Development SARAs	Total Development SARAs

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2029

Road Name	Extent	Gazettal / Anti Gazettal	TMR Road ID	TMR Site	Class 3: ACB			2.98	0.54	3	Class 5: ICB, ICC			4.09	0.46	5	Class 7: WAT			5.02	0.56	7	Class 9: PCC, PLT			4.93	0.51	9	Class 10: GRA, CTF, CTS, FIL, QRY, CMP, SPR			6.3	0.53	10	OSOM Vehicle: PCN, RAI			8.12	6.47	0	TOTAL					
					Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SARAs	Unloaded Development SARAs	Total Development SARAs

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2024

Road Name	Extent	Gazettal / Ani Gazettal	Class 3: ACB			2.98	0.54	3	Class 5: ICB, ICC			4.09	0.46	5	Class 7: WAT			5.02	0.56	7	Class 9: PCC, PLT			4.93	0.51	9	Class 10: GRA, CTF, CTS, FIL, QRY, CMP, SPR			6.3	0.53	10	QSOM Vehicle: PCN, RAI			9.12	6.47	0	TOTAL					
			Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SARIs	Unloaded Development SARIs	Total Development SARIs

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2023

Road Name	Extent	Gazettal / Anti Gazettal	Class 3: AGB			2.98		0.54	3			Class 5: IOB, ICC			4.09		0.46	5			Class 7: WAT			5.02		0.56	7		
			Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SARAs	Unloaded Development SARAs	Total Development SARAs				Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SARAs	Unloaded Development SARAs	Total Development SARAs				Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SARAs	Unloaded Development SARAs	Total Development SARAs			
Kooroongarra Road	Commodore Mine to Millmerran - Inglewood Road	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Scrubby Road	Brand Quarry Pittsworth to Gore Highway	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Georges Lane	B2G-LDN0003.9 to Yelarbon Kurumbul Road	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Yelarbon Kurumbul Road	B2G-LDN0020.3 to B2G-LDN025.9	G	0	0	0	0	0	0				0	46	46	0	21	21				0	249	249	0	140	140			
Yelarbon Kurumbul Road	B2G-LDN0020.3 to Yelarbon Kurumbul	AG	0	0	0	0	0	0				46	0	46	189	0	189				249	0	249	1252	0	1252			
Ware Street	B2G-LDN155.9 to Gore Highway	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Kahler Road	B2G-LDN155.6 to Murtaggan Road	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Scragg Road	B2G-LDN123.6 to B2G-LDN123.8	G	0	0	0	0	0	0				140	0	140	571	0	571				0	0	0	0	0	0			
Scragg Road	B2G-LDN123.8 to Commodore Peak Road	G	0	0	0	0	0	0				0	140	140	0	644	644				0	0	0	0	0	0			
Moorroobie Lane	Borrow Site #2 (Moorroobie Lane) to Cemetery Road	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Moorroobie Lane	Borrow Site #2 (Moorroobie Lane) to Moorroobie Lane	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Owens Scrub Road	B2G-LDN129.5 to B2G-LDN128.2	G	0	0	0	0	0	0				0	0	0	0	0	0				3095	3095	0	1733	1733	0			
Dieckmann Road	B2G-LDN150.5 to Precast Concrete Facility and Concrete Batch Plant NOT	AG	0	0	0	0	0	0				0	1374	1374	0	632	632				0	0	0	0	0	0			
Dieckmann Road	B2G-LDN150.5 to Gore Highway	G	0	0	0	0	0	0				1374	0	1374	5621	0	5621				1122	1122	0	628	628	0			
Athol School Road	B2G-LDN187.8 to B2G-LDN188.2	G	0	0	0	0	0	0				0	8	8	0	4	4				3829	3829	0	2144	2144	0			
Draper Road	B2G-FBW208.9 to Steger Road	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Forestry Road	Earthworks Area 3B to Millmerran - Inglewood Road	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Woodstock Road	Borrow Site #4 (Woodstock Road) to Cunningham Highway	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Boodle Street	Holcim Concrete Goondiwindi to Hunt Street	G	0	0	0	0	0	0				2160	0	2160	8834	0	8834				0	0	0	0	0	0			
Cemetery Road	Graincorp Goondiwindi to Cunningham Highway	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
South Toobeah Road	Graincorp Toobeah to Bonvon Highway	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Silo Street	Graincorp Talwood to Barwon Highway	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Ware Street	Graincorp Brookstead to B2G-LDN153.1	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Fosters Road	Borrow Site #9 (Fosters Road) to Cunningham Highway	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Mosquito Creek Road	Borrow Site #10 (Mosquito Road) to Grays Road	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Kooroongarra Road	Borrow Site #13 (Kooroongarra Road) to Millwood Road	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Heckendorf Road	Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Alderley Street	Toowoomba Workforce Origin 2 to Greenwattle Street	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Alderley Street	Toowoomba Workforce Origin 2 to Toowoomba - Athol Road	G	0	0	0	0	0	0				1099	0	1099	4485	0	4485				0	0	0	0	0	0			
McDougall Street	Humes Precast Toowoomba to Toowoomba - Cecil Plains Road	G	0	0	0	0	0	0				529	0	529	2165	0	2165				0	0	0	0	0	0			
Blackwell Road	Millmerran Quarry to B2G-LDN120.2	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Blackwell Road	Millmerran Quarry to Gore Highway	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Quarry Road Access	Millmerran Quarry to Tummaville Road	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Holcim Australia Toowoomba Access	Holcim Australia Toowoomba Quarry to Drayton Wellcamp Road	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Boggabilla Weir Access	Boggabilla Weir to River Road	G	0	0	0	0	0	0				12856	0	12856	64539	0	64539				0	0	0	0	0	0			
Coolmunda Dam Access	Inglewood Legacy Bore/Coolmunda Dam to Coolmunda Dam Access	G	0	0	0	0	0	0				0	0	0	0	0	0				6928	0	6928	3476	0	3476			
Moffatt Reserve Road	Millmerran Power Station to Millmerran - Inglewood Road	AG	0	0	0	0	0	0				11724	0	11724	58853	0	58853				0	0	0	0	0	0			
Steger Road	New Hope Recycled Water Pipeline to Draper Road	G	0	0	0	0	0	0				2117	0	2117	10630	0	10630				0	0	0	0	0	0			
Steger Road	New Hope Recycled Water Pipeline to Warrego Highway	AG	0	0	0	0	0	0				18777	0	18777	94259	0	94259				0	0	0	0	0	0			
Brimblecombe Road	WL 1946/876 to Junction 1	G	0	0	0	0	0	0				10329	0	10329	51853	0	51853				0	0	0	0	0	0			
Turallin Road	Millmerran Construction Camp to Gore Highway	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Kildonan Road	NS2B-LDN031.0 to Eukabilla Road	G	0	0	0	0	0	0				0	204	204	840	0	840				812	812	0	455	455	0			
Kildonan Road	NS2B-LDN031.0 to South Kurumbul Road	G	0	0	0	0	0	0				0	0	0	0	0	0				812	0	812	4075	0	4075			
Eukabilla Road	NS2B-LDN033.2 to NS2B-LDN033.6	G	0	0	0	0	0	0				78	0	78	321	0	321				551	0	551	309	0	309			
Eukabilla Road	NS2B-LDN033.6 to Kildonan Road	G	0	0	0	0	0	0				273	0	273	1118	0	1118				1103	0	1103	5535	0	5535			
Kildonan Road	Eukabilla Road to Cunningham Highway	AG	0	0	0	0	0	0				0	478	478	0	220	220				1914	1914	0	1072	1072	0			
Kildonan Road	South Kurumbul Road to NS2B-LDN031.2	AG	0	0	0	0	0	0				0	0	0	0	0	0				812	812	0	455	455	0			
South Kurumbul Road	Kildonan Road to Yelarbon Kurumbul Road	G	0	0	0	0	0	0				0	0	0	0	0	0				812	812	0	4075	0	4075			
Kildonan Road	South Kurumbul Road to Cunningham Highway	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
McDougalls Road	Mcdougalls Crossing Road to B2G-LDN049.8	G	0	0	0	0	0	0				7	0	7	29	0	29				1760	0	1760	8836	0	8836			
McDougalls Road	Mcdougalls Crossing Road to Cunningham Highway	G	0	0	0	0	0	0				7	0	7	3	0	3				1760	0	1760	986	0	986			
Moorroobie Lane	Cemetery Road to Borrow Site #2 (Moorroobie Lane)	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Cemetery Road	Moorroobie Lane to Unnamed Road	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Moorroobie Lane	Moorroobie Lane to Borrow Site #2 (Moorroobie Lane)	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Moorroobie Lane	Moorroobie Lane to Wondalli Kurumbul Road	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Mosquito Creek Road	Grays Road to Borrow Site #10 (Mosquito Road)	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Grays Road	Mosquito Creek Road to Millmerran - Inglewood Road	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Suttons Road	Access Track (Off Suttons Road) to B2G-LDN030.0	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Moorroobie Lane	Wondalli Kurumbul Road to Moorroobie Lane	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Wondalli Kurumbul Road	Moorroobie Lane to Yelarbon Kurumbul Road	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Yelarbon Kurumbul Road	Yelarbon Kurumbul to B2G-LDN20.3	AG	0	0	0	0	0	0				46	0	46	189	0	189				249	249	0	140	140	0			
Queen Street South	Yelarbon Kurumbul to B2G-LDN016.0	G	0	0	0	0	0	0				35	0	35	142	0	142				249	0	249	1252	0	1252			
Yelarbon Kurumbul Road	Yelarbon Kurumbul to Wondalli Kurumbul Road	AG	0	0	0	0	0	0				12	0	12	47	0	47				83	410	0	410	410	0			
Georges Lane	Yelarbon Kurumbul Road to B2G-LDN000.9	G	0	0	0	0	0	0				0	0	0	0	0	0				25	0	25	128	0	128			
Yelarbon Kurumbul Road	South Kurumbul Road to B2G-LDN000.3	G	0	0	0	0	0	0				0	0	0	0	0	0				786	0	786	3947	0	3947			
South Kurumbul Road	Yelarbon Kurumbul Road to Kildonan Road	AG	0	0	0	0	0	0				0	0	0	0	0	0				812	812	0	455	455	0			
Yelarbon Kurumbul Road	Wondalli Kurumbul Road to B2G-LDN006.3	AG	0	0	0	0	0	0				12	0	12	47	0	47				0	0	0	0	0	0			
Wondalli Kurumbul Road	Yelarbon Kurumbul Road to Moorroobie Lane	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Yelarbon Kurumbul Road	Wondalli Kurumbul Road to Yelarbon Kurumbul	G	0	0	0	0	0	0				12	0	12	5	0	5				0	0	0	0	0	0			
Boggabilla Weir Access	River Road to Boggabilla Weir	G	0	0	0	0	0	0				0	204	204	840	0	840				12856	12856	0	7200	7200	0			
River Road	River Road to Newell Highway	AG	0	0	0	0	0	0				0	0	0	0	0	0				12856	12856	0	64539	64539	0			
Condamine Street	Alderley Street to Hansen Concrete Supplier	G	0	0	0	0	0	0				96	0	96	44	0	44				0	0	0	0	0	0			
Alderley Street	Condamine Street to Toowoomba - Athol Road	AG	0	0	0	0	0	0				96	0	96	392	0	392				0	0	0	0	0	0			
Campbell Street	Saleyards Road to Gore Highway	G	0	0	0	0	0	0				0	934	934	0	420	420				0	0	0	0	0	0			
Saleyards Road	Campbell Street to Gore Highway	G	0	0	0	0	0	0				0	237	237	0	109	109				0	0	0	0	0	0			
Campbell Street	Saleyards Road to Millmerran - Inglewood Road	AG	0	0	0	0	0	0				1171	0	1171	4788	0	4788				0	0	0	0	0	0			
Scragg Road	Commodore Peak Road to B2G-LDN123.6	G	0	0	0	0	0	0				140	0	140	571	0	571				0	0	0	0	0	0			
Commodore Peak Road	Scragg Road to Millmerran - Inglewood Road	G	0	0	0	0	0	0				0	140	140	0	64	64				0	0	0	0	0	0			
Holcim Australia Toowoomba Access	Drayton Wellcamp Road to Holcim Australia Toowoomba Quarry	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Drayton Wellcamp Road	Unnamed Road to Greenwattle Street	G	0	0	0	0	0	0				0	0	0	0	0	0				297.6	298	0	152	152	0			
Drayton Wellcamp Road	Unnamed Road to Watercamp Westbrook Road	AG	0	0	0	0	0	0				0	0	0	0	0	0				298	1467	0	1467	1467	0			
Forestry Road	Unnamed Road to Millmerran - Inglewood Road	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Grevillea Street	Gap Road to Boral Concrete Pittsworth	G	0	0	0	0	0	0				0	252	252	0	116	116				0	0	0	0	0	0			
Scragg Road	Grevillea Street to Gap Road	G	0	0	0	0	0	0				252	0	252	1031	0	1031				0	0	0	0	0	0			
Alderley Street	Greenwattle Street to Toowoomba Workforce Origin 2	G	0	0	0	0	0	0				0	0	0	0	0	0				297.6	298	0	152	152	0			
Greenwattle Street	Alderley Street to Drayton Wellcamp Road	AG	0	0	0	0	0	0				0	0	0	0	0	0				298	1467	0	1467	1467	0			
Kooroongarra Road	Millwood Road to Borrow Site #13 (Kooroongarra Road)	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Millwood Road	Kooroongarra Road to Millwood Road	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Kildonan Road	Cunningham Highway to Eukabilla Road	G	0	0	0	0	0	0				478	0	478	1954	0	1954				1914	0	1914	9609	0	9609			
Nirwell Highway	Cunningham Highway to River Road	G	0	0	0	0	0	0				2034	0	2034	8318	0	8318				0	1914	1914	0	1072	1072			
Leesons Road	Steger Road to B2G-LDN206.3	G	0	0	0	0	0	0				68	0	68	279	0	279				2117	0	2117	10630	0	10630			
Steger Road	Leesons Road to Draper Road	G	0	0	0	0	0	0				0	0	0	0	0	0				0	2117	2117	0	1186	1186			
Leesons Road	Steger Road to Warrego Highway	AG	0	0	0	0	0	0				0	68	68	0	31	31				0	0	0	0	0	0			
Millwood Road	Millwood Road to B2G-LDN112.1	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Millwood Road	Millwood Road to Kooroongarra Road	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Kahler Road	Murtaggan Road to B2G-LDN165.6	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Murtaggan Road	Kahler Road to B2G-LDN164.3	AG	0	0	0	0	0	0				18	0	18	8	0	8				0	0	0	0	0	0			
Murtaggan Road	Kahler Road to Gore Highway	G	0	0	0	0	0	0				0	18	18	0	8	8				0	0	0	0	0	0			
Bligh Street	Six Mile Road to Boral Concrete Millmerran	G	0	0	0	0	0	0				0	1491	1491	6861	0	6861				0	0	0	0	0	0			
Six Mile Road	Bligh Street to West Street	AG	0	0	0	0	0	0				1491	0	1491	6100	0	6100				0	0	0	0	0	0			
Quarry Road Access	Tummaville Road to Quarry Road Quarry	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Tummaville Road	Unnamed Road to Gore Highway	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Drayton Wellcamp Road	Wellcamp Westbrook Road to Unnamed Road	G	0	0	0	0	0	0				0	0	0	0	0	0				297.6	298	0	152	152	0			
Wellcamp Westbrook Road	Drayton Wellcamp Road to Toowoomba - Cecil Plains Road	G	0	0	0	0	0	0				0	0	0	0	0	0				298	1467	0	1467	1467	0			
West Street	Florence Street to Six Mile Road	G	0	0	0	0	0	0				0	1491	1491	0	686	686				0	0	0	0	0	0			
Florence Street	Florence Street to Gore Highway	G	0	0	0	0	0	0				237	0	237	968	0	968				0	0	0	0	0	0			
West Street	Florence Street to Gore Highway	AG	0	0	0	0	0	0				1255	0	1255	5132	0	5132				0	0	0	0	0	0			
Yarranlea Road	Desmonds Lane to B2G-LDN151.0	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Desmonds Lane	Yarranlea Road to B2G-LDN153.3	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Geitz Road	Lenthorpe Valley Road to B2G-LDN179.0	G	0	0	0	0	0	0				34	0	34	139	0	139				39	39	0	19	19	0			
Lenthorpe Valley Road	Geitz Road to Gore Highway	AG	0	0	0	0	0	0				34	0	34	16	0	16				0	0	0	0	0	0			
Ware Street	Gore Highway to B2G-LDN153.1	G	0	0	0	0	0	0				17	0	17	69	0	69				516	0	516	2593	0	2593			
Draper Road	Steger Road to B2G-FBW206.9	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Steger Road	Draper Road to New Hope Recycled Water Pipeline	AG	0	0	0	0	0	0				0	0	0	0	0	0				2117	2117	0	1186	1186	0			
Steger Road	Draper Road to Leesons Road	AG	0	0	0	0	0	0				0	0	0	0	0	0				2117	2117	0	10630	10630	0			
McDougalls Road	Cunningham Highway to Mcdougalls Crossing Road	AG	0	0	0	0	0	0				7	0	7	29	0	29				1760	0	1760	8836	0	8836			
Silo Street	Barwon Highway to Graincorp Talwood	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
South Toobeah Road	Barwon Highway to Graincorp Toobeah	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Cemetery Road	Cunningham Highway to Graincorp Goondiwindi	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Springsborg Road	Cunningham Highway to B2G-LDN037.6	AG	0	0	0	0	0	0				104	0	104	425	0	425				190	0	190	953	0	953			
Whetstone Access	Cunningham Highway to B2G-LDN044.5	AG	0	0	0	0	0	0				95	0	95	388	0	388				1990	0	1990	9991	0	9991			
Woodcocks Road	Cunningham Highway to Borrow Site #4 (Woodstocks Road)	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Yelarbon - Keetah Road	Cunningham Highway to Kildonan Road	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Yelarbon Kurumbul Road	Cunningham Highway to B2G-LDN020.9	AG	0	0	0	0	0	0				407	0	407	1910	0	1910				541	0	541	2717	0	2717			

Road Name	Extent	Gazettal / Anti Gazettal	Class 9: PCC, PLT			4.93		0.51	9			Class 10: GRA, CTF, CTS, FIL, GRY, CMP, SPR			6.3		0.53	10			VSOM Vehicle: PCN, RAI			9.12		6.47	0		
			Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SARAs	Unloaded Development SARAs	Total Development SARAs				Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SARAs	Unloaded Development SARAs	Total Development SARAs				Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SARAs	Unloaded Development SARAs	Total Development SARAs			
Kooroongarra Road	Commodore Mine to Millmerran - Inglewood Road	AG	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Scrubby Road	Brand Quarry Pittsworth to Gore Highway	AG	0	0	0	0	0	0				31036	3055.5	34091	195526	1619	197146				0	0	0	0	0	0			
Georges Lane	B2G-LDN0003.9 to Yelarbon Kurumbul Road	G	0	0	0	0	0	0				0	0	0	0	0	0				0	0	0	0	0	0			
Yelarbon Kurumbul Road	B2G-LDN0020.3 to B2G-LDN025.9	G	0	176.9875	177	0	90	90				0	0	0	0	0	0				0	0	0	0	0	0			
Yelarbon Kurumbul Road	B2G-LDN0020.3 to Yelarbon Kurumbul	AG	177	0	177	873	0	873				0	0	0	0	0	0				0

| | | |

2024

Road Name	Extent	Gazettal / Anti Gazettal	Class 3: ACB			2.98	0.54	3	Class 5: ICB, ICC			4.09	0.46	5	Class 7: IWAT			5.02	0.56	7	Class 9: PCC, PLT			4.93	0.51	9	Class 10: GRA, CTF, CTS, FIL, QRY, CMP, SPR			6.3	0.53	10	OSOM Vehicle: PCN, RAI			9.12	6.47	0	TOTAL					
			Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SARMs	Unloaded Development SARMs	Total Development SARMs

| | | |

2027

Road Name	Extent	Gazettal / Anti Gazettal	Class 3: ACB			2.98	0.54	3	Class 5: ICB, ICC			4.09	0.46	5	Class 7: WAT			5.02	0.56	7	Class 9: PCC, PLT			4.93	0.51	9	Class 10: GRA, CTF, CTS, FIL, QRY, CMP, SPR			6.3	0.53	10	ZOOM Vehicle: PCN, RAI			9.12	0.47	0	TOTAL					
			Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SARAs	Unloaded Development SARAs	Total Development SARAs

| | | |

2028

Road Name	Extent	Gazettal / Anti Gazettal	Class 3: ACB			2.98	0.54	3	Class 5: ICB, ICC			4.09	0.46	5	Class 7: WAT			5.02	0.06	7	Class 9: PCC, PLT			4.93	0.51	9	Class 10: GRA, CTF, CTS, FIL, QRY, CMP, SPR			6.3	0.53	10	OSOM Vehicle: PCN, RAI			8.12	6.47	0	TOTAL					
			Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SARAs	Unloaded Development SARAs	Total Development SARAs

| | | |

2025

Road Name	Extent	Gazettal / Anti Gazettal	Class 3: ACB			2.98	0.54	3	Class 5: ICB, ICC			4.09	0.46	5	Class 7: WAT			5.02	0.96	7	Class 9: PCC, PLT			4.93	0.51	9	Class 10: GRA, CTF, CTS, FIL, QRY, CMP, SPR			6.3	0.53	10	OSOM Vehicle: PCN, RAI			8.12	6.47	0	TOTAL					
			Loaded Construction Volumes	Unloaded Construction Volumes	Total Construction Volumes	Loaded Development SARMs	Unloaded Development SARMs	Total Development SARMs

| | | |

APPENDIX

AA

Traffic Impact Assessment

Appendix BM Brookstead Diversion Traffic Impact Assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

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1 Introduction

1.1 Project overview

This assessment has been undertaken to investigate the impact of the Inland Rail Northern Civil Works Program Border to Gowrie (IR B2G) on the road network in and around Brookstead. Brookstead is a rural town located approximately 55km south-west of Toowoomba and has several silos which generate heavy vehicle movements.

A locality plan detailing existing and proposed features is shown below in Figure 1.

The current IR design proposes a grade separated road crossing over the rail line at the current Gore Highway / Ware Street / Saal Road intersection (Interface ID 310-44-E-2), and a realignment of Saal Road to move the intersection with Gore Highway. Appendix A shows the current design proposal.

This traffic impact assessment builds upon the previous Environmental Impact Statement (EIS) for the B2G project. The EIS included the proposed detours, and this report does significantly change the previously presented information. Further discussions with relevant stakeholders (such as the local community, school, Translink, and GrainCorp) will occur at a later stage of the project.



Figure 1 Traffic impact assessment area

1.2 Reconfiguration options

There are two reconfiguration options being considered within this assessment, shown in Figure 2 and Figure 3.

Reconfiguration option 1 (Figure 2)

- Gore Highway / Saal Road / Ware Street intersection is removed.
- Gore Highway through movement provided via grade separation (road over rail).
- Saal Road and Ware Street connected via underpass adjacent to the rail corridor.
- Gore Highway access to/from Saal Road relocated west of existing intersection location and connected via a service road to Saal Road via a left-in left-out (LILO) access at the Gore Highway.
- Proposed Saal Road / Ware Street / Service Road all movements intersection.

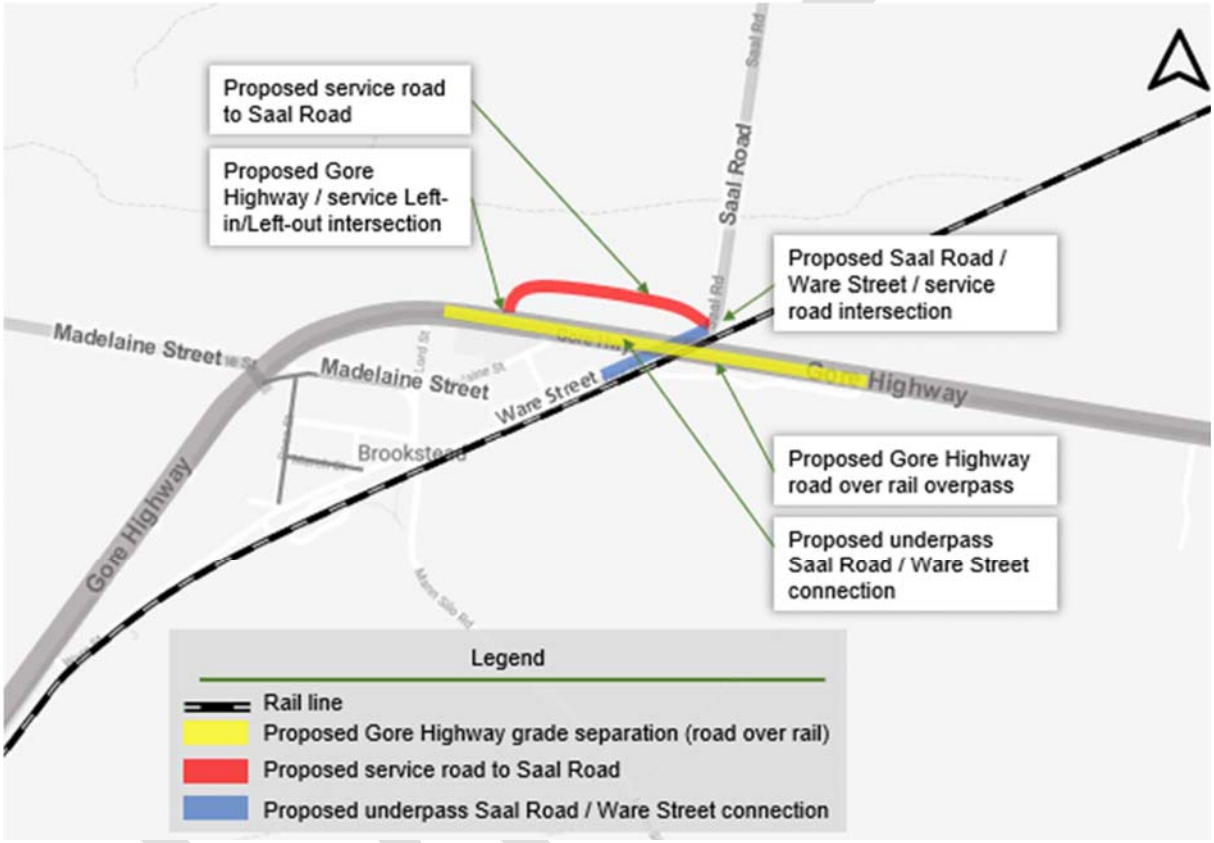

Figure 2 Reconfiguration option 1

Reconfiguration option 2 (Figure 3)

- Gore Highway / Saal Road / Ware Street intersection is removed.
- Gore Highway through movement provided via grade separation (road over rail).
- Saal Road and Ware Street connected via underpass adjacent to the rail corridor.
- Gore Highway access to/from Saal Road relocated west of existing intersection location and connected via a service road to Saal Road via a left-in access at the Gore Highway.
- Proposed Saal Road / Ware Street / Service Road intersection, with left and right turns out of the Service Road, and through movements on Saal Road and Ware Street only. This is a one-way service road, and no access onto the Gore Highway is provided.

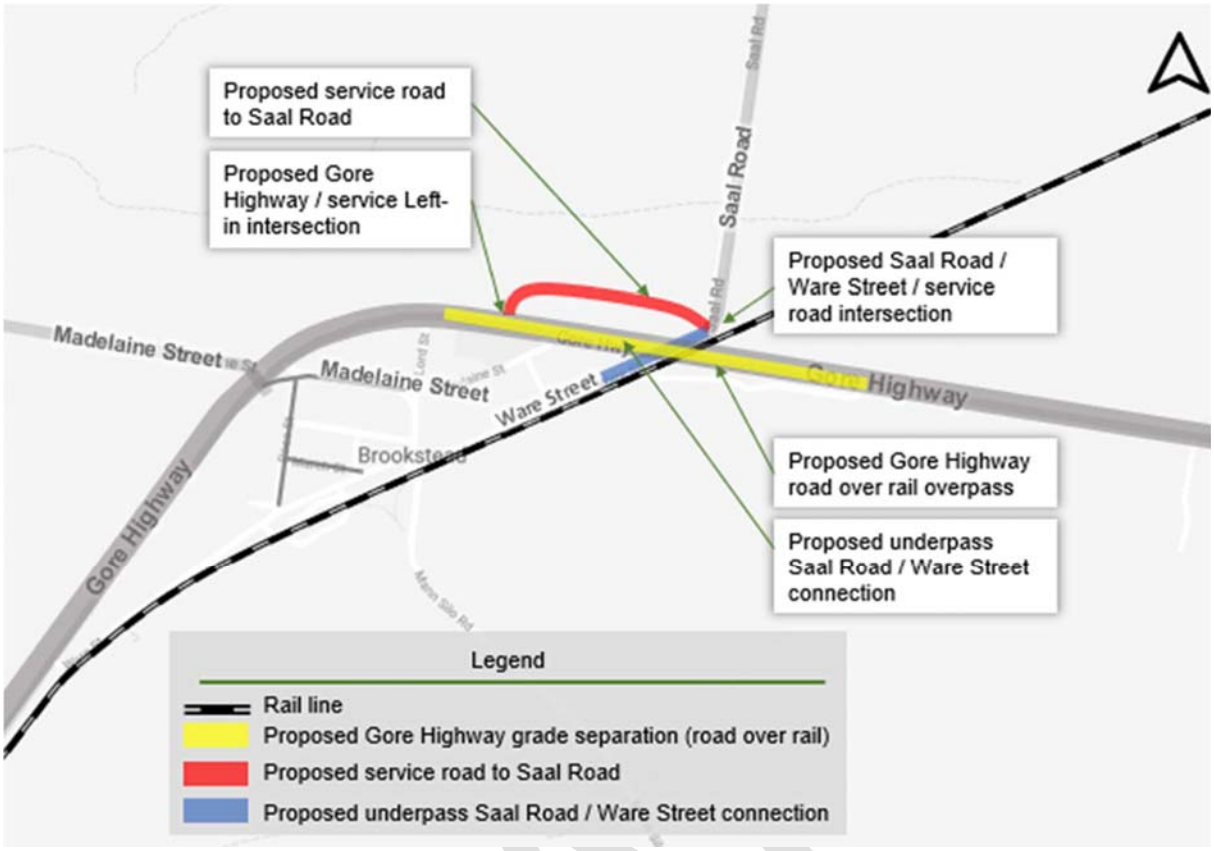

Figure 3 Reconfiguration option 2

1.3 Scope of assessment

This report documents the traffic impact assessment (TIA) of the proposed network modification options, considering safety and capacity of the local and state road networks. The scope of the assessment has focused on changes to operational aspects including:

- Access and frontage,
- Road link capacity,
- Intersection delay,
- Transport infrastructure, and
- Road safety.

This assessment is pursuant to Department of Transport and Main Roads (TMR) Guideline to Traffic Impact Assessment (GTIA) requirements for an EIS level desktop assessment.

1.4 Data sources

In undertaking this TIA, the following sources of data have been referenced:

- Traffic Surveys conducted from Monday 8 to Sunday 21 March 2021 (Austraffic)
  - Gore Highway / Madelaine Street North
  - Gore Highway / Madelaine Street South
  - Gore Highway / Ware Street / Saal Road
  - Gore Highway / Ware Street
- Traffic survey conducted from Sunday 13 to Saturday 19 May 2022 (Matrix)

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- Gore Highway / Yarranlea Road / Tummaville Road

- Queensland Open Data Portal (2022)
- Downs South West Principal Cycle Network Plan (TMR, 2021)
- Darling Downs Transit bus information (2022)
- Local Government Infrastructure Plan (LGIP) (Toowoomba Regional Planning Scheme, 2017)
- Queensland Transport and Roads Investment Program 2022-23 to 2025-26 (TMR, 2022)
- Queensland Government Development Assessment Mapping System (2022)

1.5 Standards and guidelines

Table 1 summarises the key guidelines which have been referenced in the following report.

Table 1 Standards and guidelines used within this report

Standards and Guidelines	Details
TMR GTIA	The GTIA provides guidance to stakeholders involved in development that can potentially impact on the safety, efficiency, or infrastructure condition of the State-controlled road network in Queensland. It outlines the principles and the framework for undertaking a traffic impact assessment and provides advice on mitigation strategies to address traffic impacts.
TMR State Development and Assessment Provisions State Code 1 – Development in a State-controlled road environment	The purpose of this code is to protect the safety, function and efficiency of state-controlled roads, future state-controlled roads, road transport infrastructure, active transport infrastructure and public passenger services on state-controlled roads from adverse impacts of development.
TMR State Development and Assessment Provisions State Code 6 – Protection of State Transport Networks	The purpose of this code is to protect state transport infrastructure, public passenger transport infrastructure, active transport infrastructure and public passenger services from the adverse impacts of development, maintain the operating performance of the transport network, and ensure development enables safe and convenient access to public passenger transport.
Road design guidelines and manuals	Various sections of the Austroads Road Design and Road Safety Guides, Guide to Traffic Management, and the TMR Road Planning and Design Manual (RPDM).
Minimum Technical Requirements (MTR)	The Project MTR pertaining to minimum technical requirements for design elements.

1.6 Disclaimer

The analysis in this report has been prepared with due care but is subject to a number of assumptions which are outlined in the relevant sections, based upon information available at the time of writing this report.

The review and assessment are based on information provided to FFJV by other parties. FFJV has not independently verified this information and does not accept responsibility or liability for any inaccuracies or shortcomings in this information. Should these information sources be modified by these third parties, FFJV assumes no responsibility for any resulting inaccuracies in its information. The review and assessment are provided strictly on the basis that the information that has been provided is accurate, complete, and adequate.

In particular, the sight distance assessments has limited accuracy due to the desktop nature and these assessments should be revisited when further detailed survey is available in the future.

The crash assessment only considers crashes that have been recorded in the TMR register. Crashes of lower severity such as property damage and minor injury tend to be less accurately reported on and may be underrepresented.

Vertical clearance and structural condition of any structures along detour routes has not been assessed due to the limited accuracy from the desktop assessment.

The contents of this report must not be relied upon for design, construction, costing, or programming purposes.

2 Existing conditions

2.1 Planning context

2.1.1 Land use and zoning

Figure 4 shows the area immediately surrounding the proposed grade-separated crossing is currently zoned as a combination of rural, township, and mixed use under the Toowoomba Regional Planning Scheme (2017).

Figure 5 shows the Toowoomba Regional Planning Scheme (2017) priority infrastructure development areas.

A search of Toowoomba Regional Council (TRC) Property Development Application portal (PD Online) returns no in process or approved applications that are impacted by the proposed road upgrades.

ARTC has been talking to GrainCorp in to understand their traffic flow and access requirements for their site on Ware Street. Within this impact assessment for Inland Rail, additional traffic volume for development within Brookstead is captured within the growth of background traffic. GrainCorp impacts should be assessed by the authorities as part of due process for their development application.

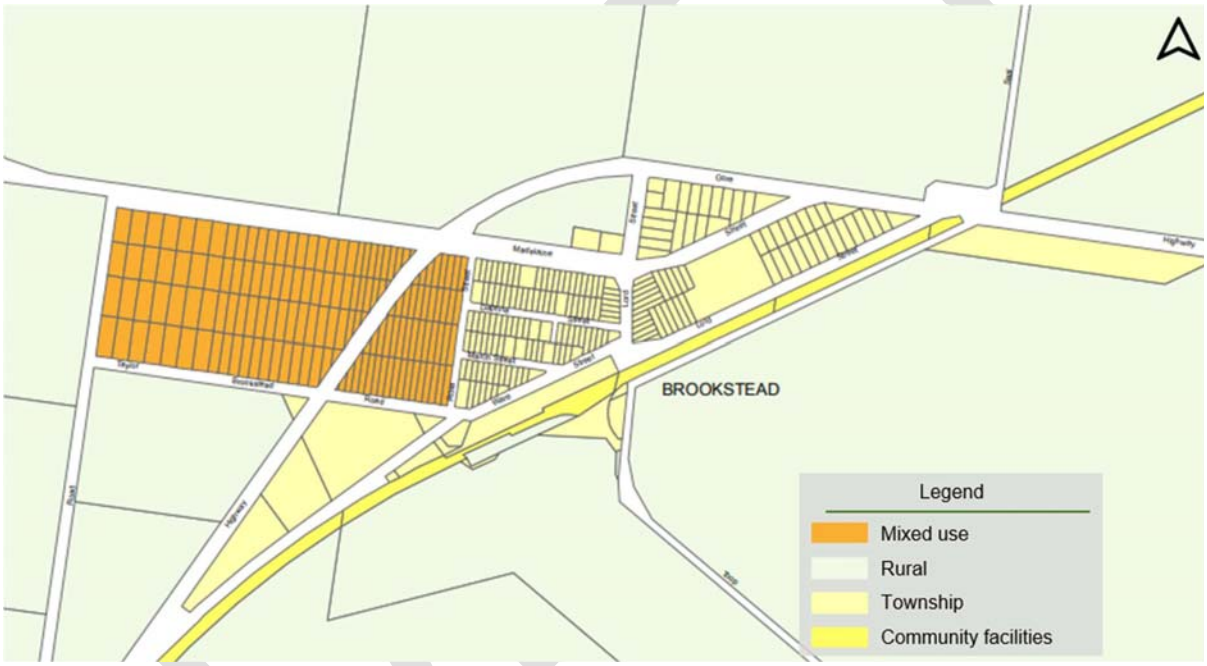

Figure 4 Current Brookstead land use zoning (Toowoomba Regional Planning Scheme, 2017)



Figure 5 Current Brookstead local government infrastructure planning categories (Toowoomba Regional Planning Scheme, 2017)

2.2 Existing road network

2.2.1 Surrounding roads

The proposed grade separated crossing site is located along the Gore Highway, a national highway and freight route for road train class vehicles linking Toowoomba to Goondiwindi. The key roads that form the network adjacent to the site range from a combination of district and local roads including Saal Road, Madelaine Street and Ware Street. The road hierarchy for the Project area is shown in Figure 6 below, and a discussion of the characteristics of the key roads in the network is provided in Table 2.



Figure 6 Surrounding road network

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Table 2 Key characteristics of the external road network

Road Name	Control	Function	Footpath / Cycling provision	Cross Section	Pavement Condition	Two-Way Daily Volume (Source)	Posted Speed
Gore Highway	TMR	National Road Network Highway and (road train) freight route connecting Queensland's major Regional Centres	No dedicated on-road cycle lanes or pedestrian footpath	1 lane in each direction, undivided, with 2m line marked shoulder	Sealed	2,947 (2019 AADT)	100km/h (MTR)
Madelaine Street (North and West of Gore Highway intersection A2)	TMR	State District Road and (B-double) freight route Madelaine Street connects Brookstead to Regional Centres to the North-West	No dedicated on-road cycle lanes or pedestrian footpath	1 lane in each direction, undivided, line marked	Sealed	170 (2019 AADT)	100km/h (MTR) (40km/h on approach to intersection)
Madelaine Street (South and East of Gore Highway intersection A1)	TRC	Local Road and (B-double) freight route within Brookstead centre.	No dedicated on-road cycle lanes or pedestrian footpath	1 lane in each direction, undivided, no line marking	Sealed	97 (2021 ATC)	60km/h (posted)
Ware Street (southern connection, East of Gore Highway)	TRC	Local access for commercial, residential, and school land uses	No dedicated on-road cycle lanes or pedestrian footpath	1 lane in each direction, undivided, no line marking	Sealed	118 (2021 ATC)	60km/h (posted) (with 40km/h school zone)
Ware Street (South of Gore Highway, across from Saal Road)	TRC	Local access for commercial, residential, and school land uses	No dedicated on-road cycle lanes or pedestrian footpath	1 lane in each direction, undivided, no line marking	Sealed	246 (2021 ATC)	60km/h (posted) (with 40km/h school zone)
Saal Road (North of Gore Highway, across from Ware Street)	TRC	Local Road and (B-double) freight route connecting Brookstead to Regional Centres	No dedicated on-road cycle lanes or pedestrian footpath	1 lane in each direction, undivided, no line marking	Sealed	68 (2021 ATC)	60km/h (posted) (40km/h at bend)
Lord Street	TRC	Local access for commercial and residential land uses	No dedicated on-road cycle lanes or pedestrian footpath	1 lane in each direction, undivided, no line marking	Sealed	151 (2021 ATC)	60km/h (posted)

Note: This table describes traffic volumes sourced from either 2019 AADT data, or 2021 automatic tube count (ATC) 10 (week) days average from March 2021. The traffic volumes are built using intersection survey data (and then conservatively factored up with traffic growth and seasonal variation factors), therefore there is a difference between this table and others within this report.

The approved heavy vehicle routes in proximity to the study area are as shown in Figure 7. As shown in this figure, the Gore Highway is a key strategic RT1 road train heavy vehicle route, with several fronting roads approved for 25m B-double combination vehicles and/or Higher Mass Limit (HML) vehicles.



Figure 7 Approved heavy vehicle routes

2.2.2 Key intersections

The intersections which have been determined to be impacted by the proposed grade-separated level crossing (i.e., intersections directly impacted by closed turns and those with rerouted vehicle movements as a result of the closed turns) are as follows:

- **Intersection A1:** Gore Highway / Madelaine Street North, a priority (stop-sign) controlled T-intersection
- **Intersection A2:** Gore Highway / Madelaine Street South, a priority (give-way) controlled T-intersection
- **Intersection B:** Gore Highway / Ware Street / Saal Road, a priority (give-way at Saal Road and stop-sign at Ware Street) controlled 4-way intersection
- **Intersection C:** Gore Highway / Ware Street, a priority (give-way) controlled T-intersection
- **Intersection D:** Ware Street / Lord Street, a priority (give-way) controlled 4-way intersection.

The above intersections are identified in Figure 8 below.

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Figure 8 Project intersections

Traffic volumes have been developed using three sets of count data (refer Section 1.4). These traffic counts informed the traffic analysis undertaken to determine future network movements brought on by the proposed grade-separated level crossing. The survey dates were selected to coincide with the harvest period and school term in Brookstead to capture the existing peak period volumes in the area.

For existing typical 24-hour. AM and PM peak hour traffic volumes refer to Appendix B.

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2.2.3 Crash statistics

An investigation into the crash history of the road network surrounding the proposed grade-separated crossing location was conducted to uncover trends and identify risks in the network. Historical vehicle crash data over the last 10 years (2012 – 2021 inclusive) was collected via the Queensland Government Open Data Portal (2022).

A summary of the vehicle crash locations by 'definition for classifying accident' (DCA) severity recorded over the last 10 years between 2012 and 2021 is provided in Figure 9. The breakdown of vehicle crashes by location and crash type from 2012 to 2021 is summarised in Table 3. As shown in this figure and table, there have been a total of 13 crashes recorded on the Gore Highway segment over the 10-year period, with 6 of the 10 crashes run off road crashes.

An assessment of contributing factors identifies the majority of crashes have occurred in dry weather, 60% of crashes occurred in daylight, versus 40% in un-lit darkness, and every crash has a recorded speed of 100-110km/h. This identifies that speed may be a contributing factor to the crashes.

From the crash analysis, we have identified a cluster of crashes on the Gore Highway, in a curved, un-lit segment with no immediate intersections, but a single property access.



Figure 9 Crash locations

Table 3 Crash type breakdown 2012 – 2020 (Source: Queensland Government Open Data)

Crash Type	Fatal	Hospitalisation	Medical treatment	Minor injury	Total
Off Path-Curve: Off Carriageway Right Bend		2	1		3
Off Path-Curve: Off Carriageway Left Bend		1	2		3
Vehicles Opposite Approach: Head On	1		1		2
Off Path-Curve: Off Carriageway Lt Bend Hit Object			1		1
Off Path-Straight: Out of Control on Carriageway		1			1
Vehicles Overtaking: Other				1	1
Off Path-Straight: Right Off Carriageway			1		1
Off Path-Curve: Out of Control on Carriageway		1			1
Total	**1**	**5**	**6**	**1**	**13**

Note that this assessment considers only crashes that have been recorded in the TMR register. Crashes of lower severity such as property damage and minor injury historically tend to be less accurately reported on and may be underrepresented in this assessment.

2.2.4 Planned infrastructure upgrades

A review of Toowoomba Regional Council's Local Government Infrastructure Plan (LGIP) has been undertaken and no future infrastructure appears to be planned along the Gore Highway, or in close proximity to the proposed grade separated crossing site.

A review of TMR's Queensland Transport and Roads Investment Program 2022-23 to 2025-26 (QTRIP) lists a $45,500 investment for road upgrades along the "Gore Highway (Toowoomba – Goondiwindi), various locations" and the Queensland Government Development Assessment Mapping System found 1 future infrastructure plan for the State-controlled road (SCR) network in close proximity to the site; this being a ~2.5km segment of the Gore Highway approximately 500m east of the existing open level crossing as shown in Figure 10 below. QTRIP lists this as a pavement rehabilitation investment upgrade and future overtaking lane project.

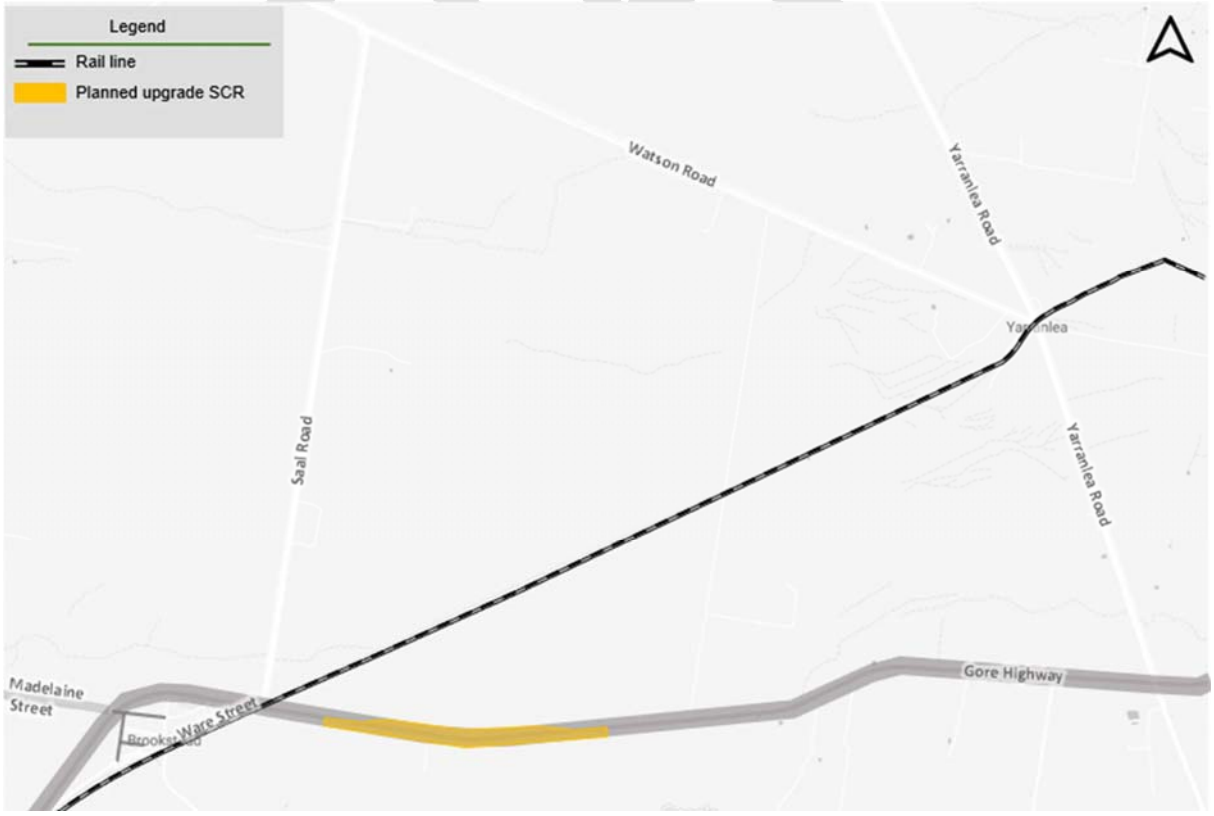

Figure 10 Planned upgrades for state – controlled road (Queensland government development assessment mapping system)

2.2.5 Existing traffic data sources

The existing traffic volumes referenced in this assessment are sourced from a 24-hour classified traffic count survey conducted by Austraffic at the key intersection locations identified in Figure 8 as well as at other local road segments within and surrounding Brookstead to assist with the rerouting analysis as follows:

- Gore Highway / Madelaine Street North
- Gore Highway / Madelaine Street South
- Gore Highway / Ware Street / Saal Road
- Gore Highway / Ware Street
- Ware Street (northern connection) South of Gore Highway
- Gore Highway East of Ware Street
- Ware Street (southern connection) East of Gore Highway
- Lord Street between Daphne Street and Ware Street
- Ware Street between March Street and Lord Street
- Ware Street East of Lord Street
- Mann Silo Road South of Ware Street
- Gore Highway / Yarranlea Road
- Yarranlea Road / Watson Road

2.2.6 Peak period determination

The March 2021 count data was analysed to determine the peak AM and PM hours. Wednesday 10 March 2021 had the highest volumes and defined the peak hours as:

- **AM peak hour:** 11:00am to 12:00pm
- **PM peak hour**: 3:30pm to 4:30pm

There are some differences from the overall peak time periods across the network, however the volume differences are very small, therefore no adjustment has been required.

The AM Peak period has been assessed as the 'worst peak' due to the higher heavy vehicle volumes. Light vehicle volumes are similar between peaks.

2.2.7 Traffic growth rate

A yearly compound growth rate of 2.0% has been assumed for all traffic volumes as agreed upon previously with ARTC. It is also roughly in line with historical AADT data collected on the Gore Highway closest to the project from 2015-2019 (QLD Open Data Portal).

A separate seasonal factor of 1.18 has been applied, in line with the wider B2G EIS assessment. No separate factor for COVID updates has been applied as the background growth and seasonal factor application are considered sufficient.

2.2.8 Opening year

The opening year of the project is assumed to be 2028, with a 10-year design horizon of 2038.

2.2.9 Background traffic volumes

The existing classified background traffic counts for each intersection by typical weekday 24-hour period, AM peak hour and PM peak hour have been summarised in Appendix B.

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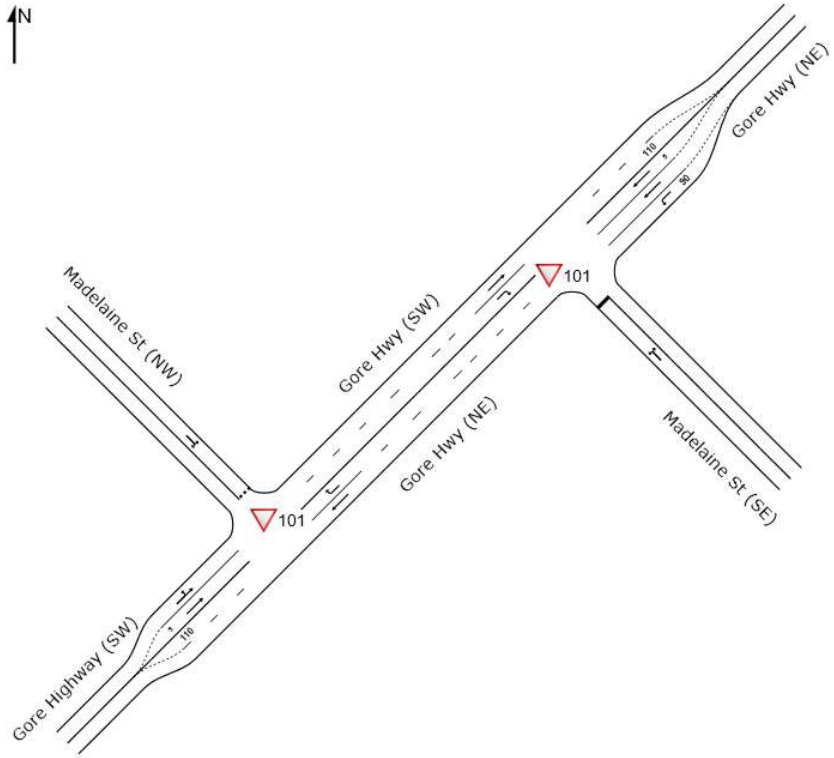
2.2.10 Existing intersection layouts

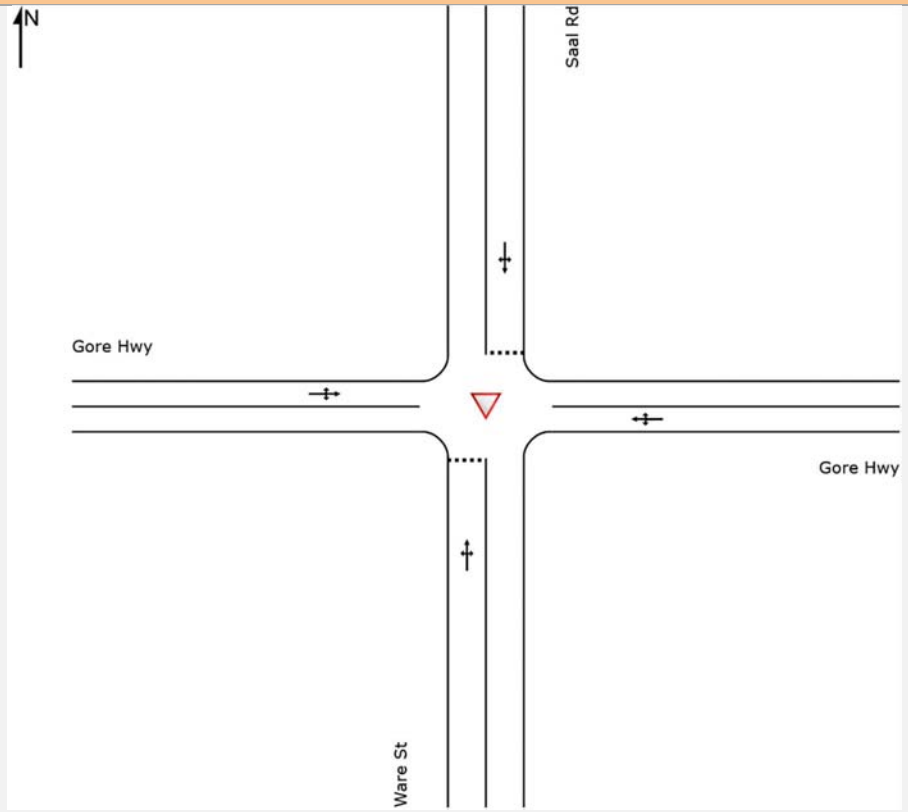
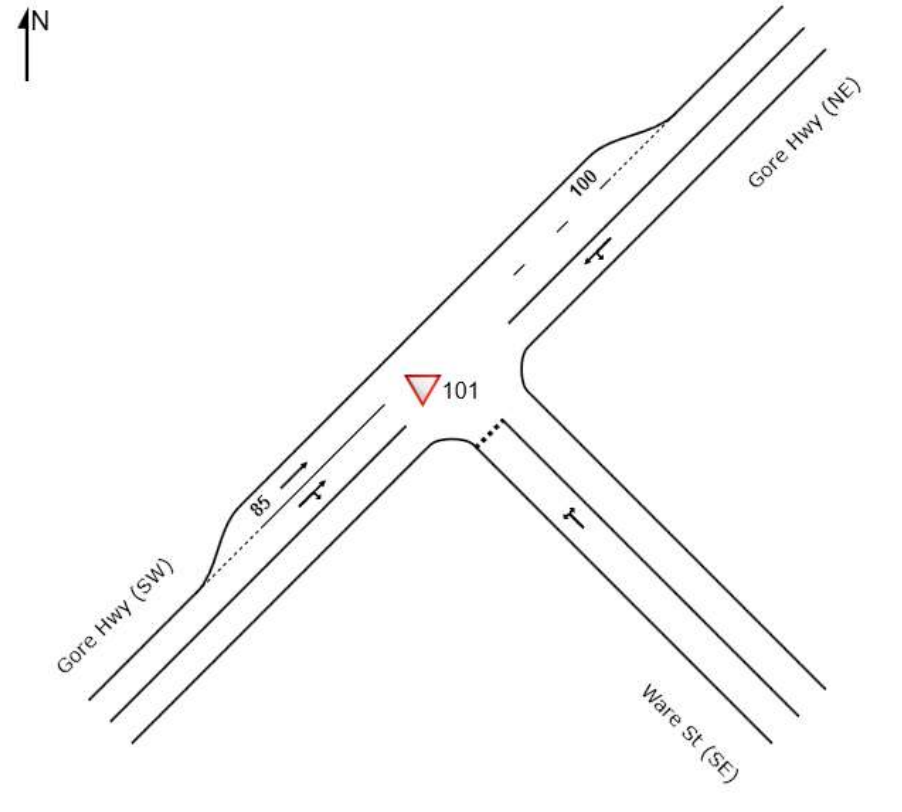
Table 4 provides the existing intersection layouts used in the SIDRA assessment to provide context for turn movement descriptions.

This is a desktop assessment and further analysis is recommended to be undertaken during detailed design and construction road safety audits.

The existing formation of the intersections have not been reviewed as this assessment is to determine the impact of the proposed reconfiguration. And deficiencies in the arrangement are an existing issue and not required to be mitigated by the project.

Table 4 SIDRA intersection layouts

Intersection	Layout / Control Type
A1+A2: Gore Highway / Madelaine Street	 Note: Intersection A1 and A2 have been modelled together in SIDRA Network. The start of the Gore Highway right turn lanes display as a short through lane at each intersection, however this is just a display issue, and does not impact the assessment.

Intersection	Layout / Control Type
B: Gore Highway / Ware Street / Saal Road (Existing form, both reconfiguration options change this intersection)	
C: Gore Highway / Ware Street	

2.3 Alternative transport modes

2.3.1 Public transport network

The study area is not serviced by any public transport routes.

There are 2 school service bus lines with routes that traverse Brookstead – the first passes through Brookstead via the Gore Highway with no diversions and the other follows a path to/from Madelaine St, Lord Street and Ware Street before linking up with the Gore Highway at the Gore Highway / Ware Street / Saal Road intersection as shown in Figure 11. Darling Downs Transit lists each of these routes as having 1 morning and afternoon school service running during the school term.



Figure 11 Proximity to public transport

2.3.2 Cycling network

No shared use paths or bicycle lanes are provided in the vicinity of the study area and there are no designated cycle networks within Brookstead covered in the TMR Downs South West Principal Cycle Network Plan (2021).

3 Proposal details

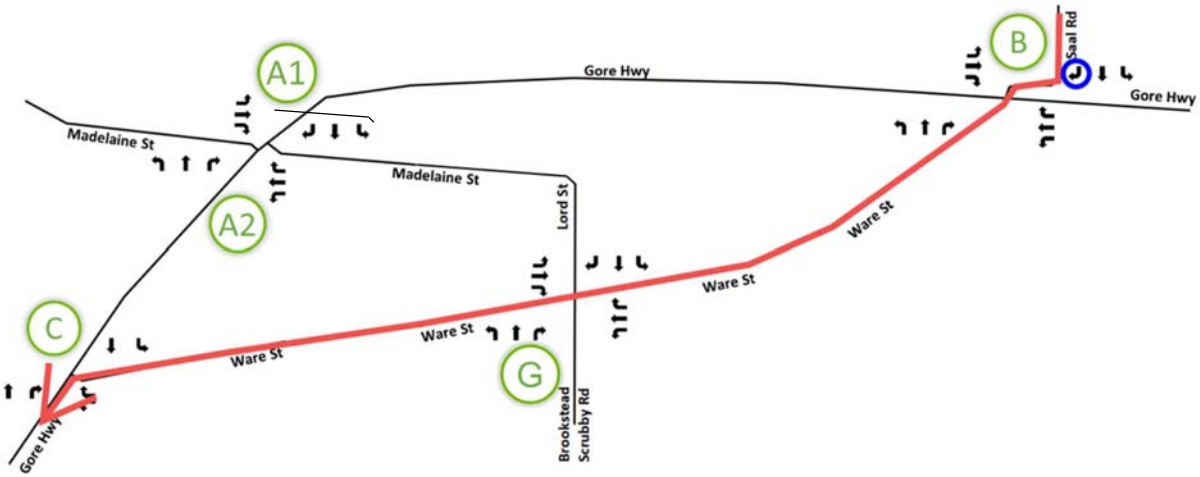
3.1 Reconfiguration options detour assessment

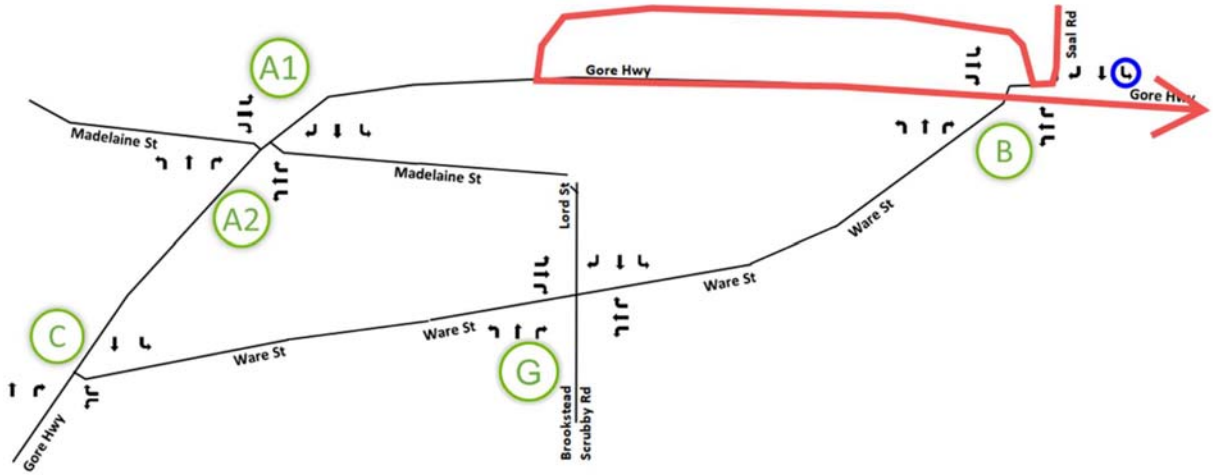
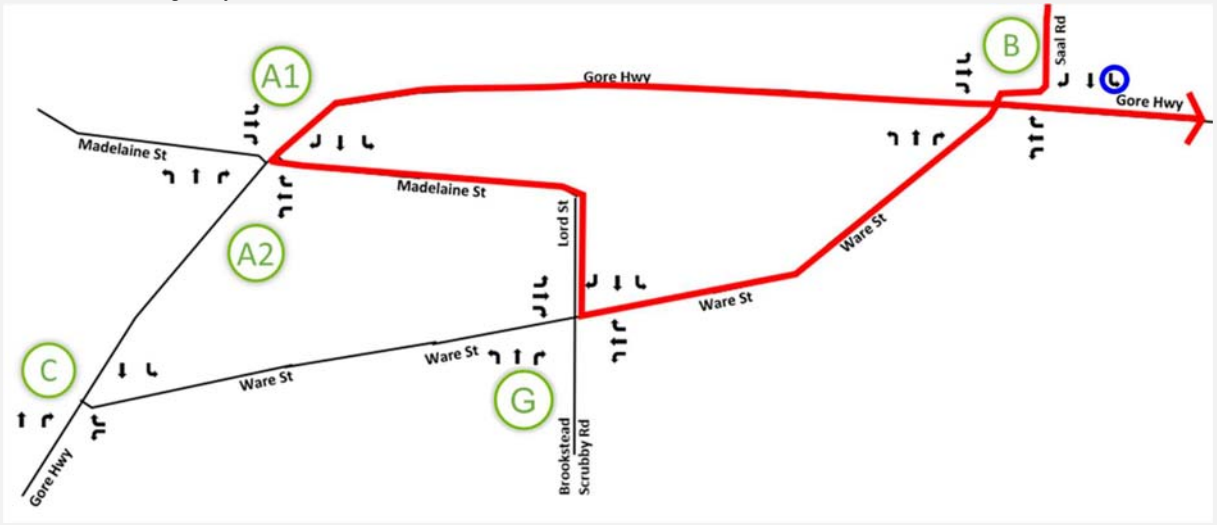
Reconfiguration option 1 and 2 are explained in Section 1.2, and Table 5 provides the detour assessment for both reconfiguration option 1 and 2 network changes.

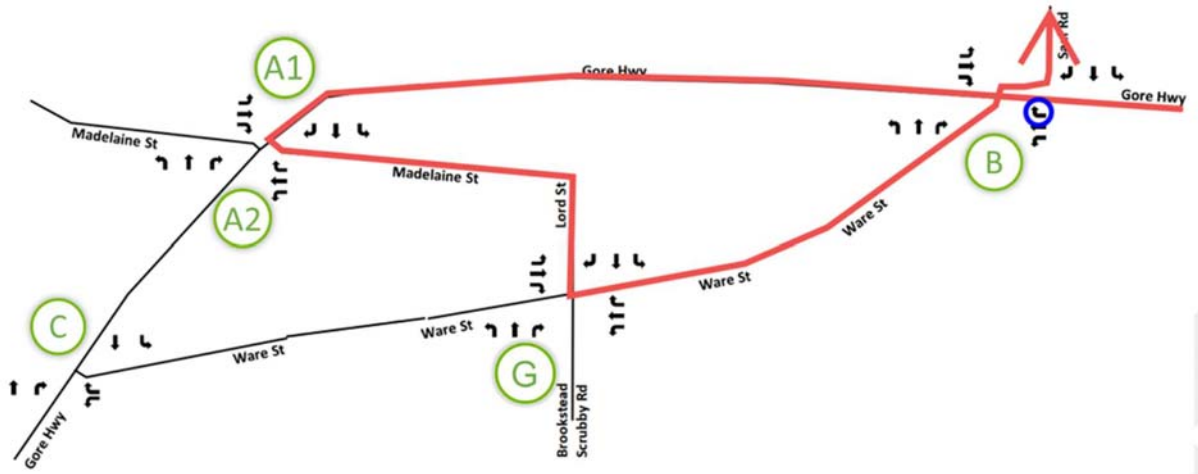
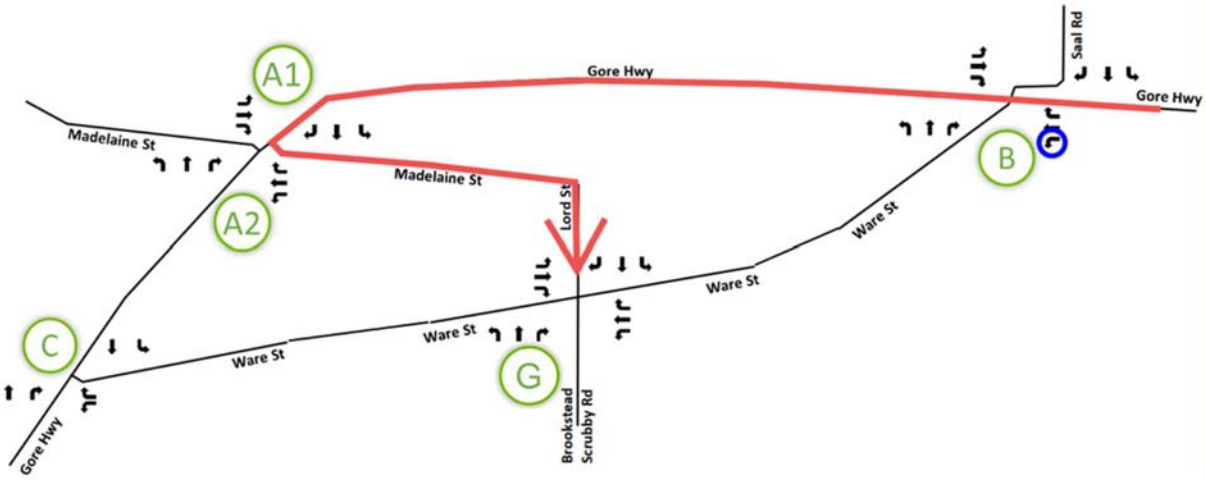
It is important to note that there is no new traffic being created by this proposal, and all traffic is detoured traffic that currently uses the Gore Highway / Saal Road / Ware Street intersection, so overall volumes of traffic are not changing.

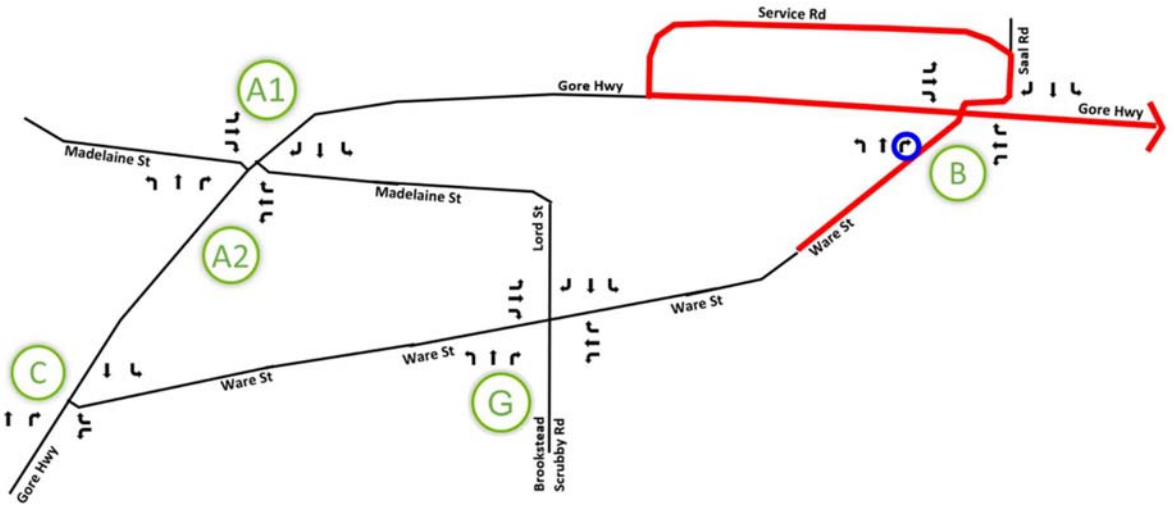
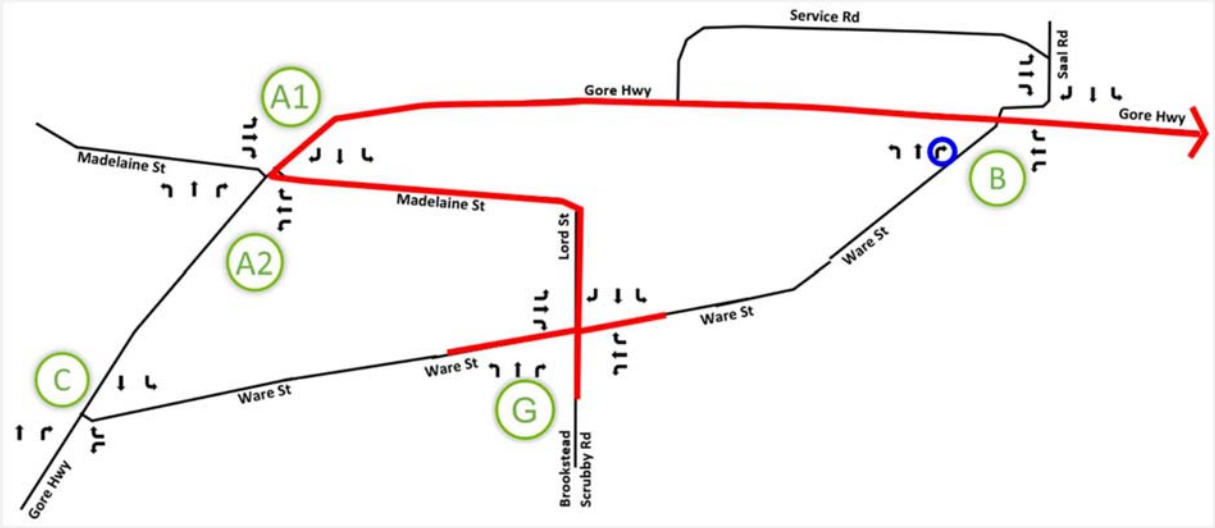
The resulting forecast background traffic volumes, trip distribution and development traffic volumes on the network within the opening year (2028) and design horizon (2038) are shown in the figures included as Appendix C and Appendix D.

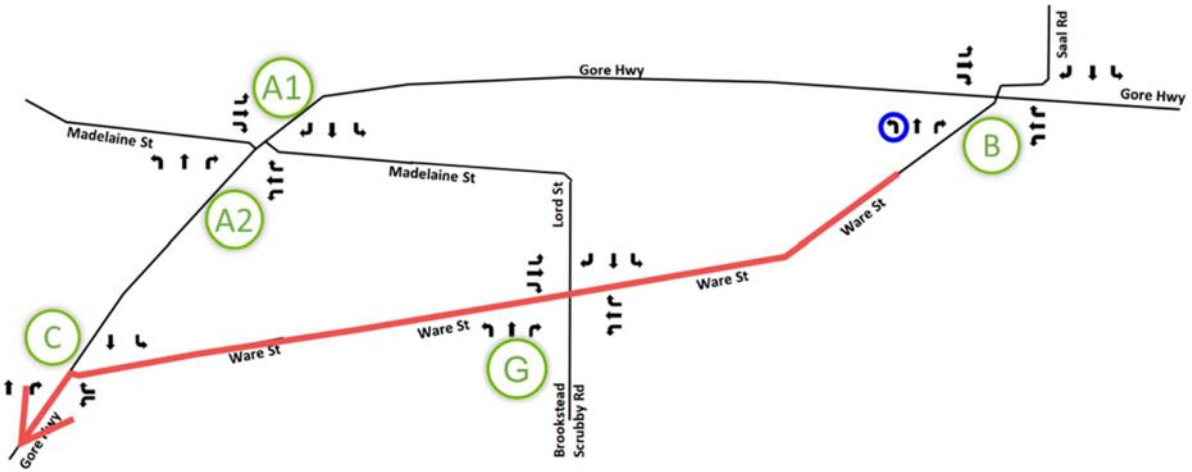
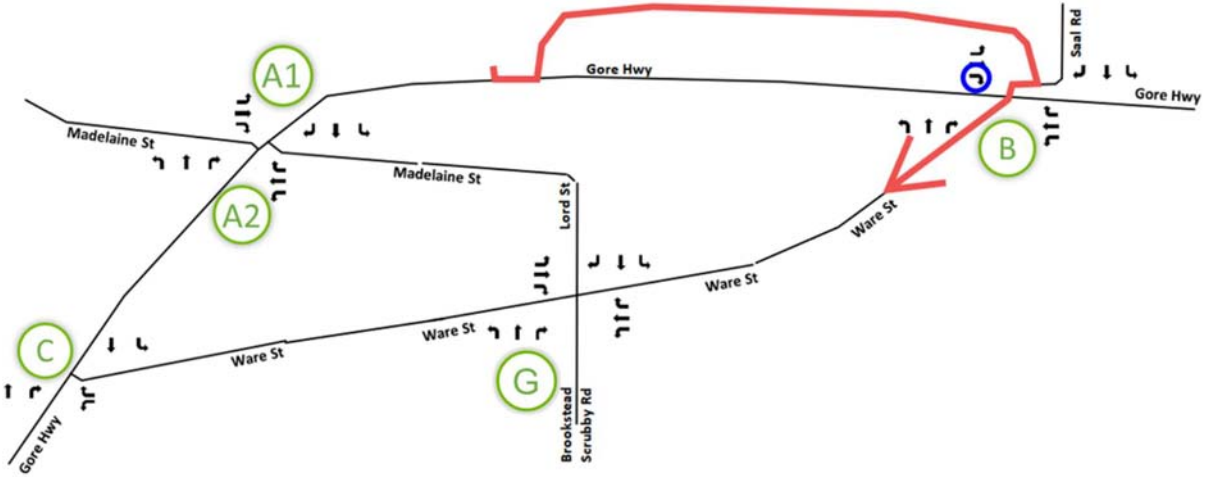
Table 5 Detour Assumptions

Original movement	Reconfiguration option	Detour assumption	Discussion
Saal Road (Northern approach) – southbound right turn movement	**1**	Vehicles join through traffic onto Ware Street then travel through town to southern Gore Highway / Ware Street intersection. Vehicles then turn left from Ware Street to Gore Highway to continue travelling south. 	This detour allows vehicles to travel a similar distance with a similar travel time. There are a few destinations along the Gore Highway between Saal Road and Ware Street. Vehicles travelling to these locations would be able to access the local network by turning right at the Gore Highway / Ware Street intersection instead of southbound. Overall, there is minimal additional travel time due to the love volumes on the network.
	2	Same as reconfiguration option 1	

Saal Road (Northern approach) – southbound left turn movement	**1**	Vehicles approaching from the north will turn right onto the service road and then left onto the Gore Highway to travel to the east. 	This detour has been selected as it provides the most direct route to the Gore Highway. Overall, there is a very minor increase in both distance travelled and travel time.
	2	Vehicles approaching from the north will instead travel via Ware Street to Lord Street, onto Madelaine Street and then left onto the Gore Highway to travel to the east. 	Vehicles approaching from the north will continue along Ware Street and use Madelaine Street as a detour to access the Gore Highway. Overall, there is an increase in both distance travelled (~3km) and travel time (~2.5mins) due to the 60km/h speed on local streets. There is sufficient capacity within the local network to accommodate movements in any direction.

Gore Highway (Eastern approach) - westbound right turn movement	**1**	Vehicles will need to proceed to the Gore Highway / Madelaine Street intersection to turn left at the northern intersection. Vehicles will then travel through town and along Ware Street to reach Saal Road.  	This detour has been selected as it allows travellers to follow detour signage after the turn to Saal Road is not available. Overall, there is a minor increase in both distance travelled and travel time. Some vehicles may detour at the preceding Yarranlea Road intersection instead if it suits their destination, and would also be minimal impact on travel time.
	2	Same as reconfiguration option 1	
Gore Highway (Eastern approach) - westbound left turn movement	**1**	Vehicles will need to proceed to the Gore Highway / Madelaine Street intersection to turn left at the northern intersection. Vehicles will then travel to their destination within Brookstead township.  	Vehicles accessing Ware Street are likely travelling to local destinations within the township. Depending on exact destination vehicles are travelling to, vehicles will experience a minor increase in both distance travelled and travel time.
	2	Same as reconfiguration option 1	

Ware Street (Southern approach) – northbound right turn movement	**1**	Vehicles will travel straight from Ware Street to Saal Road and then turn onto the Service Road, and then turn left onto the Gore Highway to travel to the east.  	This detour has been selected as it allows travellers to follow detour signage after the turn to Saal Road is not available. Overall, there is a minor increase in both distance travelled and travel time. Some vehicles familiar with the network may detour via Madelaine Street if they are from the western end of Ware Street.
	2	 	Vehicles travelling from Ware Street are likely travelling from a local destination within the township. Overall, there is an increase in both distance travelled and travel time. There is sufficient capacity within the local network to accommodate movements in any direction.

Ware Street (Southern approach) – northbound left turn movement	**1**	Vehicles will travel from their location in town (likely the north-eastern section) to the southern Gore Highway / Ware Street intersection and complete a left turn to join the Gore Highway in the southern direction. 	Vehicles travelling from Ware Street are likely travelling from a local destination within the township. Depending on the destination vehicles are travelling to, vehicles will experience an increase in both distance travelled and travel time. There is sufficient capacity within the local network to accommodate movements in any direction.
	2	Same as reconfiguration option 1	
Gore Highway (Western approach) – eastbound right turn movement	**1**	Due to the low number of vehicles (2 vehicles/day), it is assumed these vehicles originate from the local property on the northern side of the Gore Highway. These vehicles will instead turn left onto the service road and then directly left onto the service road to gain access to Ware Street. 	These are likely to be local trips from property along Gore Highway. Depending on the destination vehicles are travelling to, vehicles will experience a minor increase in both distance travelled and travel time.
	2	Same as reconfiguration option 1	

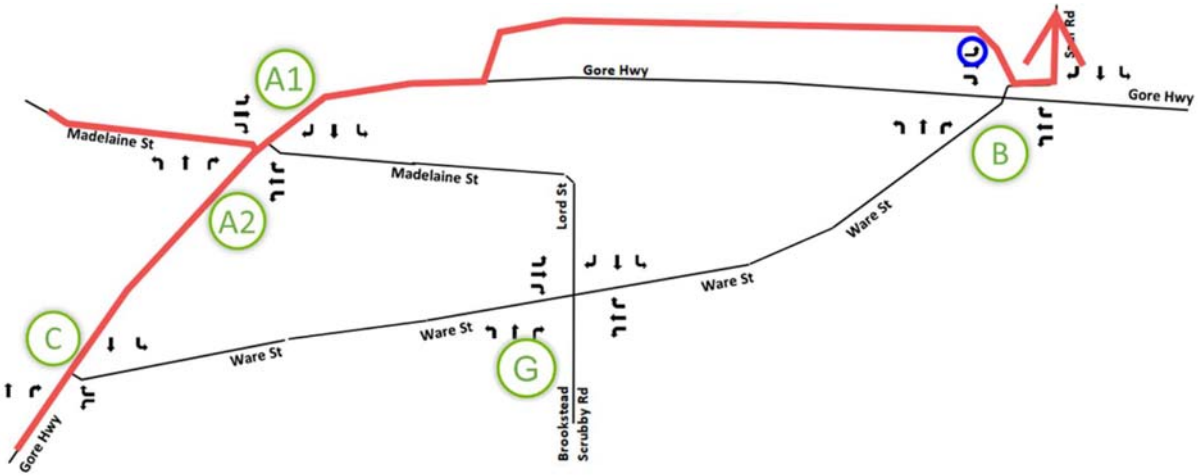
Gore Highway (Western approach) - eastbound left turn movement	**1**	Vehicles will approach from the west along Gore Highway and then turn left onto the service road. From the service road, they can turn left to reach Saal Road.  	Vehicles travelling northbound on Saal Road are likely travelling from either the south (Gore Highway), or from the west (Madelaine Street). Local trips are likely to go north on Ware Street to access Saal Road, which is no change from existing travel patterns. Overall, there is a very minor increase in both distance (<100m) and travel time (<30 seconds).
	2	Same as reconfiguration option 1	

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Table 6 and Table 7 show the intersection volumes for the Base Case, vs the Option using base case traffic volumes. If there is no change between base case and detour scenario, the movement has not been shown.

Volumes have been separated into three categories:

- Light vehicles (LV) which corresponds with Austroads class 1 and 2 vehicles,
- Heavy vehicles (HV) for class 3 to 9 vehicles, and
- Extra heavy vehicles (XHV) with class 10 to 12 vehicles.

The detour scenario traffic volumes and trip distributions are shown visually in Appendix B.

It is important to note that no additional traffic is created by this project, it is simply moving some trips from one movement at an intersection to another. This is why the overall vehicle increases are low. Of the detoured trips, many move from a higher risk movement (i.e., right turn from Ware Street onto the Gore Highway at Intersection B) to a lower risk movement (to the through movement).

Table 6 Rerouting 24-hour traffic volumes (from 2021 Count data) – Reconfiguration Option 1

Intersection	Approach	Movement	Base case			Reconfiguration Option 1			Difference (Option 1 – Base)
			LV	HV	XHV	LV	HV	XHV	
Gore Hwy / Madelaine St (A1 and A2)	Gore Hwy (N)	Through	1,224	188	391	1,224	188	391	**115 veh/day 6% increase**
		Left	8	1	5	99	12	18	
	Madelaine St (E)	Right	7	1	2	7	1	2	
		Left	10	2	5	10	2	5	
	Total		**1,249**	**192**	**403**	**1,340**	**203**	**416**	
Gore Hwy / Saal Rd / Ware St (B)	Saal Rd (N)	Right	9	2	1	-	-	-	**87 veh/day 2% increase**
		Through	9	1	2	19	3	3	
		Left	8	1	1	-	-	-	
	Gore Hwy (E)	Right	9	1	1	-	-	-	
		Through	1,270	194	398	1,362	204	412	
		Left	83	10	13	-	-	-	
	Ware St (S)	Right	80	10	14	-	-	-	
		Through	9	1	1	97	12	15	
		Left	7	1	1	-	-	-	
	Gore Hwy (W)	Right	2	0	0	-	-	-	
		Through	1,254	195	396	1,341	206	411	
		Left	11	2	1	-	-	-	
	Total		**2751**	**418**	**829**	**2819**	**425**	**841**	
Gore Hwy / Ware St South (C)	Gore Hwy (N)	Through	1,240	189	395	1,225	186	394	**0 veh/day 0% increase**
		Left	3	2	1	3	2	1	
	Ware St (E)	Right	3	1	1	3	1	1	
		Left	39	6	4	54	8	6	
	Gore Hwy (S)	Right	40	7	4	40	7	4	
		Through	1,218	188	406	1,218	188	406	
	Total		**2543**	**393**	**811**	**2543**	**392**	**812**	
Ware St / Lord St / Brookstead Scrubby Rd (D)	Lord St (N)	Right	26	2	1	73	7	7	**136 veh/day 66% increase**
		Through	5	2	1	16	3	3	
		Left	35	2	1	68	7	7	
	Ware St (E)	Right	22	3	1	22	3	1	
		Through	58	4	1	74	6	3	
		Left	21	5	16	21	5	16	
	Total		**167**	**18**	**21**	**274**	**31**	**37**	

Table 7 Rerouting 24-hour traffic volumes (from 2021 Count data) – Reconfiguration Option 2

Intersection	Approach	Movement	Base case			Reconfiguration Option 1			Difference (Option 1 – Base)
			LV	HV	XHV	LV	HV	XHV	
Gore Hwy / Madelaine St (A1 and A2)	Gore Hwy (N)	Through	1,224	188	391	1,224	188	391	**228 veh/day 12% increase**
		Left	8	1	5	99	12	18	
	Madelaine St (E)	Right	7	1	2	94	12	17	
		Left	10	2	5	10	2	5	
	Total		**1,249**	**192**	**403**	**1,427**	**214**	**431**	
Gore Hwy / Saal Rd / Ware St (B)	Saal Rd (N)	Right	9	2	1	-	-	-	**-27 veh/day 1% decrease**
		Through	9	1	2	19	3	3	
		Left	8	1	1	-	-	-	
	Gore Hwy (E)	Right	9	1	1	-	-	-	
		Through	1,270	194	398	1,362	204	412	
		Left	83	10	13	-	-	-	
	Ware St (S)	Right	80	10	14	-	-	-	
		Through	9	1	1	17	2	1	
		Left	7	1	1	-	-	-	
	Gore Hwy (W)	Right	2	0	0	-	-	-	
		Through	1,254	195	396	1,333	205	410	
		Left	11	2	1	-	-	-	
	Total		**2751**	**418**	**829**	**2731**	**414**	**826**	
Gore Hwy / Ware St South (C)	Gore Hwy (N)	Through	1,240	189	395	1,240	189	395	**19 veh/day 1% increase**
		Left	3	2	1	3	2	1	
	Ware St (E)	Right	3	1	1	3	1	1	
		Left	39	6	4	54	8	6	
	Gore Hwy (S)	Right	40	7	4	40	7	4	
		Through	1,218	188	406	1,218	188	406	
	Total		**2543**	**393**	**811**	**2558**	**395**	**813**	
Ware St / Lord St / Brookstead Scrubby Rd (D)	Lord St (N)	Right	26	2	1	71	6	7	**156 veh/day 76% increase**
		Through	5	2	1	16	3	3	
		Left	35	2	1	71	8	7	
	Ware St (E)	Right	22	3	1	38	5	2	
		Through	58	4	1	74	6	3	
		Left	21	5	16	21	5	16	
	Total		**167**	**18**	**21**	**291**	**33**	**38**	

The traffic volumes and corresponding peak hour volumes are being adopted for further assessments of turn warrants, link analysis, and capacity analysis in subsequent sections of this report.

4 Impact assessment and mitigation

The following report sections provide the following impact assessment and mitigation measures (if required):

- Section 5 Access and frontage assessment.
- Section 6 Road link capacity
- Section 7 Intersection delay
- Section 8 Transport infrastructure
- Section 8.2 Road safety

Note, as this report forms part of the EIS stage of the project, this report is a desktop assessment and does not assess the GTIA impact categories of construction traffic or pavement impacts as there is not sufficient detail to undertake this assessment at this stage. Both impact areas can be addressed in at the next stage where more detailed tasks can be undertaken such as site visits, road safety audits, and traffic management plans. This will enable further work to be undertaken to address comments from TMR about pavement maintenance requirements (noting that roads are generally sealed through Brookstead), and signage updates.

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5 Access and frontage assessment

In the vicinity of the proposed works, common to both reconfiguration options, there are two private property driveways. These driveways are located where the crash cluster is observed (see Section 2.2.3).

Figure 12 shows the access to 5608 Gore Highway. The driveway appears to be the only access point to the homestead, which will require alternative access to be provided as the driveway will not be located at an appropriate point, and may cause additional risk to vehicles accessing Saal Road.

Figure 13, shows the access to 34 Lord Street from the Gore Highway. This is a classed “historic access” with no current or previous road access approval from TRC. However, the alternative gravel, unsealed driveway to 34 Lord Street is less desirable for heavy trucks frequenting the site. The proposed road over rail bridge will improve visibility and driver perception on the Gore Highway for traffic turning out of this property so there is no reason to remove this access arrangement.



Figure 12 5608 Gore Highway, Brookstead (Google Maps, 2022)



Figure 13 34 Lord Street, Brookstead (Google Maps, 2022)

In summary, the recommended mitigation measure is to work with the property owner of 5608 Gore Highway to integrate a driveway access into the proposed reconfiguration arrangement, either from the service road, or from Saal Road.

6 Road link capacity assessment

The TMR GTIA guidelines require a link capacity assessment be undertaken on all roads where the development traffic exceeds 5% of the opening year base volume, determined from the background traffic volume plots, derived from traffic count surveys as explained in Section 2.2.9.

Table 8 shows which links exceed 5% of the base traffic in either direction for the year of opening (2028). The traffic volume comparison plots showing links exceeding the 5% increase threshold for reconfiguration option 1 and reconfiguration option 2 are shown in Appendix C.

Table 8 Road link capacity assessment – base volume change

Road link	Extents	Does the 24-hour volume change exceed 5% of base traffic?	
		Reconfiguration option 1	Reconfiguration option 2
Gore Highway	Ware Street to Madelaine Street	No	No
	Madelaine Street to Saal Road	Yes (5.1%)	Yes (5.1%)
	Saal Road to Yarranlea Road	No	No
Ware Street	Gore Highway to Lord Street	Yes	Yes
	Lord Street to Saal Road	No	Yes
Madelaine Street	West of Gore Highway	No	Yes
	Gore Highway to Lord Street	Yes	Yes
Saal Road	Gore Highway to St Helens Road	Yes	Yes
Brookstead Scrubby Road	All	No	No

The next step of the road link capacity assessment for the identified links compares the delay based Level of Service (LOS) for any links that have a >5% daily volume change, to understand if the LOS changes for each option as shown in Table 9. The AGTM definitions for LOS for uninterrupted two-lane rural roads are shown in Figure 14.

Criteria	LOS				
	A	B	C	D	E
FFS = 120 km/h					
Maximum density (pc/km/ln)	7	11	16	22	28
Minimum speed (km/h)	120.0	120.0	114.6	99.6	85.7
Maximum (v/c)	0.35	0.55	0.77	0.92	1.00
Maximum service flow rate (pc/h/ln)	840	1320	1840	2200	2400
FFS = 110 km/h					
Maximum density (pc/km/ln)	7	11	16	22	28
Minimum speed (km/h)	110.0	110.0	108.5	97.2	83.9
Maximum (v/c)	0.33	0.51	0.74	0.91	1.00
Maximum service flow rate (pc/h/ln)	770	1210	1740	2135	2350
FFS = 100 km/h					
Maximum density (pc/km/ln)	7	11	16	22	28
Minimum speed (km/h)	100.0	100.0	100.0	93.8	82.1
Maximum (v/c)	0.30	0.48	0.70	0.90	1.00
Maximum service flow rate (pc/h/ln)	700	1100	1600	2065	2300
FFS = 90 km/h					
Maximum density (pc/km/ln)	7	11	16	22	28
Minimum speed (km/h)	90.0	90.0	90.0	89.1	80.4
Maximum (v/c)	0.28	0.44	0.64	0.87	1.00
Maximum service flow rate (pc/h/ln)	630	990	1440	1955	2250

Source: Adapted from Exhibit 23-2 in HCM 2000 and updated from Exhibit 12-15 in HCM 2016 (TRB 2016).

Figure 14 LOS definitions (AGTM Part 3 Transport Study and Analysis Methods)

In response to review comments from TRC, the LOS thresholds have been reduced by 10% to allow for pavement quality impacting on flow for local roads.

The highest one-way 2028 volume on a local road is calculated to be <300 vehicles per day. The highest Gore Highway one-way 2028 volume is calculated to be <3,000 vehicles per day.

All roads within the study area maintain LOS A and B through the base case, reconfiguration option 1 and reconfiguration option 2 scenarios. No changes to LOS are experienced on any segment of the state controlled or council networks. Therefore, the road link capacity assessment concludes no further mitigation measures are required for any road segment.

This is a desktop assessment and there are several factors such as pavement condition, seal and formation widths that contribute to level of service that are not able to be considered within a desktop study. Further analysis is recommended to be undertaken during detailed design and construction stages of the project.

Table 9 Road link capacity assessment – LOS assessment

Road link	Extents	Level of service			Does the LOS change?	
		Base	Reconfiguration option 1	Reconfiguration option 2	Reconfiguration option 1	Reconfiguration option 2
Gore Highway	Madelaine Street to Saal Road	A	A	A	No	No
Ware Street	Gore Highway to Lord Street	B	B	B	No	No
	Lord Street to Saal Road	B	B	B	No	No
Madelaine Street	West of Gore Highway	B	B	B	No	No
	Gore Highway to Lord Street	B	B	B	No	No
Saal Road	Gore Highway to St Helens Road	A	A	A	No	No

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7 Intersection assessment

7.1 SIDRA parameters

Key SIDRA parameters adopted for measuring intersection performance, include the following:

- **Degree of Saturation (DoS)** - Degree of saturation (DoS) is defined as the ratio of demand to capacity of a given intersection. A DoS of 1.0 indicates the intersection is at full capacity, and above 1.0 is oversaturated, resulting in long queues and delays. In practice, a DoS of 1.0 would result in unstable flows, therefore there is a practical DoS which represents the target maximum saturation. The maximum target DoS for signalised intersections is 0.90, and for an unsignalised intersection is 0.80.
- **Average Delay** - The delay time, in seconds, which can be expected over all vehicles making a particular movement in the peak hour. More than 70 seconds of delay on a movement equates to a Level of Service of F and usually indicates severely congested conditions, while delays of 0 – 28 seconds represent good operation and delays of 43 – 56 seconds suggest operation near capacity, depending upon the nature of the movement and the intersection control.
- **Level of Service (LOS)** - An index of the operational performance, based upon delays, measured on an A to F scale, with LOS A representing the best operating conditions and LOS F the worst.
- **95th Percentile Queue** - The maximum queue length, in metres, that can be expected in 95% of observed queue lengths in the peak hour. In other words, only 5% of queues during the peak hour will exceed this queue. The acceptability of this length varies according to site conditions but as a minimum it is important to at least achieve sight distance to the back of queue to avoid a safety risk.

Where there is no peak hour traffic volume for a particular movement, SIDRA intersection turn movements have been increased to be at least 1 light vehicle per hour, to meet program requirements.

7.2 Delay assessment

The following section of this report summarises the results of the capacity analyses undertaken of the subject intersections, considering the above intersection performance parameters.

The project intersections have been assessed at the year of opening (2028) of the proposed development in accordance with the procedure outlined in the TMR GTIA document, as summarised in the following:

- Each intersection that has any >5% turn movement volume increases has been analysed for the base case, reconfiguration option 1 and reconfiguration option 2 layouts to determine the movement delays. Refer Figure 8 for intersection identification.
- Total vehicle -minutes across each intersection and scenario have been calculated, to determine the development impact in accordance with the aggregate intersection delay impact vehicle minutes formula. Where development traffic adds less than 5% of delay to the base case traffic aggregate, no mitigation to treat the intersection delay is required.
  - With development intersection vehicle minutes is calculated by multiplying the ‘with development’ scenario average delay by movement, by the base case volume for each movement. This purposely does not count the impact as delays to development traffic, only to pre-existing traffic that is affected by the additional delays.
  - Base case intersection vehicle minutes is calculated by multiplying the base case average delay by movement by the bas case volume for each movement.
- Identify any intersection upgrades if required to mitigate intersection delay.

A SIDRA intersection 9.0 performance assessment has been carried out for each of these intersections under year of opening (2028) and 10-year design horizon (2038) peak hour conditions to confirm that they will operate within acceptable capacity limits with the additional traffic forecast to be generated by the proposed development, in accordance with standard practice.

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Table 10 provides a summary of the aggregate intersection delay calculations for year of opening, and whether the intersection exceeds 5% of additional delay. There are no increases in delay for pre-existing traffic under reconfiguration option 1 or reconfiguration option 2. The aggregate delay across all intersections is less than 5% therefore no mitigation works are required.

Table 10 Summary of 2028 aggregate intersection delay calculations

Intersection	Peak	Base (vehicle minutes)	Reconfiguration option 1		Reconfiguration option 2	
			Vehicle minutes	Increase from base (%)	Vehicle minutes	Increase from base (%)
A1: Gore Highway / Madelaine Street North	AM	1 min 34s	1 min 33s	-1%	1 min 35s	1%
	PM	1 min 47s	1 min 46s	-1%	1 min 50s	2%
A2: Gore Highway / Madelaine Street South	AM	1 min 49s	1 min 47s	-1%	1 min 47s	-1%
	PM	2 min 50s	2 min 47s	-2%	2 min 47s	-2%
B: Gore Highway / Ware Street / Saal Road	AM	5 min	33s	-89%	16s	-95%
	PM	5 min37s	28s	-92%	16s	-95%
C: Gore Highway / Ware Street	AM	1 min 25s	1 min 24s	-1%	1 min 24s	-1%
	PM	3 min 31s	3 min 31s	0%	3 min 31s	0%
D: Ware Street / Lord Street	AM	3 min 46s	3 min 46s	0%	3 min 50s	2%
	PM	2 min 59s	2 min 59s	0%	3 min 1s	1%
Total		30 min 16s	20 min 33s	-32%	20min 17s	-33%

Note: Intersection B has decreased delay in the options compared to the base case due to the closure of movements at the intersection.

Table 11 Summary of 2038 aggregate intersection delay calculations

Intersection	Peak	Base (vehicle minutes)	Reconfiguration option 1		Reconfiguration option 2	
			Vehicle minutes	Increase from base (%)	Vehicle minutes	Increase from base (%)
A1: Gore Highway / Madelaine Street North	AM	3 min 11s	2 min 42s	-15%	2 min 50s	-11%
	PM	3 min 36s	3 min 2s	-15%	3 min 11s	-11%
A2: Gore Highway / Madelaine Street South	AM	3 min 17s	3 min 2s	-8%	3 min 32s	-8%
	PM	4 min 50s	4 min 26s	-8%	4 min 26s	-8%
B: Gore Highway / Ware Street / Saal Road	AM	6 min 46s	34s	-92%	16s	-96%
	PM	7 min 36s	28s	-94%	16s	-97%
C: Gore Highway / Ware Street	AM	2 min 41s	2 min 40s	-1%	2 min 40s	-1%
	PM	5 min 54s	5 min 55s	0%	5 min 55s	0%
D: Ware Street / Lord Street	AM	4 min 49s	4 min 49s	0%	4 min 52s	1%
	PM	3 min 52s	3 min 52s	0%	3 min 59s	3%
Total		46min 32s	31min 28s	-32%	31min 26s	-32%

Note: Intersection B has decreased delay in the options compared to the base case due to the closure of movements at the intersection.

Table 11 provides a summary of the aggregate intersection delay calculations for the design horizon year (2038), and whether the intersection exceeds 5% of additional delay. There are no increases in delay for pre-existing traffic under reconfiguration option 1 or reconfiguration option 2. The aggregate delay across all intersections is less than 5% therefore no mitigation works are required.

The detailed SIDRA results are included as Appendix E. All intersections assessed are expected to be operating well within acceptable capacity limits at the year of opening and design horizon both without, and with, the additional traffic forecast to be rerouted by the proposed grade separated crossing reconfiguration options. Therefore, no mitigation works are required.

7.2.1 Intersection assessment summary

Therefore, no mitigation works are warranted any of the assessed intersections to support the traffic forecast to be generated by the proposed options.

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8 Transport infrastructure assessment

The purpose of this proposed project is to enable Inland Rail to operate, and includes grade separation of the Gore Highway / Railway intersection, where the road will ramp up and over the railway. Therefore, railway crossing safety at this location has not been included in the impact mitigation assessment.

The following section assesses the overhead clearance for the Saal Road underpass within the project area. The impact on any bridges or culverts has not been included within this report as it is expected to be covered within the Environmental Impact Statement (EIS) flooding/hydraulic reporting. Similarly, rail design aspects such as gradients has not been included within this report as it is expected to be covered elsewhere within the EIS.

Note that this is a desktop assessment for an EIS, and as such there is limited civil design within this report. Further design considering provisions such as Wide Centre Line Treatments (WCLT) will be documented within a Technical Advice Note as a part of the Tender Design.

8.1 Overhead clearance for Saal Road and Ware Street

Table 3.5.4.2 of Design Criteria for Bridges and Other Structures (TMR, 2021) (shown in Figure 15 below) states the minimum vertical clearances for bridges over roads. The document states that the minimum clearance between a structure and the surface of the road below it should be 6.5 m.

Because of the high heavy vehicle volumes throughout the Gore Highway traffic flows and the detour arrangements, it is recommended that any underpasses be able to accommodate all heavy vehicles heights. The existing rail vertical clearance is approximately 8m at this particular structure therefore achieving a higher clearance of 6.5m is not an issue for Ware St/ Saal Road.

Table 3.5.4.2 – Minimum vertical clearances for bridges over roads

Description of road beneath bridge	Preferred minimum	Absolute minimum
Very high clearance routes (where no suitable convenient alternative is available)	6.5 m [1], [2]	6.0 m [3]
Highways and motorways	6.0 m [2]	5.5 m [2], [3]
Declared roads	5.5 m [2]	5.5 m [2]
Other arterial and main roads	5.5 m [2]	5.5 m [2]
Other local authority roads	5.3 m [2]	4.8 m [4]

Figure 15 Extract of Table 3.5.4.2 from Design Criteria for Bridges and Other Structures (TMR, 2021)

8.1.1 Overhead clearance assessment summary

A 6.5m clearance between the structure and surface of the road below is recommended when the development progresses to more detailed design.

8.2 Swept paths

This is a desktop assessment and due to the heavy vehicle percentages currently carried through the study area, it is assumed the existing swept paths are sufficient. Further swept path analysis is recommended to be undertaken during detailed design and construction road safety audits.

9 Safety assessment

9.1 Sight distance assessment

The project intersections have been assessed to determine if there were any existing sight distance issues that may worsen with the proposed changes to the traffic movements. The sight distance checks were based on the requirements as stated in *Austroads Guide to Road Design Part 3* and *Part 4A*. The following sight distance checks have been undertaken for the SCR intersections within the study area:

- Stopping Sight Distance (SSD)
- Approach Sight Distance (ASD)
- Safe Intersection Sight Distance (SISD)
- Minimum Gap Sight Distance (MGSD)

The formulas and diagrams for these calculations are shown below in Figure 16.

SSD

$$SSD = \frac{R_T V}{3.6} + \frac{V^2}{254(d + 0.01a)}$$

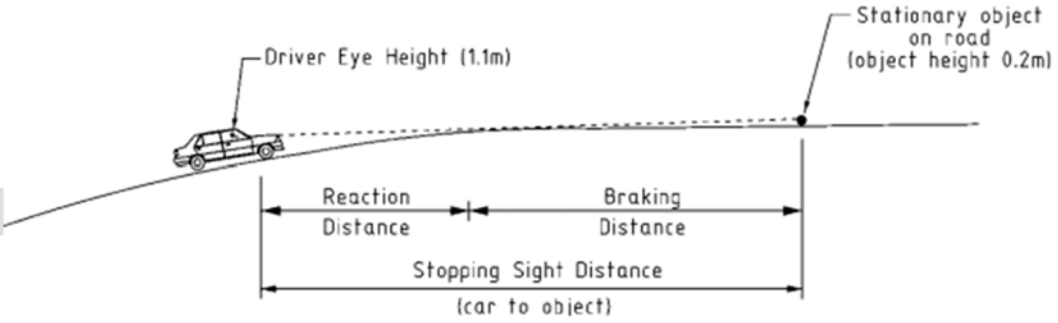
where

R_T = reaction time (sec)

V = operating speed (km/h)

d = coefficient of deceleration (longitudinal friction factor)

a = longitudinal grade (%, + for upgrades and – for downgrades)



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ASD

$$ASD = \frac{R_T \times V}{3.6} + \frac{V^2}{254 \times (d + 0.01 \times a)}$$

where

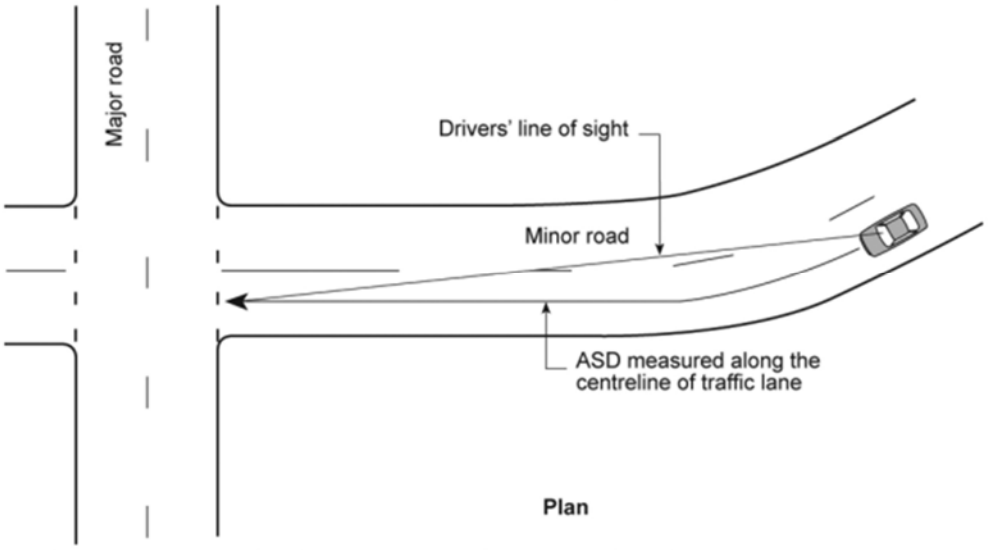
ASD = approach sight distance (m)

R_T = reaction time (sec), refer to *AGRD Part 3* (Austroads 2016b) for guidance on values

V = operating (85th percentile) speed (km/h)

d = coefficient of deceleration, refer to Table 3.3 and *AGRD Part 3* for values

a = a longitudinal grade in % (in direction of travel: positive for uphill grade, negative for downhill grade)



Plan

SISD

$$SISD = \frac{D_T \times V}{3.6} + \frac{V^2}{254 \times (d + 0.01 \times a)}$$

where

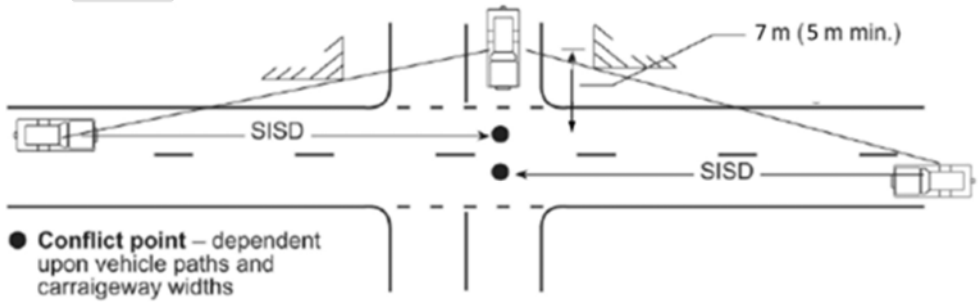
SISD = safe intersection sight distance (m)

D_T = decision time (sec) = observation time (3 sec) + reaction time (sec) – refer to *AGRD Part 3* (Austroads 2016b) for a guide to values

V = operating (85th percentile) speed (km/h)

d = coefficient of deceleration – refer to Table 3.3 and *AGRD Part 3* for a guide to values

a = longitudinal grade in % (in direction of travel: positive for uphill grade, negative for downhill grade)



Plan

MGSD

Table 3.6: Table of minimum gap sight distances ('*D*' metres) for various speeds

Critical gap acceptance time (t_a) (secs)	85th percentile speed of approaching vehicle (km/h)										
	10	20	30	40	50	60	70	80	90	100	110
4	11	22	33	44	55	67	78	89	100	111	122
5	14	28	42	55	69	83	97	111	125	139	153
6	17	33	50	67	83	100	117	133	150	167	183
7	19	39	58	78	97	117	136	155	175	194	214
8	22	44	67	89	111	133	155	178	200	222	244
9	25	50	75	100	125	150	175	200	225	250	275
10	28	56	83	111	139	167	194	222	250	278	305

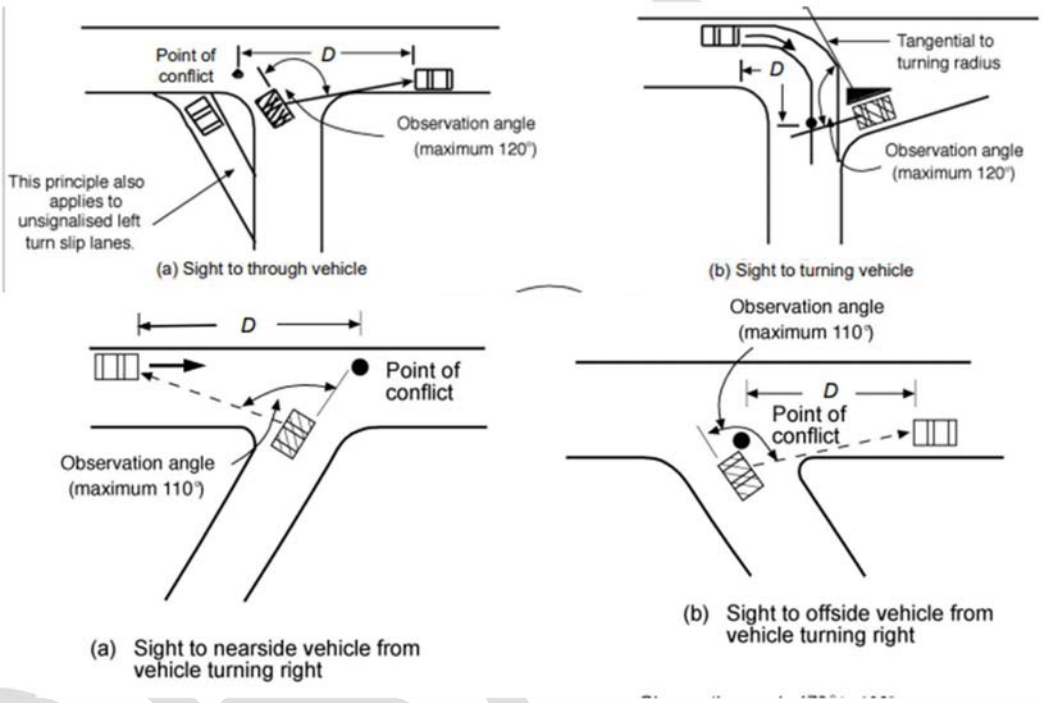


Figure 16 Extract from Austroads Guide to Road Design Part 3 and Part 4A

Note that this is a preliminary assessment undertaken as a desktop assessment only, and once further design is available for the height of the Gore Highway bridge over the Inland Rail line it is recommended that this assessment be revisited to check there are no obstructions to sight distances. This assessment may need to be revisited when further detailed survey is made available.

Neither Option 1 or Option 2 service road require sight distance checks, as Option 1 has an acceleration lane, and Option 2 does not allow vehicles to turn onto the Gore Highway.

9.1.1 Intersection A1 and A2: Gore Highway / Madelaine Street

This assessment is applicable to reconfiguration option 1 and reconfiguration option 2 as the proposed Intersection A1 and A2 layouts are common to both. Figure 17 shows the imagery used for the assessment.

The required SSD for cars and trucks based on a reaction time of 2.5 seconds and a design speed of 110 km/h on the Gore Highway is 209 m and 241 m. The existing situation achieves 300 m.

Madelaine Street west approach has an advisory speed of 40km/h due to the horizontal curve approach to the highway and vehicles will be limiting their speed through this curve. Madelaine Street east approach coming from a residential area hence does not anticipate vehicles to accelerate to 70km/h or higher speeds. Hence it is appropriate to consider a design speed of 70km/h in ASD assessment for Madelaine Street intersections A1 and A2.

The Madelaine Street ASD to the intersections with Gore Highway for a design speed of 70 km/h and reaction time of 2.0 seconds requires 92 m which is achieved in the existing situation.

The required SISD in accordance with AGRD Part 4A Table 3.2 of 151 m for Madelaine Street and 300 m for Gore Highway is achieved.

A MGSD of 378 m is achieved for the right turn movement from Madelaine Street onto the Gore Highway. This equates to a critical gap acceptance of 14 seconds. Neither Option 1 nor 2 adds any traffic movements to the right turn movement, therefore it is not required to be mitigated by IR B2G project, however additional signage could be considered by TMR (i.e., No heavy vehicle turns allowed) if there are concerns around the existing situation of critical gap acceptance. The MGSD for the left turn movement from Madelaine Street onto the Gore Highway of 303 m is achieved, which equates to a critical gap acceptance of 11 seconds.



Figure 17 Gore Highway / Madelaine Street – aerial imagery used for sight distance assessments

9.1.2 Intersection C: Gore Highway / Ware Street

This assessment is applicable to reconfiguration option 1 and reconfiguration option 2 as the proposed Intersection C layout is common to both. Figure 18 provides the imagery used for the assessment.

The required SSD for cars and trucks based on a reaction time of 2.5 seconds and a design speed of 110 km/h on the Gore Highway is 209 m and 241 m. The proposed design achieves 300 m.

The Ware Street ASD to the intersection with Gore Highway for a design speed of 70 km/h and reaction time of 2.0 seconds requires 92 m, which is achieved in the existing situation.

The required SISD in accordance with AGRD Part 4A Table 3.2 of 151 m for Ware Street and 300 m for Gore Highway is achieved.

A MGSD of 405 m is achieved for the right turn movement from Ware Street onto the Gore Highway. This equates to a critical gap acceptance of >14 seconds. The MGSD for the left turn movement from Ware Street onto the Gore Highway of 380 m is achieved, which equates to a critical gap acceptance of 14 seconds.



Figure 18 Gore Highway / Ware Street– aerial imagery used for sight distance assessments

9.1.3 Sight distance assessment summary

This assessment is applicable to reconfiguration option 1 and reconfiguration option 2 as the intersections A1, A2, and C layouts are common to both options. Neither Option 1 or Option 2 service road require sight distance checks, as Option 1 has an acceleration lane, and Option 2 does not allow vehicles to turn onto the Gore Highway.

There are no existing sight distance issues for intersections that are proposed to be used by detoured vehicles. There are no project impacts that require mitigations.

This assessment has limited accuracy due to the desktop nature and these assessments should be revisited when further detailed survey is available in the future.

9.2 Acceleration lanes

This assessment is applicable to reconfiguration option 1 Gore Highway Service Road left-turn onto the Gore Highway only. Reconfiguration option 2 does not include this left-out movement.

In accordance with *Austroads Guide to Traffic Management Part 6 Section 3.3.5*, there are no directly applicable numerical warrants for the provision of acceleration lanes on the Gore Highway segment in question. An auxiliary lane may be added on the departure side of a left turn lane if traffic is unable to join safely with the adjacent through traffic speed. *AGTM Part 6 Section 3.3.5* states:

Acceleration lanes are only provided where:

- Insufficient gaps exist for vehicles to enter a traffic stream
- Turning volumes are high (e.g., 300 to 500 veh/hr)
- The observation angle falls below the requirements of the minimum gap sight distance
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles

The following extracts are from AGRD Part 4A and TMR Route Assessment for minimum acceleration lengths.

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Austroads Guide to Road Design Part 4A

Table 5.8 of *AGRD Part 4A* (shown in Figure 19 below) states the required acceleration lanes for a semi-trailer to accelerate from rest. Noting that the dashed lanes indicate that it is not practical to provide sufficient acceleration lane length. The table shows that an uphill grade of 3% would be considered not practical.

Table 5.8: Acceleration lane lengths (m) for semi-trailers to accelerate from rest to a speed on an upgrade

Upgrade (%)	Truck speed (km/h)						
	100	90	80	70	60	50	40
1	–	–	2000	890	480	230	100
2	–	–	–	–	890	320	130

Note: Dashes indicate that it is not practical to provide sufficient acceleration lane length for semi-trailers to reach the speeds indicated.

Figure 19 Extract of Table 5.8 from Austroads Guide to Road Design Part 4A

TMR Route Assessment for Multi-Combination Vehicles and Performance Based Standards vehicles

Table 4.12 of the TMR Route Assessment for Multi-Combination Vehicles (MCV) & Performance Based Standards (PBS) vehicles outlines minimum acceleration lane lengths (shown in Figure 20 below). Similar to AGRD Part 4A, acceleration lanes on grades of 3% are not considered practical.

An acceleration lane would require two eastbound lanes over the full extent of the road bridge (approx. 1,200m).

Table 4.12 – Minimum acceleration lane length (Sources: TMR 2013 and Gough 2019))

Vehicle Classification	Average grade of the acceleration lane (%)					
	Downhill			Level	Uphill	
	-4	-2	-1	0	1	2
Through road speed limit = 80 km/h (heavy vehicle entry speed = 56 km/h)						
B-double, Level 2 PBS vehicle	190	270	350	510	1,090	–
Type 1 road train, Level 3 PBS vehicle	200	280	370	570	1,500	–
Type 2 road train, Level 4 PBS vehicle up to 120 tonnes	220	330	460	790	–	–
Through road speed limit = 110 km/h (heavy vehicle entry speed = 77 km/h)						
B-double, Level 2 PBS vehicle	410	630	910	1,620	–	–
Type 1 road train, Level 3 PBS vehicle	420	670	970	1,870	–	–
Type 2 road train, Level 4 PBS vehicle up to 120 tonnes	470	760	1,180	–	–	–

Figure 20 Extract of Table 4.12 from TMR Route Assessment for MCV and PBS vehicles

9.2.1 Reconfiguration option 1: Service Road left-turn onto Gore Highway

For further details around the proposed design of the Gore Highway Service Road arrangement refer to within a Technical Advice Note as a part of the Tender Design.

For reconfiguration option 1 Gore Highway Service Road left-turn onto the Gore Highway only the following design observations are made:

- Sufficient Safe Intersection Sight distance (SISD) and Minimum Gap Sight Distance (MGSD) are achieved in accordance with AGRD Part 4A.
- 2028 daily left-out turn movements are forecast to be 152 vehicles/day (117 light vehicles, 15 heavy vehicles, and 20 extra heavy vehicles).
- 2028 AM peak of 16 vehicles/hour (12 light vehicles, 2 heavy vehicles and 2 extra heavy vehicles).
- The gradient is proposed to be 3% uphill grade on approach to the rail overpass.
- Posted speed of 100km/h on the Gore Highway.
- If there is no acceleration lane,
  - turning vehicles would have a stop sign, and therefore be starting from 0km/hour.
  - The Gore Highway has a single lane carriageway in both directions.
  - Vehicles turning left onto the Gore Highway may cause excessive slowing of the major road vehicles while they accelerate.
  - There is a large speed differential between turning (starting from 0km/h) and through traffic (100km/h) in the same lane.
  - Due to the Gore Highway high heavy vehicle proportion, there is a greater risk of a serious impact if a crash occurred for vehicles turning onto the Gore Highway.
- If there was an acceleration lane,
  - turning vehicles would turn into a continuous lane, allowing them to undertake the turn at a speed of up to 30km/hour.
  - The acceleration lane would need to be very long to allow for the 3% uphill gradient on approach to the rail overpass.
  - Vehicles turning left onto the Gore Highway would not impact on the speed of the major road vehicles while they accelerate.

Therefore, the assessment indicates that if a Service Road left-turn onto Gore Highway is allowed, an acceleration lane is required to provide a safe environment for all vehicles. Allowing the Service Road left-turn onto the Gore Highway without an acceleration lane is not recommended due to the high safety risks discussed.

It is recommended that the design of the acceleration lane and this assessment be revisited when detailed survey information is available at a later date.

9.3 Turn warrants assessment

A turn warrants assessment was undertaken for the upgrade design to determine the requirements for turn provisions at the affected intersections.

This turn warrants assessment determines the required provisions for turning movements to provide safety through avoidance of rear-end crashes.

The scenarios assessed were:

- existing conditions
- reconfiguration option 1
- reconfiguration option 2

This assessment will confirm if the construction of the grade-separation worsens the intersection to a point where an upgrade must be provided. Table 12 shows the turn treatment options.

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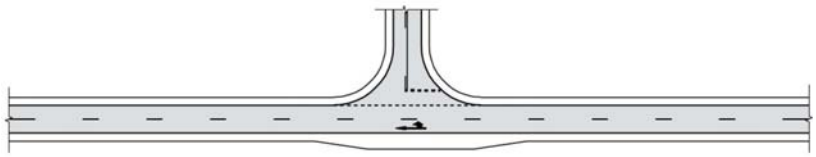
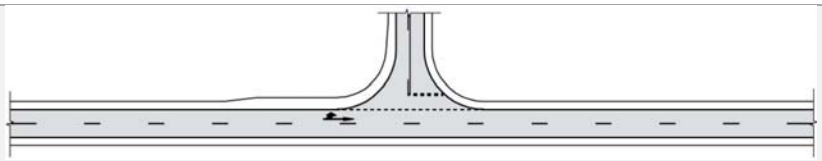
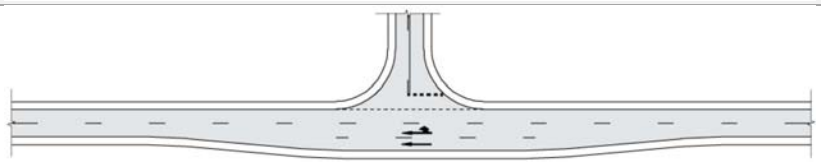
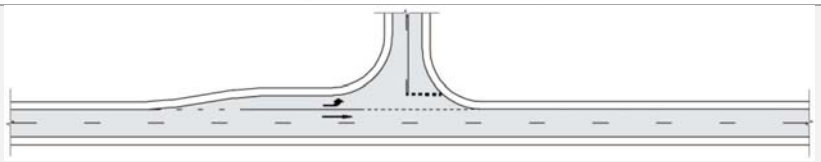
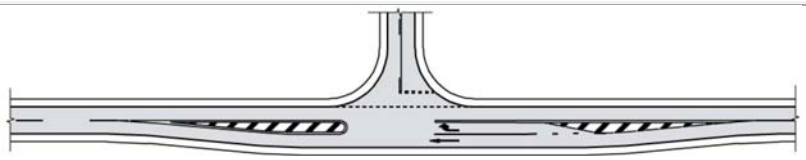
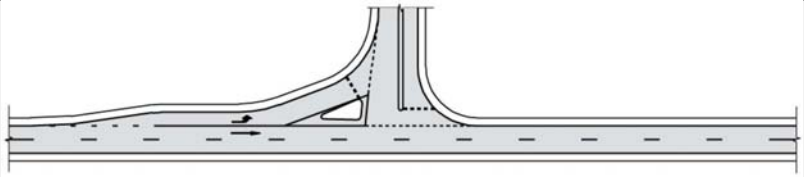
Table 12 Turn treatment examples

Turn Treatment	Diagram
Basic Right Turn (BAR) on the Major Road	
Basic Left Turn (BAL) on the Major Road	
Auxiliary Right Turn (AUR) on the Major Road	
Auxiliary Left Turn (AUL) on the Major Road	
Channelised Right Turn (CHR) on the Major Road Note: CHR(s) indicates a short Channelised Right Turn	
Channelised Left Turn (CHL) on the Major Road	

Intersection A2 (Gore Highway / Madelaine Street South) currently has BAL and CHR(s) treatments. Intersection A1 (Gore Highway / Madelaine Street North) contains AUL(s) and CHR(s) treatments, whereas intersection C (Gore Highway / Ware Street) is currently designed with BAL and AUR treatments. Intersection D (Ware Street / Lord Street / Brookstead Scrubby Road) is not designed with any left or right turn treatments leading into either Lord Street or Brookstead Scrubby Road.

Toowoomba Regional Council has noted the following intersections as having existing non-compliant turn treatments in accordance with the Austroads Guide to Traffic Management Part 6.

- A1 CHR(s) ~93m lane length shorter than recommended 185m length to account for safe decoration speed from 110km/h to stop.
- A1 AUL(s) ~130m lane length is sufficient for deceleration speeds from design speed 110km/h to 60km/h. 180m AUL(s) length preferable for decelerating from 110km/h to 20km/h
- A2 insufficient BAL shoulder width
- A2 CHR(s) ~92m lane length shorter than recommended 185m length to account for safe decoration speed from 110km/h to stop.
- C insufficient BAL shoulder length
- C insufficient AUR auxiliary lane length

The scope of this turn warrant assessment focuses on the impact of the B2G project and does not include existing issues. Further turn warrant analysis is recommended to be undertaken during detailed design and construction road safety audits.

A turn warrant assessment was conducted for intersections A1, A2, C and D using the peak hour turn volumes for the base year 2021, opening year 2028 and design horizon year 2038 to determine the appropriate turn layout arrangement suitable for each of the reconfiguration design options using the assessment criteria set out in table 3.25 of the Austroads Guide to Traffic Management Part 6. An extract of this table has been provided in Figure 21 for reference.

Figure 3.25: Warrants for turn treatments on major roads at unsignalised intersections

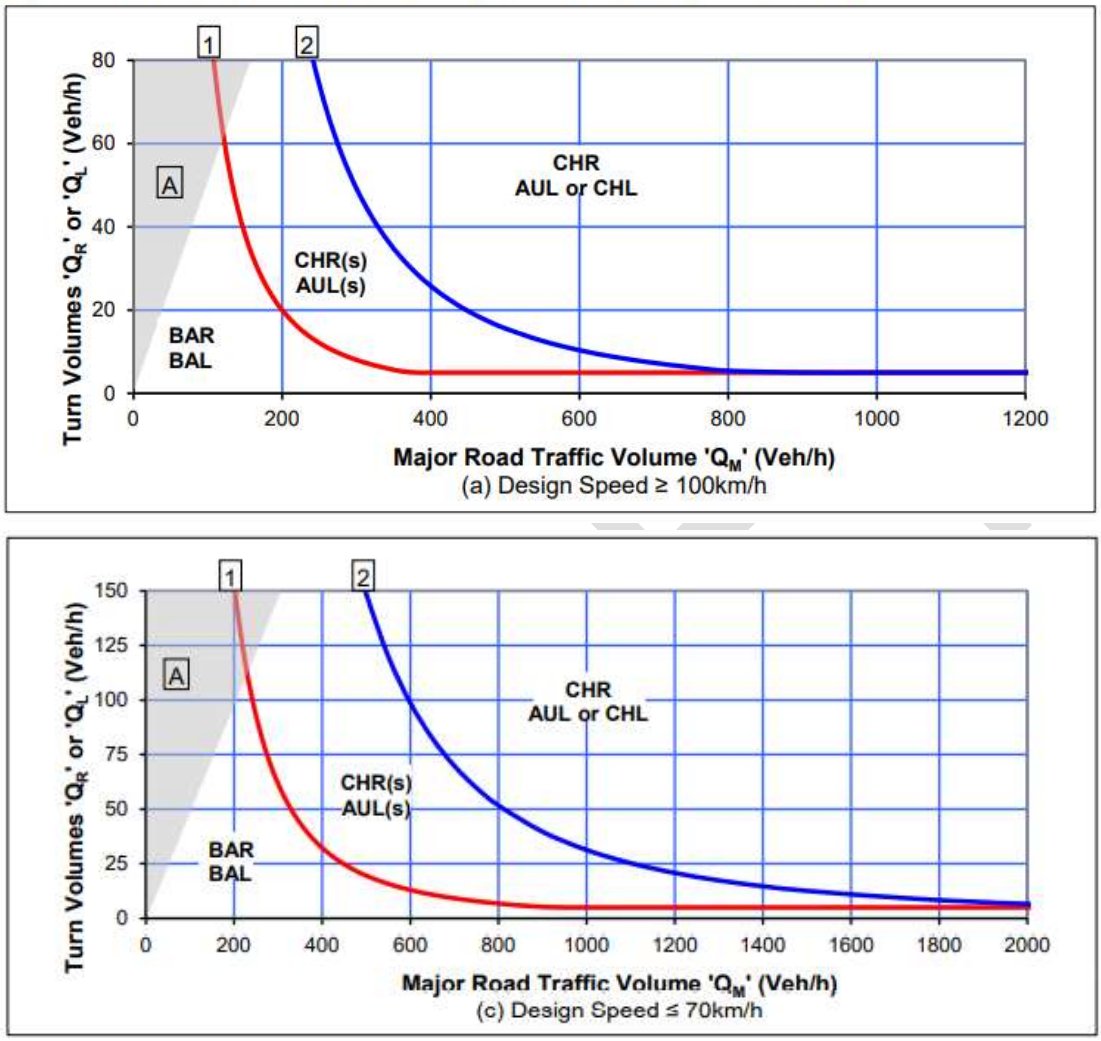


Figure 21 Austroads Guide to Traffic Management Part 6 turn warrant criteria

Table 13 summarises the turn treatments required for each year, movement, and scenario at the Gore Highway intersections A1, A2, C and D. It details the required turn treatment for the left and right turns out of the Gore Highway onto the connecting roads. If a turn is assessed to require a turn treatment that is of lower order than the existing layout, the existing treatment will be maintained.

The results show that the existing turn treatments in place at intersections A1, A2, C and D are suitable given the peak hour traffic conditions for 2021 and 2028 according to the AGTM Part 6 criteria. However, the traffic movements predicted by the design horizon year 2038 have triggered the threshold for the following turn treatment upgrade:

- CHR treatment required for intersection A2: Gore Highway / Madelaine Street in existing conditions and both reconfiguration options scenarios

Note this treatment is required by 2038 due to the existing traffic volumes. The turn treatment is not required as a mitigation measure by the development to address turn warrant criteria.

For reference, the Gore Highway / Madelaine Street staggered intersection has been split into 2 separate turn warrant assessments for the northern intersection (A1) and southern intersection (A2) as depicted in Figure 22.



Figure 22 Gore Highway / Madelaine Street Turn Warrant Movement Locations (QLD Globe, 2020)

Table 13 Turn warrants assessment summary

Intersection A1: Gore Highway / Madelaine Street (Northern Intersection)				
Assessment Year	**Movement**	**Existing Conditions**	**Reconfiguration option 1**	**Reconfiguration option 2**
2021	Right	CHR(s)	CHR(s)	CHR(s)
	Left	AUL(s)	AUL(s)	AUL(s)
2028	Right	CHR(s)	CHR(s)	CHR(s)
	Left	AUL(s)	AUL(s)	AUL(s)
2038	Right	CHR(s)	CHR(s)	CHR(s)
	Left	AUL(s)	AUL(s)	AUL(s)
Intersection A2: Gore Highway / Madelaine Street (Southern Intersection)				
Assessment Year	**Movement**	**Existing Conditions**	**Reconfiguration option 1**	**Reconfiguration option 2**
2021	Right	CHR(s)	CHR(s)	CHR(s)
	Left	BAL	BAL	BAL
2028	Right	CHR(s)	CHR(s)	CHR(s)
	Left	BAL	BAL	BAL
2038	Right	CHR	CHR	CHR
	Left	BAL	BAL	BAL
Intersection C: Gore Highway / Ware Street				
Assessment Year	**Movement**	**Existing Conditions**	**Reconfiguration option 1**	**Reconfiguration option 2**
2021	Right	AUR	AUR	AUR
	Left	BAL	BAL	BAL
2028	Right	AUR	AUR	AUR
	Left	BAL	BAL	BAL
2038	Right	CHR	CHR	CHR

	Left	BAL	BAL	BAL
Intersection D1: Ware Street / Brookstead Scrubby Road				
Assessment Year	**Movement**	**Existing Conditions**	**Reconfiguration option 1**	**Reconfiguration option 2**
2021	Right	none	none	none
	Left	none	none	none
2028	Right	No change	No change	No change
	Left	No change	No change	No change
2038	Right	No change	No change	No change
	Left	No change	No change	No change
Intersection D1: Ware Street / Lord Street				
Assessment Year	**Movement**	**Existing Conditions**	**Reconfiguration option 1**	**Reconfiguration option 2**
2021	Right	none	none	none
	Left	none	none	none
2028	Right	No change	No change	No change
	Left	No change	No change	No change
2038	Right	No change	No change	No change
	Left	No change	No change	No change

Full turn warrant assessment results are detailed in Appendix F.

9.3.1 Turn warrants assessment summary

This section of the report completes a turn warrant assessment only, and it is then overlayed with safety assessment (including TMR Road Safety Policy within the risk assessment (Section 9.5).

The results show that the existing turn treatments in place at intersections A1, A2, C and D are suitable given the peak hour traffic conditions for 2021 and 2028 according to the AGTM Part 6 criteria. However, the traffic movements predicted by the design horizon year 2038 have triggered the threshold for the following turn treatment upgrade:

- CHR treatment required for intersection A2: Gore Highway / Madelaine Street in existing conditions and both reconfiguration options scenarios. Note this treatment is required by 2038 due to the existing traffic volumes. The turn treatment is not required as a mitigation measure by the development to address turn warrant criteria.

The turn warrants assessment concludes that there are no impacts caused by the project that require mitigation. Further assessment during detailed design and construction phase road safety audits is recommended as this is a limited desktop assessment.

9.4 Movement volumes

Individual movement 24-hour volumes compared between the reconfiguration options and base are highlighted in Appendix C.

According to TMR GTIA guidelines, any movement volume that increases more than 5% from the base case volume requires a risk assessment to determine whether risk has increased to the next level as a result of the proposed development.

Table 14 Movement volumes exceeding 5% of base case volumes

Intersection	Movement	Reconfiguration option 1	Reconfiguration option 2
Intersection A1: Gore Highway / Madelaine Street North	None	No	No
Intersection A2: Gore Highway / Madelaine Street South	Gore Highway southbound left turn onto Madelaine Street west	Requires risk assessment	Requires risk assessment
Intersection B: Gore Highway / Ware Street / Saal Road	Saal Road southbound through movement	Requires risk assessment	Requires risk assessment
	Gore Highway westbound through movement	Requires risk assessment	Requires risk assessment
	Gore Highway eastbound left turn into Service Road	Requires risk assessment	Requires risk assessment
Intersection C: Gore Highway / Ware Street	Ware Street left turn onto Gore Highway southbound	Requires risk assessment	Requires risk assessment
Intersection D: Ware Street / Lord Street	Lord Street southbound left turn into Ware Street	Requires risk assessment	Requires risk assessment
	Ware Street westbound through movement	No	Requires risk assessment

The subsequent sections of this report provide the risk assessments for the identified movements.

9.5 Risk assessment

A risk assessment has been undertaken to identify and assess existing safety risks, assess impacts of the proposed reconfiguration to understand if there is an increase in road safety risk or if any existing risk is unacceptable.

Table 15 documents the discussion of individual movement risks, as identified within the movement volume assessment in the previous section.

Due to the low traffic volumes, the normal GTIA risk assessment categories of 'decreases in intersection performance due to increased delays and queues' and 'turn pocket queues spilling into other lanes' have not been assessed in the risk table, as a Low level of safety risk has been calculated.

Table 15 Discussion of individual movement risks

Intersection	Movement	Reconfiguration option 1	Reconfiguration option 2
Intersection A2: Gore Highway / Madelaine Street South	Gore Highway southbound left turn onto Madelaine Street west	There is an increase in volume of traffic completing this movement due to detouring. However due to the very low volumes, the capacity and delay assessments identifies that the volumes can be catered for within the current intersection form safely. The sight distance assessment identifies that sufficient sight distance is available, and turn warrants assessment indicates that the available storage provides sufficient acceleration and deceleration distance. The crash assessment did not identify any trends at this location.	The risk assessment for reconfiguration option 2 is the same as reconfiguration option 1.
Intersection B: Gore Highway /	Saal Road southbound	There is an increase in volume of traffic completing this movement due to detouring. However due to the very low	The risk assessment for reconfiguration option 2 is the same as reconfiguration option 1.

Ware Street / Saal Road	through movement	volumes, the capacity and delay assessments identifies that the volumes can be catered for within the proposed intersection layout. This intersection will have reduced risk as there is grade separation of the Gore Highway and Saal Road, reducing the risk of conflicts.	
	Gore Highway westbound through movement	This movement has triggered a risk assessment due to detouring, where 5% of the traffic is relocated to the proposed service Road intersection, and be detoured through the local network rather than travelling through this intersection. This intersection will have reduced risk as there is grade separation of the Gore Highway and Saal Road, reducing the risk of conflicts. There will be zero conflicting turning movements with the proposed intersection layout.	This movement has triggered a risk assessment due to detouring, where 5% of the traffic is relocated to the proposed service Road intersection, and be detoured through the local network rather than travelling through this intersection. This intersection will have reduced risk as there is grade separation of the Gore Highway and Saal Road, reducing the risk of conflicts. There will be zero conflicting turning movements with the proposed intersection layout. The Service Road will have reduced risk compared to reconfiguration option 1, as the Service Road will be one-way only, and there will be no turning movements turning into the Service Road from Saal Road. There is an additional safety concern with compliance of road users of the one-way service road arrangement in the rural context.
	Gore Highway eastbound left turn into Service Road	This is a proposed intersection, and the volume has been compared to the previous Gore Highway to Saal Road left turn. There is an increase in volume of traffic completing this movement due to detouring. The capacity and delay assessments identifies that the volumes can be catered for within the proposed intersection form safely. The sight distance assessment identifies that sufficient sight distance is available, and turn warrants assessment indicates that the proposed storage provides sufficient acceleration and deceleration distance.	The risk assessment for reconfiguration option 2 is the same as reconfiguration option 1.
Intersection C: Gore Highway / Ware Street	Ware Street left turn onto Gore Highway southbound	There is an increase in volume of traffic completing this movement due to detouring. However due to the very low volumes, the capacity and delay assessments identifies that the volumes can be catered for within the current intersection form safely.	The risk assessment for reconfiguration option 2 is the same as reconfiguration option 1.

		The sight distance assessment identifies that sufficient sight distance is available. The turn warrant assessment indicates that in 2038, further CHR treatment is required for this movement, in both the existing base case and for the reconfiguration option. The crash assessment did not identify any trends at this location.	
Intersection D: Ware Street / Lord Street	Lord Street southbound left turn into Ware Street	There is an increase in volume of traffic completing this movement due to detouring. However due to the low volumes, the capacity and delay assessments identifies that the volumes can be catered for within the current intersection form safely. No crash data was available for this intersection.	The risk assessment for reconfiguration option 2 is the same as reconfiguration option 1
	Ware Street westbound through movement	No risk assessment required for reconfiguration option 1.	There is an increase in volume of traffic completing this movement due to detouring. However due to the low volumes, the capacity and delay assessments identifies that the volumes can be catered for within the current intersection form safely. No crash data was available for this intersection.

Risk scores have been determined in accordance with the GTIA Safety risk score matrix shown in Figure 23.

Figure 9.3.2(a) – Safety risk score matrix

		Potential consequence				
		Property only (1)	Minor injury (2)	Medical treatment (3)	Hospitalisation (4)	Fatality (5)
Potential likelihood	Almost certain (5)	M	M	H	H	H
	Likely (4)	M	M	M	H	H
	Moderate (3)	L	M	M	M	H
	Unlikely (2)	L	L	M	M	M
	Rare (1)	L	L	L	M	M

L: Low risk
M: Medium risk
H: High risk

Figure 23 GTIA Safety Risk Score Matrix

The cluster of crashes identified previously are located very close to the proposed Gore Highway / Service Road intersection. As one crash resulted in a fatality, the potential consequence for the existing intersection

has been scored as Fatality (5), providing a safety risk score matrix result of High. Reconfiguration option 1 and reconfiguration option 2 will align the private access to the service road and therefore will not have a worsening effect on the safety issues of this location.

The risk assessment process is documented in Table 16. The results indicate that while there are some changes in Likelihood scores, there is no increase in road safety risk categories for any intersections for reconfiguration option 2. There are no additional mitigation measures that are required for reconfiguration option 2.

The acceleration lane assessment indicates that if a Service Road left-turn onto Gore Highway is allowed, an acceleration lane is required to provide a safe environment for all vehicles. Allowing the Service Road left-turn onto the Gore Highway without an acceleration lane is not recommended due to the high safety risks discussed. Therefore, the mitigation measure required is to provide an acceleration lane.

TMR's Road Safety Policy Fact Sheet 06 recommends replacing AUR treatments with CHR(s). The Road Safety Policy will be considered in detail through the next stages of the project, where road safety audits and traffic management plans are completed.

The grade separated crossing project is not designated as either a Major Development or Planning Act Development as per table 9.3.3(b) of the GTIA guidelines. It is recommended that a road safety assessment be undertaken during the feasibility stage of this project and a road safety audit be conducted as it progresses to detailed design.

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Table 16 Risk assessment summary

Risk Item		Existing			With reconfiguration option 1			With reconfiguration option 2		
		Likelihood	Consequence	Result	Likelihood	Consequence	Result	Likelihood	Consequence	Result
Changes in infrastructure network (physical changes, and visibility)	**A1 and A2:** Gore Hwy / Madelaine St	3	4	M	3	4	M	3	4	M
	B: Gore Hwy / Ware St / Saal Rd	4	5	H	4	4	H	2	4	M
	C: Gore Hwy / Ware St	2	4	M	2	4	M	2	4	M
	D: Ware St / Lord St	2	3	M	2	3	M	2	3	M
Increase in traffic volume, including more traffic introduced on narrow rural roads.	**A1 and A2:** Gore Hwy / Madelaine St	3	4	M	3	4	M	3	4	M
	B: Gore Hwy / Ware St / Saal Rd	4	4	H	3	4	M	2	4	M
	C: Gore Hwy / Ware St	3	4	M	3	4	M	3	4	M
	D: Ware St / Lord St	2	3	M	3	4	M	3	4	M
Introduction or increases in over-dimension or heavy vehicles	**A1 and A2:** Gore Hwy / Madelaine St	3	4	M	3	4	M	3	4	M
	B: Gore Hwy / Ware St / Saal Rd	4	4	H	3	4	M	2	4	M
	C: Gore Hwy / Ware St	3	4	M	3	4	M	3	4	M
	D: Ware St / Lord St	2	4	M	3	4	M	3	4	M

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10 Recommendations

Note, as this report forms part of the EIS stage of the project, this report is a desktop assessment and does not assess the GTIA impact categories of construction traffic or pavement impacts as there is not sufficient detail to undertake this assessment at this stage. This will enable further work to be undertaken to address comments from TMR about pavement maintenance requirements (noting that roads are generally sealed through Brookstead), and signage updates. This work has started and is in the process of being documented within a Technical Advice Note as a part of the Tender with tasks such as site visits, road safety audits, and detailed design.

This assessment includes:

- **Reconfiguration option 1**: The service road will provide left-in left-out (LILO) access at the Gore Highway and all movements at the Saal Road / Ware Street / service road intersection.
- **Reconfiguration option 2**: The service road will provide left-in (LI) access at the Gore Highway and through movements at the Saal Road / Ware Street/ service road intersection.

The assessment concludes:

Table 17 Impact assessment and mitigation measures summary

Impact Assessment	Reconfiguration option 1	Reconfiguration option 2
Access and frontage	Close the Gore Highway access to 34 Lord Street, and work with the property owner of 5608 Gore Highway to integrate a driveway access into the proposed reconfiguration arrangement, either from the service road, or from Saal Road.	
Road link capacity	No changes to LOS are experienced on any segment of the state controlled or council networks. Therefore, no further mitigation measures are required for any road segment.	
Intersections	**Intersection delay** There are no increases in delay for pre-existing traffic under reconfiguration option 1 or reconfiguration option 2. Therefore, there are no mitigation measures required.	
	Intersection capacity All intersections assessed are expected to be operating within acceptable capacity limits at the year of opening both without, and with, the additional traffic due to reconfiguration option 1 and reconfiguration option 2. No mitigation works are warranted from a capacity perspective at any of the assessed intersections to support the traffic forecast to be generated by the proposed options.	
Transport infrastructure	**Overhead clearance** The same mitigation requirements apply to both reconfiguration options. Because of the high heavy vehicle volumes throughout the Gore Highway traffic flows and the detour arrangements, it is recommended that any underpasses be able to accommodate all heavy vehicles heights. Therefore, a 6.5m clearance between the structure and surface of the road below is recommended.	
Safety	**Sight distance** Sight distance checks result in acceptable outcomes and no mitigation measures are required in addition to the proposed design of either reconfiguration option 1 or reconfiguration option 2.	
	Acceleration lane The assessment indicates that if a Service Road left-turn onto Gore Highway is allowed, an acceleration lane is required to provide a safe environment for all vehicles. Allowing the Service Road left-turn onto the Gore Highway without an acceleration lane is not recommended due to the high safety risks discussed.	No acceleration lanes are a part of the proposed reconfiguration option 2 layout. No mitigation measures are required for reconfiguration option 2. There is an additional safety concern with compliance of road users of the one-way service road arrangement in the rural context.

	It is recommended that the design of the acceleration lane and this assessment be revisited when detailed survey information is available at a later date. Therefore, the mitigation measure required is to provide an acceleration lane.	
	Turn warrant assessment The following turn treatments are recommended for the existing base volume by 2038: ▪ CHR treatment requirement for Intersection C: Gore Highway / Ware Street in existing conditions and both reconfiguration options scenarios No mitigations are required by the development to address turn warrant criteria. The IR B2G project does not require any mitigation measures at the Gore Highway / Madelaine Street (north & south) staged T-intersection, as the project does not trigger an upgrade in the turn treatments.	
	Risk assessment Due to the safety limitations of the Gore Highway / Service Road left-out in reconfiguration option 1, it is recommended that this option not progress, as the left-out movement introduces a risk and maintains an unacceptable risk level for the intersection.	**Risk assessment** The results indicate that while there are some changes in Likelihood scores, there is no increase in road safety risk categories for any intersections for reconfiguration option 2. There are no remaining High risk locations for detour routes. There are no additional mitigation measures that are required for reconfiguration option 2.
Construction traffic	Construction traffic impacts are recommended to be assessed at a later stage when there is more certainty around staging and timeframes. No mitigation measures required at this time.	
Pavement	Pavement impacts are recommended to be assessed at a later stage. No mitigation measures required at this time.	

Either option can proceed from a traffic engineering perspective as the proposal is anticipated to meet the criteria under the TMR Guideline to Traffic Impact Assessment (GTIA). Based on the assessments carried out for the above categories, no mitigations have been identified as required for the opening year (2028), or the design horizon (2038) as a result of the proposed development. From a design perspective, both options require further detailed design assessment in the next stage:

- Reconfiguration option 1 requires further assessment to understand the impacts of the overpass gradient on the Gore Highway through traffic and the acceleration lane length.

Appendices

Appendix A

Inland Rail Border to Gowrie plan

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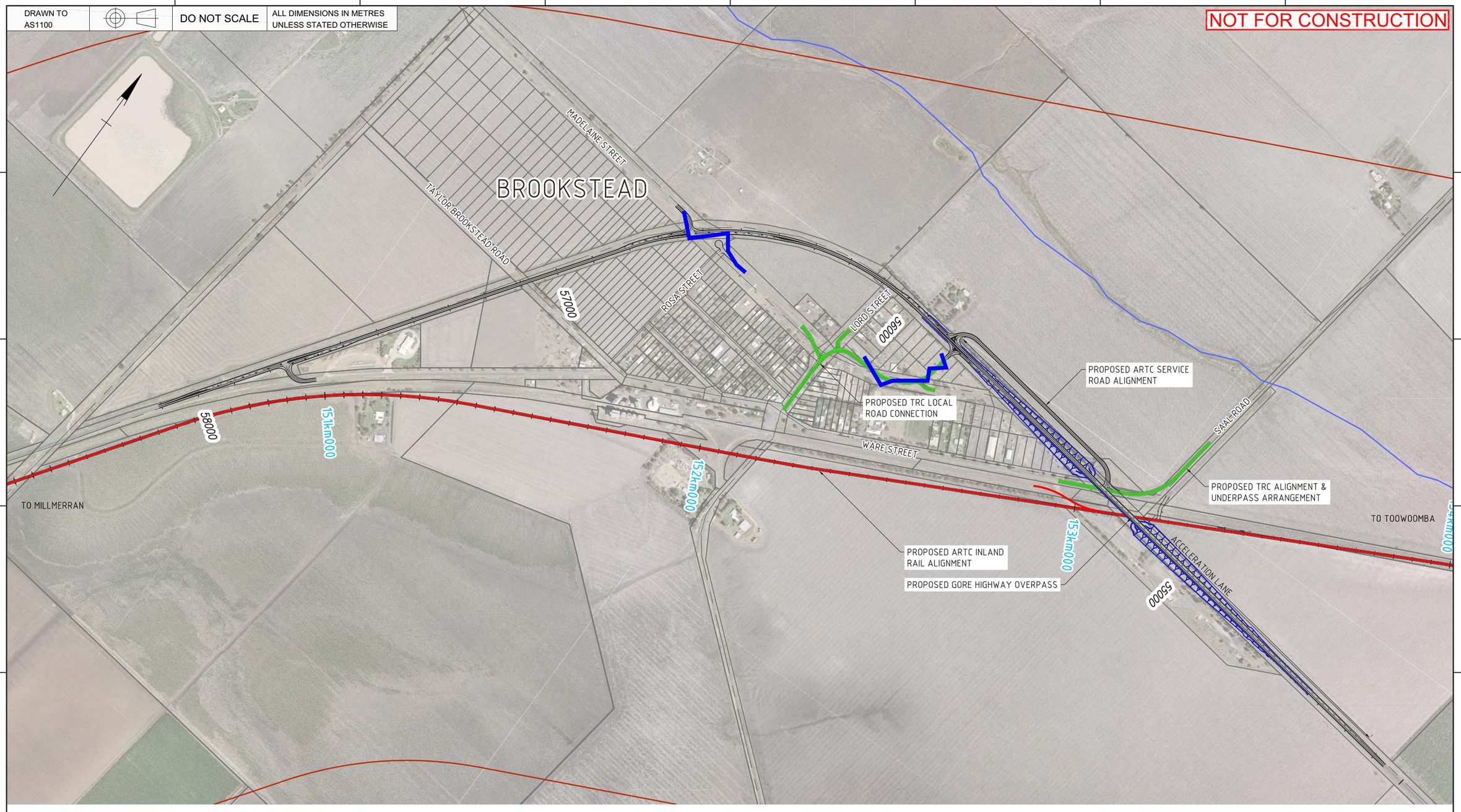
DRAWN TO AS1100 | DO NOT SCALE | ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE

NOT FOR CONSTRUCTION



OVERALL LAYOUT PLAN
SCALE 1:5000

PRELIMINARY
FOR DISCUSSION ONLY
6 October 2020

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Future Freight
integrating Community, Environment and Engineering

InlandRail

2-0001-310-DAL-10-SK-0308

SHEET SIZE A1

TITLE
BORDER TO GOWRIE
GORE HIGHWAY - GENERAL ARRANGEMENT
BROOKSTEAD - LOCAL ROAD CONNECTION

Last Modified - Tuesday, Oct 06, 2020 3:43:38 PM

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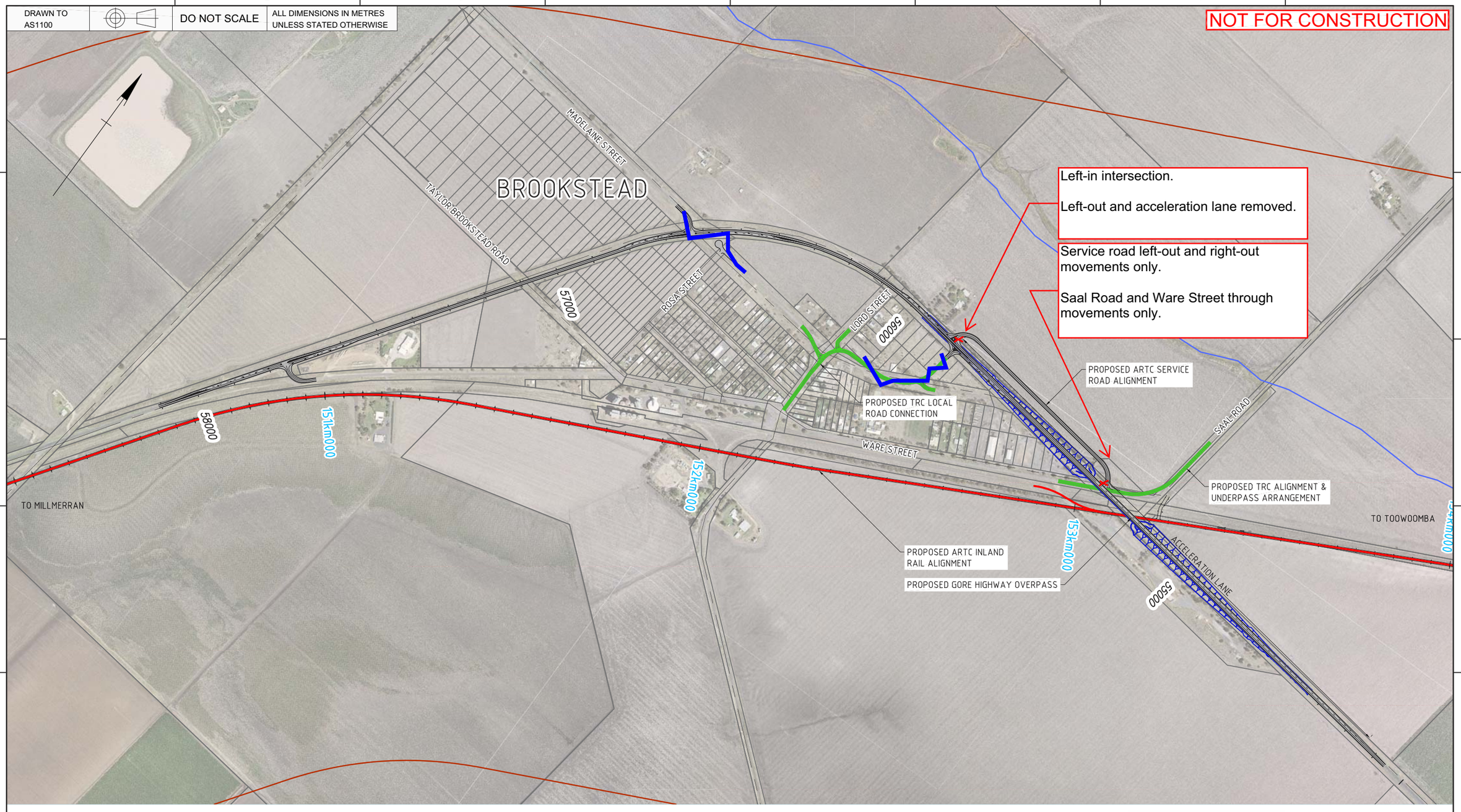

OVERALL LAYOUT PLAN
SCALE 1:5000

PRELIMINARY
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6 October 2020

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2-0001-310-DAL-10-SK-0308

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GORE HIGHWAY - GENERAL ARRANGEMENT
BROOKSTEAD - LOCAL ROAD CONNECTION

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Appendix B

2021 traffic volumes (daily, AM peak, PM peak)

Reconfiguration option 1 rerouted traffic volumes (daily, AM Peak, PM peak)

Reconfiguration option 2 rerouted traffic volumes (daily, AM Peak, PM Peak)

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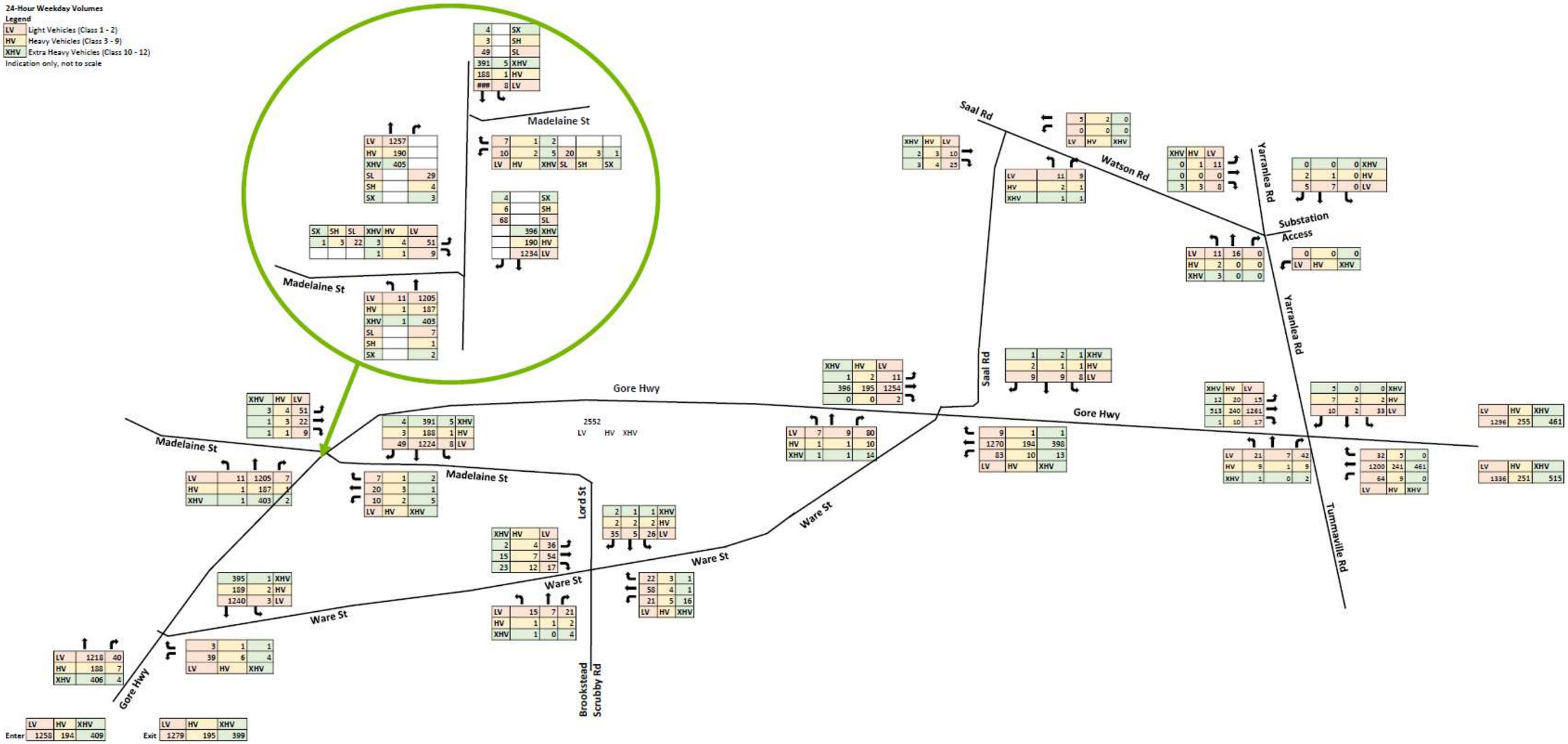
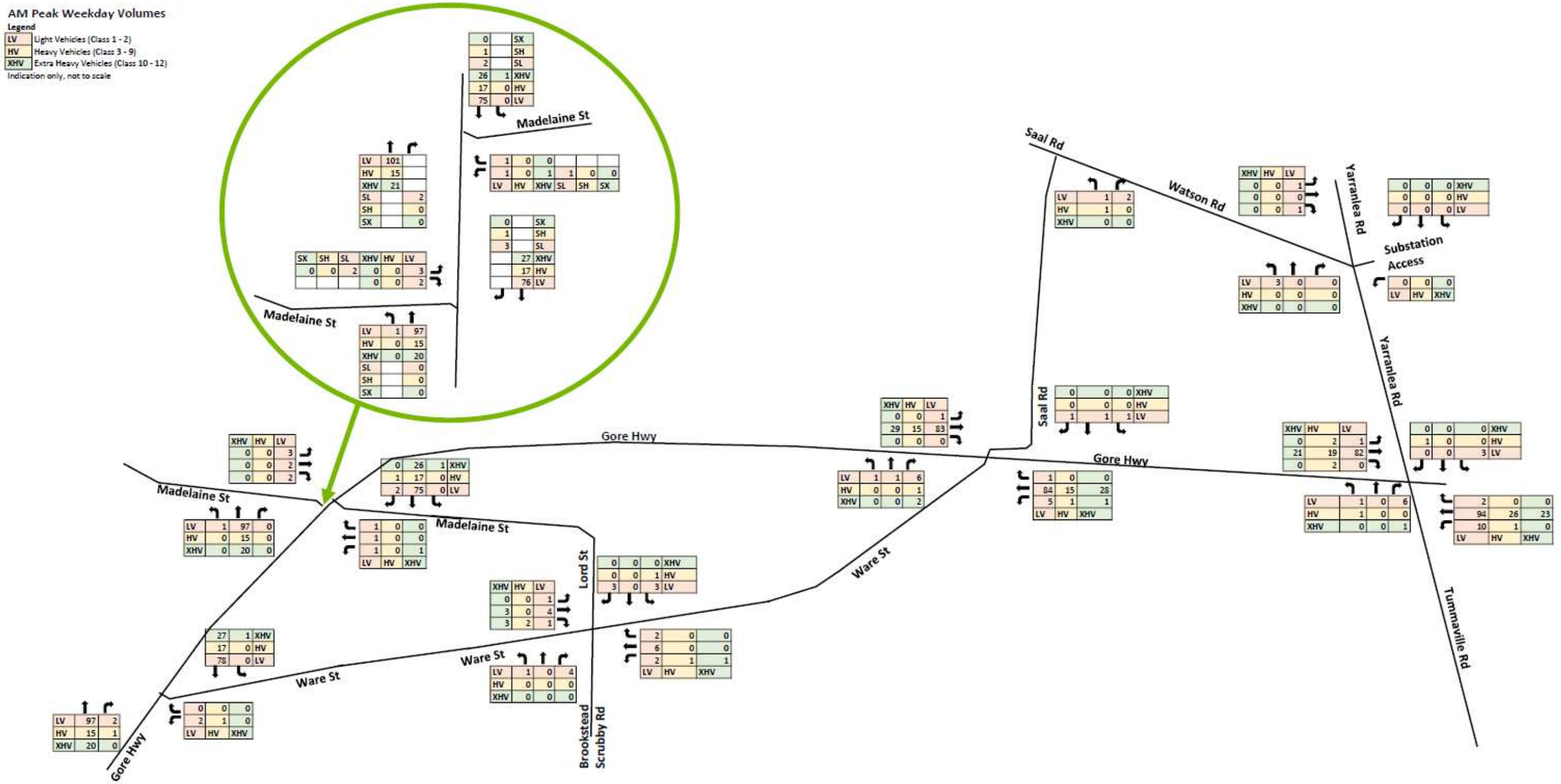
2021 Volumes



2021 24-Hour Base Volumes

2021 Volumes



2021 AM Peak Hour Base Volumes

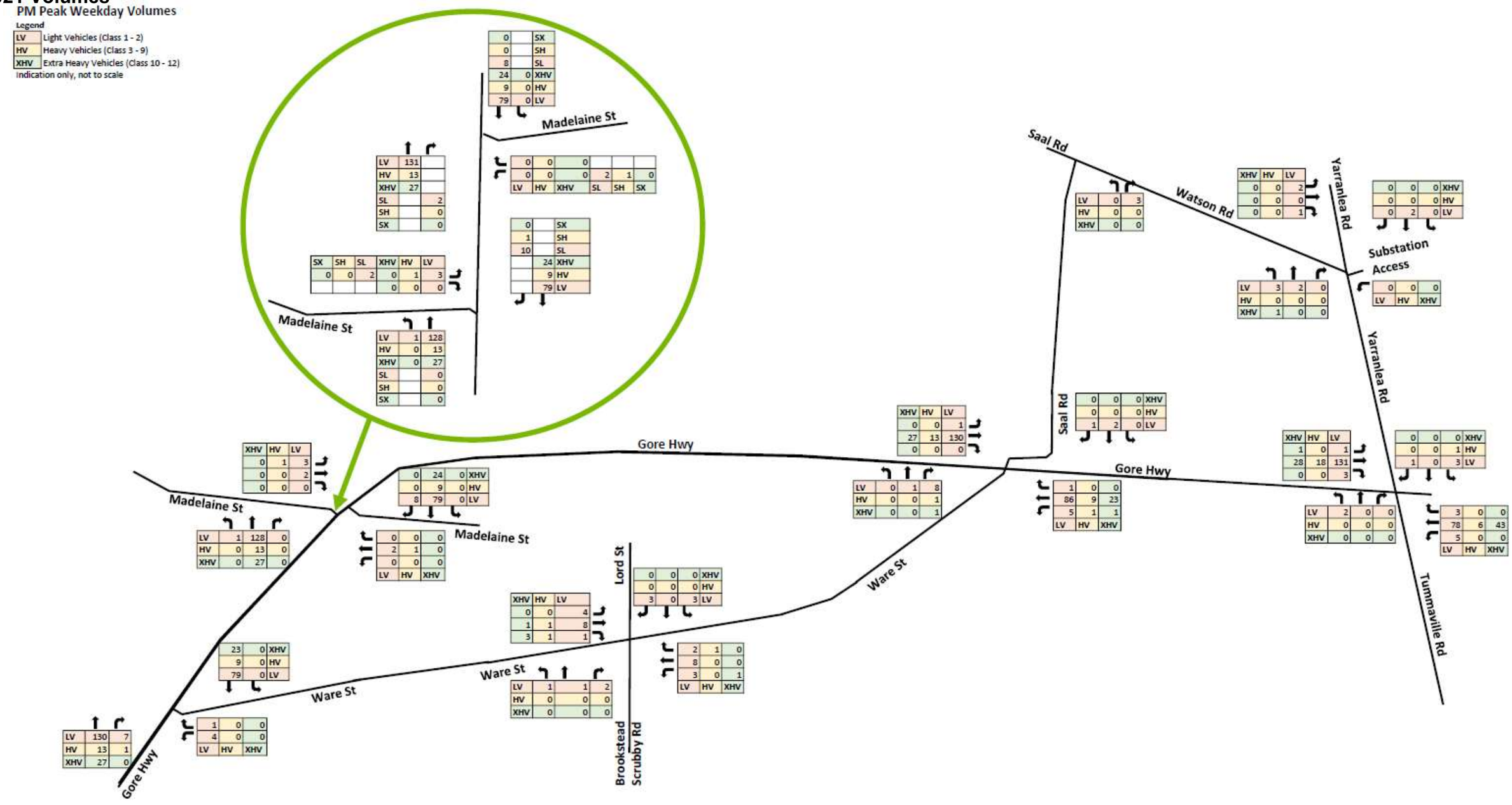
2021 Volumes

PM Peak Weekday Volumes

Legend

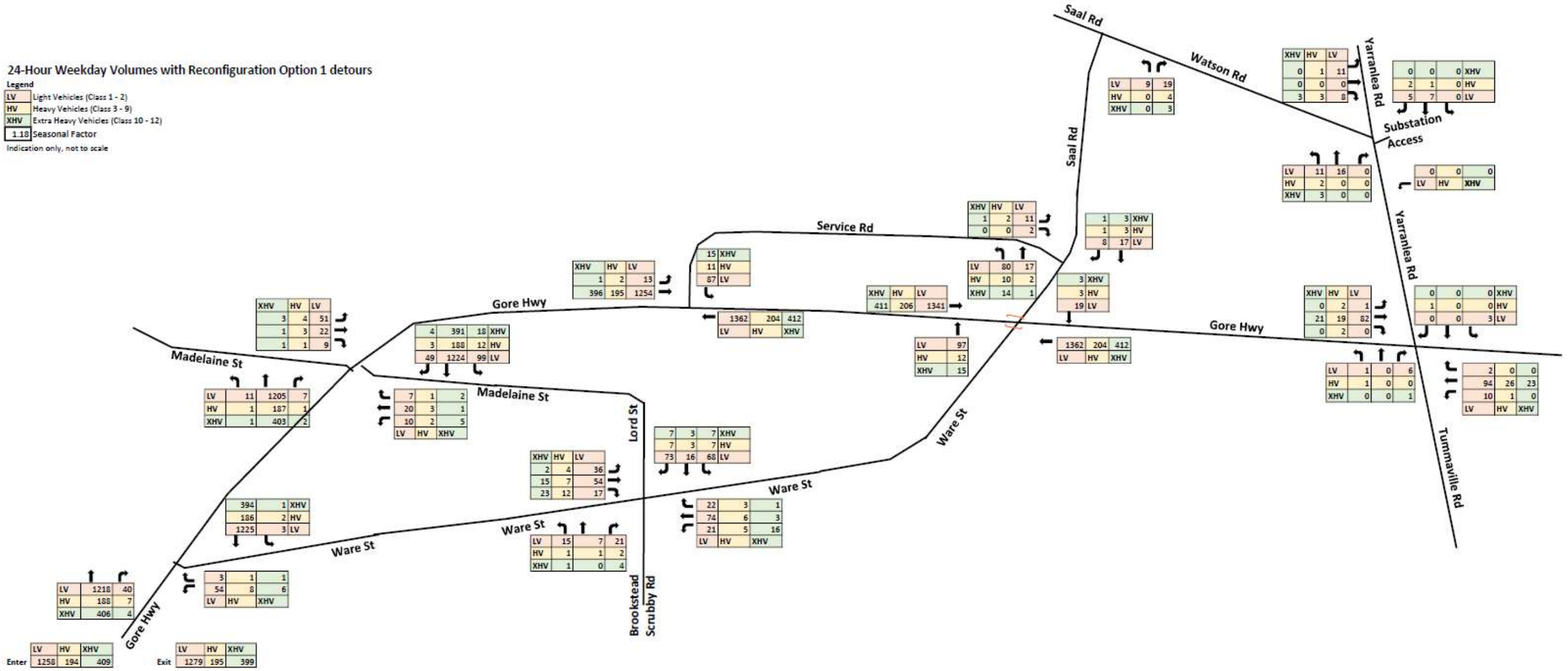
LV	Light Vehicles (Class 1 - 2)
HV	Heavy Vehicles (Class 3 - 9)
XHV	Extra Heavy Vehicles (Class 10 - 12)

Indication only, not to scale



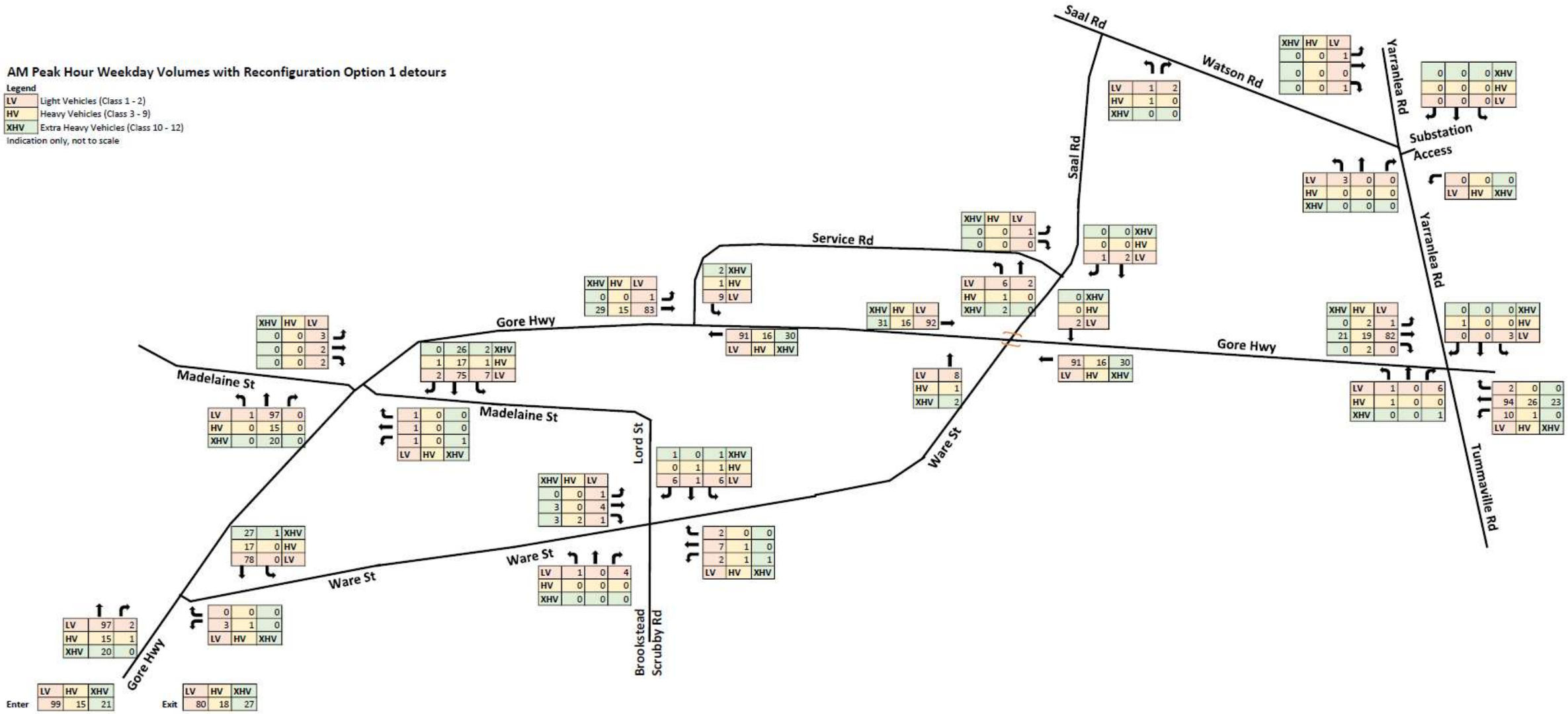
2021 PM Peak Hour Base Volumes

2021 Volumes



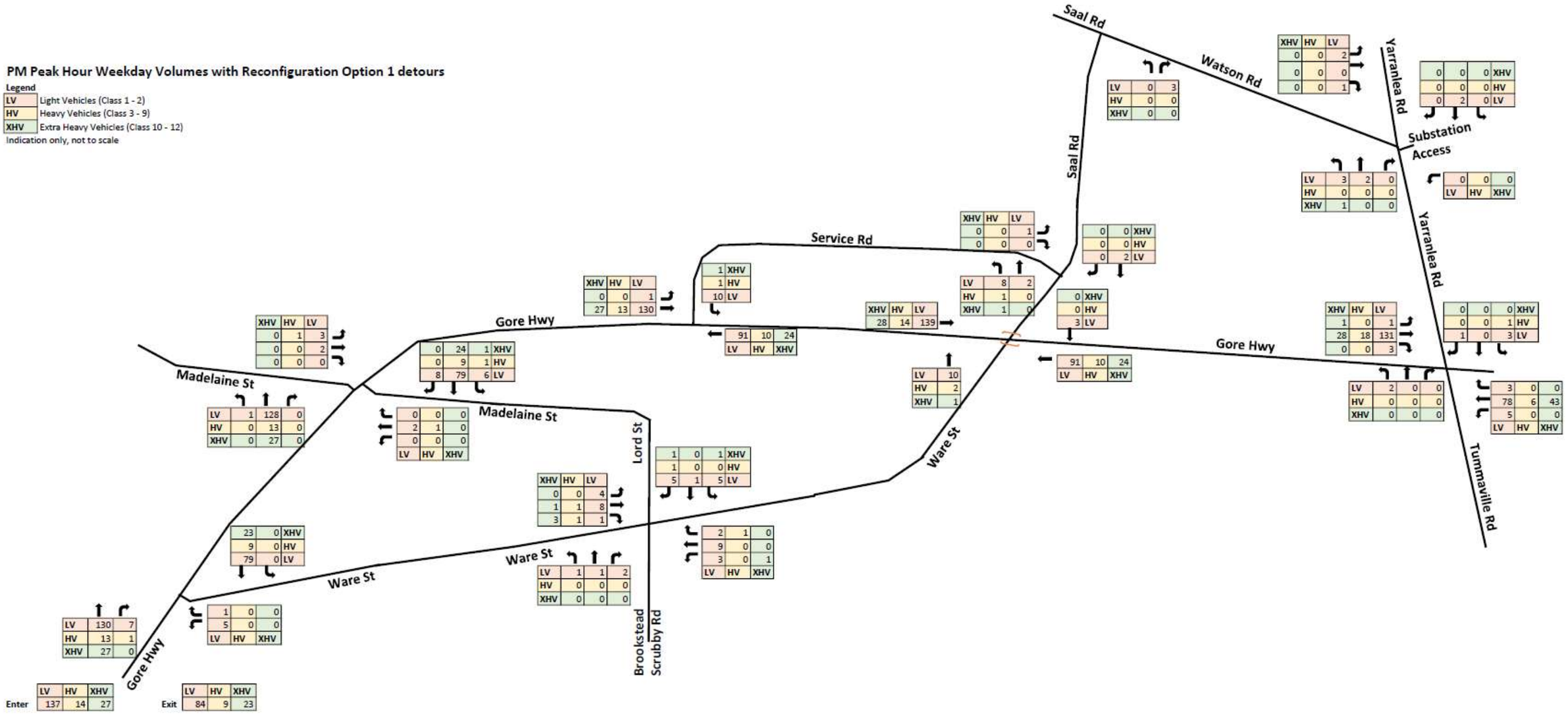
2021 24-Hour Option 1 Volumes

2021 Volumes



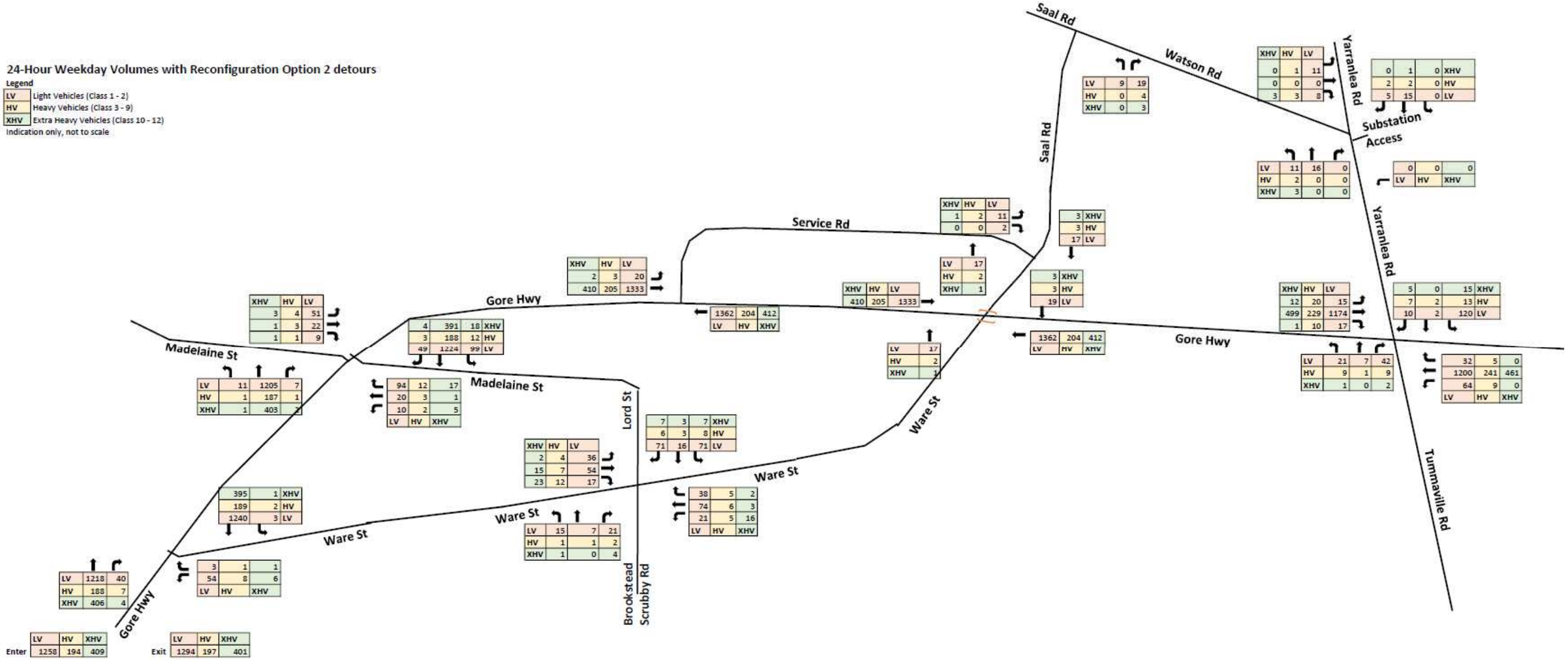
2021 AM Peak Hour Option 1 Volumes

2021 Volumes



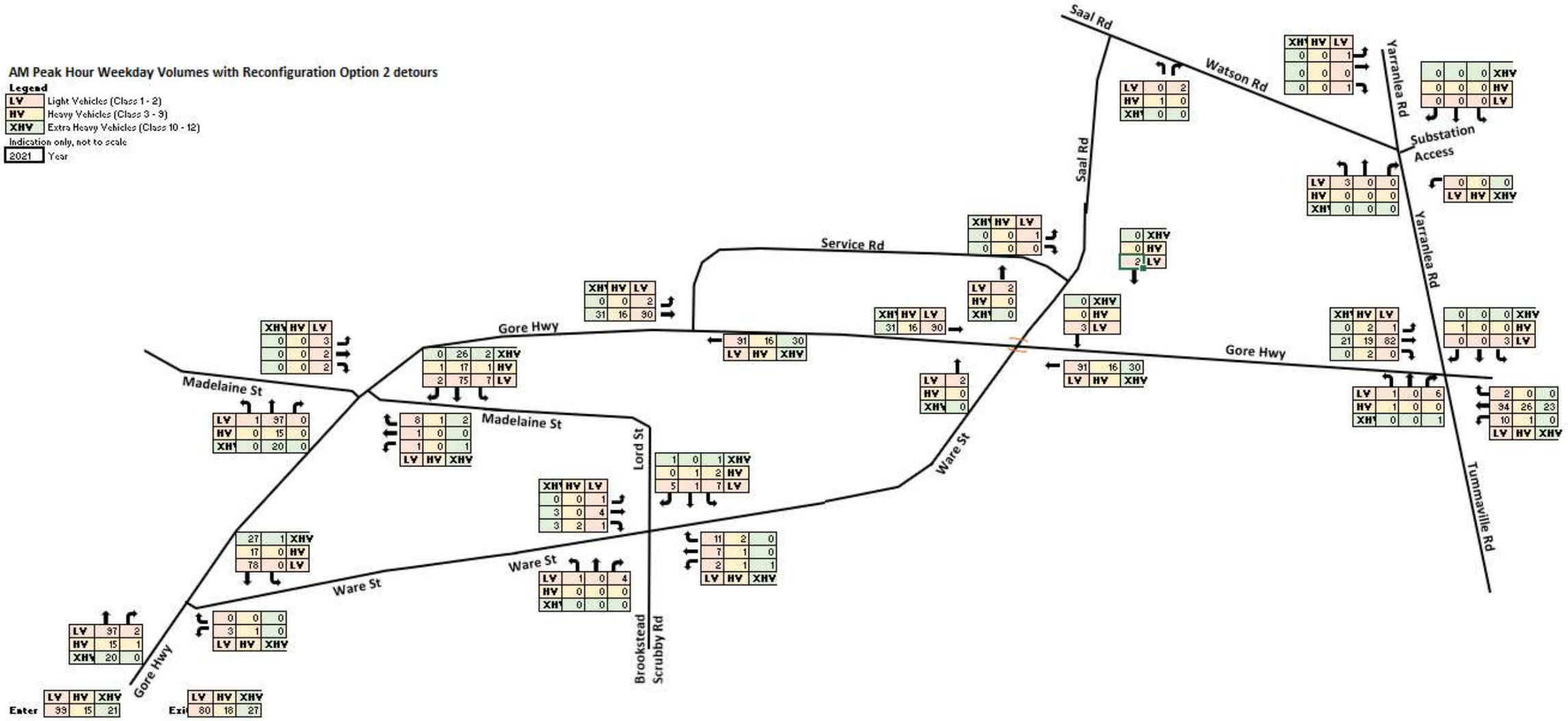
2021 PM Peak Hour Option 1 Volumes

2021 Volumes



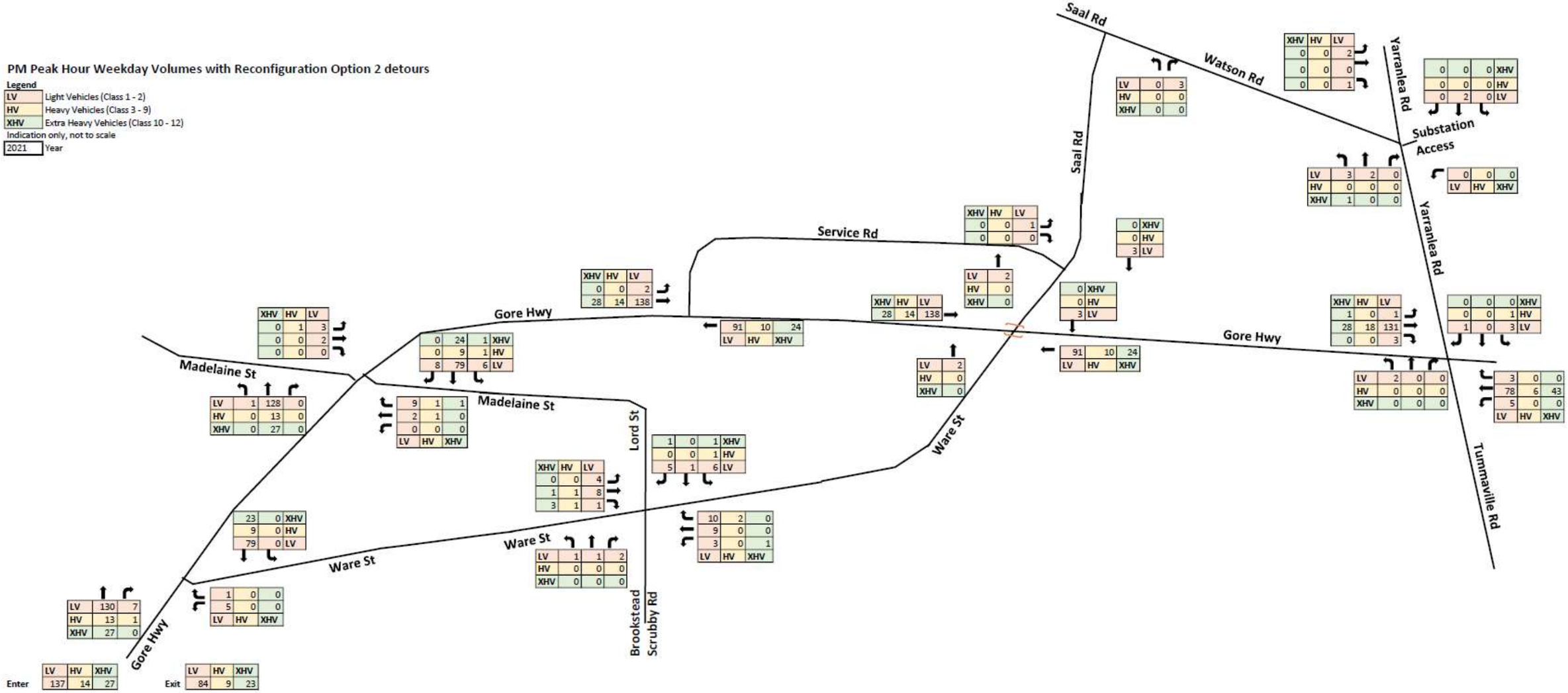
2021 24-Hour Option 2 Volumes

2021 Volumes



2021 AM Peak Hour Option 2 Volumes

2021 Volumes



2021 PM Peak Hour Option 2 Volumes

Appendix C

Forecast opening year 2028 traffic volumes

Reconfiguration option 1 rerouted traffic volumes (daily, AM Peak)

Reconfiguration option 2 rerouted traffic volumes (daily, AM Peak)

Daily plots (option compared to base)

Difference plots (option compared to base)

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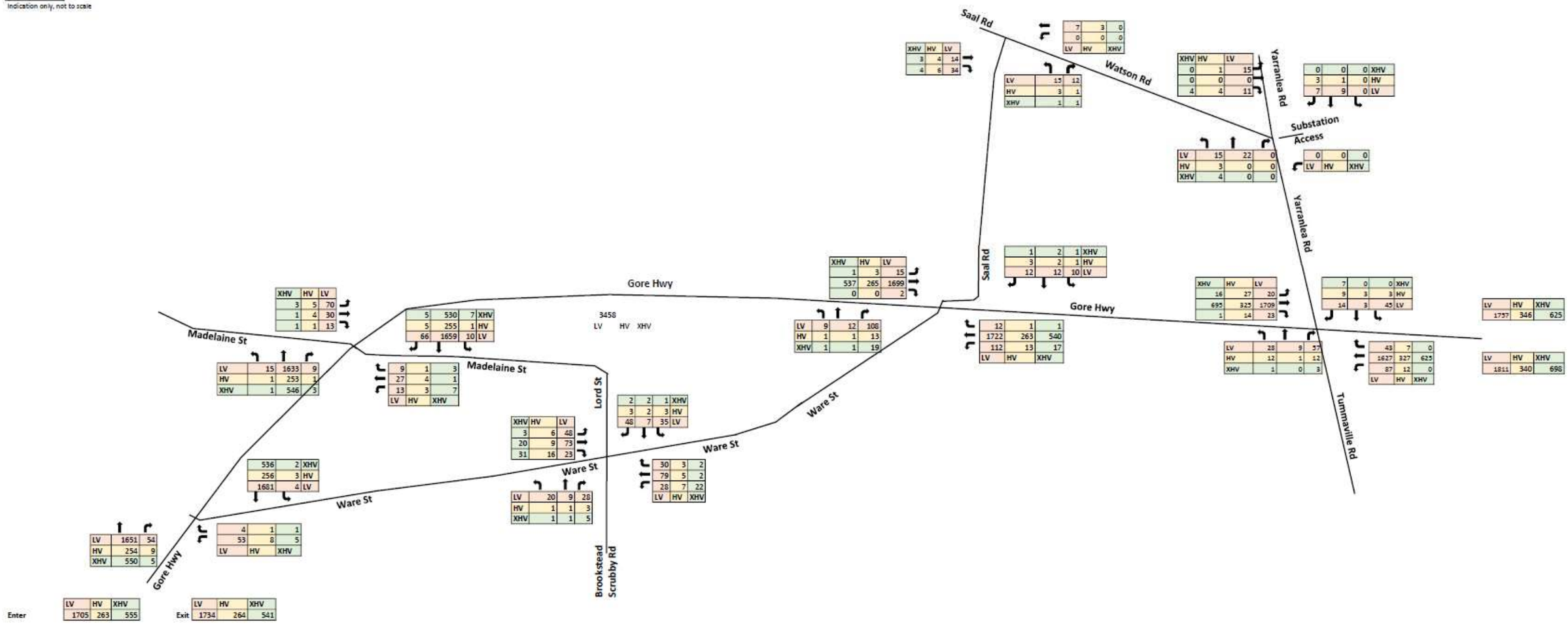
2028 Volumes

24-Hour Weekday Volumes

Legend

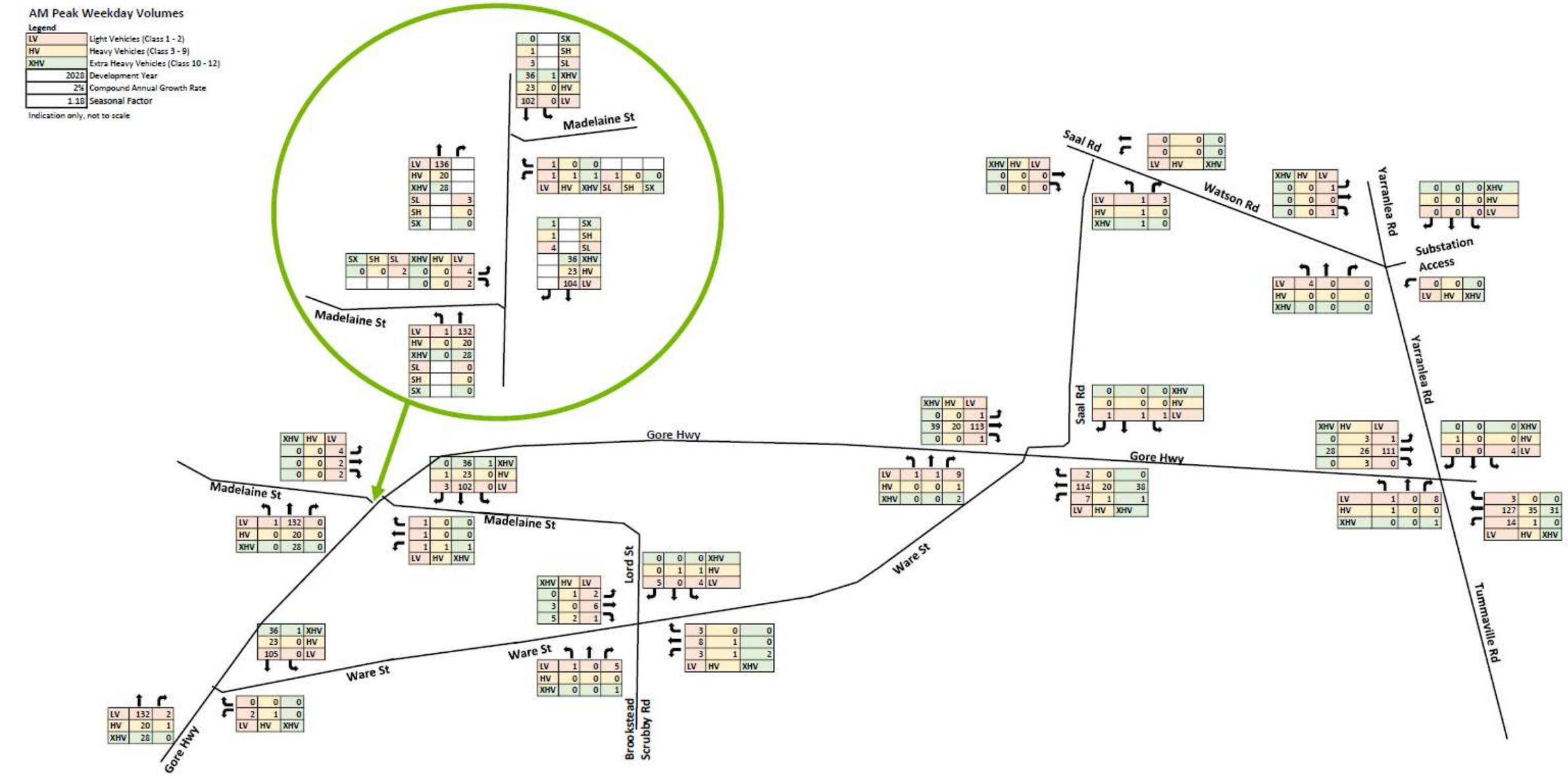
LV	Light Vehicles (Class 1 - 2)
HV	Heavy Vehicles (Class 3 - 9)
XHV	Extra Heavy Vehicles (Class 10 - 12)
2028	Design Year
2%	Compound Annual Growth Rate
1.18	Seasonal Factor

Indication only, not to scale



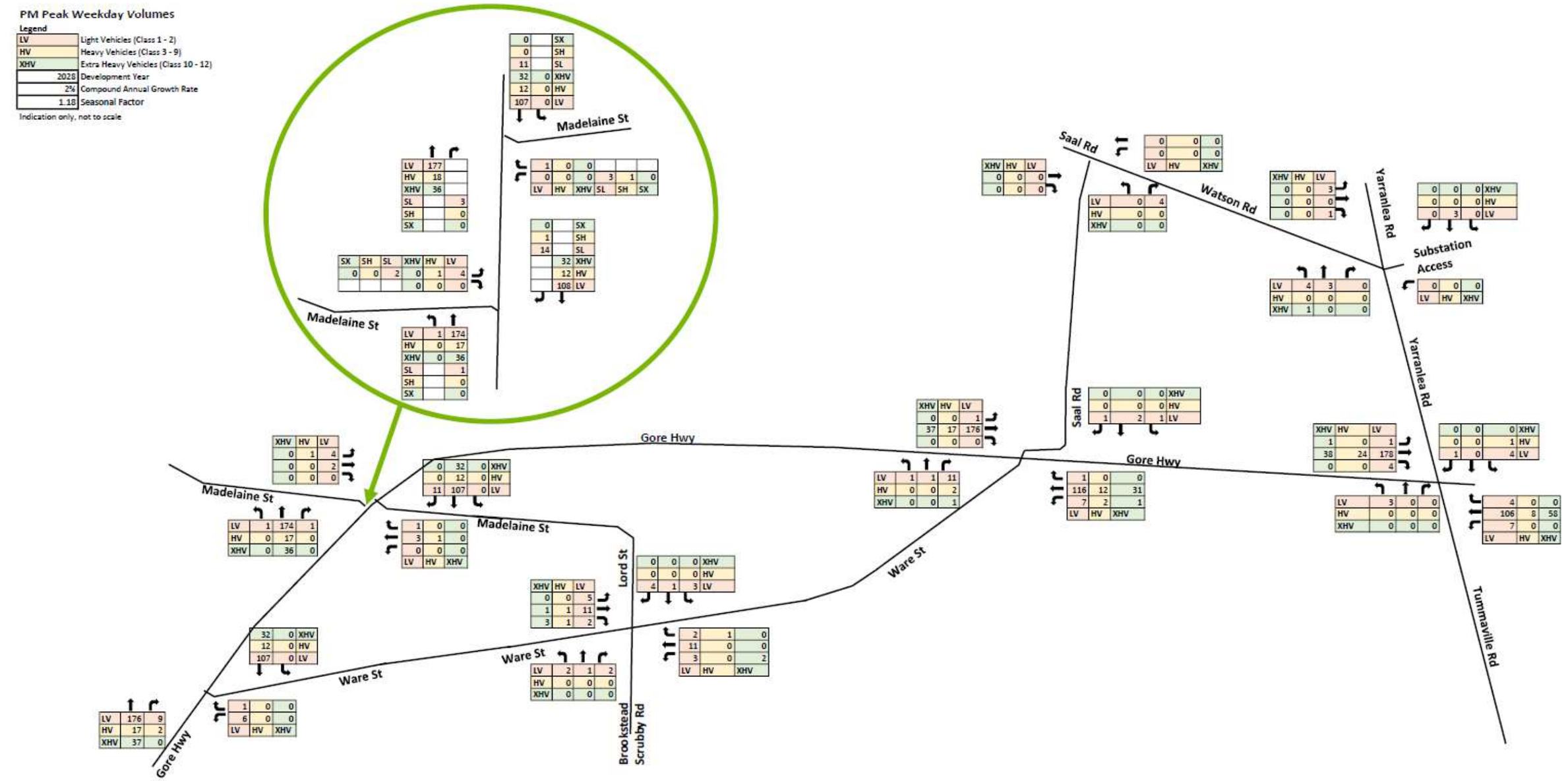
2028 24-Hour Base Volumes

2028 Volumes



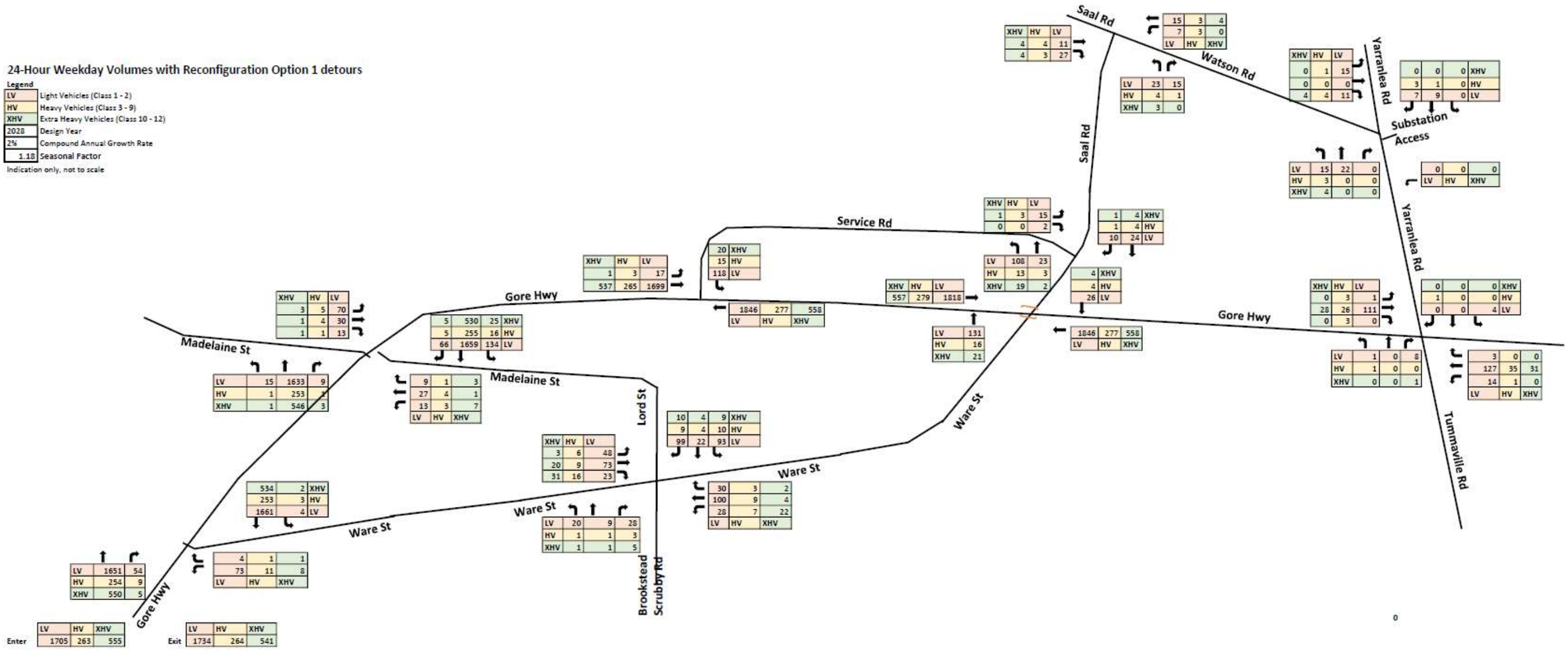
2028 AM Peak Hour Base Volumes

2028 Volumes



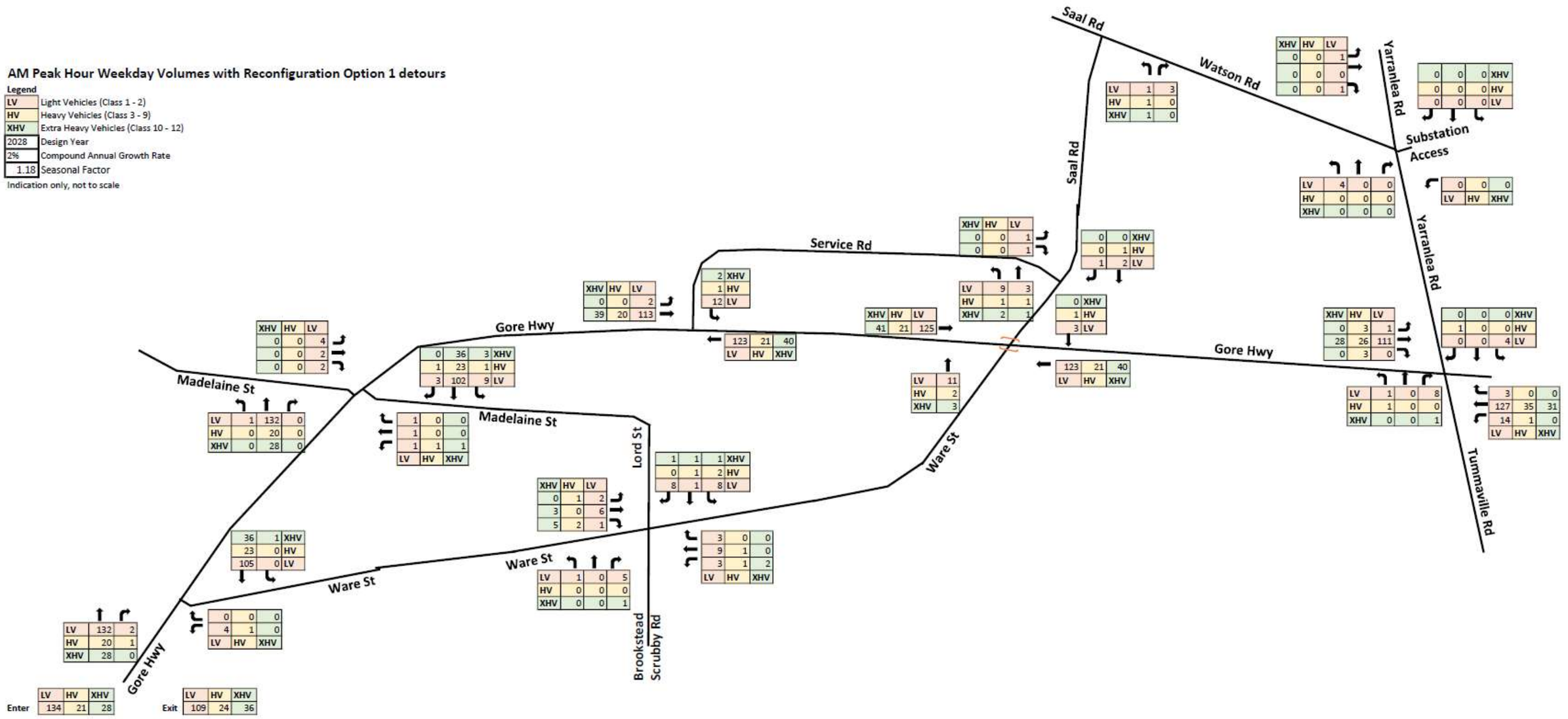
2028 PM Peak Hour Base Volumes

2028 Volumes



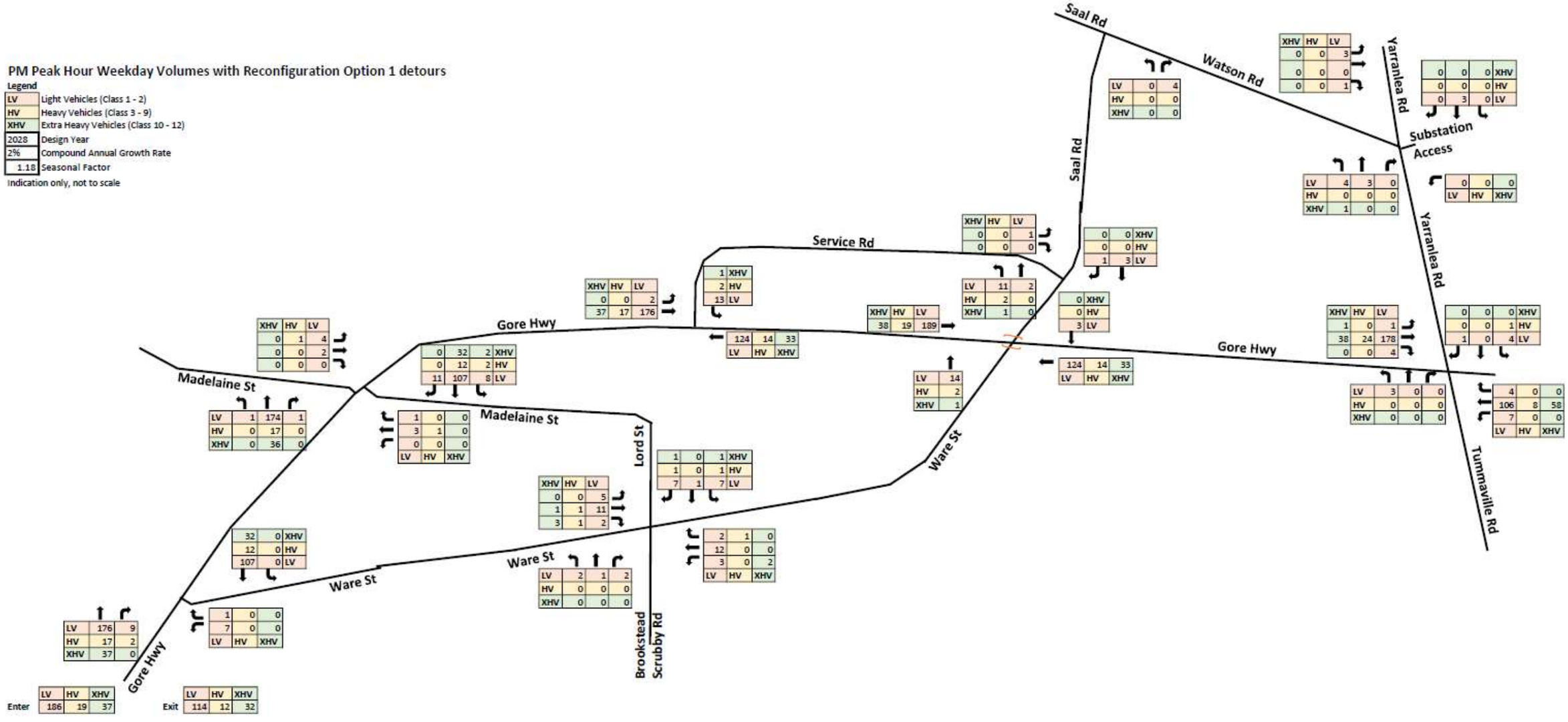
2028 24-Hour Option 1 Volumes

2028 Volumes



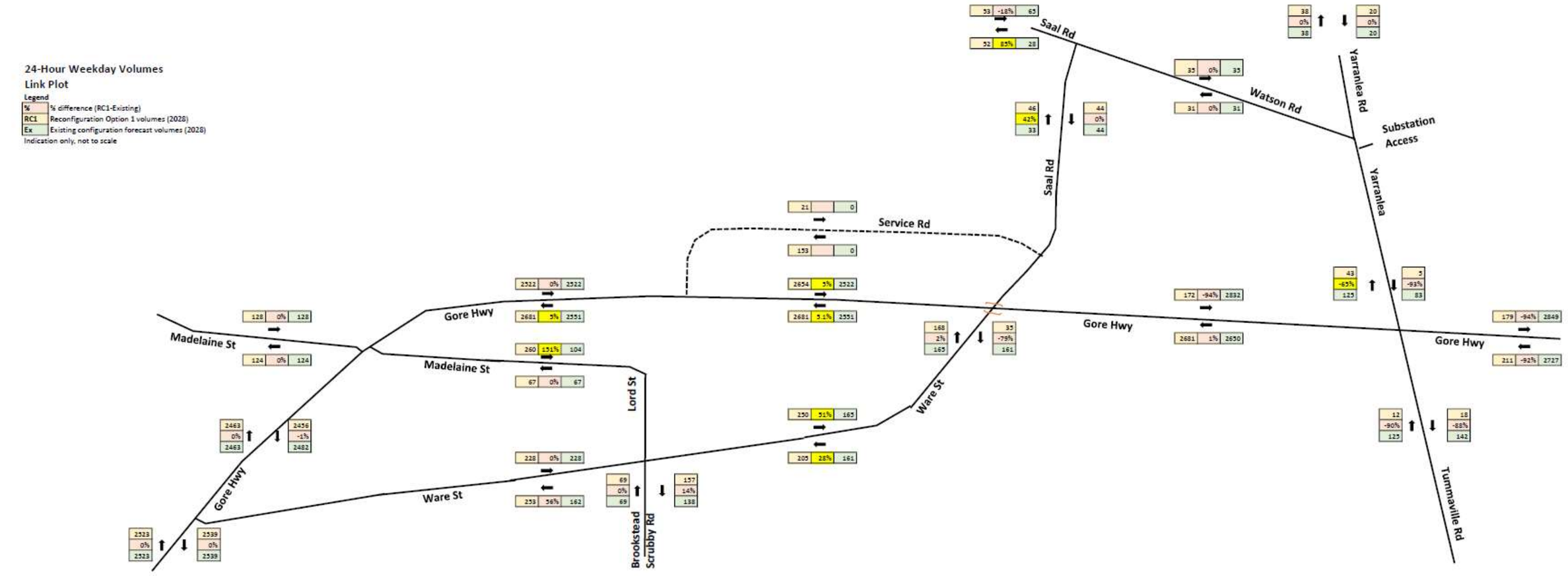
2028 AM Peak Hour Option 1 Volumes

2028 Volumes



2028 PM Peak Hour Option 1 Volumes

2028 Volumes

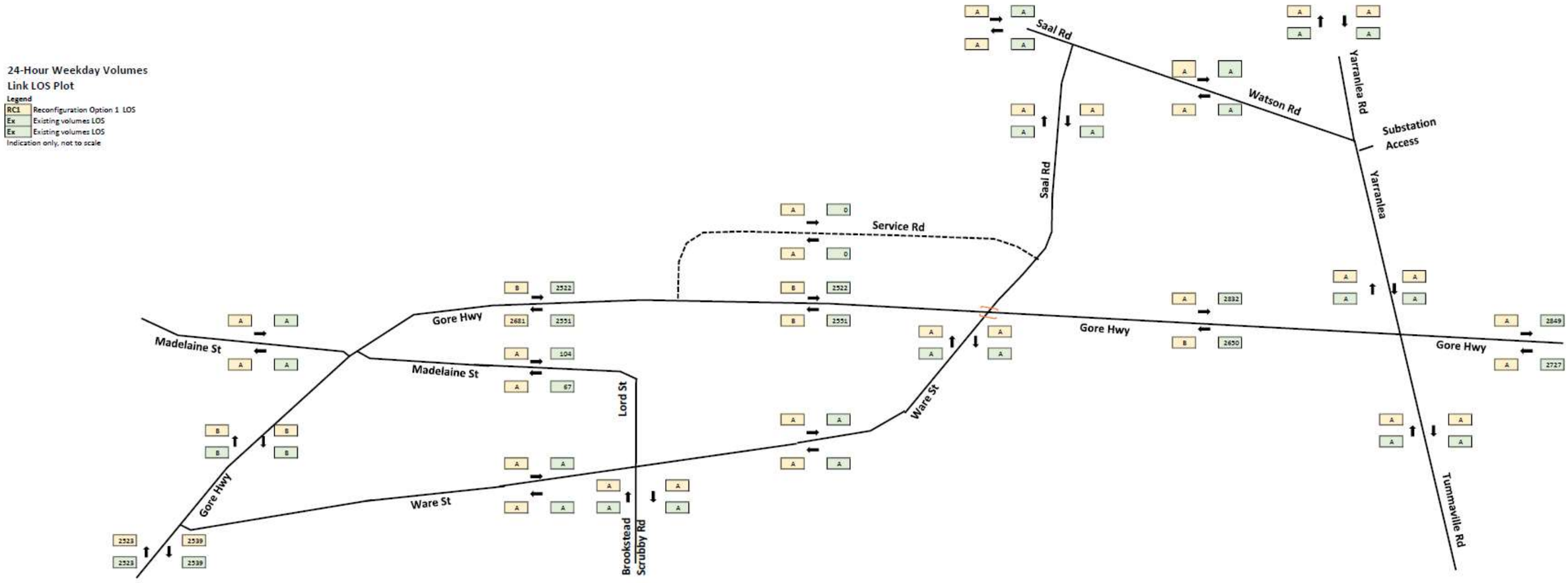


Intersection Totals (Sieve 1)

	Base	Opt 2	% difference
A1	5163	128	-98%
A2	5164	128	-98%
B	5412	333	-94%
C	5077	5062	0%
D	5766	418	-93%
E	99	0	-100%

2028 Option 1 Daily Link Plot

2028 Volumes

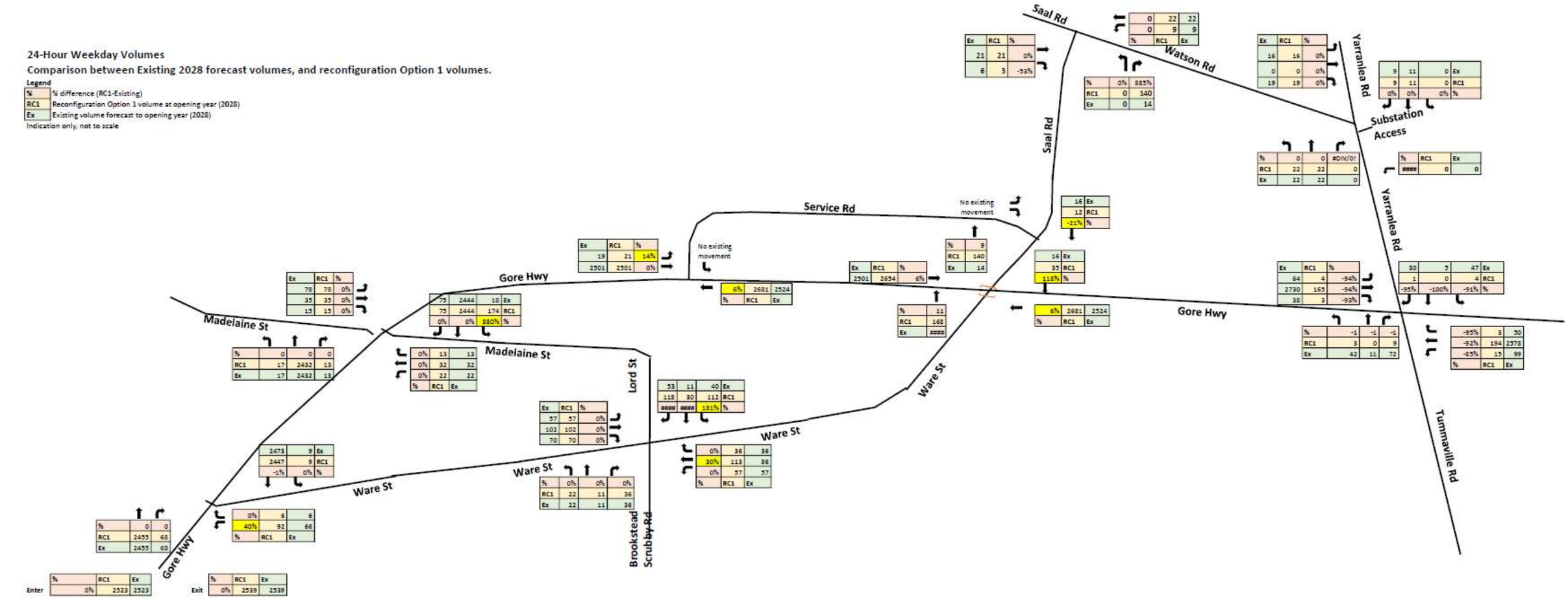


Intersection Totals (Sieve 1)

	Base	Opt 2	% difference
A1	5163	0	-100%
A2	5164	0	-100%
B	5412	0	-100%
C	5077	5062	0%
D	5766	0	-100%
E	99	0	-100%

2028 Option 1 LOS Plot

2028 Volumes

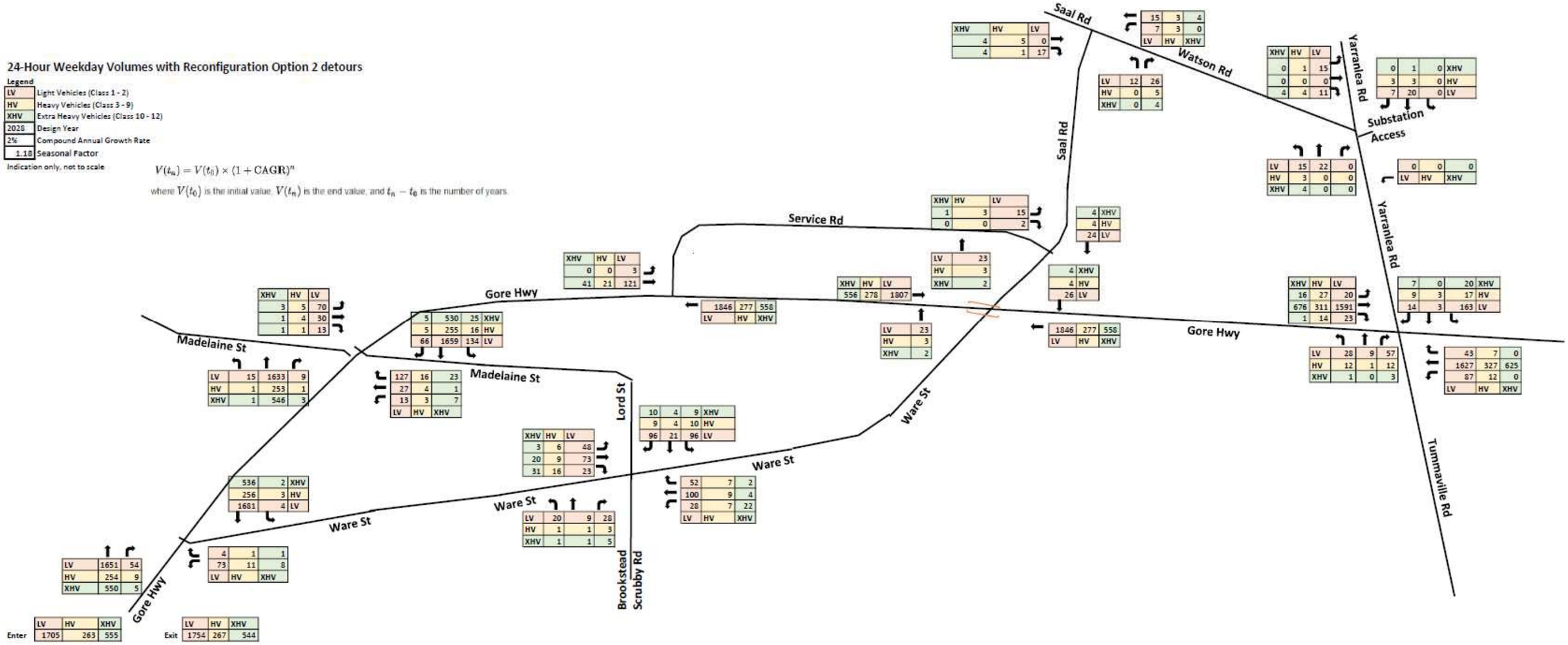


Intersection Totals (Sieve 1)

	Base	Opt 2	% difference
A1	5163	10491	103%
A2	5164	10328	100%
B	5412	10605	96%
C	5077	10154	100%
D	5766	6156	7%
E	99	#DIV/0!	#DIV/0!

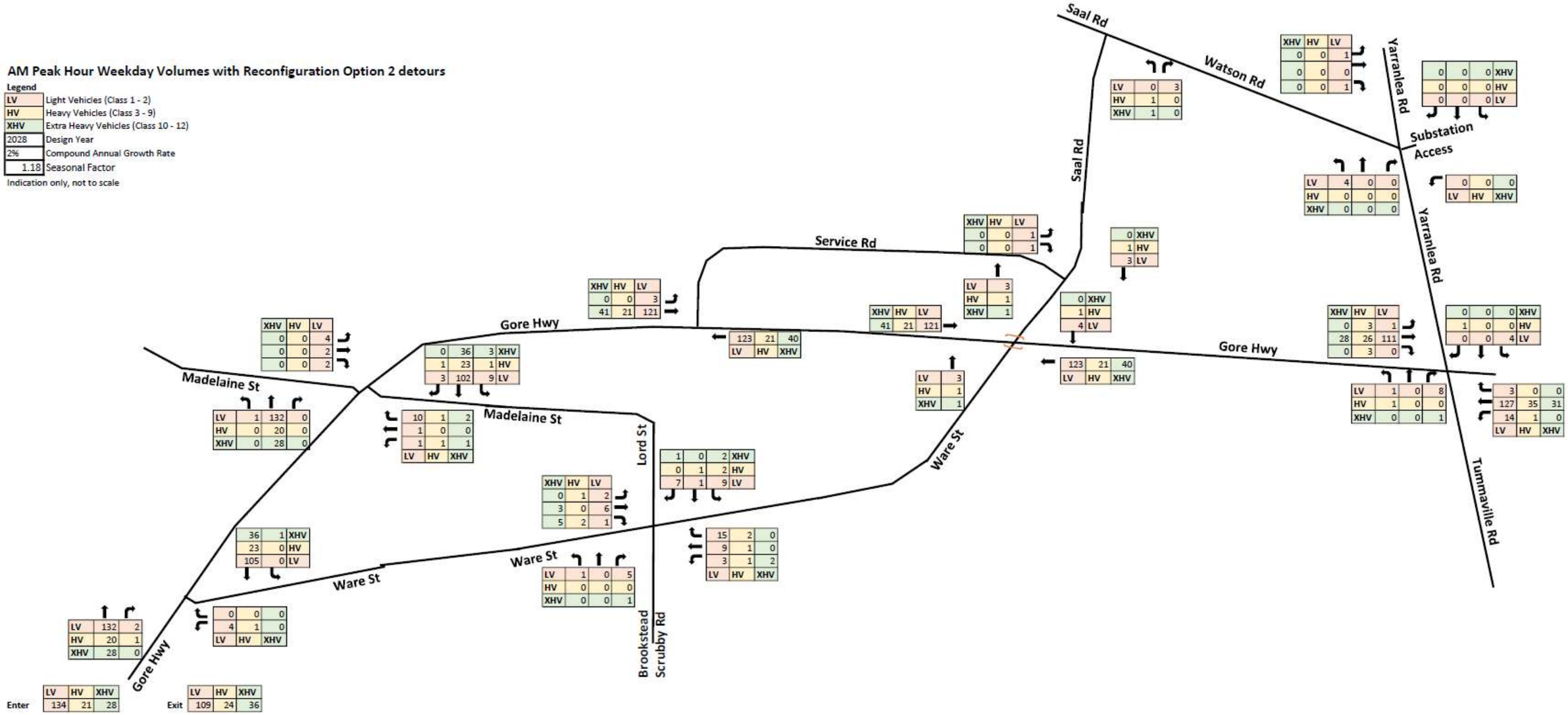
2028 Option 1 Difference Plot

2028 Volumes



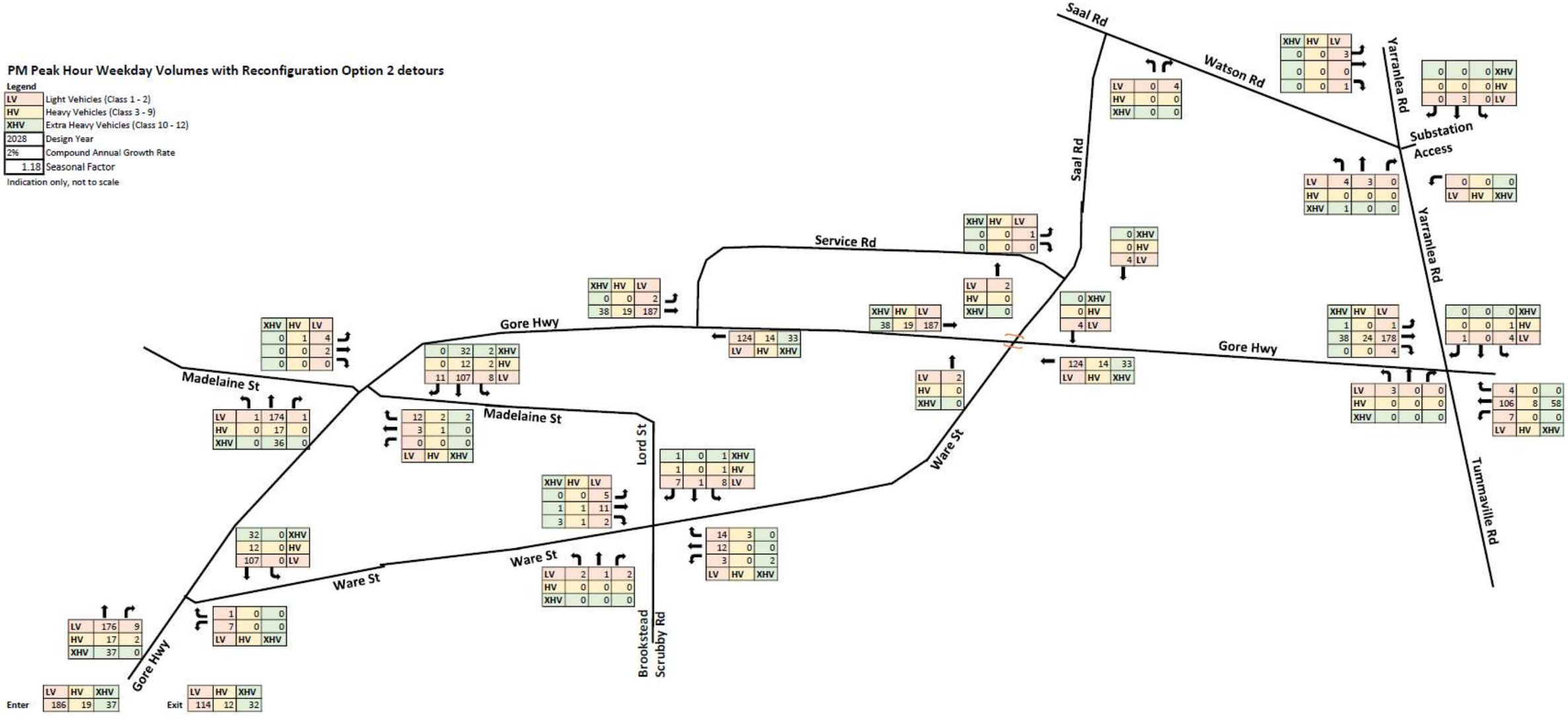
2028 24-Hour Option 2 Volumes

2028 Volumes



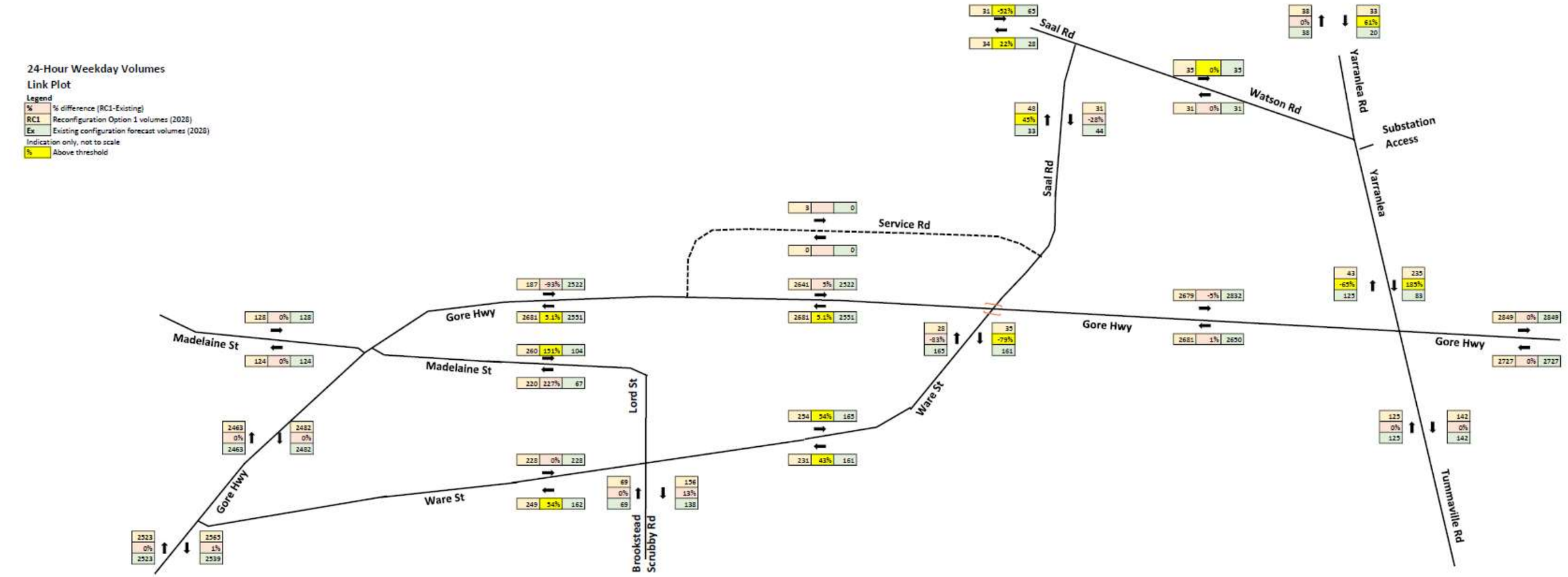
2028 AM Peak Hour Option 2 Volumes

2028 Volumes



2028 PM Peak Hour Option 2 Volumes

2028 Volumes

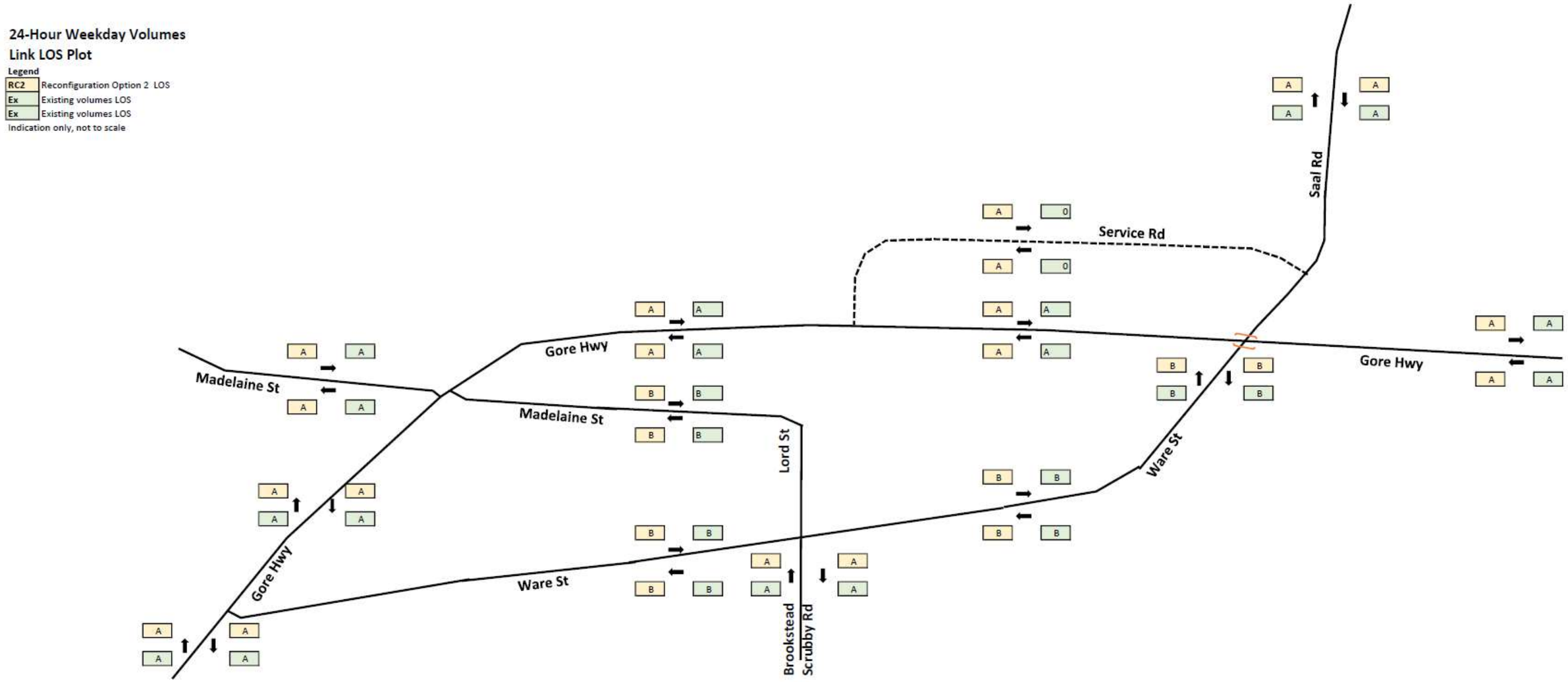


Intersection Totals (Sieve 1)

	Base	Opt 2	% difference
A1	5163	128	-98%
A2	5164	128	-98%
B	5412	192	-96%
C	5077	5088	0%
D	5766	2936	-49%
E	99	0	-100%

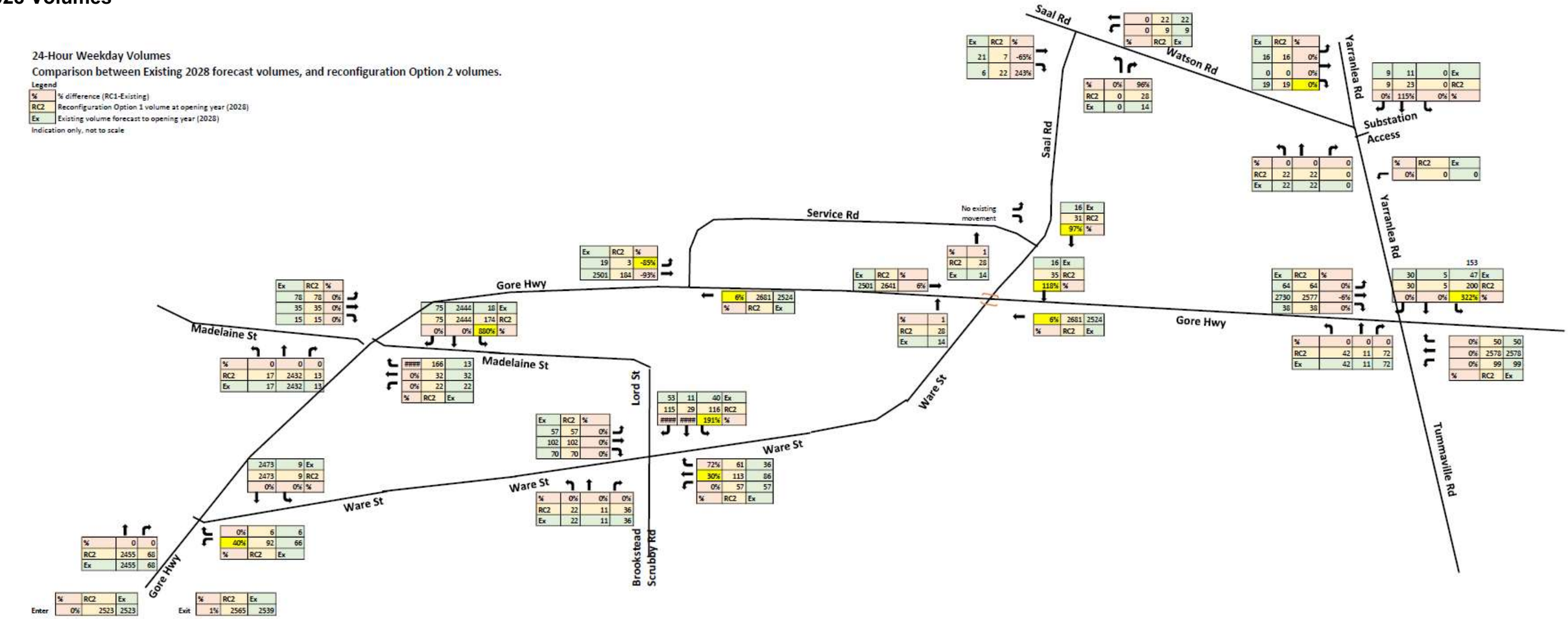
2028 Option 2 Daily Link Plot

2028 Volumes



2028 Option 2 LOS Plot

2028 Volumes



Intersection Totals (Sieve 1)

	Base	Opt 2	% difference
A1	5163	10655	106%
A2	5164	10328	100%
B	5412	10442	93%
C	5077	10180	101%
D	5766	11535	100%
E	99	212	114%

2028 Option 2 Difference Plot

Appendix D

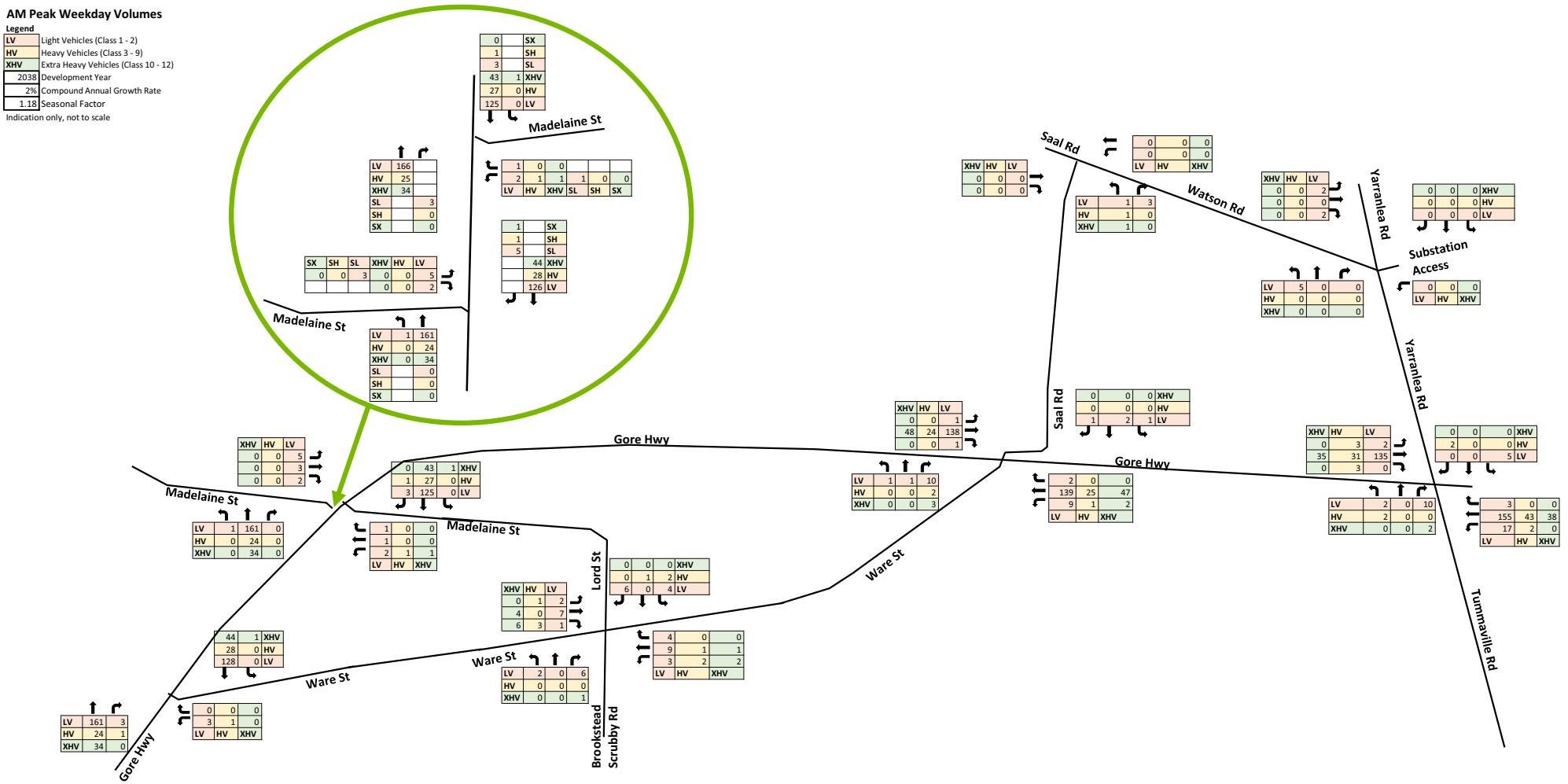
Forecast design horizon year 2038 traffic volumes (AM Peak, PM Peak)

Reconfiguration option 1 rerouted traffic volumes (AM Peak, PM Peak)

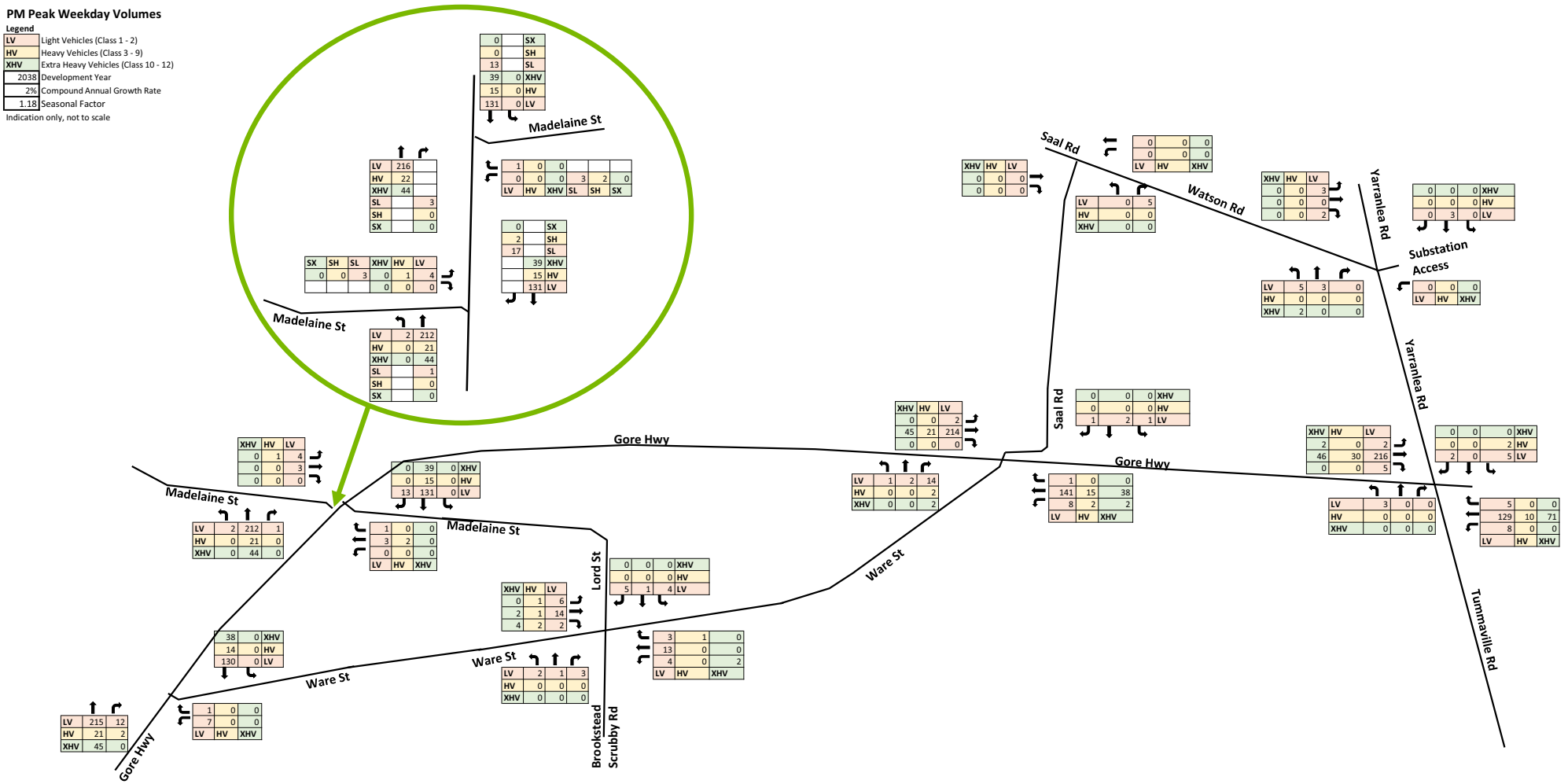
Reconfiguration option 2 rerouted traffic volumes (AM Peak, PM Peak)

DRAFT

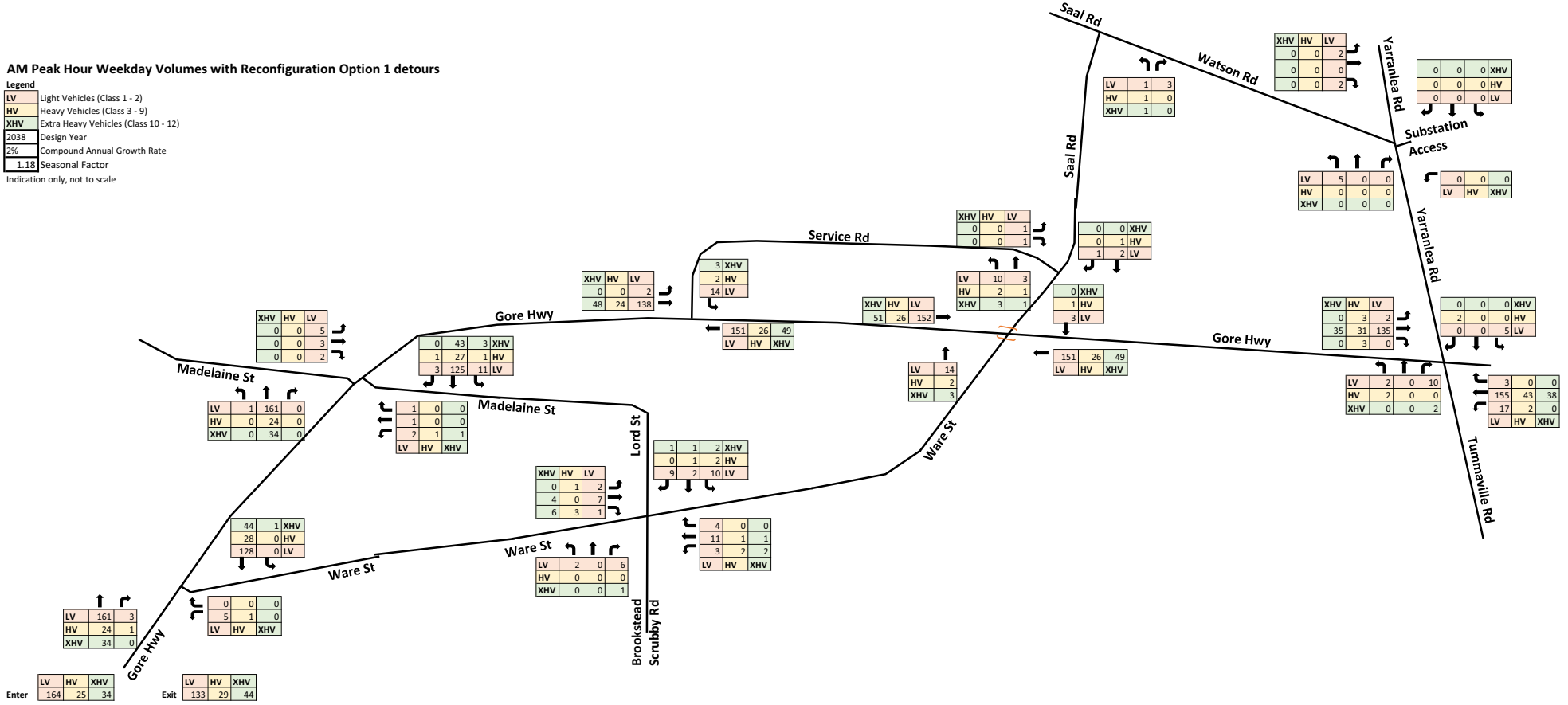
2038 Volumes



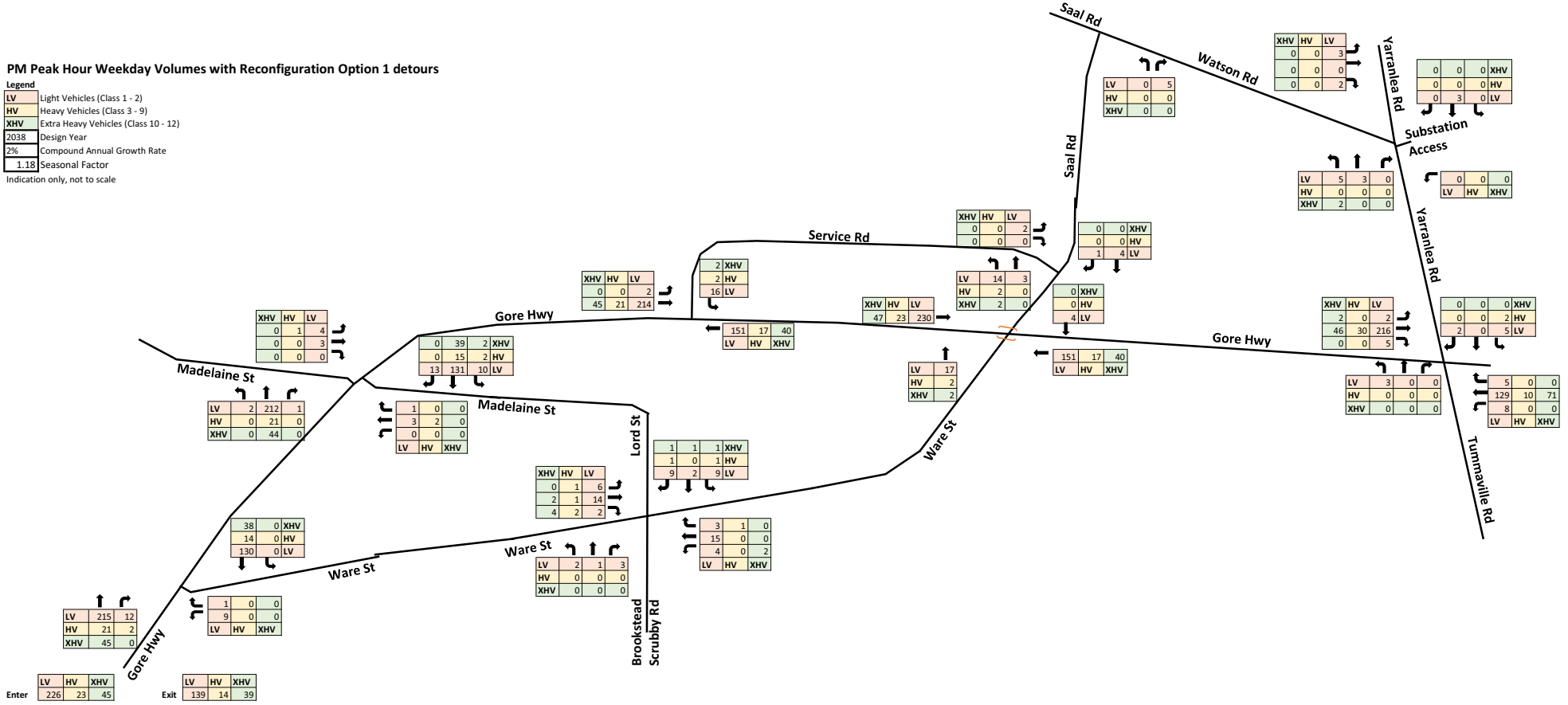
2038 Volumes



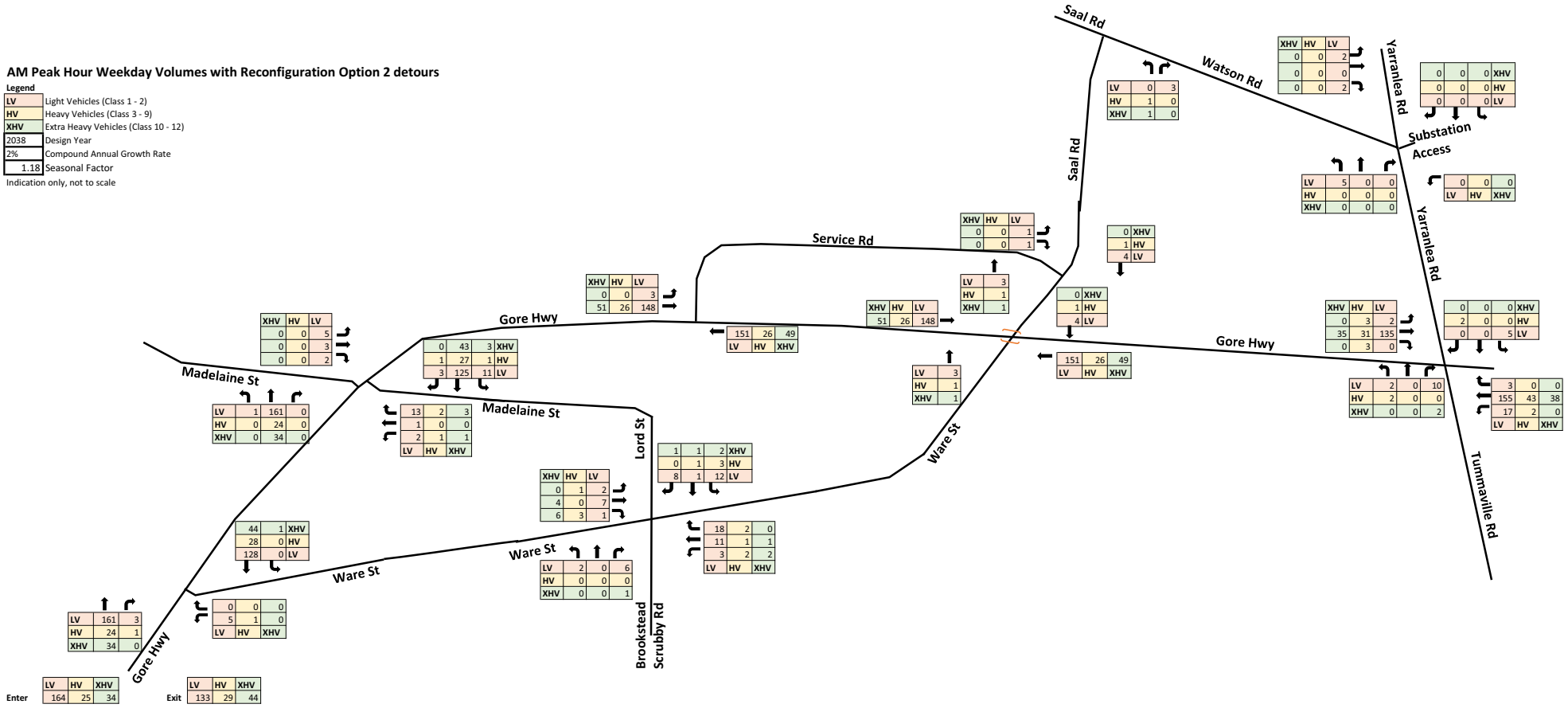
2038 Volumes



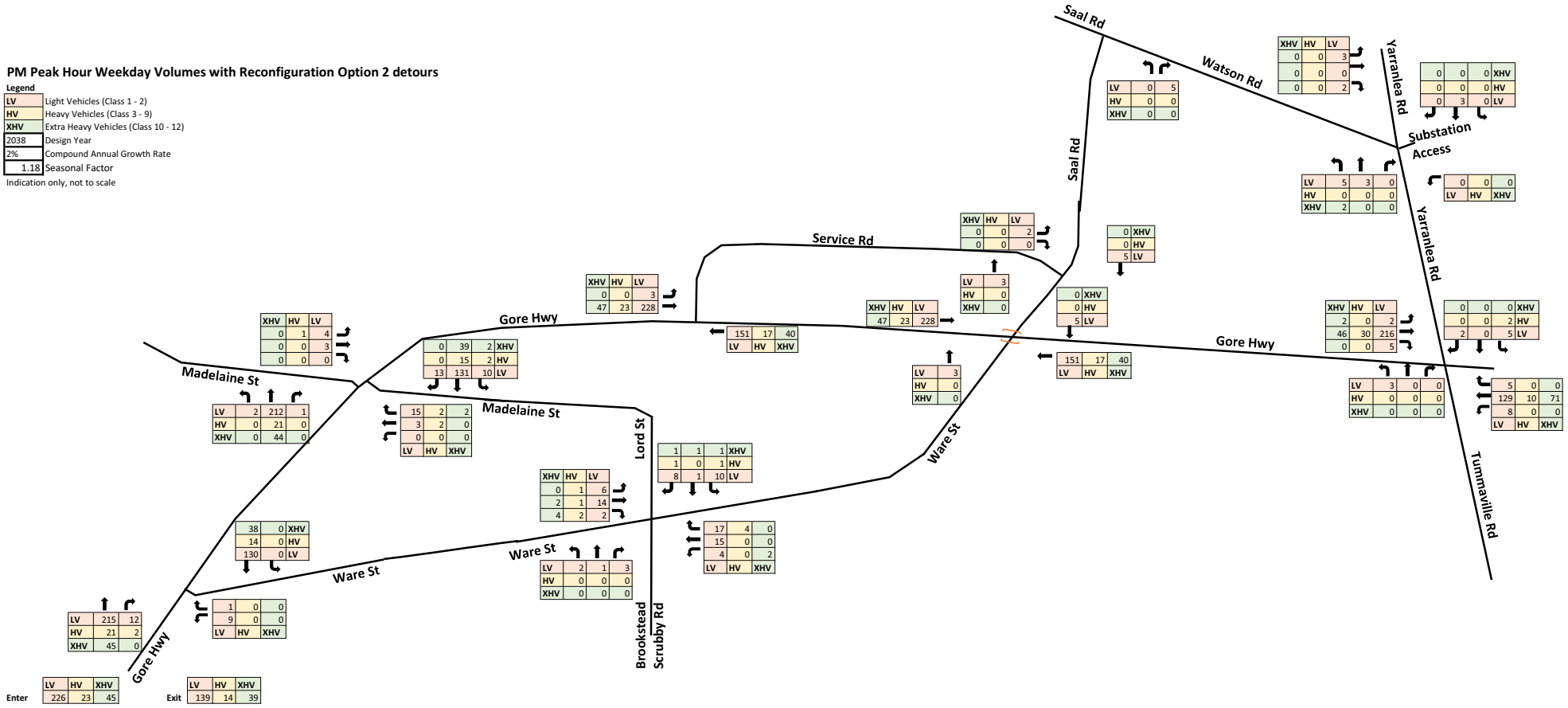
2038 Volumes



2038 Volumes



2038 Volumes



Appendix E

SIDRA analyses results (2028 and 2038)

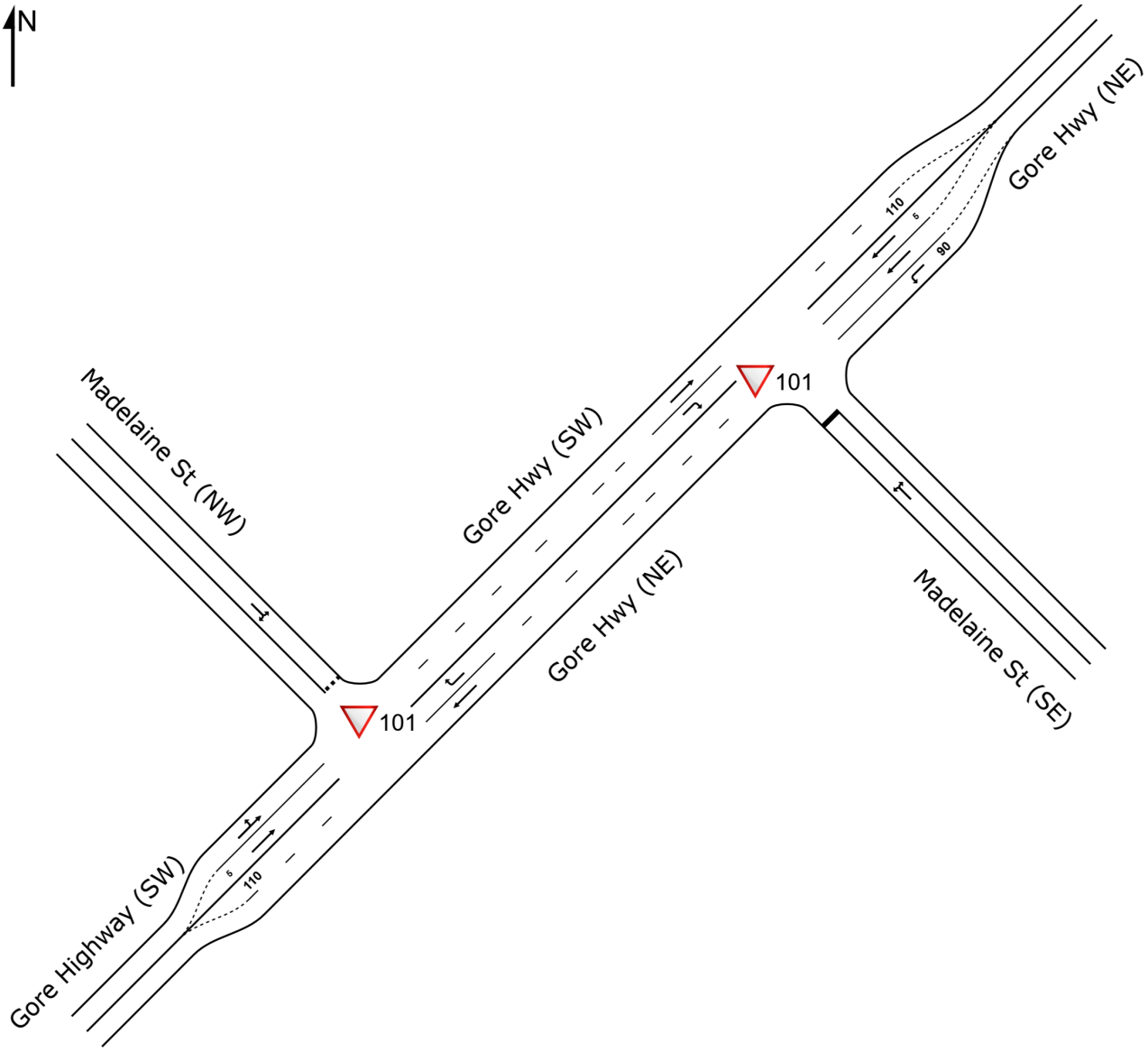
DRAFT

NETWORK LAYOUT

Network: N102 [Gore Hwy/Madelaine St Staggered_Base Traffic_2021_AM Peak (Network Folder: General)]

New Network
Network Category: (None)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
▽101	NA	Gore Hwy/Madelaine St N_Base Layout_2021_AM Peak
▽101	NA	Gore Hwy/Madelaine St S_Base Layout_2021_AM Peak

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St N_Base Layout_2021_AM Peak (Site Folder: Existing Conditions)]

Network: N102 [Gore Hwy/ Madelaine St Staggered_Base Traffic_2021_AM Peak (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Madelaine St (SE)														
21	L2	3	66.7	3	66.7	0.006	11.9	LOS B	0.0	0.1	0.30	0.91	0.30	46.6
23	R2	1	0.0	1	0.0	0.006	11.1	LOS B	0.0	0.1	0.30	0.91	0.30	58.5
Approach		4	50.0	4	50.0	0.006	11.7	LOS B	0.0	0.1	0.30	0.91	0.30	50.7
NorthEast: Gore Hwy (NE)														
24	L2	2	50.0	2	50.0	0.001	9.1	LOS A	0.0	0.0	0.00	0.66	0.00	59.4
25	T1	121	38.0	121	38.0	0.075	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.0
Approach		123	38.2	123	38.2	0.075	0.2	NA	0.0	0.0	0.00	0.01	0.00	96.3
SouthWest: Gore Hwy (SW)														
31	T1	137	26.3	137	26.3	0.082	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
32	R2	2	100.0	2	100.0	0.004	6.4	LOS A	0.0	0.1	0.31	0.53	0.31	42.8
Approach		139	27.3	139	27.3	0.082	0.1	NA	0.0	0.1	0.00	0.01	0.00	98.1
All Vehicles		266	32.7	266	32.7	0.082	0.3	NA	0.0	0.1	0.01	0.02	0.01	95.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St S_Base Layout_2021_AM Peak (Site Folder: Existing Conditions)]

Network: N102 [Gore Hwy/ Madelaine St Staggered_Base Traffic_2021_AM Peak (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Hwy (NE)														
25	T1	120	14.2	120	14.2	0.067	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	4	25.0	4	25.0	0.004	5.3	LOS A	0.0	0.0	0.26	0.54	0.26	47.8
Approach		124	14.5	124	14.5	0.067	0.2	NA	0.0	0.0	0.01	0.02	0.01	96.6
NorthWest: Madelaine St (NW)														
27	L2	5	0.0	5	0.0	0.007	7.0	LOS A	0.0	0.1	0.26	0.58	0.26	56.8
29	R2	2	0.0	2	0.0	0.007	8.7	LOS A	0.0	0.1	0.26	0.58	0.26	66.5
Approach		7	0.0	7	0.0	0.007	7.5	LOS A	0.0	0.1	0.26	0.58	0.26	60.7
SouthWest: Gore Highway (SW)														
30	L2	1	0.0	1	0.0	0.073	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.5
31	T1	133	11.3	133	11.3	0.073	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.3
Approach		134	11.2	134	11.2	0.073	0.1	NA	0.0	0.0	0.00	0.01	0.00	98.9
All Vehicles		265	12.5	265	12.5	0.073	0.3	NA	0.0	0.1	0.01	0.03	0.01	95.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St N_Base Layout_2021_PM Peak (Site Folder: Existing Conditions)]

Network: N102 [Gore Hwy/ Madelaine St Staggered_Base Traffic_2021_PM Peak (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Madelaine St SE														
21	L2	4	75.0	4	75.0	0.007	11.9	LOS B	0.0	0.1	0.29	0.91	0.29	46.6
23	R2	1	0.0	1	0.0	0.007	11.6	LOS B	0.0	0.1	0.29	0.91	0.29	58.5
Approach		5	60.0	5	60.0	0.007	11.8	LOS B	0.0	0.1	0.29	0.91	0.29	49.9
NorthEast: Gore Hwy NW														
24	L2	1	0.0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
25	T1	120	34.2	120	34.2	0.068	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	97.3
Approach		121	33.9	121	33.9	0.068	0.1	NA	0.0	0.0	0.00	0.01	0.00	95.3
SouthWest: Gore Hwy SW														
31	T1	171	23.4	171	23.4	0.101	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
32	R2	2	100.0	2	100.0	0.004	6.3	LOS A	0.0	0.1	0.30	0.53	0.30	42.9
Approach		173	24.3	173	24.3	0.101	0.1	NA	0.0	0.1	0.00	0.01	0.00	98.4
All Vehicles		299	28.8	299	28.8	0.101	0.3	NA	0.0	0.1	0.01	0.02	0.01	95.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St S_Base Layout_2021_PM Peak (Site Folder: Existing Conditions)]

Network: N102 [Gore Hwy/ Madelaine St Staggered_Base Traffic_2021_PM Peak (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Hwy (NE)														
25	T1	112	8.0	112	8.0	0.060	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	11	9.1	11	9.1	0.010	5.4	LOS A	0.0	0.1	0.28	0.56	0.28	48.7
Approach		123	8.1	123	8.1	0.060	0.5	NA	0.0	0.1	0.03	0.05	0.03	91.3
NorthWest: Madelaine St (NW)														
27	L2	6	16.7	6	16.7	0.007	7.6	LOS A	0.0	0.1	0.28	0.58	0.28	56.7
29	R2	1	0.0	1	0.0	0.007	9.0	LOS A	0.0	0.1	0.28	0.58	0.28	65.9
Approach		7	14.3	7	14.3	0.007	7.8	LOS A	0.0	0.1	0.28	0.58	0.28	58.7
SouthWest: Gore Highway (SW)														
30	L2	1	0.0	1	0.0	0.091	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
31	T1	169	7.7	169	7.7	0.091	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.5
Approach		170	7.6	170	7.6	0.091	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.2
All Vehicles		300	8.0	300	8.0	0.091	0.4	NA	0.0	0.1	0.02	0.04	0.02	94.0

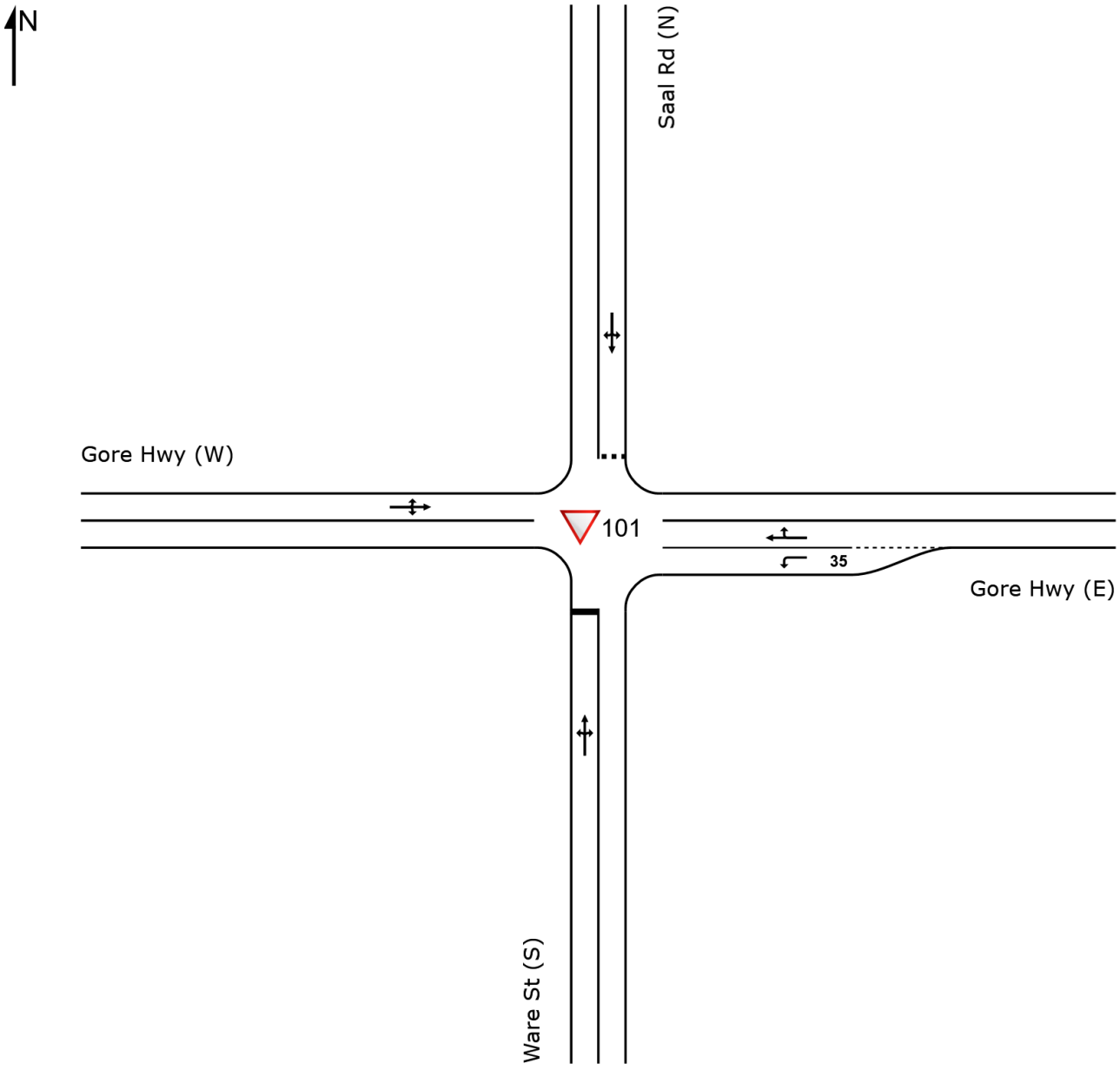
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Gore Hwy/Ware St/Saal Rd_Base Layout_2021_AM Peak (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St/Saal Rd_Base Layout_2021_AM Peak (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ware St (S)														
1	L2	1	0	1	0.0	0.017	8.5	LOS A	0.1	0.5	0.40	0.86	0.40	50.8
2	T1	1	0	1	0.0	0.017	9.7	LOS A	0.1	0.5	0.40	0.86	0.40	50.7
3	R2	9	3	9	11.1	0.017	10.8	LOS B	0.1	0.5	0.40	0.86	0.40	44.3
Approach		11	3	11	9.1	0.017	10.5	LOS B	0.1	0.5	0.40	0.86	0.40	45.9
East: Gore Hwy (E)														
4	L2	7	2	7	14.3	0.004	4.3	LOS A	0.0	0.0	0.00	0.55	0.00	50.1
5	T1	127	43	127	11.8	0.071	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
6	R2	1	0	1	0.0	0.071	4.6	LOS A	0.0	0.1	0.00	0.00	0.00	56.0
Approach		135	45	135	11.9	0.071	0.3	NA	0.0	0.1	0.00	0.03	0.00	59.3
North: Saal Rd (N)														
7	L2	1	0	1	0.0	0.003	5.9	LOS A	0.0	0.1	0.32	0.53	0.32	30.6
8	T1	1	0	1	0.0	0.003	6.0	LOS A	0.0	0.1	0.32	0.53	0.32	53.2
9	R2	1	0	1	0.0	0.003	7.3	LOS A	0.0	0.1	0.32	0.53	0.32	52.4
Approach		3	0	3	0.0	0.003	6.4	LOS A	0.0	0.1	0.32	0.53	0.32	45.5
West: Gore Hwy (W)														
10	L2	1	0	1	0.0	0.071	5.9	LOS A	0.0	0.1	0.01	0.01	0.01	58.2
11	T1	127	44	127	11.8	0.071	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.8
12	R2	1	0	1	0.0	0.071	6.0	LOS A	0.0	0.1	0.01	0.01	0.01	57.6
Approach		129	44	129	11.6	0.071	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.7
All Vehicles		278	92	278	11.5	0.071	0.7	NA	0.1	0.5	0.02	0.06	0.02	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St/Saal Rd_Base Layout_2021_PM Peak (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ware St (S)														
1	L2	1	0	1	0.0	0.019	8.4	LOS A	0.1	0.5	0.42	0.87	0.42	50.6
2	T1	1	0	1	0.0	0.019	9.9	LOS A	0.1	0.5	0.42	0.87	0.42	50.4
3	R2	10	2	10	10.0	0.019	11.2	LOS B	0.1	0.5	0.42	0.87	0.42	44.0
Approach		12	2	12	8.3	0.019	10.8	LOS B	0.1	0.5	0.42	0.87	0.42	45.5
East: Gore Hwy (E)														
4	L2	7	2	7	14.3	0.004	4.3	LOS A	0.0	0.0	0.00	0.55	0.00	50.1
5	T1	118	32	118	7.6	0.064	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
6	R2	1	0	1	0.0	0.064	4.8	LOS A	0.0	0.1	0.01	0.01	0.01	56.0
Approach		126	34	126	7.9	0.064	0.3	NA	0.0	0.1	0.01	0.04	0.01	59.2
North: Saal Rd (N)														
7	L2	1	0	1	0.0	0.004	6.0	LOS A	0.0	0.1	0.37	0.54	0.37	30.6
8	T1	2	0	2	0.0	0.004	6.2	LOS A	0.0	0.1	0.37	0.54	0.37	53.2
9	R2	1	0	1	0.0	0.004	7.6	LOS A	0.0	0.1	0.37	0.54	0.37	52.4
Approach		4	0	4	0.0	0.004	6.5	LOS A	0.0	0.1	0.37	0.54	0.37	47.4
West: Gore Hwy (E)														
10	L2	1	0	1	0.0	0.093	5.8	LOS A	0.0	0.1	0.00	0.01	0.00	58.3
11	T1	170	40	170	7.6	0.093	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	59.8
12	R2	1	0	1	0.0	0.093	6.0	LOS A	0.0	0.1	0.00	0.01	0.00	57.7
Approach		172	40	172	7.6	0.093	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.8
All Vehicles		314	76	314	7.6	0.093	0.7	NA	0.1	0.5	0.03	0.06	0.03	58.5

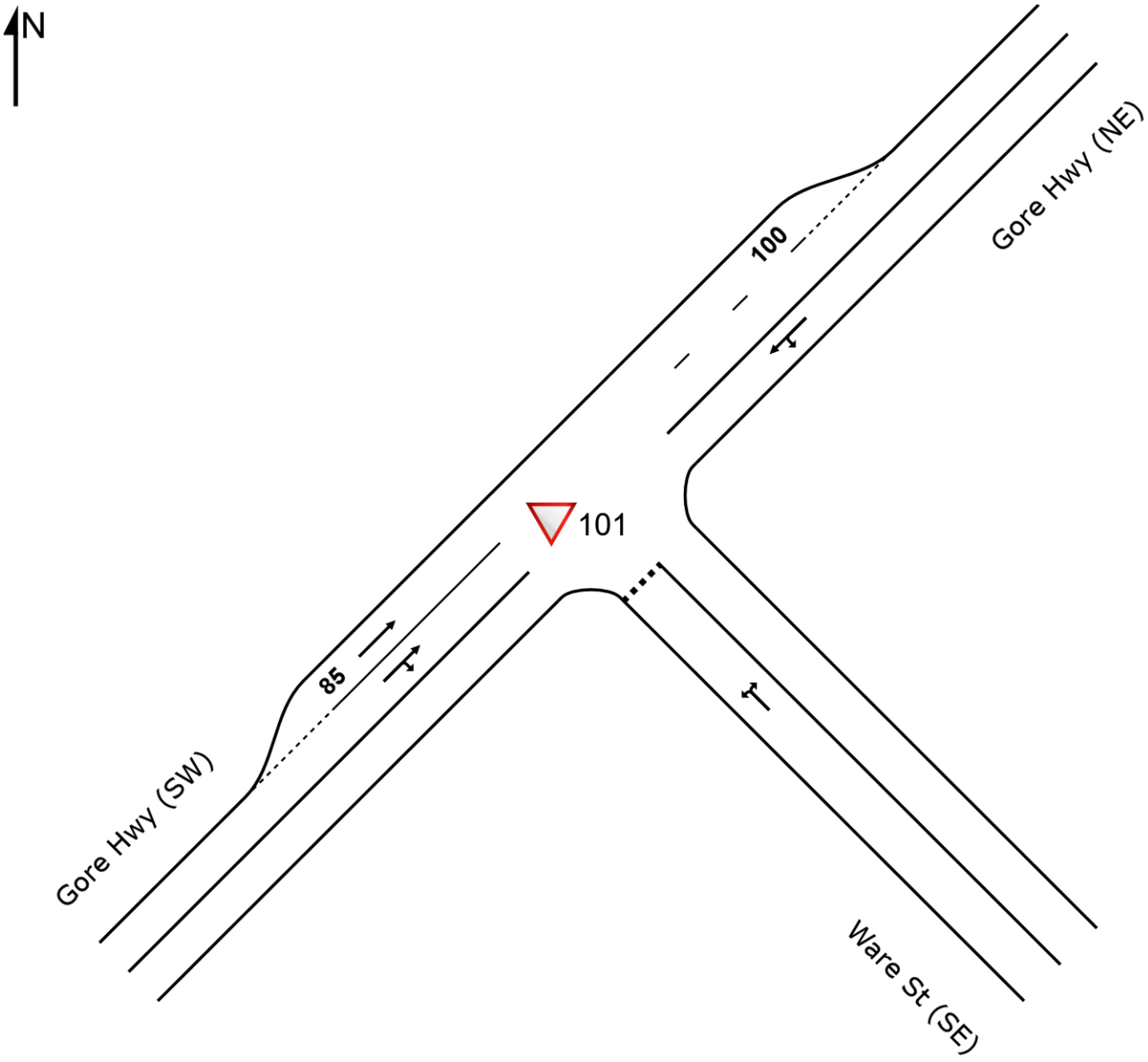
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Gore Hwy/Ware St_Base Layout_2021_AM Peak (Site Folder: Existing Conditions)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\Users\Emogen.Collins\Aurecon Group\Brisbane ITM Transport Planning - 2022.06.08 - Brookstead\Aurecon TIA reporting \Brookstead Intersections_V8.sip9

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St_Base Layout_2021_AM Peak (Site Folder: Existing Conditions)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Ware St (SE)														
21	L2	3	1	3	33.3	0.004	6.5	LOS A	0.0	0.1	0.27	0.53	0.27	53.3
23	R2	1	0	1	0.0	0.004	7.1	LOS A	0.0	0.1	0.27	0.53	0.27	60.6
Approach		4	1	4	25.0	0.004	6.6	LOS A	0.0	0.1	0.27	0.53	0.27	55.0
NorthEast: Gore Hwy (NE)														
24	L2	2	1	2	50.0	0.076	9.1	LOS A	0.0	0.0	0.00	0.01	0.00	67.8
25	T1	122	44	122	36.1	0.076	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		124	45	124	36.3	0.076	0.2	NA	0.0	0.0	0.00	0.01	0.00	98.9
SouthWest: Gore Hwy (SW)														
31	T1	132	35	132	26.5	0.051	0.1	LOS A	0.0	0.2	0.01	0.01	0.01	99.4
32	R2	3	1	3	33.3	0.051	9.2	LOS A	0.0	0.2	0.02	0.02	0.02	69.4
Approach		135	36	135	26.7	0.051	0.3	NA	0.0	0.2	0.02	0.02	0.02	98.4
All Vehicles		263	82	263	31.2	0.076	0.3	NA	0.0	0.2	0.01	0.02	0.01	97.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St_Base Layout_2021_PM Peak (Site Folder: Existing Conditions)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Ware St (SE)														
21	L2	4	0	4	0.0	0.004	5.9	LOS A	0.0	0.1	0.23	0.53	0.23	61.4
23	R2	1	0	1	0.0	0.004	7.3	LOS A	0.0	0.1	0.23	0.53	0.23	61.3
Approach		5	0	5	0.0	0.004	6.2	LOS A	0.0	0.1	0.23	0.53	0.23	61.4
NorthEast: Gore Hwy NW														
24	L2	1	0	1	0.0	0.066	7.8	LOS A	0.0	0.0	0.00	0.01	0.00	88.4
25	T1	111	32	111	28.8	0.066	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7
Approach		112	32	112	28.6	0.066	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6
SouthWest: Gore Hwy SW														
31	T1	170	40	170	23.5	0.066	0.1	LOS A	0.1	0.5	0.02	0.03	0.02	98.6
32	R2	8	1	8	12.5	0.066	8.5	LOS A	0.1	0.5	0.04	0.05	0.04	70.3
Approach		178	41	178	23.0	0.066	0.5	NA	0.1	0.5	0.03	0.03	0.03	96.9
All Vehicles		295	73	295	24.7	0.066	0.4	NA	0.1	0.5	0.02	0.03	0.02	96.9

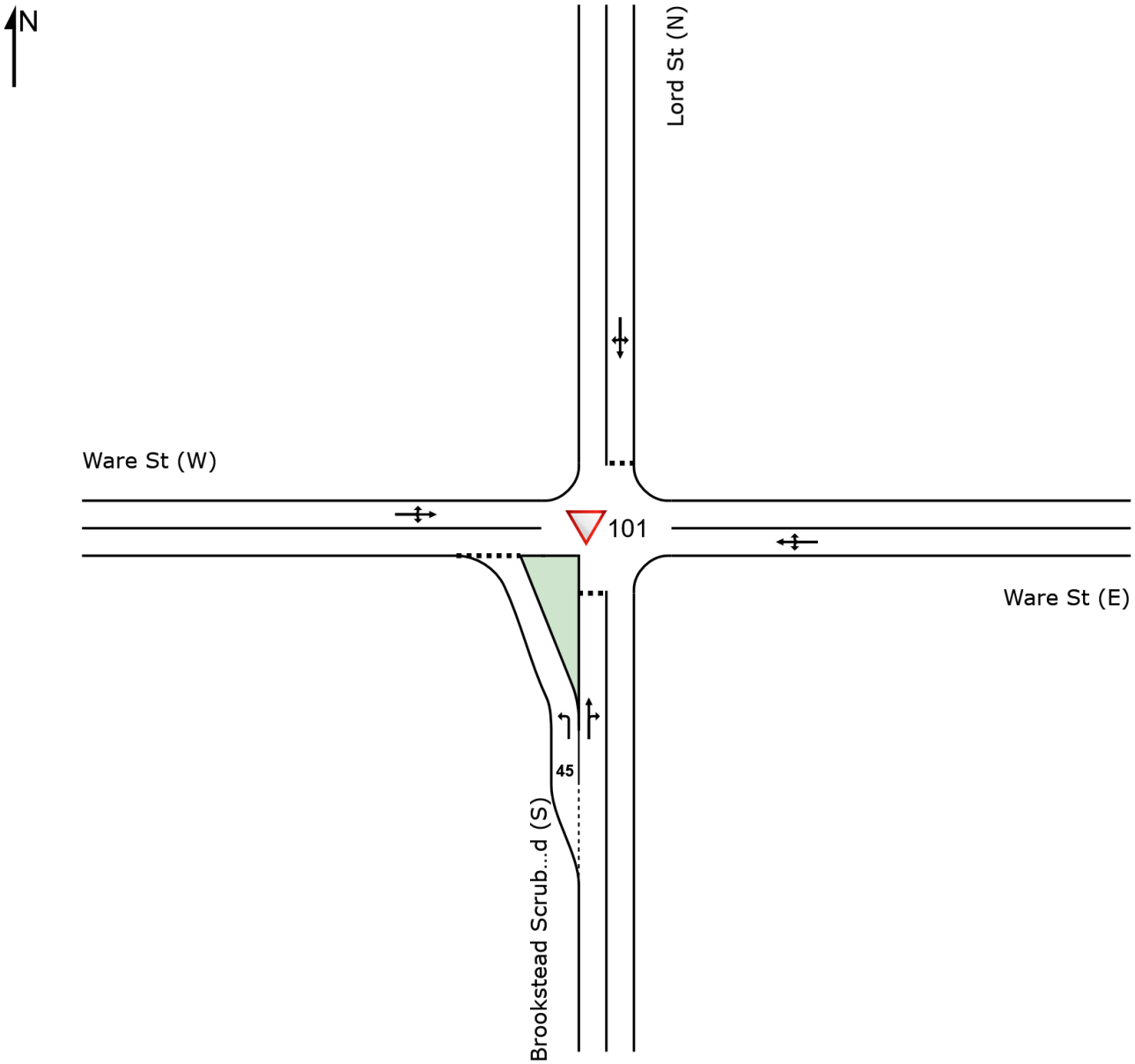
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2021_AM Peak (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2021_AM Peak (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Brookstead Scrubby Rd (S)														
1	L2	1	0	1	0.0	0.001	4.4	LOS A	0.0	0.0	0.04	0.52	0.04	44.4
2	T1	1	0	1	0.0	0.004	3.1	LOS A	0.0	0.1	0.09	0.54	0.09	10.9
3	R2	4	0	4	0.0	0.004	4.3	LOS A	0.0	0.1	0.09	0.54	0.09	50.3
Approach		6	0	6	0.0	0.004	4.1	LOS A	0.0	0.1	0.08	0.53	0.08	43.2
East: Ware St (E)														
4	L2	4	2	4	25.0	0.007	5.8	LOS A	0.0	0.1	0.02	0.29	0.02	51.6
5	T1	6	0	6	0.0	0.007	0.0	LOS A	0.0	0.1	0.02	0.29	0.02	56.5
6	R2	2	0	2	0.0	0.007	5.5	LOS A	0.0	0.1	0.02	0.29	0.02	52.1
Approach		12	2	12	8.3	0.007	2.9	NA	0.0	0.1	0.02	0.29	0.02	54.2
North: Lord St (N)														
7	L2	4	1	4	25.0	0.006	3.5	LOS A	0.0	0.2	0.04	0.52	0.04	50.2
8	T1	1	0	1	0.0	0.006	2.4	LOS A	0.0	0.2	0.04	0.52	0.04	33.5
9	R2	3	0	3	0.0	0.006	3.4	LOS A	0.0	0.2	0.04	0.52	0.04	42.2
Approach		8	1	8	12.5	0.006	3.3	LOS A	0.0	0.2	0.04	0.52	0.04	47.3
West: Ware St (W)														
10	L2	1	0	1	0.0	0.009	5.6	LOS A	0.0	0.3	0.05	0.28	0.05	17.0
11	T1	7	3	7	0.0	0.009	0.0	LOS A	0.0	0.3	0.05	0.28	0.05	56.6
12	R2	6	5	6	33.3	0.009	5.9	LOS A	0.0	0.3	0.05	0.28	0.05	43.1
Approach		14	8	14	14.3	0.009	3.0	NA	0.0	0.3	0.05	0.28	0.05	49.1
All Vehicles		40	11	40	10.0	0.009	3.2	NA	0.0	0.3	0.04	0.37	0.04	49.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2021_PM Peak (Site Folder: Existing Conditions)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Brookstead Scrubby Rd (S)														
1	L2	1	0	1	0.0	0.001	4.5	LOS A	0.0	0.0	0.05	0.52	0.05	44.4
2	T1	1	0	1	0.0	0.003	3.1	LOS A	0.0	0.1	0.10	0.53	0.10	10.9
3	R2	2	0	2	0.0	0.003	4.3	LOS A	0.0	0.1	0.10	0.53	0.10	50.5
Approach		4	0	4	0.0	0.003	4.1	LOS A	0.0	0.1	0.08	0.52	0.08	39.2
East: Ware St (E)														
4	L2	4	1	4	0.0	0.009	5.6	LOS A	0.0	0.2	0.04	0.27	0.04	52.4
5	T1	8	0	8	0.0	0.009	0.0	LOS A	0.0	0.2	0.04	0.27	0.04	56.5
6	R2	3	1	3	33.3	0.009	5.9	LOS A	0.0	0.2	0.04	0.27	0.04	51.5
Approach		15	2	15	6.7	0.009	2.7	NA	0.0	0.2	0.04	0.27	0.04	54.5
North: Lord St (N)														
7	L2	3	0	3	0.0	0.005	3.5	LOS A	0.0	0.1	0.06	0.52	0.06	52.0
8	T1	1	0	1	0.0	0.005	2.4	LOS A	0.0	0.1	0.06	0.52	0.06	33.4
9	R2	3	0	3	0.0	0.005	3.4	LOS A	0.0	0.1	0.06	0.52	0.06	42.2
Approach		7	0	7	0.0	0.005	3.3	LOS A	0.0	0.1	0.06	0.52	0.06	47.7
West: Ware St (W)														
10	L2	4	0	4	0.0	0.011	5.6	LOS A	0.0	0.3	0.04	0.27	0.04	16.9
11	T1	10	2	10	10.0	0.011	0.0	LOS A	0.0	0.3	0.04	0.27	0.04	56.2
12	R2	5	4	5	20.0	0.011	5.8	LOS A	0.0	0.3	0.04	0.27	0.04	43.1
Approach		19	6	19	10.5	0.011	2.7	NA	0.0	0.3	0.04	0.27	0.04	44.1
All Vehicles		45	8	45	6.7	0.011	2.9	NA	0.0	0.3	0.05	0.33	0.05	47.9

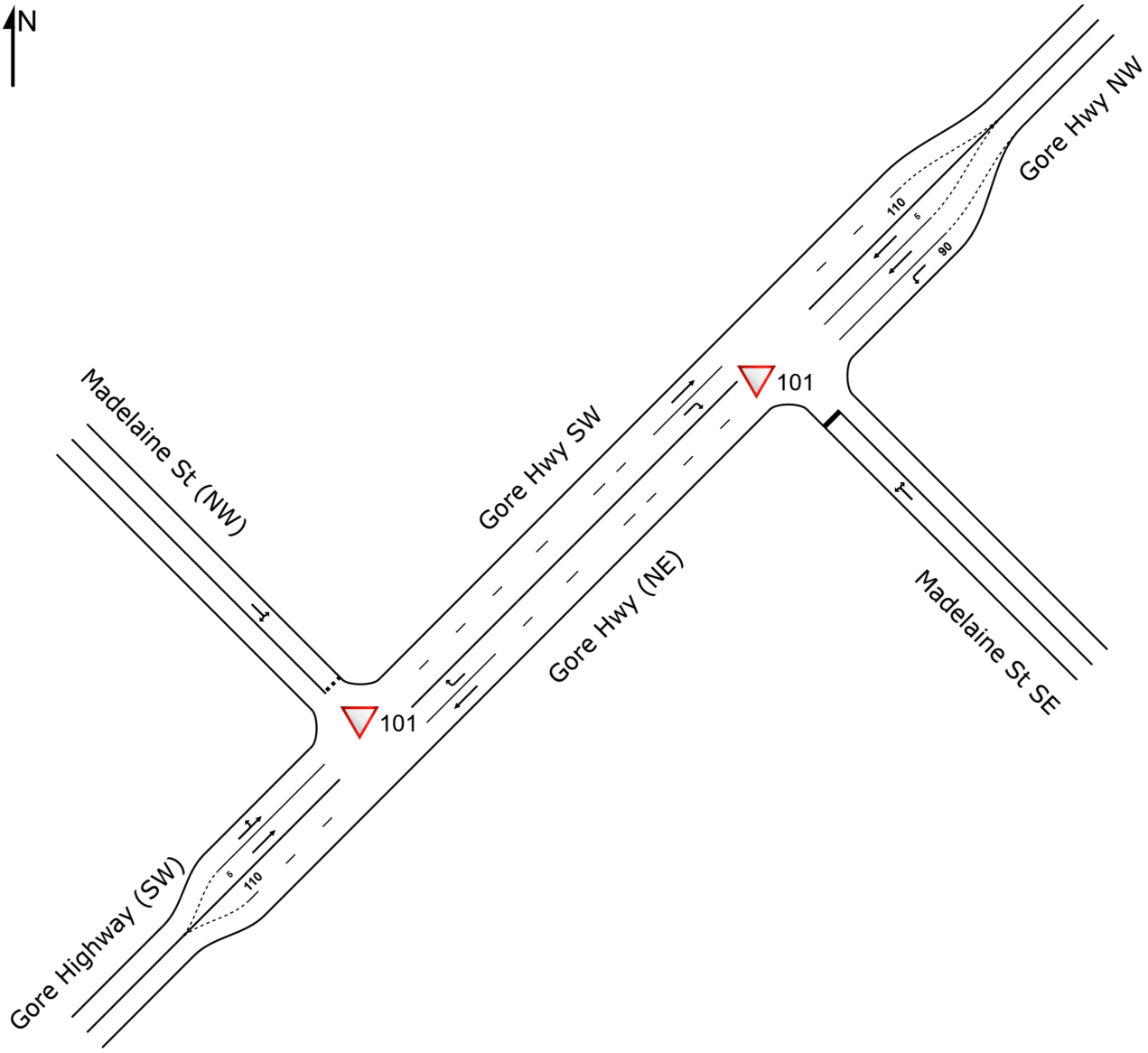
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

NETWORK LAYOUT

Network: N102 [Gore Hwy/Madelaine St Staggered_Base Traffic_2028_AM Peak_ (Network Folder: General)]

New Network
Network Category: (None)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
▽101	NA	Gore Hwy/Madelaine St N_2028_AM Peak
▽101	NA	Gore Hwy/Madelaine St S 2028_AM Peak

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St N_2028_AM Peak (Site Folder: A1+A2 Staggered Gore Hwy/Madelaine St_Base)]

Network: N102 [Gore Hwy/ Madelaine St Staggered_Base Traffic_2028_AM Peak_ (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Madelaine St SE														
21	L2	4	75.0	4	75.0	0.008	12.9	LOS B	0.0	0.1	0.36	0.92	0.36	45.9
23	R2	1	0.0	1	0.0	0.008	12.6	LOS B	0.0	0.1	0.36	0.92	0.36	58.0
Approach		5	60.0	5	60.0	0.008	12.8	LOS B	0.0	0.1	0.36	0.92	0.36	49.3
NorthEast: Gore Hwy NW														
24	L2	1	100.0	1	100.0	0.001	10.4	LOS B	0.0	0.0	0.00	0.67	0.00	52.3
25	T1	165	38.2	165	38.2	0.102	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		166	38.6	166	38.6	0.102	0.1	NA	0.0	0.0	0.00	0.00	0.00	98.9
SouthWest: Gore Hwy SW														
31	T1	184	26.1	184	26.1	0.110	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
32	R2	3	100.0	3	100.0	0.006	6.5	LOS A	0.0	0.1	0.37	0.58	0.37	44.5
Approach		187	27.3	187	27.3	0.110	0.1	NA	0.0	0.1	0.01	0.01	0.01	98.0
All Vehicles		358	33.0	358	33.0	0.110	0.3	NA	0.0	0.1	0.01	0.02	0.01	96.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St S 2028_AM Peak (Site Folder: A1+A2 Staggered Gore Hwy/Madelaine St_Base)]

Network: N102 [Gore Hwy/ Madelaine St Staggered_Base Traffic_2028_AM Peak_ (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Hwy (NE)														
25	T1	163	14.1	163	14.1	0.091	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	6	33.3	6	33.3	0.006	4.8	LOS A	0.0	0.1	0.31	0.57	0.31	53.7
Approach		169	14.8	169	14.8	0.091	0.2	NA	0.0	0.1	0.01	0.02	0.01	97.0
NorthWest: Madelaine St (NW)														
27	L2	6	0.0	6	0.0	0.008	8.5	LOS A	0.0	0.1	0.31	0.61	0.31	67.3
29	R2	2	0.0	2	0.0	0.008	10.5	LOS B	0.0	0.1	0.31	0.61	0.31	73.3
Approach		8	0.0	8	0.0	0.008	9.0	LOS A	0.0	0.1	0.31	0.61	0.31	69.5
SouthWest: Gore Highway (SW)														
30	L2	1	0.0	1	0.0	0.100	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
31	T1	181	11.0	181	11.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		182	11.0	182	11.0	0.100	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.6
All Vehicles		359	12.5	359	12.5	0.100	0.3	NA	0.0	0.1	0.01	0.03	0.01	97.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St N_Base Layout_2028_PM Peak (Site Folder: A1+A2 Staggered Gore Hwy/Madelaine St_Base)]

Network: N102 [Gore Hwy/ Madelaine St Staggered_Base Traffic_2028_PM Peak (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 4 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Madelaine St SE														
21	L2	5	79.4	5	79.4	0.011	12.9	LOS B	0.0	0.2	0.37	0.93	0.37	45.6
23	R2	1	0.0	1	0.0	0.011	14.4	LOS B	0.0	0.2	0.37	0.93	0.37	57.7
Approach		7	65.8	7	65.8	0.011	13.1	LOS B	0.0	0.2	0.37	0.93	0.37	48.5
NorthEast: Gore Hwy NW														
24	L2	1	0.0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
25	T1	182	33.8	182	33.8	0.104	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		183	33.6	183	33.6	0.104	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.6
SouthWest: Gore Hwy SW														
31	T1	260	23.4	260	23.4	0.154	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
32	R2	3	100.0	3	100.0	0.007	6.8	LOS A	0.0	0.1	0.38	0.59	0.38	44.3
Approach		263	24.3	263	24.3	0.154	0.1	NA	0.0	0.1	0.00	0.01	0.00	98.4
All Vehicles		453	28.7	453	28.7	0.154	0.3	NA	0.0	0.2	0.01	0.02	0.01	97.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St S_Base Layout_2028_PM Peak (Site Folder: A1+A2 Staggered Gore Hwy/Madelaine St_Base)]

Network: N102 [Gore Hwy/ Madelaine St Staggered_Base Traffic_2028_PM Peak (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 4 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Hwy (NE)														
25	T1	165	7.9	165	7.9	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	16	6.7	16	6.7	0.015	4.8	LOS A	0.0	0.2	0.35	0.60	0.35	65.0
Approach		181	7.8	181	7.8	0.089	0.4	NA	0.0	0.2	0.03	0.05	0.03	95.3
NorthWest: Madelaine St (NW)														
27	L2	8	14.3	8	14.3	0.010	9.3	LOS A	0.0	0.1	0.35	0.63	0.35	66.8
29	R2	1	0.0	1	0.0	0.010	11.2	LOS B	0.0	0.1	0.35	0.63	0.35	72.3
Approach		9	12.5	9	12.5	0.010	9.6	LOS A	0.0	0.1	0.35	0.63	0.35	67.9
SouthWest: Gore Highway (SW)														
30	L2	1	0.0	1	0.0	0.133	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
31	T1	247	7.5	247	7.5	0.133	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		248	7.4	248	7.4	0.133	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.6
All Vehicles		437	7.7	437	7.7	0.133	0.4	NA	0.0	0.2	0.02	0.04	0.02	96.7

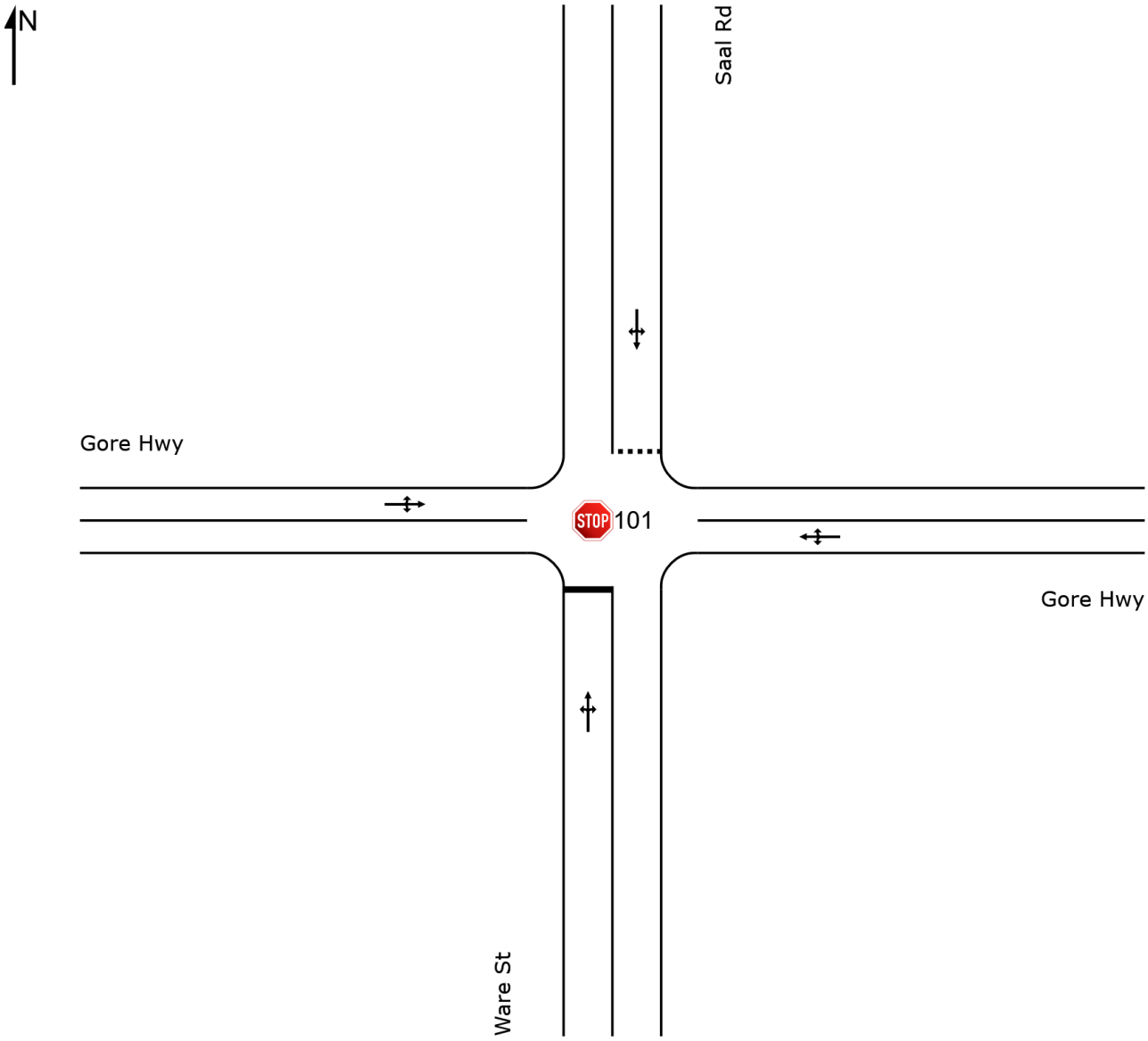
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Gore Hwy / Ware St / Saal Rd_2028_AM Peak (Site Folder: B Gore Hwy / Ware St / Saal Rd_Base)]

New Site
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Gore Hwy / Ware St / Saal Rd_2028_AM Peak (Site Folder: B Gore Hwy / Ware St / Saal Rd_Base)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ware St														
1	L2	1	0	1	0.0	0.025	8.8	LOS A	0.1	0.7	0.45	0.91	0.45	57.2
2	T1	1	0	1	0.0	0.025	9.8	LOS A	0.1	0.7	0.45	0.91	0.45	49.9
3	R2	12	3	12	25.0	0.025	12.6	LOS B	0.1	0.7	0.45	0.91	0.45	52.1
Approach		14	3	14	21.4	0.025	12.1	LOS B	0.1	0.7	0.45	0.91	0.45	52.3
East: Gore Hwy														
4	L2	9	2	9	22.2	0.110	8.5	LOS A	0.0	0.2	0.01	0.04	0.01	70.2
5	T1	172	58	172	33.7	0.110	0.0	LOS A	0.0	0.2	0.01	0.04	0.01	98.3
6	R2	2	0	2	0.0	0.110	8.5	LOS A	0.0	0.2	0.01	0.04	0.01	71.9
Approach		183	60	183	32.8	0.110	0.5	NA	0.0	0.2	0.01	0.04	0.01	96.0
North: Saal Rd														
7	L2	1	0	1	0.0	0.003	6.1	LOS A	0.0	0.1	0.35	0.55	0.35	61.3
8	T1	1	0	1	0.0	0.003	5.9	LOS A	0.0	0.1	0.35	0.55	0.35	53.1
9	R2	1	0	1	0.0	0.003	7.6	LOS A	0.0	0.1	0.35	0.55	0.35	61.3
Approach		3	0	3	0.0	0.003	6.5	LOS A	0.0	0.1	0.35	0.55	0.35	58.3
West: Gore Hwy														
10	L2	1	0	1	0.0	0.105	8.2	LOS A	0.0	0.1	0.01	0.01	0.01	72.5
11	T1	172	59	172	34.3	0.105	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.5
12	R2	1	0	1	0.0	0.105	8.6	LOS A	0.0	0.1	0.01	0.01	0.01	72.6
Approach		174	59	174	33.9	0.105	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.1
All Vehicles		374	122	374	32.6	0.110	0.8	NA	0.1	0.7	0.03	0.06	0.03	94.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy / Ware St / Saal Rd_2028_PM Peak (Site Folder: B Gore Hwy / Ware St / Saal Rd_Base)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ware St														
1	L2	1	0	1	0.0	0.029	8.7	LOS A	0.1	0.8	0.46	0.92	0.46	56.9
2	T1	1	0	1	0.0	0.029	10.1	LOS B	0.1	0.8	0.46	0.92	0.46	49.7
3	R2	14	3	14	21.4	0.029	12.8	LOS B	0.1	0.8	0.46	0.92	0.46	52.6
Approach		16	3	16	18.8	0.029	12.4	LOS B	0.1	0.8	0.46	0.92	0.46	52.6
East: Gore Hwy														
4	L2	10	3	10	30.0	0.099	8.7	LOS A	0.0	0.1	0.01	0.04	0.01	69.7
5	T1	159	43	159	27.0	0.099	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	98.5
6	R2	1	0	1	0.0	0.099	8.8	LOS A	0.0	0.1	0.01	0.04	0.01	72.0
Approach		170	46	170	27.1	0.099	0.6	NA	0.0	0.1	0.01	0.04	0.01	96.0
North: Saal Rd														
7	L2	1	0	1	0.0	0.005	6.3	LOS A	0.0	0.1	0.40	0.56	0.40	61.3
8	T1	2	0	2	0.0	0.005	6.1	LOS A	0.0	0.1	0.40	0.56	0.40	53.0
9	R2	1	0	1	0.0	0.005	7.9	LOS A	0.0	0.1	0.40	0.56	0.40	61.3
Approach		4	0	4	0.0	0.005	6.6	LOS A	0.0	0.1	0.40	0.56	0.40	56.8
West: Gore Hwy														
10	L2	1	0	1	0.0	0.132	8.2	LOS A	0.0	0.1	0.00	0.01	0.00	72.6
11	T1	230	54	230	23.5	0.132	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.7
12	R2	1	0	1	0.0	0.132	8.5	LOS A	0.0	0.1	0.00	0.01	0.00	72.6
Approach		232	54	232	23.3	0.132	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.4
All Vehicles		422	103	422	24.4	0.132	0.8	NA	0.1	0.8	0.03	0.06	0.03	94.2

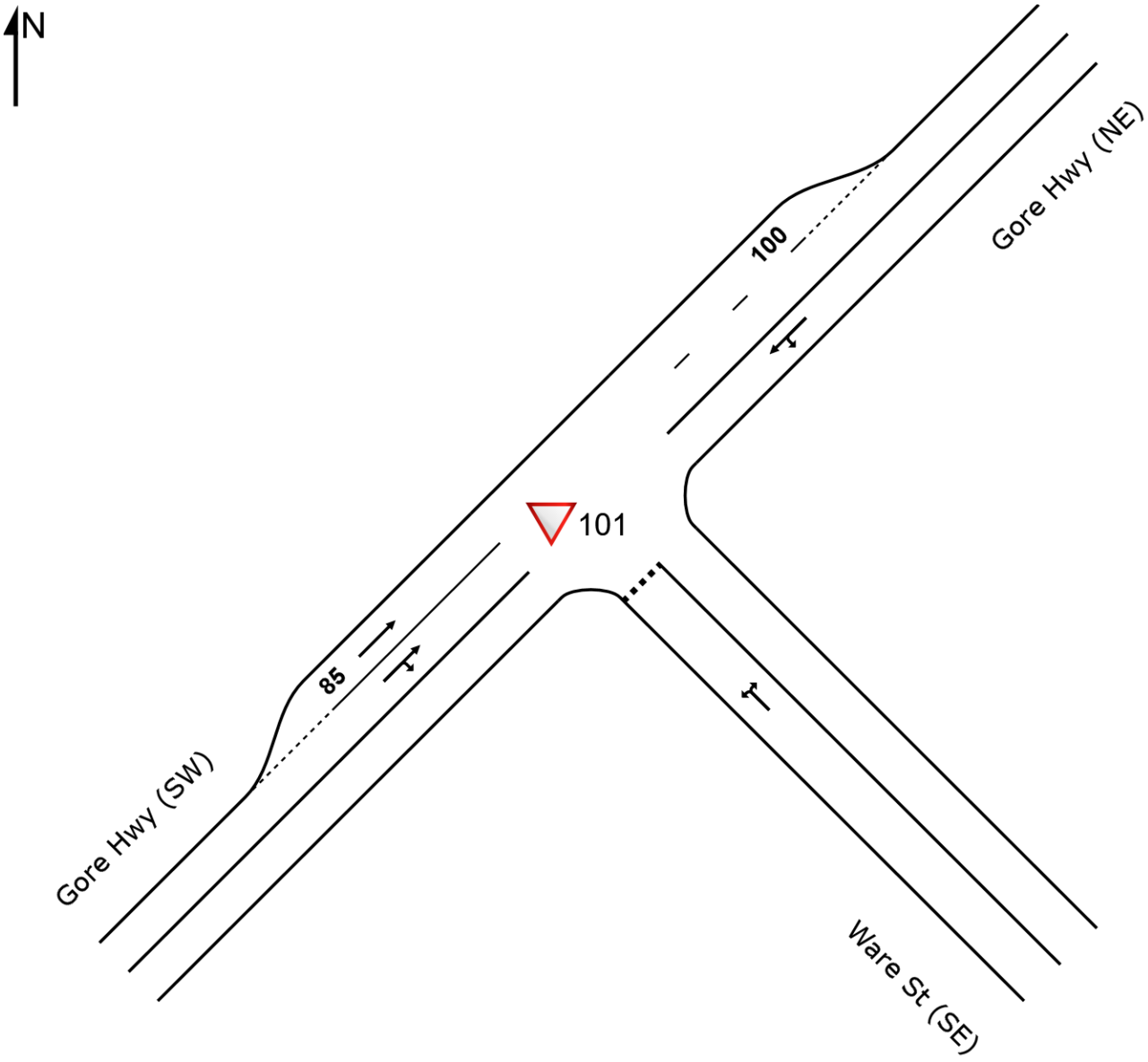
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Gore Hwy/Ware St_2028_AM Peak (Site Folder: C Gore Hwy/Ware St_Base)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St_2028_AM Peak (Site Folder: C Gore Hwy/Ware St_Base)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 4 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Ware St (SE)														
21	L2	3	1	3	33.3	0.004	6.7	LOS A	0.0	0.1	0.34	0.55	0.34	53.1
23	R2	1	0	1	0.0	0.004	8.1	LOS A	0.0	0.1	0.34	0.55	0.34	60.4
Approach		4	1	4	25.0	0.004	7.1	LOS A	0.0	0.1	0.34	0.55	0.34	54.7
NorthEast: Gore Hwy (NE)														
24	L2	1	0	1	0.0	0.109	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
25	T1	164	59	178	36.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		165	59	179	35.8	0.109	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
SouthWest: Gore Hwy (SW)														
31	T1	180	48	195	26.7	0.075	0.1	LOS A	0.0	0.3	0.01	0.01	0.01	99.5
32	R2	3	1	3	33.3	0.075	9.6	LOS A	0.0	0.3	0.02	0.02	0.02	69.5
Approach		183	49	198	26.8	0.075	0.3	NA	0.0	0.3	0.01	0.01	0.01	98.8
All Vehicles		352	109	381	31.0	0.109	0.2	NA	0.0	0.3	0.01	0.01	0.01	98.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St_2028_PM Peak (Site Folder: C Gore Hwy/Ware St_Base)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 4 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Ware St (SE)														
21	L2	6	0	6	0.0	0.006	6.1	LOS A	0.0	0.2	0.29	0.54	0.29	61.1
23	R2	1	0	1	0.0	0.006	8.4	LOS A	0.0	0.2	0.29	0.54	0.29	61.1
Approach		7	0	8	0.0	0.006	6.4	LOS A	0.0	0.2	0.29	0.54	0.29	61.1
NorthEast: Gore Hwy NW														
24	L2	1	0	1	0.0	0.097	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
25	T1	151	44	163	29.1	0.097	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		152	44	165	28.9	0.097	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
SouthWest: Gore Hwy SW														
31	T1	230	54	249	23.5	0.098	0.2	LOS A	0.1	0.8	0.03	0.03	0.03	98.5
32	R2	11	2	12	18.2	0.098	9.0	LOS A	0.1	0.8	0.05	0.05	0.05	69.8
Approach		241	56	261	23.2	0.098	0.6	NA	0.1	0.8	0.03	0.03	0.03	96.7
All Vehicles		400	100	433	25.0	0.098	0.5	NA	0.1	0.8	0.03	0.03	0.03	96.8

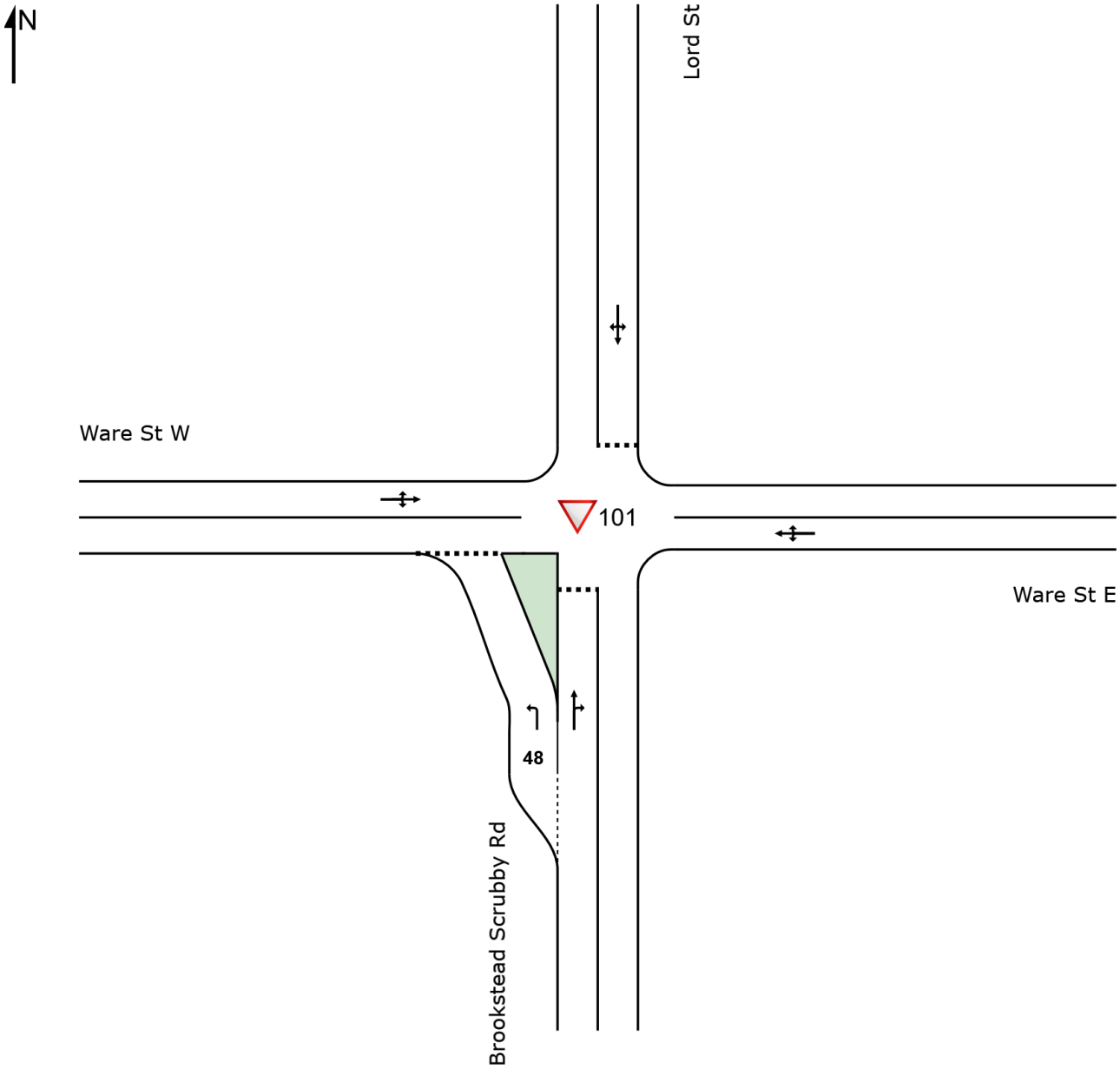
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2028_AM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2028_AM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Brookstead Scrubby Rd														
1	L2	1	0	1	0.0	0.001	4.3	LOS A	0.0	0.0	0.06	0.51	0.06	52.1
2	T1	1	0	1	0.0	0.007	3.1	LOS A	0.0	0.2	0.12	0.51	0.12	51.5
3	R2	6	1	6	16.7	0.007	4.3	LOS A	0.0	0.2	0.12	0.51	0.12	49.7
Approach		8	1	8	12.5	0.007	4.1	LOS A	0.0	0.2	0.11	0.51	0.11	50.2
East: Ware St E														
4	L2	6	3	6	50.0	0.010	6.1	LOS A	0.0	0.2	0.03	0.28	0.03	51.3
5	T1	9	1	9	11.1	0.010	0.0	LOS A	0.0	0.2	0.03	0.28	0.03	57.7
6	R2	3	0	3	0.0	0.010	5.6	LOS A	0.0	0.2	0.03	0.28	0.03	56.0
Approach		18	4	18	22.2	0.010	3.0	NA	0.0	0.2	0.03	0.28	0.03	55.8
North: Lord St														
7	L2	5	1	5	20.0	0.010	5.8	LOS A	0.0	0.3	0.06	0.55	0.06	52.7
8	T1	2	1	2	50.0	0.010	5.1	LOS A	0.0	0.3	0.06	0.55	0.06	48.3
9	R2	5	0	5	0.0	0.010	5.7	LOS A	0.0	0.3	0.06	0.55	0.06	53.5
Approach		12	2	12	16.7	0.010	5.6	LOS A	0.0	0.3	0.06	0.55	0.06	52.6
West: Ware St W														
10	L2	3	1	3	33.3	0.015	6.0	LOS A	0.1	0.6	0.07	0.28	0.07	54.9
11	T1	9	3	9	33.3	0.015	0.1	LOS A	0.1	0.6	0.07	0.28	0.07	57.9
12	R2	8	7	8	87.5	0.015	6.6	LOS A	0.1	0.6	0.07	0.28	0.07	51.3
Approach		20	11	20	55.0	0.015	3.6	NA	0.1	0.6	0.07	0.28	0.07	55.4
All Vehicles		58	18	58	31.0	0.015	3.9	NA	0.1	0.6	0.06	0.37	0.06	54.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2028_PM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Brookstead Scrubby Rd														
1	L2	2	0	2	0.0	0.001	4.3	LOS A	0.0	0.0	0.06	0.51	0.06	52.0
2	T1	1	0	1	0.0	0.003	3.1	LOS A	0.0	0.1	0.11	0.51	0.11	51.8
3	R2	2	0	2	0.0	0.003	4.3	LOS A	0.0	0.1	0.11	0.51	0.11	51.1
Approach		5	0	5	0.0	0.003	4.0	LOS A	0.0	0.1	0.09	0.51	0.09	51.6
East: Ware St E														
4	L2	5	2	5	40.0	0.011	6.0	LOS A	0.0	0.2	0.04	0.24	0.04	52.3
5	T1	11	0	11	0.0	0.011	0.0	LOS A	0.0	0.2	0.04	0.24	0.04	58.2
6	R2	3	1	3	33.3	0.011	6.0	LOS A	0.0	0.2	0.04	0.24	0.04	54.9
Approach		19	3	19	15.8	0.011	2.5	NA	0.0	0.2	0.04	0.24	0.04	56.5
North: Lord St														
7	L2	3	0	3	0.0	0.006	5.6	LOS A	0.0	0.2	0.07	0.55	0.07	53.5
8	T1	1	0	1	0.0	0.006	4.5	LOS A	0.0	0.2	0.07	0.55	0.07	49.1
9	R2	4	0	4	0.0	0.006	5.7	LOS A	0.0	0.2	0.07	0.55	0.07	53.5
Approach		8	0	8	0.0	0.006	5.5	LOS A	0.0	0.2	0.07	0.55	0.07	53.1
West: Ware St W														
10	L2	5	0	5	0.0	0.015	5.6	LOS A	0.1	0.5	0.05	0.25	0.05	56.2
11	T1	13	2	13	15.4	0.015	0.0	LOS A	0.1	0.5	0.05	0.25	0.05	57.7
12	R2	6	4	6	66.7	0.015	6.4	LOS A	0.1	0.5	0.05	0.25	0.05	51.5
Approach		24	6	24	25.0	0.015	2.8	NA	0.1	0.5	0.05	0.25	0.05	56.3
All Vehicles		56	9	56	16.1	0.015	3.2	NA	0.1	0.5	0.05	0.31	0.05	55.6

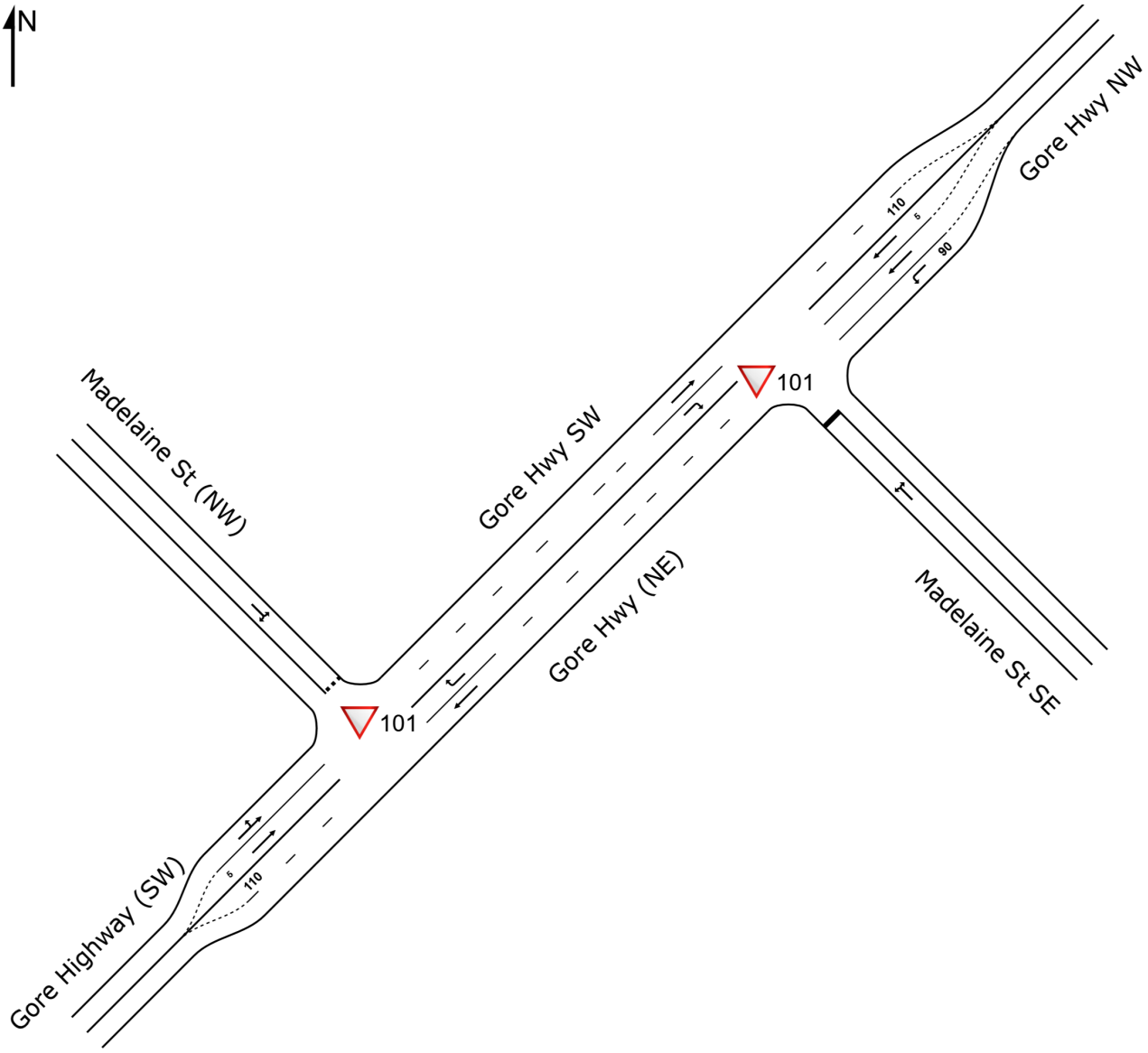
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

NETWORK LAYOUT

Network: N102 [Gore Hwy/Madelaine St Staggered_Base Traffic_2038_AM Peak_ (Network Folder: General)]

New Network
Network Category: (None)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
▽101	NA	Gore Hwy/Madelaine St N 2038_AM Peak
▽101	NA	Gore Hwy/Madelaine St S 2038_AM Peak

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MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St N 2038_AM Peak (Site Folder: A1+A2 Staggered Gore Hwy/Madelaine St_Base)]

Network: N102 [Gore Hwy/ Madelaine St Staggered_Base Traffic_2038_AM Peak_ (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 14 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Madelaine St SE														
21	L2	7	59.0	7	59.0	0.019	13.8	LOS B	0.0	0.3	0.50	0.94	0.50	43.6
23	R2	2	0.0	2	0.0	0.019	20.2	LOS C	0.0	0.3	0.50	0.94	0.50	56.0
Approach		9	48.9	9	48.9	0.019	14.9	LOS B	0.0	0.3	0.50	0.94	0.50	46.6
NorthEast: Gore Hwy NW														
24	L2	2	0.0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
25	T1	300	37.0	300	37.0	0.187	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		302	36.8	302	36.8	0.187	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.6
SouthWest: Gore Hwy SW														
31	T1	340	26.2	340	26.2	0.204	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
32	R2	4	100.0	4	100.0	0.011	9.7	LOS A	0.0	0.2	0.50	0.67	0.50	41.7
Approach		344	27.1	344	27.1	0.204	0.1	NA	0.0	0.2	0.01	0.01	0.01	98.3
All Vehicles		655	31.9	655	31.9	0.204	0.3	NA	0.0	0.3	0.01	0.02	0.01	97.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St S 2038_AM Peak (Site Folder: A1+A2 Staggered Gore Hwy/Madelaine St_Base)]

Network: N102 [Gore Hwy/ Madelaine St Staggered_Base Traffic_2038_AM Peak_ (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 14 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Hwy (NE)														
25	T1	261	14.1	261	14.1	0.146	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
26	R2	9	28.6	9	28.6	0.011	5.5	LOS A	0.0	0.1	0.40	0.61	0.40	54.5
Approach		270	14.6	270	14.6	0.146	0.2	NA	0.0	0.1	0.01	0.02	0.01	97.1
NorthWest: Madelaine St (NW)														
27	L2	11	0.0	11	0.0	0.016	9.1	LOS A	0.0	0.2	0.40	0.65	0.40	65.4
29	R2	3	0.0	3	0.0	0.016	13.2	LOS B	0.0	0.2	0.40	0.65	0.40	72.1
Approach		13	0.0	13	0.0	0.016	9.9	LOS A	0.0	0.2	0.40	0.65	0.40	67.5
SouthWest: Gore Highway (SW)														
30	L2	1	0.0	1	0.0	0.159	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
31	T1	290	10.9	290	10.9	0.159	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		292	10.9	292	10.9	0.159	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.6
All Vehicles		575	12.4	575	12.4	0.159	0.3	NA	0.0	0.2	0.02	0.03	0.02	97.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St N_Base Layout_2038_PM Peak (Site Folder: A1+A2 Staggered Gore Hwy/Madelaine St_Base)]

Network: N102 [Gore Hwy/ Madelaine St Staggered_Base Traffic_2038_PM Peak (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 14 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Madelaine St SE														
21	L2	8	81.3	8	81.3	0.023	14.5	LOS B	0.0	0.3	0.50	0.96	0.50	43.0
23	R2	2	0.0	2	0.0	0.023	23.4	LOS C	0.0	0.3	0.50	0.96	0.50	55.5
Approach		10	68.6	10	68.6	0.023	15.9	LOS C	0.0	0.3	0.50	0.96	0.50	45.8
NorthEast: Gore Hwy NW														
24	L2	2	0.0	2	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	75.3
25	T1	297	33.3	297	33.3	0.171	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		298	33.1	298	33.1	0.171	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.6
SouthWest: Gore Hwy SW														
31	T1	427	23.4	427	23.4	0.252	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
32	R2	4	100.0	4	100.0	0.011	9.4	LOS A	0.0	0.2	0.49	0.66	0.49	41.9
Approach		431	24.1	431	24.1	0.252	0.1	NA	0.0	0.2	0.00	0.01	0.00	98.6
All Vehicles		739	28.3	739	28.3	0.252	0.3	NA	0.0	0.3	0.01	0.02	0.01	97.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St S_Base Layout_2038_PM Peak (Site Folder: A1+A2 Staggered Gore Hwy/Madelaine St_Base)]

Network: N102 [Gore Hwy/ Madelaine St Staggered_Base Traffic_2038_PM Peak (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 14 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Hwy (NE)														
25	T1	244	8.1	244	8.1	0.132	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
26	R2	25	10.5	25	10.5	0.028	5.7	LOS A	0.0	0.3	0.44	0.66	0.44	61.5
Approach		269	8.3	269	8.3	0.132	0.5	NA	0.0	0.3	0.04	0.06	0.04	94.4
NorthWest: Madelaine St (NW)														
27	L2	11	12.5	11	12.5	0.016	10.0	LOS B	0.0	0.2	0.44	0.67	0.44	64.6
29	R2	1	0.0	1	0.0	0.016	14.2	LOS B	0.0	0.2	0.44	0.67	0.44	71.0
Approach		12	11.1	12	11.1	0.016	10.5	LOS B	0.0	0.2	0.44	0.67	0.44	65.8
SouthWest: Gore Highway (SW)														
30	L2	3	0.0	3	0.0	0.198	7.9	LOS A	0.0	0.0	0.00	0.00	0.00	88.4
31	T1	367	7.6	367	7.6	0.198	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.6
Approach		369	7.5	369	7.5	0.198	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.4
All Vehicles		651	7.9	651	7.9	0.198	0.5	NA	0.0	0.3	0.02	0.04	0.02	96.2

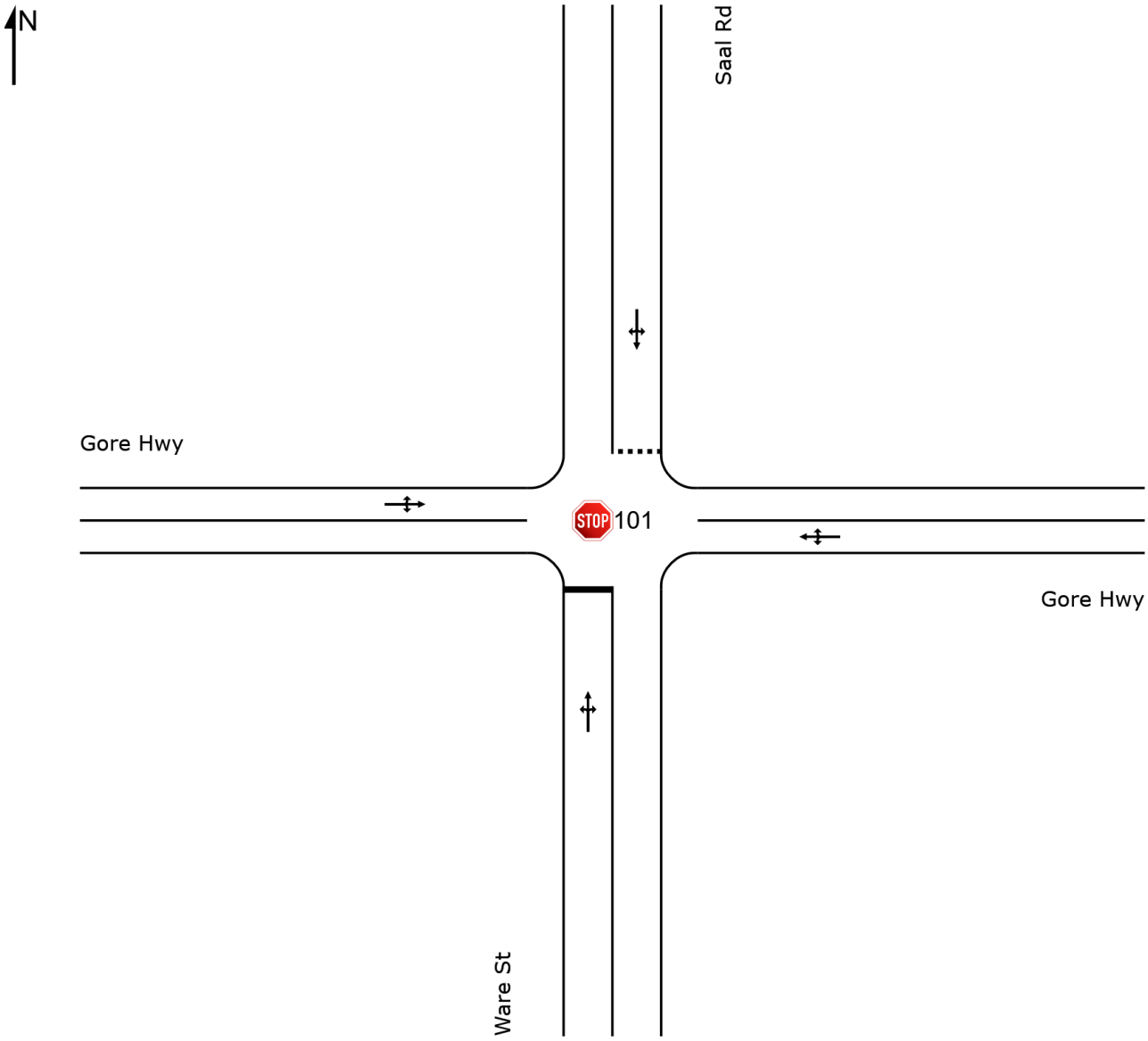
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Gore Hwy / Ware St / Saal Rd_2038_AM Peak (Site Folder: B Gore Hwy / Ware St / Saal Rd_Base)]

New Site
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Gore Hwy / Ware St / Saal Rd_2038_AM Peak (Site Folder: B Gore Hwy / Ware St / Saal Rd_Base)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ware St														
1	L2	1	0	1	0.0	0.037	9.0	LOS A	0.1	1.1	0.51	0.95	0.51	55.9
2	T1	1	0	1	0.0	0.037	10.5	LOS B	0.1	1.1	0.51	0.95	0.51	49.0
3	R2	15	5	15	33.3	0.037	14.7	LOS B	0.1	1.1	0.51	0.95	0.51	49.6
Approach		17	5	17	29.4	0.037	14.1	LOS B	0.1	1.1	0.51	0.95	0.51	49.9
East: Gore Hwy														
4	L2	12	3	12	25.0	0.136	8.6	LOS A	0.0	0.2	0.01	0.04	0.01	70.0
5	T1	211	72	211	34.1	0.136	0.0	LOS A	0.0	0.2	0.01	0.04	0.01	98.3
6	R2	2	0	2	0.0	0.136	8.8	LOS A	0.0	0.2	0.01	0.04	0.01	71.9
Approach		225	75	225	33.3	0.136	0.5	NA	0.0	0.2	0.01	0.04	0.01	95.9
North: Saal Rd														
7	L2	1	0	1	0.0	0.005	6.3	LOS A	0.0	0.1	0.41	0.57	0.41	61.0
8	T1	2	0	2	0.0	0.005	6.5	LOS A	0.0	0.1	0.41	0.57	0.41	52.8
9	R2	1	0	1	0.0	0.005	8.2	LOS A	0.0	0.1	0.41	0.57	0.41	61.0
Approach		4	0	4	0.0	0.005	6.9	LOS A	0.0	0.1	0.41	0.57	0.41	56.6
West: Gore Hwy														
10	L2	1	0	1	0.0	0.128	8.4	LOS A	0.0	0.1	0.01	0.01	0.01	72.5
11	T1	210	72	210	34.3	0.128	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	99.6
12	R2	1	0	1	0.0	0.128	8.8	LOS A	0.0	0.1	0.01	0.01	0.01	72.6
Approach		212	72	212	34.0	0.128	0.1	NA	0.0	0.1	0.01	0.01	0.01	99.3
All Vehicles		458	152	458	33.2	0.136	0.9	NA	0.1	1.1	0.03	0.06	0.03	93.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy / Ware St / Saal Rd_2038_PM Peak (Site Folder: B Gore Hwy / Ware St / Saal Rd_Base)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ware St														
1	L2	1	0	1	0.0	0.045	8.9	LOS A	0.1	1.2	0.52	0.96	0.52	55.9
2	T1	2	0	2	0.0	0.045	10.9	LOS B	0.1	1.2	0.52	0.96	0.52	48.9
3	R2	18	4	18	22.2	0.045	14.3	LOS B	0.1	1.2	0.52	0.96	0.52	51.5
Approach		21	4	21	19.0	0.045	13.7	LOS B	0.1	1.2	0.52	0.96	0.52	51.5
East: Gore Hwy														
4	L2	12	4	12	33.3	0.121	8.8	LOS A	0.0	0.1	0.01	0.04	0.01	69.5
5	T1	194	53	194	27.3	0.121	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	98.6
6	R2	1	0	1	0.0	0.121	9.0	LOS A	0.0	0.1	0.01	0.04	0.01	72.1
Approach		207	57	207	27.5	0.121	0.6	NA	0.0	0.1	0.01	0.04	0.01	96.1
North: Saal Rd														
7	L2	1	0	1	0.0	0.005	6.5	LOS A	0.0	0.1	0.44	0.59	0.44	60.7
8	T1	2	0	2	0.0	0.005	6.7	LOS A	0.0	0.1	0.44	0.59	0.44	52.6
9	R2	1	0	1	0.0	0.005	8.6	LOS A	0.0	0.1	0.44	0.59	0.44	60.7
Approach		4	0	4	0.0	0.005	7.1	LOS A	0.0	0.1	0.44	0.59	0.44	56.4
West: Gore Hwy														
10	L2	2	0	2	0.0	0.161	8.1	LOS A	0.0	0.1	0.00	0.01	0.00	72.5
11	T1	280	66	280	23.6	0.161	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	99.6
12	R2	1	0	1	0.0	0.161	8.7	LOS A	0.0	0.1	0.00	0.01	0.00	72.6
Approach		283	66	283	23.3	0.161	0.1	NA	0.0	0.1	0.00	0.01	0.00	99.3
All Vehicles		515	127	515	24.7	0.161	0.9	NA	0.1	1.2	0.03	0.06	0.03	93.9

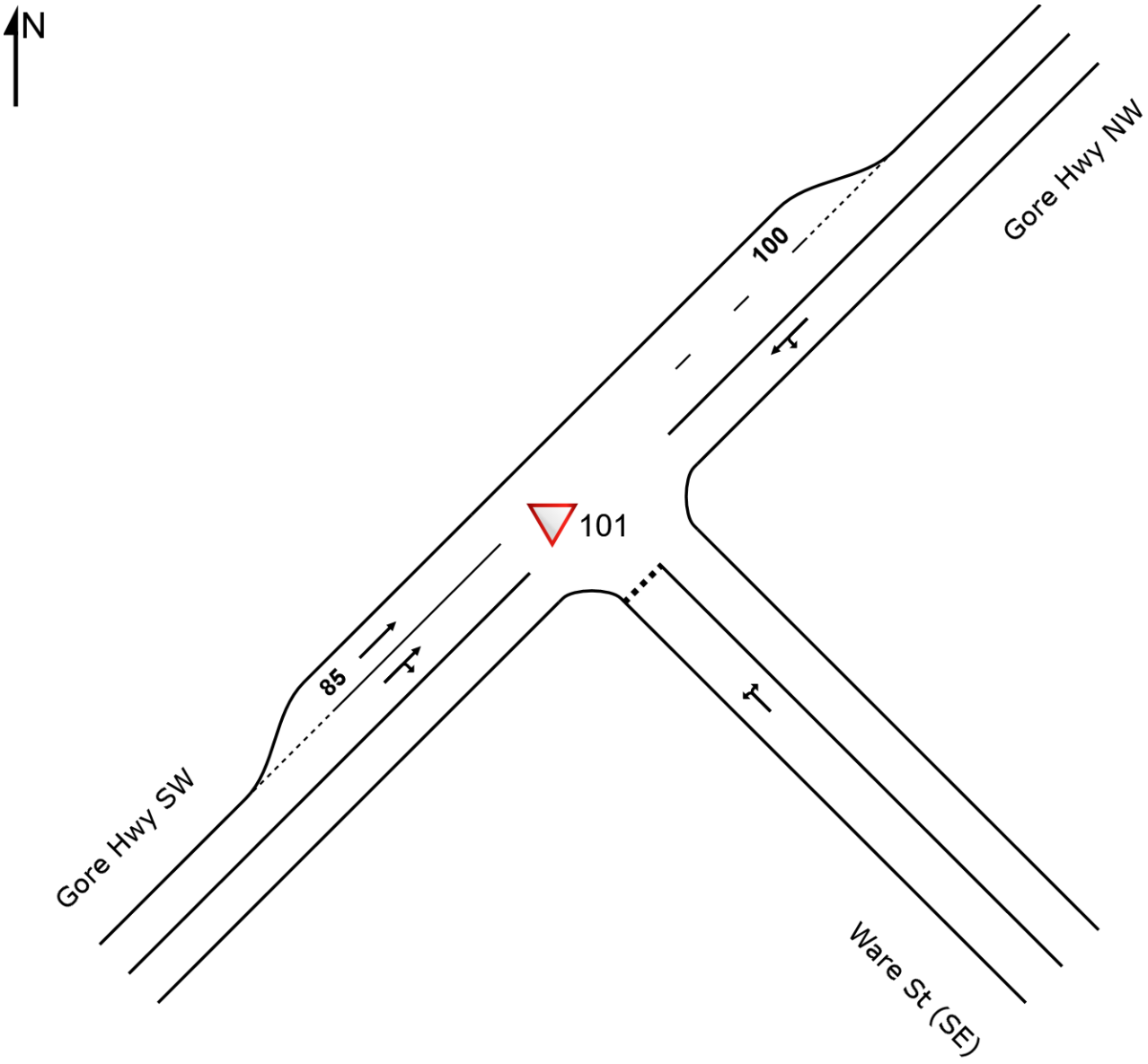
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Gore Hwy/Ware St_2038_AM Peak (Site Folder: C Gore Hwy/Ware St_Base)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\Users\Emogen.Collins\Aurecon Group\Brisbane ITM Transport Planning - 2022.06.08 - Brookstead\Aurecon TIA reporting \Brookstead Intersections_V8.sip9

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St_2038_AM Peak (Site Folder: C Gore Hwy/Ware St_Base)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 14 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Ware St (SE)														
21	L2	4	1	5	25.0	0.007	7.1	LOS A	0.0	0.2	0.42	0.58	0.42	54.3
23	R2	1	0	1	0.0	0.007	10.0	LOS B	0.0	0.2	0.42	0.58	0.42	59.8
Approach		5	1	7	20.0	0.007	7.7	LOS A	0.0	0.2	0.42	0.58	0.42	55.3
NorthEast: Gore Hwy NW														
24	L2	1	0	1	0.0	0.162	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
25	T1	200	72	264	36.0	0.162	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		201	72	265	35.8	0.162	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
SouthWest: Gore Hwy SW														
31	T1	219	58	289	26.5	0.112	0.2	LOS A	0.1	0.5	0.02	0.01	0.02	99.3
32	R2	4	1	5	25.0	0.112	9.9	LOS A	0.1	0.5	0.03	0.02	0.03	70.0
Approach		223	59	294	26.5	0.112	0.3	NA	0.1	0.5	0.02	0.01	0.02	98.6
All Vehicles		429	132	566	30.8	0.162	0.3	NA	0.1	0.5	0.02	0.01	0.02	98.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St_2038_PM Peak (Site Folder: C Gore Hwy/Ware St_Base)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 14 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Ware St (SE)														
21	L2	7	0	9	0.0	0.010	6.4	LOS A	0.0	0.3	0.36	0.57	0.36	60.8
23	R2	1	0	1	0.0	0.010	10.7	LOS B	0.0	0.3	0.36	0.57	0.36	60.7
Approach		8	0	11	0.0	0.010	6.9	LOS A	0.0	0.3	0.36	0.57	0.36	60.8
NorthEast: Gore Hwy NW														
24	L2	1	0	1	0.0	0.142	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
25	T1	182	52	240	28.6	0.142	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		183	52	241	28.4	0.142	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
SouthWest: Gore Hwy SW														
31	T1	281	66	371	23.5	0.147	0.3	LOS A	0.2	1.4	0.05	0.03	0.05	98.3
32	R2	14	2	18	14.3	0.147	9.3	LOS A	0.2	1.4	0.07	0.05	0.07	69.9
Approach		295	68	389	23.1	0.147	0.7	NA	0.2	1.4	0.05	0.03	0.05	96.4
All Vehicles		486	120	641	24.7	0.147	0.6	NA	0.2	1.4	0.03	0.03	0.03	96.7

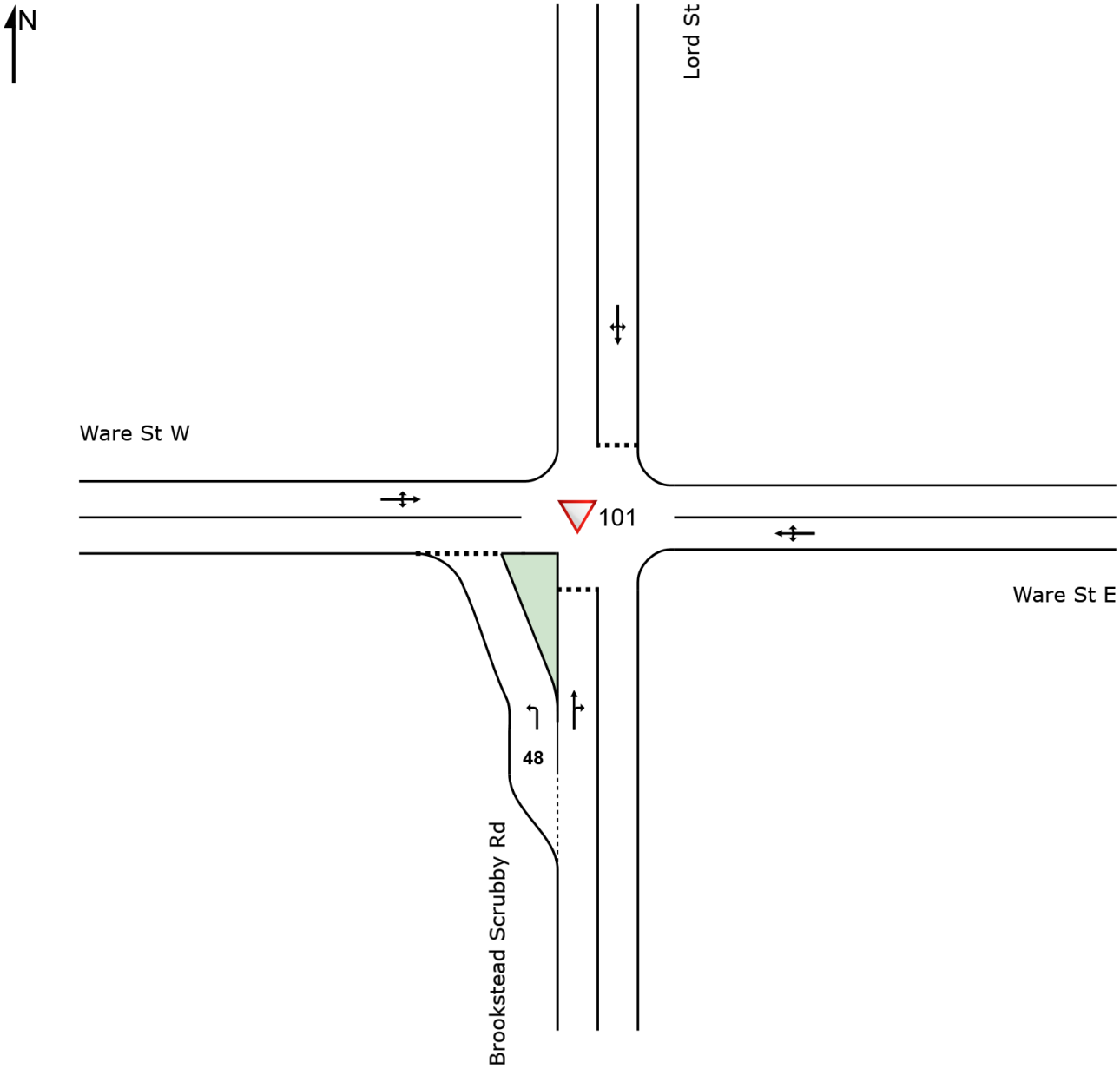
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2038_AM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2038_AM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Brookstead Scrubby Rd														
1	L2	2	0	2	0.0	0.001	4.3	LOS A	0.0	0.0	0.07	0.51	0.07	52.0
2	T1	1	0	1	0.0	0.008	3.2	LOS A	0.0	0.2	0.14	0.52	0.14	51.4
3	R2	7	1	7	14.3	0.008	4.4	LOS A	0.0	0.2	0.14	0.52	0.14	49.7
Approach		10	1	10	10.0	0.008	4.2	LOS A	0.0	0.2	0.13	0.51	0.13	50.3
East: Ware St E														
4	L2	7	4	7	57.1	0.013	6.2	LOS A	0.0	0.2	0.03	0.28	0.03	51.0
5	T1	11	2	11	18.2	0.013	0.0	LOS A	0.0	0.2	0.03	0.28	0.03	57.6
6	R2	4	0	4	0.0	0.013	5.6	LOS A	0.0	0.2	0.03	0.28	0.03	55.9
Approach		22	6	22	27.3	0.013	3.0	NA	0.0	0.2	0.03	0.28	0.03	55.8
North: Lord St														
7	L2	6	2	6	33.3	0.012	6.0	LOS A	0.0	0.3	0.07	0.55	0.07	52.1
8	T1	2	1	2	50.0	0.012	5.1	LOS A	0.0	0.3	0.07	0.55	0.07	48.3
9	R2	6	0	6	0.0	0.012	5.7	LOS A	0.0	0.3	0.07	0.55	0.07	53.4
Approach		14	3	14	21.4	0.012	5.8	LOS A	0.0	0.3	0.07	0.55	0.07	52.3
West: Ware St W														
10	L2	3	1	3	33.3	0.020	6.0	LOS A	0.1	0.9	0.09	0.29	0.09	55.0
11	T1	11	4	11	36.4	0.020	0.1	LOS A	0.1	0.9	0.09	0.29	0.09	58.0
12	R2	12	11	12	91.7	0.020	6.7	LOS A	0.1	0.9	0.09	0.29	0.09	51.4
Approach		26	16	26	61.5	0.020	3.8	NA	0.1	0.9	0.09	0.29	0.09	55.3
All Vehicles		72	26	72	36.1	0.020	4.0	NA	0.1	0.9	0.07	0.37	0.07	54.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2038_PM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Base)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Brookstead Scrubby Rd														
1	L2	2	0	2	0.0	0.001	4.3	LOS A	0.0	0.0	0.07	0.51	0.07	52.0
2	T1	1	0	1	0.0	0.004	3.2	LOS A	0.0	0.1	0.13	0.51	0.13	51.6
3	R2	3	0	3	0.0	0.004	4.3	LOS A	0.0	0.1	0.13	0.51	0.13	50.9
Approach		6	0	6	0.0	0.004	4.1	LOS A	0.0	0.1	0.11	0.51	0.11	51.4
East: Ware St E														
4	L2	6	2	6	33.3	0.013	6.0	LOS A	0.0	0.2	0.05	0.24	0.05	52.1
5	T1	13	0	13	0.0	0.013	0.0	LOS A	0.0	0.2	0.05	0.24	0.05	58.0
6	R2	4	1	4	25.0	0.013	5.9	LOS A	0.0	0.2	0.05	0.24	0.05	55.1
Approach		23	3	23	13.0	0.013	2.6	NA	0.0	0.2	0.05	0.24	0.05	56.3
North: Lord St														
7	L2	4	0	4	0.0	0.008	5.6	LOS A	0.0	0.2	0.08	0.55	0.08	53.5
8	T1	1	0	1	0.0	0.008	4.5	LOS A	0.0	0.2	0.08	0.55	0.08	49.0
9	R2	5	0	5	0.0	0.008	5.7	LOS A	0.0	0.2	0.08	0.55	0.08	53.4
Approach		10	0	10	0.0	0.008	5.6	LOS A	0.0	0.2	0.08	0.55	0.08	53.1
West: Ware St W														
10	L2	7	1	7	14.3	0.021	5.8	LOS A	0.1	0.7	0.06	0.25	0.06	55.6
11	T1	17	3	17	17.6	0.021	0.0	LOS A	0.1	0.7	0.06	0.25	0.06	57.8
12	R2	8	6	8	75.0	0.021	6.5	LOS A	0.1	0.7	0.06	0.25	0.06	51.5
Approach		32	10	32	31.3	0.021	2.9	NA	0.1	0.7	0.06	0.25	0.06	56.2
All Vehicles		71	13	71	18.3	0.021	3.3	NA	0.1	0.7	0.06	0.31	0.06	55.5

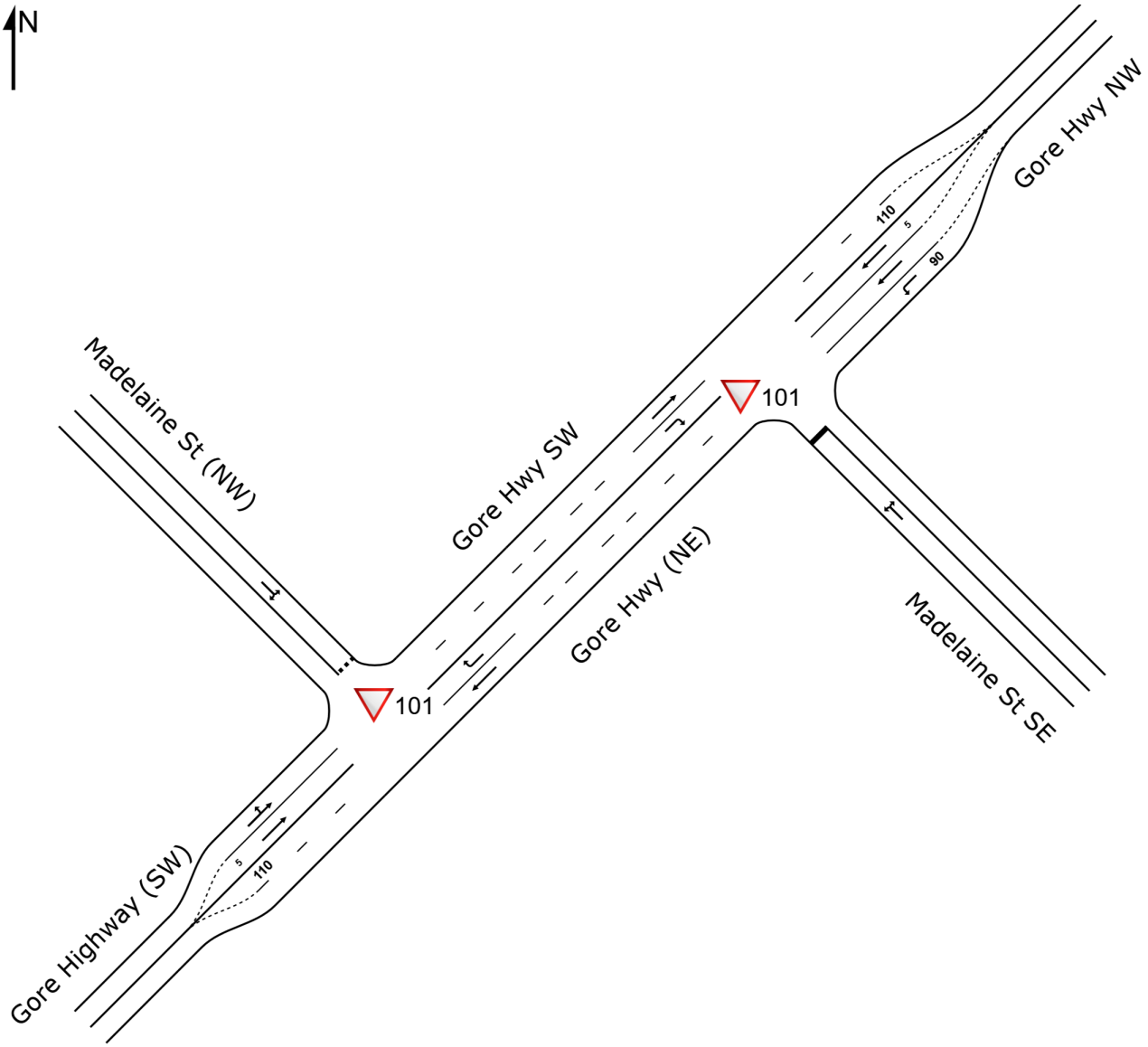
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

NETWORK LAYOUT

Network: N101 [Gore Hwy/Madelaine St Option 1_2028_AM Peak (Network Folder: General)]

New Network
Network Category: (None)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
▽101	NA	Gore Hwy/Madelaine St N_2028_AM Peak
▽101	NA	Gore Hwy/Madelaine St S 2028_AM Peak

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MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St N_2028_AM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 1)]

Network: N101 [Gore Hwy/ Madelaine St Option 1_2028_AM Peak (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Madelaine St SE														
21	L2	4	75.0	4	75.0	0.008	12.9	LOS B	0.0	0.1	0.36	0.92	0.36	45.9
23	R2	1	0.0	1	0.0	0.008	12.7	LOS B	0.0	0.1	0.36	0.92	0.36	58.0
Approach		5	60.0	5	60.0	0.008	12.8	LOS B	0.0	0.1	0.36	0.92	0.36	49.3
NorthEast: Gore Hwy NW														
24	L2	13	30.8	13	30.8	0.009	8.6	LOS A	0.0	0.0	0.00	0.66	0.00	64.4
25	T1	165	38.2	165	38.2	0.102	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		178	37.6	178	37.6	0.102	0.6	NA	0.0	0.0	0.00	0.05	0.00	93.0
SouthWest: Gore Hwy SW														
31	T1	184	26.1	184	26.1	0.110	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
32	R2	2	100.0	2	100.0	0.004	6.7	LOS A	0.0	0.1	0.38	0.57	0.38	44.3
Approach		186	26.9	186	26.9	0.110	0.1	NA	0.0	0.1	0.00	0.01	0.00	98.6
All Vehicles		369	32.5	369	32.5	0.110	0.5	NA	0.0	0.1	0.01	0.04	0.01	94.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St S 2028_AM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 1)]

Network: N101 [Gore Hwy/ Madelaine St Option 1_2028_AM Peak (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Hwy (NE)														
25	T1	164	14.6	164	14.6	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	5	20.0	5	20.0	0.005	4.6	LOS A	0.0	0.1	0.30	0.57	0.30	59.1
Approach		169	14.8	169	14.8	0.092	0.1	NA	0.0	0.1	0.01	0.02	0.01	97.9
NorthWest: Madelaine St (NW)														
27	L2	6	0.0	6	0.0	0.008	8.5	LOS A	0.0	0.1	0.31	0.61	0.31	67.3
29	R2	2	0.0	2	0.0	0.008	10.5	LOS B	0.0	0.1	0.31	0.61	0.31	73.3
Approach		8	0.0	8	0.0	0.008	9.0	LOS A	0.0	0.1	0.31	0.61	0.31	69.5
SouthWest: Gore Highway (SW)														
30	L2	1	0.0	1	0.0	0.100	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
31	T1	181	11.0	181	11.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		182	11.0	182	11.0	0.100	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.6
All Vehicles		359	12.5	359	12.5	0.100	0.3	NA	0.0	0.1	0.01	0.02	0.01	97.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St N_2028_PM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 1)]

Network: N101 [Gore Hwy/ Madelaine St Option 1_2028_PM Peak (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Madelaine St SE														
21	L2	5	80.0	5	80.0	0.010	12.7	LOS B	0.0	0.1	0.35	0.92	0.35	45.9
23	R2	1	0.0	1	0.0	0.010	13.5	LOS B	0.0	0.1	0.35	0.92	0.35	58.0
Approach		6	66.7	6	66.7	0.010	12.8	LOS B	0.0	0.1	0.35	0.92	0.35	48.8
NorthEast: Gore Hwy NW														
24	L2	12	33.3	12	33.3	0.008	8.7	LOS A	0.0	0.0	0.00	0.66	0.00	63.7
25	T1	162	34.0	162	34.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		174	33.9	174	33.9	0.092	0.6	NA	0.0	0.0	0.00	0.05	0.00	93.1
SouthWest: Gore Hwy SW														
31	T1	232	23.3	232	23.3	0.137	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
32	R2	3	100.0	3	100.0	0.006	6.6	LOS A	0.0	0.1	0.37	0.58	0.37	44.4
Approach		235	24.3	235	24.3	0.137	0.1	NA	0.0	0.1	0.00	0.01	0.00	98.4
All Vehicles		415	28.9	415	28.9	0.137	0.5	NA	0.0	0.1	0.01	0.04	0.01	94.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St S 2028_PM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 1)]

Network: N101 [Gore Hwy/ Madelaine St Option 1_2028_PM Peak (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Hwy (NE)														
25	T1	151	7.9	151	7.9	0.081	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	15	6.7	15	6.7	0.014	4.7	LOS A	0.0	0.2	0.33	0.60	0.33	65.2
Approach		166	7.8	166	7.8	0.081	0.4	NA	0.0	0.2	0.03	0.05	0.03	95.3
NorthWest: Madelaine St (NW)														
27	L2	7	14.3	7	14.3	0.009	9.2	LOS A	0.0	0.1	0.34	0.62	0.34	66.9
29	R2	1	0.0	1	0.0	0.009	10.8	LOS B	0.0	0.1	0.34	0.62	0.34	72.4
Approach		8	12.5	8	12.5	0.009	9.4	LOS A	0.0	0.1	0.34	0.62	0.34	68.1
SouthWest: Gore Highway (SW)														
30	L2	1	0.0	1	0.0	0.123	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
31	T1	228	7.5	228	7.5	0.123	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		229	7.4	229	7.4	0.123	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.6
All Vehicles		403	7.7	403	7.7	0.123	0.4	NA	0.0	0.2	0.02	0.04	0.02	96.8

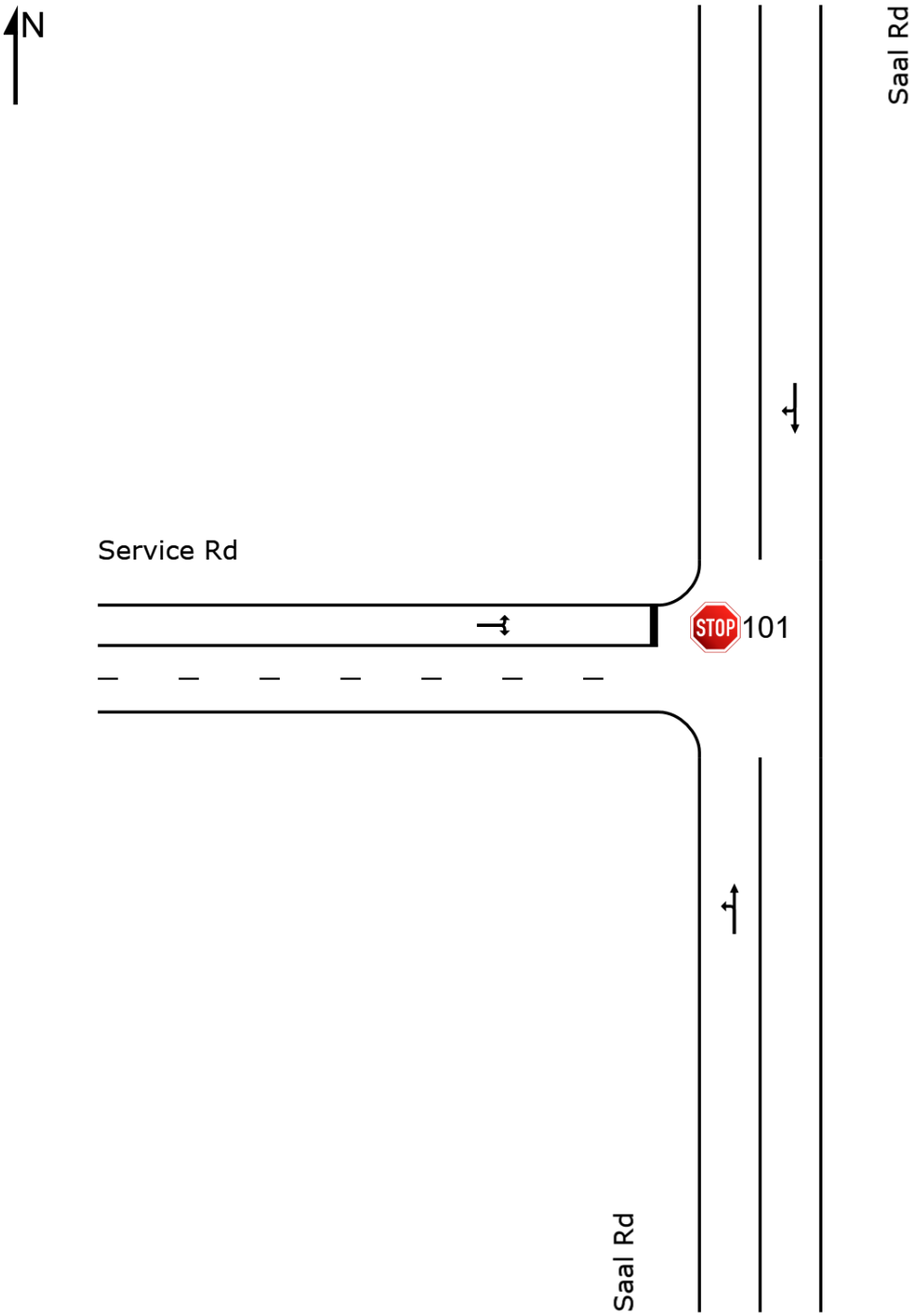
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Service Road / Saal Rd_2028_AM Peak (Site Folder: B Service Road / Saal Rd_Option 1)]

New Site
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



\Brookstead Intersections_V8.sip9

MOVEMENT SUMMARY

Site: 101 [Service Road / Saal Rd_2028_AM Peak (Site Folder: B Service Road / Saal Rd_Option 1)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saal Rd														
1	L2	12	3	12	25.0	0.010	5.8	LOS A	0.0	0.0	0.00	0.41	0.00	53.6
2	T1	5	2	5	40.0	0.010	0.0	LOS A	0.0	0.0	0.00	0.41	0.00	56.2
Approach		17	5	17	29.4	0.010	4.1	NA	0.0	0.0	0.00	0.41	0.00	54.4
North: Saal Rd														
8	T1	3	1	3	33.3	0.002	0.0	LOS A	0.0	0.0	0.04	0.15	0.04	58.1
9	R2	1	0	1	0.0	0.002	5.6	LOS A	0.0	0.0	0.04	0.15	0.04	65.7
Approach		4	1	4	25.0	0.002	1.4	NA	0.0	0.0	0.04	0.15	0.04	59.8
West: Service Rd														
10	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.04	0.97	0.04	51.7
12	R2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.04	0.97	0.04	51.8
Approach		2	0	2	0.0	0.002	8.1	LOS A	0.0	0.0	0.04	0.97	0.04	51.8
All Vehicles		23	6	23	26.1	0.010	4.0	NA	0.0	0.0	0.01	0.41	0.01	55.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Service Road / Saal Rd_2028_PM Peak (Site Folder: B Service Road / Saal Rd_Option 1)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saal Rd														
1	L2	14	3	14	21.4	0.009	5.8	LOS A	0.0	0.0	0.00	0.50	0.00	53.4
2	T1	2	0	2	0.0	0.009	0.0	LOS A	0.0	0.0	0.00	0.50	0.00	55.7
Approach		16	3	16	18.8	0.009	5.1	NA	0.0	0.0	0.00	0.50	0.00	53.7
North: Saal Rd														
8	T1	3	0	3	0.0	0.002	0.0	LOS A	0.0	0.0	0.04	0.14	0.04	58.5
9	R2	1	0	1	0.0	0.002	5.6	LOS A	0.0	0.0	0.04	0.14	0.04	66.9
Approach		4	0	4	0.0	0.002	1.4	NA	0.0	0.0	0.04	0.14	0.04	60.4
West: Service Rd														
10	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.02	0.98	0.02	51.7
12	R2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.02	0.98	0.02	51.8
Approach		2	0	2	0.0	0.002	8.1	LOS A	0.0	0.0	0.02	0.98	0.02	51.8
All Vehicles		22	3	22	13.6	0.009	4.7	NA	0.0	0.0	0.01	0.48	0.01	54.6

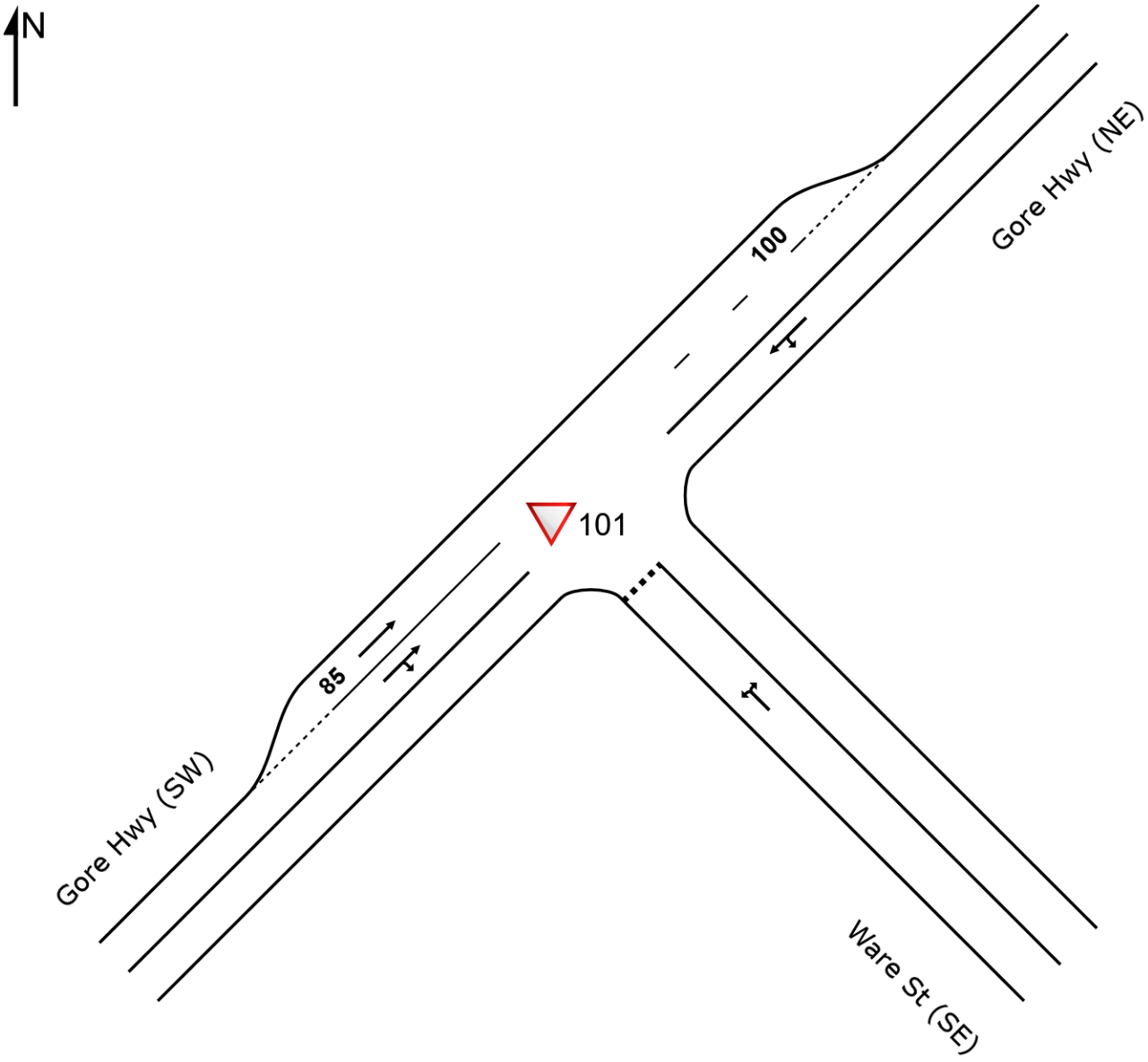
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Gore Hwy/Ware St_2028_AM Peak (Site Folder: C Gore Hwy/Ware St_Option 1 and 2)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\Users\Emogen.Collins\Aurecon Group\Brisbane ITM Transport Planning - 2022.06.08 - Brookstead\Aurecon TIA reporting \Brookstead Intersections_V8.sip9

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St_2028_AM Peak (Site Folder: C Gore Hwy/Ware St_Option 1 and 2)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 4 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Ware St (SE)														
21	L2	5	1	5	20.0	0.006	6.5	LOS A	0.0	0.2	0.32	0.55	0.32	55.9
23	R2	1	0	1	0.0	0.006	8.1	LOS A	0.0	0.2	0.32	0.55	0.32	60.4
Approach		6	1	6	16.7	0.006	6.8	LOS A	0.0	0.2	0.32	0.55	0.32	56.6
NorthEast: Gore Hwy (NE)														
24	L2	1	0	1	0.0	0.109	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
25	T1	164	59	178	36.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		165	59	179	35.8	0.109	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
SouthWest: Gore Hwy (SW)														
31	T1	180	48	195	26.7	0.075	0.1	LOS A	0.0	0.3	0.01	0.01	0.01	99.5
32	R2	3	1	3	33.3	0.075	9.6	LOS A	0.0	0.3	0.02	0.02	0.02	69.5
Approach		183	49	198	26.8	0.075	0.3	NA	0.0	0.3	0.01	0.01	0.01	98.8
All Vehicles		354	109	383	30.8	0.109	0.3	NA	0.0	0.3	0.01	0.02	0.01	97.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St_2028_PM Peak (Site Folder: C Gore Hwy/Ware St_Option 1 and 2)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 4 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Ware St (SE)														
21	L2	7	0	8	0.0	0.007	6.1	LOS A	0.0	0.2	0.28	0.54	0.28	61.2
23	R2	1	0	1	0.0	0.007	8.4	LOS A	0.0	0.2	0.28	0.54	0.28	61.1
Approach		8	0	9	0.0	0.007	6.4	LOS A	0.0	0.2	0.28	0.54	0.28	61.1
NorthEast: Gore Hwy (NE)														
24	L2	1	0	1	0.0	0.097	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
25	T1	151	44	163	29.1	0.097	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		152	44	165	28.9	0.097	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
SouthWest: Gore Hwy (SW)														
31	T1	230	54	249	23.5	0.098	0.2	LOS A	0.1	0.8	0.03	0.03	0.03	98.5
32	R2	11	2	12	18.2	0.098	9.0	LOS A	0.1	0.8	0.05	0.05	0.05	69.8
Approach		241	56	261	23.2	0.098	0.6	NA	0.1	0.8	0.03	0.03	0.03	96.7
All Vehicles		401	100	434	24.9	0.098	0.5	NA	0.1	0.8	0.03	0.03	0.03	96.7

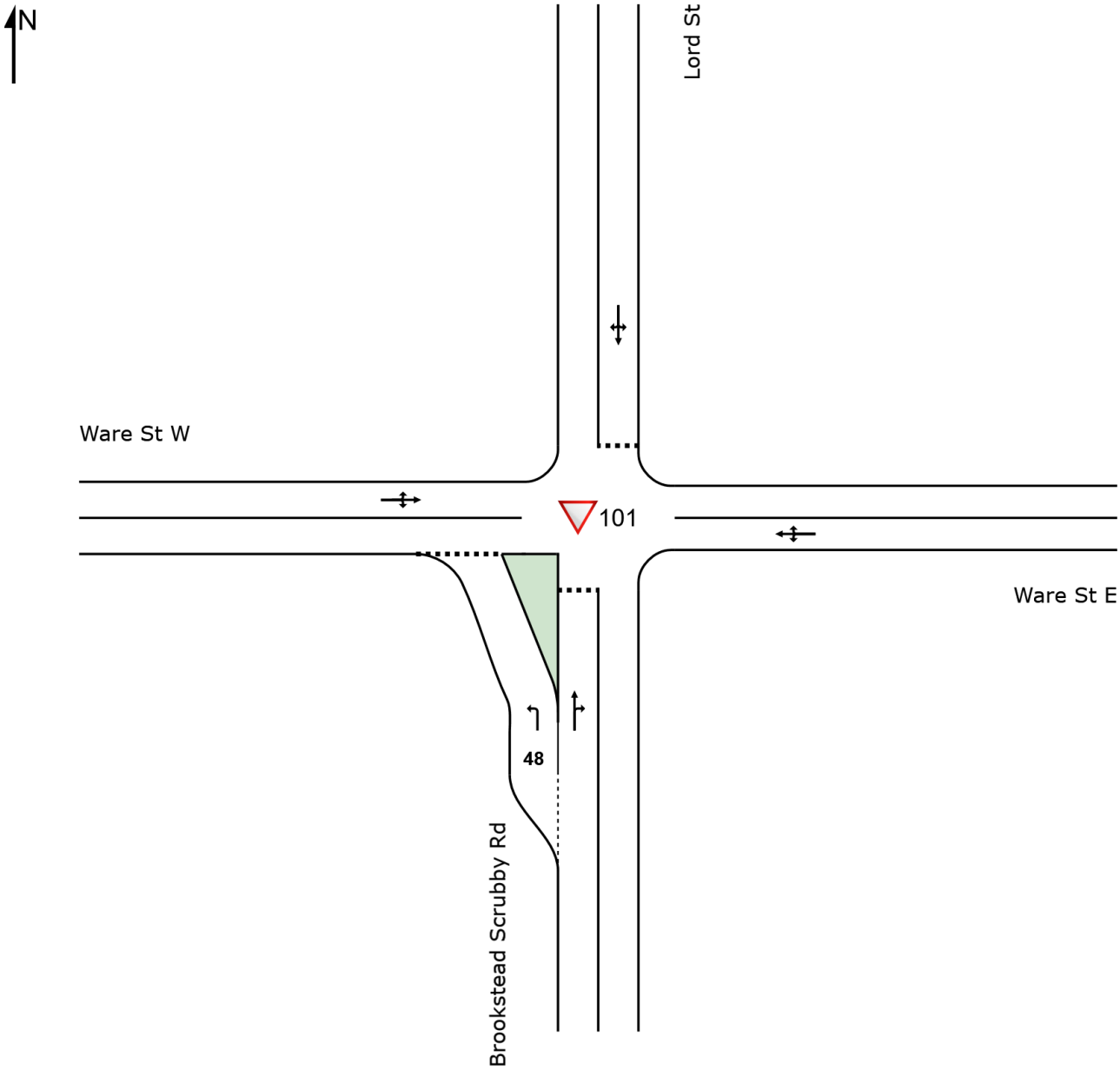
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2028_AM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Option 1)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2028_AM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Option 1)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Brookstead Scrubby Rd														
1	L2	1	0	1	0.0	0.001	4.3	LOS A	0.0	0.0	0.07	0.51	0.07	52.0
2	T1	1	0	1	0.0	0.007	3.1	LOS A	0.0	0.2	0.13	0.51	0.13	51.4
3	R2	6	1	6	16.7	0.007	4.3	LOS A	0.0	0.2	0.13	0.51	0.13	49.6
Approach		8	1	8	12.5	0.007	4.2	LOS A	0.0	0.2	0.12	0.51	0.12	50.1
East: Ware St E														
4	L2	6	3	6	50.0	0.011	6.1	LOS A	0.0	0.2	0.03	0.27	0.03	51.5
5	T1	10	1	10	10.0	0.011	0.0	LOS A	0.0	0.2	0.03	0.27	0.03	57.8
6	R2	3	0	3	0.0	0.011	5.6	LOS A	0.0	0.2	0.03	0.27	0.03	56.1
Approach		19	4	19	21.1	0.011	2.8	NA	0.0	0.2	0.03	0.27	0.03	56.1
North: Lord St														
7	L2	11	3	11	27.3	0.020	5.9	LOS A	0.1	0.6	0.06	0.55	0.06	52.4
8	T1	3	2	3	66.7	0.020	5.3	LOS A	0.1	0.6	0.06	0.55	0.06	48.0
9	R2	9	1	9	11.1	0.020	5.8	LOS A	0.1	0.6	0.06	0.55	0.06	53.0
Approach		23	6	23	26.1	0.020	5.8	LOS A	0.1	0.6	0.06	0.55	0.06	52.2
West: Ware St W														
10	L2	3	1	3	33.3	0.015	6.0	LOS A	0.1	0.6	0.08	0.28	0.08	54.9
11	T1	9	3	9	33.3	0.015	0.1	LOS A	0.1	0.6	0.08	0.28	0.08	57.9
12	R2	8	7	8	87.5	0.015	6.7	LOS A	0.1	0.6	0.08	0.28	0.08	51.3
Approach		20	11	20	55.0	0.015	3.6	NA	0.1	0.6	0.08	0.28	0.08	55.4
All Vehicles		70	22	70	31.4	0.020	4.2	NA	0.1	0.6	0.06	0.39	0.06	54.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2028_PM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Option 1)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Brookstead Scrubby Rd														
1	L2	2	0	2	0.0	0.001	4.3	LOS A	0.0	0.0	0.07	0.51	0.07	52.0
2	T1	1	0	1	0.0	0.003	3.1	LOS A	0.0	0.1	0.12	0.51	0.12	51.7
3	R2	2	0	2	0.0	0.003	4.3	LOS A	0.0	0.1	0.12	0.51	0.12	51.1
Approach		5	0	5	0.0	0.003	4.1	LOS A	0.0	0.1	0.10	0.51	0.10	51.6
East: Ware St E														
4	L2	5	2	5	40.0	0.012	6.0	LOS A	0.0	0.2	0.03	0.23	0.03	52.4
5	T1	12	0	12	0.0	0.012	0.0	LOS A	0.0	0.2	0.03	0.23	0.03	58.3
6	R2	3	1	3	33.3	0.012	6.0	LOS A	0.0	0.2	0.03	0.23	0.03	55.0
Approach		20	3	20	15.0	0.012	2.4	NA	0.0	0.2	0.03	0.23	0.03	56.7
North: Lord St														
7	L2	9	2	9	22.2	0.016	5.8	LOS A	0.1	0.5	0.07	0.55	0.07	52.5
8	T1	1	0	1	0.0	0.016	4.5	LOS A	0.1	0.5	0.07	0.55	0.07	49.0
9	R2	9	2	9	22.2	0.016	6.0	LOS A	0.1	0.5	0.07	0.55	0.07	52.5
Approach		19	4	19	21.1	0.016	5.8	LOS A	0.1	0.5	0.07	0.55	0.07	52.4
West: Ware St W														
10	L2	5	0	5	0.0	0.015	5.6	LOS A	0.1	0.5	0.06	0.25	0.06	56.2
11	T1	13	2	13	15.4	0.015	0.0	LOS A	0.1	0.5	0.06	0.25	0.06	57.7
12	R2	6	4	6	66.7	0.015	6.4	LOS A	0.1	0.5	0.06	0.25	0.06	51.5
Approach		24	6	24	25.0	0.015	2.8	NA	0.1	0.5	0.06	0.25	0.06	56.3
All Vehicles		68	13	68	19.1	0.016	3.6	NA	0.1	0.5	0.06	0.34	0.06	54.9

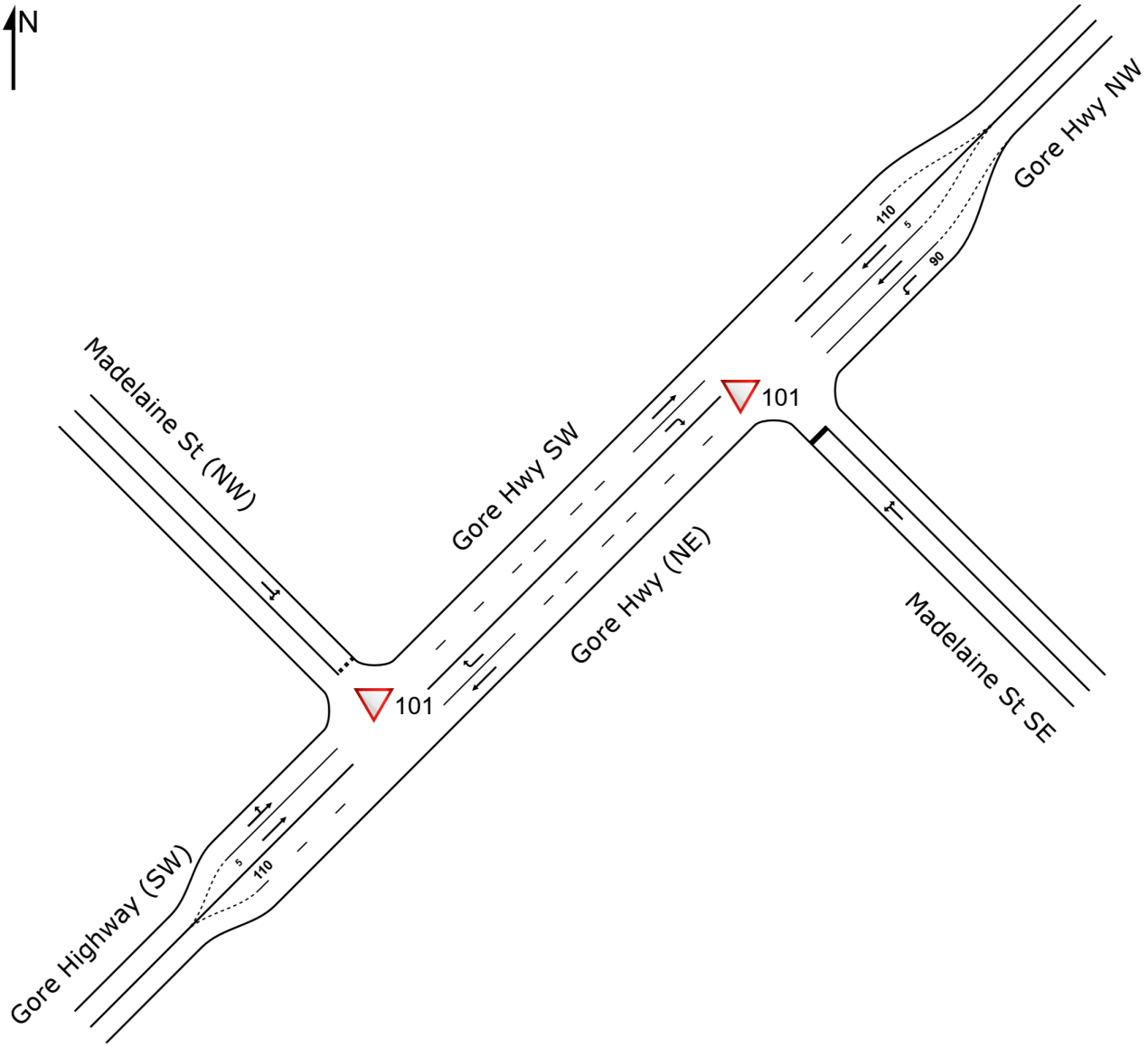
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

NETWORK LAYOUT

Network: N101 [Gore Hwy / Madelaine St Option 1_2038_AM Peak (Network Folder: General)]

New Network
Network Category: (None)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
▽101	NA	Gore Hwy/Madelaine St N 2038_AM Peak
▽101	NA	Gore Hwy/Madelaine St S 2038_AM Peak

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Project: C:\Users\Emogen.Collins\Aurecon Group\Brisbane ITM Transport Planning - 2022.06.08 - Brookstead\Aurecon TIA reporting \Brookstead Intersections_V8.sip9

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St N 2038_AM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 1)]

Network: N101 [Gore Hwy / Madelaine St Option 1_2038_AM Peak (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Madelaine St SE														
21	L2	5	60.0	5	60.0	0.010	12.4	LOS B	0.0	0.1	0.39	0.91	0.39	45.6
23	R2	1	0.0	1	0.0	0.010	14.2	LOS B	0.0	0.1	0.39	0.91	0.39	57.7
Approach		6	50.0	6	50.0	0.010	12.7	LOS B	0.0	0.1	0.39	0.91	0.39	48.5
NorthEast: Gore Hwy NW														
24	L2	15	26.7	15	26.7	0.010	8.5	LOS A	0.0	0.0	0.00	0.66	0.00	65.6
25	T1	199	37.2	199	37.2	0.123	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		214	36.4	214	36.4	0.123	0.6	NA	0.0	0.0	0.00	0.05	0.00	93.5
SouthWest: Gore Hwy SW														
31	T1	224	25.9	224	25.9	0.134	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
32	R2	3	100.0	3	100.0	0.007	7.4	LOS A	0.0	0.1	0.42	0.60	0.42	43.6
Approach		227	26.9	227	26.9	0.134	0.1	NA	0.0	0.1	0.01	0.01	0.01	98.2
All Vehicles		447	31.8	447	31.8	0.134	0.5	NA	0.0	0.1	0.01	0.04	0.01	94.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St S 2038_AM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 1)]

Network: N101 [Gore Hwy / Madelaine St Option 1_2038_AM Peak (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Hwy (NE)														
25	T1	199	14.1	199	14.1	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
26	R2	5	20.0	5	20.0	0.005	4.9	LOS A	0.0	0.1	0.34	0.58	0.34	58.7
Approach		204	14.2	204	14.2	0.111	0.1	NA	0.0	0.1	0.01	0.01	0.01	98.2
NorthWest: Madelaine St (NW)														
27	L2	8	0.0	8	0.0	0.011	8.7	LOS A	0.0	0.1	0.34	0.62	0.34	66.9
29	R2	2	0.0	2	0.0	0.011	11.3	LOS B	0.0	0.1	0.34	0.62	0.34	73.1
Approach		10	0.0	10	0.0	0.011	9.2	LOS A	0.0	0.1	0.34	0.62	0.34	68.8
SouthWest: Gore Highway (SW)														
30	L2	1	0.0	1	0.0	0.121	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
31	T1	220	10.9	220	10.9	0.121	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		221	10.9	221	10.9	0.121	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.6
All Vehicles		435	12.2	435	12.2	0.121	0.3	NA	0.0	0.1	0.01	0.02	0.01	97.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St N 2038_PM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 1)]

Network: N101 [Gore Hwy / Madelaine St Option 1_2038_PM Peak (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Madelaine St SE														
21	L2	6	83.3	6	83.3	0.012	13.1	LOS B	0.0	0.2	0.39	0.93	0.39	45.4
23	R2	1	0.0	1	0.0	0.012	15.5	LOS C	0.0	0.2	0.39	0.93	0.39	57.5
Approach		7	71.4	7	71.4	0.012	13.4	LOS B	0.0	0.2	0.39	0.93	0.39	47.9
NorthEast: Gore Hwy NW														
24	L2	14	28.6	14	28.6	0.009	8.6	LOS A	0.0	0.0	0.00	0.66	0.00	65.0
25	T1	198	33.8	198	33.8	0.113	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		212	33.5	212	33.5	0.113	0.6	NA	0.0	0.0	0.00	0.04	0.00	93.7
SouthWest: Gore Hwy SW														
31	T1	282	23.4	282	23.4	0.167	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
32	R2	4	100.0	4	100.0	0.009	7.4	LOS A	0.0	0.2	0.41	0.61	0.41	43.7
Approach		286	24.5	286	24.5	0.167	0.1	NA	0.0	0.2	0.01	0.01	0.01	98.1
All Vehicles		505	28.9	505	28.9	0.167	0.5	NA	0.0	0.2	0.01	0.04	0.01	94.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St S 2038_PM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 1)]

Network: N101 [Gore Hwy / Madelaine St Option 1_2038_PM Peak (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Hwy (NE)														
25	T1	185	8.1	185	8.1	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	18	11.1	18	11.1	0.018	5.1	LOS A	0.0	0.2	0.38	0.62	0.38	62.3
Approach		203	8.4	203	8.4	0.100	0.5	NA	0.0	0.2	0.03	0.05	0.03	94.8
NorthWest: Madelaine St (NW)														
27	L2	8	12.5	8	12.5	0.010	9.4	LOS A	0.0	0.1	0.37	0.64	0.37	66.4
29	R2	1	0.0	1	0.0	0.010	11.9	LOS B	0.0	0.1	0.37	0.64	0.37	72.1
Approach		9	11.1	9	11.1	0.010	9.7	LOS A	0.0	0.1	0.37	0.64	0.37	67.4
SouthWest: Gore Highway (SW)														
30	L2	2	0.0	2	0.0	0.150	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
31	T1	278	7.6	278	7.6	0.150	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.6
Approach		280	7.5	280	7.5	0.150	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.4
All Vehicles		492	7.9	492	7.9	0.150	0.4	NA	0.0	0.2	0.02	0.04	0.02	96.5

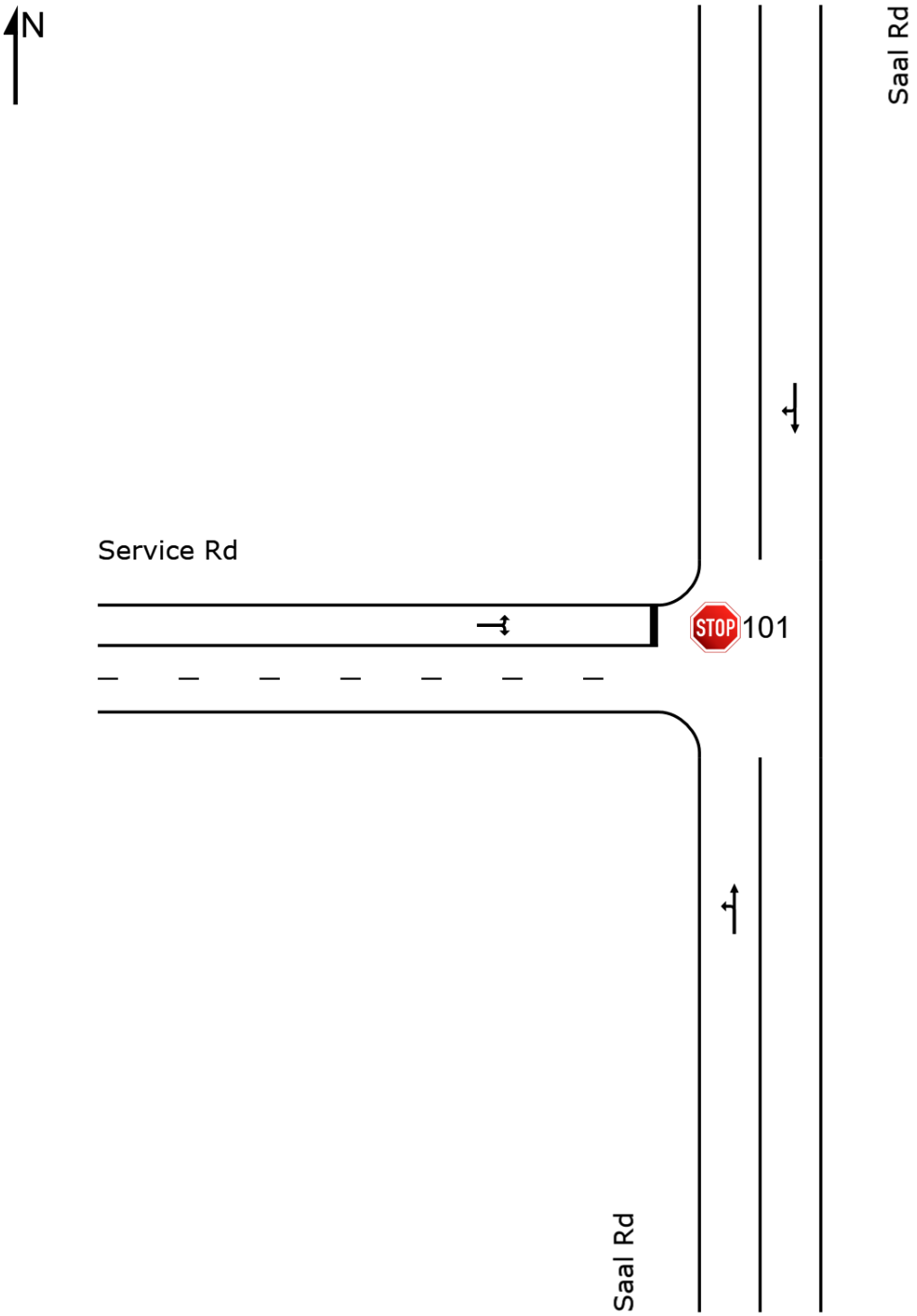
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Service Road / Saal Rd_2038_AM Peak (Site Folder: B Service Road / Saal Rd_Option 1)]

New Site
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101 [Service Road / Saal Rd_2038_AM Peak (Site Folder: B Service Road / Saal Rd_Option 1)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saal Rd														
1	L2	15	5	15	33.3	0.012	5.9	LOS A	0.0	0.0	0.00	0.43	0.00	53.2
2	T1	5	2	5	40.0	0.012	0.0	LOS A	0.0	0.0	0.00	0.43	0.00	56.1
Approach		20	7	20	35.0	0.012	4.4	NA	0.0	0.0	0.00	0.43	0.00	53.9
North: Saal Rd														
8	T1	3	1	3	33.3	0.002	0.0	LOS A	0.0	0.0	0.04	0.14	0.04	58.1
9	R2	1	0	1	0.0	0.002	5.6	LOS A	0.0	0.0	0.04	0.14	0.04	65.7
Approach		4	1	4	25.0	0.002	1.4	NA	0.0	0.0	0.04	0.14	0.04	59.8
West: Service Rd														
10	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.04	0.97	0.04	51.7
12	R2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.0	0.04	0.97	0.04	51.8
Approach		2	0	2	0.0	0.002	8.1	LOS A	0.0	0.0	0.04	0.97	0.04	51.8
All Vehicles		26	8	26	30.8	0.012	4.3	NA	0.0	0.0	0.01	0.43	0.01	54.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Service Road / Saal Rd_2038_PM Peak (Site Folder: B Service Road / Saal Rd_Option 1)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saal Rd														
1	L2	18	4	18	22.2	0.012	5.8	LOS A	0.0	0.0	0.00	0.49	0.00	53.4
2	T1	3	0	3	0.0	0.012	0.0	LOS A	0.0	0.0	0.00	0.49	0.00	55.8
Approach		21	4	21	19.0	0.012	5.0	NA	0.0	0.0	0.00	0.49	0.00	53.8
North: Saal Rd														
8	T1	4	0	4	0.0	0.002	0.0	LOS A	0.0	0.0	0.04	0.12	0.04	58.8
9	R2	1	0	1	0.0	0.002	5.6	LOS A	0.0	0.0	0.04	0.12	0.04	67.3
Approach		5	0	5	0.0	0.002	1.1	NA	0.0	0.0	0.04	0.12	0.04	60.3
West: Service Rd														
10	L2	2	0	2	0.0	0.002	8.0	LOS A	0.0	0.1	0.02	0.98	0.02	51.7
12	R2	1	0	1	0.0	0.002	8.2	LOS A	0.0	0.1	0.02	0.98	0.02	51.9
Approach		3	0	3	0.0	0.002	8.1	LOS A	0.0	0.1	0.02	0.98	0.02	51.8
All Vehicles		29	4	29	13.8	0.012	4.6	NA	0.0	0.1	0.01	0.48	0.01	54.6

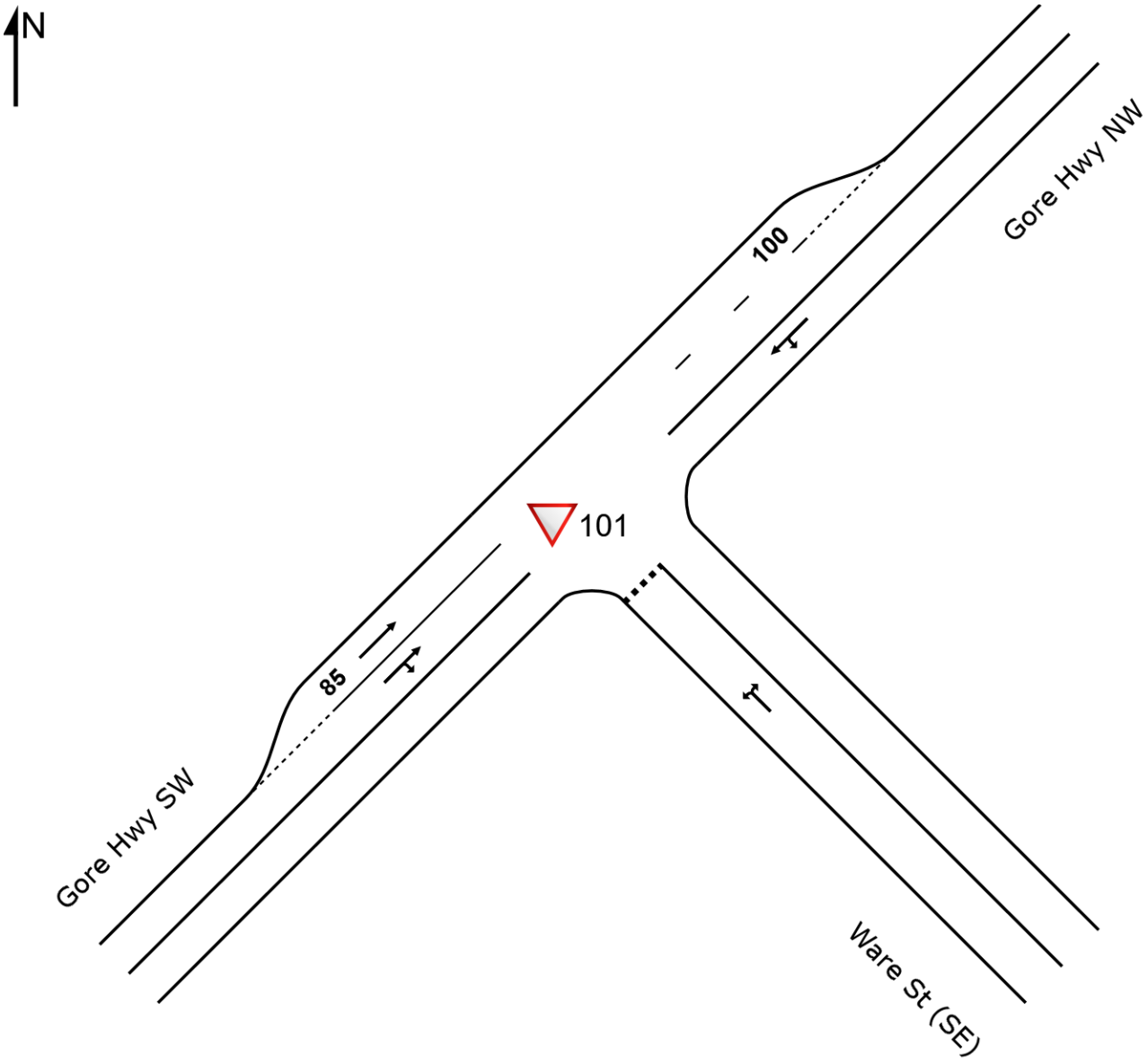
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Gore Hwy/Ware St_2038_AM Peak (Site Folder: C Gore Hwy/Ware St_Option 1 and 2)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\Users\Emogen.Collins\Aurecon Group\Brisbane ITM Transport Planning - 2022.06.08 - Brookstead\Aurecon TIA reporting \Brookstead Intersections_V8.sip9

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St_2038_AM Peak (Site Folder: C Gore Hwy/Ware St_Option 1 and 2)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 14 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Ware St (SE)														
21	L2	6	1	8	16.7	0.010	6.9	LOS A	0.0	0.3	0.40	0.58	0.40	56.3
23	R2	1	0	1	0.0	0.010	10.1	LOS B	0.0	0.3	0.40	0.58	0.40	60.1
Approach		7	1	9	14.3	0.010	7.3	LOS A	0.0	0.3	0.40	0.58	0.40	56.8
NorthEast: Gore Hwy NW														
24	L2	1	0	1	0.0	0.162	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
25	T1	200	72	264	36.0	0.162	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		201	72	265	35.8	0.162	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
SouthWest: Gore Hwy SW														
31	T1	219	58	289	26.5	0.112	0.2	LOS A	0.1	0.5	0.02	0.01	0.02	99.3
32	R2	4	1	5	25.0	0.112	9.9	LOS A	0.1	0.5	0.03	0.02	0.03	70.0
Approach		223	59	294	26.5	0.112	0.3	NA	0.1	0.5	0.02	0.01	0.02	98.6
All Vehicles		431	132	569	30.6	0.162	0.3	NA	0.1	0.5	0.02	0.02	0.02	97.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St_2038_PM Peak (Site Folder: C Gore Hwy/Ware St_Option 1 and 2)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 14 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Ware St (SE)														
21	L2	9	0	12	0.0	0.012	6.4	LOS A	0.0	0.3	0.36	0.57	0.36	60.9
23	R2	1	0	1	0.0	0.012	10.7	LOS B	0.0	0.3	0.36	0.57	0.36	60.8
Approach		10	0	13	0.0	0.012	6.8	LOS A	0.0	0.3	0.36	0.57	0.36	60.8
NorthEast: Gore Hwy NW														
24	L2	1	0	1	0.0	0.142	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
25	T1	182	52	240	28.6	0.142	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		183	52	241	28.4	0.142	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
SouthWest: Gore Hwy SW														
31	T1	281	66	371	23.5	0.147	0.3	LOS A	0.2	1.4	0.05	0.03	0.05	98.3
32	R2	14	2	18	14.3	0.147	9.3	LOS A	0.2	1.4	0.07	0.05	0.07	69.9
Approach		295	68	389	23.1	0.147	0.7	NA	0.2	1.4	0.05	0.03	0.05	96.4
All Vehicles		488	120	644	24.6	0.147	0.6	NA	0.2	1.4	0.04	0.03	0.04	96.4

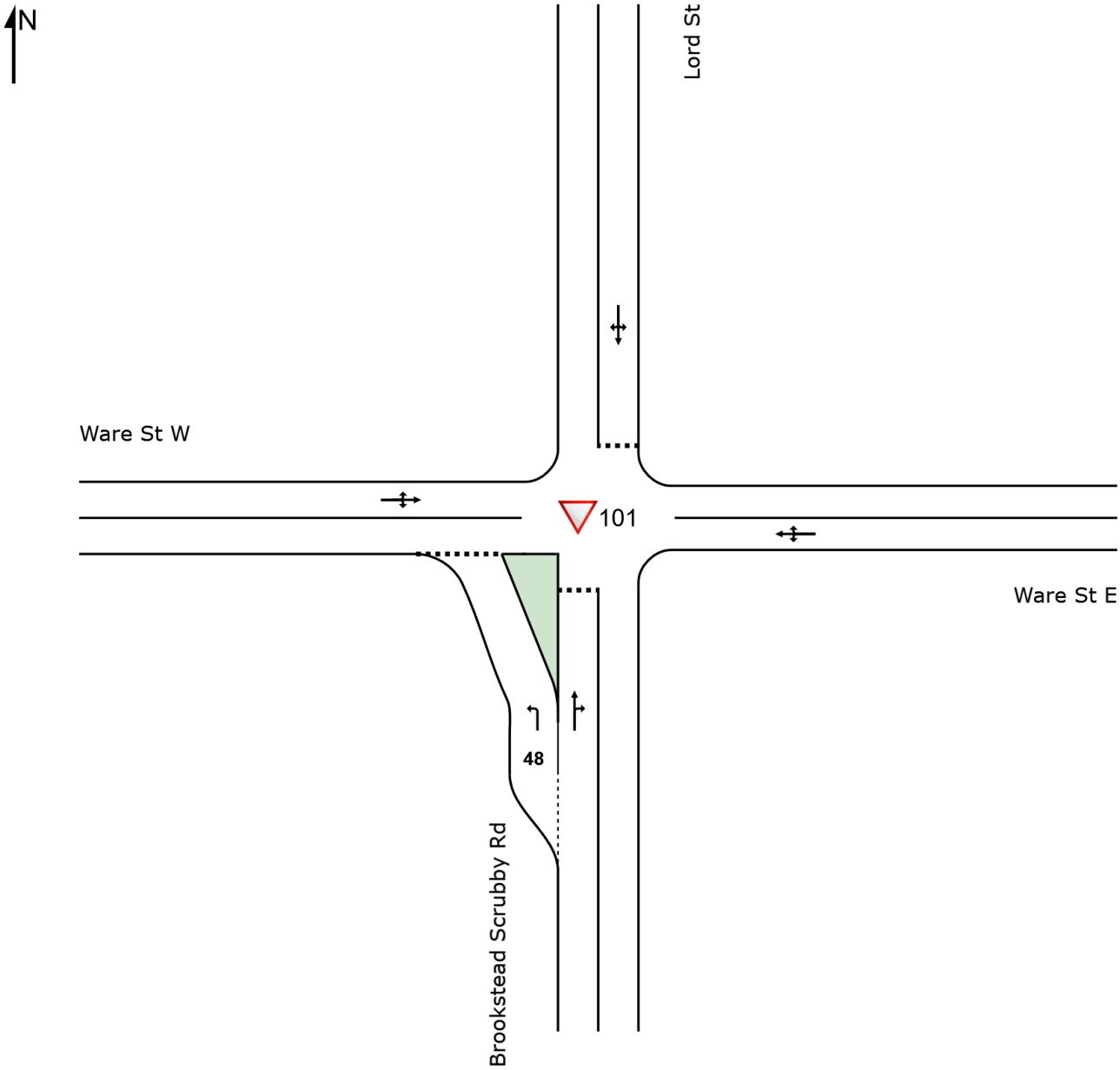
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2038_AM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Option 1)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2038_AM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Option 1)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Brookstead Scrubby Rd														
1	L2	2	0	2	0.0	0.001	4.3	LOS A	0.0	0.0	0.08	0.50	0.08	52.0
2	T1	1	0	1	0.0	0.008	3.2	LOS A	0.0	0.2	0.15	0.52	0.15	51.3
3	R2	7	1	7	14.3	0.008	4.4	LOS A	0.0	0.2	0.15	0.52	0.15	49.7
Approach		10	1	10	10.0	0.008	4.3	LOS A	0.0	0.2	0.14	0.51	0.14	50.3
East: Ware St E														
4	L2	7	4	7	57.1	0.014	6.2	LOS A	0.0	0.2	0.03	0.26	0.03	51.4
5	T1	13	2	13	15.4	0.014	0.0	LOS A	0.0	0.2	0.03	0.26	0.03	57.8
6	R2	4	0	4	0.0	0.014	5.6	LOS A	0.0	0.2	0.03	0.26	0.03	56.2
Approach		24	6	24	25.0	0.014	2.7	NA	0.0	0.2	0.03	0.26	0.03	56.2
North: Lord St														
7	L2	14	4	14	28.6	0.024	5.9	LOS A	0.1	0.7	0.07	0.55	0.07	52.3
8	T1	4	2	4	50.0	0.024	5.1	LOS A	0.1	0.7	0.07	0.55	0.07	48.3
9	R2	10	1	10	10.0	0.024	5.9	LOS A	0.1	0.7	0.07	0.55	0.07	53.0
Approach		28	7	28	25.0	0.024	5.8	LOS A	0.1	0.7	0.07	0.55	0.07	52.2
West: Ware St W														
10	L2	3	1	3	33.3	0.018	6.0	LOS A	0.1	0.8	0.09	0.27	0.09	55.0
11	T1	11	4	11	36.4	0.018	0.1	LOS A	0.1	0.8	0.09	0.27	0.09	58.0
12	R2	10	9	10	90.0	0.018	6.7	LOS A	0.1	0.8	0.09	0.27	0.09	51.4
Approach		24	14	24	58.3	0.018	3.6	NA	0.1	0.8	0.09	0.27	0.09	55.5
All Vehicles		86	28	86	32.6	0.024	4.1	NA	0.1	0.8	0.07	0.39	0.07	54.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2038_PM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Option 1)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Brookstead Scrubby Rd														
1	L2	2	0	2	0.0	0.001	4.3	LOS A	0.0	0.0	0.08	0.50	0.08	51.9
2	T1	1	0	1	0.0	0.004	3.2	LOS A	0.0	0.1	0.14	0.51	0.14	51.5
3	R2	3	0	3	0.0	0.004	4.4	LOS A	0.0	0.1	0.14	0.51	0.14	50.8
Approach		6	0	6	0.0	0.004	4.1	LOS A	0.0	0.1	0.12	0.51	0.12	51.3
East: Ware St E														
4	L2	6	2	6	33.3	0.014	6.0	LOS A	0.0	0.2	0.04	0.23	0.04	52.4
5	T1	15	0	15	0.0	0.014	0.0	LOS A	0.0	0.2	0.04	0.23	0.04	58.1
6	R2	4	1	4	25.0	0.014	5.9	LOS A	0.0	0.2	0.04	0.23	0.04	55.3
Approach		25	3	25	12.0	0.014	2.4	NA	0.0	0.2	0.04	0.23	0.04	56.7
North: Lord St														
7	L2	11	2	11	18.2	0.022	5.8	LOS A	0.1	0.6	0.08	0.54	0.08	52.7
8	T1	3	1	3	33.3	0.022	5.0	LOS A	0.1	0.6	0.08	0.54	0.08	48.5
9	R2	11	2	11	18.2	0.022	6.0	LOS A	0.1	0.6	0.08	0.54	0.08	52.6
Approach		25	5	25	20.0	0.022	5.8	LOS A	0.1	0.6	0.08	0.54	0.08	52.3
West: Ware St W														
10	L2	7	1	7	14.3	0.021	5.8	LOS A	0.1	0.7	0.07	0.25	0.07	55.6
11	T1	17	3	17	17.6	0.021	0.1	LOS A	0.1	0.7	0.07	0.25	0.07	57.8
12	R2	8	6	8	75.0	0.021	6.5	LOS A	0.1	0.7	0.07	0.25	0.07	51.4
Approach		32	10	32	31.3	0.021	2.9	NA	0.1	0.7	0.07	0.25	0.07	56.2
All Vehicles		88	18	88	20.5	0.022	3.7	NA	0.1	0.7	0.07	0.34	0.07	54.9

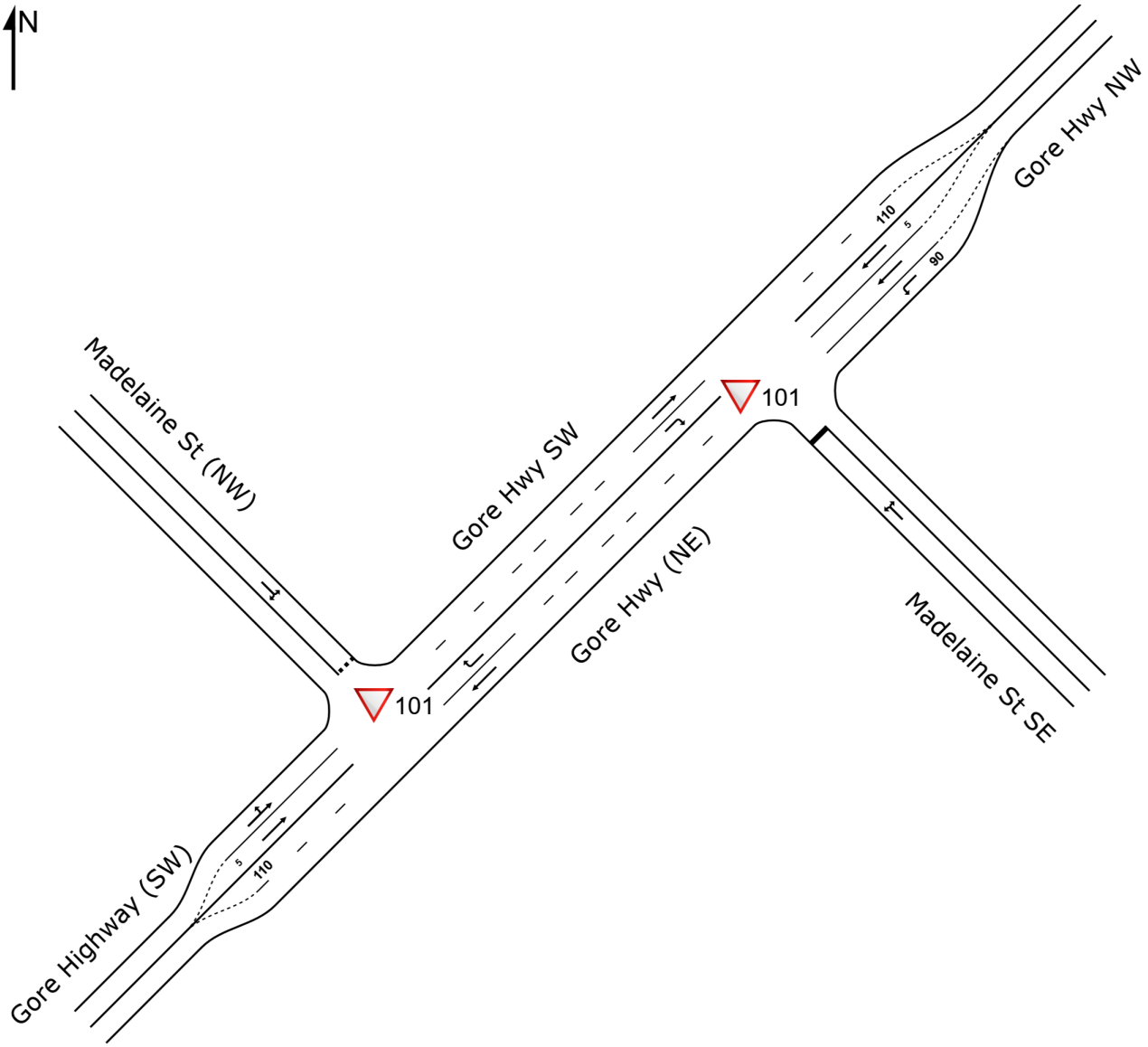
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

NETWORK LAYOUT

Network: N101 [Gore Hwy/Madelaine St Option 2_2028_AM Peak (Network Folder: General)]

New Network
Network Category: (None)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
▽101	NA	Gore Hwy/Madelaine St N_2028_AM Peak
▽101	NA	Gore Hwy/Madelaine St S 2028_AM Peak

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Project: C:\Users\Emogen.Collins\Aurecon Group\Brisbane ITM Transport Planning - 2022.06.08 - Brookstead\Aurecon TIA reporting \Brookstead Intersections_V8.sip9

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St N_2028_AM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 2)]

Network: N101 [Gore Hwy/ Madelaine St Option 2_2028_AM Peak (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Madelaine St SE														
21	L2	4	75.0	4	75.0	0.039	12.9	LOS B	0.1	0.5	0.48	0.95	0.48	43.3
23	R2	13	23.1	13	23.1	0.039	15.2	LOS C	0.1	0.5	0.48	0.95	0.48	51.3
Approach		17	35.3	17	35.3	0.039	14.7	LOS B	0.1	0.5	0.48	0.95	0.48	50.1
NorthEast: Gore Hwy NW														
24	L2	13	30.8	13	30.8	0.009	8.6	LOS A	0.0	0.0	0.00	0.66	0.00	64.4
25	T1	165	38.2	165	38.2	0.102	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		178	37.6	178	37.6	0.102	0.6	NA	0.0	0.0	0.00	0.05	0.00	93.0
SouthWest: Gore Hwy SW														
31	T1	184	26.1	184	26.1	0.110	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
32	R2	2	100.0	2	100.0	0.004	6.7	LOS A	0.0	0.1	0.38	0.57	0.38	44.3
Approach		186	26.9	186	26.9	0.110	0.1	NA	0.0	0.1	0.00	0.01	0.00	98.6
All Vehicles		381	32.3	381	32.3	0.110	1.0	NA	0.1	0.5	0.02	0.07	0.02	90.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St S 2028_AM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 2)]

Network: N101 [Gore Hwy/ Madelaine St Option 2_2028_AM Peak (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Hwy (NE)														
25	T1	164	14.6	164	14.6	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	5	20.0	5	20.0	0.005	4.6	LOS A	0.0	0.1	0.30	0.57	0.30	59.1
Approach		169	14.8	169	14.8	0.092	0.1	NA	0.0	0.1	0.01	0.02	0.01	97.9
NorthWest: Madelaine St (NW)														
27	L2	6	0.0	6	0.0	0.008	8.5	LOS A	0.0	0.1	0.31	0.61	0.31	67.3
29	R2	2	0.0	2	0.0	0.008	10.5	LOS B	0.0	0.1	0.31	0.61	0.31	73.3
Approach		8	0.0	8	0.0	0.008	9.0	LOS A	0.0	0.1	0.31	0.61	0.31	69.5
SouthWest: Gore Highway (SW)														
30	L2	1	0.0	1	0.0	0.100	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
31	T1	181	11.0	181	11.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		182	11.0	182	11.0	0.100	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.6
All Vehicles		359	12.5	359	12.5	0.100	0.3	NA	0.0	0.1	0.01	0.02	0.01	97.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St N_2028_PM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 2)]

Network: N101 [Gore Hwy/ Madelaine St Option 2_2028_PM Peak (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Madelaine St SE														
21	L2	5	80.0	5	80.0	0.053	12.9	LOS B	0.1	0.7	0.49	0.98	0.49	42.5
23	R2	16	25.0	16	25.0	0.053	16.6	LOS C	0.1	0.7	0.49	0.98	0.49	50.5
Approach		21	38.1	21	38.1	0.053	15.7	LOS C	0.1	0.7	0.49	0.98	0.49	49.2
NorthEast: Gore Hwy NW														
24	L2	12	33.3	12	33.3	0.008	8.7	LOS A	0.0	0.0	0.00	0.66	0.00	63.7
25	T1	162	34.0	162	34.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		174	33.9	174	33.9	0.092	0.6	NA	0.0	0.0	0.00	0.05	0.00	93.1
SouthWest: Gore Hwy SW														
31	T1	232	23.3	232	23.3	0.137	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
32	R2	3	100.0	3	100.0	0.006	6.6	LOS A	0.0	0.1	0.37	0.58	0.37	44.4
Approach		235	24.3	235	24.3	0.137	0.1	NA	0.0	0.1	0.00	0.01	0.00	98.4
All Vehicles		430	28.8	430	28.8	0.137	1.1	NA	0.1	0.7	0.03	0.07	0.03	89.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St S 2028_PM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 2)]

Network: N101 [Gore Hwy/ Madelaine St Option 2_2028_PM Peak (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Hwy (NE)														
25	T1	151	7.9	151	7.9	0.081	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	15	6.7	15	6.7	0.014	4.7	LOS A	0.0	0.2	0.33	0.60	0.33	65.2
Approach		166	7.8	166	7.8	0.081	0.4	NA	0.0	0.2	0.03	0.05	0.03	95.3
NorthWest: Madelaine St (NW)														
27	L2	7	14.3	7	14.3	0.009	9.2	LOS A	0.0	0.1	0.34	0.62	0.34	66.9
29	R2	1	0.0	1	0.0	0.009	10.8	LOS B	0.0	0.1	0.34	0.62	0.34	72.4
Approach		8	12.5	8	12.5	0.009	9.4	LOS A	0.0	0.1	0.34	0.62	0.34	68.1
SouthWest: Gore Highway (SW)														
30	L2	1	0.0	1	0.0	0.123	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
31	T1	228	7.5	228	7.5	0.123	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		229	7.4	229	7.4	0.123	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.6
All Vehicles		403	7.7	403	7.7	0.123	0.4	NA	0.0	0.2	0.02	0.04	0.02	96.8

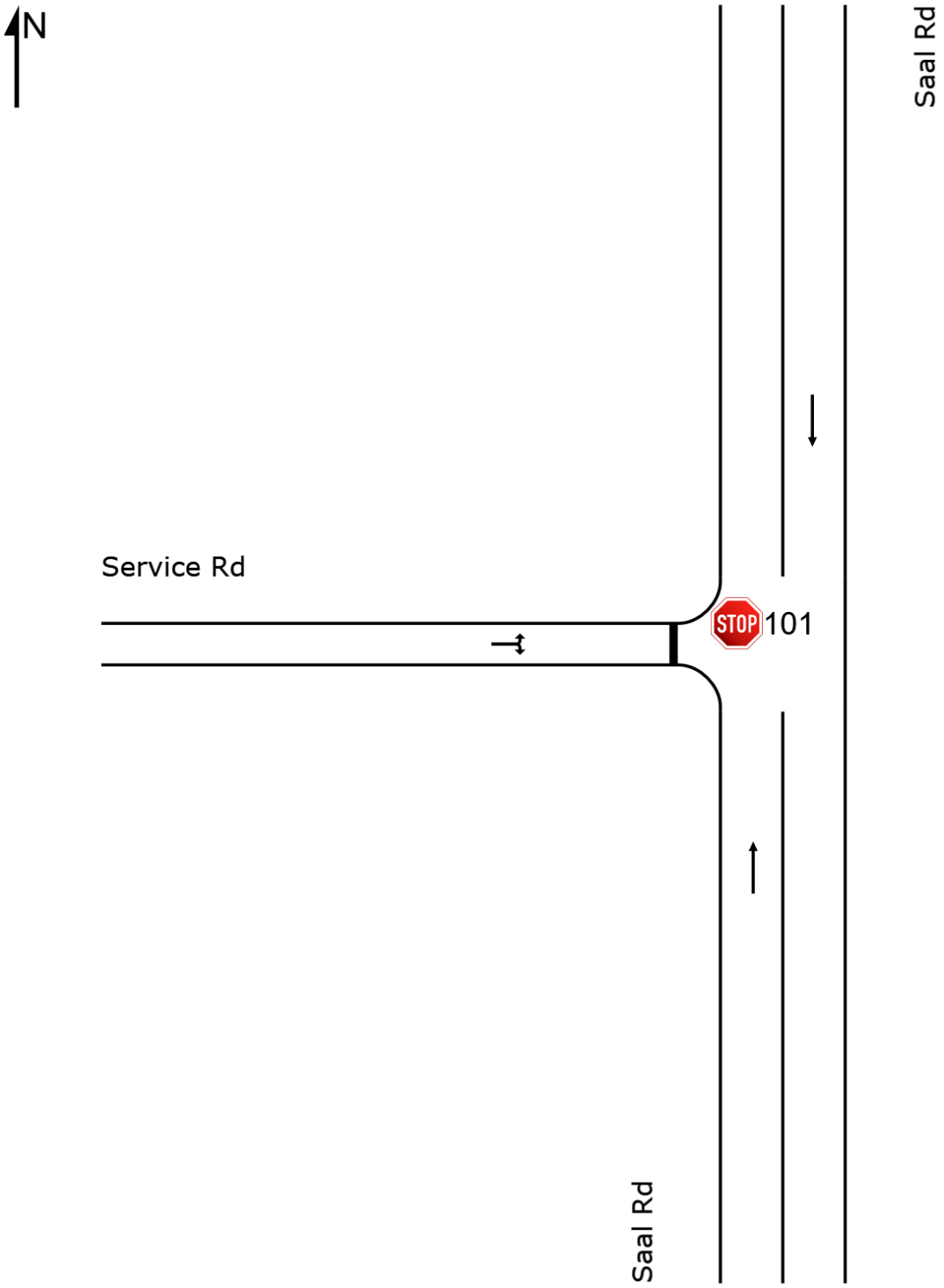
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Service Road / Saal Rd_2028_AM Peak (Site Folder: B Service Road / Saal Rd_Option 2)]

New Site
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



\Brookstead Intersections_V8.sip9

MOVEMENT SUMMARY

Site: 101 [Service Road / Saal Rd_2028_AM Peak (Site Folder: B Service Road / Saal Rd_Option 2)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saal Rd														
2	T1	5	2	5	40.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		5	2	5	40.0	0.003	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
North: Saal Rd														
8	T1	4	1	4	25.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		4	1	4	25.0	0.002	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
West: Service Rd														
10	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.04	0.97	0.04	51.8
12	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.04	0.97	0.04	51.6
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.04	0.97	0.04	51.7
All Vehicles		11	3	11	27.3	0.003	1.4	NA	0.0	0.0	0.01	0.18	0.01	58.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Service Road / Saal Rd_2028_PM Peak (Site Folder: B Service Road / Saal Rd_Option 2)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saal Rd														
2	T1	2	0	2	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		2	0	2	0.0	0.001	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
North: Saal Rd														
8	T1	4	0	4	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		4	0	4	0.0	0.002	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
West: Service Rd														
10	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.02	0.98	0.02	51.8
12	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.0	0.02	0.98	0.02	51.6
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.02	0.98	0.02	51.7
All Vehicles		8	0	8	0.0	0.002	2.0	NA	0.0	0.0	0.01	0.25	0.01	57.7

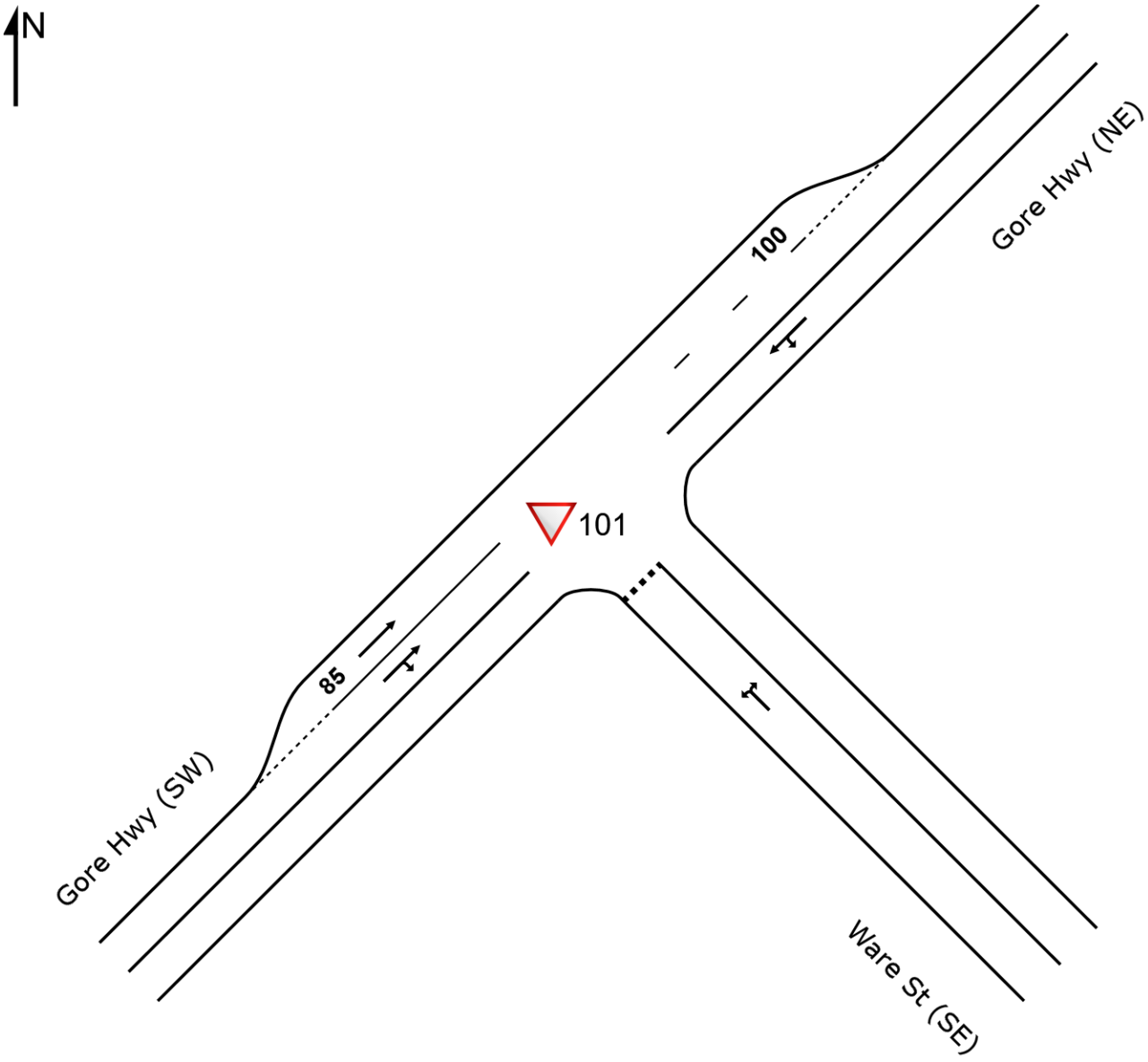
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Gore Hwy/Ware St_2028_AM Peak (Site Folder: C Gore Hwy/Ware St_Option 1 and 2)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St_2028_AM Peak (Site Folder: C Gore Hwy/Ware St_Option 1 and 2)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 4 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Ware St (SE)														
21	L2	5	1	5	20.0	0.006	6.5	LOS A	0.0	0.2	0.32	0.55	0.32	55.9
23	R2	1	0	1	0.0	0.006	8.1	LOS A	0.0	0.2	0.32	0.55	0.32	60.4
Approach		6	1	6	16.7	0.006	6.8	LOS A	0.0	0.2	0.32	0.55	0.32	56.6
NorthEast: Gore Hwy (NE)														
24	L2	1	0	1	0.0	0.109	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
25	T1	164	59	178	36.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		165	59	179	35.8	0.109	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
SouthWest: Gore Hwy (SW)														
31	T1	180	48	195	26.7	0.075	0.1	LOS A	0.0	0.3	0.01	0.01	0.01	99.5
32	R2	3	1	3	33.3	0.075	9.6	LOS A	0.0	0.3	0.02	0.02	0.02	69.5
Approach		183	49	198	26.8	0.075	0.3	NA	0.0	0.3	0.01	0.01	0.01	98.8
All Vehicles		354	109	383	30.8	0.109	0.3	NA	0.0	0.3	0.01	0.02	0.01	97.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St_2028_PM Peak (Site Folder: C Gore Hwy/Ware St_Option 1 and 2)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 4 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Ware St (SE)														
21	L2	7	0	8	0.0	0.007	6.1	LOS A	0.0	0.2	0.28	0.54	0.28	61.2
23	R2	1	0	1	0.0	0.007	8.4	LOS A	0.0	0.2	0.28	0.54	0.28	61.1
Approach		8	0	9	0.0	0.007	6.4	LOS A	0.0	0.2	0.28	0.54	0.28	61.1
NorthEast: Gore Hwy (NE)														
24	L2	1	0	1	0.0	0.097	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
25	T1	151	44	163	29.1	0.097	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		152	44	165	28.9	0.097	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
SouthWest: Gore Hwy (SW)														
31	T1	230	54	249	23.5	0.098	0.2	LOS A	0.1	0.8	0.03	0.03	0.03	98.5
32	R2	11	2	12	18.2	0.098	9.0	LOS A	0.1	0.8	0.05	0.05	0.05	69.8
Approach		241	56	261	23.2	0.098	0.6	NA	0.1	0.8	0.03	0.03	0.03	96.7
All Vehicles		401	100	434	24.9	0.098	0.5	NA	0.1	0.8	0.03	0.03	0.03	96.7

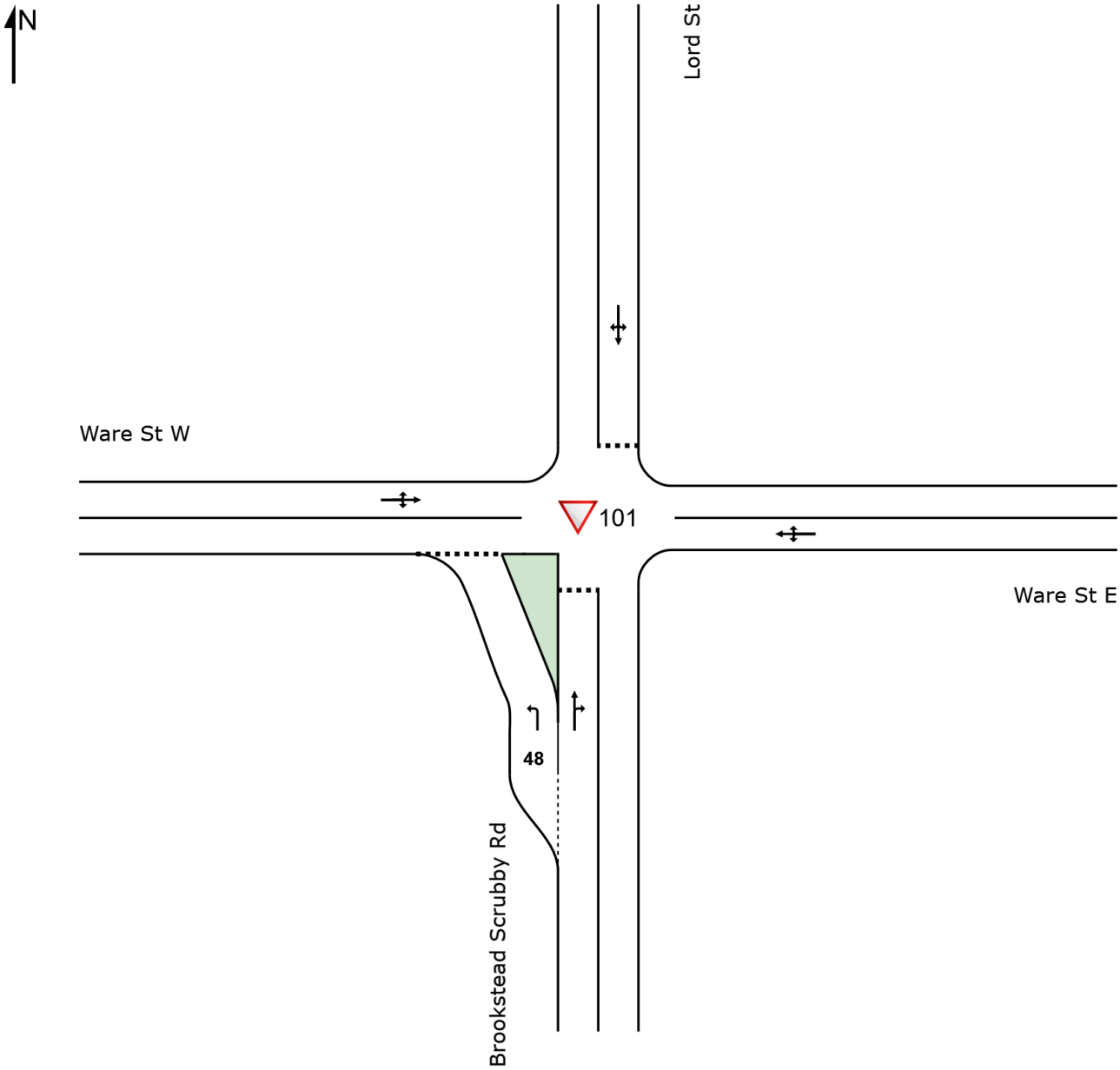
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2028_AM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Option 2)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2028_AM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Option 2)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Brookstead Scrubby Rd														
1	L2	1	0	1	0.0	0.001	4.3	LOS A	0.0	0.0	0.07	0.51	0.07	52.0
2	T1	1	0	1	0.0	0.007	3.2	LOS A	0.0	0.2	0.15	0.51	0.15	51.3
3	R2	6	1	6	16.7	0.007	4.4	LOS A	0.0	0.2	0.15	0.51	0.15	49.5
Approach		8	1	8	12.5	0.007	4.2	LOS A	0.0	0.2	0.14	0.51	0.14	50.1
East: Ware St E														
4	L2	6	3	6	50.0	0.019	6.2	LOS A	0.1	0.7	0.06	0.39	0.06	49.5
5	T1	10	1	10	10.0	0.019	0.0	LOS A	0.1	0.7	0.06	0.39	0.06	56.4
6	R2	17	2	17	11.8	0.019	5.7	LOS A	0.1	0.7	0.06	0.39	0.06	54.2
Approach		33	6	33	18.2	0.019	4.1	NA	0.1	0.7	0.06	0.39	0.06	54.3
North: Lord St														
7	L2	13	4	13	30.8	0.019	5.9	LOS A	0.1	0.6	0.05	0.55	0.05	52.2
8	T1	2	1	2	50.0	0.019	5.2	LOS A	0.1	0.6	0.05	0.55	0.05	48.3
9	R2	8	1	8	12.5	0.019	5.9	LOS A	0.1	0.6	0.05	0.55	0.05	52.9
Approach		23	6	23	26.1	0.019	5.9	LOS A	0.1	0.6	0.05	0.55	0.05	52.3
West: Ware St W														
10	L2	3	1	3	33.3	0.015	6.0	LOS A	0.1	0.6	0.08	0.28	0.08	54.9
11	T1	9	3	9	33.3	0.015	0.1	LOS A	0.1	0.6	0.08	0.28	0.08	57.9
12	R2	8	7	8	87.5	0.015	6.7	LOS A	0.1	0.6	0.08	0.28	0.08	51.3
Approach		20	11	20	55.0	0.015	3.6	NA	0.1	0.6	0.08	0.28	0.08	55.4
All Vehicles		84	24	84	28.6	0.019	4.5	NA	0.1	0.7	0.07	0.42	0.07	53.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2028_PM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Option 2)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Brookstead Scrubby Rd														
1	L2	2	0	2	0.0	0.001	4.3	LOS A	0.0	0.0	0.07	0.51	0.07	52.0
2	T1	1	0	1	0.0	0.003	3.2	LOS A	0.0	0.1	0.14	0.50	0.14	51.6
3	R2	2	0	2	0.0	0.003	4.4	LOS A	0.0	0.1	0.14	0.50	0.14	51.0
Approach		5	0	5	0.0	0.003	4.1	LOS A	0.0	0.1	0.12	0.50	0.12	51.5
East: Ware St E														
4	L2	5	2	5	40.0	0.020	6.1	LOS A	0.1	0.7	0.07	0.36	0.07	50.2
5	T1	12	0	12	0.0	0.020	0.0	LOS A	0.1	0.7	0.07	0.36	0.07	56.7
6	R2	17	3	17	17.6	0.020	5.8	LOS A	0.1	0.7	0.07	0.36	0.07	54.3
Approach		34	5	34	14.7	0.020	3.8	NA	0.1	0.7	0.07	0.36	0.07	54.8
North: Lord St														
7	L2	10	2	10	20.0	0.017	5.8	LOS A	0.1	0.5	0.07	0.55	0.07	52.6
8	T1	1	0	1	0.0	0.017	4.5	LOS A	0.1	0.5	0.07	0.55	0.07	49.0
9	R2	9	2	9	22.2	0.017	6.1	LOS A	0.1	0.5	0.07	0.55	0.07	52.5
Approach		20	4	20	20.0	0.017	5.9	LOS A	0.1	0.5	0.07	0.55	0.07	52.4
West: Ware St W														
10	L2	5	0	5	0.0	0.015	5.6	LOS A	0.1	0.5	0.06	0.25	0.06	56.2
11	T1	13	2	13	15.4	0.015	0.0	LOS A	0.1	0.5	0.06	0.25	0.06	57.7
12	R2	6	4	6	66.7	0.015	6.4	LOS A	0.1	0.5	0.06	0.25	0.06	51.5
Approach		24	6	24	25.0	0.015	2.8	NA	0.1	0.5	0.06	0.25	0.06	56.3
All Vehicles		83	15	83	18.1	0.020	4.0	NA	0.1	0.7	0.07	0.38	0.07	54.4

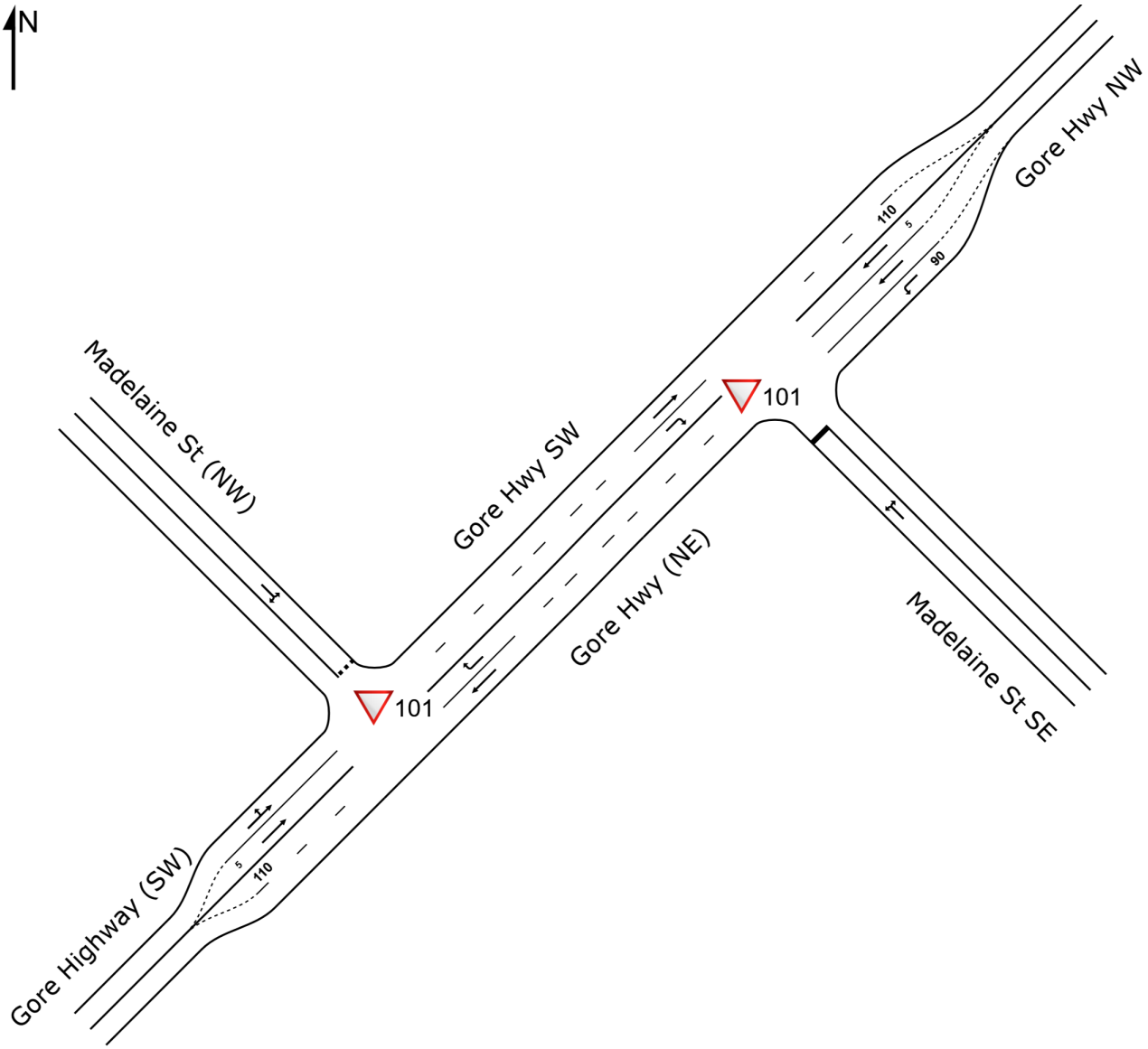
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

NETWORK LAYOUT

Network: N101 [Gore Hwy / Madelaine St Option 2_2038_AM Peak (Network Folder: General)]

New Network
Network Category: (None)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
▽101	NA	Gore Hwy/Madelaine St N 2038_AM Peak
▽101	NA	Gore Hwy/Madelaine St S 2038_AM Peak

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Project: C:\Users\Emogen.Collins\Aurecon Group\Brisbane ITM Transport Planning - 2022.06.08 - Brookstead\Aurecon TIA reporting \Brookstead Intersections_V8.sip9

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St N 2038_AM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 2)]

Network: N101 [Gore Hwy / Madelaine St Option 2_2038_AM Peak (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Madelaine St SE														
21	L2	5	60.0	5	60.0	0.064	12.5	LOS B	0.1	0.8	0.54	0.99	0.54	41.4
23	R2	18	27.8	18	27.8	0.064	18.0	LOS C	0.1	0.8	0.54	0.99	0.54	49.2
Approach		23	34.8	23	34.8	0.064	16.8	LOS C	0.1	0.8	0.54	0.99	0.54	48.1
NorthEast: Gore Hwy NW														
24	L2	15	26.7	15	26.7	0.010	8.5	LOS A	0.0	0.0	0.00	0.66	0.00	65.6
25	T1	199	37.2	199	37.2	0.123	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		214	36.4	214	36.4	0.123	0.6	NA	0.0	0.0	0.00	0.05	0.00	93.5
SouthWest: Gore Hwy SW														
31	T1	224	25.9	224	25.9	0.134	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
32	R2	3	100.0	3	100.0	0.007	7.4	LOS A	0.0	0.1	0.42	0.60	0.42	43.6
Approach		227	26.9	227	26.9	0.134	0.1	NA	0.0	0.1	0.01	0.01	0.01	98.2
All Vehicles		464	31.7	464	31.7	0.134	1.2	NA	0.1	0.8	0.03	0.07	0.03	89.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St S 2038_AM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 2)]

Network: N101 [Gore Hwy / Madelaine St Option 2_2038_AM Peak (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Hwy (NE)														
25	T1	199	14.1	199	14.1	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
26	R2	5	20.0	5	20.0	0.005	4.9	LOS A	0.0	0.1	0.34	0.58	0.34	58.7
Approach		204	14.2	204	14.2	0.111	0.1	NA	0.0	0.1	0.01	0.01	0.01	98.2
NorthWest: Madelaine St (NW)														
27	L2	8	0.0	8	0.0	0.011	8.7	LOS A	0.0	0.1	0.34	0.62	0.34	66.9
29	R2	2	0.0	2	0.0	0.011	11.3	LOS B	0.0	0.1	0.34	0.62	0.34	73.1
Approach		10	0.0	10	0.0	0.011	9.2	LOS A	0.0	0.1	0.34	0.62	0.34	68.8
SouthWest: Gore Highway (SW)														
30	L2	1	0.0	1	0.0	0.121	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
31	T1	220	10.9	220	10.9	0.121	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		221	10.9	221	10.9	0.121	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.6
All Vehicles		435	12.2	435	12.2	0.121	0.3	NA	0.0	0.1	0.01	0.02	0.01	97.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St N 2038_PM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 2)]

Network: N101 [Gore Hwy / Madelaine St Option 2_2038_PM Peak (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Madelaine St SE														
21	L2	6	83.3	6	83.3	0.073	13.4	LOS B	0.1	0.9	0.55	1.01	0.55	40.8
23	R2	19	21.1	19	21.1	0.073	18.8	LOS C	0.1	0.9	0.55	1.01	0.55	50.0
Approach		25	36.0	25	36.0	0.073	17.5	LOS C	0.1	0.9	0.55	1.01	0.55	48.5
NorthEast: Gore Hwy NW														
24	L2	14	28.6	14	28.6	0.009	8.6	LOS A	0.0	0.0	0.00	0.66	0.00	65.0
25	T1	198	33.8	198	33.8	0.113	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		212	33.5	212	33.5	0.113	0.6	NA	0.0	0.0	0.00	0.04	0.00	93.7
SouthWest: Gore Hwy SW														
31	T1	282	23.4	282	23.4	0.167	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
32	R2	4	100.0	4	100.0	0.009	7.4	LOS A	0.0	0.2	0.41	0.61	0.41	43.7
Approach		286	24.5	286	24.5	0.167	0.1	NA	0.0	0.2	0.01	0.01	0.01	98.1
All Vehicles		523	28.7	523	28.7	0.167	1.1	NA	0.1	0.9	0.03	0.07	0.03	89.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Madelaine St S 2038_PM Peak (Site Folder: A1+A2 Staggered Gore Highway/Madelaine St_Option 2)]

Network: N101 [Gore Hwy / Madelaine St Option 2_2038_PM Peak (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Gore Hwy (NE)														
25	T1	185	8.1	185	8.1	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
26	R2	17	11.8	17	11.8	0.017	5.1	LOS A	0.0	0.2	0.38	0.62	0.38	62.0
Approach		202	8.4	202	8.4	0.100	0.4	NA	0.0	0.2	0.03	0.05	0.03	95.0
NorthWest: Madelaine St (NW)														
27	L2	8	12.5	8	12.5	0.010	9.4	LOS A	0.0	0.1	0.37	0.64	0.37	66.4
29	R2	1	0.0	1	0.0	0.010	11.9	LOS B	0.0	0.1	0.37	0.64	0.37	72.1
Approach		9	11.1	9	11.1	0.010	9.7	LOS A	0.0	0.1	0.37	0.64	0.37	67.4
SouthWest: Gore Highway (SW)														
30	L2	2	0.0	2	0.0	0.150	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
31	T1	278	7.6	278	7.6	0.150	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.6
Approach		280	7.5	280	7.5	0.150	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.4
All Vehicles		491	7.9	491	7.9	0.150	0.4	NA	0.0	0.2	0.02	0.04	0.02	96.6

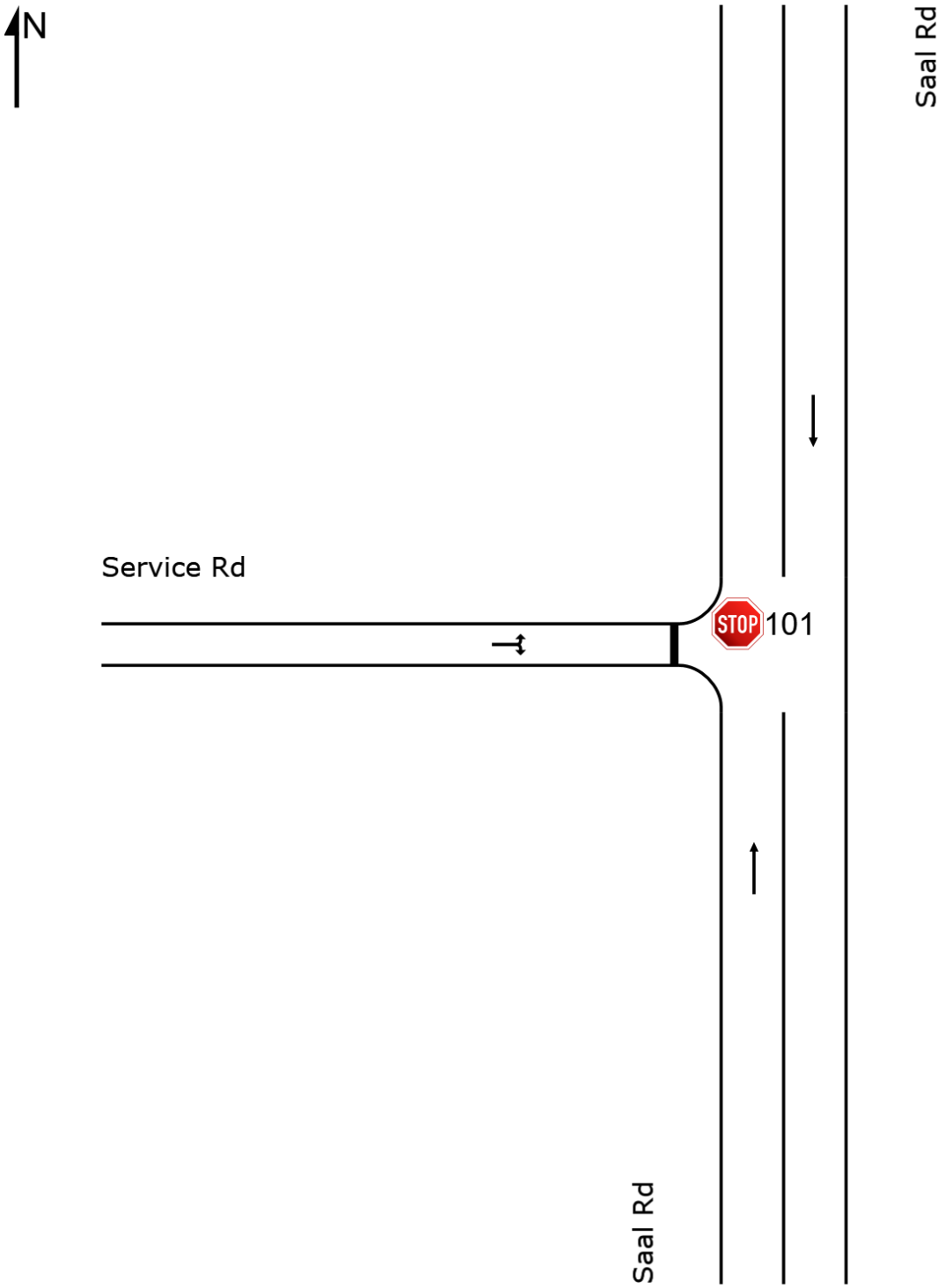
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Service Road / Saal Rd_2038_AM Peak (Site Folder: B Service Road / Saal Rd_Option 2)]

New Site
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101 [Service Road / Saal Rd_2038_AM Peak (Site Folder: B Service Road / Saal Rd_Option 2)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saal Rd														
2	T1	5	2	5	40.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		5	2	5	40.0	0.003	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
North: Saal Rd														
8	T1	5	1	5	20.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		5	1	5	20.0	0.003	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
West: Service Rd														
10	L2	1	0	1	0.0	0.002	8.0	LOS A	0.0	0.0	0.04	0.97	0.04	51.8
12	R2	1	0	1	0.0	0.002	7.9	LOS A	0.0	0.0	0.04	0.97	0.04	51.6
Approach		2	0	2	0.0	0.002	7.9	LOS A	0.0	0.0	0.04	0.97	0.04	51.7
All Vehicles		12	3	12	25.0	0.003	1.3	NA	0.0	0.0	0.01	0.16	0.01	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Service Road / Saal Rd_2038_PM Peak (Site Folder: B Service Road / Saal Rd_Option 2)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Saal Rd														
2	T1	3	0	3	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		3	0	3	0.0	0.001	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
North: Saal Rd														
8	T1	5	0	5	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		5	0	5	0.0	0.002	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
West: Service Rd														
10	L2	2	0	2	0.0	0.002	8.0	LOS A	0.0	0.1	0.02	0.98	0.02	51.8
12	R2	1	0	1	0.0	0.002	7.8	LOS A	0.0	0.1	0.02	0.98	0.02	51.6
Approach		3	0	3	0.0	0.002	8.0	LOS A	0.0	0.1	0.02	0.98	0.02	51.7
All Vehicles		11	0	11	0.0	0.002	2.2	NA	0.0	0.1	0.01	0.27	0.01	57.5

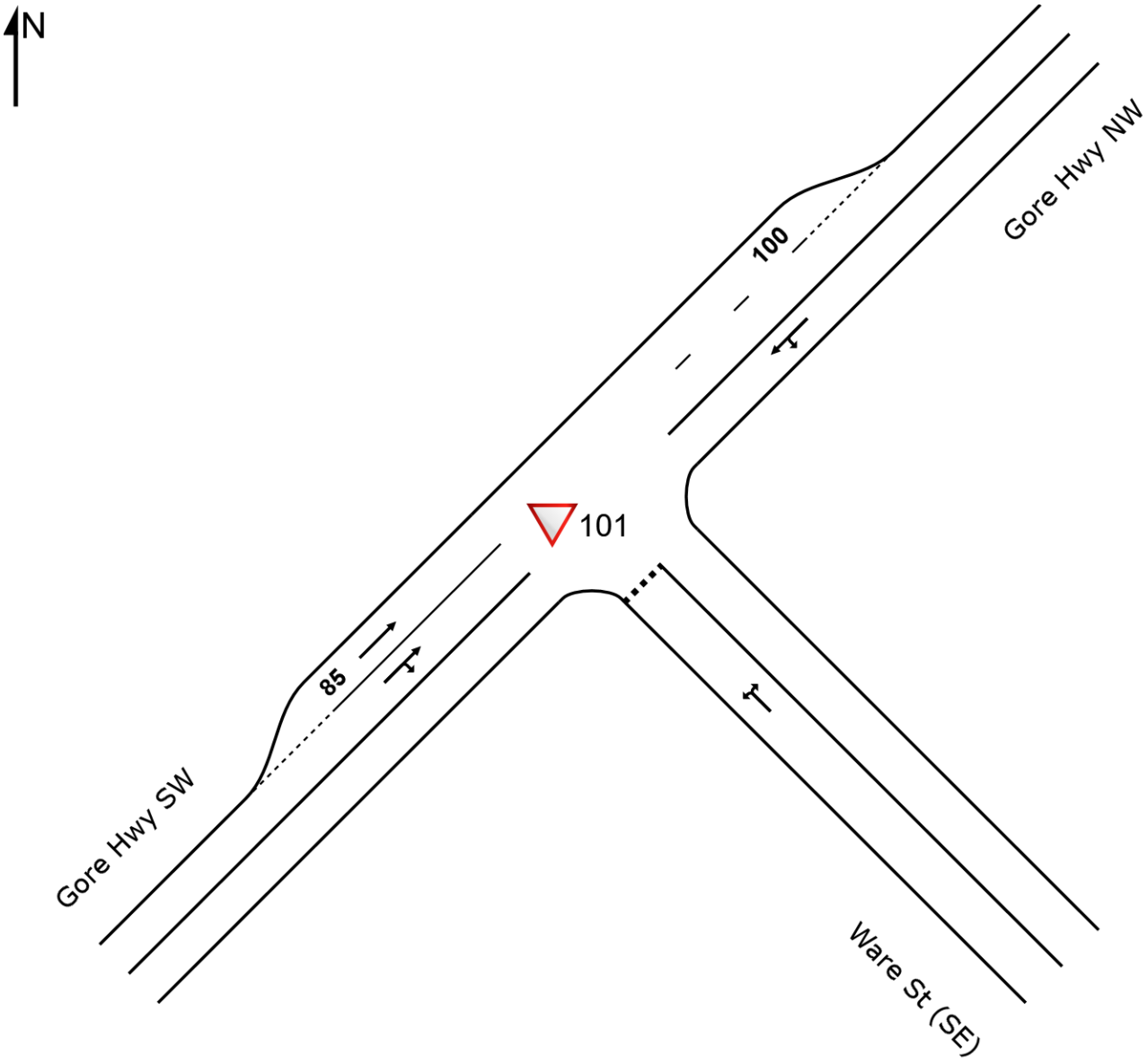
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Gore Hwy/Ware St_2038_AM Peak (Site Folder: C Gore Hwy/Ware St_Option 1 and 2)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St_2038_AM Peak (Site Folder: C Gore Hwy/Ware St_Option 1 and 2)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 14 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Ware St (SE)														
21	L2	6	1	8	16.7	0.010	6.9	LOS A	0.0	0.3	0.40	0.58	0.40	56.3
23	R2	1	0	1	0.0	0.010	10.1	LOS B	0.0	0.3	0.40	0.58	0.40	60.1
Approach		7	1	9	14.3	0.010	7.3	LOS A	0.0	0.3	0.40	0.58	0.40	56.8
NorthEast: Gore Hwy NW														
24	L2	1	0	1	0.0	0.162	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
25	T1	200	72	264	36.0	0.162	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		201	72	265	35.8	0.162	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
SouthWest: Gore Hwy SW														
31	T1	219	58	289	26.5	0.112	0.2	LOS A	0.1	0.5	0.02	0.01	0.02	99.3
32	R2	4	1	5	25.0	0.112	9.9	LOS A	0.1	0.5	0.03	0.02	0.03	70.0
Approach		223	59	294	26.5	0.112	0.3	NA	0.1	0.5	0.02	0.01	0.02	98.6
All Vehicles		431	132	569	30.6	0.162	0.3	NA	0.1	0.5	0.02	0.02	0.02	97.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Gore Hwy/Ware St_2038_PM Peak (Site Folder: C Gore Hwy/Ware St_Option 1 and 2)]

Gore Hwy/Ware St
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 14 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Ware St (SE)														
21	L2	9	0	12	0.0	0.012	6.4	LOS A	0.0	0.3	0.36	0.57	0.36	60.9
23	R2	1	0	1	0.0	0.012	10.7	LOS B	0.0	0.3	0.36	0.57	0.36	60.8
Approach		10	0	13	0.0	0.012	6.8	LOS A	0.0	0.3	0.36	0.57	0.36	60.8
NorthEast: Gore Hwy NW														
24	L2	1	0	1	0.0	0.142	7.8	LOS A	0.0	0.0	0.00	0.00	0.00	88.5
25	T1	182	52	240	28.6	0.142	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		183	52	241	28.4	0.142	0.1	NA	0.0	0.0	0.00	0.00	0.00	99.7
SouthWest: Gore Hwy SW														
31	T1	281	66	371	23.5	0.147	0.3	LOS A	0.2	1.4	0.05	0.03	0.05	98.3
32	R2	14	2	18	14.3	0.147	9.3	LOS A	0.2	1.4	0.07	0.05	0.07	69.9
Approach		295	68	389	23.1	0.147	0.7	NA	0.2	1.4	0.05	0.03	0.05	96.4
All Vehicles		488	120	644	24.6	0.147	0.6	NA	0.2	1.4	0.04	0.03	0.04	96.4

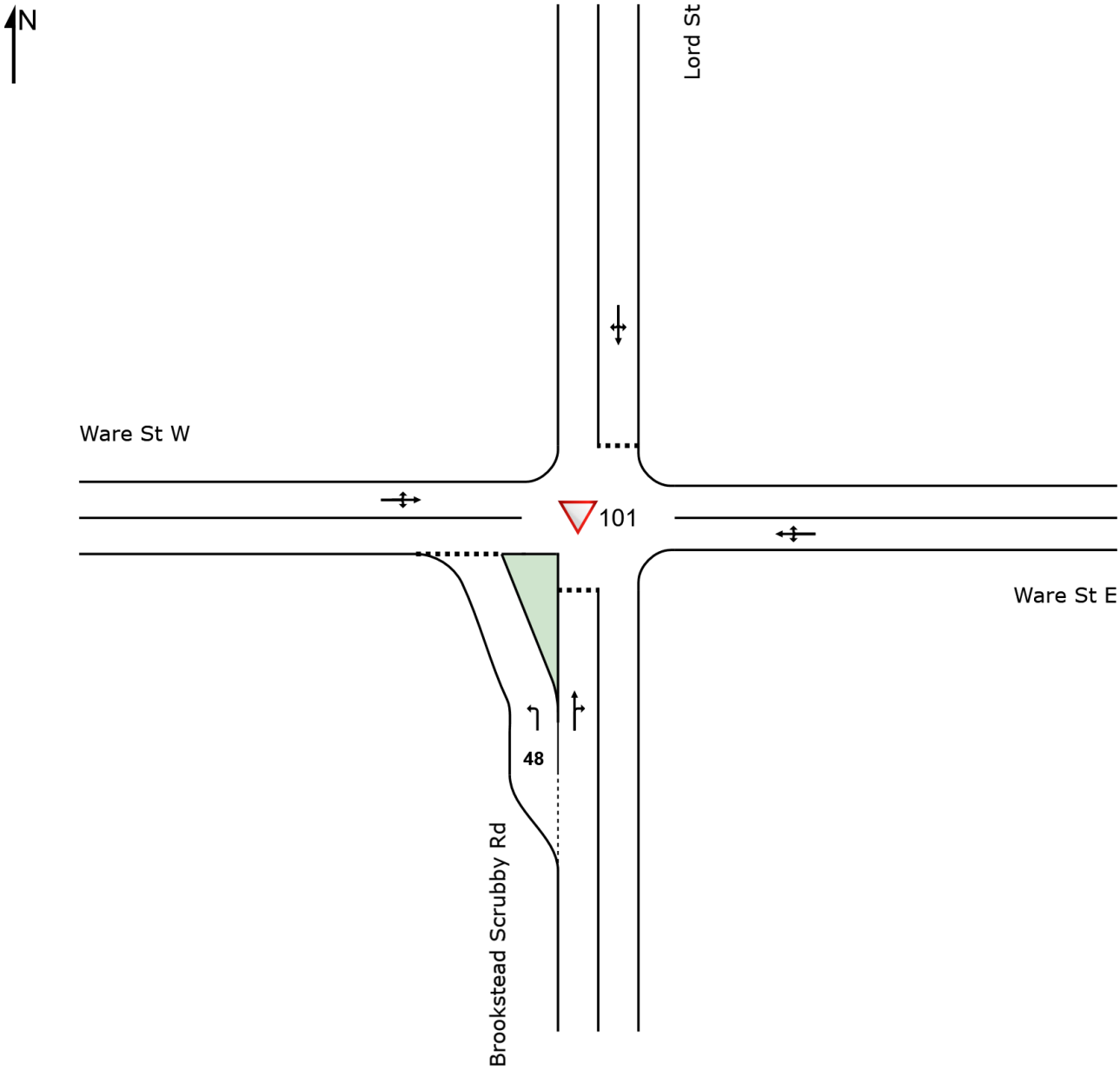
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2038_AM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Option 2)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2038_AM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Option 2)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Brookstead Scrubby Rd														
1	L2	2	0	2	0.0	0.001	4.3	LOS A	0.0	0.0	0.08	0.50	0.08	52.0
2	T1	1	0	1	0.0	0.008	3.2	LOS A	0.0	0.2	0.18	0.52	0.18	51.2
3	R2	7	1	7	14.3	0.008	4.5	LOS A	0.0	0.2	0.18	0.52	0.18	49.6
Approach		10	1	10	10.0	0.008	4.3	LOS A	0.0	0.2	0.16	0.51	0.16	50.2
East: Ware St E														
4	L2	7	4	7	57.1	0.024	6.2	LOS A	0.1	0.8	0.06	0.38	0.06	49.4
5	T1	13	2	13	15.4	0.024	0.0	LOS A	0.1	0.8	0.06	0.38	0.06	56.4
6	R2	20	2	20	10.0	0.024	5.7	LOS A	0.1	0.8	0.06	0.38	0.06	54.4
Approach		40	8	40	20.0	0.024	3.9	NA	0.1	0.8	0.06	0.38	0.06	54.5
North: Lord St														
7	L2	17	5	17	29.4	0.024	5.9	LOS A	0.1	0.8	0.06	0.55	0.06	52.3
8	T1	3	2	3	66.7	0.024	5.5	LOS A	0.1	0.8	0.06	0.55	0.06	48.0
9	R2	9	1	9	11.1	0.024	6.0	LOS A	0.1	0.8	0.06	0.55	0.06	52.9
Approach		29	8	29	27.6	0.024	5.9	LOS A	0.1	0.8	0.06	0.55	0.06	52.2
West: Ware St W														
10	L2	3	1	3	33.3	0.018	6.0	LOS A	0.1	0.8	0.09	0.27	0.09	55.0
11	T1	11	4	11	36.4	0.018	0.1	LOS A	0.1	0.8	0.09	0.27	0.09	58.0
12	R2	10	9	10	90.0	0.018	6.7	LOS A	0.1	0.8	0.09	0.27	0.09	51.4
Approach		24	14	24	58.3	0.018	3.6	NA	0.1	0.8	0.09	0.27	0.09	55.5
All Vehicles		103	31	103	30.1	0.024	4.4	NA	0.1	0.8	0.08	0.41	0.08	53.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Ware St/Lord St/Brookstead Scrubby Rd_2038_PM Peak (Site Folder: D Ware St/Lord St/Brookstead Scrubby Rd Option 2)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Brookstead Scrubby Rd														
1	L2	2	0	2	0.0	0.001	4.3	LOS A	0.0	0.0	0.08	0.50	0.08	51.9
2	T1	1	0	1	0.0	0.004	3.2	LOS A	0.0	0.1	0.17	0.51	0.17	51.4
3	R2	3	0	3	0.0	0.004	4.4	LOS A	0.0	0.1	0.17	0.51	0.17	50.8
Approach		6	0	6	0.0	0.004	4.2	LOS A	0.0	0.1	0.14	0.51	0.14	51.3
East: Ware St E														
4	L2	6	2	6	33.3	0.025	6.0	LOS A	0.1	0.9	0.09	0.35	0.09	50.3
5	T1	15	0	15	0.0	0.025	0.1	LOS A	0.1	0.9	0.09	0.35	0.09	56.7
6	R2	21	4	21	19.0	0.025	5.8	LOS A	0.1	0.9	0.09	0.35	0.09	54.2
Approach		42	6	42	14.3	0.025	3.8	NA	0.1	0.9	0.09	0.35	0.09	54.7
North: Lord St														
7	L2	12	2	12	16.7	0.021	5.8	LOS A	0.1	0.6	0.08	0.55	0.08	52.7
8	T1	2	1	2	50.0	0.021	5.3	LOS A	0.1	0.6	0.08	0.55	0.08	48.2
9	R2	10	2	10	20.0	0.021	6.1	LOS A	0.1	0.6	0.08	0.55	0.08	52.5
Approach		24	5	24	20.8	0.021	5.9	LOS A	0.1	0.6	0.08	0.55	0.08	52.4
West: Ware St W														
10	L2	7	1	7	14.3	0.021	5.8	LOS A	0.1	0.7	0.07	0.25	0.07	55.6
11	T1	17	3	17	17.6	0.021	0.1	LOS A	0.1	0.7	0.07	0.25	0.07	57.8
12	R2	8	6	8	75.0	0.021	6.5	LOS A	0.1	0.7	0.07	0.25	0.07	51.4
Approach		32	10	32	31.3	0.021	2.9	NA	0.1	0.7	0.07	0.25	0.07	56.2
All Vehicles		104	21	104	20.2	0.025	4.0	NA	0.1	0.9	0.08	0.37	0.08	54.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix F

Turn Warrant Assessment Results

DRAFT

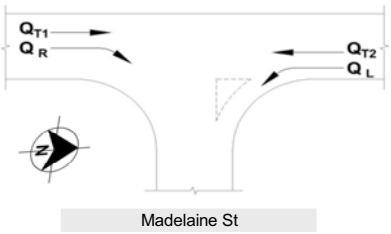
Intersection:	**A1 Gore Hwy / Madelaine St**
Year / Peak:	**Existing AM/PM Peak** Scenarios: **2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	136	171
Q_R =	2	2

Splitter Island? No

Design speed (km/h) 100

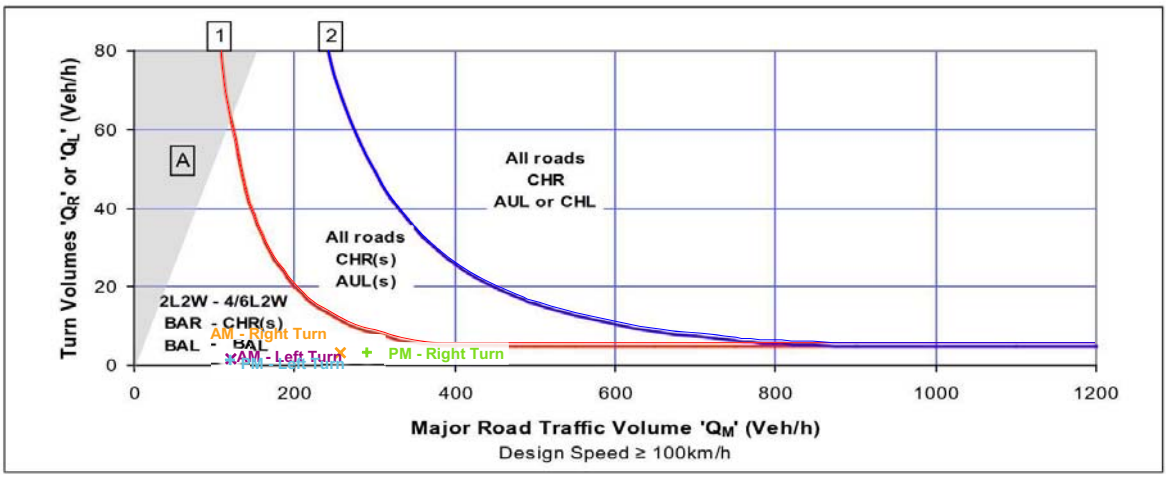


	AM Peak	PM Peak
Q_{T2} =	121	120
Q_L =	1	0

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	258	2
Left	121	1
PM Peak		
Right	291	2
Left	120	0

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



Legend

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

Recommended treatments:

Right Turn	CHR(s)
Left Turn	AUL(s)

Comments:

Existing treatments: CHR(s) lane 93m length (including taper), AUL(s) lane 130m length and narrow road shoulder.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

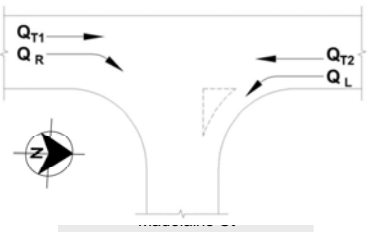
Intersection:	**A1 Gore Hwy / Madelaine St**
Year / Peak:	**Existing AM/PM Peak** Scenarios: **2028**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	184	232
Q_R =	3	3

Splitter Island? No

Design speed (km/h) 100

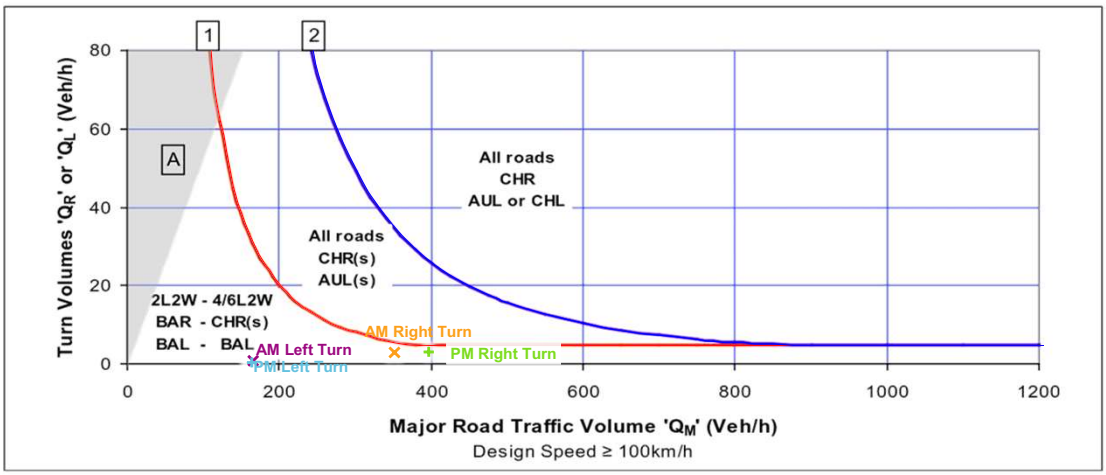


	AM Peak	PM Peak
Q_{T2} =	164	163
Q_L =	1	1

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	350	3
Left	164	1
PM Peak		
Right	395	3
Left	163	1

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



Recommended treatments:

Right Turn	CHR(s)
Left Turn	AUL(s)

Legend

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

Comments:

Existing treatments: CHR(s) lane 93m length (including taper), AUL(s) lane 130m length and narrow road shoulder.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

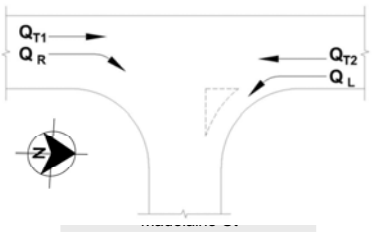
Intersection:	**A1 Gore Hwy / Madelaine St**
Year / Peak:	**Existing AM/PM Peak**
Scenarios:	**2038**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	225	282
Q_R =	4	4

Splitter Island? No

Design speed (km/h) 100

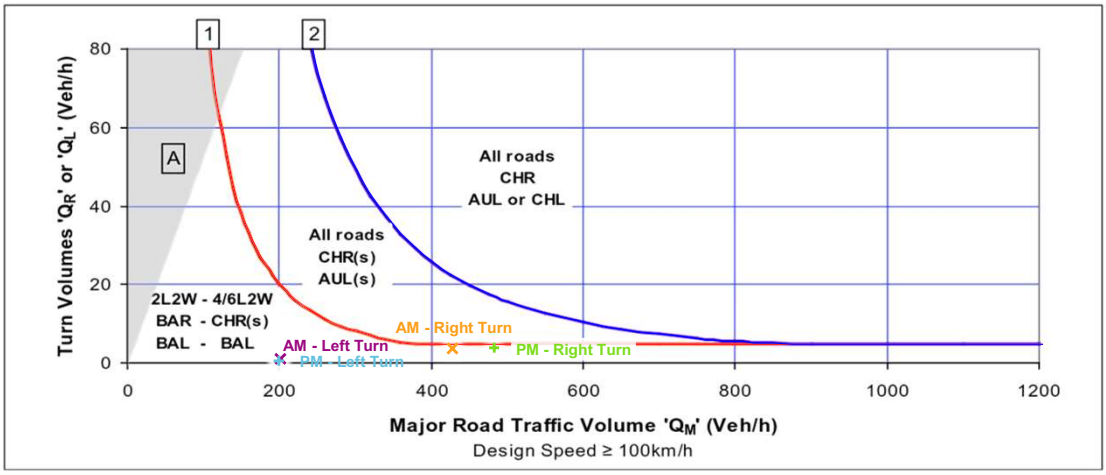


	AM Peak	PM Peak
Q_{T2} =	200	198
Q_L =	1	1

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	426	4
Left	200	1
PM Peak		
Right	481	4
Left	198	1

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



Recommended treatments:

Right Turn	CHR(s)
Left Turn	AUL(s)

Legend

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

Comments:

Existing treatments: CHR(s) lane 93m length (including taper), AUL(s) lane 130m length and narrow road shoulder.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

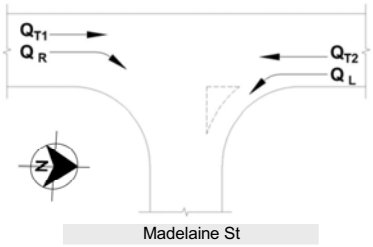
Intersection:	**A1 Gore Hwy / Madelaine St**
Year / Peak:	**Option 1 AM/PM Peak** Scenarios: **2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	136	171
Q_R =	2	2

Splitter Island? No

Design speed (km/h) 100

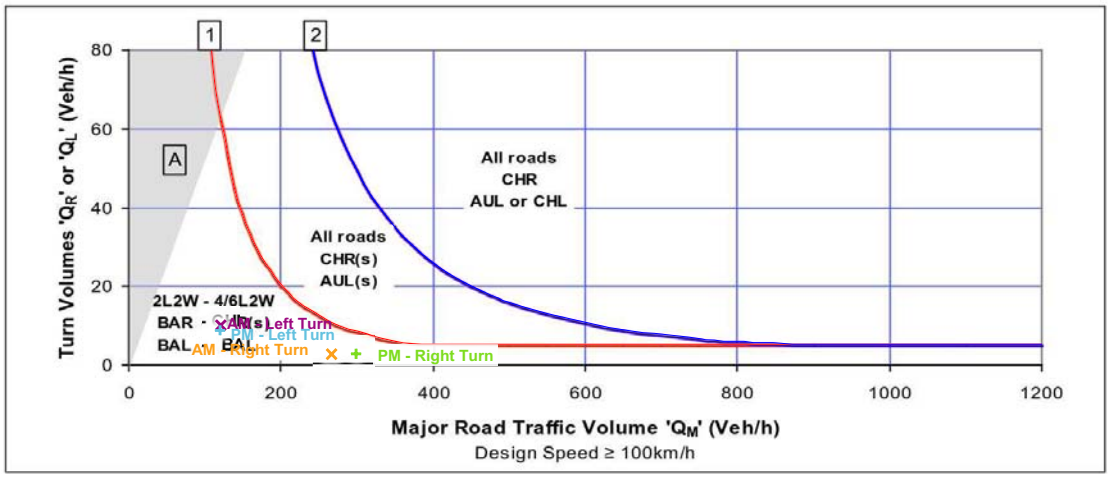


	AM Peak	PM Peak
Q_{T2} =	121	120
Q_L =	10	8

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	267	2
Left	121	10
PM Peak		
Right	299	2
Left	120	8

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



Recommended treatments:

Right Turn	CHR(s)
Left Turn	AUL(s)

Legend

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

Comments:

Existing treatments: CHR(s) lane 93m length (including taper), AUL(s) lane 130m length and narrow road shoulder.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

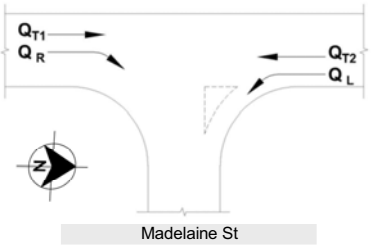
Intersection:	**A1 Gore Hwy / Madelaine St**
Year / Peak:	**Option 1 AM/PM Peak** Scenarios: **2028**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	184	232
Q_R =	3	3

Splitter Island? No

Design speed (km/h) 100

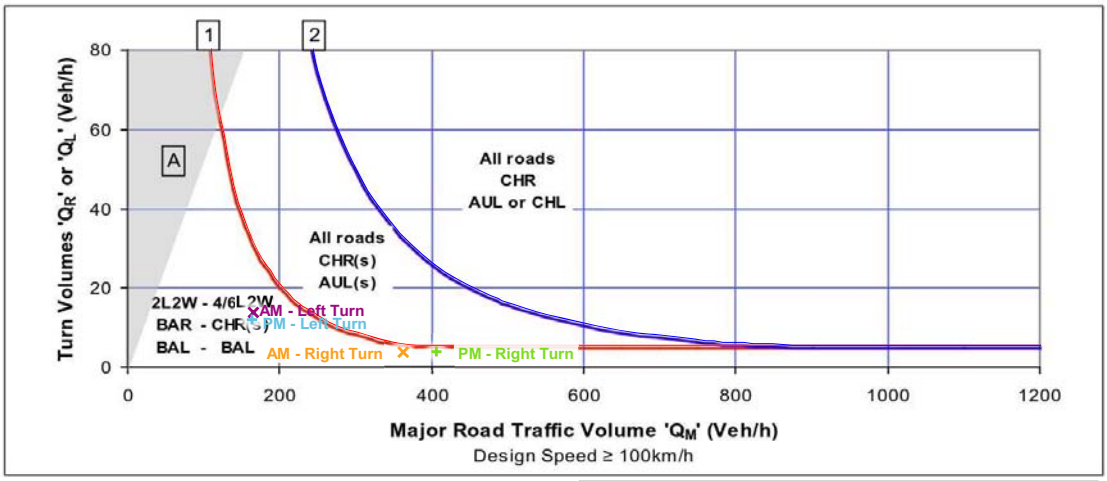


	AM Peak	PM Peak
Q_{T2} =	164	163
Q_L =	13	11

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	362	3
Left	164	13
PM Peak		
Right	405	3
Left	163	11

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



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

Recommended treatments:

Right Turn	CHR(s)
Left Turn	AUL(s)

Comments:

Existing treatments: CHR(s) lane 93m length (including taper), AUL(s) lane 130m length and narrow road shoulder.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

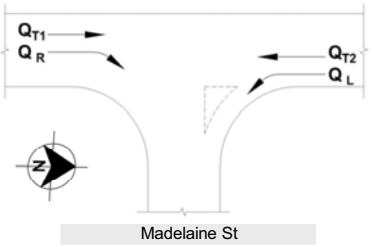
Intersection:	**A1 Gore Hwy / Madelaine St**
Year / Peak:	**Option 1 AM/PM Peak** Scenarios: **2038**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	225	282
Q_R =	4	4

Splitter Island? No

Design speed (km/h) 100

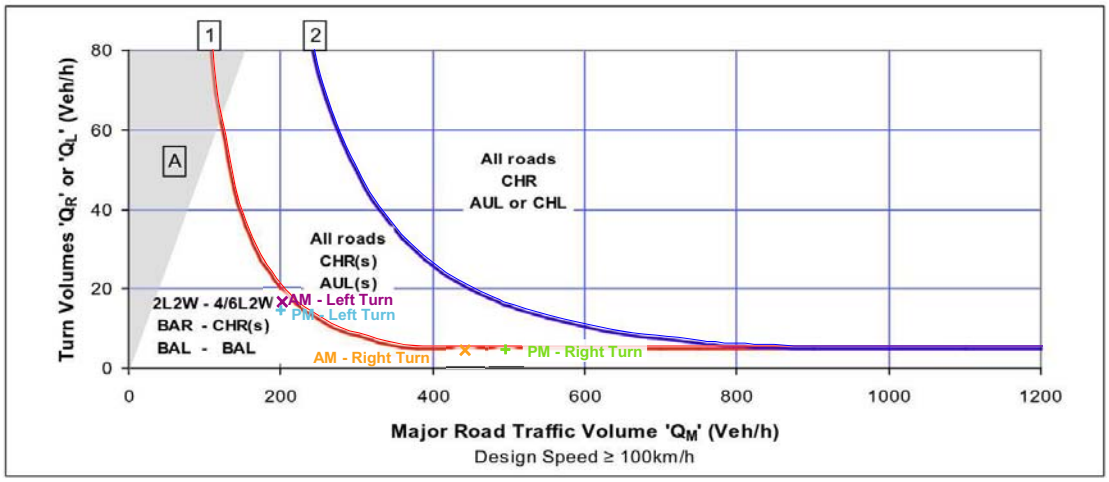


	AM Peak	PM Peak
Q_{T2} =	200	198
Q_L =	16	14

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	441	4
Left	200	16
PM Peak		
Right	494	4
Left	198	14

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



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

Recommended treatments:

Right Turn	CHR(s)
Left Turn	AUL(s)

Comments:

Existing treatments: CHR(s) lane 93m length (including taper), AUL(s) lane 130m length and narrow road shoulder.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

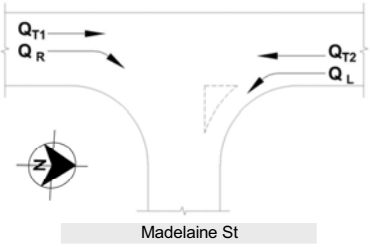
Intersection:	**A1 Gore Hwy / Madelaine St**
Year / Peak:	**Option 2 AM/PM Peak** Scenarios: **2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	136	171
Q_R =	2	2

Splitter Island? No

Design speed (km/h) 100

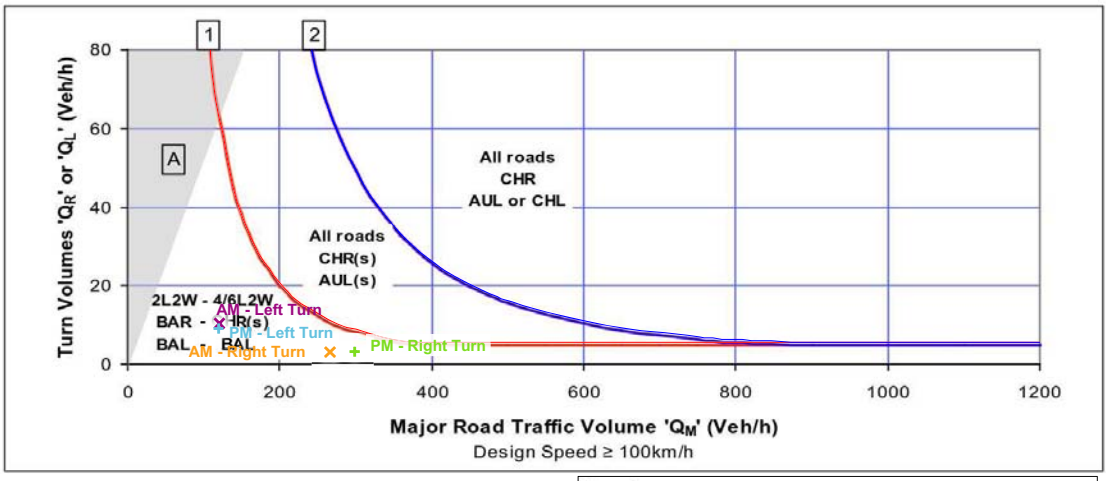


	AM Peak	PM Peak
Q_{T2} =	121	120
Q_L =	10	8

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	267	2
Left	121	10
PM Peak		
Right	299	2
Left	120	8

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



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

Recommended treatments:

Right Turn	CHR(s)
Left Turn	AUL(s)

Comments:

Existing treatments: CHR(s) lane 93m length (including taper), AUL(s) lane 130m length and narrow road shoulder.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

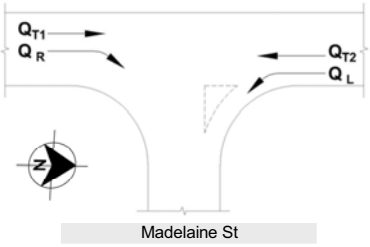
Intersection:	**A1 Gore Hwy / Madelaine St**
Year / Peak:	**Option 2 AM/PM Peak** Scenarios: **2028**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	184	232
Q_R =	3	3

Splitter Island? No

Design speed (km/h) 100

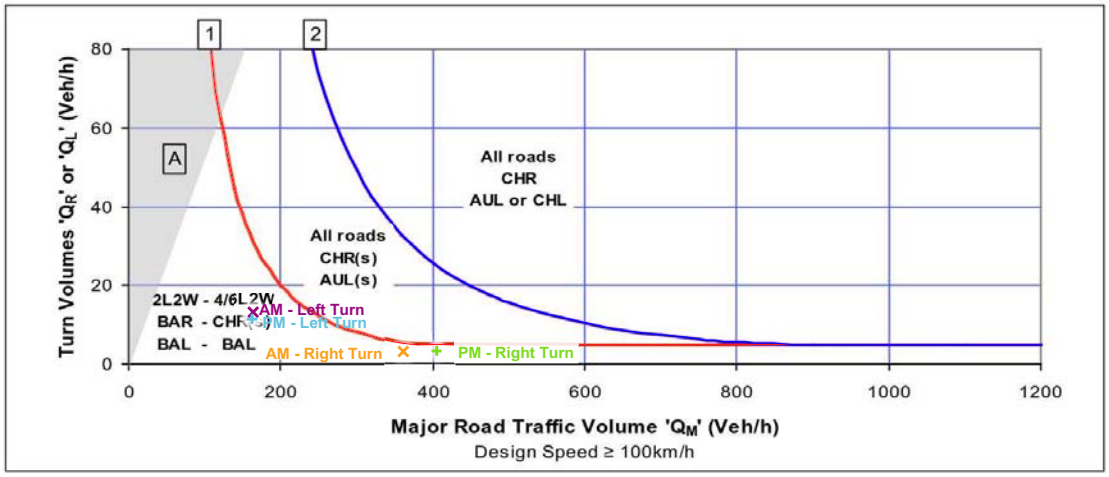


	AM Peak	PM Peak
Q_{T2} =	164	163
Q_L =	13	11

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	362	3
Left	164	13
PM Peak		
Right	405	3
Left	163	11

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



Recommended treatments:

Right Turn	CHR(s)
Left Turn	AUL(s)

Legend

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

Comments:

Existing treatments: CHR(s) lane 93m length (including taper), AUL(s) lane 130m length and narrow road shoulder.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

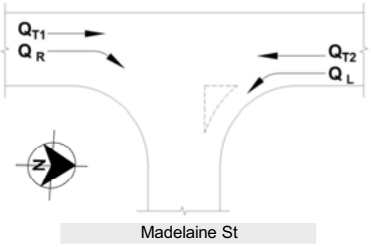
Intersection:	**A1 Gore Hwy / Madelaine St**
Year / Peak:	**Option 2 AM/PM Peak** Scenarios: **2038**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	225	282
Q_R =	4	4

Splitter Island? No

Design speed (km/h) 100

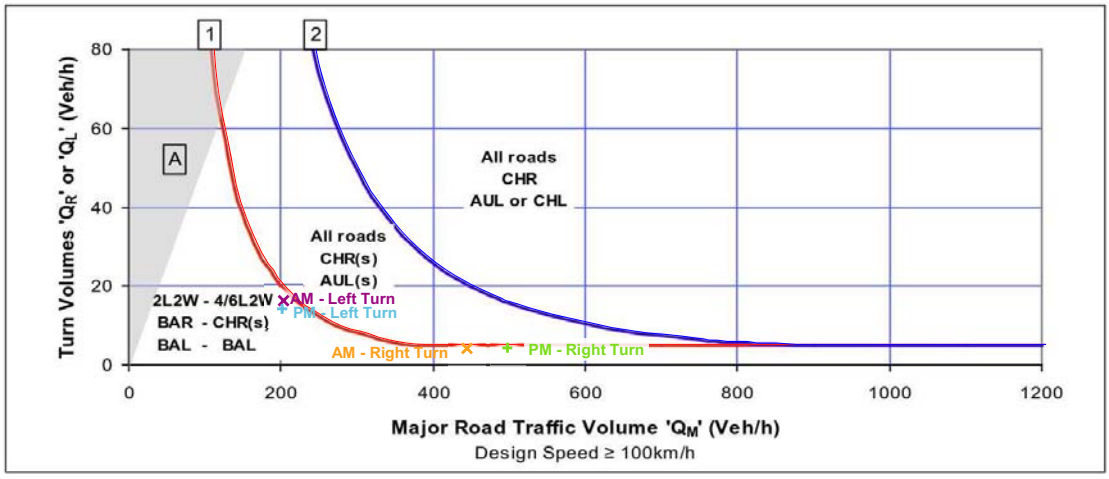


	AM Peak	PM Peak
Q_{T2} =	200	198
Q_L =	16	14

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	441	4
Left	200	16
PM Peak		
Right	494	4
Left	198	14

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



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

Recommended treatments:

Right Turn	CHR(s)
Left Turn	AUL(s)

Comments:

Existing treatments: CHR(s) lane 93m length (including taper), AUL(s) lane 130m length and narrow road shoulder.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

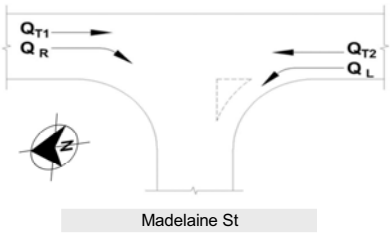
Intersection:	**A2 Gore Hwy / Madelaine St**
Year / Peak:	**Existing AM/PM Peak** Scenarios: **2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	120	112
Q_R =	4	12

Splitter Island? No

Design speed (km/h) 100

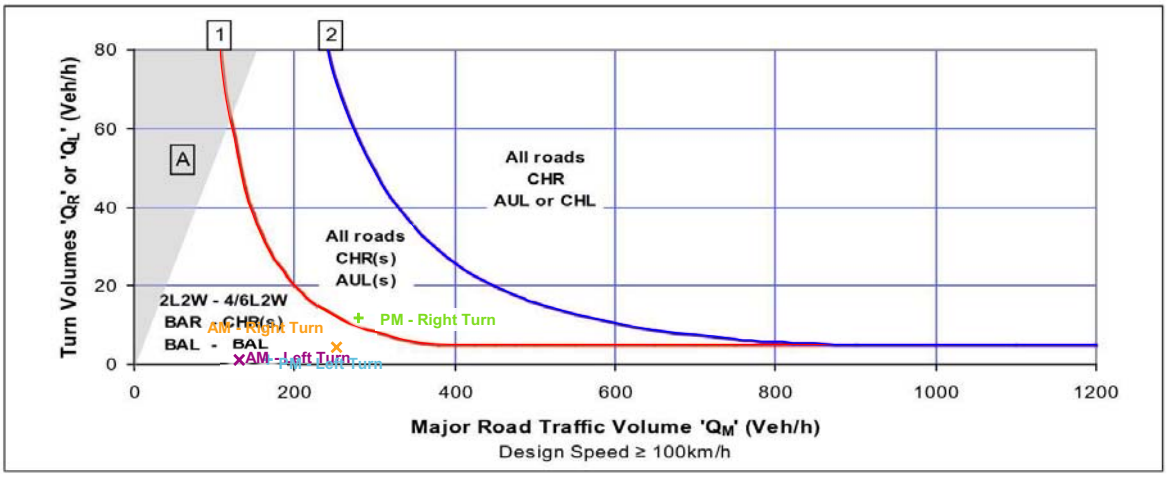


	AM Peak	PM Peak
Q_{T2} =	133	168
Q_L =	1	1

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	254	4
Left	133	1
PM Peak		
Right	281	12
Left	168	1

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



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

Recommended treatments:

Right Turn	CHR(s)
Left Turn	BAL

Comments:

Existing treatments: CHR(s) lane 92m length (including taper), BAL with narrow road shoulder.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

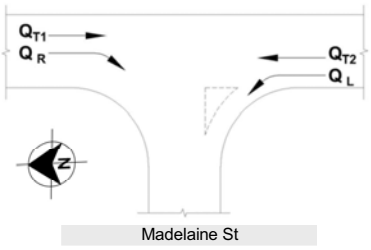
Intersection:	**A2 Gore Hwy / Madelaine St**
Year / Peak:	**Option 1 AM/PM Peak** Scenarios: **2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	120	112
Q_R =	4	12

Splitter Island? No

Design speed (km/h) 100

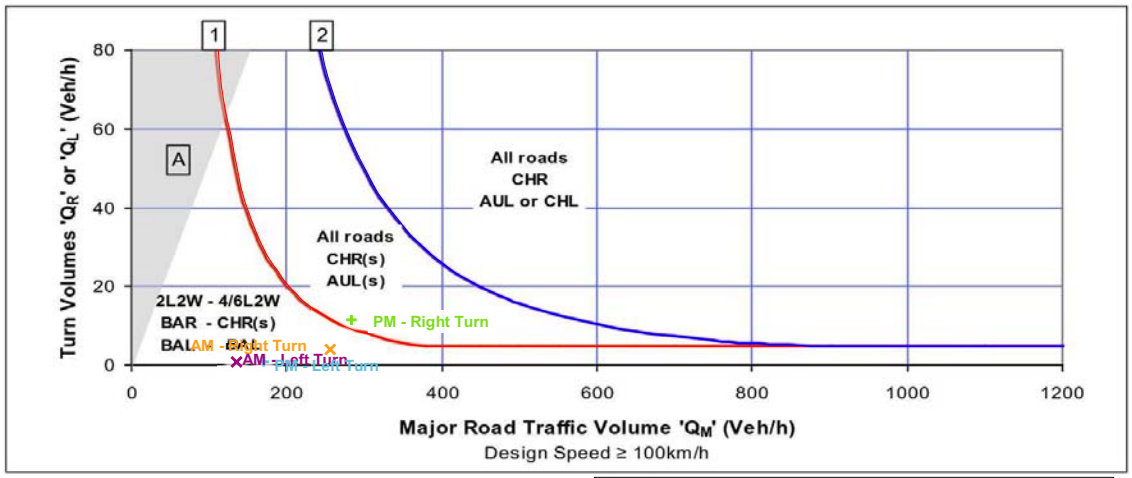


	AM Peak	PM Peak
Q_{T2} =	133	168
Q_L =	1	1

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	254	4
Left	133	1
PM Peak		
Right	281	12
Left	168	1

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



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

Recommended treatments:

Right Turn	CHR(s)
Left Turn	BAL

Comments:

Existing treatments: CHR(s) lane 92m length (including taper), BAL with narrow road shoulder.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

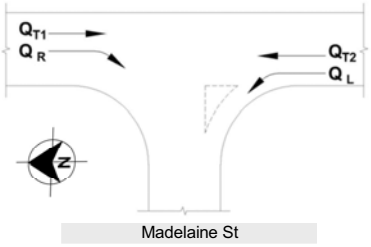
Intersection:	**A2 Gore Hwy / Madelaine St**
Year / Peak:	**Option 2 AM/PM Peak** Scenarios: **2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	120	112
Q_R =	4	12

Splitter Island? No

Design speed (km/h) 100

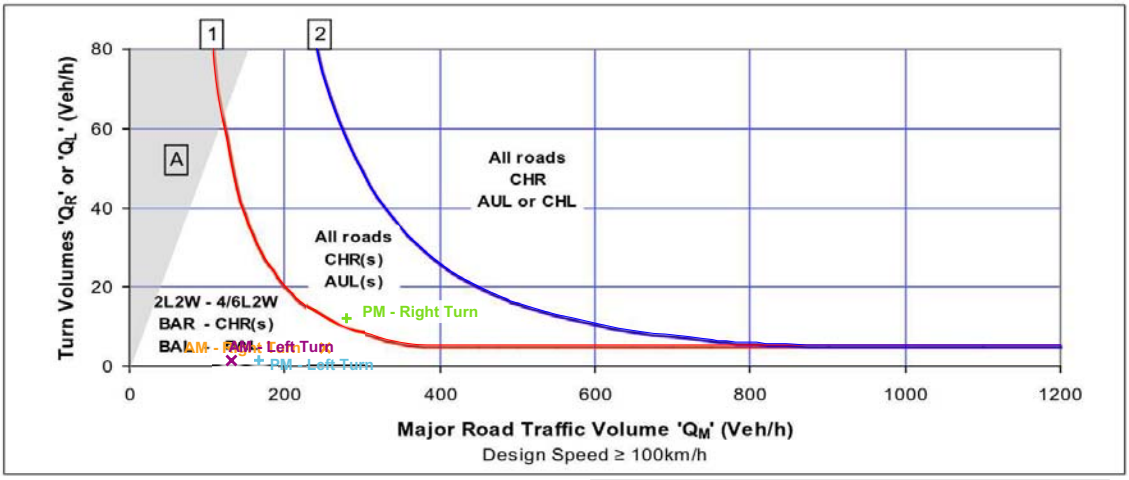


	AM Peak	PM Peak
Q_{T2} =	133	168
Q_L =	1	1

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	254	4
Left	133	1
PM Peak		
Right	281	12
Left	168	1

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



Legend

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

Recommended treatments:

Right Turn	CHR(s)
Left Turn	BAL

Comments:

Existing treatments: CHR(s) lane 92m length (including taper), BAL with narrow road shoulder.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

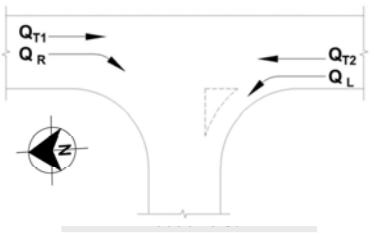
Intersection:	**A2 Gore Hwy / Madelaine St**
Year / Peak:	**Existing AM/PM Peak** Scenarios: **2028**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	163	152
Q_R =	6	16

Splitter Island? No

Design speed (km/h) 100

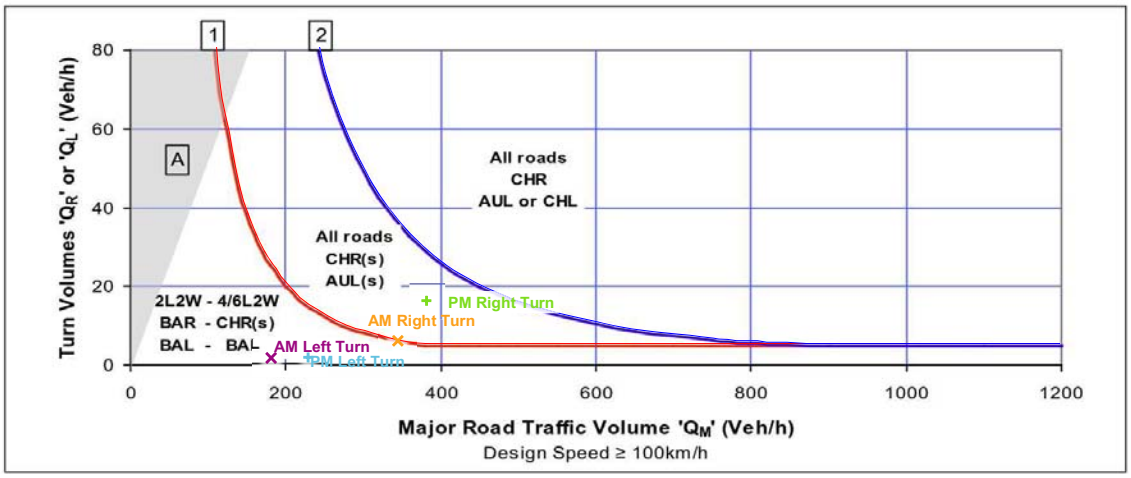


	AM Peak	PM Peak
Q_{T2} =	180	228
Q_L =	1	1

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	344	6
Left	180	1
PM Peak		
Right	381	16
Left	228	1

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



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

Recommended treatments:

Right Turn	CHR(s)
Left Turn	BAL

Comments:

Existing treatments: CHR(s) lane 92m length (including taper), BAL with narrow road shoulder.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

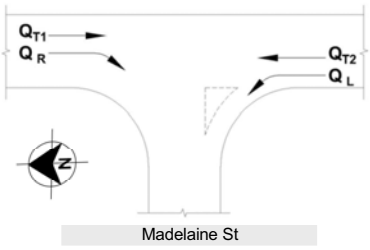
Intersection: **A2 Gore Hwy / Madelaine St**
Year / Peak: **Option 1 AM/PM Peak** Scenarios: **2028**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	163	152
Q_R =	6	16

Splitter Island? No

Design speed (km/h) 100

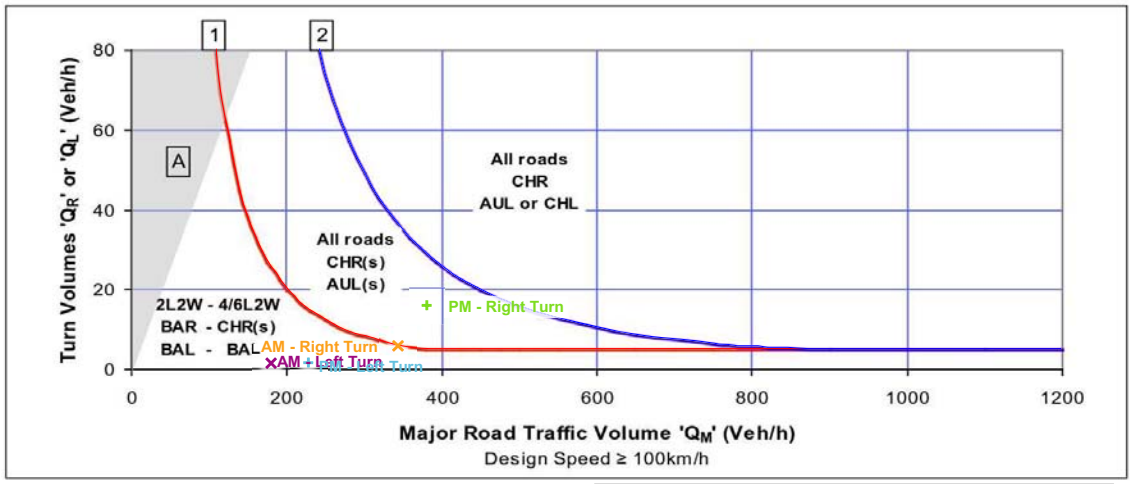


	AM Peak	PM Peak
Q_{T2} =	180	228
Q_L =	1	1

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	344	6
Left	180	1
PM Peak		
Right	381	16
Left	228	1

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



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

Recommended treatments:

Right Turn	CHR(s)
Left Turn	BAL

Comments:

Existing treatments: CHR(s) lane 92m length (including taper), BAL with narrow road shoulder.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

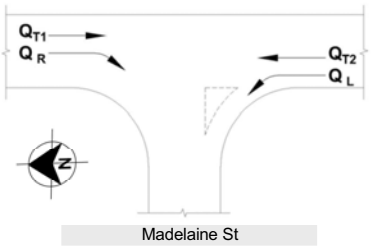
Intersection:	**A2 Gore Hwy / Madelaine St**
Year / Peak:	**Option 2 AM/PM Peak** Scenarios: **2028**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	163	152
Q_R =	6	16

Splitter Island? No

Design speed (km/h) 100

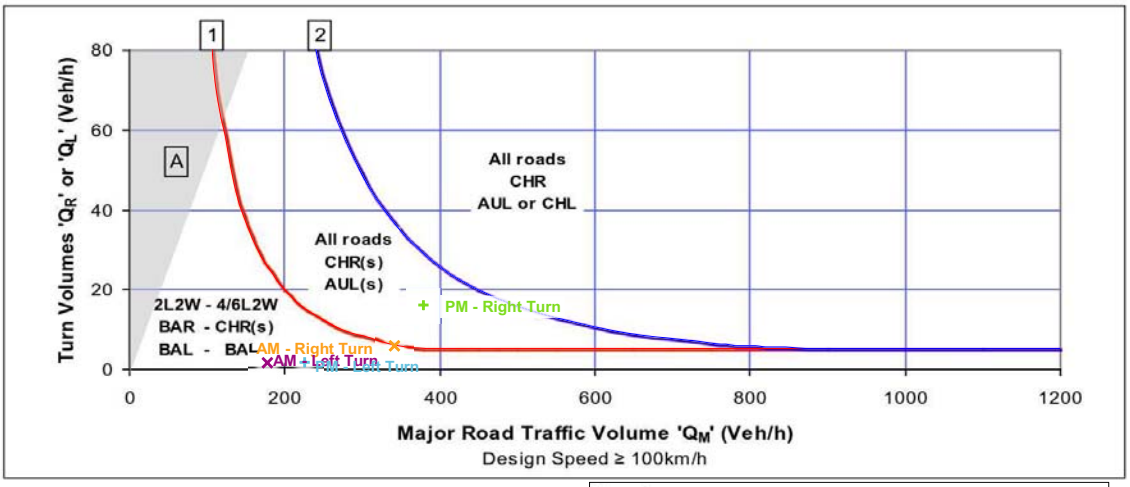


	AM Peak	PM Peak
Q_{T2} =	180	228
Q_L =	1	1

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	344	6
Left	180	1
PM Peak		
Right	381	16
Left	228	1

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



Legend

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

Recommended treatments:

Right Turn	CHR(s)
Left Turn	BAL

Comments:

Existing treatments: CHR(s) lane 92m length (including taper), BAL with narrow road shoulder.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

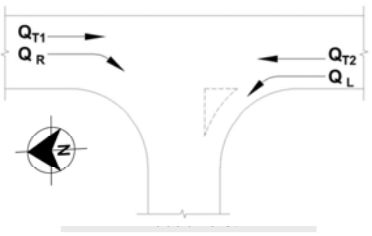
Intersection:	**A2 Gore Hwy / Madelaine St**
Year / Peak:	**Existing AM/PM Peak** Scenarios: **2038**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	199	185
Q_R =	7	19

Splitter Island? No

Design speed (km/h) 100

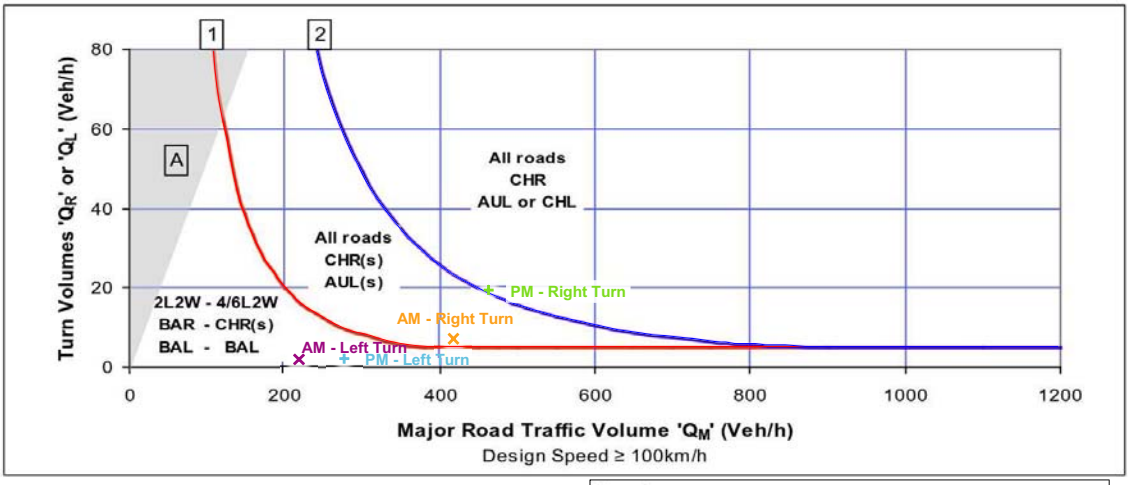


	AM Peak	PM Peak
Q_{T2} =	219	278
Q_L =	1	2

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	419	7
Left	219	1
PM Peak		
Right	465	19
Left	278	2

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



Legend

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

Recommended treatments:

Right Turn	CHR
Left Turn	BAL

Comments:

Existing treatments: CHR(s) lane 92m length (including taper), BAL with narrow road shoulder. Upgrade from CHR(s) to CHR required based on PM peak backround traffic growth.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

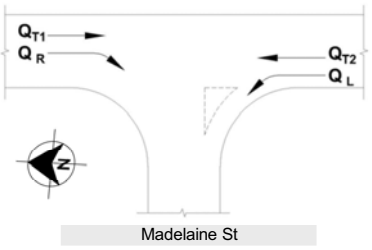
Intersection:	**A2 Gore Hwy / Madelaine St**
Year / Peak:	**Option 1 AM/PM Peak** Scenarios: **2038**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	199	185
Q_R =	7	19

Splitter Island? No

Design speed (km/h) 100

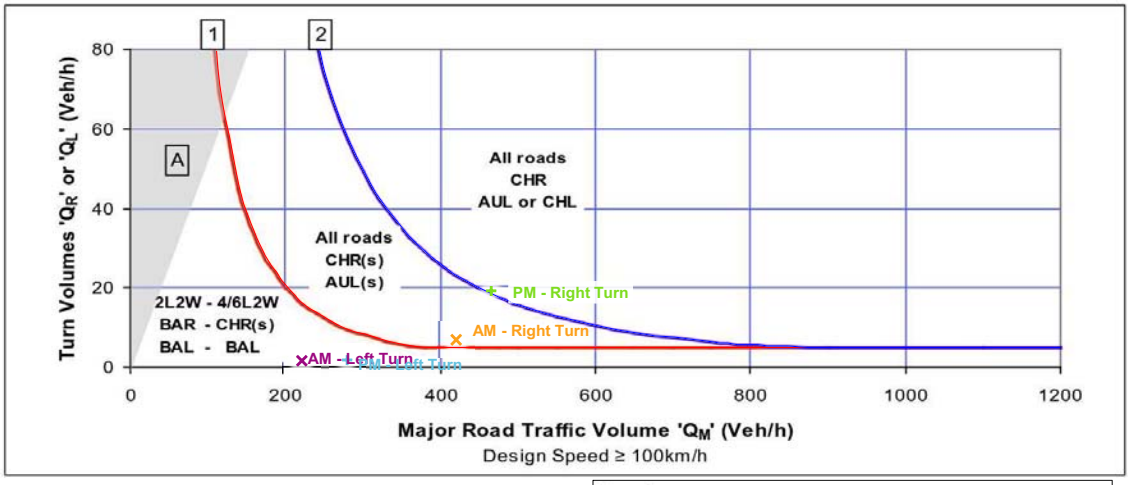


	AM Peak	PM Peak
Q_{T2} =	219	278
Q_L =	1	2

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	419	7
Left	219	1
PM Peak		
Right	465	19
Left	278	2

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



Recommended treatments:

Right Turn	CHR
Left Turn	BAL

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

Comments:

Existing treatments: CHR(s) lane 92m length (including taper), BAL with narrow road shoulder. Upgrade from CHR(s) to CHR required based on PM peak backround traffic growth.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

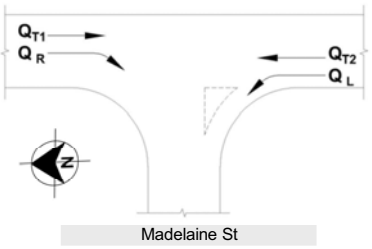
Intersection:	**A2 Gore Hwy / Madelaine St**
Year / Peak:	**Option 2 AM/PM Peak** Scenarios: **2038**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	199	185
Q_R =	7	19

Splitter Island? No

Design speed (km/h) 100

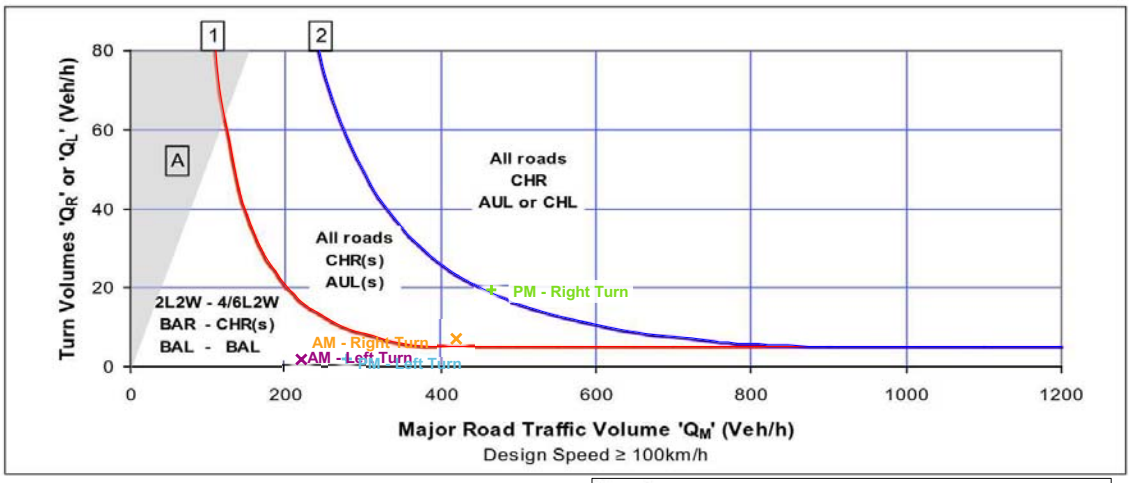


	AM Peak	PM Peak
Q_{T2} =	219	278
Q_L =	1	2

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	419	7
Left	219	1
PM Peak		
Right	465	19
Left	278	2

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



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

Recommended treatments:

Right Turn	CHR
Left Turn	BAL

Comments:

Existing treatments: CHR(s) lane 92m length (including taper), BAL with narrow road shoulder. Upgrade from CHR(s) to CHR required based on PM peak backround traffic growth.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

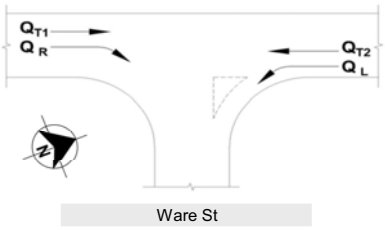
Intersection:	**C Gore Hwy / Ware St**	
Year / Peak:	**Existing AM/PM Peak**	Scenarios: **2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	132	170
Q_R =	3	8

Splitter Island? No

Design speed (km/h) 100

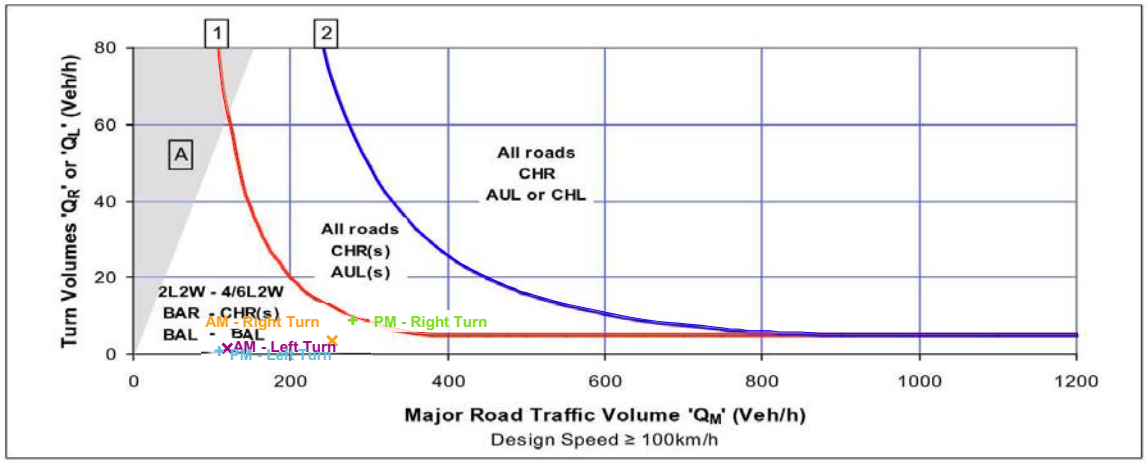


	AM Peak	PM Peak
Q_{T2} =	121	111
Q_L =	1	0

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	254	3
Left	121	1
PM Peak		
Right	280	8
Left	111	0

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



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

Recommended treatments:

Right Turn	AUR
Left Turn	BAL

Comments:

Existing treatments: AUR (alternative to CHR(s)) lane length 250m (including 135m exit length), BAL with narrow shoulder

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

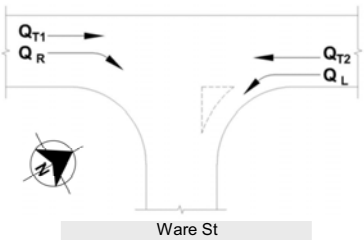
Intersection:	**C Gore Hwy / Ware St**
Year / Peak:	**Option 1 AM/PM Peak**
Scenarios:	**2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	132	170
Q_R =	3	8

Splitter Island? No

Design speed (km/h) 100



	AM Peak	PM Peak
Q_{T2} =	121	111
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Graph	Q_M	Q_R/Q_L
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Right	254	3
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Left	111	0

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

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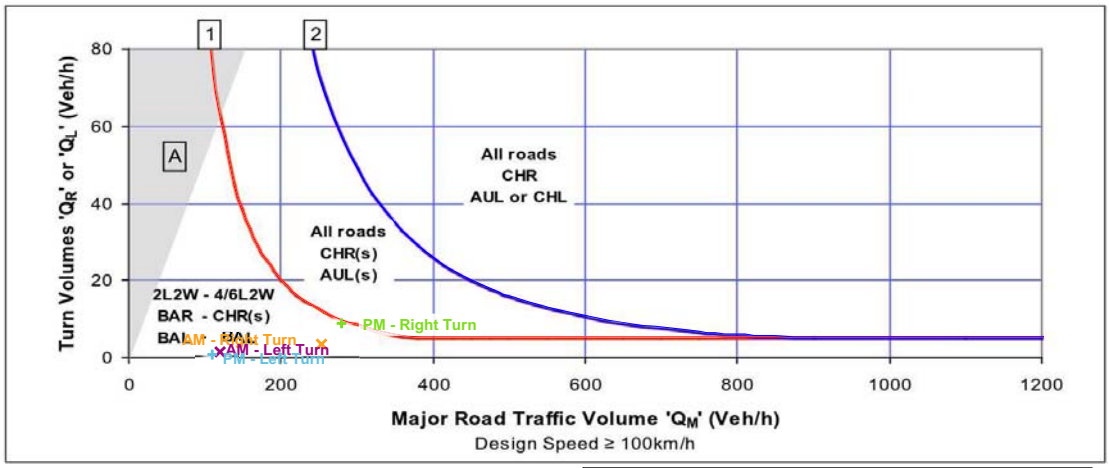

Legend			
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CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
CHR	Channelised Right Turn	AUL	Auxiliary Left Turn
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Recommended treatments:

Right Turn	AUR
Left Turn	BAL

Comments:

Existing treatments: AUR (alternative to CHR(s)) lane length 250m (including 135m exit length), BAL with narrow shoulder

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

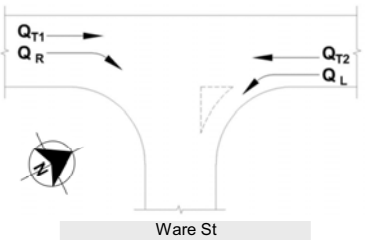
Intersection:	**C Gore Hwy / Ware St**
Year / Peak:	**Option 2 AM/PM Peak**
Scenarios:	**2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	132	170
Q_R =	3	8

Splitter Island? No

Design speed (km/h) 100



	AM Peak	PM Peak
Q_{T2} =	121	111
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Left	121	1
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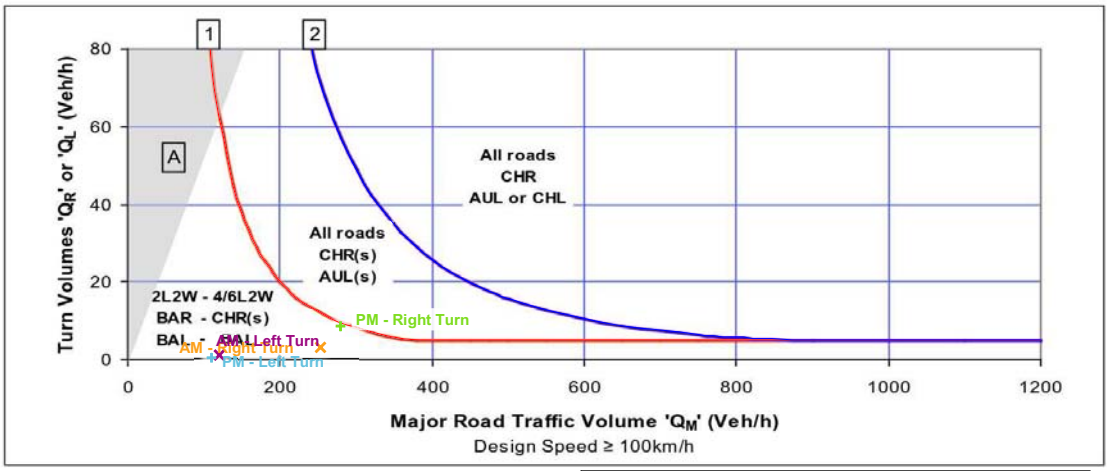
Left	111	0

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



Legend			
BAR	Basic Right Turn	BAL	Basic Left Turn
CHR(S)	Channelised Right Turn (short)	AUL(S)	Auxiliary Left Turn (short)
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Recommended treatments:

Right Turn	AUR
Left Turn	BAL

Comments:

Existing treatments: AUR (alternative to CHR(s)) lane length 250m (including 135m exit length), BAL with narrow shoulder

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

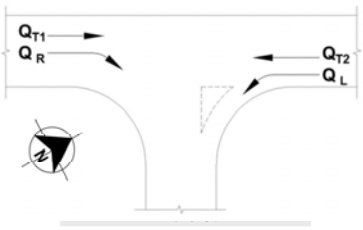
Intersection:	**C Gore Hwy / Ware St**
Year / Peak:	**Existing AM/PM Peak** Scenarios: **2028**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	179	230
Q_R =	4	11

Splitter Island? No

Design speed (km/h) 100

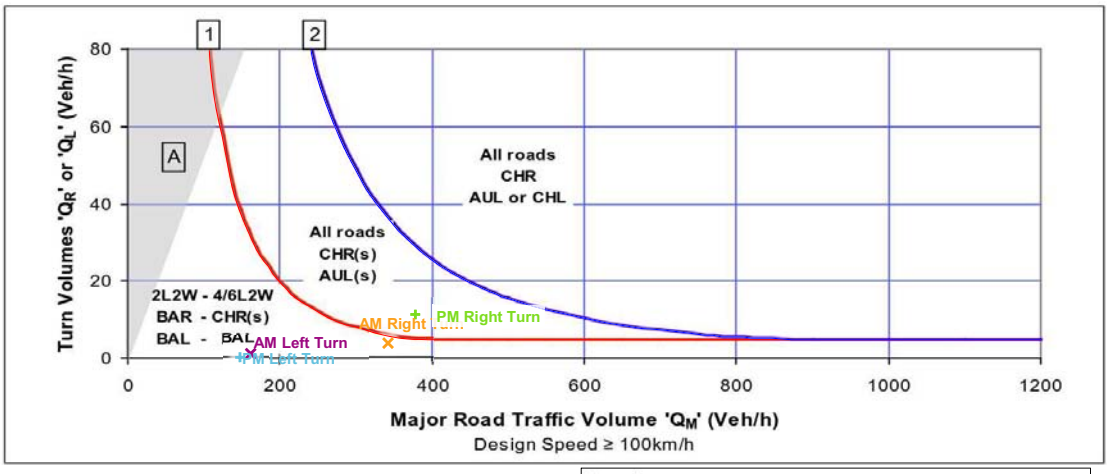


	AM Peak	PM Peak
Q_{T2} =	164	150
Q_L =	1	0

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	344	4
Left	164	1
PM Peak		
Right	380	11
Left	150	0

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



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

Recommended treatments:

Right Turn	AUR
Left Turn	BAL

Comments:

Existing treatments: AUR (alternative to CHR(s)) lane length 250m (including 135m exit length), BAL with narrow shoulder

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

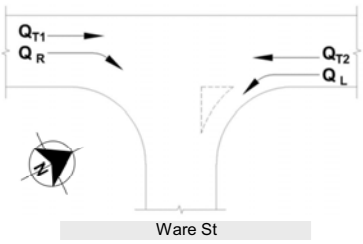
Intersection:	**C Gore Hwy / Ware St**	
Year / Peak:	**Option 1 AM/PM Peak**	Scenarios: **2028**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	*PM Peak*
Q_{T1} =	179	230
Q_R =	4	11

Splitter Island? No

Design speed (km/h) 100

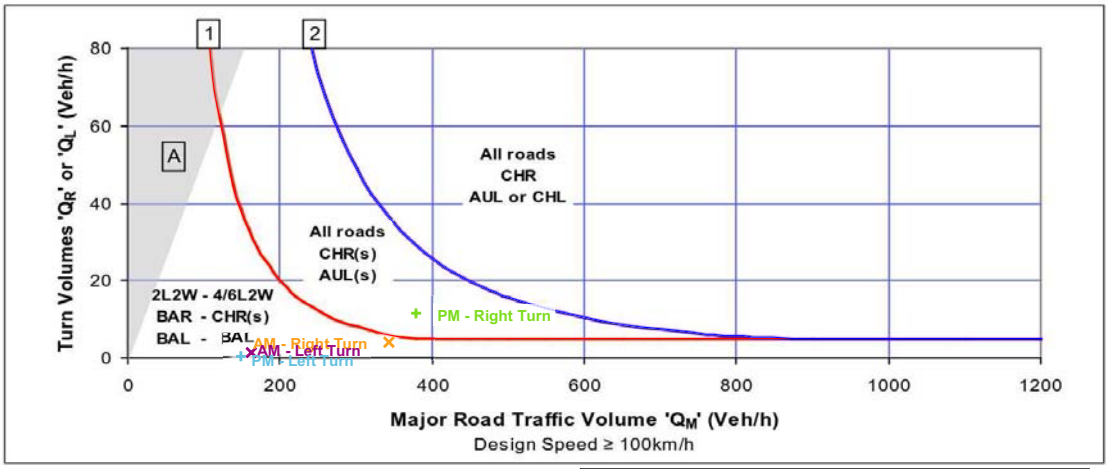


	AM Peak	*PM Peak*
Q_{T2} =	164	150
Q_L =	1	0

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	344	4
Left	164	1
PM Peak		
Right	380	11
Left	150	0

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



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

Recommended treatments:

Right Turn	AUR
Left Turn	BAL

Comments:

Existing treatments: AUR (alternative to CHR(s)) lane length 250m (including 135m exit length), BAL with narrow shoulder

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

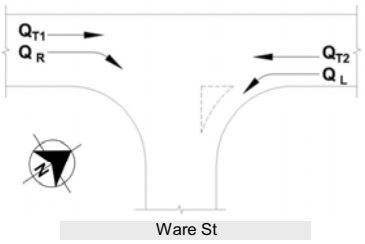
Intersection: **C Gore Hwy / Ware St**
Year / Peak: **Option 2 AM/PM Peak** Scenarios: **2028**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	179	230
Q_R =	4	11

Splitter Island? No

Design speed (km/h) 100

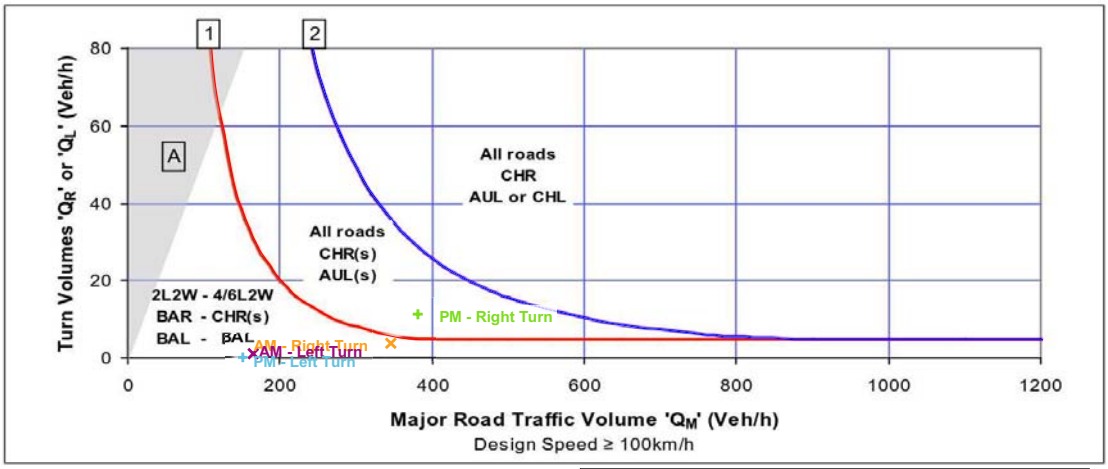


	AM Peak	PM Peak
Q_{T2} =	164	150
Q_L =	1	0

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	344	4
Left	164	1
PM Peak		
Right	380	11
Left	150	0

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



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

Recommended treatments:

Right Turn	AUR
Left Turn	BAL

Comments:

Existing treatments: AUR (alternative to CHR(s)) lane length 250m (including 135m exit length), BAL with narrow shoulder

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

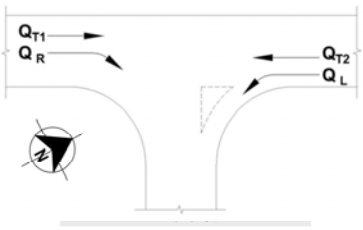
Intersection:	**C Gore Hwy / Ware St**
Year / Peak:	**Existing AM/PM Peak** Scenarios: **2038**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	219	280
Q_R =	5	14

Splitter Island? No

Design speed (km/h) 100

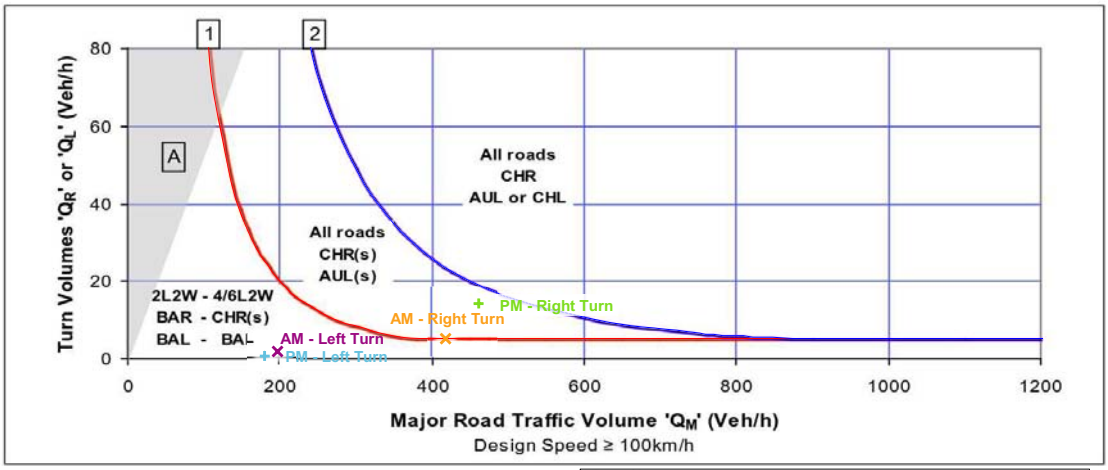


	AM Peak	PM Peak
Q_{T2} =	199	183
Q_L =	1	0

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	420	5
Left	199	1
PM Peak		
Right	463	14
Left	183	0

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



Recommended treatments:

Right Turn	AUR
Left Turn	BAL

Legend

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

Comments:

Existing treatments: AUR (alternative to CHR(s)) lane length 250m (including 135m exit length), BAL with narrow shoulder

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

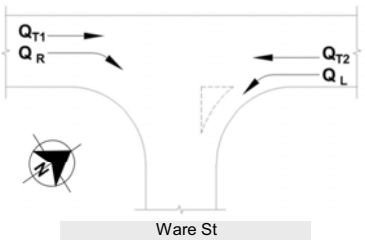
Intersection: **C Gore Hwy / Ware St**
Year / Peak: **Option 1 AM/PM Peak** Scenarios: **2038**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	219	280
Q_R =	5	14

Splitter Island? No

Design speed (km/h) 100

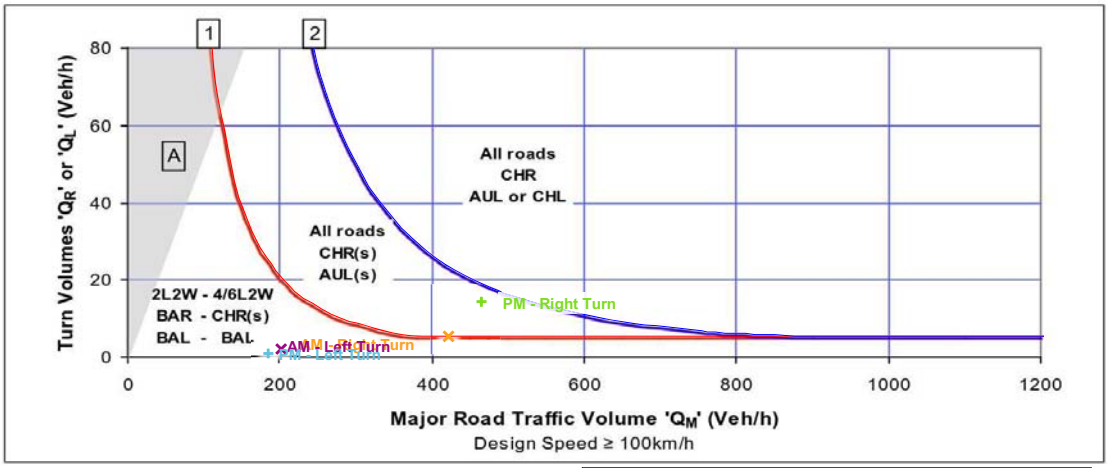


	AM Peak	PM Peak
Q_{T2} =	199	183
Q_L =	1	0

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	420	5
Left	199	1
PM Peak		
Right	463	14
Left	183	0

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



Recommended treatments:

Right Turn	AUR
Left Turn	BAL

Legend

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

Comments:

Existing treatments: AUR (alternative to CHR(s)) lane length 250m (including 135m exit length), BAL with narrow shoulder

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

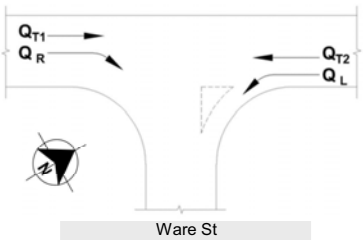
Intersection: **C Gore Hwy / Ware St**
Year / Peak: **Option 2 AM/PM Peak** Scenarios: **2038**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	219	280
Q_R =	5	14

Splitter Island? No

Design speed (km/h) 100

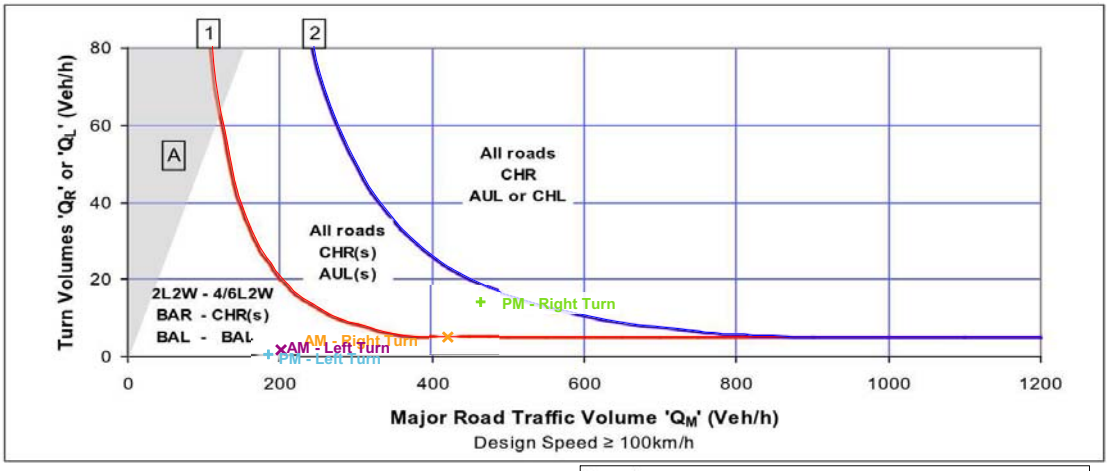


	AM Peak	PM Peak
Q_{T2} =	199	183
Q_L =	1	0

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	420	5
Left	199	1
PM Peak		
Right	463	14
Left	183	0

Figure 2.3.6-1 – Warrants – major road turn treatments – normal design domain

(a)



Legend

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

Recommended treatments:

Right Turn	AUR
Left Turn	BAL

Comments:

Existing treatments: AUR (alternative to CHR(s)) lane length 250m (including 135m exit length), BAL with narrow shoulder

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

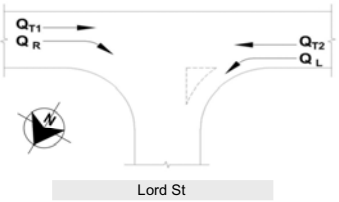
Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**
Year / Peak:	**Existing AM/PM Peak** Scenarios: **2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	6	8
Q_R =	3	2

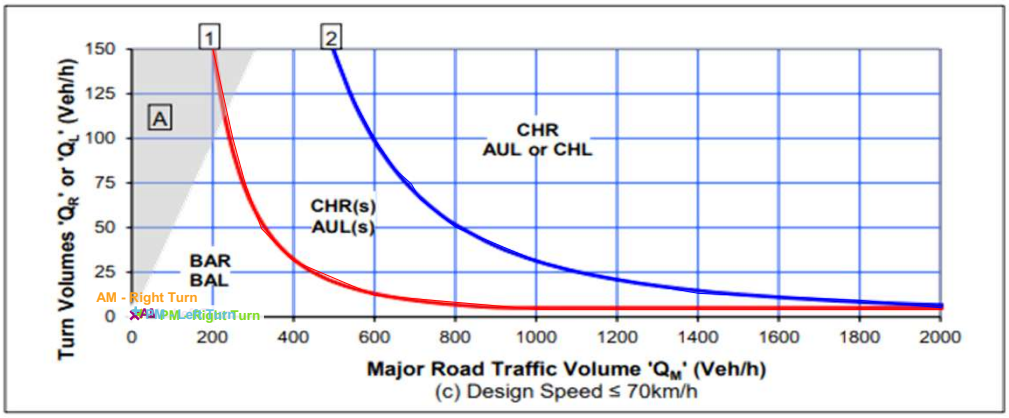
Splitter Island? No

Design speed (km/h) 60



	AM Peak	PM Peak
Q_{T2} =	7	10
Q_L =	2	4

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	15	3
Left	7	2
PM Peak		
Right	22	2
Left	10	4



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

Legend

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

Comments:

No existing turn warrant treatments.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

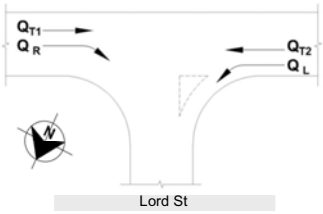
Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**
Year / Peak:	**Option 1 AM/PM Peak** Scenarios: **2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	8	9
Q_R =	3	2

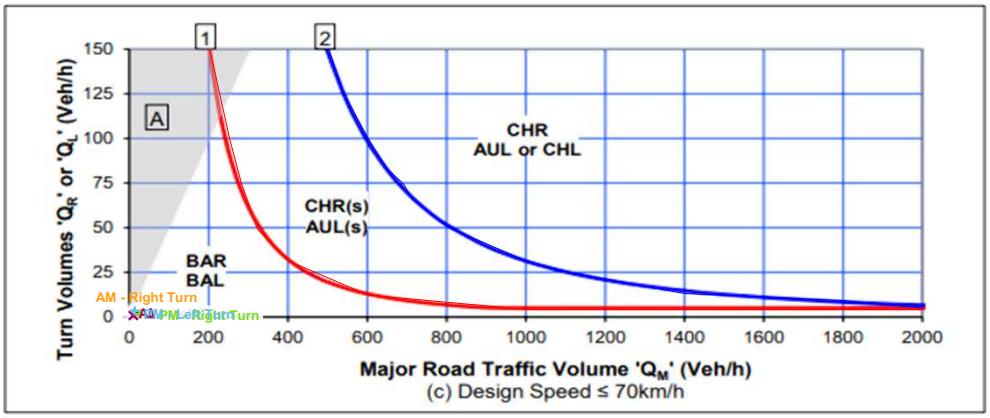
Splitter Island? No

Design speed (km/h) 60



	AM Peak	PM Peak
Q_{T2} =	7	10
Q_L =	2	4

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	16	3
Left	7	2
PM Peak		
Right	24	2
Left	10	4



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

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

Comments:

No existing turn warrant treatments.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

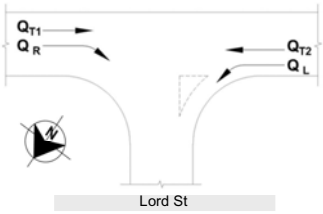
Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**
Year / Peak:	**Option 2 AM/PM Peak** Scenarios: **2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	8	9
Q_R =	13	12

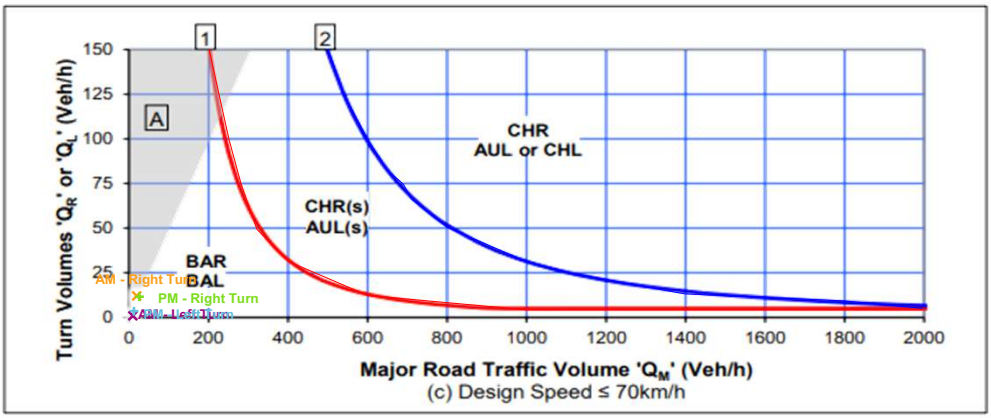
Splitter Island? No

Design speed (km/h) 60



	AM Peak	PM Peak
Q_{T2} =	7	10
Q_L =	2	4

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	16	13
Left	7	2
PM Peak		
Right	24	12
Left	10	4



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

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

Comments:

No existing turn warrant treatments.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

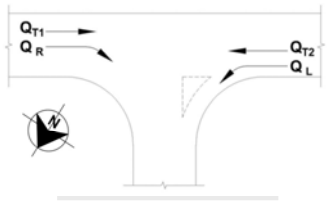
Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**
Year / Peak:	**Existing AM/PM Peak** Scenarios: **2028**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This assessment applies only to turning movements from the major road only.

	AM Peak	*PM Peak*
Q_{T1} =	9	11
Q_R =	3	3

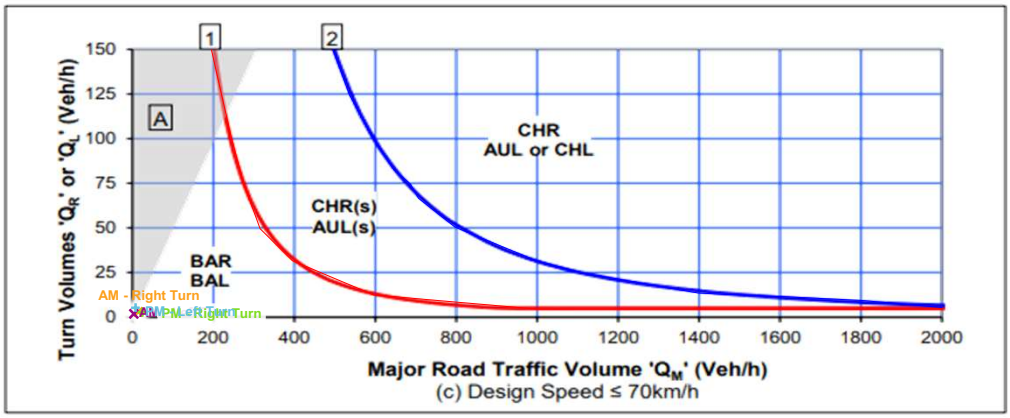
Splitter Island? No

Design speed (km/h) 60



	AM Peak	*PM Peak*
Q_{T2} =	9	14
Q_L =	2	6

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	20	3
Left	9	2
PM Peak		
Right	30	3
Left	14	6



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

Legend

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

Comments:

No existing turn warrant treatments. Volumes do not trigger threshold for turn treatment upgrade compared to existing conditions.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

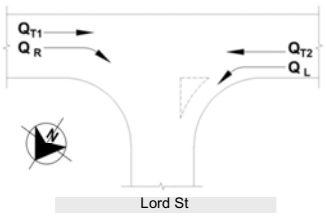
Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**	
Year / Peak:	**Option 1 AM/PM Peak**	Scenarios: **2028**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	10	13
Q_R =	3	3

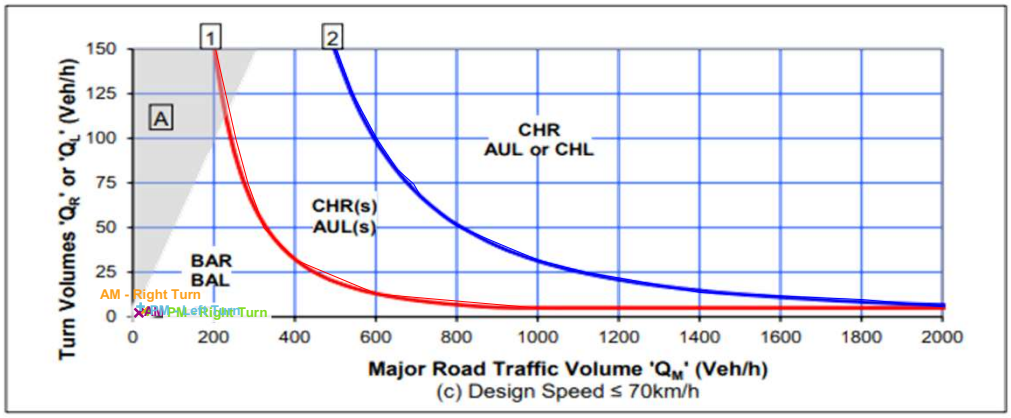
Splitter Island? No

Design speed (km/h) 60



	AM Peak	PM Peak
Q_{T2} =	9	14
Q_L =	2	6

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	22	3
Left	9	2
PM Peak		
Right	32	3
Left	14	6



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

Legend

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

Comments:

No existing turn warrant treatments. Volumes do not trigger threshold for turn treatment upgrade compared to existing conditions.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

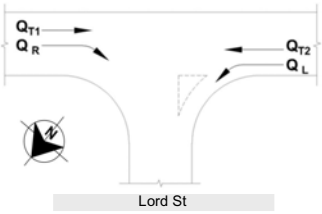
Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**
Year / Peak:	**Option 2 AM/PM Peak** Scenarios: **2028**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	10	13
Q_R =	17	17

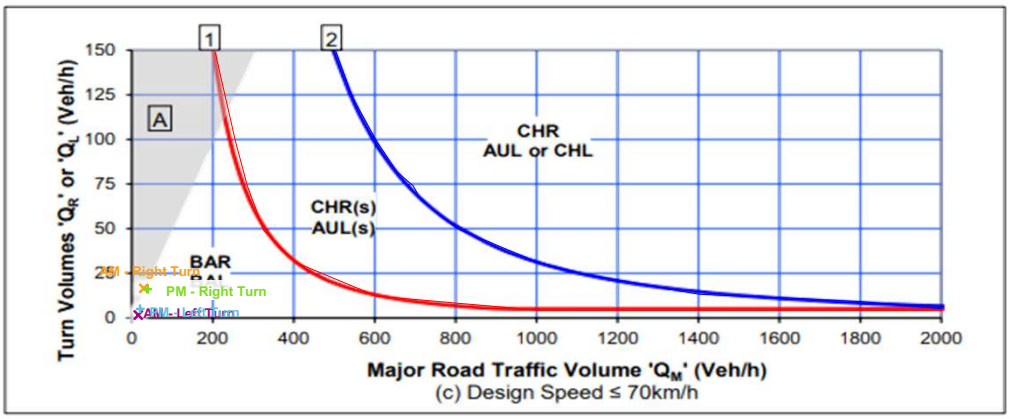
Splitter Island? No

Design speed (km/h) 60



	AM Peak	PM Peak
Q_{T2} =	9	14
Q_L =	2	6

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	22	17
Left	9	2
PM Peak		
Right	32	17
Left	14	6



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

Legend

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

Comments:

No existing turn warrant treatments. Volumes do not trigger threshold for turn treatment upgrade compared to existing conditions.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

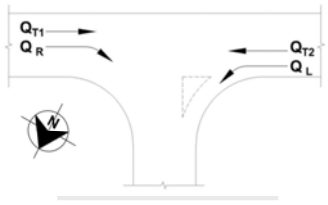
Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**	
Year / Peak:	**Existing AM/PM Peak**	Scenarios: **2038**

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

	AM Peak	PM Peak
Q_{T1} =	11	13
Q_R =	4	4

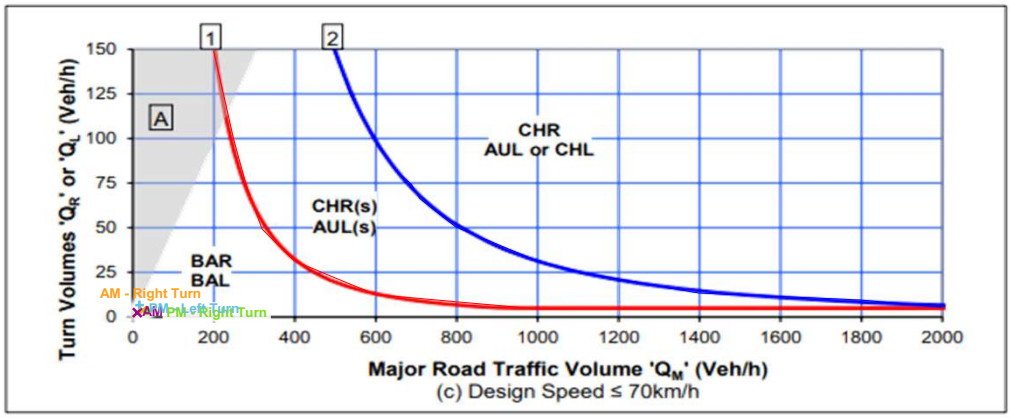
Splitter Island? No

Design speed (km/h) 60



	AM Peak	PM Peak
Q_{T2} =	11	17
Q_L =	3	7

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	25	4
Left	11	3
PM Peak		
Right	37	4
Left	17	7



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

Legend

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

Comments:

No existing turn warrant treatments. Volumes do not trigger threshold for turn treatment upgrade compared to existing conditions.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

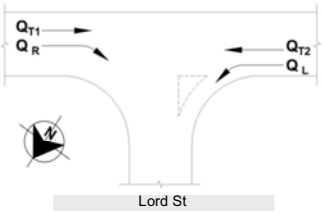
Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**
Year / Peak:	**Option 1 AM/PM Peak** Scenarios: **2038**

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

	AM Peak	PM Peak
Q_{T1} =	13	15
Q_R =	4	4

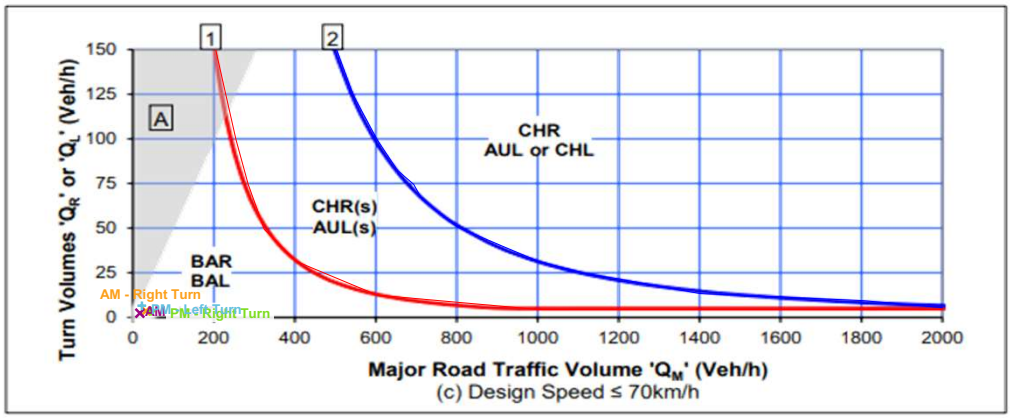
Splitter Island? No

Design speed (km/h) 60



	AM Peak	PM Peak
Q_{T2} =	11	17
Q_L =	3	7

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	27	4
Left	11	3
PM Peak		
Right	39	4
Left	17	7



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

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

Comments:

No existing turn warrant treatments. Volumes do not trigger threshold for turn treatment upgrade compared to existing conditions.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**
Year / Peak:	**Option 2 AM/PM Peak** Scenarios: **2038**

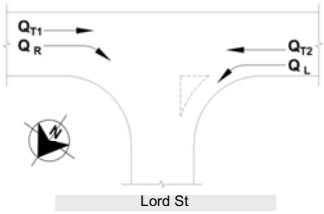
warrant

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

	AM Peak	*PM Peak*
Q_{T1} =	13	15
Q_R =	21	21

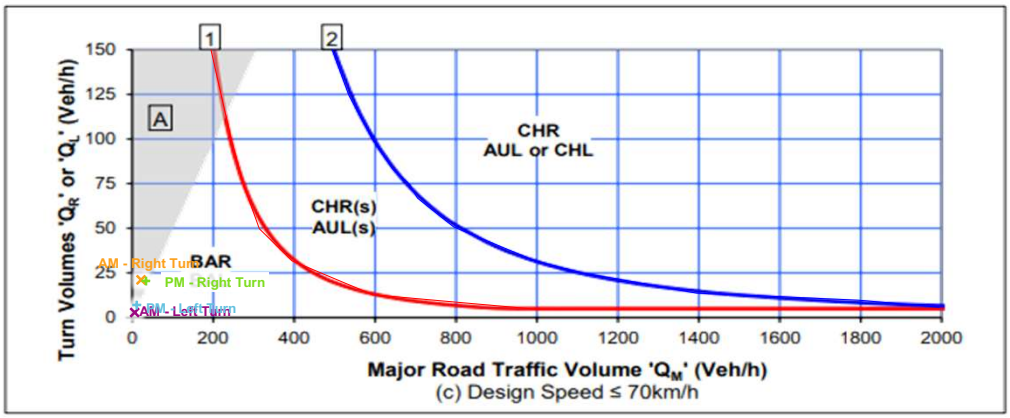
Splitter Island? No

Design speed (km/h) 60



	AM Peak	*PM Peak*
Q_{T2} =	11	17
Q_L =	3	7

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	27	21
Left	11	3
PM Peak		
Right	39	21
Left	17	7



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

Legend

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

Comments:

No existing turn warrant treatments. Volumes do not trigger threshold for turn treatment upgrade compared to existing conditions.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	27-Oct-22

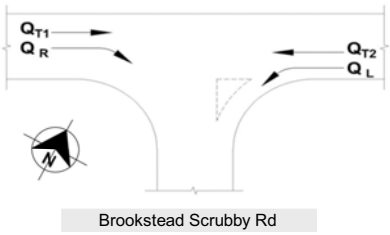
Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**	
Year / Peak:	**Existing AM/PM Peak**	Scenarios: **2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	7	10
Q_R =	6	5

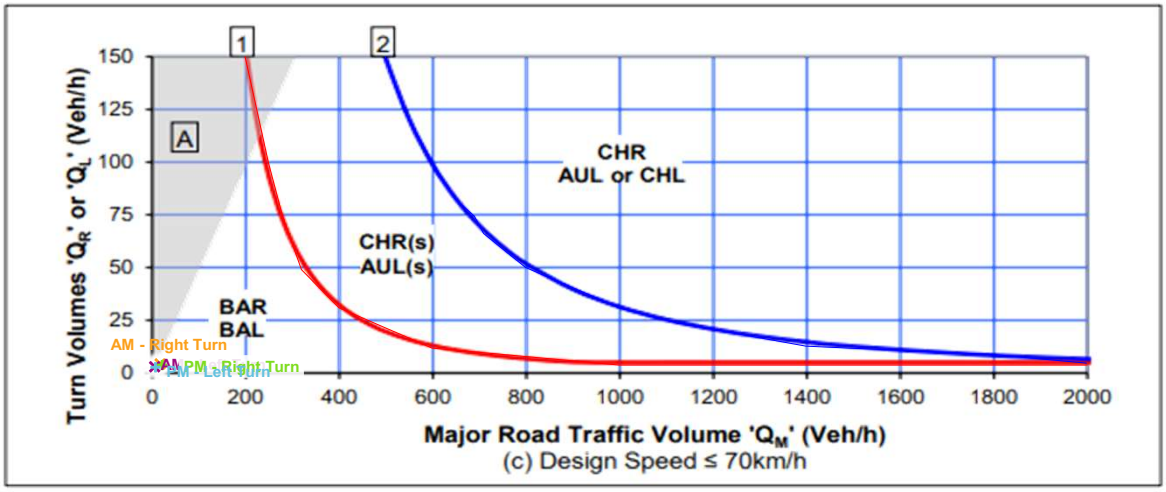
Splitter Island? No

Design speed (km/h) 60



	AM Peak	PM Peak
Q_{T2} =	6	8
Q_L =	4	4

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	18	6
Left	6	4
PM Peak		
Right	22	5
Left	8	4



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

Recommended treatments:

Right Turn	BAR
Left Turn	BAL

Comments:

No existing turn warrant treatments.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	28-Oct-22

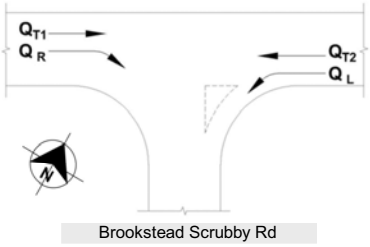
Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**
Year / Peak:	**Option 1 AM/PM Peak** Scenarios: **2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	7	10
Q_R =	6	5

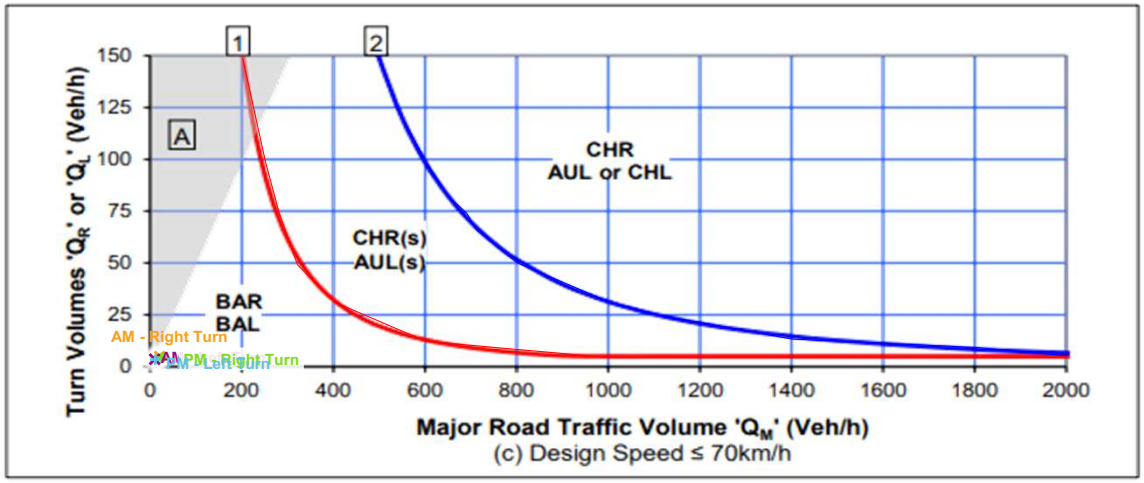
Splitter Island? No

Design speed (km/h) 60



	AM Peak	PM Peak
Q_{T2} =	8	9
Q_L =	4	4

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	19	6
Left	8	4
PM Peak		
Right	23	5
Left	9	4



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

Legend

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

Comments:

No existing turn warrant treatments.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	28-Oct-22

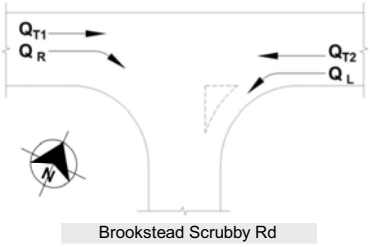
Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**
Year / Peak:	**Option 2 AM/PM Peak** Scenarios: **2021**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warrant assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	7	10
Q_R =	6	5

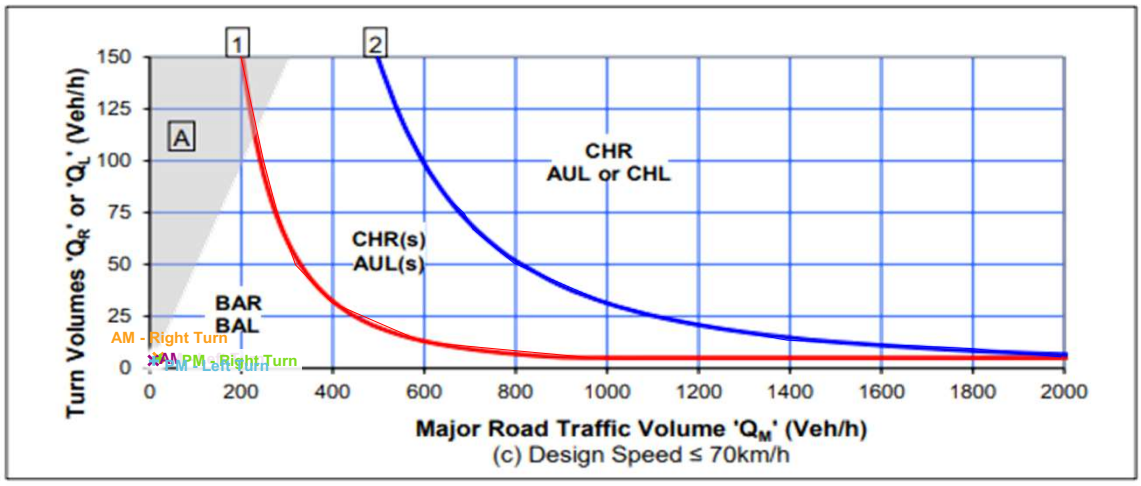
Splitter Island? No

Design speed (km/h) 60



	AM Peak	PM Peak
Q_{T2} =	8	9
Q_L =	4	4

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	19	6
Left	8	4
PM Peak		
Right	23	5
Left	9	4



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

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

Comments:

No existing turn warrant treatments.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	28-Oct-22

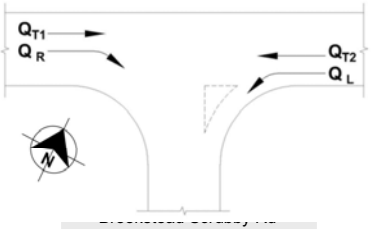
Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**
Year / Peak:	**Existing AM/PM Peak** Scenarios: **2028**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warr assessment applies only to turning movements from the major road only.

	AM Peak	*PM Peak*
Q_{T1} =	9	14
Q_R =	8	7

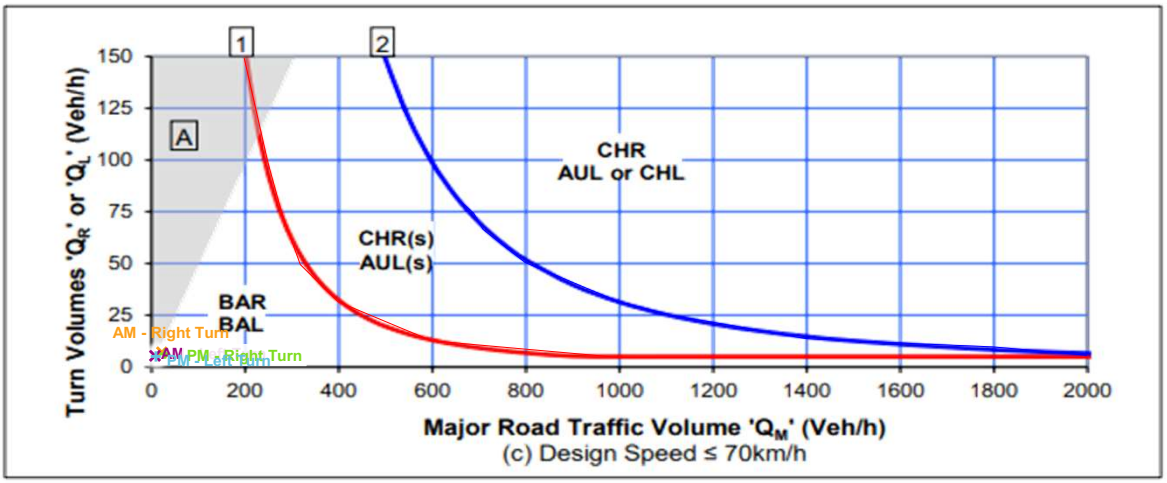
Splitter Island? No

Design speed (km/h) 60



	AM Peak	*PM Peak*
Q_{T2} =	9	11
Q_L =	6	5

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	24	8
Left	9	6
PM Peak		
Right	30	7
Left	11	5



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

Legend

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

Comments:

No existing turn warrant treatments. Volumes do not trigger threshold for turn treatment upgrade compared to existing conditions.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	28-Oct-22

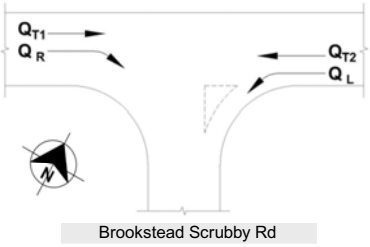
Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**
Year / Peak:	**Option 1 AM/PM Peak** Scenarios: **2028**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warr assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	9	14
Q_R =	8	7

Splitter Island? No

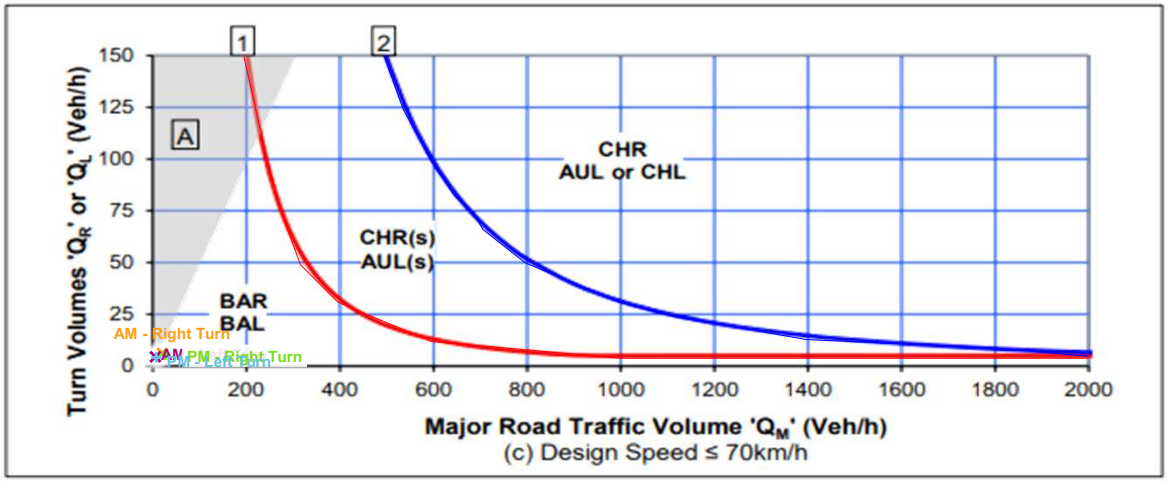
Design speed (km/h) 60



Brookstead Scrubby Rd

	AM Peak	PM Peak
Q_{T2} =	10	13
Q_L =	6	5

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	26	8
Left	10	6
PM Peak		
Right	32	7
Left	13	5



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

Legend

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

Comments:

No existing turn warrant treatments. Volumes do not trigger threshold for turn treatment upgrade compared to existing conditions.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	28-Oct-22

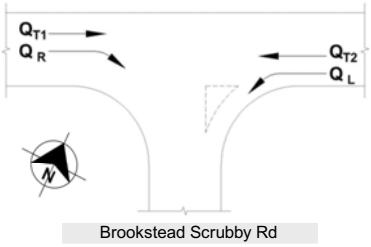
Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**
Year / Peak:	**Option 2 AM/PM Peak** Scenarios: **2028**

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (2020). This warr assessment applies only to turning movements from the major road only.

	AM Peak	PM Peak
Q_{T1} =	9	14
Q_R =	8	7

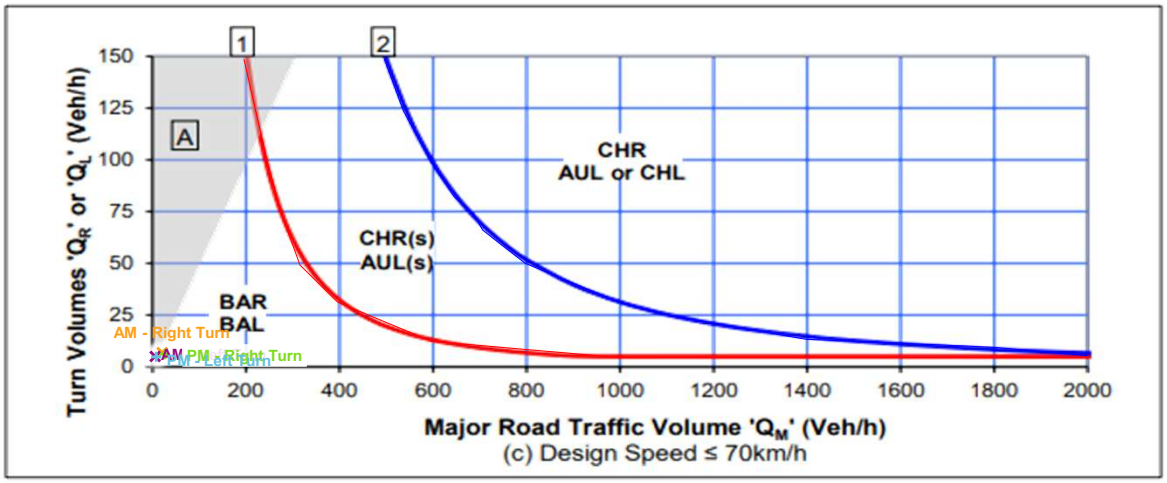
Splitter Island? No

Design speed (km/h) 60



	AM Peak	PM Peak
Q_{T2} =	10	13
Q_L =	6	5

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	26	8
Left	10	6
PM Peak		
Right	32	7
Left	13	5



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

Legend

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

Comments:

No existing turn warrant treatments. Volumes do not trigger threshold for turn treatment upgrade compared to existing conditions.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	28-Oct-22

Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**
Year / Peak:	**Existing AM/PM Peak** Scenarios: **2038**

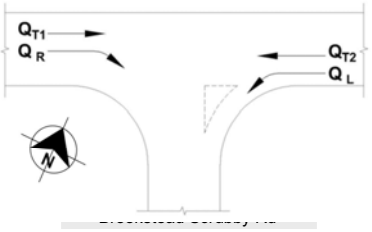
ant

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (20 applies only to turning movements from the major road only.

	AM Peak	*PM Peak*
Q_{T1} =	11	17
Q_R =	9	8

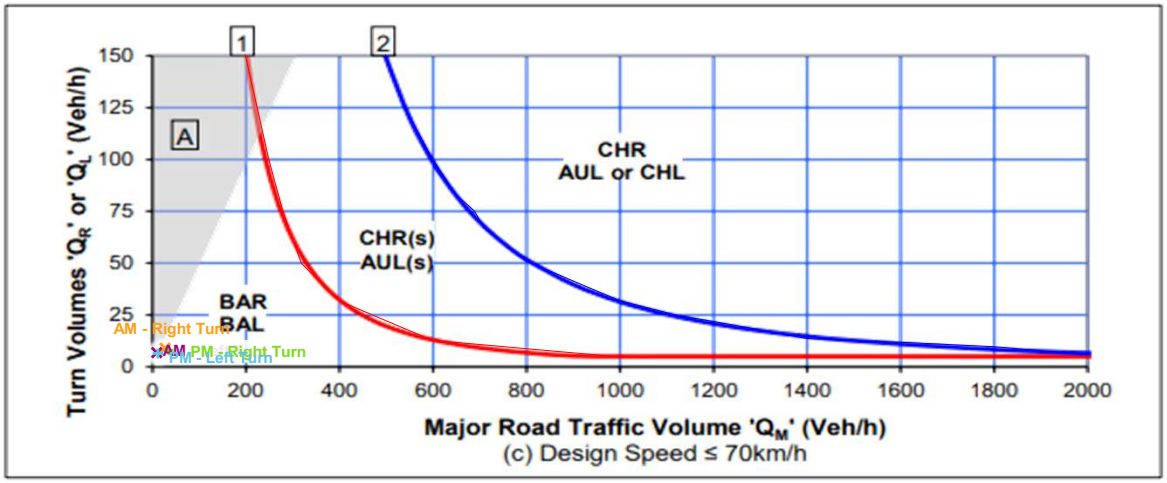
Splitter Island? No

Design speed (km/h) 60



	AM Peak	*PM Peak*
Q_{T2} =	11	13
Q_L =	7	7

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	29	9
Left	11	7
PM Peak		
Right	36	8
Left	13	7



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

Legend

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

Comments:

No existing turn warrant treatments. Volumes do not trigger threshold for turn treatment upgrade compared to existing conditions.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	28-Oct-22

Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**
Year / Peak:	**Option 1 AM/PM Peak** Scenarios: **2038**

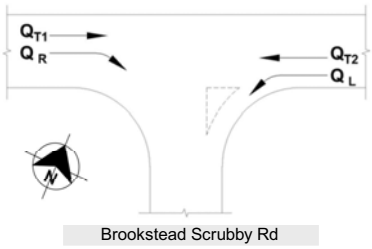
ant

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (20 applies only to turning movements from the major road only.

	AM Peak	*PM Peak*
Q_{T1} =	11	17
Q_R =	9	8

Splitter Island? No

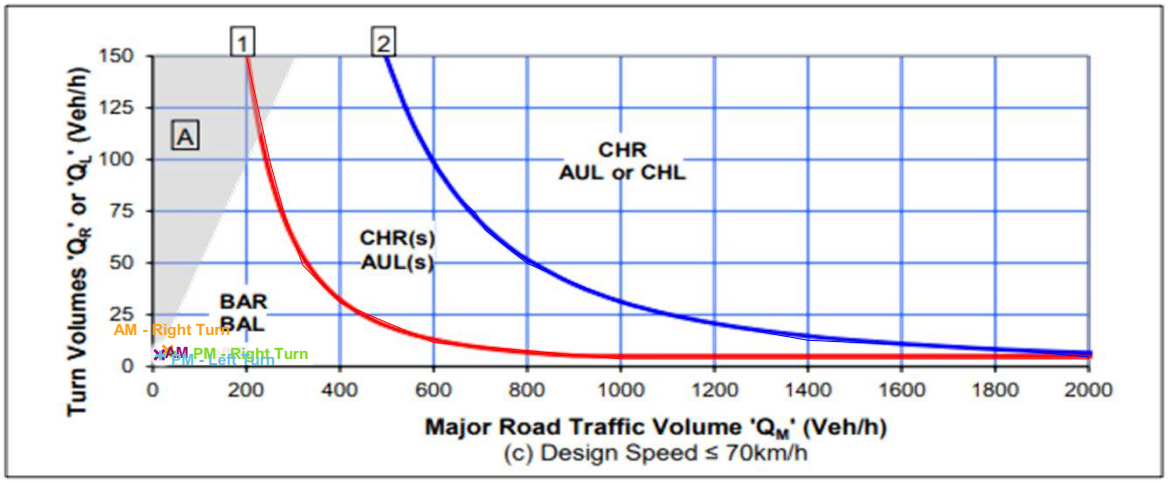
Design speed (km/h) 60



Brookstead Scrubby Rd

	AM Peak	*PM Peak*
Q_{T2} =	13	15
Q_L =	7	7

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	31	9
Left	13	7
PM Peak		
Right	38	8
Left	15	7



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

Legend

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

Comments:

No existing turn warrant treatments. Volumes do not trigger threshold for turn treatment upgrade compared to existing conditions.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	28-Oct-22

Intersection:	**D Brookstead Scrubby Rd / Lord St / Brookstead Scrubby Rd**
Year / Peak:	**Option 2 AM/PM Peak** Scenarios: **2038**

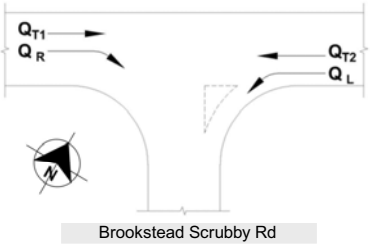
ant

Assessment based on TMR Supplement, Traffic and Road Use Management, Volume 1 - Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings (20 applies only to turning movements from the major road only.

	AM Peak	*PM Peak*
Q_{T1} =	11	17
Q_R =	9	8

Splitter Island? No

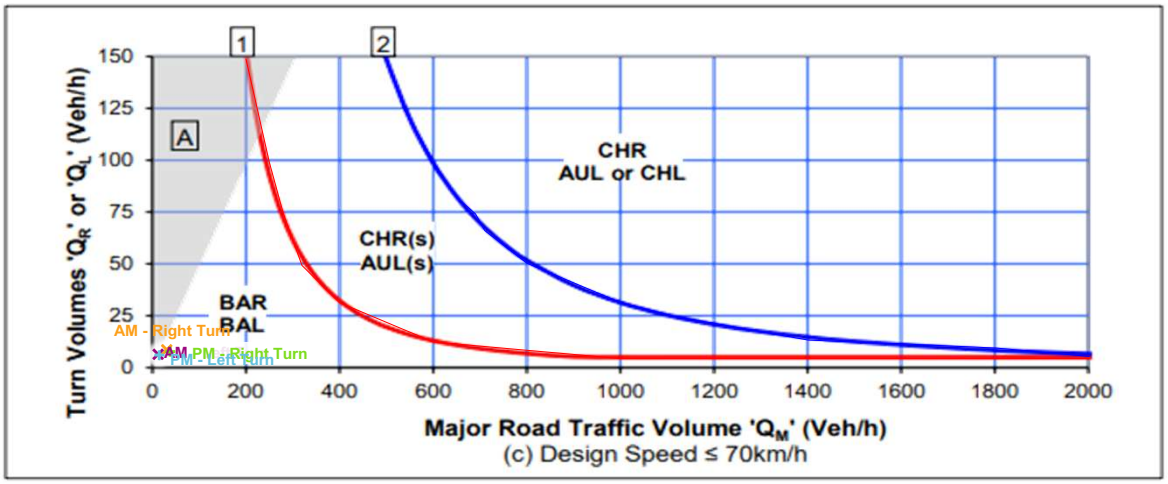
Design speed (km/h) 60



Brookstead Scrubby Rd

	AM Peak	*PM Peak*
Q_{T2} =	13	15
Q_L =	7	7

Graph	Q_M	Q_R/Q_L
AM Peak		
Right	31	9
Left	13	7
PM Peak		
Right	38	8
Left	15	7



Recommended treatments:

Right Turn	BAR
Left Turn	BAL

Legend

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

Comments:

No existing turn warrant treatments. Volumes do not trigger threshold for turn treatment upgrade compared to existing conditions.

Prepared by:	Emogen Collins
Reviewed by:	Erin Thomas
Date:	28-Oct-22

APPENDIX

AA

Traffic Impact Assessment

Appendix BN Construction traffic variation by road segment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Road ID	X2-X1
Road name	Barwon Highway (31A)
Road section	Ch. 0.0 to Ch. 0.8

Peak veh/day across construction	65
Peak impact month	May-26
Length of peak period	1

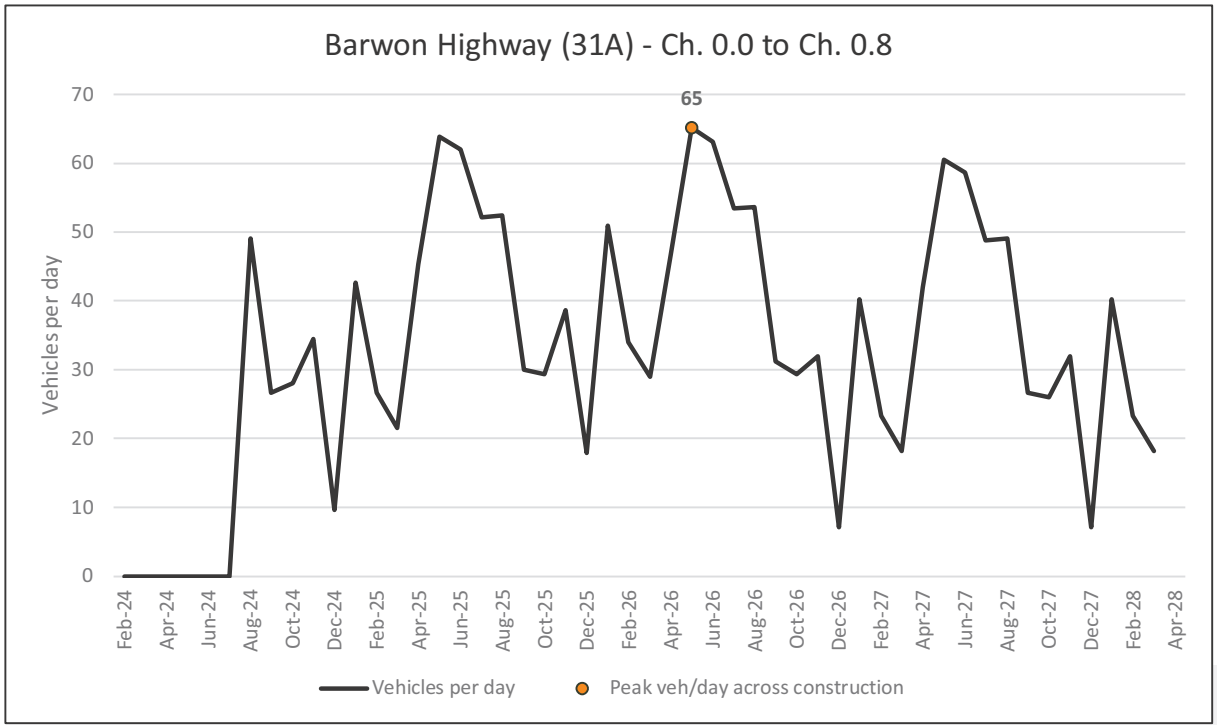
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	49	27	28	34	10

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
43	27	22	45	64	62	52	52	30	29	39	18

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
51	34	29	47	65	63	53	54	31	29	32	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
40	23	18	42	61	59	49	49	27	26	32	7

Jan-28	Feb-28	Mar-28
40	23	18



Road ID	X1-X3
Road name	Barwon Highway (31A)
Road section	Ch. 0.8 to Ch. 2.0

Peak veh/day across construction	65
Peak impact month	May-26
Length of peak period	1

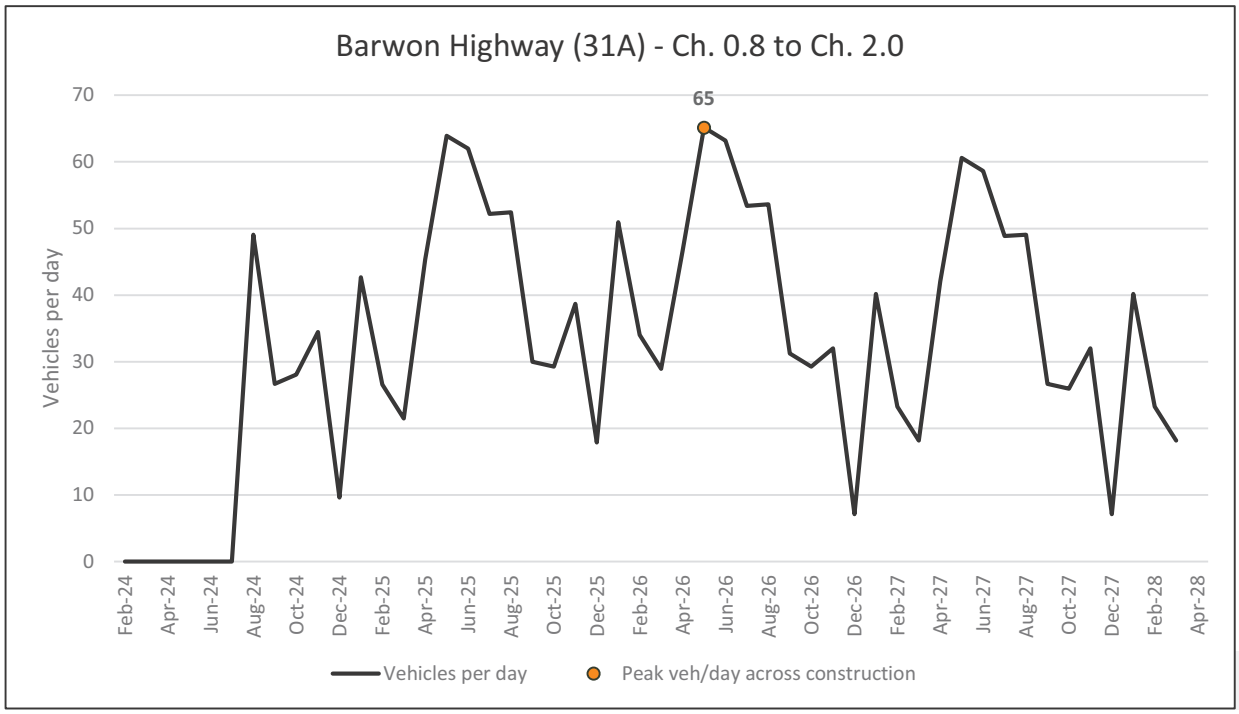
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	49	27	28	34	10

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
43	27	22	45	64	62	52	52	30	29	39	18

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
51	34	29	47	65	63	53	54	31	29	32	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
40	23	18	42	61	59	49	49	27	26	32	7

Jan-28	Feb-28	Mar-28
40	23	18



Road ID	X3-X151
Road name	Barwon Highway (31A)
Road section	Ch. 2.0 to Ch. 45.9

Peak veh/day across construction	61
Peak impact month	May-25
Length of peak period	3

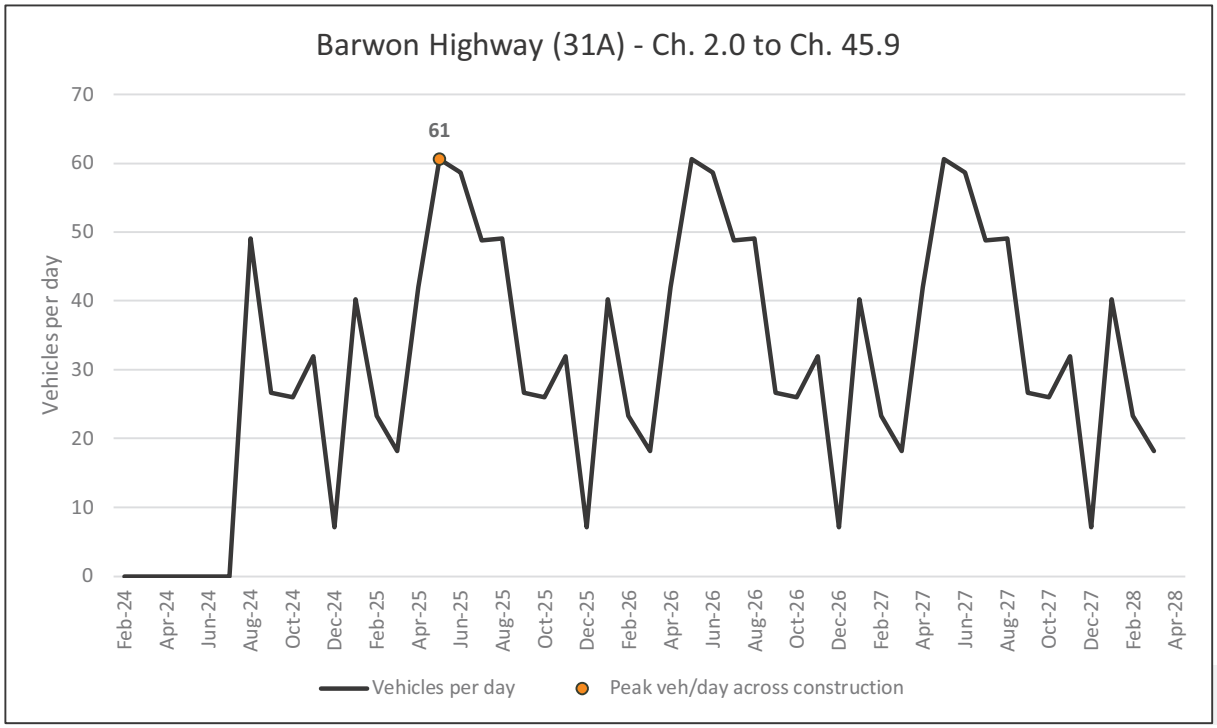
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	49	27	26	32	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
40	23	18	42	61	59	49	49	27	26	32	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
40	23	18	42	61	59	49	49	27	26	32	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
40	23	18	42	61	59	49	49	27	26	32	7

Jan-28	Feb-28	Mar-28
40	23	18



Road ID	X151-M2
Road name	Barwon Highway (31A)
Road section	Ch. 45.9 to Ch. 88.0

Peak veh/day across construction	56
Peak impact month	May-25
Length of peak period	3

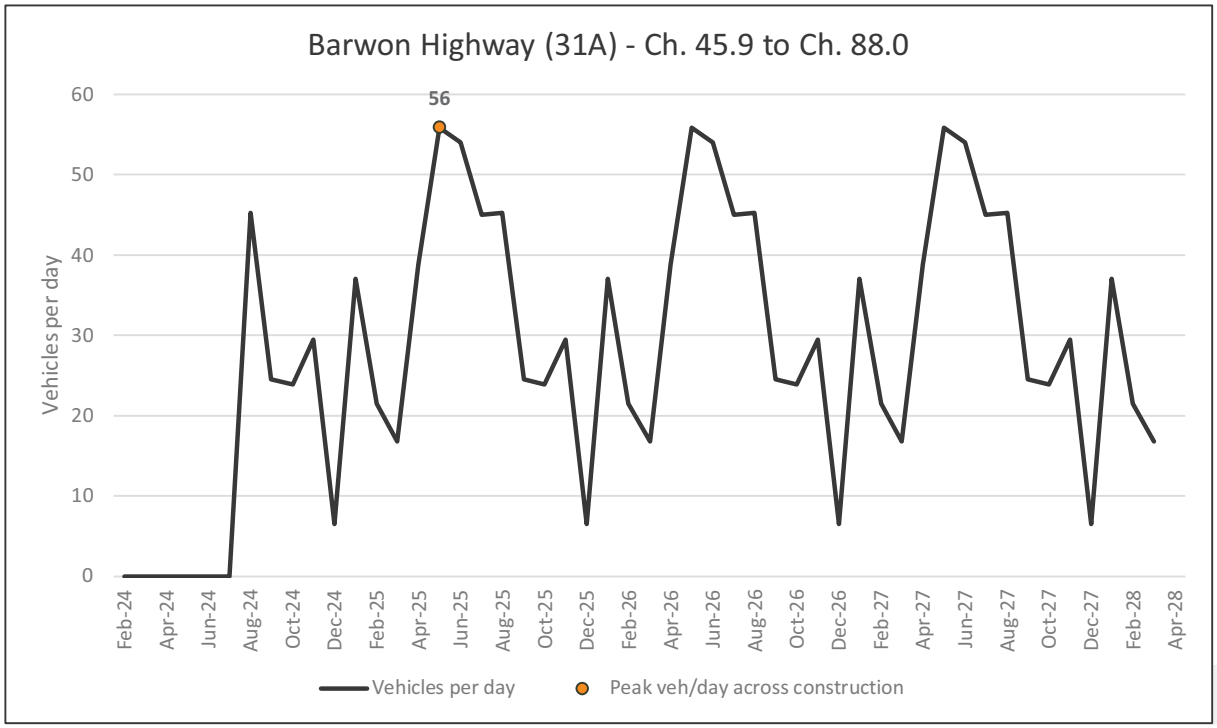
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	45	25	24	30	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
37	21	17	39	56	54	45	45	25	24	30	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
37	21	17	39	56	54	45	45	25	24	30	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
37	21	17	39	56	54	45	45	25	24	30	7

Jan-28	Feb-28	Mar-28
37	21	17



Road ID	M2-X150
Road name	Barwon Highway (31B)
Road section	Ch. 0.0 to Ch. 1.6

Peak veh/day across construction	56
Peak impact month	May-25
Length of peak period	3

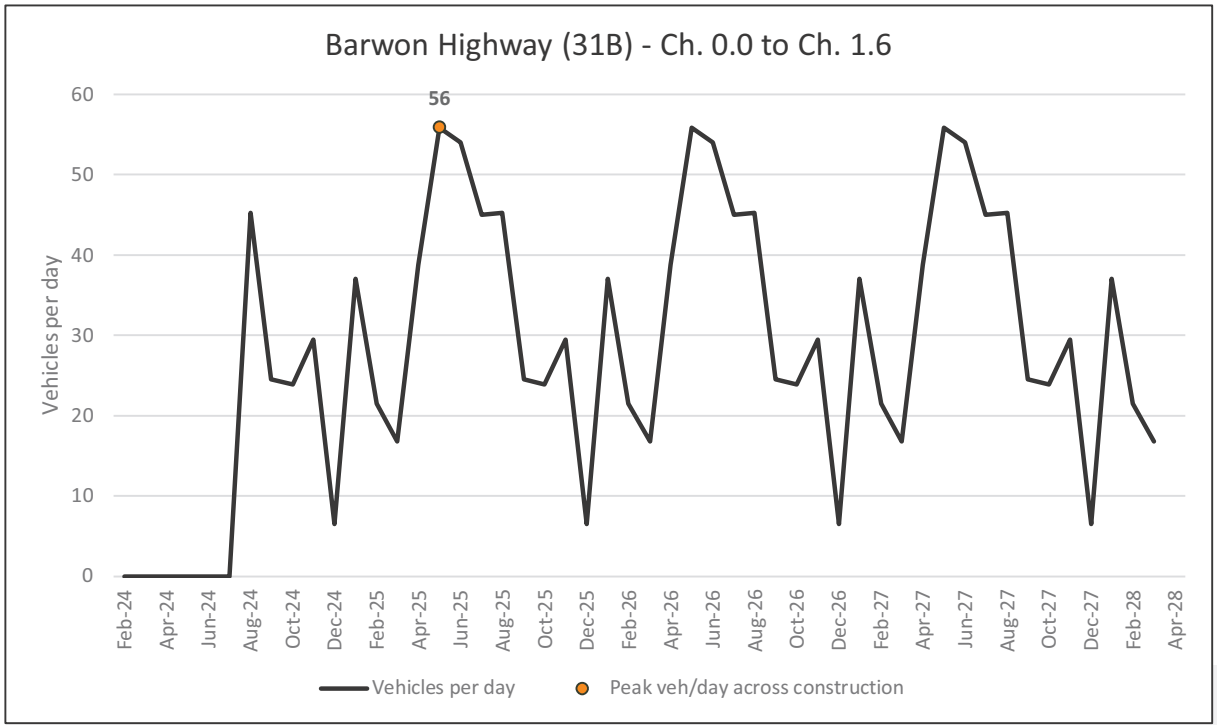
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	45	25	24	30	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
37	21	17	39	56	54	45	45	25	24	30	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
37	21	17	39	56	54	45	45	25	24	30	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
37	21	17	39	56	54	45	45	25	24	30	7

Jan-28	Feb-28	Mar-28
37	21	17



Road ID	X150-X148
Road name	Barwon Highway (31B)
Road section	Ch. 1.6 to Ch. 66.8

Peak veh/day across construction	52
Peak impact month	May-25
Length of peak period	3

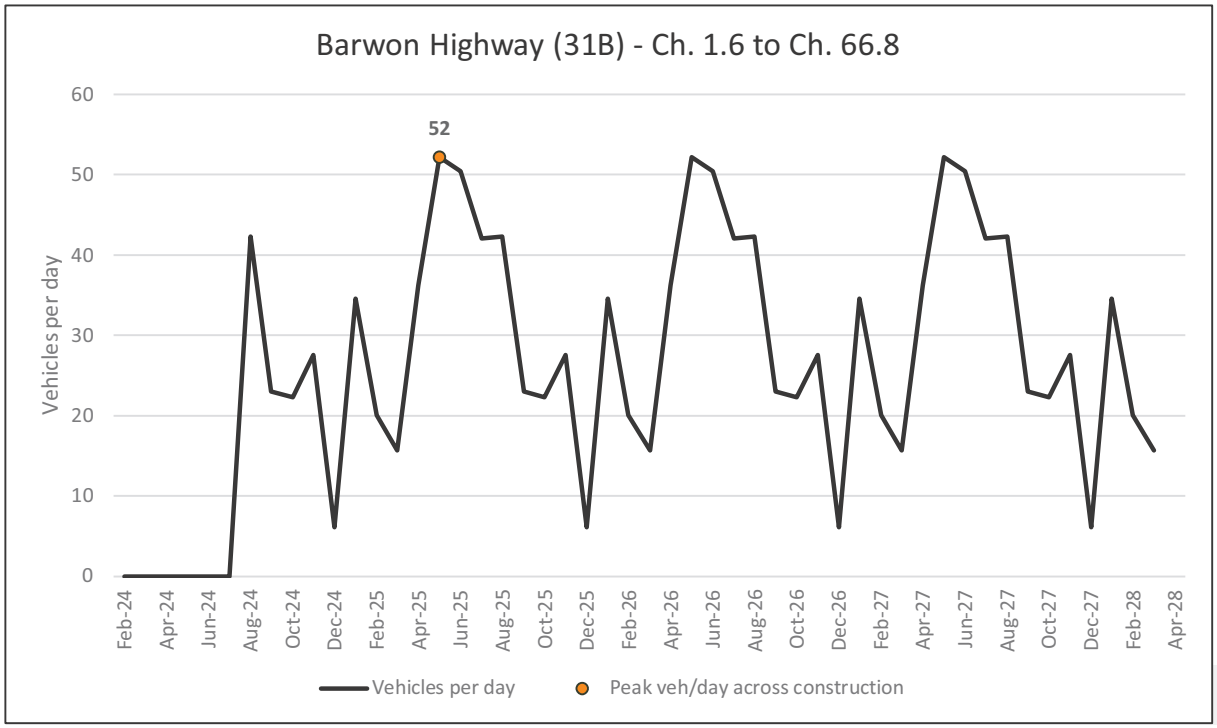
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	42	23	22	28	6

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
35	20	16	36	52	51	42	42	23	22	28	6

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
35	20	16	36	52	51	42	42	23	22	28	6

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
35	20	16	36	52	51	42	42	23	22	28	6

Jan-28	Feb-28	Mar-28
35	20	16



Road ID	X149-X148
Road name	Carnarvon Highway (24A)
Road section	Ch. 40.5 to Ch. 73.5

Peak veh/day across construction	52
Peak impact month	May-25
Length of peak period	3

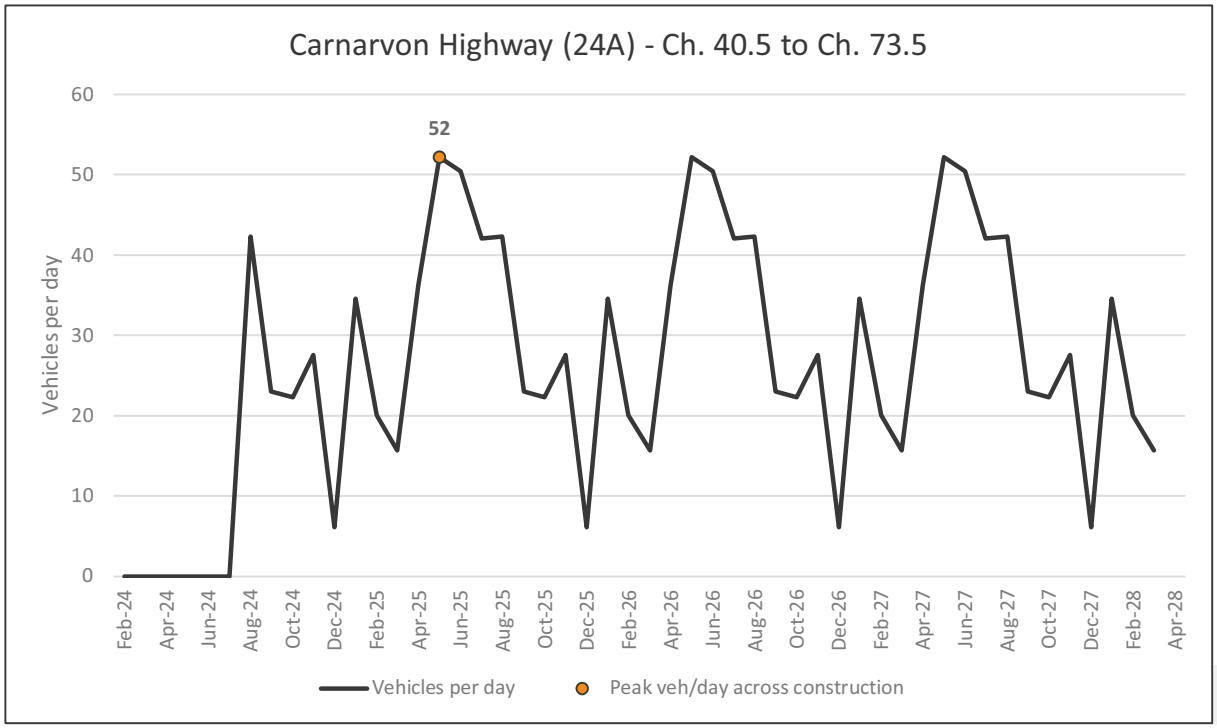
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	42	23	22	28	6

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
35	20	16	36	52	51	42	42	23	22	28	6

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
35	20	16	36	52	51	42	42	23	22	28	6

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
35	20	16	36	52	51	42	42	23	22	28	6

Jan-28	Feb-28	Mar-28
35	20	16



Road ID	M1-X73
Road name	Charlton Connection Road (320)
Road section	Ch. 0.0 to Ch. 1.6

Peak veh/day across construction	4
Peak impact month	Nov-26
Length of peak period	7

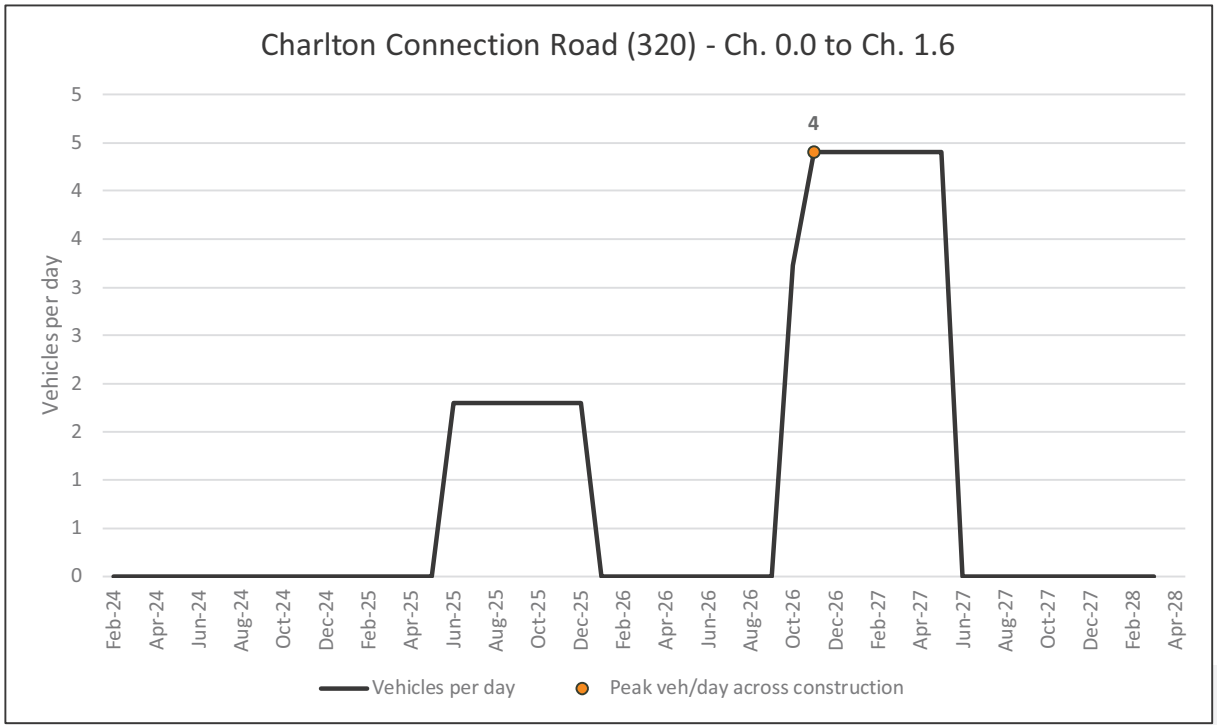
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	2	2	2	2	2	2	2

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	3	4	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
4	4	4	4	4	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X5-X10
Road name	Cunningham Highway (17C)
Road section	Ch. 94.4 to Ch. 96.2

Peak veh/day across construction	51
Peak impact month	Sep-24
Length of peak period	6

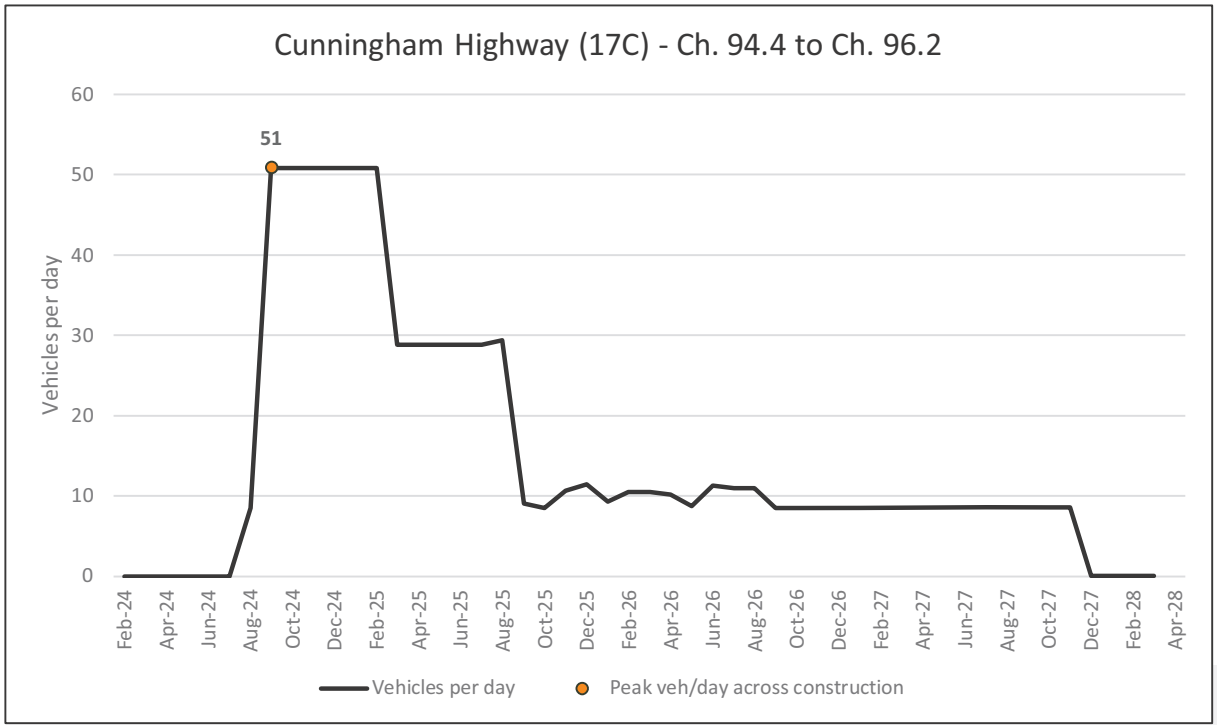
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	8	51	51	51	51

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
51	51	29	29	29	29	29	29	9	8	11	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	10	10	10	9	11	11	11	8	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	9	9	9	9	9	9	9	9	9	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X10-X9
Road name	Cunningham Highway (17C)
Road section	Ch. 96.2 to Ch. 97.5

Peak veh/day across construction	233
Peak impact month	Apr-27
Length of peak period	1

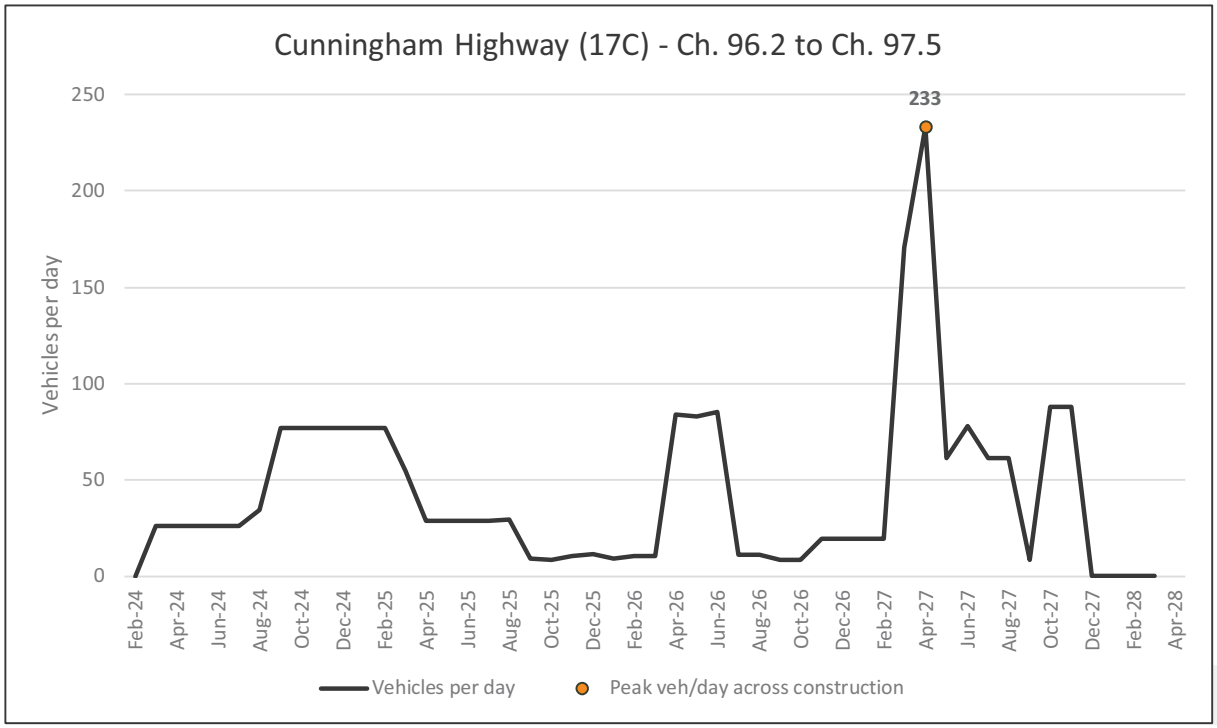
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	26	26	26	26	26	35	77	77	77	77

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
77	77	55	29	29	29	29	29	9	8	11	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	10	10	84	83	85	11	11	8	8	19	19

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
19	19	171	233	61	78	61	61	9	88	88	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X9-X15
Road name	Cunningham Highway (17C)
Road section	Ch. 97.5 to Ch. 105.7

Peak veh/day across construction	574
Peak impact month	Nov-24
Length of peak period	1

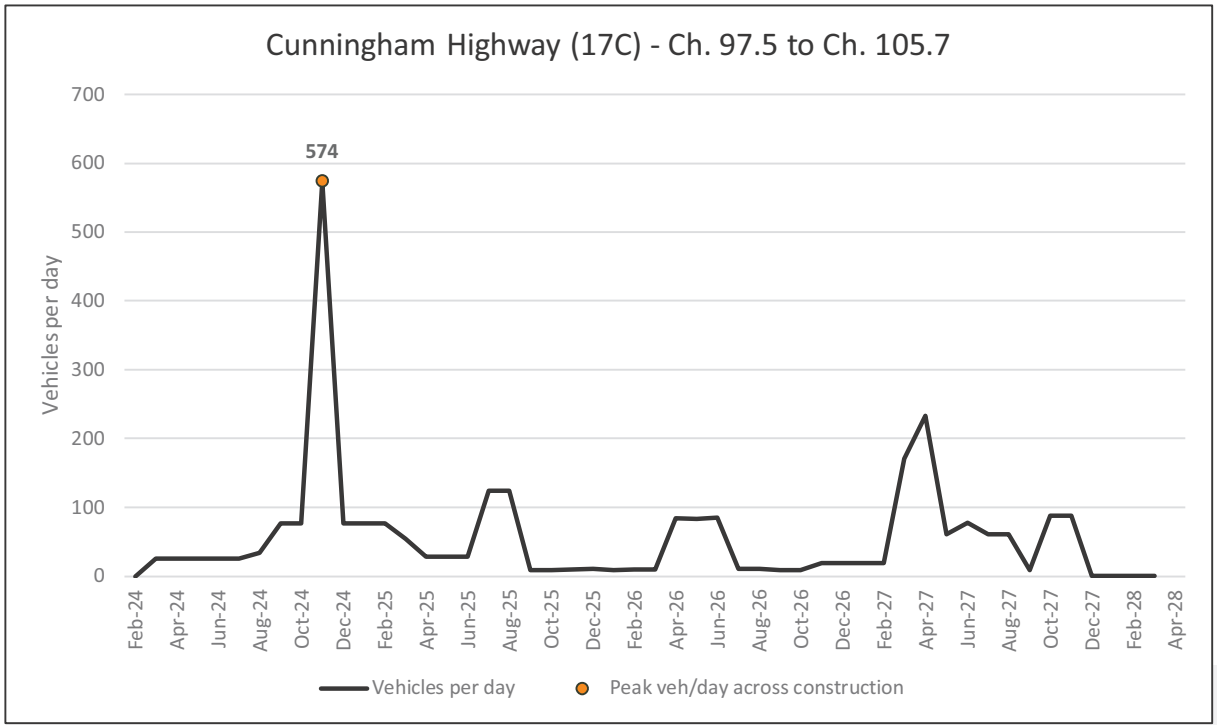
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	26	26	26	26	26	35	77	77	574	77

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
77	77	55	29	29	29	124	124	9	8	11	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	10	10	84	83	85	11	11	8	8	19	19

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
19	19	171	233	61	78	61	61	9	88	88	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X15-X8
Road name	Cunningham Highway (17C)
Road section	Ch. 105.7 to Ch. 107.4

Peak veh/day across construction	472
Peak impact month	Nov-24
Length of peak period	1

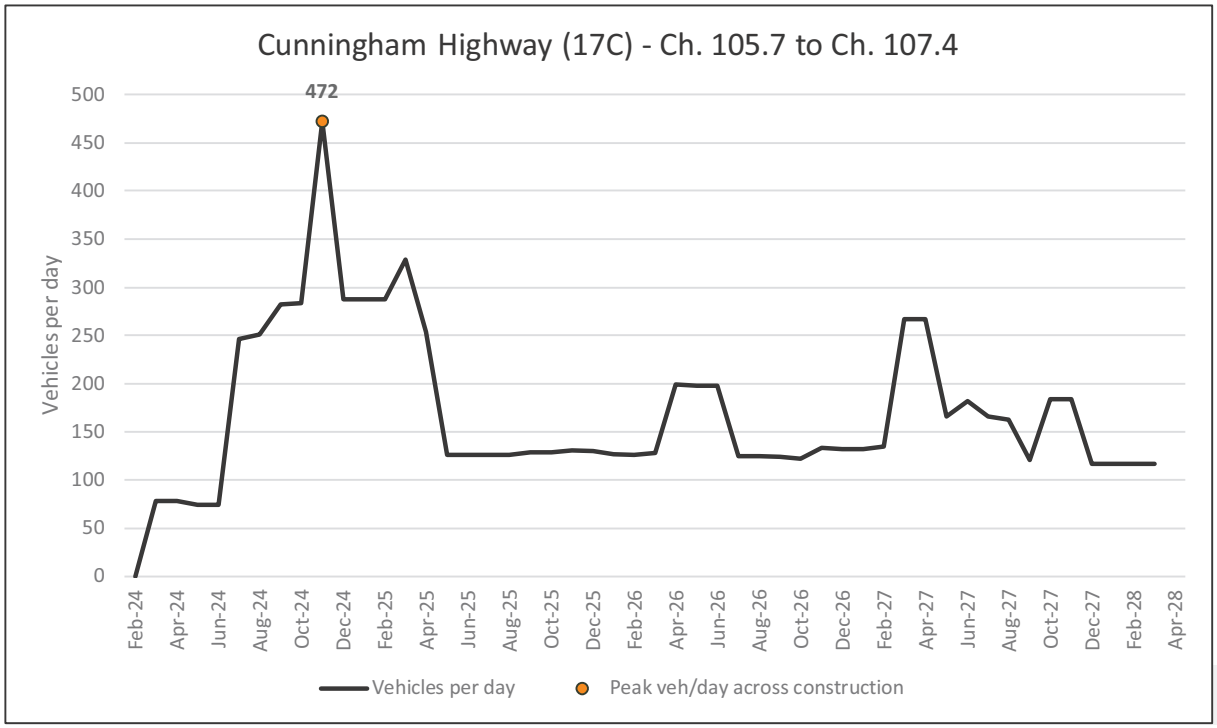
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	78	78	75	75	246	251	282	283	472	287

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
287	288	328	254	126	126	126	126	129	129	131	130

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
127	126	128	200	198	198	125	125	124	122	133	132

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
132	135	267	267	166	182	166	163	121	183	183	116

Jan-28	Feb-28	Mar-28
116	116	116



Road ID	X8-M12
Road name	Cunningham Highway (17C)
Road section	Ch. 107.4 to Ch. 107.6

Peak veh/day across construction	458
Peak impact month	Nov-24
Length of peak period	1

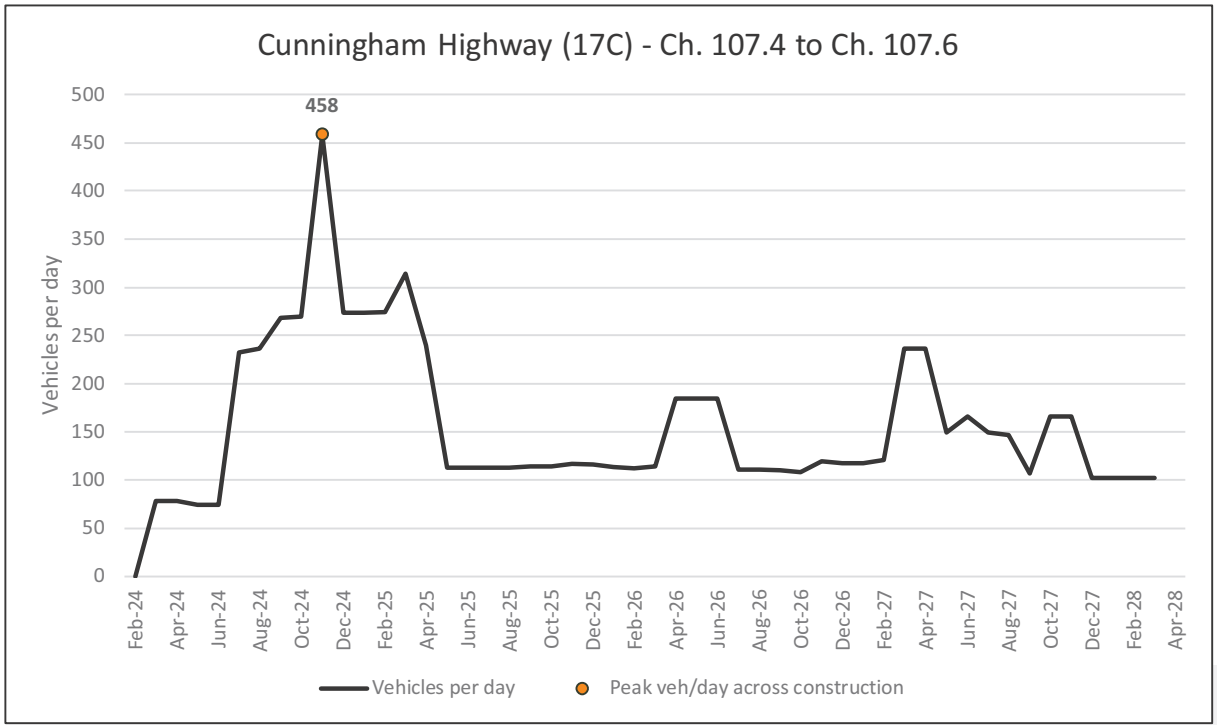
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	78	78	75	75	232	237	268	269	458	273

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
273	274	314	240	112	112	112	112	115	115	117	116

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
113	112	114	184	184	184	111	111	110	108	119	118

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
118	121	237	237	149	166	149	146	107	166	166	102

Jan-28	Feb-28	Mar-28
102	102	102



Road ID	M12-E2
Road name	Cunningham Highway (17D)
Road section	Ch. 0.0 to Ch. 2

Peak veh/day across construction	458
Peak impact month	Nov-24
Length of peak period	1

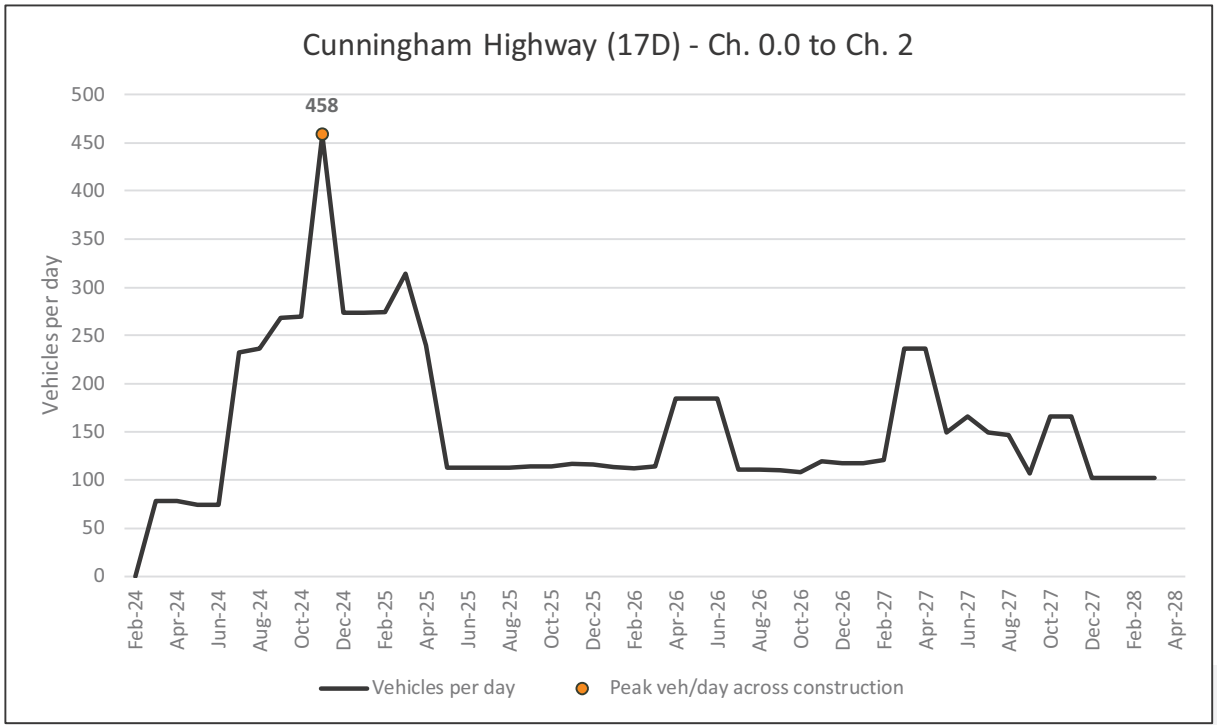
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	78	78	75	75	232	237	268	269	458	273

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
273	274	314	240	112	112	112	112	115	115	117	116

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
113	112	114	184	184	184	111	111	110	108	119	118

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
118	121	237	237	149	166	149	146	107	166	166	102

Jan-28	Feb-28	Mar-28
102	102	102



Road ID	E2-X4
Road name	Cunningham Highway (17D)
Road section	Ch. 2.0 to Ch. 3.9

Peak veh/day across construction	458
Peak impact month	Nov-24
Length of peak period	1

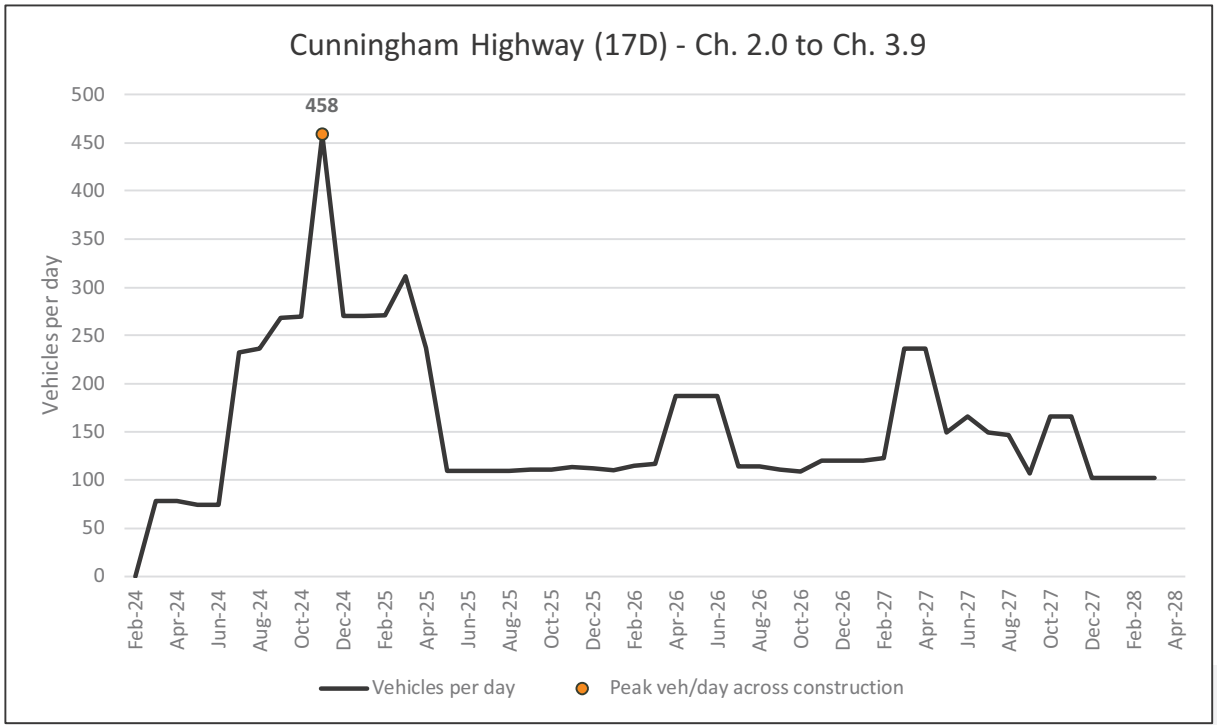
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	78	78	75	75	232	237	268	269	458	271

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
271	271	312	237	110	110	110	110	111	111	113	112

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
110	115	117	187	187	187	113	113	111	109	120	120

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
120	123	237	237	149	166	149	146	107	166	166	102

Jan-28	Feb-28	Mar-28
102	102	102



Road ID	X4-X6
Road name	Cunningham Highway (17D)
Road section	Ch. 3.9 to Ch. 10.2

Peak veh/day across construction	300
Peak impact month	Mar-25
Length of peak period	1

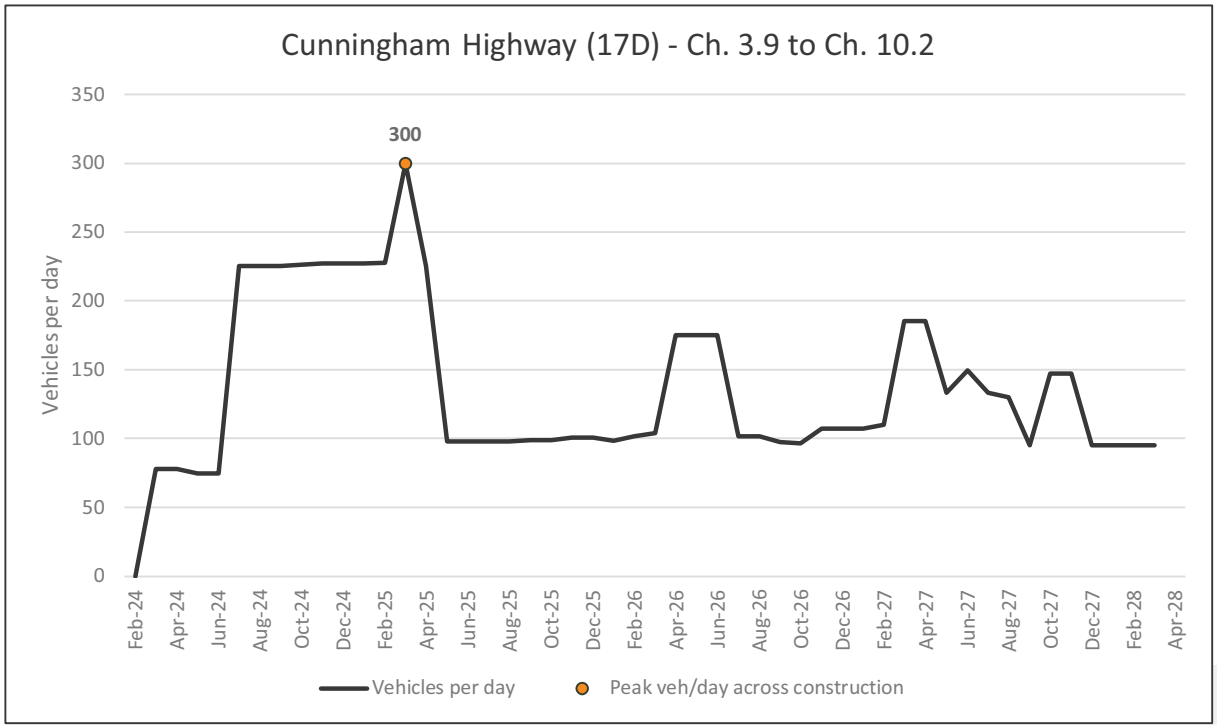
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	78	78	75	75	225	225	225	226	227	227

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
227	228	300	225	98	98	98	98	99	99	101	100

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
98	102	104	175	175	175	102	102	98	96	107	107

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
107	110	186	186	133	150	133	130	95	147	147	95

Jan-28	Feb-28	Mar-28
95	95	95



Road ID	X6-X14
Road name	Cunningham Highway (17D)
Road section	Ch. 10.2 to Ch. 13.9

Peak veh/day across construction	285
Peak impact month	Mar-25
Length of peak period	1

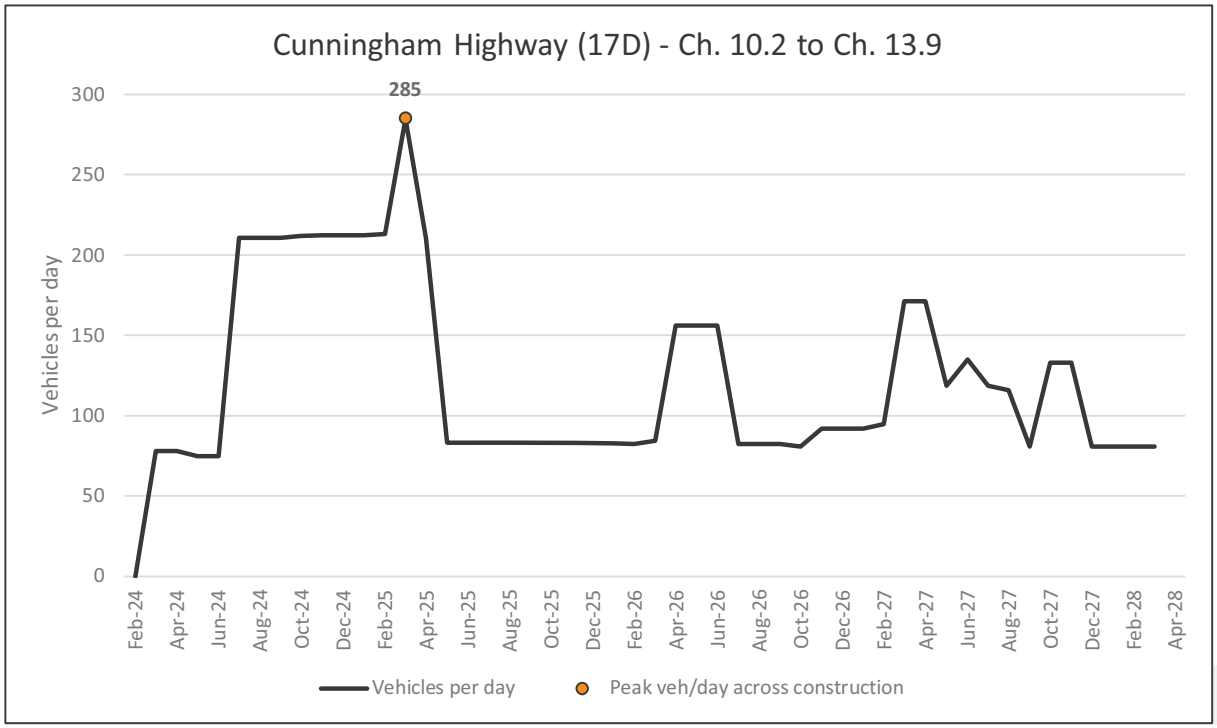
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	78	78	75	75	211	211	211	212	213	213

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
213	213	285	211	83	83	83	83	83	83	83	83

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
83	82	84	156	156	156	82	82	82	81	92	92

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
92	95	171	171	119	135	119	116	81	133	133	81

Jan-28	Feb-28	Mar-28
81	81	81



Road ID	X14-X18
Road name	Cunningham Highway (17D)
Road section	Ch. 13.9 to Ch. 18.5

Peak veh/day across construction	281
Peak impact month	Mar-25
Length of peak period	1

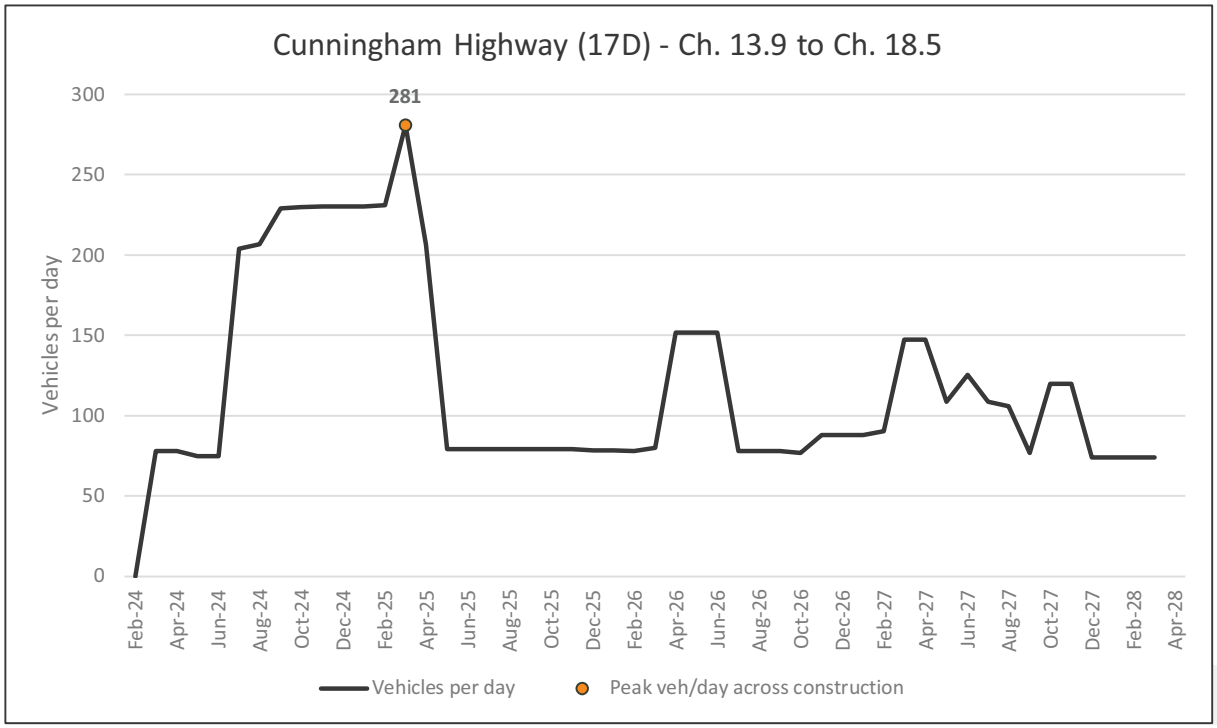
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	78	78	75	75	204	207	229	230	231	231

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
231	231	281	206	79	79	79	79	79	79	79	78

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	78	80	152	152	152	78	78	78	77	88	88

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
88	91	147	147	109	125	109	106	77	120	120	74

Jan-28	Feb-28	Mar-28
74	74	74



Road ID	X18-X16
Road name	Cunningham Highway (17D)
Road section	Ch. 18.5 to Ch. 27.1

Peak veh/day across construction	190
Peak impact month	Feb-25
Length of peak period	1

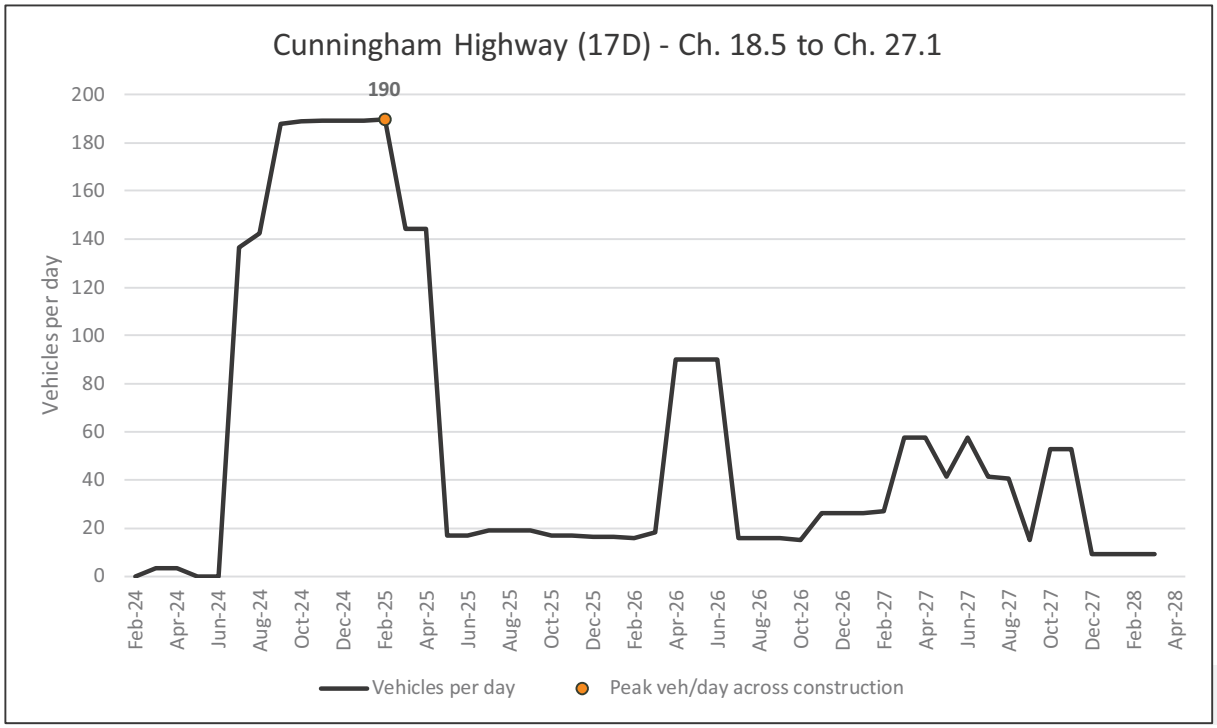
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	136	142	188	189	189	189

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
189	190	144	144	17	17	19	19	19	17	17	16

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
16	16	18	90	90	90	16	16	16	15	26	26

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
26	27	58	58	41	58	41	40	15	53	53	9

Jan-28	Feb-28	Mar-28
9	9	9



Road ID	X16-E26
Road name	Cunningham Highway (17D)
Road section	Ch. 27.1 to Ch. 29.3

Peak veh/day across construction	211
Peak impact month	Sep-24
Length of peak period	1

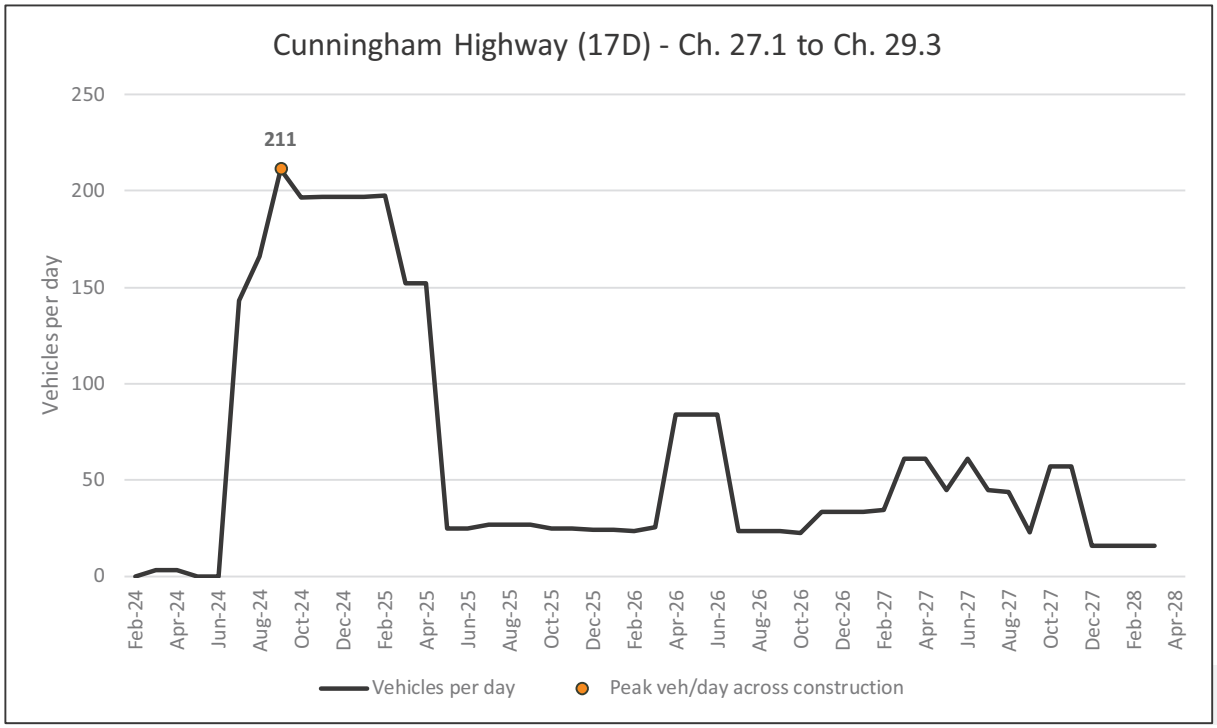
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	143	166	211	197	197	197

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
197	197	152	152	25	25	27	27	27	25	25	24

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
24	23	26	84	84	84	23	23	23	23	34	34

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
34	34	61	61	45	61	45	44	23	57	57	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	E26-X17
Road name	Cunningham Highway (17D)
Road section	Ch. 29.3 to Ch. 34.7

Peak veh/day across construction	191
Peak impact month	Aug-24
Length of peak period	2

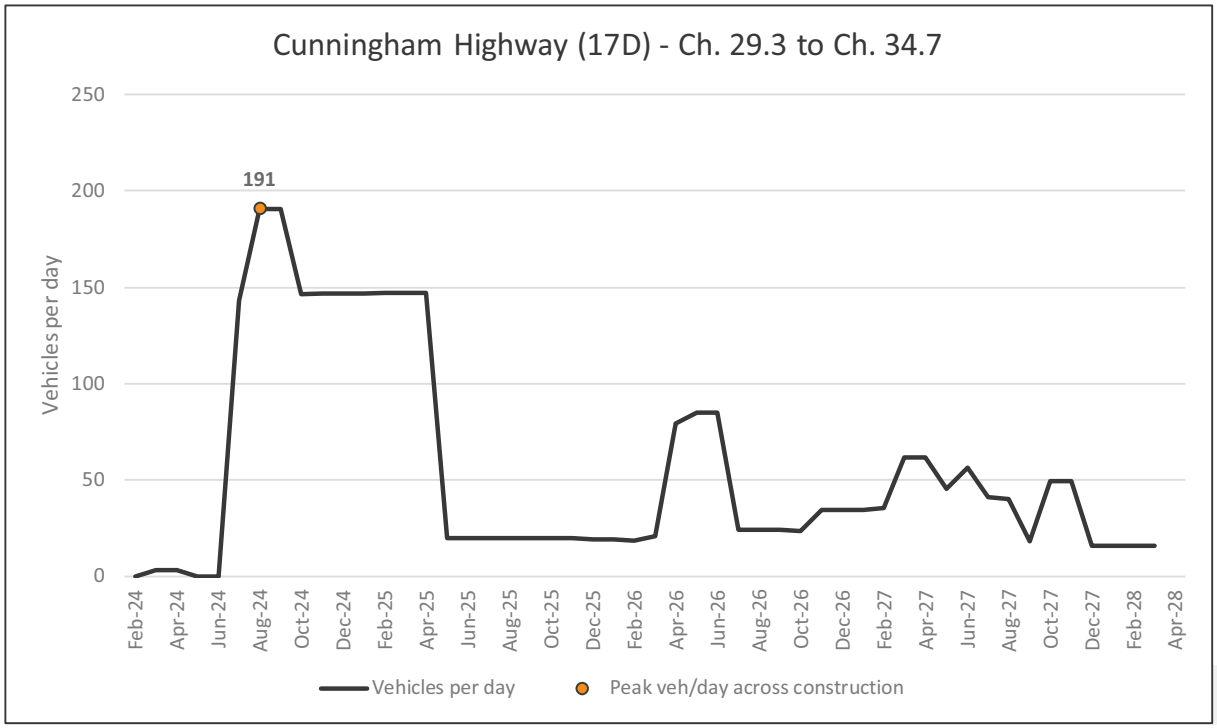
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	143	191	191	146	147	147

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
147	147	147	147	20	20	20	20	20	20	20	19

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
19	19	21	79	85	85	24	24	24	23	34	34

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
34	35	62	62	45	56	41	40	18	49	49	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	X17-X7
Road name	Cunningham Highway (17D)
Road section	Ch. 34.7 to Ch. 39.6

Peak veh/day across construction	191
Peak impact month	Aug-24
Length of peak period	2

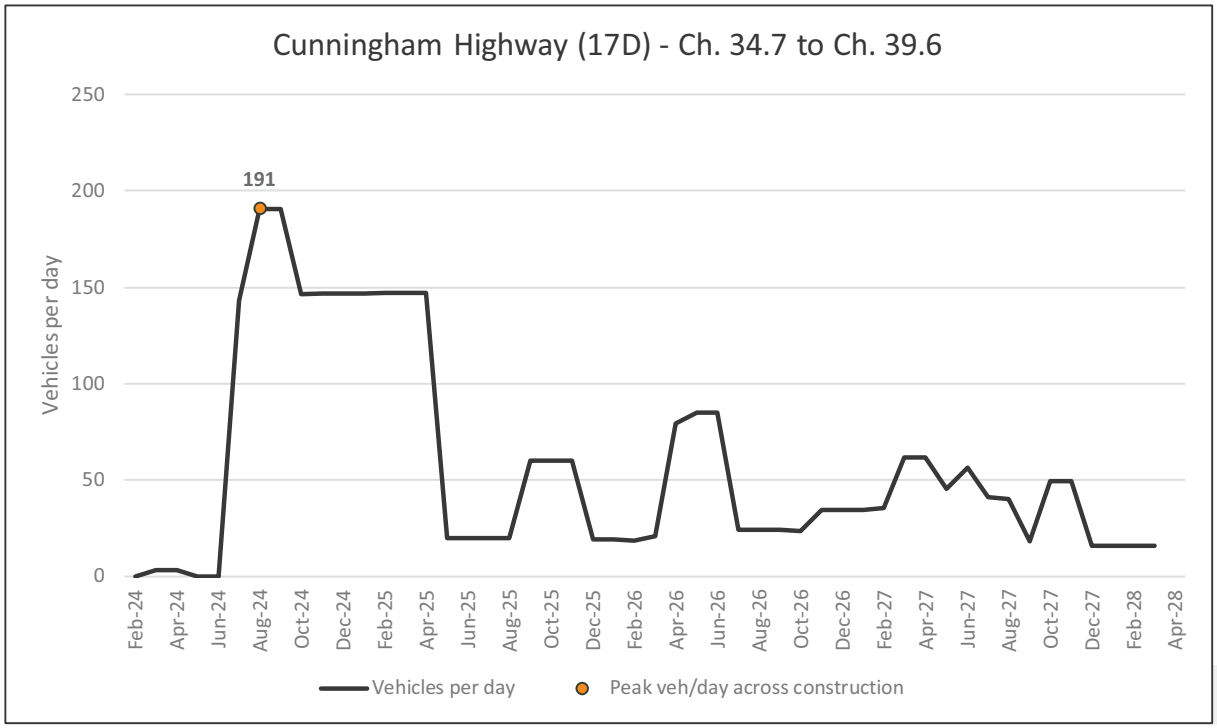
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	143	191	191	146	147	147

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
147	147	147	147	20	20	20	20	60	60	60	19

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
19	19	21	79	85	85	24	24	24	23	34	34

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
34	35	62	62	45	56	41	40	18	49	49	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	X7-X20
Road name	Cunningham Highway (17D)
Road section	Ch. 39.6 to Ch. 40.3

Peak veh/day across construction	220
Peak impact month	Sep-24
Length of peak period	1

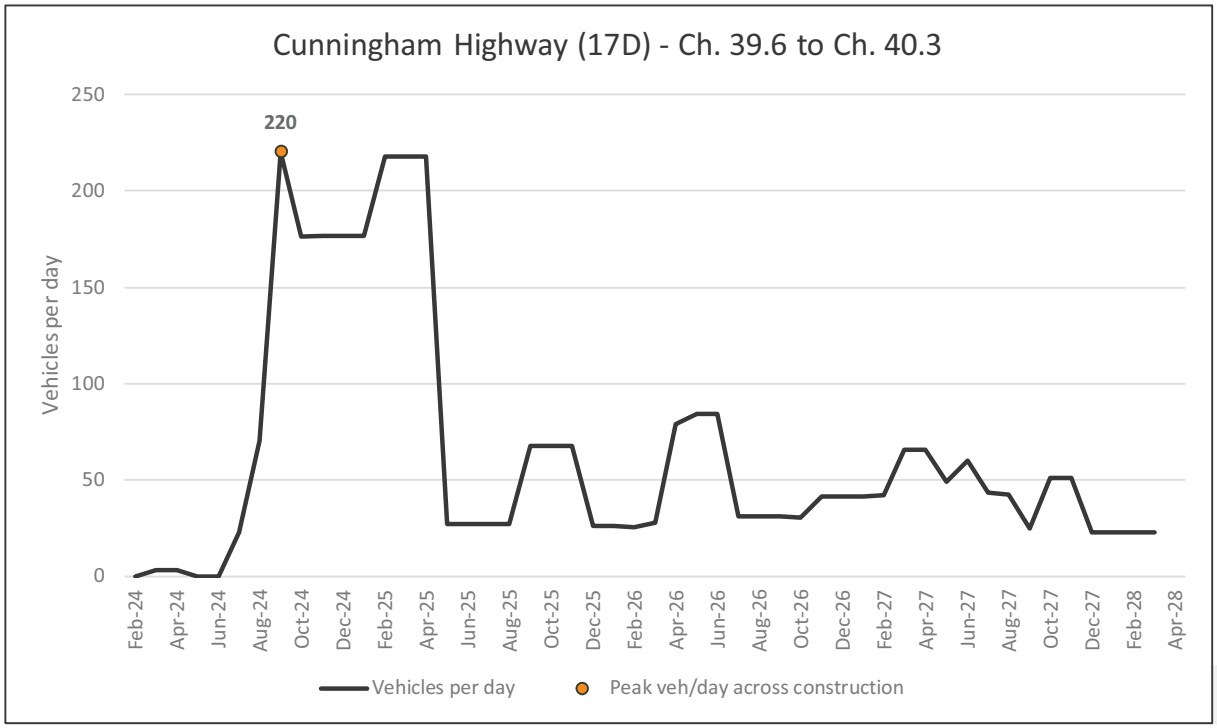
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	23	70	220	176	176	176

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
176	218	218	218	27	27	27	27	68	68	68	26

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
26	26	28	79	85	85	31	31	31	30	41	41

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
41	42	65	65	49	60	43	43	25	51	51	23

Jan-28	Feb-28	Mar-28
23	23	23



Road ID	X20-X21
Road name	Cunningham Highway (17D)
Road section	Ch. 40.3 to Ch. 40.5

Peak veh/day across construction	84
Peak impact month	May-26
Length of peak period	2

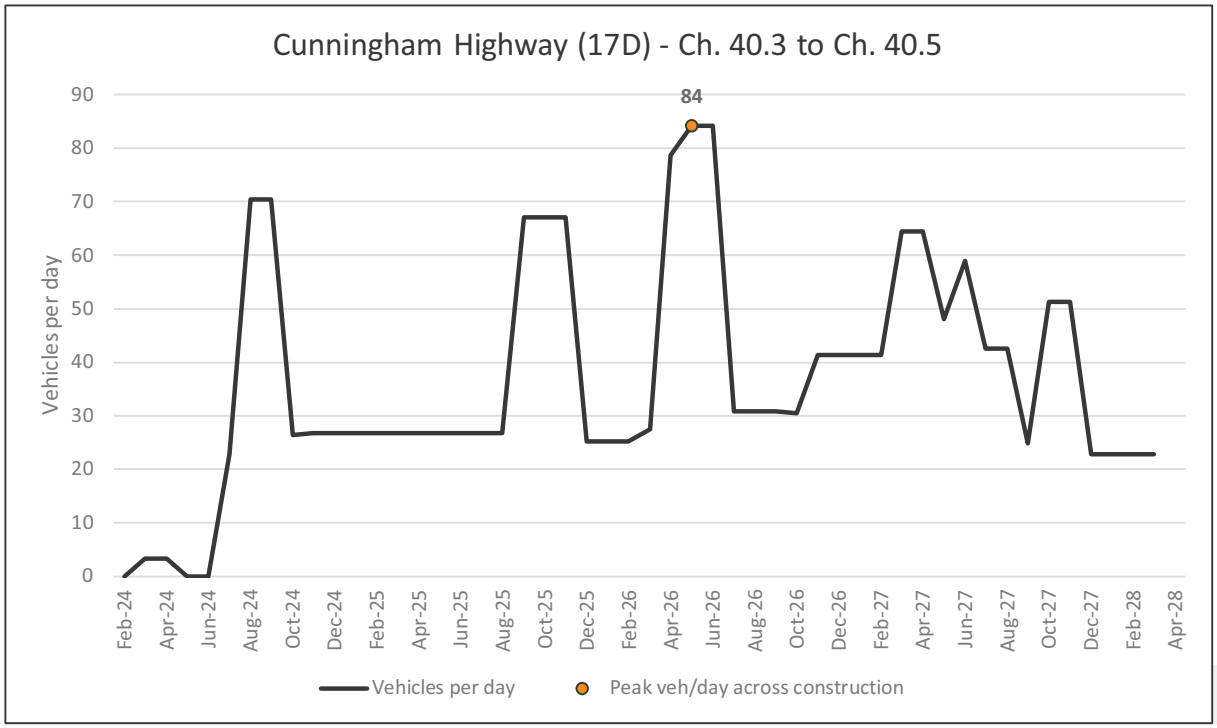
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	23	70	70	26	27	27

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
27	27	27	27	27	27	27	27	67	67	67	25

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
25	25	27	79	84	84	31	31	31	30	41	41

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
41	41	64	64	48	59	42	42	25	51	51	23

Jan-28	Feb-28	Mar-28
23	23	23



Road ID	X21-E32
Road name	Cunningham Highway (17D)
Road section	Ch. 40.5 to Ch. 43.9

Peak veh/day across construction	107
Peak impact month	Sep-25
Length of peak period	3

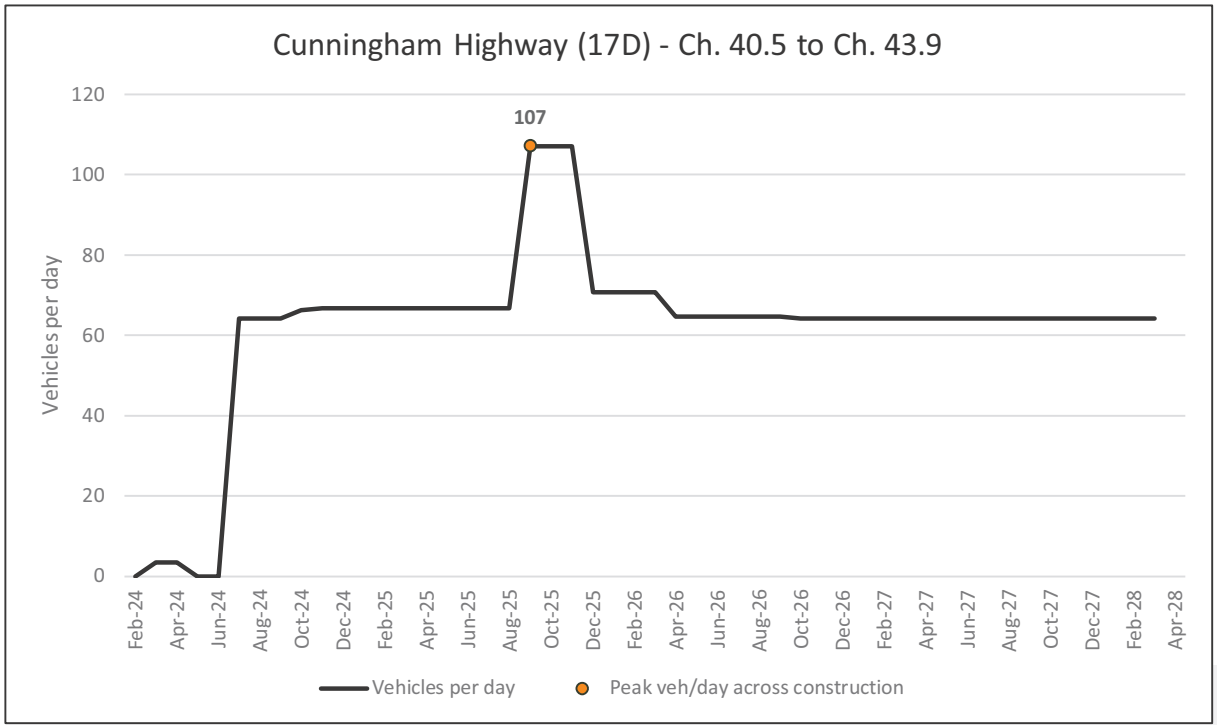
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	64	64	64	66	67	67

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
67	67	67	67	67	67	67	67	107	107	107	71

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
71	71	71	65	65	65	65	65	65	64	64	64

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
64	64	64	64	64	64	64	64	64	64	64	64

Jan-28	Feb-28	Mar-28
64	64	64



Road ID	E32-X19
Road name	Cunningham Highway (17D)
Road section	Ch. 43.9 to Ch. 46.3

Peak veh/day across construction	65
Peak impact month	Sep-25
Length of peak period	3

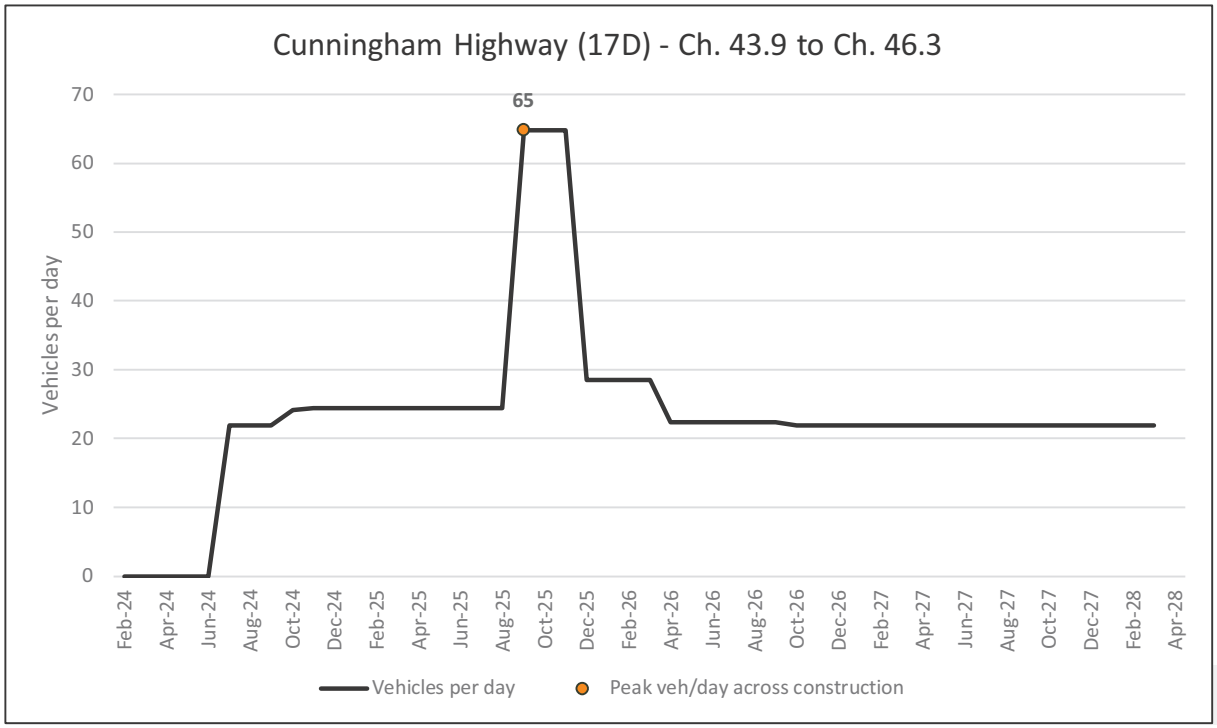
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	22	22	24	24	24

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
24	24	24	24	24	24	24	24	65	65	65	29

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
29	29	29	22	22	22	22	22	22	22	22	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
22	22	22	22	22	22	22	22	22	22	22	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	X19-X13
Road name	Cunningham Highway (17D)
Road section	Ch. 46.3 to Ch. 88.0

Peak veh/day across construction	29
Peak impact month	Dec-25
Length of peak period	4

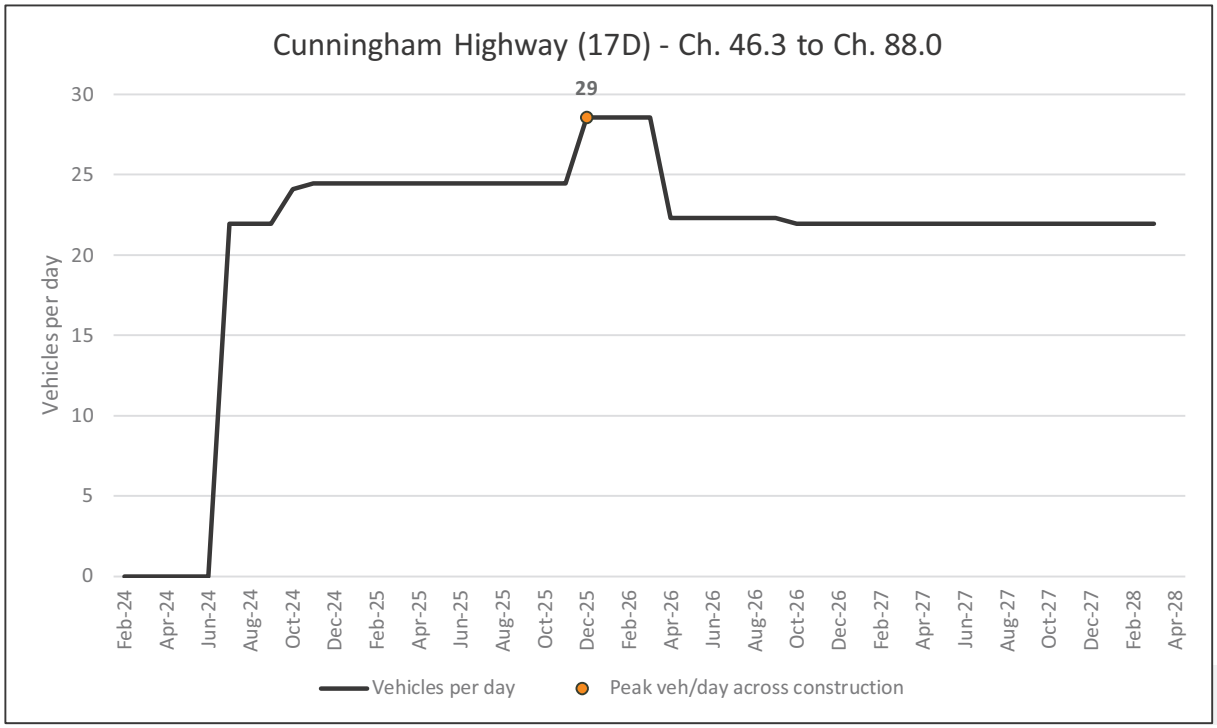
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	22	22	24	24	24

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
24	24	24	24	24	24	24	24	24	24	24	29

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
29	29	29	22	22	22	22	22	22	22	22	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
22	22	22	22	22	22	22	22	22	22	22	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	X13-X152
Road name	Cunningham Highway (17D)
Road section	Ch. 88.0 to Ch. 88.2

Peak veh/day across construction	57
Peak impact month	May-26
Length of peak period	1

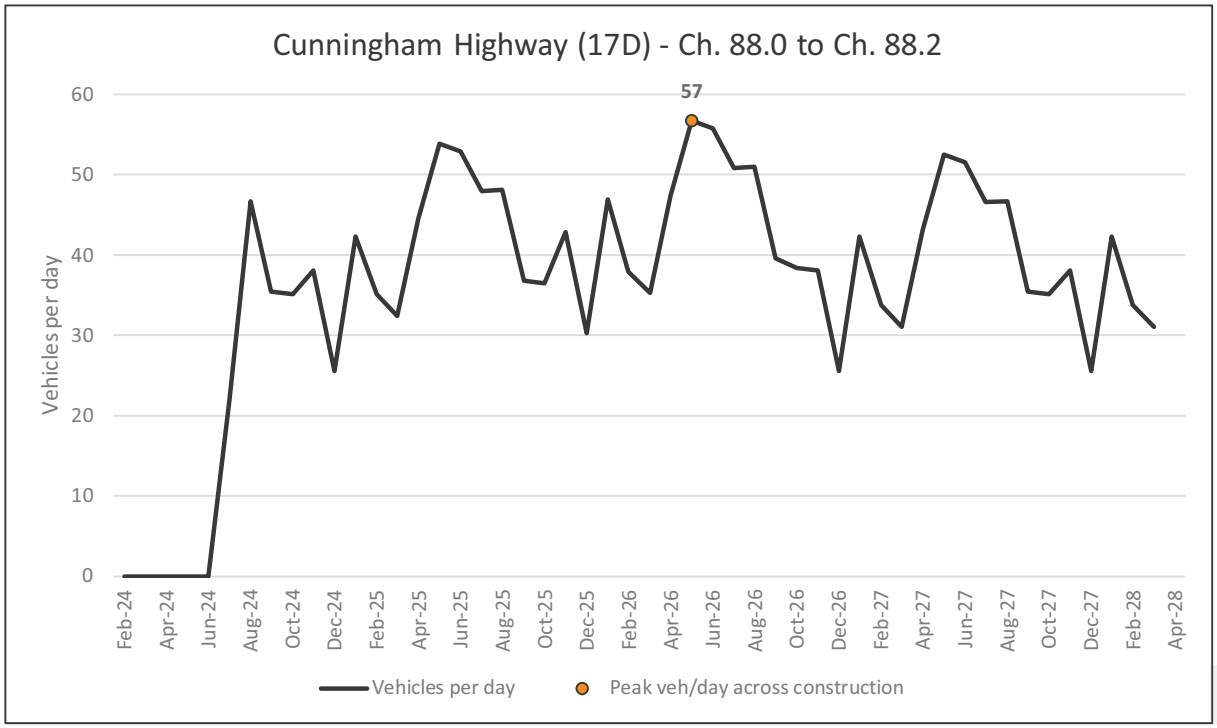
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	47	35	35	38	26

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
42	35	32	45	54	53	48	48	37	36	43	30

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
47	38	35	47	57	56	51	51	40	38	38	26

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
42	34	31	43	53	52	47	47	35	35	38	26

Jan-28	Feb-28	Mar-28
42	34	31



Road ID	X152-X12
Road name	Cunningham Highway (17D)
Road section	Ch. 88.2 to Ch. 90.0

Peak veh/day across construction	27
Peak impact month	Nov-25
Length of peak period	3

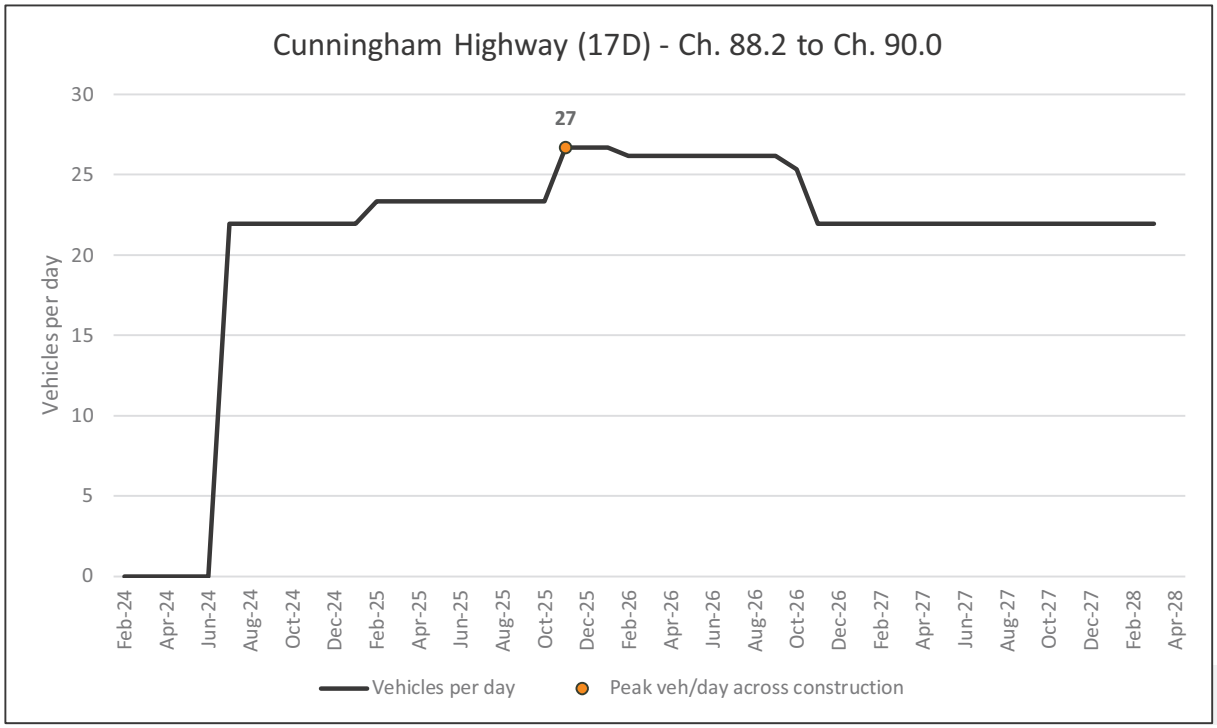
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	22	22	22	22	22

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
22	23	23	23	23	23	23	23	23	23	27	27

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
27	26	26	26	26	26	26	26	26	25	22	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
22	22	22	22	22	22	22	22	22	22	22	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	M9-M10
Road name	Gateway Motorway (N239)
Road section	Ch. 0.0 to Ch. 15

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

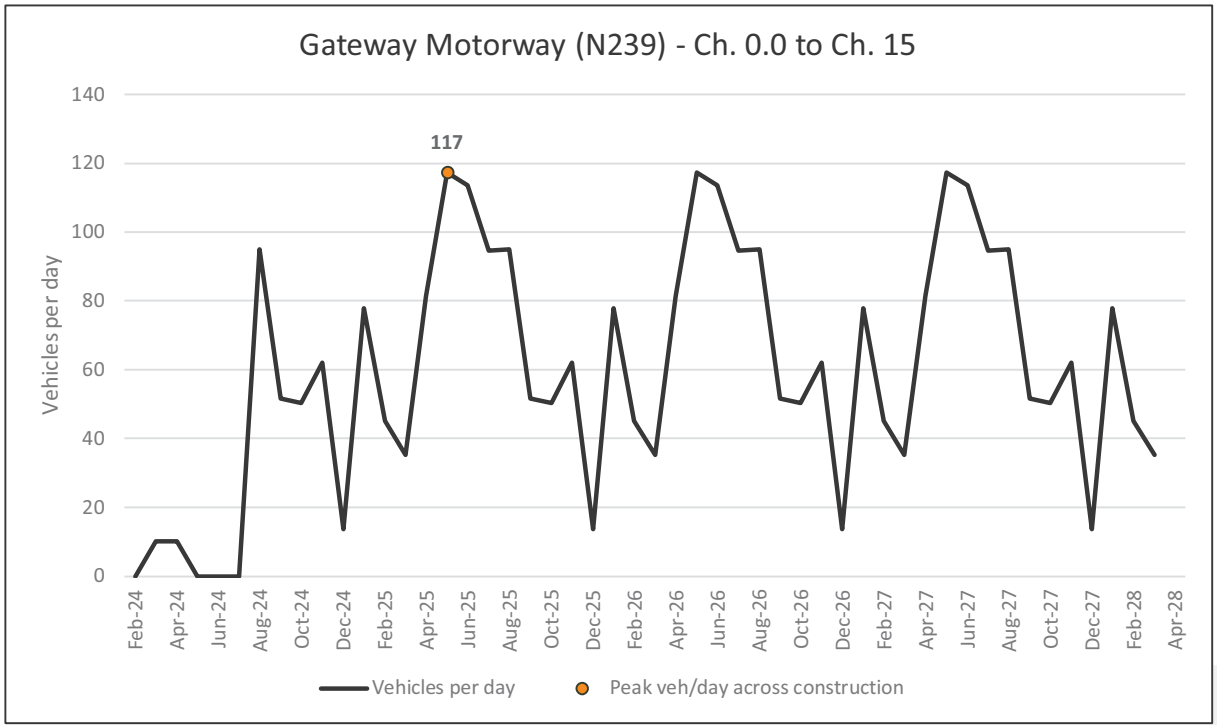
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M8-M9
Road name	Gateway Motorway Extension (N332)
Road section	Ch. 0.0 to Ch. 10

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

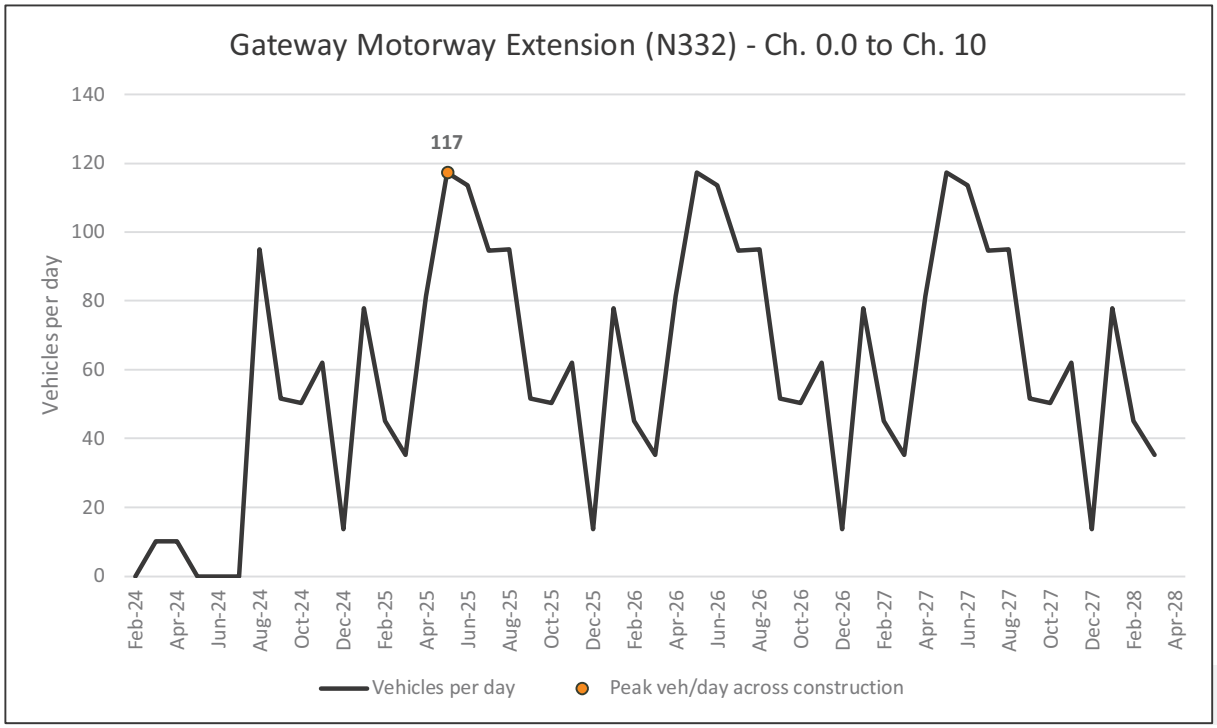
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	X44-X23
Road name	Gore Highway (28A)
Road section	Ch. 0.0 to Ch. 2.2

Peak veh/day across construction	581
Peak impact month	May-25
Length of peak period	1

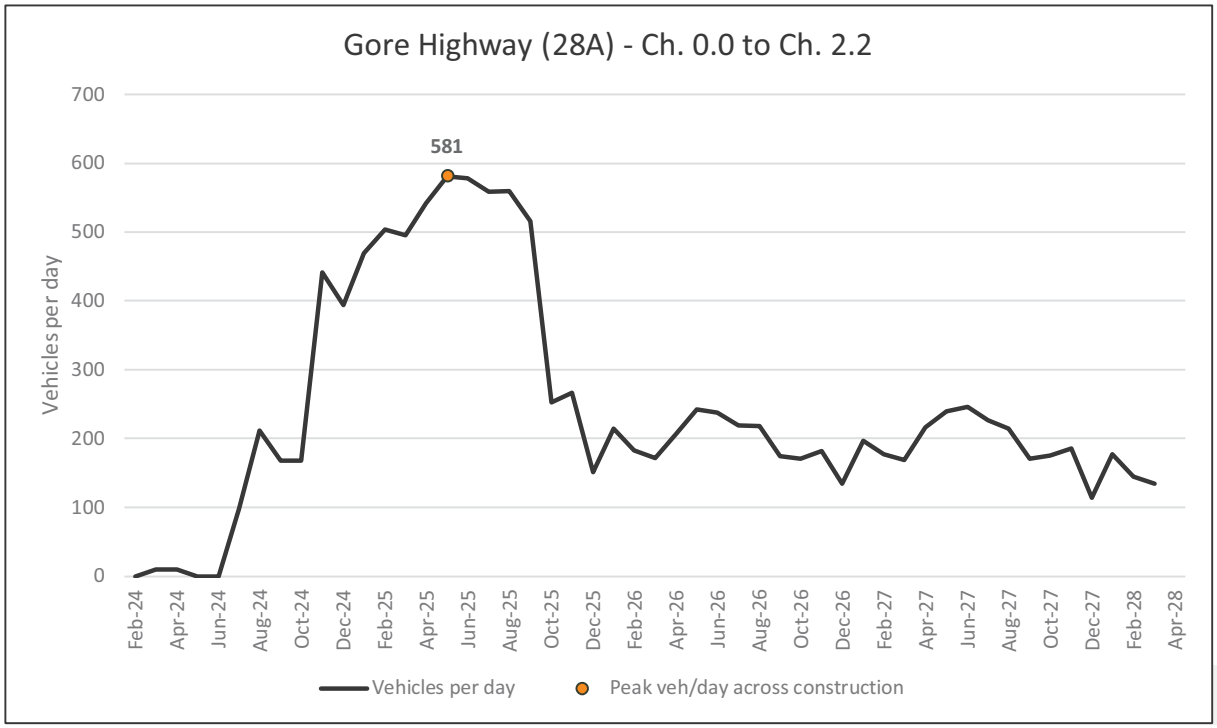
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	98	212	168	168	441	395

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
470	504	496	542	581	578	559	559	516	253	267	152

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
214	183	172	206	242	238	219	218	174	171	182	134

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
197	178	169	216	239	246	227	215	171	175	186	114

Jan-28	Feb-28	Mar-28
178	145	135



Road ID	X23-E94
Road name	Gore Highway (28A)
Road section	Ch. 2.2 to Ch. 5.4

Peak veh/day across construction	995
Peak impact month	Nov-24
Length of peak period	1

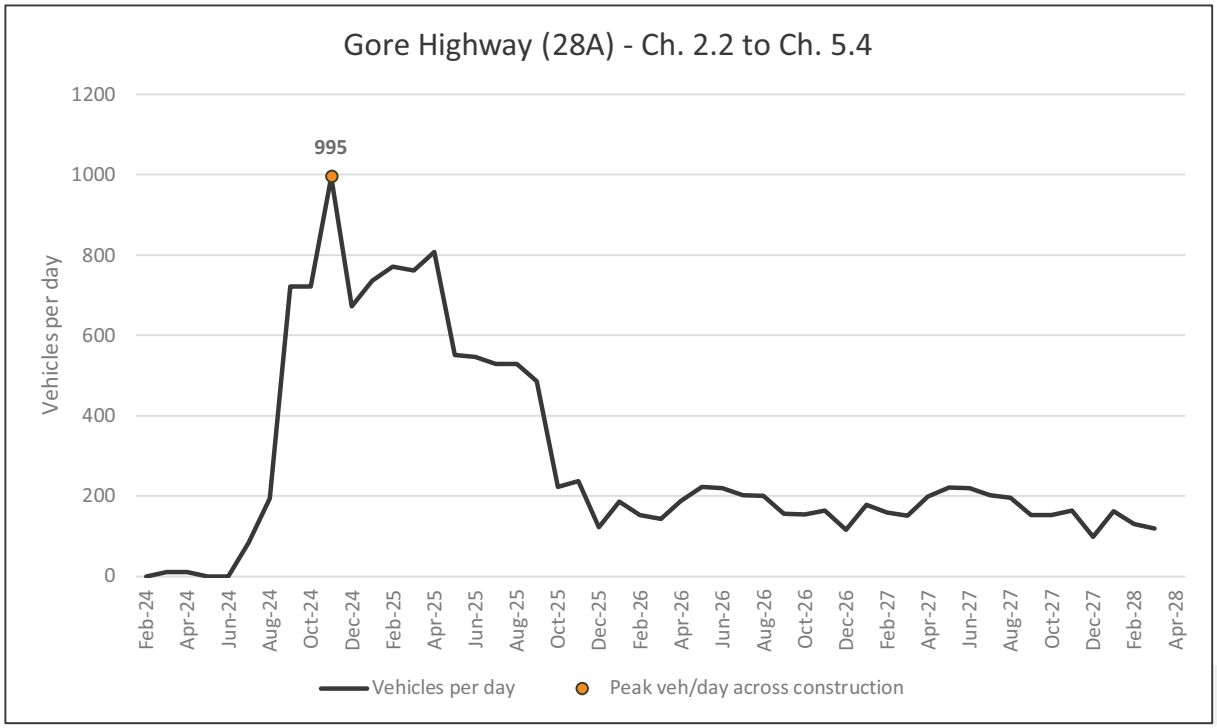
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	84	194	722	722	995	673

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
737	771	763	809	551	547	528	529	485	223	237	123

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
185	153	143	188	223	219	201	200	156	153	164	115

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
178	160	151	198	221	220	201	196	152	153	164	99

Jan-28	Feb-28	Mar-28
163	130	120



Road ID	E94-X24
Road name	Gore Highway (28A)
Road section	Ch. 5.4 to Ch. 6.7

Peak veh/day across construction	981
Peak impact month	Nov-24
Length of peak period	1

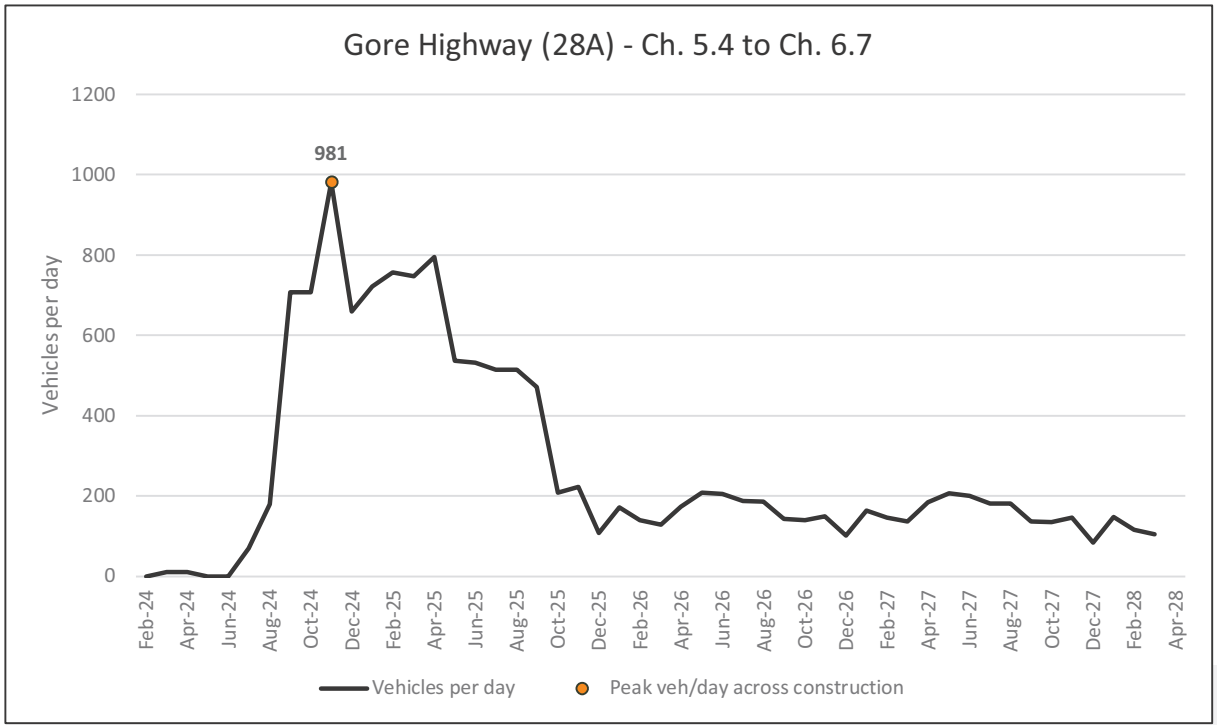
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	70	180	708	708	981	659

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
723	757	749	795	537	533	514	514	471	209	223	108

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
171	139	128	173	209	205	186	186	142	139	150	101

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
164	146	136	184	207	200	181	181	137	136	147	84

Jan-28	Feb-28	Mar-28
148	115	105



Road ID	X24-X26
Road name	Gore Highway (28A)
Road section	Ch. 6.7 to Ch. 7.7

Peak veh/day across construction	974
Peak impact month	Nov-24
Length of peak period	1

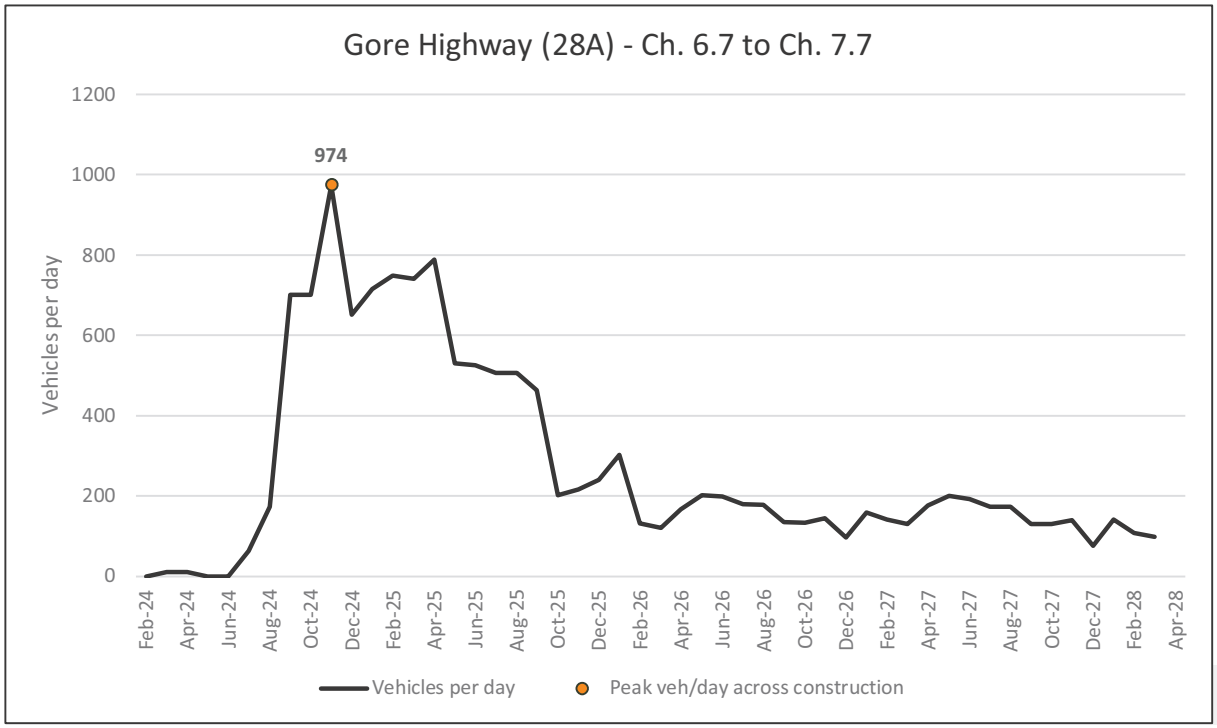
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	63	173	701	701	974	652

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
716	750	742	788	529	526	507	507	464	202	216	240

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
302	132	121	166	202	198	179	179	135	134	144	96

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
159	142	129	177	199	193	174	174	130	129	140	77

Jan-28	Feb-28	Mar-28
141	108	98



Road ID	X26-X32
Road name	Gore Highway (28A)
Road section	Ch. 7.7 to Ch. 11.2

Peak veh/day across construction	956
Peak impact month	Nov-24
Length of peak period	1

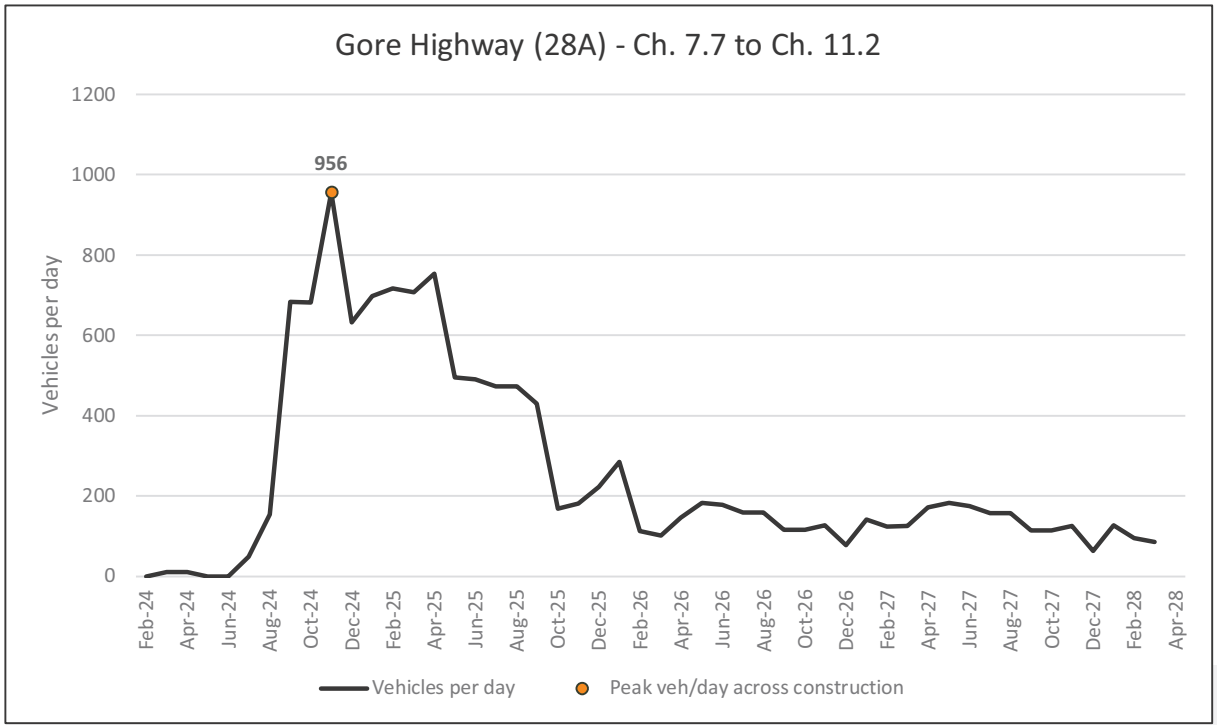
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	48	155	683	683	956	634

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
698	716	707	754	495	492	473	473	430	168	182	222

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
284	112	102	147	182	178	160	159	115	114	126	78

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
141	124	125	172	182	176	157	157	113	114	125	63

Jan-28	Feb-28	Mar-28
127	94	84



Road ID	X32-X35
Road name	Gore Highway (28A)
Road section	Ch. 11.2 to Ch. 15.3

Peak veh/day across construction	949
Peak impact month	Nov-24
Length of peak period	1

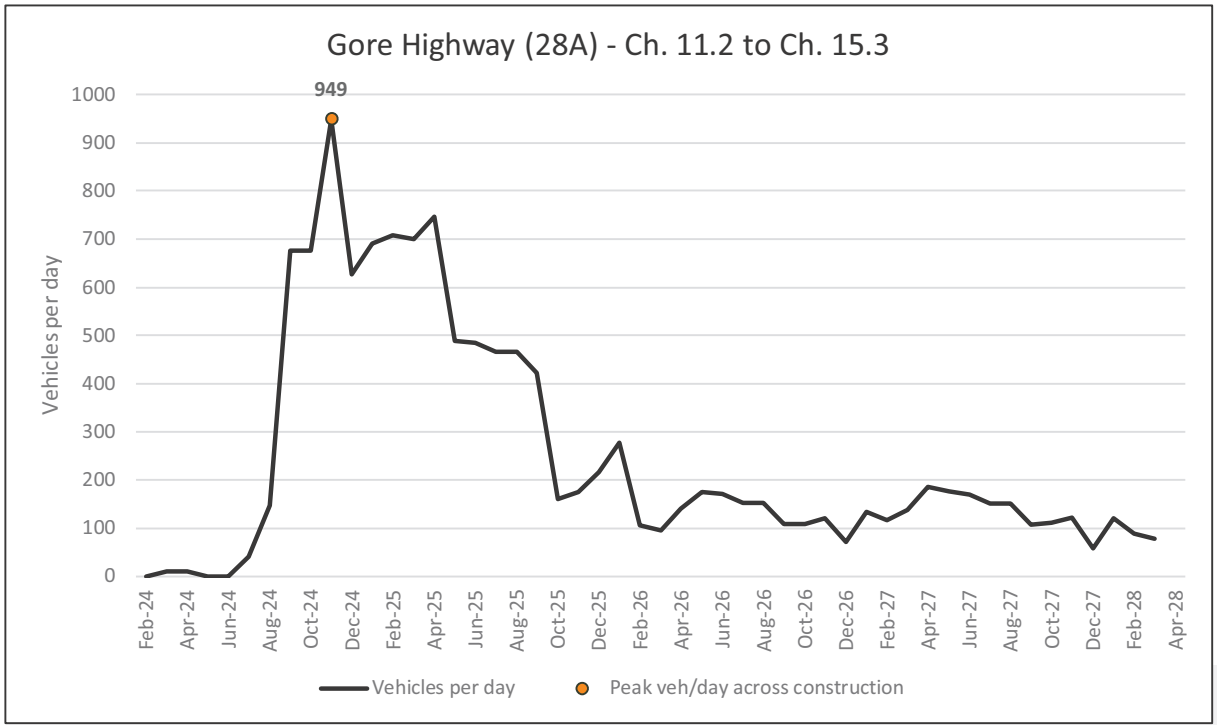
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	41	147	676	675	949	627

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
691	709	700	747	488	484	466	466	423	161	175	215

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
277	105	95	140	175	171	153	152	108	107	119	71

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
134	116	138	185	176	170	151	151	107	111	122	57

Jan-28	Feb-28	Mar-28
121	88	78



Road ID	X35-X41
Road name	Gore Highway (28A)
Road section	Ch. 15.3 to Ch. 17.5

Peak veh/day across construction	677
Peak impact month	Nov-24
Length of peak period	1

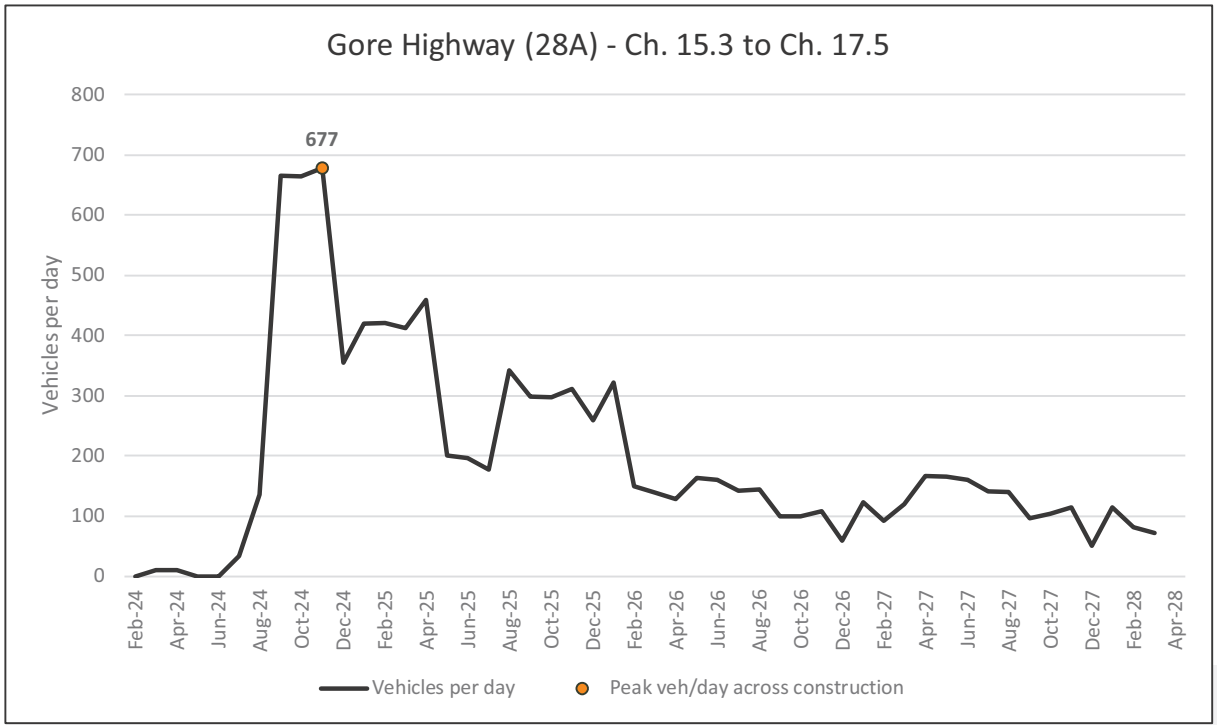
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	34	136	665	664	677	355

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
419	421	412	458	200	196	177	342	299	297	311	259

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
321	149	139	129	164	160	142	144	100	100	108	60

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
123	92	120	167	166	160	141	140	97	104	114	50

Jan-28	Feb-28	Mar-28
115	82	72



Road ID	X41-X36
Road name	Gore Highway (28A)
Road section	Ch. 17.5 to Ch. 19.0

Peak veh/day across construction	670
Peak impact month	Nov-24
Length of peak period	1

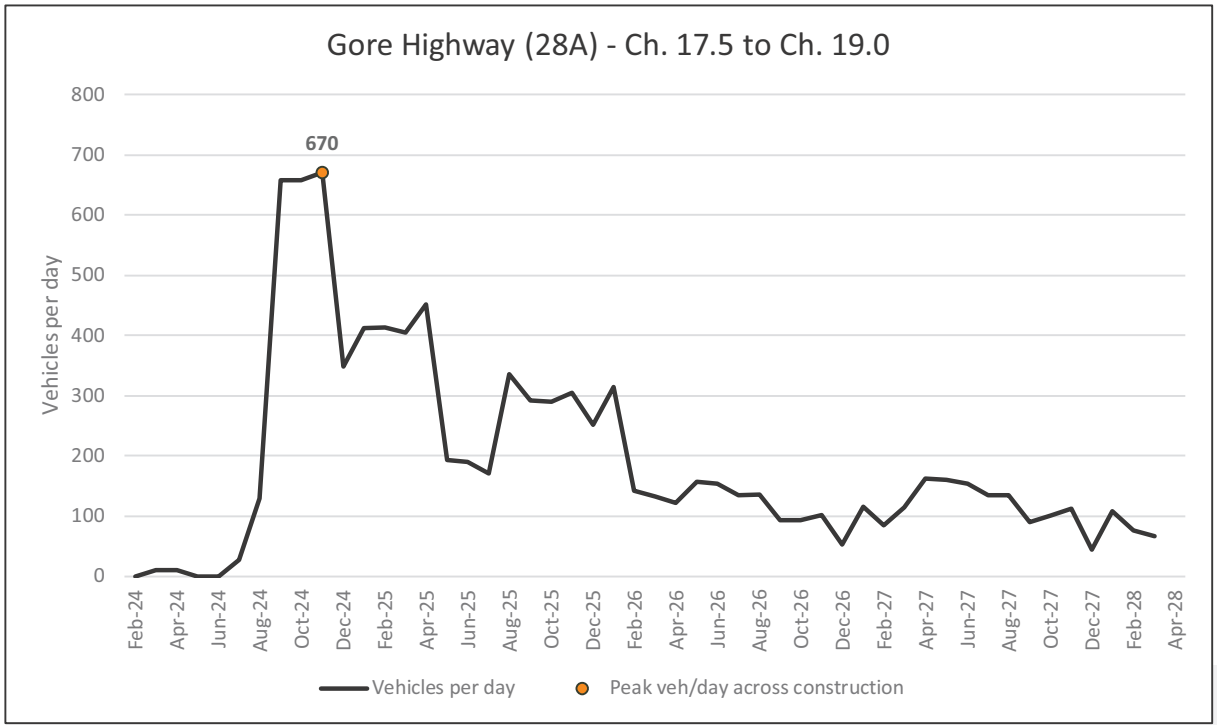
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	27	129	658	657	670	348

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
412	414	405	451	193	189	170	335	292	290	304	252

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
314	142	132	122	157	153	135	136	93	93	101	53

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
116	85	114	162	160	154	135	134	91	101	112	44

Jan-28	Feb-28	Mar-28
109	76	66



Road ID	X36-X40
Road name	Gore Highway (28A)
Road section	Ch. 19.0 to Ch. 20.3

Peak veh/day across construction	663
Peak impact month	Nov-24
Length of peak period	1

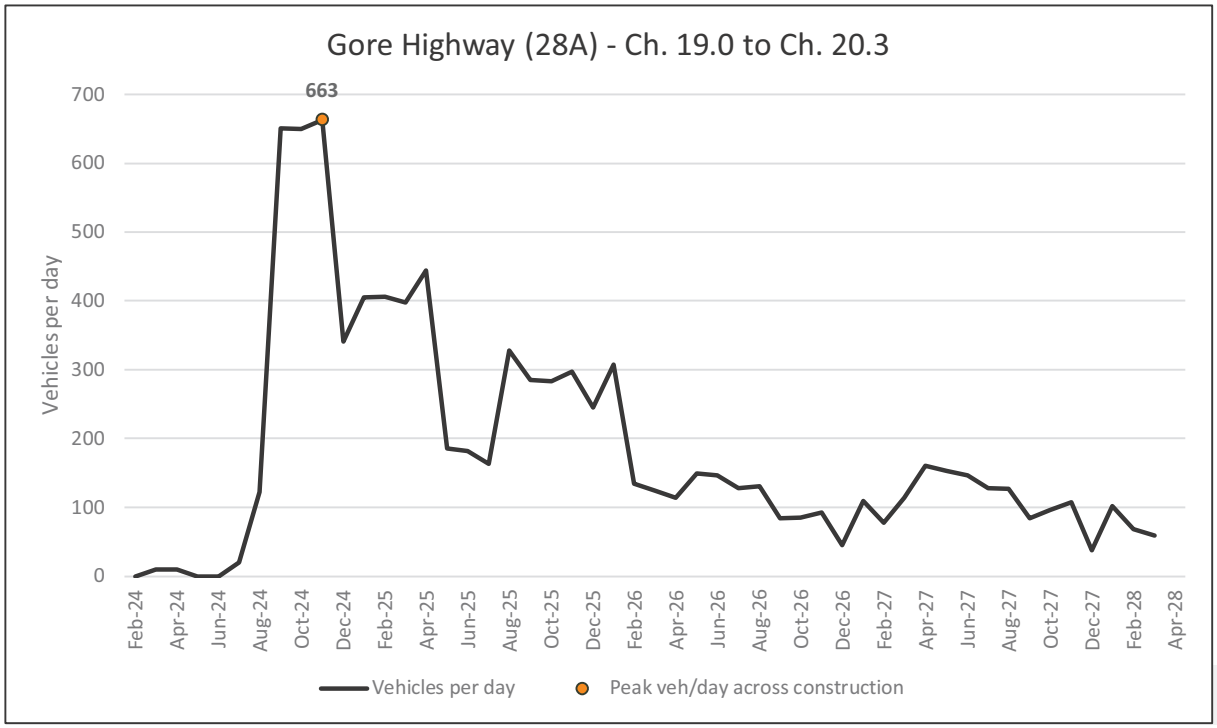
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	20	122	651	650	663	341

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
405	407	398	444	186	182	163	328	285	283	297	245

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
307	135	124	114	149	147	128	130	85	85	93	45

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
109	78	114	161	153	147	128	128	84	96	107	38

Jan-28	Feb-28	Mar-28
102	69	59



Road ID	X40-E89
Road name	Gore Highway (28A)
Road section	Ch. 20.3 to Ch. 21.5

Peak veh/day across construction	656
Peak impact month	Nov-24
Length of peak period	1

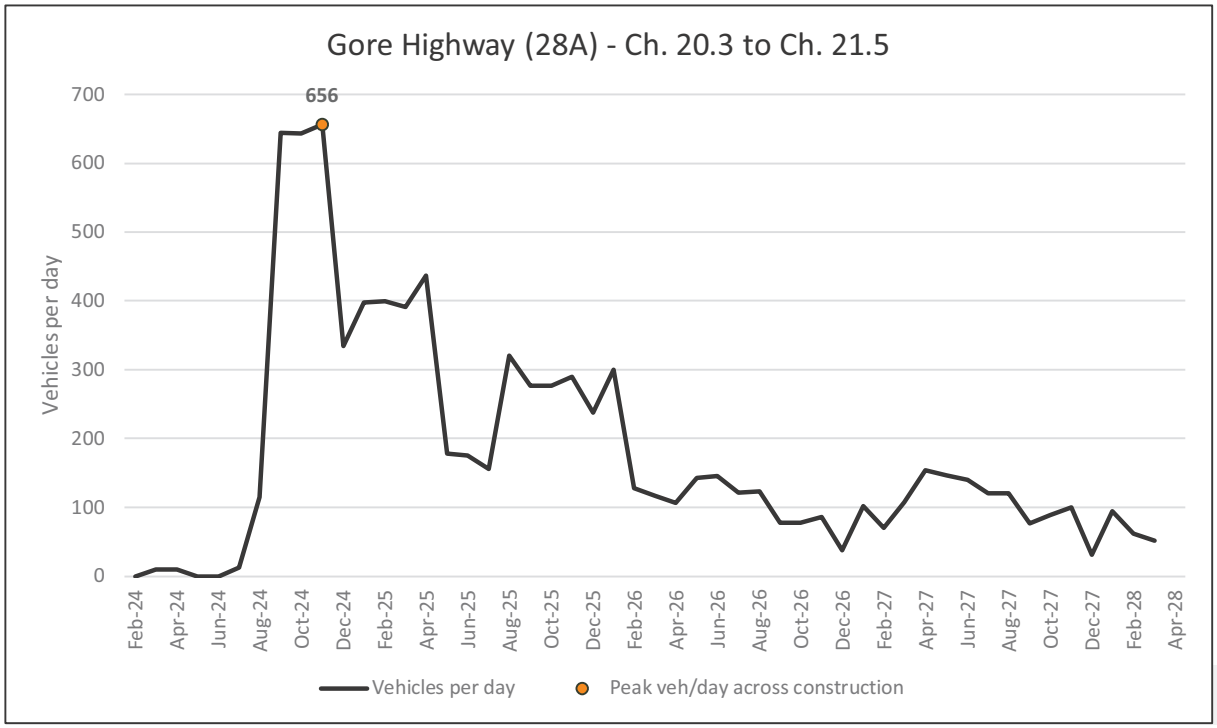
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	13	115	644	643	656	334

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
398	399	391	437	179	175	156	321	278	276	290	238

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
300	128	117	107	142	146	121	123	78	78	86	38

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
102	71	107	154	146	140	121	121	77	89	100	31

Jan-28	Feb-28	Mar-28
95	62	52



Road ID	E89-X39
Road name	Gore Highway (28A)
Road section	Ch. 21.5 to Ch. 23.2

Peak veh/day across construction	645
Peak impact month	Nov-24
Length of peak period	1

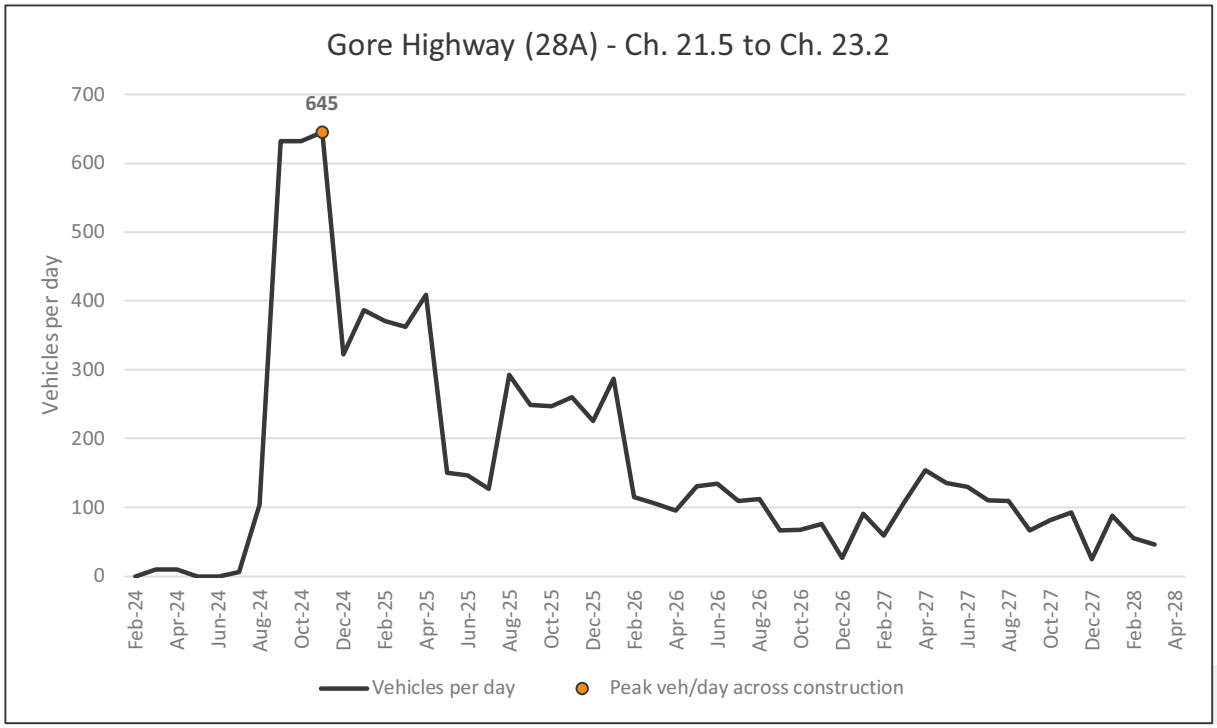
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	6	104	632	632	645	323

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
387	371	362	409	150	146	128	293	249	248	260	225

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
287	115	106	95	131	135	110	112	67	67	75	27

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
91	59	107	154	136	130	111	110	67	82	92	24

Jan-28	Feb-28	Mar-28
88	56	46



Road ID	X39-X43
Road name	Gore Highway (28A)
Road section	Ch. 23.2 to Ch. 25.0

Peak veh/day across construction	370
Peak impact month	Nov-24
Length of peak period	1

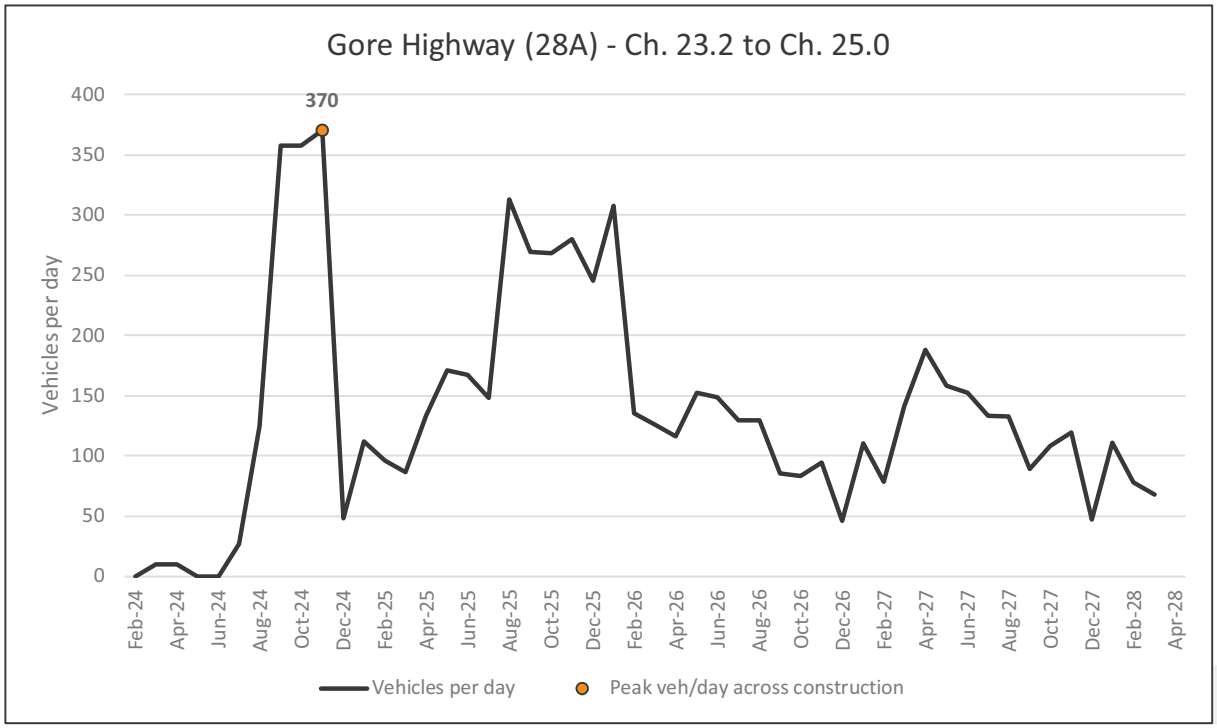
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	27	125	358	357	370	48

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
112	96	87	133	171	167	148	313	270	268	280	245

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
308	136	126	117	152	148	130	129	85	84	94	46

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
110	79	141	188	158	152	133	133	89	108	119	47

Jan-28	Feb-28	Mar-28
111	78	68



Road ID	X43-X45
Road name	Gore Highway (28A)
Road section	Ch. 25.0 to Ch. 30.1

Peak veh/day across construction	1580
Peak impact month	Jan-26
Length of peak period	1

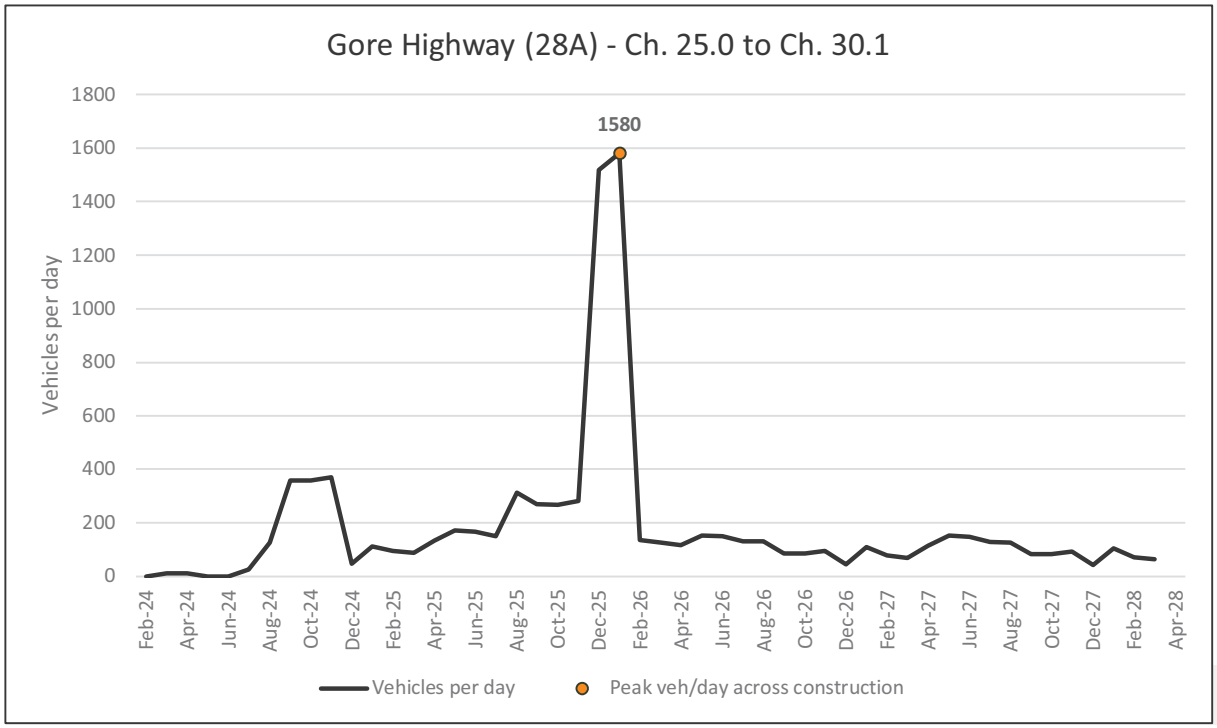
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	27	125	358	357	370	48

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
112	96	87	133	171	167	148	313	270	268	280	1517

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1580	136	126	117	152	148	130	129	85	84	94	46

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
110	79	68	116	152	146	127	126	83	81	92	41

Jan-28	Feb-28	Mar-28
105	72	62



Road ID	X45-X146
Road name	Gore Highway (28A)
Road section	Ch. 30.1 to Ch. 38.7

Peak veh/day across construction	381
Peak impact month	Nov-24
Length of peak period	1

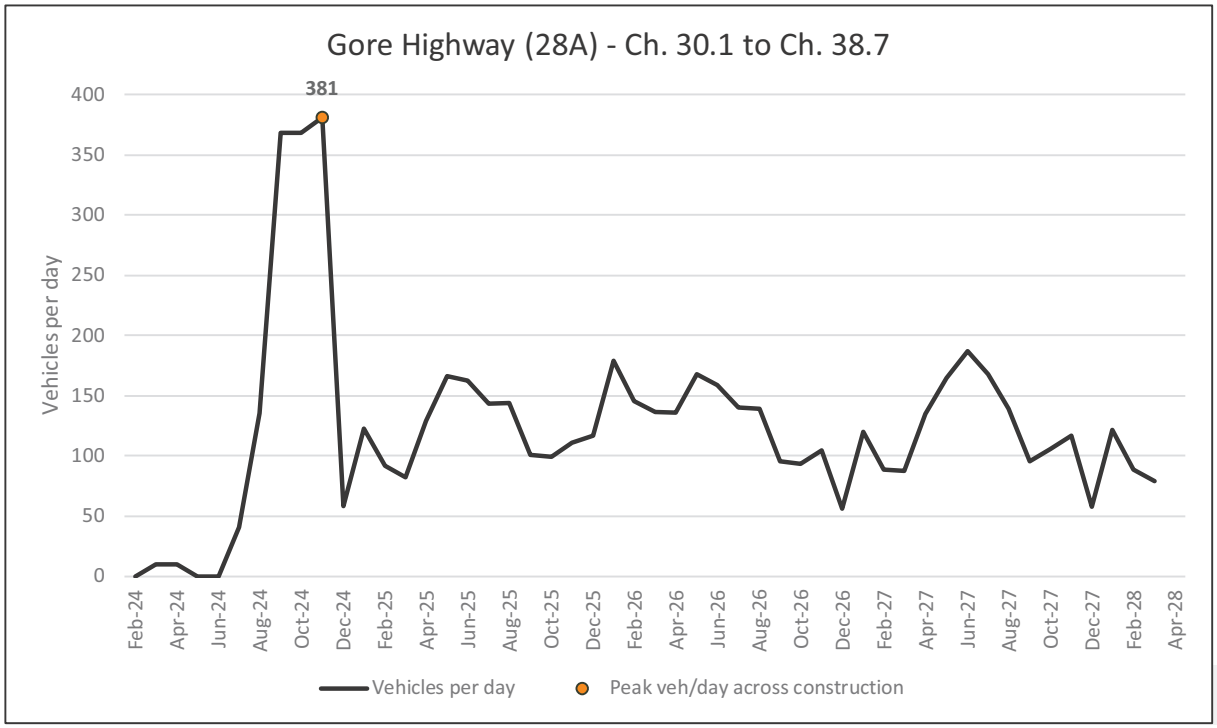
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	41	136	368	368	381	58

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
123	92	82	129	166	162	143	144	101	99	111	117

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
179	146	136	136	168	159	140	139	95	94	104	56

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
120	89	88	135	165	187	168	139	95	105	117	57

Jan-28	Feb-28	Mar-28
121	89	79



Road ID	X146-X47
Road name	Gore Highway (28A)
Road section	Ch. 38.7 to Ch. 41.1

Peak veh/day across construction	381
Peak impact month	Nov-24
Length of peak period	1

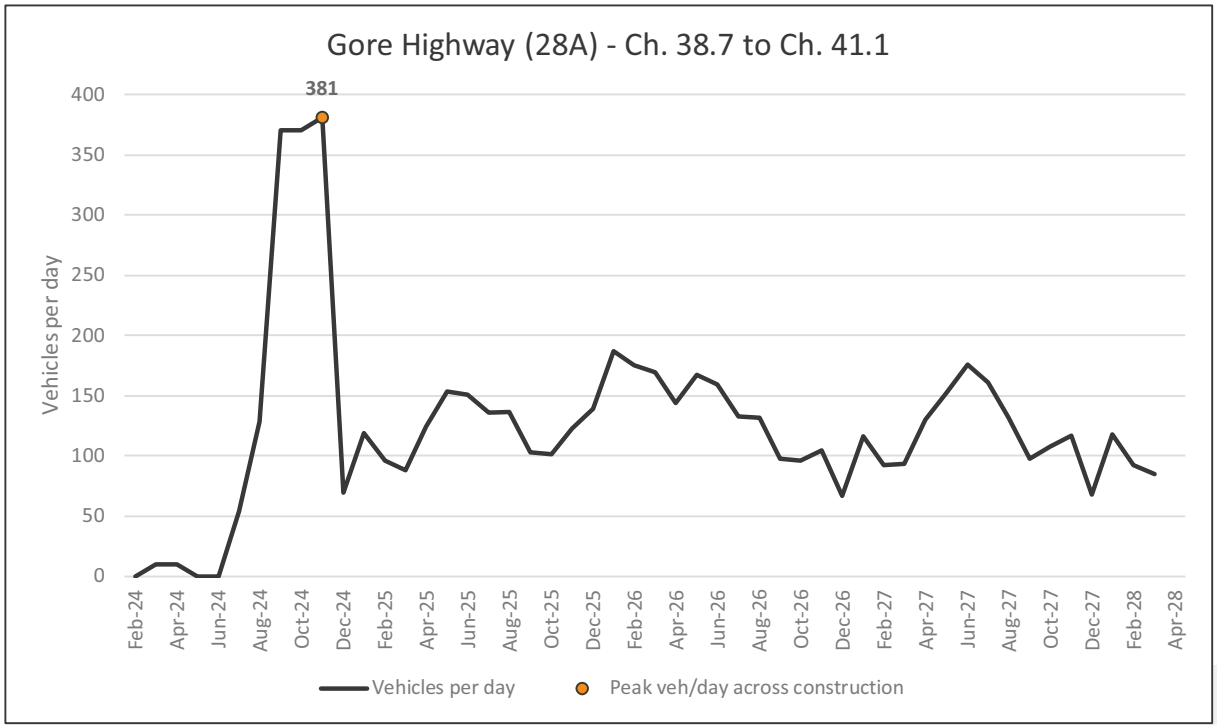
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	54	128	371	370	381	69

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
119	96	88	124	154	151	136	137	103	102	123	139

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
187	175	169	143	167	159	133	132	97	96	104	67

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
116	92	94	130	152	176	161	131	98	108	117	68

Jan-28	Feb-28	Mar-28
118	92	85



Road ID	X47-X28
Road name	Gore Highway (28A)
Road section	Ch. 41.1 to Ch. 41.7

Peak veh/day across construction	381
Peak impact month	Nov-24
Length of peak period	1

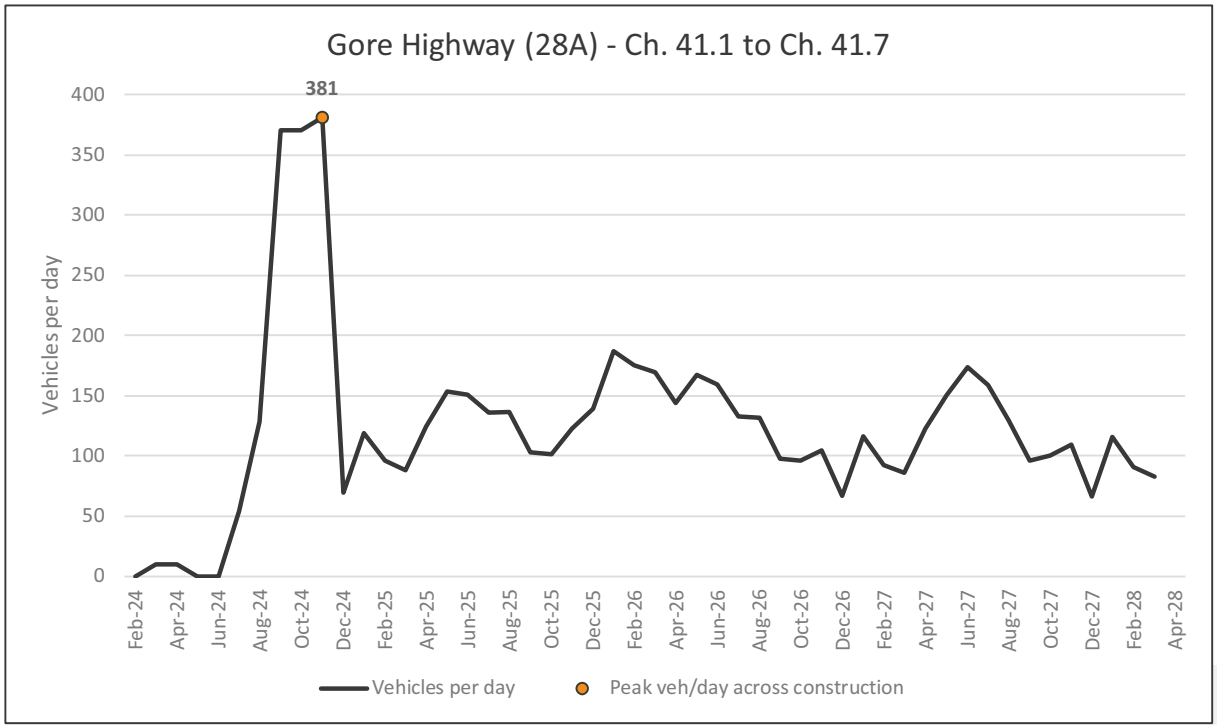
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	54	128	371	370	381	69

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
119	96	88	124	154	151	136	137	103	102	123	139

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
187	175	169	143	167	159	133	132	97	96	104	67

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
116	92	86	122	150	174	159	130	96	100	109	66

Jan-28	Feb-28	Mar-28
116	91	83



Road ID	X28-E56
Road name	Gore Highway (28A)
Road section	Ch. 41.7 to Ch. 43.2

Peak veh/day across construction	434
Peak impact month	Aug-25
Length of peak period	1

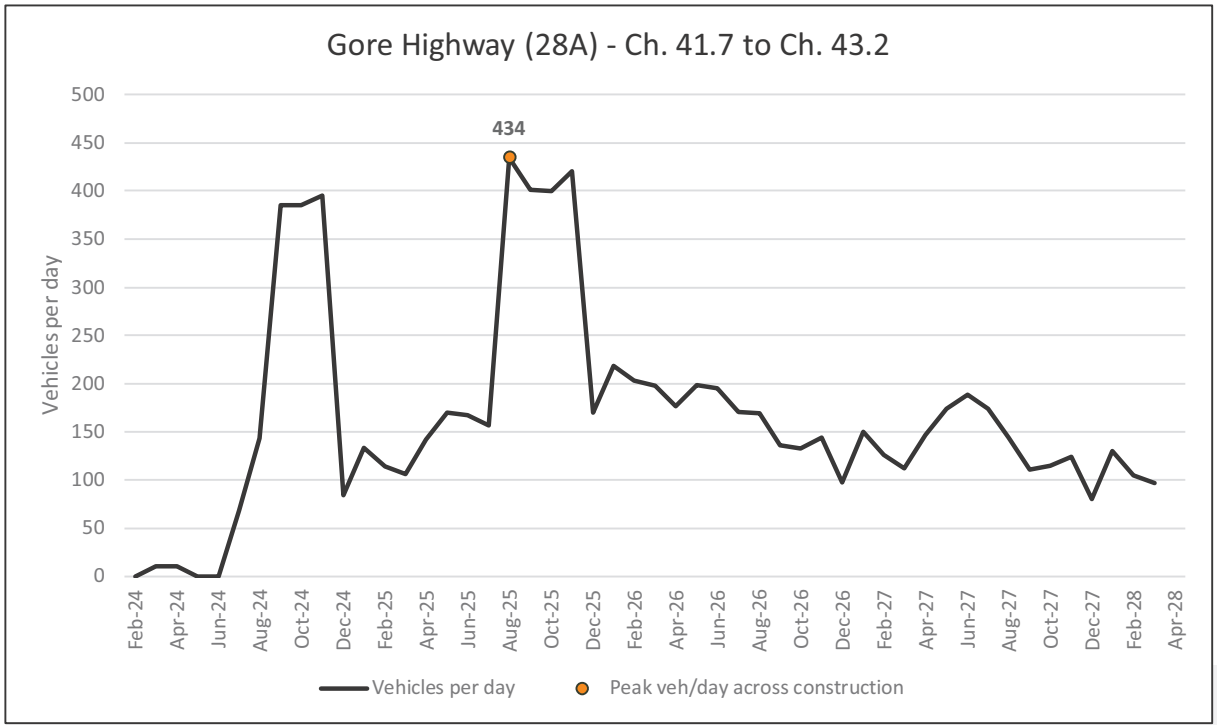
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	68	143	385	385	396	84

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
134	114	106	142	170	167	157	434	401	400	420	170

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
218	203	197	176	199	195	171	170	136	133	144	98

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
150	126	112	147	174	188	174	144	111	115	124	80

Jan-28	Feb-28	Mar-28
130	105	97



Road ID	E56-X30
Road name	Gore Highway (28A)
Road section	Ch. 43.2 to Ch. 44.7

Peak veh/day across construction	442
Peak impact month	Aug-25
Length of peak period	1

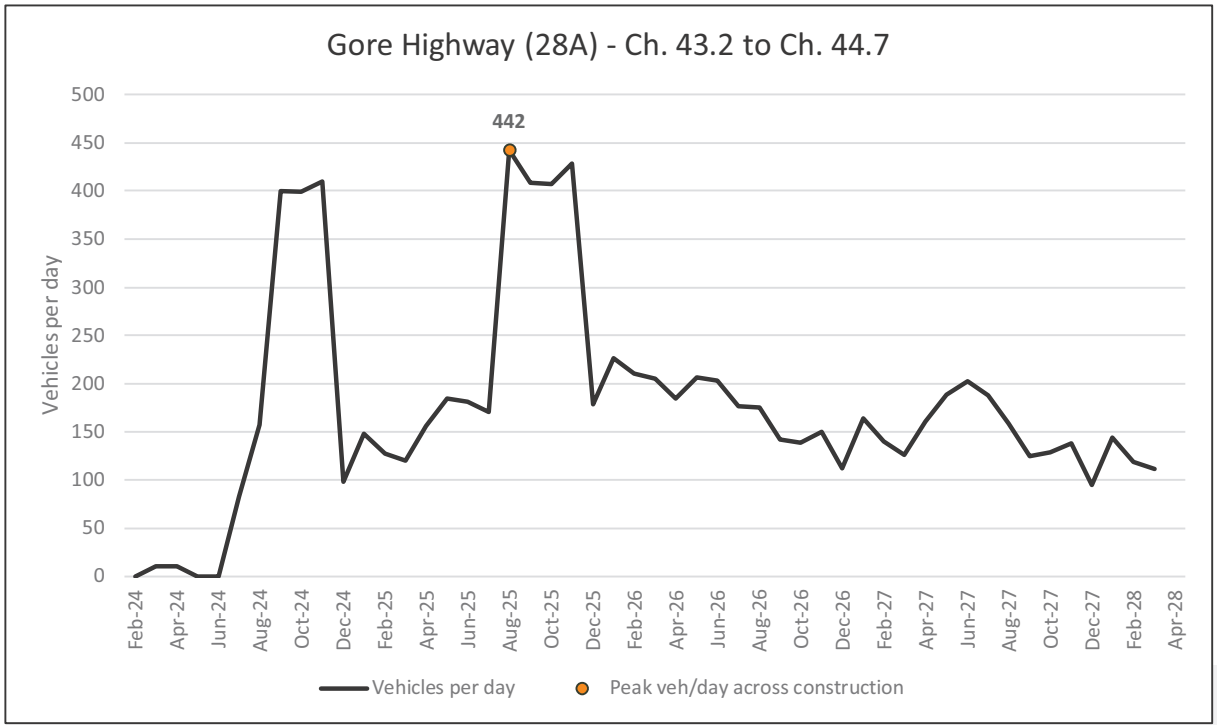
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	83	157	399	399	410	98

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
148	128	120	156	184	181	171	442	408	407	428	178

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
226	211	205	184	207	203	177	175	142	139	150	112

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
164	140	126	161	188	203	188	158	125	129	138	95

Jan-28	Feb-28	Mar-28
144	119	111



Road ID	X30-X33
Road name	Gore Highway (28A)
Road section	Ch. 44.7 to Ch. 47.6

Peak veh/day across construction	456
Peak impact month	Aug-25
Length of peak period	1

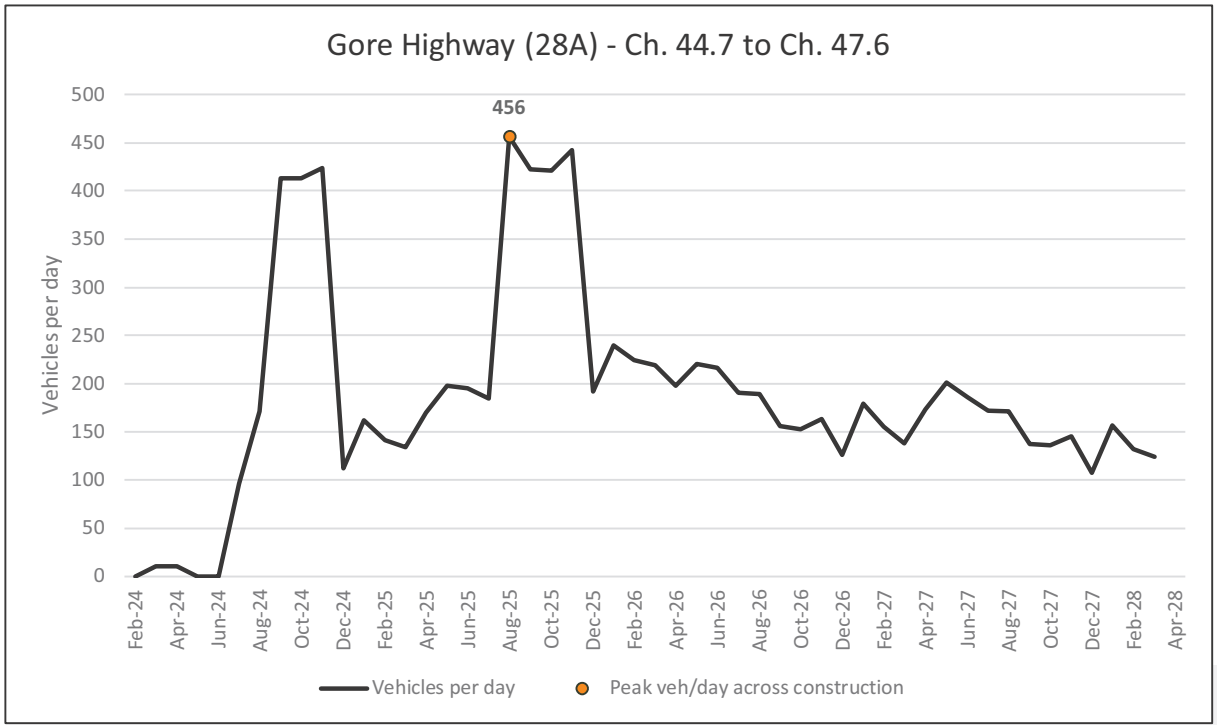
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	96	171	413	413	424	112

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
162	141	134	170	198	195	184	456	422	421	442	192

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
240	224	219	198	220	217	190	189	155	152	164	126

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
179	155	139	173	201	186	172	171	137	136	145	107

Jan-28	Feb-28	Mar-28
157	131	124



Road ID	X33-X38
Road name	Gore Highway (28A)
Road section	Ch. 47.6 to Ch. 52.2

Peak veh/day across construction	470
Peak impact month	Aug-25
Length of peak period	1

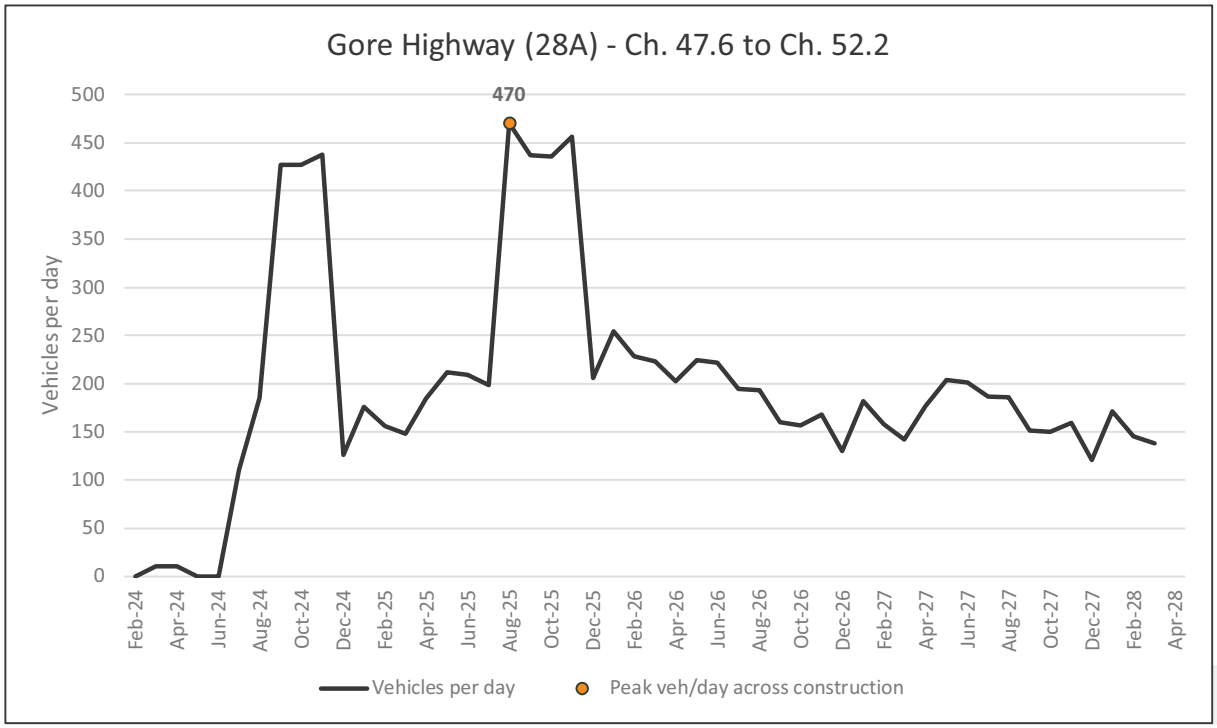
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	110	185	427	427	438	126

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
176	156	148	184	212	209	199	470	436	435	456	206

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
254	229	223	202	225	221	195	193	160	157	168	130

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
182	158	142	177	204	201	186	185	151	150	159	121

Jan-28	Feb-28	Mar-28
171	145	138



Road ID	X38-X34
Road name	Gore Highway (28A)
Road section	Ch. 52.2 to Ch. 53.3

Peak veh/day across construction	480
Peak impact month	Aug-25
Length of peak period	1

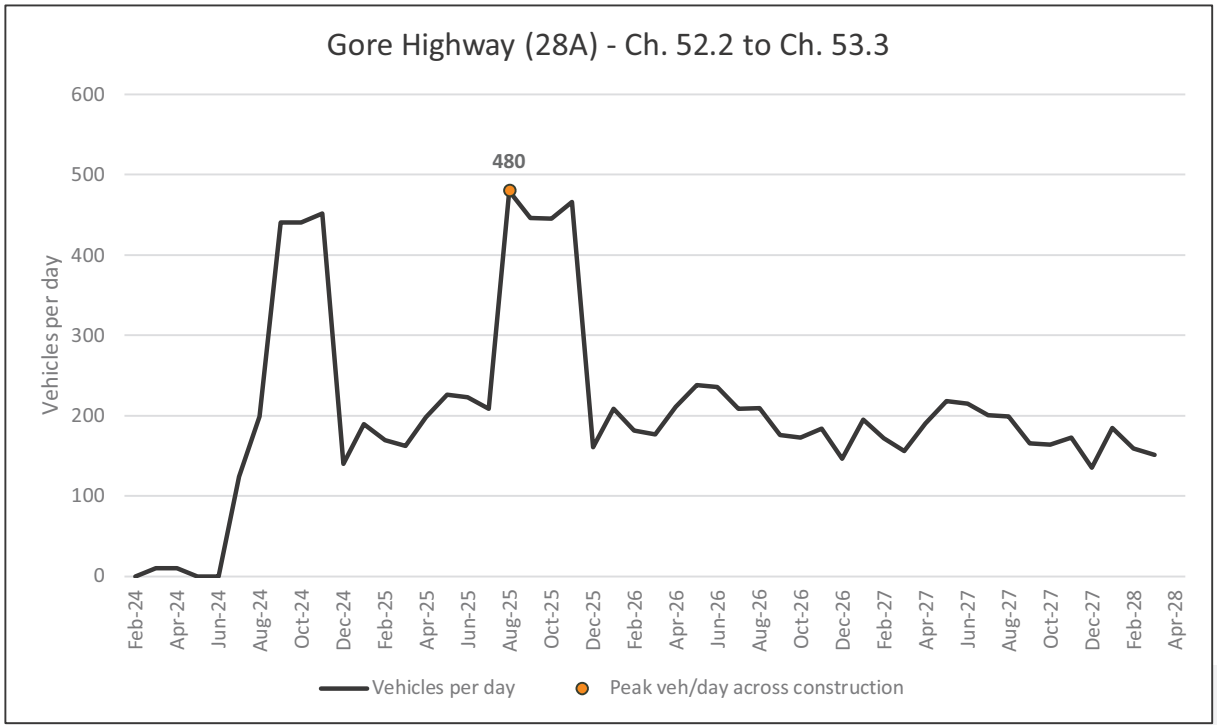
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	124	199	441	441	451	140

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
190	170	162	198	226	223	208	480	446	445	466	161

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
209	182	177	211	239	235	209	210	176	173	184	146

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
195	172	156	190	218	215	200	199	165	164	173	135

Jan-28	Feb-28	Mar-28
185	159	152



Road ID	X34-X37
Road name	Gore Highway (28A)
Road section	Ch. 53.3 to Ch. 60.8

Peak veh/day across construction	495
Peak impact month	Aug-25
Length of peak period	1

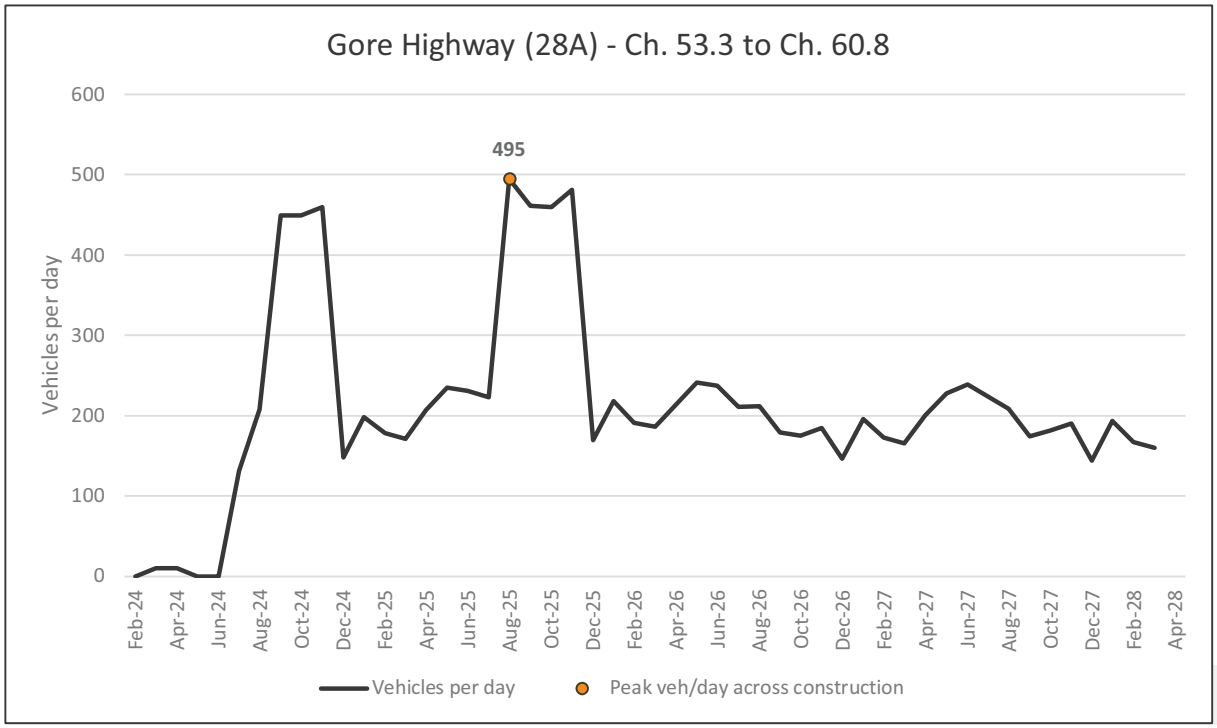
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	131	207	449	449	460	148

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
198	178	171	207	235	232	223	495	461	460	481	170

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
218	191	186	213	241	238	211	212	179	175	184	147

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
196	172	165	200	228	239	224	209	175	181	191	143

Jan-28	Feb-28	Mar-28
193	168	160



Road ID	X37-X27
Road name	Gore Highway (28A)
Road section	Ch. 60.8 to Ch. 63.0

Peak veh/day across construction	231
Peak impact month	Jun-27
Length of peak period	1

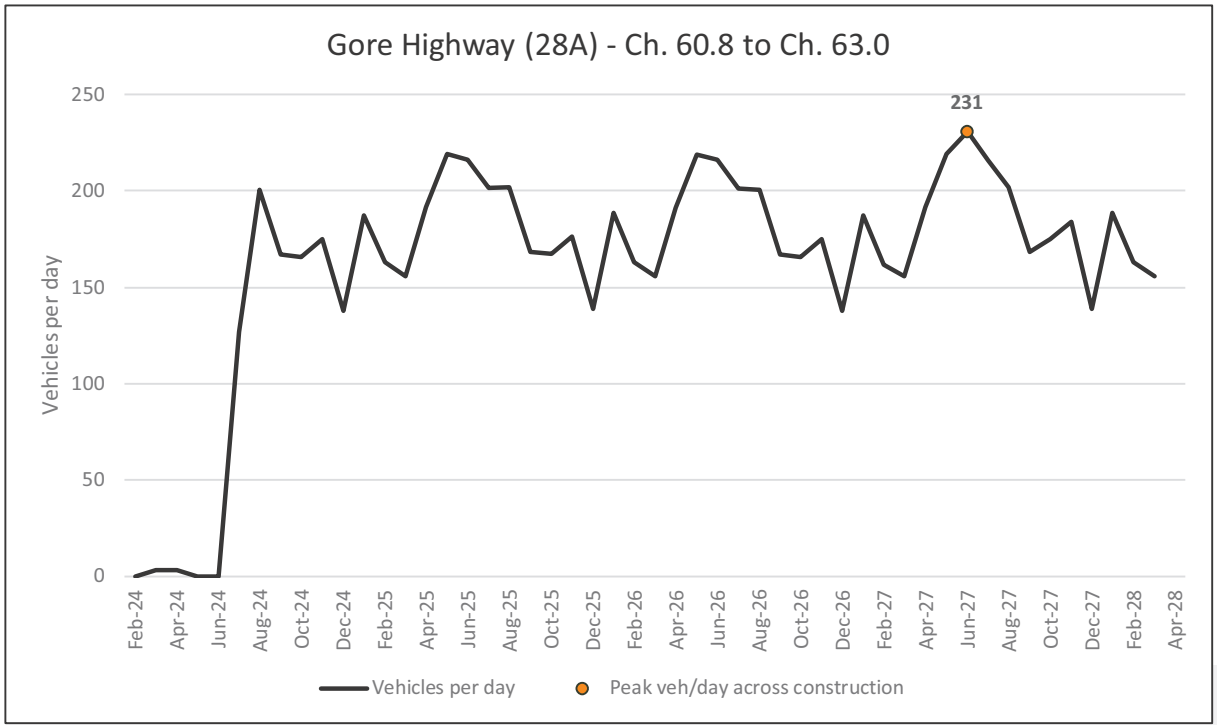
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	127	201	167	166	175	138

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
187	163	155	191	219	216	202	202	168	167	176	139

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
189	163	155	191	219	216	201	201	167	166	175	138

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
187	162	155	191	219	231	216	202	168	175	184	139

Jan-28	Feb-28	Mar-28
189	163	155



Road ID	X27-X48
Road name	Gore Highway (28B)
Road section	Ch. 0.0 to Ch. 0.7

Peak veh/day across construction	336
Peak impact month	Jun-27
Length of peak period	1

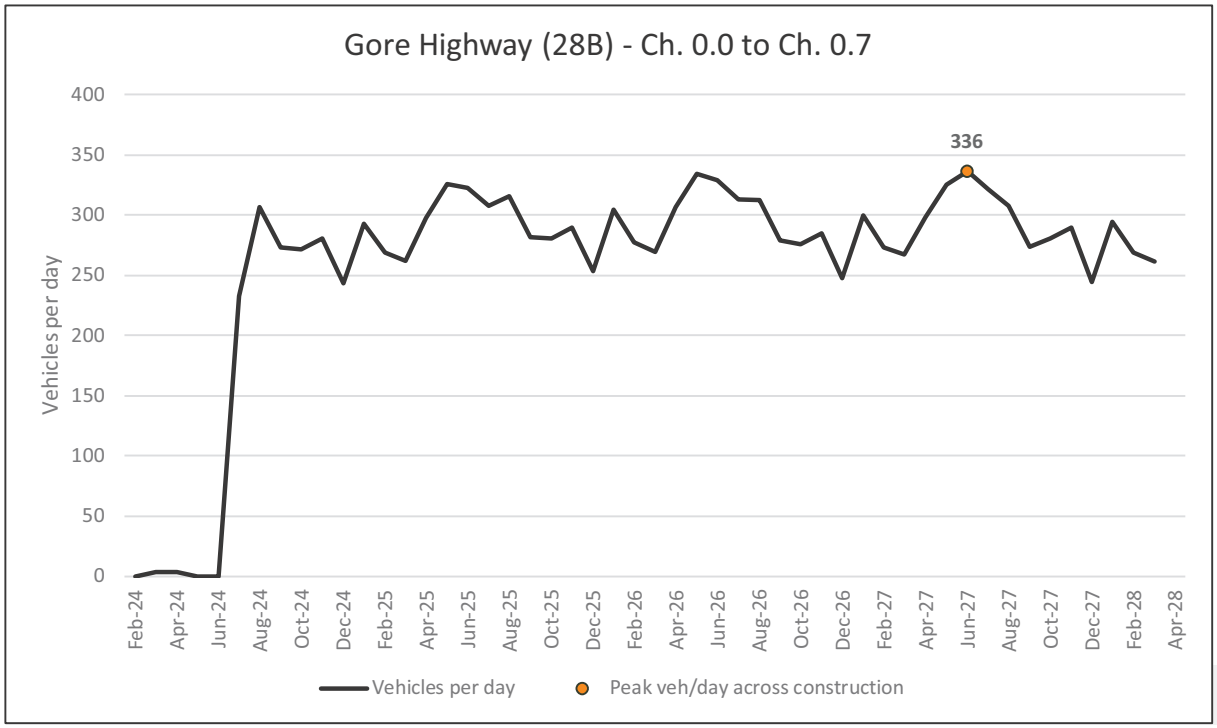
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	233	306	273	272	281	243

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
293	269	262	298	326	323	308	315	282	280	290	253

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
304	277	270	306	334	329	313	313	279	276	285	247

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
300	273	267	298	325	336	322	308	274	281	290	245

Jan-28	Feb-28	Mar-28
294	269	261



Road ID	X48-X29
Road name	Gore Highway (28B)
Road section	Ch. 0.7 to Ch. 0.8

Peak veh/day across construction	336
Peak impact month	Jun-27
Length of peak period	1

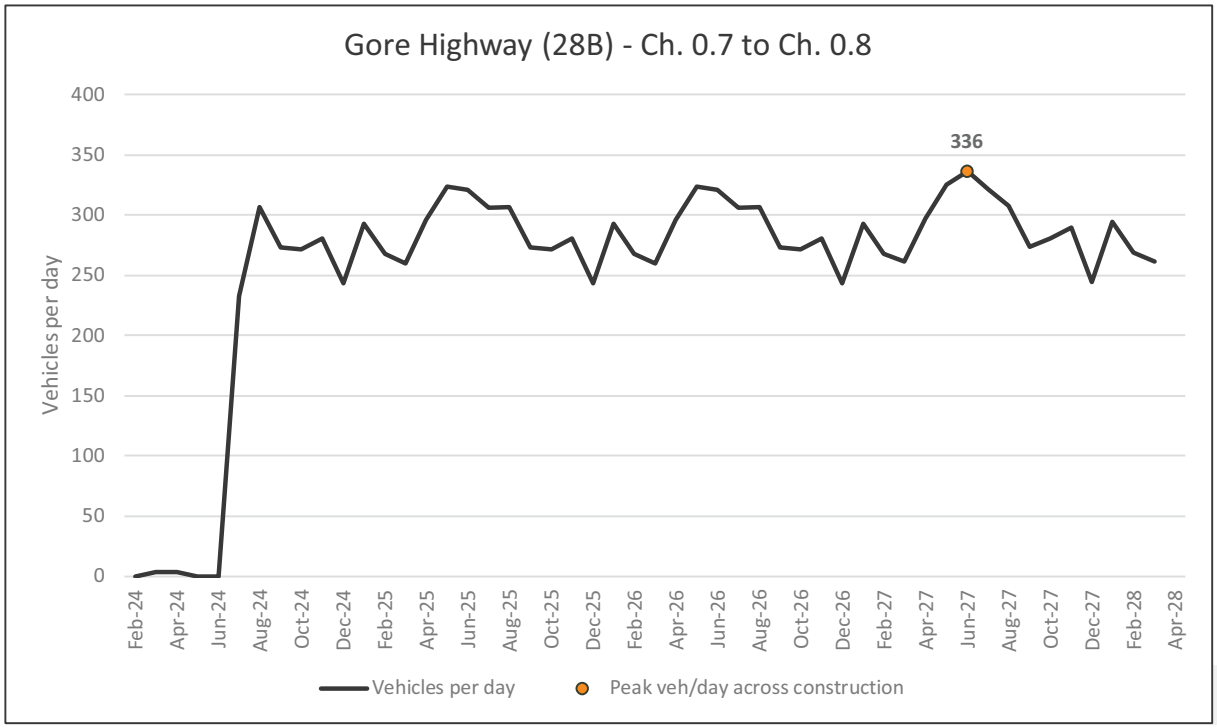
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	233	306	273	272	281	243

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
293	268	260	296	324	321	306	306	273	272	281	243

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
293	268	260	296	324	321	306	306	273	272	281	243

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
293	268	261	297	325	336	322	308	274	281	290	245

Jan-28	Feb-28	Mar-28
294	269	261



Road ID	X29-X42
Road name	Gore Highway (28B)
Road section	Ch. 0.8 to Ch. 1.4

Peak veh/day across construction	336
Peak impact month	Jun-27
Length of peak period	1

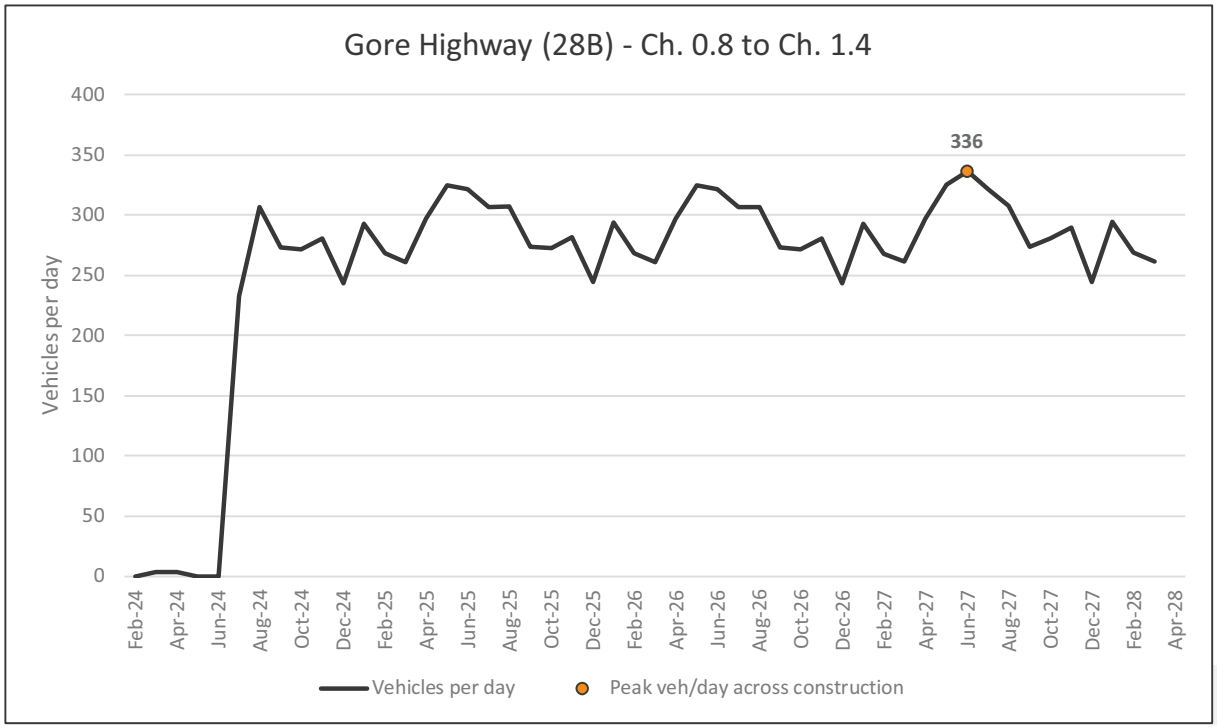
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	233	306	273	272	281	243

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
293	268	261	297	325	322	307	307	274	273	282	244

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
294	268	261	297	325	322	307	306	273	272	281	243

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
293	268	261	297	325	336	322	308	274	281	290	245

Jan-28	Feb-28	Mar-28
294	269	261



Road ID	X42-X46
Road name	Gore Highway (28B)
Road section	Ch. 1.4 to Ch. 3.0

Peak veh/day across construction	363
Peak impact month	Jun-27
Length of peak period	1

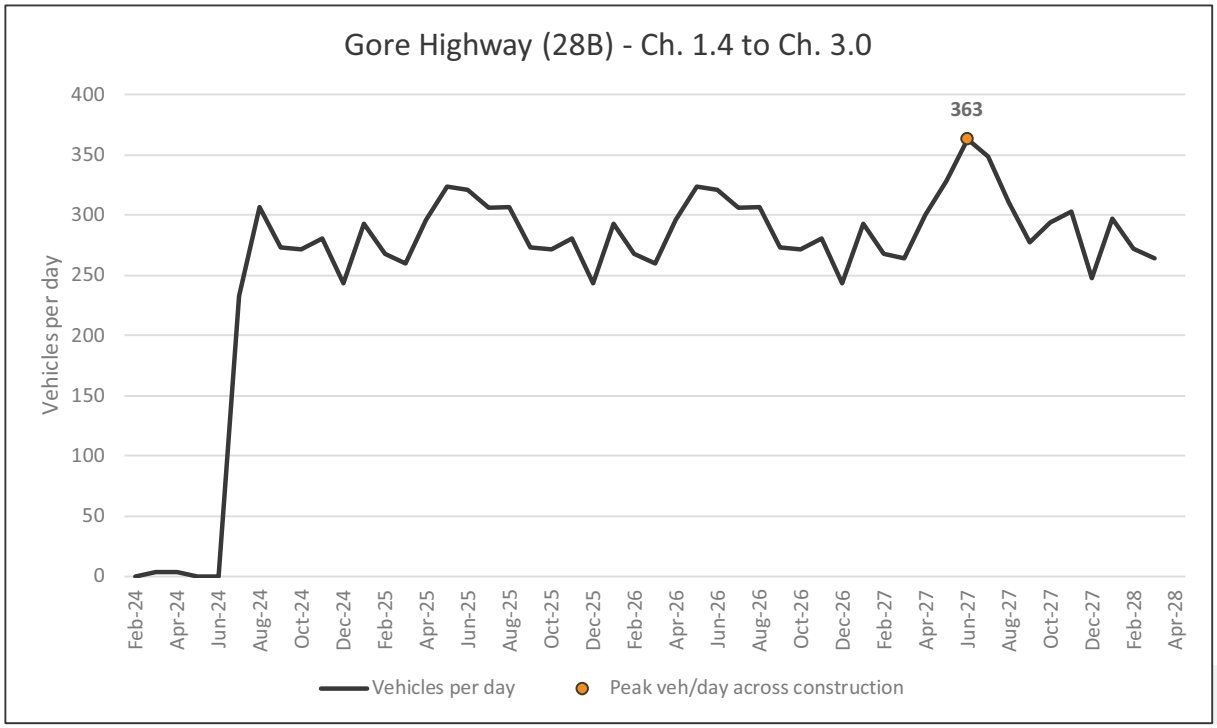
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	233	306	273	272	281	243

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
293	268	260	296	324	321	306	306	273	272	281	243

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
293	268	260	296	324	321	306	306	273	272	281	243

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
293	268	264	300	328	363	348	311	277	294	303	248

Jan-28	Feb-28	Mar-28
297	272	264



Road ID	X46-X25
Road name	Gore Highway (28B)
Road section	Ch. 3.0 to Ch. 13.0

Peak veh/day across construction	131
Peak impact month	Jun-27
Length of peak period	1

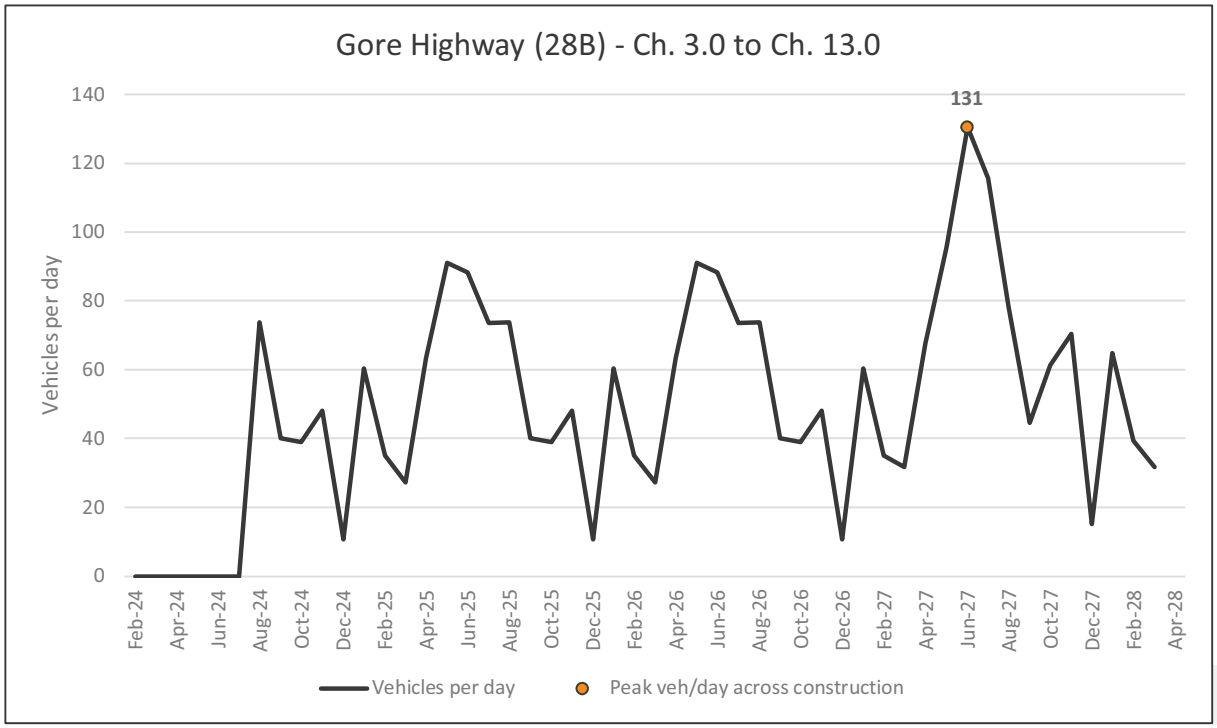
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	74	40	39	48	11

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
60	35	27	63	91	88	74	74	40	39	48	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
60	35	27	63	91	88	74	74	40	39	48	11

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
60	35	32	68	96	131	116	78	45	61	70	15

Jan-28	Feb-28	Mar-28
65	39	32



Road ID	X25-M3
Road name	Gore Highway (28B)
Road section	Ch. 13.0 to Ch. 121.6

Peak veh/day across construction	91
Peak impact month	May-25
Length of peak period	3

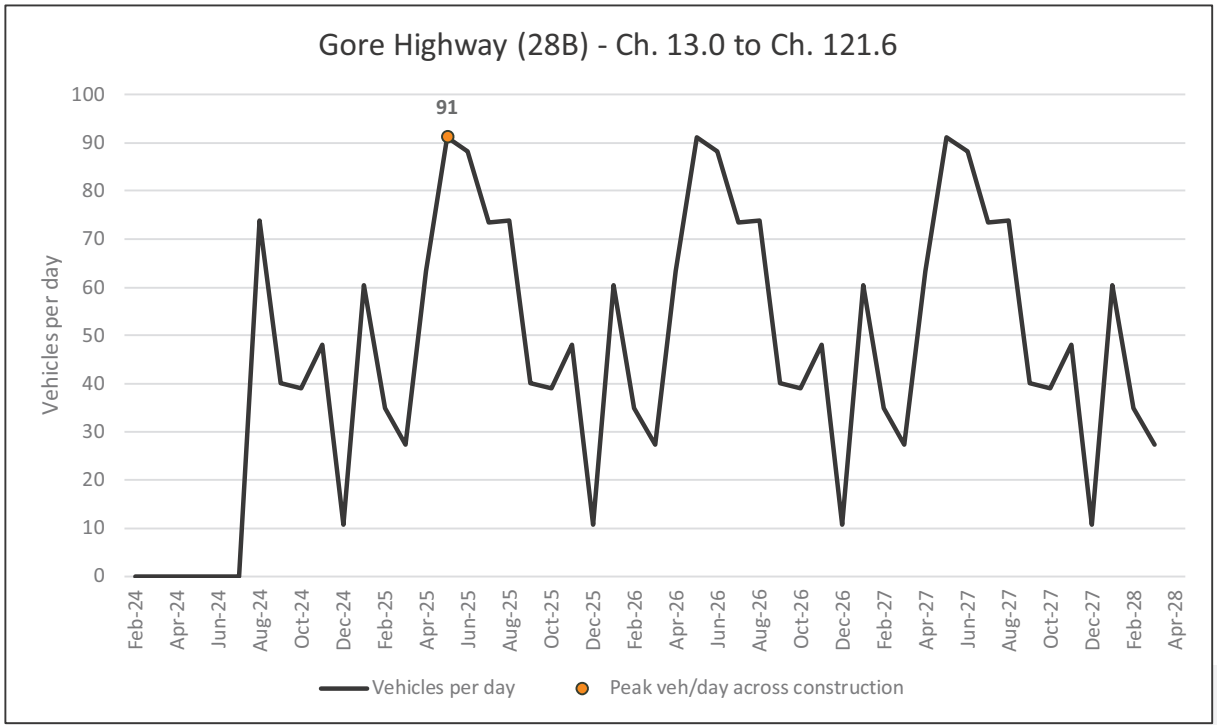
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	74	40	39	48	11

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
60	35	27	63	91	88	74	74	40	39	48	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
60	35	27	63	91	88	74	74	40	39	48	11

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
60	35	27	63	91	88	74	74	40	39	48	11

Jan-28	Feb-28	Mar-28
60	35	27



Road ID	M7-M22
Road name	Ipswich Motorway (17A)
Road section	Ch. 0.0 to Ch. 3.7

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

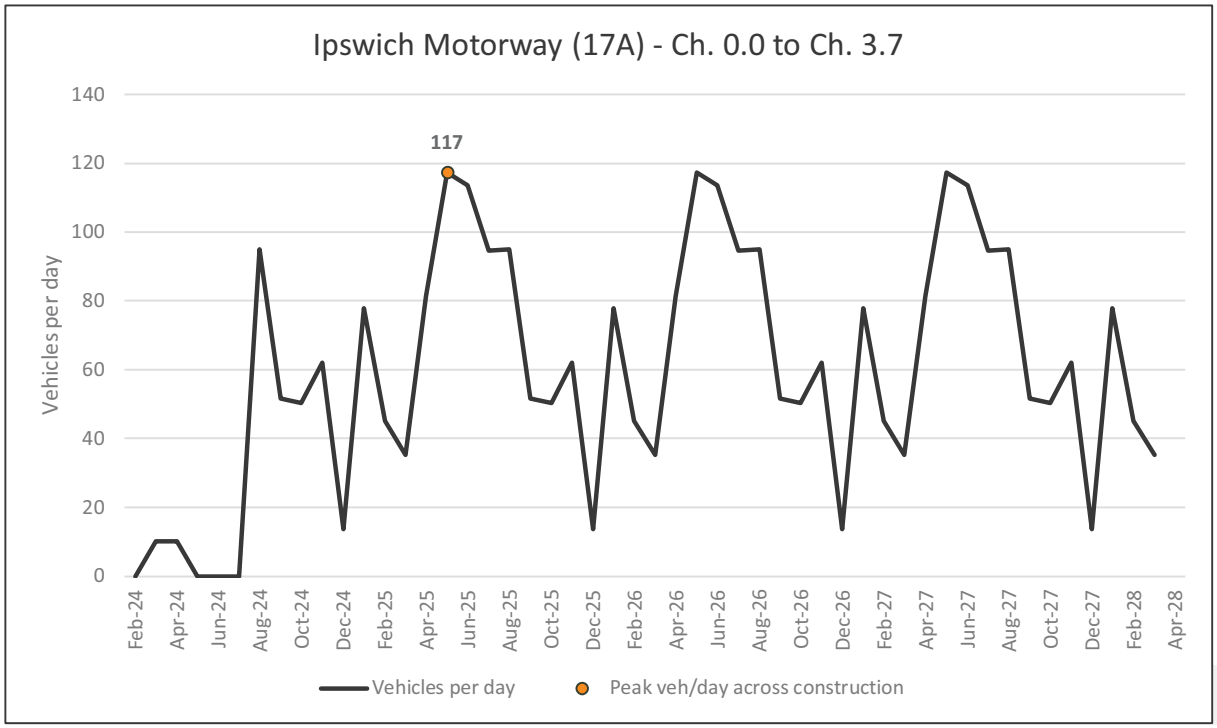
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M22-M21
Road name	Ipswich Motorway (17A)
Road section	Ch. 3.7 to Ch. 6.4

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

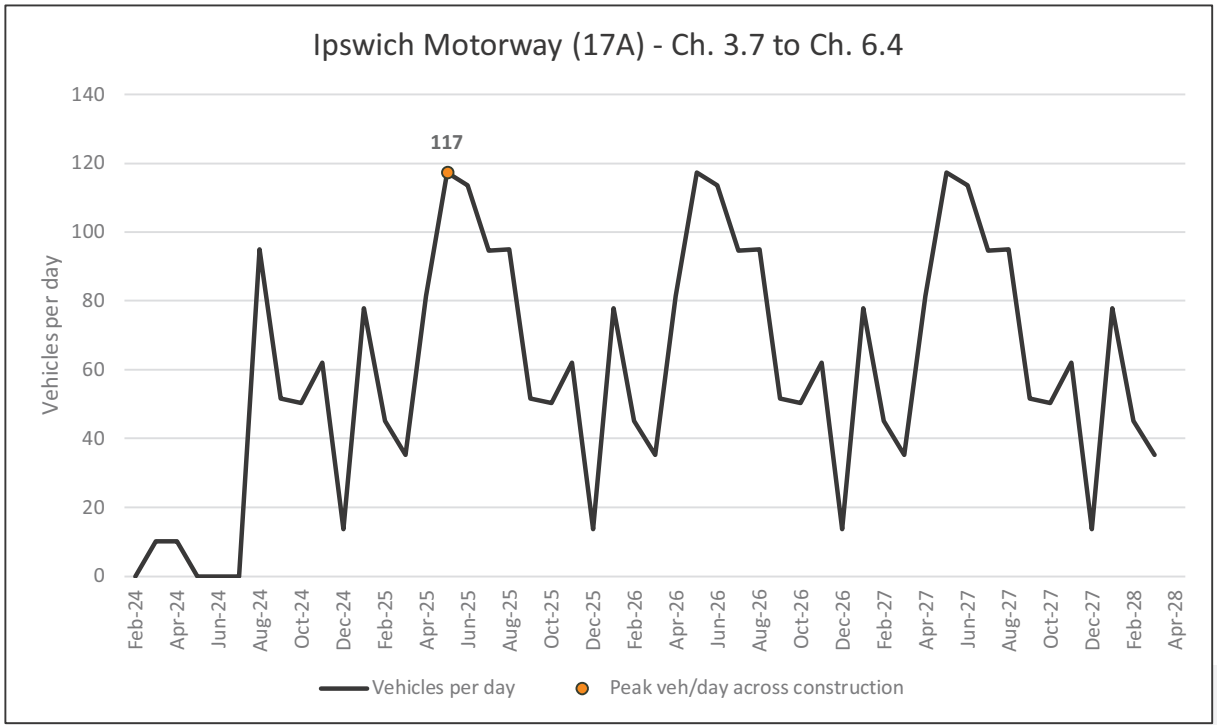
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M21-M6
Road name	Ipswich Motorway (17A)
Road section	Ch. 6.4 to Ch. 8.3

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

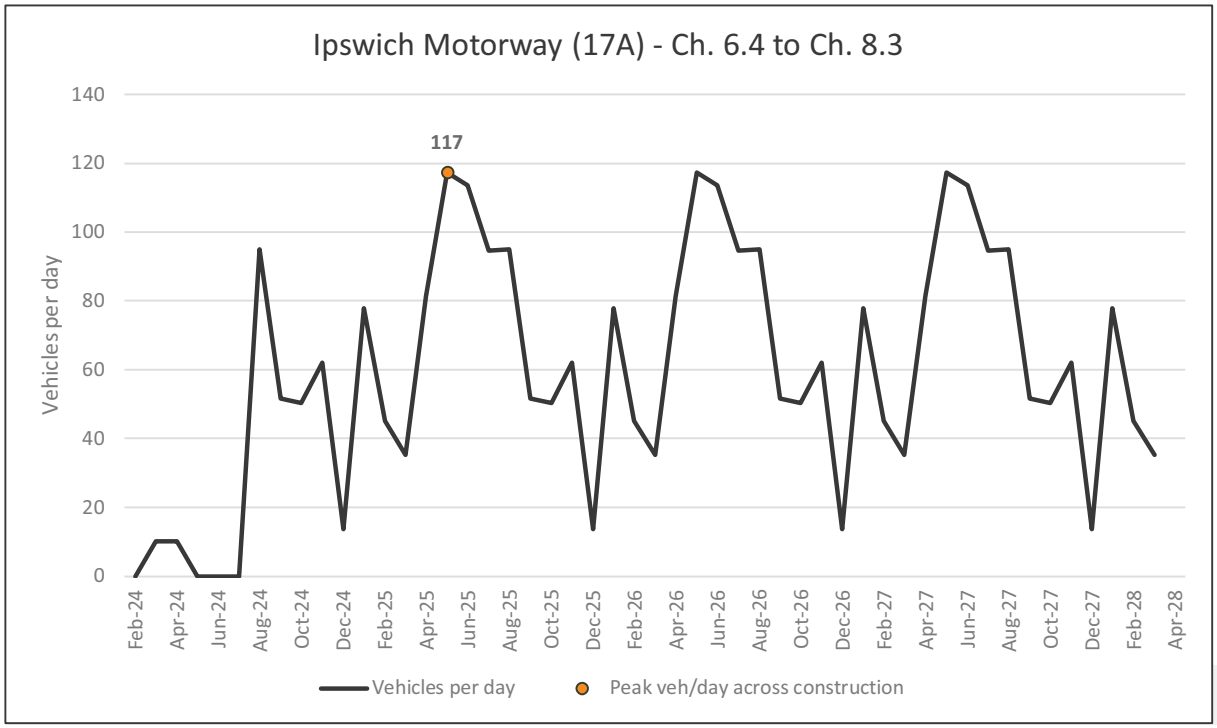
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M3-X2
Road name	Leichhardt Highway (26C)
Road section	Ch. 205.2 to Ch. 220.1

Peak veh/day across construction	91
Peak impact month	May-25
Length of peak period	3

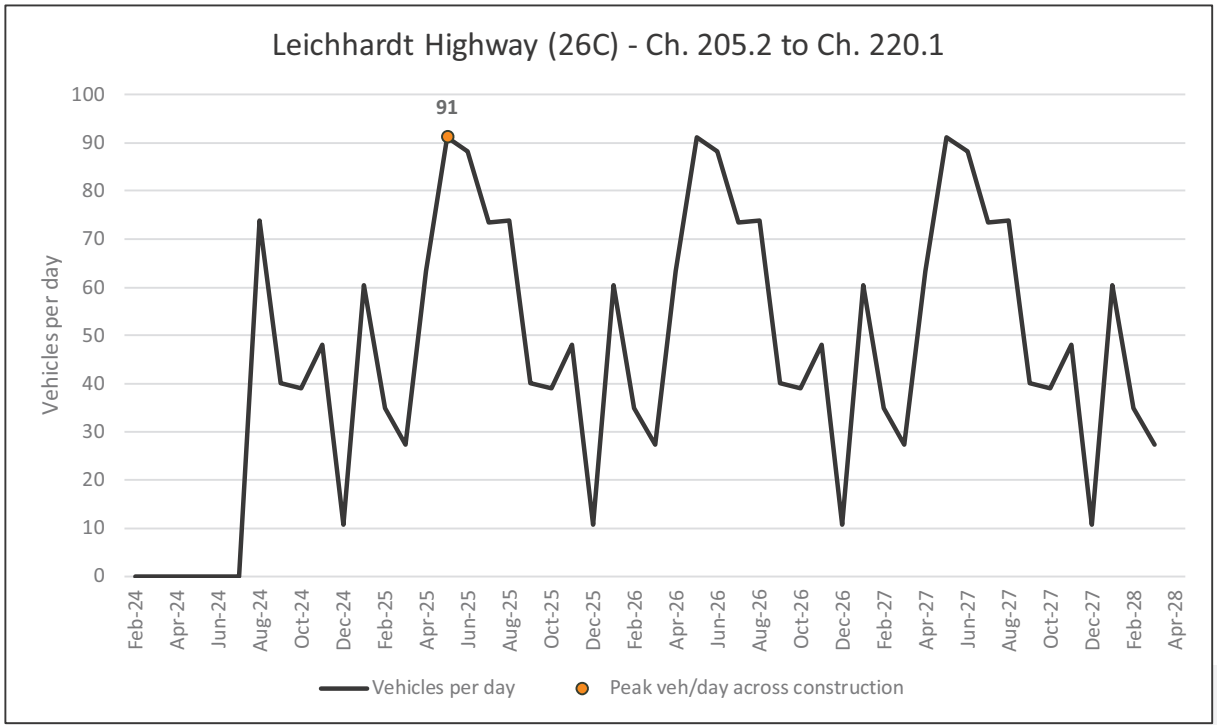
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	74	40	39	48	11

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
60	35	27	63	91	88	74	74	40	39	48	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
60	35	27	63	91	88	74	74	40	39	48	11

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
60	35	27	63	91	88	74	74	40	39	48	11

Jan-28	Feb-28	Mar-28
60	35	27



Road ID	X2-X53
Road name	Leichhardt Highway (26C)
Road section	Ch. 220.1 to Ch. 222.4

Peak veh/day across construction	35
Peak impact month	May-26
Length of peak period	1

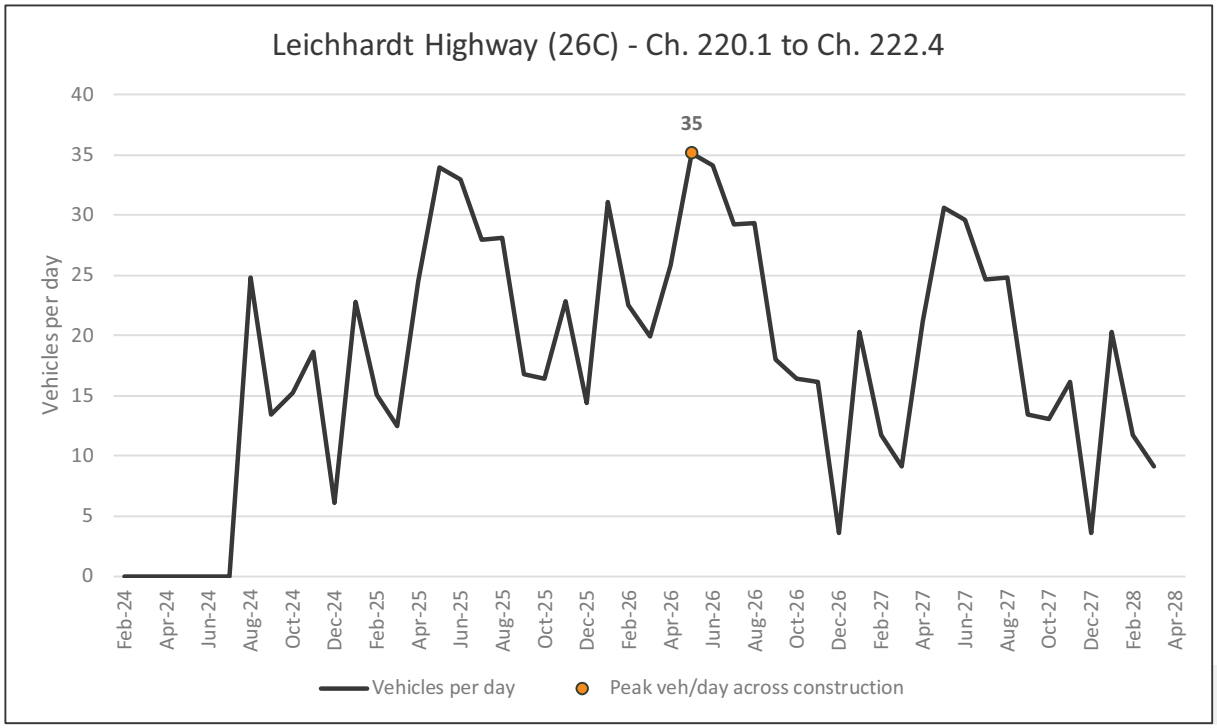
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	25	13	15	19	6

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
23	15	12	25	34	33	28	28	17	16	23	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
31	23	20	26	35	34	29	29	18	16	16	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	12	9	21	31	30	25	25	13	13	16	4

Jan-28	Feb-28	Mar-28
20	12	9



Road ID	X53-X13
Road name	Leichhardt Highway (26C)
Road section	Ch. 222.4 to Ch. 224.1

Peak veh/day across construction	35
Peak impact month	May-26
Length of peak period	1

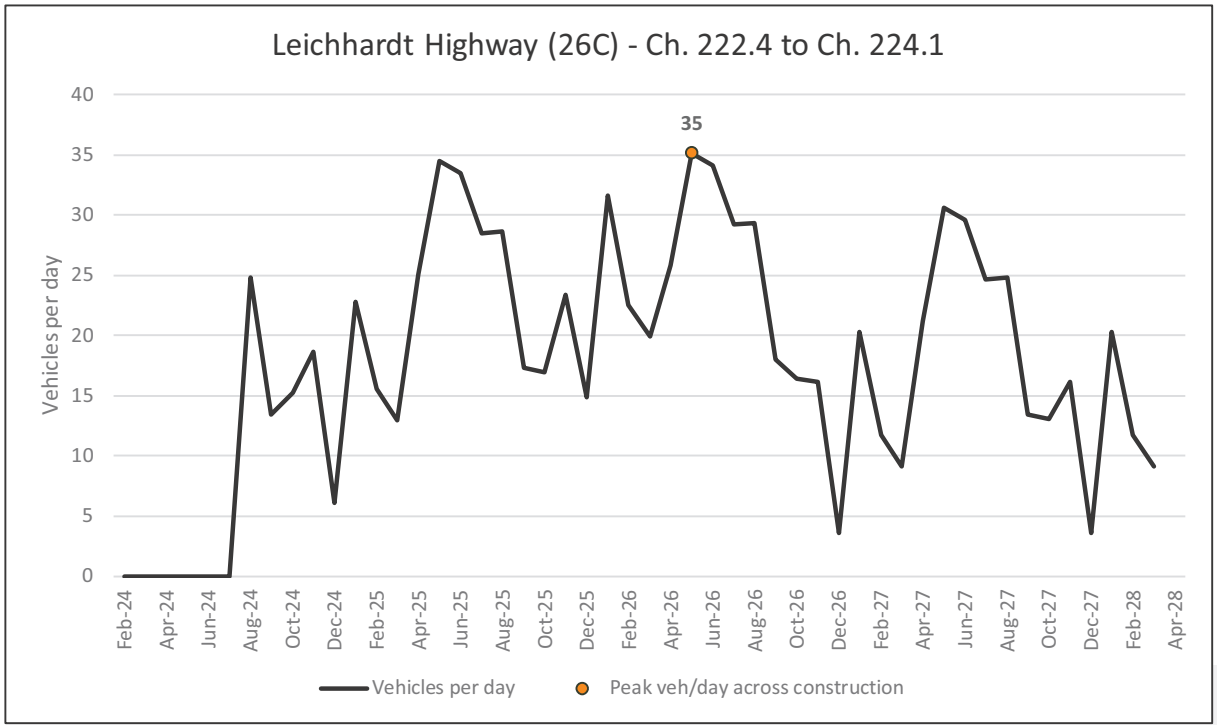
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	25	13	15	19	6

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
23	16	13	25	34	33	28	29	17	17	23	15

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
32	23	20	26	35	34	29	29	18	16	16	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	12	9	21	31	30	25	25	13	13	16	4

Jan-28	Feb-28	Mar-28
20	12	9



Road ID	M7-M8
Road name	Logan Motorway (210A)
Road section	Ch. 0.0 to Ch. 14.5

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

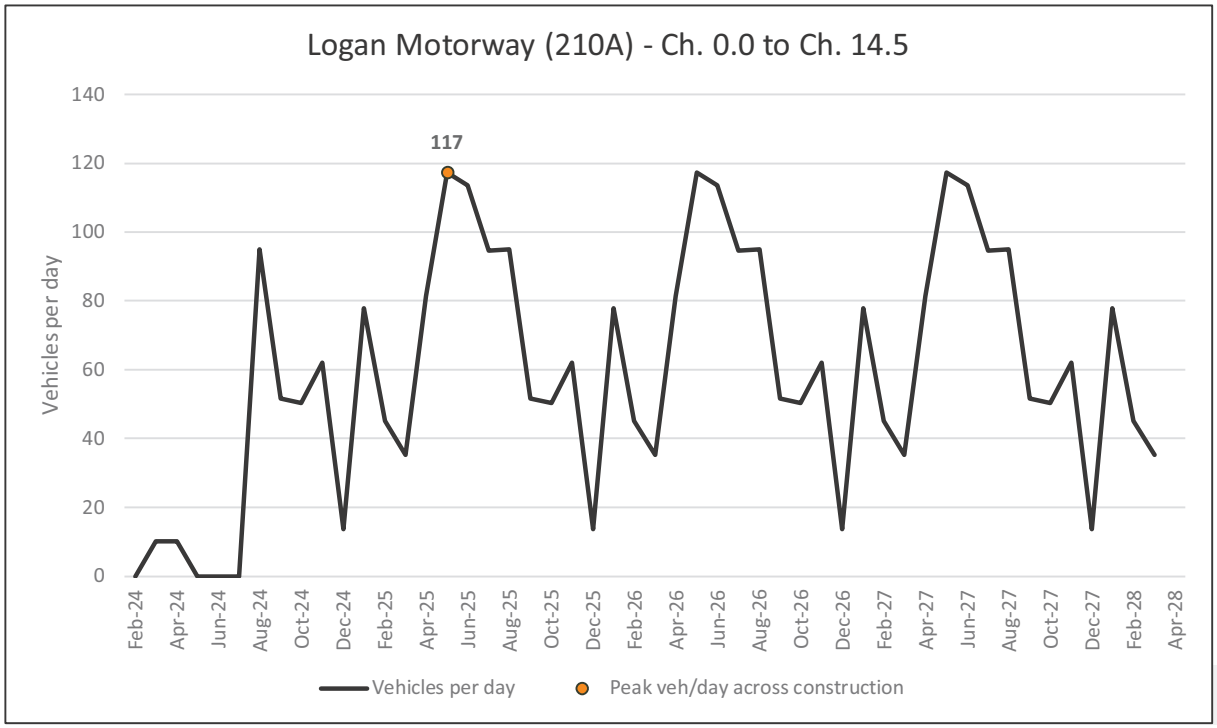
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	X37-X63
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 0.0 to Ch. 2.5

Peak veh/day across construction	305
Peak impact month	Nov-25
Length of peak period	1

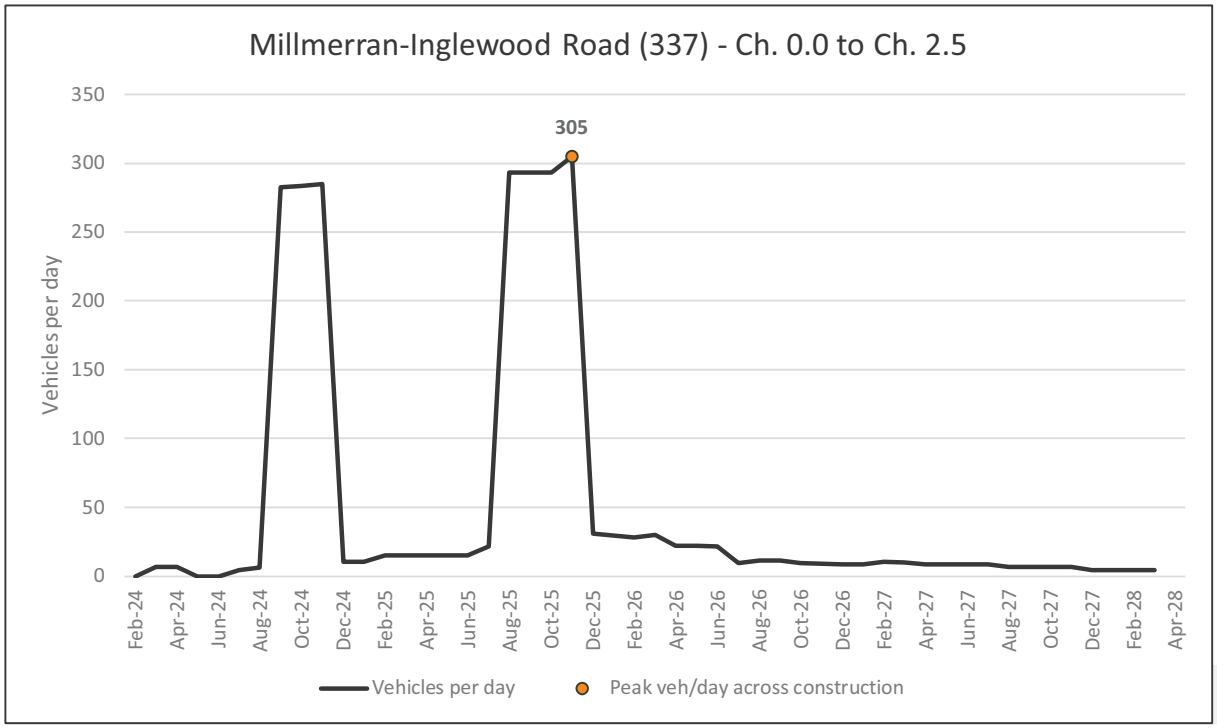
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	5	7	283	284	285	11

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
11	15	15	15	15	15	22	293	293	293	305	31

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
29	28	30	22	22	22	10	12	12	10	9	9

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	10	10	9	8	8	8	7	7	7	7	5

Jan-28	Feb-28	Mar-28
5	5	5



Road ID	X63-X55
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 2.5 to Ch. 3.5

Peak veh/day across construction	340
Peak impact month	Nov-25
Length of peak period	1

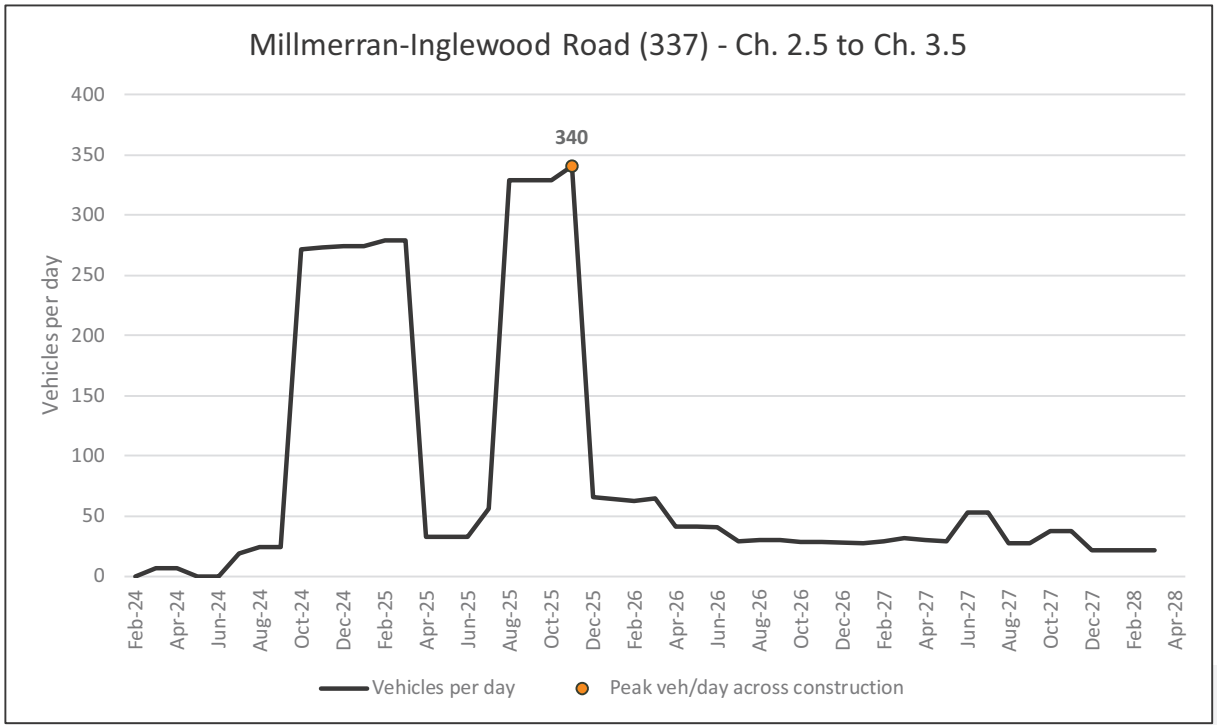
	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
	0	7	7	0	0	19	24	24	271	273	274

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
274	279	279	33	33	33	56	329	329	329	340	66

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
64	62	64	41	41	41	29	30	30	28	28	28

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
27	29	32	30	29	53	53	27	27	37	37	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	X55-X60
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 3.5 to Ch. 6.2

Peak veh/day across construction	423
Peak impact month	Nov-25
Length of peak period	1

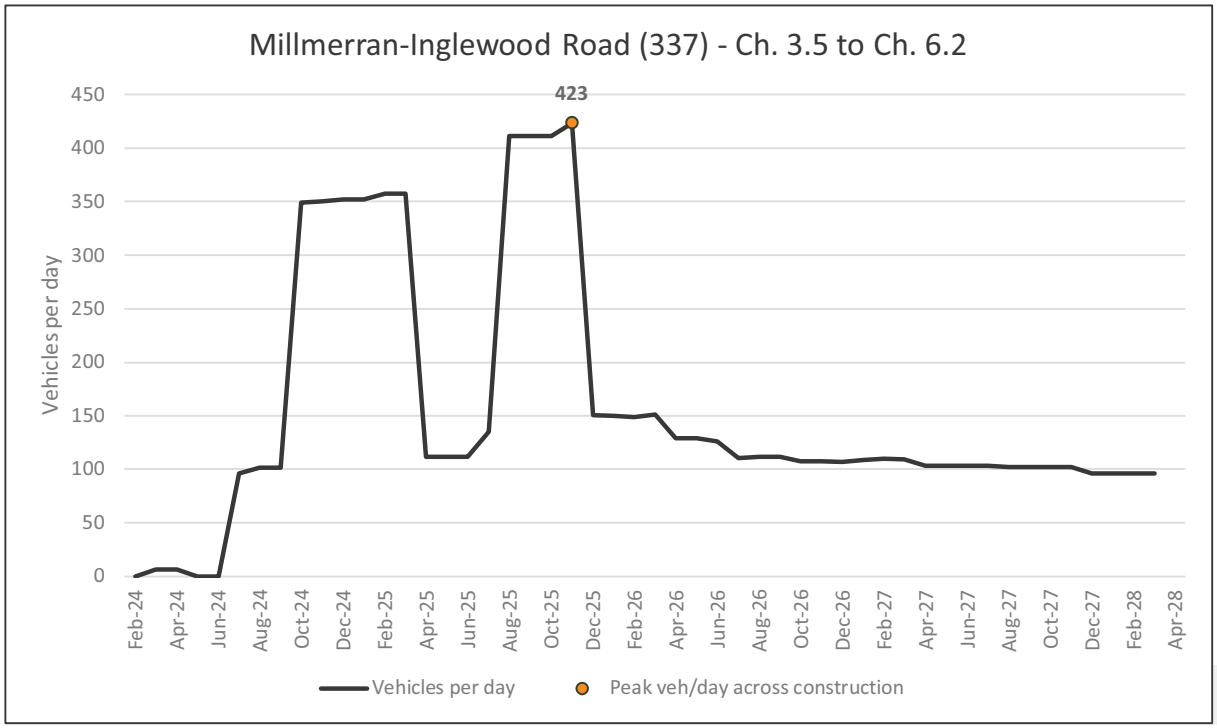
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	96	102	102	349	350	352

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
352	358	358	111	111	111	135	412	412	412	423	150

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
150	149	151	129	129	126	110	112	112	107	107	107

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
109	110	109	103	103	103	103	102	102	102	102	96

Jan-28	Feb-28	Mar-28
96	96	96



Road ID	X60-X56
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 6.2 to Ch. 9.0

Peak veh/day across construction	416
Peak impact month	Nov-25
Length of peak period	1

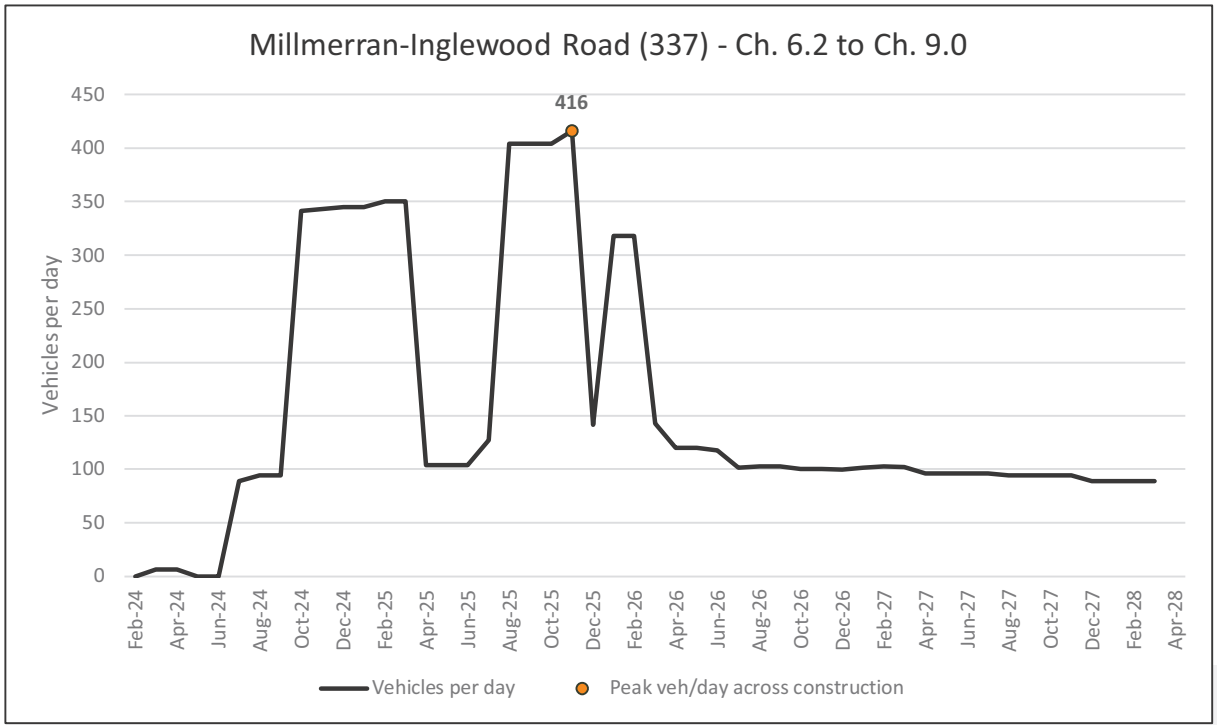
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	89	94	94	341	343	345

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
345	350	350	104	104	104	127	404	404	404	416	142

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
318	317	143	120	120	117	101	103	103	100	100	99

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
102	102	102	96	96	96	96	94	94	94	94	89

Jan-28	Feb-28	Mar-28
89	89	89



Road ID	X56-X62
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 9.0 to Ch. 13.1

Peak veh/day across construction	400
Peak impact month	Nov-25
Length of peak period	1

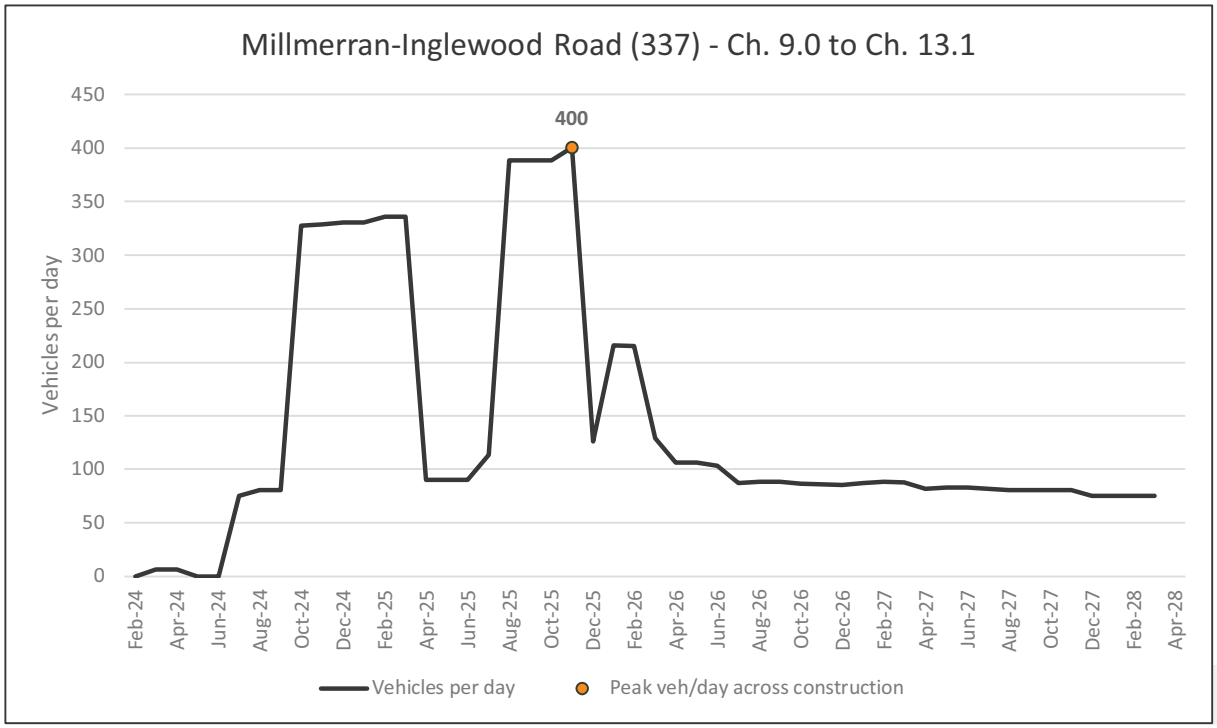
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	75	80	80	327	329	331

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
331	336	336	90	90	90	113	389	389	389	400	126

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
216	215	129	106	106	103	87	89	89	86	86	85

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
87	88	88	82	83	83	82	80	80	80	80	75

Jan-28	Feb-28	Mar-28
75	75	75



Road ID	X62-X54
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 13.1 to Ch. 14.0

Peak veh/day across construction	396
Peak impact month	Aug-25
Length of peak period	1

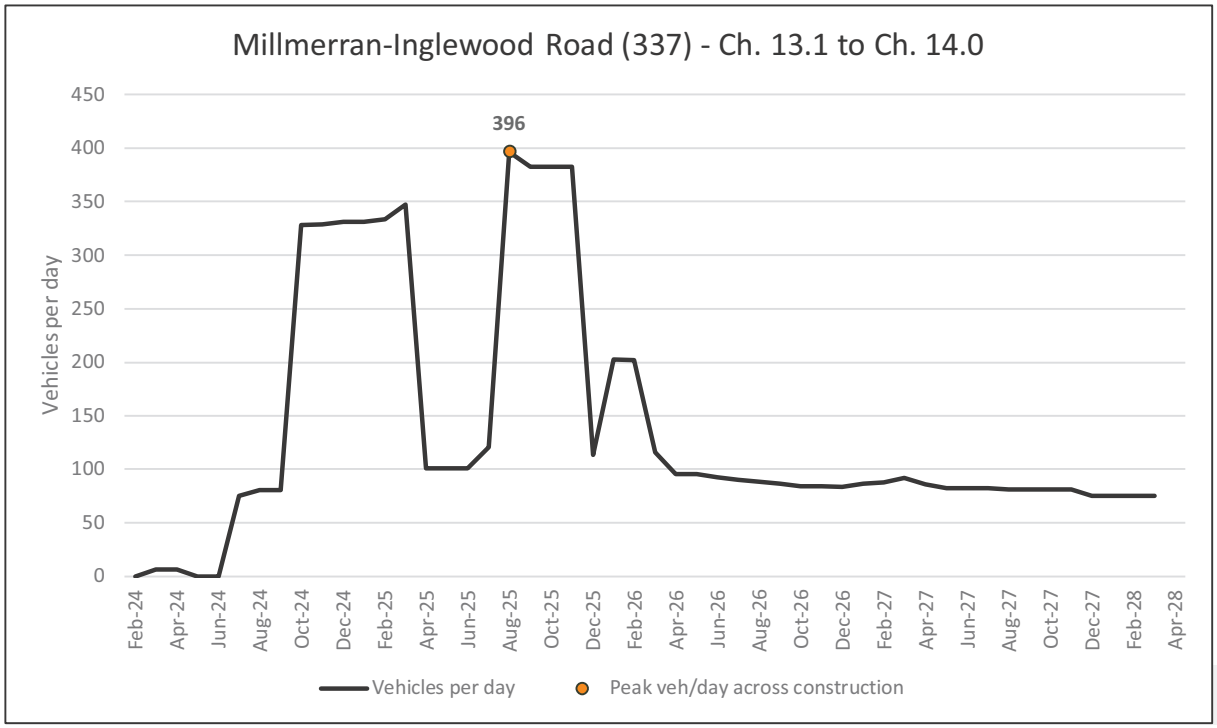
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	75	81	81	328	329	331

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
331	334	347	101	101	101	121	396	383	383	383	113

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
203	202	116	95	95	93	90	88	87	84	84	84

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
87	88	92	86	82	82	82	81	81	81	81	75

Jan-28	Feb-28	Mar-28
75	75	75



Road ID	X54-X59
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 14.0 to Ch. 17.3

Peak veh/day across construction	365
Peak impact month	Aug-25
Length of peak period	1

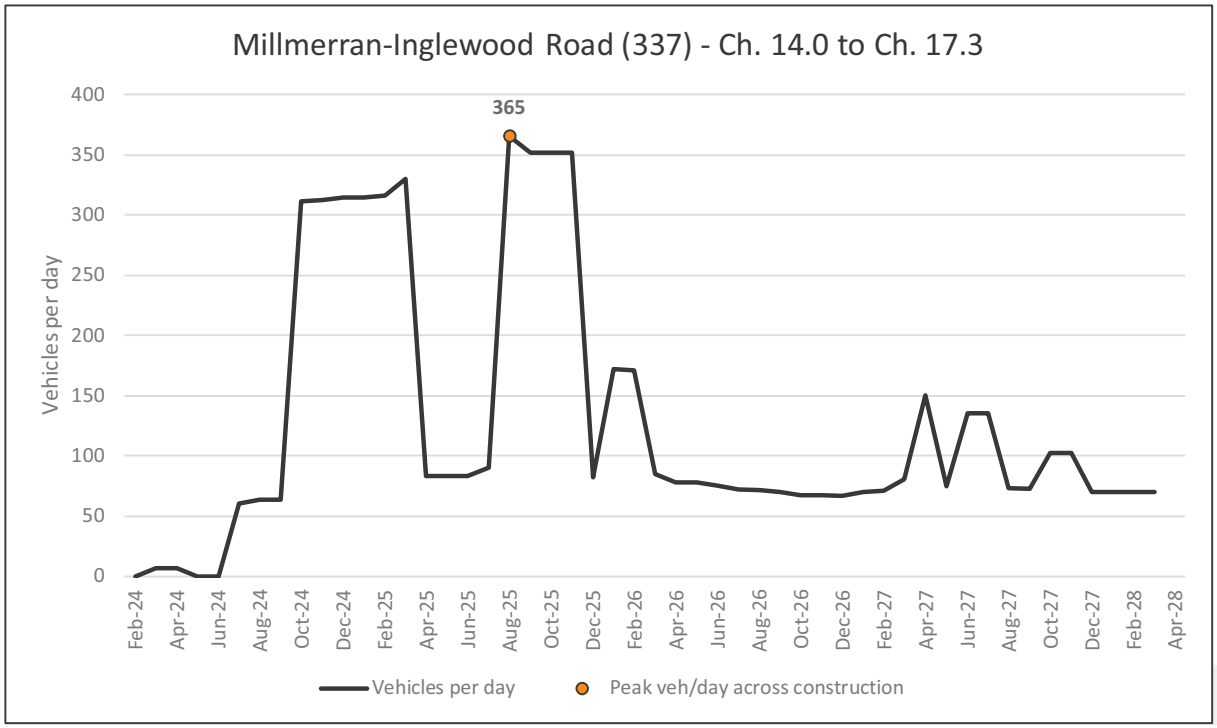
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	61	64	64	311	312	314

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
314	316	330	83	83	83	90	365	352	352	352	82

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
172	171	85	78	78	75	72	71	70	67	67	67

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
70	71	81	150	75	136	136	73	73	103	103	70

Jan-28	Feb-28	Mar-28
70	70	70



Road ID	X59-E47
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 17.3 to Ch. 18.1

Peak veh/day across construction	463
Peak impact month	Jan-26
Length of peak period	1

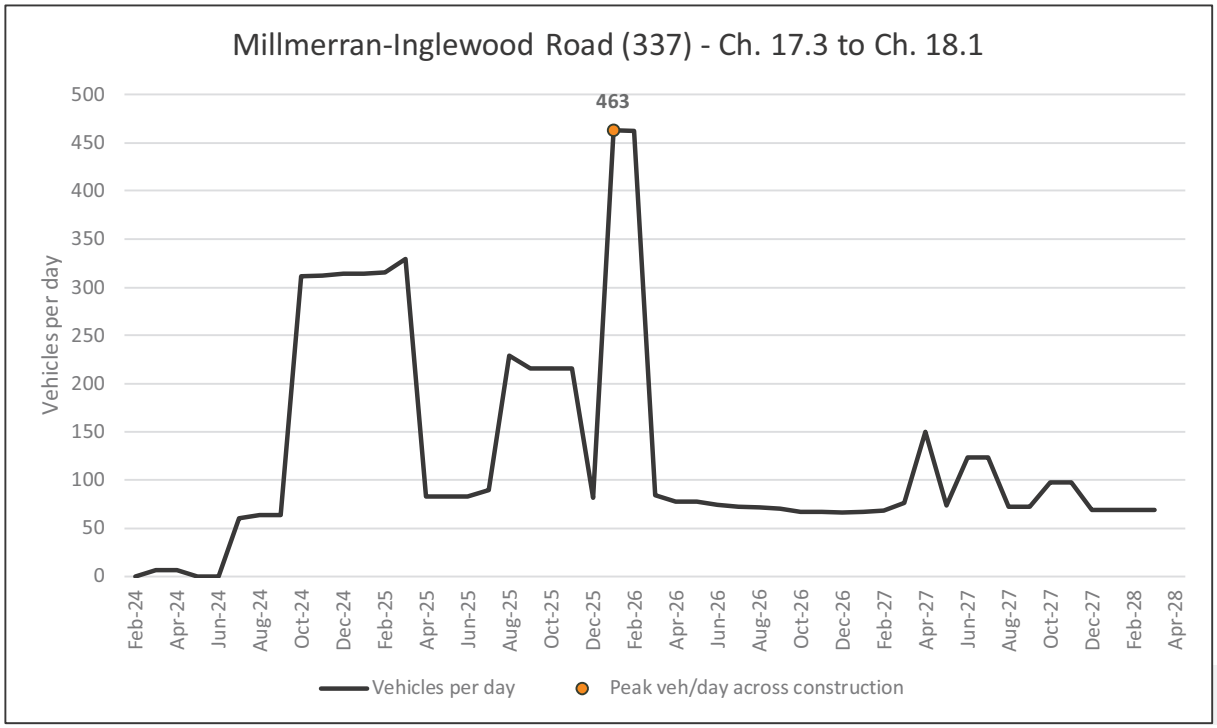
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	61	64	64	311	312	314

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
314	315	329	83	83	83	89	229	216	216	216	82

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
463	462	84	77	77	75	72	71	70	67	67	67

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
67	68	76	149	74	123	123	72	72	98	98	69

Jan-28	Feb-28	Mar-28
69	69	69



Road ID	E47-X61
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 18.1 to Ch. 21.8

Peak veh/day across construction	456
Peak impact month	Jan-26
Length of peak period	1

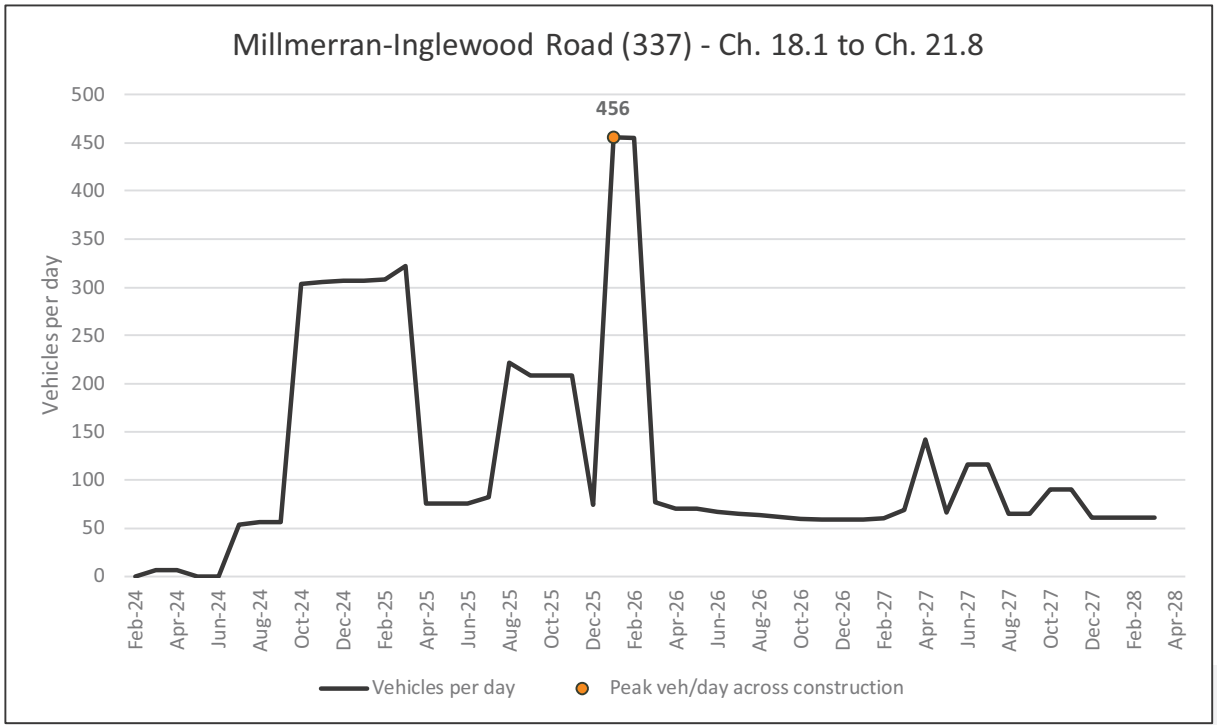
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	53	56	56	304	305	307

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
307	308	322	75	75	75	82	222	208	208	208	74

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
456	455	77	70	70	67	64	63	62	59	59	59

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
59	61	69	142	66	116	116	65	64	91	91	61

Jan-28	Feb-28	Mar-28
61	61	61



Road ID	X61-X64
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 21.8 to Ch. 28.0

Peak veh/day across construction	343
Peak impact month	Jan-26
Length of peak period	1

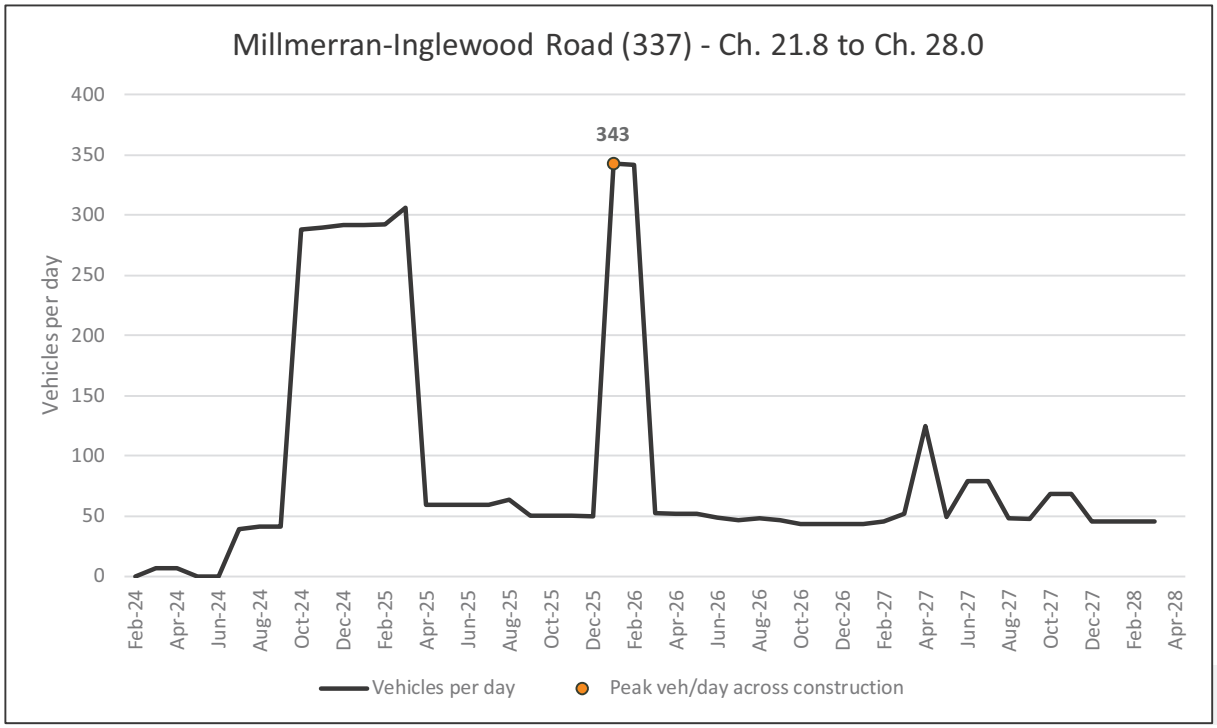
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	39	41	41	288	290	291

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
291	292	306	60	60	60	60	64	50	50	50	50

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
343	342	52	52	52	49	46	48	46	44	44	43

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
44	45	52	125	49	79	79	48	48	69	69	46

Jan-28	Feb-28	Mar-28
46	46	46



Road ID	X64-E45
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 28.0 to Ch. 33.0

Peak veh/day across construction	328
Peak impact month	Jan-26
Length of peak period	1

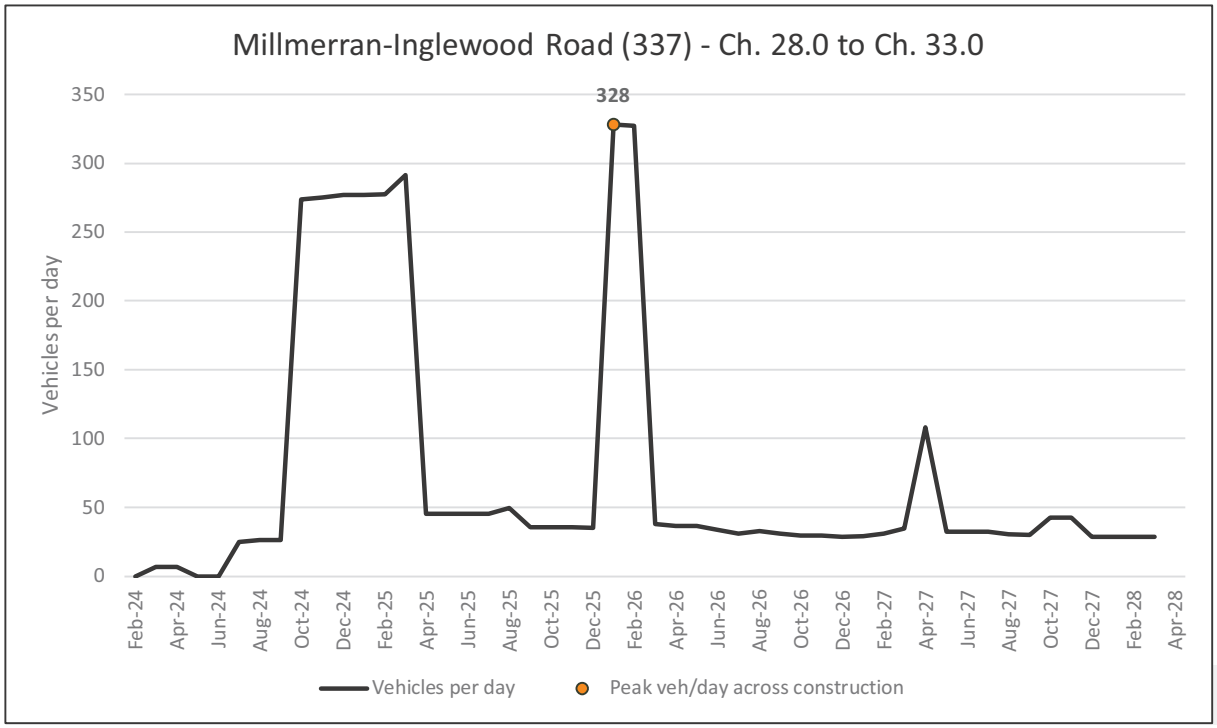
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	25	27	27	274	275	277

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
277	278	291	45	45	45	45	49	36	36	36	35

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
328	327	38	36	36	34	31	33	31	29	29	29

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
29	31	35	108	32	32	32	31	30	43	43	29

Jan-28	Feb-28	Mar-28
29	29	29



Road ID	E45-E44
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 33.0 to Ch. 35.6

Peak veh/day across construction	309
Peak impact month	Jan-26
Length of peak period	1

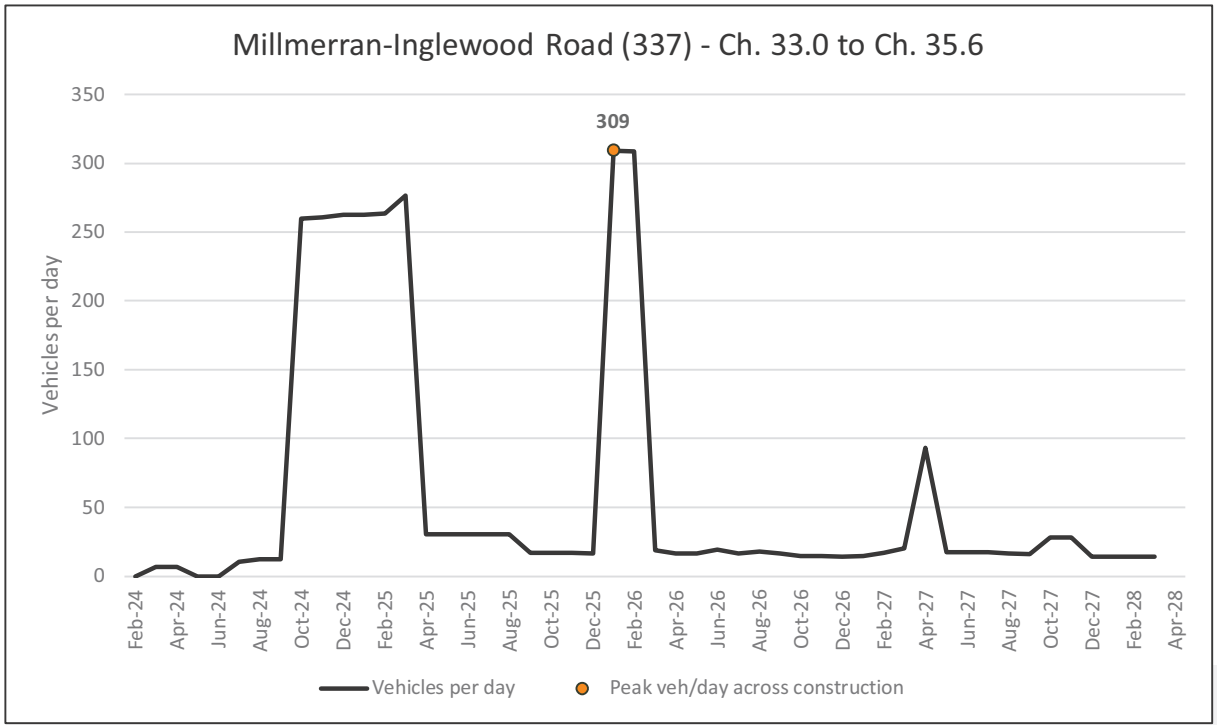
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	10	12	12	259	261	263

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
263	263	277	31	31	31	31	31	17	17	17	16

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
309	309	19	16	16	19	17	18	17	15	15	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
15	17	20	94	18	18	18	16	16	28	28	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E44-X57
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 35.6 to Ch. 37.7

Peak veh/day across construction	254
Peak impact month	Feb-25
Length of peak period	2

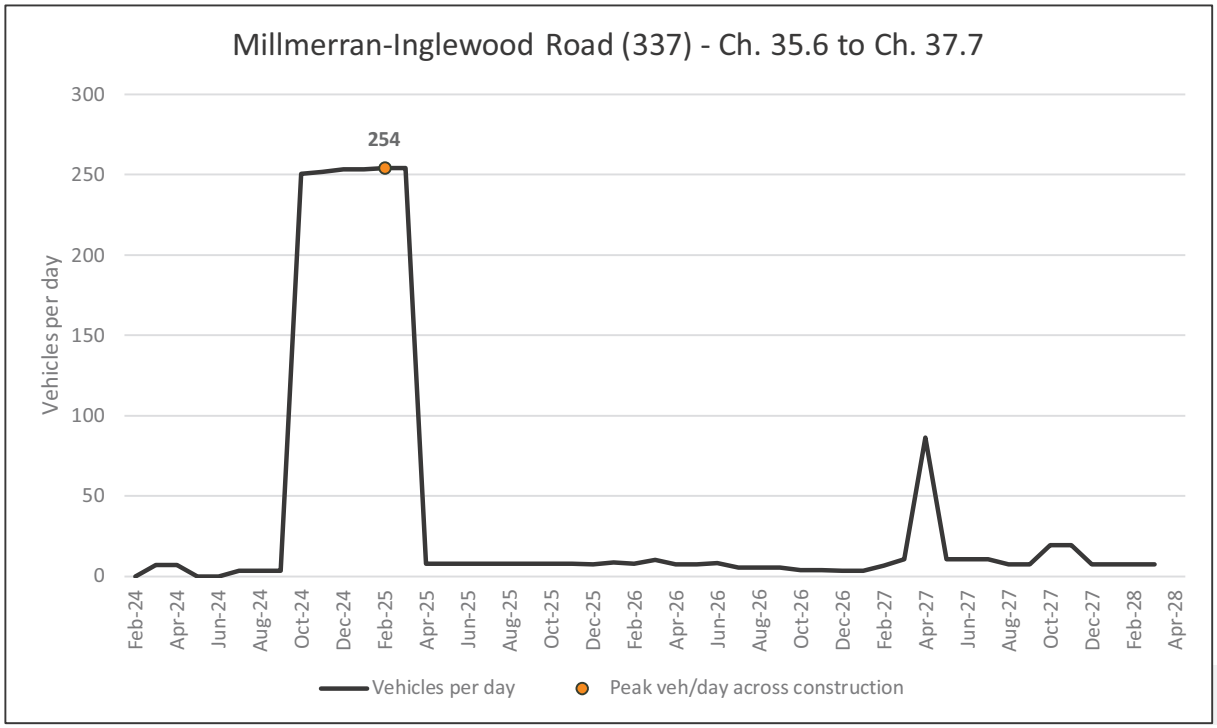
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	3	3	3	251	252	254

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
254	254	254	8	8	8	8	8	8	8	8	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	8	10	8	8	8	6	6	6	4	4	3

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
3	6	10	86	10	10	10	8	7	19	19	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X57-E43
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 37.7 to Ch. 39.8

Peak veh/day across construction	294
Peak impact month	Mar-25
Length of peak period	1

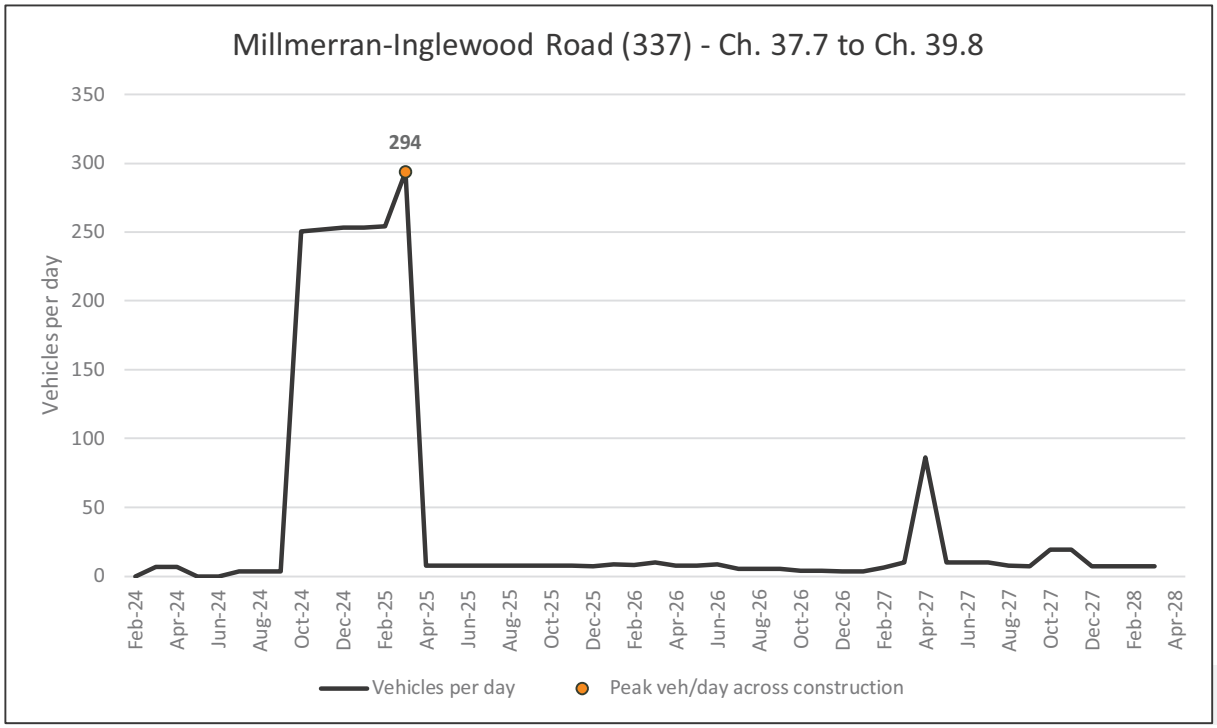
	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
	0	7	7	0	0	3	3	3	251	252	254

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
254	254	294	8	8	8	8	8	8	8	8	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	8	10	8	8	8	6	6	6	4	4	3

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
3	6	10	86	10	10	10	8	7	19	19	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E43-E83
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 39.8 to Ch. 41.9

Peak veh/day across construction	307
Peak impact month	Mar-25
Length of peak period	1

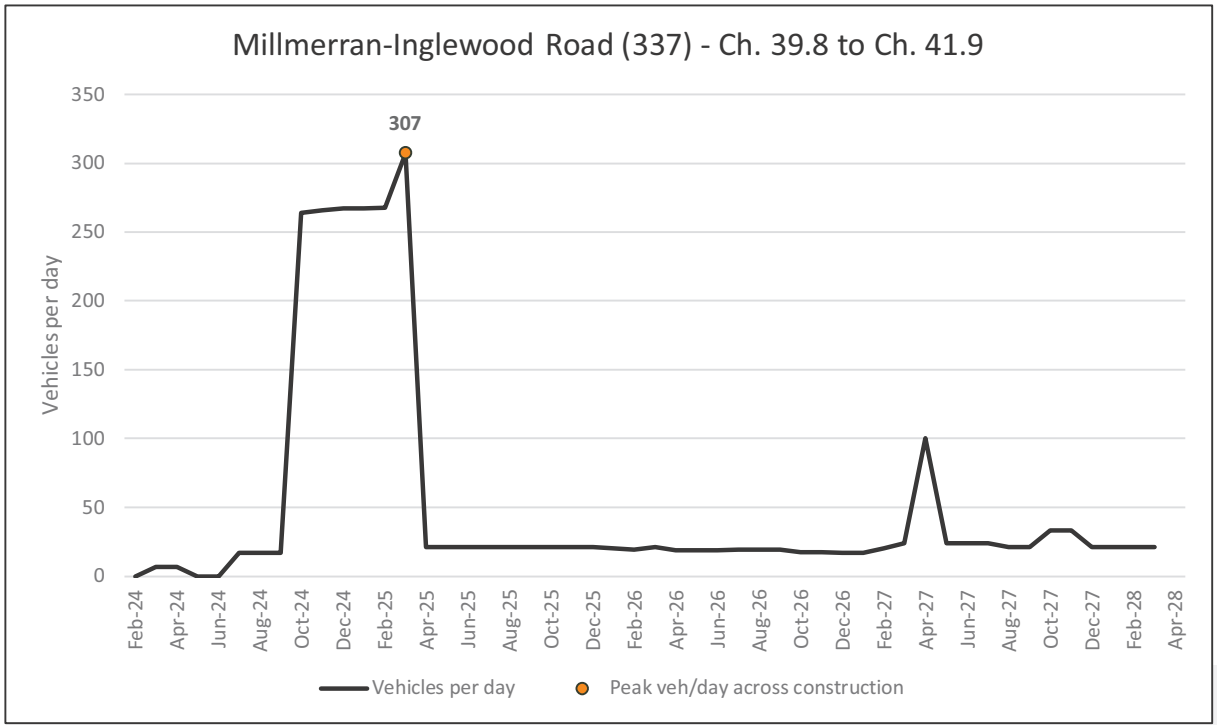
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	17	17	17	264	266	267

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
267	268	307	22	22	22	22	22	22	22	22	21

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
20	19	22	19	19	19	19	19	19	18	18	17

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
17	20	24	100	24	24	24	21	21	33	33	21

Jan-28	Feb-28	Mar-28
21	21	21



Road ID	E83-E42
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 41.9 to Ch. 45.9

Peak veh/day across construction	82
Peak impact month	Mar-25
Length of peak period	1

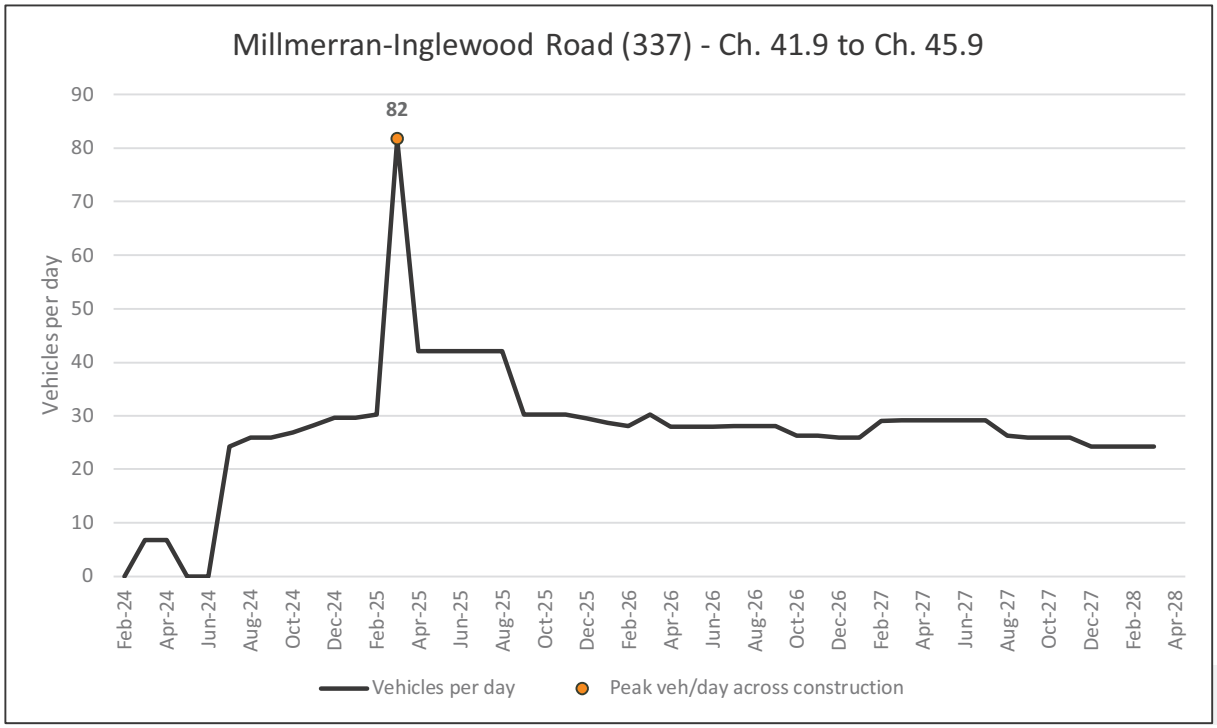
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	24	26	26	27	28	30

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
30	30	82	42	42	42	42	42	30	30	30	30

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
29	28	30	28	28	28	28	28	28	26	26	26

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
26	29	29	29	29	29	29	26	26	26	26	24

Jan-28	Feb-28	Mar-28
24	24	24



Road ID	E42-E118
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 45.9 to Ch. 47.6

Peak veh/day across construction	89
Peak impact month	Mar-25
Length of peak period	1

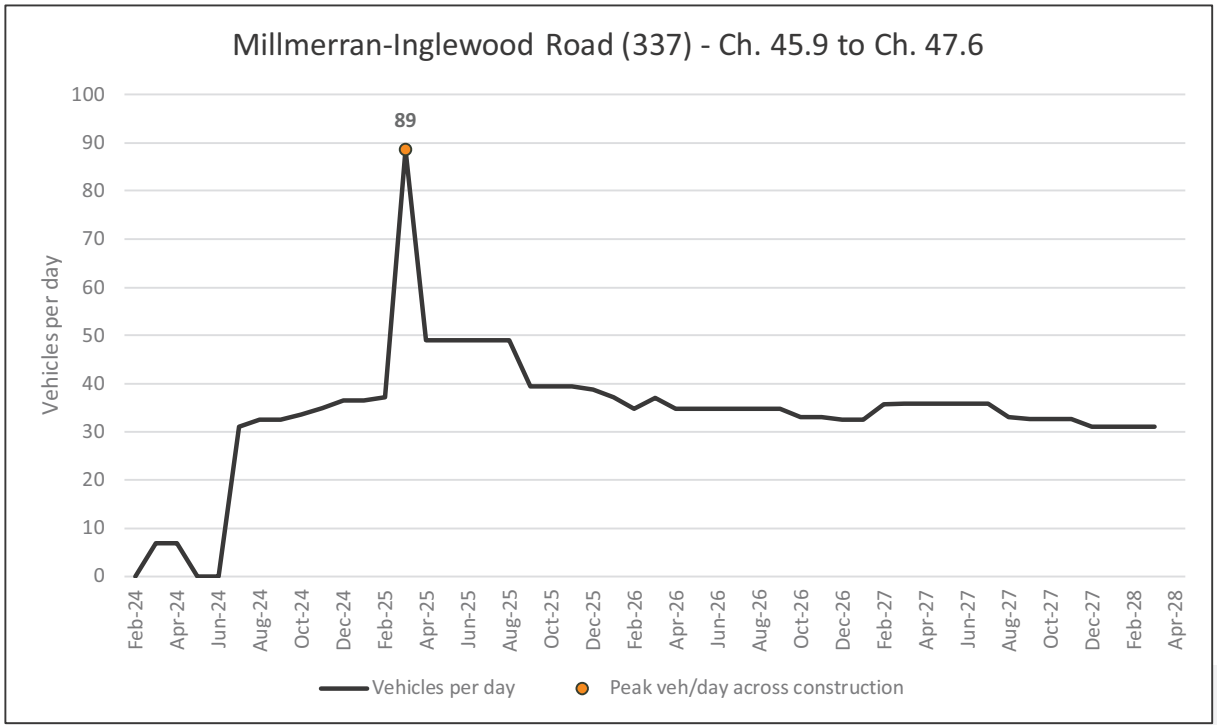
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	31	33	33	34	35	37

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
37	37	89	49	49	49	49	49	39	39	39	39

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
37	35	37	35	35	35	35	35	35	33	33	33

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
33	36	36	36	36	36	36	33	33	33	33	31

Jan-28	Feb-28	Mar-28
31	31	31



Road ID	E118-X66
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 47.6 to Ch. 53.3

Peak veh/day across construction	118
Peak impact month	Jun-25
Length of peak period	2

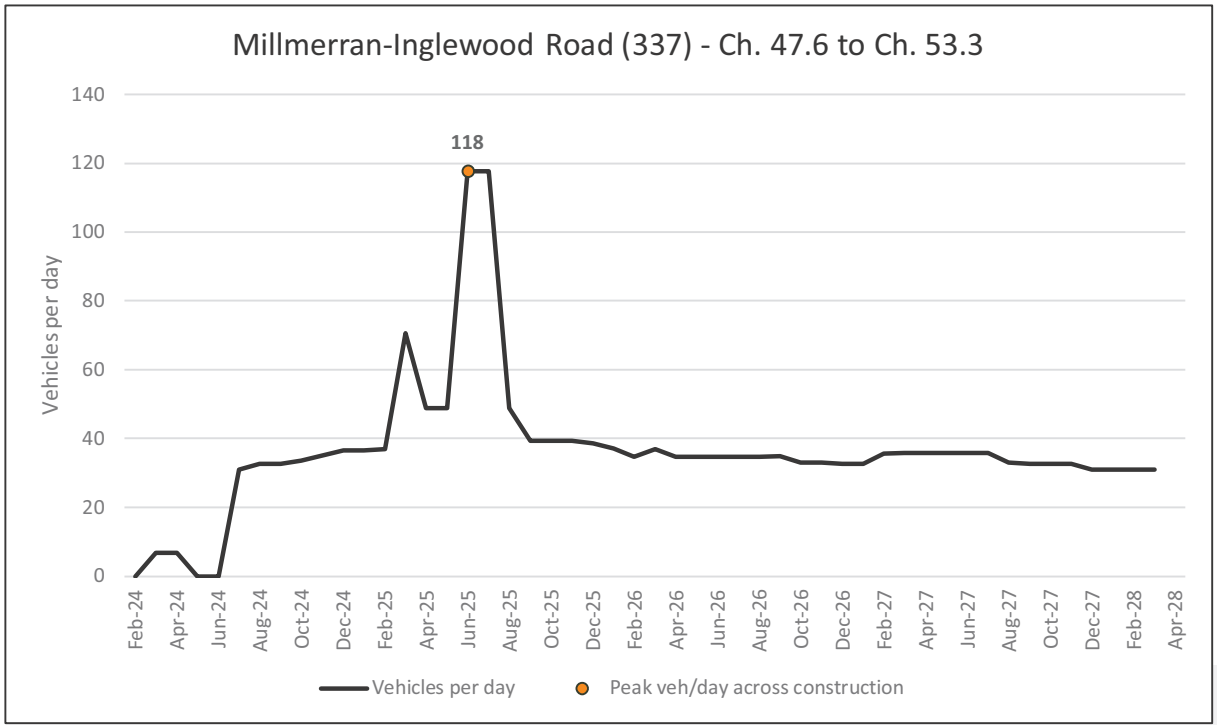
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	31	33	33	34	35	37

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
37	37	71	49	49	118	118	49	39	39	39	39

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
37	35	37	35	35	35	35	35	35	33	33	33

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
33	36	36	36	36	36	36	33	33	33	33	31

Jan-28	Feb-28	Mar-28
31	31	31



Road ID	X66-X58
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 53.3 to Ch. 55.7

Peak veh/day across construction	135
Peak impact month	Jun-25
Length of peak period	2

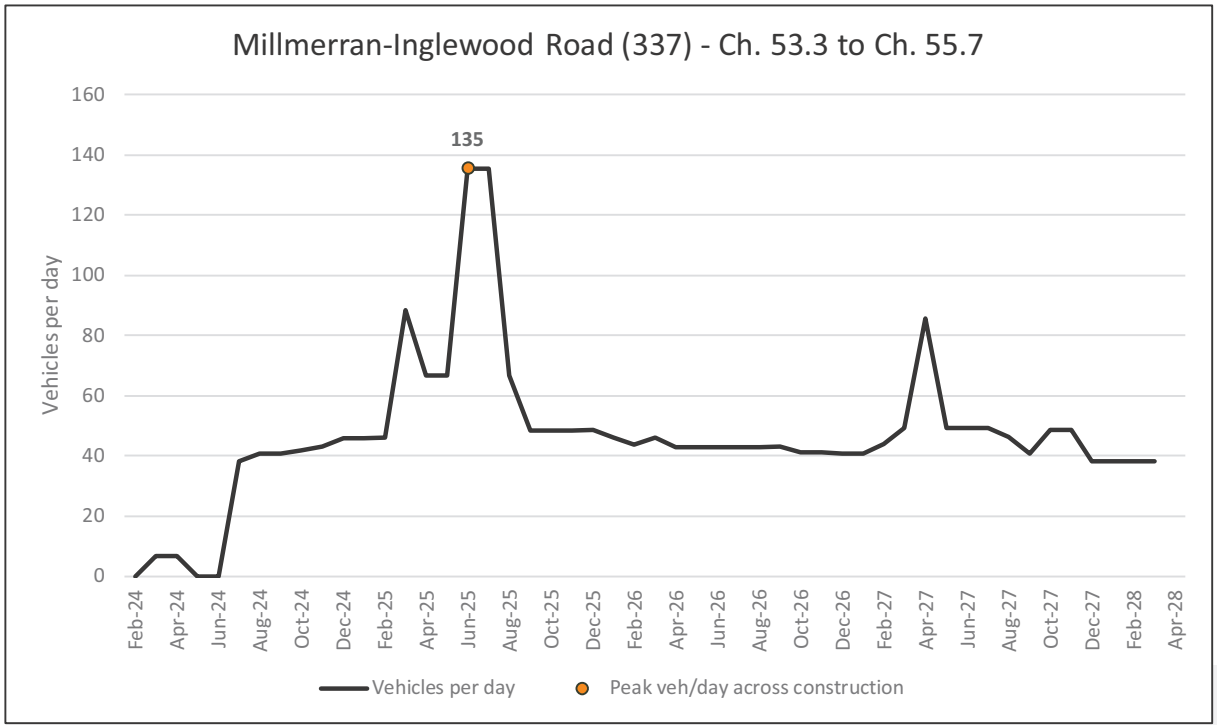
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	38	41	41	42	43	46

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
46	46	88	67	67	135	135	67	49	49	49	49

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
46	44	46	43	43	43	43	43	43	41	41	41

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
41	44	49	86	49	49	49	46	41	49	49	38

Jan-28	Feb-28	Mar-28
38	38	38



Road ID	X58-E33
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 55.7 to Ch. 56.6

Peak veh/day across construction	86
Peak impact month	Apr-27
Length of peak period	1

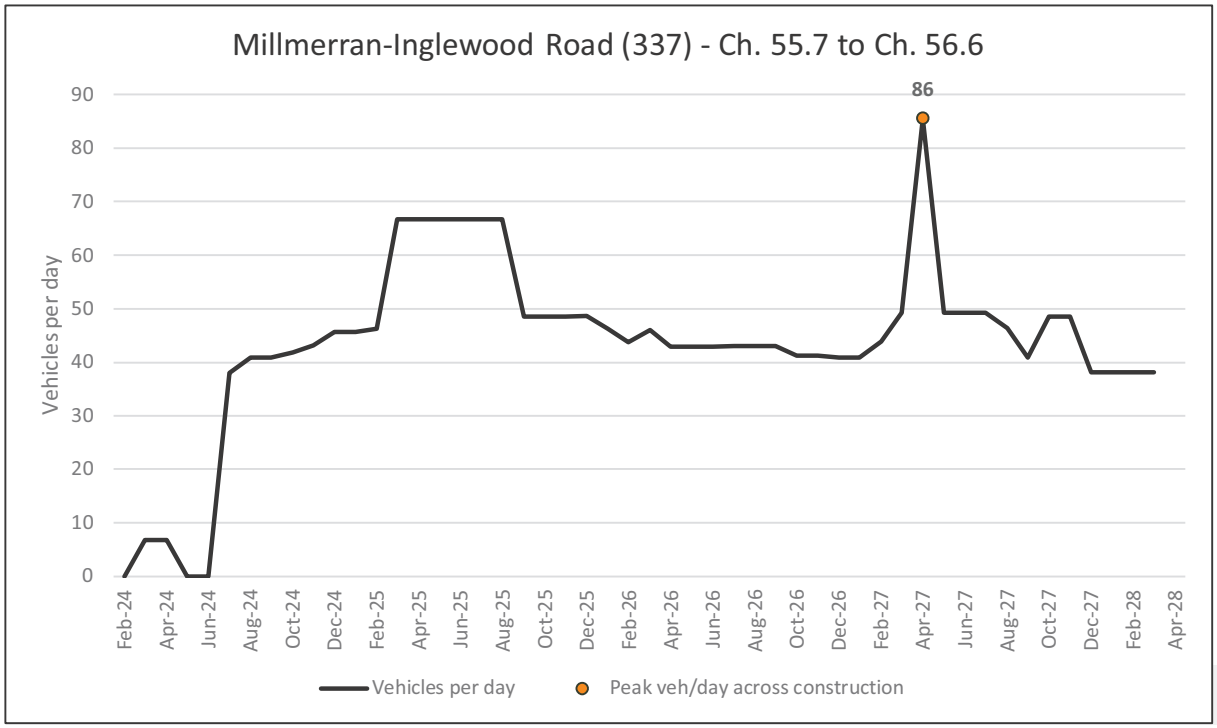
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	7	7	0	0	38	41	41	42	43	46

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
46	46	67	67	67	67	67	67	49	49	49	49

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
46	44	46	43	43	43	43	43	43	41	41	41

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
41	44	49	86	49	49	49	46	41	49	49	38

Jan-28	Feb-28	Mar-28
38	38	38



Road ID	E33-E81
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 56.6 to Ch. 59.2

Peak veh/day across construction	215
Peak impact month	Mar-25
Length of peak period	1

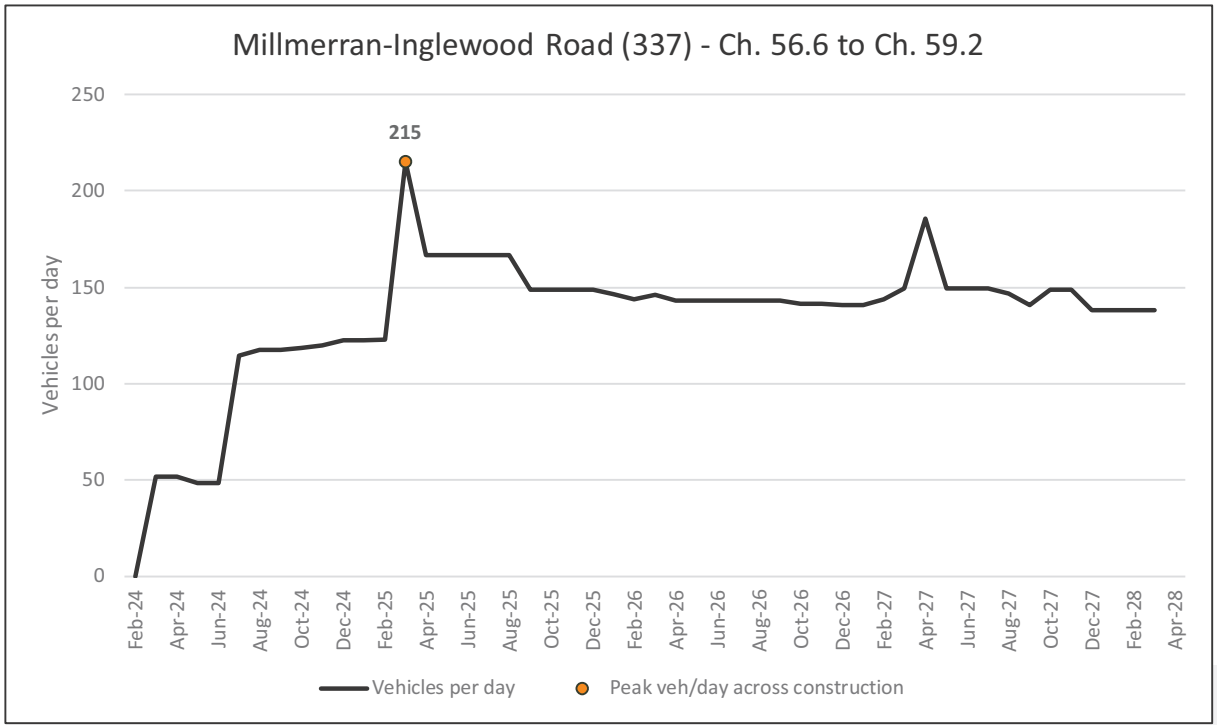
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	52	52	48	48	115	117	117	118	120	122

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
122	123	215	167	167	167	167	167	149	149	149	149

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
146	144	146	143	143	143	143	143	143	141	141	141

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
141	144	149	186	149	149	149	147	141	149	149	138

Jan-28	Feb-28	Mar-28
138	138	138



Road ID	E81-E103
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 59.2 to Ch. 61.0

Peak veh/day across construction	215
Peak impact month	Mar-25
Length of peak period	1

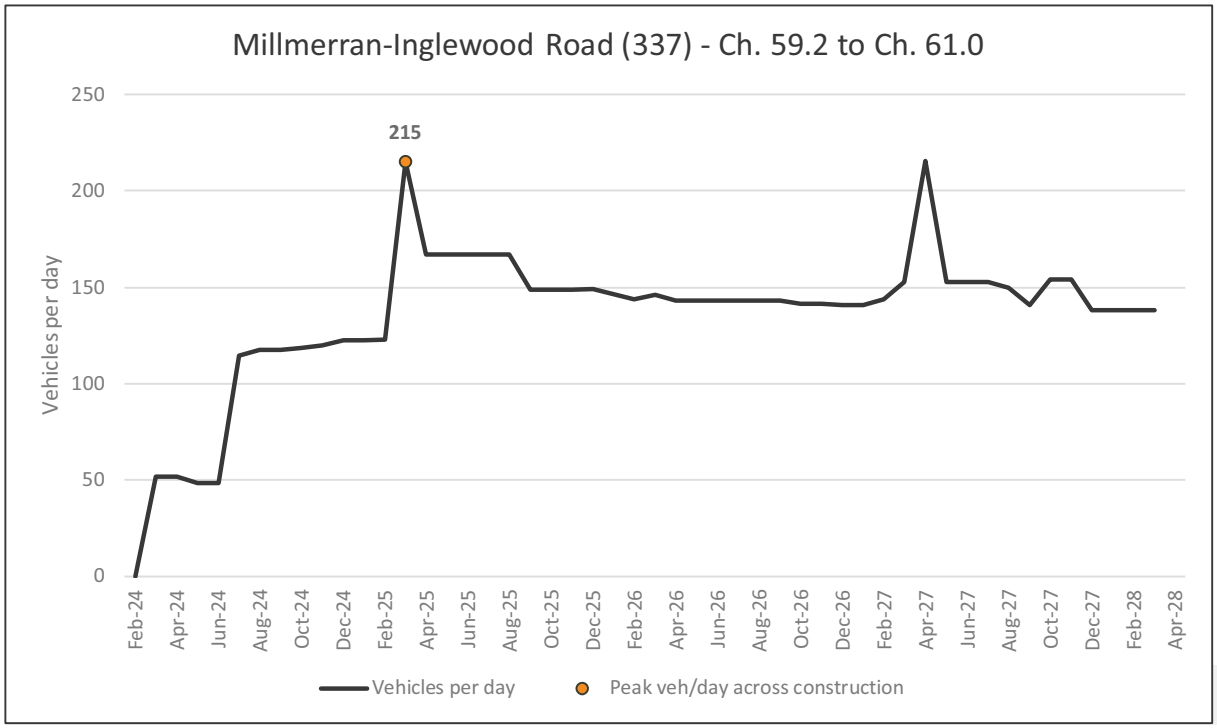
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	52	52	48	48	115	117	117	118	120	122

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
122	123	215	167	167	167	167	167	149	149	149	149

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
146	144	146	143	143	143	143	143	143	141	141	141

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
141	144	153	215	153	153	153	150	141	154	154	138

Jan-28	Feb-28	Mar-28
138	138	138



Road ID	E103-X65
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 61.0 to Ch. 65.7

Peak veh/day across construction	328
Peak impact month	Mar-25
Length of peak period	1

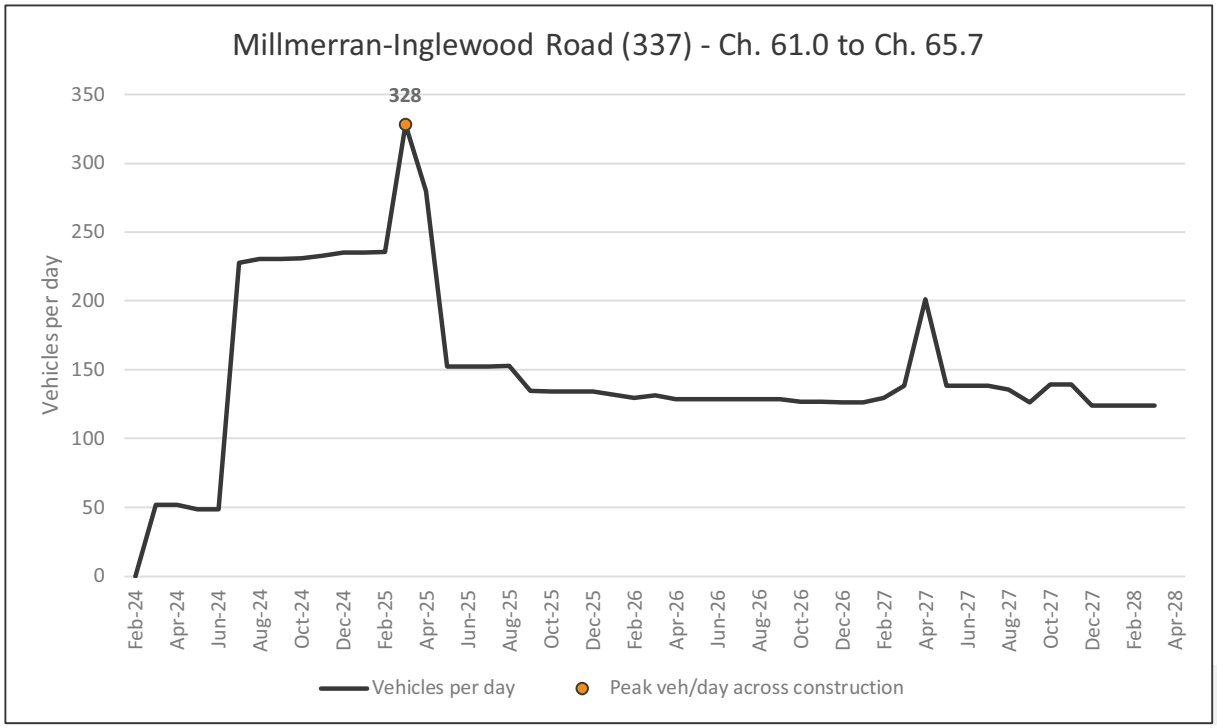
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	52	52	48	48	228	230	230	231	233	235

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
235	236	328	280	152	152	152	153	135	134	134	135

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
132	130	132	129	129	129	129	129	129	127	127	127

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
127	130	138	201	138	138	138	136	127	140	140	124

Jan-28	Feb-28	Mar-28
124	124	124



Road ID	X65-X15
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 65.7 to Ch. 68.7

Peak veh/day across construction	547
Peak impact month	Nov-24
Length of peak period	1

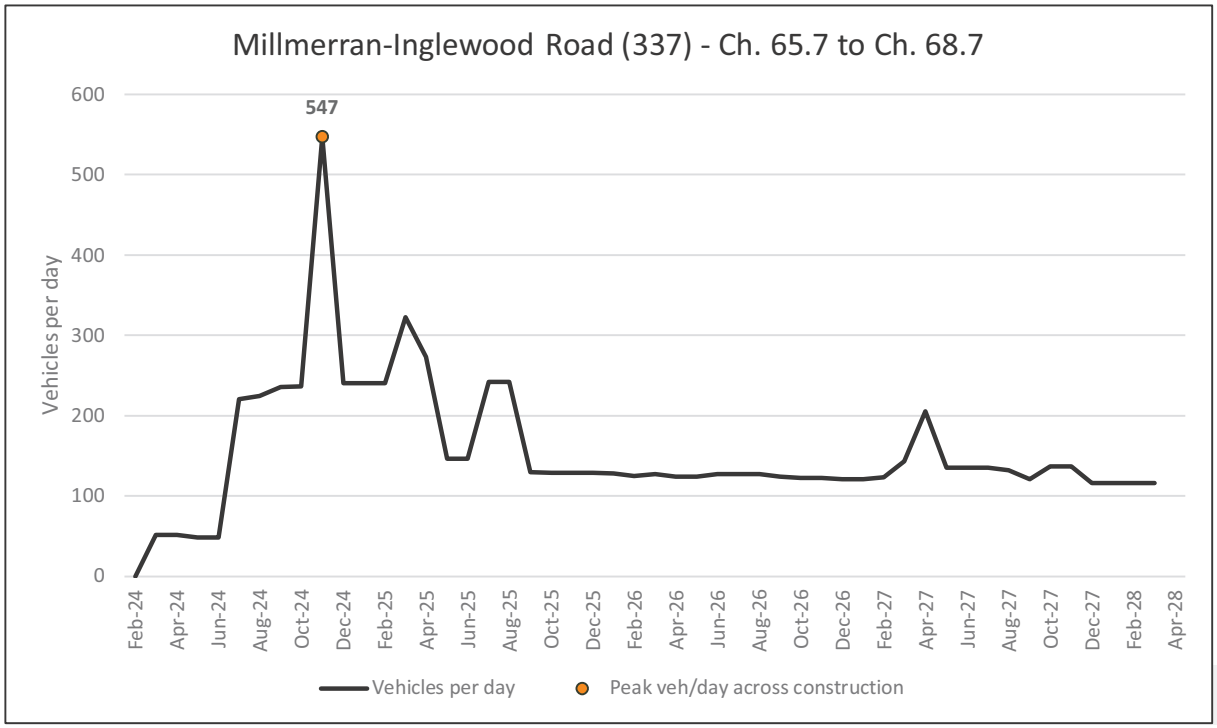
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	52	52	48	48	220	224	235	236	547	240

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
240	241	322	274	147	147	242	242	129	129	129	129

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
128	125	127	124	124	127	127	127	124	122	122	121

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
121	124	143	205	135	135	135	132	121	137	137	117

Jan-28	Feb-28	Mar-28
117	117	117



Road ID	X38-E86
Road name	Millmerran-Leyburn Road (335)
Road section	Ch. 0.0 to Ch. 2.0

Peak veh/day across construction	76
Peak impact month	Feb-26
Length of peak period	2

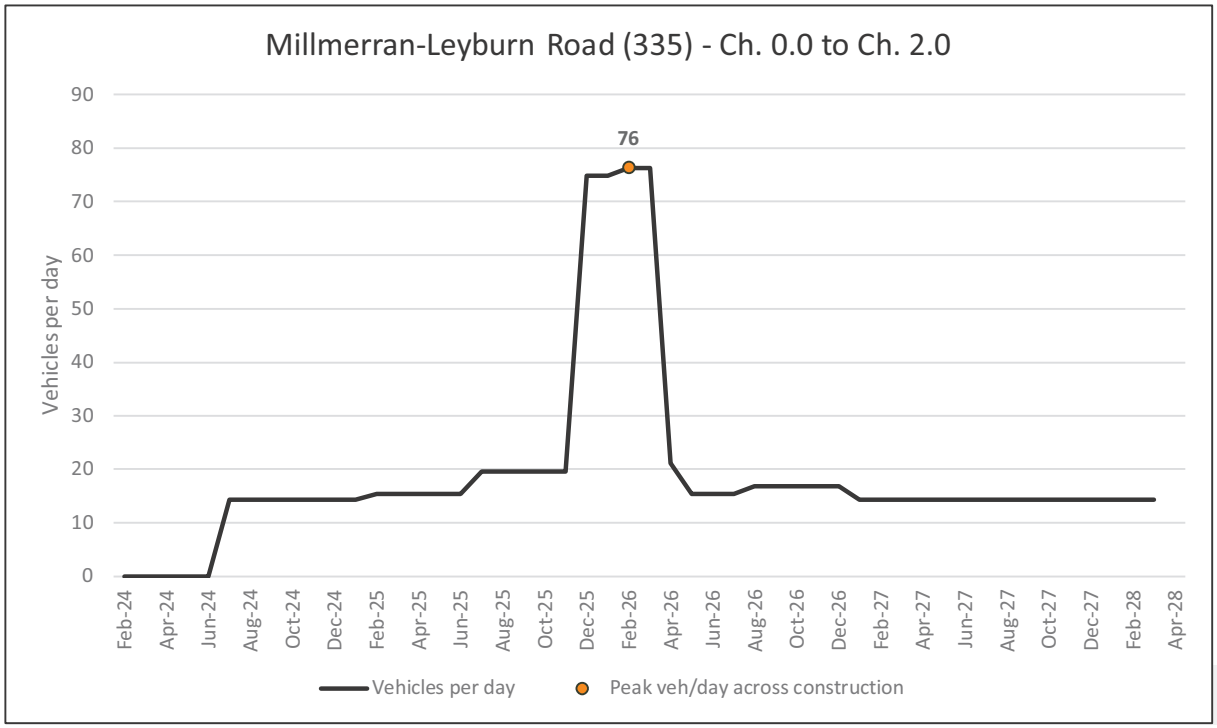
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	15	15	15	15	15	20	20	20	20	20	75

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
75	76	76	21	15	15	15	17	17	17	17	17

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	14	14	14	14	14	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E86-E54
Road name	Millmerran-Leyburn Road (335)
Road section	Ch. 2.0 to Ch. 2.2

Peak veh/day across construction	61
Peak impact month	Feb-26
Length of peak period	2

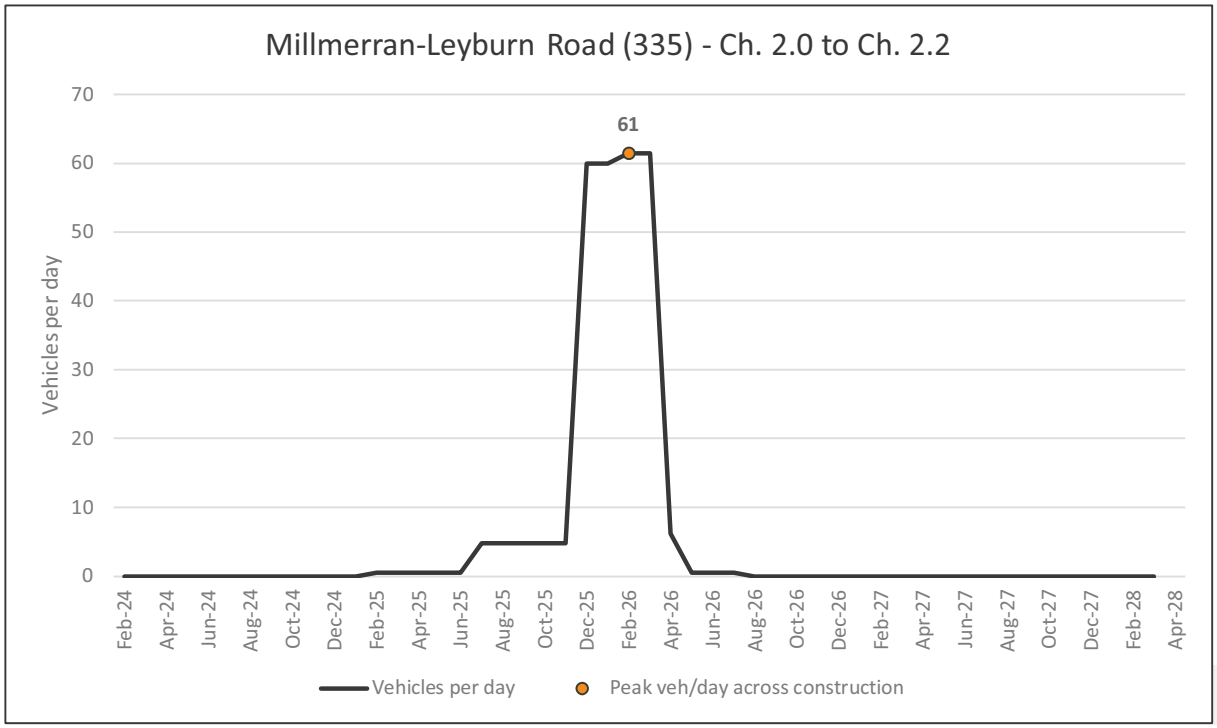
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	1	1	1	1	1	5	5	5	5	5	60

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
60	61	61	6	1	1	1	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	M11-E122
Road name	Port Drive (NA24)
Road section	Ch. 0.0 to Ch. 5.0

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

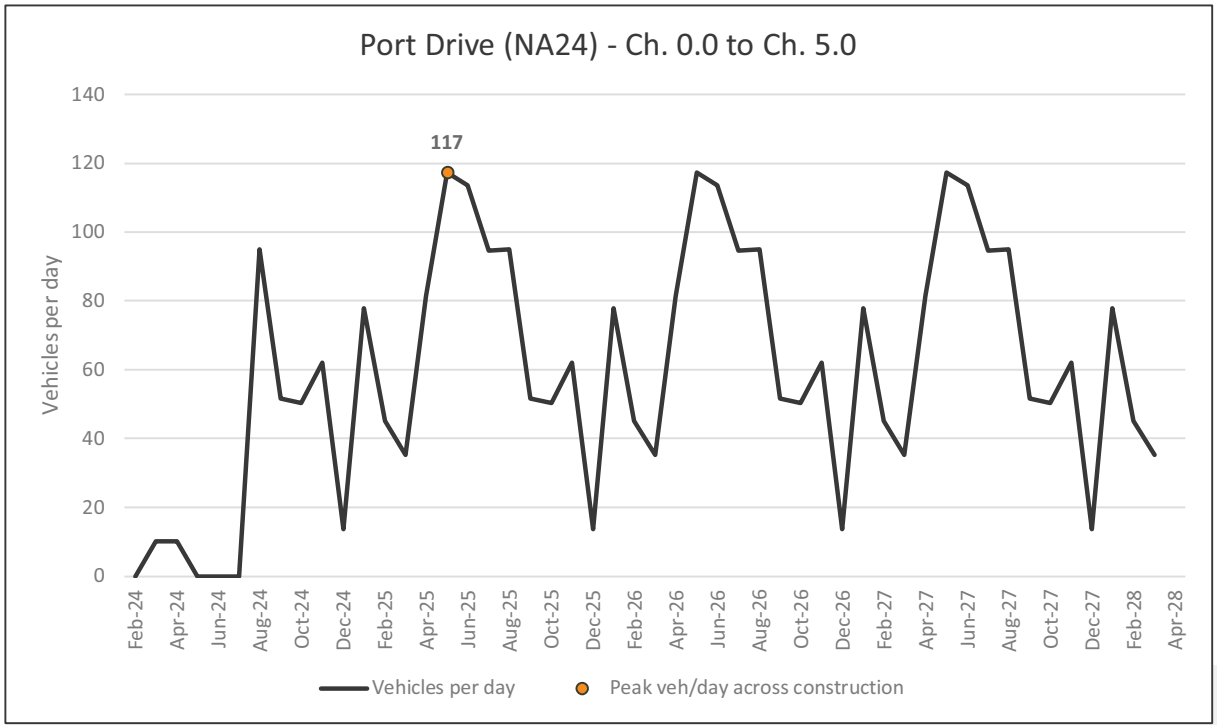
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M10-M11
Road name	Port of Brisbane Motorway (U27)
Road section	Ch. 0.0 to Ch. 6.0

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

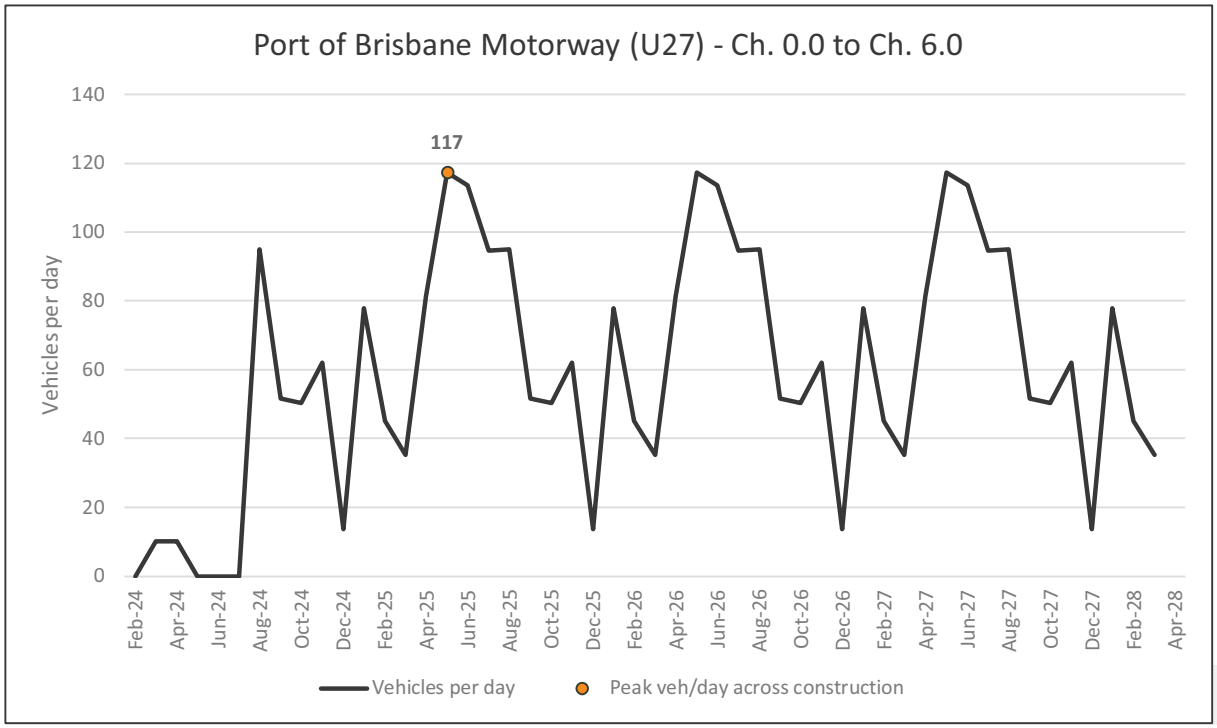
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	X17-X70
Road name	Texas-Yelarbon Road (2322)
Road section	Ch. 53.3 to Ch. 54.6

Peak veh/day across construction	40
Peak impact month	Sep-25
Length of peak period	3

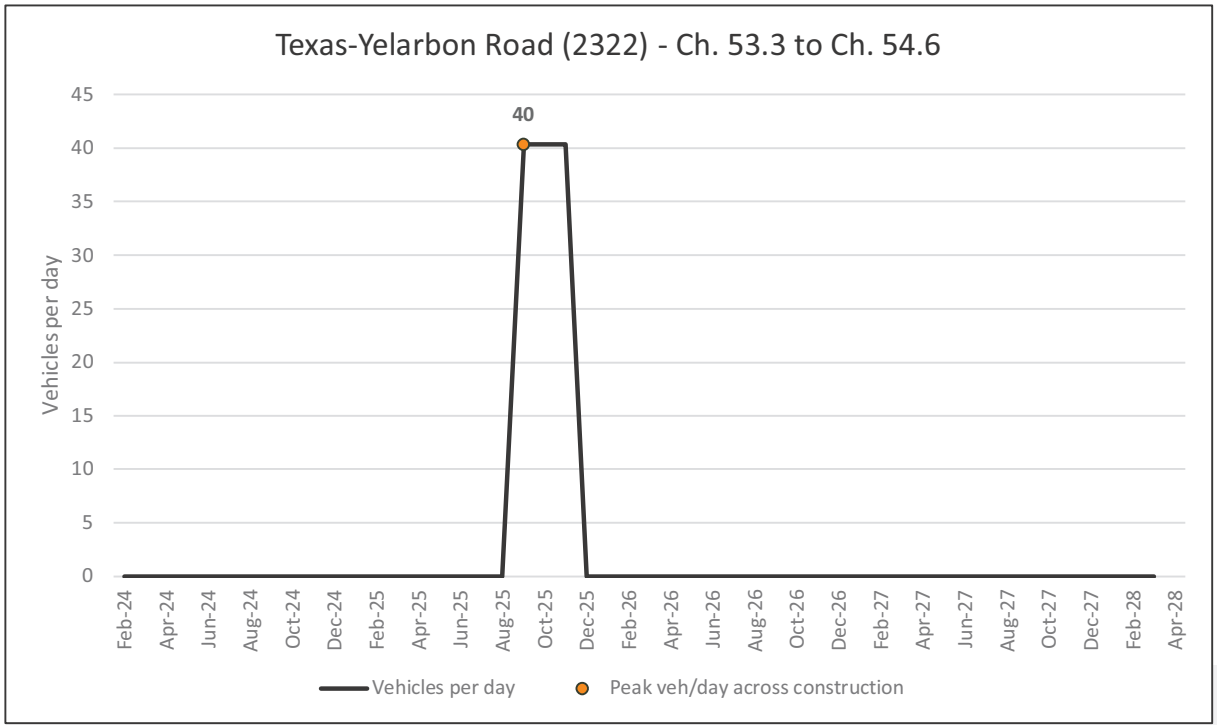
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	40	40	40	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X22-X44
Road name	Toowoomba-Athol Road (316)
Road section	Ch. 2.1 to Ch. 16.8

Peak veh/day across construction	99
Peak impact month	May-25
Length of peak period	15

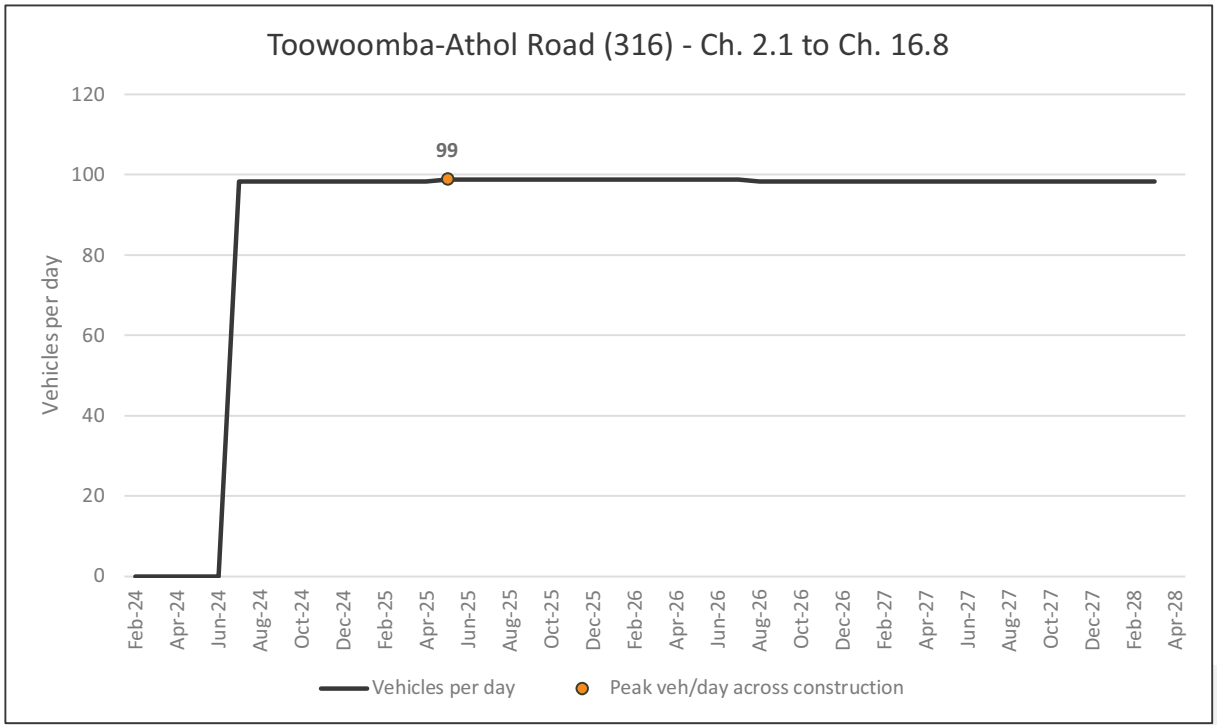
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	98	98	98	98	98	98

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
98	98	98	98	99	99	99	99	99	99	99	99

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
99	99	99	99	99	99	99	98	98	98	98	98

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
98	98	98	98	98	98	98	98	98	98	98	98

Jan-28	Feb-28	Mar-28
98	98	98



Road ID	X74-X73
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 2.0 to Ch. 6.0

Peak veh/day across construction	15
Peak impact month	Nov-25
Length of peak period	1

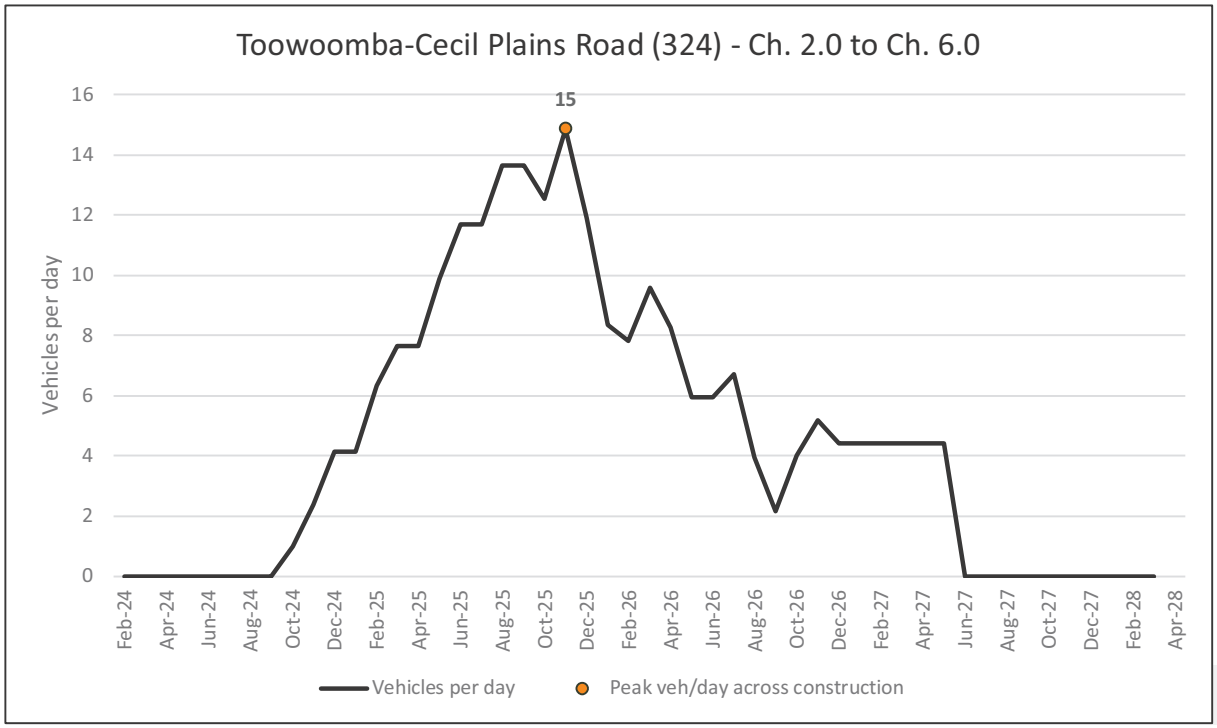
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	1	2	4

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
4	6	8	8	10	12	12	14	14	13	15	12

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
8	8	10	8	6	6	7	4	2	4	5	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
4	4	4	4	4	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X73-E29
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 6.0 to Ch. 6.4

Peak veh/day across construction	13
Peak impact month	Nov-25
Length of peak period	1

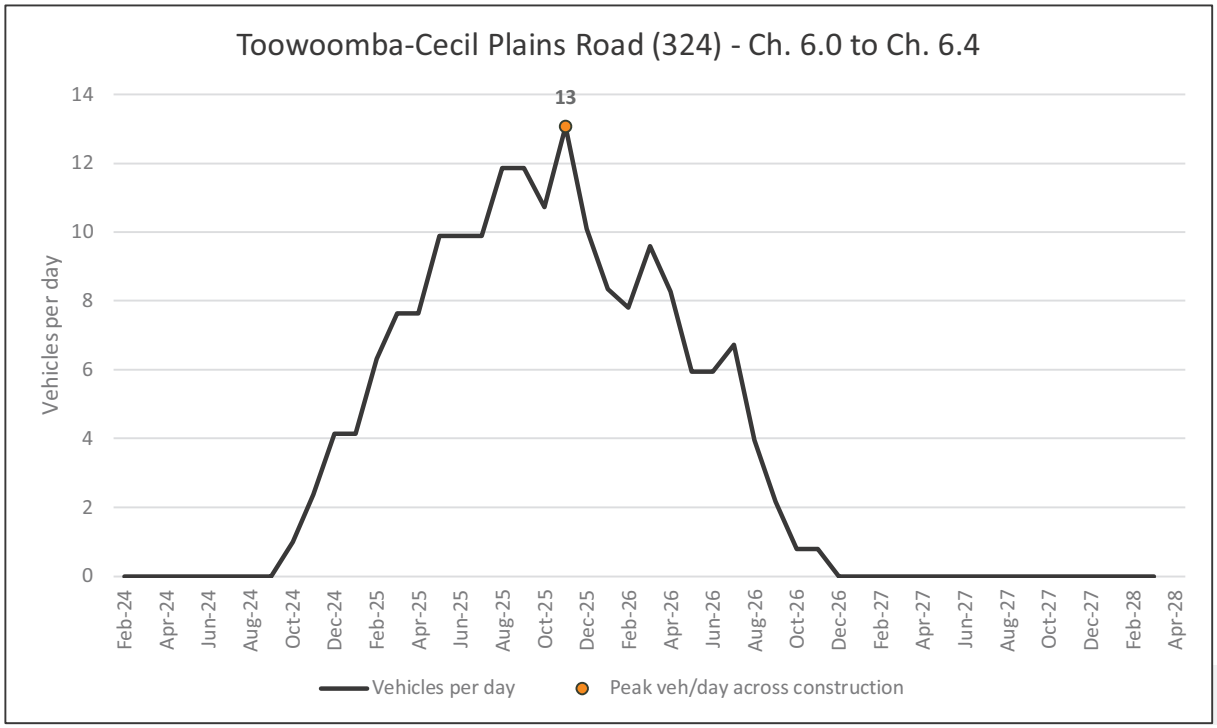
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	1	2	4

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
4	6	8	8	10	10	10	12	12	11	13	10

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
8	8	10	8	6	6	7	4	2	1	1	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E29-X78
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 6.4 to Ch. 8.3

Peak veh/day across construction	31
Peak impact month	Nov-25
Length of peak period	1

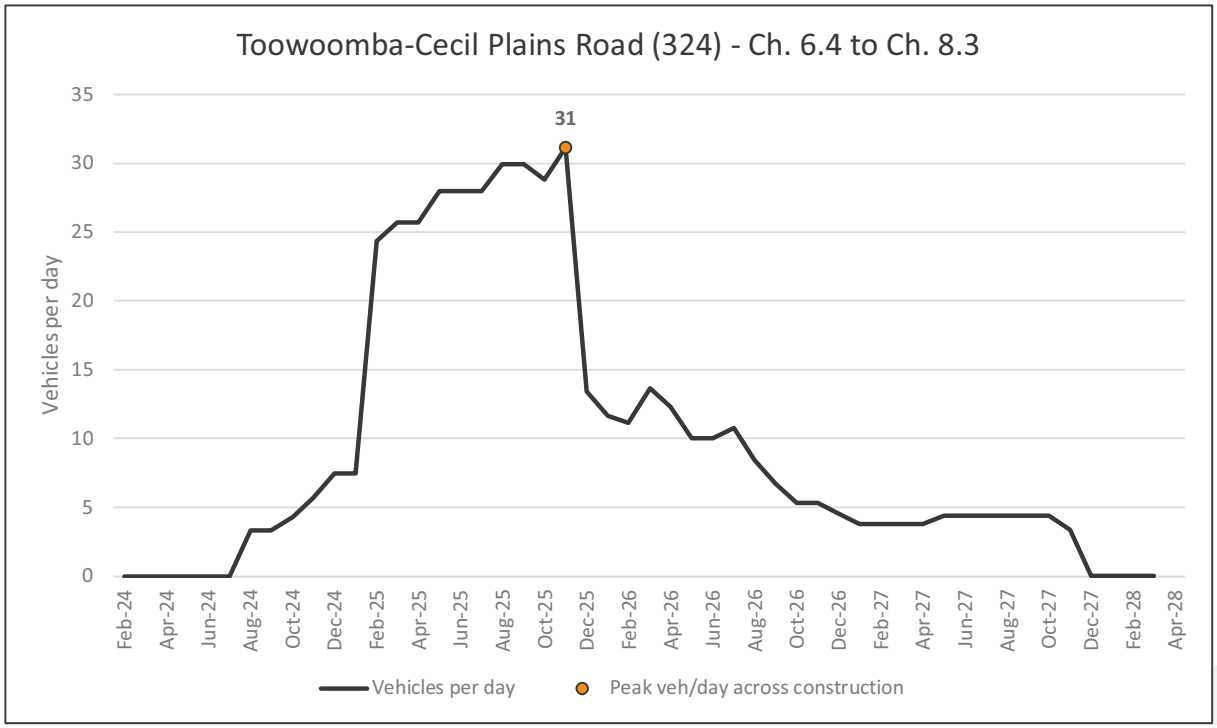
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	3	3	4	6	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	24	26	26	28	28	28	30	30	29	31	13

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
12	11	14	12	10	10	11	8	7	5	5	5

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
4	4	4	4	4	4	4	4	4	4	3	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X78-X75
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 8.3 to Ch. 9.2

Peak veh/day across construction	85
Peak impact month	Jun-27
Length of peak period	1

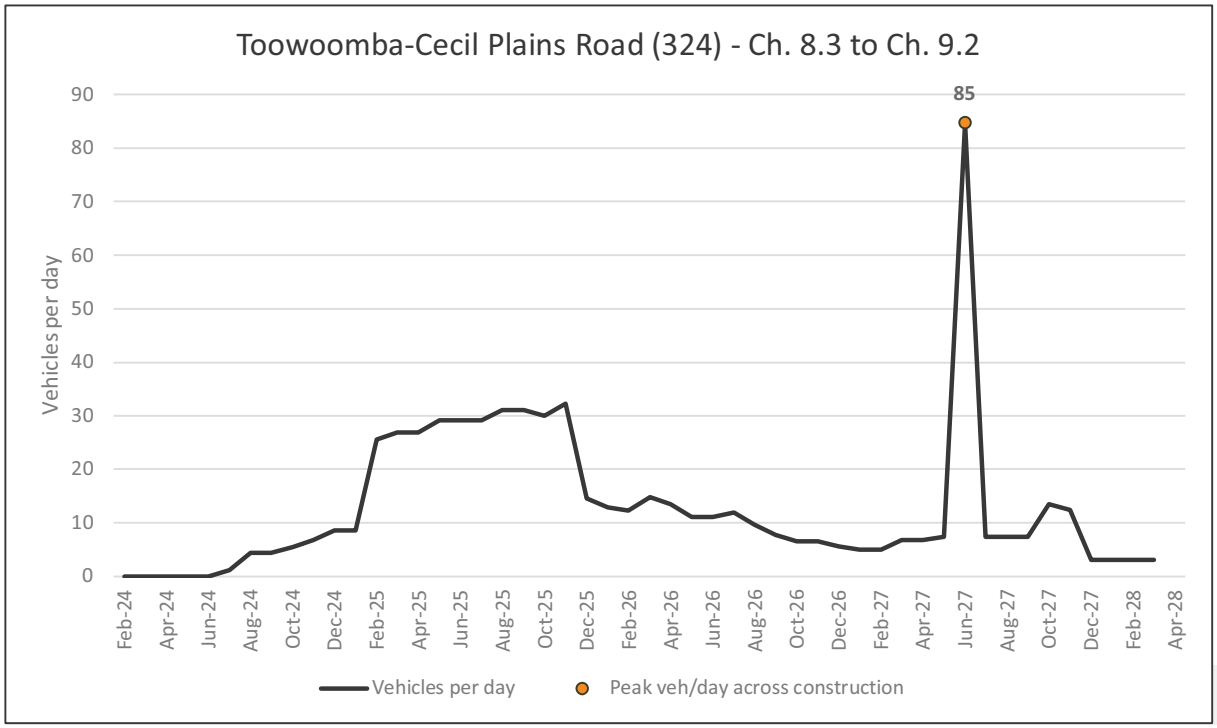
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	1	4	4	5	7	9

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
9	26	27	27	29	29	29	31	31	30	32	15

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
13	12	15	13	11	11	12	10	8	6	6	6

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
5	5	7	7	7	85	7	7	7	14	12	3

Jan-28	Feb-28	Mar-28
3	3	3



Road ID	X75-E115
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 9.2 to Ch. 10.0

Peak veh/day across construction	77
Peak impact month	Nov-25
Length of peak period	1

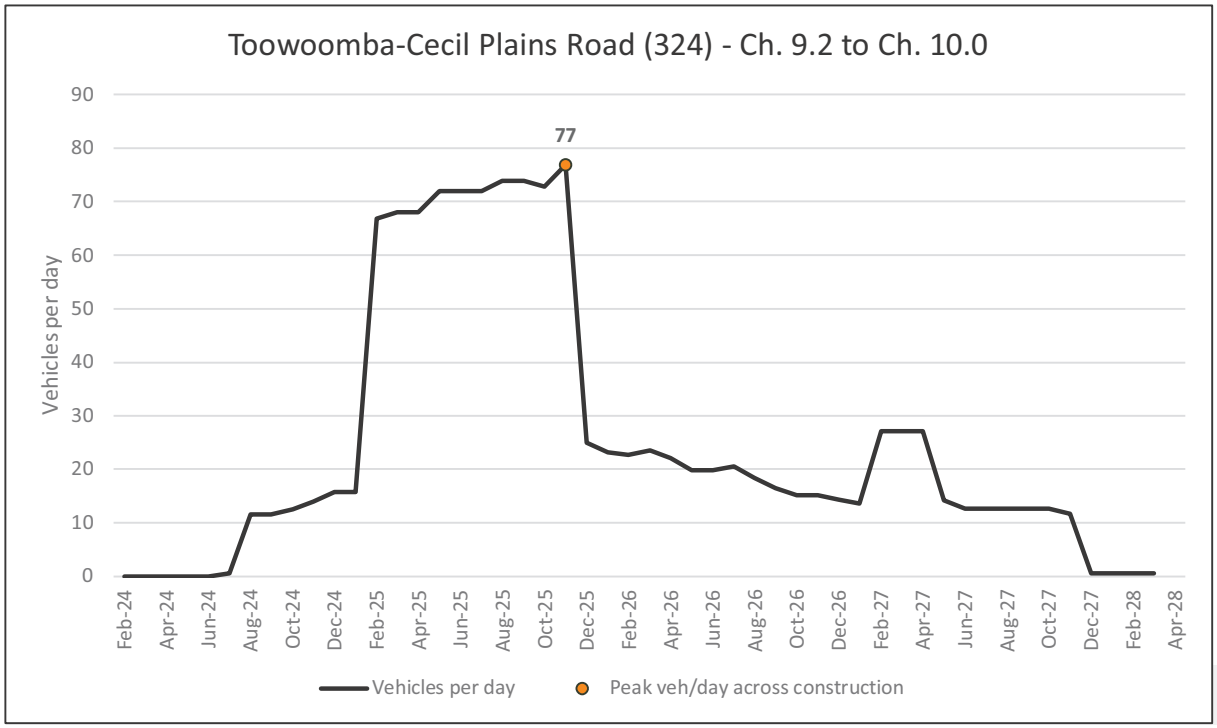
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	1	12	12	13	14	16

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
16	67	68	68	72	72	72	74	74	73	77	25

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
23	23	23	22	20	20	21	18	16	15	15	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	27	27	27	14	13	13	13	13	13	12	1

Jan-28	Feb-28	Mar-28
1	1	1



Road ID	E115-X144
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 10.0 to Ch. 10.1

Peak veh/day across construction	98
Peak impact month	Nov-25
Length of peak period	1

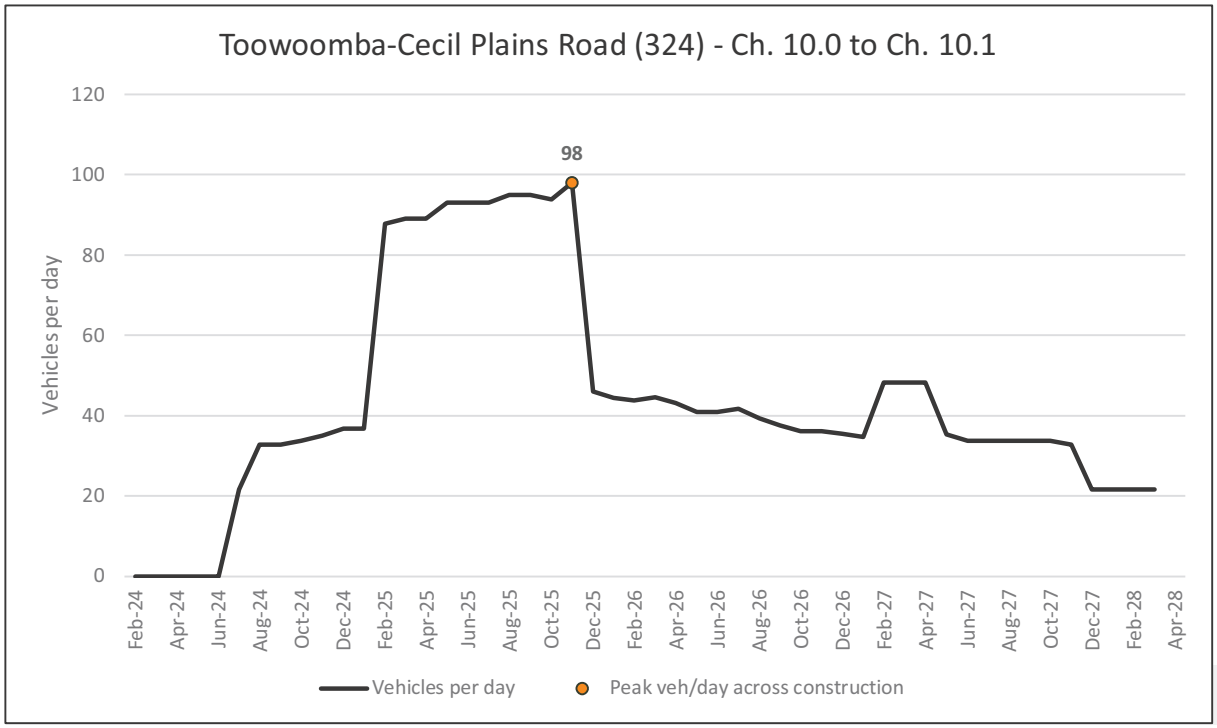
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	33	33	34	35	37

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
37	88	89	89	93	93	93	95	95	94	98	46

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
44	44	45	43	41	41	42	39	38	36	36	35

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
35	48	48	48	35	34	34	34	34	34	33	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	X144-X76
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 10.1 to Ch. 10.3

Peak veh/day across construction	159
Peak impact month	Nov-25
Length of peak period	1

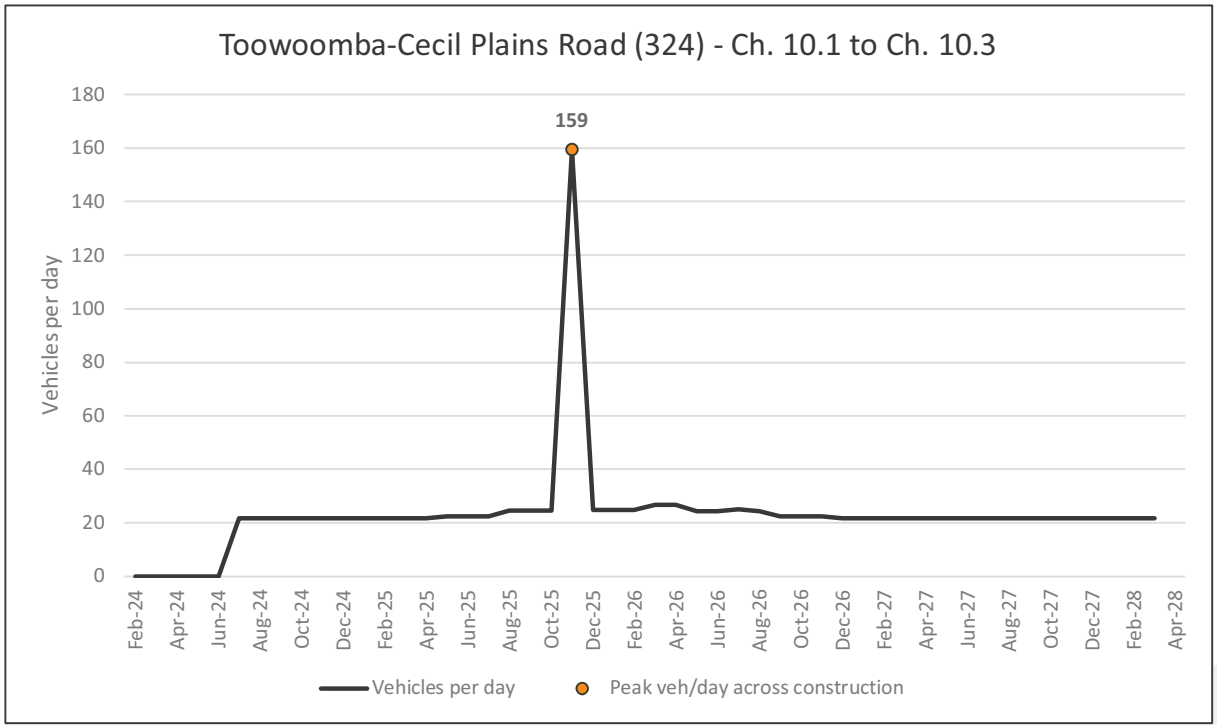
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	22	22	22	22	22

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
22	22	22	22	23	23	23	24	24	24	159	25

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
25	25	27	27	24	24	25	24	22	22	22	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
22	22	22	22	22	22	22	22	22	22	22	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	X76-X71
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 10.3 to Ch. 12.1

Peak veh/day across construction	160
Peak impact month	Nov-25
Length of peak period	1

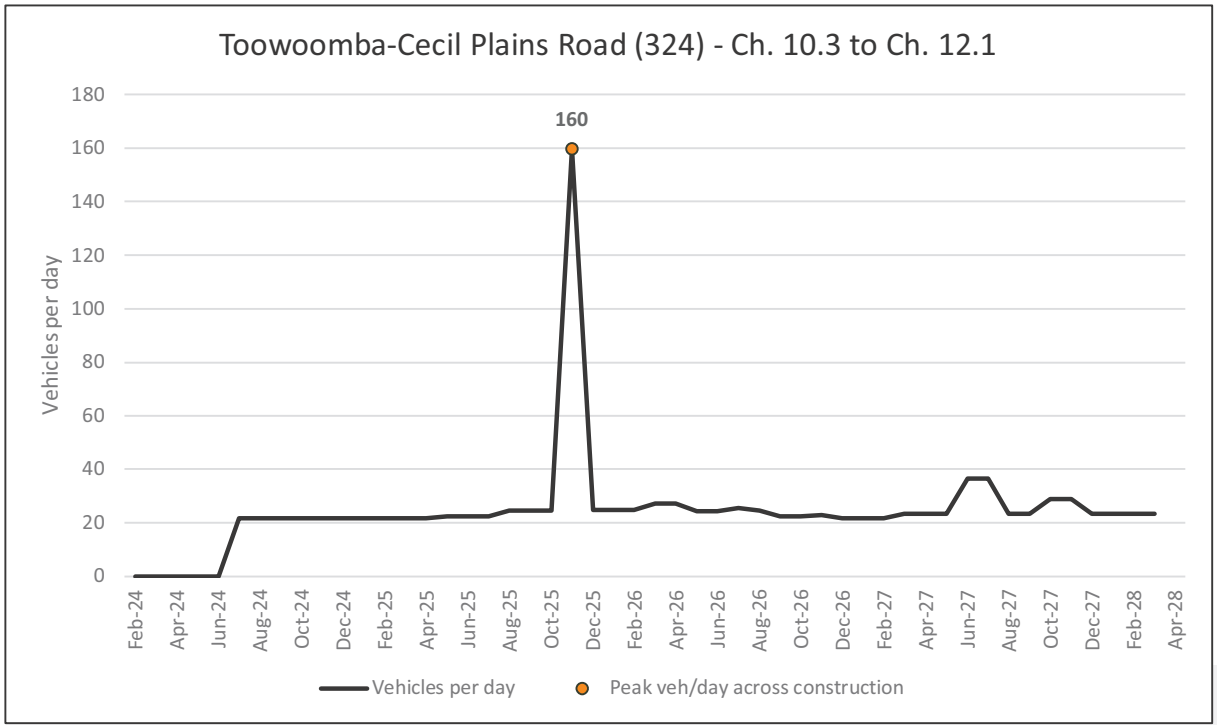
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	22	22	22	22	22

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
22	22	22	22	23	23	23	24	24	24	160	25

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
25	25	27	27	24	24	25	25	22	22	23	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
22	22	23	23	23	36	36	23	23	29	29	23

Jan-28	Feb-28	Mar-28
23	23	23



Road ID	X71-X72
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 12.1 to Ch. 14.5

Peak veh/day across construction	254
Peak impact month	Dec-25
Length of peak period	2

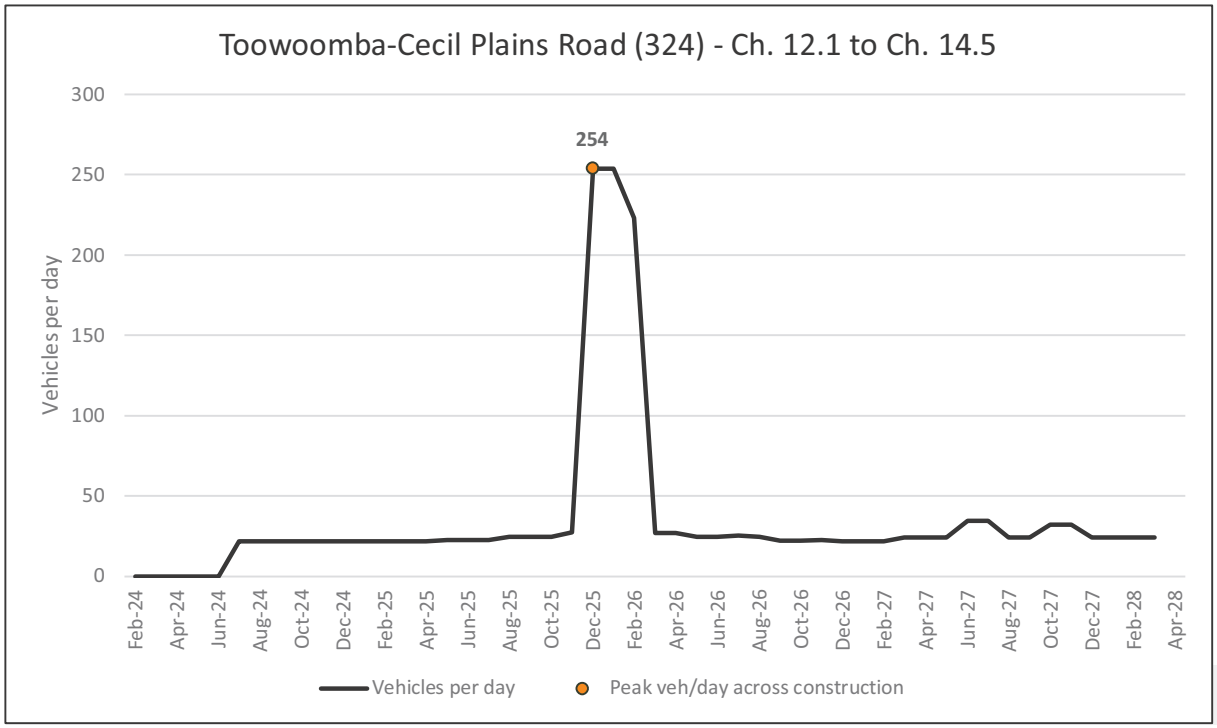
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	22	22	22	22	22

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
22	22	22	22	23	23	23	24	24	24	27	254

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
254	223	27	27	24	24	25	25	22	22	23	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
22	22	24	24	24	35	35	24	24	32	32	24

Jan-28	Feb-28	Mar-28
24	24	24



Road ID	X72-X77
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 14.5 to Ch. 16.3

Peak veh/day across construction	279
Peak impact month	Dec-25
Length of peak period	2

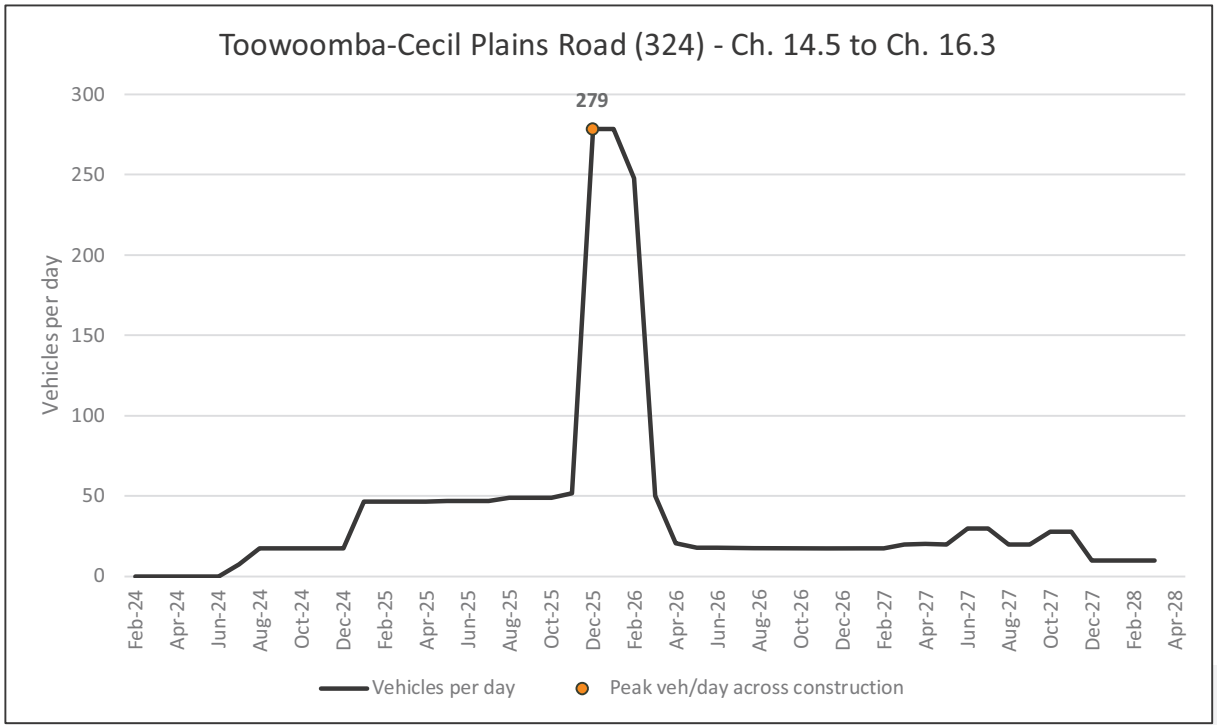
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	17	17	17	17	17

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
46	46	46	46	47	47	47	49	49	49	52	279

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
279	248	50	21	18	18	18	17	17	17	17	17

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
17	17	20	20	20	30	30	20	20	28	28	10

Jan-28	Feb-28	Mar-28
10	10	10



Road ID	M1-E116
Road name	Toowoomba Connection Road (315)
Road section	Ch. 26.3 to Ch. 26.9

Peak veh/day across construction	4
Peak impact month	Nov-26
Length of peak period	7

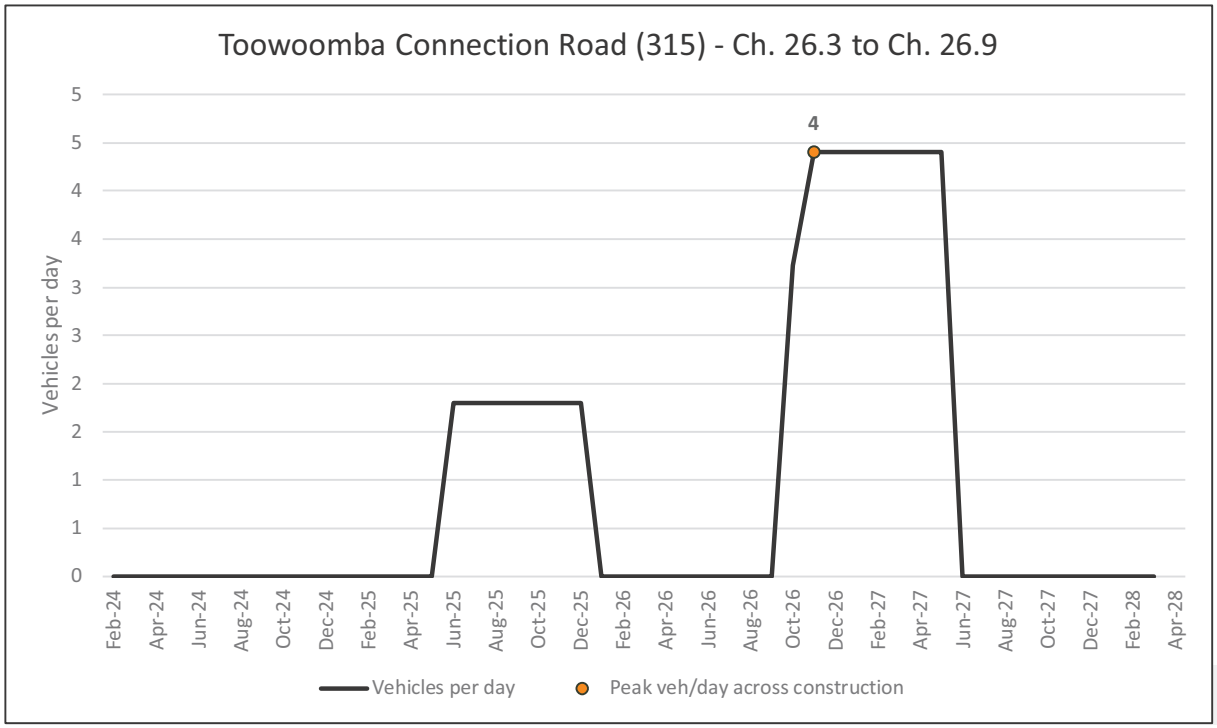
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	2	2	2	2	2	2	2

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	3	4	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
4	4	4	4	4	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E116-X143
Road name	Toowoomba Connection Road (315)
Road section	Ch. 26.9 to Ch. 27.1

Peak veh/day across construction	47
Peak impact month	Nov-26
Length of peak period	7

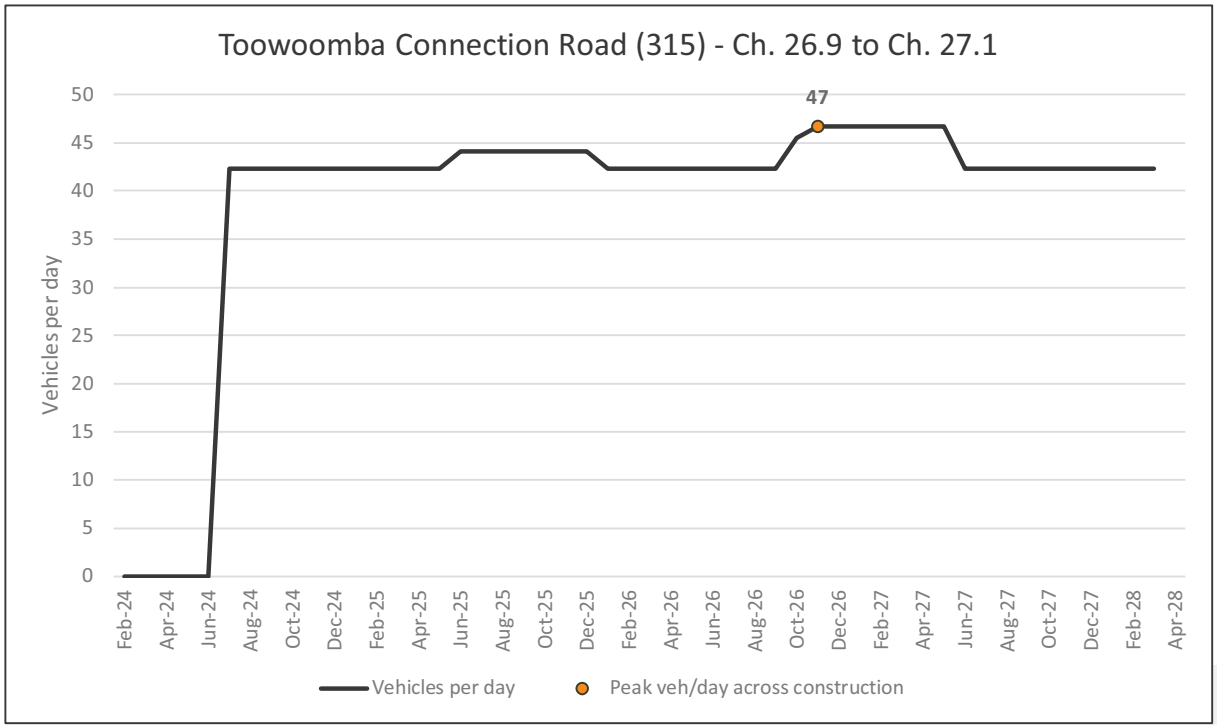
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	42	42	42	42	42	42

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
42	42	42	42	42	44	44	44	44	44	44	44

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
42	42	42	42	42	42	42	42	42	46	47	47

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
47	47	47	47	47	42	42	42	42	42	42	42

Jan-28	Feb-28	Mar-28
42	42	42



Road ID	M5-M4
Road name	Toowoomba Bypass (319A)
Road section	Ch. 0.0 to Ch. 26.8

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

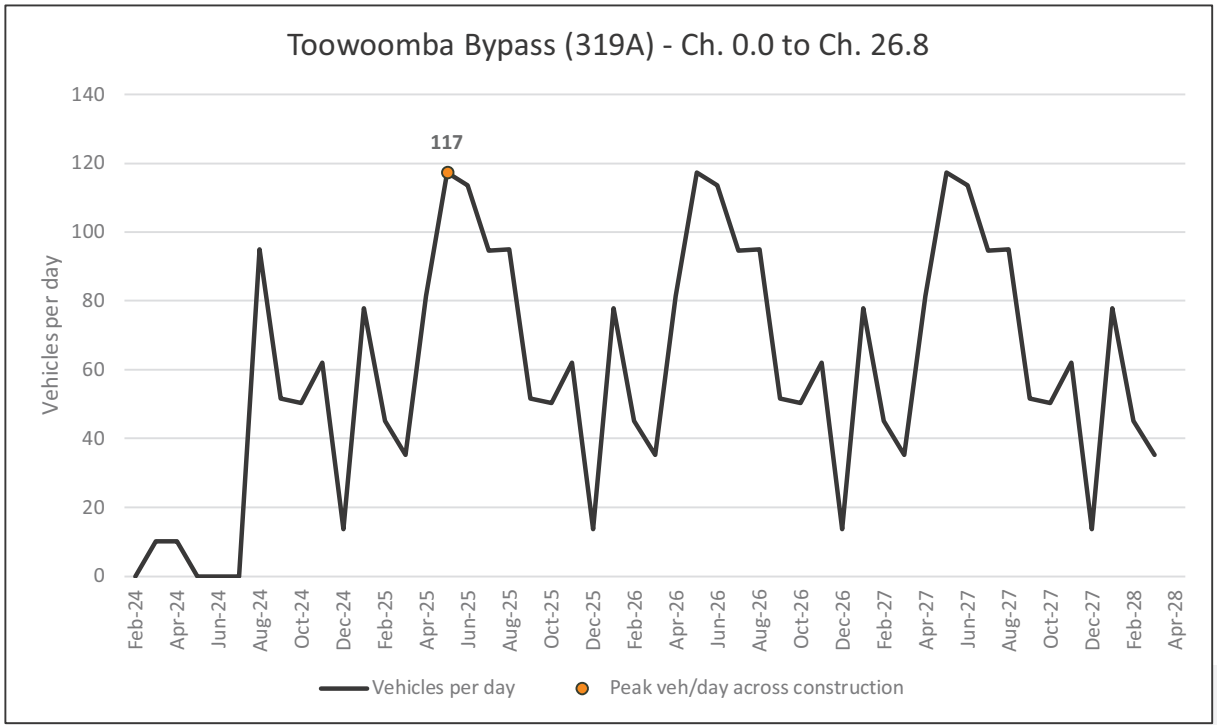
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M4-J5
Road name	Toowoomba Bypass (319B)
Road section	Ch. 0.0 to Ch. 0.6

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

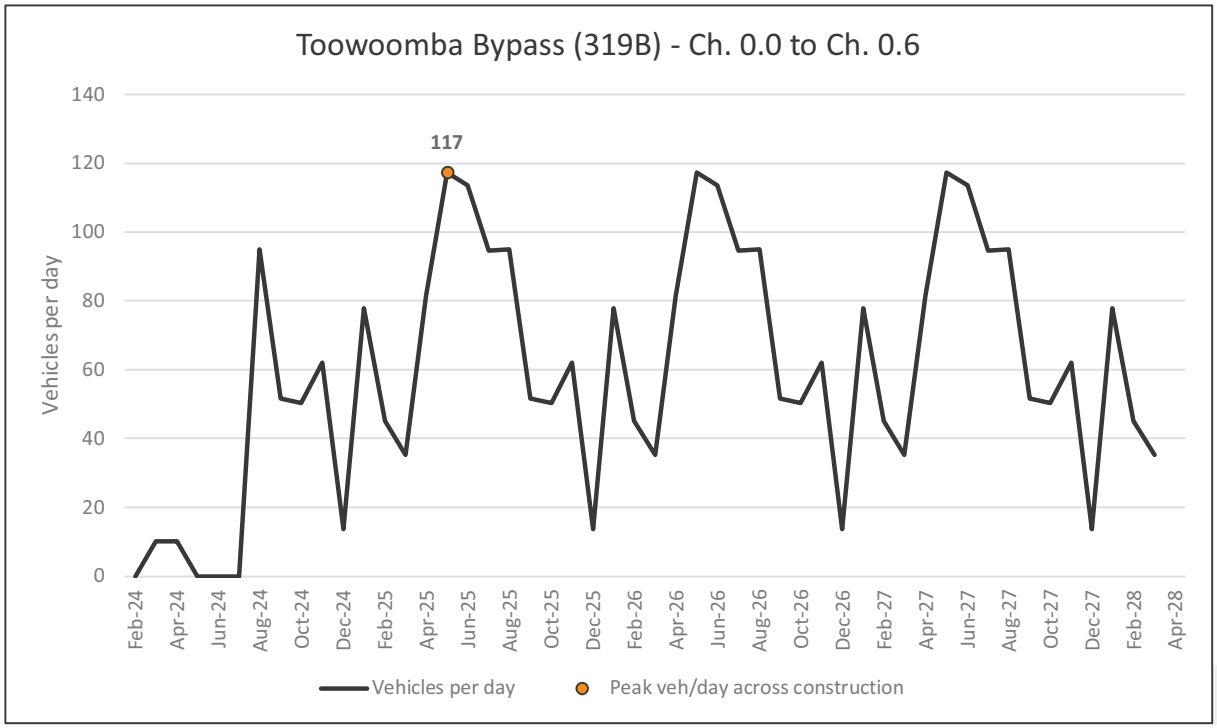
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	J5-J3
Road name	Toowoomba Bypass (319B)
Road section	Ch. 0.6 to Ch. 3.2

Peak veh/day across construction	412
Peak impact month	May-25
Length of peak period	1

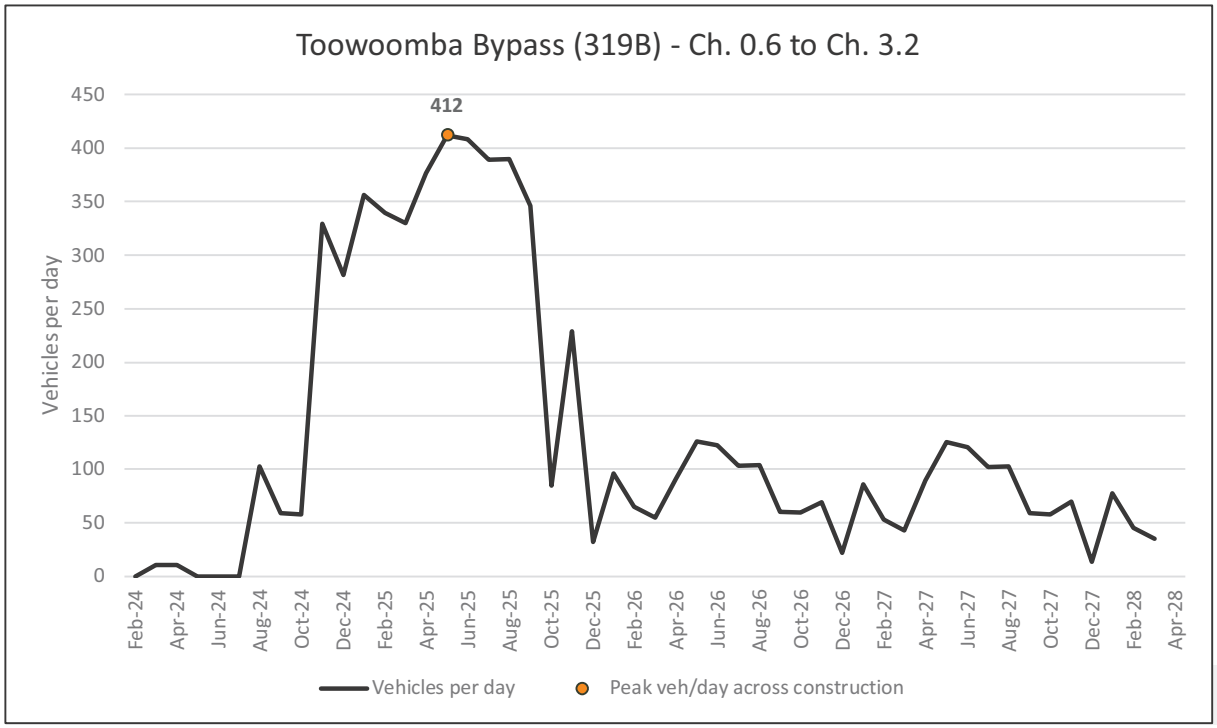
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	102	59	58	330	281

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
356	340	330	376	412	408	389	390	346	85	229	32

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
96	65	55	90	126	122	104	104	61	59	69	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
86	53	42	90	126	121	102	102	59	58	69	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	J3-J4
Road name	Toowoomba Bypass (319B)
Road section	Ch. 3.2 to Ch. 4.1

Peak veh/day across construction	412
Peak impact month	May-25
Length of peak period	1

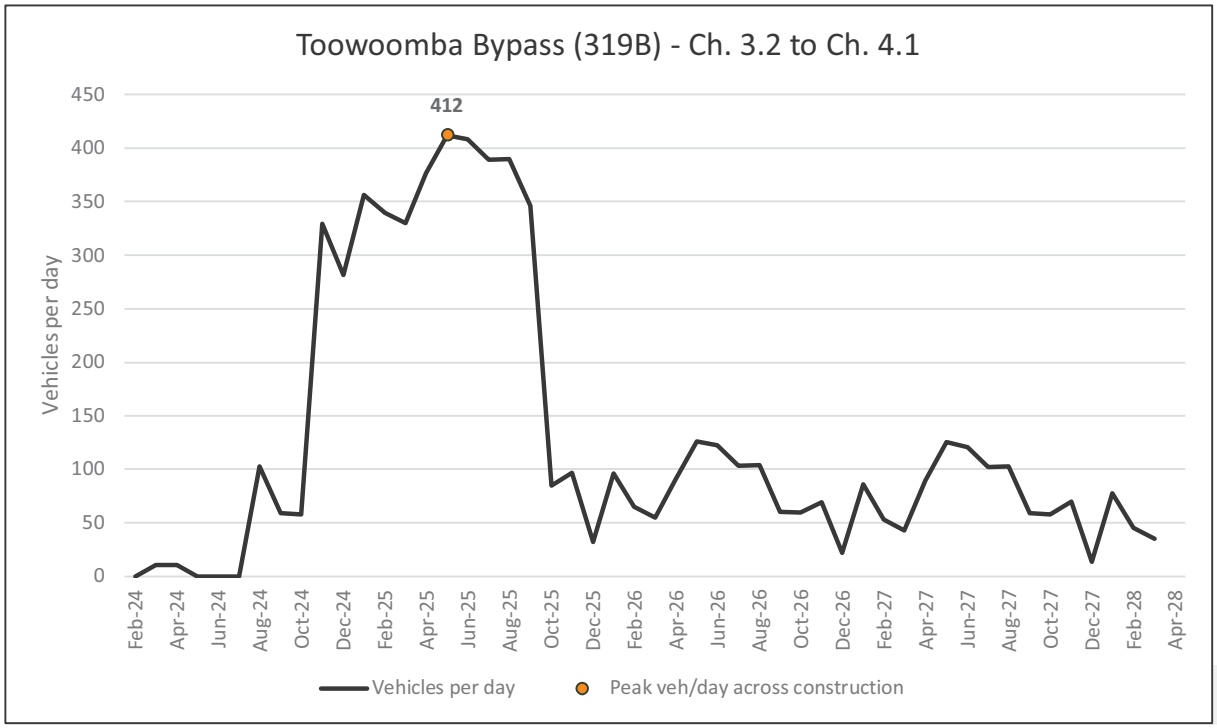
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	102	59	58	330	281

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
356	340	330	376	412	408	389	390	346	85	96	32

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
96	65	55	90	126	122	104	104	61	59	69	22

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
86	53	42	90	126	121	102	102	59	58	69	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	J4-X44
Road name	Toowoomba Bypass (319B)
Road section	Ch. 4.1 to Ch. 13

Peak veh/day across construction	483
Peak impact month	May-25
Length of peak period	1

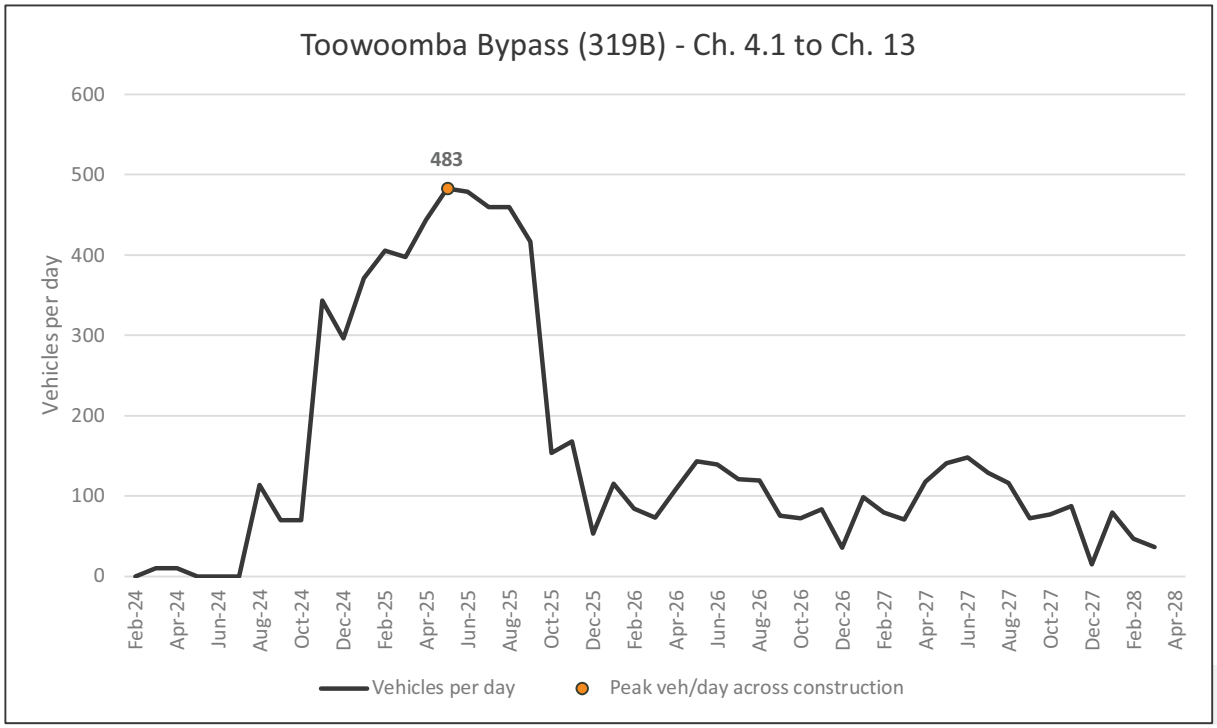
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	113	70	70	343	297

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
371	406	397	444	483	479	460	460	417	154	168	53

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
115	84	73	107	143	139	121	119	76	73	83	35

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
99	79	71	118	141	148	129	116	73	77	87	16

Jan-28	Feb-28	Mar-28
80	47	37



Road ID	J5-X141
Road name	Toowoomba Bypass Off-ramp (319B)
Road section	Toowoomba Bypass to Warrego Highway

Peak veh/day across construction	295
Peak impact month	Feb-25
Length of peak period	8

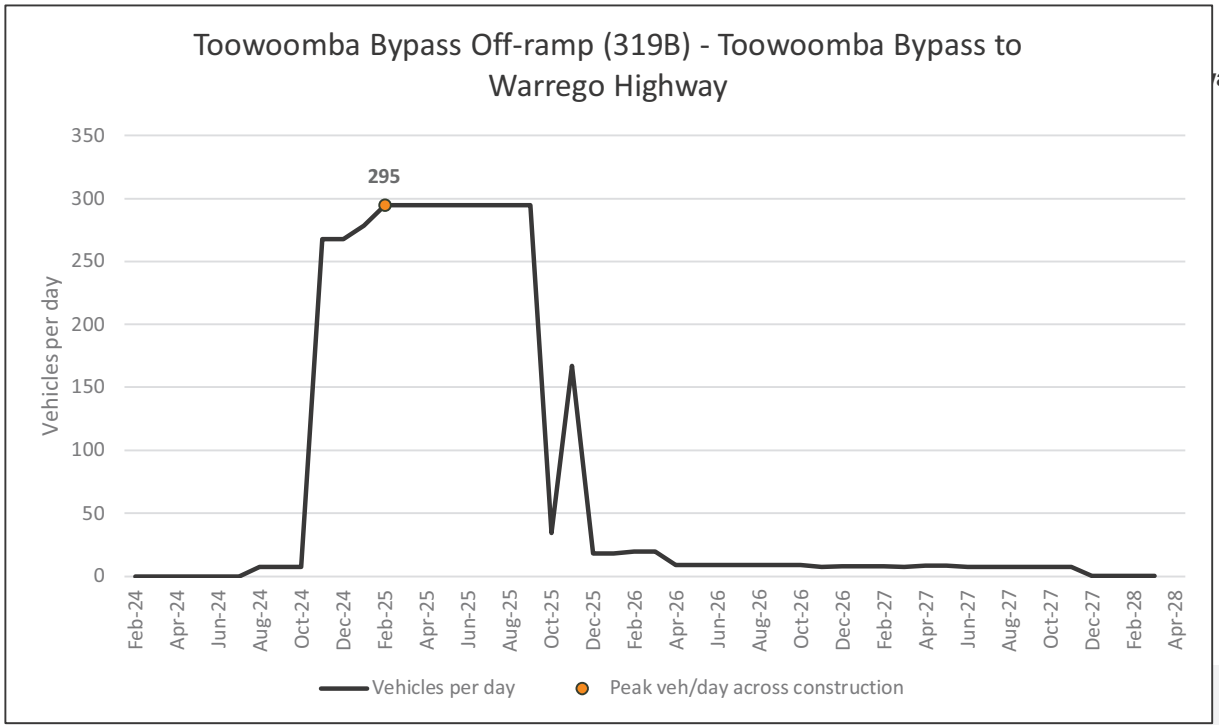
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	7	7	7	268	268

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
278	295	295	295	295	295	295	295	295	34	167	18

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
18	20	20	9	9	9	9	9	9	9	7	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	7	8	8	7	7	7	7	7	7	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X143-J5
Road name	Toowoomba Bypass On-ramp (319B)
Road section	Warrego Highway to Toowoomba Bypass

Peak veh/day across construction	295
Peak impact month	Feb-25
Length of peak period	8

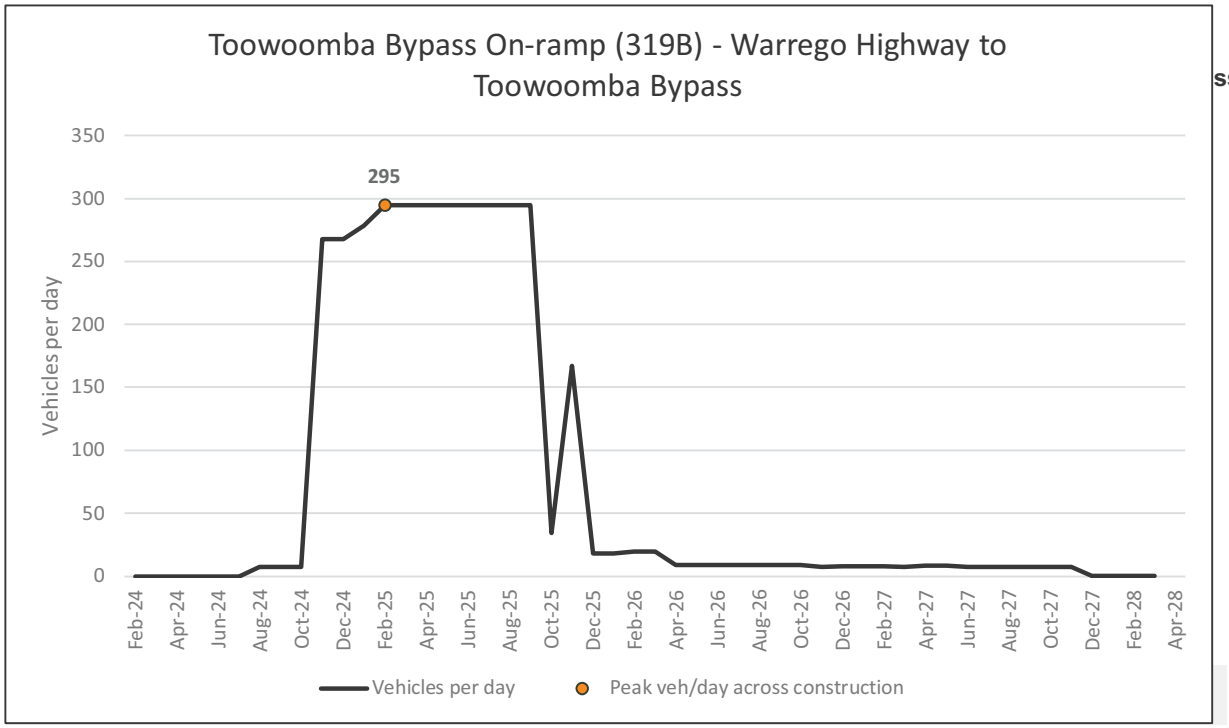
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	7	7	7	268	268

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
278	295	295	295	295	295	295	295	295	34	167	18

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
18	20	20	9	9	9	9	9	9	9	7	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	7	8	8	7	7	7	7	7	7	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	J3-X144
Road name	Toowoomba Bypass Off-ramp (319B)
Road section	Toowoomba Bypass to Toowoomba Cecil Plains Road

Peak veh/day across construction	133
Peak impact month	Nov-25
Length of peak period	1

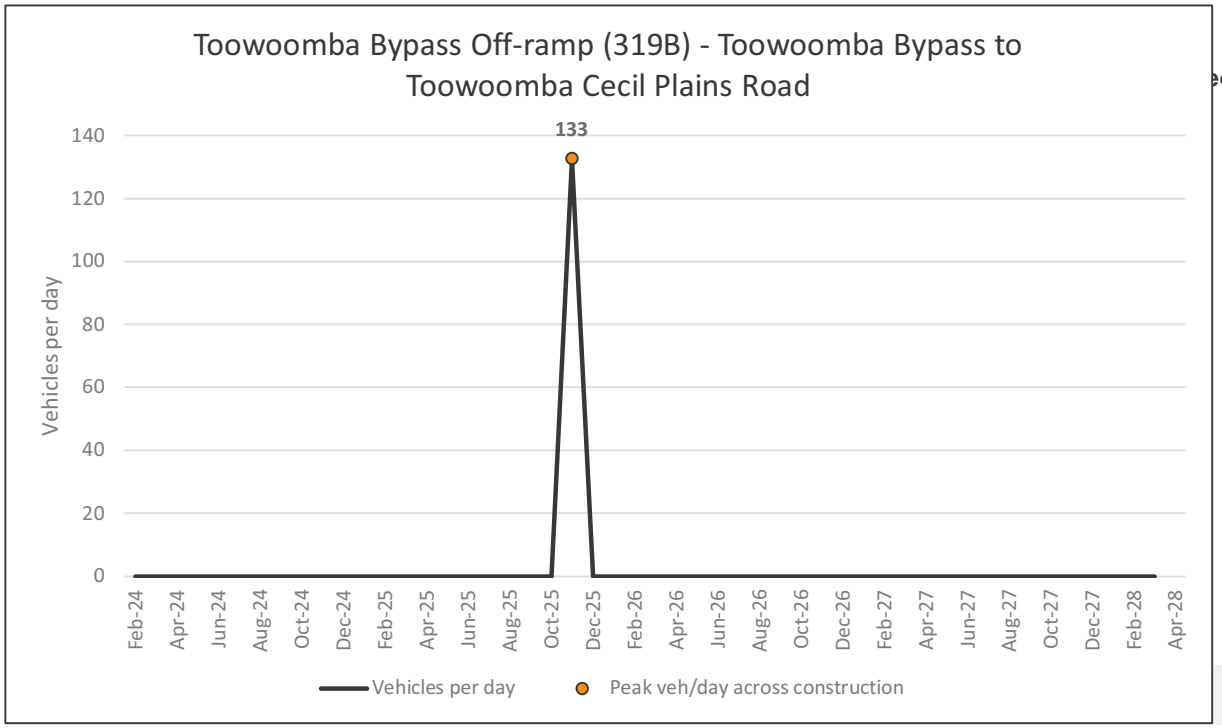
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	133	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X76-J3
Road name	Toowoomba Bypass On-ramp (319B)
Road section	Toowoomba Cecil Plains Road to Toowoomba Bypass

Peak veh/day across construction	133
Peak impact month	Nov-25
Length of peak period	1

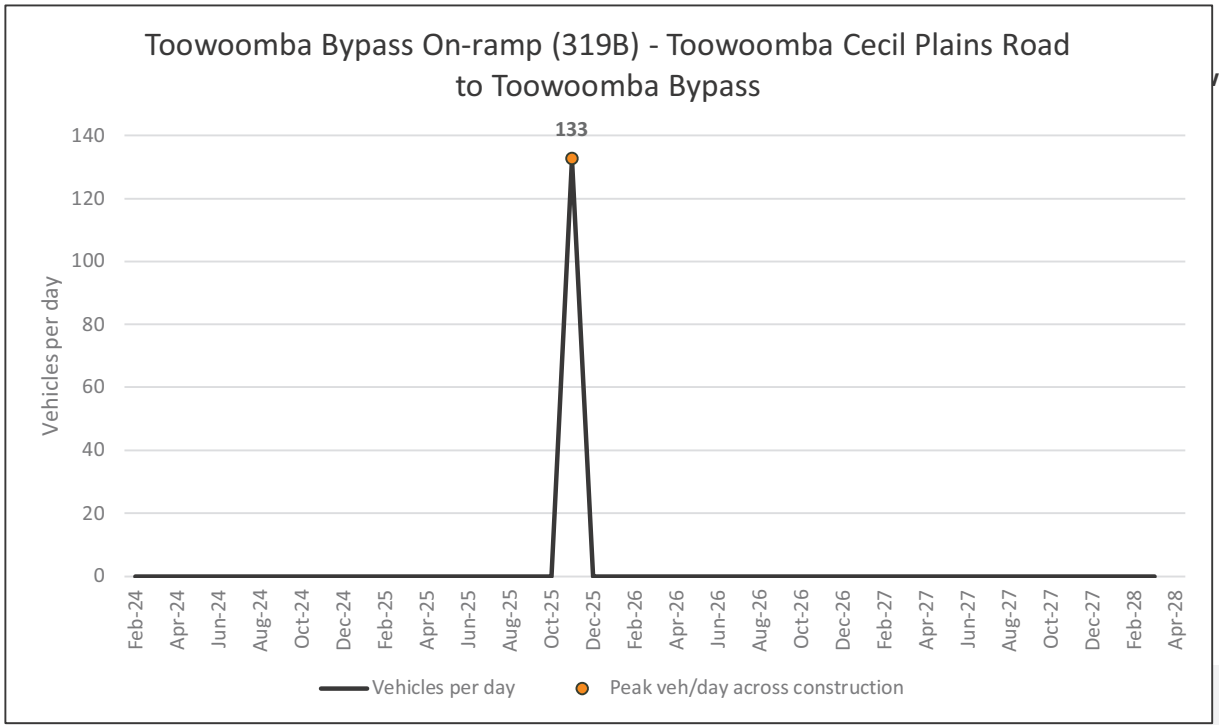
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	133	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	J4-X76
Road name	Toowoomba Bypass Off-ramp (319B)
Road section	Toowoomba Bypass to Toowoomba Cecil Plains Road

Peak veh/day across construction	70
Peak impact month	Nov-25
Length of peak period	1

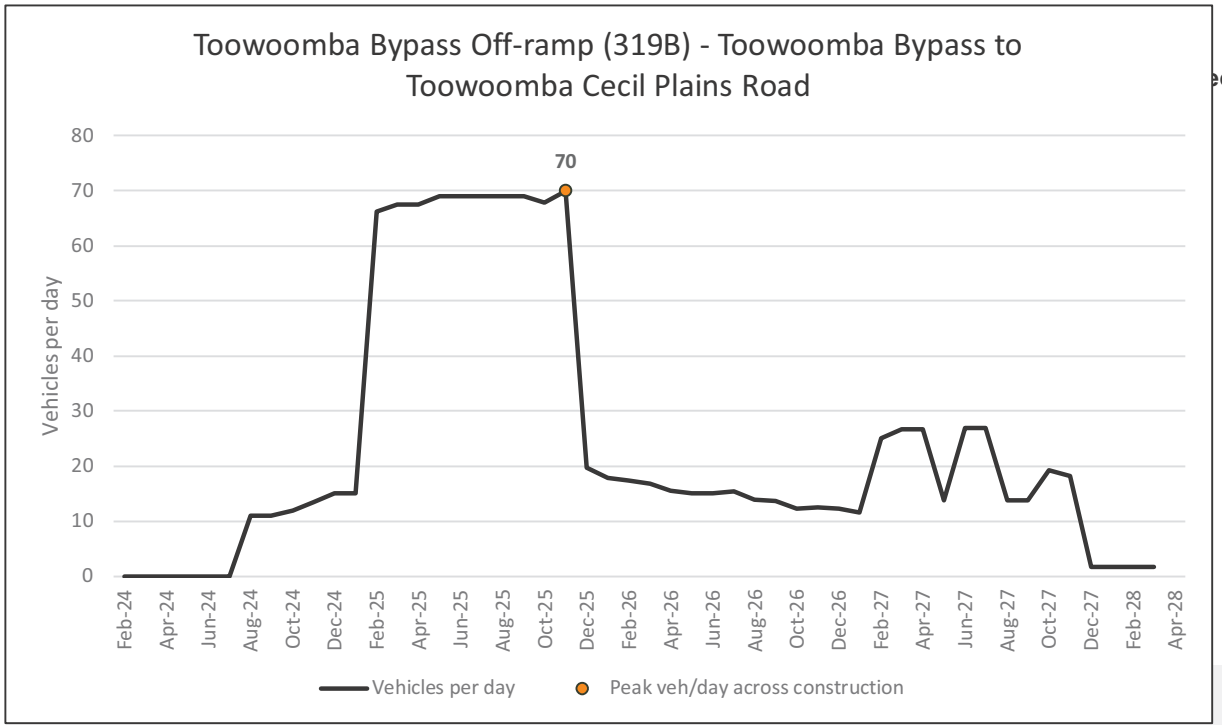
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	11	11	12	13	15

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
15	66	68	68	69	69	69	69	69	68	70	20

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
18	17	17	16	15	15	15	14	14	12	12	12

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
11	25	27	27	14	27	27	14	14	19	18	2

Jan-28	Feb-28	Mar-28
2	2	2



Road ID	X144-J4
Road name	Toowoomba Bypass On-ramp (319B)
Road section	Toowoomba Cecil Plains Road to Toowoomba Bypass

Peak veh/day across construction	72
Peak impact month	Nov-25
Length of peak period	1

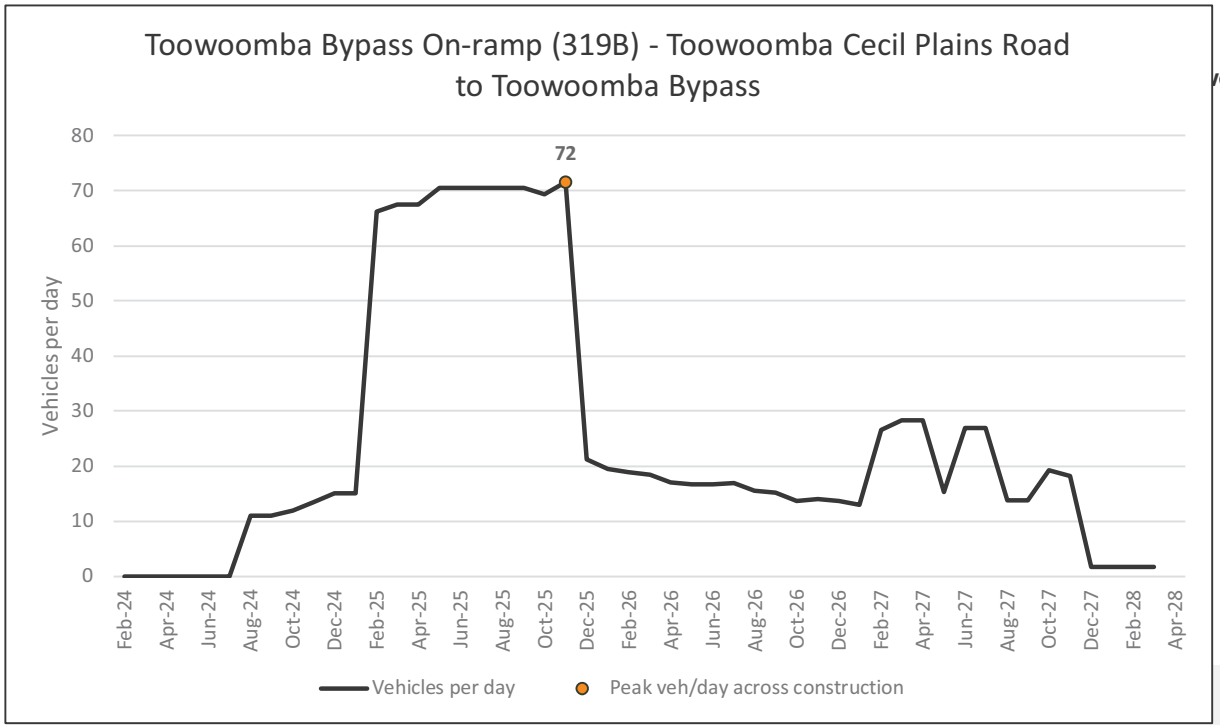
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	11	11	12	13	15

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
15	66	68	68	71	71	71	71	71	69	72	21

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
20	19	18	17	17	17	17	16	15	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
13	27	28	28	15	27	27	14	14	19	18	2

Jan-28	Feb-28	Mar-28
2	2	2



Road ID	M6-M20
Road name	Warrego Highway (18A)
Road section	Ch. 0.0 to Ch. 7.2

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

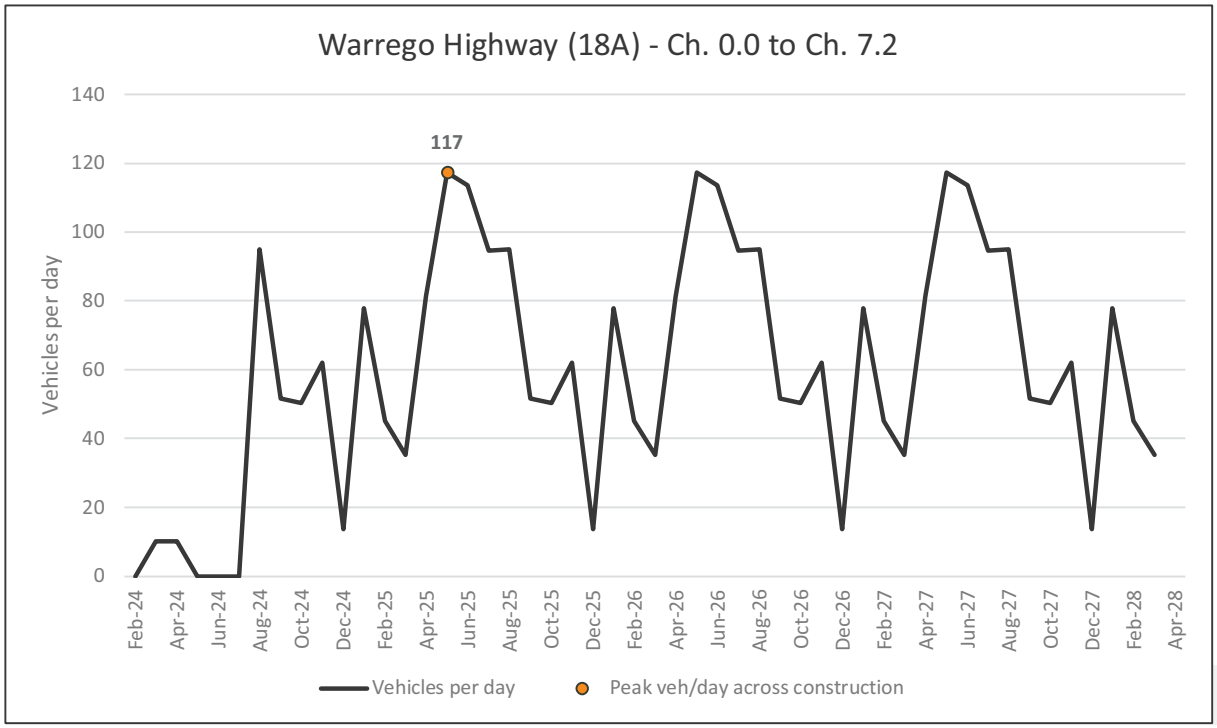
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M20-M19
Road name	Warrego Highway (18A)
Road section	Ch. 7.2 to Ch. 15.1

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

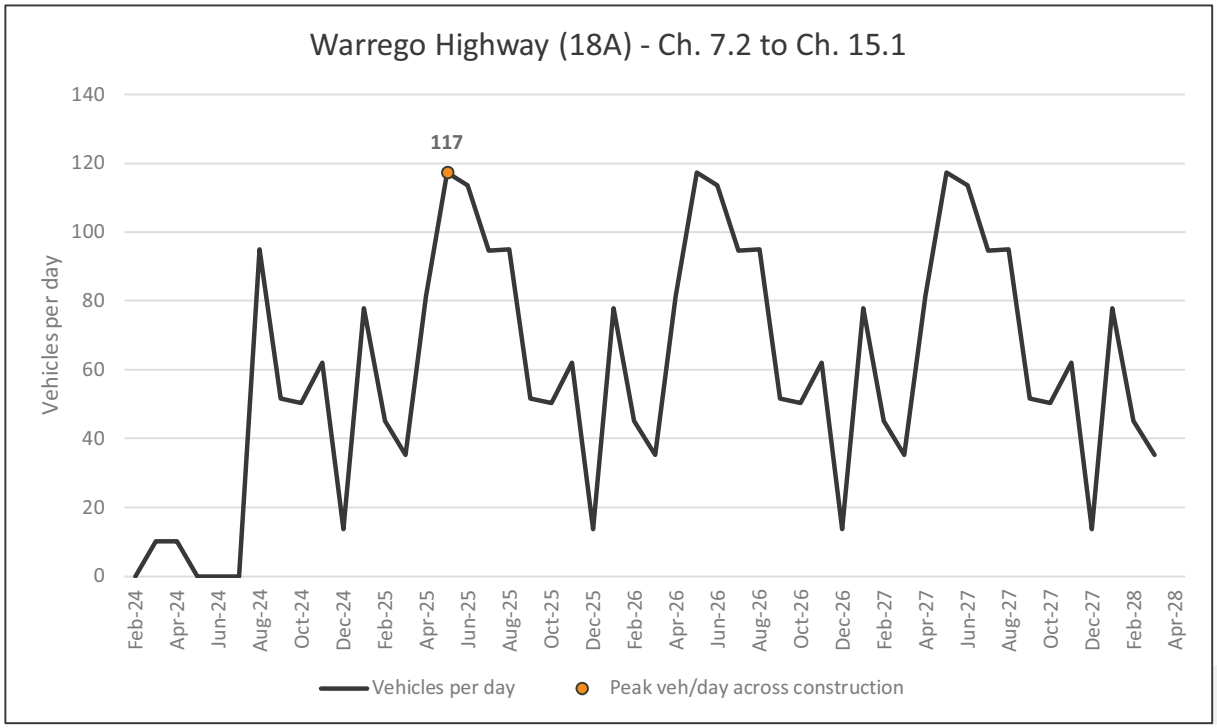
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M19-M18
Road name	Warrego Highway (18A)
Road section	Ch. 15.1 to Ch. 18.9

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

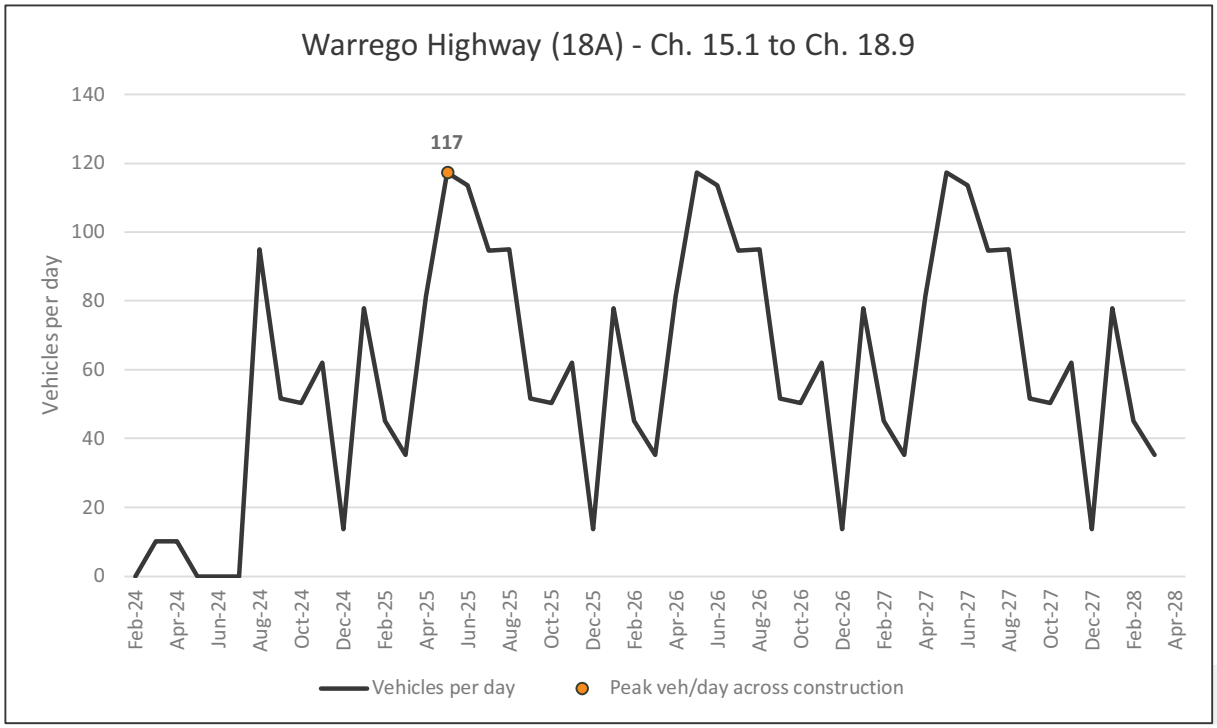
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M18-M17
Road name	Warrego Highway (18A)
Road section	Ch. 18.9 to Ch. 28.9

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

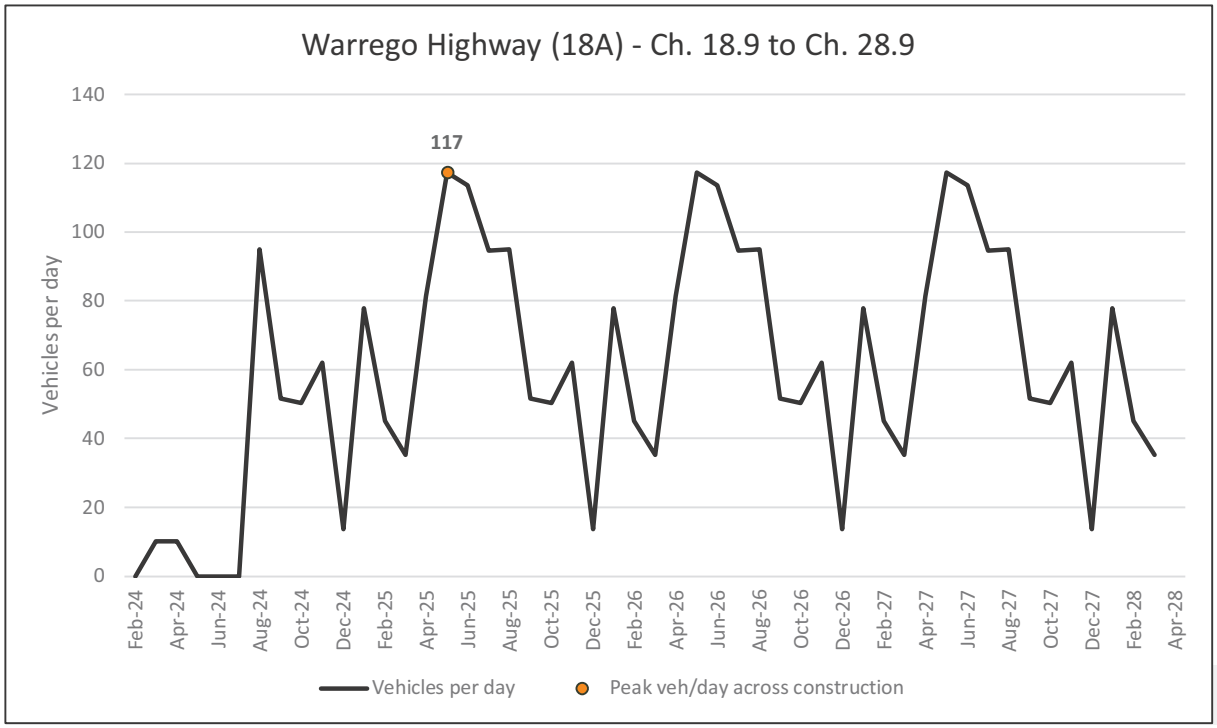
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M17-M16
Road name	Warrego Highway (18A)
Road section	Ch. 28.9 to Ch. 36.6

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

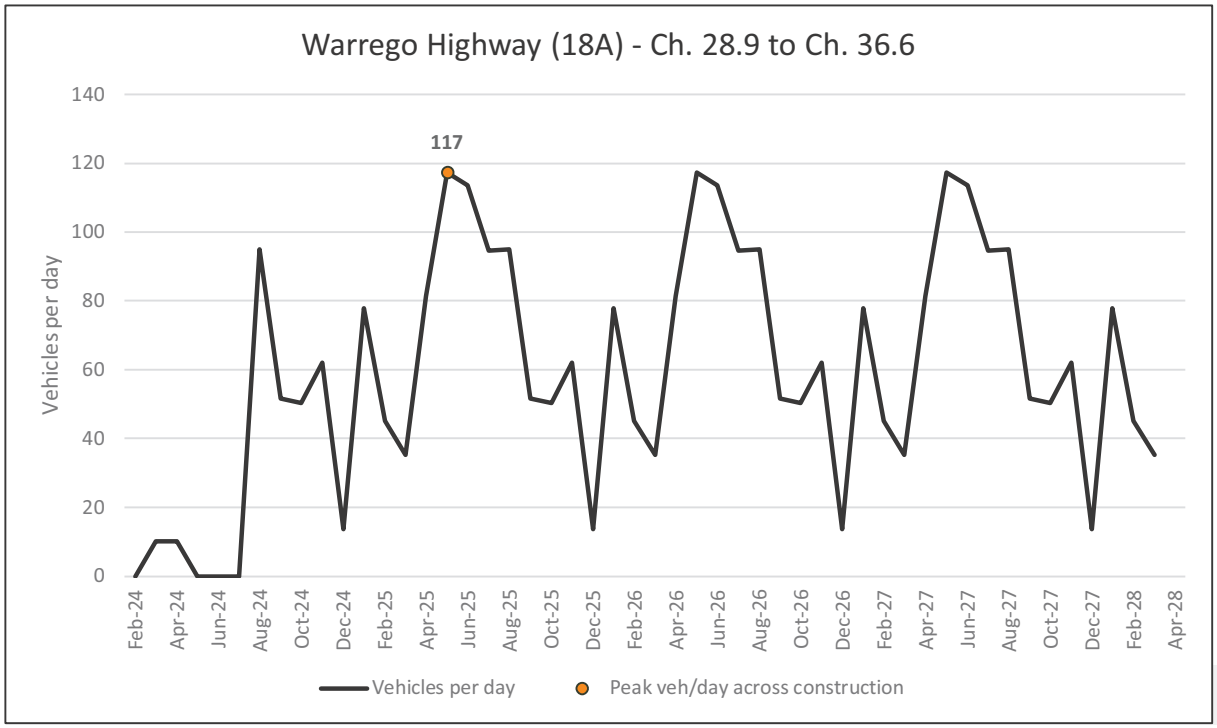
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M16-M15
Road name	Warrego Highway (18A)
Road section	Ch. 36.6 to Ch. 55.5

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

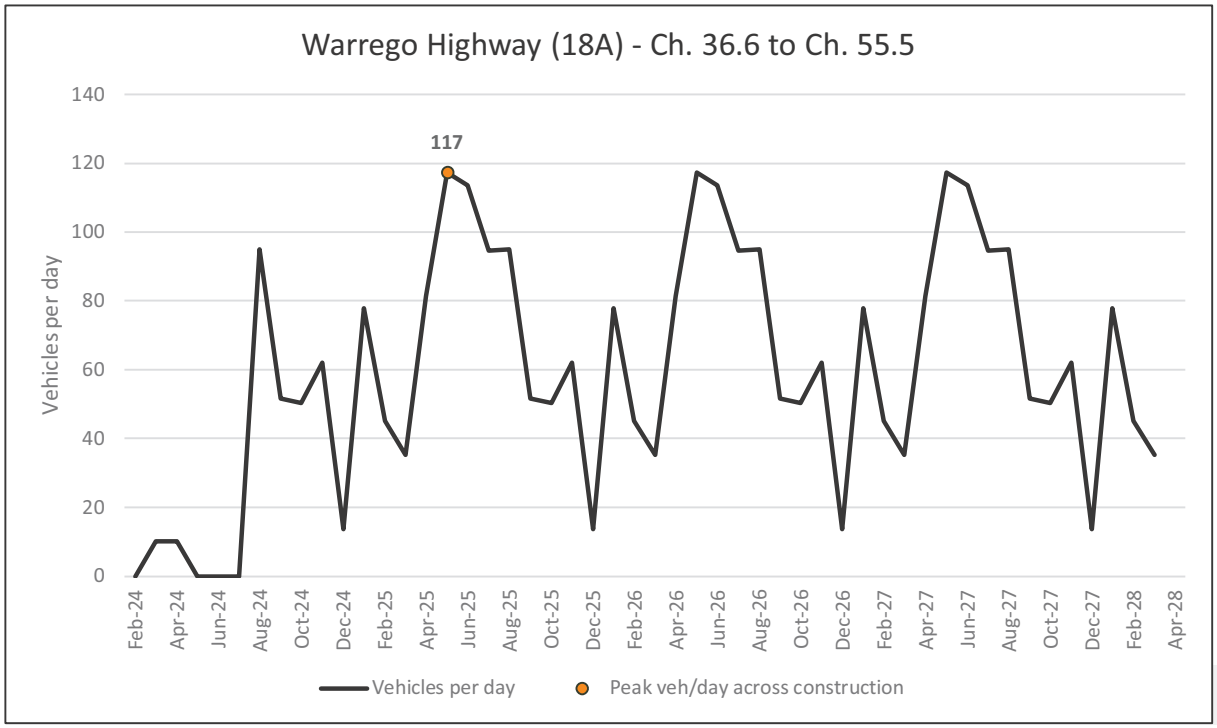
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M15-M14
Road name	Warrego Highway (18A)
Road section	Ch. 55.5 to 75.4

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

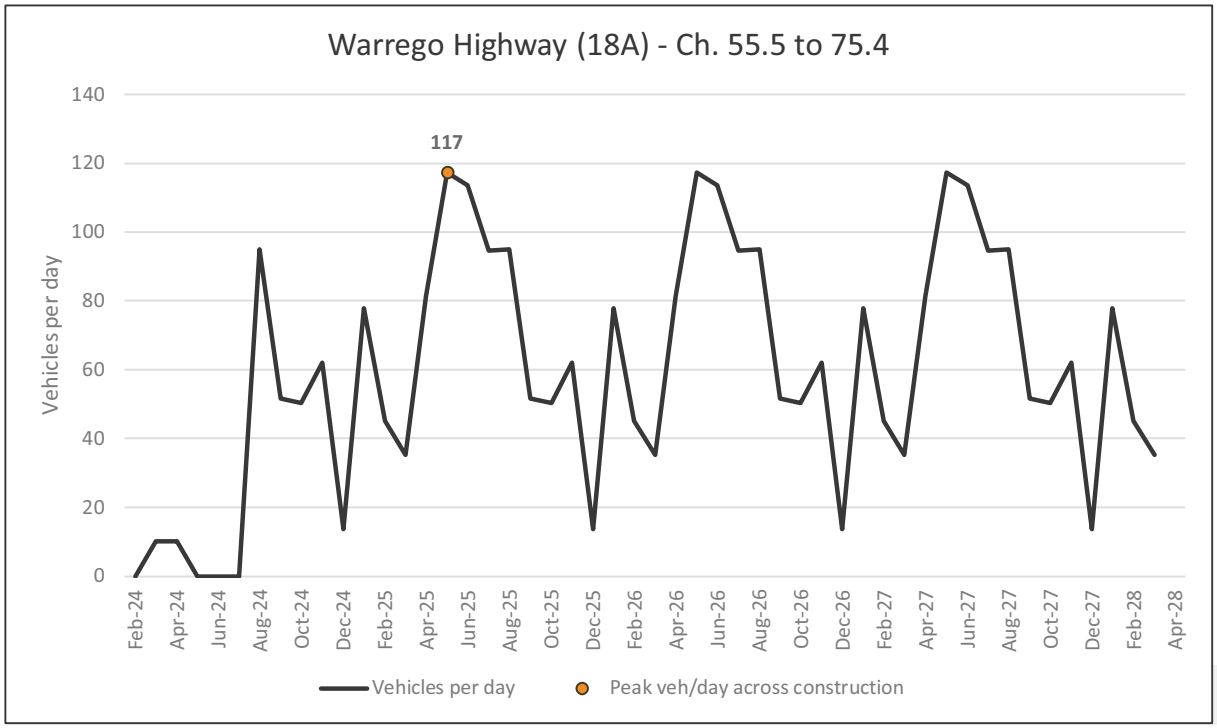
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	M14-M5
Road name	Warrego Highway (18A)
Road section	Ch. 75.4 to Ch. 79.6

Peak veh/day across construction	117
Peak impact month	May-25
Length of peak period	3

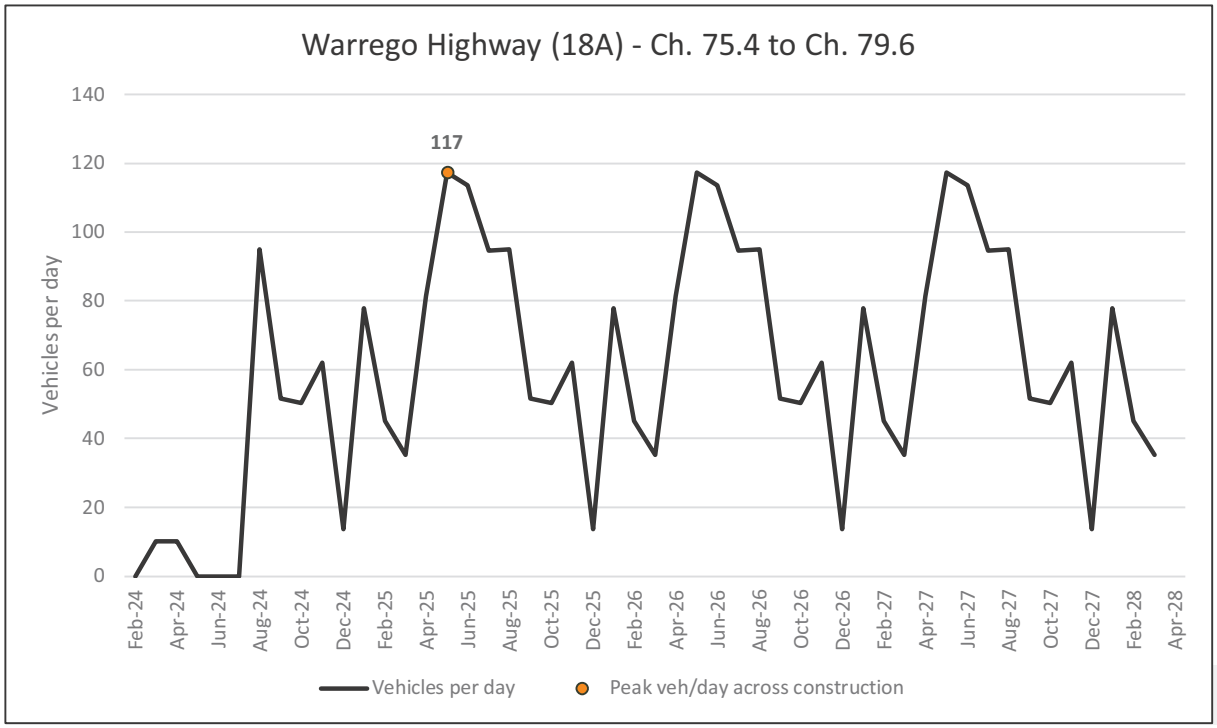
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	10	10	0	0	0	95	52	50	62	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
78	45	35	81	117	114	95	95	52	50	62	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
78	45	35	81	117	114	95	95	52	50	62	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
78	45	35	81	117	114	95	95	52	50	62	14

Jan-28	Feb-28	Mar-28
78	45	35



Road ID	X143-X141
Road name	Warrego Highway (18B)
Road section	Ch. 0.0 to Ch. 0.4

Peak veh/day across construction	47
Peak impact month	Nov-26
Length of peak period	7

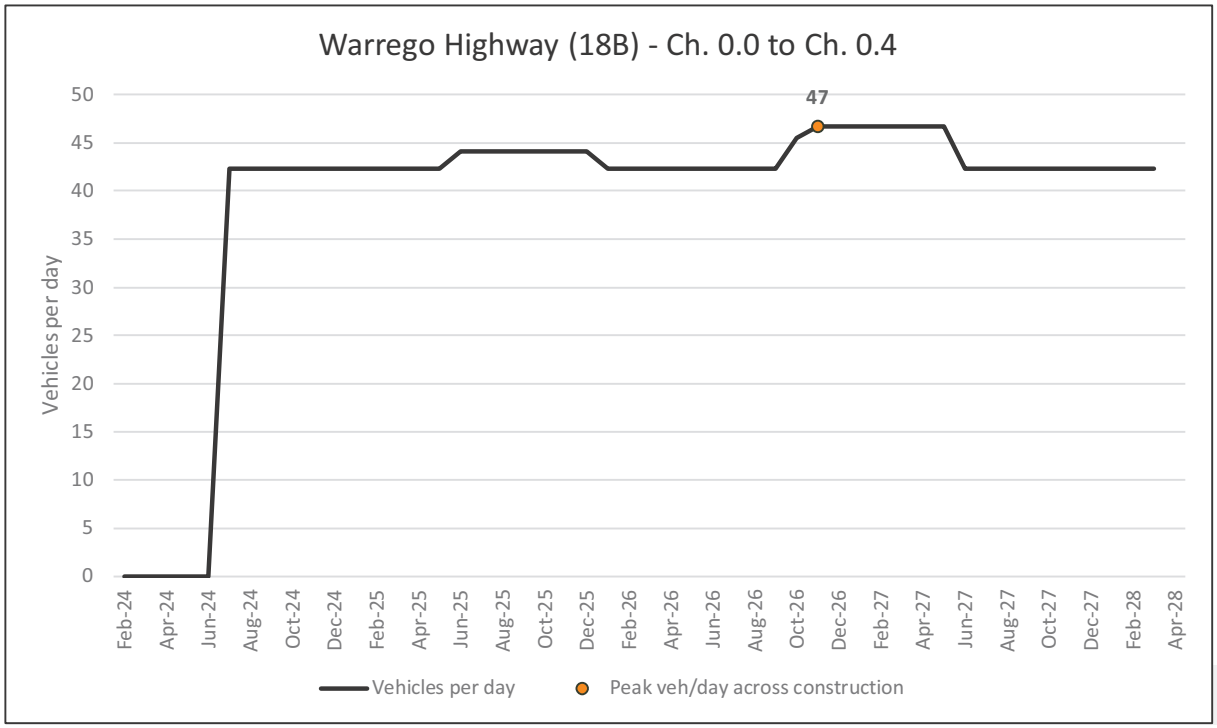
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	42	42	42	42	42	42

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
42	42	42	42	42	44	44	44	44	44	44	44

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
42	42	42	42	42	42	42	42	42	46	47	47

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
47	47	47	47	47	42	42	42	42	42	42	42

Jan-28	Feb-28	Mar-28
42	42	42



Road ID	X141-X82
Road name	Warrego Highway (18B)
Road section	Ch. 0.4 to Ch. 1.5

Peak veh/day across construction	339
Peak impact month	Jun-25
Length of peak period	4

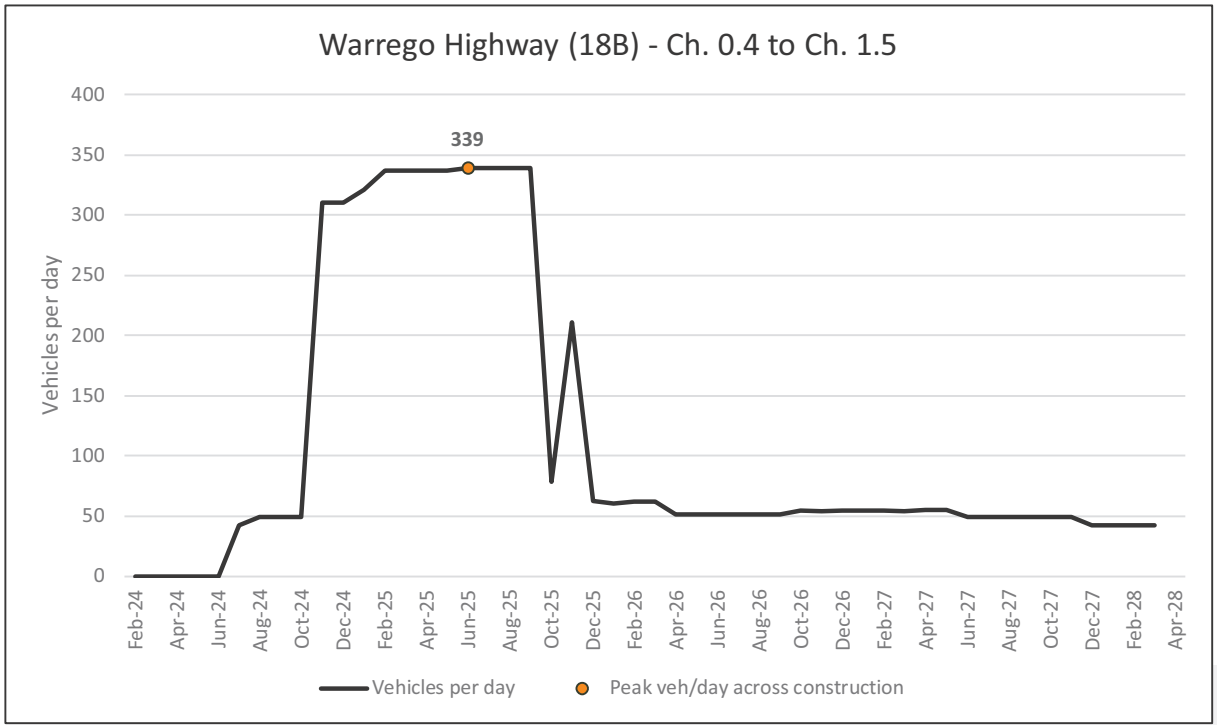
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	42	50	50	50	310	310

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
321	337	337	337	337	339	339	339	339	78	211	62

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
60	62	62	51	51	51	51	51	51	54	54	54

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
54	54	54	55	55	50	50	50	50	50	50	42

Jan-28	Feb-28	Mar-28
42	42	42



Road ID	X82-X81
Road name	Warrego Highway (18B)
Road section	Ch. 1.5 to Ch. 2.4

Peak veh/day across construction	292
Peak impact month	Jun-25
Length of peak period	4

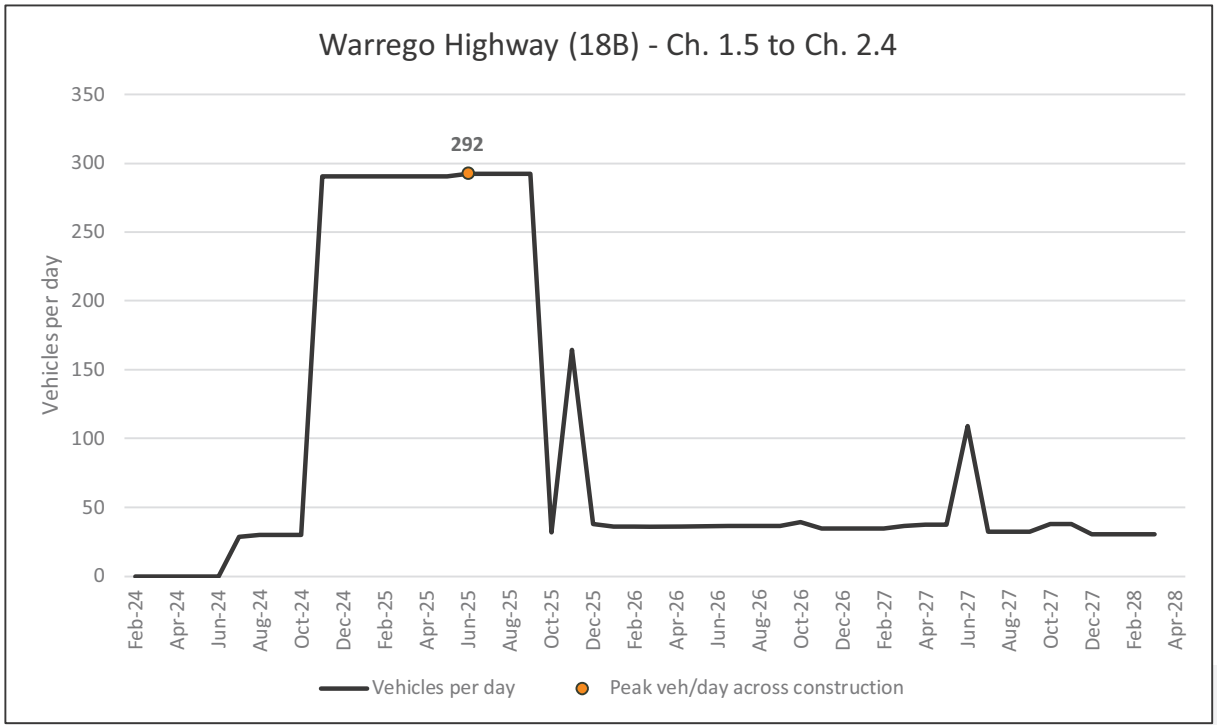
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	29	30	30	30	291	291

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
291	291	291	291	291	292	292	292	292	32	165	38

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
36	36	36	36	36	36	36	36	36	40	35	35

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
35	35	37	37	37	109	32	32	32	38	38	31

Jan-28	Feb-28	Mar-28
31	31	31



Road ID	X81-X79
Road name	Warrego Highway (18B)
Road section	Ch. 2.4 to Ch. 4.5

Peak veh/day across construction	277
Peak impact month	Jun-25
Length of peak period	4

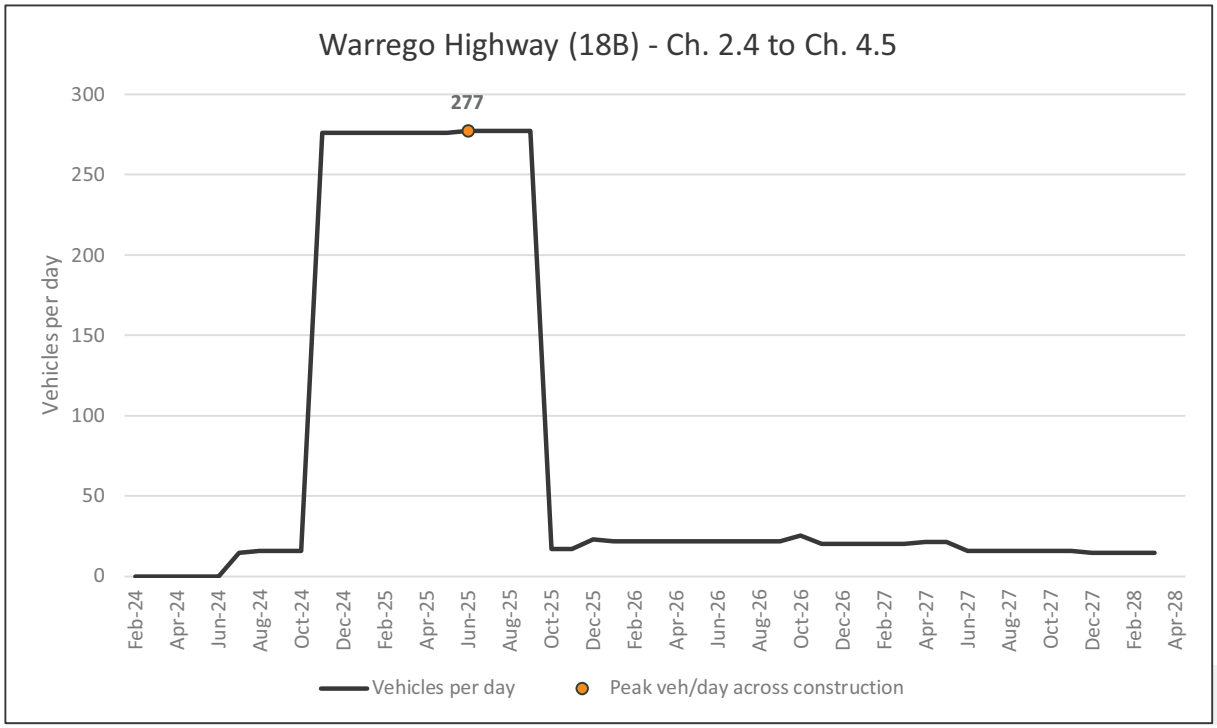
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	16	16	16	276	276

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
276	276	276	276	276	277	277	277	277	17	17	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
22	22	22	22	22	22	22	22	22	25	20	20

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	20	20	21	21	16	16	16	16	16	16	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X79-E114
Road name	Warrego Highway (18B)
Road section	Ch. 4.5 to Ch. 5.0

Peak veh/day across construction	277
Peak impact month	Jun-25
Length of peak period	4

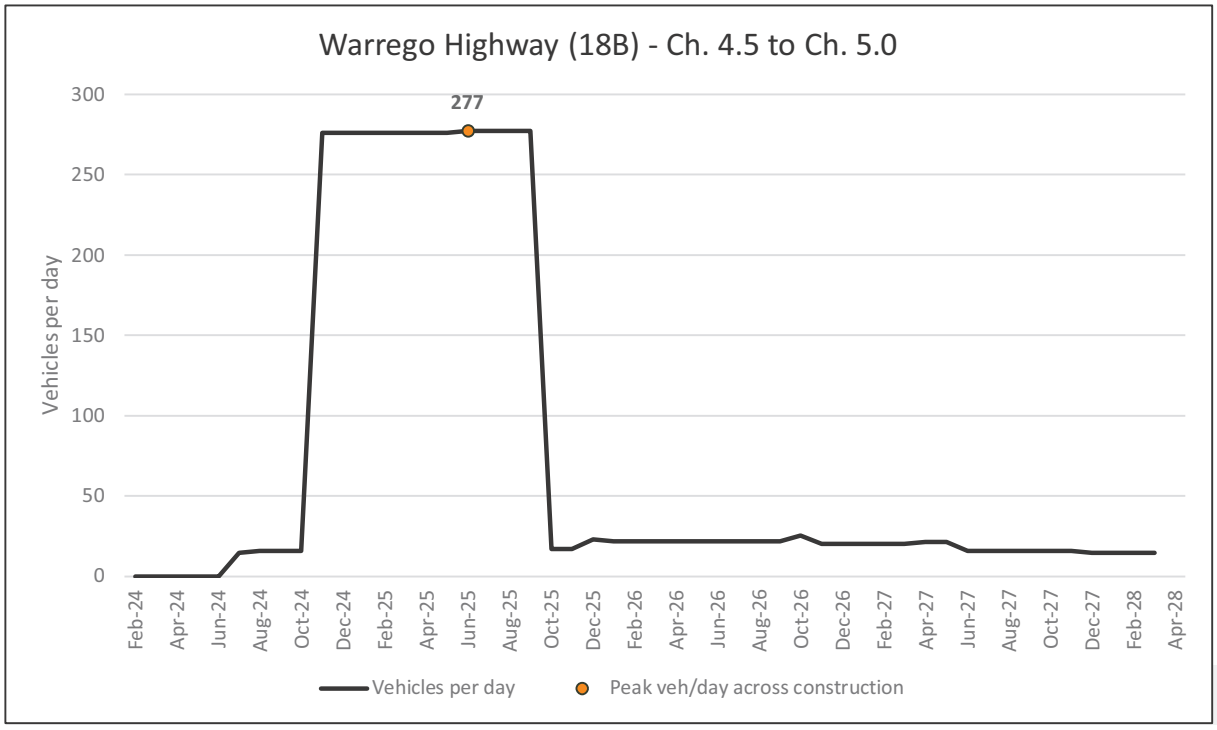
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	16	16	16	276	276

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
276	276	276	276	276	277	277	277	277	17	17	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
22	22	22	22	22	22	22	22	22	25	20	20

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	20	20	21	21	16	16	16	16	16	16	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E114-E69
Road name	Warrego Highway (18B)
Road section	Ch. 5.0 to Ch. 5.3

Peak veh/day across construction	277
Peak impact month	Jun-25
Length of peak period	4

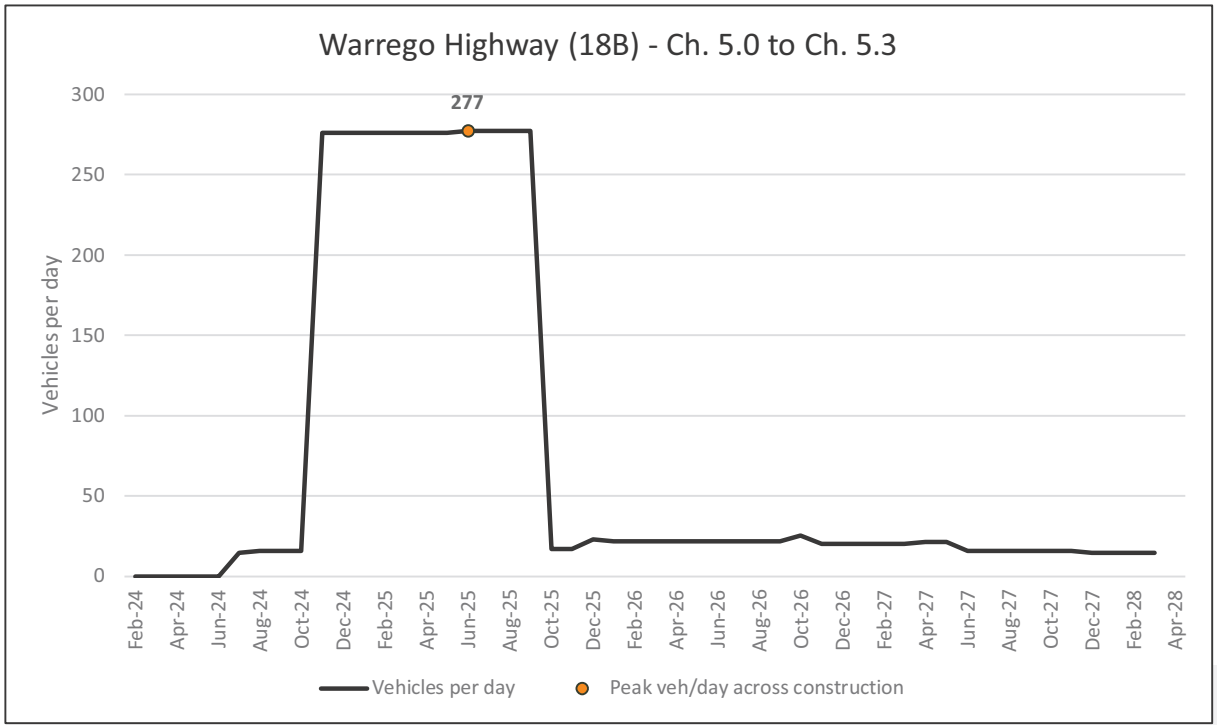
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	16	16	16	276	276

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
276	276	276	276	276	277	277	277	277	17	17	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
22	22	22	22	22	22	22	22	22	25	20	20

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	20	20	21	21	16	16	16	16	16	16	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E69-M13
Road name	Warrego Highway (18B)
Road section	Ch. 5.3 to Ch. 6.2

Peak veh/day across construction	277
Peak impact month	Jun-25
Length of peak period	4

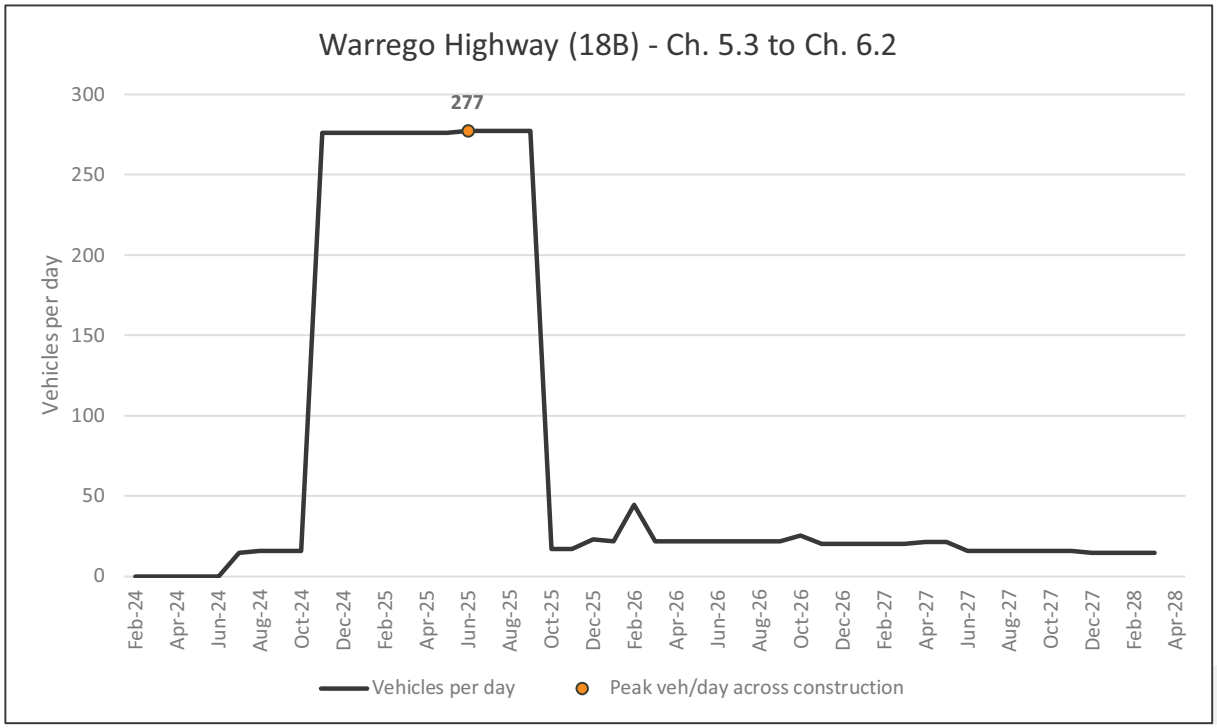
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	16	16	16	276	276

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
276	276	276	276	276	277	277	277	277	17	17	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
22	45	22	22	22	22	22	22	22	25	20	20

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	20	20	21	21	16	16	16	16	16	16	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	M13-X87
Road name	Warrego Highway Off-ramp (18B)
Road section	Warrego Highway to Kingsthorpe Overpass

Peak veh/day across construction	277
Peak impact month	Jun-25
Length of peak period	4

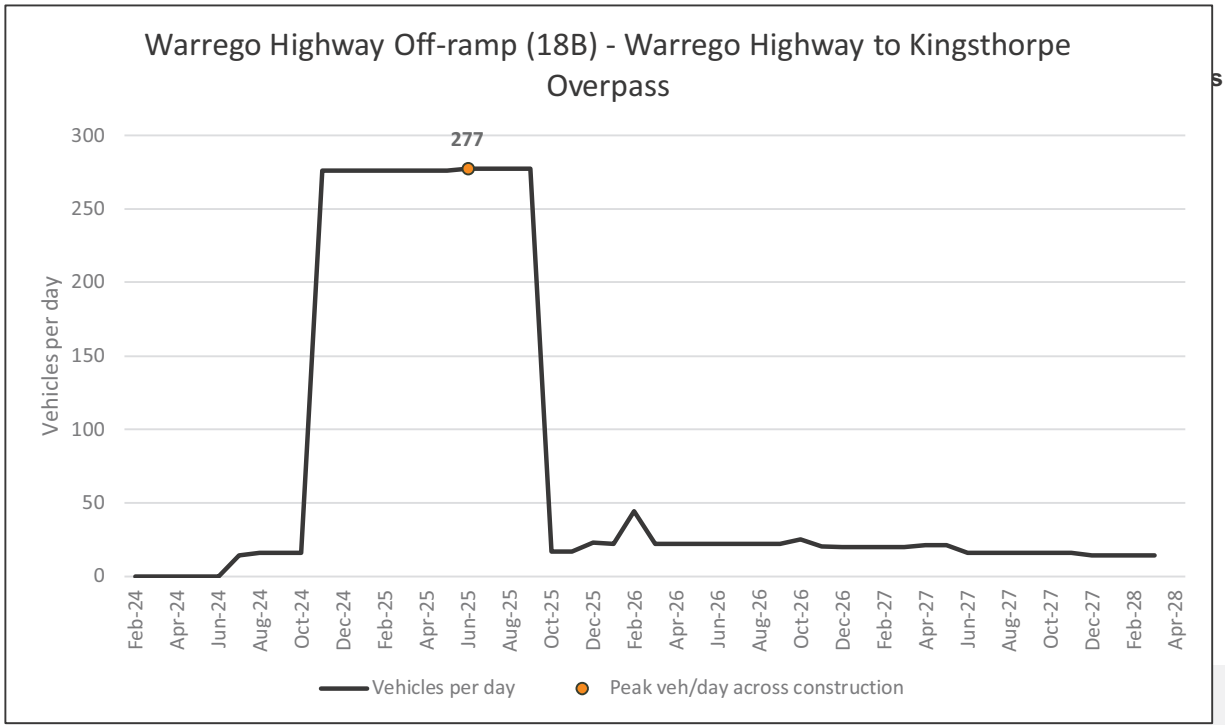
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	16	16	16	276	276

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
276	276	276	276	276	277	277	277	277	17	17	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
22	45	22	22	22	22	22	22	22	25	20	20

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	20	20	21	21	16	16	16	16	16	16	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X90-X12
Road name	Newell Highway
Road section	River Road to QLD/NSW Border

Peak veh/day across construction	23
Peak impact month	Sep-24
Length of peak period	1

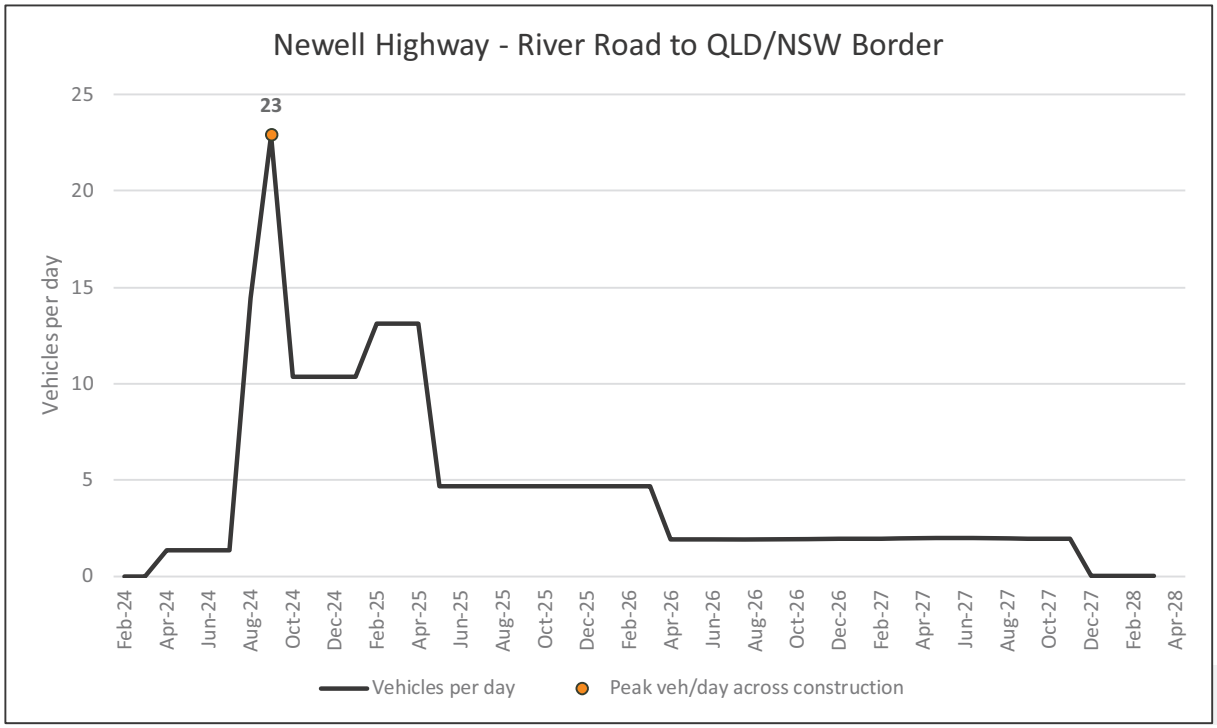
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	1	1	1	1	14	23	10	10	10

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
10	13	13	13	5	5	5	5	5	5	5	5

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
5	5	5	2	2	2	2	2	2	2	2	2

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
2	2	2	2	2	2	2	2	2	2	2	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X149-E125
Road name	Noondoo Thallon Road
Road section	Graincorp Thallon to Carnarvon Highway

Peak veh/day across construction	52
Peak impact month	May-25
Length of peak period	3

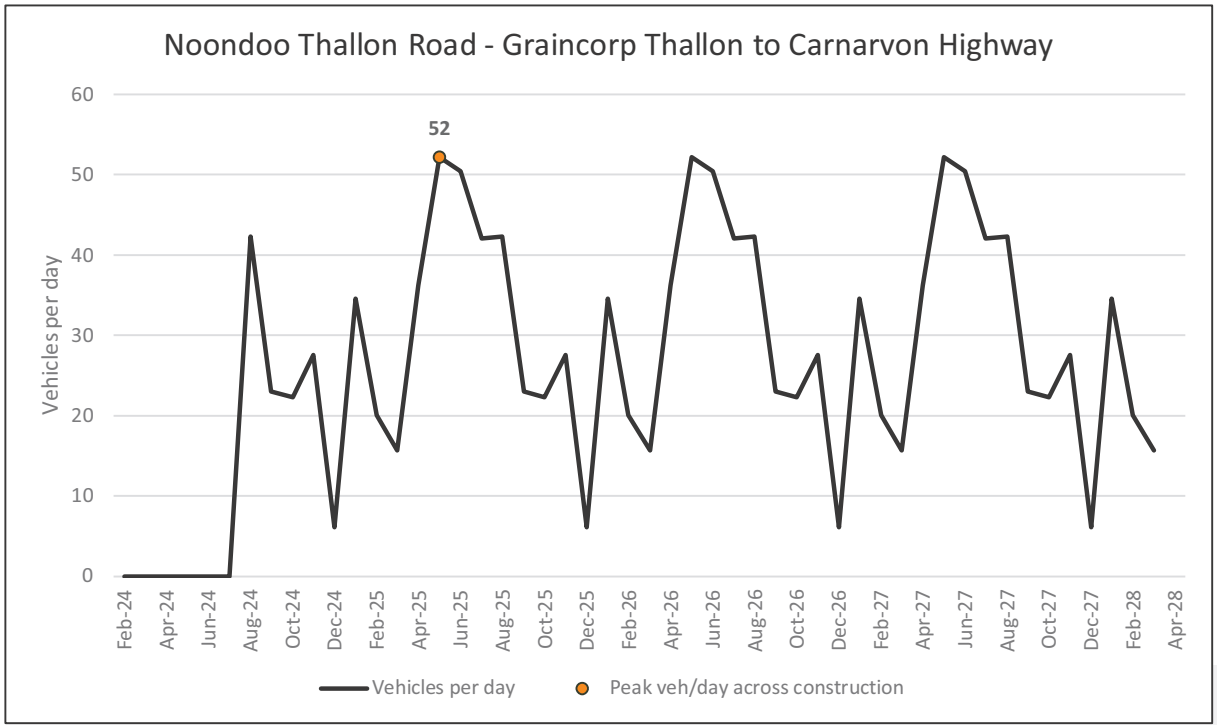
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	42	23	22	28	6

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
35	20	16	36	52	51	42	42	23	22	28	6

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
35	20	16	36	52	51	42	42	23	22	28	6

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
35	20	16	36	52	51	42	42	23	22	28	6

Jan-28	Feb-28	Mar-28
35	20	16



Road ID	E121-X105
Road name	Boodle Street
Road section	Holcim Concrete Goondiwindi to Hunt Street

Peak veh/day across construction	1
Peak impact month	Feb-25
Length of peak period	12

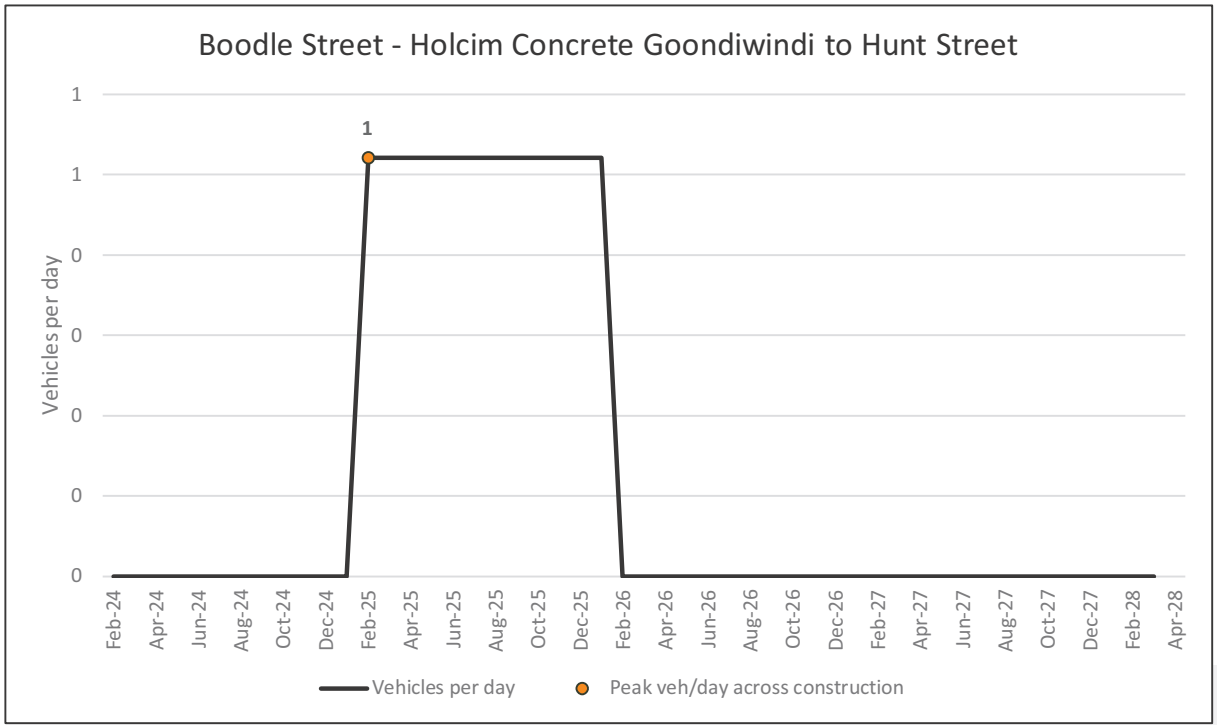
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X4-E40
Road name	Bybera Road
Road section	Cunningham Highway to B2G-LDN060.4

Peak veh/day across construction	231
Peak impact month	Nov-24
Length of peak period	1

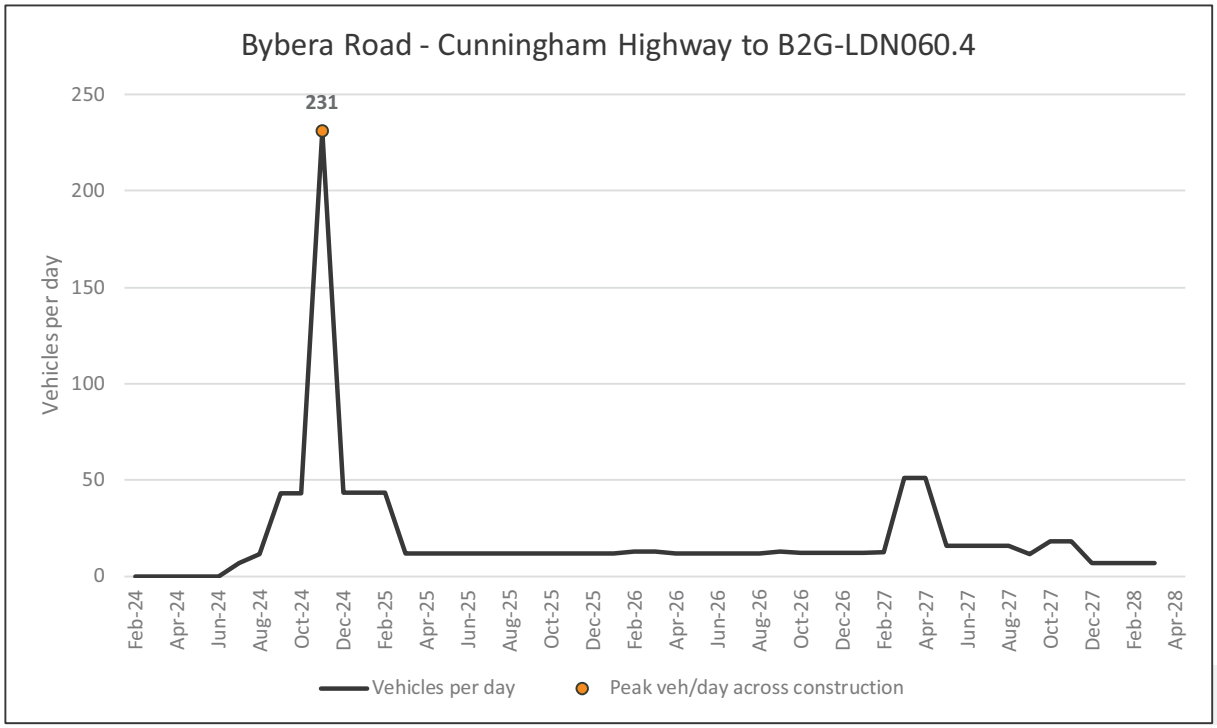
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	11	43	43	231	43

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
43	43	12	12	12	12	12	12	12	12	12	12

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
12	13	13	12	12	12	12	12	13	12	12	12

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
12	13	51	51	16	16	16	16	11	18	18	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E40-E98
Road name	Bybera Road
Road section	B2G-LDN060.4 to Earthworks Area 2A

Peak veh/day across construction	188
Peak impact month	Nov-24
Length of peak period	1

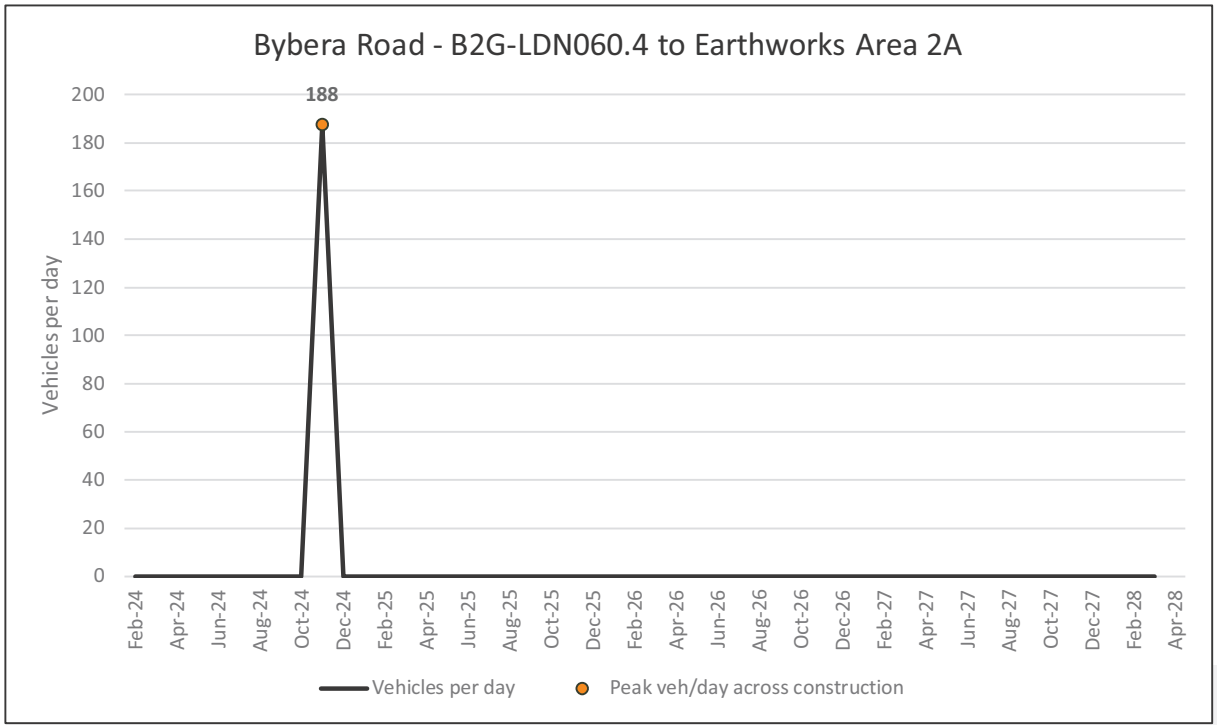
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	188	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X103-X109
Road name	Cemetery Road
Road section	Access Track to Mooroobie Lane

Peak veh/day across construction	40
Peak impact month	Sep-25
Length of peak period	3

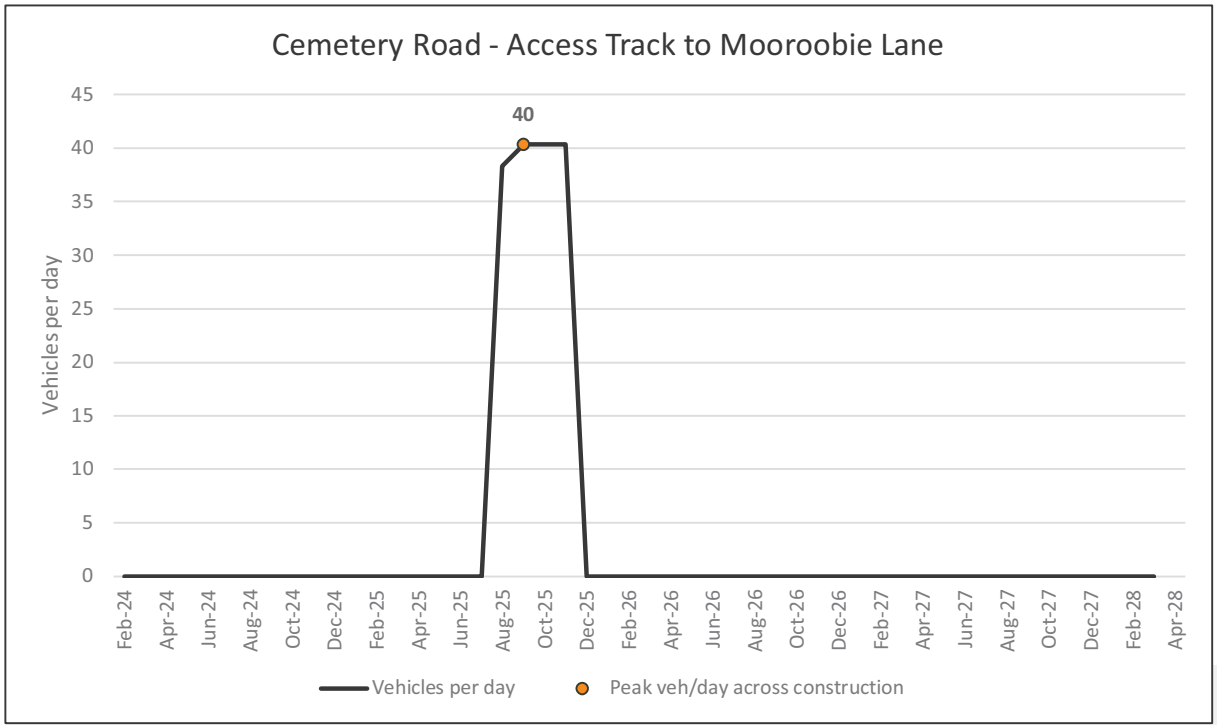
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	38	40	40	40	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X152-E123
Road name	Cemetery Road
Road section	Cunningham Highway to Graincorp Goondiwindi

Peak veh/day across construction	31
Peak impact month	May-25
Length of peak period	3

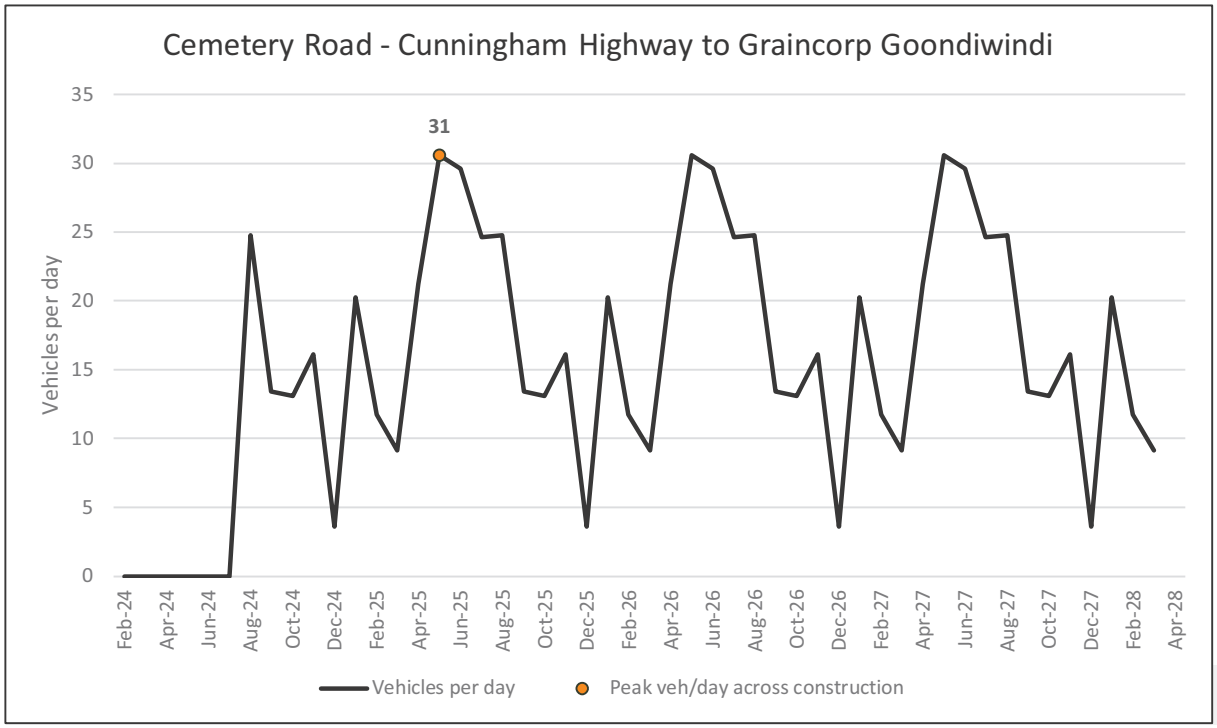
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	25	13	13	16	4

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
20	12	9	21	31	30	25	25	13	13	16	4

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
20	12	9	21	31	30	25	25	13	13	16	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	12	9	21	31	30	25	25	13	13	16	4

Jan-28	Feb-28	Mar-28
20	12	9



Road ID	E27-X104
Road name	Coolmunda Dam Access
Road section	Inglewood Legacy Bore/Coolmunda Dam to Coolmunda

Peak veh/day across construction	51
Peak impact month	Sep-24
Length of peak period	6

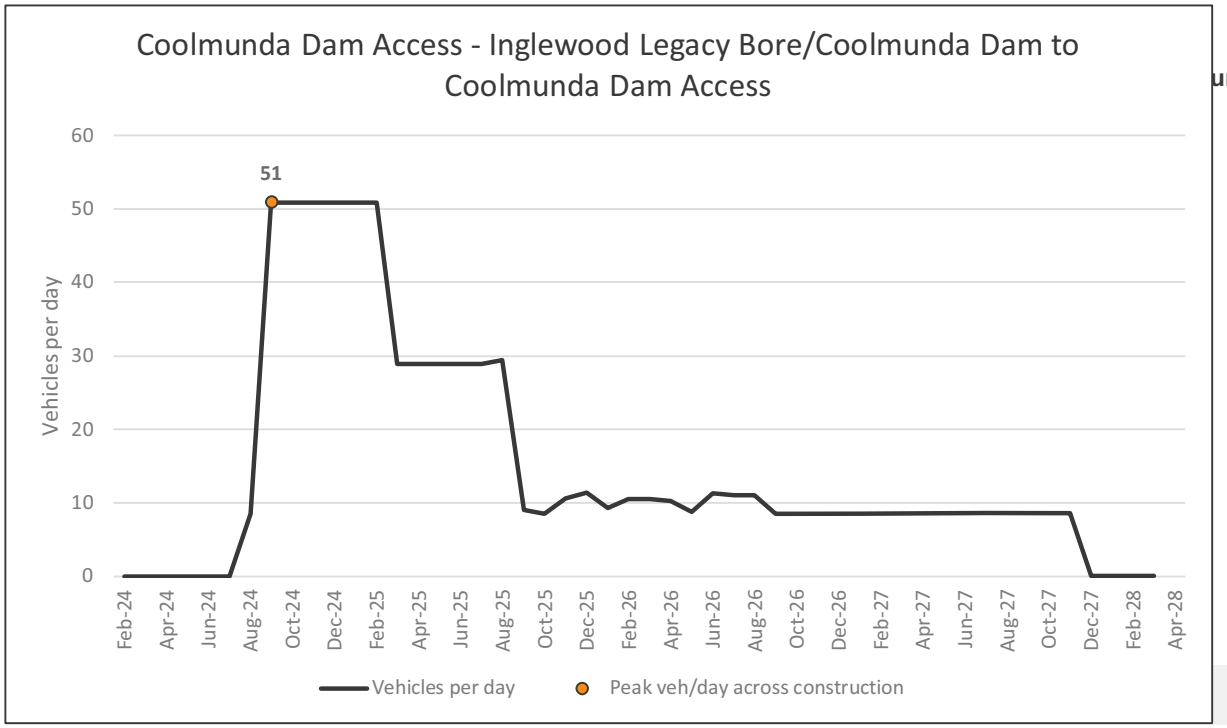
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	8	51	51	51	51

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
51	51	29	29	29	29	29	29	9	8	11	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	10	10	10	9	11	11	11	8	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	9	9	9	9	9	9	9	9	9	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X104-X5
Road name	Coolmunda Dam Access
Road section	Coolmunda Dam Access to Cunningham Highway

Peak veh/day across construction	51
Peak impact month	Sep-24
Length of peak period	6

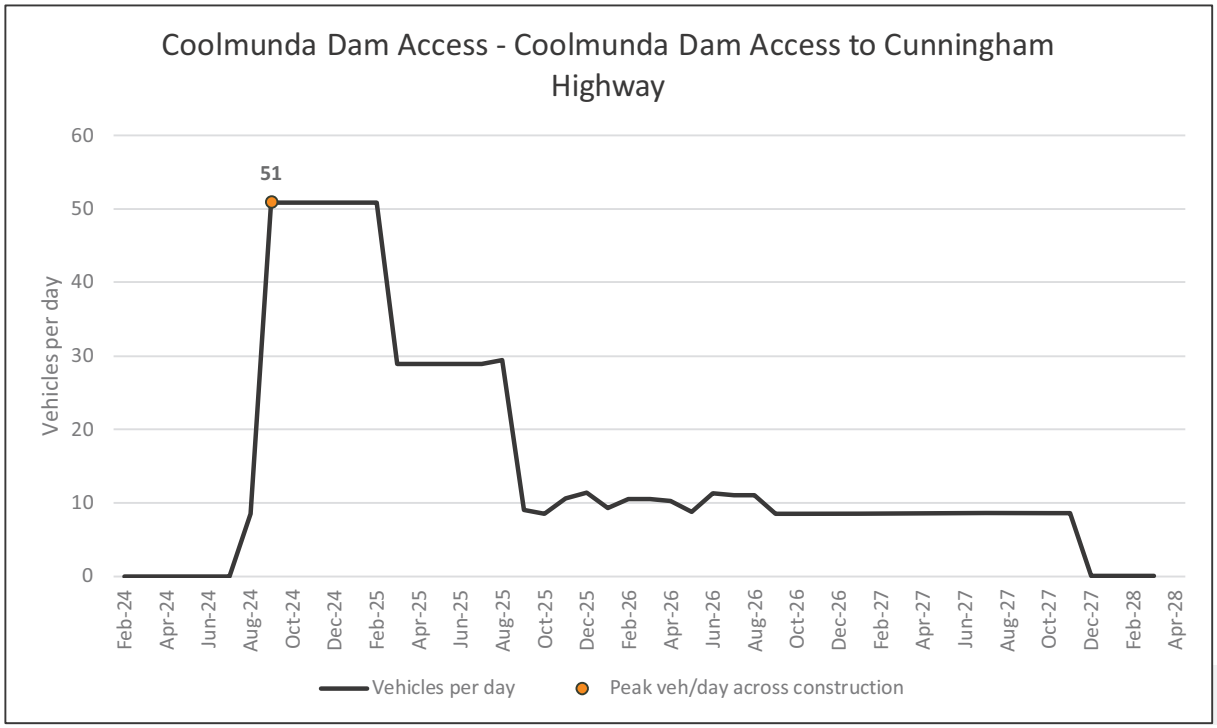
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	8	51	51	51	51

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
51	51	29	29	29	29	29	29	9	8	11	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	10	10	10	9	11	11	11	8	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	9	9	9	9	9	9	9	9	9	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E38-E39
Road name	Cremascos Road
Road section	B2G-LDN052.8 to B2G-LDN055.4

Peak veh/day across construction	19
Peak impact month	Jul-26
Length of peak period	2

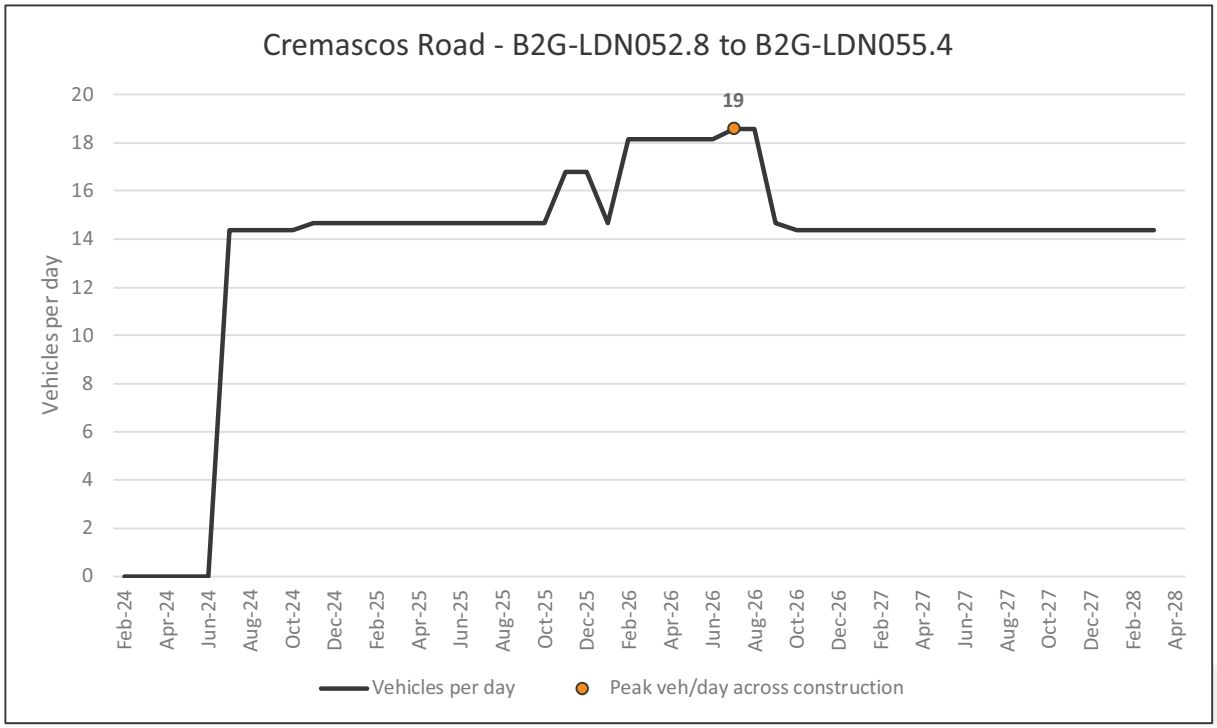
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	15	15

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
15	15	15	15	15	15	15	15	15	15	17	17

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
15	18	18	18	18	18	19	19	15	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	14	14	14	14	14	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E39-E78
Road name	Cremascos Road
Road section	B2G-LDN055.4 to B2G-LDN054.2

Peak veh/day across construction	17
Peak impact month	Nov-25
Length of peak period	2

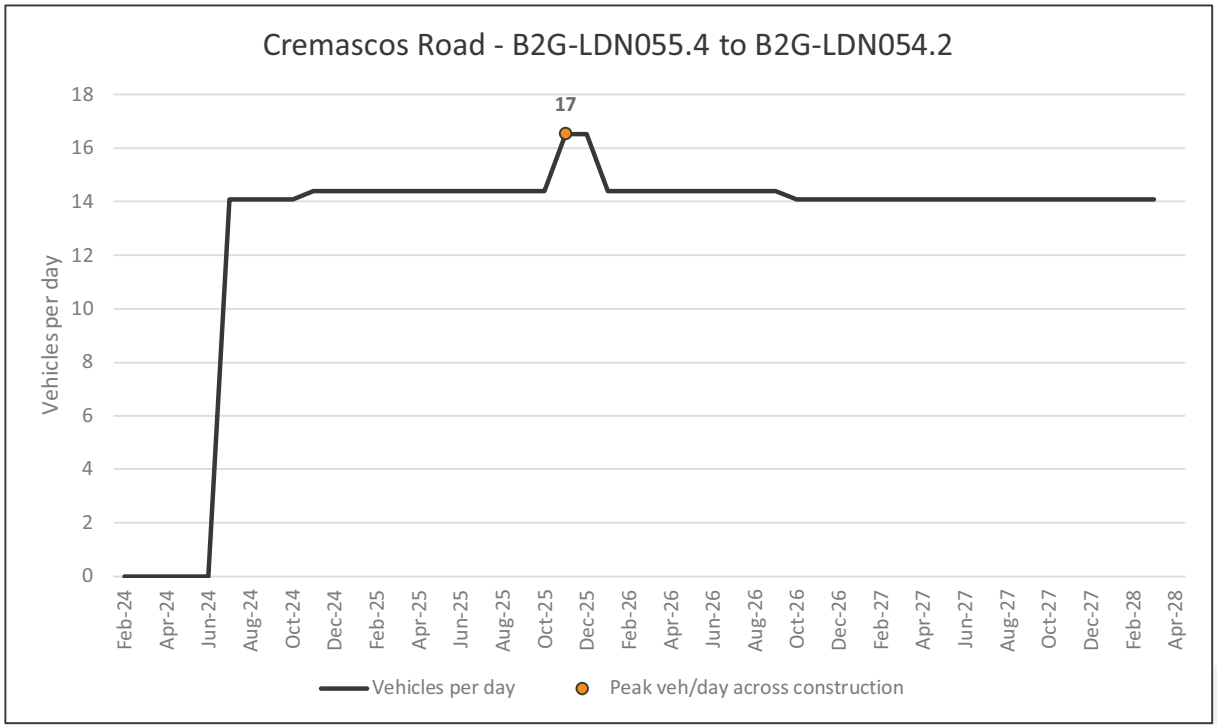
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	14	14	14	17	17

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	14	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	14	14	14	14	14	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X6-E38
Road name	Cremascos Road
Road section	Cunningham Highway to B2G-LDN052.8

Peak veh/day across construction	20
Peak impact month	Feb-26
Length of peak period	4

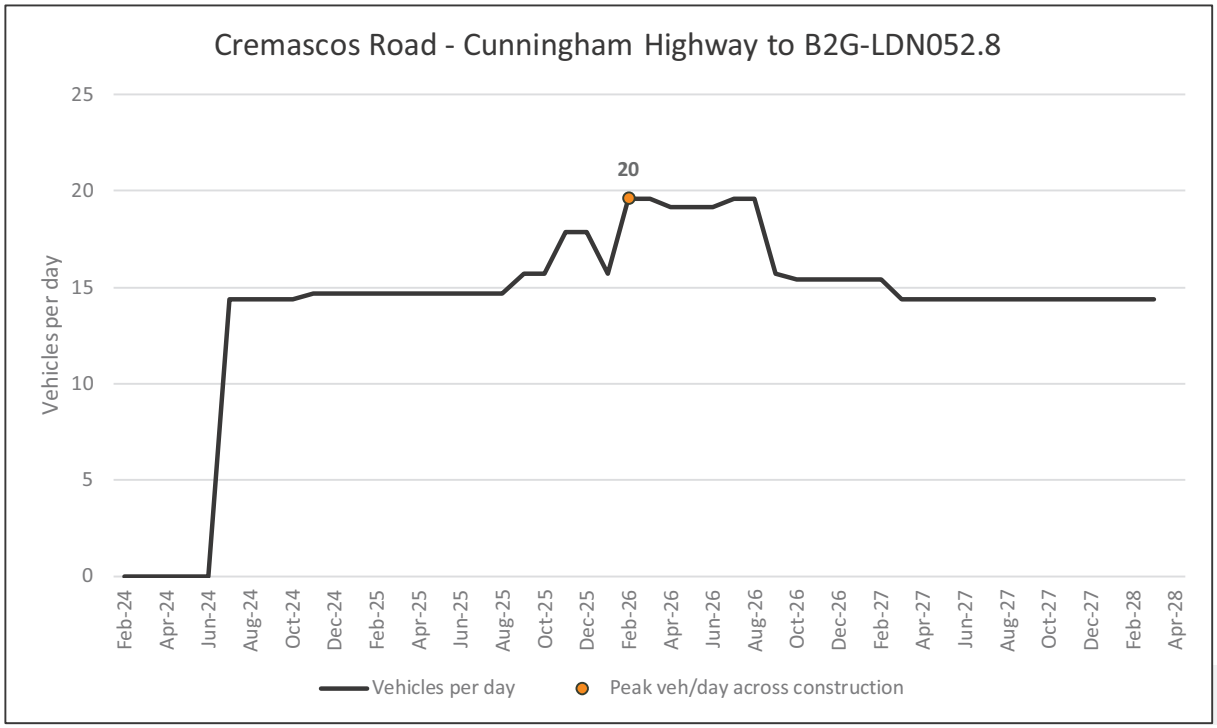
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	15	15

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
15	15	15	15	15	15	15	15	16	16	18	18

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
16	20	20	19	19	19	20	20	16	15	15	15

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
15	15	14	14	14	14	14	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X7-E74
Road name	East Sawmill Road
Road section	Cunningham Highway to B2G-LDN030.0

Peak veh/day across construction	325
Peak impact month	Feb-25
Length of peak period	3

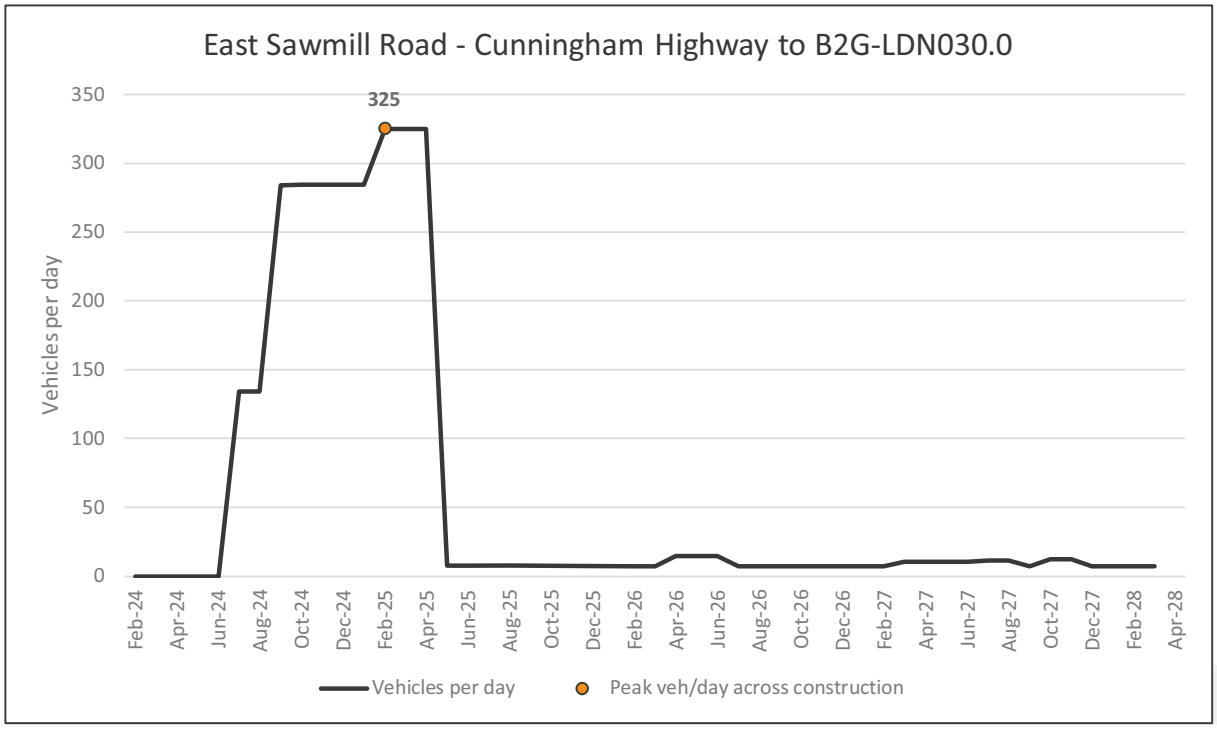
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	134	134	284	284	284	284

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
284	325	325	325	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	15	15	15	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	10	10	10	10	12	12	7	12	12	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X8-E79
Road name	Elizabeth Street
Road section	Cunningham Highway to B2G-LDN065.8

Peak veh/day across construction	30
Peak impact month	Mar-27
Length of peak period	2

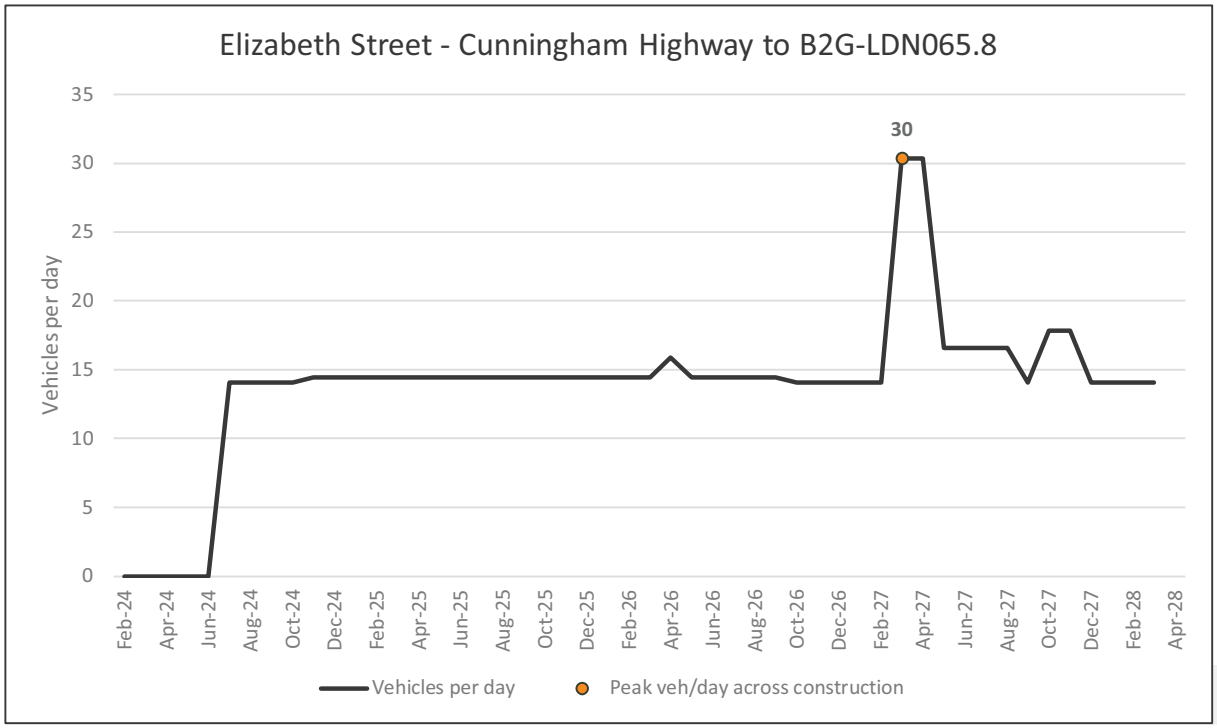
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	14	14	14	14	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	16	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	30	30	17	17	17	17	14	18	18	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X106-E36
Road name	Eukabilla Road
Road section	Kildonan Road to NS2B-LDN033.2

Peak veh/day across construction	41
Peak impact month	Jun-27
Length of peak period	1

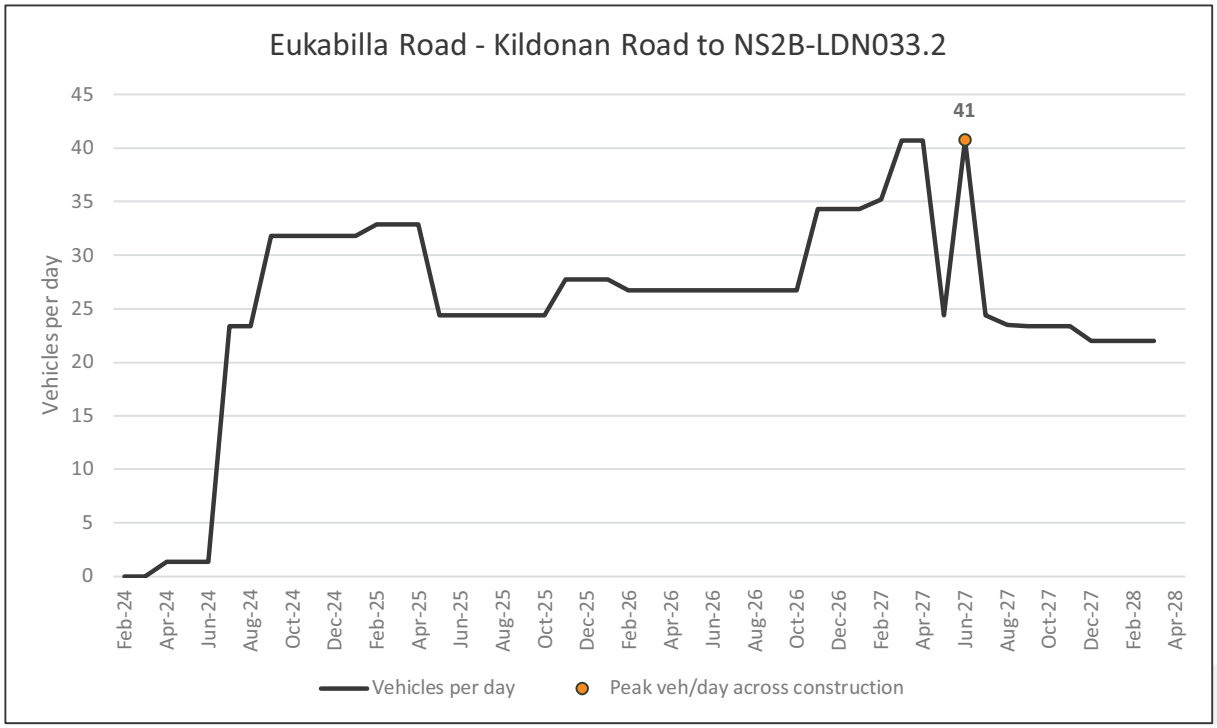
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	1	1	1	23	23	32	32	32	32

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
32	33	33	33	24	24	24	24	24	24	28	28

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
28	27	27	27	27	27	27	27	27	27	34	34

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
34	35	41	41	24	41	24	23	23	23	23	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	E36-E71
Road name	Eukabilla Road
Road section	NS2B-LDN033.2 to NS2B-LDN035.6

Peak veh/day across construction	24
Peak impact month	Jun-27
Length of peak period	1

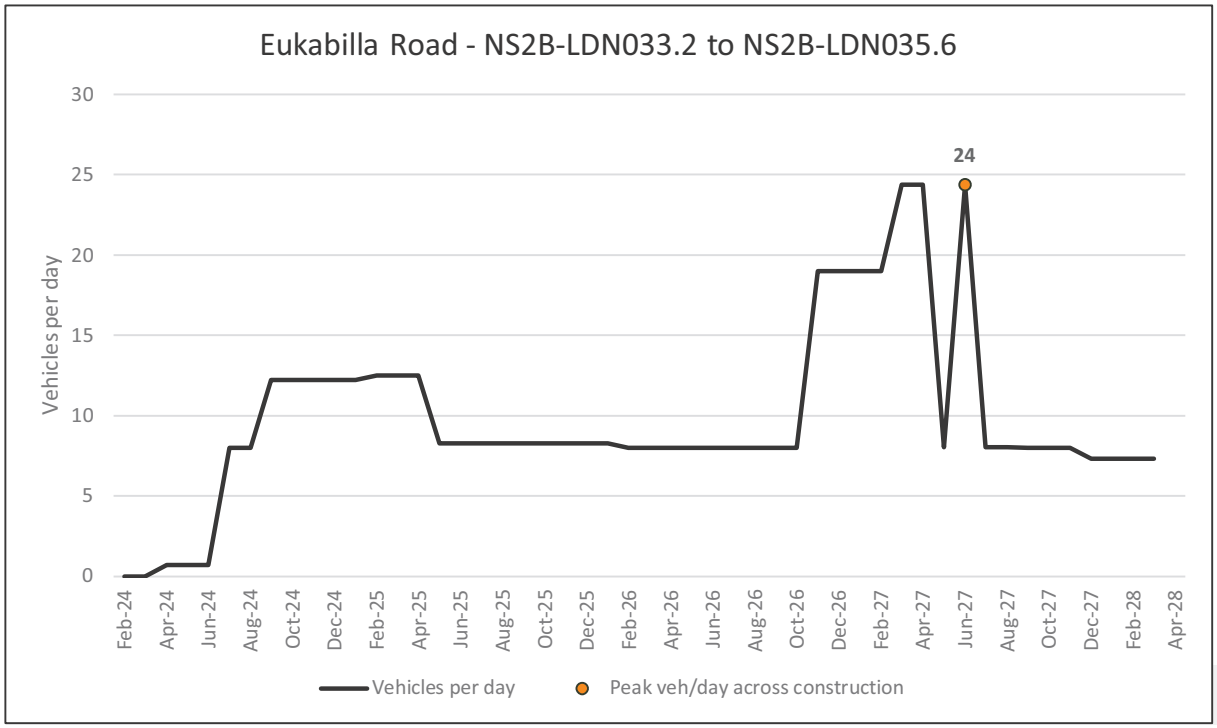
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	1	1	1	8	8	12	12	12	12

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
12	12	12	12	8	8	8	8	8	8	8	8

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
8	8	8	8	8	8	8	8	8	8	19	19

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
19	19	24	24	8	24	8	8	8	8	8	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X9-E13
Road name	Fosters Road
Road section	Cunningham Highway to Borrow Site #9 (Fosters Road)

Peak veh/day across construction	497
Peak impact month	Nov-24
Length of peak period	1

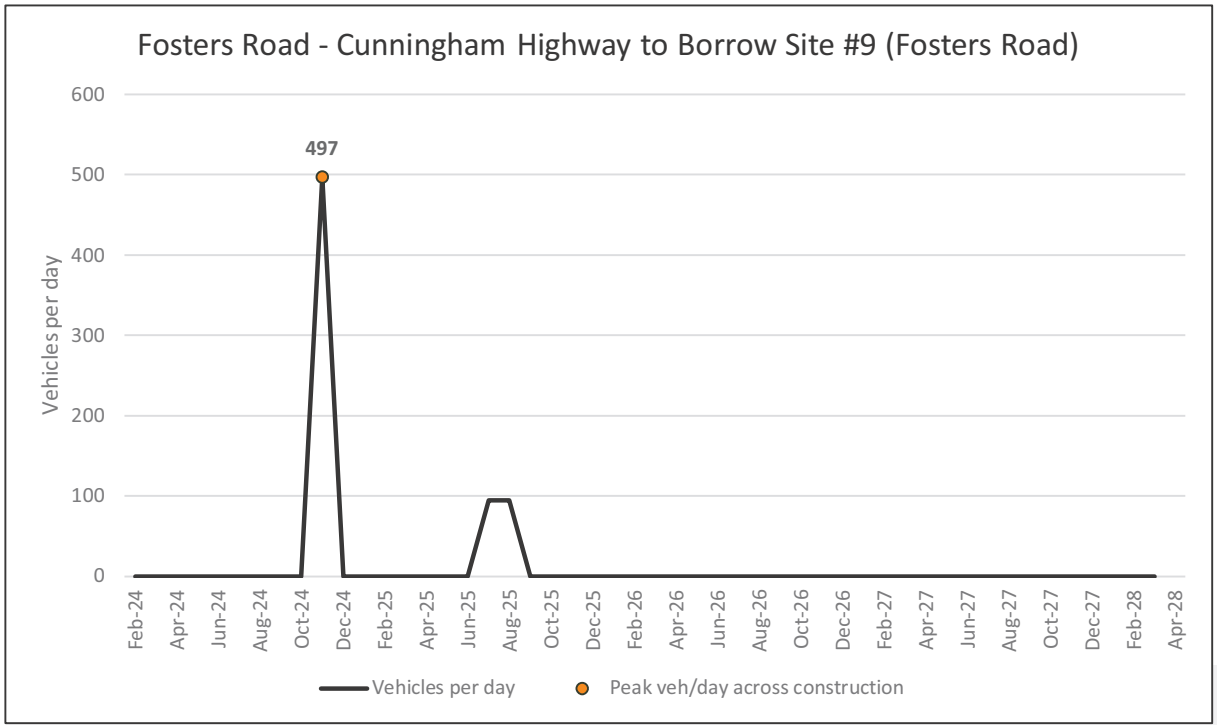
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	497	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	95	95	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E104-X115
Road name	Georges Lane
Road section	B2G-LDN000.9 to Yelarbon Kurumbul Road

Peak veh/day across construction	10
Peak impact month	Oct-27
Length of peak period	2

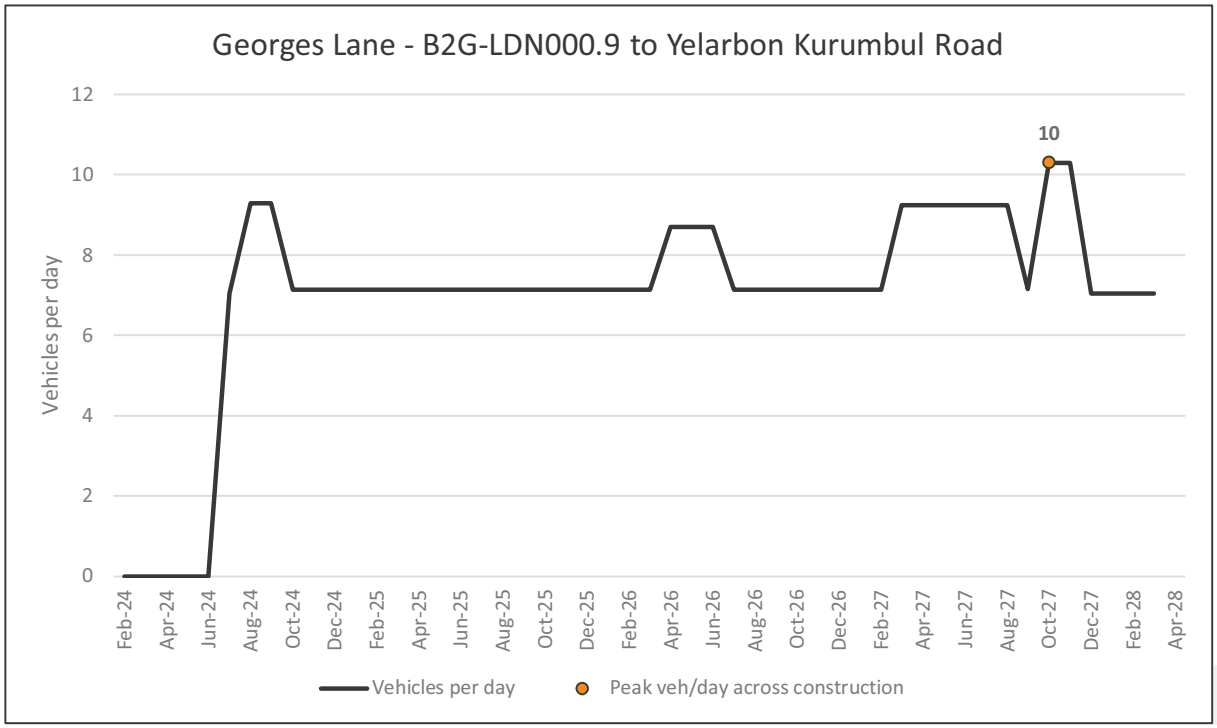
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	9	9	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	9	9	9	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	9	9	9	9	9	9	7	10	10	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X58-X111
Road name	Grays Road
Road section	Millmerran-Inglewood Road to Mosquito Creek Road

Peak veh/day across construction	69
Peak impact month	Jun-25
Length of peak period	2

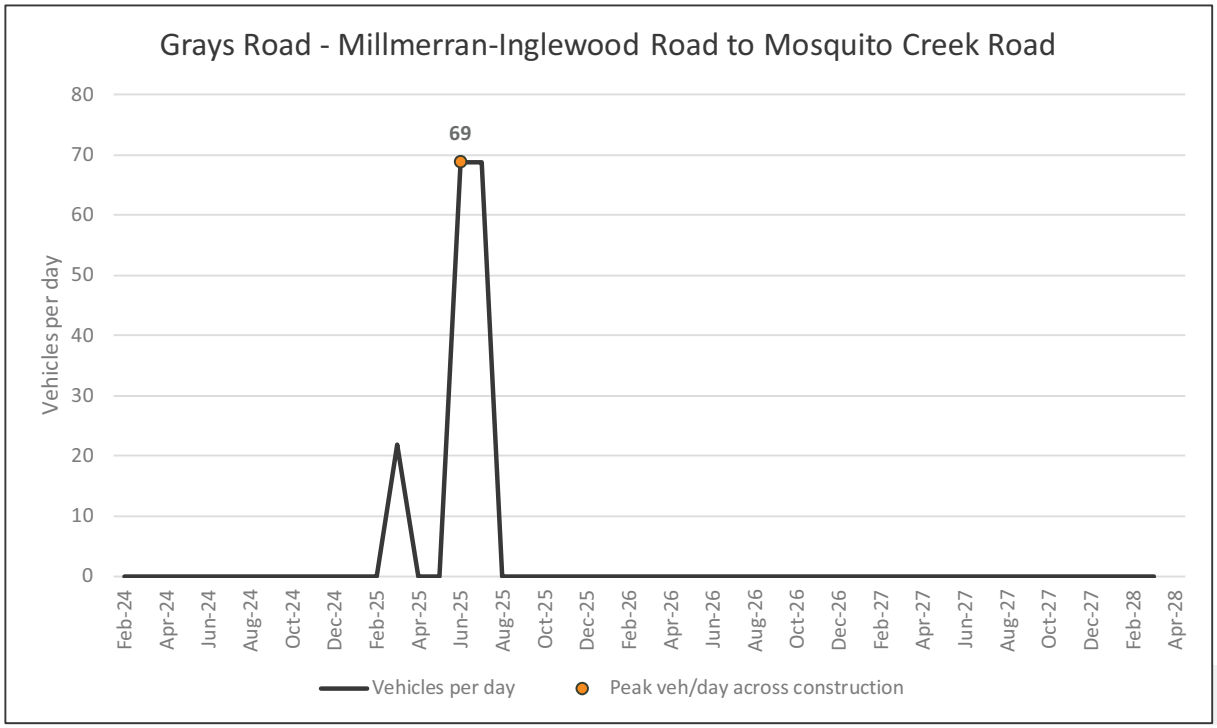
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	22	0	0	69	69	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X53-X105
Road name	Hunt Street
Road section	Leichhardt Highway to Boodle Street

Peak veh/day across construction	1
Peak impact month	Feb-25
Length of peak period	12

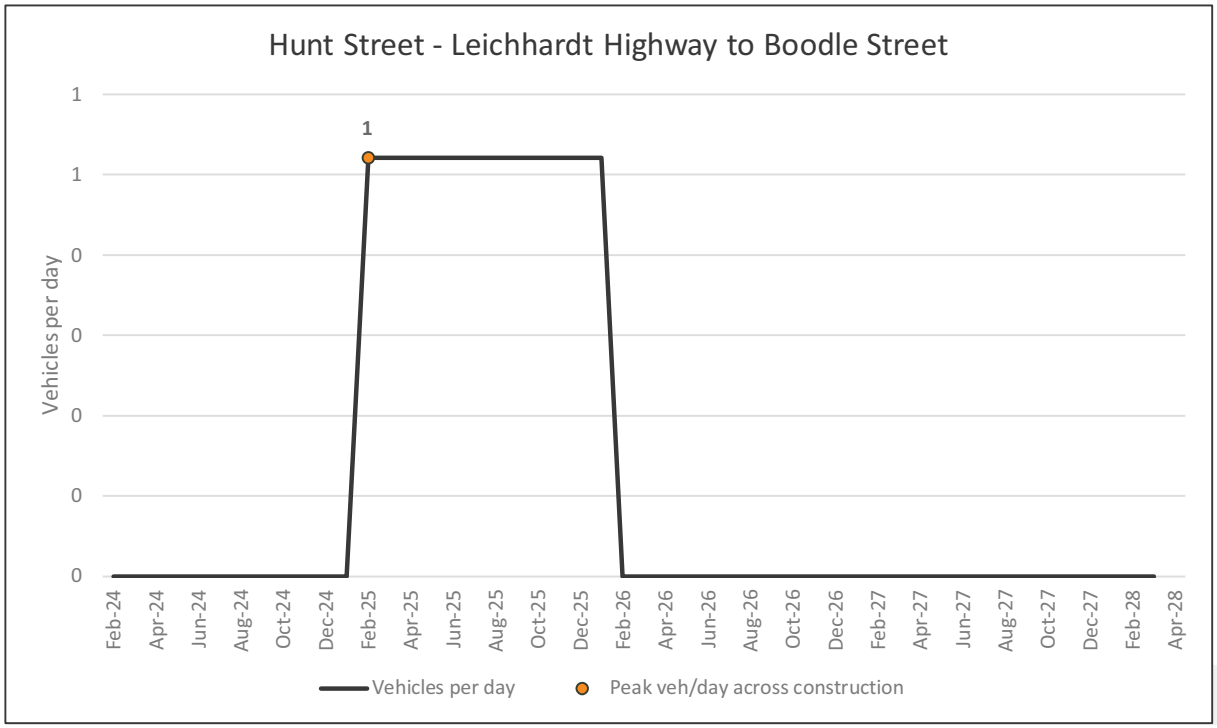
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X106-E35
Road name	Kildonan Road
Road section	Eukabilla Road to NS2B-LDN031.0

Peak veh/day across construction	18
Peak impact month	Jun-27
Length of peak period	1

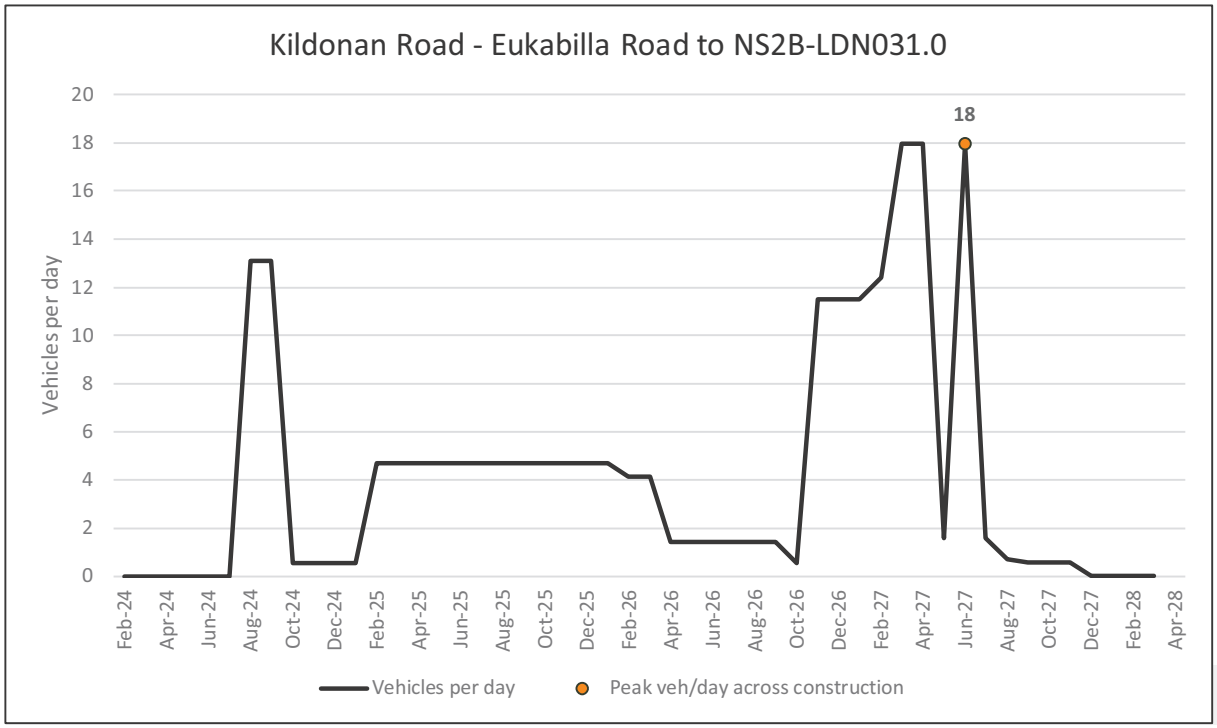
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	13	13	1	1	1

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
1	5	5	5	5	5	5	5	5	5	5	5

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
5	4	4	1	1	1	1	1	1	1	12	12

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
12	12	18	18	2	18	2	1	1	1	1	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E35-X107
Road name	Kildonan Road
Road section	NS2B-LDN031.0 to South Kurumbul Road

Peak veh/day across construction	194
Peak impact month	Feb-25
Length of peak period	3

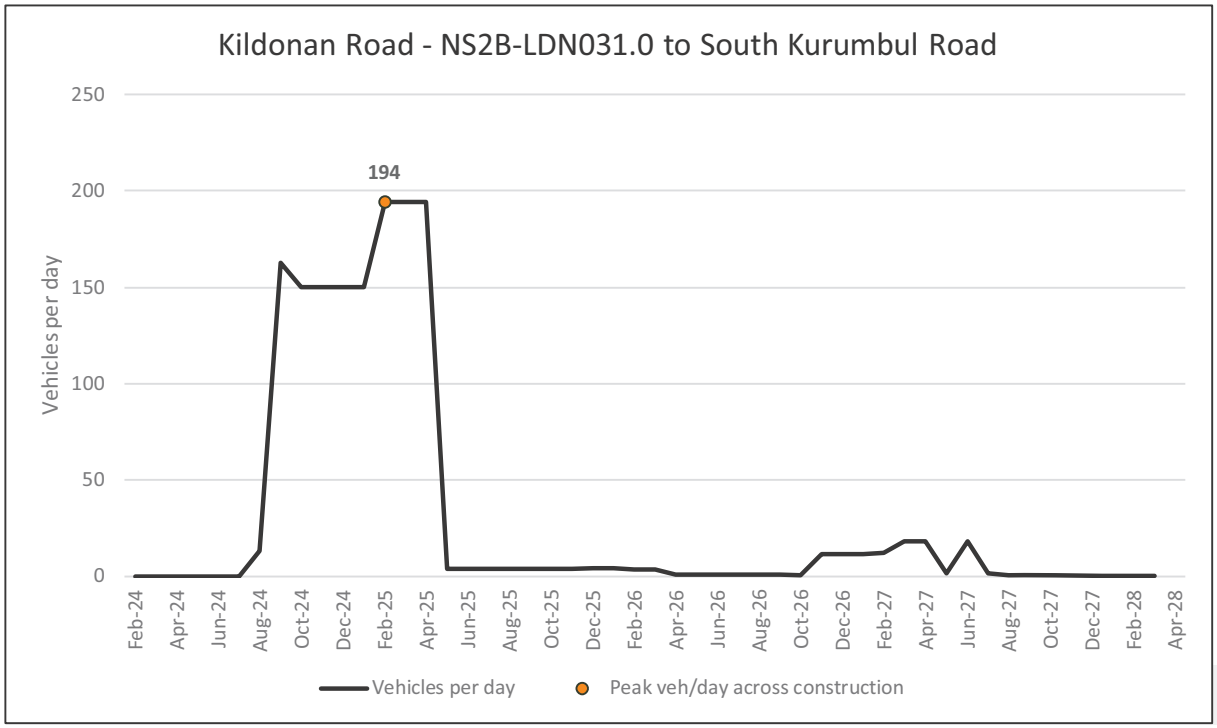
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	13	163	150	150	150

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
150	194	194	194	4	4	4	4	4	4	4	4

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
4	4	4	1	1	1	1	1	1	1	12	12

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
12	12	18	18	2	18	2	1	1	1	1	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X107-X20
Road name	Kildonan Road
Road section	South Kurumbul Road to Cunningham Highway

Peak veh/day across construction	191
Peak impact month	Feb-25
Length of peak period	3

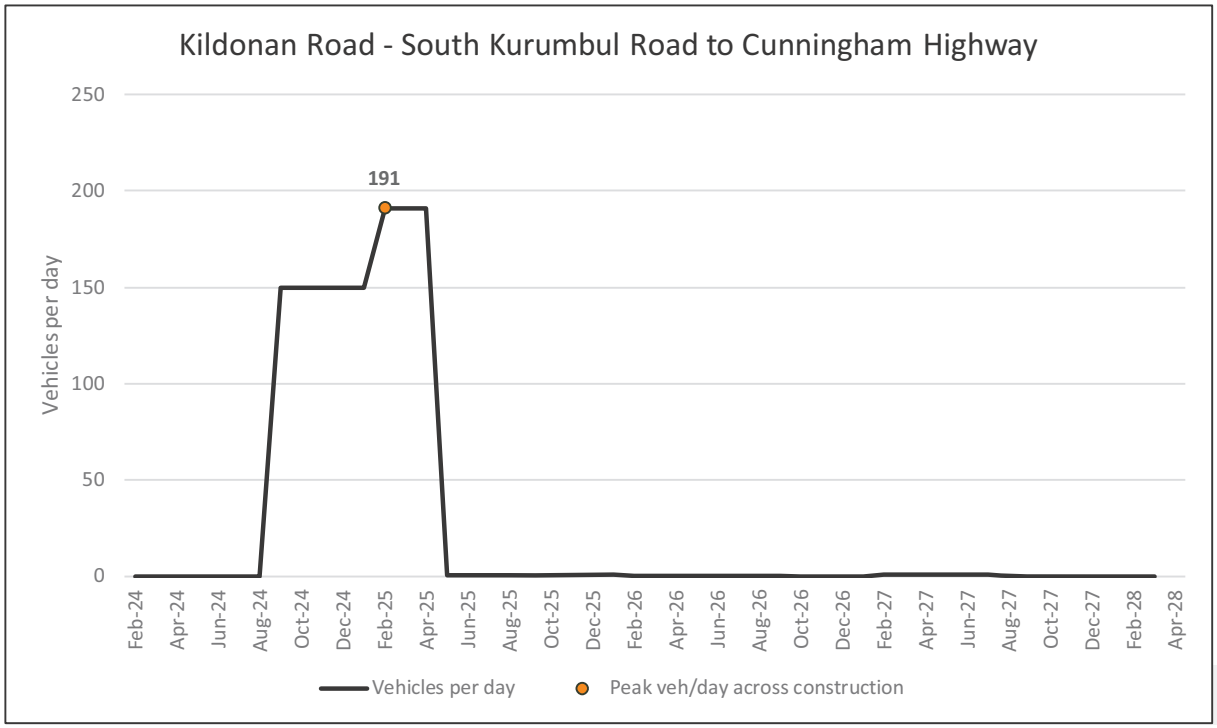
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	150	150	150	150

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
150	191	191	191	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	1	1	1	1	1	1	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X12-X106
Road name	Kildonan Road
Road section	Cunningham Highway to Eukabilla Road

Peak veh/day across construction	45
Peak impact month	Sep-24
Length of peak period	1

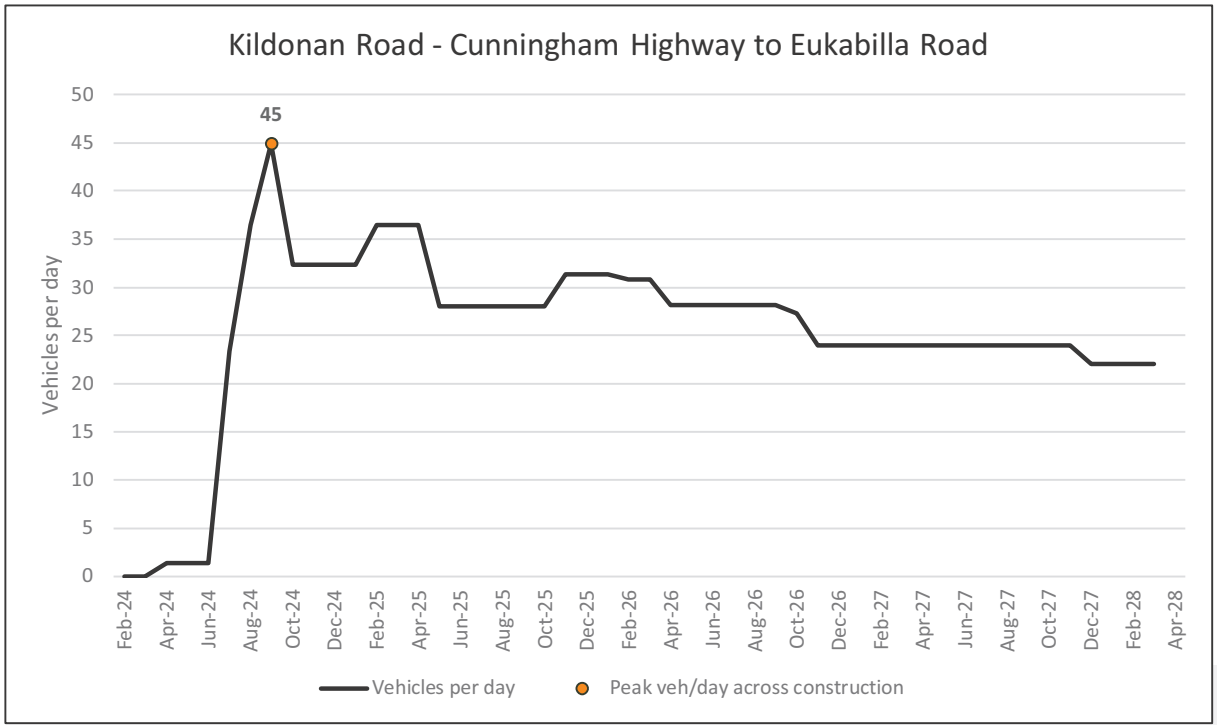
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	1	1	1	23	36	45	32	32	32

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
32	36	36	36	28	28	28	28	28	28	31	31

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
31	31	31	28	28	28	28	28	28	27	24	24

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
24	24	24	24	24	24	24	24	24	24	24	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	E77-X108
Road name	McDougalls Road
Road section	B2G-LDN049.8 to McDougalls Road

Peak veh/day across construction	32
Peak impact month	Nov-24
Length of peak period	4

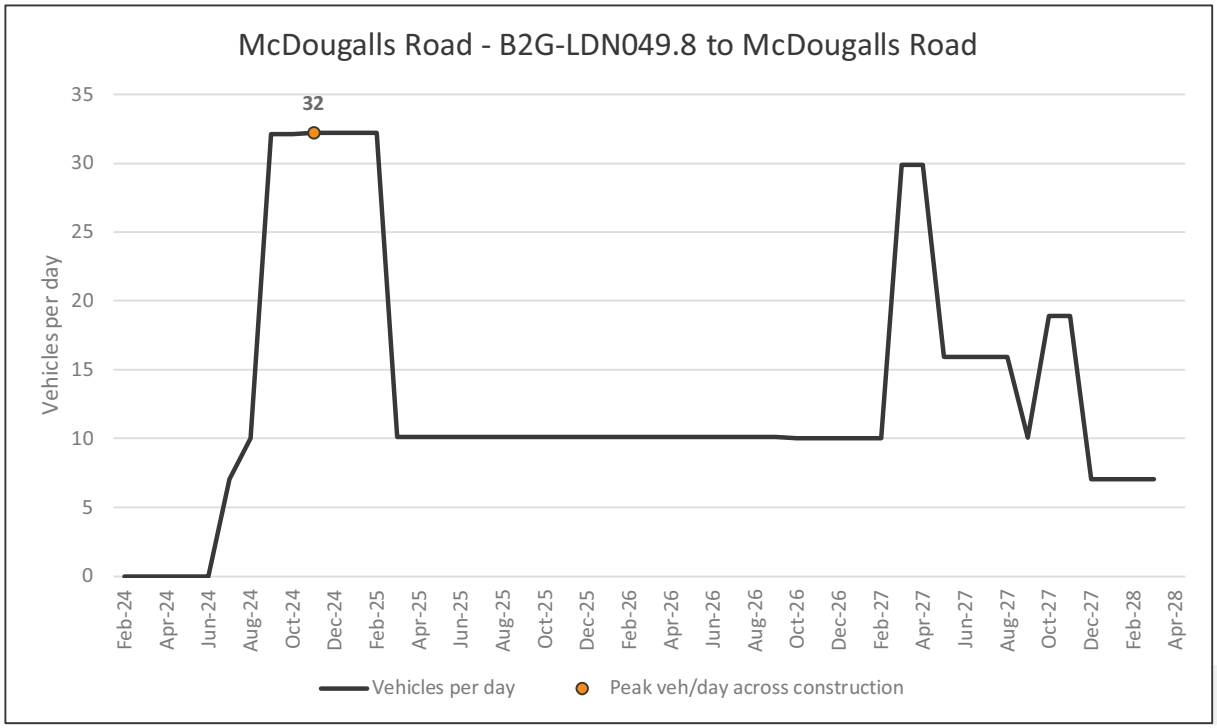
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	10	32	32	32	32

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
32	32	10	10	10	10	10	10	10	10	10	10

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
10	10	10	10	10	10	10	10	10	10	10	10

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
10	10	30	30	16	16	16	16	10	19	19	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X108-X14
Road name	McDougalls Road
Road section	McDougalls Road to Cunningham Highway

Peak veh/day across construction	32
Peak impact month	Nov-24
Length of peak period	4

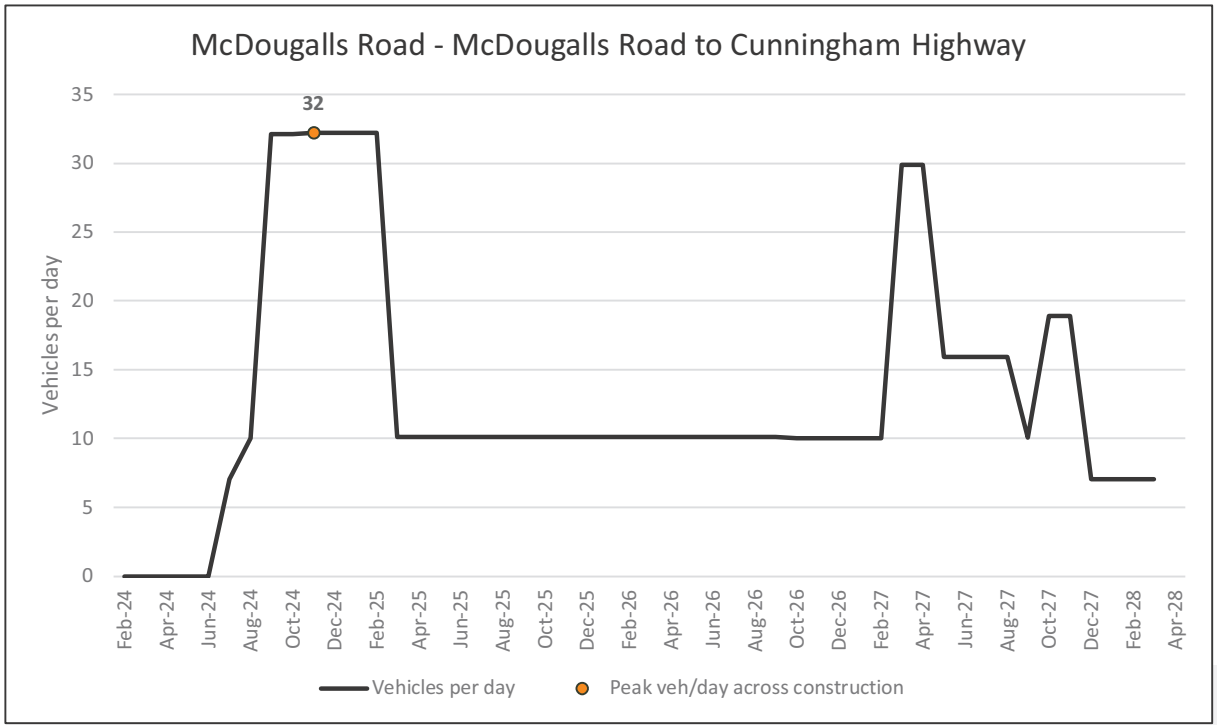
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	10	32	32	32	32

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
32	32	10	10	10	10	10	10	10	10	10	10

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
10	10	10	10	10	10	10	10	10	10	10	10

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
10	10	30	30	16	16	16	16	10	19	19	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X109-E10
Road name	Mooroobie Lane
Road section	Cemetery Road to Borrow Site #2 (Mooroobie Lane)

Peak veh/day across construction	40
Peak impact month	Sep-25
Length of peak period	3

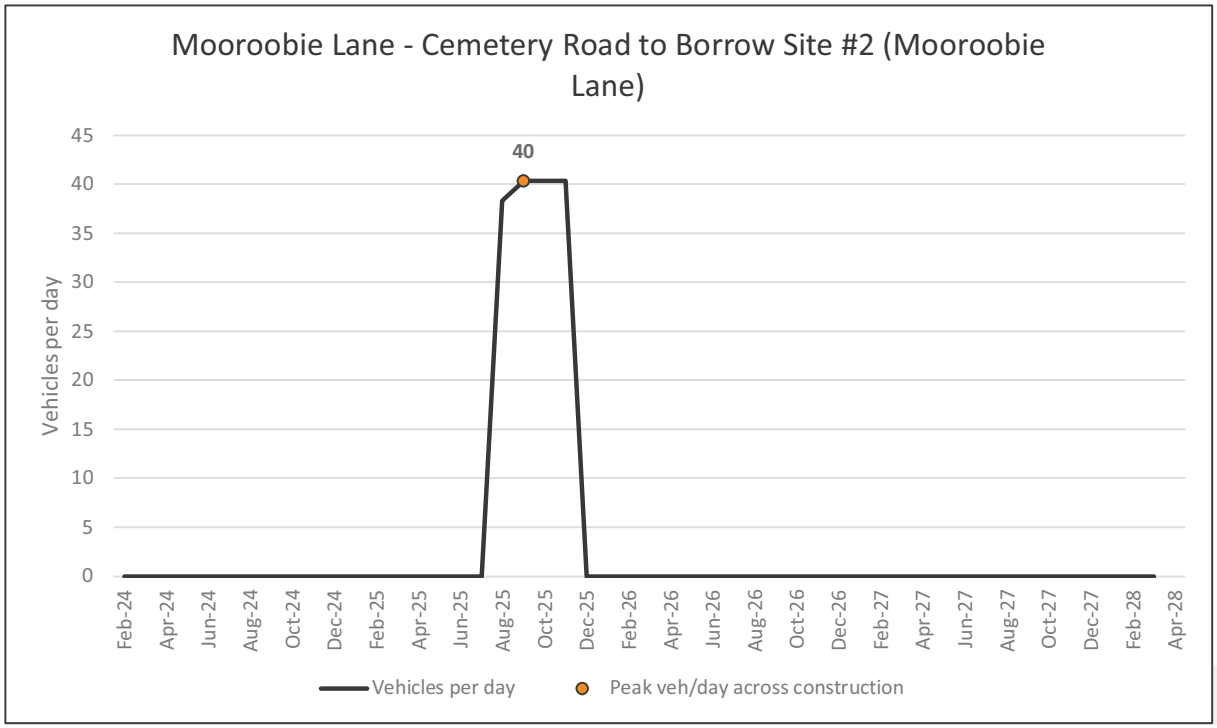
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	38	40	40	40	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E10-X110
Road name	Mooroobie Lane
Road section	Borrow Site #2 (Mooroobie Lane) to Mooroobie Lane

Peak veh/day across construction	81
Peak impact month	Sep-25
Length of peak period	3

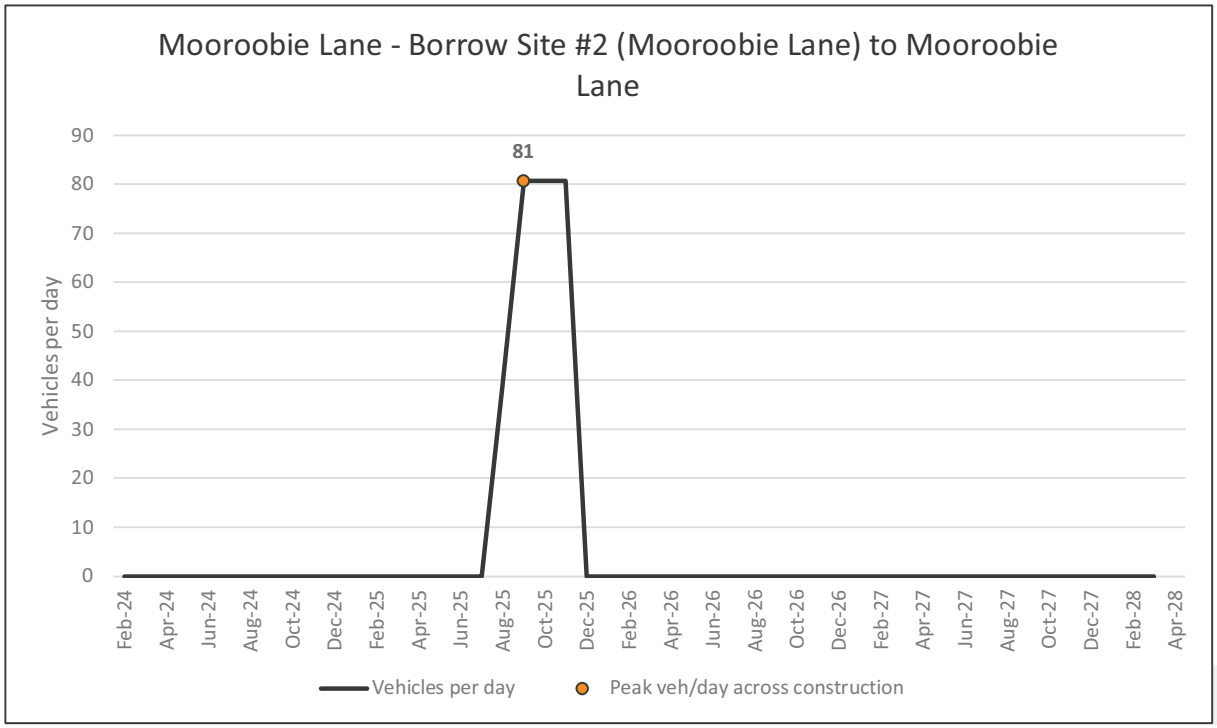
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	38	81	81	81	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X110-X113
Road name	Mooroobie Lane
Road section	Mooroobie Lane to Wondalli Kurumbul Road

Peak veh/day across construction	81
Peak impact month	Sep-25
Length of peak period	3

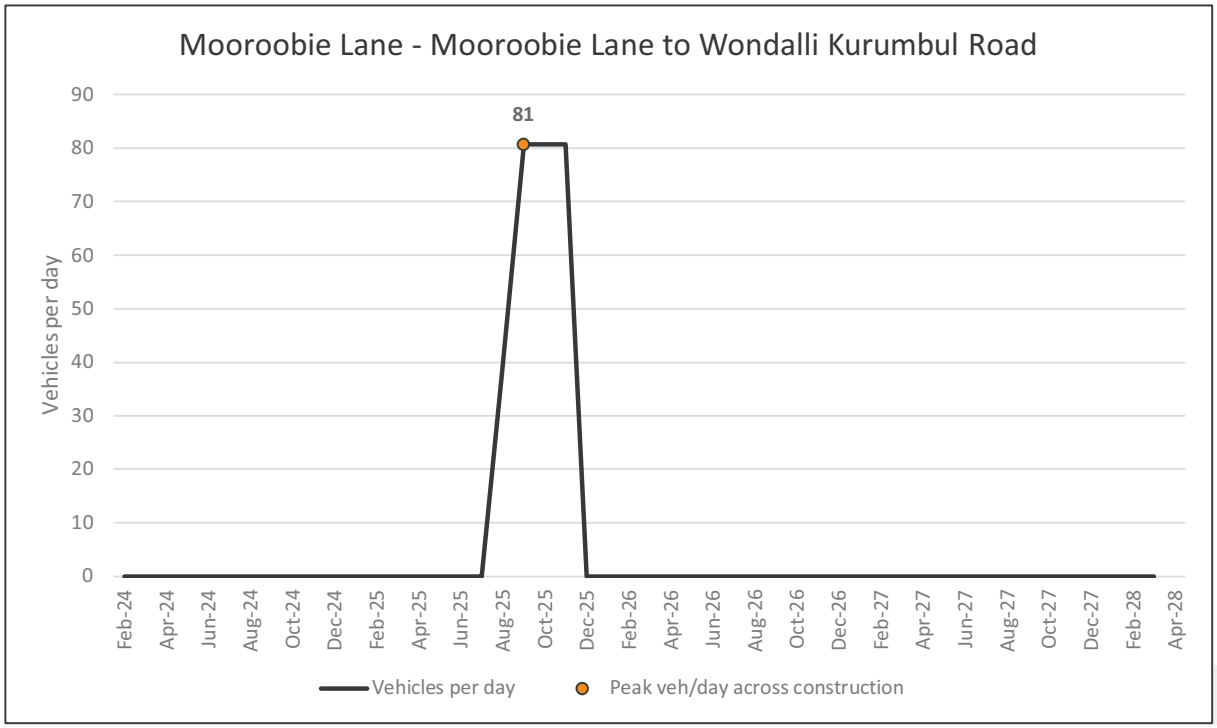
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	38	81	81	81	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E14-X111
Road name	Mosquito Creek Road
Road section	Borrow Site #10 (Mosquito Road) to Grays Road

Peak veh/day across construction	69
Peak impact month	Jun-25
Length of peak period	2

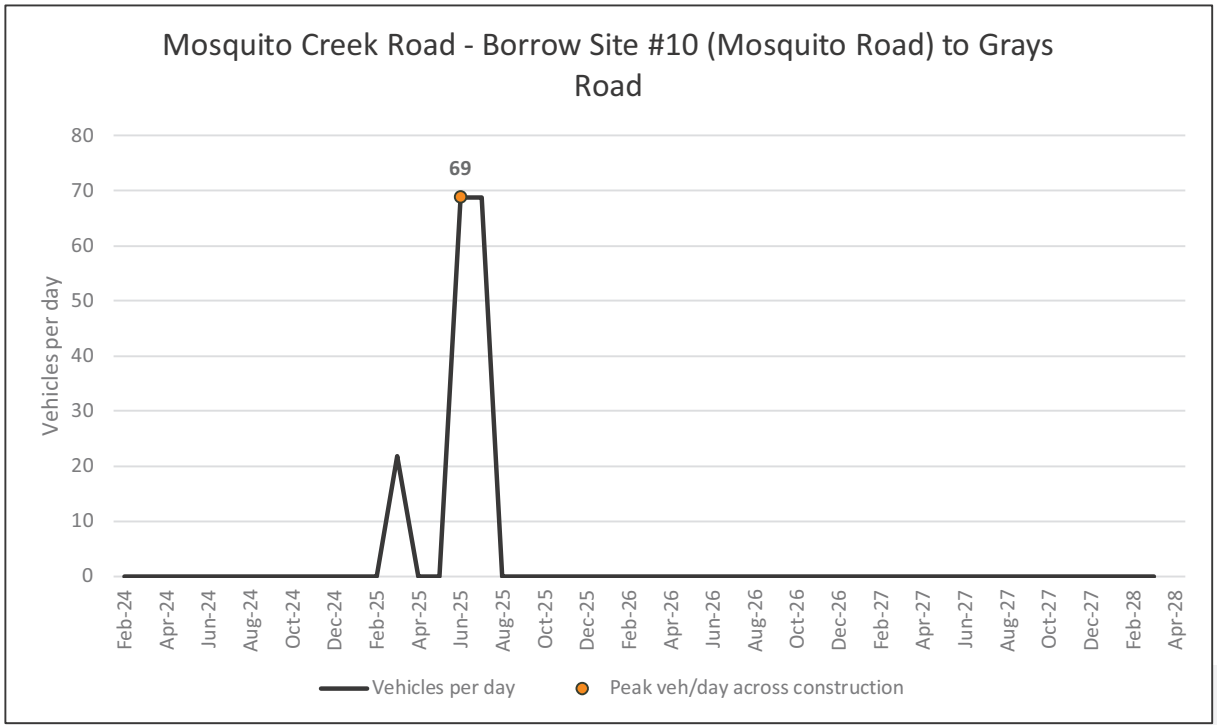
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	22	0	0	69	69	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X114-E73
Road name	Queen Street South
Road section	Yelarbon Kurumbul Road to B2G-LDN016.0

Peak veh/day across construction	29
Peak impact month	Aug-24
Length of peak period	2

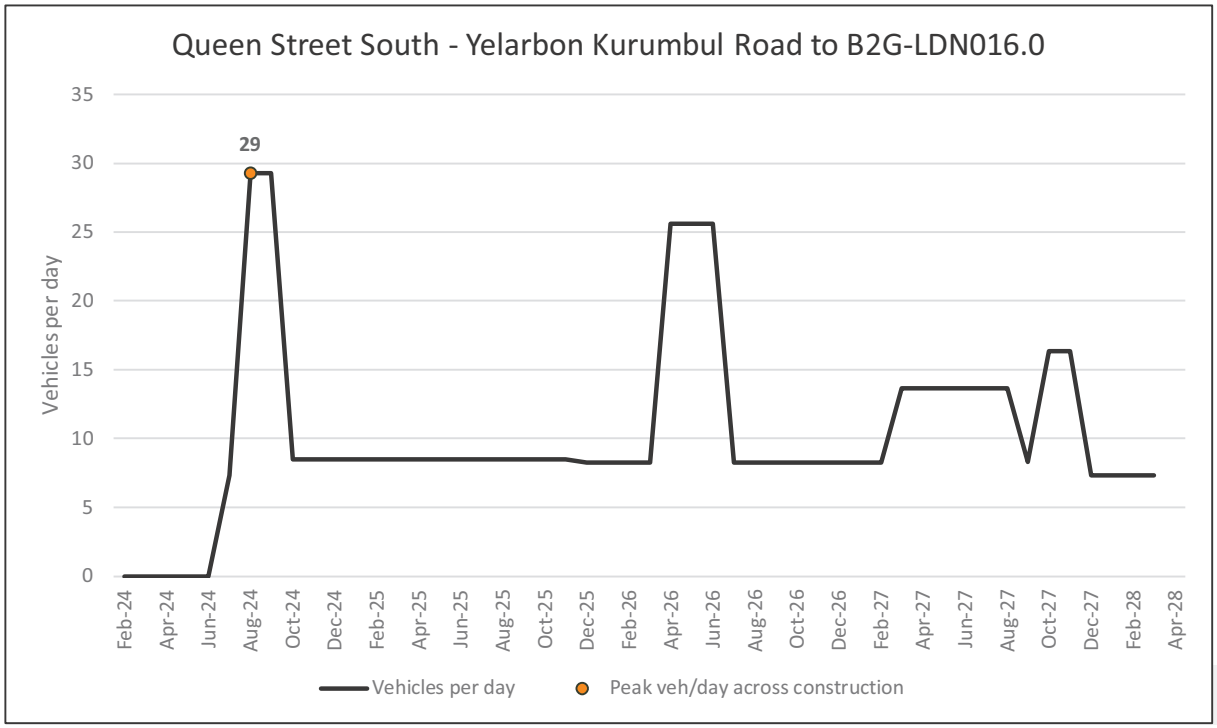
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	29	29	8	8	8

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
8	8	8	8	8	8	8	8	8	8	8	8

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
8	8	8	26	26	26	8	8	8	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	14	14	14	14	14	14	8	16	16	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X150-E126
Road name	Silo Street
Road section	Barwon Highway to Graincorp Talwood

Peak veh/day across construction	4
Peak impact month	May-25
Length of peak period	3

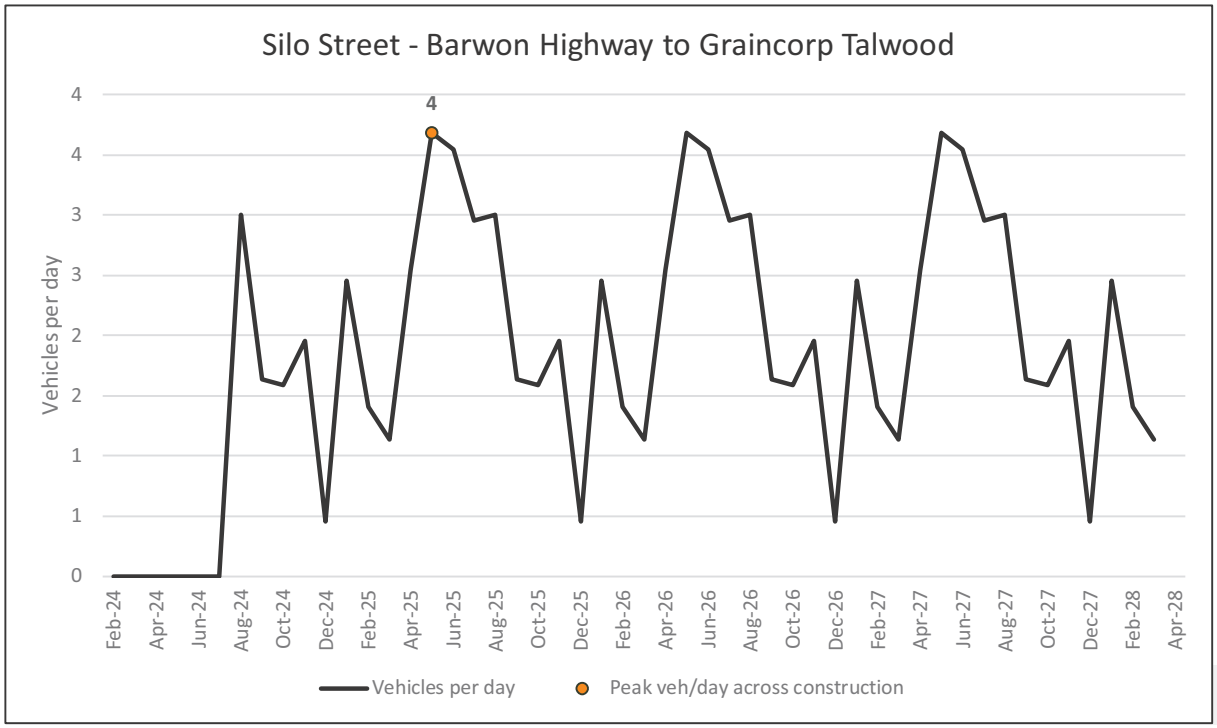
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	3	2	2	2	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
2	1	1	3	4	4	3	3	2	2	2	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
2	1	1	3	4	4	3	3	2	2	2	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
2	1	1	3	4	4	3	3	2	2	2	0

Jan-28	Feb-28	Mar-28
2	1	1



Road ID	X107-X115
Road name	South Kurumbul Road
Road section	Kildonan Road to Yelarbon Kurumbul Road

Peak veh/day across construction	17
Peak impact month	Jun-27
Length of peak period	1

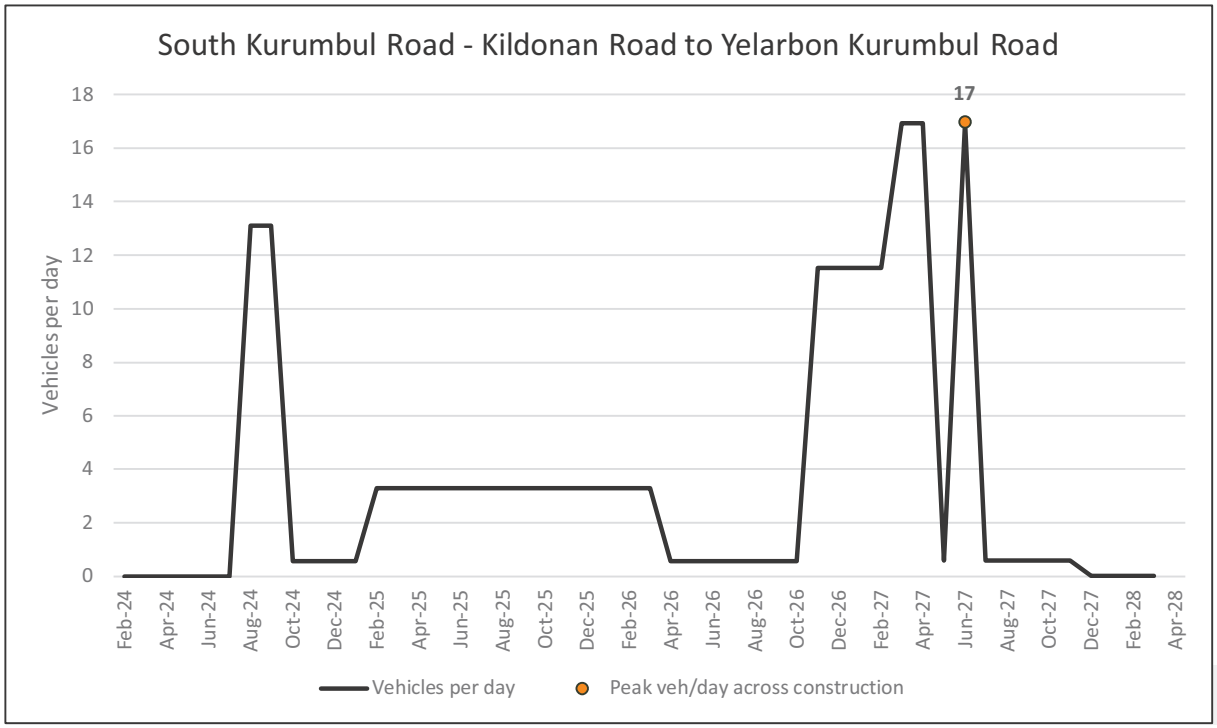
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	13	13	1	1	1

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
1	3	3	3	3	3	3	3	3	3	3	3

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
3	3	3	1	1	1	1	1	1	1	12	12

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
12	12	17	17	1	17	1	1	1	1	1	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E124-X151
Road name	South Toobeah Road
Road section	Graincorp Toobeah to Barwon Highway

Peak veh/day across construction	5
Peak impact month	May-25
Length of peak period	3

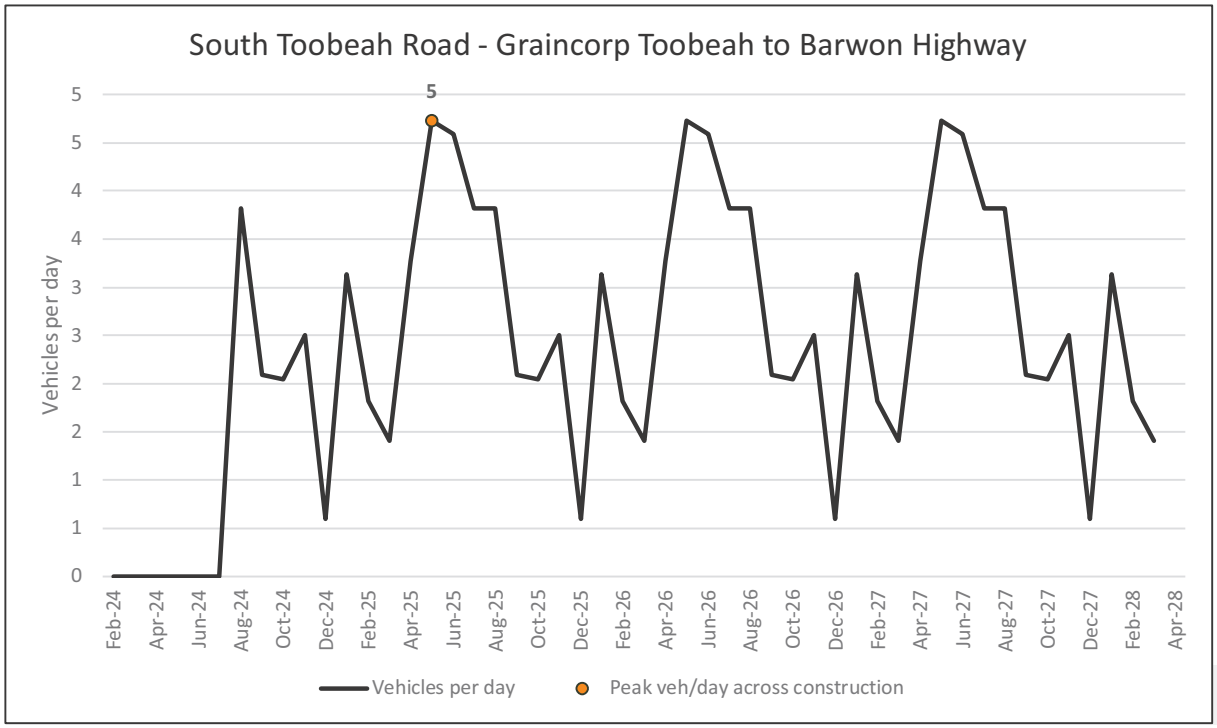
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	4	2	2	3	1

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
3	2	1	3	5	5	4	4	2	2	3	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
3	2	1	3	5	5	4	4	2	2	3	1

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
3	2	1	3	5	5	4	4	2	2	3	1

Jan-28	Feb-28	Mar-28
3	2	1



Road ID	X16-E75
Road name	Springborg Road
Road section	Cunningham highway to B2G-LDN037.6

Peak veh/day across construction	24
Peak impact month	Aug-24
Length of peak period	2

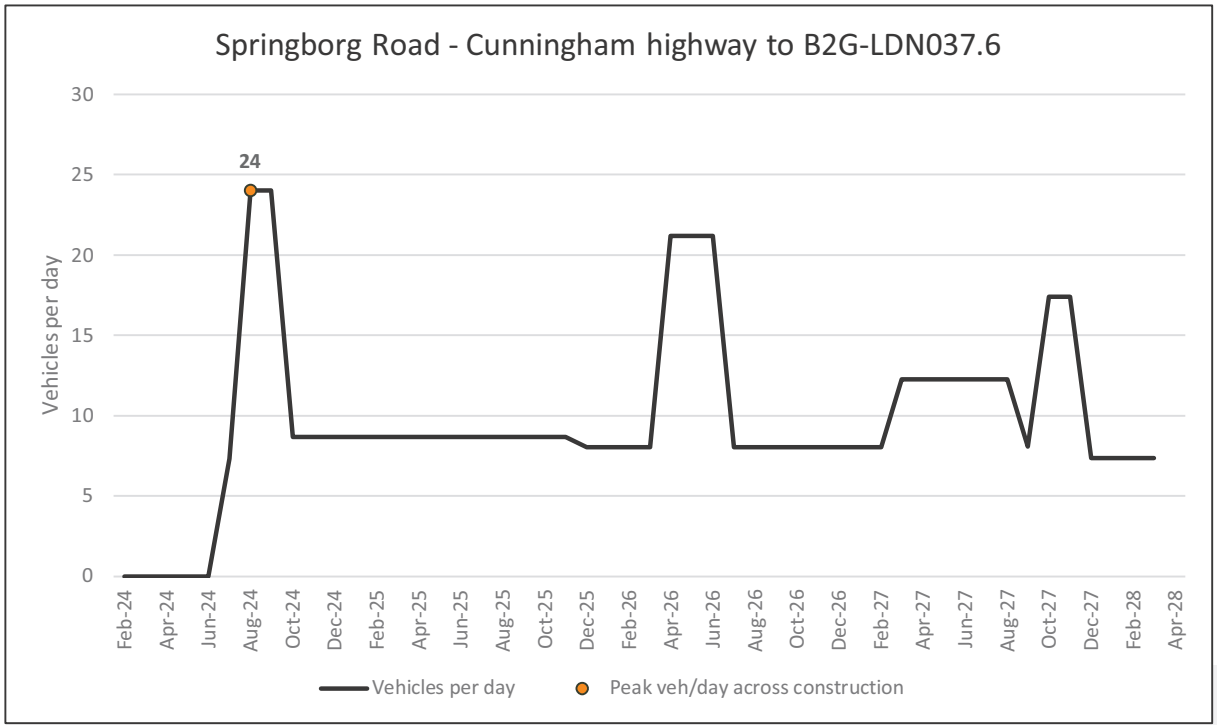
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	24	24	9	9	9

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
9	9	9	9	9	9	9	9	9	9	9	8

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
8	8	8	21	21	21	8	8	8	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	12	12	12	12	12	12	8	17	17	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E74-X112
Road name	Suttons Road
Road section	B2G-LDN030.0 to Access Track (Off Suttons Road)

Peak veh/day across construction	190
Peak impact month	Feb-25
Length of peak period	3

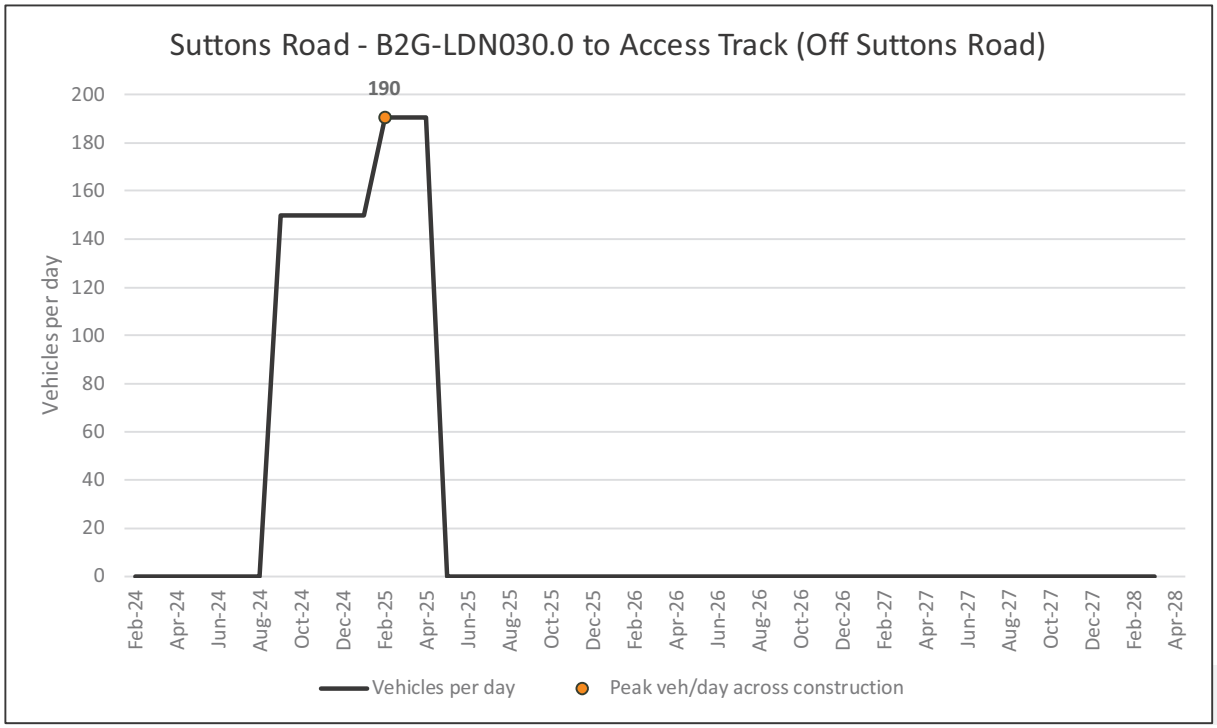
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	150	150	150	150

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
150	190	190	190	0	0	0	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E80-E41
Road name	Thornton Road
Road section	B2G-LDN069.0 to B2G-LDN067.6

Peak veh/day across construction	19
Peak impact month	Nov-24
Length of peak period	4

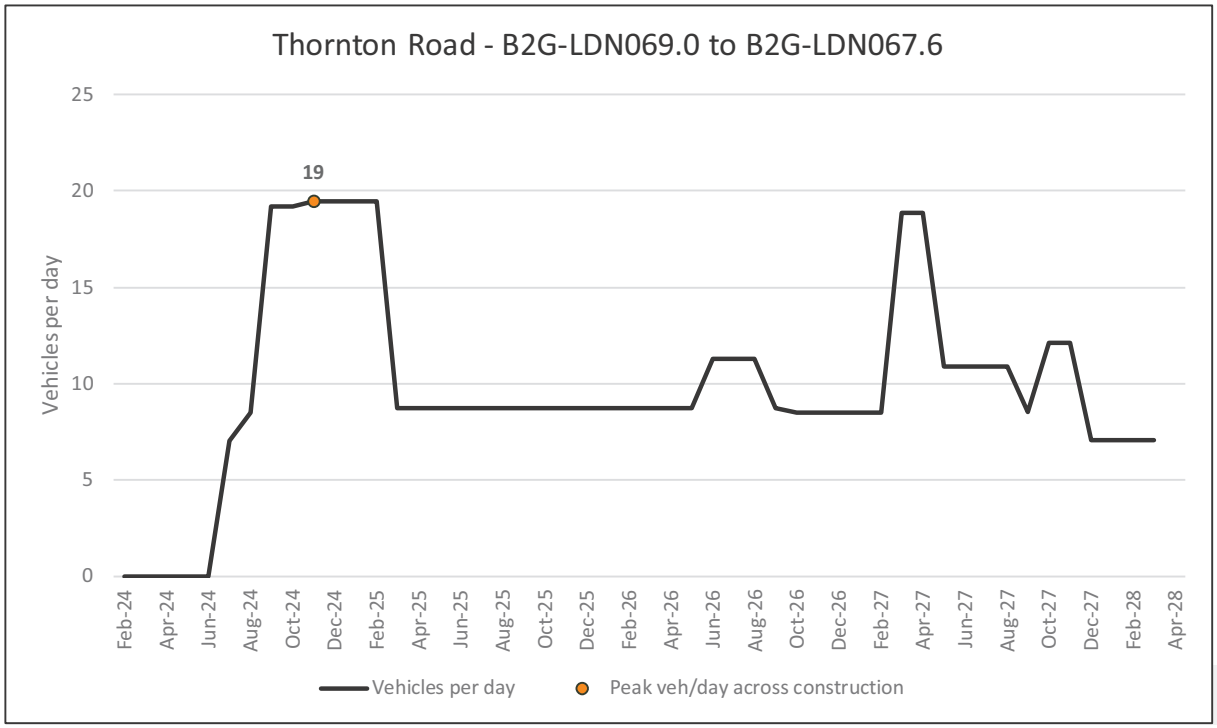
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	8	19	19	19	19

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
19	19	9	9	9	9	9	9	9	9	9	9

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	9	9	9	9	11	11	11	9	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	19	19	11	11	11	11	9	12	12	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E41-X65
Road name	Thornton Road
Road section	B2G-LDN067.6 to Millmerran-Inglewood Road

Peak veh/day across construction	329
Peak impact month	Nov-24
Length of peak period	1

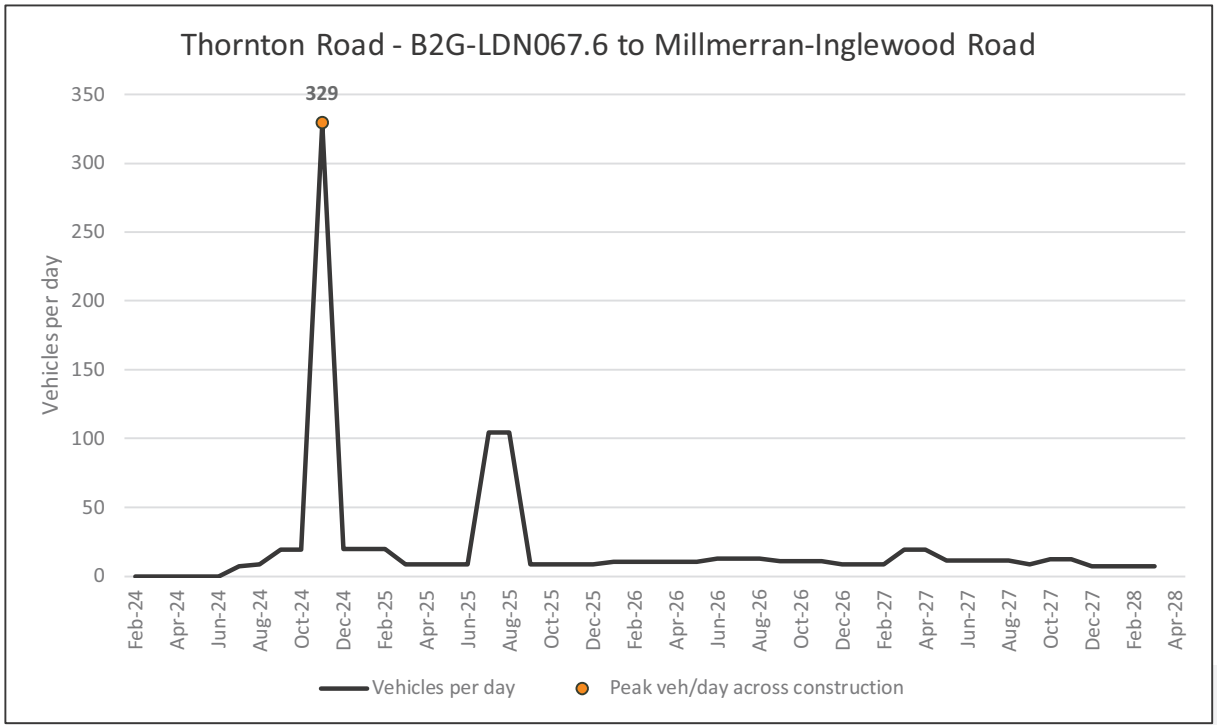
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	9	19	19	329	20

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
20	20	9	9	9	9	104	104	9	9	9	9

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
11	11	11	11	11	13	13	13	11	11	11	9

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
9	9	19	19	11	11	11	11	9	12	12	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E1-X3
Road name	Town Common Road
Road section	Boral Concrete Goondiwindi to Barwon Highway

Peak veh/day across construction	11
Peak impact month	Dec-25
Length of peak period	4

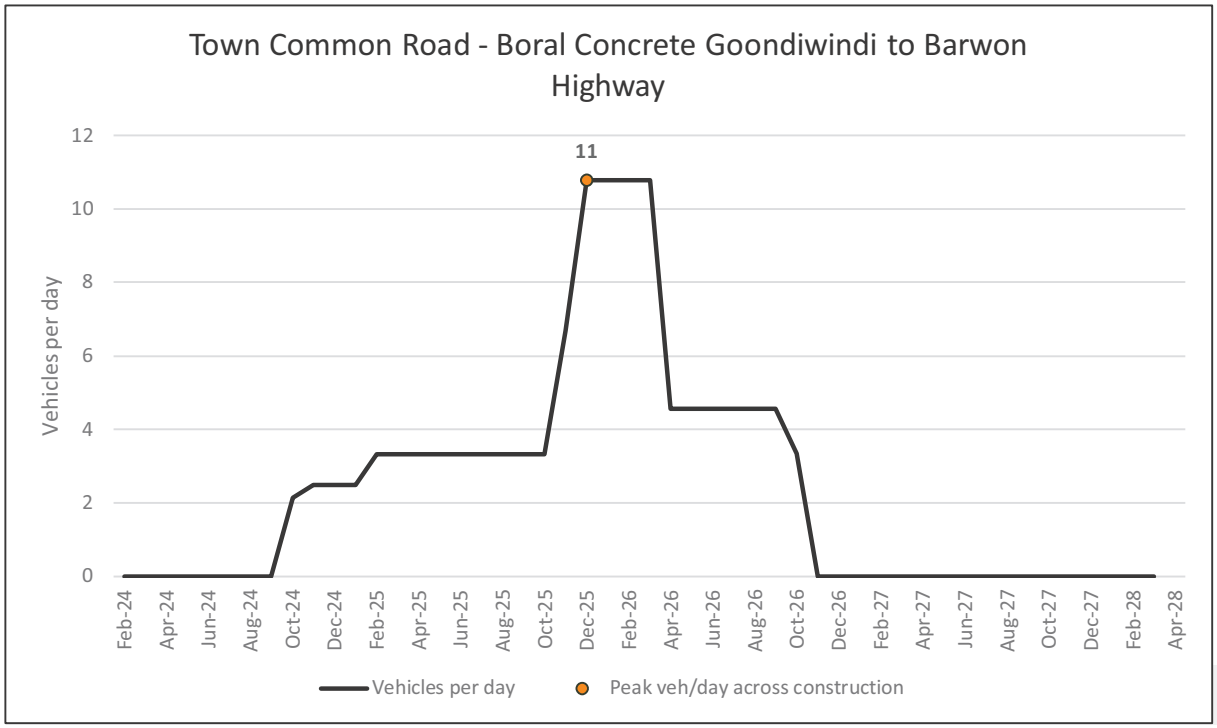
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	2	2	2

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
2	3	3	3	3	3	3	3	3	3	7	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
11	11	11	5	5	5	5	5	5	3	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E76-X18
Road name	Whetstone Access
Road section	B2G-LDN044.5 to Cunningham Highway

Peak veh/day across construction	158
Peak impact month	Mar-25
Length of peak period	1

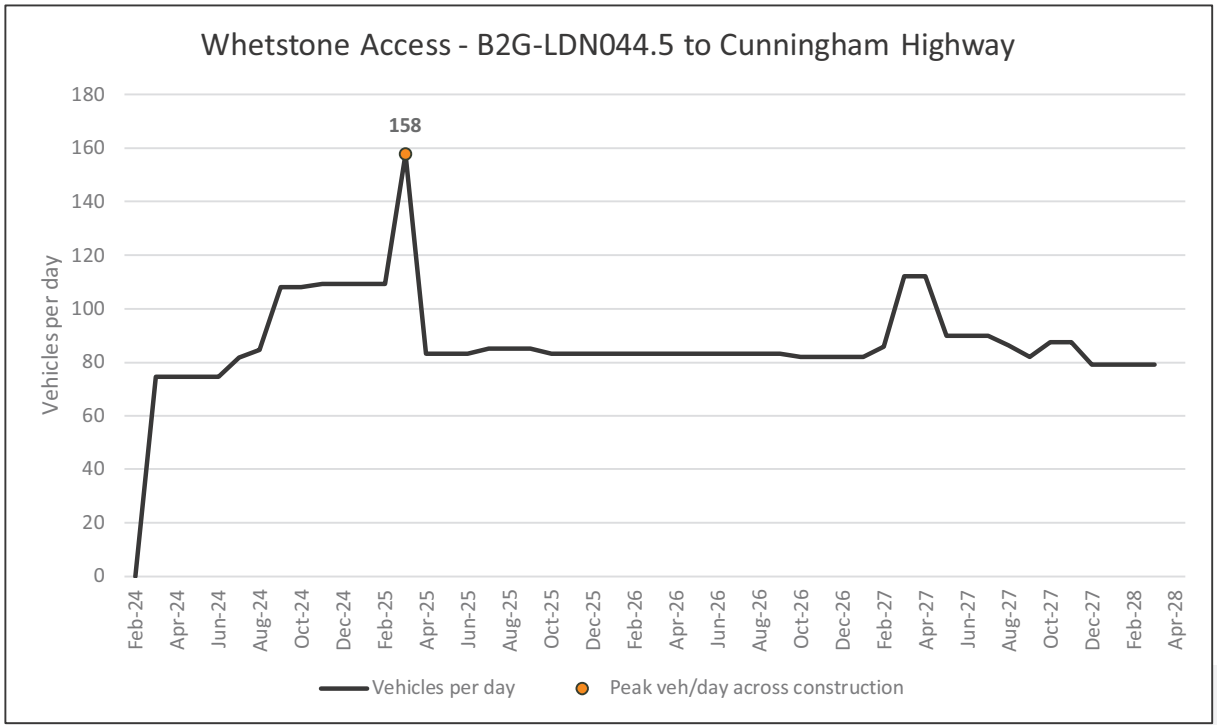
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	75	75	75	75	82	85	108	108	109	109

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
109	109	158	83	83	83	85	85	85	83	83	83

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
83	83	83	83	83	83	83	83	83	82	82	82

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
82	86	112	112	90	90	90	86	82	87	87	79

Jan-28	Feb-28	Mar-28
79	79	79



Road ID	X116-X113
Road name	Wondalli Kurumbul Road
Road section	Yelarbon Kurumbul Road to Mooroobie Lane

Peak veh/day across construction	81
Peak impact month	Sep-25
Length of peak period	3

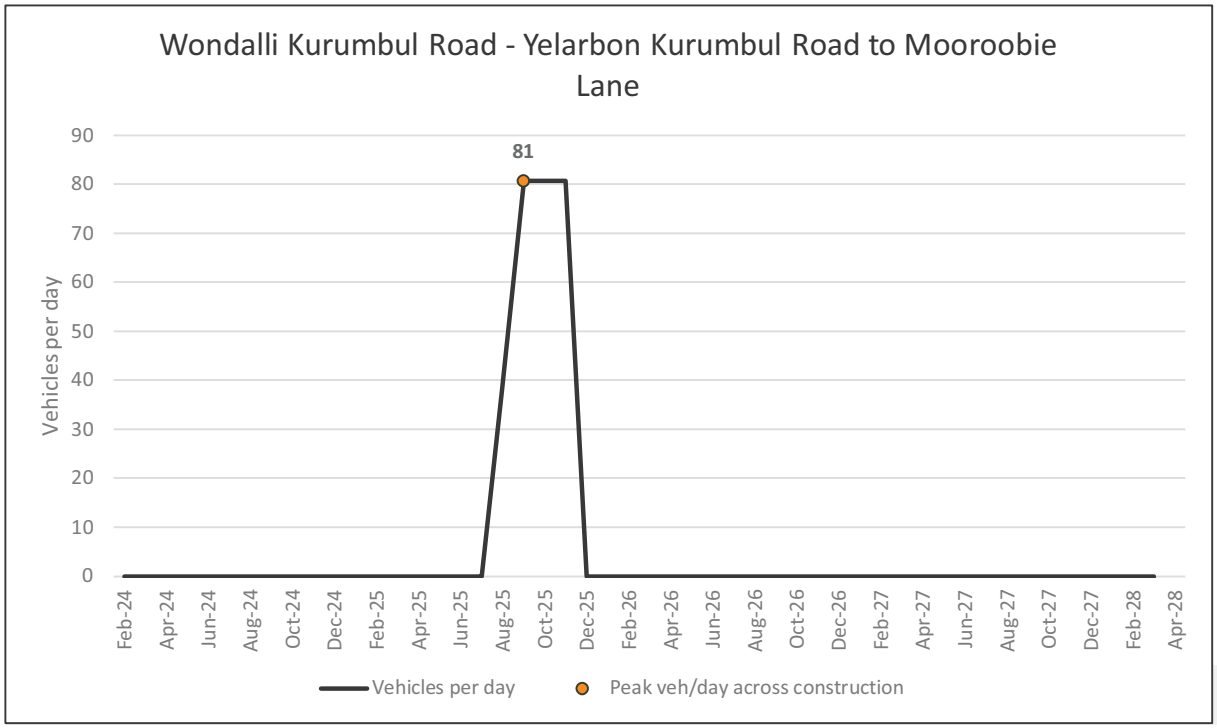
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	38	81	81	81	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X66-E82
Road name	Wongavale Yugilbar Road
Road section	Millmerran-Inglewood Road to B2G-LDN081.0

Peak veh/day across construction	50
Peak impact month	Apr-27
Length of peak period	1

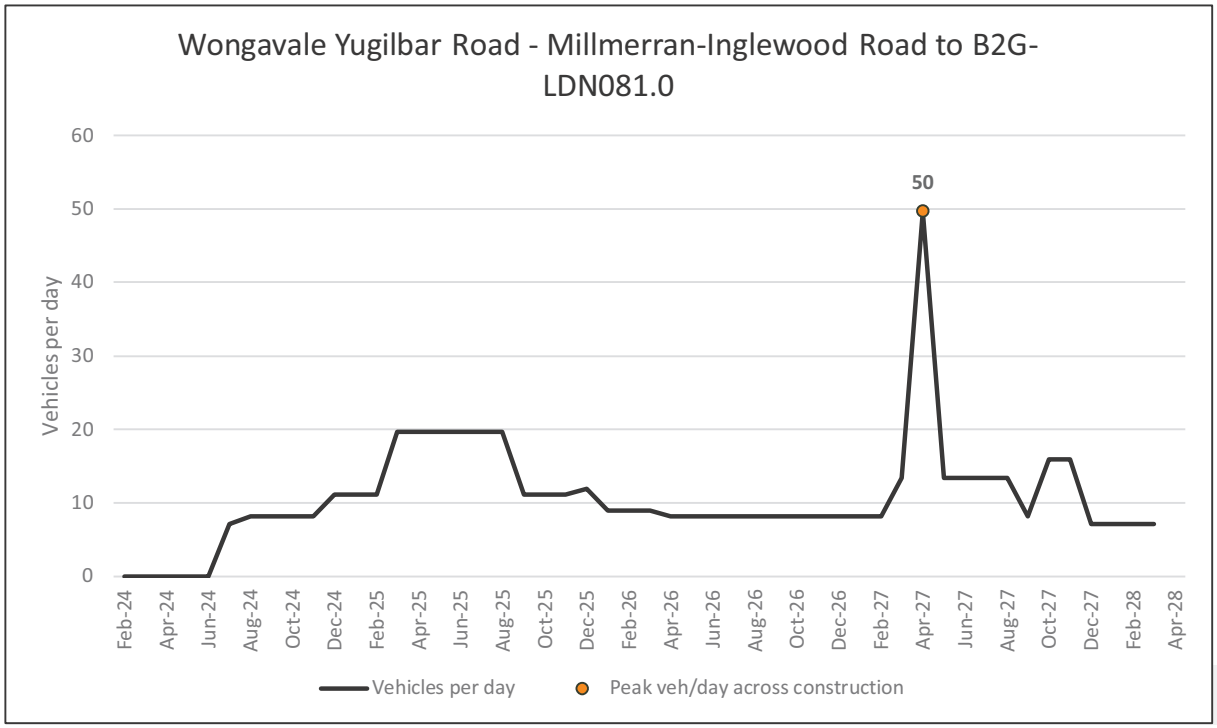
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	8	8	8	8	11

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
11	11	20	20	20	20	20	20	11	11	11	12

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	9	9	8	8	8	8	8	8	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
8	8	13	50	13	13	13	13	8	16	16	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X19-E11
Road name	Woodcocks Road
Road section	Cunningham Highway to Borrow Site #4 (Woodstocks F

Peak veh/day across construction	40
Peak impact month	Sep-25
Length of peak period	3

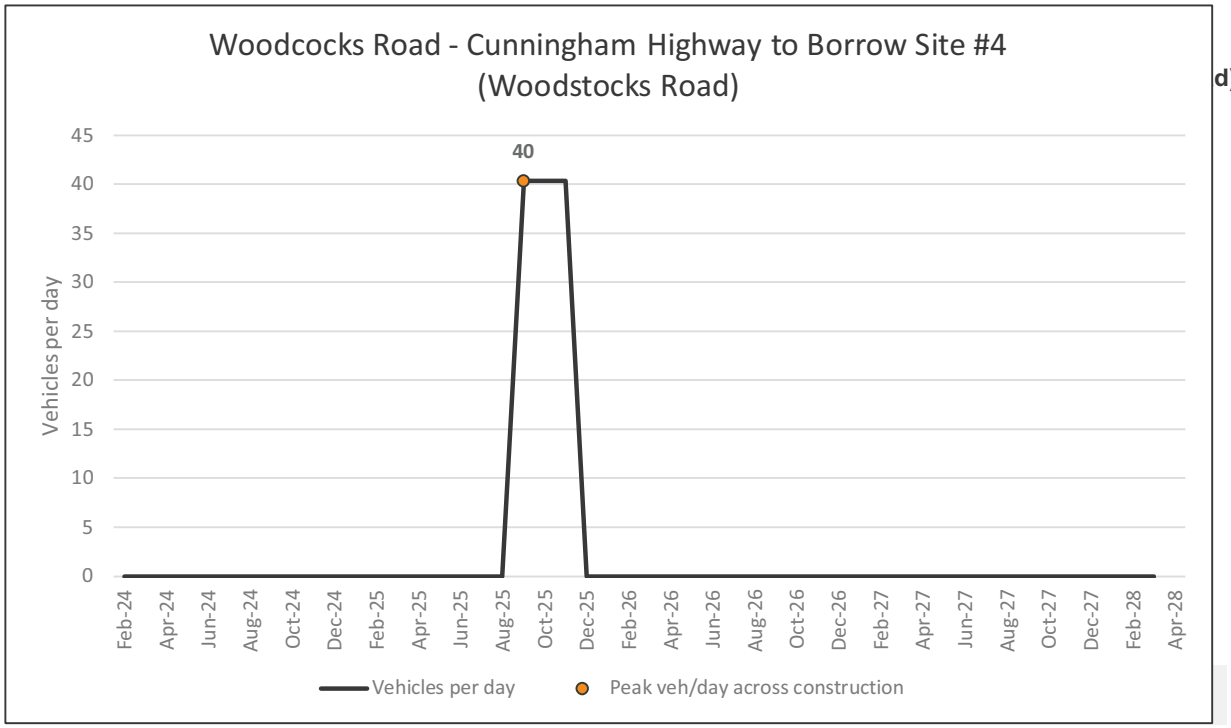
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	40	40	40	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X115-E72
Road name	Yelarbon Kurumbul Road
Road section	South Kurumbul Road to B2G-LDN006.3

Peak veh/day across construction	26
Peak impact month	Jun-27
Length of peak period	1

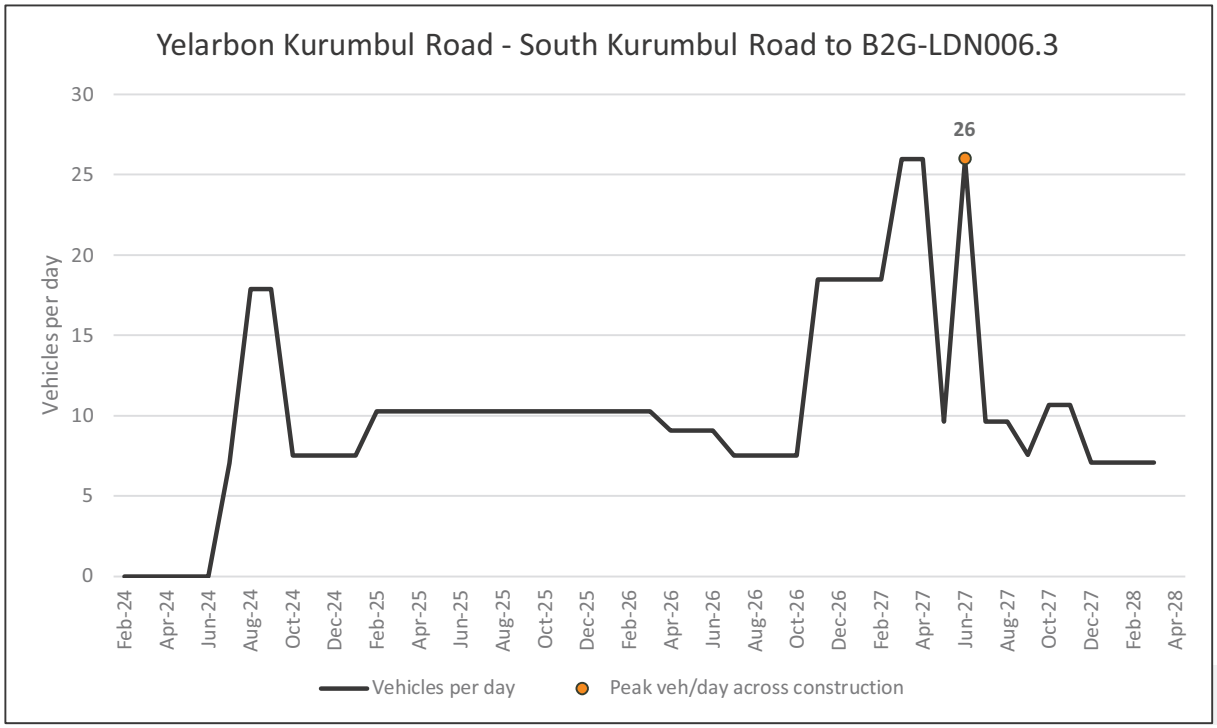
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	18	18	8	8	8

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
8	10	10	10	10	10	10	10	10	10	10	10

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
10	10	10	9	9	9	8	8	8	8	18	18

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
18	18	26	26	10	26	10	10	8	11	11	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E72-X116
Road name	Yelarbon Kurumbul Road
Road section	B2G-LDN006.3 to Wondalli Kurumbul Road

Peak veh/day across construction	95
Peak impact month	Sep-25
Length of peak period	3

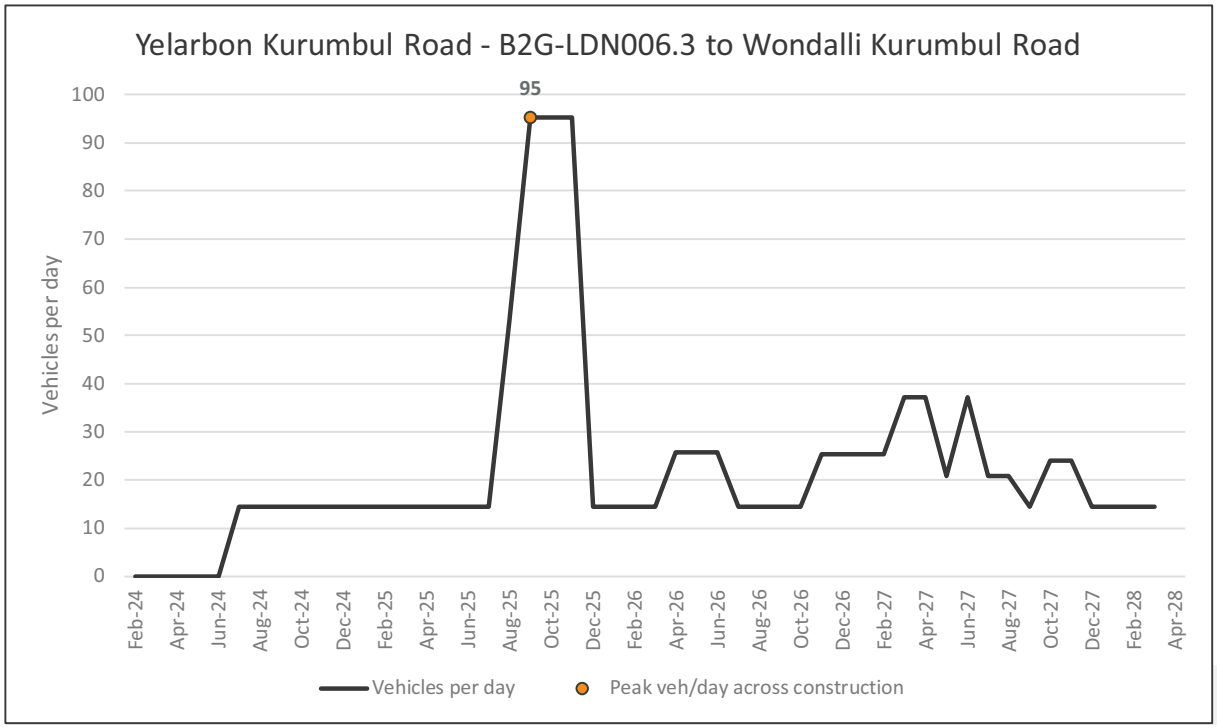
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	53	95	95	95	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	26	26	26	14	14	14	14	25	25

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
25	25	37	37	21	37	21	21	14	24	24	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X116-X114
Road name	Yelarbon Kurumbul Road
Road section	Wondalli Kurumbul Road to Yelarbon Kurumbul Road

Peak veh/day across construction	37
Peak impact month	Jun-27
Length of peak period	1

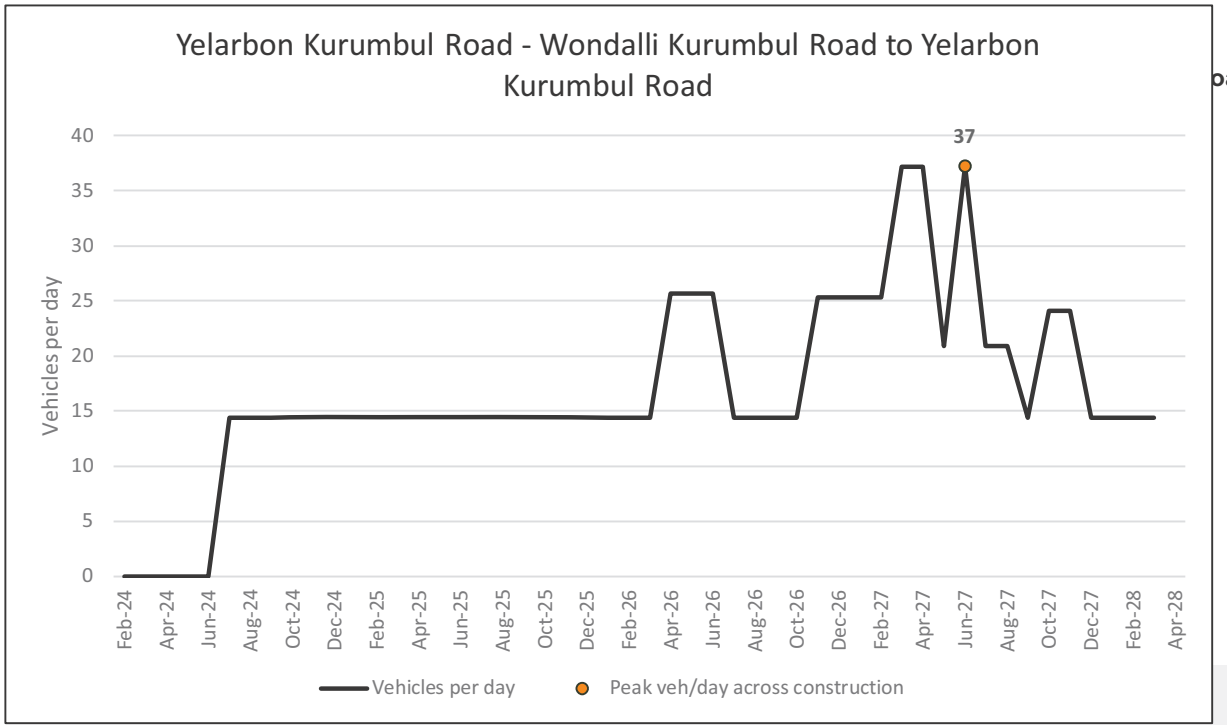
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	14	14	14	14	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	26	26	26	14	14	14	14	25	25

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
25	25	37	37	21	37	21	21	14	24	24	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X114-E105
Road name	Yelarbon Kurumbul Road
Road section	Yelarbon Kurumbul Road to B2G-LDN020.3

Peak veh/day across construction	51
Peak impact month	Apr-26
Length of peak period	3

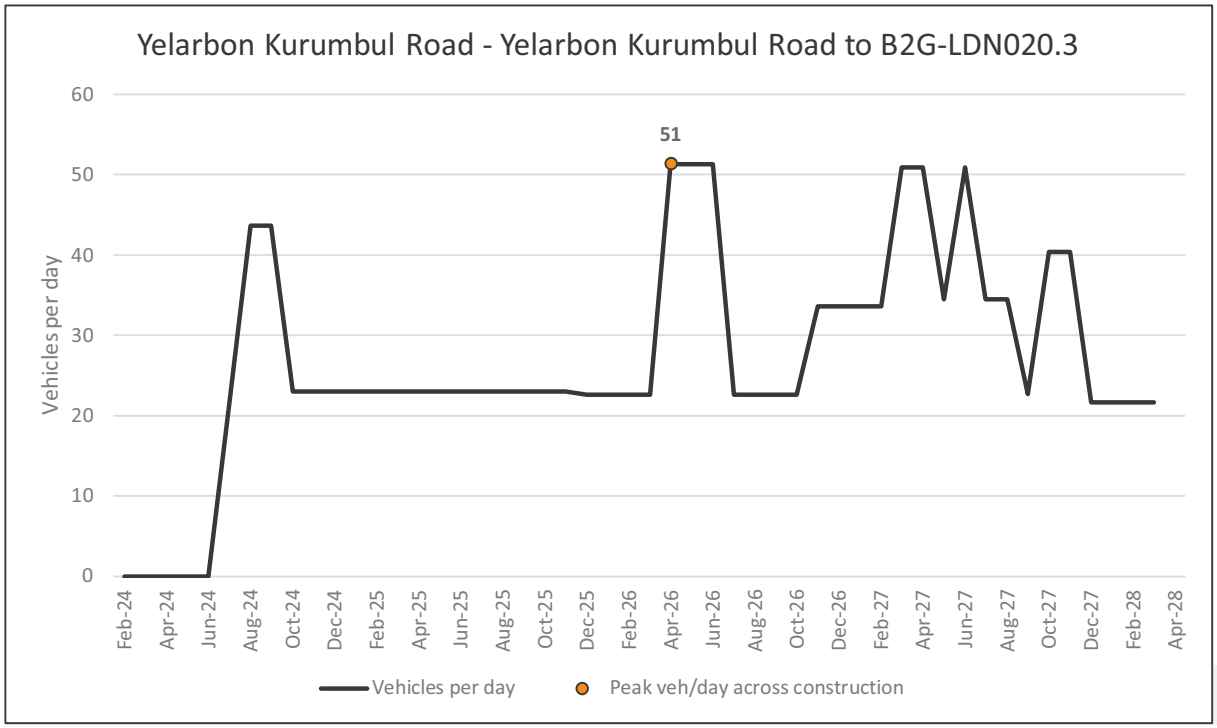
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	22	44	44	23	23	23

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
23	23	23	23	23	23	23	23	23	23	23	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
23	23	23	51	51	51	23	23	23	23	34	34

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
34	34	51	51	35	51	35	35	23	40	40	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	E105-E37
Road name	Yelarbon Kurumbul Road
Road section	B2G-LDN020.3 to B2G-LDN025.9

Peak veh/day across construction	78
Peak impact month	Apr-26
Length of peak period	3

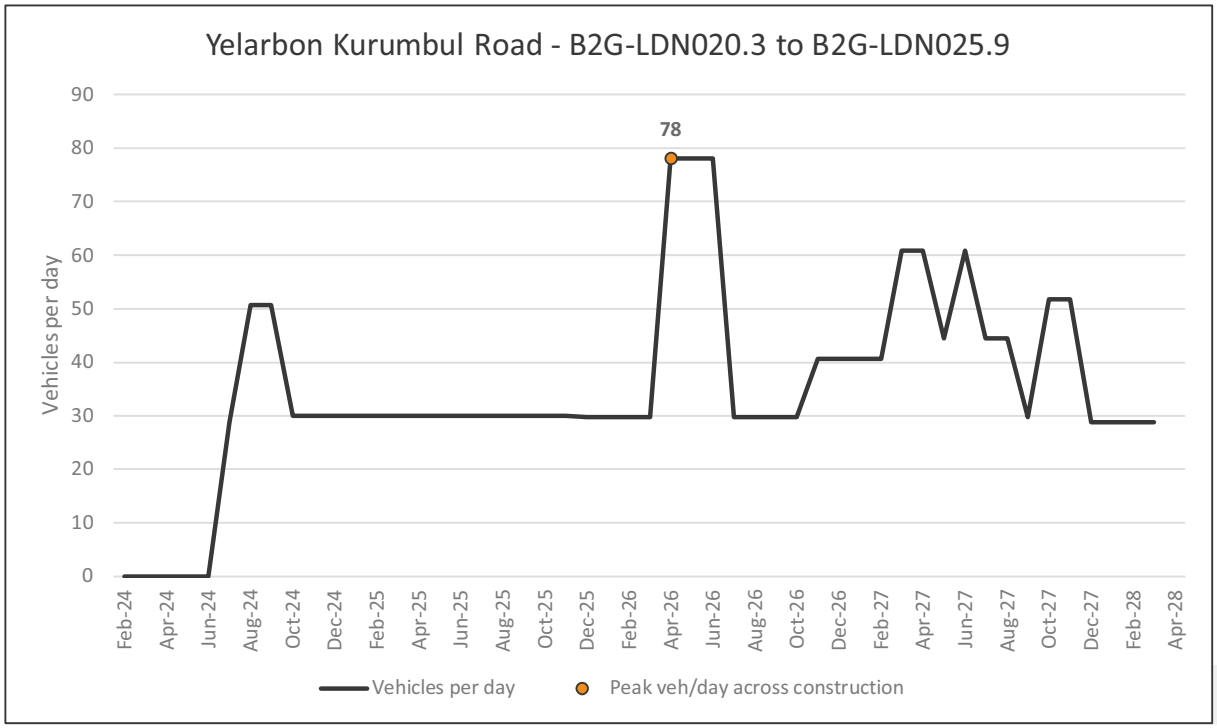
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	29	51	51	30	30	30

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
30	30	30	30	30	30	30	30	30	30	30	30

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
30	30	30	78	78	78	30	30	30	30	41	41

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
41	41	61	61	44	61	44	44	30	52	52	29

Jan-28	Feb-28	Mar-28
29	29	29



Road ID	E37-X21
Road name	Yelarbon Kurumbul Road
Road section	B2G-LDN025.9 to Cunningham Highway

Peak veh/day across construction	128
Peak impact month	Sep-25
Length of peak period	3

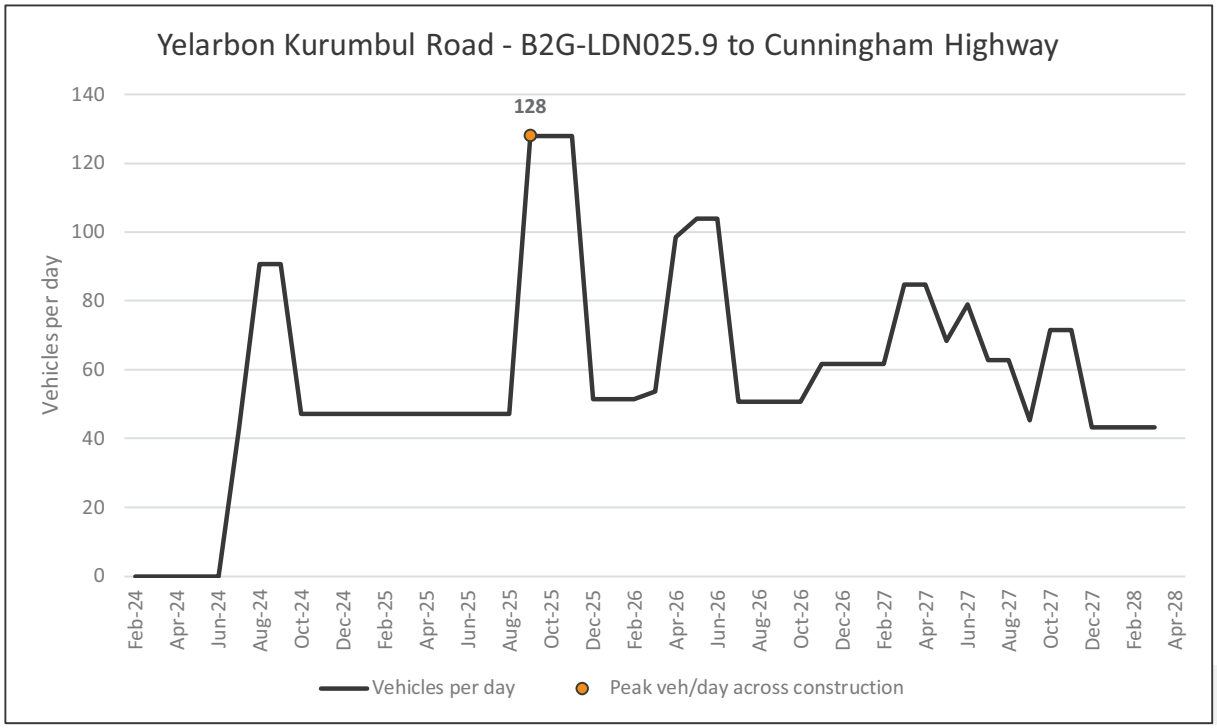
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	43	91	91	47	47	47

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
47	47	47	47	47	47	47	47	128	128	128	51

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
51	51	54	99	104	104	51	51	51	51	62	62

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
62	62	85	85	68	79	63	63	45	72	72	43

Jan-28	Feb-28	Mar-28
43	43	43



Road ID	X121-E25
Road name	Boggabilla Weir Access
Road section	River Road to Boggabilla Weir

Peak veh/day across construction	23
Peak impact month	Sep-24
Length of peak period	1

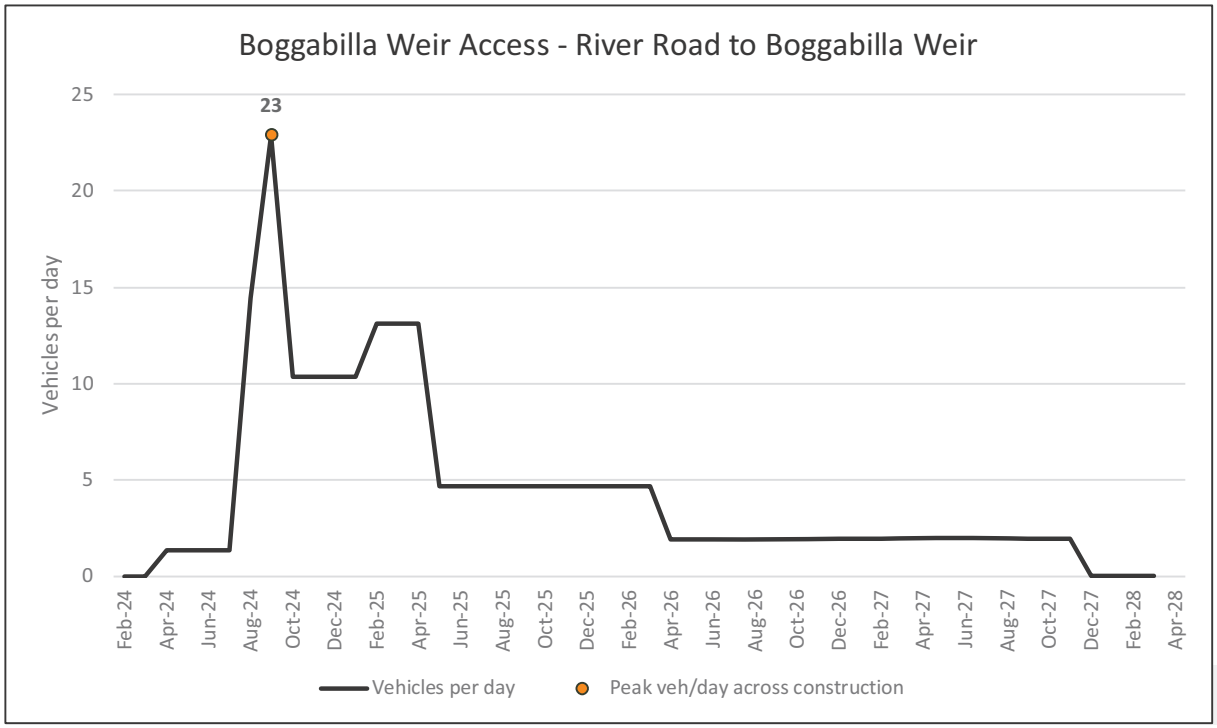
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	1	1	1	1	14	23	10	10	10

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
10	13	13	13	5	5	5	5	5	5	5	5

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
5	5	5	2	2	2	2	2	2	2	2	2

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
2	2	2	2	2	2	2	2	2	2	2	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X90-X121
Road name	River Road
Road section	Newell Highway to Boggabilla Weir Access

Peak veh/day across construction	23
Peak impact month	Sep-24
Length of peak period	1

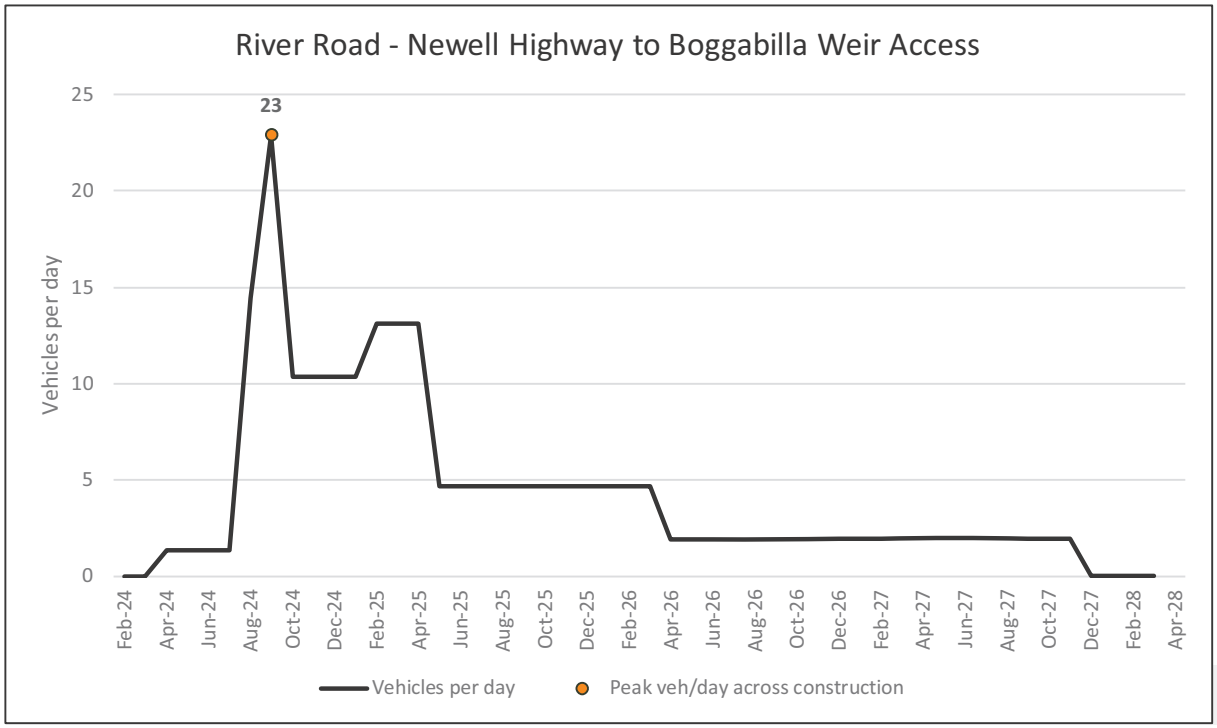
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	1	1	1	1	14	23	10	10	10

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
10	13	13	13	5	5	5	5	5	5	5	5

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
5	5	5	2	2	2	2	2	2	2	2	2

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
2	2	2	2	2	2	2	2	2	2	2	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X128-E19
Road name	Alderley Street
Road section	Greenwattle Street to Toowoomba Workfoce Origin 2

Peak veh/day across construction	1
Peak impact month	Jul-24
Length of peak period	45

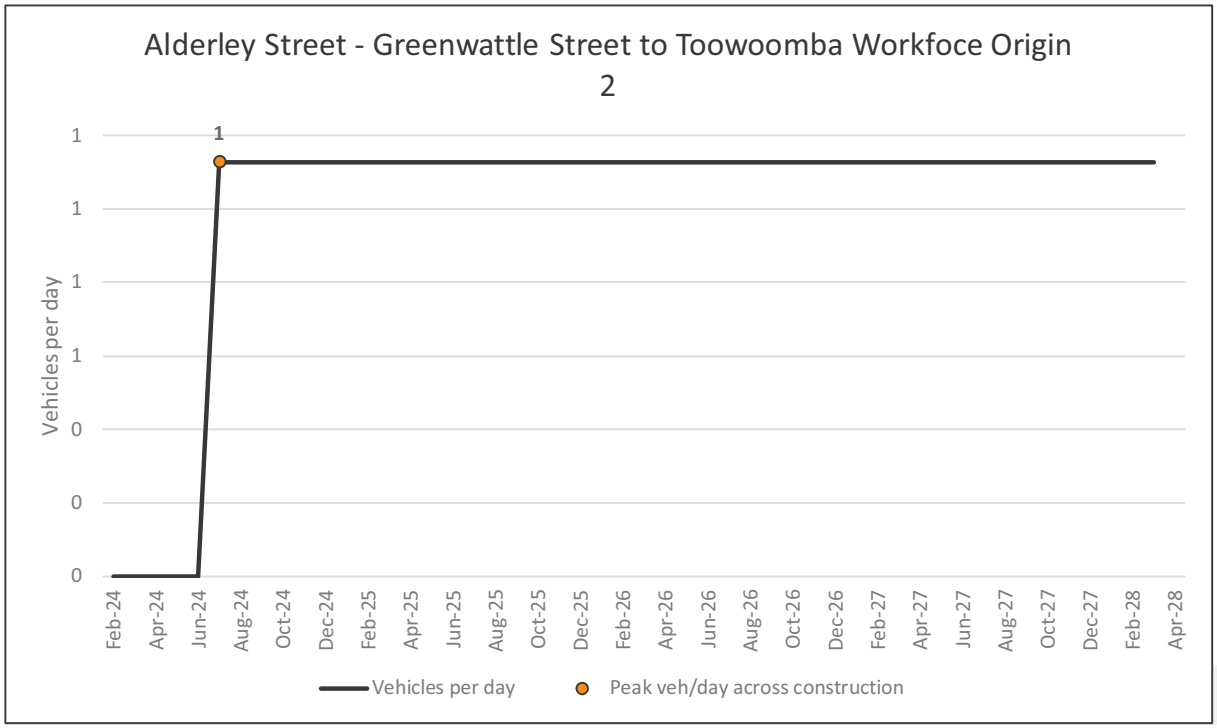
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	1	1	1	1	1	1

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
1	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	1	1	1	1	1

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
1	1	1	1	1	1	1	1	1	1	1	1

Jan-28	Feb-28	Mar-28
1	1	1



Road ID	E19-X22
Road name	Alderley Street
Road section	Toowoomba Workforce Origin B to Toowoomba-Athol F

Peak veh/day across construction	98
Peak impact month	Jul-24
Length of peak period	45

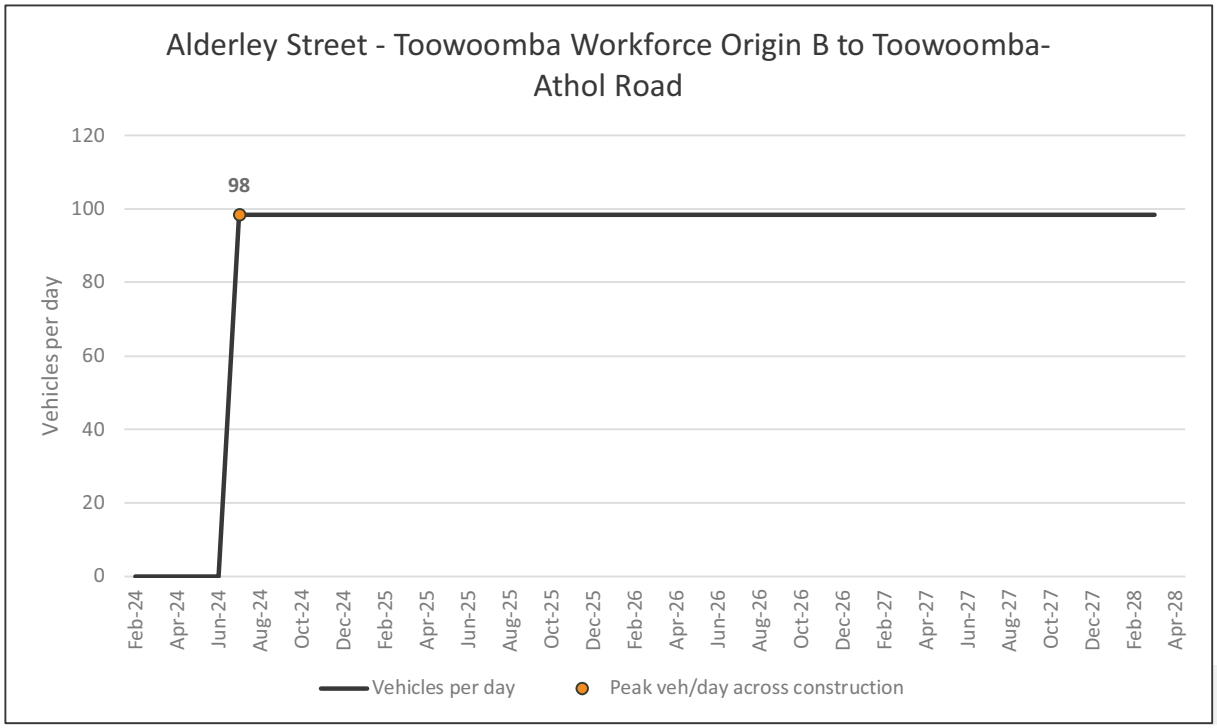
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	98	98	98	98	98	98

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
98	98	98	98	98	98	98	98	98	98	98	98

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
98	98	98	98	98	98	98	98	98	98	98	98

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
98	98	98	98	98	98	98	98	98	98	98	98

Jan-28	Feb-28	Mar-28
98	98	98



Road ID	X22-X122
Road name	Alderley Street
Road section	Toowoomba-Athol Road to Condamine Street

Peak veh/day across construction	1
Peak impact month	May-25
Length of peak period	15

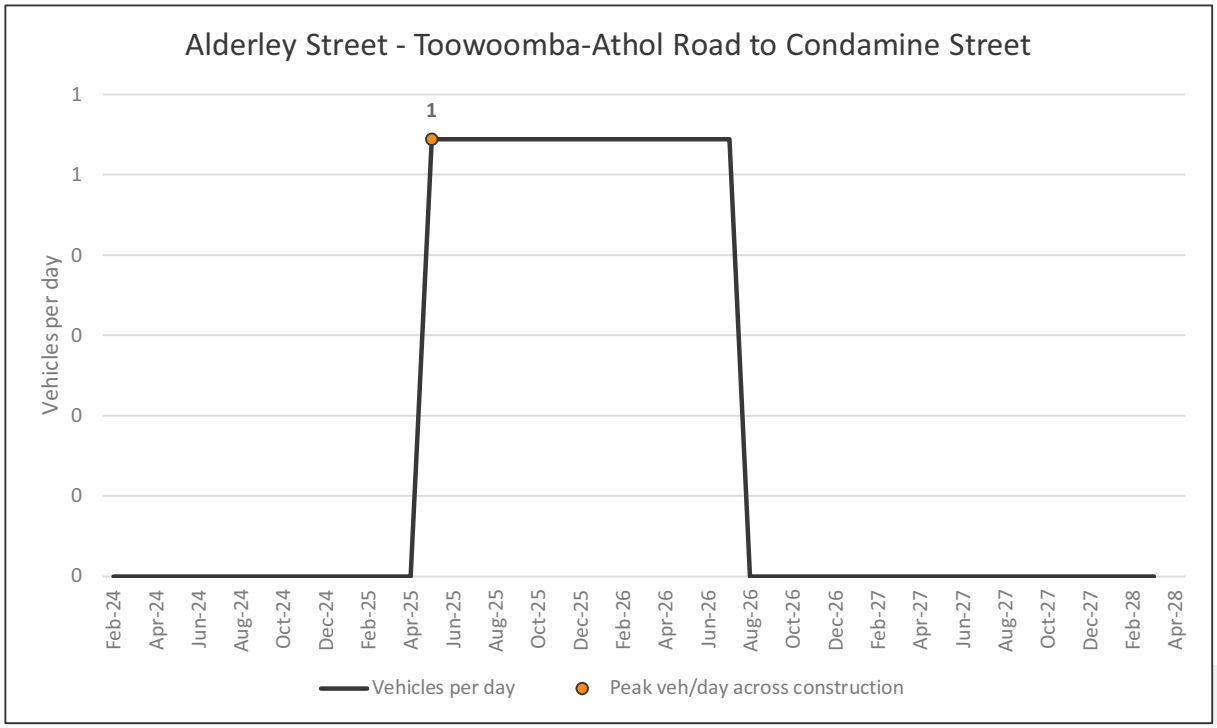
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E112-E64
Road name	Athol School Road
Road section	B2G-LDN187.8 to B2G-LDN188.2

Peak veh/day across construction	576
Peak impact month	Sep-24
Length of peak period	3

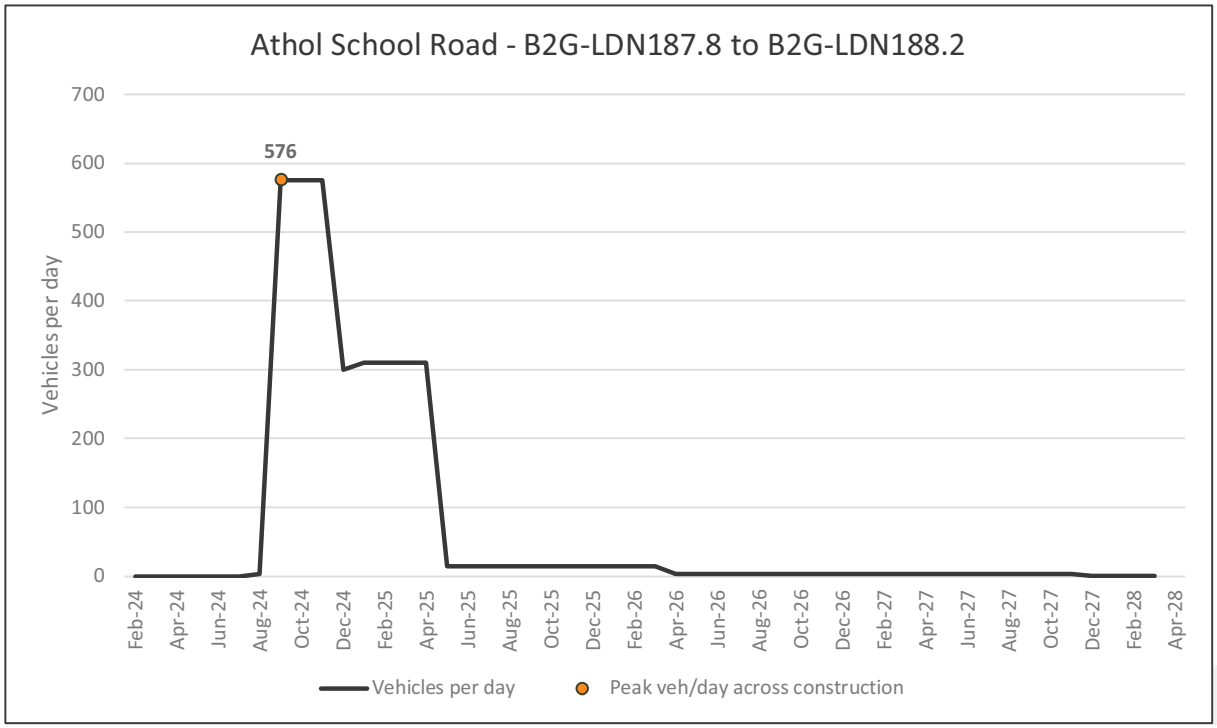
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	4	576	576	576	300

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
310	310	310	310	15	15	15	15	15	15	15	15

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
15	15	15	4	4	4	4	4	4	4	4	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
4	4	4	4	4	4	4	4	4	4	4	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E64-X23
Road name	Athol School Road
Road section	B2G-LDN188.2 to Gore Highway

Peak veh/day across construction	590
Peak impact month	Sep-24
Length of peak period	3

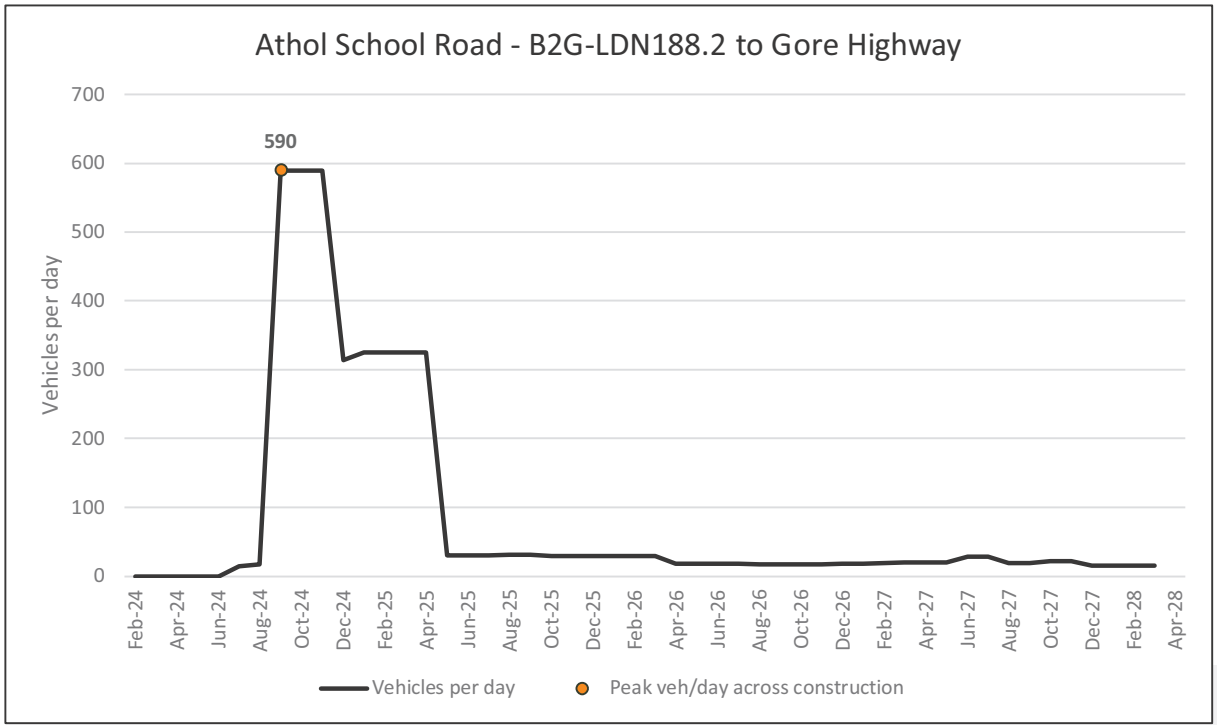
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	18	590	590	590	314

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
325	325	325	325	31	31	31	31	31	30	30	30

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
30	30	30	19	19	19	19	18	18	18	18	19

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
19	19	20	20	20	28	28	19	19	22	22	15

Jan-28	Feb-28	Mar-28
15	15	15



Road ID	X24-E63
Road name	Biddeston Southbrook Road
Road section	Gore Highway to B2G-LDN183.8

Peak veh/day across construction	146
Peak impact month	Dec-25
Length of peak period	2

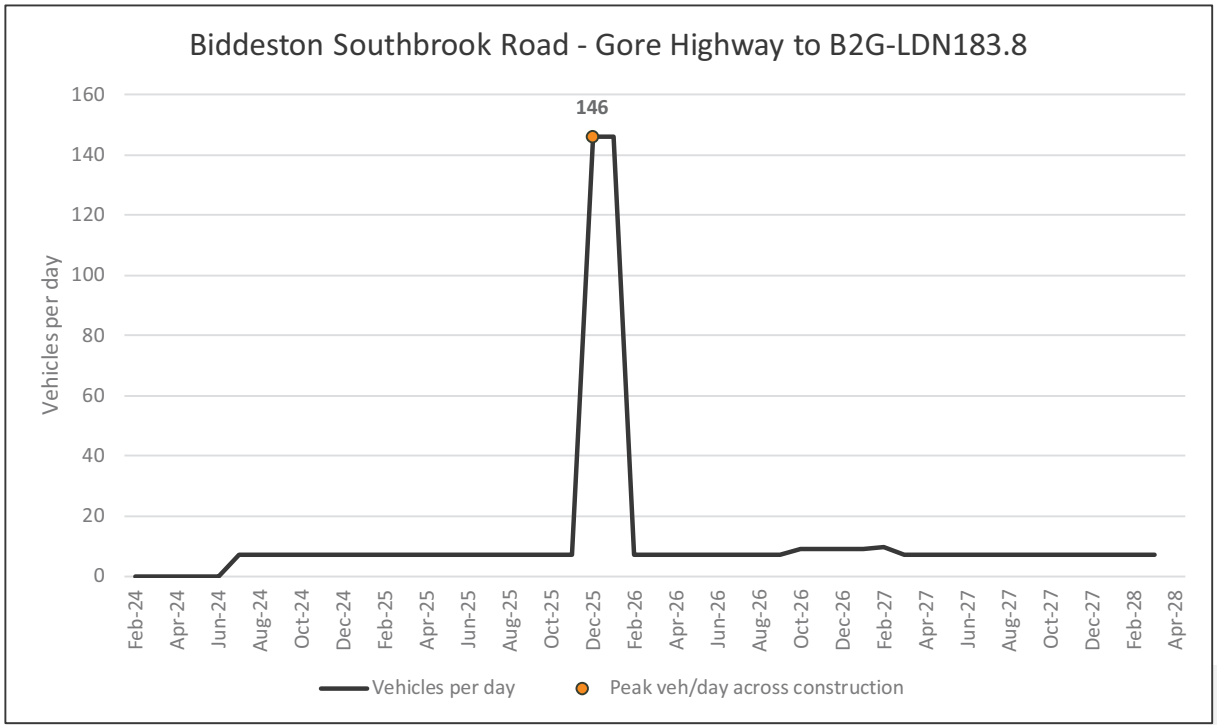
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	146

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
146	7	7	7	7	7	7	7	7	9	9	9

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
9	10	7	7	7	7	7	7	7	7	7	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X25-E22
Road name	Blackwell Road
Road section	Gore Highway to Millmerran Quarry

Peak veh/day across construction	42
Peak impact month	Jun-27
Length of peak period	2

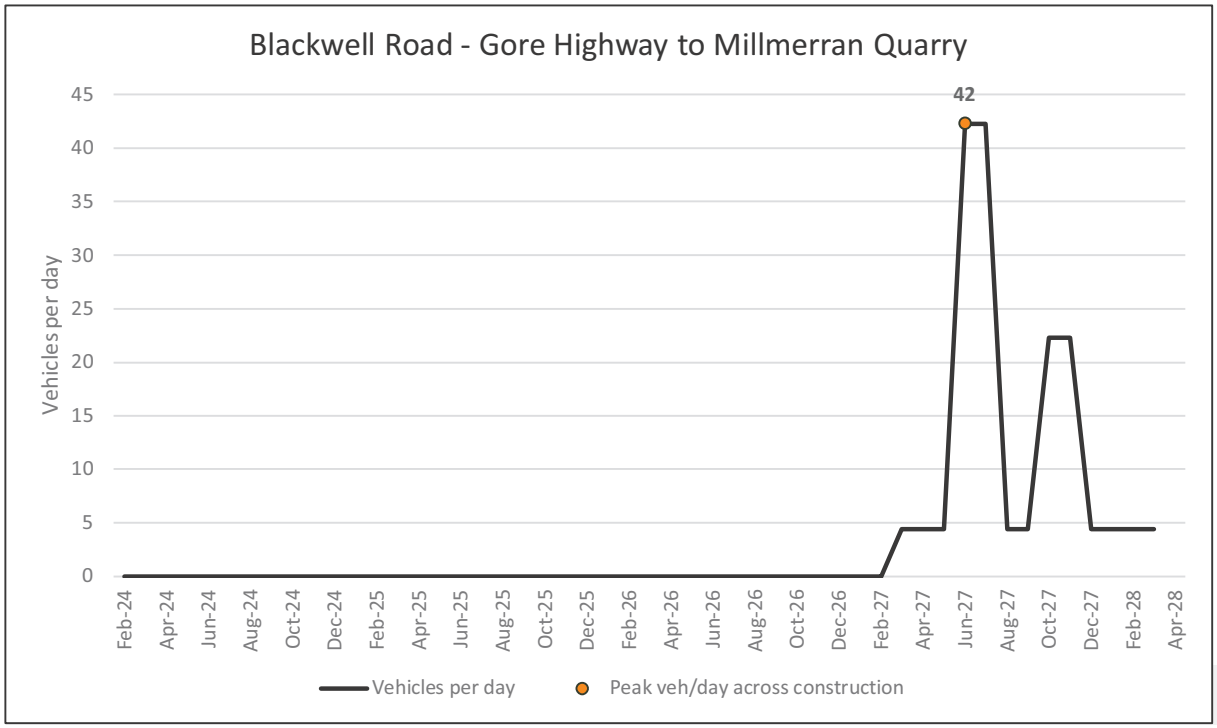
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	4	4	4	42	42	4	4	22	22	4

Jan-28	Feb-28	Mar-28
4	4	4



Road ID	E22-E85
Road name	Blackwell Road
Road section	Millmerran Quarry to B2G-LDN120.2

Peak veh/day across construction	87
Peak impact month	Apr-27
Length of peak period	1

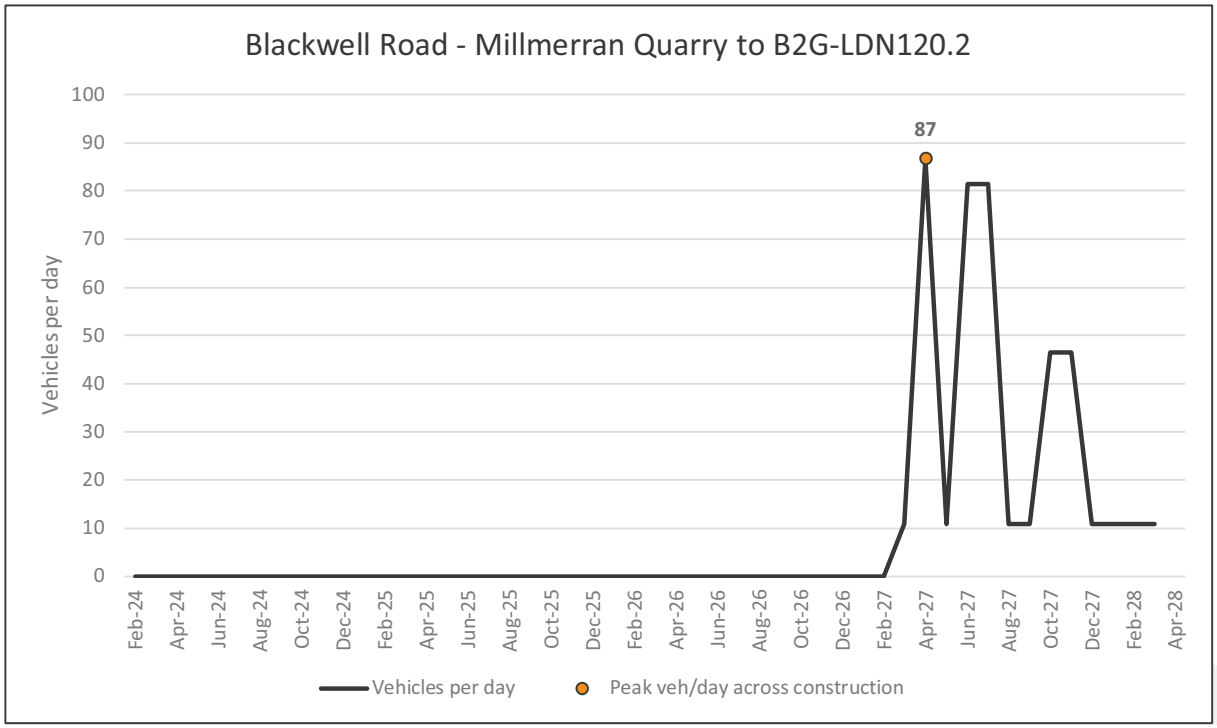
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	11	87	11	81	81	11	11	46	46	11

Jan-28	Feb-28	Mar-28
11	11	11



Road ID	E85-X54
Road name	Blackwell Road
Road section	B2G-LDN120.2 to Millmerran-Inglewood Road

Peak veh/day across construction	105
Peak impact month	Apr-27
Length of peak period	1

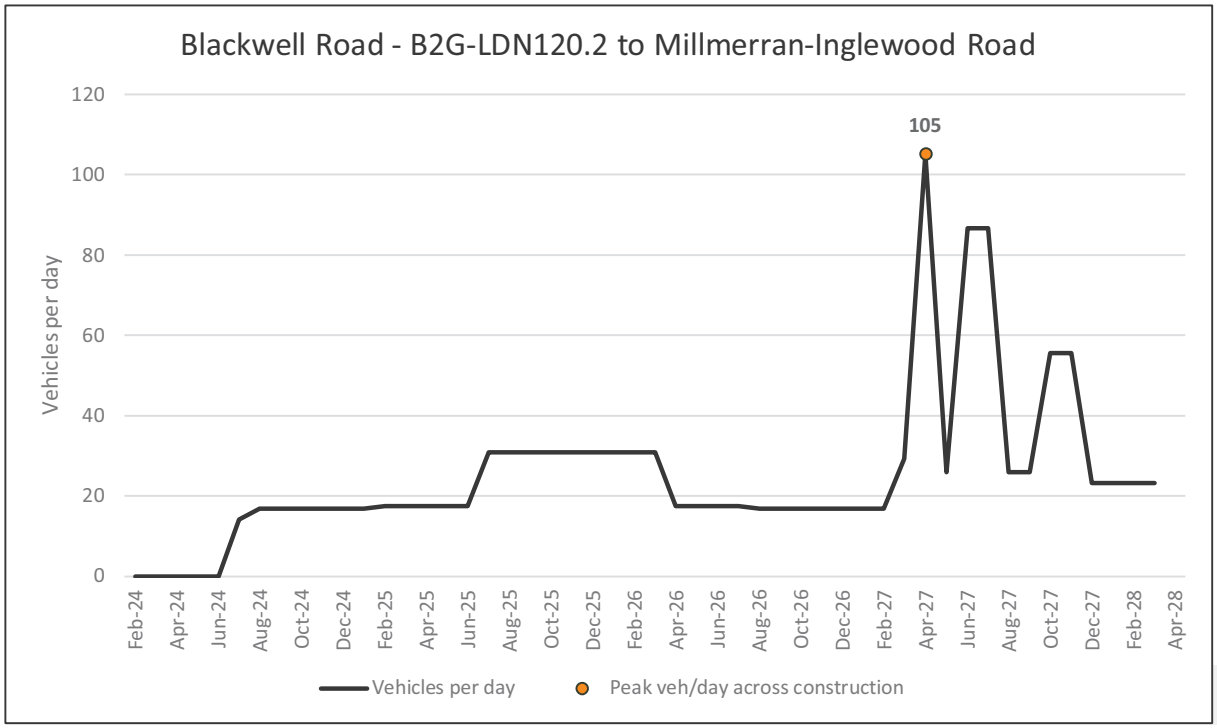
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	17	17	17	17	17

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
17	17	17	17	17	17	31	31	31	31	31	31

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
31	31	31	17	17	17	17	17	17	17	17	17

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
17	17	29	105	26	87	87	26	26	56	56	23

Jan-28	Feb-28	Mar-28
23	23	23



Road ID	X135-E3
Road name	Bligh Street
Road section	Six Mile Road to Boral Concrete Milmerran

Peak veh/day across construction	12
Peak impact month	Jan-26
Length of peak period	1

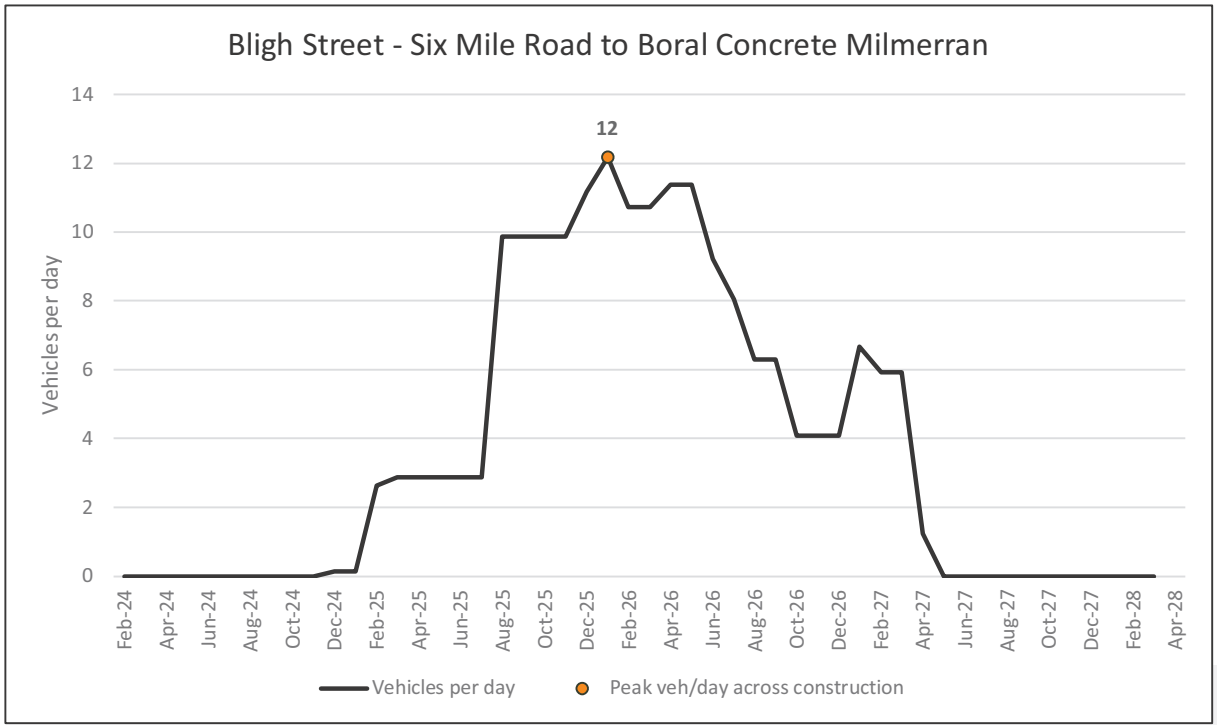
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	3	3	3	3	3	3	10	10	10	10	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
12	11	11	11	11	9	8	6	6	4	4	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	6	6	1	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X72-J1
Road name	Brimblecombe Road
Road section	Toowoomba-Cecil Plains Road to Brimblecombe Road

Peak veh/day across construction	56
Peak impact month	Mar-26
Length of peak period	1

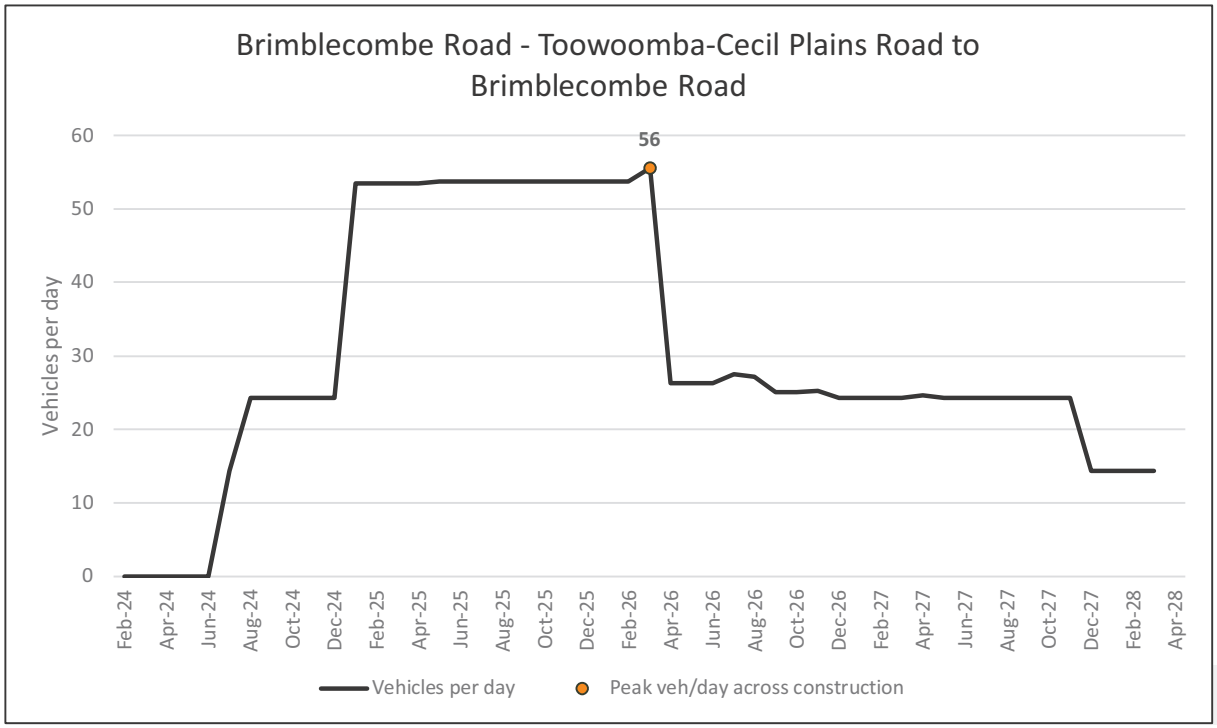
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	24	24	24	24	24

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
53	53	53	53	54	54	54	54	54	54	54	54

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
54	54	56	26	26	26	27	27	25	25	25	24

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
24	24	24	25	24	24	24	24	24	24	24	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	J1-E31
Road name	Brimblecombe Road
Road section	Brimblecombe Road to WL 194467R

Peak veh/day across construction	39
Peak impact month	Jan-25
Length of peak period	15

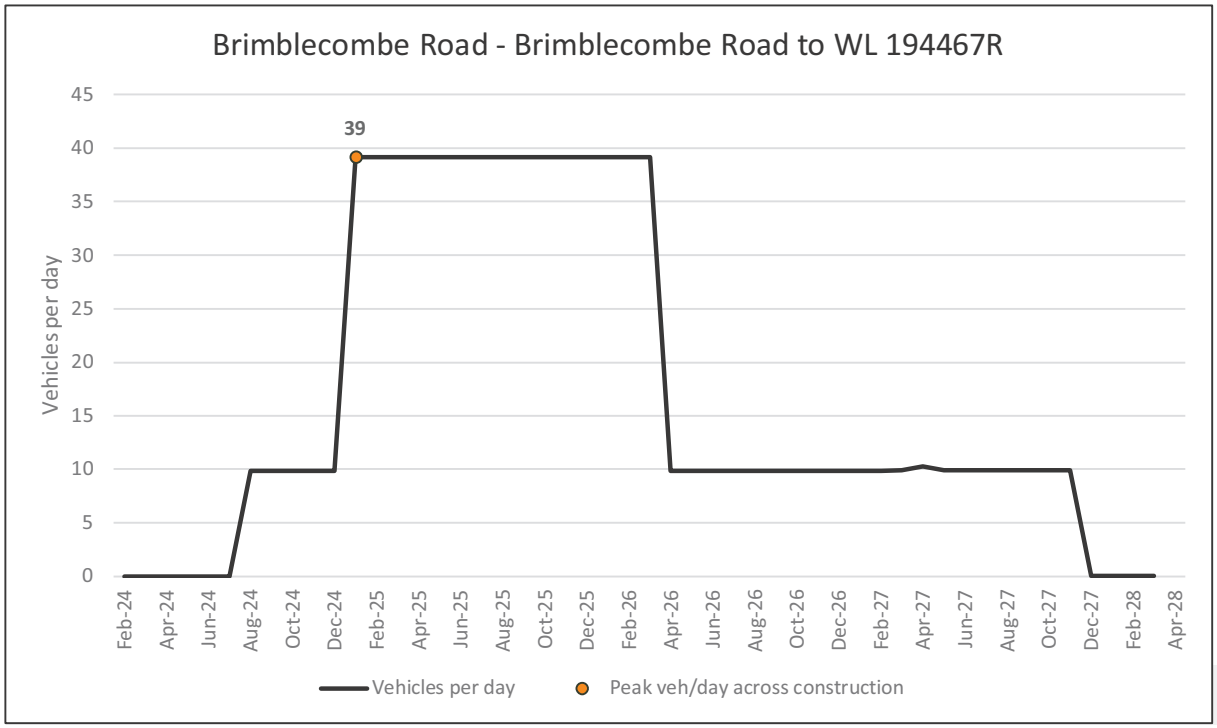
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	10	10	10	10	10

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
39	39	39	39	39	39	39	39	39	39	39	39

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
39	39	39	10	10	10	10	10	10	10	10	10

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
10	10	10	10	10	10	10	10	10	10	10	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E93-X26
Road name	Bushy Lane
Road section	B2G-LDN183.0 to Gore Highway

Peak veh/day across construction	35
Peak impact month	Mar-25
Length of peak period	9

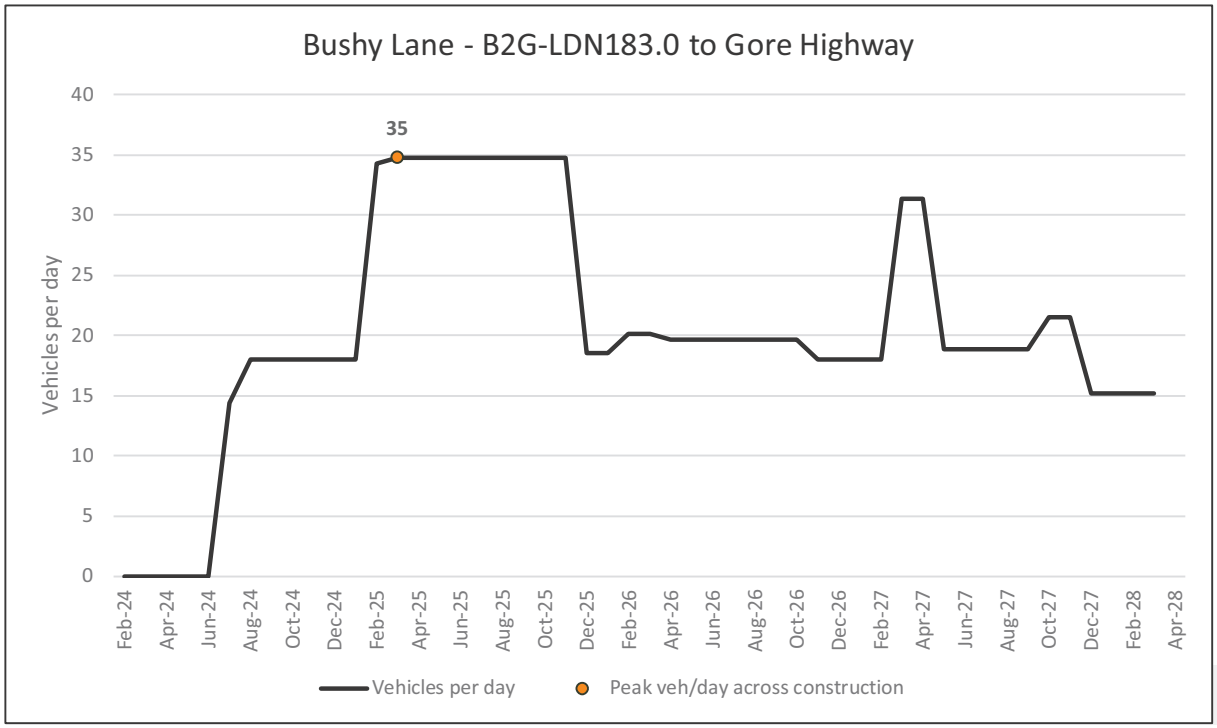
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	18	18	18	18	18

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
18	34	35	35	35	35	35	35	35	35	35	19

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
19	20	20	20	20	20	20	20	20	20	18	18

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
18	18	31	31	19	19	19	19	19	21	21	15

Jan-28	Feb-28	Mar-28
15	15	15



Road ID	X55-X123
Road name	Campbell Street
Road section	Millmerran-Inglewood Road to Saleyards Road

Peak veh/day across construction	132
Peak impact month	Jun-27
Length of peak period	2

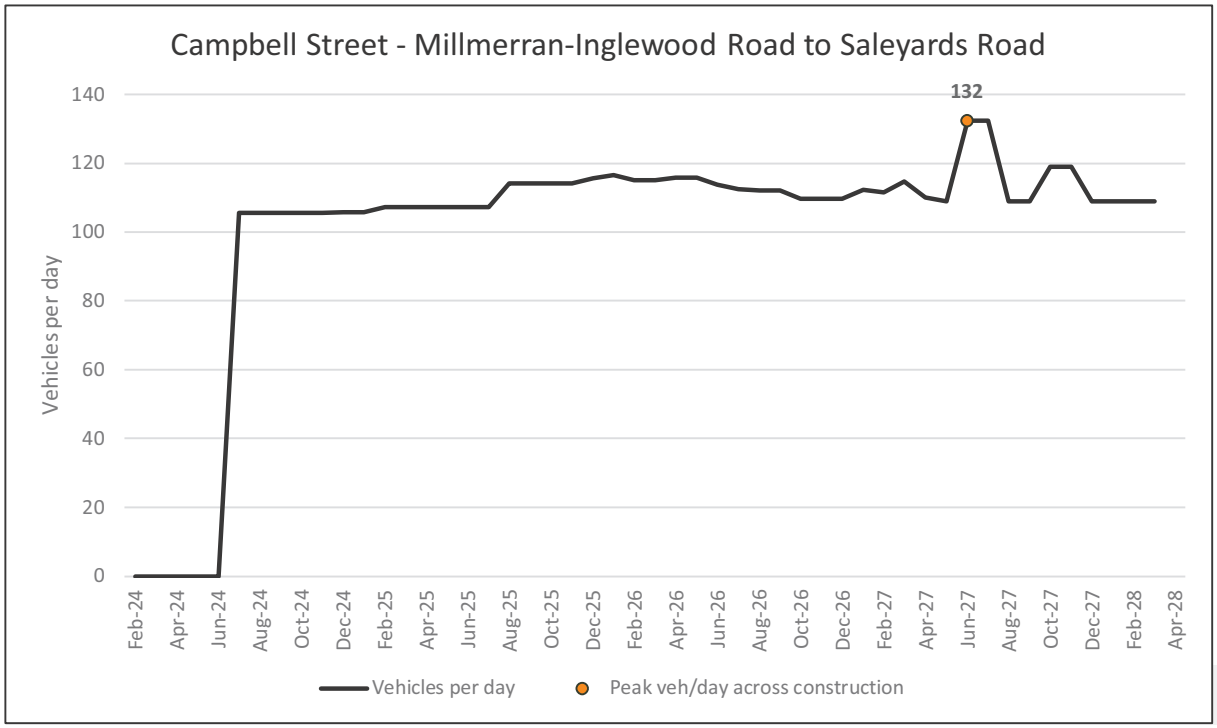
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	106	106	106	106	106	106

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
106	107	107	107	107	107	107	114	114	114	114	116

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
117	115	115	116	116	114	113	112	112	110	110	110

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
112	112	115	110	109	132	132	109	109	119	119	109

Jan-28	Feb-28	Mar-28
109	109	109



Road ID	X123-X27
Road name	Campbell Street
Road section	Saleyards Road to Gore Highway

Peak veh/day across construction	116
Peak impact month	Jan-26
Length of peak period	1

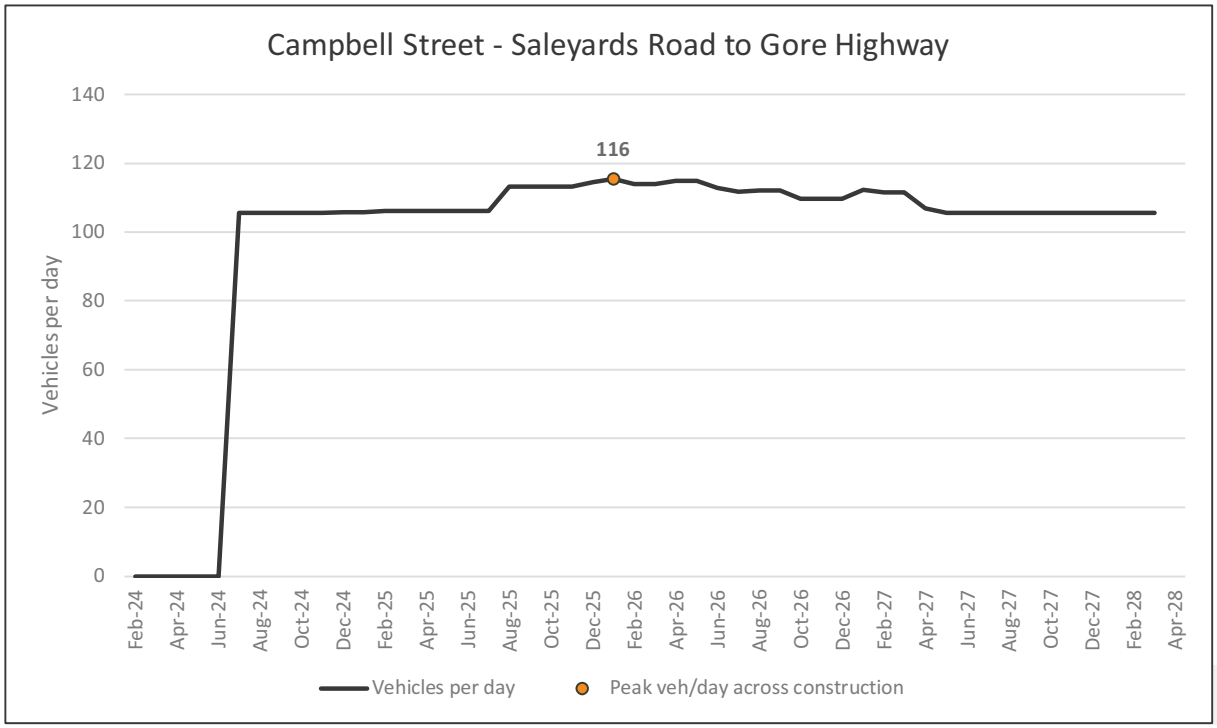
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	106	106	106	106	106	106

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
106	106	106	106	106	106	106	113	113	113	113	115

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
116	114	114	115	115	113	112	112	112	110	110	110

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
112	112	112	107	106	106	106	106	106	106	106	106

Jan-28	Feb-28	Mar-28
106	106	106



Road ID	X79-E70
Road name	Chamberlain Road
Road section	Warrego Highway to B2G-LDN204.2

Peak veh/day across construction	11
Peak impact month	Apr-27
Length of peak period	2

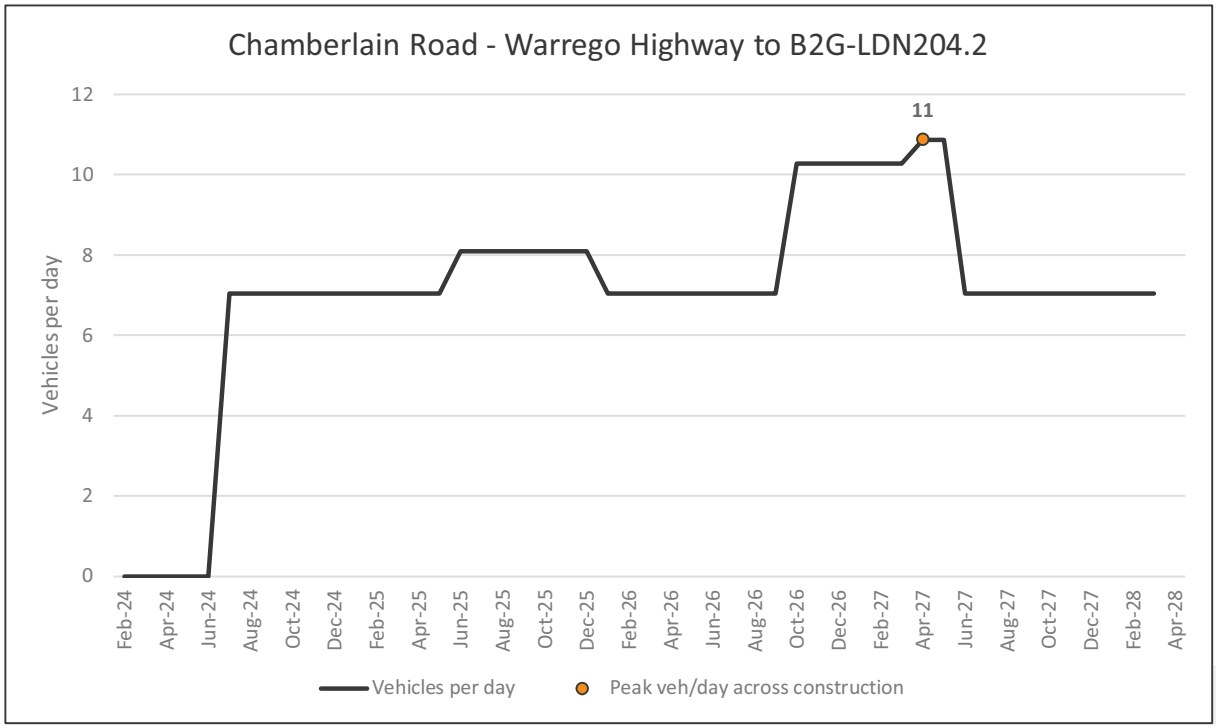
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	8	8	8	8	8	8	8

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	7	7	7	7	7	7	10	10	10

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
10	10	10	11	11	7	7	7	7	7	7	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X124-X56
Road name	Commodore Peak Road
Road section	Scragg Road to Millmerran-Inglewood Road

Peak veh/day across construction	103
Peak impact month	Jan-26
Length of peak period	2

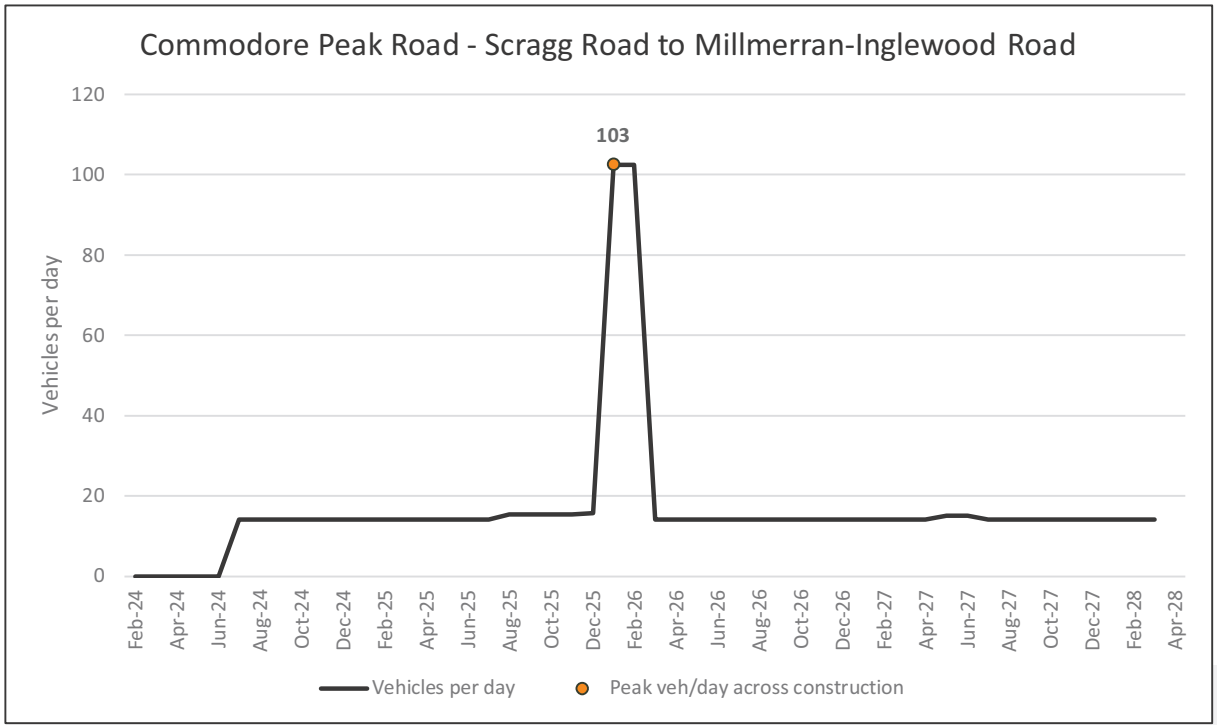
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	15	15	15	15	16

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
103	103	14	14	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	14	14	15	15	14	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X122-E7
Road name	Condamine Street
Road section	Alderley Street to Hanson Concrete Supplier

Peak veh/day across construction	1
Peak impact month	May-25
Length of peak period	15

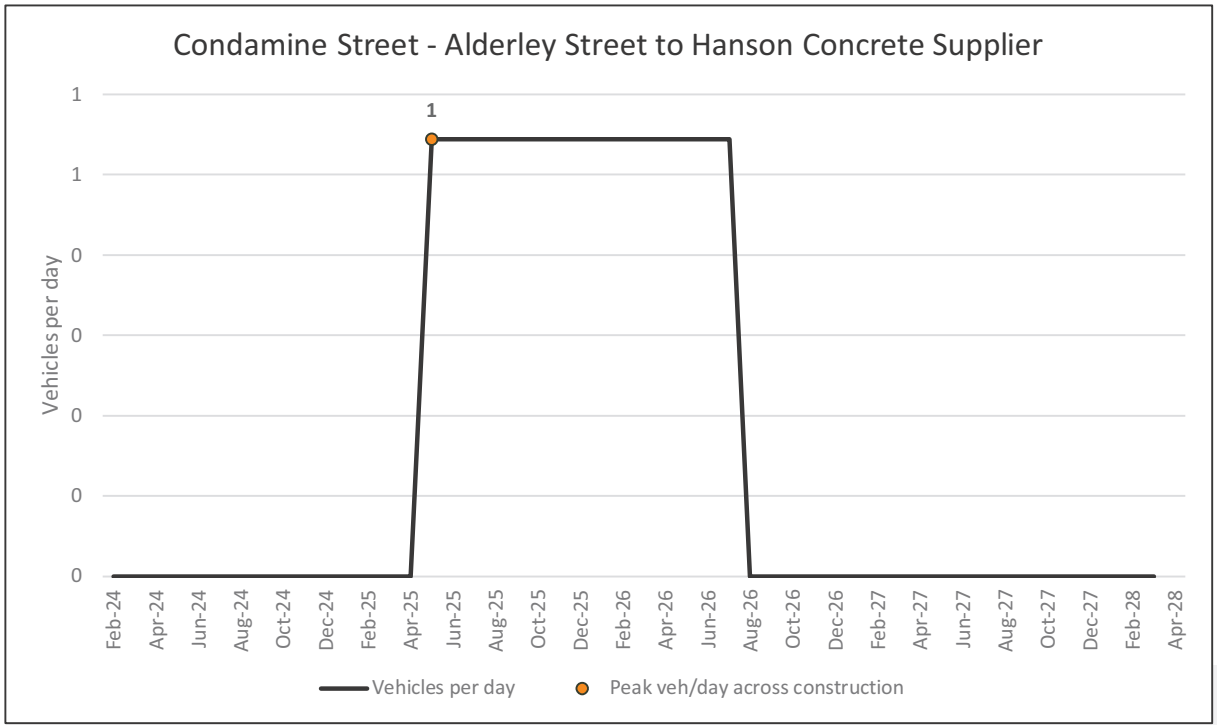
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X139-E59
Road name	Desmonds Lane
Road section	Yarranlea Road to B2G-LDN163.3

Peak veh/day across construction	12
Peak impact month	May-26
Length of peak period	1

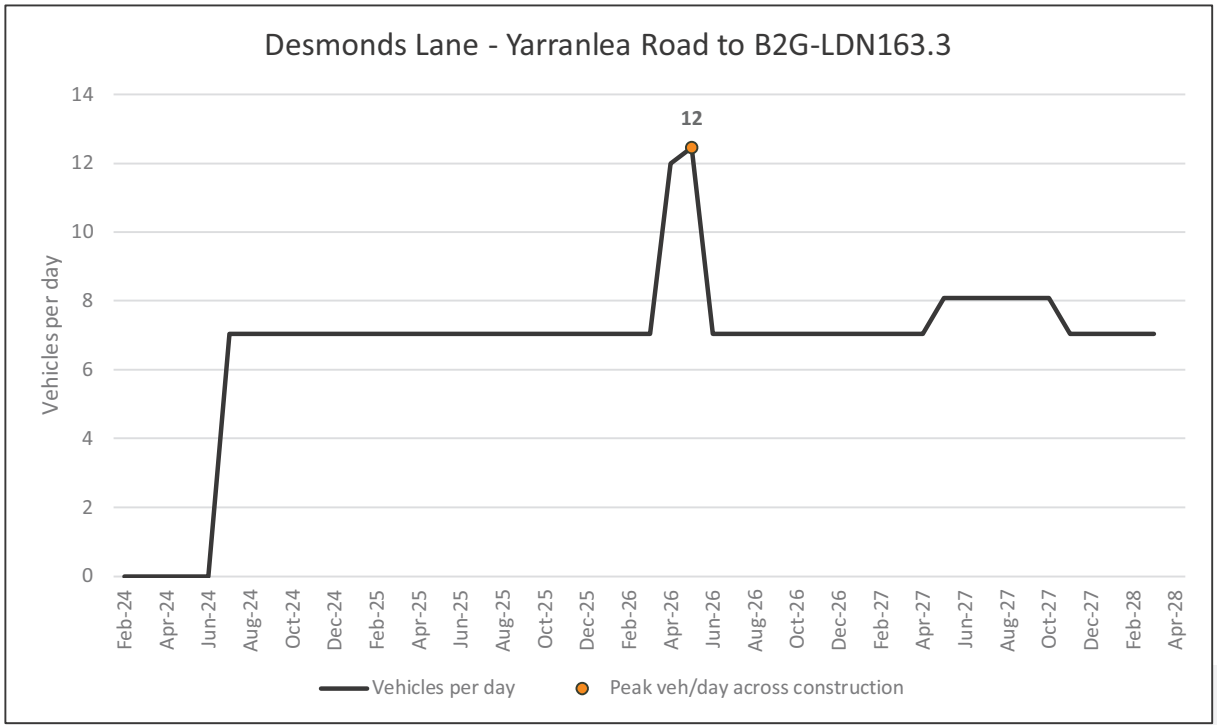
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	12	12	7	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	7	7	8	8	8	8	8	8	7	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E4-E111
Road name	Dieckmann Road
Road section	Precast Concrete Facility and Concrete Batch Plant Nor

Peak veh/day across construction	42
Peak impact month	Mar-26
Length of peak period	1

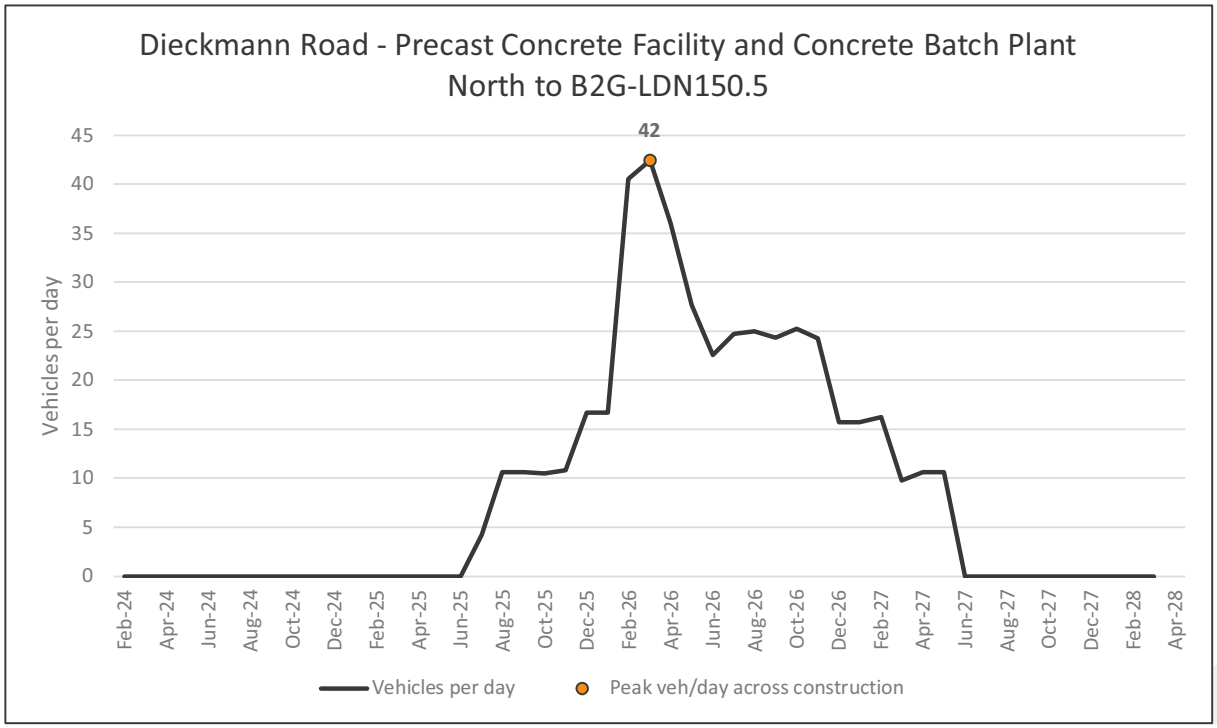
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	4	11	11	10	11	17

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
17	41	42	36	28	23	25	25	24	25	24	16

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
16	16	10	11	11	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E111-X28
Road name	Dieckmann Road
Road section	B2G-LDN150.5 to Gore Highway

Peak veh/day across construction	300
Peak impact month	Nov-25
Length of peak period	1

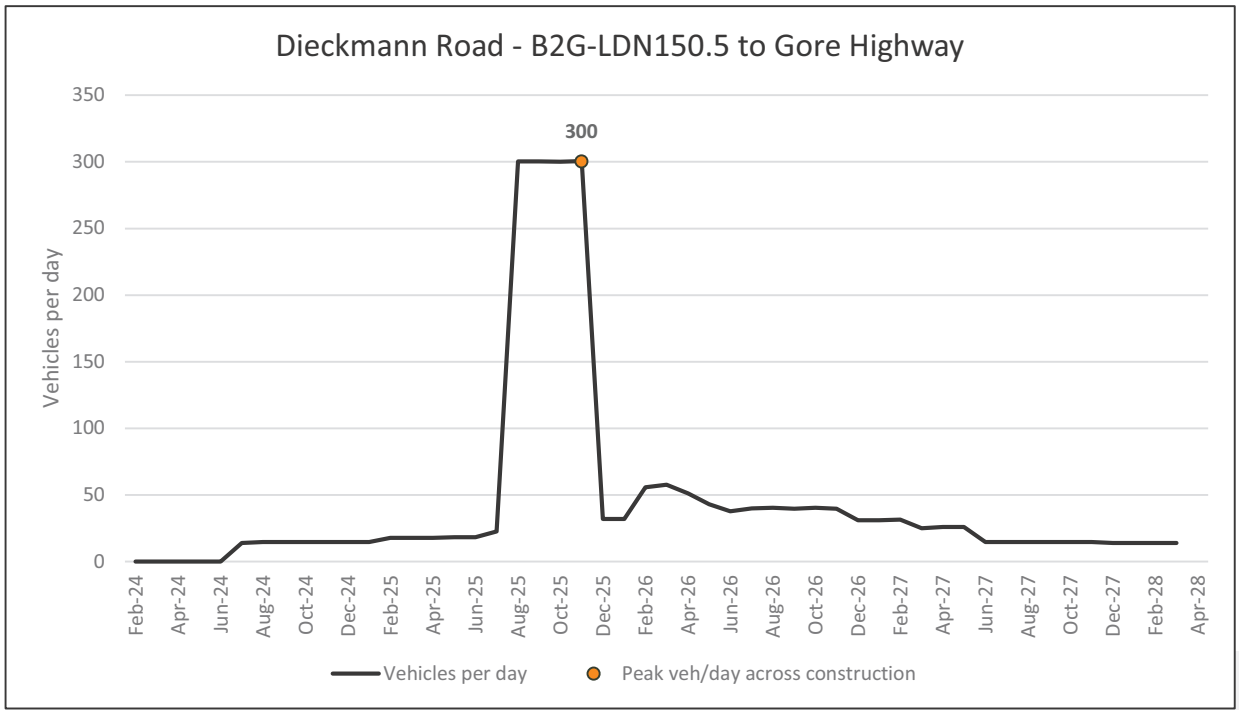
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	15	15	15	15	15

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
15	18	18	18	18	18	23	300	300	300	300	32

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
32	56	58	51	43	38	40	40	40	41	40	31

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
31	32	25	26	26	15	15	15	15	15	15	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X147-E113
Road name	Draper Road
Road section	Steger Road to B2G-FBW206.9

Peak veh/day across construction	14
Peak impact month	Jul-24
Length of peak period	45

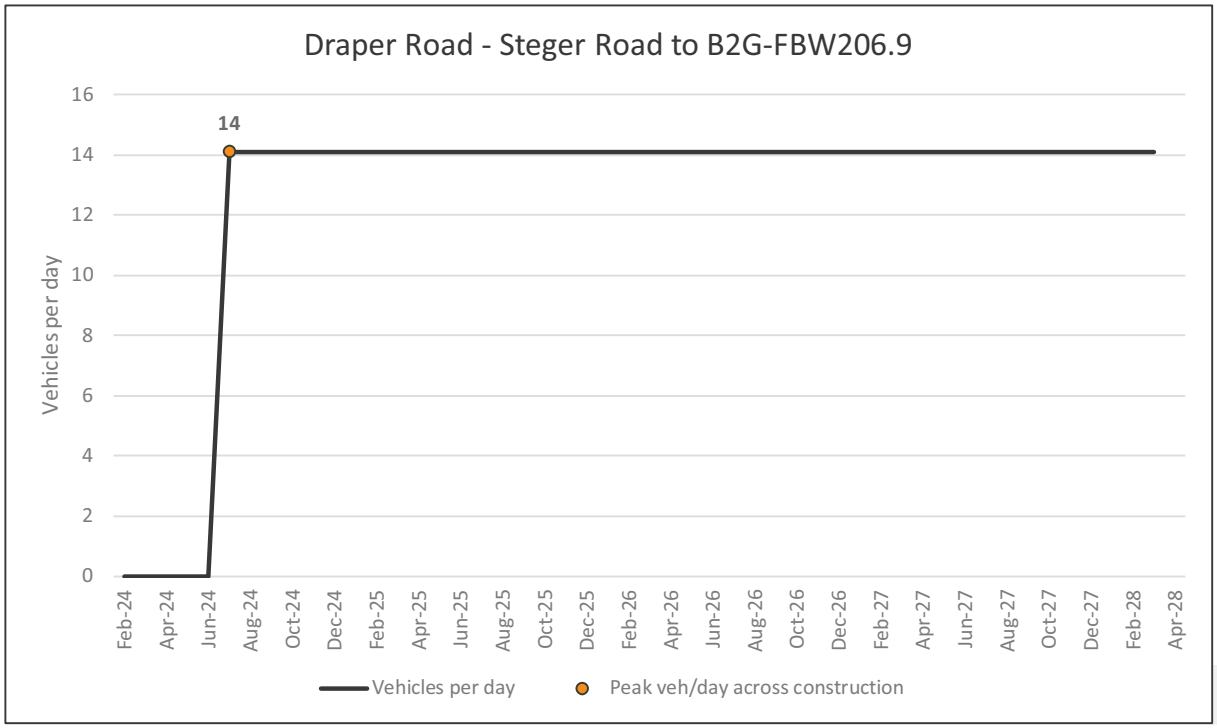
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	14	14	14	14	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	14	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	14	14	14	14	14	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X137-X125
Road name	Drayton Wellcamp Road
Road section	Wellcamp Westbrook Road to Access Track

Peak veh/day across construction	80
Peak impact month	Jun-27
Length of peak period	1

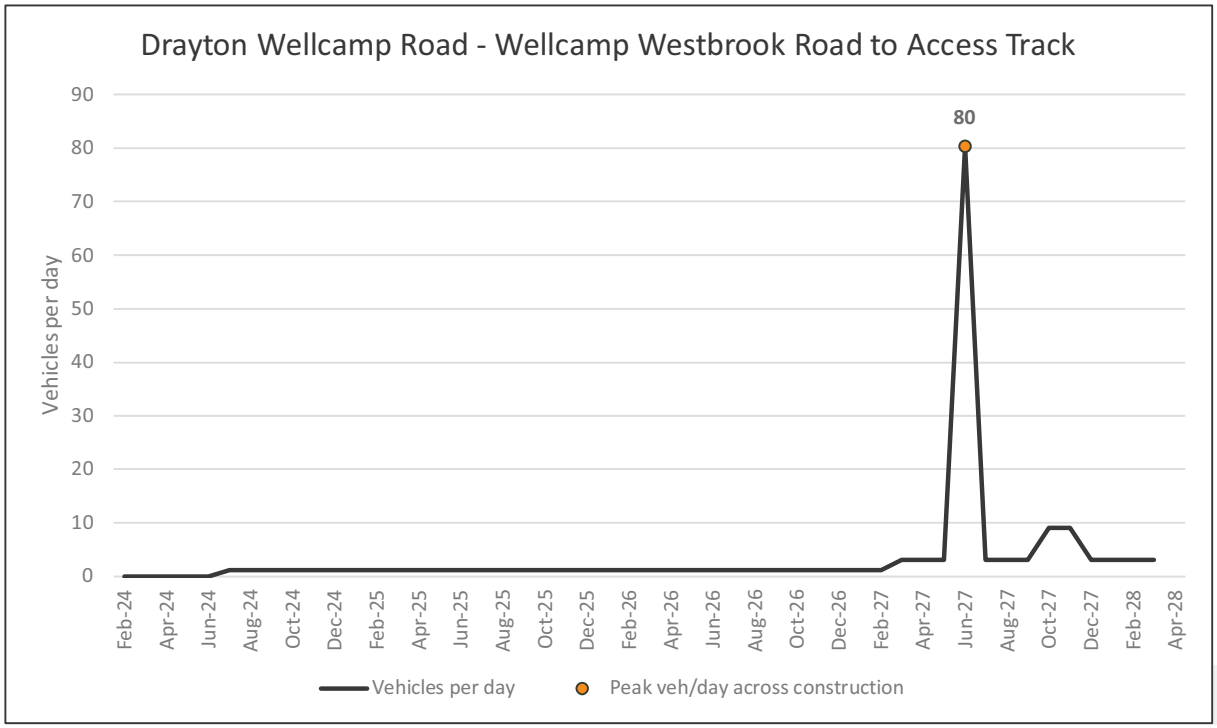
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	1	1	1	1	1	1

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
1	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	1	1	1	1	1

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
1	1	3	3	3	80	3	3	3	9	9	3

Jan-28	Feb-28	Mar-28
3	3	3



Road ID	X125-X128
Road name	Drayton Wellcamp Road
Road section	Access Track to Greenwattle Street

Peak veh/day across construction	1
Peak impact month	Jul-24
Length of peak period	45

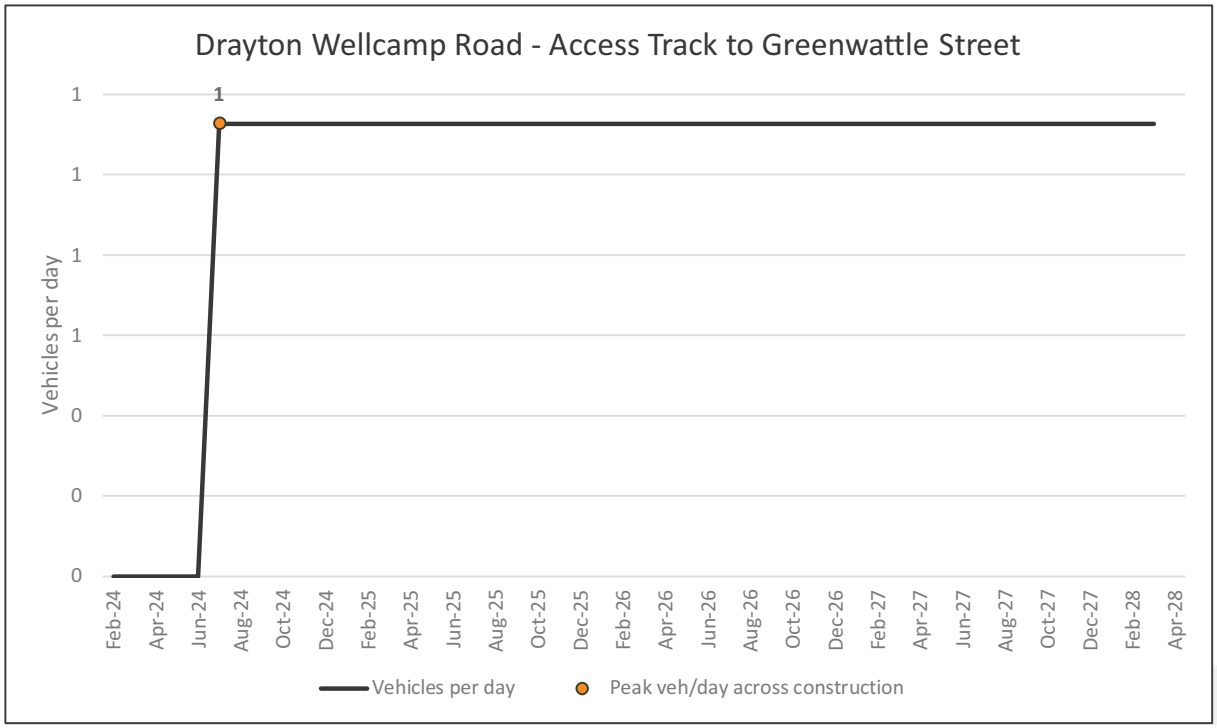
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	1	1	1	1	1	1

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
1	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	1	1	1	1	1

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
1	1	1	1	1	1	1	1	1	1	1	1

Jan-28	Feb-28	Mar-28
1	1	1



Road ID	X29-X138
Road name	Florence Street
Road section	Gore Highway to West Street

Peak veh/day across construction	1
Peak impact month	Feb-25
Length of peak period	18

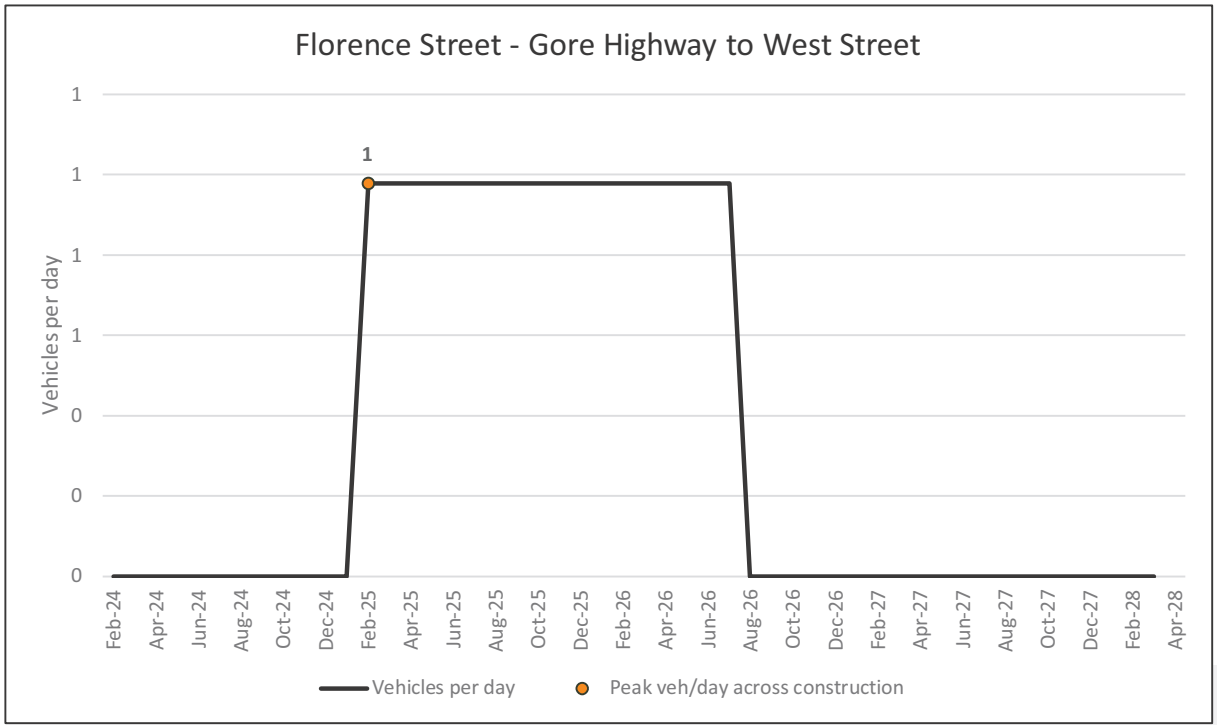
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X126-X57
Road name	Forestry Road
Road section	Access Track to Millmerran-Inglewood Road

Peak veh/day across construction	69
Peak impact month	Jun-25
Length of peak period	2

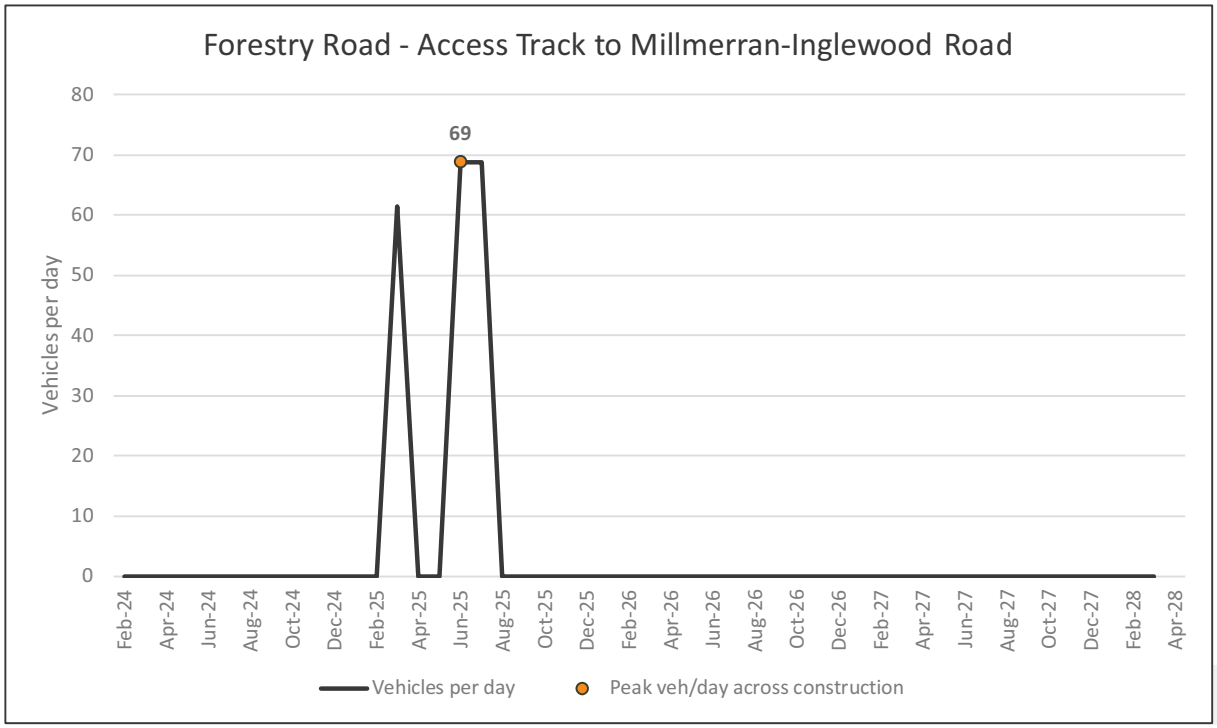
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	61	0	0	69	69	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X57-E119
Road name	Forestry Road
Road section	Millmerran-Inglewood Road to Earthworks Area 3B

Peak veh/day across construction	69
Peak impact month	Jun-25
Length of peak period	2

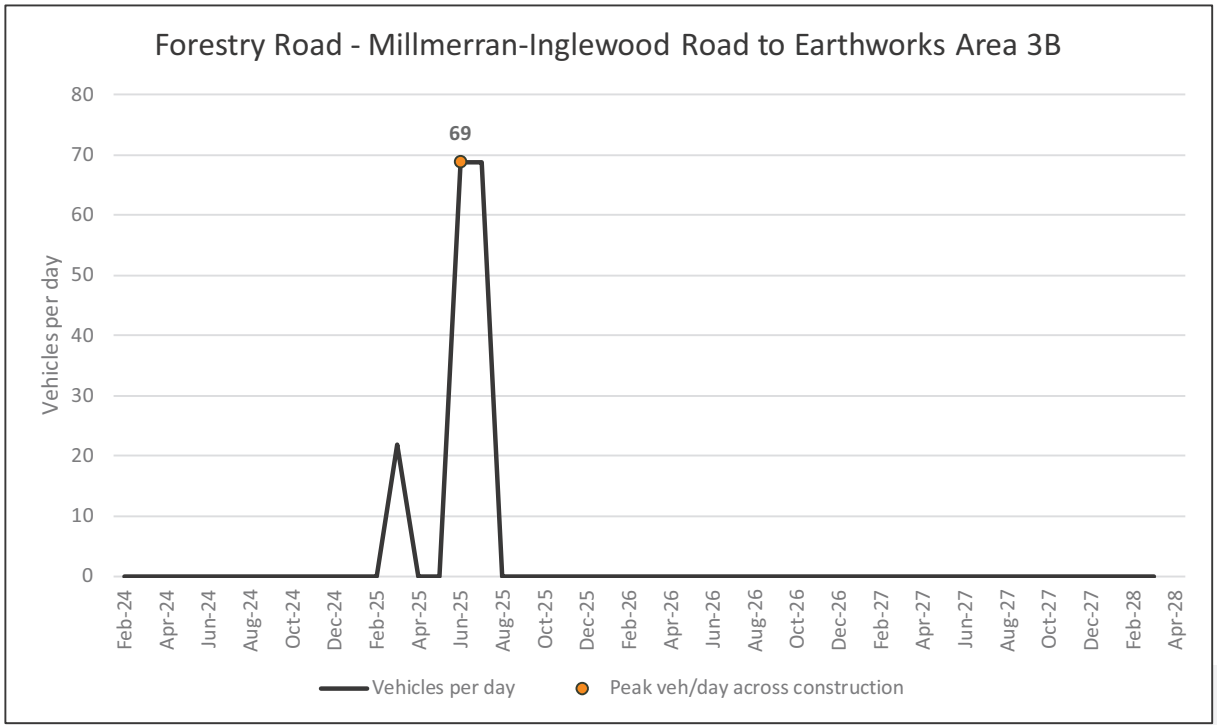
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	22	0	0	69	69	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E87-X30
Road name	Fysh Road
Road section	B2G-LDN147.1 to Gore Highway

Peak veh/day across construction	44
Peak impact month	Jun-27
Length of peak period	2

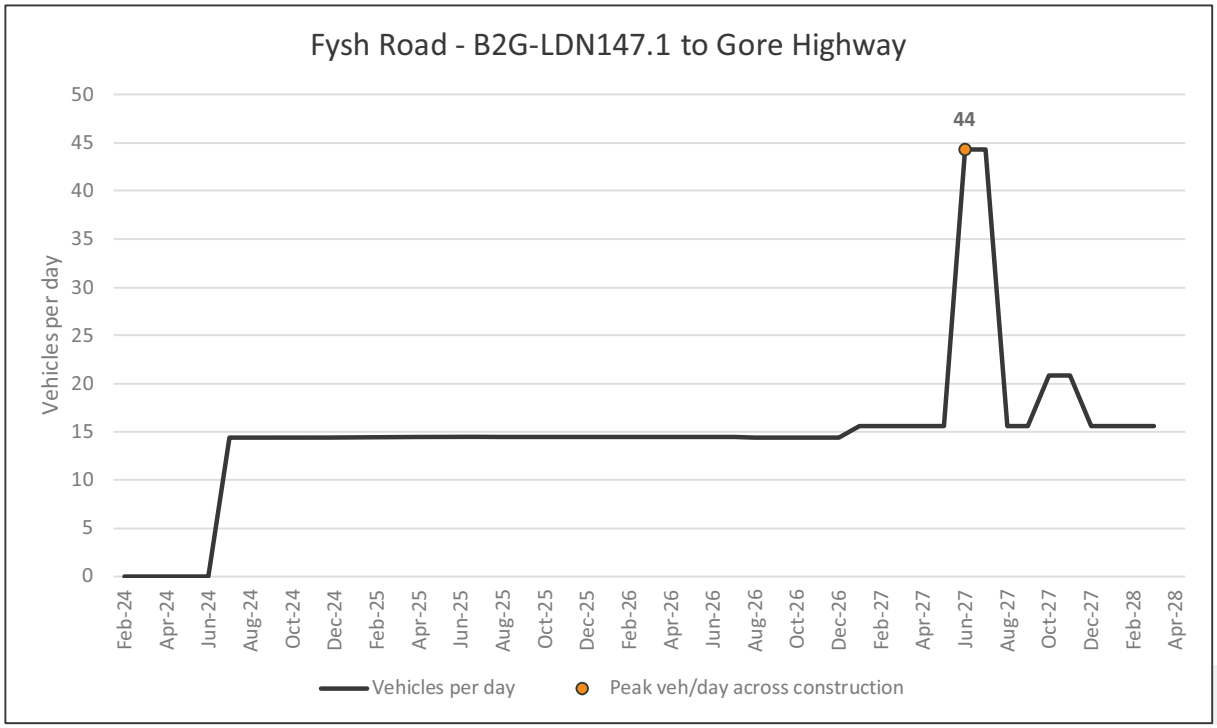
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	14	14	14	14	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	14	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
16	16	16	16	16	44	44	16	16	21	21	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	X39-X127
Road name	Gap Road
Road section	Gore Highway to Grevillea Street

Peak veh/day across construction	7
Peak impact month	Jun-26
Length of peak period	1

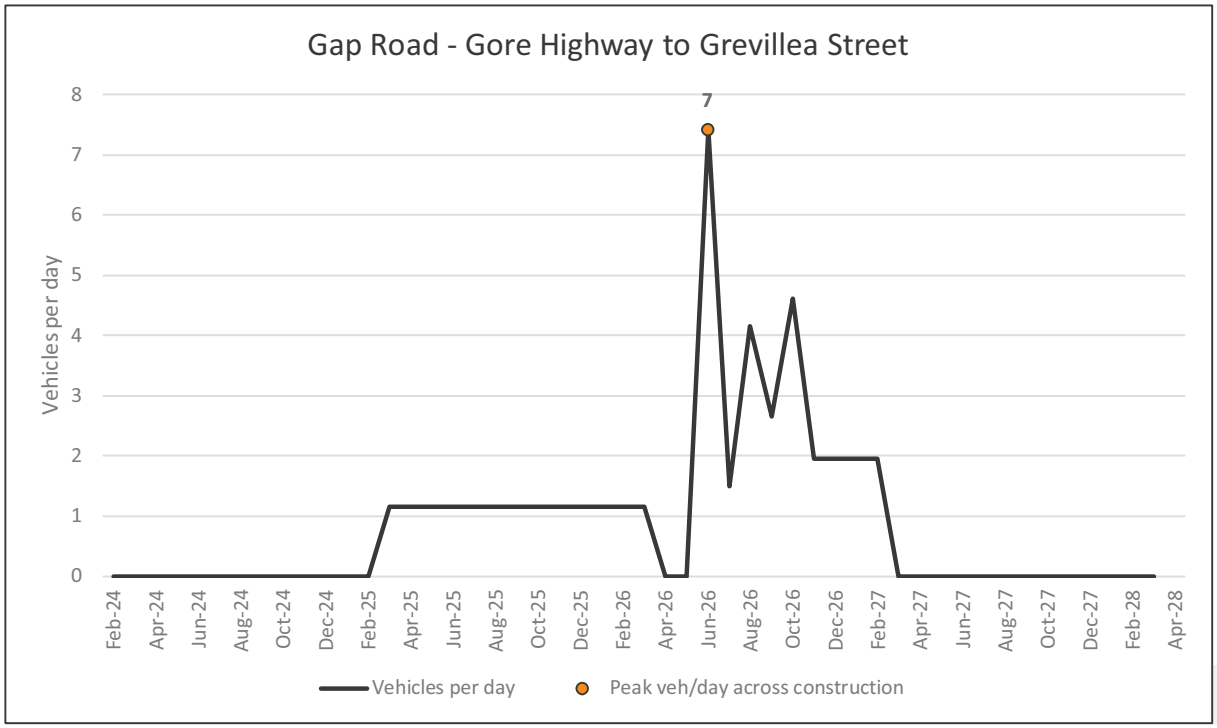
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	0	0	7	1	4	3	5	2	2

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
2	2	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E92-X145
Road name	Geitz Road
Road section	B2G-LDN179.0 to Linthorpe Valley Road

Peak veh/day across construction	28
Peak impact month	Mar-27
Length of peak period	2

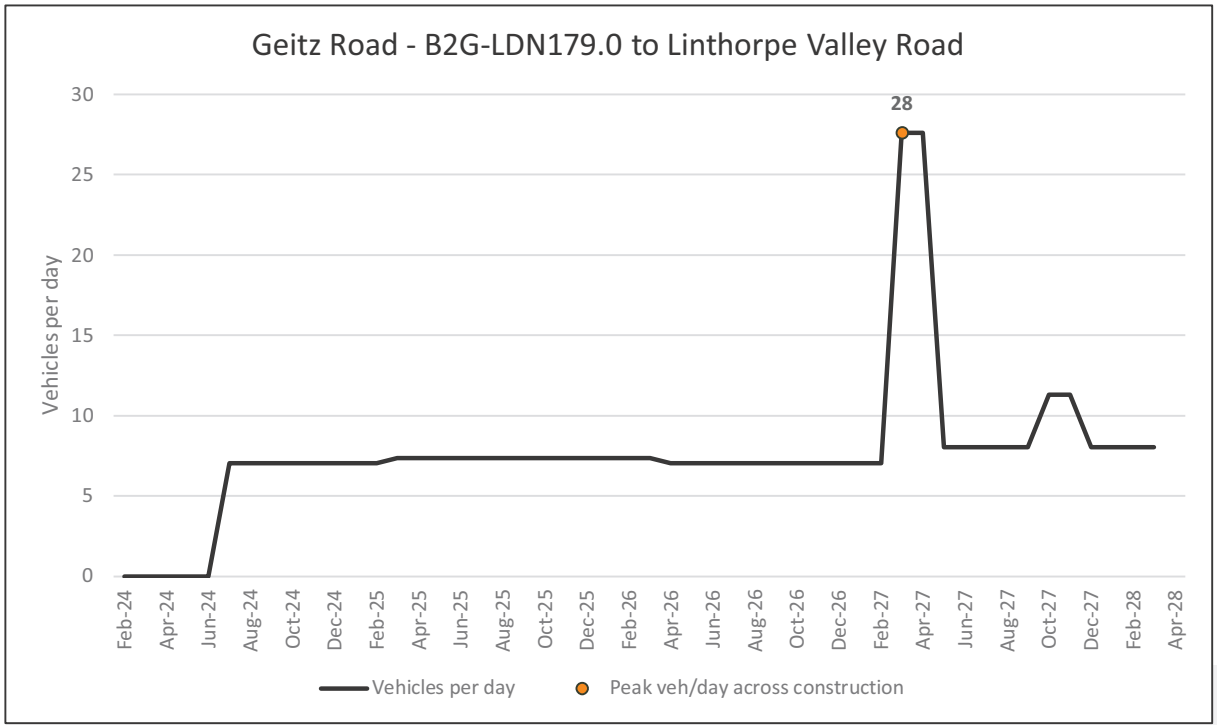
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	7	7	7	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	28	28	8	8	8	8	8	11	11	8

Jan-28	Feb-28	Mar-28
8	8	8



Road ID	E55-X33
Road name	Gilgai Lane
Road section	B2G-LDN144.6 to Gore Highway

Peak veh/day across construction	26
Peak impact month	Mar-27
Length of peak period	3

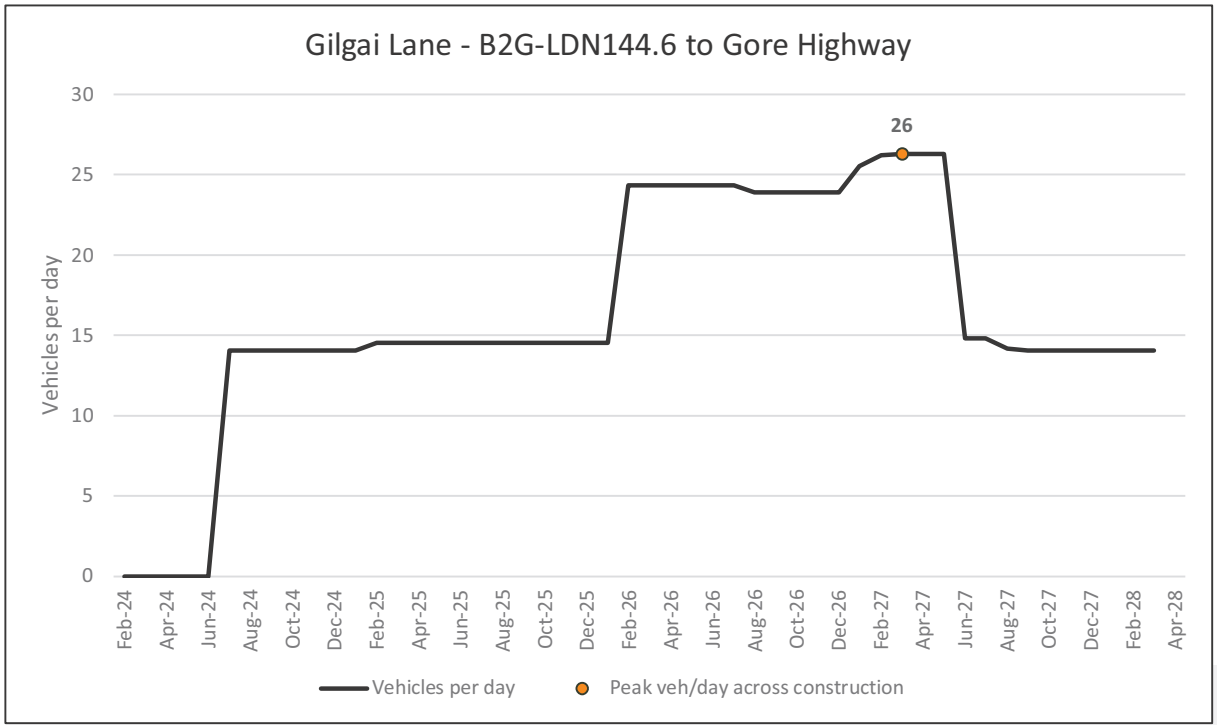
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	15	15	15	15	15	15	15	15	15	15	15

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
15	24	24	24	24	24	24	24	24	24	24	24

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
26	26	26	26	26	15	15	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E5-X127
Road name	Grevillea Street
Road section	Boral Concrete Pittsworth to Gap Road

Peak veh/day across construction	7
Peak impact month	Jun-26
Length of peak period	1

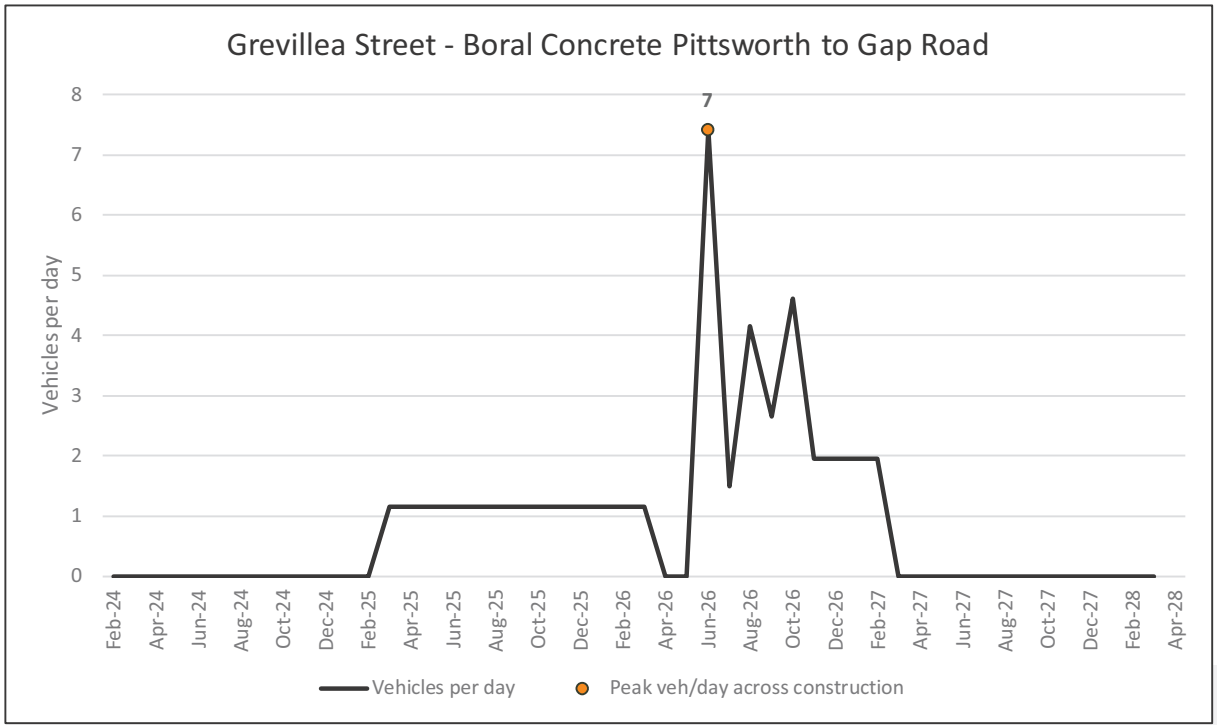
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	0	0	7	1	4	3	5	2	2

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
2	2	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E53-X34
Road name	Hall Road
Road section	B2G-LDN139.0 to Gore Highway

Peak veh/day across construction	26
Peak impact month	Mar-26
Length of peak period	1

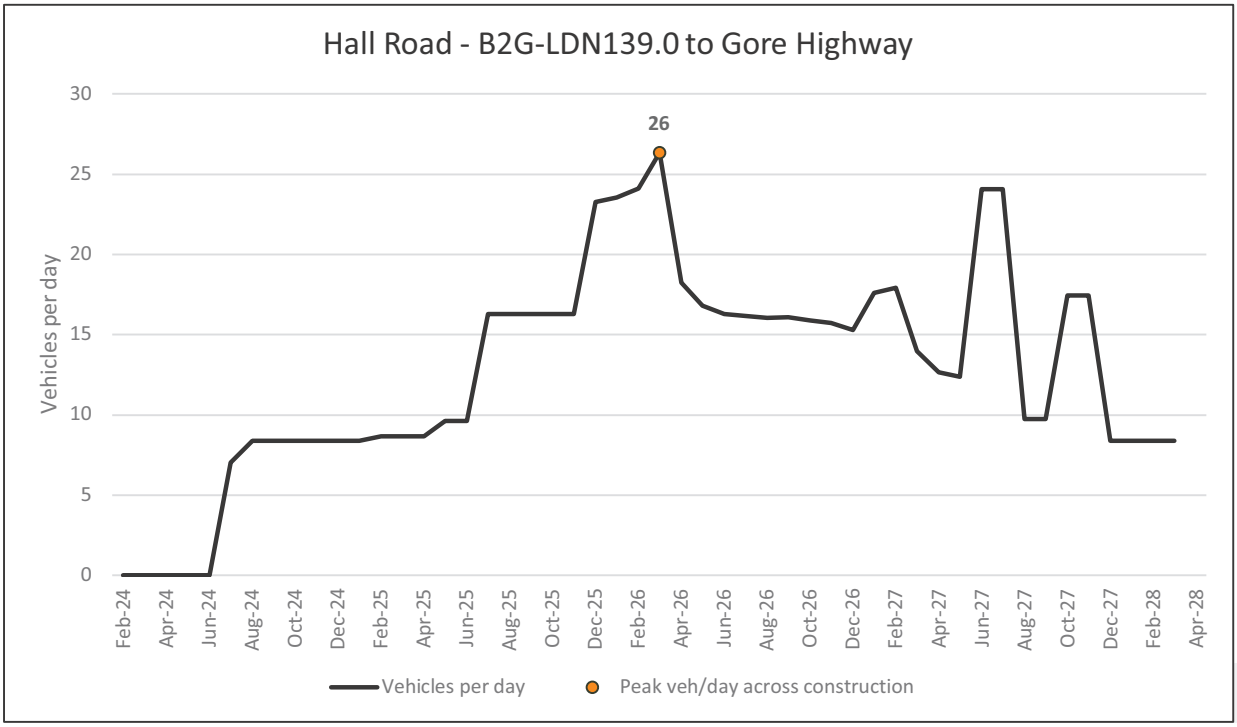
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	8	8	8	8	8

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
8	9	9	9	10	10	16	16	16	16	16	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
24	24	26	18	17	16	16	16	16	16	16	15

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
18	18	14	13	12	24	24	10	10	17	17	8

Jan-28	Feb-28	Mar-28
8	8	8



Road ID	E17-E48
Road name	Heckendorf Road
Road section	Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0

Peak veh/day across construction	292
Peak impact month	Jan-26
Length of peak period	2

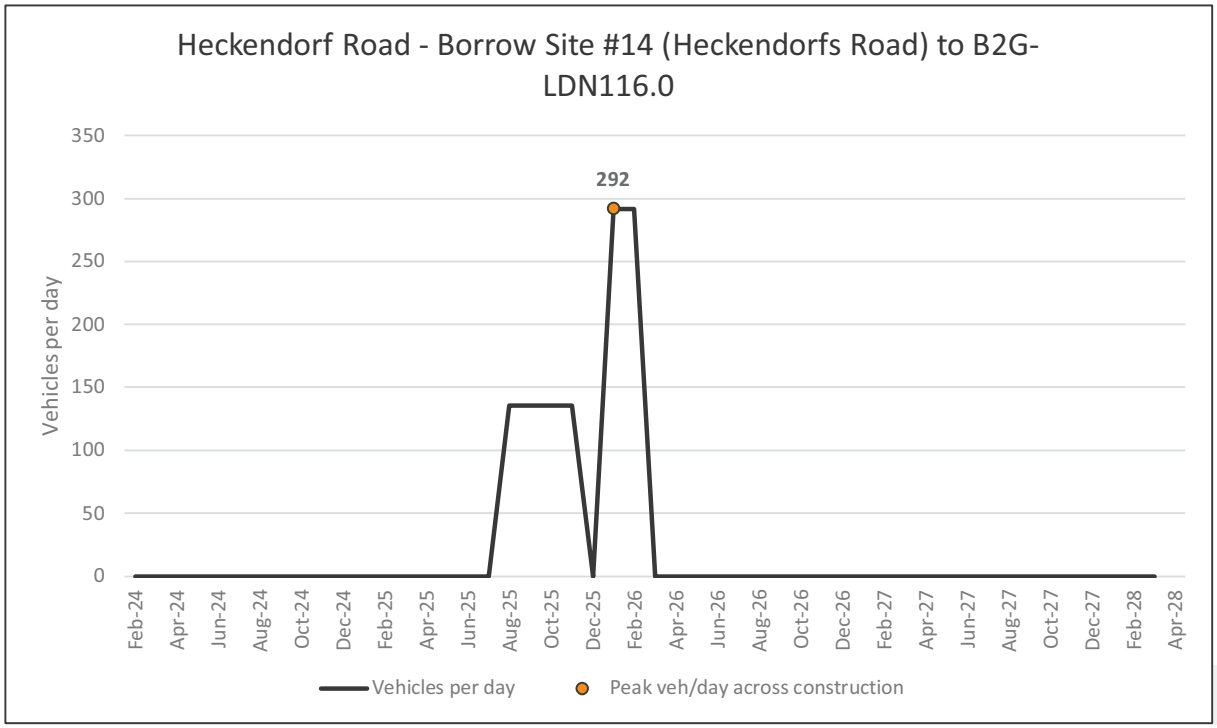
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	136	136	136	136	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
292	292	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E48-X59
Road name	Heckendorf Road
Road section	B2G-LDN116.0 to Millmerran-Inglewood Road

Peak veh/day across construction	292
Peak impact month	Jan-26
Length of peak period	2

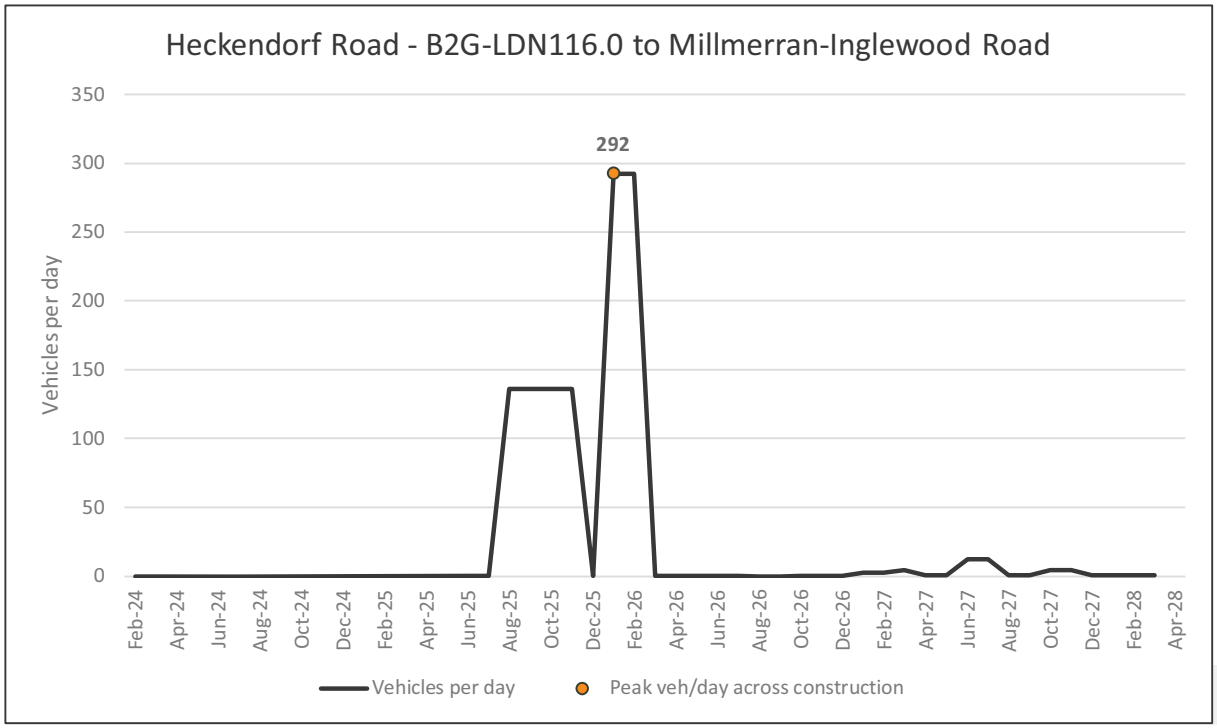
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	1	1	1	1	1	1	136	136	136	136	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
292	292	1	1	1	1	1	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
3	3	5	1	1	12	12	1	1	5	5	1

Jan-28	Feb-28	Mar-28
1	1	1



Road ID	X125-E24
Road name	Holcim Australia Toowoomba Access
Road section	Drayton Wellcamp Road to Holcim Australia Toowoomb

Peak veh/day across construction	79
Peak impact month	Jun-27
Length of peak period	1

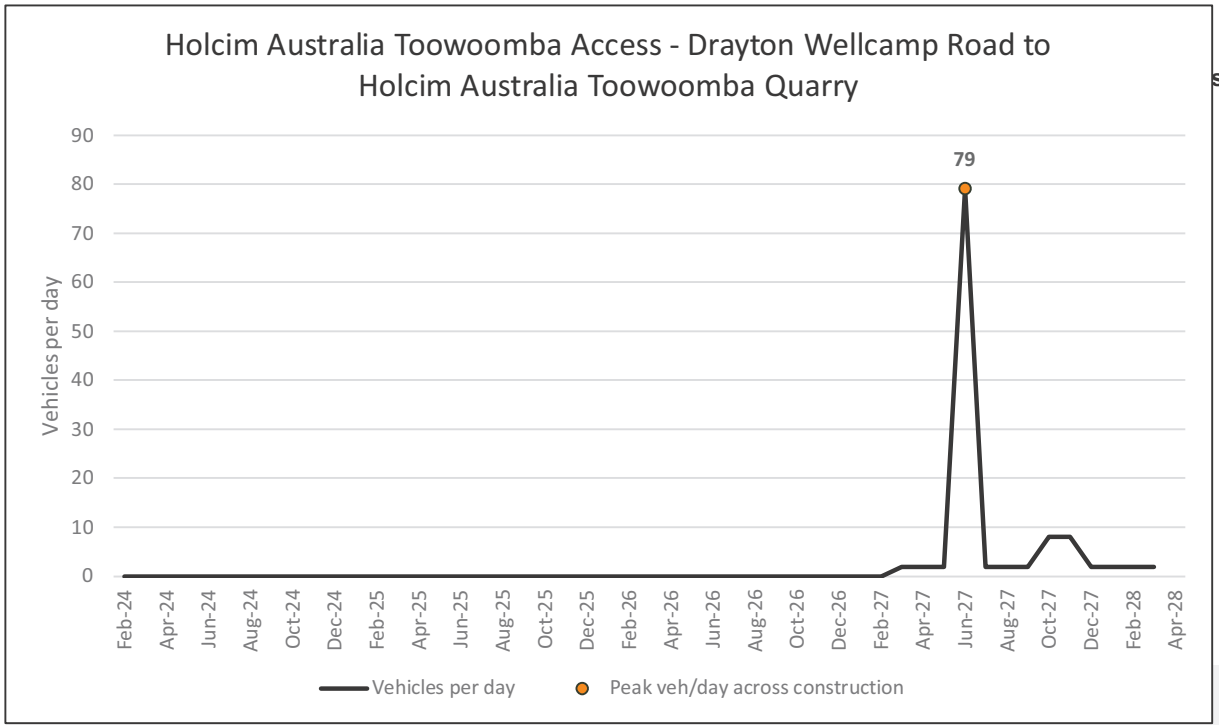
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	2	2	2	79	2	2	2	8	8	2

Jan-28	Feb-28	Mar-28
2	2	2



Road ID	X132-E108
Road name	Kahler Road
Road section	Murlaggan Road to B2G-LDN165.6

Peak veh/day across construction	11
Peak impact month	Mar-27
Length of peak period	2

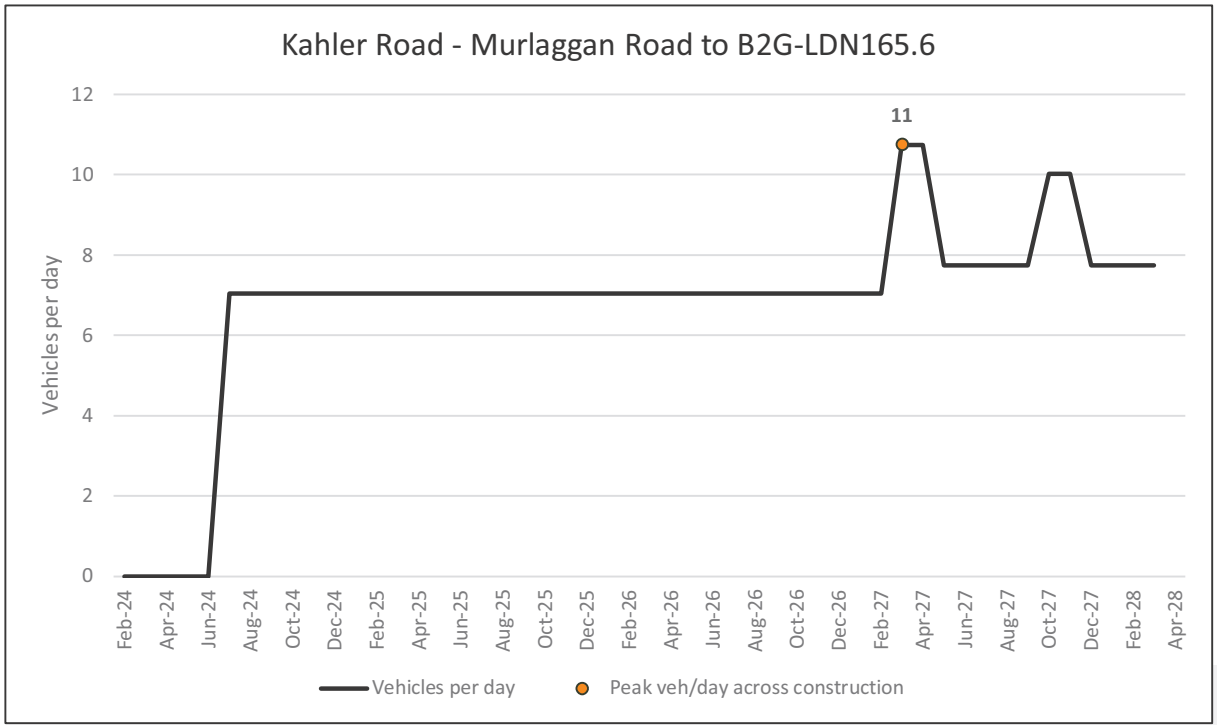
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	7	7	7	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	11	11	8	8	8	8	8	10	10	8

Jan-28	Feb-28	Mar-28
8	8	8



Road ID	X87-X86
Road name	Kingsthorpe Haden Overpass
Road section	Warrego Highway Off-ramp to Kingsthorpe Haden Road

Peak veh/day across construction	277
Peak impact month	Jun-25
Length of peak period	4

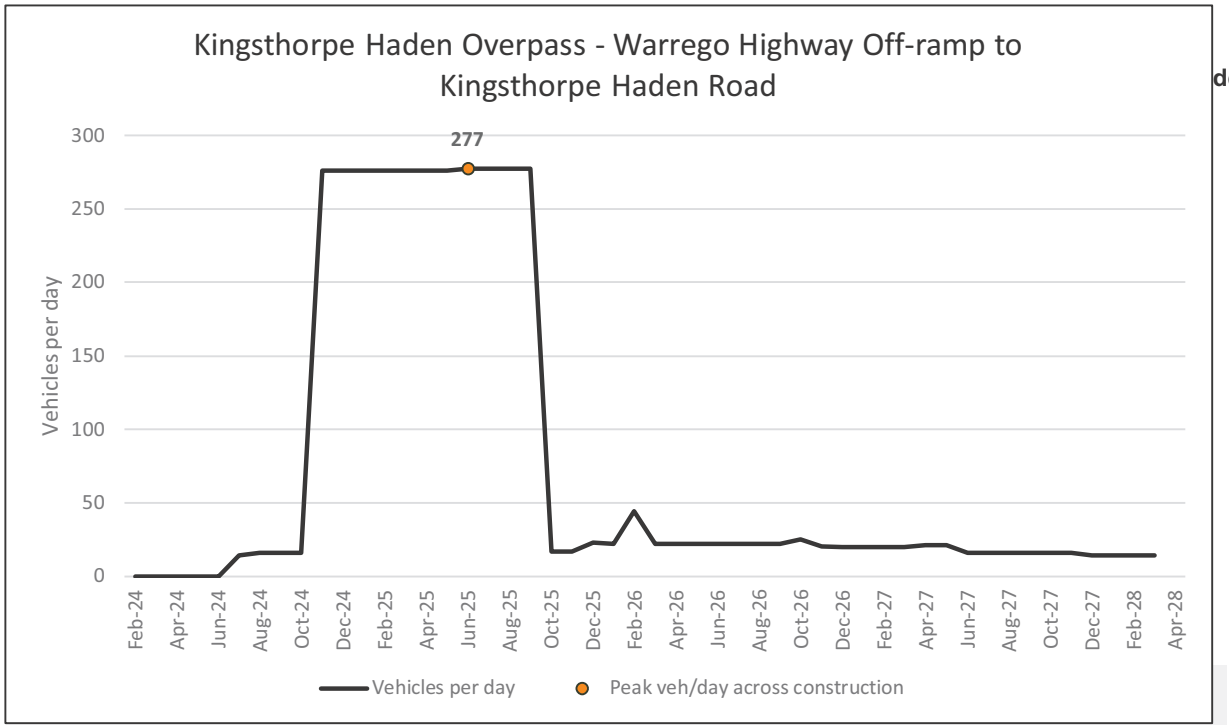
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	16	16	16	276	276

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
276	276	276	276	276	277	277	277	277	17	17	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
22	45	22	22	22	22	22	22	22	25	20	20

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	20	20	21	21	16	16	16	16	16	16	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X86-M13
Road name	Kingsthorpe Haden Road
Road section	Kingsthorpe Haden Overpass to Warrego Highway

Peak veh/day across construction	277
Peak impact month	Jun-25
Length of peak period	4

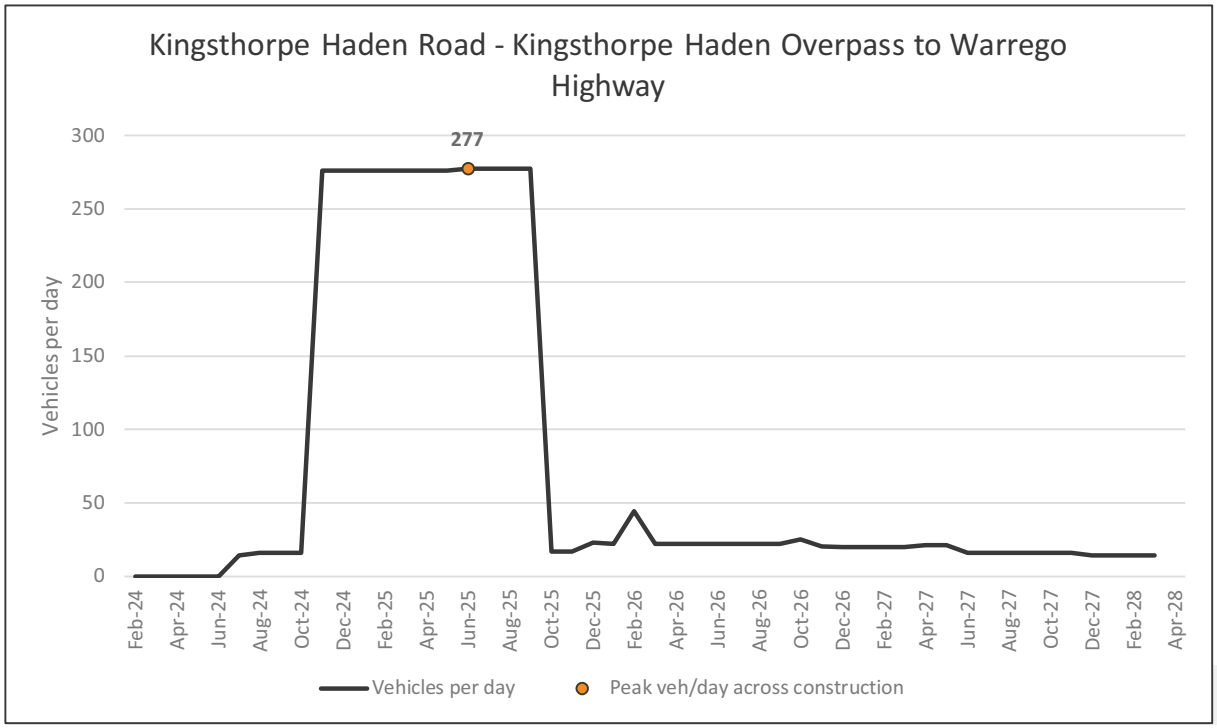
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	16	16	16	276	276

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
276	276	276	276	276	277	277	277	277	17	17	23

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
22	45	22	22	22	22	22	22	22	25	20	20

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
20	20	20	21	21	16	16	16	16	16	16	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E16-X129
Road name	Kooroongarra Road
Road section	Borrow Site #13 (Kooroongarra Road) to Millwood Road

Peak veh/day across construction	136
Peak impact month	Aug-25
Length of peak period	4

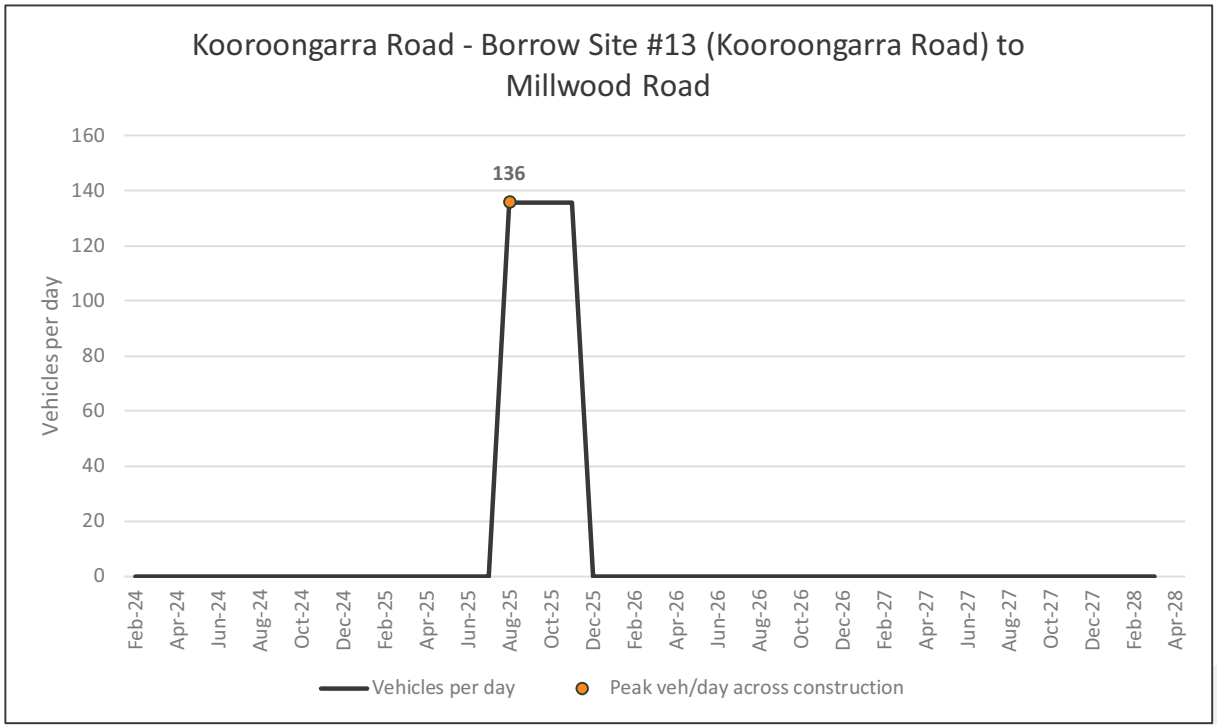
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	136	136	136	136	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X60-E100
Road name	Kooroongarra Road
Road section	Millmerran-Inglewood Road to Commodore Mine

Peak veh/day across construction	177
Peak impact month	Jan-26
Length of peak period	2

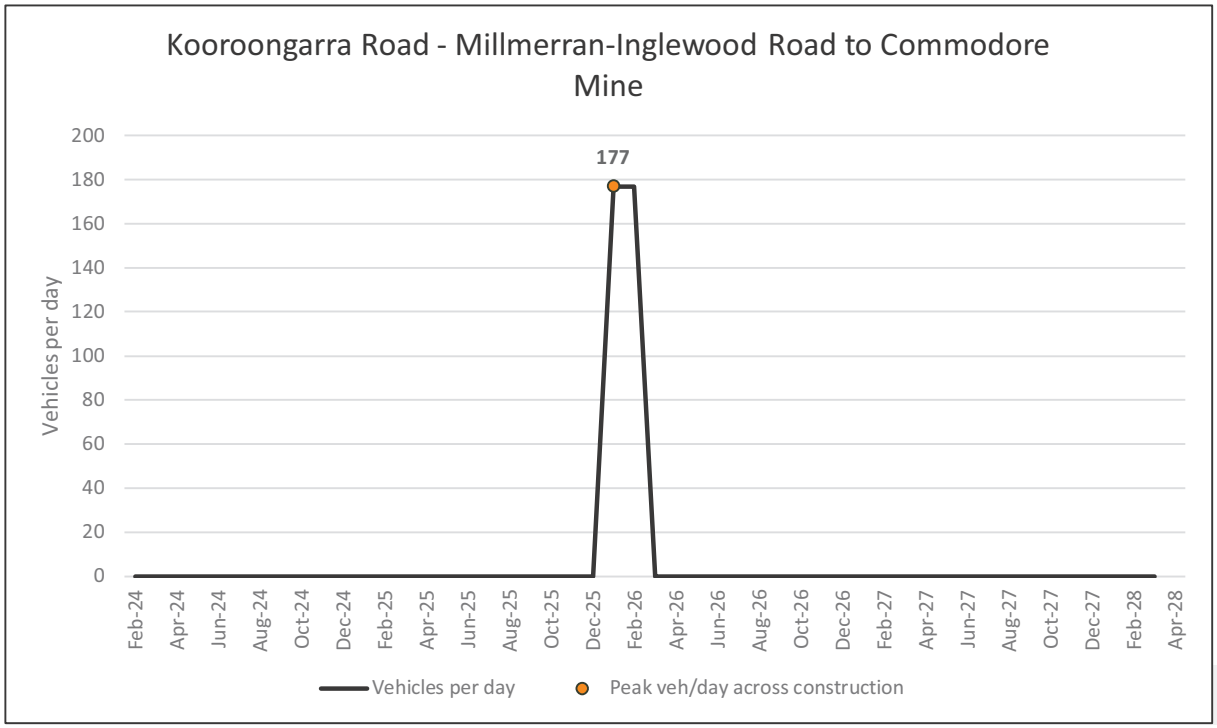
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
177	177	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X81-X130
Road name	Leesons Road
Road section	Warrego Highway to Steger Road

Peak veh/day across construction	148
Peak impact month	Nov-25
Length of peak period	1

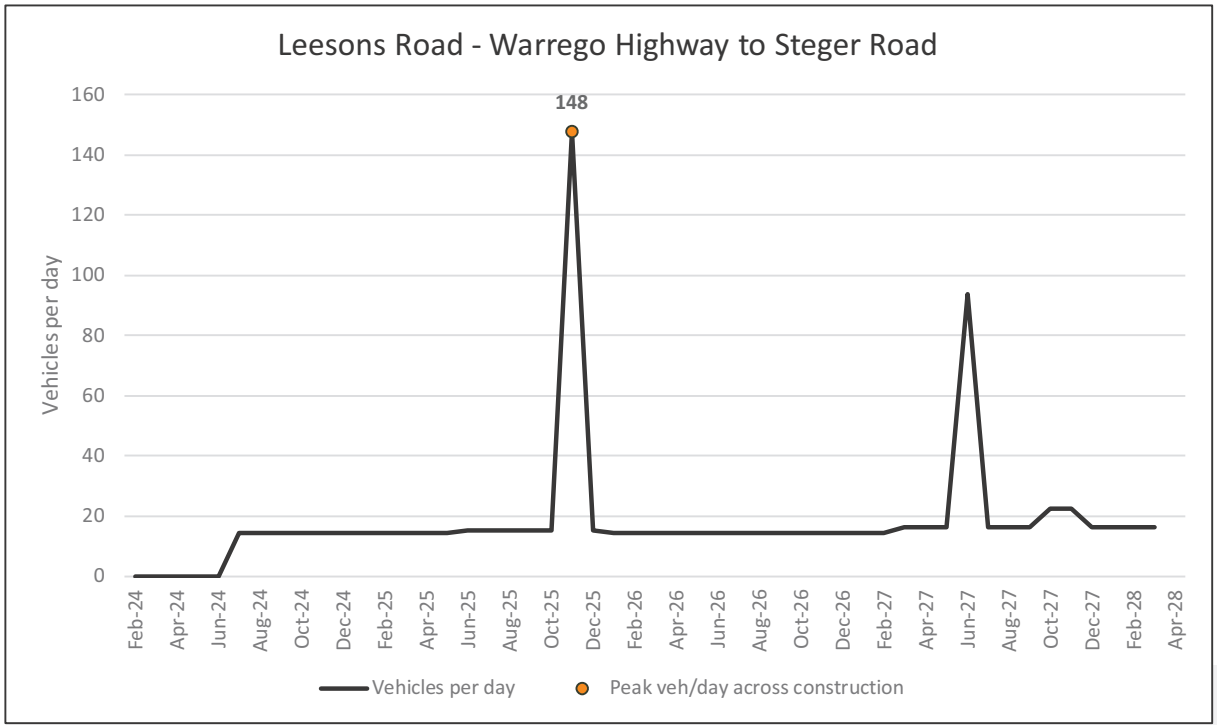
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	15	15	15	15	15	148	15

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	14	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	16	16	16	94	16	16	16	22	22	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	X130-E96
Road name	Leesons Road
Road section	Steger Road to B2G-LDN206.3

Peak veh/day across construction	154
Peak impact month	Nov-25
Length of peak period	1

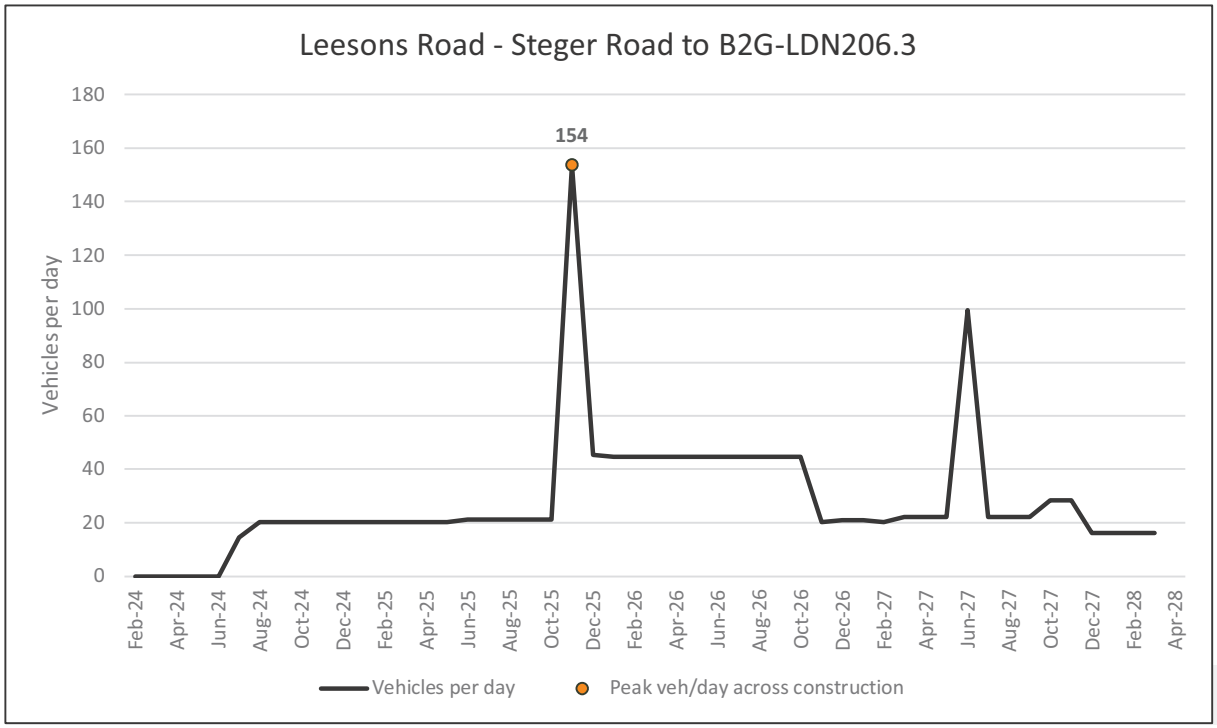
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	20	20	20	20	20

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
20	20	20	20	20	21	21	21	21	21	154	45

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
45	45	45	45	45	45	45	45	45	45	20	21

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
21	20	22	22	22	100	22	22	22	28	28	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	X35-E62
Road name	Linthorpe Road
Road section	Gore Highway to B2G-LDN175.5

Peak veh/day across construction	453
Peak impact month	Aug-25
Length of peak period	2

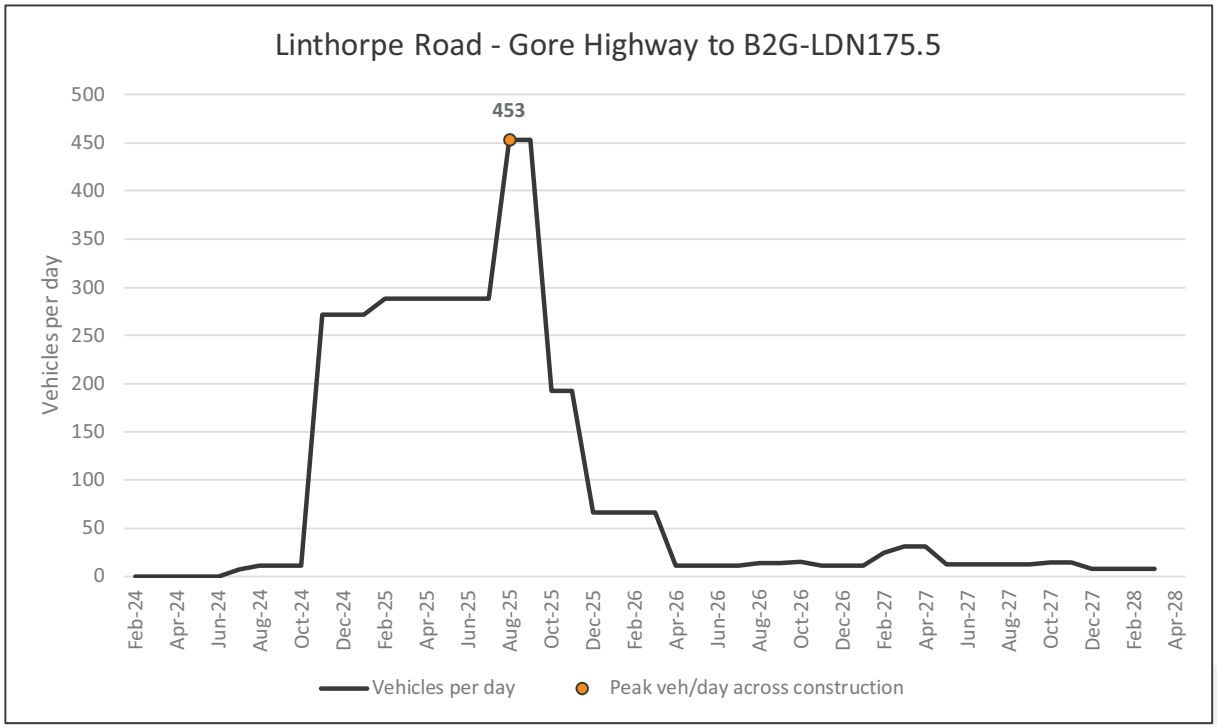
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	11	11	11	271	271

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
271	288	288	288	288	288	288	453	453	192	192	66

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
66	66	66	11	11	11	11	14	14	15	11	11

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
11	25	31	31	12	12	12	12	12	14	14	8

Jan-28	Feb-28	Mar-28
8	8	8



Road ID	X145-X32
Road name	Linthorpe Valley Road
Road section	Geitz Road to Gore Highway

Peak veh/day across construction	28
Peak impact month	Mar-27
Length of peak period	2

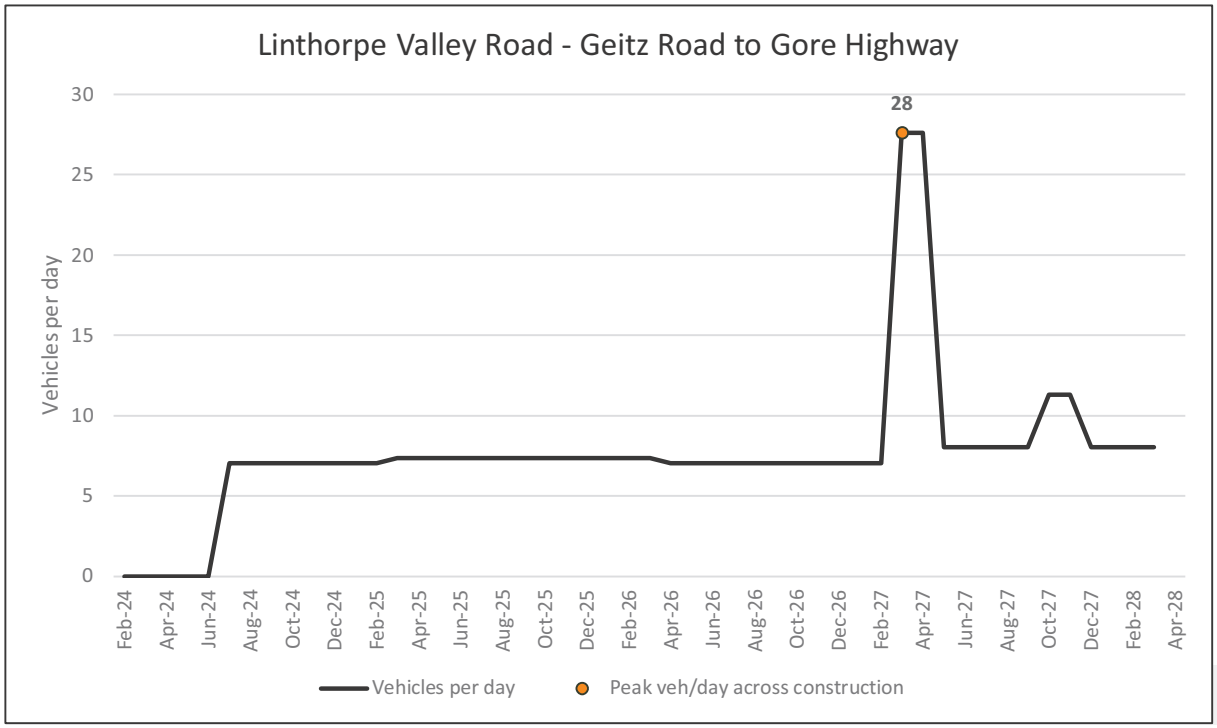
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	7	7	7	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	28	28	8	8	8	8	8	11	11	8

Jan-28	Feb-28	Mar-28
8	8	8



Road ID	X36-E90
Road name	Lochaber Road
Road section	Gore Highway to B2G-LDN172.0

Peak veh/day across construction	14
Peak impact month	Mar-27
Length of peak period	2

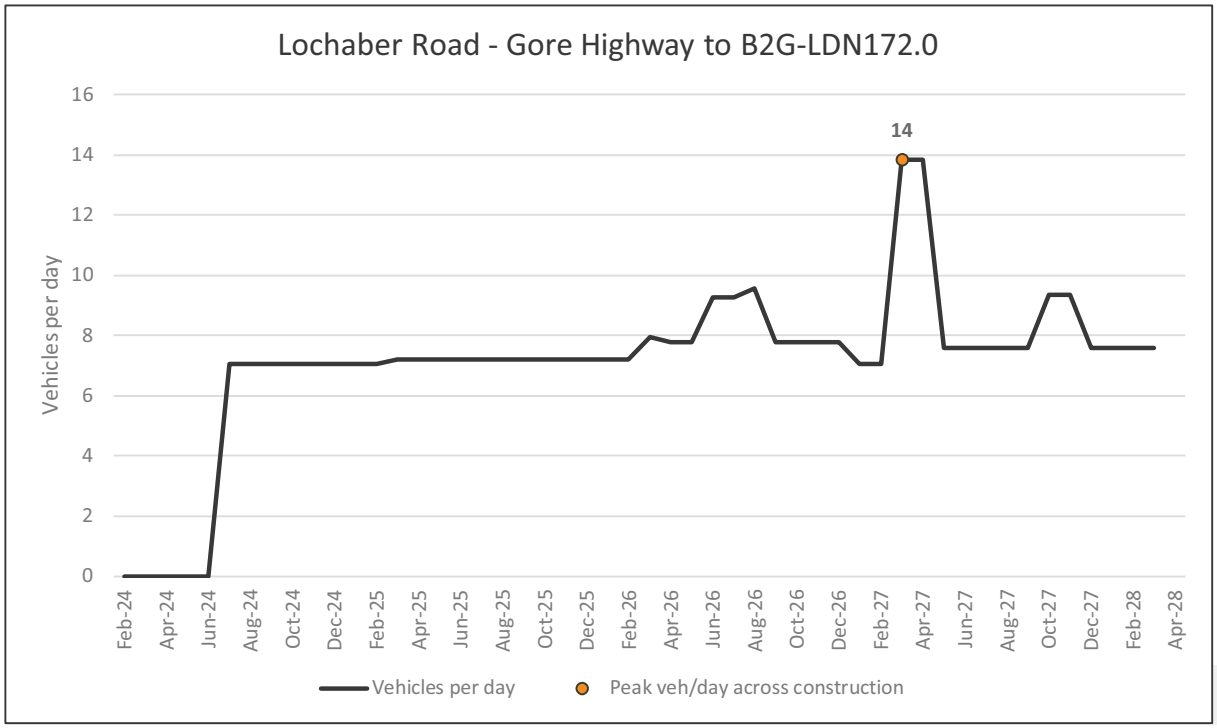
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	8	8	8	9	9	10	8	8	8	8

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	14	14	8	8	8	8	8	9	9	8

Jan-28	Feb-28	Mar-28
8	8	8



Road ID	E90-E61
Road name	Lochaber Road
Road section	B2G-LDN172.0 to B2G-LDN172.6

Peak veh/day across construction	9
Peak impact month	Aug-26
Length of peak period	1

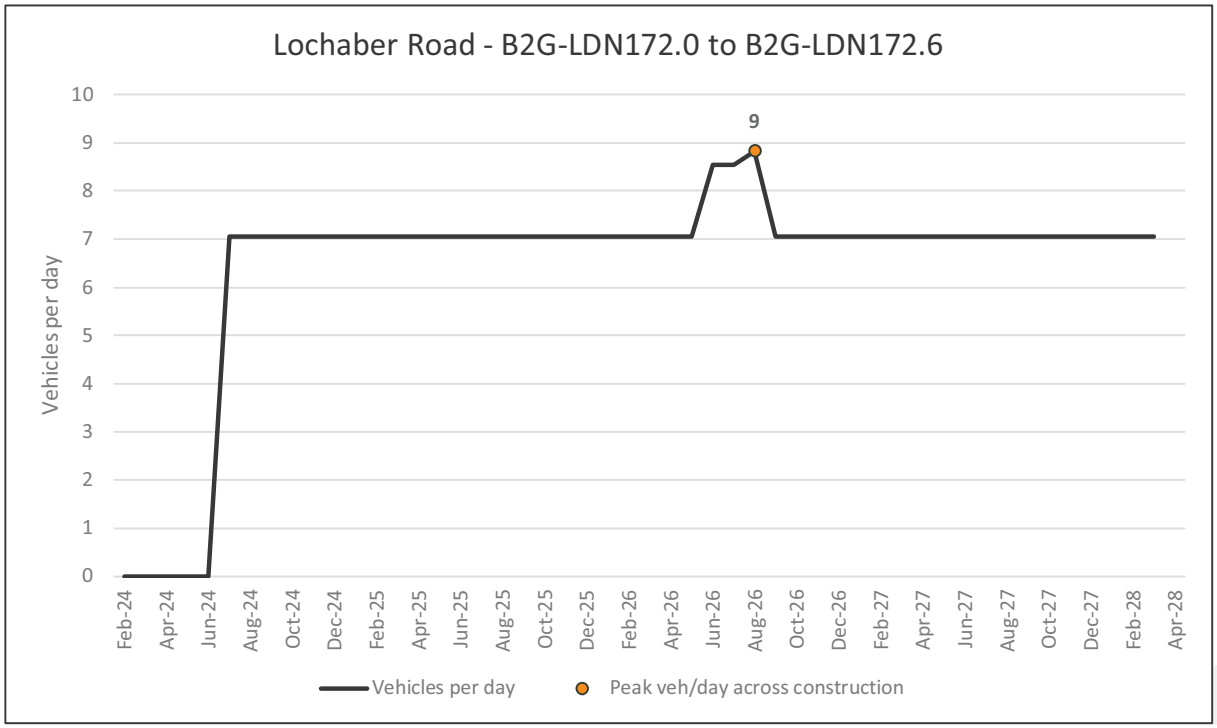
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	7	7	9	9	9	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	7	7	7	7	7	7	7	7	7	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	E20-X74
Road name	McDougall Street
Road section	Humes Precast Toowoomba to Toowoomba-Cecil Plain

Peak veh/day across construction	15
Peak impact month	Nov-25
Length of peak period	1

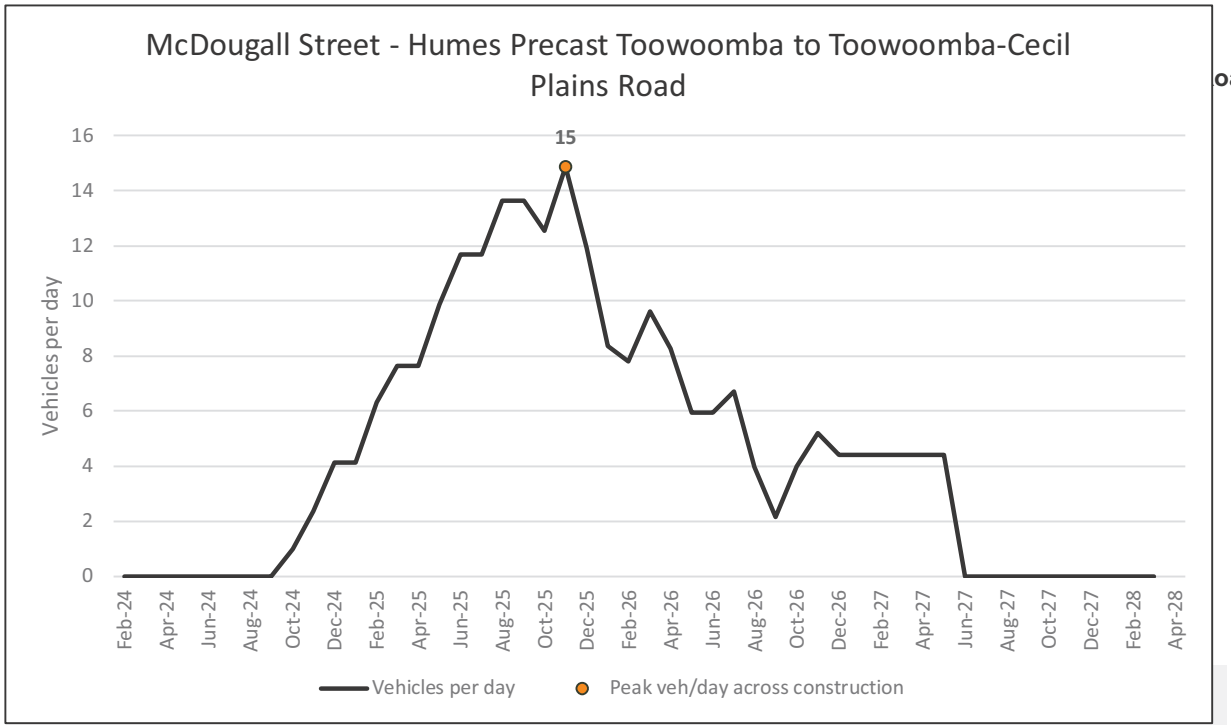
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	1	2	4

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
4	6	8	8	10	12	12	14	14	13	15	12

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
8	8	10	8	6	6	7	4	2	4	5	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
4	4	4	4	4	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X61-E84
Road name	Millwood Road
Road section	Millmerran-Inglewood Road to B2G-LDN112.1

Peak veh/day across construction	158
Peak impact month	Aug-25
Length of peak period	4

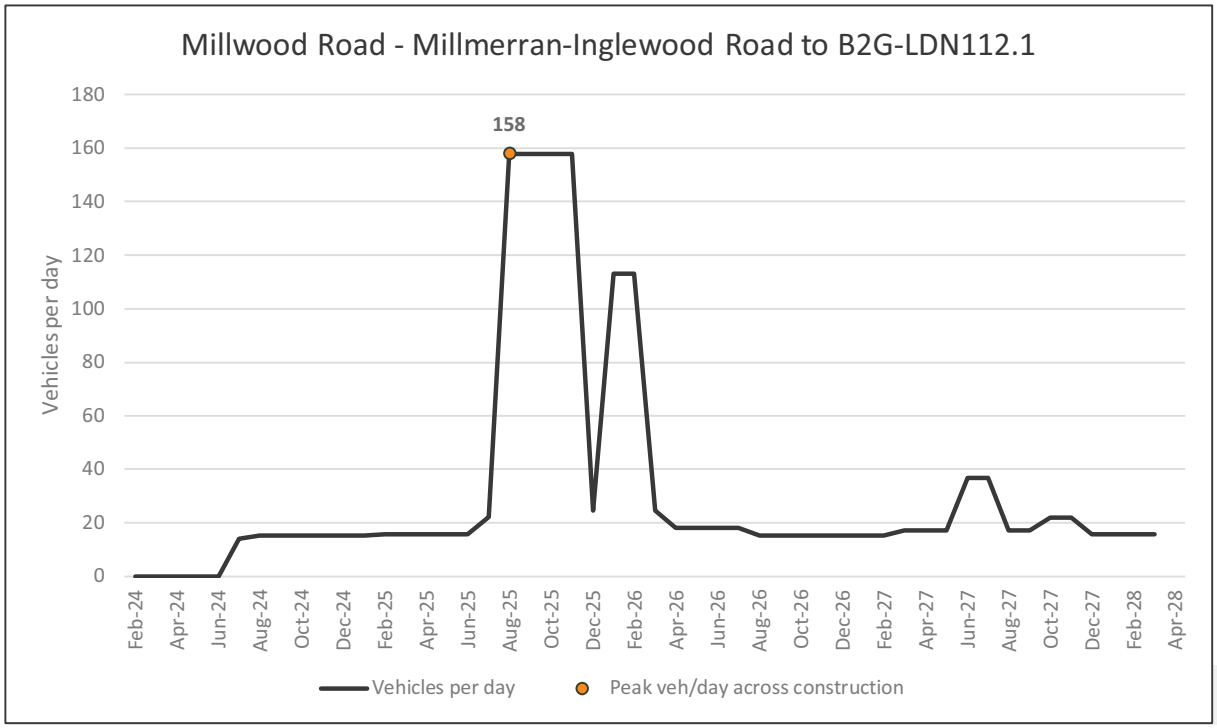
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	15	15	15	15	15

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
15	16	16	16	16	16	22	158	158	158	158	25

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
113	113	25	18	18	18	18	15	15	15	15	15

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
15	15	17	17	17	37	37	17	17	22	22	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	E84-X131
Road name	Millwood Road
Road section	B2G-LDN112.1 to Millwood Road

Peak veh/day across construction	136
Peak impact month	Aug-25
Length of peak period	4

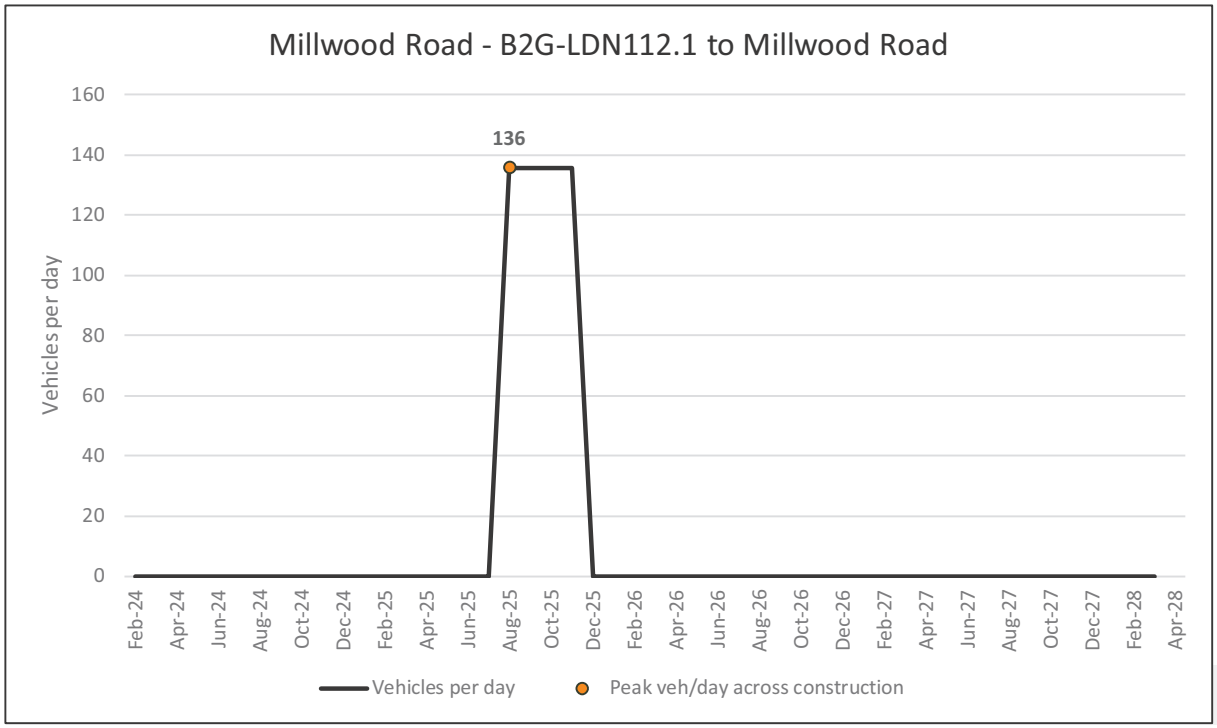
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	136	136	136	136	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X131-X129
Road name	Millwood Road
Road section	Millwood Road to Kooroongarra Road

Peak veh/day across construction	136
Peak impact month	Aug-25
Length of peak period	4

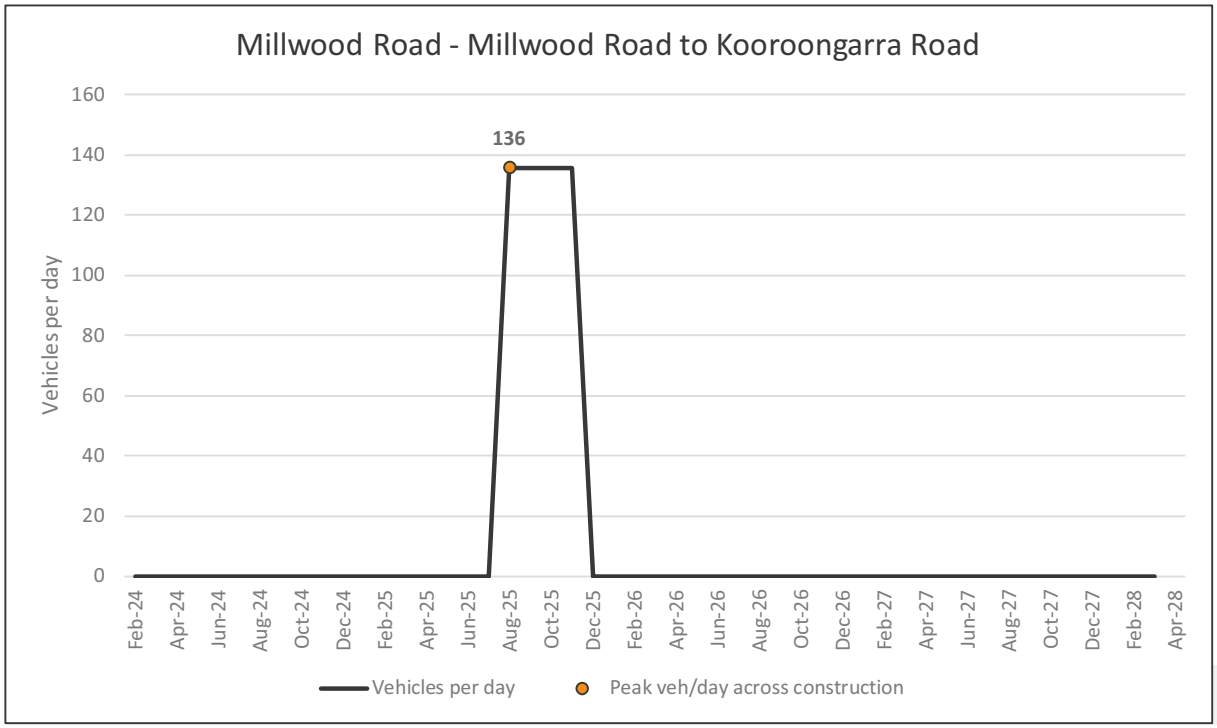
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	136	136	136	136	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X62-E28
Road name	Moffatt Reserve Road
Road section	Millmerran-Inglewood Road to Millmerran Power Statio

Peak veh/day across construction	71
Peak impact month	Jul-25
Length of peak period	2

Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	11	11	11	11	11

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
11	14	28	28	28	28	71	71	58	58	69	69

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
69	69	69	27	27	27	14	15	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
13	13	15	15	12	12	11	11	11	11	11	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E88-X132
Road name	Murlaggan Road
Road section	B2G-LDN164.3 to Kahler Road

Peak veh/day across construction	310
Peak impact month	Mar-25
Length of peak period	2

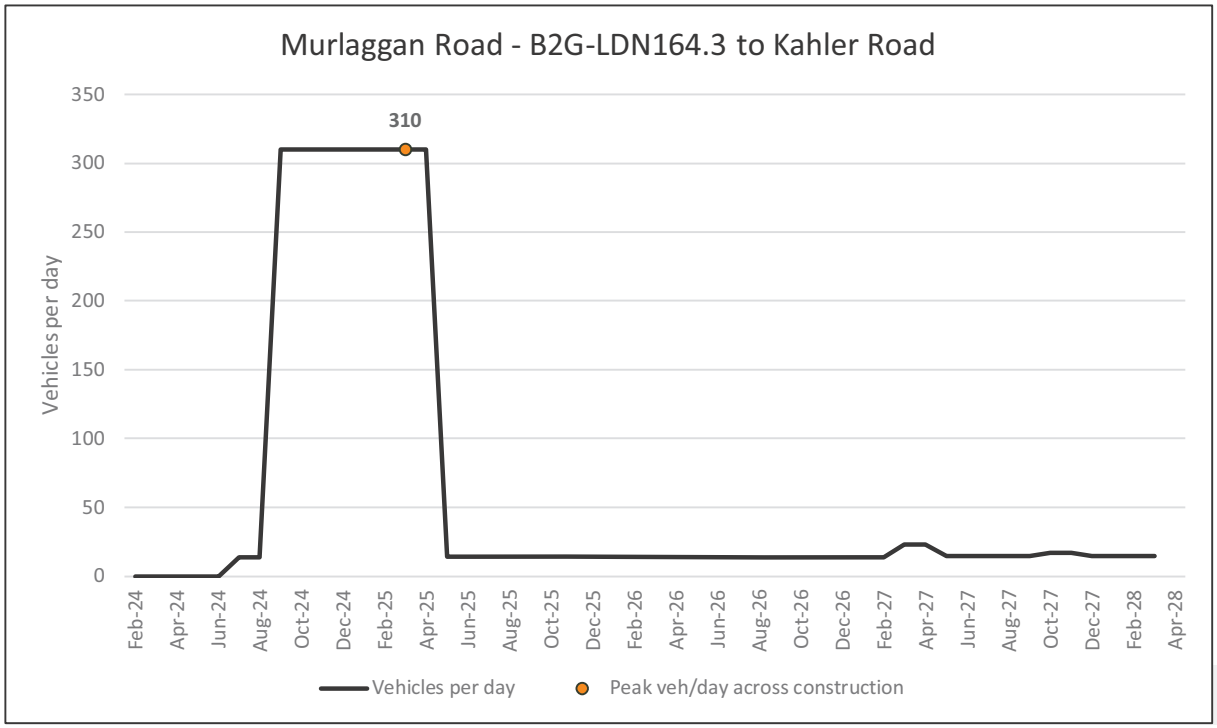
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	310	310	310	310

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
310	310	310	310	14	14	14	14	14	14	14	14

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
14	14	14	14	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	23	23	15	15	15	15	15	17	17	15

Jan-28	Feb-28	Mar-28
15	15	15



Road ID	X132-X39
Road name	Murlaggan Road
Road section	Kahler Road to Gore Highway

Peak veh/day across construction	317
Peak impact month	Mar-25
Length of peak period	2

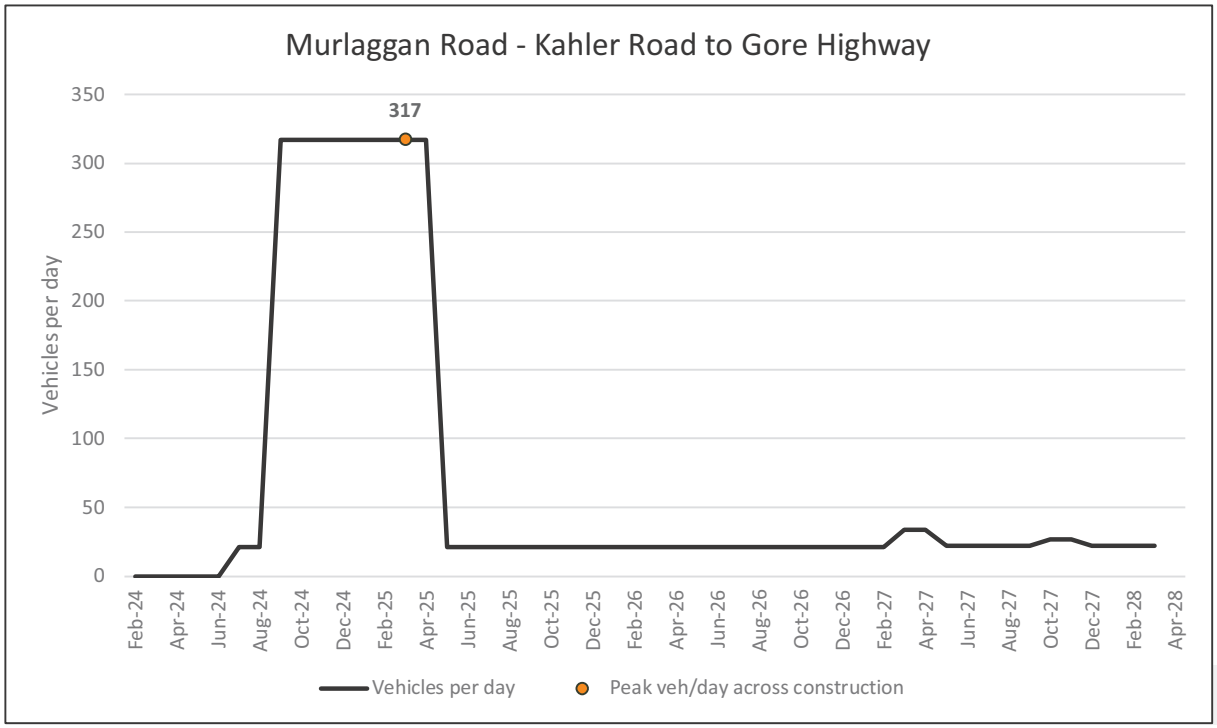
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	21	21	317	317	317	317

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
317	317	317	317	21	21	21	21	21	21	21	21

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
21	21	21	21	21	21	21	21	21	21	21	21

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
21	21	34	34	22	22	22	22	22	27	27	22

Jan-28	Feb-28	Mar-28
22	22	22



Road ID	X40-E60
Road name	Oakey-Pittsworth Road
Road section	Gore Highway to B2G-LDN171.0

Peak veh/day across construction	13
Peak impact month	Jun-26
Length of peak period	1

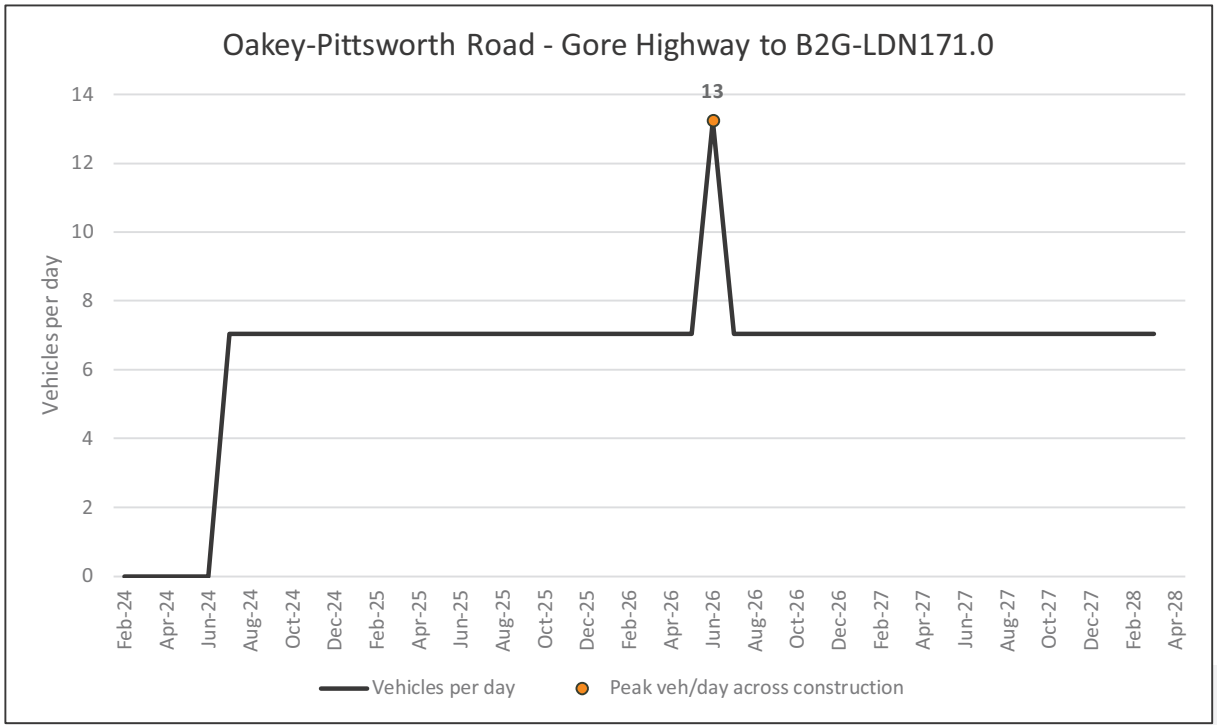
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	7	7	13	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	7	7	7	7	7	7	7	7	7	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X75-X82
Road name	O'Mara Road
Road section	Toowoomba-Cecil Plains Road to Warrego Highway

Peak veh/day across construction	87
Peak impact month	Jun-27
Length of peak period	1

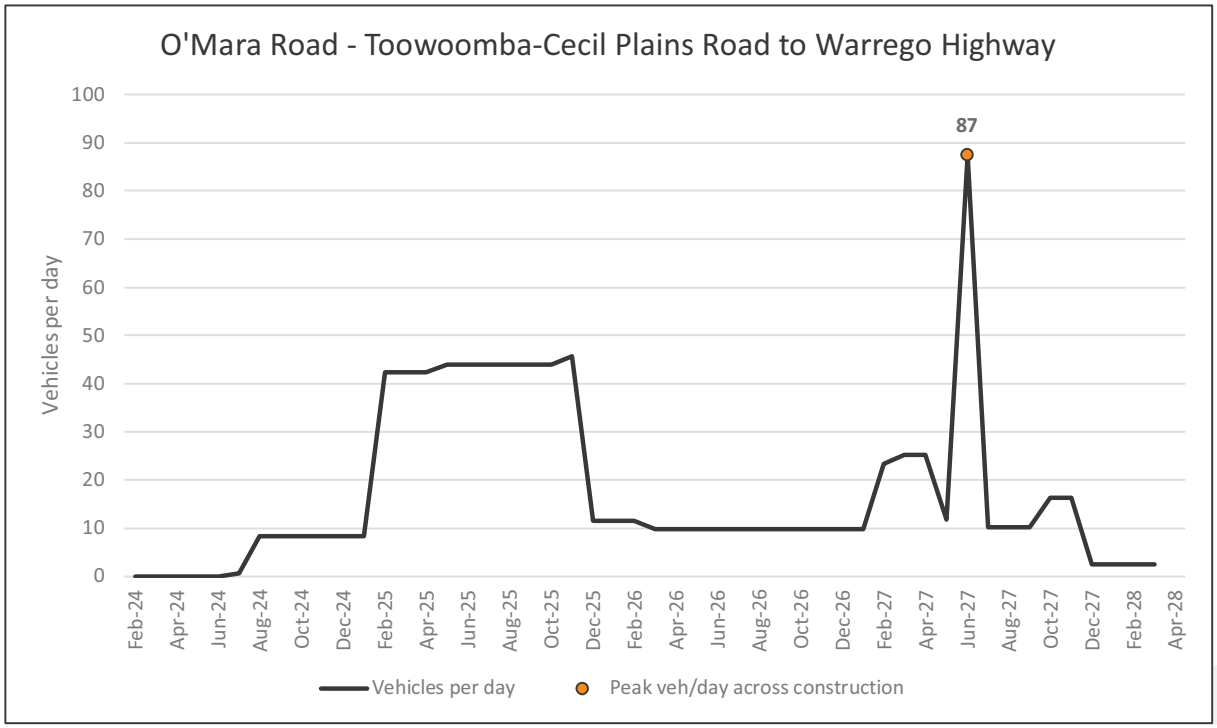
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	1	8	8	8	8	8

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
8	42	42	42	44	44	44	44	44	44	46	12

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
12	12	10	10	10	10	10	10	10	10	10	10

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
10	23	25	25	12	87	10	10	10	16	16	2

Jan-28	Feb-28	Mar-28
2	2	2



Road ID	E110-E51
Road name	Owens Scrub Road
Road section	B2G-LDN129.5 to B2G-LDN128.2

Peak veh/day across construction	30
Peak impact month	Jun-27
Length of peak period	2

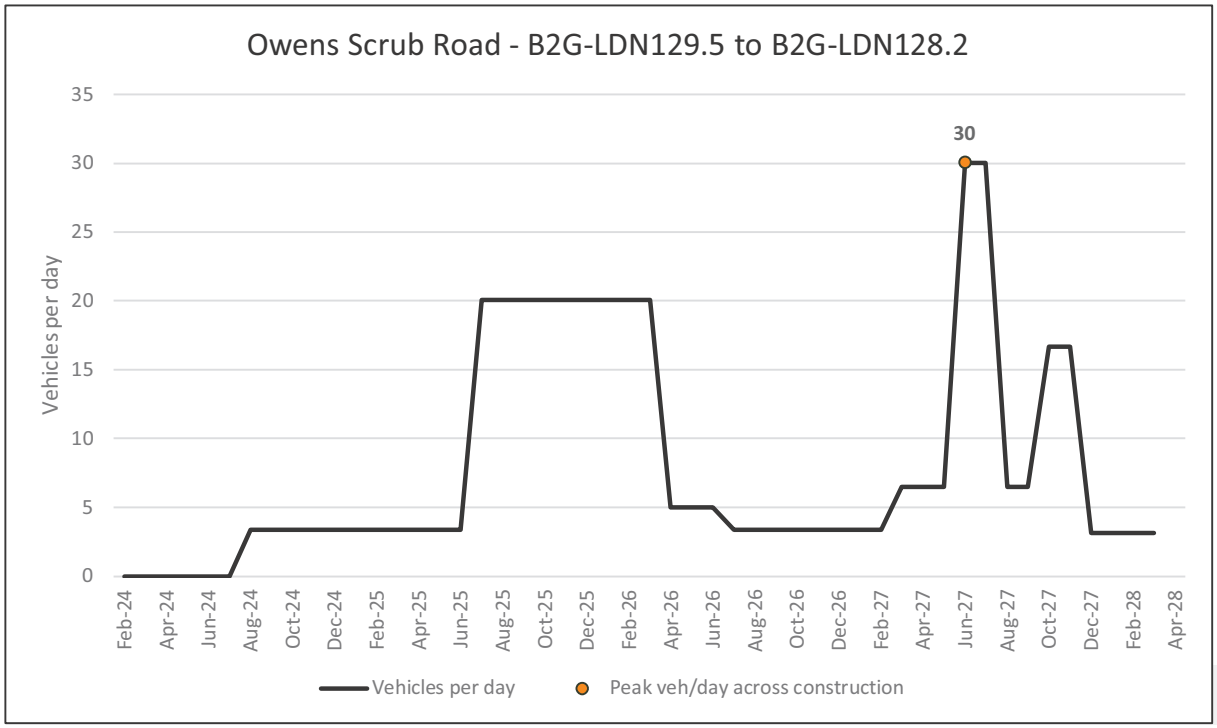
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	3	3	3	3	3

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
3	3	3	3	3	3	20	20	20	20	20	20

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
20	20	20	5	5	5	3	3	3	3	3	3

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
3	3	7	7	7	30	30	7	7	17	17	3

Jan-28	Feb-28	Mar-28
3	3	3



Road ID	E51-E52
Road name	Owens Scrub Road
Road section	B2G-LDN128.2 to B2G-LDN130.0

Peak veh/day across construction	279
Peak impact month	Sep-24
Length of peak period	3

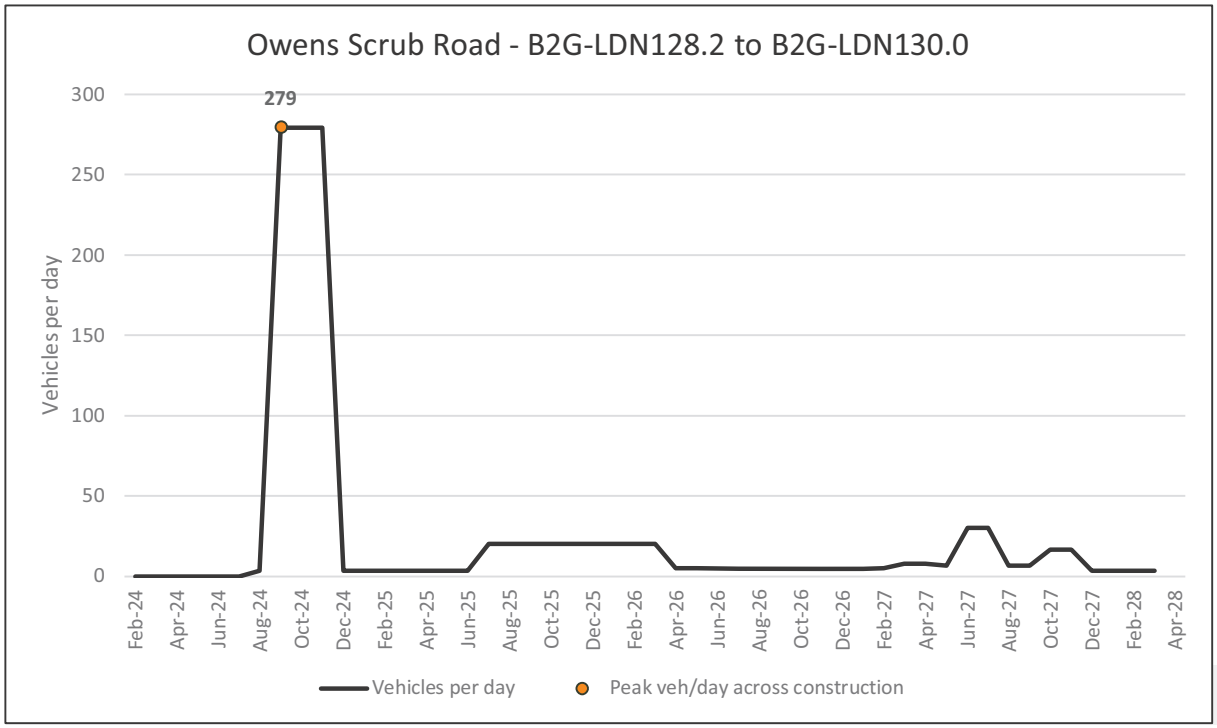
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	3	279	279	279	3

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
3	3	3	3	3	3	20	20	20	20	20	20

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
20	20	20	5	5	5	5	5	5	5	5	5

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
5	5	8	8	7	30	30	7	7	17	17	3

Jan-28	Feb-28	Mar-28
3	3	3



Road ID	E52-X63
Road name	Owens Scrub Road
Road section	B2G-LDN130.0 to Millmerran-Inglewood Road

Peak veh/day across construction	540
Peak impact month	Oct-24
Length of peak period	2

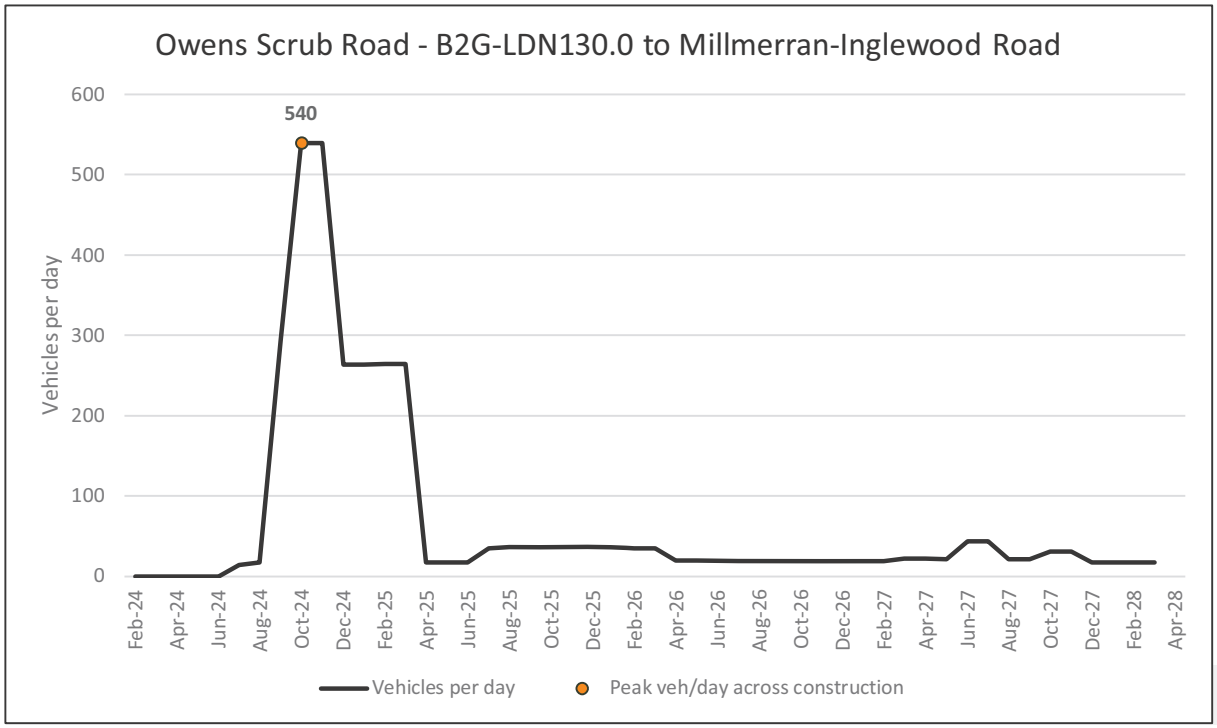
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	17	293	540	540	264

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
264	264	264	18	18	18	34	36	36	36	36	37

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
37	34	34	19	19	19	19	19	19	19	19	19

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
19	19	22	22	21	44	44	21	21	31	31	17

Jan-28	Feb-28	Mar-28
17	17	17



Road ID	X41-E91
Road name	Paint Mine Road
Road section	Gore Highway to B2G-LDN173.5

Peak veh/day across construction	12
Peak impact month	Oct-27
Length of peak period	2

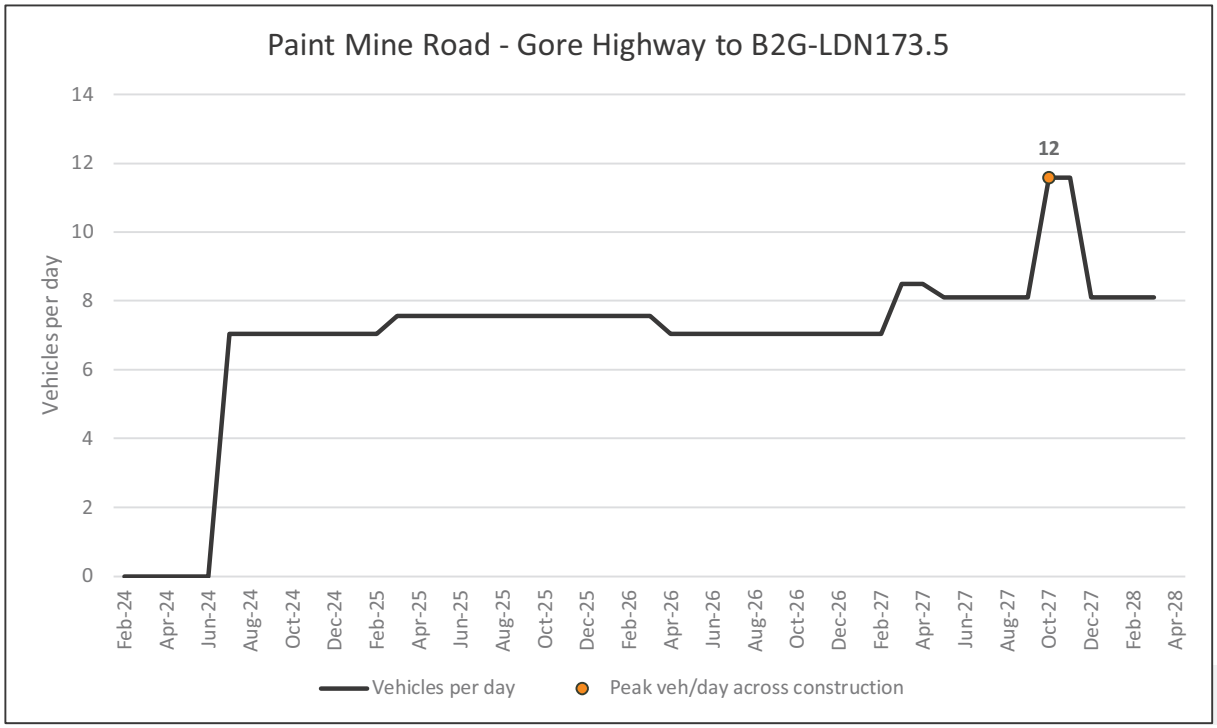
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	8	8	8	8	8	8	8	8	8	8

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
8	8	8	7	7	7	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	9	9	8	8	8	8	8	12	12	8

Jan-28	Feb-28	Mar-28
8	8	8



Road ID	X64-E46
Road name	Paton Road
Road section	Millmerran-Inglewood Road to B2G-LDN104.5

Peak veh/day across construction	47
Peak impact month	Jun-27
Length of peak period	2

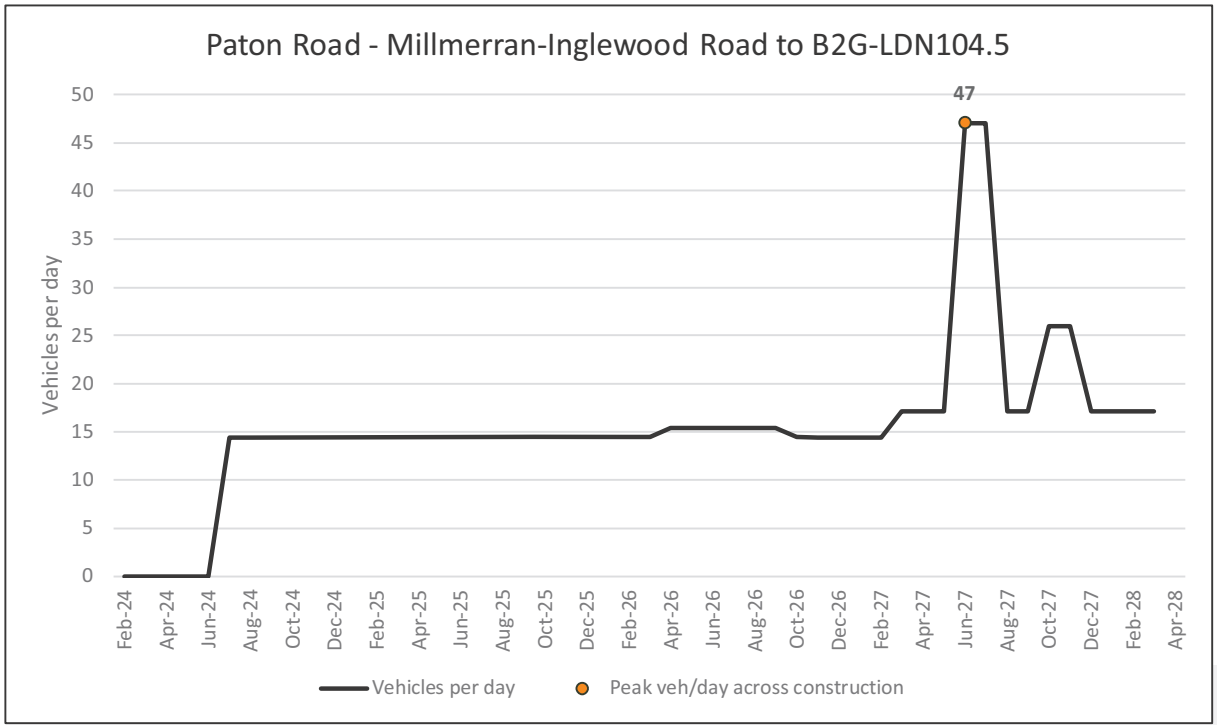
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	15	15	15	15	15	15	15	15	15	15	15

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
15	15	15	15	15	15	15	15	15	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	17	17	17	47	47	17	17	26	26	17

Jan-28	Feb-28	Mar-28
17	17	17



Road ID	X136-E23
Road name	Quarry Road Access
Road section	Tummaville Road to Quarry

Peak veh/day across construction	164
Peak impact month	Aug-25
Length of peak period	4

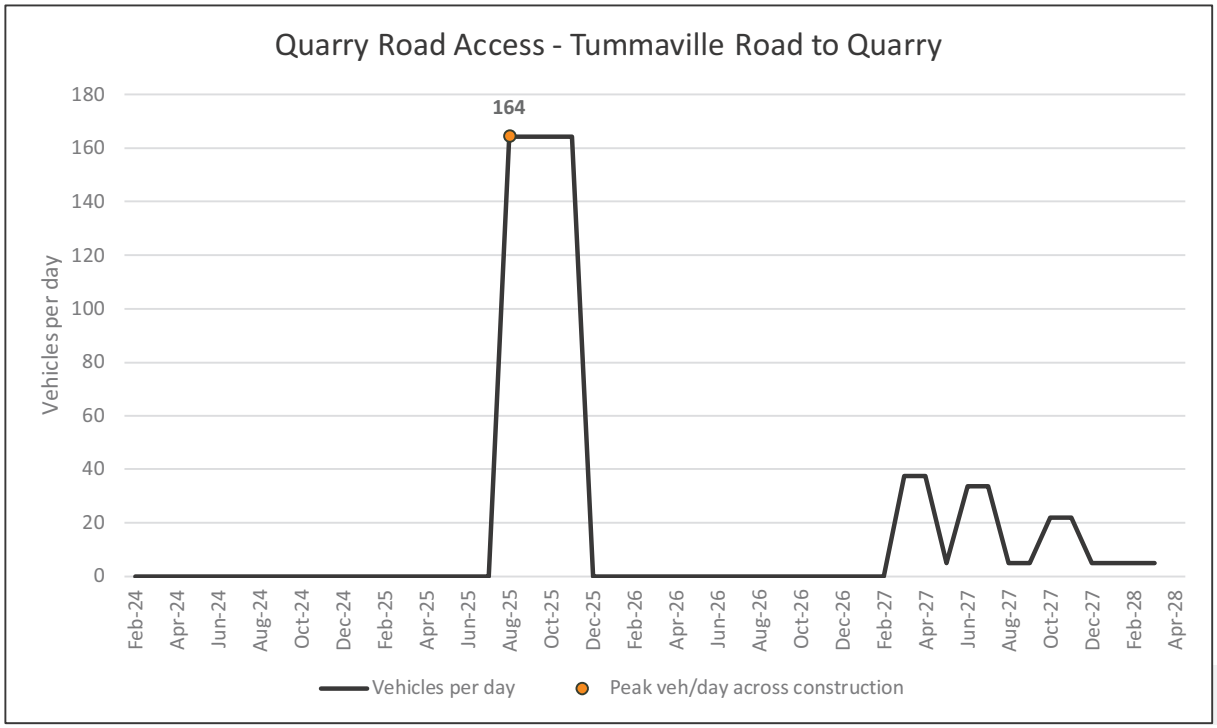
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	164	164	164	164	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	38	38	5	34	34	5	5	22	22	5

Jan-28	Feb-28	Mar-28
5	5	5



Road ID	X123-X42
Road name	Saleyards Road
Road section	Campbell Street to Gore Highway

Peak veh/day across construction	27
Peak impact month	Jun-27
Length of peak period	2

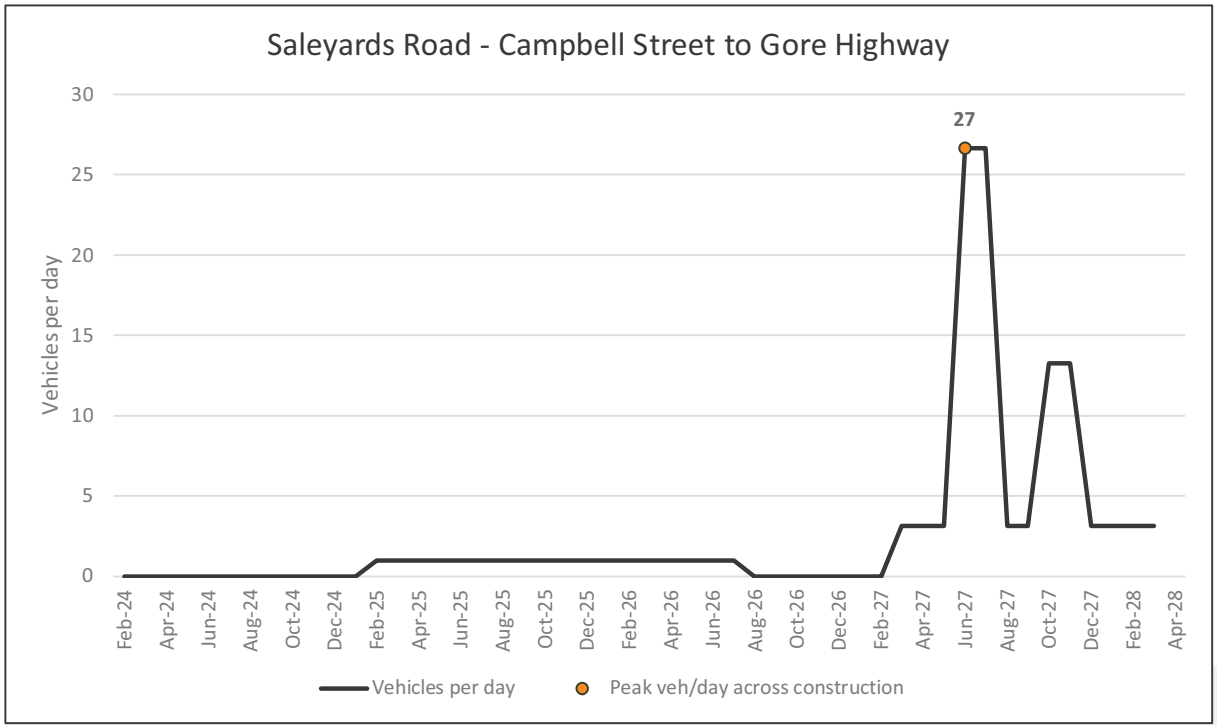
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	3	3	3	27	27	3	3	13	13	3

Jan-28	Feb-28	Mar-28
3	3	3



Road ID	X60-E50
Road name	Schwarten Road
Road section	Millmerran-Inglewood Road to B2G-LDN126.9

Peak veh/day across construction	9
Peak impact month	Dec-25
Length of peak period	4

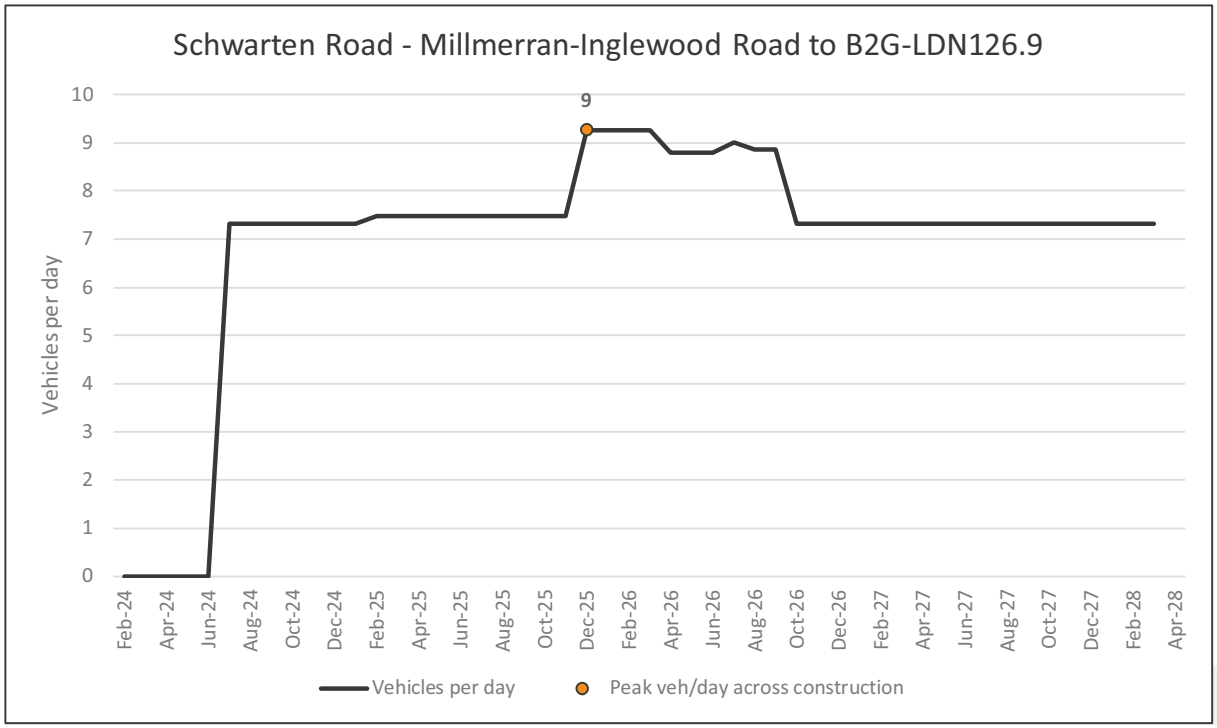
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	9

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
9	9	9	9	9	9	9	9	9	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	7	7	7	7	7	7	7	7	7	7

Jan-28	Feb-28	Mar-28
7	7	7



Road ID	X124-E109
Road name	Scragg Road
Road section	Commodore Peak Road to B2G-LDN123.6

Peak veh/day across construction	103
Peak impact month	Jan-26
Length of peak period	2

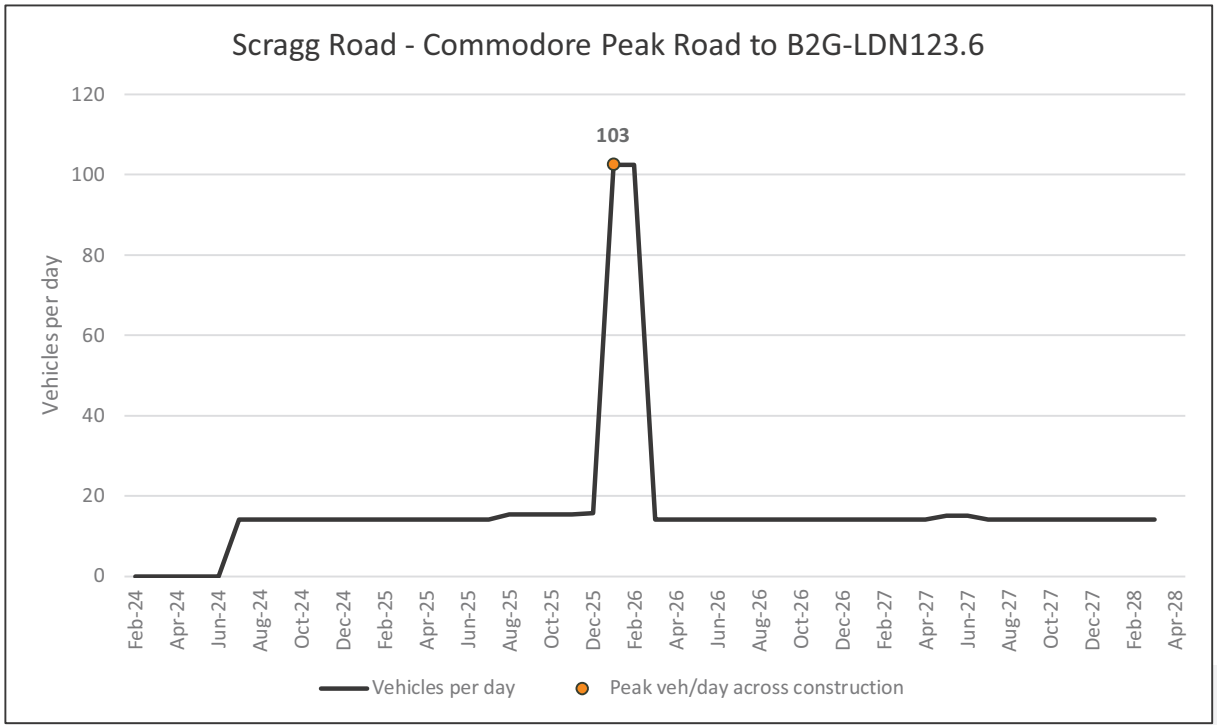
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	14	14	14	14	14

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
14	14	14	14	14	14	14	15	15	15	15	16

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
103	103	14	14	14	14	14	14	14	14	14	14

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
14	14	14	14	15	15	14	14	14	14	14	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E109-E49
Road name	Scragg Road
Road section	B2G-LDN123.6 to B2G-LDN123.8

Peak veh/day across construction	2
Peak impact month	Dec-25
Length of peak period	1

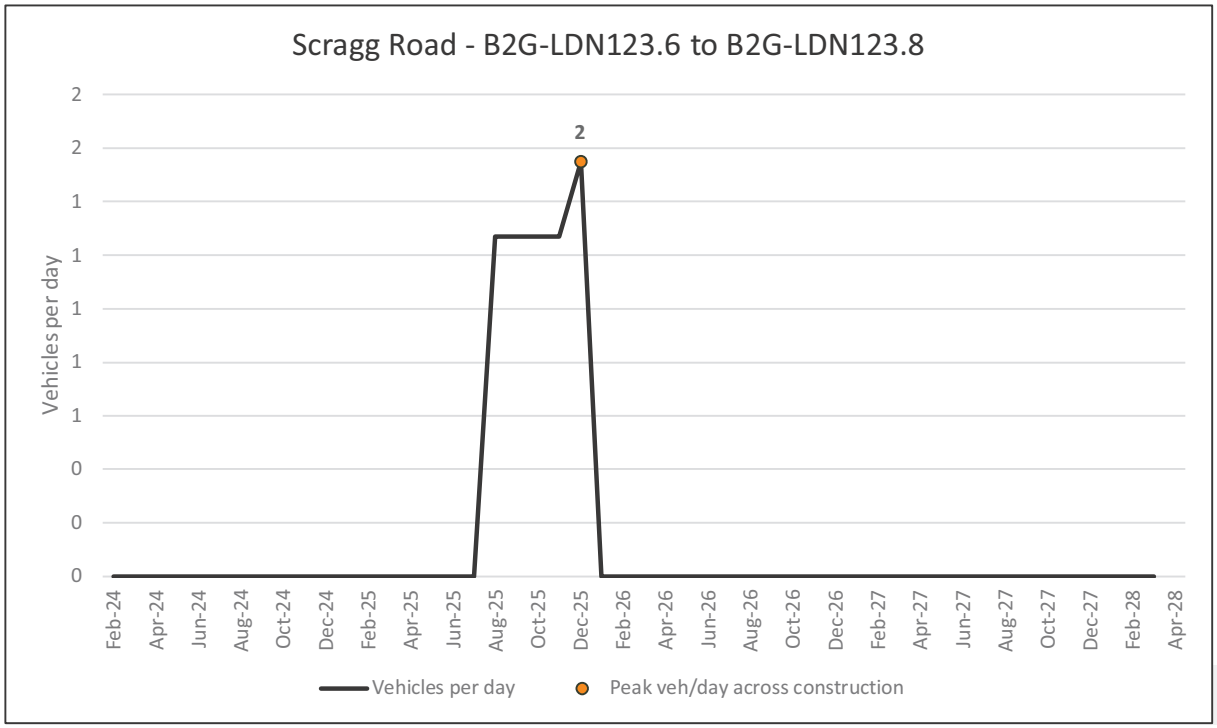
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	1	1	1	1	2

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	0	0	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	E102-X43
Road name	Scrubby Road
Road section	Bland Quarry Pittsworth to Gore Highway

Peak veh/day across construction	1550
Peak impact month	Dec-25
Length of peak period	2

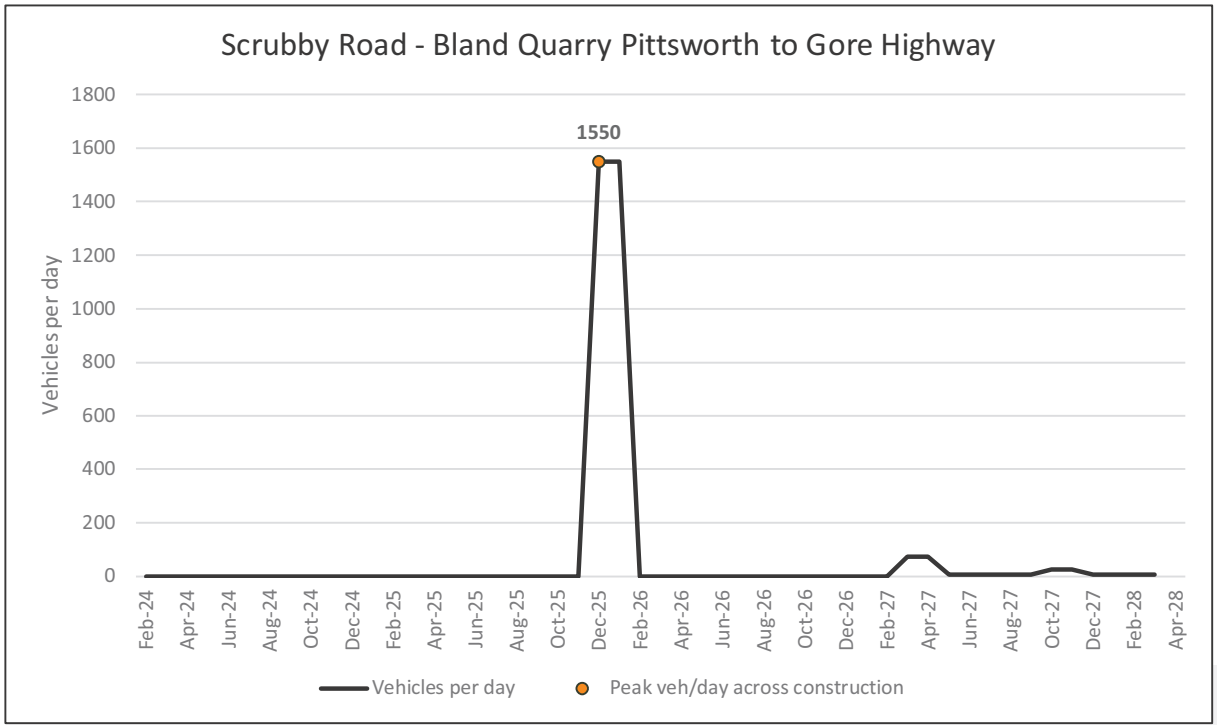
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	0	1550

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1550	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	73	73	6	6	6	6	6	27	27	6

Jan-28	Feb-28	Mar-28
6	6	6



Road ID	X82-E30
Road name	Steger Road
Road section	Warrego Highway to New Hope Recycled Water Pipeline

Peak veh/day across construction	95
Peak impact month	Nov-25
Length of peak period	1

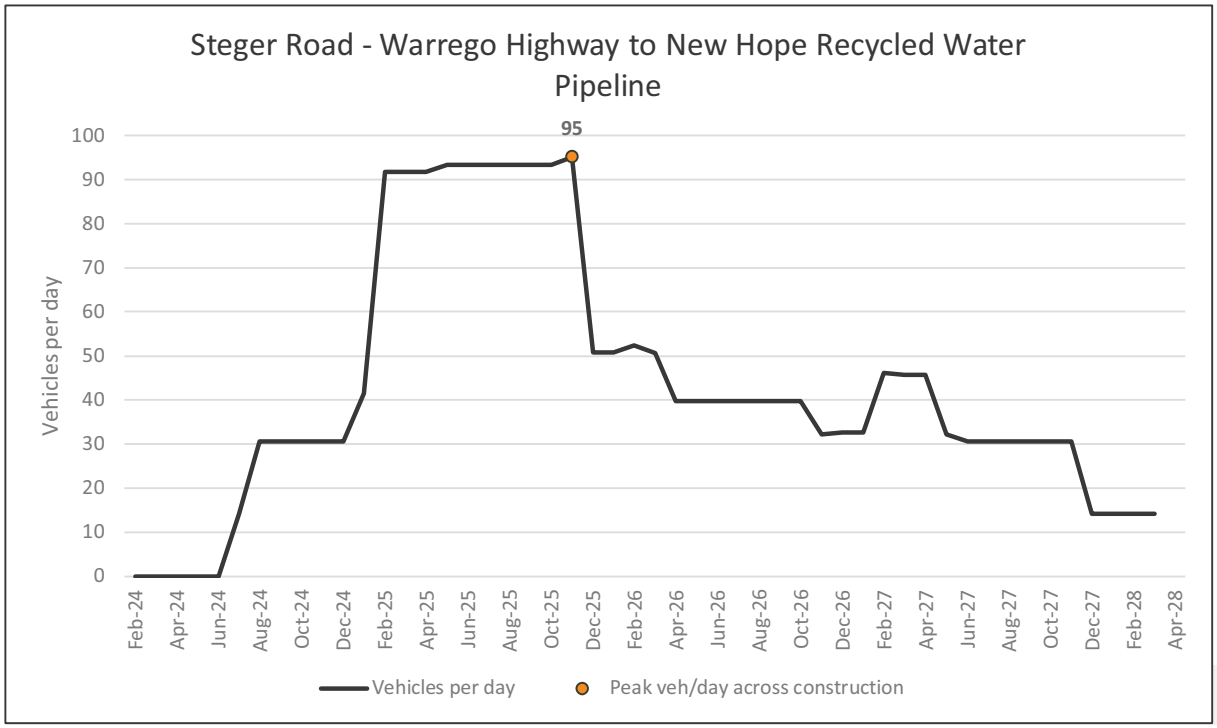
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	31	31	31	31	31

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
41	92	92	92	93	93	93	93	93	93	95	51

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
51	52	51	40	40	40	40	40	40	40	32	33

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
33	46	46	46	32	31	31	31	31	31	31	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	E30-X147
Road name	Steger Road
Road section	New Hope Recycled Water Pipeline to Draper Road

Peak veh/day across construction	44
Peak impact month	Dec-25
Length of peak period	11

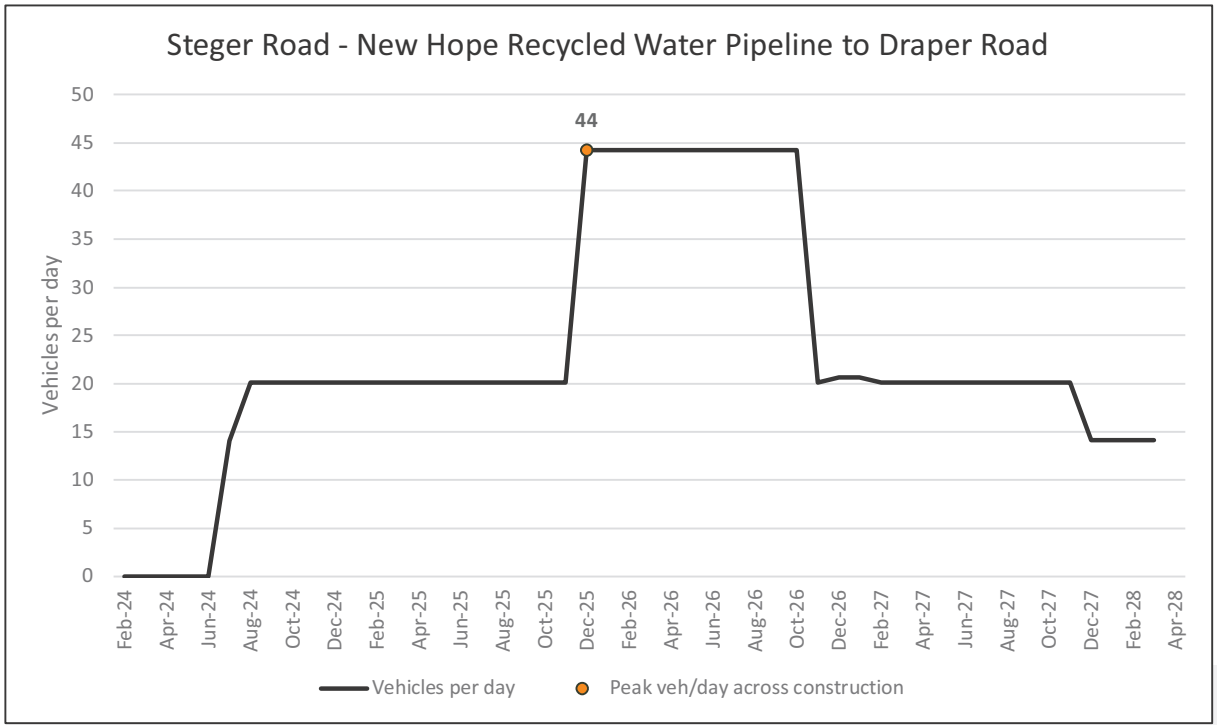
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	20	20	20	20	20

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
20	20	20	20	20	20	20	20	20	20	20	44

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
44	44	44	44	44	44	44	44	44	44	20	21

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
21	20	20	20	20	20	20	20	20	20	20	14

Jan-28	Feb-28	Mar-28
14	14	14



Road ID	X147-X130
Road name	Steger Road
Road section	Draper Road to Leesons Road

Peak veh/day across construction	30
Peak impact month	Dec-25
Length of peak period	11

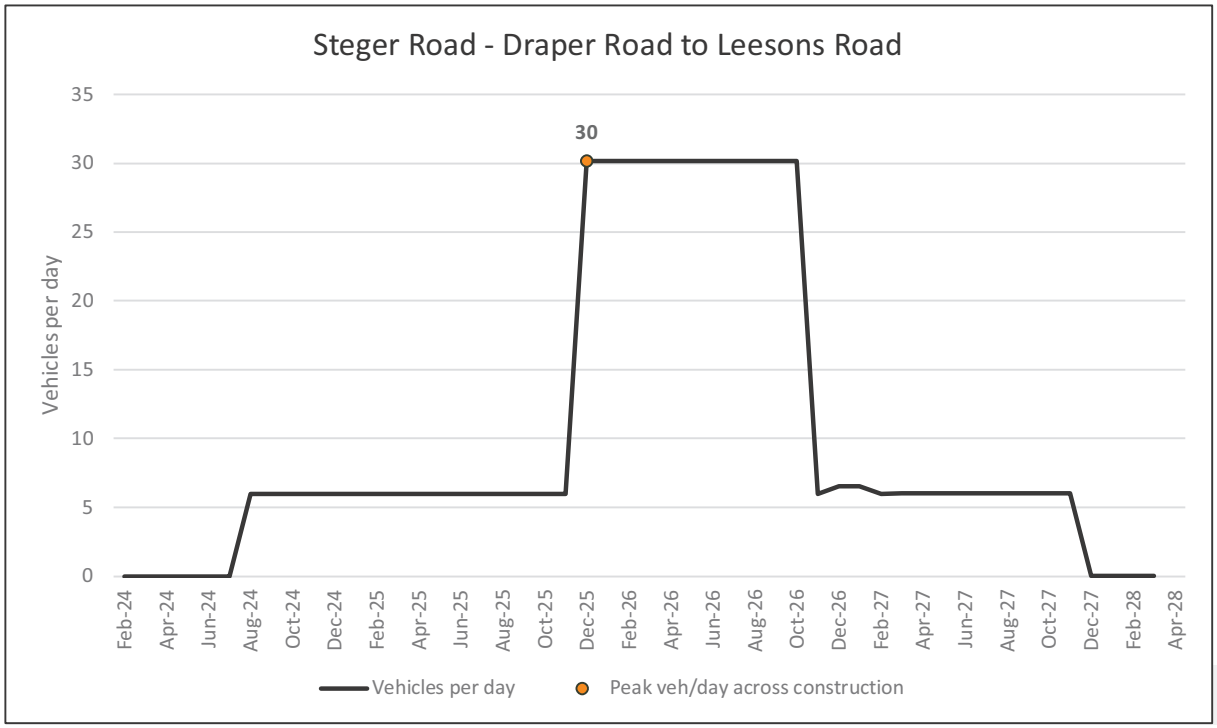
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	6	6	6	6	6

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
6	6	6	6	6	6	6	6	6	6	6	30

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
30	30	30	30	30	30	30	30	30	30	6	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	6	6	6	6	6	6	6	6	6	6	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X136-X45
Road name	Tummaville Road
Road section	Access Track to Gore Highway

Peak veh/day across construction	164
Peak impact month	Aug-25
Length of peak period	4

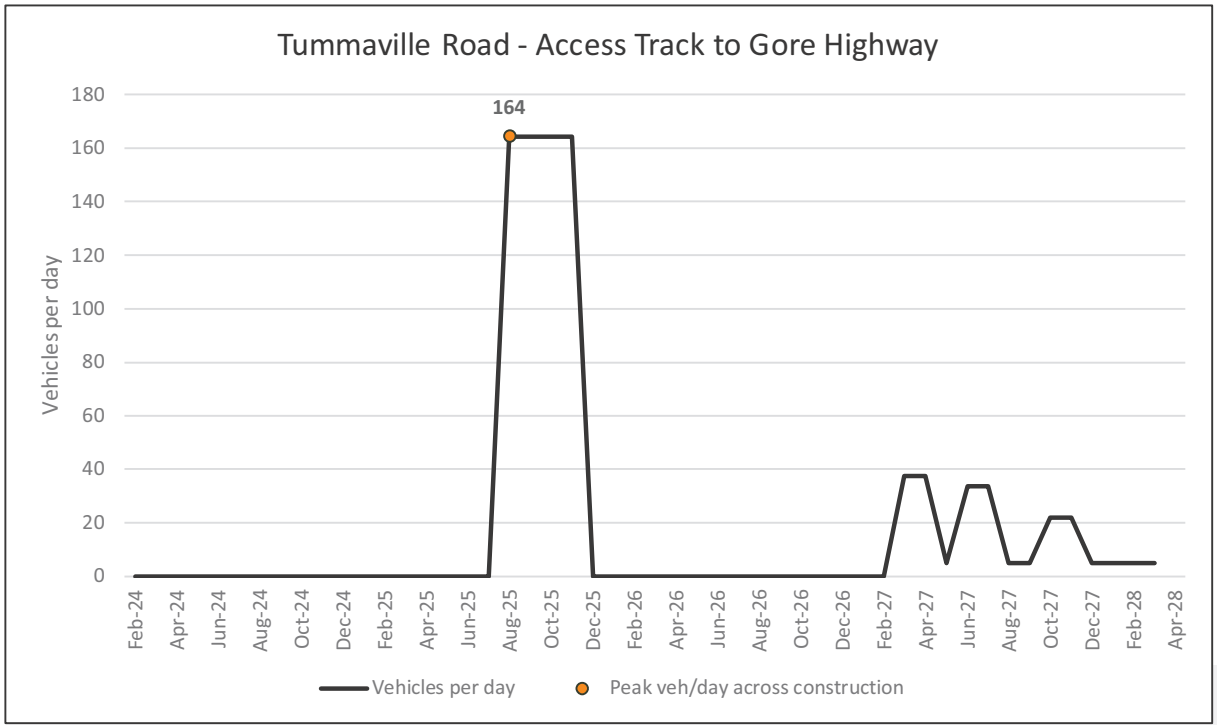
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	164	164	164	164	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	38	38	5	34	34	5	5	22	22	5

Jan-28	Feb-28	Mar-28
5	5	5



Road ID	X46-E34
Road name	Turallin Road
Road section	Gore Highway to Millmerran Construction Camp

Peak veh/day across construction	233
Peak impact month	Jul-24
Length of peak period	45

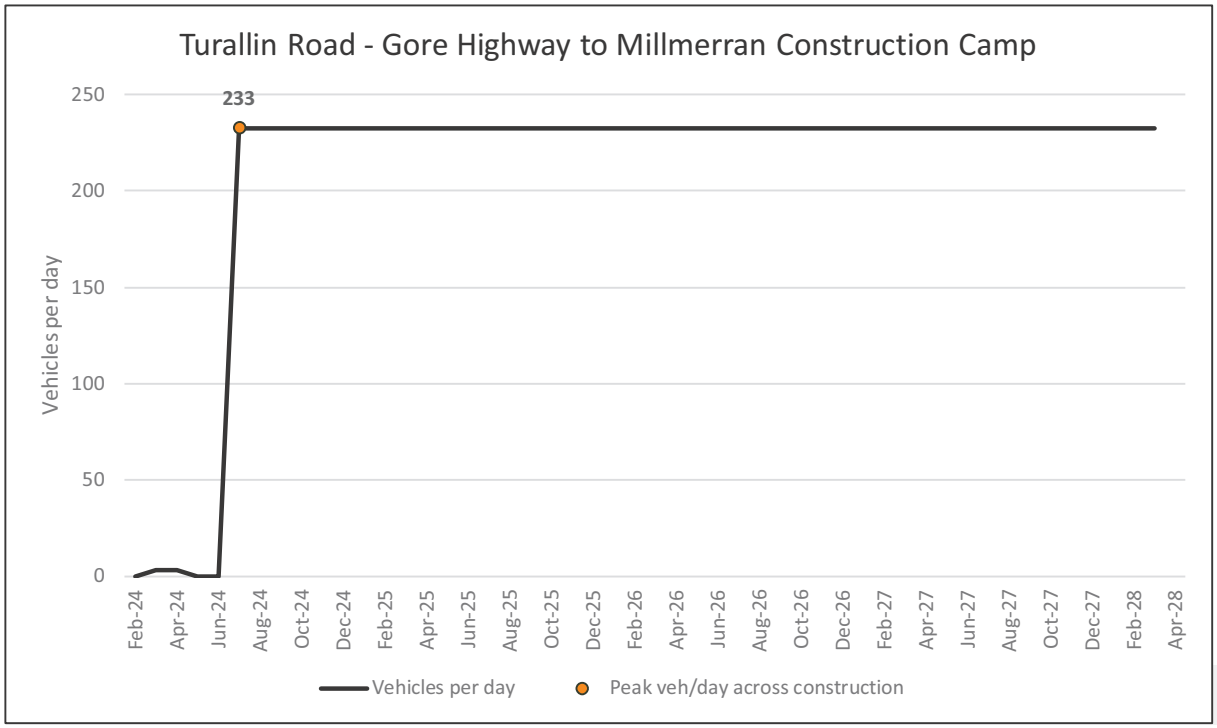
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	3	3	0	0	233	233	233	233	233	233

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
233	233	233	233	233	233	233	233	233	233	233	233

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
233	233	233	233	233	233	233	233	233	233	233	233

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
233	233	233	233	233	233	233	233	233	233	233	233

Jan-28	Feb-28	Mar-28
233	233	233



Road ID	E127-E57
Road name	Ware Street
Road section	Graincorp Brookstead to B2G-LDN153.1

Peak veh/day across construction	26
Peak impact month	May-25
Length of peak period	3

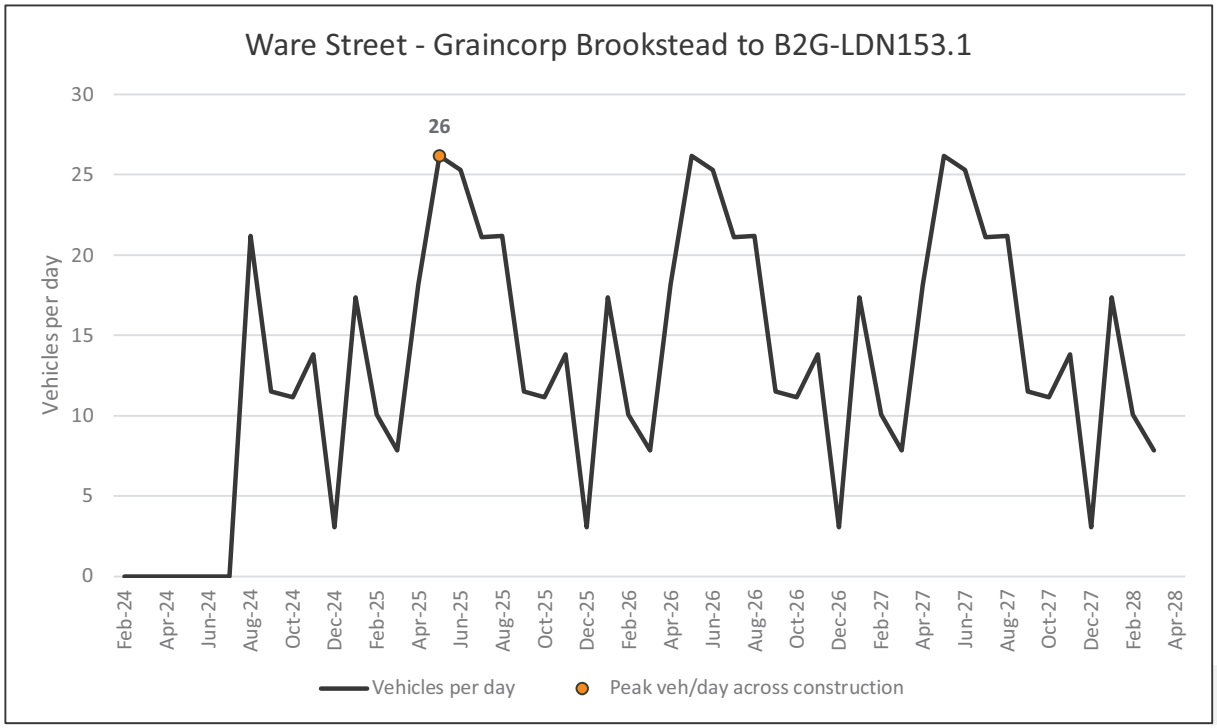
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	21	12	11	14	3

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
17	10	8	18	26	25	21	21	12	11	14	3

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
17	10	8	18	26	25	21	21	12	11	14	3

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
17	10	8	18	26	25	21	21	12	11	14	3

Jan-28	Feb-28	Mar-28
17	10	8



Road ID	E57-X146
Road name	Ware Street
Road section	B2G-LDN153.1 to Gore Highway

Peak veh/day across construction	52
Peak impact month	May-26
Length of peak period	1

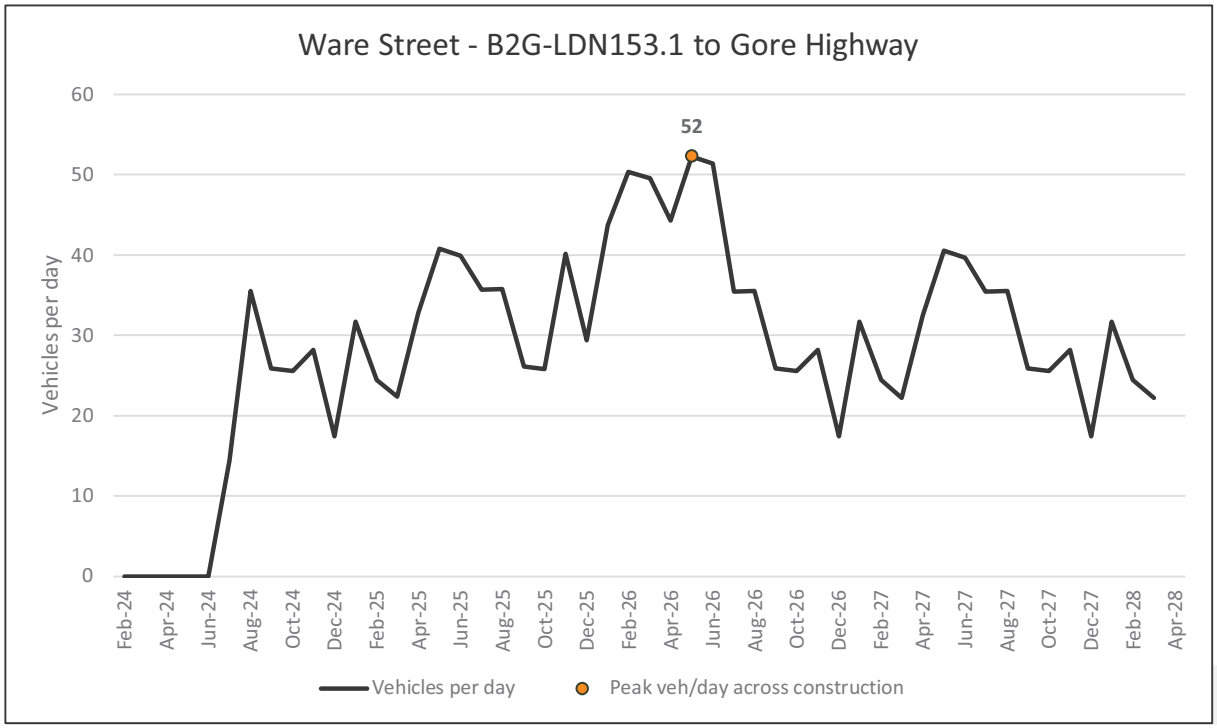
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	36	26	26	28	17

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
32	24	22	33	41	40	36	36	26	26	40	29

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
44	50	50	44	52	51	35	36	26	26	28	17

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
32	24	22	33	41	40	35	36	26	26	28	17

Jan-28	Feb-28	Mar-28
32	24	22



Road ID	X47-E107
Road name	Ware Street
Road section	Gore Highway to B2G-LDN150.9

Peak veh/day across construction	8
Peak impact month	Mar-27
Length of peak period	2

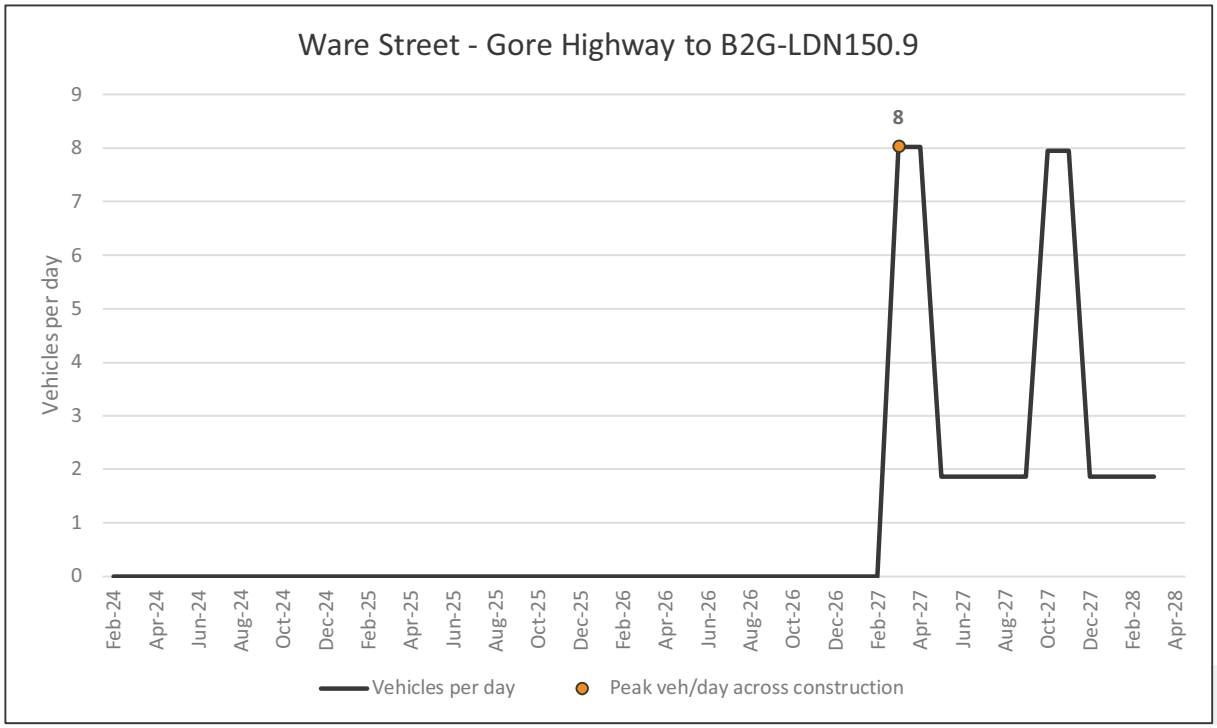
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	0	0	0	0	0	0	0	0	0	0	0

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
0	0	0	0	0	0	0	0	0	0	0	0

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
0	0	8	8	2	2	2	2	2	8	8	2

Jan-28	Feb-28	Mar-28
2	2	2



Road ID	X137-X78
Road name	Wellcamp Westbrook Road
Road section	Drayton Wellcamp Road to Toowoomba-Cecil Plains Rc

Peak veh/day across construction	80
Peak impact month	Jun-27
Length of peak period	1

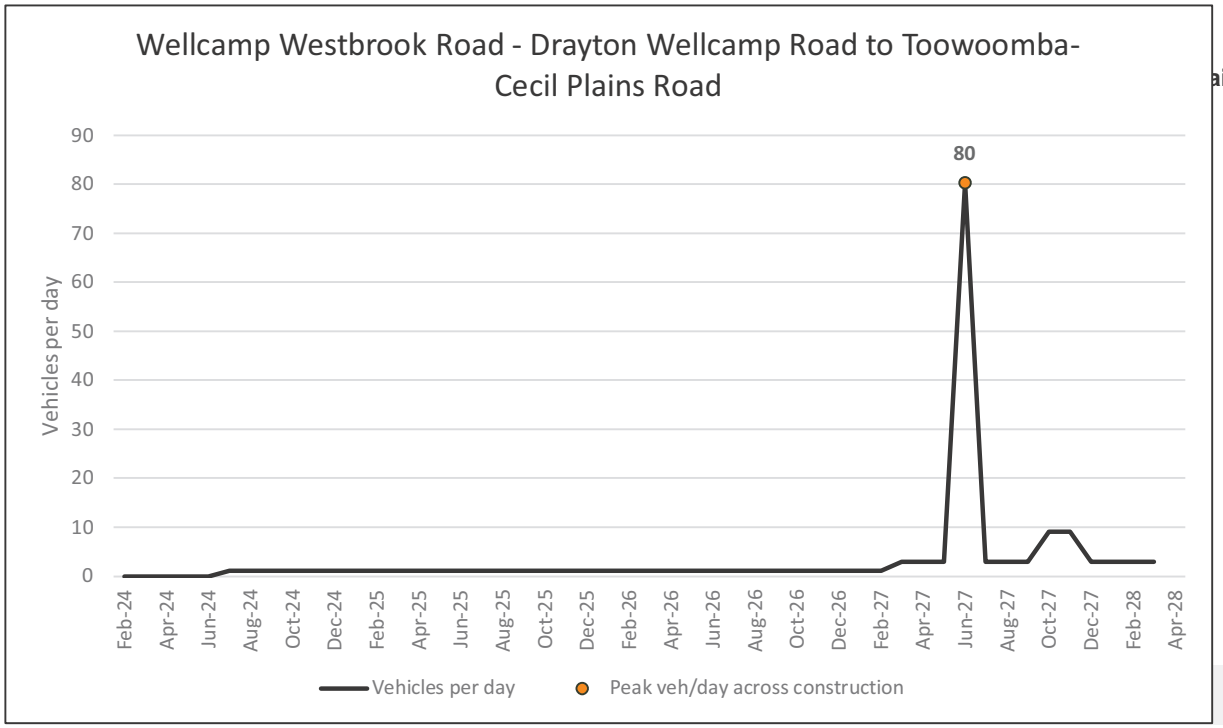
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	1	1	1	1	1	1

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
1	1	1	1	1	1	1	1	1	1	1	1

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1	1	1	1	1	1	1	1	1	1	1	1

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
1	1	3	3	3	80	3	3	3	9	9	3

Jan-28	Feb-28	Mar-28
3	3	3



Road ID	X48-X138
Road name	West Street
Road section	Gore Highway to Florence Street

Peak veh/day across construction	11
Peak impact month	Jan-26
Length of peak period	1

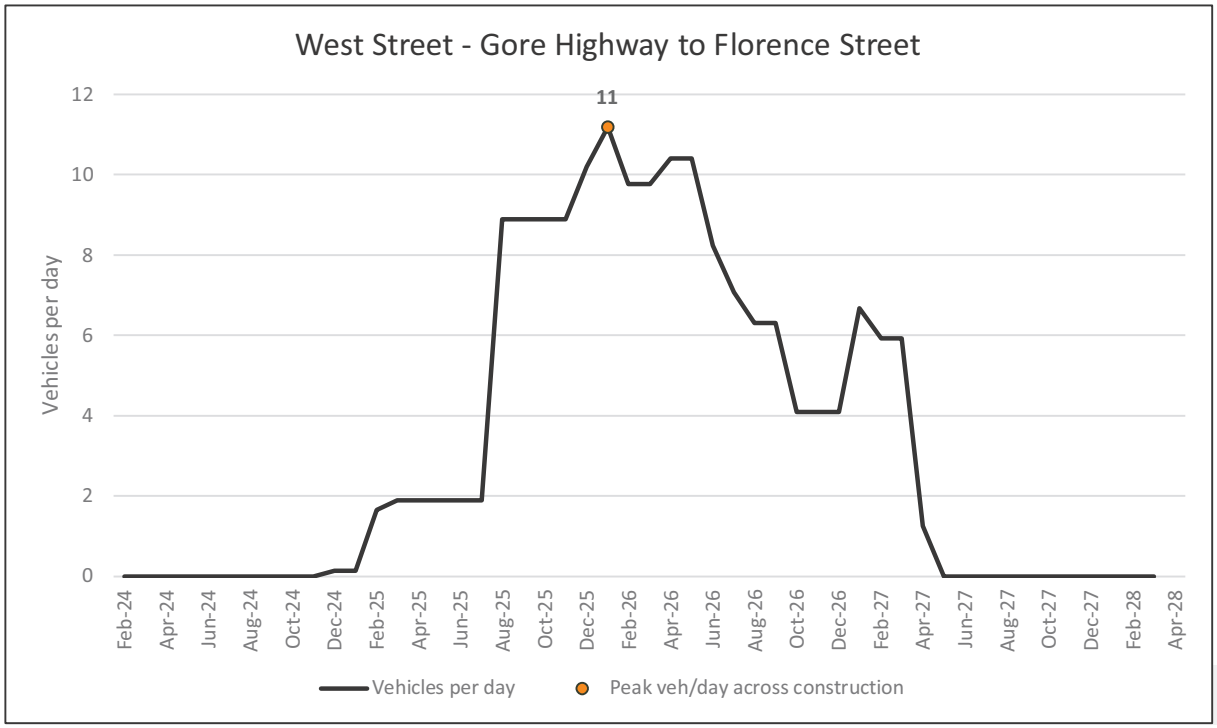
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	2	2	2	2	2	2	9	9	9	9	10

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
11	10	10	10	10	8	7	6	6	4	4	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	6	6	1	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X138-X135
Road name	West Street
Road section	Florence Street to Six Mile Road

Peak veh/day across construction	12
Peak impact month	Jan-26
Length of peak period	1

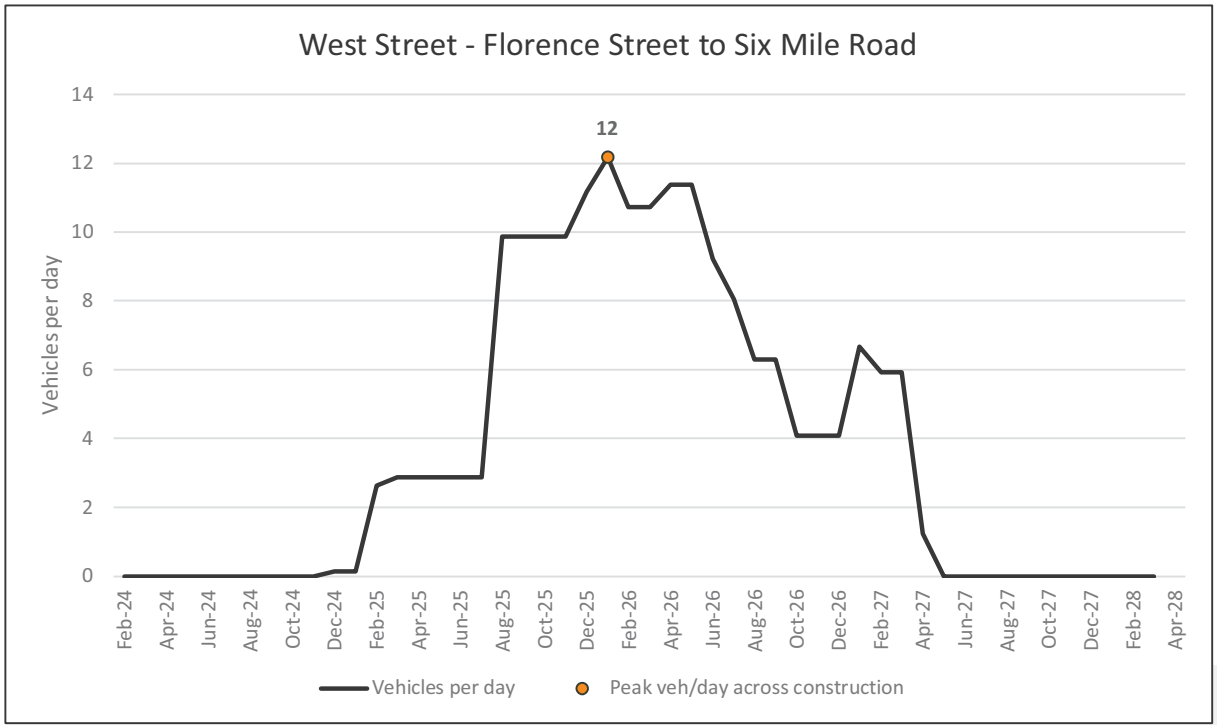
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	0	0	0	0	0	0

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
0	3	3	3	3	3	3	10	10	10	10	11

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
12	11	11	11	11	9	8	6	6	4	4	4

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	6	6	1	0	0	0	0	0	0	0	0

Jan-28	Feb-28	Mar-28
0	0	0



Road ID	X45-E58
Road name	Yarranlea Road
Road section	Gore Highway to B2G-LDN161.0

Peak veh/day across construction	1429
Peak impact month	Dec-25
Length of peak period	2

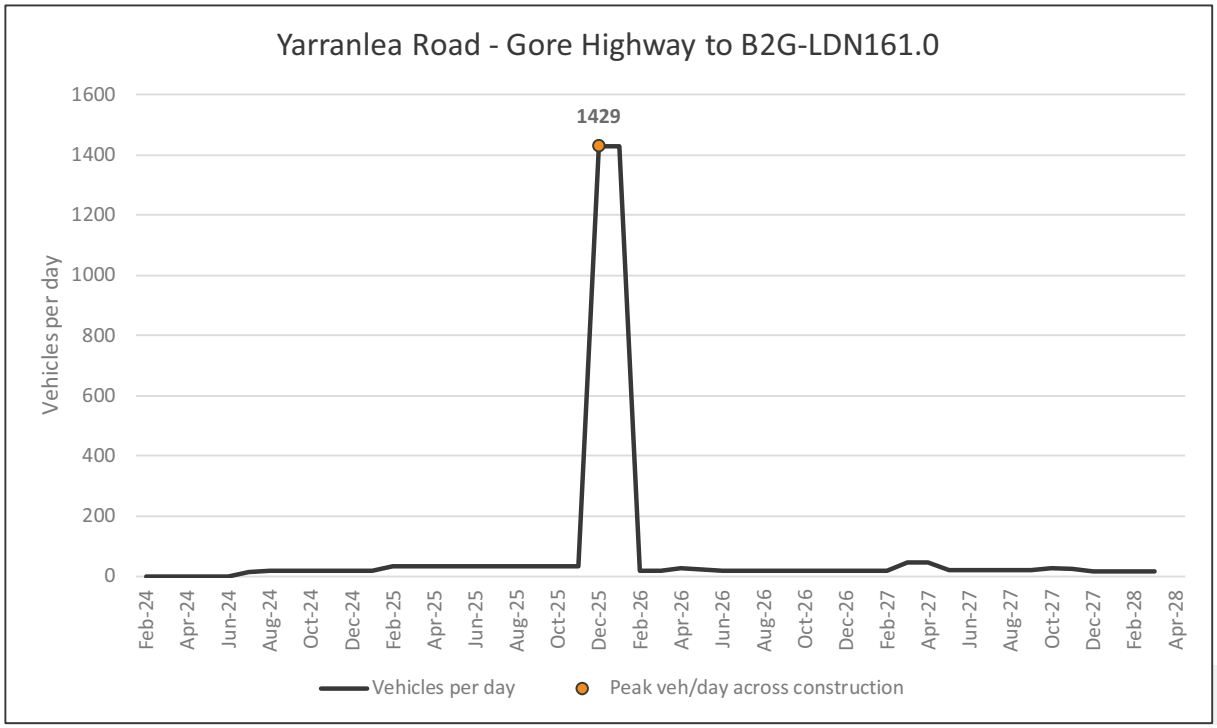
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	14	18	18	18	18	18

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
18	32	33	33	33	33	33	33	33	33	33	1429

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1429	18	18	27	23	18	18	18	18	18	18	18

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
18	18	46	46	21	21	21	21	21	26	25	16

Jan-28	Feb-28	Mar-28
16	16	16



Road ID	E58-X139
Road name	Yarranlea Road
Road section	B2G-LDN161.0 to Desmonds Lane

Peak veh/day across construction	12
Peak impact month	May-26
Length of peak period	1

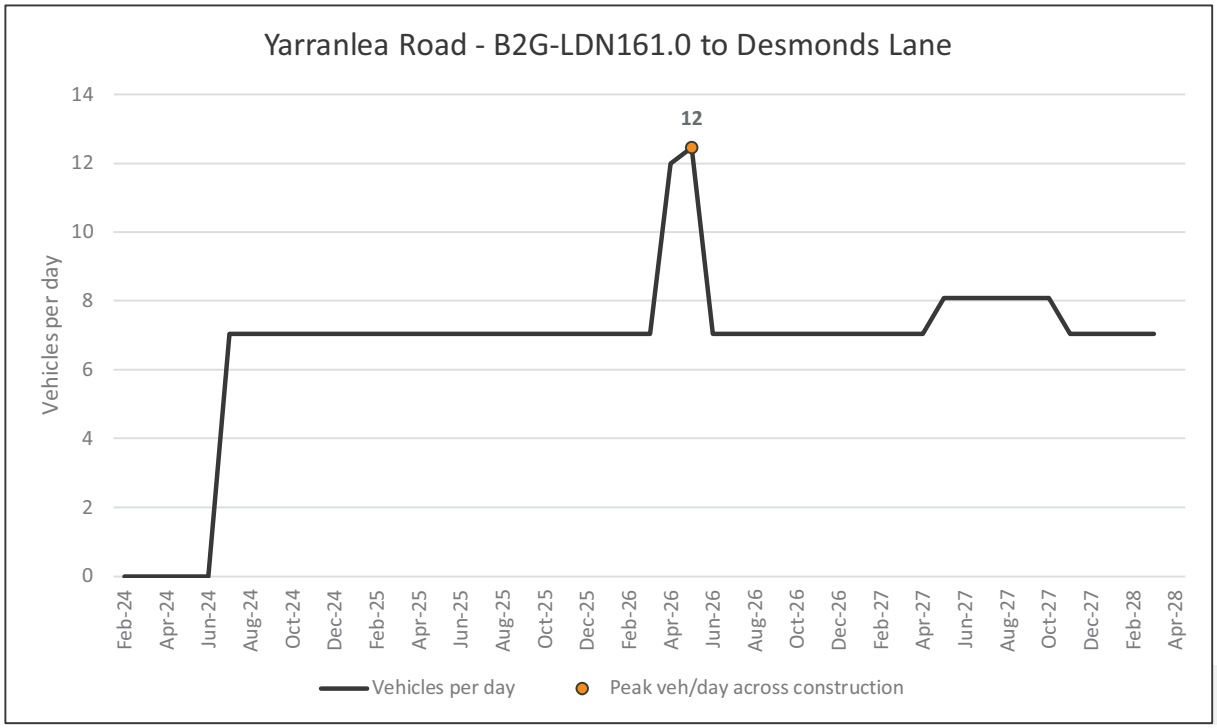
Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
0	0	0	0	0	7	7	7	7	7	7

Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
7	7	7	7	7	7	7	7	7	7	7	7

Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
7	7	7	12	12	7	7	7	7	7	7	7

Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
7	7	7	7	8	8	8	8	8	8	7	7

Jan-28	Feb-28	Mar-28
7	7	7



APPENDIX

AA

Traffic Impact Assessment

Appendix BO Cumulative Inland Rail construction traffic variation by road segment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Road ID	X2-X1
Road name	Barwon Highway (31A)
Road section	Ch. 0.0 to Ch. 0.8

	B2G	Cumulative
Peak veh/day across construction	65	65
Peak impact month	May-26	May-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	49	27	28	34	10
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	49	27	28	34	10

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	43	27	22	45	64	62	52	52	30	29	39	18
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	27	22	45	64	62	52	52	30	29	39	18

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	51	34	29	47	65	63	53	54	31	29	32	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	34	29	47	65	63	53	54	31	29	32	7

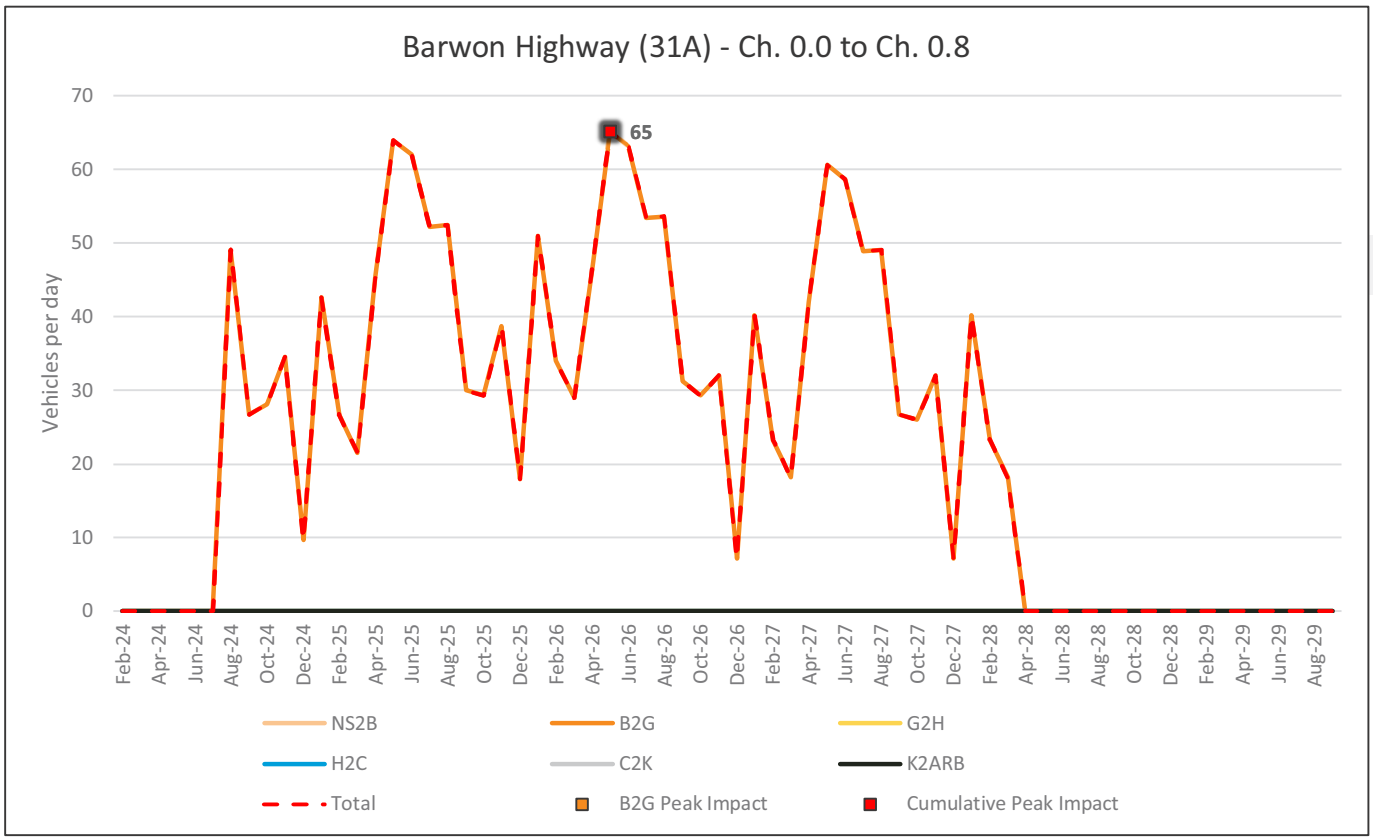
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	40	23	18	42	61	59	49	49	27	26	32	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	23	18	42	61	59	49	49	27	26	32	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	40	23	18	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	23	18	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Barwon Highway (31A)
Road section	Ch. 0.0 to Ch. 0.8

	B2G	Cumulative
Peak veh/day across construction	65	65
Peak impact month	May-26	May-26
Length of peak period	1	1



Road ID	X1-X3
Road name	Barwon Highway (31A)
Road section	Ch. 0.8 to Ch. 2.0

	B2G	Cumulative
Peak veh/day across construction	65	65
Peak impact month	May-26	May-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	49	27	28	34	10
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	49	27	28	34	10

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	43	27	22	45	64	62	52	52	30	29	39	18
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	27	22	45	64	62	52	52	30	29	39	18

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	51	34	29	47	65	63	53	54	31	29	32	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	34	29	47	65	63	53	54	31	29	32	7

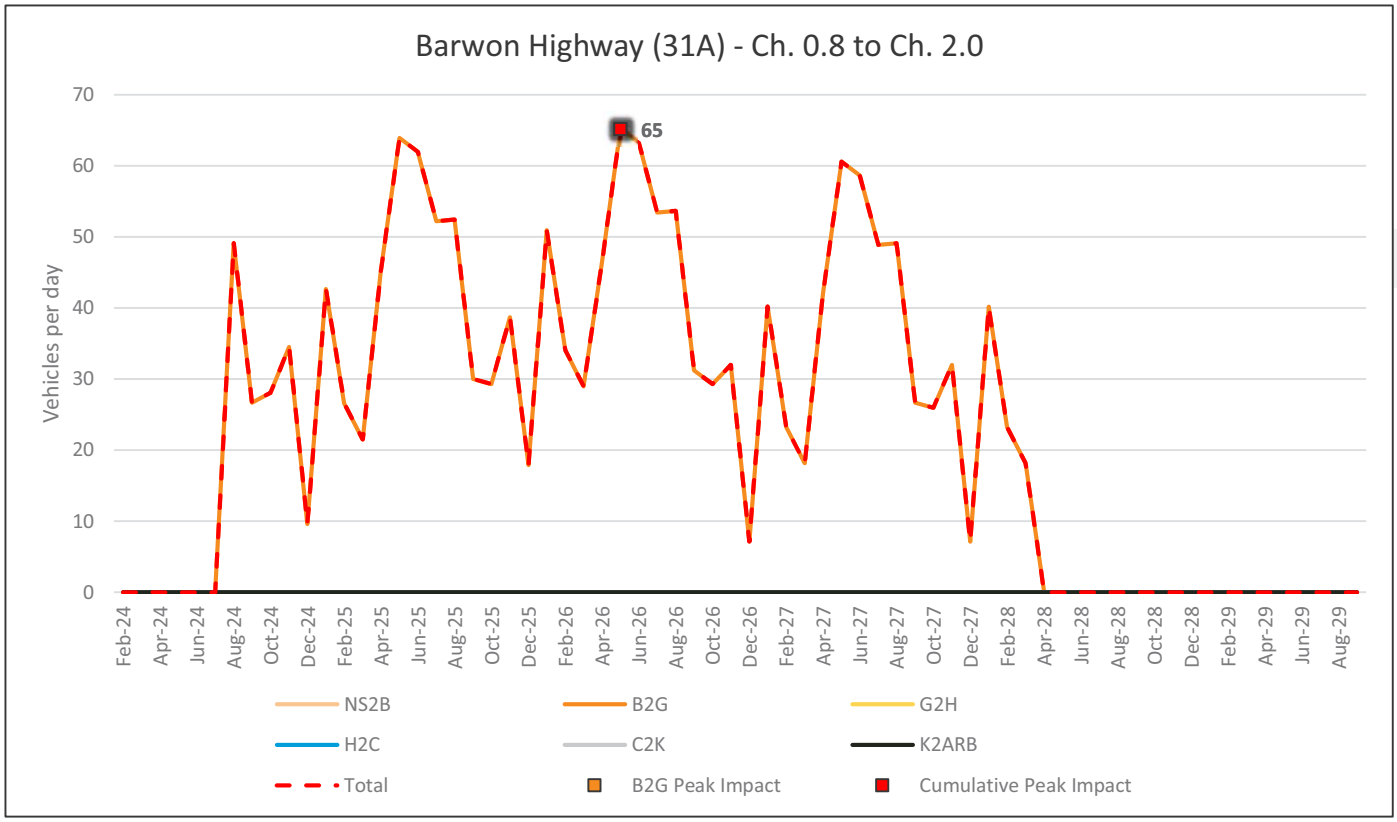
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	40	23	18	42	61	59	49	49	27	26	32	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	23	18	42	61	59	49	49	27	26	32	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	40	23	18	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	23	18	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Barwon Highway (31A)
Road section	Ch. 0.8 to Ch. 2.0

	B2G	Cumulative
Peak veh/day across construction	65	65
Peak impact month	May-26	May-26
Length of peak period	1	1



Road ID	X3-X151
Road name	Barwon Highway (31A)
Road section	Ch. 2.0 to Ch. 45.9

	B2G	Cumulative
Peak veh/day across construction	61	61
Peak impact month	May-25	May-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	49	27	26	32	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	49	27	26	32	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	40	23	18	42	61	59	49	49	27	26	32	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	23	18	42	61	59	49	49	27	26	32	7

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	40	23	18	42	61	59	49	49	27	26	32	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	23	18	42	61	59	49	49	27	26	32	7

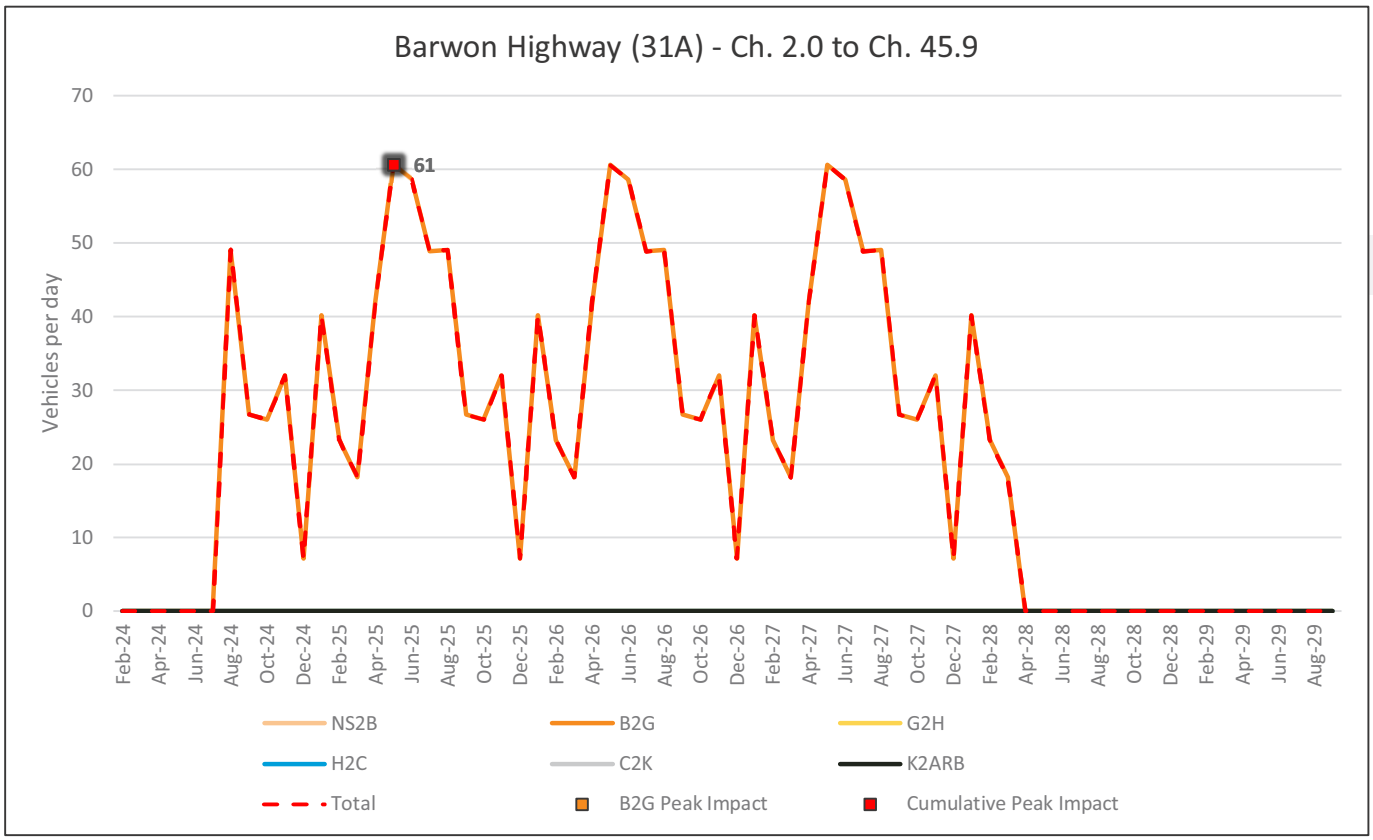
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	40	23	18	42	61	59	49	49	27	26	32	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	23	18	42	61	59	49	49	27	26	32	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	40	23	18	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	23	18	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Barwon Highway (31A)**
Road section	**Ch. 2.0 to Ch. 45.9**

	B2G	Cumulative
Peak veh/day across construction	**61**	**61**
Peak impact month	**May-25**	**May-25**
Length of peak period	**3**	**3**



Road ID	X151-M2
Road name	Barwon Highway (31A)
Road section	Ch. 45.9 to Ch. 88.0

	B2G	Cumulative
Peak veh/day across construction	56	56
Peak impact month	May-25	May-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	45	25	24	30	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	45	25	24	30	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	37	21	17	39	56	54	45	45	25	24	30	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	21	17	39	56	54	45	45	25	24	30	7

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	37	21	17	39	56	54	45	45	25	24	30	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	21	17	39	56	54	45	45	25	24	30	7

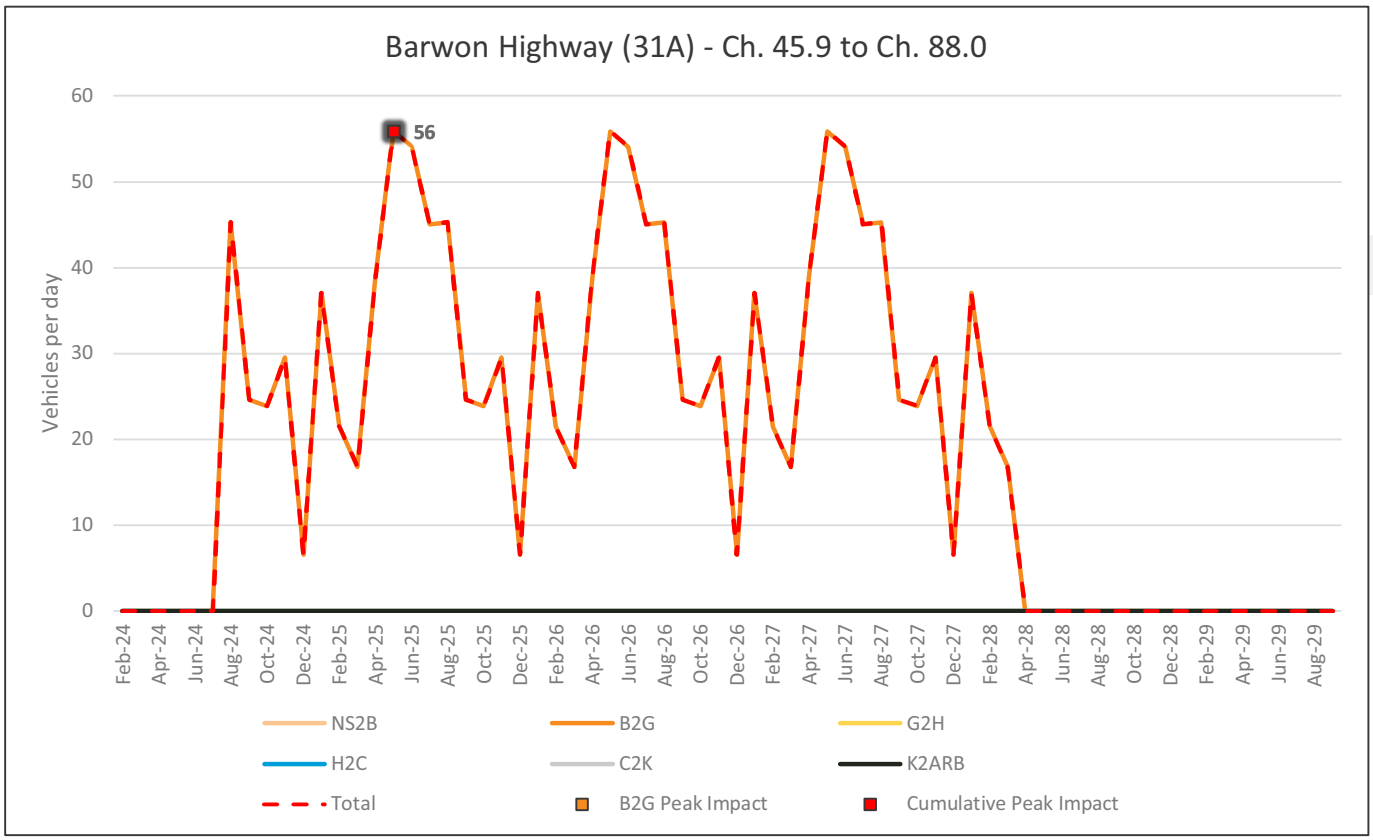
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	37	21	17	39	56	54	45	45	25	24	30	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	21	17	39	56	54	45	45	25	24	30	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	37	21	17	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	21	17	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Barwon Highway (31A)**
Road section	**Ch. 45.9 to Ch. 88.0**

	B2G	Cumulative
Peak veh/day across construction	**56**	**56**
Peak impact month	**May-25**	**May-25**
Length of peak period	**3**	**3**



Road ID	M2-X150
Road name	Barwon Highway (31B)
Road section	Ch. 0.0 to Ch. 1.6

	B2G	Cumulative
Peak veh/day across construction	56	56
Peak impact month	May-25	May-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	45	25	24	30	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	45	25	24	30	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	37	21	17	39	56	54	45	45	25	24	30	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	21	17	39	56	54	45	45	25	24	30	7

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	37	21	17	39	56	54	45	45	25	24	30	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	21	17	39	56	54	45	45	25	24	30	7

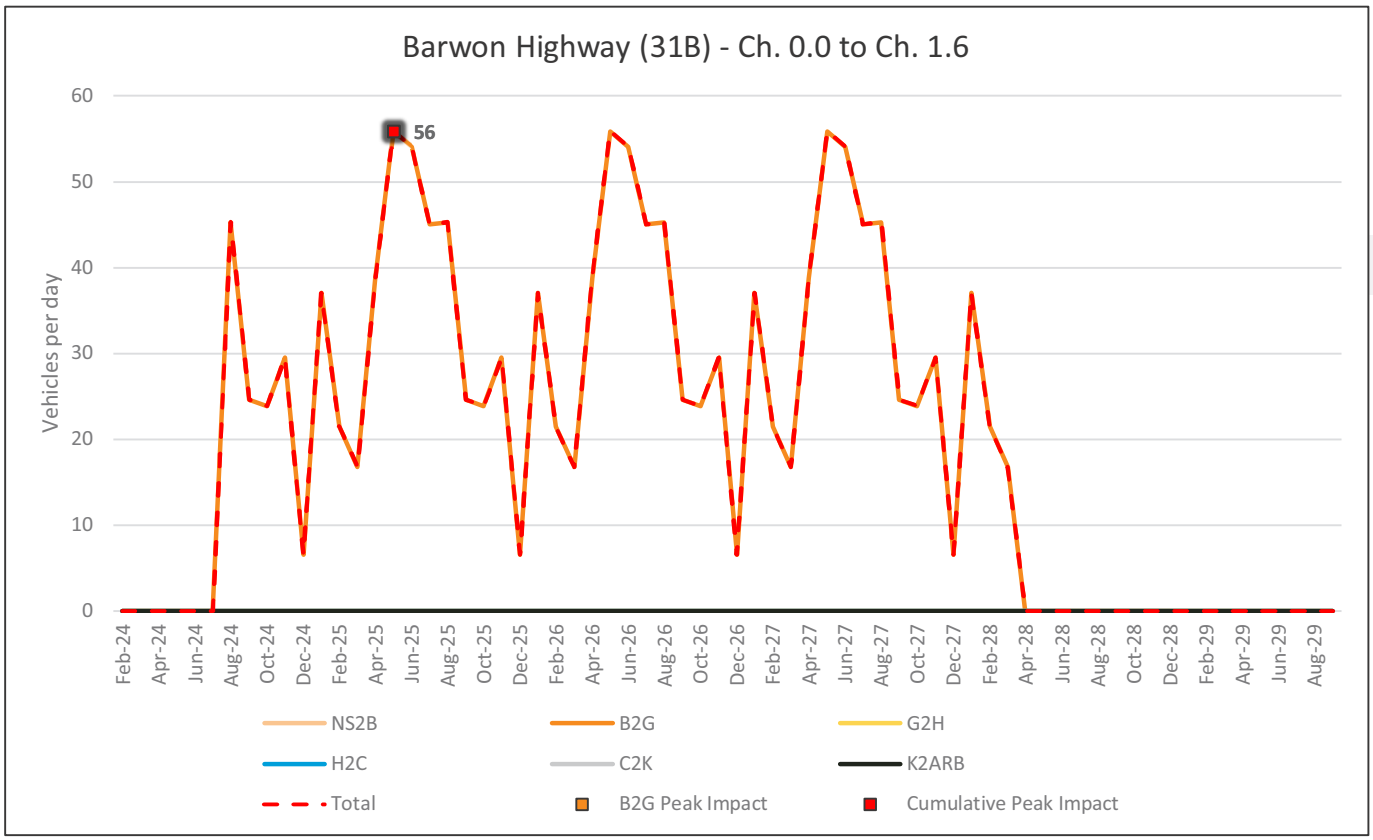
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	37	21	17	39	56	54	45	45	25	24	30	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	21	17	39	56	54	45	45	25	24	30	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	37	21	17	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	21	17	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Barwon Highway (31B)
Road section	Ch. 0.0 to Ch. 1.6

	B2G	Cumulative
Peak veh/day across construction	56	56
Peak impact month	May-25	May-25
Length of peak period	3	3



Road ID	X150-X148
Road name	Barwon Highway (31B)
Road section	Ch. 1.6 to Ch. 66.8

	B2G	Cumulative
Peak veh/day across construction	52	52
Peak impact month	May-25	May-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	42	23	22	28	6
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	42	23	22	28	6

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	35	20	16	36	52	51	42	42	23	22	28	6
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	20	16	36	52	51	42	42	23	22	28	6

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	35	20	16	36	52	51	42	42	23	22	28	6
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	20	16	36	52	51	42	42	23	22	28	6

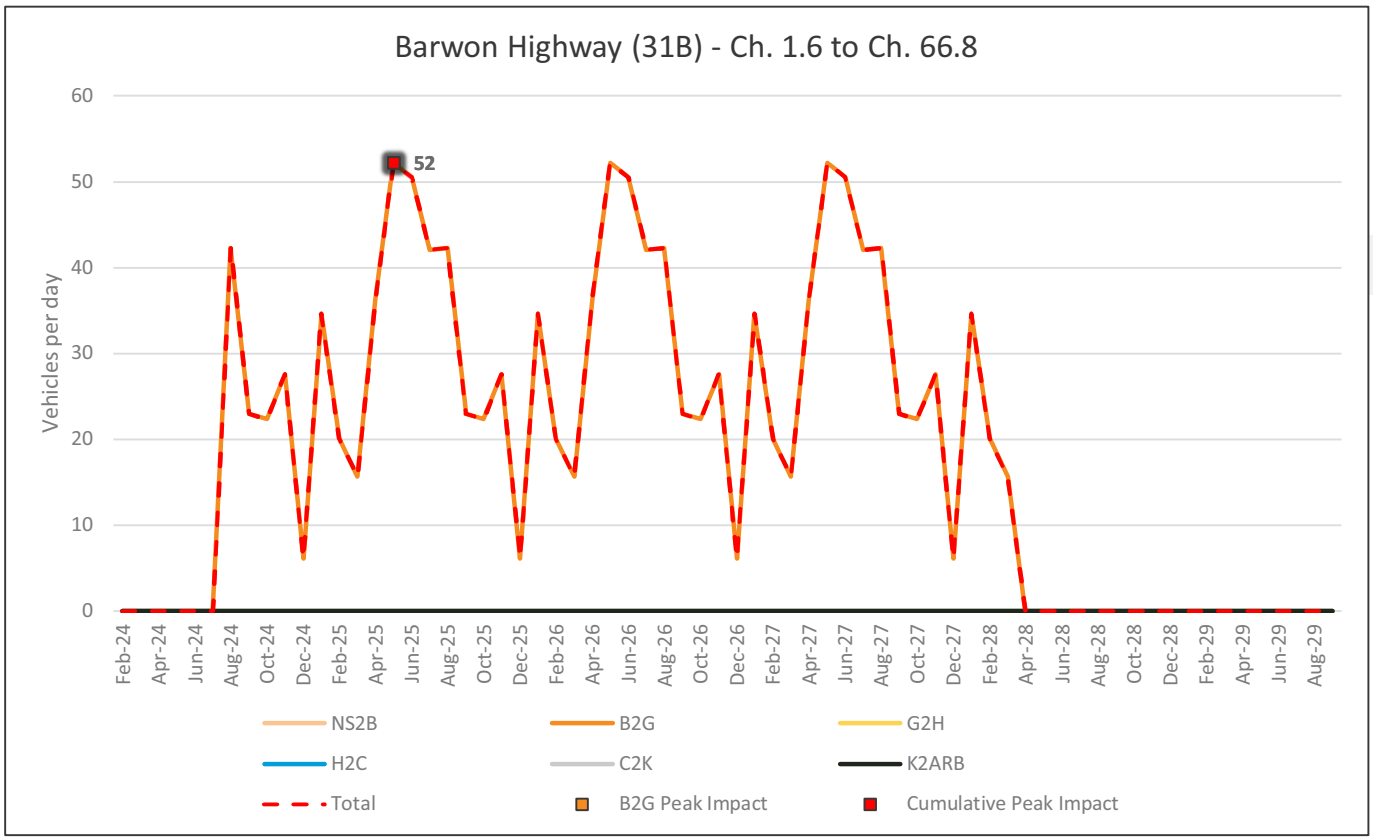
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	35	20	16	36	52	51	42	42	23	22	28	6
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	20	16	36	52	51	42	42	23	22	28	6

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	35	20	16	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	20	16	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Barwon Highway (31B)
Road section	Ch. 1.6 to Ch. 66.8

	B2G	Cumulative
Peak veh/day across construction	52	52
Peak impact month	May-25	May-25
Length of peak period	3	3



Road ID	X149-X148
Road name	Carnarvon Highway (24A)
Road section	Ch. 40.5 to Ch. 73.5

	B2G	Cumulative
Peak veh/day across construction	52	52
Peak impact month	May-25	May-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	42	23	22	28	6
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	42	23	22	28	6

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	35	20	16	36	52	51	42	42	23	22	28	6
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	20	16	36	52	51	42	42	23	22	28	6

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	35	20	16	36	52	51	42	42	23	22	28	6
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	20	16	36	52	51	42	42	23	22	28	6

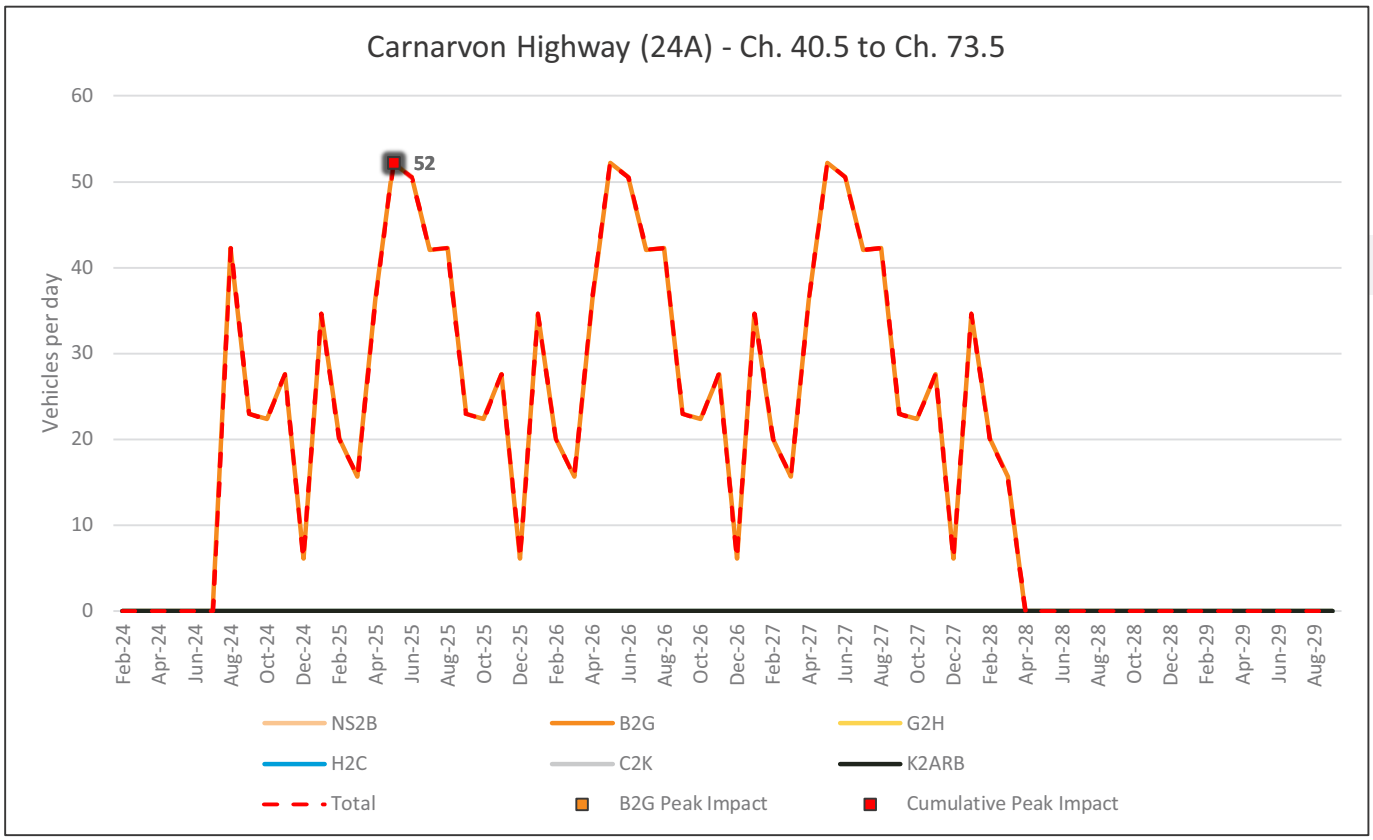
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	35	20	16	36	52	51	42	42	23	22	28	6
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	20	16	36	52	51	42	42	23	22	28	6

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	35	20	16	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	20	16	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Carnarvon Highway (24A)**
Road section	**Ch. 40.5 to Ch. 73.5**

	B2G	Cumulative
Peak veh/day across construction	**52**	**52**
Peak impact month	**May-25**	**May-25**
Length of peak period	**3**	**3**



Road ID	M1-X73
Road name	Charlton Connection Road (320)
Road section	Ch. 0.0 to Ch. 1.6

	B2G	Cumulative
Peak veh/day across construction	4	4
Peak impact month	Nov-26	Nov-26
Length of peak period	7	7

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	2	2	2	2	2	2	2
G2H	0	0	0	0	0	0	0	0	1	1	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	2	2	3	3	2	2

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	3	4	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	3	4	4

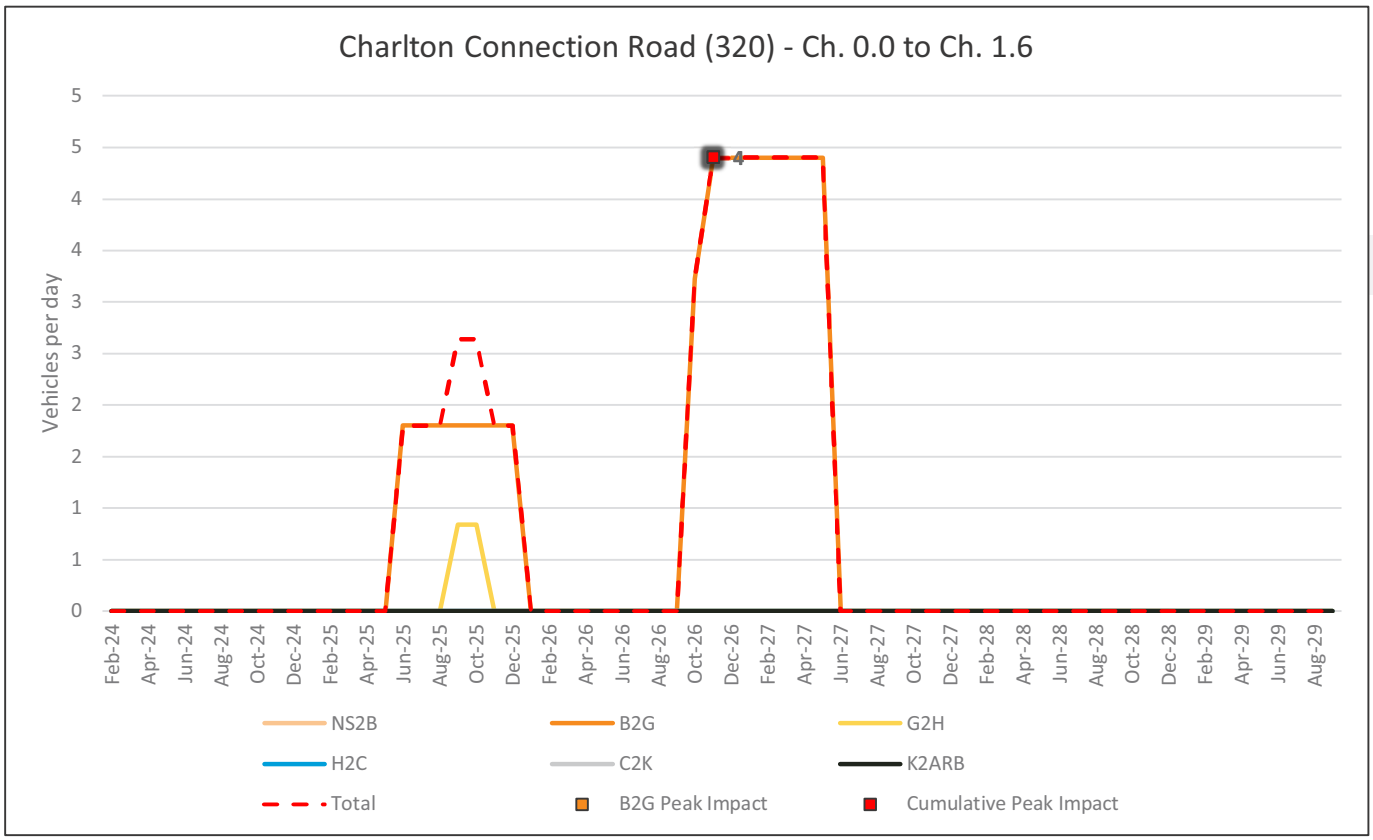
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	4	4	4	4	4	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	4	4	4	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Charlton Connection Road (320)
Road section	Ch. 0.0 to Ch. 1.6

	B2G	Cumulative
Peak veh/day across construction	4	4
Peak impact month	Nov-26	Nov-26
Length of peak period	7	7



Road ID	X5-X10
Road name	Cunningham Highway (17C)
Road section	Ch. 94.4 to Ch. 96.2

	B2G	Cumulative
Peak veh/day across construction	51	51
Peak impact month	Sep-24	Sep-24
Length of peak period	6	6

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	8	51	51	51	51
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	8	51	51	51	51

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	51	51	29	29	29	29	29	29	9	8	11	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	51	29	29	29	29	29	29	9	8	11	11

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	9	10	10	10	9	11	11	11	8	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	10	10	10	9	11	11	11	8	8	8	8

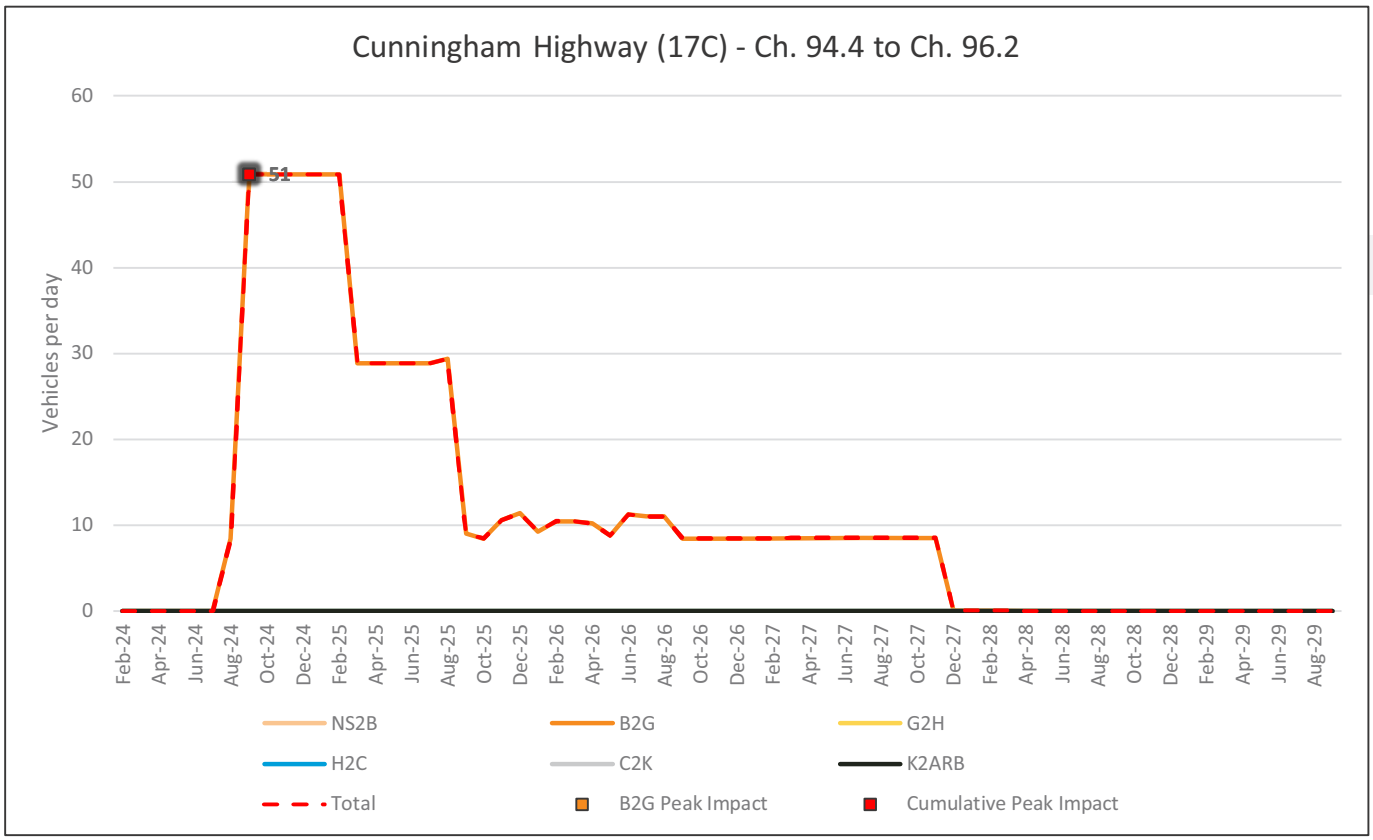
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	9	9	9	9	9	9	9	9	9	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	9	9	9	9	9	9	9	9	9	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17C)
Road section	Ch. 94.4 to Ch. 96.2

	B2G	Cumulative
Peak veh/day across construction	51	51
Peak impact month	Sep-24	Sep-24
Length of peak period	6	6



Road ID	X10-X9
Road name	Cunningham Highway (17C)
Road section	Ch. 96.2 to Ch. 97.5

	B2G	Cumulative
Peak veh/day across construction	233	233
Peak impact month	Apr-27	Apr-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	26	26	26	26	26	35	77	77	77	77
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	26	26	26	26	26	35	77	77	77	77

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	77	77	55	29	29	29	29	29	9	8	11	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	77	77	55	29	29	29	29	29	9	8	11	11

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	9	10	10	84	83	85	11	11	8	8	19	19
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	10	10	84	83	85	11	11	8	8	19	19

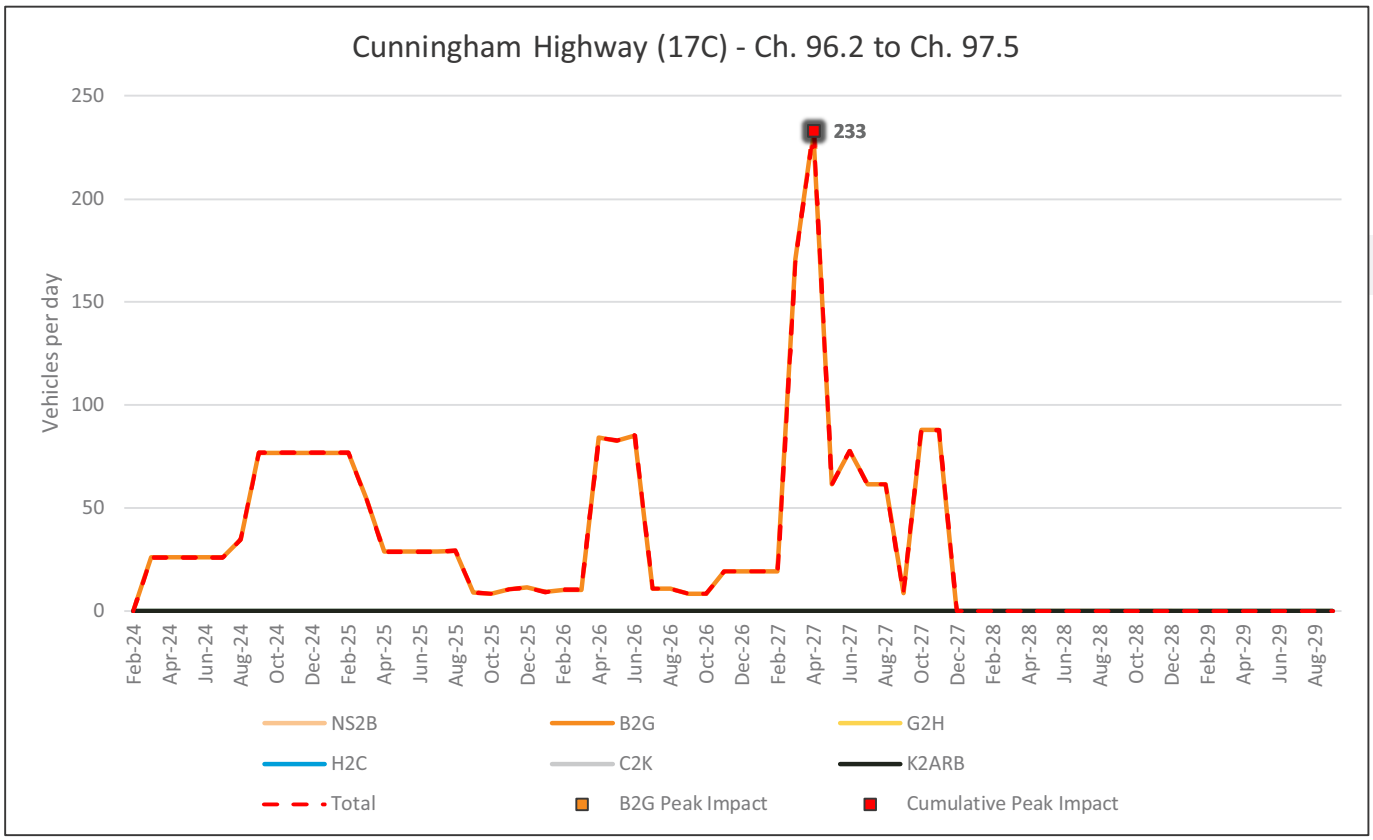
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	19	19	171	233	61	78	61	61	9	88	88	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	19	171	233	61	78	61	61	9	88	88	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17C)
Road section	Ch. 96.2 to Ch. 97.5

	B2G	Cumulative
Peak veh/day across construction	233	233
Peak impact month	Apr-27	Apr-27
Length of peak period	1	1



Road ID	X9-X15
Road name	Cunningham Highway (17C)
Road section	Ch. 97.5 to Ch. 105.7

	B2G	Cumulative
Peak veh/day across construction	574	574
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	26	26	26	26	26	35	77	77	574	77
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	26	26	26	26	26	35	77	77	574	77

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	77	77	55	29	29	29	124	124	9	8	11	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	77	77	55	29	29	29	124	124	9	8	11	11

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	9	10	10	84	83	85	11	11	8	8	19	19
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	10	10	84	83	85	11	11	8	8	19	19

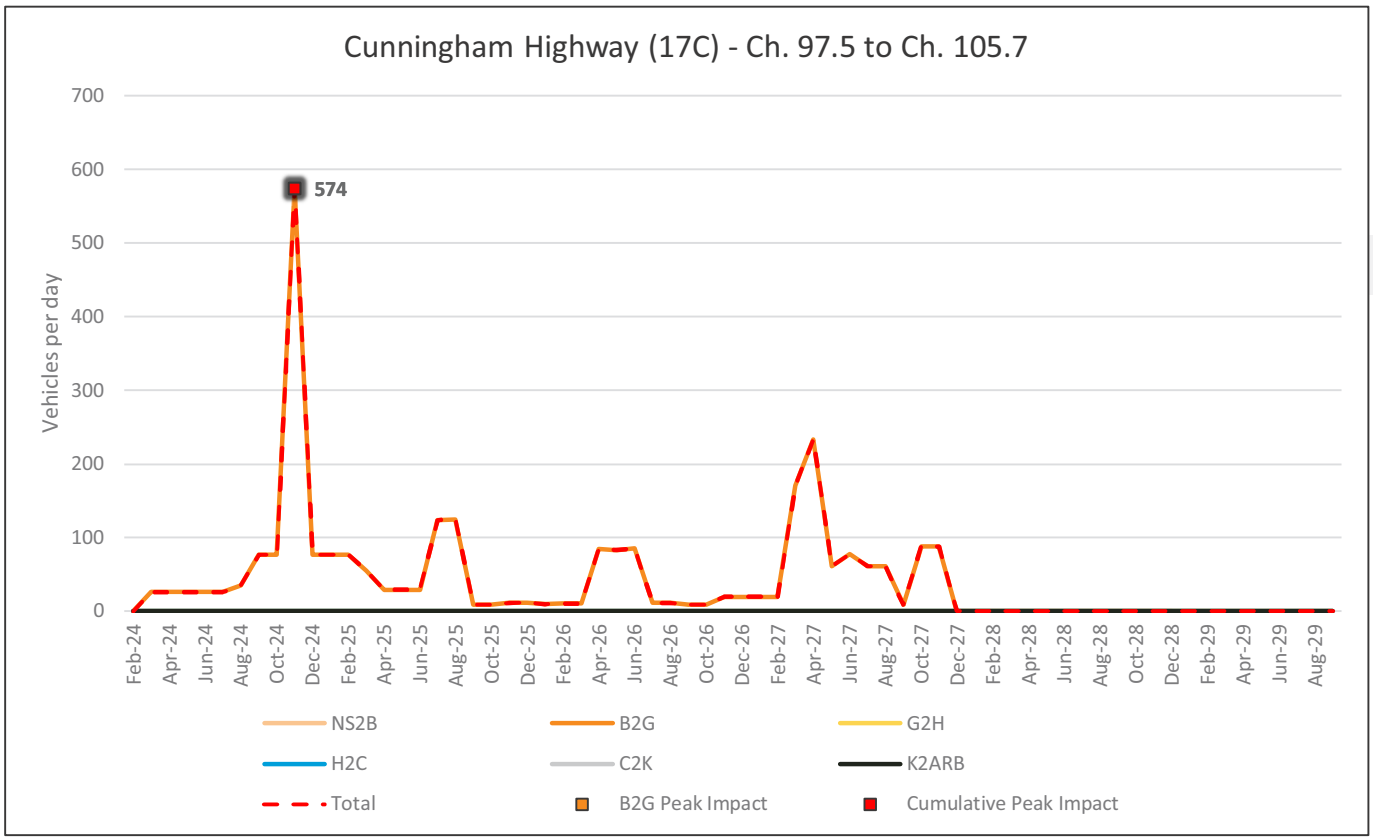
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	19	19	171	233	61	78	61	61	9	88	88	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	19	171	233	61	78	61	61	9	88	88	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17C)
Road section	Ch. 97.5 to Ch. 105.7

	B2G	Cumulative
Peak veh/day across construction	574	574
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X15-X8
Road name	Cunningham Highway (17C)
Road section	Ch. 105.7 to Ch. 107.4

	B2G	Cumulative
Peak veh/day across construction	472	472
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	78	78	75	75	246	251	282	283	472	287
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	78	78	75	75	246	251	282	283	472	287

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	287	288	328	254	126	126	126	126	129	129	131	130
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	287	288	328	254	126	127	127	127	130	130	132	131

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	127	126	128	200	198	198	125	125	124	122	133	132
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	128	127	129	201	199	199	126	125	124	123	133	132

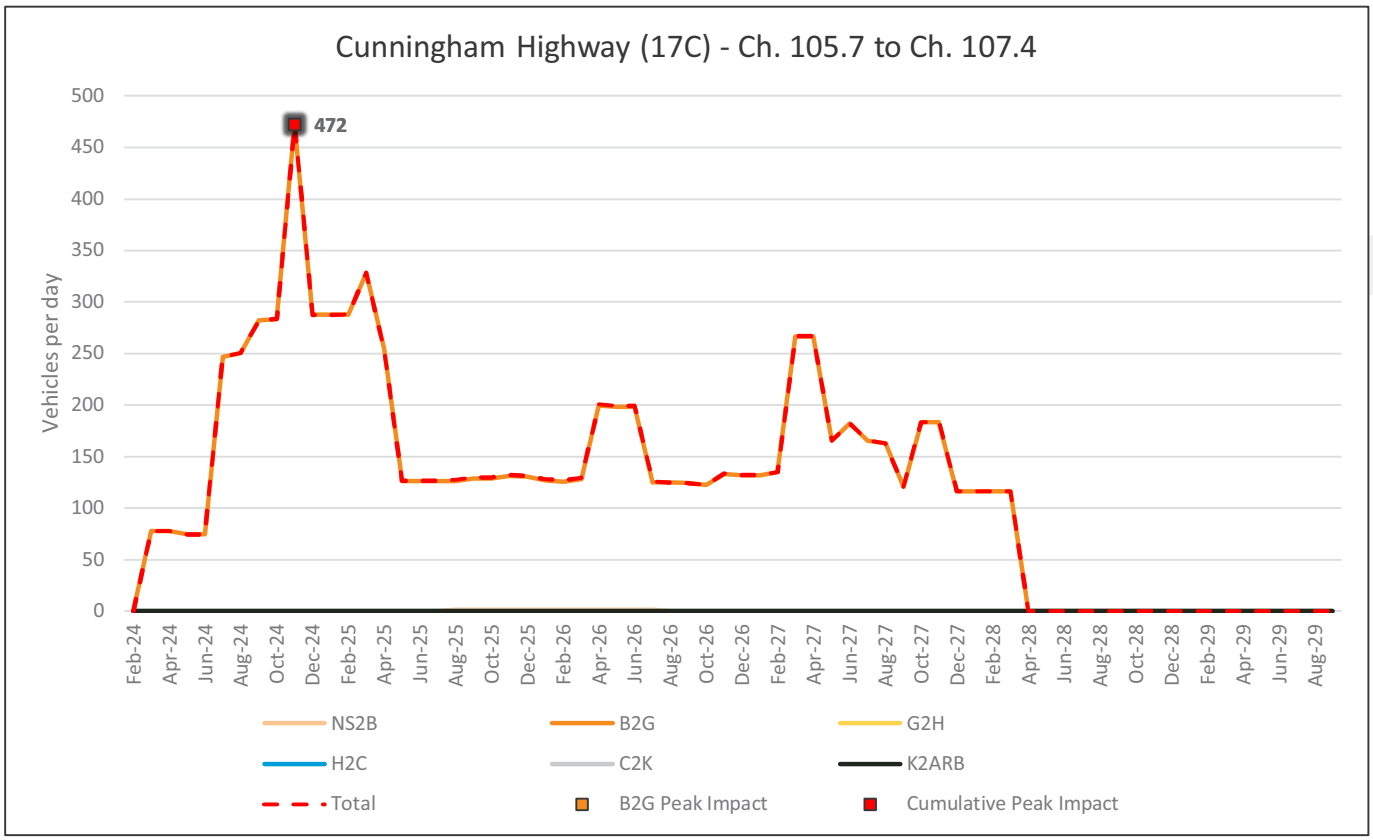
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	132	135	267	267	166	182	166	163	121	183	183	116
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	132	135	267	267	166	182	166	163	121	183	183	116

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	116	116	116	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	116	116	116	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17C)
Road section	Ch. 105.7 to Ch. 107.4

	B2G	Cumulative
Peak veh/day across construction	472	472
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X8-M12
Road name	Cunningham Highway (17C)
Road section	Ch. 107.4 to Ch. 107.6

	B2G	Cumulative
Peak veh/day across construction	458	458
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	78	78	75	75	232	237	268	269	458	273
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	78	78	75	75	232	237	268	269	458	273

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	273	274	314	240	112	112	112	112	115	115	117	116
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	273	274	314	240	112	113	113	113	116	116	118	117

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	113	112	114	184	184	184	111	111	110	108	119	118
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	114	113	115	185	185	185	112	111	110	108	119	118

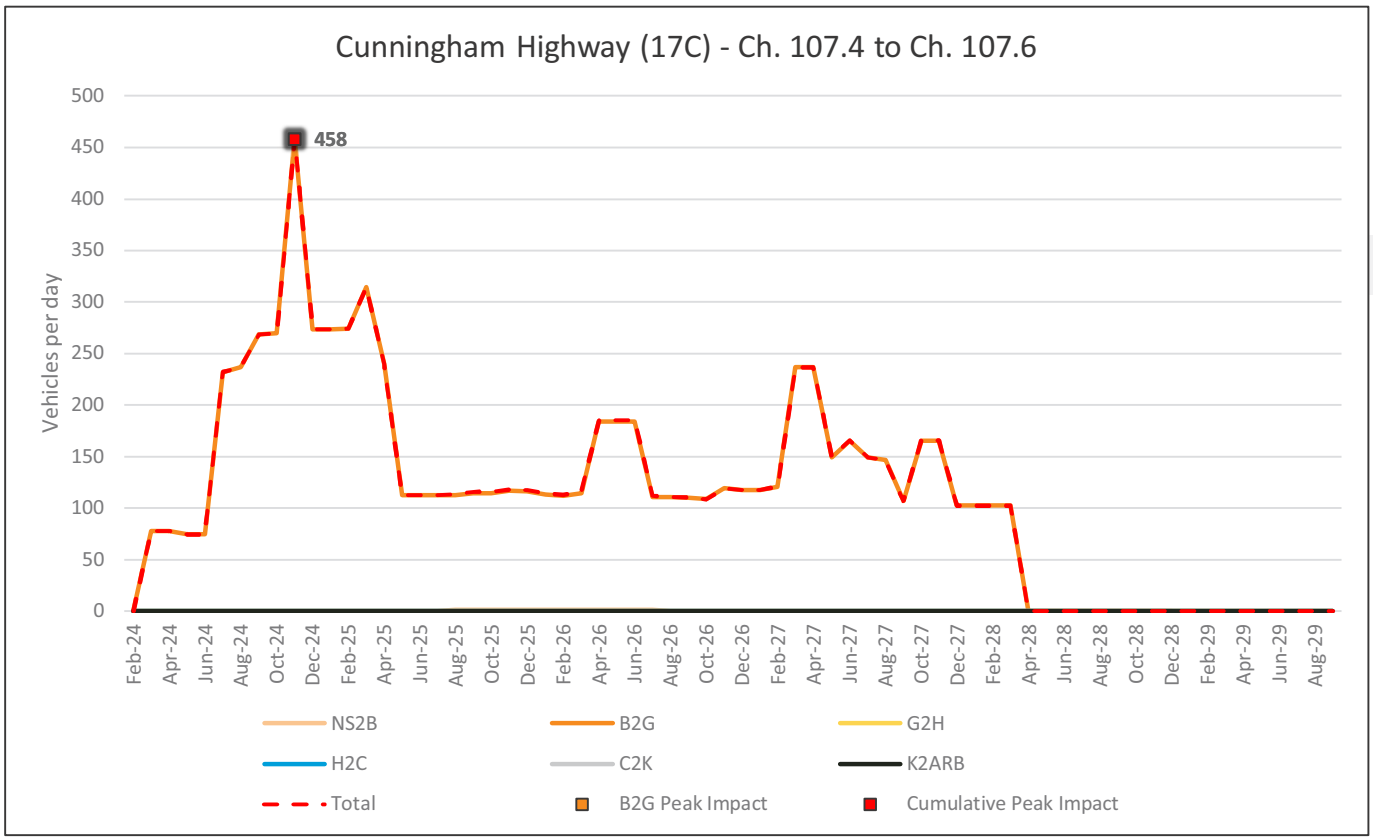
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	118	121	237	237	149	166	149	146	107	166	166	102
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	118	121	237	237	149	166	149	146	107	166	166	102

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	102	102	102	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	102	102	102	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17C)
Road section	Ch. 107.4 to Ch. 107.6

	B2G	Cumulative
Peak veh/day across construction	458	458
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	M12-E2
Road name	Cunningham Highway (17D)
Road section	Ch. 0.0 to Ch. 2

	B2G	Cumulative
Peak veh/day across construction	458	458
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	78	78	75	75	232	237	268	269	458	273
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	78	78	75	75	232	237	268	269	458	273

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	273	274	314	240	112	112	112	112	115	115	117	116
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	273	274	314	240	112	113	113	113	116	116	118	117

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	113	112	114	184	184	184	111	111	110	108	119	118
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	114	113	115	185	185	185	112	111	110	108	119	118

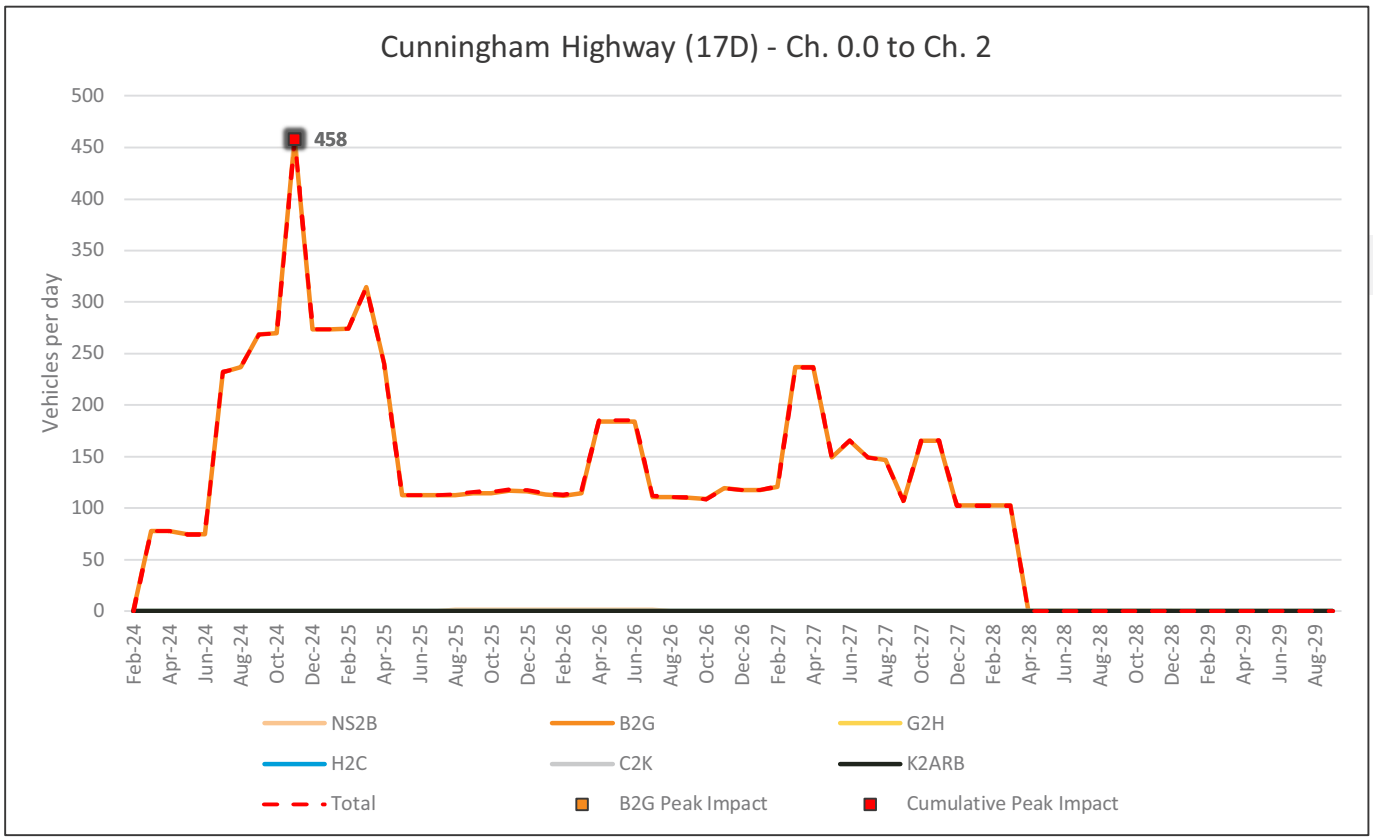
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	118	121	237	237	149	166	149	146	107	166	166	102
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	118	121	237	237	149	166	149	146	107	166	166	102

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	102	102	102	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	102	102	102	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17D)
Road section	Ch. 0.0 to Ch. 2

	B2G	Cumulative
Peak veh/day across construction	458	458
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	E2-X4
Road name	Cunningham Highway (17D)
Road section	Ch. 2.0 to Ch. 3.9

	B2G	Cumulative
Peak veh/day across construction	458	458
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	78	78	75	75	232	237	268	269	458	271
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	78	78	75	75	232	237	268	269	458	271

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	271	271	312	237	110	110	110	110	111	111	113	112
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	271	271	312	237	110	110	110	111	112	112	114	113

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	110	115	117	187	187	187	113	113	111	109	120	120
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	111	116	118	188	188	188	115	114	111	109	120	120

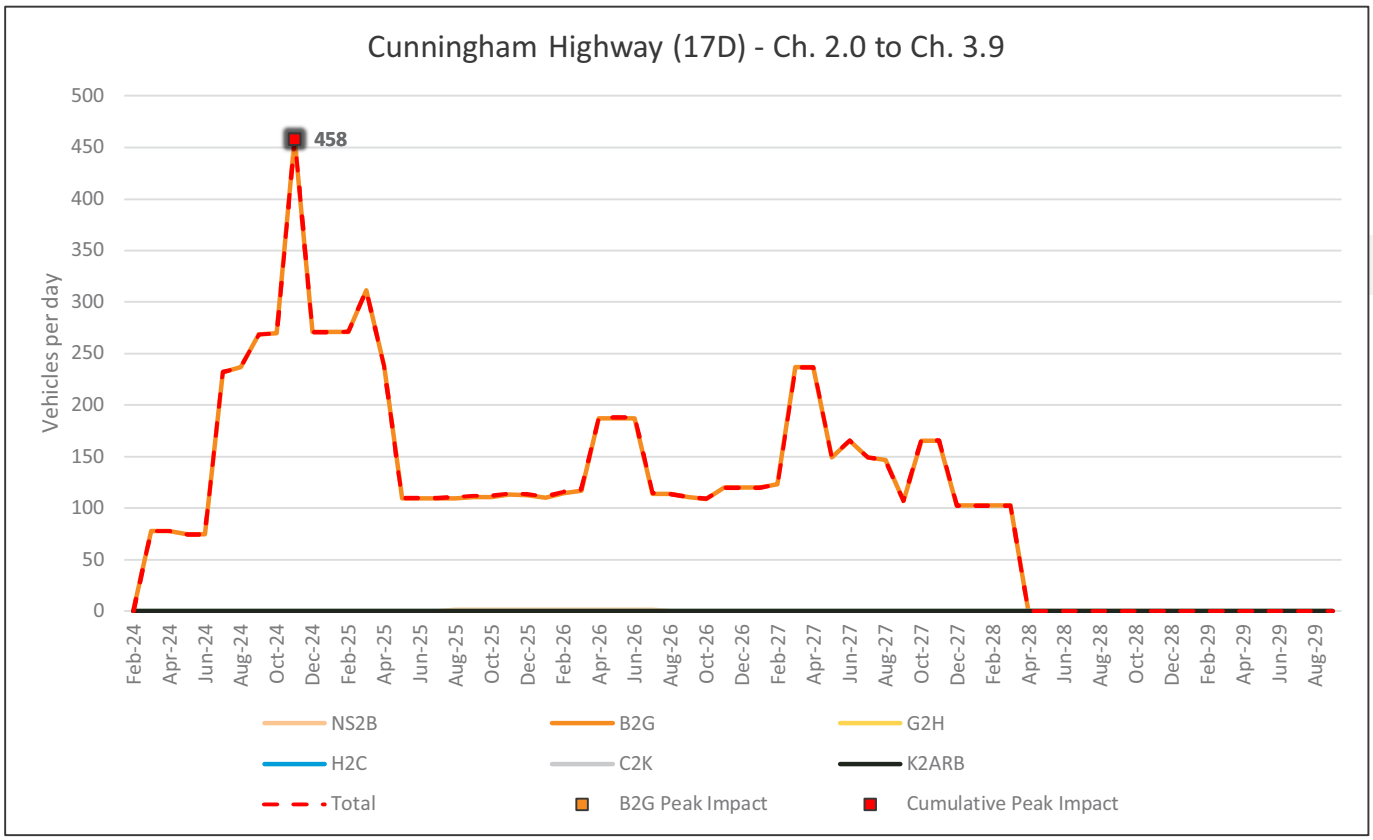
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	120	123	237	237	149	166	149	146	107	166	166	102
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	123	237	237	149	166	149	146	107	166	166	102

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	102	102	102	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	102	102	102	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17D)
Road section	Ch. 2.0 to Ch. 3.9

	B2G	Cumulative
Peak veh/day across construction	458	458
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X4-X6
Road name	Cunningham Highway (17D)
Road section	Ch. 3.9 to Ch. 10.2

	B2G	Cumulative
Peak veh/day across construction	300	300
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	78	78	75	75	225	225	225	226	227	227
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	78	78	75	75	225	225	225	226	227	227

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	227	228	300	225	98	98	98	98	99	99	101	100
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	227	228	300	225	98	98	98	99	100	100	102	102

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	98	102	104	175	175	175	102	102	98	96	107	107
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	99	103	105	176	176	176	103	102	98	97	108	107

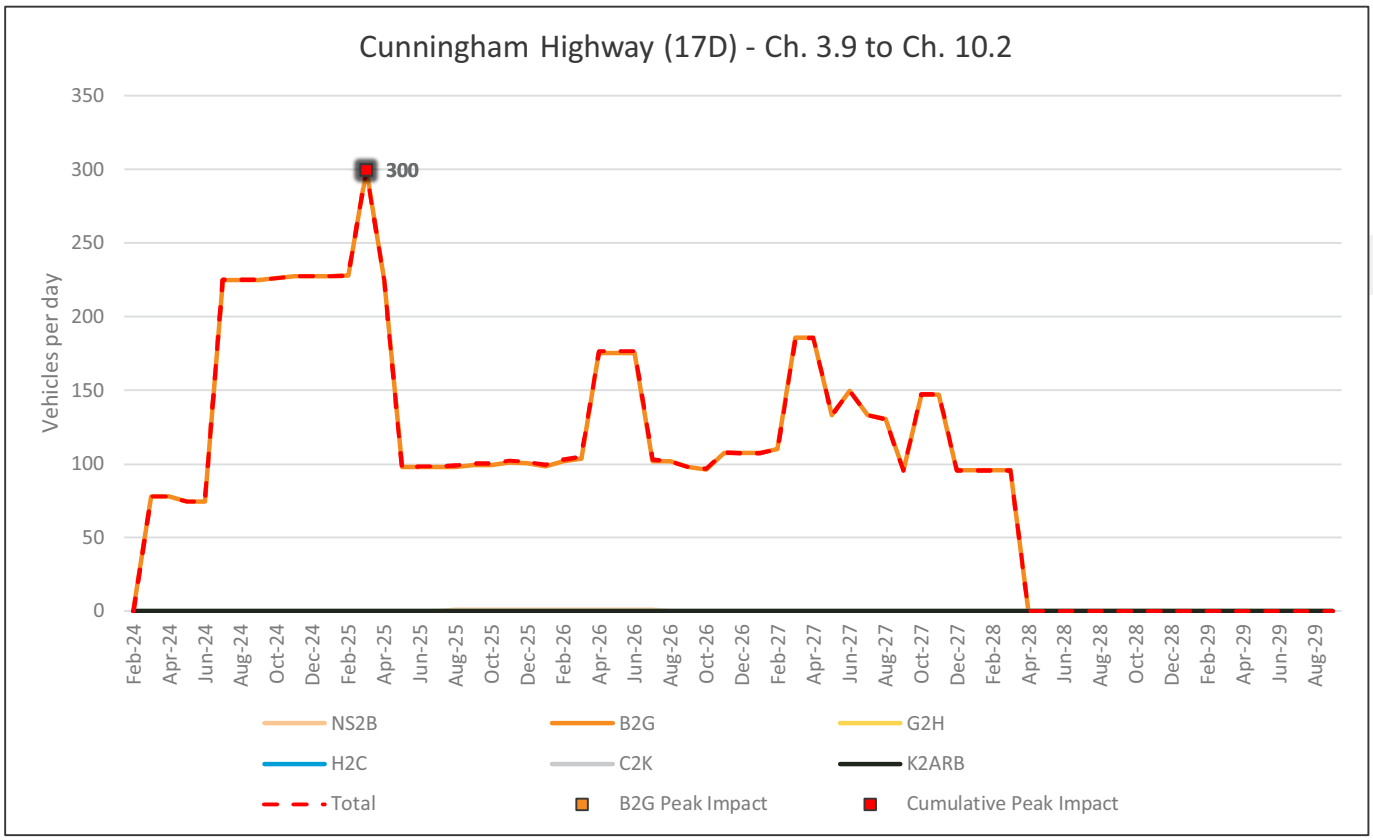
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	107	110	186	186	133	150	133	130	95	147	147	95
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	107	110	186	186	133	150	133	130	95	147	147	95

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	95	95	95	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	95	95	95	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17D)
Road section	Ch. 3.9 to Ch. 10.2

	B2G	Cumulative
Peak veh/day across construction	300	300
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1



Road ID	X6-X14
Road name	Cunningham Highway (17D)
Road section	Ch. 10.2 to Ch. 13.9

	B2G	Cumulative
Peak veh/day across construction	285	285
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	78	78	75	75	211	211	211	212	213	213
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	78	78	75	75	211	211	211	212	213	213

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	213	213	285	211	83	83	83	83	83	83	83	83
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	213	213	285	211	83	83	83	84	84	84	84	84

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	83	82	84	156	156	156	82	82	82	81	92	92
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	84	83	85	157	157	157	83	82	82	81	92	92

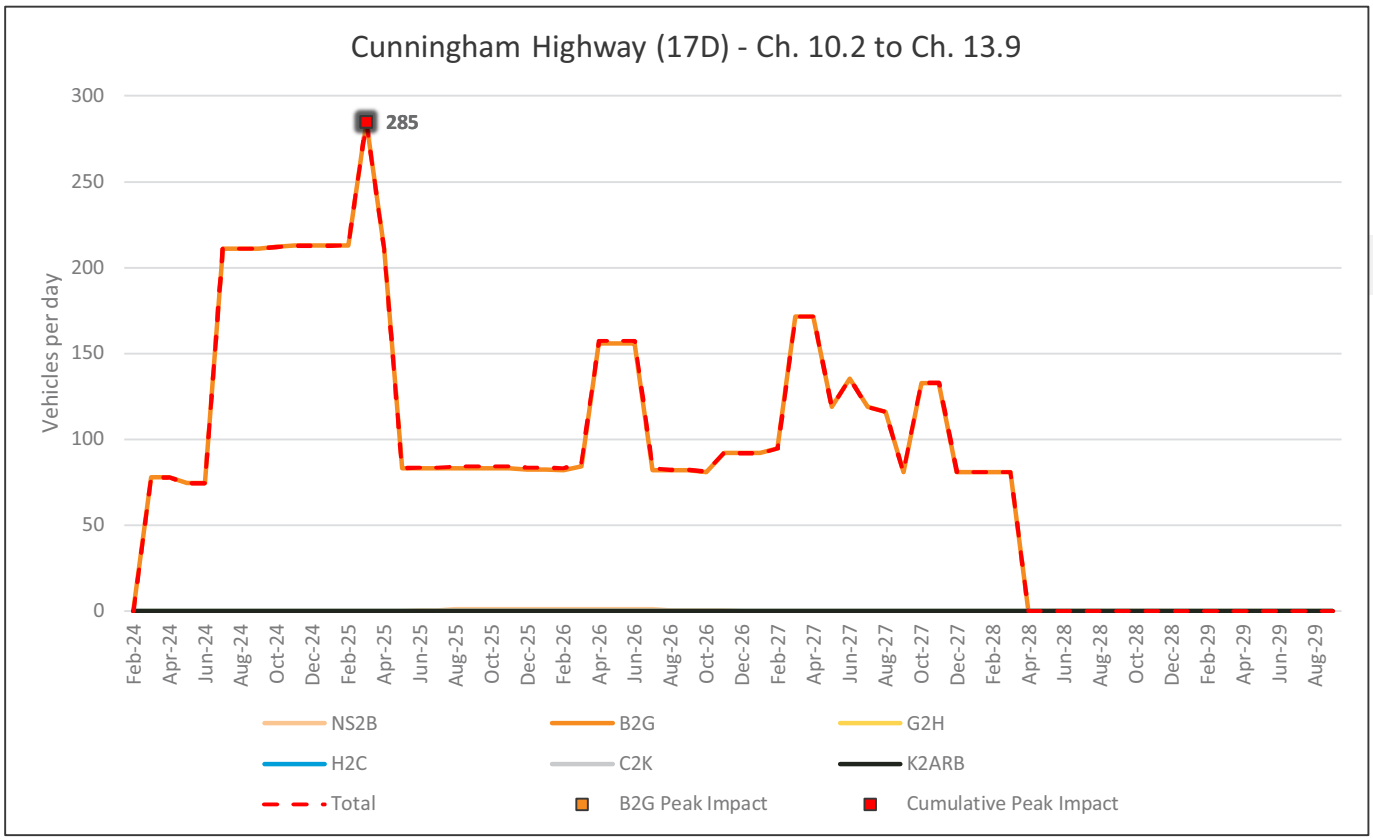
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	92	95	171	171	119	135	119	116	81	133	133	81
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	92	95	171	171	119	135	119	116	81	133	133	81

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	81	81	81	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	81	81	81	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17D)
Road section	Ch. 10.2 to Ch. 13.9

	B2G	Cumulative
Peak veh/day across construction	285	285
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1



Road ID	X14-X18
Road name	Cunningham Highway (17D)
Road section	Ch. 13.9 to Ch. 18.5

	B2G	Cumulative
Peak veh/day across construction	281	281
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	78	78	75	75	204	207	229	230	231	231
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	78	78	75	75	204	207	229	230	231	231

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	231	231	281	206	79	79	79	79	79	79	79	78
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	231	231	281	206	79	79	79	80	80	80	80	80

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	78	78	80	152	152	152	78	78	78	77	88	88
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	79	81	153	153	153	79	78	78	77	88	88

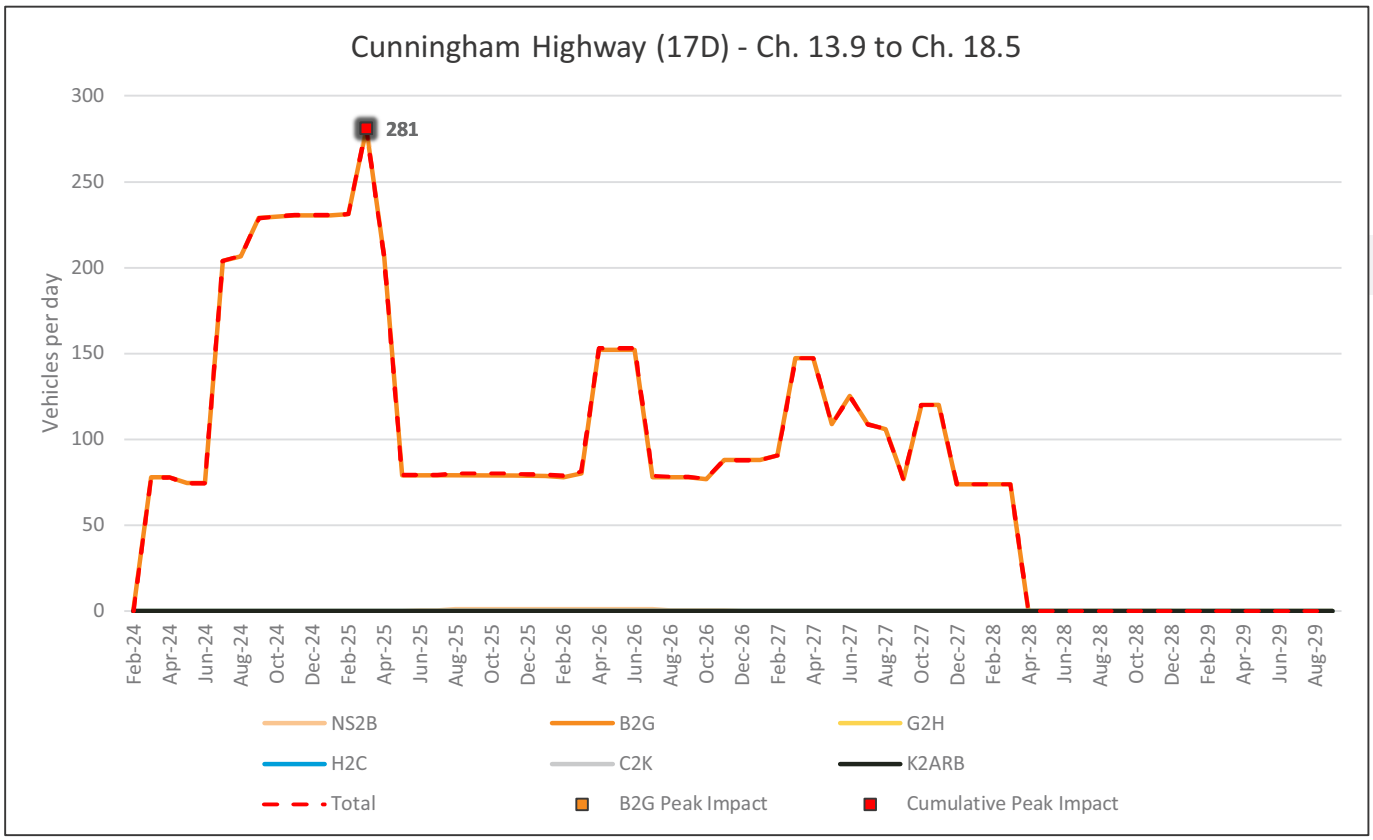
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	88	91	147	147	109	125	109	106	77	120	120	74
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	88	91	147	147	109	125	109	106	77	120	120	74

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	74	74	74	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	74	74	74	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17D)
Road section	Ch. 13.9 to Ch. 18.5

	B2G	Cumulative
Peak veh/day across construction	281	281
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1



Road ID	X18-X16
Road name	Cunningham Highway (17D)
Road section	Ch. 18.5 to Ch. 27.1

	B2G	Cumulative
Peak veh/day across construction	190	190
Peak impact month	Feb-25	Feb-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	3	3	0	0	136	142	188	189	189	189
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	136	142	188	189	189	189

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	189	190	144	144	17	17	19	19	19	17	17	16
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	189	190	144	144	17	17	19	20	20	18	18	18

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	16	16	18	90	90	90	16	16	16	15	26	26
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	17	19	91	91	91	17	16	16	15	26	26

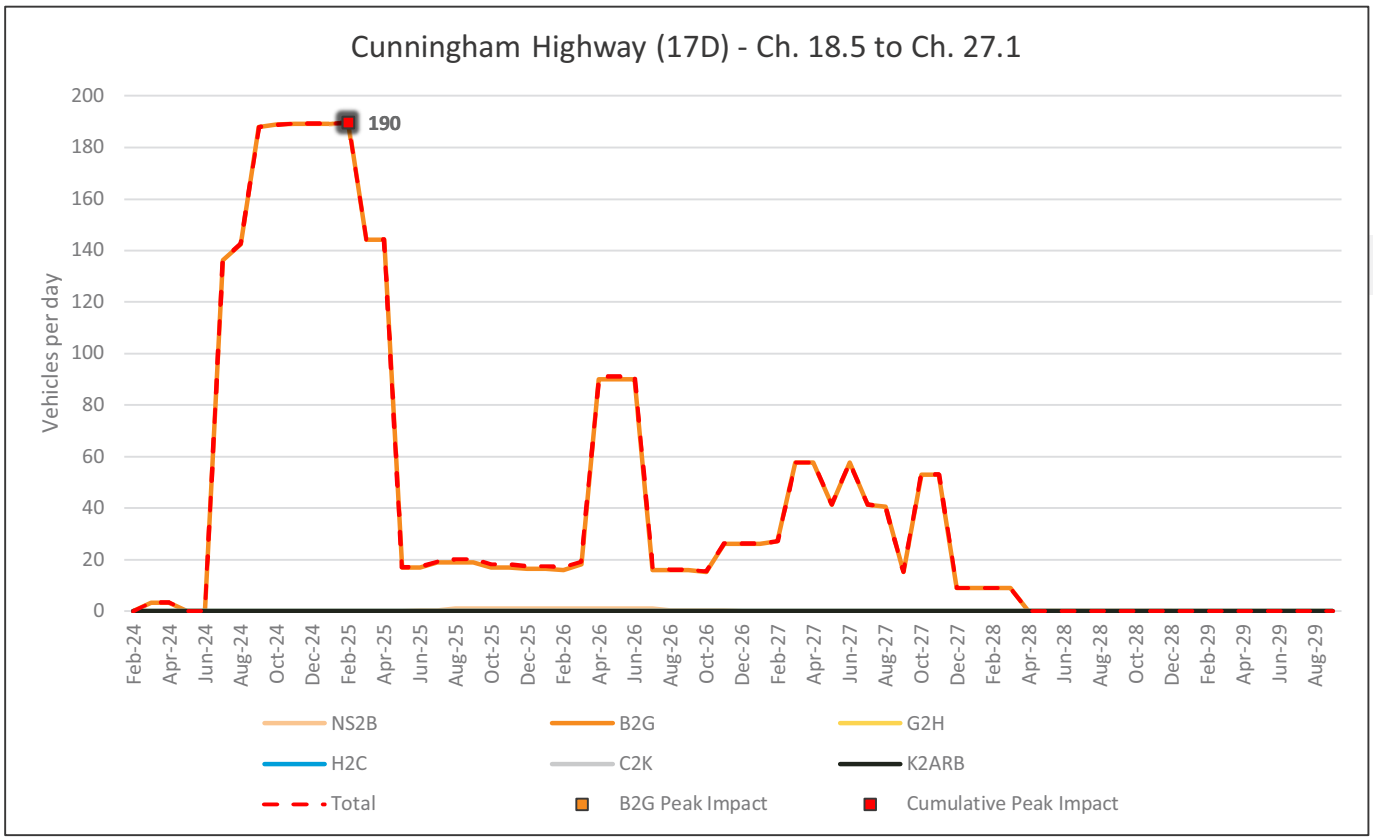
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	26	27	58	58	41	58	41	40	15	53	53	9
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	27	58	58	41	58	41	40	15	53	53	9

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	9	9	9	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	9	9	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17D)
Road section	Ch. 18.5 to Ch. 27.1

	B2G	Cumulative
Peak veh/day across construction	190	190
Peak impact month	Feb-25	Feb-25
Length of peak period	1	1



Road ID	X16-E26
Road name	Cunningham Highway (17D)
Road section	Ch. 27.1 to Ch. 29.3

	B2G	Cumulative
Peak veh/day across construction	211	211
Peak impact month	Sep-24	Sep-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	3	3	0	0	143	166	211	197	197	197
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	143	166	211	197	197	197

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	197	197	152	152	25	25	27	27	27	25	25	24
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	197	197	152	152	25	25	27	28	28	26	26	25

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	24	23	26	84	84	84	23	23	23	23	34	34
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	24	27	85	85	85	24	24	24	23	34	34

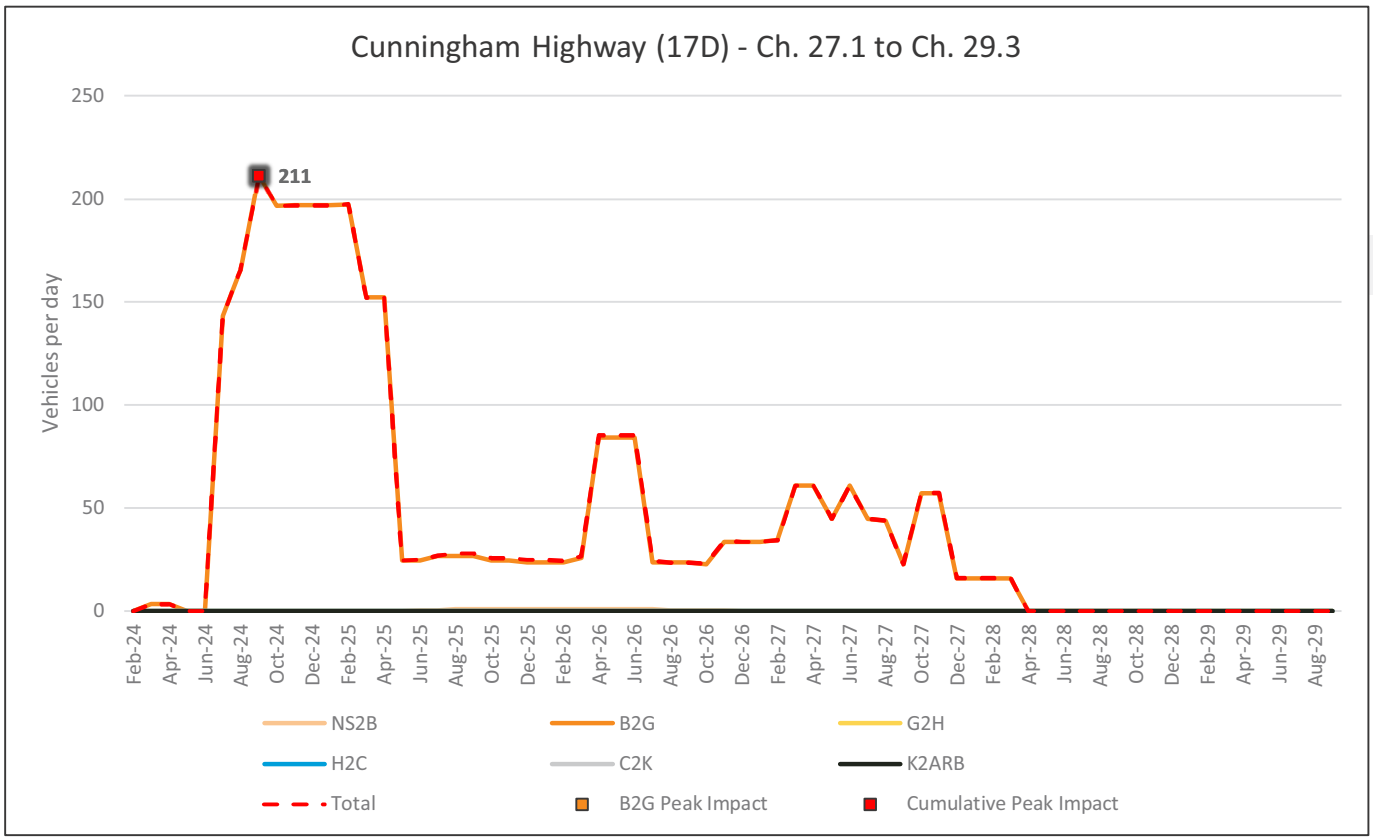
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	34	34	61	61	45	61	45	44	23	57	57	16
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	34	61	61	45	61	45	44	23	57	57	16

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	16	16	16	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	16	16	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17D)
Road section	Ch. 27.1 to Ch. 29.3

	B2G	Cumulative
Peak veh/day across construction	211	211
Peak impact month	Sep-24	Sep-24
Length of peak period	1	1



Road ID	E26-X17
Road name	Cunningham Highway (17D)
Road section	Ch. 29.3 to Ch. 34.7

	B2G	Cumulative
Peak veh/day across construction	191	191
Peak impact month	Aug-24	Aug-24
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	3	3	0	0	143	191	191	146	147	147
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	143	191	191	146	147	147

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	147	147	147	147	20	20	20	20	20	20	20	19
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	147	147	147	147	20	20	20	21	21	21	21	20

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	19	19	21	79	85	85	24	24	24	23	34	34
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	22	81	86	86	25	24	24	24	35	34

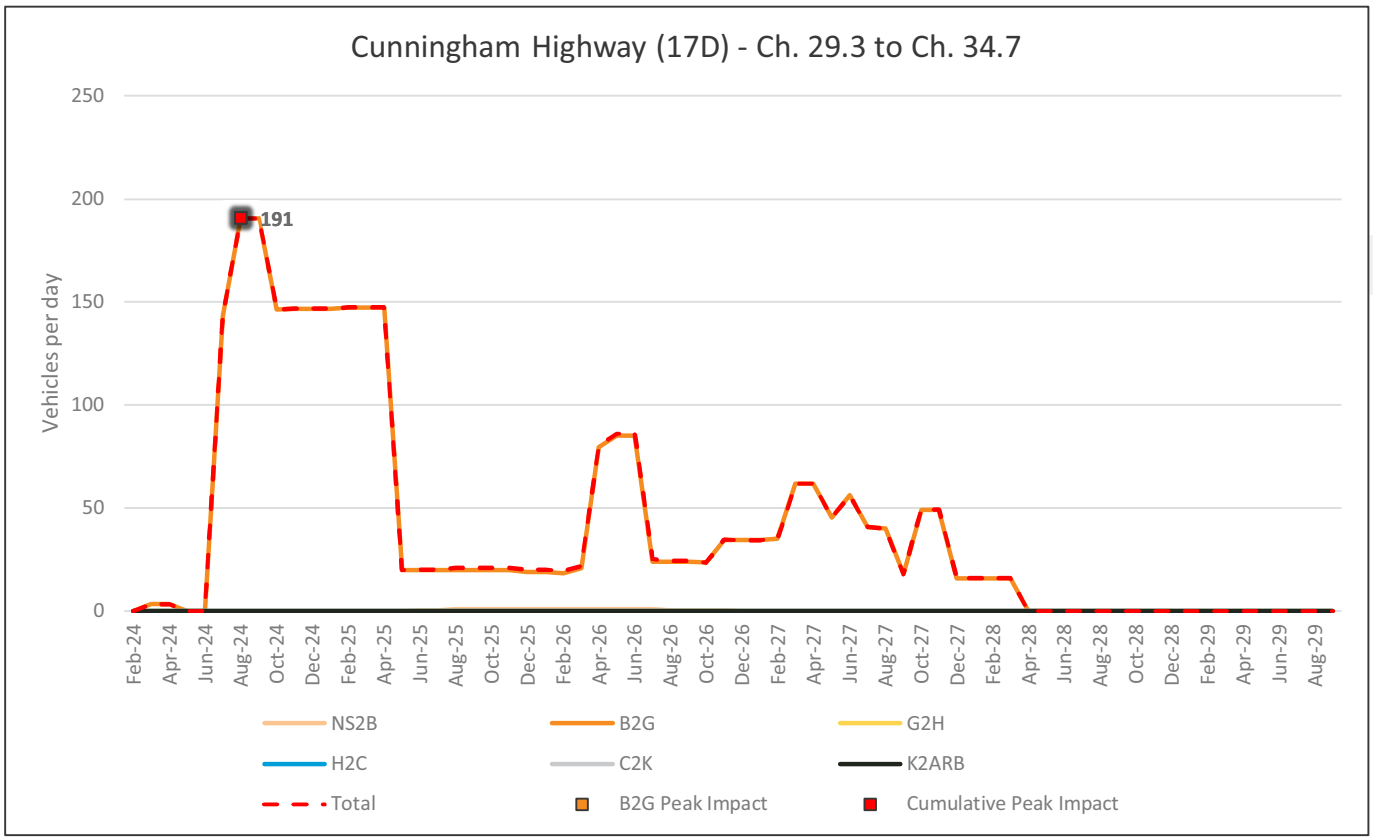
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	34	35	62	62	45	56	41	40	18	49	49	16
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	35	62	62	45	56	41	40	18	49	49	16

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	16	16	16	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	16	16	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17D)
Road section	Ch. 29.3 to Ch. 34.7

	B2G	Cumulative
Peak veh/day across construction	191	191
Peak impact month	Aug-24	Aug-24
Length of peak period	2	2



Road ID	X17-X7
Road name	Cunningham Highway (17D)
Road section	Ch. 34.7 to Ch. 39.6

	B2G	Cumulative
Peak veh/day across construction	191	191
Peak impact month	Aug-24	Aug-24
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	3	3	0	0	143	191	191	146	147	147
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	143	191	191	146	147	147

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	147	147	147	147	20	20	20	20	60	60	60	19
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	147	147	147	147	20	20	20	21	61	61	61	20

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	19	19	21	79	85	85	24	24	24	23	34	34
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	22	81	86	86	25	24	24	24	35	34

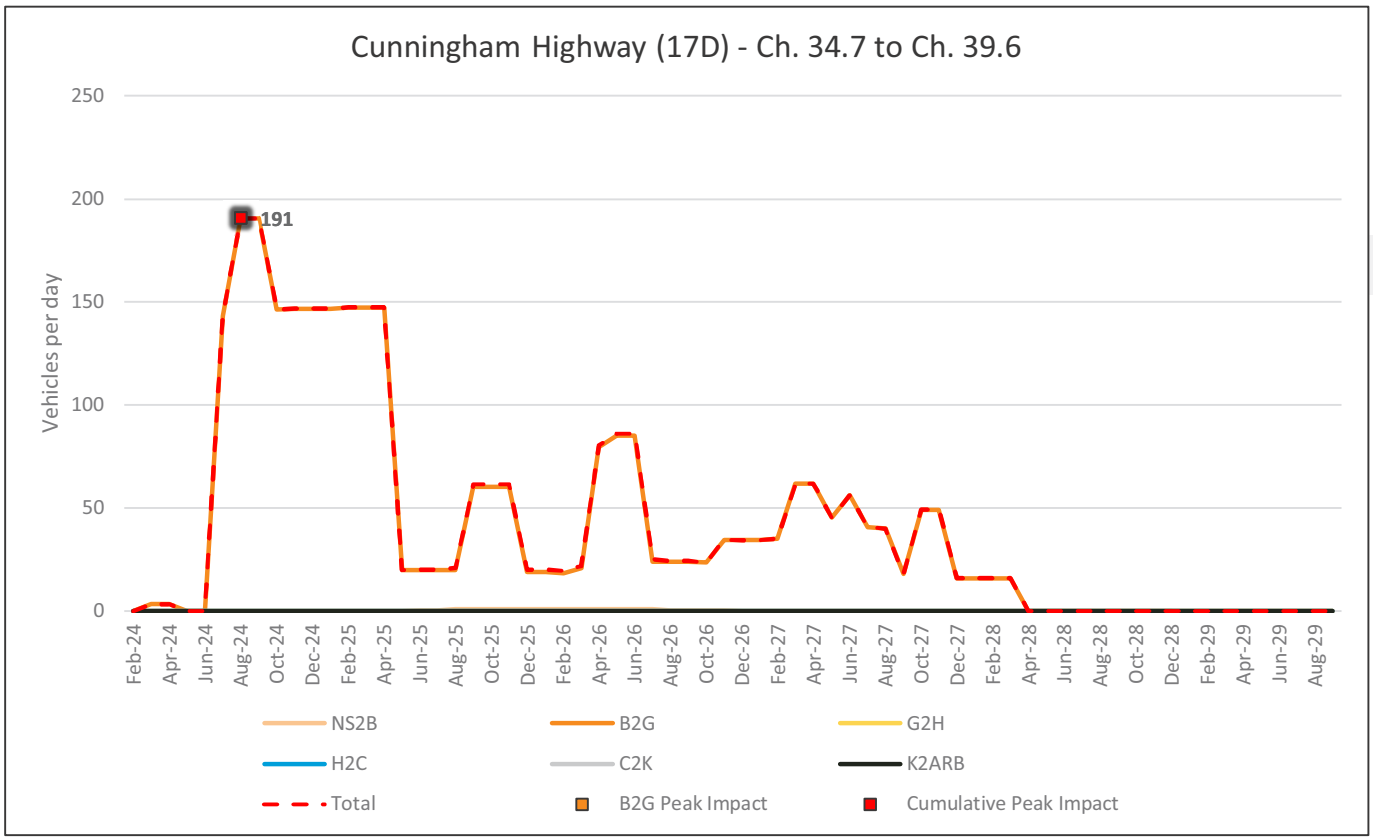
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	34	35	62	62	45	56	41	40	18	49	49	16
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	35	62	62	45	56	41	40	18	49	49	16

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	16	16	16	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	16	16	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17D)
Road section	Ch. 34.7 to Ch. 39.6

	B2G	Cumulative
Peak veh/day across construction	191	191
Peak impact month	Aug-24	Aug-24
Length of peak period	2	2



Road ID	X7-X20
Road name	Cunningham Highway (17D)
Road section	Ch. 39.6 to Ch. 40.3

	B2G	Cumulative
Peak veh/day across construction	220	220
Peak impact month	Sep-24	Sep-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	3	3	0	0	23	70	220	176	176	176
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	23	70	220	176	176	176

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	176	218	218	218	27	27	27	27	68	68	68	26
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	176	218	218	218	27	27	27	28	69	69	69	27

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	26	26	28	79	85	85	31	31	31	30	41	41
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	27	29	80	86	86	32	31	31	31	42	41

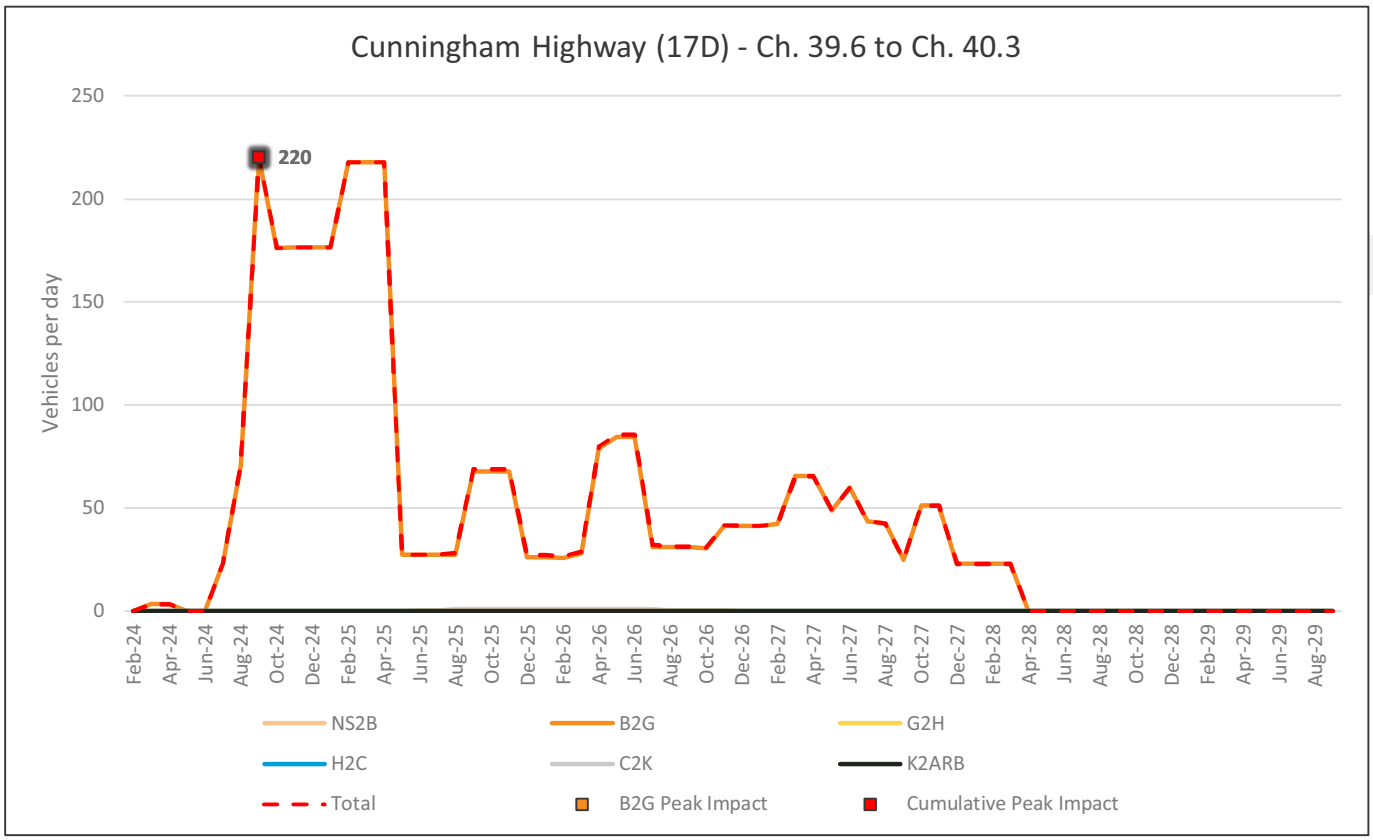
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	41	42	65	65	49	60	43	43	25	51	51	23
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	42	65	65	49	60	43	43	25	51	51	23

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	23	23	23	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	23	23	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17D)
Road section	Ch. 39.6 to Ch. 40.3

	B2G	Cumulative
Peak veh/day across construction	220	220
Peak impact month	Sep-24	Sep-24
Length of peak period	1	1



Road ID	X20-X21
Road name	Cunningham Highway (17D)
Road section	Ch. 40.3 to Ch. 40.5

	B2G	Cumulative
Peak veh/day across construction	84	85
Peak impact month	May-26	May-26
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	3	3	0	0	23	70	70	26	27	27
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	23	70	70	26	27	27

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	27	27	27	27	27	27	27	27	67	67	67	25
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	27	27	27	27	27	27	28	68	68	68	26

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	25	25	27	79	84	84	31	31	31	30	41	41
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	26	29	80	85	85	32	31	31	31	42	41

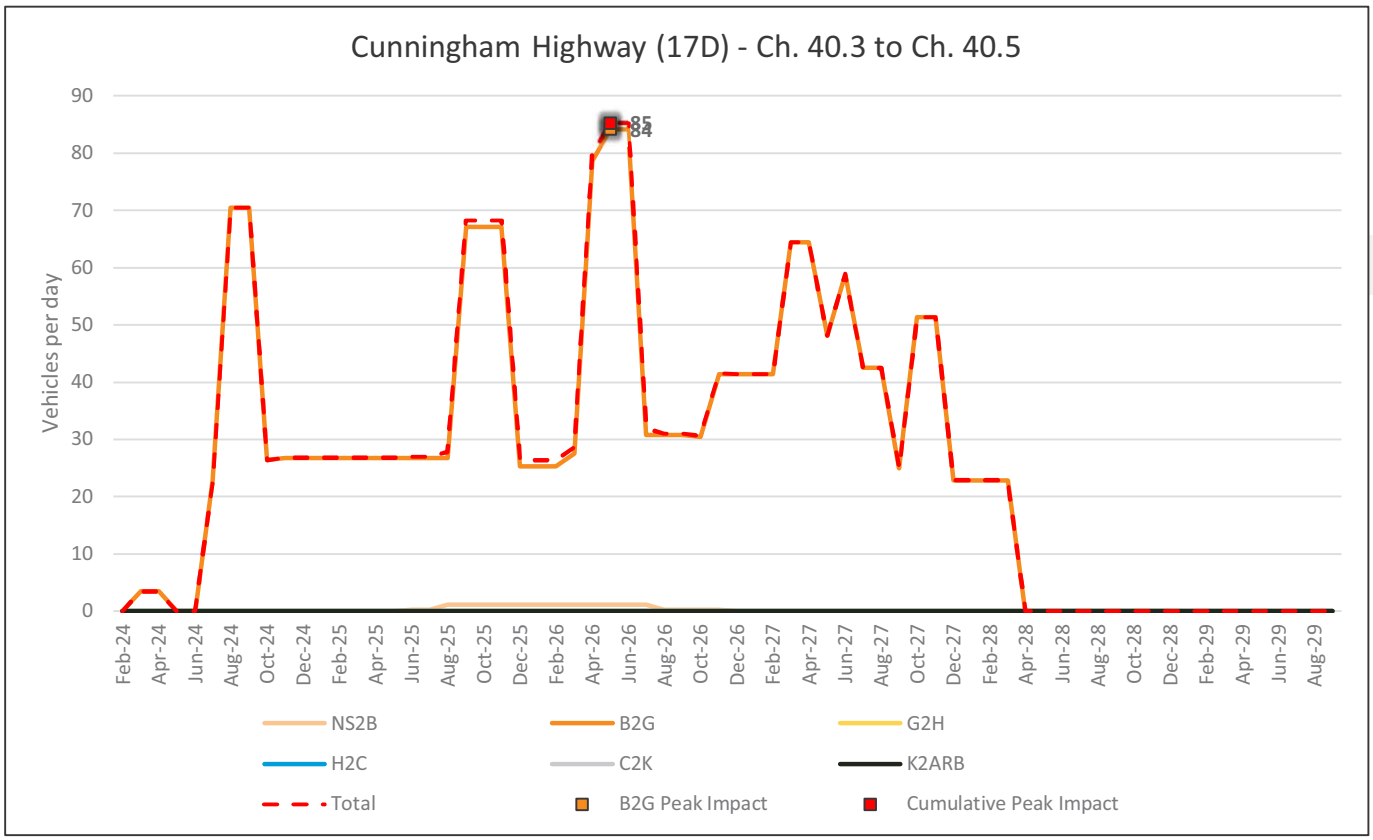
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	41	41	64	64	48	59	42	42	25	51	51	23
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	41	64	64	48	59	42	42	25	51	51	23

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	23	23	23	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	23	23	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17D)
Road section	Ch. 40.3 to Ch. 40.5

	B2G	Cumulative
Peak veh/day across construction	84	85
Peak impact month	May-26	May-26
Length of peak period	2	2



Road ID	X21-E32
Road name	Cunningham Highway (17D)
Road section	Ch. 40.5 to Ch. 43.9

	B2G	Cumulative
Peak veh/day across construction	107	108
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	3	3	0	0	64	64	64	66	67	67
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	64	64	64	66	67	67

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	67	67	67	67	67	67	67	67	107	107	107	71
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	67	67	67	67	67	67	67	68	108	108	108	72

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	71	71	71	65	65	65	65	65	65	64	64	64
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	72	72	72	66	66	66	66	65	65	64	64	64

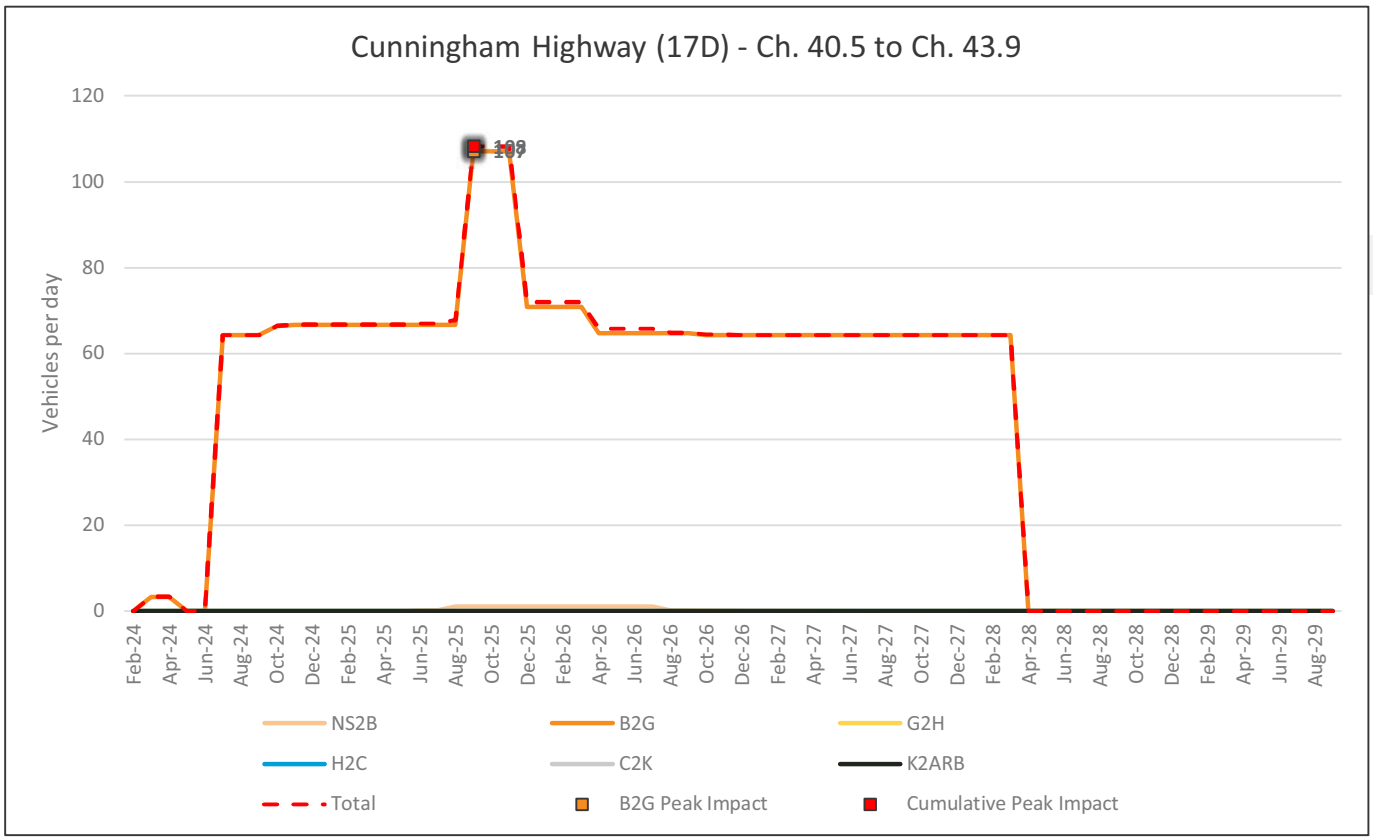
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	64	64	64	64	64	64	64	64	64	64	64	64
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	64	64	64	64	64	64	64	64	64	64	64	64

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	64	64	64	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	64	64	64	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17D)
Road section	Ch. 40.5 to Ch. 43.9

	B2G	Cumulative
Peak veh/day across construction	107	108
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3



Road ID	E32-X19
Road name	Cunningham Highway (17D)
Road section	Ch. 43.9 to Ch. 46.3

	B2G	Cumulative
Peak veh/day across construction	65	66
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	22	22	22	24	24	24
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	22	22	22	24	24	24

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	24	24	24	24	24	24	24	24	65	65	65	29
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	24	24	24	24	24	25	25	26	66	66	66	30

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	29	29	29	22	22	22	22	22	22	22	22	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	30	30	23	23	23	23	23	23	22	22	22

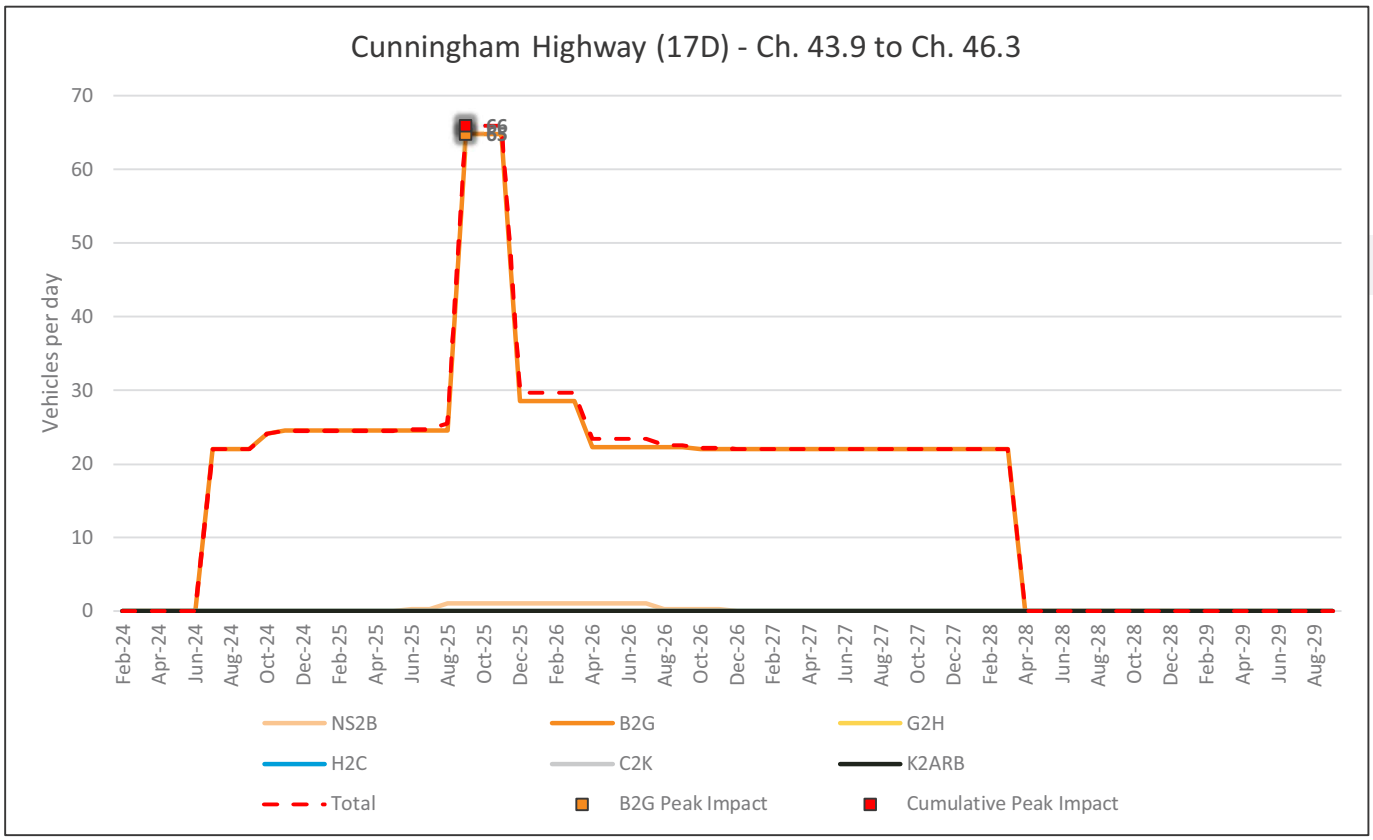
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	22	22	22	22	22	22	22	22	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	22	22	22	22	22	22	22	22	22

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17D)
Road section	Ch. 43.9 to Ch. 46.3

	B2G	Cumulative
Peak veh/day across construction	65	66
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3



Road ID	X19-X13
Road name	Cunningham Highway (17D)
Road section	Ch. 46.3 to Ch. 88.0

	B2G	Cumulative
Peak veh/day across construction	29	30
Peak impact month	Dec-25	Dec-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	22	22	22	24	24	24
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	22	22	22	24	24	24

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	24	24	24	24	24	24	24	24	24	24	24	29
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	24	24	24	24	24	25	25	26	26	26	26	30

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	29	29	29	22	22	22	22	22	22	22	22	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	30	30	23	23	23	23	23	23	22	22	22

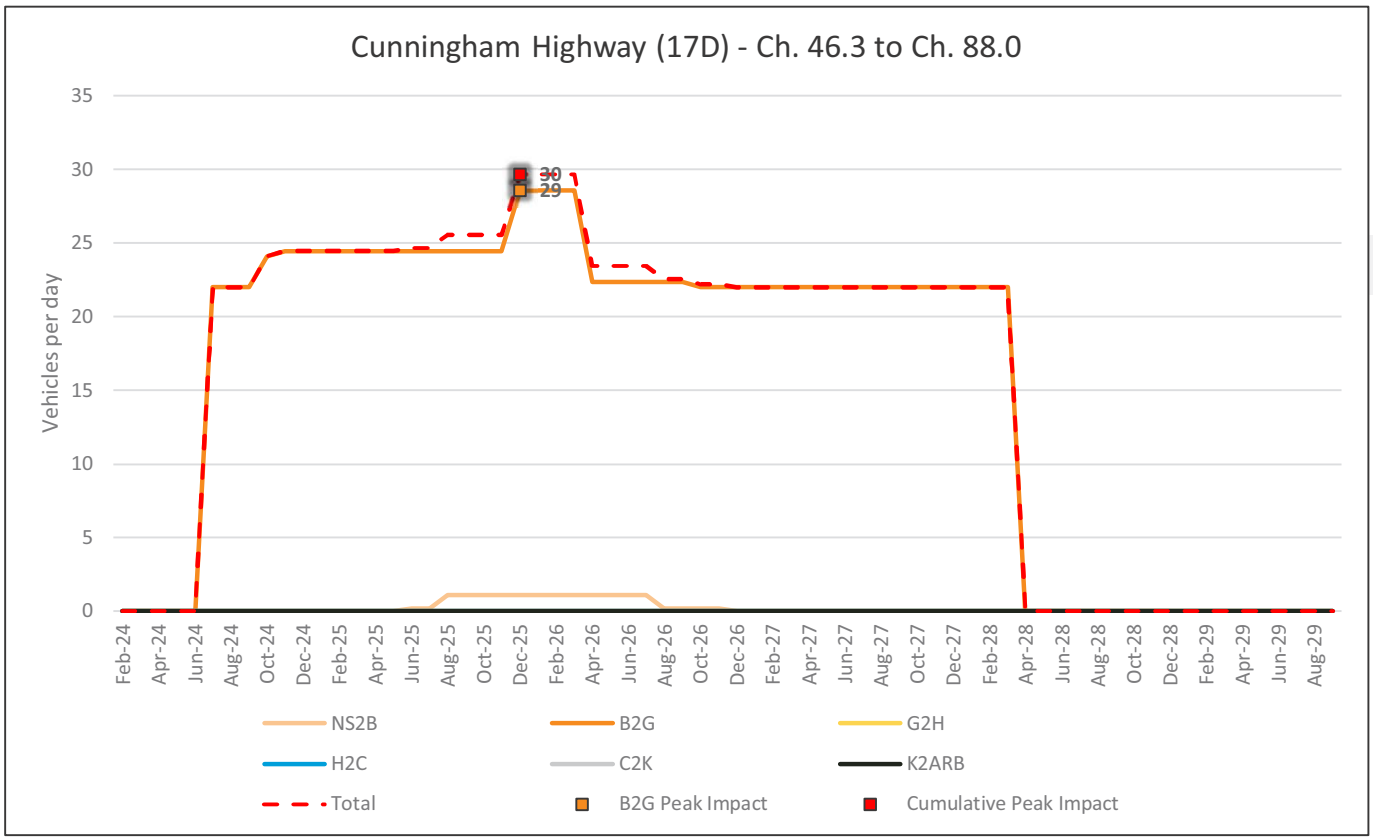
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	22	22	22	22	22	22	22	22	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	22	22	22	22	22	22	22	22	22

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Cunningham Highway (17D)**
Road section	**Ch. 46.3 to Ch. 88.0**

	B2G	Cumulative
Peak veh/day across construction	**29**	**30**
Peak impact month	**Dec-25**	**Dec-25**
Length of peak period	**4**	**4**



Road ID	X13-X152
Road name	Cunningham Highway (17D)
Road section	Ch. 88.0 to Ch. 88.2

	B2G	Cumulative
Peak veh/day across construction	57	66
Peak impact month	May-26	May-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	22	47	35	35	38	26
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	22	47	35	35	38	26

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	4	4	4	4	11	14	14	20	21
B2G	42	35	32	45	54	53	48	48	37	36	43	30
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	35	32	49	58	57	52	60	51	50	63	51

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	10	10	13	10	10	10	10	9	6	6	6	6
B2G	47	38	35	47	57	56	51	51	40	38	38	26
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	57	48	48	57	66	65	61	60	46	45	44	32

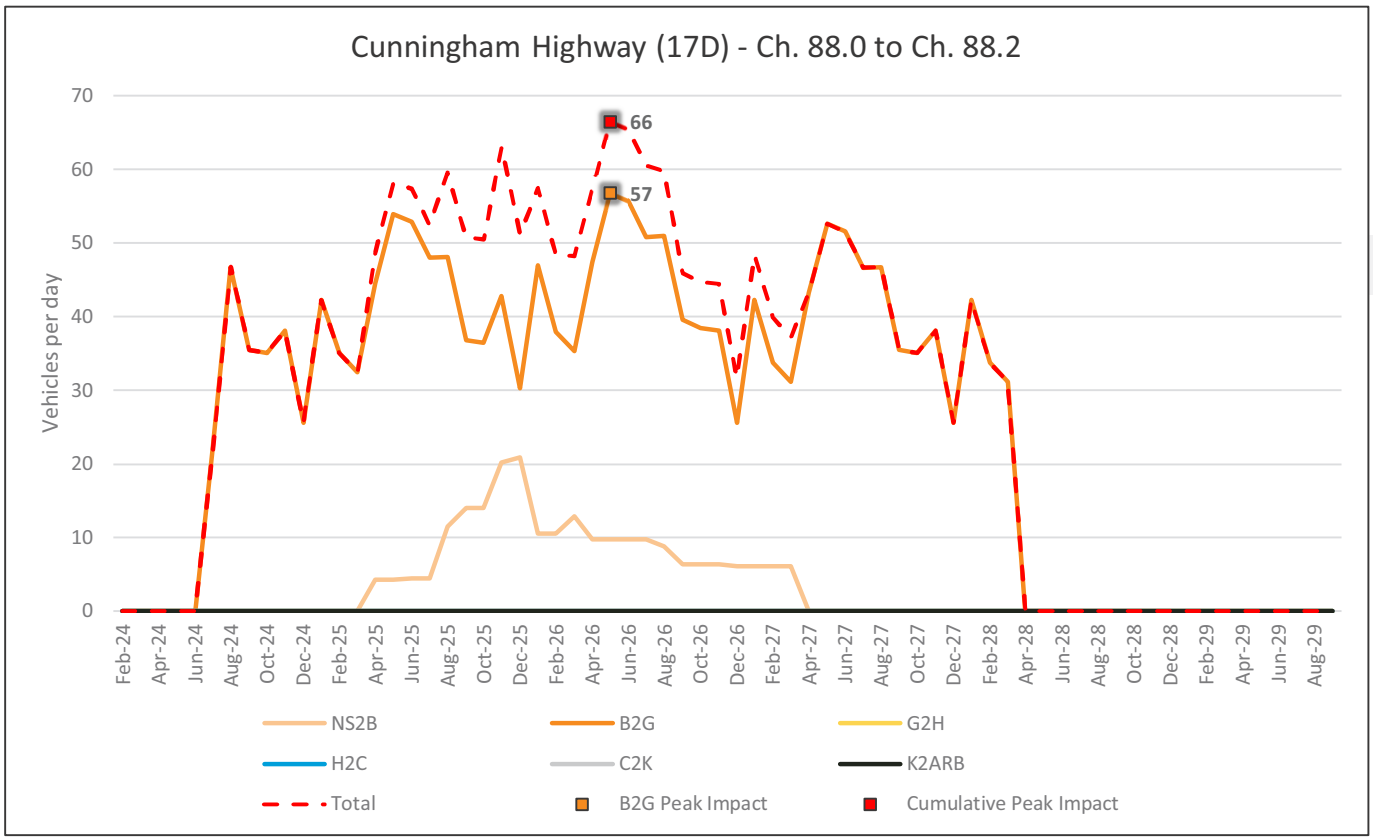
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	6	6	6	0	0	0	0	0	0	0	0	0
B2G	42	34	31	43	53	52	47	47	35	35	38	26
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	48	40	37	43	53	52	47	47	35	35	38	26

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	42	34	31	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	34	31	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17D)
Road section	Ch. 88.0 to Ch. 88.2

	B2G	Cumulative
Peak veh/day across construction	57	66
Peak impact month	May-26	May-26
Length of peak period	1	1



Road ID	X152-X12
Road name	Cunningham Highway (17D)
Road section	Ch. 88.2 to Ch. 90.0

	B2G	Cumulative
Peak veh/day across construction	27	48
Peak impact month	Nov-25	Dec-25
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	22	22	22	22	22	22
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	22	22	22	22	22	22

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	4	4	4	4	11	14	14	20	21
B2G	22	23	23	23	23	23	23	23	23	23	27	27
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	23	23	28	28	28	28	35	37	37	47	48

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	10	10	13	10	10	10	10	9	6	6	6	6
B2G	27	26	26	26	26	26	26	26	26	25	22	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	37	39	36	36	36	36	35	32	32	28	28

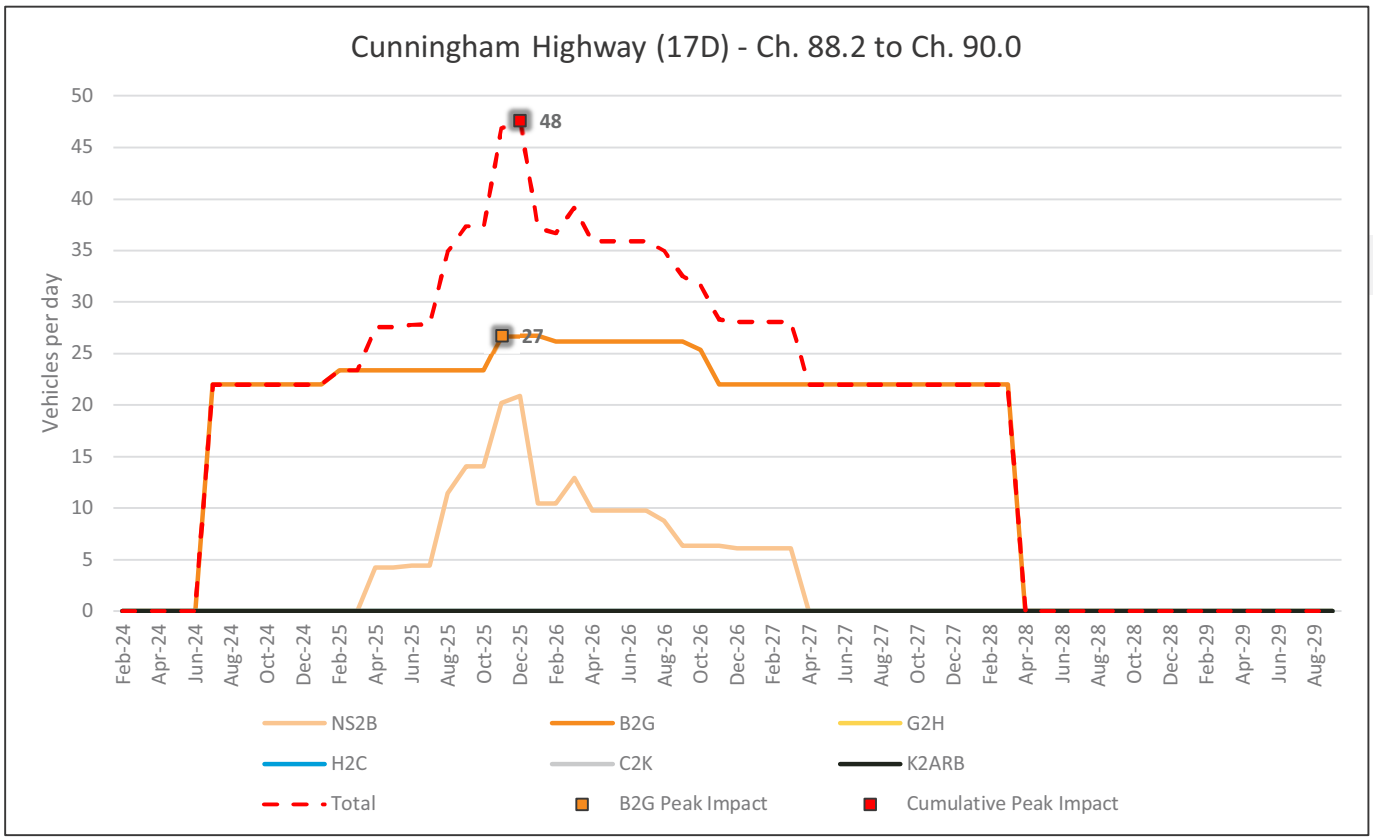
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	6	6	6	0	0	0	0	0	0	0	0	0
B2G	22	22	22	22	22	22	22	22	22	22	22	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	28	28	22	22	22	22	22	22	22	22	22

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cunningham Highway (17D)
Road section	Ch. 88.2 to Ch. 90.0

	B2G	Cumulative
Peak veh/day across construction	27	48
Peak impact month	Nov-25	Dec-25
Length of peak period	3	1



Road ID	M9-M10
Road name	Gateway Motorway (N239)
Road section	Ch. 0.0 to Ch. 15

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	134	134
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	196	148

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	134	134	134	134	134	134	135	135	135	135	135	135
C2K	0	0	0	0	0	0	0	0	0	0	1	1
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	212	179	170	216	254	251	232	232	189	187	200	152

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	2	2	2	2	2	2	4	4	3	2
H2C	135	135	135	135	135	136	137	135	135	135	135	135
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	183	172	219	255	252	234	233	191	190	200	152

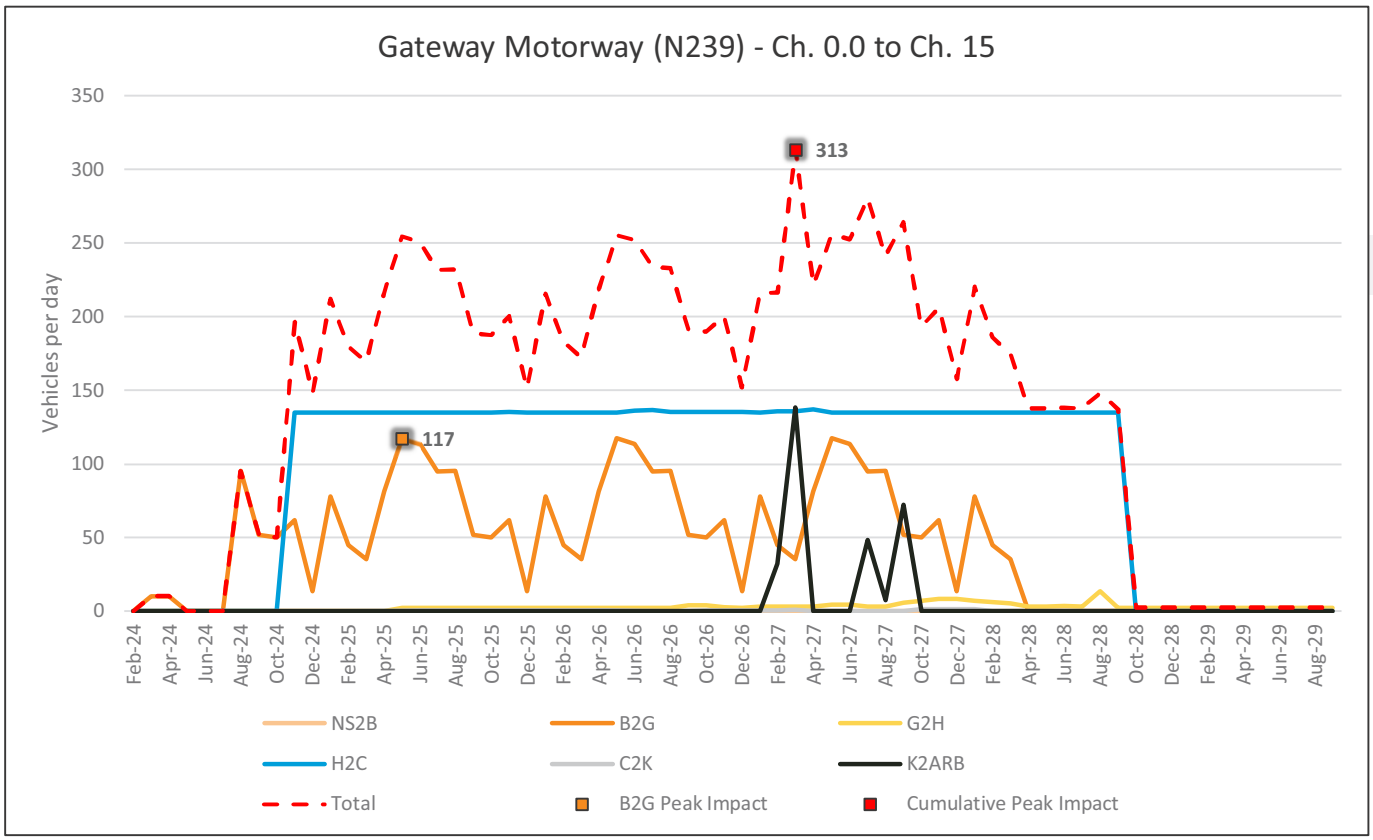
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	3	3	3	3	4	4	3	3	5	7	8	8
H2C	134	136	136	137	134	135	135	135	135	135	134	134
C2K	0	0	1	0	0	0	0	0	0	1	1	1
K2ARB	0	32	138	0	0	0	48	8	72	0	0	0
Total	216	216	313	222	256	252	281	241	264	193	206	158

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	7	6	5	3	3	4	3	14	2	2	2	2
H2C	134	134	134	134	134	134	134	134	134	0	0	0
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	186	175	138	138	138	138	148	137	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Gateway Motorway (N239)
Road section	Ch. 0.0 to Ch. 15

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1



Road ID	M8-M9
Road name	Gateway Motorway Extension (N332)
Road section	Ch. 0.0 to Ch. 10

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	134	134
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	196	148

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	134	134	134	134	134	134	135	135	135	135	135	135
C2K	0	0	0	0	0	0	0	0	0	0	1	1
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	212	179	170	216	254	251	232	232	189	187	200	152

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	2	2	2	2	2	2	4	4	3	2
H2C	135	135	135	135	135	136	137	135	135	135	135	135
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	183	172	219	255	252	234	233	191	190	200	152

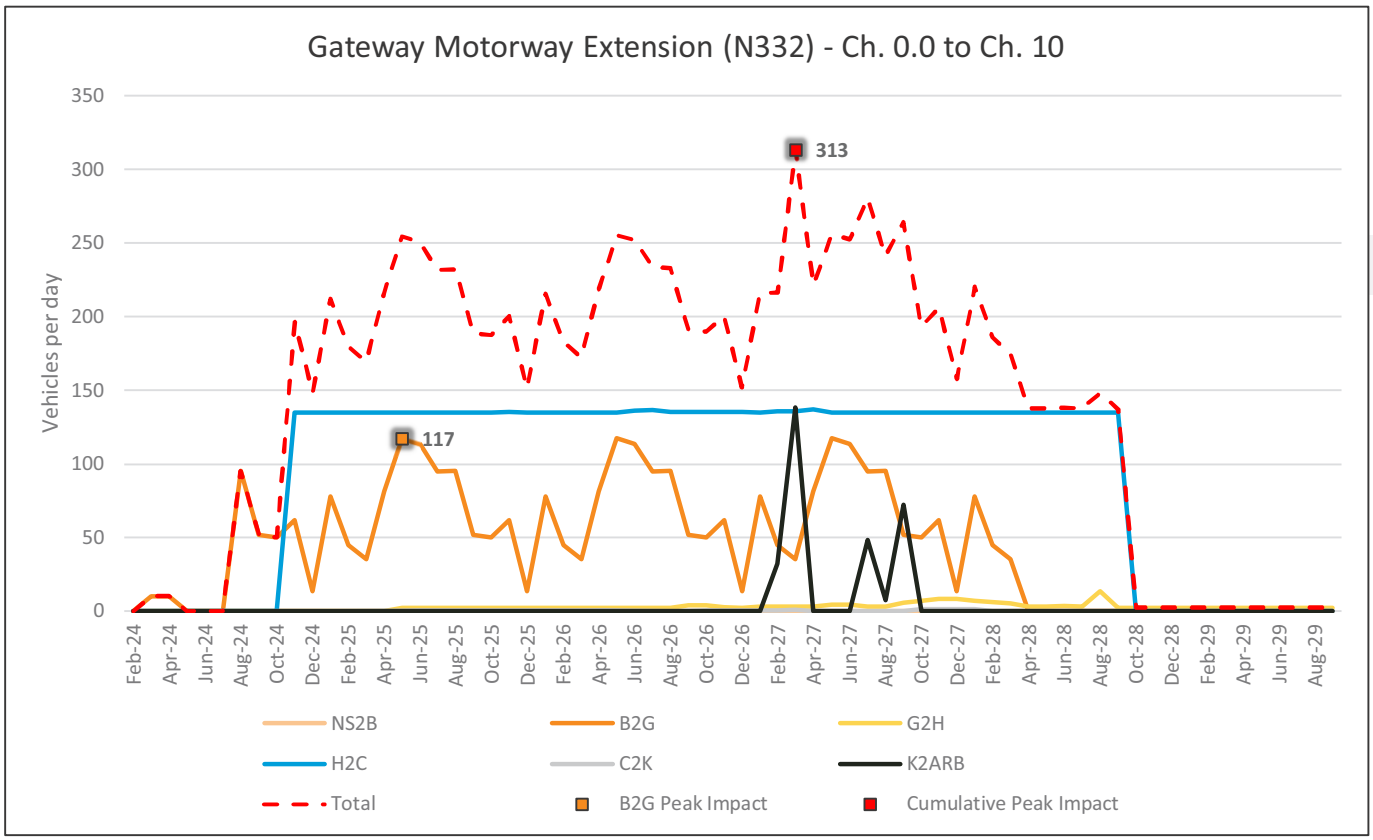
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	3	3	3	3	4	4	3	3	5	7	8	8
H2C	134	136	136	137	134	135	135	135	135	135	134	134
C2K	0	0	1	0	0	0	0	0	0	1	1	1
K2ARB	0	32	138	0	0	0	48	8	72	0	0	0
Total	216	216	313	222	256	252	281	241	264	193	206	158

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	7	6	5	3	3	4	3	14	2	2	2	2
H2C	134	134	134	134	134	134	134	134	134	0	0	0
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	186	175	138	138	138	138	148	137	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	**M9-M10**
Road name	**Gateway Motorway Extension (N332)**
Road section	**Ch. 0.0 to Ch. 10**

	B2G	Cumulative
Peak veh/day across construction	**117**	**313**
Peak impact month	**May-25**	**Mar-27**
Length of peak period	**3**	**1**



Road ID	X44-X23
Road name	Gore Highway (28A)
Road section	Ch. 0.0 to Ch. 2.2

	B2G	Cumulative
Peak veh/day across construction	581	581
Peak impact month	May-25	May-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	98	212	168	168	441	395
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	98	212	168	168	441	395

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	470	504	496	542	581	578	559	559	516	253	267	152
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	470	504	496	542	581	578	559	560	517	254	268	153

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	214	183	172	206	242	238	219	218	174	171	182	134
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	215	184	173	207	243	239	220	218	174	171	182	134

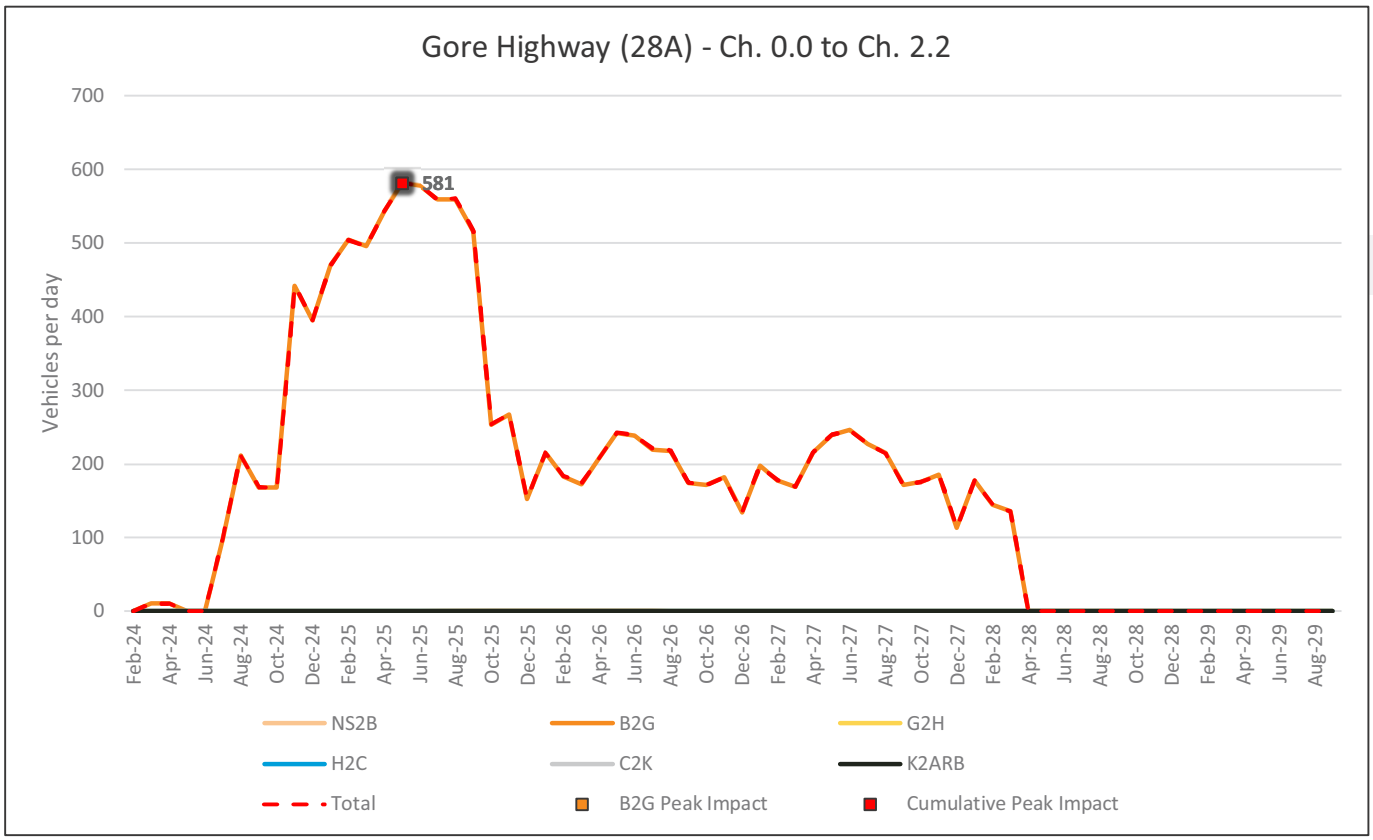
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	197	178	169	216	239	246	227	215	171	175	186	114
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	197	178	169	216	239	246	227	215	171	175	186	114

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	178	145	135	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	178	145	135	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 0.0 to Ch. 2.2

	B2G	Cumulative
Peak veh/day across construction	581	581
Peak impact month	May-25	May-25
Length of peak period	1	1



Road ID	X23-E94
Road name	Gore Highway (28A)
Road section	Ch. 2.2 to Ch. 5.4

	B2G	Cumulative
Peak veh/day across construction	995	995
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	84	194	722	722	995	673
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	84	194	722	722	995	673

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	737	771	763	809	551	547	528	529	485	223	237	123
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	737	771	763	809	551	547	528	530	486	224	238	124

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	185	153	143	188	223	219	201	200	156	153	164	115
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	186	154	144	189	224	220	202	200	156	153	164	115

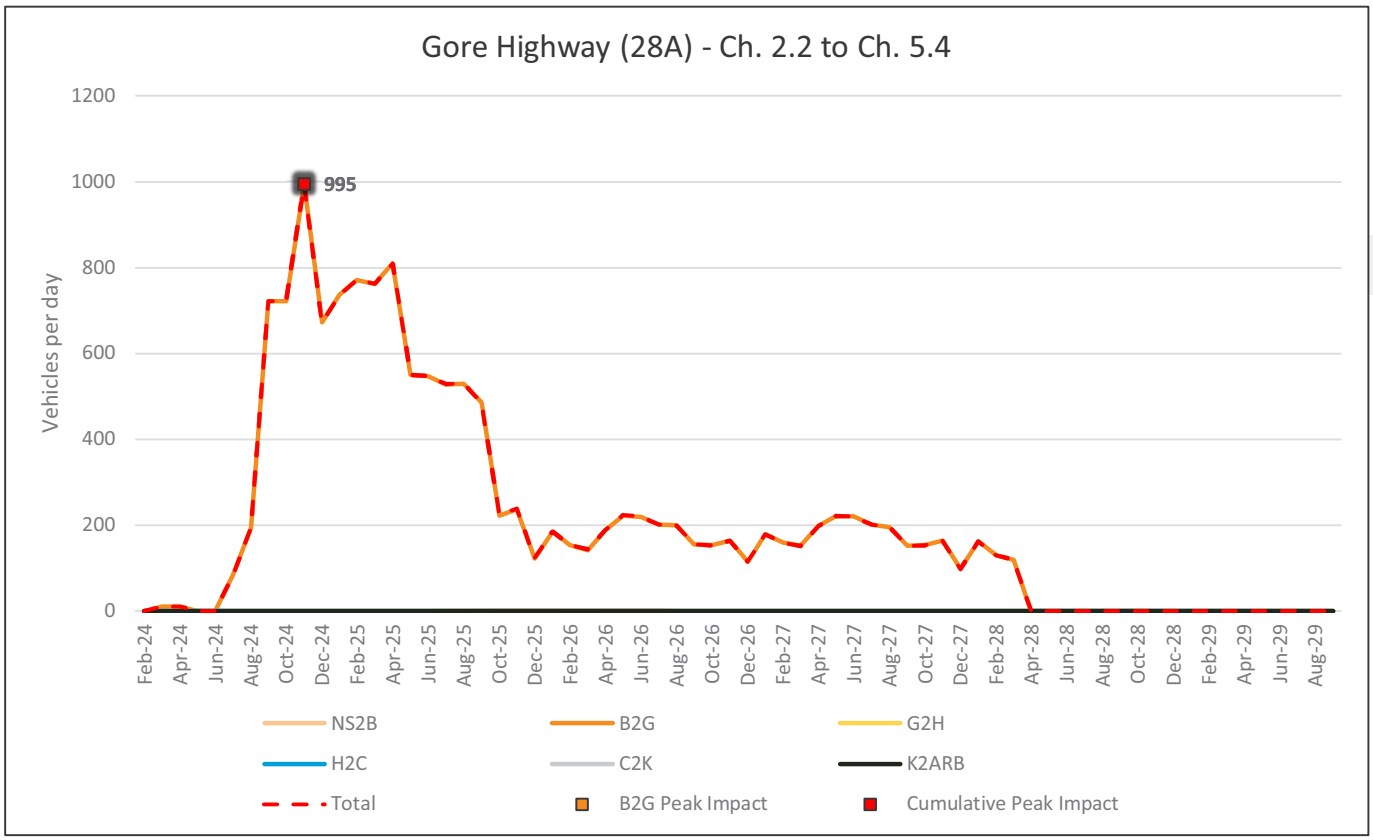
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	178	160	151	198	221	220	201	196	152	153	164	99
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	178	160	151	198	221	220	201	196	152	153	164	99

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	163	130	120	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	163	130	120	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 2.2 to Ch. 5.4

	B2G	Cumulative
Peak veh/day across construction	995	995
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	E94-X24
Road name	Gore Highway (28A)
Road section	Ch. 5.4 to Ch. 6.7

	B2G	Cumulative
Peak veh/day across construction	981	981
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	70	180	708	708	981	659
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	70	180	708	708	981	659

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	723	757	749	795	537	533	514	514	471	209	223	108
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	723	757	749	795	537	533	514	515	472	210	224	109

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	171	139	128	173	209	205	186	186	142	139	150	101
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	172	140	129	174	210	206	188	186	142	139	150	101

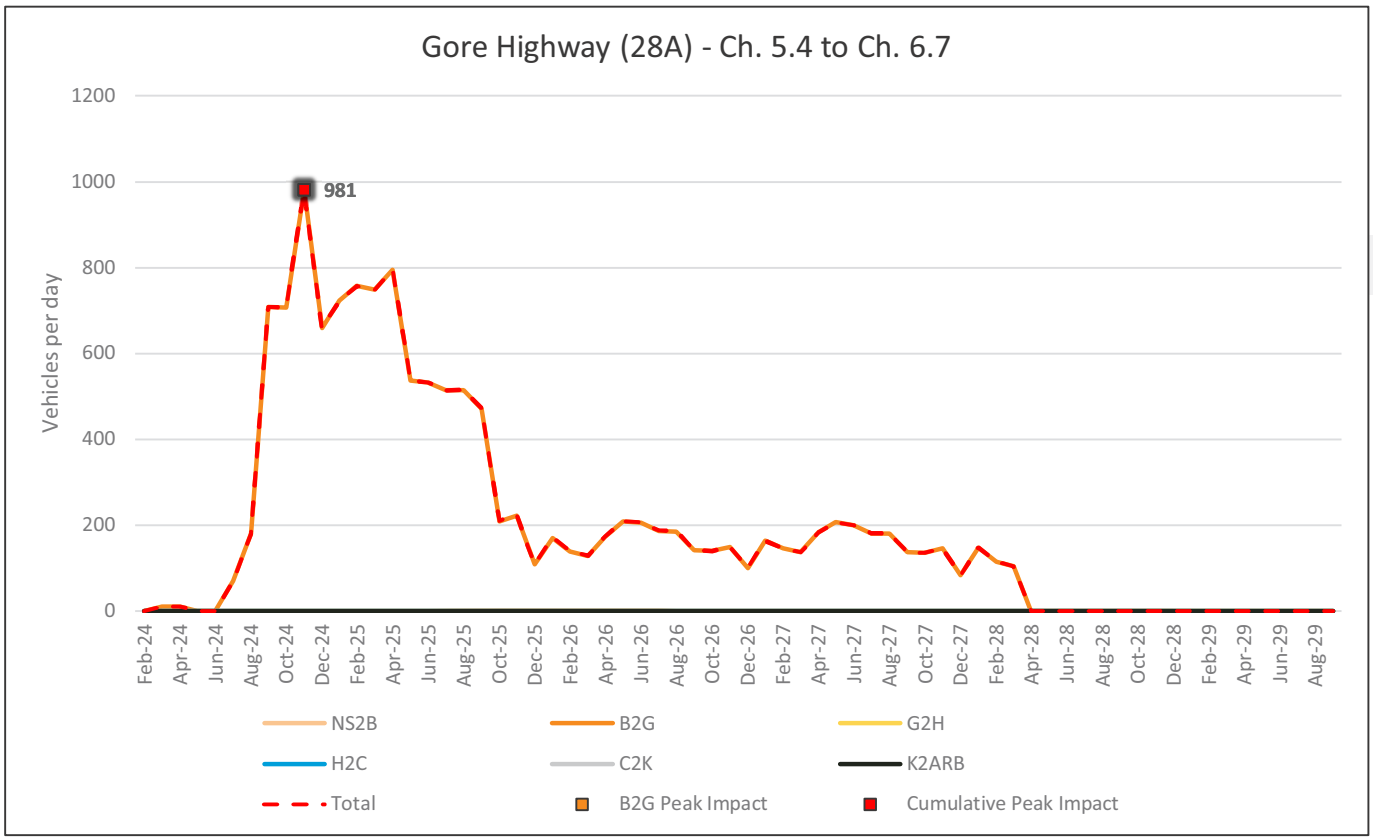
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	164	146	136	184	207	200	181	181	137	136	147	84
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	164	146	136	184	207	200	181	181	137	136	147	84

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	148	115	105	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	148	115	105	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 5.4 to Ch. 6.7

	B2G	Cumulative
Peak veh/day across construction	981	981
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X24-X26
Road name	Gore Highway (28A)
Road section	Ch. 6.7 to Ch. 7.7

	B2G	Cumulative
Peak veh/day across construction	974	974
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	63	173	701	701	974	652
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	63	173	701	701	974	652

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	716	750	742	788	529	526	507	507	464	202	216	240
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	716	750	742	788	529	526	507	508	465	203	217	241

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	302	132	121	166	202	198	179	179	135	134	144	96
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	303	133	122	167	203	199	180	179	135	134	145	96

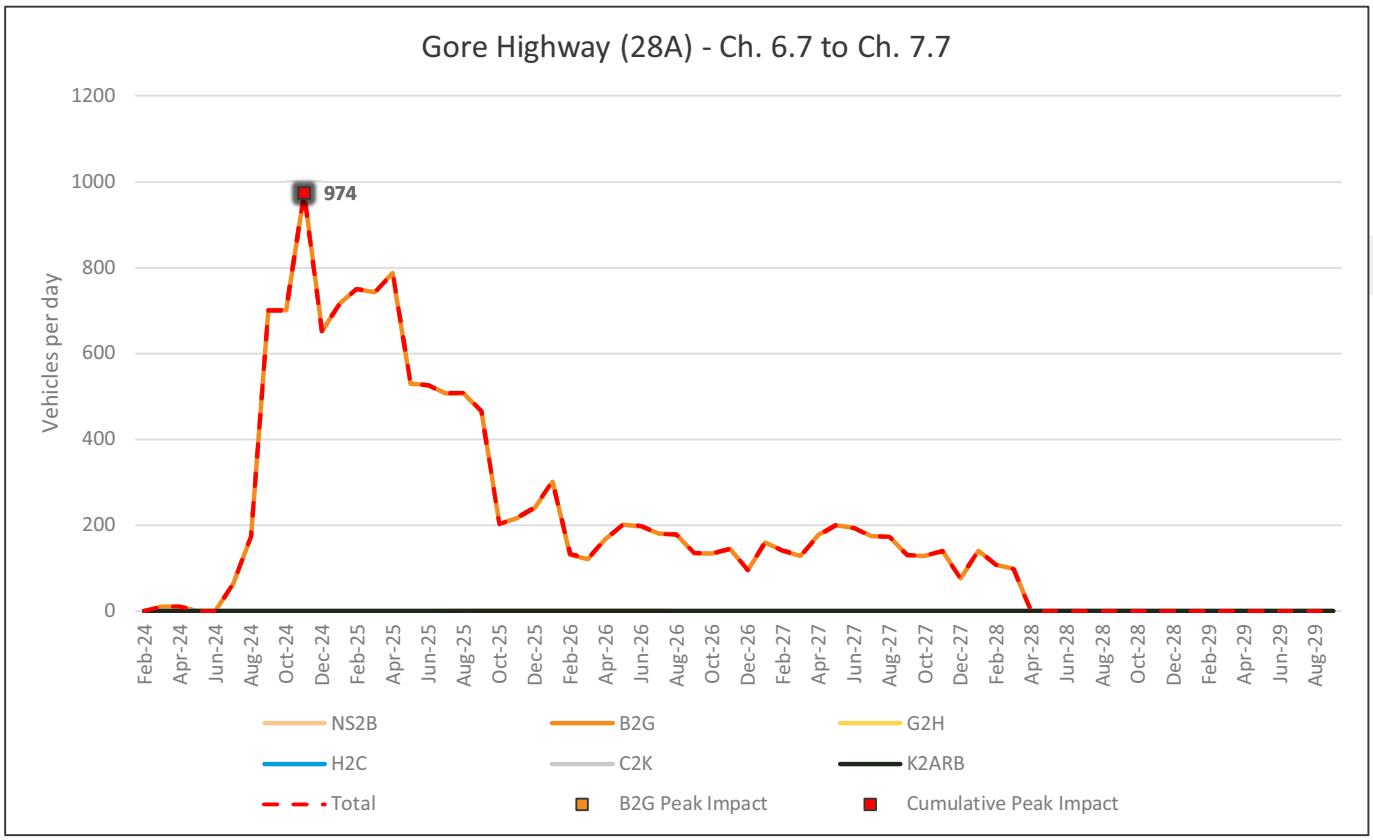
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	159	142	129	177	199	193	174	174	130	129	140	77
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	159	142	129	177	199	193	174	174	130	129	140	77

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	141	108	98	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	141	108	98	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 6.7 to Ch. 7.7

	B2G	Cumulative
Peak veh/day across construction	974	974
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X26-X32
Road name	Gore Highway (28A)
Road section	Ch. 7.7 to Ch. 11.2

	B2G	Cumulative
Peak veh/day across construction	956	956
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	48	155	683	683	956	634
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	48	155	683	683	956	634

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	698	716	707	754	495	492	473	473	430	168	182	222
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	698	716	707	754	495	492	473	474	431	169	183	223

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	284	112	102	147	182	178	160	159	115	114	126	78
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	286	113	103	148	183	179	161	159	115	115	127	78

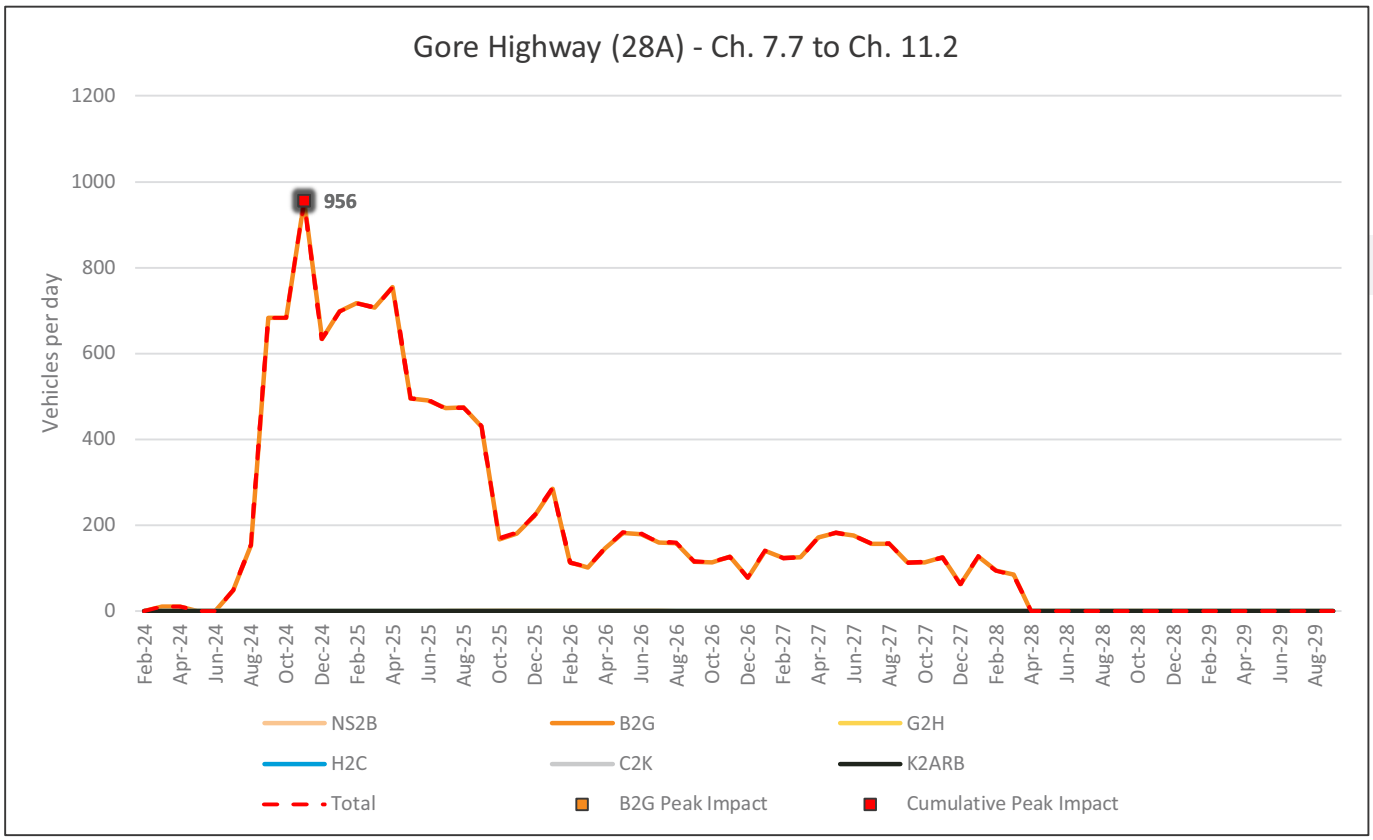
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	141	124	125	172	182	176	157	157	113	114	125	63
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	141	124	125	172	182	176	157	157	113	114	125	63

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	127	94	84	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	127	94	84	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 7.7 to Ch. 11.2

	B2G	Cumulative
Peak veh/day across construction	956	956
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X32-X35
Road name	Gore Highway (28A)
Road section	Ch. 11.2 to Ch. 15.3

	B2G	Cumulative
Peak veh/day across construction	949	949
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	41	147	676	675	949	627
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	41	147	676	675	949	627

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	691	709	700	747	488	484	466	466	423	161	175	215
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	691	709	700	747	488	485	466	467	424	162	176	216

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	277	105	95	140	175	171	153	152	108	107	119	71
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	278	106	96	141	176	172	154	152	108	108	120	71

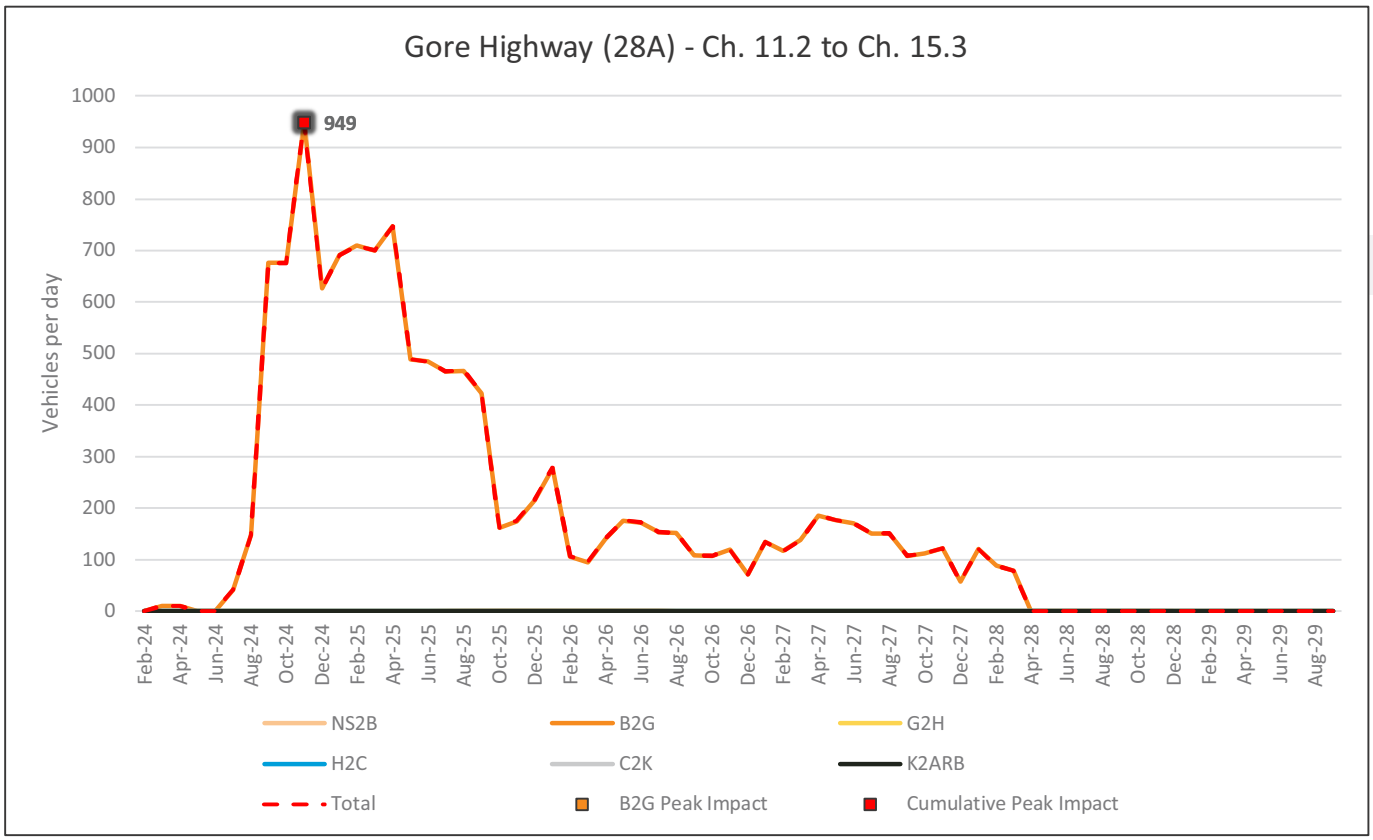
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	134	116	138	185	176	170	151	151	107	111	122	57
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	134	116	138	185	176	170	151	151	107	111	122	57

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	121	88	78	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	121	88	78	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 11.2 to Ch. 15.3

	B2G	Cumulative
Peak veh/day across construction	949	949
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X35-X41
Road name	Gore Highway (28A)
Road section	Ch. 15.3 to Ch. 17.5

	B2G	Cumulative
Peak veh/day across construction	677	677
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	34	136	665	664	677	355
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	34	136	665	664	677	355

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	419	421	412	458	200	196	177	342	299	297	311	259
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	419	421	412	458	200	196	177	343	300	298	312	260

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	321	149	139	129	164	160	142	144	100	100	108	60
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	323	150	140	130	165	161	143	144	100	100	108	60

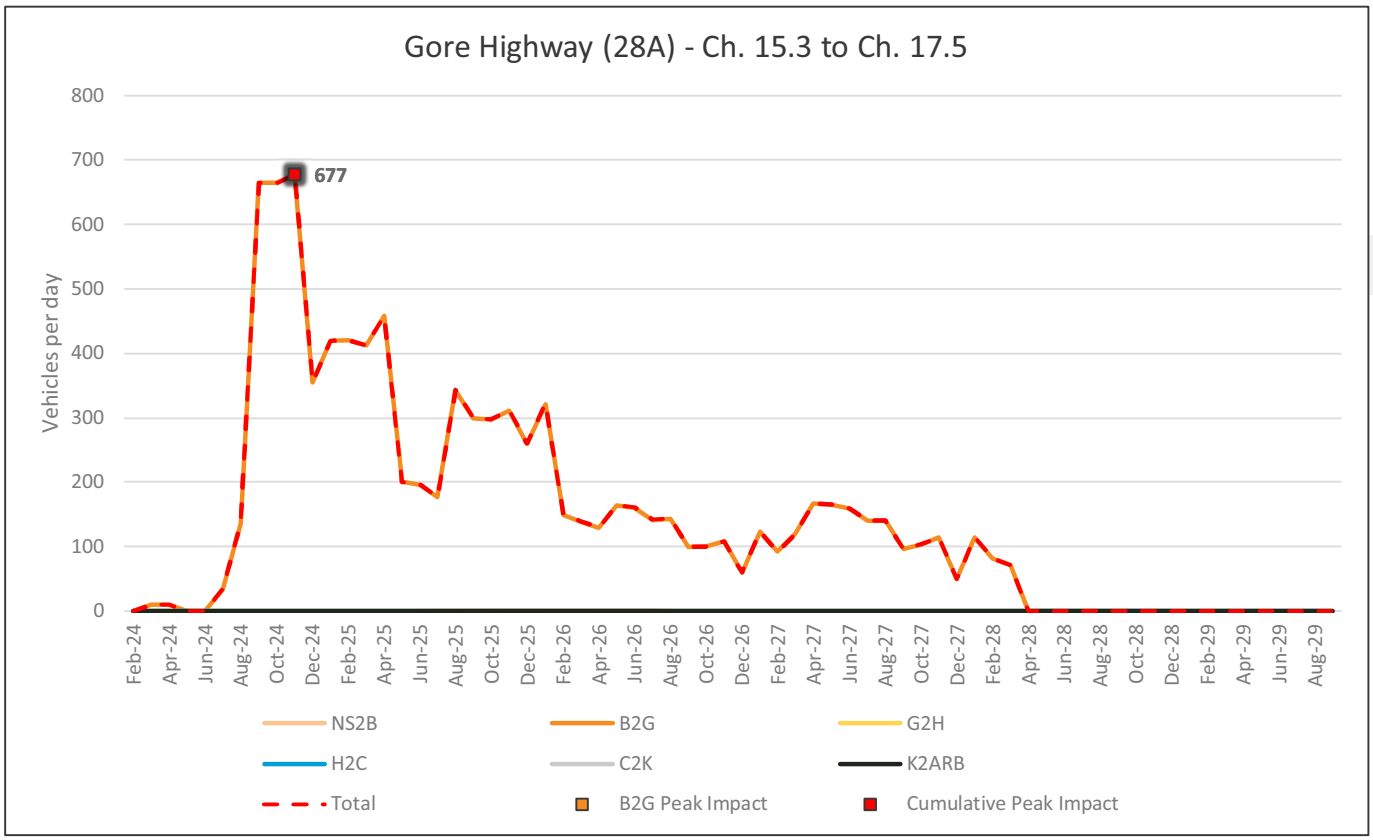
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	123	92	120	167	166	160	141	140	97	104	114	50
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	123	92	120	167	166	160	141	140	97	104	114	50

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	115	82	72	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	115	82	72	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 15.3 to Ch. 17.5

	B2G	Cumulative
Peak veh/day across construction	677	677
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X41-X36
Road name	Gore Highway (28A)
Road section	Ch. 17.5 to Ch. 19.0

	B2G	Cumulative
Peak veh/day across construction	670	670
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	27	129	658	657	670	348
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	27	129	658	657	670	348

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	412	414	405	451	193	189	170	335	292	290	304	252
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	412	414	405	451	193	189	170	336	293	291	305	253

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	314	142	132	122	157	153	135	136	93	93	101	53
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	316	143	133	123	158	154	136	137	93	93	101	53

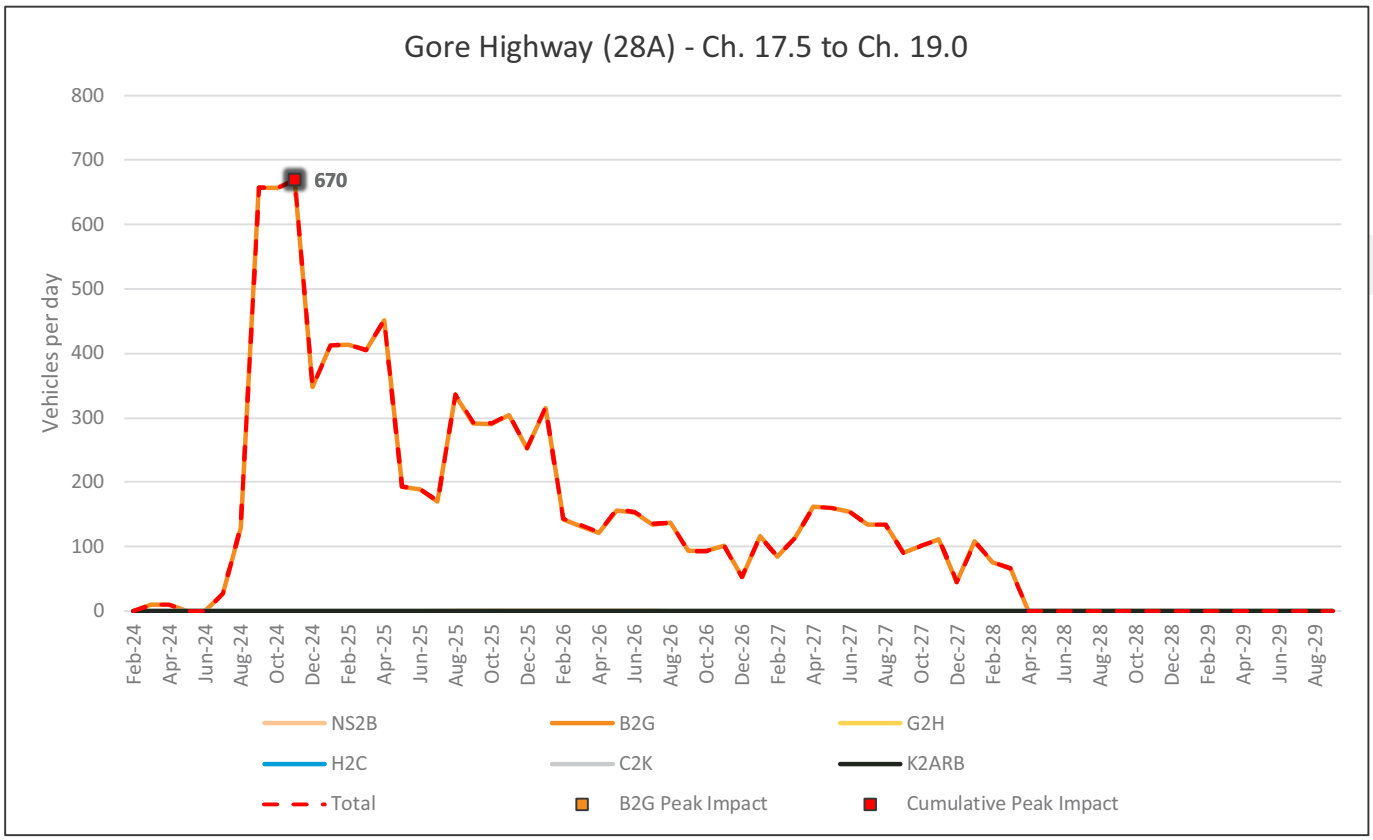
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	116	85	114	162	160	154	135	134	91	101	112	44
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	116	85	114	162	160	154	135	134	91	101	112	44

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	109	76	66	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	109	76	66	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 17.5 to Ch. 19.0

	B2G	Cumulative
Peak veh/day across construction	670	670
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X36-X40
Road name	Gore Highway (28A)
Road section	Ch. 19.0 to Ch. 20.3

	B2G	Cumulative
Peak veh/day across construction	663	663
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	20	122	651	650	663	341
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	20	122	651	650	663	341

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	405	407	398	444	186	182	163	328	285	283	297	245
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	405	407	398	444	186	182	163	329	286	284	298	246

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	307	135	124	114	149	147	128	130	85	85	93	45
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	308	136	125	115	150	148	129	131	85	86	94	45

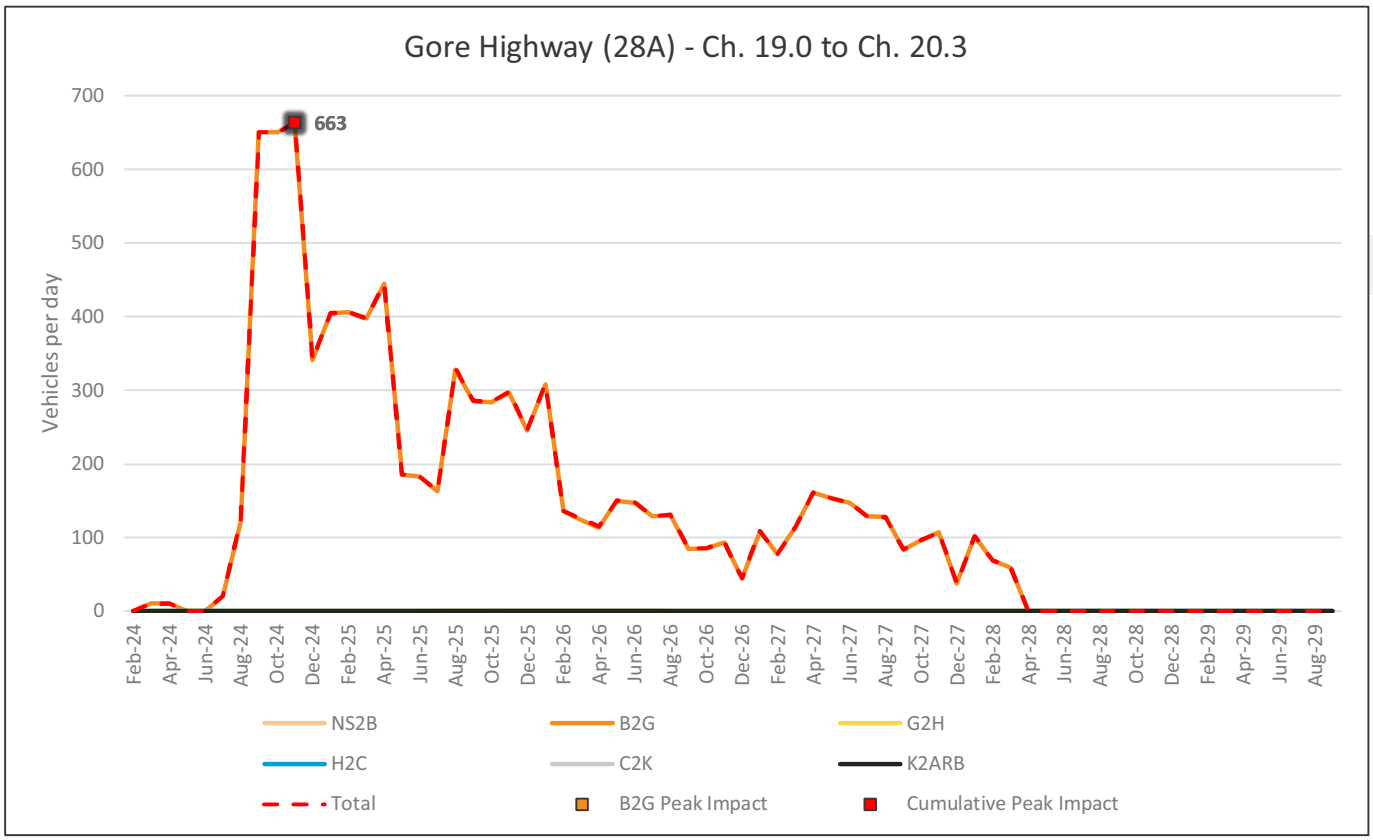
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	109	78	114	161	153	147	128	128	84	96	107	38
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	109	78	114	161	153	147	128	128	84	96	107	38

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	102	69	59	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	102	69	59	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 19.0 to Ch. 20.3

	B2G	Cumulative
Peak veh/day across construction	663	663
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X40-E89
Road name	Gore Highway (28A)
Road section	Ch. 20.3 to Ch. 21.5

	B2G	Cumulative
Peak veh/day across construction	656	656
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	13	115	644	643	656	334
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	13	115	644	643	656	334

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	398	399	391	437	179	175	156	321	278	276	290	238
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	398	399	391	437	179	175	156	322	279	277	291	239

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	300	128	117	107	142	146	121	123	78	78	86	38
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	301	129	118	108	143	147	122	124	78	78	87	38

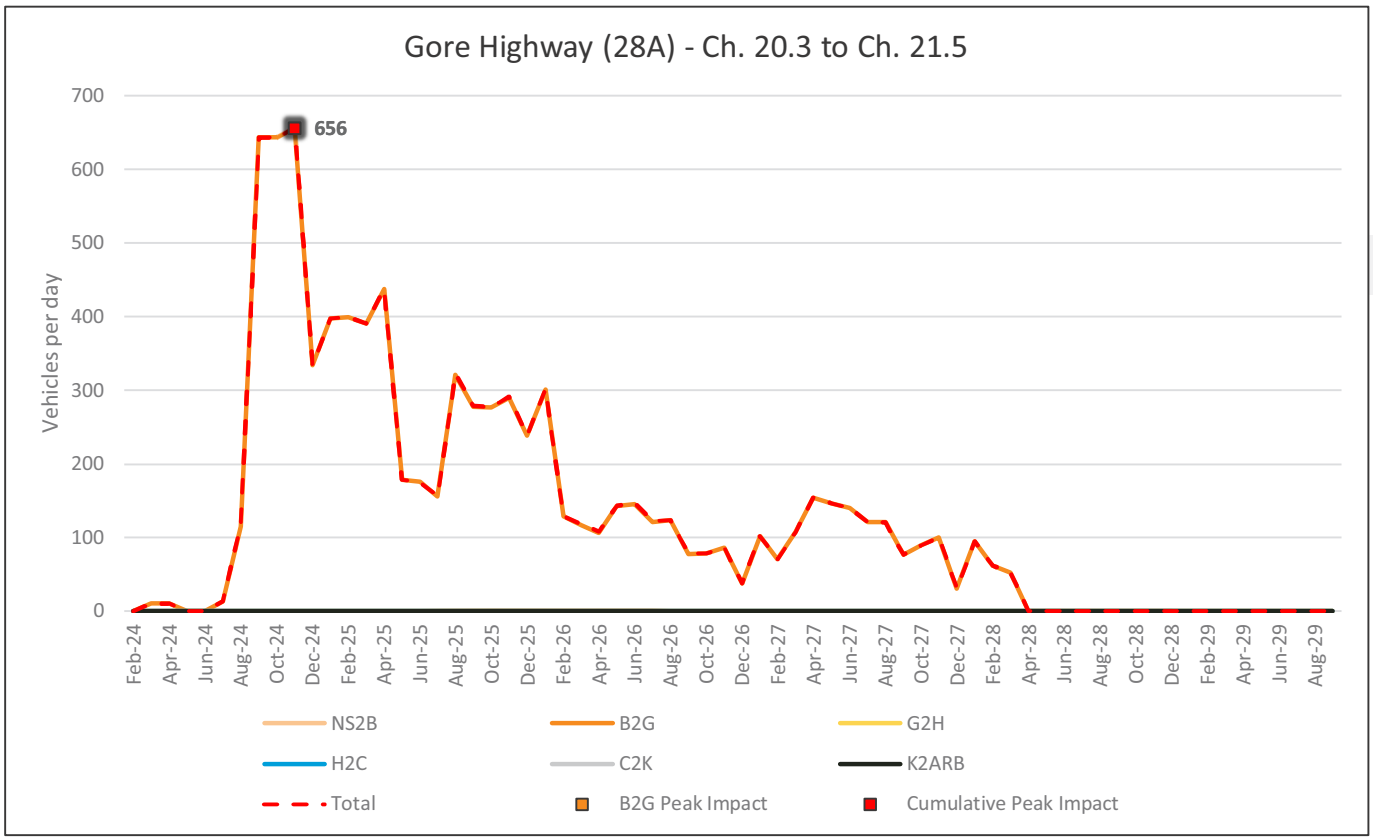
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	102	71	107	154	146	140	121	121	77	89	100	31
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	102	71	107	154	146	140	121	121	77	89	100	31

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	95	62	52	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	95	62	52	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Gore Highway (28A)**
Road section	**Ch. 20.3 to Ch. 21.5**

	B2G	Cumulative
Peak veh/day across construction	**656**	**656**
Peak impact month	**Nov-24**	**Nov-24**
Length of peak period	**1**	**1**



Road ID	E89-X39
Road name	Gore Highway (28A)
Road section	Ch. 21.5 to Ch. 23.2

	B2G	Cumulative
Peak veh/day across construction	645	645
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	6	104	632	632	645	323
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	6	104	632	632	645	323

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	387	371	362	409	150	146	128	293	249	248	260	225
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	387	371	362	409	150	147	128	294	250	249	261	226

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	287	115	106	95	131	135	110	112	67	67	75	27
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	288	116	107	97	132	136	111	112	67	67	75	27

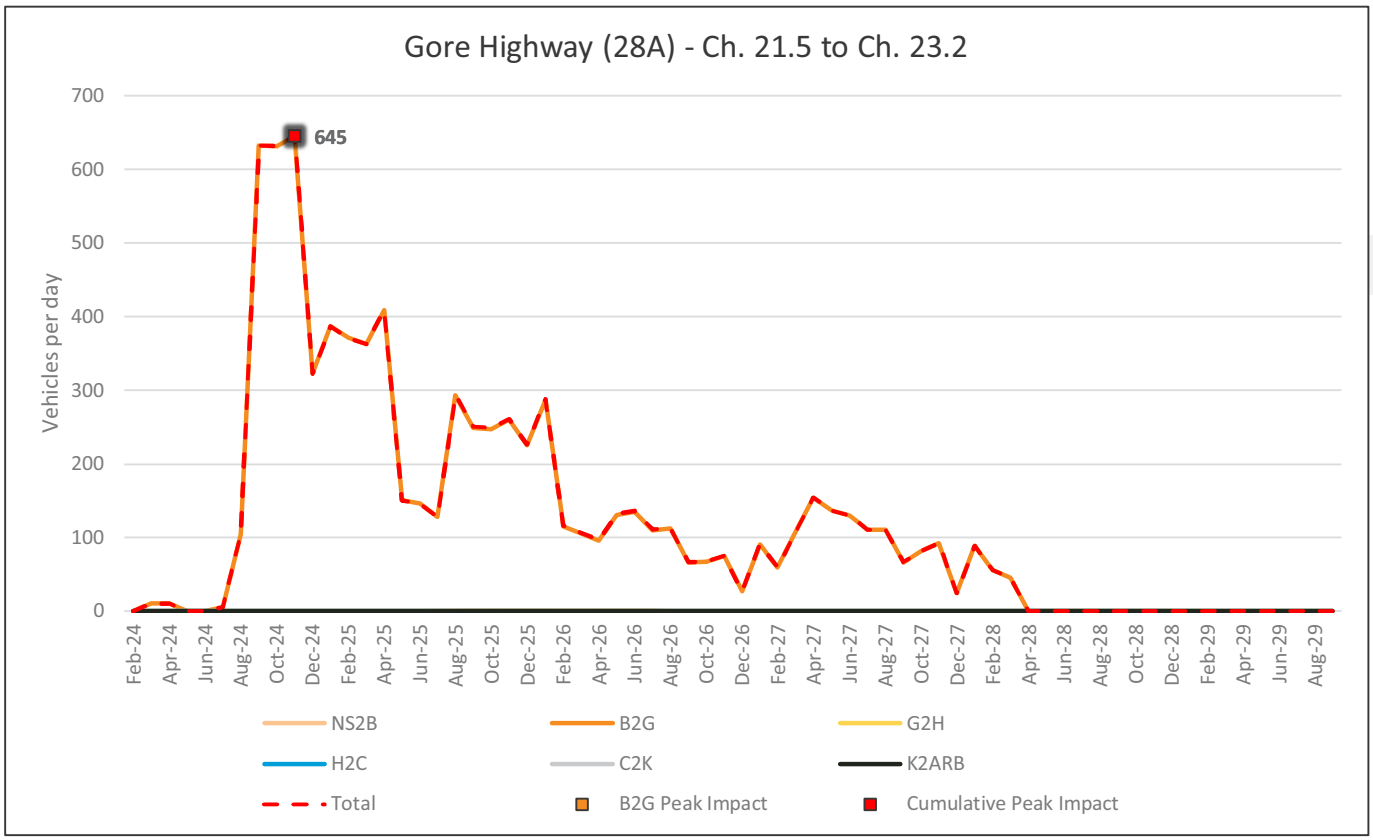
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	91	59	107	154	136	130	111	110	67	82	92	24
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	91	59	107	154	136	130	111	110	67	82	92	24

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	88	56	46	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	88	56	46	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 21.5 to Ch. 23.2

	B2G	Cumulative
Peak veh/day across construction	645	645
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X39-X43
Road name	Gore Highway (28A)
Road section	Ch. 23.2 to Ch. 25.0

	B2G	Cumulative
Peak veh/day across construction	370	370
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	27	125	358	357	370	48
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	27	125	358	357	370	48

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	112	96	87	133	171	167	148	313	270	268	280	245
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	112	96	87	133	171	167	148	314	271	269	281	247

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	308	136	126	117	152	148	130	129	85	84	94	46
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	309	137	127	118	153	150	131	129	85	84	95	46

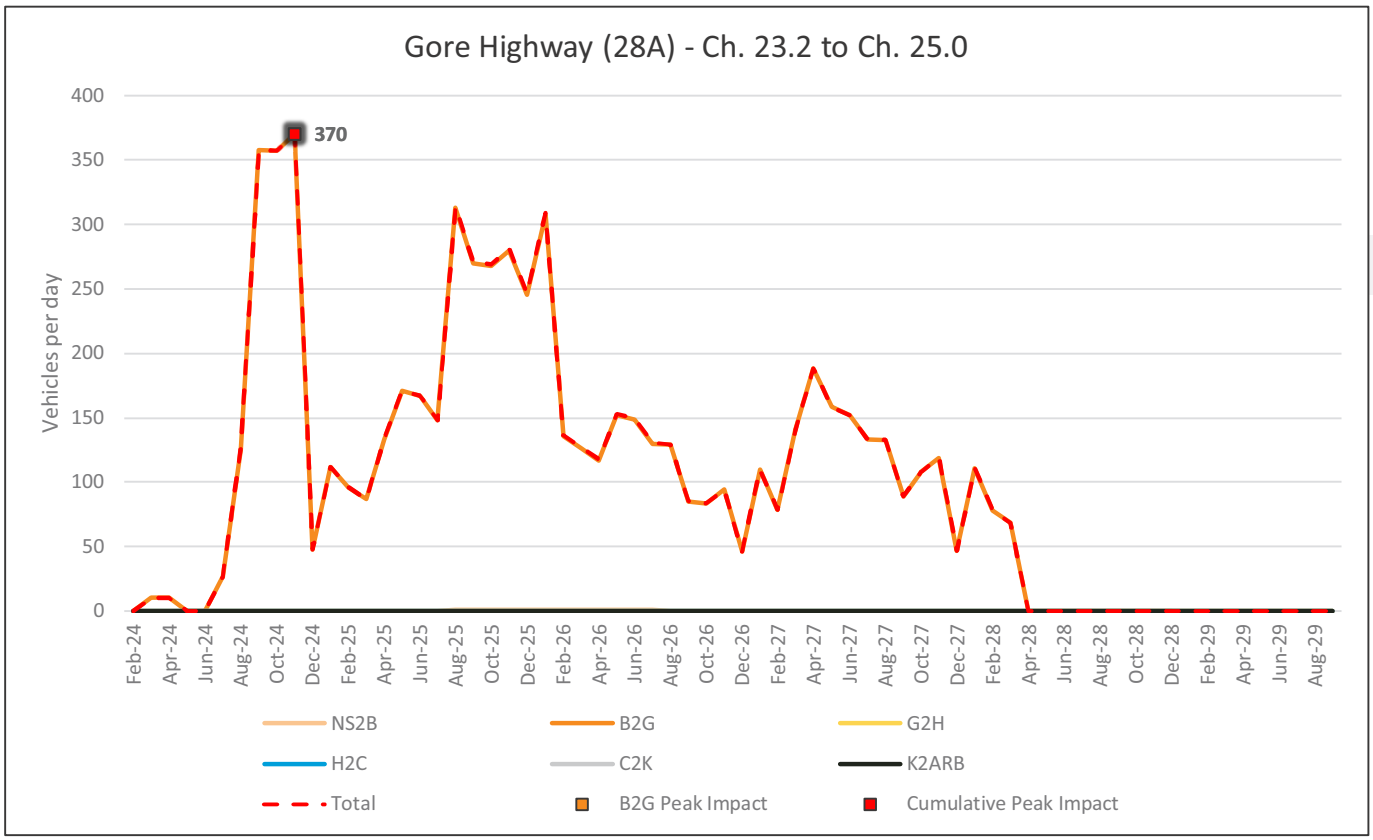
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	110	79	141	188	158	152	133	133	89	108	119	47
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	79	141	188	158	152	133	133	89	108	119	47

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	111	78	68	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	111	78	68	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 23.2 to Ch. 25.0

	B2G	Cumulative
Peak veh/day across construction	370	370
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X43-X45
Road name	Gore Highway (28A)
Road section	Ch. 25.0 to Ch. 30.1

	B2G	Cumulative
Peak veh/day across construction	1580	1581
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	27	125	358	357	370	48
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	27	125	358	357	370	48

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	112	96	87	133	171	167	148	313	270	268	280	1517
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	112	96	87	133	171	167	148	314	271	269	281	1518

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	1580	136	126	117	152	148	130	129	85	84	94	46
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1581	137	127	118	153	150	131	129	85	84	95	46

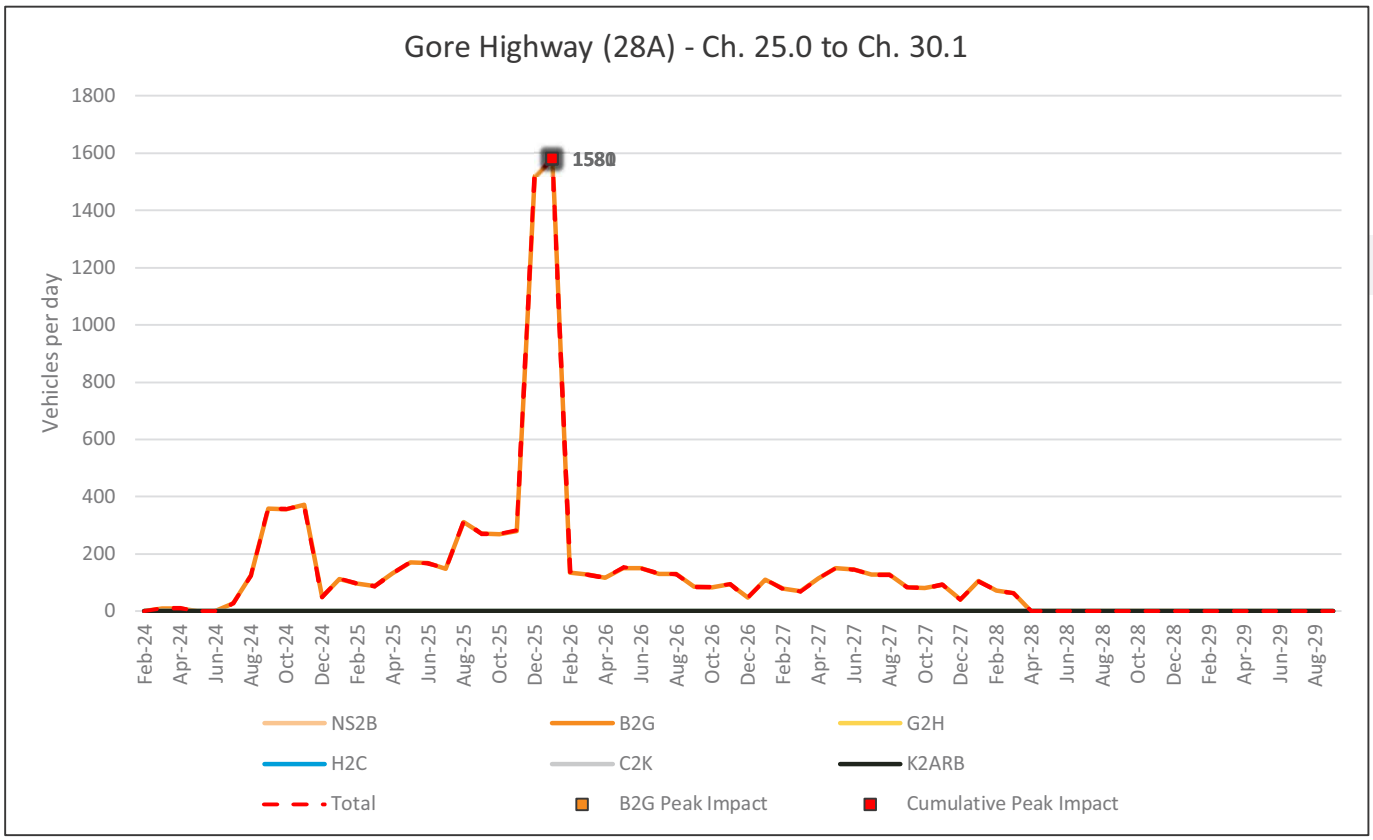
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	110	79	68	116	152	146	127	126	83	81	92	41
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	110	79	68	116	152	146	127	126	83	81	92	41

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	105	72	62	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	105	72	62	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 25.0 to Ch. 30.1

	B2G	Cumulative
Peak veh/day across construction	1580	1581
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1



Road ID	X45-X146
Road name	Gore Highway (28A)
Road section	Ch. 30.1 to Ch. 38.7

	B2G	Cumulative
Peak veh/day across construction	381	381
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	41	136	368	368	381	58
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	41	136	368	368	381	58

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	123	92	82	129	166	162	143	144	101	99	111	117
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	123	92	82	129	166	163	144	145	102	100	112	118

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	179	146	136	136	168	159	140	139	95	94	104	56
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	180	147	137	137	169	160	141	139	95	94	105	56

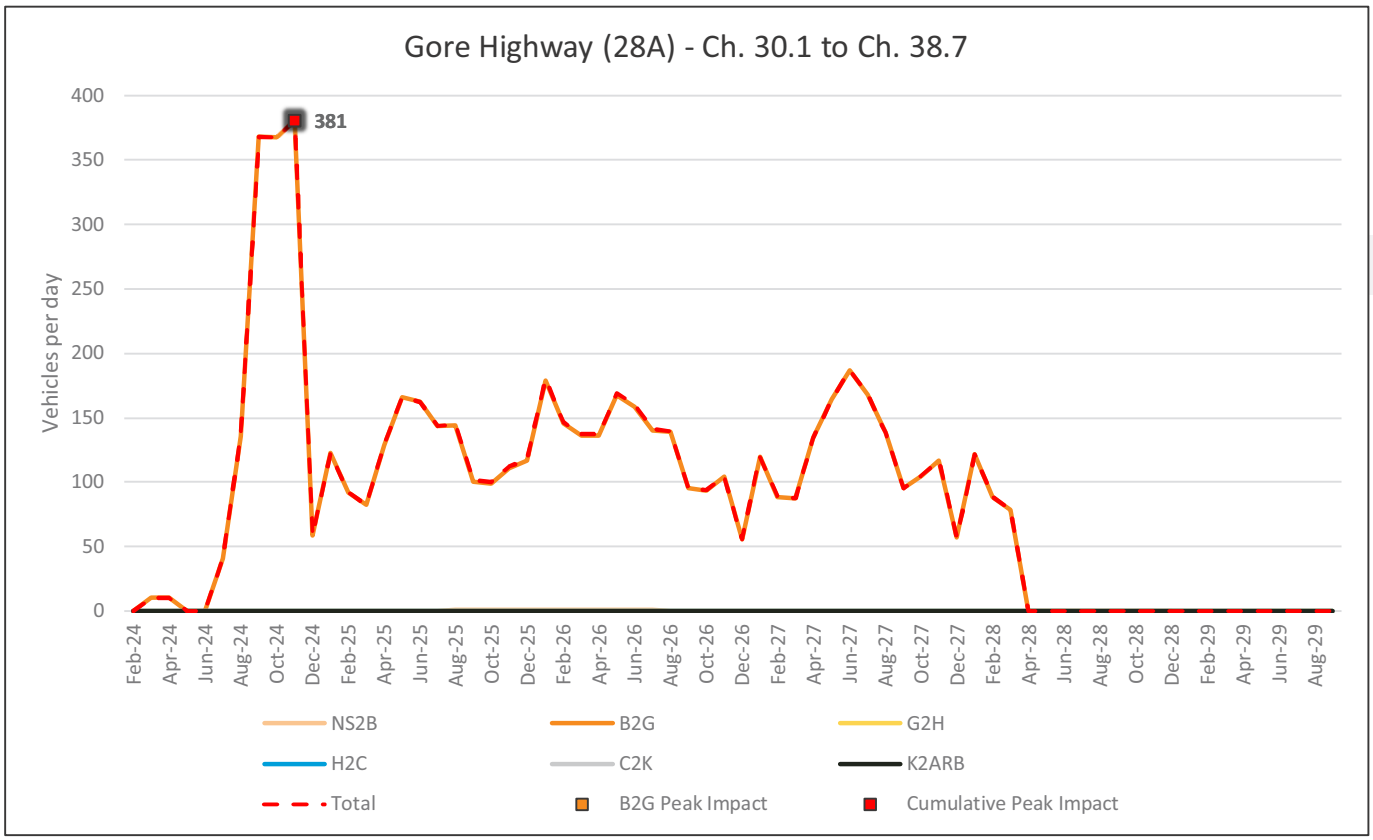
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	120	89	88	135	165	187	168	139	95	105	117	57
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	89	88	135	165	187	168	139	95	105	117	57

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	121	89	79	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	121	89	79	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 30.1 to Ch. 38.7

	B2G	Cumulative
Peak veh/day across construction	381	381
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X146-X47
Road name	Gore Highway (28A)
Road section	Ch. 38.7 to Ch. 41.1

	B2G	Cumulative
Peak veh/day across construction	381	381
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	54	128	371	370	381	69
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	54	128	371	370	381	69

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	119	96	88	124	154	151	136	137	103	102	123	139
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	119	96	88	124	154	151	136	138	104	103	124	140

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	187	175	169	143	167	159	133	132	97	96	104	67
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	188	176	171	145	168	160	134	132	98	96	105	67

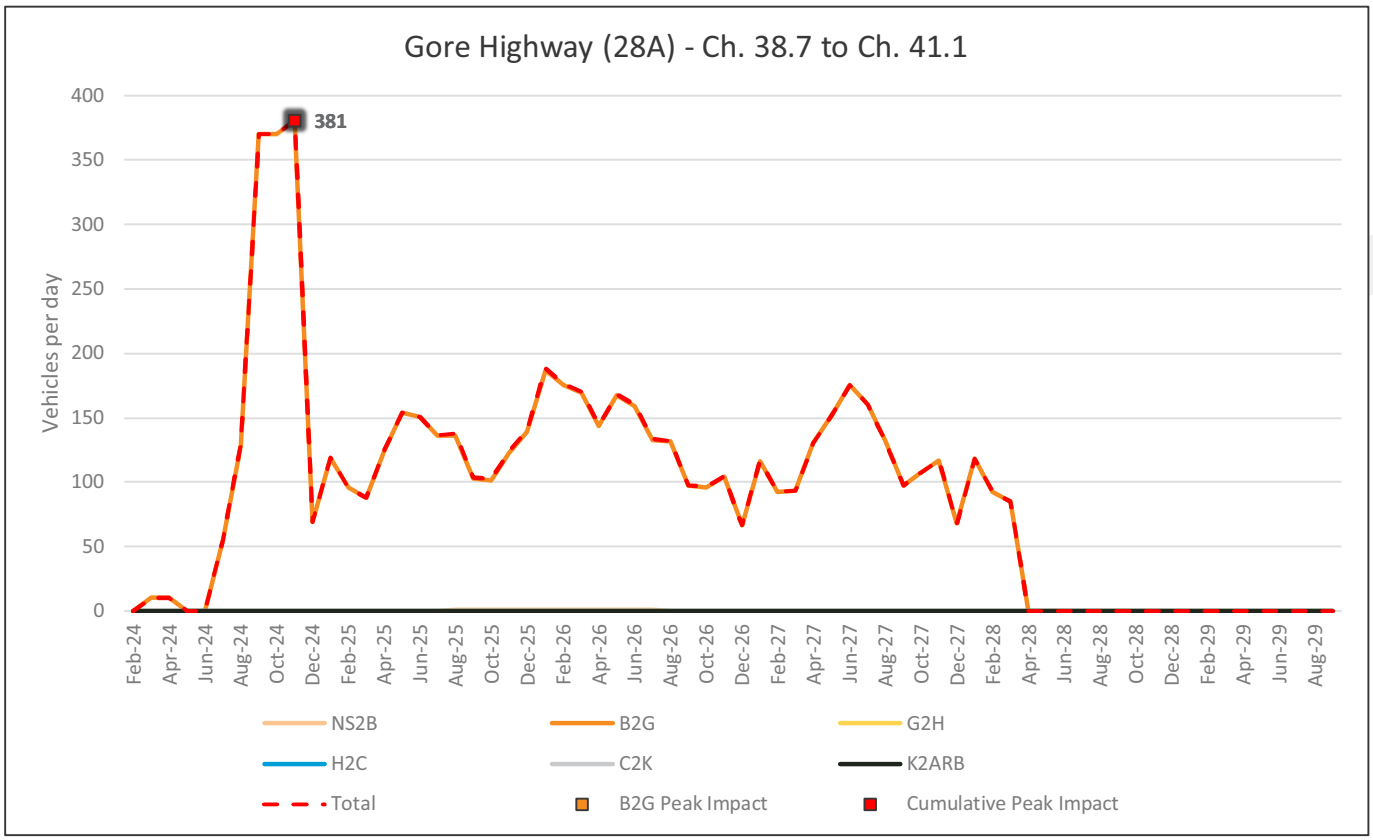
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	116	92	94	130	152	176	161	131	98	108	117	68
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	116	92	94	130	152	176	161	131	98	108	117	68

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	118	92	85	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	118	92	85	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 38.7 to Ch. 41.1

	B2G	Cumulative
Peak veh/day across construction	381	381
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X47-X28
Road name	Gore Highway (28A)
Road section	Ch. 41.1 to Ch. 41.7

	B2G	Cumulative
Peak veh/day across construction	381	381
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	54	128	371	370	381	69
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	54	128	371	370	381	69

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	119	96	88	124	154	151	136	137	103	102	123	139
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	119	96	88	124	154	151	136	138	104	103	124	140

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	187	175	169	143	167	159	133	132	97	96	104	67
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	188	176	171	145	168	160	134	132	98	96	105	67

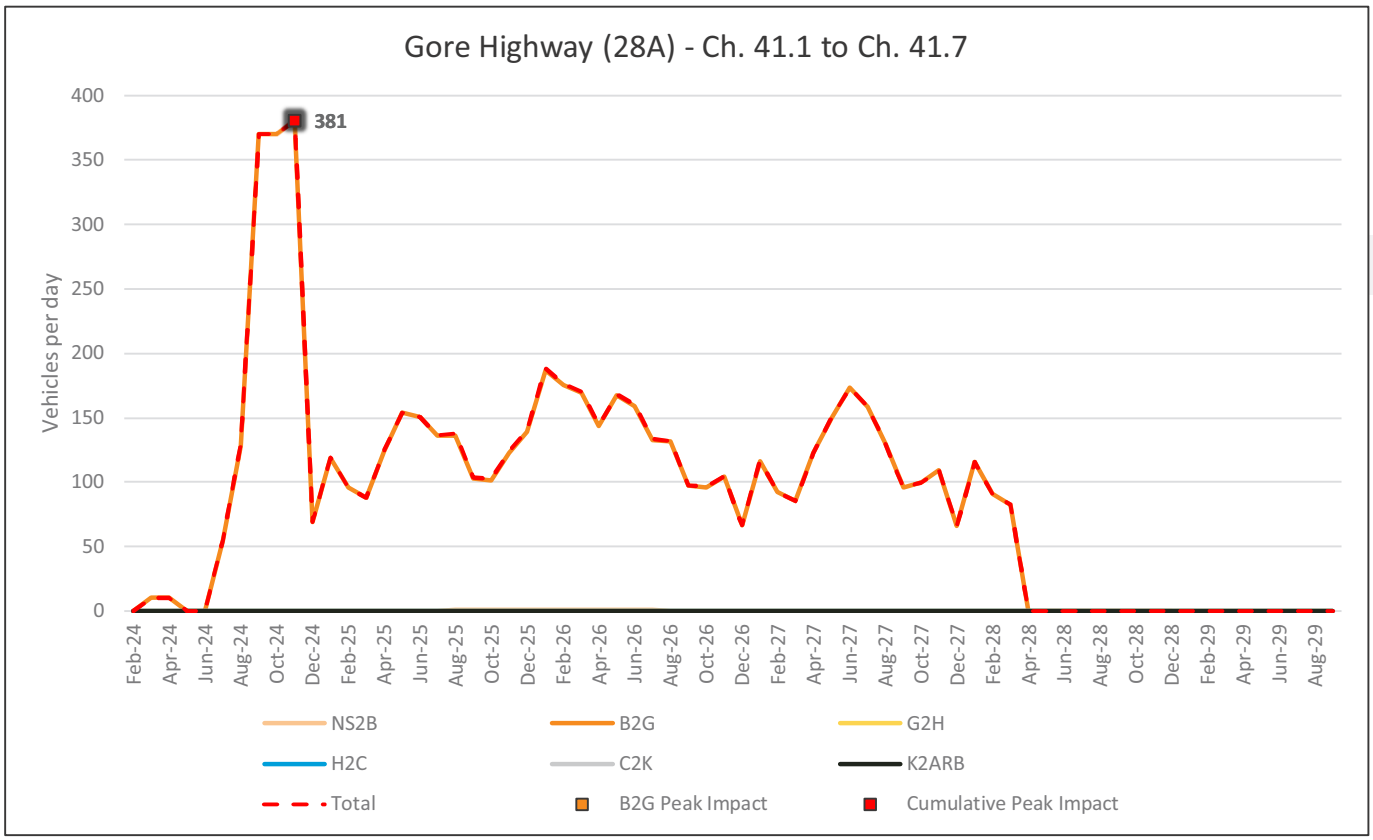
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	116	92	86	122	150	174	159	130	96	100	109	66
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	116	92	86	122	150	174	159	130	96	100	109	66

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	116	91	83	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	116	91	83	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 41.1 to Ch. 41.7

	B2G	Cumulative
Peak veh/day across construction	381	381
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X28-E56
Road name	Gore Highway (28A)
Road section	Ch. 41.7 to Ch. 43.2

	B2G	Cumulative
Peak veh/day across construction	434	435
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	68	143	385	385	396	84
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	68	143	385	385	396	84

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	134	114	106	142	170	167	157	434	401	400	420	170
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	134	114	106	142	170	167	157	435	402	401	421	171

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	218	203	197	176	199	195	171	170	136	133	144	98
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	204	198	178	200	196	172	170	136	133	144	98

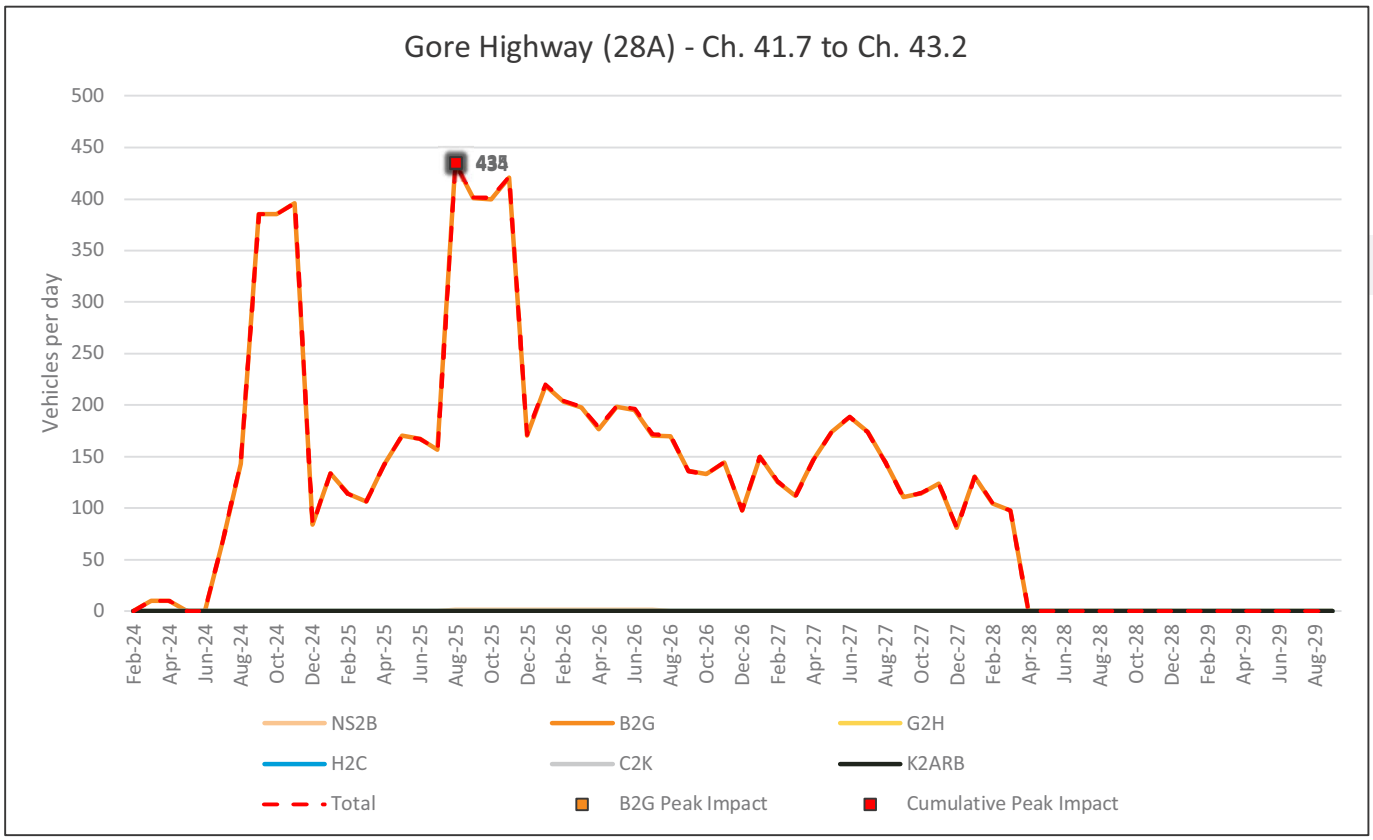
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	150	126	112	147	174	188	174	144	111	115	124	80
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	126	112	147	174	188	174	144	111	115	124	80

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	130	105	97	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	105	97	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 41.7 to Ch. 43.2

	B2G	Cumulative
Peak veh/day across construction	434	435
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1



Road ID	E56-X30
Road name	Gore Highway (28A)
Road section	Ch. 43.2 to Ch. 44.7

	B2G	Cumulative
Peak veh/day across construction	442	443
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	83	157	399	399	410	98
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	83	157	399	399	410	98

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	148	128	120	156	184	181	171	442	408	407	428	178
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	148	128	120	156	184	181	171	443	410	408	429	179

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	226	211	205	184	207	203	177	175	142	139	150	112
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	227	212	206	185	208	204	178	176	142	139	150	112

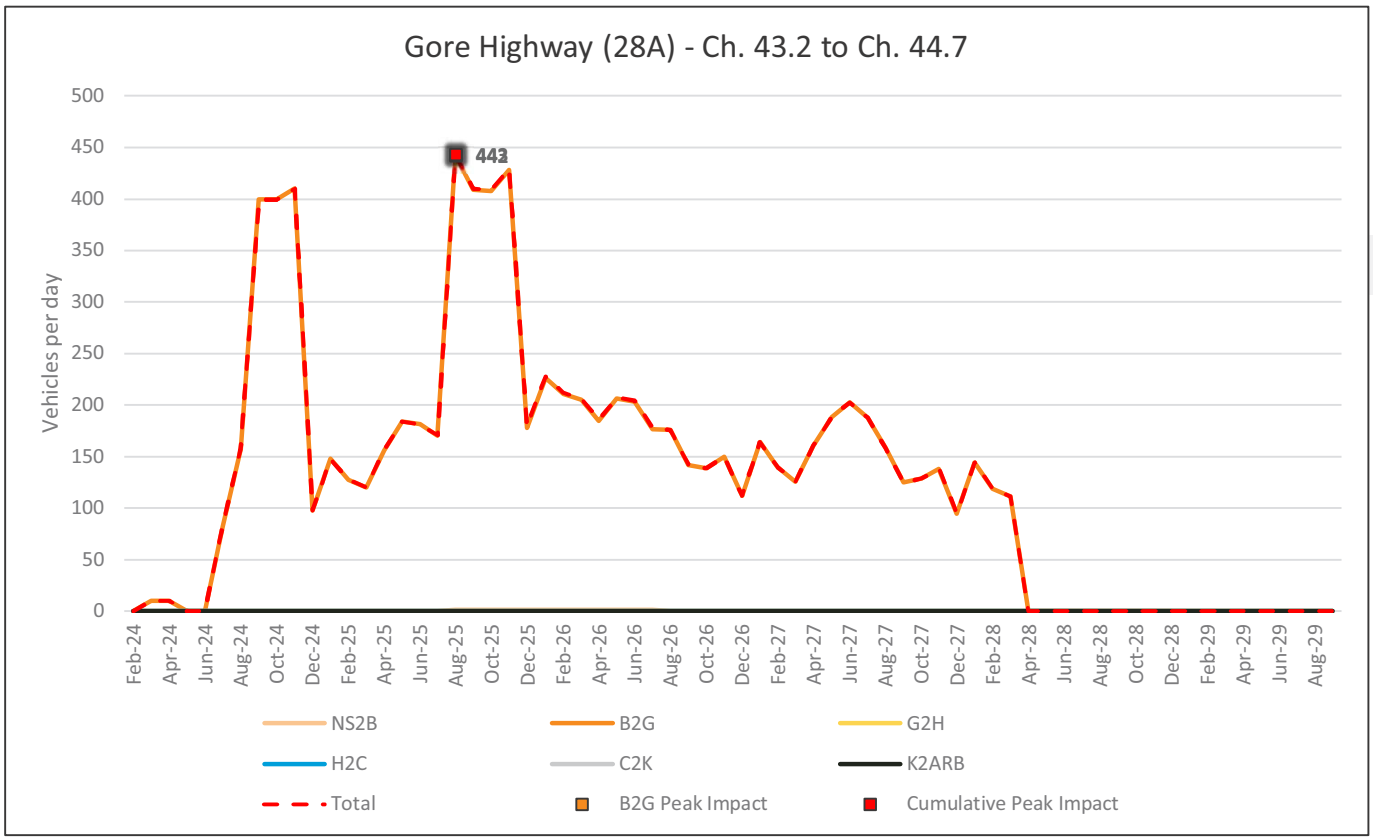
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	164	140	126	161	188	203	188	158	125	129	138	95
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	164	140	126	161	188	203	188	158	125	129	138	95

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	144	119	111	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	144	119	111	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 43.2 to Ch. 44.7

	B2G	Cumulative
Peak veh/day across construction	442	443
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1



Road ID	X30-X33
Road name	Gore Highway (28A)
Road section	Ch. 44.7 to Ch. 47.6

	B2G	Cumulative
Peak veh/day across construction	456	457
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	96	171	413	413	424	112
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	96	171	413	413	424	112

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	162	141	134	170	198	195	184	456	422	421	442	192
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	162	141	134	170	198	195	185	457	423	422	443	193

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	240	224	219	198	220	217	190	189	155	152	164	126
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	241	226	220	199	221	218	191	189	156	153	164	126

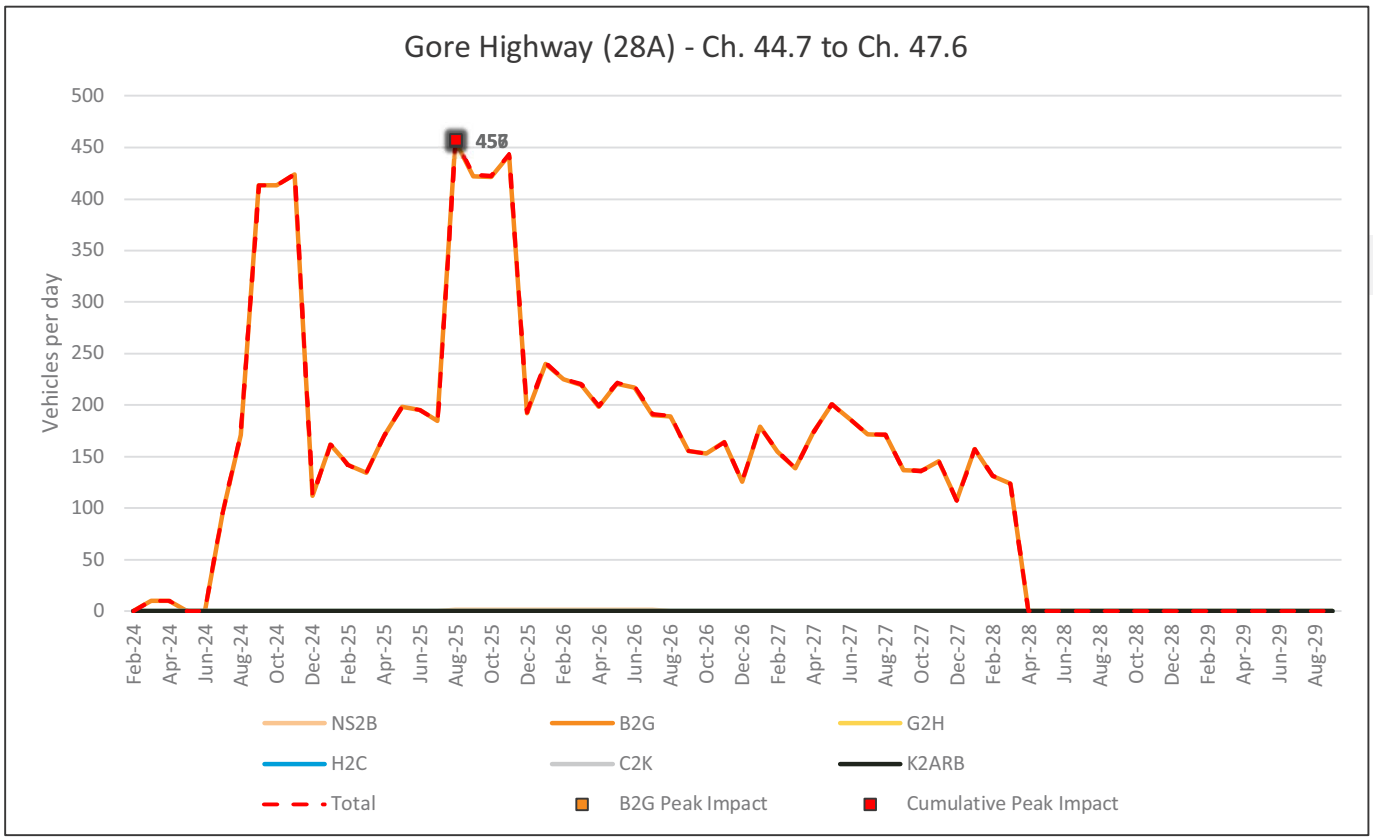
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	179	155	139	173	201	186	172	171	137	136	145	107
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	179	155	139	173	201	186	172	171	137	136	145	107

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	157	131	124	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	157	131	124	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 44.7 to Ch. 47.6

	B2G	Cumulative
Peak veh/day across construction	456	457
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1



Road ID	X33-X38
Road name	Gore Highway (28A)
Road section	Ch. 47.6 to Ch. 52.2

	B2G	Cumulative
Peak veh/day across construction	470	471
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	110	185	427	427	438	126
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	110	185	427	427	438	126

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	176	156	148	184	212	209	199	470	436	435	456	206
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	176	156	148	184	212	209	199	471	437	436	457	207

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	254	229	223	202	225	221	195	193	160	157	168	130
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	255	230	224	204	226	222	196	194	160	157	168	130

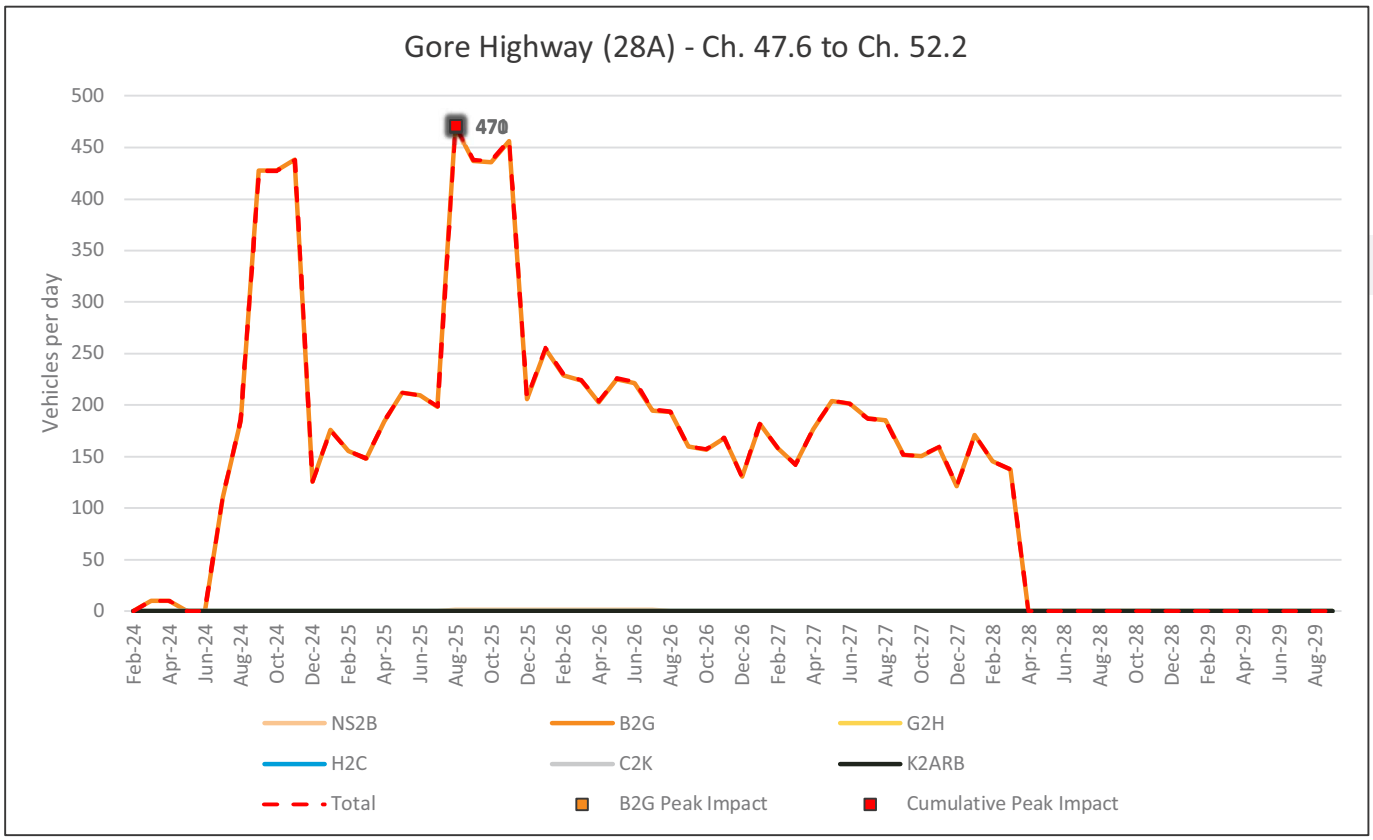
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	182	158	142	177	204	201	186	185	151	150	159	121
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	182	158	142	177	204	201	186	185	151	150	159	121

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	171	145	138	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	171	145	138	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 47.6 to Ch. 52.2

	B2G	Cumulative
Peak veh/day across construction	470	471
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1



Road ID	X38-X34
Road name	Gore Highway (28A)
Road section	Ch. 52.2 to Ch. 53.3

	B2G	Cumulative
Peak veh/day across construction	480	481
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	124	199	441	441	451	140
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	124	199	441	441	451	140

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	190	170	162	198	226	223	208	480	446	445	466	161
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	170	162	198	226	223	209	481	447	446	467	162

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	209	182	177	211	239	235	209	210	176	173	184	146
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	183	178	212	240	236	210	210	176	173	184	146

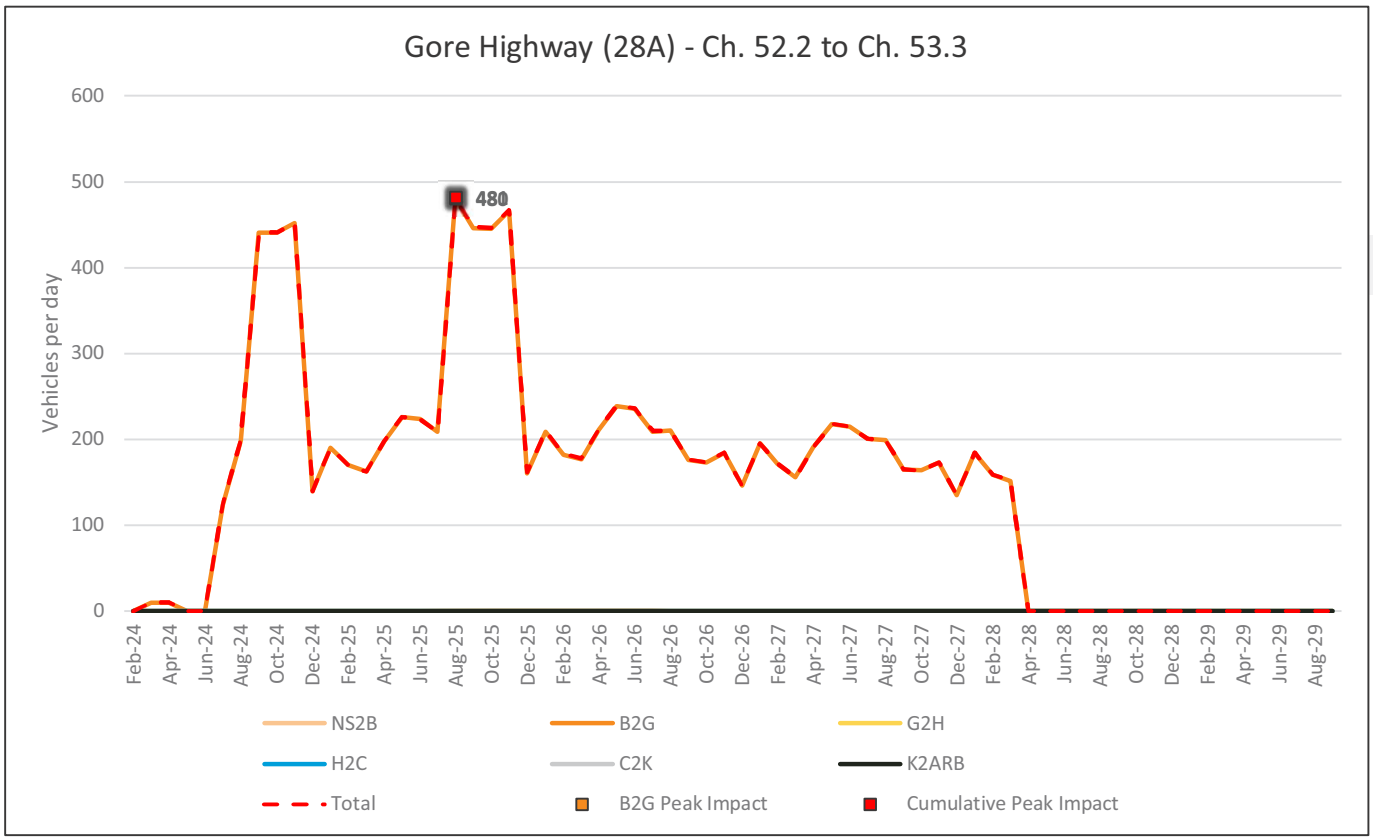
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	195	172	156	190	218	215	200	199	165	164	173	135
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	195	172	156	190	218	215	200	199	165	164	173	135

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	185	159	152	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	185	159	152	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 52.2 to Ch. 53.3

	B2G	Cumulative
Peak veh/day across construction	480	481
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1



Road ID	X34-X37
Road name	Gore Highway (28A)
Road section	Ch. 53.3 to Ch. 60.8

	B2G	Cumulative
Peak veh/day across construction	495	496
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	131	207	449	449	460	148
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	131	207	449	449	460	148

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	198	178	171	207	235	232	223	495	461	460	481	170
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	198	178	171	207	235	232	224	496	462	461	482	171

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	218	191	186	213	241	238	211	212	179	175	184	147
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	219	192	187	214	242	239	212	212	179	176	185	147

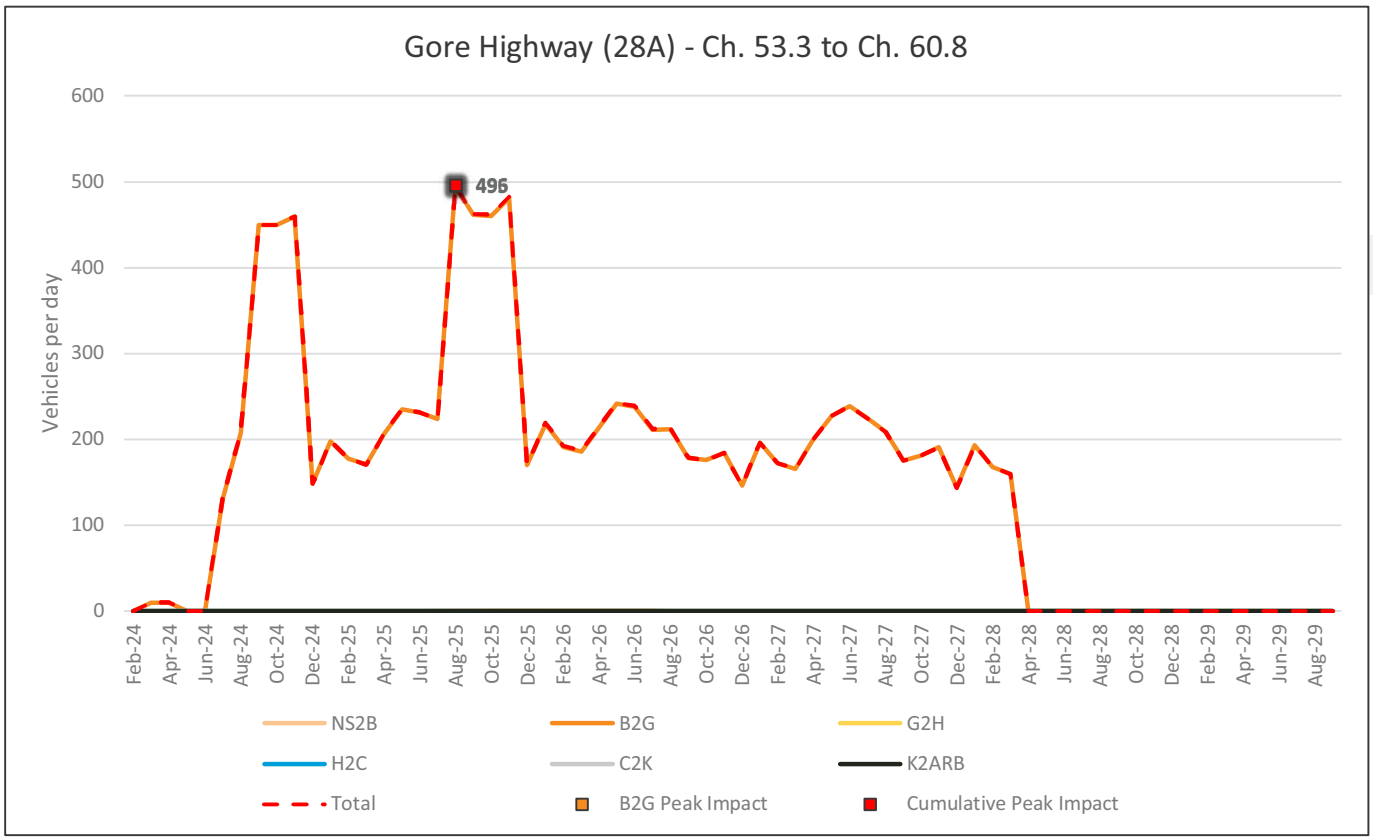
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	196	172	165	200	228	239	224	209	175	181	191	143
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	196	172	165	200	228	239	224	209	175	181	191	143

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	193	168	160	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	193	168	160	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 53.3 to Ch. 60.8

	B2G	Cumulative
Peak veh/day across construction	495	496
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1



Road ID	X37-X27
Road name	Gore Highway (28A)
Road section	Ch. 60.8 to Ch. 63.0

	B2G	Cumulative
Peak veh/day across construction	231	231
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	3	3	0	0	127	201	167	166	175	138
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	127	201	167	166	175	138

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	187	163	155	191	219	216	202	202	168	167	176	139
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	187	163	155	191	219	216	202	202	168	167	176	139

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	189	163	155	191	219	216	201	201	167	166	175	138
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	189	163	155	191	219	216	201	201	167	166	175	138

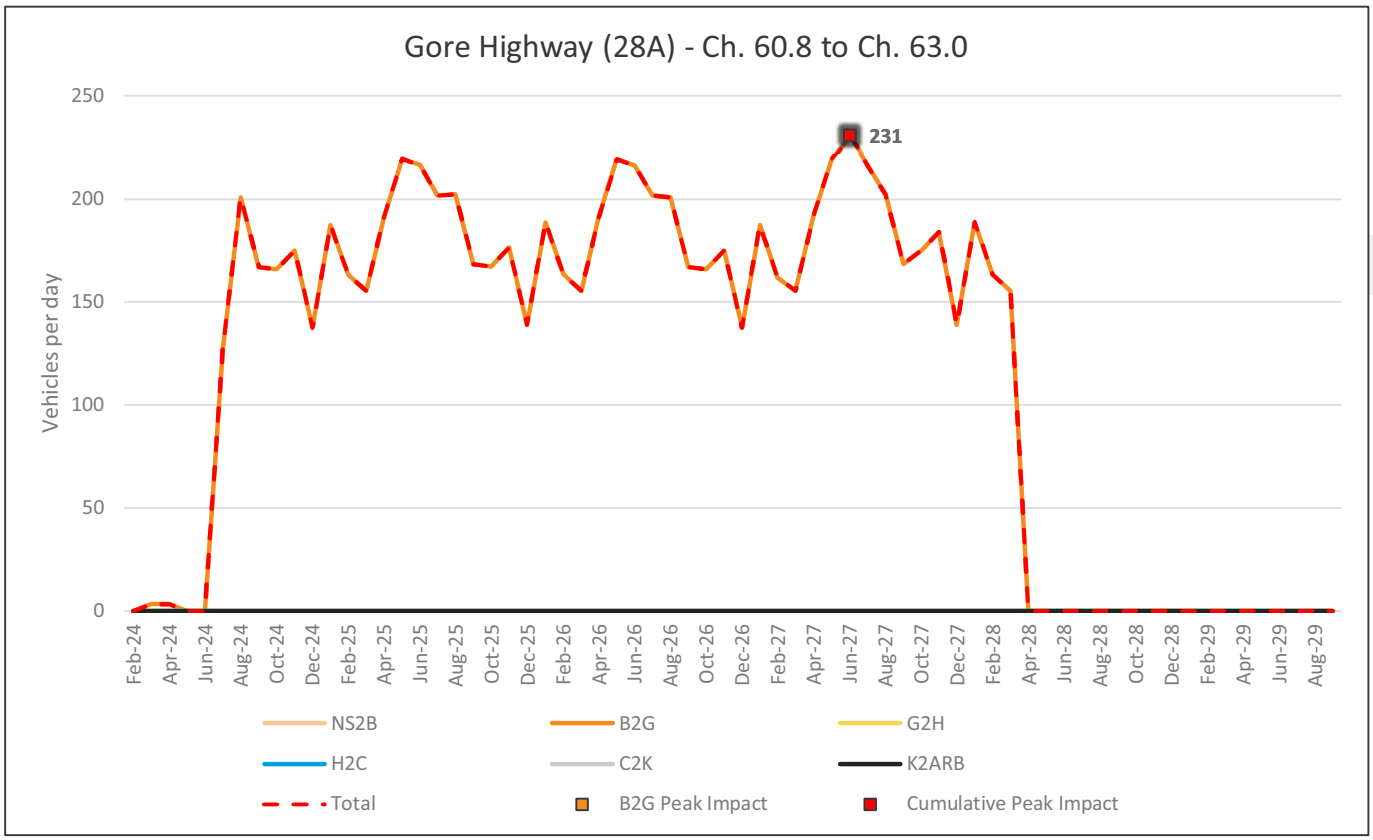
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	187	162	155	191	219	231	216	202	168	175	184	139
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	187	162	155	191	219	231	216	202	168	175	184	139

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	189	163	155	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	189	163	155	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28A)
Road section	Ch. 60.8 to Ch. 63.0

	B2G	Cumulative
Peak veh/day across construction	231	231
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	X27-X48
Road name	Gore Highway (28B)
Road section	Ch. 0.0 to Ch. 0.7

	B2G	Cumulative
Peak veh/day across construction	336	336
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	3	3	0	0	233	306	273	272	281	243
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	233	306	273	272	281	243

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	293	269	262	298	326	323	308	315	282	280	290	253
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	293	269	262	298	326	323	308	315	282	280	290	253

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	304	277	270	306	334	329	313	313	279	276	285	247
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	304	277	270	306	334	329	313	313	279	276	285	247

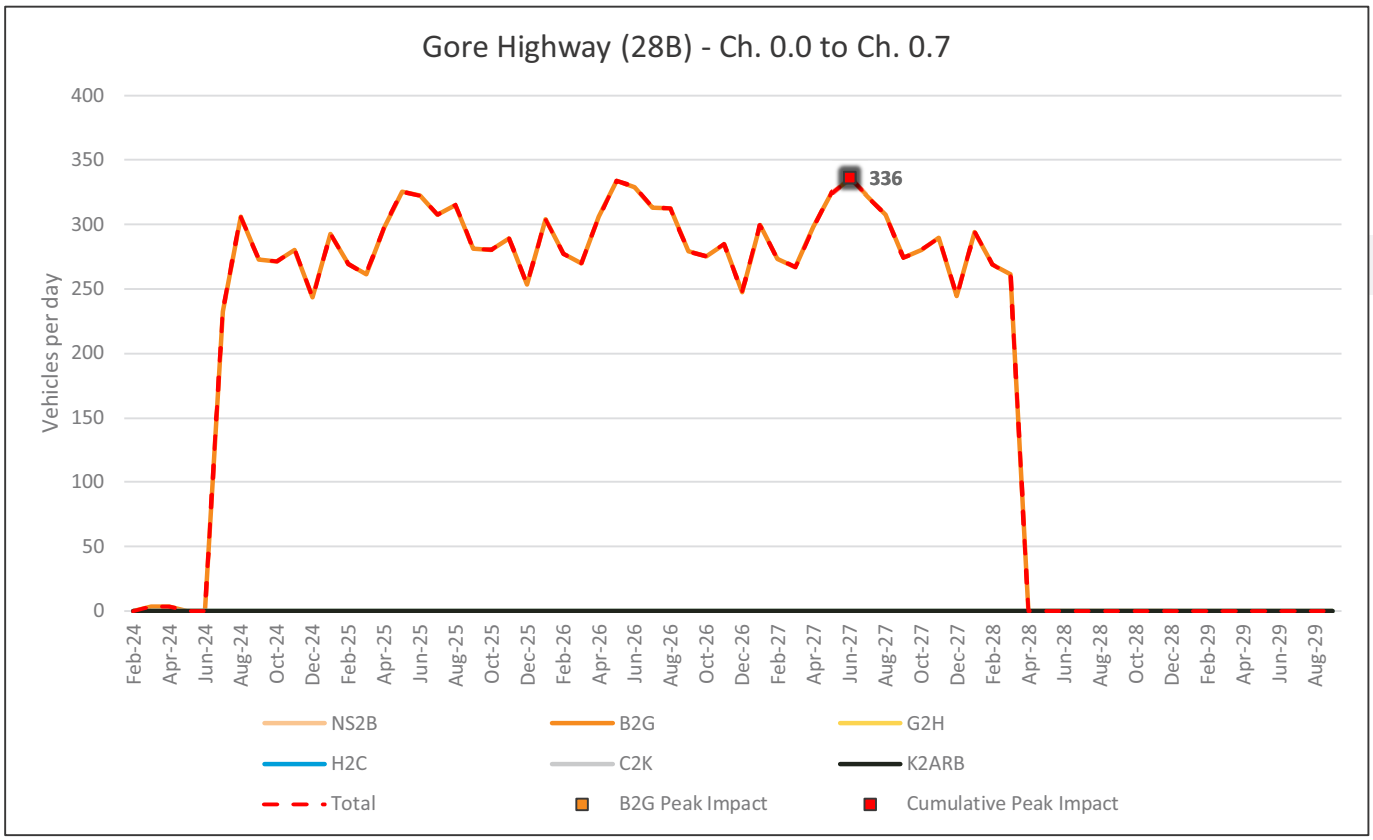
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	300	273	267	298	325	336	322	308	274	281	290	245
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	300	273	267	298	325	336	322	308	274	281	290	245

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	294	269	261	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	294	269	261	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28B)
Road section	Ch. 0.0 to Ch. 0.7

	B2G	Cumulative
Peak veh/day across construction	336	336
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	X48-X29
Road name	Gore Highway (28B)
Road section	Ch. 0.7 to Ch. 0.8

	B2G	Cumulative
Peak veh/day across construction	336	336
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	3	3	0	0	233	306	273	272	281	243
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	233	306	273	272	281	243

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	293	268	260	296	324	321	306	306	273	272	281	243
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	293	268	260	296	324	321	306	306	273	272	281	243

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	293	268	260	296	324	321	306	306	273	272	281	243
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	293	268	260	296	324	321	306	306	273	272	281	243

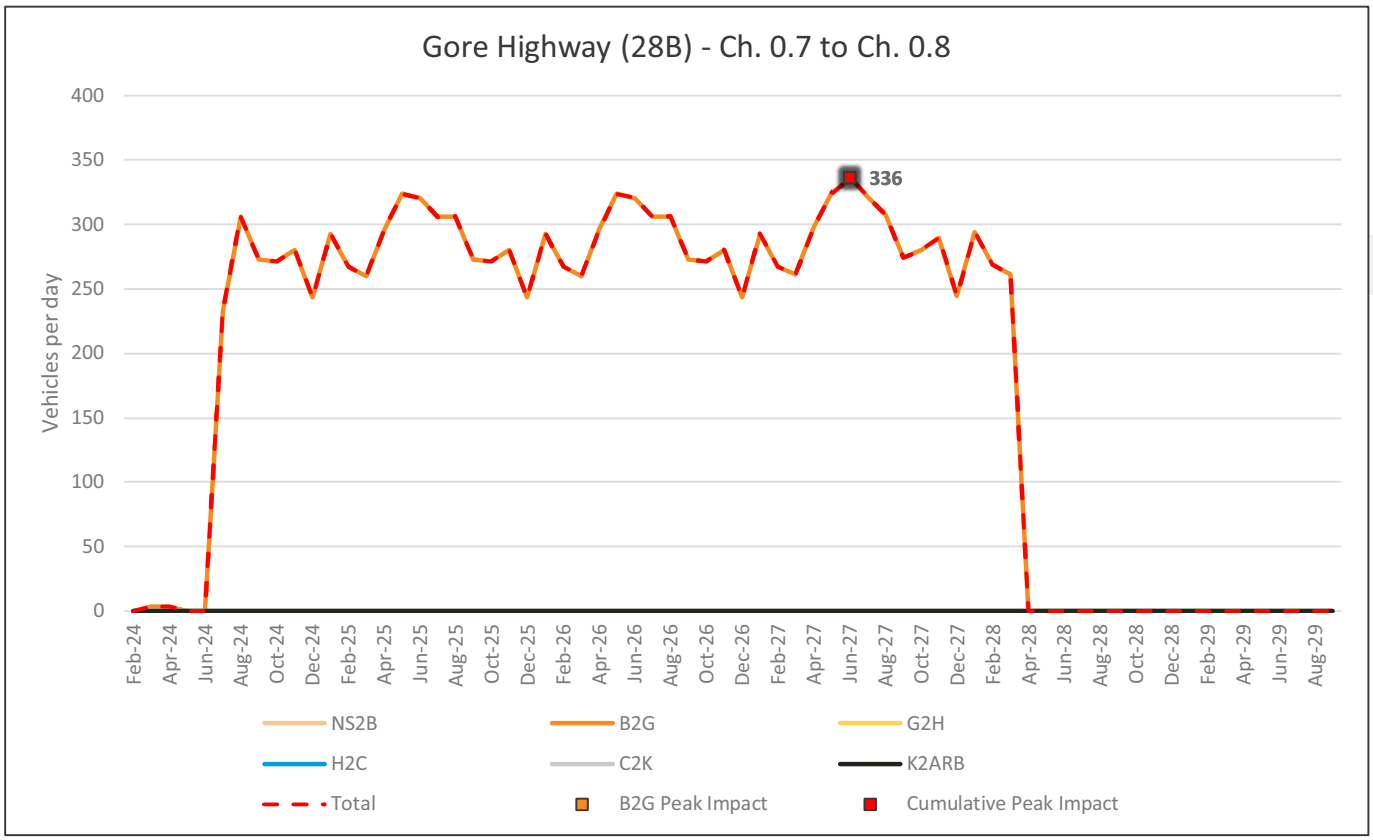
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	293	268	261	297	325	336	322	308	274	281	290	245
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	293	268	261	297	325	336	322	308	274	281	290	245

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	294	269	261	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	294	269	261	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28B)
Road section	Ch. 0.7 to Ch. 0.8

	B2G	Cumulative
Peak veh/day across construction	336	336
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	X29-X42
Road name	Gore Highway (28B)
Road section	Ch. 0.8 to Ch. 1.4

	B2G	Cumulative
Peak veh/day across construction	336	336
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	3	3	0	0	233	306	273	272	281	243
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	233	306	273	272	281	243

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	293	268	261	297	325	322	307	307	274	273	282	244
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	293	268	261	297	325	322	307	307	274	273	282	244

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	294	268	261	297	325	322	307	306	273	272	281	243
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	294	268	261	297	325	322	307	306	273	272	281	243

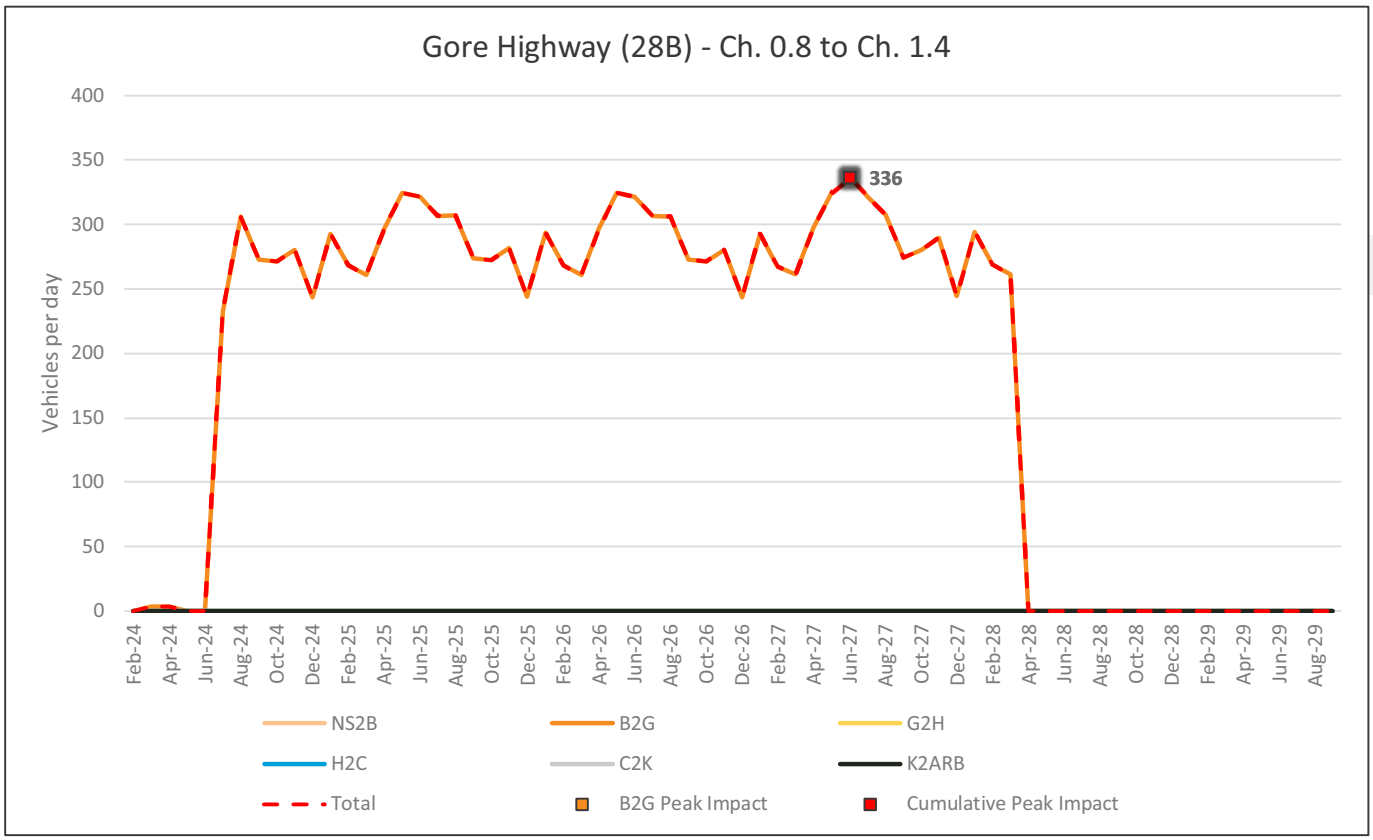
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	293	268	261	297	325	336	322	308	274	281	290	245
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	293	268	261	297	325	336	322	308	274	281	290	245

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	294	269	261	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	294	269	261	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28B)
Road section	Ch. 0.8 to Ch. 1.4

	B2G	Cumulative
Peak veh/day across construction	336	336
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	X42-X46
Road name	Gore Highway (28B)
Road section	Ch. 1.4 to Ch. 3.0

	B2G	Cumulative
Peak veh/day across construction	363	363
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	3	3	0	0	233	306	273	272	281	243
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	233	306	273	272	281	243

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	293	268	260	296	324	321	306	306	273	272	281	243
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	293	268	260	296	324	321	306	306	273	272	281	243

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	293	268	260	296	324	321	306	306	273	272	281	243
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	293	268	260	296	324	321	306	306	273	272	281	243

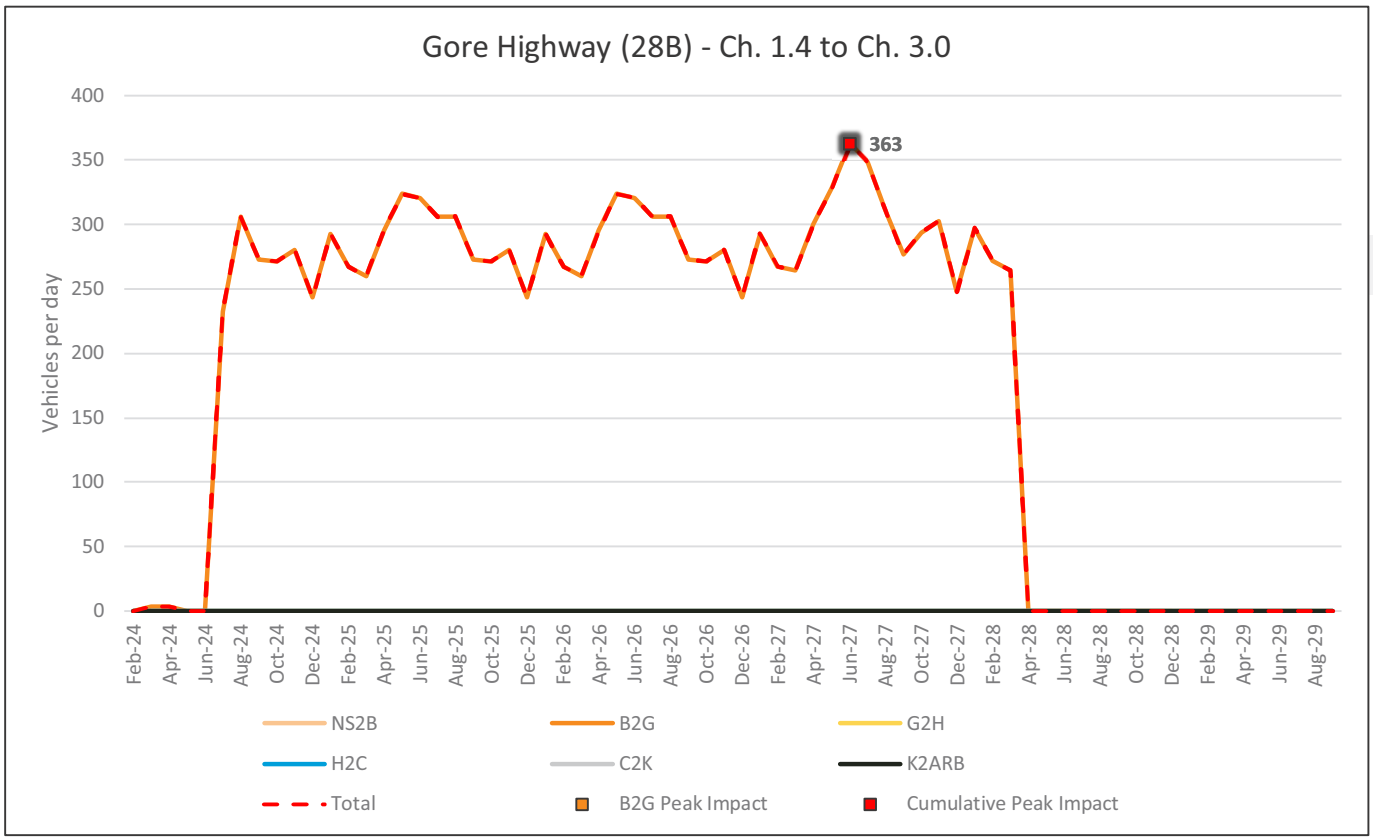
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	293	268	264	300	328	363	348	311	277	294	303	248
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	293	268	264	300	328	363	348	311	277	294	303	248

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	297	272	264	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	297	272	264	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28B)
Road section	Ch. 1.4 to Ch. 3.0

	B2G	Cumulative
Peak veh/day across construction	363	363
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	X46-X25
Road name	Gore Highway (28B)
Road section	Ch. 3.0 to Ch. 13.0

	B2G	Cumulative
Peak veh/day across construction	131	131
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	74	40	39	48	11
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	74	40	39	48	11

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	60	35	27	63	91	88	74	74	40	39	48	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	35	27	63	91	88	74	74	40	39	48	11

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	60	35	27	63	91	88	74	74	40	39	48	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	35	27	63	91	88	74	74	40	39	48	11

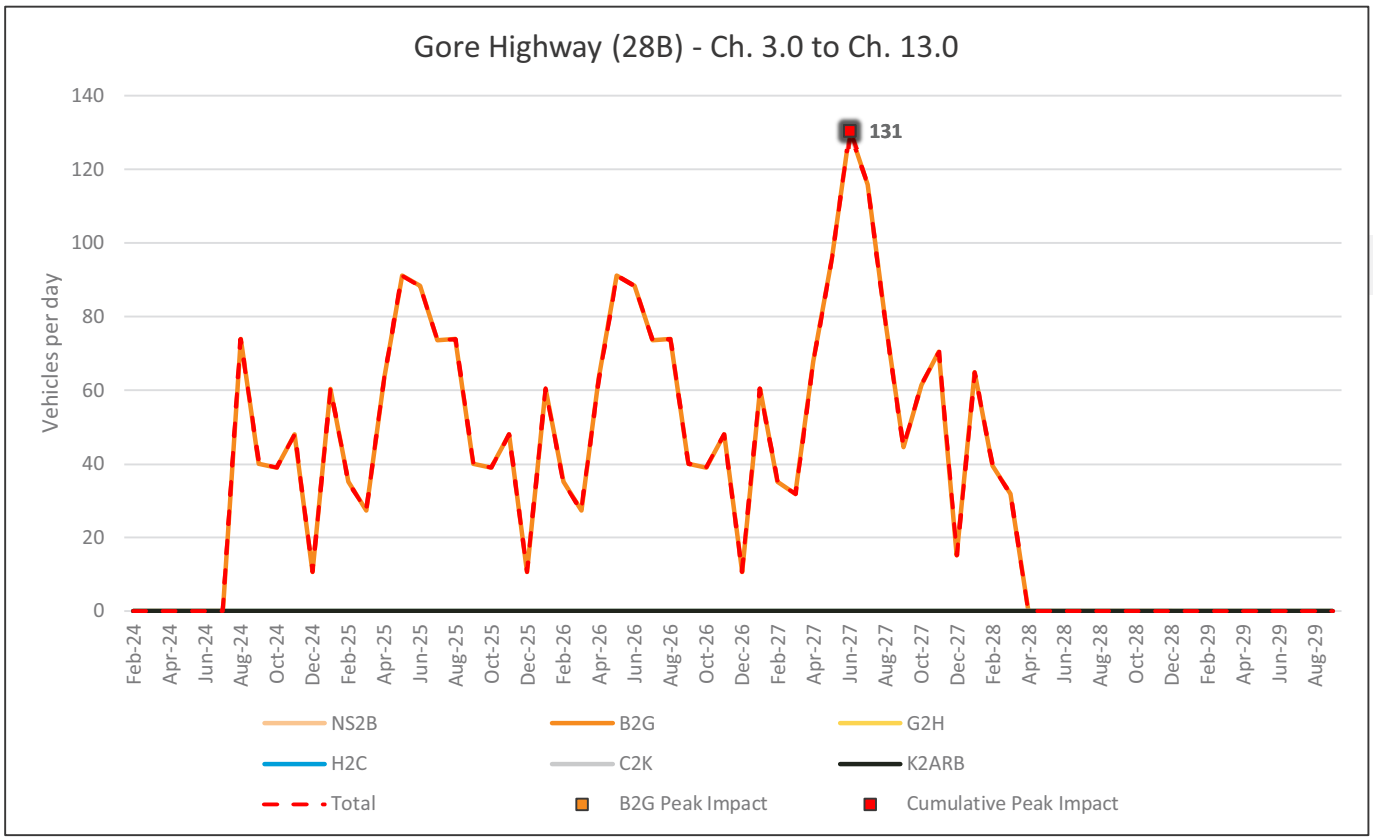
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	60	35	32	68	96	131	116	78	45	61	70	15
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	35	32	68	96	131	116	78	45	61	70	15

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	65	39	32	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	39	32	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28B)
Road section	Ch. 3.0 to Ch. 13.0

	B2G	Cumulative
Peak veh/day across construction	131	131
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	X25-M3
Road name	Gore Highway (28B)
Road section	Ch. 13.0 to Ch. 121.6

	B2G	Cumulative
Peak veh/day across construction	91	91
Peak impact month	May-25	May-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	74	40	39	48	11
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	74	40	39	48	11

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	60	35	27	63	91	88	74	74	40	39	48	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	35	27	63	91	88	74	74	40	39	48	11

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	60	35	27	63	91	88	74	74	40	39	48	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	35	27	63	91	88	74	74	40	39	48	11

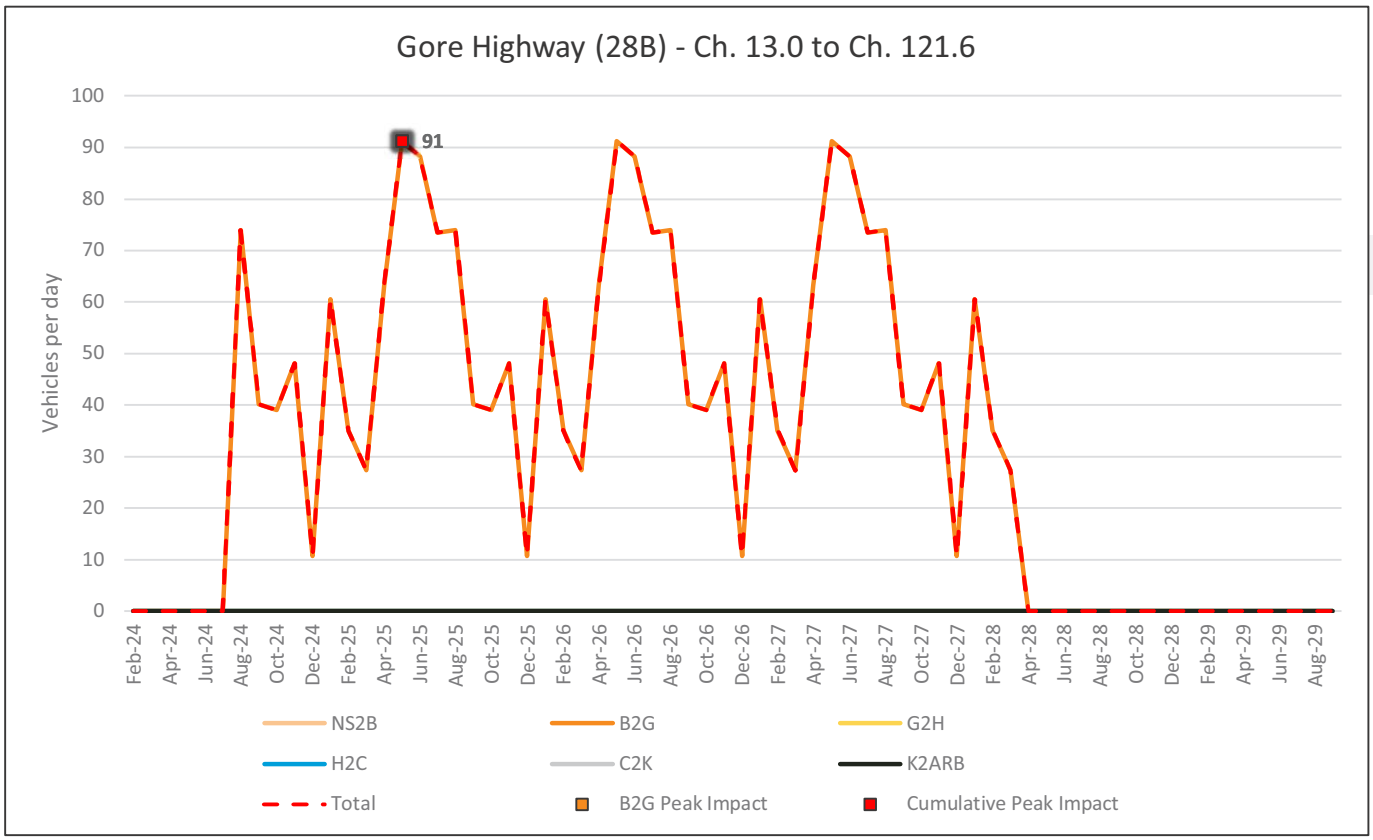
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	60	35	27	63	91	88	74	74	40	39	48	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	35	27	63	91	88	74	74	40	39	48	11

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	60	35	27	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	35	27	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gore Highway (28B)
Road section	Ch. 13.0 to Ch. 121.6

	B2G	Cumulative
Peak veh/day across construction	91	91
Peak impact month	May-25	May-25
Length of peak period	3	3



Road ID	M7-M22
Road name	Ipswich Motorway (17A)
Road section	Ch. 0.0 to Ch. 3.7

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	134	134
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	196	148

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	134	134	134	134	134	134	135	135	135	135	135	135
C2K	0	0	0	0	0	0	0	0	0	0	1	1
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	212	179	170	216	254	251	232	232	189	187	200	152

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	2	2	2	2	2	2	4	4	3	2
H2C	135	135	135	135	135	136	137	135	135	135	135	135
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	183	172	219	255	252	234	233	191	190	200	152

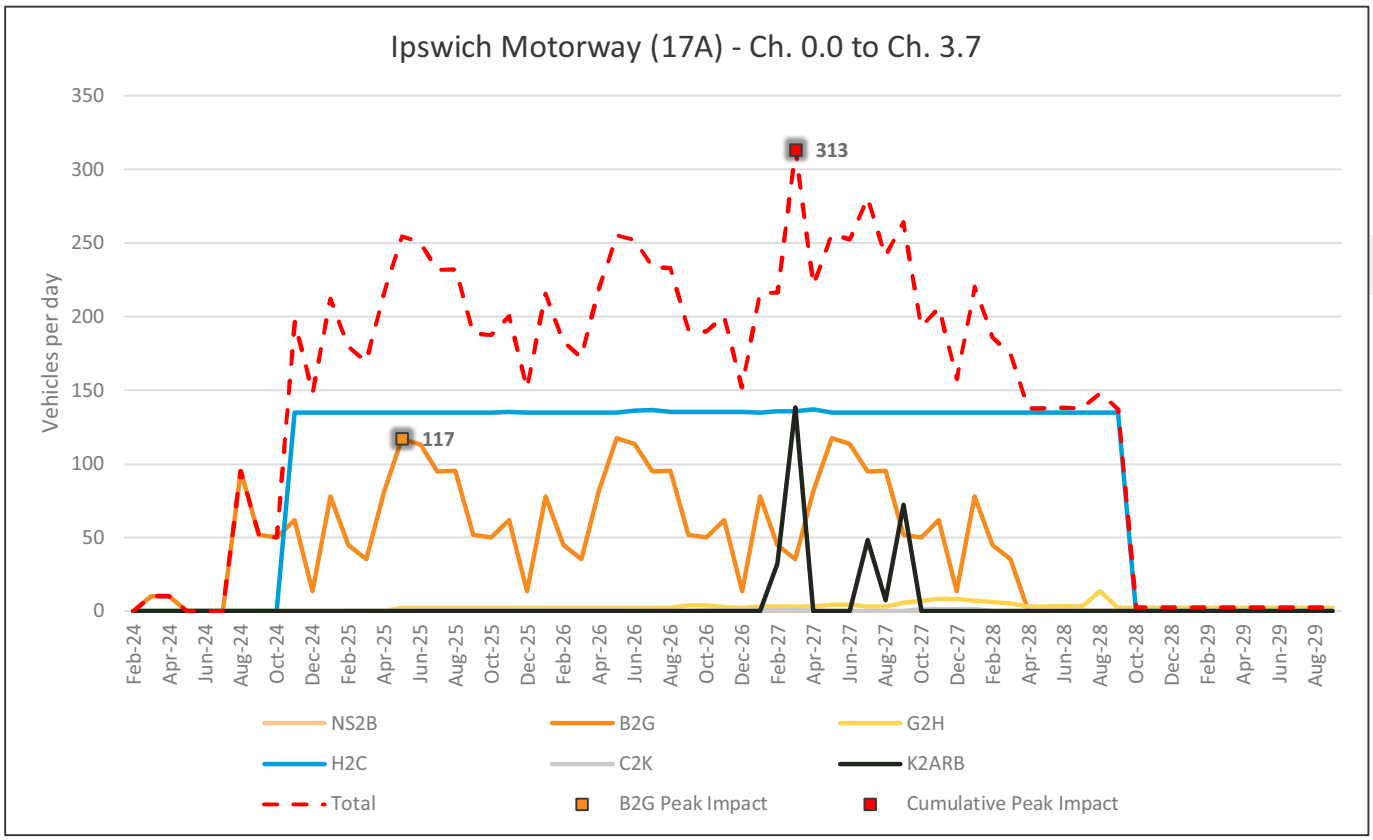
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	3	3	3	3	4	4	3	3	5	7	8	8
H2C	134	136	136	137	134	135	135	135	135	135	134	134
C2K	0	0	1	0	0	0	0	0	0	1	1	1
K2ARB	0	32	138	0	0	0	48	8	72	0	0	0
Total	216	216	313	222	256	252	281	241	264	193	206	158

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	7	6	5	3	3	4	3	14	2	2	2	2
H2C	134	134	134	134	134	134	134	134	134	0	0	0
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	186	175	138	138	138	138	148	137	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Ipswich Motorway (17A)
Road section	Ch. 0.0 to Ch. 3.7

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1



Road ID	M22-M21
Road name	Ipswich Motorway (17A)
Road section	Ch. 3.7 to Ch. 6.4

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	134	134
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	196	148

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	134	134	134	134	134	134	135	135	135	135	135	135
C2K	0	0	0	0	0	0	0	0	0	0	1	1
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	212	179	170	216	254	251	232	232	189	187	200	152

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	2	2	2	2	2	2	4	4	3	2
H2C	135	135	135	135	135	136	137	135	135	135	135	135
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	183	172	219	255	252	234	233	191	190	200	152

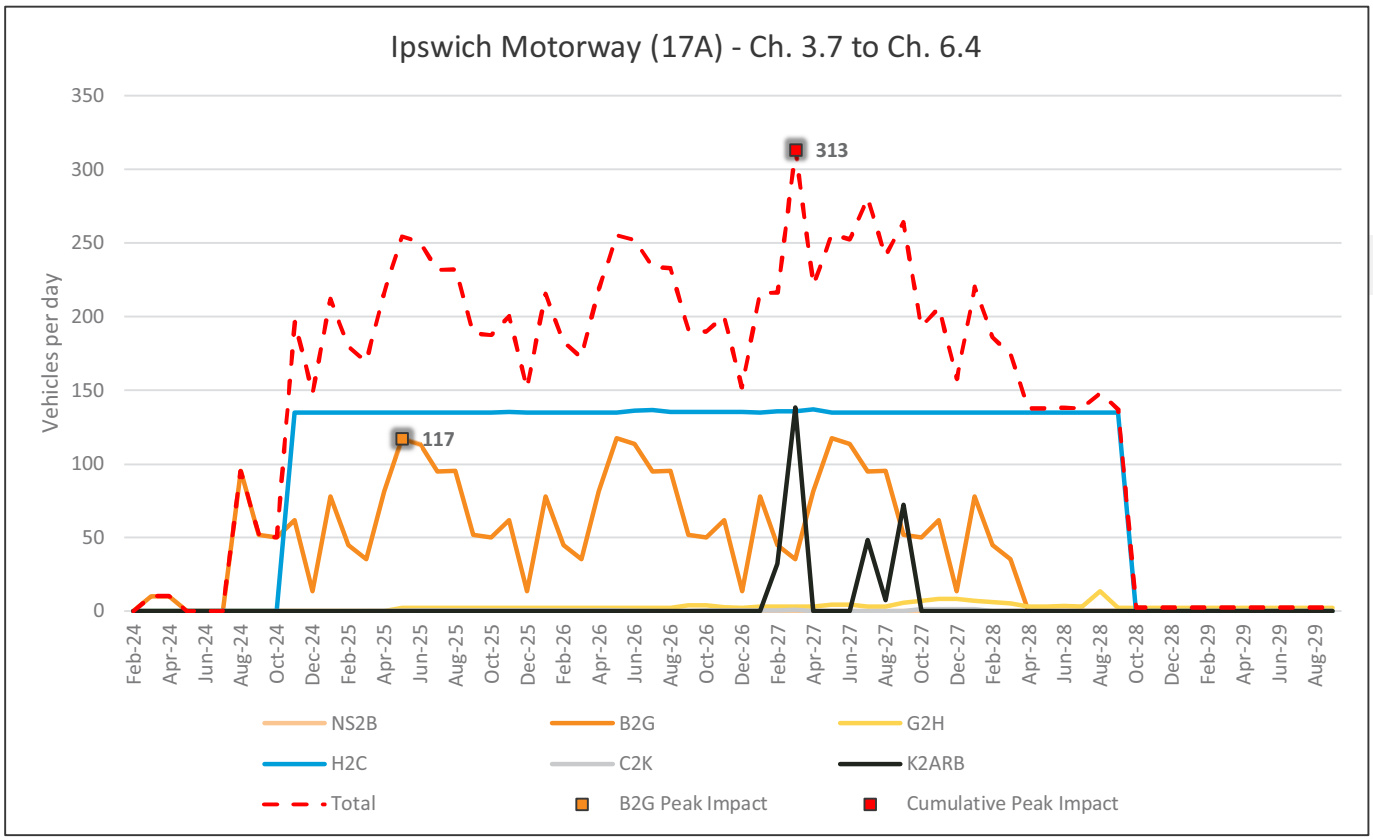
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	3	3	3	3	4	4	3	3	5	7	8	8
H2C	134	136	136	137	134	135	135	135	135	135	134	134
C2K	0	0	1	0	0	0	0	0	0	1	1	1
K2ARB	0	32	138	0	0	0	48	8	72	0	0	0
Total	216	216	313	222	256	252	281	241	264	193	206	158

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	7	6	5	3	3	4	3	14	2	2	2	2
H2C	134	134	134	134	134	134	134	134	134	0	0	0
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	186	175	138	138	138	138	148	137	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Ipswich Motorway (17A)
Road section	Ch. 3.7 to Ch. 6.4

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1



Road ID	M21-M6
Road name	Ipswich Motorway (17A)
Road section	Ch. 6.4 to Ch. 8.3

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	134	134
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	196	148

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	134	134	134	134	134	134	135	135	135	135	135	135
C2K	0	0	0	0	0	0	0	0	0	0	1	1
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	212	179	170	216	254	251	232	232	189	187	200	152

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	2	2	2	2	2	2	4	4	3	2
H2C	135	135	135	135	135	136	137	135	135	135	135	135
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	183	172	219	255	252	234	233	191	190	200	152

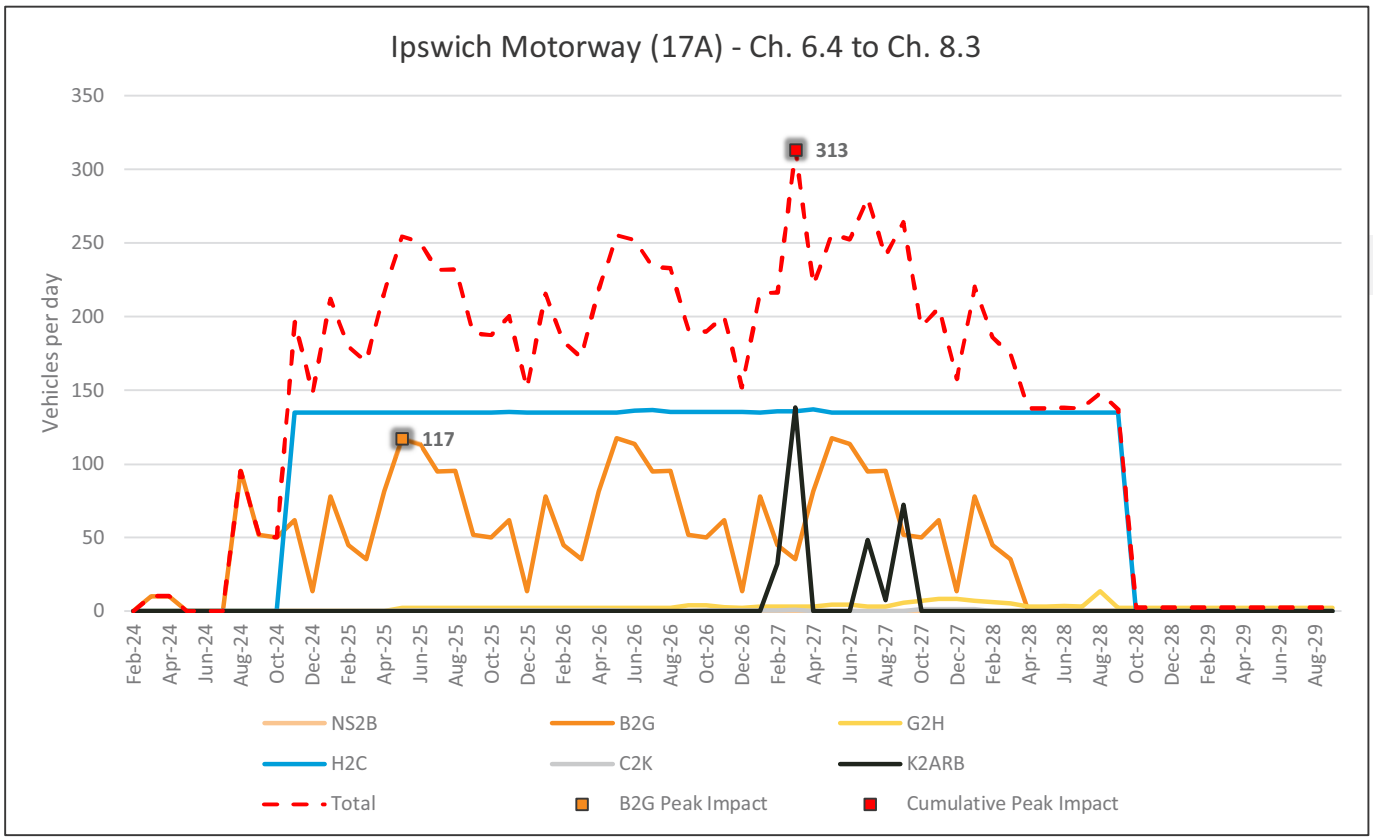
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	3	3	3	3	4	4	3	3	5	7	8	8
H2C	134	136	136	137	134	135	135	135	135	135	134	134
C2K	0	0	1	0	0	0	0	0	0	1	1	1
K2ARB	0	32	138	0	0	0	48	8	72	0	0	0
Total	216	216	313	222	256	252	281	241	264	193	206	158

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	7	6	5	3	3	4	3	14	2	2	2	2
H2C	134	134	134	134	134	134	134	134	134	0	0	0
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	186	175	138	138	138	138	148	137	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Ipswich Motorway (17A)
Road section	Ch. 6.4 to Ch. 8.3

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1



Road ID	M3-X2
Road name	Leichhardt Highway (26C)
Road section	Ch. 205.2 to Ch. 220.1

	B2G	Cumulative
Peak veh/day across construction	91	91
Peak impact month	May-25	May-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	74	40	39	48	11
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	74	40	39	48	11

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	60	35	27	63	91	88	74	74	40	39	48	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	35	27	63	91	88	74	74	40	39	48	11

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	60	35	27	63	91	88	74	74	40	39	48	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	35	27	63	91	88	74	74	40	39	48	11

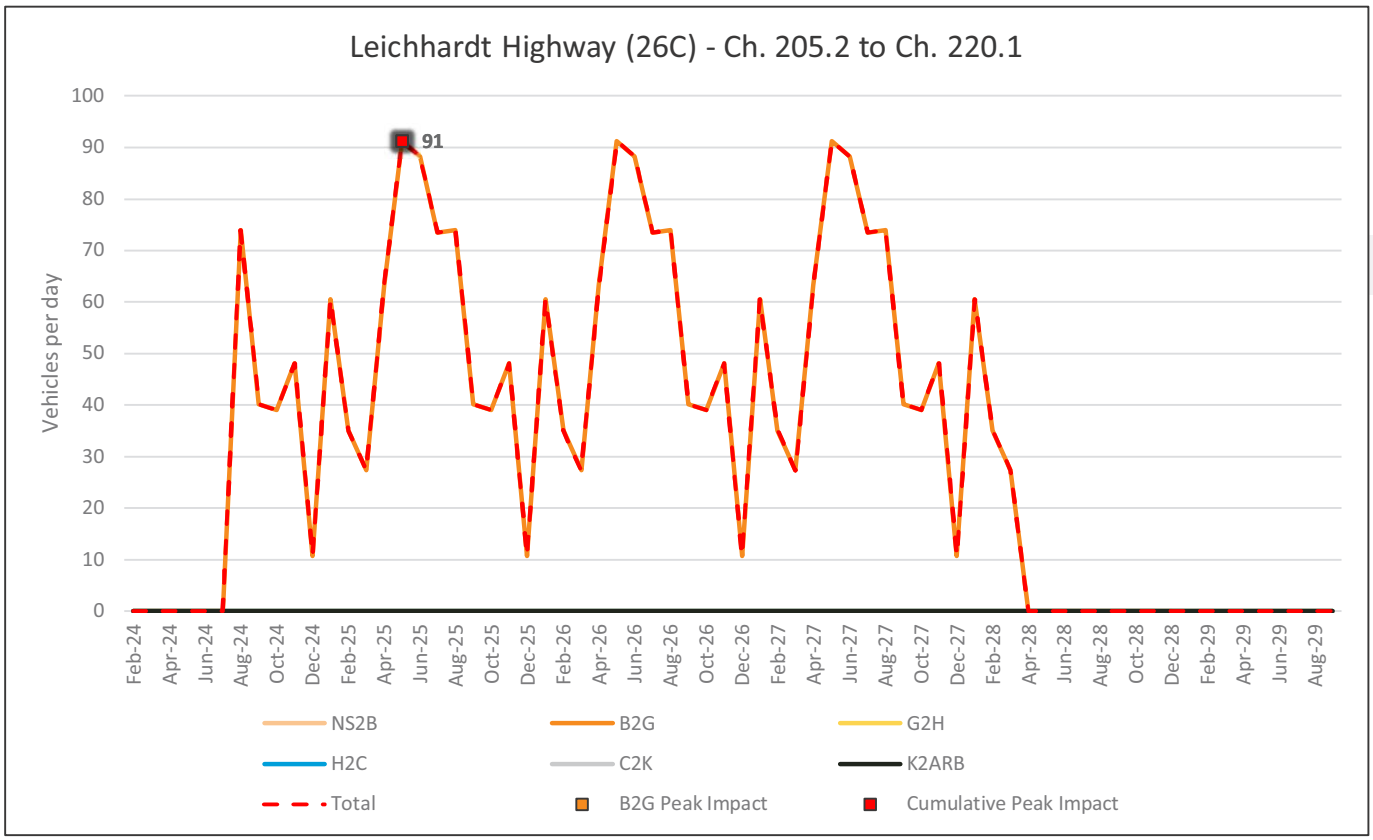
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	60	35	27	63	91	88	74	74	40	39	48	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	35	27	63	91	88	74	74	40	39	48	11

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	60	35	27	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	35	27	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Leichhardt Highway (26C)
Road section	Ch. 205.2 to Ch. 220.1

	B2G	Cumulative
Peak veh/day across construction	91	91
Peak impact month	May-25	May-25
Length of peak period	3	3



Road ID	X2-X53
Road name	Leichhardt Highway (26C)
Road section	Ch. 220.1 to Ch. 222.4

	B2G	Cumulative
Peak veh/day across construction	35	35
Peak impact month	May-26	May-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	25	13	15	19	6
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	25	13	15	19	6

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	23	15	12	25	34	33	28	28	17	16	23	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	15	12	25	34	33	28	28	17	16	23	14

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	31	23	20	26	35	34	29	29	18	16	16	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	23	20	26	35	34	29	29	18	16	16	4

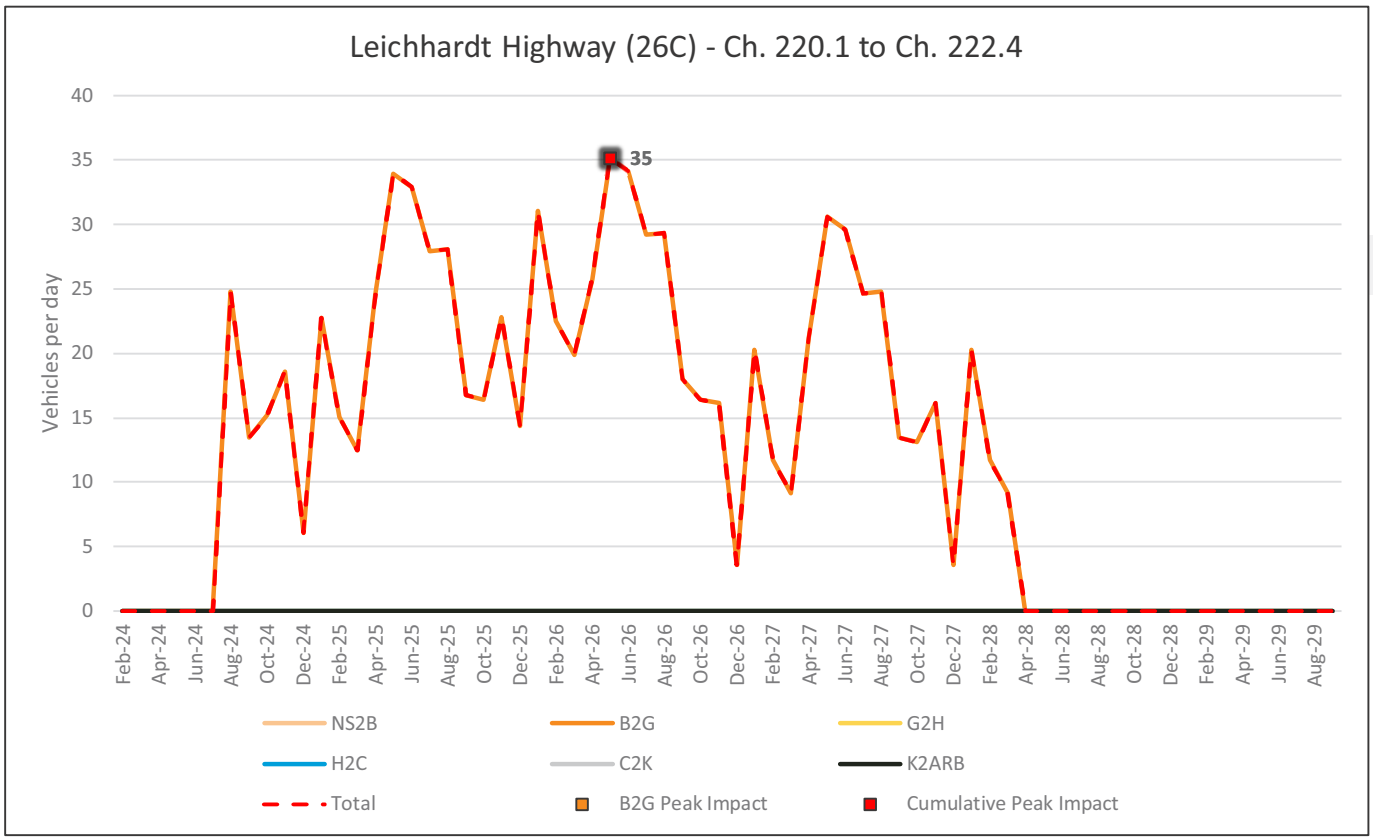
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	12	9	21	31	30	25	25	13	13	16	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	12	9	21	31	30	25	25	13	13	16	4

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	12	9	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	12	9	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Leichhardt Highway (26C)
Road section	Ch. 220.1 to Ch. 222.4

	B2G	Cumulative
Peak veh/day across construction	35	35
Peak impact month	May-26	May-26
Length of peak period	1	1



Road ID	X53-X13
Road name	Leichhardt Highway (26C)
Road section	Ch. 222.4 to Ch. 224.1

	B2G	Cumulative
Peak veh/day across construction	35	44
Peak impact month	May-26	May-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	25	13	15	19	6
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	25	13	15	19	6

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	4	4	4	4	10	13	13	19	20
B2G	23	16	13	25	34	33	28	29	17	17	23	15
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	16	13	29	39	38	33	39	30	30	42	35

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	9	9	12	9	9	9	9	9	6	6	6	6
B2G	32	23	20	26	35	34	29	29	18	16	16	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	32	32	34	44	43	38	38	24	23	22	10

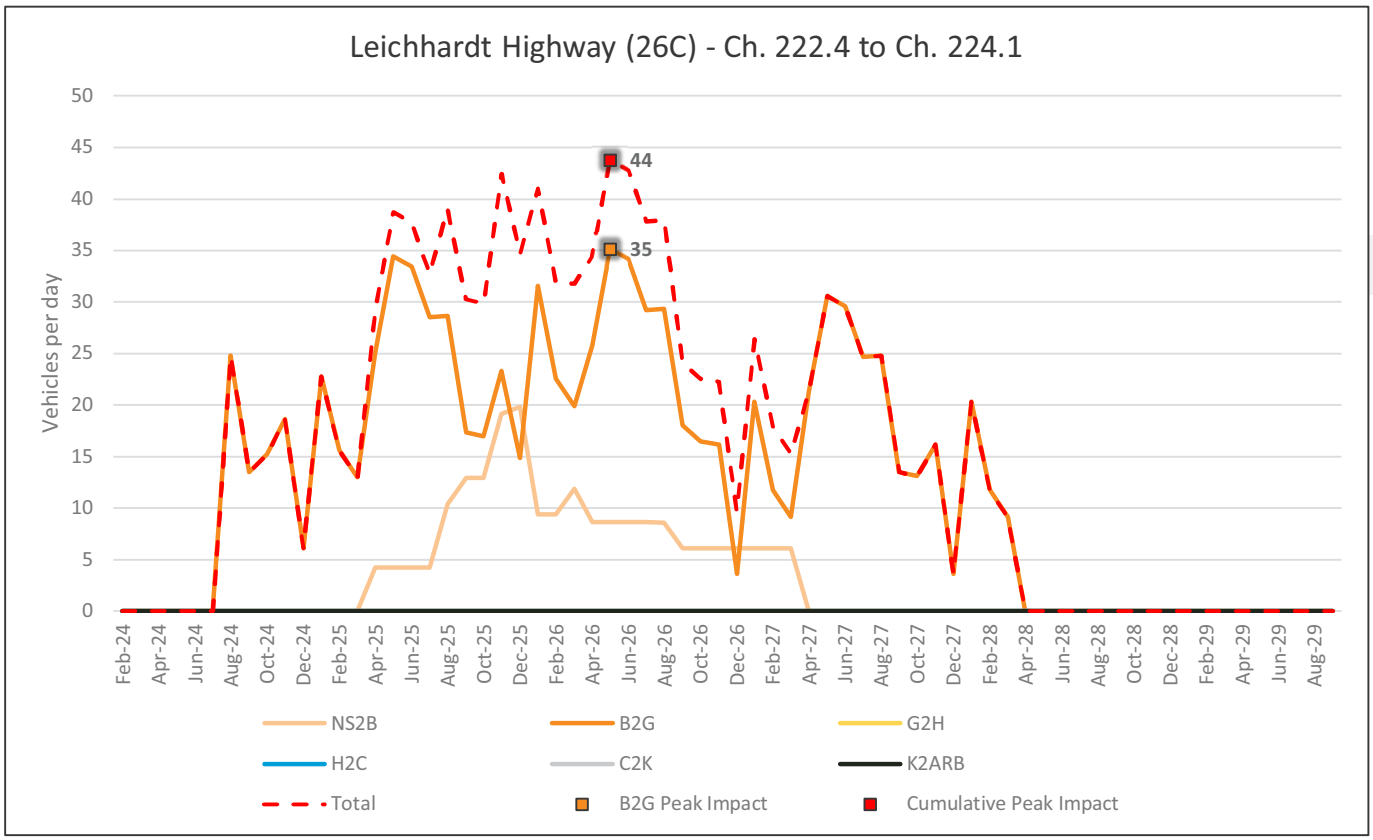
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	6	6	6	0	0	0	0	0	0	0	0	0
B2G	20	12	9	21	31	30	25	25	13	13	16	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	18	15	21	31	30	25	25	13	13	16	4

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	12	9	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	12	9	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Leichhardt Highway (26C)**
Road section	**Ch. 222.4 to Ch. 224.1**

	B2G	Cumulative
Peak veh/day across construction	**35**	**44**
Peak impact month	**May-26**	**May-26**
Length of peak period	**1**	**1**



Road ID	M7-M8
Road name	Logan Motorway (210A)
Road section	Ch. 0.0 to Ch. 14.5

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	134	134
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	196	148

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	134	134	134	134	134	134	135	135	135	135	135	135
C2K	0	0	0	0	0	0	0	0	0	0	1	1
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	212	179	170	216	254	251	232	232	189	187	200	152

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	2	2	2	2	2	2	4	4	3	2
H2C	135	135	135	135	135	136	137	135	135	135	135	135
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	183	172	219	255	252	234	233	191	190	200	152

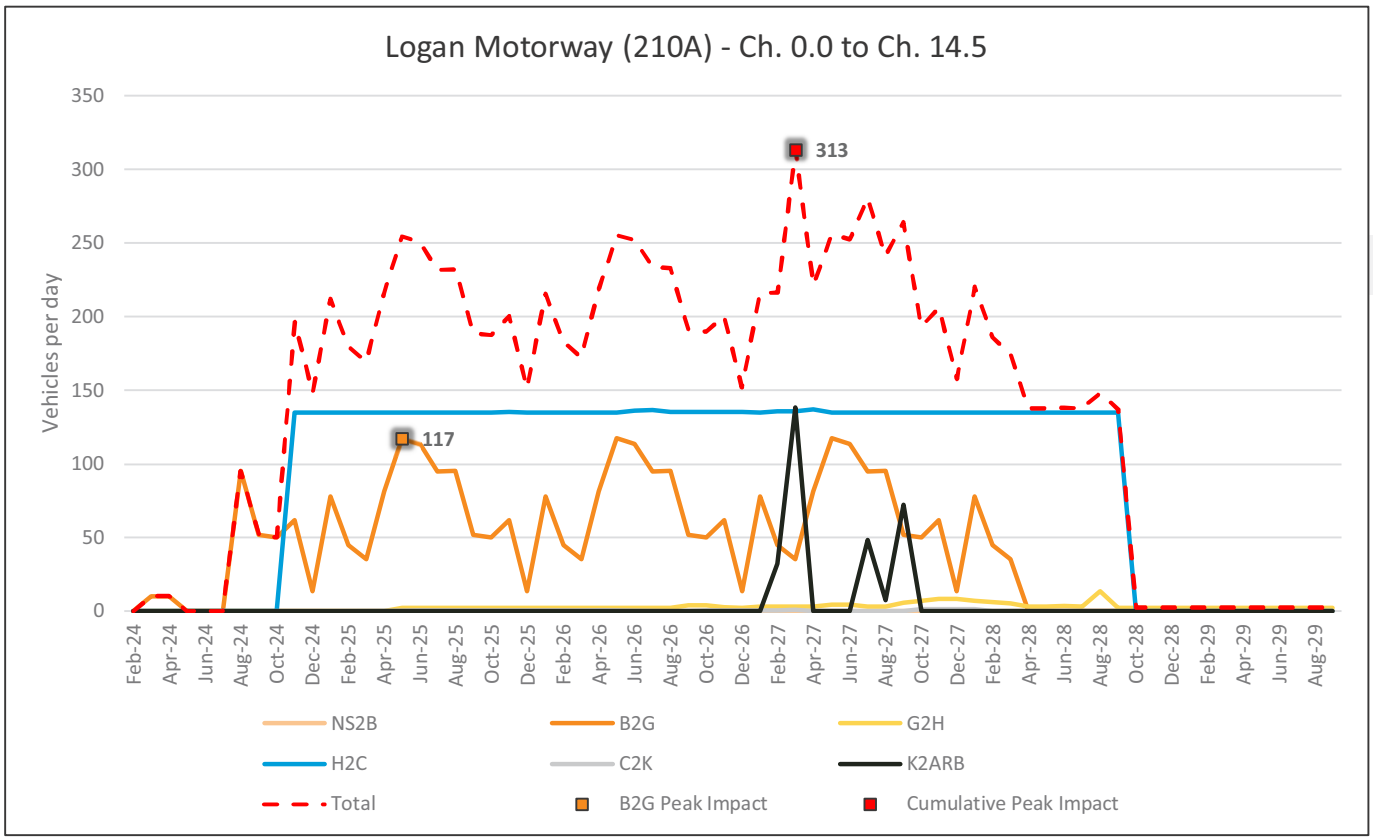
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	3	3	3	3	4	4	3	3	5	7	8	8
H2C	134	136	136	137	134	135	135	135	135	135	134	134
C2K	0	0	1	0	0	0	0	0	0	1	1	1
K2ARB	0	32	138	0	0	0	48	8	72	0	0	0
Total	216	216	313	222	256	252	281	241	264	193	206	158

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	7	6	5	3	3	4	3	14	2	2	2	2
H2C	134	134	134	134	134	134	134	134	134	0	0	0
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	186	175	138	138	138	138	148	137	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Logan Motorway (210A)
Road section	Ch. 0.0 to Ch. 14.5

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1



Road ID	X37-X63
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 0.0 to Ch. 2.5

	B2G	Cumulative
Peak veh/day across construction	305	306
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	5	7	283	284	285	11
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	5	7	283	284	285	11

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	11	15	15	15	15	15	22	293	293	293	305	31
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	15	15	15	15	15	22	294	294	294	306	32

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	29	28	30	22	22	22	10	12	12	10	9	9
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	29	31	23	23	23	11	12	12	10	10	9

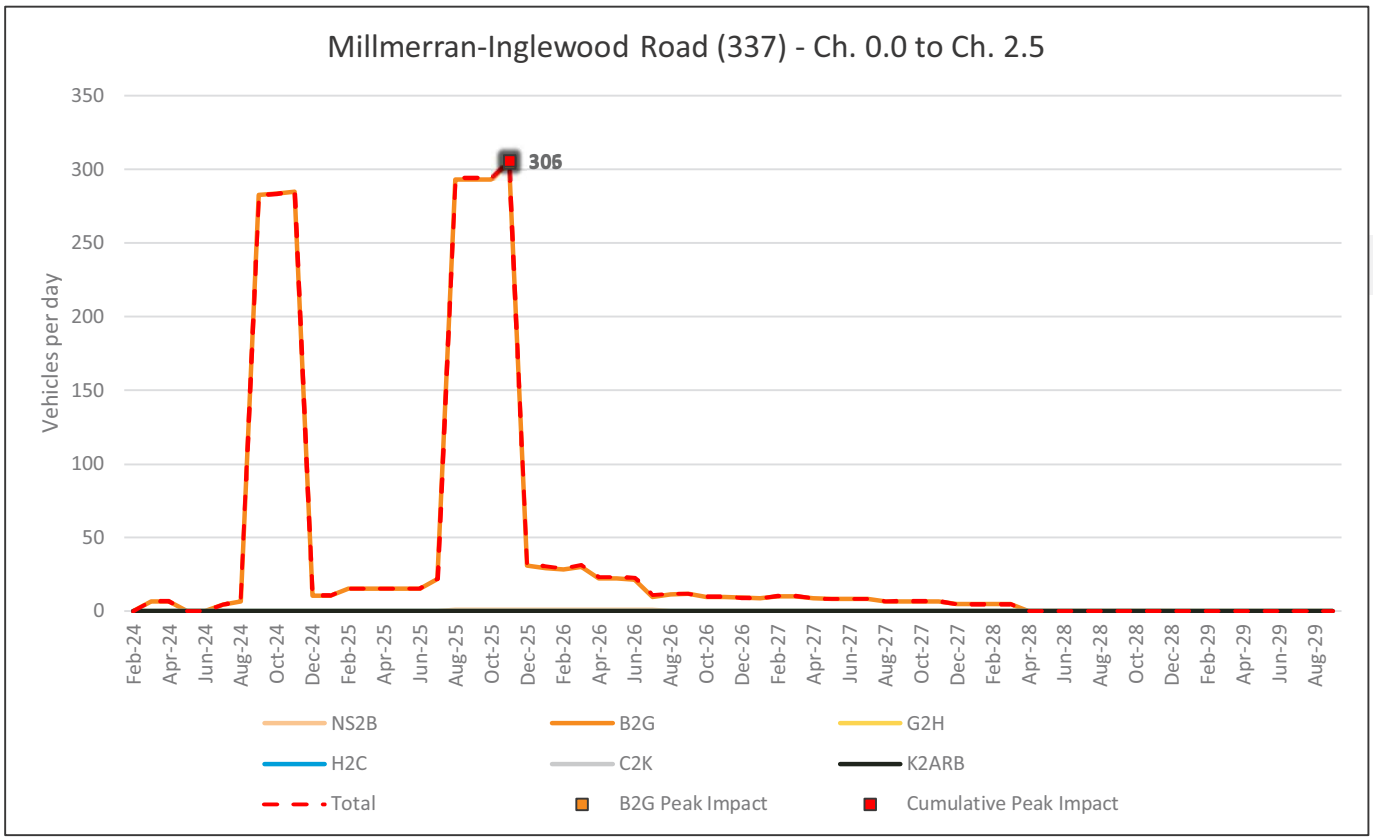
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	10	10	9	8	8	8	7	7	7	7	5
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	10	10	9	8	8	8	7	7	7	7	5

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	5	5	5	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	5	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 0.0 to Ch. 2.5

	B2G	Cumulative
Peak veh/day across construction	305	306
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X63-X55
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 2.5 to Ch. 3.5

	B2G	Cumulative
Peak veh/day across construction	340	342
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	19	24	24	271	273	274
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	19	24	24	271	273	274

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	274	279	279	33	33	33	56	329	329	329	340	66
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	274	279	279	33	33	33	56	330	330	330	342	67

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	64	62	64	41	41	41	29	30	30	28	28	28
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	63	66	42	42	42	30	30	30	29	28	28

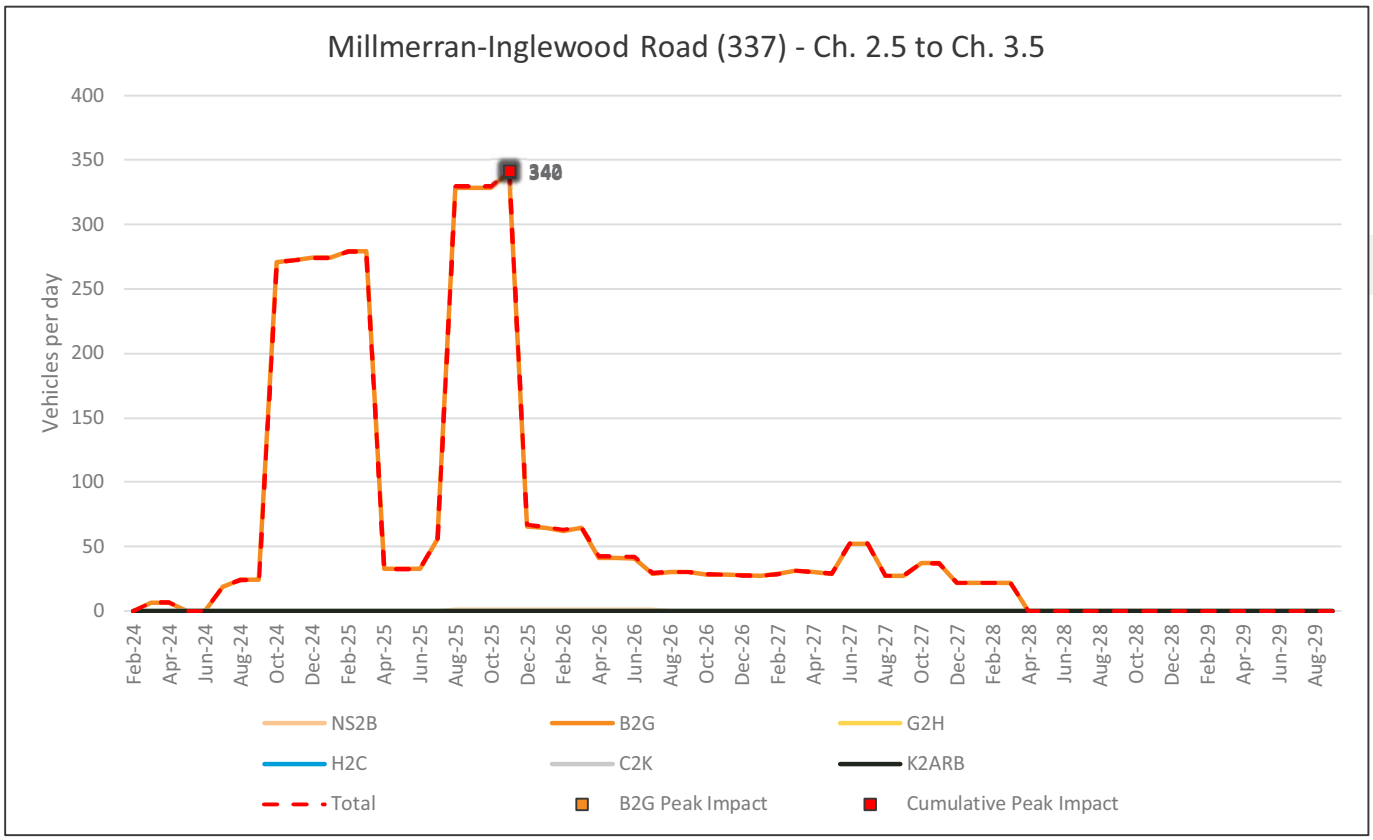
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	27	29	32	30	29	53	53	27	27	37	37	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	29	32	30	29	53	53	27	27	37	37	22

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 2.5 to Ch. 3.5

	B2G	Cumulative
Peak veh/day across construction	340	342
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X55-X60
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 3.5 to Ch. 6.2

	B2G	Cumulative
Peak veh/day across construction	423	424
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	96	102	102	349	350	352
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	96	102	102	349	350	352

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	352	358	358	111	111	111	135	412	412	412	423	150
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	352	358	358	111	111	112	135	413	413	413	424	151

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	150	149	151	129	129	126	110	112	112	107	107	107
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	151	150	152	130	130	127	111	112	112	108	107	107

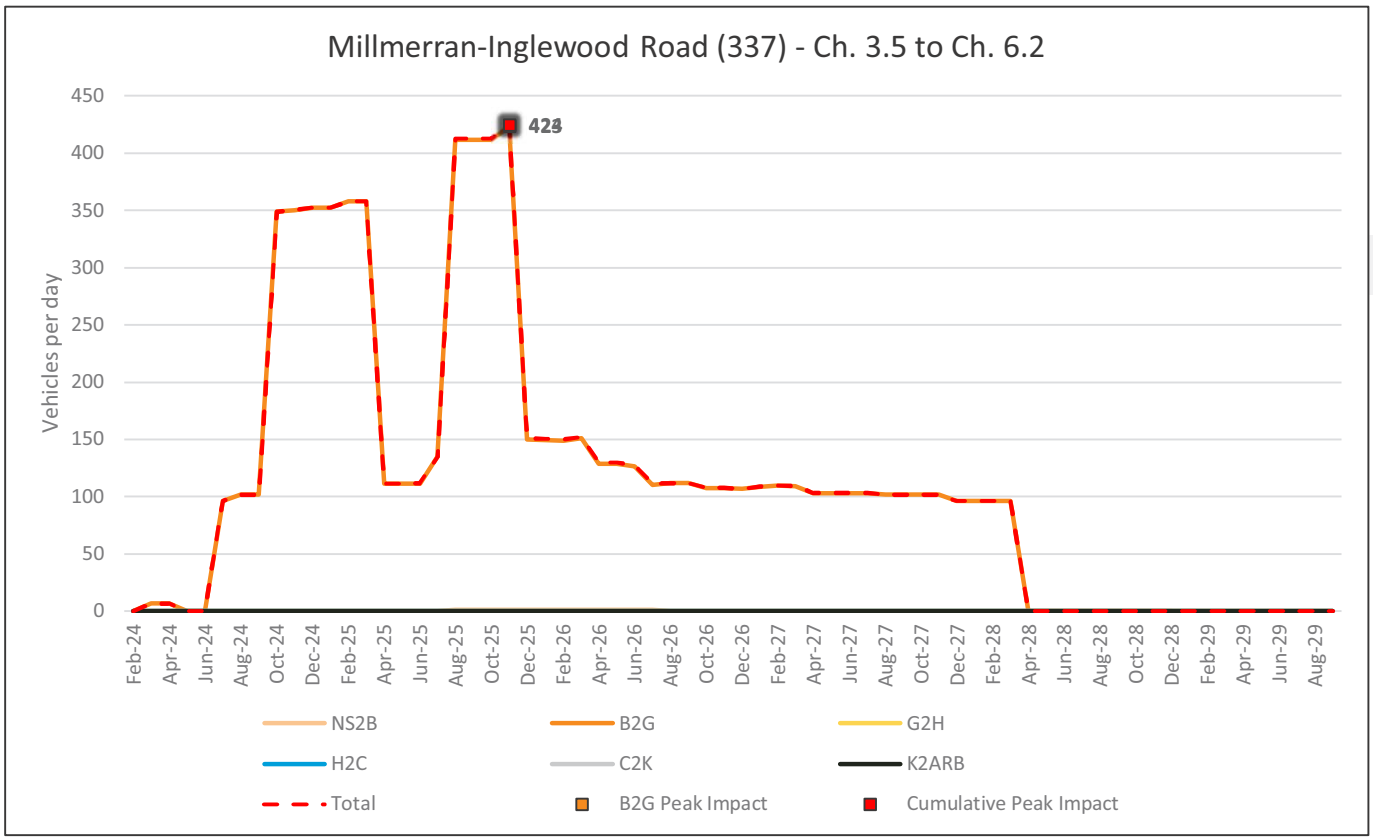
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	109	110	109	103	103	103	103	102	102	102	102	96
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	109	110	109	103	103	103	103	102	102	102	102	96

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	96	96	96	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	96	96	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 3.5 to Ch. 6.2

	B2G	Cumulative
Peak veh/day across construction	423	424
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X60-X56
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 6.2 to Ch. 9.0

	B2G	Cumulative
Peak veh/day across construction	416	417
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	89	94	94	341	343	345
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	89	94	94	341	343	345

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	345	350	350	104	104	104	127	404	404	404	416	142
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	345	350	350	104	104	104	128	405	405	405	417	143

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	318	317	143	120	120	117	101	103	103	100	100	99
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	319	319	144	121	121	118	102	103	103	100	100	99

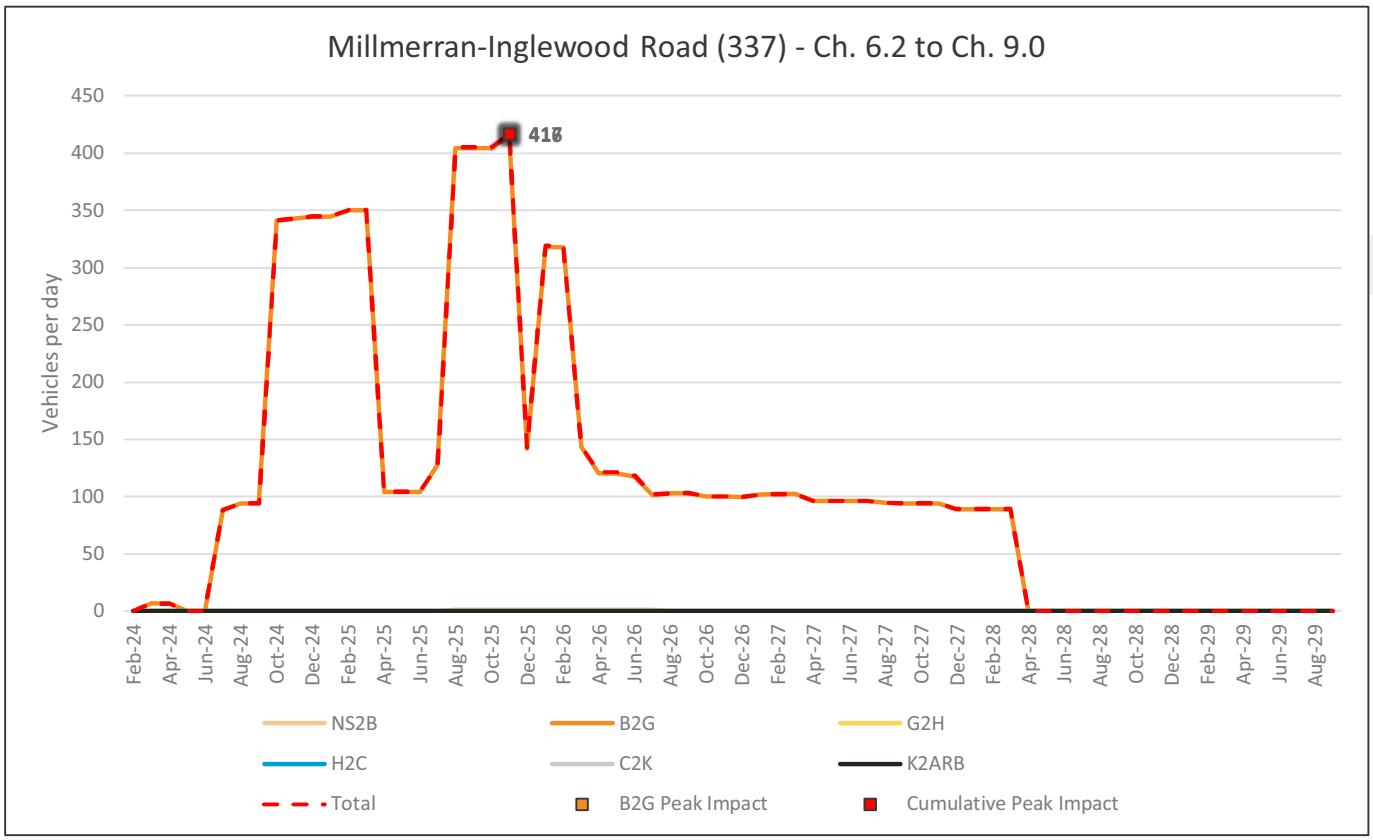
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	102	102	102	96	96	96	96	94	94	94	94	89
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	102	102	102	96	96	96	96	94	94	94	94	89

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	89	89	89	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	89	89	89	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 6.2 to Ch. 9.0

	B2G	Cumulative
Peak veh/day across construction	416	417
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X56-X62
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 9.0 to Ch. 13.1

	B2G	Cumulative
Peak veh/day across construction	400	402
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	75	80	80	327	329	331
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	75	80	80	327	329	331

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	331	336	336	90	90	90	113	389	389	389	400	126
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	331	336	336	90	90	90	113	390	390	390	402	127

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	216	215	129	106	106	103	87	89	89	86	86	85
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	217	216	130	107	107	104	88	89	89	86	86	85

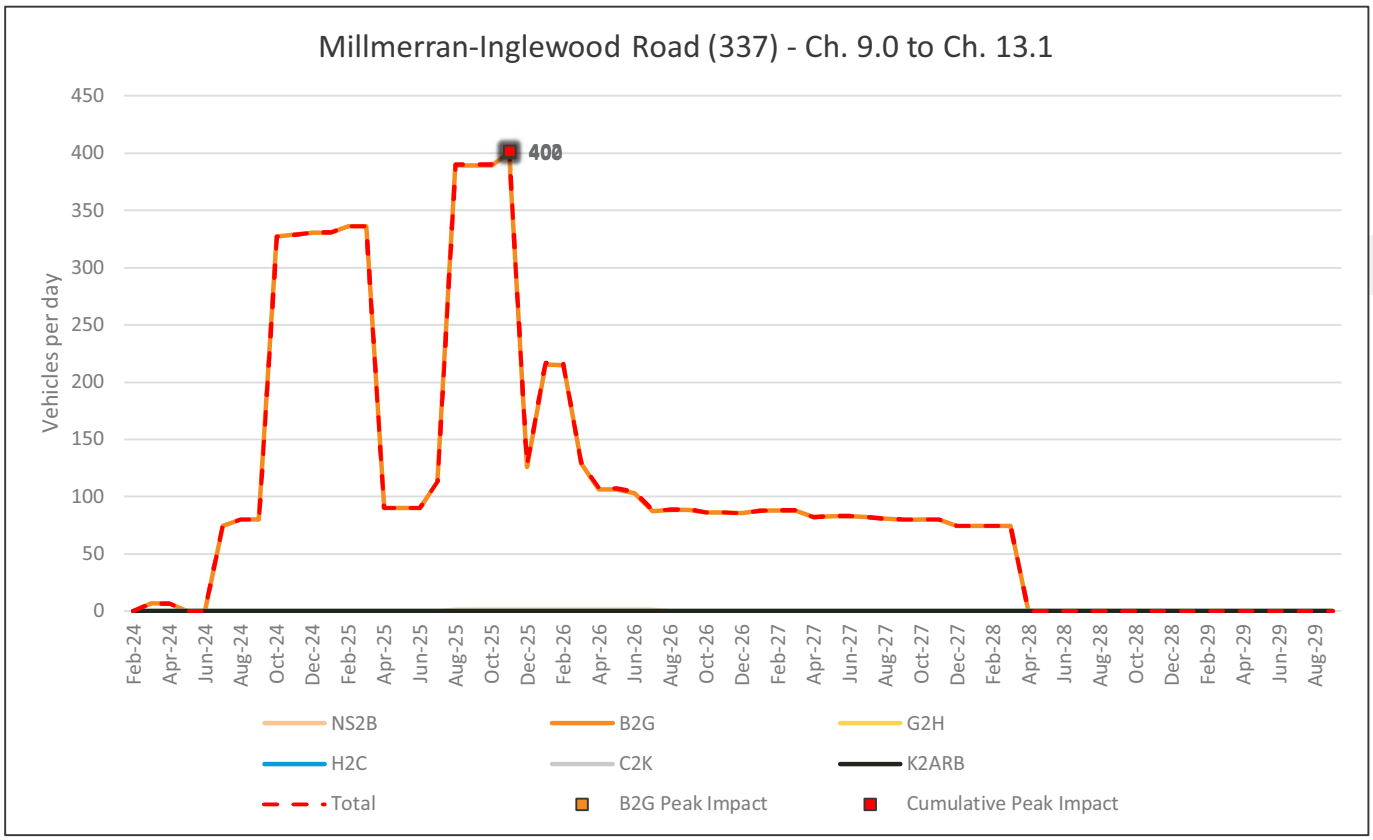
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	87	88	88	82	83	83	82	80	80	80	80	75
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	87	88	88	82	83	83	82	80	80	80	80	75

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	75	75	75	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	75	75	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 9.0 to Ch. 13.1

	B2G	Cumulative
Peak veh/day across construction	400	402
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X62-X54
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 13.1 to Ch. 14.0

	B2G	Cumulative
Peak veh/day across construction	396	397
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	75	81	81	328	329	331
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	75	81	81	328	329	331

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	331	334	347	101	101	101	121	396	383	383	383	113
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	331	334	347	101	101	101	121	397	384	384	384	114

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	203	202	116	95	95	93	90	88	87	84	84	84
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	204	203	117	96	96	94	91	88	87	84	84	84

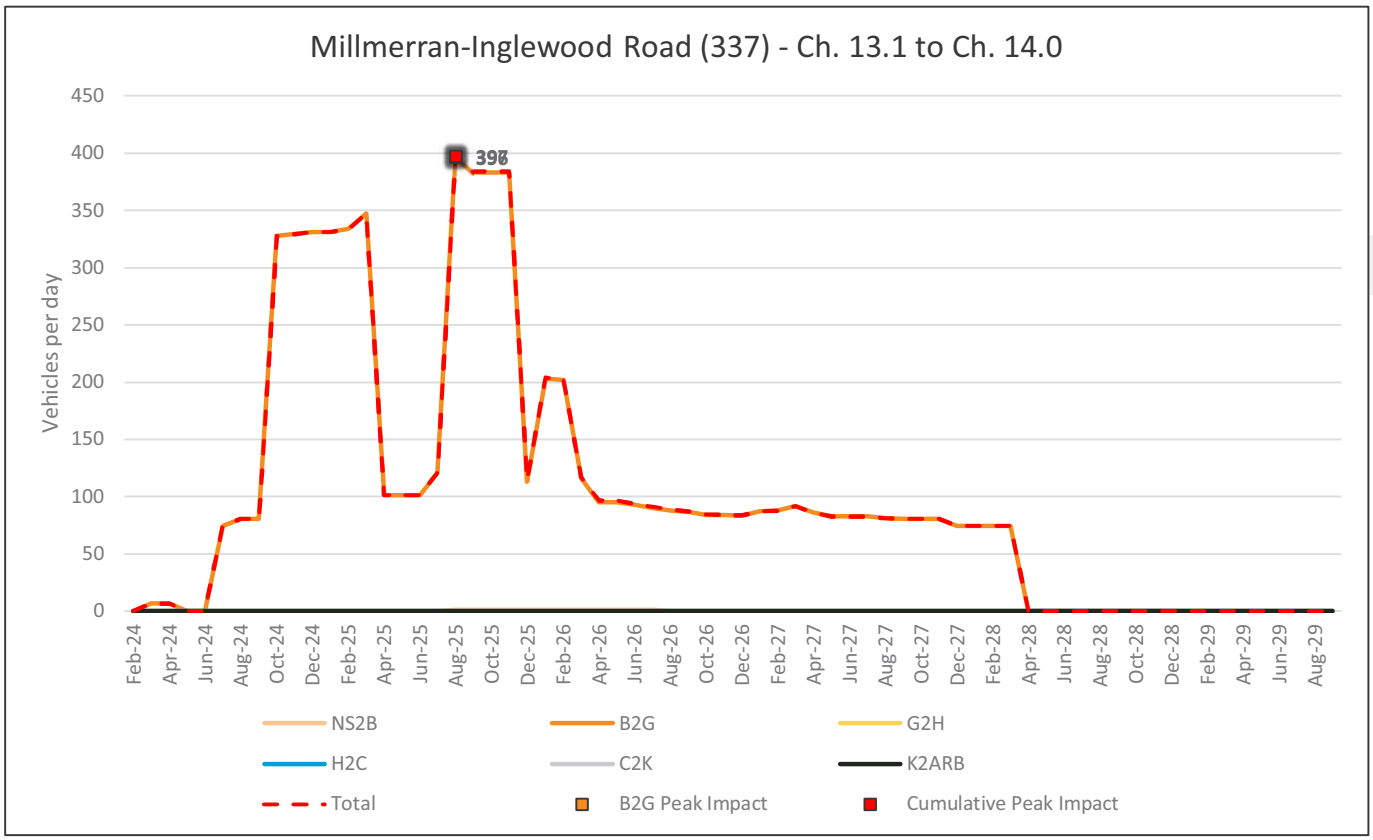
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	87	88	92	86	82	82	82	81	81	81	81	75
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	87	88	92	86	82	82	82	81	81	81	81	75

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	75	75	75	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	75	75	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 13.1 to Ch. 14.0

	B2G	Cumulative
Peak veh/day across construction	396	397
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1



Road ID	X54-X59
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 14.0 to Ch. 17.3

	B2G	Cumulative
Peak veh/day across construction	365	366
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	61	64	64	311	312	314
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	61	64	64	311	312	314

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	314	316	330	83	83	83	90	365	352	352	352	82
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	314	316	330	83	83	84	90	366	353	353	353	83

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	172	171	85	78	78	75	72	71	70	67	67	67
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	173	172	86	79	79	76	74	72	70	68	67	67

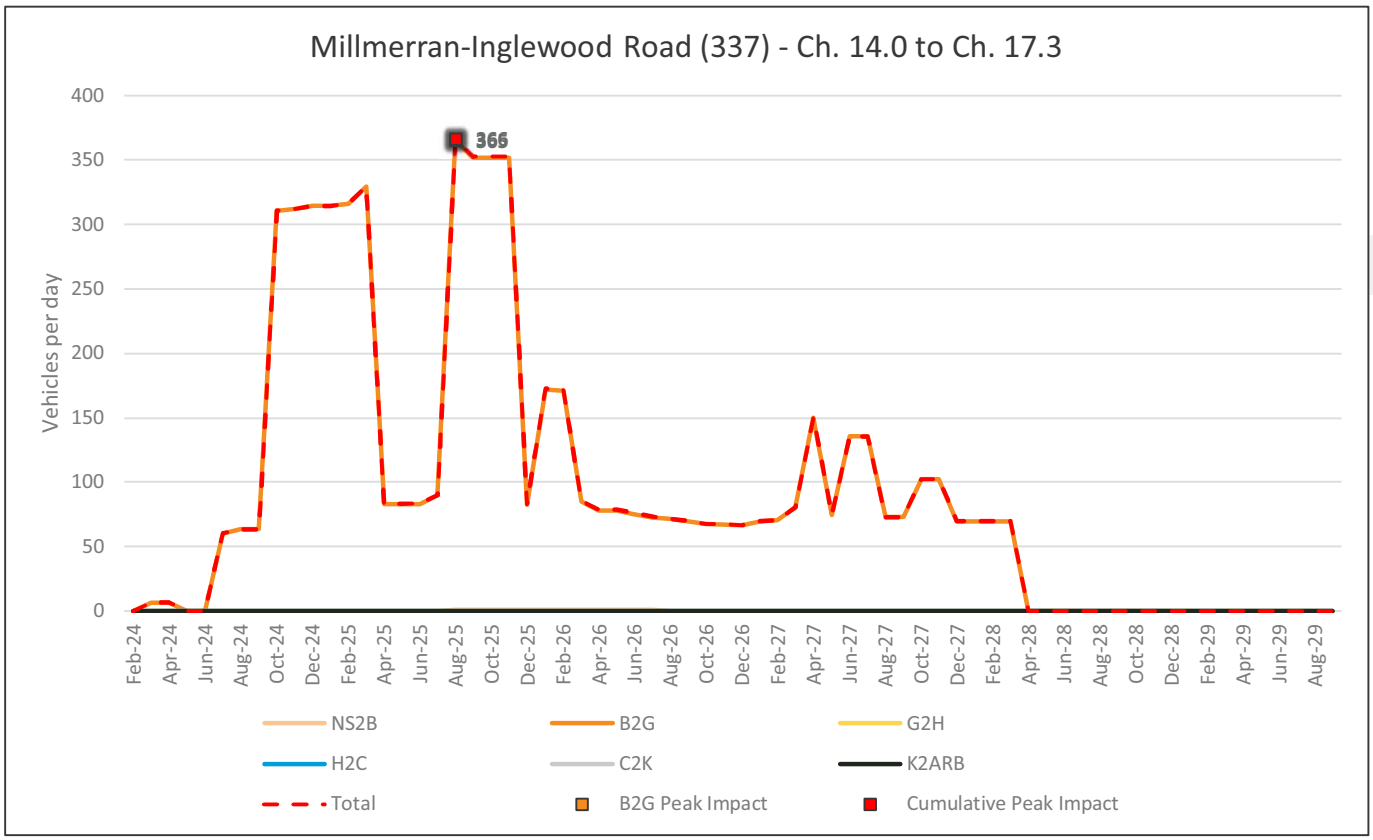
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	70	71	81	150	75	136	136	73	73	103	103	70
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	71	81	150	75	136	136	73	73	103	103	70

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	70	70	70	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	70	70	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 14.0 to Ch. 17.3

	B2G	Cumulative
Peak veh/day across construction	365	366
Peak impact month	Aug-25	Aug-25
Length of peak period	1	1



Road ID	X59-E47
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 17.3 to Ch. 18.1

	B2G	Cumulative
Peak veh/day across construction	463	464
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	61	64	64	311	312	314
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	61	64	64	311	312	314

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	314	315	329	83	83	83	89	229	216	216	216	82
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	314	315	329	83	83	83	89	230	217	217	217	83

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	463	462	84	77	77	75	72	71	70	67	67	67
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	464	463	85	78	78	76	73	72	70	67	67	67

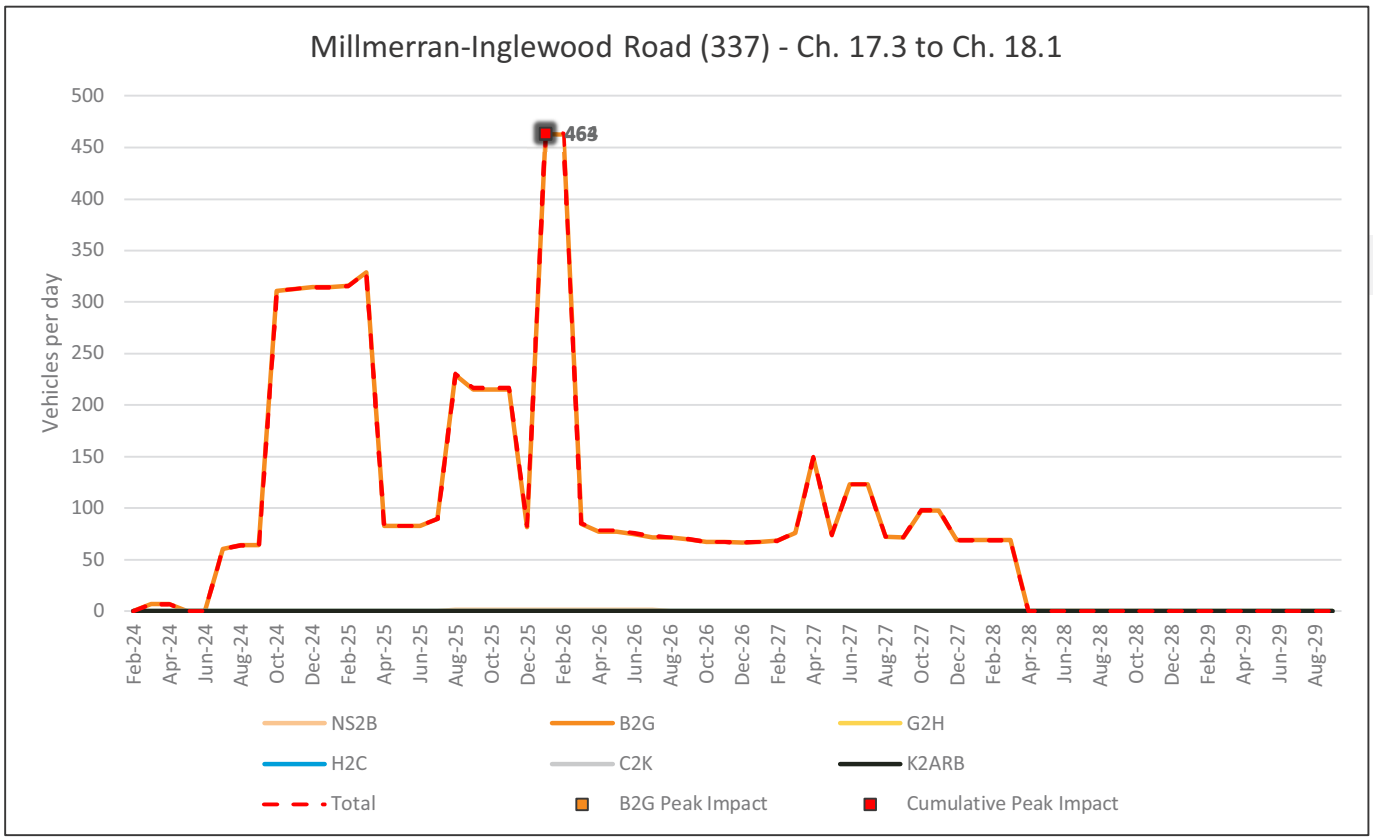
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	67	68	76	149	74	123	123	72	72	98	98	69
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	67	68	76	149	74	123	123	72	72	98	98	69

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	69	69	69	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	69	69	69	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 17.3 to Ch. 18.1

	B2G	Cumulative
Peak veh/day across construction	463	464
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1



Road ID	E47-X61
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 18.1 to Ch. 21.8

	B2G	Cumulative
Peak veh/day across construction	456	457
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	53	56	56	304	305	307
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	53	56	56	304	305	307

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	307	308	322	75	75	75	82	222	208	208	208	74
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	307	308	322	75	75	76	82	223	209	209	209	75

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	456	455	77	70	70	67	64	63	62	59	59	59
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	457	456	78	71	71	68	66	64	62	59	59	59

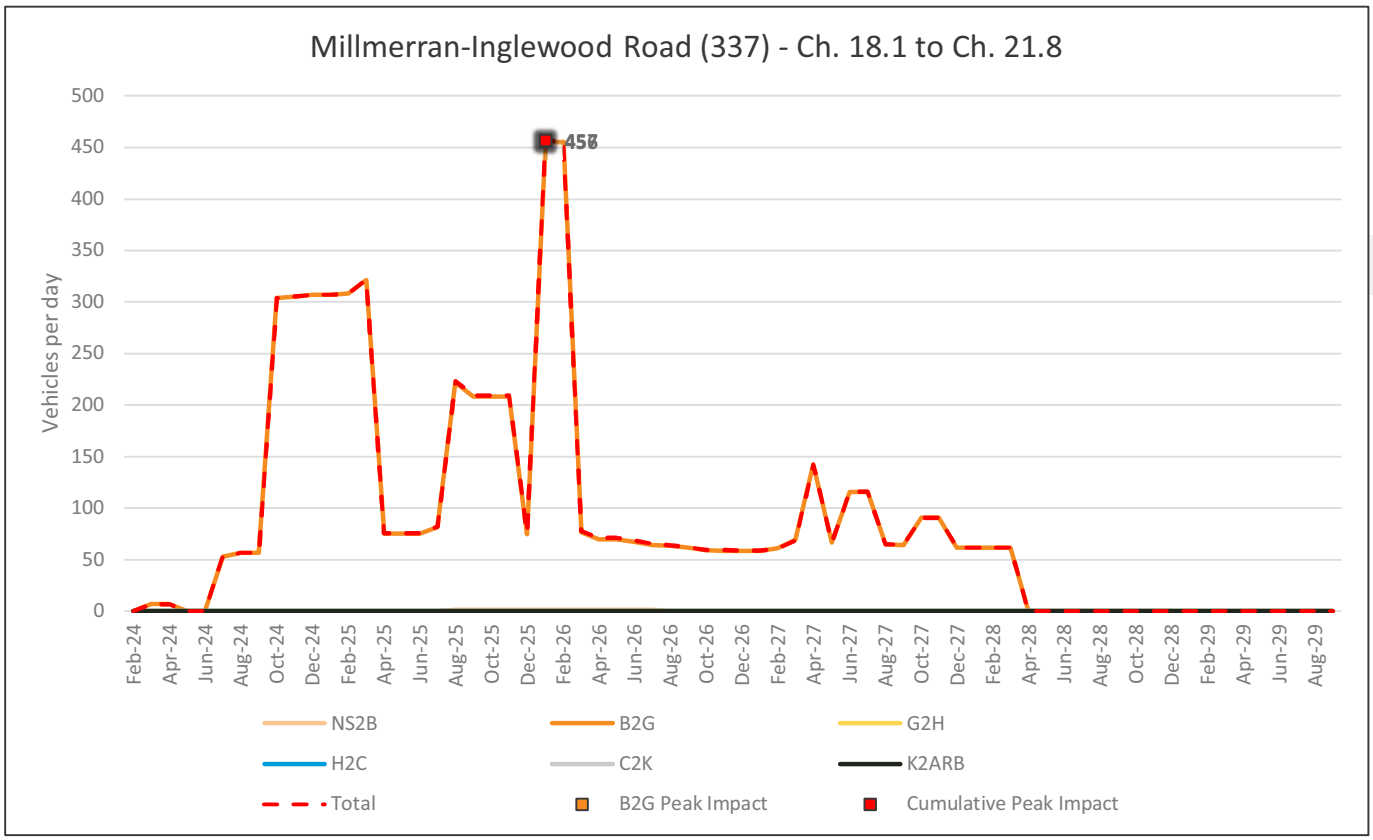
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	59	61	69	142	66	116	116	65	64	91	91	61
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	61	69	142	66	116	116	65	64	91	91	61

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	61	61	61	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	61	61	61	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 18.1 to Ch. 21.8

	B2G	Cumulative
Peak veh/day across construction	456	457
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1



Road ID	X61-X64
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 21.8 to Ch. 28.0

	B2G	Cumulative
Peak veh/day across construction	343	344
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	39	41	41	288	290	291
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	39	41	41	288	290	291

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	291	292	306	60	60	60	60	64	50	50	50	50
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	291	292	306	60	60	60	60	65	51	51	51	51

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	343	342	52	52	52	49	46	48	46	44	44	43
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	344	343	53	53	53	50	47	48	47	44	44	43

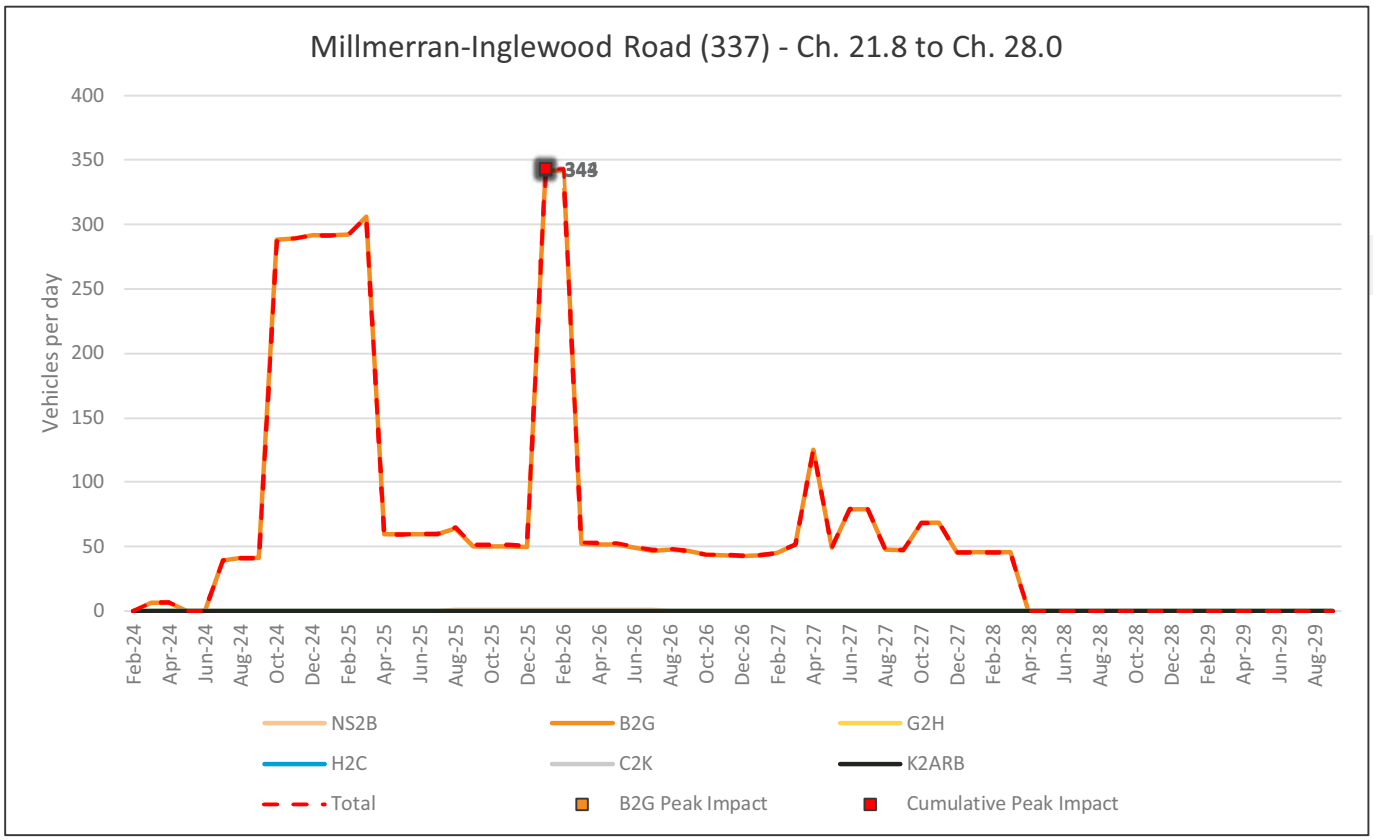
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	44	45	52	125	49	79	79	48	48	69	69	46
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	45	52	125	49	79	79	48	48	69	69	46

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	46	46	46	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	46	46	46	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 21.8 to Ch. 28.0

	B2G	Cumulative
Peak veh/day across construction	343	344
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1



Road ID	X64-E45
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 28.0 to Ch. 33.0

	B2G	Cumulative
Peak veh/day across construction	328	329
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	25	27	27	274	275	277
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	25	27	27	274	275	277

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	277	278	291	45	45	45	45	49	36	36	36	35
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	277	278	291	45	45	45	45	50	37	37	37	36

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	328	327	38	36	36	34	31	33	31	29	29	29
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	329	328	39	37	37	35	32	33	31	29	29	29

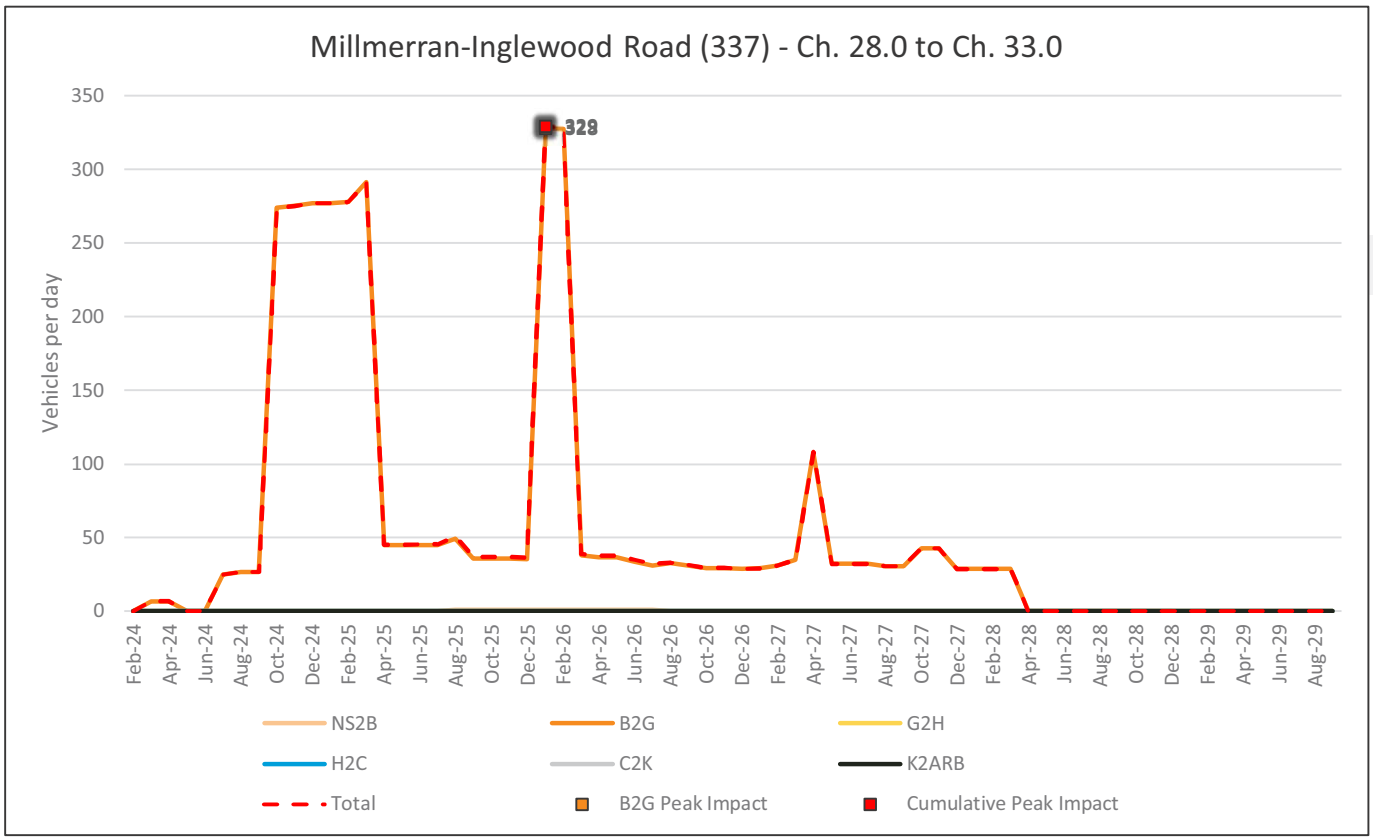
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	29	31	35	108	32	32	32	31	30	43	43	29
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	31	35	108	32	32	32	31	30	43	43	29

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	29	29	29	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	29	29	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 28.0 to Ch. 33.0

	B2G	Cumulative
Peak veh/day across construction	328	329
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1



Road ID	E45-E44
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 33.0 to Ch. 35.6

	B2G	Cumulative
Peak veh/day across construction	309	310
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	10	12	12	259	261	263
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	10	12	12	259	261	263

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	263	263	277	31	31	31	31	31	17	17	17	16
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	263	263	277	31	31	31	31	32	18	18	18	17

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	309	309	19	16	16	19	17	18	17	15	15	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	310	310	20	18	18	20	18	18	17	15	15	14

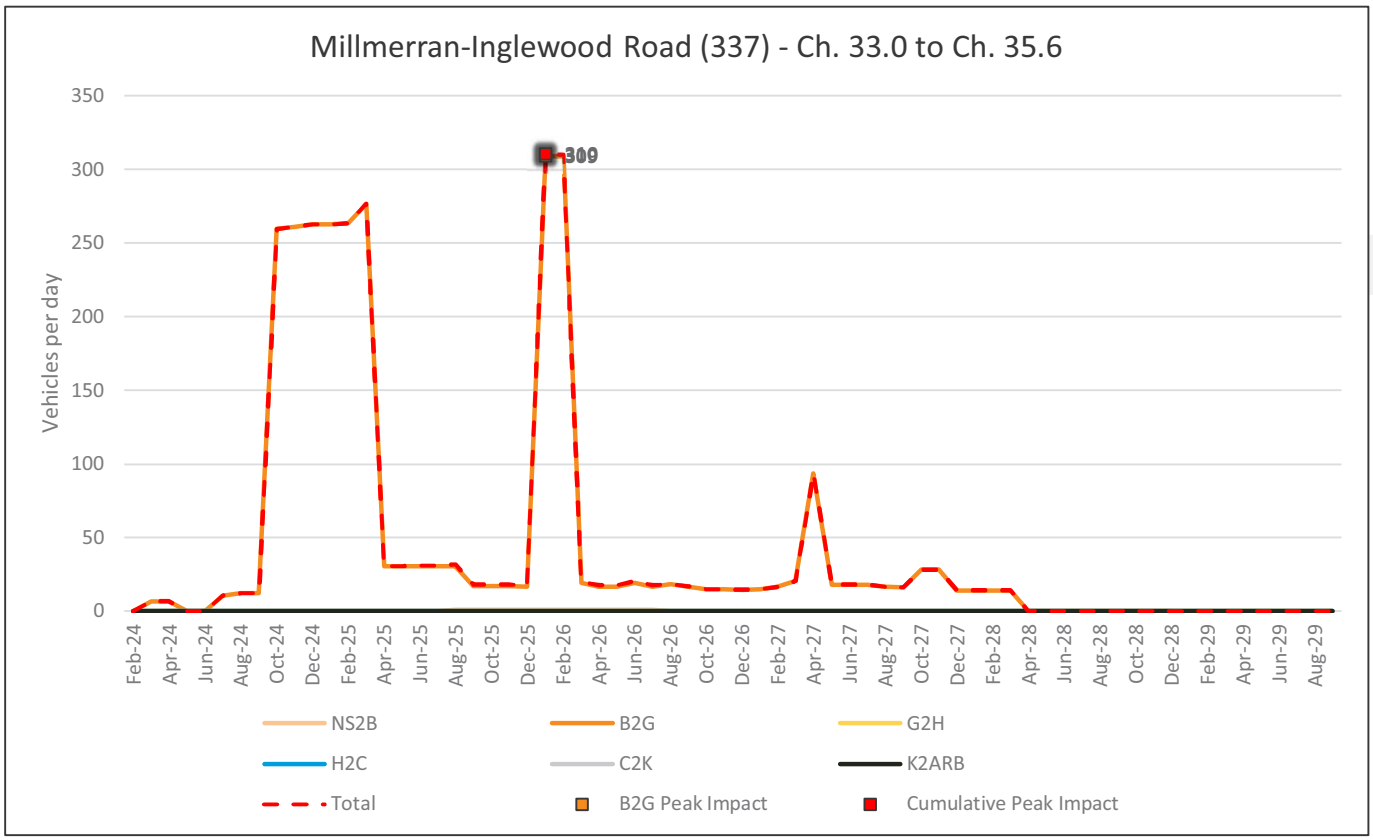
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	17	20	94	18	18	18	16	16	28	28	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	17	20	94	18	18	18	16	16	28	28	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 33.0 to Ch. 35.6

	B2G	Cumulative
Peak veh/day across construction	309	310
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1



Road ID	E44-X57
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 35.6 to Ch. 37.7

	B2G	Cumulative
Peak veh/day across construction	254	254
Peak impact month	Feb-25	Feb-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	3	3	3	251	252	254
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	3	3	3	251	252	254

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	254	254	254	8	8	8	8	8	8	8	8	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	254	254	254	8	8	8	8	9	9	9	9	8

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	9	8	10	8	8	8	6	6	6	4	4	3
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	9	11	9	9	9	7	6	6	4	4	3

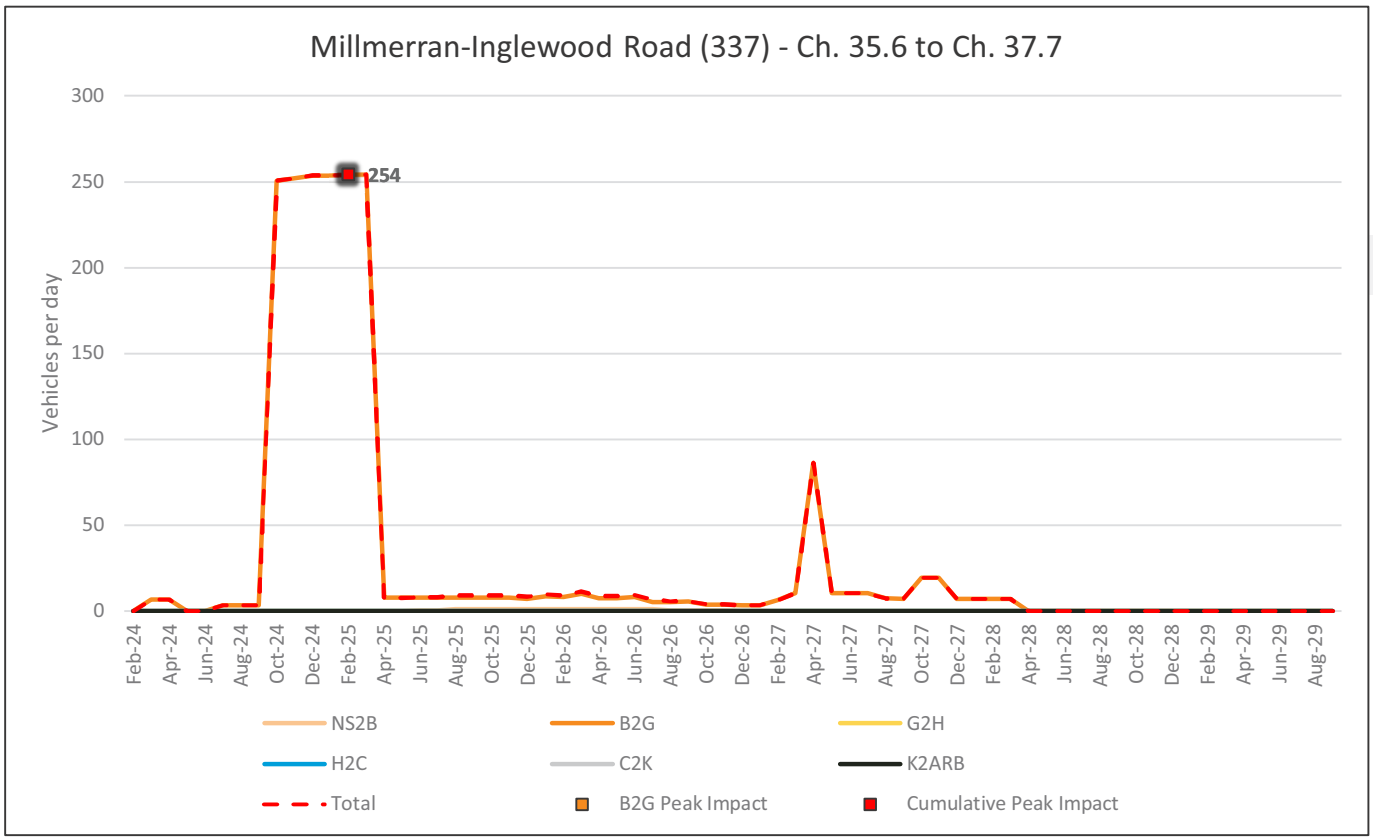
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	6	10	86	10	10	10	8	7	19	19	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	6	10	86	10	10	10	8	7	19	19	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 35.6 to Ch. 37.7

	B2G	Cumulative
Peak veh/day across construction	254	254
Peak impact month	Feb-25	Feb-25
Length of peak period	2	2



Road ID	X57-E43
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 37.7 to Ch. 39.8

	B2G	Cumulative
Peak veh/day across construction	294	294
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	3	3	3	251	252	254
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	3	3	3	251	252	254

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	254	254	294	8	8	8	8	8	8	8	8	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	254	254	294	8	8	8	8	9	9	9	9	8

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	9	8	10	8	8	8	6	6	6	4	4	3
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	9	11	9	9	9	7	6	6	4	4	3

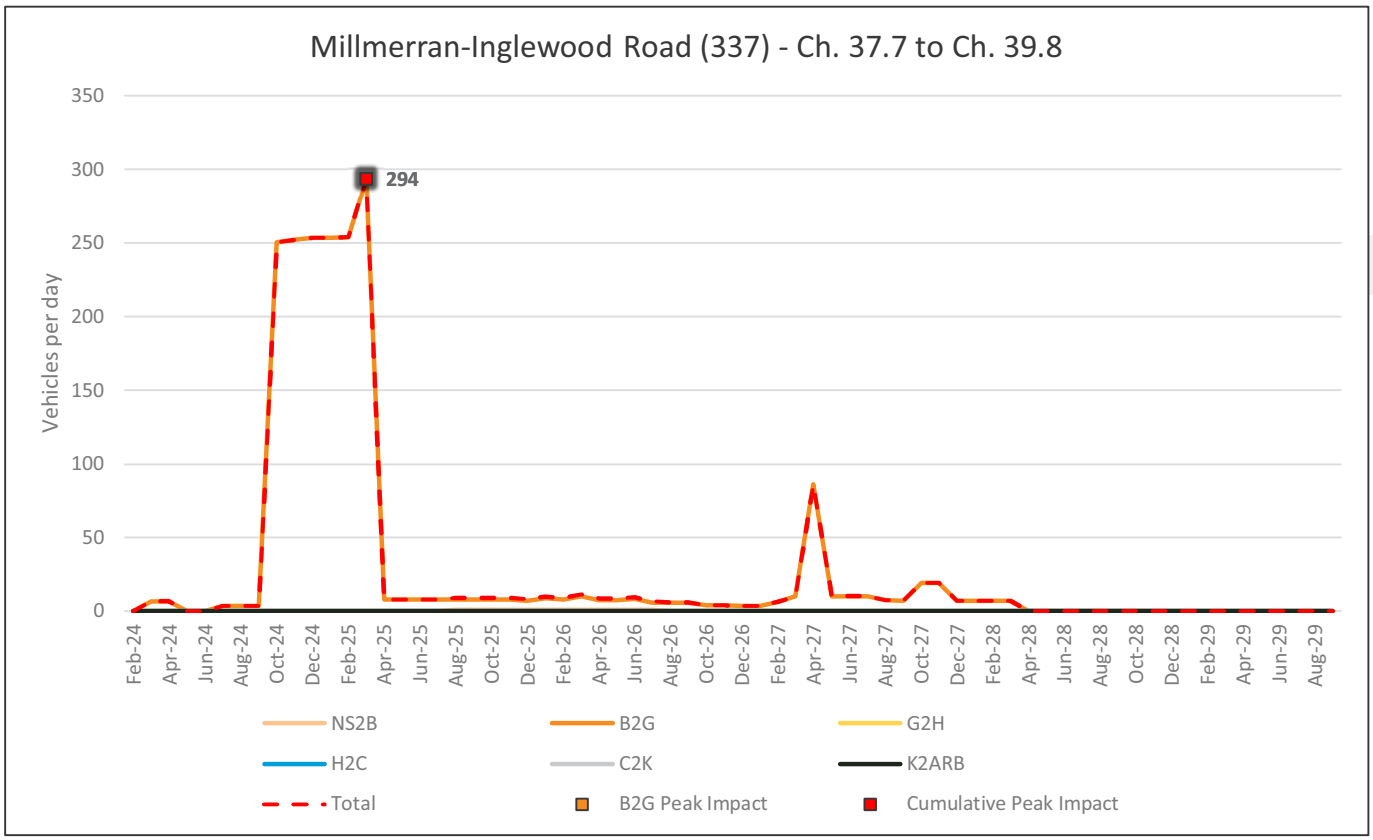
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	6	10	86	10	10	10	8	7	19	19	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	6	10	86	10	10	10	8	7	19	19	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 37.7 to Ch. 39.8

	B2G	Cumulative
Peak veh/day across construction	294	294
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1



Road ID	E43-E83
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 39.8 to Ch. 41.9

	B2G	Cumulative
Peak veh/day across construction	307	307
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	17	17	17	264	266	267
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	17	17	17	264	266	267

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	267	268	307	22	22	22	22	22	22	22	22	21
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	267	268	307	22	22	22	22	23	23	23	23	22

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	20	19	22	19	19	19	19	19	19	18	18	17
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	20	23	20	20	20	20	20	20	18	18	17

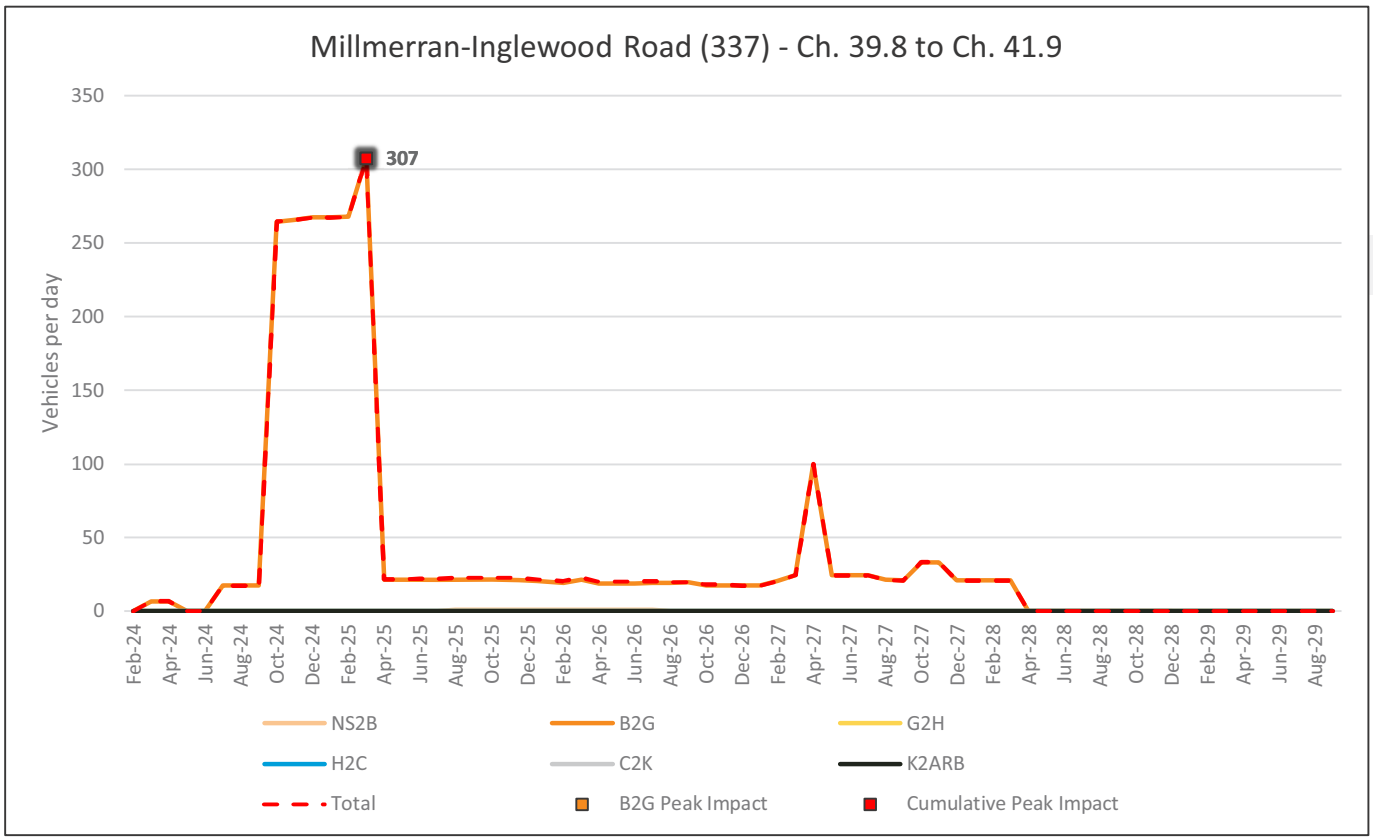
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	17	20	24	100	24	24	24	21	21	33	33	21
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	20	24	100	24	24	24	21	21	33	33	21

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	21	21	21	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	21	21	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 39.8 to Ch. 41.9

	B2G	Cumulative
Peak veh/day across construction	307	307
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1



Road ID	E83-E42
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 41.9 to Ch. 45.9

	B2G	Cumulative
Peak veh/day across construction	82	82
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	24	26	26	27	28	30
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	24	26	26	27	28	30

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	30	30	82	42	42	42	42	42	30	30	30	30
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	30	82	42	42	42	42	43	31	31	31	31

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	29	28	30	28	28	28	28	28	28	26	26	26
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	29	31	29	29	29	29	28	28	27	27	26

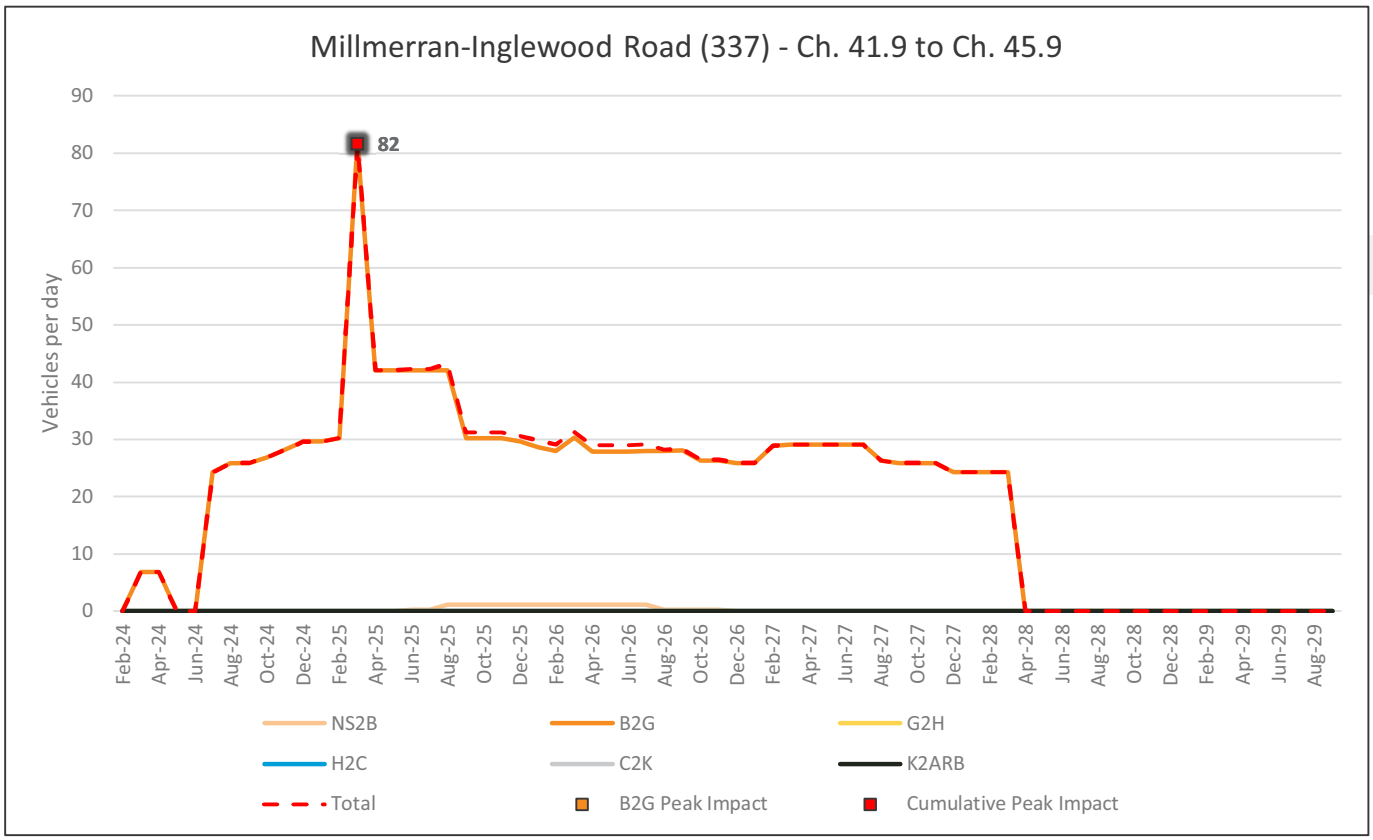
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	26	29	29	29	29	29	29	26	26	26	26	24
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	29	29	29	29	29	29	26	26	26	26	24

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	24	24	24	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	24	24	24	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 41.9 to Ch. 45.9

	B2G	Cumulative
Peak veh/day across construction	82	82
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1



Road ID	E42-E118
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 45.9 to Ch. 47.6

	B2G	Cumulative
Peak veh/day across construction	89	89
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	31	33	33	34	35	37
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	31	33	33	34	35	37

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	37	37	89	49	49	49	49	49	39	39	39	39
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	37	89	49	49	49	49	50	40	40	40	40

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	37	35	37	35	35	35	35	35	35	33	33	33
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	38	36	38	36	36	36	36	35	35	33	33	33

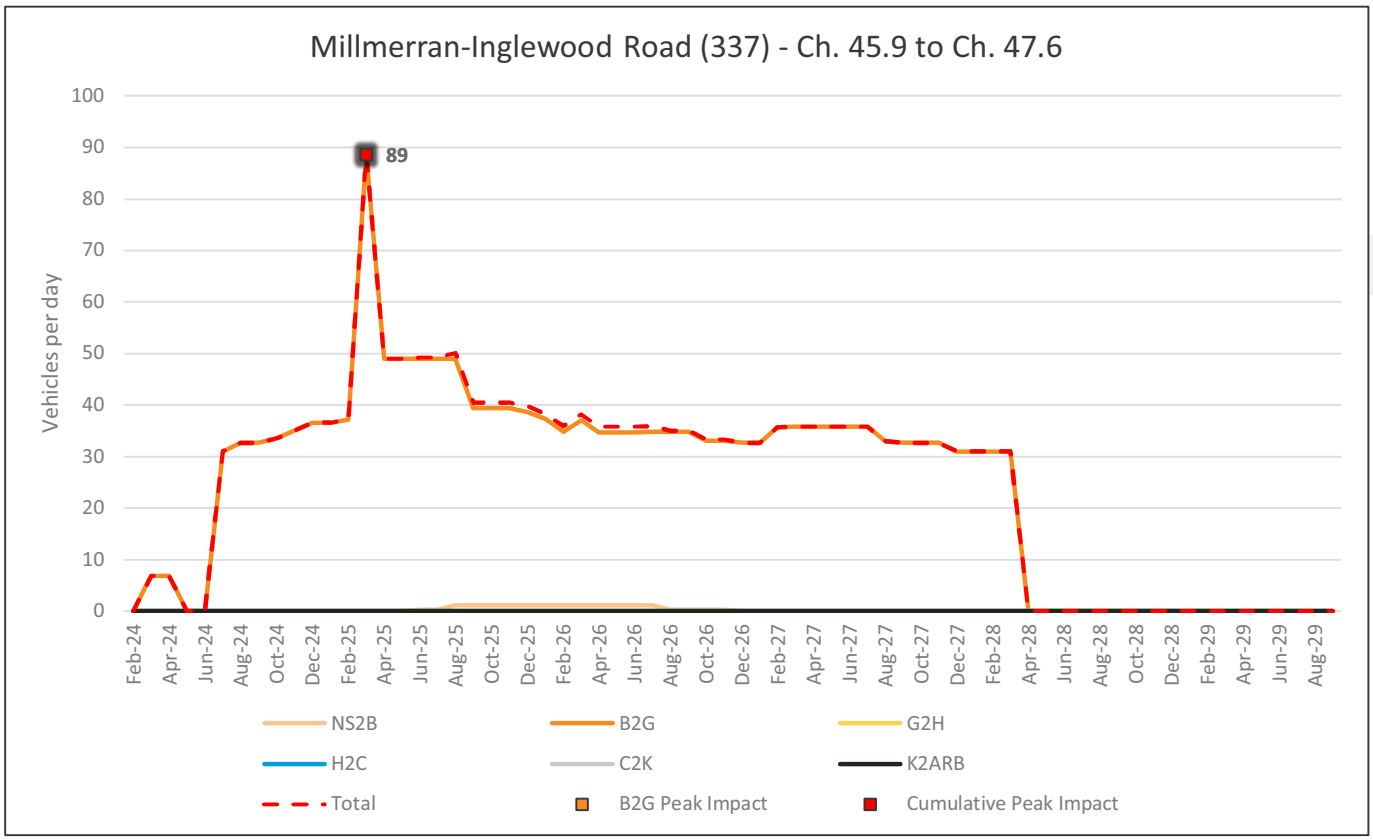
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	33	36	36	36	36	36	36	33	33	33	33	31
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	33	36	36	36	36	36	36	33	33	33	33	31

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	31	31	31	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	31	31	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Millmerran-Inglewood Road (337)**
Road section	**Ch. 45.9 to Ch. 47.6**

	B2G	Cumulative
Peak veh/day across construction	**89**	**89**
Peak impact month	**Mar-25**	**Mar-25**
Length of peak period	**1**	**1**



Road ID	E118-X66
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 47.6 to Ch. 53.3

	B2G	Cumulative
Peak veh/day across construction	118	118
Peak impact month	Jun-25	Jun-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	31	33	33	34	35	37
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	31	33	33	34	35	37

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	37	37	71	49	49	118	118	49	39	39	39	39
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	37	71	49	49	118	118	50	40	40	40	40

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	37	35	37	35	35	35	35	35	35	33	33	33
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	38	36	38	36	36	36	36	35	35	33	33	33

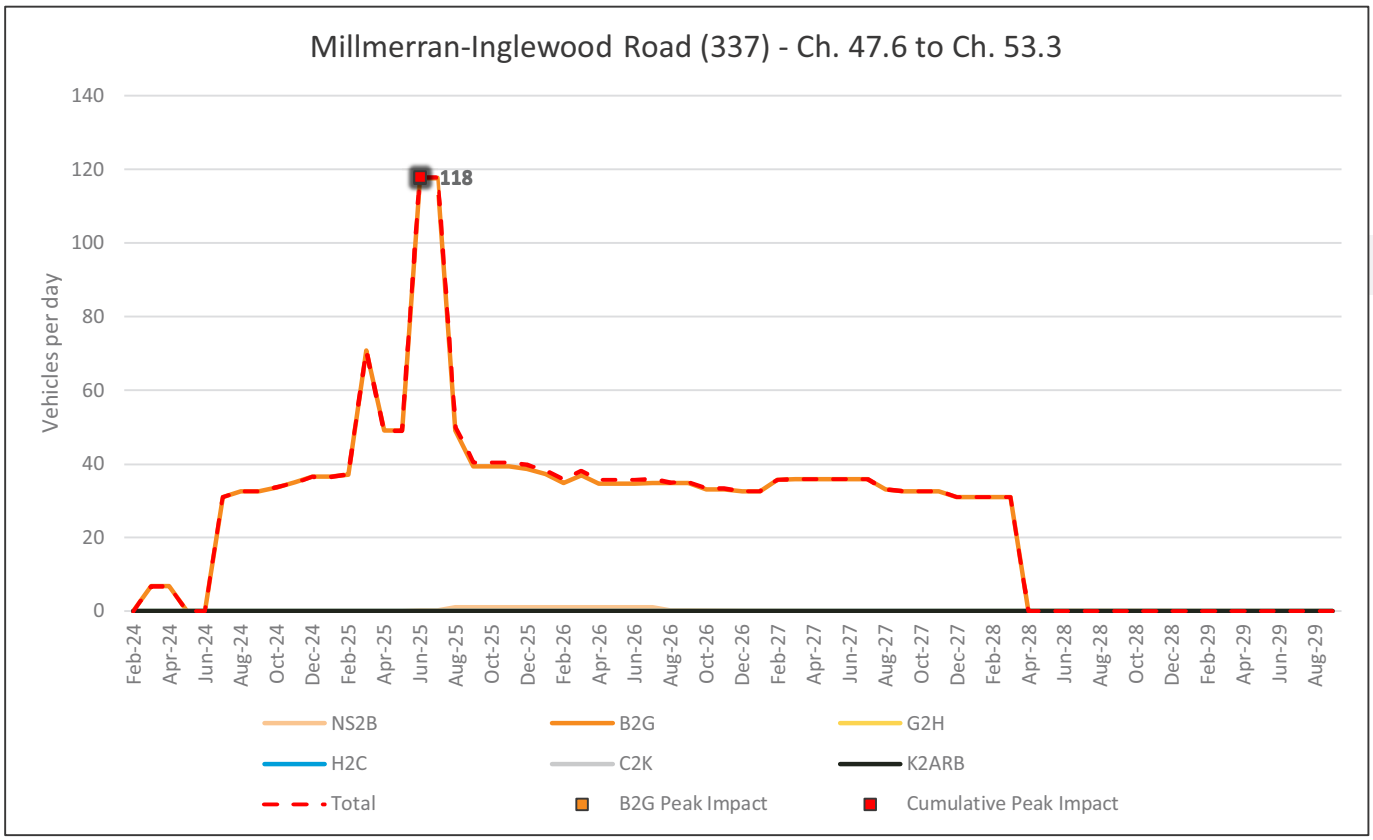
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	33	36	36	36	36	36	36	33	33	33	33	31
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	33	36	36	36	36	36	36	33	33	33	33	31

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	31	31	31	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	31	31	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 47.6 to Ch. 53.3

	B2G	Cumulative
Peak veh/day across construction	118	118
Peak impact month	Jun-25	Jun-25
Length of peak period	2	2



Road ID	X66-X58
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 53.3 to Ch. 55.7

	B2G	Cumulative
Peak veh/day across construction	135	136
Peak impact month	Jun-25	Jun-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	38	41	41	42	43	46
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	38	41	41	42	43	46

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	46	46	88	67	67	135	135	67	49	49	49	49
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	46	46	88	67	67	136	136	68	50	50	50	50

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	46	44	46	43	43	43	43	43	43	41	41	41
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	47	45	47	44	44	44	44	43	43	41	41	41

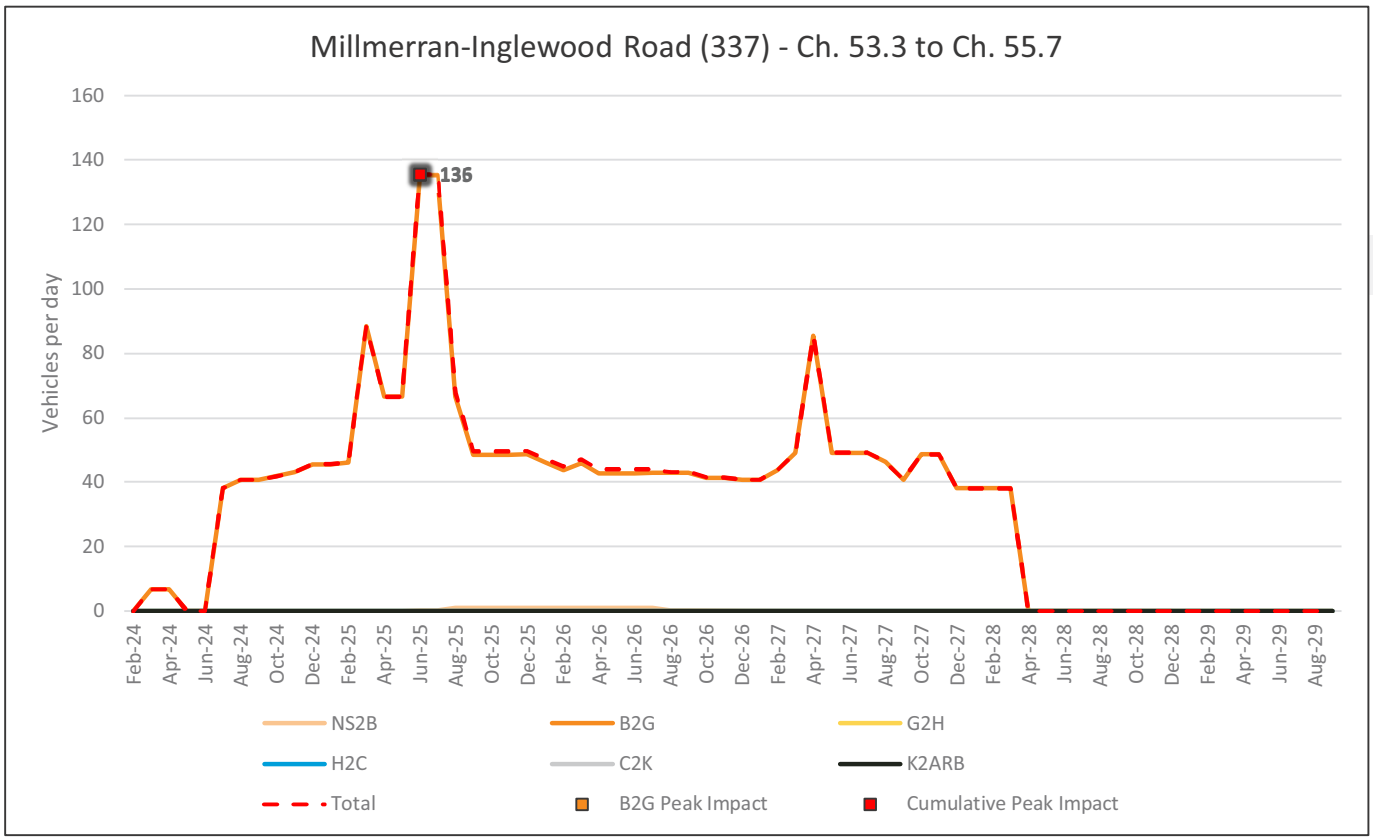
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	41	44	49	86	49	49	49	46	41	49	49	38
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	44	49	86	49	49	49	46	41	49	49	38

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	38	38	38	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	38	38	38	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Millmerran-Inglewood Road (337)**
Road section	**Ch. 53.3 to Ch. 55.7**

	B2G	Cumulative
Peak veh/day across construction	**135**	**136**
Peak impact month	**Jun-25**	**Jun-25**
Length of peak period	**2**	**2**



Road ID	X58-E33
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 55.7 to Ch. 56.6

	B2G	Cumulative
Peak veh/day across construction	86	86
Peak impact month	Apr-27	Apr-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	7	7	0	0	38	41	41	42	43	46
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	38	41	41	42	43	46

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	46	46	67	67	67	67	67	67	49	49	49	49
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	46	46	67	67	67	67	67	68	50	50	50	50

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	46	44	46	43	43	43	43	43	43	41	41	41
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	47	45	47	44	44	44	44	43	43	41	41	41

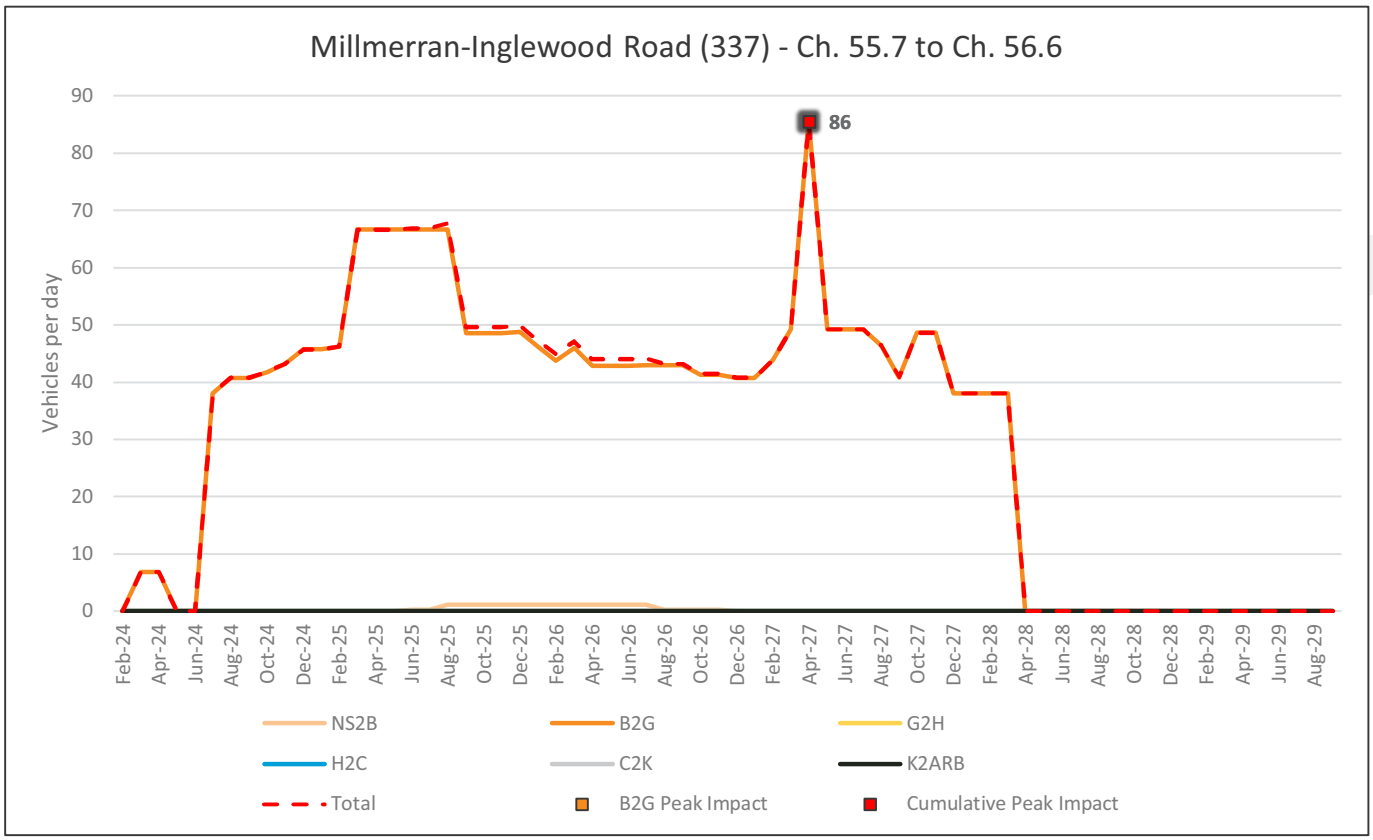
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	41	44	49	86	49	49	49	46	41	49	49	38
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	44	49	86	49	49	49	46	41	49	49	38

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	38	38	38	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	38	38	38	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 55.7 to Ch. 56.6

	B2G	Cumulative
Peak veh/day across construction	86	86
Peak impact month	Apr-27	Apr-27
Length of peak period	1	1



Road ID	E33-E81
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 56.6 to Ch. 59.2

	B2G	Cumulative
Peak veh/day across construction	215	215
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	52	52	48	48	115	117	117	118	120	122
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	52	52	48	48	115	117	117	118	120	122

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	122	123	215	167	167	167	167	167	149	149	149	149
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	122	123	215	167	167	167	167	168	150	150	150	150

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	146	144	146	143	143	143	143	143	143	141	141	141
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	147	145	147	144	144	144	144	143	143	142	142	141

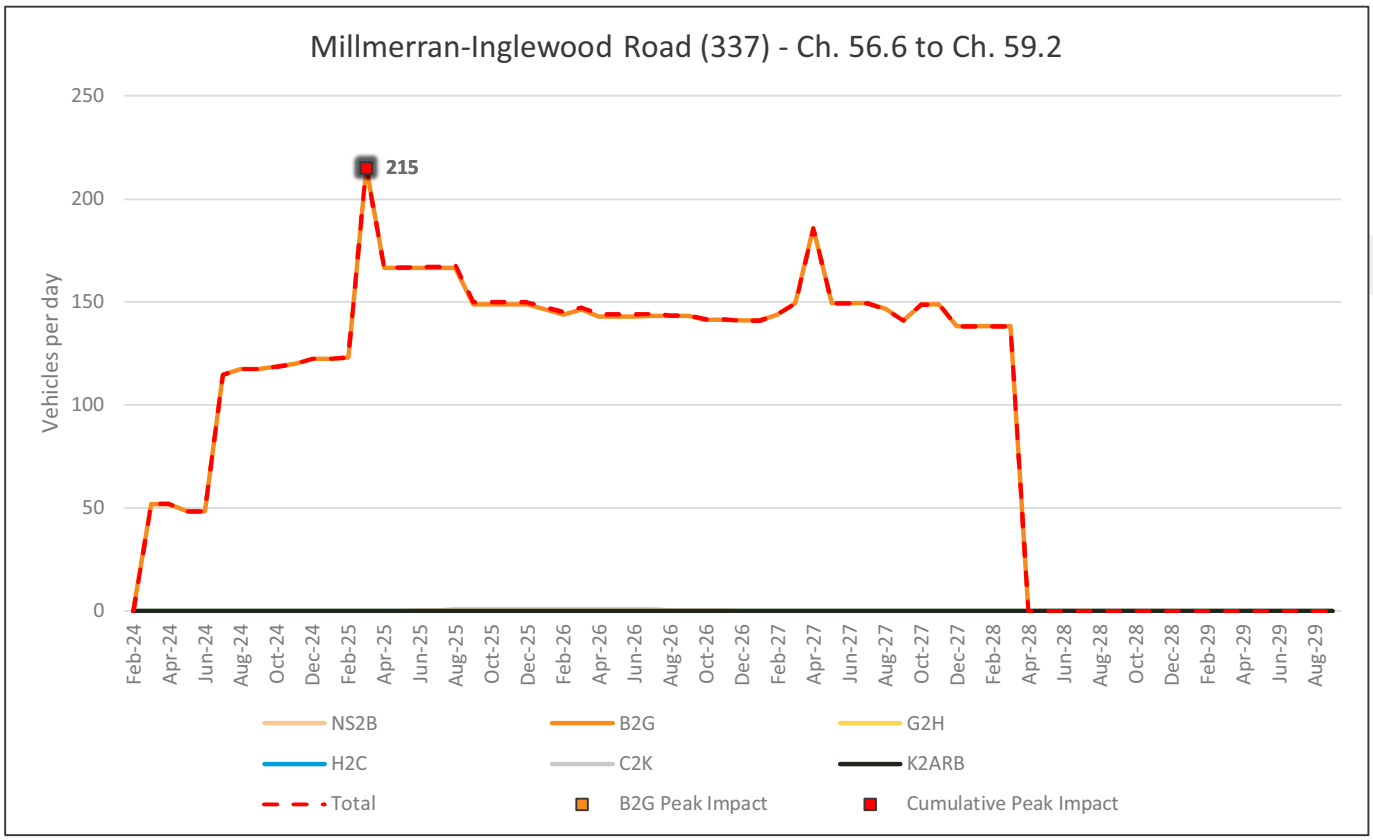
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	141	144	149	186	149	149	149	147	141	149	149	138
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	141	144	149	186	149	149	149	147	141	149	149	138

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	138	138	138	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	138	138	138	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 56.6 to Ch. 59.2

	B2G	Cumulative
Peak veh/day across construction	215	215
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1



Road ID	E81-E103
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 59.2 to Ch. 61.0

	B2G	Cumulative
Peak veh/day across construction	215	215
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	52	52	48	48	115	117	117	118	120	122
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	52	52	48	48	115	117	117	118	120	122

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	122	123	215	167	167	167	167	167	149	149	149	149
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	122	123	215	167	167	167	167	168	150	150	150	150

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	146	144	146	143	143	143	143	143	143	141	141	141
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	147	145	147	144	144	144	144	143	143	142	142	141

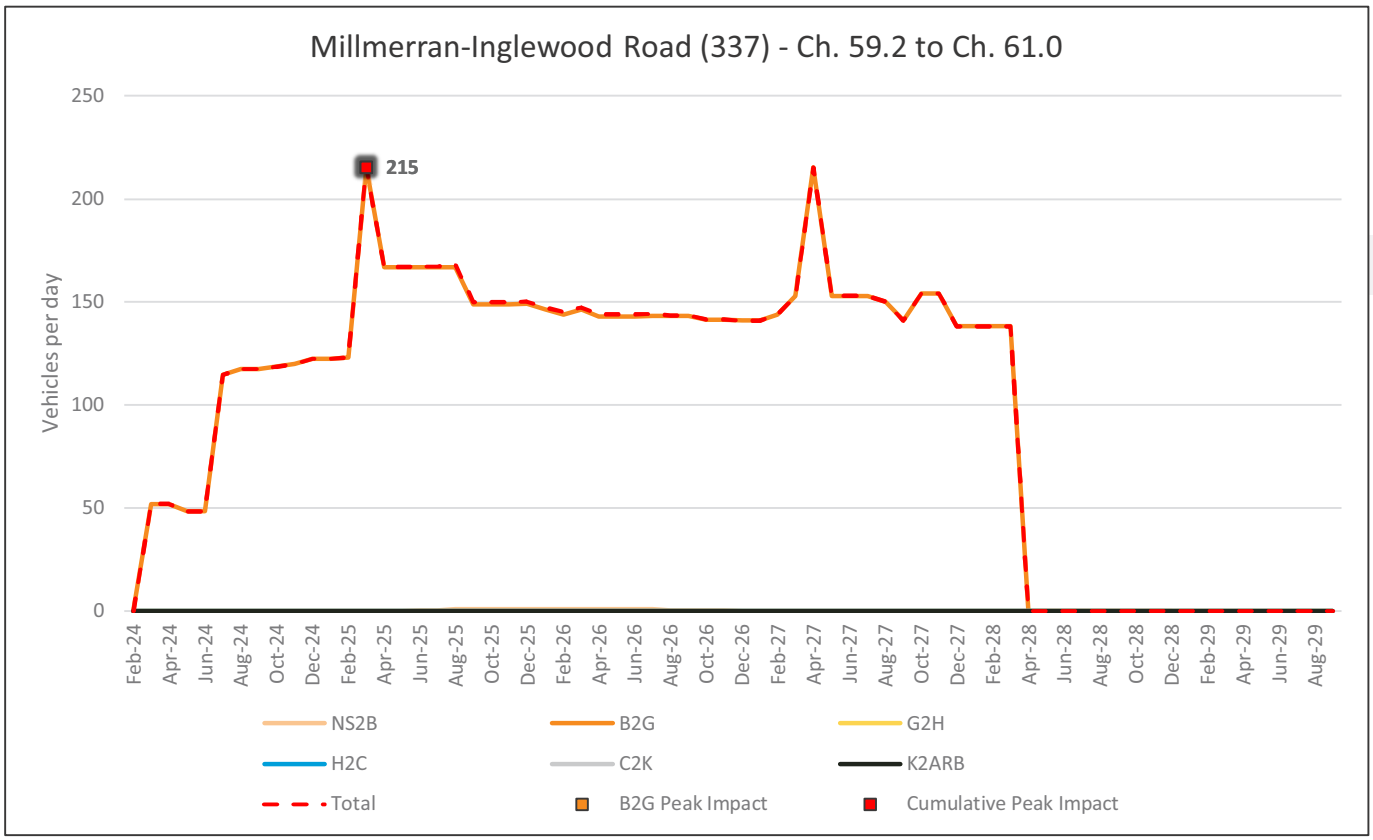
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	141	144	153	215	153	153	153	150	141	154	154	138
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	141	144	153	215	153	153	153	150	141	154	154	138

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	138	138	138	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	138	138	138	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 59.2 to Ch. 61.0

	B2G	Cumulative
Peak veh/day across construction	215	215
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1



Road ID	E103-X65
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 61.0 to Ch. 65.7

	B2G	Cumulative
Peak veh/day across construction	328	328
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	52	52	48	48	228	230	230	231	233	235
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	52	52	48	48	228	230	230	231	233	235

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	235	236	328	280	152	152	152	153	135	134	134	135
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	235	236	328	280	152	153	153	154	136	135	135	136

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	132	130	132	129	129	129	129	129	129	127	127	127
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	133	131	133	130	130	130	130	129	129	127	127	127

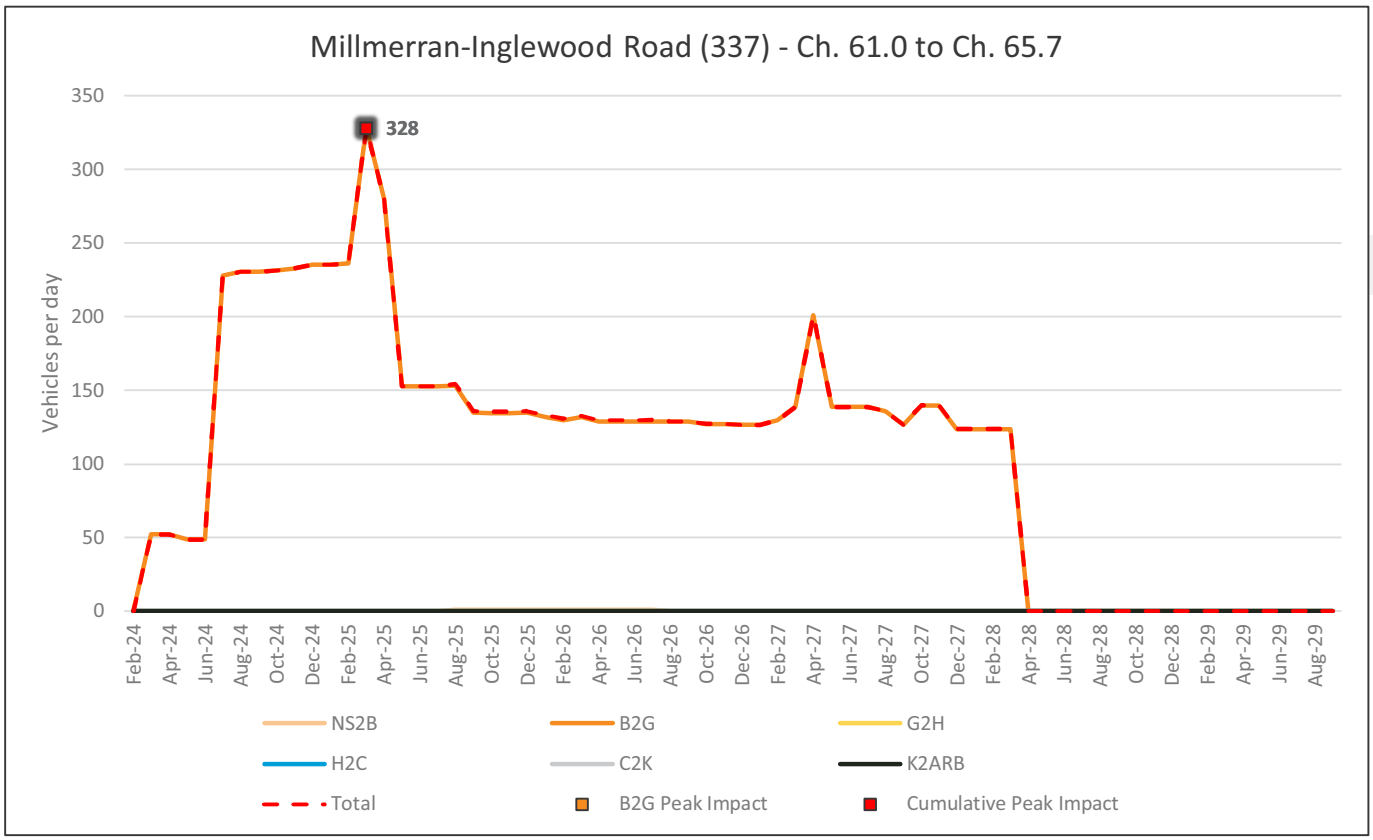
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	127	130	138	201	138	138	138	136	127	140	140	124
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	127	130	138	201	138	138	138	136	127	140	140	124

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	124	124	124	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	124	124	124	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 61.0 to Ch. 65.7

	B2G	Cumulative
Peak veh/day across construction	328	328
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1



Road ID	X65-X15
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 65.7 to Ch. 68.7

	B2G	Cumulative
Peak veh/day across construction	547	547
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	52	52	48	48	220	224	235	236	547	240
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	52	52	48	48	220	224	235	236	547	240

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	240	241	322	274	147	147	242	242	129	129	129	129
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	240	241	322	274	147	147	242	243	130	130	130	130

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	128	125	127	124	124	127	127	127	124	122	122	121
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	129	126	129	125	125	128	128	127	124	122	122	121

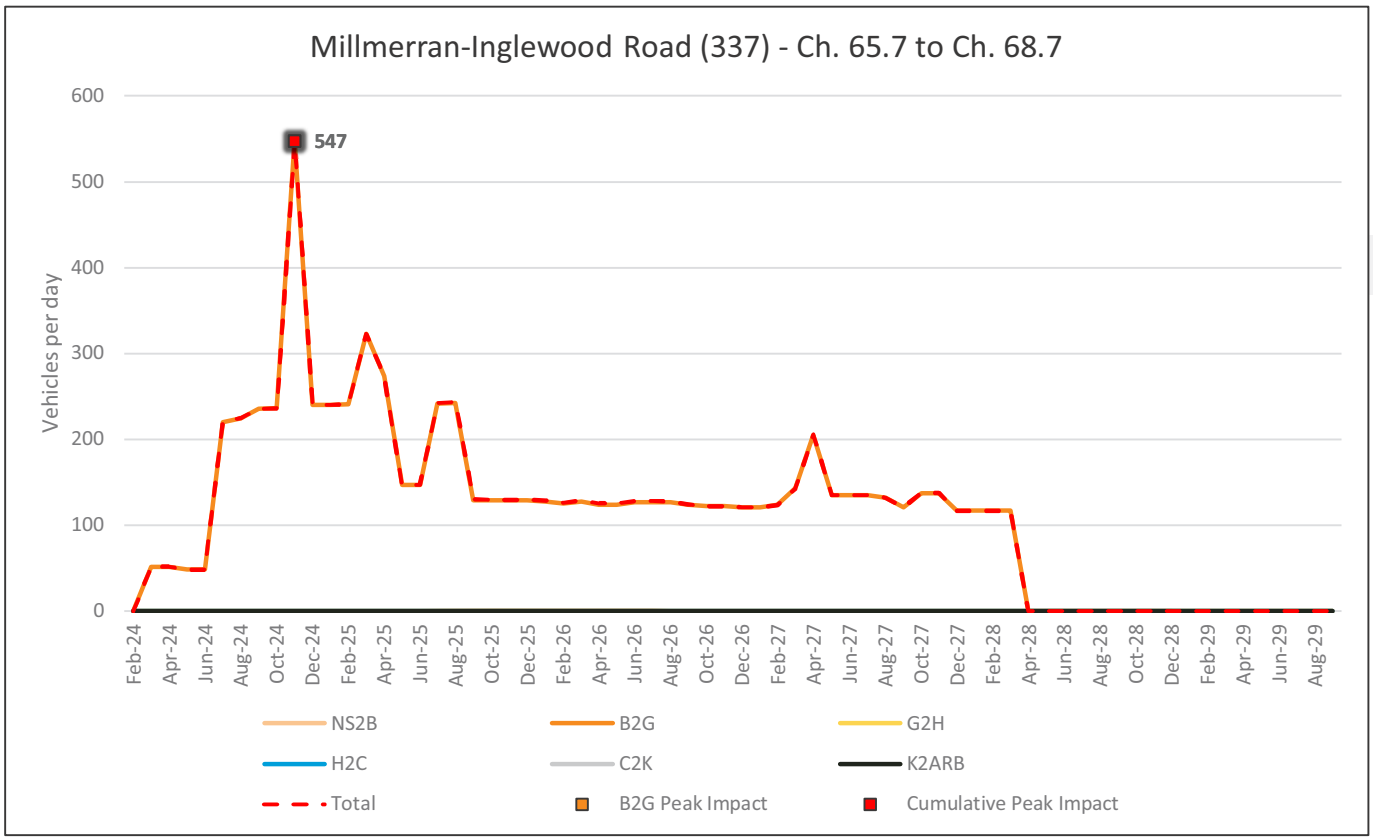
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	121	124	143	205	135	135	135	132	121	137	137	117
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	121	124	143	205	135	135	135	132	121	137	137	117

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	117	117	117	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	117	117	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Inglewood Road (337)
Road section	Ch. 65.7 to Ch. 68.7

	B2G	Cumulative
Peak veh/day across construction	547	547
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X38-E86
Road name	Millmerran-Leyburn Road (335)
Road section	Ch. 0.0 to Ch. 2.0

	B2G	Cumulative
Peak veh/day across construction	76	76
Peak impact month	Feb-26	Feb-26
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	14	14	14	14	14

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	15	15	15	15	15	20	20	20	20	20	75
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	15	15	15	15	15	20	20	20	20	20	75

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	75	76	76	21	15	15	15	17	17	17	17	17
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	76	76	21	15	15	15	17	17	17	17	17

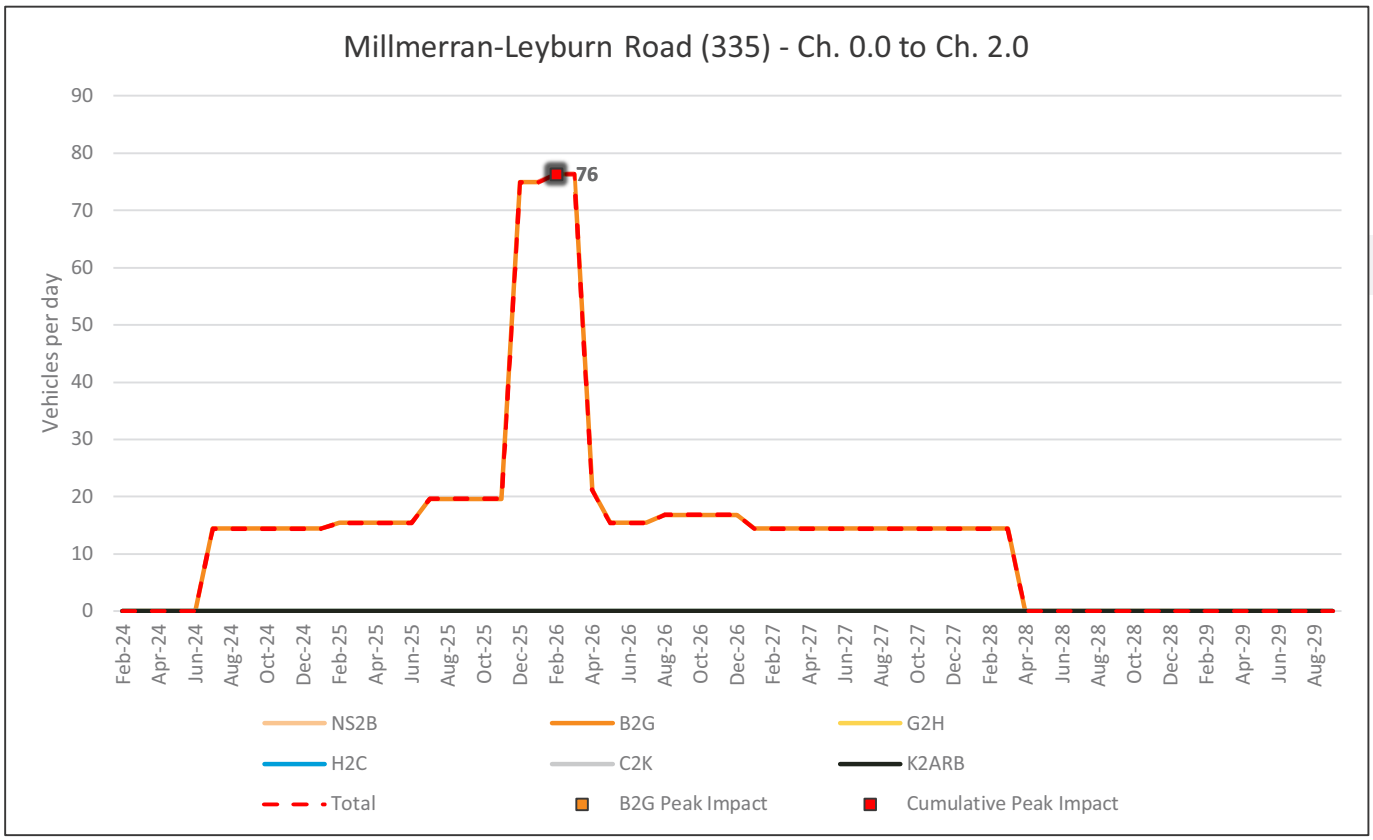
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	14	14	14	14	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millmerran-Leyburn Road (335)
Road section	Ch. 0.0 to Ch. 2.0

	B2G	Cumulative
Peak veh/day across construction	76	76
Peak impact month	Feb-26	Feb-26
Length of peak period	2	2



Road ID	E86-E54
Road name	Millmerran-Leyburn Road (335)
Road section	Ch. 2.0 to Ch. 2.2

	B2G	Cumulative
Peak veh/day across construction	61	61
Peak impact month	Feb-26	Feb-26
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	1	1	1	1	1	5	5	5	5	5	60
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	1	1	5	5	5	5	5	60

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	60	61	61	6	1	1	1	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	61	61	6	1	1	1	0	0	0	0	0

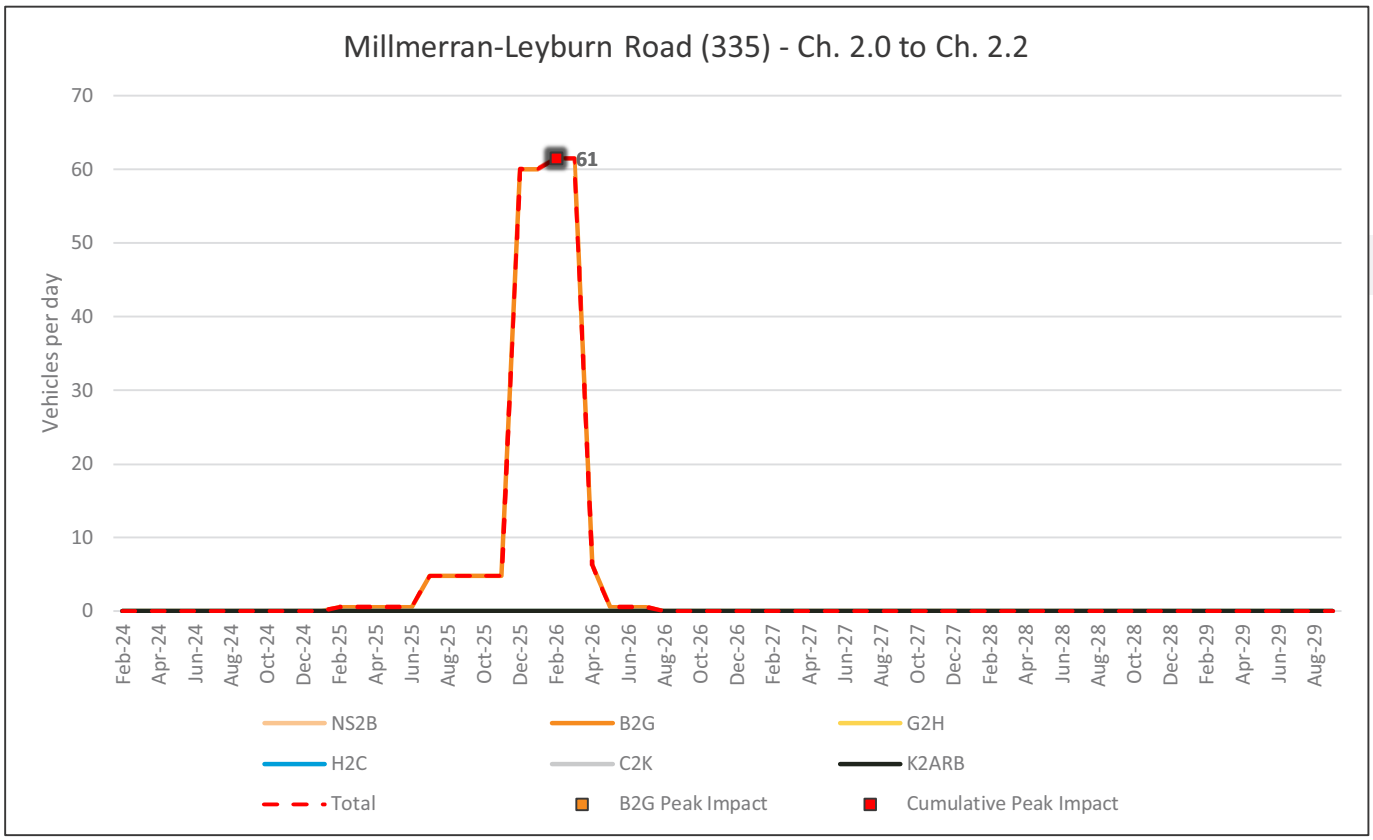
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Millmerran-Leyburn Road (335)**
Road section	**Ch. 2.0 to Ch. 2.2**

	B2G	Cumulative
Peak veh/day across construction	**61**	**61**
Peak impact month	**Feb-26**	**Feb-26**
Length of peak period	**2**	**2**



Road ID	M11-E122
Road name	Port Drive (NA24)
Road section	Ch. 0.0 to Ch. 5.0

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	134	134
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	196	148

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	134	134	134	134	134	134	135	135	135	135	135	135
C2K	0	0	0	0	0	0	0	0	0	0	1	1
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	212	179	170	216	254	251	232	232	189	187	200	152

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	2	2	2	2	2	2	4	4	3	2
H2C	135	135	135	135	135	136	137	135	135	135	135	135
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	183	172	219	255	252	234	233	191	190	200	152

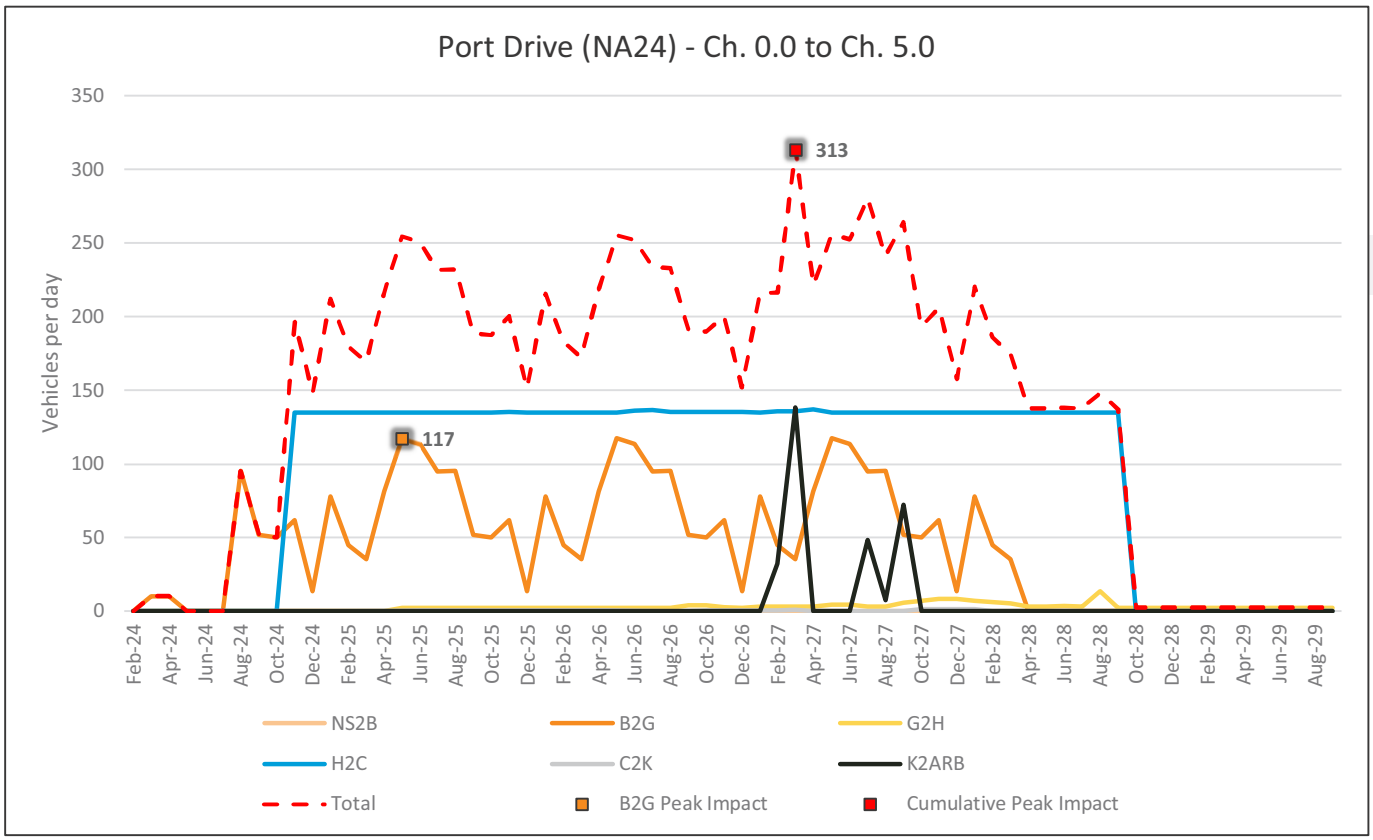
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	3	3	3	3	4	4	3	3	5	7	8	8
H2C	134	136	136	137	134	135	135	135	135	135	134	134
C2K	0	0	1	0	0	0	0	0	0	1	1	1
K2ARB	0	32	138	0	0	0	48	8	72	0	0	0
Total	216	216	313	222	256	252	281	241	264	193	206	158

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	7	6	5	3	3	4	3	14	2	2	2	2
H2C	134	134	134	134	134	134	134	134	134	0	0	0
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	186	175	138	138	138	138	148	137	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Port Drive (NA24)
Road section	Ch. 0.0 to Ch. 5.0

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1



Road ID	M10-M11
Road name	Port of Brisbane Motorway (U27)
Road section	Ch. 0.0 to Ch. 6.0

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	134	134
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	196	148

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	134	134	134	134	134	134	135	135	135	135	135	135
C2K	0	0	0	0	0	0	0	0	0	0	1	1
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	212	179	170	216	254	251	232	232	189	187	200	152

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	2	2	2	2	2	2	4	4	3	2
H2C	135	135	135	135	135	136	137	135	135	135	135	135
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	183	172	219	255	252	234	233	191	190	200	152

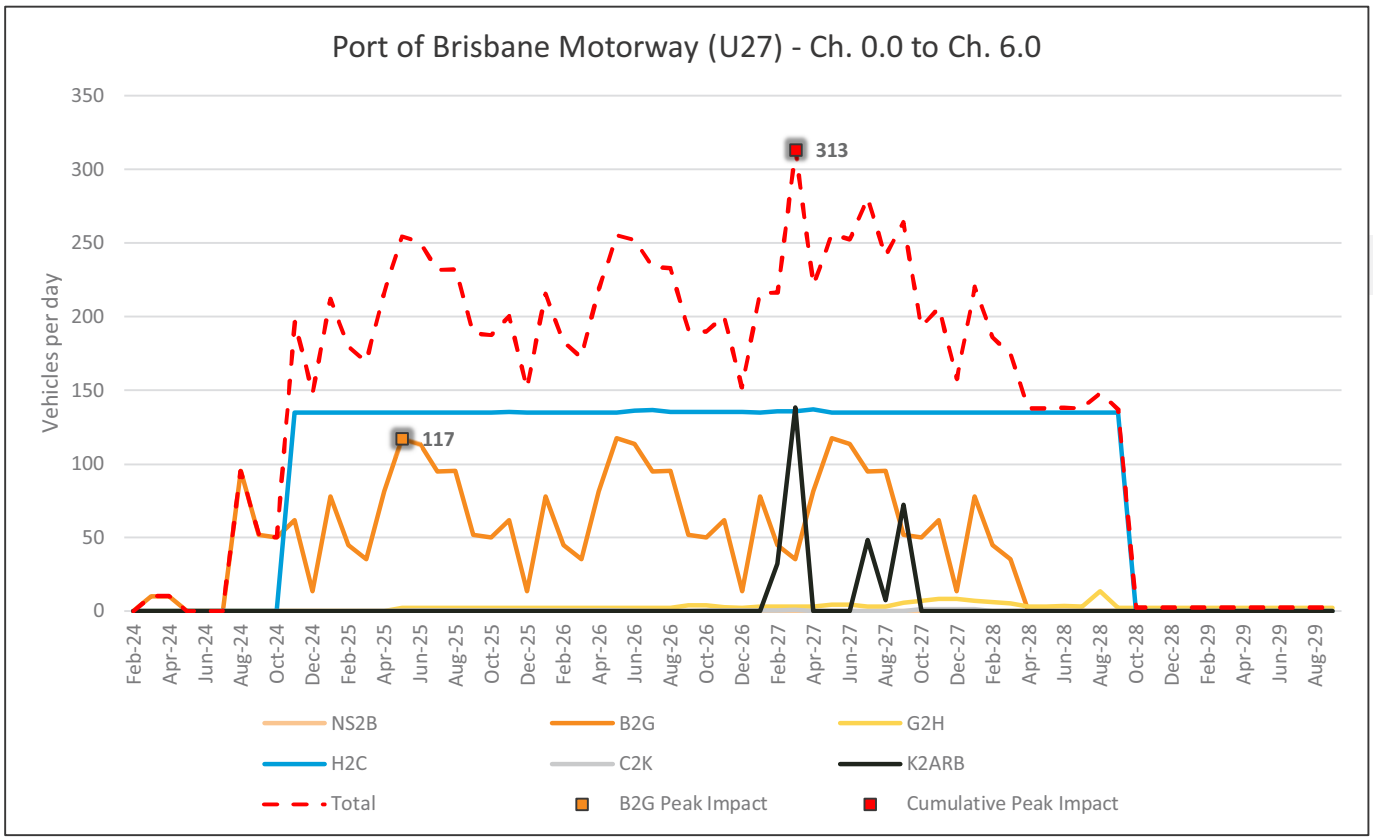
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	3	3	3	3	4	4	3	3	5	7	8	8
H2C	134	136	136	137	134	135	135	135	135	135	134	134
C2K	0	0	1	0	0	0	0	0	0	1	1	1
K2ARB	0	32	138	0	0	0	48	8	72	0	0	0
Total	216	216	313	222	256	252	281	241	264	193	206	158

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	7	6	5	3	3	4	3	14	2	2	2	2
H2C	134	134	134	134	134	134	134	134	134	0	0	0
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	186	175	138	138	138	138	148	137	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Port of Brisbane Motorway (U27)
Road section	Ch. 0.0 to Ch. 6.0

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1



Road ID	X17-X70
Road name	Texas-Yelarbon Road (2322)
Road section	Ch. 53.3 to Ch. 54.6

	B2G	Cumulative
Peak veh/day across construction	40	40
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	40	40	40	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	40	40	40	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

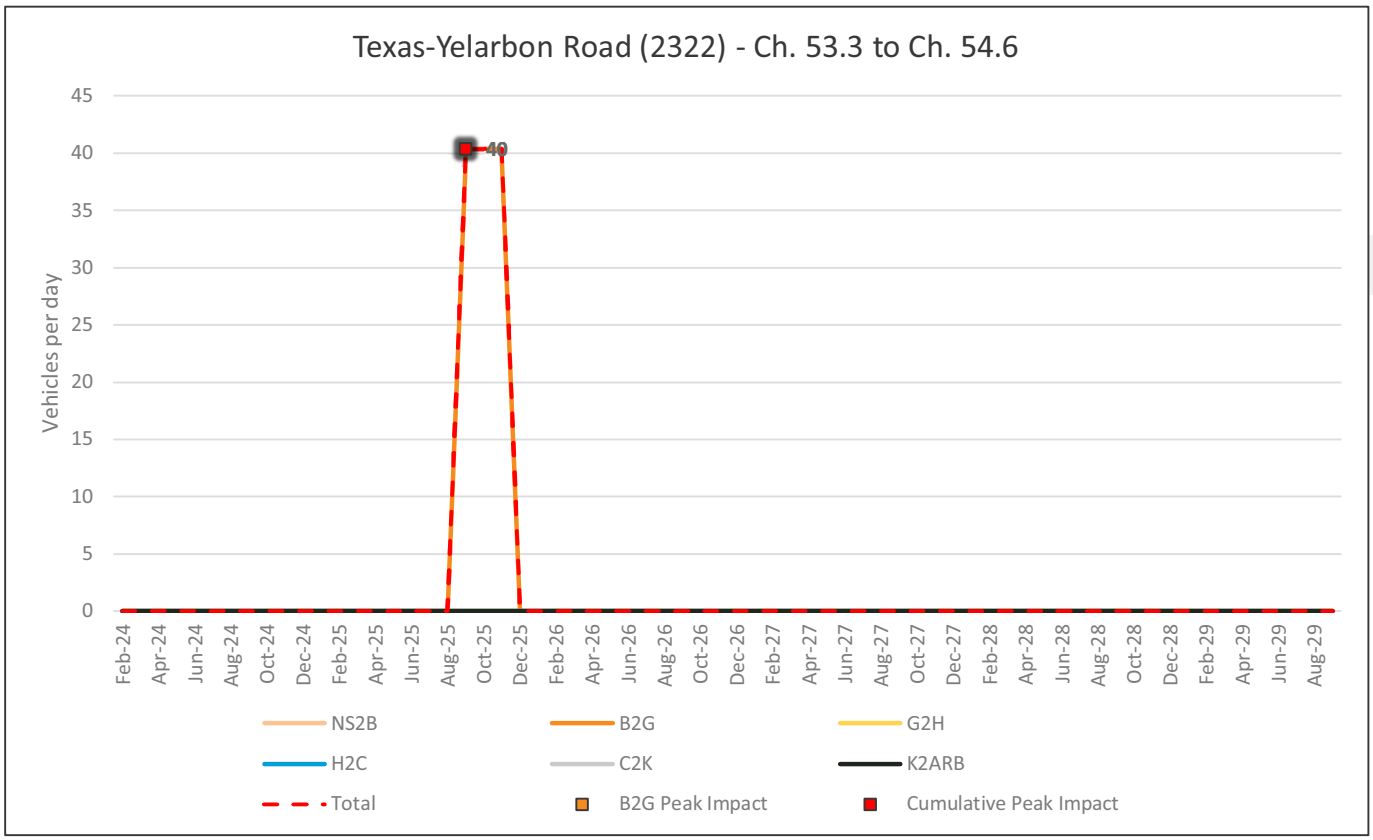
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Texas-Yelarbon Road (2322)**
Road section	**Ch. 53.3 to Ch. 54.6**

	B2G	Cumulative
Peak veh/day across construction	**40**	**40**
Peak impact month	**Sep-25**	**Sep-25**
Length of peak period	**3**	**3**



Road ID	X22-X44
Road name	Toowoomba-Athol Road (316)
Road section	Ch. 2.1 to Ch. 16.8

	B2G	Cumulative
Peak veh/day across construction	99	99
Peak impact month	May-25	May-25
Length of peak period	15	15

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	98	98	98	98	98	98
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	98	98	98	98	98	98

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	98	98	98	98	99	99	99	99	99	99	99	99
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	98	98	98	99	99	99	99	99	99	99	99

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	99	99	99	99	99	99	99	98	98	98	98	98
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	99	99	99	99	99	99	99	98	98	98	98	98

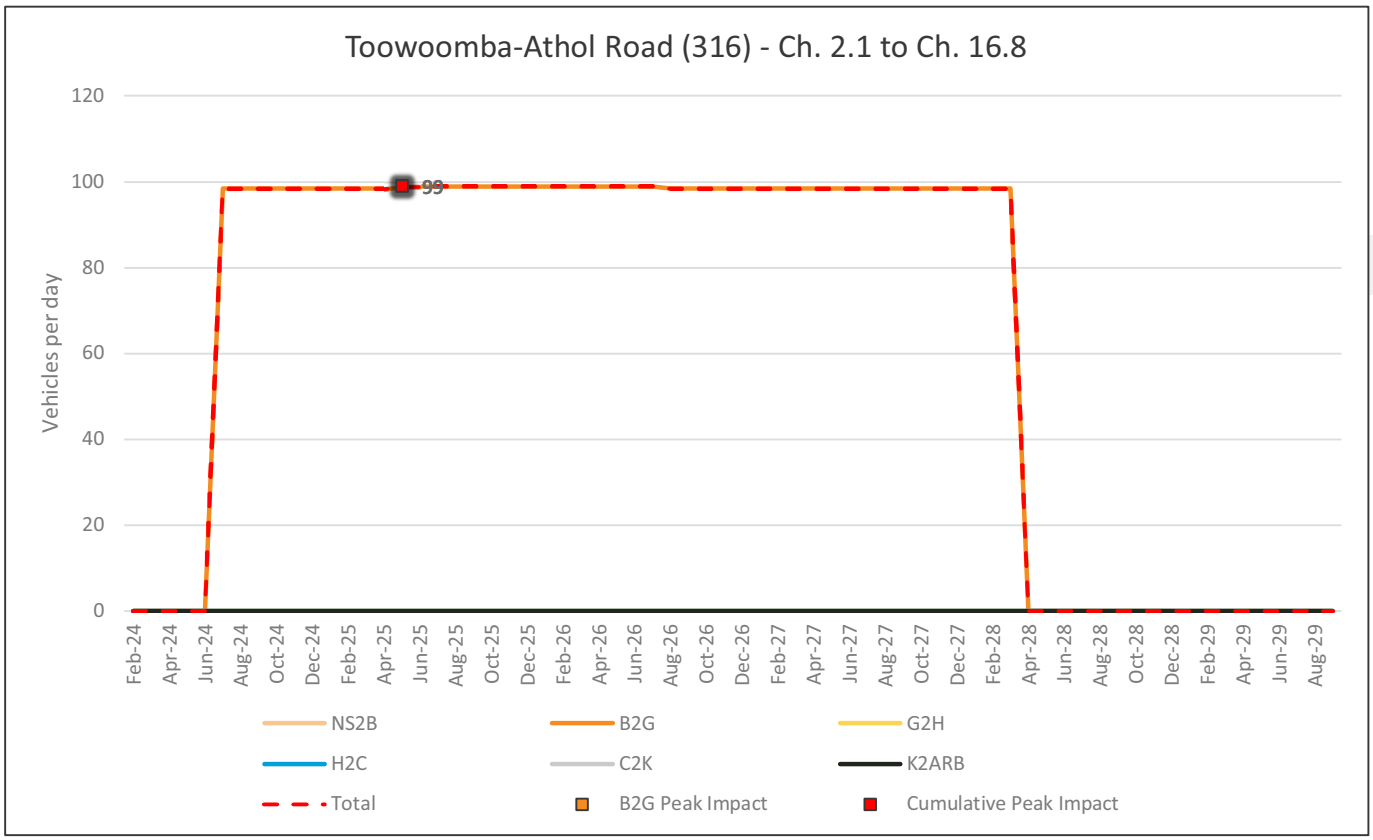
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	98	98	98	98	98	98	98	98	98	98	98	98
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	98	98	98	98	98	98	98	98	98	98	98

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	98	98	98	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	98	98	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba-Athol Road (316)
Road section	Ch. 2.1 to Ch. 16.8

	B2G	Cumulative
Peak veh/day across construction	99	99
Peak impact month	May-25	May-25
Length of peak period	15	15



Road ID	X74-X73
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 2.0 to Ch. 6.0

	B2G	Cumulative
Peak veh/day across construction	15	16
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	1	2	4
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	2	4

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	4	6	8	8	10	12	12	14	14	13	15	12
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	6	8	8	10	12	12	15	15	14	16	13

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	8	8	10	8	6	6	7	4	2	4	5	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	9	11	9	7	7	8	4	2	4	5	4

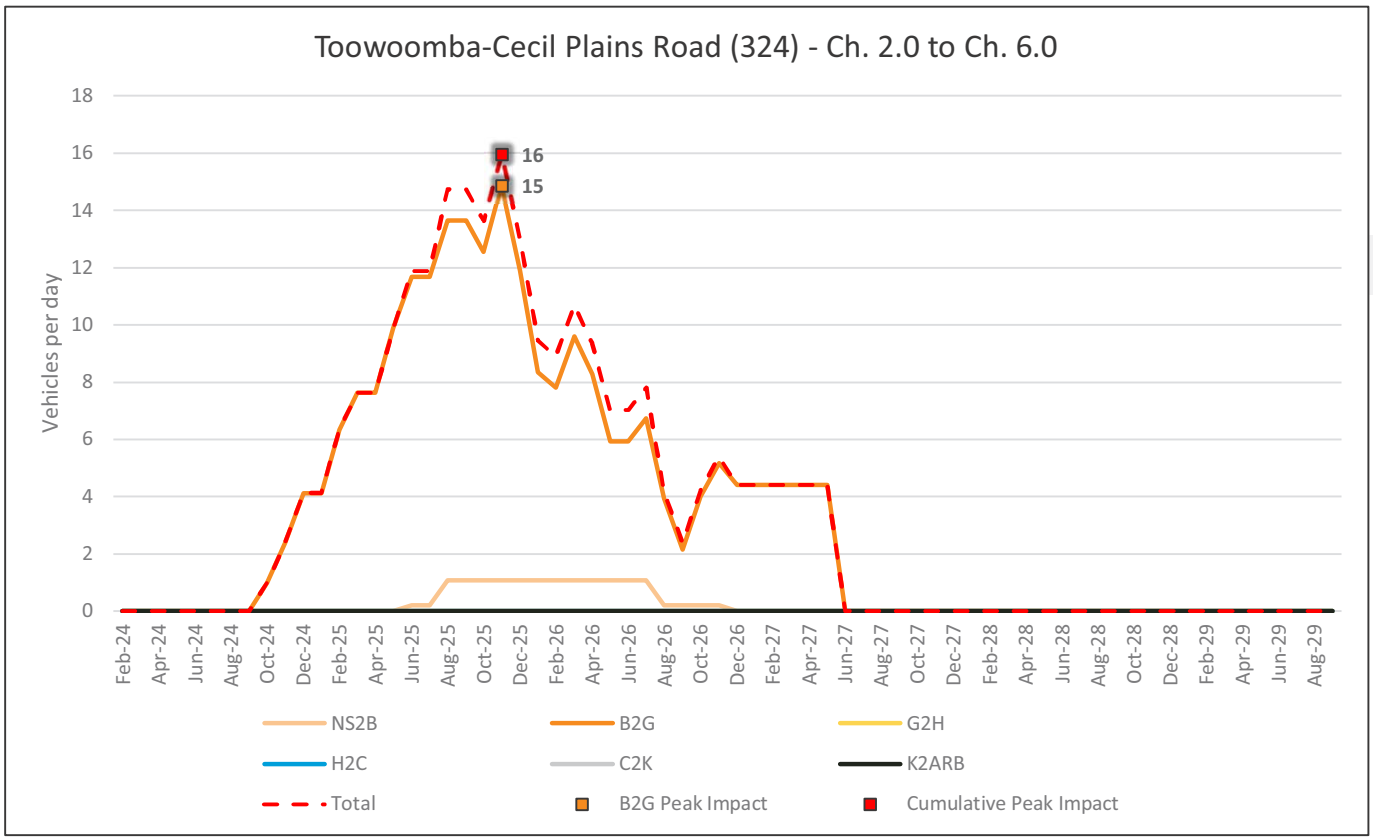
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	4	4	4	4	4	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	4	4	4	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 2.0 to Ch. 6.0

	B2G	Cumulative
Peak veh/day across construction	15	16
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X73-E29
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 6.0 to Ch. 6.4

	B2G	Cumulative
Peak veh/day across construction	13	14
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	1	2	4
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	2	4

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	4	6	8	8	10	10	10	12	12	11	13	10
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	6	8	8	10	10	10	13	13	12	14	11

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	8	8	10	8	6	6	7	4	2	1	1	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	9	11	9	7	7	8	4	2	1	1	0

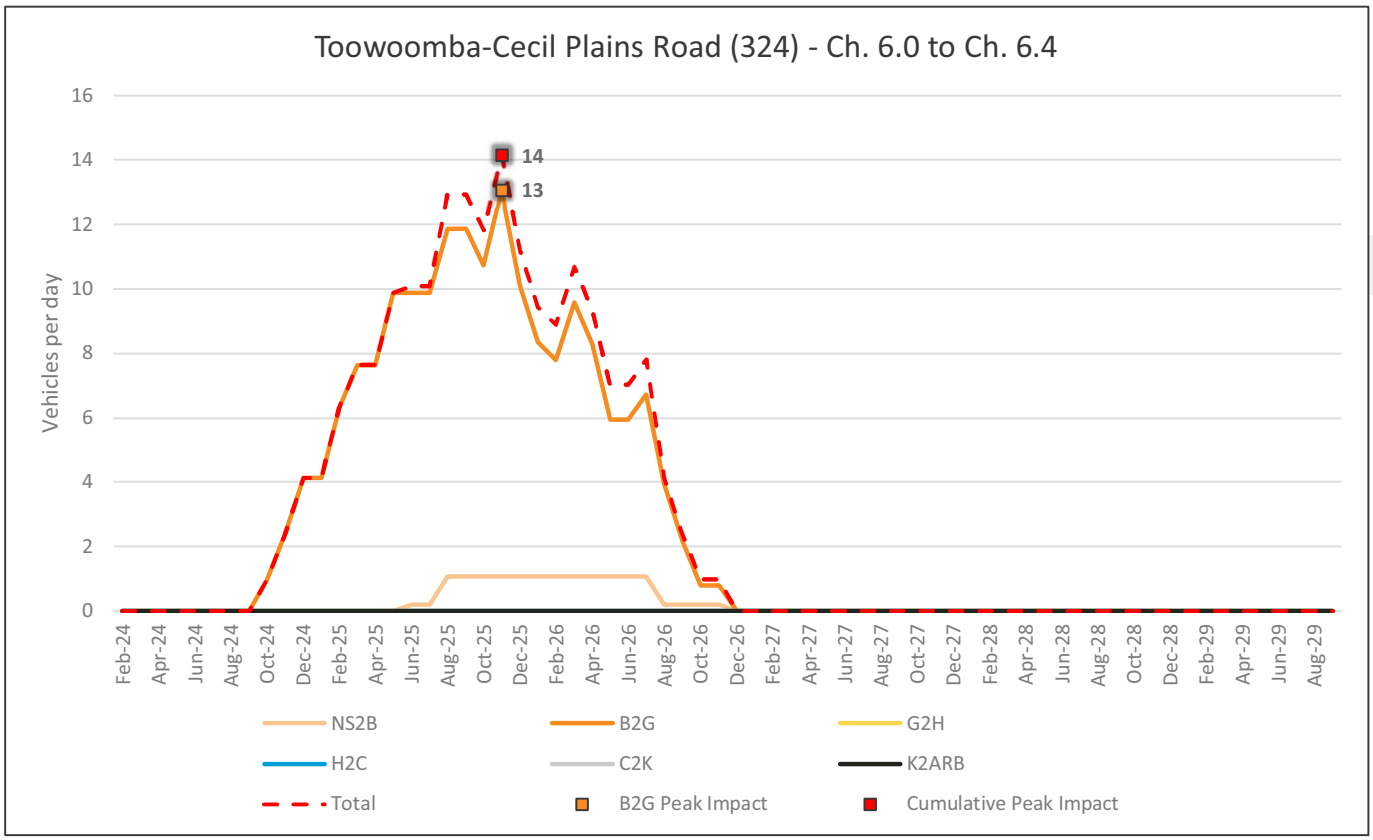
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 6.0 to Ch. 6.4

	B2G	Cumulative
Peak veh/day across construction	13	14
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	E29-X78
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 6.4 to Ch. 8.3

	B2G	Cumulative
Peak veh/day across construction	31	32
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	3	3	4	6	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	3	4	6	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	7	24	26	26	28	28	28	30	30	29	31	13
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	24	26	26	28	28	28	31	31	30	32	15

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	12	11	14	12	10	10	11	8	7	5	5	5
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	12	15	13	11	11	12	9	7	6	6	5

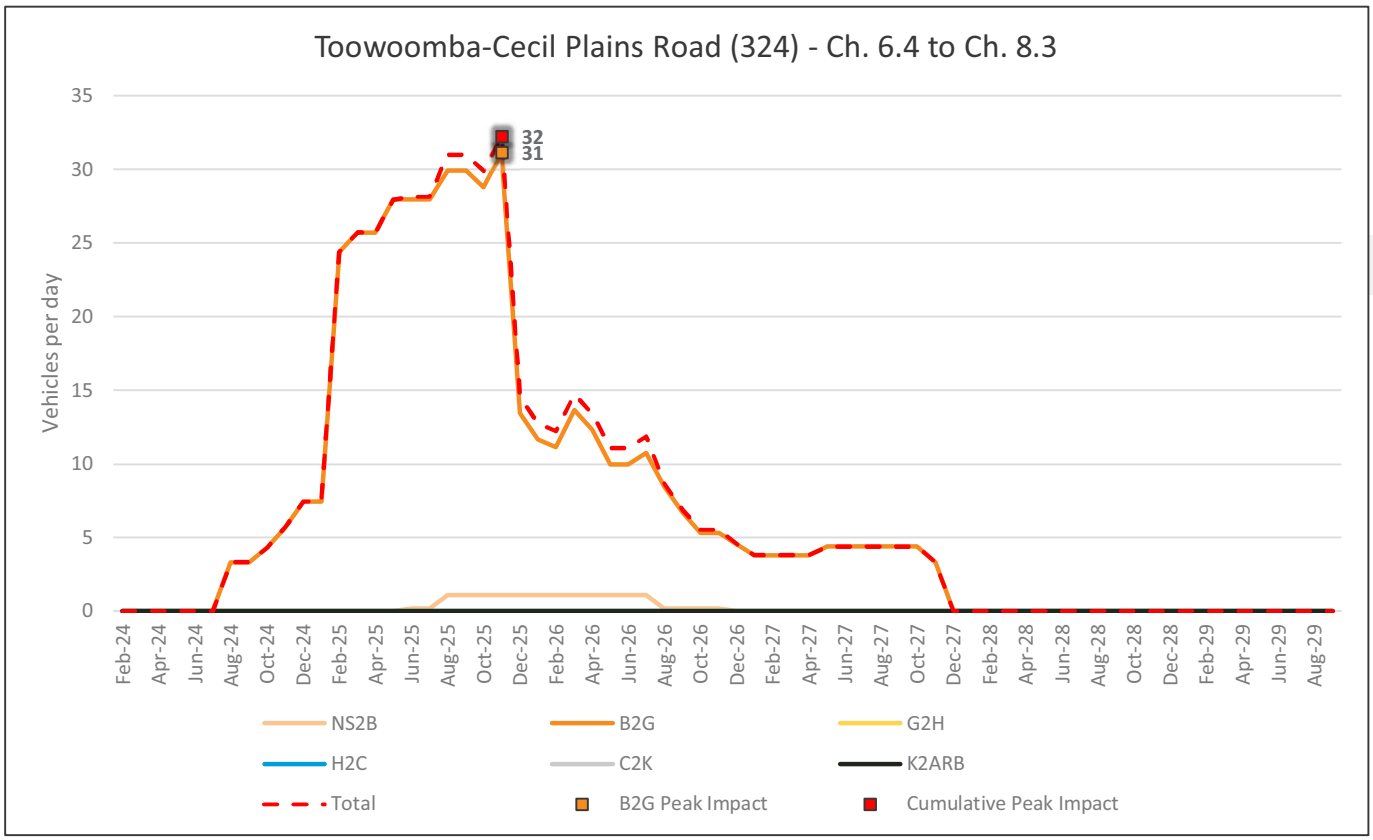
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	4	4	4	4	4	4	4	4	4	4	3	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	4	4	4	4	4	4	4	4	3	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 6.4 to Ch. 8.3

	B2G	Cumulative
Peak veh/day across construction	31	32
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X78-X75
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 8.3 to Ch. 9.2

	B2G	Cumulative
Peak veh/day across construction	85	85
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	1	4	4	5	7	9
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	4	4	5	7	9

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	9	26	27	27	29	29	29	31	31	30	32	15
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	26	27	27	29	29	29	31	31	30	32	15

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	13	12	15	13	11	11	12	10	8	6	6	6
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	12	15	13	11	11	12	10	8	6	6	6

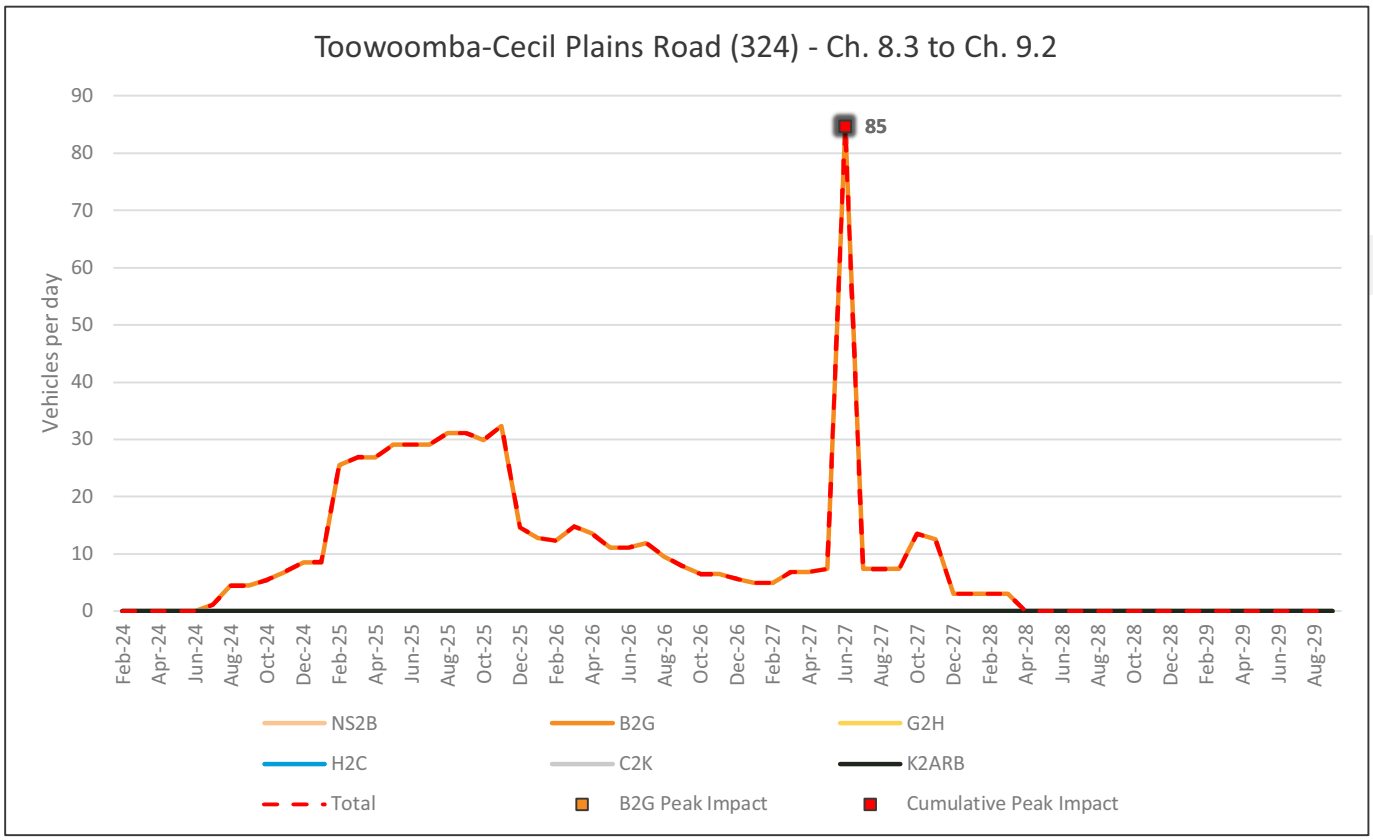
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	5	5	7	7	7	85	7	7	7	14	12	3
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	7	7	7	85	7	7	7	14	12	3

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	3	3	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	3	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 8.3 to Ch. 9.2

	B2G	Cumulative
Peak veh/day across construction	85	85
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	X75-E115
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 9.2 to Ch. 10.0

	B2G	Cumulative
Peak veh/day across construction	77	77
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	1	12	12	13	14	16
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	12	12	13	14	16

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	16	67	68	68	72	72	72	74	74	73	77	25
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	67	68	68	72	72	72	74	74	73	77	25

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	23	23	23	22	20	20	21	18	16	15	15	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	23	23	22	20	20	21	18	16	15	15	14

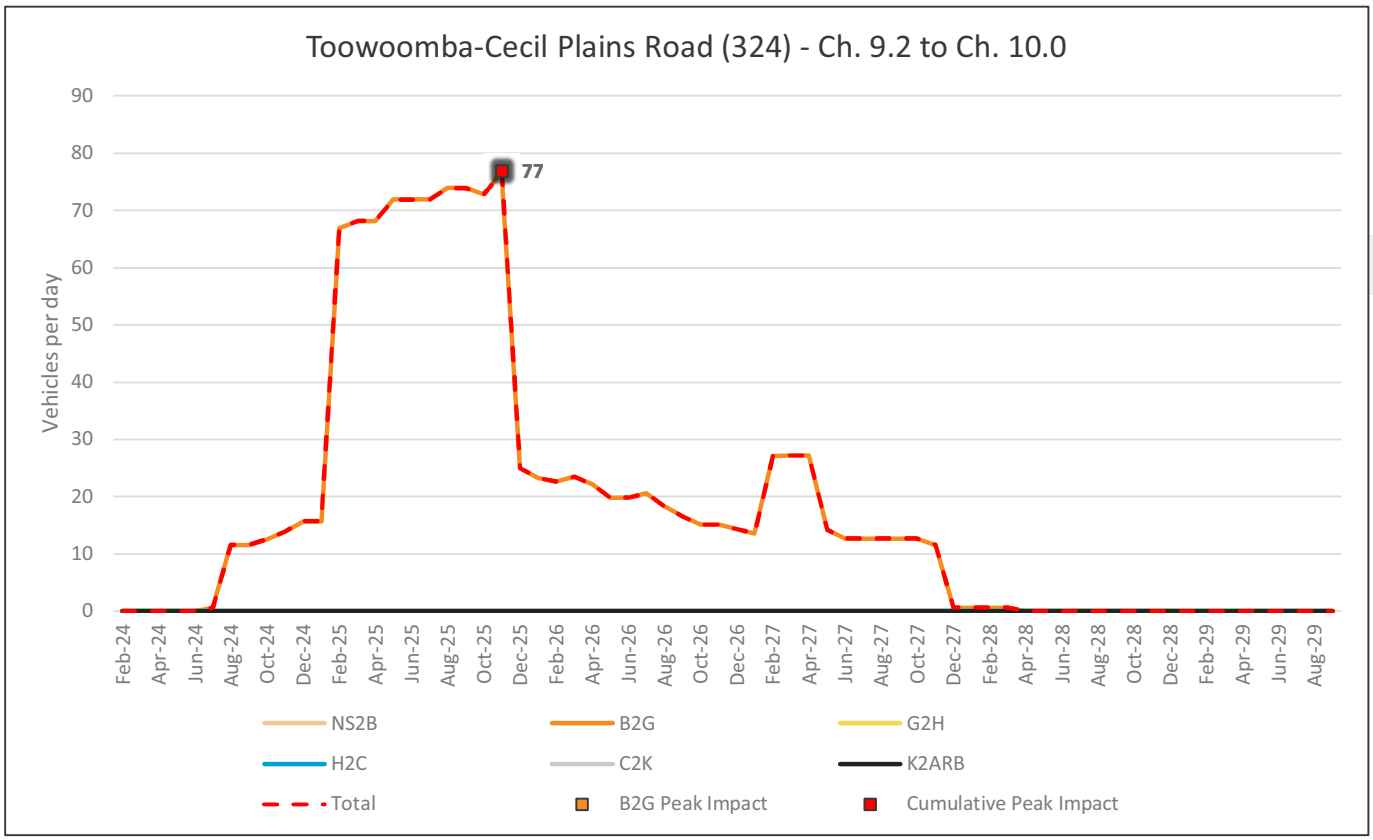
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	27	27	27	14	13	13	13	13	13	12	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	27	27	27	14	13	13	13	13	13	12	1

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 9.2 to Ch. 10.0

	B2G	Cumulative
Peak veh/day across construction	77	77
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	E115-X144
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 10.0 to Ch. 10.1

	B2G	Cumulative
Peak veh/day across construction	98	98
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	22	33	33	34	35	37
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	22	33	33	34	35	37

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	37	88	89	89	93	93	93	95	95	94	98	46
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	88	89	89	93	93	93	95	95	94	98	46

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	44	44	45	43	41	41	42	39	38	36	36	35
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	44	45	43	41	41	42	39	38	36	36	35

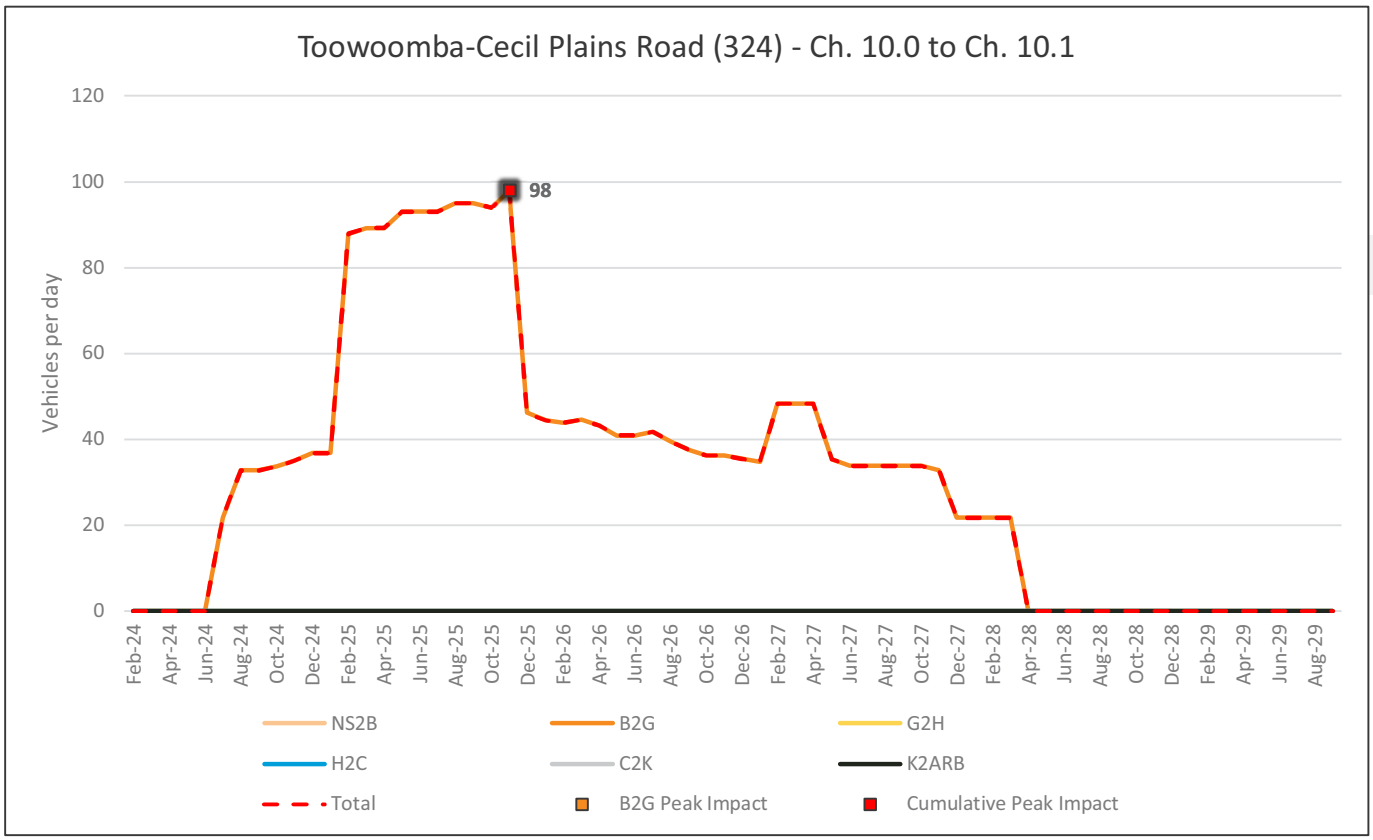
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	35	48	48	48	35	34	34	34	34	34	33	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	48	48	48	35	34	34	34	34	34	33	22

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 10.0 to Ch. 10.1

	B2G	Cumulative
Peak veh/day across construction	98	98
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X144-X76
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 10.1 to Ch. 10.3

	B2G	Cumulative
Peak veh/day across construction	159	159
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	22	22	22	22	22	22
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	22	22	22	22	22	22

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	22	23	23	23	24	24	24	159	25
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	22	23	23	23	24	24	24	159	25

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	25	25	27	27	24	24	25	24	22	22	22	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	25	27	27	24	24	25	24	22	22	22	22

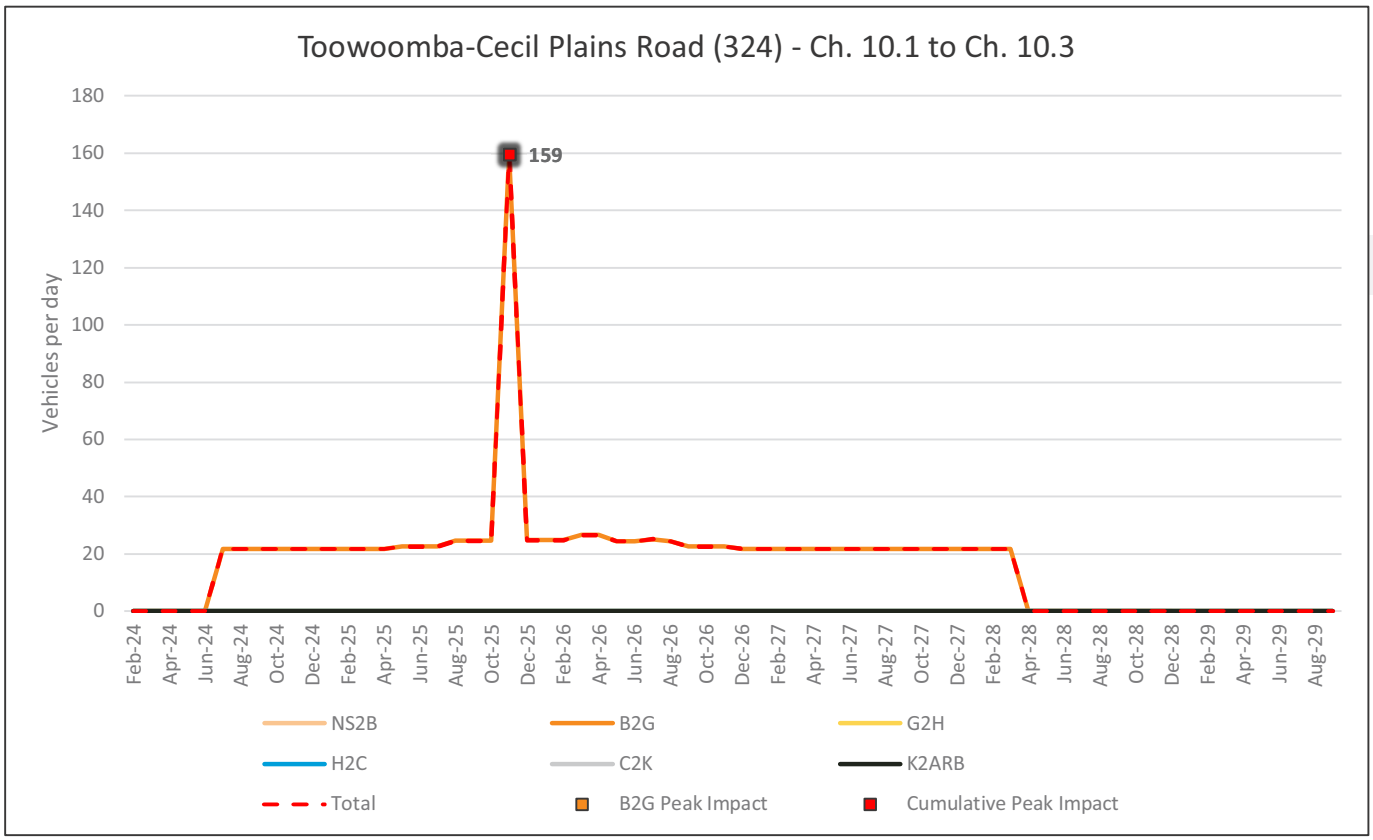
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	22	22	22	22	22	22	22	22	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	22	22	22	22	22	22	22	22	22

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 10.1 to Ch. 10.3

	B2G	Cumulative
Peak veh/day across construction	159	159
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X76-X71
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 10.3 to Ch. 12.1

	B2G	Cumulative
Peak veh/day across construction	160	160
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	22	22	22	22	22	22
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	22	22	22	22	22	22

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	22	23	23	23	24	24	24	160	25
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	22	23	23	23	24	24	24	160	25

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	25	25	27	27	24	24	25	25	22	22	23	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	25	27	27	24	24	25	25	22	22	23	22

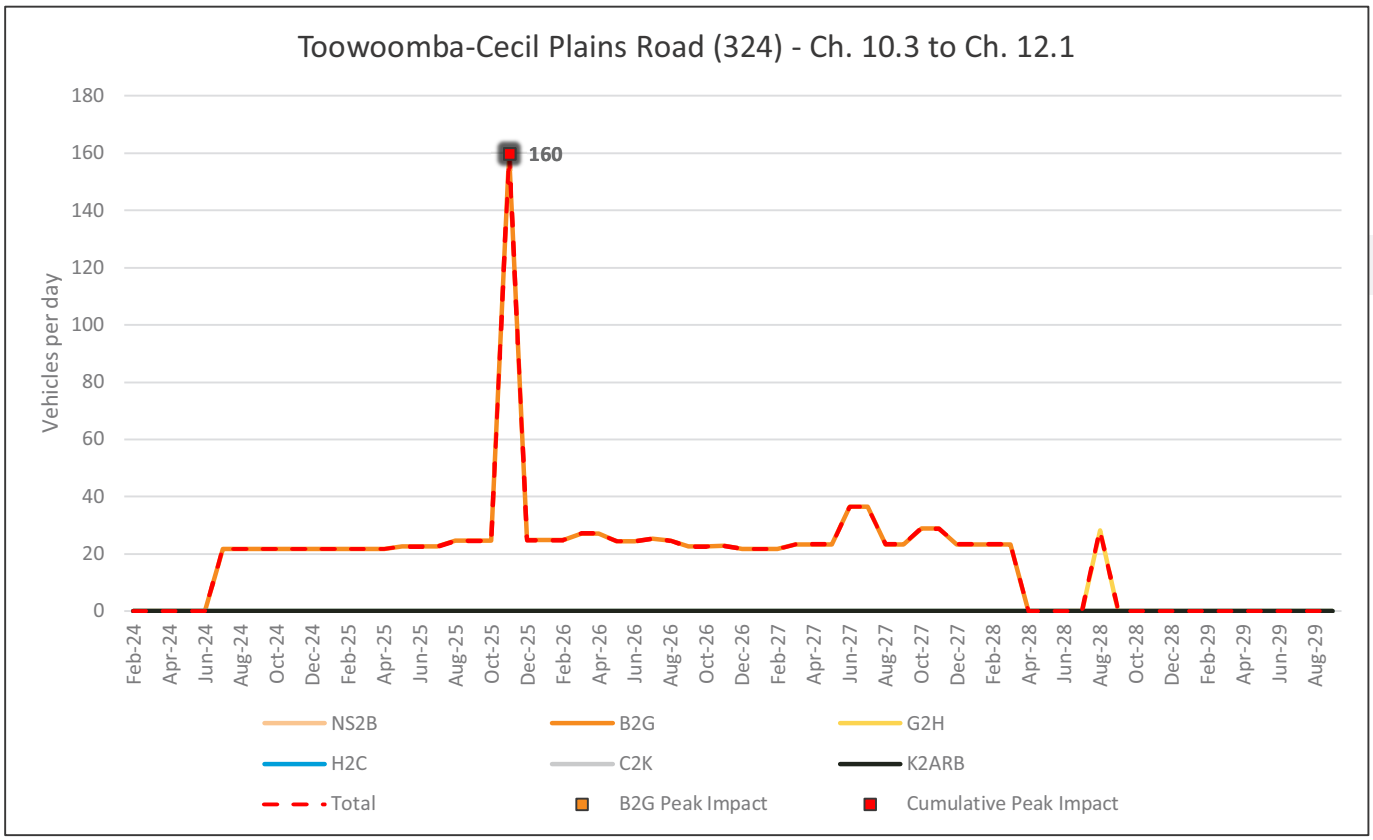
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	23	23	23	36	36	23	23	29	29	23
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	23	23	23	36	36	23	23	29	29	23

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	23	23	23	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	28	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	23	23	0	0	0	0	28	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 10.3 to Ch. 12.1

	B2G	Cumulative
Peak veh/day across construction	160	160
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X71-X72
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 12.1 to Ch. 14.5

	B2G	Cumulative
Peak veh/day across construction	254	254
Peak impact month	Dec-25	Dec-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	22	22	22	22	22	22
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	22	22	22	22	22	22

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	22	23	23	23	24	24	24	27	254
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	22	23	23	23	24	24	24	27	254

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	254	223	27	27	24	24	25	25	22	22	23	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	254	223	27	27	24	24	25	25	22	22	23	22

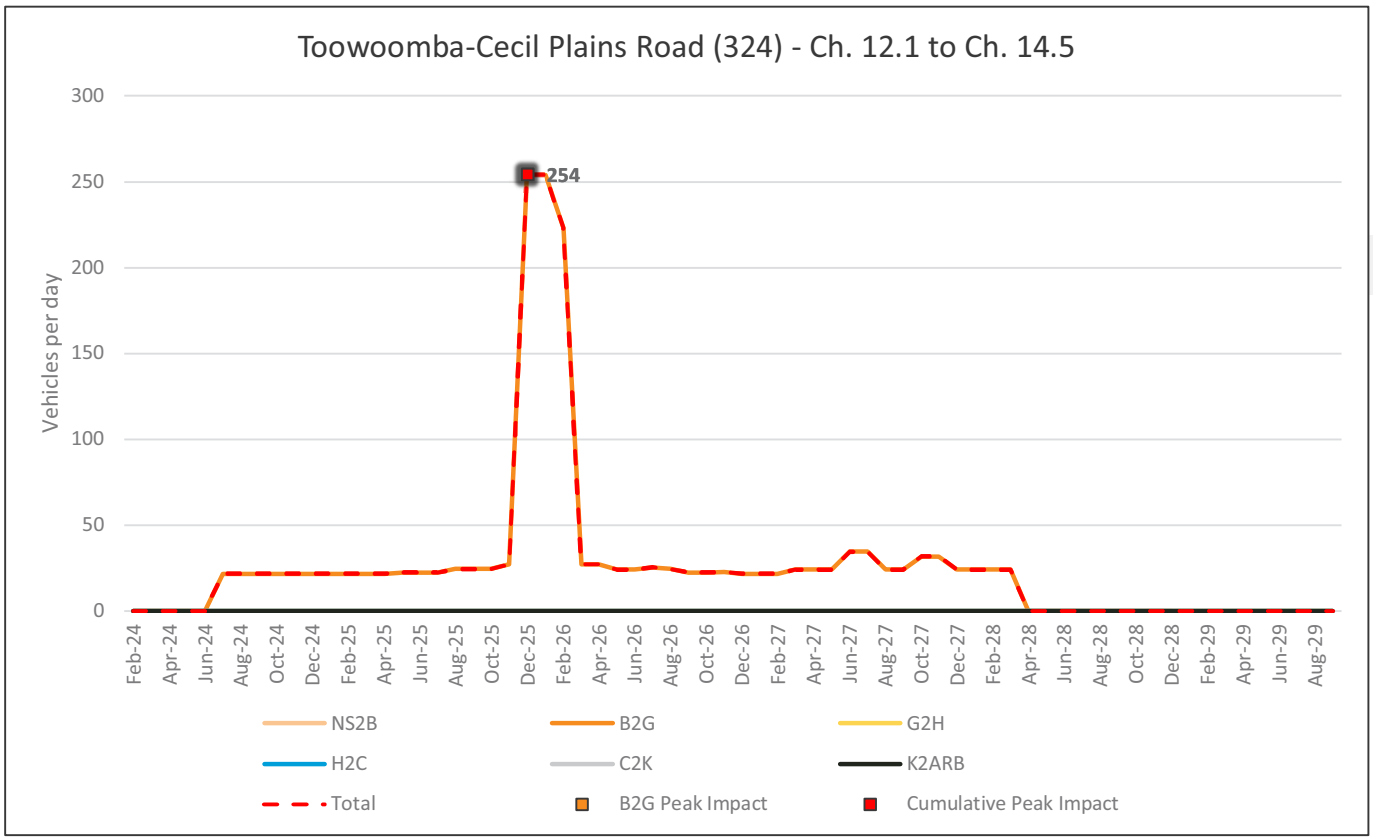
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	24	24	24	35	35	24	24	32	32	24
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	24	24	24	35	35	24	24	32	32	24

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	24	24	24	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	24	24	24	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 12.1 to Ch. 14.5

	B2G	Cumulative
Peak veh/day across construction	254	254
Peak impact month	Dec-25	Dec-25
Length of peak period	2	2



Road ID	X72-X77
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 14.5 to Ch. 16.3

	B2G	Cumulative
Peak veh/day across construction	279	279
Peak impact month	Dec-25	Dec-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	17	17	17	17	17
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	17	17	17	17	17

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	46	46	46	46	47	47	47	49	49	49	52	279
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	46	46	46	46	47	47	47	49	49	49	52	279

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	279	248	50	21	18	18	18	17	17	17	17	17
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	279	248	50	21	18	18	18	17	17	17	17	17

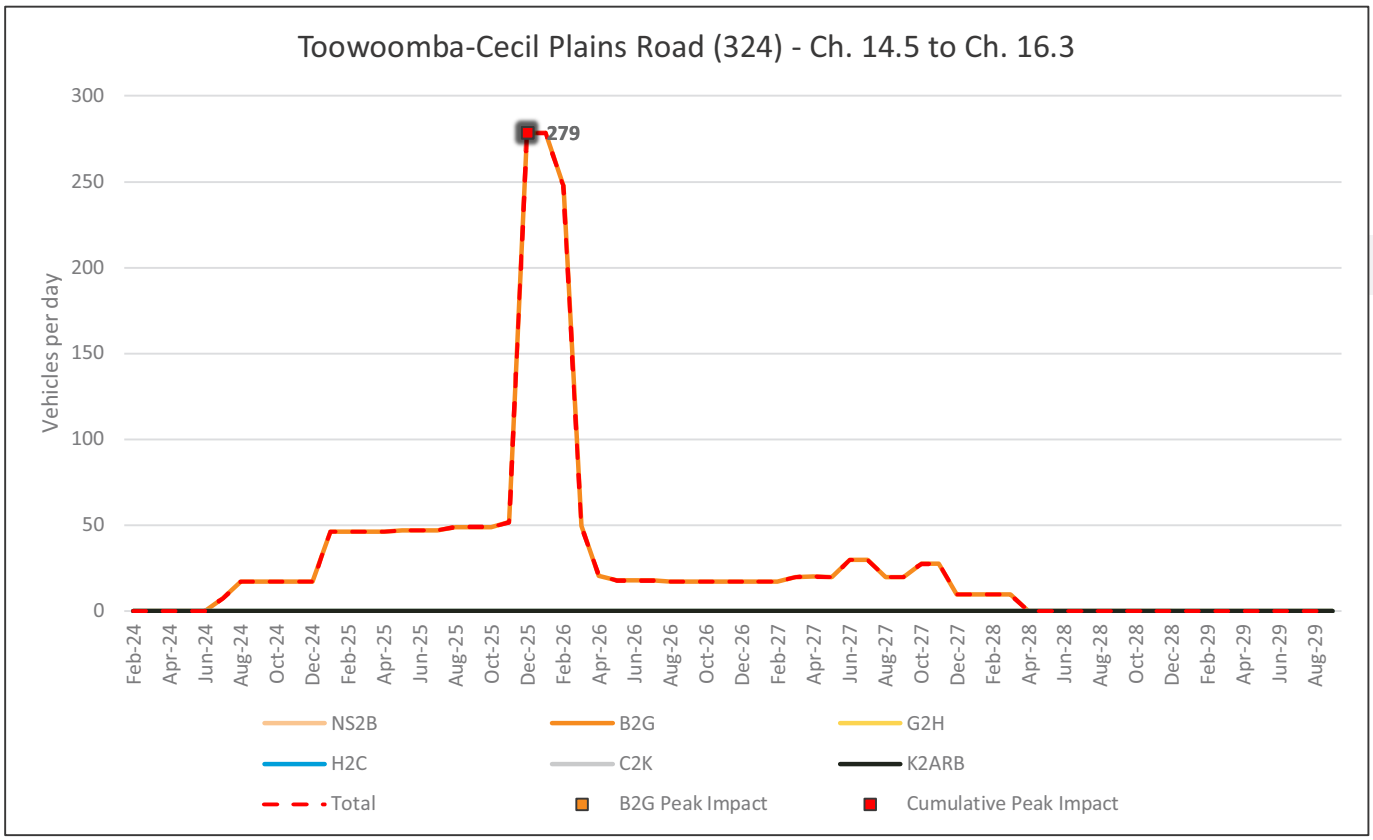
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	17	17	20	20	20	30	30	20	20	28	28	10
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	17	20	20	20	30	30	20	20	28	28	10

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	10	10	10	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	10	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba-Cecil Plains Road (324)
Road section	Ch. 14.5 to Ch. 16.3

	B2G	Cumulative
Peak veh/day across construction	279	279
Peak impact month	Dec-25	Dec-25
Length of peak period	2	2



Road ID	M1-E116
Road name	Toowoomba Connection Road (315)
Road section	Ch. 26.3 to Ch. 26.9

	B2G	Cumulative
Peak veh/day across construction	4	4
Peak impact month	Nov-26	Nov-26
Length of peak period	7	7

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	2	2	2	2	2	2	2
G2H	0	0	0	0	0	0	0	0	1	1	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	2	2	3	3	2	2

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	3	4	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	3	4	4

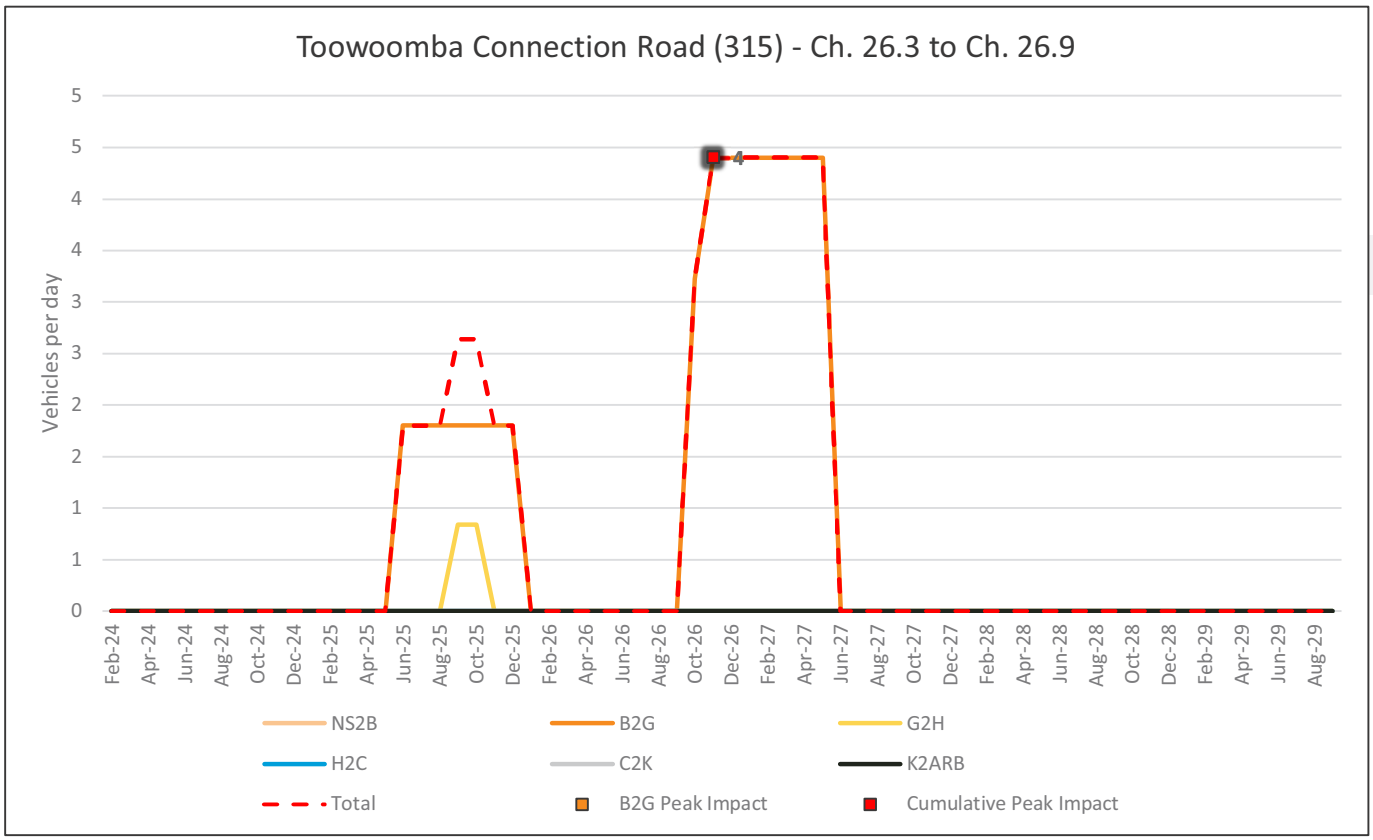
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	4	4	4	4	4	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	4	4	4	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba Connection Road (315)
Road section	Ch. 26.3 to Ch. 26.9

	B2G	Cumulative
Peak veh/day across construction	4	4
Peak impact month	Nov-26	Nov-26
Length of peak period	7	7



Road ID	E116-X143
Road name	Toowoomba Connection Road (315)
Road section	Ch. 26.9 to Ch. 27.1

	B2G	Cumulative
Peak veh/day across construction	47	47
Peak impact month	Nov-26	Nov-26
Length of peak period	7	7

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	42	42	42	42	42	42
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	42	42	42	42	42	42

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	42	42	42	42	42	44	44	44	44	44	44	44
G2H	0	0	0	0	0	0	0	0	1	1	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	42	42	42	42	44	44	44	45	45	44	44

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	42	42	42	42	42	42	42	42	42	46	47	47
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	42	42	42	42	42	42	42	42	46	47	47

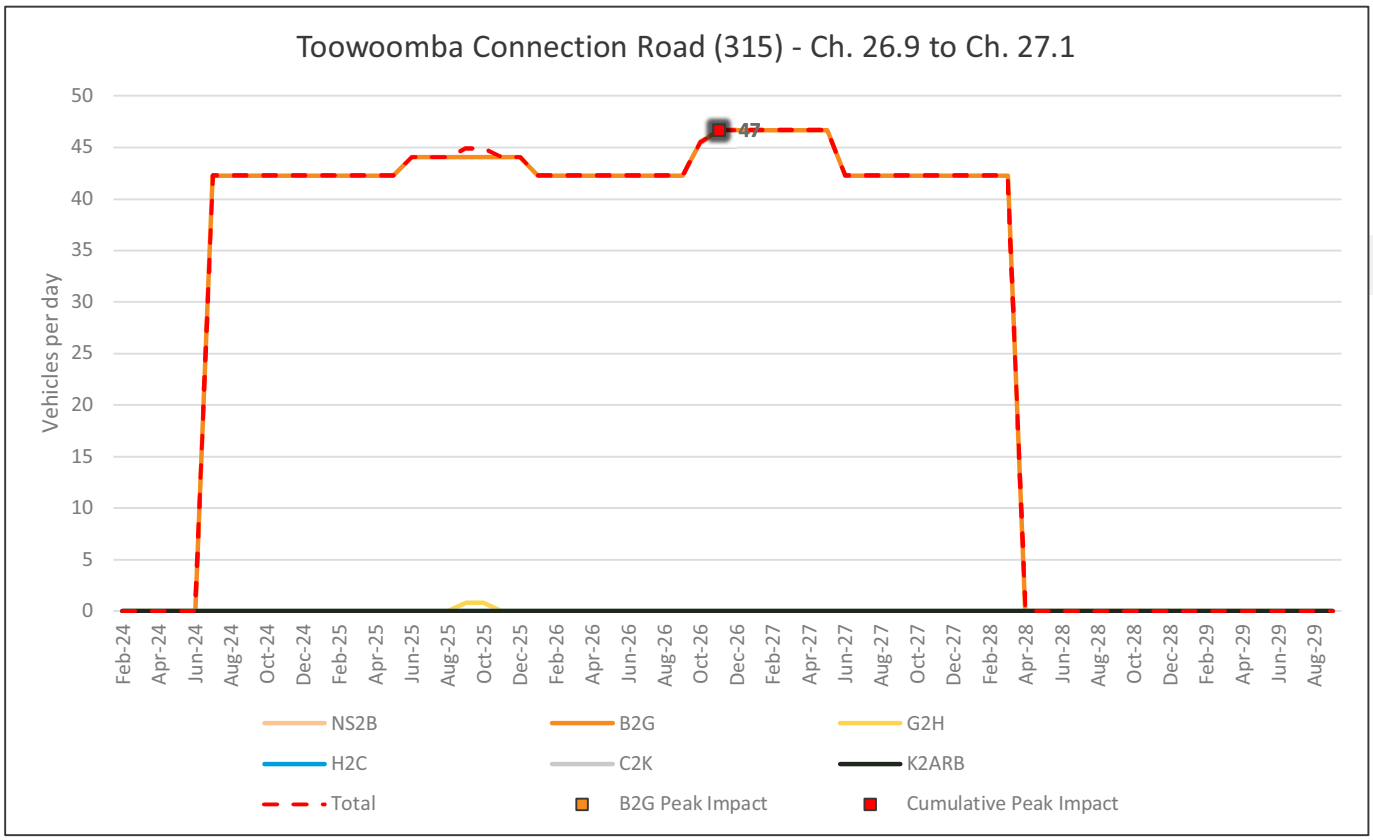
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	47	47	47	47	47	42	42	42	42	42	42	42
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	47	47	47	47	47	42	42	42	42	42	42	42

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	42	42	42	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	42	42	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Toowoomba Connection Road (315)**
Road section	**Ch. 26.9 to Ch. 27.1**

	B2G	Cumulative
Peak veh/day across construction	**47**	**47**
Peak impact month	**Nov-26**	**Nov-26**
Length of peak period	**7**	**7**



Road ID	M5-M4
Road name	Toowoomba Bypass (319A)
Road section	Ch. 0.0 to Ch. 26.8

	B2G	Cumulative
Peak veh/day across construction	117	460
Peak impact month	May-25	Nov-26
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	111	111
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	173	125

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	111	111	111	111	116	116	116	116	116	116	116	116
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	189	156	146	193	236	232	213	213	170	168	180	132

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	4	4	4	31	28	28	51	190	287	167
H2C	116	116	116	116	116	116	111	111	111	111	111	111
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	196	163	155	202	238	261	234	234	214	351	460	292

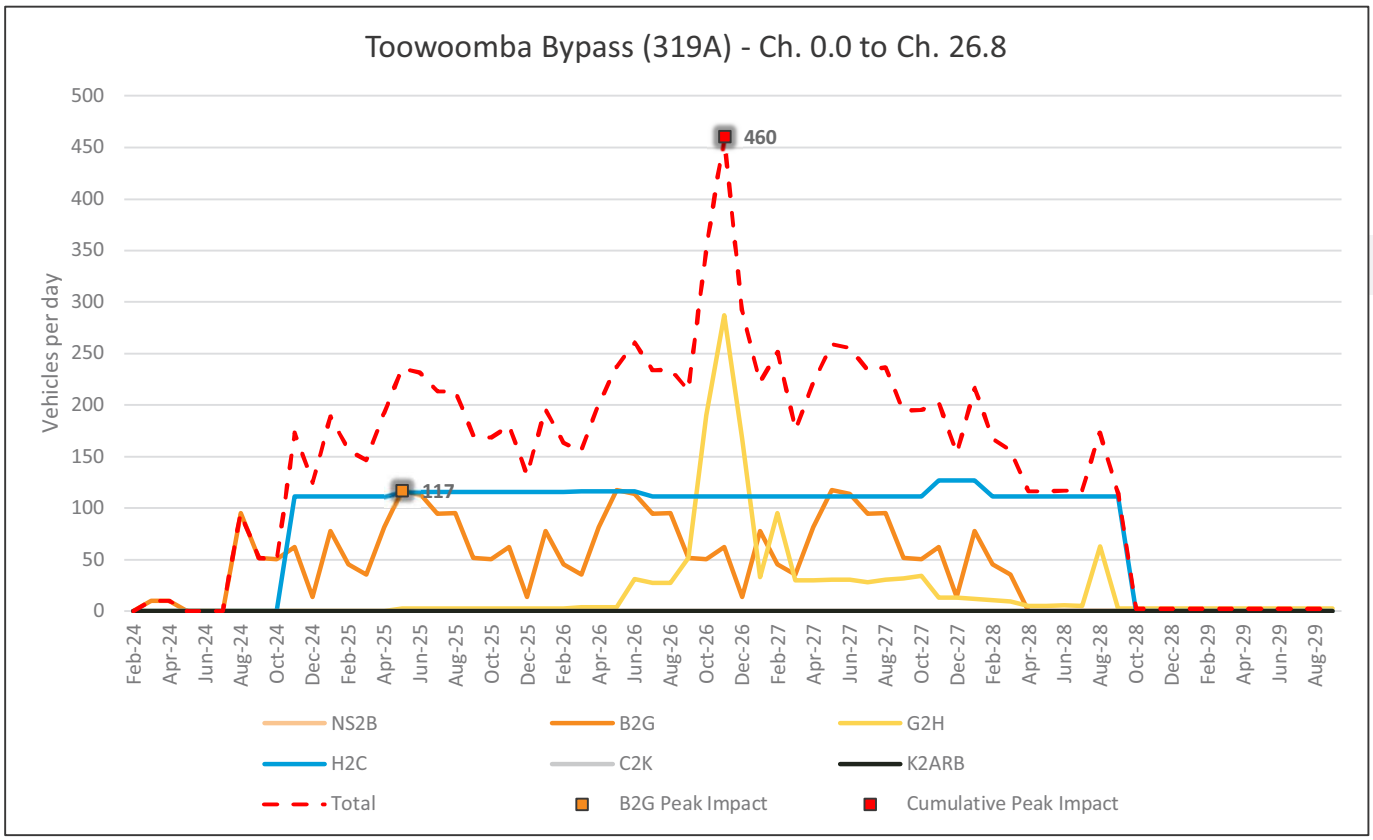
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	33	95	30	30	31	31	28	30	32	34	13	13
H2C	111	111	111	111	111	111	111	111	111	111	127	127
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	222	251	176	222	259	255	234	236	195	195	201	153

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	12	11	10	5	5	6	5	62	2	2	2	2
H2C	127	111	111	111	111	111	111	111	111	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	167	156	116	116	117	116	174	113	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Toowoomba Bypass (319A)
Road section	Ch. 0.0 to Ch. 26.8

	B2G	Cumulative
Peak veh/day across construction	117	460
Peak impact month	May-25	Nov-26
Length of peak period	3	1



Road ID	M4-J5
Road name	Toowoomba Bypass (319B)
Road section	Ch. 0.0 to Ch. 0.6

	B2G	Cumulative
Peak veh/day across construction	117	460
Peak impact month	May-25	Nov-26
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	111	111
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	173	125

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	111	111	111	111	116	116	116	116	116	116	116	116
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	189	156	146	193	236	232	213	213	170	168	180	132

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	4	4	4	31	28	28	51	190	287	167
H2C	116	116	116	116	116	116	111	111	111	111	111	111
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	196	163	155	202	238	261	234	234	214	351	460	292

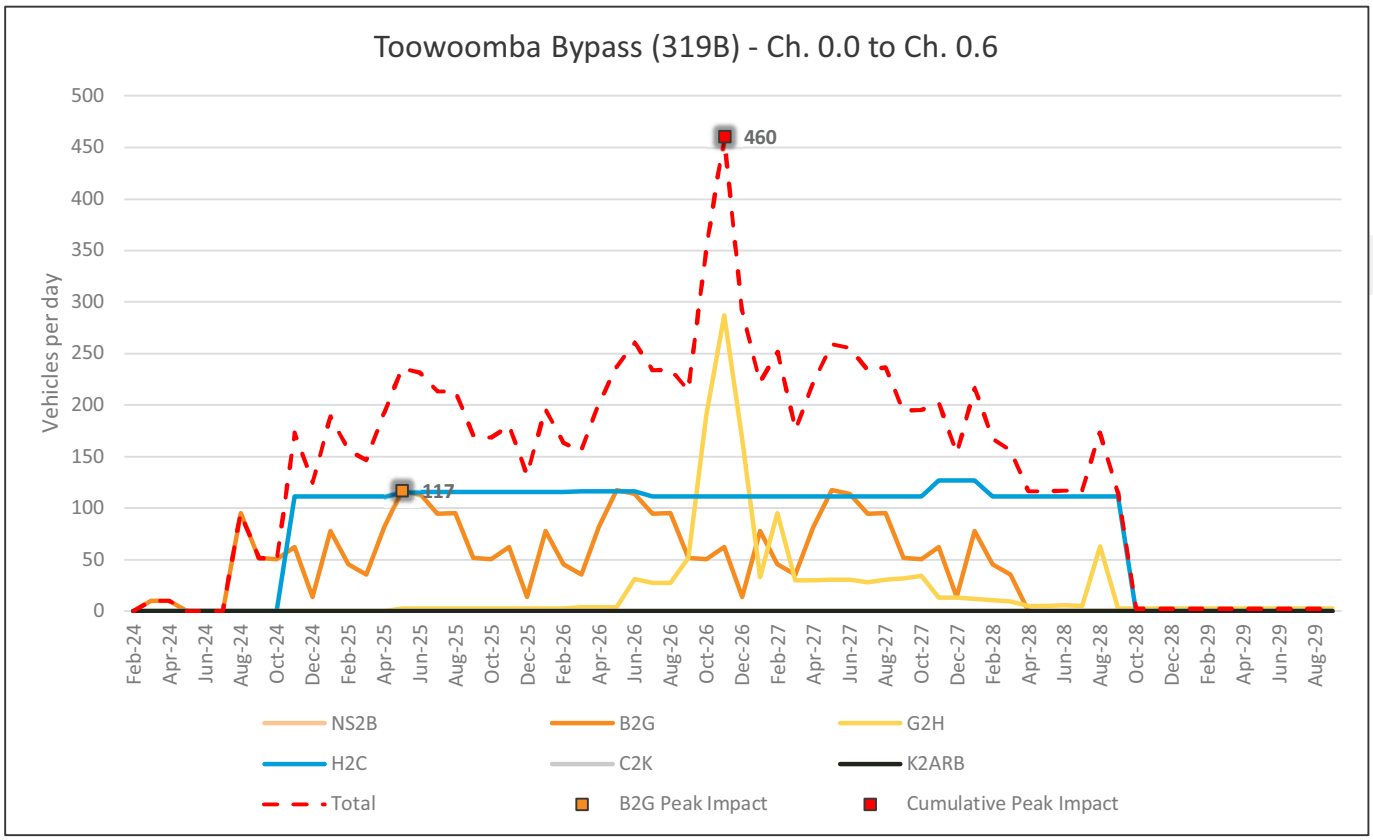
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	33	95	30	30	31	31	28	30	32	34	13	13
H2C	111	111	111	111	111	111	111	111	111	111	127	127
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	222	251	176	222	259	255	234	236	195	195	201	153

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	12	11	10	5	5	6	5	62	2	2	2	2
H2C	127	111	111	111	111	111	111	111	111	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	167	156	116	116	117	116	174	113	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Toowoomba Bypass (319B)
Road section	Ch. 0.0 to Ch. 0.6

	B2G	Cumulative
Peak veh/day across construction	117	460
Peak impact month	May-25	Nov-26
Length of peak period	3	1



Road ID	J5-J3
Road name	Toowoomba Bypass (319B)
Road section	Ch. 0.6 to Ch. 3.2

	B2G	Cumulative
Peak veh/day across construction	412	412
Peak impact month	May-25	May-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	102	59	58	330	281
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	102	59	58	330	281

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	356	340	330	376	412	408	389	390	346	85	229	32
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	356	340	330	376	412	408	389	390	346	85	229	32

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	96	65	55	90	126	122	104	104	61	59	69	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	65	55	90	126	122	104	104	61	59	69	22

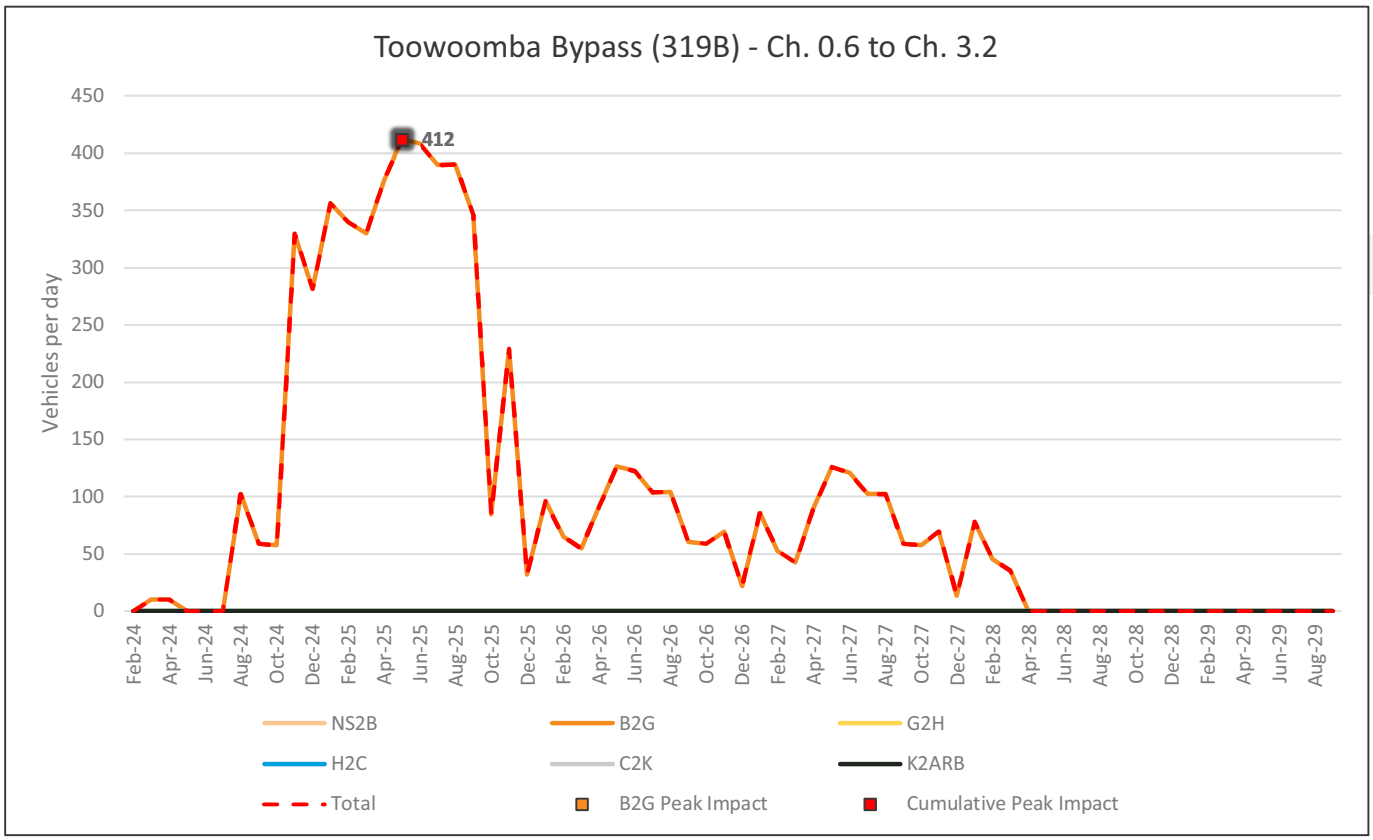
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	86	53	42	90	126	121	102	102	59	58	69	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	86	53	42	90	126	121	102	102	59	58	69	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	78	45	35	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba Bypass (319B)
Road section	Ch. 0.6 to Ch. 3.2

	B2G	Cumulative
Peak veh/day across construction	412	412
Peak impact month	May-25	May-25
Length of peak period	1	1



Road ID	J3-J4
Road name	Toowoomba Bypass (319B)
Road section	Ch. 3.2 to Ch. 4.1

	B2G	Cumulative
Peak veh/day across construction	412	412
Peak impact month	May-25	May-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	102	59	58	330	281
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	102	59	58	330	281

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	356	340	330	376	412	408	389	390	346	85	96	32
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	356	340	330	376	412	408	389	390	346	85	96	32

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	96	65	55	90	126	122	104	104	61	59	69	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	65	55	90	126	122	104	104	61	59	69	22

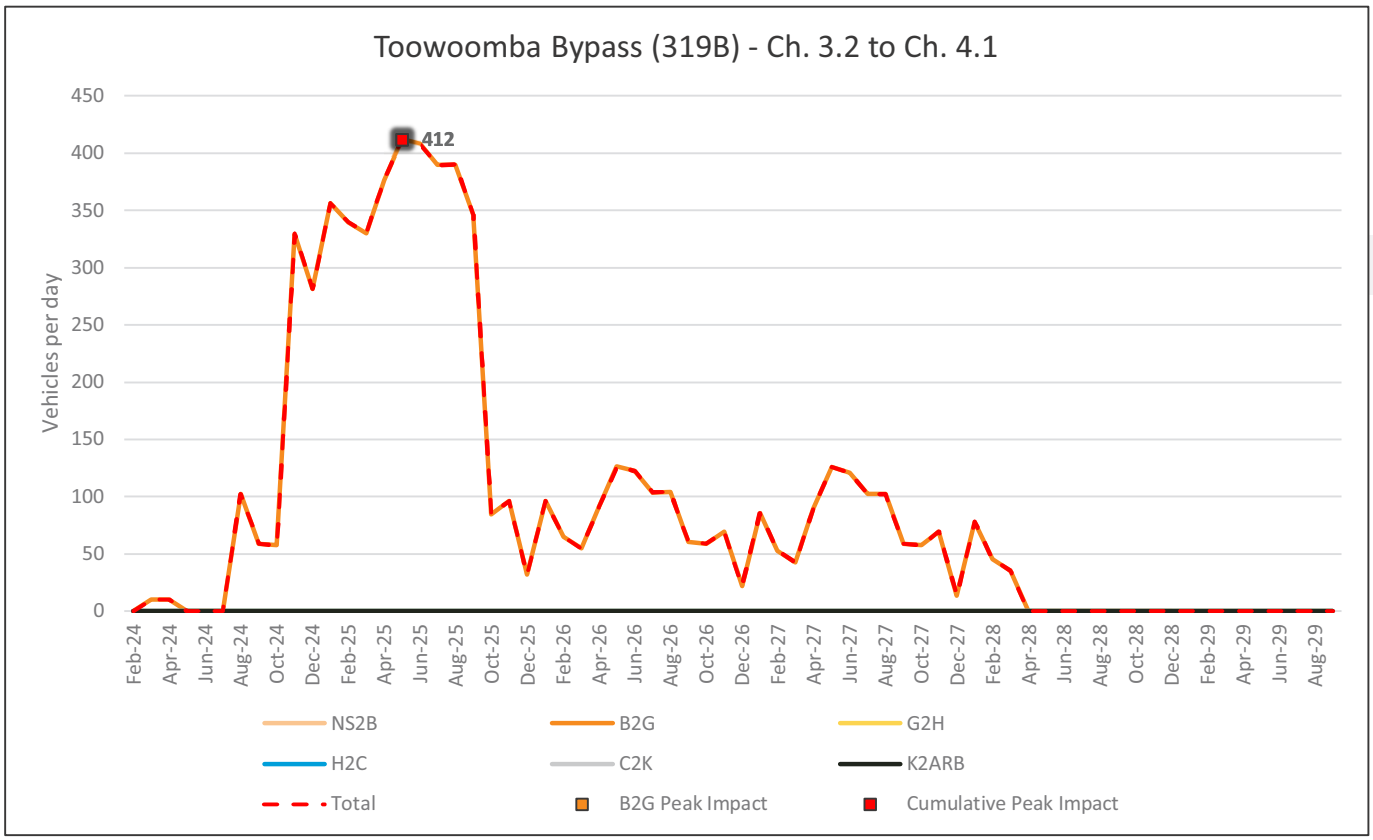
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	86	53	42	90	126	121	102	102	59	58	69	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	86	53	42	90	126	121	102	102	59	58	69	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	78	45	35	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba Bypass (319B)
Road section	Ch. 3.2 to Ch. 4.1

	B2G	Cumulative
Peak veh/day across construction	412	412
Peak impact month	May-25	May-25
Length of peak period	1	1



Road ID	J4-X44
Road name	Toowoomba Bypass (319B)
Road section	Ch. 4.1 to Ch. 13

	B2G	Cumulative
Peak veh/day across construction	483	483
Peak impact month	May-25	May-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	113	70	70	343	297
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	113	70	70	343	297

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	371	406	397	444	483	479	460	460	417	154	168	53
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	371	406	397	444	483	479	460	460	417	154	168	53

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	115	84	73	107	143	139	121	119	76	73	83	35
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	115	84	73	107	143	139	121	119	76	73	83	35

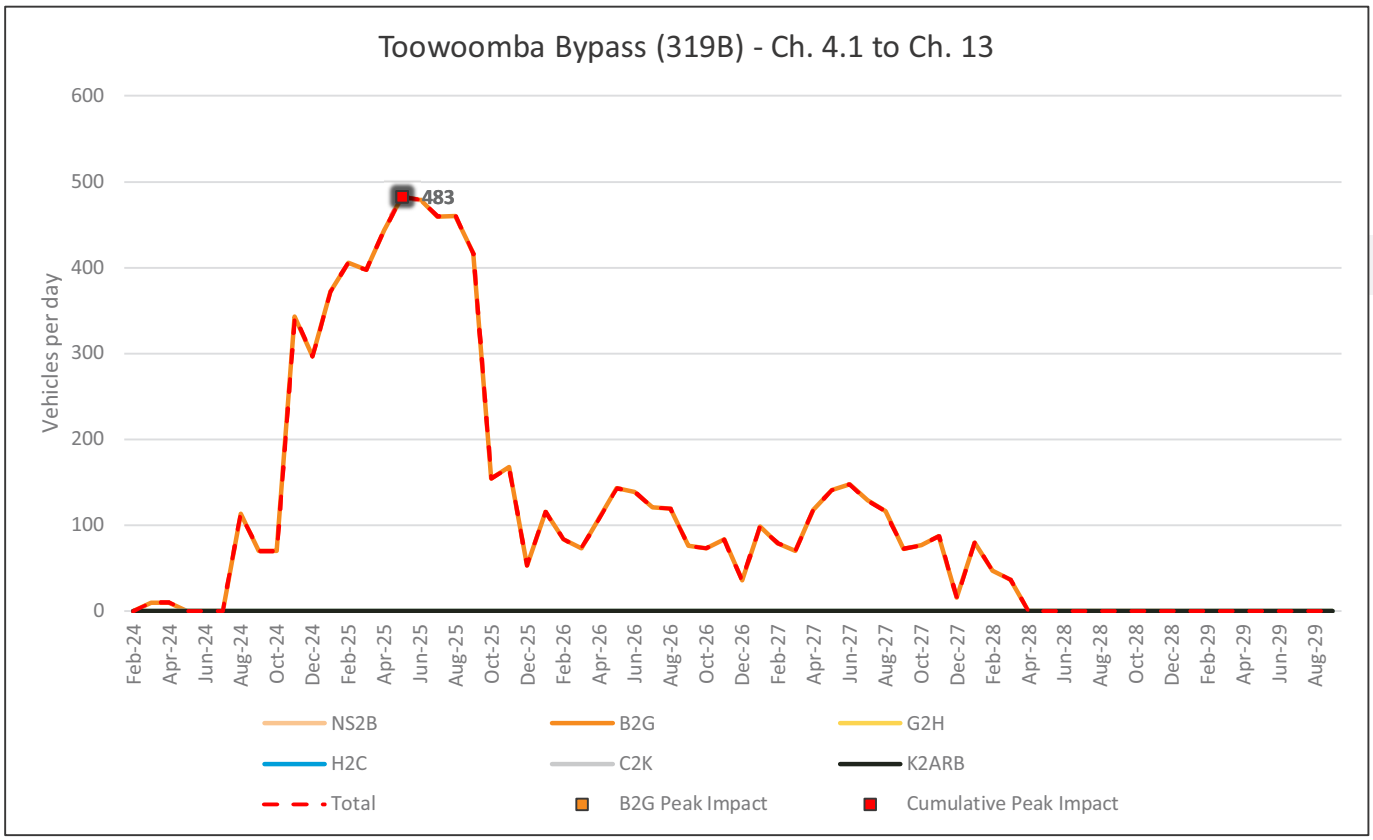
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	99	79	71	118	141	148	129	116	73	77	87	16
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	99	79	71	118	141	148	129	116	73	77	87	16

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	80	47	37	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	47	37	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba Bypass (319B)
Road section	Ch. 4.1 to Ch. 13

	B2G	Cumulative
Peak veh/day across construction	483	483
Peak impact month	May-25	May-25
Length of peak period	1	1



Road ID	J5-X141
Road name	Toowoomba Bypass Off-ramp (319B)
Road section	Toowoomba Bypass to Warrego Highway

	B2G	Cumulative
Peak veh/day across construction	295	295
Peak impact month	Feb-25	Feb-25
Length of peak period	8	8

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	7	7	7	268	268
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	7	7	7	268	268

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	278	295	295	295	295	295	295	295	295	34	167	18
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	278	295	295	295	295	295	295	295	295	34	167	18

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	18	20	20	9	9	9	9	9	9	9	7	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	20	20	9	9	9	9	9	9	9	7	8

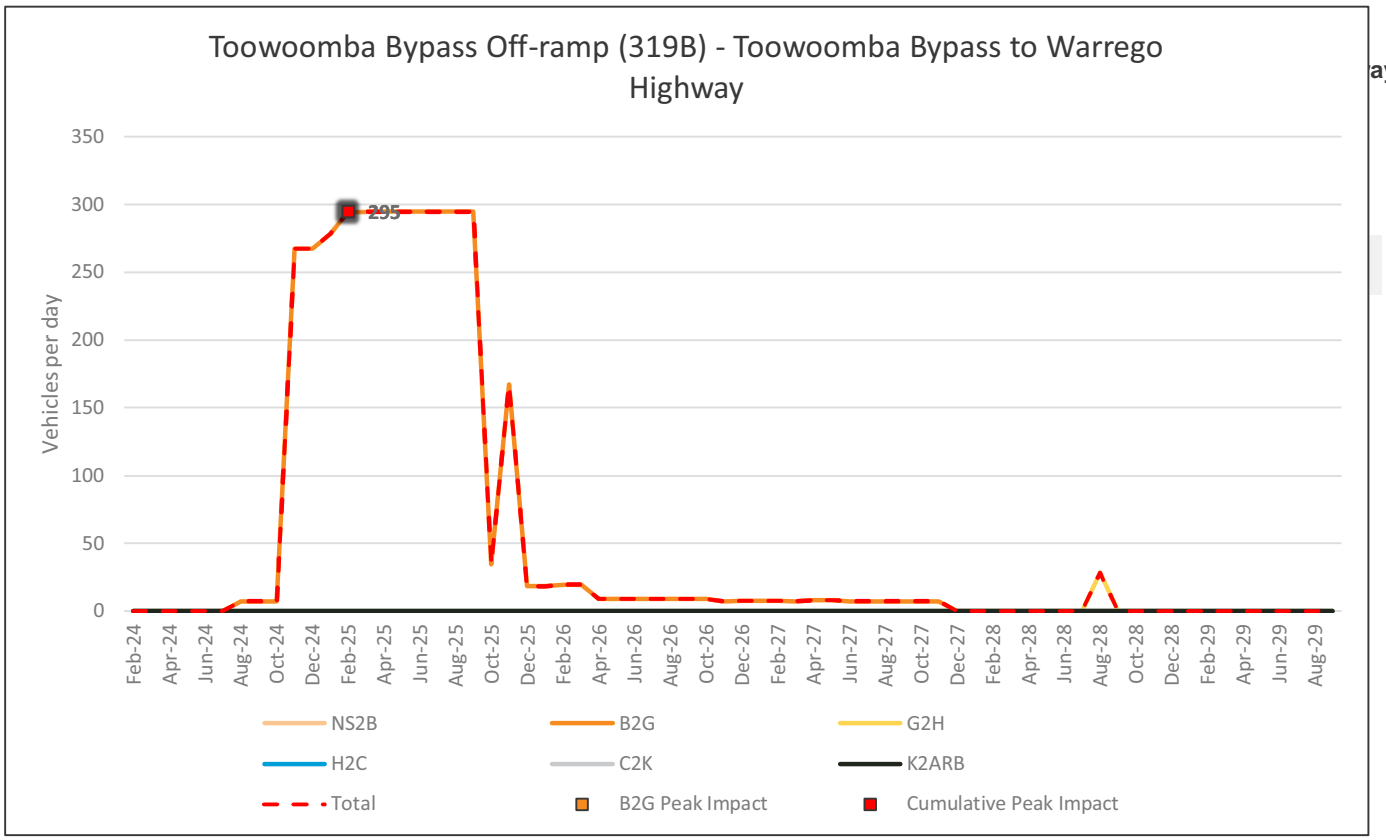
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	7	8	8	7	7	7	7	7	7	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	7	8	8	7	7	7	7	7	7	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	28	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	28	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba Bypass Off-ramp (319B)
Road section	Toowoomba Bypass to Warrego Highway

	B2G	Cumulative
Peak veh/day across construction	295	295
Peak impact month	Feb-25	Feb-25
Length of peak period	8	8



Road ID	X143-J5
Road name	Toowoomba Bypass On-ramp (319B)
Road section	Warrego Highway to Toowoomba Bypass

	B2G	Cumulative
Peak veh/day across construction	295	295
Peak impact month	Feb-25	Feb-25
Length of peak period	8	8

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	7	7	7	268	268
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	7	7	7	268	268

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	278	295	295	295	295	295	295	295	295	34	167	18
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	278	295	295	295	295	295	295	295	295	34	167	18

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	18	20	20	9	9	9	9	9	9	9	7	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	20	20	9	9	9	9	9	9	9	7	8

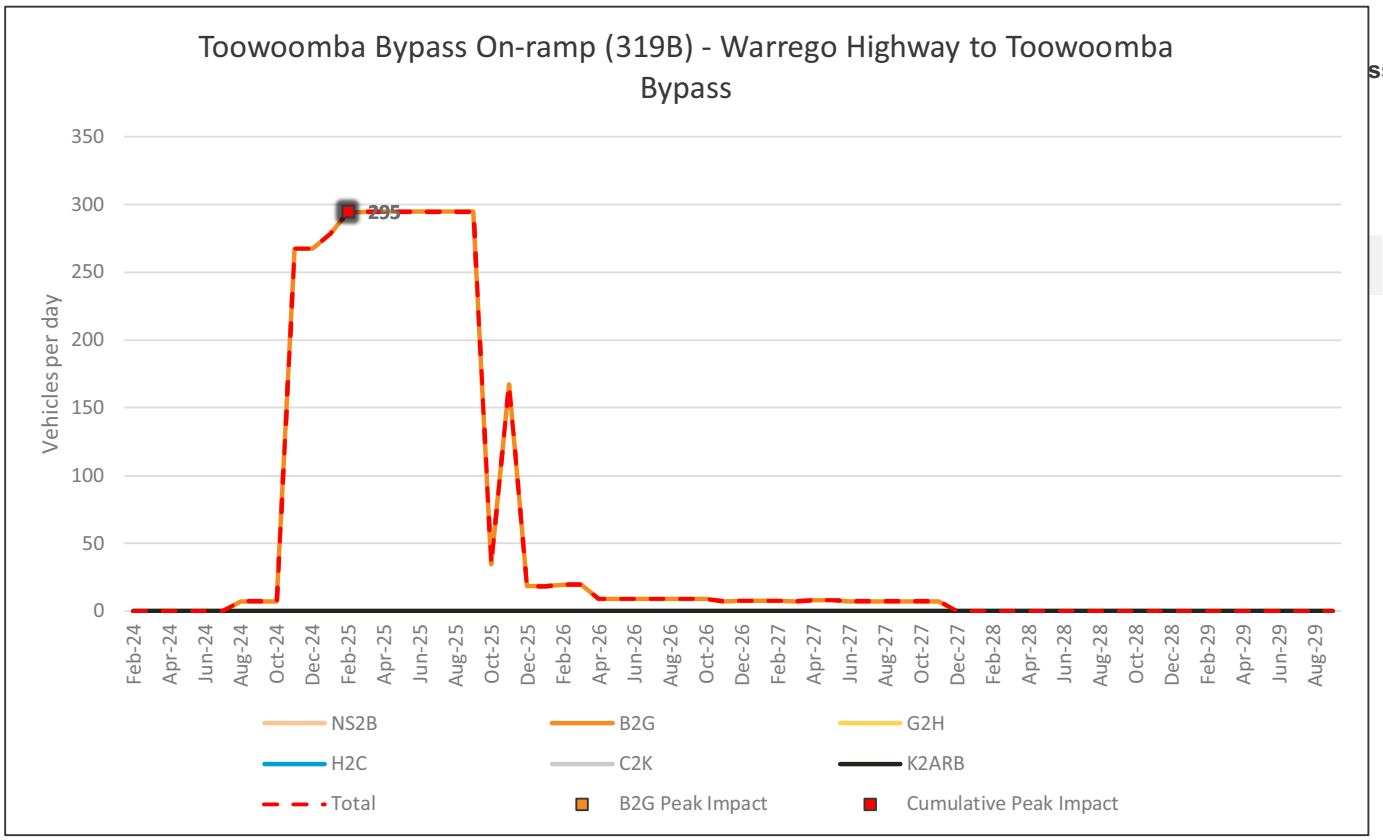
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	7	8	8	7	7	7	7	7	7	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	7	8	8	7	7	7	7	7	7	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba Bypass On-ramp (319B)
Road section	Warrego Highway to Toowoomba Bypass

	B2G	Cumulative
Peak veh/day across construction	295	295
Peak impact month	Feb-25	Feb-25
Length of peak period	8	8



Road ID	J3-X144
Road name	Toowoomba Bypass Off-ramp (319B)
Road section	Toowoomba Bypass to Toowoomba Cecil Plains Road

	B2G	Cumulative
Peak veh/day across construction	133	133
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	133	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	133	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

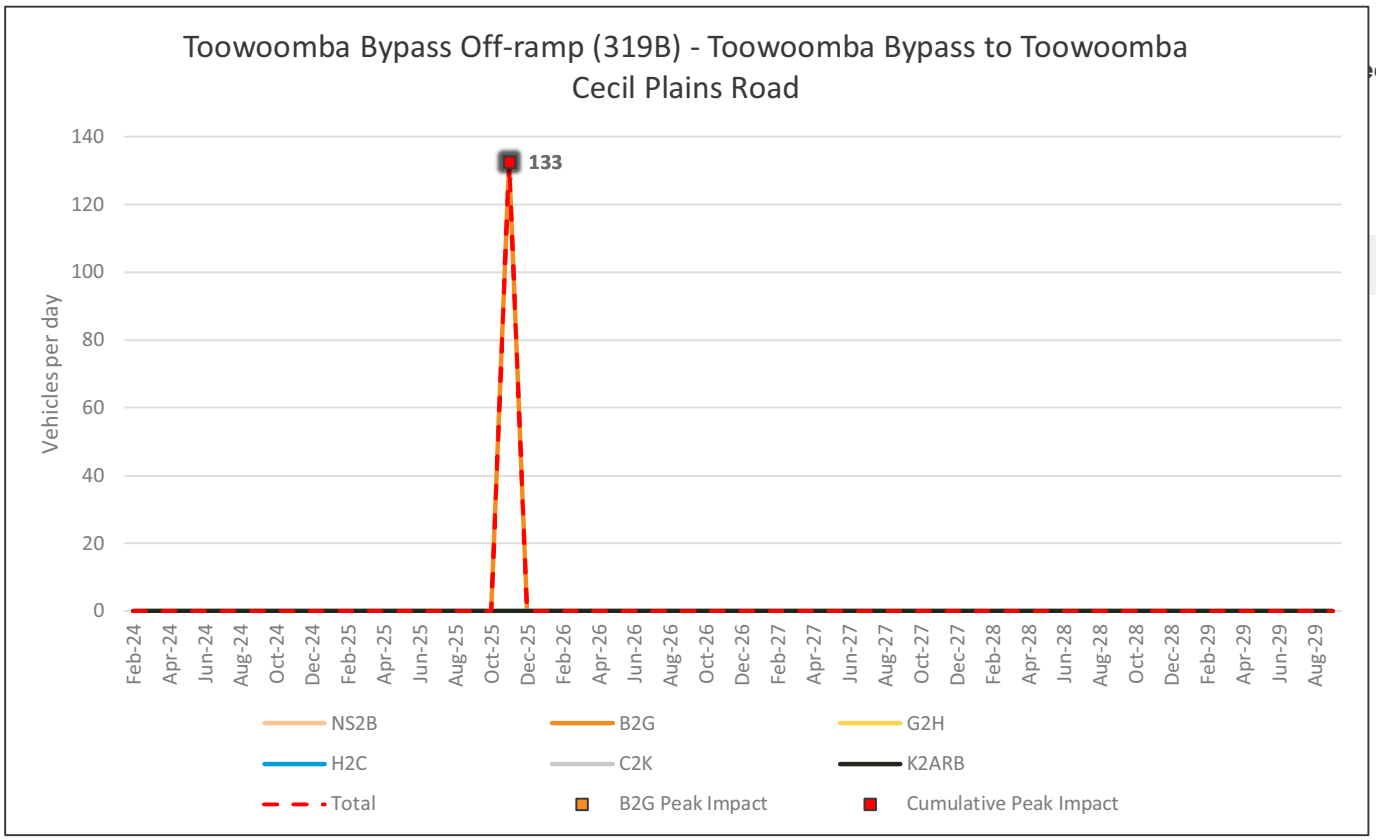
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba Bypass Off-ramp (319B)
Road section	Toowoomba Bypass to Toowoomba Cecil Plains Road

	B2G	Cumulative
Peak veh/day across construction	133	133
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X76-J3
Road name	Toowoomba Bypass On-ramp (319B)
Road section	Toowoomba Cecil Plains Road to Toowoomba Bypass

	B2G	Cumulative
Peak veh/day across construction	133	133
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	133	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	133	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

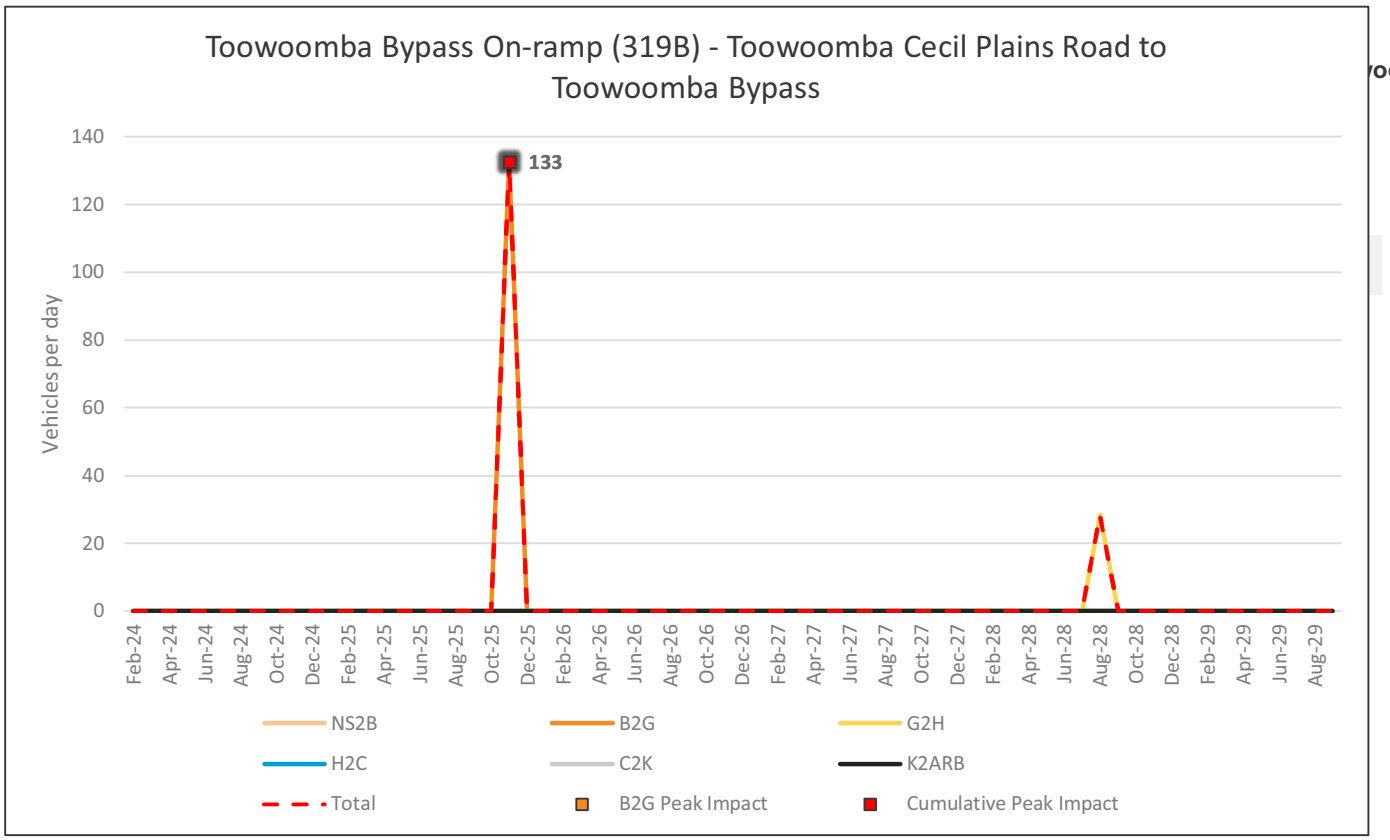
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	28	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	28	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba Bypass On-ramp (319B)
Road section	Toowoomba Cecil Plains Road to Toowoomba Bypass

	B2G	Cumulative
Peak veh/day across construction	133	133
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	J4-X76
Road name	Toowoomba Bypass Off-ramp (319B)
Road section	Toowoomba Bypass to Toowoomba Cecil Plains Road

	B2G	Cumulative
Peak veh/day across construction	70	70
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	11	11	12	13	15
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	11	11	12	13	15

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	66	68	68	69	69	69	69	69	68	70	20
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	66	68	68	69	69	69	69	69	68	70	20

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	18	17	17	16	15	15	15	14	14	12	12	12
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	17	17	16	15	15	15	14	14	12	12	12

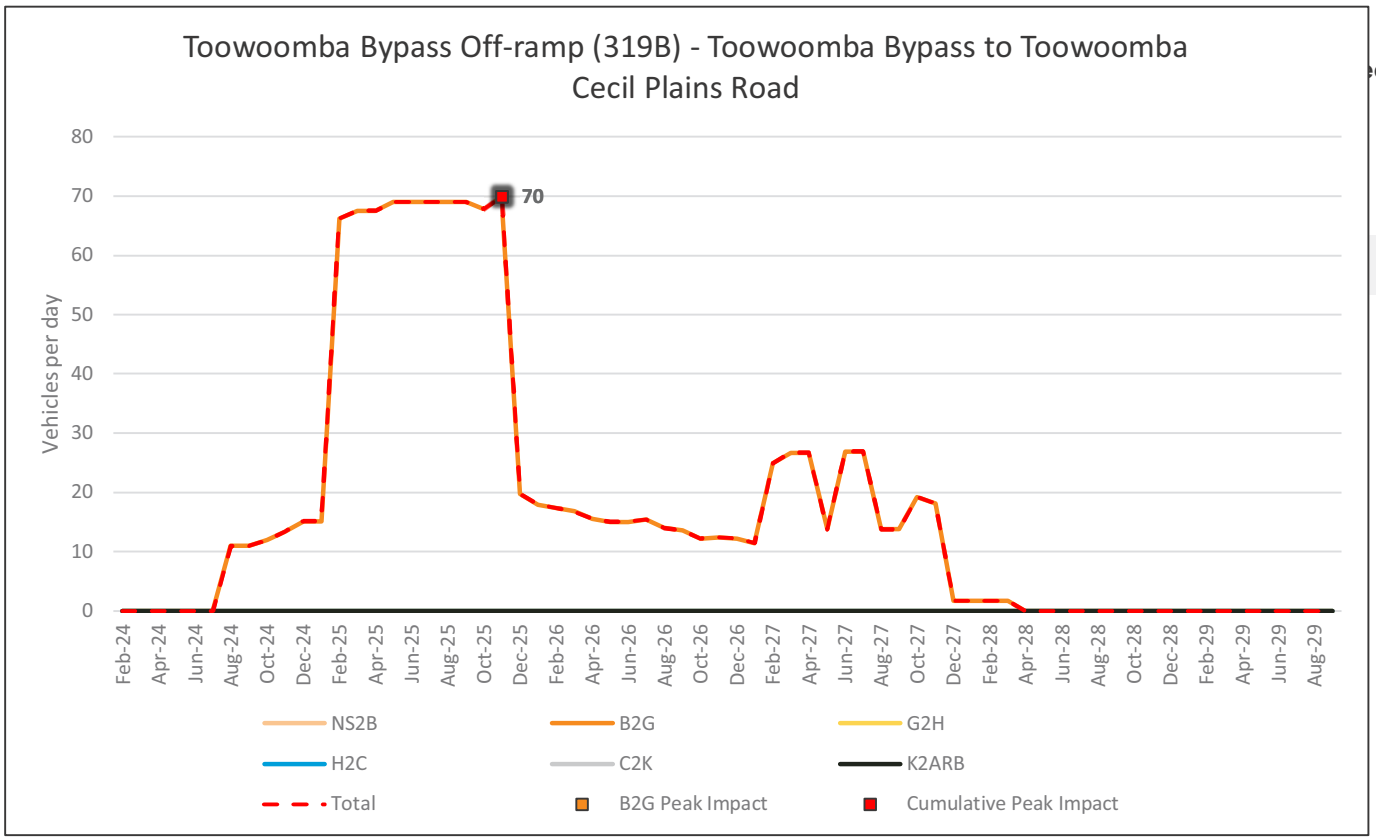
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	11	25	27	27	14	27	27	14	14	19	18	2
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	25	27	27	14	27	27	14	14	19	18	2

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	2	2	2	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	2	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba Bypass Off-ramp (319B)
Road section	Toowoomba Bypass to Toowoomba Cecil Plains Road

	B2G	Cumulative
Peak veh/day across construction	70	70
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X144-J4
Road name	Toowoomba Bypass On-ramp (319B)
Road section	Toowoomba Cecil Plains Road to Toowoomba Bypass

	B2G	Cumulative
Peak veh/day across construction	72	72
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	11	11	12	13	15
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	11	11	12	13	15

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	66	68	68	71	71	71	71	71	69	72	21
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	66	68	68	71	71	71	71	71	69	72	21

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	19	18	17	17	17	17	16	15	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	19	18	17	17	17	17	16	15	14	14	14

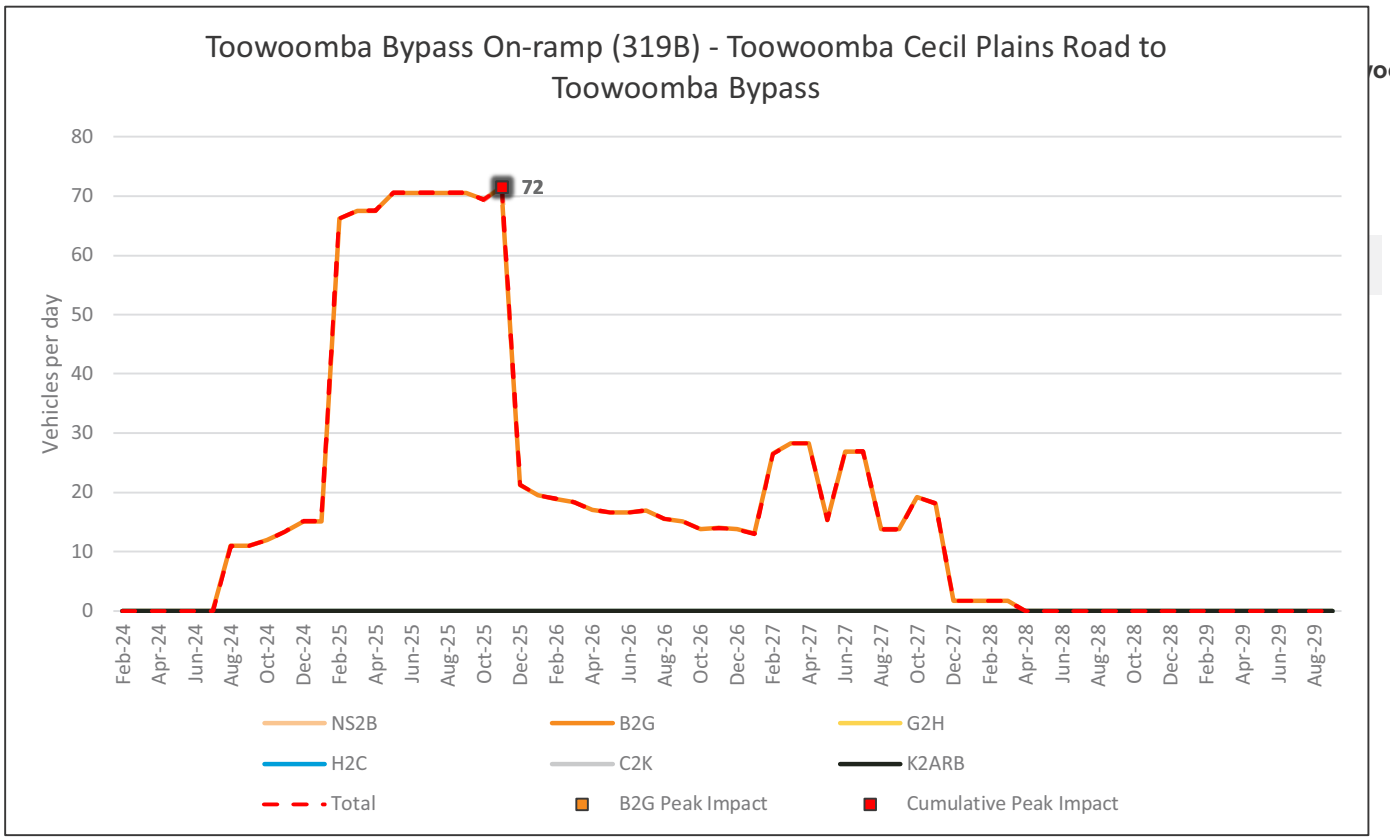
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	13	27	28	28	15	27	27	14	14	19	18	2
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	27	28	28	15	27	27	14	14	19	18	2

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	2	2	2	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	2	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Toowoomba Bypass On-ramp (319B)
Road section	Toowoomba Cecil Plains Road to Toowoomba Bypass

	B2G	Cumulative
Peak veh/day across construction	72	72
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	M6-M20
Road name	Warrego Highway (18A)
Road section	Ch. 0.0 to Ch. 7.2

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	134	134
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	196	148

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	134	134	134	134	134	134	135	135	135	135	135	135
C2K	0	0	0	0	0	0	0	0	0	0	1	1
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	212	179	170	216	254	251	232	232	189	187	200	152

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	2	2	2	2	2	2	4	4	3	2
H2C	135	135	135	135	135	136	137	135	135	135	135	135
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	183	172	219	255	252	234	233	191	190	200	152

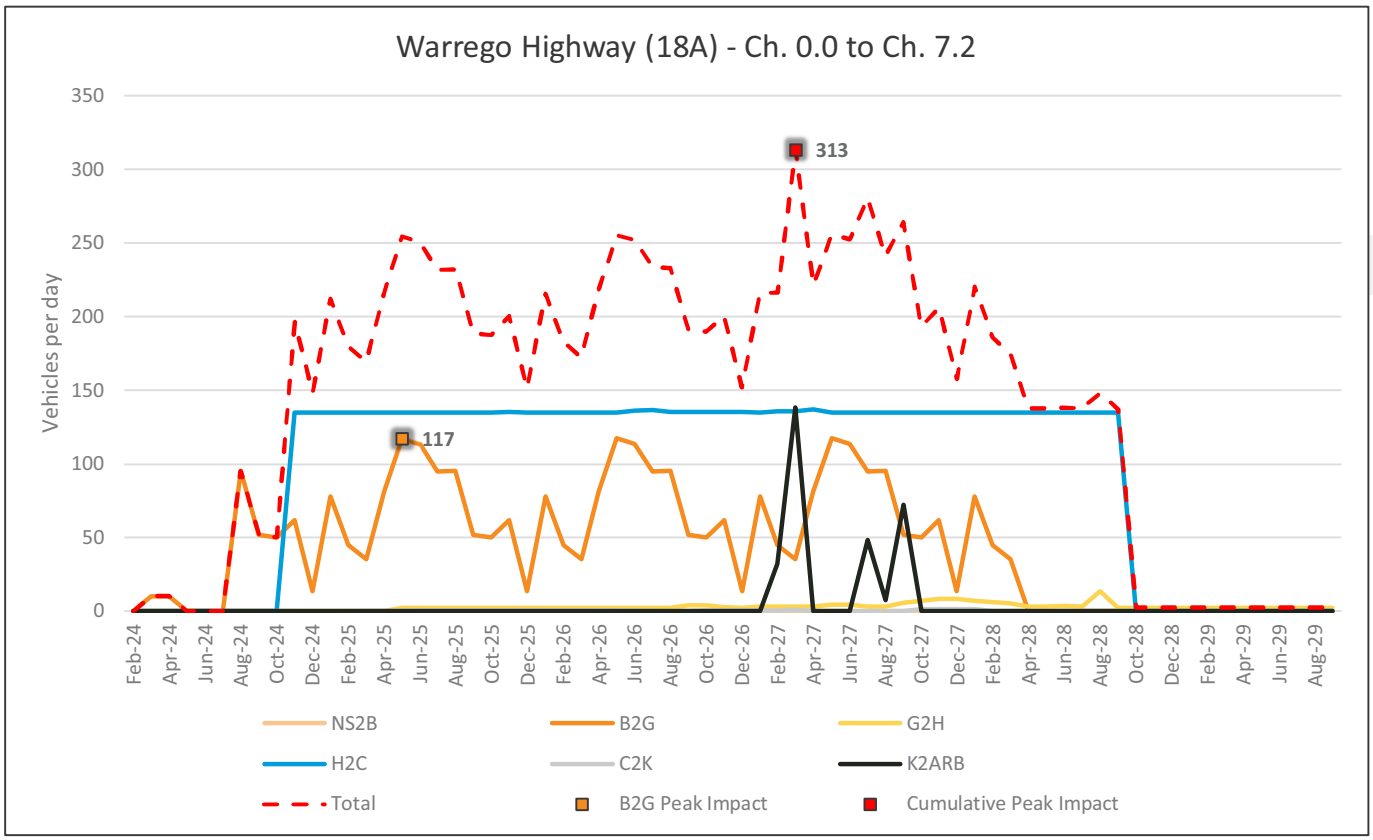
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	3	3	3	3	4	4	3	3	5	7	8	8
H2C	134	136	136	137	134	135	135	135	135	135	134	134
C2K	0	0	1	0	0	0	0	0	0	1	1	1
K2ARB	0	32	138	0	0	0	48	8	72	0	0	0
Total	216	216	313	222	256	252	281	241	264	193	206	158

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	7	6	5	3	3	4	3	14	2	2	2	2
H2C	134	134	134	134	134	134	134	134	134	0	0	0
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	186	175	138	138	138	138	148	137	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Warrego Highway (18A)
Road section	Ch. 0.0 to Ch. 7.2

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1



Road ID	M20-M19
Road name	Warrego Highway (18A)
Road section	Ch. 7.2 to Ch. 15.1

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	134	134
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	196	148

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	134	134	134	134	134	134	135	135	135	135	135	135
C2K	0	0	0	0	0	0	0	0	0	0	1	1
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	212	179	170	216	254	251	232	232	189	187	200	152

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	2	2	2	2	2	2	4	4	3	2
H2C	135	135	135	135	135	136	137	135	135	135	135	135
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	183	172	219	255	252	234	233	191	190	200	152

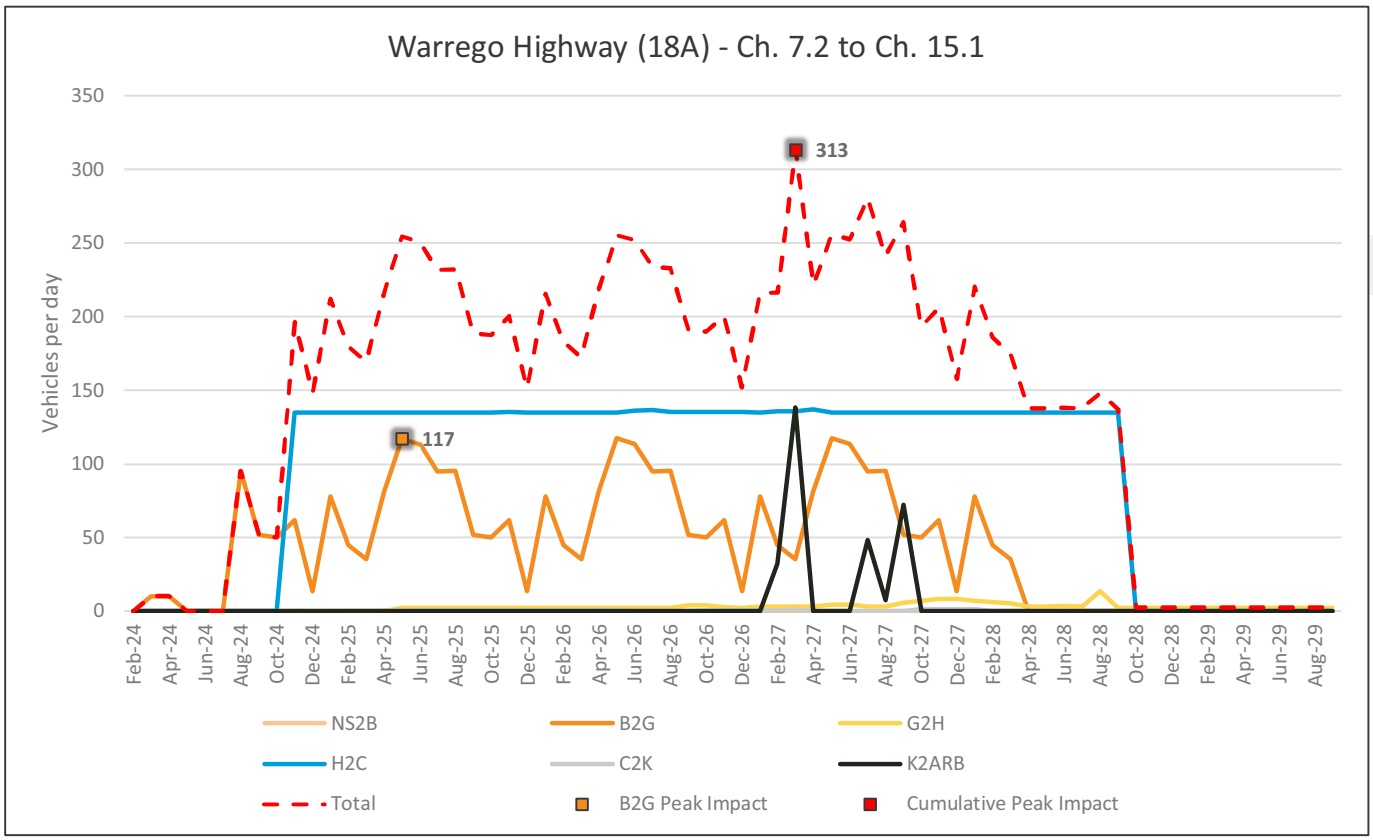
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	3	3	3	3	4	4	3	3	5	7	8	8
H2C	134	136	136	137	134	135	135	135	135	135	134	134
C2K	0	0	1	0	0	0	0	0	0	1	1	1
K2ARB	0	32	138	0	0	0	48	8	72	0	0	0
Total	216	216	313	222	256	252	281	241	264	193	206	158

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	7	6	5	3	3	4	3	14	2	2	2	2
H2C	134	134	134	134	134	134	134	134	134	0	0	0
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	186	175	138	138	138	138	148	137	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Warrego Highway (18A)
Road section	Ch. 7.2 to Ch. 15.1

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1



Road ID	M19-M18
Road name	Warrego Highway (18A)
Road section	Ch. 15.1 to Ch. 18.9

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	134	134
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	196	148

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	134	134	134	134	134	134	135	135	135	135	135	135
C2K	0	0	0	0	0	0	0	0	0	0	1	1
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	212	179	170	216	254	251	232	232	189	187	200	152

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	2	2	2	2	2	2	4	4	3	2
H2C	135	135	135	135	135	136	137	135	135	135	135	135
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	183	172	219	255	252	234	233	191	190	200	152

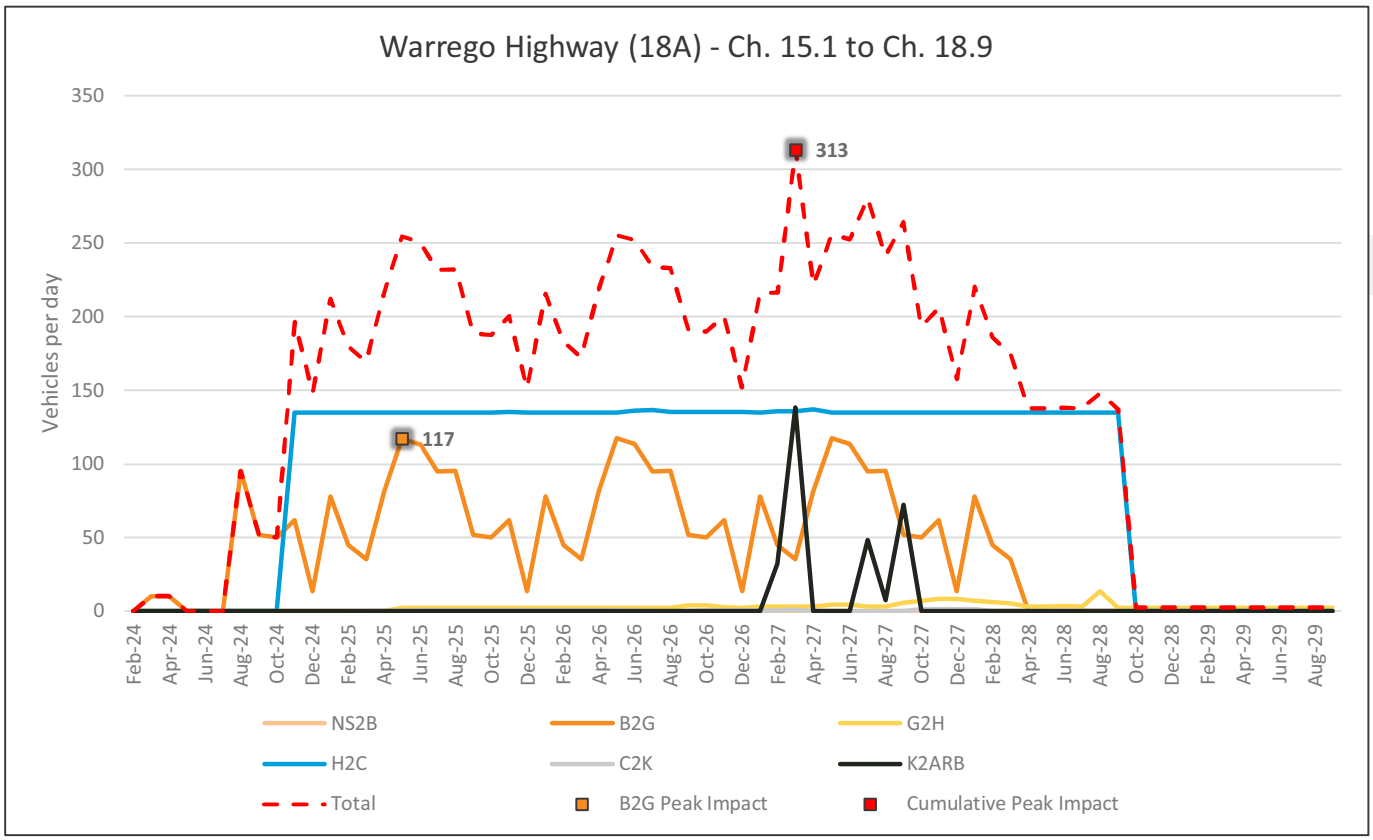
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	3	3	3	3	4	4	3	3	5	7	8	8
H2C	134	136	136	137	134	135	135	135	135	135	134	134
C2K	0	0	1	0	0	0	0	0	0	1	1	1
K2ARB	0	32	138	0	0	0	48	8	72	0	0	0
Total	216	216	313	222	256	252	281	241	264	193	206	158

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	7	6	5	3	3	4	3	14	2	2	2	2
H2C	134	134	134	134	134	134	134	134	134	0	0	0
C2K	1	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	186	175	138	138	138	138	148	137	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Warrego Highway (18A)
Road section	Ch. 15.1 to Ch. 18.9

	B2G	Cumulative
Peak veh/day across construction	117	313
Peak impact month	May-25	Mar-27
Length of peak period	3	1



Road ID	M18-M17
Road name	Warrego Highway (18A)
Road section	Ch. 18.9 to Ch. 28.9

	B2G	Cumulative
Peak veh/day across construction	117	230
Peak impact month	May-25	May-27
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	79	79
C2K	0	0	0	0	0	0	0	0	0	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	170	122

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	79	79	79	79	79	79	79	79	79	79	80	79
C2K	29	29	29	29	29	29	29	29	29	29	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	186	153	143	190	228	224	205	206	162	161	173	125

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	2	2	2	2	2	2	4	4	3	2
H2C	79	79	79	80	80	80	81	80	80	80	80	80
C2K	29	29	29	29	29	29	29	29	29	29	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	189	156	146	193	229	226	207	207	165	163	174	125

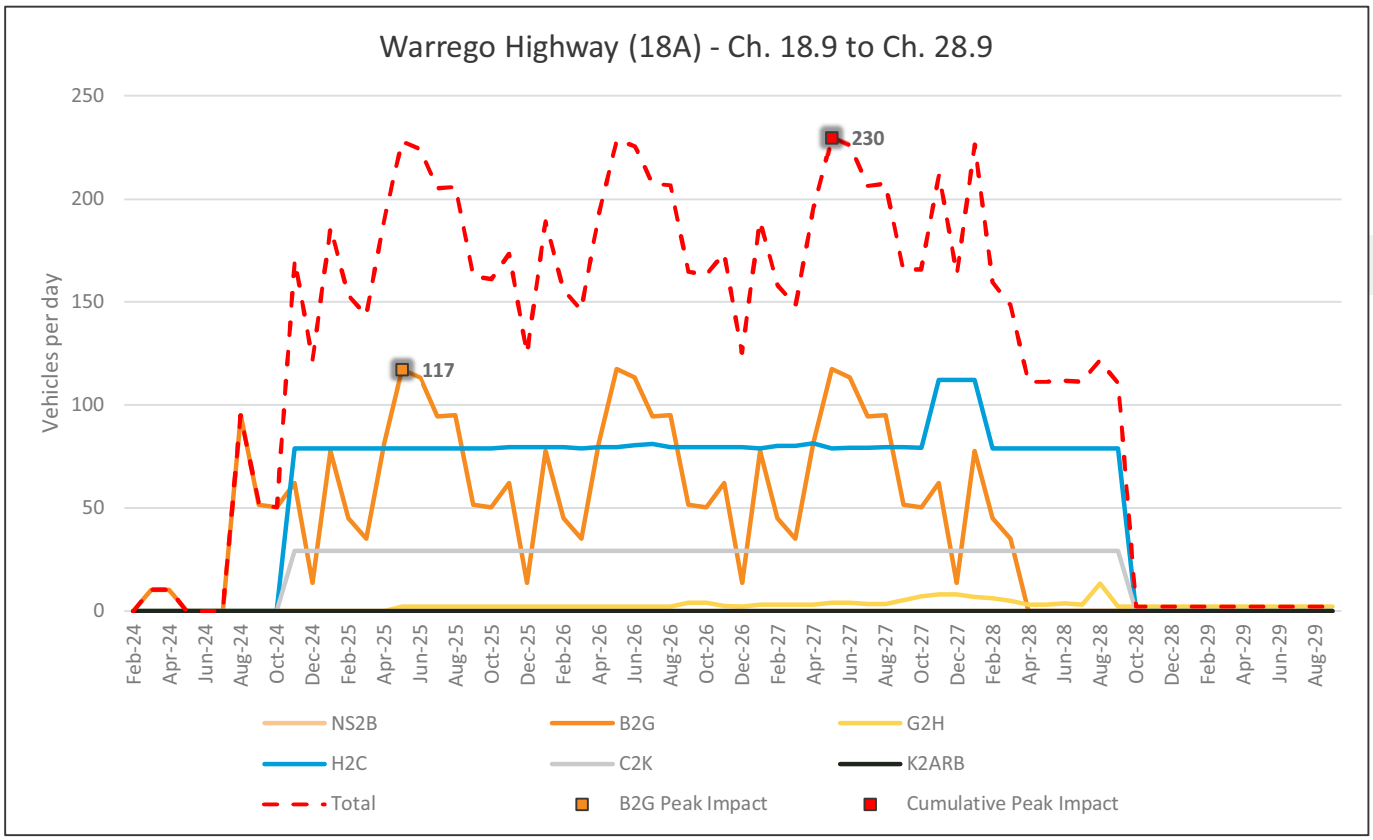
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	3	3	3	3	4	4	3	3	5	7	8	8
H2C	79	80	80	81	79	79	79	80	80	79	112	112
C2K	29	29	29	29	29	29	29	29	29	29	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	189	158	148	195	230	226	206	207	166	166	212	163

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	7	6	5	3	3	4	3	14	2	2	2	2
H2C	112	79	79	79	79	79	79	79	79	0	0	0
C2K	29	29	29	29	29	29	29	29	29	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	227	159	148	111	111	112	111	122	111	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Warrego Highway (18A)
Road section	Ch. 18.9 to Ch. 28.9

	B2G	Cumulative
Peak veh/day across construction	117	230
Peak impact month	May-25	May-27
Length of peak period	3	1



Road ID	M17-M16
Road name	Warrego Highway (18A)
Road section	Ch. 28.9 to Ch. 36.6

	B2G	Cumulative
Peak veh/day across construction	117	230
Peak impact month	May-25	May-27
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	79	79
C2K	0	0	0	0	0	0	0	0	0	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	170	122

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	79	79	79	79	79	79	79	79	79	79	80	79
C2K	29	29	29	29	29	29	29	29	29	29	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	186	153	143	190	228	224	205	206	162	161	173	125

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	2	2	2	2	2	2	4	4	3	2
H2C	79	79	79	80	80	80	81	80	80	80	80	80
C2K	29	29	29	29	29	29	29	29	29	29	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	189	156	146	193	229	226	207	207	165	163	174	125

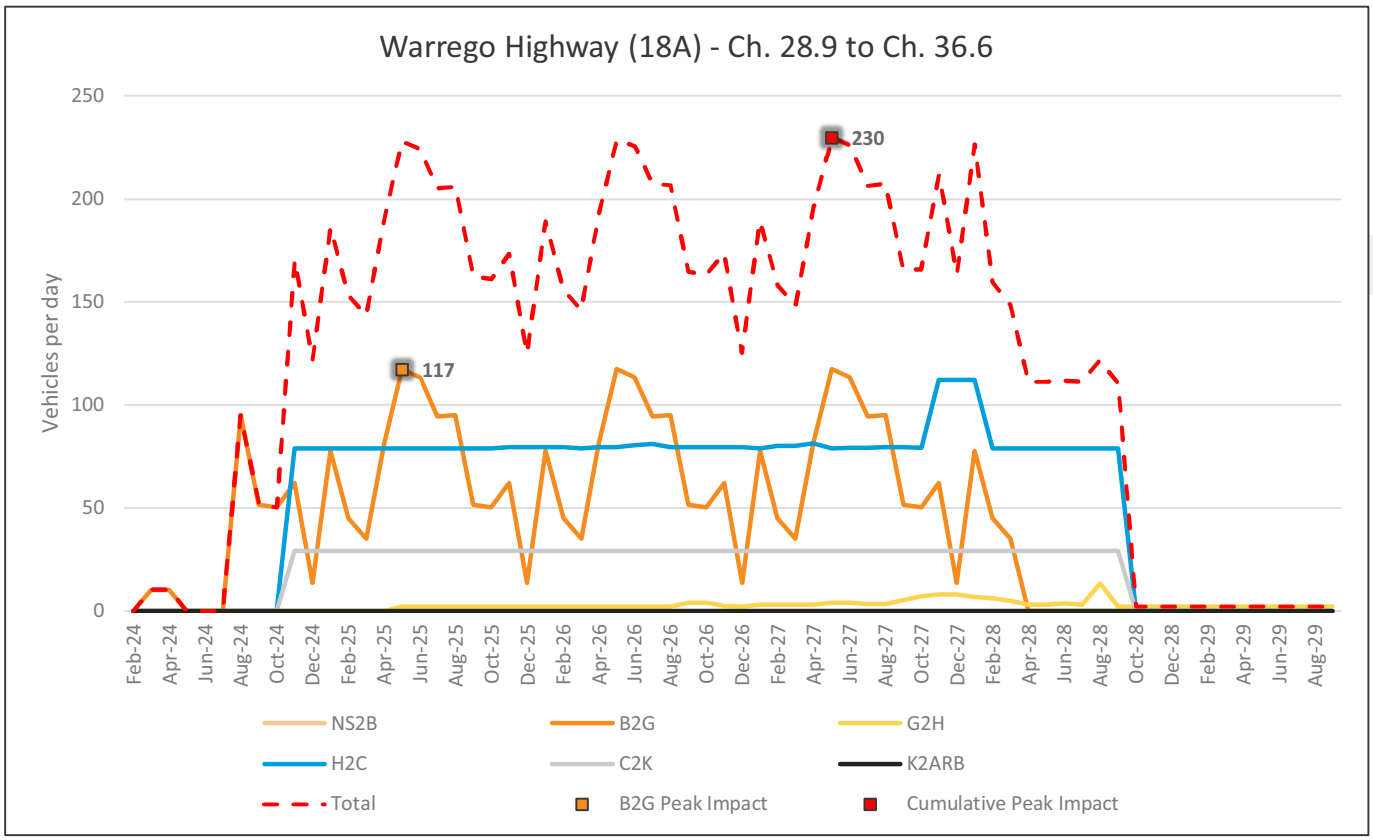
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	3	3	3	3	4	4	3	3	5	7	8	8
H2C	79	80	80	81	79	79	79	80	80	79	112	112
C2K	29	29	29	29	29	29	29	29	29	29	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	189	158	148	195	230	226	206	207	166	166	212	163

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	7	6	5	3	3	4	3	14	2	2	2	2
H2C	112	79	79	79	79	79	79	79	79	0	0	0
C2K	29	29	29	29	29	29	29	29	29	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	227	159	148	111	111	112	111	122	111	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Warrego Highway (18A)
Road section	Ch. 28.9 to Ch. 36.6

	B2G	Cumulative
Peak veh/day across construction	117	230
Peak impact month	May-25	May-27
Length of peak period	3	1



Road ID	M16-M15
Road name	Warrego Highway (18A)
Road section	Ch. 36.6 to Ch. 55.5

	B2G	Cumulative
Peak veh/day across construction	117	445
Peak impact month	May-25	May-25
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	95	223
C2K	0	0	0	0	0	0	0	0	0	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	186	266

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	223	223	295	295	295	295	296	296	296	241	241	241
C2K	29	29	29	29	29	29	29	29	29	29	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	330	297	360	406	445	441	422	422	379	323	335	287

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	2	2	2	2	2	2	4	4	3	2
H2C	241	241	95	96	96	97	97	96	96	96	96	89
C2K	29	29	29	29	29	29	29	29	29	29	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	351	318	162	209	245	242	224	223	181	179	190	135

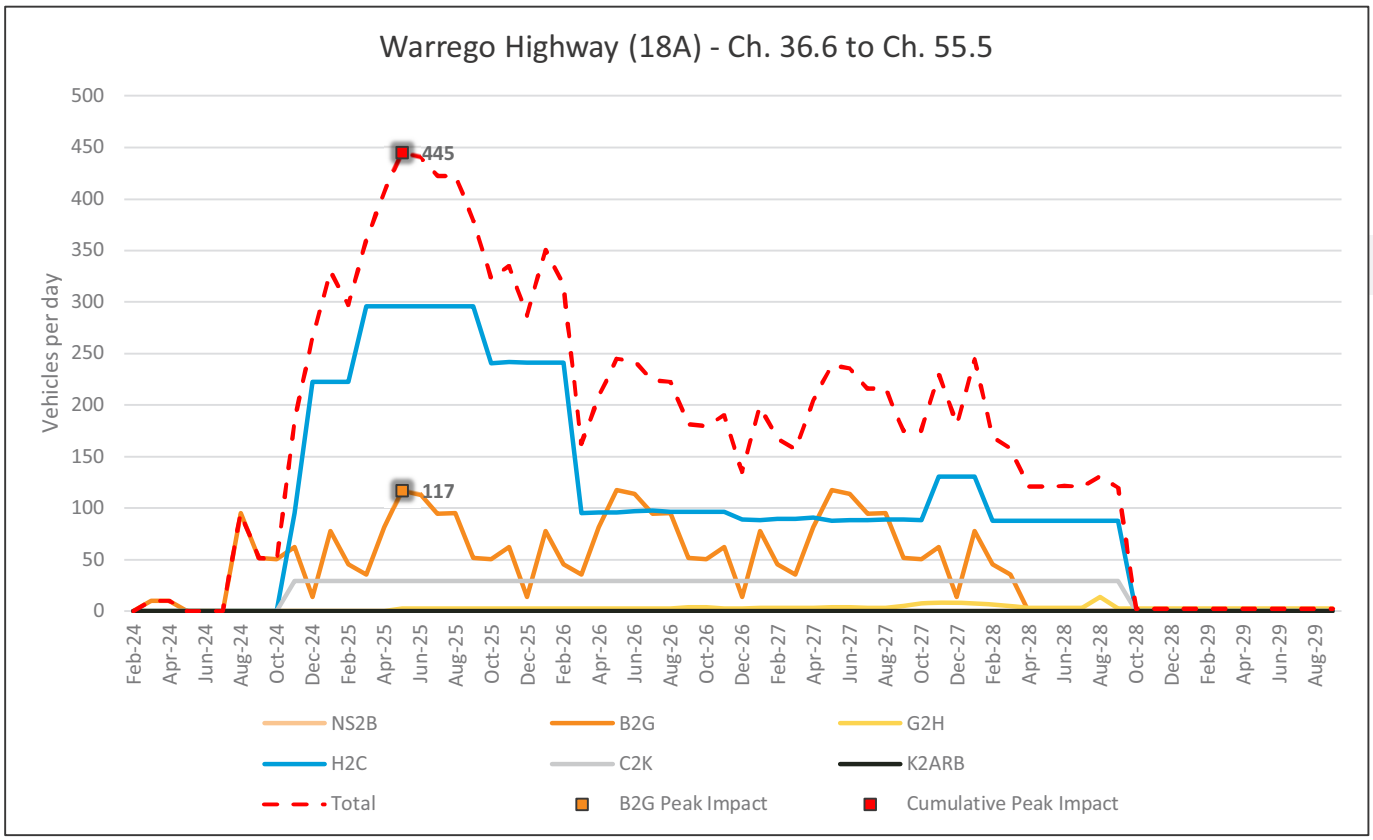
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	3	3	3	3	4	4	3	3	5	7	8	8
H2C	88	90	90	91	88	88	88	89	89	88	130	130
C2K	29	29	29	29	29	29	29	29	29	29	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	199	167	157	205	239	235	216	217	175	175	229	181

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	7	6	5	3	3	4	3	14	2	2	2	2
H2C	130	88	88	88	88	88	88	88	88	0	0	0
C2K	29	29	29	29	29	29	29	29	29	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	244	169	158	121	121	121	121	131	120	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Warrego Highway (18A)
Road section	Ch. 36.6 to Ch. 55.5

	B2G	Cumulative
Peak veh/day across construction	117	445
Peak impact month	May-25	May-25
Length of peak period	3	1



Road ID	M15-M14
Road name	Warrego Highway (18A)
Road section	Ch. 55.5 to 75.4

	B2G	Cumulative
Peak veh/day across construction	117	445
Peak impact month	May-25	May-25
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	95	223
C2K	0	0	0	0	0	0	0	0	0	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	186	266

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	223	223	295	295	295	295	296	296	296	241	241	241
C2K	29	29	29	29	29	29	29	29	29	29	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	330	297	360	406	445	441	422	422	379	323	335	287

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	2	2	2	2	2	2	4	4	3	2
H2C	241	241	95	96	96	97	97	96	96	96	96	89
C2K	29	29	29	29	29	29	29	29	29	29	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	351	318	162	209	245	242	224	223	181	179	190	135

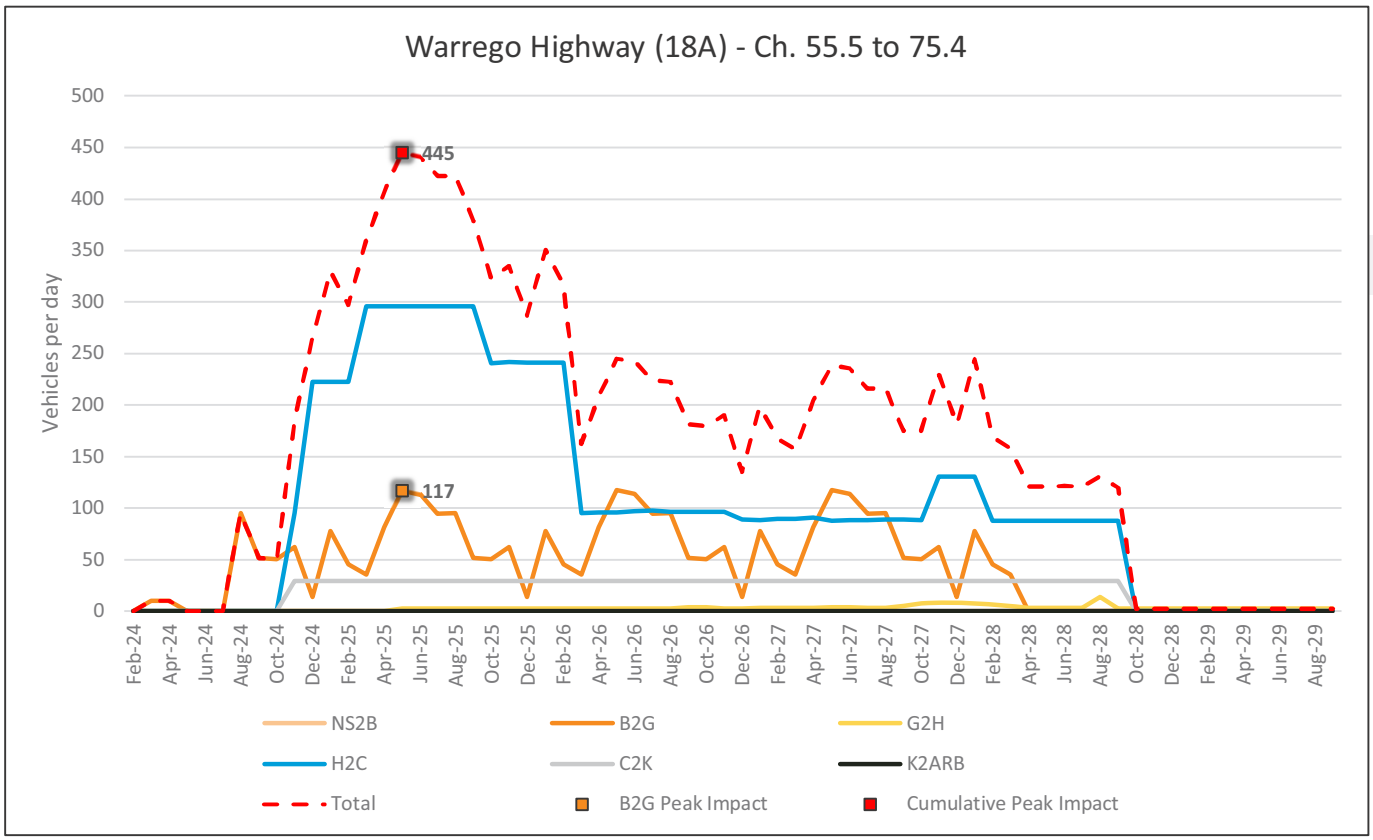
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	3	3	3	3	4	4	3	3	5	7	8	8
H2C	88	90	90	91	88	88	88	89	89	88	130	130
C2K	29	29	29	29	29	29	29	29	29	29	29	29
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	199	167	157	205	239	235	216	217	175	175	229	181

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	7	6	5	3	3	4	3	14	2	2	2	2
H2C	130	88	88	88	88	88	88	88	88	0	0	0
C2K	29	29	29	29	29	29	29	29	29	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	244	169	158	121	121	121	121	131	120	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Warrego Highway (18A)
Road section	Ch. 55.5 to 75.4

	B2G	Cumulative
Peak veh/day across construction	117	445
Peak impact month	May-25	May-25
Length of peak period	3	1



Road ID	M14-M5
Road name	Warrego Highway (18A)
Road section	Ch. 75.4 to Ch. 79.6

	B2G	Cumulative
Peak veh/day across construction	117	442
Peak impact month	May-25	Nov-26
Length of peak period	3	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	10	10	0	0	0	95	52	50	62	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	93	93
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	95	52	50	155	106

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	0	0	0	0	2	2	2	2	2	2	2	2
H2C	93	93	93	93	93	93	93	93	93	93	93	93
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	170	138	128	174	212	209	190	190	147	145	157	109

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	2	2	4	4	4	31	28	28	51	190	287	167
H2C	93	93	93	93	93	93	93	93	93	93	93	93
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	173	140	132	178	214	237	215	215	196	333	442	274

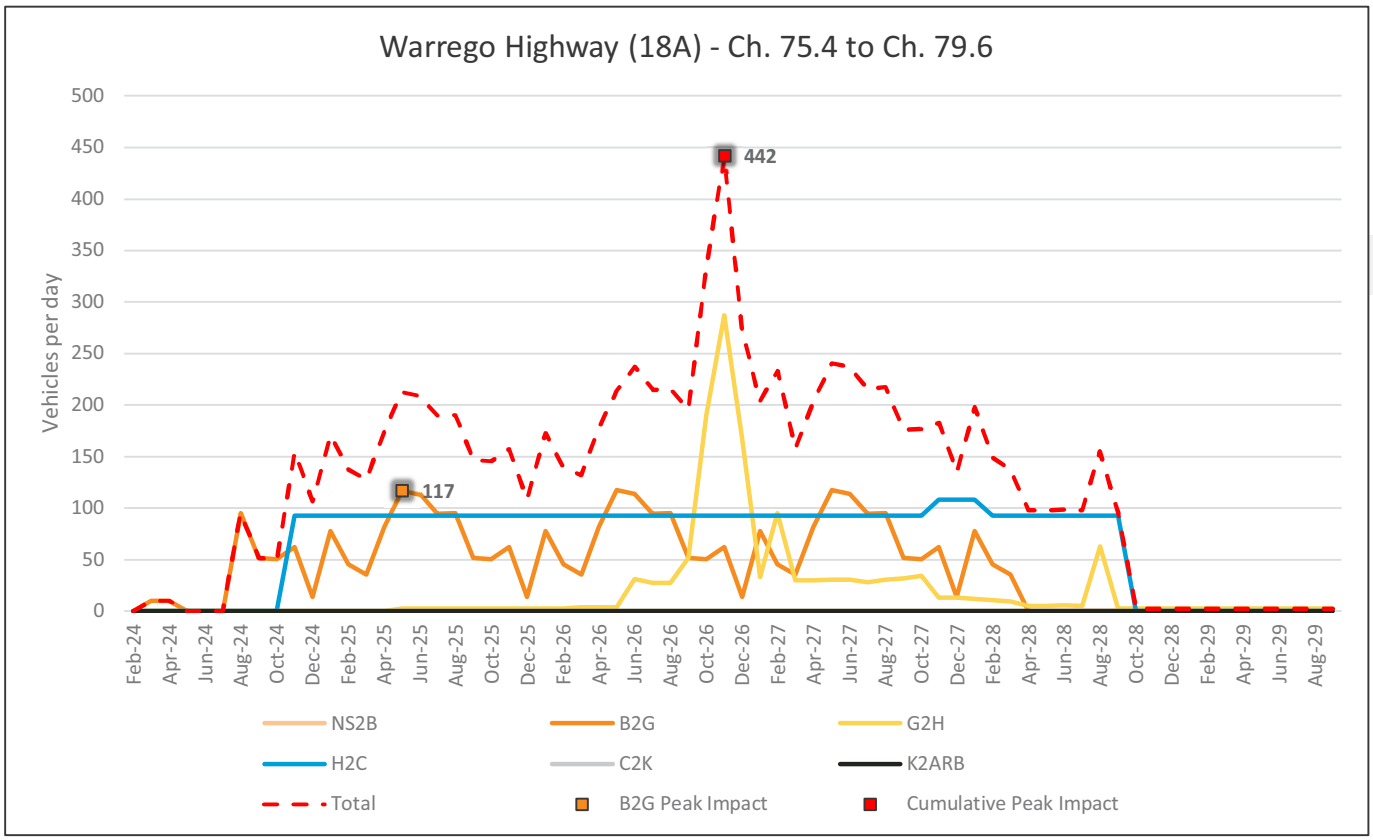
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	81	117	114	95	95	52	50	62	14
G2H	33	95	30	30	31	31	28	30	32	34	13	13
H2C	93	93	93	93	93	93	93	93	93	93	108	108
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	204	233	157	204	241	237	215	218	176	177	183	135

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	78	45	35	0	0	0	0	0	0	0	0	0
G2H	12	11	10	5	5	6	5	62	2	2	2	2
H2C	108	93	93	93	93	93	93	93	93	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	198	149	137	98	98	98	98	155	95	2	2	2

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	2	2	2	2	2	2	2	2	2
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2

Road ID	M9-M10
Road name	Warrego Highway (18A)
Road section	Ch. 75.4 to Ch. 79.6

	B2G	Cumulative
Peak veh/day across construction	117	442
Peak impact month	May-25	Nov-26
Length of peak period	3	1



Road ID	X143-X141
Road name	Warrego Highway (18B)
Road section	Ch. 0.0 to Ch. 0.4

	B2G	Cumulative
Peak veh/day across construction	47	47
Peak impact month	Nov-26	Nov-26
Length of peak period	7	7

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	42	42	42	42	42	42
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	42	42	42	42	42	42

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	42	42	42	42	42	44	44	44	44	44	44	44
G2H	0	0	0	0	0	0	0	0	1	1	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	42	42	42	42	44	44	44	45	45	44	44

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	42	42	42	42	42	42	42	42	42	46	47	47
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	42	42	42	42	42	42	42	42	46	47	47

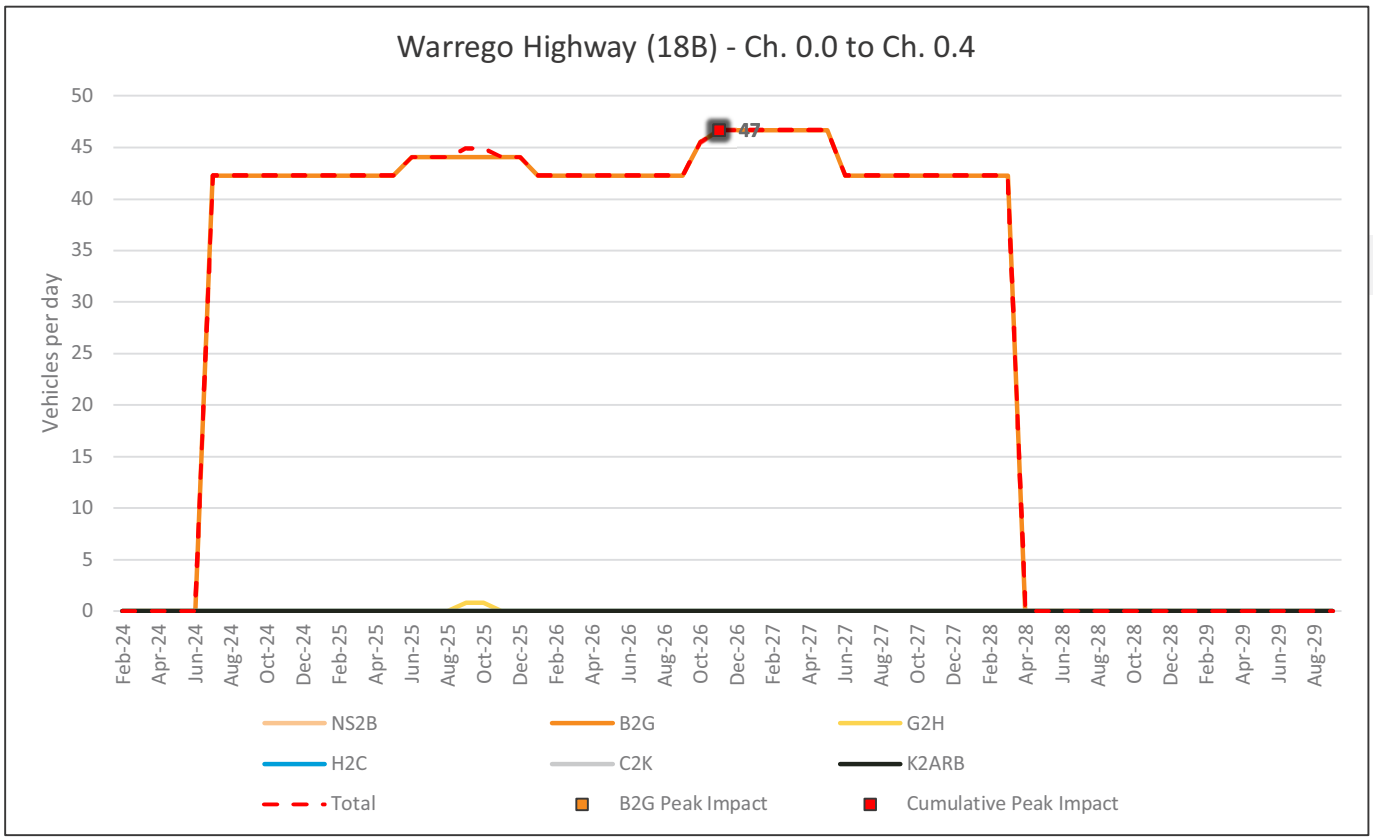
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	47	47	47	47	47	42	42	42	42	42	42	42
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	47	47	47	47	47	42	42	42	42	42	42	42

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	42	42	42	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	42	42	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Warrego Highway (18B)
Road section	Ch. 0.0 to Ch. 0.4

	B2G	Cumulative
Peak veh/day across construction	47	47
Peak impact month	Nov-26	Nov-26
Length of peak period	7	7



Road ID	X141-X82
Road name	Warrego Highway (18B)
Road section	Ch. 0.4 to Ch. 1.5

	B2G	Cumulative
Peak veh/day across construction	339	340
Peak impact month	Jun-25	Sep-25
Length of peak period	4	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	42	50	50	50	310	310
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	42	50	50	50	310	310

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	321	337	337	337	337	339	339	339	339	78	211	62
G2H	0	0	0	0	0	0	0	0	1	1	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	321	337	337	337	337	339	339	339	340	79	211	62

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	60	62	62	51	51	51	51	51	51	54	54	54
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	62	62	51	51	51	51	51	51	54	54	54

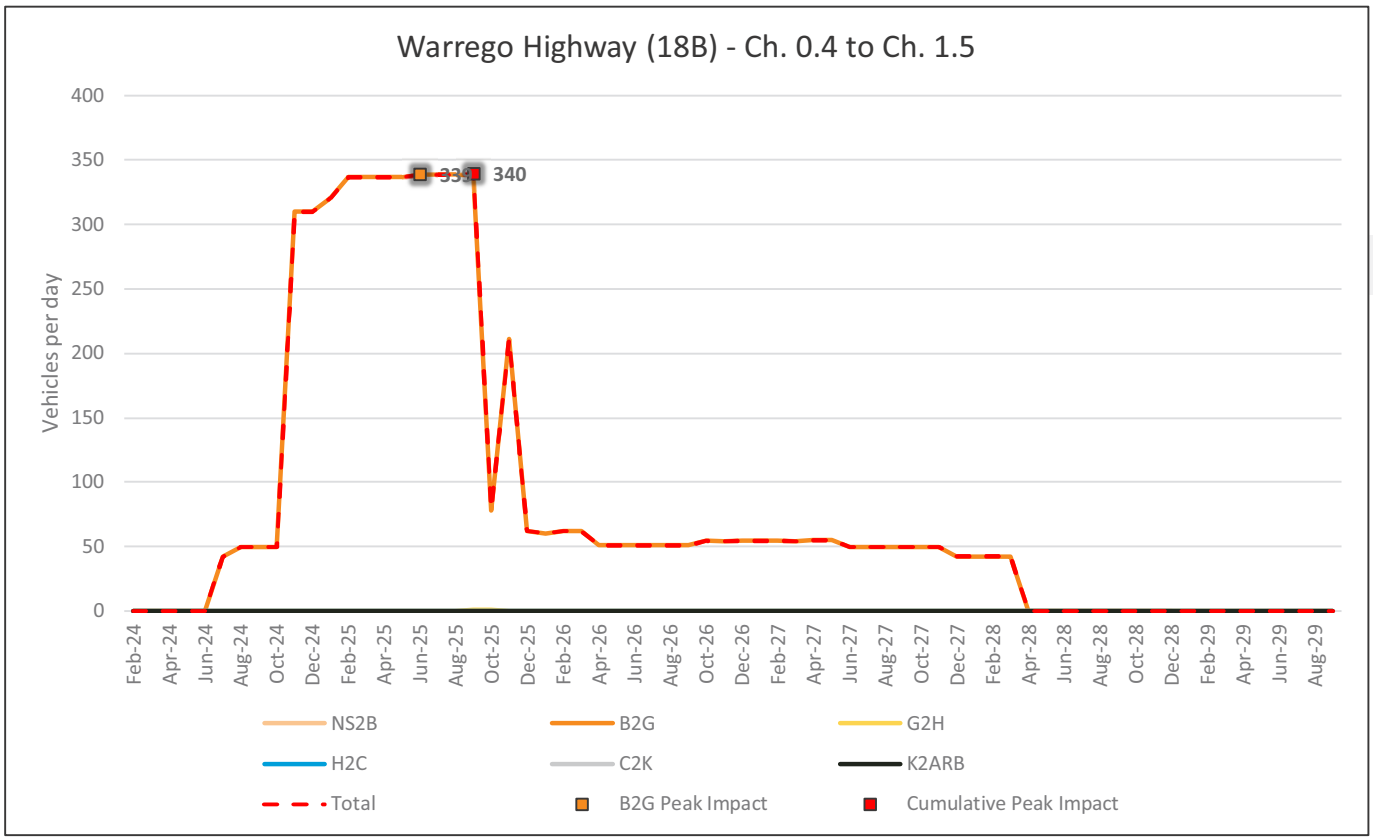
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	54	54	54	55	55	50	50	50	50	50	50	42
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	54	54	54	55	55	50	50	50	50	50	50	42

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	42	42	42	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	42	42	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Warrego Highway (18B)**
Road section	**Ch. 0.4 to Ch. 1.5**

	B2G	Cumulative
Peak veh/day across construction	**339**	**340**
Peak impact month	**Jun-25**	**Sep-25**
Length of peak period	**4**	**1**



Road ID	X82-X81
Road name	Warrego Highway (18B)
Road section	Ch. 1.5 to Ch. 2.4

	B2G	Cumulative
Peak veh/day across construction	292	292
Peak impact month	Jun-25	Jun-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	29	30	30	30	291	291
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	29	30	30	30	291	291

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	291	291	291	291	291	292	292	292	292	32	165	38
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	291	291	291	291	291	292	292	292	292	32	165	38

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	36	36	36	36	36	36	36	36	36	40	35	35
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	36	36	36	36	36	36	36	36	36	40	35	35

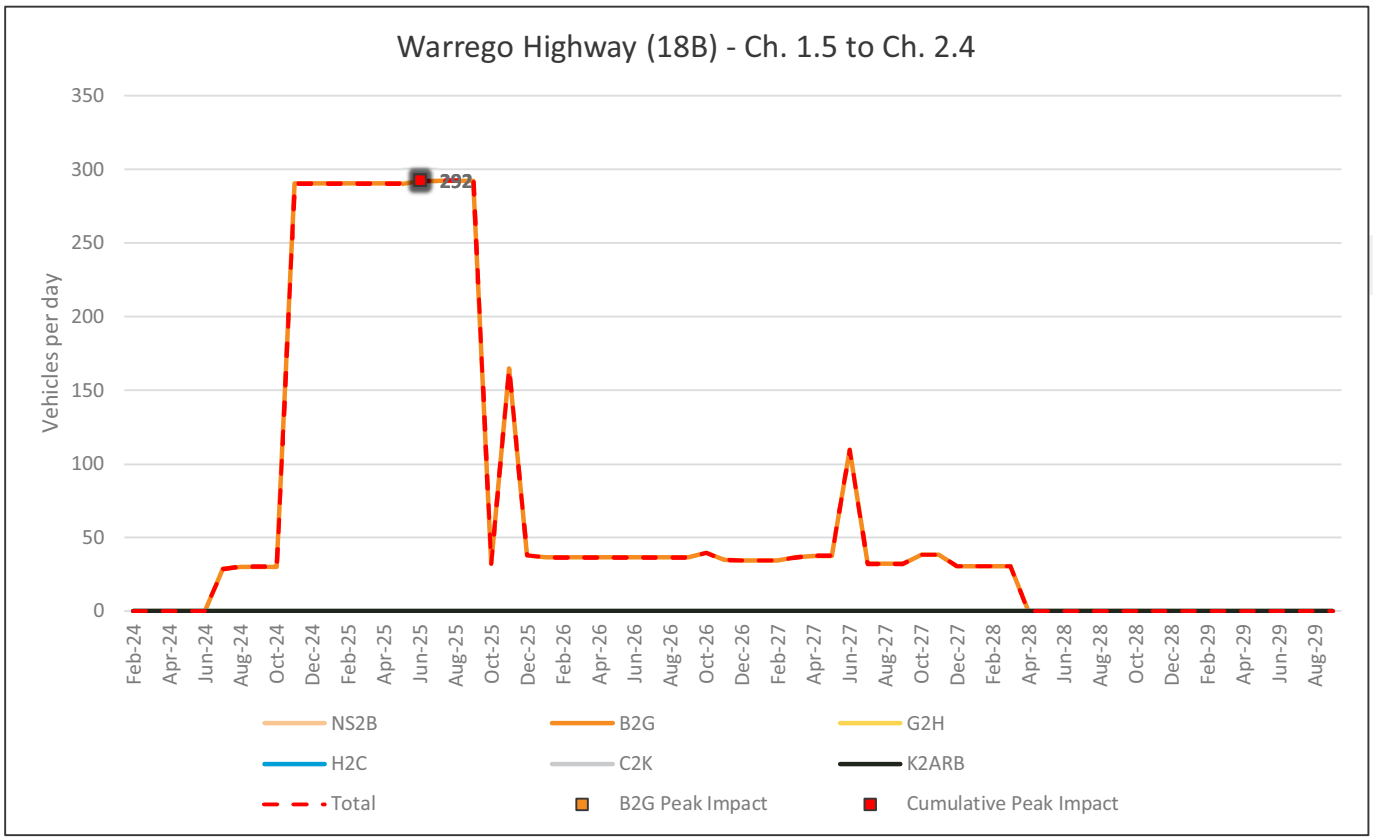
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	35	35	37	37	37	109	32	32	32	38	38	31
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	35	37	37	37	109	32	32	32	38	38	31

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	31	31	31	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	31	31	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Warrego Highway (18B)
Road section	Ch. 1.5 to Ch. 2.4

	B2G	Cumulative
Peak veh/day across construction	292	292
Peak impact month	Jun-25	Jun-25
Length of peak period	4	4



Road ID	X81-X79
Road name	Warrego Highway (18B)
Road section	Ch. 2.4 to Ch. 4.5

	B2G	Cumulative
Peak veh/day across construction	277	277
Peak impact month	Jun-25	Jun-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	16	16	16	276	276
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	16	16	16	276	276

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	276	276	276	276	276	277	277	277	277	17	17	23
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	276	276	276	276	276	277	277	277	277	17	17	23

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	22	22	22	22	22	22	25	20	20
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	22	22	22	22	22	22	25	20	20

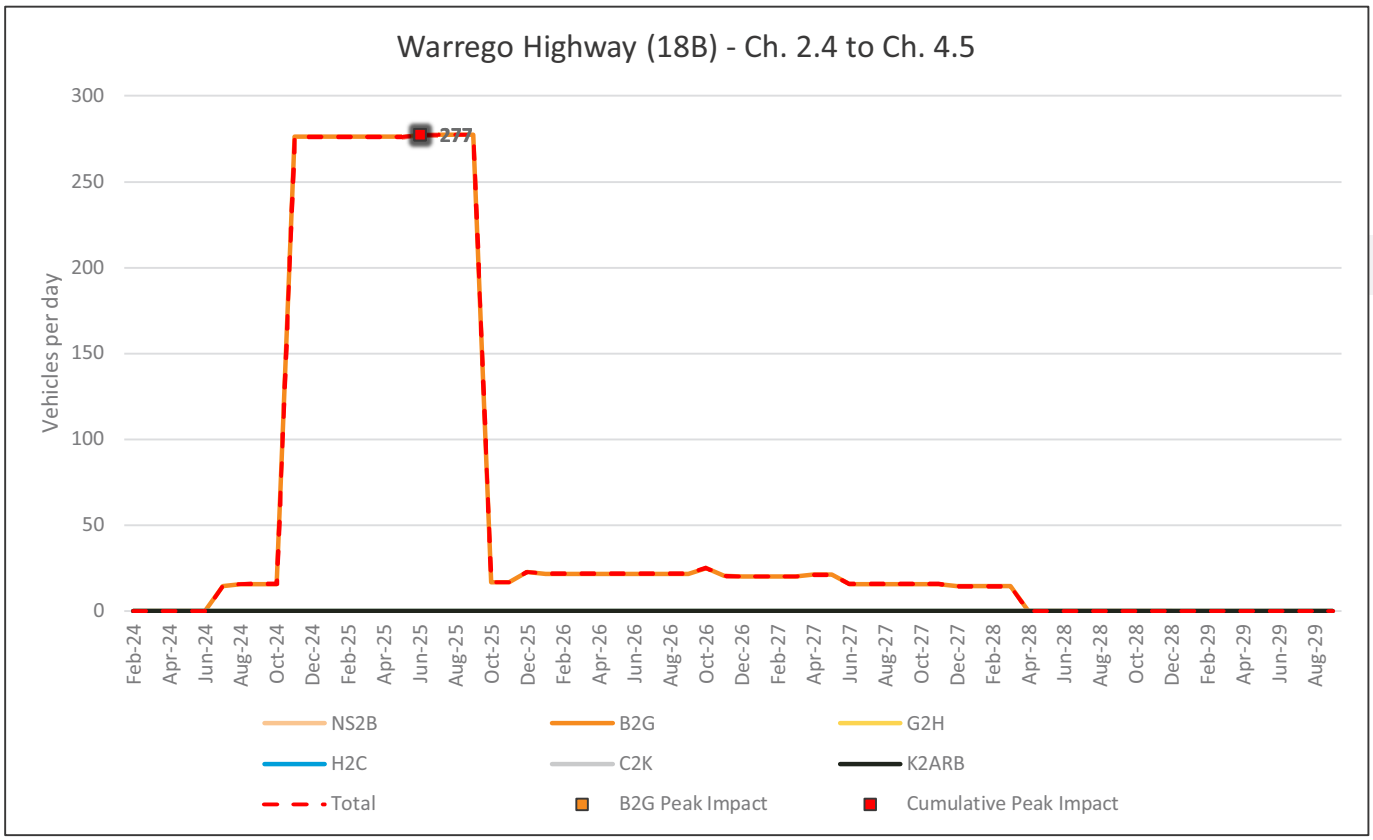
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	20	20	21	21	16	16	16	16	16	16	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	20	21	21	16	16	16	16	16	16	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Warrego Highway (18B)**
Road section	**Ch. 2.4 to Ch. 4.5**

	B2G	Cumulative
Peak veh/day across construction	**277**	**277**
Peak impact month	**Jun-25**	**Jun-25**
Length of peak period	**4**	**4**



Road ID	X79-E114
Road name	Warrego Highway (18B)
Road section	Ch. 4.5 to Ch. 5.0

	B2G	Cumulative
Peak veh/day across construction	277	277
Peak impact month	Jun-25	Jun-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	16	16	16	276	276
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	16	16	16	276	276

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	276	276	276	276	276	277	277	277	277	17	17	23
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	276	276	276	276	276	277	277	277	277	17	17	23

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	22	22	22	22	22	22	25	20	20
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	22	22	22	22	22	22	25	20	20

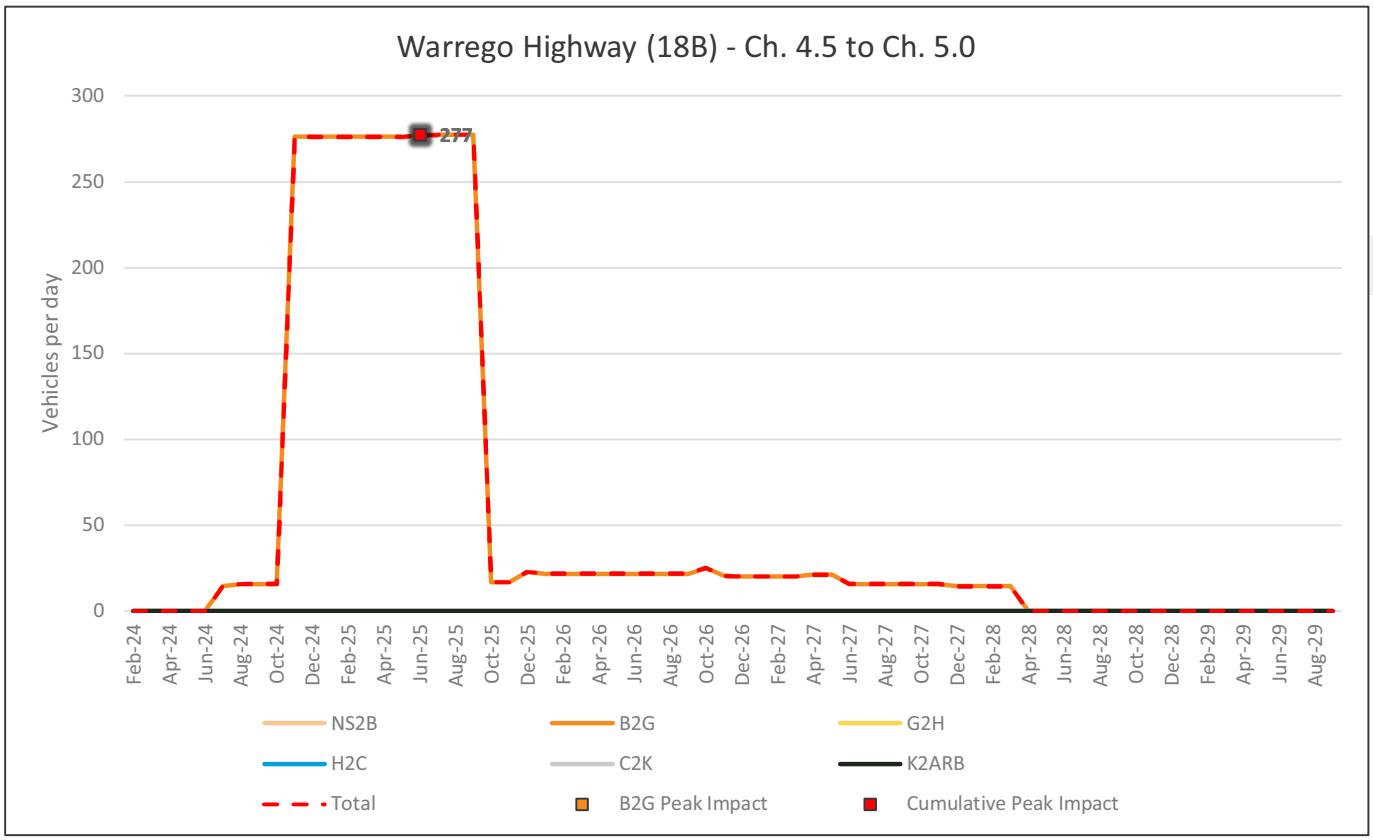
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	20	20	21	21	16	16	16	16	16	16	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	20	21	21	16	16	16	16	16	16	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Warrego Highway (18B)**
Road section	**Ch. 4.5 to Ch. 5.0**

	B2G	Cumulative
Peak veh/day across construction	**277**	**277**
Peak impact month	**Jun-25**	**Jun-25**
Length of peak period	**4**	**4**



Road ID	E114-E69
Road name	Warrego Highway (18B)
Road section	Ch. 5.0 to Ch. 5.3

	B2G	Cumulative
Peak veh/day across construction	277	277
Peak impact month	Jun-25	Jun-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	16	16	16	276	276
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	16	16	16	276	276

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	276	276	276	276	276	277	277	277	277	17	17	23
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	276	276	276	276	276	277	277	277	277	17	17	23

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	22	22	22	22	22	22	25	20	20
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	22	22	22	22	22	22	25	20	20

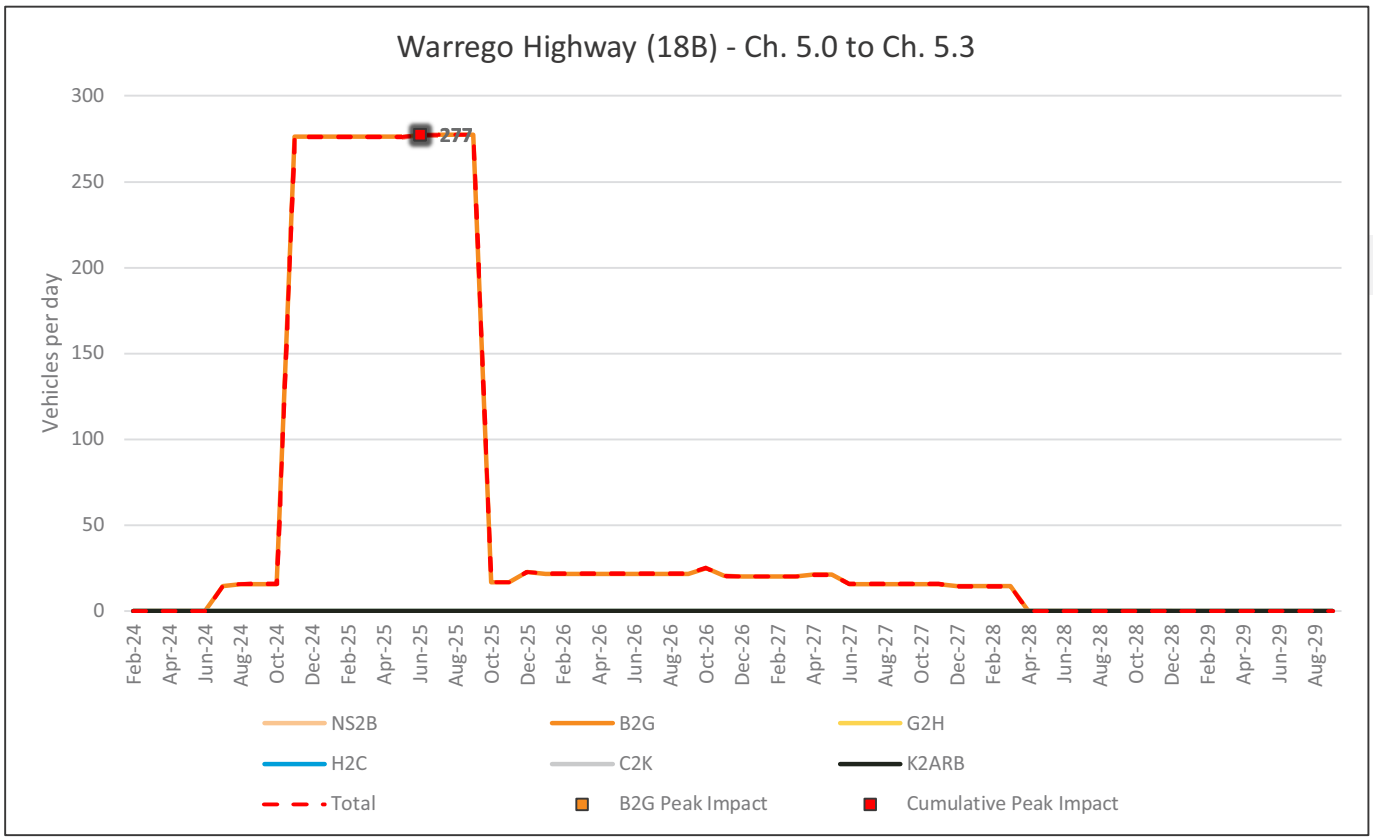
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	20	20	21	21	16	16	16	16	16	16	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	20	21	21	16	16	16	16	16	16	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Warrego Highway (18B)**
Road section	**Ch. 5.0 to Ch. 5.3**

	B2G	Cumulative
Peak veh/day across construction	**277**	**277**
Peak impact month	**Jun-25**	**Jun-25**
Length of peak period	**4**	**4**



Road ID	E69-M13
Road name	Warrego Highway (18B)
Road section	Ch. 5.3 to Ch. 6.2

	B2G	Cumulative
Peak veh/day across construction	277	277
Peak impact month	Jun-25	Jun-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	16	16	16	276	276
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	16	16	16	276	276

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	276	276	276	276	276	277	277	277	277	17	17	23
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	276	276	276	276	276	277	277	277	277	17	17	23

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	45	22	22	22	22	22	22	22	25	20	20
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	45	22	22	22	22	22	22	22	25	20	20

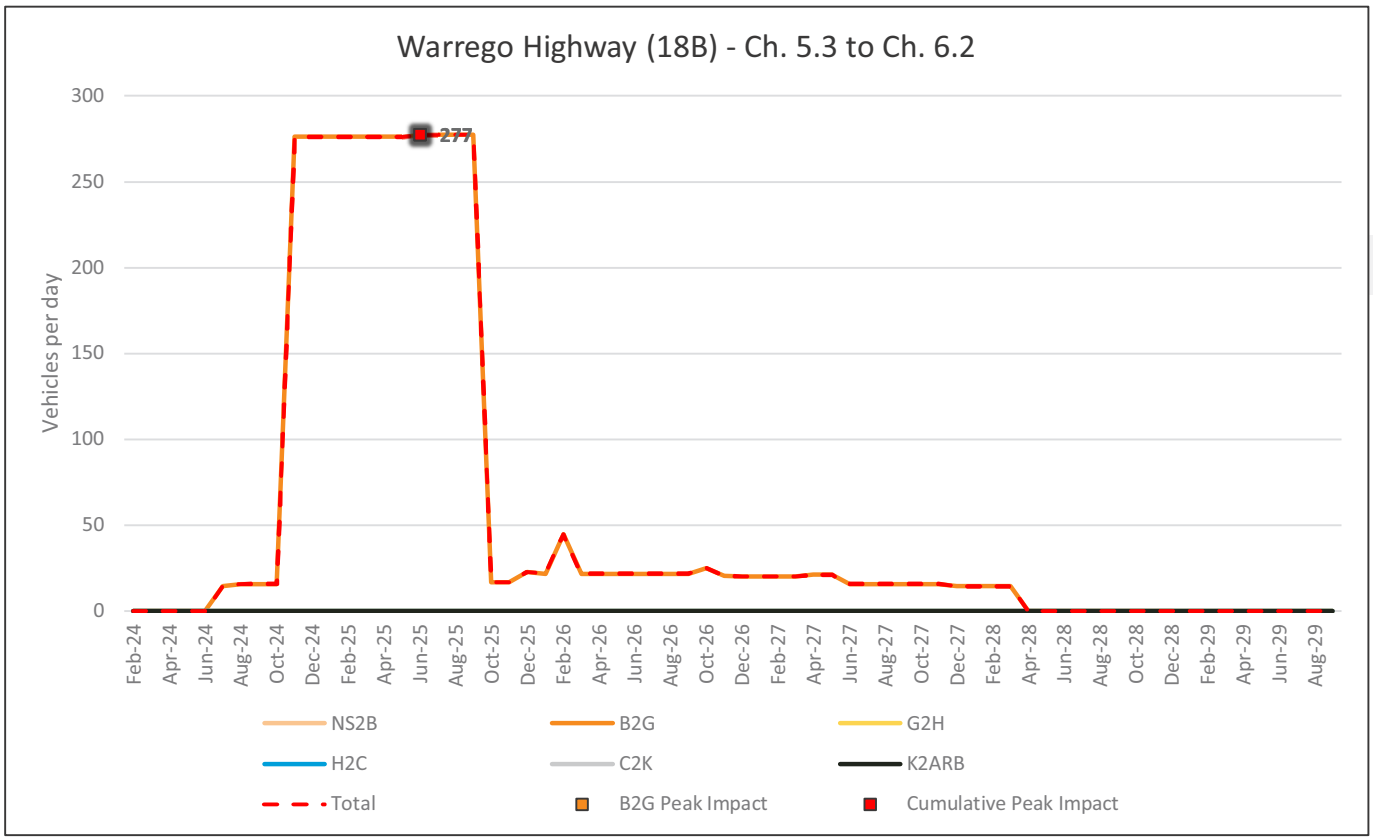
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	20	20	21	21	16	16	16	16	16	16	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	20	21	21	16	16	16	16	16	16	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Warrego Highway (18B)
Road section	Ch. 5.3 to Ch. 6.2

	B2G	Cumulative
Peak veh/day across construction	277	277
Peak impact month	Jun-25	Jun-25
Length of peak period	4	4



Road ID	M13-X87
Road name	Warrego Highway Off-ramp (18B)
Road section	Warrego Highway to Kingsthorpe Overpass

	B2G	Cumulative
Peak veh/day across construction	277	277
Peak impact month	Jun-25	Jun-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	16	16	16	276	276
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	16	16	16	276	276

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	276	276	276	276	276	277	277	277	277	17	17	23
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	276	276	276	276	276	277	277	277	277	17	17	23

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	45	22	22	22	22	22	22	22	25	20	20
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	45	22	22	22	22	22	22	22	25	20	20

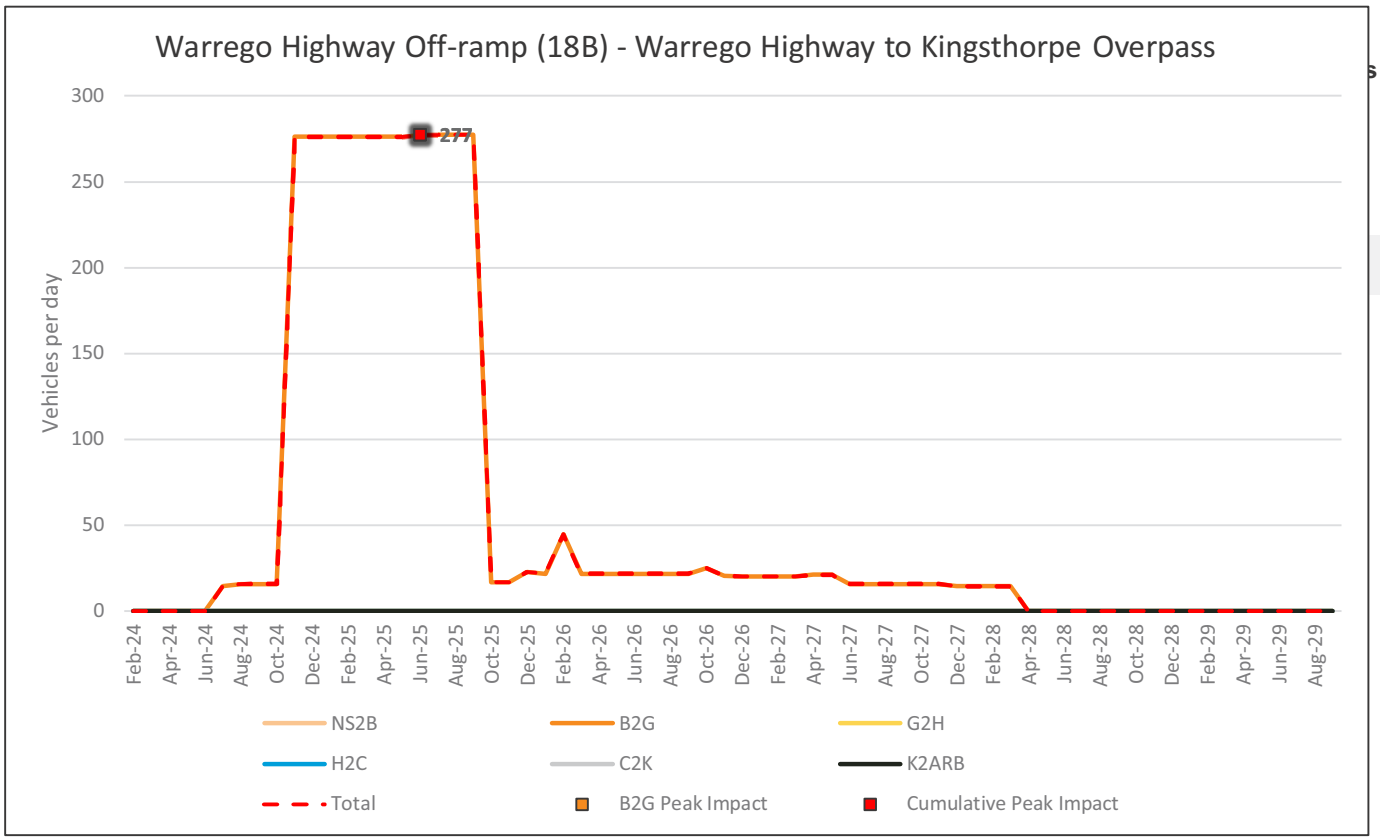
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	20	20	21	21	16	16	16	16	16	16	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	20	21	21	16	16	16	16	16	16	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Warrego Highway Off-ramp (18B)**
Road section	**Warrego Highway to Kingsthorpe Overpass**

	B2G	Cumulative
Peak veh/day across construction	**277**	**277**
Peak impact month	**Jun-25**	**Jun-25**
Length of peak period	**4**	**4**



Road ID	X90-X12
Road name	Newell Highway
Road section	River Road to QLD/NSW Border

	B2G	Cumulative
Peak veh/day across construction	23	26
Peak impact month	Sep-24	Dec-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	1	1	1	1	14	23	10	10	10
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	1	14	23	10	10	10

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	4	4	4	4	11	14	14	20	21
B2G	10	13	13	13	5	5	5	5	5	5	5	5
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	13	13	17	9	9	9	16	19	19	25	26

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	10	10	13	10	10	10	10	9	6	6	6	6
B2G	5	5	5	2	2	2	2	2	2	2	2	2
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	15	18	12	12	12	12	11	8	8	8	8

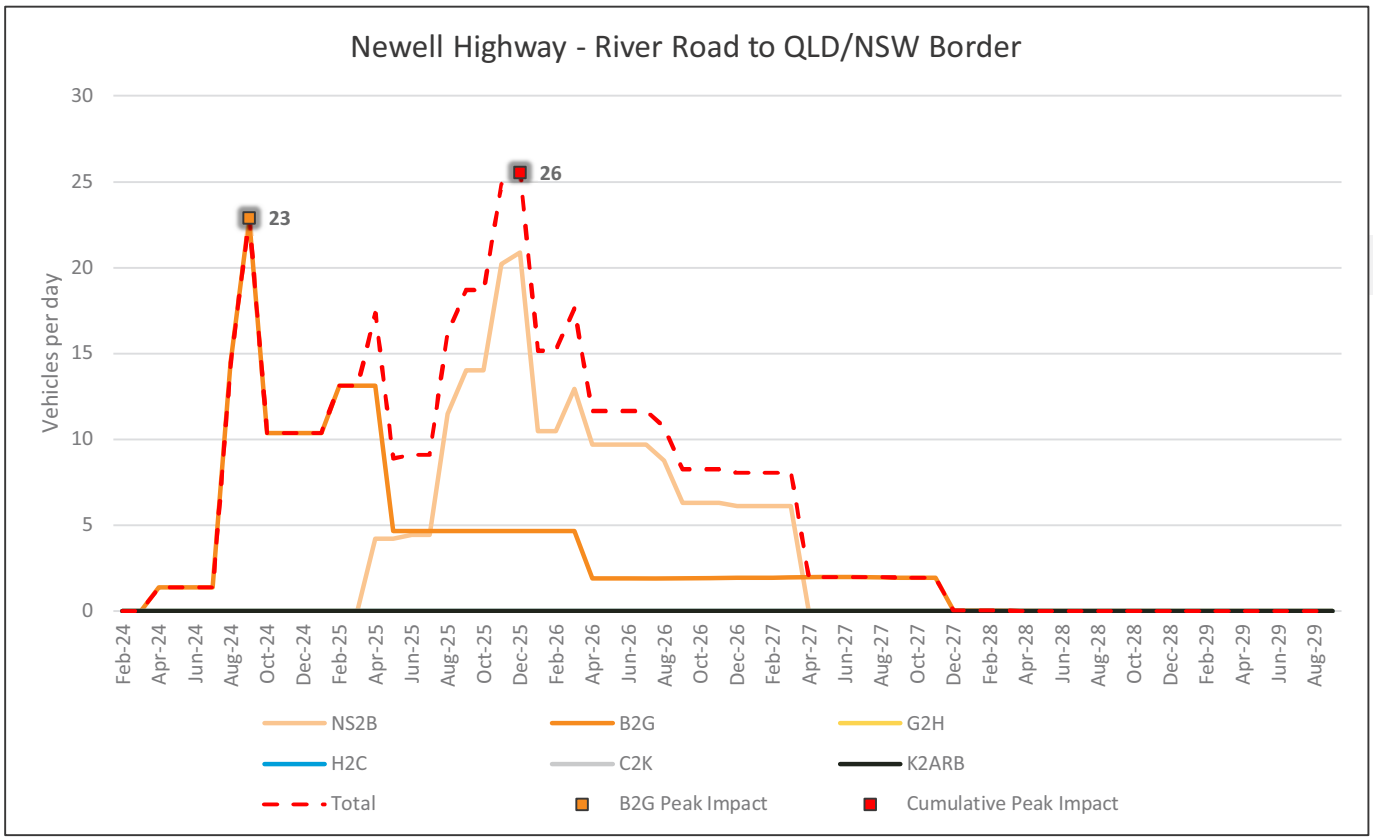
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	6	6	6	0	0	0	0	0	0	0	0	0
B2G	2	2	2	2	2	2	2	2	2	2	2	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	8	2	2	2	2	2	2	2	2	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Newell Highway
Road section	River Road to QLD/NSW Border

	B2G	Cumulative
Peak veh/day across construction	23	26
Peak impact month	Sep-24	Dec-25
Length of peak period	1	1



Road ID	X149-E125
Road name	Noondoo Thallon Road
Road section	Graincorp Thallon to Carnarvon Highway

	B2G	Cumulative
Peak veh/day across construction	52	52
Peak impact month	May-25	May-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	42	23	22	28	6
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	42	23	22	28	6

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	35	20	16	36	52	51	42	42	23	22	28	6
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	20	16	36	52	51	42	42	23	22	28	6

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	35	20	16	36	52	51	42	42	23	22	28	6
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	20	16	36	52	51	42	42	23	22	28	6

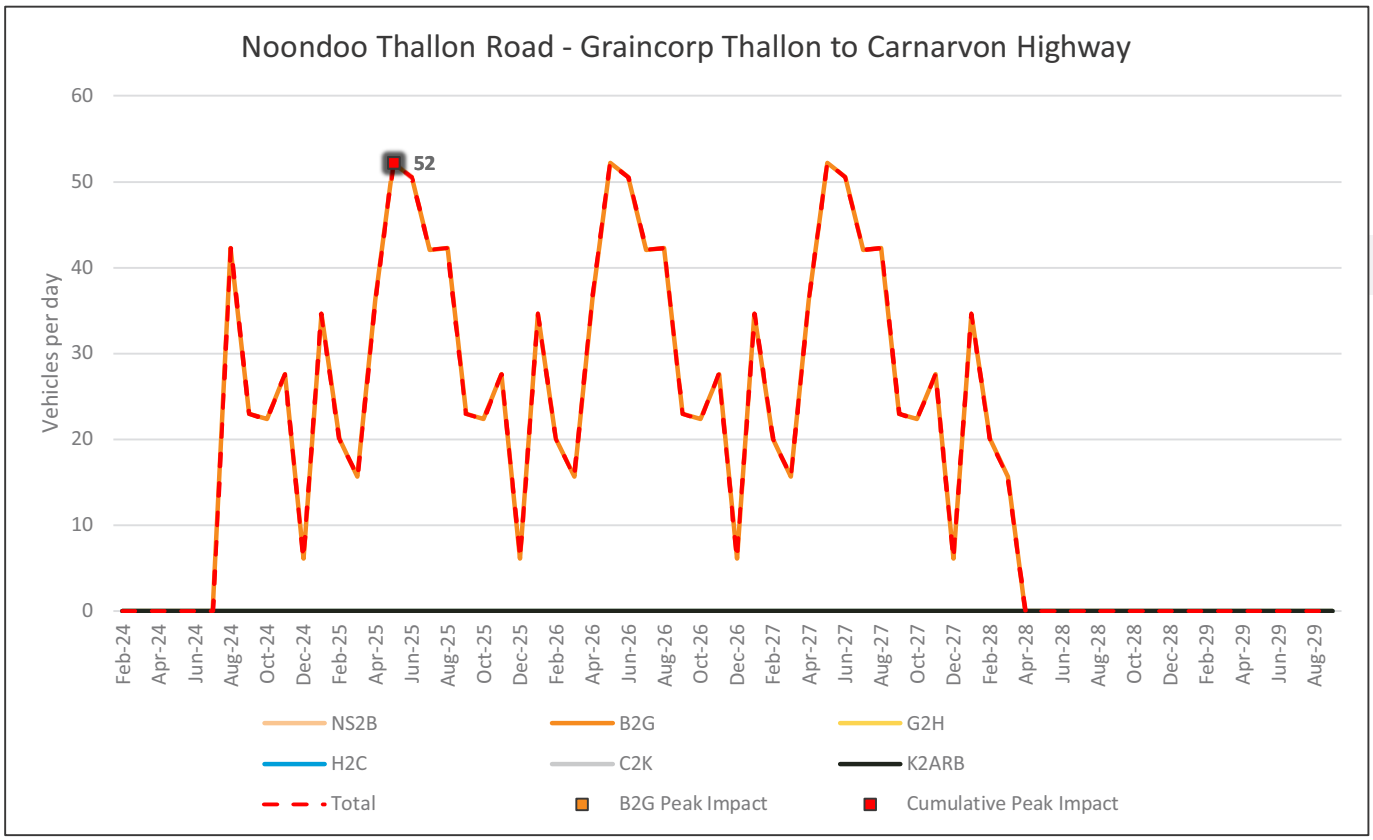
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	35	20	16	36	52	51	42	42	23	22	28	6
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	20	16	36	52	51	42	42	23	22	28	6

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	35	20	16	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	20	16	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Noondoo Thallon Road**
Road section	**Graincorp Thallon to Carnarvon Highway**

	B2G	Cumulative
Peak veh/day across construction	**52**	**52**
Peak impact month	**May-25**	**May-25**
Length of peak period	**3**	**3**



Road ID	E121-X105
Road name	Boodle Street
Road section	Holcim Concrete Goondiwindi to Hunt Street

	B2G	Cumulative
Peak veh/day across construction	1	20
Peak impact month	Feb-25	Dec-25
Length of peak period	12	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	4	4	4	4	10	13	13	19	20
B2G	0	1	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	5	5	5	5	11	13	13	20	20

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	9	9	12	9	9	9	9	9	6	6	6	6
B2G	1	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	9	12	9	9	9	9	9	6	6	6	6

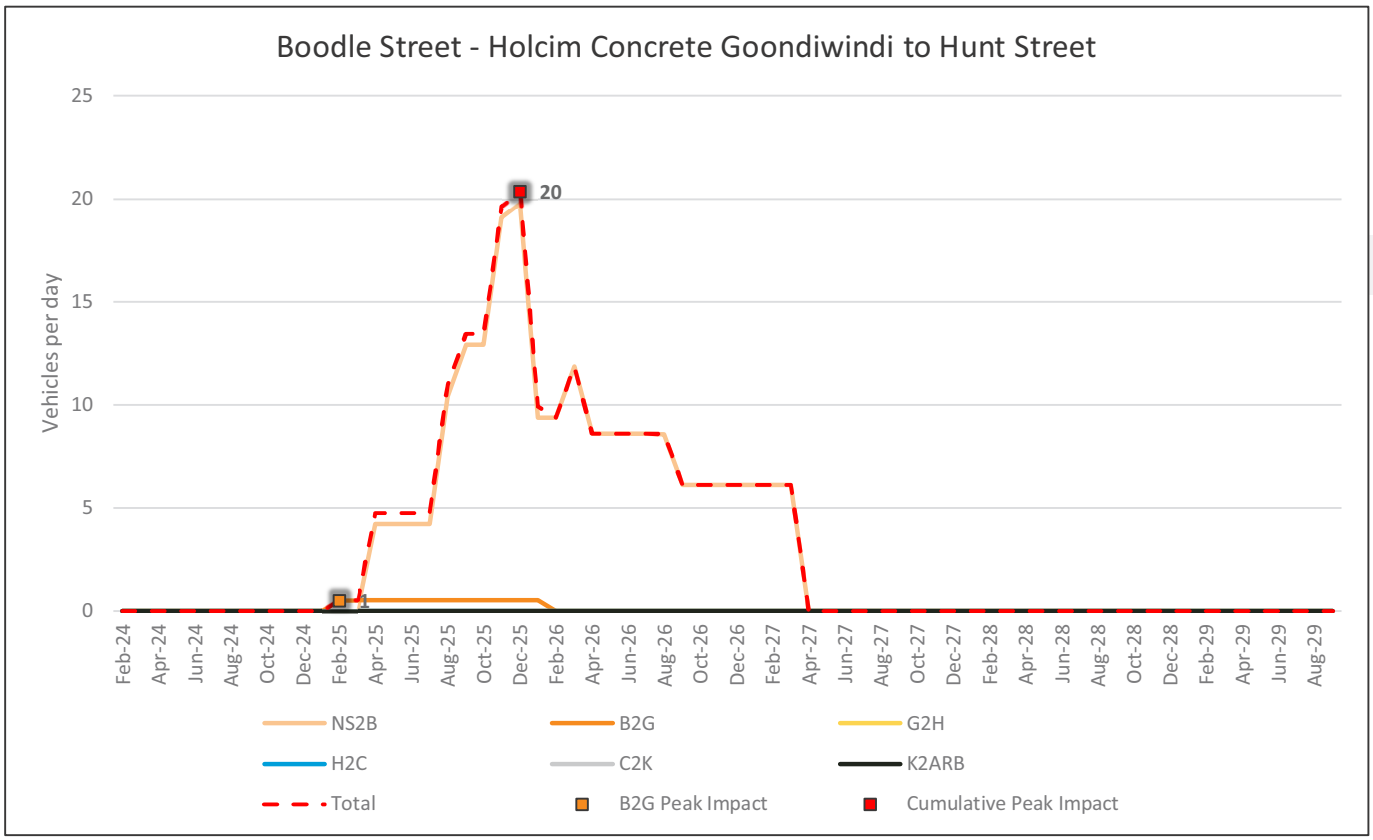
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	6	6	6	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	6	6	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Boodle Street
Road section	Holcim Concrete Goondiwindi to Hunt Street

	B2G	Cumulative
Peak veh/day across construction	1	20
Peak impact month	Feb-25	Dec-25
Length of peak period	12	1



Road ID	X4-E40
Road name	Bybera Road
Road section	Cunningham Highway to B2G-LDN060.4

	B2G	Cumulative
Peak veh/day across construction	231	231
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	11	43	43	231	43
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	11	43	43	231	43

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	43	43	12	12	12	12	12	12	12	12	12	12
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	43	12	12	12	12	12	12	12	12	12	12

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	12	13	13	12	12	12	12	12	13	12	12	12
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	13	13	12	12	12	12	12	13	12	12	12

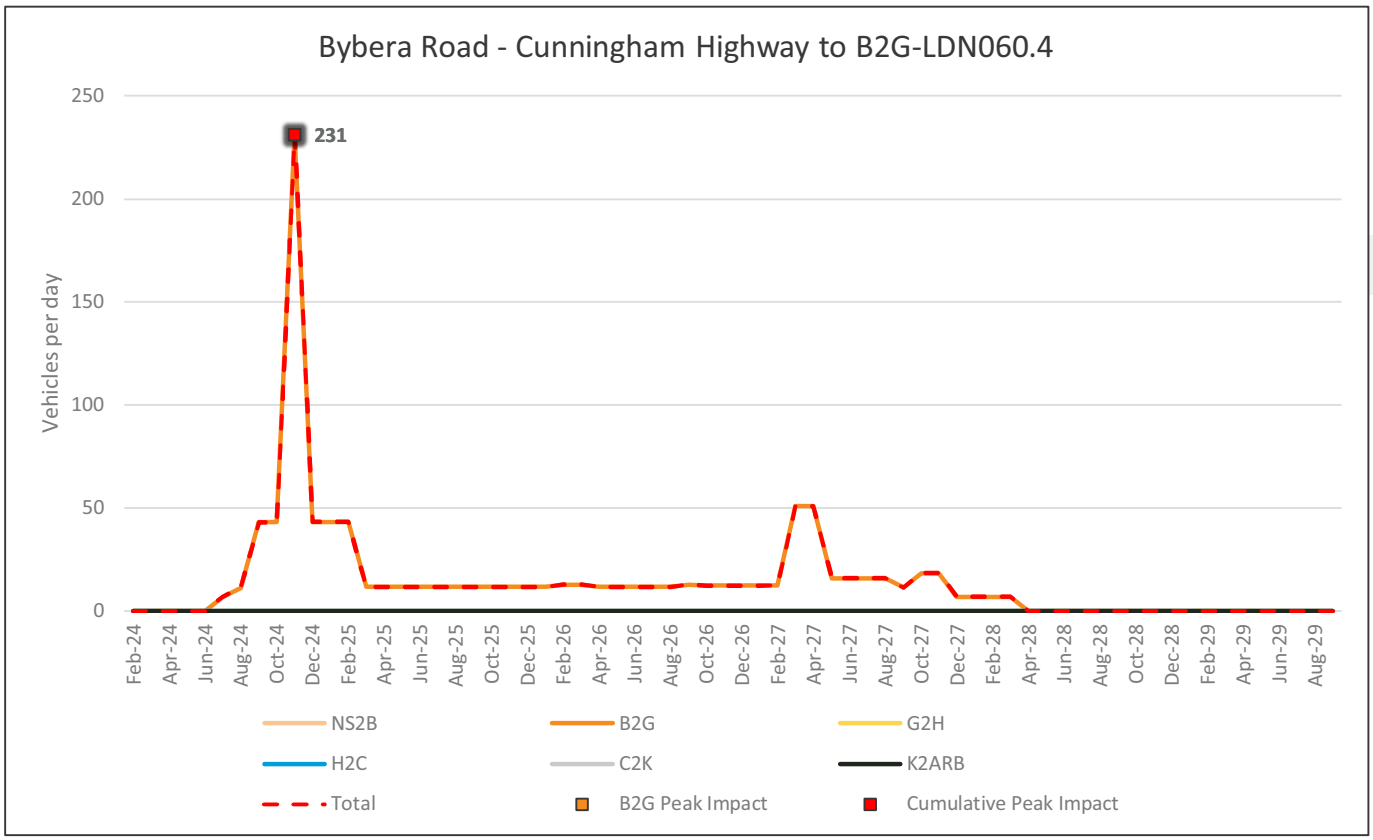
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	12	13	51	51	16	16	16	16	11	18	18	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	13	51	51	16	16	16	16	11	18	18	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Bybera Road
Road section	Cunningham Highway to B2G-LDN060.4

	B2G	Cumulative
Peak veh/day across construction	231	231
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	E40-E98
Road name	Bybera Road
Road section	B2G-LDN060.4 to Earthworks Area 2A

	B2G	Cumulative
Peak veh/day across construction	188	188
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	188	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	188	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

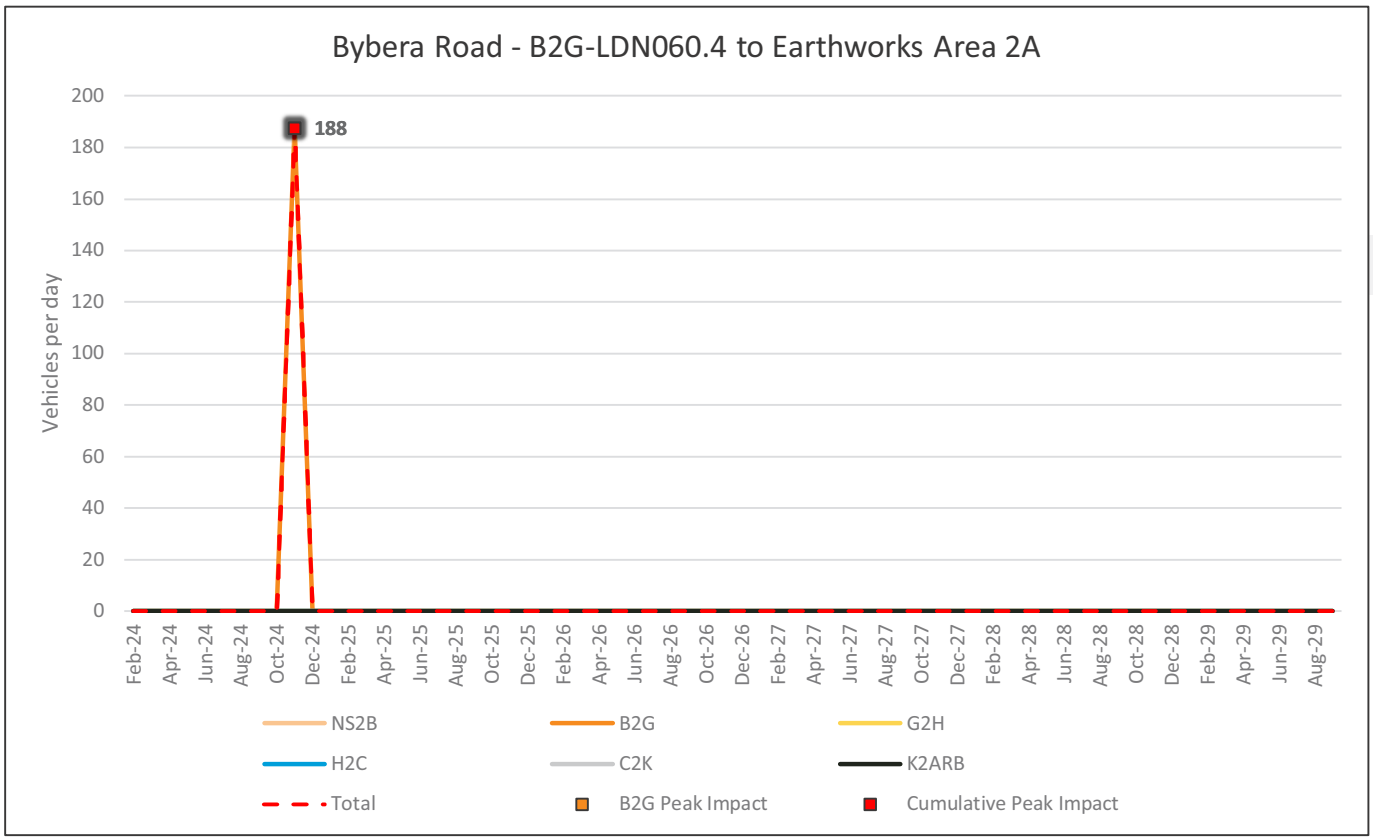
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Bybera Road
Road section	B2G-LDN060.4 to Earthworks Area 2A

	B2G	Cumulative
Peak veh/day across construction	188	188
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	X103-X109
Road name	Cemetery Road
Road section	Access Track to Mooroobie Lane

	B2G	Cumulative
Peak veh/day across construction	40	40
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	38	40	40	40	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	38	40	40	40	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

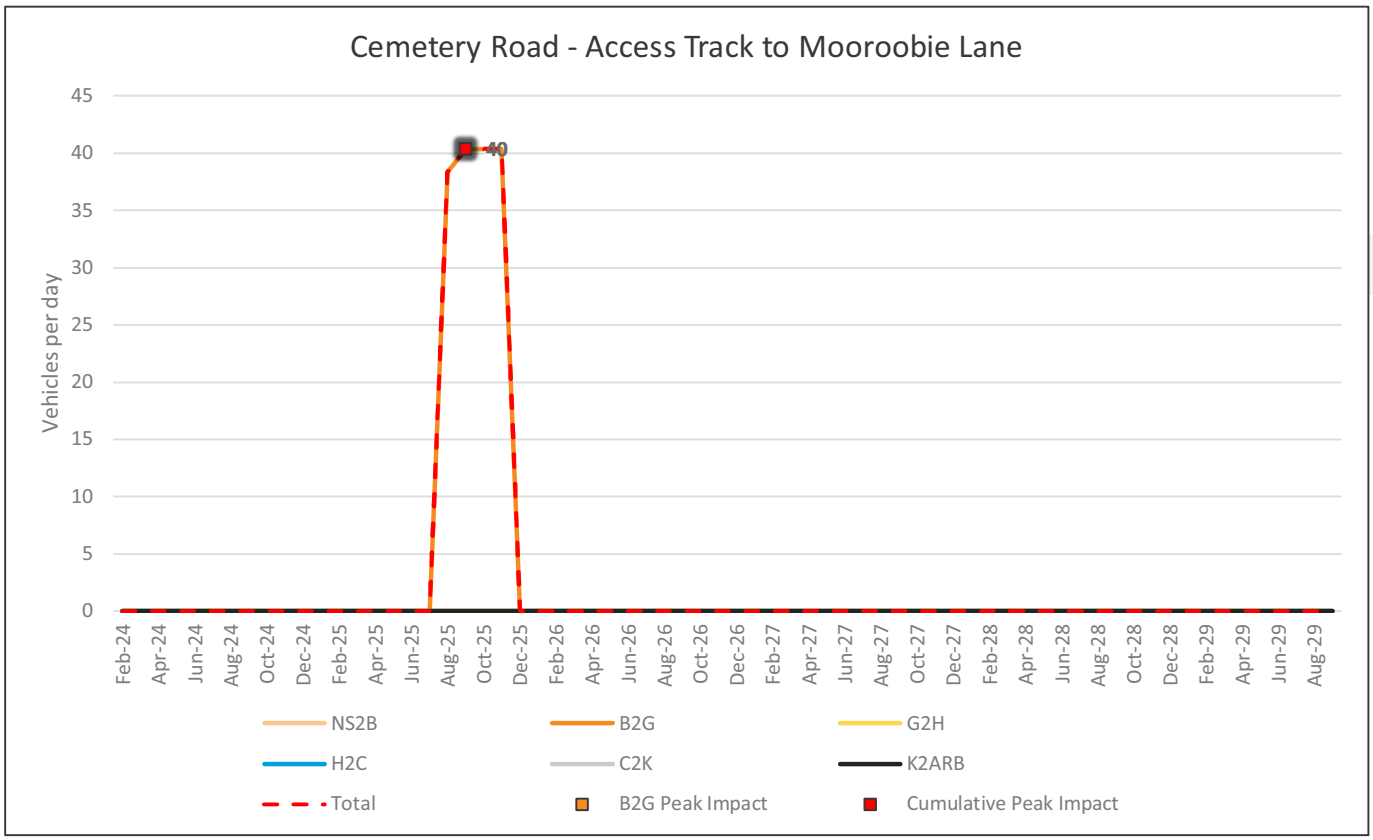
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cemetery Road
Road section	Access Track to Mooroobie Lane

	B2G	Cumulative
Peak veh/day across construction	40	40
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3



Road ID	X152-E123
Road name	Cemetery Road
Road section	Cunningham Highway to Graincorp Goondiwindi

	B2G	Cumulative
Peak veh/day across construction	31	31
Peak impact month	May-25	May-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	25	13	13	16	4
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	25	13	13	16	4

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	12	9	21	31	30	25	25	13	13	16	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	12	9	21	31	30	25	25	13	13	16	4

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	12	9	21	31	30	25	25	13	13	16	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	12	9	21	31	30	25	25	13	13	16	4

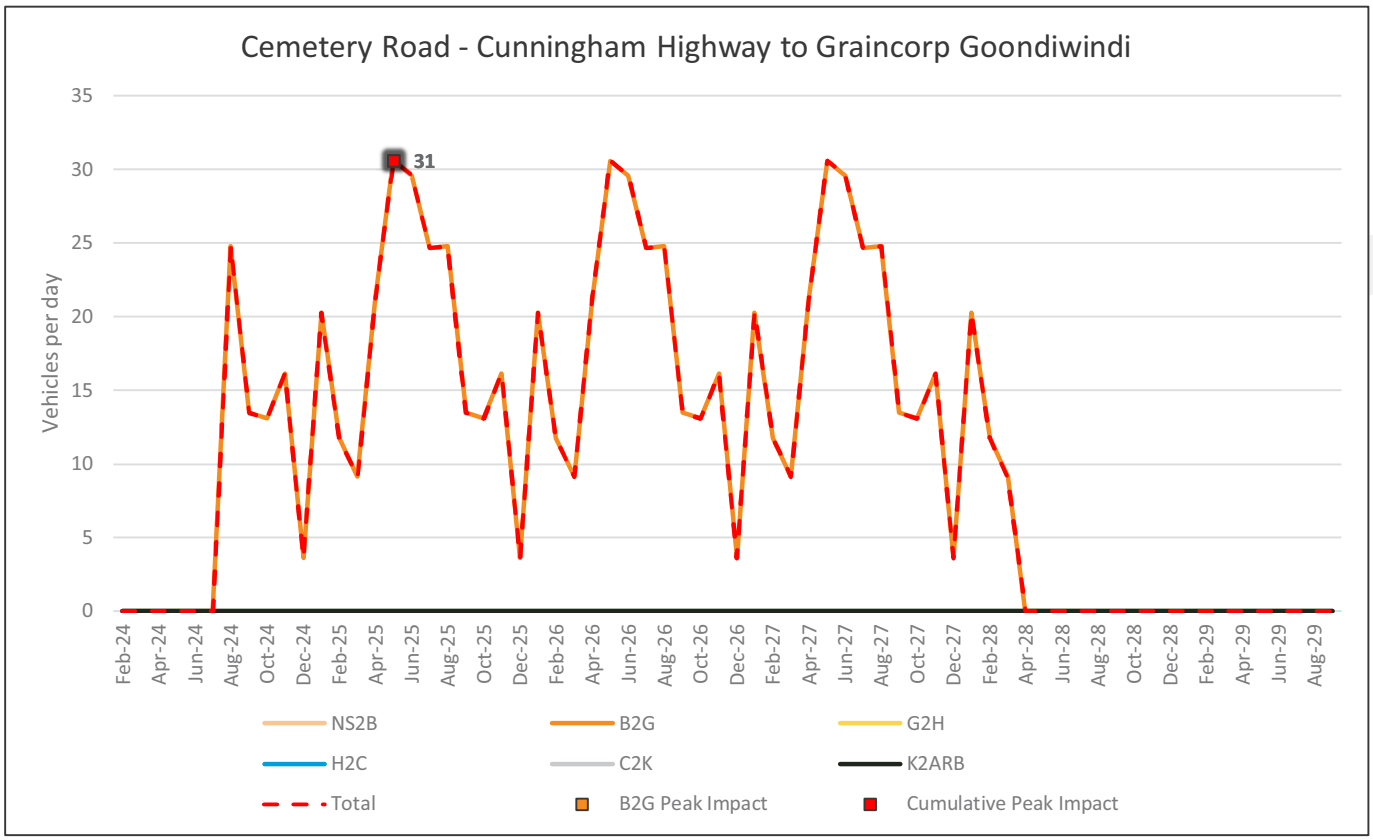
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	12	9	21	31	30	25	25	13	13	16	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	12	9	21	31	30	25	25	13	13	16	4

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	12	9	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	12	9	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cemetery Road
Road section	Cunningham Highway to Graincorp Goondiwindi

	B2G	Cumulative
Peak veh/day across construction	31	31
Peak impact month	May-25	May-25
Length of peak period	3	3



Road ID	E27-X104
Road name	Coolmunda Dam Access
Road section	Inglewood Legacy Bore/Coolmunda Dam to Coolmunda

	B2G	Cumulative
Peak veh/day across construction	51	51
Peak impact month	Sep-24	Sep-24
Length of peak period	6	6

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	8	51	51	51	51
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	8	51	51	51	51

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	51	51	29	29	29	29	29	29	9	8	11	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	51	29	29	29	29	29	29	9	8	11	11

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	9	10	10	10	9	11	11	11	8	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	10	10	10	9	11	11	11	8	8	8	8

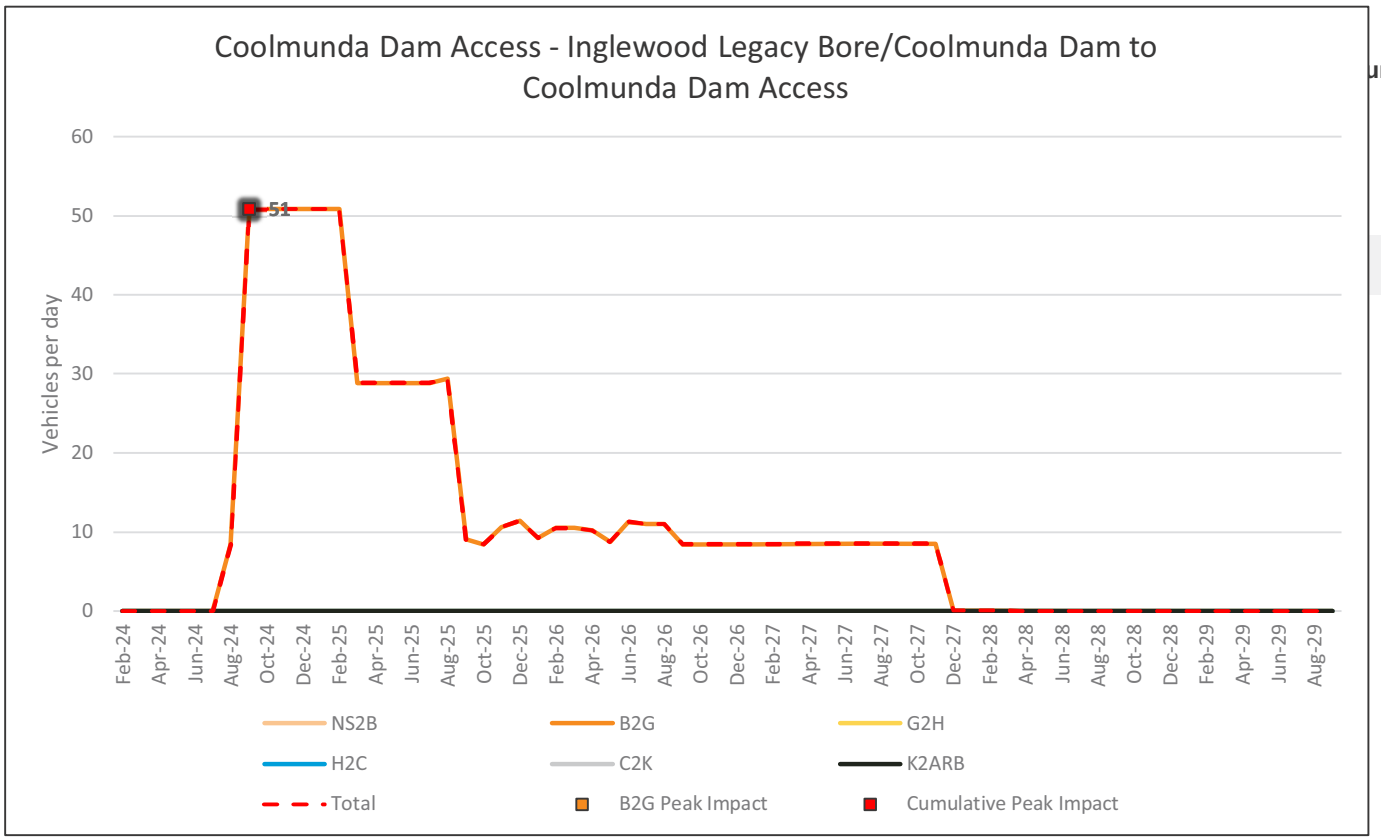
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	9	9	9	9	9	9	9	9	9	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	9	9	9	9	9	9	9	9	9	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Coolmunda Dam Access
Road section	Inglewood Legacy Bore/Coolmunda Dam to Coolmunda

	B2G	Cumulative
Peak veh/day across construction	51	51
Peak impact month	Sep-24	Sep-24
Length of peak period	6	6



Road ID	X104-X5
Road name	Coolmunda Dam Access
Road section	Coolmunda Dam Access to Cunningham Highway

	B2G	Cumulative
Peak veh/day across construction	51	51
Peak impact month	Sep-24	Sep-24
Length of peak period	6	6

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	8	51	51	51	51
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	8	51	51	51	51

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	51	51	29	29	29	29	29	29	9	8	11	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	51	29	29	29	29	29	29	9	8	11	11

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	9	10	10	10	9	11	11	11	8	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	10	10	10	9	11	11	11	8	8	8	8

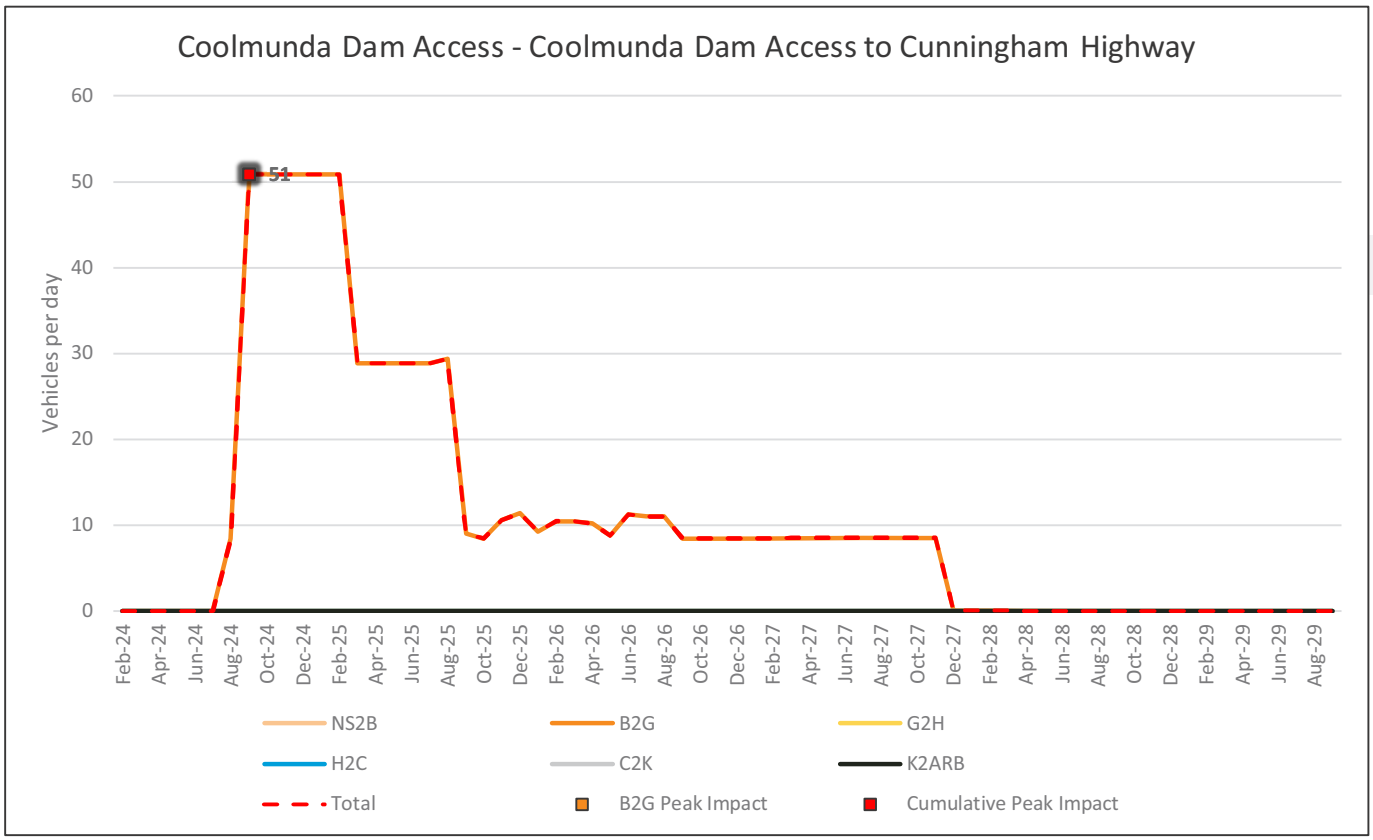
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	9	9	9	9	9	9	9	9	9	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	9	9	9	9	9	9	9	9	9	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Coolmunda Dam Access
Road section	Coolmunda Dam Access to Cunningham Highway

	B2G	Cumulative
Peak veh/day across construction	51	51
Peak impact month	Sep-24	Sep-24
Length of peak period	6	6



Road ID	E38-E39
Road name	Cremascos Road
Road section	B2G-LDN052.8 to B2G-LDN055.4

	B2G	Cumulative
Peak veh/day across construction	19	19
Peak impact month	Jul-26	Jul-26
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	14	14	14	15	15
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	14	14	14	15	15

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	15	15	15	15	15	15	15	15	15	17	17
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	15	15	15	15	15	15	15	15	15	17	17

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	18	18	18	18	18	19	19	15	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	18	18	18	18	18	19	19	15	14	14	14

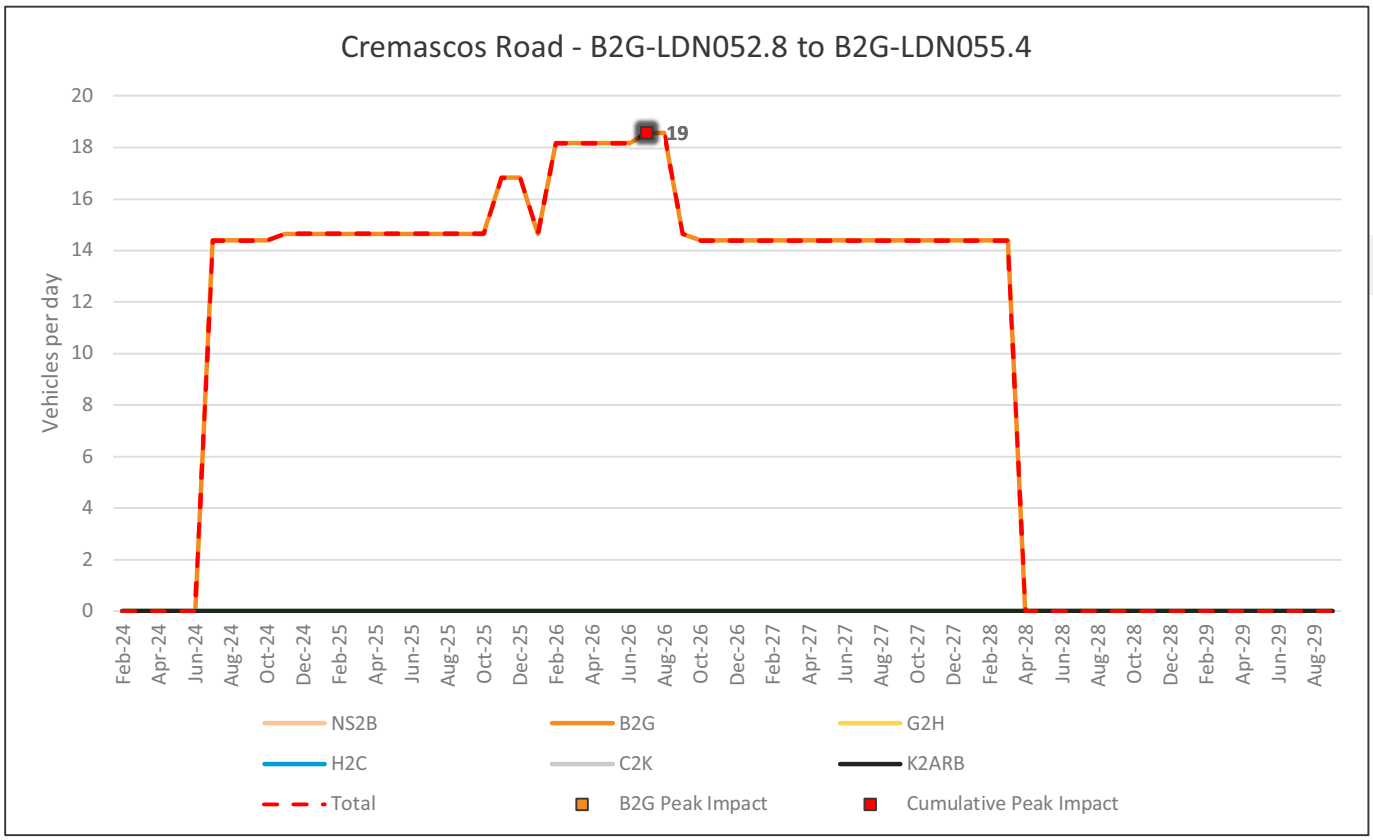
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	14	14	14	14	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cremascos Road
Road section	B2G-LDN052.8 to B2G-LDN055.4

	B2G	Cumulative
Peak veh/day across construction	19	19
Peak impact month	Jul-26	Jul-26
Length of peak period	2	2



Road ID	E39-E78
Road name	Cremascos Road
Road section	B2G-LDN055.4 to B2G-LDN054.2

	B2G	Cumulative
Peak veh/day across construction	17	17
Peak impact month	Nov-25	Nov-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	14	14	14	14	14

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	14	14	14	17	17
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	14	14	14	17	17

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	14	14	14	14	14

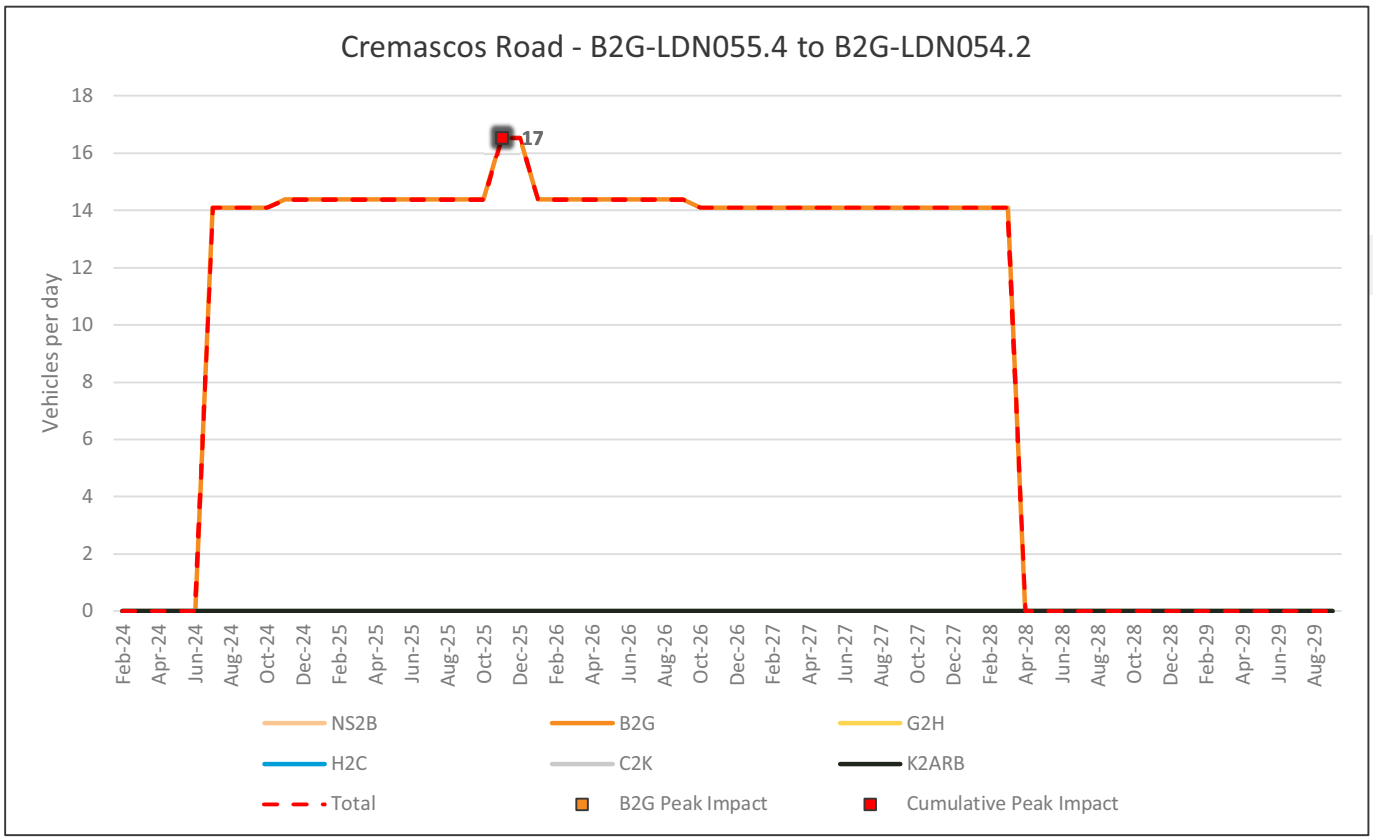
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	14	14	14	14	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Cremascos Road
Road section	B2G-LDN055.4 to B2G-LDN054.2

	B2G	Cumulative
Peak veh/day across construction	17	17
Peak impact month	Nov-25	Nov-25
Length of peak period	2	2



Road ID	X6-E38
Road name	Cremascos Road
Road section	Cunningham Highway to B2G-LDN052.8

	B2G	Cumulative
Peak veh/day across construction	20	20
Peak impact month	Feb-26	Feb-26
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	14	14	14	15	15
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	14	14	14	15	15

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	15	15	15	15	15	15	15	16	16	18	18
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	15	15	15	15	15	15	15	16	16	18	18

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	16	20	20	19	19	19	20	20	16	15	15	15
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	20	20	19	19	19	20	20	16	15	15	15

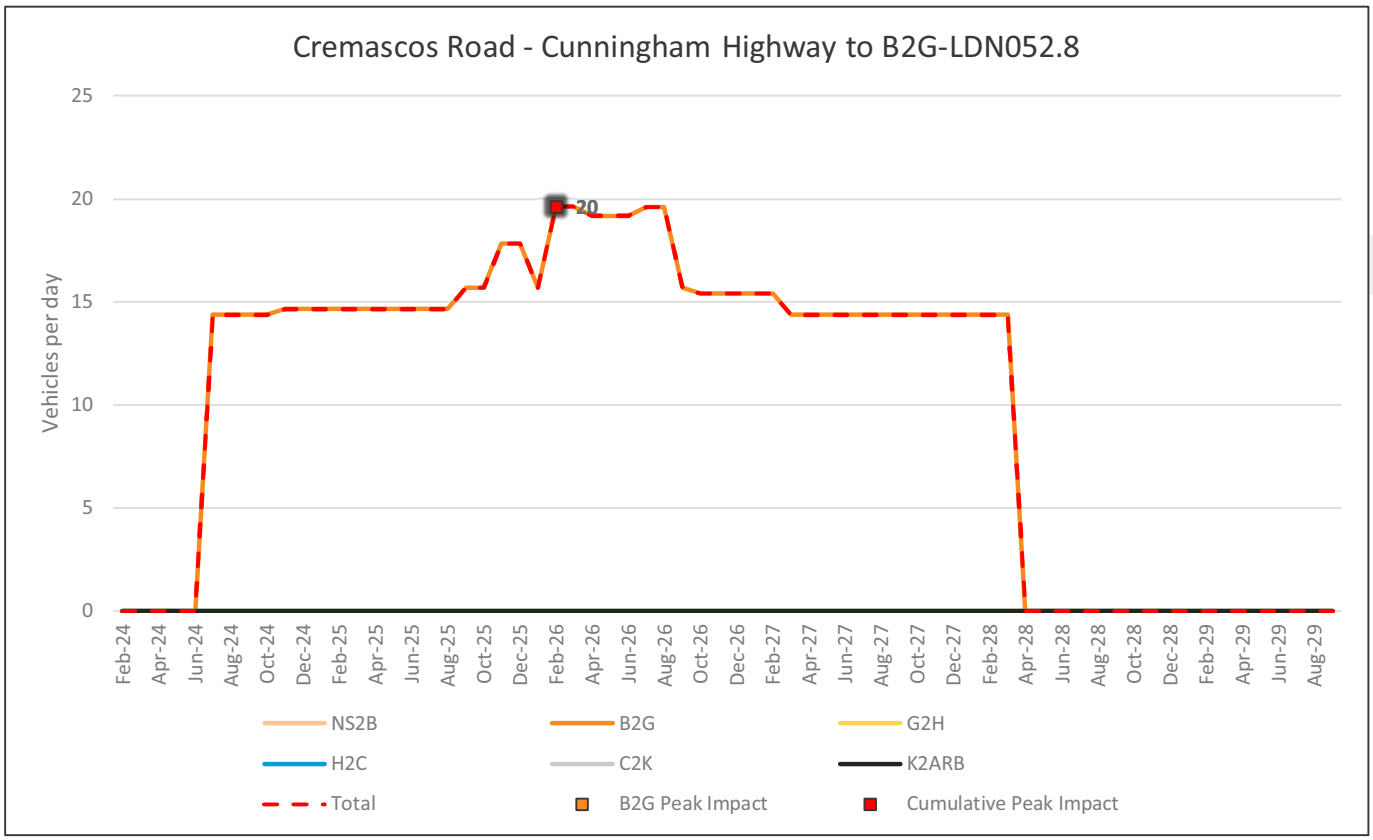
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	15	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	15	14	14	14	14	14	14	14	14	14	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Cremascos Road**
Road section	**Cunningham Highway to B2G-LDN052.8**

	B2G	Cumulative
Peak veh/day across construction	**20**	**20**
Peak impact month	**Feb-26**	**Feb-26**
Length of peak period	**4**	**4**



Road ID	X7-E74
Road name	East Sawmill Road
Road section	Cunningham Highway to B2G-LDN030.0

	B2G	Cumulative
Peak veh/day across construction	325	325
Peak impact month	Feb-25	Feb-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	134	134	284	284	284	284
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	134	134	284	284	284	284

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	284	325	325	325	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	284	325	325	325	7	7	7	7	7	7	7	7

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	15	15	15	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	15	15	15	7	7	7	7	7	7

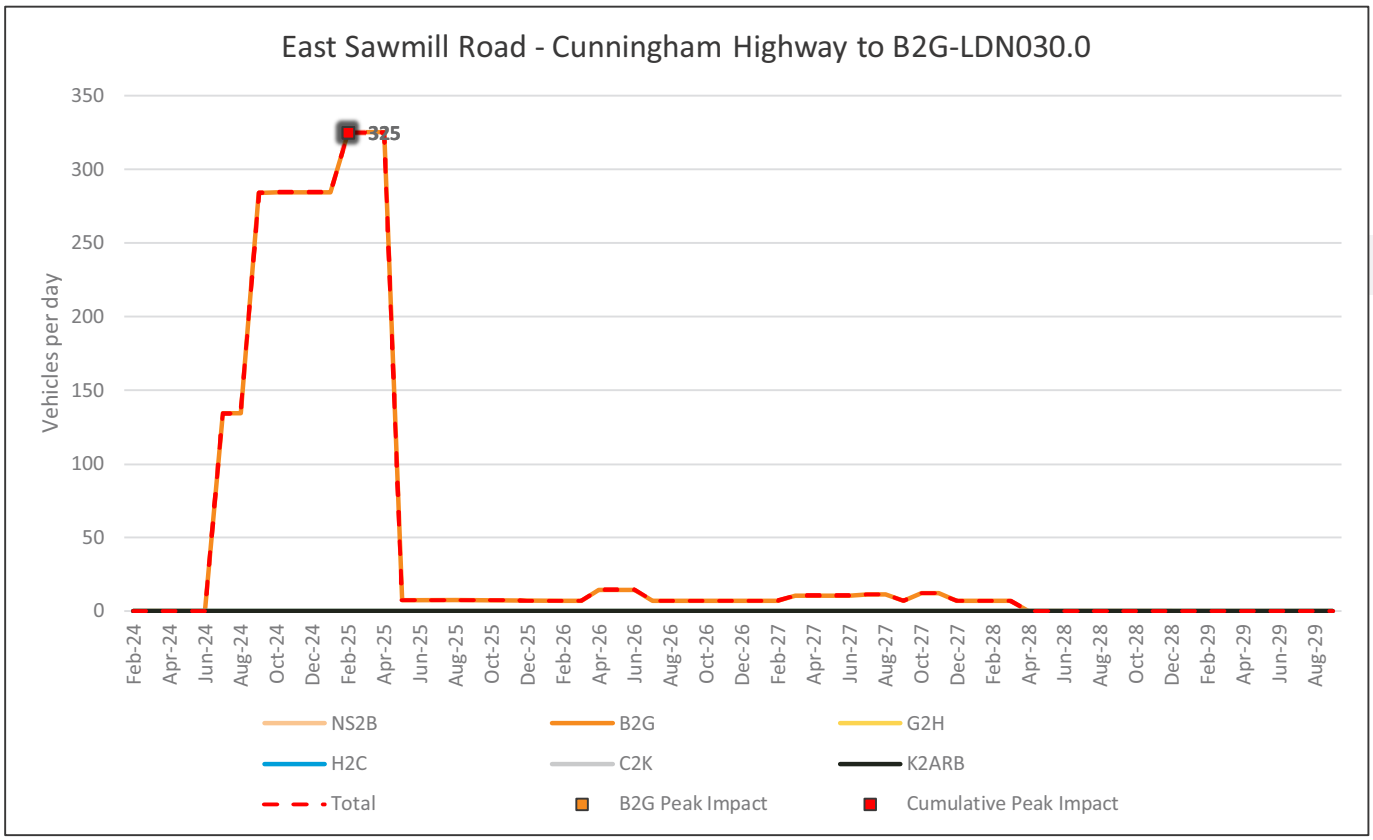
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	10	10	10	10	12	12	7	12	12	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	10	10	10	10	12	12	7	12	12	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	East Sawmill Road
Road section	Cunningham Highway to B2G-LDN030.0

	B2G	Cumulative
Peak veh/day across construction	325	325
Peak impact month	Feb-25	Feb-25
Length of peak period	3	3



Road ID	X8-E79
Road name	Elizabeth Street
Road section	Cunningham Highway to B2G-LDN065.8

	B2G	Cumulative
Peak veh/day across construction	30	30
Peak impact month	Mar-27	Mar-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	14	14	14	14	14

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	14	14	14	14	14

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	16	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	16	14	14	14	14	14	14	14	14

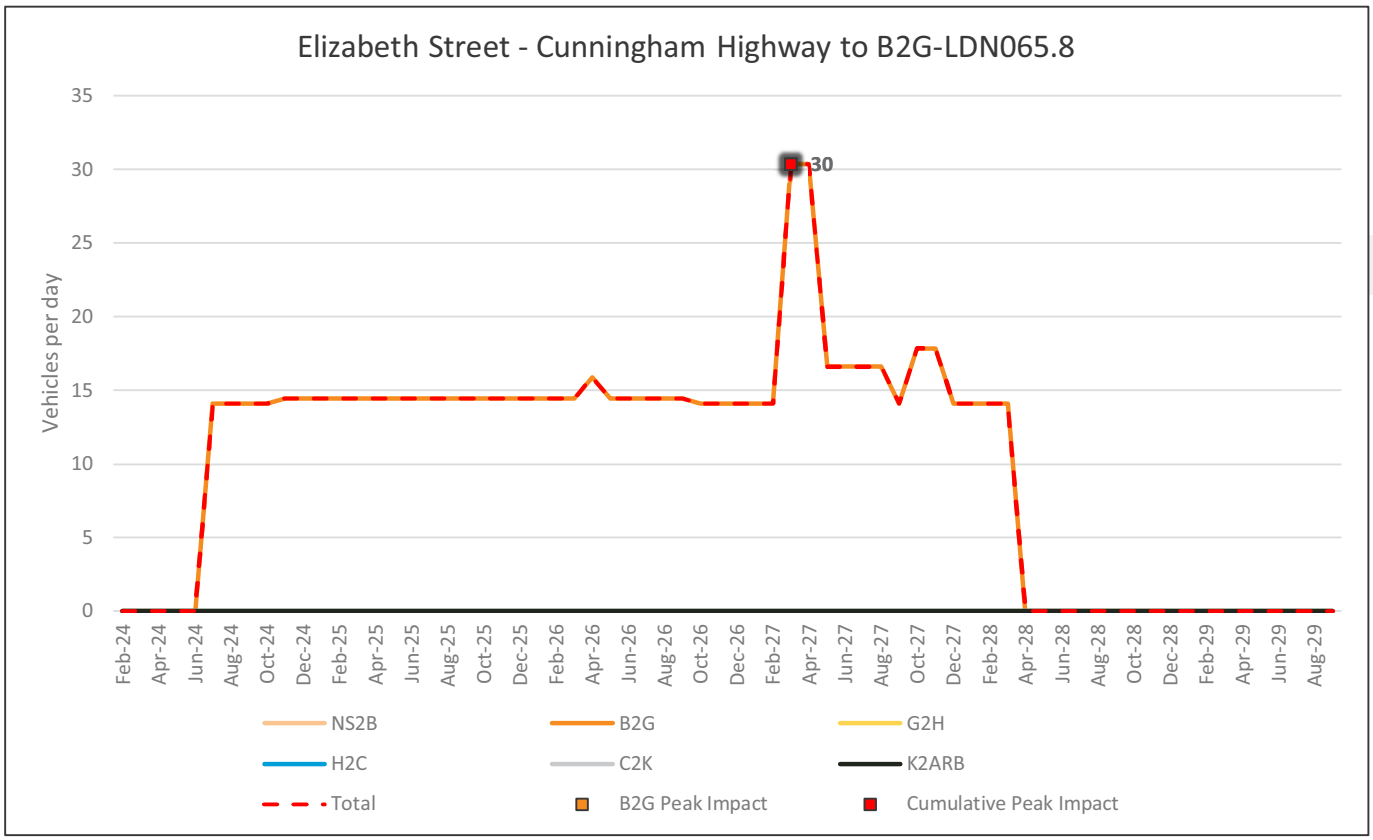
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	30	30	17	17	17	17	14	18	18	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	30	30	17	17	17	17	14	18	18	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Elizabeth Street
Road section	Cunningham Highway to B2G-LDN065.8

	B2G	Cumulative
Peak veh/day across construction	30	30
Peak impact month	Mar-27	Mar-27
Length of peak period	2	2



Road ID	X106-E36
Road name	Eukabilla Road
Road section	Kildonan Road to NS2B-LDN033.2

	B2G	Cumulative
Peak veh/day across construction	41	41
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	1	1	1	23	23	32	32	32	32
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	23	23	32	32	32	32

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	32	33	33	33	24	24	24	24	24	24	28	28
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	33	33	33	24	24	24	24	24	24	28	28

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	28	27	27	27	27	27	27	27	27	27	34	34
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	27	27	27	27	27	27	27	27	27	34	34

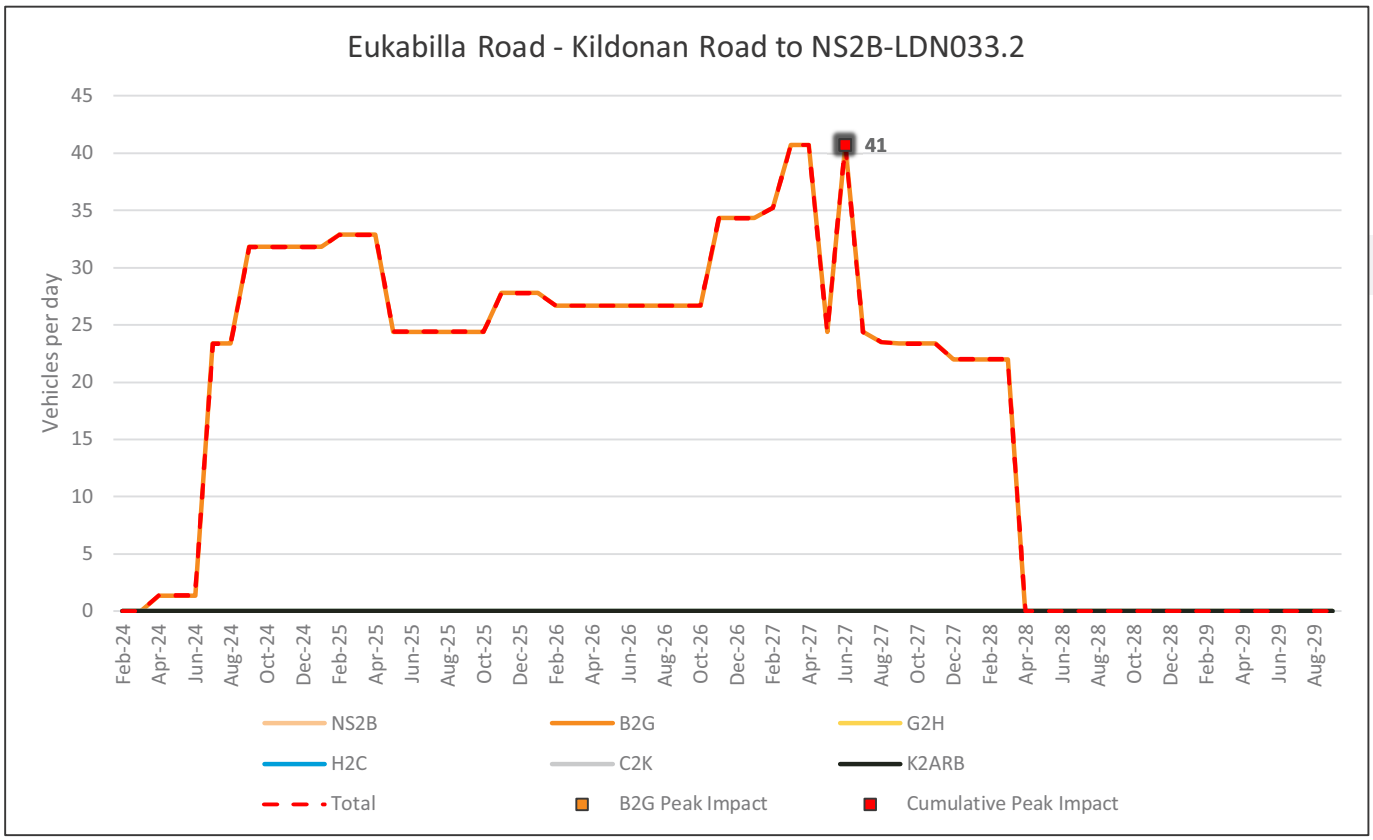
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	34	35	41	41	24	41	24	23	23	23	23	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	35	41	41	24	41	24	23	23	23	23	22

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Eukabilla Road
Road section	Kildonan Road to NS2B-LDN033.2

	B2G	Cumulative
Peak veh/day across construction	41	41
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	E36-E71
Road name	Eukabilla Road
Road section	NS2B-LDN033.2 to NS2B-LDN035.6

	B2G	Cumulative
Peak veh/day across construction	24	24
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	1	1	1	8	8	12	12	12	12
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	8	8	12	12	12	12

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	12	12	12	12	8	8	8	8	8	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	12	12	12	8	8	8	8	8	8	8	8

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	8	8	8	8	8	8	8	8	19	19
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	8	8	8	8	8	8	8	8	19	19

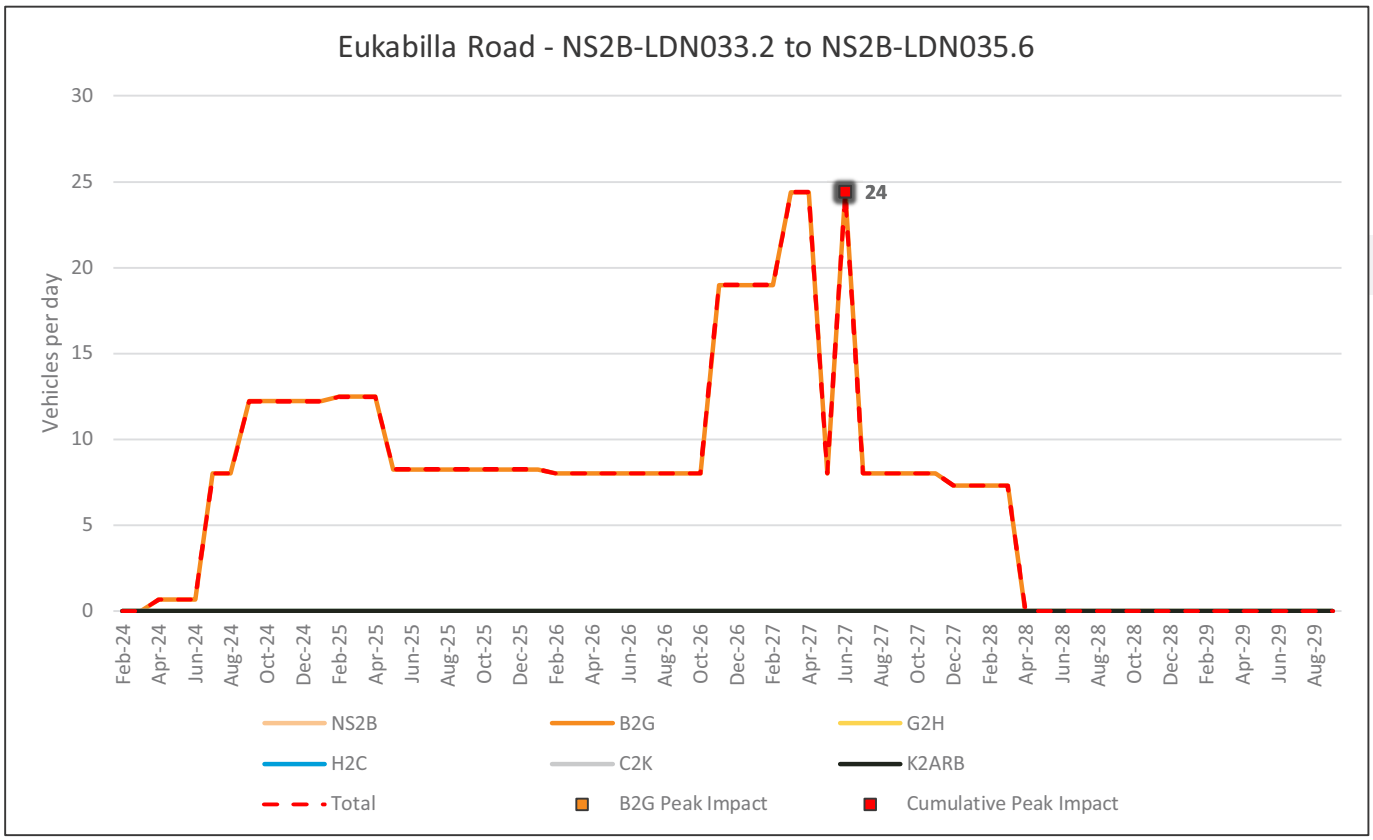
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	19	19	24	24	8	24	8	8	8	8	8	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	19	24	24	8	24	8	8	8	8	8	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Eukabilla Road
Road section	NS2B-LDN033.2 to NS2B-LDN035.6

	B2G	Cumulative
Peak veh/day across construction	24	24
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	X9-E13
Road name	Fosters Road
Road section	Cunningham Highway to Borrow Site #9 (Fosters Road)

	B2G	Cumulative
Peak veh/day across construction	497	497
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	497	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	497	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	95	95	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	95	95	0	0	0	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

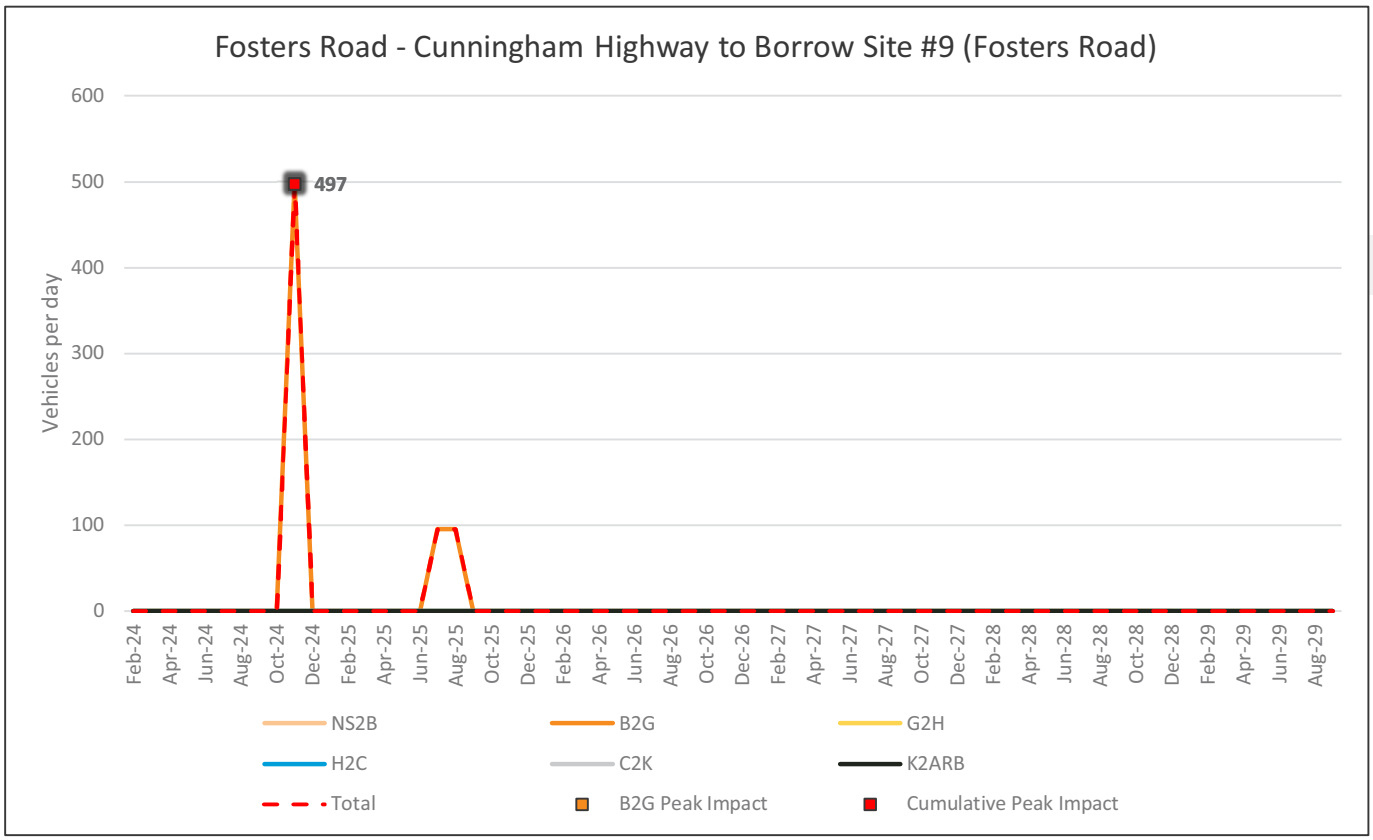
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Fosters Road
Road section	Cunningham Highway to Borrow Site #9 (Fosters Road)

	B2G	Cumulative
Peak veh/day across construction	497	497
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	E104-X115
Road name	Georges Lane
Road section	B2G-LDN000.9 to Yelarbon Kurumbul Road

	B2G	Cumulative
Peak veh/day across construction	10	10
Peak impact month	Oct-27	Oct-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	9	9	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	9	9	7	7	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	7

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	9	9	9	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	9	9	9	7	7	7	7	7	7

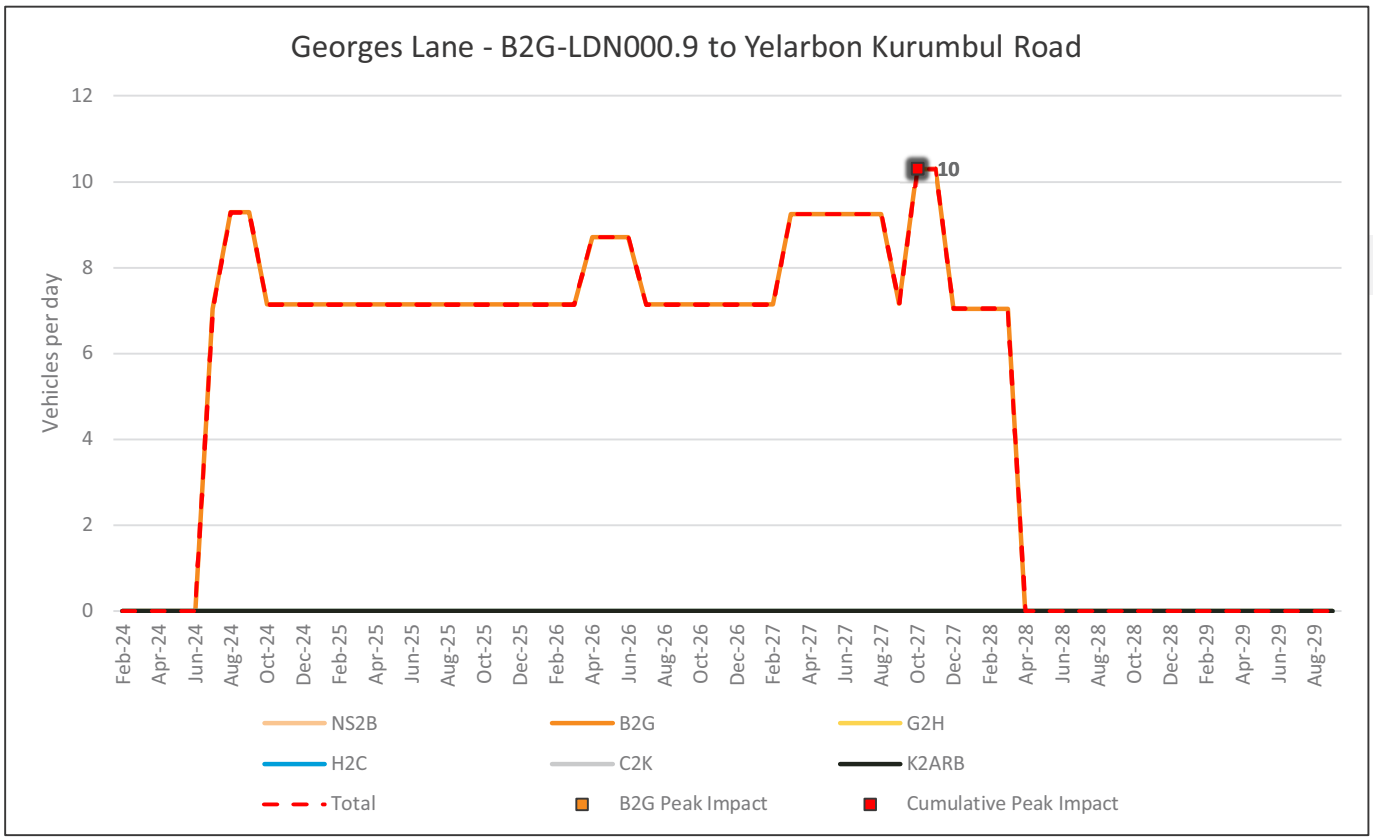
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	9	9	9	9	9	9	7	10	10	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	9	9	9	9	9	9	7	10	10	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Georges Lane
Road section	B2G-LDN000.9 to Yelarbon Kurumbul Road

	B2G	Cumulative
Peak veh/day across construction	10	10
Peak impact month	Oct-27	Oct-27
Length of peak period	2	2



Road ID	X58-X111
Road name	Grays Road
Road section	Millmerran-Inglewood Road to Mosquito Creek Road

	B2G	Cumulative
Peak veh/day across construction	69	69
Peak impact month	Jun-25	Jun-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	22	0	0	69	69	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	22	0	0	69	69	0	0	0	0	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

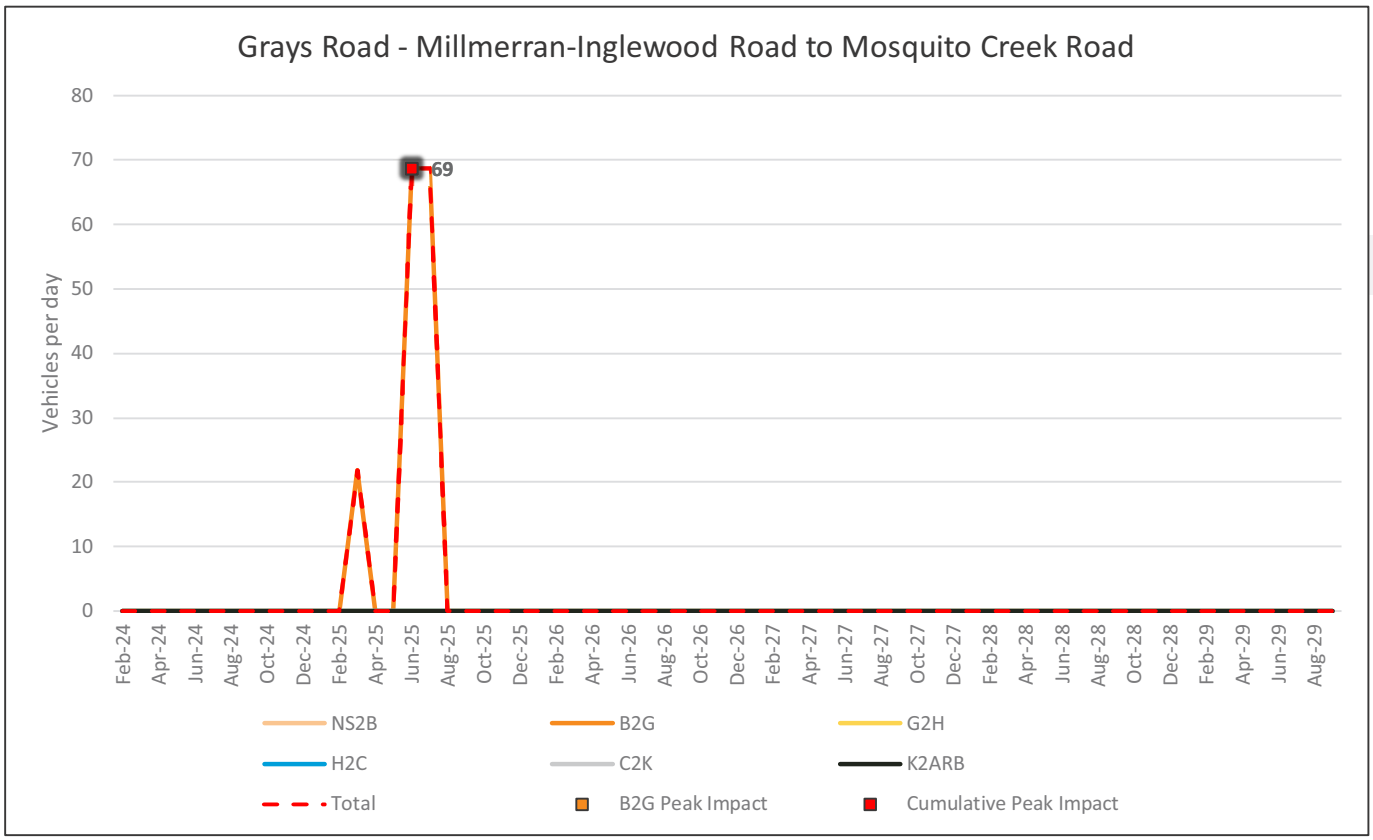
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Grays Road
Road section	Millmerran-Inglewood Road to Mosquito Creek Road

	B2G	Cumulative
Peak veh/day across construction	69	69
Peak impact month	Jun-25	Jun-25
Length of peak period	2	2



Road ID	X53-X105
Road name	Hunt Street
Road section	Leichhardt Highway to Boodle Street

	B2G	Cumulative
Peak veh/day across construction	1	20
Peak impact month	Feb-25	Dec-25
Length of peak period	12	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	4	4	4	4	10	13	13	19	20
B2G	0	1	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	5	5	5	5	11	13	13	20	20

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	9	9	12	9	9	9	9	9	6	6	6	6
B2G	1	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	9	12	9	9	9	9	9	6	6	6	6

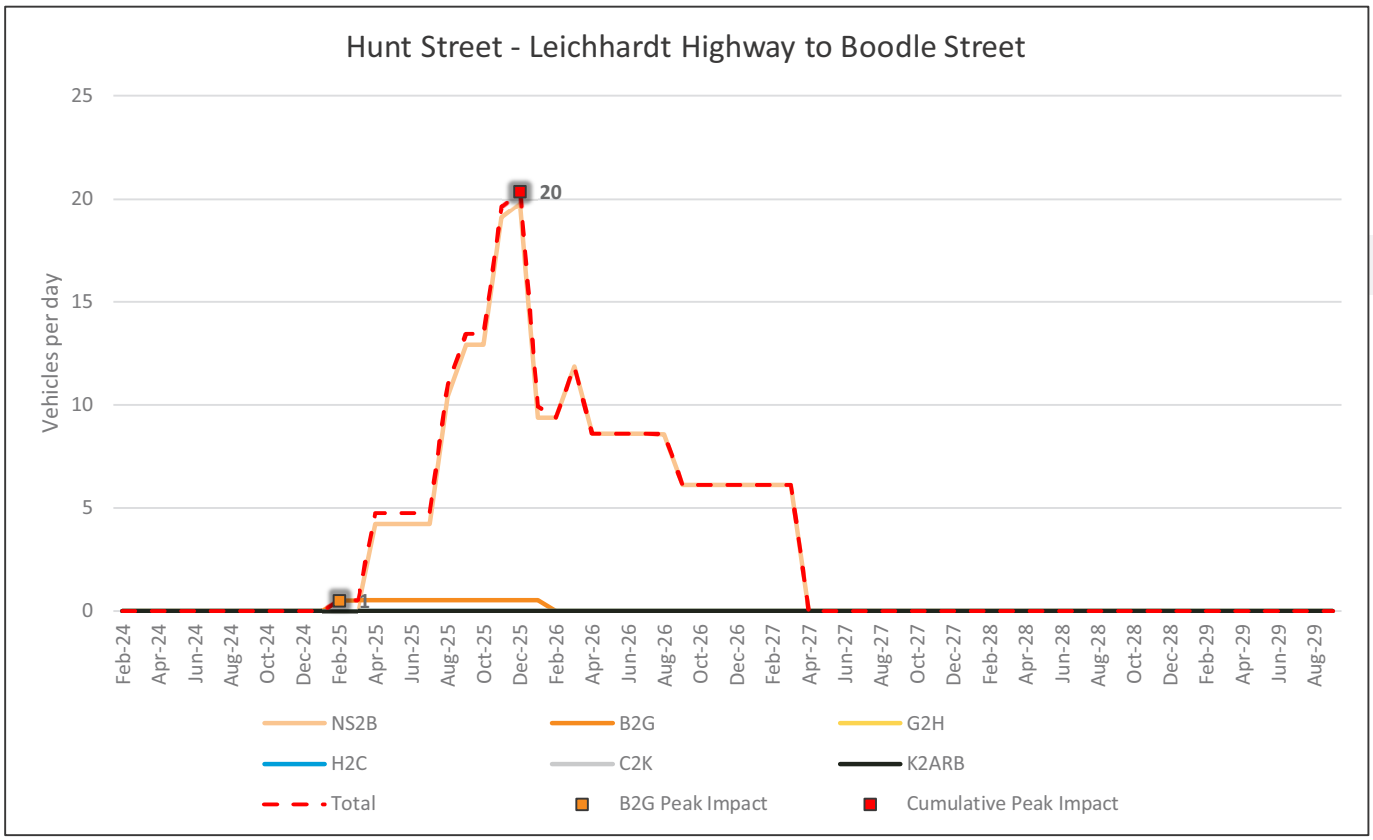
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	6	6	6	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	6	6	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Hunt Street**
Road section	**Leichhardt Highway to Boodle Street**

	B2G	Cumulative
Peak veh/day across construction	**1**	**20**
Peak impact month	**Feb-25**	**Dec-25**
Length of peak period	**12**	**1**



Road ID	X106-E35
Road name	Kildonan Road
Road section	Eukabilla Road to NS2B-LDN031.0

	B2G	Cumulative
Peak veh/day across construction	18	18
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	13	13	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	13	13	1	1	1

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	5	5	5	5	5	5	5	5	5	5	5
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	5	5	5	5	5	5	5	5	5	5	5

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	5	4	4	1	1	1	1	1	1	1	12	12
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	4	4	1	1	1	1	1	1	1	12	12

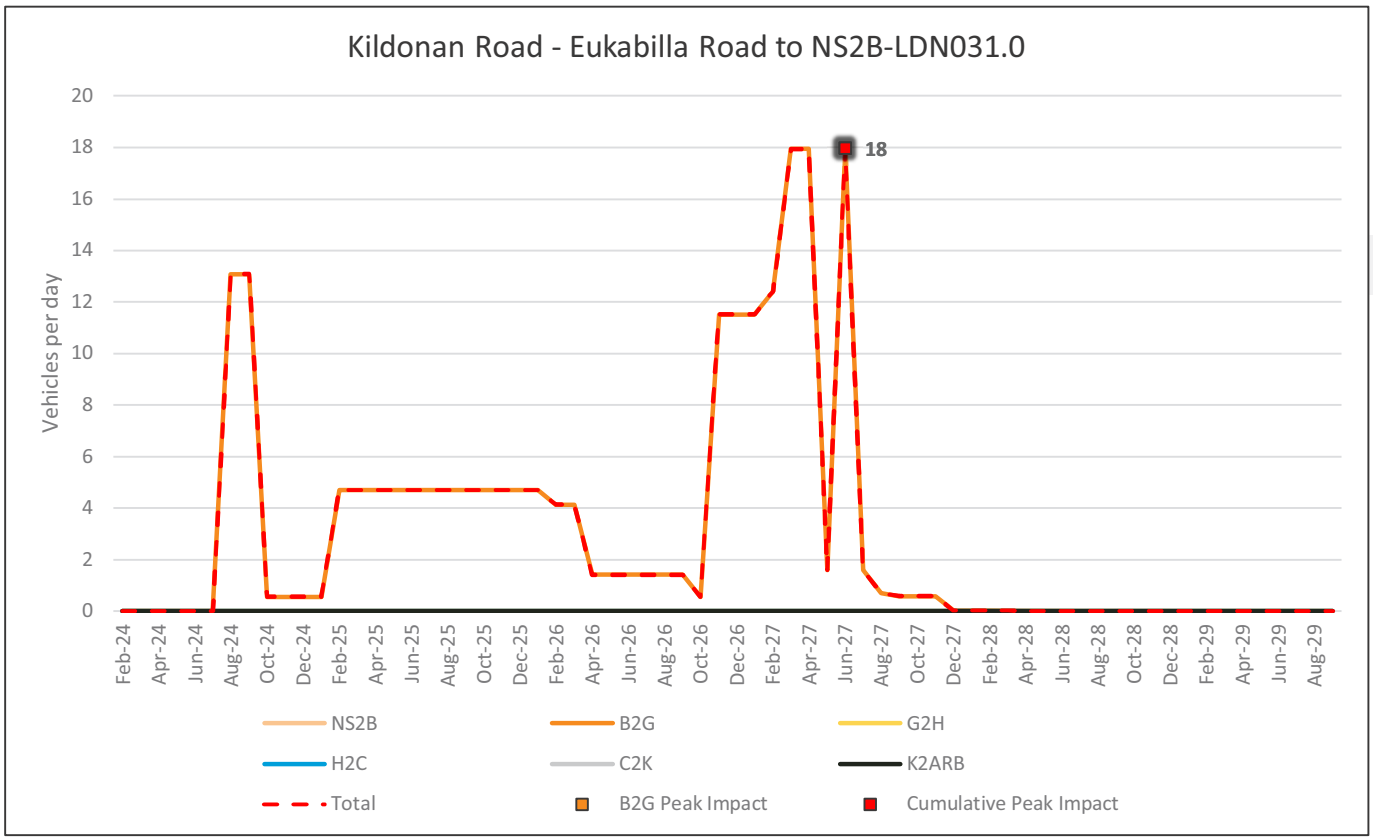
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	12	12	18	18	2	18	2	1	1	1	1	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	12	18	18	2	18	2	1	1	1	1	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Kildonan Road
Road section	Eukabilla Road to NS2B-LDN031.0

	B2G	Cumulative
Peak veh/day across construction	18	18
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	E35-X107
Road name	Kildonan Road
Road section	NS2B-LDN031.0 to South Kurumbul Road

	B2G	Cumulative
Peak veh/day across construction	194	194
Peak impact month	Feb-25	Feb-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	13	163	150	150	150
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	13	163	150	150	150

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	150	194	194	194	4	4	4	4	4	4	4	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	194	194	194	4	4	4	4	4	4	4	4

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	4	4	4	1	1	1	1	1	1	1	12	12
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	4	1	1	1	1	1	1	1	12	12

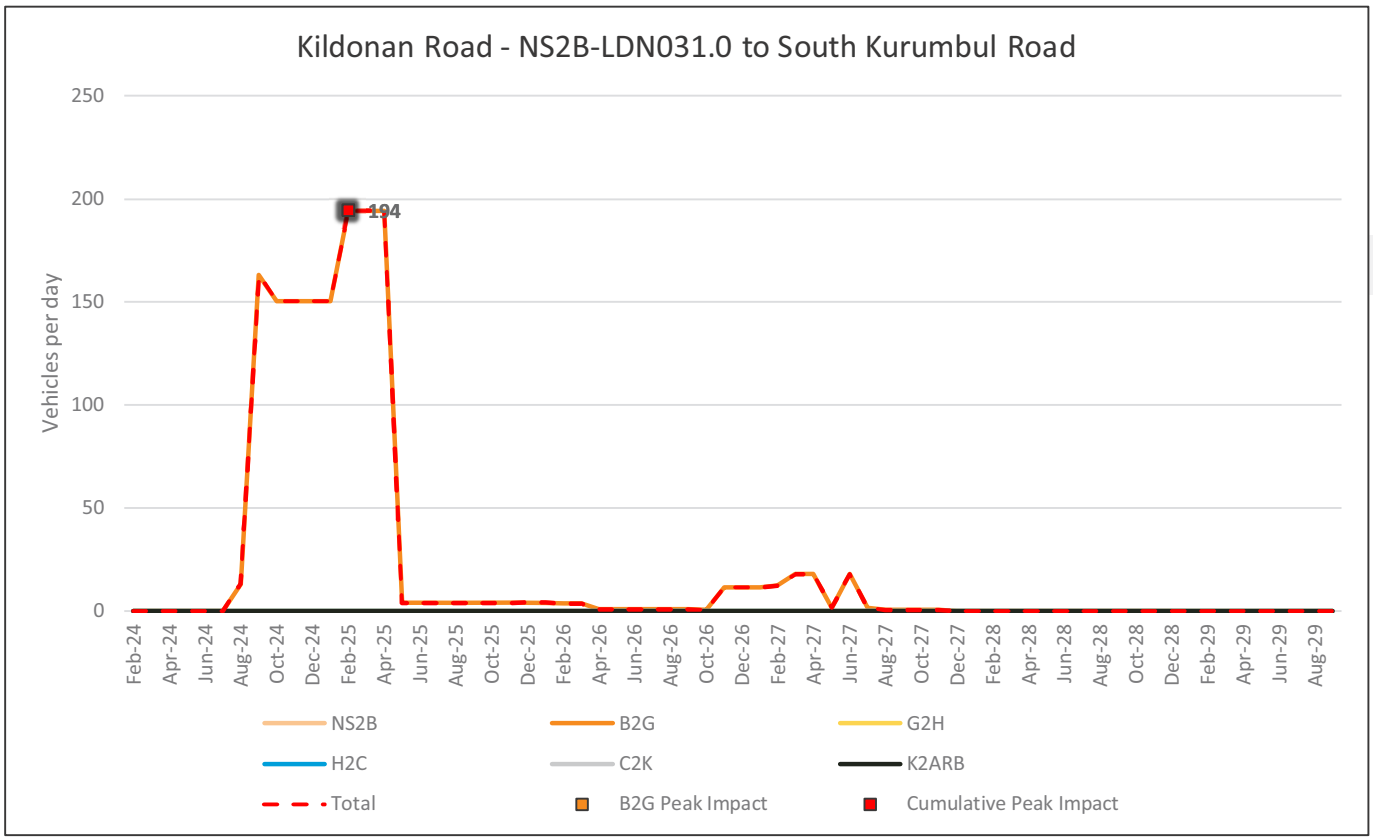
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	12	12	18	18	2	18	2	1	1	1	1	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	12	18	18	2	18	2	1	1	1	1	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Kildonan Road
Road section	NS2B-LDN031.0 to South Kurumbul Road

	B2G	Cumulative
Peak veh/day across construction	194	194
Peak impact month	Feb-25	Feb-25
Length of peak period	3	3



Road ID	X107-X20
Road name	Kildonan Road
Road section	South Kurumbul Road to Cunningham Highway

	B2G	Cumulative
Peak veh/day across construction	191	191
Peak impact month	Feb-25	Feb-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	150	150	150	150
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	150	150	150	150

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	150	191	191	191	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	191	191	191	1	1	1	1	1	1	1	1

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	0	0	0

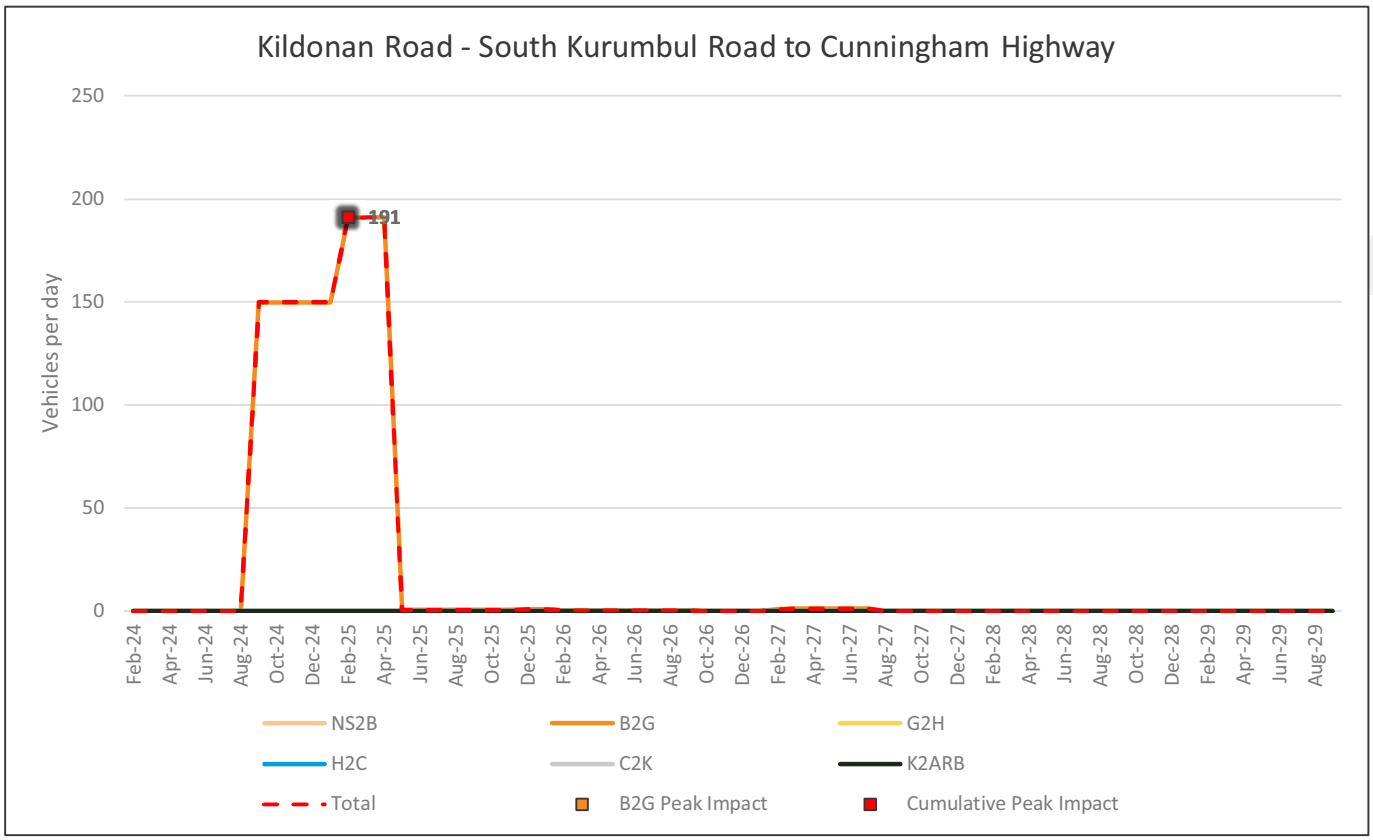
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	1	1	1	1	1	1	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	1	1	1	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Kildonan Road**
Road section	**South Kurumbul Road to Cunningham Highway**

	B2G	Cumulative
Peak veh/day across construction	**191**	**191**
Peak impact month	**Feb-25**	**Feb-25**
Length of peak period	**3**	**3**



Road ID	X12-X106
Road name	Kildonan Road
Road section	Cunningham Highway to Eukabilla Road

	B2G	Cumulative
Peak veh/day across construction	45	45
Peak impact month	Sep-24	Sep-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	1	1	1	23	36	45	32	32	32
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	23	36	45	32	32	32

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	32	36	36	36	28	28	28	28	28	28	31	31
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	36	36	36	28	28	28	28	28	28	31	31

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	31	31	31	28	28	28	28	28	28	27	24	24
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	31	31	28	28	28	28	28	28	27	24	24

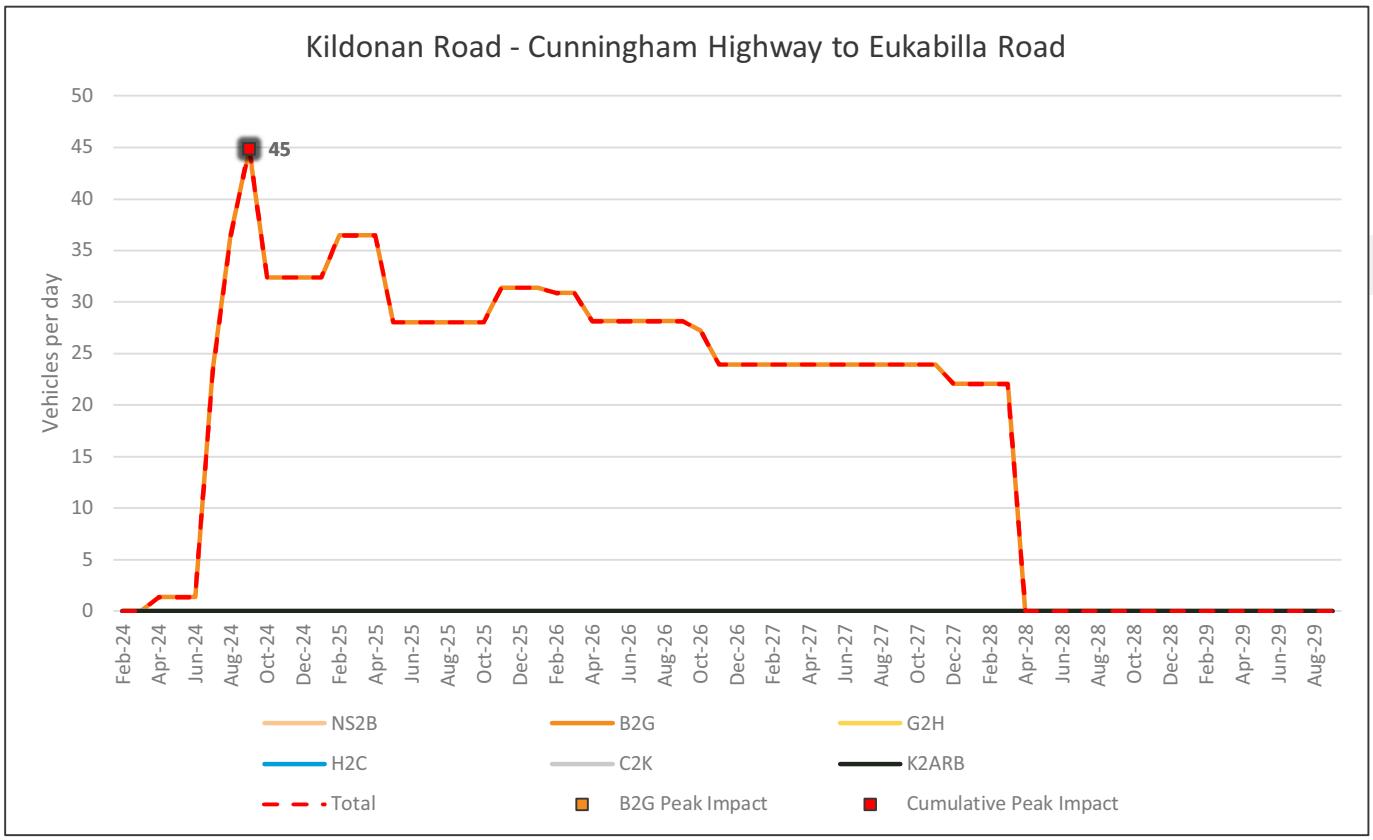
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	24	24	24	24	24	24	24	24	24	24	24	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	24	24	24	24	24	24	24	24	24	24	24	22

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Kildonan Road
Road section	Cunningham Highway to Eukabilla Road

	B2G	Cumulative
Peak veh/day across construction	45	45
Peak impact month	Sep-24	Sep-24
Length of peak period	1	1



Road ID	E77-X108
Road name	McDougalls Road
Road section	B2G-LDN049.8 to McDougalls Road

	B2G	Cumulative
Peak veh/day across construction	32	32
Peak impact month	Nov-24	Nov-24
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	10	32	32	32	32
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	10	32	32	32	32

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	32	32	10	10	10	10	10	10	10	10	10	10
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	32	10	10	10	10	10	10	10	10	10	10

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	10	10	10	10	10	10	10	10	10	10	10	10
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	10	10	10	10	10	10	10	10	10	10

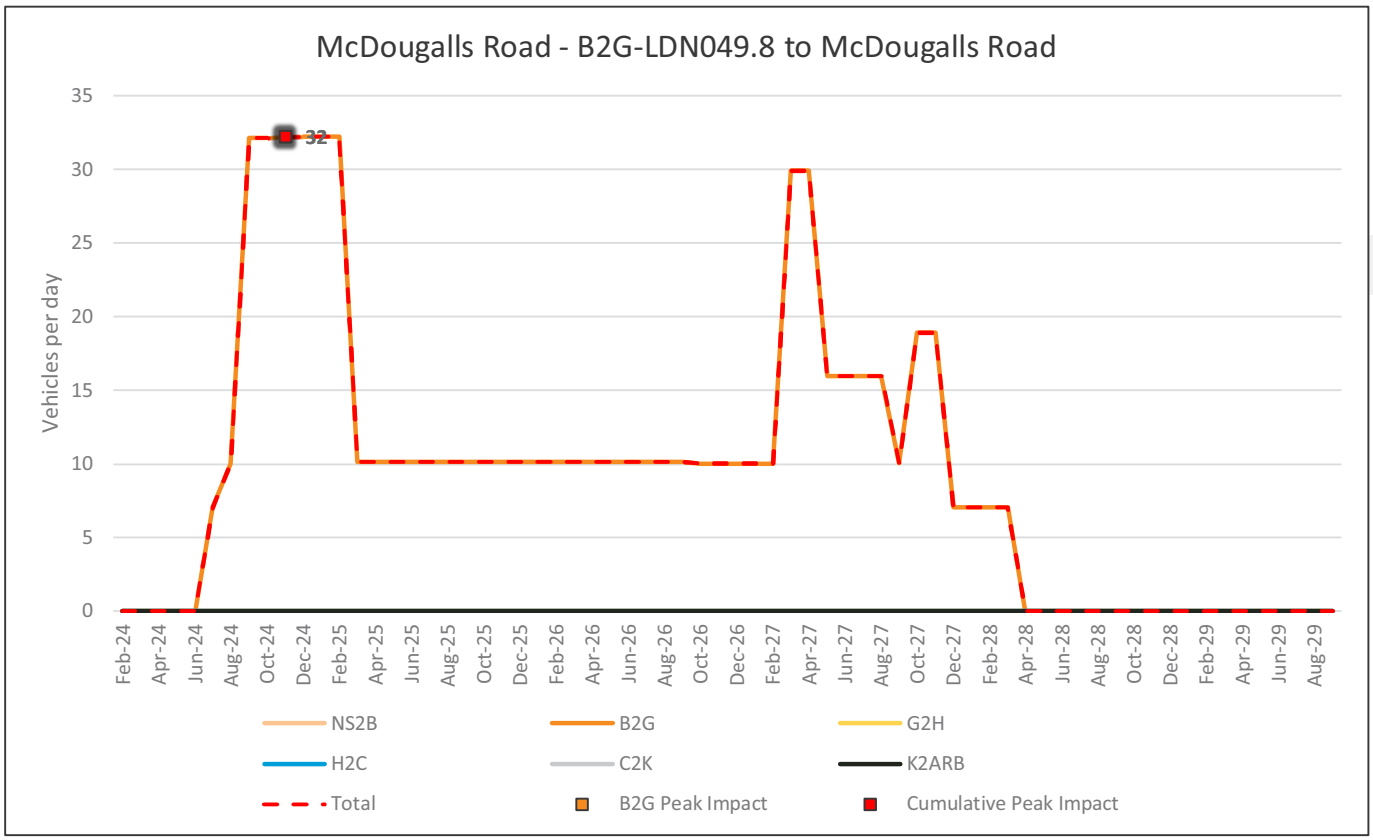
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	10	10	30	30	16	16	16	16	10	19	19	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	30	30	16	16	16	16	10	19	19	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	McDougalls Road
Road section	B2G-LDN049.8 to McDougalls Road

	B2G	Cumulative
Peak veh/day across construction	32	32
Peak impact month	Nov-24	Nov-24
Length of peak period	4	4



Road ID	X108-X14
Road name	McDougalls Road
Road section	McDougalls Road to Cunningham Highway

	B2G	Cumulative
Peak veh/day across construction	32	32
Peak impact month	Nov-24	Nov-24
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	10	32	32	32	32
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	10	32	32	32	32

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	32	32	10	10	10	10	10	10	10	10	10	10
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	32	10	10	10	10	10	10	10	10	10	10

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	10	10	10	10	10	10	10	10	10	10	10	10
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	10	10	10	10	10	10	10	10	10	10

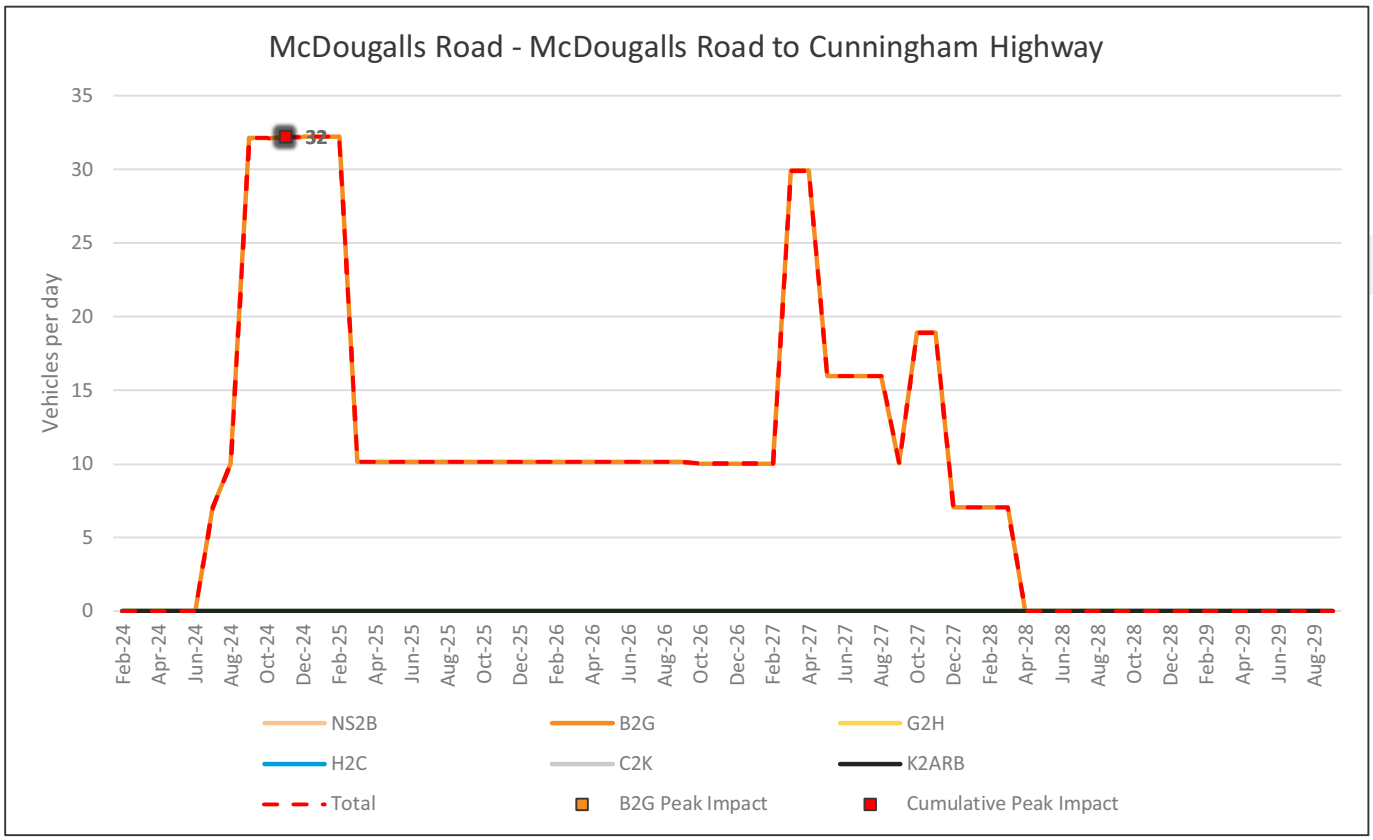
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	10	10	30	30	16	16	16	16	10	19	19	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	30	30	16	16	16	16	10	19	19	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	McDougalls Road
Road section	McDougalls Road to Cunningham Highway

	B2G	Cumulative
Peak veh/day across construction	32	32
Peak impact month	Nov-24	Nov-24
Length of peak period	4	4



Road ID	X109-E10
Road name	Mooroobie Lane
Road section	Cemetery Road to Borrow Site #2 (Mooroobie Lane)

	B2G	Cumulative
Peak veh/day across construction	40	40
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	38	40	40	40	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	38	40	40	40	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

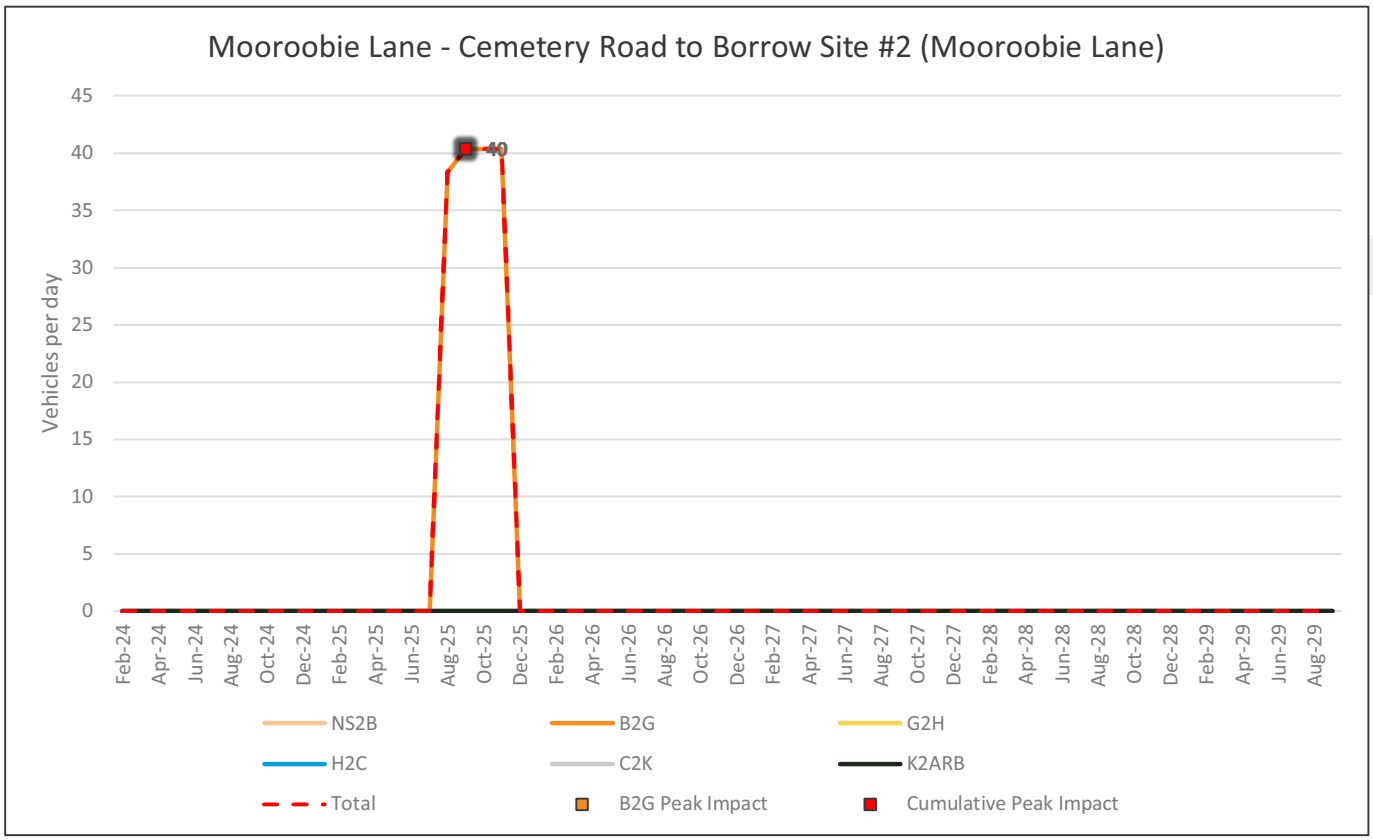
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Mooroobie Lane**
Road section	**Cemetery Road to Borrow Site #2 (Mooroobie Lane)**

	B2G	Cumulative
Peak veh/day across construction	**40**	**40**
Peak impact month	**Sep-25**	**Sep-25**
Length of peak period	**3**	**3**



Road ID	E10-X110
Road name	Mooroobie Lane
Road section	Borrow Site #2 (Mooroobie Lane) to Mooroobie Lane

	B2G	Cumulative
Peak veh/day across construction	81	81
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	38	81	81	81	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	38	81	81	81	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

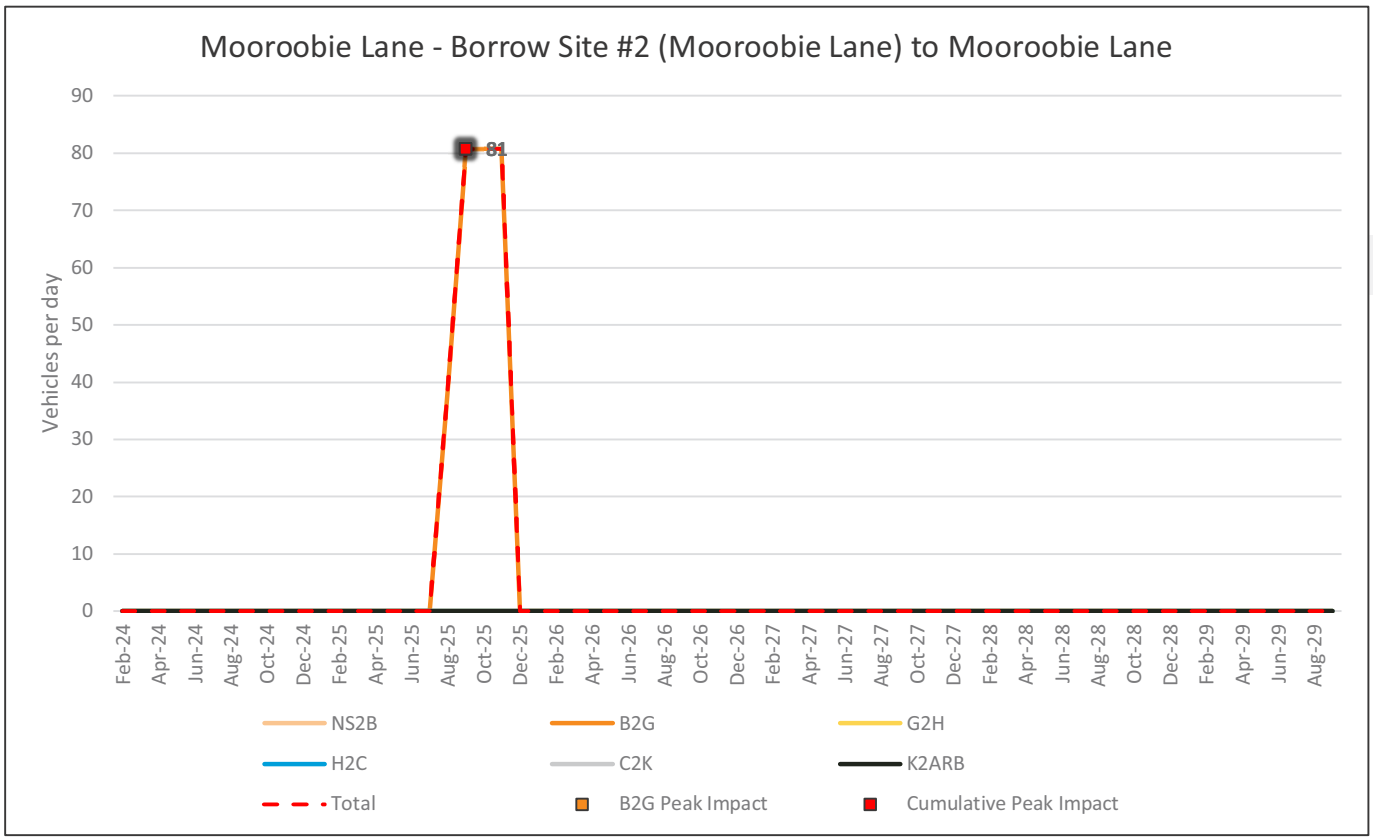
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Mooroobie Lane
Road section	Borrow Site #2 (Mooroobie Lane) to Mooroobie Lane

	B2G	Cumulative
Peak veh/day across construction	81	81
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3



Road ID	X110-X113
Road name	Mooroobie Lane
Road section	Mooroobie Lane to Wondalli Kurumbul Road

	B2G	Cumulative
Peak veh/day across construction	81	81
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	38	81	81	81	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	38	81	81	81	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

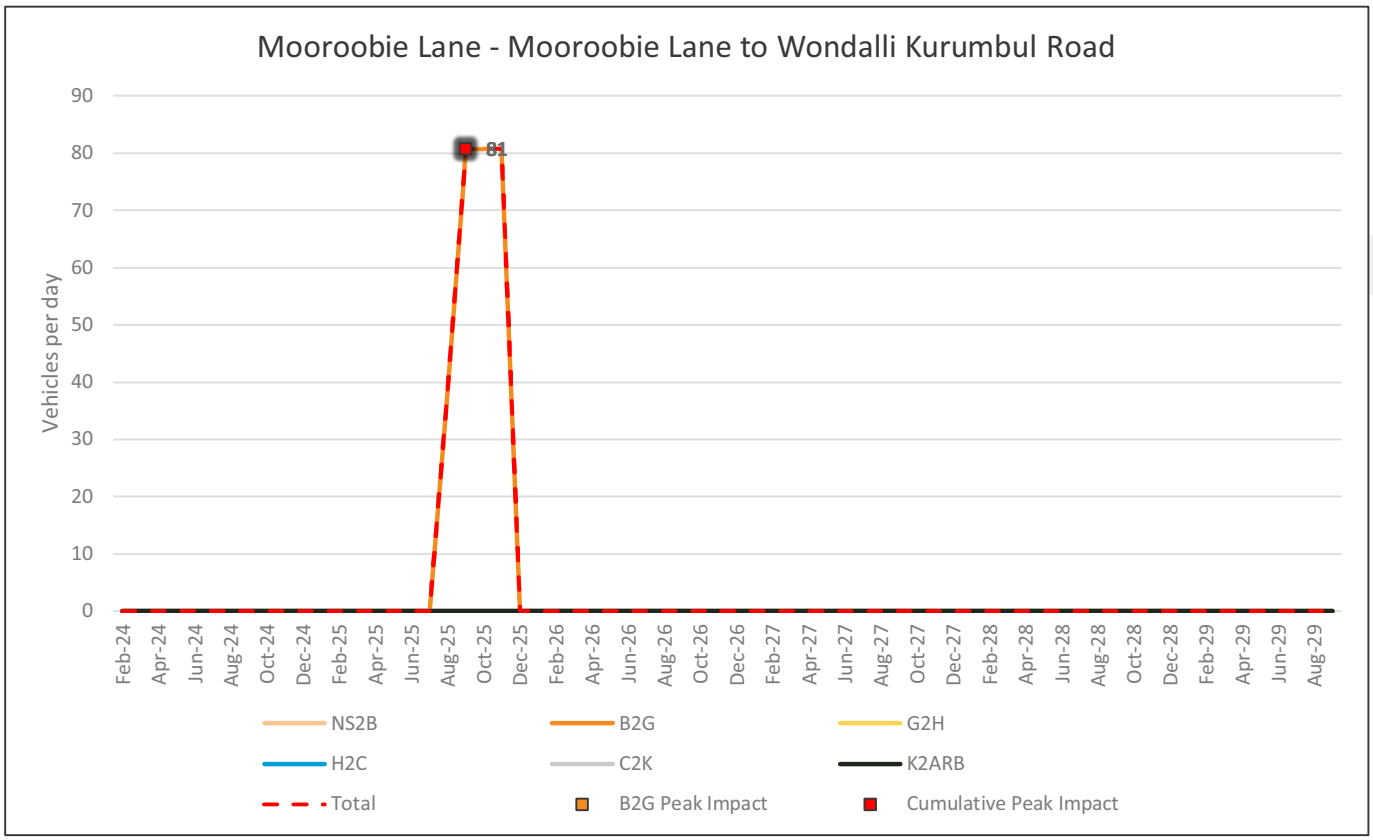
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Mooroobie Lane
Road section	Mooroobie Lane to Wondalli Kurumbul Road

	B2G	Cumulative
Peak veh/day across construction	81	81
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3



Road ID	E14-X111
Road name	Mosquito Creek Road
Road section	Borrow Site #10 (Mosquito Road) to Grays Road

	B2G	Cumulative
Peak veh/day across construction	69	69
Peak impact month	Jun-25	Jun-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	22	0	0	69	69	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	22	0	0	69	69	0	0	0	0	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

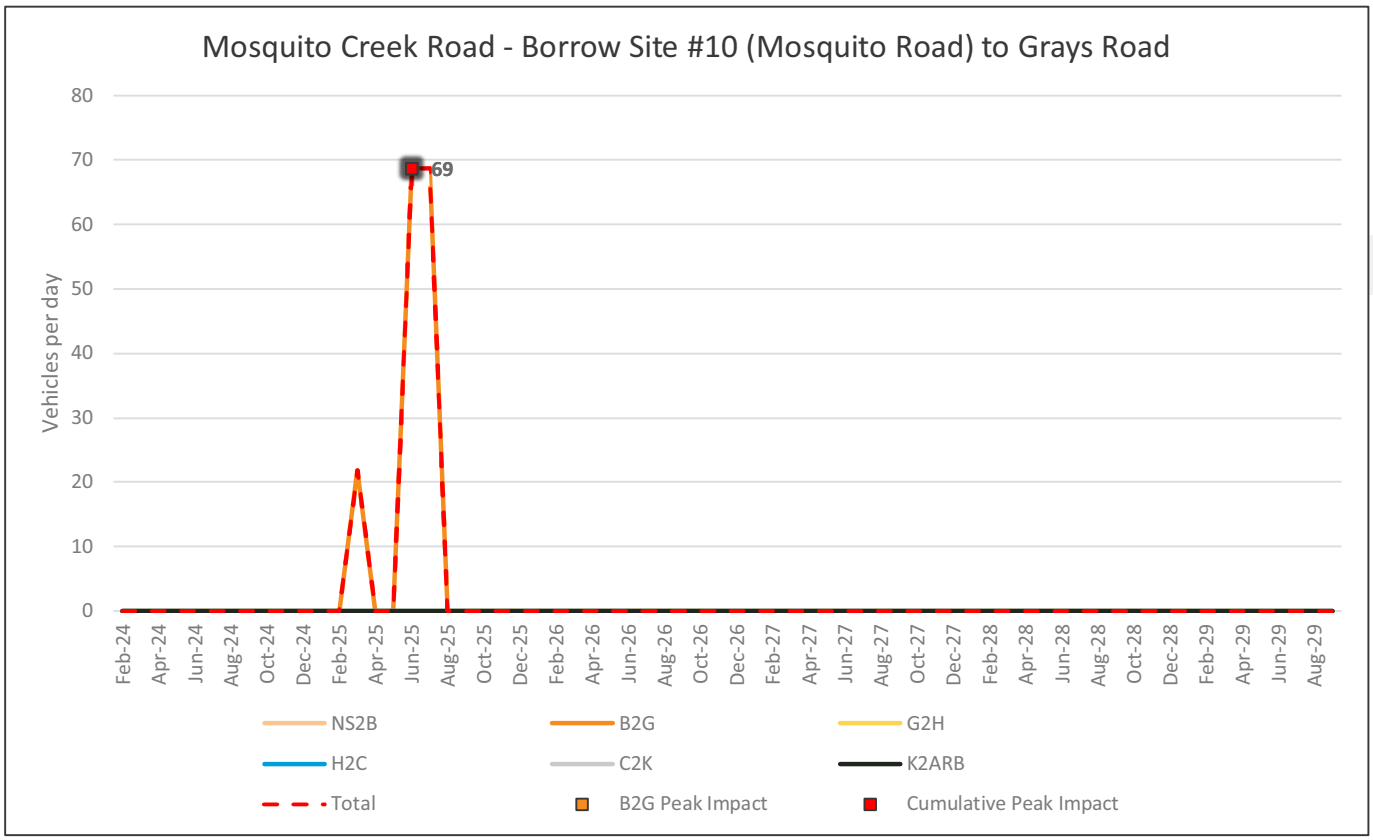
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Mosquito Creek Road
Road section	Borrow Site #10 (Mosquito Road) to Grays Road

	B2G	Cumulative
Peak veh/day across construction	69	69
Peak impact month	Jun-25	Jun-25
Length of peak period	2	2



Road ID	X114-E73
Road name	Queen Street South
Road section	Yelarbon Kurumbul Road to B2G-LDN016.0

	B2G	Cumulative
Peak veh/day across construction	29	29
Peak impact month	Aug-24	Aug-24
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	29	29	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	29	29	8	8	8

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	8	8	8	8	8	8	8	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	8	8	8	8	8	8	8	8	8	8

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	8	26	26	26	8	8	8	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	8	26	26	26	8	8	8	8	8	8

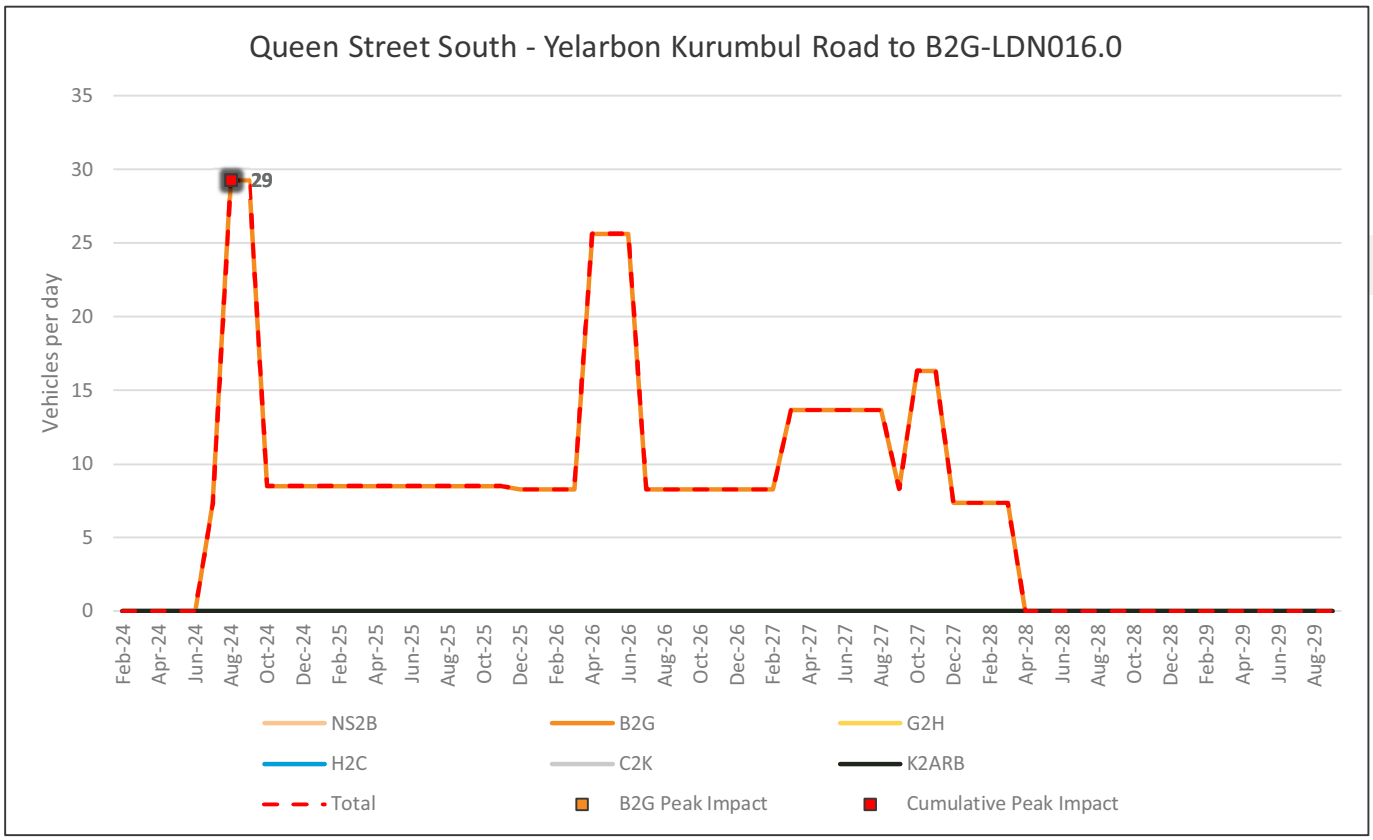
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	14	14	14	14	14	14	8	16	16	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	14	14	14	14	14	14	8	16	16	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Queen Street South
Road section	Yelarbon Kurumbul Road to B2G-LDN016.0

	B2G	Cumulative
Peak veh/day across construction	29	29
Peak impact month	Aug-24	Aug-24
Length of peak period	2	2



Road ID	X150-E126
Road name	Silo Street
Road section	Barwon Highway to Graincorp Talwood

	B2G	Cumulative
Peak veh/day across construction	4	4
Peak impact month	May-25	May-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	3	2	2	2	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	2	2	2	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	2	1	1	3	4	4	3	3	2	2	2	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	3	4	4	3	3	2	2	2	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	2	1	1	3	4	4	3	3	2	2	2	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	3	4	4	3	3	2	2	2	0

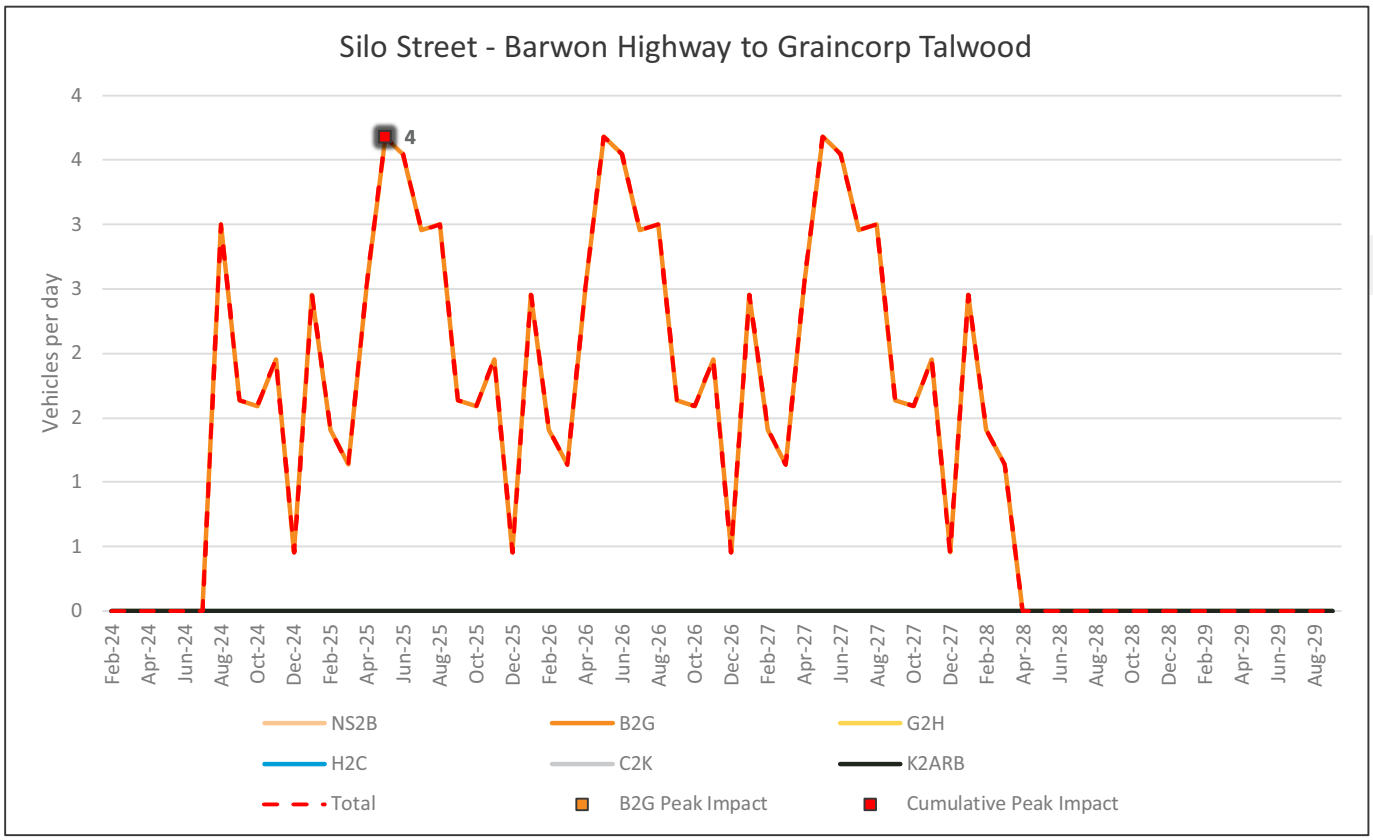
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	2	1	1	3	4	4	3	3	2	2	2	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	3	4	4	3	3	2	2	2	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	2	1	1	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Silo Street
Road section	Barwon Highway to Graincorp Talwood

	B2G	Cumulative
Peak veh/day across construction	4	4
Peak impact month	May-25	May-25
Length of peak period	3	3



Road ID	X107-X115
Road name	South Kurumbul Road
Road section	Kildonan Road to Yelarbon Kurumbul Road

	B2G	Cumulative
Peak veh/day across construction	17	17
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	13	13	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	13	13	1	1	1

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	3	3	3	3	3	3	3	3	3	3	3
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	3	3	3	3	3	3	3	3	3	3	3

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	3	3	1	1	1	1	1	1	1	12	12
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	3	1	1	1	1	1	1	1	12	12

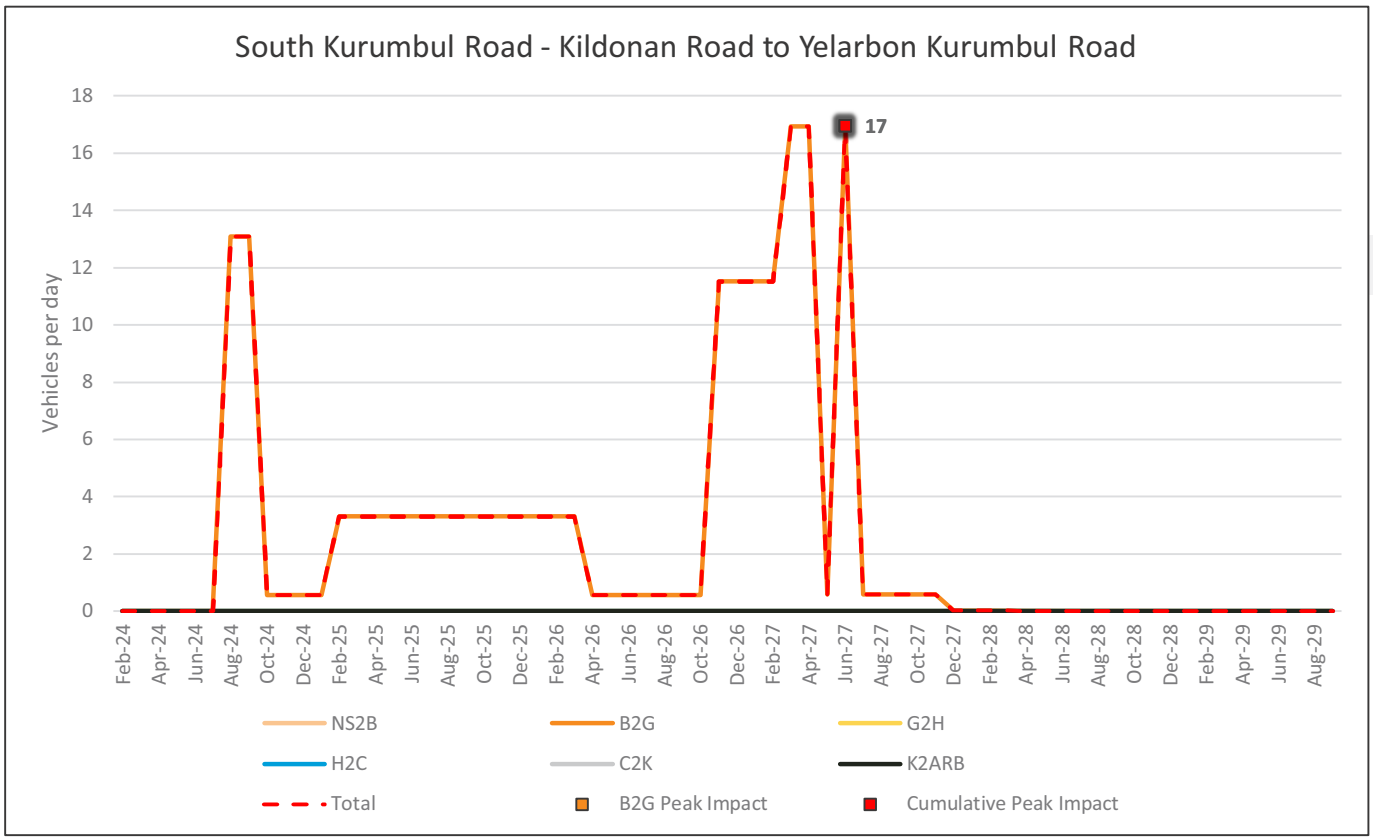
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	12	12	17	17	1	17	1	1	1	1	1	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	12	17	17	1	17	1	1	1	1	1	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	South Kurumbul Road
Road section	Kildonan Road to Yelarbon Kurumbul Road

	B2G	Cumulative
Peak veh/day across construction	17	17
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	E124-X151
Road name	South Toobeah Road
Road section	Graincorp Toobeah to Barwon Highway

	B2G	Cumulative
Peak veh/day across construction	5	5
Peak impact month	May-25	May-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	4	2	2	3	1
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	2	2	3	1

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	2	1	3	5	5	4	4	2	2	3	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	1	3	5	5	4	4	2	2	3	1

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	2	1	3	5	5	4	4	2	2	3	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	1	3	5	5	4	4	2	2	3	1

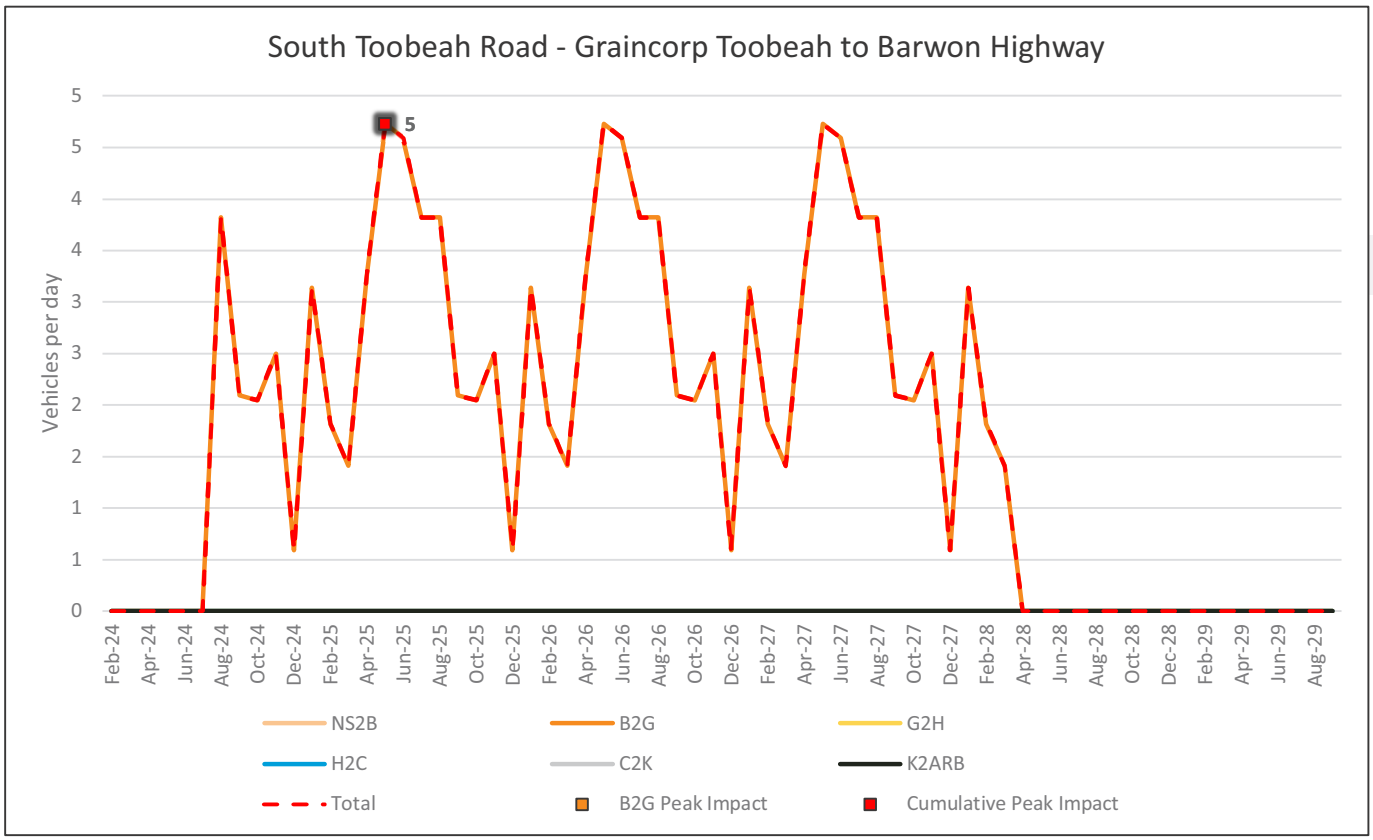
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	2	1	3	5	5	4	4	2	2	3	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	1	3	5	5	4	4	2	2	3	1

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	2	1	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	1	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	South Toobeah Road
Road section	Graincorp Toobeah to Barwon Highway

	B2G	Cumulative
Peak veh/day across construction	5	5
Peak impact month	May-25	May-25
Length of peak period	3	3



Road ID	X16-E75
Road name	Springborg Road
Road section	Cunningham highway to B2G-LDN037.6

	B2G	Cumulative
Peak veh/day across construction	24	24
Peak impact month	Aug-24	Aug-24
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	24	24	9	9	9
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	24	24	9	9	9

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	9	9	9	9	9	9	9	9	9	9	9	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	9	9	9	9	9	9	9	9	9	9	8

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	8	21	21	21	8	8	8	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	8	21	21	21	8	8	8	8	8	8

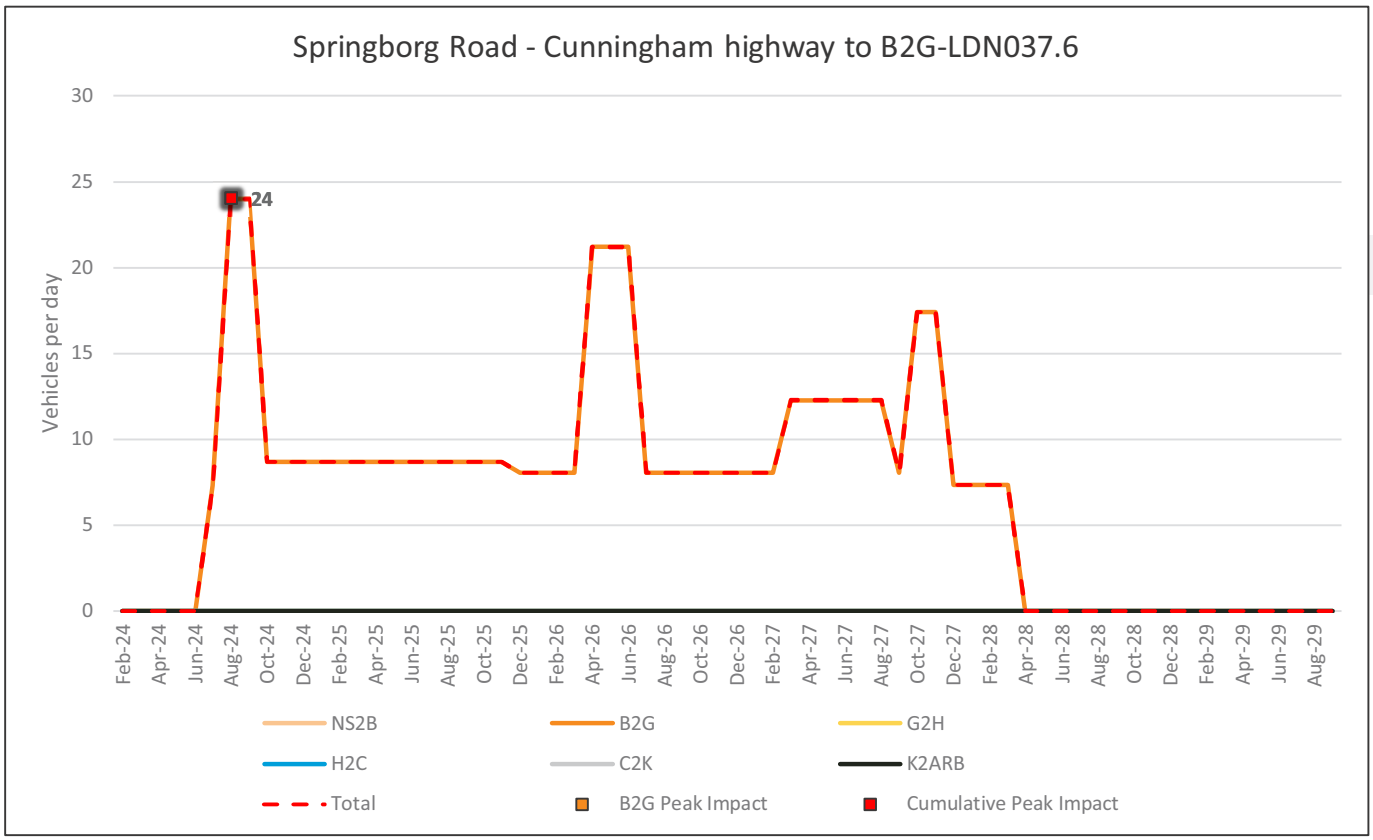
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	12	12	12	12	12	12	8	17	17	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	12	12	12	12	12	12	8	17	17	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Springborg Road
Road section	Cunningham highway to B2G-LDN037.6

	B2G	Cumulative
Peak veh/day across construction	24	24
Peak impact month	Aug-24	Aug-24
Length of peak period	2	2



Road ID	E74-X112
Road name	Suttons Road
Road section	B2G-LDN030.0 to Access Track (Off Suttons Road)

	B2G	Cumulative
Peak veh/day across construction	190	190
Peak impact month	Feb-25	Feb-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	150	150	150	150
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	150	150	150	150

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	150	190	190	190	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	150	190	190	190	0	0	0	0	0	0	0	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

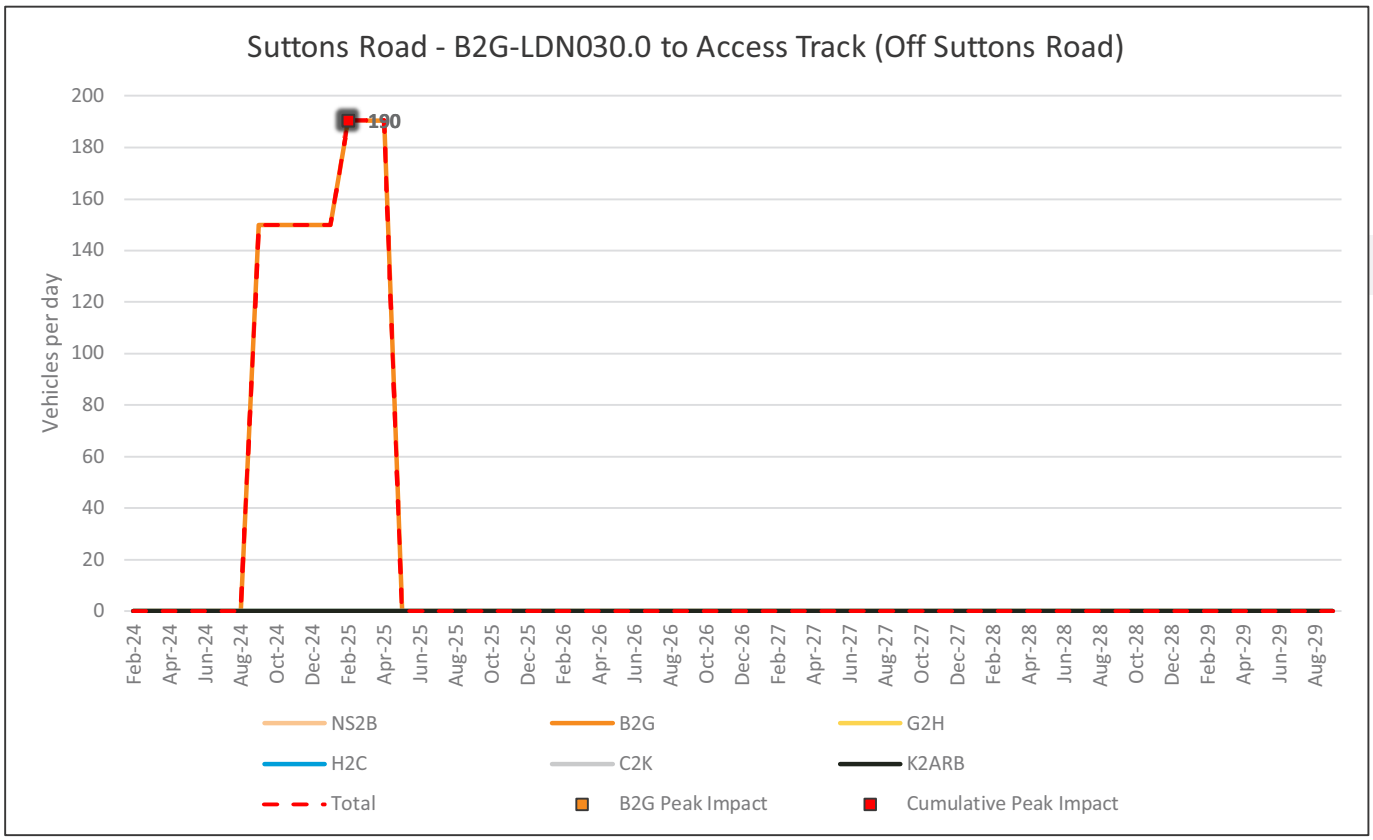
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Suttons Road
Road section	B2G-LDN030.0 to Access Track (Off Suttons Road)

	B2G	Cumulative
Peak veh/day across construction	190	190
Peak impact month	Feb-25	Feb-25
Length of peak period	3	3



Road ID	E80-E41
Road name	Thornton Road
Road section	B2G-LDN069.0 to B2G-LDN067.6

	B2G	Cumulative
Peak veh/day across construction	19	19
Peak impact month	Nov-24	Nov-24
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	8	19	19	19	19
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	8	19	19	19	19

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	19	19	9	9	9	9	9	9	9	9	9	9
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	19	9	9	9	9	9	9	9	9	9	9

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	9	9	9	9	9	11	11	11	9	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	9	9	9	9	11	11	11	9	8	8	8

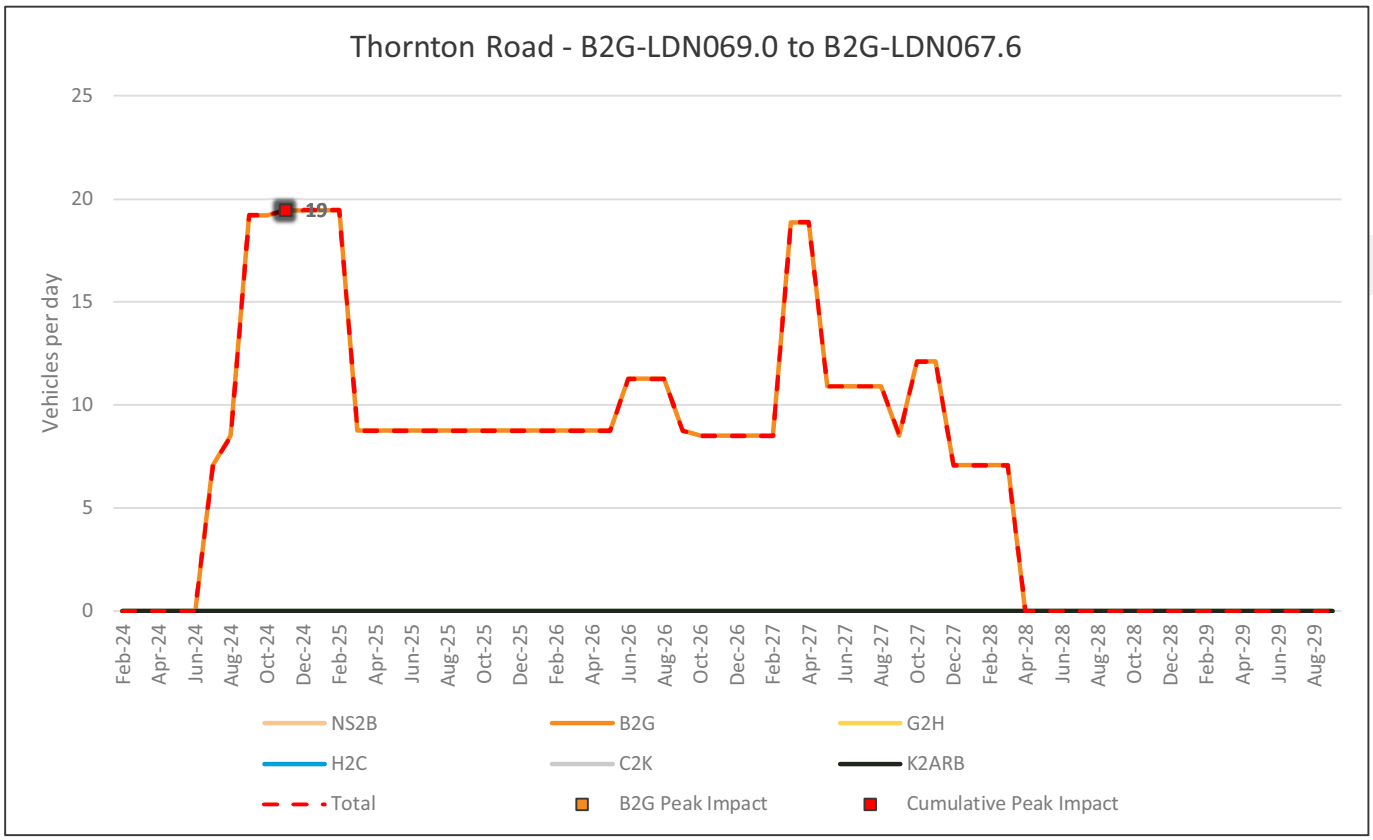
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	19	19	11	11	11	11	9	12	12	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	19	19	11	11	11	11	9	12	12	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Thornton Road
Road section	B2G-LDN069.0 to B2G-LDN067.6

	B2G	Cumulative
Peak veh/day across construction	19	19
Peak impact month	Nov-24	Nov-24
Length of peak period	4	4



Road ID	E41-X65
Road name	Thornton Road
Road section	B2G-LDN067.6 to Millmerran-Inglewood Road

	B2G	Cumulative
Peak veh/day across construction	329	329
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	9	19	19	329	20
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	9	19	19	329	20

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	20	9	9	9	9	104	104	9	9	9	9
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	9	9	9	9	104	104	9	9	9	9

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	11	11	11	11	11	13	13	13	11	11	11	9
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	11	11	11	11	13	13	13	11	11	11	9

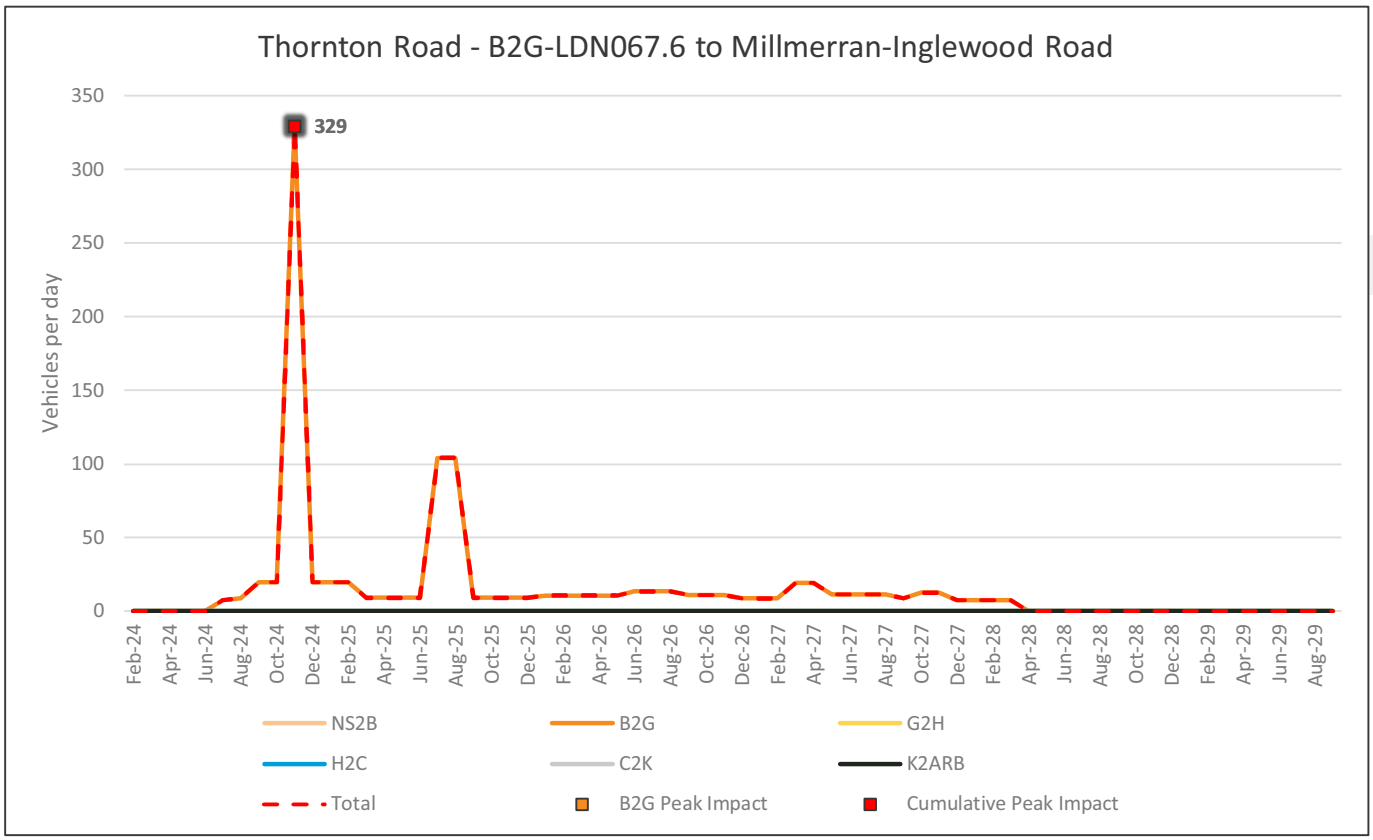
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	9	9	19	19	11	11	11	11	9	12	12	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	9	19	19	11	11	11	11	9	12	12	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Thornton Road
Road section	B2G-LDN067.6 to Millmerran-Inglewood Road

	B2G	Cumulative
Peak veh/day across construction	329	329
Peak impact month	Nov-24	Nov-24
Length of peak period	1	1



Road ID	E1-X3
Road name	Town Common Road
Road section	Boral Concrete Goondiwindi to Barwon Highway

	B2G	Cumulative
Peak veh/day across construction	11	11
Peak impact month	Dec-25	Dec-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	2	2	2
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	2	2

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	2	3	3	3	3	3	3	3	3	3	7	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	3	3	3	3	3	3	3	3	3	7	11

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	11	11	11	5	5	5	5	5	5	3	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	11	11	5	5	5	5	5	5	3	0	0

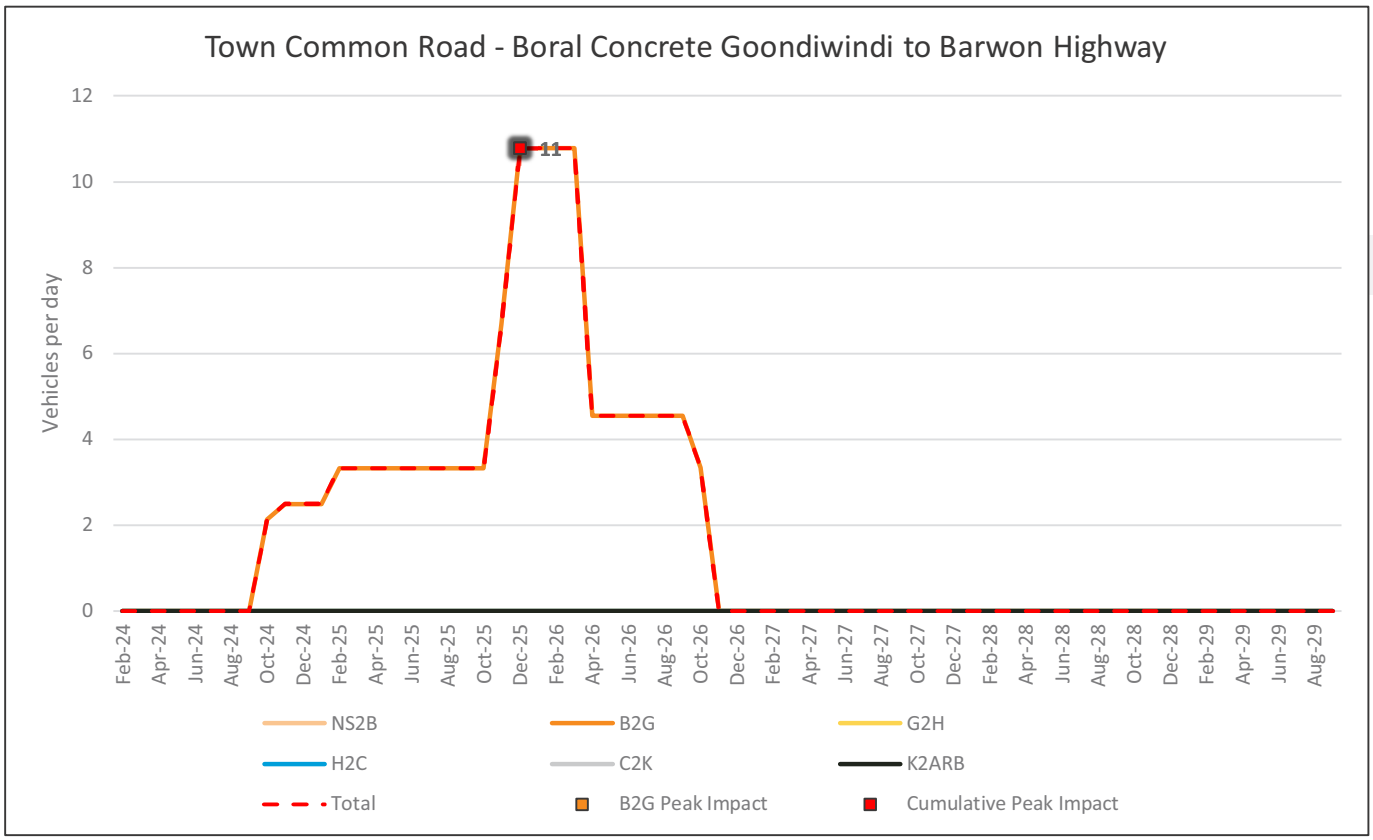
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Town Common Road
Road section	Boral Concrete Goondiwindi to Barwon Highway

	B2G	Cumulative
Peak veh/day across construction	11	11
Peak impact month	Dec-25	Dec-25
Length of peak period	4	4



Road ID	E76-X18
Road name	Whetstone Access
Road section	B2G-LDN044.5 to Cunningham Highway

	B2G	Cumulative
Peak veh/day across construction	158	158
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	75	75	75	75	82	85	108	108	109	109
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	75	75	75	75	82	85	108	108	109	109

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	109	109	158	83	83	83	85	85	85	83	83	83
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	109	109	158	83	83	83	85	85	85	83	83	83

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	83	83	83	83	83	83	83	83	83	82	82	82
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	83	83	83	83	83	83	83	83	83	82	82	82

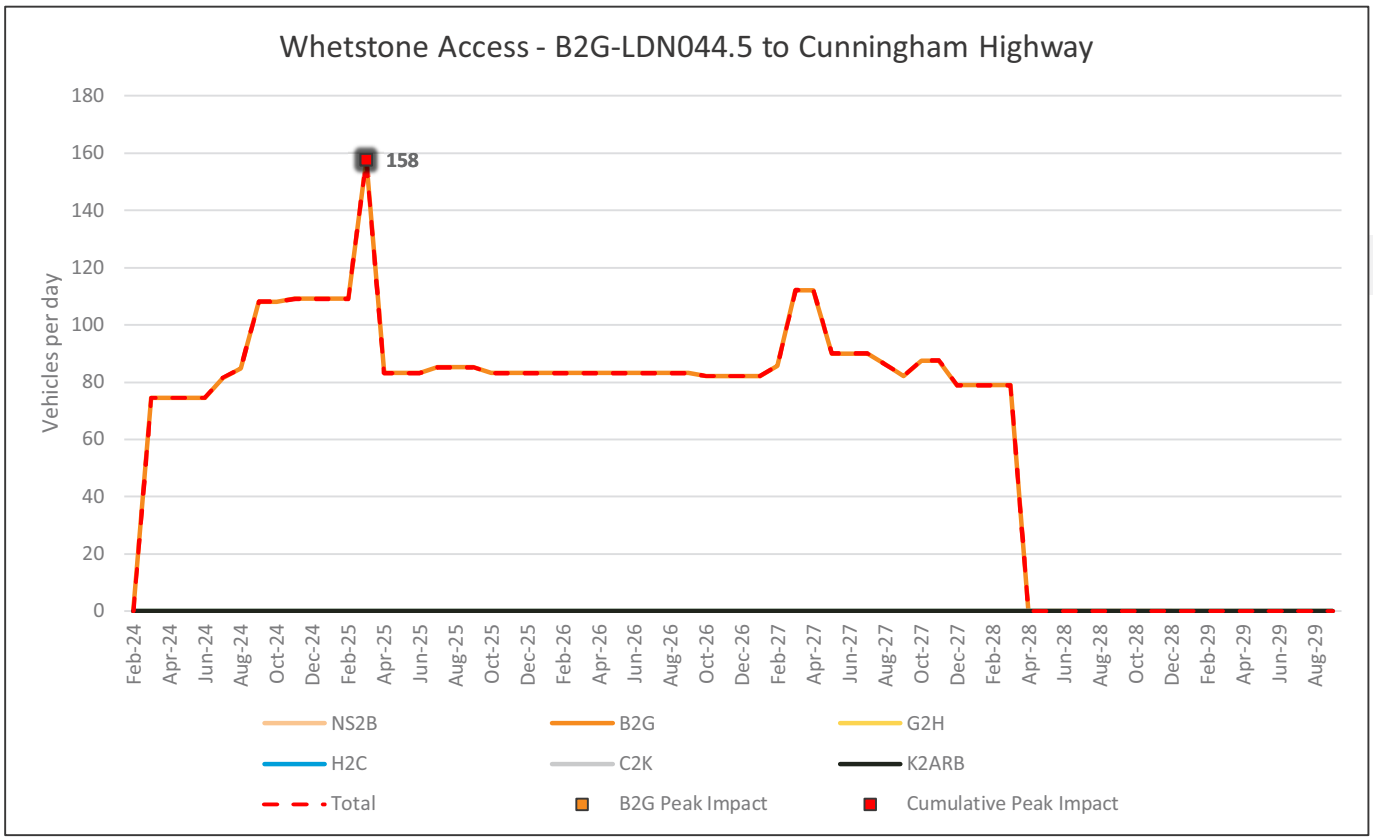
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	82	86	112	112	90	90	90	86	82	87	87	79
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	82	86	112	112	90	90	90	86	82	87	87	79

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	79	79	79	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	79	79	79	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Whetstone Access
Road section	B2G-LDN044.5 to Cunningham Highway

	B2G	Cumulative
Peak veh/day across construction	158	158
Peak impact month	Mar-25	Mar-25
Length of peak period	1	1



Road ID	X116-X113
Road name	Wondalli Kurumbul Road
Road section	Yelarbon Kurumbul Road to Mooroobie Lane

	B2G	Cumulative
Peak veh/day across construction	81	81
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	38	81	81	81	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	38	81	81	81	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

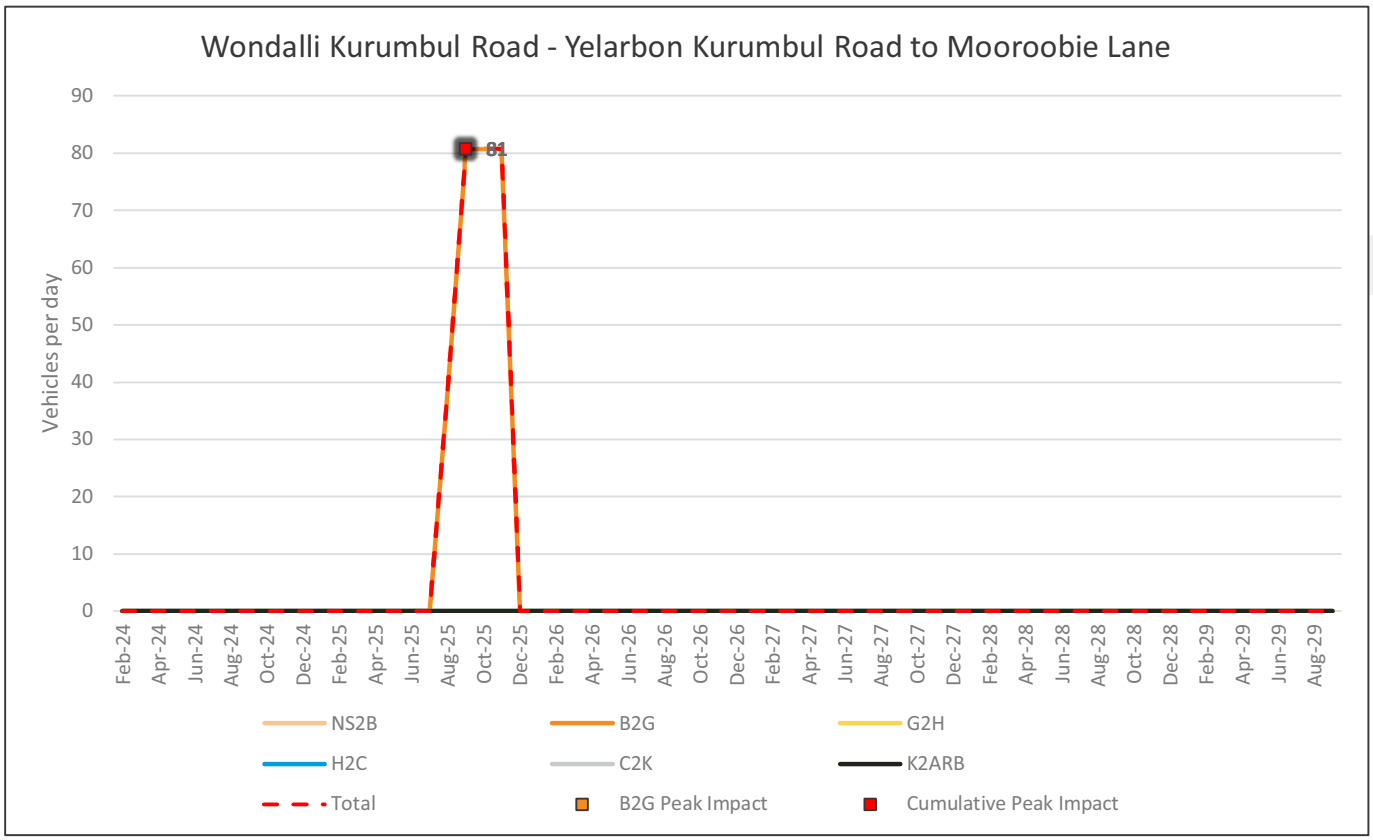
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Wondalli Kurumbul Road
Road section	Yelarbon Kurumbul Road to Mooroobie Lane

	B2G	Cumulative
Peak veh/day across construction	81	81
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3



Road ID	X66-E82
Road name	Wongavale Yugilbar Road
Road section	Millmerran-Inglewood Road to B2G-LDN081.0

	B2G	Cumulative
Peak veh/day across construction	50	50
Peak impact month	Apr-27	Apr-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	8	8	8	8	11
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	8	8	8	8	11

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	11	11	20	20	20	20	20	20	11	11	11	12
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	11	20	20	20	20	20	20	11	11	11	12

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	9	9	9	8	8	8	8	8	8	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	9	9	8	8	8	8	8	8	8	8	8

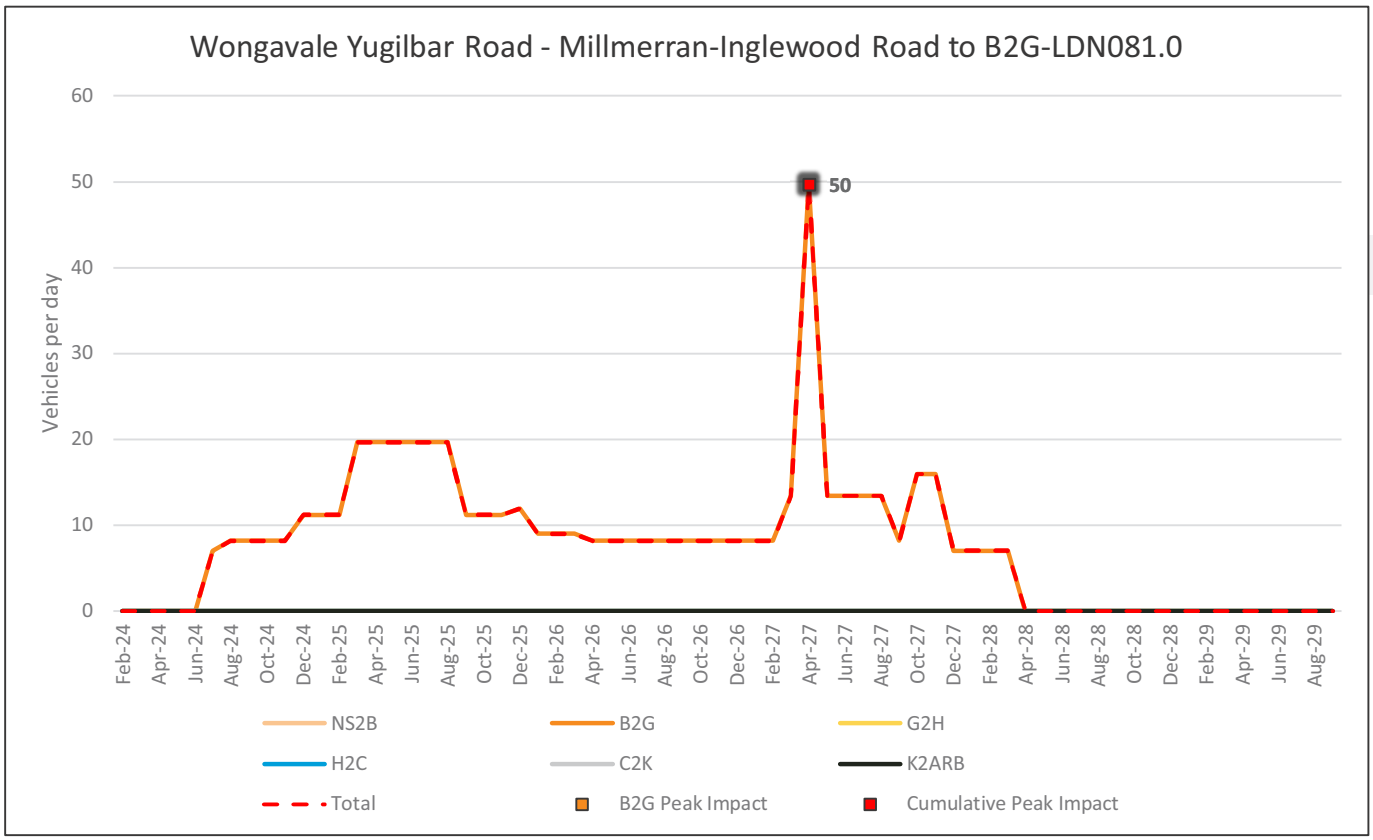
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	13	50	13	13	13	13	8	16	16	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	13	50	13	13	13	13	8	16	16	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Wongavale Yugilbar Road
Road section	Millmerran-Inglewood Road to B2G-LDN081.0

	B2G	Cumulative
Peak veh/day across construction	50	50
Peak impact month	Apr-27	Apr-27
Length of peak period	1	1



Road ID	X19-E11
Road name	Woodcocks Road
Road section	Cunningham Highway to Borrow Site #4 (Woodstocks F

	B2G	Cumulative
Peak veh/day across construction	40	40
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	40	40	40	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	40	40	40	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

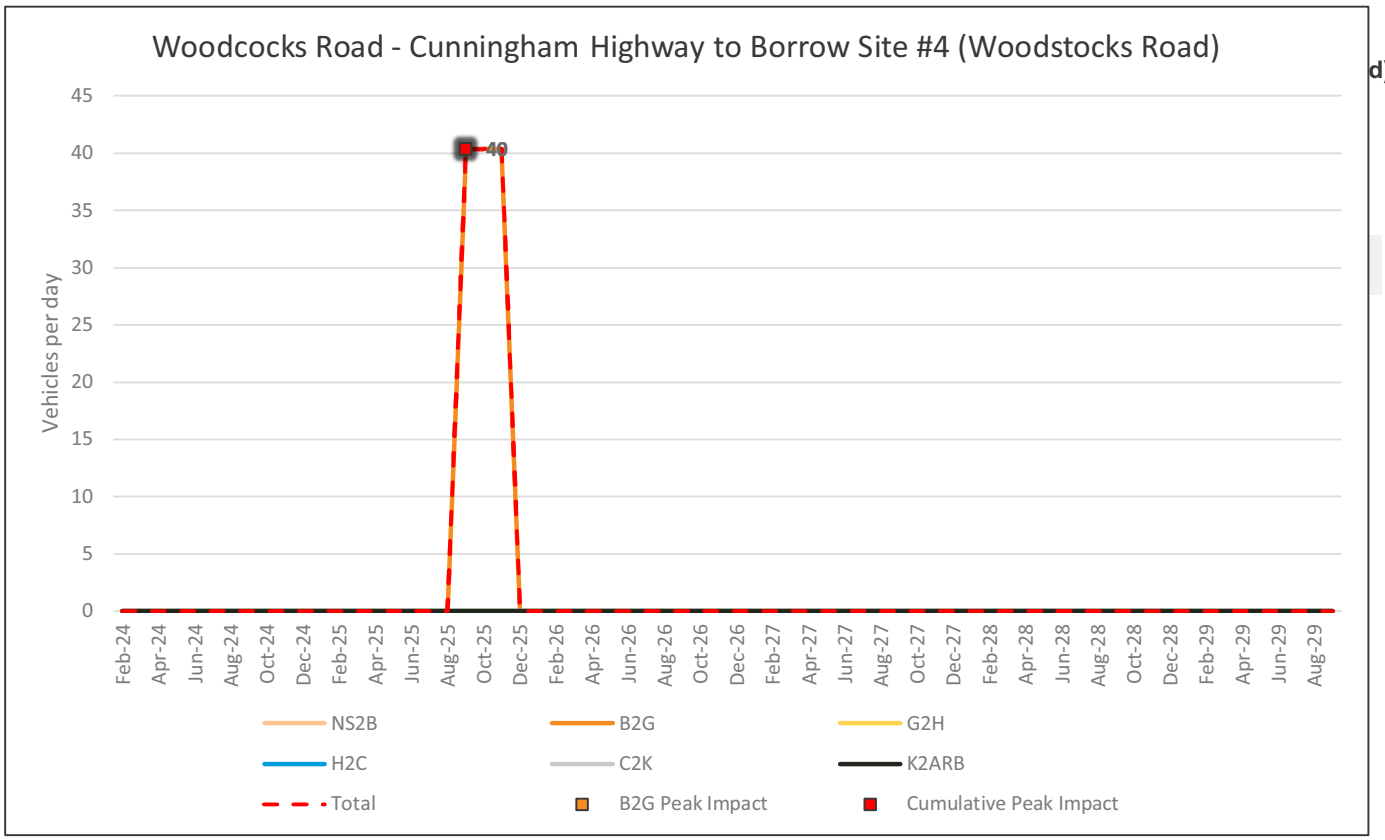
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Woodcocks Road
Road section	Cunningham Highway to Borrow Site #4 (Woodstocks R

	B2G	Cumulative
Peak veh/day across construction	40	40
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3



Road ID	X115-E72
Road name	Yelarbon Kurumbul Road
Road section	South Kurumbul Road to B2G-LDN006.3

	B2G	Cumulative
Peak veh/day across construction	26	26
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	18	18	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	18	18	8	8	8

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	10	10	10	10	10	10	10	10	10	10	10
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	10	10	10	10	10	10	10	10	10	10	10

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	10	10	10	9	9	9	8	8	8	8	18	18
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	10	9	9	9	8	8	8	8	18	18

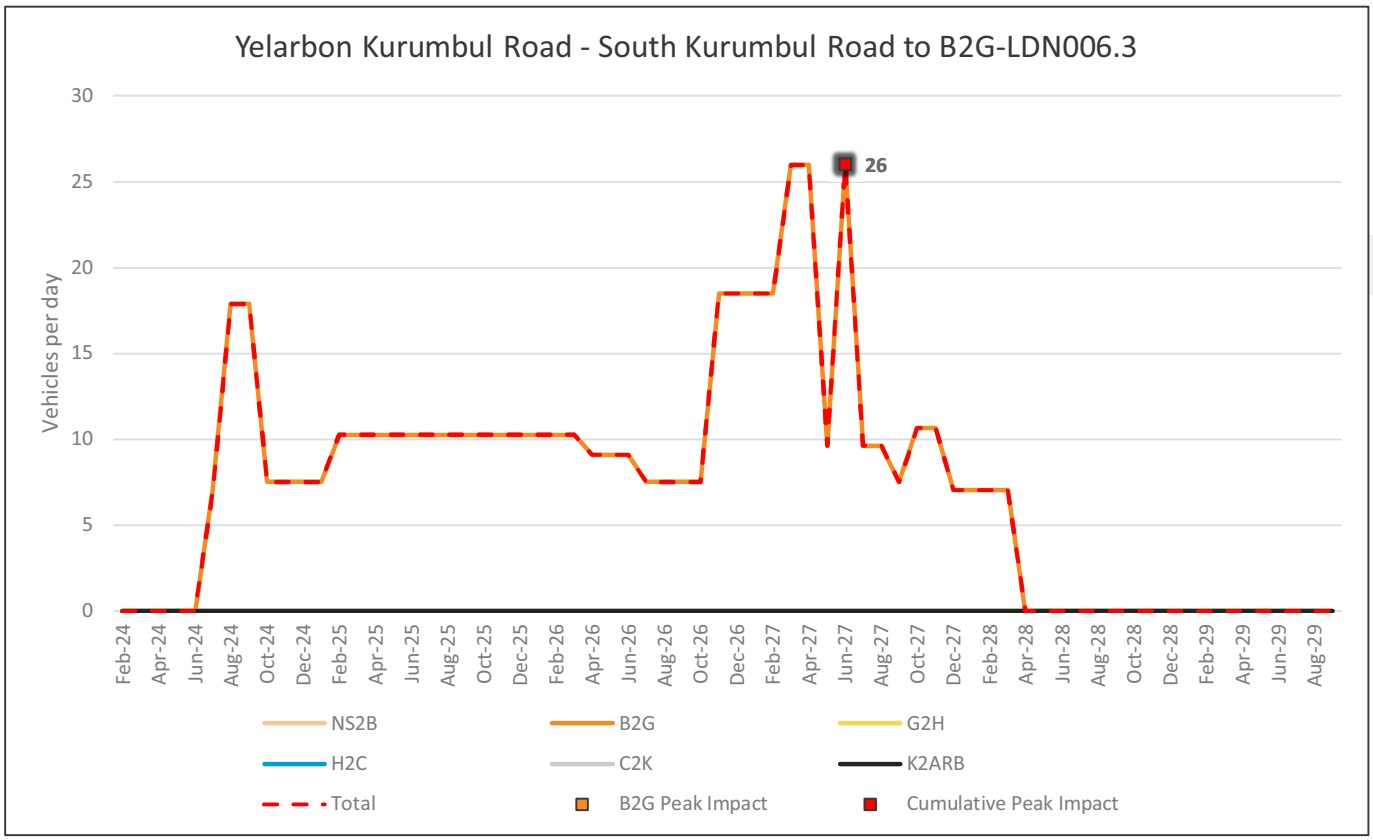
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	18	18	26	26	10	26	10	10	8	11	11	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	18	26	26	10	26	10	10	8	11	11	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Yelarbon Kurumbul Road
Road section	South Kurumbul Road to B2G-LDN006.3

	B2G	Cumulative
Peak veh/day across construction	26	26
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	E72-X116
Road name	Yelarbon Kurumbul Road
Road section	B2G-LDN006.3 to Wondalli Kurumbul Road

	B2G	Cumulative
Peak veh/day across construction	95	95
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	14	14	14	14	14

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	53	95	95	95	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	53	95	95	95	14

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	26	26	26	14	14	14	14	25	25
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	26	26	26	14	14	14	14	25	25

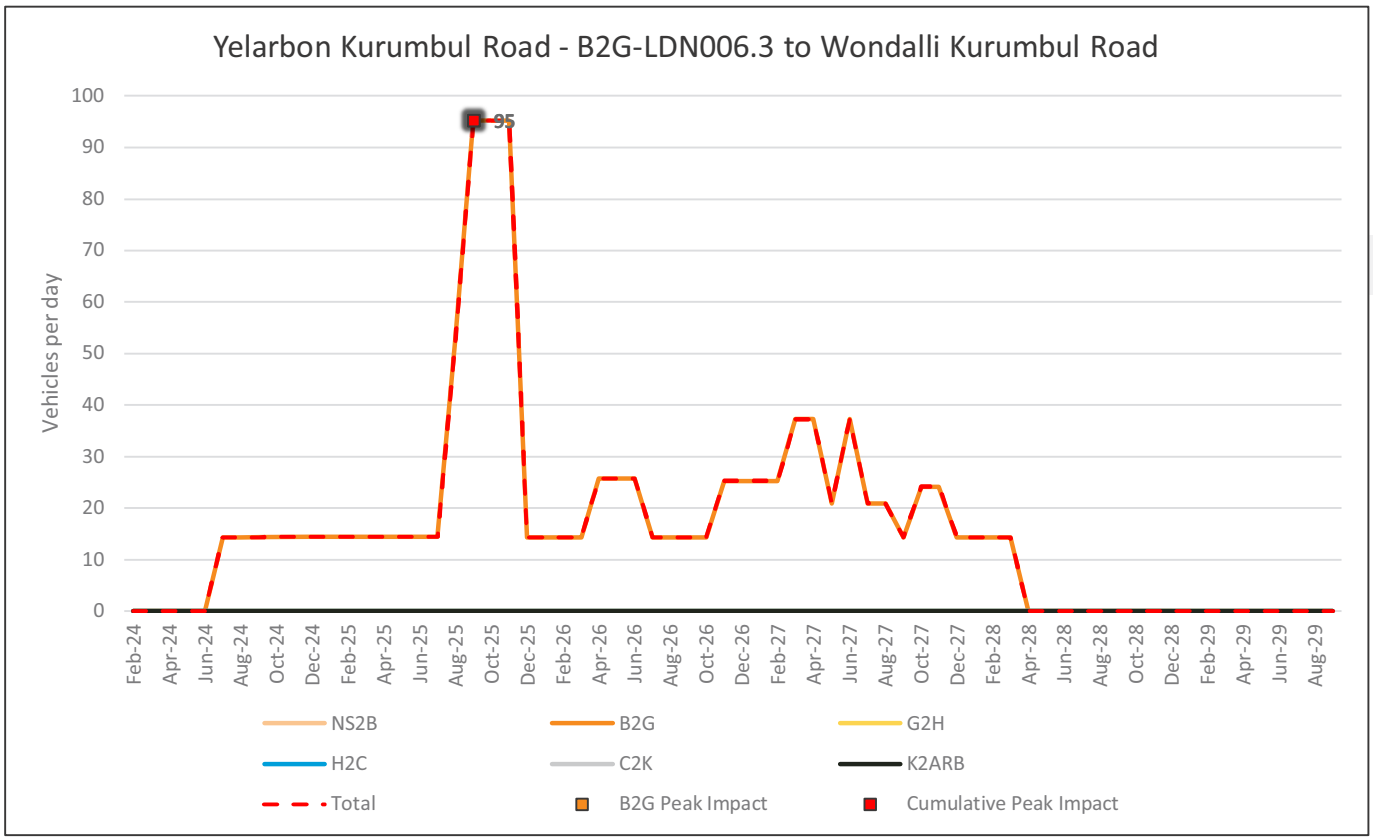
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	25	25	37	37	21	37	21	21	14	24	24	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	25	37	37	21	37	21	21	14	24	24	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Yelarbon Kurumbul Road
Road section	B2G-LDN006.3 to Wondalli Kurumbul Road

	B2G	Cumulative
Peak veh/day across construction	95	95
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3



Road ID	X116-X114
Road name	Yelarbon Kurumbul Road
Road section	Wondalli Kurumbul Road to Yelarbon Kurumbul Road

	B2G	Cumulative
Peak veh/day across construction	37	37
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	14	14	14	14	14

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	14	14	14	14	14

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	26	26	26	14	14	14	14	25	25
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	26	26	26	14	14	14	14	25	25

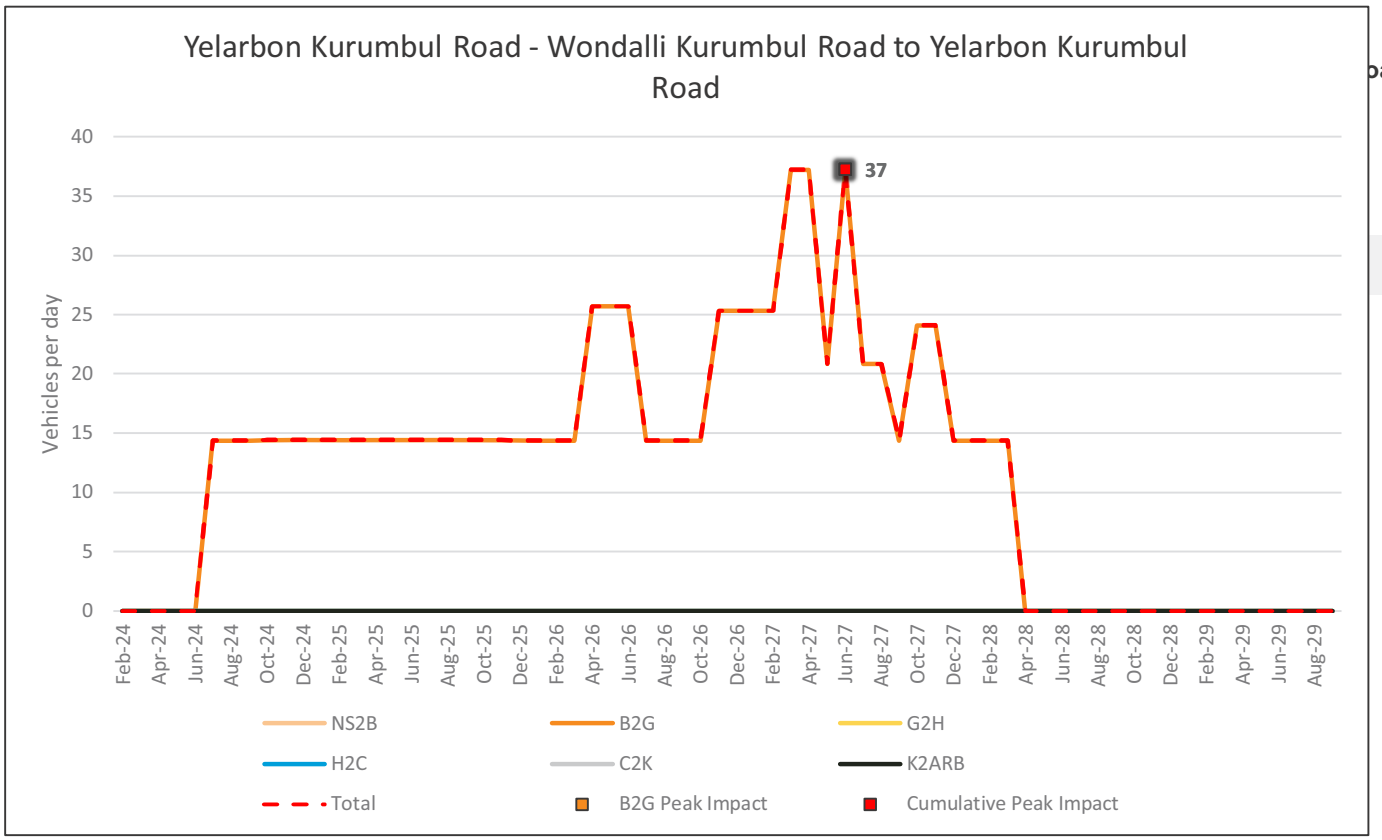
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	25	25	37	37	21	37	21	21	14	24	24	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	25	37	37	21	37	21	21	14	24	24	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Yelarbon Kurumbul Road
Road section	Wondalli Kurumbul Road to Yelarbon Kurumbul Road

	B2G	Cumulative
Peak veh/day across construction	37	37
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	X114-E105
Road name	Yelarbon Kurumbul Road
Road section	Yelarbon Kurumbul Road to B2G-LDN020.3

	B2G	Cumulative
Peak veh/day across construction	51	51
Peak impact month	Apr-26	Apr-26
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	22	44	44	23	23	23
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	22	44	44	23	23	23

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	23	23	23	23	23	23	23	23	23	23	23	23
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	23	23	23	23	23	23	23	23	23	23	23

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	23	23	23	51	51	51	23	23	23	23	34	34
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	23	23	51	51	51	23	23	23	23	34	34

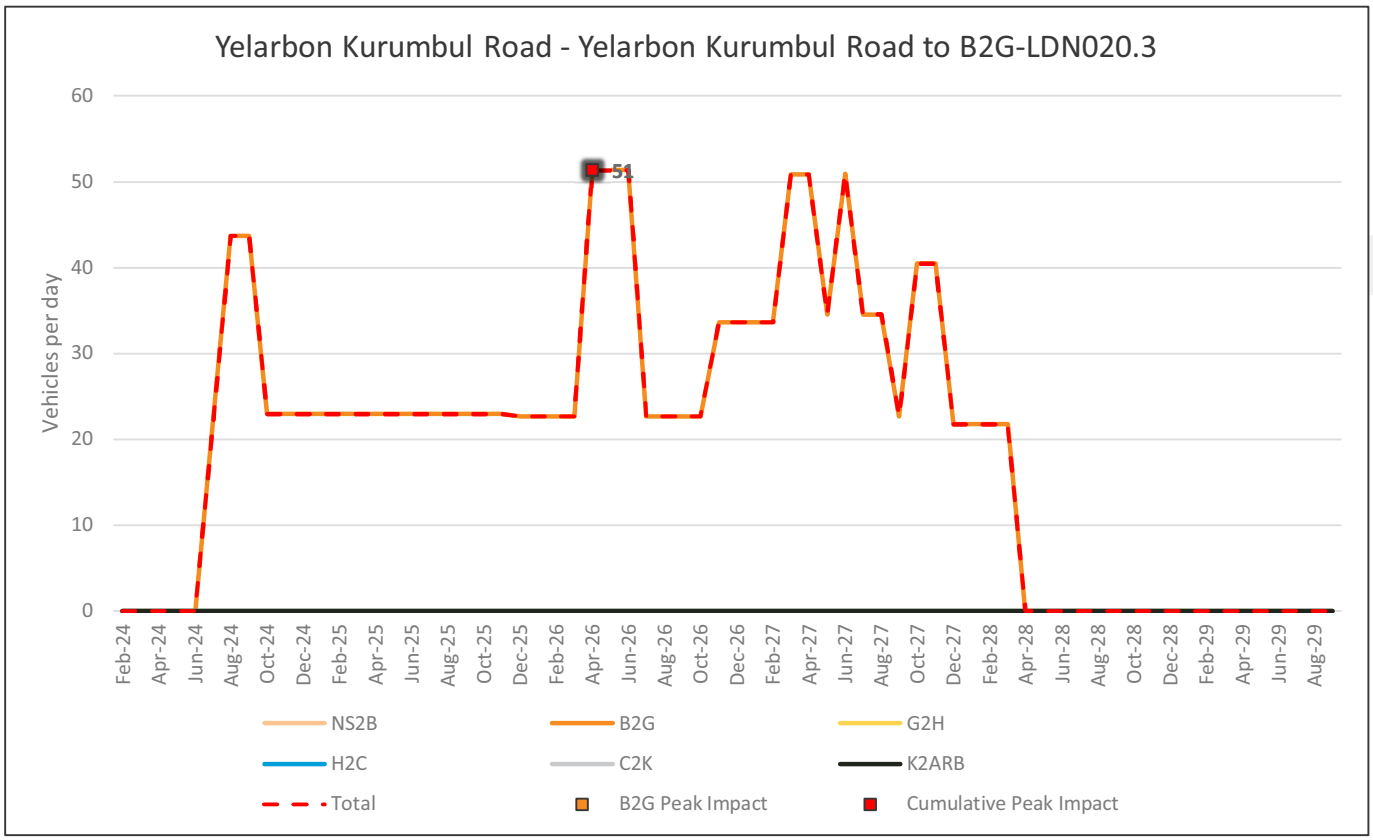
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	34	34	51	51	35	51	35	35	23	40	40	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	34	51	51	35	51	35	35	23	40	40	22

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Yelarbon Kurumbul Road
Road section	Yelarbon Kurumbul Road to B2G-LDN020.3

	B2G	Cumulative
Peak veh/day across construction	51	51
Peak impact month	Apr-26	Apr-26
Length of peak period	3	3



Road ID	E105-E37
Road name	Yelarbon Kurumbul Road
Road section	B2G-LDN020.3 to B2G-LDN025.9

	B2G	Cumulative
Peak veh/day across construction	78	78
Peak impact month	Apr-26	Apr-26
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	29	51	51	30	30	30
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	29	51	51	30	30	30

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	30	30	30	30	30	30	30	30	30	30	30	30
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	30	30	30	30	30	30	30	30	30	30	30

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	30	30	30	78	78	78	30	30	30	30	41	41
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	30	30	78	78	78	30	30	30	30	41	41

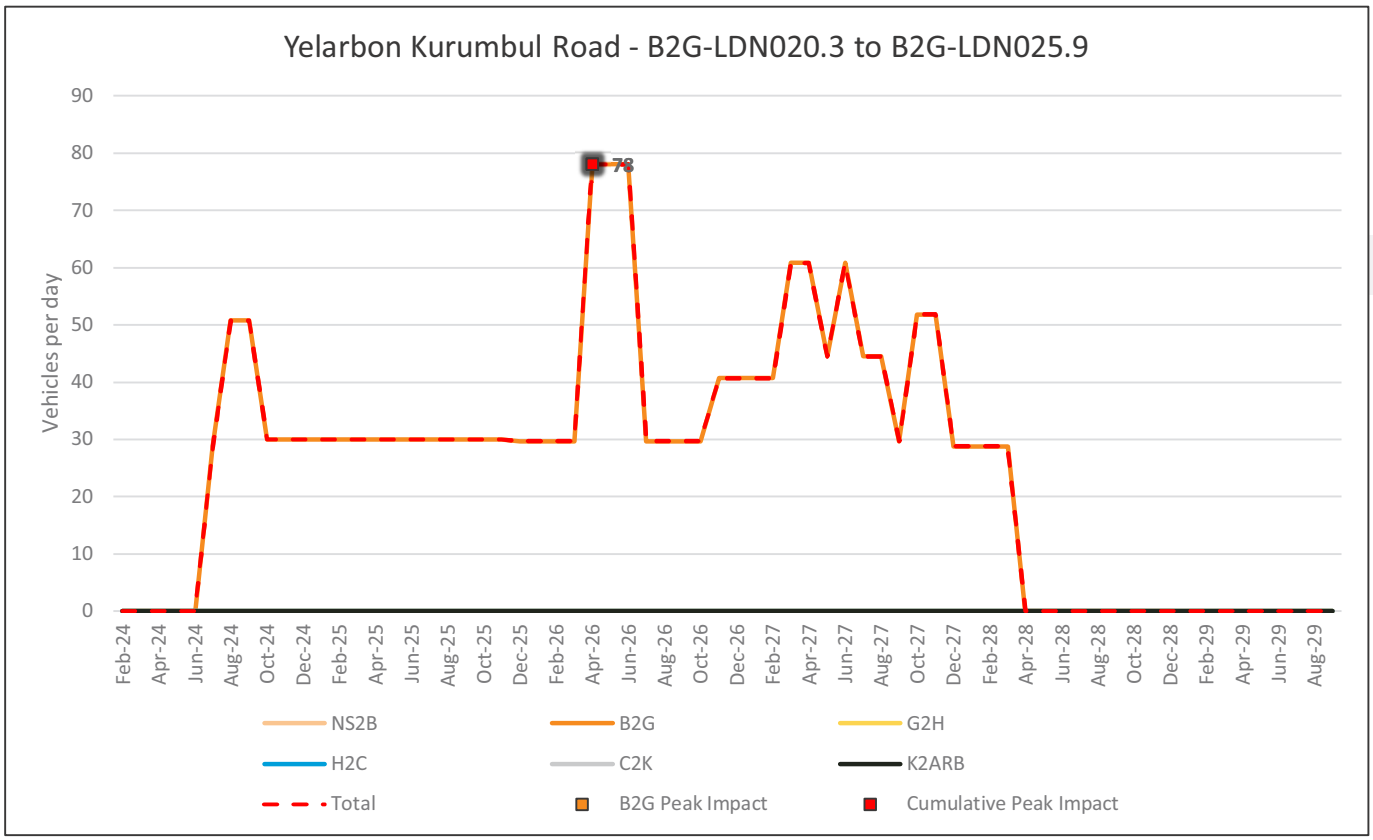
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	41	41	61	61	44	61	44	44	30	52	52	29
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	41	61	61	44	61	44	44	30	52	52	29

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	29	29	29	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	29	29	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Yelarbon Kurumbul Road
Road section	B2G-LDN020.3 to B2G-LDN025.9

	B2G	Cumulative
Peak veh/day across construction	78	78
Peak impact month	Apr-26	Apr-26
Length of peak period	3	3



Road ID	E37-X21
Road name	Yelarbon Kurumbul Road
Road section	B2G-LDN025.9 to Cunningham Highway

	B2G	Cumulative
Peak veh/day across construction	128	128
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	43	91	91	47	47	47
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	43	91	91	47	47	47

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	47	47	47	47	47	47	47	47	128	128	128	51
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	47	47	47	47	47	47	47	47	128	128	128	51

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	51	51	54	99	104	104	51	51	51	51	62	62
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	51	54	99	104	104	51	51	51	51	62	62

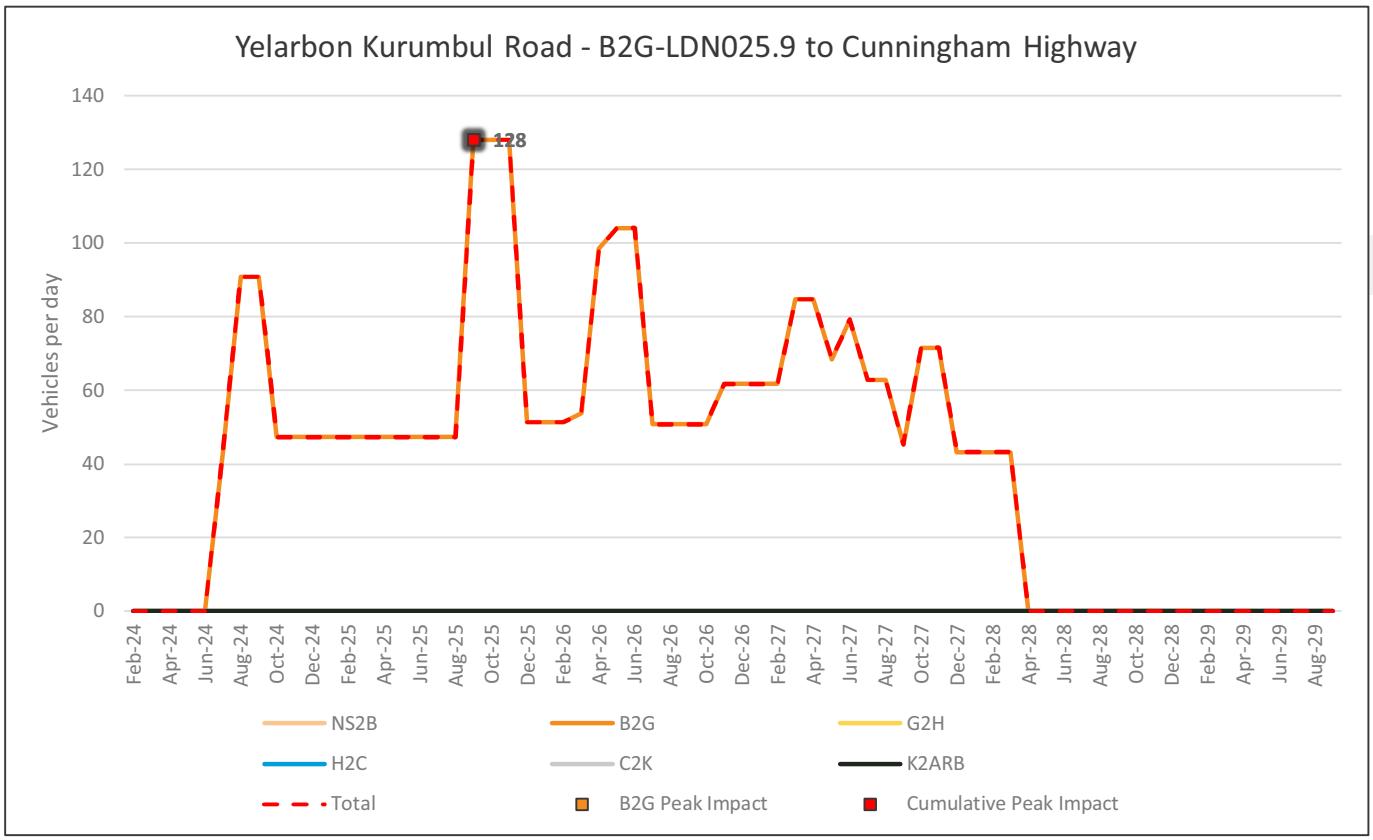
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	62	62	85	85	68	79	63	63	45	72	72	43
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	62	62	85	85	68	79	63	63	45	72	72	43

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	43	43	43	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	43	43	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Yelarbon Kurumbul Road
Road section	B2G-LDN025.9 to Cunningham Highway

	B2G	Cumulative
Peak veh/day across construction	128	128
Peak impact month	Sep-25	Sep-25
Length of peak period	3	3



Road ID	X121-E25
Road name	Boggabilla Weir Access
Road section	River Road to Boggabilla Weir

	B2G	Cumulative
Peak veh/day across construction	23	55
Peak impact month	Sep-24	Feb-25
Length of peak period	1	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	21
B2G	0	0	1	1	1	1	14	23	10	10	10
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	1	14	23	10	10	31

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	41	41	41	41	41	41	41	41	41	41	41	41
B2G	10	13	13	13	5	5	5	5	5	5	5	5
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	52	55	55	55	46	46	46	46	46	46	46	46

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	41	41	21	0	0	0	0	0	0	0	0	0
B2G	5	5	5	2	2	2	2	2	2	2	2	2
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	46	46	26	2	2	2	2	2	2	2	2	2

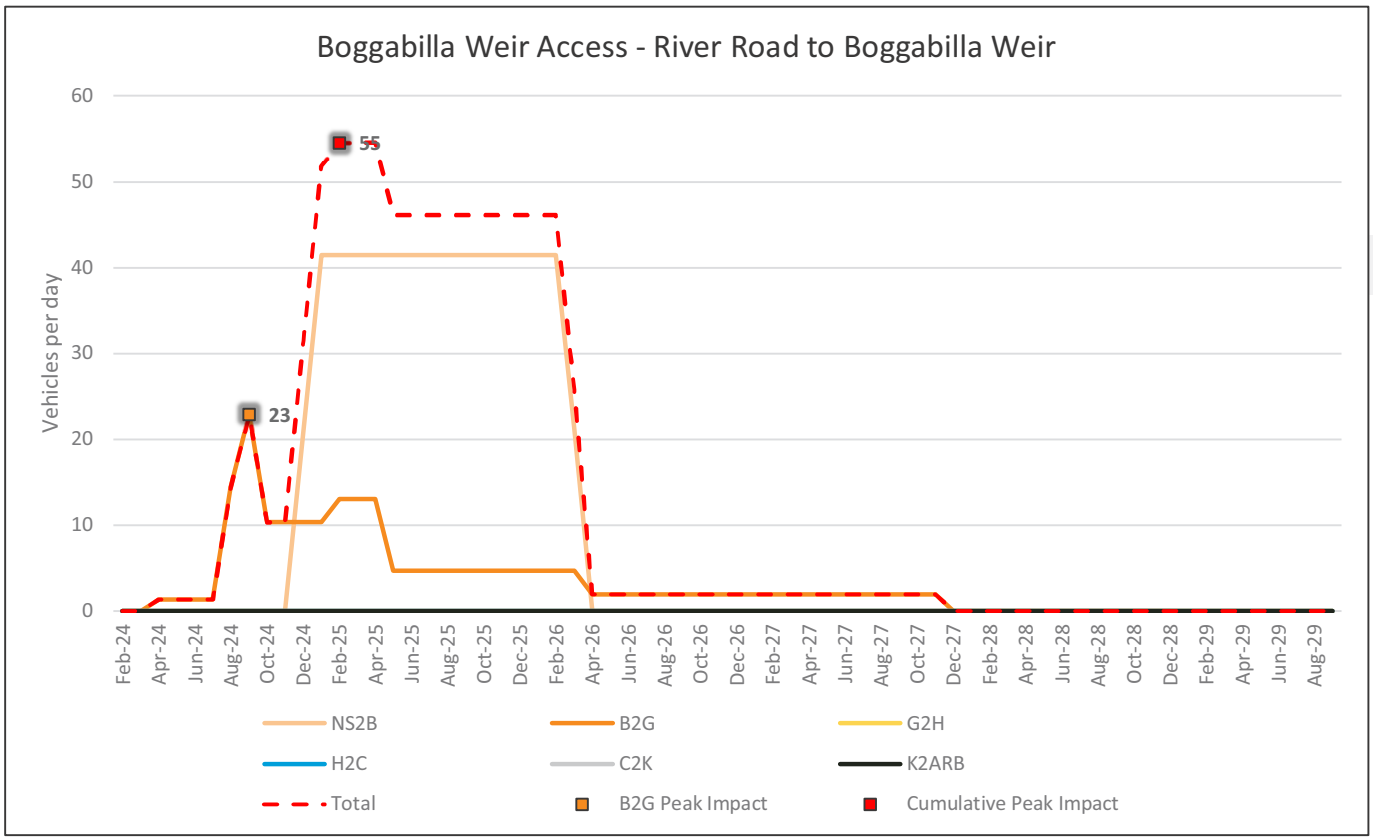
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	2	2	2	2	2	2	2	2	2	2	2	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2	2	2	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Boggabilla Weir Access
Road section	River Road to Boggabilla Weir

	B2G	Cumulative
Peak veh/day across construction	23	55
Peak impact month	Sep-24	Feb-25
Length of peak period	1	3



Road ID	X90-X121
Road name	River Road
Road section	Newell Highway to Boggabilla Weir Access

	B2G	Cumulative
Peak veh/day across construction	23	55
Peak impact month	Sep-24	Feb-25
Length of peak period	1	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	21
B2G	0	0	1	1	1	1	14	23	10	10	10
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	1	14	23	10	10	31

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	41	41	41	41	41	41	41	41	41	41	41	41
B2G	10	13	13	13	5	5	5	5	5	5	5	5
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	52	55	55	55	46	46	46	46	46	46	46	46

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	41	41	21	0	0	0	0	0	0	0	0	0
B2G	5	5	5	2	2	2	2	2	2	2	2	2
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	46	46	26	2	2	2	2	2	2	2	2	2

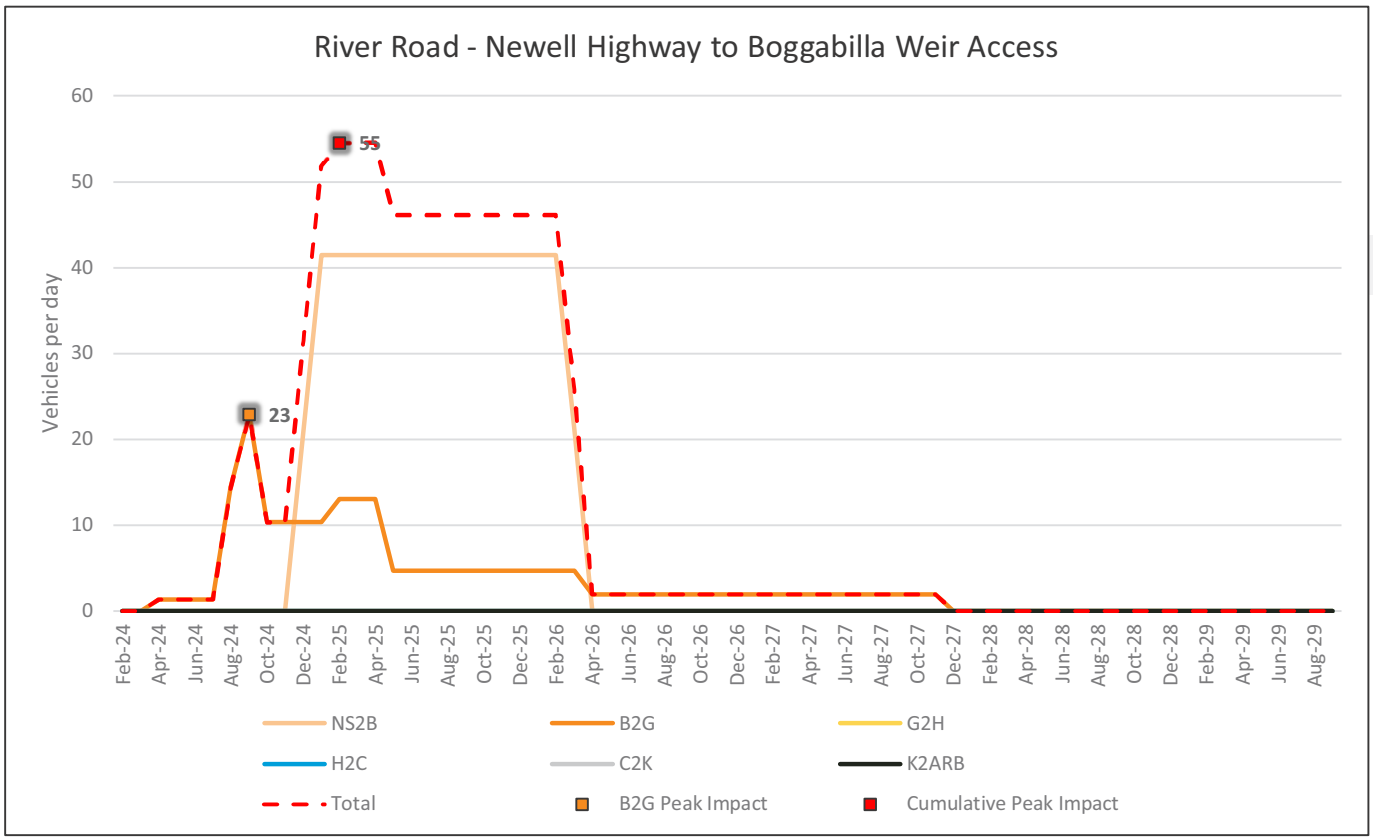
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	2	2	2	2	2	2	2	2	2	2	2	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	2	2	2	2	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	River Road
Road section	Newell Highway to Boggabilla Weir Access

	B2G	Cumulative
Peak veh/day across construction	23	55
Peak impact month	Sep-24	Feb-25
Length of peak period	1	3



Road ID	X128-E19
Road name	Alderley Street
Road section	Greenwattle Street to Toowoomba Workfoce Origin 2

	B2G	Cumulative
Peak veh/day across construction	1	1
Peak impact month	Jul-24	Jul-24
Length of peak period	45	45

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	1	1	1	1

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	1	1	1	1	1	1	1	1	1

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	1	1	1	1	1	1	1	1	1

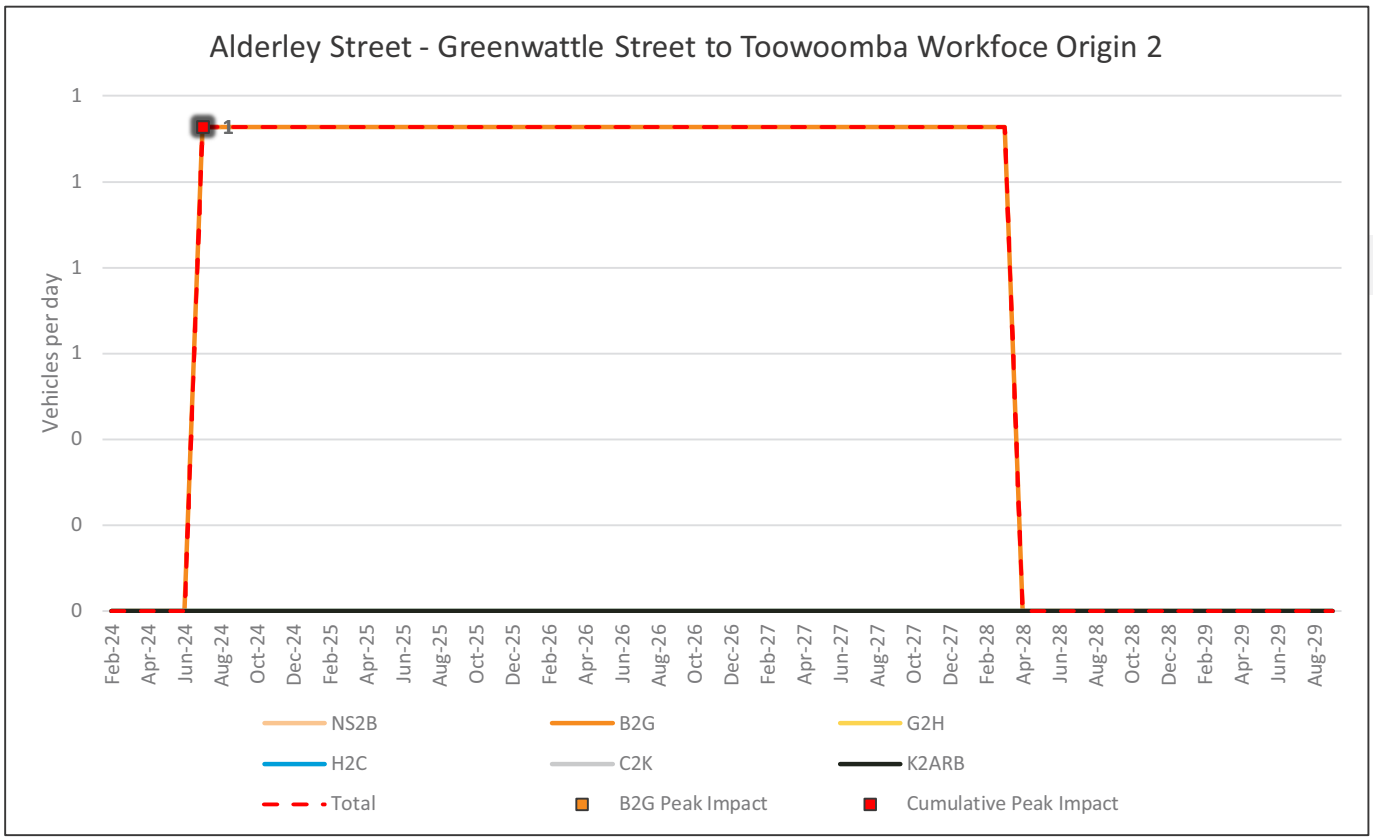
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	1	1	1	1	1	1	1	1	1

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Alderley Street
Road section	Greenwattle Street to Toowoomba Workfoce Origin 2

	B2G	Cumulative
Peak veh/day across construction	1	1
Peak impact month	Jul-24	Jul-24
Length of peak period	45	45



Road ID	E19-X22
Road name	Alderley Street
Road section	Toowoomba Workforce Origin B to Toowoomba-Athol F

	B2G	Cumulative
Peak veh/day across construction	98	98
Peak impact month	Jul-24	Jul-24
Length of peak period	45	45

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	98	98	98	98	98	98
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	98	98	98	98	98	98

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	98	98	98	98	98	98	98	98	98	98	98	98
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	98	98	98	98	98	98	98	98	98	98	98

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	98	98	98	98	98	98	98	98	98	98	98	98
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	98	98	98	98	98	98	98	98	98	98	98

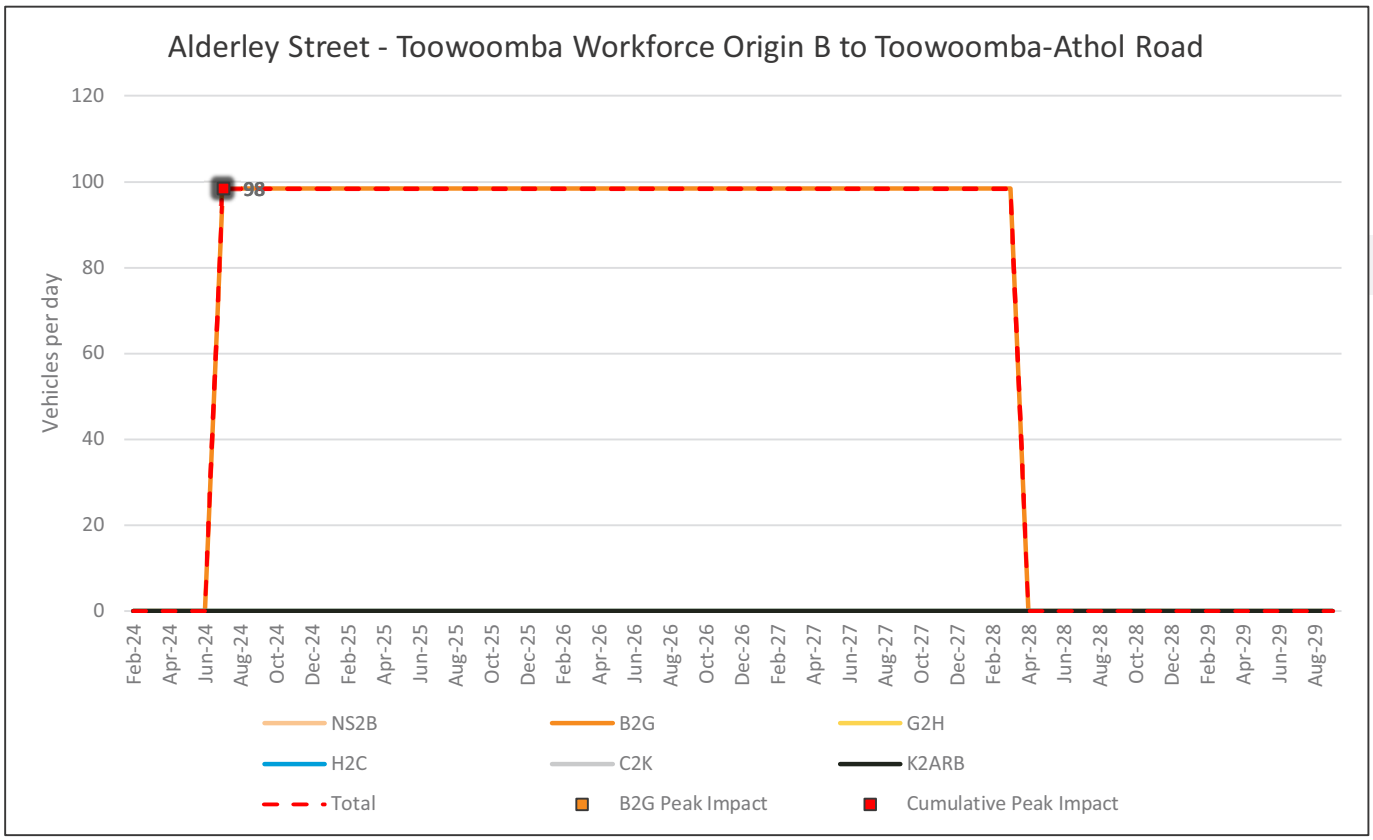
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	98	98	98	98	98	98	98	98	98	98	98	98
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	98	98	98	98	98	98	98	98	98	98	98

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	98	98	98	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	98	98	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Alderley Street
Road section	Toowoomba Workforce Origin B to Toowoomba-Athol R

	B2G	Cumulative
Peak veh/day across construction	98	98
Peak impact month	Jul-24	Jul-24
Length of peak period	45	45



Road ID	X22-X122
Road name	Alderley Street
Road section	Toowoomba-Athol Road to Condamine Street

	B2G	Cumulative
Peak veh/day across construction	1	1
Peak impact month	May-25	May-25
Length of peak period	15	15

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	1	1	1	1	1	1

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	1	1	1	1	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	1	1	1	1	0	0	0	0	0

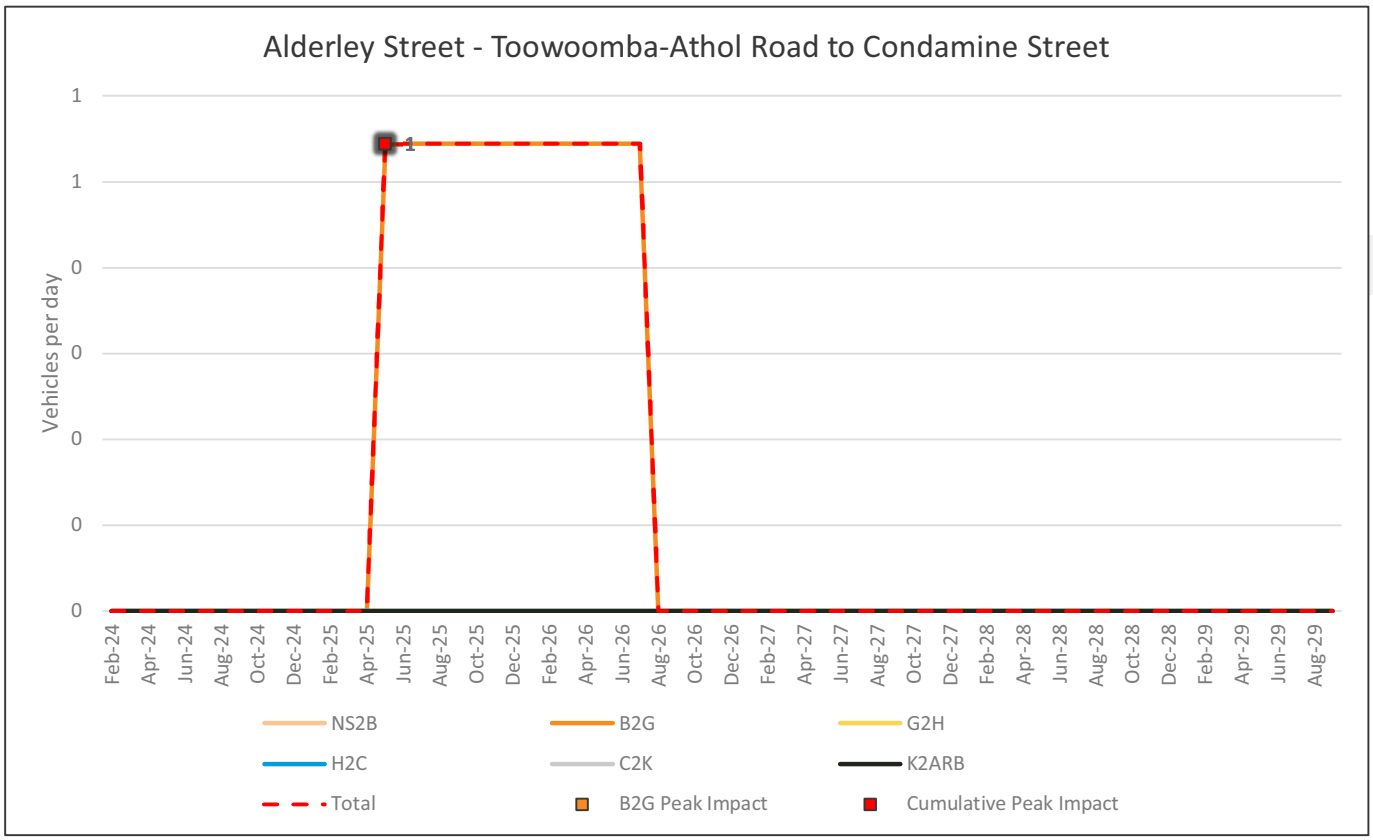
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Alderley Street
Road section	Toowoomba-Athol Road to Condamine Street

	B2G	Cumulative
Peak veh/day across construction	1	1
Peak impact month	May-25	May-25
Length of peak period	15	15



Road ID	E112-E64
Road name	Athol School Road
Road section	B2G-LDN187.8 to B2G-LDN188.2

	B2G	Cumulative
Peak veh/day across construction	576	576
Peak impact month	Sep-24	Sep-24
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	4	576	576	576	300
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	576	576	576	300

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	310	310	310	310	15	15	15	15	15	15	15	15
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	310	310	310	310	15	15	15	15	15	15	15	15

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	15	15	4	4	4	4	4	4	4	4	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	15	15	4	4	4	4	4	4	4	4	4

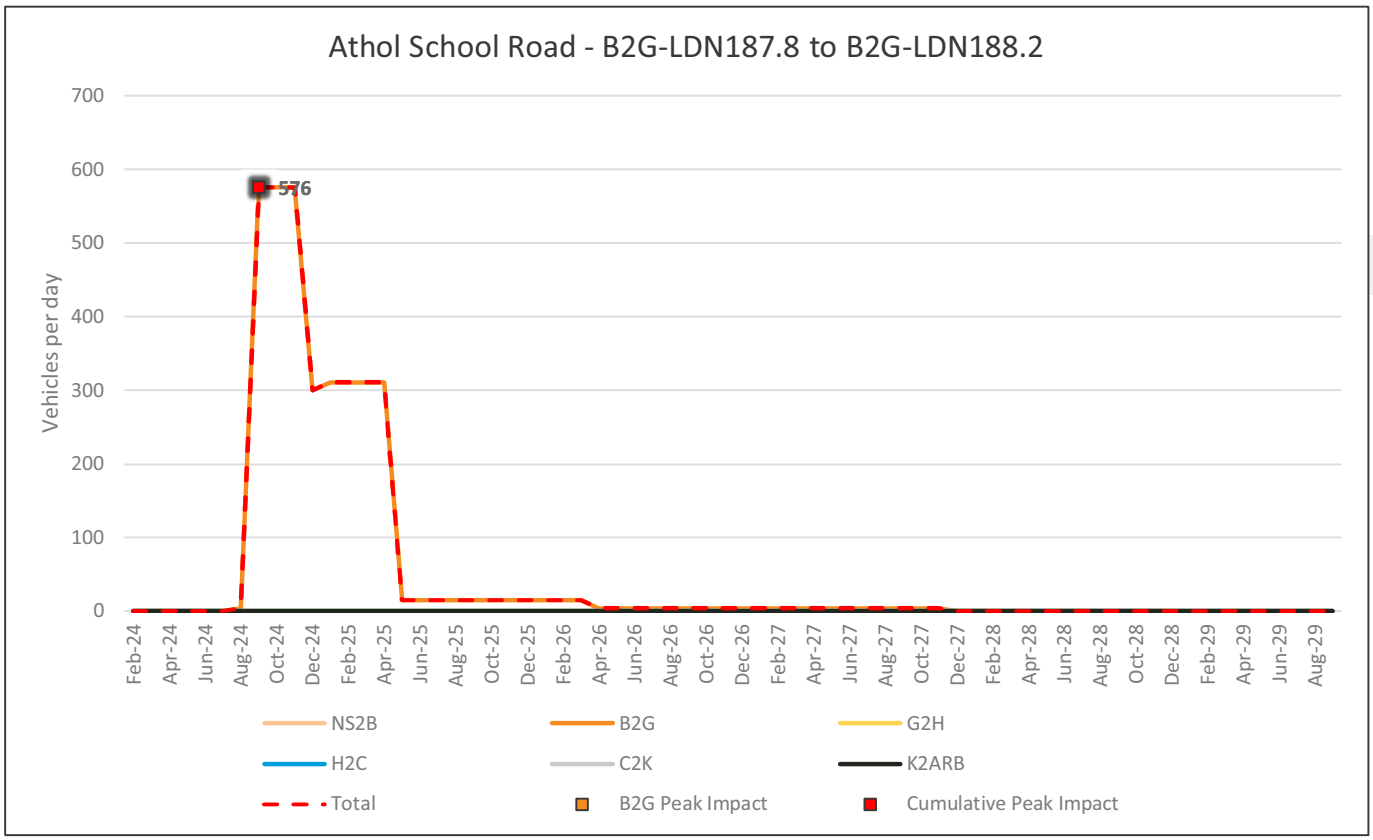
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	4	4	4	4	4	4	4	4	4	4	4	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	4	4	4	4	4	4	4	4	4	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Athol School Road
Road section	B2G-LDN187.8 to B2G-LDN188.2

	B2G	Cumulative
Peak veh/day across construction	576	576
Peak impact month	Sep-24	Sep-24
Length of peak period	3	3



Road ID	E64-X23
Road name	Athol School Road
Road section	B2G-LDN188.2 to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	590	590
Peak impact month	Sep-24	Sep-24
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	18	590	590	590	314
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	18	590	590	590	314

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	325	325	325	325	31	31	31	31	31	30	30	30
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	325	325	325	325	31	31	31	31	31	30	30	30

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	30	30	30	19	19	19	19	18	18	18	18	19
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	30	30	19	19	19	19	18	18	18	18	19

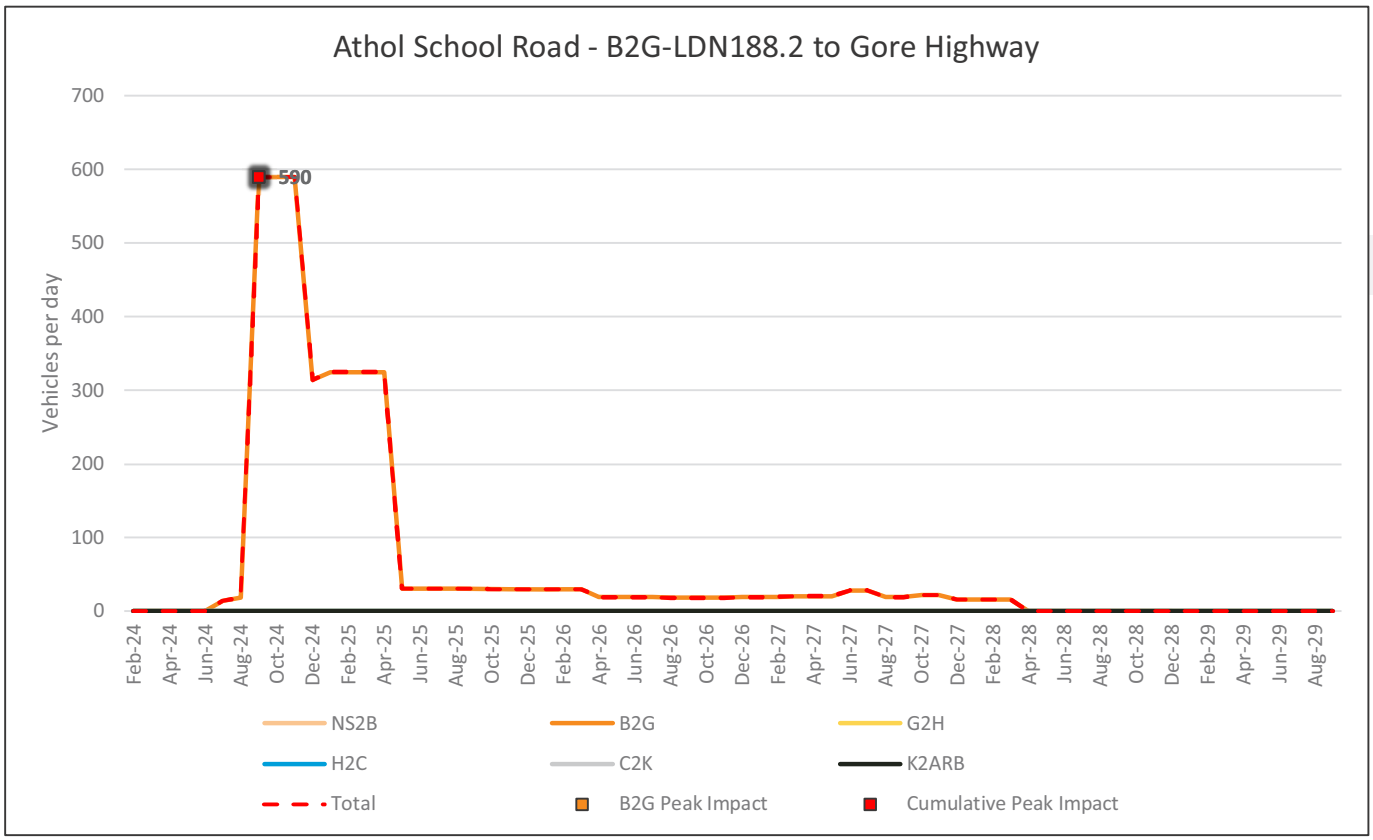
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	19	19	20	20	20	28	28	19	19	22	22	15
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	19	20	20	20	28	28	19	19	22	22	15

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	15	15	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	15	15	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Athol School Road
Road section	B2G-LDN188.2 to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	590	590
Peak impact month	Sep-24	Sep-24
Length of peak period	3	3



Road ID	X24-E63
Road name	Biddeston Southbrook Road
Road section	Gore Highway to B2G-LDN183.8

	B2G	Cumulative
Peak veh/day across construction	146	146
Peak impact month	Dec-25	Dec-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	7	7	7	7	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	146
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	146

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	146	7	7	7	7	7	7	7	7	9	9	9
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	146	7	7	7	7	7	7	7	7	9	9	9

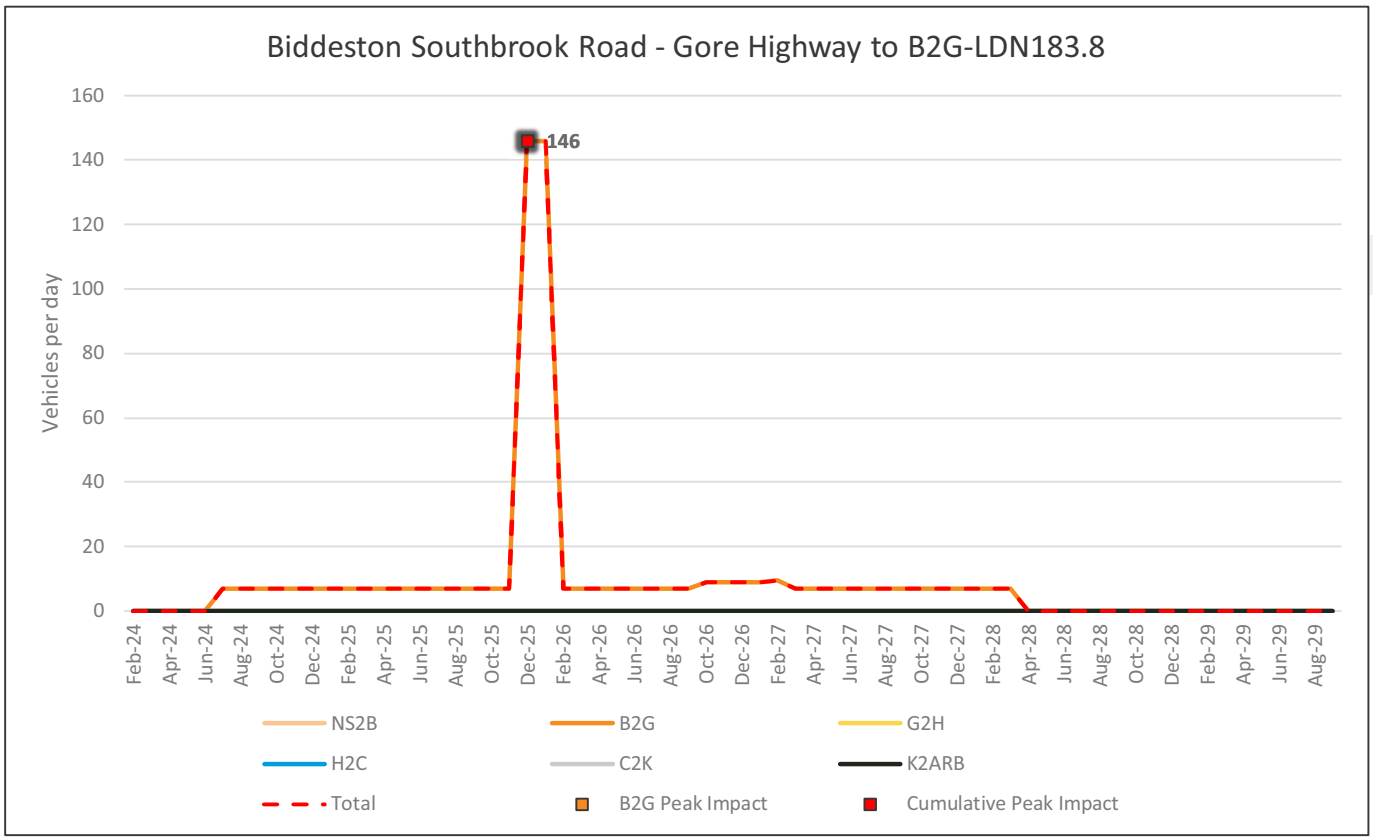
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	9	10	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	10	7	7	7	7	7	7	7	7	7	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Biddeston Southbrook Road
Road section	Gore Highway to B2G-LDN183.8

	B2G	Cumulative
Peak veh/day across construction	146	146
Peak impact month	Dec-25	Dec-25
Length of peak period	2	2



Road ID	X25-E22
Road name	Blackwell Road
Road section	Gore Highway to Millmerran Quarry

	B2G	Cumulative
Peak veh/day across construction	42	42
Peak impact month	Jun-27	Jun-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

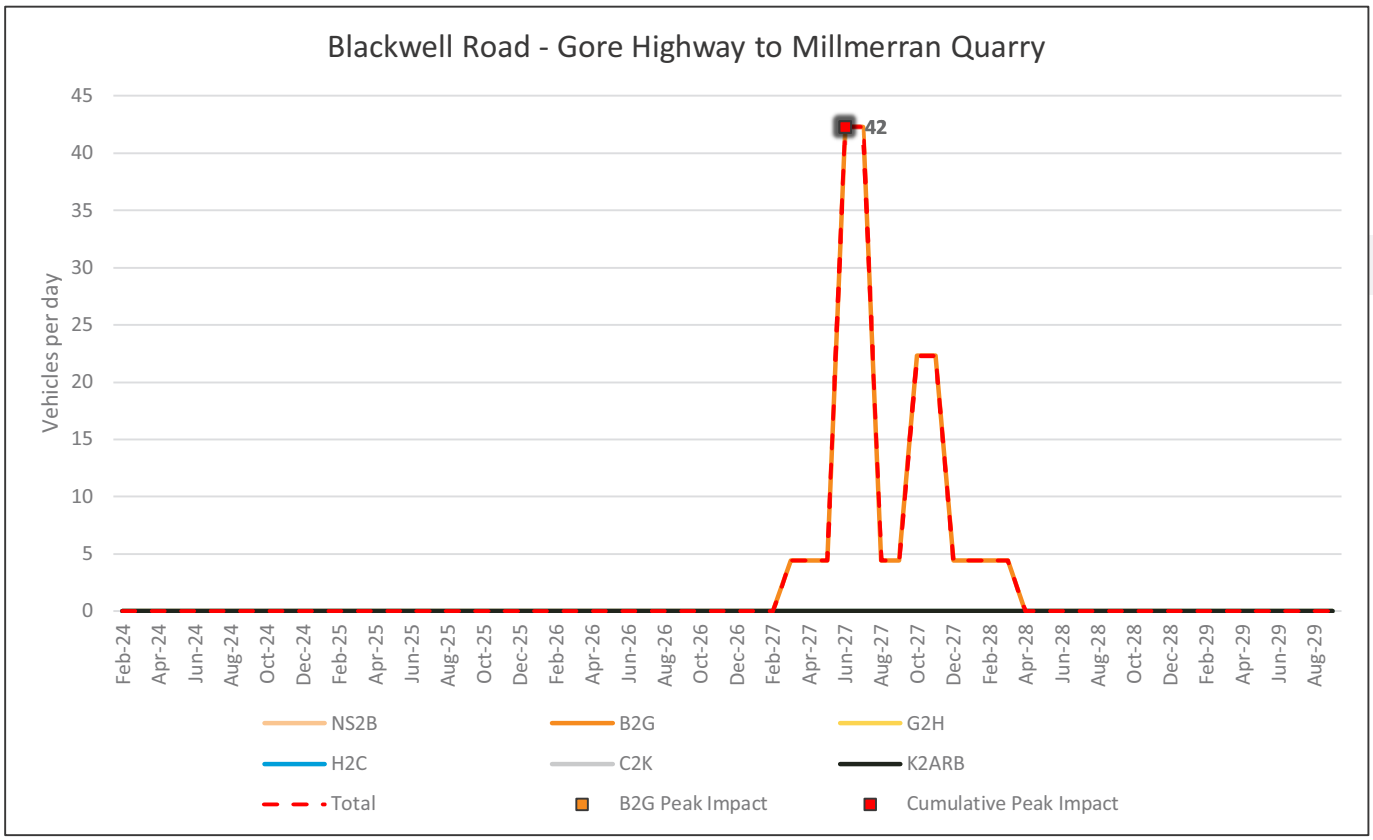
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	4	4	4	42	42	4	4	22	22	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	4	4	42	42	4	4	22	22	4

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	4	4	4	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	4	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Blackwell Road**
Road section	**Gore Highway to Millmerran Quarry**

	B2G	Cumulative
Peak veh/day across construction	**42**	**42**
Peak impact month	**Jun-27**	**Jun-27**
Length of peak period	**2**	**2**



Road ID	E22-E85
Road name	Blackwell Road
Road section	Millmerran Quarry to B2G-LDN120.2

	B2G	Cumulative
Peak veh/day across construction	87	87
Peak impact month	Apr-27	Apr-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

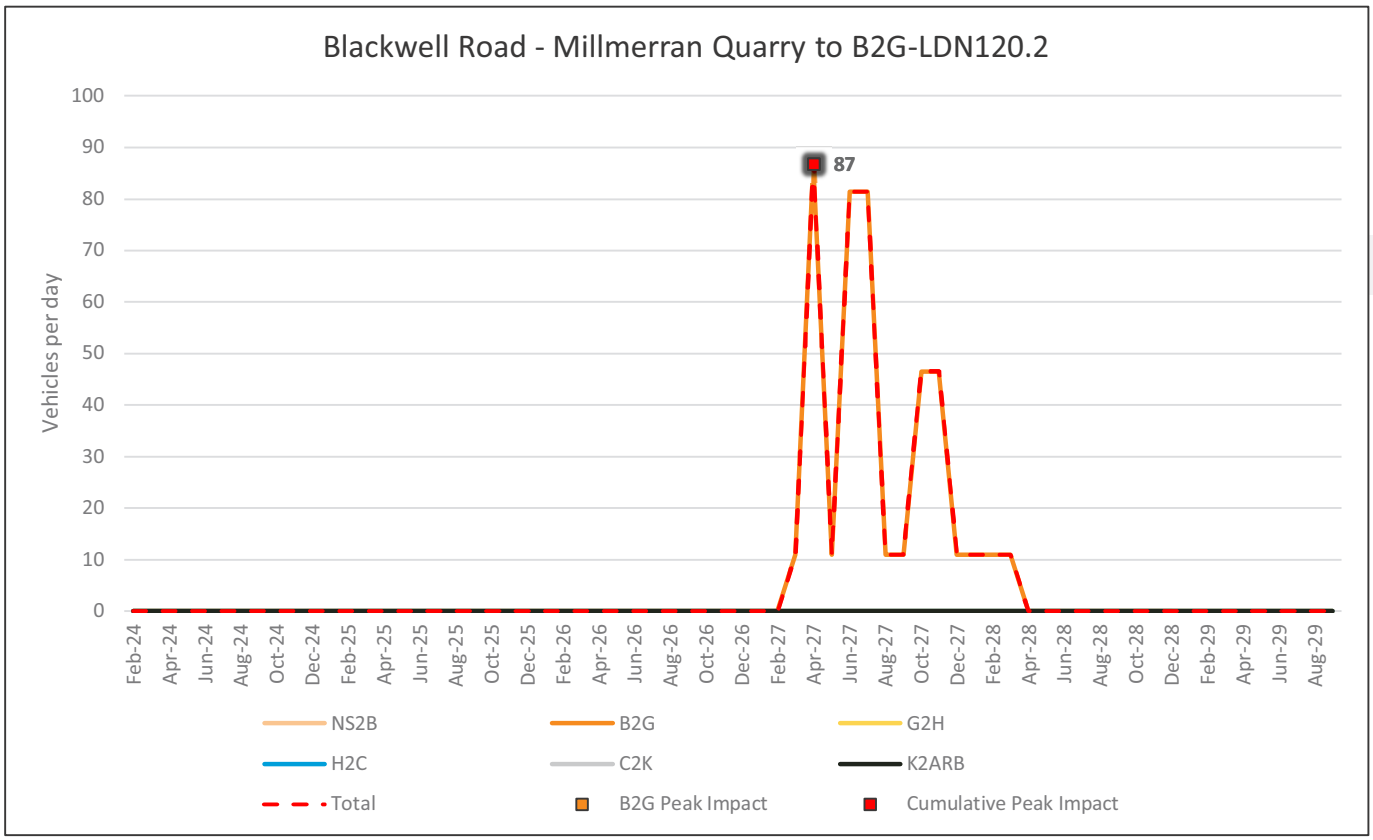
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	11	87	11	81	81	11	11	46	46	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	11	87	11	81	81	11	11	46	46	11

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	11	11	11	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	11	11	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Blackwell Road
Road section	Millmerran Quarry to B2G-LDN120.2

	B2G	Cumulative
Peak veh/day across construction	87	87
Peak impact month	Apr-27	Apr-27
Length of peak period	1	1



Road ID	E85-X54
Road name	Blackwell Road
Road section	B2G-LDN120.2 to Millmerran-Inglewood Road

	B2G	Cumulative
Peak veh/day across construction	105	105
Peak impact month	Apr-27	Apr-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	17	17	17	17	17
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	17	17	17	17	17

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	17	17	17	17	17	17	31	31	31	31	31	31
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	17	17	17	17	17	31	31	31	31	31	31

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	31	31	31	17	17	17	17	17	17	17	17	17
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	31	31	17	17	17	17	17	17	17	17	17

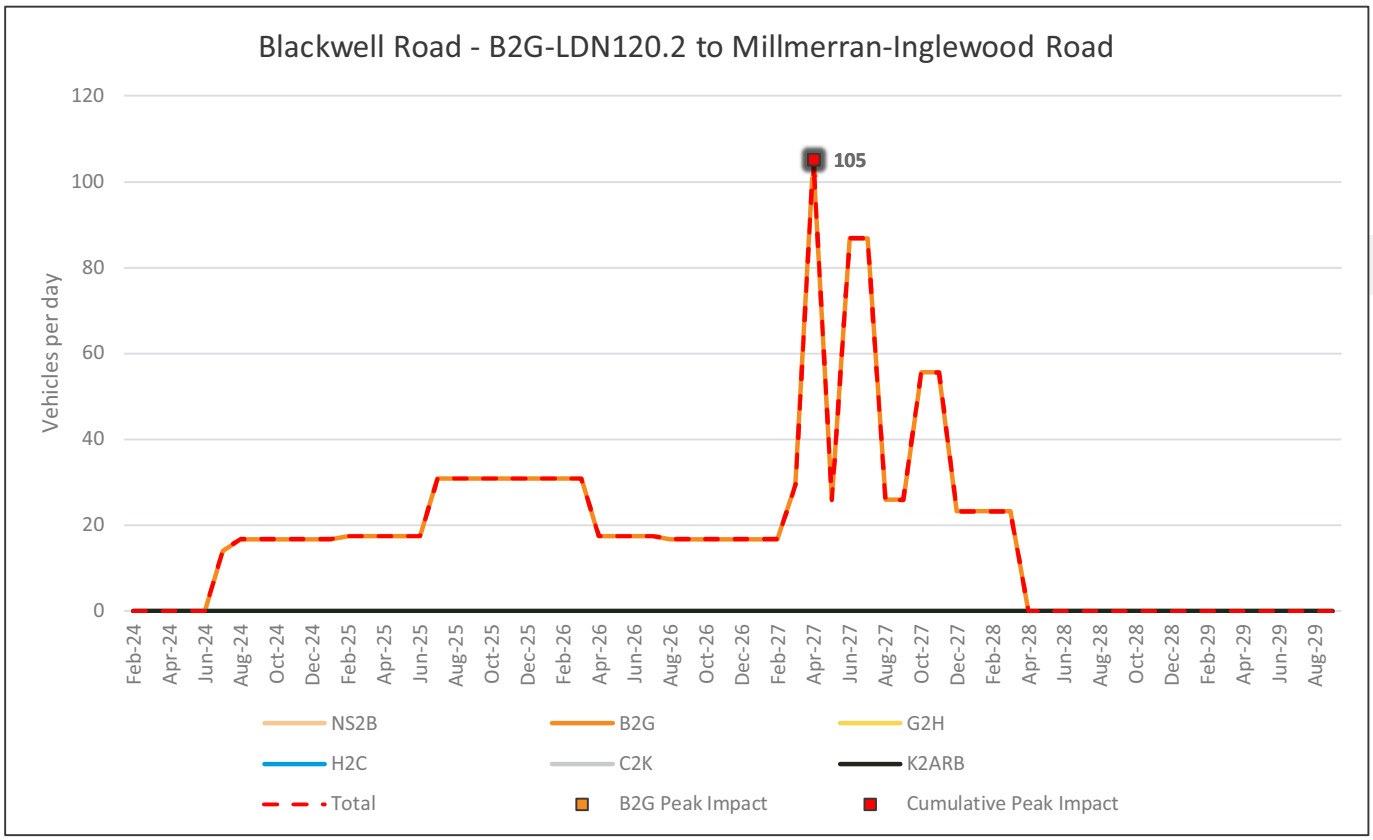
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	17	17	29	105	26	87	87	26	26	56	56	23
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	17	29	105	26	87	87	26	26	56	56	23

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	23	23	23	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	23	23	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Blackwell Road
Road section	B2G-LDN120.2 to Millmerran-Inglewood Road

	B2G	Cumulative
Peak veh/day across construction	105	105
Peak impact month	Apr-27	Apr-27
Length of peak period	1	1



Road ID	X135-E3
Road name	Bligh Street
Road section	Six Mile Road to Boral Concrete Milmerran

	B2G	Cumulative
Peak veh/day across construction	12	12
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	3	3	3	3	3	3	10	10	10	10	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	3	3	3	3	10	10	10	10	11

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	12	11	11	11	11	9	8	6	6	4	4	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	11	11	11	11	9	8	6	6	4	4	4

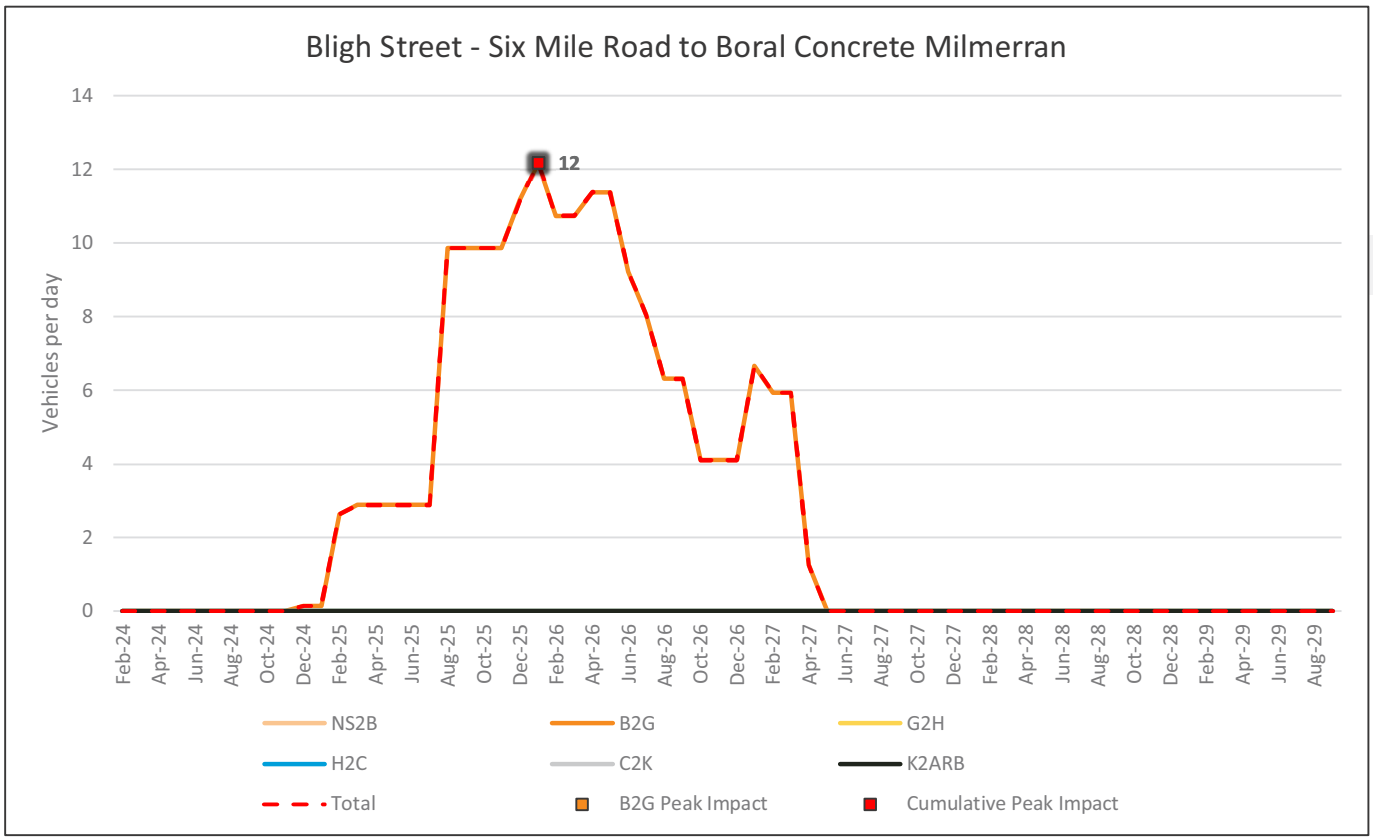
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	6	6	1	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	6	6	1	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Bligh Street
Road section	Six Mile Road to Boral Concrete Milmerran

	B2G	Cumulative
Peak veh/day across construction	12	12
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1



Road ID	X72-J1
Road name	Brimblecombe Road
Road section	Toowoomba-Cecil Plains Road to Brimblecombe Road

	B2G	Cumulative
Peak veh/day across construction	56	56
Peak impact month	Mar-26	Mar-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	24	24	24	24	24
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	24	24	24	24	24

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	53	53	53	53	54	54	54	54	54	54	54	54
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	53	53	53	54	54	54	54	54	54	54	54

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	54	54	56	26	26	26	27	27	25	25	25	24
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	54	54	56	26	26	26	27	27	25	25	25	24

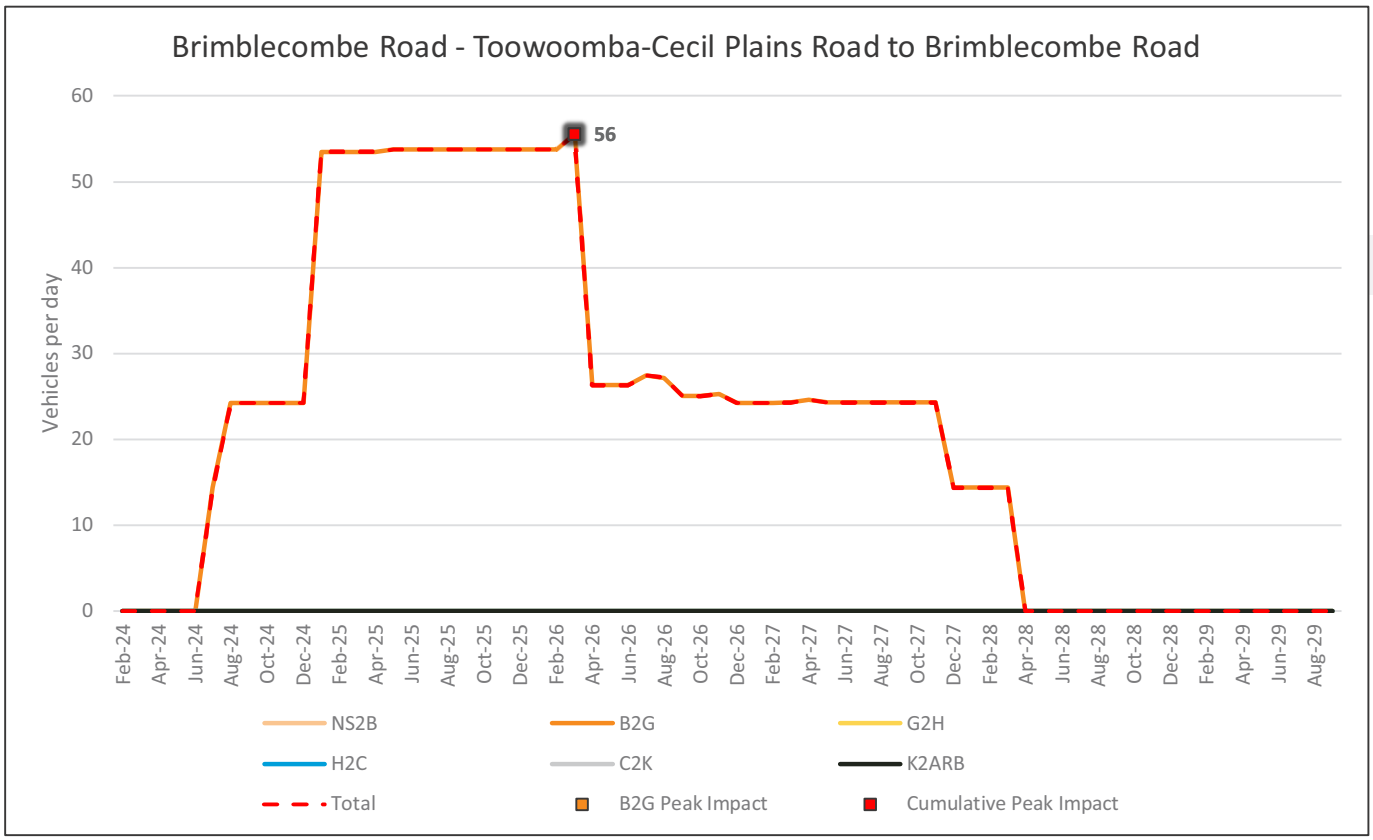
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	24	24	24	25	24	24	24	24	24	24	24	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	24	24	24	25	24	24	24	24	24	24	24	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Brimblecombe Road
Road section	Toowoomba-Cecil Plains Road to Brimblecombe Road

	B2G	Cumulative
Peak veh/day across construction	56	56
Peak impact month	Mar-26	Mar-26
Length of peak period	1	1



Road ID	J1-E31
Road name	Brimblecombe Road
Road section	Brimblecombe Road to WL 194467R

	B2G	Cumulative
Peak veh/day across construction	39	39
Peak impact month	Jan-25	Jan-25
Length of peak period	15	15

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	10	10	10	10	10
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	10	10	10	10	10

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	39	39	39	39	39	39	39	39	39	39	39	39
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	39	39	39	39	39	39	39	39	39	39	39	39

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	39	39	39	10	10	10	10	10	10	10	10	10
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	39	39	39	10	10	10	10	10	10	10	10	10

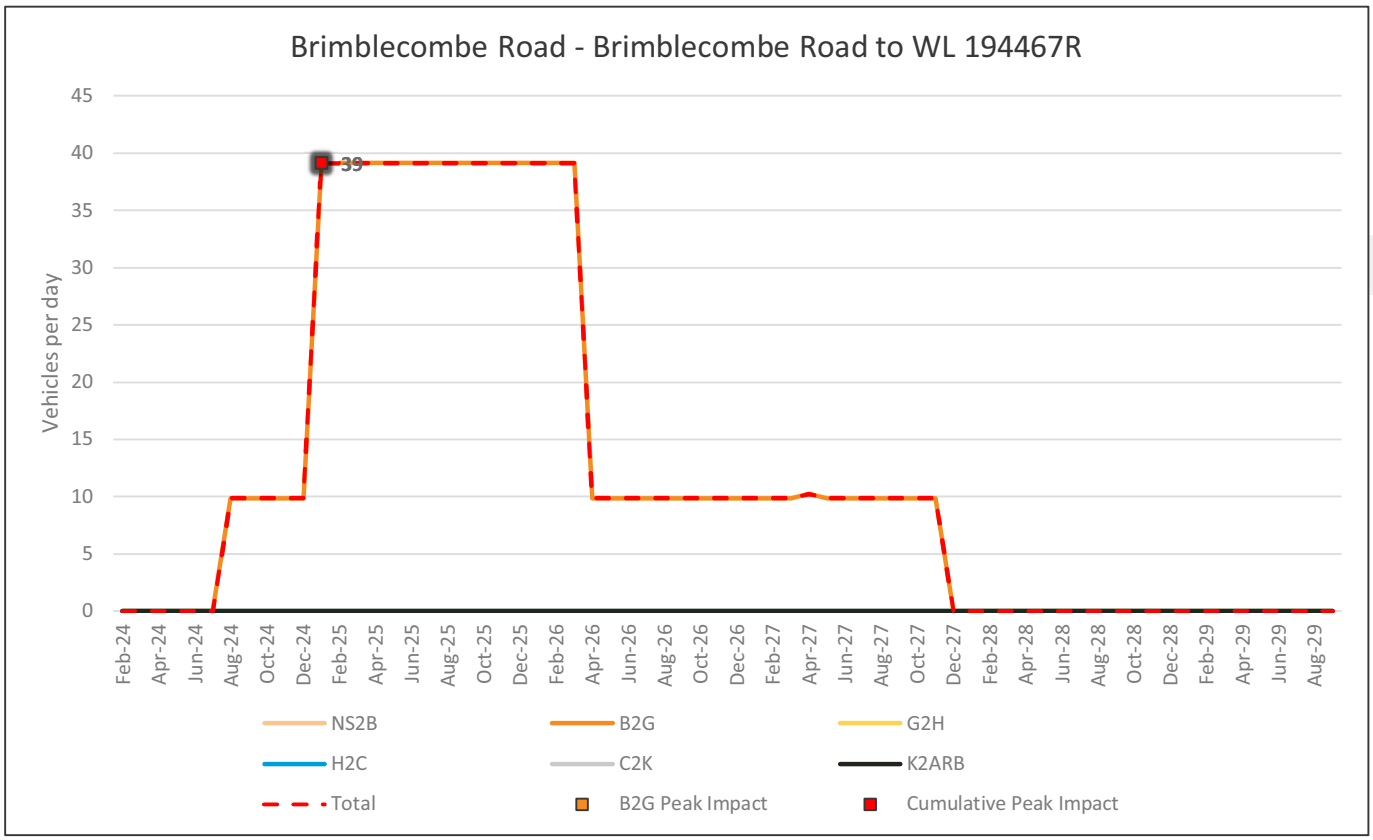
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	10	10	10	10	10	10	10	10	10	10	10	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	10	10	10	10	10	10	10	10	10	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Brimblecombe Road**
Road section	**Brimblecombe Road to WL 194467R**

	B2G	Cumulative
Peak veh/day across construction	**39**	**39**
Peak impact month	**Jan-25**	**Jan-25**
Length of peak period	**15**	**15**



Road ID	E93-X26
Road name	Bushy Lane
Road section	B2G-LDN183.0 to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	35	35
Peak impact month	Mar-25	Mar-25
Length of peak period	9	9

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	18	18	18	18	18
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	18	18	18	18	18

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	18	34	35	35	35	35	35	35	35	35	35	19
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	34	35	35	35	35	35	35	35	35	35	19

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	19	20	20	20	20	20	20	20	20	20	18	18
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	20	20	20	20	20	20	20	20	20	18	18

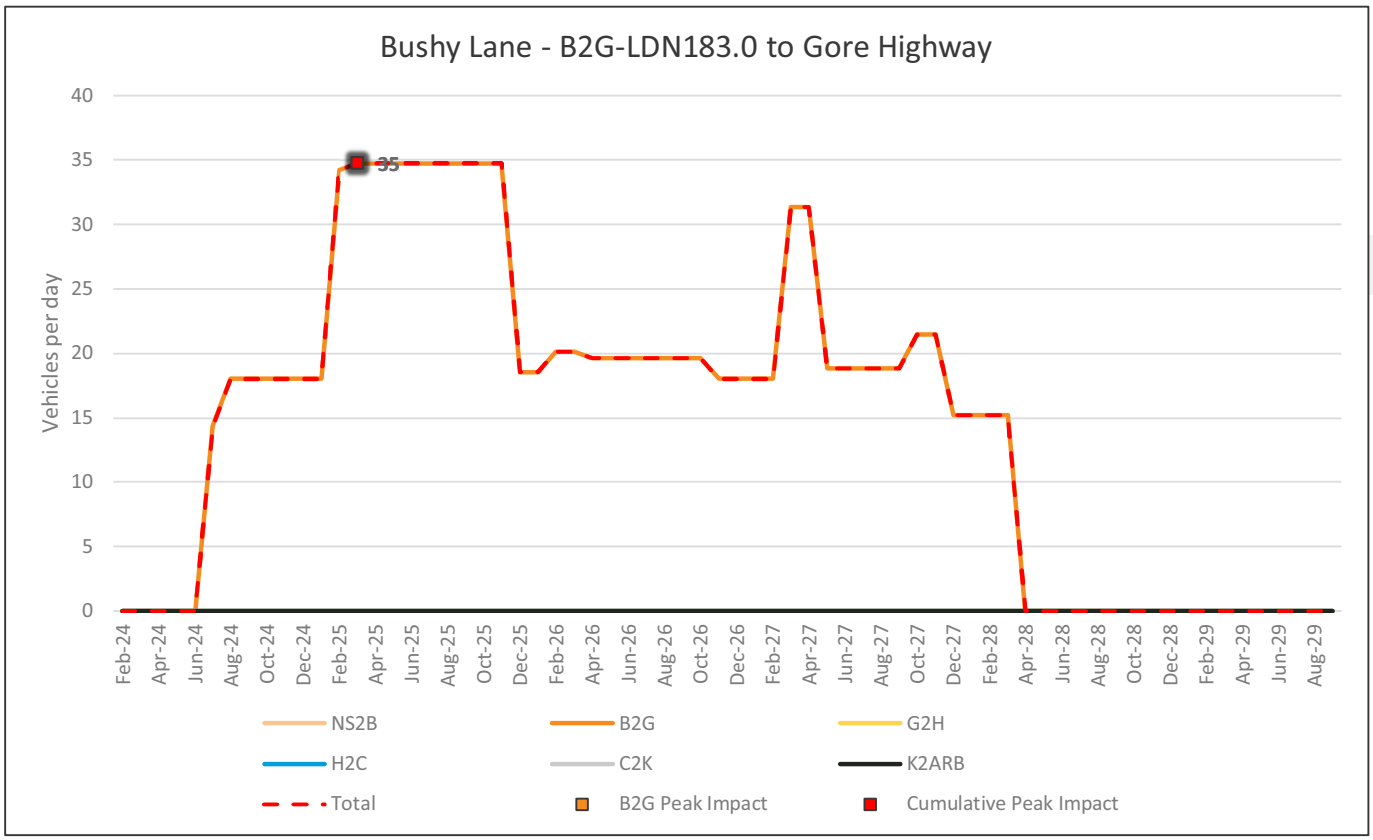
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	18	18	31	31	19	19	19	19	19	21	21	15
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	18	31	31	19	19	19	19	19	21	21	15

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	15	15	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	15	15	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Bushy Lane
Road section	B2G-LDN183.0 to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	35	35
Peak impact month	Mar-25	Mar-25
Length of peak period	9	9



Road ID	X55-X123
Road name	Campbell Street
Road section	Millmerran-Inglewood Road to Saleyards Road

	B2G	Cumulative
Peak veh/day across construction	132	132
Peak impact month	Jun-27	Jun-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	106	106	106	106	106	106
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	106	106	106	106	106	106

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	106	107	107	107	107	107	107	114	114	114	114	116
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	106	107	107	107	107	107	107	114	114	114	114	116

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	117	115	115	116	116	114	113	112	112	110	110	110
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	115	115	116	116	114	113	112	112	110	110	110

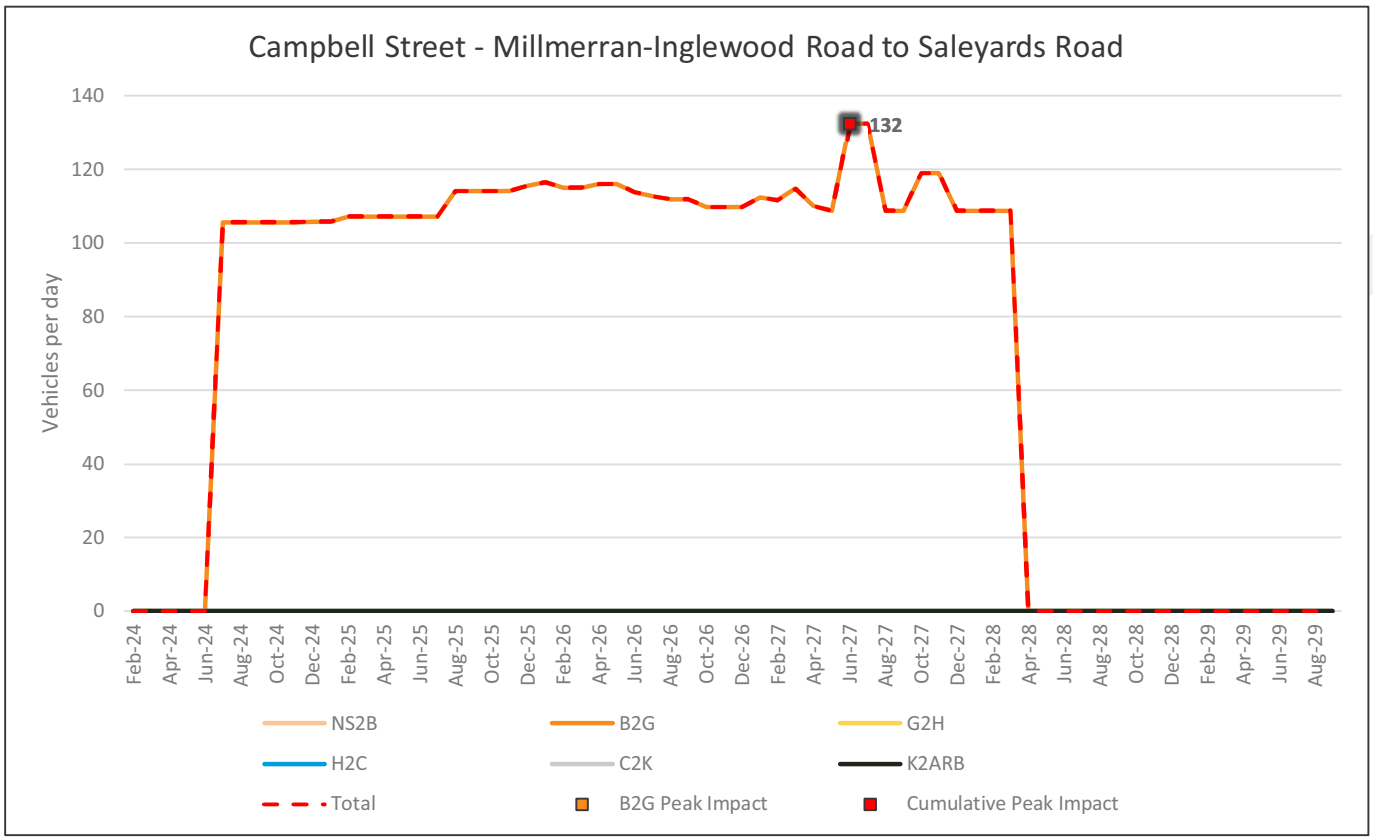
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	112	112	115	110	109	132	132	109	109	119	119	109
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	112	112	115	110	109	132	132	109	109	119	119	109

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	109	109	109	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	109	109	109	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Campbell Street
Road section	Millmerran-Inglewood Road to Saleyards Road

	B2G	Cumulative
Peak veh/day across construction	132	132
Peak impact month	Jun-27	Jun-27
Length of peak period	2	2



Road ID	X123-X27
Road name	Campbell Street
Road section	Saleyards Road to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	116	116
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	106	106	106	106	106	106
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	106	106	106	106	106	106

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	106	106	106	106	106	106	106	113	113	113	113	115
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	106	106	106	106	106	106	106	113	113	113	113	115

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	116	114	114	115	115	113	112	112	112	110	110	110
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	116	114	114	115	115	113	112	112	112	110	110	110

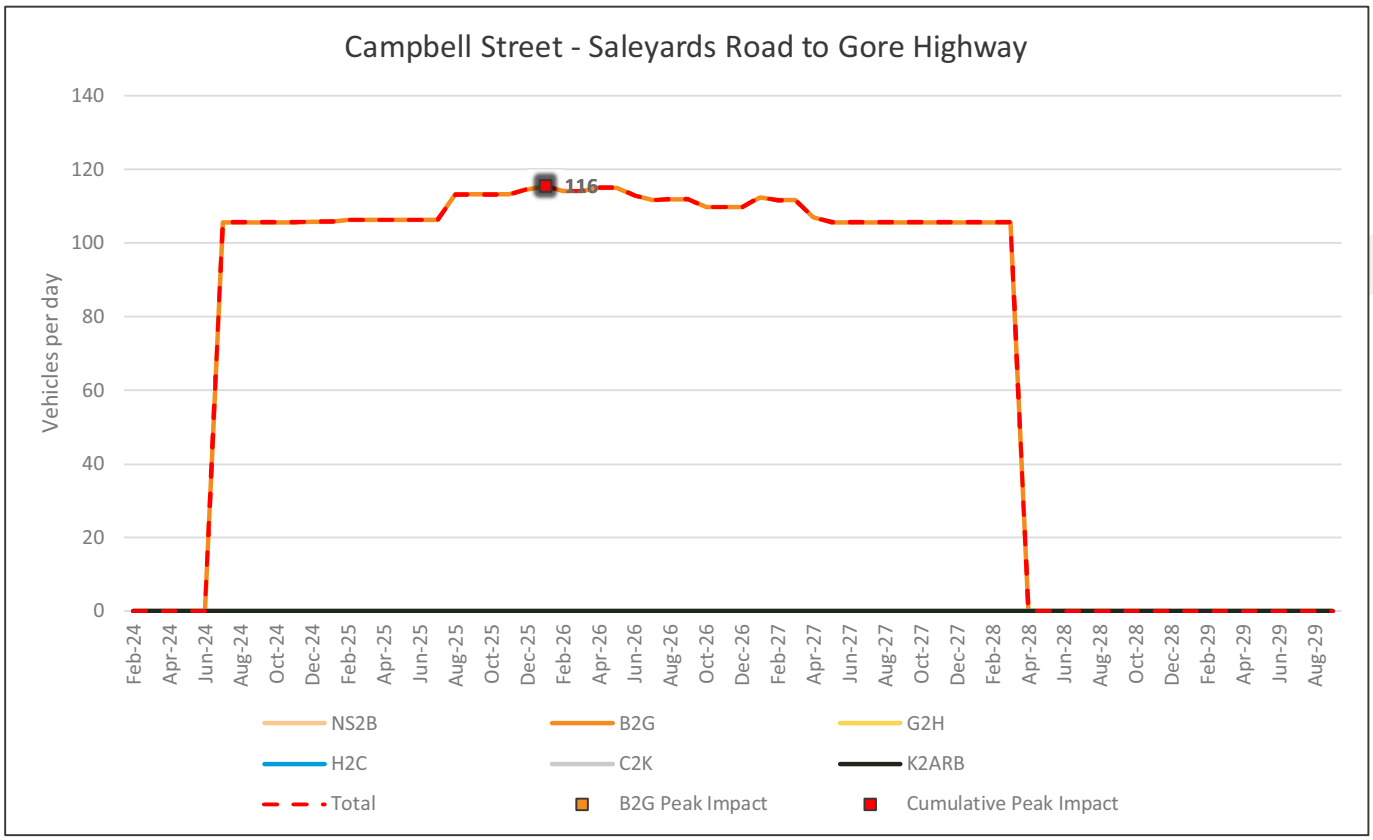
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	112	112	112	107	106	106	106	106	106	106	106	106
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	112	112	112	107	106	106	106	106	106	106	106	106

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	106	106	106	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	106	106	106	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Campbell Street
Road section	Saleyards Road to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	116	116
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1



Road ID	X79-E70
Road name	Chamberlain Road
Road section	Warrego Highway to B2G-LDN204.2

	B2G	Cumulative
Peak veh/day across construction	11	11
Peak impact month	Apr-27	Apr-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	7	7	7	7	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	8	8	8	8	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	8	8	8	8	8	8	8

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	10	10	10
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	10	10	10

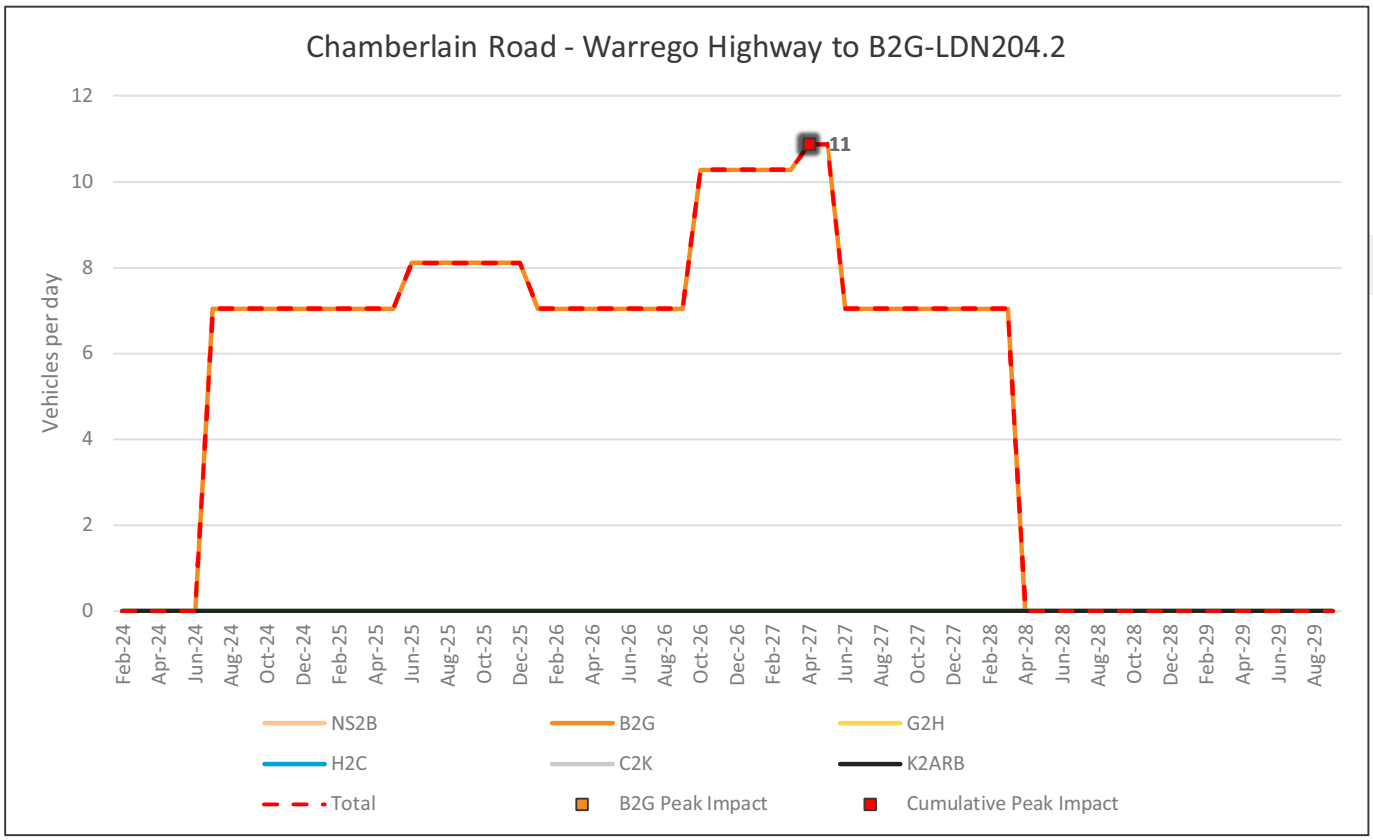
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	10	10	10	11	11	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	10	10	11	11	7	7	7	7	7	7	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Chamberlain Road
Road section	Warrego Highway to B2G-LDN204.2

	B2G	Cumulative
Peak veh/day across construction	11	11
Peak impact month	Apr-27	Apr-27
Length of peak period	2	2



Road ID	X124-X56
Road name	Commodore Peak Road
Road section	Scragg Road to Millmerran-Inglewood Road

	B2G	Cumulative
Peak veh/day across construction	103	103
Peak impact month	Jan-26	Jan-26
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	14	14	14	14	14

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	15	15	15	15	16
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	15	15	15	15	16

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	103	103	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	103	103	14	14	14	14	14	14	14	14	14	14

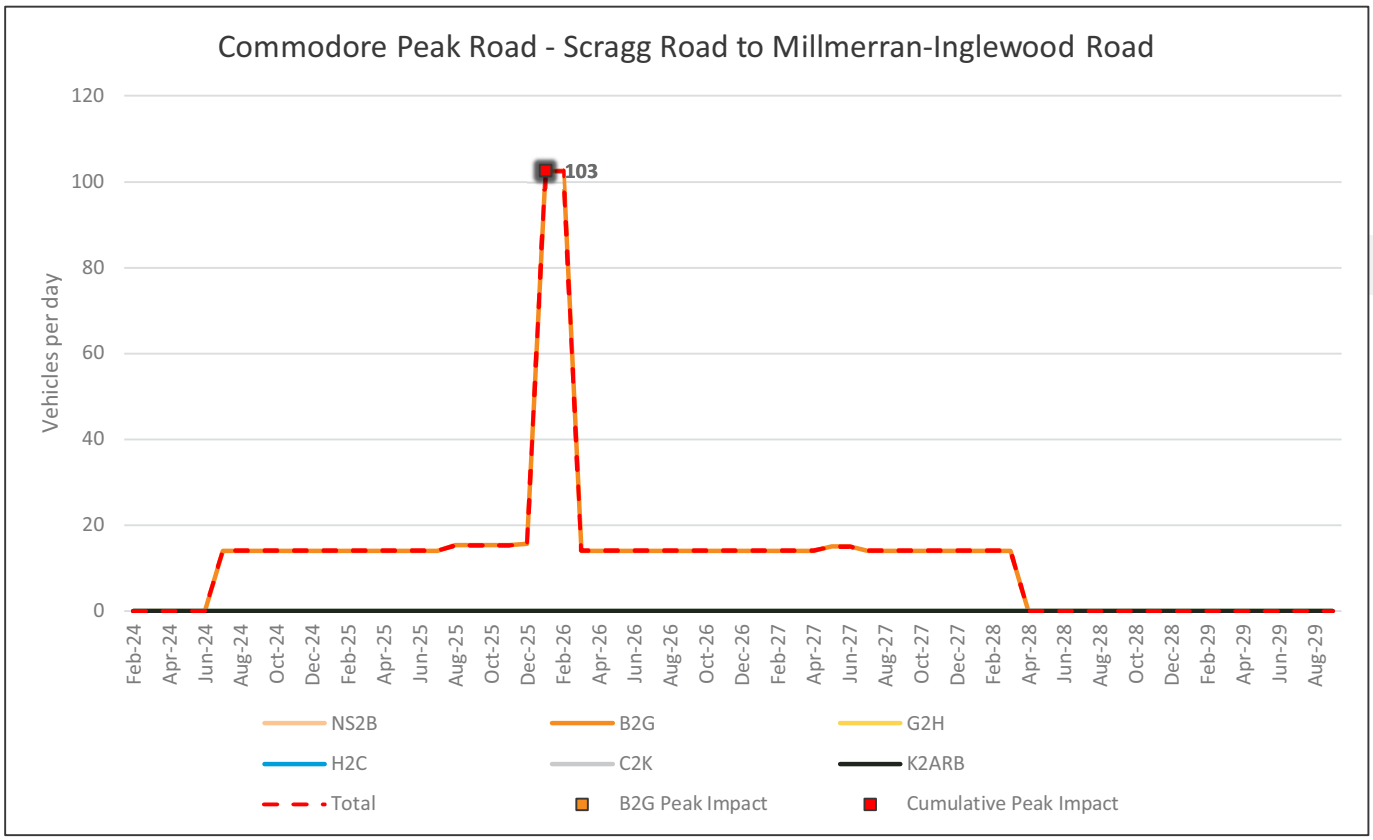
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	15	15	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	15	15	14	14	14	14	14	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Commodore Peak Road**
Road section	**Scragg Road to Millmerran-Inglewood Road**

	B2G	Cumulative
Peak veh/day across construction	**103**	**103**
Peak impact month	**Jan-26**	**Jan-26**
Length of peak period	**2**	**2**



Road ID	X122-E7
Road name	Condamine Street
Road section	Alderley Street to Hanson Concrete Supplier

	B2G	Cumulative
Peak veh/day across construction	1	1
Peak impact month	May-25	May-25
Length of peak period	15	15

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	1	1	1	1	1	1

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	1	1	1	1	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	1	1	1	1	0	0	0	0	0

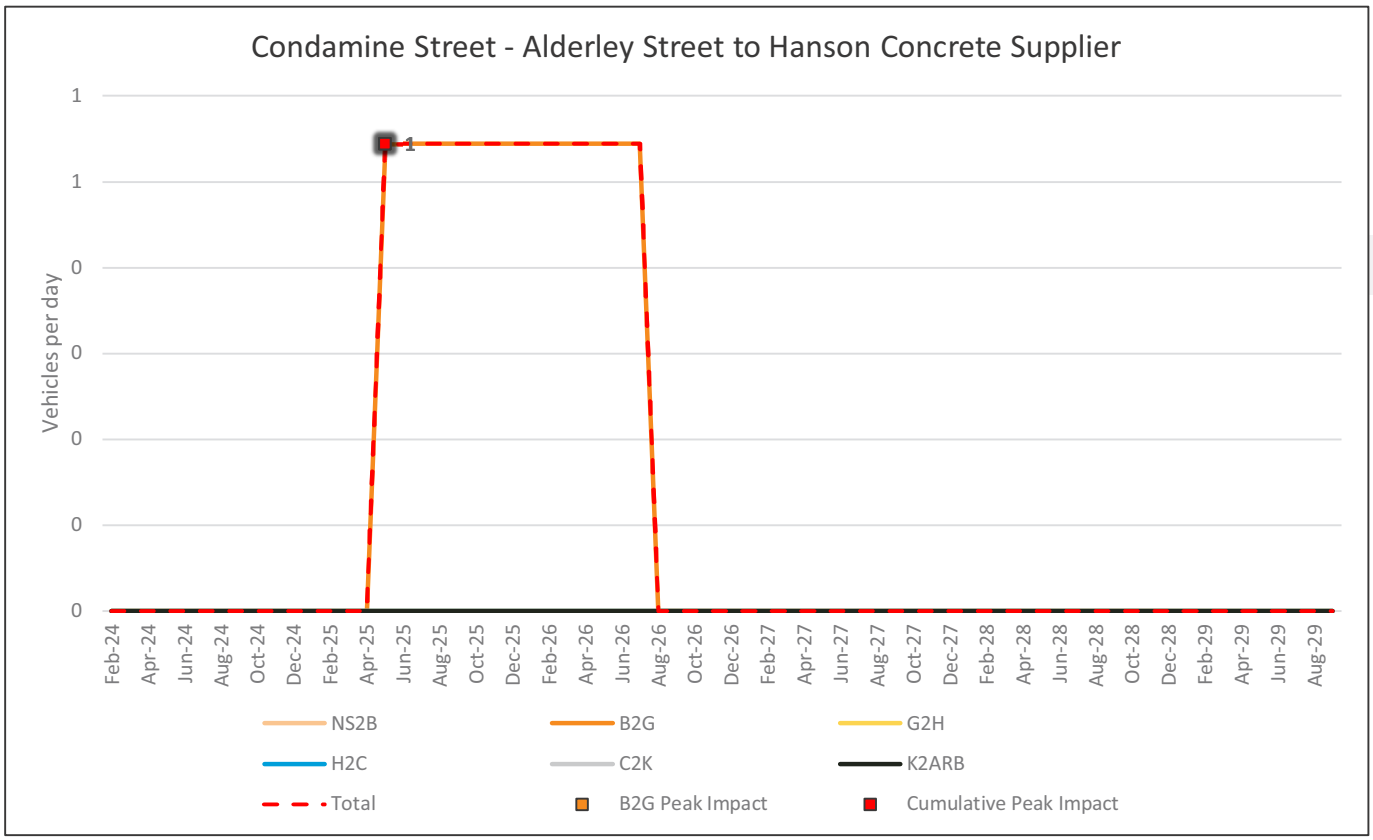
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Condamine Street
Road section	Alderley Street to Hanson Concrete Supplier

	B2G	Cumulative
Peak veh/day across construction	1	1
Peak impact month	May-25	May-25
Length of peak period	15	15



Road ID	X139-E59
Road name	Desmonds Lane
Road section	Yarranlea Road to B2G-LDN163.3

	B2G	Cumulative
Peak veh/day across construction	12	12
Peak impact month	May-26	May-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	7	7	7	7	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	7

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	12	12	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	12	12	7	7	7	7	7	7	7

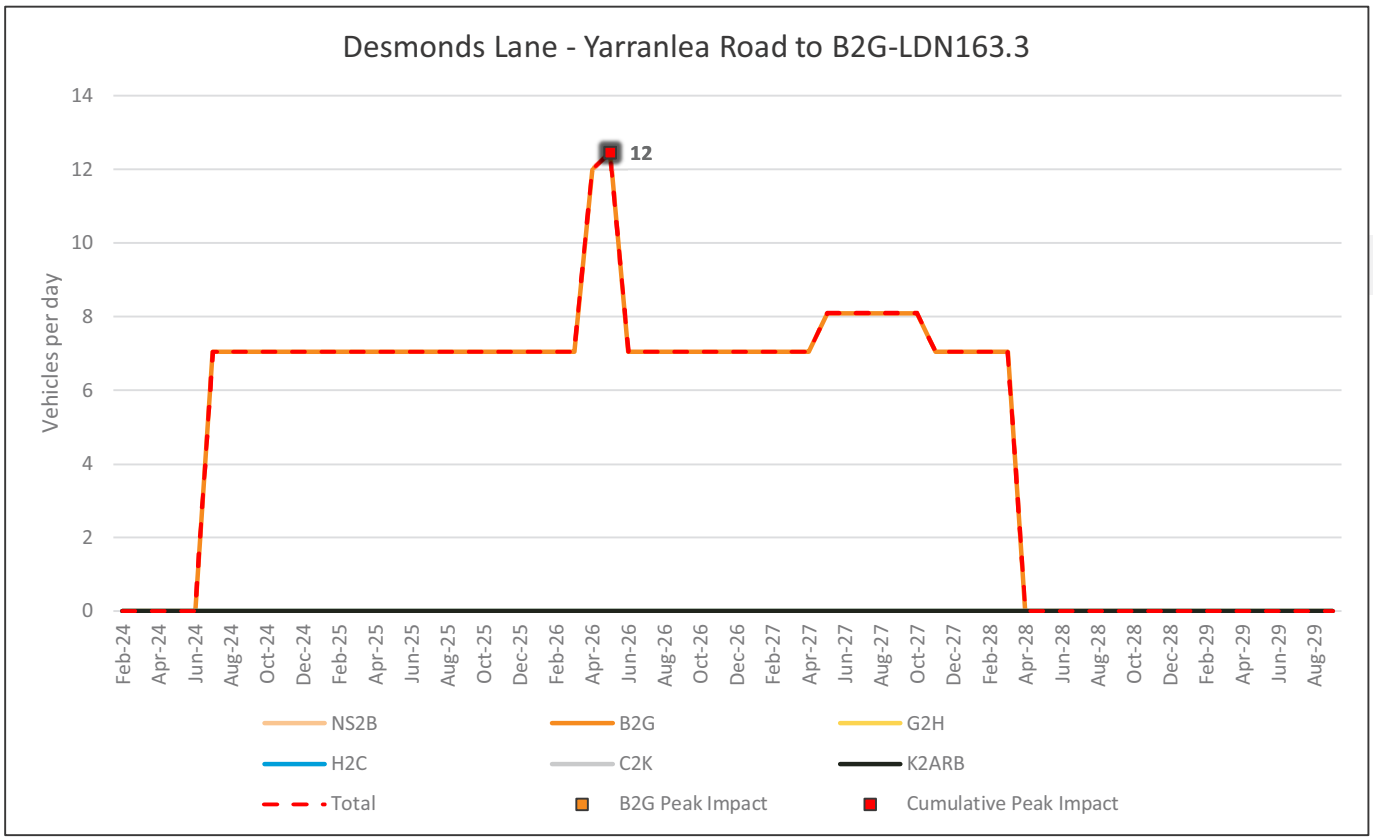
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	8	8	8	8	8	8	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	8	8	8	8	8	8	7	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Desmonds Lane**
Road section	**Yarranlea Road to B2G-LDN163.3**

	B2G	Cumulative
Peak veh/day across construction	**12**	**12**
Peak impact month	**May-26**	**May-26**
Length of peak period	**1**	**1**



Road ID	E4-E111
Road name	Dieckmann Road
Road section	Precast Concrete Facility and Concrete Batch Plant Noi

	B2G	Cumulative
Peak veh/day across construction	47	47
Peak impact month	Mar-26	Mar-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	4	11	11	10	11	18
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	11	11	10	11	18

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	18	42	47	39	29	23	25	26	25	26	27	18
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	42	47	39	29	23	25	26	25	26	27	18

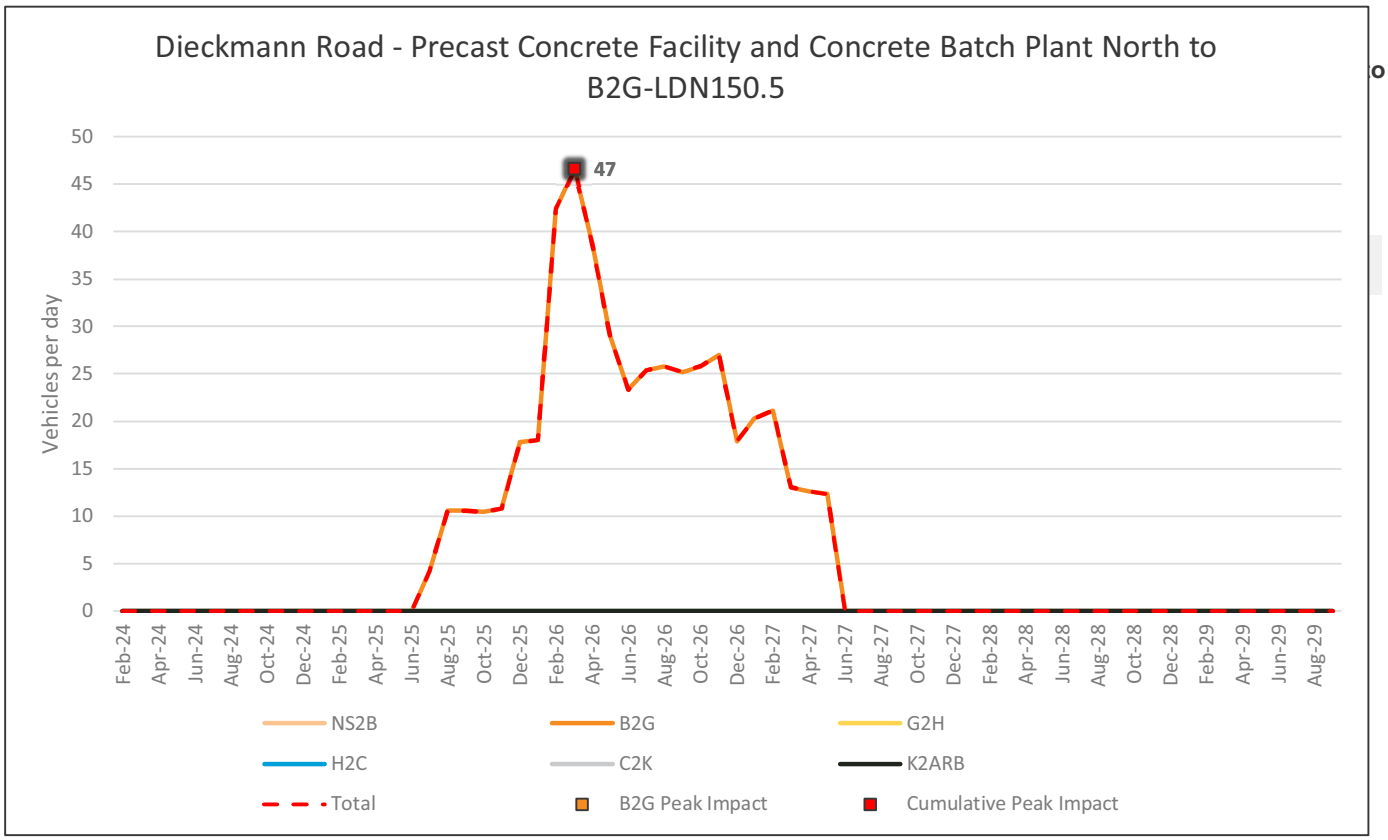
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	21	13	13	12	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	21	13	13	12	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Dieckmann Road
Road section	Precast Concrete Facility and Concrete Batch Plant Nor

	B2G	Cumulative
Peak veh/day across construction	47	47
Peak impact month	Mar-26	Mar-26
Length of peak period	1	1



Road ID	E111-X28
Road name	Dieckmann Road
Road section	B2G-LDN150.5 to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	301	301
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	15	15	15	15	15
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	15	15	15	15	15

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	18	18	18	19	19	24	301	301	301	301	34
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	18	18	18	19	19	24	301	301	301	301	34

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	34	59	63	55	45	40	42	42	42	42	43	34
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	59	63	55	45	40	42	42	42	42	43	34

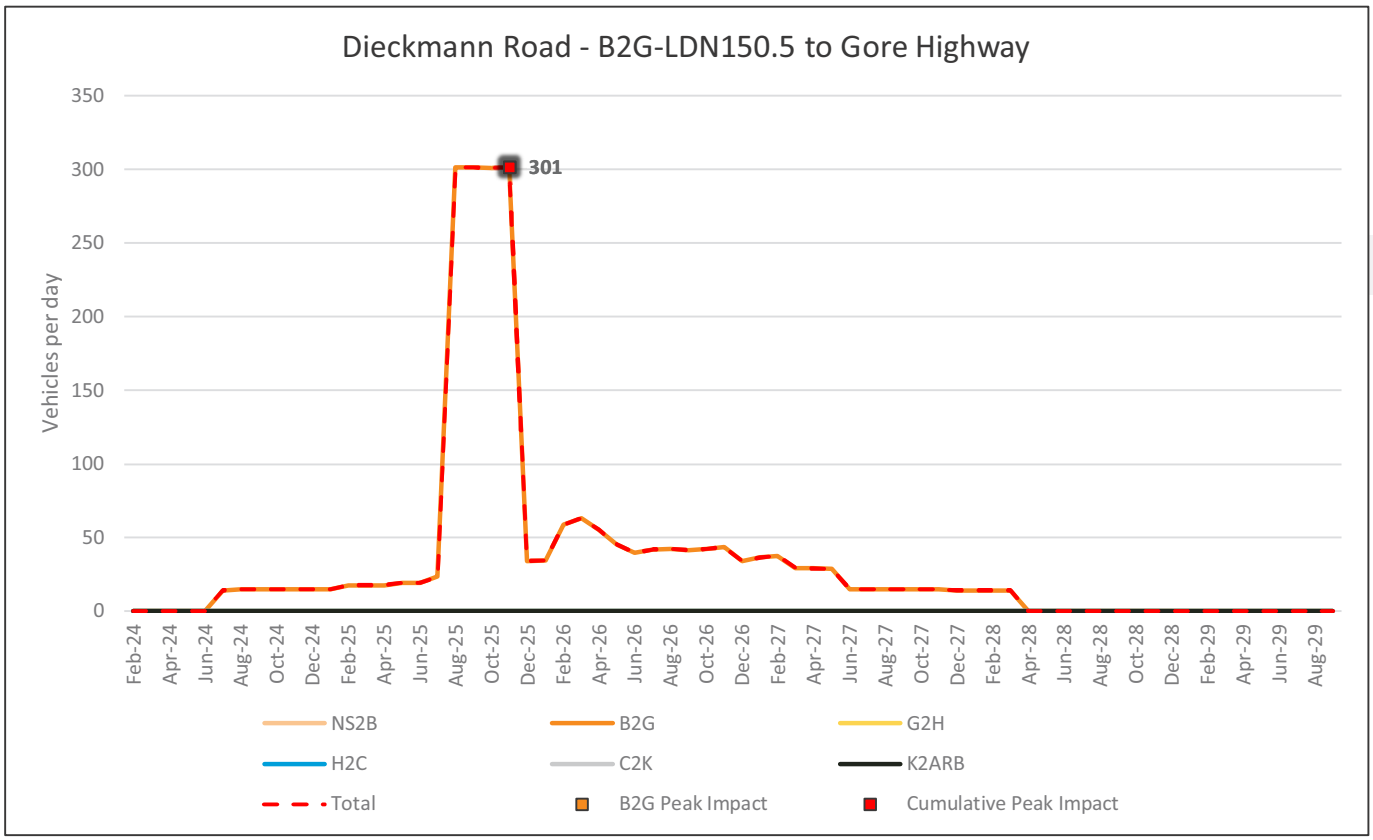
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	37	37	29	29	29	15	15	15	15	15	15	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	37	29	29	29	15	15	15	15	15	15	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Dieckmann Road
Road section	B2G-LDN150.5 to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	301	301
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X147-E113
Road name	Draper Road
Road section	Steger Road to B2G-FBW206.9

	B2G	Cumulative
Peak veh/day across construction	14	14
Peak impact month	Jul-24	Jul-24
Length of peak period	45	45

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	14	14	14	14	14

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	14	14	14	14	14

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	14	14	14	14	14

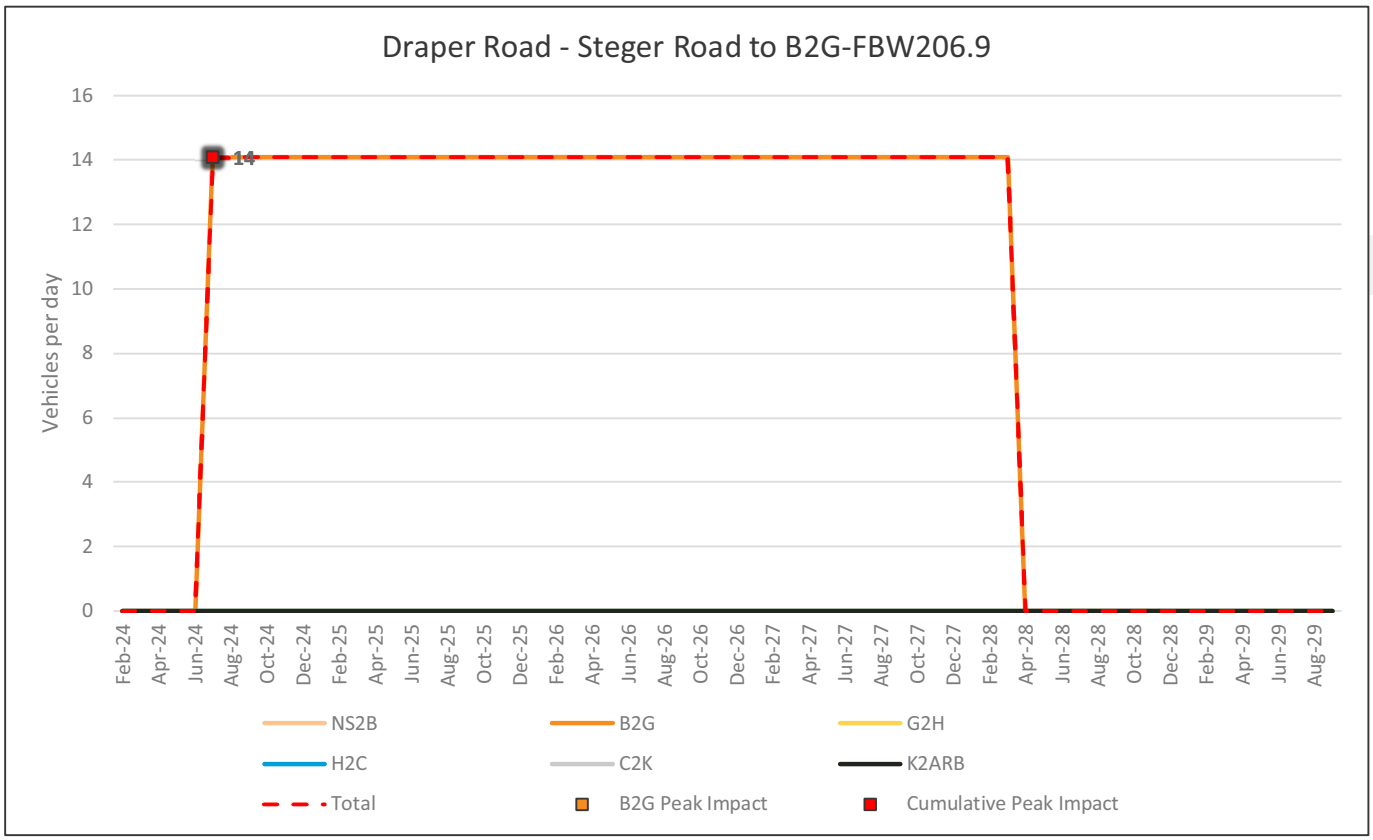
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	14	14	14	14	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Draper Road**
Road section	**Steger Road to B2G-FBW206.9**

	B2G	Cumulative
Peak veh/day across construction	**14**	**14**
Peak impact month	**Jul-24**	**Jul-24**
Length of peak period	**45**	**45**



Road ID	X137-X125
Road name	Drayton Wellcamp Road
Road section	Wellcamp Westbrook Road to Access Track

	B2G	Cumulative
Peak veh/day across construction	80	80
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	1	1	1	1

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	1	1	1	1	1	1	1	1	1

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	1	1	1	1	1	1	1	1	1

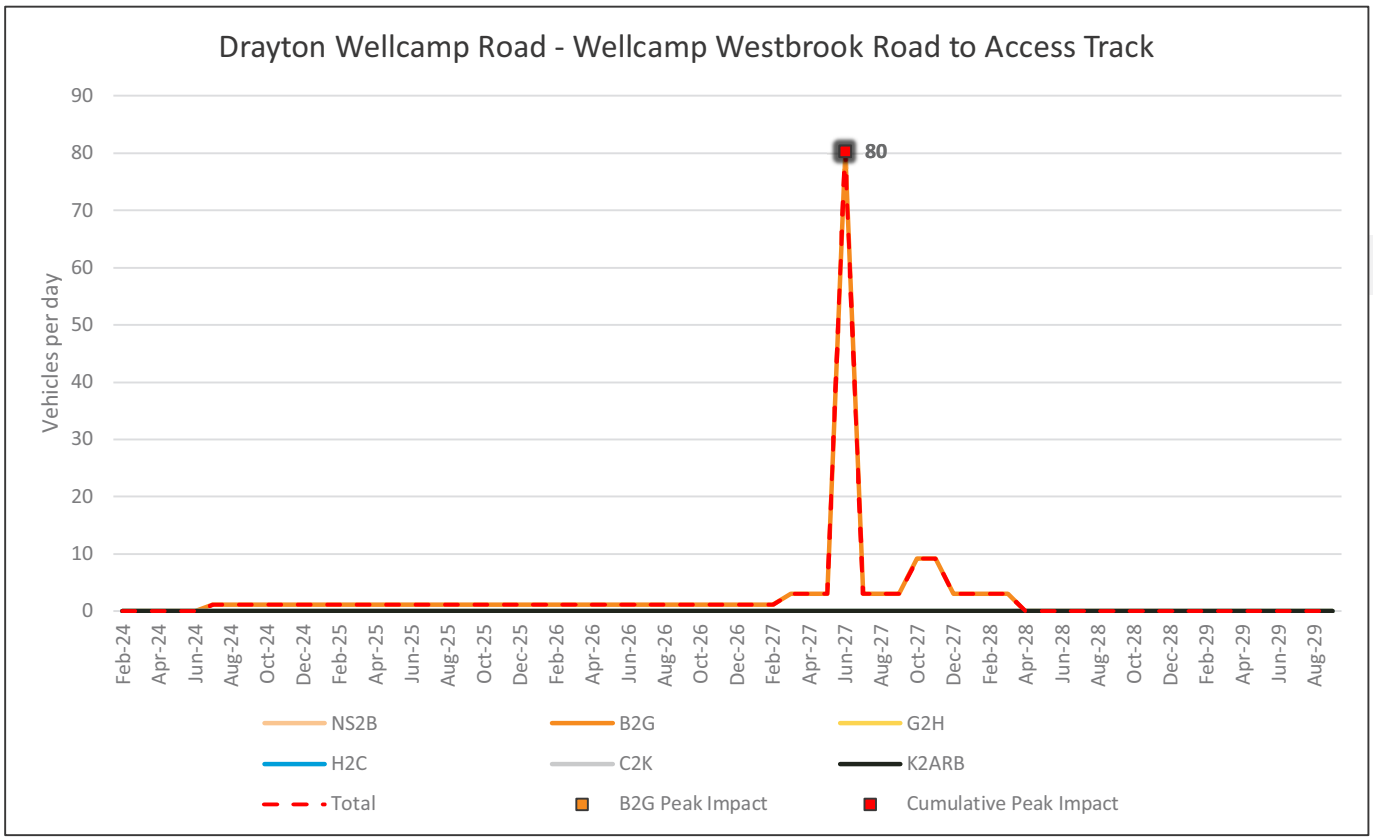
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	3	3	3	80	3	3	3	9	9	3
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	3	3	3	80	3	3	3	9	9	3

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	3	3	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	3	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Drayton Wellcamp Road
Road section	Wellcamp Westbrook Road to Access Track

	B2G	Cumulative
Peak veh/day across construction	80	80
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	X125-X128
Road name	Drayton Wellcamp Road
Road section	Access Track to Greenwattle Street

	B2G	Cumulative
Peak veh/day across construction	1	1
Peak impact month	Jul-24	Jul-24
Length of peak period	45	45

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	1	1	1	1

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	1	1	1	1	1	1	1	1	1

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	1	1	1	1	1	1	1	1	1

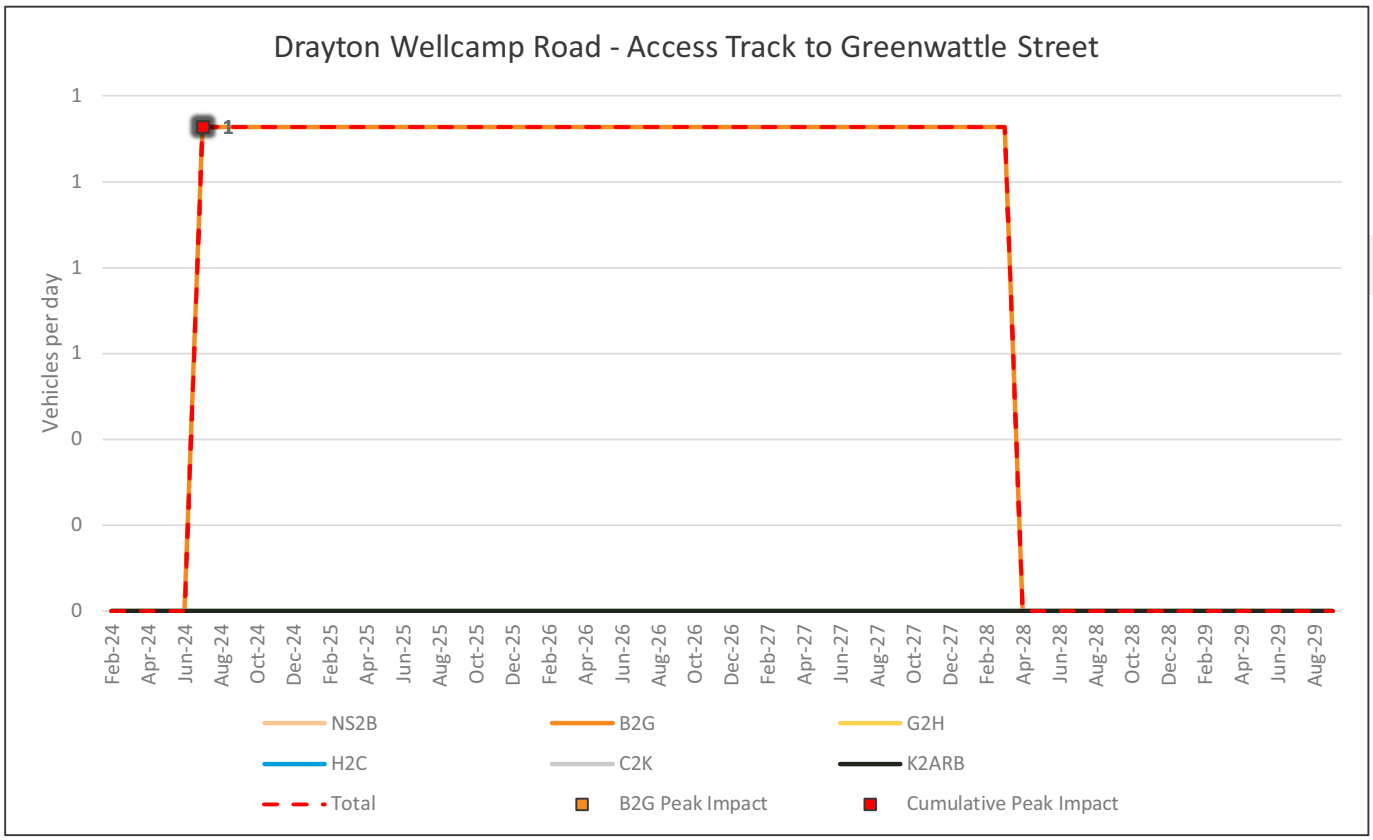
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	1	1	1	1	1	1	1	1	1

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Drayton Wellcamp Road
Road section	Access Track to Greenwattle Street

	B2G	Cumulative
Peak veh/day across construction	1	1
Peak impact month	Jul-24	Jul-24
Length of peak period	45	45



Road ID	X29-X138
Road name	Florence Street
Road section	Gore Highway to West Street

	B2G	Cumulative
Peak veh/day across construction	1	1
Peak impact month	Feb-25	Feb-25
Length of peak period	18	18

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	1	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	1	1	1	1	1	1	1	1

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	1	1	1	1	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	1	1	1	1	0	0	0	0	0

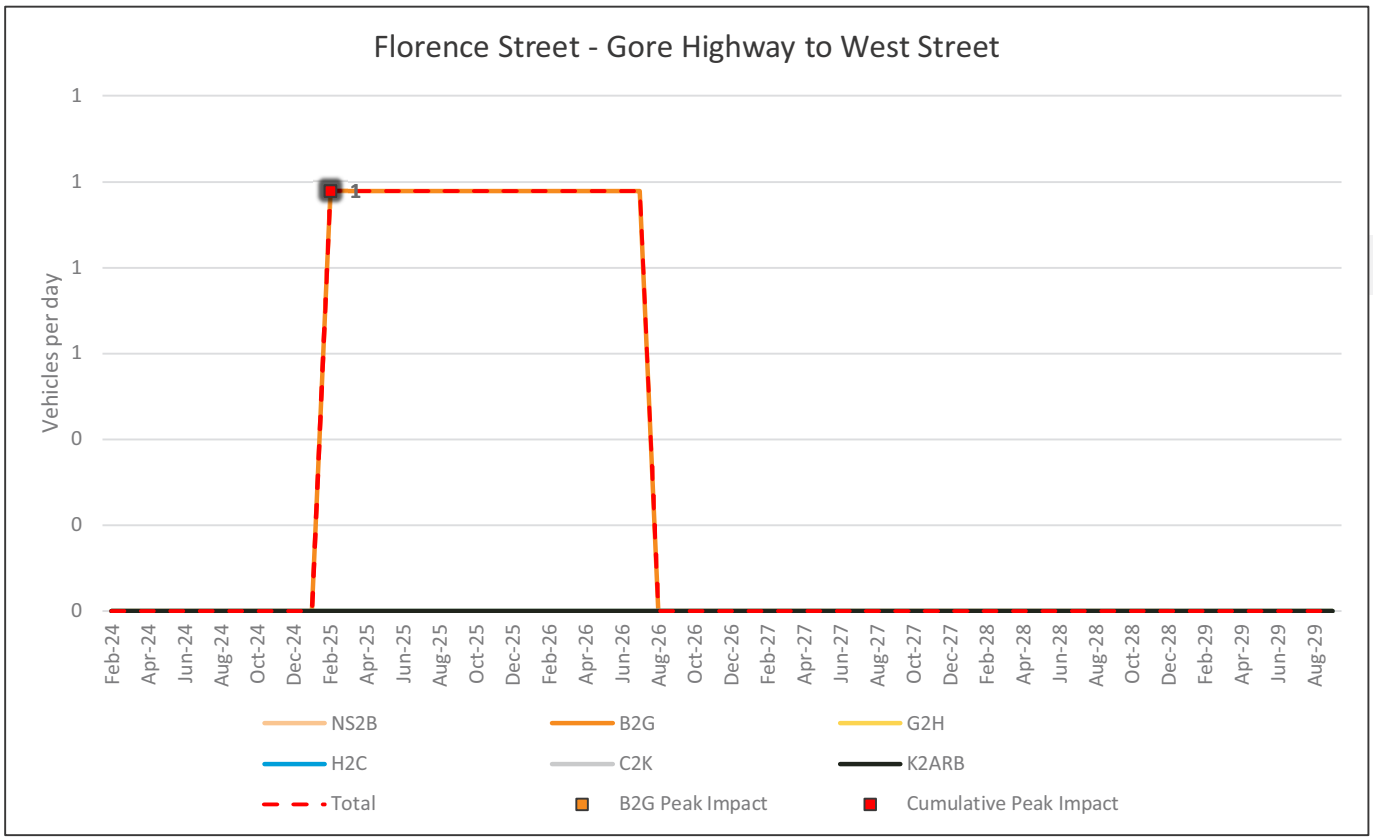
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Florence Street
Road section	Gore Highway to West Street

	B2G	Cumulative
Peak veh/day across construction	1	1
Peak impact month	Feb-25	Feb-25
Length of peak period	18	18



Road ID	X126-X57
Road name	Forestry Road
Road section	Access Track to Millmerran-Inglewood Road

	B2G	Cumulative
Peak veh/day across construction	69	69
Peak impact month	Jun-25	Jun-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	61	0	0	69	69	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	61	0	0	69	69	0	0	0	0	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

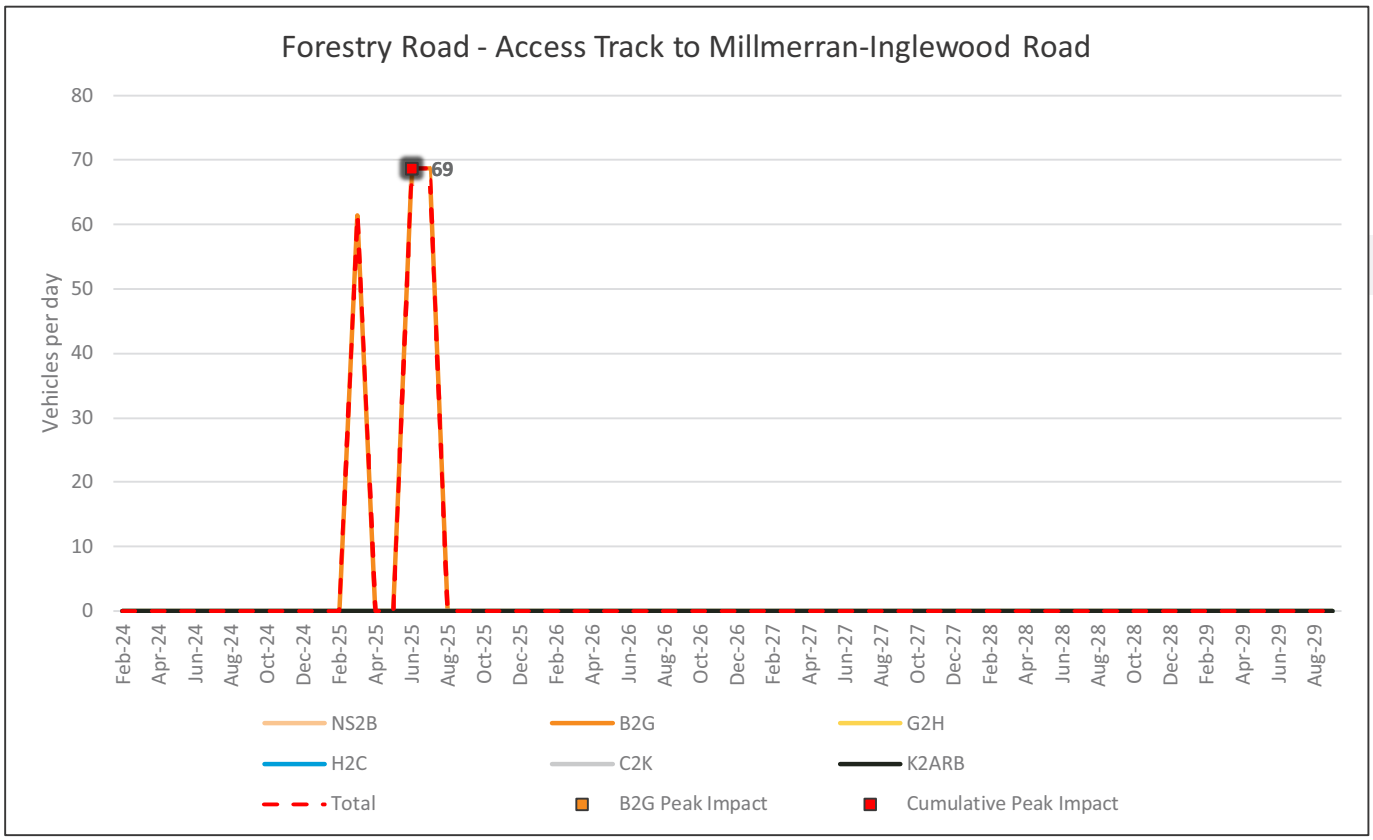
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Forestry Road
Road section	Access Track to Millmerran-Inglewood Road

	B2G	Cumulative
Peak veh/day across construction	69	69
Peak impact month	Jun-25	Jun-25
Length of peak period	2	2



Road ID	X57-E119
Road name	Forestry Road
Road section	Millmerran-Inglewood Road to Earthworks Area 3B

	B2G	Cumulative
Peak veh/day across construction	69	69
Peak impact month	Jun-25	Jun-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	22	0	0	69	69	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	22	0	0	69	69	0	0	0	0	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

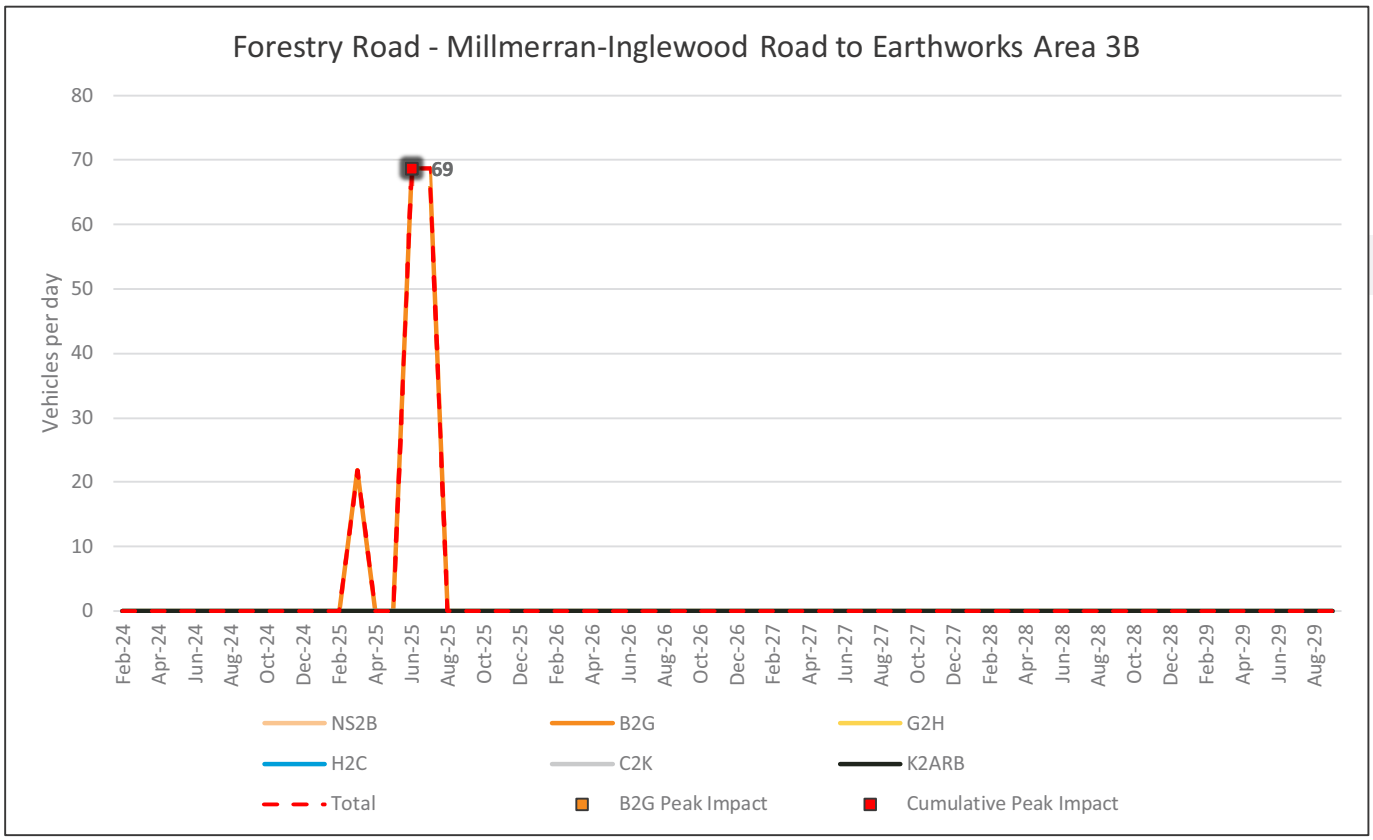
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Forestry Road**
Road section	**Millmerran-Inglewood Road to Earthworks Area 3B**

	B2G	Cumulative
Peak veh/day across construction	**69**	**69**
Peak impact month	**Jun-25**	**Jun-25**
Length of peak period	**2**	**2**



Road ID	E87-X30
Road name	Fysh Road
Road section	B2G-LDN147.1 to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	44	44
Peak impact month	Jun-27	Jun-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	14	14	14	14	14

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	14	14	14	14	14

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	14	14	14	14	14

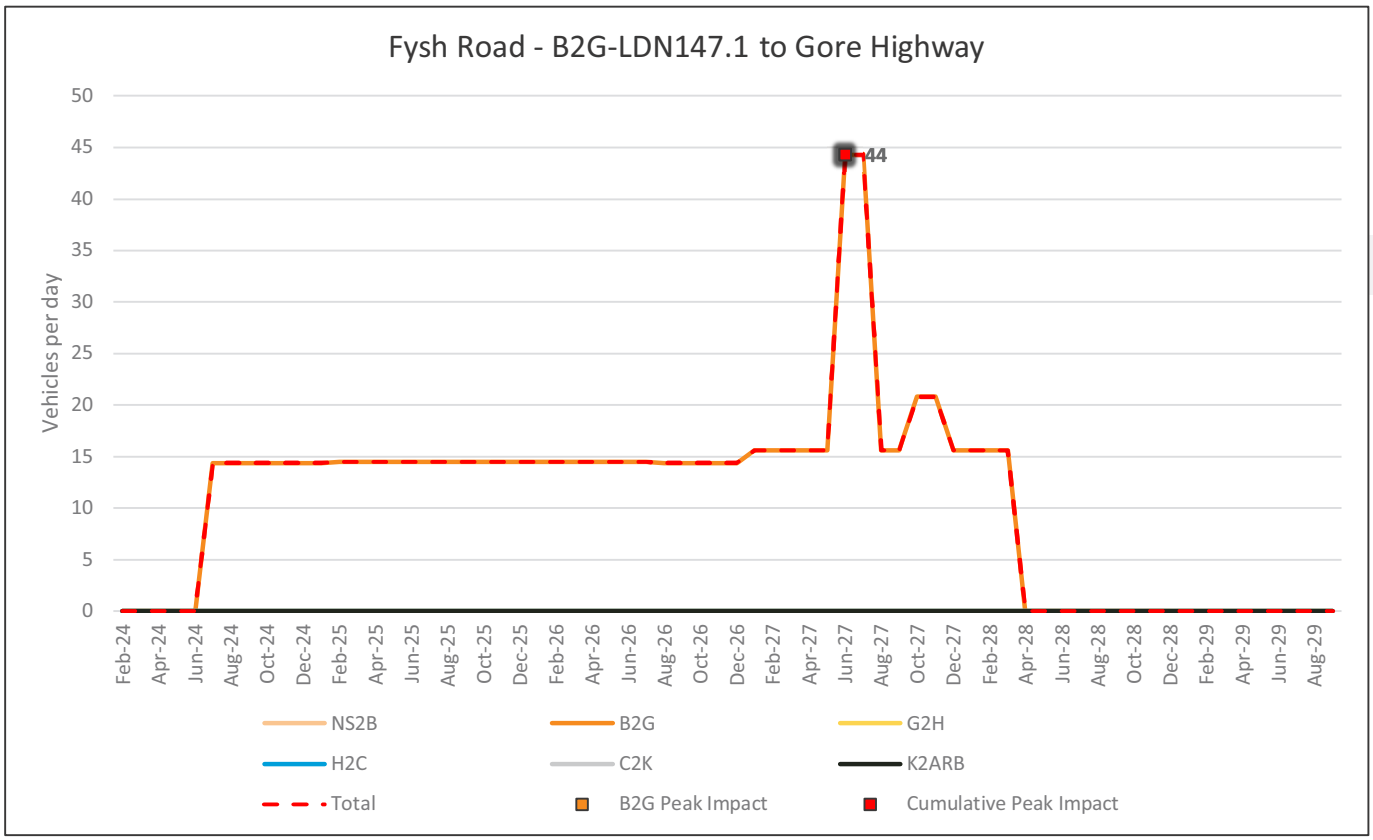
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	16	16	16	16	16	44	44	16	16	21	21	16
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	16	16	16	16	44	44	16	16	21	21	16

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	16	16	16	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	16	16	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Fysh Road
Road section	B2G-LDN147.1 to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	44	44
Peak impact month	Jun-27	Jun-27
Length of peak period	2	2



Road ID	X39-X127
Road name	Gap Road
Road section	Gore Highway to Grevillea Street

	B2G	Cumulative
Peak veh/day across construction	7	7
Peak impact month	Jun-26	Jun-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	1	1	1	1	1	1	1

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	0	0	7	1	4	3	5	2	2
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	0	0	7	1	4	3	5	2	2

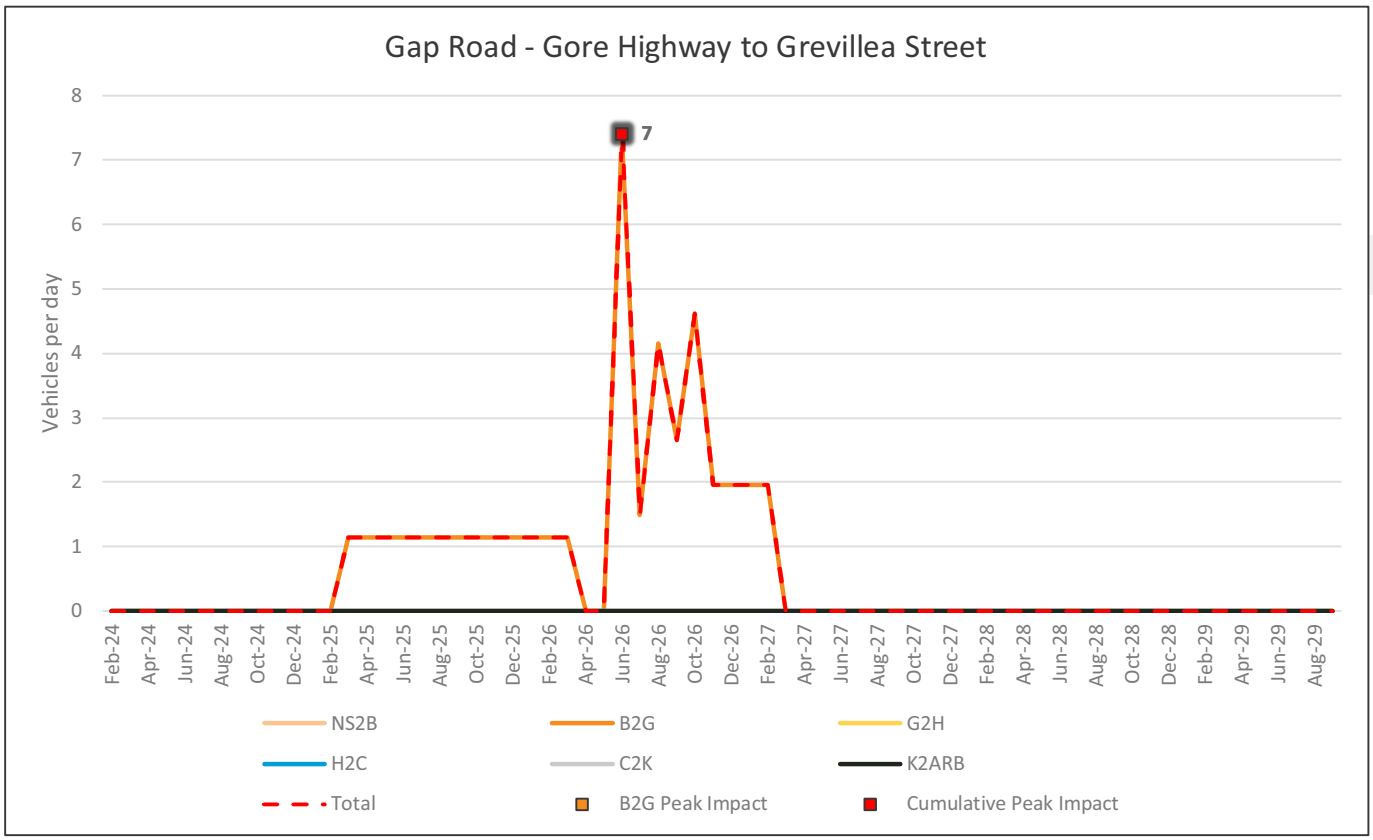
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	2	2	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gap Road
Road section	Gore Highway to Grevillea Street

	B2G	Cumulative
Peak veh/day across construction	7	7
Peak impact month	Jun-26	Jun-26
Length of peak period	1	1



Road ID	E92-X145
Road name	Geitz Road
Road section	B2G-LDN179.0 to Linthorpe Valley Road

	B2G	Cumulative
Peak veh/day across construction	28	28
Peak impact month	Mar-27	Mar-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	7	7	7	7	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	7

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	7

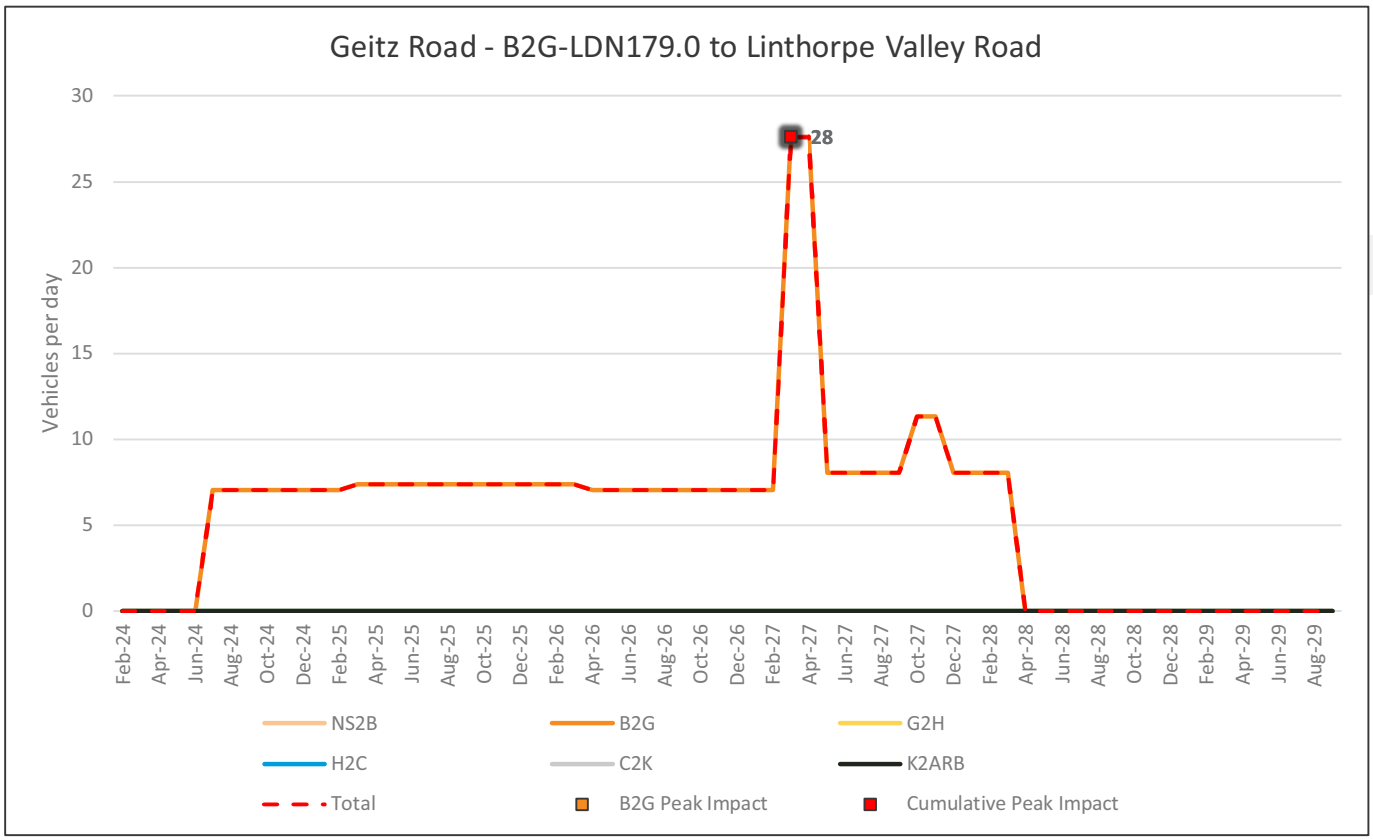
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	28	28	8	8	8	8	8	11	11	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	28	28	8	8	8	8	8	11	11	8

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	8	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	8	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Geitz Road
Road section	B2G-LDN179.0 to Linthorpe Valley Road

	B2G	Cumulative
Peak veh/day across construction	28	28
Peak impact month	Mar-27	Mar-27
Length of peak period	2	2



Road ID	E55-X33
Road name	Gilgai Lane
Road section	B2G-LDN144.6 to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	26	26
Peak impact month	Mar-27	Mar-27
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	14	14	14	14	14

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	15	15	15	15	15	15	15	15	15	15	15
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	15	15	15	15	15	15	15	15	15	15	15

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	24	24	24	24	24	24	24	24	24	24	24
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	24	24	24	24	24	24	24	24	24	24	24

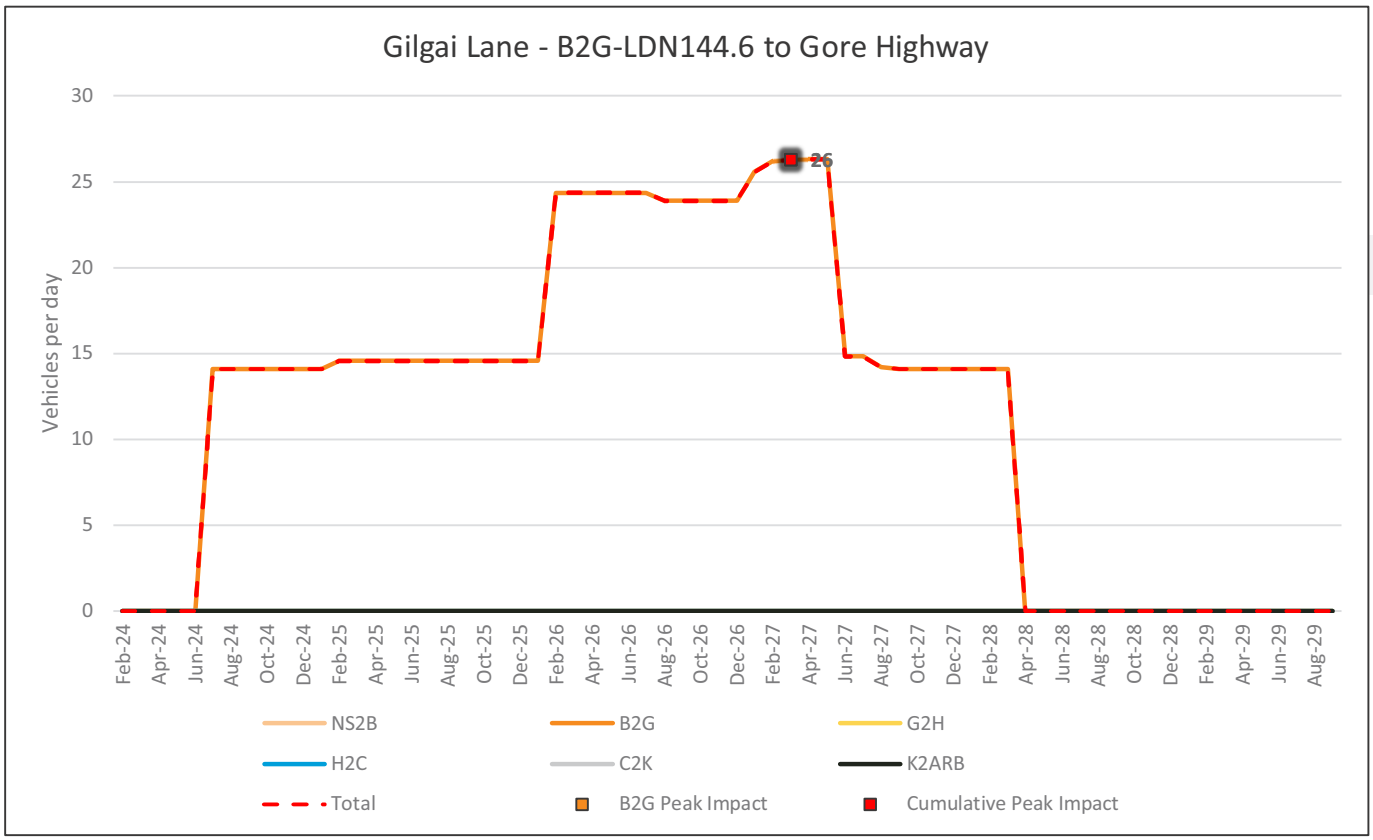
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	26	26	26	26	26	15	15	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	26	26	26	26	15	15	14	14	14	14	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Gilgai Lane
Road section	B2G-LDN144.6 to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	26	26
Peak impact month	Mar-27	Mar-27
Length of peak period	3	3



Road ID	E5-X127
Road name	Grevillea Street
Road section	Boral Concrete Pittsworth to Gap Road

	B2G	Cumulative
Peak veh/day across construction	7	7
Peak impact month	Jun-26	Jun-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	1	1	1	1	1	1	1

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	0	0	7	1	4	3	5	2	2
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	0	0	7	1	4	3	5	2	2

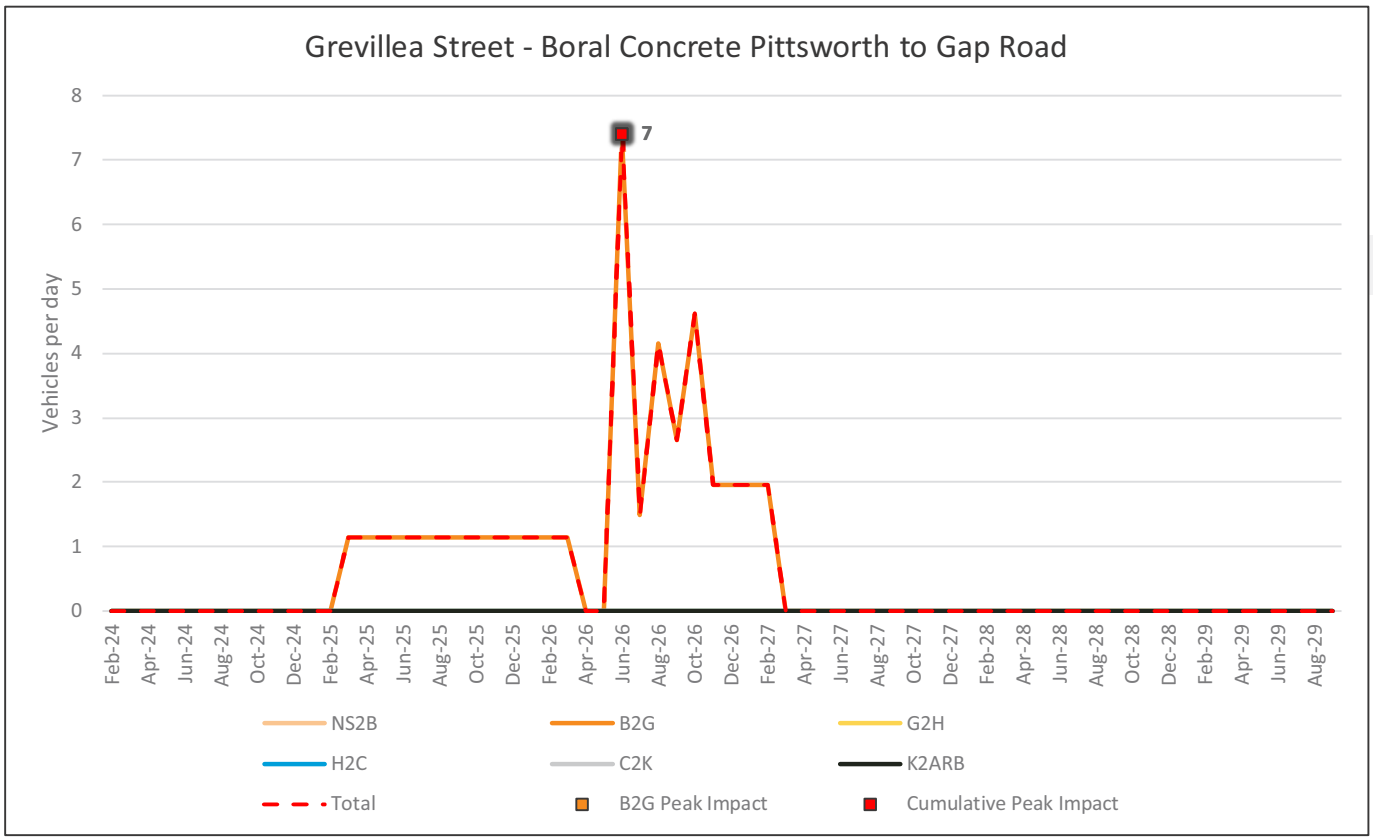
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	2	2	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Grevillea Street
Road section	Boral Concrete Pittsworth to Gap Road

	B2G	Cumulative
Peak veh/day across construction	7	7
Peak impact month	Jun-26	Jun-26
Length of peak period	1	1



Road ID	E53-X34
Road name	Hall Road
Road section	B2G-LDN139.0 to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	24	24
Peak impact month	Jun-27	Jun-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	8	8	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	8	8	8	8	8

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	9	9	9	9	9	15	15	15	15	15	21
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	9	9	9	9	9	15	15	15	15	15	21

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	21	21	21	15	15	15	15	14	14	14	17	17
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	21	21	15	15	15	15	14	14	14	17	17

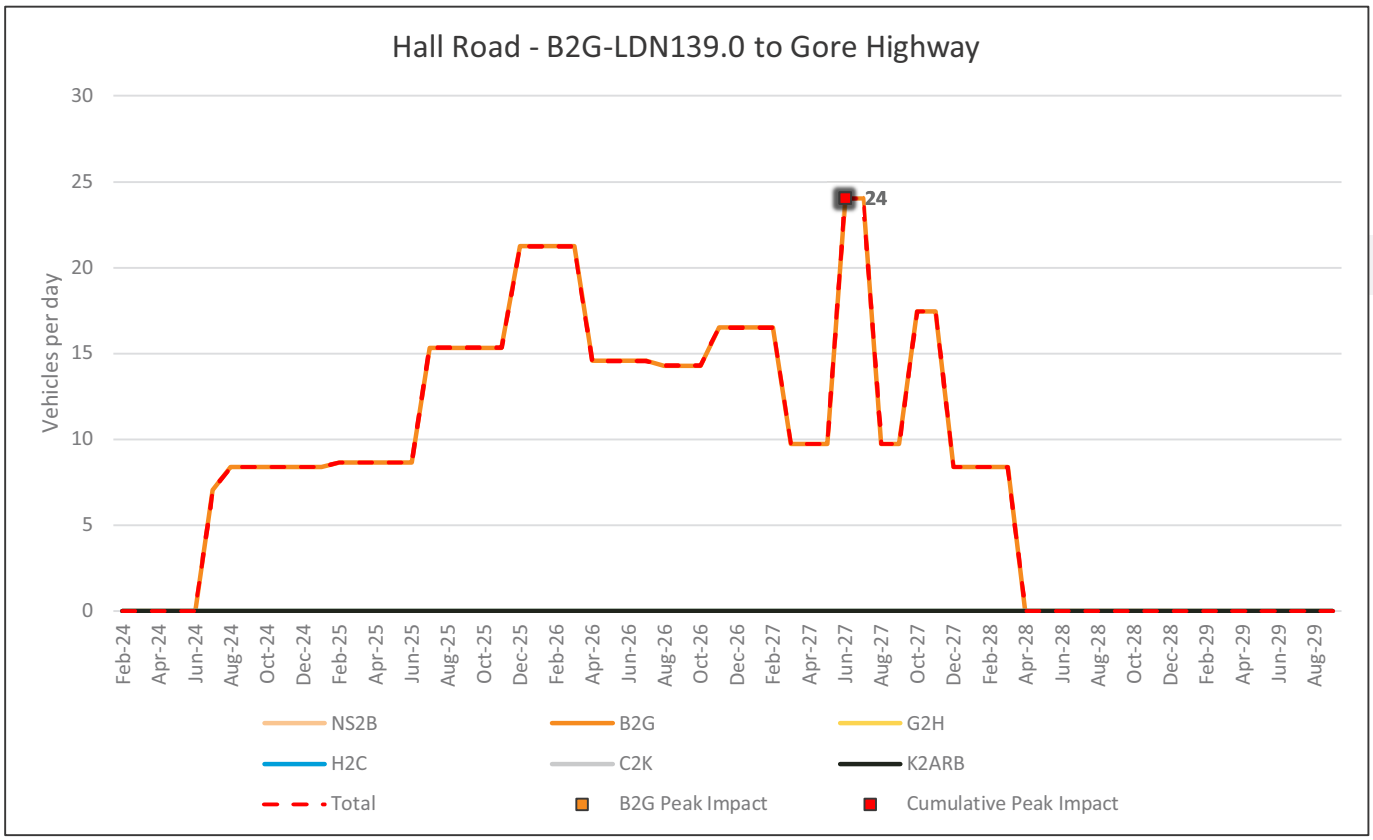
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	17	17	10	10	10	24	24	10	10	17	17	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	17	10	10	10	24	24	10	10	17	17	8

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	8	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	8	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Hall Road
Road section	B2G-LDN139.0 to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	24	24
Peak impact month	Jun-27	Jun-27
Length of peak period	2	2



Road ID	E17-E48
Road name	Heckendorf Road
Road section	Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0

	B2G	Cumulative
Peak veh/day across construction	292	292
Peak impact month	Jan-26	Jan-26
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	136	136	136	136	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	136	136	136	136	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	292	292	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	292	292	0	0	0	0	0	0	0	0	0	0

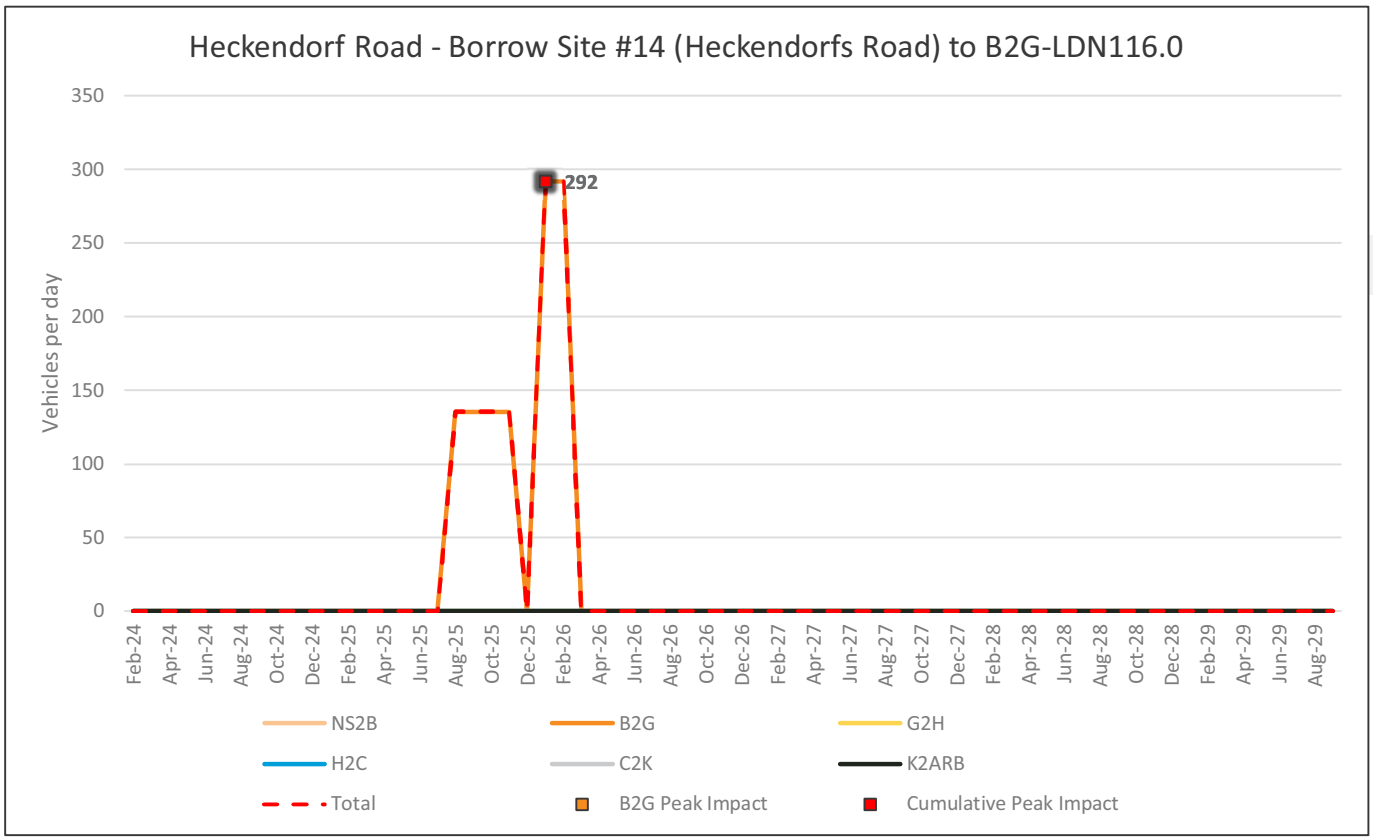
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Heckendorf Road
Road section	Borrow Site #14 (Heckendorfs Road) to B2G-LDN116.0

	B2G	Cumulative
Peak veh/day across construction	292	292
Peak impact month	Jan-26	Jan-26
Length of peak period	2	2



Road ID	E48-X59
Road name	Heckendorf Road
Road section	B2G-LDN116.0 to Millmerran-Inglewood Road

	B2G	Cumulative
Peak veh/day across construction	292	292
Peak impact month	Jan-26	Jan-26
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	1	1	1	1	1	1	136	136	136	136	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	1	1	1	136	136	136	136	1

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	292	292	1	1	1	1	1	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	292	292	1	1	1	1	1	0	0	0	0	0

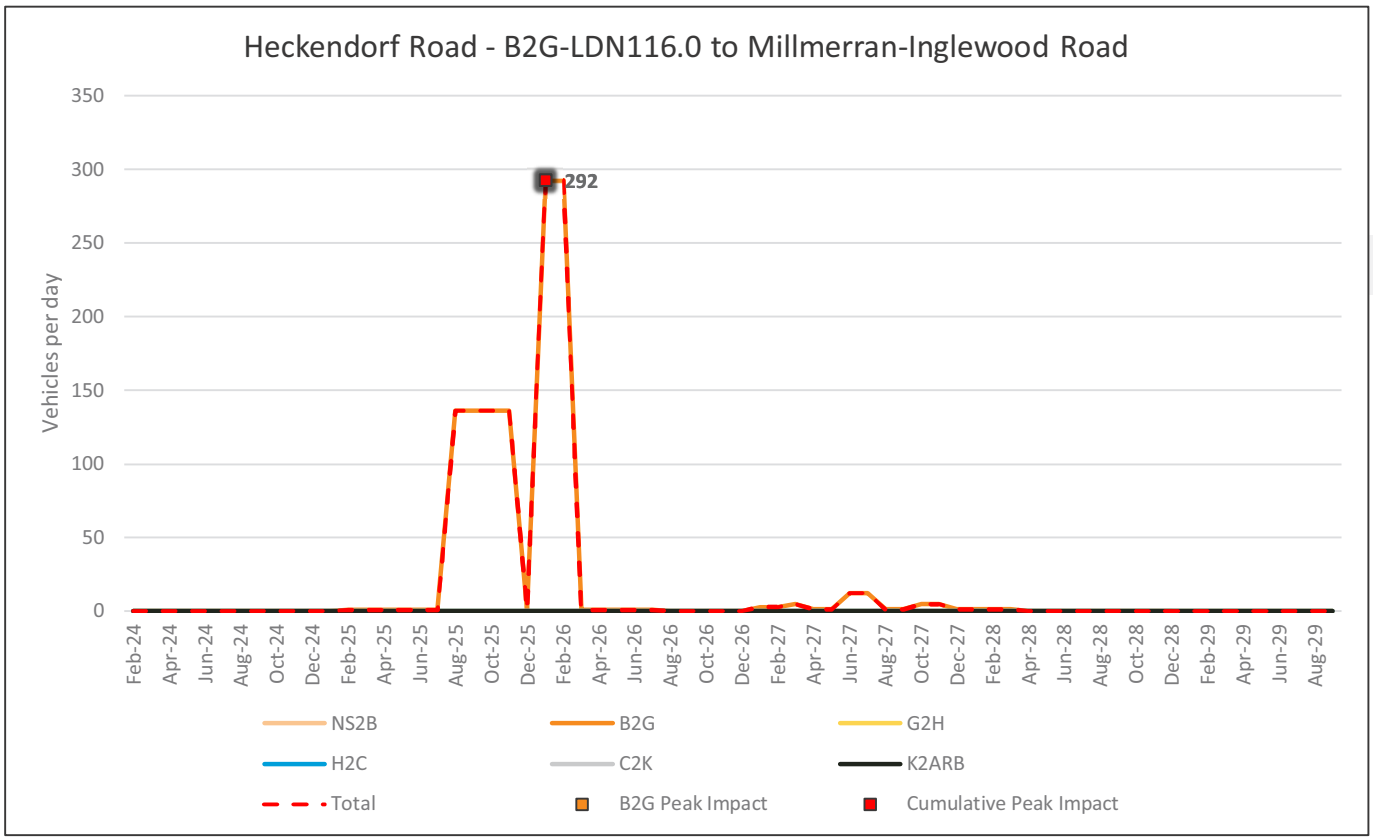
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	3	5	1	1	12	12	1	1	5	5	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	5	1	1	12	12	1	1	5	5	1

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Heckendorf Road**
Road section	**B2G-LDN116.0 to Millmerran-Inglewood Road**

	B2G	Cumulative
Peak veh/day across construction	**292**	**292**
Peak impact month	**Jan-26**	**Jan-26**
Length of peak period	**2**	**2**



Road ID	X125-E24
Road name	Holcim Australia Toowoomba Access
Road section	Drayton Wellcamp Road to Holcim Australia Toowoomb

	B2G	Cumulative
Peak veh/day across construction	79	79
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

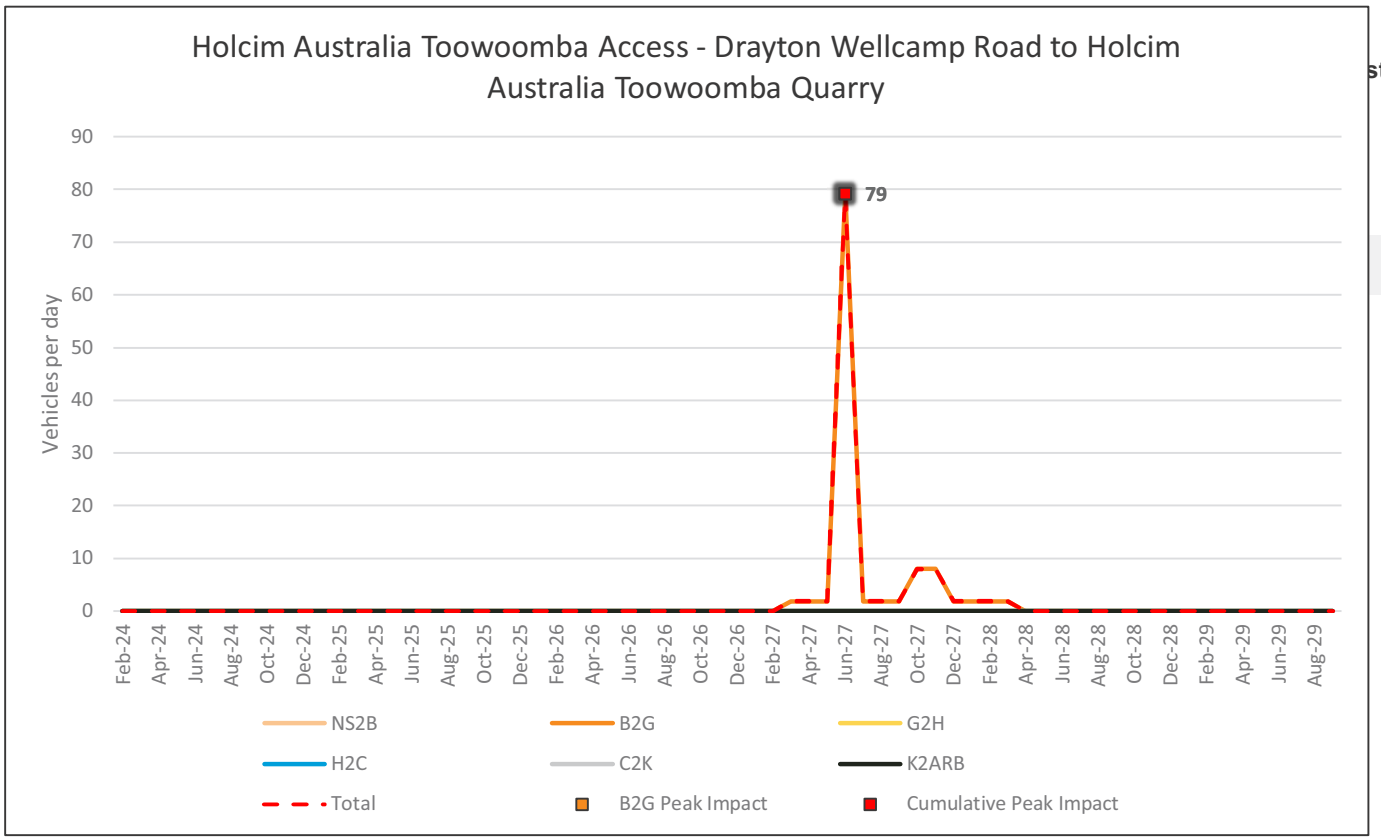
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	2	2	2	79	2	2	2	8	8	2
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	2	2	79	2	2	2	8	8	2

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	2	2	2	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	2	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Holcim Australia Toowoomba Access
Road section	Drayton Wellcamp Road to Holcim Australia Toowoomb

	B2G	Cumulative
Peak veh/day across construction	79	79
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	X132-E108
Road name	Kahler Road
Road section	Murlaggan Road to B2G-LDN165.6

	B2G	Cumulative
Peak veh/day across construction	11	11
Peak impact month	Mar-27	Mar-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	7	7	7	7	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	7

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	7

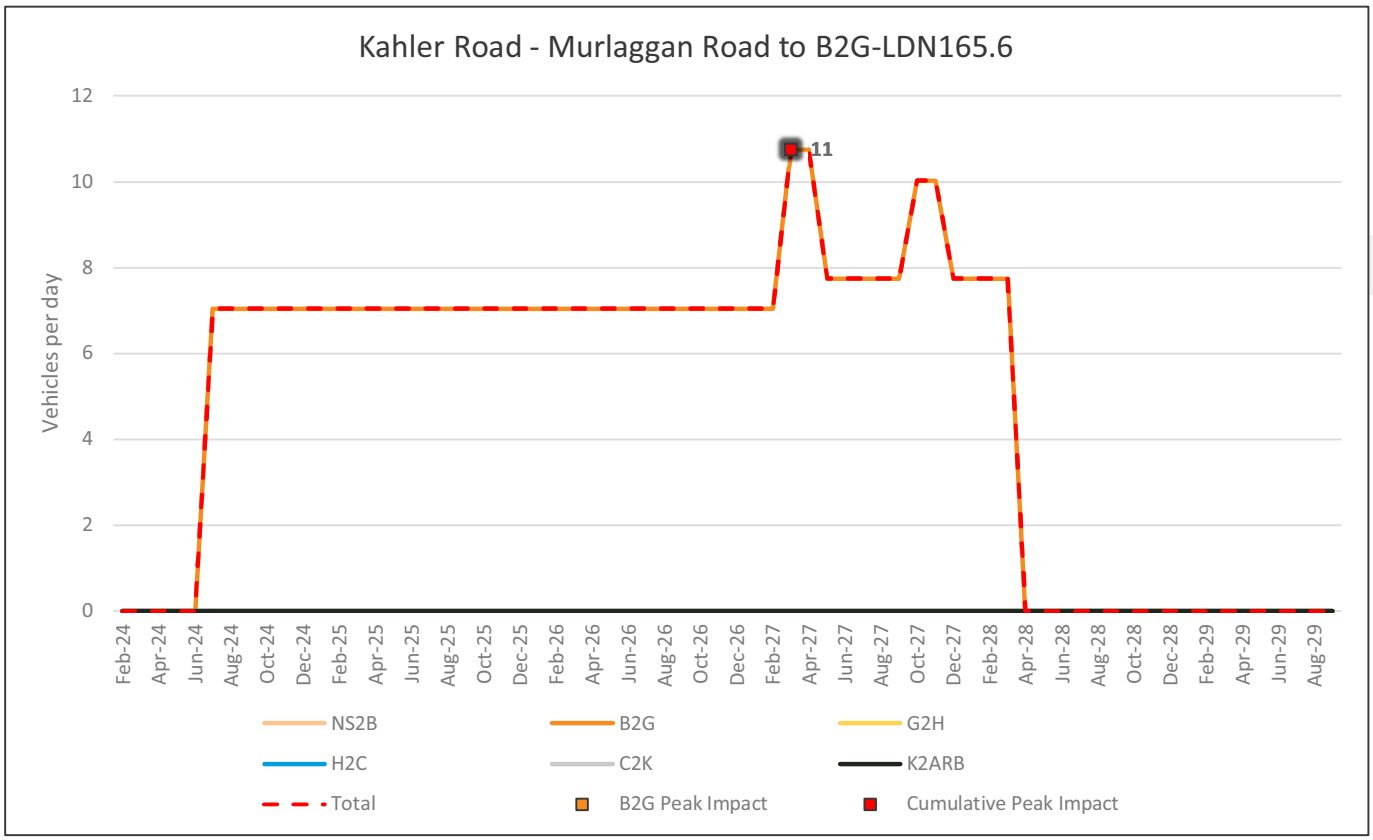
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	11	11	8	8	8	8	8	10	10	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	11	11	8	8	8	8	8	10	10	8

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	8	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	8	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Kahler Road
Road section	Murlaggan Road to B2G-LDN165.6

	B2G	Cumulative
Peak veh/day across construction	11	11
Peak impact month	Mar-27	Mar-27
Length of peak period	2	2



Road ID	X87-X86
Road name	Kingsthorpe Haden Overpass
Road section	Warrego Highway Off-ramp to Kingsthorpe Haden Road

	B2G	Cumulative
Peak veh/day across construction	277	277
Peak impact month	Jun-25	Jun-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	16	16	16	276	276
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	16	16	16	276	276

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	276	276	276	276	276	277	277	277	277	17	17	23
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	276	276	276	276	276	277	277	277	277	17	17	23

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	45	22	22	22	22	22	22	22	25	20	20
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	45	22	22	22	22	22	22	22	25	20	20

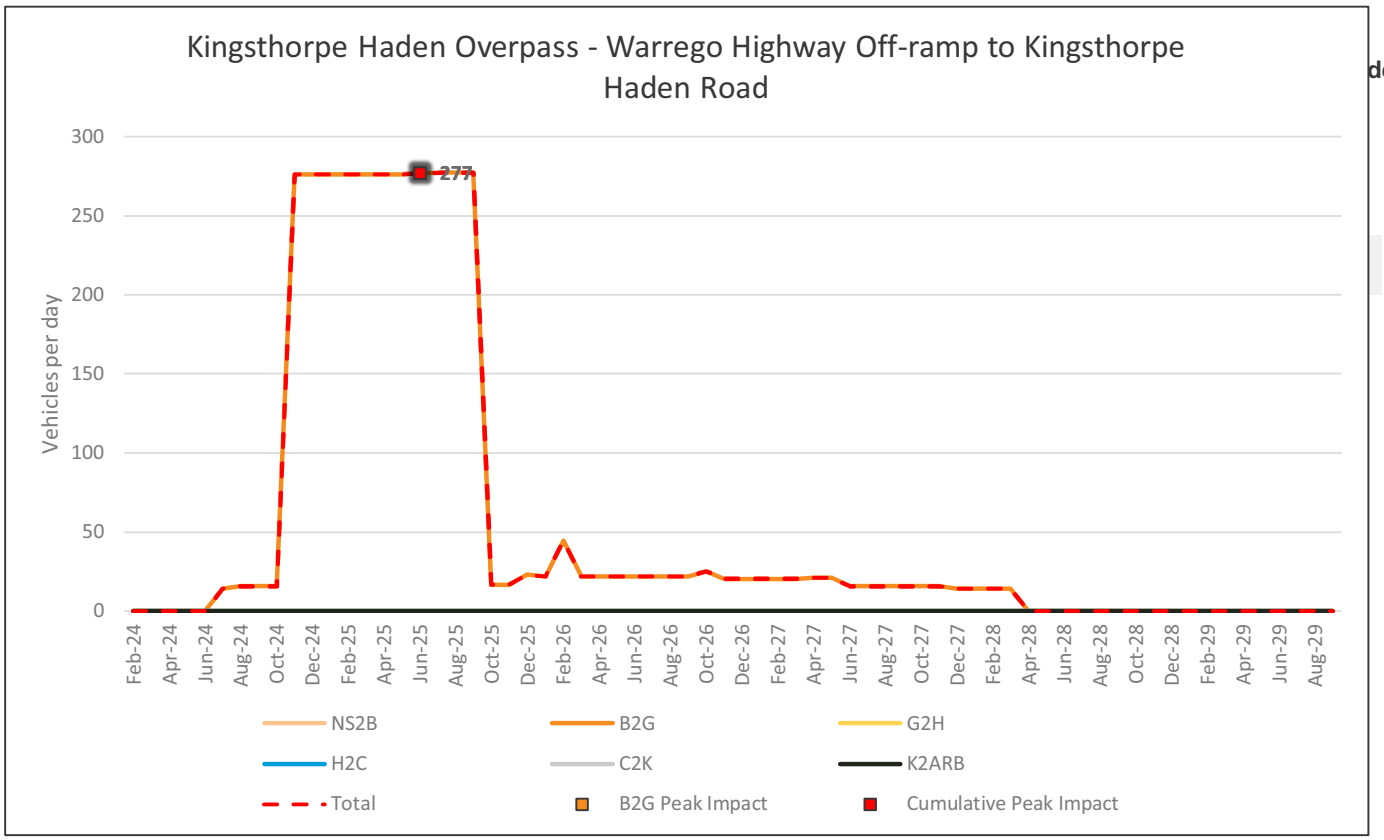
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	20	20	21	21	16	16	16	16	16	16	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	20	21	21	16	16	16	16	16	16	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Kingsthorpe Haden Overpass
Road section	Warrego Highway Off-ramp to Kingsthorpe Haden Road

	B2G	Cumulative
Peak veh/day across construction	277	277
Peak impact month	Jun-25	Jun-25
Length of peak period	4	4



Road ID	X86-M13
Road name	Kingsthorpe Haden Road
Road section	Kingsthorpe Haden Overpass to Warrego Highway

	B2G	Cumulative
Peak veh/day across construction	277	277
Peak impact month	Jun-25	Jun-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	16	16	16	276	276
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	16	16	16	276	276

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	276	276	276	276	276	277	277	277	277	17	17	23
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	276	276	276	276	276	277	277	277	277	17	17	23

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	45	22	22	22	22	22	22	22	25	20	20
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	45	22	22	22	22	22	22	22	25	20	20

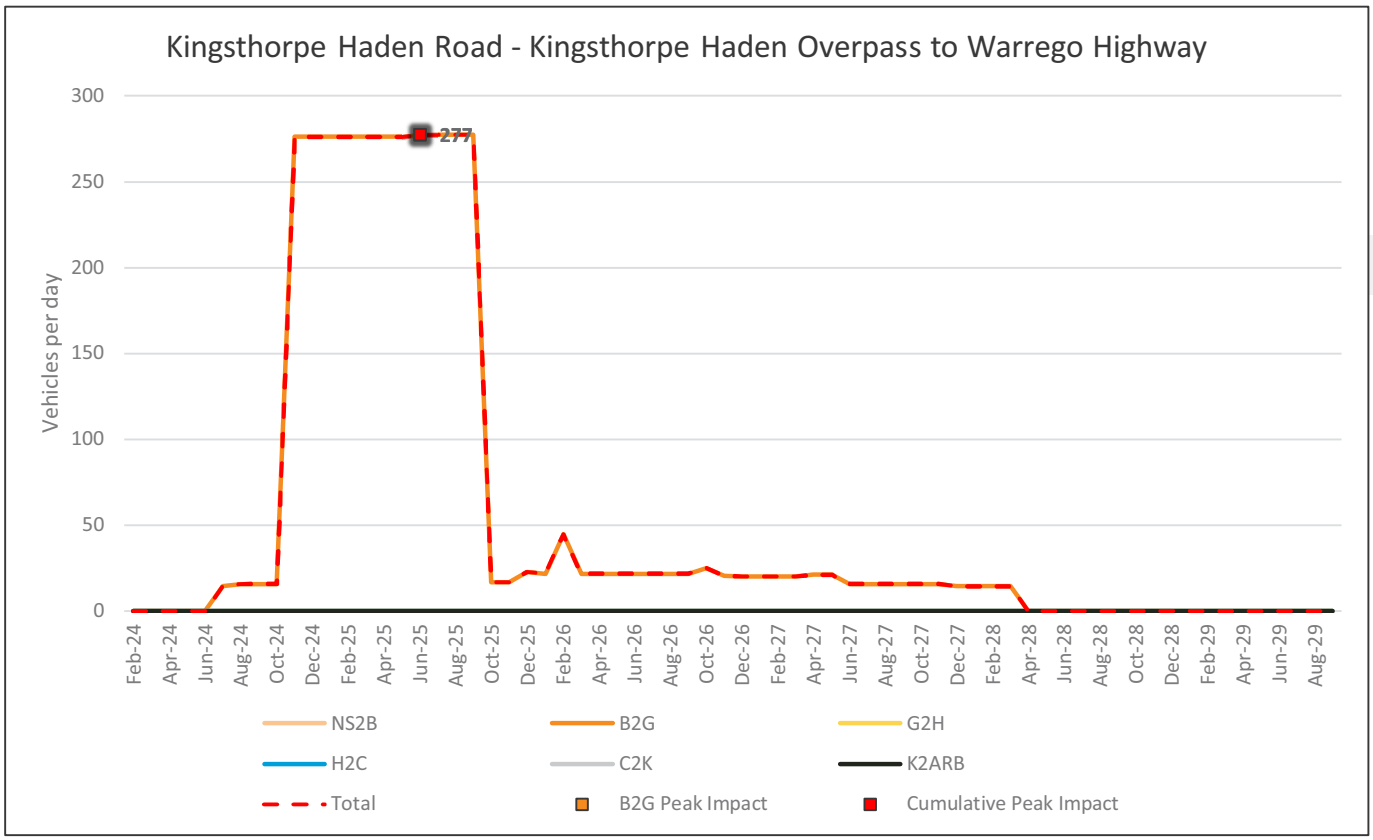
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	20	20	21	21	16	16	16	16	16	16	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	20	21	21	16	16	16	16	16	16	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Kingsthorpe Haden Road
Road section	Kingsthorpe Haden Overpass to Warrego Highway

	B2G	Cumulative
Peak veh/day across construction	277	277
Peak impact month	Jun-25	Jun-25
Length of peak period	4	4



Road ID	E16-X129
Road name	Kooroongarra Road
Road section	Borrow Site #13 (Kooroongarra Road) to Millwood Roac

	B2G	Cumulative
Peak veh/day across construction	136	136
Peak impact month	Aug-25	Aug-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	136	136	136	136	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	136	136	136	136	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

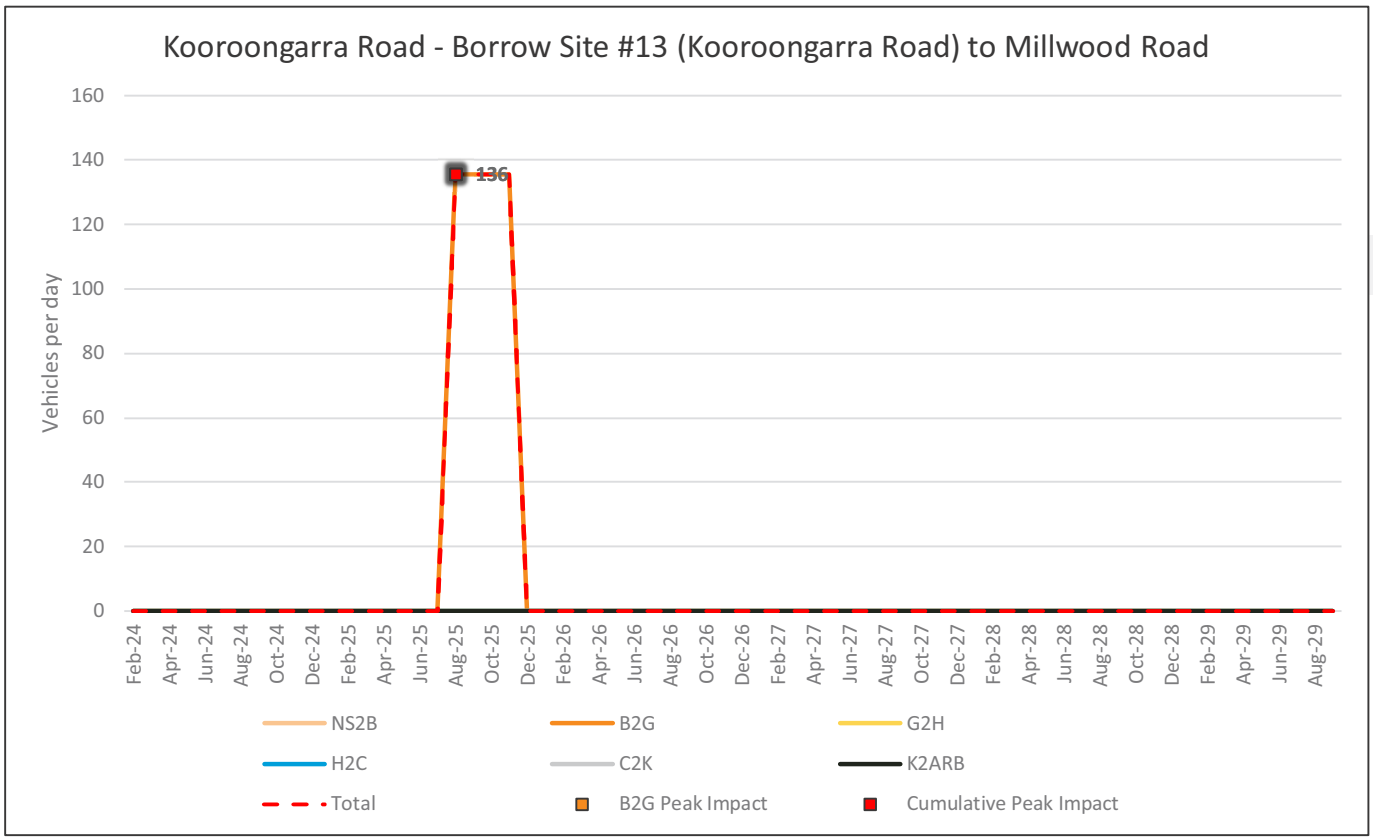
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Kooroongarra Road
Road section	Borrow Site #13 (Kooroongarra Road) to Millwood Road

	B2G	Cumulative
Peak veh/day across construction	136	136
Peak impact month	Aug-25	Aug-25
Length of peak period	4	4



Road ID	X60-E100
Road name	Kooroongarra Road
Road section	Millmerran-Inglewood Road to Commodore Mine

	B2G	Cumulative
Peak veh/day across construction	177	177
Peak impact month	Jan-26	Jan-26
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	177	177	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	177	177	0	0	0	0	0	0	0	0	0	0

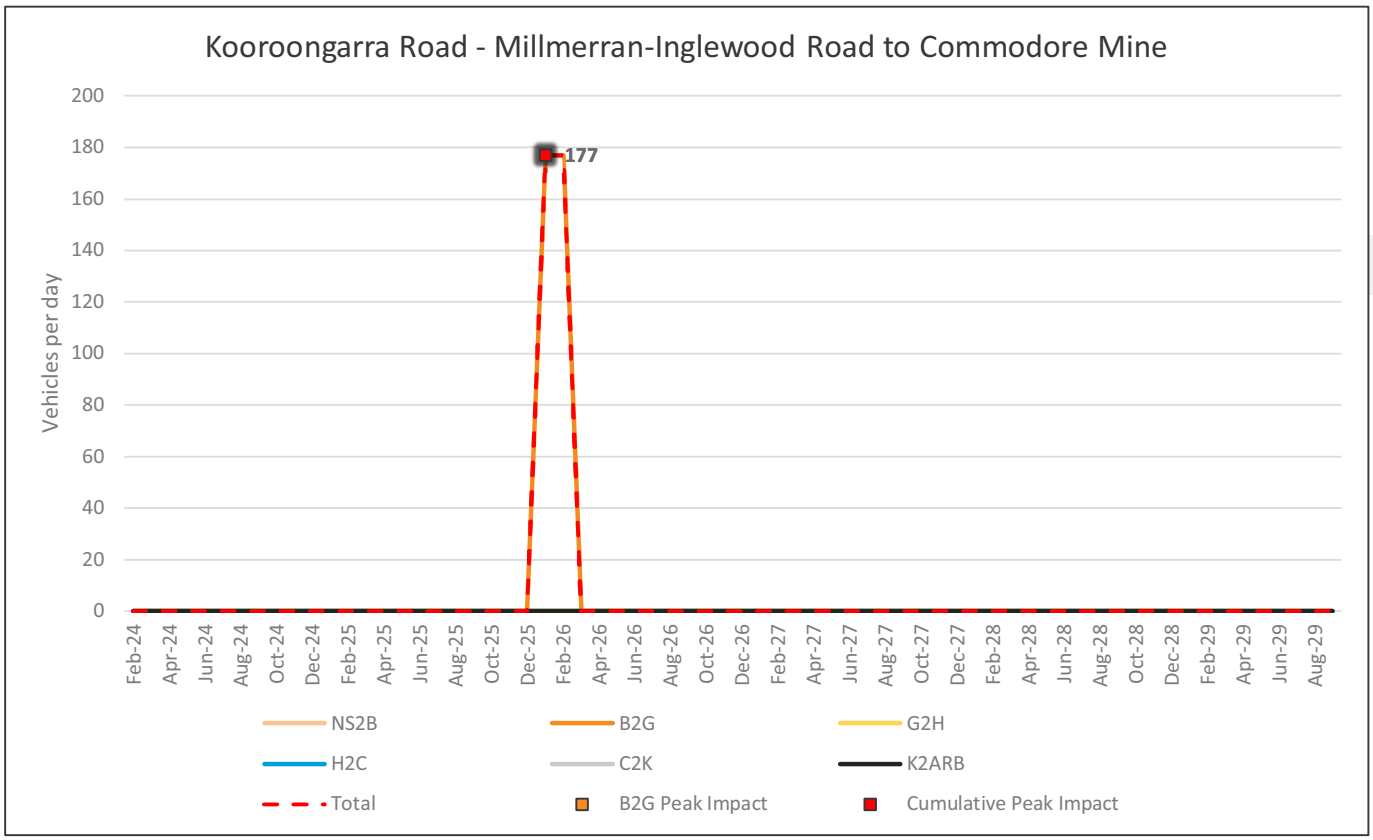
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Kooroongarra Road
Road section	Millmerran-Inglewood Road to Commodore Mine

	B2G	Cumulative
Peak veh/day across construction	177	177
Peak impact month	Jan-26	Jan-26
Length of peak period	2	2



Road ID	X81-X130
Road name	Leesons Road
Road section	Warrego Highway to Steger Road

	B2G	Cumulative
Peak veh/day across construction	148	148
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	14	14	14	14	14

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	15	15	15	15	15	148	15
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	15	15	15	15	15	148	15

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	14	14	14	14	14

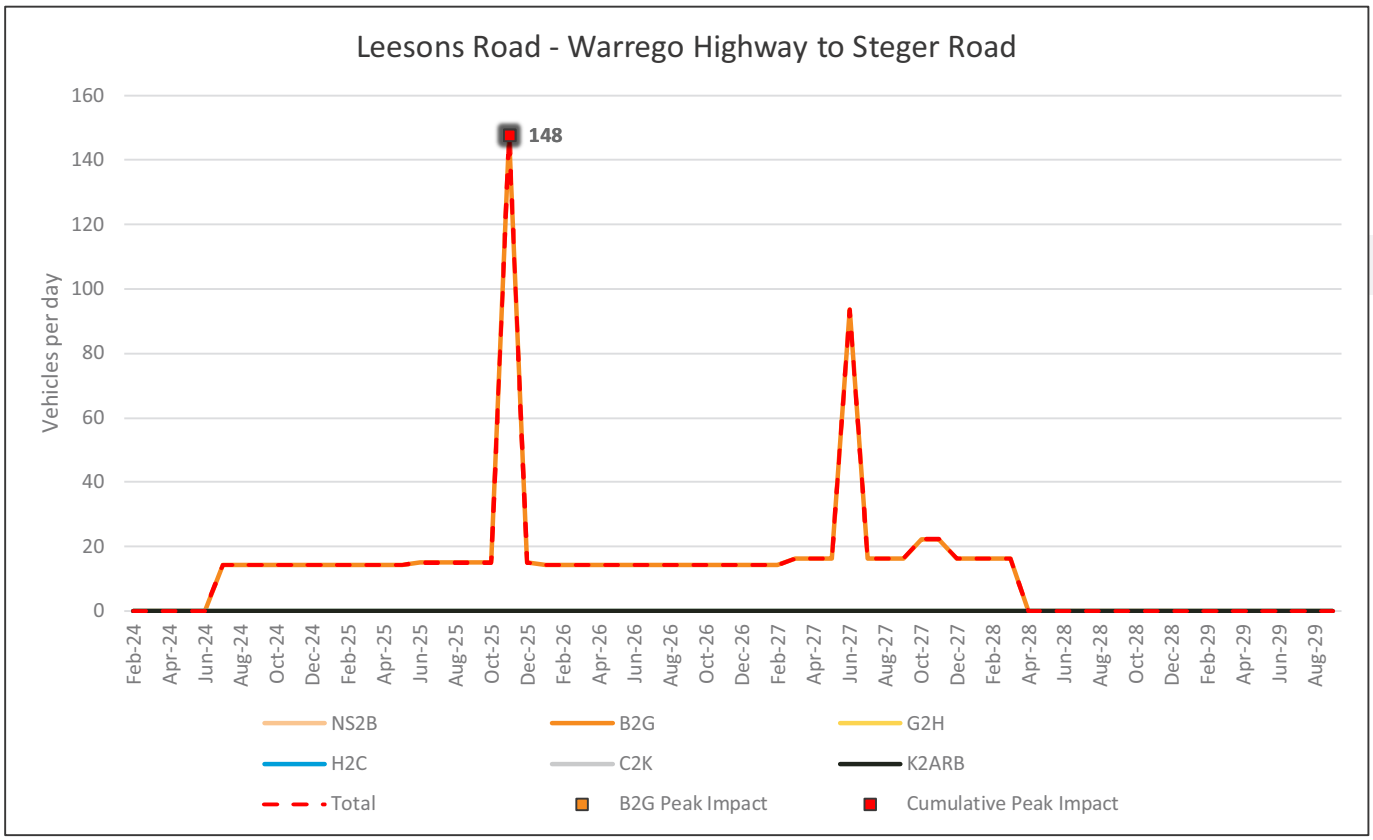
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	16	16	16	94	16	16	16	22	22	16
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	16	16	16	94	16	16	16	22	22	16

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	16	16	16	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	16	16	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Leesons Road
Road section	Warrego Highway to Steger Road

	B2G	Cumulative
Peak veh/day across construction	148	148
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X130-E96
Road name	Leesons Road
Road section	Steger Road to B2G-LDN206.3

	B2G	Cumulative
Peak veh/day across construction	154	154
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	20	20	20	20	20
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	20	20	20	20	20

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	20	20	20	20	21	21	21	21	21	154	45
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	20	20	20	21	21	21	21	21	154	45

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	45	45	45	45	45	45	45	45	45	45	20	21
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	45	45	45	45	45	45	45	45	45	45	20	21

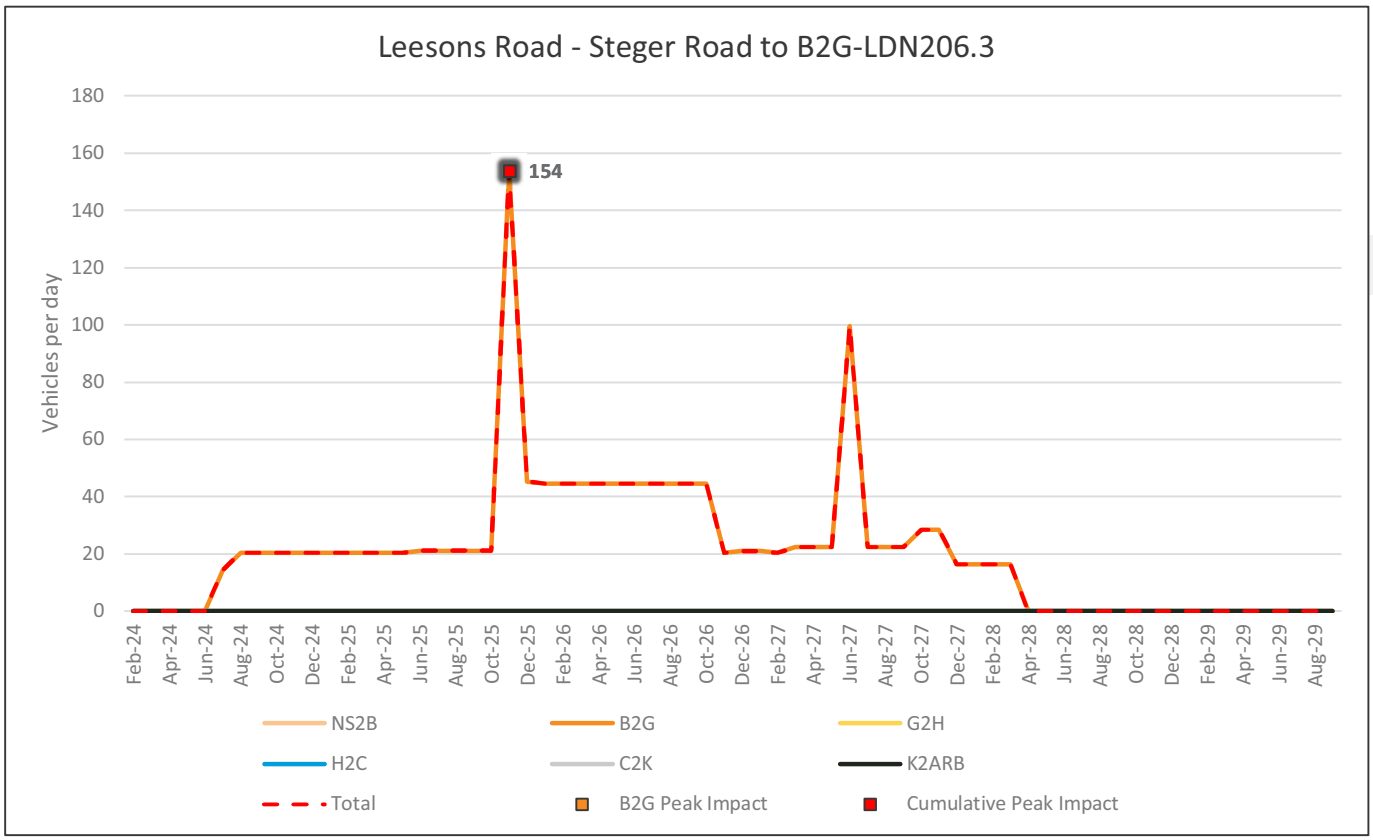
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	21	20	22	22	22	100	22	22	22	28	28	16
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	20	22	22	22	100	22	22	22	28	28	16

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	16	16	16	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	16	16	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Leesons Road
Road section	Steger Road to B2G-LDN206.3

	B2G	Cumulative
Peak veh/day across construction	154	154
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X35-E62
Road name	Linthorpe Road
Road section	Gore Highway to B2G-LDN175.5

	B2G	Cumulative
Peak veh/day across construction	453	453
Peak impact month	Aug-25	Aug-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	11	11	11	271	271
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	11	11	11	271	271

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	271	288	288	288	288	288	288	453	453	192	192	66
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	271	288	288	288	288	288	288	453	453	192	192	66

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	66	66	66	11	11	11	11	14	14	15	11	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	66	66	66	11	11	11	11	14	14	15	11	11

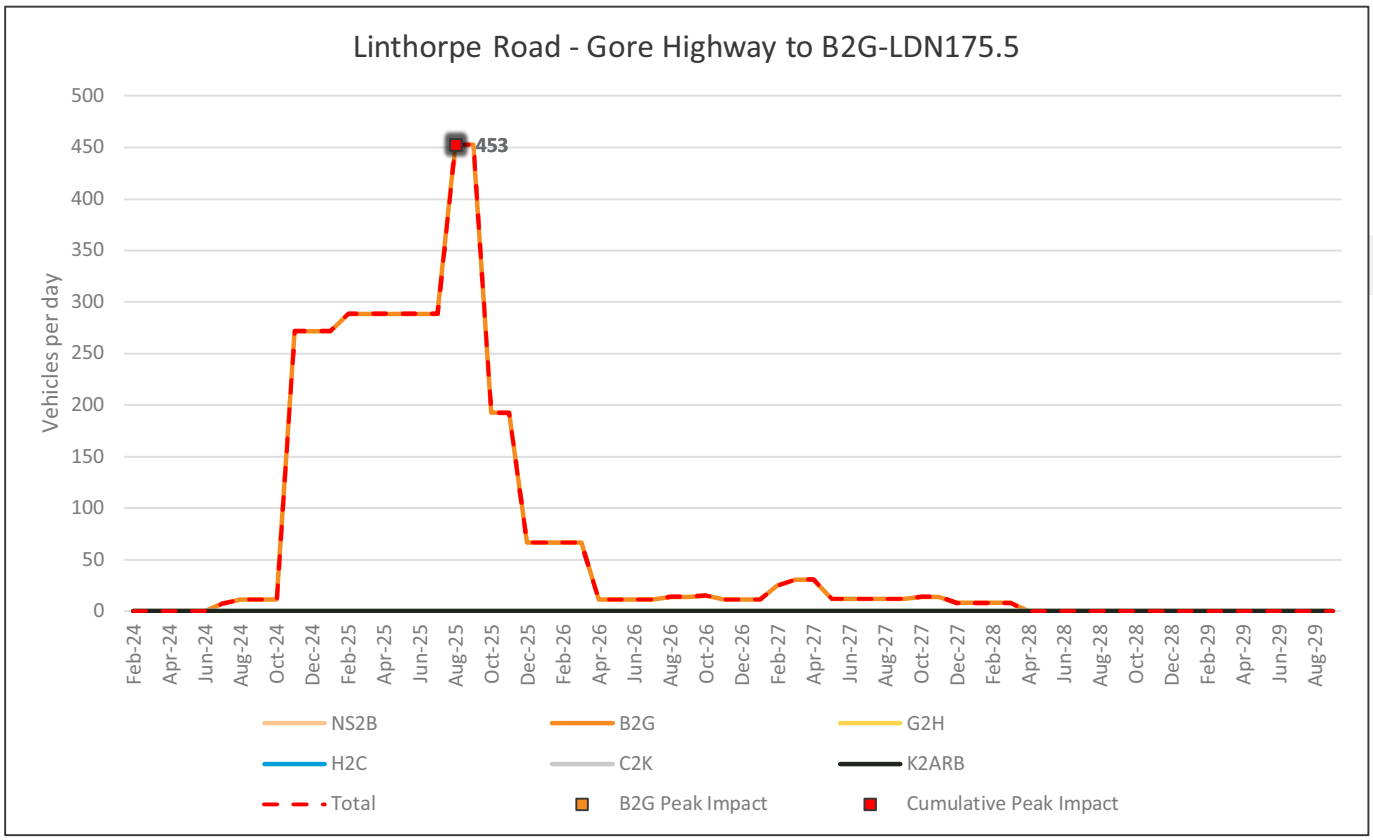
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	11	25	31	31	12	12	12	12	12	14	14	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	25	31	31	12	12	12	12	12	14	14	8

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	8	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	8	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Linthorpe Road
Road section	Gore Highway to B2G-LDN175.5

	B2G	Cumulative
Peak veh/day across construction	453	453
Peak impact month	Aug-25	Aug-25
Length of peak period	2	2



Road ID	X145-X32
Road name	Linthorpe Valley Road
Road section	Geitz Road to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	28	28
Peak impact month	Mar-27	Mar-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	7	7	7	7	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	7

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	7

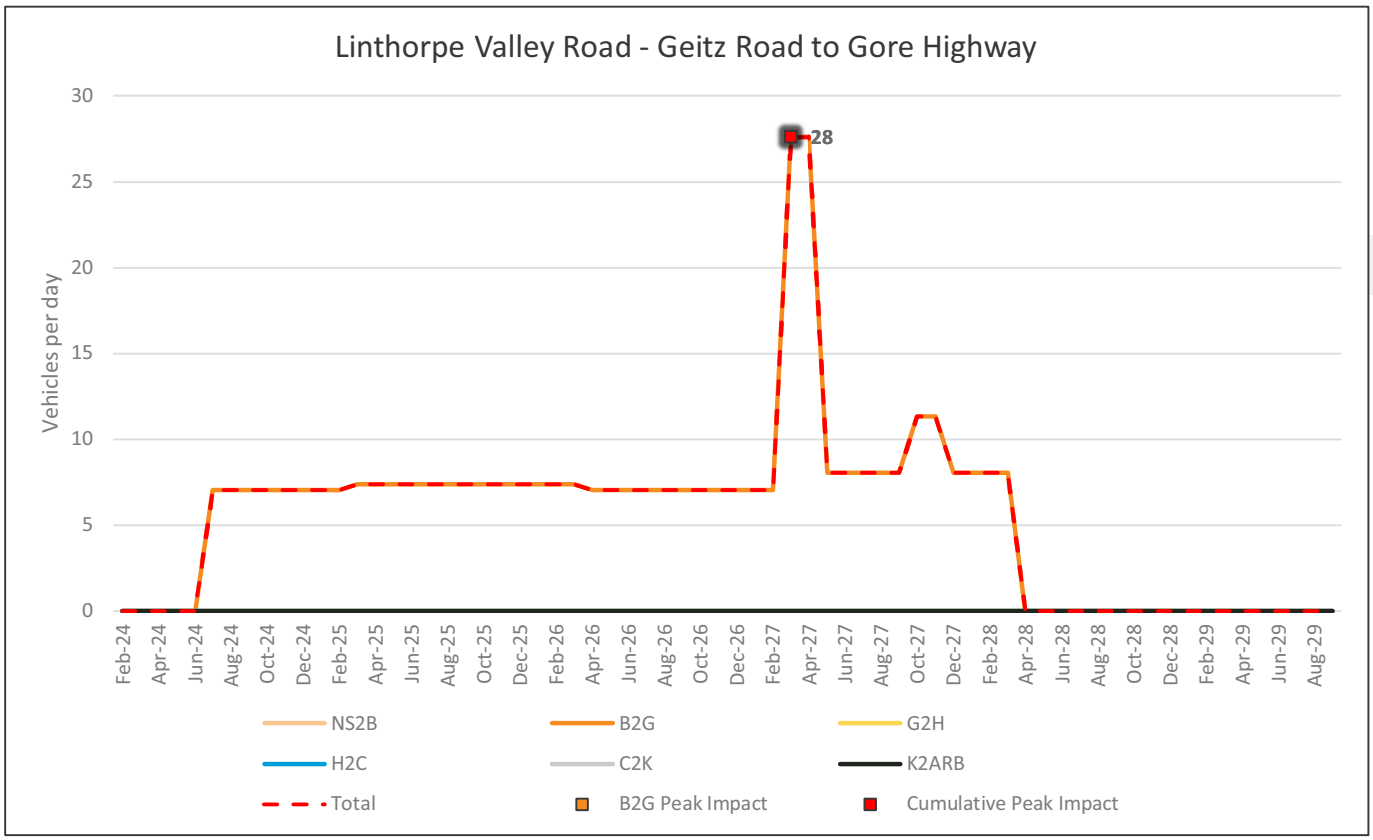
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	28	28	8	8	8	8	8	11	11	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	28	28	8	8	8	8	8	11	11	8

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	8	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	8	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Linthorpe Valley Road
Road section	Geitz Road to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	28	28
Peak impact month	Mar-27	Mar-27
Length of peak period	2	2



Road ID	X36-E90
Road name	Lochaber Road
Road section	Gore Highway to B2G-LDN172.0

	B2G	Cumulative
Peak veh/day across construction	14	14
Peak impact month	Mar-27	Mar-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	7	7	7	7	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	7

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	8	8	8	9	9	10	8	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	8	8	8	9	9	10	8	8	8	8

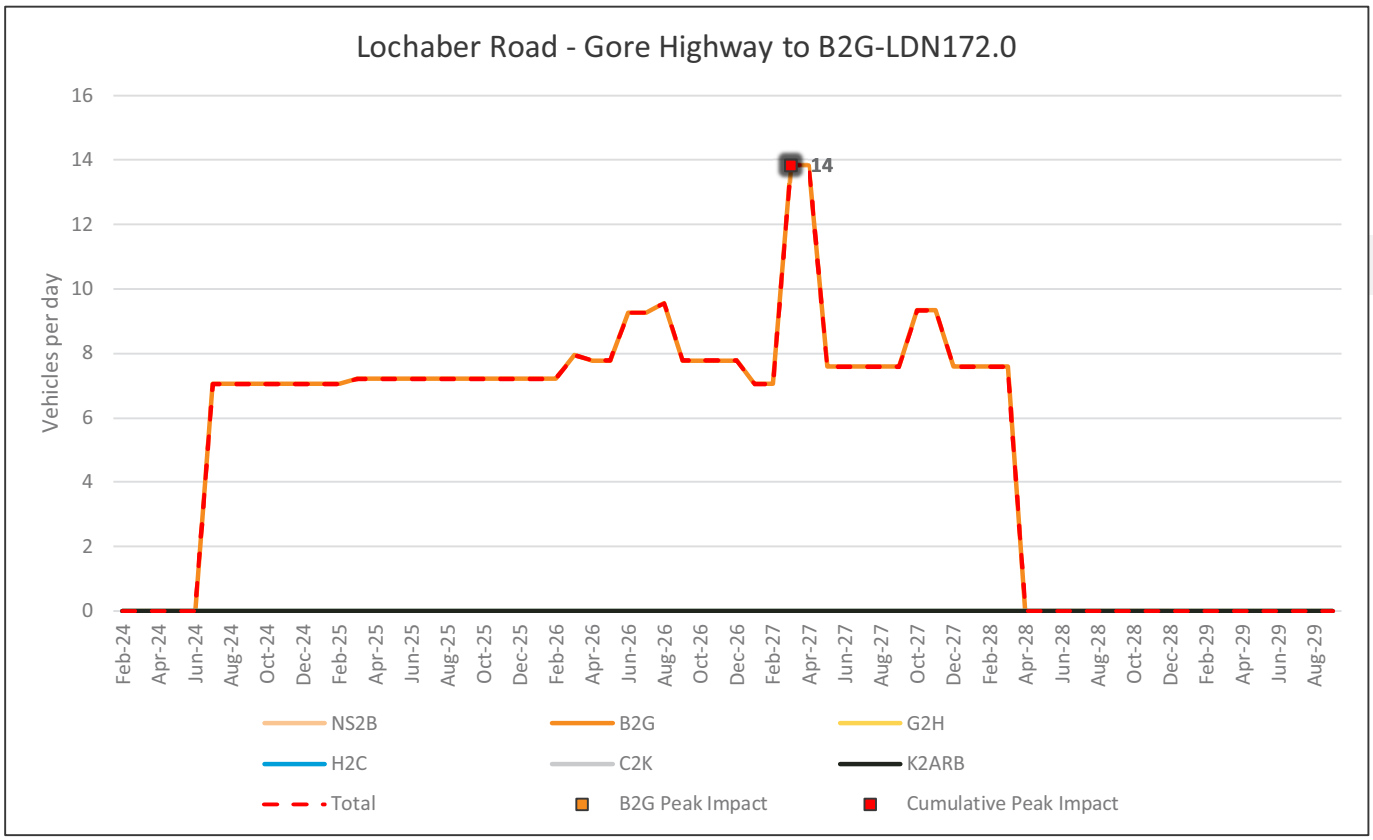
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	14	14	8	8	8	8	8	9	9	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	14	14	8	8	8	8	8	9	9	8

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	8	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	8	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Lochaber Road
Road section	Gore Highway to B2G-LDN172.0

	B2G	Cumulative
Peak veh/day across construction	14	14
Peak impact month	Mar-27	Mar-27
Length of peak period	2	2



Road ID	E90-E61
Road name	Lochaber Road
Road section	B2G-LDN172.0 to B2G-LDN172.6

	B2G	Cumulative
Peak veh/day across construction	9	9
Peak impact month	Aug-26	Aug-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	7	7	7	7	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	7

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	9	9	9	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	9	9	9	7	7	7	7

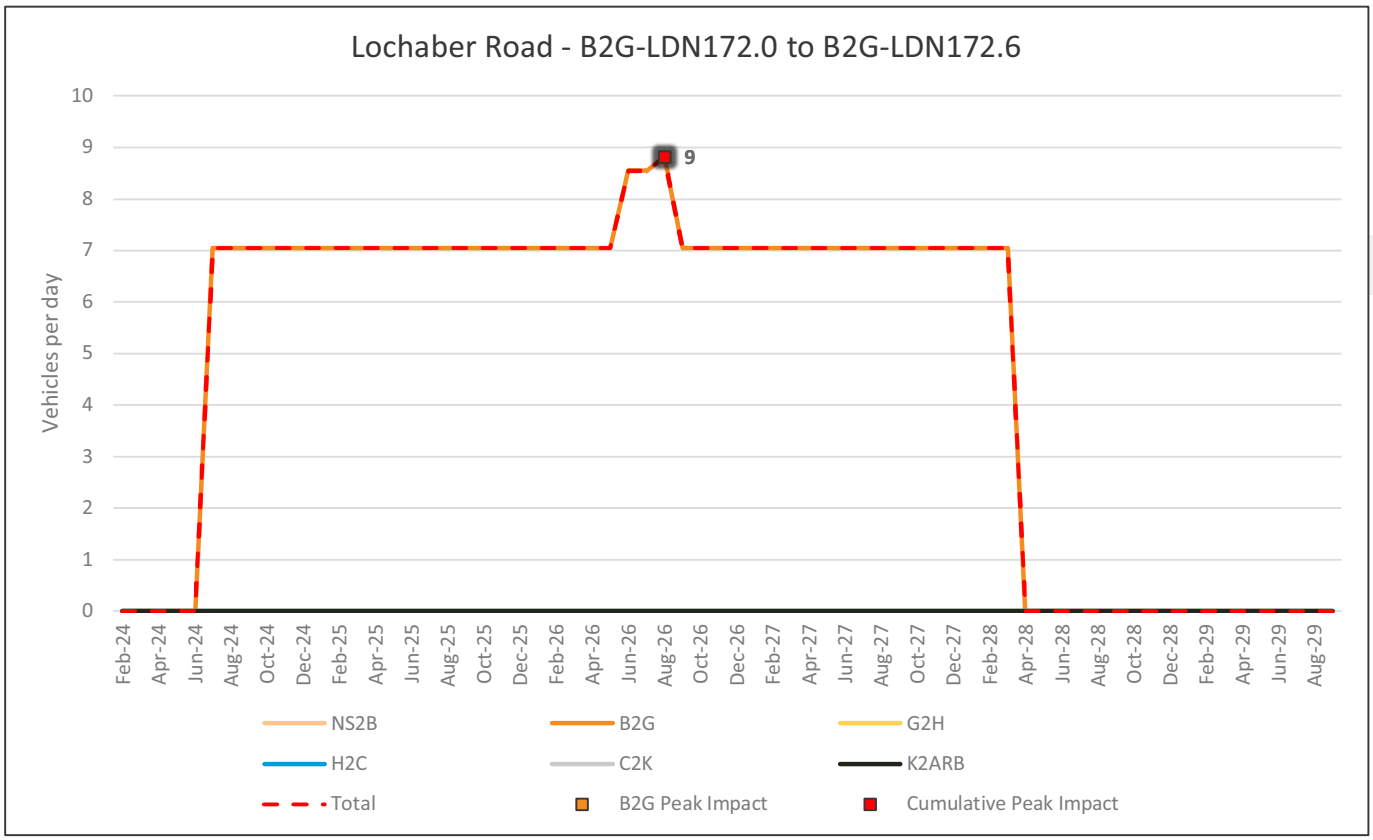
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Lochaber Road
Road section	B2G-LDN172.0 to B2G-LDN172.6

	B2G	Cumulative
Peak veh/day across construction	9	9
Peak impact month	Aug-26	Aug-26
Length of peak period	1	1



Road ID	E20-X74
Road name	McDougall Street
Road section	Humes Precast Toowoomba to Toowoomba-Cecil Plain

	B2G	Cumulative
Peak veh/day across construction	15	15
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	1	2	4
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	2	4

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	4	6	8	8	10	12	12	14	14	13	15	12
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	6	8	8	10	12	12	14	14	13	15	12

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	10	8	6	6	7	4	2	4	5	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	10	8	6	6	7	4	2	4	5	4

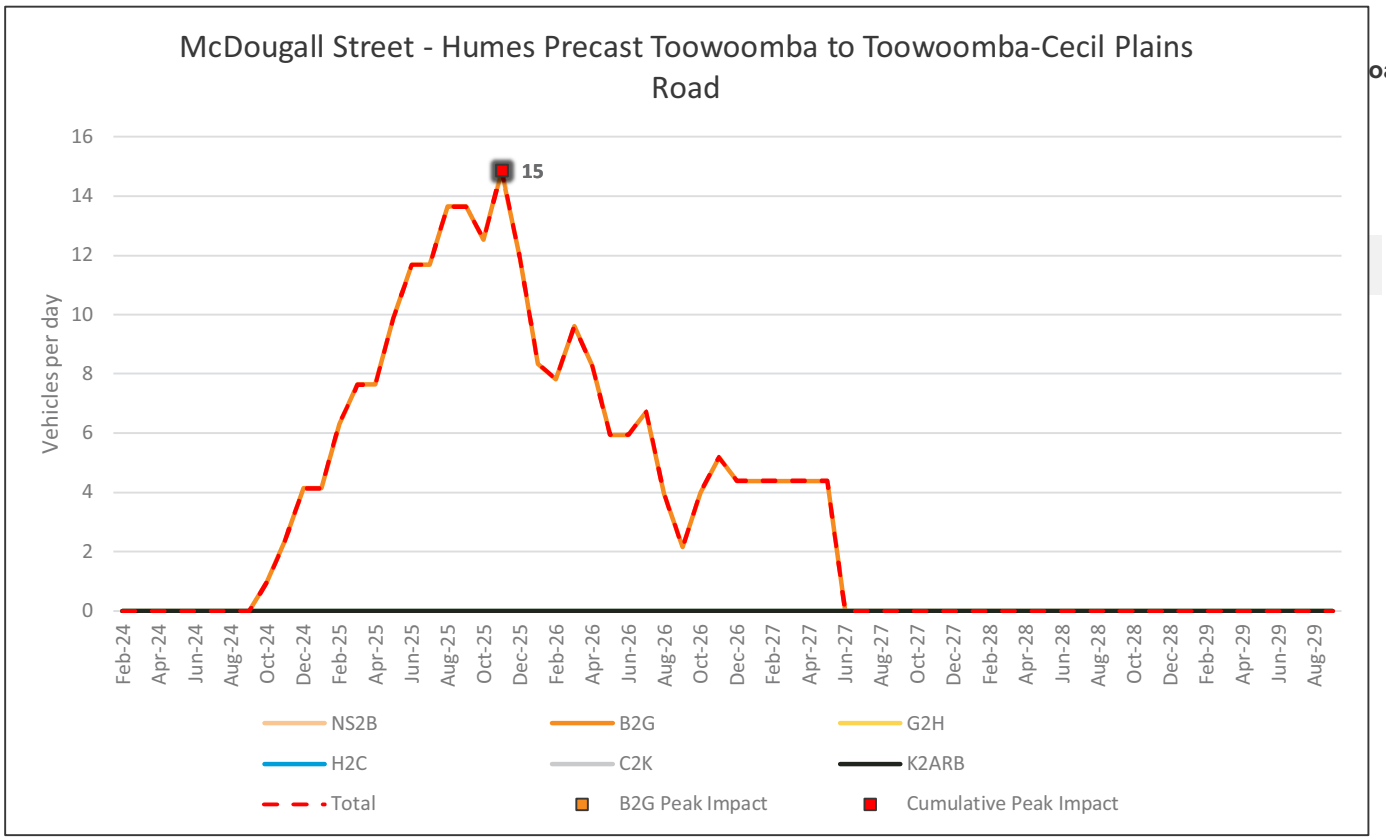
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	4	4	4	4	4	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	4	4	4	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	McDougall Street
Road section	Humes Precast Toowoomba to Toowoomba-Cecil Plain

	B2G	Cumulative
Peak veh/day across construction	15	15
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	X61-E84
Road name	Millwood Road
Road section	Millmerran-Inglewood Road to B2G-LDN112.1

	B2G	Cumulative
Peak veh/day across construction	158	158
Peak impact month	Aug-25	Aug-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	15	15	15	15	15
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	15	15	15	15	15

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	16	16	16	16	16	22	158	158	158	158	25
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	16	16	16	16	16	22	158	158	158	158	25

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	113	113	25	18	18	18	18	15	15	15	15	15
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	113	113	25	18	18	18	18	15	15	15	15	15

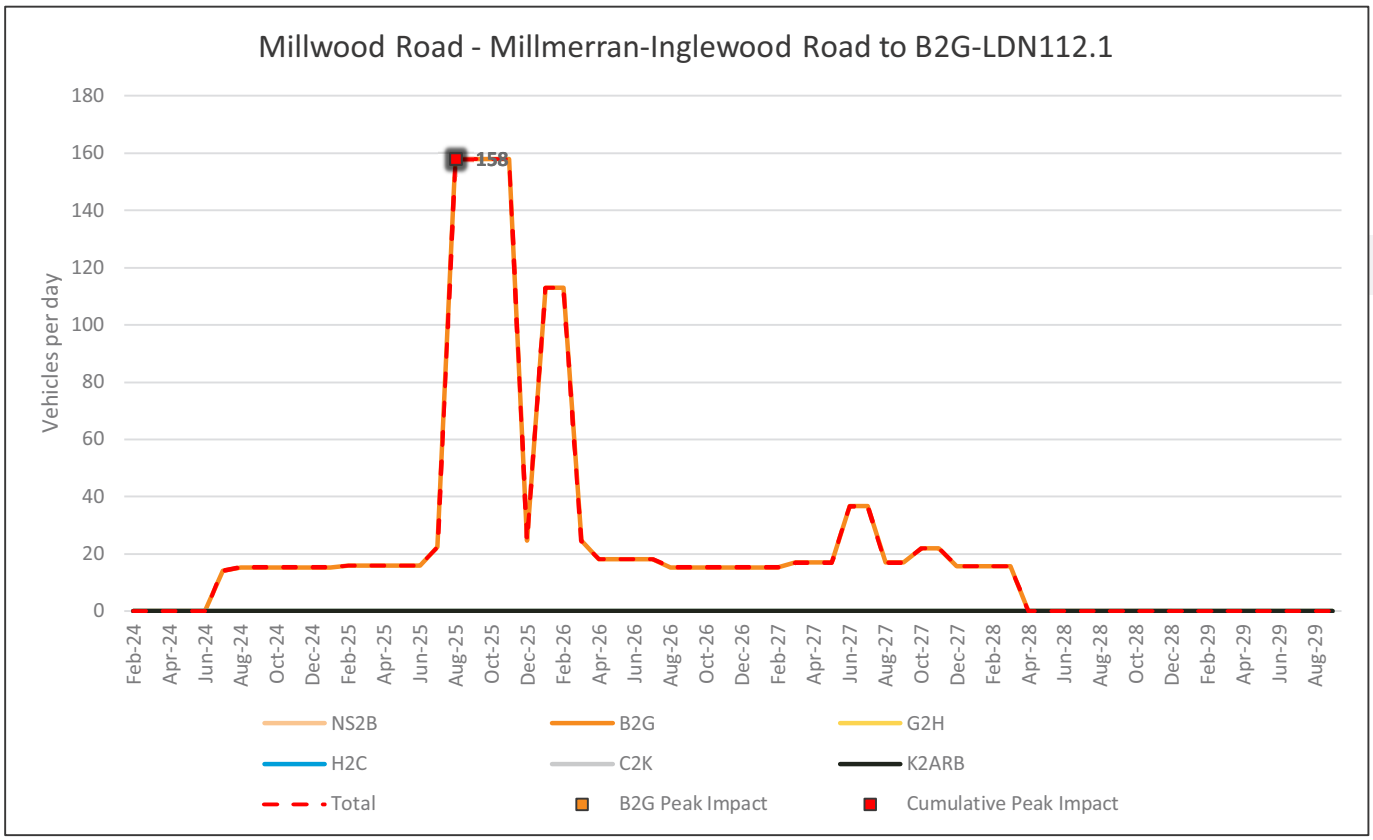
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	15	17	17	17	37	37	17	17	22	22	16
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	15	17	17	17	37	37	17	17	22	22	16

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	16	16	16	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	16	16	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millwood Road
Road section	Millmerran-Inglewood Road to B2G-LDN112.1

	B2G	Cumulative
Peak veh/day across construction	158	158
Peak impact month	Aug-25	Aug-25
Length of peak period	4	4



Road ID	E84-X131
Road name	Millwood Road
Road section	B2G-LDN112.1 to Millwood Road

	B2G	Cumulative
Peak veh/day across construction	136	136
Peak impact month	Aug-25	Aug-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	136	136	136	136	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	136	136	136	136	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

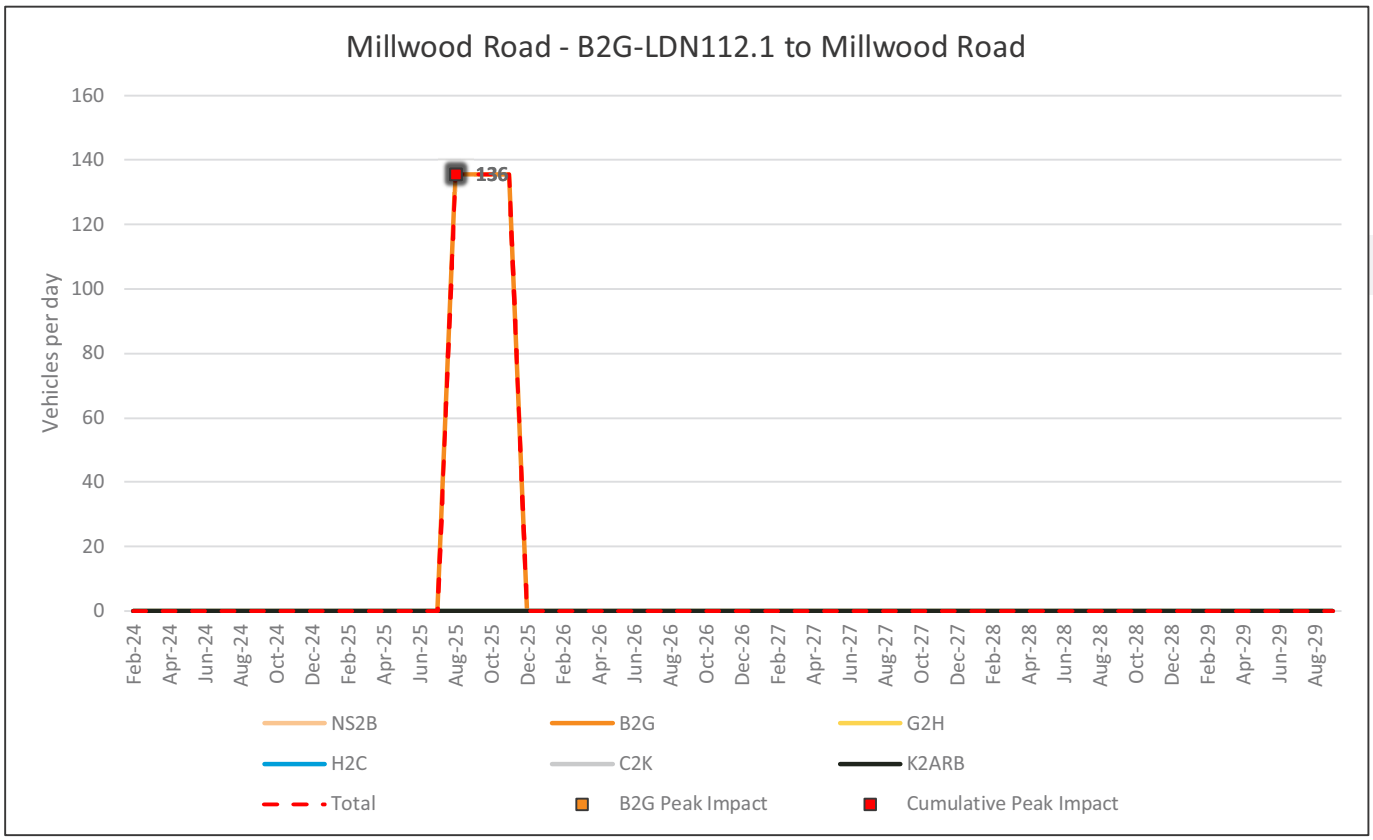
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millwood Road
Road section	B2G-LDN112.1 to Millwood Road

	B2G	Cumulative
Peak veh/day across construction	136	136
Peak impact month	Aug-25	Aug-25
Length of peak period	4	4



Road ID	X131-X129
Road name	Millwood Road
Road section	Millwood Road to Kooroongarra Road

	B2G	Cumulative
Peak veh/day across construction	136	136
Peak impact month	Aug-25	Aug-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	136	136	136	136	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	136	136	136	136	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

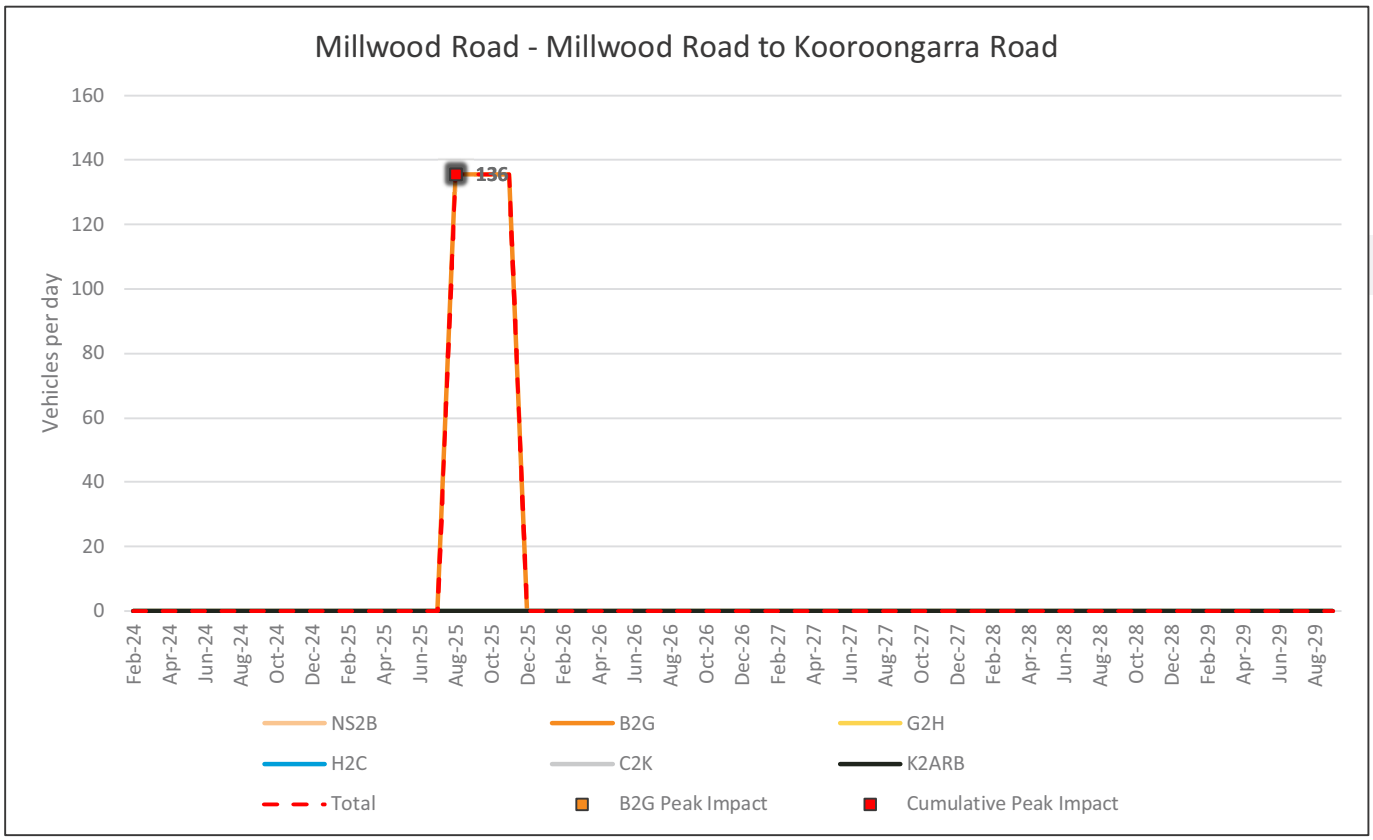
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Millwood Road
Road section	Millwood Road to Kooroongarra Road

	B2G	Cumulative
Peak veh/day across construction	136	136
Peak impact month	Aug-25	Aug-25
Length of peak period	4	4



Road ID	X62-E28
Road name	Moffatt Reserve Road
Road section	Millmerran-Inglewood Road to Millmerran Power Statio

	B2G	Cumulative
Peak veh/day across construction	71	71
Peak impact month	Jul-25	Jul-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	11	11	11	11	11
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	11	11	11	11	11

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	11	14	28	28	28	28	71	71	58	58	69	69
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	14	28	28	28	28	71	71	58	58	69	69

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	69	69	69	27	27	27	14	15	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	69	69	69	27	27	27	14	15	14	14	14	14

Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	13	13	15	15	12	12	11	11	11	11	11	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	13	15	15	12	12	11	11	11	11	11	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Moffatt Reserve Road
Road section	Millmerran-Inglewood Road to Millmerran Power Statio

	B2G	Cumulative
Peak veh/day across construction	71	71
Peak impact month	Jul-25	Jul-25
Length of peak period	2	2



Road ID	E88-X132
Road name	Murlaggan Road
Road section	B2G-LDN164.3 to Kahler Road

	B2G	Cumulative
Peak veh/day across construction	310	310
Peak impact month	Mar-25	Mar-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	14	310	310	310	310
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	14	310	310	310	310

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	310	310	310	310	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	310	310	310	310	14	14	14	14	14	14	14	14

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	14	14	14	14	14

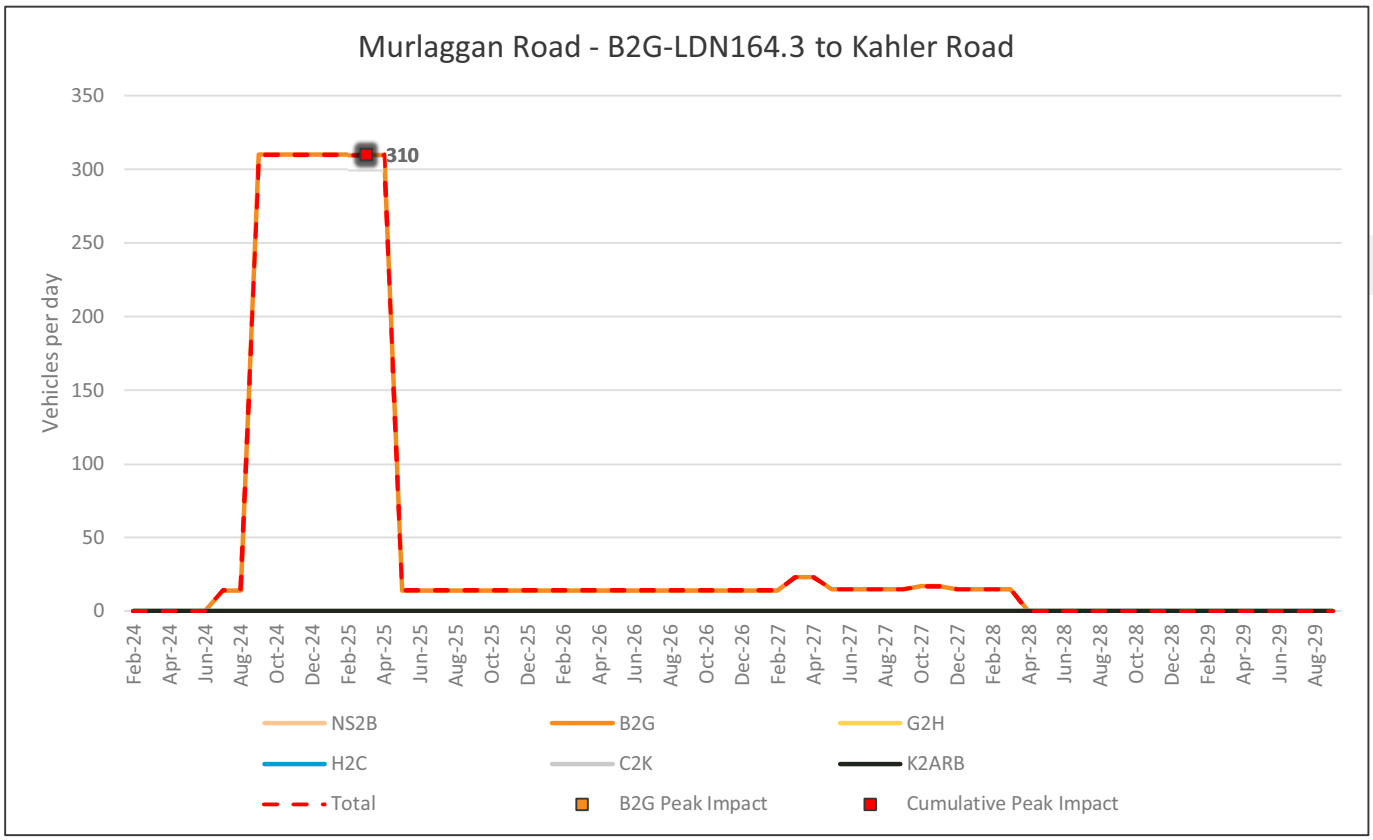
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	23	23	15	15	15	15	15	17	17	15
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	23	23	15	15	15	15	15	17	17	15

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	15	15	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	15	15	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Murlaggan Road
Road section	B2G-LDN164.3 to Kahler Road

	B2G	Cumulative
Peak veh/day across construction	310	310
Peak impact month	Mar-25	Mar-25
Length of peak period	2	2



Road ID	X132-X39
Road name	Murlaggan Road
Road section	Kahler Road to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	317	317
Peak impact month	Mar-25	Mar-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	21	21	317	317	317	317
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	21	21	317	317	317	317

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	317	317	317	317	21	21	21	21	21	21	21	21
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	317	317	317	317	21	21	21	21	21	21	21	21

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	21	21	21	21	21	21	21	21	21	21	21	21
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	21	21	21	21	21	21	21	21	21	21	21

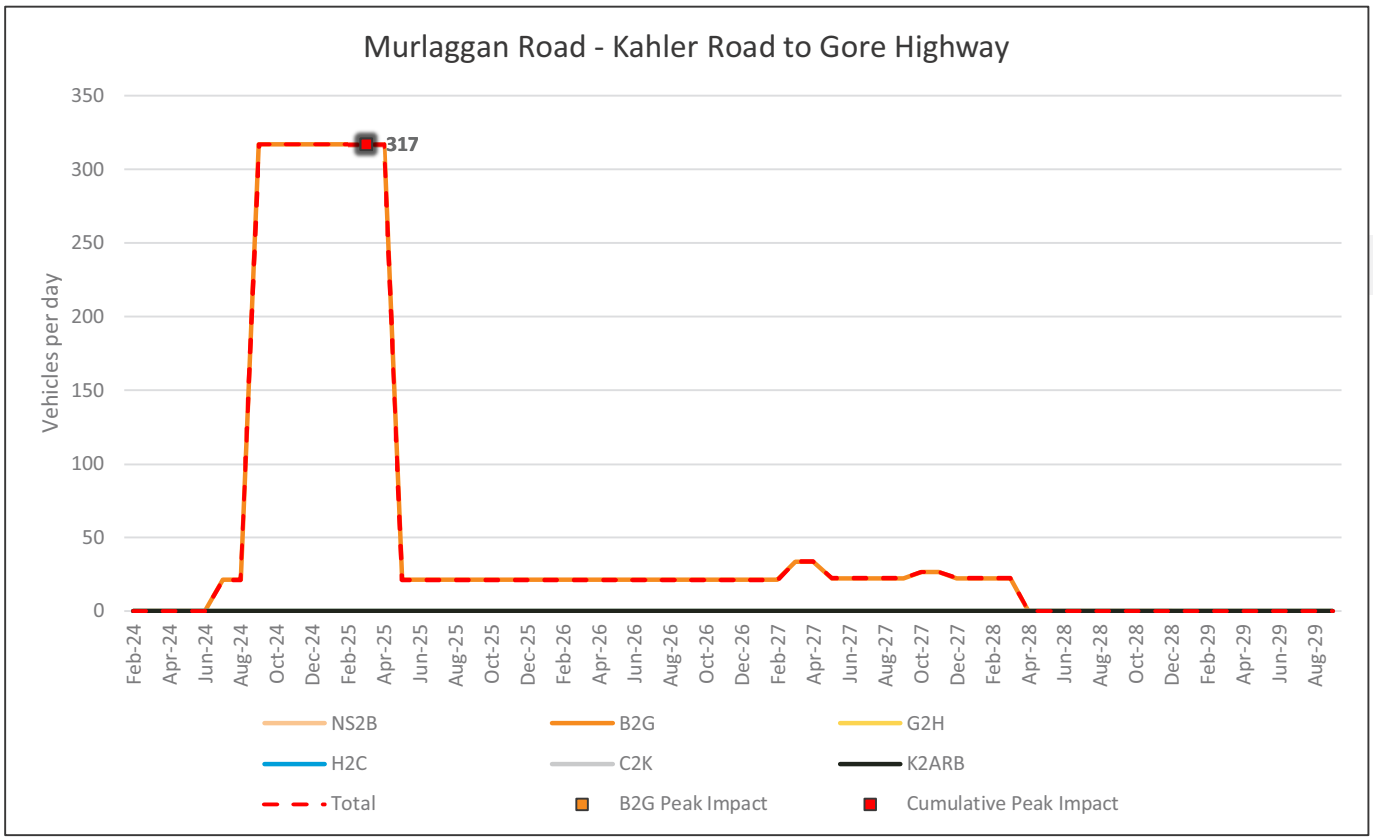
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	21	21	34	34	22	22	22	22	22	27	27	22
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	21	34	34	22	22	22	22	22	27	27	22

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	22	22	22	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	22	22	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Murlaggan Road
Road section	Kahler Road to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	317	317
Peak impact month	Mar-25	Mar-25
Length of peak period	2	2



Road ID	X40-E60
Road name	Oakey-Pittsworth Road
Road section	Gore Highway to B2G-LDN171.0

	B2G	Cumulative
Peak veh/day across construction	13	13
Peak impact month	Jun-26	Jun-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	7	7	7	7	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	7

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	13	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	13	7	7	7	7	7	7

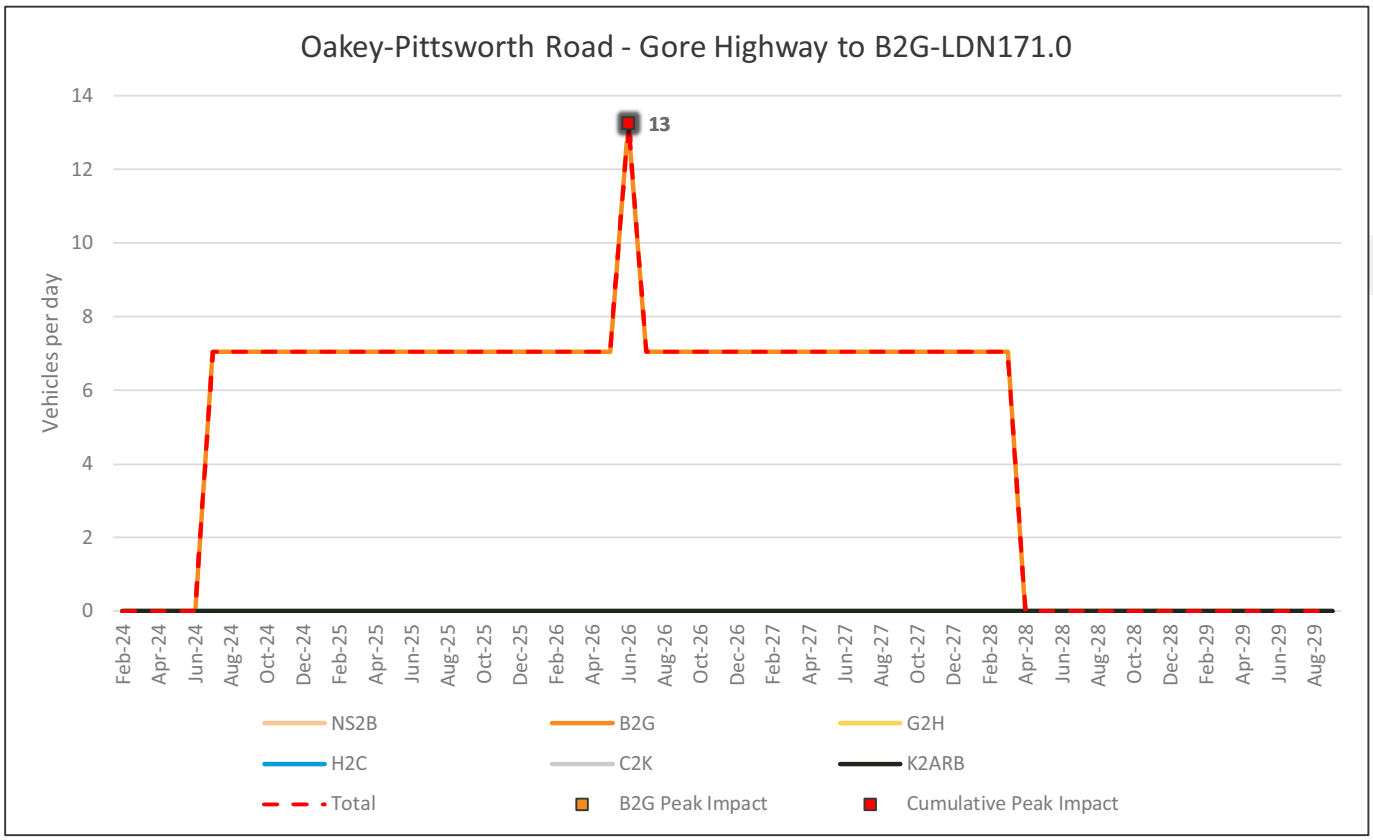
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Oakey-Pittsworth Road
Road section	Gore Highway to B2G-LDN171.0

	B2G	Cumulative
Peak veh/day across construction	13	13
Peak impact month	Jun-26	Jun-26
Length of peak period	1	1



Road ID	X75-X82
Road name	O'Mara Road
Road section	Toowoomba-Cecil Plains Road to Warrego Highway

	B2G	Cumulative
Peak veh/day across construction	87	87
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	1	8	8	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	8	8	8	8	8

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	42	42	42	44	44	44	44	44	44	46	12
G2H	0	0	0	0	0	0	0	0	1	1	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	42	42	42	44	44	44	44	45	45	46	12

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	12	12	10	10	10	10	10	10	10	10	10	10
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	1	1	1	1	1	1	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	12	10	10	10	10	10	10	10	10	10	10

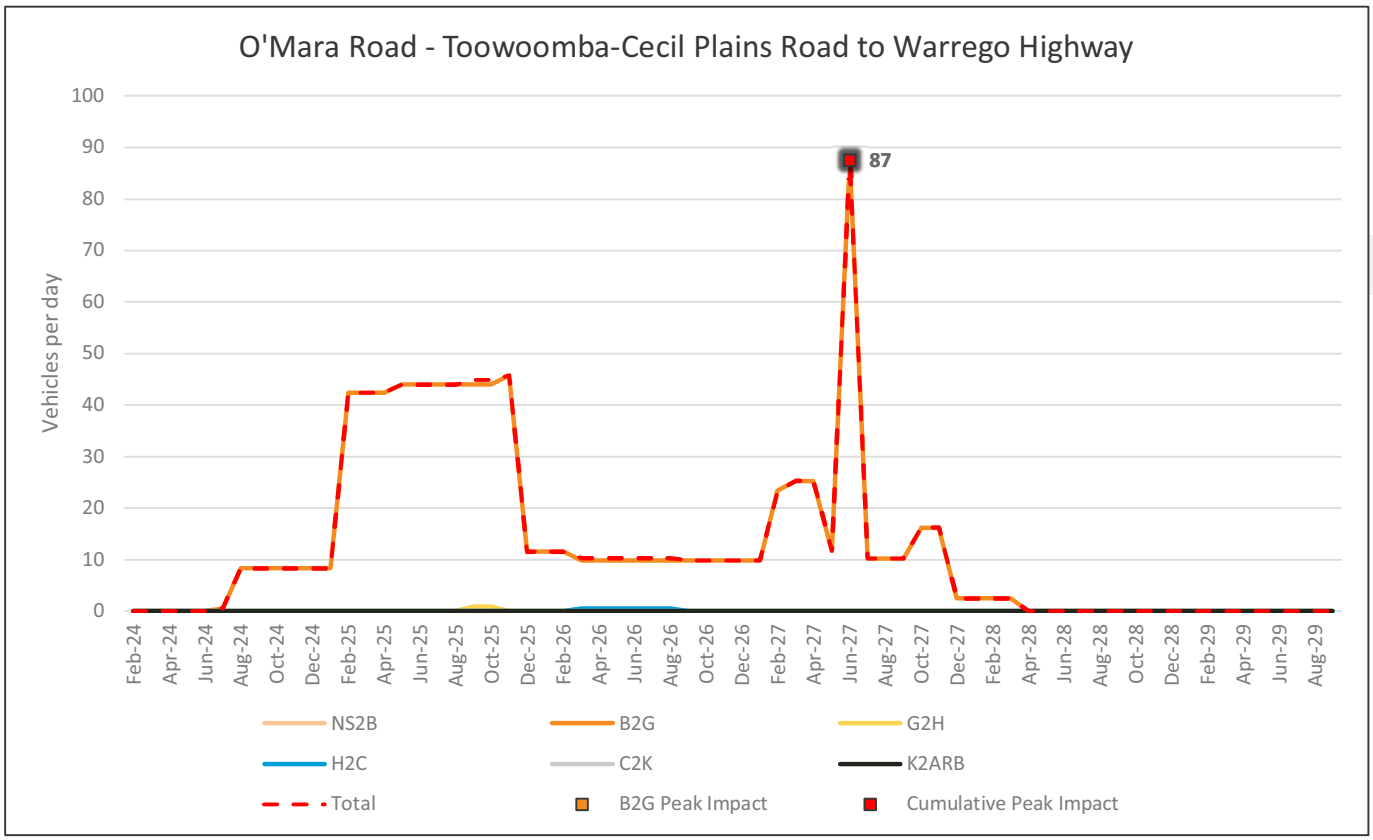
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	10	23	25	25	12	87	10	10	10	16	16	2
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	23	25	25	12	87	10	10	10	16	16	2

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	2	2	2	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	2	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	O'Mara Road
Road section	Toowoomba-Cecil Plains Road to Warrego Highway

	B2G	Cumulative
Peak veh/day across construction	87	87
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	E110-E51
Road name	Owens Scrub Road
Road section	B2G-LDN129.5 to B2G-LDN128.2

	B2G	Cumulative
Peak veh/day across construction	30	30
Peak impact month	Jun-27	Jun-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	3	3	3	3	3
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	3	3	3	3

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	3	3	3	3	3	20	20	20	20	20	20
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	3	3	3	3	20	20	20	20	20	20

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	20	20	5	5	5	3	3	3	3	3	3
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	20	5	5	5	3	3	3	3	3	3

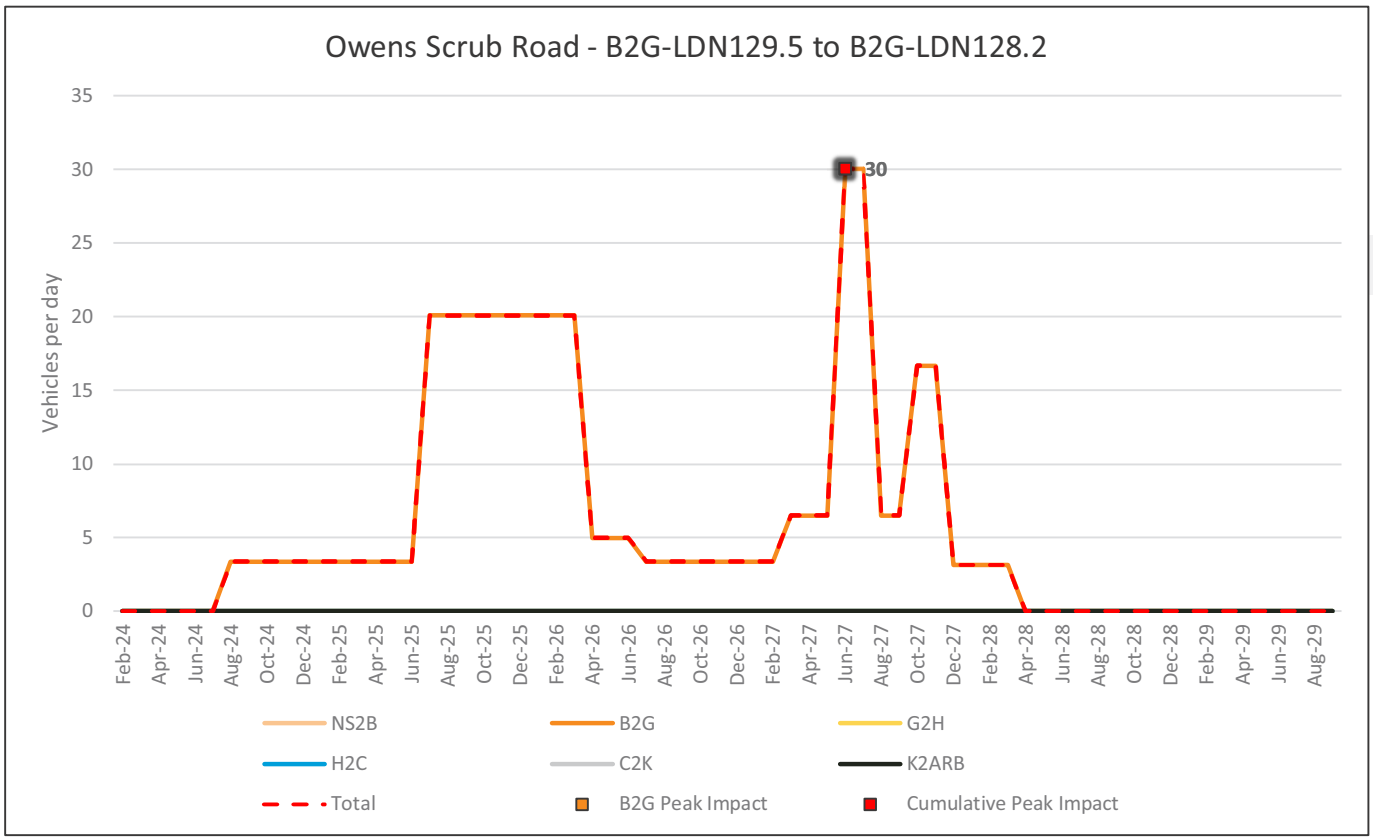
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	3	7	7	7	30	30	7	7	17	17	3
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	7	7	7	30	30	7	7	17	17	3

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	3	3	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	3	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Owens Scrub Road**
Road section	**B2G-LDN129.5 to B2G-LDN128.2**

	B2G	Cumulative
Peak veh/day across construction	**30**	**30**
Peak impact month	**Jun-27**	**Jun-27**
Length of peak period	**2**	**2**



Road ID	E51-E52
Road name	Owens Scrub Road
Road section	B2G-LDN128.2 to B2G-LDN130.0

	B2G	Cumulative
Peak veh/day across construction	279	279
Peak impact month	Sep-24	Sep-24
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	3	279	279	279	3
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	279	279	279	3

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	3	3	3	3	3	20	20	20	20	20	20
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	3	3	3	3	20	20	20	20	20	20

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	20	20	5	5	5	5	5	5	5	5	5
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	20	5	5	5	5	5	5	5	5	5

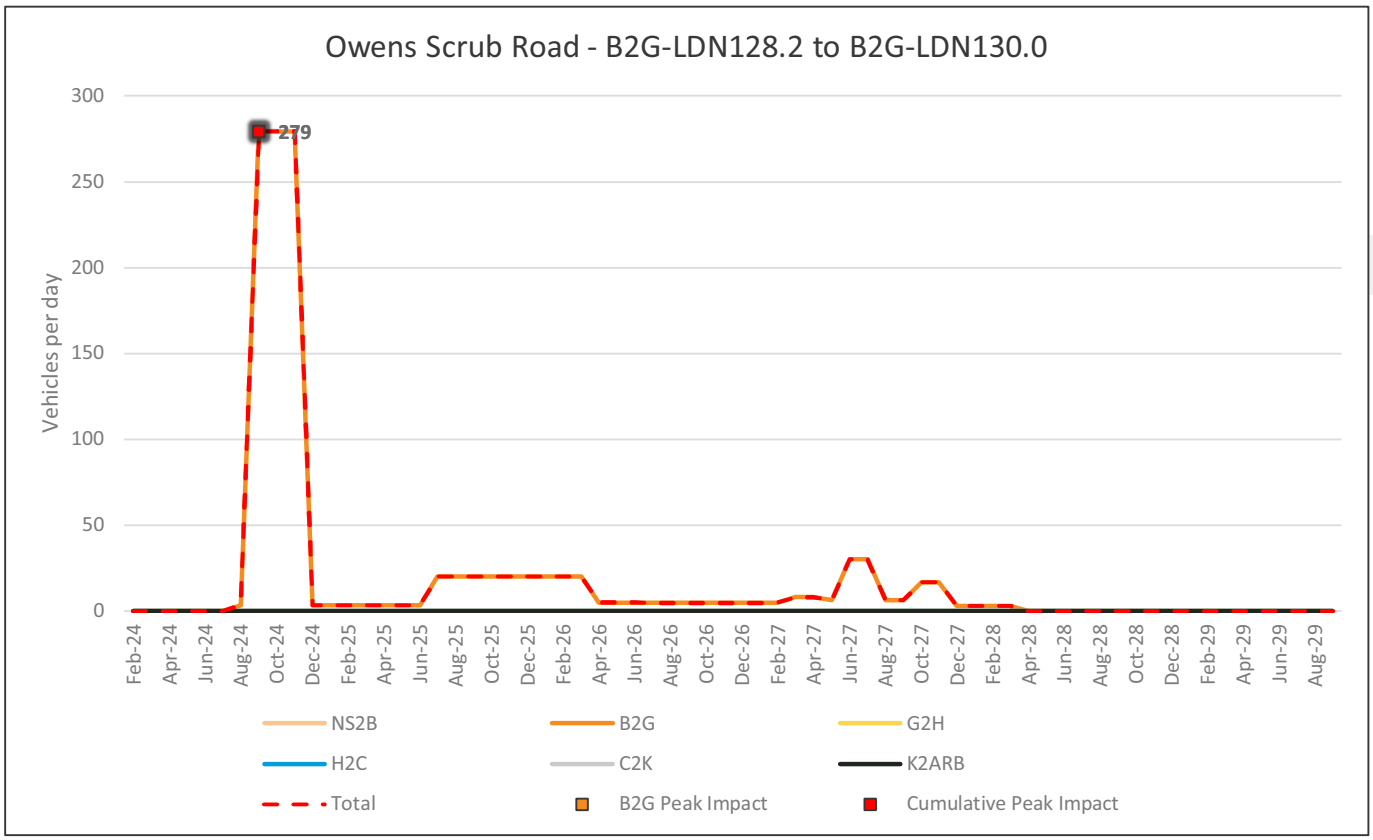
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	5	5	8	8	7	30	30	7	7	17	17	3
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	8	8	7	30	30	7	7	17	17	3

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	3	3	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	3	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Owens Scrub Road**
Road section	**B2G-LDN128.2 to B2G-LDN130.0**

	B2G	Cumulative
Peak veh/day across construction	**279**	**279**
Peak impact month	**Sep-24**	**Sep-24**
Length of peak period	**3**	**3**



Road ID	E52-X63
Road name	Owens Scrub Road
Road section	B2G-LDN130.0 to Millmerran-Inglewood Road

	B2G	Cumulative
Peak veh/day across construction	540	540
Peak impact month	Oct-24	Oct-24
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	17	293	540	540	264
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	17	293	540	540	264

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	264	264	264	18	18	18	34	36	36	36	36	37
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	264	264	264	18	18	18	34	36	36	36	36	37

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	37	34	34	19	19	19	19	19	19	19	19	19
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	34	34	19	19	19	19	19	19	19	19	19

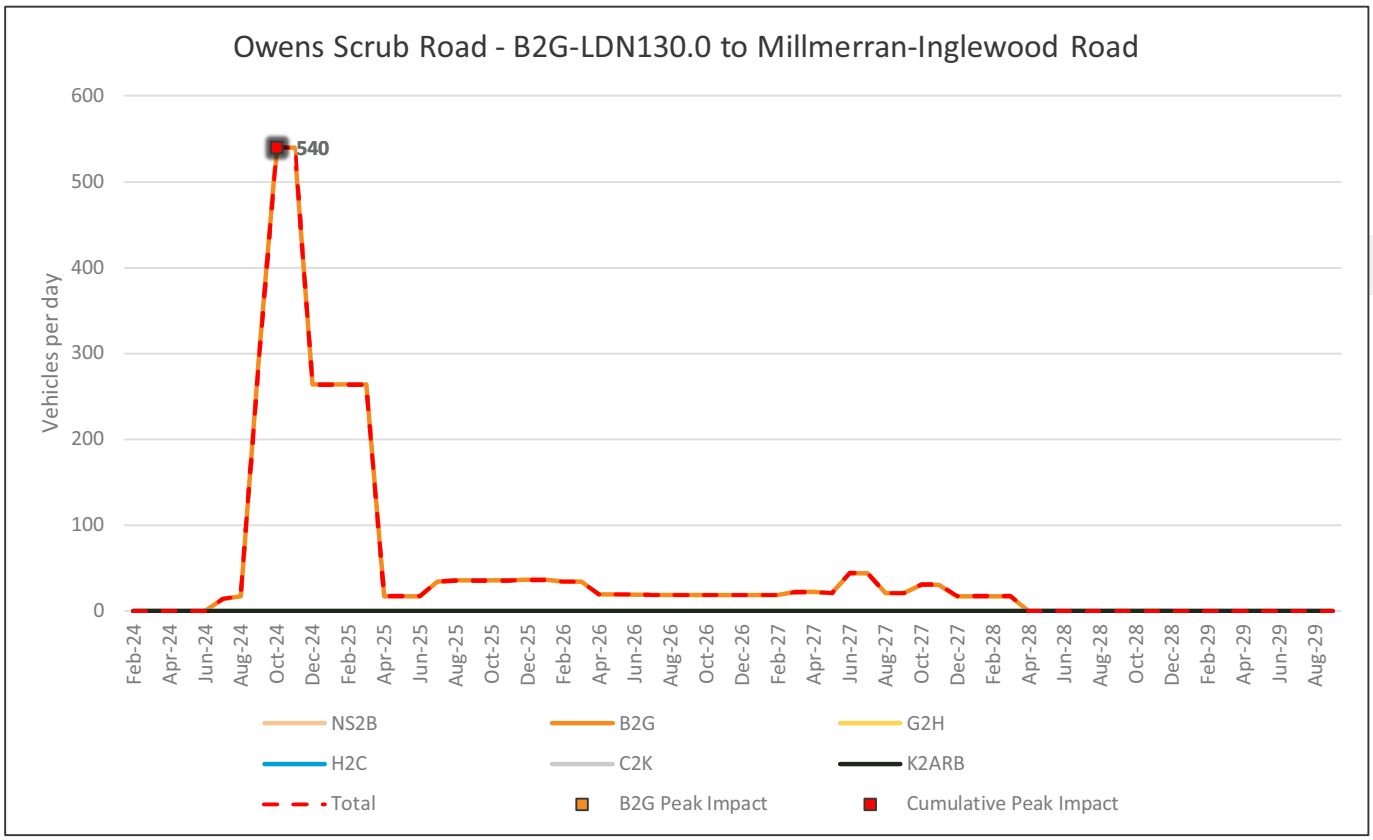
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	19	19	22	22	21	44	44	21	21	31	31	17
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	19	22	22	21	44	44	21	21	31	31	17

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	17	17	17	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	17	17	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Owens Scrub Road
Road section	B2G-LDN130.0 to Millmerran-Inglewood Road

	B2G	Cumulative
Peak veh/day across construction	540	540
Peak impact month	Oct-24	Oct-24
Length of peak period	2	2



Road ID	X41-E91
Road name	Paint Mine Road
Road section	Gore Highway to B2G-LDN173.5

	B2G	Cumulative
Peak veh/day across construction	12	12
Peak impact month	Oct-27	Oct-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	7	7	7	7	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	8	8	8	8	8	8	8	8	8	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	8	8	8	8	8	8	8	8	8	8

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	8	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	8	7	7	7	7	7	7	7	7	7

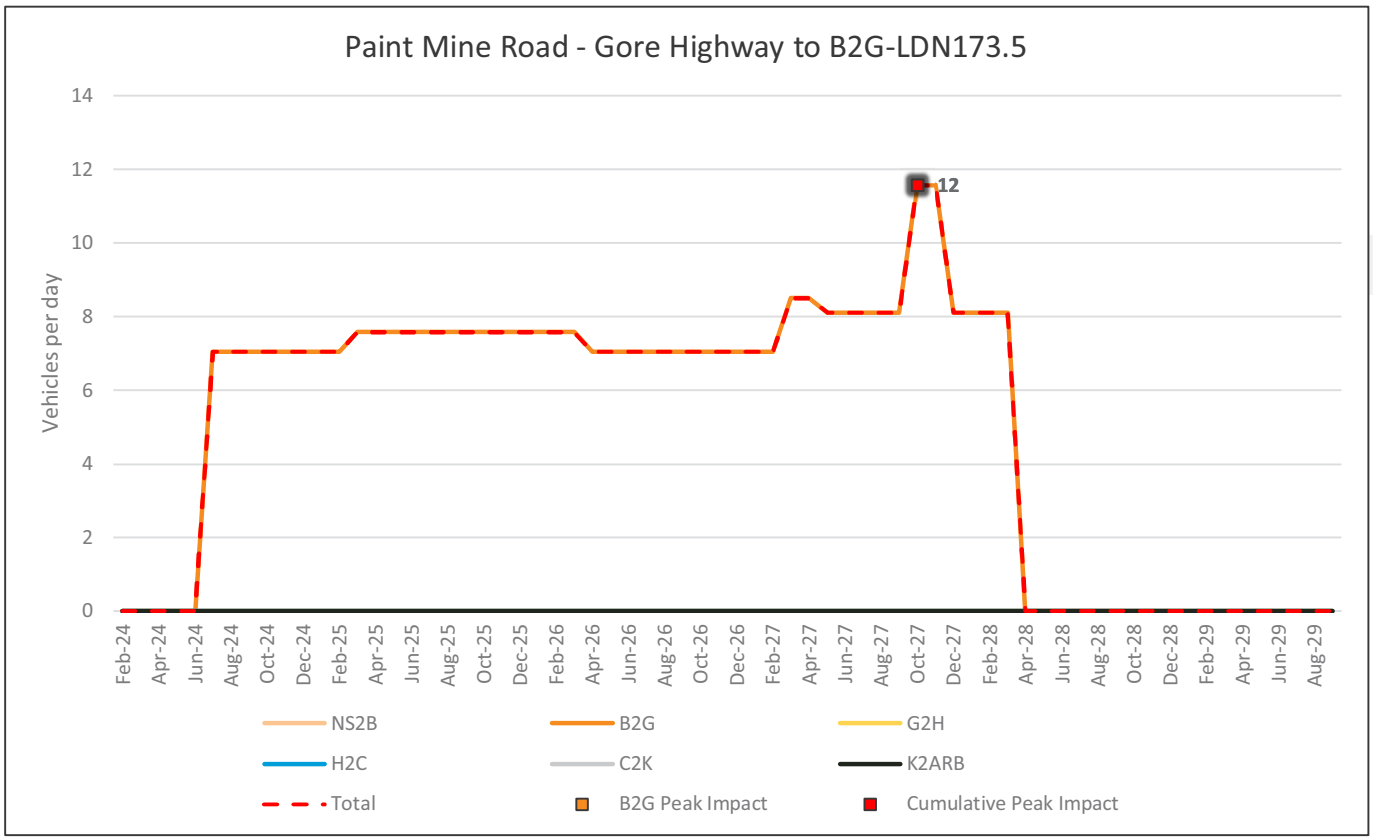
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	9	9	8	8	8	8	8	12	12	8
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	9	9	8	8	8	8	8	12	12	8

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	8	8	8	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	8	8	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Paint Mine Road
Road section	Gore Highway to B2G-LDN173.5

	B2G	Cumulative
Peak veh/day across construction	12	12
Peak impact month	Oct-27	Oct-27
Length of peak period	2	2



Road ID	X64-E46
Road name	Paton Road
Road section	Millmerran-Inglewood Road to B2G-LDN104.5

	B2G	Cumulative
Peak veh/day across construction	47	47
Peak impact month	Jun-27	Jun-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	14	14	14	14	14

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	15	15	15	15	15	15	15	15	15	15	15
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	15	15	15	15	15	15	15	15	15	15	15

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	15	15	15	15	15	15	15	15	15	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	15	15	15	15	15	15	15	15	14	14	14

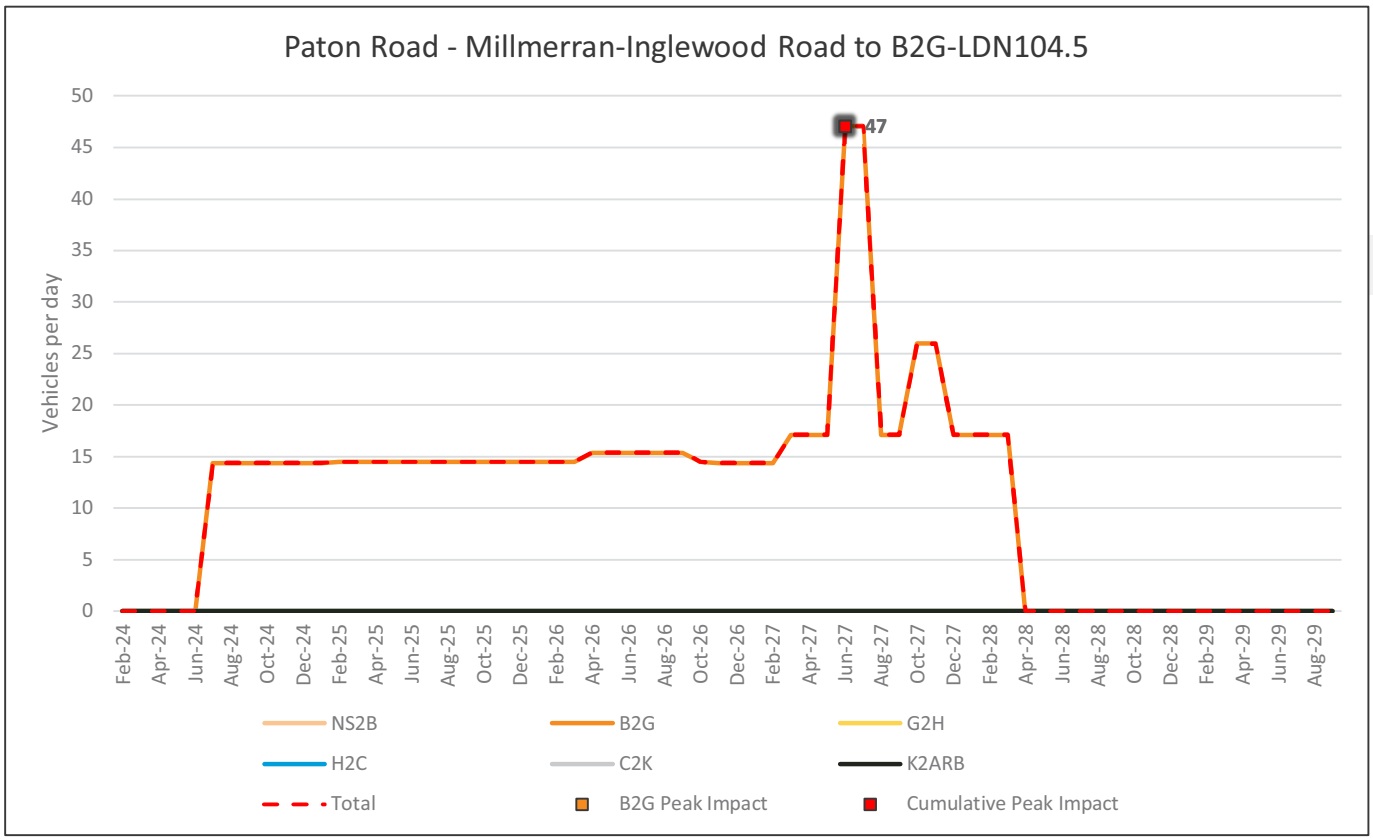
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	17	17	17	47	47	17	17	26	26	17
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	17	17	17	47	47	17	17	26	26	17

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	17	17	17	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	17	17	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Paton Road
Road section	Millmerran-Inglewood Road to B2G-LDN104.5

	B2G	Cumulative
Peak veh/day across construction	47	47
Peak impact month	Jun-27	Jun-27
Length of peak period	2	2



Road ID	X136-E23
Road name	Quarry Road Access
Road section	Tummaville Road to Quarry

	B2G	Cumulative
Peak veh/day across construction	164	164
Peak impact month	Aug-25	Aug-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	164	164	164	164	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	164	164	164	164	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

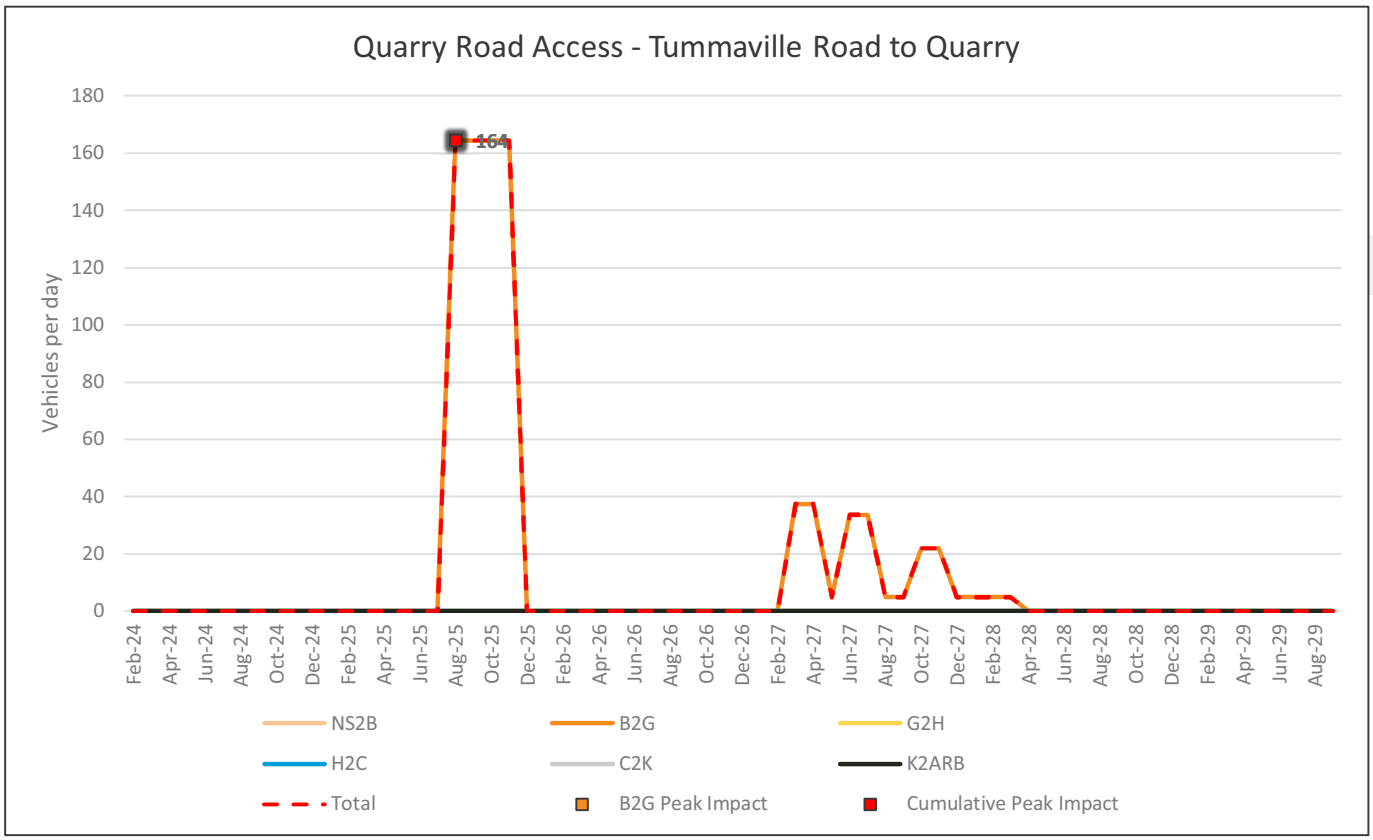
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	38	38	5	34	34	5	5	22	22	5
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	38	38	5	34	34	5	5	22	22	5

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	5	5	5	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	5	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Quarry Road Access
Road section	Tummaville Road to Quarry

	B2G	Cumulative
Peak veh/day across construction	164	164
Peak impact month	Aug-25	Aug-25
Length of peak period	4	4



Road ID	X123-X42
Road name	Saleyards Road
Road section	Campbell Street to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	27	27
Peak impact month	Jun-27	Jun-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	1	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	1	1	1	1	1	1	1	1

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	1	1	1	1	1	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	1	1	1	1	0	0	0	0	0

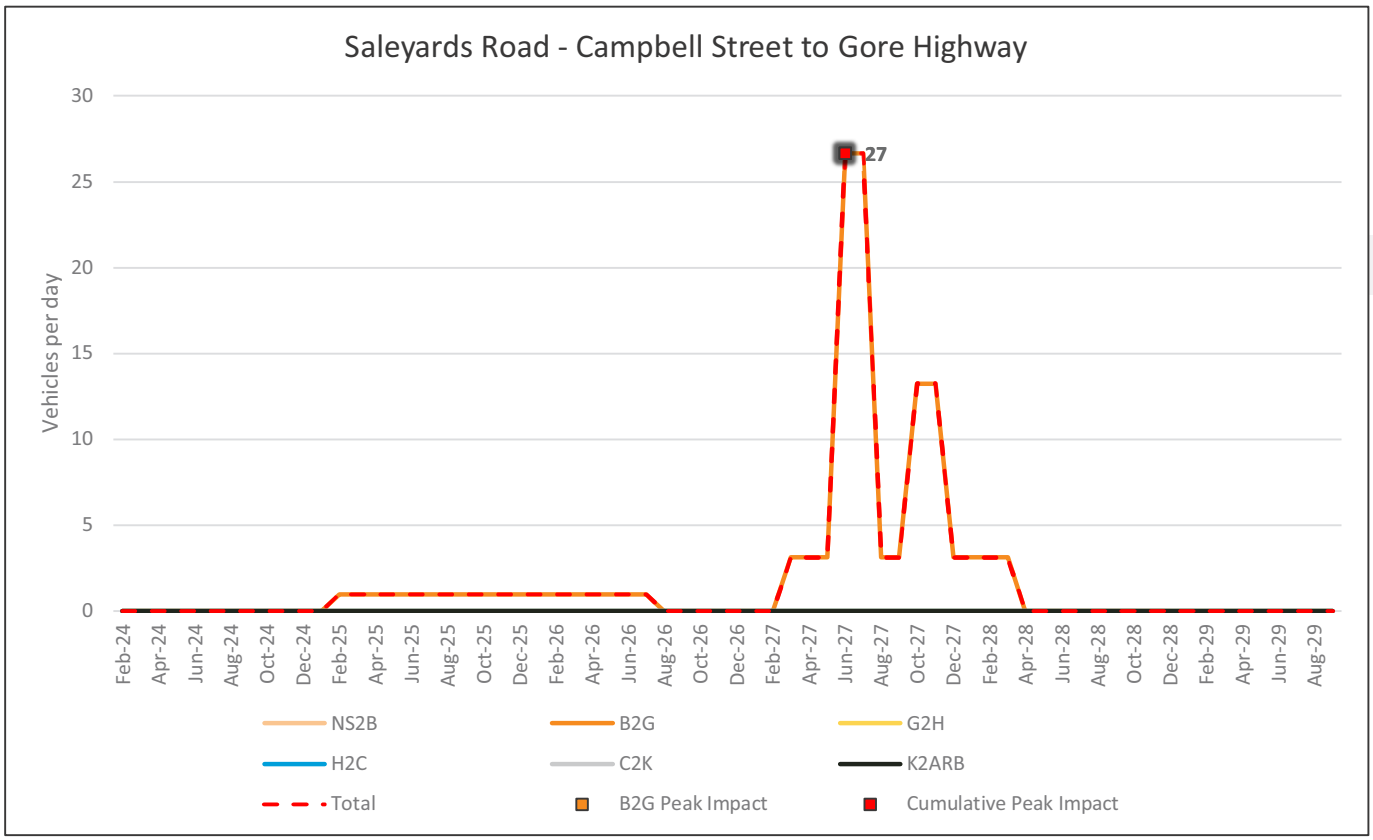
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	3	3	3	27	27	3	3	13	13	3
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	3	3	27	27	3	3	13	13	3

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	3	3	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	3	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Saleyards Road
Road section	Campbell Street to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	27	27
Peak impact month	Jun-27	Jun-27
Length of peak period	2	2



Road ID	X60-E50
Road name	Schwarten Road
Road section	Millmerran-Inglewood Road to B2G-LDN126.9

	B2G	Cumulative
Peak veh/day across construction	9	9
Peak impact month	Dec-25	Dec-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	7	7	7	7	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	9
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	9

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	9	9	9	9	9	9	9	9	9	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	9	9	9	9	9	9	9	9	7	7	7

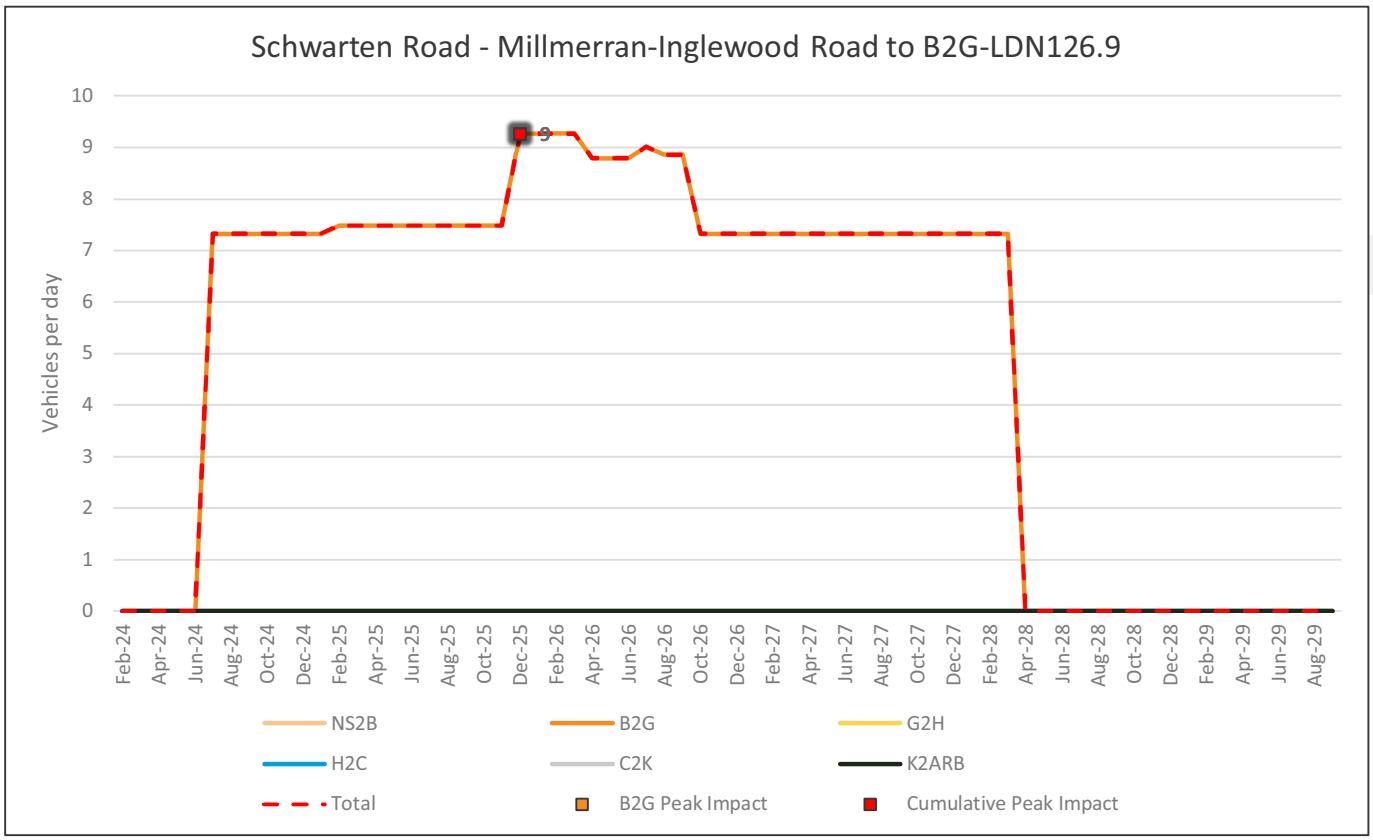
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Schwarten Road
Road section	Millmerran-Inglewood Road to B2G-LDN126.9

	B2G	Cumulative
Peak veh/day across construction	9	9
Peak impact month	Dec-25	Dec-25
Length of peak period	4	4



Road ID	X124-E109
Road name	Scragg Road
Road section	Commodore Peak Road to B2G-LDN123.6

	B2G	Cumulative
Peak veh/day across construction	103	103
Peak impact month	Jan-26	Jan-26
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	14	14	14	14	14

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	14	14	14	15	15	15	15	16
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	14	14	14	15	15	15	15	16

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	103	103	14	14	14	14	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	103	103	14	14	14	14	14	14	14	14	14	14

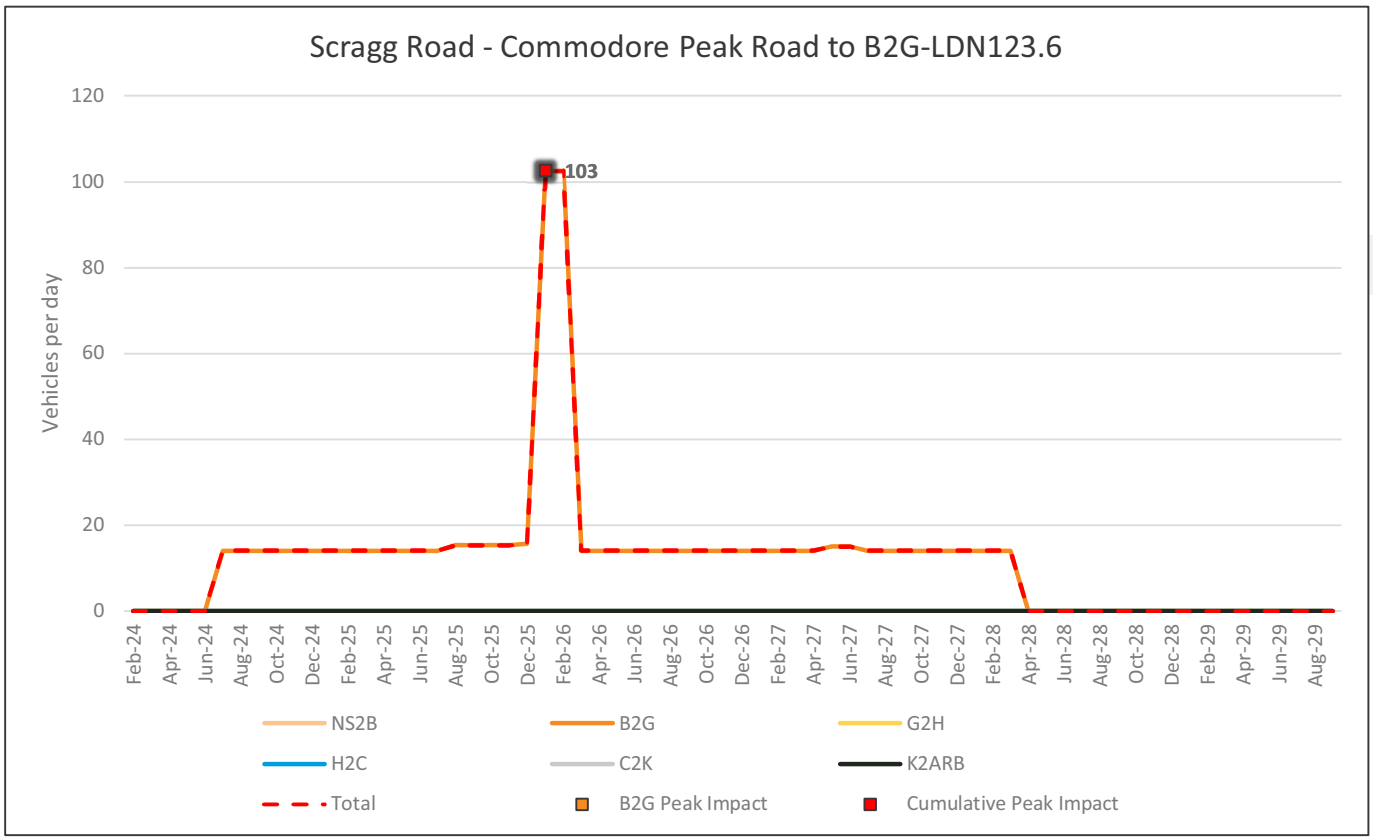
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	14	15	15	14	14	14	14	14	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	14	15	15	14	14	14	14	14	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Scragg Road
Road section	Commodore Peak Road to B2G-LDN123.6

	B2G	Cumulative
Peak veh/day across construction	103	103
Peak impact month	Jan-26	Jan-26
Length of peak period	2	2



Road ID	E109-E49
Road name	Scragg Road
Road section	B2G-LDN123.6 to B2G-LDN123.8

	B2G	Cumulative
Peak veh/day across construction	2	2
Peak impact month	Dec-25	Dec-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	1	1	1	1	2
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1	1	2

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

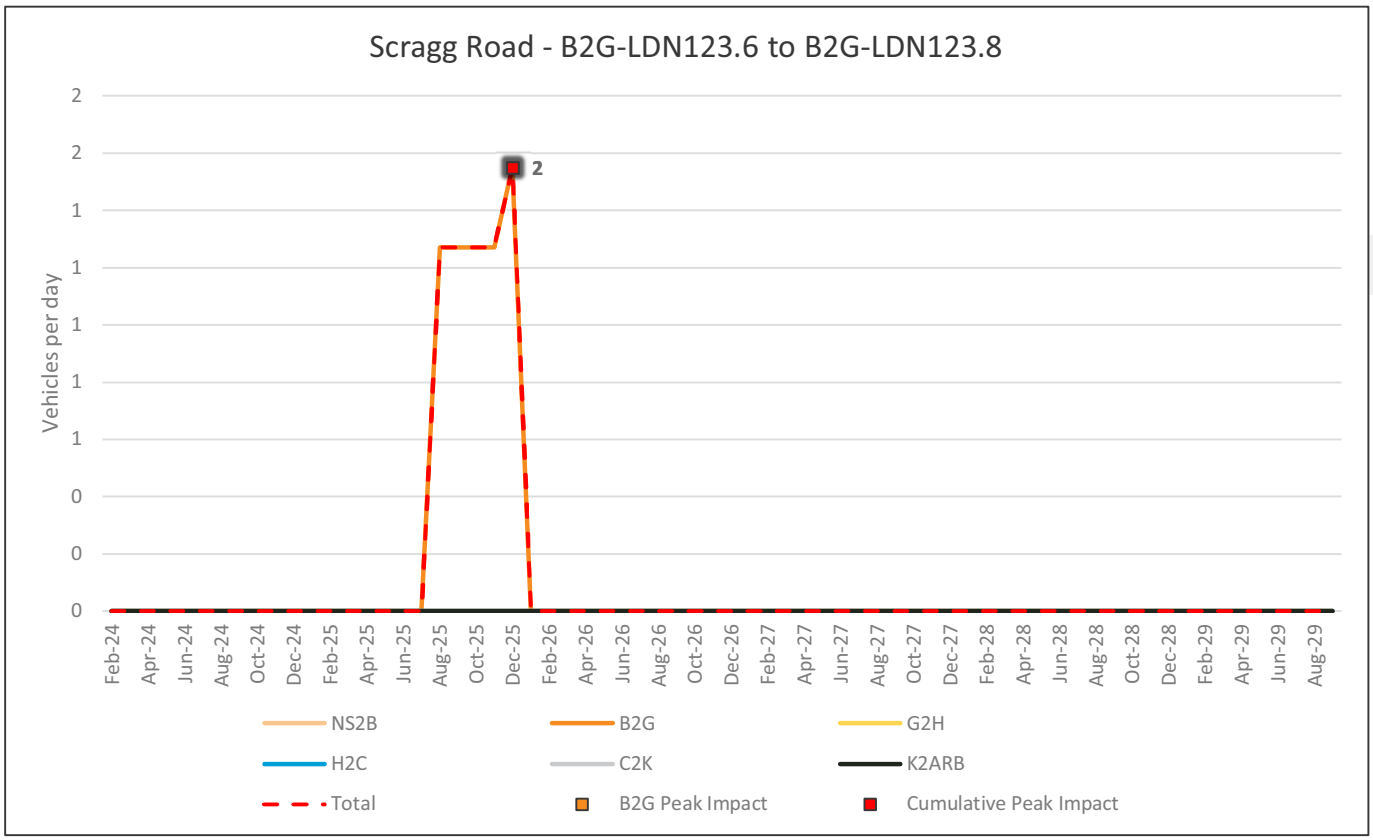
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Scragg Road
Road section	B2G-LDN123.6 to B2G-LDN123.8

	B2G	Cumulative
Peak veh/day across construction	2	2
Peak impact month	Dec-25	Dec-25
Length of peak period	1	1



Road ID	E102-X43
Road name	Scrubby Road
Road section	Bland Quarry Pittsworth to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	1550	1550
Peak impact month	Dec-25	Dec-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	1550
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1550

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1550	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1550	0	0	0	0	0	0	0	0	0	0	0

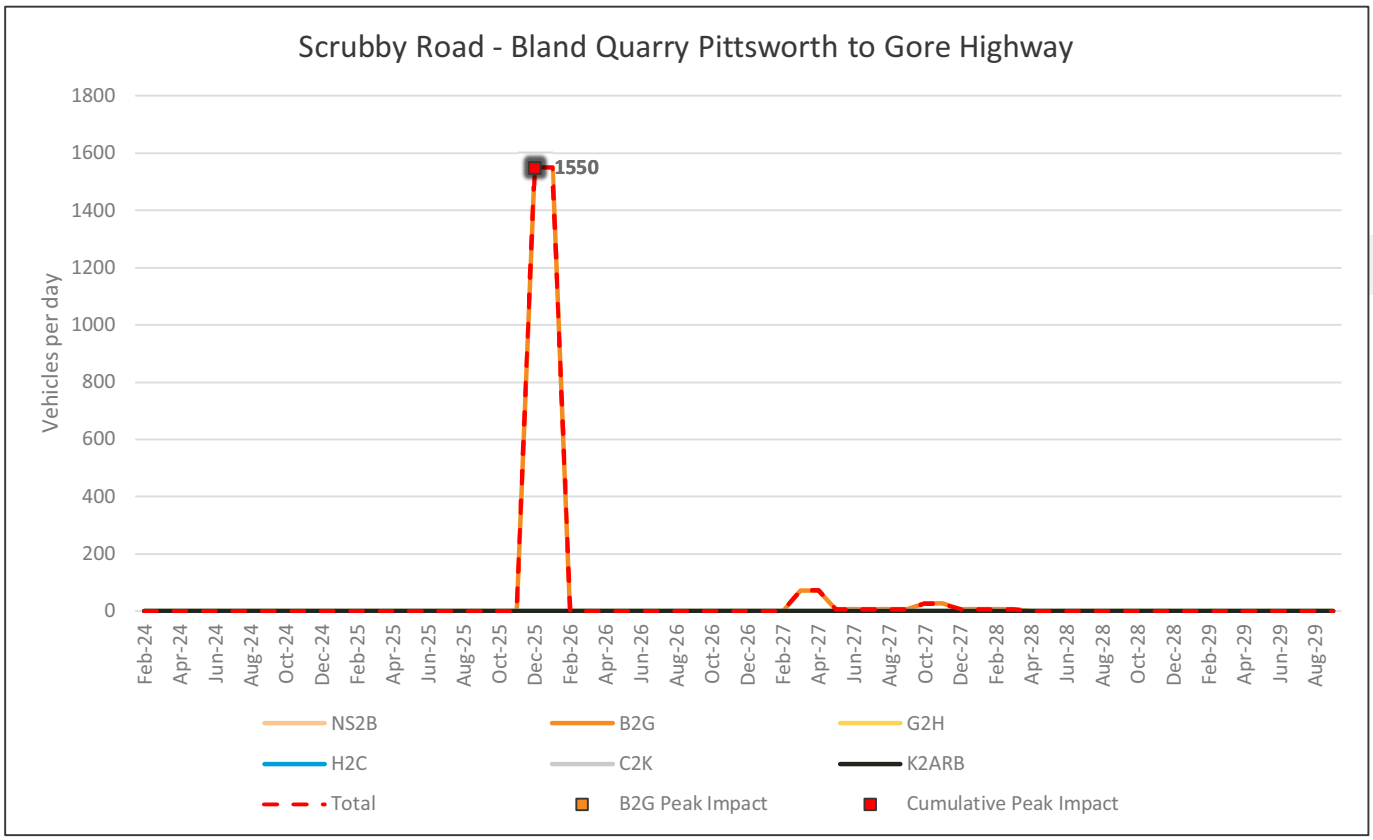
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	73	73	6	6	6	6	6	27	27	6
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	73	73	6	6	6	6	6	27	27	6

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	6	6	6	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	6	6	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Scrubby Road
Road section	Bland Quarry Pittsworth to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	1550	1550
Peak impact month	Dec-25	Dec-25
Length of peak period	2	2



Road ID	X82-E30
Road name	Steger Road
Road section	Warrego Highway to New Hope Recycled Water Pipeline

	B2G	Cumulative
Peak veh/day across construction	95	95
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	31	31	31	31	31
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	31	31	31	31	31

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	41	92	92	92	93	93	93	93	93	93	95	51
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	92	92	92	93	93	93	93	93	93	95	51

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	51	52	51	40	40	40	40	40	40	40	32	33
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	52	51	40	40	40	40	40	40	40	32	33

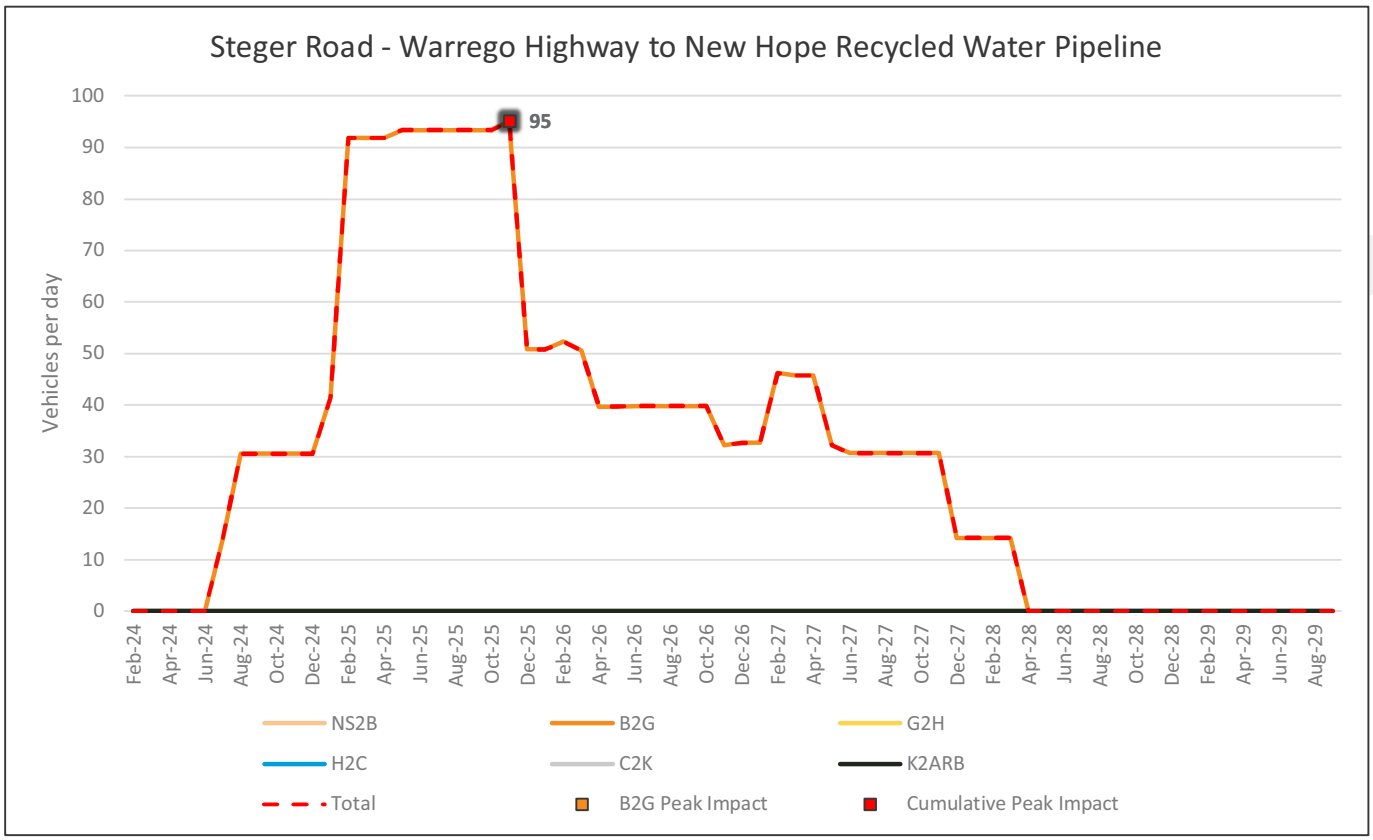
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	33	46	46	46	32	31	31	31	31	31	31	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	33	46	46	46	32	31	31	31	31	31	31	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Steger Road
Road section	Warrego Highway to New Hope Recycled Water Pipeline

	B2G	Cumulative
Peak veh/day across construction	95	95
Peak impact month	Nov-25	Nov-25
Length of peak period	1	1



Road ID	E30-X147
Road name	Steger Road
Road section	New Hope Recycled Water Pipeline to Draper Road

	B2G	Cumulative
Peak veh/day across construction	44	44
Peak impact month	Dec-25	Dec-25
Length of peak period	11	11

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	20	20	20	20	20
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	20	20	20	20	20

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	20	20	20	20	20	20	20	20	20	20	20	44
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	20	20	20	20	20	20	20	20	20	44

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	44	44	44	44	44	44	44	44	44	44	20	21
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	44	44	44	44	44	44	44	44	44	20	21

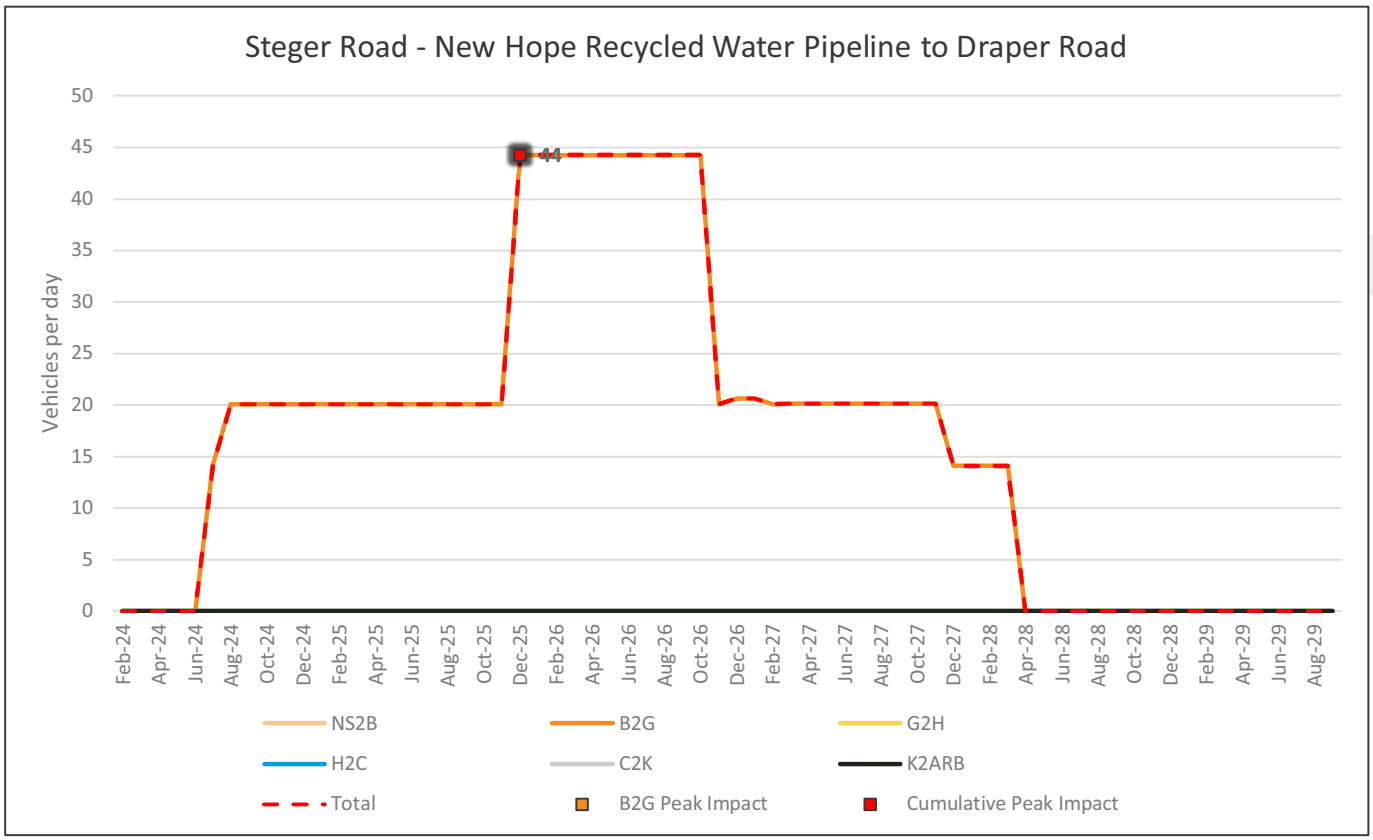
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	21	20	20	20	20	20	20	20	20	20	20	14
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	20	20	20	20	20	20	20	20	20	20	14

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	14	14	14	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	14	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Steger Road
Road section	New Hope Recycled Water Pipeline to Draper Road

	B2G	Cumulative
Peak veh/day across construction	44	44
Peak impact month	Dec-25	Dec-25
Length of peak period	11	11



Road ID	X147-X130
Road name	Steger Road
Road section	Draper Road to Leesons Road

	B2G	Cumulative
Peak veh/day across construction	30	30
Peak impact month	Dec-25	Dec-25
Length of peak period	11	11

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	6	6	6	6	6
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	6	6	6	6	6

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	6	6	6	6	6	6	6	6	6	6	6	30
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	6	6	6	6	6	6	6	6	6	6	30

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	30	30	30	30	30	30	30	30	30	30	6	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	30	30	30	30	30	30	30	30	30	6	7

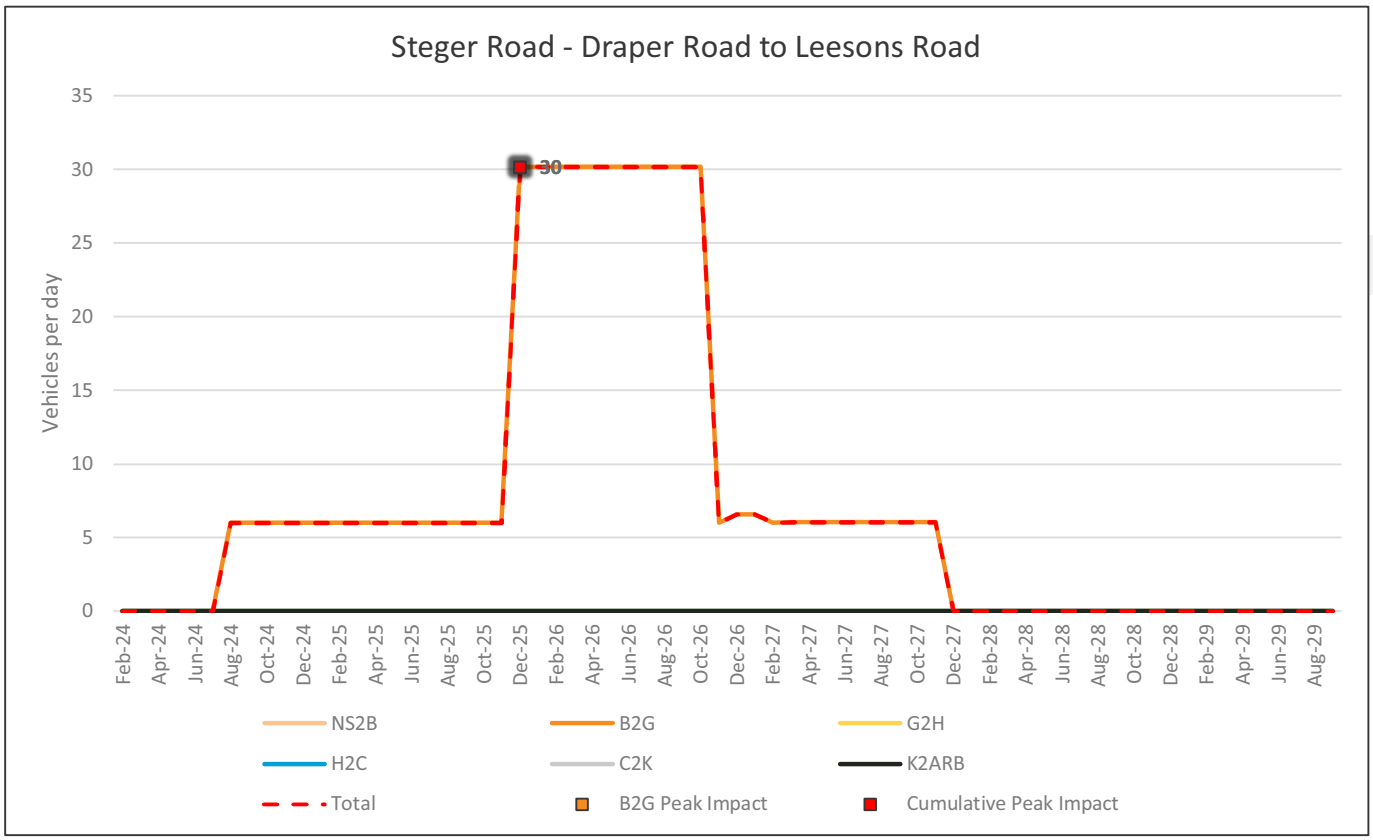
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	6	6	6	6	6	6	6	6	6	6	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	6	6	6	6	6	6	6	6	6	6	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Steger Road**
Road section	**Draper Road to Leesons Road**

	B2G	Cumulative
Peak veh/day across construction	**30**	**30**
Peak impact month	**Dec-25**	**Dec-25**
Length of peak period	**11**	**11**



Road ID	X136-X45
Road name	Tummaville Road
Road section	Access Track to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	164	164
Peak impact month	Aug-25	Aug-25
Length of peak period	4	4

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	164	164	164	164	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	164	164	164	164	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

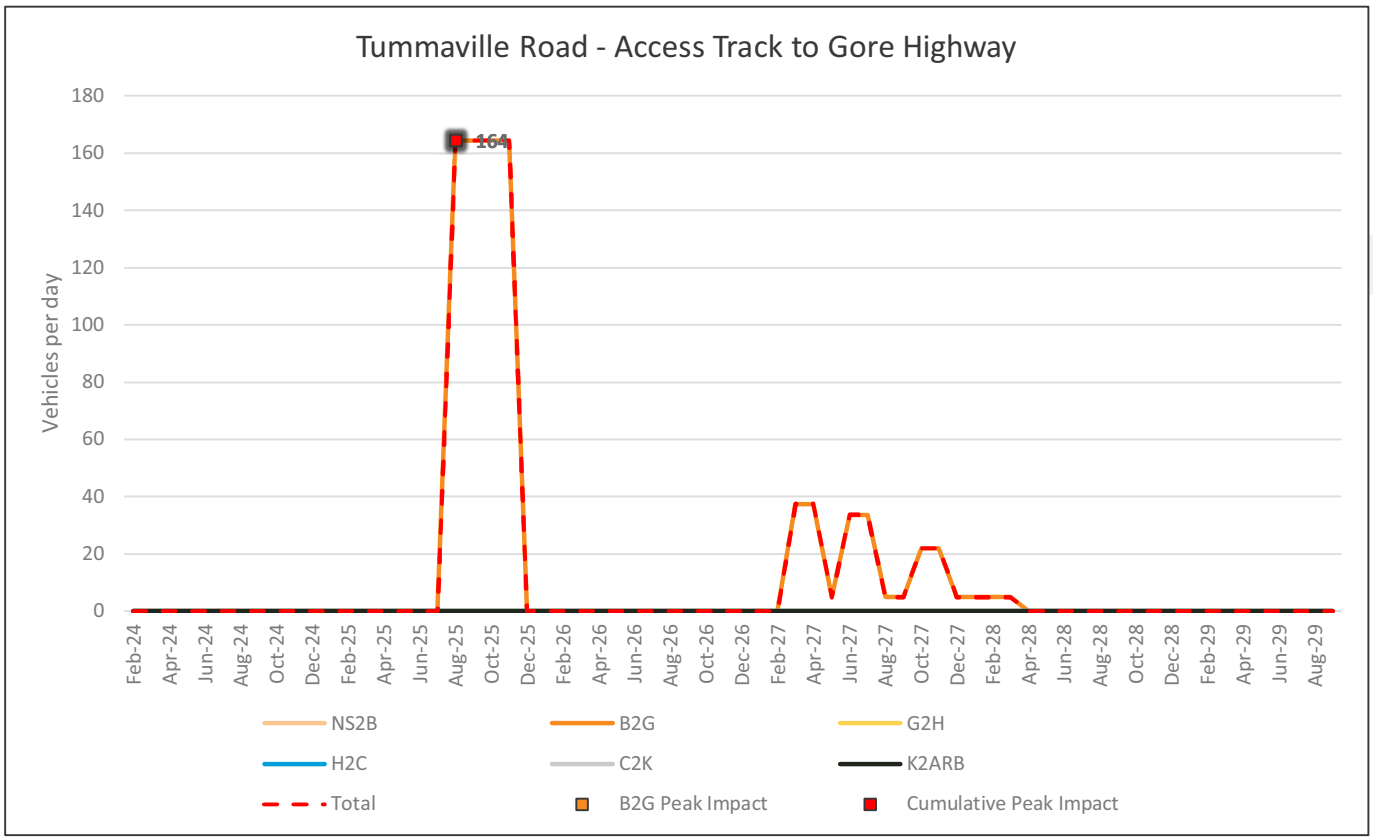
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	38	38	5	34	34	5	5	22	22	5
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	38	38	5	34	34	5	5	22	22	5

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	5	5	5	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	5	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Tummaville Road
Road section	Access Track to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	164	164
Peak impact month	Aug-25	Aug-25
Length of peak period	4	4



Road ID	X46-E34
Road name	Turallin Road
Road section	Gore Highway to Millmerran Construction Camp

	B2G	Cumulative
Peak veh/day across construction	233	233
Peak impact month	Jul-24	Jul-24
Length of peak period	45	45

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	3	3	0	0	233	233	233	233	233	233
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	233	233	233	233	233	233

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	233	233	233	233	233	233	233	233	233	233	233	233
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	233	233	233	233	233	233	233	233	233	233	233	233

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	233	233	233	233	233	233	233	233	233	233	233	233
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	233	233	233	233	233	233	233	233	233	233	233	233

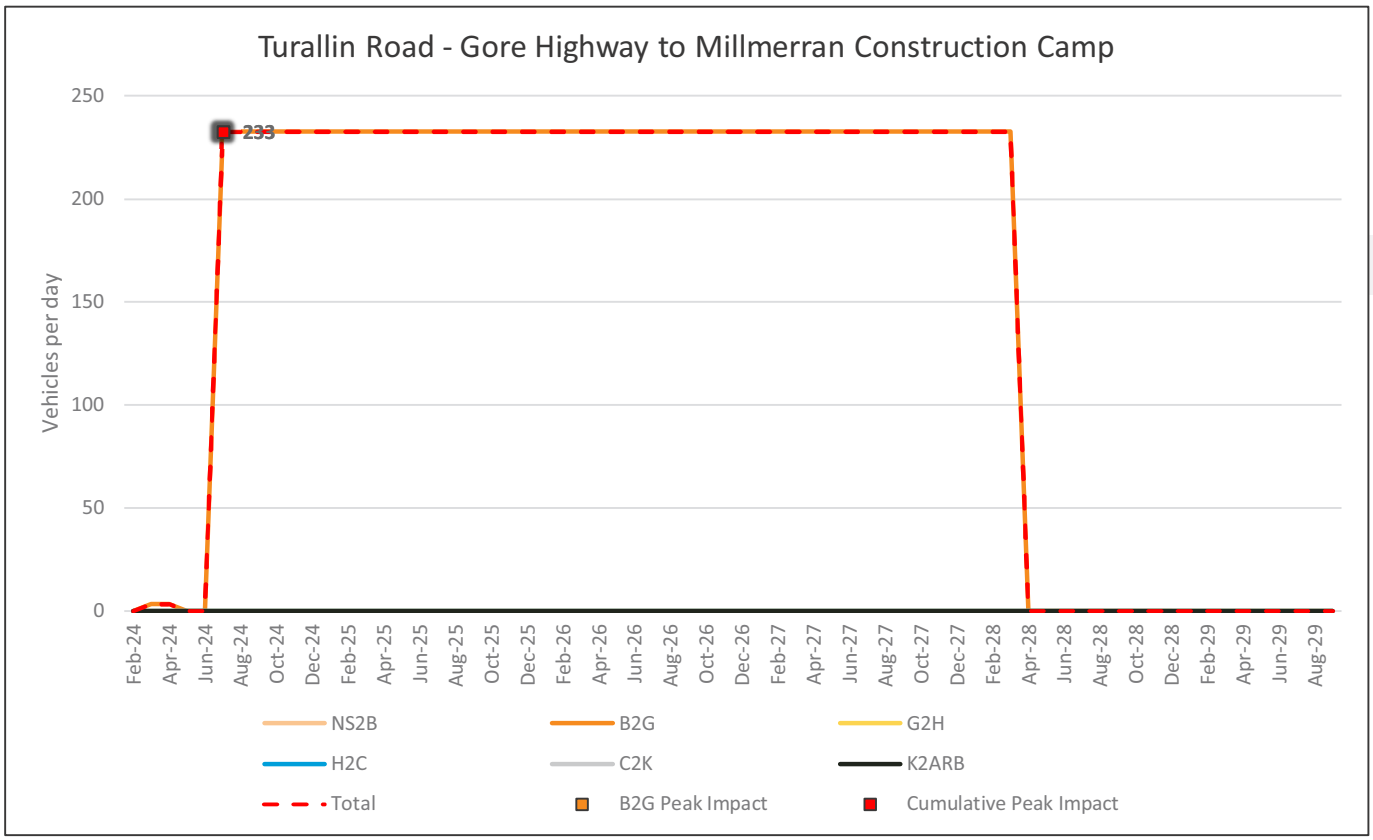
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	233	233	233	233	233	233	233	233	233	233	233	233
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	233	233	233	233	233	233	233	233	233	233	233	233

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	233	233	233	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	233	233	233	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Turallin Road**
Road section	**Gore Highway to Millmerran Construction Camp**

	B2G	Cumulative
Peak veh/day across construction	**233**	**233**
Peak impact month	**Jul-24**	**Jul-24**
Length of peak period	**45**	**45**



Road ID	E127-E57
Road name	Ware Street
Road section	Graincorp Brookstead to B2G-LDN153.1

	B2G	Cumulative
Peak veh/day across construction	26	26
Peak impact month	May-25	May-25
Length of peak period	3	3

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	21	12	11	14	3
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	21	12	11	14	3

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	17	10	8	18	26	25	21	21	12	11	14	3
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	10	8	18	26	25	21	21	12	11	14	3

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	17	10	8	18	26	25	21	21	12	11	14	3
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	10	8	18	26	25	21	21	12	11	14	3

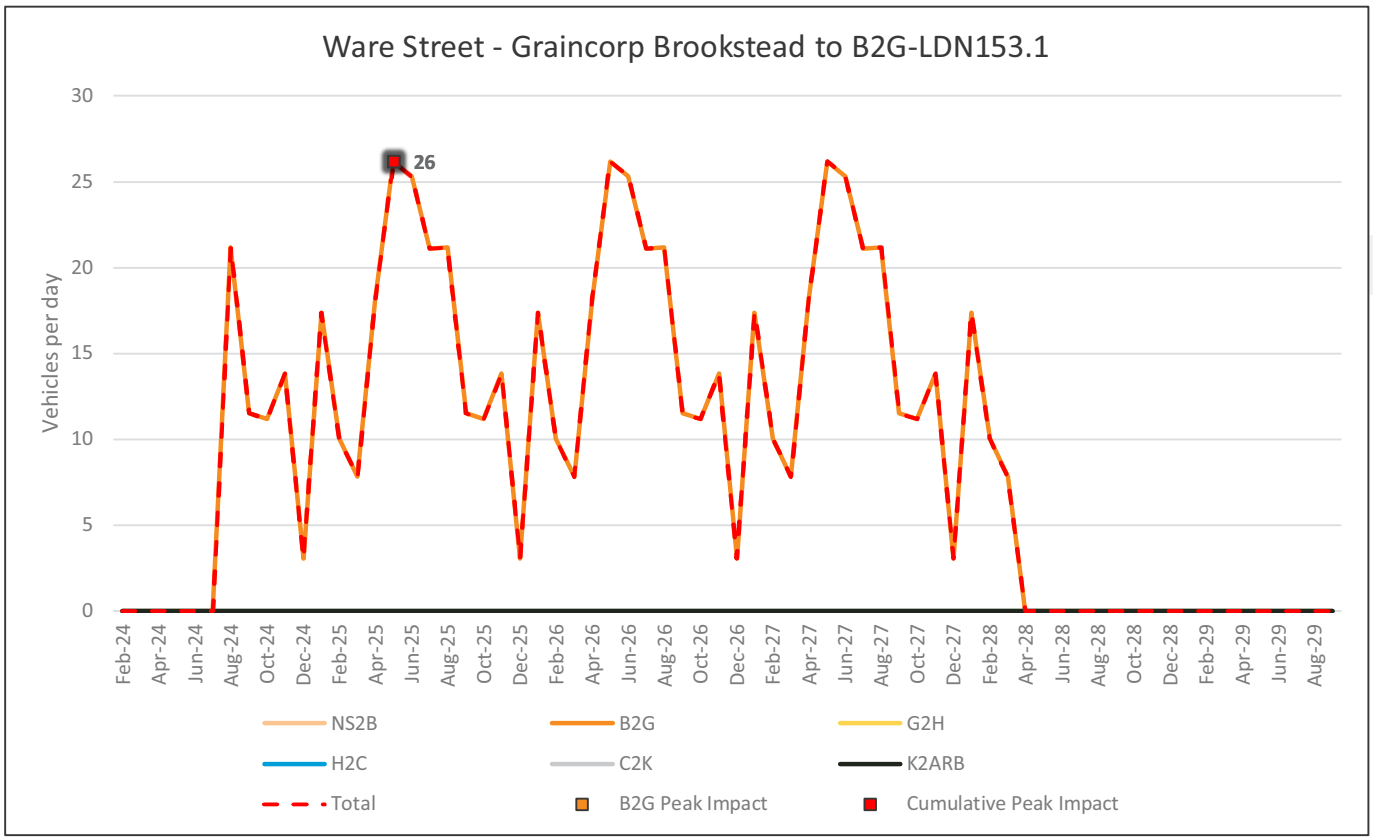
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	17	10	8	18	26	25	21	21	12	11	14	3
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	10	8	18	26	25	21	21	12	11	14	3

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	17	10	8	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	10	8	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Ware Street
Road section	Graincorp Brookstead to B2G-LDN153.1

	B2G	Cumulative
Peak veh/day across construction	26	26
Peak impact month	May-25	May-25
Length of peak period	3	3



Road ID	E57-X146
Road name	Ware Street
Road section	B2G-LDN153.1 to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	52	52
Peak impact month	May-26	May-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	36	26	26	28	17
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	36	26	26	28	17

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	32	24	22	33	41	40	36	36	26	26	40	29
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	24	22	33	41	40	36	36	26	26	40	29

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	44	50	50	44	52	51	35	36	26	26	28	17
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	50	50	44	52	51	35	36	26	26	28	17

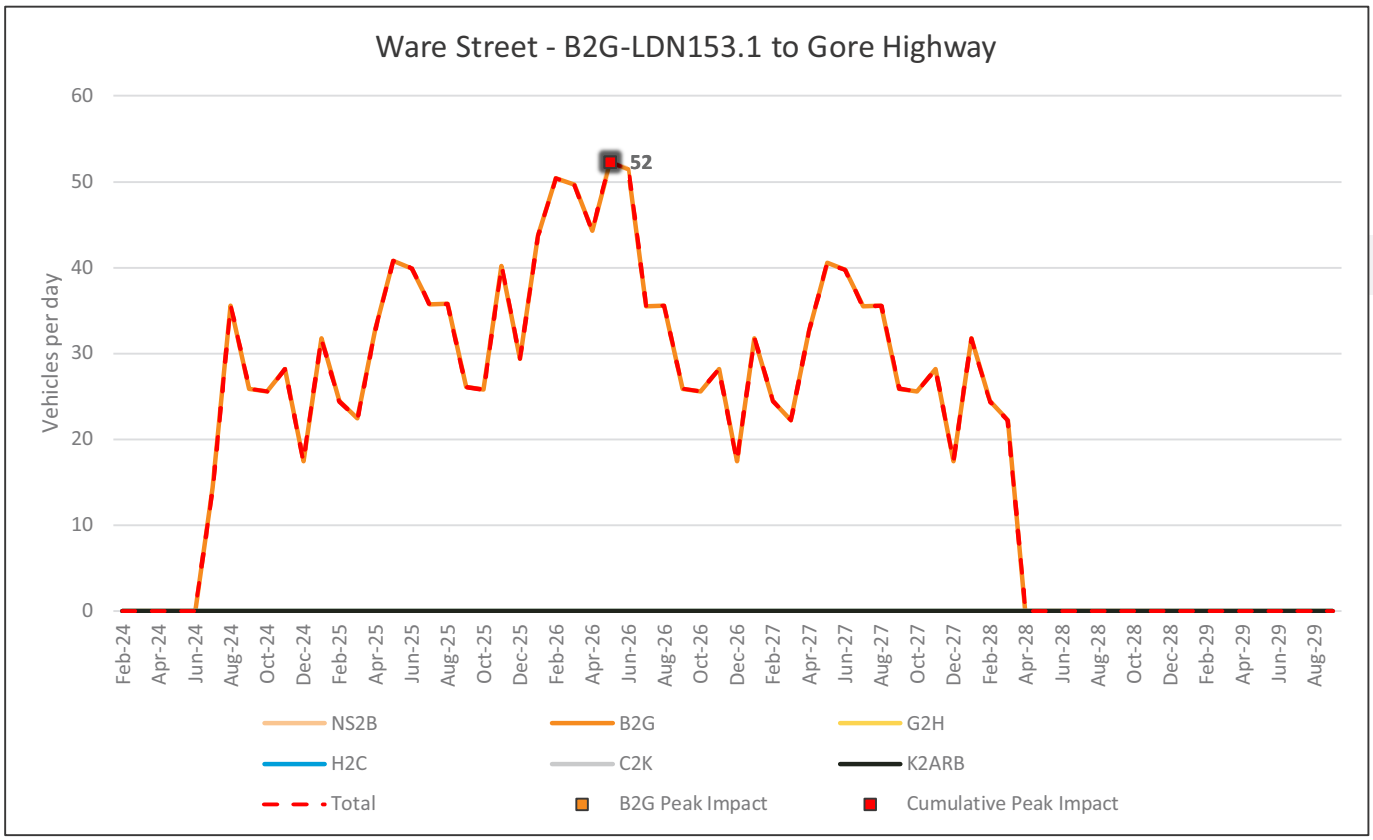
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	32	24	22	33	41	40	35	36	26	26	28	17
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	24	22	33	41	40	35	36	26	26	28	17

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	32	24	22	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	24	22	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Ware Street
Road section	B2G-LDN153.1 to Gore Highway

	B2G	Cumulative
Peak veh/day across construction	52	52
Peak impact month	May-26	May-26
Length of peak period	1	1



Road ID	X47-E107
Road name	Ware Street
Road section	Gore Highway to B2G-LDN150.9

	B2G	Cumulative
Peak veh/day across construction	8	8
Peak impact month	Mar-27	Mar-27
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

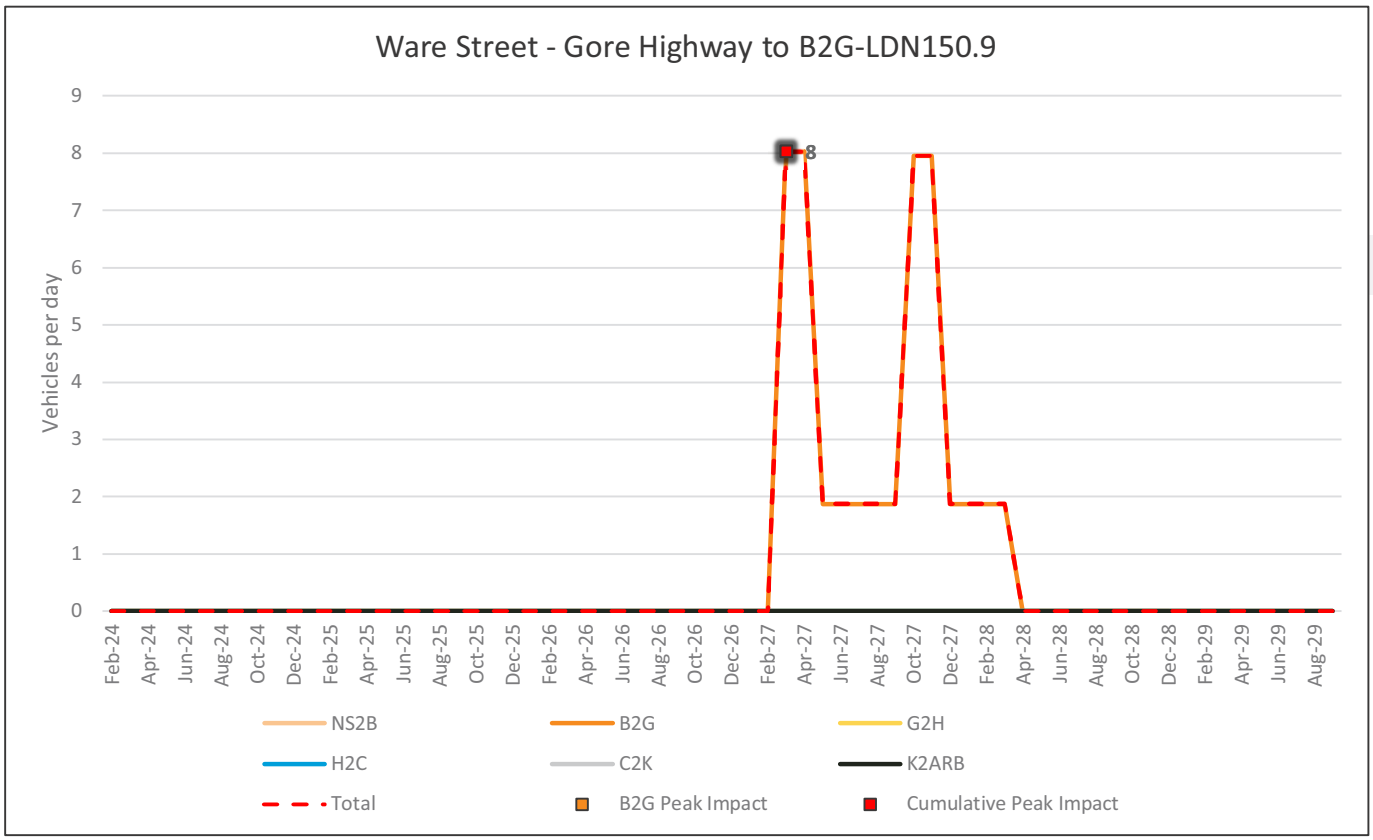
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	8	8	2	2	2	2	2	8	8	2
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	8	8	2	2	2	2	2	8	8	2

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	2	2	2	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	2	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	**M9-M10**
Road name	**Ware Street**
Road section	**Gore Highway to B2G-LDN150.9**

	B2G	Cumulative
Peak veh/day across construction	**8**	**8**
Peak impact month	**Mar-27**	**Mar-27**
Length of peak period	**2**	**2**



Road ID	X137-X78
Road name	Wellcamp Westbrook Road
Road section	Drayton Wellcamp Road to Toowoomba-Cecil Plains Rc

	B2G	Cumulative
Peak veh/day across construction	80	80
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	1	1	1	1

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	1	1	1	1	1
B2G	1	1	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	1	1	1	1	2	2	2	2	2

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	1	1	1	1	1	1	1	0	0	0	0	0
B2G	1	1	1	1	1	1	1	1	1	1	1	1
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	2	2	2	2	2	1	1	1	1	1

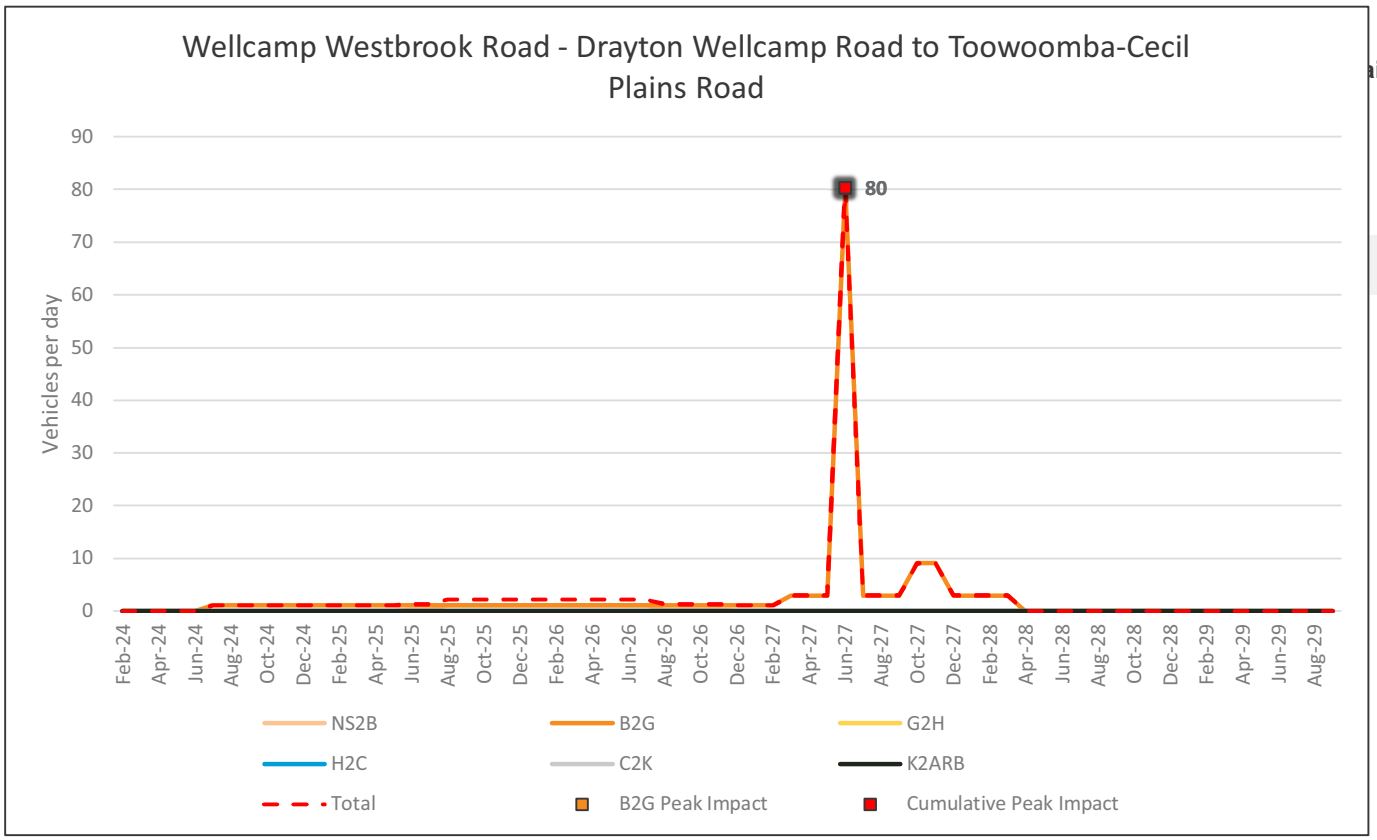
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1	1	3	3	3	80	3	3	3	9	9	3
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	3	3	3	80	3	3	3	9	9	3

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	3	3	3	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	3	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Wellcamp Westbrook Road
Road section	Drayton Wellcamp Road to Toowoomba-Cecil Plains Rc

	B2G	Cumulative
Peak veh/day across construction	80	80
Peak impact month	Jun-27	Jun-27
Length of peak period	1	1



Road ID	X48-X138
Road name	West Street
Road section	Gore Highway to Florence Street

	B2G	Cumulative
Peak veh/day across construction	11	11
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	2	2	2	2	2	2	9	9	9	9	10
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	2	2	2	2	9	9	9	9	10

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	11	10	10	10	10	8	7	6	6	4	4	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	10	10	10	10	8	7	6	6	4	4	4

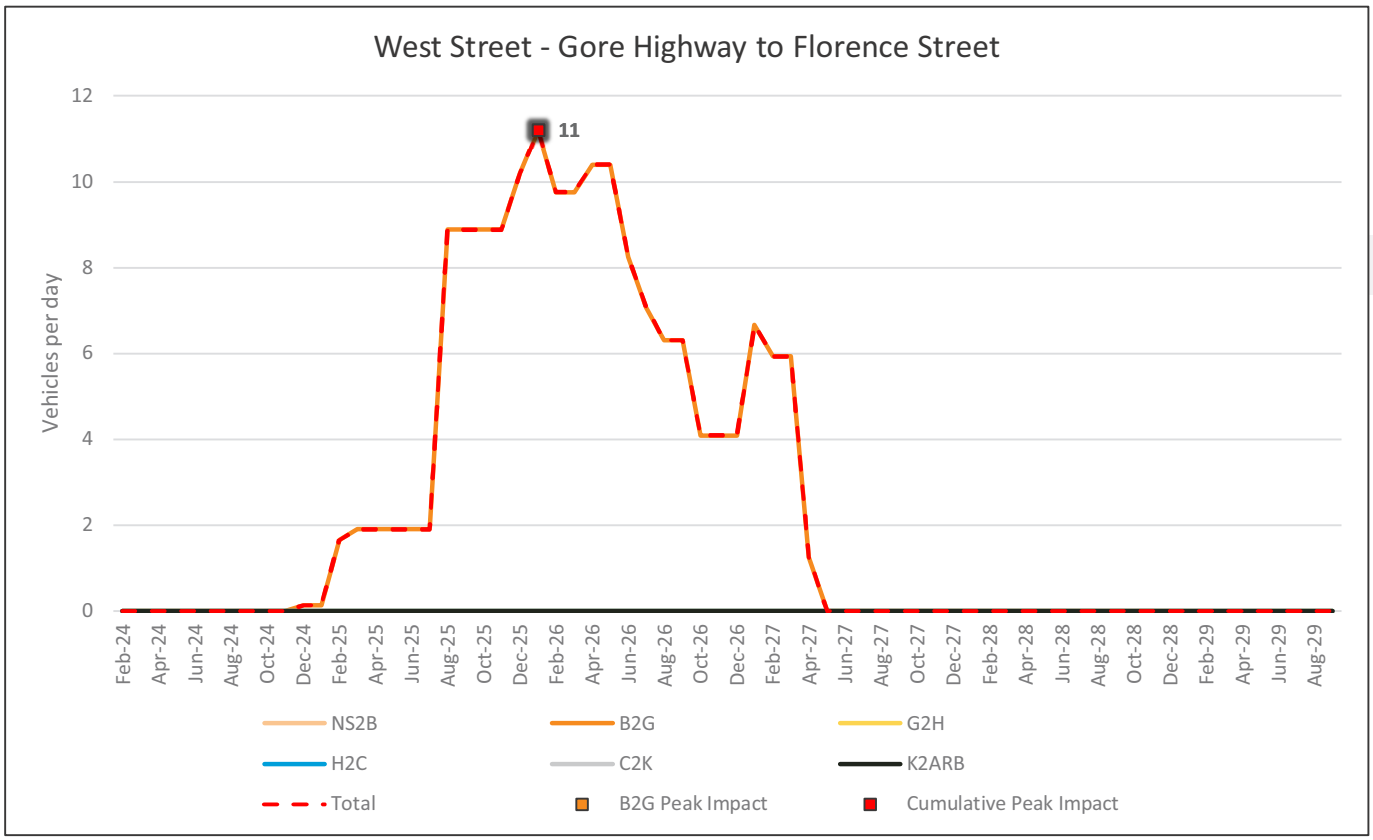
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	6	6	1	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	6	6	1	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	West Street
Road section	Gore Highway to Florence Street

	B2G	Cumulative
Peak veh/day across construction	11	11
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1



Road ID	X138-X135
Road name	West Street
Road section	Florence Street to Six Mile Road

	B2G	Cumulative
Peak veh/day across construction	12	12
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	3	3	3	3	3	3	10	10	10	10	11
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	3	3	3	3	10	10	10	10	11

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	12	11	11	11	11	9	8	6	6	4	4	4
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	11	11	11	11	9	8	6	6	4	4	4

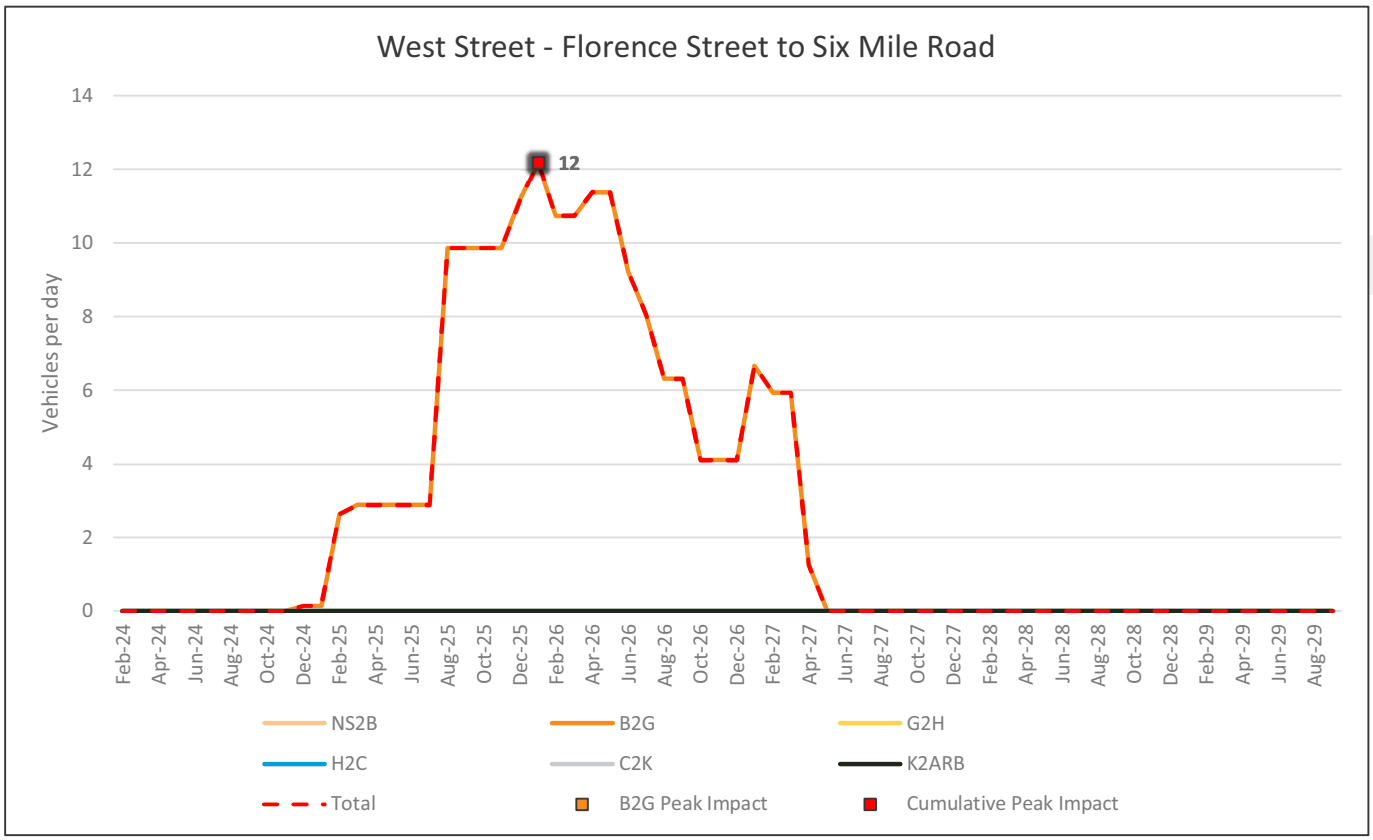
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	6	6	1	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	6	6	1	0	0	0	0	0	0	0	0

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	West Street
Road section	Florence Street to Six Mile Road

	B2G	Cumulative
Peak veh/day across construction	12	12
Peak impact month	Jan-26	Jan-26
Length of peak period	1	1



Road ID	X45-E58
Road name	Yarranlea Road
Road section	Gore Highway to B2G-LDN161.0

	B2G	Cumulative
Peak veh/day across construction	1429	1429
Peak impact month	Dec-25	Dec-25
Length of peak period	2	2

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	14	18	18	18	18	18
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	14	18	18	18	18	18

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	18	32	33	33	33	33	33	33	33	33	33	1429
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	32	33	33	33	33	33	33	33	33	33	1429

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	1429	18	18	27	23	18	18	18	18	18	18	18
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	1429	18	18	27	23	18	18	18	18	18	18	18

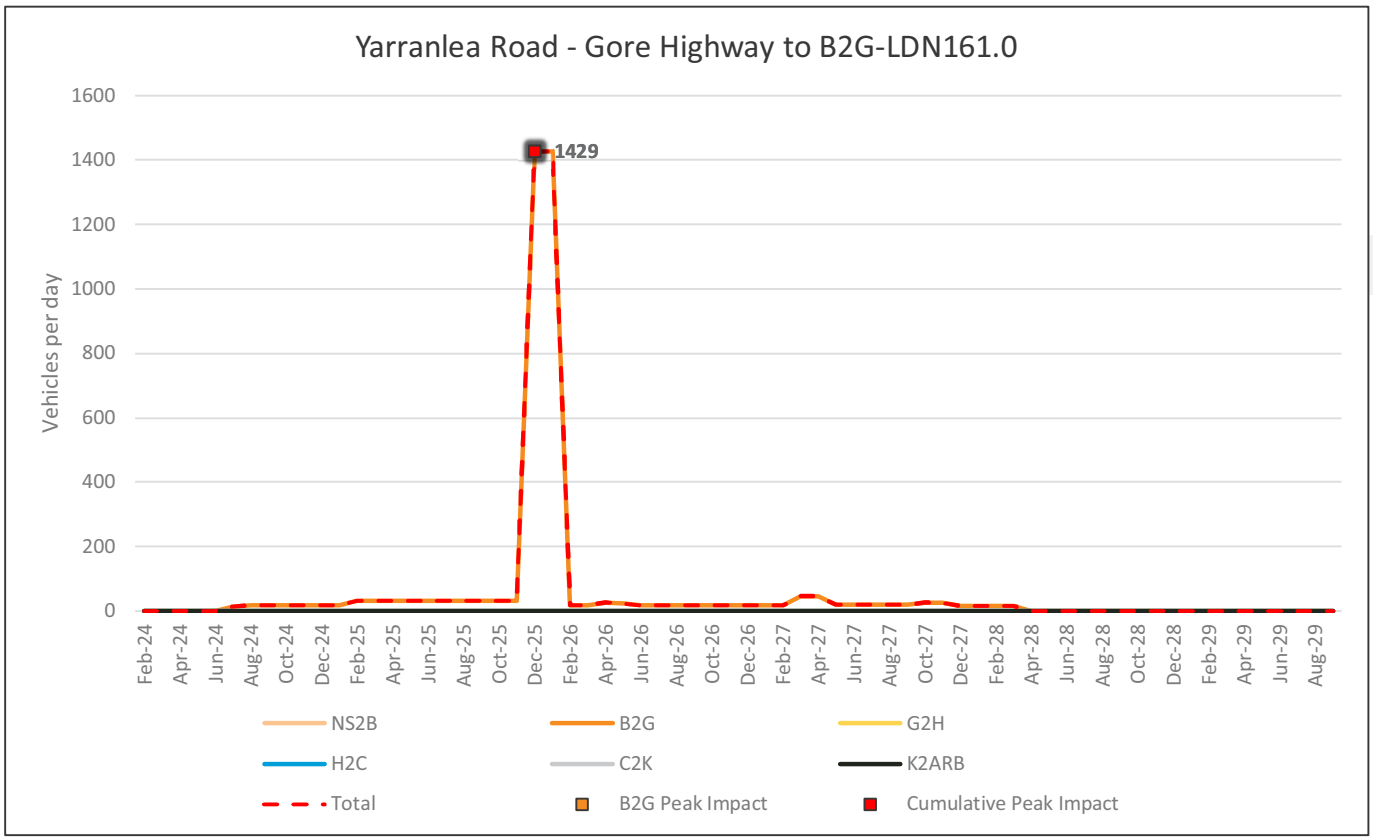
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	18	18	46	46	21	21	21	21	21	26	25	16
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	18	46	46	21	21	21	21	21	26	25	16

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	16	16	16	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	16	16	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Yarranlea Road
Road section	Gore Highway to B2G-LDN161.0

	B2G	Cumulative
Peak veh/day across construction	1429	1429
Peak impact month	Dec-25	Dec-25
Length of peak period	2	2



Road ID	E58-X139
Road name	Yarranlea Road
Road section	B2G-LDN161.0 to Desmonds Lane

	B2G	Cumulative
Peak veh/day across construction	12	12
Peak impact month	May-26	May-26
Length of peak period	1	1

Package	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
NS2B	0	0	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	7	7	7	7	7	7

Package	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	7	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	7	7	7	7	7	7	7	7

Package	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	12	12	7	7	7	7	7	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	12	12	7	7	7	7	7	7	7

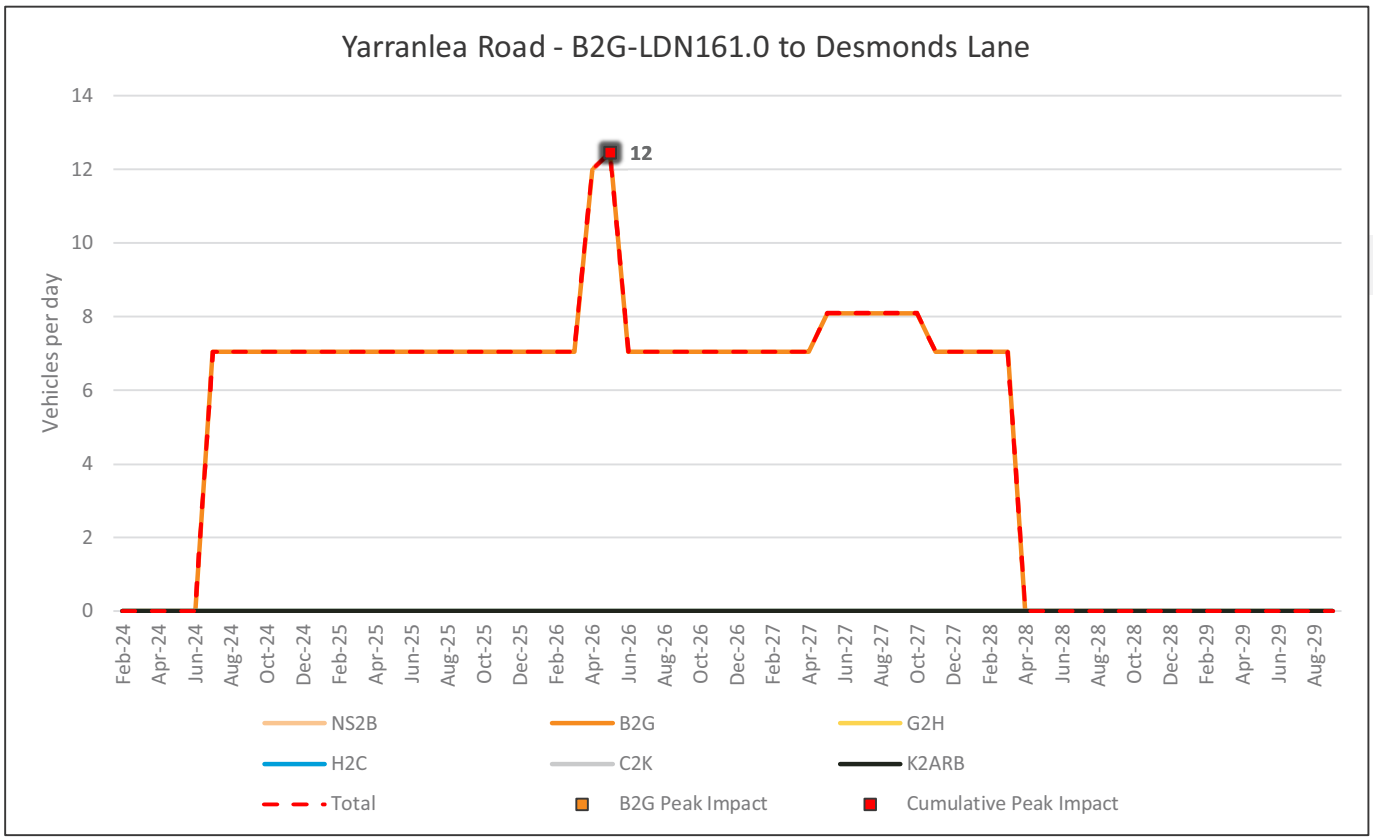
Package	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	7	8	8	8	8	8	8	7	7
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	7	8	8	8	8	8	8	7	7

Package	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28
NS2B	0	0	0	0	0	0	0	0	0	0	0	0
B2G	7	7	7	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	7	0	0	0	0	0	0	0	0	0

Package	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29
NS2B	0	0	0	0	0	0	0	0	0
B2G	0	0	0	0	0	0	0	0	0
G2H	0	0	0	0	0	0	0	0	0
H2C	0	0	0	0	0	0	0	0	0
C2K	0	0	0	0	0	0	0	0	0
K2ARB	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Road ID	M9-M10
Road name	Yarranlea Road
Road section	B2G-LDN161.0 to Desmonds Lane

	B2G	Cumulative
Peak veh/day across construction	12	12
Peak impact month	May-26	May-26
Length of peak period	1	1



APPENDIX

AA

Traffic Impact Assessment

Appendix BP Technical memorandums for TIA methodology to DTMR—base traffic

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Memo

To	Ross Cunneen
From	Jason Richard
Date	20 May 2022
Subject	**B2G EIS TIA – Base Traffic Data and Assessment Methodology**

1 Purpose

ARTC submitted a technical memo on their revised approach to the EIS TIA on 6 May 2022. A meeting was held with the OCG and Queensland Department of Transport and Main Roads (TMR) on 13 May 2022 to discuss this technical memo. As an action from this meeting, ARTC issues this update of the previous technical memo, providing further detail on the below items:

- Base traffic data collection
- Intersection delay assessment methodology
- Road link capacity methodology.

It should be noted that some of the methodology provided towards base traffic data has been refined since the previous technical memo, based on feedback during the OCG and TMR meeting.

2 Base Traffic Data Collection

As part of the traffic data collection task, traffic volumes have been collected along the Project construction routes over the recent years including:

- State Controlled Road (SCR) census-based traffic volumes
- Local Government databases
- Link-based traffic volumes tube counts conducted in
  - September 2019,
  - September/October 2020,
  - March 2021 and
  - March 2022.
- Intersection turning counts conducted in
  - March 2021, around Brookstead
  - March 2022, for the wider network

Where no traffic count data was available or collected for the project, base traffic turning volumes were assumed based on road link volumes. This methodology was undertaken given that:

- Estimated construction vehicle movements through these intersections is very low (further details in Section 3, below) and it is therefore expected that delay impacts for these intersections will not contribute towards the aggregate delay total.

- Estimated survey timeframes are approximately 2-3 months, and is subject to availability of contractors, weather, and suitable non-holiday periods.
- Estimated costs for these additional traffic surveys is approximately $5,000 per site in remote locations. Which, for up to 80 locations is circa $400,000.
- Construction routes are still to be confirmed with the appointed contractor, so until such time the actual intersections requiring traffic survey is also yet to be confirmed. ARTC can commit to undertaking any additional traffic surveys as required within the Impact Assessment Area in the next phase.

A methodology has been developed to provide a conservative analysis that ARTC believes addresses all sections/requirements of the GTIA (2018) to the extent practicable based on available information. It is also noted that traffic surveys for intersection analysis although 'preferred by TMR' are not considered to be mandatory under the GTIA.

This approach is also consistent with TMR's comments on the Basis of Assessment (BoA) for the TIA to present a 'worst case' scenario that conservatively accounts for unknown variables. It should also be acknowledged that an RPEQ will sign off on the methodology for the TIA as required under the GTIA.

ARTC considers the various traffic data collected over the years form a robust basis of traffic data for the EIS TIA assessments in working towards an overall conservative traffic assessment outcome.

3 Proposed Assessment Methodology

3.1 Intersection Delay Assessment

The FFJV constructability assessment nominated 111 intersections to be used by B2G construction traffic. Of these, 75 are TMR intersections. The movement of construction vehicles ranges from 1 vehicle per hour through to 118 vehicles per hour through these intersections, demonstrating the varying degree of transport task along the construction routes. The intersections, and their proposed daily and peak turning movement volumes are provided in Attachment A. Regardless of the number of vehicle movements, each of these intersections listed in Attachment A will be assessed (using SIDRA) as a part of the B2G Traffic Impact Assessment.

Attachment A also highlights the source of base traffic data proposed to be used for the intersection analysis. For intersections with **less than 10 vehicle turning movements per hour** (where base traffic turning volume data is generally not available) a methodology has been proposed which utilises link volume data (rather than specific intersection turning count data) to measure intersection delay. This method is proposed to be applied to 34 TMR intersections. Although the GTIA requires Intersection Delay Analysis to be undertaken at intersections where development traffic exceeds 5% of the base traffic (see Figure 1), our conservative approach to account for all potential impacts will assess intersection delay at all 111 intersections, regardless of whether the 5% threshold has been exceeded.

Intersection delay	All intersections where the development traffic exceeds 5% of the base traffic for any movement in the design peak periods[3] in the year of opening of each stage

Figure 1: GTIA (2018) Intersection Delay Requirements

For the intersections highlighted in Attachment A where base traffic turning volumes were not available, conservative turning volume assumptions will be adopted using the available road link volumes. This will be made to ensure a 'worst case' scenario is considered for delay impacts. This will be undertaken using two "Base Traffic Scenarios".

- Base Traffic Scenario 1 assumes that:
  - 100% of vehicle flow into the minor leg is from the left turn on the major road; and
  - 100% of vehicle flow out of the minor leg turns right from the minor road.

This scenario is expected to test a potential 'worst case' impact scenario for increased delays to:

- right turning movements seeking gaps in the opposing traffic.
- traffic queued behind the right turning vehicles on the major road
- traffic queued behind the right turning vehicles on the minor road.

The above scenario applies to 3-way and 4-way intersections, as outlined in Figure 2 and Figure 3 below.

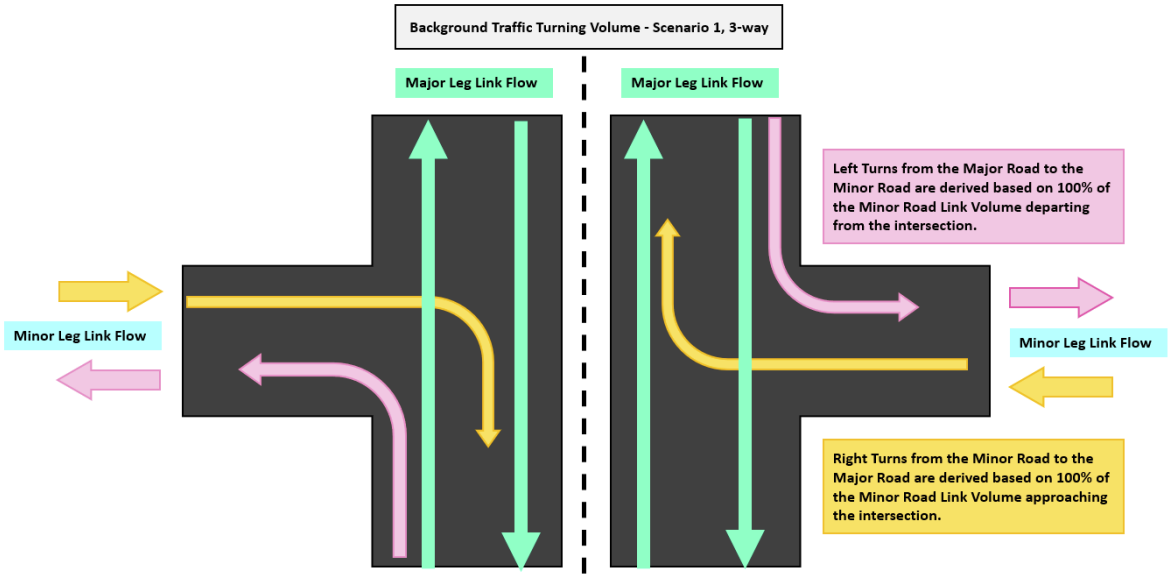


Figure 2: Base Traffic Scenario 1 - 3-way intersection

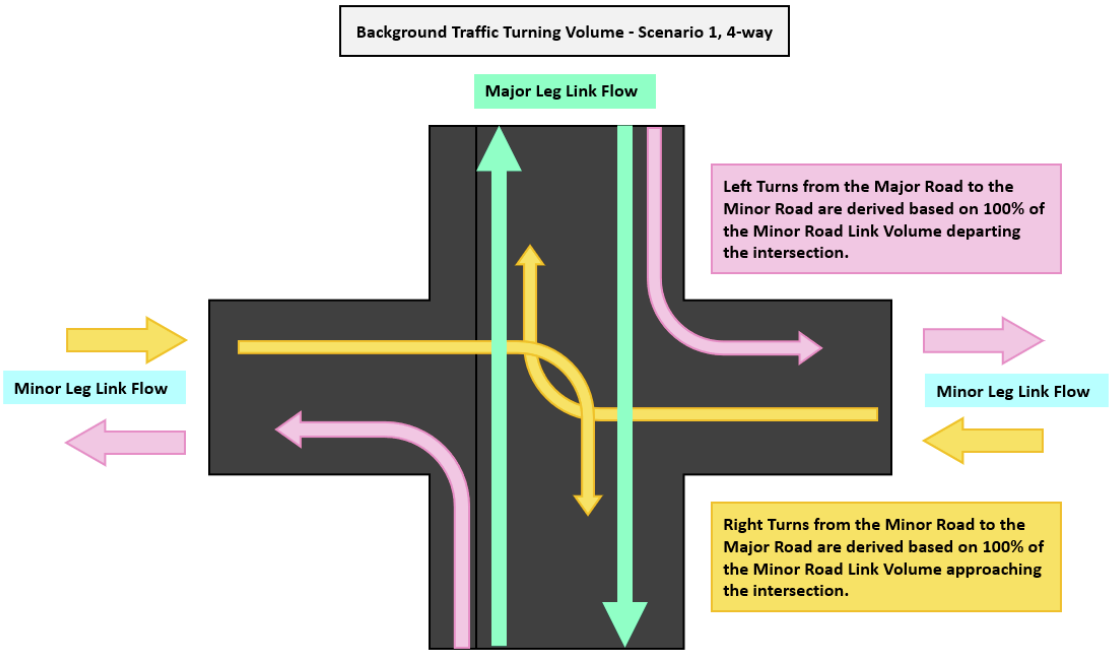


Figure 3: Background Traffic Scenario 1 - 4-way intersection

- Base Traffic Scenario 2 assumes that:
  - 100% of vehicle flow into the minor leg is from the right turn on the major road; and
  - 100% of vehicle flow out of the minor leg turns left from the minor road.

  This scenario is expected to test a potential 'worst case' impact scenario for increased delays to:
  - right turning movements seeking gaps in the opposing traffic.
  - traffic queued behind the right turning vehicles on the major road
  - traffic queued behind the right turning vehicles on the minor road.

  The above scenario applies to 3-way and 4-way intersections, as outlined in Figure 4 and Figure 5 below.

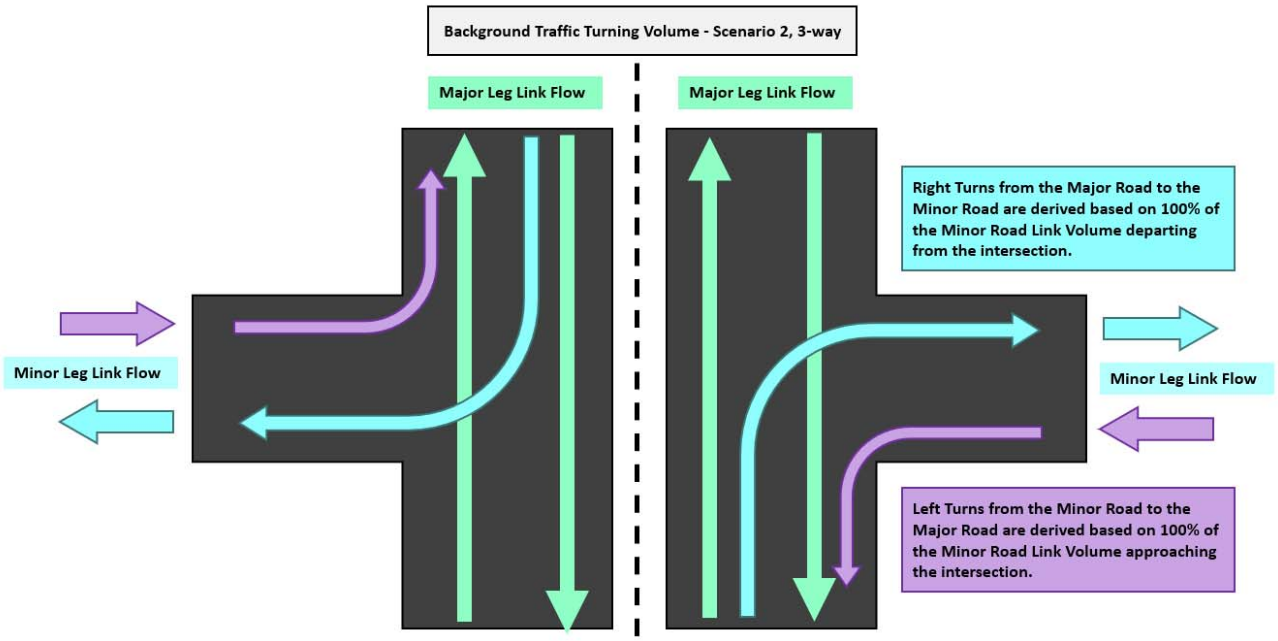


Figure 4: Background Traffic Scenario 2 - 3-way intersection

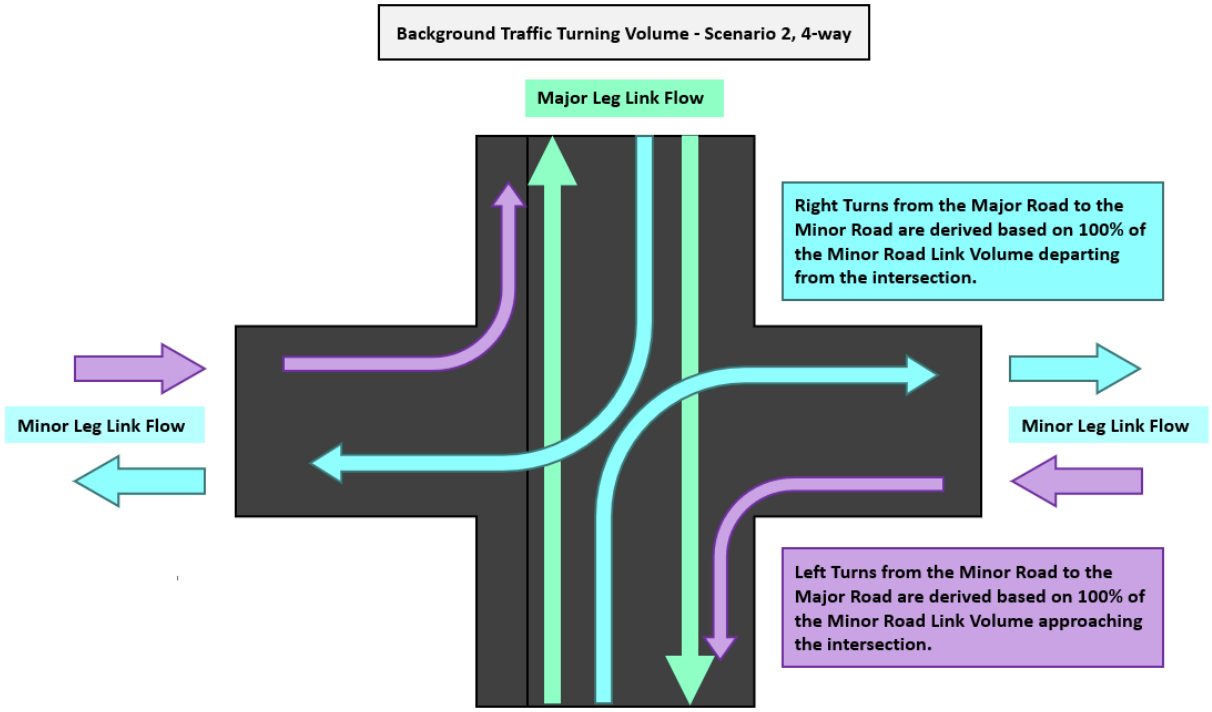


Figure 5: Background Traffic Scenario 2 - 4-way intersection

In general, the construction traffic includes return trips; from the origin, to the site, and back to the origin; with the same construction routes being used in both directions. Therefore, where construction vehicles make a left turn to access the “construction site” (or site access road on the minor leg), the return trip (back to origin) would make a right turn from the minor leg of the intersection. Consistent with this, a left-in / right out OR right-in / left-out movement pair has been assumed for the construction vehicles at intersections along the construction routes.

The construction traffic movements will be assessed against both Base Traffic Scenarios to provide a conservative/’worst case’ scenario in terms of intersection delay. The scenario with the highest delays will be used towards the total "aggregate" delay.

It is noted that there might be some exceptions (i.e. median divided roads with left-in/left out arrangement) which will be assessed on a case by case basis, again using a worst case base turning volume scenario. However, the majority of intersections along the construction routes, where construction traffic would turn from the major leg to the minor leg, would fall under one of the two identified scenarios.

In reality, intersections with ≤10 construction vehicles turning during the peak hour will have an average construction vehicle arrival rate of approximately one vehicle every six minutes. These additional volumes are very unlikely to have any material impact to the operation of any intersection.

3.2 Road Link Capacity Assessment

It is proposed to undertake road link analysis consistent with the GTIA requirements, as shown in Figure 6.

Road link capacity	All road links where the development traffic exceeds 5% of the base traffic in either direction on the link’s annual average daily traffic (AADT) in the year of opening of each stage

Figure 6: GTIA (2018) Intersection Delay Requirements

Base traffic data is available for all road links carrying construction traffic. This data will be used to undertake a link-based assessment to determine whether the construction volumes exceed the base data by the 5% threshold.

For construction road links ≥5% of base traffic, road link assessment will be carried out based on the incremental worsening of level of service (LoS) by using the HCS software and in accordance with Austroads Guidelines and Highway Capacity Manual (7th Edition 2022), as outlined in ARTC's previous technical memo.

4 Recommendations

It is requested that the above methodologies are reviewed by TMR and endorsement/feedback provided by 27 May 2022. It is reiterated that the general approach of the TIA is to follow the procedures as set out in the GTIA (2018), with this memo provided as a supplement to those procedures.

ARTC believes the proposed methodology provides conservative analyses that addresses all sections/requirements of the GTIA to the extent practicable based on available information. This approach is also consistent with TMR's comments on the BoA for the TIA to present a 'worst case' scenario that conservatively accounts for unknown variables.

Attachment A – List of Intersections

Table A1: TMR Intersections with more than 10 vph turning volumes

Intersection ID	Intersection Name	Intersection Type	Development Traffic		Intersection Survey	Data Source
			Daily Turning Volume (veh/day)	Peak Hour Turning Volume (veh/h)		
4	Cunningham Highway / Bybera Road	Priority	238	23	Y	Intersection Count - March 2022
7	Cunningham Highway / East Sawmill Road	Priority	198	20	Y	Intersection Count - March 2022
9	Cunningham Highway / Fosters Road	Priority	498	42	Y	Intersection Count - March 2022
10	Cunningham Highway / Inglewood Quarry Access Road	Priority	205	18	Y	Intersection Count - March 2022
12	Cunningham Highway / Kildonan Road	Roundabout	27	12	Y	Intersection Count - March 2022
15	Cunningham Highway / Millmerran Inglewood Road	Priority	327	34	Y	Intersection Count - March 2022
20	Cunningham Highway / Yelarbon Keetah Road	Priority	191	16	Y	Intersection Count - March 2022
21	Cunningham Highway / Yelarbon Kurumbul Road	Priority	62	22	Y	Intersection Count - March 2022
23	Gore Highway / Athol School Road	Priority	296	25	Y	Intersection Count - May 2022
27	Gore Highway / Campbell Street	Priority	142	65	Y	Intersection Count - March 2022
35	Gore Highway / Linthorpe Road	Priority	268	26	Y	Intersection Count - March 2022
37	Gore Highway / Millmerran Inglewood Road	Priority	305	26	Y	Intersection Count - March 2022
39	Gore Highway / Murlaggan Road	Priority	296	25	Y	Intersection Count - March 2022
43	Gore Highway / Scrubby Road	Priority	1411	118	Y	Intersection Count - March 2022
45	Gore Highway / Tummaville Road / Yarranlea Road	Priority	1415	118	Y	Intersection Count - March 2022
46	Gore Highway / Turallin Road	Priority	233	117	Y	Intersection Count - March 2022
55	Millmerran Inglewood Road / Campbell Street	Priority	104	47	Y	Intersection Count - March 2022
56	Millmerran Inglewood Road / Commodore Peak Road	Priority	103	15	Y	Intersection Count - March 2022
59	Millmerran Inglewood Road / Heckendorf Road	Priority	292	25	Y	Intersection Count - March 2022
60	Millmerran Inglewood Road / Kooroongarra Road	Priority	177	15	Y	Intersection Count - March 2022
61	Millmerran Inglewood Road / Millwood Road	Priority	158	19	Y	Intersection Count - March 2022
63	Millmerran Inglewood Road / Owens Scrub Road	Priority	304	26	Y	Intersection Count - March 2022
65	Millmerran Inglewood Road / Thornton Road	Priority	324	27	Y	Intersection Count - March 2022
71	Toowoomba Cecil Plains Road / Airport Quarry Wellcamp Access Road	Priority	230	20	Y	Intersection Count - March 2022
76	Toowoomba Cecil Plains Road / Toowooomba Bypass (North)	Signalised	133	12	Y	Intersection Count - March 2022
81	Warrego Highway / Leesons Road	Priority	148	19	Y	Intersection Count - March 2022

Intersection ID	Intersection Name	Intersection Type	Development Traffic		Intersection Survey	Data Source
			Daily Turning Volume (veh/day)	Peak Hour Turning Volume (veh/h)		
82	Warrego Highway / Omara Road / Steger Road	Signalised	49	10	Y	Intersection Count - March 2022
141	Warrego Highway / Toowoomba Bypass NB Ramps	Interchange	261	22	Y	Intersection Count - March 2022
144	Toowoomba Cecil Plains Road / Toowoooomba Bypass (South)	Signalised	133	12	Y	Intersection Count - March 2022

Table A2: TMR Intersections with less than 10 vph turning volumes

Intersection ID	Intersection Name	Intersection Type	Development Traffic		Intersection Survey	Data Source
			Daily Turning Volume (veh/day)	Peak Hour Turning Volume (veh/h)		
1	Barwon Highway / Barwon Highway	Priority	11	1	N	Link Count - Major (2019), Minor (2019)
2	Barwon Highway / Leichhardt Highway	Priority	11	1	N	Link Count - Major (2019), Minor (2019)
3	Barwon Highway / Town Common Road	Priority	11	1	N	Link Count - Major (2019), Minor (2006)
5	Cunningham Highway / Coolmunda Dam Access	Priority	60	5	N	Link Count - Major (2019), Minor (2015)
6	Cunningham Highway / Cremascos Road	Priority	20	8	N	Link Count - Major (2019), Minor (2018)
8	Cunningham Highway / Elizabeth Street	Priority	31	9	N	Link Count - Major (2019), Minor (2018)
13	Cunningham Highway / Leichhardt Highway	Priority	7	1	N	Link Count - Major (2019), Minor (2019)
14	Cunningham Highway / McDougalls Road	Priority	30	4	N	Link Count - Major (2019), Minor (2018)
16	Cunningham Highway / Springborg Road	Priority	19	5	N	Link Count - Major (2019), Minor (2018)
17	Cunningham Highway / Texas Yelarbon Road	Priority	41	4	N	Link Count - Major (2019), Minor (2019)
18	Cunningham Highway / Whetstone Access Road	Priority	39	7	N	Link Count - Major (2019), Minor (2018)
19	Cunningham Highway / Woodcocks Road	Priority	41	4	N	Link Count - Major (2019), Minor (2018)
22	Gore Highway / Alderley Street	Signalised	1	1	N	Link Count - Major (2019), Minor (2014)
24	Gore Highway / Biddeston Southbrook Road	Priority	8	4	Y	Intersection Count - May 2022
25	Gore Highway / Blackwell Road	Priority	41	4	Y	Intersection Count - March 2022
26	Gore Highway / Bushy Lane West	Priority	15	8	Y	Intersection Count - May 2022
28	Gore Highway / Dieckmann Road	Priority	41	10	N	Link Count - Major (2019), Minor (2017)

Intersection ID	Intersection Name	Intersection Type	Development Traffic		Intersection Survey	Data Source
			Daily Turning Volume (veh/day)	Peak Hour Turning Volume (veh/h)		
29	Gore Highway / Florence Street	Priority	1	1	N	Link Count - Major (2019), Minor (2017)
32	Gore Highway / Linthorpe Valley Road	Priority	21	4	N	Link Count - Major (2019), Minor (2020)
33	Gore Highway / Gilgai Lane	Priority	15	8	N	Link Count - Major (2019), Minor (2020)
34	Gore Highway / Hall Road	Priority	23	5	N	Link Count - Major (2019), Minor (2020)
36	Gore Highway / Lochaber Road	Priority	8	4	Y	Intersection Count - May 2022
38	Gore Highway / Millmerran Leyburn Road	Priority	80	8	Y	Intersection Count - March 2022
40	Gore Highway / Oakey Pittsworth Road	Priority	8	4	Y	Intersection Count - May 2022
41	Gore Highway / Paint Mine Road	Priority	8	4	Y	Intersection Count - May 2022
42	Gore Highway / Saleyards Road	Priority	27	3	N	Link Count - Major (2019), Minor (2015)
47	Gore Highway / Ware Street (South)	Priority	9	1	Y	Intersection Count - March 2021
48	Gore Highway / West Street	Priority	12	1	N	Link Count - Major (2019), Minor (2017)
53	Leichhardt Highway / Hunt Street	Priority	1	1	N	Link Count - Major (2019), Minor (2006)
54	Millmerran Inglewood Road / Blackwell Road	Priority	85	9	Y	Intersection Count - March 2022
57	Millmerran Inglewood Road / Forestry Road	Priority	40	4	N	Link Count - Major (2019), Minor (2017)
58	Millmerran Inglewood Road / Grays Road	Priority	69	6	N	Link Count - Major (2019), Minor (2007)
62	Millmerran Inglewood Road / Moffatt Reserve Road	Priority	42	4	N	Link Count - Major (2019), Minor (2017)
64	Millmerran Inglewood Road / Paton Road	Priority	48	10	N	Link Count - Major (2019), Minor (2020)
66	Millmerran Inglewood Road / Wongavale Yugilbar Road	Priority	50	8	N	Link Count - Major (2019), Minor (2007)
70	Texas Yelarbon Road / Unnamed Road	Priority	41	4	N	Link Count - Major (2019), Minor (2018)
72	Toowoomba Cecil Plains Road / Brimblecombe Road	Priority	39	8	N	Link Count - Major (2019), Minor (2020)
73	Toowoomba Cecil Plains Road / Charlton Connection Road	Roundabout	13	2	N	Link Count - Major (2019), Minor (2019)
74	Toowoomba Cecil Plains Road / McDougall Street	Signalised	15	2	N	Link Count - Major (2019), Minor (2015)
75	Toowoomba Cecil Plains Road / Omara Road	Priority	80	7	N	Link Count - Major (2019), Minor (2018)
77	Toowoomba Cecil Plains Road / Unnamed Road	Priority	24	2	N	Link Count - Major (2019), Minor (2018)
78	Toowoomba Cecil Plains Road / Wellcamp Westbrook Road	Priority	81	7	N	Link Count - Major (2019), Minor (2017)
79	Warrego Highway / Chamberlain Road	Priority	11	4	N	Link Count - Major (2019), Minor (2020)

Intersection ID	Intersection Name	Intersection Type	Development Traffic		Intersection Survey	Data Source
			Daily Turning Volume (veh/day)	Peak Hour Turning Volume (veh/h)		
86	Warrego Highway / Warrego Highway (Kingsthrope Haden Road / Kingsthorpe Overpass	Priority	23	2	Y	Intersection Count - March 2022
143	Warrego Highway / Toowoomba Bypass SB Ramps	Signalised	35	3	Y	Intersection Count - March 2022
146	Gore Highway / Ware Street (North)	Priority	42	10	Y	Intersection Count - March 2021

Table A3: Local Government Intersections with more than 10 vph turning volumes

Intersection ID	Intersection Name	Intersection Type	Development Traffic		Intersection Survey	Data Source
			Daily Turning Volume (veh/day)	Peak Hour Turning Volume (veh/h)		
112	Suttons Road / Unnamed Road	Priority	191	16	N	Link Count - Major (2018), Minor (2018)
129	Kooroongarra Road / Millwood Road	Priority	136	12	N	Link Count - Major (2016), Minor (2020)
131	Millwood Road / Millwood Road	Priority	136	12	N	Link Count - Major (2020), Minor (2020)
136	Tummaville Road / Unnamed Road	Priority	165	14	Y	Intersection Count - March 2022

Table A4: Local Government Intersections with less than 10 vph turning volumes

Intersection ID	Intersection Name	Intersection Type	Development Traffic		Intersection Survey	Data Source
			Daily Turning Volume (veh/day)	Peak Hour Turning Volume (veh/h)		
89	Newell Highway / River Road (north	Priority	9	1	N	Link Count - Major (2017), Minor (2018)
90	Newell Highway / River Road (south	Priority	10	1	N	Link Count - Major (2017), Minor (2018)
102	Cemetery Road / Cemetery Road	Priority	41	4	N	Link Count - Major (2007), Minor (2007)

Intersection ID	Intersection Name	Intersection Type	Development Traffic		Intersection Survey	Data Source
			Daily Turning Volume (veh/day)	Peak Hour Turning Volume (veh/h)		
103	Cemetery Road / Unnamed Road	Priority	41	4	N	Link Count - Major (2007), Minor (2018)
104	Coolmunda Dam Access / Coolmunda Dam Access	Priority	60	5	N	Link Count - Major (2015), Minor (2015)
105	Hunt Street / Boodle Street	Priority	1	1	N	Link Count - Major (2006), Minor (2006)
106	Kildonan Road / Eukabilla Road	Priority	1	1	N	Link Count - Major (2018), Minor (2004)
107	Kildonan Road / South Kurumbul Road	Priority	17	2	N	Link Count - Major (2018), Minor (2004)
108	Mcdougalls Crossing Road / Unnamed Road	Priority	37	6	N	Link Count - Major (2018), Minor (2018)
109	Mooroobie Lane / Cemetery Road	Priority	41	4	N	Link Count - Major (2009), Minor (2007)
110	Mooroobie Lane / Mooroobie Lane	Priority	81	7	N	Link Count - Major (2009), Minor (2009)
111	Mosquito Creek Road / Grays Road	Priority	69	6	N	Link Count - Major (2010), Minor (2007)
113	Wondalli Kurumbul Road / Mooroobie Lane	Priority	81	7	N	Link Count - Major (2007), Minor (2009)
114	Yelarbon Kurumbul / Queen Street South	Priority	26	6	N	Link Count - Major (2004), Minor (2018)
115	Yelarbon Kurumbul Road / South Kurumbul Road	Priority	17	2	N	Link Count - Major (2004), Minor (2004)
116	Yelarbon Kurumbul Road / Wondalli Kurumbul Road	Priority	81	7	N	Link Count - Major (2004), Minor (2007)
121	River Road / River Road	Priority	10	1	N	Link Count - Major (2018), Minor (2018)
122	Alderley Street / Condamine Street	Priority	1	1	N	Link Count - Major (2014), Minor (2016)
123	Campbell Street / Saleyards Road	Priority	27	3	N	Link Count - Major (2013), Minor (2015)
124	Commodore Peak Road / Scragg Road	Priority	16	8	N	Link Count - Major (2015), Minor (2018)
125	Drayton Wellcamp Road / Unnamed Road	Priority	80	7	N	Link Count - Major (2017), Minor (2018)

Intersection ID	Intersection Name	Intersection Type	Development Traffic		Intersection Survey	Data Source
			Daily Turning Volume (veh/day)	Peak Hour Turning Volume (veh/h)		
126	Forestry Road / Unnamed Road	Priority	69	6	N	Link Count - Major (2015), Minor (2015)
127	Gap Road / Grevillea Street	Priority	8	1	N	Link Count - Major (2013), Minor (2014)
128	Greenwattle Street / Alderley Street	Priority	2	1	N	Link Count - Major (2016), Minor (2020)
130	Leesons Road / Steger Road	Priority	31	3	N	Link Count - Major (2020), Minor (2013)
132	Murlaggan Road / Kahler Road	Priority	11	4	N	Link Count - Major (2020), Minor (2020)
133	Owens Scrub Road / Foxwood Road	Priority	30	3	N	Link Count - Major (2020), Minor (2020)
135	Six Mile Road / Bligh Street	Priority	13	2	N	Link Count - Major (2017), Minor (2017)
137	Wellcamp Westbrook Road / Drayton Wellcamp Road	Priority	81	7	N	Link Count - Major (2017), Minor (2015)
138	West Street / Florence Street	Priority	1	1	N	Link Count - Major (2017), Minor (2017)
139	Yarranlea Road / Desmonds Lane	Priority	13	4	N	Link Count - Major (2014), Minor (2020)
145	Linthorpe Valley Road / Geitz Road	Priority	28	6	N	Link Count - Major (2020), Minor (2020)

APPENDIX

AA

Traffic Impact Assessment

Appendix BQ Technical memorandums for TIA methodology to DTMR—cumulative impact assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
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INLAND RAIL

Memo

To	Ross Cunneen
From	Jason Richard
Date	19 July 2022
Subject	**B2G EIS TIA – Cumulative Impacts Assessment Methodology**

1 Purpose

ARTC submitted a technical memo on their revised approach to the EIS TIA on 6 May 2022. A meeting was held with the Office of Coordinator General (OCG) and Queensland Department of Transport and Main Roads (TMR) on 13 May 2022 to discuss this technical memo. As an action from this meeting, ARTC issues this update of the previous technical memo, providing further detail on the Cumulative Impacts Assessment process.

Part of the clarification requested by TMR (via e-mail from OCG on 9 June 2022) on cumulative impacts included the below action:

> *6. ARTC to provide OCG/DTMR clarification of methodology for assessing the cumulative impacts of all Inland Rail sections for all aspects requiring consideration in the Traffic Impact Assessment, not only impacts related to peak volumes. For example, clarify how cumulative impacts on safety and pavement will be taken into account*.

2 Cumulative Impacts

As requested by TMR, the following section provides the methodology to be adopted for assessing the cumulative impacts of Inland Rail sections (NS2B to K2ARB) including the available timing and traffic volumes for the construction activities.

2.1 Methodology

The cumulative traffic impacts from the adjacent IR Projects will be assessed in the revised EIS TIA for B2G.

A review of the indicative project construction schedules and construction routes (as identified for the initial assessments and Draft EIS) will be undertaken to determine whether the proposed construction routes from the other IR Projects (NS2B to K2ARB) are anticipated to use the same road links along the proposed B2G construction routes during the indicative construction timeframe as the B2G Project. Where it has been identified that a spatial and temporal overlap occurs on the proposed B2G construction routes, a cumulative impact assessment will be undertaken as per the methodology outlined below.

The construction traffic volumes for the overlapped construction transport routes from the other IR Projects will be extracted from the initial assessment and Draft EIS stage of these IR Projects. When the EIS TIA is updated during the detailed design phase, updated construction schedules from other IR Projects will be reviewed to reassess any changes to the overlapping construction routes and updates to construction traffic volumes.

Step 1: Compare B2G construction routes with those identified for NS2B, G2H, H2C, C2K and K2ARB and identify road links where there is a spatial and temporal overlap

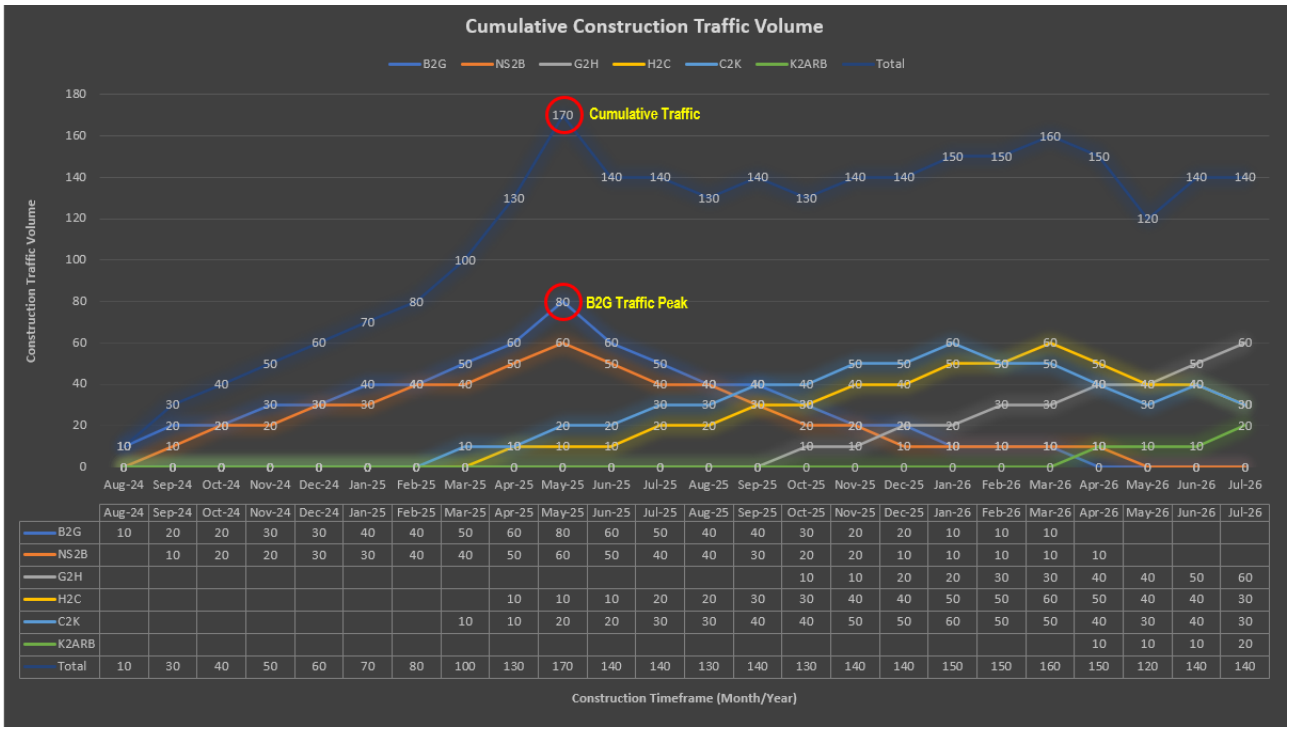
Step 2: Determine the B2G peak construction traffic volumes for each overlapped road link

Step 3: Determine the construction traffic volumes from other IR Projects for each overlapped road link for the B2G peak

Step 4: Sum the construction traffic volumes for all IR Projects where there is a temporal overlap of construction traffic, based on the identified B2G peak construction period, to form the total construction traffic on each overlapped road link.

A hypothetical example of Step 1 to Step 4 is provided in Figure 1, whereby:

- B2G construction volumes on a nominated link have a temporal and spatial overlap with NS2B, G2H, H2C, C2K and K2ARB volumes
- A peak B2G construction volume of 80 vehicles per day is identified in May 2025
- The cumulative impact for the road link during the B2G peak is identified as 170 vehicles per day, which includes NS2B to K2ARB
- Note this may or may not be to the 'highest' peak for the road link contributed by Inland Rail, as the B2G EIS TIA remains focused on assessing B2G peak periods
- Continue to Step 5 of the methodology.



	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26
B2G	10	20	20	30	30	40	40	50	60	80	60	50	40	40	30	20	20	10	10	10				
NS2B		10	20	20	30	30	40	40	50	60	50	40	40	30	20	20	10	10	10	10	10			
G2H															10	10	20	20	30	30	40	40	50	60
H2C									10	10	10	20	20	30	30	40	40	50	50	60	50	40	40	30
C2K								10	10	20	20	30	30	40	40	50	50	60	50	50	40	30	40	30
K2ARB																					10	10	10	20
Total	10	30	40	50	60	70	80	100	130	170	140	140	130	140	130	140	140	150	150	160	150	120	140	140

Figure 1 – Example of Cumulative Construction Traffic Volume

Step 5: 5% comparison of **road link traffic volumes** will be undertaken for the identified B2G construction peak period including any cumulative volumes.

Scenario A: Where the 5% impact threshold is not exceeded during the B2G peak, no further link assessment will be undertaken.

Scenario B: Where the 5% impact threshold is exceeded during the identified B2G peak, assessment will be undertaken in accordance with GTIA including utilisation of Highway Capacity Software (HCS2022) for LOS and road safety assessments.

Step 6: 5% comparison of **intersection traffic volumes** (for all movements) will be undertaken for the identified B2G construction peak period including any cumulative volumes.

Scenario A: Where no traffic movements at the intersection exceeds the 5% impact threshold during the B2G peak, no further intersection assessment will be undertaken.

Scenario B: Where at least one traffic movement at the intersection exceeds the 5% impact threshold during the identified B2G construction peak period, turn warrant, SIDRA intersection assessment and safety review will be undertaken.

Step 7: 5% comparison of **SAR for pavement impacts** will be undertaken for each construction year of the B2G construction peak including any cumulative volumes.

Scenario A: Where the 5% impact threshold is not reached with the cumulated SAR for IR Projects, no further pavement assessment will be undertaken.

Scenario B: Where the 5% impact threshold is reached with the cumulated SAR for IR Projects, the pavement contributions (i.e. marginal cost calculation) will be calculated and planned to be provided to TMR/OCG separately to the EIS TIA, as proposed in the previous ARTC technical memorandums. The assessment will include a breakdown of monetary contribution from each IR Project utilising the B2G road link peak for each proposed construction route.

Safety assessments will be carried out to account for cumulative volumes including any proposed safety improvements and mitigation measures to address the identified safety issues. The safety reviews will be carried out to determine whether the increase in construction traffic volumes from the total IR Projects for the B2G peak have any worsening effects on road safety as outlined in previous ARTC technical memorandums.

2.2 Timing Overlap

Current indicative construction timeframes for the IR Projects between NS2B to K2ARB will be adopted for the purpose of the cumulative assessment. These indicative construction timeframes will allow the best estimation of construction volumes by activities for each IR Project for the corresponding B2G peaks.

2.3 Construction Route Overlap

The following figures provide an indication on the extent of construction route overlaps from some of the IR Projects (between NS2B to K2ARB) on the B2G construction routes.

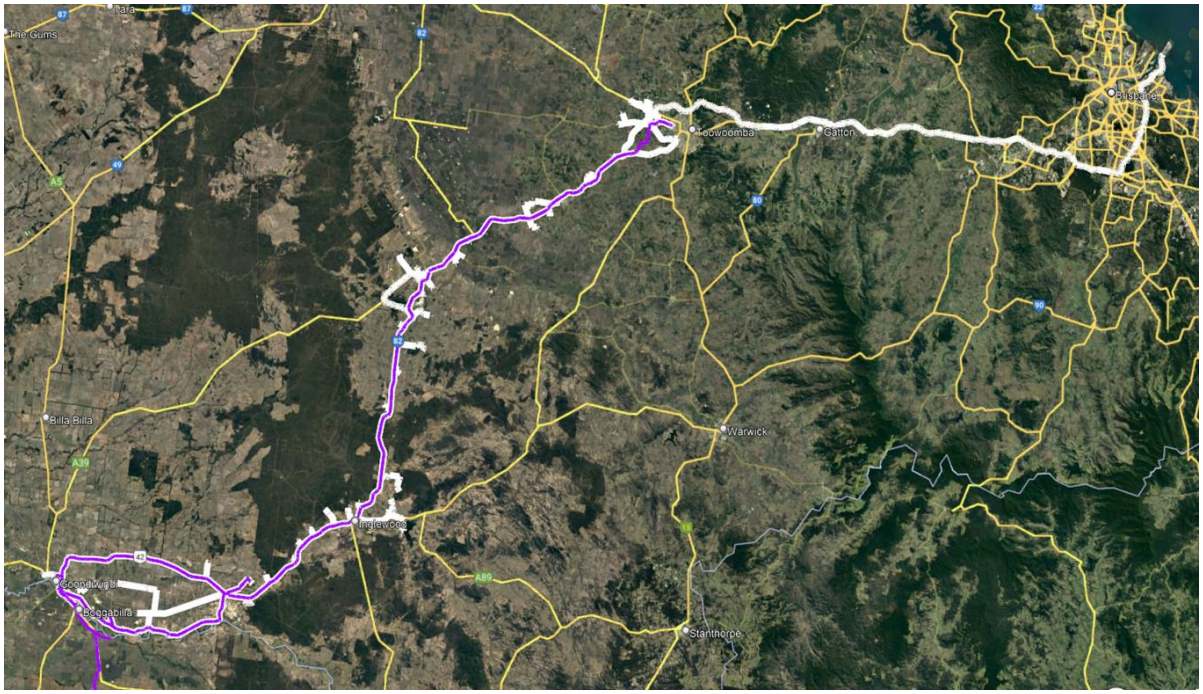


Figure 2 – Construction route overlap from NS2B (purple) on B2G construction routes (white)

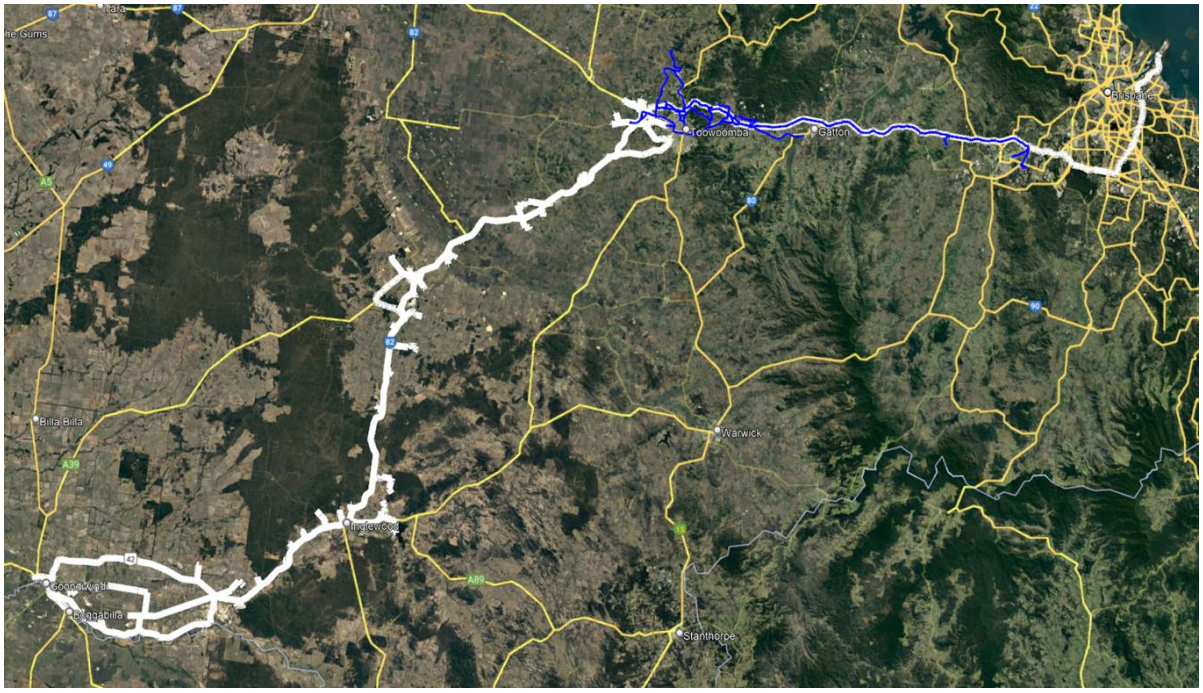


Figure 3 – Construction route overlap from G2H (blue) on B2G construction routes (white)

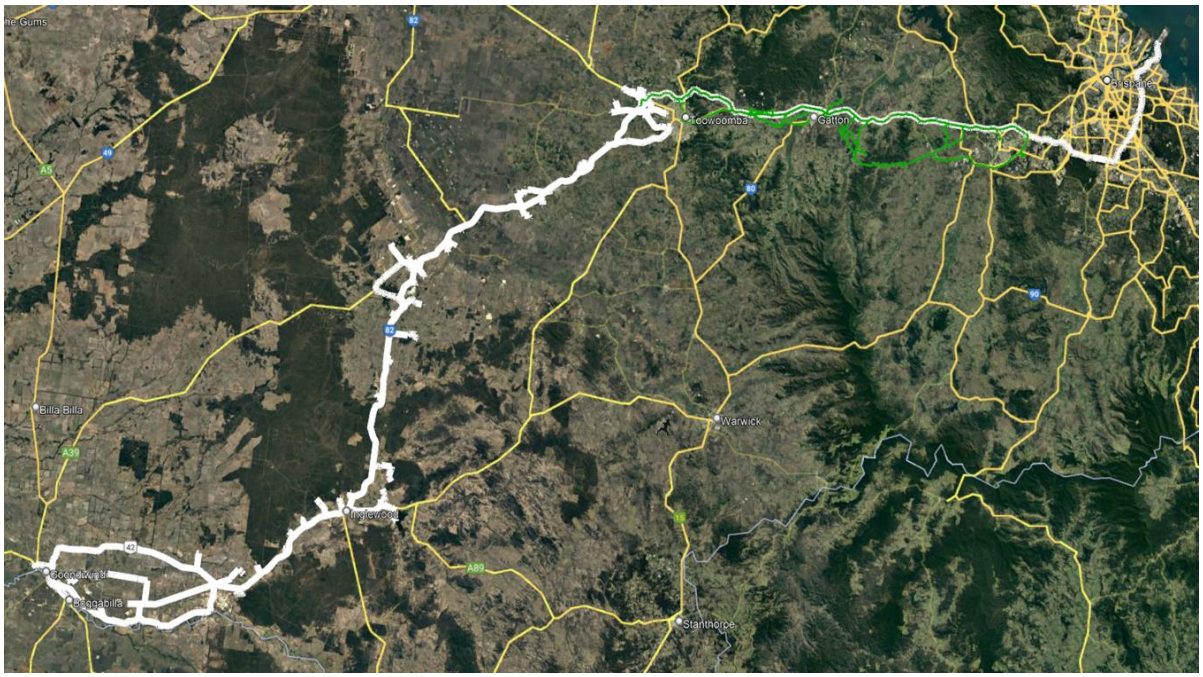


Figure 4 – Construction route overlap from H2C (green) on B2G construction routes (white)

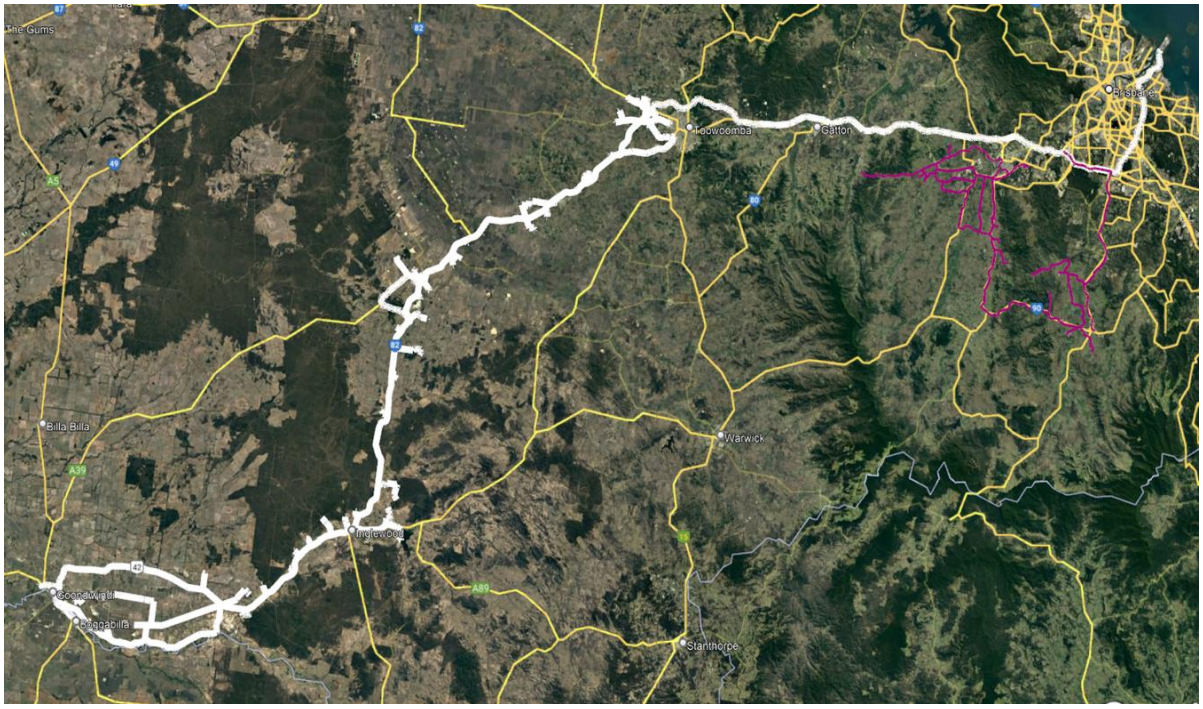


Figure 5 – Construction route overlap from C2K (red) on B2G construction routes (white)

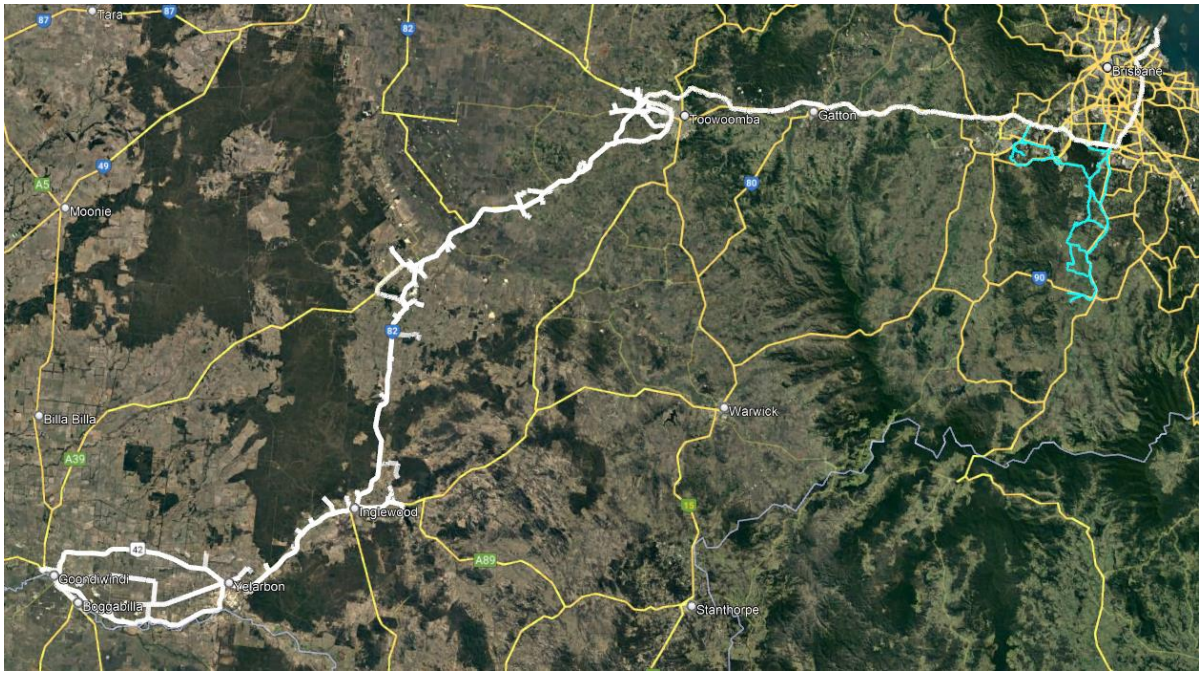


Figure 6- Construction route overlap from K2ARB (light blue) on B2G construction routes (white)

3 Recommendations

The above methodologies will be adopted for the cumulative impact assessments for the B2G revised EIS TIA.

It is reiterated that the general approach of the TIA is to follow the procedures as set out in the GTIA (2018), with this memo provided as a supplement to those procedures.

ARTC believes the proposed methodology provides a best estimate of the additional construction traffic impacts anticipated due to the temporal and spatial overlap of construction activities and the traffic volumes generated by the IR Projects. The proposed methodology assesses the road link, intersection, safety and pavement impacts from the IR Projects. The overlap and subsequent cumulative impacts from other projects will be reviewed in the next project phase as part of further updates to the TIA.

APPENDIX

AA

Traffic Impact Assessment

Appendix BR Technical memorandums for TIA methodology to DTMR—pavement impact assessment

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
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INLAND RAIL

Memo

Prepared by	ARTC & FFJV
Prepared for	Ross Cunneen (OCG) and DTMR
Date	16 November 2022
Title	**B2G Pavement Impact Assessment Memo**

1.0 Introduction

The purpose of this memorandum is to clarify the methodology and approach to assessing the pavement impact of increased heavy vehicle movements on the TMR State Controlled Road (SCR) network due to Inland Rail construction activities. It aims to provide guidance at a network level on the type of mitigation strategies (e.g. financial contribution, maintenance of asset during construction or selective reconstruction of asset prior to construction) required for each impacted SCR based on Pavement Impact Assessment (PIA).

1.1 Background

As part of the Traffic Impact Assessment (TIA) for the Border to Gowrie (B2G) Project of Inland Rail, a PIA has been undertaken in accordance with *Guide to Traffic Impact Assessment Practice Note: Pavement Impact Assessment, December 2018 (GTIA, 2018)*. The desired outcome is to ensure a no-worsening to SCR pavements resulting from B2G construction traffic. Noting cumulative impacts will also be assessed using the process described below and in accordance with the Cumulative Impact Assessment Methodology Memo provided to OCG on 21 July 2022.

The GTIA highlights the need for mitigations on sections of the SCR network where the PIA indicates the Standard Axle Repetitions (SARs) have increased by > 5% of the background traffic SARs due to the addition of construction traffic. A summary of the assessment of all impacted SCR's assessed against the background traffic SARs is provided in Attachment 1. It should be noted that all SCRs in this assessment are sealed roads.

A meeting was held between TMR, FFJV and ARTC on 29 June 2022 to discuss SAR assessment criteria and broad impact categories on which mitigation measures should be based. These categories are summarised below:

- 0% to 5% increase in SARs
  - This category requires no mitigation works consistent with Guide to Traffic Impact Assessment Practice Note: Pavement Impact Assessment, December 2018
- >5% to 400% increase in SAR's
  - During the meeting with TMR, FFJV and ARTC on 29 June 2022, TMR Subject Matter Experts (SMEs) advised the financial contribution is linear between 5% and 400% and calculated contribution would be considered appropriate. However, each induvial site should be evaluated in terms of existing condition, ability to withstand construction traffic and likely final condition as well as the required financial contribution.
  - The current maximum % increase across all SCR segments for B2G is 134%.
- Above 400% increase in SARs (noting this category is not applicable to the B2G Project)
  - During the meeting with TMR, FFJV and ARTC on 29 June 2022, TMR Subject Matter Experts (SMEs) advised that the FAMLIT method for financial contribution was not appropriate above 400%. The pavement condition relative to the financial contribution no longer correlated linearly; therefore, the approach to compensation and mitigation was to be developed in collaboration with DTMR on a case-by-case basis.
  - ARTC no longer consider this category or approach necessary for B2G PIA requirements.

Table 1 provides a breakdown of the road segments based on the SAR assessment criteria thresholds mentioned above in each year of construction.

Table 1 Road segments which trigger the specified thresholds by year

CRITERIA THRESHOLD	2024	2025	2026	2027	2028
≤ 5%	158	119	142	173	260
> 5% AND ≤ 400%	107	146	123	92	5

Note: No exceedance greater than 400% threshold.

Maximum SCR segment is 134%.

2.0 Contributions

As part of the TIA, the total pavement contributions calculated based on the B2G construction-related traffic, which has been calculated annually for 100m road segments based on FAMLIT marginal cost information provided by TMR for road segments with impacts greater than 5%.

Table 2 shows the proposed contributions based on the current construction traffic assumptions (refer to PIA Analysis Contributions for more detail).

Table 2 Total Pavement Contributions – Total B2G construction-related traffic summary

VEHICLE	2024	2025	2026	2027	2028	TOTAL
CLASS 5	$415	$18,594	$23,481	$2,564	$0	**$45,053**
CLASS 7	$35,966	$182,992	$68,227	$27,942	$0	**$315,127**
CLASS 9	$18,643	$83,320	$52,069	$23,262	$0	**$177,294**
CLASS 10	$1,231,354	$2,257,875	$1,299,037	$1,255,180	$88,795	**$6,132,241**
OSOM	$0	$1,377	$24,893	$6,257	$0	**$32,527**
TOTAL	**$1,286,377**	**$2,544,158**	**$1,467,707**	**$1,315,205**	**$88,795**	**$6,702,242**

Note: Data was not provided for franchise (Transurban) roads or for Road 18A between Ch 79.260-79.600 km (Road 18A link remains under 5% threshold) and therefore, no contribution calculations were undertaken.

3.0 Maintenance works

It is acknowledged that some of the construction traffic impacts will necessitate maintenance works before or during construction to ensure the road is maintained in a serviceable state. Where ARTC undertakes maintenance activities, negotiations are expected to occur with TMR to discuss compensation as it relates to the total marginal cost contribution.

Intervention limits (i.e. limits beyond which the pavement is considered unsafe or requiring rehabilitation) are to be agreed with TMR prior to the condition assessment. Intervention values for rutting, roughness and maximum deflection (to be determined via Traffic Speed Deflectometer) are to be agreed prior to condition assessment of the SCR's.

4.0 Pavement Recommendation

Agreement of intervention values for condition assessment and assessment of SCRs shall be undertaken by the contractor post EIS approval.

The following mitigation measures are proposed to be applied to the SCRs based on the relevant SAR assessment criteria. Figure 1 provides a simple decision tree on how to select an appropriate mitigation measure for each SCR. No further assessment is required for SCRs that are categorised ≤5% SAR.

The following categories of mitigation measures are proposed based on the outcomes of the condition assessment for SAR increase between 5% and 400%:

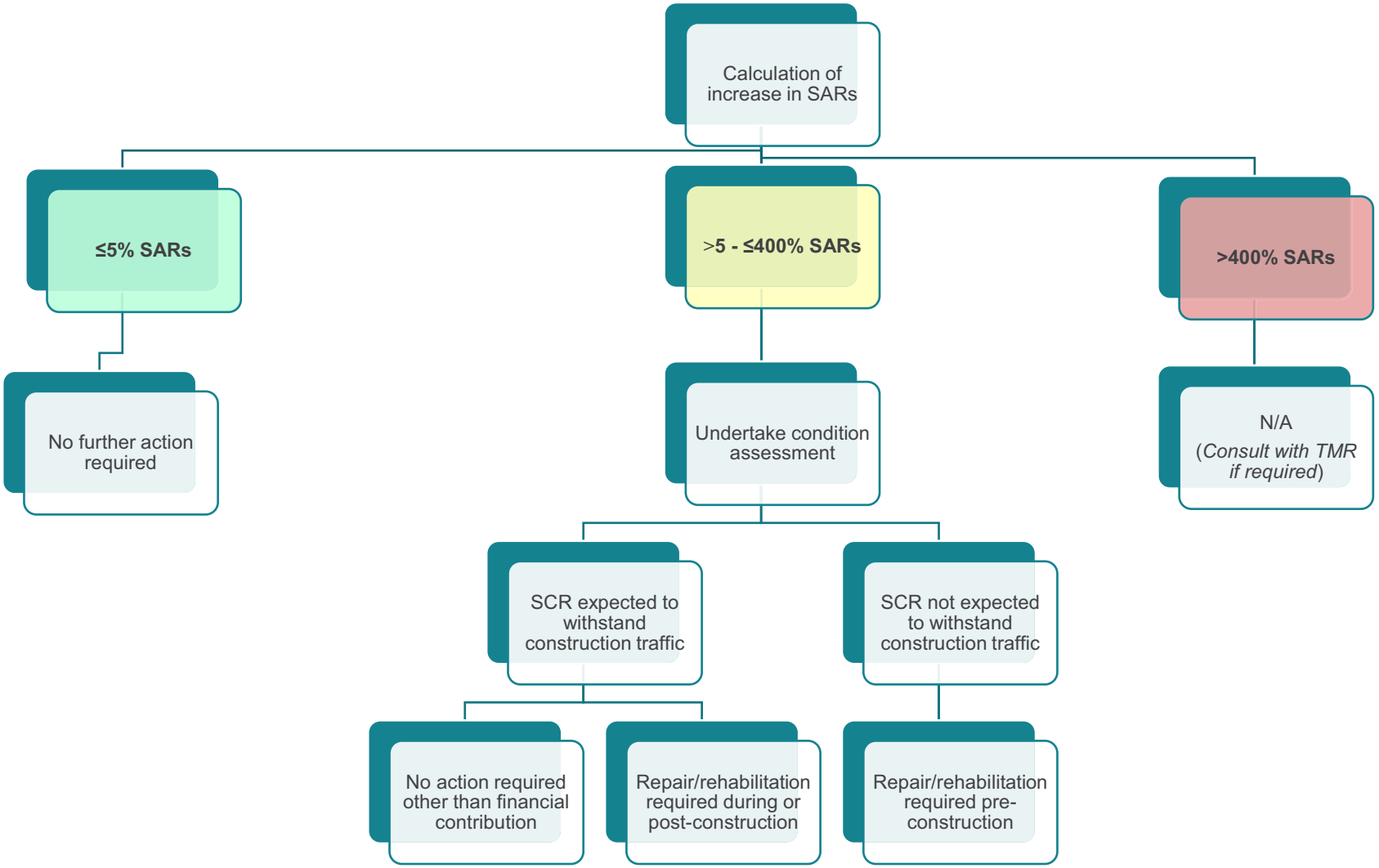
- No action required other than financial contribution
    - The existing pavement is expected to remain in acceptable condition after construction and therefore no pre or post works are anticipated.
    - No works are required and the agreed financial contribution in Section 2.0 is acceptable.
- No action required prior to construction (repair/rehabilitation may be required post-construction)
    - The existing condition of the SCR is sufficient to enable construction traffic and therefore does not warrant any mitigation measure prior to construction.
    - Post construction, if the condition of the pavement is below the agreed intervention values and therefore remedial works will be required.
    - The mitigation methods agreed/adopted during/post construction may exceed the calculated contribution amount provided in Section 2.0.
- Repair/rehabilitation required before construction (maintenance may be required during construction)
    - The existing condition of the SCR is not expected to withstand the proposed construction traffic, thereby requiring works before Inland Rail construction commences.
    - Additional works may also be required during/post construction depending on the deterioration of the SCR.
    - The mitigation action required pre/during/post construction to bring the SCR up to a serviceable level may exceed the calculated contribution amount provided in Section 2.0.

It must be highlighted that the contribution amount does not take into consideration the existing SCR condition and where an SCR is in poor condition, required works are likely to exceed the agreed amount.

The contribution amount should only be considered up to 400% increase in SARs as the current modelling is only valid up to this limit. However, it is noted that no B2G SCR segments are expected to exceed 400%.

Actions for mitigation measures are provided in Section 4.1 for sealed/asphalt roads.

Figure 1 Pavement mitigation decision tree



Note: >400% SARs category is not expected to be required based on current SAR projections.

4.1 Sealed/asphalt roads

Potential mitigation actions that could be adopted pre/during/post construction as per GTIA, 2018 Section 13.3 include:

- A change in surfacing type
- Increase in pavement thickness
- Increasing maintenance for the SCR
- Selective reconstruction with appropriate material. Where failures are evident.
- Total reconstruction

4.2 Further investigations

Subject to the mitigation measures agreed, additional investigation may be required. For example, a geotechnical investigation and traffic counts may be required to provide a pavement design in the event of a pavement upgrade/reconstruction.

5.0 Proposed condition assessments

Consistent with the GTIA, SCRs which experience an increase in SARs of less than 5% are expected to remain within safe and acceptable limits of performance. Therefore, no condition assessment or further mitigation is proposed for these segments.

All SCR segments which have an impact on SARs greater than 5% will have condition assessments in the next phase of the project to determine the appropriate mitigation measure.

6.0 Conclusion

The methodology outlined above briefs TMR on how ARTC plans to mitigate any pavement impacts that the Inland Rail project may have on the SCRs.

After the construction routes have been finalised as part of the detailed design phase, and where necessary, the PIA will be updated to incorporate any changes in assumptions.

The following items should be addressed prior to the next phase of the project:

- Agreement of intervention limits with TMR, relative to existing SCR hierarchy and existing condition.
- Agreement of timeframes of any upgrade/repair works before or during construction
- Agreement of calculated financial contribution.
- Agreement where ARTC undertakes maintenance activities, ARTC and TMR negotiate compensation in good faith as it relates to the total marginal cost contribution.

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Traffic Impact Assessment

Appendix BS Technical memorandums for TIA methodology to DTMR—road safety

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Memo

To	Ross Cunneen
From	Jason Richard
Date	28 June 2022
Subject	**B2G EIS TIA – Road Safety Methodology**

1 Purpose

ARTC submitted a technical memorandum on their revised approach to the EIS TIA on 6 May 2022. A meeting was held with the OCG and Queensland Department of Transport and Main Roads (TMR) on 13 May 2022 to discuss this technical memo and further comments were provided by the OCG and TMR via email on 9 June 2022. Further information was requested in relation to ARTC's proposed road safety methodology and this memo provides additional detail of our proposed approach.

2 Proposed Road Safety Methodology

Base Data and Area of Impact Assessment

It is proposed to determine the Area of Impact Assessment for road safety primarily consistent with the GTIA requirements, as shown in Figure 1.

Road safety	All intersections where the development traffic exceeds 5% of the base traffic for any movement in the design peak periods[3] in the year of opening of each stage All road links where the development traffic exceeds 5% of the base traffic in either direction on the link in the design peak periods[3] in the year of opening of each stage

Figure 1: GTIA (2018) Table 6.4 extract

In addition to the above, locations which do not exceed the 5% GTIA requirements in Figure 1 will be identified and listed in the EIS TIA. The development traffic percent increase and site-specific input assumptions (e.g. base turning volumes) for each location will be also included. As specifically requested by TMR, example road safety assessments along with typical mitigation measures (if required) at a three leg and a four leg intersection will also be documented in the TIA (design sketches will not be provided for mitigation measures). These will be provided for one T-intersection and one four-way intersection and will be supported by site observations.

Section 2 in the ARTC technical note "B2G EIS TIA – Base Traffic Data and Assessment Methodology" specifies the current base data available and the approach to estimate base traffic data where no count data is available. This approach to base data will also be adopted for the road safety assessment to ensure consistency across all impact assessments for the EIS TIA. As per the comments provided to ARTC by the OCG and TMR via email on 9 June 2022, the proposed approach to base data was acceptable and confirms that no further base data collection is required for the EIS TIA.

Road Safety Assessment Methodology

As per the GTIA, road safety will be considered in two stages as follows:

– Stage 1: Risk assessment and mitigation

As outlined in Section 9.3.2 of the GTIA this is generally a qualitative desktop risk assessment of the likelihood and consequence of safety risks being increased as a consequence of development traffic, pedestrians and cyclists or at the development access points (i.e. construction laydown area access points).

– Stage 2: Safety assessment of proposed design

If any infrastructure works are identified as being required either through the Stage 1 risk assessment or under another impact assessment type (for example, the intersection delay assessment), a road safety audit or road safety assessment will be required (as outlined in Section 9.3.3 if the GTIA) to ensure that the design of the mitigation works does not introduce unacceptable safety risks.

The GTIA definitions of a road safety assessment and road safety audit are shown in Figure 2.

Road safety assessment	An evaluation of safety risks of a future road or traffic project and identification of measures to manage this risk; a road safety assessment is less detailed than a road safety audit
Road safety audit	A formal examination of a future road or traffic project, in which an independent, qualified person reports on its potential safety hazards and identifies remedial measures

Figure 2: GTIA (2018) Definition of Terms (Table 2(a))

For the Stage 1 assessment, road safety risks will be identified and scored using the risk scoring matrix in Figure 9.3.2(a) in the GTIA, for the following scenarios:

– Without development
– With development
– With development and with mitigation measures – for risks that significantly worsen for the 'with development' situation (i.e. from low to medium or from medium to high).

As noted in GTIA, the objective is to recommend mitigation measures that return the risk score back to 'without development' levels and below the 'high' level.

The GTIA notes the types of works to mitigate road safety impacts are infrastructure works such as intersection upgrades, road corridor improvements (i.e. guardrail, lane widening).

An example of a qualitative risk assessment from the GTIA is provided in Figure 3.

Figure 9.3.2(b) – Example risk assessment

	Without development			With development				With development & mitigation		
Risk item	**Likelihood**	**Consequence**	**Risk Score**	**Likelihood**	**Consequence**	**Risk Score**	**Mitigation measures**	**Likelihood**	**Consequence**	**Risk Score**
More left turning traffic at driveway; rear end collision with left turn entry	1	2	L	2	2	L	No action			
More right turn out movements into 4 lane road with no median storage	1	3	L	3	3	M	Widen median to allow two-part right turn	1	3	L
Right turn pocket of adjacent intersection queuing out into 80kph traffic; rear end crash	1	5	M	3	5	H	Extend right turn pocket to accommodate queues	1	5	M
Poor sight distance for right turns out of the access due to heavily planted frontage; potential for right-through crashes with vehicles, cyclists and pedestrians.	4	4	H[1]	5	4	H	Remove or trim foliage to provide adequate sight distance	2	4	M

[1] Even though the risk score has not changed with the development, this existing safety issue needs to be mitigated to lower the score below the 'high' level.

Figure 3: GTIA (2018) Example Risk Assessment (Figure 9.3.2(b))

The Stage 1 assessment will be completed for intersections, including road-rail interfaces and road links that satisfy the GTIA requirements in Figure 1 for operational and construction project (development) traffic. As part of the Stage 1 assessment, site observations will be undertaken for key intersections where over-size over-mass (OSOM) movements are present (e.g along bridge girder and rail track construction traffic routes). Site observations will also be carried out at laydown access locations on local roads with a posted speed limit of 80 km/h or greater and all state-controlled roads.

The Stage 2 assessment will only be considered at locations where upgrade works are required as an outcome of the Stage 1 assessment or under another impact assessment (i.e. intersection delay assessment). There are two levels of assessment for this stage:

- Road safety assessment
- Road safety audit

Tables 9.3.3(a) and 9.3.3(b) in the GTIA defines the level of assessment required.

As stated in the GTIA where a road safety audit has been identified as being required, concept design plans / sketches of the proposed works will be required as a basis for the road safety audit.

It is anticipated that the majority of Stage 2 assessments for construction traffic impacts will be at access locations for construction laydown areas. It is expected that the TIA will consider Stage 2 assessments at these locations. However, the number of locations where infrastructure works to accommodate construction traffic is expected to be minimal.

Road safety audits for the permanent road changes for the project design, not necessitated by results of the EIS TIA, will be undertaken as part of the road design development process separate to the EIS TIA.

Where a road safety audit is required, the audit will be undertaken by TMR accredited road safety auditors who are independent of the design team. A Feasibility Stage road safety audit will be undertaken in accordance with Austroads Guide to Road Safety Part 6: Road Safety Audit (AGRS06-19) and the TMR Supplement to TRUM Volume 2: Guide to Road Safety, Part 6: Road Safety Audit. Where a road safety assessment is required, this will be undertaken by the FFJV team.

The EIS TIA will also assess any existing level crossings within an impact assessment area in accordance with GTIA Section 14.

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Appendix BT Public level crossing treatment methodology

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Public level crossing treatment methodology

Introduction

The key principles guiding the decision-making process for determining treatments at public road–rail interfaces include:

- Using a risk-based decision-making process focused on minimising risk So Far As Is Reasonably Practicable (SFAIRP)
- Consistency in the determination of road–rail interface treatments across all projects of the Inland Rail Program
- Applying a consistent methodology to determine if the cost of the potential available treatment is grossly disproportionate to the level of risk to safety and the projected benefits
- Working with stakeholders to minimise the number of level crossings across the Inland Rail Program
- Ensuring the feasibility of the Inland Rail Program by proposing cost-effective solutions.

An overview of the process followed in the assessment of road–rail interfaces across the Border to Gowrie (B2G) project and the methodology followed in the development of road–rail interface treatments is outlined below.

Process overview—determination of road rail interface treatments

Identification of all potential road–rail interfaces within the proposal site

An important objective of level crossing investigations is the clear and accurate identification of all road-rail interfaces within the proposal site. The list of identified road–rail interfaces is then provided to the relevant road manager for review in order to ensure that all interfaces and the associated road infrastructure managers have been correctly identified.

Identify opportunities to minimise the number of proposed road–rail interfaces

The initial focus is on identifying opportunities to eliminate road-rail interfaces by assessing all existing and proposed crossings for removal. Options to eliminate crossings include road closures, road diversions or realignments, existing level crossing closures and grade separations.

This approach is consistent with Queensland Level Crossing Safety Strategy which notes that organisations should "explore opportunities for grade separation or closing level crossings and seek to minimise any proposals to construct a public level crossing on a greenfield site".

Any proposed changes to the road network are developed in consultation with the relevant road manager.

Review whether the road–rail interfaces meet the criteria for automatic grade separation

ARTC's policy is that rail-road interfaces will be automatically grade separated in the following three instances:

1. Rail-road interfaces with four rail tracks (current)
2. Rail-road interfaces of freeways and highways of four or more lanes (current and committed future plans) or limited access roads
3. Where grade separation is the logical option for topographical or other technical engineering reasons.

All other crossings will be assessed using the Inland Rail Level Crossing Risk Tool.

Inland Rail Level Crossing Risk Tool

Where a road–rail interface is required, ARTC apply a consistent safety-based risk approach to determine crossing treatments. This is the Inland Rail Level Crossing Risk Tool.

The approach uses the Australian Level Crossing Assessment Model (ALCAM) as one of the main inputs into the decision process. ALCAM is the only nationally accepted risk tool for level crossings and has been endorsed by state and territory ministers. ALCAM considers a range of factors including:

- Future road traffic volumes
- vehicle types
- future train volumes
- road and rail vehicle speeds and lengths
- Sighting and stacking distances.

All road traffic inputs used in the assessment are reviewed by the relevant road manager.

The Australian Transport Council in May 2003 agreed to adopt the Australian Level Crossing Assessment Model (ALCAM) as the only comprehensive level crossing assessment model in Australia. ALCAM is an assessment tool used to identify key potential risks at level crossings and assess the overall effects of proposed treatments.

This quantitative risk-based approach used to determine road-rail interface treatments across the Inland Rail alignment is consistent with the Office of the National Rail Safety Regulator (ONRSR) guidelines on risk assessment.

ONRSR is a national regulator which was created to administer and regulate the safety of the Australian railway industry under Rail Safety National Law (RSNL)

In June 2020, ONRSR finalised an audit of the *Inland Rail Road–Rail Crossing Strategy*. The audit recognised a consistent, systematic and comprehensive process for the assessment of level crossings is applied to determine adequate treatments, noting that the approach ensures level crossing safety risks are eliminated or minimised, SFAIRP. There were no findings or recommendations identified by the audit requiring action by ARTC.

Section 10 of ONRSR's *Policy on Level Crossings* (ONRSR, 2019) provides support for the use of ALCAM as follows:

> *'ONRSR accepts the use of ALCAM as a tool to help prioritise investment (when used in conjunction with other relevant factors, such as recent occurrence history). This tool has been endorsed by state and territory ministers.'*

Consideration of factors other than ALCAM that may influence the recommended level of control are also taken into account, where relevant, on a case-by-case basis, including:

- Collision and near-collision history
- Traffic and transport impacts
- Future developments
- Local knowledge of driver or pedestrian behaviour.

The assessment incorporates a compliance check against *AS1742.7-2016 Manual of uniform traffic control devices, Part 7: Railway crossings* (Standards Australia, 2016).

Level crossing treatment (control) options considered as part of the process include:

- Installing/upgrading passive (stop sign) level crossings—compliant with AS1742.7-2016
- Installing/upgrading to active level crossings (flashing lights and boom barriers)
- Elimination of crossings via road closures, diversions, or realignments
- Grade separation
- Other treatments identified based on-site specific risks.

Active controls are where a device, such as flashing lights or boom barriers, is activated prior to and during the passage of a train through the level crossing.

From a futureproofing perspective, 2040 road and rail traffic volumes are used in determining crossing treatments.

Any proposed changes to the road network are subject to review by the relevant road authority.

Cost benefit analysis

Part of the test as to whether risks have been managed SFAIRP is to determine whether the cost of the additional control is grossly disproportionate to the benefit gained via a CBA. From a financial perspective, three key inputs are required for the CBA:

1. *The avoided cost if an additional risk control is implemented (Value of Life * risk reduction)*—the risk tool relies on ALCAM, which provides a quantitative measure of risk, which also enables the modelling of risk reduction generated by changing the controls at the level crossing. Risk reduction (benefits) can be calculated by comparing two risk scores for two scenarios, e.g. one level crossing with stop signs and one with flashing lights and boom barriers. ARTC have adopted the Australian Government, Department of Prime Minister and Cabinets value of life number. The Level Crossing Risk Tool is updated whenever the Australian Government revise this number.
2. *The cost of implementing the additional risk control*—this is a combination of the capital cost of the additional control and the annual maintenance and repair cost over the life of the additional control.
3. *What would be considered grossly disproportionate*—from a legal perspective, the ONRSR *Meaning of Duty to Ensure Safety So Far As Is Reasonably Practicable Guideline* provides some guidance on what would be considered grossly disproportionate—the 'Grossly Disproportionate Factor' or GDF. The guideline suggests that the GDF may be dependent on the likelihood and consequence, with low risks having a factor of 2 and high risks having a factor of 10. The Level Crossing Risk Tool was initially developed to apply a GDF of 7. The risk tool was revised to adopt a more conservative GDF of 8. Where the GDF for grade separation is less than 8, ARTC undertakes additional assessments including development of site-specific estimates to a sufficient level of detail to enable a decision to be made on whether the grade separation is reasonably practicable

The use of ALCAM assessments in the determination of level crossing treatments

ALCAM assessments are undertaken for all proposed public road level crossings in the proposal site, thus providing a baseline risk score. ARTC use qualified design consultant to inform the inputs into the IR Level Crossing Risk Tool. These inputs are then validated by both internal ARTC subject matter experts and independent ALCAM consultants. The proposal functionality in the ALCAM system is used to model what the ALCAM risk score would be, assuming the introduction of Inland Rail. This incorporates forecast train speeds, volumes and train lengths. Updated road traffic counts, including a breakdown between light are heavy vehicles, are also collected for all public roads and included in this analysis.

If a crossing is assessed as being non-compliant for a passive stop sign control, the next level of control is applied. For example, if, based on the updated train speeds, sufficient sighting distance for a stop sign crossing as per *AS 1742.7-2016 Manual of uniform traffic control devices Part 7: Railway crossings* (Standards Australia, 2016) cannot be achieved, then the minimum control is flashing lights and boom barriers.

Even when a crossing is compliant for a passive stop sign control, the next level of control is modelled in ALCAM and a cost benefit/GDF analysis is undertaken, until the risk factor is reduced and a cost-effective level of crossing protection is established. For example, a passive control would be compared to a boom barrier control, which would then be compared to a grade separated control.

Preliminary design

A preliminary level of design is first undertaken to confirm that a level crossing with the proposed control, which complies with the relevant standards, can be constructed. This design incorporates any road design standards that

have been provided by the relevant road infrastructure manager.

Site-specific level crossing treatments are then reviewed with the respective road infrastructure managers as the project progresses through the design process.

Interface agreements

In accordance with section 105 of l Rail Safety National Law (RSNL), ARTC will seek to enter into Interface Agreements for all current and proposed public road crossings in order to assist in the management of safety risks at level crossings once the rail line is operational.

Interface Agreements include:

- Risk Management and
- Ongoing Management of the infrastructure including scenarios such as maintenance works, emergency works or where there is a material changes to the usage of the interface

The typical review period for Interface Agreements is 5 years or at other times agreed by the parties.

Conclusion

The objective is to develop a consistent methodology in the selection of level crossing treatments that is acceptable to key stakeholders and minimises risk SFAIRP.

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Appendix BU Site visit report and photos

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Level 8, 540 Wickham Street, Fortitude Valley QLD 4006
PO Box 1307 Fortitude Valley QLD 4006

T +61 7 3553 2000
F +61 7 3553 2050

Site Visit Note

Date	**26 December 2022**	Time	**9:00am to 4:30pm**
Subject	**B2G Traffic Site Visit Note**		

1 Background

The site visit intended to note observations take photos of the following elements which are summarised below:

- Oversize overmass pinch point locations
- Proposed road-rail interfaces locations flagged as High Risk in TIA safety assessments
- Intersections flagged as High Risk in TIA safety assessment
- Existing level crossing provisions
- Creek bridge/culvert crossings

2 Oversize overmass pinch points

Site visit objective: confirm pinch point constraints/infrastructure for identified pinch point locations

2.1 PP01

The median, mountable apron, and directional hazard markers are all correctly existing on site. Kerb on the medians and roundabout are all mountable kerbs. Roundabout seems well designed for large vehicles.

Photos below show the photos from approach of the roundabout to departure of the roundabout.

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PO Box 1307 Fortitude Valley QLD 4006

T +61 7 3553 2000
F +61 7 3553 2050

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Figure 1 PP01 Approach of the roundabout



Figure 2 PP01 Approach of the roundabout

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PO Box 1307 Fortitude Valley QLD 4006

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Figure 3 PP01 Approach of the roundabout



Figure 4 PP01 Roundabout circulation

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Figure 5 PP01 Roundabout departure

2.2 PP02

Pinch point has significant space unrestricted by road signage or markers. Painted medians provided on ground.

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Figure 6 PP02 Approach to intersection from Kingsthorpe Haden Road overpass



Figure 7 PP02 North approach of intersection showing overpass road to right and Kingsthorpe Haden Road/onramp ahead

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Site Visit Note

2.3 PP03

Pinch point has includes culvert crossing on access track and tight entry due to fencing.



Figure 8 PP03 East approach view cross section



Figure 9 PP03 View of culvert on approach of access track. Steep drain on edge of road

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Figure 10 **PP03 View of gravel road, existing fencing and gate.**



Figure 11 **PP03 View of overhead power lines, culvert and marker posts from west approach which would be impacted by exiting movement. Steep drain on edge of road**

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2.4 PP04

Significant signage and postage aligned with swept path. No noted difference between notes on swept path and reality.



Figure 12 PP04 Road cross section on west approach to intersection

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Figure 13 **PP04 View of signage, road markers and overhead power lines on Chamberlain Road**



Figure 14 **PP04 View of exit from Chamberlain Road onto Warrego Highway showing culvert to left of road, guiding posts and signage, as well as median showed through middle of Warrego Highway**

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2.5 PP05

Intersection well designed for large vehicles with extra width provided through painted areas along slip lane. Unclear whether some of the road markers will be impacted by the swept path.



Figure 15 PP05 View from Warrego Highway up the off ramp slip lane showing median and signs and lighting

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Figure 16 PP05 View showing the Toowoomba bypass offramp left turn slip lane, including non-mountable median, overhead lighting and road markers



Figure 17 PP05 Road cross section

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2.6 PP06



Figure 18 PP06 Toowoomba bypass onramp view from north approach showing non-mountable medians, traffic signals, painted medians and overhead lighting



Figure 19 PP06 Intersection west approach showing traffic signals which could be impacted by a tight turn

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2.7 PP07



Figure 20 PP07 View of onramp slip lane from northern side of intersection indicating non-mountable kerbs, traffic signals, overhead lighting and signage



Figure 21 PP07 West approach showing overhead traffic signals, sign posts on middle median and mountable kerb on middle median

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Figure 22 PP07 Road cross section

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2.8 PP08



Figure 23 PP08 View up offramp showing left turn slip lane non-mountable kerb, signage, road markers and lighting



Figure 24 PP08 View from left turn slip lane onto Warrego Highway showing standard kerb

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2.9 PP09



Figure 25 PP09 Road cross section showing wide road with line marking median with road markers



Figure 26 PP09 Wide turning path for left turn movement onto Athol School Road. Mountable median through centre with of road with signage on either end. Road markers along edge.

Site Visit Note



Figure 27 PP09 Mountable median with road signage from Athol School Road approach to intersection



Figure 28 PP09 View of wide road for right turn movement from Athol School Road

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Site Visit Note

2.10 PP10



Figure 29 PP10 Road cross section



Figure 30 PP10 View from Gore Highway showing relatively flat land for left turn movement and signage and road markers.

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Site Visit Note



Figure 31 **PP10 Southbrook Rockview Road approach to Gore Highway showing stop sign, and road markers.**



Figure 32 **PP10 Intersection right turn movement shown as clear view with wide available pavement.**

Site Visit Note

2.11 PP11



Figure 33 **PP11 Intersection approach from Linthorpe Road showing overhead wires, road markers, road signage.**



Figure 34 **PP11 Clearer view of intersection approach showing pavement degradation, road markers and signage.**

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Site Visit Note



Figure 35 **PP11 View from north approach showing culvert under Gore Highway and uneven land**



Figure 36 **PP11 View from Gore Highway left turn lane showing the culvert and drop on the left of the road as well as road markers.**

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Site Visit Note

2.12 PP12



Figure 37 **PP12 Road cross section**



Figure 38 **PP12 Left turn mountable kerb from Gore Highway onto Lochaber Road, as well as traffic sign and road markers. Mountable median with traffic signs on it.**

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Site Visit Note



Figure 39 **PP12 Mountable median and mountable kerb with signage.**



Figure 40 **PP12 Wide road availability for right turn movement from Lochaber Road.**

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Site Visit Note

2.13 PP13



Figure 41 PP12 Road cross section



Figure 42 PP13 Mountable kerbs on either side of Oakey Pittsworth Road. Wide road.

Site Visit Note



Figure 43 PP13 Road marker within road reserve already damaged from previous vehicle. Mountable kerb and signage shown.

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Site Visit Note

2.14 PP14



Figure 44 PP14 View from Yarranlea Road showing wide road with faded line marking



Figure 45 PP14 Road cross section along Gore Highway showing no dedicated left turn lane however significant width for movement. Road dips onto Yarranlea Road.

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Site Visit Note

2.15 PP15



Figure 46 PP15 Pinch point onto Desmonds Road is relatively small, however plenty of flat ground to right of turn to facilitate movement.

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Site Visit Note



Figure 47 PP15 View up Desmonds lane showing overhead wires, relatively flat land to right and road sign.



Figure 48 PP15 View from Desmonds lane showing view from other direction.

Site Visit Note

2.16 PP16



Figure 49 **PP16 Road cross section**



Figure 50 **PP16 View from Ware Street south approach showing curve before intersection.**

Site Visit Note



Figure 51 **PP16 Mountable kerb with traffic signs and road markers.**

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Site Visit Note

2.17 PP17



Figure 52 PP17 Intersection is very unclear with Dieckmann Road not seeming like much of a road. Small gravel patch to the right is the road turn



Figure 53 PP17 View of gravel path showing Dieckmann Road. Land is flat and path will likely be worn wider by OSOM movements.

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Site Visit Note

2.18 PP18



Figure 54 PP18 Road cross section. Dieckmann Road is more a private driveway than a road, therefore did not proceed up to PP18 for closer inspection. Track seems overgrown.

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Site Visit Note

2.19 PP19



Figure 55 PP19 Road cross section showing relatively flat land on either side of access track for turning movement.



Figure 56 PP19 Right turn view from Access Track.

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Site Visit Note



Figure 57 PP19 View from the Gore Highway northeast approach showing culvert to left of road near closest road marker.

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Site Visit Note

2.20 PP20



Figure 58 PP20 Road cross section showing road markers and overhead powerlines



Figure 59 PP20 Culvert to left of Gore Highway

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Site Visit Note



Figure 60 **PP20 View for right turn movement out of Gilgai Lane showing culvert.**

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Site Visit Note

2.21 PP21



Figure 61 **PP21 Road cross section indicates very wide road and pavement.**



Figure 62 **PP21 Left turn has road markers and culvert on turn. Culvert not marked on swept path.**

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Site Visit Note



Figure 63 PP21 View from Millmerran-Leyburn Road showing signage and road markers.

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Site Visit Note

2.22 PP22



Figure 64 **PP22 Road cross section showing AUL treatment.**



Figure 65 **PP22 Wide view of left turn lane from Gore Highway. Temporary road works/rough surface signage present with could impact swept path, although very wide road.**

Site Visit Note



Figure 66 PP22 View from Hall Road towards Gore Highway showing foliage, sign, letterbox and temporary signage.

2.23 PP23



Figure 67 PP23 Road cross section

Site Visit Note



Figure 68 **PP23 Left turn wide lane from Gore Highway onto Millmerran Inglewood Road. Line marked medians.**



Figure 69 **PP23 View from Millmerran Inglewood Road showing very wide road for easy un-impacted turning of infrastructure.**

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Site Visit Note

2.24 PP24



Figure 70 **PP24 Road cross section showing road name sign**



Figure 71 **PP24 Road name sign shown clearly from Millmerran Inglewood Road approach**

Site Visit Note



Figure 72 **PP24 View from Owens Scrub Road showing wide road and road markers.**

2.25 PP25



Figure 73 **PP25 Road cross section and intersection approach showing wide pavement/gravel to left of intersection which can allow for widened turning circle. Sign posts and power pole all close to access track.**

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Site Visit Note



Figure 74 **PP25 View from Schwarten Road showing power pole, signage and road markers.**



Figure 75 **PP25 Relatively constrained sight distance from this intersection with vegetation and road curve. OSOM escorts will need to be aware and non-escorted vehicles should be warned.**

Site Visit Note



Figure 76 PP25 Sight distance for left turn from Schwarten Road

2.26 PP26



Figure 77 PP26 Road cross section showing widened pavement on left for wide turn if required. Movement effectively does a u-turn from Gore Highway to Scragg Road.

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Site Visit Note



Figure 78 **PP26 Turn from Gore Highway onto Commodore Peak Road**



Figure 79 **PP26 Turn from Commodore Peak Road to Scragg Road**

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Site Visit Note

2.27 PP27



Figure 80 PP27 Road cross section



Figure 81 PP27 View of right turn movement from Millmerran-Inglewood Road showing road signage and road markers.

Site Visit Note



Figure 82 PP27 View from Heckendorf Road showing signage and intersection approach.

2.28 PP28



Figure 83 PP28 Road cross section

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Site Visit Note



Figure 84 **PP28 Left turn movement showing guy wire from overhead wires and flat verge.**



Figure 85 **PP28 Clear view from Paton Road.**

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Site Visit Note

2.29 PP29



Figure 86 PP29 Road cross section



Figure 87 PP29 View from Thornton Road showing road markers and signage and wide pavement.

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Site Visit Note

2.30 PP30



Figure 88 **PP30 Intersection approach from Millmerran Inglewood Road showing wide pavement, road markers and sign postage.**



Figure 89 **PP30 View for right turn movement from Millmerran Inglewood Road.**

Site Visit Note



Figure 90 PP30 Road cross section and view for left turn movement from Millmerran Inglewood Road.

2.31 PP31



Figure 91 PP31 Road cross section

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Site Visit Note



Figure 92 PP31 View from Bybera Road showing road markers and sign postage



Figure 93 PP31 Kerb hidden under vegetation on left turn movement

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Site Visit Note

2.32 PP32



Figure 94 PP32 Road cross section



Figure 95 PP32 Right turn movement from Cunningham Highway onto Cremascos Road shows CHR treatment and wide pavement allowance.

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Site Visit Note



Figure 96 **PP32 Left turn movement from Cremascos has road markers and kerb.**



Figure 97 **PP32 Further view of kerb on left turn movement from Cremascos Road**

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Site Visit Note

2.33 PP33



Figure 98 PP33 Road cross section



Figure 99 PP33 View from Whetstone Access Road showing vegetation and signage.

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Site Visit Note



Figure 100 **PP33 Sight distance to left slightly restricted by vegetation.**



Figure 101 **PP33 Sight distance to right slightly restricted by vegetation.**

Site Visit Note

2.34 PP34



Figure 102 PP34 Road cross section showing very wide available turning circle with flat clear gravel space to on the side of Cunningham Highway. This area may be used for truck stopover however was clear on site visit.



Figure 103 PP34 View from Yelarbon-Kurumbul Road showing the wide availability for right turn movement.

Site Visit Note

2.35 PP35



Figure 104 PP35 View from Eukabilla Road showing wide available space



Figure 105 PP35 Road cross section also showing relatively flat shoulders if required for traversing. Sign postage and road markers.

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Site Visit Note

3 Proposed Road Rail interfaces - safety

Site visit objective: photograph road-rail interfaces locations flagged as High Risk in TIA safety assessments

3.1 310-5-E-2



Figure 106 310-5-E-2 On approach of the RRI. RRI proposed to depart opposite dirt road over the train line



Figure 107 310-5-E-2 View to existing train track from Wondalli Kurumbul Road

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Site Visit Note

3.2 310-10-P-1



Figure 108 310-10-P-1 View across to train line from proposed crossing location



Figure 109 310-10-P-1 View back towards train line showing distance between road and existing train track

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Site Visit Note

4 Intersections – Safety

Site visit objective: photograph existing intersections flagged as High Risk in TIA safety assessment

4.1 Gore Highway / Gilgai Lane

Refer to Section 2.20 (PP20).

4.2 Greenwattle Street / Alderley Street



Figure 110 **Greenwattle Street / Alderley Street View towards intersection facing south**

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Site Visit Note



Figure 111 **Greenwattle Street / Alderley Street View towards intersection facing north**



Figure 112 **View of Alderley Street minor road from major road.**

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Site Visit Note

5 Existing level crossings

Site visit objective: confirm existing level crossing treatment unidentifiable from desktop assessment (i.e. passive or active level crossing).

5.1 Hall Street

Could not access and view Hall Street crossing as the road ended at a gate leading to what looked to be private property. Assume it is a passive level crossing.

5.2 South Kurumbul Road



Figure 113 South Kurumbul Road - Passive level crossing

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Site Visit Note

6 Bridge/culvert constraints

Site visit objective: confirm constraint type and extent of constraint for locations unidentifiable from desktop assessments.

6.1 Grays Road



Figure 114 Grays Road - Water over road at time of site visit.

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Site Visit Note



Figure 115 **Grays Road - Section is restricted on one-lane**



Figure 116 **Grays Road - Can see previous flood debris high on fence line as well as fallen tree within creek bed. Indicates significant flooding of area.**

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Site Visit Note

6.2 Lovells Crossing Road



Figure 117 **Lovells Crossing Road - Significant water on road at time of site visit**



Figure 118 **Lovells Crossing Road - Tight curve before the flooded crossing**

Site Visit Note



Figure 119 Lovells Crossing Road - View from road down to crossing

6.3 Bybera Road



Figure 120 Bybera Road - No flooding during site visit

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Site Visit Note



Figure 121 Bybera Road - Bridge over creek

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Site Visit Note

6.4 Cremascos Road



Figure 122 Cremascos Road - No flooding at time of site visit



Figure 123 Cremascos Road - Culvert structure across creek

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Site Visit Note

6.5 McDougalls Road



Figure 124 McDougalls Road - No flooding at site. Significant sand on track on further side of crossing

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Site Visit Note



Figure 125 McDougalls Road - Culvert crossing



Figure 126 McDougalls Road - Weir upstream of crossing

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Site Visit Note

6.6 Mooroobie Lane



Figure 127 Mooroobie Lane - No flooding at site during visit



Figure 128 Mooroobie Lane - Culvert structure

APPENDIX

AA

Traffic Impact Assessment

Appendix BV ALCAM assessment inputs

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

Public Level Crossing Project ID	Reference Design Rail Chainage (km)	Distance between level crossings along rail line	Distance between level crossings along rail line	Road Name	Suburb	Road Manager	Stock Route (SR) Y/N
310-4-E-2	6.078	8.977		South Kurumbul Road	Yelarbon	Goodiwindi Regional Council	Y
310-7-E-1	15.055		10.333	Unnamed Road	Yelarbon	Goodiwindi Regional Council	N
310-10-P-1	25.388	4.915		Unnamed Road	Yelarbon	Goodiwindi Regional Council	Y (SR only)
310-12-E-1	30.303		7.367	Suttons Road	Whetstone	Goodiwindi Regional Council	N
310-14-E-0	37.670	7.923		Springborg Road	Whetstone	QLD GOV - Dept. Ag. & Fisheries	N
310-16-P-1a	45.593		8.925	Whetstone Access Road	Whetstone	Goodiwindi Regional Council	N
310-18-P-8	54.518	11.264		Cremascos Road	Inglewood	Goodiwindi Regional Council	N
310-21-P-9	65.782		2.884	Lovells Crossing Road	Inglewood	Goodiwindi Regional Council	Y
310-22-P-9	68.666	4.438		Thornton Road	Inglewood	Goodiwindi Regional Council	N
310-24-P-2	73.104		5.321	Millmerran - Inglewood Road	Inglewood	TMR	N
310-25-P-3	78.425	2.518		Grays Road	Inglewood	Goodiwindi Regional Council	N
310-26-P-2	80.943		10.856	Wongavale - Yugilbar Road	Canning Creek	Goodiwindi Regional Council	N
310-28-P-3	91.799	4.313		Canning Creek Road	Canning Creek	Goodiwindi Regional Council	N
310-30-P-2	96.112		6.902	Kooroongarra Anderson Road	Canning Creek	Toowoomba Regional Council	Y (SR only)
310-31-P-7	103.014	2.831		Kooroongarra Road	Bringalily	Toowoomba Regional Council	N
310-32-P-4	105.845		2.046	Paton Road	Bringalily	Toowoomba Regional Council	N
310-33-P-1	107.891	4.2		Nicol Creek Road	Millwood	Toowoomba Regional Council	N
310-34-P-1	112.091		8.267	Millwood Road	Millwood	Toowoomba Regional Council	N
310-36-P-1	120.358	19.781		Blackwell Road	Clontarf	Toowoomba Regional Council	N
310-40-E-2	140.139		6.689	Millmerran - Leyburn Road	Yandilla	TMR	N
310-42-P-0a	146.828	3.125		Harris Road	Pampas	Toowoomba Regional Council	N
310-43-E-3	149.953		2.221	Elsden Road	Brookstead	Toowoomba Regional Council	N
310-43-P-8	152.174	5.762		Mann Silo Access Road	Brookstead	Toowoomba Regional Council	N
310-45-E-1	157.936		12.5	Longhurst Road	Brookstead	Toowoomba Regional Council	N
310-48-P-1	170.436	11.724		Tip Road	Pittsworth	Toowoomba Regional Council	N
310-50-P-11	182.160		25.527	Linthorpe Valley Road	Southbrook	Toowoomba Regional Council	N
310-57-P-4	207.687			Leesons Road	Kingsthorpe	Toowoomba Regional Council	N

Public Level Crossing Project ID	Reference Design Rail Chainage (km)	Distance between level crossings along rail line	Distance between level crossings along rail line	New or Exisitng Level Crossing	Existing Control if applicable	Proposed Control	Baseline Average Annual Daily Traffic (AADT)	% Heavy vehicles
310-4-E-2	6.078	8.977		Existing	Passive STOP	Active Level Crossing: Flashing LIghts + boom Barriers	45	34%
310-7-E-1	15.055		10.333	Existing	Passive STOP	Passive Level Crossing: Stop Signs	TBC	TBC
310-10-P-1	25.388	4.915		New (relocated existing)	N/A	Passive Level Crossing: Stop Signs	TBC	TBC
310-12-E-1	30.303		7.367	Existing	Passive STOP	Passive Level Crossing: Stop Signs	11	33%
310-14-E-0	37.670	7.923		New	N/A	Passive Level Crossing: Stop Signs	9	6%
310-16-P-1a	45.593		8.925	New	N/A	Active Level Crossing: Flashing LIghts + boom Barriers	17	31%
310-18-P-8	54.518	11.264		New	N/A	Active Level Crossing: Flashing LIghts + boom Barriers	102	34%
310-21-P-9	65.782		2.884	New	N/A	Active Level Crossing: Flashing LIghts + boom Barriers	5	9%
310-22-P-9	68.666	4.438		New	N/A	Active Level Crossing: Flashing LIghts + boom Barriers	14	30%
310-24-P-2	73.104		5.321	New	N/A	Active Level Crossing: Flashing LIghts + boom Barriers	336	33%
310-25-P-3	78.425	2.518		New	N/A	Passive Level Crossing: Stop Signs	17	9%
310-26-P-2	80.943		10.856	New	N/A	Passive Level Crossing: Stop Signs	16	17%
310-28-P-3	91.799	4.313		New	N/A	Active Level Crossing: Flashing LIghts + boom Barriers	10	33%
310-30-P-2	96.112		6.902	New	N/A	Passive Level Crossing: Stop Signs	7	0%
310-31-P-7	103.014	2.831		New	N/A	Active Level Crossing: Flashing LIghts + boom Barriers	28	52%
310-32-P-4	105.845		2.046	New	N/A	Active Level Crossing: Flashing LIghts + boom Barriers	22	74%
310-33-P-1	107.891	4.2		New	N/A	Active Level Crossing: Flashing LIghts + boom Barriers	36	75%
310-34-P-1	112.091		8.267	New	N/A	Active Level Crossing: Flashing LIghts + boom Barriers	21	43%
310-36-P-1	120.358	19.781		New	N/A	Active Level Crossing: Flashing LIghts + boom Barriers	20	53%
310-40-E-2	140.139		6.689	Existing	Passive STOP	Active Level Crossing: Flashing LIghts + boom Barriers	190	23%
310-42-P-0a	146.828	3.125		New	NULL	Active Level Crossing: Flashing LIghts + boom Barriers	111	27%
310-43-E-3	149.953		2.221	Existing	Passive STOP	Active Level Crossing: Flashing LIghts + boom Barriers	11	22%
310-43-P-8	152.174	5.762		New	NULL	Active Level Crossing: Flashing LIghts + boom Barriers	64	45%
310-45-E-1	157.936		12.5	Existing	Passive STOP	Active Level Crossing: Flashing LIghts + boom Barriers	2	29%
310-48-P-1	170.436	11.724		New	NULL	Active Level Crossing: Flashing LIghts + boom Barriers	13	5%
310-50-P-11	182.160		25.527	New	NULL	Active Level Crossing: Flashing LIghts + boom Barriers	98	22%
310-57-P-4	207.687			New	NULL	Active Level Crossing: Flashing LIghts + boom Barriers	77	46%

Public Level Crossing Project ID	Reference Design Rail Chainage (km)	Distance between level crossings along rail line	Distance between level crossings along rail line	Design Vehicle for Sighting Compliance	Design Vehicle for Stacking Compliance	Average Annual Daily Traffic (AADT) Growth Rate	Estimated 2040 daily road traffic used in LX assessment	Estimated Avg. 2040 daily train volumes used in LX assessment	Design Train Speeds
310-4-E-2	6.078	8.977		PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.0%	67	20	115
310-7-E-1	15.055		10.333	PBS-3b 42m Road Train	PBS-3b 42m Road Train	NULL	NULL	20	115
310-10-P-1	25.388	4.915		PBS-1 19m Semi trailer	PBS-1 19m Semi trailer	NULL	NULL	20	115
310-12-E-1	30.303		7.367	PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.0%	16	20	115
310-14-E-0	37.670	7.923		PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.0%	13	20	115
310-16-P-1a	45.593		8.925	PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.0%	26	20	115
310-18-P-8	54.518	11.264		PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.0%	158	20	115
310-21-P-9	65.782		2.884	PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.0%	8	20	115
310-22-P-9	68.666	4.438		PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.0%	21	20	115
310-24-P-2	73.104		5.321	PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.4%	571	20	115
310-25-P-3	78.425	2.518		PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.0%	26	20	115
310-26-P-2	80.943		10.856	PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.0%	25	20	115
310-28-P-3	91.799	4.313		PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.0%	15	20	115
310-30-P-2	96.112		6.902	PBS-3b 42m Road Train	PBS-3b 42m Road Train	0.0%	12	20	115
310-31-P-7	103.014	2.831		PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.5%	47	20	115
310-32-P-4	105.845		2.046	PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.5%	37	20	115
310-33-P-1	107.891	4.2		PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.5%	61	20	115
310-34-P-1	112.091		8.267	PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.5%	35	20	115
310-36-P-1	120.358	19.781		PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.5%	34	20	115
310-40-E-2	140.139		6.689	PBS-2a 26m B-Double	PBS-2b 30m Pocket Road Train	3.4%	383	20	115
310-42-P-0a	146.828	3.125		PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.5%	186	20	115
310-43-E-3	149.953		2.221	PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.5%	19	20	115
310-43-P-8	152.174	5.762		PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.5%	108	20	115
310-45-E-1	157.936		12.5	PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.5%	3	20	115
310-48-P-1	170.436	11.724		PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.5%	22	20	115
310-50-P-11	182.160		25.527	PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.5%	165	20	115
310-57-P-4	207.687			PBS-3b 42m Road Train	PBS-3b 42m Road Train	2.5%	126	20	115

Public Level Crossing Project ID	Reference Design Rail Chainage (km)	Distance between level crossings along rail line	Distance between level crossings along rail line	Available S3 Sighting (LHS UP/DN) (m)	Required S3 Sighting (LHS) (m) (Note: S3 sighting not required for active crossings)	Available S3 Sighting (RHS UP/DN) (m)	Required S3 Sighting (RHS) (m) (Note: S3 sighting not required for active crossings)	Compliant sighting distances for proposed controls (Y/N)	Current Available Stacking (LHS / RHS) m (U=unlimited)
310-4-E-2	6.078	8.977		1450 / 1450	NA - active	1450 / 1450	NA - active	Y	U / U
310-7-E-1	15.055		10.333	1450 / 1450	815	1450 / 1450	713	Y	16 / U
310-10-P-1	25.388	4.915		1450 / 1450	717	1450 / 1450	589	Y	NA (new LX)
310-12-E-1	30.303		7.367	1450 / 1450	627	1450 / 1450	647	Y	U / U
310-14-E-0	37.670	7.923		1450 / 1203	621	1450 / 1223	621	Y	NA (new LX)
310-16-P-1a	45.593		8.925	1450 / 614	NA - active	560 / 1450	NA - active	Y	NA (new LX)
310-18-P-8	54.518	11.264		1450 / 1450	NA - active	1450 / 833	NA - active	Y	NA (new LX)
310-21-P-9	65.782		2.884	46 / 1450	NA - active	780 / 46	NA - active	Y	NA (new LX)
310-22-P-9	68.666	4.438		96 / 1450	NA - active	1450 / 96	NA - active	Y	NA (new LX)
310-24-P-2	73.104		5.321	21 / 1162	NA - active	690 / 20	NA - active	Y	NA (new LX)
310-25-P-3	78.425	2.518		1450 / 1450	650	1450 / 1450	627	Y	NA (new LX)
310-26-P-2	80.943		10.856	1450 / 1450	635	1450 / 1450	655	Y	NA (new LX)
310-28-P-3	91.799	4.313		1450 / 432	NA - active	1450 / 434	NA - active	Y	NA (new LX)
310-30-P-2	96.112		6.902	1450 / 1450	NA - active	1450 / 1450	828	Y	NA (new LX)
310-31-P-7	103.014	2.831		1451 / 1357	NA - active	1451 / 1377	NA - active	Y	NA (new LX)
310-32-P-4	105.845		2.046	614 / 1450	NA - active	535 / 1450	NA - active	Y	NA (new LX)
310-33-P-1	107.891	4.2		1450 / 1450	NA - active	1450 / 1450	NA - active	Y	NA (new LX)
310-34-P-1	112.091		8.267	1450 / 1450	NA - active	1450 / 1450	NA - active	Y	NA (new LX)
310-36-P-1	120.358	19.781		108 / 1054	NA - active	938 / 108	NA - active	Y	NA (new LX)
310-40-E-2	140.139		6.689	1034 / 1095	NA - active	1014 / 684	NA - active	Y	U / U
310-42-P-0a	146.828	3.125		1450 / 1450	NA - active	1450 / 1329	NA - active	Y	NA (new LX)
310-43-E-3	149.953		2.221	1450 / 1022	NA - active	1450 / 1062	NA - active	Y	20 / U
310-43-P-8	152.174	5.762		1108 / 1450	NA - active	1167 / 1450	NA - active	Y	NA (new LX)
310-45-E-1	157.936		12.5	44 / 1450	NA - active	44 / 1450	NA - active	Y	U / U
310-48-P-1	170.436	11.724		1450 / 888	NA - active	780 / 166	NA - active	Y	NA (new LX)
310-50-P-11	182.160		25.527	783 / 1088	NA - active	931 / 1450	NA - active	Y	NA (new LX)
310-57-P-4	207.687			1450 / 532	NA - active	1450 / 758	NA - active	Y	NA (new LX)

Public Level Crossing Project ID	Reference Design Rail Chainage (km)	Distance between level crossings along rail line	Distance between level crossings along rail line	Is the existing Available Stacking distance compliant for the Stacking Design Vehicle? (Y/N)	Proposed Design Stacking (LHS / RHS) m (U=unlimited)	Required Stacking Distance for Stacking Design Vehicle (m)	Is the proposed stacking distance compliant for the Stacking Design Vehicle? (Y/N)
310-4-E-2	6.078	8.977		Y	U / U	47	Y
310-7-E-1	15.055		10.333	N	47 / U	47	Y
310-10-P-1	25.388	4.915		N	26 / U	47	Y
310-12-E-1	30.303		7.367	Y	U / U	47	Y
310-14-E-0	37.670	7.923		Y	U / U	47	Y
310-16-P-1a	45.593		8.925	Y	U / U	47	Y
310-18-P-8	54.518	11.264		Y	U / U	47	Y
310-21-P-9	65.782		2.884	Y	U / U	47	Y
310-22-P-9	68.666	4.438		Y	U / U	47	Y
310-24-P-2	73.104		5.321	Y	U / U	47	Y
310-25-P-3	78.425	2.518		Y	60 / U	47	Y
310-26-P-2	80.943		10.856	Y	60 / U	47	Y
310-28-P-3	91.799	4.313		Y	60 / U	47	Y
310-30-P-2	96.112		6.902	Y	52 / U	47	Y
310-31-P-7	103.014	2.831		Y	62 / U	47	Y
310-32-P-4	105.845		2.046	Y	U / U	47	Y
310-33-P-1	107.891	4.2		Y	U / U	47	Y
310-34-P-1	112.091		8.267	Y	U / U	47	Y
310-36-P-1	120.358	19.781		Y	U / U	47	Y
310-40-E-2	140.139		6.689	Y	U / U	35	Y
310-42-P-0a	146.828	3.125		Y	U / U	47	Y
310-43-E-3	149.953		2.221	N	50 / U	47	Y
310-43-P-8	152.174	5.762		Y	56 / U	47	Y
310-45-E-1	157.936		12.5	Y	U / U	47	Y
310-48-P-1	170.436	11.724		Y	U / U	47	Y
310-50-P-11	182.160		25.527	Y	U / U	47	Y
310-57-P-4	207.687			Y	U / U	47	Y